

FORD C-SERIES



America's Truck.

Built Ford Tough with a choice of thrifty power that most others can't match!

Ford pioneered modern tilt cab trucks with the C-Series, and over the years they have been approved and improved. **Approved!** Far more C-Series tilt cabs have been sold than any other tilt cab in their class*. **Improved!** C-Series trucks have been refined continually. And now you have a choice of thrifty power that most others can't match — gasoline, LP-Gas or diesel.

*Based on cumulative registrations since 1960

Gasoline or LP-Gas.** Tough, efficient Ford Lima V-8 gasoline engines have proven themselves the most suitable for many, many applications. And Ford tests show they use less fuel than the engines they replaced. Ford also offers efficient LP-Gas engines. Engines that provide LP-Gas efficiency and maintenance advantages at a much smaller initial price premium than that of comparable diesels.

Diesels. Ford C-Series offer a solid choice of Caterpillar 3208 series diesels or 8.2L Fuel Pincher diesels. Diesels that demonstrated 94% better fuel economy than comparably equipped gas-powered trucks in similar occupations. And growing diesel popularity is usually reflected in higher resale value at trade-in time.

One good turn after another. Ford low-tilt cabs feature wide-track front axles with large wheel-cut angles for tight turns in traffic and snaking through congested areas. Power steering, standard across the line, is another good turn for maneuvering ease.

**PEO



Spec it your way. In contrast to many others, Ford tilt cabs offer a wide range of job-tailoring options to fit your truck to your job.

Fuel-efficient options. In addition to the many standard Ford features and engine choices that help save fuel, Ford offers a wide choice of fuel-efficient options. Options that include: steel-belted radial tires, job-matching powertrains, and more.

Ford C-Series . . . one good turn after another is right down your alley to help reduce trip time, save fuel, cut service time, and offer the options you need for optimum utility.



Ford C-Series Interior Features

The spacious, well-planned and human-engineered Ford low-tilt-cab interior is designed for optimum driver/passenger comfort and convenience. Large door openings, low profile and protected inboard steps make getting in or out very easy. And once inside, you'll find generous room for three husky people on the standard full-width seat.

Ford's deep wraparound, tinted windshields and side wing windows provide an extensive glass area. In addition to the large glass area, the front-end design allows sharp downward sight lines. C-Series cabs are available in two trim levels — Custom and Standard.

A. Custom Cab Trim

The attractive Ford Custom Cab's full-width seat is upholstered in a grey vinyl with new black-and-grey knitted vinyl inserts* (optional heavy duty black vinyl shown). It's a breathable knit for cool comfort. Custom trim also features a fold-down driver's armrest and cigarette lighter. Outside there are bright-metal windshield moldings and "Custom Cab" script on the doors.

B. Standard Cab

The Standard Cab, C-600 through C-800, has a foam-padded full-width seat trimmed in practical black vinyl. On the 7000 and 8000 Series the foam-padded seat has heavy-duty black vinyl trim (an option on the 600 through 800 Series). Other Standard Cab features include: power steering, tinted windshield, door vent-windows with wedge-type locks, painted Western mirrors, hardboard headlining, pushbutton door locks, reversible key locks, fresh air heater/defroster and a Deluxe bright-trimmed easily removable instrument cluster.

*Not available in CT-800

C. Sleeper Compartment

The C-Series sleeper compartment provides stretchout, roomy comfort. A relaxing foam-rubber mattress and safety restraint are included with the sleeper, and an adjustable two-way Salem vent at each end of the compartment provides ventilation.

Exclusive diesel/sleeper combination

Only Ford's C-Series offers this winning combination in its class.

D. Easy to read instrumentation

The C-Series has an attractive instrument cluster with bright trim, and convenient operating controls. Oil pressure and water temperature gauges plus ammeter are standard. Handy Orscheln parking brake lever is also standard with hydraulic brakes on all C-Series. Optional tachometer is shown.

E. Individual seats

L-S Unison driver's (shown) and matching companion seats are available on all models. The individual seat can be adjusted to the driver's height and size for optimum seating comfort.

F. Automatic transmission

Automatic transmissions are available in 4- or 5-speed versions to match your needs. Automatic transmission allows the driver to keep his hands on the wheel and his attention on the road. Your driver/salesperson arrives feeling fresher and more like selling. Also automatics are easy on the drivetrain, matching engine rpm's to proper gears automatically without the sudden clutch-engagement shock loads possible with manual shifting. There is a smooth application of power through the automatic's torque converter.



C-Series Features

A. Economical diesel power

The modern 8.2L Diesel powered truck is the lowest-priced diesel C-Series Ford offers. They're affordable for many low mileage applications. The 8.2L diesel is available in naturally aspirated or turbocharged versions.

B. Substantially better economy

In Ford fuel economy tests, the 8.2L Fuel Pincher diesel demonstrated 94% better fuel economy than comparably equipped gas-powered trucks in similar applications. Results will vary depending on how you use your truck.

Additional fuel savings at idle

The 8.2L "Fuel Pincher" and Caterpillar V-Series share the traditional idling efficiency of diesel engines, which normally use only one-third the fuel while idling as comparable gas engines.

B. Caterpillar 3208-Series diesels

Designed for optimum efficiency in city pickup and delivery, short haul highway and city shuttle service, these V-8 diesels have high-torque-rise characteristics in a broad operating range to permit less downshifting in heavy traffic or on steep grades. The Cat's Vee design has proven itself in demanding mid-range service with hundreds of thousands already in use. The high degree of parts interchangeability among these 3208-Series engines is reflected in parts availability. **Intercity ratings!** The turbocharged 225-hp Caterpillar 3208T is offered (April, 1982) in C- and CT-8000 Series. Also, reduced rpm Caterpillar 3208-Series diesels* are available for inter-city truck applications.

C. Service accessibility

The cab tilts 45° exposing the engine, clutch, transmission and accessories for convenient service or repairs. To add engine coolant or oil, you don't even need to tilt the cab. The handy panel behind the seat allows easy access to filler caps.

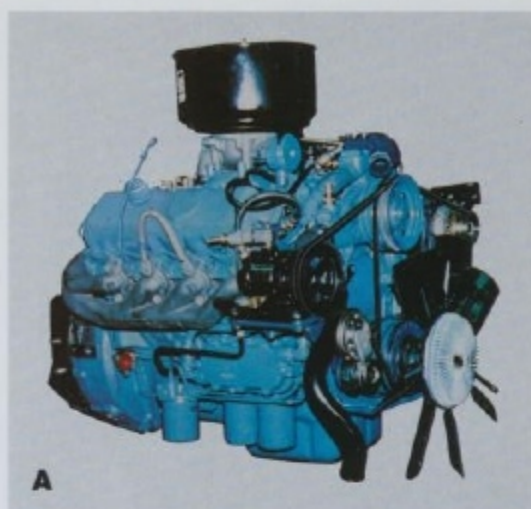
D. Deep-dip Electrocoat

This primer helps protect the cab against rust and corrosion. Cabs are fully immersed, and a high voltage charge bonds the primer to the metal.

E. Complete LP-Gas system*

Ford offers a complete LP-Gas system installations with Lima V-8's. This factory-installed system can include everything from the engine to the LP-Gas pressure tank. Ask your dealer about the economic advantages of LP-Gas.

*PEO

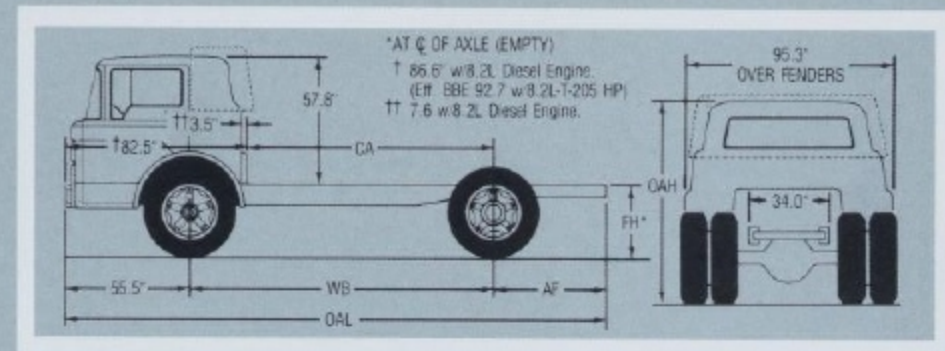


Options

- L-S Unison seats
- Padded instrument panel
- Push-button AM radio
- Sleeper cab with foam mattress
- Parallel-action windshield wipers
- All tinted glass (tinted windshield Std.)
- Chrome cab assist handles
- Dual horns (electric, or air on air-equipped models)
- (F) Stainless steel western mirrors
- (F) Auxiliary convex mirrors
- Western lighted or retract mirrors
- (G) Chrome front bumper
- (G) Chrome grille**
- Automatic transmissions
- (H) Brush-type grille guard
- Alternators — 60 or 75 amp. or Leece Neville 105 or 130 amp.**
- Batteries — maintenance-free gas engines:
 - Std. one 45 amp-hr. (380 CCA)
 - Opt. one 63 amp-hr. (535 CCA)

- DDA 8.2L diesel engines:
- Std. two 63 amp-hr. (535 CCA) Opt. three
- Caterpillar 3208-Series diesels:
- Std. two 93 amp-hr. (625 CCA) Opt. three
- Ether cold starting aid (less canister)
 - Fuel pump, electric (gas engines; incl. w/7.0L [429] engine)
 - Engine block heater
 - Extra cooling radiator
 - Fuel tanks (LH and/or RH): 50-gal. or 75-gal. steel D-tank
 - Front tow hooks
 - Silicone hose package (7000/8000)
 - Stemco wet-type wheel seats
 - Tachometer, electric (gas or 8.2L engines; 600 or 700 Series)
 - 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. **PEO



DIMENSIONS

WB in. (mm)		CA in. (mm)		AF in. (mm)		OAL in. (mm)		SERIES	FH* (in.)	OAH (in.)
99(2515)	1.	72(1829)	51.2(1300)	205.7(5225)	217.7(5530)	C-600	34.1	91.7		
111(2819)		84(2134)	51.2(1300)	217.7(5530)	217.7(5530)	C-700	35.7	92.5		
135(3429)		109(2743)	60.0(1524)	250.5(6363)	250.5(6363)	C-800	35.7	94.7		
153(3886)		126(3200)	60.0(1524)	258.5(6520)	258.5(6520)	C-7000	35.7	93.1		
175(4445)		149(3759)	95.0(2413)	328.5(8269)	328.5(8269)	C-8000	37.3	94.7		
206(5232)	2.	179(4547)	95.0(2413)	356.5(9055)	356.5(9055)	CT-8000	40.0	94.6		
						CT-800	40.0	94.6		

Dimensions [in. (mm)] are for base models w/standard equipment. 1. C-700 only. 2. C-700, 7000 only. *Subtract 4.1\"/>

CT-SERIES

WB in. (mm)	CA in. (mm)	AF in. (mm)	OAL in. (mm)
135(3429)	103.9(2639)	60(1524)	250.5(6363)
153(3886)	121.9(3096)	72(1829)	280.5(7125)
161(4069)	129.9(3300)	84(2134)	300.5(7633)

Note: Additional wheel bases are available. See your dealer.

Transmission Availability

TYPE	SERIES	C-600	C-700	C-7000	C-800	C-8000	CT-800	CT-8000
4-Spd. Direct	New Process 435	S	S	—	—	—	—	—
5-Spd. Direct*	Clark 282 V	O	O	—	O	—	—	—
	Clark 285 V	O	O	—	S	—	—	—
	Clark 282 VHD	O	O	—	O	—	—	—
	Clark 285 VHD	O	O	—	O	—	—	—
	Clark 390 V	—	O	O	O	O	O	O
	Clark 397 V	—	O	O	O	O	O	O
	Spicer 5052A	O	O	S	O	S	S	S
Spicer 5252A	O	O	O	O	O	O	O	
Spicer 6052A	—	—	O	O	O	O	O	
Spicer 6052C	—	—	O	O	O	O	O	
10-Spd. Direct	Fuller RT-6610	—	—	O	O	O	O	O
13-Spd. Direct	Fuller RT-6613	—	—	—	—	O**	—	O**
4-Spd. Auto.	Allison AT-645	O	O	—	O	O**	—	—
	Allison MT-643	—	—	O**	O	O**	—	—
5-Spd. Auto.	Allison MT-653	—	—	O**	O	O	O	O

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

Series	Single-Axle (Gasoline- or Diesel-Powered)			Single-Axle (Diesel)		Tandem-Axle (Diesel)	
	C-600	C-700	C-800	C-7000	C-8000	CT-800	CT-8000
GVW RATING lb.	Max. 24,000 (10,886 kg)	27,500 (12,474 kg)	34,000 (15,422 kg)	27,500 (12,474 kg)	38,000 (17,890 kg)	—	—
GCW RATING lb.	Max. 50,000 (22,680 kg)	60,000 (27,216 kg)	60,000 (27,216 kg)	50,000 (22,680 kg)	50,000 (22,680 kg)	—	50,000 (22,680 kg)
AXLE, FRONT Rating (lb.)	Std. 7,000	7,000	9,000	7,000	9,000	12,000	12,000
	Opt. —	9,000	12,000	9,000	12,000, 15,000	16,000, 18,000	16,000, 18,000
AXLE, REAR Rating (lb.)	Std. 15,000	17,500	18,500	17,500	18,500	34,000	34,000
	Opt. 17,500	18,500	22,000	18,500	22,000, 23,000, 25,000 □	—	38,000 □, 44,000 □
BRAKES, SERVICE Split system	Std. Vac-Hyd.	Vac-Hyd.	Vac-Hyd.	Vac-Hyd.	Vac-Hyd.	Air	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	—	—
ENGINE 4V gasoline engine available in LP-Gas version	Std. 6.1L (370) 2V V-8	6.1L (370) 4V V-8*	6.1L (370) 4V V-8*	Cat. 3208—175-hp	Cat. 3208—175-hp**	8.2L Diesel—205-hp	Cat. 3208—175-hp**
	Opt. 6.1L (370) 4V V-8* 8.2L N diesel (165-hp)	6.1L (370) 2V V-8 7.0L (429) 4V V-8* 8.2L N & T diesel (165- & 205-hp)	7.0L (429) 4V V-8* 8.2L N & T diesel (165- & 205-hp)	Cat. 3208—165-hp □ Cat. 3208—185-hp □ Cat. 3208—200-hp □	Cat. 3208—200-hp □ Cat. 3208—210-hp □ Cat. 3208—185-hp □ Cat. 3208—200-hp □ Cat. 3208T—225-hp	—	Cat. 3208—200-hp □ Cat. 3208—210-hp □ Cat. 3208—185-hp □ Cat. 3208T—225-hp □
CLUTCH (Dia. in.)	Std. 13—1-Plate**	13—1-Plate**	13—1-Plate**	14—1-Plate	14—1-Plate	14—1-Plate	14—1-Plate
TRANSMISSIONS See transmission chart							
SPRINGS, FRONT Capacity (lb.)	Std. 3,500	3,500	4,500	3,500	4,500	6,000	6,000
	Opt. 4,500	6,000	6,000	4,500	6,000	—	—
SPRINGS, REAR Capacity (lb.)	Std. 8,740	8,740	8,740	8,740	8,740	17,000	17,000
	Opt. 11,100	11,100	11,100	11,100	11,100, 11,690	—	19,000 □, 22,000 □
POWER STEERING	Std. Std.	Std.	Std.	Std.	Std.	Std.	Std.
WHEELS▲▲	Std. Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
	Opt. 6- or 10-Hole Disc	6- or 10-Hole Disc	10-Hole Disc	6- or 10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc
TIRES (Tube-type) — Maximum†	Std. 8.25x20 10PR	8.25x20 10PR	9.00x20 10PR	8.25x20 10PR	9.00x20 10PR	9.00x20 10PR††	9.00x20 10PR††
	Opt. 9.00x20 12PR▲	10.00x20 12PR▲	11.00x22 14PR▲	10.00x20 12PR▲	11.00x22 14PR▲	11.00x22 14PR▲	11.00x22 14PR▲

NOTE: Use adequate tires for loads and type of service. †13" 2-plate clutch is included with Clark 390V, 397V and all Spicer transmissions w/gas engines. ††10.00x20 12PR standard on front axle. ††14" w/8.2L. ▲10-hole wheels available in steel or aluminum. □ PEO

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

Ford's commitment to trucks extends through the vast nationwide network of truck dealers, over 1,000 of whom are franchised for 8.2L DDA mid-range diesel service, with over 260 dealers who specialize in heavy-duty trucks. They're backed by a modern computer system linked to 20 Parts Distribution 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.

Truck financing can be arranged through Ford Motor

Ford means business in big trucks.

Specifications, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford reserves the right to discontinue models or options at any time or change specifications and materials, equipment or design without notice and without incurring obligation. All options and accessories illustrated or referred to as optional or available are at extra cost. Some options are required in combination with other options. For the price of the model with the equipment you desire or verification of specifications contained herein, see your Ford Dealer.

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

Credit Company with terms tailored to your needs: seasonal, farm, skip payment or descending payment plans.

The right truck for your job! The wide range of tough Ford medium trucks — low-tilts, conventionals and short conventionals, plus short-conventional stripped chassis and B-Series school bus chassis — assure you of a most productive choice for your job.

NOTE: Pre-Engineered Options (PEO) are Special Order options with high sales rates that have been pre-engineered for fast delivery.

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 organizations, and Ford assumes no responsibility for their use.

FORD C-SERIES

HEAVY DUTY TRUCKS



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