



# L7000/8000





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## Ford L-7000/8000 An Investment In Value



### A Commitment To Value

Ford trucks are built with one purpose in mind—to deliver value. It's another name for customer satisfaction. Take a good look at the L-Series. It's built to perform. And it's backed by a Ford Support System comprising over 550 Ford Heavy Truck Dealers nationwide—plus over 125 Ford Dealers who are Ford Diesel engine certified. Ford makes it easy to get the truck that's right for you with our "Work-Ready" Program. Sixty models are available for quick delivery.

### Premium Diesel Performance

The Ford Diesel is the standard engine in the L-Series. Designed for premium performance without the price, the Ford Diesel is available in five models within the L-Series—up to 240 horsepower. It features a Garrett turbocharger for enhanced power, a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds and an advanced air management and combustion system for good fuel economy.

### LN-7000:

This year the L-Series becomes an even greater value with the addition of the LN-7000. Powered by the Ford Diesel, the LN-7000 carries a 30,000/60,000 pound GVWR/GCWR, and shares the same notable design benefits as the LN-8000.



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## Skill-Pride-Quality The Kentucky Truck Plant

### The Ford Tradition

Built Tough. With skill, pride and quality. That's the Ford tradition. Our Kentucky Truck Plant (KTP), covering more than 68 acres under roof on a 415-acre site, is one of the largest and most modern manufacturing facilities in the world. Each year it attracts visitors from all over the globe to see Ford's advanced technology and latest production techniques at work—it's the home of the Louisville L-Series.

### 200-Ton Press For Perfect Holes

Frame side rails are automatically punched by 200-ton presses with virtually perfect accuracy every time. Holes are the right size and smoothness, and the adjacent metal is not damaged or weakened. The design strength of the frame rails is completely retained.

### Improved Corrosion Protection

At Ford, customer satisfaction is a top priority. That's why we've just invested 24 million dollars to upgrade our corrosion protection facilities to a state-of-the-art level.

Each cab is fully immersed in a new priming material called "Uniprime™"—thicker, smoother and better at reaching nooks and crannies than the E-coat material previously used. A high voltage charge then bonds the primer to the metal. In addition, sealers and special coatings are applied to critical areas for optimized corrosion protection. And finally, a new sealer bake oven and "paint prep" sanding process help guarantee a superior finish on all Ford cabs.

Just how good do we think our anti-corrosion story is? Good enough to back with a solid anti-corrosion warranty that covers 100% parts and labor for 60 months/unlimited mileage.

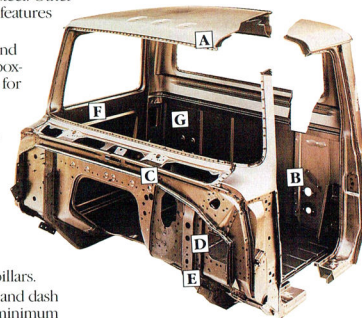
### Built Ford Tough—More Than A Slogan

It's a tradition that translates into tangible values like the L-Series all-welded cab construction for driving comfort and overall vehicle performance. All exterior sheet metal (except the dash panel) is made of double-sided galvanized steel. Other notable cab construction features include:

- (A) Windshield header and roof siderails are of box-section construction for toughness.
- (B) Reinforcements at door opening frame assembly and at door pillar hinge attachment areas provide added strength.
- (C) Double-wall cowl arch adds structural rigidity to the door pillars.
- (D) Floor pan, toeboard and dash panel are .043-inch minimum thickness.
- (E) Front and rear cross sills, inside and outside truck frame side members, and an intermediate cross sill provide strong underbody support.

(F) Doors are constructed of single-piece inner and outer panels welded into a rigid structure.

(G) Complete cab interior is lined with thick sound absorbing, temperature insulating material.



All-Welded Cab Construction

### Ripping Them Apart To Be Sure

You expect a lot from the dollars you spend on your truck. We expect a lot from what we build. That's why random L-Series cabs are ripped apart at KTP and examined to make sure welds meet engineering specifications. Every seam is ripped apart with an air hammer and every spot welded up to 1,700 of them, is inspected. To pass, welds must be of specified size and strong enough to tear a hole in the surrounding metal.



# Ford Diesel Power

## Over 20 Years and 2,000,000 Diesel Engines Ago

That's how long Ford has been in the heavy-duty diesel engine business.

We've been a pioneer in the development of diesel power since we introduced our first diesel engine in 1965. Our agricultural and industrial diesels have been used in 100 countries since then.

The new Ford Diesel is a direct product of that proud service history.

## Proven In Ford CARGO

The Ford Diesel was first introduced in the Ford CARGO in 1985 in the 165 HP version. Now, there's an expanded lineup, ranging from 165 to 240 HP, all turbocharged, with no application restrictions. If you have the job, we have the engine.

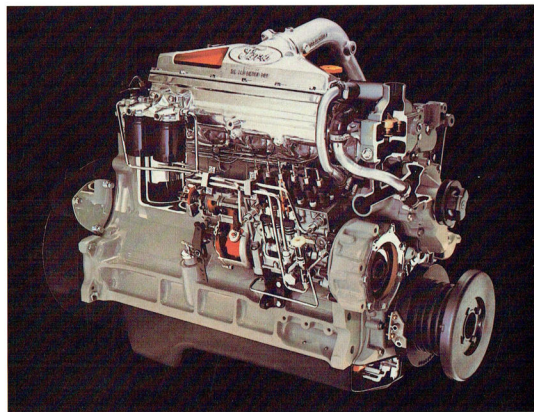
## Proven In Over 350,000 Demonstrator Program Miles

Ford Diesel Power. Proven in Ford CARGO. Proven in Fleet tests. Proven in 1986 SAE Type II fuel economy tests (with an average 10.49 mpg in the 160 hp version). And now proven in over 350,000 Ford Demonstrator Program miles.\*

We put the Ford Diesel to work in our Demonstrator Program—in three vocations: hauling, refuse and construction. Over 1,400 participants put the Ford Diesel through a minimum of 250 actual working miles in CARGO and the Ford F-Series, through a variety of "real-world" applications—highway, stop-and-go inner city, off-road.

The results—CARGO averaged 9.7 mpg in the 6000 Series and 9.6 mpg in the 7000 Series. The F-600 averaged 8.6 mpg and the F-700 9.3 mpg.

If you're not getting these kinds of mileage figures from the engine you're operating, isn't it time you considered Ford Diesel? Isn't it time to discover what trucking Ford style is all about?



Ford Diesel MPG Profile

Engine Model	MPG
F-SERIES F-600	8.6 MPG
F-SERIES F-700	9.3 MPG
CARGO CF-7000	9.6 MPG
CARGO CF-6000	9.7 MPG

\*Note: Mileage figures gathered from Ford Truck Operations Demonstrator Program data and are calculated using U.S. Gallons.

We think you'll agree. The Ford Diesel has been built to the same high standards of quality and toughness that have helped make Ford North America's best selling medium truck line.

# Premium Diesel Performance Without The Price

**(A) Stress-Relieved Cast Iron Cylinder Block** is built for toughness, excellent heat transfer and cooling. The deep skirt design extends well beneath the crankshaft to maximize rigidity and strength. And its parent bore construction (a solid iron block, with no sleeves or liners) makes it tough and rebuildable—up to four times to .040".

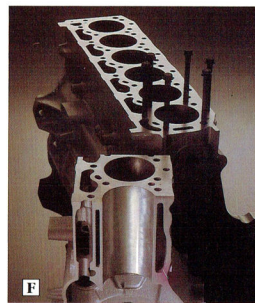
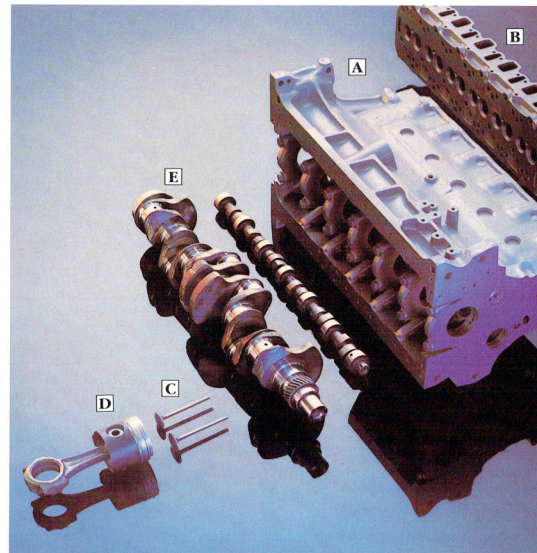
**(B) Stress-Relieved Cast Iron Cylinder Head** features 6 large-diameter head bolts per cylinder for efficient and solid clamping of the head gasket.

**(C) Stellite-Faced, Chrome-Stem Exhaust Valves** for protection against wear, burning and warping. Used for years in high-performance engines and reciprocating aircraft engines for its resistance to wear at high temperatures, Stellite is an alloy composed largely of chromium and cobalt.

**(D) Autothermic Piston Design** results in controlled expansion and tight fit within the cylinder for reduced piston "slap" and wear. Two chrome-plated oil-control rings provide excellent oil-retention. The "tight" cast iron top ring combines excellent wear characteristics with increased combustion pressure and performance.

**Forged High-Strength Steel Alloy Connecting Rods** are built for toughness under severe operating conditions. Oversize bearings are designed for long life and rigid piston support within the cylinders, minimizing deflection and wear.

**(E) Forged Alloy Steel Crankshaft** is designed for strength. Its 7 main bearings provide an exceptionally large area—26.7 square inches—for enhanced support and bearing life. The induction-hardened journals can be reground up to five times. Dynamic balance decreases vibration and helps extend bearing life.



## (F) Parent Bore Advantages

The Ford Diesel's parent bore design offers distinct advantages over wet-sleeve engines:

**Strength**—The solid iron, parent bore block actually forms a double cylinder wall compared to the single wall of a wet-liner engine. The result—increased rigidity and wear resistance.

**Elimination Of Leak Points**—The parent bore engine eliminates the o-rings used at the top and bottom of an inserted wet-sleeve design. Over time, o-rings deteriorate, allowing engine coolant and oil to leak into the cylinders.

# Ford Diesel Performance Backed By Premium Warranty Protection

## It's Called Turbodynamics

The Ford Diesel incorporates what Ford engineers call "turbodynamics," the refinement of existing combustion technology into optimized diesel performance and economy. The result—a powerful mid-range diesel with turbo-charged response and excellent all-around performance.

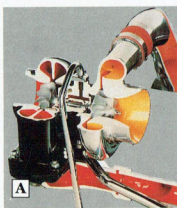
Its basic in-line configuration allows ready access to componentry for simplified service and reduced down time.

The Ford Diesel features a direct injection, advanced air management and combustion system design for good fuel economy, a Garrett turbocharger for boosted power, and a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds. The 210, 215 and 240 HP engines feature modern after-cooling systems for enhanced combustion efficiency, improved fuel economy and reduced emissions.

## It's Rebuildable...Again...And Again...And Again

Oil filters may be expendable. But your engine isn't. That's why the Ford Diesel was designed for rebuildability. Again. And again. And again. That can add up to big savings during high-mileage operations and at trade-in time.

- Parent bore cylinder can be bored at four intervals up to 0.040-inch oversize. Optional sleeving is available.
- Crankshaft journals can be ground at five intervals up to 0.040-inch undersize.
- Heads can be milled up to 0.020-inch. Valve seat inserts up to 0.030-inch oversize are available.
- Camshaft bearings are replaceable.
- Crankshaft seals, front and rear, are designed for convenient replacement.

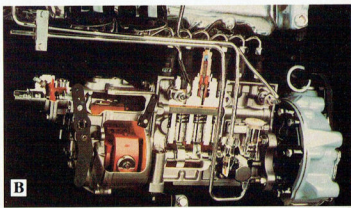


(A) Garrett Turbocharger

The Garrett turbocharger has been designed and developed as an integral part of the Ford Diesel engine. The exact matching of the turbo with a highly efficient combustion system provides excellent power and torque performance, even at high altitudes.

(B) Bosch Direct-Injection Fuel Pump

The Bosch high pressure direct-injection fuel pump has been specifically tailored to provide precise fuel delivery at all engine speeds, resulting in consistent power, good fuel economy and proven performance. The P-Series pump is normally associated only with linehaul diesels and, therefore, can be expected to provide heavy-duty service.



## Combustion System

Large section inlet and exhaust manifolds, helical-type inlet ports and advanced piston bowl shaping create a highly turbulent air-fuel mixture resulting in very efficient combustion, good fuel economy and exhaust emissions control.

## Ford Diesel Performance Pledge

The Ford Diesel is backed by the Ford Diesel Performance Pledge. An added value—at no extra cost to you.

- 36 months/150,000 miles Extended Service Coverage on the engine.
- 48-Hour Parts Delivery Guarantee. Ask your Ford Dealer for details.
- Backed by over 125 certified service Dealers Nationwide.

Note: Chromed and painted engine parts are for display only.

## Ford Diesel Engine Specifications

Item	170 HP 50 States	185 HP 49 States	210 HP 50 States	215 HP 49 States	215 HP California	240 HP 50 States
Configuration of Cylinders	Inline 6	Inline 6	Inline 6	Inline 6	Inline 6	Inline 6
Bore & Stroke (inches)	4.40 x 4.40	4.40 x 5.20	4.40 x 5.20	4.40 x 5.20	4.40 x 5.20	4.40 x 5.20
Rated HP @ RPM (SAE J-1349)	170 @ 2600	185 @ 2400	210 @ 2400	215 @ 2400	215 @ 2400	240 @ 2400
Peak Torque @ RPM (lb.-ft.)	412 @ 1800	509 @ 1500	575 @ 1500	588 @ 1500	588 @ 1500	656 @ 1500
Gross Torque Rise (%)	20	25	25	25	25	25
Aspiration	Turbo	Turbo	Turbo/JWAC	Turbo/A-A	Turbo/A-A	Turbo/A-A
Compression Ratio	16.7:1	16.7:1	16.7:1	16.7:1	16.7:1	16.7:1

JWAC = Jacket Water Aftercooling A-A = Air-to-Air Aftercooling

# Set-Back Front Axle Leadership

## A Practical Solution For Maximum Loading

The 1982 Highway Transportation Act relaxed the limits on truck overall length. But you still may be having trouble reaching payload because of over-loaded rear axles. The practical solution? Ford's set-back axle series, the LS/LTS-8000, for single and tandem axle applications.

## A Decade And A Half Of Set-Back Front Axle Experience

Ford is no newcomer to set-back axle technology. We've been in the business for a decade and a half—since we introduced the Louisville Line in the

early 1970's. Take advantage of our manufacturing experience. Go with a proven design.

## Load 1,000 Pounds More On The Front Axle

The LS/LTS axle is set back 19 inches compared to the standard L-8000 Series axle, allowing for greater transfer of payload to the front axle.

This favorable change in axle weight distribution may be all you need to meet Bridge Formula requirements.

For example, the LS-8000 set-back carries up to 1,000 more pounds on the front axle than a comparable

L-8000 model. The LS-8000 loads up to 700 pounds more on the front axle than the LN-8000.

## Increased Maneuverability

Set-back axle advantages don't end with longer body length and better weight distribution. The shorter wheelbase of the set-back series means tighter turning for increased maneuverability.

The 37° wheel-cut angle (LS/LTS w/12,000 pound front axle) and 51.2' turning diameter provide outstanding maneuverability around loading docks and narrow city streets.



# The Total Truck Concept Premium Supplier Team

## The Next Logical Step In Truck Value

A Ford Truck is more than a cab and a set of rails. It's the Ford Diesel engine. It's Rockwell rear axles, Eaton transmissions, Racor fuel-water separators and Bendix air compressors.

Ford and its Premium Supplier Team have assembled some of the best in key componentry to give you premium value for your truck buying dollars.

So when you buy a Ford truck, you buy a Total Truck. This means that the whole unit, including its componentry, has been design-integrated to offer uncompromising quality and advanced technology.

Work-Ready Program. Extended Service Coverage. Premium Supplier Team. The Total Truck. That's Ford—working to keep your truck on the road and you in business.



### Racor or Ford Fuel-Water Separator

- Standard with the Ford Diesel.
- 40-micron filtration.
- Replaceable cartridge.
- Dash panel light signals time to drain water.

### Bendix Air Compressors

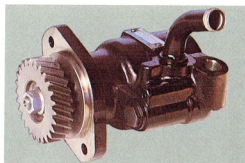
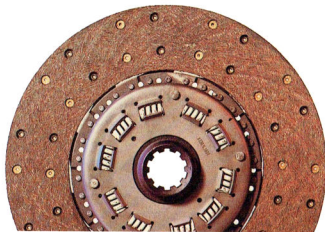
- High-output rating for rapid pressure build-up.
- Dual-cylinder, water-cooled design, with a minimum of moving parts.

### Eaton Fan Clutches

- Controlled fan speed for reduced noise.
- Reduces parasitic horsepower losses for improved fuel economy.
- Increases wheel horsepower and fan belt life.
- Automatic, self-contained and compact for economy of operation.

### Borg Warner Clutches

- Fabricated with organic, asbestos-free friction material.
- Pull-type operation.
- Modern diaphragm-spring configuration.
- Torsional dampening minimizes driveline vibration and gear rattle at idle.

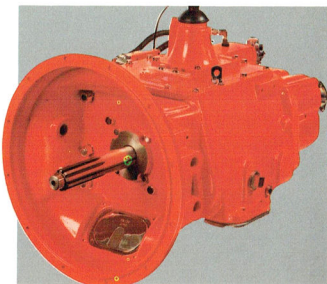


### ZF Power Steering Pumps

- The Ford Diesel employs a direct drive pump with a remote reservoir with filter.
- Direct drive prevents slippage and enhances efficiency.
- Radial design permits compact configuration and saves underhood space.
- Low noise level for quiet operation.

### Eaton Transmissions

- Standard 5-speed direct; optional 5- and 6-speed direct.
- Helical constant mesh gears for quiet operation.
- Split-pin synchronizers for smooth shifting.
- All mainshaft gears have needle bearings for high load capacity.



### Bendix Air Dryers\*

- With more than 12 million square feet of desiccant surface for outstanding moisture absorption.
- Performs up to 3 years between scheduled servicing.
- Self-cleaning, automatic purging action helps keep system clean and dry.
- Special pre-cooler starts the drying process even before the air hits the desiccant.
- Alloy filter screens out oil and grit.

\*Special Order Option.

## New Technology

### Bendix S-Cam Air Brakes

Standard on all single axle L-Series models, Bendix S-Cam air brakes feature:

- An efficient S-Cam design for excellent mechanical efficiency with a minimum of moving parts.
- Double-web brake shoes provide a secure fit over cam rollers and anchor pins. Simple spring tension holds the shoes in place, making for quick and easy system servicing.
- Special wear indicator grooves on ¾" tapered lining blocks allow for positive indication of wear; and 16-gauge stamped dust shields have easy-to-see inspection ports for routine lining checks.

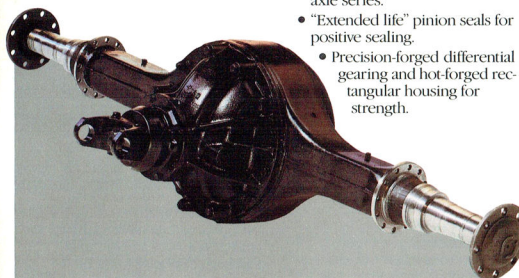
### LN-7000

With the addition of the new LN-7000 the L-Series becomes increasingly more flexible within the 30,000/60,000 GVW/GCWR range. Notable LN-7000 specifications include:

- Ford Diesel power; standard 170 HP; optional 185/210/215 HP.
- Standard 7,000 pound front axle; optional 9,000 pounds. Standard 17,500 pound Rockwell RS-17-140 rear axle; maximum optional 21,000 pound Rockwell 2-speed RS-21-230.
- Maximum standard 538,000 pound RBM frame; maximum optional 1,749,000 pounds.

### Rockwell Rear Axles

- 17,500–23,000 lb. rating in single-axle series.
- "Extended life" pinion seals for positive sealing.
- Precision-forged differential gearing and hot-forged rectangular housing for strength.



### Spicer Driveline

- Two-zerk U-joints, for fast, simple maintenance.
- Glidecot splines for reduced friction, extended life.
- Weight-saving half-round end yokes, with quick-disconnect feature for fast, easy servicing.
- Hardened hubs for extended transmission and rear-axle seal life.
- Rugged crowned bearing-race ID to distribute load evenly under varying angles for extended life.
- Long-life, heat-resistant trunnion seals to keep out contaminants and maintain effective lubrication at all speeds.

# Comfort And Convenience Begin Before You Take The Wheel



**It's Called Human Engineering**  
L-Series interiors are designed for comfort and convenience. It's called human engineering, and it begins long before you take the wheel—at Ford's Design Center, where engineers employ computer technology to develop new concepts in

cab design and operability. The result—sit behind the wheel and see the difference a Ford makes.

## The "Driver's Cab"

It's a basic human engineering concept. It means that the driver can conveniently reach everything

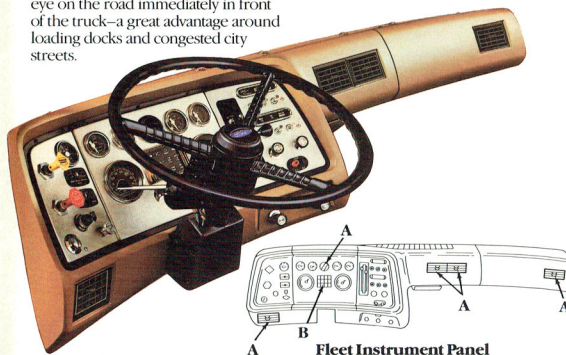
needed to operate his truck, while improving operating efficiency and reducing fatigue. For example, L-Series instrument panels—plus the optional adjustable steering column—provide ample "belly" and knee clearance for behind-the-wheel comfort.

## 23.2 Sq. Ft. Cab Glass Area

Nowhere is the idea of human engineering more clearly seen than in the L-Series' 23.2 square feet total cab glass area.

The 10.5 sq. ft., one-piece tinted windshield, chair-high seating and sloping hood combine to help you keep your eye on the road immediately in front of the truck—a great advantage around loading docks and congested city streets.

Keeping your eye on the road also means the open road, where you spend most of your time. The L-Series windshield wipers clear a big 79% of the windshield area for good visibility in rain and snow.



## Easy-Read Gauges

The instruments are easy to see and read. Critical gauges are located in the center of the panel, minimizing driver distraction. A sweeping glance is all that's required for a systems check. New warning lights are clustered for compact recognition and contain provisions for simple after-market installation of additional monitors such as "water in fuel" or "door ajar."

## Fleet Instrument Panel

- A. 5 climate control registers
- B. Warning light module

## Standard Cab (Not Shown)

Standard features include: • Assist handles, bright, dual inside • Arm rests, both doors • Ash receptacle • Coat hook • Dome light • Double yoke safety door latches • Dual door-mounted grab bars—bright aluminum • Heater and defroster, fresh air, high output • All weather ventilation • Emergency lamp flasher • Sun visors, dual vinyl, charcoal • Headlining, charcoal hardboard, painted • Floor mat, black vinyl covered rubber • HD black vinyl full-width seat • Foam-padded seat cushions • Safety belts—LH, center, and RH • Cab-back insulation • City delivery instrument panel w/removable air pac • Parking brake on/off control.

## Electronic Stereo Radio

- Electronic tuning
- Local/long-distance tuning switch
- 6-button/18-station memory
- Seek-up/seek-down

## Custom Interior Trim (Not Shown)

Custom Interior Trim includes (in addition to or in place of Standard features): • Headlining—chestnut vinyl covered hardboard • Sun visors—dual padded chestnut vinyl w/clip • Dual map pockets • Cigarette lighter • Door trim panels, padded vinyl w/painted map pockets • Floor mat, chestnut vinyl covered rubber • Cab back panel insulation • Switch, LH door-operated dome light • Glove box, under seat • Seat trim—chestnut vinyl w/Polyknit inserts.

## Custom Hi-Level Interior Trim (Shown Opposite Page)

Custom Hi-Level Interior Trim\* includes (in addition to or in place of Custom features): • Charcoal or chestnut seats • Floor covering—30 oz. carpet w/1/2" needled nylon plus 3/8" molded fiberglass backing—charcoal w/charcoal, medium tan w/chestnut • Engine panel—30 oz. carpet • Cowl panels—18 oz. black carpet • Dash—30 oz. carpet, black w/1/2" needled nylon backing • Headlining—Polyknit/vinyl w/foam backing • Dual map pockets—w/18 oz. carpet covers • Door trim panels—fully padded • 21" sport steering wheel • Bright accent bars—door panels • Vinyl covered windshield pillars and header bar • Lower cab back panel—18 oz. carpet • Upper cab back panel—vinyl covered • Radio prep package • Auxiliary floor mats—dual, black.

\*Requires individual driver & passenger seats.

## See It For Yourself

Comfort and Convenience. Great all-around visibility. Easy to read instrumentation. Ample choice of tough, good looking interiors. That's the L-Series. Don't take our word for it. Drop in on your nearest Ford Heavy Truck Dealer. See it for yourself.

## Easy To Service

### 57° Tilt Hood And Fender Assembly

Downtime is wasted time. And income lost. The L-Series is designed for ease of service, keeping routine scheduled maintenance to a minimum.

The large steel-reinforced fiberglass hood and fender assembly easily opens a full 57°. It swings up and away from the engine and radiator, allowing convenient walk-in, stand-up servicing of the engine and components. The bumper design provides sufficient tire-to-bumper clearance for easy step-in engine access.

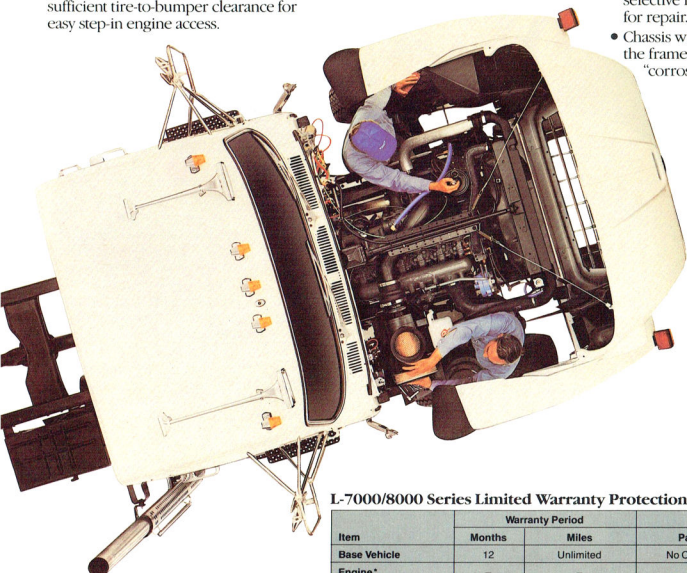
Time is spent performing necessary maintenance, not unnecessary motion.

### Butterfly Hood Option

A side-opening butterfly hood option is available on cabs where front-mounted equipment would otherwise interfere with tilting the standard hood and fender assembly (except LN/LNT).

The L-Series further supports low cost of ownership through a number of service-reducing features like:

- Maintenance-free batteries.
- Color-coded air lines and wiring simplify circuit identification and tracing.
- Removable Air-Pac allows unitized removal of manifold and air controls.
- Little or no in-cab doghouse for out-front service access.
- Instrument panels are of modular design, with 76 fewer parts, for service ease.
- 3-piece instrument panel allows selective removal of panel sections for repair.
- Chassis wiring is routed high on the frame rails and away from the "corrosion gutter."



### L-7000/8000 Series Limited Warranty Protection

Item	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Base Vehicle	12	Unlimited	No Charge	No Charge
Engine*	—	—	—	—
Drivetrain	24	Unlimited	No Charge	No Charge
Frame	60	Unlimited	No Charge	No Charge
Cab Corrosion†	60	Unlimited	No Charge	No Charge

\*See page 8 for engine warranties. †Includes cab structure.

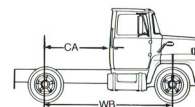
## Ford L-7000/8000 Series Specifications

SERIES		SINGLE AXLE SERIES		TANDEM AXLE SERIES	SET-BACK FRONT AXLE	
		LN-7000	L- & LN-8000	LT- & LNT-8000	SINGLE LS-8000	TANDEM LTS-8000
GVW Rating (lb.)	Max.	30,000	35,000	64,000	39,000	66,000
GCW Rating (lb.)	Max.	60,000	70,000	80,000	70,000	80,000
AXLE, FRONT						
Max. Rating (lb.)	Std.	7,000	7,000	9,000	9,000	9,000
	Max. Opt.	9,000	16,000*	18,000	16,000	20,000
AXLE, REAR						
Max. Rating (lb.)	Std.	17,500	21,000	34,000	21,000	34,000
	Max. Opt.	21,000	30,000*	46,000	30,000*	46,000
BRAKES, SERVICE SPLIT SYSTEM	Std.	Split Hydraulic;	Air	Air	Air	Air
	Opt.	H.D. Hydraulic; H.D. Hydraulic; Air	Split Hydraulic; H.D. Hydraulic	Twin Piston, Power Disc	Twin Piston, Power Disc	Twin Piston, Power Disc
BRAKES, PARKING	Std.	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type
	Opt.	Ford Diesel 170 hp	Ford Diesel 185 hp**	Ford Diesel 210 hp	Ford Diesel 185 hp**	Ford Diesel 210 hp
ENGINE	Opt.	Ford Diesel 185**/210† 215	Ford Diesel 210/215† 240 hp Cat. 3208-T 215 hp 175/215 hp	Ford Diesel 215/240 hp Cat. 3208-T 215 hp	Ford Diesel 210/215† 240 hp Cat. 3208-T 175/215 hp	Ford Diesel 215/240 hp Cat. 3208-T 215 hp
CLUTCH (Dia. in.)	Std.	13-1/2 plate	14-1 plate†	14-2 plate	14-1 plate†	14-2 plate
TRANSMISSION	Std.	5-speed	5-speed	5-speed	5-speed	5-speed
Direct 5-speed trans. available with wide or close ratio	Opt.	5-speed 6-speed 10-speed 4-spd. auto 5-spd. auto.	5-speed 6-speed 10-speed 4-spd. auto. 5-spd. auto.	5-speed 6-speed 10-speed 13-speed 4-spd. auto. 5-spd. auto.	5-speed 6-speed 10-speed 13-speed 4-spd. auto. 5-spd. auto.	5-speed 6-speed 10-speed 13-speed 4-spd. auto. 5-spd. auto.
FRAME	Max. Std.	10.76 SM 538,000 RBM	10.76 SM 538,000 RBM	10.76 SM 1,183,600 RBM	10.76 SM 1,183,600 RBM	13.3 SM 1,463,000 RBM
	Max. Opt.	15.9 SM 1,749,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM† 3,300,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM† 3,300,000 RBM
RBM = Yield Strength X SM						
SUSPENSION, FRONT	Std.	9,000	9,000	9,000	9,000	11,000
Combined capacity @ ground (lb.)	Max. Opt.	9,000 (Soft Deflection)	16,000*	20,000*	16,000	20,000
SUSPENSION, REAR	Std.	17,500	17,500	34,000	17,500	34,000
Combined capacity @ ground (lb.)	Max. Opt.	23,000	24,500†	46,000	24,500†	46,000
AUXILIARY SPRINGS	Std.	4,500	4,500	4,500	4,500	4,500
POWER STEERING	Std.	Standard	Standard	Standard	Standard	Standard
WHEELS	Std.	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	Opt.	10-Hole Disc*	10-Hole Disc*	10-Hole Disc*	10-Hole Disc*	10-Hole Disc*
TIRES	Std.	8.25x20E	9.00x20E	9.00x20E	9.00x20E	9.00x20E
	Max. Opt.					

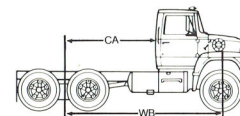
\*Special order option. \*\*Not available in California. †12-plate with Cat. engine. ‡Includes reinforcement. †Not available for tractor. \*Steel, aluminum or polished aluminum.

### LN-7000 94.4" BBC

WB	138"	150"	162"	174"	186"	204"	222"
CA	72"	84"	96"	108"	120"	138"	156"

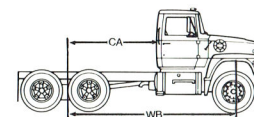


## Dimensions



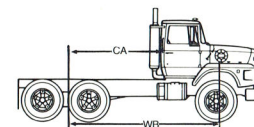
### LN/LNT-8000 94.4" BBC

WB	138"	150"	162"	174"	186"	204"	222"
CA	72"	84"	96"	108"	120"	138"	156"
LN-8000	X	X	X	X	X	X	X
LNT-8000	—	X	X	X	X	X	X



### L/LTS-8000 106.4" BBC

WB	138"	150"	162"	174"	186"	204"	222"
CA	60"	72"	84"	96"	108"	126"	144"
L-8000	X	X	X	X	X	X	X
LTS-8000	—	X	X	X	X	X	X



### LS/LTS-8000 106.3" BBC

WB	143"	155"	167"	185"	203"
CA	84"	96"	108"	126"	144"
LS-8000	X	X	X	X	X
LTS-8000	X	X	X	X	X

## Chassis Optional Equipment

- Aluminum front bumper
- Aluminum rear wheel hubs
- Aluminum wheels (polished)
- Butterfly hood (except LN/LNT)
- Centrifuge brake drums
- Ether cold starting aid
- Extended front bumper (8-inch spacer; NA w/extended frame)
- Integral front frame extension
- Silicone hose package
- Scotseal Plus wet-type wheel seals
- Wide choice of tandem suspensions:
  - Hendrickson steel spring walking beam
    - steel beam
    - aluminum beam
    - extended leaf
  - capacities to 65,000 lbs\*
  - Hendrickson rubber cushion walking beam
    - "RS": steel beam
    - "RSA": aluminum beam
  - Neway ARD Air\*
- Adjustable steering column

## Cab Optional Equipment

- Air conditioning (includes high output heater and tinted glass all around)
- Air-powered windshield wipers (air-equipped models)
- Bright grille surround molding
- Bright windshield molding (standard cab)
- Fleet instrument panel
- Sun visor, exterior\*

\*Special Order Option

### Custom Exterior Trim

Includes (in addition to or in place of Standard Trim) Bright Finish:

- Windshield molding
- Grille surround molding
- Pedestal cab rooflights (five).

### Custom Hi-Level Exterior Trim

Includes (in addition to or in place of Custom Exterior Trim) Bright Finish:

- Rectangular Dietz cab roof lights (five)
- Hadley air horns—dual base
- Aluminum front bumper
- Western mirrors w/bright auxiliary convex mirrors
- Fender-mounted turn signals
- Vent window frame and divider bar.

### Options availability

Options displayed or described in this catalogue are available at extra cost and may be offered in combination with other options or subject to additional ordering requirements or limitations. Your Ford or Mercury Dealer has the latest information.

Specifications, description and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford of Canada reserves the right to discontinue models or options at any time or change specifications, equipment or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available are at extra cost.

Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford or Mercury dealer.

These vehicles are regulated pursuant to the Canada Motor Vehicle Safety Act. If you acquire a vehicle for use in the U.S.A. you may be subject to regulations such as those issued by the U.S. Federal Highway Administration or issued pursuant to the Occupational Safety and Health Act (OSHA), and/or state and local laws and regulations, may require additional equipment for the particular use you intend for the vehicle. It is the buyer's responsibility to determine the applicability of such laws and regulations to the buyer's intended use for the vehicle and to arrange for the installation of required equipment.

Your Ford or Mercury Dealer has information about the availability of many items of equipment which can be ordered for the vehicle. Many of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford of Canada. Bodies or trailers shown with Ford Chassis-Cabs or Tractors are merely representative of the many types available from various manufacturers and do not constitute a recommendation by Ford of Canada as to their suitability for your individual needs. Availability, price, quality and durability of these items rests solely with the respective manufacturers and their sales organization, and Ford assumes no responsibility for their use.



## Setting New Standards of Value

## FORD L-7000/8000

