

1973 FORD C-SERIES

TILT CABS
GVW'S TO 51,000 LB.
GCW'S TO 75,000 LB.



Ford C-Series

The easy handling way to handle big bodies, big payloads

Ford pioneered modern tilt-cab truck design for today's needs. And Ford C-Series Tilts are the sales leaders for many sound business reasons. Ford C-Series Tilts are engineered for maximum payloads, more profitable operation. Their set-back front axle design allows as much as 1,000 pounds more payload to be carried by the front axle than is possible with most conventional trucks. Ford's short BBC and short wheelbases allow larger loads and longer bodies

within the same overall length.

Ford Tilt Cabs are exceptionally roomy and comfortable. Even tall drivers will find head clearance and legroom to spare. Convenient inboard step and large door opening make getting in and out easy. Extra-generous cab dimensions provide plenty of room for three husky men. Drivers sit up high above the light beams of approaching traffic, and all controls are within easy reach.

Ford C-Series Tilts feature wide-



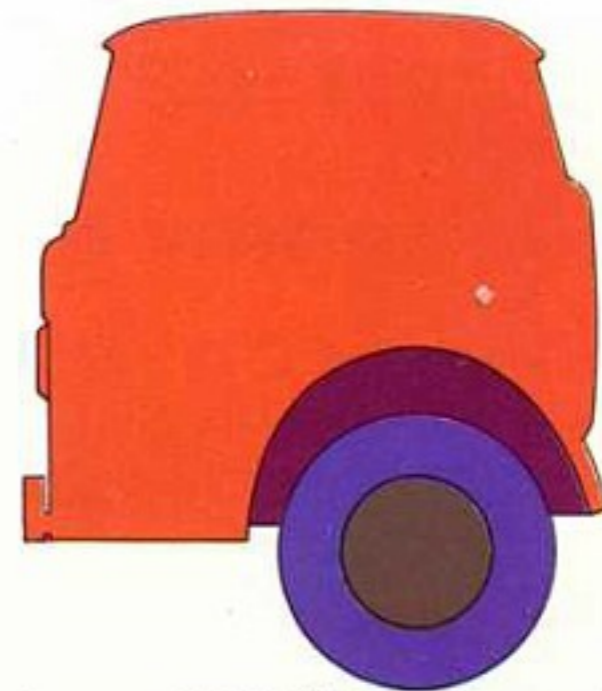
C-800 with Refuse Body

track front axles with large wheel-cut angles for tight-turning maneuverability. Most turns can be completed in a single pass rather than the two or more required by conventional-type trucks. Ford's sharp-turning maneuverability simplifies backing up to crowded loading docks, snaking through congested alleys, maneuvering through rush-hour traffic. Power steering is, of course, available.

Ford C-Series cabs tilt 45° to provide wide-open accessibility for

all types of engine maintenance and repair. Mechanics have plenty of working room to speed servicing . . . reduce costly downtime.

Routine servicing can be easily performed without tilting the cab on all gasoline-powered and V-Series Diesel models. An access panel door behind the passenger's seat back permits quick and easy checking of engine oil and coolant levels. The oil dipstick, oil filler neck and coolant cap are all readily accessible.



← 82.5" BBC* →

*V-8 Diesels increase effective BBC 4"



C-900 Tractor with sleeper cab

C-Series Cabs provide roomy comfort and convenience

Spacious Ford Tilt Cabs are tops for visibility, handling ease and riding comfort. Chair-height bench seats, wide enough to seat three big men comfortably, are standard equipment on all gas-powered models. Entry to and exit from this spacious cab is made easy by a wide step inside

the door. Tread surface is protected from the elements no matter what the weather.

And visibility is superb. You'll discover no hood out front to interfere with driver vision. Close-to-the-road visibility is excellent through a mammoth, almost 12-sq. ft. windshield.

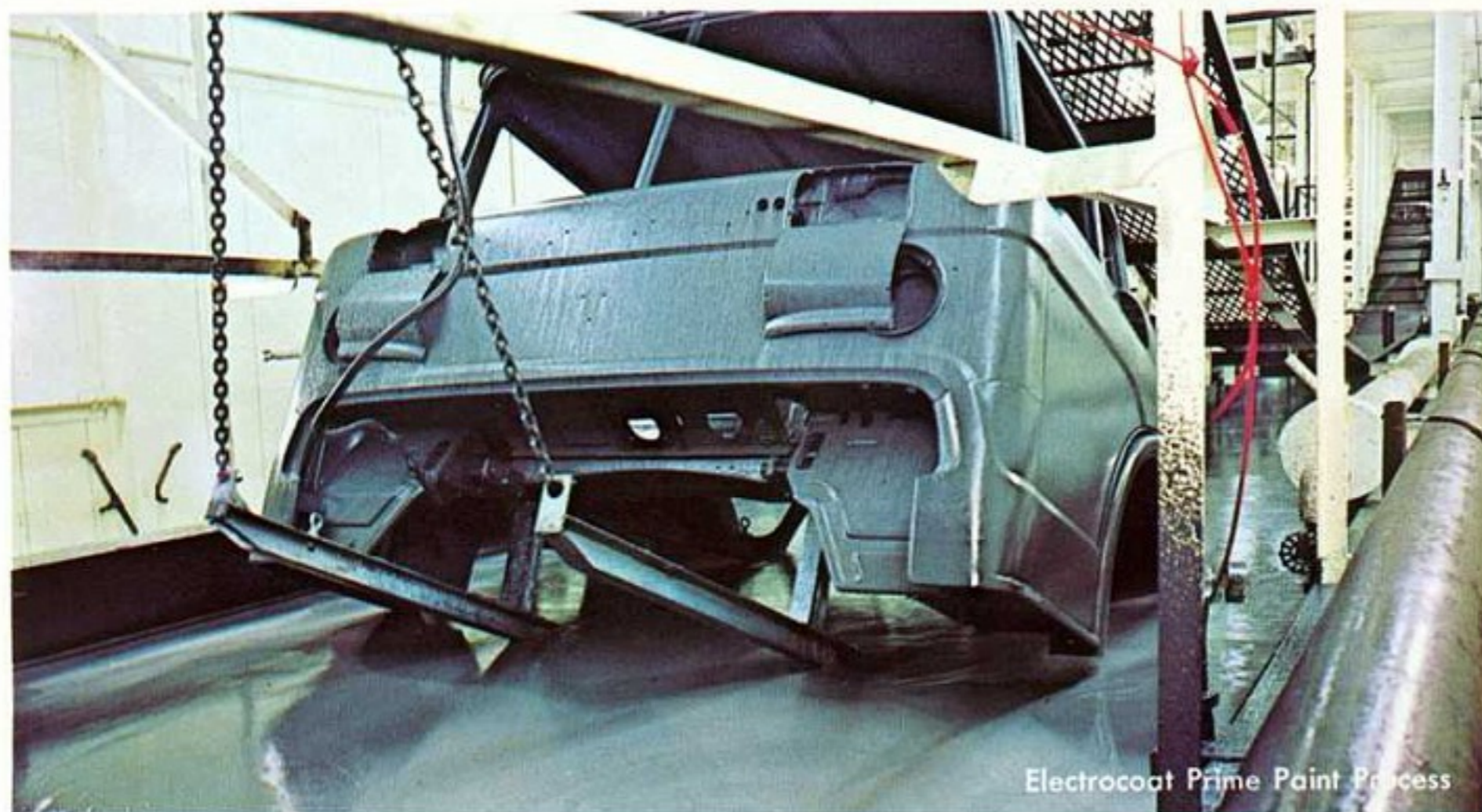
Standard cab on C-600 through 800 gasoline models has a full-width seat upholstered in durable block-weave gray vinyl. On the 900 Series, the full-width seat has heavy-duty black vinyl trim. This seat trim is optional on C-600 through 800 Series. Individual driver and passenger seats with heavy-duty black vinyl are supplied on Diesel-powered models. Other standard features are push-button exterior door handles, locks for both doors, fresh air heater and defroster, all-weather ventilation and defroster vents, removable instrument cluster and Orscheln parking brake lever.

Custom Cab provides numerous comfort and appearance items in addition to or in place of standard cab features. C-600 through 800 Series gas-powered Ford Tilts with Custom Cab have a full-width seat upholstered in a breathable knitted vinyl with gray vinyl bolsters. The C-900 Series offers a choice of heavy-duty black vinyl or knitted vinyl upholstery on full-width seats. All Diesel models have individual seats with heavy-duty black vinyl. All Custom Cab models include a fold-down driver's armrest, attractive bright trimmed instrument cluster, bright windshield molding, and white steering wheel.

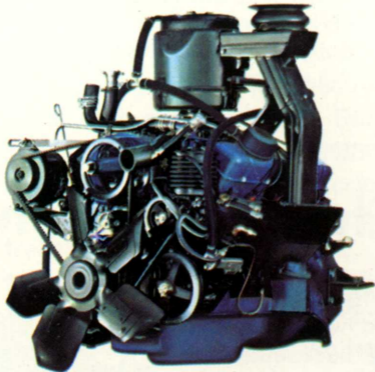
Deep-dip, Electrocoat primer prolongs cab life. In this unique process, cabs are fully immersed in a vat of primer. A high voltage electric charge bonds a uniform coating of primer to the metal, covering areas that ordinary sprays can't reach. In addition, cab underbody components that are most subject to corrosion are zinc coated.



Custom Cab Interior



Electrocoat Prime Paint Process



Ford Super Duty V-8

Ford offers job-conquering power with seven proven gasoline engines—up to 534 cubic inches big.

Ford 300 HD Six economy. Premium features include 7-main-bearing crankshaft with integrally cast counterweights for smoothness, individual ball-pivot-type rocker arms for uniform valve action. Hydraulic valve lifters are quiet and require fewer adjustments, and rotor-type oil pump gives dependable oil flow.

Ford Heavy Duty V-8's include significant refinements for durability and economy. Circular dish-head

pistons improve combustion and economy. High-capacity water pump provides optimum cooling. Other heavy-duty features include deep-skirt block, forged-steel crankshaft (361 and 391), sodium-cooled exhaust valves with positive rotators, and full-floating piston pins with Tru-arc retainers. Perma-Tuned Transistorized Ignition is offered on 361 and 391 HD V-8's for performance, long point and plug life.

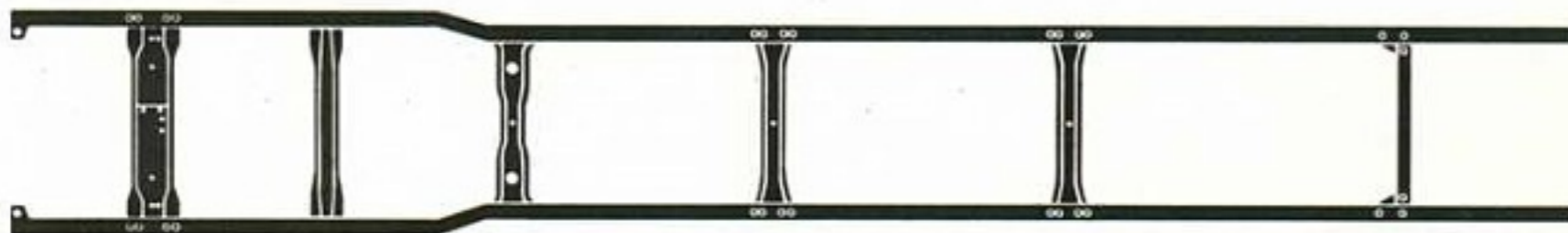
Ford Super Duty V-8's are precision-built and carefully tested. Super Duty features include three-stage cooling system with two thermostats for fast warm-ups and uniform expansion and four-ring Turbulence-Top pistons have a cast-iron insert in the top ring groove for long piston and ring life. Transistorized Ignition is optional.

ENGINE SPECIFICATIONS	DISPLACEMENT	BORE X STROKE (in.)	COMPRESSION RATIO
300 HD SIX	300 cubic inches	4.0 x 3.98	8.6 to 1
330 HD V-8	330 cubic inches	3.87 x 3.50	7.4 to 1
361 HD V-8	361 cubic inches	4.05 x 3.50	7.2 to 1
391 HD V-8	391 cubic inches	4.05 x 3.79	7.2 to 1
401 SD V-8	401 cubic inches	4.125 x 3.75	7.3 to 1
477 SD V-8	477 cubic inches	4.50 x 3.75	7.2 to 1
534 SD V-8	534 cubic inches	4.50 x 4.20	7.3 to 1



Ford Super Duty V-8

New, wider choice of wheelbases for bodies up to 27 feet long.



C-Series (Single-axle) Frame Specifications

SERIES AND AVAILABILITY	WHEELBASE (IN.)	SECTION MODULUS	SIDERAIL DESIGN	YIELD STRENGTH psi (RBM)
C-600, 700 C-6000	99, 111, 135, 153	9.95	Single Channel	36,000 (358,200)
	175	14.93	Double Channel	36,000 (537,480)
C-700	99, 111, 135, 153	14.93	Double Channel	36,000 (537,480)
C-700, 750, 7000	206	14.93	Double Channel	50,000 (746,500)
C-750, 800, 7000, 8000	99, 111, 135, 153, 175	14.93	Double Channel	36,000 (537,480)
C-8000	99, 111, 135, 153, 175	21.75	Double Channel	36,000 (783,000)
C-900	99, 111, 135, 153	14.93	Double Channel	36,000 (537,480)
	175	21.75	Double Channel	36,000 (783,000)
	99, 111, 135, 153	21.75	Double Channel	36,000 (783,000)

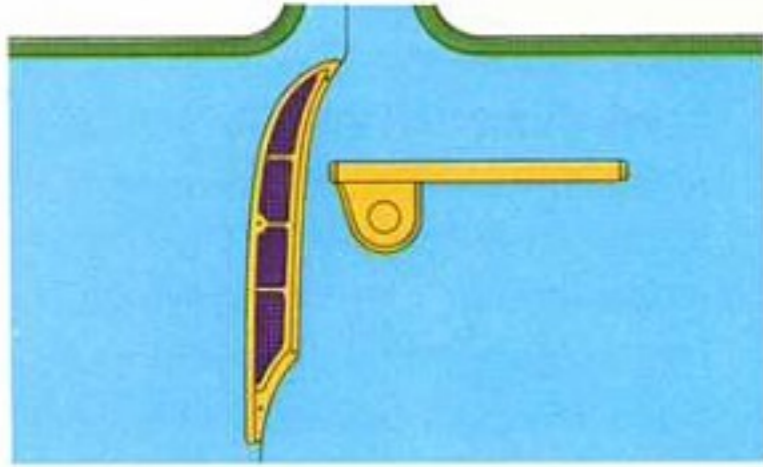
CT-Series (Tandem-axle) Frame Specifications

SERIES AND AVAILABILITY	WHEELBASE (IN.)	SECTION MODULUS	SIDERAIL DESIGN	YIELD STRENGTH psi (RBM)
CT-8000† CT-800, CT-900	135, 153, 161	21.75	Double Channel	36,000 (783,000)
	135, 153, 161	34.89	Triple Channel	36,000 (1,256,040)

†Special order.

SERIES		C-600
GVW RATING (lb.)	Max.	23,000
GCW RATING (lb.)	Max.	32,000
AXLE, FRONT Rating (lb.)	Std.	7,000
	Opt.	6,000
AXLE, REAR Rating (lb.)	Std.	15,000
	Opt.	17,500
BRAKES, SERVICE	Std.	Vac.-Hyd.
	Opt.	HD Vac.-Hyd. Full Air* HD Full Air, Rear
BRAKES, PARKING	Std.	
	Opt.	
ENGINE	Std.	300-cu. in. HD Six
	Opt.	330-cu. in. HD V-8 361-cu. in. HD V-8
CLUTCH (Dia. in.)	Std.	13
TRANSMISSIONS (Direct) 5-spd. trans. avail. with wide or close ratio & O.D.	Std.	4-Spd.
	Opt.	5-Spd. AT-540
SPRINGS, FRONT Capacity @ Grd. (lb.)	Std.	3,500
	Opt.	4,500
SPRINGS, REAR Capacity @ Grd. (lb.)	Std.	8,740*
	Opt.	11,000
POWER STEERING		Optional
WHEELS	Std.	6-Hole Disc
	Opt.	Cast Spoke
TIRES (Tube-type nylon) Maximum †	Std.	7.50x20 8PR
	Opt.	9.00x20 12PR

C-Series features . . .



Fresh air intake, an integral part of cab, supplies cooler, more dense outside air to the engine for improved performance and economy. Ford's unique air intake system with direct ducting to the air cleaner is optional on 330 Heavy Duty V-8 and standard on all other V-8 engines.



Sleeper compartment—available on all C-700 through 900 and CT-Series—features strong, lightweight fiberglass construction. The sleeper adds only two inches BBC, but inside it measures a big 82" x 25" x 25". Heavy-duty tilting mechanism is included with sleeper cab, optional on other C- and CT-Series.

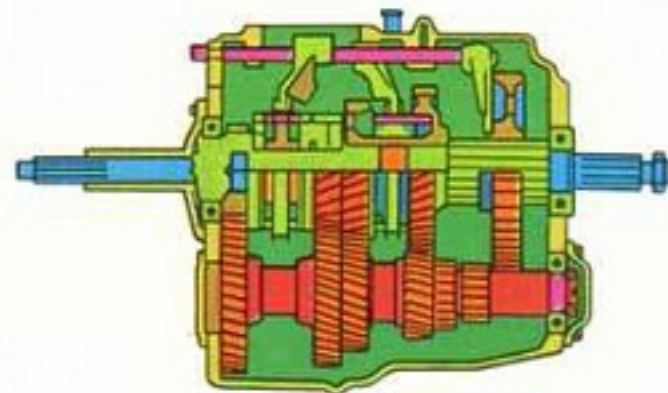
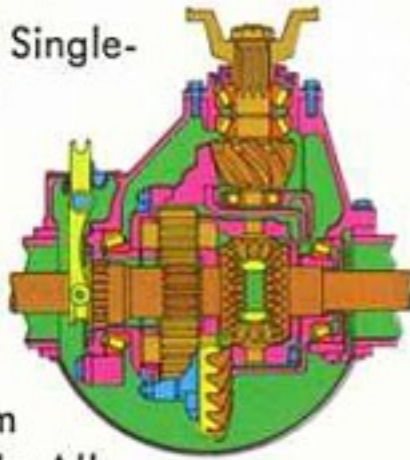


Unison driver's seat is standard on Diesels, optional on gas models for customized driver comfort and minimal "back scrubbing." The seat can be adjusted to the individual driver's height and size for maximum comfort and convenience.

Chassis components are designed for long-life reliability

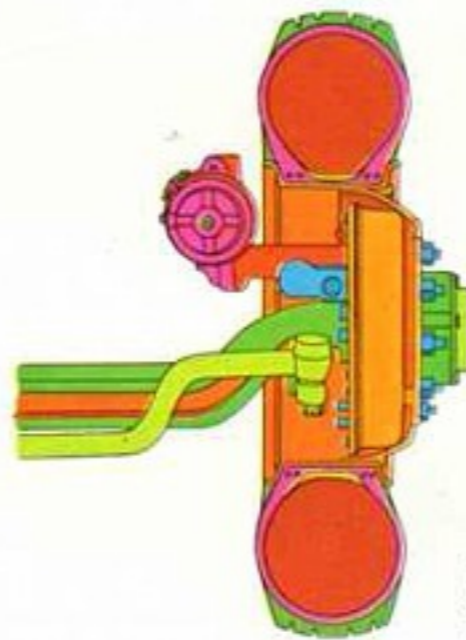
Single rear axles: Single- and two-speed Eaton and Rockwell axles with a wide choice of ratios let you select the best one for your operation.

Capacities range from 15,000 lb. to 23,000 lb. All gears are alloy steel, case-hardened and heat-treated for shock and wear resistance. Forged-steel axle shafts have high torsional strength qualities. Magnetic traps on the housing filler plug are included with Eaton 15,000- and 17,500-lb. axles and optional for all 18,500-lb. and larger axles. Stemco wheel seals are available on all C-Series front and rear wheels for wet-type lubrication to reduce friction, wear and maintenance.



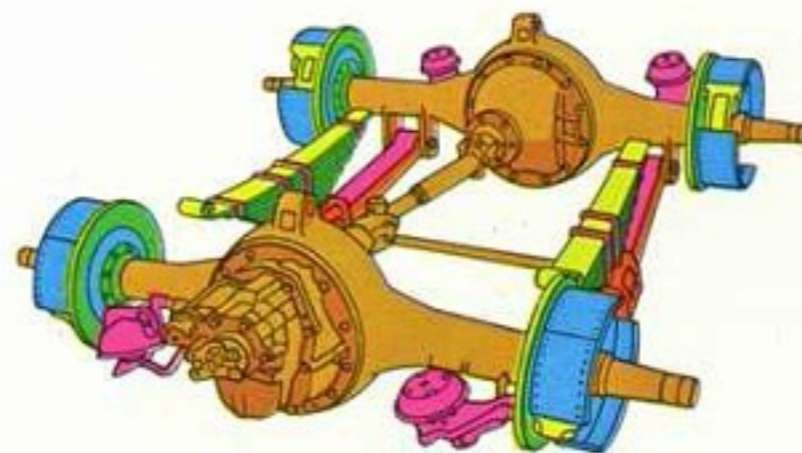
Transmissions: Ford's transmission line-up includes a 4-speed automatic for medium/heavy trucks, as well as 4-speed and 5-speed manuals from the leading transmission manufacturers. Gearing for 5-speed transmissions is available with wide or close ratios as well as overdrive to let

you select the engine-transmission-axle combination that gives the best economy and performance. 10-speed transmissions and the Allison MT-640 automatic (available 12/72) are also optional for larger series.



ing effort without the added weight of power steering. Chicago and Stemco wet-type wheel seals are optional.

Front axles: Wide-track front axles with large wheel-cut angles give tight-turning maneuverability. Capacities range from 6,000 to 15,000 lb. A 12,000-lb. capacity center-point-steer front axle is available, 800 Series and up, to ease steering

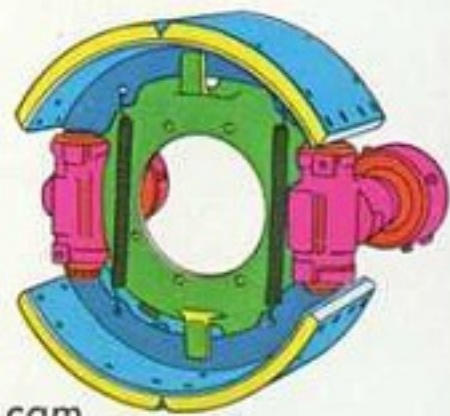


Tandem rear axles: Eaton and Rockwell dual-drive axles are available up to 38,000-lb. capacity. Eaton two-speed tandem axle assemblies are also available. All tandem

axles feature an interaxle differential that divides power equally between the driving axles during normal highway operation. A differential lockout increases traction when needed. Standard Hendrickson bogie suspensions are the steel spring, beam and bracket type. Optional suspensions include Hendrickson low-saddle mount, extended leaf and rubber cushion.

Rear springs combine single-stage mains with sturdy auxiliaries to provide the required stiffness under changing load conditions. Braking and driving torque is transmitted by the main spring.

Brakes: Vacuum hydraulic brakes with self-adjusting shoes are standard on most C-Series (air standard on C-8000 and all tandems). Full air brakes offer a choice of cam or wedge actuation. Fast-tracing color-coded nylon air lines in the cab area with reusable fittings are standard on all air-brake-equipped models. Spring-set rear wheel parking brakes are optional for models equipped with air brakes.



Steering: Worm-and-roller type steering gear has a large triple-tooth roller mounted on needle bearings to reduce friction. Power steering is available to further reduce steering effort.

Four modern mid-range Diesels blanket the medium/heavy field.

Ford V-Series Diesels, built to rigid Ford specifications by Caterpillar, offer economy and long-lived dependability in high-idle city pickup and delivery, short haul, and city shuttle service. Choose from four modern V-8 Diesel engines designed to provide high torque-rise characteristics and a broad operating range to minimize downshifting and permit fast trips. These 4-cycle, compact 90° V-8's feature deep-skirt blocks with

full water jacketing of the cylinder block and combustion chambers, unique two-ring pistons for reduced internal friction, high coolant flow rates for rapid heat dissipation, and multiple plunger fuel injection pump system for reliable operation and fast servicing. The extremely high degree of parts interchangeability among the four V-Series engines, V150 through V225, is reflected in better parts availability.



Ford V-Series Diesel

Ford also makes engines for industrial applications. For details write to:

Industrial Engine & Turbine Operations, Engine and Foundry Division, Ford Motor Company, Village Plaza, 23400 Michigan Ave., Dearborn, Michigan 48124

ENGINE SPECIFICATIONS	DISPLACEMENT	BORE X STROKE (in.)	COMPRESSION RATIO
V150 V-8	522 cubic inches	4.5 x 4.1	17.5 to 1
V175 V-8	522 cubic inches	4.5 x 4.1	17.5 to 1
V200 V-8	573 cubic inches	4.5 x 4.5	17.0 to 1
V225 V-8	636 cubic inches	4.5 x 5.0	16.5 to 1

C-Series Chassis Specifications

Single-Axle (Gasoline-Powered)				Single-Axle (Diesel)			Tandem-Axle (Diesel & Gasoline)		
C-700	C-750	C-800	C-900	C-6000	C-7000	C-8000	CT-8000**	CT-800	CT-900
25,500	27,500	27,500	36,000	23,000	27,500	35,000	47,100	47,100	51,100
42,000	50,000	50,000	65,000	42,000	50,000	50,000	50,000	50,000	75,000
7,000	7,000	9,000	9,000	7,000	7,000	9,000	9,000	9,000	9,000
—	9,000	12,000†	12,000†, 15,000	6,000	9,000	12,000†	12,000†, 15,000	12,000†, 15,000	12,000†, 15,000
17,500	17,500	18,500	18,500	15,000	17,500	18,500 (2-Spd.)	32,000	32,000	32,000
18,500	18,500	22,000	22,000, 23,000	17,500	18,500	22,000, 23,000	34,000	34,000	34,000, 38,000
Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Vac.-Hyd.	Full Air*	Full Air*	Full Air*	Full Air*
D Vac.-Hyd. Rear Full Air* HD Full Air, Rear	HD Vac.-Hyd. Rear Full Air* HD Full Air	HD Vac.-Hyd. Rear Full Air* HD Full Air	HD Vac.-Hyd. Rear Full Air* HD Full Air	HD Vac.-Hyd. Rear Full Air* HD Full Air, Rear	HD Vac.-Hyd., Rear Full Air* HD Full Air	HD Full Air	HD Full Air	HD Full Air	HD Full Air
Internal Shoe—Orscheln Parking Brake Lever				Internal Shoe—Orscheln Parking Brake Lever			Internal Shoe—Orscheln Parking Brake Lever		
Spring-Set with Air Brakes				Spring-Set with Air Brakes			Spring-Set		
361-cu. in. HD V-8	361-cu. in. HD V-8	361-cu. in. HD V-8	401-cu. in. SD V-8	V150 V-8	V175 V-8	V200 V-8	V175 V-8	361-cu. in. HD V-8	401-cu. in. SD V-8
	391-cu. in. HD V-8	391-cu. in. HD V-8	477-cu. in. SD V-8 534-cu. in. SD V-8	V175 V-8	V200 V-8	V225 V-8	V200 V-8 V225 V-8	391-cu. in. HD V-8	477-cu. in. SD V-8 534-cu. in. SD V-8
13	13	13	13—2-Plate	13	13	14—1-Plate	13—1-Plate	13	13—2-Plate
4-Spd.	5-Spd.	5-Spd.	5-Spd.	4-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.	5-Spd.
5-Spd. AT-540	5-Spd. AT-540	5-Spd. AT-540	5-Spd. 10-Spd. MT-640	5-Spd.	5-Spd. 10-Spd.	5-Spd. 10-Spd.	5-Spd. 10-Spd.	5-Spd.	5-Spd. 10-Spd.
3,500	3,500	4,500	4,500	3,500	3,500	4,500	4,500	4,500	4,500
4,500	4,500 6,000	4,500 6,000	4,500 6,000	4,500	4,500	4,500 6,000	4,500 6,000	4,500 6,000	4,500 6,000
8,740	8,740	8,740	8,740	8,740*	8,740	8,740	17,000	17,000	17,000
11,000	11,000	11,000	11,000 11,690	11,000	11,000	11,000 11,690	—	—	—
Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	6-Hole Disc	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke	Cast Spoke
6- or 10-Hole Disc	6- or 10-Hole Disc	10-Hole Disc	10-Hole Disc	Cast Spoke	6- or 10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc	10-Hole Disc
8.25x20 10PR	9.00x20 10PR	9.00x20 10PR	9.00x20 10PR	7.50x20 8PR	8.25x20 10PR	9.00x20 10PR	9.00x20 10PR	9.00x20 10PR	9.00x20 10PR
10.00x20 12PR	10.00x20 12PR	11.00x20 14PR	12.00x20 16PR	9.00x20 12PR	10.00x20 12PR	11.00x20 14PR	12.00x20 16PR	12.00x20 16PR	12.00x20 16PR

NOTE: Use adequate tires for loads and type of service. †Conventional or center-point-steering. ‡Flotation tires available on tandem models. Consult your Ford Dealer.
*Includes auxiliary springs on single-axle models. *Wedge- or cam-type available. **Special order only.