



Ford Australia - We're moving with you.



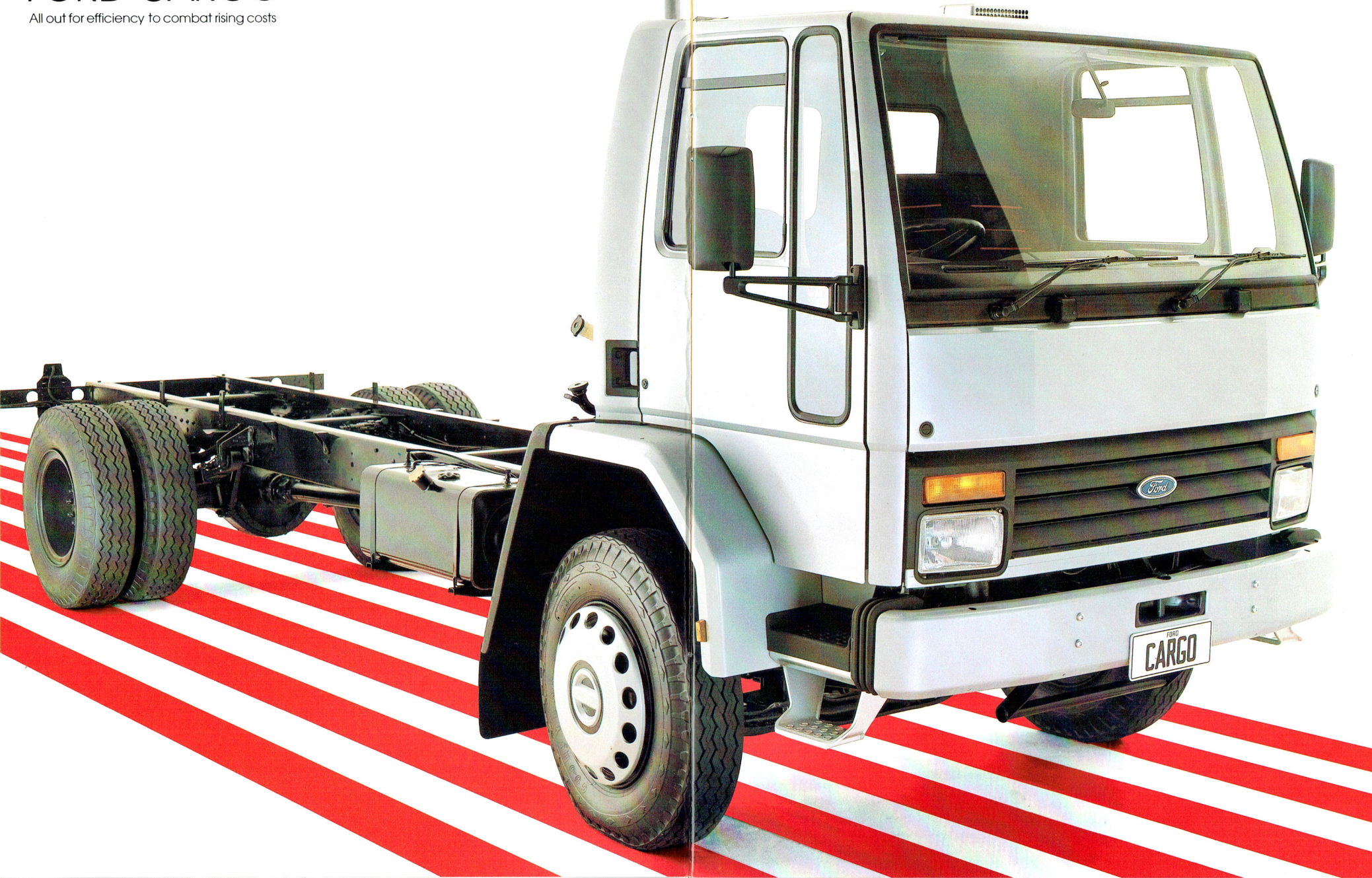
CARGO

Trucks

Built to combat rising costs - 7 to 22 tonnes GVM

FORD CARGO

All out for efficiency to combat rising costs



In 1965, Ford in the U.K. introduced D Series. Over the next sixteen years, in excess of half a million were built in many countries throughout the world.

And many thousands of these are hard at work throughout Australia where they enjoy a reputation for reliability and economy of operation.

AFTER D COMES CARGO



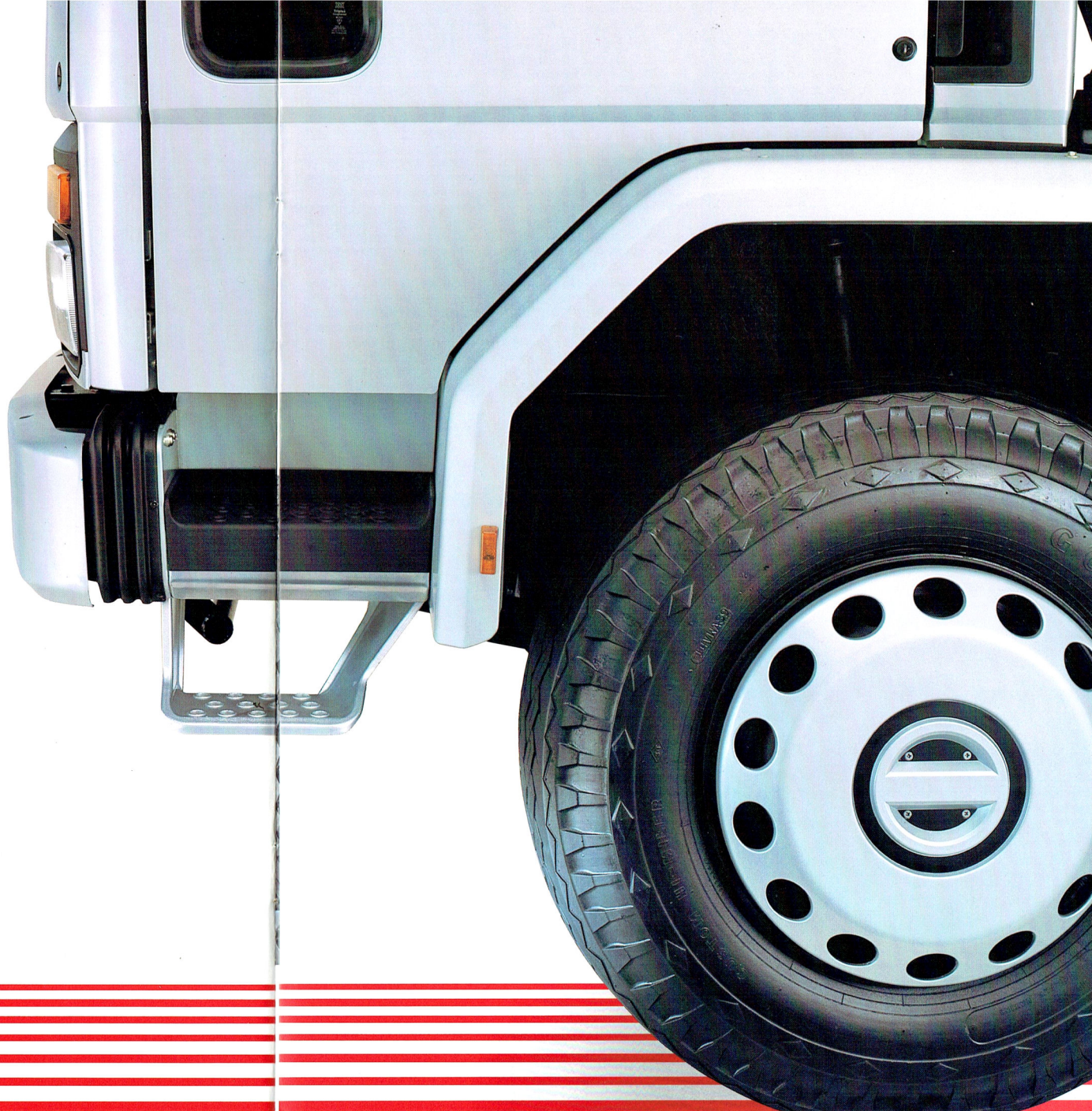
In 1976, Ford of Europe embarked on a most thorough and significant new truck development programme. Today, thirteen hundred man years and \$300 million later, Cargo serves notice that it is not only a worthy successor to D Series, but has the potential to be even more successful. Cargo – it's the truck to take you comfortably through the eighties.

Cargo is available in six basic models, carefully chosen to cover a wide range of applications – from city and short haul delivery to general industry and farming usage. The all diesel line-up has a total of twelve powertrain, drivetrain and wheelbase combinations

to accommodate a wide range of vehicle applications, body sizes and types. Cargo models are identified by a four-digit designation. For convenience, the first two digits approximate the design gross vehicle mass (GVM) in tonnes. The second two digits denote the approximate net engine output (to DIN 70020) divided by ten. For example, model 1514 has a GVM of 15 tonnes and a net engine output of 144 ps (Metric hp).

The Cargo range is:

Model	Gross Vehicle Mass (kg)
0812	7400
0912	9000
1112	11250
1312	12870
1514	14000
1514 (6 x 2)	21900



CARGO=EFFICIENCY



Cargo's outstanding styling is self-evident. But you can't make capital investment decisions based on style alone. You must be certain that operating efficiency through reliability, durability and easy maintainability is built in. For these reasons, Cargo is an exciting mix of the tried and the new. Cab, chassis frames, front axles, suspension, steering, clutch, braking and electrical systems have all been specially designed for Cargo. While diesel engines, transmissions and rear axles are developed versions of familiar and reliable drive-line proven components in over half a million D Series world-wide.

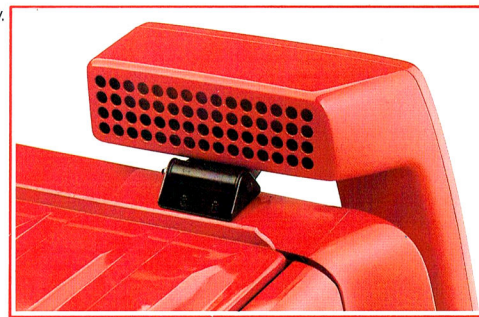
A major cab design objective was superior air-flow management. This has been achieved by reducing energy consuming turbulence, while as far as possible maintaining an undisturbed laminar air-flow over the cab surfaces. Aerodynamic features include a double curvature windscreen with a 17° rake. "A" pillar radii of 120mm. Streamlined rear view mirror casings and arms. Flush-fitting door handles. Over-door drip rails recessed to cut down on a major source of turbulence. Front bumper closing gaiters. Louvred grille slots. And a unique collar at the rear of the cab that directs the air-flow and helps bridge the gap between cab and load.

Cargo is the first production truck design to use this 'collar' to assist in air management. Even the air cleaner intake and front wheel trims have been shaped as a result of wind tunnel testing. Overall, Cargo is superior to D Series in drag co-efficient terms which assists in fuel savings.

Cargo's efficiency is more than skin deep. As outstanding as Cargo is to look at, it's a revelation to sit in and to drive. The cabin is distinctly untruck-like with less bare metal than you'd see in many modern truck interiors. Carefully contoured seats feature bright red striping, and this is carried through as a red pinstripe around the instrument panel. But don't be fooled by the ultra-smart cosmetics. It's just an environment for a new standard of driver efficiency.

Efficiency doesn't stop at what you can see. One of the major reasons you'll consider buying Cargo is for its outstanding operational efficiency. Most 'under-bonnet' driver service items are grouped tightly at the back of the cab or under the lift-up front panel. Many components are now lubed for life while many others have had their service intervals extended when compared with D Series. Cargo is designed to reduce routine service downtime and so generate significant maintenance savings.

Efficiency that extends right down the chassis. With the advice of body-building experts, Ford designed a chassis with a clean top flange, free from rivet heads and other obstructions, for the quick

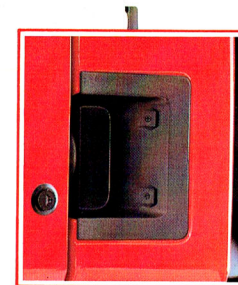


easy fitting of a wide range of body types. Further efficiency was ensured by routing all cable runs, air and hydraulic lines down the inside of the chassis frame, so protecting these vital components from everyday damage.

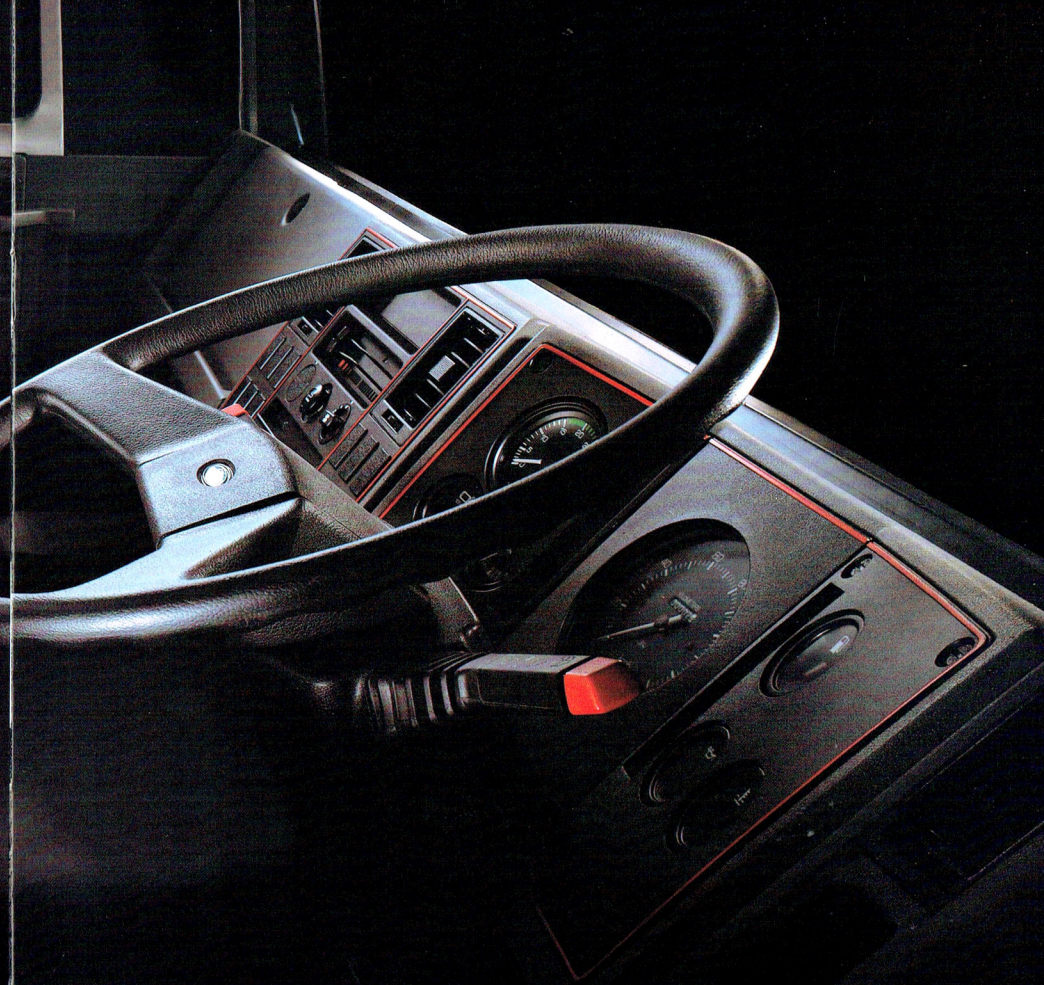
Efficiency by world standards. Cargo is

designed by Ford of Europe for the world, and as available in Australia, embodies a number of important design features required to meet our own local conditions. Extensive testing was carried out in wide ranging climatic conditions.

It all adds up. Cargo was designed for all-round efficiency and is built to combat rising costs. Costs which will become increasingly crucial as we move through the eighties.



Door handles are flush fitting to assist air-flow.

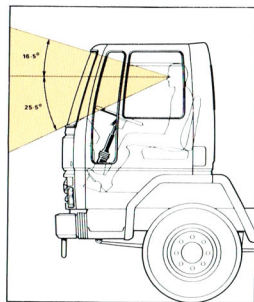


The Cargo interior. It's eye-catchingly different in its black/red livery. But it's also extremely functional with a high

standard of instrument presentation designed around the driver for increased operator efficiency.

Through an all-out commitment to efficient design, the cab offers excellent comfort and convenience. It's an outstanding environment where the driver can work with high productivity and low fatigue. Visibility from the cabin is impressive. Steering is precise. Brakes are powerful and well balanced. Seating is contoured for excellent support. Cargo is a joy to operate with driver and passenger accommodation that can only be called first-class.

Outstanding visibility. Cargo boasts 35% more windscreen area, and 75% more glass area in the doors than D Series. Upward visibility is improved from 10° to 16.5° which among other things allows for the easy reading of street names. Deep quarter-pane observation windows provide excellent



vision low down on both sides of the truck for kerbside parking. For improved rear vision, the aerodynamic arms of the external rear view mirrors are of unequal length: driver's side 450mm (18"), nearside 350mm (14"). In confined spaces, the mirrors can be swung against the cab, but are designed to then return to their selected operating positions. From the driver's

INSIDE CARGO

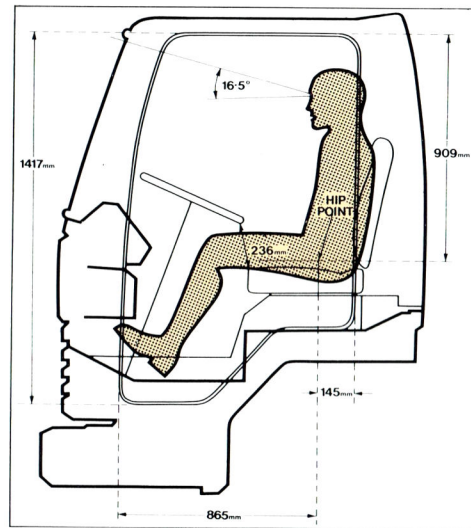
seat, there is up to 243° of all-round vision to assist in manoeuvring into loading bays and tight corners.

The driver's seat. Because it's one of the most important parts of any cab, every effort has been made to correctly contour it for driver support and efficiency. It is multi-adjustable for height, reach, cushion angle and rake. Seat covering, along with the matching dual passenger seats is in tough, hard-wearing black cloth with red feature stripes. This is especially durable and may be easily sponged clean as required.

As you'd expect with Cargo's commitment to design efficiency, all controls fall easily to hand, all instruments are easy to read. The instrument panel lies at 45° to the horizontal for this reason. While the soft-feel two-spoke steering

wheel is set at a comfortable 21° to the vertical. Power steering is standard on the 1312, 1514 and 1514 (6 x 2). It is a worthwhile option at extra cost on the 0812, 0912 and 1112 models.

Another major cause of driver fatigue is noise. With this in mind, every effort has been made to reduce Cargo's in-cab noise reading to a level that does not exceed 80 dB (A) in standard form. Cab panel sizes and thicknesses have been tuned to control vibration. Floor, roof and back panels are heavily insulated. The cab is isolated from the chassis by means of rubber bushes at four mounting points. Cab streamlining incorporating recessed drip rails significantly lowers on-



road wind noise. A quieter truck makes for a more efficient driver.

Cab ventilation and heating is another measure of Cargo's superb driver comfort and efficiency. The recessed controls are illuminated and operated through low friction cables for fine adjustment. Fresh air can be circulated to the windscreen and directed to the side windows,

and into the cab at both dash and foot-well levels.

This system can be augmented by use of the foot-operated floor vents. Three complete air changes can be achieved each minute at 50kph. In addition, a 5-way adjustable roof hatch is standard on the 1312 and 1514 models.

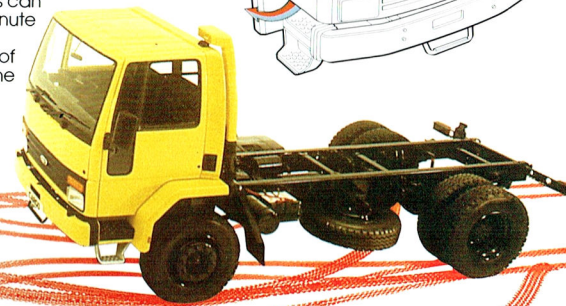
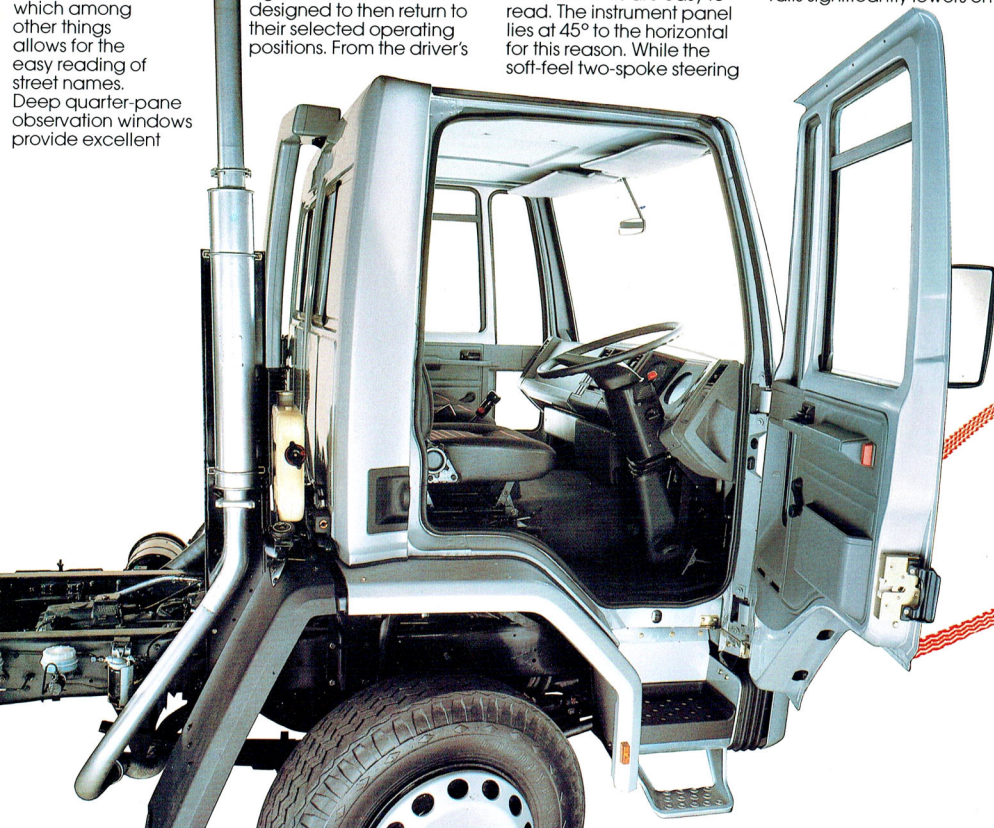
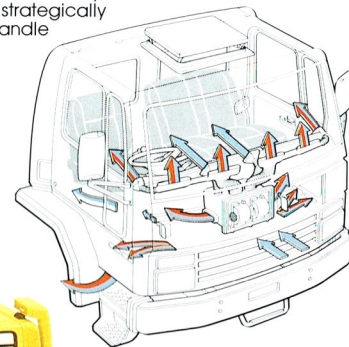
Cargo's heater system has 50% more capacity than D Series.

Hot air is delivered via the foot-wells. Windscreen and side windows are demisted via demister slots at the base of the screen and above the grab handles on each side of the dash. Circulation is boosted by a two-speed fan with the ability to change the air in the cab once every forty seconds.

Driver exit/entry is made easier by large opening doors providing a doorway measuring 1010mm wide by 1417mm high. A strategically located grab handle

located at each end of the instrument panel together with a built-in step (and an auxiliary bottom step on top-of-the-line models), completes the picture. With Cargo, there's no need to haul on the steering wheel to gain entry.

By the nature of the business, drivers always have a need for places to store documents, small pieces of equipment and personal items. Cargo has a large pocket in each door and a wide roomy glove-box.





SERVICE ACCESSABILITY—THE KEY

Cargo is built for ease of service and speed of repair. The key is excellent access to all components. Cargo's potential for low downtime and high productivity makes it a very attractive business proposition for the fleet operator and owner-driver alike. Many items are now maintenance-free, while the scheduled service intervals on many others have been significantly

extended. Most pivots and bearings such as steering, ball joints, shackles pins, gear change linkage and

brake load apportioning valve are all lubed for life. Clutches and brakes are self-adjusting. Brake linings can be inspected without removing road wheels.

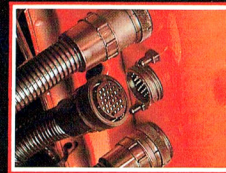
Cargo is similar to the line-haul class in that it has a four-point cab mounting system, versus three-point on D Series. Normal under cab access is provided by

tilting the cab through 40°. With its torsion-bar counter balance this is an easy one-man operation. For engine-out or other major overhaul work, disengaging another

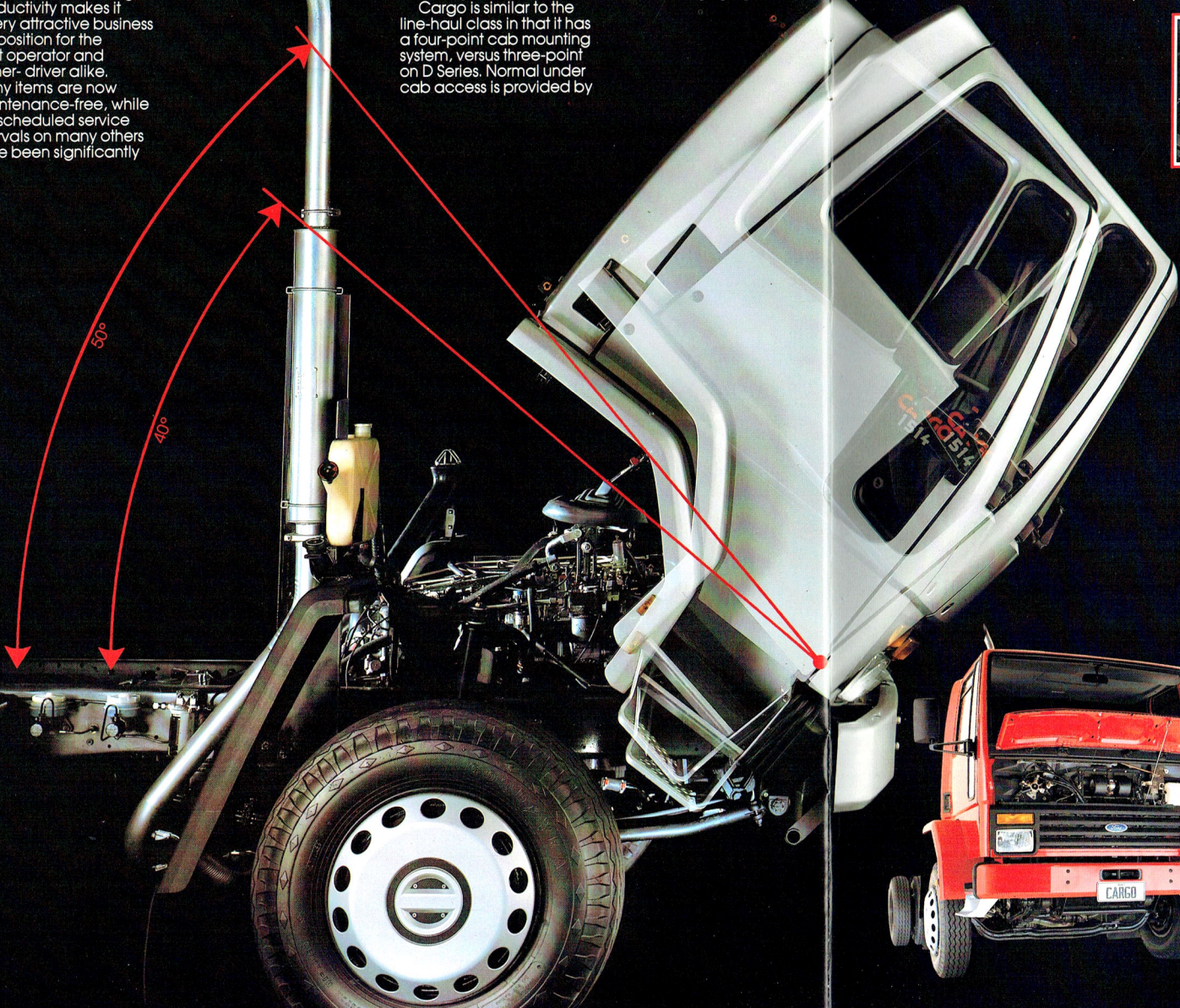
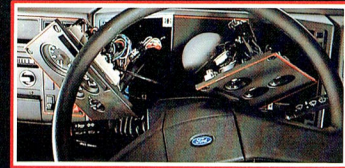
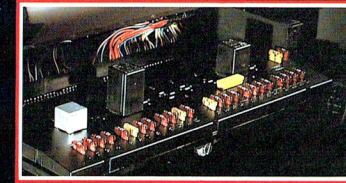
lock allows the cab to be tilted a further 10°. Of real importance is the absence of over-engine cross members to get in the way of complete engine removal.

Inside the cab, A quick-release pull-out fuse tray

beneath the glove-box connects 24 separate circuits through the latest blade-type auto fuses. These circuits are colour-coded for the quick tracing of faults. Two spare fuses are provided. The modular instrument panels on the



dashboard are easily removed via quick-release catches for access to instruments, connections and bulbs. Unique multi-way loom connectors make mismatching impossible. Positive lock connectors are used throughout. All cab wiring is routed through three multi-pin connectors in the cab floor that are proof against vibration. Rear-end wiring is located inside the chassis frame and is secured with adjustable plastic loops - not steel-edged clips.



Most daily 'under bonnet' checks are carried out via two areas. Behind the cab on the driver's side for radiator header tank, oil filler and dip stick. Beneath the quick-release lift-up

front panel for windscreen washer and clutch fluid reservoirs. The lift-up front panel also provides access to wiper motor and linkage, heater motor and water connections, brake control valve and air gauge connections. The clutch master cylinder which is equipped with a filter can easily be removed for service without dismantling the pedal assembly. In addition, the complete grille can be quickly removed for access to front cab mounts, heater hoses, lights, horn, throttle cable and electrical connectors.



UNDERLYING STRENGTHS

The Cargo chassis is a platform of excellent features. Chassis structural strength has been increased markedly by using steel having a yield strength of between 26% to 88% greater than that used on previous D Series, depending on model.

The chassis frame cross members are fixed to the side-rail web, allowing clear cable and pipe runs inside the frame. This obviates the need for components and connections along the outside rails, which in turn cuts down on accidental damage.

Reflecting Ford's consultation with some of the world's major body builders, the Cargo chassis features a completely clean top flange, free of rivet heads and other obstructions. Battery, spare wheel, fuel tank, etc. are all tucked away beneath the line of the chassis. The chassis frame is compatible with the major body mounting systems currently in use. Body mounting brackets are a standard fitting on all Cargo models. To further simplify and speed-up body fitting, body builders will be supplied with the 'Cargo Body Builders' Book'. Package provision has also been made for power take-offs and major tipping systems.

Cargo's braking system utilises the same basic configuration as D Series. However extensive re-design has resulted in increased efficiency and reliability. A dual-line air hydraulic system is backed up by a spring actuated parking brake.

Cargo's braking system is significantly improved by:

- A dual-line foot control valve operated by a pendant pedal for progressive action and sensitive 'feel' under all braking conditions.
- Automatic adjustment system provides for more even lining wear and straight-line stopping.
- A lubed-for-life load-apportioning valve which balances the braking effort front to rear, depending on load.
- Re-designed steering geometry for better stability under heavy braking.
- Re-aligned brake sizes front and rear for increased deceleration capability.
- A high-level storage system which maintains pressure at 11 bars but allows tapping off at 7 bars to actuate the brakes. This is designed to prevent loss of braking efficiency after repeated applications.
- A condenser unit which extracts 90% of system moisture and ejects it through an automatic drain valve.

The translucent brake fluid reservoirs are mounted on the outside of the

chassis for easy checking. As are release rings for easy draining of the air reservoirs which are fitted on the inside of the chassis frame.

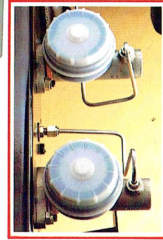
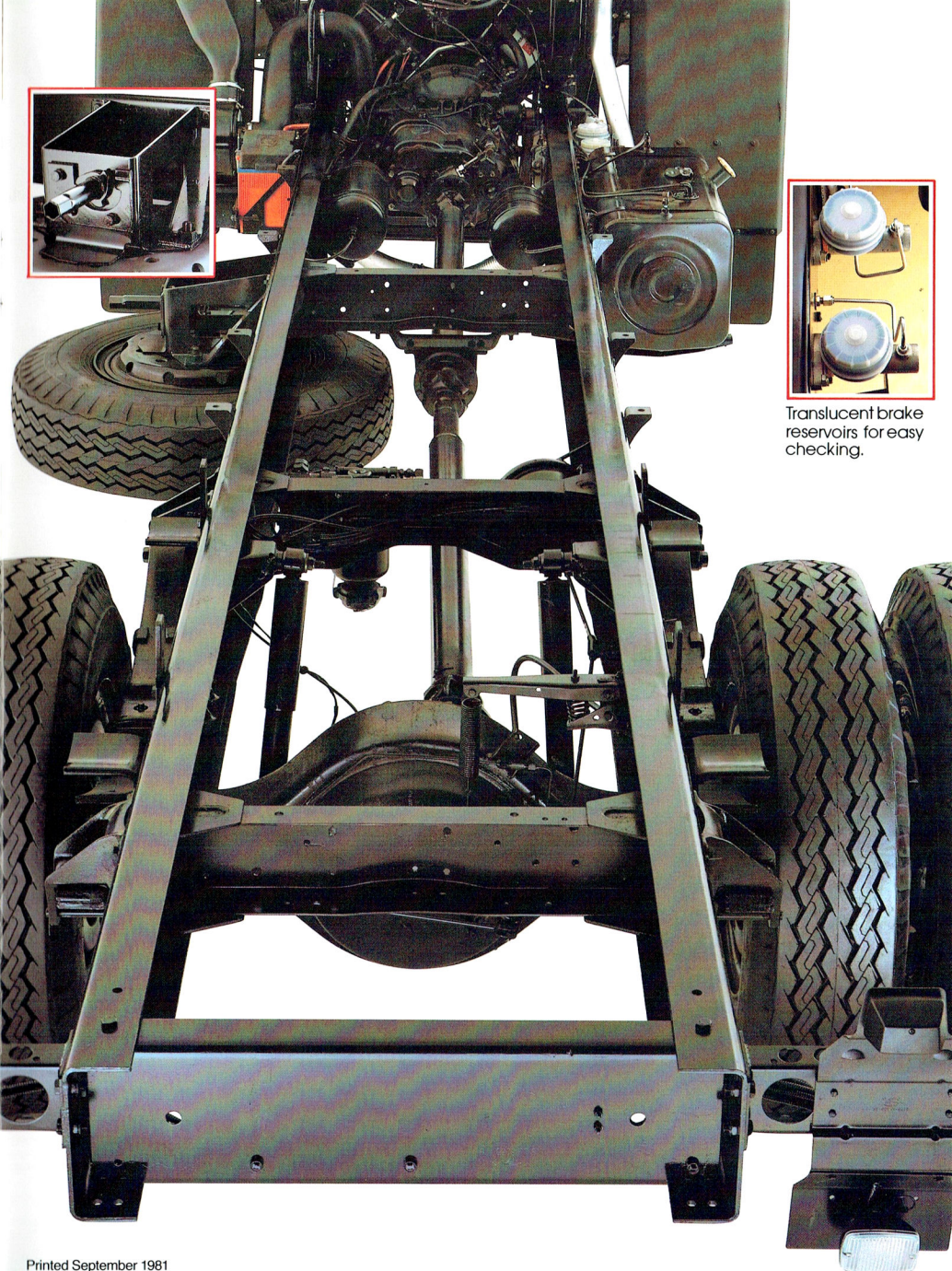
The reliability of Cargo's braking system has been enhanced by limiting the number of connectors. Those that are used are all straight-line to eliminate the torquing and alignment problems of angle unions. Reservoirs are mounted inside the frame for simplified routing of lines. Air is supplied to the spring parking brake chamber via a quick-release valve and filtered to prevent corrosion.

In Cargo, braking efficiency also means service efficiency. Inspection windows in the backplates allow the linings to be checked without removing the drums.

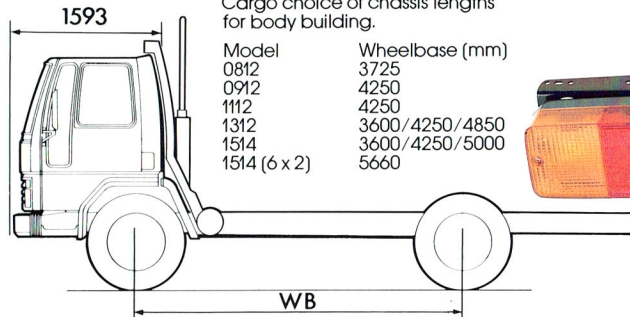
For different carrying capacities, the Cargo range employs three front axles, all specially designed for the new model release. They are all forged alloy steel 1-Beams with nominal capacities of 3000kg, 5000kg, and 6500kg. Rear axles are developed versions of those currently employed in the D Series line-up. Improvements centre around bracket changes, hub sealing and positioning of

spring pads.

Suspension front and rear is by way of re-designed multi-leaf springs. All springs are 75mm wide and vary in length according to model. An interleaf grease applied during assembly reduces friction during the bedding-in period. The springs provide a firm ride and have been specified to fully satisfy Australia's wide range of operating conditions. The spare wheel is supported on an escapement lowering mechanism for safer, speedier handling.



Translucent brake reservoirs for easy checking.



POWER-TRAINS

As we have seen, key power-train components are significantly up-graded versions of those used in D Series. Both the in-line naturally aspirated 6.2 litre 6 cylinder diesel and the turbo-charged 6 litre enjoy a well earned reputation for performance and durability. In Cargo this has been considerably enhanced by a large number of component design changes which dramatically improve reliability and provide a small increase in power:

- Automatic excess fuel engagement
- Standardisation of oil coolers on the 0912 model upwards
- Full-flow coolant bypass
- Hardened steel camshaft and crankshaft timing gears
- Larger diameter, stronger push rods
- Chromed valve stems
- Non-hardening valve stem oil seals.

The naturally aspirated 6.2 litre diesel is fitted to all models except the 1514 and 1514 (6 x 2). In addition to the above improvements, this engine also features a positive displacement fuel lift pump and a two-bowl fuel filter system.

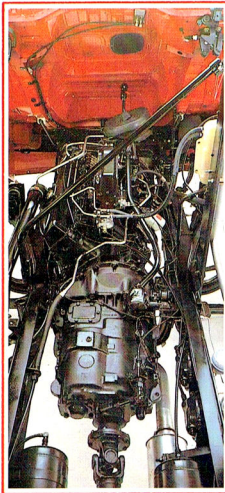
The turbo-charged 6 cylinder diesel is fitted to the 1514 and 1514 (6 x 2) models where it offers increased performance as well as improved fuel efficiency.

In all Cargo models, the engine/gearbox assembly is supported at the front by a single mounting. And at the rear by two mounts combined in the clutch housing which are in turn supported by brackets on the inside of each chassis rail. The frame is insulated from vibration by rubber pads and the three mounts are designed to reduce torsional effects.

Gearboxes. Both the Ford 4-speed and 6-speed units fitted to Cargo are familiar to previous operators of D Series.

They have also been upgraded with a number of improvements including a nitrile hydro-dynamic seal with integral scroll for improved shaft sealing. Plus sintered iron synchro rings with a fibre facing for lighter gear shifting and longer life.

Thorough service and parts back-up. Cargo is supported throughout Australia by the Ford network of over forty Truck Specialist Dealers. Their staff and equipment are set up to handle Ford Louisville, Cargo (D Series) and Trader. The network is backed by Ford with one of the biggest truck plants and spare parts organisations in the southern hemisphere.



Colour Range:

Silver Grey (Met)	
Oxford Blue	
Martian Green	
Satellite Brown (Met)	
Sno White	
Moon dust	
Lightning Yellow	
Venus Orange	
Monza Red	

CARGO



Gross Vehicle Mass
16.2 tonnes
Wheelbase
3275mm
Front Axle Capacity
3 tonnes
Rear Axle Capacity
6.8 tonnes
16 NA
6.2 litres
87/2600
- torque Nm/RPM
375/1600
manual power

Steering - standard:
option at extra cost:



Gross Vehicle Mass
16.2 tonnes
Wheelbase
4250mm
Front Axle Capacity
5 tonnes
Rear Axle Capacity
6.8 tonnes
16 NA
6.2 litres
87/2600
- torque Nm/RPM
375/1600
manual power

Steering - standard:
option at extra cost:



Gross Vehicle Mass
18 tonnes
Wheelbase
4250mm
Front Axle Capacity
5 tonnes
Rear Axle Capacity
8.8 tonnes
16 NA
6.2 litres
87/2600
- torque Nm/RPM
375/1600
manual power

Steering - standard:
option at extra cost:



Gross Vehicle Mass
20.3 tonnes
Wheelbases (2-speed rear axle)
(single-speed rear axle)*
3600/4250/4850mm
4250/4850mm
5 tonnes
8.8 tonnes
16 NA
6.2 litres
87/2600
- torque Nm/RPM
375/1600
Power

*6600 transmission and Ford 16A rear axle combined option.

Steering



Gross Vehicle Mass
22.4 tonnes
Wheelbases
3600/4250/5000mm
Front Axle Capacity
6.5 tonnes
Rear Axle Capacity
10.2 tonnes
16 turbo
6 litres
106/2400
- kw (DIN 70020)/RPM
480/1800
power

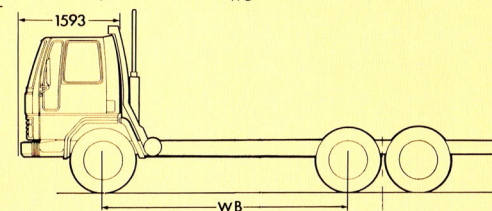
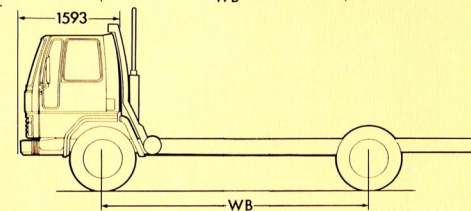
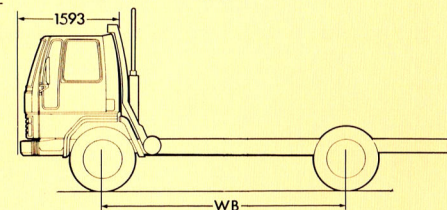
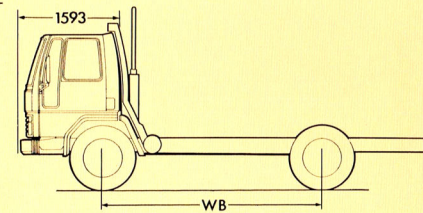
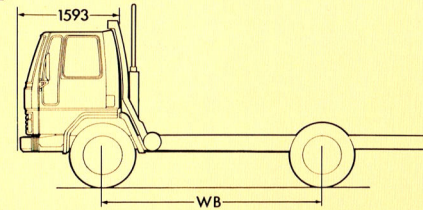
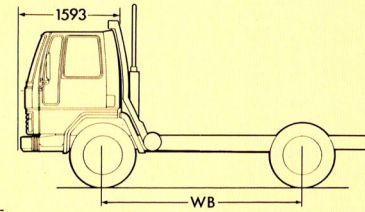
Steering



Gross Vehicle Mass
22.4 tonnes
Wheelbase
5660mm
Front Axle Capacity
6.5 tonnes
Rear Axle Capacity
17.2 tonnes
16 turbo
6 litres
106/2400
- kw (DIN 70020)/RPM
480/1800
power

Steering

MODEL RANGE

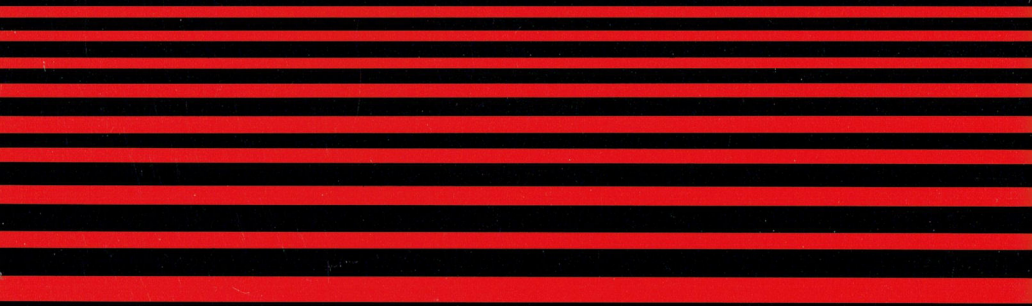


PLEASE NOTE:
The purpose of this brochure is to provide prospective purchasers with a general description of and an introduction to the products featured in it and should be read in the light of the following:

1. Subject to the laws of Australia and/or of any applicable State or Territory thereof and/or the regulations of any competent authority which may apply from time to time, Ford Motor Company of Australia Limited and Ford Sales Company of Australia Limited each reserves the right at its discretion at any time and without prior notice to discontinue or change the models, features, specifications, designs and prices of the products referred to in this brochure and any standard, optional or available equipment therefor or any accessory for use on or in connection therewith without incurring any liability whatsoever to any purchaser or prospective purchaser of any such product, item of equipment or accessory. Because of the possibility of the discontinuance of or changes in models, features, specifications, designs, standard, optional and available equipment, accessories and prices, a prospective purchaser should consult an Authorized Ford Dealer for the latest information with respect to such matters and with respect to the availability of the products, optional and other equipment and accessories referred to in this brochure before deciding to place an order.
2. Some optional or other equipment items or accessories may be required to be ordered or used in combination with or without other optional or other equipment items or accessories. Unless otherwise stated optional equipment and accessories are extra cost items. Details with respect to these requirements and costs can be obtained from an Authorized Ford Dealer.
3. Because of the variations which occur in manufactured products all capacities, measurements, dimensions and weights quoted in this brochure should be taken as approximate only.
4. The availability at any particular time of any of the products, items of standard, optional or available equipment or accessories referred to in this brochure will depend on the local and/or overseas supply situation prevailing at that time.
5. Since the delivery of any product, item of optional or other equipment or accessory can be delayed by causes beyond the reasonable control of Ford Motor Company of Australia Limited, Ford Sales Company of Australia Limited or their Dealers, a purchaser is advised, following the placing of an order, to keep in touch with the Dealer to determine the progress of the order.
6. Certain rights are conferred upon purchasers of goods by the laws of Australia and the States and Territories thereof which cannot be excluded from or be restricted, modified or limited by any contract for the sale and purchase of goods.



FORD MOTOR COMPANY OF AUSTRALIA LIMITED
FORD SALES COMPANY OF AUSTRALIA LIMITED
1735 Sydney Road, Campbellfield, Victoria 3061



CARGO 0812 — RATINGS (kg)

GVM — PLATED	7400 (Std)	6660 (Opt)
GCM — PLATED	16250	16250
Front Axle		3000
Front Tyres	2685 (8.25 x 16—10 PR)	2415 (8.25 x 16—8 PR)
Front Suspension		2921 at ground
FRONT RATING	2685	2415
Rear Axle		7200
Rear Tyres	4715 (8.25 x 16—10 PR)	4245 (8.25 x 16—8 PR)
Rear Suspension		6382 at ground
REAR RATING	4715	4245

AXLE FRONT

● Drop forged steel I Beam; Capacity 3000 kg

AXLE REAR

● Ford Type 150; Gearset Model 14B; Hypoid; Ring gear pitch dia. 352 mm; ● Ratio 4.22:1; ● Capacity 7200 kg

BRAKES

● **Service:** Dual line air over hydraulic; Auto adjust; High pressure air storage; condenser valve with autodrain;

● Balanced line front—rear linings; ● Low air pressure warning light and buzzer; Hydraulic brake pressure differential warning light and prove-out feature; ● Load apportioning valve

● Brake Size:

Front: 330 x 102 mm

Rear: 330 x 127 mm

Lining Area: 3042 cm²

● **Park Brake:** Spring set type actuator mounted on chassis operating through cable and rods to rear wheels

CHASSIS

● Channel sections of 200 x 60 x 4 mm; Section modulus 64.86 cm³; ● Body mounting brackets supplied

CLUTCH

● Single dry plate of 330 mm diameter; Hydraulic actuation; ● Facing area 498 cm²

DRIVELINE

● 1530 Series

ELECTRICAL

● 12 Volt negative earth system; Battery 12 V 120 A/H capacity; Alternator 12 V 45 amp; ● Rectangular quartz halogen headlamps; Park lamps; Front direction indicators with side fender mounted repeaters; Rear combination stop—tail, turn and number plate lamps; ● Dual 2 speed windscreen wipers with "flick" wipe and intermittent wipe; Electric windscreen washers; ● Single horn; Hazard warning lights

● Instruments —

Speedometer/Odometer; Tachometer; Fuel gauge; Water temperature gauge; Oil pressure gauge; Two air pressure gauges

● Warning lights for —

Main headlamp beam; Charge indicator; Direction indicator LH/RH; Parking brake; Low air pressure;

Hydraulic failure warning; Low air and hydraulic failure warning prove-out feature through ignition switch; RH and LH cab latch engagement

ENGINE

● Ford 6.2 litre 6 cylinder OHV diesel; RAC rating 42 HP; ● Bore/Stroke 107.2 x 115 mm

● Power¹ (Gross BS Au 141a) 91.8 kW (123 bhp) at 2600 rpm Torque¹ (Gross BS Au 141a) 380 Nm (280.5 lb.ft) at 1600 rpm ● Power² (DIN) 87 kW (118 PS) at 2600 rpm Torque² (DIN) 375 Nm (38.2 mkg) at 1600 rpm ● Power³ (JIS 1004) 90.4 kW (122.9 PS) at 2600 rpm Torque³ (JIS 1004) 391.0 Nm (39.9 mkg) at 1600 rpm

● Features — Full flow replaceable oil filter; Twin thermostat controlled cooling system; 254 mm diameter two stage dry type air cleaner with roof level intake; Manual engine stop control with positive lock

FUEL SYSTEM

● 120 litre rectangular tank mounted on RH frame rail; ● Water separator primary fuel filter; Paper element secondary fuel filter; ● Mechanical lift pump; Bosch in-line fuel pump with automatic cold start system

FRONT SPRINGS

● Semi-elliptic 1300 kg pad capacity per spring

● **Front Shock Absorbers:** Double acting telescopic

● REAR SPRINGS

Semi-elliptic; Variable rate radius leaf type; 1700 kg pad capacity per spring

● **Auxiliary Rear Springs:** Variable rate semi elliptic 1200 kg pad capacity per spring

● **Rear Shock Absorbers:** Double acting telescopic

STEERING

● Cam 300 Q worm & peg; Ratio 24:1; Manual; ● 480 mm dia. steering wheel

TRANSMISSION

● Ford four speed model 4.410.S with synchromesh on all forward gears; ● Ratios 6.49; 3.21; 1.67; 1.00:1; Reverse 7.18:1; ● 6 bolt SAE pattern P.T.O. opening on LH side; Provision for rear mounted P.T.O.

WHEELS

● 6.5 H x 16 six stud two piece disc type; ● 7 wheels supplied

TYRES

● 8.25 x 16 — 10 PR

● Even supplied

● **Spare Wheel Carrier:** Side mounted

CAB

● All steel forward control fully isolated tilt cab with 80dB(A) noise insulation; Laminated windscreen;

● Fully trimmed doors with kerb observation window; Headlining and back panel cloth trimmed; Moulded rubber insulated floor mats; Drivers and passengers sun visors; Two coat hooks; ● Drivers seat contoured and adjustable for height, reach, cushion and squab rake; ● Fixed dual passenger seat with fully moulded pads; ● Both seats fabric covered;

● Seat belts, outboard inertia reel lap diagonal, centre static lap; ● Instrument panel modular design comprising instrument housing, centre control console and glove box — fuse panel modules; ● Climate control comprising foot and face level ventilation and heating, windscreen and sidescreen demist; door air extraction louvres; two speed heater fan and provision for after market air conditioning; Cigarette lighter and ashtray; ● Two exterior rear vision mirrors; ● Front exterior service access to windscreen wiper, brake valve, heater and clutch reservoir components

● **Cab Finish:** Electrocoat undercoating process with baked enamel finish

OPTIONAL EQUIPMENT

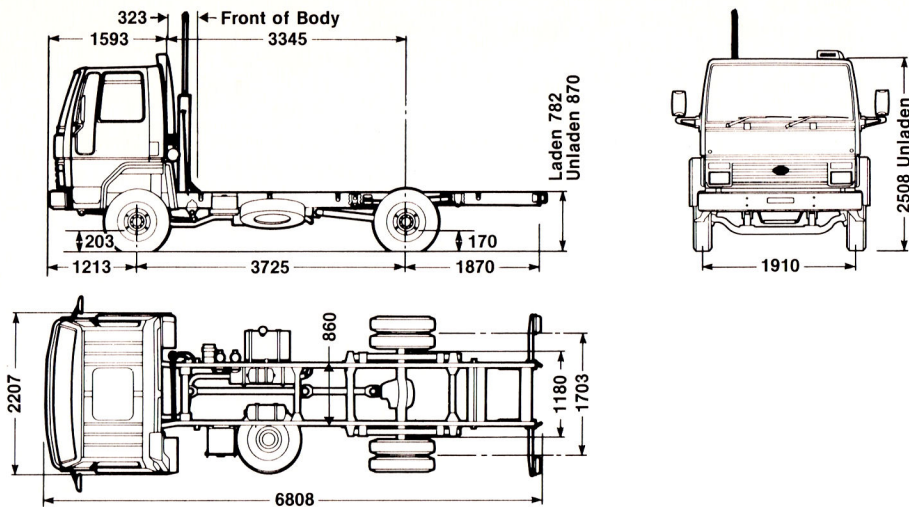
● **Tyres:** 8.25 x 16 — 8 PR; seven supplied (6660 kg GVM rating applies with this option)

● **Steering:** Integral power steering, Cam HFB-52 Recirc. Ball; Ratio 20.4:1

1. Net outputs will vary depending on equipment fitted and will be slightly less than the gross figures shown.

2. These are net outputs allowing for a standard fixed fan and other minimum equipment. They will vary slightly according to the actual equipment fitted.

3. JIS ratings are derived from existing test data and are not certified to JIS.



Dimensions in mm. All measurements are for vehicle with minimum equipment. Frame heights taken at rear axle.

Swept Circle (wall to wall)

14.9 m (manual)
13.9 m (opt. pwr. strg.)

Kerb Weights (calculated) kg		
Front	Rear	Total
2046	1054	3100

Body & Payload Capacity	
7400kg GVM (std)	4300kg
6660kg GVM (opt)	3560kg

Body Length Range (Subject to State Regulations)	
Recommended for Optimum	4942 mm
NAASRA Maximum	5257 mm

Note: All Ford kerb weights include full oil, fuel, water, etc.

PLEASE NOTE:

1. This specification sheet contains a general description only of the Ford Product referred to on the sheet, its specifications and features and the optional equipment which is currently available for use on or in connection with such product. Generally the optional equipment referred to is available at extra or variable cost. Certain optional equipment can only be used or ordered in combination with other optional equipment.

2. The illustrations, information and specifications presented and referred to in this specification sheet were correct at the time when the specification sheet was approved for printing. However, Ford Motor Company of Australia Limited and/or Ford Sales Company of Australia Limited

reserve(s) the right, subject to the laws of Australia and/or any applicable State or Territory thereof and/or the regulations of any competent Authority which may apply from time to time, at their or its discretion at any time and without prior notice to discontinue or change the models, features, specifications, designs and prices of the product referred to in this sheet and any optional equipment therefor without incurring any liability whatsoever to any purchaser or prospective purchaser of any of such products.

3. All capacities, measurements, dimensions and weights quoted in this specification sheet are approximate only.

4. Because of the possibility of changes in models and the information, specifications, features, standard equipment and optional

equipment of or for the product referred to in this specification sheet a prospective purchaser is strongly advised to consult an Authorised Ford Dealer for the latest information on models, specifications, features, standard equipment, optional equipment, prices and availability before placing an order.

5. From time to time deliveries are delayed by causes outside the reasonable control of Ford Motor Company of Australia Limited, Ford Sales Company of Australia Limited or their Authorised Ford Dealers. When an order has been placed, please keep in touch with your Authorised Ford Dealer.

CARGO 1112 — RATINGS (kg)

GVM — PLATED	11250 (Std)	11500 (Opt)
GCM — PLATED	18000	18000
Front Axle	5000	
Front Tyres	4082 (8.25 x 20—12 PR)	4182 (9.00 x 20—10 PR)
Front Suspension	4200 at ground	
FRONT RATING	4082	4182
Rear Axle	7800	
Rear Tyres	7168 (8.25 x 20—12 PR)	7328 (9.00 x 20—10 PR)
Rear Suspension	10015 at ground	
REAR RATING	7168	7328

AXLE FRONT

- Drop forged steel I Beam; Capacity 5000 kg

AXLE REAR

- Ford Type 168; Gearset Model 15C; Spiral bevel; Ring gear pitch diameter 378 mm; ● Ratio 5.14:1; ● Capacity 7800 kg

BRAKES

- Service: Dual line air over hydraulic; Auto adjust; High pressure air storage; Condenser valve with auto drain;
- Balanced line front—rear linings;
- Low air pressure warning light and buzzer; Hydraulic brake pressure differential warning light and prove-out feature; ● Load apportioning valve

Brake Size:

Front 395 x 127 mm

Rear 387 x 108 mm

Lining Area: 3692cm²

- Park Brake: Spring set type actuator mounted on chassis operating through cable and rods to rear wheels

CHASSIS

- Channel section 242 x 76 x 6 mm; Section modulus 145.95 cm³; ● Body mounting brackets supplied

CLUTCH

- 330 mm diameter; Single dry plate diaphragm spring; Hydraulic actuation;
- Facing area 498 cm²

DRIVELINE

- 1530 Series

ELECTRICAL

- 12 volt negative earth system; Battery 12 V 120 A/H capacity; Alternator 12 V 45 amp; ● Rectangular quartz halogen headlamps; Park lamps; Front direction indicators with side fender mounted repeaters; Rear combination stop—tail, turn and number plate lamps; ● Dual 2-speed self parking windscreen wipers with "flick" wipe and intermittent wipe; Electric windscreen washers; ● Single horn; Hazard warning lights
- Instruments — Speedometer/Odometer; Tachometer; Fuel gauge; Water temperature gauge; Oil pressure gauge; Two air pressure gauges
- Warning lights for — Main headlamp beam; Charge indicator; Direction indicator RH/LH; Parking brake; Low air pressure; Hydraulic failure warning;

Low air and hydraulic failure warning prove-out feature through ignition switch; RH and LH cab latch engagement

ENGINE

- Ford 6.2 litre 6 cyl. OHV diesel; RAC rating 42 HP;
- Bore/Stroke 107.2 x 115 mm
- Power¹ (Gross BS Au 141a) 91.8 kW (123 bhp) at 2600 rpm Torque¹ (Gross BS Au 141a) 380 Nm (280.5 lb.ft) at 1600 rpm ● Power² (DIN) 87 kW (118 PS) at 2600 rpm Torque² (DIN) 375 Nm (38.2 mkg) at 1600 rpm ● Power³ (JIS 1004) 90.4 kW (122.9 PS) at 2600 rpm Torque³ (JIS 1004) 391.0 Nm (39.9 mkg) at 1600 rpm
- Features — Full flow replaceable oil filter; oil cooler; twin thermostat controlled cooling system; 254 mm dia. two stage dry type air cleaner with roof level intake; Manual engine stop control with positive lock

FUEL SYSTEM

- 120 litres rectangular fuel tank mounted on RH frame rail; ● Water separator primary fuel filter; paper element secondary fuel filter;
- Mechanical lift pump; Bosch in-line fuel pump with automatic coil start system

FRONT SPRINGS

- Semi-elliptic 1840 kg pad capacity per spring

- Front Shock Absorbers: Double acting telescopic

REAR SPRINGS

- Semi-elliptic variable rate radius leaf type; 2700 kg pad capacity per spring

- Auxiliary Rear Springs: Variable rate semi-elliptic; 1900 kg pad capacity per spring

- Rear Shock Absorbers: Double acting telescopic

STEERING

- Cam RB75 Recirc. Ball; Ratio 28:1; Manual; ● 480 mm dia. steering wheel

TRANSMISSION

- Ford 6 speed 6.600.S all synchromesh; ● Ratios 7.51; 4.58; 2.85; 1.87; 1.31; 1.00:1; Reverse 7.18:1; ● P.T.O. openings LH and RH; Provision for rear mounted P.T.O.

WHEELS

- B 6.5 x 20 three piece disc; 8 stud;
- Seven wheels supplied

TYRES

- 8.25 x 20 — 12 PR; ● seven supplied

- Spare Wheel Carrier: side mounted

CAB

- All steel forward control fully isolated tilt cab with 80dB(A) noise insulation; Laminated windscreen;
- Fully trimmed doors with kerb observation window; Headlining and back panel cloth trimmed; Moulded rubber insulated floor mats; Drivers and passengers sun visors; Two coat hooks; ● Drivers seat contoured and adjustable for height reach, cushion and squab rake; ● Fixed dual passenger seat with fully moulded pads; ● Both seats fabric covered;
- Seat belts, outboard inertia reel lap diagonal, centre static lap;
- Instrument panel modular design comprising instrument housing, centre control console and glove box — fuse panel modules; ● Climate control comprising foot and face level ventilation and heating, windscreen and sidescreen demist, door air extraction louvres, two speed heater fan and provision for after market air conditioning; ● Cigarette lighter and ash tray; ● Two exterior rear vision mirrors; ● Front exterior service access to windscreen wiper, brake valve, heater and clutch reservoir components; ● Front mudflaps
- Cab Finish: Electrocoat undercoating process with baked enamel finish

OPTIONAL EQUIPMENT

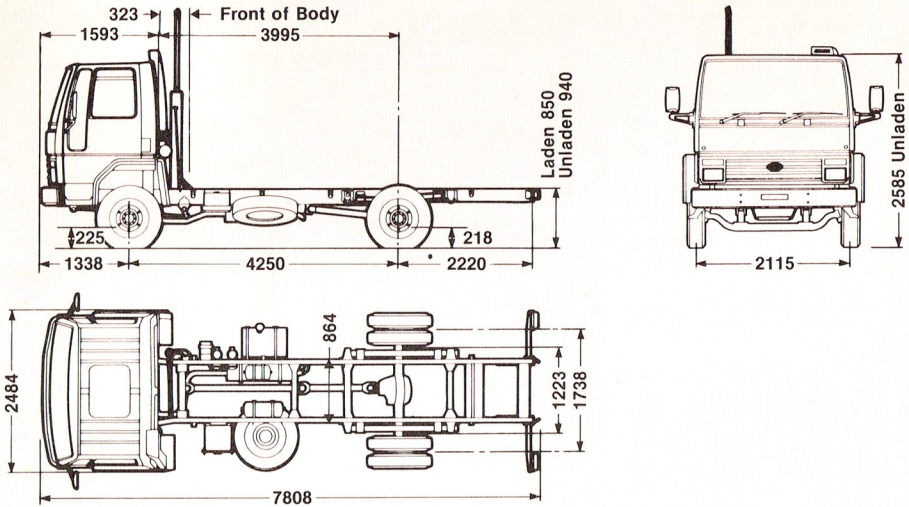
- Tyres: 9.00 x 20 — 10 PR; 7 supplied (11500 kg GVM rating applies with this option)

- Steering: Integral power steering; Cam HFB-52 Recirc. Ball; Ratio 20:4:1

1. Net outputs will vary depending on equipment fitted and will be slightly less than the gross figures shown.

2. These are net outputs allowing for a standard fitted fan and other minimum equipment. They will vary slightly according to the actual equipment fitted.

3. JIS ratings are derived from existing test data and are not certified to JIS.



Dimensions in mm. All measurements are for vehicle with minimum equipment. Frame heights taken at rear axle.

Swept Circle (wall to wall)

16.8 m (manual)
16.1 m (opt. pwr. strg.)

Kerb Weights (calculated) kg

4250 WB		
Front	Rear	Total
2420	1400	3820

Body & Payload Capacity

11250kg GVM (std)	7430kg
11500kg GVM (opt)	7680kg

Body Length Range (Subject to State Regulations)

Recommended for Optimum Weight Distribution	5432 mm
NAASRA Maximum	6222 mm

Note: All Ford kerb weights include full oil, fuel, water, etc.

PLEASE NOTE:

1. This specification sheet contains a general description only of the Ford Product referred to on the sheet, its specifications and features and the optional equipment which is currently available for use on or in connection with such product. Generally the optional equipment referred to is available at extra or variable cost. Certain optional equipment can only be used or ordered in combination with other optional equipment.

2. The illustrations, information and specifications presented and referred to in this specification sheet were correct at the time when the specification sheet was approved for printing. However, Ford Motor Company of Australia Limited and/or Ford Sales Company of Australia Limited

reserve(s) the right, subject to the laws of Australia and/or any applicable State or Territory thereof and/or the regulations of any competent Authority which may apply from time to time, at their or its discretion at any time and without prior notice to discontinue or change the models, features, specifications, designs and prices of the product referred to in this sheet and any optional equipment therefor without incurring any liability whatsoever to any purchaser or prospective purchaser of any of such products.

3. All capacities, measurements, dimensions and weights quoted in this specification sheet are approximate only.

4. Because of the possibility of changes in models and the information, specifications, features, standard equipment and optional

equipment of or for the product referred to in this specification sheet a prospective purchaser is strongly advised to consult an Authorised Ford Dealer for the latest information on models, specifications, features, standard equipment, optional equipment, prices and availability before placing an order.

5. From time to time deliveries are delayed by causes outside the reasonable control of Ford Motor Company of Australia Limited, Ford Sales Company of Australia Limited or their Authorised Ford Dealers. When an order has been placed, please keep in touch with your Authorised Ford Dealer.

CARGO 1312 — RATINGS (kg)

GVM — PLATED	12870
GCM — PLATED	20300
AXLE REAR	
Front Axle	5000
Front Tyres	4672 (9.00 x 20 — 12 PR)
Front Suspension	5329 at ground
FRONT RATING	4672
Rear Axle	9500
Rear Tyres	8200 (9.00 x 20 — 12 PR)
Rear Suspension	10118 at ground
REAR RATING	8200

AXLE FRONT

● Drop forged steel I Beam; Capacity 5000 kg

AXLE REAR

● Ford Type 195; Gearset Eaton Model E17220; Spiral bevel; Ring gear pitch diameter 419 mm; ● Two speed; Ratios 5.14/7.02:1; ● Capacity 9500 kg

BRAKES

● **Service:** Dual line air over hydraulic; Auto adjust; High pressure air storage; Condenser valve with auto drain; ● Balanced life front—rear linings; ● Low air pressure warning light and buzzer; Hydraulic brake pressure differential warning light and prove-out feature; ● Load apportioning valve

● **Brake Size:** Front 394 x 152 mm Rear 394 x 127 mm
Lining Area: 4084cm²

● **Park Brake:** Spring set type actuator mounted on chassis operating through cable and rods to rear wheels

CHASSIS

● **3600 mm, 4250 mm Wheelbase:**
Channel section 242 x 76 x 6 mm;
Section modulus 145.95 cm³

● **4850 mm Wheelbase:**
Channel section 266 x 88 x 7 mm;
Section modulus 213.32 cm³; ● Body mounting brackets supplied

CLUTCH

● 330 mm diameter; Single dry plate diaphragm spring; Hydraulic actuation; ● Facing area 498 cm²

DRIVELINE

● 1630 Series (Two Speed Axle)
● 1530 Series (Single Speed Axle)

ELECTRICAL

● 12 volt negative earth system; Battery 12 V 120 A/H capacity; Alternator 12 V 45 amp; ● Rectangular quartz halogen headlamps; Park lamps; Front direction indicators with side fender mounted repeaters; Rear combination stop—tail, turn and number plate lamps; ● Dual 2-speed self parking windscreen wipers with “flick” wipe and intermittent wipe; Electric windscreen washers; ● Single horn; Hazard warning lights
● Instruments — Speedometer/Odometer; Tachometer; Fuel gauge; Water temperature gauge; Oil pressure gauge; Two air pressure gauges;

● Warning lights for — Main headlamp beam; Charge indicator; Direction

indicator RH/LH; Parking brake; Low air pressure; Hydraulic failure warning; Low air and hydraulic failure warning prove-out feature through ignition switch; RH and LH cab latch engagement

ENGINE

● Ford 6.2 litre 6 cyl OHV diesel; RAC rating 42 HP; ● Bore/Stroke 107.2 x 115 mm
● Power¹ (Gross BS Au 141a) 91.8 kW (123 bhp) at 2600 rpm Torque¹ (Gross BS Au 141a) 380 Nm (280.5 lb.ft) at 1600 rpm ● Power² (DIN) 87 kW (118 PS) at 2600 rpm Torque² (DIN) 375 Nm (280.5 mkg) at 1600 rpm ● Power³ (JIS 1004) 90.4 kW (122.9 PS) at 2600 rpm Torque³ (JIS 1004) 391.0 Nm (39.9 mkg) at 1600 rpm

● Features — Full flow replaceable oil filter; oil cooler; twin thermostat controlled cooling system; 254 mm dia. two stage dry type air cleaner with roof level intake; Manual engine stop control with positive lock

FUEL SYSTEM

● 120 litres rectangular fuel tank mounted on RH frame rail; ● water separator primary fuel filter; paper element secondary fuel filter; ● mechanical lift pump; Bosch in-line fuel pump with automatic cold start system

FRONT SPRINGS

● Semi-elliptic 2400 kg pad capacity per spring ● **Front Shock Absorbers:** Double acting telescopic

REAR SPRINGS

● Semi-elliptic variable rate radius leaf type; 2700 kg pad capacity per spring ● **Auxiliary Rear Springs:** Variable rate semi-elliptic; 1900 kg pad capacity per spring ● **Rear Shock Absorbers:** Double acting telescopic

STEERING

● Integral power steering; Cam HFB52; Recirc. Ball; Ratio 20.4:1; 480 mm dia. steering wheel

TRANSMISSION

● Ford 6 speed 6.540.SW all synchromesh; ● Ratios 9.19; 5.51; 3.13; 1.87; 1.16; 1.00:1; Reverse 8.58:1; ● Six bolt SAE pattern P.T.O. openings on RH and LH sides of transmission; Provision for rear mounted P.T.O.

WHEELS

● B 7.00 x 20 ten stud three piece disc type; ● Seven wheels supplied

TYRES

● 9.00 x 20 — 12 PR ● Seven supplied

● **Spare Wheel Carrier:** side mounted

CAB

● All steel forward control fully isolated tilt cab with 80dB(A) noise insulation; Laminated windscreen; ● Fully trimmed doors with kerb observation window; Headlining and back panel cloth trimmed; Moulded rubber insulated floor mats; ● Drivers and passengers sun visors; Two coat hooks; Drivers seat contoured and adjustable for height reach, cushion and squab rake; ● Fixed dual passenger seat with fully moulded pads; ● Both seats fabric covered;

● Seat belts, outboard inertia reel lap diagonal, centre static lap; ● Instrument panel modular design comprising instrument housing, centre control console and glove box — fuse panel modules; ● Climate control comprising roof ventilator, foot and face level ventilation and heating, windscreen and sidescreen demist, door air extraction louvres, two speed heater fan and provision for after market air conditioning; ● Cigarette lighter and ash tray; ● Two exterior rear vision mirrors;

● Front exterior service access to windscreen wiper, brake valve, heater, and clutch reservoir components; ● Front mudflaps

Cab Finish: Electrocoat undercoating process with baked enamel finish

OPTIONAL EQUIPMENT

● **Transmission:** Ford 6 speed type 6—600—S all synchromesh; Ratios 7.51; 4.58; 2.85; 1.87; 1.31; 1.00:1; Reverse 7.18:1; 6 bolt SAE pattern P.T.O. opening on RH and LH side and provision for rear mounted P.T.O.

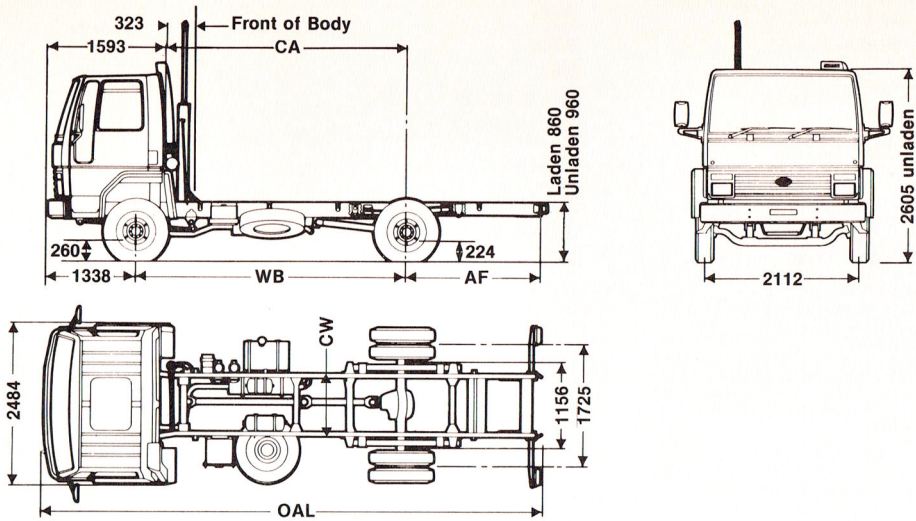
● (Combined option; available only with Type 195 Model 16A rear axle on 4250 mm and 4850 mm W.B. models)

● **Rear Axle:** Ford Type 195; Gearset Model 16A; Spiral bevel; Ring gear pitch dia. 406 mm; Ratio 5.29:1; Capacity 9500 kg ● (Combined option; available only with 6—600—S transmission on 4250 mm and 4850 mm W.B. models)

1. Net outputs will vary depending on equipment fitted and will be slightly less than the gross figures shown.

2. These are net outputs allowing for a standard fitted fan and other minimum equipment. They will vary slightly according to the actual equipment fitted.

3. JIS ratings are derived from existing test data and are not certified to JIS.



Dimensions in mm. All measurements are for vehicle with minimum equipment. Frame heights taken at rear axle.

WB	CA	AF	OAL	CW	Swept Circle (wall to wall)		
3600	3345	1870	6808	864	14.1 m		
4250	3995	2220	7808	864	16.1 m		
4850	4595	2620	8808	866	17.9 m		

Kerb Weights (calculated) kg (Type 195 Model E17220 Rear Axle)				Body & Payload Capacity kg	Kerb Weights (Calculated) kg (Type 195 Model 16A Rear Axle)				Body & Payload Capacity kg
WB	Front	Rear	Total		WB	Front	Rear	Total	
3600	2548	1442	3990	8880	4250	2569	1464	4033	8837
4250	2569	1480	4049	8821	4850	2593	1449	4092	8778
4850	2593	1515	4108	8762					

Body Length Range (Subject to State Regulations) mm	3600 WB	4250 WB	4850 WB
Recommended for Optimum Weight Distribution	4316	5304	6236
NAASRA Maximum	5182	6222	7182

Note: All Ford Kerb weights include full oil, fuel, water, etc.

PLEASE NOTE:

- This specification sheet contains a general description only of the Ford Product referred to on the sheet, its specifications and features and the optional equipment which is currently available for use on or in connection with such product. Generally the optional equipment referred to is available at extra or variable cost. Certain optional equipment can only be used or ordered in combination with other optional equipment.
- The illustrations, information and specifications presented and referred to in this specification sheet were correct at the time when the specification sheet was approved for printing. However, Ford Motor Company of Australia Limited and/or Ford Sales Company of Australia Limited

- reserve(s) the right, subject to the laws of Australia and/or any applicable State or Territory thereof and/or the regulations of any competent Authority which may apply from time to time, at their or its discretion at any time and without prior notice to discontinue or change the models, features, specifications, designs and prices of the product referred to in this sheet and any optional equipment therefor without incurring any liability whatsoever to any purchaser or prospective purchaser of any of such products.
- All capacities, measurements, dimensions and weights quoted in this specification sheet are approximate only.
- Because of the possibility of changes in models and the information, specifications, features, standard equipment and optional

- equipment of or for the product referred to in this specification sheet a prospective purchaser is strongly advised to consult an Authorised Ford Dealer for the latest information on models, specifications, features, standard equipment, optional equipment, prices and availability before placing an order.
- From time to time deliveries are delayed by causes outside the reasonable control of Ford Motor Company of Australia Limited, Ford Sales Company of Australia Limited or their Authorised Ford Dealers. When an order has been placed, please keep in touch with your Authorised Ford Dealer.



1514 Diesel (T/C) 6 × 2

CARGO

CARGO 1514 6 × 2 — RATINGS (kg)

GVM — PLATED	21900
GCM — PLATED	22400
Front Axle	6500
Front Tyres	5480 (10.00 × 20 — 14 PR)
Front Suspension	6032 at ground
FRONT RATING	5480
Rear Axle	16500
Rear Tyres	17272 (10.00 × 20 — 12 PR)
Rear Suspension	17240 at ground
REAR RATING	16500

AXLE FRONT

● Drop forged steel I Beam; Capacity 6500 kg

AXLE REAR — DRIVE

● Ford Type 225; Gearset Eaton Model E18220; Spiral bevel; Ring gear pitch diameter 419 mm; ● Two speed; Ratios 4.88/6.64:1;

AXLE REAR — TAG

● Rockwell tag axle; ● Bogie capacity 16,500 kg

BRAKES

● **Service:** Dual line air over hydraulic; Auto adjust; High pressure air storage; Condenser valve with auto drain; ● Balanced life front—rear linings; ● Low air pressure warning light and buzzer; Hydraulic brake pressure differential warning light and prove-out feature; ● Load apportioning valve

● Brake Size:

Front 394 × 175 mm
Rear 394 × 127 mm (both axles)
Lining Area: 6228cm²

● **Park Brake:** Two spring set type actuators mounted on chassis operating through cable and rods to rear wheels

CHASSIS

● Reinforced channel section, basic section 266 × 88 × 7 mm; ● Flitch section 283 × 103 × 6 mm; ● Total section modulus 451 cm³

CLUTCH

● Single dry plate of 330 mm diameter; Diaphragm spring type pressure plate; Hydraulic actuation; Facing area 498 cm²

DRIVELINE

● 1630 Series

ELECTRICAL

● 12 volt negative earth system; Battery 12 V 120 A/H capacity; Alternator — 12 V 45 amp; ● Rectangular quartz halogen headlamps; Park lamps; Front direction indicators with side fender mounted repeaters; Rear combination stop—tail, turn and number plate lamps; ● Dual 2-speed self parking windscreen wipers with "flick" wipe and intermittent wipe; Electric windscreen washers; ● Horn; Hazard warning lights

● Instruments — Speedometer/Odometer; Tachometer; Fuel gauge; Water temperature gauge; Oil pressure gauge; Two air pressure gauges;

● Warning lights for — Main headlamp beam; Charge indicator; Direction indicator RH/LH; Parking brake; Low air pressure; Hydraulic failure warning prove-out feature through ignition switch; RH and LH cab latch engagement

ENGINE

● Ford 6.0 litre Turbocharged 6 cyl. OHV diesel; RAC rating 40 HP; ● Bore/Stroke 105 × 115 mm ● Power¹ (Gross BS Au 141a) 111.9 kW (150 bhp) at 2400 rpm Torque¹ (Gross BS Au 141a) 473 Nm (349 lb.ft) at 1800 rpm ● Power² (DIN) 106.0 kW (144 PS) at 2400 rpm Torque² (DIN) 480.0 Nm (48.9 mkg) at 1800 rpm ● Power³ (JIS 1004) 111.9 kW (152.1 PS) at 2400 rpm Torque³ (JIS 1004) 502.0 Nm (51.2 mkg) at 1800 rpm ● Features — Full flow replaceable oil filter; oil cooler; twin thermostat controlled cooling system; 254 mm dia. two stage dry type air cleaner with roof level intake; Holset turbocharger; Manual engine stop control with positive lock

FUEL SYSTEM

● 120 litres rectangular fuel tank mounted on RH frame rail; ● Water separator primary fuel filter; twin paper element secondary fuel filter; ● Mechanical lift pump; Simms Minimec in-line fuel pump with cold start system

FRONT SPRINGS

● Semi-elliptic 2700 kg pad capacity per spring

● **Front Shock Absorbers:** Double acting telescopic

REAR SUSPENSION AVAILABILITY

● Hendrickson Model U-380
Rating at Pad/Spring — 6400 kg
Rating at Ground (suspension)
17240 kg
● Reyco Model 102W
Rating at Pad/Spring — 3860 kg
Rating at Ground (suspension)
17240 kg

STEERING

● Integral power steering; Cam HFB64; Recirc. Ball; Ratio 20.4:1 ● 480 mm dia. steering wheel

TRANSMISSION

● Ford 6 speed 6.540.SW all synchromesh; ● Ratios 9.19; 5.51; 3.13; 1.87; 1.16; 1.00:1; Reverse 8.58; ● Six

bolt SAE pattern P.T.O. openings on LH and RH side and provision for rear mounted P.T.O.

WHEELS

● B 7.5 × 20 three piece; 10 stud; ● Eleven wheels supplied

TYRES

● 10.00 × 20 — 14 PR Front; 2 supplied
● 10.00 × 20 — 12 PR Rear and spare; 2 supplied

● **Spare Wheel Carrier:** side mounted

CAB

● All steel forward control fully isolated tilt cab with 80dB(A) noise insulation; Laminated windscreen; ● Fully trimmed doors with kerb observation window; Headlining and back panel cloth trimmed; Moulded rubber insulated floor mats; Drivers and passengers sun visors; Two coat hooks; ● Drivers seat contoured and adjustable for height reach, cushion and squab rake; ● Fixed dual passenger seat with fully moulded pads; ● Both seats fabric covered; ● Seat belts, outboard inertia reel lap diagonal, centre static lap; ● Instrument panel modular design comprising instrument housing, centre control console and glove box — fuse panel modules; ● Climate control comprising roof ventilator, foot and face level ventilation and heating, windscreen and sidescreen demist, door air extraction louvres, two speed heater fan and provision for after market air conditioning; Cigarette lighter and ash tray; ● Two exterior rear vision mirrors; ● Front exterior service access to windscreen wiper, brake valve, heater and clutch reservoir components; ● Front mudflaps
● **Cab Finish:** Electrocoat undercoating process with baked enamel finish

OPTIONAL EQUIPMENT

● **Spare Tyre:**
10.00 × 20 — 14 PR

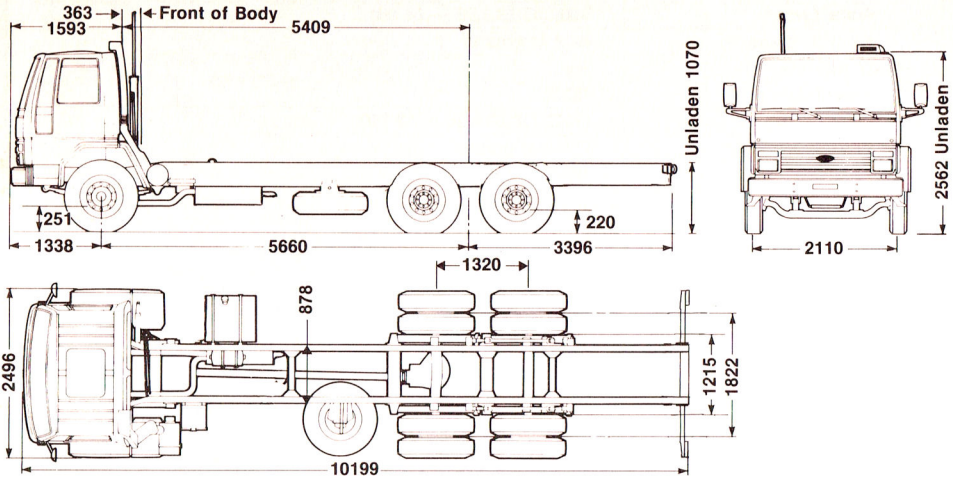
1. Net outputs will vary depending on equipment fitted and will be slightly less than the gross figures shown.

2. These are net outputs allowing for a standard fixed fan and other minimum equipment. They will vary slightly according to the actual equipment fitted.

3. JIS ratings are derived from existing test data and are not certified to JIS.

1514 Diesel (T/C) 6x2

CARGO



Dimensions in mm. All measurements are for vehicle with minimum equipment. Frame heights taken at rear axle.

WB	CA	AF	OAL	Swept Circle (wall to wall)
5660	5405	3396	10199	22.8 m
Kerb Weights (calculated) kg				Body & Payload Capacity kg
WB	Front	Rear	Total	15885
5660	2810	3205	6015	Body Length Data (Subject to State Regulations) mm
				Recommended for optimum weight distribution
				7254
				NAASRA Maximum
				8438

Note: All Ford kerb weights include full oil, fuel, water, etc.

PLEASE NOTE:

1. This specification sheet contains a general description only of the Ford Product referred to on the sheet, its specifications and features and the optional equipment which is currently available for use on or in connection with such product. Generally the optional equipment referred to is available at extra or variable cost. Certain optional equipment can only be used or ordered in combination with other optional equipment.
2. The illustrations, information and specifications presented and referred to in this specification sheet were correct at the time when the specification sheet was approved for printing. However, Ford Motor Company of Australia Limited and/or Ford Sales Company of Australia Limited

- reserve(s) the right, subject to the laws of Australia and/or any applicable State or Territory thereof and/or the regulations of any competent Authority which may apply from time to time, at their or its discretion at any time and without prior notice to discontinue or change the models, features, specifications, designs and prices of the product referred to in this sheet and any optional equipment therefor without incurring any liability whatsoever to any purchaser or prospective purchaser of any of such products.
3. All capacities, measurements, dimensions and weights quoted in this specification sheet are approximate only.
4. Because of the possibility of changes in models and the information, specifications, features, standard equipment and optional

- equipment of or for the product referred to in this specification sheet a prospective purchaser is strongly advised to consult an Authorised Ford Dealer for the latest information on models, specifications, features, standard equipment, optional equipment, prices and availability before placing an order.
5. From time to time deliveries are delayed by causes outside the reasonable control of Ford Motor Company of Australia Limited, Ford Sales Company of Australia Limited and their Authorised Ford Dealers. When an order has been placed, please keep in touch with your Authorised Ford Dealer.

