



# L-8000







A Word About This Catalog: Some equipment shown or described in the catalog is available at extra cost.

# Ford L-8000

## An Investment In Value



**Low Cost Of Ownership**  
From the fuel efficient Ford Diesel engine, to the ease of service built into its tilt fiberglass hood and fender assembly, economy of operation is a prime consideration that has gone into the design of the L-8000. Impressive payload capacities decrease handling costs per unit of loading. And tight maneuverability—51.2' turning diameter in the LS-8000 (with power steering and 9,000 lb. front axle)—means outstanding performance plus fast trip times.

**Premium Diesel Performance**  
The Ford Diesel is the standard engine in the L-8000 Series. Designed for premium performance without the price, the Ford Diesel is available in four models—up to 240 horsepower.\* It features a Garrett turbocharger for enhanced power, a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds and an advanced air management and combustion system for good fuel economy.

**L-8000 Series Versatility**  
The conventional L. The short conventional LN. The tandem LT & LNT. The set-back front axle LS or tandem LTS. The L-8000 Series is right for any business you're in—construction, snow plow, line haul, reefer, tanker, refuse, van platform. Ford makes it easy to get the truck that's right for you with our "Work-Ready" Program. 82 models are available for quick delivery.

**Contents**

|                            |       |
|----------------------------|-------|
| Kentucky Truck Plant, Cab  |       |
| Construction               | 4-5   |
| Ford Diesel Engine         | 6-9   |
| Work-Ready Trucks,         |       |
| Set-Back Axle              | 10-11 |
| Components and Products    | 12-13 |
| Interiors                  | 14-15 |
| Service Ease, Warranty     | 16-17 |
| Specifications and Options | 18-19 |





# Skill-Pride-Quality The Kentucky Truck Plant

## The Ford Tradition

Built Tough. With skill, pride and quality. That's the Ford tradition. Our Kentucky Truck Plant (KTP), covering more than 68 acres under roof on a 415-acre site, is one of the largest and most modern manufacturing facilities in the world. Each year it attracts visitors from all over the globe to see Ford's advanced technology and latest production techniques at work—it's the home of the Louisville L-8000 Series.

## KTP Assembly Line No. 2

This is where medium and heavy truck quality begins. Assembly Line No. 2 is reserved for the production of the Louisville Line.

## Computerized Frame Piercing

The three new computer-controlled frame piercers press-punch rather than drill frame rails. Holes are positioned, controlled and then checked by TV monitors. Only necessary holes are punched—no unnecessary ones to weaken the frame.

## 200-Ton Press For Perfect Holes

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

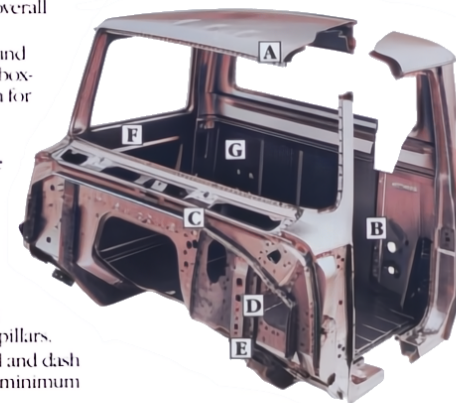
## Ripping Them Apart To Be Sure

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

## Built Ford Tough—More Than A Slogan

It's a tradition that translates into tangible values like the L-8000 Series all welded cab construction for driving comfort and overall vehicle performance.

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



## All-Welded Cab Construction

## Rust And Corrosion Protection

At KTP we protect your truck even before it takes to the road. The L-8000 cab features a corrosion-resistant, steel reinforced, unitized fiberglass tilting hood, fender and front end assembly.

Each cab is fully immersed in primer and a high voltage charge bonds the primer to the metal, even into remote areas. The roof panel, door inner and outer panels, and cowl top outer panels are constructed of corrosion-resistant zinc coated steel. The doors are further protected by an application of aluminized wax to the inner panels.





# Ford Diesel Power

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

That's how long Ford has been in the heavy-duty diesel engine business. We've been a pioneer in the development of diesel power since we introduced our first diesel engine in 1965. Our agricultural and industrial diesels have been used in 100 countries since then.

## Proven In Ford CARGO

The Ford Diesel was first introduced in the Ford CARGO in the 165 HP version. This year we've expanded lineup, ranging from 160 to 240 HP; all turbocharged, with no application restrictions. If you have the job, we have the engine.

## Proven In Fleet Tests—4 Million Miles

Ford Diesel comes out of a proven design. And it's been fleet tested through 4,000,000 miles of tough customer use including pick-up and delivery, construction, inter- and intra-city use.

The result—experienced fleet owners agree. The Ford Diesel offers the kind of outstanding performance and fuel economy levels that may well become an industry standard.

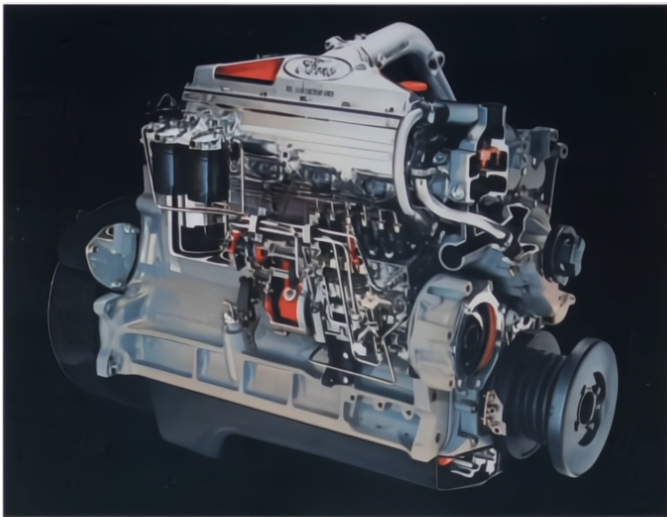
## Don't Take Our Word For It—Call Toll-Free 1-800-FORD 1ST (367-3178)\*

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

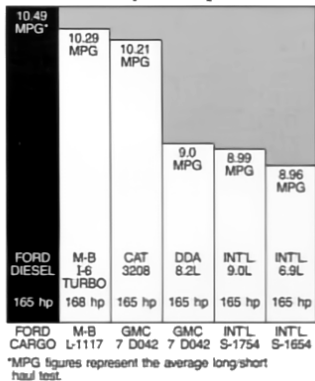
But don't take our word for it. We've got the testimonials of "Big Users" and the engine spec sheets to back our claims.

Call Toll-Free 1-800-FORD 1ST (367-3178) and we'll send them to you with no obligations.

\*In Alaska call 1-800-433-6292.



## Ford Diesel—Fuel Economy Champion



## Proven In Fuel Economy Tests

The results are in. SAE Type II fuel economy tests (conducted by the Transportation Research Center of Ohio, April, 1986) show the Ford Diesel tops in the field. Ford Cargo—powered by the 165 hp Ford Diesel—outperformed comparable GMC, International and Mercedes-Benz trucks—powered by Caterpillar, Mercedes, DDA, and International engines—in head-to-head fuel economy competition. By up to 17%.

Fleet tested. And now fuel tested, Ford Diesel is setting new standards of performance and economy. Choose the model that's best for you.

# Premium Diesel Performance Without The Price

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

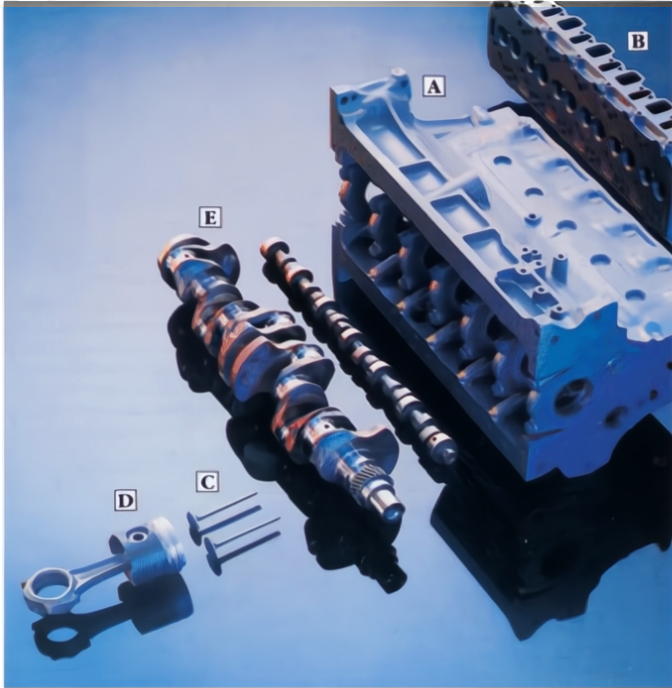
**(B) Stress-Relieved Cast Iron Cylinder Head** features 6 large-diameter head bolts per cylinder for efficient and solid clamping of the head gasket.

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

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

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

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



## (F) Parent Bore Advantages

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

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

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



# Ford Diesel Performance Backed By Premium Warranty Protection

## It's Called Turbodynamics

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

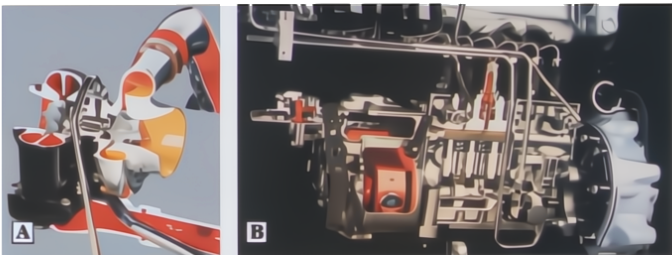
Its basic in-line configuration allows ready access to componentry for simplified service and reduced down time. Your service people will spend their time performing necessary maintenance, not unnecessary motion.

The Ford Diesel features a direct injection, advanced air management and combustion system design for good fuel economy; a Garrett turbo-charger for boosted power; and a Bosch direct high pressure injection fuel pump for precise fuel delivery at all engine speeds. And it's rebuildable, adding to its service life and potential resale value.

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

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

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



(A) Garrett Turbocharger

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

(B) Bosch Direct-Injection Fuel Pump

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

## Combustion System

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

## Ford Diesel Performance Pledge

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

- 36 months/150,000 Extended Service Coverage on the engine.
- 48-Hour Parts Delivery Guarantee. Ask your Ford Dealer for details.
- Backed by 600 certified service Dealers Nationwide.
- Toll-Free Hotline 1-800-FORD 1ST (367-3178)\*

\*In Alaska call 1-800-453-6292.

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

## Ford Diesel Engine Specifications

| Item                        | 185 HP<br>49 States | 210 HP<br>49 States | 225 HP<br>California | 240 HP<br>49 States |
|-----------------------------|---------------------|---------------------|----------------------|---------------------|
| Configuration of Cylinders  | Inline 6            | Inline 6            | Inline 6             | Inline 6            |
| Bore & Stroke (inches)      | 4.40 x 5.20         | 4.40 x 5.20         | 4.40 x 5.20          | 4.40 x 5.20         |
| Rated HP @ RPM (SAE J-1349) | 185 @ 2600          | 210 @ 2600          | 225 @ 2400           | 240 @ 2600          |
| Peak Torque @ RPM (lb.-ft.) | 467 @ 1600          | 509 @ 1600          | 593 @ 1500           | 606 @ 1600          |
| Gross Torque Rise (%)       | 25                  | 20                  | 20                   | 25                  |
| Aspiration                  | Turbo               | Turbo/JWAC          | Turbo/A-A            | Turbo/A-A           |
| Compression Ratio           | 16.7:1              | 16.7:1              | 16.7:1               | 16.7:1              |

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

# Aerodynamic Improvement Package

## Aerodynamic Improvement Package

It's a hard fact: as much as 50% of the power required to move your truck down the highway at legal speeds can be spent overcoming air drag. That spent power is money wasted.

For increased fuel economy, equip your truck with Ford's Rudkin-Wiley Aerodynamic Improvement Package—complete with factory-installed cab reinforcements, plus locally installed fiberglass roof fairing, variable top trim tab and cab side extenders.

1985 Ford Engineering SAE "coast down" tests on L-Series trucks fitted with the Aerodynamic Improvement Package showed a 16.5% drag improvement over identical trucks without the package.

## Save Up To \$1,500 Per 100,000 Miles

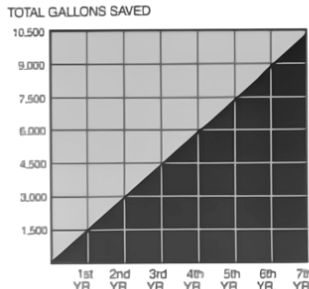
Every 10% improvement in drag reduction—at a constant road speed of 55 mph—results in an approximate 5% increase in fuel economy. A 16.5% drag improvement could save you roughly 8% in fuel costs. At \$1.00 per gallon, that can mean an approximate savings of \$1,500 per 100,000 miles.\*

Ford and Rudkin-Wiley—technology at work for you to help drive down the cost of ownership.

## Economy Plus High Torque Rise Pulling Power

With torque rise up to 25% (see specification chart), the Ford Diesel is a premium performance engine featuring remarkable pulling power at low engine speeds. This means easier hill climbing with fewer gear changes. The result—less driving strain and reduced engine wear.

## Aerodynamic Improvement Package Estimated Fuel Savings At 55 MPH\*



\*The fuel chart shows an average annual fuel savings of 8% on a truck equipped with the Aerodynamic Improvement Package. Fuel consumption is based on an improvement from 9 mpg to 9.4 mpg at \$1.00 per gallon. Your actual savings will vary.





# Work-Ready Trucks

**Name Your Job...Chances Are We've Already Built Your Truck**  
You're ready to work. Why wait for a truck that isn't? Waiting for your truck to show up costs you time and money. With Ford's Work-Ready Program your ship's already in. Work-Ready trucks are pre-spec'd and ready for quick delivery. They fit the truck to the job. Not the job to the truck. They're engineered to provide the powertrain, frame, axle and suspension that best match your needs. And, as an added benefit, they carry Extended Service Coverage.

**Eighty-Two Models To Choose From**  
Name your job: dump, refuse, van/platform or tractor. Chances are, we've already built your truck. There are 82 models to choose from. Wheelbase and Cab-Axle dimensions extend to a long 222"/156". GVW's are rated to 70,000 pounds. Engines are available to 240 Ford Diesel horsepower.



**Extended Service Coverage**  
**A \$950 Value**  
Extended Service Coverage (ESC) helps you reduce operating, maintenance and repair costs by improving your basic warranty protection. Receive Extended Service Coverage on Work-Ready L-8000 Series with full parts and labor service coverage for 24 months/unlimited mileage (except engine). A \$950 value.\*  
And because it's transferable to a

**ESC vs. Basic Warranty**

| Model         | Item              | Full Parts And Labor For:   |                             |
|---------------|-------------------|-----------------------------|-----------------------------|
|               |                   | Basic Warranty              | ESC Coverage                |
| L-8000 Series | Vehicle           | 12 Months/Unlimited Mileage | 24 Months/Unlimited Mileage |
|               | Ford Diesel       | 24 Months/Unlimited Mileage | 36 Months/150,000 Miles**   |
|               | Caterpillar 3206* | —                           | —                           |

\*Engines are warranted by the manufacturer. \*\*Includes powertrain components—clutch, manual transmission, driveshaft and rear axle. Powertrain ESC coverage on 3206 engine is 24 months/unlimited mileage.

second owner (to the limits of unexpired coverage), it "goes with the truck"—making your unit potentially more valuable at trade-in.  
Powertrain components for ESC include the clutch, manual transmission, driveshaft and rear axle.  
**Work-Ready "Flex" Options**  
Work-Ready "Flex" Options on items like paint color, seats, wheels and tires may be substituted on certain units—refer to the Work-Ready insert for details.

# Set-Back Front Axle Leadership

**A Practical Solution For Maximum Loading**  
The 1982 Highway Transportation Act relaxed the limits on truck overall length. But you still may be having trouble reaching payload because of over-loaded rear axles. The practical solution? Ford's set-back axle series, the LS/LTS-8000, for single and tandem axle applications.  
**A Decade And A Half Of Set-Back Front Axle Experience**  
Ford is no newcomer to set-back axle technology. We've been in the business for a decade and a half—since we introduced the Louisville Line in the

early 1970's. Take advantage of our manufacturing experience. Go with a proven design.  
**Load 1,000 Pounds More On The Front Axle**  
The LS/LTS axle is set back 19 inches compared to the standard L-8000 Series axle, allowing for greater transfer of payload to the front axle.  
This favorable change in axle weight distribution may be all you need to meet Bridge Formula requirements. For example, the LS-8000 set-back carries up to 1,000 more pounds on the front axle than a comparable

L-8000 model. The LS-8000 loads up to 700 pounds more on the front axle than the LN-8000.  
**Increased Maneuverability**  
Set-back axle advantages don't end with longer body length and better weight distribution. The shorter wheelbase of the set-back series means tighter turning for increased maneuverability.  
The 37° wheel-cut angle (LS/LTS w/12,000 pound front axle) and 51.2' turning diameter is designed for outstanding maneuverability around loading docks and narrow city streets.





# The Total Truck Concept Premium Supplier Team

## The Next Logical Step In Truck Value

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

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

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

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



## Racor Fuel-Water Separator

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

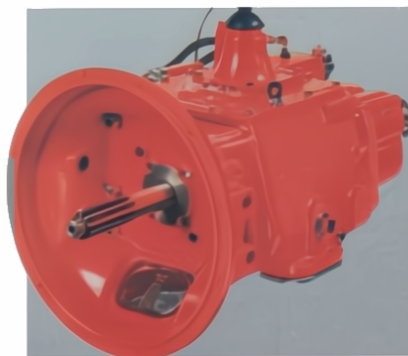


## Eaton Power Steering Pumps

- Direct drive for improved durability.
- High temperature sealing elements for long life.
- Decreased sensitivity to flow losses at high temperature.
- High efficiency filter included in remote reservoir.
- Pressure balanced, self-compensating port plate for high volumetric efficiency.

## Eaton/Clark Manual Transmissions

- helical constant mesh gears for quiet operation.
- split-pin synchronizers for smooth shifting.
- all mainshaft gears have needle bearings for high load capacity.



## Bendix Air Compressors

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



## Bendix Air Dryers\*

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

\*Special Order Option.

## New Technology For 1987

### Ford Diesel Engine

- SAE Fuel Economy Champion (page 6), available in:
  - 185, 210, 240 HP (49 states).
  - 225 HP (Calif. only).
- Engine shutdown system\*
- Ford Diesels include (optional w/other diesels):
  - warning lights and buzzer for low oil pressure, low coolant level, and high coolant temperature.

### Rockwell "RS" Rear Axles

- 21,000/23,000 lb. availability extended to L-8000 Series.

### Redesigned Instrumentation

- Improved layout of gauges.
- New warning light module with aftermarket provisions for additional monitors such as "water in fuel".

- Easier access to fuse panel for better serviceability.
- Fleet instrument panel available on units with hydraulic brakes.
- Electronic speedometer—for reduced maintenance and solid-state accuracy.

### Hydraulic Brakes

- Availability extended to 23,000 lb. rear axle units (except LS-8000).

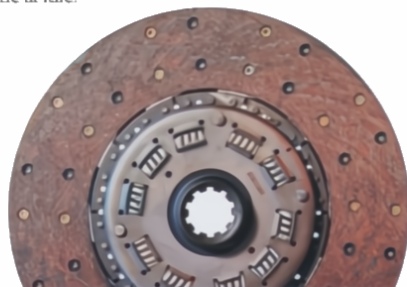
### Electronic Stereo Radio

- Liquid crystal display.
- Backlighting.
- Electronic tuning.
- Local/long-distance tuning switch.
- 6-Button/18-station memory.
- Seek-up/seek-down.
- Separate bass/treble controls.
- Slide-in/lock-in installation.

\*Late availability.

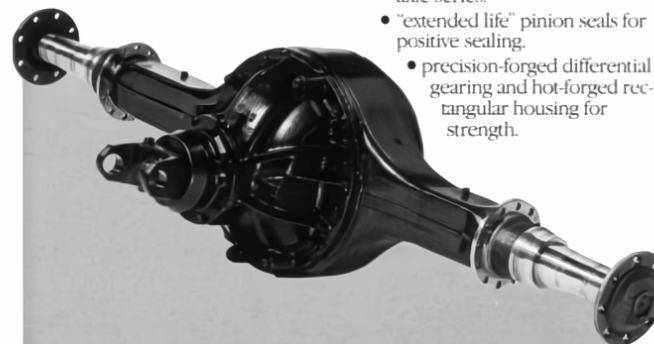
## Borg Warner Clutches

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



## Rockwell Rear Axles

- 21,000–23,000 lb. rating in single-axle series.
- "extended life" pinion seals for positive sealing.
- precision-forged differential gearing and hot-forged rectangular housing for strength.



## Eaton Fan Clutches

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



# Comfort And Convenience Begins Before You Take The Wheel



**Electronic Stereo Radio**

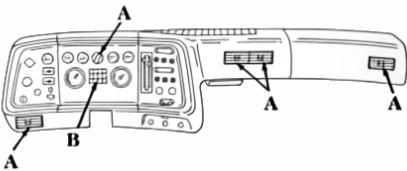
- Electronic tuning
- Local/long-distance tuning switch
- 6-button/18-station memory
- Seek-up/seek-down



**It's Called Human Engineering**  
L-8000 Series interiors are designed for comfort and convenience. It's called human engineering, and it begins long before you take the wheel—at Ford's Design Center, where engineers employ computer technology to develop new concepts in cab design and operability. The result—sit behind the wheel and see the difference a Ford makes.

**The "Driver's Cab"**  
It's a basic human engineering concept. It means that the driver can conveniently reach everything needed to operate his truck, while improving operating efficiency and reducing fatigue. For example, L-8000 instrument panels provide ample "belly" and knee clearance for behind-the-wheel comfort.

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



**Fleet Instrument Panel NEW**  
A. 5 climate control registers  
B. Warning light module

**23.2 Sq. Ft. Cab Glass Area**  
Nowhere is the idea of human engineering more clearly seen than in the L-8000 Series' 23.2 square feet total cab glass area.

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

Keeping your eye on the road also means the open road, where you spend most of your time. The L-8000 Series windshield wipers clear a big 79% of the windshield area for good visibility in rain and snow.

**See It For Yourself**  
Comfort and Convenience. Great all-around visibility. Easy to read instrumentation. Ample choice of tough, good looking interiors. That's the

L-8000 Series. Don't take our word for it. Drop in on your nearest Ford Dealer. See it for yourself.

## Standard Cab (Shown Below With Optional Individual Seats)

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

## Custom Interior Trim (Shown Opposite Page With Optional Individual Seats)

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

## Custom Hi-Level Interior Trim (Not Shown)

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

\*Requires individual driver & passenger seats.



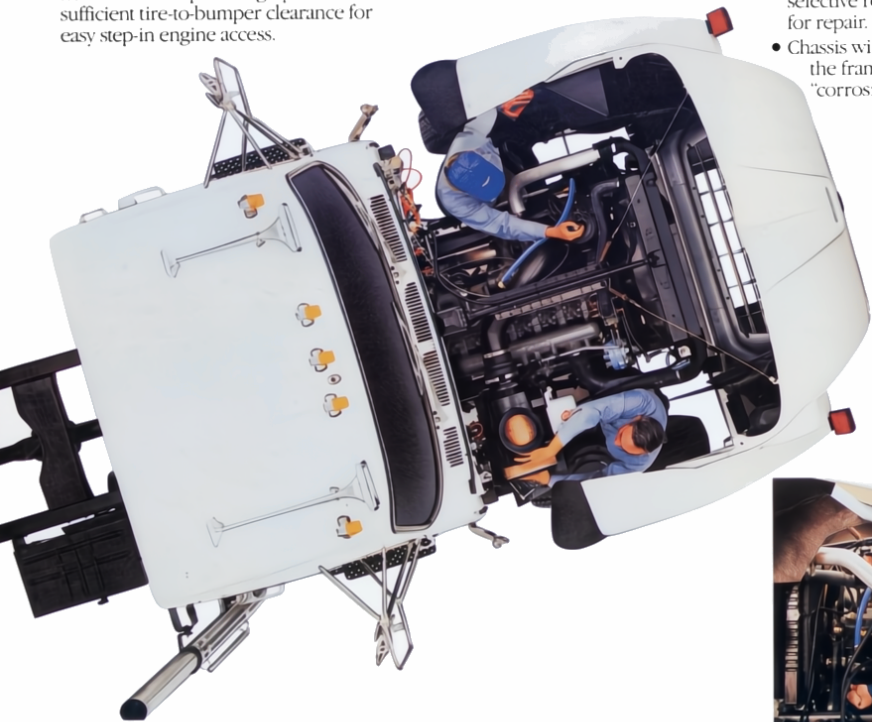


# Easy To Service

## 57° Tilt Hood And Fender Assembly

Down time is wasted time. And income lost. The L-8000 Series is designed for ease of service, keeping routine scheduled maintenance to a minimum.

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



Time is spent performing necessary maintenance, not unnecessary motion.

## Butterfly Hood Option

A side-opening butterfly hood option is available on 105-inch BBC cabs where front-mounted equipment would otherwise interfere with tilting the standard hood and fender assembly.

The L-8000 Series further supports low cost of ownership through a number of service-reducing features like:

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



# Keeping Your Truck On The Road And You In Business

## L-8000 Series Limited Warranty Protection

| Item          | Warranty Period |           | Owner Contribution |           |
|---------------|-----------------|-----------|--------------------|-----------|
|               | Months          | Miles     | Parts              | Labor     |
| Base Vehicle  | 12              | Unlimited | No Charge          | No Charge |
| Engine*       | —               | —         | —                  | —         |
| Drivetrain    | 24              | Unlimited | 50%†               | 50%†      |
| Frame         | 60              | Unlimited | 50%†               | 50%†      |
| Cab Corrosion | 36              | Unlimited | No Charge          | No Charge |

\*See page 10 for engine warranties. †No charge first 12 months; 50% between 12 months and warranty limits.

## A Decade Of Ford Toughness: Nearly 700,000 Trucks Sold... 500,000 Still On The Road!

Ford sold almost 700,000 heavy trucks in the 10-year period preceding July, 1984. As you can see from the accompanying chart, over 500,000 of these trucks are still on the road. In fact, over 75% of Ford big trucks (Classes 6-8) sold during that period are still on the job.

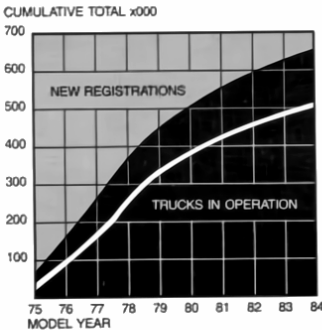
That's bottom line results. That's Ford Tough!

## Reduced Downtime

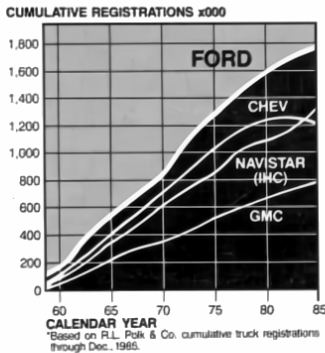
The L-8000 Series is designed to reduce downtime. Maintenance and service checks—shown below on a Ford Diesel engine—can be carried out quickly, helping to keep your truck on the road and you in business: (A) belt adjustment (B) fluid systems (C) air filter replacement and (D) oil level.



## Ford Medium And Extra Heavy Truck Registrations And Trucks In Operation By Model Year 1975-1984 (June)



## Ford—America's Medium Truck Sales Leader



## Ford Full Parts And Service Support

Ford backs your L-8000 Series

truck with a network of parts and service centers supporting over 260

Ford Heavy Truck dealers nationwide.\*

Ford Parts and Service Division also provides technical service training and publications, special service tools and equipment, and technical service assistance.

\*Nearly 600 Ford Dealers nationwide are Ford Diesel engine certified.



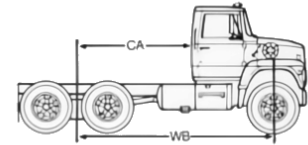


# Ford L-8000 Series Specifications

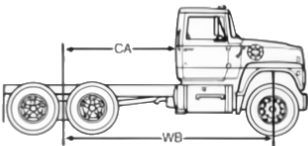
|  |           | SINGLE AXLE SERIES   |  | TANDEM AXLE SERIES   |  | SET-BACK FRONT AXLE |          |
|--|-----------|--|--|--|--|---------------------|----------|
|  |           | L- & LN-8000   | LT- & LNT-8000   | LS-8000  | LTS-8000   | LS-8000             | LTS-8000 |
| SERIES   |           |  |  |  |  |                     |          |
| GVW Rating (lb.)   | Max.      | 35,000   | 64,000   | 39,000   | 66,000   |                     |          |
| GCW Rating (lb.)   | Max.      | 70,000   | 80,000   | 70,000   | 80,000   |                     |          |
| AXLE, FRONT<br>Max. Rating (lb.)   | Std.      | 7,000  | 9,000  | 9,000  | 9,000  |                     |          |
|  | Max. Opt. | 16,000*  | 18,000   | 16,000   | 20,000   |                     |          |
| AXLE, REAR<br>Max. Rating (lb.)  | Std.      | 21,000   | 34,000   | 21,000   | 34,000   |                     |          |
|  | Max. Opt. | 30,000*  | 46,000   | 30,000*  | 46,000   |                     |          |
| BRAKES, SERVICE<br>SPLIT SYSTEM  | Std.      | Air  | Air  | Air  | Air  |                     |          |
|  | Opt.      | Twin Piston, Power Disc  | Twin Piston, Power Disc  | Twin Piston, Power Disc  | Twin Piston, Power Disc  |                     |          |
| BRAKES, PARKING<br>ENGINE  | Std.      | Spring-Set Type  | Spring-Set Type  | Spring-Set Type  | Spring-Set Type  |                     |          |
|  | Opt.      | Ford Diesel 185 hp**   | Ford Diesel 210 hp**   | Ford Diesel 185 hp**   | Ford Diesel 210 hp**   |                     |          |
| CLUTCH (Dia. in.)  | Std.      | 14-1 plate   | 14-1 plate   | 14-1 plate   | 14-1 plate   |                     |          |
|  | Opt.      | 5-speed  | 5-speed  | 5-speed  | 5-speed  |                     |          |
| TRANSMISSION<br>Direct 5-speed trans.<br>available with wide or<br>close ratio | Std.      | 5-speed  | 5-speed  | 5-speed  | 5-speed  |                     |          |
|  | Opt.      | 5-speed<br>6-speed<br>10-speed<br>4-spd. auto.<br>5-spd. auto. | 5-speed<br>6-speed<br>10-speed<br>4-spd. auto.<br>5-spd. auto. | 5-speed<br>6-speed<br>10-speed<br>4-spd. auto.<br>5-spd. auto. | 5-speed<br>6-speed<br>10-speed<br>4-spd. auto.<br>5-spd. auto. |                     |          |
| FRAME<br>RBM = Yield<br>Strength X SM  | Max. Std. | 10.76 SM<br>538,000 RBM  | 10.76 SM<br>1,183,600 RBM                                      | 10.76 SM<br>1,183,600 RBM                                      | 13.3 SM<br>1,463,000 RBM                                       |                     |          |
|  | Max. Opt. | 15.9 SM<br>1,749,000 RBM                                       | 30.0 SM†<br>3,300,000 RBM                                      | 15.9 SM<br>1,749,000 RBM                                       | 30.0 SM†<br>3,300,000 RBM                                      |                     |          |
| SUSPENSION, FRONT<br>Combined capacity<br>@ ground (lb.)                       | Std.      | 9,000  | 9,000  | 11,000   | 11,000   |                     |          |
|  | Max. Opt. | 16,000*  | 20,000   | 16,000   | 20,000   |                     |          |
| SUSPENSION, REAR<br>Combined capacity<br>@ ground (lb.)                        | Std.      | 17,500   | 34,000   | 17,500   | 34,000   |                     |          |
|  | Max. Opt. | 24,500*  | 46,000   | 24,500   | 46,000   |                     |          |
| AUXILIARY SPRINGS  | Std.      | 4,500  | —  | 4,500  | —  |                     |          |
|  | Opt.      | —  | —  | —  | —  |                     |          |
| POWER STEERING   | Std.      | Standard   | Standard   | Standard   | Standard   |                     |          |
|  | Opt.      | Cast Spoke   | Cast Spoke   | Cast Spoke   | Cast Spoke   |                     |          |
| WHEELS   | Std.      | 10-Hole Disc*  | 10-Hole Disc*  | 10-Hole Disc*  | 10-Hole Disc*  |                     |          |
|  | Opt.      | —  | —  | —  | —  |                     |          |
| TIRES  | Std.      | 9.00x20<br>10 PR   | 9.00x20<br>10 PR   | 9.00x20<br>10 PR   | 9.00x20<br>10 PR   |                     |          |
|  | Max. Opt. | 011Rv24.5G<br>14 PR  | 011Rv24.5<br>14 PR   | 011Rv24.5<br>14 PR   | 011Rv24.5<br>14 PR   |                     |          |

\*Special order option \*\*Not available in California  
†California only †Includes reinforcements  
\*Not available for tractor \*Steel, aluminum or polished aluminum

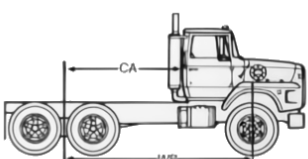
## Dimensions



| LN/LNT-8000 93.3" BBC |      |      |      |      |      |      |      |
|-----------------------|------|------|------|------|------|------|------|
| WB                    | 138" | 150" | 162" | 174" | 186" | 204" | 222" |
| CA                    | 72"  | 84"  | 96"  | 108" | 120" | 138" | 156" |
| LN-8000               | X    | X    | X    | X    | X    | X    | X    |
| LNT-8000              | —    | X    | X    | X    | X    | X    | X    |



| L/LT-8000 105.3" BBC |      |      |      |      |      |      |      |
|----------------------|------|------|------|------|------|------|------|
| WB                   | 138" | 150" | 162" | 174" | 186" | 204" | 222" |
| CA                   | 60"  | 72"  | 84"  | 96"  | 108" | 126" | 144" |
| L-8000               | X    | X    | X    | X    | X    | X    | X    |
| LT-8000              | —    | X    | X    | X    | X    | X    | X    |



| LS/LTS-8000 105.3" BBC |      |      |      |      |      |
|------------------------|------|------|------|------|------|
| WB                     | 143" | 155" | 167" | 185" | 203" |
| CA                     | 84"  | 96"  | 108" | 126" | 144" |
| LS-8000                | X    | X    | X    | X    | X    |
| LTS-8000               | X    | X    | X    | X    | X    |

## Chassis Optional Equipment

- Aluminum front bumper (NA LS/LTS)
- Aluminum front and rear wheel hubs
- Aluminum wheels (polished)
- Butterfly hood (w/105.3-inch BBC)
- Centrifuge brake drums
- Ether cold starting aid
- Extended front bumper (8½-inch spacer, NA w/extended frame)
- Integral front frame extension
- Silicone hose package
- Stemco wet-type wheel seals
- Wide choice of tandem suspensions:
  - Hendrickson E4-340 and E4-380
    - 4-spring
    - air
    - steel springs and beams
    - extended leaf
    - rubber load cushion
    - "V4" Series"
    - capacities to 65,000 lbs.\*

## Cab Optional Equipment

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

- Custom Exterior Trim**  
Includes (in addition to or in place of Standard Trim) Bright Finish:
- Windshield molding
  - Grille, anodized aluminum
  - Grille, surround moldings
  - Pedestal cab rooflights.
- Custom Hi-Level Exterior Trim**  
Includes (in addition to or in place of Custom Exterior Trim) Bright Finish:
- Rectangular Dietz cab roof lights (five)
  - Hadley air horns—dual base
  - Aluminum bumper
  - Western mirrors w/bright auxiliary convex mirrors
  - Fender-mounted turn signals
  - Vent window frame and divider bar.

**Options Availability**  
Some options displayed or described here and elsewhere in this catalog are available at extra cost and may be offered in combination 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.

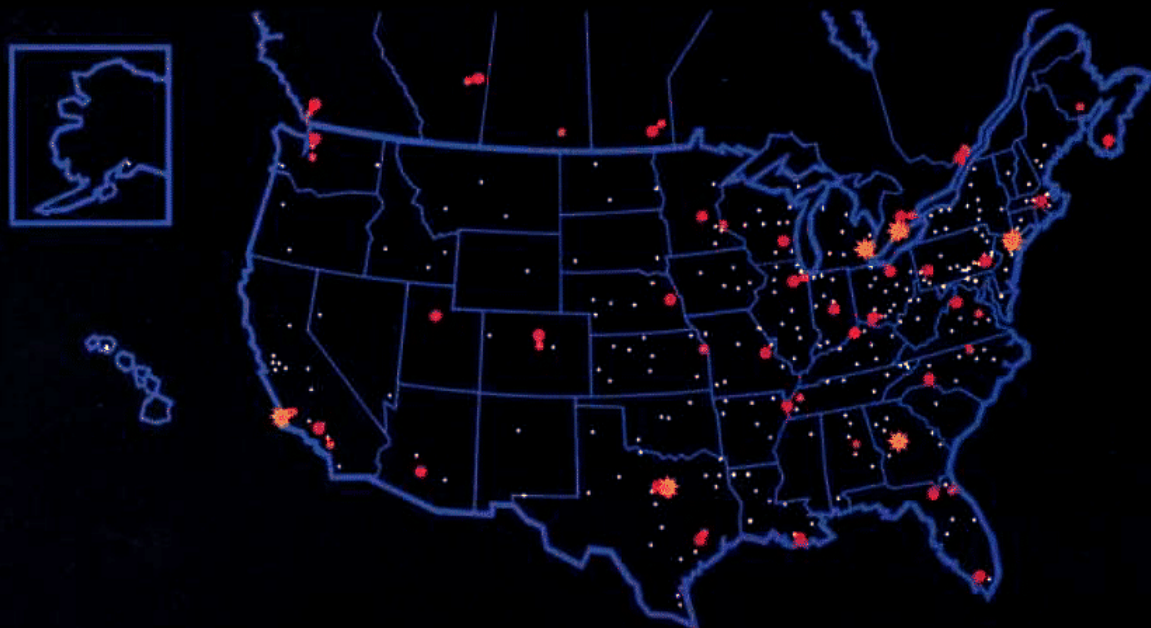
**Federal Regulations**  
Federal regulations such as those issued by the National Highway Traffic Safety Administration, the Environmental Protection Agency or the Federal Highway Administration or issued pursuant to the Occupational Safety and Health Administration (OSHA) and/or state and local laws 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 the installation of required 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.





# With Ford, You're Never Far From Home!



## Toll-Free Sales & Service Hotline

Call toll-free 1-800-FORD 1ST\* (367-3178)\* for information concerning L-8000 Series sales, parts and service facilities. Operators are ready to take your call from 8 A.M. to 8 P.M. (EST). With Ford, you're never far from home.

\*In Alaska call 1-800-455-6292

- Regional Sales Offices
- District Sales Offices
- Parts Distribution Centers
- Heavy-Duty Truck Dealers



FORD PARTS AND  
SERVICE DIVISION



## Ford Means Business In Big Trucks



## FORD L-8000

TRUCK OPERATIONS

