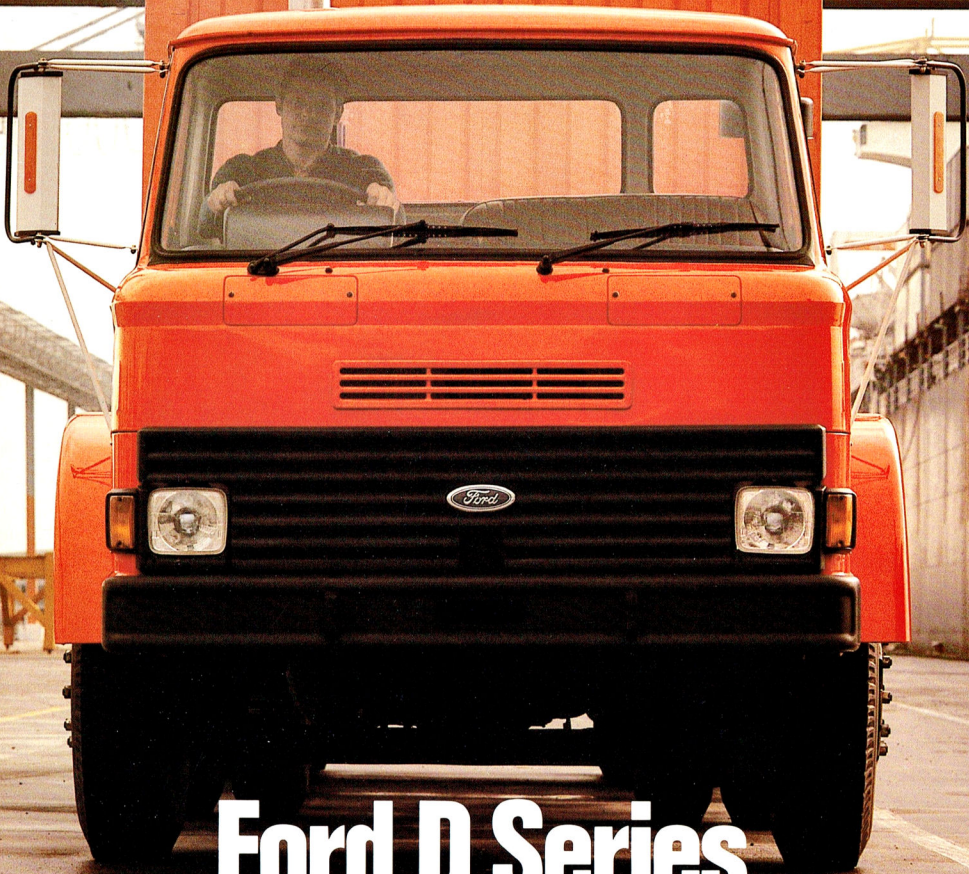


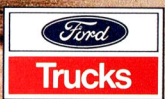
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Ford D Series

**BUILT
TO
TAKE IT**

FORD D SERIES





...A lot more than front

In the original D Series design, and throughout its subsequent evolution, Ford's objective has been to provide operators with a range of trucks which are efficient operating work tools. The success of Ford in achieving this objective is reflected in today's D Series, which is the result of many years of detailed engineering development. Evaluations of the performance of the D Series in operation in markets

throughout the world has resulted in the modification and strengthening of a number of components to provide a more dependable and reliable truck. The latest developments include a number of changes to the engine, braking and gearshift componentry, improvements in driver environment and vehicle serviceability. **Now more than ever, the Ford D Series is built to take it.**

ILLUSTRATED FRONT COVER AND ABOVE
D1414 Turbo Diesel.

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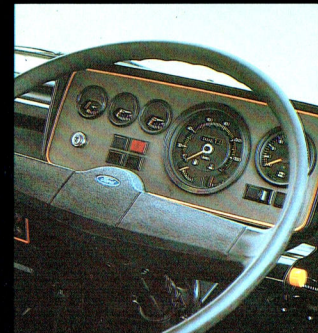
NOTE: The illustration depicts a potential operating function, the trailer is not available from Ford Motor Company of Australia Limited.

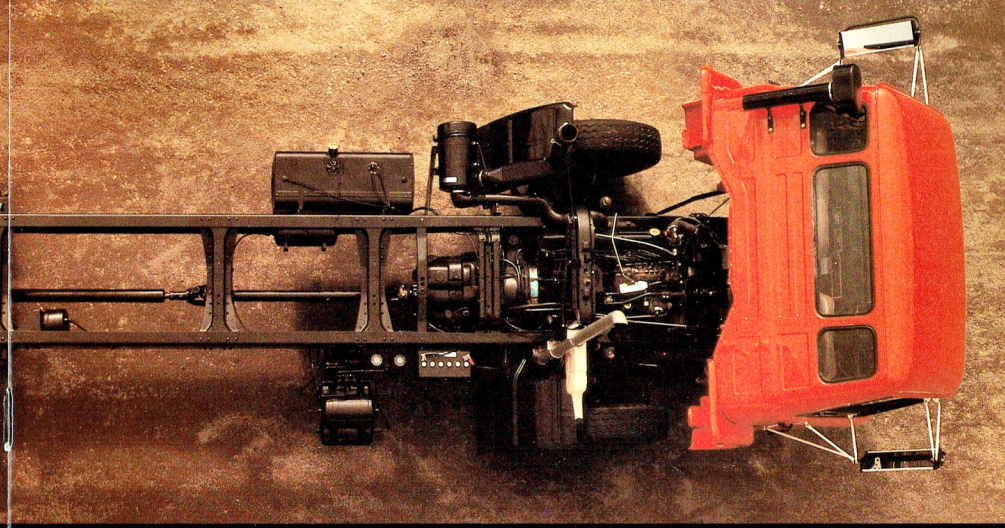
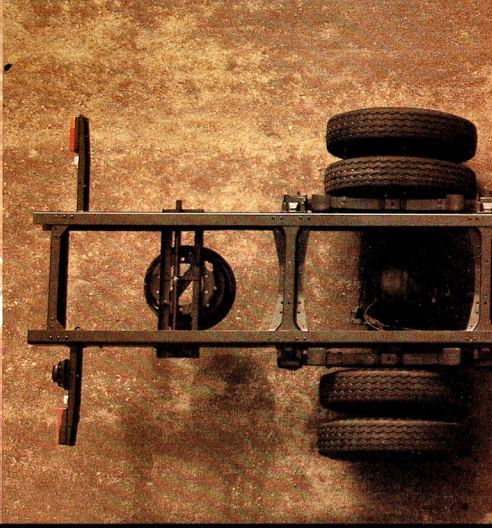
ILLUSTRATED RIGHT

D0812 (petrol) in operation.

Improved fuel economy.

New modern steering wheel and instrument panel.





Making a good thing better

- Addition of pre-filter to the fuel system to inhibit dirt ingress in the lift pump
- Spheroidal graphite top piston ring
- **And on Turbo engines:**
- Improved turbocharger bearing/oil supply and sealing
- Addition of Temperature Sensitive Valve at the oil cooler to help prevent cold weather oil starvation due to high oil viscosity, by initially by-passing the oil cooler
- Self locking couplings from the turbocharger to the manifold reduces the chances of loosening and power loss

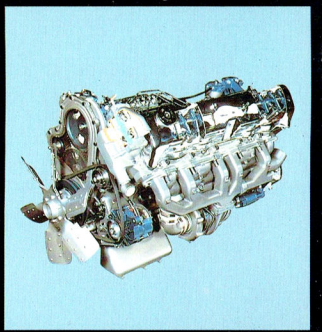
IMPROVED OPERATING EFFICIENCY
A number of important improvements have been made to increase the operating efficiency of the latest D Series. The transmission gearshift has been improved with sealed bearings for increased durability and performance.

Eight speed 8.760S gearbox showing split case construction, optional at no extra cost and available only with single speed rear axle on short wheel base.

The increased capacity translucent header tank makes for easy visual checking. Brake lining thickness has been increased to provide a longer lining life and on the Turbo engine D1414, a 2-speed* axle option is now specified with 6-speed transmission, for improved gradeability/speedability. *2 speed axle and 6-speed transmission also standard on D1211 short wheel base models.

IMPROVED DIESEL ENGINE FUEL ECONOMY
Top of the list in improving economy of operation must come fuel economy and the latest D Series reflects the achievements made by Ford engineers in this area. Engine efficiency has been improved by carefully controlling the amount of fuel injected into the engine. By this means the fuel is burnt more efficiently, producing more useful energy with the added benefit of a cleaner exhaust. In order to ensure that the operator can achieve the benefit of these improvements, the maximum engine

Ford 6.0 litre Turbocharged Diesel.



speed has been reduced from 2800 to 2600 RPM whilst maintaining the same maximum power and torque output.

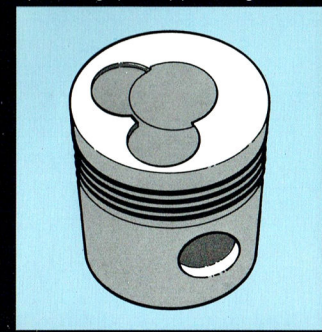
And on Turbo engines:
The turbocharger has been improved to optimise the engine breathing, and to increase engine efficiency, which provides for more efficient fuel usage and a cleaner exhaust. Further improvements have been made, the turbocharger bearing diameter has been reduced and the length increased, resulting in better lubrication and longer life. In total these changes are designed to give improved fuel economy to the typical operator. The extent of the improvement in fuel economy will depend upon the truck model and all the other factors which influence fuel consumption.

EXTERIOR
• New matt black grille is chassis mounted and spring loaded to tilt independently when the cab is tilted.

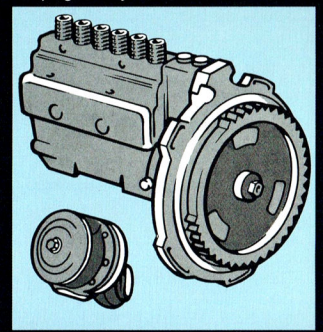
- A deeper bumper finished in matt black for added protection.
- Relocated direction indicators and repeaters for greater visibility.
- Square halogen headlamps to give significantly better visibility.
- Redesigned heater air intake panel improves in-cab heating/ventilation.
- Front jaw/pin or towing eyes provide positive locating point for active or passive recovery and vehicle shunting.

IMPROVED DRIVER ENVIRONMENT
D Series cab with its ease of entry and exit and walkacross facility is designed to increase driver efficiency and productivity. New seats and the relocation of instruments and controls in today's model make it an even more comfortable and ergonomically practical place for the driver to work. Added safety features and new additional interior features make it one of the most comprehensively equipped units available.

Spheroidal graphite top piston ring.



Self purge fuel system.



IMPROVED SERVICEABILITY
Twin detachable access panels located just below the windscreen on either side of the vehicle give access to hydraulic fluid reservoir and windshield wiper motor for easy maintenance. An increased capacity, coolant header tank chassis mounted at rear of cabin means the fluid level can be checked at a glance. One man can tilt the cab to 45° to expose the engine and ancillary components for quick and easy servicing.

INTERIOR
• A functional modern matt black interior colour scheme with contrasting orange knobs and levers.
• Modern steering wheel.
• Improved gearshift.
• Interior light intensity improved with a twin bulb unit.
• Relocated engine stop control to improve accessibility.
• Restyled Custom Cab door trim.
• Improved heater performance by revision to thermostat settings on diesels.

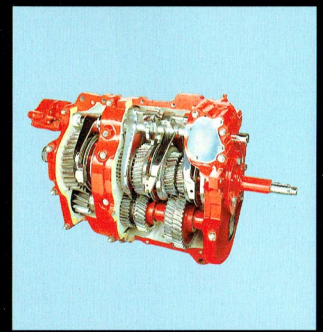
Modern walk across cab.



IMPROVED DIESEL ENGINE DURABILITY AND RELIABILITY

Engine durability has also been improved. The great attention to detail which has provided improved levels of durability is demonstrated by the additional features which are now incorporated in all Ford D Series diesel engines:

- Self purge fuel system to eradicate air locks
- Corrosion resistant stainless steel core plugs replace less durable mild steel
- Revised inlet manifold sealing to restrict the possibility of dirt ingress



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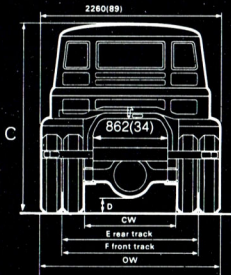
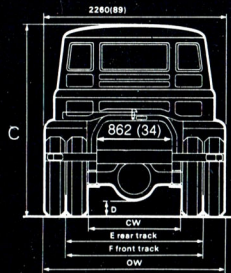
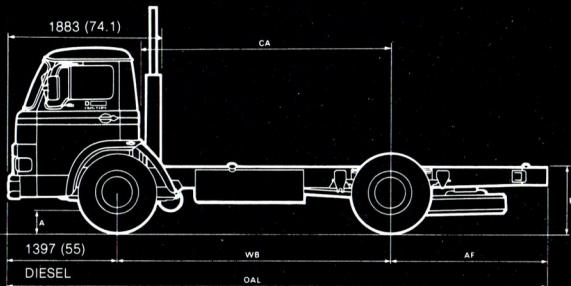
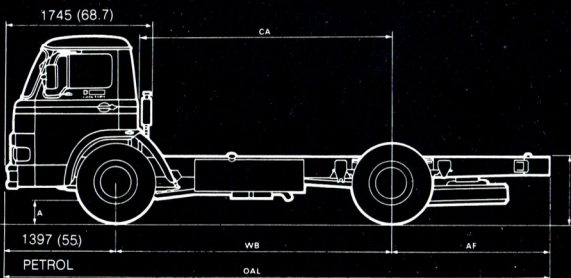
Judge us by the company we keep

On short haul operations, rugged construction work, or stop-start deliveries, Ford D Series trucks are taking it for some of the best known names in the business. The new D Series could be just the answer to your transport needs.

NOTE: The illustration depicts a potential operating function, the trailer is not available from Ford Motor Company of Australia Limited.

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Model Range (refer to specification sheets for full details)

Model	GVM tonnes	GCM tonnes	4.9 l petrol	6.2 l diesel	6.0 l turbo	Transmission					Wheelbase				Brakes				Tyres
						4.310	4.410	6.600S	6.540SW	8.570S	3050 mm	3400 mm	3960 mm	4620 mm	Air Assist Hyd	Air/ Hyd	Single Line	Dual Line	
D0712	6.1	8.6	X			X					X	X			X		X		7.50x16*
D0812	6.95	8.6	X			X					X				X		X		8.25x16*
D0912	8.6	9.53	X				X				X	X			X		X		7.50x20*
D1012	10.7	15.4	X				X				X	X			X		X		8.25x20*
D1212	12.9	18.15	X				X				X	X	X		X		X		9.00x20*
D0911	8.6	12.7		X			X				X	X			X		X		7.50x20*
D1011	10.7	15.4		X			X				X	X			X		X		8.25x20*
D1211	12.9	18.15		X			X	0	0	0	X	X	X	X	0	X	0	X	9.00x20*
D1414	13.56	22.4			X						X	X	X		X		X		10.00x20*

0: Available only in combination 0: Available as option X: Optional ply rating and tyre sizes available



PLEASE NOTE:

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FORD D SERIES

