

# FORD CL-9000





# PRIME MOVER FOR THE LONG HAUL...BUILT FORD TOUGH!



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





## 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.

### 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.



are built in Ford's giant Kentucky Truck Plant.

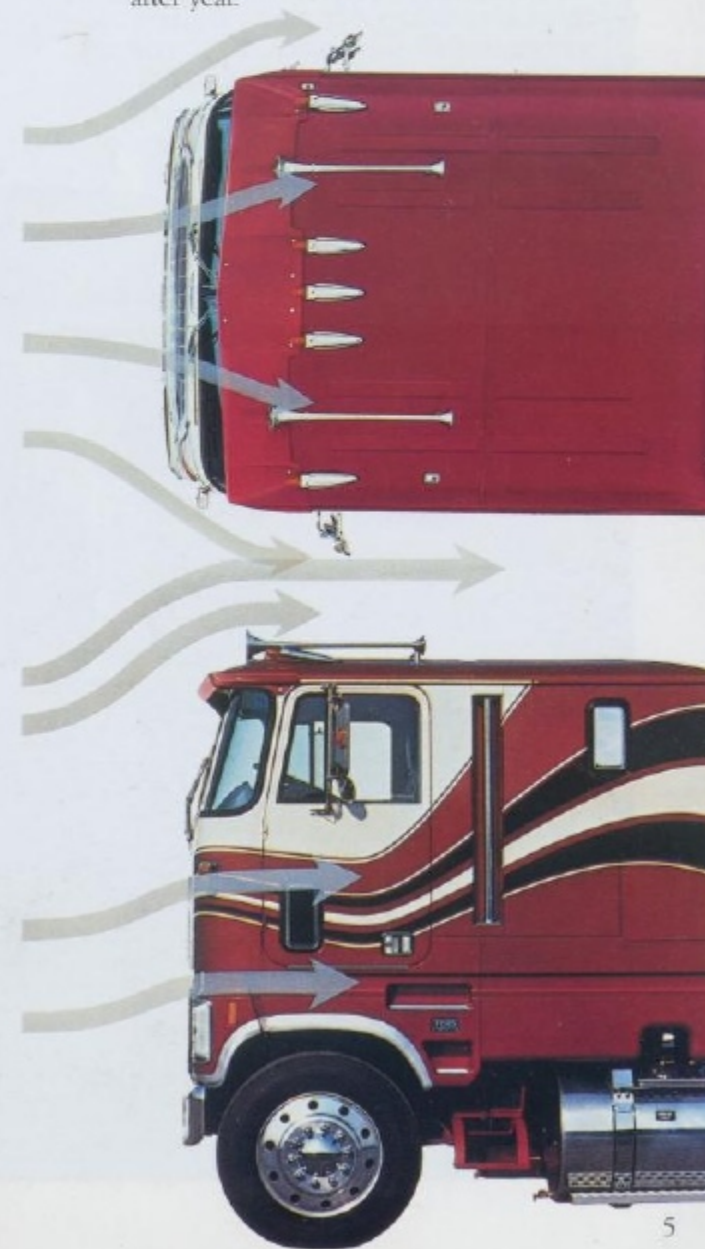
### Quality is job 1

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.**







## 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 CL's 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 hotpost 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.

### 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.

\*PEO

### 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.

Sleeper compartment option shown with Hi-Level Trim.





## Built Ford Tough

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.

### Tight turning trucks

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



WHEEL CUT ANGLES UP TO 40°

### 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.

### 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.

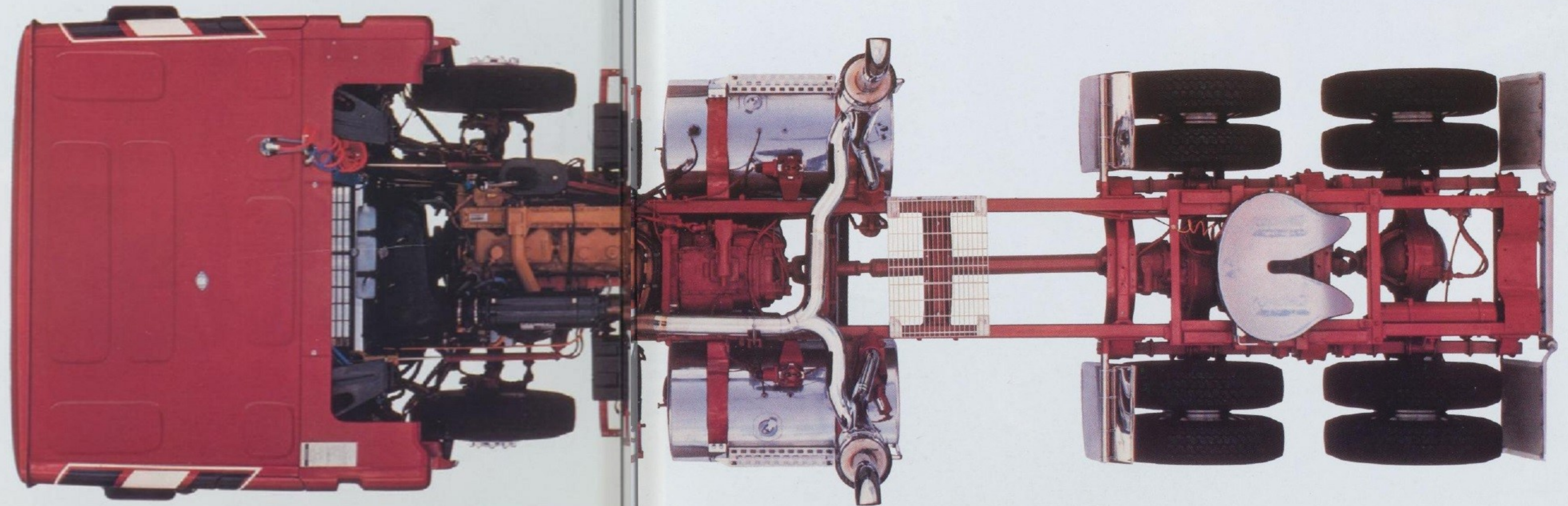
### New Optimized Aftercooling\* efficiency

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.

6V-6.9Z DDA







## 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.



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 Tu-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.

### CL-9000 Dimensions

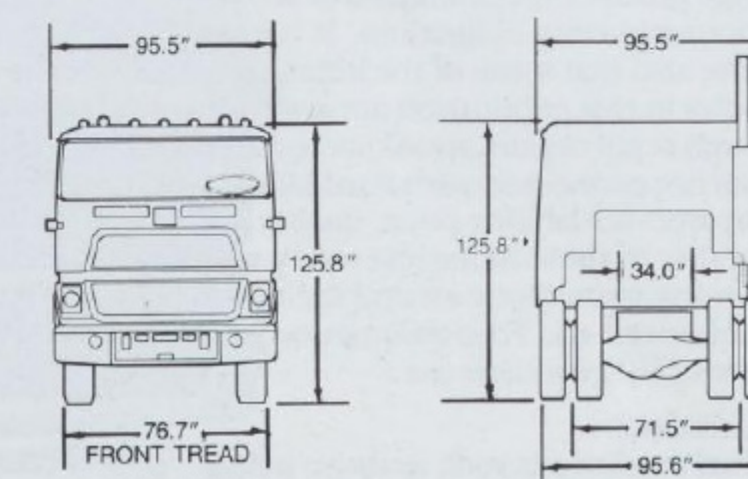
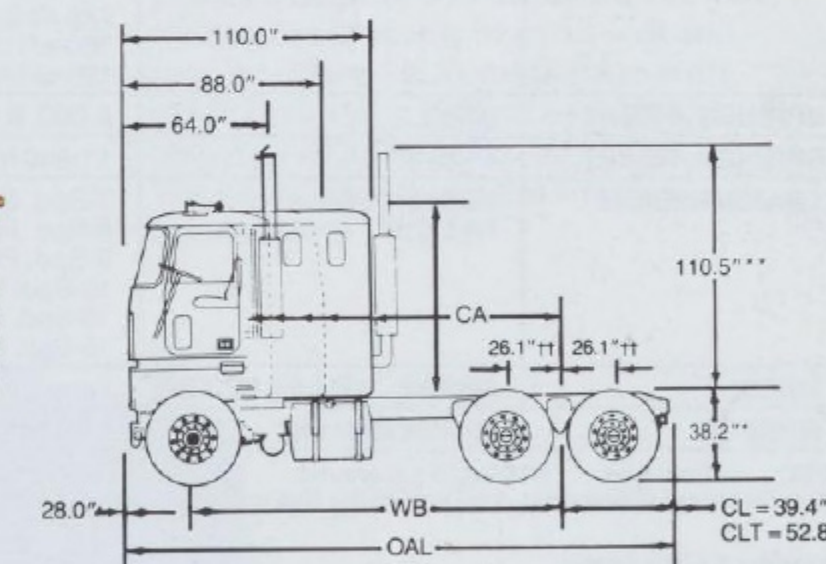
| WB in. | CA in. w/ these BBC's in.: |    | OAL in. |
|--------|----------------------------|----|---------|
|        | 64                         | 88 |         |
| 120    | 84                         | —  | 187     |
| 126    | 90                         | —  | 193     |
| 134    | 98                         | 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  | —   | 223       |
| 145    | 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       |
| 246†   | 210                        | 186 | 164 | 327       |

\*110" cab available Special Order \*\*Add 7.2 in. w/Neway Suspension or 60" walking beams. †246 in. 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.

OTHER DIMENSIONS AVAILABLE IN 2-IN. INCREMENTS



\*At center of bogie (empty), CL rear bogie Ht. 39.8".  
\*\*Add 4.56" Ht. for rain cap.  
††For Hendrickson E4-340 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<br>Rating in lb. | 12,000 steel               | Aluminum;<br>Greaseable Steering Linkage   | 12,000 steel               | Aluminum;<br>13,100 steel; Greaseable Steering Linkage   |
| AXLE, REAR<br>Rating in lb.  | 23,000 Rockwell<br>R-170   | 23,000 R-170 Alum. Carrier<br>23,000 Eaton 23121   | 34,000 Rockwell<br>SL-100  | 34,000 Eaton DS341<br>38,000 Rockwell SQ-100††, Eaton DS381<br>40,000 Rockwell SQHP††<br>‡Eaton DS-401-P*<br>46,000 Rockwell SSSH  |
| 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:<br>Alternator    | 75 amp.<br>Motorcraft      | 90 amp. Motorcraft<br>75 or 90 amp. Delco<br>90▶ or 105▶ amp. L-N  | 75 amp.<br>Motorcraft      | 75 or 90 amp. Delco<br>90 or 105 amp. L-N<br>90 amp. Motorcraft  |
| Battery**                    | 2-625CCA                   | 3 or 4 475CCA, 580 CCA or 625CCA   | 2-625CCA                   | 3 or 4 475CCA, 580 CCA or 625CCA   |
| ENGINE                       | Cummins NTC-300            | Cummins Formula 300 Big Cam IV (OA)<br>Cummins Formula 300 or 350<br>NTC-350<br>Detroit 8V-71 Series, 6V-92 Series   | Cummins NTC-300            | Cummins Formula 300 Big Cam IV (OA)<br>Cummins Formula 300, 350 or 400,<br>NTC-350, 400<br>Detroit Diesel<br>6V-92 and 8V-92 Series<br>Caterpillar 3406B-Series  |
| FRAME<br>SM-psi              | 9.87 — 110,000             | Alum. 23.68 — 55,000   | 11.05 — 110,000            | Alum. 23.68 — 55,000<br>Alum. 30.6 — 35,000 178" wb. and longer  |
| FUEL TANKS<br>(gallons)      | 75 dual steel (cyl.)       | CYLINDRICAL<br>75 dual alum., LH steel or alum.<br>95 dual steel, alum. or polished alum.<br>120 dual alum.<br>150 dual 29" dia. polished alum.*<br>INTEGRAL/RECT. w/BATTERY CARRIER<br>100 dual steel or alum.<br>125 dual steel<br>100 w/115 RH steel or alum.<br>125 w/140 RH steel | 75 dual steel (cyl.)       | CYLINDRICAL<br>75 dual alum., LH steel or alum.<br>95 dual steel, alum. or polished alum.<br>120 dual alum.<br>150 dual 29" dia. polished alum.*<br>INTEGRAL/RECT. w/BATTERY CARRIER<br>100 dual steel or alum.<br>125 dual steel<br>100 w/115 RH steel or alum.<br>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<br>RT-11610 | 7-Spd. Spicer 1372A<br>8-Spd. Fuller RT-11608, RT-14608<br>9-Spd. Fuller RT-11609A, RT-14609A<br>10-Spd. Fuller RT-14610<br>13-Spd. OD-Fuller RTO-11613, RTO-14613<br>15-Spd. Fuller RT-14615*, RTO-14615*   | 10-Spd. Fuller<br>RT-11610 | 7-Spd. Spicer 1372A<br>8-Spd. Fuller RT-11608, RT-14608<br>9-Spd. Fuller RT-11609A, RT-14609A<br>10-Spd. Fuller RT-14610<br>13-Spd. OD-Fuller RTO-11613, RTO-14613<br>15-Spd. Fuller RT-14615*, OD 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††   |

\* P.E.O. • Cam type. † Rating (lb.) @ ground. ‡ With aluminum carrier. †† Alum. or polished alum. \*\* Maintenance-free. ‡‡ 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.)<br>E4-380 (opt.)  |
| Air             | Neway ARD-234-6   |
| Walking Beam    | Hendrickson<br>UA-340<br>UEA-340▶<br>RTA-380<br>RTEA-380▶<br>RT-380<br>RTE-380*▶<br>V4-380* |

\* P.E.O. ▶ Extended leaf type. Standard axle spacing 52", 60" spacing available for truckers 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
- 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
- Exterior sun visor\*
- 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.
- Driver's and rider's seats are available in a wide choice of low-back and high-back versions
- Inside lever for fifth wheel slide control
- Instrumentation package
- Mattress for sleeper cab: Innerspring Foam rubber
- Power RH window







**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

