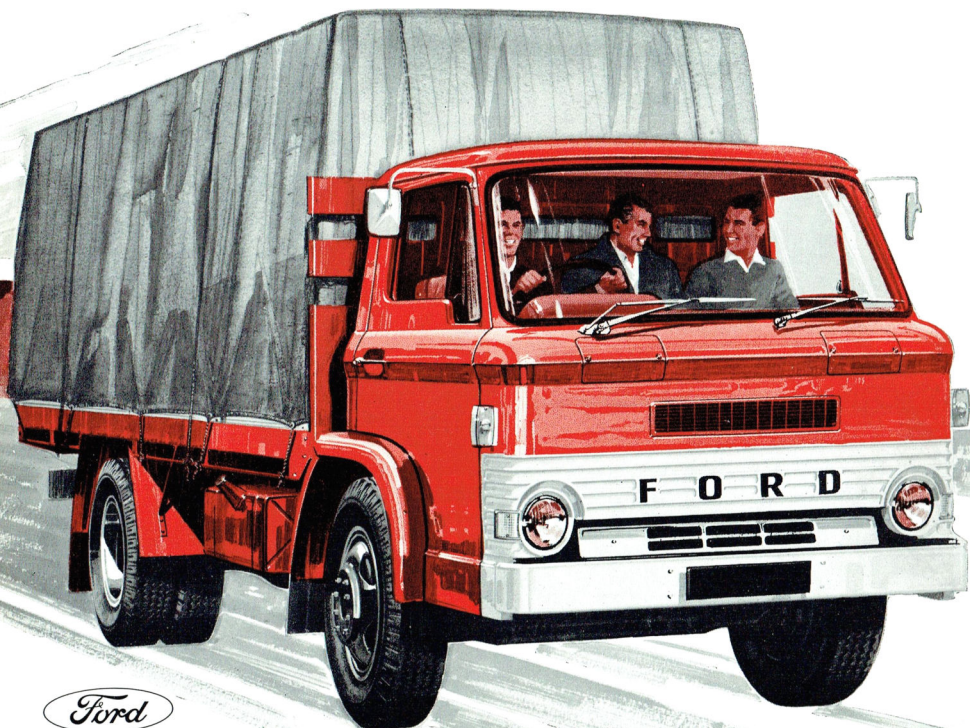


THE FORD **D**

GVW'S from 11,200 lbs. to 27,000 lbs.

SERIES

**Ford Forward Control puts more
payload behind you!**



**BUILT STRONGER
TO LAST LONGER**

Ford's advanced engineering solves load and length problems with ultra-short cab/60" BBC*

Now Ford introduce the most fully developed, fully forward control truck ever to be offered to the Australian truck operator.

The new Ford fully Forward Control D Series Trucks.

These new trucks have been thoroughly designed from the ground up, after careful consideration of the truck operator's needs—your needs! As a result, Ford D Series brings you increased efficiency, economy and reliability; faster, easier maintenance; unequalled profit earning potential PLUS the unfailing power of big, new Ford Petrol or Diesel engines—all in the one superbly designed range of trucks! Have a look at the new D Series. These trucks mean business—good business. They have everything forward controls should have. And

everything you'd expect from Ford.

More payload area. Better weight distribution.

Payload area is, naturally, determined by the length of the cab. Therefore, by keeping the "bumper to back of cab" dimension to a minimum, Ford have obtained a higher proportion of truck area for payload, still using a small wheelbase. D Series also have low kerb weights in relation to their GVW's which allows higher payloads to be carried.

Comfort:

Driver comfort has been a major concern in the design of the new

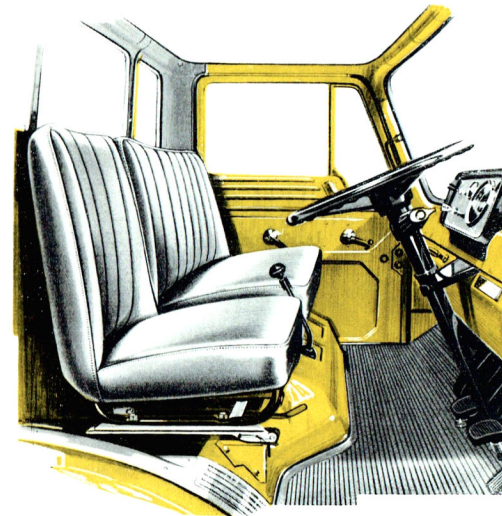
D Series fully forward control cabs, which have been engineered to provide more space, more comfort and more security.

Tilt Cab:

A tilt cab is standard equipment on all D Series trucks. The cab is tilted easily by one man to provide work-bench accessibility to the engine for quick, easy routine maintenance.

D Series has the range:

Perhaps the most comprehensive range of its type, with 20 new models and GVW's from 11,200 to 27,000 lbs. Whatever your trucking needs, contact your Ford Dealer.



Illustrated is the standard cab which provides a high degree of driver comfort. The custom cab, standard on D800, has additional comfort features including heater and demister and adjustable driver's seat.

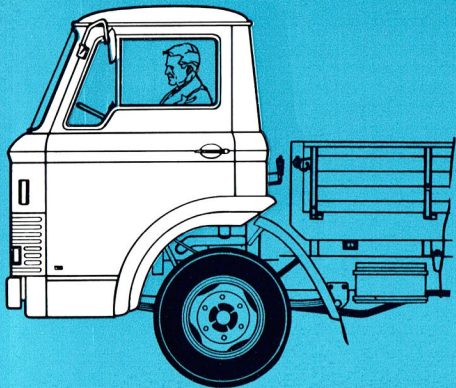


(*BBC—Bumper to back of cab)

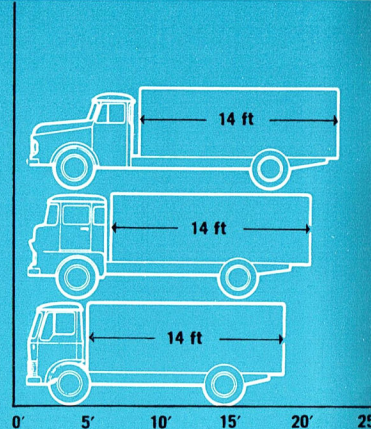
Easy entry and exit is a D Series highlight. Wide opening door and inbuilt step make mounting easy, casual.

Ultra short cab—longer loadspace. More payload area—better weight distribution.

60"



Payload area is determined by the length of the cab—the shorter it is the better. On the right are three types of cab: normal control, semi-forward control and Ford's full forward control. By keeping the bumper to back of cab measurements to a minimum, Ford's D Series gives a higher proportion of payload area using a smaller wheel base for better manoeuvrability.



Inside story on ultra short cab.

Nowhere else is Ford's superior designing skill more apparent than in the ingeniously designed three man ultra short cab. Simplicity and spaciousness have been combined for a workmanlike atmosphere and driver comfort leaves nothing to be desired. You can move from one side to the other without bumping your knees, all controls are centrally grouped for easy manipulation and the instruments can be read at a glance. Seats are extremely comfortable and now you can relax completely, because engine noise and heat have been greatly minimised with effective insulation. Rubber mounts dampen road vibration, add to driver comfort and cab life.

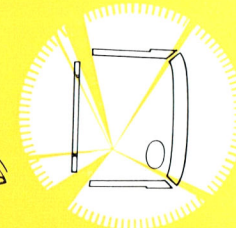
Ventilation.

Constant circulation of air is provided by a large fresh-air ventilator specially located to avoid traffic fumes and can be supplemented by regulating the wind-down windows and swivel quarter vents.



Visibility.

Visibility is exceptionally good, because of the large amount of glass area. The windshield has a special zone toughened area and large, vibration free exterior mirrors give excellent vision rearwards.

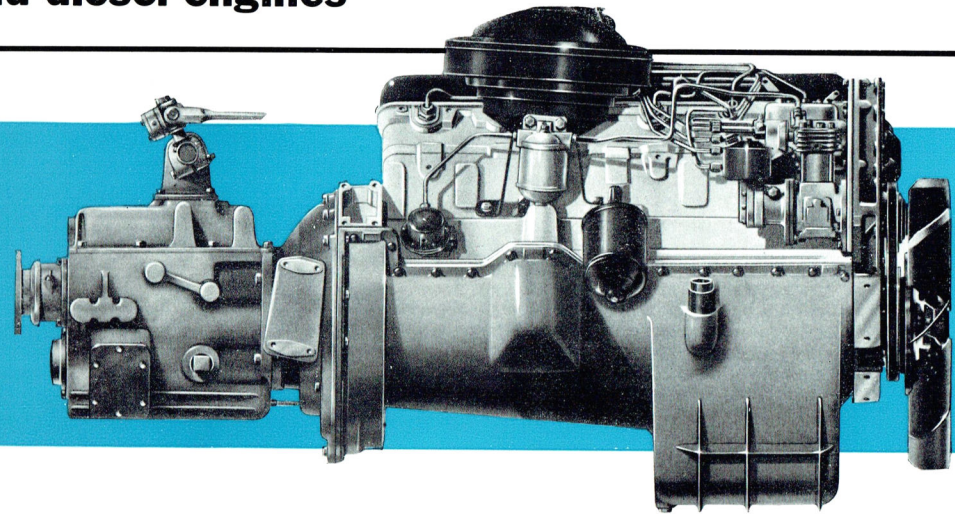
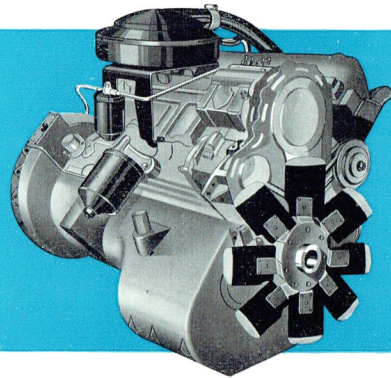
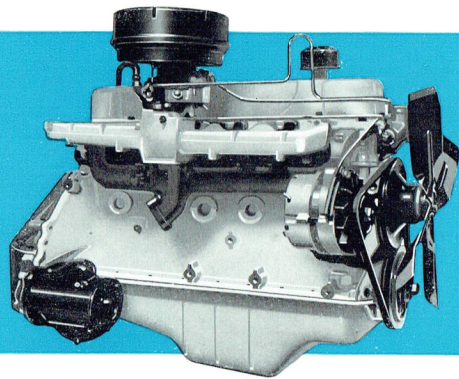


Windscreen wipers.

Powerful, constant speed electric wipers have large wiper blades plus an auxiliary arm on the driver's side for maximum wiping area.



Big economy and big power from new petrol and diesel engines



240 CID and 300 (H.D.) CID petrols, plus 330 CID 6-cyl. diesel and big 360 CID diesel—all with many new features.

Smooth and quiet in operation, the two newly-developed 240 CID and 300 (H.D.) CID Ford 6-cyl. petrol engines are ideal for moving loads quickly and reliably.

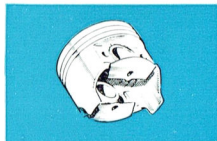
From air cleaner to drain plug, the new D Series petrols are designed for durability and performance. Their robust forged crankshafts run on seven massive main bearings, providing maximum rigidity and smooth operation.

Aluminium pistons, with two compression and one oil control ring, combine maximum performance with minimum wear. The camshaft, gear driven from the crankshaft maintains accurate timing. New type oil seals last longer after years of use, and the bi-rotor pump provides constant oil pressure with the added security of a pressure relief valve. A road draught tube prevents build up of unwanted crankcase vapours.

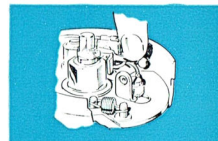
240 CID engine:
Max. gross bhp 150 @ 4,000 rpm. Max. net bhp 129 @ 4,000 rpm.
Max. gross torque 234 lbs/ft @ 2,200 rpm. Max. net torque 218 lbs/ft @ 2,000 rpm. (Provisional)

300 CID engine:
Max. gross bhp 170 @ 3,600 rpm. Max. net bhp 150 @ 3,600 rpm.
Max. gross torque 283 lbs/ft @ 1400-2400 rpm. Max. net torque 272 lbs/ft @ 1400-2100 rpm. (Provisional)

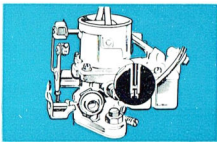
PETROL FEATURES



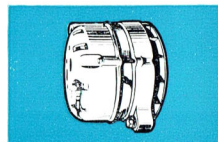
Pistons used in the D Series petrol engines are of the slipper, anti-slap type which maintains a constant piston to bore clearance. Proved best by extensive tests.



Ventilated distributor points rearward build-up of deposits and fouling of points. Points last two or three times longer before requiring adjustment.



On the carburettors fitted to these engines, the main jet is the only removable one. All other jets are fixed, cutting servicing time to a minimum.



Alternator. Stand. equip. petrol & diesel supplies more current, charges when engine is idling. Internal design avoids 'shorts' due to moisture from road splash.

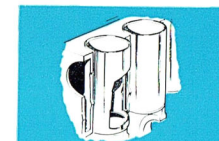
The latest versions of Ford's widely acclaimed diesel truck power units are the 330 and 360 cubic inch displacement 6-cylinder engines. They are inclined at 45 degrees and routine servicing is enhanced because this permits maximum accessibility.

The D Series diesels feature robust crankshafts supported by seven large diameter main bearings. The camshaft has great rigidity, running smoothly on six bearings, and is gear driven from the crankshaft gear. Inlet valves, larger than exhaust valves, improve engine breathing, and they rotate to ensure even wear. Self-locking screws simplify valve clearance adjustment. There is longer life, with sustained top performance with special chrome plated top compression and oil control rings. Dry-type liners are fitted for easy replacement after an extended engine life.

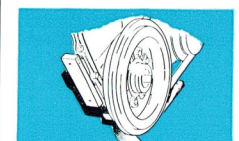
330 CID engine:
Max. gross bhp 115 @ 2,800 rpm. Max. net bhp 102.5 @ 2800 rpm.
Max. gross torque 251.5 lbs/ft @ 1500 rpm. Max. net torque 239 lbs/ft @ 1400-1600 rpm.

360 CID engine:
Max. gross bhp 128 @ 2,800 rpm. Max. net bhp 113.5 @ 2,800 rpm.
Max. gross torque 276.5 lbs/ft @ 1600 rpm. Max. net torque 262 lbs/ft @ 1400-1600 rpm.

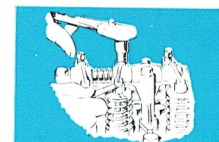
DIESEL FEATURES



The diesels have dry cylinder liners. They eliminate the possibility of liner movement and consequent water leaks at the cylinder head and into the sump.



On all diesels, the front engine bonded rubber insulators are bolted directly to the engine. This gives a more rigid mounting and less engine vibration.



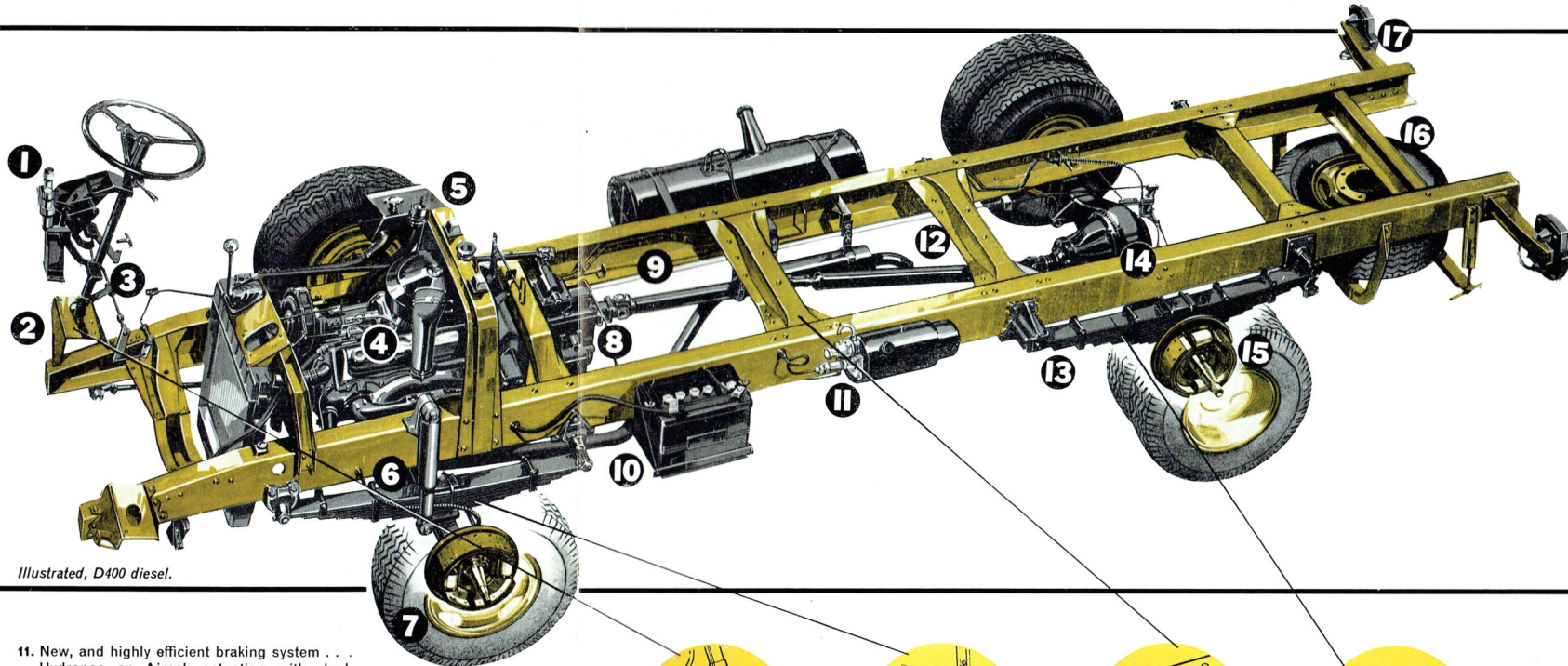
Tappet adjustment is simplified by the use of self-locking screws. It is only necessary to use a socket or ring spanner with a feeler gauge.



Diesel pistons incorporate a toroidal tip, which improves fuel turbulence and combustion efficiency. Oil control ring has ring to bore spring contact.

These outstanding features put Ford D Series trucks ahead—all the way—for value

There is real value in Ford D Series trucks because every part is engineered for strength and has the ability to withstand continuous stress and straining without break-down. A glance will confirm Ford's better load weight distribution. You can see how the load is balanced and supported evenly by the entire suspension system. Look at the D Series back-bone—its massive ladder-type frames, latitudinally reinforced by cold-ripped gusseted cross members make light work of the heaviest load. High yield strength steel makes the chassis slightly flexible, enabling it to give a little to the weight of the load. This effect, when combined with the unique suspension system, gives a drive which is firm and solid with the minimum of rattle or bounce. Another D Series benefit is the amazing accessibility of every component. This, along with Ford's quick tilt cab, considerably lessens the amount of time spent on routine maintenance and servicing.



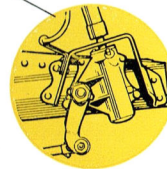
Illustrated, D400 diesel.

Facts for forward thinking truck men.

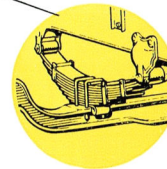
We have picked out twenty behind the scenes highlights of the new Ford D Series. Look them over . . . they'll show you just how carefully designed this great new Ford truck is.

1. Clutch and brake master cylinder reservoirs are transparent for quick, easy checking.
2. Independent, frame mounted steering box.
3. Pendant type clutch, brake pedals, placed to prevent water, dirt, draughts entering cab.
4. New, powerful range of diesel, petrol engines.
5. Quick, easy accessibility from cab of radiator header tank, combined oil filler cap/dipstick.
6. Tremendous strength in Ford's full drop forged I-Beam axle.
7. 16 inch wheels for low frame heights on D200, to D400. 20 inch D500 and upwards.
8. 4 and 5-speed gear boxes. Close ratio 5 speed gear box available as set out in model specifications.
9. Strong ladder-type frames with parallel side members for easy body mounting.
10. Negative earth, 12 volt electrical system, alternator standard equipment.

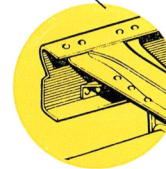
11. New, and highly efficient braking system . . . Hydropac or Airpak actuation with dual air/hydraulic system on D800.
12. Robust, cold-ripped cross members for flexibility and durability.
13. Radius leaf rear springs of variable length on heavier payload models, semi-elliptic rear springs on lower payloads, and front on all models. Front telescopic shock absorbers standard all models, auxiliary rear springs standard D500 to D800 models.
14. Single speed and Two speed rear axles.
15. Efficient, fade-free, hydraulic braking with extra wide and thicker brake shoes.
16. Readily accessible spare wheel. Tyre fitted as illustrated, optional extra cost.
17. Combination rear/stop and flashing direction indicators.
18. Independent hand brake linkage with totally enclosed mechanism for maximum protection.
19. Printed circuit instrument panel wiring eliminates loose wiring beneath panel.
20. Low kerb weights, allowing more payload.



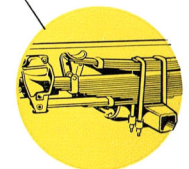
Positive steering is guaranteed with the worm and peg steering gear controlled by large 20 inch steering wheel. The steering column is mounted independently on the frame with a universal joint between it and the steering box to allow the cab to tilt when required.



Front suspension is designed for durability and smoothness of operation. Semi-elliptic leaf springs, anchored at the front and shackled at the rear, are long and flat permitting low frame heights. They are specially treated with an anti-rust lubricant prior to assembly.



Rugged ladder-type frames, tapered front and rear, have an exceptionally high yield strength. Cross members cold ripped to frame for strength and flexibility.

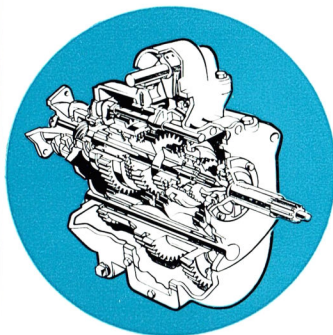


Auxiliary rear springs are standard equipment on D500 to D800 plus radius leaf rear springs providing a constantly variable rate and length according to load applied. Braking and driving forces are effectively absorbed by the radius leaf.

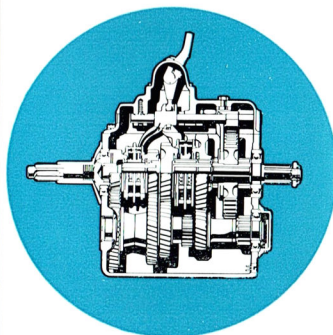
The exact power train, the right transmission, the precise braking system for top efficiency

The engines, petrol or diesel, and the gearboxes, rear axles and braking systems on D Series trucks are all perfectly pre-matched, combining efficiency of operation, economy and rugged reliability.

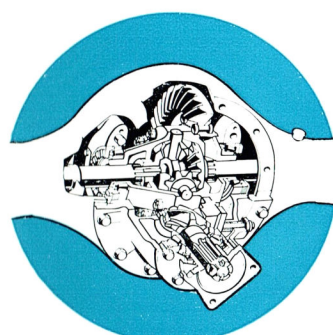
All D Series components have been extensively tested and proven, and all are designed and engineered to top quality specifications. Thus the operator is able to choose a truck absolutely right for the job—long distance hauling, on-site work, city deliveries, or any other trucking operation.



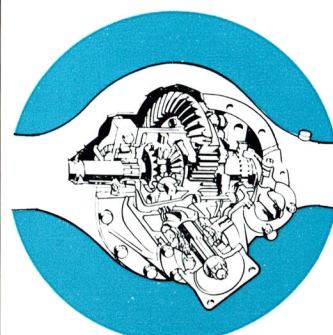
The four-speed gearbox is fitted to all models up to D500 and with diesel on D600. Features include helical cut second and third input shaft gears in constant mesh with their counter-shaft gears. Second, third and top gears are connected to the mainshaft through blocker type synchronizers. The spur gear for first and reverse positions slides on a straight spline to mesh with the reverse idler gear or the counter-shaft first speed gear. Provision for PTO on right hand side of gearbox.



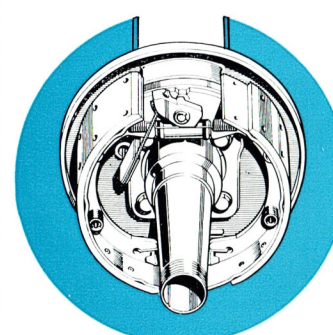
The five-speed gearboxes are recommended for all heavy duty operations with a close ratio between 4th & top provided for use with 2 speed rear axles on some models. Constant mesh helical gears on top four speeds are synchronized. Carbureted gears, synchronizers and shafts are mounted on anti-friction ball and needle bearings or fluted bushes. Shift pattern is etched on lever knob. Power take-off openings are provided on both sides of the gearbox.



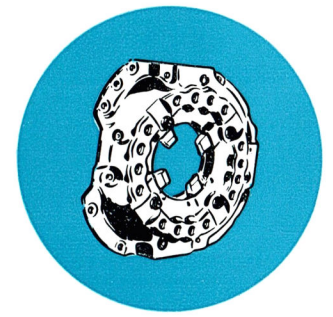
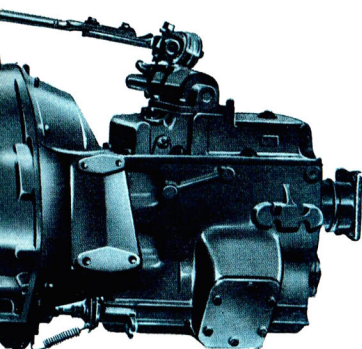
Single speed rear axle: Exceptionally robust. They are fully-floating-type with each wheel being carried on two sets of tapered roller bearings. All gears are heat-treated and carburized for strength and wear resistance. Straddle mounted pinions ensure minimum deflection. Sturdy axle housings are pressed steel banjo-type, and specially induction hardened axle shafts are used. Capacities of 13,000 lbs. (spiral bevel) and 15,000 lbs. (hypoid) are available depending on model.



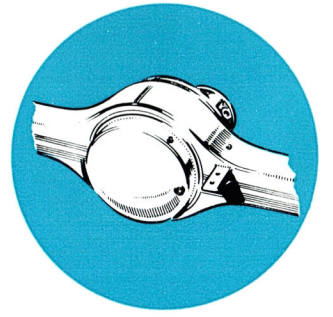
Two speed rear axles: Eaton 13802 and 16802 (spiral bevel) 2-speed rear axles employ a planetary reduction gear-train between a ring gear and the diff, providing two selective ratios. Change mechanism is electrically controlled from a button mounted on the gear shift lever. The axles are fully floating with tapered roller wheel bearings. Straddle mounted pinions ensure minimum deflection. Axle shafts are heat treated chrome-moly steel forgings. Capacities 15,000 lbs, 19,500 lbs depending on model.



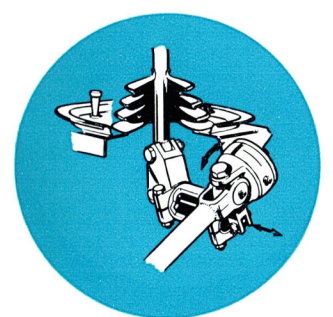
Brakes. The D Series brakes are fully hydraulic, fade free, with extra-wide and thicker brake shoes. On petrol models, vacuum assisted braking uses the very efficient and compact Hydrovac unit. Diesel models up to D750 have air assisted braking, using the Airpak—a combined reservoir and hydraulic unit—which gives powerful braking with minimum of pedal pressure. The D800 has a dual air hydraulic system in which front and rear drums are actuated separately. Failure of one system does not affect other.



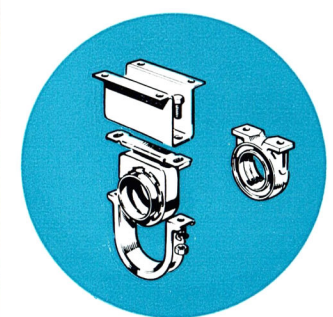
Clutch. Heavy duty, single dry plate clutches with large surface areas and permanently lubricated clutch release bearings are used on D Series trucks 11", 12" or 13" depending on model.



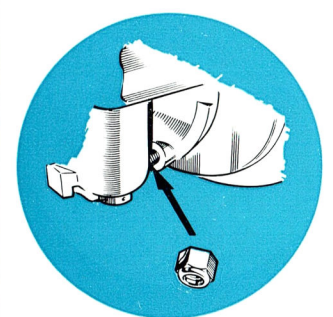
Heavier axle casing: The thicker material used for the axle cases gives increased rigidity particularly for all road conditions and a greater reserve of strength for all operations including heavy duty work.



Gear change linkage: The adjustable remote-control gear change, fitted to all D Series trucks, was designed to give smooth positive operation under all conditions. It is accessible and easily serviced.



Drive shaft centre bearing: Each coupling shaft is supported by a flexibly mounted centre bearing, the slotted rubber supports preventing drive line vibration being transmitted to the vehicle.



Self-locking nuts and bolts on the differential support case: Bolts afford easy location of the differential support case and the self-locking nuts eliminate the need for spring washers or other locking devices on all two-speed differentials.

Quicker, easier maintenance and servicing

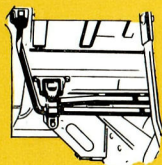
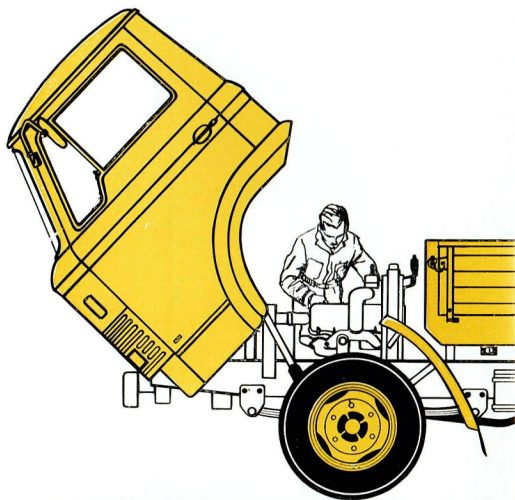
NEW TILT CAB FOR FAST ENGINE ACCESSIBILITY:

Routine attention to the power unit at regular intervals is absolutely vital if the best possible performance and operating economy is to be obtained. As every operator knows, the life of the engine—and of the truck—will be shortened if regular servicing is neglected.

The problem of how to service individual parts of the power unit without difficulty and inconvenience is solved in an effective way on D Series trucks.

A tilt cab is offered as standard equipment which can be quickly and safely tilted forward at an angle of 45° allowing complete accessibility to the engine—work-bench accessibility in fact! This is in addition to the access panel inside the cab which permits daily oil and water checks.

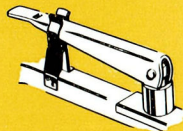
Safety and ease of operation are in-built attributes of the tilt cab. The main locking device, which must be released before the cab can be tilted, is located inside the cab, and the safety release mechanism is conveniently placed on the nearside behind the cab. Torsion bars take the cab up to the point of balance and little manual effort is required. The whole operation of tilting the cab can easily be done by one man.



Torsion bars: These torsion bars have proved the ideal means of providing a lifting assistance when raising the cab, and resistance when lowering the cab.



Safety catch: With the quick release safety catch released, the cab "floats" on its mountings. A stay is provided to prevent over-tilting.



Locking handle: All D Series tilt models are equipped with a simple quick action locking handle, which enables the cab to be locked or unlocked very quickly.



Low step entry: Cab door entry steps have been designed to reduce driver fatigue to an absolute minimum on stop/start work.

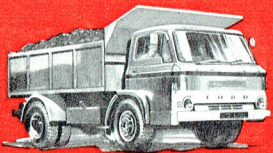
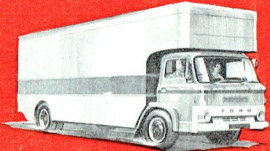
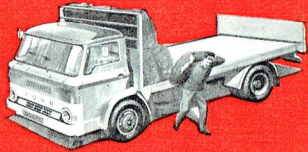
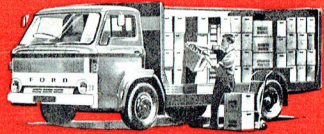
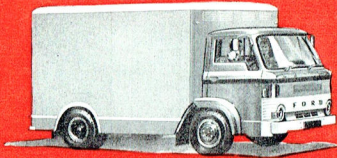
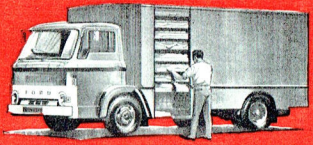


Maintenance: For daily servicing lift the latch behind the right hand seat to check the engine oil and coolant level. The dip stick passes through the centre of the engine breather and filler cap.

Ford 12/12 Warranty: Ford Trucks give you warranty protection for 12,000 miles or 12 months, whichever comes first. Every Ford Truck is warranted against defects in material and workmanship for this extended period. Owners are responsible only for normal maintenance and routine replacement of maintenance items.

SPECIFICATION SHEETS:

This pocket contains specifications for models in the D Series range.

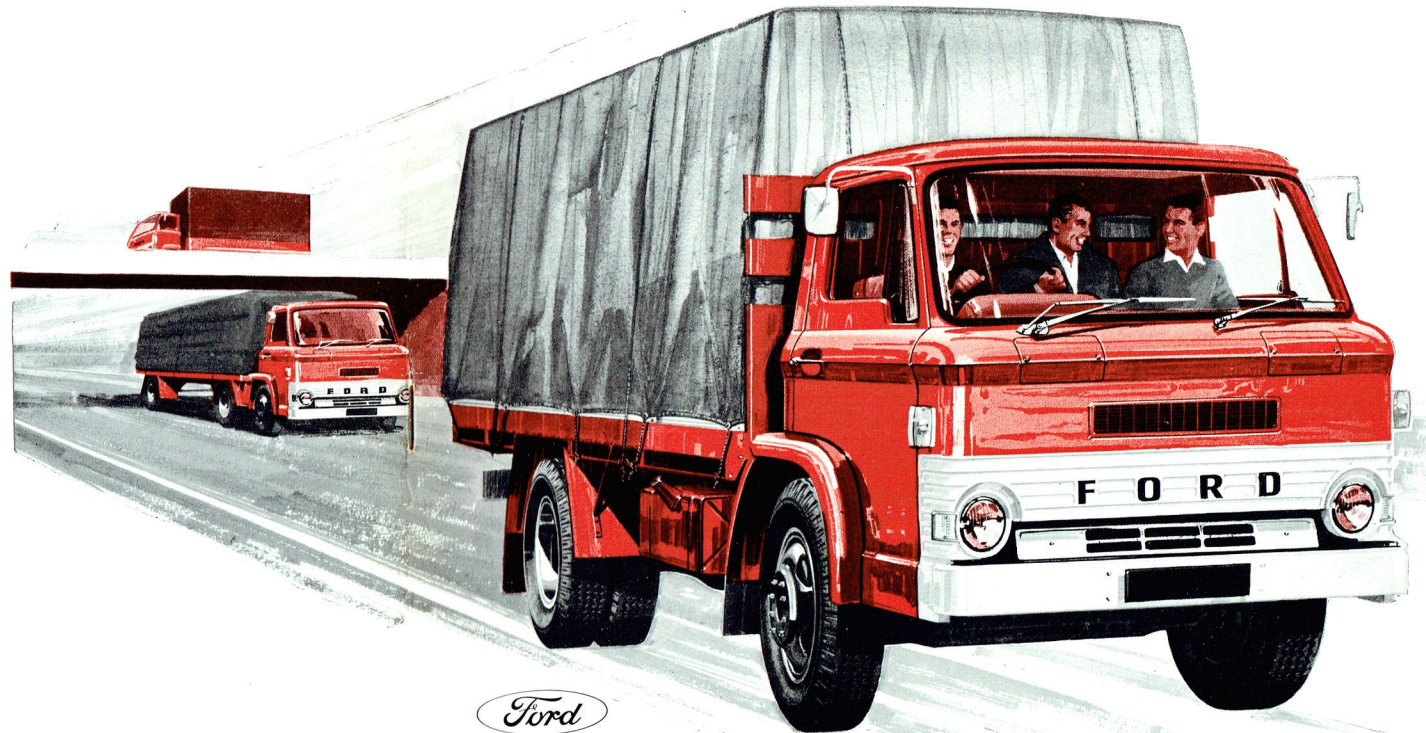


BUILT STRONGER TO LAST LONGER

THE FORD **D** SERIES

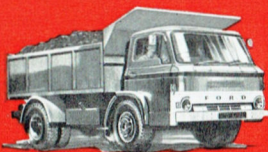
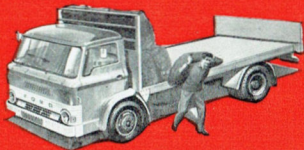
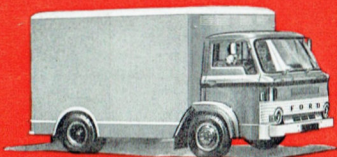
GVW'S from 11,200 lbs. to 27,000 lbs.

Ford Forward Control puts more payload behind you!



BUILT STRONGER TO LAST LONGER

FORD SALES COMPANY OF AUSTRALIA LIMITED
Reg'd Office: 1735 Sydney Rd., Campbellfield, Victoria.



Ford

BUILT STRONGER TO LAST LONGER

