



# CLT-9000







A Word About This Catalog: Some equipment shown or described in the catalog is available at extra cost.

## Ford CLT-9000 An Investment In Value



### Road King '86

We've been saying it for years—"Ford Means Business In Big Trucks." And year after year we keep getting better. How do we know? Because you keep telling us.

The results of the "Road King 1986 Driver's Survey" are in. Again, Ford is gaining in Class 8 popularity. Again, the percentage of line haul owner/operators driving Ford trucks has increased. Again, Ford ranks in the top five of Class 8's drivers would like to buy.

Again and Again and Again, more truckers are choosing Ford.

### Premium Diesel Performance

The Ford CLT-9000 is available in a variety of big bore, premium performance engines from Cummins and Caterpillar, ranging from 300 to 400 horsepower.\* The Cummins Big Cam IV features Optimized Aftercooling for increased engine efficiency and improved fuel economy.

\*SAE J-1349

### CLT Versatility

Whether it's the tandem CLT-9000 or the single axle CL-9000, this Series is right for any business you're in—line haul, construction, livestock, beverage, tanker. Ford makes it easy to get the truck that's right for you through our Work-Ready Program.

Work-Ready units are pre-spec'd to match the truck to the job. 16 models are available for quick delivery.

### Contents

Kentucky Truck Plant, Cab	
Construction	4-5
Interiors	6-7
Work-Ready Trucks	8-9
Components and Products	10-11
Engines, Powertrain Combinations, Aerodynamics	12-13
Service Ease	14-15
Specifications and Options	16-17





## Skill-Pride-Quality The Kentucky Truck Plant

### The Ford Tradition

Built Tough. With skill, pride and quality. That's the Ford tradition. Our Kentucky Plant (KTP), covering more than 68 acres under roof on a 415-acre site, is one of the largest, and most modern manufacturing facilities in the world. Each year, it attracts visitors from all over the world to see Ford's advanced technology and latest production techniques at work.

### KTP Assembly Line No. 3

Here's where premium Class 8 quality begins. Assembly Line No. 3 is devoted exclusively to the production of Ford's top-of-the line, the CLT-Series cab-overs and LTL conventionals.

### Computerized Frame Piercing

The three new state-of-the-art computer-controlled frame piercers press-punch rather than drill frame rails. Holes are positioned, controlled and then checked by TV monitors. Only necessary holes are punched—no unnecessary ones to weaken the frame.

### 200-Ton Press For Perfect Holes

Frame side rails are automatically punched by 200-ton presses with virtually perfect accuracy every time. Holes are the right size and smoothness, and the adjacent metal is not damaged or weakened. The design strength of the frame rails is completely retained.

### Ripping Them Apart To Be Sure

You expect a lot for the dollars you spend on your rig. We expect a lot from what we build. That's why randomly selected CLT cabs are ripped apart at KTP and examined to make sure welds meet engineering specifications. Every seam is torn open with an air hammer and every spot weld—up to 1,700 of them—is inspected. To pass, welds must be of specified size and strong enough to tear a hole in the surrounding metal.

### Built Ford Tough—More Than A Slogan

It's a tradition that translates into tangible values like driving comfort and maximized vehicle life.

The CLT-9000 cab is built of high strength lightweight aluminum alloy for both extruded structural members and the "sheetmetal" skin.

Look beneath the aerodynamic exterior to the CL's all-welded cab construction. It's engineered for ruggedness and quiet operation. Cab components are fabricated with a combination of computer controlled spot welding and fusion welding. The result—a tight and quiet cab.

- (A) Floor pans are reinforced to help prevent "oil canning."
- (B) Undercab longitudinal support members are full box section aluminum material supported inside with steel reinforcements for cab mounting.
- (C) Welded lightweight, high strength aluminum door panels.

- (D) Door frames are high strength structural alloy.
- (E) Fiberglass lower front quarter panels and side skirts for corrosion-resistance.
- (F) Flat panels are reinforced to eliminate panel flutter and noise.



- (G) Beads are added to the roof panel to eliminate flutter and provide additional strength.
- (H) Complete cab interior is lined with 7/8" thick sound absorbing, temperature insulating material.

### All-Welded Cab Construction

**Rust and Corrosion Protection**  
At KTP we protect your truck even before it takes to the road. The CLT-9000 cab features no-rust aluminum construction.

Each cab is fully immersed in primer and a high voltage charge bonds the primer to the metal, even into remote areas. Sealers, aluminized waxes and special metal coatings are applied to critical areas for optimized corrosion protection.





# Comfort And Convenience Begins Before You Take The Wheel



## Instrument Panel

Easy-to-read instrument panel features:

- Maintenance-free electronic speedometer
- Gauges that read "3 o'clock OK" for checking at a glance
- Hand controls plus CB radio hot post and ground for easy access
- Convenient beverage holder
- Easy-to-reach trailer brake control
- Climate controls.

## Electronic Stereo Radio



## Unconventional Interiors

CLT-9000 interiors are engineered for unconventional comfort and long haul operating convenience. It begins long before you take the wheel—at Ford's Design Center, where engineers employ computer technology to develop new concepts in cab design and driveability.

The result—sit behind the wheel and see the difference a Ford makes.

## 18 Sq. Ft. Windshield Area

We've got one of the largest tinted glass windshields in the industry—18 square feet worth—curved around to put corner posts well to the sides for increased visibility. And 62% of that area is wiped clean during rain and snow in an almost rectangular pattern for good visibility and reduced driving strain.

## Individual Climate Control

You can also feel the difference a Ford makes. The CLT's easy-to-read climate control panel provides individual temperature levels for the driver, passenger and sleeper compartments (shown above right with Custom Hi-Level Trim—features on page 17).

## Standard Trim (Not Shown)

The Standard CLT trim includes:

- National Cush-N-Aire Lo-Back seat with air suspension
- Breathable knitted vinyl seat inserts with vinyl bolsters in charcoal trim
- Observation windows in doors (in lower quarter panel of 64-inch 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.



## Intermediate Trim (Shown Below)

Intermediate Trim Level includes (in addition to or in place of Standard features):

- Chestnut or chestnut/tan decolor throughout
- Polished wood-tone 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-seat bulkhead
- Padded textured vinyl upper-door trim panel with bright bar
- Vinyl lower door trim panels include a map pocket.

## Custom Hi-Level Interior (Shown Opposite Page)

The luxurious Custom Hi-level trim package comes in two attractive colors—charcoal and chestnut. 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 ash tray
- 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.





# Work-Ready Trucks

**Name Your Job...Chances Are We've Already Built Your Truck**  
You're ready to work. Why buy a truck that isn't? Waiting for your truck to show up costs you time and money. With Ford's Work-Ready Program your ship's already in. Work-Ready trucks are pre-spec'd, and ready for quick delivery. They're engineered to provide the power-train, frame, axles and suspension that best match your needs. And, as an added benefit, they carry Extended Service Coverage of 36 months/300,000 miles—full parts and labor (except engine).

**16 Models To Choose From**  
Name your job. Chances are there's a Work-Ready truck already built to match your needs. Choose from GVW/GCWRs up to 51,000/82,000 pounds. Wheelbases extend to 204 inches. GVW's/GCW's are rated to 82,000 pounds.\* Engines from Cummins and Caterpillar are available to 400 horsepower. \*127,000 pounds Turnpike rating.

**Work-Ready "Flex" Options**  
Once you've identified your job requirements, ordering a Work-Ready CLT-9000 is as easy as circling a code number. And, they're flexible enough to allow substitutions on items like paint color, wheels and tires. Work-Ready "Flex" Options allow you to modify a Work-Ready Performance Package to suit your own individual requirements. Ask your Ford Dealer for details.



# Ford CLT-9000 Work-Ready Performance Packages

**When It's Time To Work—Be "Work-Ready!"**

**Work-Ready Trucks Make Ordering Easy**  
Ford makes it easy for you to get the right truck for your job through our Work-Ready Program. Tailored specifically to Dump (Construction), Van/Platform, Refuse, Beverage and Tractor applications, Work-Ready trucks are pre-spec'd for ordering ease. And they're available for quick delivery.

Ask a Ford salesperson to help you clearly identify your job requirements. Then select the Work-Ready Performance Package that matches your needs. Ordering is as easy as circling a code number.

**Work-Ready "Flex" Options**  
Work-Ready "Flex" Options on items like paint color, wheels and tires may be substituted on certain Work-Ready Packages (refer to the last page of this insert).

**Extended Service Coverage—A \$7,150 Value**  
Every Ford Work-Ready truck carries Extended Service Coverage (ESC)—full parts and labor for 36 months/300,000 miles (except engine). Purchased separately, that could cost up to \$7,150\*—depending on truck model.

Extended Service Coverage is transferable to any number of owners—within the limits of coverage. It "goes with the truck," making your unit potentially more valuable at trade-in.

\*Manufacturer's suggested retail price.

## ESC Coverage vs. Basic Warranty

Full Parts And Labor For:			
WORK-READY			BASIC WARRANTY
Base Vehicle	Engine	Powertrain*	
36 Months or 300,000 Miles	Not Covered By Ford	36 Months or 300,000 Miles	12 Months or 50,000 Miles

\*Powertrain components for ESC Coverage purposes include the clutch, manual transmission, driveshaft and rear axle.

## Buy Work-Ready... Or Spec It Your Way

Work-Ready may be the easy way to order a truck. But it's not the only way. Ford still builds trucks in the traditional manner—customized to your own set of unique specifications. Ask your Ford Dealer to help you determine your exact requirements. Work-Ready or Custom Built, either way is Ford tough!

## Work-Ready Specification Sheets

Here is a sample Work-Ready Specification sheet with bullet-points highlighting key areas. The following pages contain selected Packages plus a complete listing of the available Work-Ready Packages within the CLT-9000.

**CL-9000-701**

**FOR GENERAL PURPOSE TRACTOR**

• Work-Ready Model Designation Code.

• Line drawing of cab and body with WB/CA dimensions.

• Front and Rear GAWR's. Total GVWR or GCWR is also indicated.

• Chassis-Cab Specifications.

PERFORMANCE DATA		CHASSIS-CAB SPECIFICATIONS	
GVW	51,000 lb.	01	EXTERIOR COLOR: Plus White (Std.)
GCWR	82,000 lb.	02	AXLE FRONT: 12,000 lb. (Std.)
GVWR	51,000 lb.	03	AXLE REAR: 30,000 lb. (Std.)
GCWR	82,000 lb.	04	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	05	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	06	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	07	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	08	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	09	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	10	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	11	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	12	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	13	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	14	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	15	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	16	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	17	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	18	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	19	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	20	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	21	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	22	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	23	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	24	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	25	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	26	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	27	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	28	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	29	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	30	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	31	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	32	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	33	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	34	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	35	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	36	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	37	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	38	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	39	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	40	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	41	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	42	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	43	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	44	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	45	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	46	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	47	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	48	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	49	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	50	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	51	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	52	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	53	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	54	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	55	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	56	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	57	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	58	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	59	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	60	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	61	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	62	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	63	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	64	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	65	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	66	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	67	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	68	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	69	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	70	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	71	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	72	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	73	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	74	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	75	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	76	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	77	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	78	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	79	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	80	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	81	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	82	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	83	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	84	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	85	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	86	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	87	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	88	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	89	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	90	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	91	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	92	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	93	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	94	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	95	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	96	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	97	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	98	WHEELS: 15.5" Dia. (Std.)
GVWR	51,000 lb.	99	TIRES: 15.5" Dia. (Std.)
GCWR	82,000 lb.	100	WHEELS: 15.5" Dia. (Std.)

• Suggested body type, length or capacity. Tractors are labeled as such.

• Drivetrain Performance.

• Weight Distribution.

• Front, Rear and Total Chassis Weights with indicated specifications.



# CL-9000-701

## FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.  
Rear GAWR: 21,200 lb.  
Total GCWR: 33,200 lb.

**CHASSIS WEIGHT**  
Front: 7,763 lb.  
Rear: 4,366 lb.  
Total: 12,149 lb.

PERFORMANCE DATA	
BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)	
Front:	
Rear:	
Total:	
DRIVETRAIN PERFORMANCE	
Gradeability:	27%
Gear Speed:	59 MPH
Total Reduction:	47:1

Chassis-Cab Specifications				
06	EXTERIOR COLOR: Pure White (Std.)	27	TJ 0	ELECTRICAL: Alternator, 90 Amp. (1350 Watt) Delco 3051
10	AXLE, FRONT: 12,000 lb. (Std.)	UR 1	UR 1	Battery (3) Motorcraft 12V 93 Amp./Hr. (625CCA)
11	AXLE, REAR: Rockwell B-170 (3.70) (Std.) 21,000 lb.	30	OD 0	ENGINE: Cummins Formula 300 "BC IV" (300HP) @ 1800 RPM
13	AXLE EQUIPMENT: Stermo Oil Seals, Front	36	EN	ENGINE EQUIPMENT: Cummins Coolant Filter (Std.)
DE 0	Stermo Oil Seals, Front	OL 0	OL 0	Oil Filter, Cummins By-Pass (Std.)
DC 0	Power Steering	MC 0	MC 0	Clutch, 14" 2-Plate Non-Asbestos Disc (Inc.)
	Shock Absorbers, Front	PC 0	PC 0	Exhaust, Vertical Muffler w/Vertical Pipe, RH (Std.)
				Cold Start Aid, Ether
16	BRAKES, SERVICE: Air Brakes (Std.)	37	PD 0	ENGINE EQUIPMENT: (Cont'd)
	Air Brakes (Std.)	PL 0	PL 0	Throttle, Vernier Hand Control
	Rear, Cam Type 15" x 4" (Std.)	PC 0	PC 0	Fan Clutch, Bendix
HU 0	Centrifuge Brake Drums, Front			Silicone Hose Pkg.
HF 0	Centrifuge Brake Drums, Rear	40	BC 0	FRAME: 9.87 SM-110,000 PSI (Std.)
HR 0				
19	BRAKE EQUIPMENT: Air Parking Brake, Maxi	43	FUEL TANK: Dual 95 Gallon LH and RH Steel Cylindrical	
KS 0	Air Parking Brake, Maxi	EB 1	EB 1	
KA 0	Air Compressor, Bendix 12 CFM	47	SUSPENSION, FRONT: 12,000 lb.	
KC 0	Moisture Ejectors, Auto.	HF 0	HF 0	
22	CAB: Sleeper Cab, 88" BBC	47	SUSPENSION, REAR: 21,200 lb. (Std.)	
NG 0	Sleeper Cab, 88" BBC	NG 0	NG 0	
NB 0	Intermediate Trim	47	SPRINGS, REAR AUXILIARY: Single Leaf	
NS 3	Seat, Bostrom Air 715E Lo-Back, Air Susp. Driver and Air 715E Pass.	MX 0	MX 0	
23	CAB EQUIPMENT: Assist Handles, RH and LH (Std.)	50/S1	TIRES: Front (2) 011R24.5G (14PR) Hwy	
	Assist Handles, RH and LH (Std.)		Rear (6) 011R24.5G (14PR) Hwy	
	Horns, Dual Air (Std.)	50/S1	WHEELS: Front (2) 22.5x8.25 10-Hole Steel Disc	
	Tinted Glass, All (Std.)		Rear (6) 22.5x8.25 10-Hole Steel Disc	
24	CAB EQUIPMENT: (Cont'd)	56	TRANSMISSION: Fuller RT-1180A, 9-Speed	
SA 1	Air Conditioner, Manual	FE 0	FE 0	
	Warming Lights w/Bluzzer, Oil Press. & Water Temp., Oil Temp.			
	Warning Lights w/Buzzer, High Engine Oil Temp.			
	Gauge, Engine Oil Temp.			
	Matteless, Inversing			
25	CAB EQUIPMENT: (Cont'd)	60	FY 0	MISCELLANEOUS: Tractor Package 12" Coiled Air & Electric Lines
RN 0	Radio, AM	HD 0	HD 0	Trailer Hook-Up Lamps
	Mirrors, Western S.S. w/Aux. Convex			

# CLT-9000-706

## FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.  
Rear GAWR: 34,000 lb.  
Total GCWR: 46,000 lb.

**CHASSIS WEIGHT**  
Front: 9,568 lb.  
Rear: 6,460 lb.  
Total: 16,028 lb.

PERFORMANCE DATA	
BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)	
Front:	
Rear:	
Total:	
DRIVETRAIN PERFORMANCE	
Gradeability:	30%
Gear Speed:	78 MPH
Total Reduction:	47:1

Chassis-Cab Specifications				
08	EXTERIOR COLOR: Owner/Operator Pkg. "B", Color Comb. "KE"	25	RH 0	CAB EQUIPMENT: (Cont'd)
CC 0	Owner/Operator Pkg. "B", Color Comb. "KE"	RG 0	RG 0	Mirrors, Western S.S., Heated w/Aux. Convex
	Owner/Operator Pkg. "C" (Inc.)	SE 1	SE 1	Radio, AM/FM Stereo w/Cassette
10	AXLE, FRONT: 12,000 lb. (Std.)	27	TJ 0	ELECTRICAL: Alternator, 90 Amp. (1350 Watt) Delco 3051
11	AXLE, REAR: Rockwell SQ-100 (3.73) Ratio (DSO-1183) 40,000 lb.	TJ 0	TJ 0	Battery (4) Motorcraft 12V 93 Amp./Hr. (625CCA)
		UR 0	UR 0	
13	AXLE EQUIPMENT: Wheel Seals, Stermo Front	30	EN	ENGINE: Caterpillar 3406B (400HP) @ 2100 RPM
DE 0	Shock Absorbers, Front	DE 0	DE 0	Cummins Coolant Filter (Std.)
DC 0	Power Steering	DC 0	DC 0	Oil Filter, Cummins By-Pass (Std.)
		DB 0	DB 0	Clutch, 14" Super Duty 2-Plate Ceramic (Inc.)
				Exhaust, Dual Vertical Mufflers & Pipes
				Oil Filter, Luberliner
16	BRAKES, SERVICE: Air Brakes (Std.)	36	EN	ENGINE EQUIPMENT: (Cont'd)
	Air Brakes (Std.)			Throttle, Vernier Hand Control
	Rear, Cam Type 15" x 4" (Std.)			Silicone Hose Package
HA 0	Centrifuge Brake Drums, Front	37	PD 0	Fan Clutch, Bendix
HU 0	Centrifuge Brake Drums, Rear	PC 0	PC 0	
HF 0		PL 0	PL 0	
HR 0				
19	BRAKE EQUIPMENT: Air Parking Brake, Anchorlok (Std.)	40	AR 0	FRAME: 11.05 SM-110,000 PSI (Std.)
KH 0	Air Parking Brake, Anchorlok (Std.)			
KA 0	Air Compressor, Bendix 12 CFM	43	EC 3	FUEL TANK: Dual 120 Gallon LH and RH Aluminum Cylindrical
KU 0	Air Dryer	EC 3	EC 3	
KC 0	Moisture Ejectors, Auto.	47	HA 0	SUSPENSION, FRONT: 13,100 lb. (Std.)
22	CAB: Aluminum Tilt Sleeper, 110" BBC	47	PT 0	SUSPENSION, REAR: Neway ARD234-6 34,000 lb.
NH 1	Aluminum Tilt Sleeper, 110" BBC			
NS 2	Seat, Bostrom Air 715E Hi-Back, Air Susp. Driver and Air 715E Pass.	50/S1	TIRES: Front (2) 011R24.5G (14PR) Hwy	
NS 5	Seat, Bostrom Air 715E Hi-Back, Air Susp. Driver and Air 715E Pass.		Rear (6) 011R24.5G (14PR) Hwy	
23	CAB EQUIPMENT: Assist Handles, RH & LH (Std.)	50/S1	WHEELS: Front (2) 24.5x8.25 Polished Aluminum Disc	
	Assist Handles, RH & LH (Std.)		Rear (6) 24.5x8.25 Polished Aluminum Disc	
	Cab Tilt, Air Assist	56	EJ 0	TRANSMISSION: Fuller RTO-14613, 13-Speed
BG 0	Cab Tilt, Air Assist			
BK 0	CB Antenna, Twin 14" Wave	60	FY 0	MISCELLANEOUS: Tractor Package, 12" Coiled Air & Electric Lines
BN 0	Convenience Package			Lamps, Trailer Hook-Up (Inc.)
BP 0	Instrumentation Package			
BR 0	Instrumentation Package			
	Fifth Wheel, In-Cab Slide Control			
	In-Cab Slide Control			
24	CAB EQUIPMENT: (Cont'd)			
SA 1	Air Conditioner, Manual			
	Horns, Dual Air, Hadley Rectangular (Inc.)			
	Air Conditioner, Manual			

# CLT-9000-703

## FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.  
Rear GAWR: 34,000 lb.  
Total GCWR: 46,000 lb.

**CHASSIS WEIGHT**  
Front: 8,747 lb.  
Rear: 6,430 lb.  
Total: 15,177 lb.

PERFORMANCE DATA	
BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)	
Front:	
Rear:	
Total:	
DRIVETRAIN PERFORMANCE	
Gradeability:	34%
Gear Speed:	74 MPH
Total Reduction:	52:1

Chassis-Cab Specifications				
08	EXTERIOR COLOR: Owner Operator "KE", Color Comb. "10" (Soft Fan)	25	RG 0	CAB EQUIPMENT: (Cont'd)
CC 3	Owner Operator "KE", Color Comb. "10" (Soft Fan)	SE 1	SE 1	Mirrors, Western Heated S.S. w/Aux. Convex
	Owner Operator Pkg. "B"			Tinted Glass, All (Std.)
10	AXLE, FRONT: 12,000 lb. (Std.)	27	TJ 0	ELECTRICAL: Alternator, 90 Amp. (1350 Watt) Delco 3051
11	AXLE, REAR: Eaton DS-402 (4.11) 40,000 lb.	UR 0	UR 0	Battery (4) Motorcraft 12V 93 Amp./Hr. (625CCA)
13	AXLE EQUIPMENT: Stermo Oil Seals, Front	30	EN	ENGINE: Cummins NTC400 "BC IV" (400HP) @ 2100 RPM
DE 0	Stermo Oil Seals, Front	OL 0	OL 0	Cummins Coolant Filter (Std.)
DC 0	Shock Absorbers, Front	MC 0	MC 0	Oil Filter, Cummins By-Pass (Std.)
OB 0	Power Steering	MM 0	MM 0	Clutch, 14" 2-Plate Super Duty Ceramic (Std.)
		MU 0	MU 0	Self-Adjusting
		MC 0	MC 0	Exhaust, Dual Vertical Muffler Pipe
16	BRAKES, SERVICE: Air Brakes (Std.)	37	PC 0	ENGINE EQUIPMENT: (Cont'd)
	Air Brakes (Std.)	PC 0	PC 0	Throttle, Vernier Hand Control
	Rear, Cam Type 15" x 4" (Std.)	PQ 0	PQ 0	Fan Clutch, Bendix
HU 0	Centrifuge Brake Drums, Front			Silicone Hose Pkg.
HF 0	Centrifuge Brake Drums, Rear	40	AR 0	FRAME: 11.05 SM-110,000 PSI (Std.)
HR 0				
19	BRAKE EQUIPMENT: Air Parking Brake, Maxi	43	EC 3	FUEL TANK: Dual 120 Gallon, LH and RH Alum. Cylindrical
KS 0	Air Parking Brake, Maxi	EC 3	EC 3	
KA 0	Air Compressor, Bendix 12 CFM	47	HA 0	SUSPENSION, FRONT: 13,100 lb. (Std.)
KC 0	Moisture Ejectors, Auto., Non-Htd.	47	PT 0	SUSPENSION, REAR: Neway ARD244-6 34,000 lb.
22	CAB: Sleeper Cab, 88" BBC	50/S1	TIRES: Front (2) 011R24.5G (14PR) Hwy	
NG 0	Sleeper Cab, 88" BBC		Rear (6) 011R24.5G (14PR) Hwy	
SS 0	High Level Interior Trim, Charcoal	50/S1	WHEELS: Front (2) 24.5x8.25 10-Hole Polished Alum.	
NS 5	Seat, Bostrom Air-715E Hi-Back, Air Susp. Driver and Air-715E Pass. Cab, Air Suspension		Rear (6) 24.5x8.25 10-Hole Polished Alum.	
NR 1	Cab, Air Suspension	56	EJ 0	TRANSMISSION: Fuller RTO-14613, 13-Speed
23	CAB EQUIPMENT: Assist Handles, RH and LH (Std.)			
	Assist Handles, RH and LH (Std.)	60	FY 0	MISCELLANEOUS: Tractor Package, 12" Coiled Air & Electric Lines
BG 0	Cab Tilt, Air Assist			Lamps, Trailer Hook-Up (Inc.)
BK 0	CB Antenna, Twin 14" Wave			
BN 0	Convenience Package			
BP 1	Instrumentation Package			
BR 0	Instrumentation Package			
	In-Cab Fifth Wheel Slide Control			
	In-Cab Slide Control			
24	CAB EQUIPMENT: (Cont'd)			
PR 0	Air Conditioner, Manual			
SA 1	Horns, Dual Air, Hadley Rectangular (Inc.)			
	Air Conditioner, Manual			

# CLT-9000-707

## FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.  
Rear GAWR: 38,000 lb.  
Total GCWR: 50,000 lb.

**CHASSIS WEIGHT**  
Front: 5,621 lb.  
Rear: 6,722 lb.  
Total: 12,343 lb.

PERFORMANCE DATA	
BODY/PAYLOAD WEIGHT DISTRIBUTION (Water Level Loading)	
Front:	
Rear:	
Total:	
DRIVETRAIN PERFORMANCE	
Gradeability:	34%
Gear Speed:	82 MPH
Total Reduction:	47:1

Chassis-Cab Specifications (DSO Vehicle)				
08	EXTERIOR COLOR: Med. Canyon Red Metallic, Color Comb. "KE"	25	RG 0	CAB EQUIPMENT: (Cont'd)
BB 0	Med. Canyon Red Metallic, Color Comb. "KE"	RG 0	RG 0	Mirrors, Western S.S., Heated w/Aux. Convex
CC 0	Owner Operator Pkg. "A" & "C" (Inc.)	SE 1	SE 1	Radio, AM/FM Stereo w/Cassette
10	AXLE, FRONT: 12,000 lb. (Std.)	27	TJ 0	ELECTRICAL: Alternator, 90 Amp. (1350 Watt) Delco 3051
11	AXLE, REAR: Rockwell SQ-100P (3.73) Ratio 40,000 lb.	TJ 0	TJ 0	Battery (4) Motorcraft 12V 93 Amp./Hr. (625CCA)
		UR 0	UR 0	
13	AXLE EQUIPMENT: Wheel Seals, Stermo Front	30	EN	ENGINE: Caterpillar 3406B (400HP) @ 2100 RPM
DE 0	Shock Absorbers, Front	DE 0	DE 0	Cummins Coolant Filter (Std.)
DC 0	Power Steering	DC 0	DC 0	Oil Filter, Cummins By-Pass (Std.)
DS 0	Power Steering	DB 0	DB 0	Clutch, 15-1/2" 2-Plate Ceramic (Inc.)
				Exhaust, Dual Vertical Mufflers & Pipes
				Oil Filter, Luberliner
16	BRAKES, SERVICE: Air Brakes (Std.)	36	EN	ENGINE EQUIPMENT: (Cont'd)
	Air Brakes (Std.)			Throttle, Vernier Hand Control
	Rear, Cam Type 15" x 4" (Std.)			Silicone Hose Package
HA 0	Centrifuge Brake Drums, Front	37	PD 0	Fan Clutch, Bendix
HU 0	Centrifuge Brake Drums, Rear	PC 0	PC 0	
HF 0		PL 0	PL 0	
HR 0				
19	BRAKE EQUIPMENT: Air Parking Brake, Maxi	40	AR 0	FRAME: 11.05 SM-110,000 PSI (Std.)
KS 0	Air Parking Brake, Maxi			
KA 0	Air Compressor, Bendix 12 CFM (Inc.)	43	EC 3	FUEL TANK: Dual 150 Gallon LH and RH Polished Alum. Cylindrical (DSO3W1)
KU 0	Air Dryer	EC 3	EC 3	
KC 0	Moisture Ejectors, Auto.	47	HA 0	SUSPENSION, FRONT: 13,100 lb. (Std.)
22	CAB: Aluminum Tilt Sleeper, 110" BBC	47	PT 0	SUSPENSION, REAR: Neway ARD244-6, 60" Spacing 38,000 lb. (DSO47X2)
NH 1	Aluminum Tilt Sleeper, 110" BBC			
NS 5	Seat, Bostrom Air 715E Hi-Back, Air Susp. Driver and Air 715E Passenger Seat	50/S1	TIRES: Front (2) 011R24.5G (14PR) Hwy	
NS 5	Seat, Bostrom Air 715E Hi-Back, Air Susp. Driver and Air 715E Passenger Seat		Rear (6) 011R24.5G (14PR) Hwy	
23	CAB EQUIPMENT: Assist Handles, RH & LH (Std.)	50/S1	WHEELS: Front (2) 24.5x8.25 Polished Aluminum Disc	
	Assist Handles, RH & LH (Std.)		Rear (6) 24.5x8.25 Polished Aluminum Disc	
	Cab Tilt, Air Assist	56	EJ 0	TRANSMISSION: Fuller RTO-14613, 13-Speed
BG 0	Cab Tilt, Air Assist			
BK 0	CB Antenna, Twin 14" Wave	60	FY 0	MISCELLANEOUS: Tractor Package, 12" Coiled Air & Electric Lines
BN 0	Convenience Package			Lamps, Trailer Hook-Up (Inc.)
BP 1	Instrumentation Package			
BR 0	Instrumentation Package			
	Fifth Wheel, In-Cab Slide Control			
	In-Cab Slide Control			
24	CAB EQUIPMENT: (Cont'd)			
SA 1	Air Conditioner, Manual			
	Horns, Dual Air, Hadley Rectangular (Inc.)			
	Air Conditioner, Manual			

# CLT-9000-704

## FOR GENERAL PURPOSE TRACTOR



Front GAWR: 12,000 lb.  
Rear GAWR: 38,000 lb.  
Total GCWR: 50,000 lb.

**CHASSIS WEIGHT**  
Front: 8,822 lb.  
Rear: 6,542 lb.  
Total: 15,364 lb.

PERFORMANCE DATA	



# CLT-9000

## 1987 "WORK-READY"-49 STATE VEHICLES SPECIFICATION SUMMARY

1987 "WORK-READY" Code	WB/CA	GCW† (000)	Engine	F/A (000)	R/A (000)	Trans.	Tires*	Wheels*	Vocation
CL-9000-701	134/74 (88" BBC)	80.0	BC IV F-300	12	23	RT-11609A	011R x 22.5(14)	22.5 x 8.25(D)	T
CLT-9000-701	163/104 (88" BBC)	82.0	BC IV F-350	12	40	RT-14609A	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-704	163/104 (88" BBC)	82.0	E-3406B 310	12	40	RT-14609A	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-702	178/118 (88" BBC)	82.0	3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-703	186/126 (88" BBC)	82.0	BC IV NTC-400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-705	204/122 (110" BBC)	82.0	BC IV NTC-400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-706	204/122 (110" BBC)	82.0	3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-707	204/122 (110" BBC)	82.0	3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-708	204/122 (110" BBC)	82.0	BC1V NTC-400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T

## 1987 "WORK-READY"-CALIFORNIA VEHICLES

CL-9000-781	120/84 (64" BBC)	80.0	BC IV NTC-315	12	23	RT-11609A	011R x 24.5(14)	24.5 x 8.25(D)	T
CL-9000-782	120/84 (64" BBC)	80.0	BC IV NTC-350	12	23	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
CL-9000-783	134/74 (88" BBC)	80.0	BC IV NTC-350	12	23	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-781	163/128 (64" BBC)	82.0	BC IV NTC-350	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-782	178/118 (88" BBC)	82.0	E-3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-783	186/150 (64" BBC)	82.0	BC IV F-350	12	40	RT-14609A	011R x 24.5(14)	24.5 x 8.25(D)	T
CLT-9000-784	204/122 (110" BBC)	82.0	E-3406B 400	12	40	RTO-14613	011R x 24.5(14)	24.5 x 8.25(D)	T

(†)—127,000 pound turnpike rating available. (\*)—Tire/Wheel sizes may be mixed on some models. Only rear tires/wheels are shown. (D)—Disc wheel. T = Tractor.

### Work-Ready "Flex" Options

#### Performance Plus Flexibility

Work-Ready Performance Packages are designed to fit the truck to the job. They're pre-engineered to deliver the right frame, powertrain, and suspension/axle capacities for a broad range of given applications.

Yet, they're flexible enough to allow substitutions on items like paint color, wheels and tires. Work-Ready "Flex" Options allow you to modify a Performance Package to suit your own individual requirements:

- Exterior Paint—the standard color may be changed to any regular production color.
- Wheels—cast spoke wheels may be substituted for disc, or disc for cast spoke.

- Tires—tubeless tires may be substituted for tube type, or tube type for tubeless (equivalent size and ply rating only).
- Rear Tire Tread Type—tube type tires may be upgraded.

### Tire "Flex" Options

#### TUBELESS TO TUBE TYPE "FLEX" OPTION CHART

10.00 x 20F (12)	20 x 7.5 (3-Ply)	11.00 x 22.5F (12)	22.5 x 7.50
11.00 x 20F (12)	20 x 8.0 (3-Ply)	11.00 x 22.5G (14)	22.5 x 8.25
11.00 x 20G (14)	20 x 8.0 (3-Ply)	11.00 x 24.5G (14)	24.5 x 8.25

#### REAR TIRE TREAD "FLEX" OPTION CHART

TIRE SIZE	STD. TREAD (DA)	GROUP IV (DC)	GROUP V MUD/SNOW (DG)	GROUP V ON/OFF (DH)
(TUBE TYPE) 10.00 x 20F (12)	X	X	X	X
11.00 x 20F (12)	X	X	X	X
11.00 x 20G (14)	X	X	X	X

### Notable Work-Ready Equipment Features

Work-Ready CLT-9000 trucks are well-equipped with the kinds of notable features you'd expect to find in a Ford Class 8:

- Radio, AM/FM Stereo w/Cassette
- Bright Exhaust System
- Bright Mirrors
- Air Conditioning
- Sleeper—Aluminum
- Tinted Glass, All-Around
- H.D. Rear Brakes
- Tubeless Radial Tires
- H.D. Rear Springs, For Axle Selected 1-Step Upgrade
- Instrumentation Package
- National Cush-N-Aire Seats—Driver Air, Fixed Passenger/Minimum

# Built To Get The Job Done

## Extended Service Coverage

### Up to \$7,150 Value

Extended Service Coverage (ESC) helps you drive down the cost of ownership by tripling the coverage time of your basic warranty protection over non-Work-Ready trucks. Receive Extended Service Coverage on Work-Ready CL's and CLT's with full parts and labor coverage for 36 months/300,000 miles (except engine). A \$7,150 value.\*

And because it's transferable to a second owner (to the limits of unexpired coverage), it "goes with the truck"—making your unit potentially more valuable at trade-in.

Powertrain components for ESC include the clutch, manual transmission, driveshaft and rear axle.

\*Manufacturer's suggested retail price. See your Ford Dealer for program coverage details.

### ESC vs. Basic Warranty

Model	Item	Full Parts And Labor For:	
		Basic Warranty	ESC Coverage
CL/CLT-9000	Vehicle	12 Months/ 50,000 Miles	36 Months/ 300,000 Miles
	Engine*	—	—
	Powertrain	12 Months/ 50,000 Miles†	36 Months/ 300,000 Miles

\*Engine warranted by the manufacturer. †Excludes clutch.





# Rugged Components For Proven Performance

## The Next Logical Step In Truck Value

A Ford truck is more than a cab and a set of rails. It's engines from Caterpillar and Cummins. It's Rockwell axles, Fuller transmissions, and Bendix fan clutches.

Ford and its Premium Suppliers have assembled some of the best in key componentry to give you premium value for your truck buying dollars.

So when you buy a Ford truck, you buy a Total Truck. This means that the whole unit, including its key componentry, has been design-integrated to offer uncompromising quality and advanced technology.

Work-Ready Program. Extended Service Coverage. Premium Suppliers. The Total Truck. That's Ford—working to keep your truck on the road and you in business.

## All-Bolted Frames

- Up to 1,302,400 RBM.
- Aluminum or hi-tensile steel fabrication of all-bolted construction.
- Straight siderails and tapered frame ends for easy trailer hook-up.
- Bolted-in-place siderail attachments.



## Fleetguard Fuel/Water Separators\*

- One-step, self-venting valve for quick, one-hand draining.
- Easy to maintain—no cartridge filters to change, no housings to take apart, no broken bowls to replace, no algae to scrape away.
- Simple installation

—requires no hardware, replaces standard fuel filters.  
\*Standard on Cummins engine.

## Clutches

- Non-asbestos or ceramic facings.
- Dampened discs with coaxial springs for reduced torsional vibration.
- Self-adjusting option for reduced maintenance.

## Cummins Air Compressors

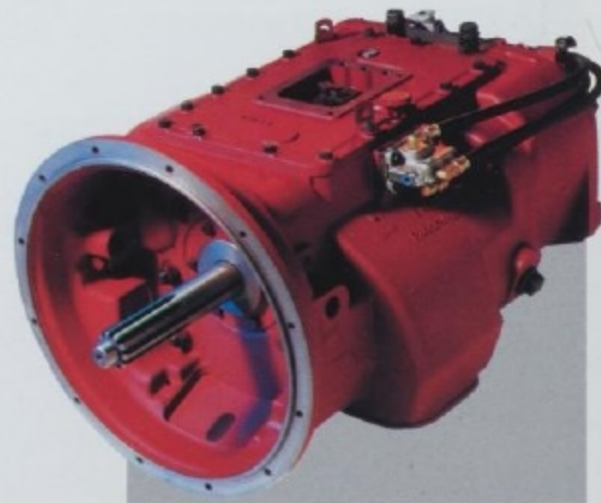
- Single-cylinder design for easy servicing, reduced maintenance and longer life.
- Extended skirt pistons for improved stability, reduced carboning, less noise and extended ring and cylinder bore life.
- Gear-driven—no belts or pulleys to replace.
- Improved 9-hole air discharge valve seat for increased air flow.
- Redesigned cylinder head for reduced air discharge temperature.

## Eaton Power Steering Pumps

- Direct drive for improved durability.
- High temperature sealing elements for long life.
- Decreased sensitivity to flow losses at high temperature.
- High efficiency filter included in remote reservoir.
- Pressure balanced, self-compensating port plate for high volumetric efficiency.

## Fuller Transmissions

- 10-speed direct is standard.
- 7-10-speed direct is optional along with 13-speed overdrive.



## Bendix Air Dryers\*

- Over 12 million square feet of desiccant surface.
- Pre-cooler starts drying process even before the air hits the desiccant.
- Features alloy metal mesh filter.
- Self-cleaning.
- Compact size—only 14" tall.

\*Special Order Option.

## Rear Axles

- Alloy steel gears, carburized and hardened for strength and wear-resistance.
- Fluid lubricated wheel bearings for constant lubrication, increased life and reduced maintenance.
- Specially-forged axle shafts for high torsional strength.



## New Technology For 1987

### Cummins Big Cam IV (OA)

- Cummins Big Cam IV diesel engines with Optimized After-cooling for increased fuel economy, less thermal stress and reduced emissions.

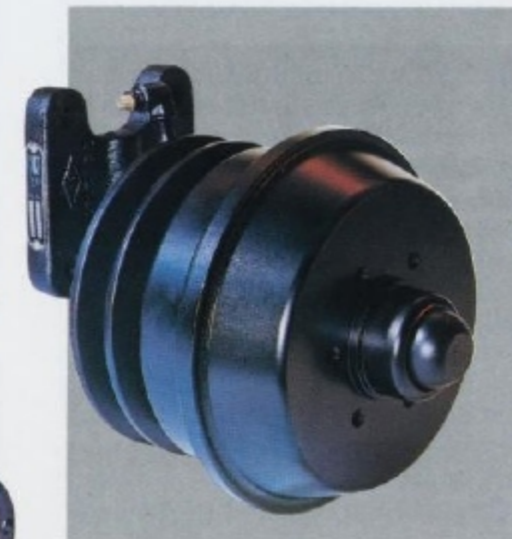
### Air Conditioning

- Redesigned air conditioning system for simpler, more effective performance:
- Improved plumbing: rerouted, relocated hoses for minimal chafing and ease of replacement.
- All-welded condenser: with replaceable stainless steel inlet and outlet fittings.
- Ford FS-6 compressor: uses less engine power and has a longer service life than the unit it replaces.

- Expansion valves: feature a simpler design than the former combination valves and are less susceptible to malfunction.
- Improved blend-air door control: provides positive temperature setting.
- New vacuum-generator air filtration: increases the filtration area approximately 25 times over the former unit.
- Higher capacity receiver-dryer: contains 250 grams of desiccant and double the freon holding capacity of the unit it replaces.
- Redesigned control-panel graphics: for simplified operation.

### Bendix Fan Clutches

- Heavy-duty shaft for increased strength.
- High torque capacity for high rpm's without slipping.
- Lifetime-sealed eliminating the need for routine maintenance.
- Full on-off operation saves fuel compared to viscous fan drives.





## The Ford Power Team— It Pays To Belong

### 19 Engines From Caterpillar And Cummins

No matter what your power requirements may be, the CL/CLT-9000 is there to meet them with 19 engines from Caterpillar and Cummins—13 for 49 States and 6 for California application only.

The Cummins Big Cam IV (OA) Formula 300 is standard. Options include the Cat 3406B Series—from 310 to 400 HP (NA for California); the Cat 3406 Economy 3406B Series—from 310 to 400 HP (310 and 350 HP NA for California); plus the Cummins Big Cam IV (OA) Formula and NTC Series from 300 to 400 HP (400 HP NA for California).

### Caterpillar 3406B— Proven Heavy-Duty Power

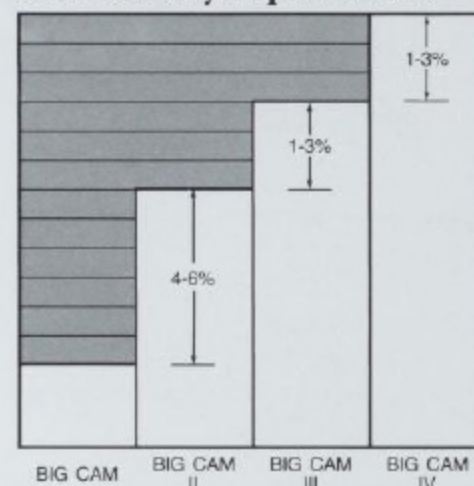
Take advantage of Caterpillar's more than 20 years of premium diesel manufacturing experience. Choose proven heavy-duty power in the Cat 3406B diesel engine, featuring:

- Jacket Water Aftercooling—for increased combustion efficiency and reduced emissions.
- Full Range Governor—(not min-max) for automotive-type speed control and reduced gear shifting.
- Direct Injection Scroll Fuel System—results in lower emissions plus improved fuel economy. Individual scroll-type fuel pumps for each cylinder require no balancing and maintain fuel efficiency without periodic adjustment.

### Optimized Aftercooling From Cummins

Simply put, Optimized Aftercooling reduces the temperature of the air going into the engine's combustion chamber. Because cool air contains more oxygen per cubic inch than warmer air, it allows the fuel to burn with greater thermal energy. The end result is good fuel economy and boosted engine response.

### Fuel Economy Improvements



### Fuel Improvement of 6 to 12%

Optimized Aftercooling—new in Big Cam IV—is only part of the Cummins performance story. Since its introduction in 1976, the Big Cam Series has realized fuel improvements from 6 to

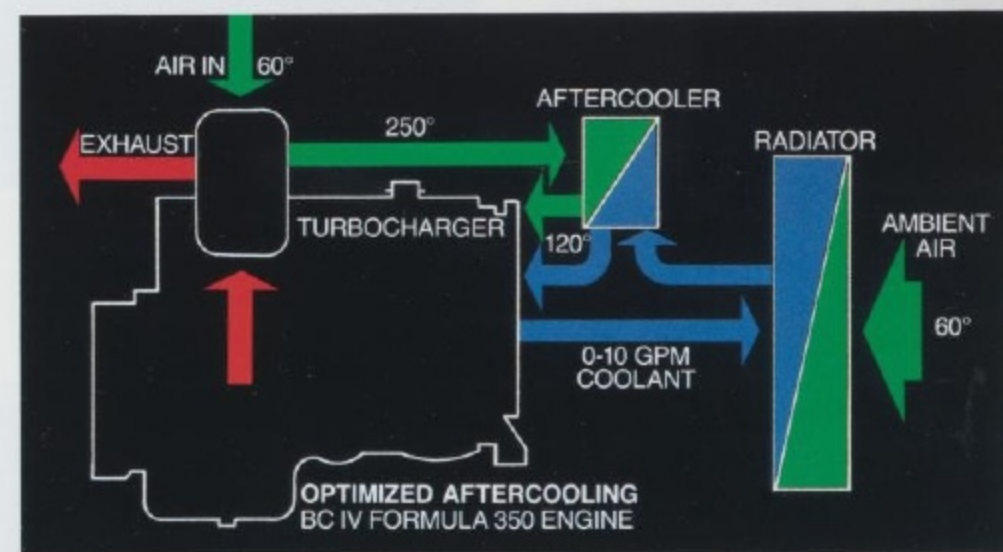
12%. As the accompanying bar graph illustrates, fuel economy increased 4 to 6% with Big Cam II... 1 to 3% with Big Cam III... and now another 1 to 3% with Big Cam IV.

### Reduced Operating Costs

Even a minor improvement in fuel economy pays dividends. For example, at an average cost of \$1.00 per gallon of diesel fuel, a 3% miles-per-gallon improvement (from 5 to 5.15 mpg) could save approximately \$1200 every 200,000 miles.

Depending on where and how you drive, it's not hard to estimate what a CLT-9000 Series truck driven by the Big Cam IV can save you in everyday operating costs.

The Ford Power Team—it pays to belong.



### Winning Combinations

Vehicle	Engine	Transmission	Rear Axle	Tires	Max. Geared Speed	Cruising Speed
CLT-9000	Cummins Big Cam IV (OA) 315 hp @ 1800 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell SQ-100 3.55 Ratio	285R24.5 G Rating	60.8 mph	1627 rpm @ 55 mph
CLT-9000	Caterpillar Economy 3406B 310 hp @ 1800 rpm	Fuller RT-11609A 9-Speed Direct	Rockwell SQ-100 3.55 Ratio	285R24.5 G Rating	60.8 mph	1627 rpm @ 55 mph

## Unconventional Style And Ride



### Class 8 Comfort And Good Looks

Economy can be beautiful in more ways than one. The same 1986 ROAD KING survey that named Ford Class 8's among the top five in driver preference, also rates them high in comfort and styling.

The CLT-9000 features a redesigned air conditioning system for simpler, more effective performance. And Ford stands behind it with a 36 months unlimited mileage warranty coverage, full parts and labor.

Next time you're in the area, stop in to visit a Ford Dealer. See for yourself what a difference a CLT can make.

### The Aerodynamic Shape Of Today

It's a fact: as much as 50% of the power required to move your truck down the highway at legal speeds can be spent overcoming aerodynamic drag. That power drain is money wasted.

The CLT-9000 is shaped for today, with airflow management features that minimize wind resistance for maximized fuel savings.

- smoothly rounded contours
- sloped windshield
- recessed steps and grab handles

### Riding On Air

The CLT-9000 rides on the air. The optional 4-point air cab suspension fights driver fatigue through its remarkably smooth ride, virtually isolated from chassis noise and vibration. Add the optional rear axle air-ride suspension and air-ride driver and passenger seats for top-of-the-line comfort and luxury.



## Easy To Service

### 80° Tilt Cab

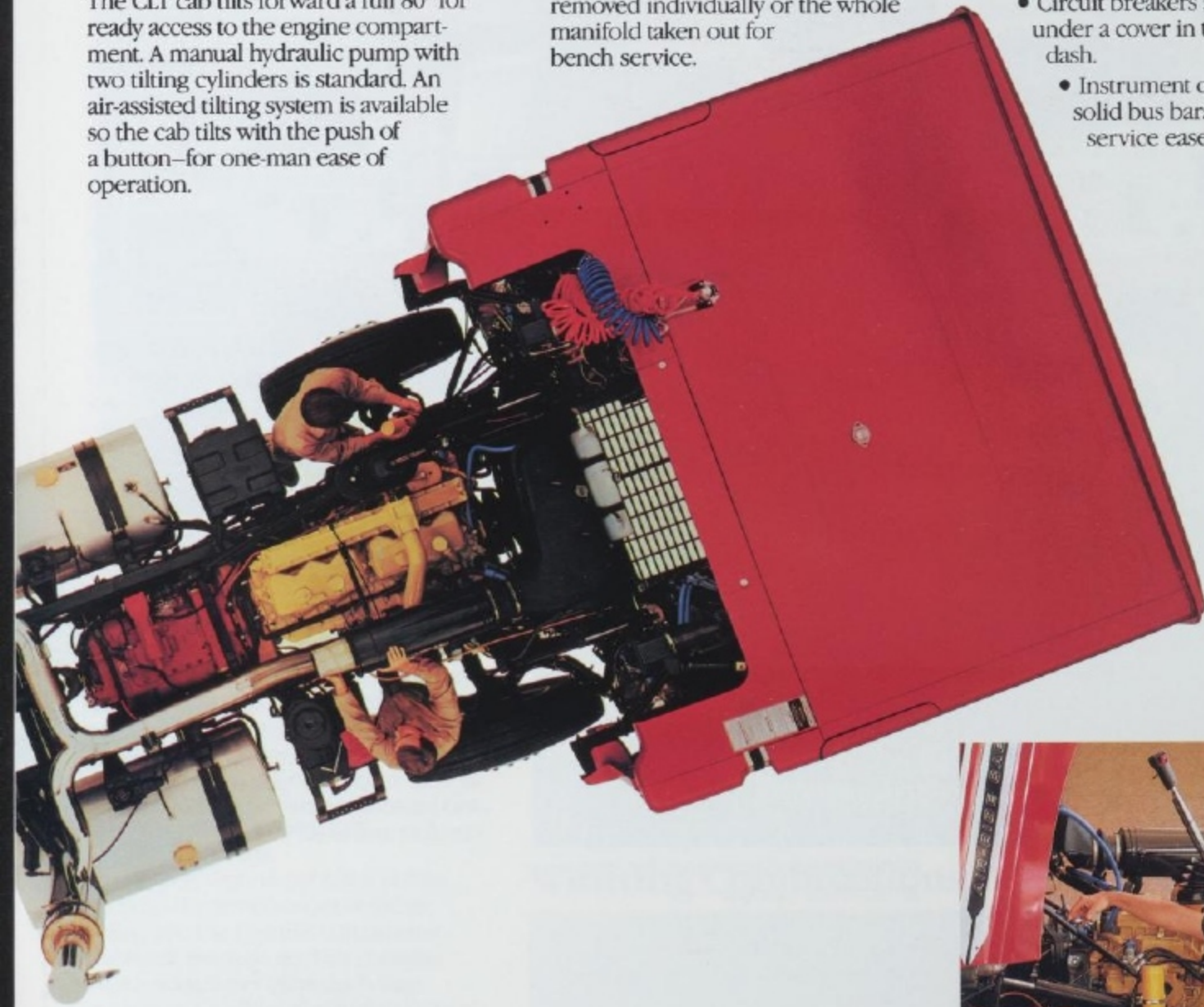
Downtime is wasted time. And income lost. The CLT is designed for ease of service, keeping routine scheduled maintenance to a minimum. Time is spent on performing necessary maintenance, not unnecessary motion.

The CLT cab tilts forward a full 80° for ready 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—for one-man ease of operation.

The CLT supports low cost of ownership through a number of service-reducing features:

- Maintenance-free batteries.
- Manifold grouping of air controls to minimize the number of lines and connections.
- Control valve spools can be removed individually or the whole manifold taken out for bench service.

- Color-coded air lines are wrapped in nylon sheaths to help guard against chafing and wear.
- Cab fittings are quick-disconnect type forming a seal without tools.
- Electrical relays are grouped in a swing-down distribution center on the rider's side.
- Circuit breakers are accessible under a cover in top of the dash.
- Instrument circuits are solid bus bars, providing service ease.



## Keeping Your Truck On The Road And You In Business

### CL/CLT-9000 Limited Warranty Protection

Item	Warranty Period		Owner Contribution	
	Months	Miles	Parts	Labor
Base Vehicle	12	50,000	No Charge	No Charge
Engine*	—	—	—	—
Drivetrain†	24	150,000	50%‡	50%‡
Frame	60	Unlimited	50%‡	50%‡
Cab Corrosion	36	Unlimited	No Charge	No Charge
A/C	36	Unlimited	No Charge	No Charge

\*Engines are warranted by the manufacturer. †Excludes clutch. ‡No charge first 12 months or 50,000 miles; 50% between 12 months and time coverage of warranty.

### A Decade Of Ford Toughness: Over 137,000 Trucks Sold... Over 112,000 Still On The Road!

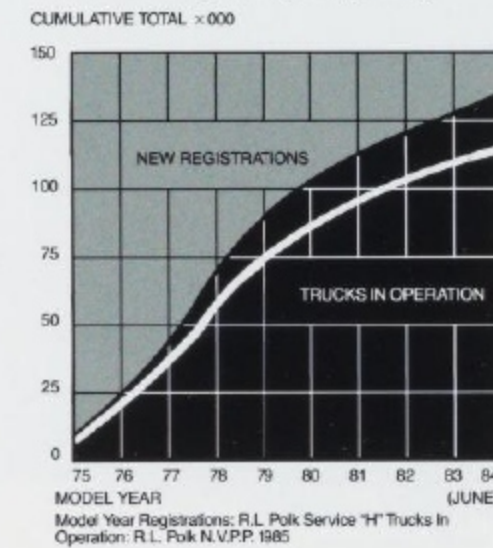
Ford sold more than 137,000 heavy trucks in the 10-year period preceding July, 1984. As you can see from the accompanying chart, over 112,000 of these trucks are still on the road. In fact, over 82% of all Ford big trucks (Class 8) sold during that period are still on the job.

That's a bottom line result. That's Ford Tough!

### Reduced Downtime

The CLT-9000 Series is designed to reduce downtime. Maintenance and service checks—shown below on a Cat 3406 diesel engine—can be carried out quickly, helping to keep your truck on the road and you in business: (A) fluid systems check (B) ether bottle (C) air filter replacement and (D) oil level.

### Ford Heavy Truck Registrations And Trucks In Operation By Model Year 1975-1984 (June)



### Big Payloads—The "Real-World" Payoff!

Weight distribution is the key to payload capacity—the "real-world" payoff.

Don't be misled by manufacturer claims for lightweight trucks. Overall weight is not the essential factor in determining payload capacity. Weight distribution—how much payload can be transferred to the front axle—is the essential ingredient.

By setting components like fuel tanks forward under the cab, the CLT-9000 is able to load enough weight onto the front axle to give it an effective payload capacity competitive with any Class 8 on the road.

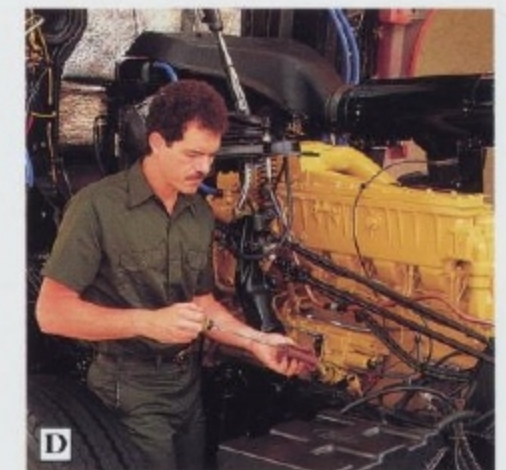
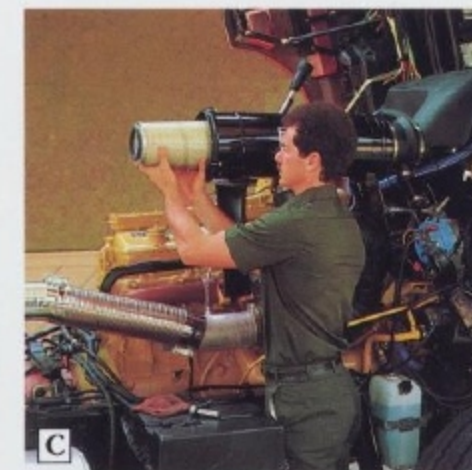
See your Ford Dealer for specifications.



### Ford Full Parts And Service Support

Ford backs your CLT with a network of parts and service centers supporting over 260 Ford Heavy Truck dealers nationwide.

Ford Parts and Service Division also provides technical service training and publications, special service tools and equipment, and technical service assistance.





# Ford CL/CLT-9000 Specifications

SERIES	CL-9000		CLT-9000	
	STANDARD	OPTIONAL	STANDARD	OPTIONAL
GCWR (lb.) Max.	80,000	—	82,000	127,000/138,000
GVWR (lb.) Max.	33,200	35,000	46,000	51,100
AXLE, FRONT (lb.)	12,000 Steel	12,000 Aluminum	12,000 Steel	12,000 Aluminum; 13,100 Steel
AXLE, REAR Rating in lb.	23,000 Rockwell 170	23,000 Rockwell 170* 23,000 Eaton 23121	34,000 Rockwell SL-100	34,000 Eaton DS-341 40,000 Eaton DS-402 Rockwell SQ-100**, SQ-100P** 46,000 Rockwell SSHD
BRAKES, SERVICE Air Cam-type	15" x 4" x .44" F 16 1/2" x 7" x .75" R	—	15" x 4" x .44" F 16 1/2" x 7" x .75" R	—
BRAKES, PARKING	Anchor-Lok Spring Set	Maxi or MGM	Anchor-Lok Spring Set	Maxi or MGM
ELECTRICAL: Alternator	75 amp. Motorcraft	90 amp. Motorcraft 75 or 90 amp. Delco 90 or 105 amp. Leece-Neville	75 amp. Motorcraft	75 amp. or 90 amp. Delco 90 or 105 amp. Leece-Neville 90 amp. Motorcraft
BATTERY Maintenance-Free	3-550CCA	3 or 4 625CCA, 4-550CCA 3 or 4 625CCA "Cycle Power"	3-550CCA	3 or 4 625CCA, 4-550CCA, 3 or 4 625CCA "Cycle Power"
ENGINE	Cummins Big Cam IV (OA) Formula 315	Cummins Formula 300/350 Cummins NTC 315/350	Cummins Big Cam IV (OA) Formula 315	Cummins Formula 300/350/400* Cummins NTC 315/350/400* Caterpillar 3406B-310*/350*/400* Caterpillar Econ 3406B-310*/350*/400
FRAME	1,085,700 RBM Steel	1,302,400 RBM (Max.) Aluminum	1,215,500 RBM Steel	1,302,400 RBM (Max.) Aluminum
FUEL TANKS †† (Gallons)	75 Dual Steel (Cyl.)	CYLINDRICAL 95 Dual Steel, Alum. or Polished Alum. 120 Dual Alum. 150 Dual 29" Dia. Polished Alum. † INTEG./RECTANGULAR w/CARRIER 100 Dual Steel or Alum. 125 Dual Steel	75 Dual Steel (Cyl.)	CYLINDRICAL 95 Dual Steel, Alum. or Polished Alum. 120 Dual Alum. 150 Dual 29" Dia. Polished Alum. † INTEG./RECTANGULAR w/CARRIER 100 Dual Steel or Alum. 125 Dual Steel
SUSPENSION, FRONT—Combined Rating (lb.) @ Ground	13,100	12,000; 12,000 Taper Leaf	13,100	12,000; 12,000 Taper Leaf
SUSPENSION, REAR—Combined Rating (lb.) @ Ground	23,000	23,000 Low Deflection	34,000 E4-340	(See Suspension Chart Page 17)
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	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
TIRES	Michelin 11R22.5-14 XZA	Tube, Tubeless & Tubeless Radials	Michelin 11R22.5-14 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 ††

\*Aluminum carrier. \*\*Steel or aluminum carrier. †NA for California. ††See your Ford Dealer for additional options. †Special order option.  
††Aluminum or polished aluminum. (OA) = Optimized Aftercooling.

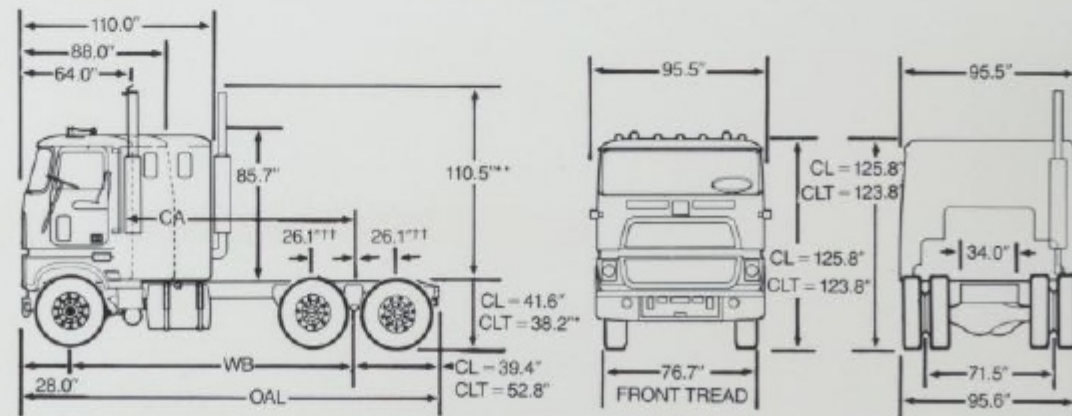
## CL-9000 Dimensions

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

## CLT-9000 Dimensions

WB	CA in. w/these BBC's:			
	64"	88"	110"	OAL*
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"

\*Add 7.2" w/Neway Suspension or 60" walking beams.  
†246" 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.



\*At center of bogie (empty).  
\*\*Add 4.56" height for rain cap.  
††For Hendrickson E4-340 suspension only.  
Other dimensions available in 2-inch increments.

## Chassis Optional Equipment

- Air ride cab suspension
- Aluminum front axle
- Automatic moisture ejectors
- Bright mufflers
- Bright exhaust
- Greasable steering linkage
- Pogo stick—deck plate mounted\*
- Silicone hose package
- Stainless steel quarter fenders\*
- Fuel filter
- Fuel heater\*
- Jacobs engine brake\*
- Dietz or Per-Lux driving lights
- Bumpers:  
cutoff, painted, chrome, or  
polished aluminum
- Tire chain hooks\*

## CLT-9000 Rear Suspensions

Type Suspension Available	
4-Spring type	Hendrickson E4-340 (standard) E4-380 (optional) Adjustable Torque Arms (optional)
Air	Neway ARD-234-6
Walking Beam	Hendrickson UA-340* UEA-340* (extended leaf) RTA-380* RTEA-380* (extended leaf) RT-380 RTE-380** (extended leaf) RT-400**

\*Aluminum. \*\*Special Order Option. Standard axle spacing 52", 60" available for trucks pulling into Canada.

## Cab Optional Equipment

- Air conditioning with manual control
- Convenience package (includes RH sight window mirror, power RH window and hook-up light)
- 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
- Sleeper Compartment  
—88" BBC and 110" BBC options  
—full-width sleeper curtain  
—2 dome lights  
—individual heating and A/C (with cab) controls  
—dual, side-mounted vents  
—innerspring and urethane mattress options
- Radios:  
AM—pushbutton  
AM/FM stereo—electronic  
AM/FM stereo with cassette deck—electronic
- CB antennas
- CB antenna lead and radio hot post and ground in package tray
- Quad headlights

\*Special Order Option.

## Options Availability

Some options displayed or described here and elsewhere 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.

## 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 their respective sales organizations, and Ford assumes no responsibility for their use.

## Federal 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 Administration (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.





# With Ford, You're Never Far From Home!

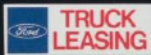


## Toll-Free Sales & Service Hotline

Call toll-free 1-800-FORD 1ST (367-3178)\* for information concerning CL/CLT-9000 sales, parts and service facilities. Operators are ready to take your call from 8 A.M. until 8 P.M. (EST). With Ford, you're never far from home.

\*In Alaska call 1-800-433-6292.

- Regional Sales Offices
- District Sales Offices
- Parts Distribution Centers
- Heavy-Duty Truck Dealers



FORD PARTS AND SERVICE DIVISION



## Ford Means Business In Big Trucks



## FORD CLT-9000

TRUCK OPERATIONS

