

THE FORD CL-9000



Compare it with any linehauler
on the road today.



The spacious, color-coordinated CL-9000 cab offers all-around comfort and visibility.

Compare: driver comfort

Ford's new CL-9000 offers all-around comfort that may surprise you. The richly tailored cab interior reflects the overall quality of this all-new linehauler.

From the inviting roominess inside to the clear, open view to the outside... the CL provides ease for the driver. The wide

windshield curves to put the cornerposts well around to the sides. Gauges and warning lights are directly in front of you; hand controls and CB hotpost and ground post are conveniently to the right.

A few minutes behind the wheel of the CL-9000 may spoil you for other cabovers.

Roomy rider's side, too

Spacious interior comfort is built in for the rider, too. You can also choose from a dozen optional seat choices... including adjustable-air passenger seats and high-backs with flip-down armrest.

Backlit instruments read "3 o'clock OK" for checking at a glance.



Room to stretch out and relax.



Low doghouse

Ford's low doghouse is another driver feature. You can switch sides without strain, ease back into the sleeper, or sack out across the seats.

First full-air-ride cab option

Ford introduces the first full-air-ride cab suspension. This optional system uses air springs and shocks designed to minimize cab noise and vibration. It's a new kind of ride—one you have to feel to fully appreciate.

Separate heaters

Whether you're driving, riding or resting in the optional sleeper, you get your own heater and controls to provide for individual comfort.

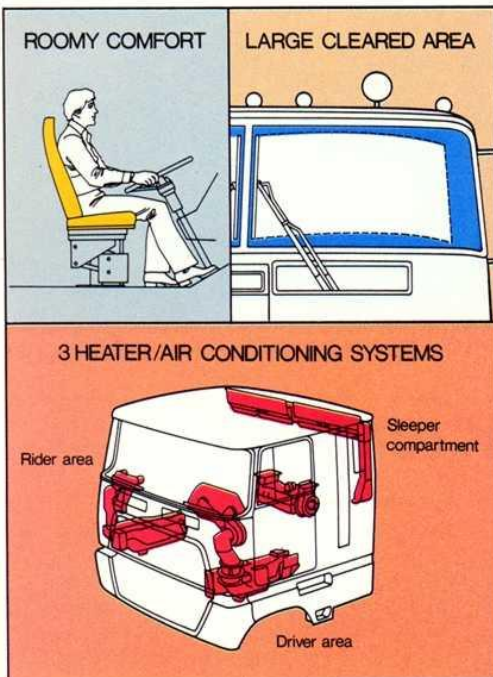
If you order air conditioning, it's integrated with the heaters. Condensor is behind grille, leaving cab roof clear.

Spacious sleeper options

The CL-9000 offers handsome optional sleeper compartments from 24-in. space



Ford's optional full-air-ride cab suspension gives you a new kind of ride.



Grab rails outside and in.



Note automatic entry light and convenient map pocket

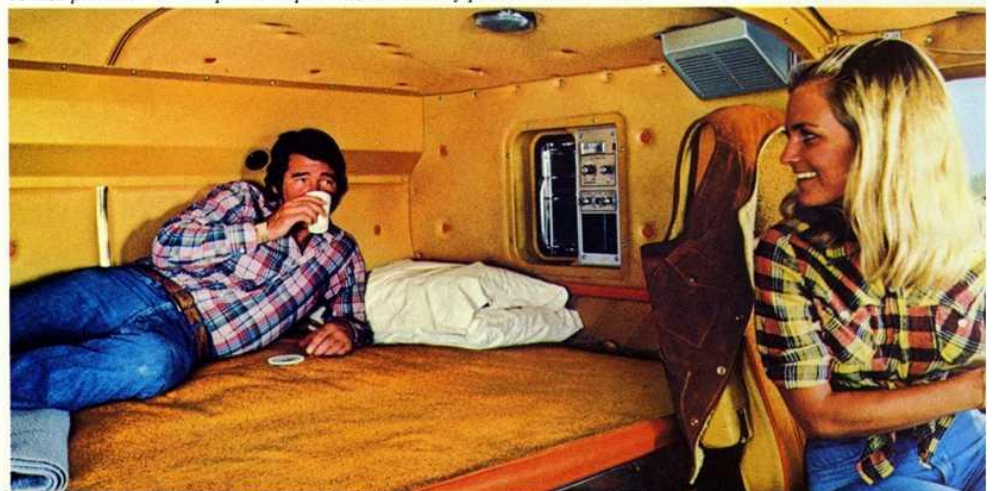
Three visors plus overhead tray.

A nice place to live. Sleepers are spacious, luxuriously padded and insulated.

saver to 54-in. double bed. Mattresses, both foam and innerspring, are a generous 80-in. long. The double bedroom in the 110-in. BBC model features a closet and foot locker, plus a whopping 28 cu. ft. of storage in lighted, carpeted compartments.

If you drive your own rig . . . or if, like Ford, you consider drivers key people . . . check out the strikingly new CL-9000. Compare it with any linehauler on the road today.

CL-9000: Built Ford Tough





Ford's new CL-9000 is designed to cut weight and wind resistance.

Compare: these design efficiencies

Ford's lightweight CL-9000 is new from the ground up . . . designed from the ground up to be a tough truck. The CL-9000's advances, compared to Ford's previous cabover, range from high payloads to low scheduled maintenance requirements. Here's how they can help you cope with today's rising costs:

Low weight, high payloads

Standard CL-9000 models are designed recognizing the need to carry maximum payloads with tough, weight-saving construction. Weight saved in the tractor increases allowable payloads. That's productivity, a basic requirement for successful truck operation in these competitive times.

Aerodynamic cab design

The CL's sleek lines catch the eye but also cut the wind. Ford's scientific wind tunnel tests show that the smooth contours can significantly reduce cab air drag which can contribute to increased fuel economy. The fuel savings vary with power train, trailer, and other factors.

Air flows smoothly around the aerodynamic cab.



Coolant recovery system is standard.



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 special flanges that permit field repair or replacement by either welding or riveting.

Ford's giant shaker test

Along with other tests, Ford uses truck-size shake rigs to test in advance major components like cabs and frames. The shaker tests are the equivalent of years of hard hauling. The CL-9000's components are new—but they've already met Ford's tough tests.

Full-line choice

The CL-9000 comes in five cab lengths and a broad range of components. In fact, you can spec tractors with special turn-pike ratings as high as 138,000 lbs. GCW.

Diesels up to 600 SAE gross hp

To provide the level of performance you want, you can select diesels as powerful as 600 SAE gross engine hp, with Ford's standard 1680-sq. in. radiators. Also available: a full range of low-rpm engines.

Ford quality

Typical of Ford's high standards is the CL paint treatment. Cabs with the glamour paint option are protected by seven coats of primer and paint. The 36 production colors include deep metallic and clear coat finish. Frame and chassis get three coats of primer and paint and offer optional colors to match the cab.

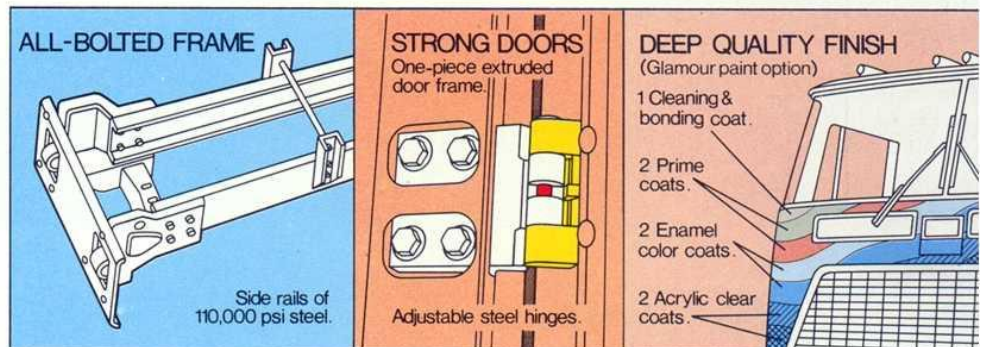
Compare the tough new CL-9000 with any linehauler on the road today for quality.

CL-9000: Built Ford Tough



CL-9000 cab is all-aluminum.

Cab shows its toughness in shake tests.



You get a choice of five lengths from 54-in. shorty to 110-in. family sleeper. Shown below: 110-in., 88-in., and 64-in. models.





Ford does the little things right in the big new CL-9000.

Compare: these features to help minimize downtime

Ford's tough CL-9000 is built to minimize downtime in several basic ways compared to Ford's previous cabover. Simplified design for key areas like wiring and plumbing. New accessibility for easy servicing. New engineering to help reduce scheduled maintenance requirements.

Out-front service ease

Top half of grille is hinged and swings up for quick service checks. The coolant recovery system is standard. If needed, coolant can be added without removing radiator pressure cap—avoiding possible coolant blow-off.

Plug-in bulbs and gauges

In the instrument panel, all gauges, switches and bulbs (both warning and lighting) are plug-in type. They can be replaced easily from the front of the instrument panel. All bulbs are identical and are widely available.

Grille lifts for service checks.



Gauges and switches are all plug-in type.



Front replacement bulbs.



Engineered for toughness

Ford knows how important it is for you to keep your rigs on the road, running and earning. That's why thousands of man-hours went into designing toughness into well-known trouble spots like plumbing and wiring.

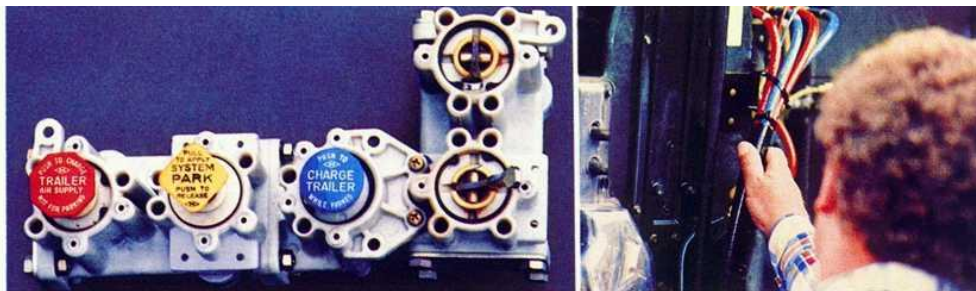
Simplified air system

Air 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 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 are a quick-connect type that form a seal without use of wrenches.

Wiring protection

Heavy-duty insulation and waterproof and water-resistant connectors in moisture areas are only the start. For more protection, chassis wiring harnesses are enclosed in a

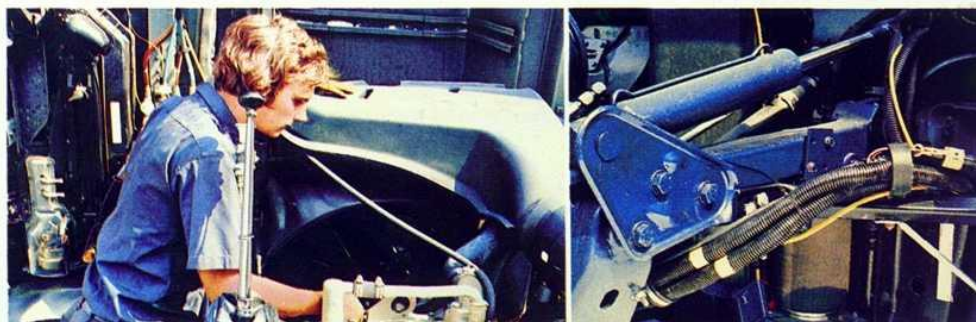


Air system features include controls manifold, harnessed lines.



Bus bars replace many wires to instruments.

Waterproof connectors.



Plenty of room to work.

Plastic conduit protects wiring.



Electrical distribution center.

Circuit breakers with cover removed.

Cab tilts by manual hydraulic pump or optional air pump.



plastic conduit. Wiring to the rear of the cab is carried in a closed channel under the floor with a cover plate for access.

Modular electrical system

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.

Scheduled maintenance

To further minimize time off the road, the CL-9000 is engineered for a 50,000-mile maintenance cycle between scheduled stops for most chassis lube points, repacking of bearings, system inspection and similar service operations. Purchased power train components are exceptions, of course.

One more way Ford helps keep trucks where they belong: on the job making money for you. One more reason to compare the tough new CL-9000 with any linehauler on the road today.

CL-9000: Built Ford Tough



When you're starting out for the long haul, you know you need a tough rig.



FORD MEANS BUSINESS IN BIG TRUCKS

At Ford, we're serious about trucking. That's why we designed the new CL-9000 series from the ground up to meet your needs. Why we build them to be lightweight and tough. And back them with a service network of 5,600 dealers—including 275 who specialize in heavy trucks and have some of the finest facilities in the field.

The CL-9000 from Ford. Compare it with any linehauler on the road today.

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