

FORD CL-9000



PRIME MOVER FOR THE LONG HAUL...BUILT



A word about this catalog: Some of the equipment shown or described throughout the catalog is available at extra cost.

FORD TOUGH!





Ford's commitment to quality

Nowhere is Ford's commitment to quality more evident than in the advanced Ford CL Series cab overs. These aerodynamic Fords not only look great, they're doing a great job for their owners. They represent a great tradition of value and quality that's based on special engineering excellence and the experience and care with which trucks

The big, premium CL and CLT-9000 COEs are designed and rated to handle big payloads in style. The CL-9000 has maximum GCWRs up to 80,000 lb. CLT-9000 tandems range up to 138,000 lb. GCWR. (Maximum GVW ratings are 35,000 lb. for the CL and 51,100 lb. for the CLT.) Engine choices include diesel power up to 400 horsepower.



are built in Ford's giant Kentucky Truck Plant.

Quality is job 1

At Ford, we're proud of the design and engineering excellence that go into Ford trucks, and the modern facilities and equipment that produce them. But, most of all, we're proud of our people, and the partnership formed to deliver a quality product. We've instituted extensive Employee Involvement Programs which get assembly people, engineers and management together to work on quality improvements. These programs are helping to improve our quality. And we're going to keep on improving.

Our philosophy. You can't repair quality into a truck; it has to be built into it and made job 1. Ford won't accept anything less. Why should you?

Ford Truck Quality

Ford puts quality on the line — the CL-9000 line — with extra engineering, production and quality control teamwork to build them right for you.

Air deflector mounts

Air deflectors can further reduce air drag. Ford offers factory installed roof-mounted air deflector support brackets to accommodate Rudkin Wiley air deflectors.

Advanced aerodynamic design

The CLs sleek lines catch the eye and slice through the wind. Scientific wind tunnel tests show that the smooth contours reduce air drag and increase fuel economy. The fuel savings vary with powertrain, trailer and other factors. But they pay off mile after mile, year after year.





Tough trucks — tailored to your job

Ford engineers have studied the CL under all types of operating conditions and widely varying applications and keep refining it. The result: A tough line-hauler, proved and improved, with component choices to meet specific needs... with even more innovation for efficient trucking.

The Ford CL has been designed to insure optimum ride combined with component application suitability. The placement of cab mounts, a wide choice

of axle suspensions, including air, and Ford's full 4-point **air cab suspension option** add up to outstanding ride performance.

Check out CLs trend-setting placement of steps and assist handles. The refined climate control system designed to allow individually controlled levels of comfort for driver, rider and sleeper compartment. The spacious, driver engineered interior. The aerodynamic **all-welded aluminum cab** is sleek and tough.

Fuel-efficient options

In addition to the standard light-weight aluminum cab with aerodynamic design, Ford offers the very latest in modern fuel-efficient diesel engines. Including the new Cummins Formula 300 Big Cam IV with "Optimized Aftercooling" system.* And they can be matched with job-right transmissions — including overdrives — to a variety of rear axles for the proper powertrain combination.

In addition, features like a choice of fan clutches that operate only when needed, standard fuel-efficient radial tires with disc wheels, standard frontal air intake and lightweight options that can save up to 1,666 lb. are available for even greater fuel savings.

The CL-Series is offered with a wide variety of component choices to meet specific vocational needs. Three BBC's, three interior trim levels and engines from Caterpillar, Cummins and Detroit Diesel. Lots of chrome and polish if that's your style. And the CL-Series is built with a commitment to quality.

Straight truck** The CL-9000 is also available for highway straight truck applications including: Platforms, tankers and live stock haulers. They're offered with special tractor equipment deleted (full trailer connections optional).

Talk to owners

Check with Ford CL owners, drivers and mechanics. Get actual customer reaction. Then see your Ford Dealer and ask for the best proof — an on-the-job demonstration.

*Late availability. See your Ford dealer for details.

**PEO





Hi-Level Interior with optional Hi-back seats



Intermediate Interior



Standard Interior

The inside story of Ford comfort and convenience



Roomy Ford "CL" interiors are designed with the driver in mind. Designed with optimum spaciousness in an ergonomically-crafted command center. Ergonomics is the science involving the interaction between a driver and his or her immediate environment. Properly applied, it means drivers can see and reach everything needed to control their rigs. And there's plenty of leg, hip and shoulder room.

The wide tinted glass windshield curves around to put corner posts well to the sides. The long dual parallelogram windshield wipers clear a large, almost rectangular, area.

The instrument panel has easy-view, backlit gauges that read "3 o'clock OK" for checking at a glance. Hand controls plus CB radio hotpot and ground are located to your right.

Hi-level trim

This great-looking trim comes in two attractive colors — charcoal and caramel. Features include (in addition to or in place of Intermediate features): Deluxe seat trim. Matching driver and companion Lo-Back seats (optional Hi-Back seats shown). Right-hand ashtray, dome light and door map pocket with lamp. Three sun visors across the full interior width. Deluxe cab trim panels. Deep cut-pile carpeting on floor and engine cover. Dual black auxiliary floor mats. Brushed aluminum applique on instrument panel. Sport steering wheel.

Sleeper compartment option shown with Hi-Level Trim.



Intermediate trim

Handsome intermediate trim is available for the 64-in.* and 88-in. cab. It features (in addition to or in place of Standard features): Tan/saddle decor throughout. Polished woodtone applique on the instrument panel. Three sun visors. Textured tan vinyl headliner. Padded roof rail trim panels. Storage under sleeper. Special seat trim with breathable polyknit vinyl inserts, vinyl bolsters and tan accent bar. Cut-pile carpeting on engine cover and back-of-the-seat bulkhead. Padded textured vinyl upper-door trim panel with bright bar. Vinyl lower door trim panels include a map pocket.

*FEO

Standard trim

The standard CL-9000 includes all these interior features: National Cush-N-Aire Lo-Back seat (optional Bostrom Seat shown) with air suspension. Breathable knitted vinyl seat inserts with vinyl bolsters in charcoal trim. Observation windows in doors (in lower quarter panel of 64-in. cab). Contoured instrument panel with black applique. Console with electrical controls. Carpeted engine cover. Full-width windshield header tray. Vinyl headlining and cab back panel. Sun visors. Dome light. Dispatch box with light in driver's door. Door armrests. Full-length grab rails. Vinyl-coated rubber floor mat. Cigarette lighter.

Big choice of seats

Ford offers a wide selection of lo- and hi-back driver and passenger seats for comfort and driving efficiency:



Built Ford Tough



Tight turning trucks

Ford COE CLs have wide-track front axles with large wheel-cut angles and short wheelbases for maneuvering ease.

Tough all-aluminum cab

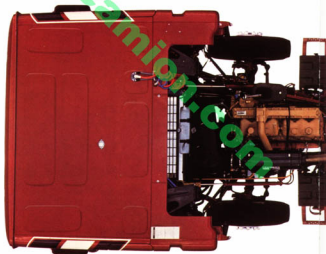
Ford's aluminum cab is light in weight but strong. Body panels are welded to the extruded structural members.

Another Ford advantage is ease of repair. Panels have flanges that permit field repair or replacement either by welding or riveting.

Ford CL- and CLT-9000 Series are built from the road up to be efficient, light in weight and Ford Tough. Designed to mean real business when it comes to bottom line results.

Low weight, high payloads

Standard "CL" models are designed recognizing the need to move maximum payloads with tough, weight-saving construction. And there are many additional weight-saving options offered including ALUMINUM frame, bumper, axle hubs, fuel tanks, walking beams, disc wheels and more. Weight saved in the tractor increases allowable payloads. That's productivity, a basic requirement for successful truck operation in these competitive times.



Tough truck frames

The frame is the backbone of any truck. Everything is mounted on or suspended from the frame. It must take a pounding from potholes, the engine and driving axle(s) torque wind up, the sudden shocks of loading and much more. That's why the standard CLT-9000 all-bolted frame is made from tough 110,000 psi steel and has an 11.05 Section Modulus. An optional weight-saving aluminum frame is available with a 23.68 Section Modulus for short wheelbases and a 30.6 SM for the 178-in. wheelbase and longer.

Tandem suspensions

The Hendrickson E4-340 is standard and the E4-380 is available on CLT-9000 series tandems. These advanced concept 4-spring suspensions were developed by Ford and Hendrickson with the extensive use of Ford's Computer Aided Design (CAD) system. These E4-series highway suspensions are built tough yet light in weight. They provide equalizer beam stability for improved axle loading, outstanding articulation, and fine riding characteristics. Premium rubber bushings are used throughout for long life. New adjustable torque arms are now available on both the E-340 and E-380 series.

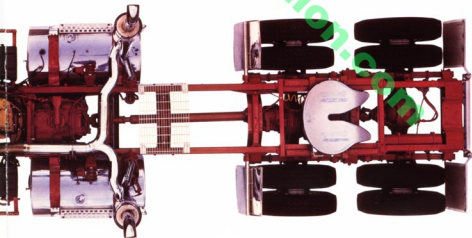
Ford continues to offer a wide choice of other tandem suspensions to meet your job requirements.

New Optimized Aftercooling* efficiency

Optimized Aftercooling is low temperature aftercooling — as opposed to conventional jacket water aftercooling.

Ford's new OA system increases diesel engine efficiency and improves fuel economy. Available in the CL and CLT-9000, the Cummins Formula 300 Big Cam IV has OA. OA is an engine-mounted water-to-air heat-exchanger aftercooler. And this Ford/Cummins system employs a special high-efficiency radiator to get the coolant temperature entering the aftercooler very low for improved heat absorption.

*Late availability. Ask your Ford dealer for details.





Service ease

The CL cab tilts forward 80° for fast, full access to the engine compartment. A manual hydraulic pump with two tilting cylinders is standard. An air-assisted tilting system is available so the cab tilts with the push of a button.

In addition to the tilting cab, Ford continues to offer a great number of maintenance-reducing and serviceability features like maintenance-free batteries. Air controls are grouped in a manifold to minimize the number of lines and connections. Control valve spools can be removed individually or the whole manifold taken out for bench service. Air lines are color-coded. To help guard against chafing and wear, lines are harnessed and wrapped in tough nylon sheaths in the cab area. Fittings in the cab are a quick-connect type that form a seal without tools.

CL-9000 Dimensions

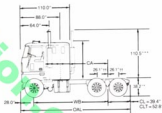
| WB in. | CA in. w/ these BBC's in.:* | | OAL in. |
|--------|-----------------------------|----|---------|
| | 64 | 88 | |
| 120 | 84 | — | 187 |
| 126 | 90 | — | 193 |
| 134 | 98 | 74 | 201 |
| 142 | 106 | 82 | 209 |

CLT-9000 Dimensions

| WB in. | CA in. w/ these BBC's in.: | | | OAL** in. |
|--------|----------------------------|-----|-----|-----------|
| | 64 | 88 | 110 | |
| 142 | 106 | 82 | — | 229 |
| 148 | 109 | 85 | — | 226 |
| 148 | 112 | 88 | — | 229 |
| 152 | 116 | 92 | — | 233 |
| 163 | 128 | 104 | 81 | 244 |
| 178 | 142 | 118 | 96 | 259 |
| 186 | 150 | 126 | 104 | 267 |
| 204 | 168 | 144 | 122 | 285 |
| 248† | 212 | 188 | 164 | 327 |

*110" cab available Special Order. **Add 72 in. wheelbase Suspension or 80" walking beams. †248 in. wb. includes Pogo Shock and Deck Plate (except straight truck models). Dimensions are for base models with standard equipment. NOTE: Dimensions do not include cab clearance and identification lights, horns, or mirrors.

OTHER DIMENSIONS AVAILABLE IN 2-IN. INCREMENTS



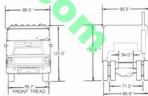
A clean, modular design helps make the electrical system easy to work on. All relays are grouped in a swing-down distribution center on the rider's side. All circuit breakers are accessible under a cover in top of the dash. Instrument panel modules are designed to need minimum attention. Instrument circuits are solid bus bars, to help provide ease of servicing.

Multitone paint/tape options

Ford offers three different "custom-type" multicolor schemes in many combinations so you can dress up your rig right at the factory. All multitone paints are premium Clearcoat glamour colors of baked-on enamel for lasting beauty. The attractive "Z" design features a reflective 'lu-tone tape stripe.

Standard exterior features include:

Electric and air horn. Full-length grab handles. Swingaway painted western mirrors with stainless steel fasteners and convex auxiliary mirrors.



*At center of bogie (empty). CL near bogie Ht. 38.8".

**Add 4.58" Ht. for rain cap.

††For Hendrickson E-4-340 susp. only.

Specifications

| SERIES | CL-9000 | | CLT-9000 | |
|------------------------------|----------------------------|--|----------------------------|--|
| | STANDARD | OPTIONAL | STANDARD | OPTIONAL |
| GCWR (lb.) Max. | 80,000 | — | 82,000 | 127,000, 138,000 |
| GVWR (lb.) Max. | 29,900 | 35,000 | 44,860 | Max. 51,100 |
| AXLE, FRONT Rating in lb. | 12,000 steel | Aluminum; Greaseable Steering Linkage | 12,000 steel | Aluminum; 13,100 steel; Greaseable Steering Linkage |
| AXLE, REAR Rating in lb. | 23,000 Rockwell R-170 | 23,000 R-170 Alum. Carrier 23,000 Eaton 23121 | 34,000 Rockwell SL-100 | 34,000 Eaton D5341 38,000 Rockwell SQ-100H; Eaton D5381 42,000 Rockwell 5QHPII Eaton DS-401-R* 46,000 Rockwell SSHD |
| BRAKES, SERVICE* | 15" x 4" F, 16 1/2" x 7" R | — | 15" x 4" F, 16 1/2" x 7" R | — |
| BRAKES, PARKING | Anchor-Lok Spring Set | Maxi II or MGM | Anchor-Lok Spring Set | Maxi II or MGM |
| ELECTRICAL: Alternator | 75 amp. Motorcraft | 90 amp. Motorcraft 75 or 90 amp. Delco 90 or 105 amp. L-N | 75 amp. Motorcraft | 75 or 90 amp. Delco 90 or 105 amp. L-N 90 amp. Motorcraft |
| Battery** | 2-62SCCA | 3 or 4 47SCCA, 580 CCA or 625SCCA | 2-62SCCA | 3 or 4 47SCCA, 580 CCA or 625SCCA |
| ENGINE | Cummins NTC-300 | Cummins Formula 300 Big Cam IV (OA) Cummins Formula 300 or 350 NTC-350 Detroit 8V-71 Series, 6V-92 Series | Cummins NTC-300 | Cummins Formula 300 Big Cam IV (OA) Cummins Formula 300, 350 or 400, NTC-350, 400 Detroit Diesel 6V-92 and 8V-92 Series Caterpillar 3406B Series |
| FRAME | 9.87 — 110,000 | Alum. 23.68 — 55,000 | 11.05 — 110,000 | Alum. 23.68 — 55,000 Alum. 30.6 — 35,000 178" wb. and longer |
| FUEL TANKS (gallons) | 75 dual steel (cyl.) | CYLINDRICAL 75 dual alum., LH steel or alum. 95 dual steel, alum. or polished alum. 120 dual alum. 150 dual 29" dia. polished alum.* INTEGRAL/RECT. w/BATTERY CARRIER 100 dual steel or alum. 125 dual steel 100 w/115 RH steel or alum. 125 w/140 RH steel | 75 dual steel (cyl.) | CYLINDRICAL 75 dual alum., LH steel or alum. 95 dual steel, alum. or polished alum. 120 dual alum. 150 dual 29" dia. polished alum.* INTEGRAL/RECT. w/BATTERY CARRIER 100 dual steel or alum. 125 dual steel 100 w/115 RH steel or alum. 125 w/140 RH steel |
| SPRINGS, FRONT† | 6,550 | 6,000, 6,000 taper leaf | 6,550 | 6,000, 6,000 taper leaf |
| SPRINGS, REAR† | 11,640 | 11,640 low deflect., 2,250 aux. | 34,000 E4-340 | (See suspension chart) |
| TRANSMISSION | 10-Spd. Fuller RT-11610 | 7-Spd. Spicer 1372A 8-Spd. Fuller RT-11608, RT-14608 9-Spd. Fuller RT-11609A, RT-14609A 10-Spd. Fuller RT-14610 13-Spd. OD-Fuller RTO-11613, RTO-14613 15-Spd. Fuller RT-14615*, RTO-14615* | 10-Spd. Fuller RT-11610 | 7-Spd. Spicer 1372A 8-Spd. Fuller RT-11608, RT-14608 9-Spd. Fuller RT-11609A, RT-14609A 10-Spd. Fuller RT-14610 13-Spd. OD-Fuller RTO-11613, RTO-14613 15-Spd. Fuller RT-14615*, RTO-14615* |
| TIRES | Michelin 11R x 22.5G XZA | Tube type, tubeless, and tubeless radials | Michelin 11R x 22.5G XZA | Tube type, tubeless, and tubeless radials |
| WHEELS | 10-hole steel disc | Cast Spoke, 10-hole disc†† | 10-hole steel disc | Cast Spoke, 10-hole disc†† |

* FEO. * Cam type. † Rating (lb.) @ ground. ‡ With aluminum carrier. †† Steel or aluminum carrier. * N.A. with Delco 24-volt starter.
OA = Optimized Aftercooling. Late availability. See your Ford dealer for details.

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 the respective manufacturers and their sales organizations and Ford assumes no responsibility for their use.

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 Act (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.

CLT-9000 Rear Suspensions

| Type Suspension | Available |
|-----------------|---|
| 4-spring type | Hendrickson E4-340 (std.) E4-380 (opt.) |
| Air | Neway ARD-234-6 |
| Walking Beam | Hendrickson UA-340 UEA-340 ► RTA-380 RTEA-380 ► RT-380 RTE-380 ► V4-380* |

* FEO. * Extended leaf type. Standard axle spacing 52", 60" spacing available for trucks pulling into Canada.

Chassis — optional equipment

Air ride cab suspension
Aluminum front axle
Automatic moisture ejectors
Greaseable steering linkage
Pogo stick — deck
plate-mounted*
Silicone hose package
Stainless steel quarter fenders*
Fuel filter
Fuel heater*
Jacobs engine brake*
Caterpillar Brake Saver® w/3406
engines in CLT*
Dietz or Per-Lux® driving lights
Bumpers:
Cut off, painted, chrome,
polished aluminum or
boxed in*
Tire chain hooks*
Batteries mounted in steel (std.)
or aluminum boxes integrally
with steel or aluminum fuel tanks

Cab — optional equipment

Air conditioning with manual
control
Convenience package (includes
RH sight window mirror, power
RH window and hookup light)
Digital clock
Driver's and rider's seats are
available in a wide choice of
low-back and high-back versions
Exterior sun visor*
Inside lever for fifth wheel slide
control
Instrumentation package
Mattress for sleeper cab:
Innerspring
Foam rubber
Power RH window

Speed control

Radios:

AM
AM/FM stereo
AM/FM stereo with
cassette deck

CB antennas

CB antenna lead and radio hot
post and ground-in package tray
*PEO

See your Ford Dealer about
additional optional equipment.

OPTIONS AVAILABILITY
Options displayed or described 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.





**NOW MORE THAN EVER
FORD MEANS BUSINESS
IN BIG TRUCKS**

Get it together — buckle up.

FTO 8526

LITHO IN U.S.A.

8/84

FORD CL-9000

TRUCK OPERATIONS

