

# THE WORKFORCE FORD L-7000/8000 SERIES





# THE FORD WORKFORCE

**W**orkForce. It's the name Ford has given to its complete line of tough-built work

trucks and tractors: the low-till CARGO, the F-Series, and the L-7000/8000/9000 Series.

These are the workhorses of the Ford medium and heavy truck fleet: the vehicles that deliver goods and services through congested city streets and along the Interstate system, that power up and down the steep grades of construction sites and logging camps.

## WORK-READY OR CUSTOM BUILT

Ford WorkForce trucks and tractors are available Work-Ready—

with 45-day delivery on pre-spec'd models, premium Ford Diesel performance (except L-9000).

Or order your vehicle the traditional way—customized to your own unique set of specifications. Either way, you get a truck designed and engineered to Ford's high standards of strength, quality, and value.

## THE PREMIUM SUPPLIER TEAM

Ford and its Premium Supplier Team have assembled some of the best in key componentry to offer design-integrated trucks of uncompromising quality and advanced technology. The result is Ford's Total Truck Concept.

Rockwell. Hendrickson. Eaton. Fuller. Spicer. Bendix. Cummins. Caterpillar. Ford's close affiliation with suppliers such as these is one reason you can expect outstanding value and service for every dollar you invest in Ford trucks for your business.

*WorkForce trucks shown below: CARGO, F-800 and LNT-8000.*

*Some equipment shown or described in this catalog is available at extra cost or through retail organizations and establishments not connected with Ford Motor Company.*





# WORKFORCE L-7000/8000

**N**ame the tough jobs that have to be done, day in and day out, requiring ruggedly built city route or short-haul vehicles. Ford L-7000/8000 Series are engineered to deliver premium performance for a wide variety of Class 6/7/8 applications—construction, delivery service, refuse disposal, and many others.

L-7000/8000 trucks and tractors are well-suited to the most demanding of jobs. Because they have many of the same basic heavy-duty features—the famed Louisville cab and frame, for example—of the premium L-9000s. Plus the strength and muscle of the proven mid-range Ford Diesel to match them.

## WIDE SELECTION OF SINGLE- AND TANDEM-AXLE MODELS

Short-conventional LN and LNT series with 94.4" BBC maximize maneuverability when operating in tight places. The LN-7000, upgraded last year to match more closely the LN-8000 design, offers even greater value and versatility. Air brakes with automatic slack adjusters are now standard equipment. And you have a new optional 185-horsepower/474 lbs.-ft.-torque Ford Diesel with the performance and economy advantages of air-to-air aftercooling. Optional higher-capacity axles and suspensions, too.

Full-conventional L and LT series have a longer 106.4" BBC. Doghouse intrusion inside the cab is

minimized, providing plenty of legroom for the driver and more elbowroom for the mechanic. What's more, the optional side-opening Butterfly Hood option provides convenient engine access, without tilting the hood, for vehicles with front-mounted equipment.

Set-back front axle LS and LTS series offer the highest GVW ratings, combine full-conventional serviceability (106.3" BBC) with short-conventional maneuverability. The set-back design, with the front axle set 19 inches farther back than the standard L-8000, allows for greater transfer of payload to the front axle. LS and LTS models are proven performers. Because Ford has over two decades of experience developing set-back axle technology.

## LONGER WHEELBASES AND GREATER POWER

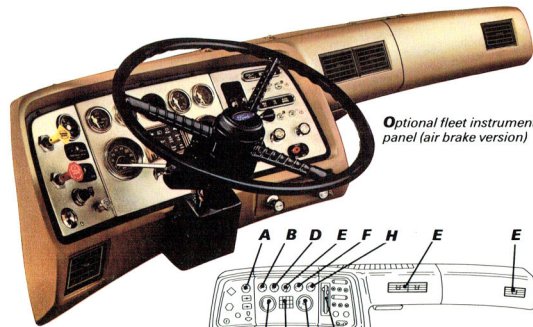
L-7000/8000 Series are available in a wider selection of wheelbases. Lengths of 234", 246" and 258" have been added to the complete L/LN line, 215", 227" and 239" to the LS line. So you have the greater capacity of extra-long bodies up to 26 feet in length.

Horsepower and torque have been expanded as well. Available in all L-8000 models is the 270 Hp Ford Diesel engine. Developing 735 lbs.-ft. of torque at 1400 rpm and 25% torque rise, this new air-to-air aftercooled turbo Ford Diesel gives the L-8000 Series greater Class 8 power than ever before.

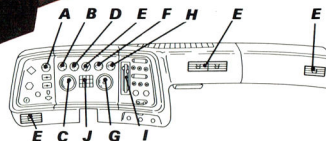




# LOUISVILLE CAB



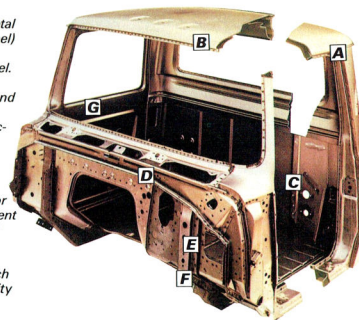
Optional fleet instrument panel (air brake version)



- (A) Air pressure gauge
- (B) Coolant temperature gauge
- (C) Electric speedometer
- (D) Oil pressure gauge
- (E) Climate control registers
- (F) Voltmeter

- (G) Tachometer
- (H) Fuel gauge
- (I) Heater/defroster/opt. air conditioning controls
- (J) Warning indicator light module

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



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

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

**A**n exceptionally comfortable working environment is one of the L-Series' most remarkable features. In fact, the same kind of ruggedness and comfort cross-country truckers enjoy in Ford's 9000 Series line-haulers is built into the mid-range 7000/8000 Series. They all have the same Louisville cab.

## ALL-WELDED CAB CONSTRUCTION

The Ford Louisville cab is the product of advanced engineering concepts honed to precision with the aid of computer design technology.

All-welded construction and four-point cab/chassis mounting with thick shock-absorbing rubber form a sturdy and well-cushioned shell around the spacious and accommodating interior.

## HUMAN-ENGINEERED "DRIVER'S CAB"

Ford has developed a strong reputation for designing human-engineered interiors around the needs of the driver. This is evident in the L-Series interior.

On the driver-biased instrument panel, all controls are within convenient reach and instruments can be read easily at a glance. Important gauges are located in the center of the panel. Warning lights are clustered for quick reference. Power steering is standard.

What's more, the L-Series cab provides 23.2 square feet of total glass area—a feature any driver would appreciate when operating around loading docks or in congested city traffic. The 10.5-sq. ft. one-piece tinted windshield for picture window visibility, chair-high seating position, standard western mirrors plus auxiliary convex mirrors, and sloping hood contribute to the "driver command" feeling you experience in the Louisville cab. And on rainy or snowy days, the 2-speed wipers clear 79% of the expansive windshield area.



# FORD DIESEL POWER

**W**ith a Ford Diesel powering your WorkForce truck, you have working for you the vast experience of a company that's been pioneering diesel performance for agricultural and industrial applications for over 20 years.

The mid-range Ford Diesel, available in horsepower ratings from 170 to 270 in the L-7000/8000 Series, has the muscle to handle a wide range of job assignments and the strength to withstand the rigors of severe service.

The Ford Diesel offers premium performance at a lower-than-premium price. And it continues to be an exceptional value down the road because it's designed for economical operation, simplified service, and rebuildability.

## "TURBODYNAMIC" COMPONENTRY

What Ford engineers call "turbodynamics" means the designing of an engine to take advantage of the latest in component technologies to deliver optimized performance and economy.

Every Ford Diesel is equipped with a Garrett turbocharger. Matched with a highly efficient combustion system, the turbo delivers responsive power and torque performance, even at high altitudes.

The Bosch high-pressure direct-injection fuel pump provides precise fuel distribution at all engine speeds. The air management and

combustion system, featuring large section intake and exhaust manifolds, cross-flow cylinder head with helical intake ports and advanced high-swirl piston bowl shape, is specially designed to create a highly turbulent fuel-air mixture. The result is efficient combustion, good fuel economy and emissions control.

## HIGH TORQUE RISE PULLING POWER

With torque rise up to 25% (see Specifications chart on page 16), the Ford Diesel delivers responsive pulling power at low engine speeds. Hill climbing is easier with fewer gear changes, reducing driving strain and engine wear.

## REBUILDABLE COMPONENTRY

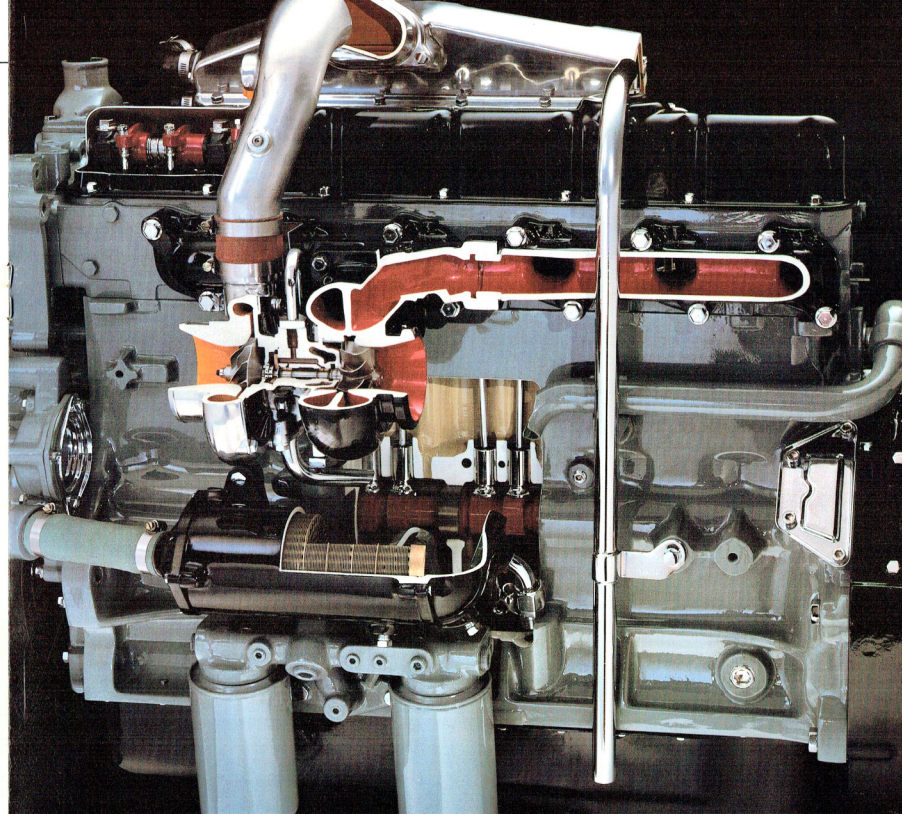
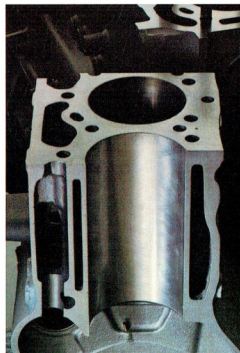
Rebuildability is just one of many features contributing to the Ford Diesel's outstanding value. It's a feature that pays off handsomely, especially during high-mileage operations and at trade-in time.

- ☐ 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 are designed for convenient replacement.

*The Ford Diesel features a direct-injection, advanced air management and combustion system design for good fuel economy; a Garrett turbocharger for boosted power on demand; and a Bosch direct high-pressure injection fuel pump for precise fuel delivery at all engine speeds.*

*Stress-relieved cast iron cylinder block has a deep skirt design that extends well beneath the crankshaft to maximize rigidity and strength.*

*Parent bore block design actually forms a double cylinder wall compared with the single wall of a wet-liner engine, providing increased rigidity and wear resistance. The o-rings used at the top and bottom of an inserted wet-sleeve design are eliminated. O-rings deteriorate over time, allowing engine coolant and oil to leak into the cylinders.*



*Stress-relieved cast iron cylinder head features six large-diameter head bolts per cylinder for efficient and solid clamping of the head gasket.*

*Stellite-faced, chrome-steel exhaust valves, used for years in high-performance engines and reciprocating aircraft engines, provide protection against wear, burning and warping at high temperatures. Stellite is an alloy composed largely of chromium and cobalt.*

*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. Large bearings are designed for long life and rigid piston support within the cylinders, minimizing deflection and wear.*

*Forged alloy steel crankshaft is designed for strength. Its seven main bearings provide an exceptionally large area—26.7 square inches—for enhanced support and bearing life. Dynamic balance decreases vibration and extends bearing life.*



# CONSTRUCTION



**P**erhaps no industry better understands the demands of hard labor on a truck than construction. And Ford, with over 70 years of service to the industry, understands what it takes to build a tough truck to handle the severe demands of construction.

## THE LOUISVILLE FRAME—BACKBONE OF STRENGTH

The Louisville frame in the L-7000/8000 Series, like the Louisville cab described on page 7, is of the same rugged design and construction as that used in the premium L-9000 Series.

Frame holes, precisely punched by 200-ton automated presses, are the right size and smoothness; the adjacent metal is not damaged or weakened. And since the holes for optional equipment are punched on the assembly line, there are no unnecessary holes to weaken the frame.

For added rigidity, frames are assembled with through-bolt fasteners which exert higher clamping forces than rivets.

L-Series trucks offer you a wide selection of eight frame strengths to meet your exact requirements. Two of them, the 10.76 and 13.3 Section Modulus (SM) versions, are available in 50,000 and 110,000 psi-strength steel. Four other designs, with SM strengths of 15.9, 21.6, 26.0 and 30.0, are all formed from 110,000-psi steel. The three strongest frames are available only in the L7/LNT/LTS tandems.

## ENGINEERED FOR HEAVY LOADS

L-Series front axle ratings go up to as high as 20,000 pounds, single rear axle ratings as high as 30,000 pounds (special order), and tandem axle ratings as high as 46,000 pounds.

In the tandem models, used most frequently in construction work, heavy-duty Hendrickson rear walking-beam suspensions are available in 34,000, 38,000, 40,000 (each



with 52" axle spacing) and 46,000-pound (54" axle spacing) ratings.

To better meet your needs in severe service applications, such as dump and transit mix, availability of transverse torque rods has been added to the 40,000 and 46,000-lb. capacity suspensions. Transverse torque rods help control lateral movement on irregular terrain and help reduce overall axle-suspension system wear.

## SET-BACK FRONT AXLE DESIGN

High payload capacity and excellent maneuverability, dual requirements often encountered on the construction site, are easily met by the LS and LTS Series with their set-back front axle design.

In the L-8000 line, the set-back axle series offers the highest maximum GVW ratings: 39,000 pounds in the LS-8000 and 66,000 pounds in the LTS-8000. And the set-back axle allows for greater transfer of payload to the front axle. Compared with the L-8000, for example, the LS-8000 carries up to 1,000 more pounds on the front axle.

The shorter wheelbase of the set-back series, which permits more payload transfer to the front axle, also provides tighter turning for increased maneuverability. The 52.3-ft. turning diameter of the LS/LTS-8000 (with power steering, 12,000-lb. front axle, and 84-in. cab-to-rear axle) is over 2 feet less than a comparable L/LT-8000.

## "WORK-READY" FOR CONSTRUCTION

Ford offers a variety of pre-spec'd Work-Ready 8000-Series trucks for construction applications. GVWRs are up to 56,000 pounds. Most are equipped with the highest 30.0 SM/110,000 psi-strength frame and powered by the 240-Hp or new 270-Hp Ford Diesel. And all tandem models carry chassis features such as the Hendrickson 40,000-lb. capacity rear walking beam suspension with transverse torque rods.



# BEVERAGE DELIVERY

In the highly competitive beverage delivery business, cost-efficiency is vital to profitability. Which is why Ford trucks with their traditionally high operating value have been industry favorites for years.

## BETTER THAN EVER FOR BEVERAGE DELIVERY

L-Series trucks offer more power choices: a new 185-hp Ford Diesel in the 7000 Series and a new 270-hp

version in the 8000 Series, both equipped with air-to-air aftercooling.

Air brakes, standard on all models including the LN-7000, are now equipped with automatic slack adjusters, which reduce the downtime manual adjustments require. They're just one of many features designed to lower operating costs.

A wider choice of wheelbases—ten in all, from 138 inches on up to 258 inches—offers a greater range of body lengths and capacities.

## A MODEL TO FIT ANY APPLICATION

The typical beverage delivery truck chassis falls somewhere in the 30,000 to 35,000 lb. GVWR range, while route tractors are generally in the 50,000 to 60,000 GCWR class.

The single-rear axle LN-7000 and L/LN-8000 Series are therefore ideal for most applications. They have a maximum GVWR up to 35,000 pounds. GCWRs go as high as 60,000 pounds in the LN-7000 and as high as 75,000 pounds in the L/LN-8000s.

If you need even greater capacity, go with an LT- or LNT-8000 tandem offering a 64,000 lb. maximum GVWR and an 80,000 lb. maximum GCWR. And, of course, there are all the payload and handling advantages of the set-back front axle LS and LTS Series described on page 11.

For best maneuverability through city streets and at loading docks, the LN short conventional is your logical choice. With its short 94.4-in. BBC, standard 7,000 lb. front axle and minimum 138-in. wheelbase, the LN Series has a tight 47 ft. turning diameter (48.2 ft. with maximum 12,000 lb. front axle rating).

## FORD DIESEL POWER AND VALUE

Route vehicles, especially those operating many hours in the city, spend a lot of time at slow operating speeds and in stop-and-go traffic. They're shut down and restarted thousands of times. So the

engine must have not only high strength and performance, but high fuel economy and serviceability as well.

Premium quality components give the less-than-premium-priced Ford Diesel the strength to handle a severe service vocation such as beverage delivery, whose trucks operate at high GVWR a great deal of the time.

And with Ford's "turbodynamic" design, the Ford Diesel delivers outstanding power and torque (see Engine Specifications, page 16).

Fuel economy is excellent, too, thanks in part to advanced combustion technology plus low displacement (6.6 liters in the 7000 Series and 7.8 liters in the 8000 Series) compared with other diesels in the mid-range class.

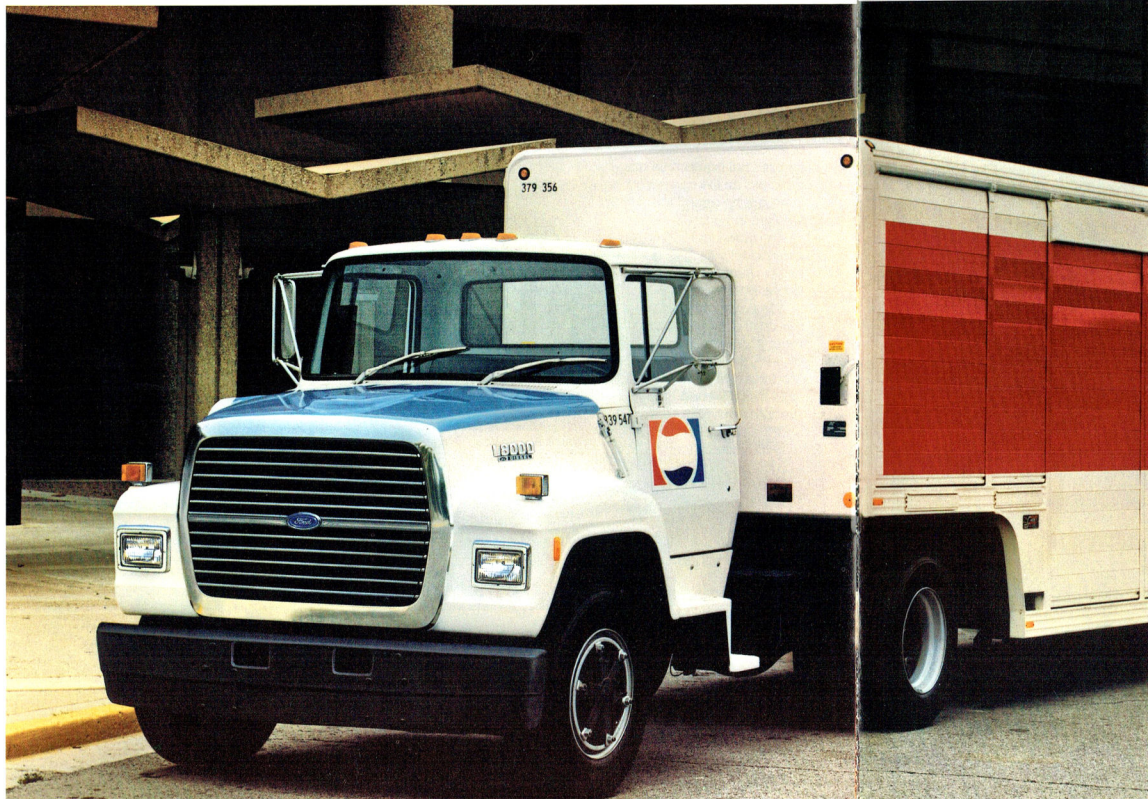
The Ford Diesel. It has all the strength, power and economy you need. And the long-term value you require, with the rebuild features (detailed on page 8) necessary for extended service life.

## ADDED VALUE OPTIONS

L-Series trucks are designed for low cost of ownership, both before and after they go into service. And they offer a broad range of options which enhance their value even more. The following are just a few of the many available.

There are special-order options, such as under-cab battery box and transverse muffler, that can help reduce the expense of body installation. And there's a special-order 13.3SM/50,000-psi all-bolted frame with 33,000-lb. GVWR for beverage applications only.

A new Exhaust Brake option, available with the standard air brakes, provides supplemental braking control and helps extend brake service life. In the LN-7000 and L/LN-8000 models, you can opt for the lower-cost split hydraulic brake system, which offers many of the features of air brakes including a spring-set parking brake.





# WASTE DISPOSAL



**F**ord offers a complete line of truck chassis and tractors to satisfy the requirements of the many waste disposal applications. Packer, lugger, tanker, transfer, and others.

Name the job and there's a Ford to get it done. Short conventional, full conventional and set-back front axle models, all providing a wide range of payload capacities plus Ford Diesel power, economy, and serviceability.

## DESIGNED FOR LOW COST OF OWNERSHIP

Those who purchase trucks for waste disposal, whether in the very competitive private industry or in the tax-funded public service sector, are as cost-conscious as anyone in any vocation. Maybe more so.

Ford is ever mindful of the cost-consciousness of those who buy Ford trucks, by incorporating advanced technologies in materials and methods to help keep operating and repair expenses as low as possible.

The new "Ad-Tech" radiator in the L-Series, for example, provides outstanding strength with reduced weight. And its special construction virtually eliminates "solder-bloom" corrosion at the tube-to-header joints, which can block coolant flow, impair heat transfer to the core, and weaken the joints themselves, resulting in costly repairs or replacement.

## SERVICEABILITY: KEEPING DOWNTIME DOWN

Downtime is wasted time. And wasted time is money lost. L-Series trucks are 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 degrees. 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.

And there is the Butterfly Hood option, available on cabs where front-mounted equipment would otherwise interfere with tilting the standard hood and fender assembly.

The L-Series further supports low cost of ownership through a number of service-reducing features such as: ☐ maintenance-free batteries ☐ color-coded air lines and wiring for simplified circuit identification and tracing ☐ removable Air-Pac that allows unitized removal of manifold and air controls ☐ little or no in-cab doghouse for out-front service access ☐ instrument panels of modular design, with 76 fewer parts, for service ease ☐ 3-piece instrument panel that allows selective removal of panel sections for repair ☐ chas-

sis wiring routed high on the frame rails and away from the "corrosion gutter."

## PARTS SUPPORT

Ford backs your L-Series truck with a network of six parts distribution centres to support Heavy Truck dealers. Ford also provides technical service training and publications, special service tools and equipment and technical service assistance.

## TOUGH MEASURES AGAINST CORROSION

For exceptional quality and value, both in the short term and in the long run, the Louisville cab featured on pages 6-7 is not only solidly constructed but also well-protected.

The modern Kentucky Truck Plant, the largest in the free world, employs modern facilities and techniques to provide tough lines of defense against corrosion. And with this protection comes a warranty covering 100% parts and labor for 60 months/unlimited mileage—with matching coverage on cab structural integrity.

Every Louisville cab is fully immersed in a priming material called "Uniprime™"—which is thicker, smoother, and more effective at reaching hard-to-reach places than the previously used E-coat material. 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 sealer bake oven and "paint prep" sanding process help guarantee a superior finish.

Outstanding quality and value, economy and serviceability—it's everything you would expect in a Ford L-Series from Louisville.





# L-7000/8000 SPECIFICATIONS

SERIES	SINGLE AXLE SERIES		TANDEM AXLE SERIES		SET-BACK FRONT AXLE	
	LN-7000	L- & LN-8000	LT- & LNT-8000	LS-8000	LTS-8000	
<b>GVW Rating (lbs.)</b>	<b>Max.</b> 35,000	35,000	64,000	39,000	66,000	
<b>GCW Rating (lbs.)</b>	<b>Max.</b> 60,000	75,000	80,000	75,000	80,000	
<b>AXLE, FRONT</b>	<b>Max.</b> 7,000	7,000	9,000	9,000	9,000	
<b>Max. Rating (lbs.)</b>	<b>Max.</b> 12,000	16,000 <sup>(1)</sup>	18,000	16,000	20,000	
<b>AXLE, REAR</b>	<b>Std.</b> 17,500	21,000 <sup>(2)</sup>	34,000	21,000	34,000	
<b>Max. Rating (lbs.)</b>	<b>Max.</b> 23,000	30,000 <sup>(1)</sup>	46,000	30,000 <sup>(1)</sup>	46,000	
<b>BRAKES, SERVICE SPLIT SYSTEM</b>	<b>Std.</b> Air	Air	Air	Air	Air	
	<b>Opt.</b> Split-Hydraulic; HD Rear Hydraulic	Split-Hydraulic; HD Rear Hydraulic	Twin Piston, Power Disc	Twin Piston, Power Disc	Twin Piston, Power Disc	
<b>BRAKES, PARKING</b>	<b>Std.</b> Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type	
<b>ENGINES</b>	<b>Std.</b> Ford Diesel 170 hp	Ford Diesel 185 hp <sup>(3)</sup>	Ford Diesel 210 hp	Ford Diesel 185 hp <sup>(3)</sup>	Ford Diesel 210 hp	
	<b>Opt.</b> Ford Diesel 185 hp <sup>(3)</sup>	Ford Diesel 210/215/240/270 hp	Ford Diesel 215/240/270 hp	Ford Diesel 210/215/240/270 hp	Ford Diesel 215/240/270 hp	
<b>CLUTCH (dia. in.)</b>	<b>Std.</b> 14" 1-plate	14" 1-plate	14" 2-plate	14" 1-plate	14" 2-plate	
<b>TRANSMISSIONS</b>	<b>Std.</b> 5-speed	5-speed	5-speed	5-speed	5-speed	
Direct 5-speed transmission available with wide or close ratio gearing	<b>Opt.</b> 5-speed 10-speed 4-spd. auto. 5-spd. auto.	5-speed 5-speed 7-speed 9-speed 10-speed 4-spd. auto. 5-spd. auto.	5-speed 7-speed 9-speed 10-speed 13-speed 4-spd. auto. 5-spd. auto.	5-speed 7-speed 9-speed 10-speed 13-speed 4-spd. auto. 5-spd. auto.	5-speed 7-speed 9-speed 10-speed 13-speed 4-spd. auto. 5-spd. auto.	
<b>FRAME</b>	<b>Max.</b> 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	
(RBM = Yield Strength x SM)	<b>Opt.</b> 15.9 SM 1,749,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM <sup>(4)</sup> 3,300,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM <sup>(4)</sup> 3,300,000 RBM	
<b>SUSPENSION, FRONT</b>	<b>Std.</b> 9,000	9,000	9,000	9,000	11,000	
Combined capacity @ ground (lbs.)	<b>Max.</b> 13,200	16,000 <sup>(1)</sup>	20,000 <sup>(1)</sup>	13,200	13,200	
<b>SUSPENSION, REAR</b>	<b>Std.</b> 17,500	17,500	34,000	17,500	34,000	
Combined capacity @ ground (lbs.)	<b>Max.</b> 23,000; 24,500 <sup>(5)</sup>	23,000; 24,500 <sup>(5)</sup>	46,000	23,000; 24,500 <sup>(5)</sup>	46,000	
<b>AUXILIARY SPRINGS</b>	<b>Std.</b> 4,500	4,500	4,500	4,500	4,500	
<b>STEERING</b>	<b>Std.</b> Power	Power	Power	Power	Power	
<b>WHEELS</b>	<b>Std.</b> Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	
	<b>Opt.</b> 10-Hole Disc <sup>(7)</sup>	10-Hole Disc <sup>(7)</sup>	10-Hole Disc <sup>(7)</sup>	10-Hole Disc <sup>(7)</sup>	10-Hole Disc <sup>(7)</sup>	
<b>TIRES</b>	<b>Std.</b> 10R22.5F	10R22.5F	10R22.5F	10R22.5F	10R22.5F	
	<b>Opt.</b>					

(1) Special order option. (2) Optional 17,500 lbs. capacity available. (3) Late availability. See your dealer. (4) Not available in California. (5) Includes reinforcements. (6) Not available for tractor. (7) Steel, aluminum or polished aluminum.

## FORD DIESEL ENGINE SPECIFICATIONS

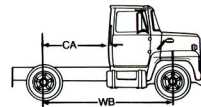
	L-7000 SERIES			L-8000 SERIES				
	170 HP Turbo	185 HP Turbo	185 HP Turbo	210 HP Turbo/JWAC	215 HP Turbo/A	240 HP Turbo/A	270 HP Turbo/A	
<b>Aspiration</b>	Turbo	Turbo	Turbo	Turbo	Turbo/A	Turbo/A	Turbo/A	
<b>HP @ RPM (SAE J1349)</b>	170 @ 2600	185 @ 2400	185 @ 2400	210 @ 2400	215 @ 2400	240 @ 2400	270 @ 2400	
<b>Torque @ RPM (lbs.ft.)</b>	412 @ 1800	474 @ 1500	509 @ 1500	575 @ 1500	588 @ 1500	656 @ 1500	735 @ 1400	
<b>Gross Torque Rise (%)</b>	20	17	25	25	25	25	25	

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

# CAB/CHASSIS EQUIPMENT

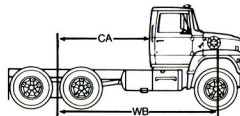
## STANDARD CAB

- ☐ Assist handles, bright, dual inside
- ☐ Armrests, 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 with removable air p/c ☐ Parking brake on/off control ☐ Western mirrors, painted, with painted convex mirrors ☐ Tinted windshield.



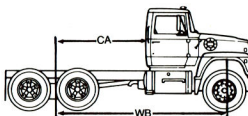
DIMENSIONS LN-7000 94.4" BCC

WB	136"	150"	162"	174"	186"	204"	222"	234"	246"	258"
CA	72"	84"	96"	108"	120"	138"	156"	168"	180"	192"



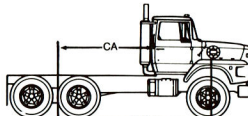
DIMENSIONS L/LNT-8000 94.4" BCC

WB	136"	150"	162"	174"	186"	204"	222"	234"	246"	258"
CA	72"	84"	96"	108"	120"	138"	156"	168"	180"	192"
LN-8000	X	X	X	X	X	X	X	X	X	X
LNT-8000	X	X	X	X	X	X	X	X	X	X



DIMENSIONS L/L-8000 106.4" BCC

WB	136"	150"	162"	174"	186"	204"	222"	234"	246"	258"
CA	60"	72"	84"	96"	108"	126"	144"	156"	168"	180"
L-8000	X	X	X	X	X	X	X	X	X	X
LT-8000	X	X	X	X	X	X	X	X	X	X



DIMENSIONS LS/LTS-8000 106.3" BCC

WB	143"	155"	167"	185"	203"	215"	227"	239"
CA	84"	96"	108"	126"	144"	156"	168"	180"
LS-8000	X	X	X	X	X	X	X	X
LTS-8000	X	X	X	X	X	X	X	X

- ☐ Headlining—chestnut vinyl-covered hardboard ☐ Sun visors—dual padded chestnut vinyl w/cip
- ☐ 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, underseat
- ☐ Seat trim—chestnut vinyl w/Poly-knit inserts.

## CUSTOM INTERIOR

- ☐ Assist handles, bright, dual inside
- ☐ Armrests, 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 with removable air p/c ☐ Parking brake on/off control ☐ Western mirrors, painted, with painted convex mirrors ☐ Tinted windshield.

## CUSTOM HI-LEVEL INTERIOR\* (SHOWN ON PAGE 6)

- ☐ Charcoal or chestnut seats
- ☐ Floor covering—30-oz. carpet w/1/2" needed nylon plus 3/4" 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" needed nylon backing
- ☐ Headlining—Polyknit/vinyl/w/foam backing ☐ Dual map

- pockets—w/18-oz. carpet covers
- ☐ Dome lamp with reading lights, bright finish ☐ 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 and passenger seats.

## CUSTOM EXTERIOR

- ☐ Bright windshield molding
- ☐ Bright grille surround molding
- ☐ Pedestal cab roof lights (five).

## CUSTOM HI-LEVEL EXTERIOR

- ☐ Rectangular Dietz cab roof lights (five) ☐ Hadley air horns—dual base ☐ Aluminum front bumper
- ☐ Bright western mirrors w/bright auxiliary convex mirrors ☐ Bright fender-mounted turn signals (except LS, LTS) ☐ Bright vent window frame and divider bar.

## CHASSIS OPTIONAL EQUIPMENT

- ☐ Aluminum front bumper ☐ Aluminum rear wheel hubs ☐ Aluminum wheels (polished) ☐ Butterfly hood (except LNT/LNT) ☐ Centrifuge brake drums ☐ Either cold starting aid ☐ Extended front bumper (8" spacer; not available w/extended frame) ☐ Integral front frame extension ☐ Silicone hose package
- ☐ Scotsal Plus wet-type wheel seals ☐ Adjustable steering column
- ☐ Wide choice of tandem suspensions: Hendrickson steel spring walking beam—steel beam, aluminum beam, extended leaf, capacities to 65,000 lbs. (special order); Hendrickson rubber cushion walking beam—"RS": steel beam, "RSA": aluminum beam; Neway ARD Air (special order).

## CAB OPTIONAL EQUIPMENT

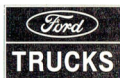
- ☐ Aerodynamic improvement package ☐ Air conditioning integral with heater (includes high output heater and tinted glass all around) ☐ Air-powered windshield wipers (air-equipped models)
- ☐ Bright grille surround molding
- ☐ Bright windshield molding (standard cab) ☐ Fleet instrument panel
- ☐ Sun visor, exterior (special order).

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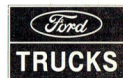
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# THE WORKFORCE FORD L-7000/8000 SERIES

