

FORD LOUISVILLE LINE

Long and short conventionals
GVW's 15,000 to 60,000 lb./GCW's to 80,000 lb.



New Ford

LOUISVILLE LINE

The big ones with better ideas for more roadtime, less downtime! Over 650 models to handle virtually all big trucking jobs.

The new Ford LOUISVILLE LINE is a broad line of mediums, heavies and extra-heavies in four short and long conventional configurations. This new line represents the most comprehensive advance ever made in any truck line! Never before has any big-truck maker made as extensive a product change. Never before has any truck maker applied as intensive a concentration of better ideas to reduce downtime and increase roadtime, thereby setting new standards for:

- RELIABILITY • MAINTENANCE EASE
- CHOICE OF JOB-MATCHING MODELS
- DRIVER COMFORT

Not only is the LOUISVILLE LINE a completely new truck line, but also it is built with new techniques. Planning for the LOUISVILLE LINE included a new assembly plant built for the exclusive manufacture of medium, heavy and extra-heavy-duty trucks. This multimillion dollar investment in plant, as well as in product engineering and tooling, has made new truck production and quality control procedures possible, thereby assuring new standards of truck reliability.

The new Ford LOUISVILLE LINE includes medium/heavy short conventionals with 95.3" BBC, heavy and extra-heavies with 93.3" BBC, and heavy and extra-heavy long conventionals with 105.3" BBC. Long conventional tandems provide a choice of two front axle locations. Power choices include 10 gas engines up to 266 hp, 20 Diesels up to 335 hp. GVW's range from 15,000 to 60,000 lb. (64,000 lb. for LTS-Series*), GCW's up to 80,000 lb. The LOUISVILLE LINE's wide choice of models permits excellent matching of a conventional-type truck to your job.

*These new 1971 models will be available mid-1970



L-Series long-haul tractor



LNT-Series city tractor



LTS-Series' set-back-front-axle truck



LN-Series truck



LT-Series tandem truck



LNT-Series long-haul tractor



Ford **LOUISVILLE LINE** The big ones with the better ideas for service simplicity.

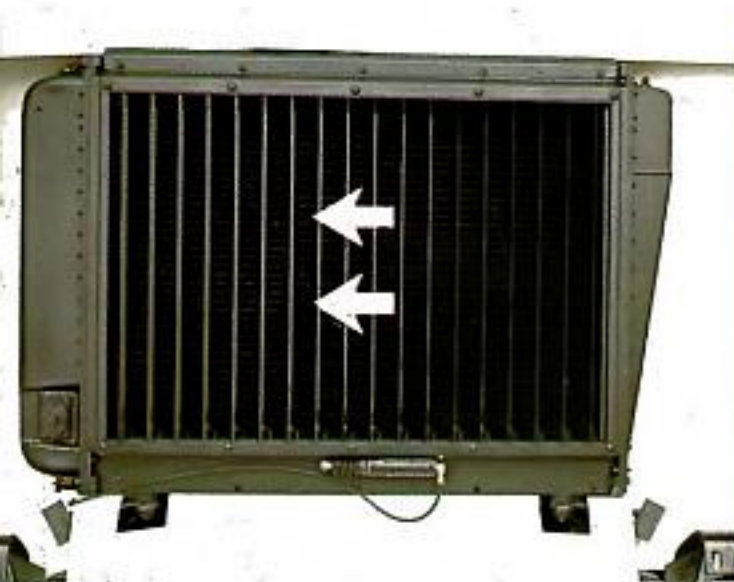
An important part of providing more roadtime is to shorten service time. Ford put better ideas to work eliminating the need for some service operations, while those remaining were made easier, faster. For example, air tank moisture ejectors eliminate the need to hand-drain. Complete Air-Pac assembly—hand controls, tubing and air manifold—can be removed and repaired or replaced in minutes. Four easy-to-reach junction blocks speed electrical troubleshooting. Color-coded air lines cut tracing time. Two-piece

tachometer and speedometer cables on most models reduce replacement time. Coolant level on all cross-flow radiators can be checked by a "GO—NO GO" sight gauge without removing the filler cap. And almost everything on the new Ford LOUISVILLE LINE is easier to get at for quicker servicing—less shop time.

The steel-reinforced fiberglass front end can be tilted a full 60° for "feet-on-the-ground" engine compartment

service. Mechanics can walk right up to the frame and reach most service areas. Many models have no doghouse; on others it is small and can be pulled by removing 6 or 8 bolts.

For truck applications requiring front-mounted equipment, butterfly openings in the tilt hood are available on long conventionals. Normal engine work can be accomplished through these openings. And the entire fiberglass hood-and-fender unit can be easily removed for major overhauls.



Cross-flow radiators with large core areas provide improved cooling. Fan horsepower draw is cut as much as 48% for greater economy, more net power. And Ford's unique, positive-powered coolant de-aerating system extends engine life by reducing the danger of "hot spots." Fast-fill design without external surge tank. Cross-flow is standard on 800's and above. Bolted cross-flows on 9000's.



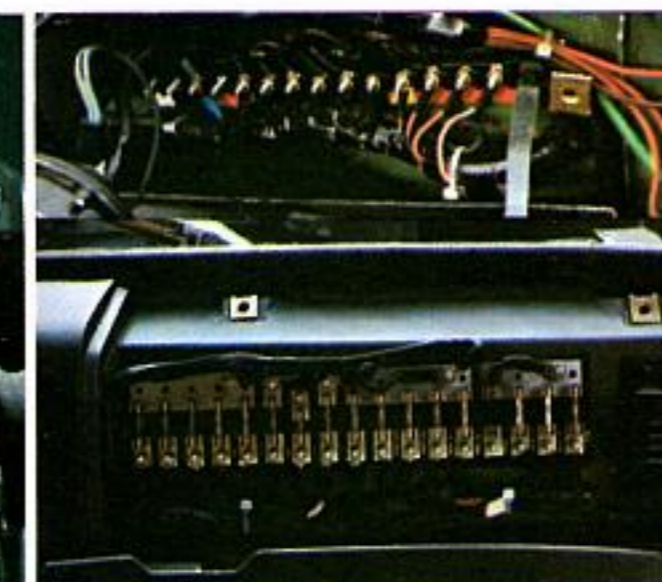
Underhood air cleaner. Ford's unique air intake design allows the air cleaner to be mounted in a sheltered location. Two-stage Cyclopac whirls out most dirt and water in the first stage. Second stage dry element traps up to 99.9% of the fine particles. Service intervals are extended to at least 6,000 miles with an easy-to-read gauge indicating when to service. Optional 750, 800; standard 900 and Diesels.



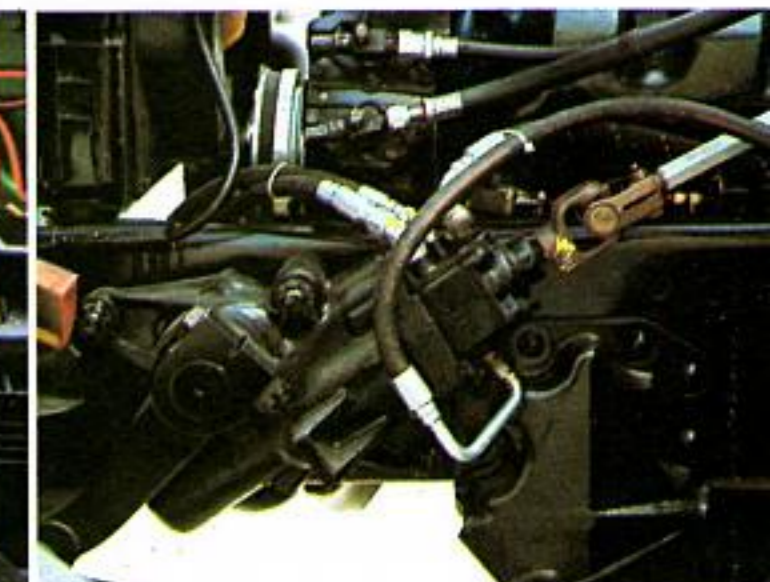
Removable Air-Pac. All air controls have distinctive knobs for easy "feel" identification. They are clustered in a panel that can be pulled forward for in-cab service. Or the entire assembly—controls, tubing and firewall-mounted air manifold—is easily removed for bench servicing. Assembly can be removed and replaced with a spare in minutes. Your vehicle is back on the road immediately.



Fast-tracing, color-coded air tubing. Primary air brake lines are green, secondary red, parking orange, and auxiliary lines for air horns, wiper motors are yellow. All ports on air manifold are identified for quick service. All lines are nylon, more pliable and abrasion-resistant than copper or metal braid. And lines are carefully routed through protected corridor of the left frame siderail.



Junction blocks and fuse panel. Four handy junction blocks from headlight to taillight areas shorten circuit testing time. Cab junction blocks are labeled, and all are color coded. Linehaul interior houses easy-to-reach circuit breakers or fuse panel behind a padded, hinged door to the right of the instrument cluster. Circuit breakers are standard on 9000 Series, optional on others with linehaul panel.



True truck-type power steering. Ford's power steering system has an integral gear and power cylinder plus a new pump... the first pump specifically designed for heavy-duty trucks. Pump operates at low speed for less wear, longer belt life. Integral filter in reservoir keeps system clean. Engineered for 20,000-lb. axles, but offered on 6000-lb. to 20,000-lb. front axles, 800 Series and up.

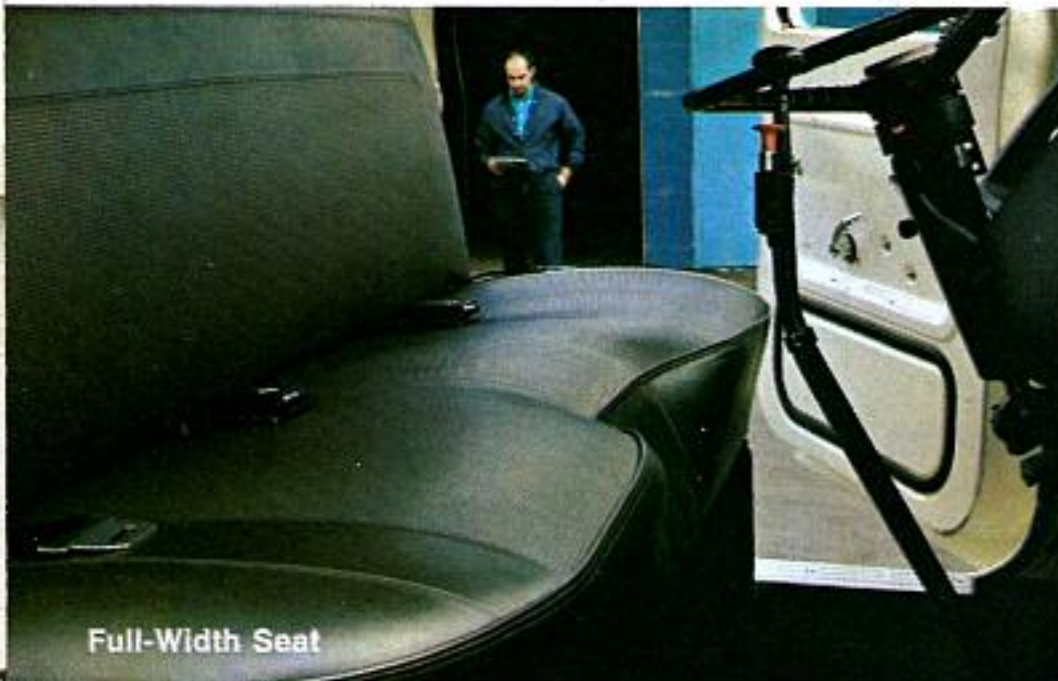
Ford **LOUISVILLE LINE** better ideas for driving comfort and convenience.



Adjustable steering wheel. Ford's steering column adjustment moves the wheel 4½ inches fore or aft, always maintaining the optimum wheel angle of 20° from the horizontal. Taken together, the adjustable steering wheel plus vertical and horizontal seat adjustments give a comfortable driving position for any combination of driver height, girth, arm length and leg length. Wheel adjustment is easily made by pulling a knob on the right of steering column and moving the column fore or aft to any of nine locking positions. Standard on LN- and LNT-9000; optional on other 800 thru 9000's.



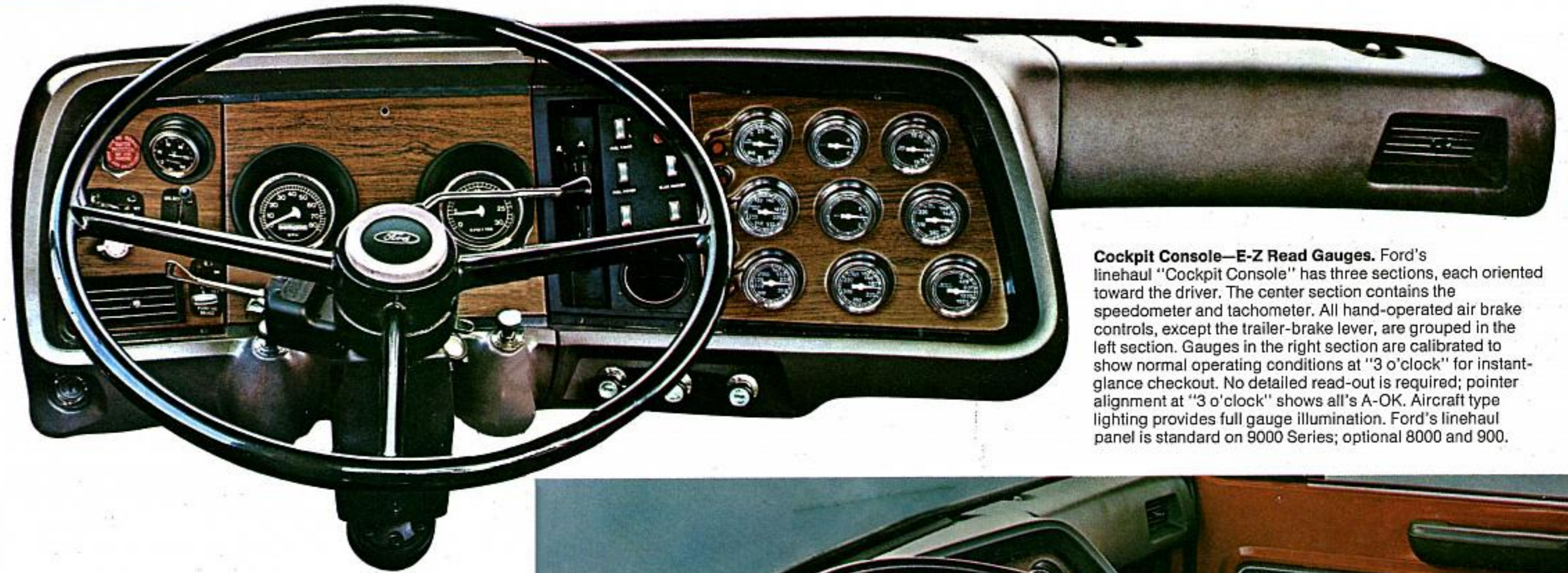
Greatest visibility for the driver. Visibility in Ford's new Louisville Line is the best in the business. The one-piece, 1487-sq. in. windshield is 15% bigger than the nearest competitor's. In fact, the area cleaned by the windshield wipers exceeds the total windshield area of Ford's two nearest competitors. Moreover, visibility of the road close in front of the vehicle is significantly better than in any comparable trucks.



Full-Width Seat

The Ford LOUISVILLE LINE cab is the big one with the better ideas for improving driver comfort, morale and efficiency. In every significant dimension—floor-to-roof height, legroom and shoulder room—Ford provides more comfort space for the driver than any other comparable cab.

The cab is designed to minimize noise and vibration, and then heavily insulated to provide the comfortable environment that lessens driver fatigue. Individual seats, upholstered in long-



Cockpit Console—E-Z Read Gauges. Ford's linehaul "Cockpit Console" has three sections, each oriented toward the driver. The center section contains the speedometer and tachometer. All hand-operated air brake controls, except the trailer-brake lever, are grouped in the left section. Gauges in the right section are calibrated to show normal operating conditions at "3 o'clock" for instant-glance checkout. No detailed read-out is required; pointer alignment at "3 o'clock" shows all's A-O-K. Aircraft type lighting provides full gauge illumination. Ford's linehaul panel is standard on 9000 Series; optional 8000 and 900.



Optional Bostrom Westcoaster Seat

wearing "breathable" knitted vinyl, are standard in the 9000's. Other Diesels and the 900 Series have a full-width seat covered with heavy-duty solid vinyl.

Standard Cab features hardboard headlining • padded instrument panel • energy-absorbing sun visors • heavy-duty rubber floor mat • all-weather ventilation • fresh-air heater/defroster • cab back trim panel (with Diesels and individual seats) • cab back trim panel insulation (Diesels)



Custom Cab with Linehaul Panel

- dome light • coat hook • 6" x 18" Western rearview mirrors
- five cab clearance/identification lights • emergency lamp flasher
- windshield washers and wipers • front fender-mounted combination turn signal and side marker lights • side reflector on front fenders • taillights with integral stop, turn and backup lights • electric horn • adjustable steering wheel (LN- and LNT-9000) • reversible ignition and door key • push-button exterior door handles • exterior bright cab assist handle on the left side.

Custom Cab provides, in addition to or in place of standard items, padded vinyl door trim panels • cigarette lighter • arm rests • varitone floor mat • woodtone applique on linehaul instrument panel • cab back trim panel and insulation (gas models) • left door courtesy light switch • solid basket weave vinyl trim on full-width seats • "breathable" knitted vinyl on individual seats • bright anodized aluminum grille • bright windshield molding • bright cab assist handle on right side • pedestal-mounted cab lights • *Custom Cab* script.

Better ideas for stay-on-the-job stamina in Ford **LOUISVILLE LINE** trucks.

Here is a graphic blueprint of the better ideas that increase roadtime by giving Ford LOUISVILLE LINE trucks the strength and dependability that help keep trucks on the job. While these better ideas concentrate on durability, they also cover a wide spectrum of other factors that contribute to lower operating costs. And behind every LOUISVILLE LINE truck stands another better idea—the better idea of a completely new assembly plant that was built for the exclusive manufacture of medium, heavy and extra-heavy-duty trucks. The world's largest, most modern truck manufacturing facility, this new plant gives you the benefits of new production and quality control procedures that provide new standards of truck reliability.

Four strategically located electrical junction blocks on forward underside of hood, firewall, rear cab panel, and at the rear of frame are easily accessible for adding or testing circuits.

Underhood, dry-type air cleaner. Two-stage design traps up to 99.9% of the dirt for near perfect cleaning efficiency, longer engine life, and reduced maintenance. Standard with Diesels and on 900 Series.

Premium-steel frames are up to 14" deep. Single-channel design offers strength equal to or greater than multiple-channel frames, reduces weight up to 316 lb. Steel is up to 110,000 psi. Bolted frames available.

Two large air tanks replace the usual three or four. Vehicle weight and service complexity are reduced. Automatic moisture ejectors eliminate hand draining.

Space to spare to service the biggest engines in both long and short conventionals. With the hood tilted, mechanics can walk right up to the frame for "feet-on-the-ground" engine compartment service.

Check-at-a-glance sight gauge. New "go, no-go" sight gauge allows checking coolant level without removing the cap on cross-flow radiators.

Breathable, heavy-duty knitted vinyl upholstery (standard on 9000 Series and all individual seats) is attractive, comfortable and long wearing. Resilient foam seat cushion and back, plus chair-height seats add to driving comfort.

Easy-to-reach circuit breaker or fuse panel. On linehaul panels, the circuit breaker (standard on 9000 Series, optional 8000 and 900) or fuse panel is on the right side of the instrument panel behind a hinged, padded door.

Four-point cab mounting system on all heavier series protects cab from shocks and frame twists. Rear mounts are positioned at 45° angles with rubber in shear.

Neoprene® adds extra protection to Hypalon® electrical insulation. Cab and engine wiring harnesses are wrapped with Neoprene tape that is fused together forming a tough moisture and abrasion-resistant covering.

Heavy-duty precision instruments. Direct reading, mechanical-type oil pressure and water temperature gauges are standard with linehaul instrument panel for long life and accurate readings.

Adjustable steering column maintains constant, 20° optimum wheel angle and adjusts 4½ inches fore and aft. Standard LN- and LNT-9000, optional 800, 8000 and up.

Two-piece speedometer and tachometer cables on most models have a quick-disconnect coupling at firewall to simplify service.

Dual brakes. All models—air or hydraulic—have essentially two brake systems. Air brakes have been designed to provide faster air transmission times for quicker response and shorter stopping distances.

Color-coded, nylon air lines for fast-tracing, superior abrasion resistance.

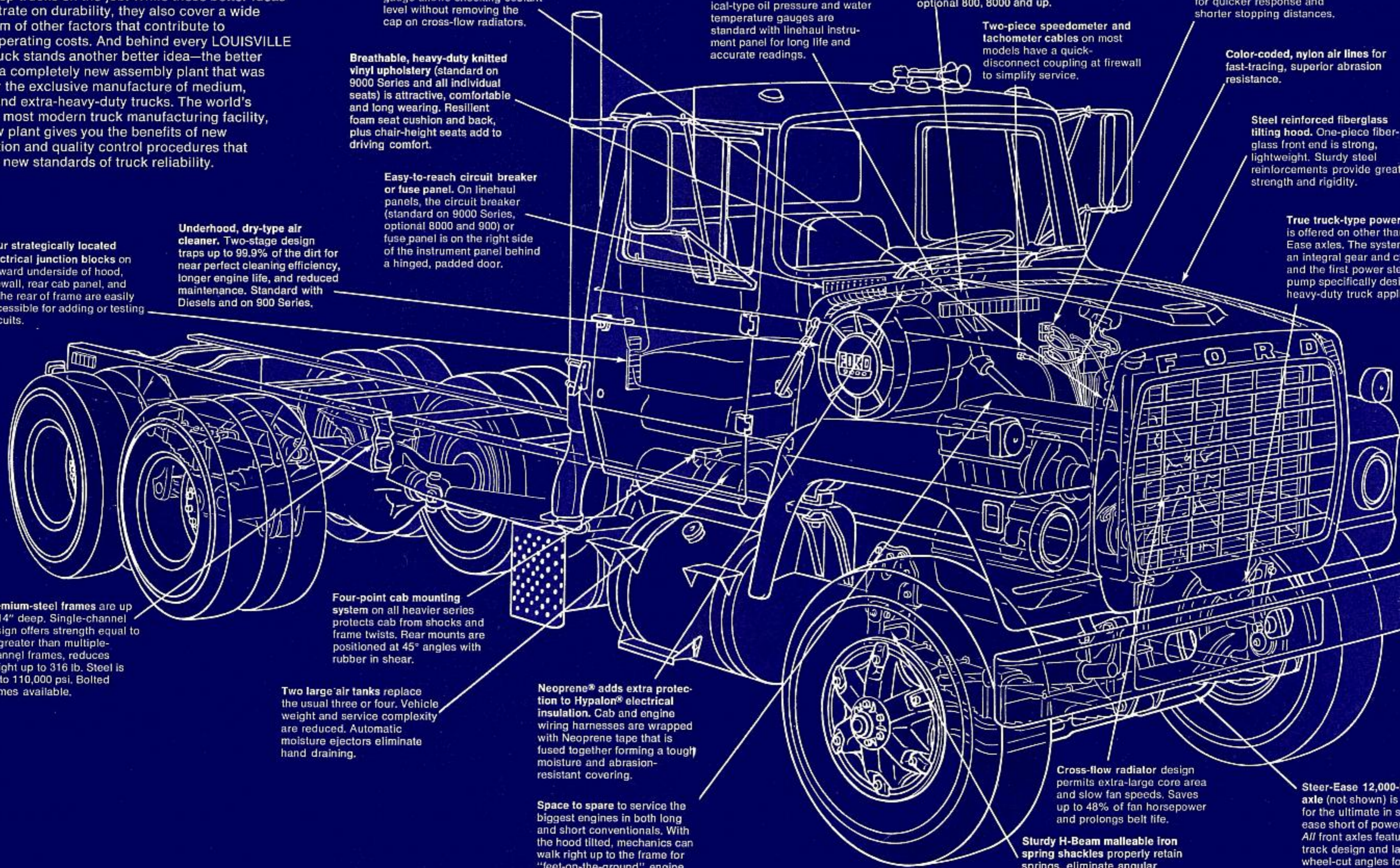
Steel reinforced fiberglass tilting hood. One-piece fiberglass front end is strong, lightweight. Sturdy steel reinforcements provide greater strength and rigidity.

True truck-type power steering is offered on other than Steer-Ease axles. The system has an integral gear and cylinder, and the first power steering pump specifically designed for heavy-duty truck applications.

Cross-flow radiator design permits extra-large core area and slow fan speeds. Saves up to 48% of fan horsepower and prolongs belt life.

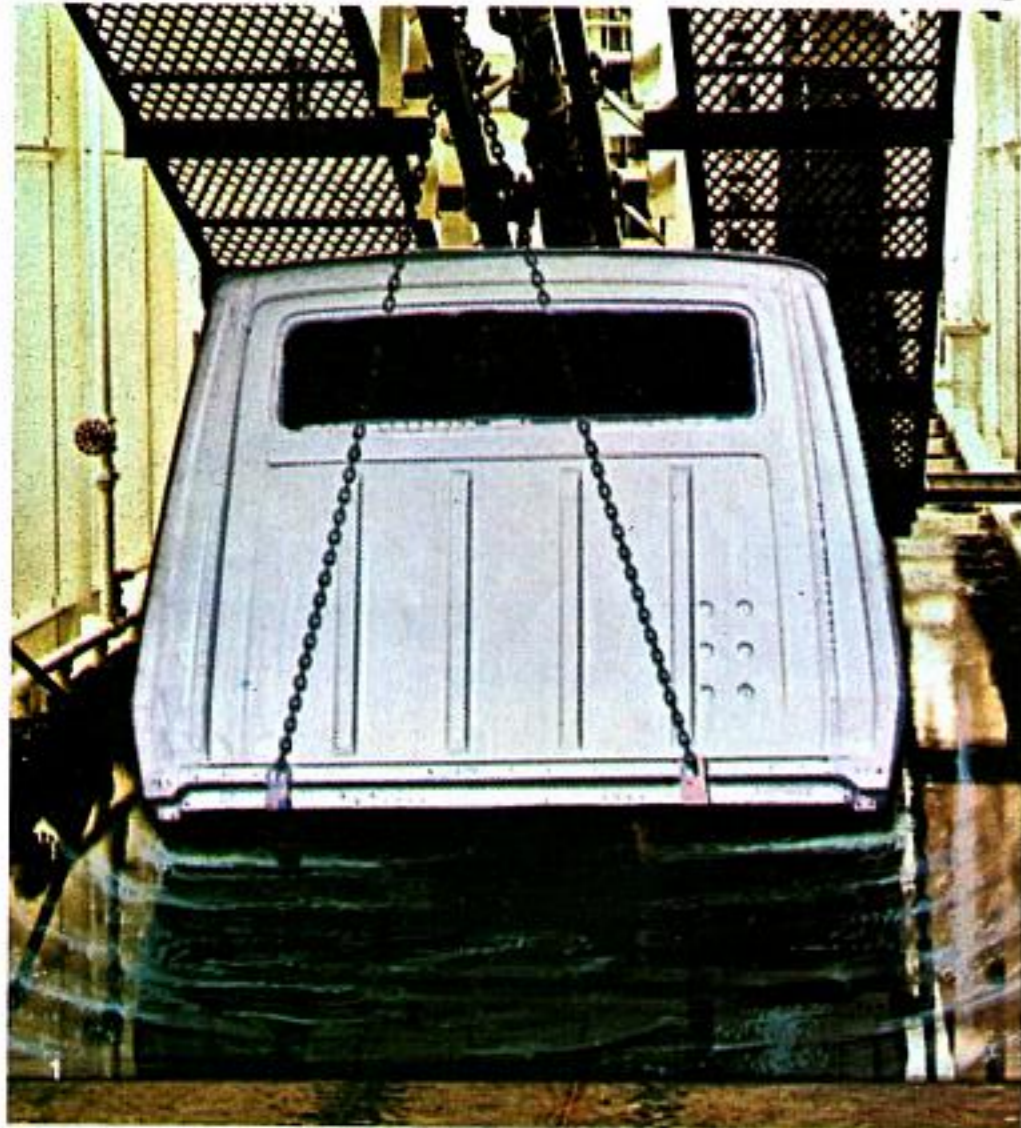
Sturdy H-Beam malleable iron spring shackles properly retain springs, eliminate angular shackle cocking, and prevent overtightening or "frozen" shackles.

Steer-Ease 12,000-lb. front axle (not shown) is available for the ultimate in steering ease short of power steering. All front axles feature wide-track design and large wheel-cut angles for tight-turning maneuverability.



Better ideas for long-life cabs . . .

and frames and engines



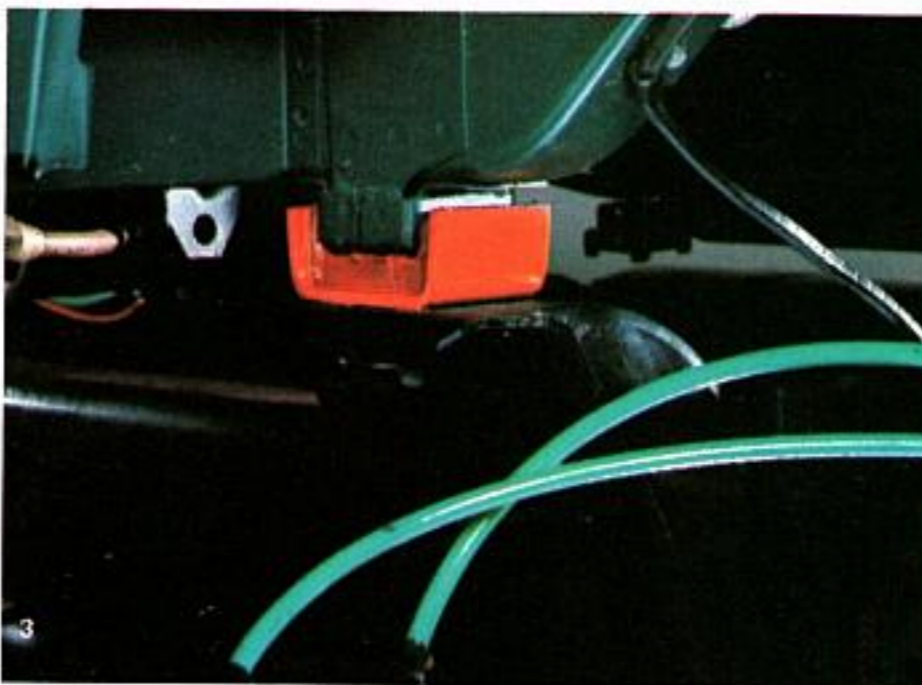
1. Deep-dip Electrocoat prime paint process covers every inch of sheetmetal with a corrosion barrier of primer. High-voltage electric charge pulls prime paint right into normally inaccessible areas and provides superior bonding of the paint to welded areas and corners. In addition, cab underbody components that are most subject to corrosion are zinc-coated for extra protection.

2. Steel-reinforced fiberglass tilting hood. One-piece fiberglass front end is strong, lightweight and highly resistant to corrosion or dents. Sturdy steel reinforcements, encased in the fiberglass, provide unusually great strength and rigidity for long life and freedom from hood or headlight flutter. Fiberglass resists chips and peeling, keeps its attractive appearance with less upkeep.

Urethane pyramid pad and two bumpers locate hood, maintain alignment, and absorb vibration. Strong steel hat sections on cowl corners have high-density urethane bumpers to cushion and support hood. Pyramid-shaped pad at center matches steel rub plate in the hood for steadfast alignment. Hood hinges of spring steel absorb road shocks, allow proper hood flexing for longer front end life.

3. Four-point cab mounting system on all larger Series protects cab and driver from shocks and stresses. Cab mounts are located at points of greatest cab strength. Rear mounts are positioned at 45° angles with their rubber biscuits in shear to insulate cab from vibrations and shocks.

4. Strong all-welded steel cab with integral reinforcements for optimum durability. Doors utilize one-piece inner and outer panels welded together for solid structural strength. The door frame assembly has reinforcements at all four corners. Upper and lower wedge-shaped stabilizers hold doors securely. Removable door panel provides quick access to door lock and window mechanism.



Weight-saving, hi-tensile premium steel frames!

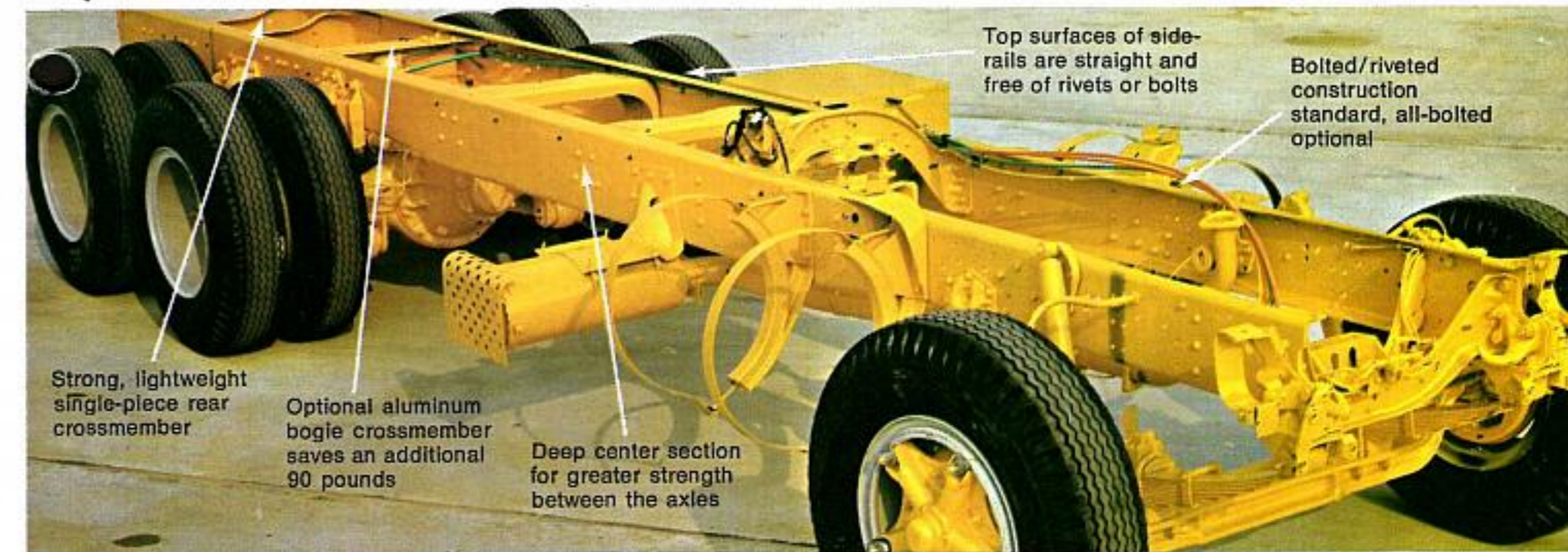
Ford LOUISVILLE LINE frames are of advanced deep single-channel design for optimum strength, minimum weight. All frames are custom-tailored to wheelbases and job requirements with siderails up to 14 inches deep. Premium steel—up to 110,000 psi extra hi-tensile—is used in 800 Series frames and up.

The Ford LOUISVILLE LINE provides a wide choice of job-matching frames. You can choose the right frame for any heavy-duty application without the need for any added reinforcements. Ford LOUISVILLE LINE frames provide equal or greater strength than multiple-channel frames, and with very significant weight reductions. The tandem frame (shown below) is over 300 pounds

lighter for more payload potential. An optional aluminum bogie crossmember saves an additional 90 pounds.

Ford 800 Series and larger frames are offered in three basic siderail configurations: constant depth, kickup at the rear, and deep center section. Optimum strength and rigidity is obtained in all configurations by the proper combination of siderail depth, thickness, and tensile strength. Sturdy rear crossmembers are also of simpler and lighter design with equal or greater strength than multiple piece members. Standard frames are of combined bolted-and-riveted construction. All-bolted frames are available.

Deep center-section frame



Strong, lightweight single-piece rear crossmember

Optional aluminum bogie crossmember saves an additional 90 pounds

Deep center section for greater strength between the axles

Top surfaces of siderails are straight and free of rivets or bolts

Bolted/riveted construction standard, all-bolted optional

Diesels up to 335 hp/10 gasoline engines to 266 hp

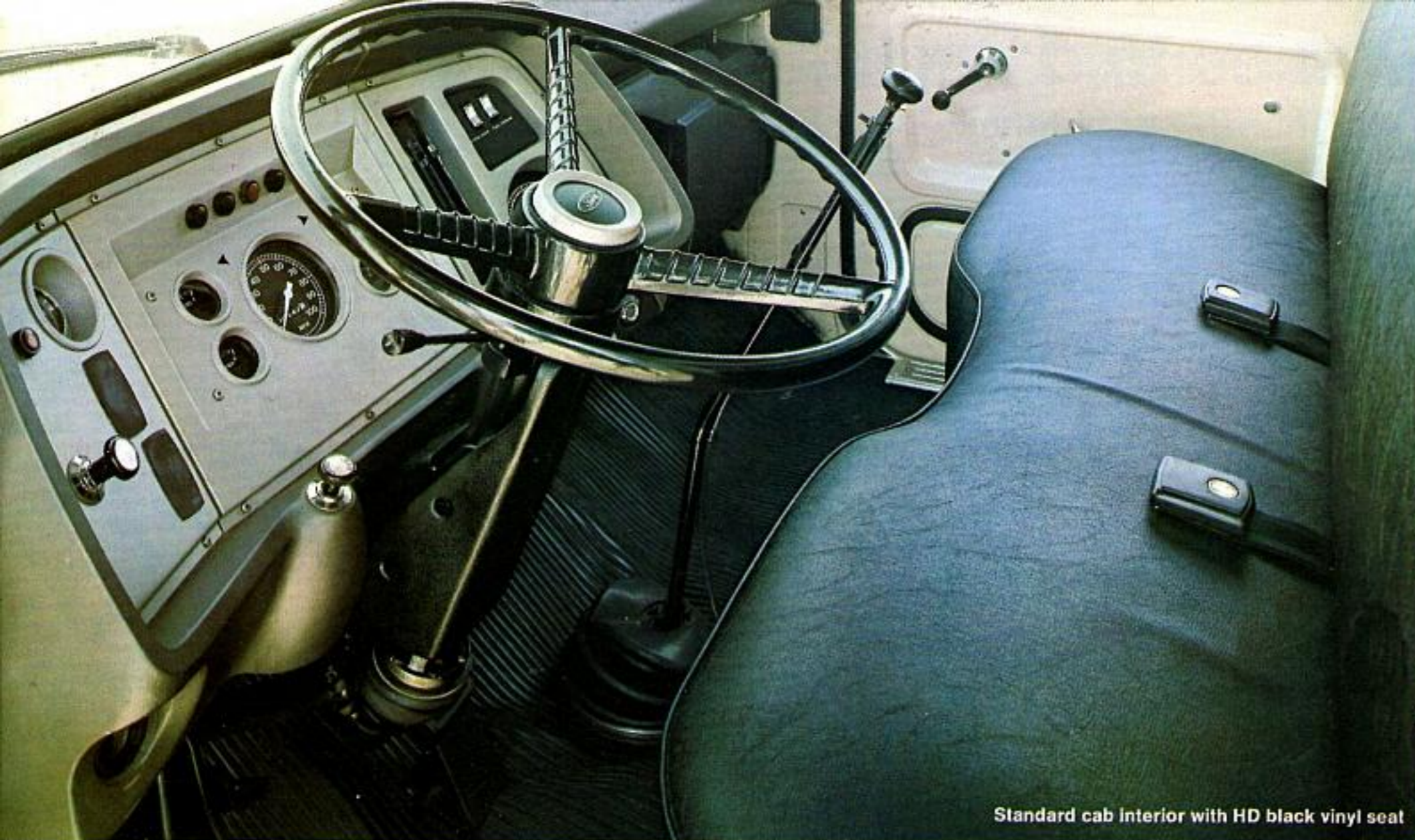
FORD GASOLINE ENGINES						
ENGINE SPECIFICATIONS	BORE x STROKE (in.)	COMPRESSION RATIO (to 1)	MAX. HP @ rpm		MAX. TORQUE (lbs-ft @ rpm)	
			GROSS	NET	GROSS	NET
240 SIX	4.0 x 3.18	9.2	150 @ 4000	114 @ 3800	234 @ 2200	200 @ 2200
300 SIX	4.0 x 3.98	8.8	165 @ 3600	135 @ 3400	294 @ 2000	259 @ 1800
300 HD SIX	4.0 x 3.98	8.8	165 @ 3600	135 @ 3400	294 @ 2000	259 @ 1800
330 V-8	3.87 x 3.50	7.4	190 @ 4000	164 @ 3800	306 @ 2000	285 @ 2000
330 HD V-8	3.87 x 3.50	7.4	190 @ 4000	164 @ 3800	306 @ 2000	285 @ 2000
361 HD V-8	4.05 x 3.50	7.2	210 @ 4000	182 @ 3800	345 @ 2000	322 @ 2000
391 HD V-8	4.05 x 3.79	7.2	235 @ 4000	199 @ 3800	372 @ 2000	342 @ 2000
401 SD V-8	4.125 x 3.75	7.5	225 @ 3600	192 @ 3400	343 @ 2400	325 @ 2200
477 SD V-8	4.50 x 3.75	7.5	253 @ 3400	213 @ 3200	415 @ 2300	384 @ 1800
534 SD V-8	4.50 x 4.20	7.5	266 @ 3200	239 @ 3000	481 @ 1800	460 @ 2000

FORD V-SERIES DIESELS BY CATERPILLAR						
ENGINE	BORE x STROKE	COMPRESSION RATIO	GROSS HP	NET HP	GROSS TORQUE	NET TORQUE
V150 V-8	4.5 x 4.1	17.5	150 @ 3200	136 @ 3200	309 @ 1700	294 @ 1700
V175 V-8	4.5 x 4.1	17.5	175 @ 3200	161 @ 3200	353 @ 1700	337 @ 1700
V200 V-8	4.5 x 4.5	17.0	200 @ 3000	187 @ 3000	446 @ 1400	429 @ 1400
V225 V-8	4.5 x 5.0	16.5	225 @ 2800	213 @ 2800	522 @ 1300	506 @ 1300

CUMMINS DIESELS						
ENGINE SPECIFICATIONS	BORE x STROKE (in.)	COMPRESSION RATIO (to 1)	MAX. HP @ rpm		MAX. TORQUE (lbs-ft @ rpm)	
			GROSS	NET	GROSS	NET
NH-230	5.5 x 6.0	15.5	230 @ 2100	213 @ 2100	636 @ 1500	604 @ 1500
NHC-250	5.5 x 6.0	15.5	225 @ 2100	213 @ 2100	620 @ 1400	596 @ 1400
NHC-250	5.5 x 6.0	15.5	250 @ 2100	234 @ 2100	685 @ 1500	655 @ 1500
NHCT-CT	5.5 x 6.0	15.5	248 @ 1750	236 @ 1750	900 @ 1200	881 @ 1200
NTC-335	5.5 x 6.0	14.1	260 @ 2100	247 @ 2100	756 @ 1500	724 @ 1500
NTC-335	5.5 x 6.0	14.1	280 @ 2100	267 @ 2100	810 @ 1500	776 @ 1500
NTC-335	5.5 x 6.0	14.1	300 @ 2100	287 @ 2100	856 @ 1500	830 @ 1500
NTC-335	5.5 x 6.0	14.1	320 @ 2100	307 @ 2100	895 @ 1500	871 @ 1500
NTC-335	5.5 x 6.0	14.1	335 @ 2100	322 @ 2100	930 @ 1600	895 @ 1600

DETROIT DIESELS						
ENGINE	BORE x STROKE	COMPRESSION RATIO	GROSS HP	NET HP	GROSS TORQUE	NET TORQUE
6V-53N	3.875 x 4.5	21.0	195 @ 2500	181 @ 2500	446 @ 1500	433 @ 1500
6-71NE	4.25 x 5.0	18.7	195 @ 1950	184 @ 1950	570 @ 1200	548 @ 1200
6-71N	4.25 x 5.0	18.7	218 @ 2100	207 @ 2100	604 @ 1200	578 @ 1200
6-71N	4.25 x 5.0	18.7	238 @ 2100	225 @ 2100	650 @ 1400	622 @ 1400
8V-71NE	4.25 x 5.0	18.7	260 @ 1950	249 @ 1950	761 @ 1200	731 @ 1200
8V-71N	4.25 x 5.0	18.7	290 @ 2100	275 @ 2100	805 @ 1200	780 @ 1200
8V-71N	4.25 x 5.0	18.7	318 @ 2100	298 @ 2100	864 @ 1400	834 @ 1400

Ford also makes engines for industrial applications. For details write to: **Industrial Engine & Turbine Operations, Engine and Foundry Division, Ford Motor Company, Village Plaza, 23400 Michigan Avenue, Dearborn, Michigan 48124**



Standard cab interior with HD black vinyl seat



Ford LN-600 truck with stake body

Medium/heavy-duty short conventionals in Ford's **LOUISVILLE LINE**



Exclusive tilting front end

A premium tilting fiberglass front end is standard on all Ford medium/heavy short conventionals. This Ford exclusive provides the same time-saving maintenance ease that is so outstanding on the biggest Ford LOUISVILLE LINE models. The hood tilts a full 60° for fast, convenient "feet-on-the-ground" engine compartment service. No other medium/heavy "city truck" provides this big-truck extra value.

The Ford LN-Series also has the best maneuverability of any short conventional. Wide-track front axles with large wheel-cut angles and short wheelbase-to-body-length ratios give superior handling ease. These tight turners can speed pickup and delivery in congested dock areas and on city streets. And Ford straight truck chassis are available with long wheelbases capable of handling up to 23-foot bodies with excellent payload and body weight distribution.

Equally important for city work, Ford LN's provide the greatest all-around visibility for the driver of any comparable truck. Both the total forward vision angle and the downward vision angle of the LN-Series short conventionals are superior to all the others. Ford's big advantage for viewing the road close in front is of particular significance.

Ford's medium/heavy LOUISVILLE LINE cab sets new standards of spaciousness, comfort and driving ease for vehicles of this class. In every significant dimension—floor-to-roof height, legroom, and shoulder room—Ford provides more comfort space than any other comparable cab. Big full-width seats, upholstered in solid vinyl are standard in gas models, heavy-duty solid vinyl full-width seat in Diesels.



Ford LN-Series medium/heavy short conventional (95.3" BBC) GVW's range from 15,000 to 25,500 pounds, GCW's to 50,000 pounds. Power choice includes three mid-range Diesels from 150 to 200 hp, and gasoline engines from 150 to 235 hp. Exclusive standard tilting fiberglass front end simplifies and speeds servicing... helps provide more roadtime, less downtime in demanding pickup and delivery or shuttle tractor application.

Ford LN-500 through LN-7000 Specifications

Single-Axle	Gasoline Powered				Diesel Powered	
	LN-500	LN-600	LN-700	LN-750	LN-6000	LN-7000
SERIES	LN-500	LN-600	LN-700	LN-750	LN-6000	LN-7000
GVW RATING (lb.)	Max. 20,000	24,000	25,500	25,500	24,000	25,500
GCW RATING (lb.)	Max. 25,000	32,000	42,000	50,000	42,000	50,000
AXLE, FRONT—Cap'y (lb.)	Std. 5,000	5,000	5,000	5,500	5,000	5,000
	Opt. —	5,500	5,500	6,000, 7,000	5,500, 6,000	5,500, 6,000
		6,000, 7,000	6,000, 7,000	9,000	7,000	7,000, 9,000
AXLE, REAR—Cap'y (lb.)	Std. 11,000	15,000	17,500	17,500	15,000	17,500
	Opt. 13,000, 15,000	17,500	18,500	18,500	17,500	18,500
BRAKES, SERVICE SPLIT-SYSTEM†	Std. Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.
	Opt. —	HD Vac.-Hyd. Full Air*	HD Vac.-Hyd. Full Air*	HD Vac.-Hyd. Full Air*	HD Vac.-Hyd. Full Air*	HD Vac.-Hyd. Full Air*
		HD Full Air, Rear	HD Full Air, Rear	HD Full Air	HD Full Air, Rear	HD Full Air*
BRAKES, PARKING	Std.	Internal Shoe with Vac.-Hyd. Brakes Spring-Set w/Air Brakes				
ENGINES	Std. 240 Six	300 HD Six	330 HD V-8	361 HD V-8	V150 V-8	V175 V-8
	Opt. 300 Six	330 & 330 HD V-8	361 HD V-8	391 HD V-8	V175 V-8	V200 V-8
	330 V-8	361 HD V-8				
CLUTCH (Dia. in.)	Std. 11	12	13	13	13	13
TRANSMISSIONS	Std. 4-Spd.	4-Spd.	4-Spd.	5-Spd.	4-Spd.	5-Spd.
	Opt. 5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd., 10-Spd.	5-Spd., 10-Spd.
SPRINGS, FRONT—Cap'y (lb.)	Std. 2,600	3,000	3,000	3,000	3,000	3,000
SPRINGS, REAR—Cap'y (lb.)	Std. 4,500	6,700	8,100	8,100	6,700	8,100
	Opt. 6,700	8,100, 9,300	9,300, 10,400	9,300, 10,400	8,100	9,300
		10,400			9,300, 10,400	10,400
Optional auxiliaries	2,250	2,250	2,250	2,250	2,250	2,250
POWER STEERING	Optional	Optional	Optional	Optional	Optional	Optional
WHEELS	Std. 6-Hole Disc	6-Hole Disc	Cast Spoke	Cast Spoke	6-Hole Disc	Cast Spoke
	Opt. —	Cast Spoke	6- or 10-Hole Disc	6- or 10-Hole Disc	Cast Spoke	6- or 10-Hole Disc
TIRES (Tube-type nylon)	Std. 7.00 x 20 8PR	7.50 x 20 8PR	8.25 x 20 10PR	9.00 x 20 10PR	7.50 x 20 8PR	8.25 x 20 10PR
	Maximum Opt. 8.25 x 20 12PR	9.00 x 20 12PR	10.00 x 20 12PR	10.00 x 20 12PR	9.00 x 20 12PR	10.00 x 20 12PR

Note: Use adequate tires for loads and type of service.

*Full air brakes: wedge type or cam type.

†Single vac.-hyd. system optional.



Heavy/extra heavy conventionals in Ford's **LOUISVILLE LINE**

Ford 800- through 9000-Series Specifications



Long conventionals (105.3" BBC)—up to 335 Diesel horsepower big, Ford L-Series (single axle) and LT-Series (tandem axle) long conventionals are offered in a wide choice of job-matching models. GVW's range from 23,500 to 60,000 pounds, GCW's to 80,000 pounds. Vast selection of power train combinations with up to 266-hp gasoline engines and up to 335-hp Diesels.

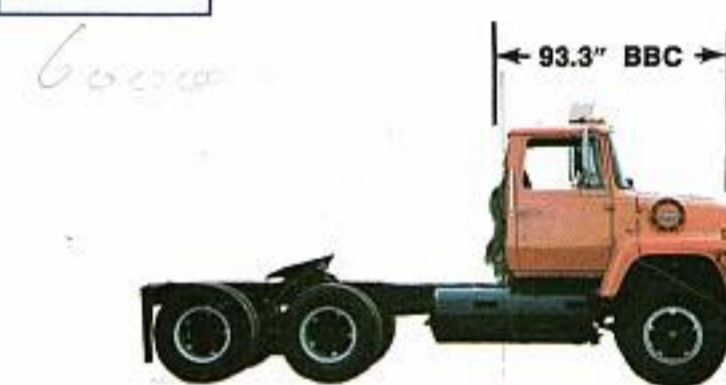
All L- and LT-Series long conventionals provide a complete choice of custom tailoring for heavy and extra-heavy-duty truck and tractor applications. Ford long conventionals are ideally suited for tractor service in bridge formula states. Their short 27 1/2-inch bumper-to-axle dimension allows optimum payloads.

New 1971 model LTS-Series tandems with set-back front axles (46-inch bumper-to-axle) will be offered in mid-1970 for specialized construction and highway tractor applications.

	SINGLE-AXLE SERIES				TANDEM-AXLE SERIES			
	GASOLINE POWERED		DIESEL POWERED		GASOLINE POWERED		DIESEL POWERED	
	L- & LN-800	L- & LN-900	L- & LN-8000	L- & LN-9000	LT- & LNT-800	LT- & LNT-900	LT- & LNT-8000	LT- & LNT-9000
SERIES								
GVW RATING (lb.)	Max. 34,000	35,000	35,000	35,000	50,000	54,000, 60,000 (LT)	54,000, 60,000 (LT)	54,000, 60,000 (LT)
GCW RATING (lb.)	Max. 50,000	80,000	50,000	80,000	50,000	80,000	50,000	80,000
AXLE, FRONT—Cap'y (lb.)	Std. 6,000	7,000	7,000	9,000	7,000	9,000	9,000	9,000
	Opt. 7,000, 9,000, 12,000†	9,000, 12,000‡	9,000, 12,000‡	12,000‡	9,000, 12,000‡, 16,000	12,000‡, 16,000	12,000‡, 16,000	12,000‡, 16,000
AXLE, REAR—Cap'y (lb.)	Std. 17,500	18,500			32,000	32,000	32,000	34,000
	Opt. 18,500, 22,000	22,000, 23,000	23,000		34,000	38,000, 44,000 (LT)	34,000, 38,000, 44,000 (LT)	38,000, 44,000 (LT)
BRAKES, SERVICE SPLIT-SYSTEM*	Std. Vac.-Hyd.	Vac.-Hyd. (L) Full Air (LN)	Full Air*	Full Air*	Vac.-Hyd.	Vac.-Hyd. Full Air (LNT)	Full Air*	Full Air*
	Opt. HD Vac.-Hyd. Full Air* HD Full Air	Full Air* HD Full Air	HD Full Air	HD Full Air	HD Vac.-Hyd. Rear Full Air* HD Full Air	HD Vac.-Hyd. Rear (LT) Full Air* HD Full Air	HD Full Air	HD Full Air
BRAKES, PARKING	Std.	Internal Shoe with Vac.-Hyd. Brakes Spring-Set Type with Full Air Brakes			Internal Shoe with Vac.-Hyd. Brakes Spring-Set Type with Full Air Brakes			
ENGINE	Std. 361 HD V-8	401 SD V-8	V175 V-8	NH-230	330 HD V-8	401 SD V-8	V175 V-8	NH-230
	Opt. 391 HD V-8	477 SD V-8, 534 SD V-8	V200 V-8, V225 V-8, 6V-53N	NHC-250 Series, NTC-335 Series, 6-71N Series, 8V-71N Series (L), NHCT-CT (LN)	361 HD V-8, 391 HD V-8	477 SD V-8, 534 SD V-8	V200 V-8, 6V-53N	NHC-250 Series, NTC-335 Series, 6-71N Series (L), 8V-71N Series (LT), NHCT-CT (LNT)
CLUTCH (Dia. in.)	Std. 13—1 plate	13—2 plate	13—1 plate	14—2 plate	13—1 plate	13—2 plate	13—1 plate	14—2 plate
TRANSMISSIONS (Direct)	Std. 5-Speed	5-Speed	5-Speed	5-Speed	5-Speed	5-Speed	5-Speed	5-Speed
	Opt. 5-Speed Transmatic	5-Speed Transmatic (L) 10-Speed 4-Spd. (L)	5-Speed Transmatic 10-Speed	5-Spd., 6-Spd. (LN) 10-Spd., 13-Spd., 16-Spd., 3-Spd. (L)	5-Speed Transmatic	5-Speed Transmatic 10-Speed	5-Speed Transmatic 10-Speed	5-Spd., 6-Spd. (LN) 10-Spd., 13-Spd., 16-Spd., 3- & 4-Speed (LT)
SPRINGS, FRONT Cap'y (lb.)	Std. 3,000	4,000	4,000	4,000	4,000	4,000	4,000	4,000
	Opt. 4,000†, 5,000†, 5,400, 6,000	4,000†, 5,000†, 5,400, 6,000	4,000†, 5,000†, 5,400, 6,000	4,000†, 5,000†, 5,400, 6,000	4,000†, 5,000†, 5,400, 6,000, 7,200	4,000†, 5,000†, 5,400, 6,000, 7,200	4,000†, 5,000, 5,400, 6,000, 7,200	4,000†, 5,000†, 5,400, 6,000, 7,200
SPRINGS, REAR Cap'y (lb.)	Std. 8,100	8,100	8,100	9,300	15,500	15,500	15,500	14,000, 15,500 (LT)
	Opt. 9,300, 10,400, 13,000, 2,250	9,300, 10,400, 13,000, 2,250	9,300, 10,400, 13,000, 2,250	10,400, 13,000, 2,250				
Auxiliary Springs	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
POWER STEERING	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
WHEELS	Std. Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	Opt. 6- or 10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc
TIRES (tube-type)	Std. 9.00 x 20 10PR	9.00 x 20 10PR	9.00 x 20 10PR	10.00 x 20 12PR	9.00 x 20 10PR	9.00 x 20 10PR	9.00 x 20 10PR	10.00 x 20 12PR
Maximum**	Opt. 12.00 x 20 14PR	12.00 x 20 14PR	12.00 x 20 14PR	12.00 x 20 14PR	12.00 x 20 14PR	12.00 x 20 14PR	12.00 x 20 14PR	12.00 x 20 14PR

NOTE: Use adequate tires for loads and type of service. †Conventional or Steer-Ease steering. **Flotation and wire cord tires available. Consult your Ford Dealer.

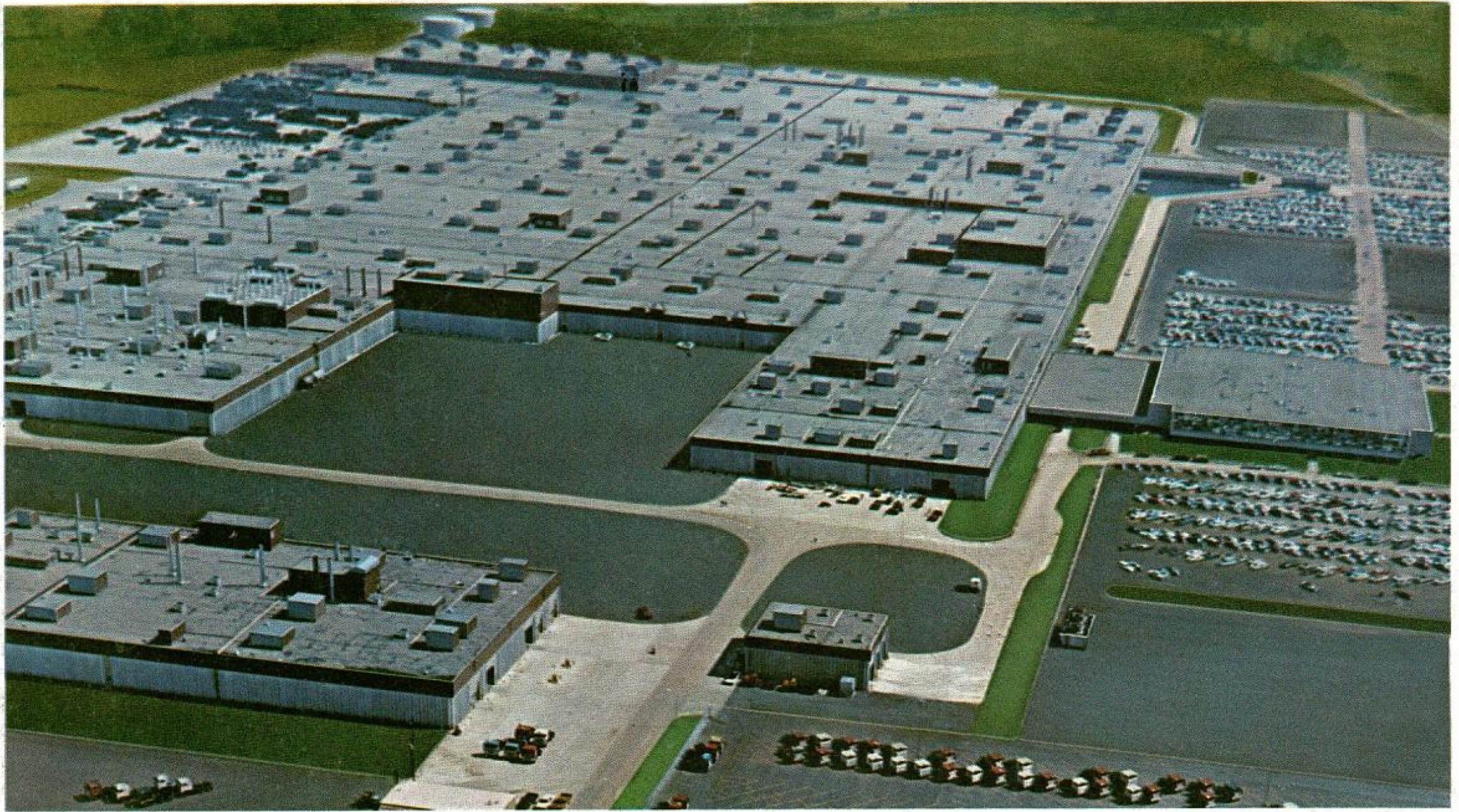
‡Soft deflection rate type. *Single vac.-hyd. system optional on single-axle models. †Air brakes available—wedge or cam type.



Short conventionals (93.3" BBC)—up to 335-hp Diesel big, Ford heavy and extra-heavy-duty LN-Series (single axle) and LNT-Series (tandem axle) short conventional GVW's range from 23,500 to 54,000 pounds, GCW's to 80,000 pounds. The LN- and LNT-Series short 93.3" BBC permits 45-ft. trailers in 55-ft. states.

Tilting fiberglass front ends, superior visibility, the most spacious cab in every important dimension, Electrocoat prime paint process, cross-flow radiator, underhood dry-type air cleaner, tailored single channel frames, exceptional maneuverability, and more reliable electrical systems are a few of the numerous better ideas that, combined with Ford's vast choice of models and custom-tailoring options, provide new reliability, maintenance ease, driver comfort and job matching ability.

Ford LOUISVILLE LINE Trucks are the big ones with the better ideas for more roadtime, less downtime.

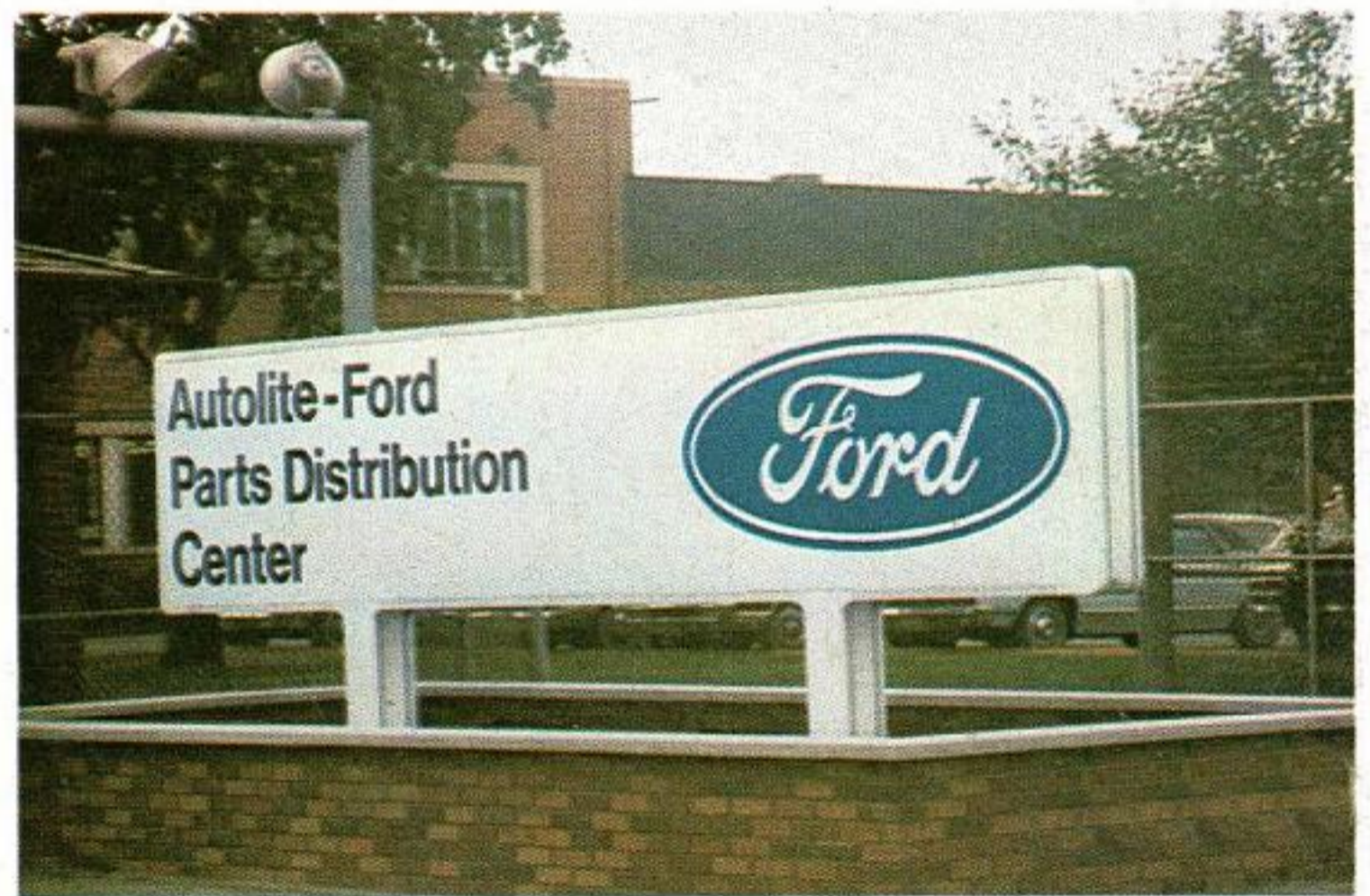


Ford's better ideas build 'em and back 'em!

All Ford LOUISVILLE LINE Trucks are built in Ford's new Kentucky truck plant—the largest, most modern truck assembly plant in the world. This huge assembly complex features the latest in truck production innovations and quality control procedures. More than a vast, multiline assembly facility (the main structure alone covers 57 acres), the Kentucky truck plant also includes complete warehousing, testing and pre-conditioning facilities. The result: big Ford Trucks can be built with customized care and in volume—you receive both finer quality and more prompt delivery. New rigid production standards include an extensive test-drive road course right on the 430-acre plant site. This exclusive truck assembly plant facility and all the other better ideas for producing and preparing trucks for delivery are matched by Ford's parts and service backup. Already 74 exclusive truck centers have been established, part of a nationwide network of 255 heavy-duty truck dealers and over 5,600 regular truck dealers. Dealers are in turn backed with fast parts service, including air freight when needed, from Ford's 23 strategically located parts depots. Ford wants to deserve your truck business . . . your repeat business.

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LOUISVILLE LINE
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