

FORD

1980 C-SERIES





Ford C-Series: The top tilt, year after year*

Ford pioneered modern tilt-cab truck design, and year after year, Ford C-Series tilts are the sales leaders for many reasons.

Designed to maximize payload potential, their set-back front axle design allows carrying up to 1,000 pounds more payload on the front axle than is possible with most conventionals. Ford's short BBC provides for larger loads and longer bodies or trailers within the same overall length as long conventionals.

And you have three more reasons to buy Ford C-Series trucks—three advanced-design V-8's up to 7.0L (429 cu. in.) displacement. Engines that have proved so popular since their introduction during 1979.

*Best sellers based on R. L. Polk & Co. registrations.



A Ford C-Series for most every job.

Nine basic series

To match your job requirements, Ford tilt cabs offer a wide range of wheelbases (shown on page 6) for up to 27-ft. bodies.

Tough tandems. Ford CT-Series have double-channel frames standard. Triple-channel frames are optional to match your loads. Heavy-duty 18,000-lb. front axle is available for big front loads.

Fuel efficiency

To help you cope with today's rising fuel costs, Ford has concentrated on fuel-efficient design.

Features like the modern Lima V-8's, diesels, C-Series outside air intake, and fan clutch. In addition, you have a choice of fuel-efficient options like: over-drive or automatic transmissions and steel-belted radial tires to match your requirements.

Mid-range diesel power

Single and tandem axle C-Series offer popular Caterpillar 3208 series diesels in three power ranges.

Super Duty V-8's

Ford's famous gasoline V-8's are available with up to 8.8L (534 cu. in.) displacement.

Room with a view

When it comes to driver/passenger room, the Ford C-Series tilt is one big cab. Large door openings and convenient inboard steps make getting in and out easy. The spacious and comfortable cab has ample room for three husky people on the full-width seat.

Drivers have a commanding view of the road through the wraparound windshield. And dual parallel-action windshield wipers clear a large parallelogram area. These wipers are standard on the 900 series and optional on other series—air wipers on air equipped models, electric on others.

(1) Easy-to-read instrumentation. The Custom Cab has an attractive instrument cluster with bright trim, and convenient operating controls. Handy Orscheln parking brake lever is standard with hydraulic brakes on all C-Series. Optional tachometer is shown.

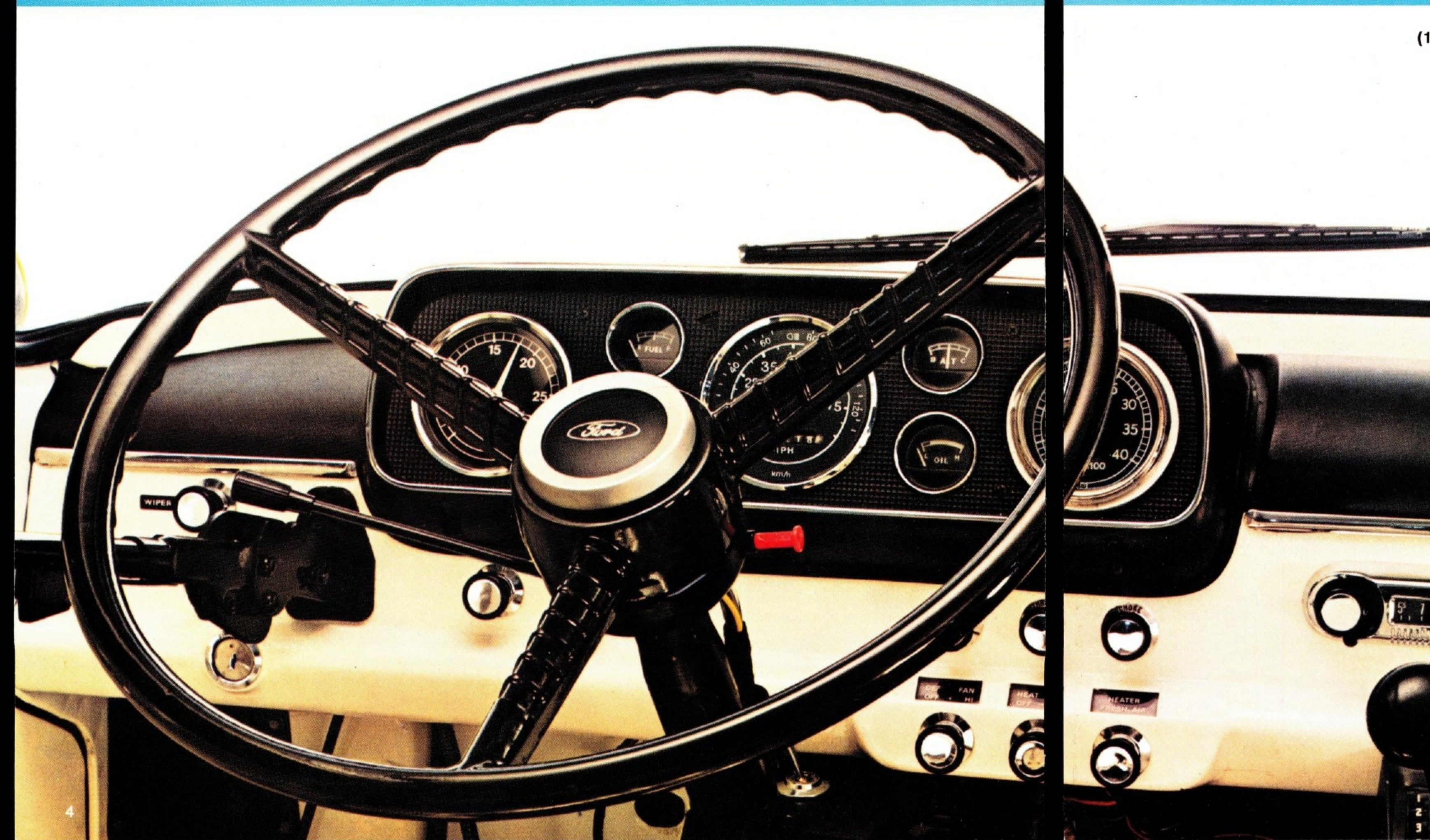
(2) Custom Cab provides numerous comfort and appearance features. The full-width seat is upholstered in breathable knitted vinyl. On all 900's, diesels and sleeper cabs, the standard

heavy-duty black vinyl trim is retained. A fold-down driver's armrest, bright trimmed instrument cluster and bright windshield moldings are also included.

(3) Standard Cab on C-600 through C-800 has a foam padded full-width seat trimmed in gray vinyl. On the C-900 and diesel series, the seat has heavy-duty black vinyl trim (optional C-600 through C-800). Standard features include: pushbutton door locks, reversible key locks, fresh air heater/defroster and removable instrument cluster.

(4) Comfortable sleeper of lightweight fiberglass. A relaxing foam rubber mattress is included in the sleeper. And a two-way salem vent at each end of the compartment provides ventilation. L-S Unison driver's and matching companion seat shown are available in all models.

The Ford sleeper compartment is available in all 700 and larger series—including diesels. It's the only diesel/sleeper cab combination available in this type of low-tilt cab.



Your choice of Ford tough trucks

Popular C-Series tilts are available in a broad range of quality-built models to match Ford's kind of truck toughness to your job.

Your power choice includes . . . three Lima V-8 engines. These 6.1L (370 2V and 4V) and 7.0L (429) V-8's provide more horsepower than the engines they replaced in 1979—yet Ford tests show they're more fuel efficient. They also require less scheduled maintenance.

For the biggest C-Series, Ford Super Duty V-8's ranging up to 8.8L (534) are available. And Caterpillar 3208 Series diesel engines are also offered.

Additional C-Series features include:

Split brake system is now standard on all C-Series trucks equipped with hydraulic, as well as air brakes.

Power steering now standard on all C-Series models.

Fresh-air intake supplies cool, dense outside air to the engine for efficient operation. System is standard on C-Series tilt cabs.

Ford C-Series options include:

- L-S Unison driver's and passenger seat
- Armrests (right and/or left* with bench seat)
- Padded instrument panel
- AM radio with traveler's advisory feature
- Sleeper cab with foam mattress
- Parallel-action windshield wipers (std. 900's)
- All tinted glass
- Chrome cab assist handles
- (1) Dual horns (electric, or air on air-equipped models)
- (2) Stainless steel western mirrors
- Auxiliary convex mirrors
- Western lighted mirrors
- (3) Chrome front bumper

- (3) Chrome grille (Special Order)
- (4) Automatic transmission—4- or 5-speed
- (5) Brush-type grille guard
- Batteries† (12 volt) 475 CCA
- Three or four 475 CCA for diesels
- Ether cold starting aid (less canister) for diesels
- Engine block heater (gas models)
- Front tow hooks
- Stemco wet-type wheel seals
- Tractor package with trailer air and electrical line connections

Ask your Ford Dealer about additional optional equipment available on all Ford Trucks.

*Standard on Custom Cab.
†Both standard and optional batteries are maintenance free.



Deep-dip Electrocoat primer helps protect cab against rust and corrosion. Cabs are fully immersed and a high voltage charge bonds primer to the metal. Step wells are galvanized for added protection.

SERIES	Single-Axle (Gasoline-Powered)				Single-Axle (Diesel)		
	C-600	C-700	C-800	C-900	C-7000	C-8000	
GVW RATING lb.	Max. 24,000 (10,886 kg)	27,500 (12,474 kg)	34,000 (15,422 kg)	39,000 (17,690 kg)	27,500 (12,474 kg)	39,000 (17,690 kg)	
GCW RATING lb.	Max. 42,000 (19,051 kg)	50,000 (22,680 kg)	55,000 (24,948 kg)	60,000 (27,216 kg)	50,000 (22,680 kg)	50,000 (22,680 kg)	
AXLE, FRONT Rating (lb.)	Std. 7,000	7,000	9,000	9,000	7,000	9,000	
	Opt. —	9,000	12,000	12,000†, 16,000	9,000	12,000†, 16,000	
AXLE, REAR Rating (lb.)	Std. 15,000	17,500	18,500	18,500	17,500	18,500 (2-Spd.)	
	Opt. 17,500	18,500	22,000	22,000, 23,000	18,500	18,500, 22,000, 23,000	
BRAKES, SERVICE Split system	Std. Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Air	
	Opt. HD Vac.-Hyd. Rear, Air	HD Vac.-Hyd. Rear, Air	HD Vac.-Hyd. Rear, Air	HD Vac.-Hyd. Rear, Air	HD Vac.-Hyd. Rear, Air	HD Vac.-Hyd. Rear, Air	
ENGINE	Std. 6.1L (370) 2V V-8	6.1L (370) 4V V-8	6.1L (370) 4V V-8	7.8L (477) SD V-8*	Cat. 3208—175-hp	Cat. 3208—175-hp**	
	Opt. 6.1L (370) 4V V-8	6.1L (370) 2V V-8, 7.0L (429) 4V V-8	7.0L (429) 4V V-8	8.8L (534) SD V-8*		Cat. 3208—200** 210-hp**	
CLUTCH (Dia. in.)	Std. 13—1-Plate	13—1-Plate*	13—1-Plate*	13—2-Plate	14—1-Plate	14—1-Plate	
TRANSMISSIONS	See chart below						
SPRINGS, FRONT Capacity @ Grd. (lb.)	Std. 3,500	3,500	4,500	4,500	3,500	4,500	
	Opt. 4,500	4,500, 6,000	4,500, 6,000	4,500, 6,000	4,500, 6,000	4,500, 6,000	
SPRINGS, REAR Capacity @ Grd. (lb.)	Std. 8,740	8,740	8,740	8,740	8,740	8,740	
	Opt. 11,100	11,100	11,100	11,100, 11,690	11,100	11,100, 11,690	
POWER STEERING	Std. Std.	Std. Std.	Std. Std.	Std. Std.	Std. Std.	Std. Std.	
WHEELS	Std. Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	
	Opt. 6-Hole Disc	6- or 10-Hole Disc	10-Hole Disc	10-Hole Disc	6- or 10-Hole Disc	10-Hole Disc	
TIRES (Tube-type)—Maximum ‡	Std. 8.25x20 10PR	8.25x20 10PR	9.00x20 10PR	9.00x20 10PR	8.25x20 10PR	9.00x20 10PR	
	Opt. 9.00x20 12PR*	10.00x20 12PR*	11.00x22 14PR*	11.00x22 14PR*	10.00x20 12PR*	11.00x22 14PR*	

NOTE: Use adequate tires for loads and type of service. *N.A. in Calif. †Conventional and Steer-Ease. ‡Flotation tires available on tandem models, and C-900 available front axle only. Consult your Ford Dealer. •13"—2-plate clutch is included with Clark 390V, 397V and all Spicer transmissions. **Includes 13"—2-plate clutch. *Equivalent tubeless and tubeless radial tires are available. †Steer-Ease.

SERIES	Tandem-Axle (Diesel & Gasoline)		
	CT-8000	CT-800	CT-900
GVW RATING lb.	56,000 (25,401 kg)	52,000 (23,587 kg)	56,000 (25,401 kg)
GCW RATING lb.	50,000 (22,680 kg)	60,000 (27,216 kg)	60,000 (27,216 kg)
AXLE, FRONT Rating (lb.)	Std. 12,000	12,000	12,000
	Opt. 12,000*	12,000*	12,000*
AXLE, REAR Rating (lb.)	Std. 16,000, 18,000	16,000, 18,000	16,000, 18,000
	Opt. 34,000	34,000	34,000
BRAKES, SERVICE Split system	Std. 38,000	—	38,000
	Opt. Air	Air	Air
ENGINE	Std. —	—	—
	Opt. Cat. 3208—175-hp**	6.1L (370) 4V V-8	7.8L (477) SD V-8*
CLUTCH (Dia. in.)	Std. 14—1-Plate	13—1-Plate*	13—2-Plate
	Opt. —	—	—
TRANSMISSIONS	See chart below		
SPRINGS, FRONT Capacity @ Grd. (lb.)	Std. 6,000	6,000	6,000
	Opt. —	—	—
SPRINGS, REAR Capacity @ Grd. (lb.)	Std. 17,000	17,000	17,000
	Opt. —	—	—
POWER STEERING	Std. Std.	Std. Std.	Std. Std.
WHEELS	Std. Cast Spoke	Cast Spoke	Cast Spoke
	Opt. 10-Hole Disc	10-Hole Disc	10-Hole Disc
TIRES (Tube-type)—Maximum ‡	Std. 9.00x20 10PR††	9.00x20 10PR††	9.00x20 10PR††
	Opt. 11.00x22 14PR*	11.00x22 14PR*	11.00x22 14PR*

Includes auxiliary springs on single-axle models. Cat. 3208 Series (200-hp) required in California. †11.00x20F 12PR standard on front axle.

Transmission Availability

TYPE	SERIES	C-600	C-700	C-7000	C-800	C-8000	C-900	CT-800	CT-8000	CT-900
4-Spd. Direct	New Process 435	S	S	—	—	—	—	—	—	—
5-Spd. Direct*	Clark 282 V	0	0	—	0	—	—	0	—	—
	Clark 285 V	0	0	—	S	—	—	S	—	—
	Clark 282 VHD	—	0	—	0	—	—	—	—	—
	Clark 285 VHD	—	0	—	0	—	—	—	—	—
	Clark 390 V	—	0	S	0	S	0	0	S	S
	Clark 397 V	—	0	0	0	0	0	0	0	0
	Spicer 5052A	—	0	0	0	0	S	0	0	0
	Spicer 5252A	—	0	0	0	0	0	0	0	0
	Spicer 6052A	—	—	0	0	0	0	0	0	0
	Spicer 6052C	—	—	0	0	0	0	0	0	0
5-Spd. Overdrive	Clark 280 VO	0	0	—	0	—	—	—	—	—
10-Spd. Direct	Fuller RT 610	—	—	0	0	0	0	0	0	0
4-Spd. Auto.	Allison AT-540	0	0	—	0	—	—	—	—	—
	Allison MT-643	—	—	—	—	—	0	—	—	—
5-Spd. Auto	Allison MT-653	—	—	—	0	0	—	0	0	—

Note: Some transmissions are not available with various engine choices. S—Standard 0—Optional *5-spd. trans. avail. with wide or close ratio. See your Ford Dealer for complete powertrain information.

C-Series Wheelbases and CA's (cab-to-axle)

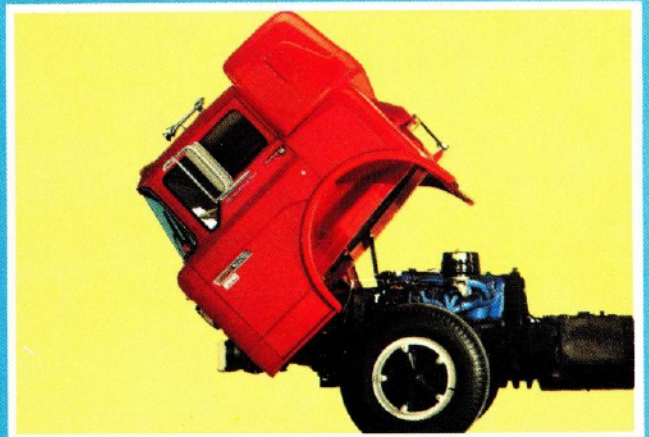
WB in./mm	99/2515	111/2819	135/3429	153/3886	161/4089	175/4445	206/5232
CA in./mm	72/1829	84/2134	108/2743	126/3200	134/3404	148/3759	179/4547
C-600	X	X	X	X	X	X	X
C-700	X	X	X	X	X	X	X
C-7000	X*	X*	X*	X*	X*	X*	X*
C-800	X	X	X	X	X	X	X
C-8000	X*	X*	X*	X*	X*	X*	X*
C-900	X	X	X	X	X	X	X
CT-800	X	X	X	X	X	X	X
CT-8000†	X*	X*	X*	X*	X*	X*	X*
CT-900	X	X	X	X	X	X	X

*CA is 8-in. (203 mm) less on 7000 and 8000 Series. †Other wheelbases available on Special Order include 175 in. (4445 mm), 181 in. (4597 mm), 187 in. (4750 mm), 194 in. (4928 mm), 210 in. (5334 mm), 220 in. (5588 mm).



Ford C-Series Tilt Cab Service Accessibility

The cab tilts 45° exposing the engine, clutch, transmission and accessories for convenient service or repairs. To add engine coolant or oil it is not even necessary to tilt the cab. A handy access panel behind the passenger seat permits reaching filler caps.



Ford means business in big trucks

Ford Trucks are engineered to some of the highest standards in the industry. And Ford's commitment to quality extends through the nationwide network of more than 5,600 truck dealers including over 270 who specialize in heavy-duty trucks. They're backed by a modern computer system linked to 21 Parts Distribution Centers. Centers that handle a full line of quality Motorcraft and Ford parts.

Of course, the job is the final truck test. Talk to people who own today's Fords. Then talk to your Ford Dealer.

Motorcraft



TESTED TOUGH

Replacement Parts.

Be sure to specify genuine Ford-approved Motorcraft parts from your Ford Dealer.

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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.

Many 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 organization, and Ford assumes no responsibility for their use.

Buy or lease a tough Ford Truck—a great choice either way!

FORD C-SERIES

FORD DIVISION

