

1990 WORKFORCE FORD 9000 SERIES



THE WORKFORCE FORD 9000 SERIES

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. It's the name we've given to our complete line of built-tough work trucks and tractors. The new AeroMax 8000. The low-tilt CARGO. The popular F-Series. The Louisville L-7000/8000. And the Class-8 9000 Series presented in this catalog: the conventional LL/LTL-9000, the versatile L-9000 Series plus the CL/CLT-9000 cabover.

These are the workhorses of the Ford medium and heavy 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—plus Extended Service Coverage at no extra charge (deductible applies).

Work-Ready units are built from job-proven specifications. Name your job. Chances are, we've already built your truck.

Or order your vehicle the traditional way—customized to your own set of specifications. Either way, you get a truck or tractor 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 heavy truck componentry to offer design-integrated trucks of uncompromising quality and advanced technology.

Modern aftercooled engines by Caterpillar and Cummins to 444 HP. Rockwell axles. Hendrickson suspensions. Bendix and Rockwell brakes. Transmissions by Fuller, Spicer and Allison.

Ford's 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.

The Ford WorkForce. Ready to work when you are.

The WorkForce from left to right: LNT-9000, LTL-9000 and CLT-9000.

LTL-9000



Linehauling. Logging. Construction. Refuse. Anywhere there's a tough job to be done, there's an LTL-9000 with the power to do it. A proven performer, it's got the design and muscle that have helped make it one of the increasingly popular Class 8s on the road.

The single-axle LL-9000 is ideal for big volume, low weight applications like bulk mail delivery.

ENGINES TO 444 HORSEPOWER

Whatever your power requirements may be, the LTL is there to meet them. Choose from a wide number of Caterpillar and Cummins engines up to 444 horsepower. All with modern aftercooling systems for increased combustion efficiency and reduced emissions.

The Cummins L-10 (OA) Formula 270 is standard, the 300 optional. Other offerings include the L-10 Power Torque at 270 and 300 HP;

the Big Cam IV (OA) in the Formula and NTC Series from 300 to 444 HP; and the Cat 3406B (ATAAC) Series from 310 to 425 HP; plus—new for 1990—the CAT 3176 (ATAAC) from 275 to 325 HP. Select Cat engines feature Programmable Electronic Engine Control (PEEC).

EFFECTIVE PAYLOAD CAPACITY

Don't be misled by manufacturer claims for lightweight trucks. Check out the design of the LTL-9000. By setting components like fuel tanks, air tanks and battery boxes forward under the cab, the LTL-9000 is able to load enough weight onto the front axle to give it an effective payload capacity competitive with any Class 8 on the road.

The LL/LTL-9000 includes 234- and 258-inch wheelbases as regular production options. The benefit—increased vocational versatility and suitability for operators utilizing long bodies or 60-inch sleepers.



FULLER 9-SPEED OVERDRIVE TRANSMISSION

The Fuller RTX-14609B 9-speed overdrive transmission is available in the LL/LTL-9000 Series.

The RTX-14609B is characterized by the familiar "H" shift pattern. The benefit: simplicity of operation and reduced driver fatigue—a real plus for any driver.

In addition, the Fuller 9-speed helps meet the needs of operators in the market for economical

powertrains as an alternative to more complicated and costly 10- and 13-speed units.

AIR-RIDE SUSPENSIONS

The LTL-9000 can be spec'd with a choice of air-ride suspensions: the Hendrickson 36,000 pound HA-360 and the 40,000 pound HA-400 plus the Neway 44,000 pound ARD-244. New for 1990, all three are available with a dump-valve option (late availability).

The Hendrickson system features nodular iron casting of key components for lightweight strength. Neway includes Automatic Leveling valves, heavy-duty shock absorbers and independently mounted rolling lobe air-springs to equalize the load.

For dump applications, the LTL-9000 is available in pre-engineered Work-Ready units for quick delivery—plus extended Service Coverage at no extra charge.



L-9000 SERIES



The WorkForce L-9000 Series includes the conventional L/LT-9000, the set-back LS/LTS-9000 and the short-nose LN/LNT-9000. With a variety of configurations plus GCWRs up to 138,000 pounds (turnpike rating), the L-9000 series covers a broad range of applications from Interstate line-hauling to inner-city refuse.

SET-BACK FRONT AXLE LEADERSHIP

If your job takes you into tight loading docks and around

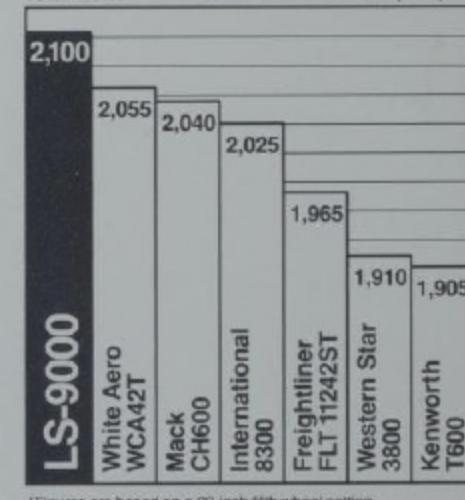
crowded city streets, or in applications where Bridge Formula regulations come into play, the set-back configuration of the LS/LTS-9000 might be what you're looking for.

When it comes to set-back front axle technology, nothing beats Ford experience. We've been in the business for nearly two decades—since we introduced the Louisville Line in the early 1970's.

The accompanying chart illustrates how the set-back LS-9000 stacks up to the best of the rest including the Kenworth T-600.

LS-9000 Tops The Competition*

Total Load Transferred To Front Axle (lbs.)



The 53.3-foot turning diameter of the LS-9000 (with power steering, 12,000-pound aluminum front axle and 84-inch CA) is over 6 feet less than a comparable LT-9000.

POWER TO MATCH THE JOB

The Cummins L-10 (OA) Formula 240 is standard, the 270 and 300 optional. Other offerings include the Cummins L-10 (OA) Power Torque in 240/250/270/285/300; the Cummins "Big Cam IV" (OA) in the

Formula and NTC Series to 350 HP; the Caterpillar 3406B Series in the Standard and Economy versions; plus—new for 1990—the Caterpillar 3176 from 250 to 325 HP and the Cat "Vocational" 3406B with 325 HP plus 54% torque rise. Select Cat engines feature Programmable Electronic Engine Control (PEEC).

The L-9000 Series can also be spec'd with the Caterpillar 3306B (ATAAC) 285/300 HP diesel in conventional and Economy versions.

The 3306B is 800 pounds lighter than the 3406B. For off-road duty, the conventional 3306B features a broad power band and high torque rise.

The WorkForce L-9000 can be spec'd with the Cat 325 HP "Vocational" 3406B diesel engine with 54% torque rise—ideal for construction applications.



CLT-9000

The CLT-9000 and its single axle counterpart, the CL-9000, is the WorkForce Class-8 cabover. Built Ford Tough, it can help you get the most out of every linehaul dollar when equipped with an Aerodynamic Improvement Package. But if you're in the business of hauling a fuel tanker or flatbed where aerodynamic packages really don't do a whole lot for air management, the CL/CLT can still help you get the most out of every tank of diesel fuel.

Since its introduction, the CL/CLT has been a leader in the field of aerodynamic cabover design. Its smoothly rounded contours, sloped windshield, recessed steps and grab handles are engineered to help cut drag and improve fuel economy.

Any way you look at it, the CL/CLT-9000 represents an unusual blend of performance and economy.

4-POINT AIR-RIDE SUSPENSION

Whether you're an independent operating your own truck or a fleet manager in charge of two hundred, driver comfort and productivity is a top priority.

The CLT's 4-point air-ride suspension helps reduce driver fatigue. It virtually isolates the driver from chassis noise and vibration. Add the optional rear axle air-ride suspension and air-ride driver and passenger seats for optimum luxury.

Rear suspensions include the Hendrickson HA-360 and HA-400, rated at 36,000 and 40,000 pounds.

PREMIUM DIESELS FROM CATERPILLAR AND CUMMINS

Like the other units in the WorkForce, the CLT-9000 is powered by a variety of aftercooled engines from Caterpillar and Cummins.

The Cummins L-10 (QA) Formula 270 is standard, the Formula 300 and Power Torque 270 and 300 are optional. Other choices include the Cat 3406B (ATAAC) Series—from 350 to 425 horsepower; the Cat 3406B (ATAAC) Economy Series—from 310 to 400 horsepower. And the Cummins "Big Cam IV" (QA) Formula and NTC Series from 300 to 444 horsepower.

FULLER 9-SPEED TRANSMISSION

Along with select other vehicles in the WorkForce, the CLT-9000 can be spec'd with the Fuller 9-speed overdrive RTX transmission.

The RTX features a simplified "H" shift pattern and provides an economical alternative to more complex 10- and 13-speed transmissions.

The CL/CLT-9000 cab is built Ford Tough. Its all-welded, steel-reinforced aluminum cab is designed for corrosion resistance and long service life.



A GREAT PLACE TO WORK

A positive working environment contributes greatly to driver productivity. WorkForce cabs are engineered with that basic fact in mind.

Get behind the wheel of a Ford 9000 Series WorkForce truck. The new tilt/telescopic steering column (L-9000 Series), available with Fleet or Linehaul instrument panels, provides multiple tilt angles and 2-1/4 inches of telescopic travel.

Notice the one-piece windshield and generous glass area in the L-Series cab: a 10.5 sq. ft. windshield, 8.3 sq. ft. side windows and a 4.4 sq. ft. rear window. The CL/CLT has an 18 sq. ft. 2-piece windshield plus an 84.2 sq. in. right side observation window. WorkForce windshield wipers clear a full 79% (62% for CL/CLT) of the windshield area for good visibility during inclement weather.

Truckers spend a lot of time behind the wheel. Within the 9000

Series WorkForce there's a selection of sixteen different National and Bostrom seats, including Cush-N-Aire.

If the interior of your truck or fleet doesn't measure up, maybe it's time to think about the Ford 9000 Series. It's a great place to work.

CLT-9000 interior (shown below) with Standard trim and Low-Back Bostrom driver and passenger seat.



WorkForce 9000 Series cabs are available in various trim levels, depending on the unit.

Louisville cabs can be spec'd with Standard, Custom or Custom Hi-Level trim with either the standard Fleet or optional Linehaul instrument panel.

CL/CLT cabs offer a choice of either Standard or Hi-Level with a full instrument panel.

LOUISVILLE STANDARD INTERIOR

Louisville WorkForce Standard interiors include: Fleet instrument panel or optional Linehaul panel Individual, Charcoal National Cush-N-Aire driver's seat Seat belt for driver and, if applicable, passenger seats Bright, dual inside assist handles Armrests,



WorkForce gauges are calibrated to read "3 o'clock" normal. The benefit—a quick glance is all that's needed for a critical systems check.

both doors Ash receptacle Coat hook Dome light Double yoke safety door latches Heater and defroster, fresh-air All-weather ventilation Emergency lamp flasher Dual, vinyl Charcoal sun visors Painted, Charcoal hard-board headlining Black, vinyl-covered rubber floor mats Cab-back interior trim panel and junction box cover Cab-back insulation Signal stat non-cancelling turn signal switch.

Refer to page 27 for a list of other 9000 WorkForce Series options.

LINEHAUL INSTRUMENTATION

The optional L-Series Linehaul panel includes: 5 climate control registers Warning indicator light cluster for: Oil temperature Low oil pressure Low coolant level Engine temperature High coolant temperature.

CL/CLT INSTRUMENTATION

CL/CLT instruments are mounted in front of the driver; controls are mounted in a console to the right of the main panel. Drivers are thus able to operate controls easily while keeping their eyes where they belong—on the road.

Notable features include a maintenance-free electronic speedometer, CB hot post and ground for easy access, gauges that read "3 o'clock OK" for reading at a glance, easy-to-reach trailer brake control plus individual climate controls for the driver, passenger and sleeper areas.

L-9000 interior (shown above) with Low-Back National Cush-N-Aire driver and passenger seats plus the optional Linehaul instrument panel, with tilt/telescopic steering column.

WORKFORCE POWER

Within the Ford WorkForce there's a Caterpillar or Cummins diesel engine for every job—up to 444 horsepower. Economy engines for linehauling. High torque engines for off-road construction.

18 CUMMINS ENGINES

Cummins supplies 18 WorkForce engines, including the Formula L-10 at 240/270/300 horsepower and the L-10 Power Torque at 240/250/270/285/300 horsepower.

The Big Cam IV (OA) Series includes the Formula at 300/315/350/365/400 horsepower and the NTC at 315/350/365/400/444 horsepower.

BIG CAM IV: IMPROVED ENGINE PERFORMANCE AND BRAKING EFFICIENCY

The Cummins Big Cam IV, in the 365/400/444 HP versions, features Step Timing Control for improved cold starting and improved durability at full operating speed; plus an optional compression brake for increased braking efficiency.

CUMMINS PT PACER

Available on the L-10 and NTC Series engines, the PT Pacer is a programmable electronic engine governor that limits maximum road speed. Anticipated benefits include improved fuel economy and overall performance.

AFTERCoolING SYSTEMS

All Cummins and Caterpillar WorkForce engines are equipped with Aftercooling Systems. Cummins employs Optimized Aftercooling; Caterpillar's are Air-To-Air.

Aftercooling reduces the temperature of the air in the engine's combustion chamber. The end result is improved fuel economy and engine response, plus reduced emissions.

CATERPILLAR 3176

New for 1990—the Caterpillar 3176 is available throughout the WorkForce, except CL/CLT, in 250/275/300/325 HP versions.

The 3176 is a lightweight, 10.3 L.

in-line 6-cylinder, air-to-air after-cooled engine. Because it weighs from 700 to 900 pounds less than comparably powered 14 L engines, the 3176 is a consideration in applications where weight is a critical issue.

Like the Cat 3176 Series, select 3406 engines feature electronic engine control.

ELECTRONIC ENGINE CONTROL

With electronic engine control you can tailor the performance of your engine to your specific application. User-selected parameters include: low idle RPM; maximum road speed; engine/gear speed limiting; speed control/PTO speed control; security passwords plus engine performance diagnostics and programming.

Electronic engine control can help you cut fuel and operating costs. For example, programming maximum road speed supports the "gear fast, run slow" philosophy as a means of attaining fuel economy while keeping drivers within legal highway speeds.

So too, limiting engine gear speed can prevent governor overrun and make progressive shifting mandatory. Pre-selected engine RPM for specific gear ranges helps ensure timely fuel-economizing upshifts.

Electronic engine control can store diagnostic information for reading by digital diagnostic equipment to help identify and correct problems before they can cause damage. As operating conditions change, electronic engine control can be reprogrammed to change performance parameters.

325 HP "VOCATIONAL" CAT 3406B

A new offering for 1990, the Caterpillar 325 HP "Vocational" 3406B (ATAAC) is available throughout the WorkForce L-Series.

The "Vocational" 325 produces 1250 lbs.-ft. of torque at 1200 rpm. Its broad operating range and 54% torque rise make it ideal for construction applications.

CATERPILLAR 3306B

The Caterpillar 3306B (ATAAC) at 285 and 300 horsepower is offered in the Standard and Economy models. The 3306B weighs about 800 pounds less than its 3406B counterpart. That reduction in weight could mean greater payloads and increased fuel savings in certain uses.

If the 3306 isn't what you're looking for, choose from the 3406B at 350/400/425 horsepower or the 3406B Economy Series at 310/350/400 horsepower.

Caterpillar engines feature air-to-air aftercooling, full range governors and direct-injection scroll fuel systems for lower emissions plus improved fuel economy.

FORD TRUCK PERFORMANCE PREDICTOR

The program calculates:
 Startability Gradeability Shift points
 Speedability Reserve horsepower.

To determine powertrain performance, your Ford salesperson has to know what model truck you want, desired cruising speed, and what grade you'd like to be able to climb at cruising speed. Given that data, the Predictor then calculates minimum required horsepower and rear-axle ratio (after transmission selection) to achieve that performance.

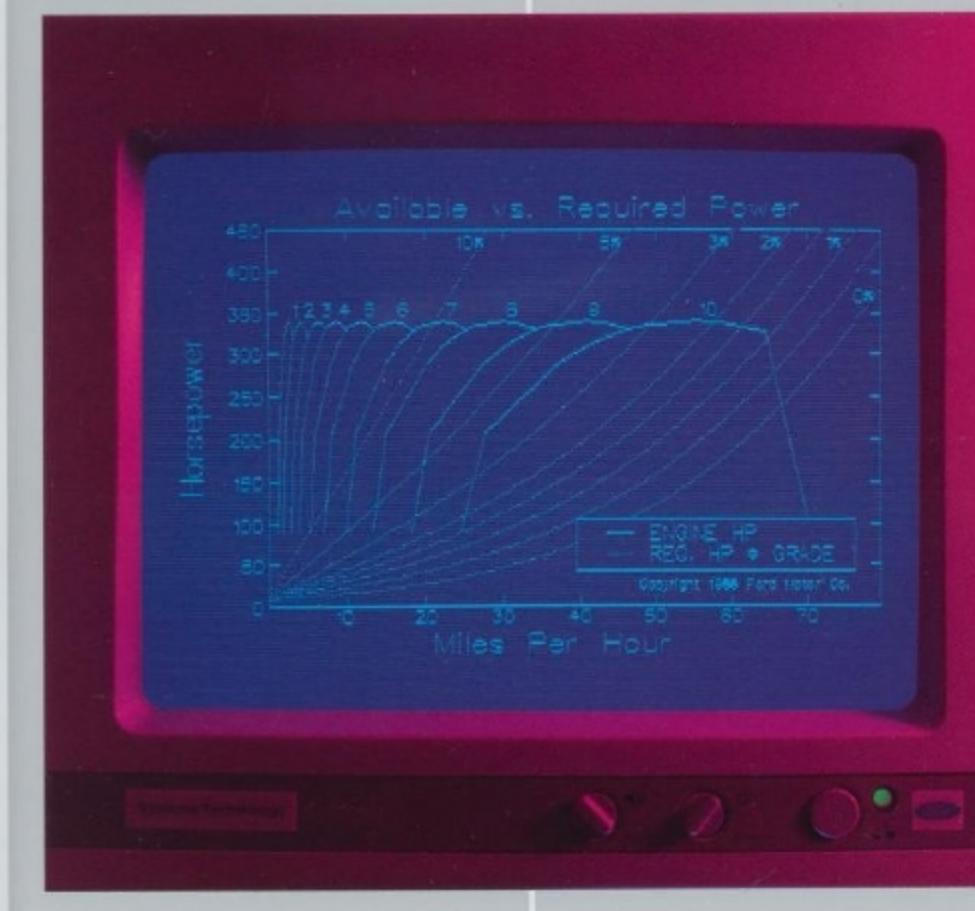
AERODYNAMICS AND PERFORMANCE

Predictor also demonstrates what aerodynamic devices or other components can save in horsepower. If gradeability at required cruising speed can be attained, for example, with less horsepower, Predictor will calculate that. This could result not only in enhanced performance, but in dollar savings as well.

The program shows how changes in GVW or aerodynamic configuration, tire or trailer size affect reserve horsepower. And, it calculates reserve horsepower at each shift point.

Aerodynamic devices and packages are only effective if they are properly matched to each other and to your application. With Predictor you can be certain—before you spend a penny—of how they will affect your truck's actual on-road performance.

The Ford Truck Performance Predictor—one more indication of our commitment to customer satisfaction.



Ford has taken the science of powertrain spec'ing into the computer age with the Performance Predictor.

The Predictor's determination of powertrain performance is computer-generated. Actual on-road vehicle performance may vary, due to differences in operating conditions.

THE FORD WORK-READY PROGRAM



Ford makes it easy for you to get the right truck for your application through our Work-Ready Program. Work-Ready trucks are pre-engineered from proven specifications. They're available for quick delivery. Plus, they carry Extended Service Coverage (ESC) at no extra charge (deductible applies).

ESC—A SAVINGS OF UP TO \$1,800

ESC helps you drive down the cost of ownership by tripling the

coverage of your basic warranty protection on many items. ESC on Work-Ready WorkForce trucks carries parts and labor protection on the total vehicle for 36 months/300,000 miles. Purchased separately, that's a manufacturer's suggested retail price savings of up to \$1,800.

WORK-READY "FLEX OPTIONS"

Work-Ready trucks are flexible enough to allow substitutions on items like paint color, wheels and tires.

WorkForce ESC Coverage vs. Basic Warranty		
Component	Coverage Period: Months/Miles Basic Warranty	ESC Coverage
Total Vehicle*	12/50,000	36/300,000
L-9000 Series	12/100,000	36/300,000
All Others*	36/300,000	60/500,000
Drivetrain		
Clutch:		
L-9000 Series	12/50,000	60/500,000
All Others*	12/100,000	60/500,000
Frame	60/unlimited	60/unlimited
A/C	36/unlimited	36/unlimited
CL/CLT-9000	12/unlimited	36/300,000
All Others*	60/unlimited	72/unlimited
Cab Corrosion	60/unlimited	72/unlimited
Cab Structure	60/unlimited	72/unlimited

*Excluding tires, non-Ford-branded batteries, and maintenance items. Engines are warranted by the manufacturer.

TLL/LTL

CL/CLT

L-9000 Series

FORD WORK-READY TRUCKS

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

Ask a Ford salesperson to help you clearly identify your job requirements. Then select the Work-Ready truck that matches your needs.

WORK-READY "FLEX" OPTIONS

Work-Ready trucks are pre-engineered to deliver the right frame, powertrain and suspension/axle capacities for a range of given applications.

Yet, they're flexible enough to allow substitutions on items like air conditioning, paint color, wheels and tires. Work-Ready "Flex" Options allow you to modify a Work-Ready unit to suit your own requirements. Ask your Ford Dealer for details.

EXTENDED SERVICE COVERAGE— SAVE UP TO \$1,800

Every Ford Work-Ready truck carries Extended Service Coverage (ESC)—parts and labor for 36 months/300,000 miles (deductible applies). Purchased separately, that could cost up to \$1,800—depending on truck model.

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.

WorkForce ESC Coverage vs. Basic Warranty		
Component	Coverage Period: Months/Miles Basic Warranty	ESC Coverage
Total Vehicle*	12/50,000	36/300,000
L-9000 Series	12/100,000	36/300,000
All Others*	36/300,000	60/500,000
Drivetrain		
Clutch:		
L-9000 Series	12/50,000	60/500,000
All Others*	12/100,000	60/500,000
Frame	60/unlimited	60/unlimited
A/C	36/unlimited	36/unlimited
CL/CLT-9000	12/unlimited	36/300,000
All Others*	60/unlimited	72/unlimited
Cab Corrosion	60/unlimited	72/unlimited
Cab Structure	60/unlimited	72/unlimited

*Excluding tires, non-Ford-branded batteries, and maintenance items. Engines are warranted by the manufacturer.

TLL/LTL: CL/CLT

L-9000 Series

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 Packages plus a complete listing of the available Packages within the WorkForce.

BUY WORK-READY OR SPEC IT YOUR WAY

Work-Ready may be the easy way to order a truck. But it's not the

• Work-Ready Model Designation Code

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



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

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

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

• Chassis-Cab Specifications.

• Weight Distribution.

• Drivetrain Performance.

• Body Type.

• Engine.

• Transmission.

• Cab.

• Chassis.

• Electrical.

• Brakes.

• Suspension.

• Tires.

• Seats.

• Instrument Gauges.

• Warning Devices.

• Body Options.

• Chassis Options.

• Electrical Options.

• Brakes Options.

• Suspension Options.

• Tires Options.

• Seats Options.

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• Suspension Options Options Options Options Options Options.

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• Chassis Options Options Options Options Options Options Options.

• Electrical Options Options Options Options Options Options Options.

• Brakes Options Options Options Options Options Options Options.

• Suspension Options Options Options Options Options Options Options.

• Tires Options Options Options Options Options Options Options.

• Seats Options Options Options Options Options Options Options.

• Instrument Gauges Options Options Options Options Options Options Options.

• Warning Devices Options Options Options Options Options Options Options.

• Body Options Options Options Options Options Options Options Options.

• Chassis Options Options Options Options Options Options Options Options.

• Electrical Options Options Options Options Options Options Options Options.

• Brakes Options Options Options Options Options Options Options Options.

• Suspension Options Options Options Options Options Options Options Options.

• Tires Options Options Options Options Options Options Options Options.

• Seats Options Options Options Options Options Options Options Options.

L-9000**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*	Vocation
LN-9000-001	150/84	80.0	L-10(OA) F-240	12	23.0	RT-11609A	11R x 22.5G	22.5 x 8.25(D)	T
LN-9000-002	150/84	80.0	BCIV NTC-315	12	23.0	RT-11609A	11R x 22.5G	22.5 x 8.25(D)	T
LN-9000-003	150/84	80.0	L-10(OA) F-270	12	23.0	RT-11609A	11R x 22.5G	22.5 x 8.25(D)	T
LN-9000-004	150/84	80.0	L-10(OA) F-300	12	23.0	RT-11609A	11R x 22.5G	22.5 x 8.25(D)	T
LN-9000-005	150/84	80.0	E-3306B 300	12	23.0	RTX-11609B	11R x 22.5G	22.5 x 8.25(D)	T
LN-9000-006	138/72	80.0	L-10(OA) PT-240	12	23.0	MT-654CR	11R x 22.5G	22.5 x 8.25(D)	T
LN-9000-007	150/84	80.0	L-10(OA) F-270	12	23.0	RT-11609A	11R x 22.5G	22.5 x 8.25(D)	T
LN-9000-008	222/156	31.2	L-10(OA) F-240	10	23.0	RT-11609A	11R x 22.5G	22.5 x 8.25(D)	V
LNT-9000-001	150/84	82.0	BCIV F-315	12	40.0	RT-11609A	11R x 24.5G	24.5 x 8.25(D)	T
LNT-9000-002	150/84	82.0	L-10(OA) F-300	12	40.0	RT-11609A	11R x 24.5G	24.5 x 8.25(D)	T
LNT-9000-003	150/84	82.0	E-3306B 300	12	40.0	RTX-11609B	11R x 24.5G	24.5 x 8.25(D)	T
LNT-9000-004	258/192	62.0	L-10(OA) PT-300	16	46.0	RTO-11708LL	11R x 22.5H	22.5 x 8.25(CS)	R
LNT-9000-005	150/84	82.0	BCIV F-315	12	40.0	RT-11609A	11R x 24.5G	24.5 x 8.25(D)	T
LNT-9000-007	222/156	56.0	3306B 300	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LNT-9000-008	150/84	82.0	BCIV F-315	12	40.0	RTX-11609B	295R x 22.5G	22.5 x 8.25(D)	T
LT-9000-001	204/126	56.0	L-10(OA) PT-270	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LT-9000-002	204/126	56.0	3306B 300	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LT-9000-003	222/144	56.0	L-10(OA) PT-300	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LT-9000-004	204/126	56.0	L-10(OA) PT-270	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(D)	D
LT-9000-005	204/126	56.0	3306B 300	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(D)	D

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

1990 "WORK-READY" Code	WB/CA	GVW-GCW (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Vocation
LT-9000-006	204/126	82.0	3406B 350	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LT-9000-007	204/126	56.8	3306B 300	16	46.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LT-9000-008	204/126	56.8	BCIV NTC-315	16	46.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LT-9000-009	222/144	56.8	BCIV NTC-315	16	46.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LT-9000-010	222/144	56.0	L-10(OA) PT-300	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(D)	D
LT-9000-011	222/144	56.0	3406B 325	16	40.0	RTO-14708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LT-9000-012	222/144	56.0	3306B 300	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LT-9000-013	222/144	54.0	BCIV NTC-350	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(D)	D
LT-9000-014	222/144	64.0	3306B 300	18	46.0	RTO-11708LL	11R x 22.5H	22.5 x 8.25(CS)	D
LT-9000-015	222/144	63.0	3306B 300	18	46.0	RTO-11708LL	11R x 22.5H	22.5 x 8.25(D)	D
LT-9000-016	204/126	56.0	L-10(OA) PT-285	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(D)	D
LT-9000-017	204/126	43.0	E-3406B 400	16	40.0	RTO-14613	11R x 22.5G	22.5 x 8.25(CS)	D
LT-9000-018	204/126	56.0	L-10(OA) PT-285	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LT-9000-019	204/126	56.0	L-10(OA) PT-285	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(D)	D
LTS-9000-001	203/144	56.0	3306B 300	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	P
LTS-9000-002	203/144	58.0	BCIV NTC-315	18	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	P
LTS-9000-003	239/180	63.1	3306B 300	18	46.0	RTO-11708LL	11R x 24.5G	24.5 x 8.25(CS)	R
LTS-9000-004	239/180	63.1	BCIV NTC-315	18	46.0	RTO-11708LL	11R x 24.5G	24.5 x 8.25(CS)	R
LTS-9000-007	239/180	56.0	L-10(OA) 300	16	40.0	RTO-11708LL	11R x 22.5G	22.5 x 8.25(CS)	P
LTS-9000-008	239/180	56.0	3406B 350	16	40.0	RTO-14708LL	11R x 22.5G	22.5 x 8.25(CS)	P

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

LTL-9000**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*	Vocation
LTL-9000-001	174/87	82.0	3406B 425	16	46.0	RTO-14613	11R x 22.5G	22.5 x 8.25(CS)	T
LTL-9000-002	174/87	82.0	BCIV NTC-400	16	46.0	RTO-14613	11R x 22.5G	22.5 x 8.25(CS)	T
LTL-9000-003	204/117	59.1	3406B 350	16	46.0	RTO-14708LL	11R x 24.5G	24.5 x 8.25(CS)	D
LTL-9000-004	222/91 (42" Slpr.)	82.0	3406B 425	12	40.0	RTO-14715	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-005	222/91 (42" Slpr.)	82.0	BCIV NTC-400	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-006	246/159	59.1	3406B 425	16	46.0	RTO-14708LL	11R x 24.5G	24.5 x 8.25(CS)	D
LTL-9000-007	246/159	59.1	BCIV NTC-400	16	46.0	RTO-14708LL	11R x 24.5G	24.5 x 8.25(CS)	D
LTL-9000-008	246/97 (60" Slpr.)	82.0	BCIV NTC-444	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-009	246/159	82.0	3406B 425	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-010	246/97 (60" Slpr.)	82.0	3406B 425	12	40.0	RTO-14715	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-011	246/159	82.0	BCIV NTC-444	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-012	186/99	82.0	3406B 350	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-013	204/117	82.0	3406B 350	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-014	222/91 (42" Slpr.)	82.0	BCIV F-350	12	40.0	RTX-14609B	11R x 24.5G	24.5 x 8.25(D)	T

(*)-Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown.

(D)-Disc wheel. (CS)-Cast spoke wheel. T-Tractor. D-Dump.

LTL-9000**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*	Vocation
LTL-9000-015	222/135	58.4	3406B 350	16	46.0	RTO-14708LL	11R x 22.5G	22.5 x 8.25(CS)	D
LTL-9000-016	222/81 (42" Slpr.)	82.0	3406B 425	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-017	222/135	82.0	3406B 425	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-018	222/135	82.0	3406B 425	12	40.0	RTO-14715	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-019	246/159	62.0	3406B 350	16	46.0	RTO-14708LL	11R x 22.5H	22.5 x 8.25(CS)	D
LTL-9000-020	246/87 (60" Slpr.)	82.0	3406B 425	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-021	246/87 (60" Slpr.)	82.0	BCIV NTC-444	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-022	246/159	59.1	BCIV NTC-444	16	46.0	RTO-14715	11R x 24.5G	24.5 x 8.25(CS)	D
LTL-9000-023	174/87	82.0	BCIV NTC-444	16	46.0	RTO-14613	11R x 24.5G	22.5 x 8.25(CS)	T
LTL-9000-024	186/99	82.0	BCIV F-350	12	40.0	RTX-14609B	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-025	186/99	82.0	BCIV NTC-350	12	40.0 (60" BM)	RT-14609A	295R x 22.5G	22.5 x 8.25(D)	T
LTL-9000-026	204/117	82.0	3406B 425	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-027	204/117	82.0	3406B 425	12	46.0	RTO-14708LL	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-028	222/135	82.0	3406B 425	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
LTL-9000-029	222/91 (42" Slpr.)	82.0	E-3406B 350	12	40.0	RTX-14609B	11R x 24.5G	24.5 x 8.25(D)	T

(*)-Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown.

(D)-Disc wheel. (CS)-Cast spoke wheel. T-Tractor. D-Dump.

CLT-9000

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*	Vocation
CLT-9000-001	163/104 (88"BBC)	82.0	BCIV F-350	12	40.0	RT-14609A	11R x 24.5G	24.5 x 8.25(D)	T
CLT-9000-002	204/122 (110"BBC)	82.0	BCIV NTC-400	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
CLT-9000-003	204/122 (110"BBC)	82.0	3406B 425	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T
CLT-9000-004	152/116	82.0	BCIV NTC-365	12	40.0	RTO-14613	11R x 24.5G	24.5 x 8.25(D)	T

(*)-Tire/wheel sizes may be mixed on some models. Only rear tires/wheels are shown. T-Tractor, (D)-Disc wheel.

CLT-9000-001

FOR
GENERAL
PURPOSE
TRACTOR



Front GAWR: 12,000 lbs.
Rear GAWR: 40,000 lbs.
Total GCWR: 82,000 lbs.

CHASSIS WEIGHT

Front: 8,298 lbs.
Rear: 6,557 lbs.
Total: 14,855 lbs.

PERFORMANCE DATA

BODY/PAYOUT
WEIGHT DISTRIBUTION
(Water Level Loading)

Front:
Rear:
Total:

DRIVETRAIN PERFORMANCE

Gradeability: 33%
Gained Speed: 63 MPH
Total Reduction: 45:1

Chassis-Cab Specifications		
10 S AXLE, FRONT: 12,000 lb.-Steel (Std.)	27 27AH00 0 ELECTRICAL: Light, Trailer Hook-Up	
11 S AXLE, REAR: 40,000 lb. Rockwell RT-40-145 (3/58) (11FA00) (Std.)	28 28AH00 0 ALTERNATOR: 90 Amp, 1350 Watt Motorcraft	
13 S AXLE EQUIPMENT/DRIVE: 13BT00 1 Magnetic Traps-Drain & Fill Plugs (Std.) 13AB00 0 Power Steering 13AY00 0 Shock Absorbers, Front Wheel Assemblies-Front, Wheel Type: -Rear, Wet Type (Std.) Greaseable Drag Link and Tie Rods (Std.)	29 29AH00 1 BATTERIES/BOXES/CABLES: Batteries, Maintenance-Free, Motorcraft, 12 Volt Four 625 CCA (93 Amp.-hr.)	
16 S BRAKES, SERVICE: Air Brakes-Front, Cam Type 15-1/4" (Std.) -Rear, Cam Type 16-1/2"X7" (Std.)	30 30BM00 0 ENGINE: Cummins Formula 356 "90 IV" G50 HP @ 1800 RPM	
18 18AB00 0 BRAKE EQUIPMENT: Compressor-Brake, 12 CFM Parking Brake-Maxi II Spring-Set Rear Axle (Std.) Sole Adjusters-Auto, Front and Rear (Std.) Moisture Ejector, Auto	32 S EXHAUST: Single Vertical Muffler and Pipe (Std.)	
19 19AL00 0 19AP00 0 20AE00 0 TRACTOR EQUIPMENT: Tractor Package-w/12' Cofed Air & Elec. Lines	36 I CLUTCH: Spicer SD 14", 2-Plate, Ceramic (Inc.)	
22 22AP00 0 CAB: Sleepers Cab, 88" BMC COE w/Custom Interior Inc. Chestnut Polyhemp Vinyl Seat Trim Exterior Color: Pure White (AA)	37 S ENGINE EQUIPMENT: Air Cleaner, Single-Stage Dry-Type (Std.) Fan Clutch (Std.) Filter-Outer, Fleetguard Spin-On Type (Std.) Fuel, External Mounting (Std.) -Oil, Cummins Bypass Type, Eng. Mounted (Std.) Silicone Hose Pig Starter Asst, Easier	
23 23AK00 0 CAB EQUIPMENT EXTERIOR: Grille, Bright Front: Dual Air, All Around (Std.) Rear: Dual Air, Hauler Rectangular Mirrors, Dual Wedge-SS w/Air, Convex	37AP00 0 37A900 0 40 S FRAME: 11.25 SW, 110,000 PSI Single Channel All Bolted (Std.)	
24 24AJ00 1 CAB EQUIPMENT, INTERIOR: Air Conditioning, General w/Heater (Inc. Stepper Compressor Unit) 24AP00 1 Radio AM/FM Stereo 24AH00 0 CB Radio-Hi-Freq & Ground 24A300 0 Mattress, Innerspring	43 43BR00 0 FUEL TANKS: Dual 120 Gallon Alum. Cylindrical	
25 25BY00 0 25B100 0 SEATING: Driver-National Hi-Back, Air Susp. Passenger-National Hi-Back, Fixed Base	46 S SUSPENSION, FRONT: 10,100 lb. Capacity (Std.)	
26 26AA00 0 INSTRUMENTS/GAUGES/SWITCHES: WARNING DEVICES: Instrumentation Package Gauges-Digital Reading, Air Press., Oil Press. (Std.) -Electric Voltmeter, Coolant Temp., Fuel (Std.) -Air Cleaner Restriction, Inst. Panel Mtg. 26B100 0 26A400 0 Warning Lights & Buzzer, Low Oil Press. and High Coolant Temp.	47 47B800 0 SUSPENSION, REAR: 40,000 lb. Hendrickson HA-400 Air w/Transverse Torque Rods, 52" Spacing	
50 50 52 TR 50FM00 0 TIRES/WHEELS, FRONT: (2) 11R24.5 G Goodyear G159 (Hwy.) 52BD00 0 (2) 24.5 x 8.25 10-Hole Steel Disc	51 53 TR 51FM00 0 TIRES/WHEELS, REAR: (2) 11R24.5 G Goodyear G159 (Hwy.) 53BD00 0 (2) 24.5 x 8.25 10-Hole Steel Disc	
55 55 56 56GD00 0 WHEEL & TIRE EQUIPMENT: Wheels, Painted Pure White (AA)	56 56GD00 0 TRANSMISSION: 9-Speed Direct, Fuller RT-14609A	
59 59AH00 0 CHASSIS EQUIPMENT: Bumper, Front-Anodized Alum., Full Width		



MUNICIPALS



Name a municipal agency: fire, sanitation, postal service, transportation. Built to your set of specifications or purchased Work-Ready, there's a Ford 9000 WorkForce truck geared for the job. An L-9000 snow plow. An LL-9000 bulk mail line-hauler. An LTL refuse packer.

REDUCED DOWNTIME

Downtime is wasted time. And work lost. The 9000 WorkForce is designed for ease of service, keeping routine scheduled maintenance to a minimum.

The large steel-reinforced fiberglass hood and tender assembly on the Louisville cab easily opens a full 60° on the LTL and 57° on the L-9000 Series. It swings up and away from the engine and radiator, allowing convenient walk-in, stand-up servicing of the engine and components.

The CLT cab tilts forward a full 80° for ready access to the engine compartment. A manual hydraulic pump with two tilting cylinders is standard. An air-assisted tilt system is available so the cab tilts with the push of a button—for one-man ease of operation.

WorkForce units further support low cost of ownership through a number of service-reducing features like: □ Maintenance-free batteries □ Color-coded, nylon-wrapped air lines and wiring for simplified circuit identification and extended wear □ Frame-rail routing of chassis wiring away from the lower "corrosion gutter" (L-Series).

PARTS AND SERVICE SUPPORT

Ford backs its trucks with a network of parts and service centers supporting over 250 Ford Heavy Truck dealers nationwide.

Ford Parts and Service Division also provides technical service, tools and equipment, plus technical service assistance for continued post-sales support.

From top to bottom: LNT-9000, CLT-9000 and LS-9000.



CONSTRUCTION



No other industry demands as much from a truck as Construction. If you can make it here as a truck manufacturer, you can make it anywhere. It's where a reputation for toughness begins.

Ford, with over seventy years of service to the Construction industry, has earned the distinction of being one of the toughest of the tough.

Day in. Day out. Whenever you find a construction site, you're likely

BUILT FORD TOUGH

More than a slogan. Built Ford Tough is another name for quality.

On the construction site it translates into working tangibles. All-welded cabs. RBMs to 3,300,000 pounds. Short-nose conventionals for good maneuverability. A choice of 36 aftercooled diesel engines to 444 HP, including select CAT engines featuring programmable electronic engine control. Set-back front axle superiority. Job-proven Work-

adjacent metal is not damaged or weakened. And since the holes for optional equipment are punched on the assembly line, there are no unnecessary holes to weaken the frame.

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

All frame rails have straight top surfaces, free of rivets or bolts for ease of mounting bodies or fifth wheels.



to find a Ford. From Allentown to Seattle, we're part of the spirit that's helped build America. We're the Ford WorkForce.

325 HP "VOCATIONAL" CAT 3406B

New for 1990—the WorkForce L-9000 Series can be spec'd with the Cat 325 HP (ATAAC) "Vocational" 3406B.

Certified for use in 50 states, the "Vocational 325" produces 1250 lbs.-ft. of torque at 1200 RPM. Its 54% torque rise and broad operating range make it ideal for construction applications.

Ready units with fast delivery and Extended Service Coverage at no extra charge. GCWRs up to 138,000 pounds (turnpike rating). Wheelbases up to 258 inches.

WORKFORCE FRAMES

WorkForce 9000 Series frames are designed to take on the toughest construction jobs thrown their way. They're built from Hi-Tensile and Extra High-Tensile steel with a yield strength of 110,000 psi.

Frame holes, precisely punched by 200-ton automated presses, are the right size and smoothness; the

The LT-9000 (opposite page) is available in nine wheelbases from 150 to 258 inches and a range of Hendrickson suspensions to 46,000 pounds—plus a Neway 44,000 pound air.

LINEHAUL



WorkForce line-haulers can be spec'd to get you through some of the most demanding over-the-highway applications. Flatbed loggers. Auto transports. Fuel tankers. Livestock carriers. Grain haulers.

These are the linehaul workhorses. Notable features include:

- Diesel engines with a broad band of performance characteristics—economy, high torque rise, electronic engine control—up to 444 HP
- Transmissions from the standard Fuller 9-speed Direct to the optional Fuller 15-speed Direct or Overdrive
- Hendrickson rear suspensions to 46,000 pounds
- Neway rear air suspensions to 44,000 pounds
- Frames to 3,300,000 RBM
- 34-, 42-, and 60-inch Flat Top sleepers featuring Coremat construction.

THE FORD AEROFORCE

If your linehaul application would benefit from the use of trucks and air management packages specifically designed for fuel economy, ask your Ford Dealer for information on the Ford AeroForce, including AeroMax™—the most fuel-efficient Ford conventional.

WORKFORCE VERSATILITY

There is literally a WorkForce configuration to match any line-haul application: short- and long-nose conventionals, cabovers, single and tandem axles, set-back front axles.

No matter where you look, from logging trails to urban expressways, you'll find the Ford WorkForce.

WORK-READY EXTENDED SERVICE COVERAGE

The WorkForce 9000-Series is available in many Work-Ready units for linehaul application—with Extended Service Coverage at no extra charge. Refer to the Work-Ready insert for individual specifications.

From top to bottom:
CLT-9000 and LTL-9000
logger. LT-9000 tanker
shown opposite page.



WORKFORCE SLEEPERS

New for 1990, all Ford sleepers feature Coach-Joint construction and one-piece Coremat reinforced fiberglass roofs to help reduce weight and provide a rivetless exterior appearance. A specially formed steel base results in a solid integral sleeper foundation. Tough, 3/4" plywood floors are formed under pressure and laminated with plastic top and bottom for thermal and noise insulation. Two-inch Arctic Cold Weather insulation is optional.

Ford offers three sleeper options suitable for WorkForce applications—the 34-, 42- and 60-inch Flat-Top models with impressive features and options like:

- Hand-laid fiberglass top
- Aerodynamic wedge shape (42- and 60-inch models)
- Six-inch Deluxe Back-saver Mattress
- Lift-out wood bunk surface
- Arctic Cold Weather Insulation
- Double-wide 54-inch Retractable (60-inch model)
- 12V DC refrigerator
- Two clothes closets plus two-drawer dresser w/pull-out writing surface (60-inch model).

BUILT FORD TOUGH

Trucking. There's no tougher business going on. Independent or fleet. That's why truckers are some of the toughest business people around.

Ford WorkForce trucks are an extension of the men and women who own and operate them. From their all-welded cabs to their premium components, Ford trucks are quality-driven. Built Ford Tough.

THE KENTUCKY TRUCK PLANT

Ford's dedication to quality begins with our Kentucky Truck Plant (KTP). This 415-acre site, covering more than 68 acres under roof, is one of the most modern and the largest truck manufacturing facilities in the free world. It's the home of the WorkForce.

200-TON COMPUTERIZED FRAME PRESS

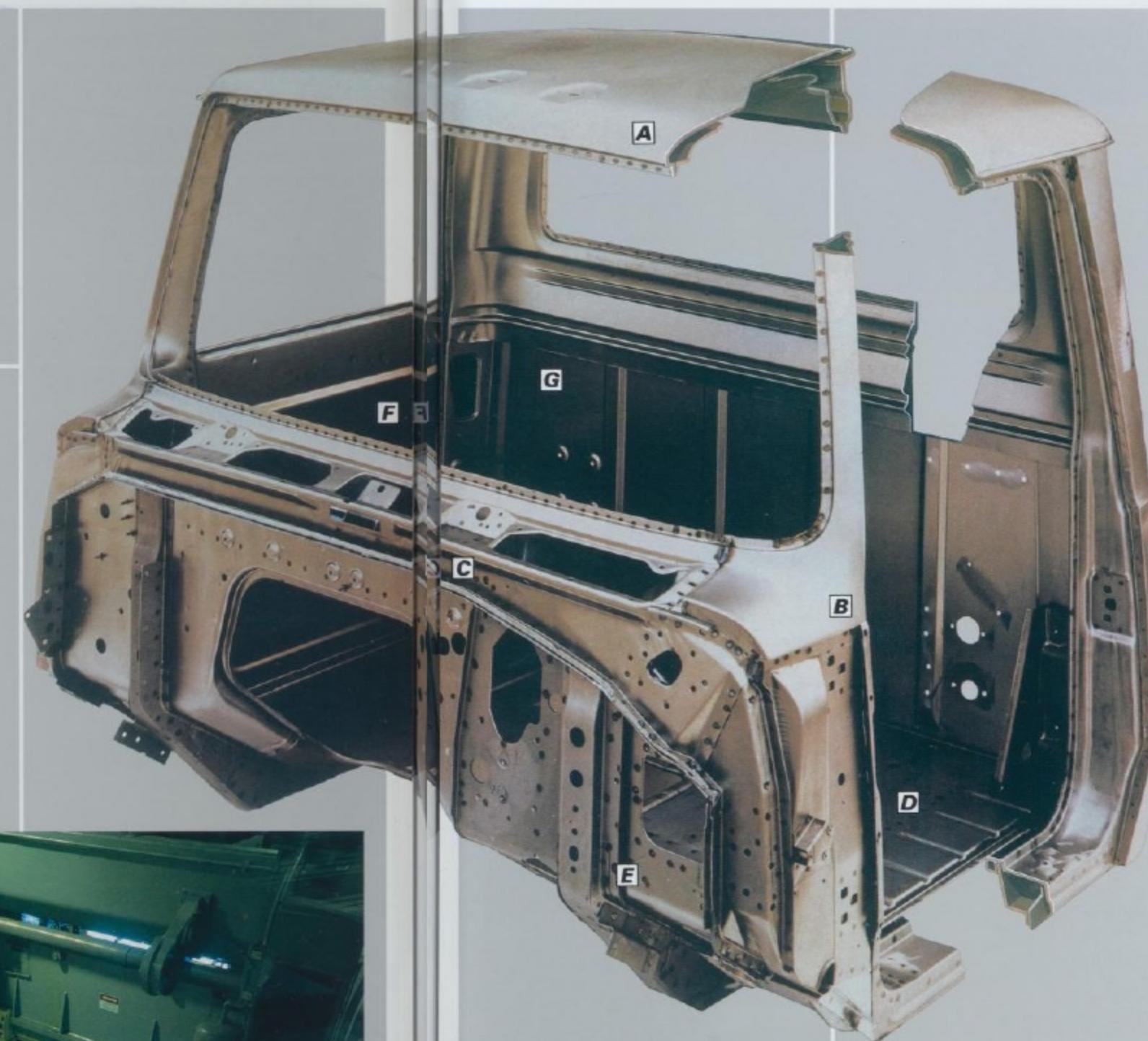
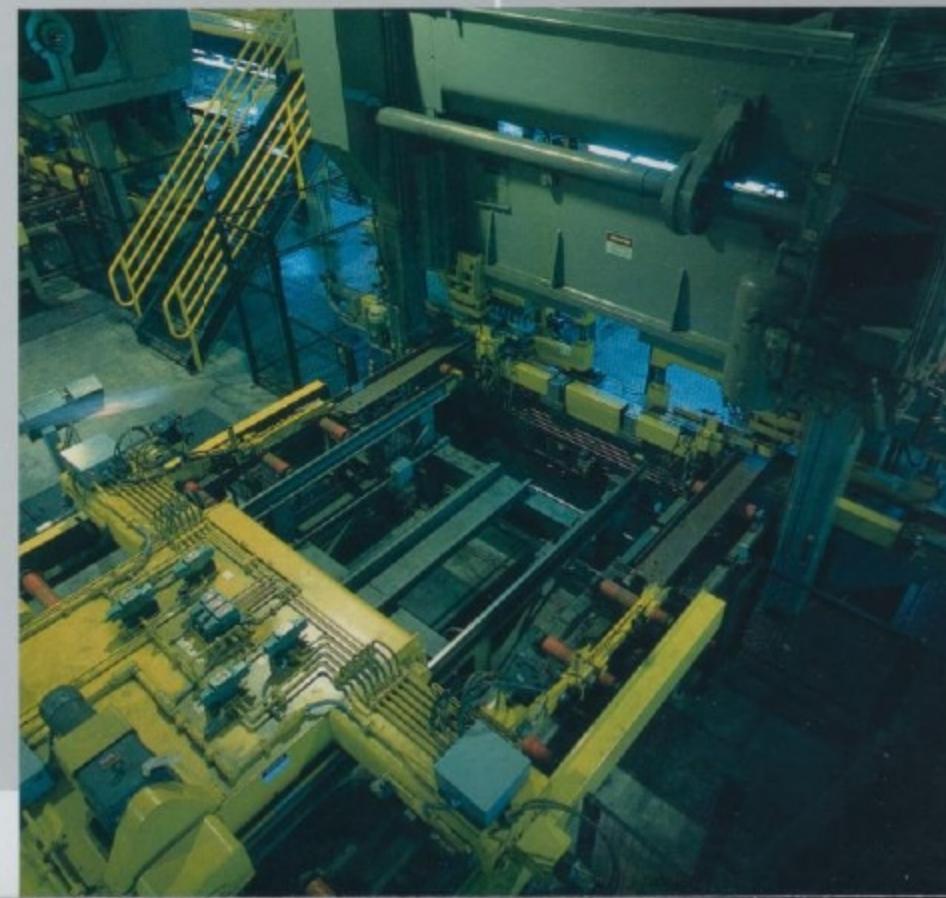
The 200-ton computerized frame press (shown right) is a good example of KTP Quality engineering. Frame rails are automatically punched by 200-ton presses with virtually perfect accuracy and smoothness. The adjacent metal is not damaged or weakened. No unnecessary holes are drilled. The design strength of the frame rails is completely retained.

FORD-TOUGH CORROSION PROTECTION

Customer satisfaction is a key priority at KTP. It begins before each

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

Just how good do we think our anti-corrosion story is? Good enough to back with a solid anti-



corrosion warranty that covers 100% parts and labor for 60 months/unlimited mileage—with matching coverage on cab structural integrity.

WorkForce cabs. Built Ford Tough. Backed Ford Tough.

The Kentucky Truck Plant—home of the WorkForce—is the largest truck manufacturing facility in the free world. At KTP, we're leading with Quality.

ALL-WELDED CAB CONSTRUCTION

All exterior sheet metal on WorkForce conventional cabs is made of double-sided galvanized steel. Other notable construction features include:

(A) Windshield header and roof siderails are of box-section construction for toughness. The roof panel is contoured for stiffness.

(B) Reinforcements at door opening frame assembly and at

door pillar hinge attachment areas provide added strength. Door hinges are rugged conventional type.

(C) Double-wall cowl arch adds structural rigidity to the door pillars.

(D) Floor pan, toeboard and dash panel are of .054-inch electrogalvanized steel thickness with floor pan reinforcements located for added support for the engine access cover and seat arrangements.

(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. Wedge door stabilizers are used top and bottom of the door openings to hold doors in proper alignment.

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

FIBERGLASS TILTING HOOD

WorkForce conventional cabs feature a fiberglass tilting hood and fender assembly. Steel reinforcements are added in high stress areas such as hinge attachments, grill opening and headlamp areas for added strength and durability.

The fiberglass assembly is resistant to rust, chipping, peeling, corrosion, rot and moisture. It is unaffected by temperature variations and presents a relatively maintenance-free finish.

Positive-lock aluminum hood latches are employed to maintain hood stability and alignment.

FOUR-POINT CAB MOUNTING

WorkForce conventional cabs employ a four-point mounting system. Shock and stress are absorbed by the movement of the rubber mounts rather than by compression for a more comfortable ride.

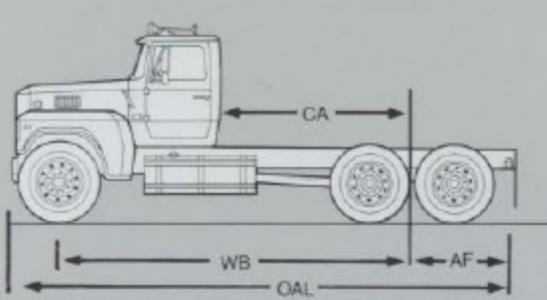
LTL-9000 SPECIFICATIONS

SERIES	SINGLE AXLE		TANDEM AXLE	
	LL-9000		LTL-9000	
	STANDARD	OPTIONAL	STANDARD	OPTIONAL
GVWR (lb.) Max.	33,200	35,000	46,000	62,000
GCWR (lb.) Max.	80,000	—	82,000	—
AXLE, FRONT Rating (lb.)	12,000 Steel 12,000 Aluminum	10,000 Steel 12,000 Aluminum	12,000 Steel	12,000 Aluminum 16,000 Steel
AXLE, REAR Rating (lb.)	23,000 Rockwell RS-23-160	23,000 Rockwell RS-23-160** RS-23-180††	40,000 Rockwell RT-40-145	46,000 Rockwell RT-46-160, RT-46-160P 40,000 lb. RT-40-145P
BRAKES, SERVICE Air, Cam-type	15" x 4" F, 16½" x 7" R	16½" x 5" w/ 12,000 lb. front axle	15" x 4" F, 16½" x 7" R	Twin Piston Power Front Disc for 16,000 lb. front axle; 16½" x 5" F w/ 12,000 lb. front axle
Brake, Parking	Maxi II Spring Set	MGM Spring Set	Maxi II Spring Set	MGM Spring Set
Electrical Alternator	75 amp. Motorcraft	85 amp. Delco/90 amp. Motorcraft 105 amp. Lees-Neville #/Delco	75 amp. Motorcraft	85 amp. Delco/90 amp. Motorcraft 105 amp. Lees-Neville #/Delco
Battery Maintenance-free Motorcraft	2,625 CCA (with L-10 and 3176) 3,550 CCA (with all other engines)	3,550 CCA 4,550 CCA 3 or 4,625 CCA 3 or 4,625 CCA "Cycle Power"	2,625 CCA (with L-10 and 3176) 3,550 CCA 4,550 CCA 3 or 4,625 CCA 3 or 4,625 CCA "Cycle Power"	3,550 CCA 4,550 CCA 3 or 4,625 CCA 3 or 4,625 CCA "Cycle Power"
Engine†	Cummins: L-10 (OA) Formula 270	Cummins: L-10 (OA) Formula 270 Power Torque 270/300 Formula 300 Cummins "Big Cam IV" (OA): Formula 300/315/350/365 NTC 315/350/365 Cat 3176 (ATAAC) 275/300/325 hp. Cat Economy 3176 (ATAAC) 275/300/325 hp. Cat 3406B (ATAAC) 325/350 Economy 3406B (ATAAC) 310/350/400	Cummins: L-10 (OA): Power Torque 270/300 Formula 300 Cummins "Big Cam IV" (OA): Formula 300/315/350/365/400 NTC 315/350/365/400/444 Cat 3176 (ATAAC) 275/300/325 hp. Cat Economy 3176 (ATAAC) 275/300/325 hp. Cat 3406B (ATAAC) 325/350/400/425 Economy 3406B (ATAAC) 310/350/400	Cummins L-10 (OA) Power Torque 270/300 Formula 300 Cummins L-10 (OA): Power Torque 270/300 Formula 300 Cummins "Big Cam IV" (OA): Formula 300/315/350/365/400 NTC 315/350/365/400/444 Cat 3176 (ATAAC) 275/300/325 hp. Cat Economy 3176 (ATAAC) 275/300/325 hp. Cat 3406B (ATAAC) 325/350/400/425 Economy 3406B (ATAAC) 310/350/400
Clutch	14-inch, 2-Plate	15½" 2-Plate ("Big Cam IV" Formula 300; 3176); self-adjusting	14-inch, 2-Plate	15½" 2-Plate ("Big Cam IV" Formula 300; 3176); self-adjusting
Transmission	9-Speed Direct	7-, 9-, 10-Speed Direct; 9-, 13-Speed Overdrive	9-Speed Direct	7-, 9-, 10-, 15-Speed Direct; 8-, 9-, 10-, 13-, 15-Speed Overdrive
Frame	1,463,000 RBM # #	2,860,000 RBM	1,463,000 RBM # #	3,300,000 RBM (Max.)
Fuel Tanks	Aluminum: 65-gal., LH 20-inch Dia.	Dual Aluminum: 65/95/120-gal. Dual Polished Aluminum: 95-gal. Steel "D-Type": 50/75-gal.†‡	Aluminum: 65-gal., LH 20-inch Dia.	Dual Aluminum: 65/95/120-gal. Dual Polished Aluminum: 95-gal. Steel "D-Type": 50/75-gal.†‡
Steering	Manual	Power	Manual	Power
Suspension, Front (lb.) combined at ground	12,000	10,000; 11,000; 13,200 (Severe Duty)	12,000	11,000; 13,200 (Severe Duty); 16,000
Suspension, REAR (lb.) combined at ground	23,000	24,500	36,000 Hendrickson E4-360	A range of Hendrickson Suspensions from 34,000 lb. to 46,000 lb. capacity; also Neway 44,000 lb. air
Wheels	10-Hole Steel Disc	Cast Spoke, 10-Hole Aluminum Disc	10-Hole Steel Disc	Cast Spoke, 10-Hole Aluminum Disc
Tires, @ Tubeless Radial	Goodyear 11R 22.5G	See your Ford Dealer.	Goodyear 11R 22.5G	See your Ford Dealer.

*138,000 Turnpike Rating available. **Aluminum carrier. †Severe duty, with or without aluminum carrier. #N.A. with Cummins engine. # #RBM = Yield Strength x PSI. 258" WB = 1,749,000 RPM.
†Equivalent tubeless, tubeless flotation, tube and tube-type radials available. ‡Some Cat engines are equipped with Programmable Electronic Engine Control (PEEC). ††Late availability.

DIMENSIONS LL/LTL-9000

WB	CA	AF	OAL
174"	87"	63"	266"
186"	99"	63"	278"
204"	117"	75"	308"
222"	135"	75"	326"
234"	147"	126"	389"
246"	159"	126"	401"
258"	171"	126"	413"



Dimensions are for base models with standard equipment and do not include cab clearance and identification lights. Special wheelbases available up to 306 inches.

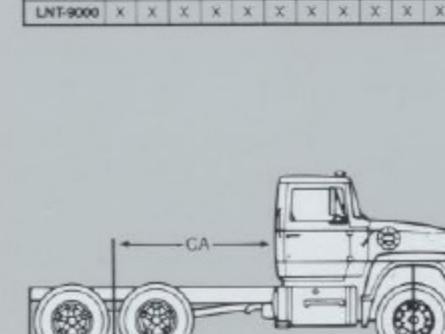
L-9000 SPECIFICATIONS

SERIES	SINGLE AXLE SERIES		TANDEM AXLE SERIES		SET-BACK FRONT AXLE	
	L- & LN-9000		LT- & LNT-9000		SINGLE	TANDEM
	LS-9000	LTS-9000	LS-9000	LTS-9000		
GVWR (lb.)	Max. 35,000	64,000	39,000	66,000		
GCWR (lb.)	Max. 80,000	82,000†	80,000	82,000†		
AXLE, FRONT Max. Rating (lb.)	Std. 9,000	9,000	12,000	12,000		
AXLE, REAR Max. Rating (lb.)	Std. 16,000*	18,000	16,000	20,000		
Brakes, Service Split System	Std. Air	Air	Air	Air		
Brakes, Parking	Opt. Air 16½" x 5" w/ 12,000 lb. front axle	Air 16½" x 5" or 6" F; Power Disc	Air 16½" x 5" or 6" F; Power Disc	Air 16½" x 5" or 6" F; Power Disc		
Engine	Std. Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240	Cummins L-10 (OA) Formula 240		
Clutch (Dia. In.)	Std. 14-2 plate	14-2 plate	14-2 plate	14-2 plate		
Transmission	Std. 9-speed	9-speed	9-speed	9-speed		
Opt.	5-speed auto 7-, 9-, 10-, 13-speeds	5-speed auto 6-, 7-, 8-, 9-, 10-, 13-, 15-speeds	5-speed auto 6-, 7-, 8-, 9-, 10-, 13-, 15-speeds	5-speed auto 6-, 7-, 8-, 9-, 10-, 13-, 15-speeds		
Frame	Max. Std. 10.76 SM 1,183,600 RBM	13.3 SM 1,463,000 RBM	13.3 SM 1,463,000 RBM	13.3 SM 1,463,000 RBM		
RBM = Yield Strength X SM	Max. Opt. 15.9 SM 1,749,000 RBM	30.0 SM† 3,300,000 RBM	15.9 SM 1,749,000 RBM	30.0 SM† 3,300,000 RBM		
Suspension, Front	Std. 9,000	9,000	12,000	12,000		
Combined capacity at ground (lb.)	Max. Opt. 16,000*	20,000*	16,000	20,000		
Suspension, Rear	Std. 21,000	34,000 U-340	21,000	34,000 U-340		
Combined capacity at ground (lb.)	Max. Opt. 30,000*	A range of Hendrickson sus- pensions from 34,000 lb. to 46,000 lb. capacity; also Neway 44,000 lb. air.	30,000*	A range of Hendrickson sus- pensions from 34,000 lb. to 46,000 lb. capacity; also Neway 44,000 lb. air.		
Auxiliary Springs	Std. 4,500	—	4,500	—		
Power Steering	Optional	Optional	Standard	Standard		
Wheels	Std. 10-Hole Steel Disc	10-Hole Steel Disc	10-Hole Steel Disc	10-Hole Steel Disc		
Opt.	Cast Spoke, Aluminum Disc	Cast Spoke, Aluminum Disc	Cast Spoke, Aluminum Disc	Cast Spoke, Aluminum Disc		
Tires	Std. Goodyear 11R 22.5G-14	Goodyear 11R 22.5G-14	Goodyear 11R 22.5G-14	Goodyear 11R 22.5G-14		
Max. Opt.	See your Ford Dealer	See your Ford Dealer	See your Ford Dealer	See your Ford Dealer		

*Special order option. †Include reinforcements. ††138,000-lb. Turnpike rating available. §Selected Cat engines feature Programmable Electronic Engine Control (PEEC).



WB	138"	144"	150"	162"	174"	186"	204"	222"	234"	246"	258"
CA	72"	78"	84"	96"	108"	120"	138"	156"	168"	180"	192"
LN-9000	X	—	X	X	X	X	X	X	X	X	X
LNT-9000	X	X	X	X	X	X	X	X	X	X	X



CLT-9000 SPECIFICATIONS

SERIES	SINGLE AXLE		TANDEM AXLE	
	CL-9000		CLT-9000	
	STANDARD	OPTIONAL	STANDARD	OPTIONAL
GCWR (lb.) Max.	80,000	—	82,000	127,000 (turnpike rating)
GVWR (lb.) Max.	33,200	35,000	48,000	51,100
AXLE, FRONT (lb.)	12,000 Steel	12,000 Aluminum	12,000 Steel	12,000 Aluminum; 13,100 Steel
AXLE, REAR Rating in lb.	23,000 Rockwell RS-23-160 [†]	23,000 Rockwell RS-23-160 [†]	40,000 Rockwell RT-40-145 [†]	40,000 Rockwell RT-40-145 [†]
BRAKES, SERVICE Air, Cam-type	15" x 4" F 16½" x 7" R	—	15" x 4" F 16½" x 7" R	—
Brake, PARKING	Maxi II Spring Set	MGM Spring Set	Maxi II Spring Set	MGM Spring Set
ELECTRICAL: Alternator	75 amp. Motorcraft	90 amp. Motorcraft 85 or 105 amp. Delco 90 or 105 amp. Lees-Neville [†]	75 amp. Motorcraft	85 or 105 amp. Delco 90 or 105 amp. Lees-Neville [†] 90 amp. Motorcraft
BATTERY Maintenance-free	2-625 CCA (w/L-10) 3-550 CCA (all other)	3 or 4 625 CCA, 3 or 4 550 CCA 3 or 4 625 CCA "Cycle Power"	2-625 CCA (w/L-10) 3-550 CCA (all other)	3 or 4 625 CCA, 3 or 4 550 CCA 3 or 4 625 CCA "Cycle Power"
ENGINE	Cummins L-10 (OA) Formula 270	Cummins L-10 (OA): Formula 300 Power Torque 270/300 Cummins "Big Cam IV" (OA): Formula 300/315/350/365 NTC 315/350/365 Caterpillar: 3406B (ATAAC) 350 Economy 3406B (ATAAC) 310/350	Cummins L-10 (OA) Formula 270	Cummins L-10 (OA): Formula 300 Power Torque 270/300 Cummins "Big Cam IV" (OA): Formula 300/315/350/365/400 NTC 315/350/365/400/444 Caterpillar: 3406B (ATAAC) 350/400/425 Economy 3406B (ATAAC) 310/350/400
FRAME	1,085,700 RBM Steel	—	1,215,500 RBM Steel	—
FUEL TANKS ^{††} (Gallons)	75 Dual Steel (Cyl.)	CYLINDRICAL 95 Dual Steel, Alum. or Polished Alum. 120 Dual Alum. 150 Dual 29" Dia. Polished Alum [†] INTEG./RECTANGULAR w/CARRIER 100 Dual Steel or Alum; 125 Dual Steel	75 Dual Steel (Cyl.)	CYLINDRICAL 95 Dual Steel, Alum. or Polished Alum. 120 Dual Alum. 150 Dual 29" Dia. Polished Alum [†] INTEG./RECTANGULAR w/CARRIER 100 Dual Steel or Alum; 125 Dual Steel
SUSPENSION, FRONT—Combined Rating (lb.) @ Ground	13,100	12,000; 12,000 Taper Leaf	13,100	12,000; 12,000 Taper Leaf
SUSPENSION, REAR—Combined Rating (lb.) @ Ground	23,000	23,000 Low Deflection	36,000 E4-360	A range of Hendrickson suspensions from 34,000 lb. to 40,000 lb. capacity.
TRANSMISSION	9-Spd. Fuller RT-11609A	7-Spd. Spicer P5 140-7; Fuller T-8607A 9-Spd. Fuller RT-14609A 9-Spd. OD Fuller RTX-11609B, RTX-14609B 10-Spd. Fuller RT-14610, RT-11610 13-Spd. OD Fuller RTO-11613, RTO-14613	9-Spd. Fuller RT-11609A	7-Spd. Spicer P5 140-7, Fuller T-8607A 9-Spd. Fuller RT-14609A 9-Spd. OD Fuller RTX-11609B, RTX-14609B 10-Spd. Fuller RT-14610, RT-11610 13-Spd. OD Fuller RTO-11613, RTO-14613
TIRES	Goodyear 11Rx22.5-14	Tube, Tubeless & Tube, Tubeless Radials	Goodyear 11Rx22.5-14	Tube, Tubeless and Tube, Tubeless Radials
WHEELS	10-Hole Steel Disc	Cast Spoke, 10-Hole Disc ^{††}	10-Hole Steel Disc	Cast Spoke, 10-Hole Disc ^{††}

^{*}Aluminum carrier. ^{††}Severe duty w/steel or alum. carrier. [†]NA w/L-10 engine. ^{†††}See your Ford Dealer for additional options. ^{††††}Special order option.

DIMENSIONS

CL-9000

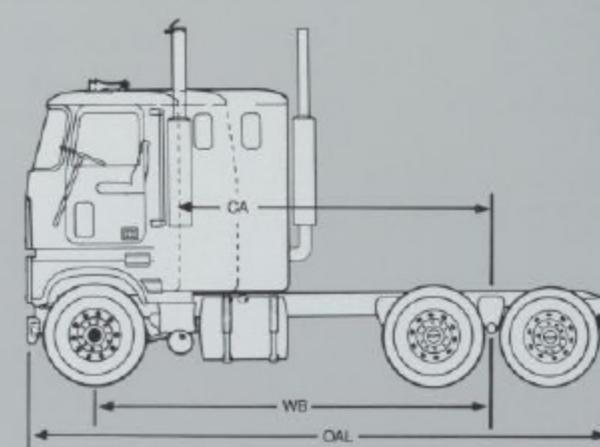
DIMENSIONS

CLT-9000

CA w/these BBC's:	64"	88"	OAL
WB	64"	88"	—
120"	84"	—	189"
126"	90"	—	195"
134"	98"	74"	203"
142"	106"	82"	211"

CA in. w/these BBC's:	64"	88"	110"	OAL*
WB	64"	88"	—	224"
142"	106"	82"	—	224"
145"	109"	85"	—	227"
148"	112"	88"	—	230"
152"	116"	92"	—	234"
163"	128"	104"	81"	245"
178"	142"	118"	96"	260"
186"	150"	126"	104"	268"
204"	168"	144"	122"	286"
246 ^{††}	210"	186"	164"	328"

^{*}Add 7.2" w/60" walking beams.
^{††}246" WB includes Pogo Stick and Deck Plate (except straight truck models). Dimensions are for base models w/standard equipment. NOTE: Dimensions do not include cab clearance and identification lights, horns or mirrors.



WORKFORCE OPTIONS

L-SERIES CUSTOM INTERIOR TRIM

Louisville Custom Interior Trim, in addition to or in place of standard features, includes: Vinyl-covered chestnut hardboard headlining
 Dual padded vinyl chestnut sun visors Dual map pockets
 Cigarette lighter Padded vinyl door trim panels with painted map pockets Vinyl-covered rubber floor mat Cab-back panel insulation
 LH door-operated dome light switch Chestnut vinyl seat trim with polyknit inserts.

CUSTOM HI-LEVEL INTERIOR TRIM

Louisville Custom Hi-Level Trim, in addition to or in place of Custom features, includes: National Companion Lo-Back passenger seat 21" sport steering wheel 30 oz. floor carpeting, engine panel and dash Fully padded door trim panels Polyknit vinyl headliner with foam padding Dual map pockets with 18 oz. carpet covers Door panels with bright accent bars Vinyl-covered windshield pillars and header bar Lower cab-back carpeted panel Upper cab-back vinyl-covered panel Auxiliary floor mats Radio prep package Bright dome lamp with reading lights.

CL/CLT-9000 CUSTOM HI-LEVEL INTERIOR

(Optional with 64" and 88" BBC; included w/110" BBC) includes: One of two interior colors (chestnut or charcoal) Floor and engine cover carpeting (30 oz.) cut pile Floor mats, dual-black Color-keyed sleeper curtains Deluxe perforated trim panels Sleeper compartment wardrobe and convenience tray (110" BBC) Sleeper compartment convenience tray (88" BBC) Sun visors, L.H. center and R.H. National Cush-N-Aire Lo-Back deluxe trim driver's seat National Companion Lo-Back deluxe trim passenger seat, fixed base (includes R.H. ash tray, R.H. dome light, R.H. door map pocket w/lamp) Argent painted sleeper vents Brushed aluminum appliqués on instrument panel module covers and passenger side trim and sleeper compartment control panels Sport-type steering wheel—21" Sleeper bunk bright finish front molding Sleeper cigar lighter (12 volt power source) and ash tray L.H. reading lamp in sleeper R.H. vanity mirror/lamp in sleeper Auxiliary floor mats Radio prep package Bright dome lamp with reading lights.

See your Ford Dealer for a complete list of options.

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.



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