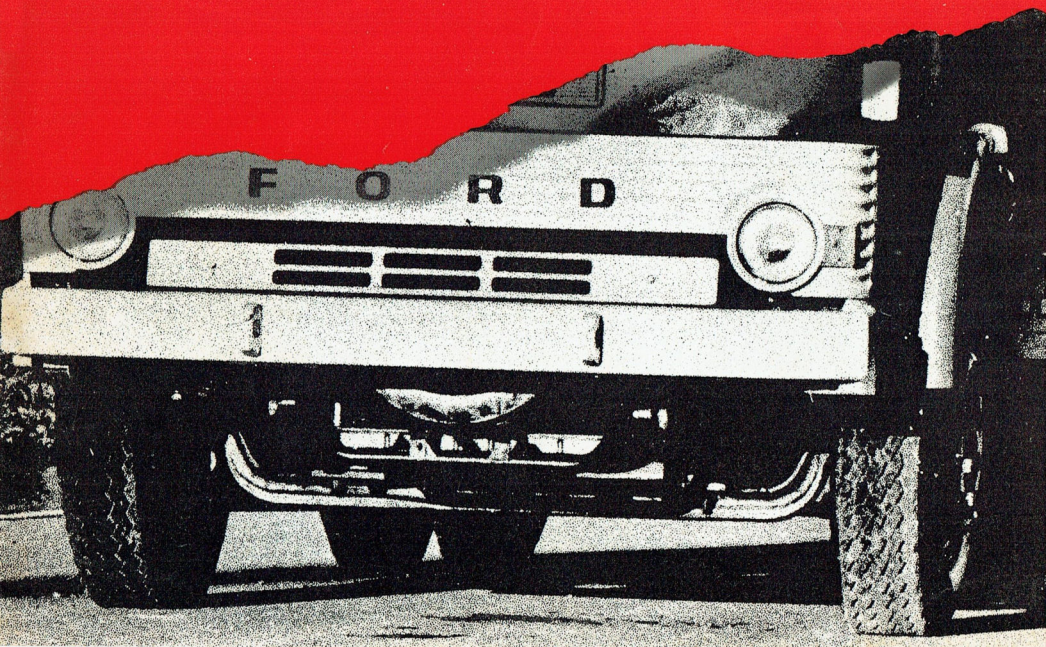


**What
starts with**

D

**and is new
all over?**



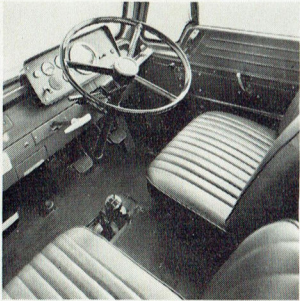
New Ford 'D' series Custom

Australia's most versatile range of trucks

Over the years 'D' series trucks have built a reputation as being great value for money units — now the new improved 'D' series custom gives even more meaning to the word 'value'. With unrivalled cabin comfort, new transmissions, brakes and a host of detail improvements you can be sure of getting the best truck value in the business. Bar none! Let's look at the new features in detail:

New Luxury Custom Cabin

If you're looking for comfort, take a seat . . . in any one of the new 'D' series custom range of trucks. Adjust the rake, reach and height to suit your driving style — feel the support of the new contoured bucket seats.



Now check the controls, see how they mould around you. Look at the dash — everything you want to know at a glance . . . with full instrumentation including air

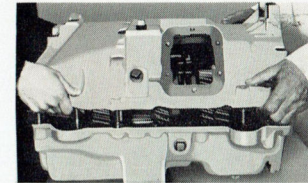
pressure gauges, oil pressure, ampmeter, water temperature and battery condition meter. Now take a look around and you'll see those detail features that make your working life just that much easier . . . heater/demister, safety crash-padding, padded sun visors, lockable glove compartment to name just a few.

New Transmissions

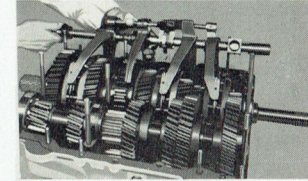
With your choice of revolutionary new Ford 4/6/8 transmissions the driving job has been made a whole lot easier.

Easier because of all synchromesh design — from 1st up. Easier, because multi-speed

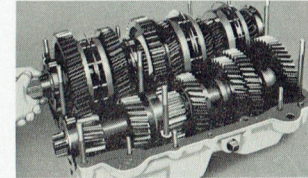
gearboxes make two speed axles obsolete . . . you won't need them anymore! What's more, you'll be making better use of engine power by getting more power to the back wheels without losing revs through slow or missed changes . . . changes are simple, short, light and direct even when range changing is necessary.



Removal of Top Cover



Removal of Selector Forks



Removal of Counter Shafts

The 4/6/8 transmission range is built strong and tough . . . gearbox casings are cast iron to ensure all gears mesh perfectly. All gears (including reverse) are in constant mesh to dramatically reduce the chance of teeth damage. Added to this, gears subjected to extreme loads are forged in EN353 chrome nickel steel to give 30% more strength.

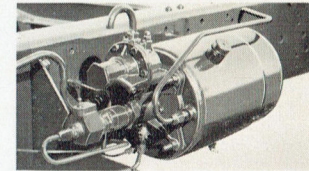
Servicing, when necessary is quicker and less costly because all casings are of sandwich design — you simply remove the top casing and gears, shafts and forks are exposed for inspection or further dismantling. Parts and layout commonality make the service managers job easier too!

New Brakes

New 'D' series custom trucks have all the safe, positive stopping power you're looking for — the famous Clayton Dewandre 'Airpak' air/hydraulic braking system takes care of that!

Operating power is provided by an engine driven compressor — when the brake is operated it pressurises the hydraulic fluid. This in turn opens a valve releasing compressed air motivating a piston which supplies additional pressure to the hydraulic fluid in the brake lines.

In the event of an air pressure failure normal hydraulic braking is still available.



New Carrying Capacities

Tyre specifications and GVW's have been revised to significantly improve your payload/cost efficiency . . . you get a much wider choice of carrying capacities and save on tyre costs too!

New Power For The Big 'D' (DA 2920)

With the renowned Cummins 504-V8 diesel... a low revving, high torque engine the new DA 2920 delivers 25% more pulling power.

The Cummins 504-V8 diesel is designed to dramatically improve reliability and durability... in fact, crankshaft strength is up by 20%. Other new design features include increased coolant flow, greater oil pan capacity and new cylinder head gasket design.

New 10 Speed Transmission

To make better use of increased power the 10 speed Fuller Roadranger transmission has been fitted as standard equipment... featuring floating mainshaft gears, twin countershaft design, conical clutching teeth and short shift action.

Engine performance is in accordance with BS AU 141. Ambient conditions 20°C and barometric pressure 29.92" Hg includes alternation (not charging), air compressor (no load) and power steering pump (no load).

Stronger Rear Axle

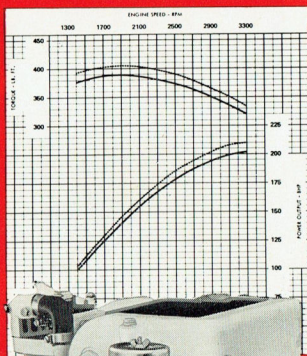
To cope with the increased power and ensure a long trouble-free working life, the Eaton 19320 double reduction rear axle, with big 18 inch ring gear, locked in low has been fitted.

Coupled to the big breathing Cummins 504-V8 and Fuller Roadranger transmission you're ensured of substantial fuel savings and superb pulling power throughout the entire speed range.

To Sum Up

All the words in the world can't tell you as much as one test drive... see your Ford Truck Dealer and get behind the wheel of a new 'D' series custom truck. When you do you'll see why, feature for feature, they represent the best truck value for money in Australia.

Or write to:
National Truck Sales Manager,
Ford Sales Company
of Australia Limited,
Private Mail Bag 6,
Campbellfield, Victoria. 3061



MODEL AVAILABILITY

PAYLOAD	MODEL NEW	(OLD)	PETROL or DIESEL	
3 TONS	D0710	(D300)	P	—
4 TONS	D0810	(D400)	P	D
4.5 TONS	D0910	(D500)	P	D
5 TONS	D0910	(D500)	P	D
6 TONS	D1011	(D600)	P	—
	D1010	(D600)	—	D
7 TONS	D1211	(D750)	P	—
	D1210	(D750)	—	D
8 TONS	D1211	(D850)	—	D
	D1314	(D850TC)	—	D
	D1618	(D1000)	—	D
27 TONS	DA2718	(D1000)	—	D
29 TONS	DA2920	(D1000)	—	D

FORD TRUCKS

