

1990 WORKFORCE **FORD L-7000/8000 SERIES**



THE FORD WORKFORCE

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

trucks and tractors: the low-tilt 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 fast delivery on pre-spec'd models, premium Ford Diesel performance (except L-9000), plus Extended Service Coverage at no extra charge.

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. Ford's close working relationship 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

Name the tough jobs that have to be done, day in and day out, requiring ruggedly built city route or short-haul vehicles. And Ford responds with its line of L-7000/8000 trucks delivering premium performance for a wide variety of applications—construction, delivery service, refuse disposal, and many others.

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

The Louisville WorkForce line for 1990 is longer and stronger than ever before, with the introduction of the new AeroMax 8000.

THE NEW AEROMAX 8000

The AeroMax (LA) 8000 is a new single-axle highway tractor built to serve the needs of the growing Class 7 short-haul market. GCWRs go to 75,000 pounds.

AeroMax 8000 has an advanced aerodynamic design to help cut fuel costs. The deep-section air-dam bumper helps minimize drag under the chassis. The flush aero head-lights with integral wraparound turn signal lights and the special wheel-opening fairings promote smooth airflow around the vehicle.

The swept-back lines of the fiberglass tilt hood, the under-hood air cleaner, and the one-piece

wraparound windshield are also airflow management features.

And there are aerodynamic options available, from a roof fairing alone to a complete aero package with fairing, extenders and trim tabs.

The new AeroMax 8000. It has excellent aerodynamic efficiency. Ford Diesel power and economy, too. Plus the advantages of Ford's set-back front axle design.

SHORT-CONVENTIONAL AND FULL-CONVENTIONAL MODELS

Short-conventional LN and LNT models with 94.4" BBC maximize maneuverability when operating in tight places.

Full-conventional L and LT models have a longer 106.4" BBC. Dog-house intrusion in the cab is minimized, providing plenty of legroom for the driver and passenger.

What's more, the L and LT models offer the optional side-opening Butterfly Hood option that provides convenient engine access, without tilting the hood, for vehicles with front-mounted equipment.

SET-BACK FRONT AXLE SERIES

Ford has over two decades of experience developing set-back axle technology. That makes Ford set-back axle models proven performers. They offer high GVW and GCW 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.

STANDARD 6.6L AND 7.8L FORD DIESEL POWER

The Ford L-Series is Ford Diesel-powered. Horsepower ratings of the 6.6L Diesel in the 7000 model are 170 and 185. Five horsepower ratings of the 7.8L Diesel—185, 210, 215, 240 and 270—are available in the 8000 series.

The Ford Diesel features a Garrett turbocharger plus the many other superb features presented on pages 8-9.

WIDE RANGE OF WHEELBASES

The short- and long-conventional models offer a range of ten wheelbases from 138" to 258". And there are eight wheelbases from 143" to 239" available in the set-back front axle series, which includes the new AeroMax 8000.

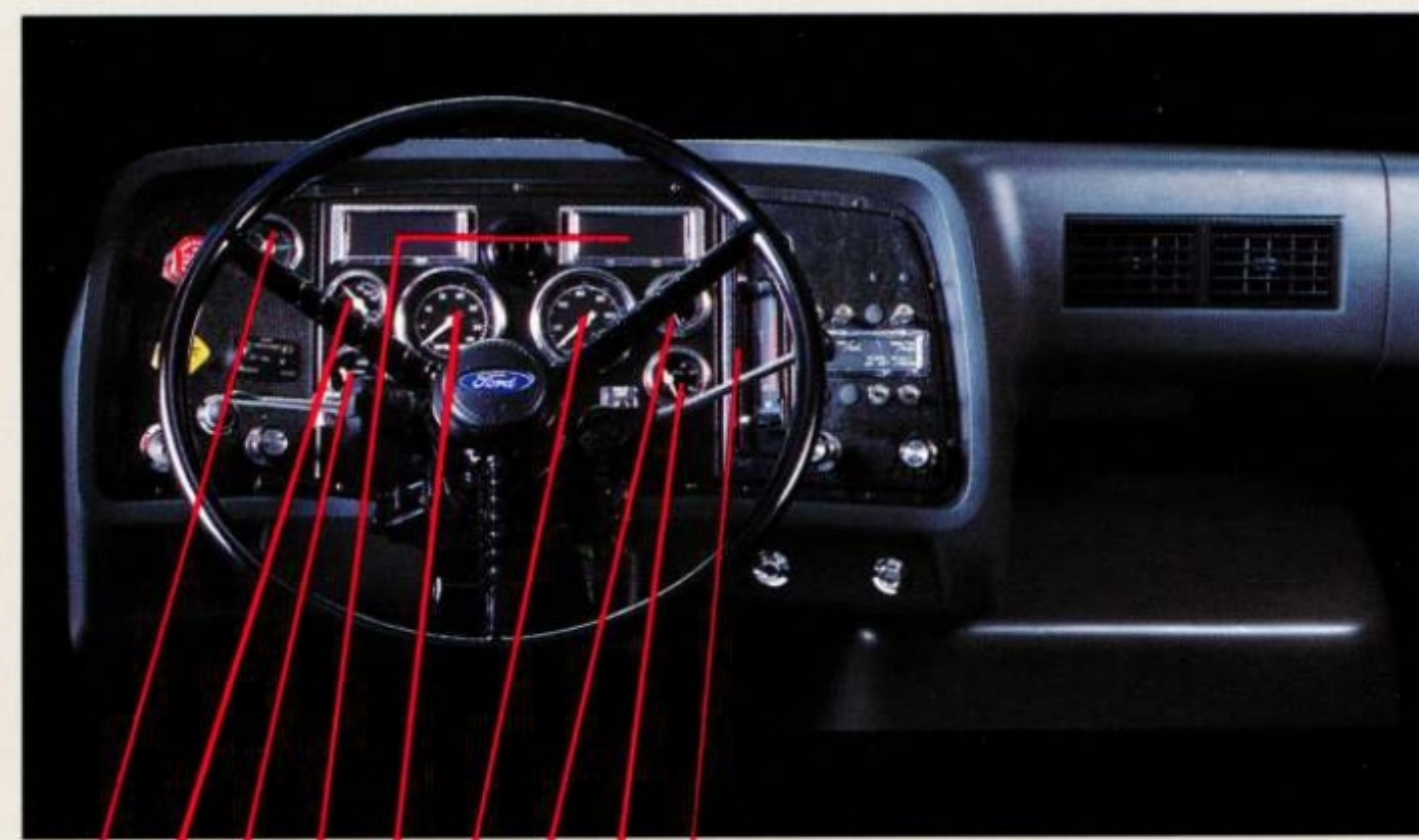
EXPANDED ROCKWELL S-CAM BRAKE AVAILABILITY

L-Series for 1990 offers expanded availability of the efficiency, simplicity, and ease of service benefits that have made Rockwell S-Cam brakes so popular among truck buyers.

Heavy-duty 16.5" x 5" S-Cam brakes are now available with the 12,000-lb. front axle. And 16.5" x 6" S-Cam brakes are available for the LS-8000 with the 16,000-pound front axle and for the LTS-8000 with 16-, 18-, or 20,000-pound front axle.



LOUISVILLE CAB



A B C D E F G H I

Optional fleet instrument panel (air brake version)

- (A) Air pressure gauges
(B) Oil pressure gauge
(C) Coolant temperature gauge
(D) Warning indicator light clusters

- (E) Tachometer
(F) Speedometer
(G) Fuel gauge
(H) Voltmeter
(I) Heater/defroster/opt. air conditioning controls

- (A) All exterior sheet metal (except the dash panel) is made of double-sided galvanized steel.

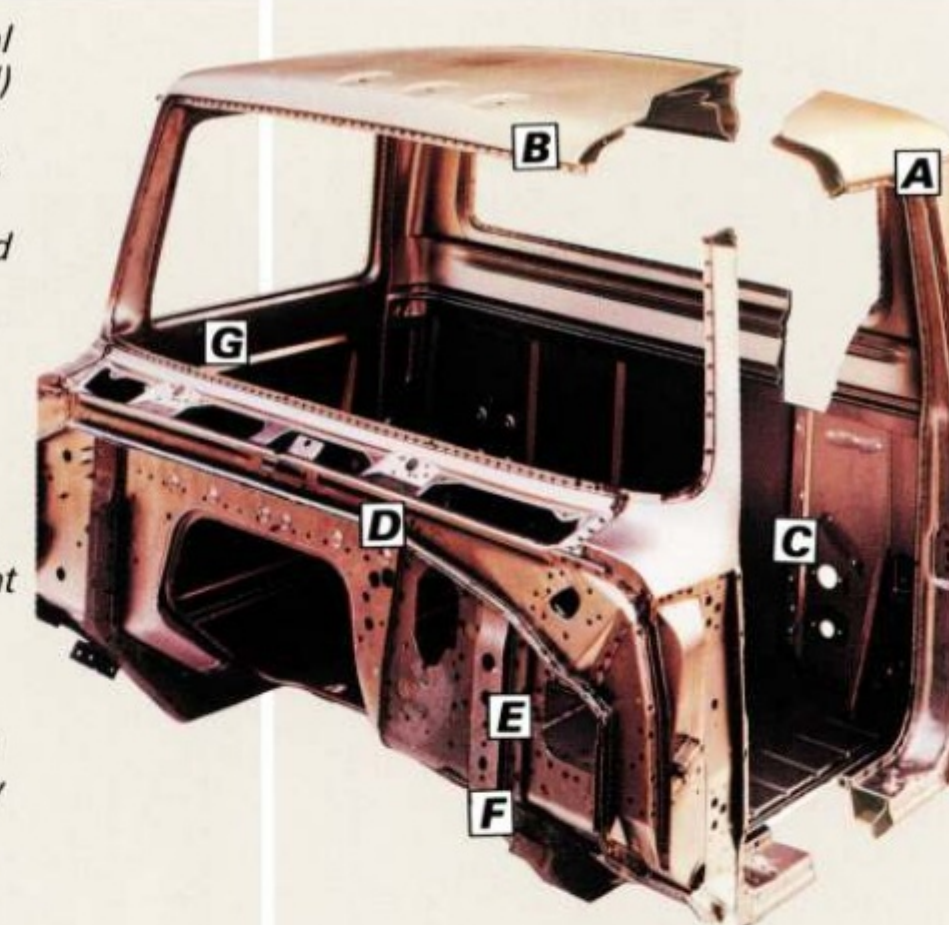
- (B) Windshield header and roof siderails are of box-section construction for toughness.

- (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.

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. There's but one Louisville cab.

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.

LOUISVILLE "DRIVER'S CAB"

The L-Series instrument panel is designed around the special needs of the driver who spends a great deal of time behind the wheel.

Controls are within convenient reach. And instruments can be read easily. The centrally positioned gauges are calibrated to indicate "condition normal" in the 3 o'clock position. So a quick glance is all that's needed for a systems check.

The 23.2 square feet of total glass area, the 10.5-sq. ft. one-piece tinted windshield, the 79% of windshield area cleared by the 2-speed windshield wipers, the chair-high seating position, the standard western mirrors with auxiliary convex mirrors, and the sloping hood line—these features contribute as well to the "driver-command" feeling designed into the L-Series working environment.

NEW L-SERIES FEATURES

The L-Series cab features a newly designed standard City Delivery instrument panel with additional warning lights monitoring engine conditions and other functions. The optional Fleet instrument panel (displayed at left) has been similarly redesigned.

A new optional tilt/telescopic steering column, available with the Fleet instrument panel, features multiple tilt angles and 2¼ inches of telescopic travel. Another new feature is the lap and shoulder safety belt system that is now in the L-Series list of standard equipment.

FORD DIESEL POWER

With 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 "turbo-dynamics" 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 18), 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.

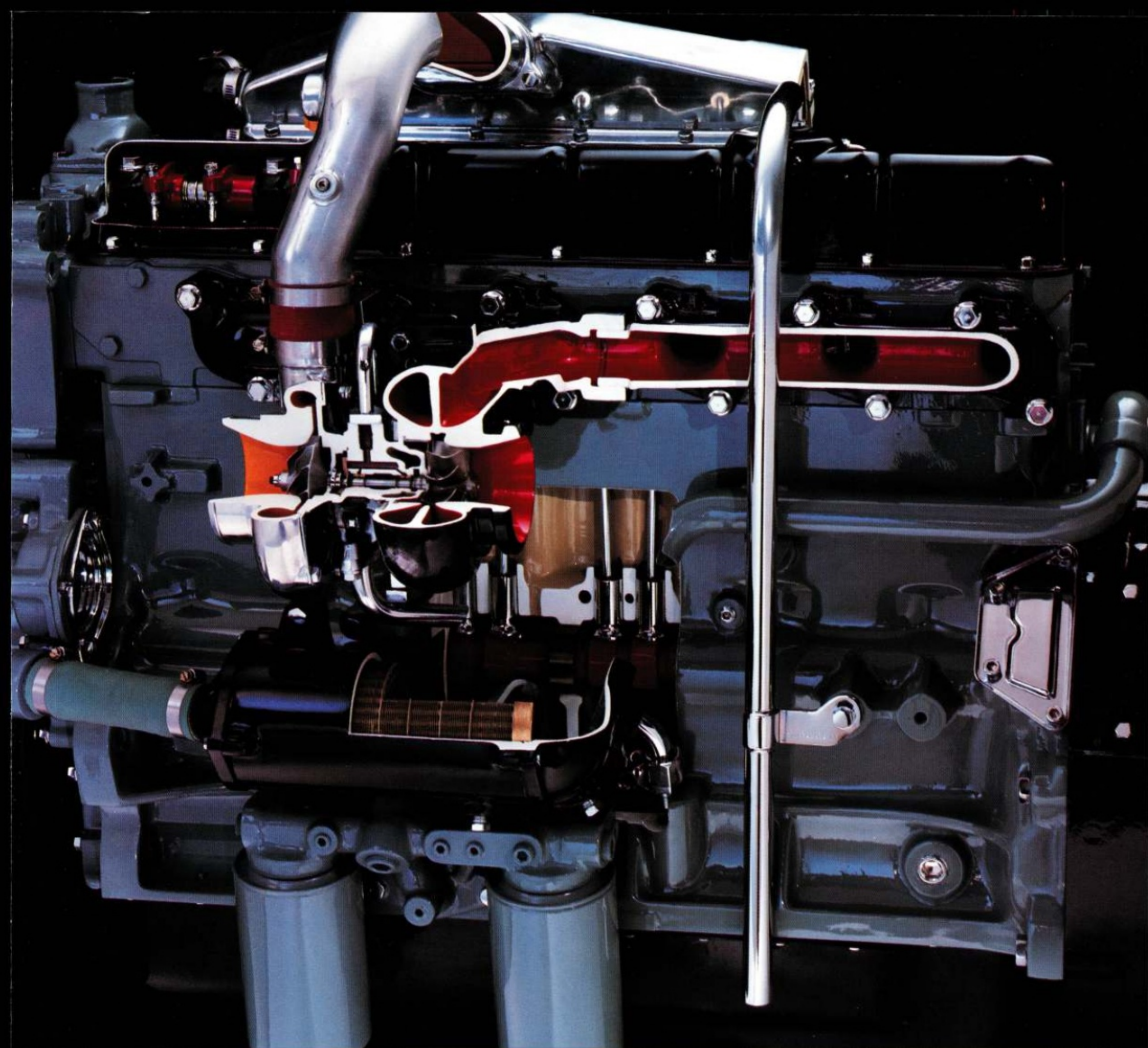
- ☐ Parent bore cylinder can be bored at four intervals up to 0.040-inch oversize. Optional sleeving is available.
- ☐ Crankshaft journals can be ground at five intervals up to 0.040-inch undersize.
- ☐ Heads can be milled up to 0.020-inch. Valve seat inserts up to 0.030-inch oversize are available.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

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

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-stem 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.

THE FORD WORK-READY PROGRAM



Why wait for a truck that isn't ready to work when you are? By selecting a Ford Work-Ready truck or tractor, you save time—and expense—because your Work-Ready Ford is pre-spec'd and provides quick delivery.

Work-Ready fits the truck to the job. Powertrain, frame, axle and suspension components are pre-engineered on job-proven specs to best match your particular needs.

A WIDE SELECTION OF MODELS TO CHOOSE FROM

L-Series Work-Ready trucks cover a wide range of applications: chassis-cabs to be completed with

a dump (construction), refuse, van or platform body. Wheelbase and Cab-Axle dimensions are available up to 258"/192" GVWRs are up to 64,000 pounds. Or select an LN-8000 tractor on a wheelbase up to 158" and with a GCWR to 75,000 pounds. Engines are available to 270 Ford Diesel horsepower.

EXTENDED SERVICE COVERAGE

As an added benefit, Work-Ready trucks carry Extended Service Coverage (ESC) at no extra cost—a savings of over \$500.

Offering full parts and labor service coverage (after \$100 deductible) beyond the basic warranty on many items, ESC helps you reduce operating, maintenance

and repair costs. And because it's transferable to a second owner (to the limits of unexpired coverage), ESC makes your vehicle potentially more valuable at trade-in.

For complete details on components and limits of coverage provided under ESC, see your Ford Dealer.

WORK-READY "FLEX" OPTIONS

"Flex" Options allow you to modify a Work-Ready vehicle to satisfy your particular requirements. Optional items such as paint color, air conditioning, axle ratios, wheelbases, wheels and tires may be substituted on most units. For details, refer to the Work-Ready insert in this catalog.

FORD WORK-READY TRUCKS

WORK-READY TRUCKS MAKE ORDERING EASY

Ford makes it easy for you to get the right truck for your job through our Work-Ready Program. Tailored specifically to Dump (Construction), Van, Refuse, Beverage and Tractor applications, Work-Ready trucks are pre-spec'd for ordering ease. And they're available for quick delivery.

What's more, every Ford Work-Ready truck carries Extended Service Coverage (ESC) at no extra charge—full parts and labor for 24

months/unlimited mileage—a value worth over \$500. See page 8 for further details.

Ask a Ford salesperson to help you clearly identify your job requirements. Then select the Work-Ready Performance Package that matches your needs. Ordering is as easy as circling a code number.

BUY WORK-READY... OR SPEC IT YOUR WAY

Work-Ready may be the easy way to order a truck. But it's not the only way. Ford still builds trucks in the traditional manner—customized

to your own set of unique specifications. Ask your Ford Dealer to help you determine your exact requirements. Work-Ready or Custom Built, either way is Ford Tough!

WORK-READY SPECIFICATION SHEETS

Here is a sample Work-Ready Specification sheet with bullet-points highlighting key areas. The following pages contain selected spec sheets plus a complete listing of the available Packages within the L Series.

• Work-Ready Model Designation Code.

• Front and rear GAWRs. Total GVWR or GCWR is also indicated.

• Line drawing of cab and body with WB/CA dimensions.

• Chassis-Cab Specifications.

LT-8000-003		FOR 10/12 YARD DUMP (14 FOOT BODY)		Chassis-Cab Specifications	
Front GAWR: 14,000 lbs. Rear GAWR: 40,000 lbs. Total GVWR: 56,000 lbs. CHASSIS WEIGHT Front: 6,987 lbs. Rear: 7,200 lbs. Total: 14,187 lbs. PERFORMANCE DATA BODY PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading) Front: (19%) Rear: (81%) Total: (100%) DRIVETRAIN PERFORMANCE Gradeability: 52% Geared Speed: 67 MPH Total Reduction: 81:1	10	10AF00	0	AXLE, FRONT:	10,000 lb. - Steel
	11	11CG00	0	AXLE, REAR:	40,000 lb. Rockwell RT-40-145 (4.30) (11FE00)
	13	13AB00	0	AXLE EQUIPMENT/DRIVELINE:	Magnetic Traps-Drain & Fill Plugs (Std.) Power Steering (Std.) Shock Absorbers, Front Wheel Seals-Front, Wet Type (Std.) Greaseable Drag Link and Tie Rods (Std.)
	16	16	1	BRAKES, SERVICE:	Air Brakes-Front, Wedge Type 15"x6" (Inc.) Rear, Cam Type 16-1" 2"x7" (Std.)
	19	19AL00	0	BRAKE EQUIPMENT:	Compressor, Bendix 12 CFM (Std.) Parking Brake-Maxi II Spring-Set Rear Axle (Std.) Slack Adjusters-Auto, Rear Only (Std.) Moisture Ejectors, Auto
	22	22AF00	0	CAB:	Conventional Cab w/ Custom Interior, Incl. Chestnut Polyknit Vinyl Seat Trim Exterior Color, Candyapple Red (JY) (Std.)
	23	23BN00	0	CAB EQUIPMENT EXTERIOR:	Custom Exterior Tinted Glass All Around (Inc.) Horns-Single Electric (Std.) Dual Air, Single Base Mirror-Dual Western-SS w/ Aux. Convex
	24	24AJ00	0	CAB EQUIPMENT INTERIOR:	Air Conditioning, Integral w/ Heater Cigar Lighter (Inc.) Radio AM-FM Stereo Map Pocket, LH Door (Inc.)
	25	25BA00	0	SEATING:	Driver-National Lo-Back, Air Susp. Passenger-National Lo-Back, Fixed Base
	26	26AH00	0	INSTRUMENTS/GAUGES/SWITCHES/WARN. DEVICES:	Instrument Panel, Fleet Gauges-Direct Reading, Air Press., Oil Press. (Std.) Electric, Voltmeter, Coolant Temp., Fuel (Std.) Warning Light, Water in Fuel, (Std.) Warning Light & Buzzer, Low Air Press., Low Coolant Level, and High Coolant Temp. (Std.)
	28		S	ALTERNATOR:	60 Amp, 900 Watt Motorcraft (Std.)
	29	29AD00	0	BATTERIES/BOXES/CABLES:	Batteries, Maintenance-Free, Motorcraft 12 Volt Three 535 CCA (71 Amp-Hr.)
	30	30AT00	0	ENGINE:	Ford Diesel 7.8L (ATA) (240 HP @ 2400 RPM)
	32	32AC00	0	EXHAUST:	Horizontal Muffler and Vertical Pipe-Under Frame, RH
	36		S	CLUTCH:	Spacer 14", 2-Plate Ceramic (Std.)
	37		S	ENGINE EQUIPMENT:	Air Cleaner, Single-Stage Dry-Type (Std.) Fan Clutch (Std.) Throttle, Locking T-Handle (Std.) Filter-Coolant, Conditioner (Std.) Fuel-Water Separator (Std.) Oil, Two 1-1/2 Qt. Full Flow, Disposable (Std.)
	40	40AN00	0	FRAME:	26.0 SM, 110,000 PSI Single Channel, All Bolted
	43	43AG00	0	FUEL TANKS:	Dual 50 Gallon Steel "D" Type
	46		I	SUSPENSION, FRONT:	16,000 lb. Capacity (Inc.)
	47	47A100	0	SUSPENSION, REAR:	40,000 lb. Hendrickson RT-400 w/ Transverse Torque Rods, 52" Spacing
	50-52	50XA00 52AP00	0	TIRES-WHEELS, FRONT:	(2) 315 80R22.5 J Goodyear G291 (Hwy.) (2) 22 5x9.00 Cast Spoke
	51-53	51E600 53AN00	0	TIRES-WHEELS, REAR:	(8) 11R22.5 G Goodyear G186 (Grp. V) (8) 22 5x8.25 Cast Spoke
	55		S	WHEEL & TIRE EQUIPMENT:	Wheels, Painted Black
	56	56AR00	0	TRANSMISSION:	10-Speed Direct, Fuller RT-7608LL
	59	59AB00	0	CHASSIS EQUIPMENT:	Tow Hooks, Front

• Suggested body type, length or capacity. Tractors are labeled as such.

• Drivetrain Performance.

• Weight Distribution.

• Front, Rear and Total Chassis Weights with indicated specifications.

WorkForce units are pre-engineered to match the vehicle to the job. Several sample specifications are shown. See your Ford Dealer for a complete list of Work-Ready models.

F O R D

LTS-8000-005

FOR
22
FOOT
BODY



Front GAWR: 16,000 lbs.
Rear GAWR: 40,000 lbs.
Total GVWR: 56,000 lbs.

CHASSIS WEIGHT
Front: 7,972 lbs.
Rear: 7,522 lbs.
Total: 15,494 lbs.

PERFORMANCE DATA
BODY/PAYLOAD
WEIGHT DISTRIBUTION
(Water Level Loading)
Front: (19%)
Rear: (21%)
Total: (100%)

DRIVETRAIN
PERFORMANCE
Gradeability: 61%
Geared Speed: 67 MPH
Total Reduction: 81:1

Chassis-Cab Specifications

10	10AF00	0	AXLE, FRONT: 16,000 lb.-Steel	28	S	ALTERNATOR: 60 Amp, 900 Watt Motorcraft (Std.)	
11	11CG00	2	AXLE, REAR: 40,000 lb. Rockwell RT-40-145P (4.30) (11FW00)	29	29AD00	0	BATTERIES/BOXES/CABLES: Batteries, Maintenance-Free, Motorcraft 12 Volt Three 535 CCA (71 Amp-Hr.)
13			AXLE EQUIPMENT/DRIVELINE: Magnetic Traps-Drain & Fill Plugs (Std.) Power Steering (Std.) Shock Absorbers, Front Wheel Seals-Front, Wet Type -Rear, Wet Type Greaseable Drag Link and Tie Rods (Std.) Differential Lockout, Driver Controlled	30	30B200	0	ENGINE: Ford Diesel 7.8L (ATA) (270 HP @ 2400 RPM)
13AB00	0			32	S	EXHAUST: Single Horizontal Muffler and Pipe, RH (Std.)	
13AY00	0			36	36AM00	0	CLUTCH: Spicer 14", 2-Plate Ceramic
13AW00	0			37	S	ENGINE EQUIPMENT: Air Cleaner, Single-Stage Dry-Type (Std.) Fan Clutch (Std.) Throttle, Locking T-Handle (Std.) Filter-Coolant, Conditioner (Std.) -Fuel/Water Separator (Std.) -Oil, Two 1-1/2 Qt. Full Flow, Disposable (Std.)	
16	16A200	0	BRAKES, SERVICE: Air Brakes-Front, Cam Type 16-1/2" x 6" -Rear, Cam Type 16-1/2"x7" (Std.)	40	40AC00	6	FRAME: 30.0 SM, 110,000 PSI Double Channel, All Bolted
19			BRAKE EQUIPMENT: Compressor-Bendix 12 CFM (Std.) Parking Brake-Maxi II Spring-Set Rear Axle (Std.) Slack Adjusters-Auto, Front and Rear (Std.) Moisture Ejectors, Auto	43	43AN00	0	FUEL TANKS: Single 75 Gallon Steel "D" Type, LH
19AL00	0			46	S	SUSPENSION, FRONT: 16,000 lb. Capacity (Inc.)	
22			CAB: Conventional Cab w/Standard Trim, Charcoal (Std.) Exterior Color, Candyapple Red (JY) (Std.)	47	47A100	0	SUSPENSION, REAR: 40,000 lb. Hendrickson RT-400 w/Transverse Torque Rods, 52" Spacing
23	23BA00	0	CAB EQUIPMENT/EXTERIOR: Grille Surround Molding, Bright Tinted Glass All Around (Inc.) Horns-Single Electric (Std.) -Dual Air, Single Base	50/52 TO	50XAO0	0	TIRES-WHEELS, FRONT: (2) 315/80R22.5 J Goodyear G291 (Hwy.) (2) 22.5 x 9.00 Cast Spoke
23CW00	0			51/53 TO	51E600	0	TIRES-WHEELS, REAR: (8) 11R22.5 G Goodyear G186 (Grp. V) (8) 22.5 x 8.25 Cast Spoke
24	24AJ00	0	CAB EQUIPMENT/INTERIOR: Air Conditioning, Integral w/Heater Cigar Lighter Radio AM-FM Stereo Map Pocket, LH Door	55	55AD00	0	WHEEL & TIRE EQUIPMENT: Wheels, Painted Black (Std.)
24AL00	0			56	56AR00	0	TRANSMISSION: 10-Speed Direct, Fuller RT-700BLL
24AF00	0			59	59AB00	0	CHASSIS EQUIPMENT: Tow Hooks, Front
24AM00	0						
25	25BH00	0	SEATING: Driver-National Lo-Back, Air Susp. Passenger-National Lo-Back, Fixed Base				
25BK00	0						
26			INSTRUMENTS/GAUGES/SWITCHES/WARN. DEVICES: Instrument Panel, City Delivery Gauges-Direct Reading, Air Press., Oil Press. (Std.) -Electric, Voltmeter, Coolant Temp., Fuel (Std.) Warning Light, Water in Fuel, (Std.) Warning Light & Buzzer, Low Air Press., Low Coolant Level, and High Coolant Temp. (Std.)				

Chassis-Cab Specifications

10	10AE00	1	AXLE, FRONT: 12,000 lb.-Steel	28	28AF00	0	ALTERNATOR: 75 Amp, 1125 Watt Motorcraft
11	11BW00	0	AXLE, REAR: 23,000 lb. Rockwell RS-23-240 (4.30-5.86) (11DF00)	29	29AD00	0	BATTERIES/BOXES/CABLES: Batteries, Maintenance-Free, Motorcraft 12 Volt Three 535 CCA (71 Amp-Hr.)
13		S	AXLE EQUIPMENT/DRIVELINE: Magnetic Traps-Drain & Fill Plugs (Std.) Power Steering (Std.) Shock Absorbers, Front Wheel Seals-Front (Std.) -Rear, Wet Type (Std.) Greaseable Drag Link and Tie Rods (Std.)	30	30CN00	0	ENGINE: Ford Diesel 7.8L (ATA) (215 HP @ 2400 RPM)
13AB00		S		32	32AG00	0	EXHAUST: Vertical Muffler and Pipe, RH
16		S	BRAKES, SERVICE: Air Brakes-Front, Cam Type 15"x4" (Std.) -Rear, Cam Type 16-1/2"x7" (Std.)	36		S	CLUTCH: Spicer 14", 2-Plate Ceramic (Inc.)
19		S	BRAKE EQUIPMENT: Compressor-Bendix 12 CFM (Std.) Parking Brake-Maxi II Spring-Set Rear Axle (Std.) Slack Adjusters, Auto, Front and Rear (Std.) Moisture Ejectors, Auto	37		S	ENGINE EQUIPMENT: Air Cleaner, Single Stage Dry-Type (Std.) Fan Clutch (Std.) Throttle, Locking T-Handle (Std.) Filter-Coolant, Conditioner (Std.) -Fuel/Water Separator (Std.) -Oil, Two 1-1/2 Qt. Full Flow, Disposable (Std.)
19AL00		S		40	40AH00	1	FRAME: 10.76 SM-110,000 PSI Single Channel, All Bolted
20	20AE00	0	TRACTOR EQUIPMENT: Tractor Package w/12" Coiled Lines	43	43AG00	0	FUEL TANKS: Dual 50 Gallon Steel "D" Type
22		S	CAB: Conventional Cab w/Standard Trim, Charcoal (Std.) Exterior Color, Pure White (AA) (Std.)	46	46AL00	1	SUSPENSION, FRONT: 11,000 lb. Capacity
23	23BA00	0	CAB EQUIPMENT/EXTERIOR: Grille, Surround Molding, Bright Tinted Glass All Around Horns-Single Electric (Std.) -Dual Air, Single Base	47	47BW00	1	SUSPENSION, REAR: 23,000 lb. Capacity w/2250 lb. Aux.
23CW00		S		50/52 TO	50E700	0	TIRES-WHEELS, FRONT: (2) 11R22.5 G Goodyear G159 (Hwy.) (2) 22.5x8.25 10-Hole Steel Disc
23AK00		S	Mirrors, Dual Western-SS w/Aux. Convex	51/53 TO	51E700	0	TIRES-WHEELS, REAR: (4) 11R22.5 G Goodyear G159 (Hwy.) (4) 22.5x8.25 10-Hole Steel Disc
24	24AL00	0	CAB EQUIPMENT/INTERIOR: Cigar Lighter Radio, AM-FM Stereo Map Pocket, LH Door	55	55AD00	0	WHEEL & TIRE EQUIPMENT: Wheels, Painted Pure White (AA)
24AF00		S		56	56AL00	0	TRANSMISSION: 5-Speed Direct, Eaton FS-6105B
24AM00		S					
25	25BH00	0	SEATING: Driver, National Lo-Back, Air Susp. Pass., National Lo-Back, Fixed Base				
25BK00		S					
26		S	INSTRUMENTS/GAUGES/SWITCHES/ WARNING DEVICES: Instrument Panel, City Delivery (Std.) Gauges-Direct Reading, Air Press., Oil Press. (Std.) -Electric, Voltmeter, Coolant Temp., Fuel (Std.) Warning Light, Water in Fuel, (Std.) Warning Light & Buzzer, Low Air Press., Low Coolant Level, and High Coolant Temp. (Std.)				

LN-8000-001

FOR
GENERAL
PURPOSE
TRACTOR



Front GAWR: 11,000 lbs.
Rear GAWR: 21,200 lbs.
Total GCWR: 70,000 lbs.

CHASSIS WEIGHT
Front: 5,896 lbs.
Rear: 3,930 lbs.
Total: 9,826 lbs.

PERFORMANCE DATA
BODY/PAYLOAD
WEIGHT DISTRIBUTION
(Water Level Loading)
Front: (19%)
Rear: (21%)
Total: (100%)

DRIVETRAIN
PERFORMANCE
Gradeability: 19%
Geared Speed: 67 MPH
Total Reduction: 42:1

Chassis-Cab Specifications

10	10AE00	1	AXLE, FRONT: 12,000 lb.-Steel	28	28AF00	0	ALTERNATOR: 75 Amp, 1125 Watt Motorcraft
11	11BW00	0	AXLE, REAR: 23,000 lb. Rockwell RS-23-240 (4.30-5.86) (11DF00)	29	29AD00	0	BATTERIES/BOXES/CABLES: Batteries, Maintenance-Free, Motorcraft 12 Volt Three 535 CCA (71 Amp-Hr.)
13		S	AXLE EQUIPMENT/DRIVELINE: Magnetic Traps-Drain & Fill Plugs (Std.) Power Steering (Std.) Shock Absorbers, Front Wheel Seals-Front (Std.) -Rear, Wet Type (Std.) Greaseable Drag Link and Tie Rods (Std.)	30	30CN00	0	ENGINE: Ford Diesel 7.8L (ATA) (215 HP @ 2400 RPM)
13AB00		S		32	32AG00	0	EXHAUST: Vertical Muffler and Pipe, RH
16		S	BRAKES, SERVICE: Air Brakes-Front, Cam Type 15"x4" (Std.) -Rear, Cam Type 16-1/2"x7" (Std.)	36		S	CLUTCH: Spicer 14", 2-Plate Ceramic (Inc.)
19		S	BRAKE EQUIPMENT: Compressor-Bendix 12 CFM (Std.) Parking Brake-Maxi II Spring-Set Rear Axle (Std.) Slack Adjusters, Auto, Front and Rear (Std.) Moisture Ejectors, Auto	37		S	ENGINE EQUIPMENT: Air Cleaner, Single Stage Dry-Type (Std.) Fan Clutch (Std.) Throttle, Locking T-Handle (Std.) Filter-Coolant, Conditioner (Std.) -Fuel/Water Separator (Std.) -Oil, Two 1-1/2 Qt. Full Flow, Disposable (Std.)
19AL00		S		40	40AH00	1	FRAME: 10.76 SM-110,000 PSI Single Channel, All Bolted
20	20AE00	0	TRACTOR EQUIPMENT: Tractor Package w/12" Coiled Lines	43	43AG00	0	FUEL TANKS: Dual 50 Gallon Steel "D" Type
22		S	CAB: Conventional Cab w/Standard Trim, Charcoal (Std.) Exterior Color, Pure White (AA) (Std.)	46	46AL00	1	SUSPENSION, FRONT: 11,000 lb. Capacity
23	23BA00	0	CAB EQUIPMENT/EXTERIOR: Grille, Surround Molding, Bright Tinted Glass All Around Horns-Single Electric (Std.) -Dual Air, Single Base	47	47BW00	1	SUSPENSION, REAR: 23,000 lb. Capacity w/2250 lb. Aux.
23CW00		S		50/52 TO	50E700	0	TIRES-WHEELS, FRONT: (2) 11R22.5 G Goodyear G159 (Hwy.) (2) 22.5x8.25 10-Hole Steel Disc
23AK00		S	Mirrors, Dual Western-SS w/Aux. Convex	51/53 TO	51E700	0	TIRES-WHEELS, REAR: (4) 11R22.5 G Goodyear G159 (Hwy.) (4) 22.5x8.25 10-Hole Steel Disc
24	24AL00	0	CAB EQUIPMENT/INTERIOR: Cigar Lighter Radio, AM-FM Stereo Map Pocket, LH Door	55	55AD00	0	WHEEL & TIRE EQUIPMENT: Wheels, Painted Pure White (AA)
24AF00		S		56	56AL00	0	TRANSMISSION: 5-Speed Direct, Eaton FS-6105B
24AM00		S					
25	25BH00	0	SEATING: Driver, National Lo-Back, Air Susp. Pass., National Lo-Back, Fixed Base				
25BK00		S					
26		S	INSTRUMENTS/GAUGES/SWITCHES/ WARNING DEVICES: Instrument Panel, City Delivery (Std.) Gauges-Direct Reading, Air Press., Oil Press. (Std.) -Electric, Voltmeter, Coolant Temp., Fuel (Std.) Warning Light, Water in Fuel, (Std.) Warning Light & Buzzer, Low Air Press., Low Coolant Level, and High Coolant Temp. (Std.)				

T R U C K S

LT-8000-003

FOR
10/12
YARD DUMP
(14 FOOT
BODY)



Front GAWR: 16,000 lbs.
Rear GAWR: 40,000 lbs.
Total GVWR: 56,000 lbs.

CHASSIS WEIGHT
Front: 6,987 lbs.
Rear: 7,200 lbs.
Total: 14,187 lbs.

PERFORMANCE DATA
BODY/PAYLOAD
WEIGHT DISTRIBUTION
(Water Level Loading)
Front: (19%)
Rear: (21%)
Total: (100%)

DRIVETRAIN
PERFORMANCE
Gradeability: 52%
Geared Speed: 67 MPH
Total Reduction: 81:1

Chassis-Cab Specifications

10	10AF00	0	AXLE, FRONT: 16,000 lb.-Steel	28	S	ALTERNATOR: 60 Amp, 900 Watt Motorcraft (Std.)	
11	11CG00	0	AXLE, REAR: 40,000 lb. Rockwell RT-40-145 (4.30) (11FE00)	29	29AD00	0	BATTERIES/BOXES/CABLES: Batteries, Maintenance-Free, Motorcraft 12 Volt Three 535 CCA (71 Amp-Hr.)
13	S	AXLE EQUIPMENT/DRIVELINE: Magnetic Traps-Drain & Fill Plugs (Std.) Power Steering (Std.) Shock Absorbers, Front Wheel Seals-Front, Wet Type -Rear, Wet Type (Std.) Greaseable Drag Link and Tie Rods (Std.)	30	30AT00	0	ENGINE: Ford Diesel 7.8L (ATA) (240 HP @ 2400 RPM)	
13AB00	0		32	32AC00	0	EXHAUST: Horizontal Muffler and Vertical Pipe-Under Frame, RH	
13AY00	0		36	S	CLUTCH: Spicer 14", 2-Plate Ceramic (Std.)		
16	S	BRAKES, SERVICE: Air Brakes-Front, Wedge Type 15"x6" (Inc.) -Rear, Cam Type 16-1/2"x7" (Std.)	37	S	ENGINE EQUIPMENT: Air Cleaner, Single-Stage Dry Type (Std.) Fan Clutch (Std.) Throttle, Locking T-Handle (Std.) Filter-Coolant, Conditioner (Std.) -Fuel/Water Separator (Std.) -Oil, Two 1-1/2 Qt. Full Flow, Disposable (Std.)		
19	S	BRAKE EQUIPMENT: Compressor, Bendix 12 CFM (Std.) Parking Brake-Max II Spring-Set Rear Axle (Std.) Slack Adjusters-Auto, Rear Only (Std.) Moisture Ejectors, Auto	40	40AN00	0	FRAME: 26.0 SM, 110,000 PSI Single Channel, All Bolted	
19AL00	0		43	43AG00	0	FUEL TANKS: Dual 50 Gallon Steel "D" Type	
22	22AF00	0	CAB: Conventional Cab w/Custom Interior, Incl. Chestnut Polyknit Vinyl Seat Trim Exterior Color, Candyapple Red (JY) (Std.)	46	S	SUSPENSION, FRONT: 16,000 lb. Capacity (Inc.)	
23	23BK00	0	CAB EQUIPMENT/EXTERIOR: Custom Exterior Tinted Glass All Around (Inc.) Horns-Single Electric (Std.) -Dual Air, Single Base	47	47A100	0	SUSPENSION, REAR: 40,000 lb. Hendrickson RT-400 w/Transverse Torque Rods, 52" Spacing
23CW00	0		50/52 TO	50XAO0	0	TIRES-WHEELS, FRONT: (2) 315/80R22.5 J Goodyear G291 (Hwy.) (2) 22.5x9.00 Cast Spoke	
23AK00	0		51/53 TO	51E600	0	TIRES-WHEELS, REAR: (8) 11R22.5 G Goodyear G186 (Grp. V) (8) 22.5x8.25 Cast Spoke	
24	24AJ00	0	CAB EQUIPMENT/INTERIOR: Air Conditioning, Integral w/Heater Cigar Lighter (Inc.) Radio AM/FM Stereo Map Pocket, LH Door (Inc.)	55	S	WHEEL & TIRE EQUIPMENT: Wheels, Painted Black	
24AF00	0		56	56AR00	0	TRANSMISSION: 10-Speed Direct, Fuller RT-760BLL	
25	25BL00	0	SEATING: Driver-National Lo-Back, Air Susp. Passenger-National Lo-Back, Fixed Base	59	59AB00	0	CHASSIS EQUIPMENT: Tow Hooks, Front
25BN00	0						
26	26AH00	0	INSTRUMENTS/GAUGES/SWITCHES/WARN. DEVICES: Instrument Panel, Fleet Gauges-Direct Reading, Air Press., Oil Press. (Std.) -Electric, Voltmeter, Coolant Temp. Fuel (Std.) Warning Light, Water in Fuel, (Std.) Warning Light & Buzzer, Low Air Press., Low Coolant Level, and High Coolant Temp. (Std.)				

Chassis-Cab Specifications

10	S	AXLE, FRONT: 7,000 lb.-Steel (Std.)	28	S	ALTERNATOR: 60 Amp, 900 Watt Motorcraft (Std.)		
11	S	AXLE, REAR: 17,500 lb. Rockwell RS-17-140 (4.56) (11AG00) (Std.)	29	29AD00	0	BATTERIES/BOXES/CABLES: Batteries-Maintenance-Free, Motorcraft 12 Volt Three 535 CCA (71 Amp-Hr.)	
13	S	AXLE EQUIPMENT/DRIVELINE: Magnetic Traps-Drain & Fill Plugs (Std.) Power Steering (Std.) Shock Absorbers, Front Wheel Seals-Front (Std.) -Rear, Wet Type (Std.) Greaseable Drag Link and Tie Rods (Std.)	30	S	ENGINE: Ford Diesel 6.6L (Std.) (170 HP @ 2600 RPM)		
13AB00	0		32	S	EXHAUST: Horizontal Muffler and Pipe, RH (Std.)		
16	16AM00	0	BRAKES, SERVICE: Hydraulic Brakes-Front Disc -Rear Drum HD Hydraulic Rear-15"x7"	36	S	CLUTCH: Spicer 14", 1-Plate Ceramic (Std.)	
16AY00	0		37	S	ENGINE EQUIPMENT: Air Cleaner, Single-Stage Dry-Type (Std.) Fan Clutch (Std.) Throttle, Locking T-Handle Filter-Coolant, Conditioner (Std.) -Fuel/Water Separator (Std.) -Oil, Two 1-1/2 Qt. Full Flow, Disposable (Std.)		
19	I	BRAKE EQUIPMENT: Parking Brake-Spring-Set Rear Axle (Inc.) Brake Adjusters-Auto, Front and Rear (Inc.)	37AA00	S			
22	S	CAB: Conventional Cab w/Standard Trim, Charcoal (Std.) Exterior Color, Pure White (AA) (Std.)	40	40AJ00	3	FRAME: 13.3 SM, 50,000 PSI Single Channel, All Bolted	
23	23BA00	0	CAB EQUIPMENT/EXTERIOR: Grille, Surround Molding, Bright Tinted Glass All Around Horns-Single Electric (Std.) Mirrors, Dual Western-SS w/Aux. Convex	43	43AG00	0	FUEL TANKS: Dual 50 Gallon Steel "D" Type
23A300	0		46	S	SUSPENSION, FRONT: 9,000 lb. Capacity (Std.)		
23AK00	0		47	47BV00	0	SUSPENSION, REAR: 21,000 lb. Capacity w/2250 lb. Aux.	
24	24AL00	0	CAB EQUIPMENT/INTERIOR: Cigar Lighter Radio, AM-FM Stereo Map Pocket, LH Door	50/52 TO	50GP00	0	TIRES-WHEELS, FRONT: (2) 9.00-20 E Goodyear SHM (Hwy.) (2) 20 x 7.0 10-Hole Steel Disc (2 Pc.)
24AF00	0		51/53 TO	51GP00	0	TIRES-WHEELS, REAR: (4) 9.00-20 E Goodyear SHM (Hwy.) (4) 20 x 7.0 10-Hole Steel Disc (2 Pc.)	
24AM00	0		55	55AD00	0	WHEEL & TIRE EQUIPMENT: Wheels, Painted Pure White (AA)	
25	S	SEATING: Seat, Full Width Bench w/Heavy-Duty Black Vinyl (Std.)	56	56AM00	0	TRANSMISSION: 6-Speed Direct, Eaton FS-5106	
26	26AH00	0	INSTRUMENTS/GAUGES/SWITCHES/ WARNING DEVICES: Instrument Panel, Fleet Gauges-Direct Reading, Air Press., Oil Press. (Std.) -Electric, Voltmeter, Coolant Temp., Fuel (Std.) Warning Light, Water in Fuel, (Std.) Warning Light & Buzzer, Low Air Press., Low Coolant Level, and High Coolant Temp. (Std.) Parking Brake Control, Dash Mounted (Inc.)				

LN-7000-001

FOR
20 FOOT
BODY



Front GAWR: 7,000 lbs.
Rear GAWR: 16,160 lbs.
Total GVWR: 23,160 lbs.

CHASSIS WEIGHT
Front: 5,547 lbs.
Rear: 3,654 lbs.
Total: 9,201 lbs.

PERFORMANCE DATA
BODY/PAYLOAD
WEIGHT DISTRIBUTION
(Water Level Loading)
Front: (15%)
Rear: (85%)
Total: (100%)

DRIVETRAIN
PERFORMANCE
Gradeability: 43%
Geared Speed: 66 MPH
Total Reduction: 41:1

L-7000/8000

1990 "WORK-READY" – 49/50 STATE VEHICLES SPECIFICATION SUMMARY

1990 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
LN-7000-001	222/156	23.1	Ford Dsl. (170 HP)	7	17.5	FS-5106	9.00 x 20E	20 x 7.0(D)	H	V
LN-7000-002	222/156	28.0	Ford Dsl. (185 HP)	9	21.0(2)	FS-5005B	10.00 x 20F	20 x 7.5(CS)	H	V
LN-7000-003	258/192	28.0	Ford Dsl. (170 HP)	9	21.0	FS-5106	10.00 x 20F	20 x 7.5(CS)	H	V
LN-7000-004	258/192	28.0	Ford Dsl. (185 HP)	9	21.0	FS-5106	10.00 x 20F	20 x 7.5(CS)	H	V
LN-7000-005	222/156	33.0	Ford Dsl. (185 HP)	12	21.0(2)	FS-5005B	11R x 22.5G	22.5 x 8.25(D)	A	V
LN-7000-006	150/84	28.0	Ford Dsl. (170 HP)	9	21.0	FS-5106	10.00 x 20F	20 x 7.5(CS)	A	D
LN-7000-007	222/156	28.0	Ford Dsl. (170 HP)	9	21.0(2)	FS-5005B	10.00 x 20F	20 x 7.5(CS)	H	V
LN-7000-008	162/96	28.0	Ford Dsl. (185 HP)	9	21.0	FS-5106	10.00 x 20F	20 x 7.5(CS)	A	P
LN-8000-001	150/84	70.0	Ford Dsl. (215 HP)	12	23.0(2)	FS-6105B	11R x 22.5G	22.5 x 8.25(D)	A	T
LN-8000-002	150/84	70.0	Ford Dsl. (240 HP)	12	23.0	FS-6106	11R x 22.5G	22.5 x 8.25(D)	A	T
LN-8000-003	150/84	65.0	Ford Dsl. (240 HP)	12	23.0	RT-6610	11R x 22.5G	22.5 x 8.25(D)	A	T
LN-8000-004	204/138	33.0	Ford Dsl. (210 HP)	12	21.0(2)	FS-6105B	11R x 22.5G	22.5 x 8.25(CS)	A	V
LN-8000-005	204/138	33.0	Ford Dsl. (210 HP)	12	21.0	MT-653	11R x 22.5G	22.5 x 8.25(CS)	A	R
LN-8000-006	222/156	33.0	Ford Dsl. (210 HP)	12	21.0(2)	FS-6105B	11R x 22.5G	22.5 x 8.25(CS)	A	V
LN-8000-007	222/156	33.0	Ford Dsl. (240 HP)	12	21.0	FS-6106	11R x 22.5G	22.5 x 8.25(CS)	A	V
LN-8000-008	222/156	33.0	Ford Dsl. (210 HP)	12	21.0(2)	FS-6105B	11R x 22.5G	22.5 x 8.25(D)	A	V
LN-8000-009	222/156	33.0	Ford Dsl. (210 HP)	10	23.0	FS-6106	11R x 22.5H	22.5 x 8.25(CS)	A	P
LN-8000-010	222/156	33.0	Ford Dsl. (240 HP)	12	21.0	RT-6610	11R x 22.5G	22.5 x 8.25(D)	A	V

(*) – Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (2) – Indicates two-speed rear axle. (D) – Disc wheel. (CS) – Cast spoke wheel. V = Van. D = Dump. P = Platform. T = Tractor. R = Refuse.

L-7000/8000

1990 "WORK-READY" – 49/50 STATE VEHICLES SPECIFICATION SUMMARY

1990 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
LN-8000-011	258/192	33.0	Ford Dsl. (210 HP)	12	21.0	FS-6106	11R x 22.5G	22.5 x 8.25(D)	A	V
LN-8000-012	258/192	33.0	Ford Dsl. (210 HP)	12	23.0	MT-643	11R x 22.5G	22.5 x 8.25(D)	A	B
LN-8000-013	258/192	33.0	Ford Dsl. (210 HP)	12	23.0	FS-6106	11R x 22.5G	22.5 x 8.25(D)	A	B
LN-8000-014	150/84	75.0	Ford Dsl. (270 HP)	12	23.0	T-8607A	11R x 22.5G	22.5 x 8.25(D)	A	T
LN-8000-015	150/84	75.0	Ford Dsl. (270 HP)	12	23.0	RT-8609	11R x 22.5G	22.5 x 8.25(D)	A	T
LN-8000-016	222/156	33.0	Ford Dsl. (210 HP)	12	21.0	RT-6610	11R x 22.5G	22.5 x 8.25(D)	A	V
LN-8000-017	246/180	33.0	Ford Dsl. (240 HP)	10	23.0	FS-6106	11R x 22.5H	22.5 x 8.25(CS)	A	V
LN-8000-018	150/84	33.0	Ford Dsl. (210 HP)	12	21.0(2)	FS-6105B	11.00 x 20G	20 x 8.0(CS)	A	D
LN-8000-019	174/108	33.0	Ford Dsl. (240 HP)	12	21.0	RT-6610	11R x 22.5G	22.5 x 8.25(D)	A	V
LN-8000-020	204/138	33.0	Ford Dsl. (240 HP)	10	23.0	FS-6106	11R x 22.5H	22.5 x 8.25(CS)	A	P
LN-8000-021	204/138	33.0	Ford Dsl. (240 HP)	10	23.0(2)	FS-6105B	11R x 22.5H	22.5 x 8.25(CS)	A	R
LN-8000-022	222/156	33.0	Ford Dsl. (210 HP)	10	23.0(2)	FS-6105B	11R x 22.5H	22.5 x 8.25(D)	A	V
LN-8000-023	222/156	33.0	Ford Dsl. (270 HP)	10	23.0	RT-8609	11R x 22.5H	22.5 x 8.25(D)	A	V
LN-8000-024	204/138	33.0	Ford Dsl. (210 HP)	10	23.0	MT-653	11R x 22.5H	22.5 x 8.25(CS)	A	R
LN-8000-025	246/180	33.0	Ford Dsl. (210 HP)	10	23.0(2)	FS-6105B	11R x 22.5H	22.5 x 8.25(D)	A	V
LN-8000-026	174/108	33.0	Ford Dsl. (240 HP)	12	21.0	RT-6610	11R x 22.5G	22.5 x 8.25(D)	A	D
LN-8000-027	162/96	33.0	Ford Dsl. (210 HP)	12	21.0(2)	FS-6105B	11.00 x 20G	20 x 8.0(CS)	A	P
LNT-8000-001	222/156	52.0	Ford Dsl. (240 HP)	12	40.0	MT-653	11R x 22.5G	22.5 x 8.25(CS)	A	R

(*) – Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (2) – Indicates two-speed rear axle. (D) – Disc wheel. (CS) – Cast spoke wheel. V = Van. B = Beverage. T = Tractor. D = Dump. P = Platform. R = Refuse.

L-7000/8000**1990 "WORK-READY" – 49/50 STATE VEHICLES
SPECIFICATION SUMMARY**

1990 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
LNT-8000-002	222/156	46.0	Ford Dsl. (240 HP)	12	34.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	V
LNT-8000-003	222/156	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LNT-8000-004	222/156	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D
LNT-8000-005	222/156	50.0	Ford Dsl. (215 HP)	12	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LNT-8000-006	222/156	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LNT-8000-007	258/192	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	P
LNT-8000-008	186/120	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LNT-8000-009	222/156	52.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D
LNT-8000-010	222/156	43.0	Ford Dsl. (270 HP)	12	40.0	RT-8609	11R x 22.5G	22.5 x 8.25(CS)	A	D
LNT-8000-011	246/180	56.0	Ford Dsl. (270 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	P
LNT-8000-012	246/180	62.0	Ford Dsl. (270 HP)	16	46.0	RT-7608LL	11R x 22.5H	22.5 x 8.25(CS)	A	V
LNT-8000-013	222/156	50.0	Ford Dsl. (270 HP)	12	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	V
LT-8000-001	186/108	52.0	Ford Dsl. (240 HP)	12	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D
LT-8000-002	186/108	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LT-8000-003	204/126	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LT-8000-004	204/126	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D
LT-8000-005	204/126	52.0	Ford Dsl. (270 HP)	12	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D
LT-8000-006	204/126	56.0	Ford Dsl. (270 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LT-8000-007	222/144	52.0	Ford Dsl. (215 HP)	12	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D

(*) – Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (D) – Disc wheel.
(CS) – Cast spoke wheel. V = Van. D = Dump. P = Platform.

L-7000/8000**1990 "WORK-READY" – 49/50 STATE VEHICLES
SPECIFICATION SUMMARY**

1990 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Brake Type	Vocation
LT-8000-008	222/144	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LT-8000-009	186/108	50.0	Ford Dsl. (240 HP)	12	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LT-8000-010	204/126	52.0	Ford Dsl. (240 HP)	12	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D
LT-8000-011	204/126	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D
LT-8000-012	204/126	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LT-8000-013	222/144	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D
LT-8000-015	204/126	62.0	Ford Dsl. (270 HP)	16	40.0	RT-7608LL	11R x 22.5H	22.5 x 8.25(CS)	A	D
LT-8000-016	204/126	52.0	Ford Dsl. (270 HP)	12	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D
LT-8000-017	222/144	56.0	Ford Dsl. (270 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(D)	A	D
LT-8000-018	222/144	64.0	Ford Dsl. (270 HP)	18	46.0	RT-7608LL	11R x 22.5H	22.5 x 8.25(CS)	A	D
LT-8000-019	222/144	58.0	Ford Dsl. (240 HP)	18	40.0	RT-7608LL	11R x 22.5H	22.5 x 8.25(CS)	A	C
LTS-8000-001	185/126	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LTS-8000-002	203/144	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LTS-8000-003	203/144	59.1	Ford Dsl. (240 HP)	16	46.0	MT-653	11R x 24.5G	24.5 x 8.25(CS)	A	R
LTS-8000-004	239/180	56.0	Ford Dsl. (240 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	V
LTS-8000-005	239/180	56.0	Ford Dsl. (270 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	V
LTS-8000-006	239/180	62.0	Ford Dsl. (270 HP)	16	46.0	RT-7608LL	11R x 22.5H	22.5 x 8.25(CS)	A	V
LTS-8000-009	203/144	56.0	Ford Dsl. (270 HP)	16	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	D
LTS-8000-010	203/144	56.0	Ford Dsl. (270 HP)	18	40.0	RT-7608LL	11R x 22.5G	22.5 x 8.25(CS)	A	V

(*) – Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (D) – Disc wheel. (CS) – Cast spoke wheel.
D = Dump. C = Construction (mixer). R = Refuse. V = Van.

EXTENDED SERVICE COVERAGE—
A VALUE OVER \$500

Every Ford Work-Ready truck carries Extended Service Coverage (ESC) at no extra cost—full parts and labor (after \$100 deductible) for 24 months/unlimited mileage. Purchased separately, that would cost over \$500.

Extended Service Coverage is transferable to any number of owners—within the limits of coverage. It “goes with the truck,” making your unit potentially more valuable at trade-in.

WORK-READY “FLEX” OPTIONS—
PERFORMANCE PLUS FLEXIBILITY

Work-Ready Performance Packages are designed to fit the truck to the job. They’re pre-engineered to deliver the right frame, powertrain, and suspension/axle capacities for a broad range of given applications.

Yet, they’re flexible enough to allow substitutions on paint color, wheels and tires, and other items. Work-Ready “Flex” Options allow you to modify a Work-Ready Performance Package to suit your own individual requirements:

☐ Wheelbase—the popular Wheelbase Flex Option is now available for L-Series regular production selections. In most cases, three “flex” wheelbases will be available: one above and one below the specified wheelbase.

☐ Axle Ratio—this new Flex Option allows you to select a slower (higher numerical) ratio than the specific Work-Ready ratio. Vehicle road speed and gradeability can be increased or decreased, as desired, to match your particular application.

ESC COVERAGE VS. BASIC WARRANTY

Item	Full Parts And Labor*		Suggested List Price
	Basic Warranty	Work-Ready ESC	
Total Vehicle**	12 Months/Unlimited	24 Months/Unlimited	\$535
Powertrain†	24 Months/Unlimited	24 Months/Unlimited	
Cab Corrosion‡	60 Months/Unlimited	72 Months/Unlimited	

*100% parts and labor after \$100 deductible.

**Excluding tires, non-Ford-branded batteries, and maintenance items.

†Coverage for clutch (excluding lining) is 12 months/unlimited mileage under basic warranty and 24 months/unlimited mileage under Work-Ready ESC.

‡Includes cab structure.

☐ Air Conditioning—this feature can now be added or deleted from a Work-Ready unit. As part of this option, every Work-Ready unit has tinted glass, whether it’s equipped with air conditioning or not.

☐ Exterior Paint—the standard color may be changed to any regular production color or WT color.

☐ Wheels—cast spoke wheels may be substituted for disc, or disc for cast spoke.

☐ Tires—tube-type tires may be substituted for tubeless, or tubeless for tube-type (equivalent size and ply rating only).

☐ Rear Tire Tread Type—tires may be upgraded.

WORK-READY FORD DIESEL—
CUSTOMIZED ESC UP TO
60 MONTHS/200,000 MILES

The Ford Diesel is available up to 185 horsepower in the 7000 Series and up to 270 horsepower in the 8000 series.

And with the Ford Diesel Customized Engine ESC Program, you can purchase the amount of additional coverage to fit your needs exactly.

☐ 25-36 months/100,000; 150,000; or 200,000 miles.

☐ 25-48 months/100,000; 150,000; or 200,000 miles.

☐ 25-60 months/100,000; 150,000; or 200,000 miles.

NOTABLE WORK-READY
EQUIPMENT FEATURES

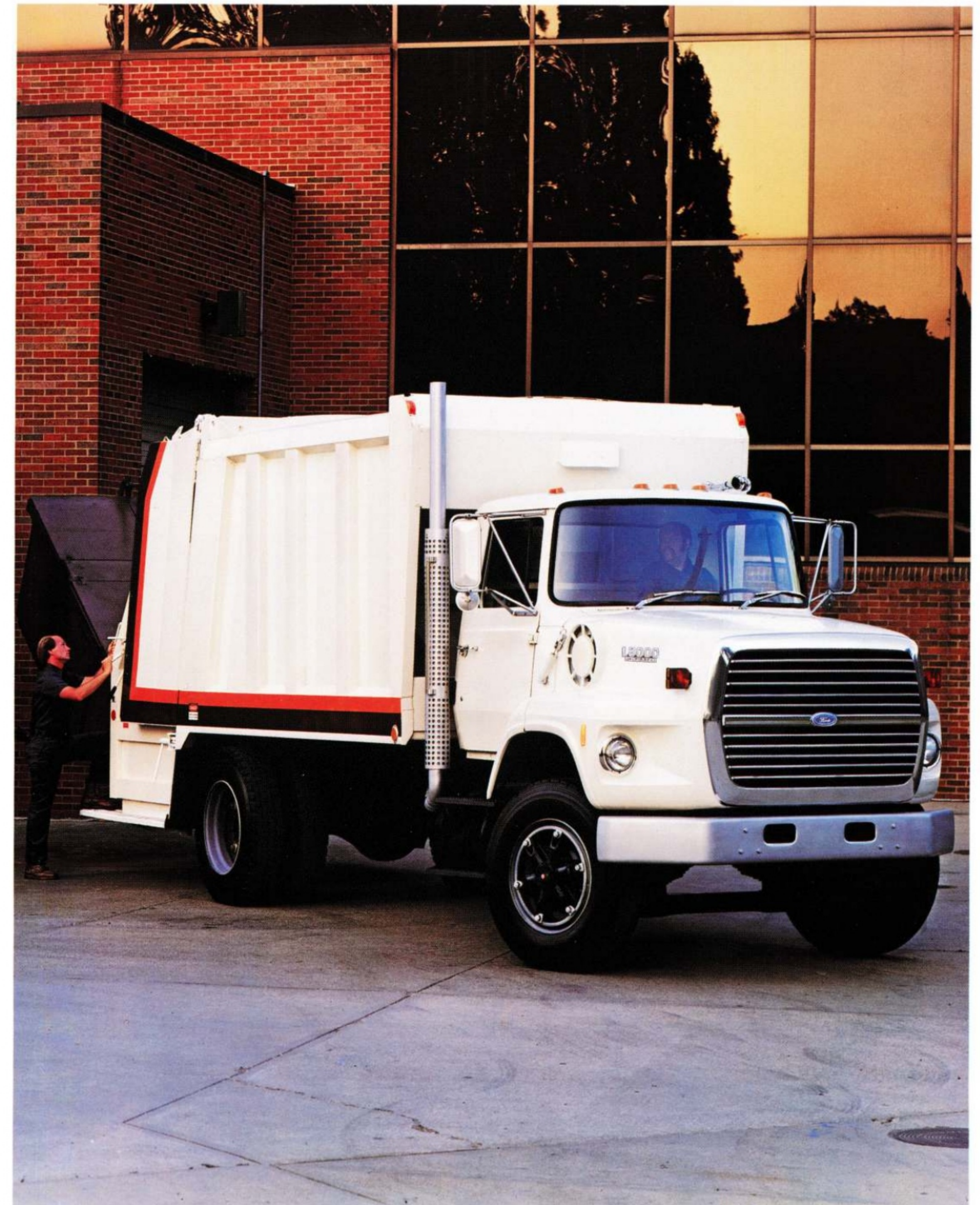
Work-Ready L-Series trucks are well-equipped with the notable features you’d expect to find in a Ford—America’s medium truck leader for over 25 years.

- ☐ R.H. Sun Visor
- ☐ Cigar Lighter
- ☐ Bright Mirrors
- ☐ H.D. Alternator—60 Amp. Minimum
- ☐ H.D. Battery—Over Standard
- ☐ Tinted Glass, All-Around
- ☐ Bright Grille
- ☐ H.D. Rear Brakes
- ☐ Map Pocket L.H.
- ☐ AM Radio
- ☐ Tow Hooks (Dumps and Packers)
- ☐ H.D. Rear Springs, For Axle Selected 1-Step Upgrade
- ☐ Rockwell Rear Axles

WHEN IT’S TIME TO WORK—
BE WORK-READY!

Work-Ready trucks are designed to work when you are. They’re investments in value. Values like Ford Diesel, Pre-engineering, Fast Delivery, “Flex” Options, Extended Service Coverage (ESC), and Ford Diesel Customized ESC. Values that can add up to lower operating costs and improved overall performance.

When it’s time to work—be Work-Ready!



CONSTRUCTION



Perhaps 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. The holes for optional equipment are punched on the assembly line, so there are no unnecessary holes to weaken the frame.

For added rigidity, the frame is assembled with through-bolt fasteners which exert higher clamping forces than rivets.

L-Series trucks offer a selection of eight frame strengths to suit 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 tandems.

ENGINEERED FOR HEAVY LOADS

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 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.



For severe service applications, such as dump and transit mix, the 40,000- and 46,000-lb. suspensions are available with optional transverse torque rods designed to help control lateral movement on irregular terrain and help reduce overall axle-suspension system wear.

Another notable option is the driver-controlled main locking differential with its improved traction capability on poor road surfaces.

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.

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.

And good news for the industry—16.5" x 6" S-Cam brakes are available for the LS-8000 with 16,000-lb. front axle and for the LTS-8000 with 16-, 18-, or 20,000-lb. front axle.

"WORK-READY" FOR CONSTRUCTION

Ford offers a variety of pre-spec'd Work-Ready 8000-Series trucks for construction applications. GVWR's are up to 64,000 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 is so committed to designing high operating value into every L-Series truck.

THE NEW AEROMAX 8000: EXPANDED L-SERIES CAPABILITY

The new AeroMax 8000 will be a welcome addition to many beverage delivery fleets. AeroMax 8000



combines the aerodynamic features of the premium AeroMax 9000 with the power and economy of the mid-range Ford Diesel. It's a highway tractor designed and engineered to provide cost-efficient local and inter-city transport.

The AeroMax 8000 joins a long line of L-Series models that are well-designed for beverage delivery applications.

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 have a maximum GVWR at 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. The AeroMax 8000 also offers GCWRs up to 75,000 pounds.

For excellent 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. wheel-base, the LN model has a tight 47 ft. turning diameter (48.2 ft. with maximum 12,000 lb. front axle rating).

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 there are all the payload and handling advantages of the set-back front axle series described on page 13.

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 high strength and performance, high fuel economy and serviceability.

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 GVW a great deal of the time.

And with Ford's "turbodynamic" design, the Ford Diesel delivers outstanding power and torque (see Engine Specifications, page 18). 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 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.

There are special-order options, such as an 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.

Two new Eaton 6-speed transmissions—one for the 210 and 215 Hp engines, the other for the 240 and 270 Hp engines—are engineered to match more closely the torque ratings of the Ford Diesels and to provide ease of operation.

An 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



Ford 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 radiator introduced last year 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 AND SERVICE SUPPORT

Ford backs your L-Series truck with a network of parts and service centers supporting over 250 Ford Heavy Truck dealers nationwide, plus 600 dealers who are Ford-Diesel certified. Ford Parts and Service Division 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 provide an outstanding finish.

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



SPECIFICATIONS

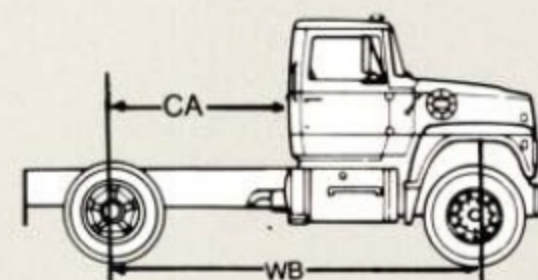
SERIES		SINGLE AXLE SERIES		TANDEM AXLE SERIES	SET-BACK FRONT AXLE		
		LN-7000	L- & LN-8000	LT- & LNT-8000	AEROMAX LA-8000	LS-8000	LTS-8000
GVW Rating (lbs.)	Max.	35,000	35,000	64,000	35,000	39,000	66,000
GCW Rating (lbs.)	Max.	60,000	75,000	80,000	75,000	75,000	80,000
AXLE, FRONT	Std.	7,000	7,000	9,000	9,000	9,000	9,000
Max. Rating (lbs.)	Max.	12,000	16,000 ⁽¹⁾	18,000	12,000	16,000	20,000
AXLE, REAR	Std.	17,500	21,000 ⁽²⁾	34,000	21,000	21,000	34,000
Max. Rating (lbs.)	Max.	23,000	30,000 ⁽¹⁾	46,000	30,000 ⁽¹⁾	30,000 ⁽¹⁾	46,000
BRAKES, SERVICE SPLIT SYSTEM	Std.	Air	Air	Air	Air	Air	Air
	Opt.	HD Front Cam; Split-Hydraulic; HD Rear Hydraulic	HD Front Cam; Split-Hydraulic; HD Rear Hydraulic	HD Front Cam; Twin Piston, Power Disc	HD Front Cam	HD Front Cam; Twin Piston, Power Disc	HD Front Cam; Twin Piston, Power Disc
BRAKES, PARKING	Std.	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type	Spring-Set Type
ENGINES	Std.	Ford Diesel 170 hp	Ford Diesel 185 hp ⁽³⁾	Ford Diesel 210 hp	Ford Diesel 185 hp ⁽³⁾	Ford Diesel 185 hp ⁽³⁾	Ford Diesel 210 hp
	Opt.	Ford Diesel 185 hp	Ford Diesel 210/215/240/270 hp	Ford Diesel 215/240/270 hp	Ford Diesel 210/215/240/270 hp	Ford Diesel 210/215/240/270 hp	Ford Diesel 215/240/270 hp
CLUTCH (dia. in.)	Std.	14" 1-plate	14" 1-plate	14" 2-plate	14" 1-plate	14" 1-plate	14" 2-plate
TRANSMISSIONS	Std.	5-speed	5-speed	5-speed	5-speed	5-speed	5-speed
Direct 5-speed transmission available with wide or close ratio gearing	Opt.	5-speed 6-speed 10-speed 4-spd. auto. 5-spd. auto.	5-speed 6-speed 9-speed 10-speed 4-spd. auto. 5-spd. auto.	6-speed 7-speed 10-speed 13-speed 4-spd. auto. 5-spd. auto.	5-speed 6-speed 7-speed 9-speed 10-speed 4-spd. auto. 5-spd. auto.	5-speed 6-speed 9-speed 10-speed 13-speed 4-spd. auto. 5-spd. auto.	6-speed 7-speed 9-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	10.76 SM 1,183,600 RBM	13.3 SM 1,463,000 RBM
(RBM = Yield Strength x SM)	Max. Opt.	15.9 SM 1,749,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM ⁽⁴⁾ 3,300,000 RBM	15.9 SM 1,749,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM ⁽⁴⁾ 3,300,000 RBM
SUSPENSION, FRONT	Std.	9,000	9,000	9,000	9,000	9,000	11,000
Combined capacity @ ground (lbs.)	Max.	13,200	16,000 ⁽¹⁾	20,000 ⁽¹⁾	12,000	13,200	13,200
SUSPENSION, REAR	Std.	17,500	17,500	34,000	21,000	17,500	34,000
Combined capacity @ ground (lbs.)	Max.	23,000; 24,500 ⁽⁵⁾	23,000; 24,500 ⁽⁵⁾	65,000 ⁽¹⁾	23,000	23,000; 24,500 ⁽⁵⁾	65,000 ⁽¹⁾
AUXILIARY SPRINGS	Std.	4,500	4,500	—	4,500	4,500	—
Combined capacity @ ground (lbs.)							
STEERING	Std.	Power	Power	Power	Power	Power	Power
WHEELS	Std.	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	Opt.	10-Hole Disc ⁽⁶⁾	10-Hole Disc ⁽⁶⁾	10-Hole Disc ⁽⁶⁾	10-Hole Disc ⁽⁶⁾	10-Hole Disc ⁽⁶⁾	10-Hole Disc ⁽⁶⁾
TIRES	Std.	10R22.5F	10R22.5F	10R22.5F	10R22.5F	10R22.5F	10R22.5F
	Opt.	(tubeless steel-belted radial ply tires)					
		See your Ford Dealer					

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

FORD DIESEL ENGINE SPECIFICATIONS

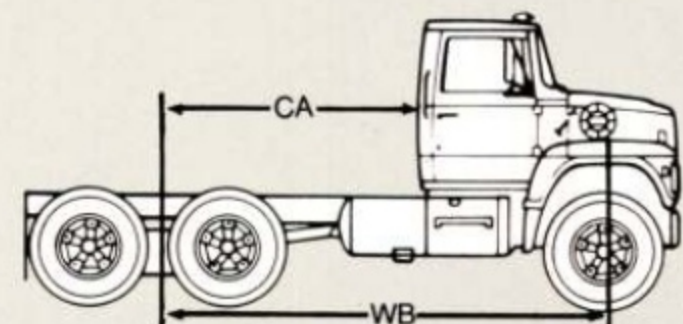
	L-7000 SERIES 6.6L DIESEL			L-8000 SERIES 7.8L DIESEL			
	170 HP	185 HP	185 HP	210 HP	215 HP	240 HP	270 HP
Aspiration	Turbo	Turbo/A-A	Turbo	Turbo/JWAC	Turbo/A-A	Turbo/A-A	Turbo/A-A
HP @ RPM (SAE J-1349)	170 @ 2600	185 @ 2400	185 @ 2400	210 @ 2400	215 @ 2400	240 @ 2400	270 @ 2400
Torque @ RPM (lbs.-ft.)	412 @ 1800	474 @ 1500	509 @ 1500	575 @ 1500	588 @ 1500	656 @ 1500	735 @ 1400
Gross Torque Rise (%)	20	17	25	25	25	25	25

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



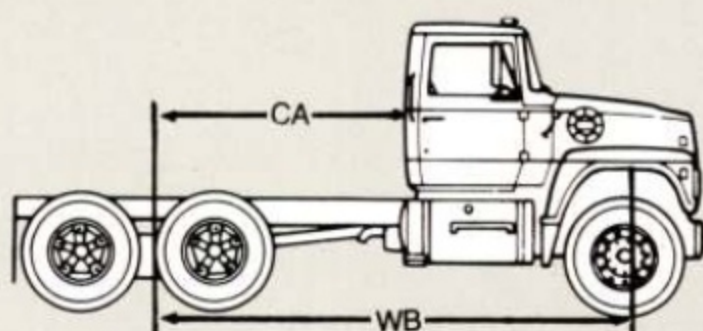
DIMENSIONS LN-7000 94.4" BBC

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



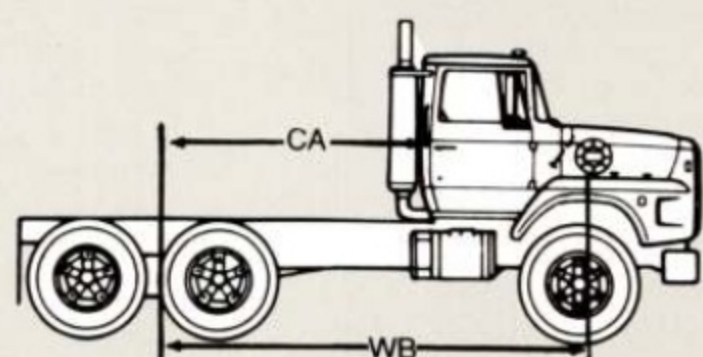
DIMENSIONS LN/LNT-8000 94.4" BBC

WB	138"	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



DIMENSIONS L/LT-8000 106.4" BBC

WB	138"	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



DIMENSIONS LA/LS/LTS-8000 106.3" BBC

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

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 and RH lap and shoulder, center lap ☐ Cab-back insulation ☐ City delivery instrument panel with removable air pac
- ☐ Parking brake on/off control
- ☐ Western mirrors, painted, convex mirrors ☐ Tinted windshield.

CUSTOM INTERIOR

- ☐ 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, underseat
- ☐ Seat trim—chestnut vinyl w/Poly-knit inserts.

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

- ☐ 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

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

CHASSIS OPTIONAL EQUIPMENT

- ☐ Aluminum front bumper ☐ Aluminum rear wheel hubs ☐ Aluminum wheels (polished) ☐ Butterfly hood (except LN, LNT and AeroMax)
- ☐ Centrifuge brake drums
- ☐ Bendix air dryer (AD-9) ☐ Ether cold starting aid ☐ Extended front bumper (8" spacer; not available w/extended frame) ☐ Integral front frame extension ☐ Silicone hose package ☐ Scotseal Plus wet-type wheel seals ☐ Tilt/telescopic steering column (with optional Fleet instrument panel) ☐ 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).

Options Availability

Some options displayed or described here and elsewhere in this catalog are available at extra cost and may be offered in combinations with other options or subject to additional ordering requirements or limitations. Your Ford Dealer has the latest information.

Product Changes

Ford Truck Operations reserves the right to change product specifications at any time without incurring obligations. It is important to note also that some of the items shown on vehicles in this publication are available through retail organizations and establishments not connected with Ford Motor Company. Availability, price, quality and durability of these items rest solely with their respective sales organizations, and Ford assumes no responsibility for their use.

Federal Regulations

Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Administration (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 installation of requirement equipment. Your Ford Dealer has information about the availability of many items of equipment which can be ordered for the vehicle.

"Ask Your Ford Dealer"

Following publication of this catalog, certain changes in standard equipment, options, prices and the like, or product delays, may have occurred which would not be included in these pages. Your Ford Dealer is your best source for up-to-date information.



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