

THE FORD **D**

GVW'S from 11,200 lb to 26,600 lb
GCW'S from 15,000 lb to 42,000 lb



YOU CAN BANK
ON A FORD!



SERIES

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



Models: D200-D850

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

Ford offer the most fully developed, fully forward control truck to the Australian truck operator.

Ford fully Forward Control D Series Trucks.

These 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 unflinching power of big, new Ford Petrol or Diesel engines—all in the one superbly designed range of trucks! Have a look at the 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

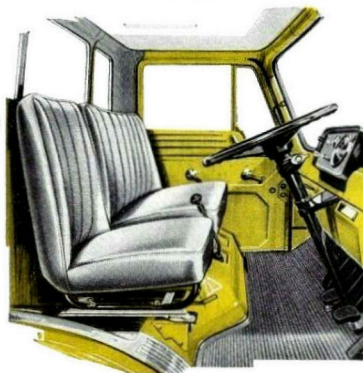
D Series fully forward control cabs, which have been engineered to provide more space, more comfort and more security.

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 22 models and GVW's from 11,200 to 26,600 lb. GCW's from 15,000 lb to 42,000 lb. Whatever your trucking needs, your Ford Dealer has the model to suit your trucking requirement.



Illustrated is the cab interior which provides a high degree of driver comfort, visibility and convenience.

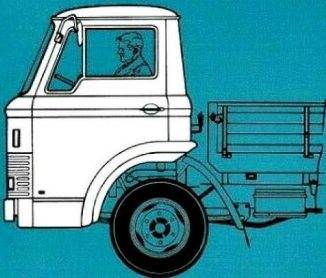


(*BBC—Bumper to back of cab)

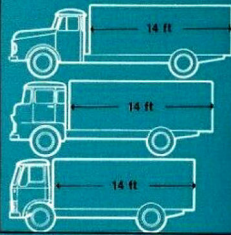
Easy entry and exit is a D Series highlight. Wide opening door and inbuilt step make mounting easy, casual.

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 full forward control. By keeping the bumper to back of cab measurements to a minimum, Ford D Series gives a higher proportion of payload area using a smaller wheel base for better manoeuvrability.



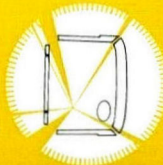
Inside story on ultra-short cab.

Nowhere else is Ford 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.

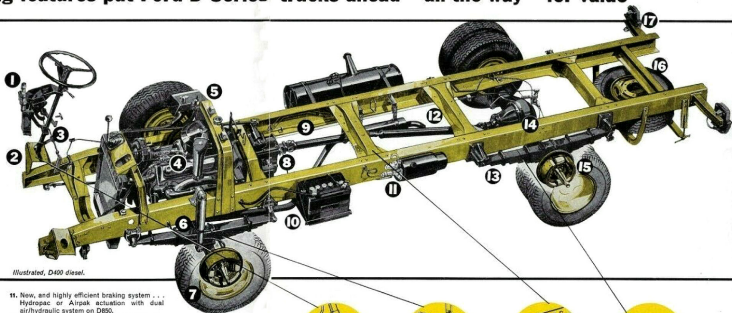


Windscreen wipers. Powerful, constant speed electric wipers have large wiper blades plus an auxiliary arm on the driver's side for maximum wiping area.



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-riveted 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 Ford D Series. Look them over . . . they'll show you just how carefully designed this great 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 . . . Hydromatic or Airpak actuation with dual air/hydraulic system on D850.
12. Robust, cold-riveted 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 D850 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 (rear mounted D200-D400. Side mounted D500-D850, with winch operation). 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 fat 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 riveted to frame for strength and flexibility.

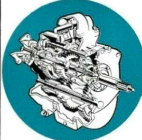


Auxiliary rear springs are standard equipment on D500 to D850 plus radius leaf rear springs providing a constantly variable rate and length according to load applied. Braking and driving forces are effectively absorbed by the radius leaf.

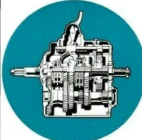
The exact power train, the right transmission, the precise braking system for top efficiency

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.

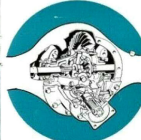
All D Series components have been extensively tested and proven, and all are designed and engineered to top quality specifications. Thus the operator is able to choose a truck absolutely right for the job—long distance hauling, on-site work, city deliveries, or any other trucking operation.



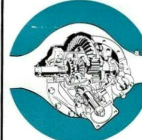
The four-speed gearbox is fitted to all models up to D300 and with diesel on D300. Features include helical cut second and third input shaft gears in constant mesh with their counter-shaft gears. Second, third and top gears are connected to the mainshaft through blocker type synchronizers. The spur gear 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.



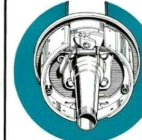
The five-speed gearboxes are recommended for all heavy duty operations with a close ratio between 4th & top provided for use with 2 speed rear axles on some models. Constant mesh helical gears on top four speeds are synchronized. Carburetted gears, synchronizers and shafts are mounted on anti-friction 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. Study axle housings are pressed steel basis-type, and specially induction hardened axle shafts are used. Capacities of 13,000 lb (spiral bevel) and 15,000 lb (Dypion) and 19,500 lb (spiral bevel) are available.



Two speed rear axles: Eaton 13600, 16802 and 17900 (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 shifton 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-nitro steel forgings. Capacities 15,000 lb, 18,500 lb 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 Hydovac unit. Diesel models up to D350 have air assisted braking, using the Airpals—a combined reservoir and hydraulic unit—which gives powerful braking with minimum of pedal pressure. The D350 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.



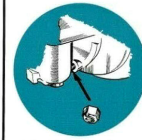
Heavier axle casing: The thicker material used for the axle cases gives increased rigidity particularly for all road conditions and a greater reserve of strength for all operations including heavy duty work.



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.



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Ford



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