

# FORD CL-9000



**IF YOU HAVEN'T  
LOOKED AT TODAY'S  
FORD 9000's**

**YOU HAVEN'T  
LOOKED AT  
BIG TRUCKS!**



# Ford CL-9000

## Proven, Practical and Proud!

The CL-Series was years ahead of its time at introduction in 1977. And Ford engineers haven't rested on their laurels. They've studied the CL under all types of operating conditions and in widely varying applications. The result: A tough linehauler, proved and improved, with component choices to meet specific needs... with even more innovation for efficient trucking.

From the road up the chassis 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 the industry's only full four-point **cab air suspension option** add up to outstanding ride performance.

Check out CL's aerodynamic design and long list of fuel economy-oriented options. Plus, the trend-setting placement of steps and assist handles. The refined climate control system designed to maintain individually controlled levels of comfort for driver, rider and sleeper compartment. The spacious, human engi-

neered interior. The **all-welded aluminum cab** is sleek and tough. For all its sophistication, the CL is practical to operate and service. Daily service checks are easily performed. Maintenance is simplified by such features as front-loading, plug-in gauges and bulbs, optional air assist cab tilt and simplified air brake system with controls grouped in a single manifold.

The CL-Series is offered with a wide variety of component choices to meet specific voca-

tional 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 on a special premium truck line at Ford's huge Kentucky Truck Plant. The CL-Series has set a new trend in cabover linehaulers. We're proud to build it; you'll be even more proud to own it.

The illustration below includes owner-added paint/tape stripes.



# Ford CL-9000

**Driver comfort and control... for the long haul.**

The spacious, well-planned and human-engineered Ford interior has been proved and approved by professional drivers across America. Judge for yourself. See how easy it is to enter with three well-spaced, convenient steps and both outside and inside full-length assist handles. And once inside, notice the inviting roominess. The low, flat contour of the doghouse that lets you switch sides, ease back into the sleeper, or sack out across the seats.

The wide tinted glass windshield curves around to put corner posts well to the sides. The long dual 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.

## A. Hi-level trim

This rich-looking trim comes in two very attractive colors—charcoal and caramel. Foremost features include: Deluxe seat trim • matching Lo-Back companion seat (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 with soft wrap.

## B. Intermediate trim

Handsome trim level for 88-in. cab 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 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.

## C. Standard trim

The value-packed 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 • lighter.

## Standard exterior features

**include:** Dual air horns • full-length grab handles • swingaway painted western mirrors with stainless steel fasteners and convex auxiliary mirrors.

## D. Spacious sleepers

Sleeper compartments are available in 32-in. single... and big 54-in. double bed. Quality mattresses, foam or innerspring, are a full 80 inches long.

## E. Two storage compartments

Large under-the-sleeper lockers provide a generous 18 cu. ft. (88" BBC) or 28 cu. ft. (110" BBC) of storage area. Compartments are carpeted, lighted (Hi-level) and have in-cab release handles.

## F. Door entry light

Light also incorporates a red reflector bar. With door open, they face rearward to warn approaching vehicles. Courtesy door switch turns on entry and dome lights.

**Wide choice** of Hi- and Lo-Back seats as shown by this representative selection:

(G) L-S Unison Air Lo-Back

(Standard, \* Intermediate)

(H) Bostrom Westcoaster II Lo-Back

(Standard, Intermediate, \* Hi-Level)

(I) National Cush-N-Aire Lo-Back

(Standard, Intermediate, Hi-Level\*)

(J) National Cush-N-Aire Hi-Back

(Standard, Intermediate, Hi-Level\*)

(K) Bostrom Levelaire II Lo-Back

(Standard, Intermediate, Hi-Level\*)

(L) Bostrom Levelaire II Hi-Back

(Hi-Level)

(M) Bostrom Westcoaster II Hi-Back

(Hi-Level)

\* Illustrated



# Ford CL-9000

## Impressive COE design features and options.

The advanced-design CL-9000 is engineered from the road up to be lightweight and tough. Designed to mean business... to help you cope with today's operating conditions. Designed for optimum vehicle utilization and payload potential, and to operate at rock-bottom expense.

### Fuel-efficient options

In addition to the standard lightweight aluminum cab with aerodynamic design, Ford offers the very latest in modern fuel-efficient diesel engines. 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.

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

### A. Turn-out stacks\*

### B. 29" diameter tanks\*

Beautifully mounted polished aluminum cylindrical fuel tanks have 150-gallon capacity each.

### C. Silicone hose package

**D. Clean tractor package** and an **access package\*** make trailer hookup and engine servicing easier. Includes L. and/or R. hand tubular assist handles, fuel tank or frame-mounted steps. Deck plate and exhaust guards are optional.

### E. Plug-in bulbs and gauges

In the instrument panel, all gauges, toggle-type switches and bulbs (both warning and lighting) are plug-in type.

### F. Simplified air system

Air brake controls are grouped in a manifold to minimize the number of lines and connections. Control cores can be removed individually or the whole manifold taken out. Chassis air lines are color-coded.

### G. Sun visor\*

Lightweight and attractive exterior sun visor fits all cabs and trims.

### H. Accessible circuit breakers

All circuit breakers are housed in a panel on the top of the instrument panel in front of the rider's seat. This panel cover is easily raised or removed for access.

### I. Full four-point air-ride cab suspension optional

This masterpiece of engineering uses self-leveling air springs and shocks to virtually isolate the cab from chassis noise and vibration. It's a new kind of ride—one you have to feel to appreciate.

### J. 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. The attractive "Z" design features a reflective Tu-Tone tape stripe.

### Advanced aerodynamic design

The CL's sleek lines catch the eye and slice through the wind. Scientific wind tunnel tests show that the smooth contours significantly 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.

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

### New Hendrickson E4-340

Now standard, this highly advanced concept 4-spring tandem suspension was developed with the extensive use of C.A.D. (Computer Aided Design). The E4-340 is built tough yet light in weight, and provides equalizer beam stability, outstanding articulation, and improved ride. This new suspension has been extensively tested in the laboratory, on proving grounds and in fleet service. The new 38,000-lb. capacity E4-380 is optional.

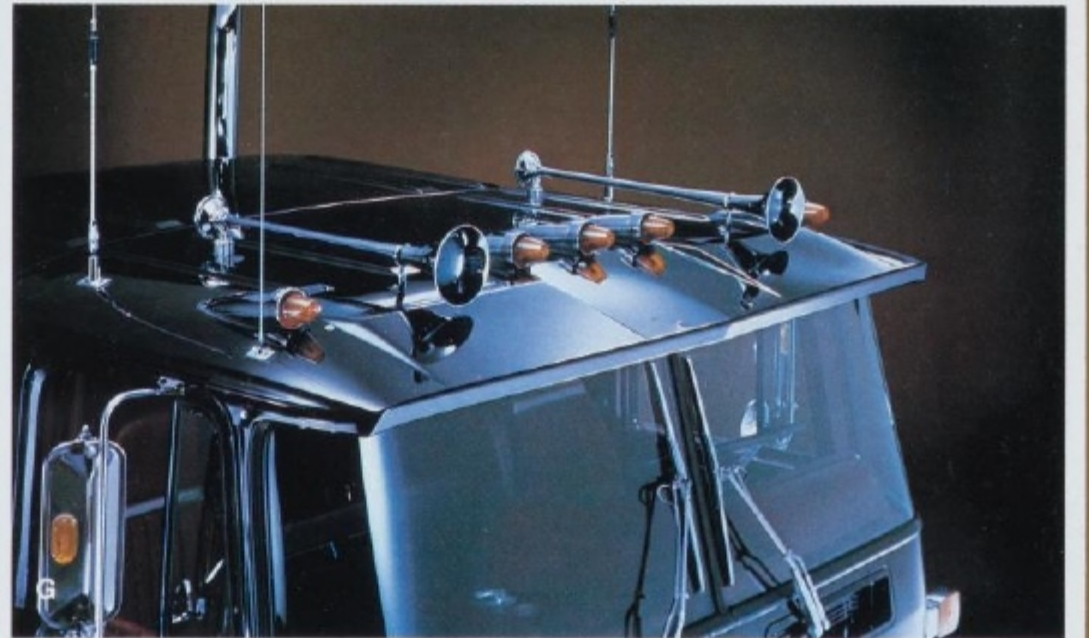
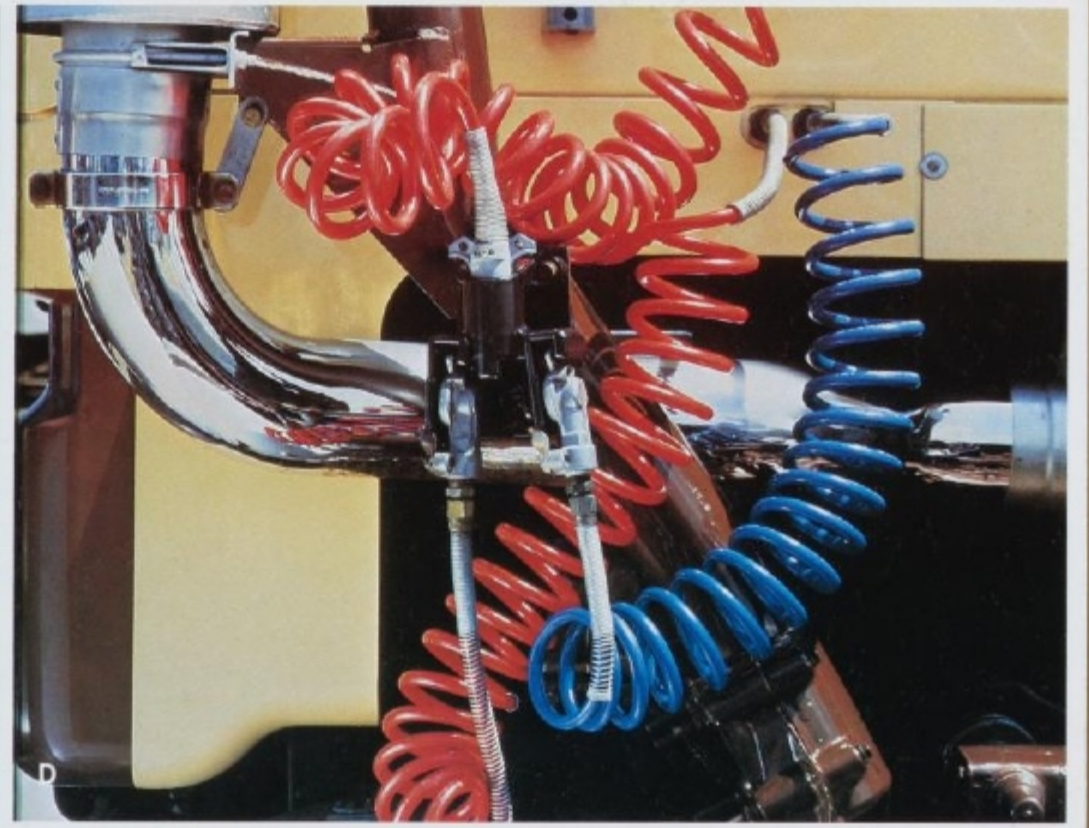
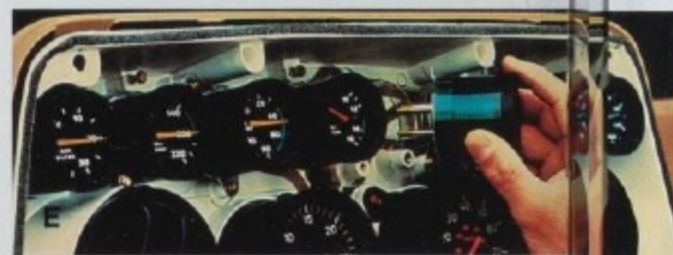
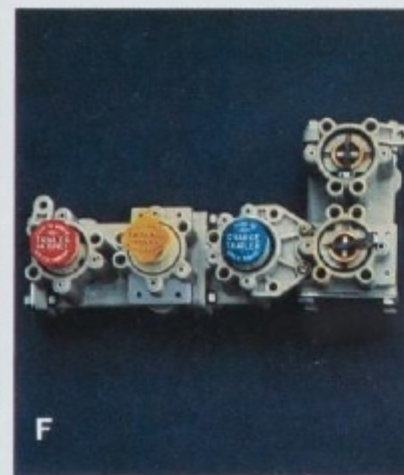
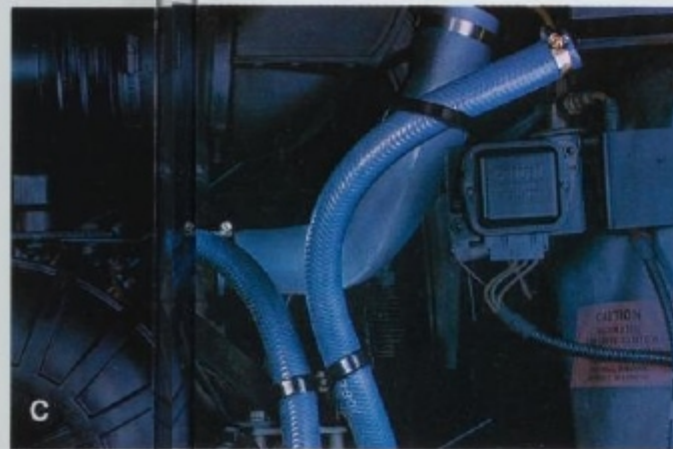
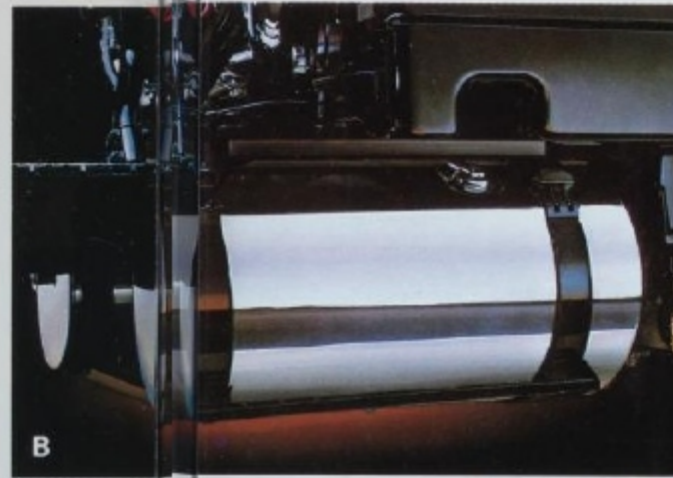
### Big down-flow radiator

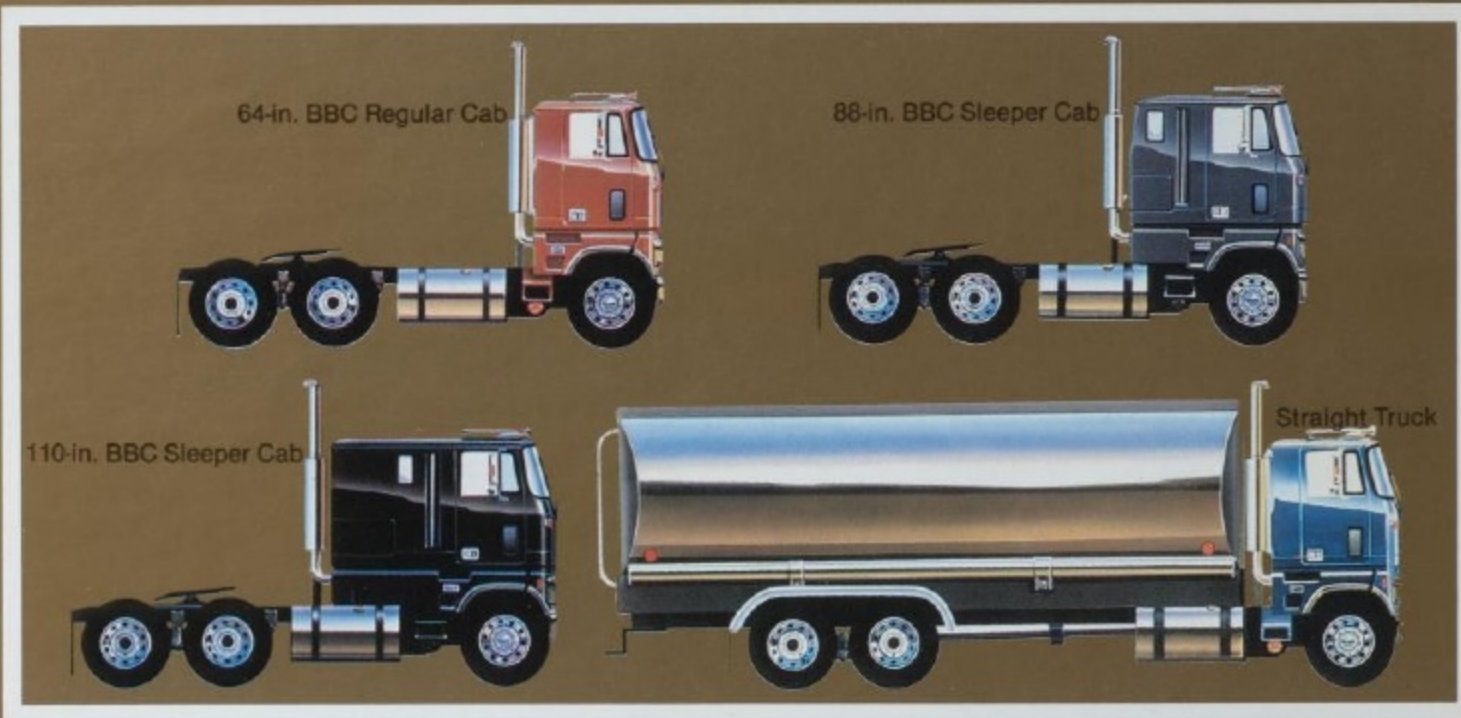
Standard 1680-sq. in. down-flow radiator is designed to cool even the biggest optional diesels.

### Neway chassis air suspension

Four independently mounted rolling lobe air springs mean optimum load equalization. Automatic Leveling valves.

\*PEO

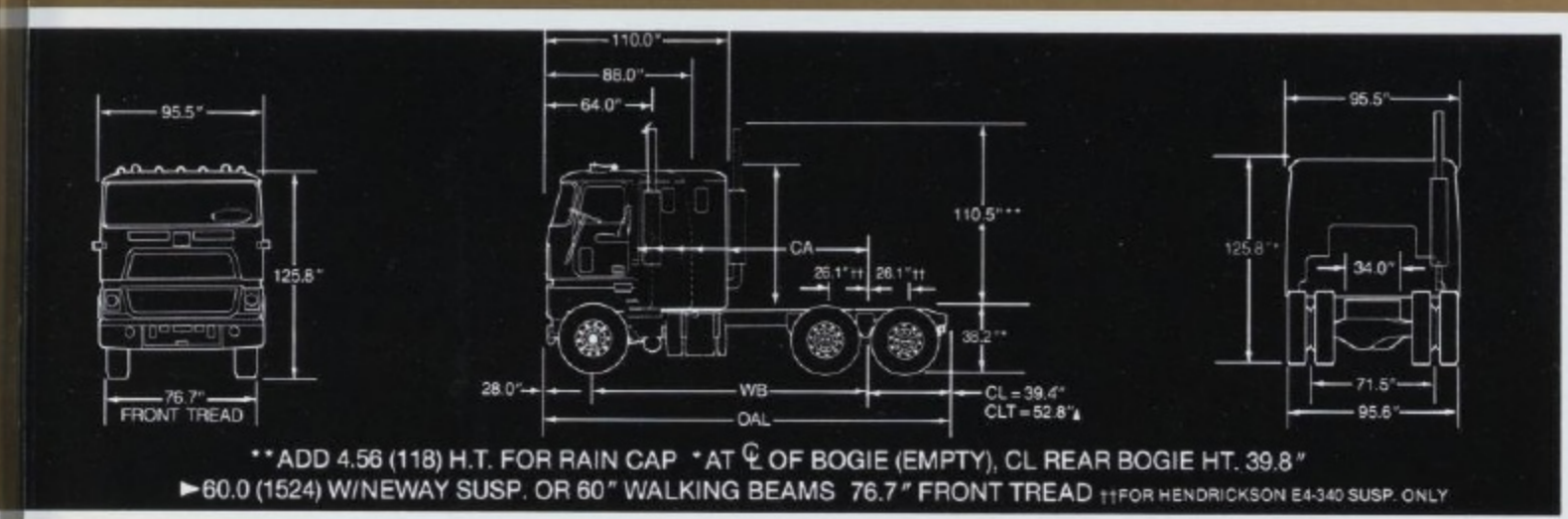




### Specifications

SERIES	CL-9000		CLT-9000	
	STANDARD	OPTIONAL	STANDARD	OPTIONAL
GCWR (lb.)	80,000	—	82,000	127,000, 138,000
GVWR (lb.)	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 DS341 38,000 Rockwell SQ-100††, Eaton DS381 40,000 Rockwell SOHP†† †Eaton DS-401-P* 46,000 Eaton DS-460P 46,000 Rockwell SSHD
BRAKES, SERVICE*	15"x4"F, 16 1/2"x7"R	—	15"x4"F, 16 1/2"x7"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 70, 90 or 105 amp. L-N	75 amp. Motorcraft	75 or 90 amp. Delco 70, 90 or 105 amp. L-N 90 amp. Motorcraft
Battery**	2-625CCA	3 or 4 475CCA or 625CCA	2-625CCA	3 or 4 475CCA or 625CCA
ENGINE	Cummins NTC-300	Cummins Formula 300, Formula 350 NTC-350 Detroit 8V-71 Series, 6V-92 Series	Cummins NTC-300	Cummins Formula 300, 350 or 400, NTC-350, 400 Detroit Diesel 8V-71 Series, 6V-92 Series, 8V-92 Series Caterpillar 3406
FRAME SM-PSI	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†	6,750	6,000, 6,000 taper leaf	6,750	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, RTO-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,* OD RTO-14615*
TIRES	Michelin 11R x 22.5G XZA	**	Michelin 11R x 22.5G XZA	**
WHEELS	10-hole steel disc	Cast Spoke, 10-hole disc††	10-hole steel disc	Cast Spoke, 10-hole disc††

\*PEO. \*Cam type. \*\*Tube type, tubeless, and tubeless radials. †Rating (lb.) @ ground. ††With aluminum carrier. †††Alum. or polished alum. \*\*Maintenance-free. ††Steel or aluminum carrier.  
 †††N.A. with Delco 24-volt starter. □ Available Feb. 1984.



\*\* ADD 4.56 (118) H.T. FOR RAIN CAP \* AT CL OF BOGIE (EMPTY), CL REAR BOGIE HT. 39.8"  
 † 60.0 (1524) W/NEWAY SUSP. OR 60" WALKING BEAMS 76.7" FRONT TREAD †† FOR HENDRICKSON E4-340 SUSP. ONLY

### CL-9000 Dimensions

WB in.(mm)	CA in.(mm) w/these BBC's in.(mm):*		OAL in.(mm)
	64(1620)	88(2240)	
120(3050)	84(2140)	—	187(4763)
126(3200)	90(2290)	—	193(4913)
134(3400)	98(2490)	74(1880)	201(5113)
142(3600)	106(2690)	82(2080)	209(5313)

### CLT-9000 Dimensions

WB in.(mm)	CA in.(mm) w/these BBC's in.(mm):			OAL* in.(mm)
	64(1620)	88(2240)	110(2800)	
142(3600)	106(2690)	82(2080)	—	223(5653)
145(3680)	109(2770)	85(2160)	—	226(5733)
148(3760)	112(2850)	88(2240)	—	229(5813)
152(3860)	116(2950)	92(2340)	—	233(5913)
163(4150)	128(3240)	104(2630)	81(2060)	244(6203)
175(4520)	142(3610)	118(3000)	96(2440)	259(6573)
186(4720)	150(3810)	126(3200)	104(2640)	267(6773)
204(5180)	168(4270)	144(3660)	122(3100)	285(7233)
246(6250)	210(5340)	186(4730)	164(4160)	327(8303)

\*Add 7.2 in. (184mm) w/Neway Suspension or 60" walking beams. † 246 in. (6250mm) 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. \*110" cab available Special Order on single axle models.

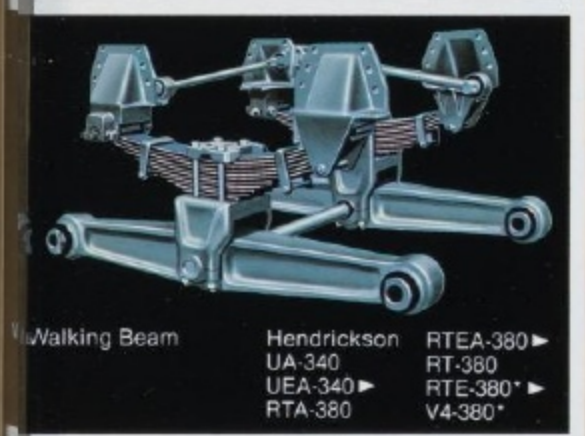
OTHER DIMENSIONS AVAILABLE IN 50 mm INCREMENTS

### Ford CL Options:

- Driver's and rider's seats are available in a wide choice of low-back and high-back versions
- Air conditioning with manual or automatic temperature control
- Convenience package (includes RH sight window mirror, power RH window and hookup light)
- Digital clock
- Inside lever for fifth wheel slide control
- Instrumentation package
- Power RH window
- Speed control
- Radios with traveler's advisory setting: AM  
AM/FM stereo  
AM/FM stereo with cassette deck
- CB antennas
- CB antenna lead and radio hot post and ground-in package tray
- Air Ride Cab
- 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 aluminum boxes (std.), integrally with steel or aluminum fuel tanks

\*PEO † Available Feb. 1984  
 See your Ford Dealer about additional optional equipment.

### Rear Suspensions



\*PEO † Extended leaf type.  
 † Standard axle spacing 52", 60" spacing available  
 †† For trucks pulling into Canada.

In addition to standard equipment, Ford offers a wide range of heavy-duty components from leaders like Eaton, Rockwell and Fuller... you can spec your rig up to 138,000-lb. GCWR. Spec it your way.

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

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

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 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.



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

**Get it together—Buckle up!**

FTO-8426 LITHO IN U.S.A. 8/83

**FORD CL-9000**

TRUCK OPERATIONS 