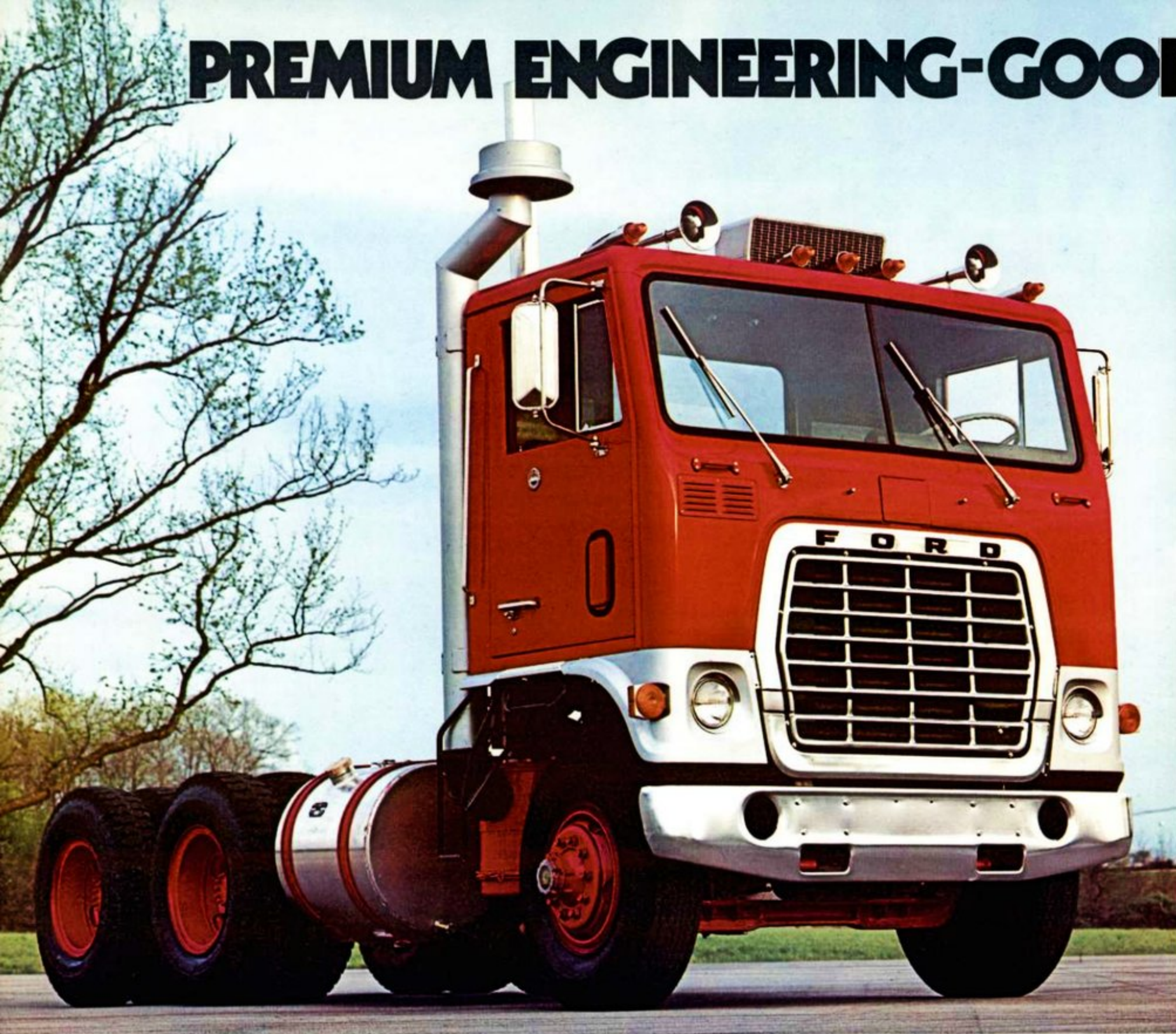


FORD W-SERIES



PREMIUM ENGINEERING-GOOD FOR BUSINESS & DRIVERS, TOO!



Owner-Operator packages are illustrated on the tractor above, and on the sleeper cab on the front cover. The sleeper cab also shows one of the 10 multicolor paint patterns available. Owner-Operator and other options are described on pages 6 and 7.

Ford W-Series linehaulers are engineered for driver comfort and efficiency. Engineered for service simplicity, efficiently designed and built with premium components—all good for your business.

W-Series tractors are available in short cab or sleeper cab models (52" BBC and 82" BBC respectively), with single or tandem rear axles. Power choices include big Diesel engines from popular makers: Cummins, Caterpillar and Detroit Diesel—including the new Cummins Formula 290 and Caterpillar 3406 series. Strong lightweight aluminum cabs head a

long list of important weight-saving options that are available to permit greater payloads in the W's 65,000 to 82,000-lb. GCW class.

Popular Ford Owner-Operator packages. Custom-quality options—with the economy of assembly line installation—are described on page 6 and 7.

Inside, the spacious and well-arranged linehaul cab surrounds operators with better ideas to promote top driving efficiency. Positive direct-reading oil pressure, air pressure and water temperature gauges are standard. All gauges are carefully located



Positive direct-reading gauges have full-face illumination. Center console carries toggle-switch lighting controls, cigar lighter, optional radio (speaker is ceiling mounted) and automatic reset circuit breakers. Proper pedal angles, good foot and legroom make driving more comfortable.



Optional sleeper cab provides compartment with plenty of stretch-out room. To help promote restful quiet, the air intake and exhaust stacks are frame attached without bracketing to the cab, and the interior vinyl paneling is backed with a full inch of urethane foam insulation.

Spacious interior provides an excellent working environment with optimum move-around room. Large windshield gives superb visibility. Center "Frog eye" nozzles direct warm or cool air (with optional air conditioning) in any direction.

for easy driver viewing. Instruments have full-face illumination and are set in an attractive simulated woodgrain panel. This woodgrain treatment extends to the electric console that holds the positive-acting toggle-switch lighting controls, cigar lighter and optional radio. Console houses the automatic reset circuit breakers. Top sections of the console are hinged for easy service access.

The standard driver's seat is a S-Unison air ride with Roadrunner suspension. The seat is upholstered in breathable knitted vinyl with vinyl accents. A handy storage compart-

ment (6½" x 14" x 12½") is built into the seat base. Optional seats include Bostrom Levelair and Westcoaster or National Cush-N-Aire. Matching passenger seats are available. Between the seats, a center console provides two molded utility trays, a tray with cover, two cup wells, and ash tray.

Completing the handsome interior... the roof, side and back panels are finished in tan and brown vinyl. Durable vinyl backed with padding and a full inch of urethane foam provide quiet, well-insulated driver comfort. The engine cover is also insulated and faced with vinyl trim.

The optional sleeper compartment has 86 inches of stretch-out length. Wide, soft, foam mattress is available. The sleeper compartment is finished in the same well-insulated vinyl with a Western motif on the back panel. A zippered three-piece vinyl curtain and safety restraint are provided. The compartment has a separate heating/air conditioning duct with two-speed blower for the comfort of individualized climate control.

Two large storage compartments (one under each side) with lockable exterior doors provide nearly 15 cu. ft. of space for the driver's gear.

BETTER IDEAS DESIGNED FOR MORE ROADTIME, LESS DOWNTIME

The advanced design of the Ford W-Series is also reflected deep "under the skin" with long-life, maintenance-engineered features throughout. W's better idea features include:

Long-life coolant hoses designed to withstand heat, chemicals and vibration. Tough, dependable hoses designed to last up to half a million miles in normal linehaul service. These optional radiator hose assemblies of steel tubing, silicone rubber and double-braid reinforced silicone rubber are designed to provide long, dependable service and reduce shop-time and maintenance expense.



Big, bolted radiators have premium stainless steel tanks for strength and service simplicity. The radiator is mounted on rubber-cushioned frame pedestals designed to protect against vibration. Coolant deaerating system promotes long, efficient engine life by reducing the danger of "hot spots." Automatic radiator shutters are also standard for optimum temperatures under all operating conditions. Sight gauge allows checking the coolant level at a glance through a convenient access door on the cab front.

Transistorized voltage regulator is mounted on the cab front behind a louvered panel for air cooling and for good accessibility. This silicone transistorized regulator is also temperature-compensated for dependable performance.



Two-stage Cyclopac® dry-type air cleaner copes with dirt and fine dust particles. The first stage whirls out most of the dirt and water through an evacuator valve under the cleaner. The pre-cleaned air is then drawn through the second-stage, dry-element filter which is designed to trap fine particles. An easy-to-read indicator shows when service is needed. The Cyclopac is standard with turbo-charged Diesels, single-stage dry-type with others. Ford's big seven-inch air intake stack allows excellent engine breathing and fuel economy.



High-reliability electrical system. Electrical connections in W-Series linehaulers are post-and-eyelet type. Self-locking star washers are used under the nuts, for fast, tight connections. Heat-resistant Hypalon® is used for insulation of electrical wiring.

Dual heavy-duty windshield wiper motors, located inside the cab under the instrument panel, are readily accessible. The use of two independent air wiper motors eliminates problems with long linkage.

Color-coded nylon air lines provide optimum durability. All in-cab air lines have a different color for each system—service, parking and auxiliary. A double layer of reinforced nylon makes air tubes much more resistant to chafing or deterioration than the materials ordinarily used. A different colored liner shows through and warns maintenance men if a line should become worn. Fittings are reusable.



Ford's standard air brakes now include a skid control system! The completely automatic system utilizes a computer "brain" to help improve stability during panic stops and under adverse weather conditions. While braking, if wheel speed indicates the threat of lockup (skid) the computer automatically signals the release and then reapplication of air pressure. This entire off-on cycle is so sensitive that it is repeated many times per second as needed for quick, controlled stops.



Tilt cab accessibility and service ease make it easy for drivers and maintenance men to check or service Ford W-Series tractors. The cab tilts 55° for routine maintenance, 80° for major engine work. Ford's two-stage, single-action hydraulic system releases the safety hooks and tilts the cab in one easy operation. Daily service checks can be accomplished without tilting the cab. Handy provisions for reaching the radiator cap, batteries, engine oil dipstick and oil filler tube encourage preventive maintenance.

Custom-drilled, bolted frames are standard on all W-Series linehaul tractors. Full-depth frame siderails of tough 110,000 psi steel are individually custom-tailored. Only the required bolt holes are drilled, and then each bolt hole is reamed for precise fit. Frames are braced with strong stamped crossmembers fastened by heat-treated bolts with hardened washers and locknuts. All examples of premium engineering and quality.



Durable ceramic clutch option is available for all W-Series linehaulers in 14-in. and 15-in. two-plate sizes. Button-type disc assembly with ceramic facings is designed to extend facing life over conventional facings of comparable size. It is also built to take tough slip-clutch operating conditions.

Automatic air tank ejector valves eliminate the need for daily hand draining. W-Series "spitter" valves automatically discharge moisture, reducing the danger of rust and poor performance that can develop on manual systems if they are not drained regularly.

Rigid H-bar malleable iron spring shackles retain front springs properly, restrain angular shackle cocking, and prevent overtightening or "frozen" shackles from clamping. Ford's large lubricant capacity allows optimum maintenance intervals.

Deep-dip Electrocoat priming protects against rust and corrosion. Cabs are fully immersed in primer solution, covering areas that ordinary sprays can't reach. A high-voltage charge draws primer tight and bonds it to the metal. In addition, cab underbody components are zinc-coated. "High solid" enamel finish is highly resistant to fade or chipping for long-lasting protection, low upkeep.



OPTIONS

In addition to the engines and components shown in the specifications section on the back cover, your choice of options includes:

- Steel or aluminum sleeper cab with 78" x 30" foam mattress
- Integral air conditioner
- RPM and/or MPH 24-hour-clock tachographs
- Ford-Cummins bypass oil filter (included with NTC engines)
- Luber-Finer® bypass oil filter
- Ether cold starting aid
- Oil pressure and coolant temperature warning lights
- Engine oil temperature gauge, direct reading
- Dual air horns • Radio and antenna
- Roof vent with air scoop • Right-door Salem vent
- 12-ton hydraulic jack
- Stemco wet-type wheel seals
- 12-ft. tractor/trailer lines
- Per-Lux® road lamps



*Available as special order options

LIGHTWEIGHT OPTIONS Ford W-Series linehaulers have many lightweight options available to increase your payload potential. Choose the individual lightweight options that you need to best fit your particular requirements from the components listed below:

- Aluminum cab replacing steel
- Aluminum disc wheels replacing cast spoke
- Taper-leaf front springs replacing standard conventional front springs
- Aluminum 75-gallon fuel tank replacing steel
- Aluminum front bumper
- Horizontal exhaust replacing vertical*
- SLHD tandem with aluminum carrier* replacing 34DSC with steel carrier
- Detroit 6-71N engine

FUEL-SAVING ECONOMY ITEMS now available include: Cummins, Detroit and Caterpillar economy version Diesel engines; efficiency-matched powertrain; steel-belted radial ply tires; clutch-type fan; and cab brackets for mounting trailer wind deflector. Lightweight Reyco 101 taper-leaf rear springs are standard on tandems. Additional lightweight options are listed above.

OWNER-OPERATOR OPTIONS

Ford W-Series linehaulers offer high-style appearance options with the economy of assembly line installation. The basic Ford **Owner-Operator** package is designed to make your new W-Series tractor more distinctive looking and individually yours . . . even to having your own initials on the door. This optional package includes thick-pile nylon carpets with soft foam backing, and padded bulkhead rail on sleeper. The exterior features bright, buffed aluminum drop-center front bumper • two Grover single trombone air horns (25" left-hand and 30" right-hand) • torpedo marker lights • bright vent window frame and divider bar • bright, buffed stainless steel West Coast mirrors • Owner-Operator emblem with your own three-initial monogram on each door.

Gleaming bright exhaust stack and Donaldson Silent Partner® stainless steel muffler wrap is also an Owner-Operator option. Fiberglass insulation, between

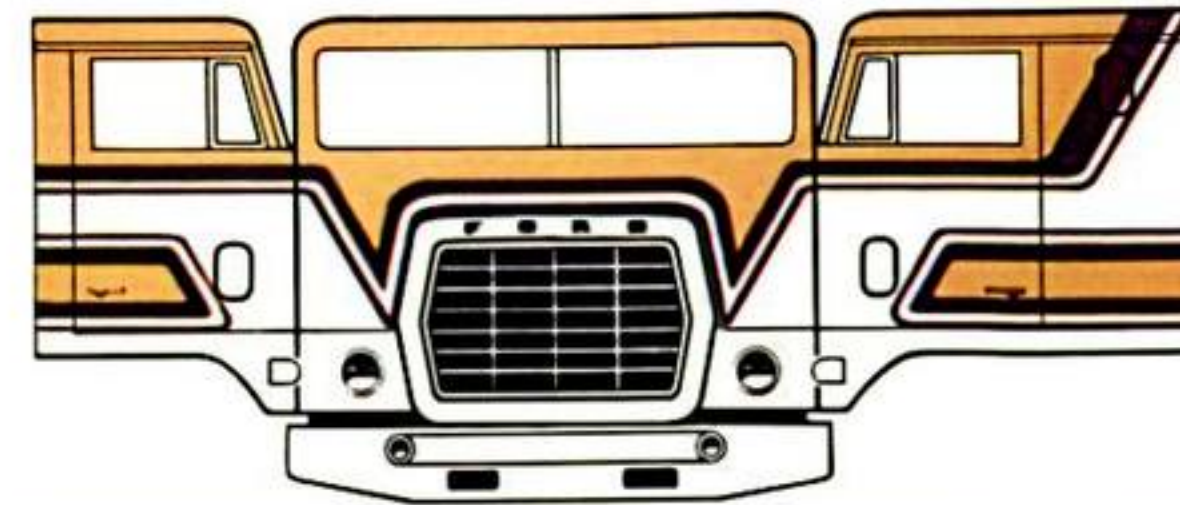
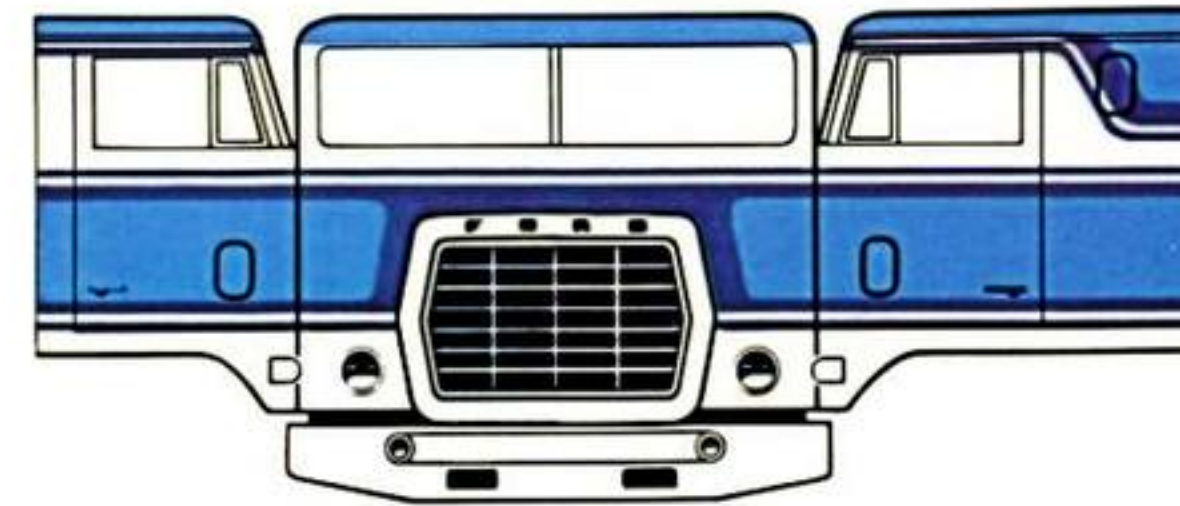
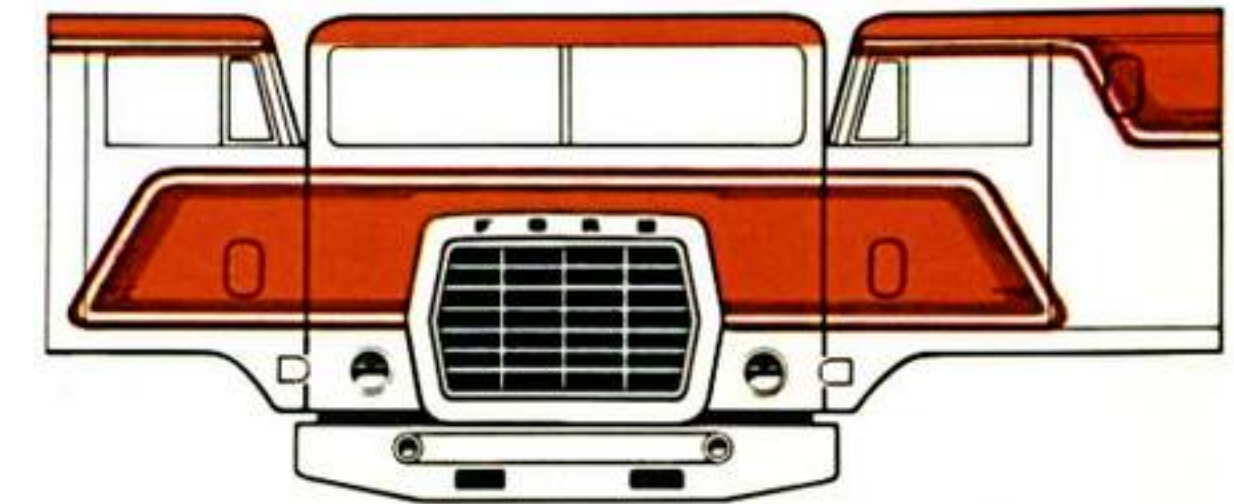
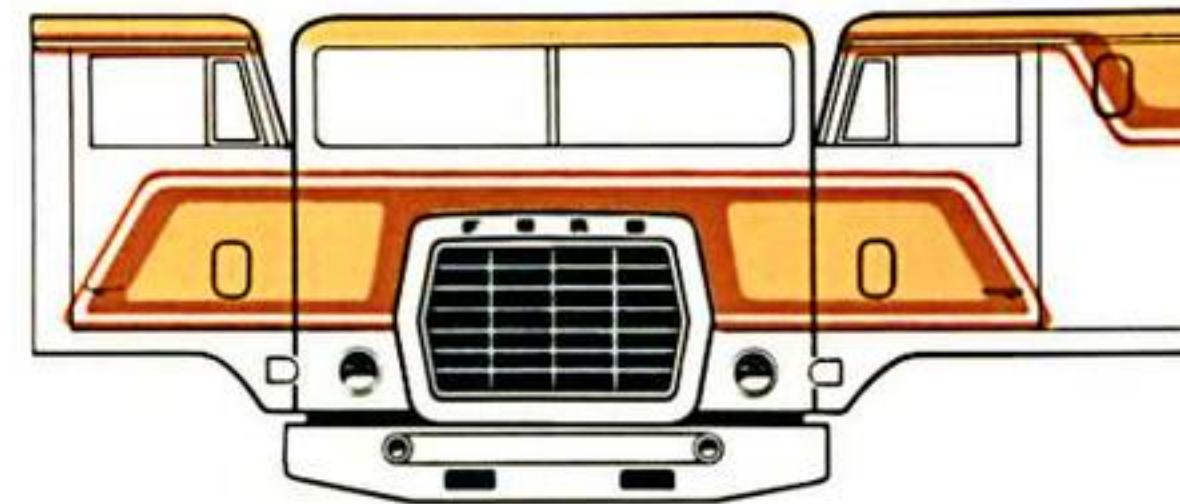
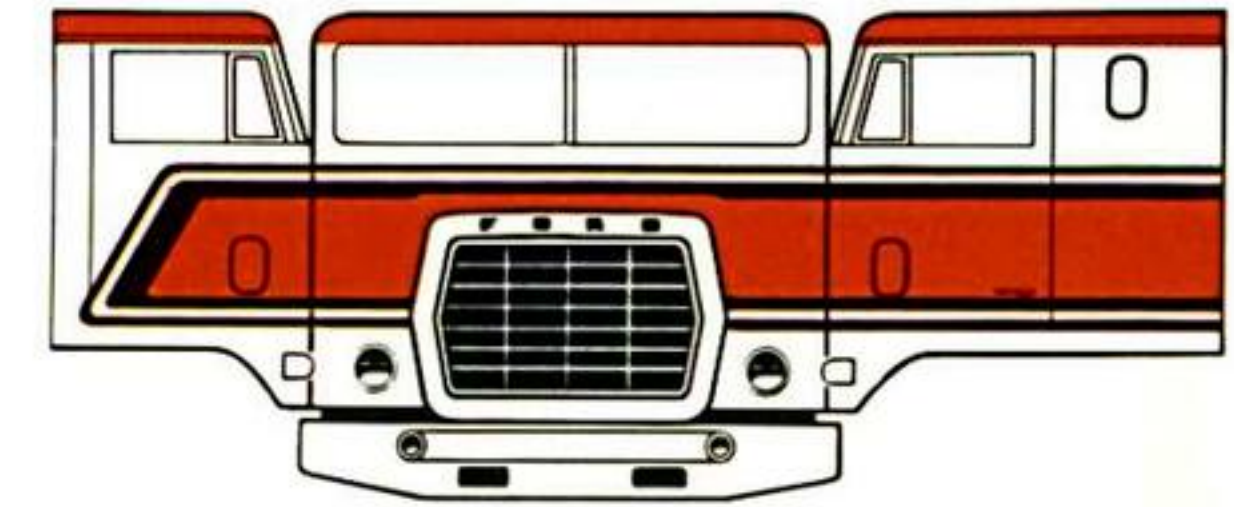
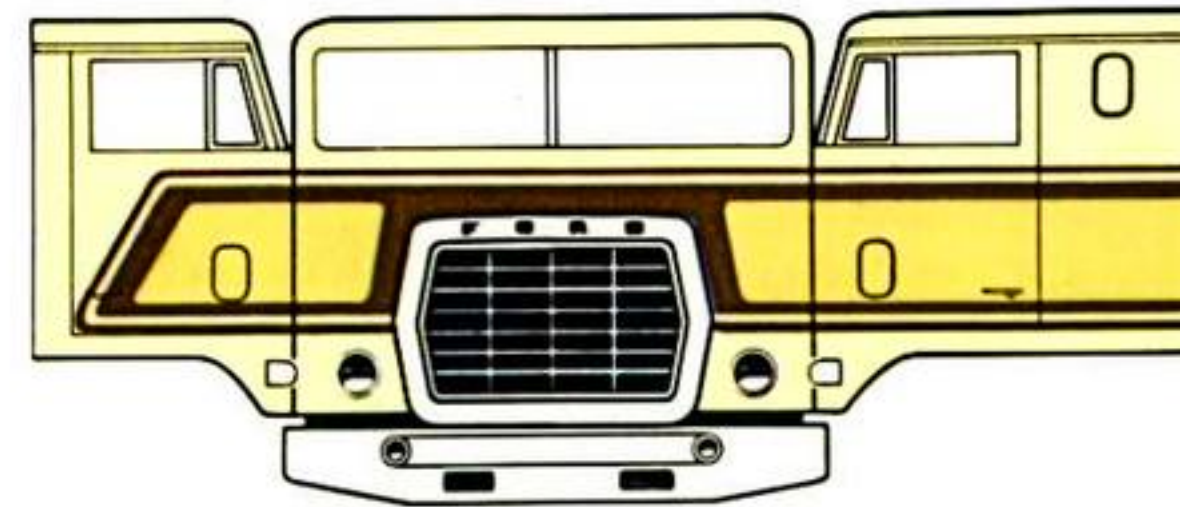
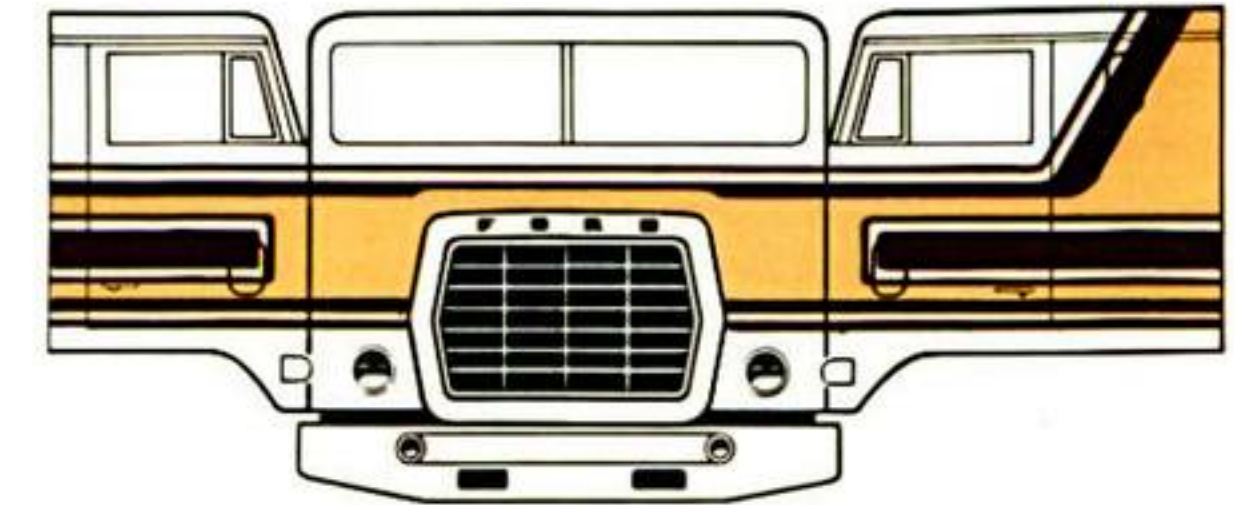
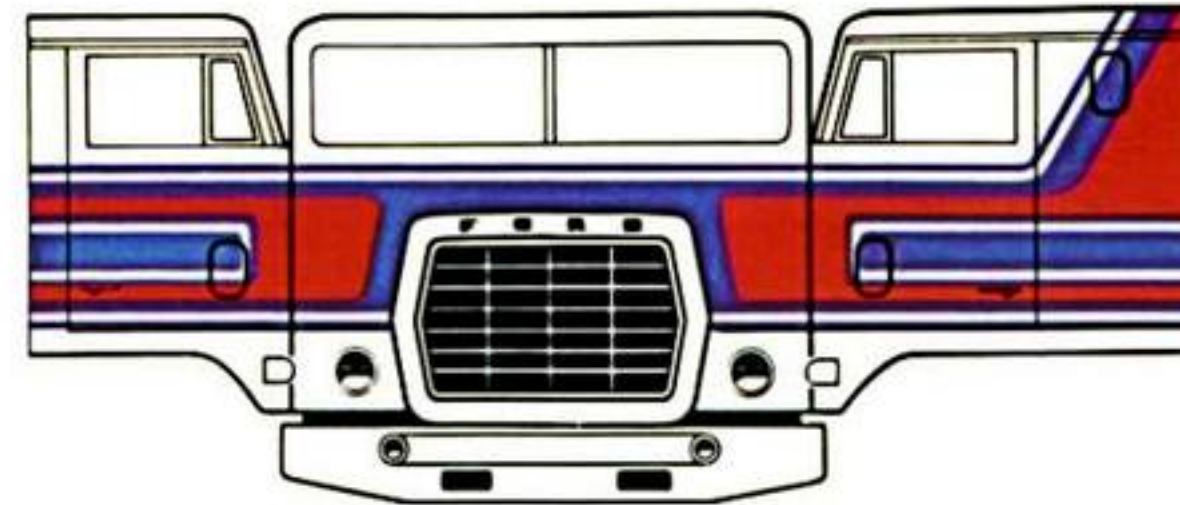


the attractive stainless steel outer shell and the muffler, adds style and helps reduce exhaust noise in the cab. Comfort options include: **roof-mounted air-intake scoop** for additional fresh air and excellent circulation. This streamlined scoop has fiberglass

construction for weight reduction and freedom from corrosion. **Air conditioner** helps you keep your cool even on the hottest days. The integral system uses the same ducting as the heater, and the evaporator is incorporated within the heater housing.



PAINT OPTIONS



A Ford W-Series Owner-Operator paint option offers you a choice of ten different multi-tone paint patterns for additional personalization of your rig. The illustrations above show the regular cab paint treatment on the left door and the sleeper cab paint treatment on the right door. Each design is available in twelve

different color combinations, ten examples are shown here. And these deluxe Owner-Operator paint jobs are done right on the paint line in Ford's Kentucky Truck Plant. On this paint line, Ford's "high solid" enamels are baked on for a brilliant, long-lasting and lustrous hard-gloss finish.

SPECIFICATIONS

Axle, Front 12,000-lb.
 Opt: 12,000-lb. Steer-Ease Steering

Axle, Rear—single 23,000-lb. Eaton Single-Speed
 Opt: 23,000-lb. Eaton 2-Speed; 23,000-lb. Rockwell Single-Speed

Axles, Rear—tandem Dual Drive, 34,000-lb. Eaton Single-Speed
 Opt: 34,000-lb. Rockwell Single-Speed;
 38,000-lb. Eaton and Rockwell Single-Speed

Tandem Suspension Reyco 101 Torque Leaf
 Opt: Hendrickson Extended Leaf w/Steel Beams; Aluminum Beams;
 Low Saddle Mount; Hendrickson Steel Springs and Beams w/
 Rubber Torque Arm Bushings; Neway Air Suspension

Brakes Full Air, Cam Type Service and Anchor-Lok
 Spring-Set Rear Wheel Parking Brakes w/Hand Modulated Control
 Opt: Maxi or MGM Spring Brake

Clutch 14-in., 2-Plate, 424-sq. in. Lining
 Opt. (w/NTC and 3406 [280 hp] engines) 15½-in., 2-Plate, 484-sq. in.
 Lining (std. w/NTC-350, 8V-71T, 3406 w/325 hp and 360 hp).
 Ceramic 14-in. or 15-in., 2-plate.

Cooling Bolted Radiator w/960-sq. in. Frontal
 Area for 6-71N; 1200 sq. in. for all other engines.
 Cadillac Shutters with Vernatherm Actuation.
 Cummins Water Filter and Conditioner w/Cummins Engines.
 Opt: Kysor Shutters, Perry Water Filter w/Detroit Diesels,
 Long-Life Silicone-Rubber Radiator Hoses

Electrical System—12 volt 70 amp. Motorcraft
 Alternator, Four 6-volt 158 amp-hr Batteries, 12-volt Delco Starter
 Motor and Automatic Reset Circuit Breakers
 Opt: Two 12-volt 204 amp-hr Batteries; Two 12-Volt 172 amp-hr or four
 6-Volt 172 amp-hr batteries (w/NTC's and 6-71N—standard w/V-8's
 and 3406 Series); 90-amp. Motorcraft Alternator; 70-amp. Leece-
 Neville Alternator; Manual Reset Circuit Breakers

Engine Cummins NTC-290
 Opt: Cummins NTC-350 Series, V-903, NTC-250, Formula 290
 Opt. Detroit Diesel 6-71N, 8V-71N Series, 8V-71T Series
 Opt. Caterpillar 1674 (Special Order), 3406 Series

Frame Single Channel, Bolted, 110,000 psi
 Alloy Steel Section Modulus: 9.95 (W), 11.05 (WT);
 RBM: 1,094,500 (W), 1,215,500 (WT)

Fuel Tanks 50-gal., D-Tank, LH, Steel
 Opt: D type 50- & 75-gal. LH and/or RH, Steel or Alum. (50 gal. steel only)
 Dual 100- & 130-gal. Rect., Steel or Alum. Integral Battery and
 Fuel Tanks

Springs, Front (Capacity @ grd.) 6000-lb. (W); 6750-lb. (WT)
 Opt: 6000-lb. Conventional or 6000-lb. and 6660-lb. Taper Leaf

Springs, Rear—Single Axle (Capacity @ grd.) 11,640-lb. Main
 Opt: 11,640-lb. Low Deflection Rate; 2250-lb. Auxiliary

Steering Ross 504, 32.5 to 1 Ratio
 Opt: Ross HPS 70 Power Steering, Semi-integral

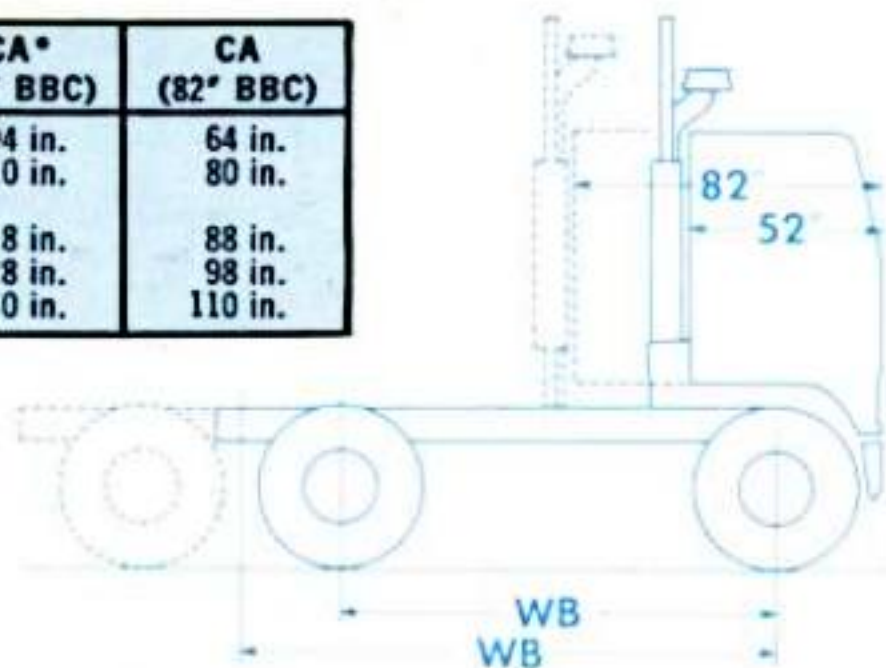
Transmission Spicer 10-Speed
 Opt: Fuller 10- and 13-Speed

Wheels & Tires Cast Spoke w/7.5 Rims & 10.00 x 20 12PR Tires
 Opt: 10-Stud Disc—Steel, Aluminum w/7.5 or 8.0 Rims, Hi-Tensile
 w/7.5 Rims for Tires up to 11.00 x 22 14PR, Radial ply tires are also
 available

Additional Standard Equipment: ash tray; assist handles inside cab doors,
 outside behind doors, on cab front; cigarette lighter; dispatch box; dome
 light; door locks; tinted glass all around; integral fresh air heater and
 defroster; single air horn; pedestal-mounted clearance and identification
 lights; emergency lamp flasher; 6" x 10" Western swing-away
 mirrors; dual integral stop, backup, tail and turn signal lights; LH sun
 visor; towing eyes integral with front springs; double-faced Class A front
 turn signals w/integral side reflectors; left-door vent; dual air wiper motors,
 windshield washers; driver's seat belt; front shock absorbers; 13.2-cu.
 ft. compressor w/Cummins engines; Stewart-Warner direct-reading instru-
 ments; oil filter; steel front bumper; mechanical tachometer; Donaldson
 Cyclopac® two-stage dry-type air cleaner (with turbocharged Diesels,
 single-stage with others); compression release w/Cummins Sixes; tractor
 package (including hand control, breakaway and double check valves;
 trailer brake hoses; spring-type cab hangers; 7-wire cable and connectors).

SERIES	WHEELBASE	CA* (52" BBC)	CA (82" BBC)
W-9000	118 in.	94 in.	64 in.
W-9000	134 in.	110 in.	80 in.
WT-9000	142 in.	118 in.	88 in.
WT-9000	152 in.	128 in.	98 in.
WT-9000	164 in.	140 in.	110 in.

*Engines project up to 16".



SERVICES

Over 5,600 helping hands. Wherever you go, you can't be far from a Ford Dealer. Not all are heavy-truck specialists, but all can help you get under way or put you in touch with the nearest heavy-truck specialist. 272 Ford Heavy Truck Dealers are particularly well qualified to serve you with big-truck facilities, experience and professional personnel. They're strategically located in every area. In addition, Ford Parts and Service Division stands behind Ford Dealers and Heavy Truck Centers with a national network of 34 District Sales Offices, 22 Parts Distribution Centers, trained Heavy Truck Parts Specialists at each district office, an air charter service program, and a real time saving order processing computer system.



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Very big in used trucks. Whether you have a truck to trade or are looking for a used truck, Ford Dealers have the new-truck action, so should have a big selection of used trucks. And Ford Dealers have a vast national inventory of used heavy-duty trucks of all makes to draw from. You can benefit on trade-ins, too, because a dealer may be able to offer a higher allowance if he knows of a particular demand for your type rig in another area.

Advantageous financing plans. Financing can be arranged, at competitive rates, with terms tailored to your needs. Payments can be matched to your income patterns in various ways: seasonal, farm, skip payment, and descending payments.



Ford's committed to serve you. Ford considers the service needs of customers so vital that this is now the responsibility of the Ford Parts and Service Division. Included in this division are Ford service engineers working right in the field with dealers and their heavy-truck customers. Also, every heavy-duty Ford Truck is built in Ford's big Kentucky Truck Plant with rigid standards and careful testing.



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FORD HEAVY-DUTY TRUCKS

FORD DIVISION

