

# THE FORD **D**

GVW'S from 11,200 lb. to 27,500 lb.  
GCW'S from 14,000 lb. to 42,000 lb.

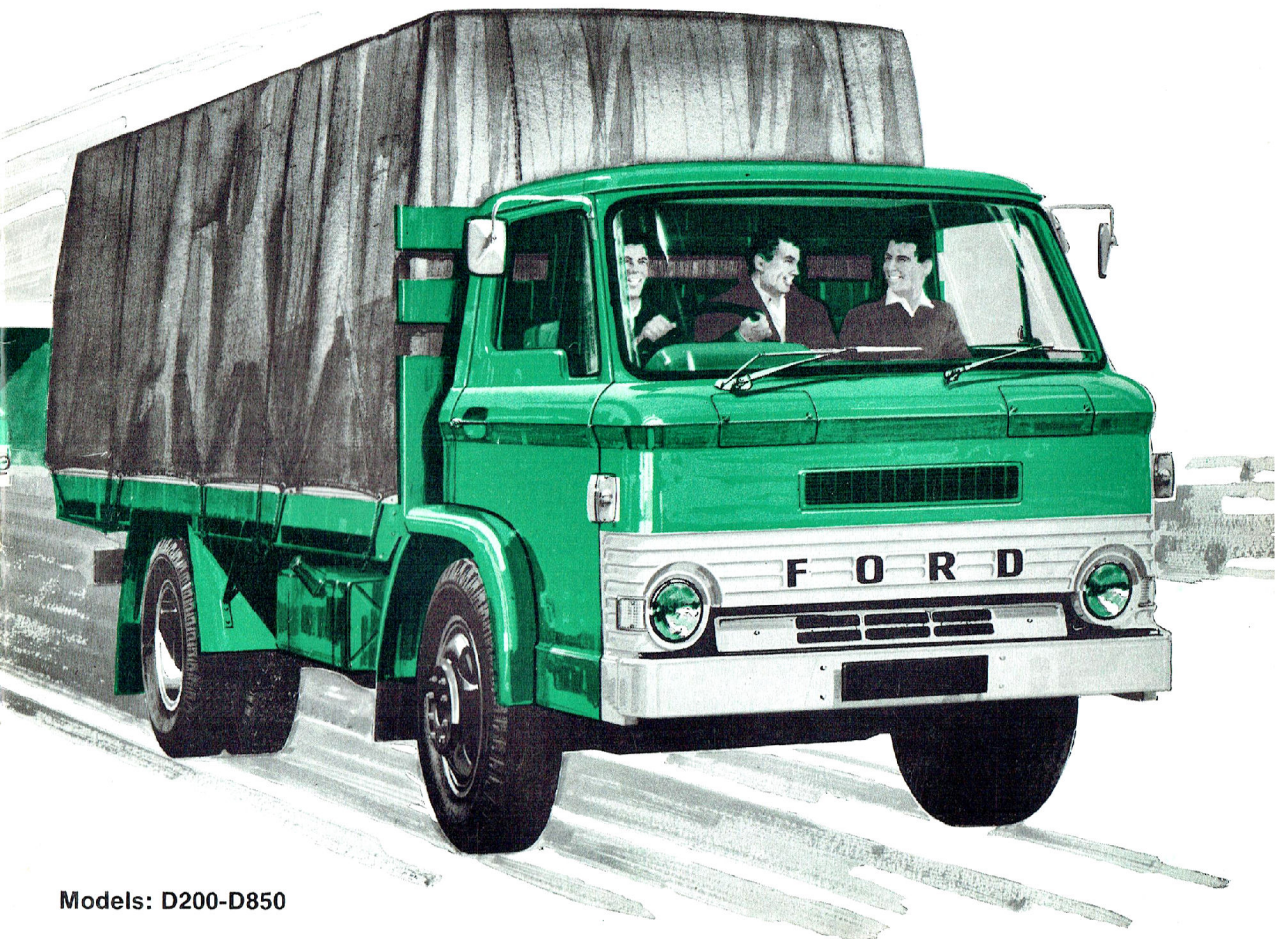


YOU CAN BANK  
ON A FORD!

*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.

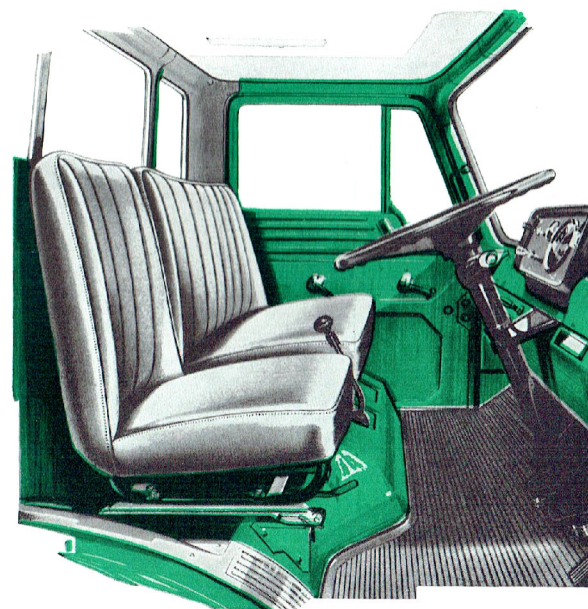
**Tilt Cab:**

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 23 models and GVW's from 11,200 to 27,500 lb. GCW's from 14,000 lb. to 42,000 lb. Whatever your trucking needs, your Ford Dealer has the model to suit your trucking requirement.

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

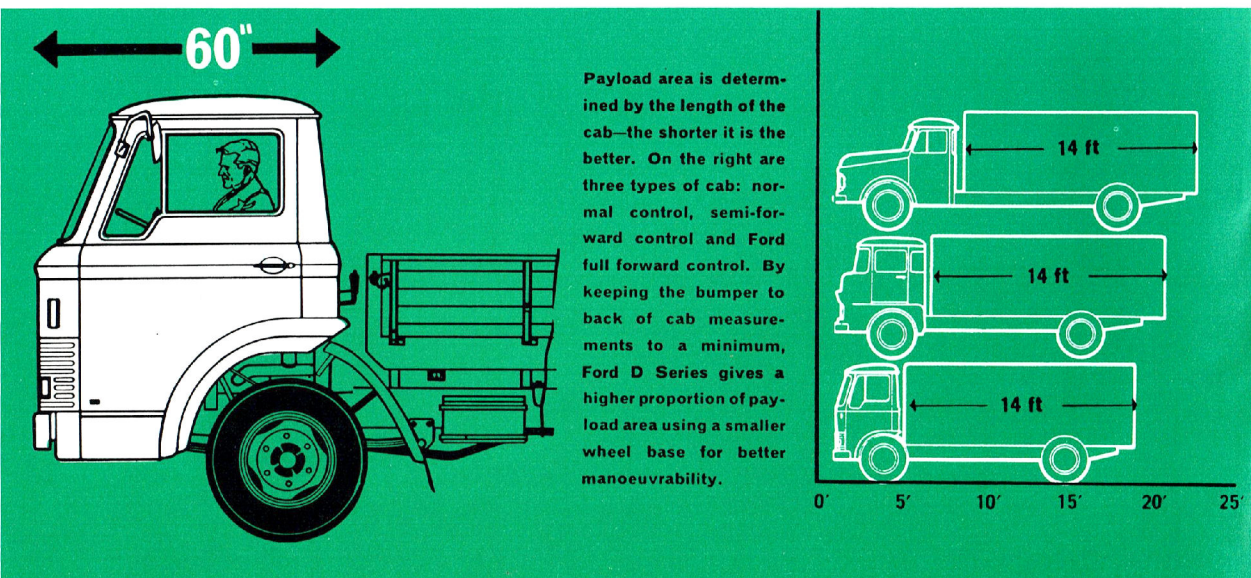


*Illustrated is the cab interior which provides a high degree of driver comfort, visibility and convenience.*



*(\*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.*



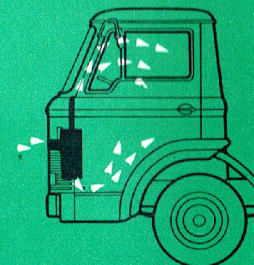
**Payload area is determined by the length of the cab—the shorter it is the better. On the right are three types of cab: normal control, semi-forward control and Ford full forward control. By keeping the bumper to back of cab measurements to a minimum, Ford D Series gives a higher proportion of payload 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 to reduce driver operational fatigue. Engine noise and heat have been greatly minimised with effective insulation. Rubber mounts dampen road vibration, add to driver comfort and cab life.

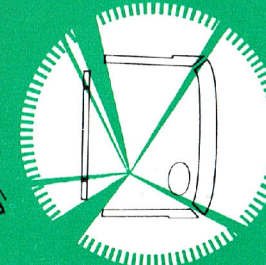
**Ventilation.**

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.



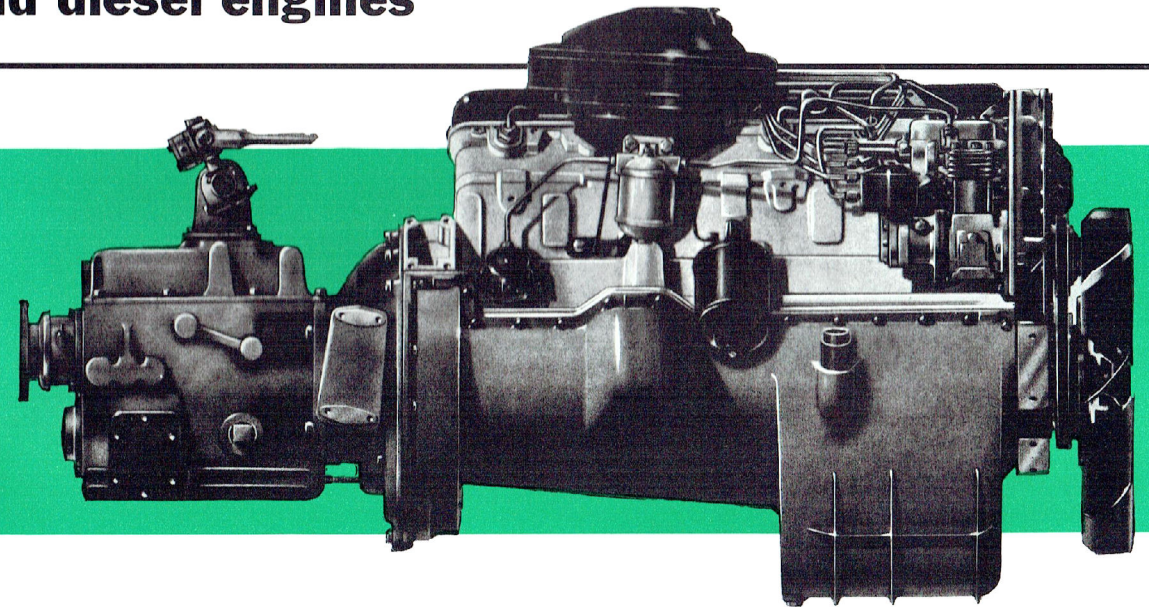
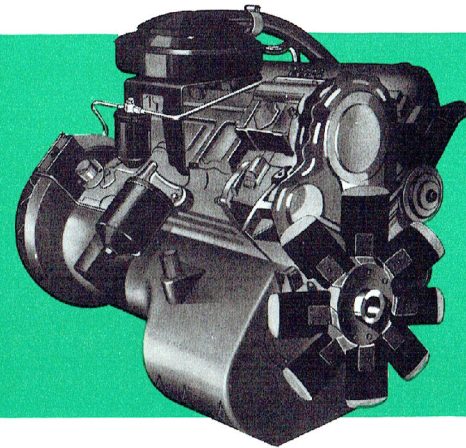
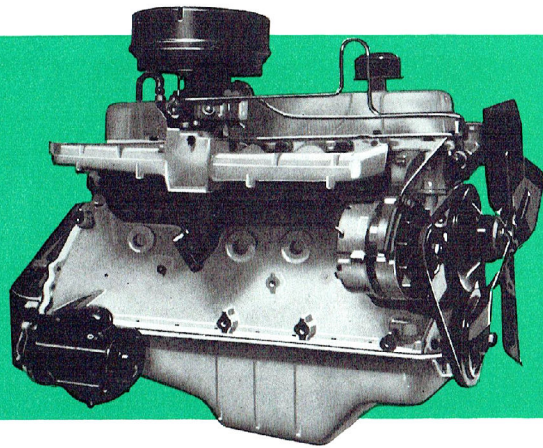
**Windscreen wipers.**

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 power from Ford petrol and diesel engines



**240 CID and 300 (H.D.) CID petrols, plus 330 CID and 360 CID 6-cyl. diesels—each with many features.**

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

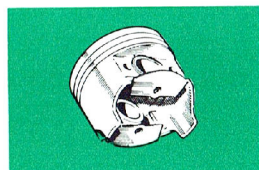
From air cleaner to drain plug, the new D Series petrols are designed for durability and performance. Their robust forged crankshafts run on seven massive main bearings, providing maximum rigidity and smooth operation.

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.

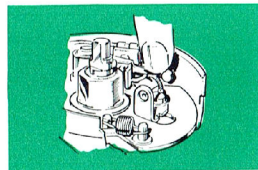
**240 CID engine:**  
Max. gross bhp 150 @ 4,000 rpm. Max. net bhp 129 @ 4,000 rpm.  
Max. gross torque 234 lb/ft @ 2,200 rpm. Max. net torque 218 lb/ft @ 2,000 rpm.

**300 CID engine:**  
Max. gross bhp 165 @ 3,600 rpm. Max. net bhp 139 @ 3,600 rpm.  
Max. gross torque 294 lb/ft @ 2,000 rpm. Max. net torque 274 lb/ft @ 2,000 rpm.

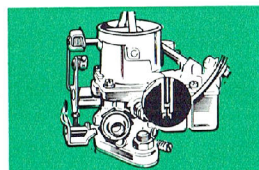
### PETROL FEATURES



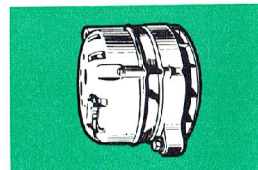
Pistons used in the D Series petrol engines are of the slipper, anti-slap type which maintains a constant piston to bore clearance. Proved best by extensive tests.



Ventilated distributor points retard 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.

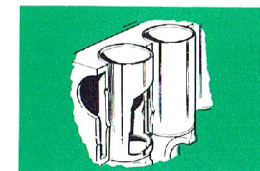
The latest versions of Ford's widely acclaimed diesel truck power units are the 330 and 360 cubic inch displacement 6-cylinder engines. They are inclined at 45 degrees and routine servicing is enhanced because this permits maximum accessibility.

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.

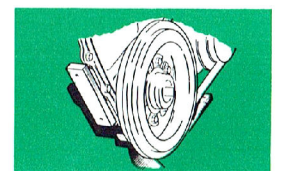
**330 CID engine:**  
Max. gross bhp 115 @ 2,800 rpm. Max. net bhp 102.5 @ 2,800 rpm.  
Max. gross torque 251.5 lb/ft @ 1,500 rpm. Max. net torque 239 lb/ft @ 1,400-1,600 rpm.

**360 CID engine:**  
Max. gross bhp 128 @ 2,800 rpm. Max. net bhp 113.5 @ 2,800 rpm.  
Max. gross torque 276.5 lb/ft @ 1,600 rpm. Max. net torque 262 lb/ft @ 1,400-1,600 rpm.

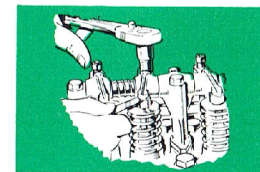
### DIESEL FEATURES



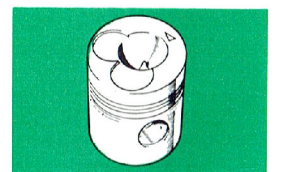
The diesels have dry cylinder liners locked in eliminating possible liner movement and consequent water leaks at the cylinder head and into the sump.



On all diesels, the front engine liners 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.

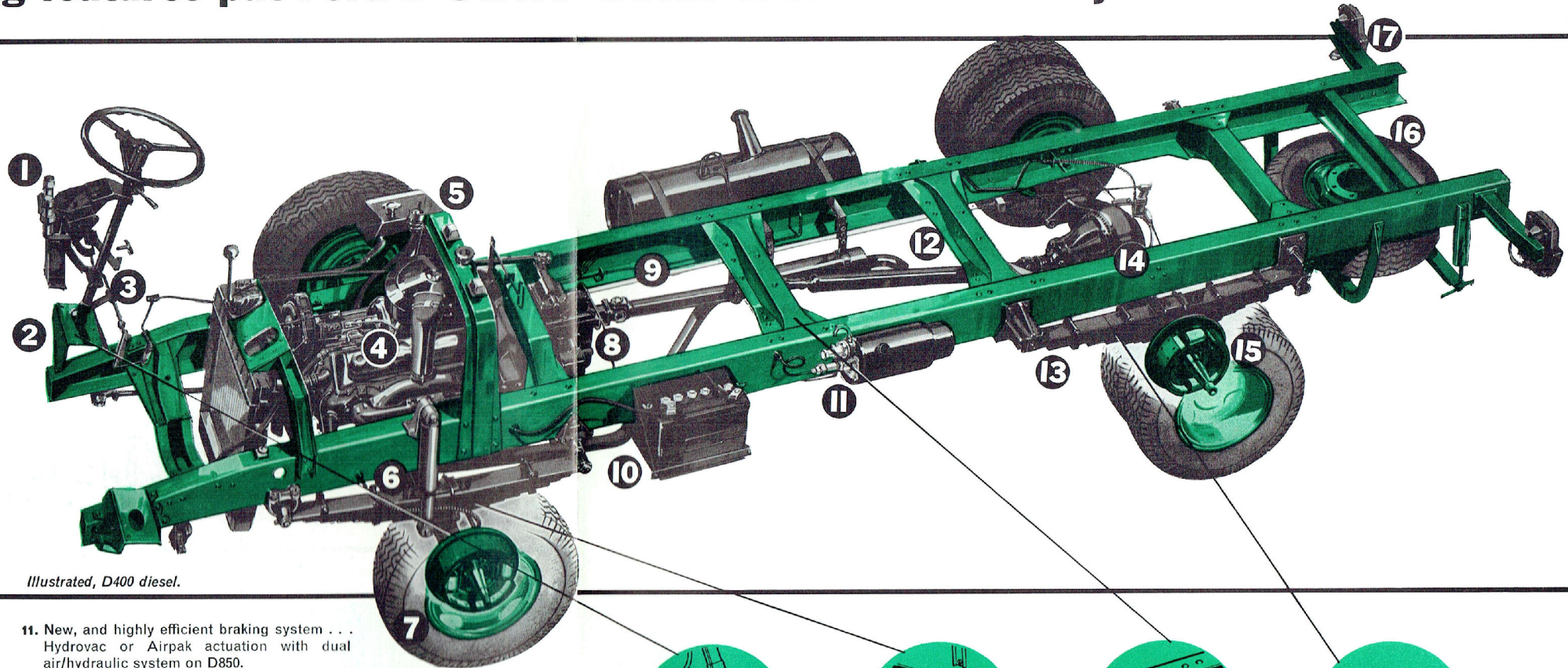


Diesel pistons incorporate a toroidal tip, which improves fuel turbulence and combustion efficiency. Oil control ring has ring to bore spring contact.



## 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-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.



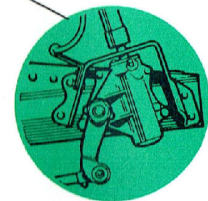
Illustrated, D400 diesel.

### Facts for forward thinking truck men.

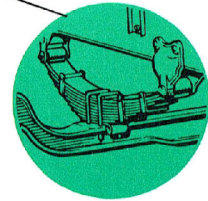
We have picked out twenty behind the scenes highlights of the Ford D Series. Look them over . . . they'll show you just how carefully designed this great Ford truck is.

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 and easy accessibility from cab of the radiator header tank and 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.

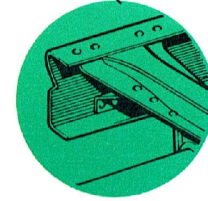
11. New, and highly efficient braking system . . . Hydrovac or Airpak actuation with dual air/hydraulic system on D850.
12. Robust, cold-riveted cross members for flexibility and durability.
13. Radius leaf rear springs of variable length on heavier payload models. Semi-elliptic rear springs on lower payloads, and front axle 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.



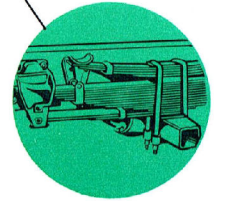
Positive steering is guaranteed with the worm and peg steering gear controlled by large 20 inch steering wheel. The steering column is mounted independently on the frame with a universal joint between it and the steering box to allow the cab to tilt when required.



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 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 riveted to frame for strength and flexibility.



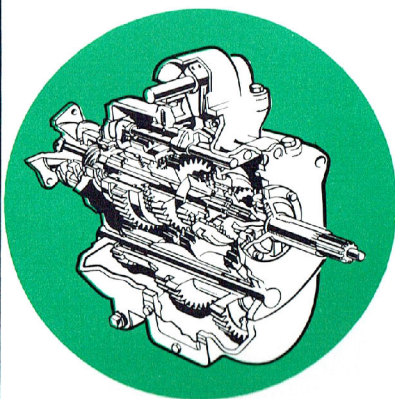
Auxiliary rear springs are standard equipment on D500 to D850 plus radius leaf rear springs providing a constantly variable rate and length according to load applied. Braking and driving forces are effectively absorbed by the radius leaf.



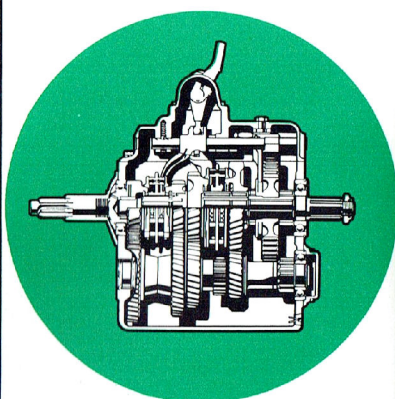
## The exact power train, the right transmission, the precise braking system for top efficiency

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.

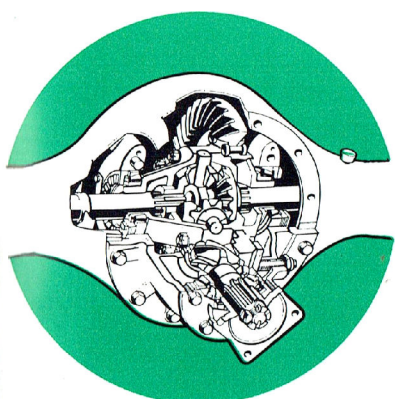
All D Series components have been extensively tested and proven, and all are designed and engineered to top quality specifications. Thus the operator is able to choose a truck absolutely right for the job—long distance hauling, on-site work, city deliveries, or any other trucking operation.



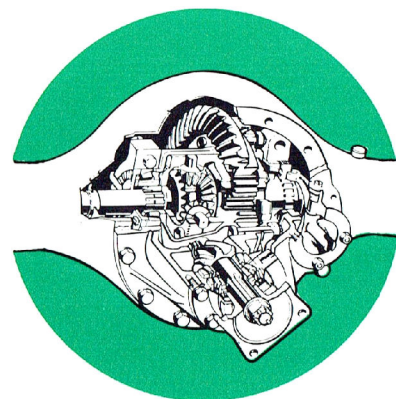
**The four-speed gearbox** is fitted to all models up to D500 and with diesel on D600. Features include helical cut second and third input shaft gears in constant mesh with their counter-shaft gears. Second, third and top gears are connected to the mainshaft through blocker type synchronizers. The spur 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.



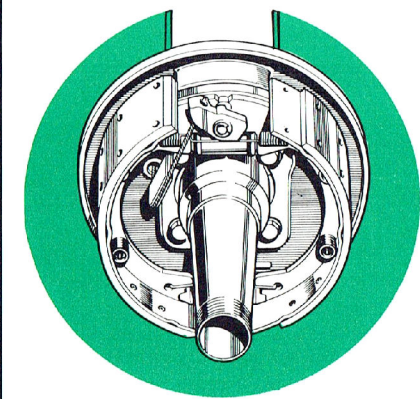
**The five-speed gearboxes** are recommended for all heavy duty operations with a close ratio between 4th & top provided for use with 2 speed rear axles on some models. Constant mesh helical gears on top four speeds are synchronized. Carburetized gears, synchronizers and shafts are mounted on anti-friction 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.



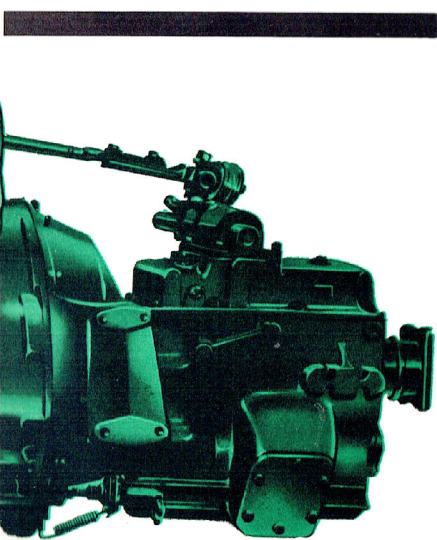
**Single speed rear axle:** Exceptionally robust. They are fully-floating-type with each wheel being carried on two sets of tapered roller bearings. All gears are heat-treated and carburized for strength and wear resistance. Straddle mounted pinions ensure minimum deflection. Sturdy axle housings are pressed steel banjo-type, and specially induction hardened axle shafts are used. Capacities of 13,000 lb. (spiral bevel) and 15,000 lb. (spiral bevel or hypoid) and 19,500 lb. (spiral bevel) are available.



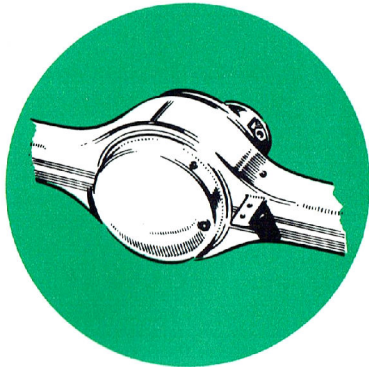
**Two speed rear axles:** Eaton 13802, 16802 and 17800 (spiral bevel) 2-speed rear axles employ a planetary reduction gear-train between a ring gear and the diff. providing two selective ratios. Change mechanism is electrically controlled from a button mounted on the gear shift lever. The axles are fully floating with tapered roller wheel bearings. Straddle mounted pinions ensure minimum deflection. Axle shafts are heat treated chrome-moly steel forgings. Capacities 15,000 lb, 19,500 lb depending on model.



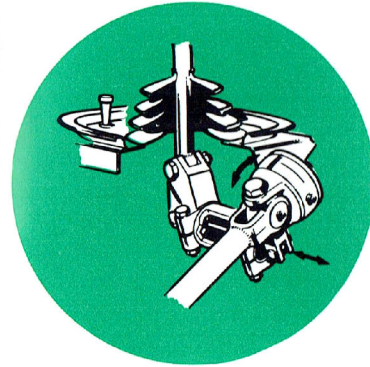
**Brakes.** The D Series brakes are fully hydraulic, fade free, with extra-wide and thicker brake shoes. On petrol models, vacuum assisted braking uses the very efficient and compact Hydrovac unit. Diesel models up to D750 have air assisted braking, using the Airpak—a combined reservoir and hydraulic unit—which gives powerful braking with minimum of pedal pressure. The D850 has a dual air hydraulic system in which front and rear drums are actuated separately. Failure of one system does not affect other.



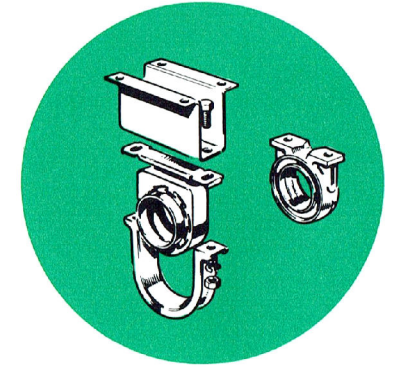
**Clutch.** Heavy duty, single dry plate clutches with large surface areas and permanently lubricated clutch release bearings are used on D Series trucks 11", 12" or 13" depending on model.



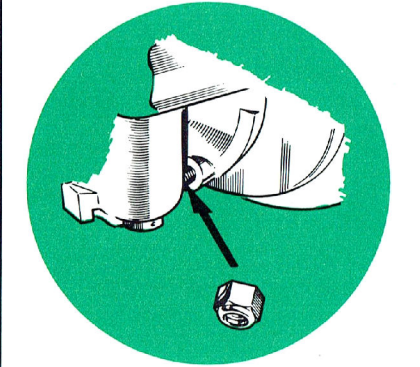
**Heavier axle casing:** The thicker material used for the axle cases gives increased rigidity particularly for all road conditions and a greater reserve of strength for all operations including heavy duty work.



**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

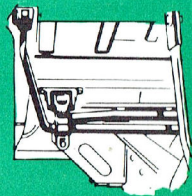
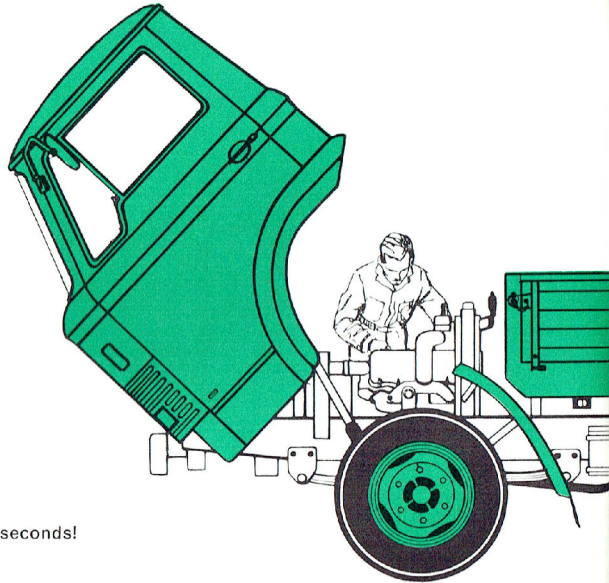
### NEW TILT CAB FOR FASTEST AND EASIEST ENGINE ACCESSIBILITY:

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.

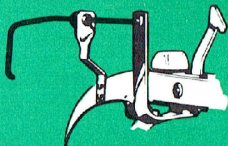
The problem of how to service individual parts of the power unit without difficulty and inconvenience is solved in an effective way on D Series trucks.

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.

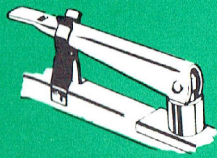
Safety and ease of operation are inbuilt attributes of the tilt cab. The main locking device, which must be released before the cab can be tilted, is located inside the cab, and the safety release mechanism is conveniently placed on the nearside behind the cab. Torsion bars take the cab up to the point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



**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 trucks give you warranty protection for 12,000 miles or 12 months, whichever comes first, excluding tyres and tubes which are warranted by their manufacturer. Every Ford truck is warranted against defects in materials and workmanship for this period. Owners are responsible for normal maintenance and routine replacement of maintenance items.*

### SPECIFICATION SHEETS:

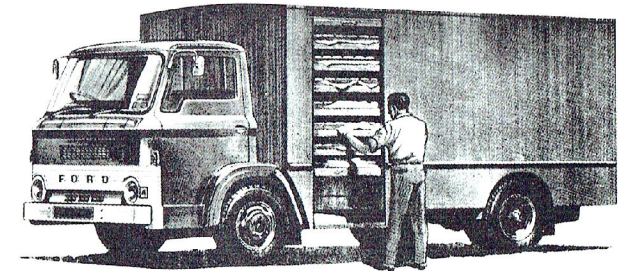
This pocket contains specifications for models in the D Series range —  
D200-D850

*The specifications referred to herein were in effect at the time this publication was approved for printing; however, Ford Motor Company of Australia Limited and/or Ford Sales Company of Australia Limited reserve the right, subject to the laws of any State or Territory and the regulations of any competent authority which may be applicable at the time, at its discretion and without notice to change the specifications and prices of the products referred to herein at any time and without incurring any liability whatsoever to any purchaser thereof. Some of the items illustrated or referred to in this publication are optional at extra cost.*



## Ford D Series Trucks

### Quicker, easier maintenance and servicing



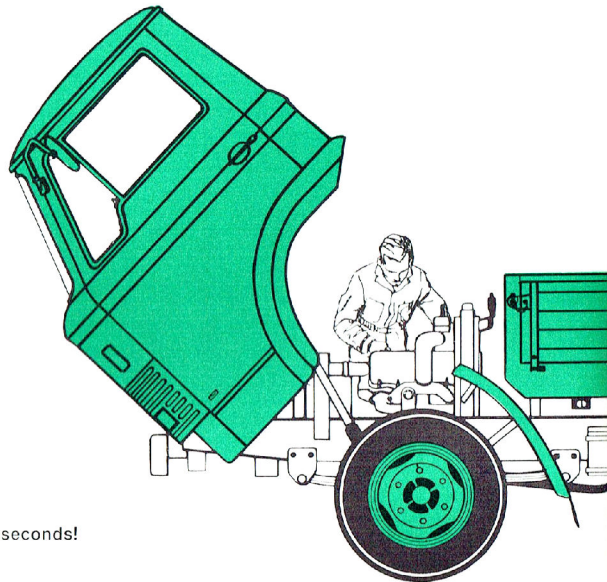
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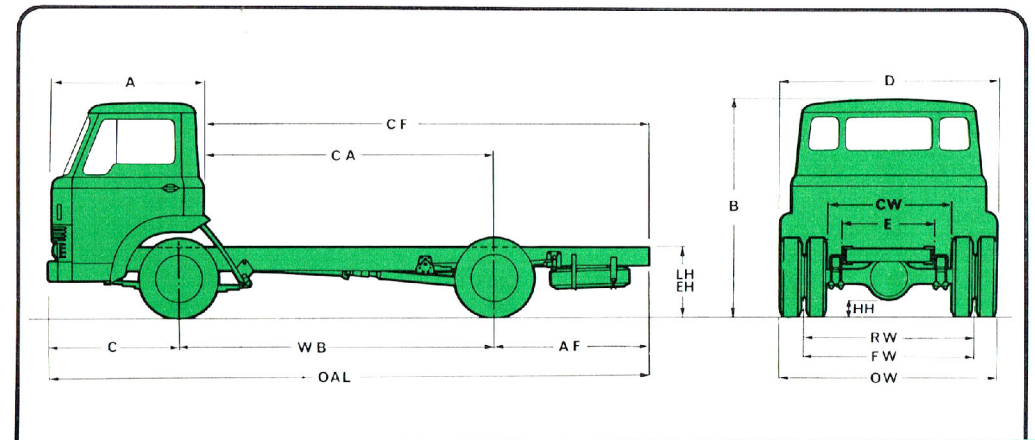
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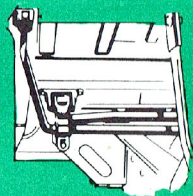
#### D200 MODEL GVW 11,200 lb.



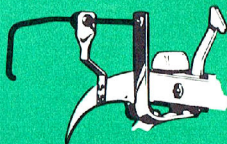
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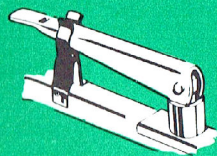
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**Torsion bars:** These torsion bars have proved the ideal means of providing a lifting assistance when raising the cab, and resistance when lowering the cab.



**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.



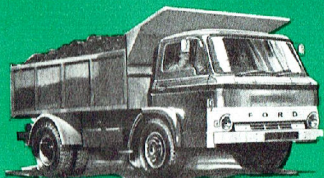
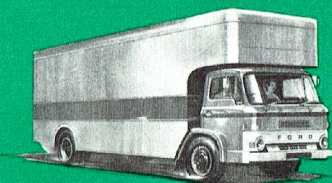
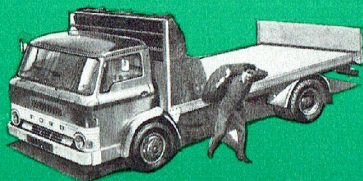
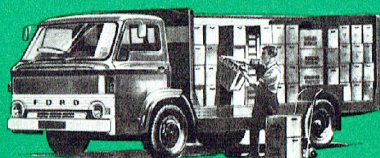
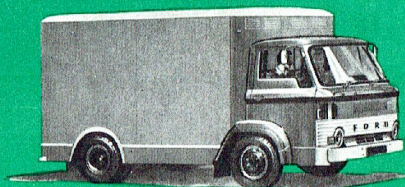
**Low step entry:** Cab door entry steps have been designed to reduce driver fatigue to an absolute minimum on stop/start work.



**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 trucks give you warranty protection for 12,000 miles or 12 months, whichever comes first, excluding tyres and tubes which are warranted by their manufacturer. Every Ford truck is warranted against defects in materials and workmanship for this period. Owners are responsible for normal maintenance and routine replacement of maintenance items.*





FTD 3/69

**YOU CAN BANK  
ON A FORD!**



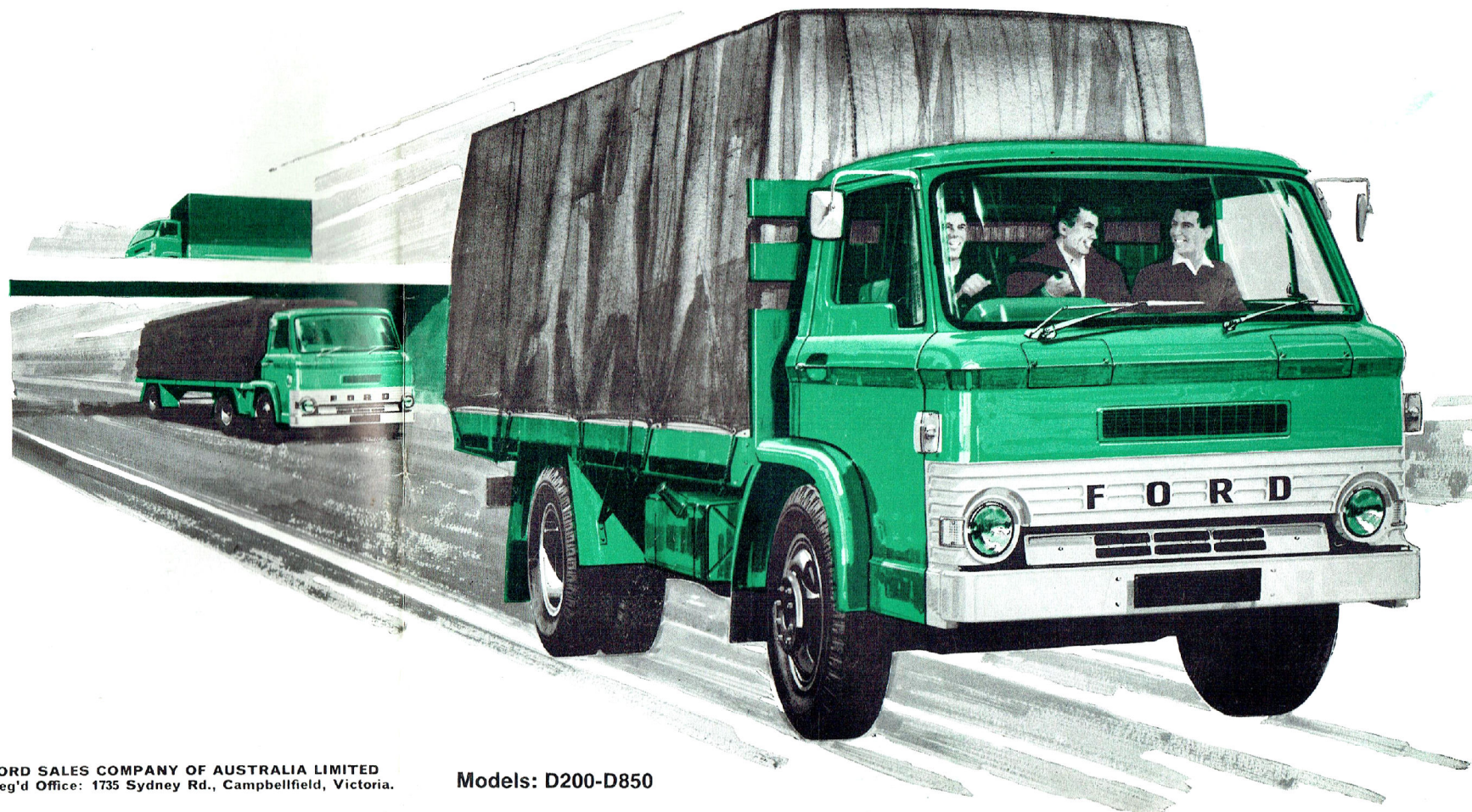
**YOU CAN BANK  
ON A FORD!**



# THE FORD **D** SERIES

GVW'S from 11,200 lb. to 27,500 lb.  
GCW'S from 14,000 lb. to 42,000 lb.

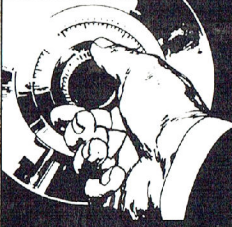
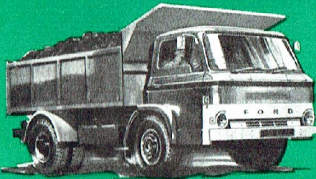
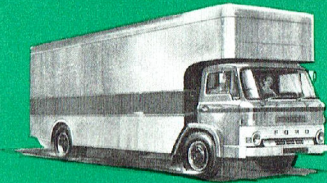
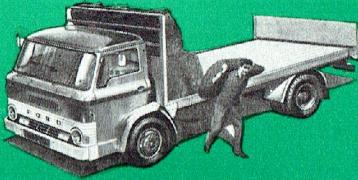
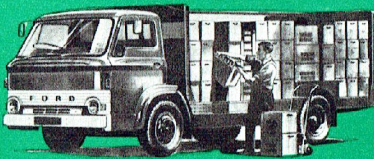
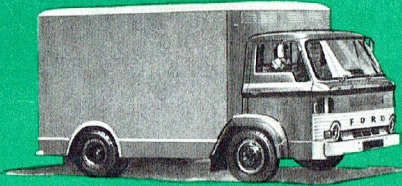
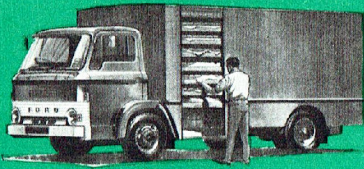
**Ford Forward Control puts more  
payload behind you!**




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

Models: D200-D850



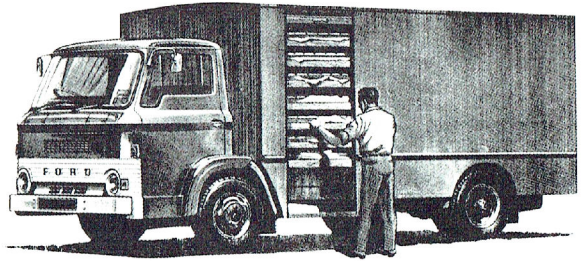


**YOU CAN BANK  
ON A FORD!**

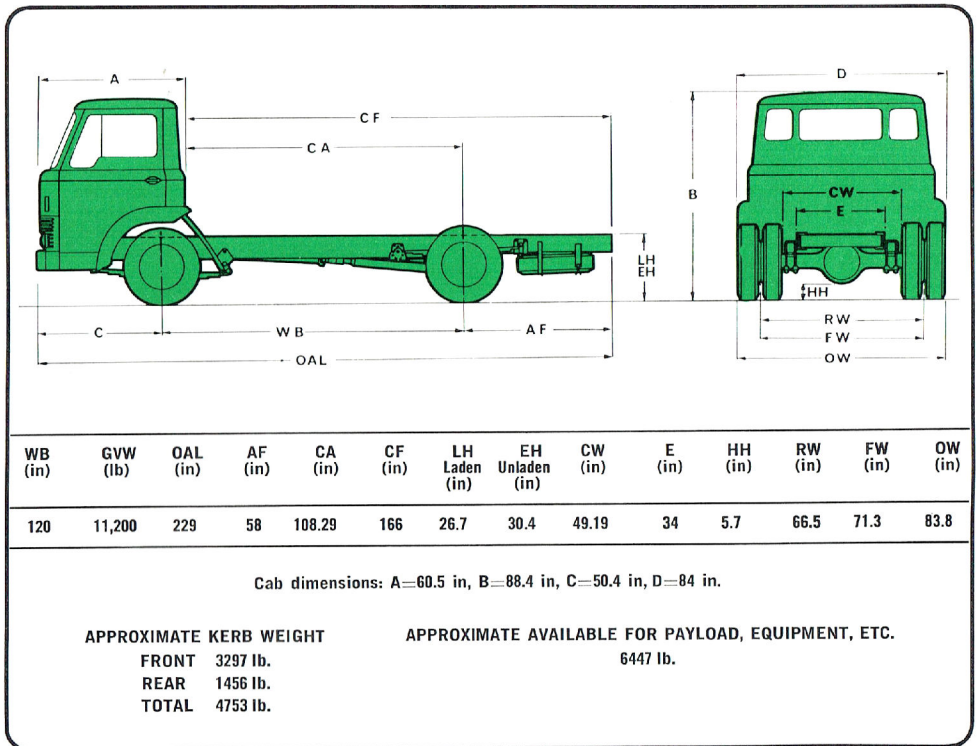




# Ford D Series Trucks



## D200 MODEL GVW 11,200 lb.



The D200 is eminently suitable for delivery operations, particularly those where speedy turnaround of goods is required.

Low step height of 16 inches, and positioning of the step forward of the front wheel ensure easy access to the cab, which is fully equipped for maximum driver comfort and convenience—and contains ample seating

room for three men.

The D200 has a wheelbase of 120 inches, a turning circle of 37½ feet\* provides first-class manoeuvrability. With a GVW of 11,200 lb. and low kerb weight, profitable payloads are possible.

(\* Approx. to outside of front tyre)



# Ford D Series Trucks

## SPECIFICATION D200 MODEL

**Petrol Engine:** Ford 240, 6-cylinder, OHV in line. Capacity 240 cu. in. (3,933 cc.). Bore 4.0 in. Stroke 3.18 in. Compression ratio 8.75 to 1. Max. gross b.h.p. 150 at 4,000 rpm. and max. net bhp. 129 at 4,000 rpm. Max. gross torque 234 lb/ft. at 2,200 rpm. and max. net torque 218 lb/ft. at 2,000 rpm.

**Engine Lubrication:** High pressure from high-capacity rotor-type pump with pressure feed to all main and camshaft bearings via drilled passages in engine block and to all connecting rod bearings through drilled leads in crankshaft. Controlled flow to valve train.

**Oil Filtration:** Full flow oil filtration through a replaceable cartridge-type filter element. Filter assembly base mounted integral with cylinder block on lower right-hand side of engine completely eliminating external oil lines.

**Crankcase Ventilation:** Road draught tube crankcase ventilation removes corrosive vapours to atmosphere due to the location of tube outlet. This assists in better crankcase breathing.

**Fuel:** Downdraught low silhouette carburettor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Fram dry paper element type filter.

**Fuel Supply:** By mechanical pump, driven from engine camshaft. Disposable-type fuel filter integrally mounted on the fuel pump. Protects fuel supply to engine and is readily removable for periodic service or maintenance.

**Clutch:** Hydraulically operated semi-centrifugal single dry plate 11" diameter. Frictional area 123.6 sq. in.

**Gearbox:** Four-speed direct in top. Synchronesh on 2nd, 3rd and 4th gears.

**Gearbox ratios:** First 6.398:1; Second 3.092:1; Third 1.686:1; Fourth 1.00:1; Reverse 7.903:1.

**Power Take-off Opening:** Located on right-hand side of gearbox.

**Rear Axle:** Single-speed, spiral bevel, fully floating. Capacity 13,000 lb. Ratio, 5.29:1.

**Front Axle:** Drop-forged steel I-Beam. Capacity 5,500 lb.

**Brakes:** Hydraulically operated. Front—Uni-servo, 13 x 3 in. Rear—Duo-servo, 12.125 x 3 in. Area: Front 149.76, Rear

149.4, Pistol grip handbrake mechanically operates on rear wheels. Power brakes, hydraulic booster Hydrovac 7.75" diam. Total 299.16.

**Suspension:** Longitudinal semi-elliptic leaf springs front and rear. Front springs—10 leaf. Capacity at pad 2,250 lb. Rear springs—10 leaf, capacity at pad 3,700 lb.

**Shock Absorbers:** Front, telescopic standard.

**Steering:** Worm and peg, ratio 24:1. Steering wheel diameter 19.81 ins.

**Turning circle:** 37.5' to centre of outside tyre (approx. only).

**Frame:** Parallel channel section, tapered front and rear. Side-member basic section 8 x 3 x 0.21 in. Section modulus 5.26.

**Fuel Tank:** Circular, frame mounted, capacity 20 gallons.

**Wheels and tyres:** Pressed steel disc. Two piece rim, 16 x 5.5 F, 6 stud. Front and rear tube tyres 7.00 x 16—8 ply, dual rear. Spare wheel and cradle-type carrier mounted under frame at rear.

**Electrical Equipment:** 12v battery, 57 amp. hr. 35 amp. alternator. Fully fused main and auxiliary circuits. Semi-sealed beam headlamps. Flush-fitting side lamps. Instrument cluster printed circuit. Front flashing indicators. Rear light, stop light and flashing indicator in integral unit.

**Cab Equipment:** Tilt cab standard, equipment includes: padded sun visors both sides, interior light, rubber floor mat, glove compartment, safety belt anchorages, ashtray, electric horn, dual electric windshield wipers, right and left hand side exterior rear view mirror, single driver—dual passenger seats, wide opening doors with pushbutton handles, outside door lock both sides.

**Instruments:** Functionally placed cluster contains: fuel and temperature gauges, direction indicator, alternator/ignition warning, oil pressure and main beam warning lights, speedometer, and mileage recorder. Low vacuum warning light.

**Windows:** Full width toughened glass with zoned area—total glass area 3450 sq. ins.

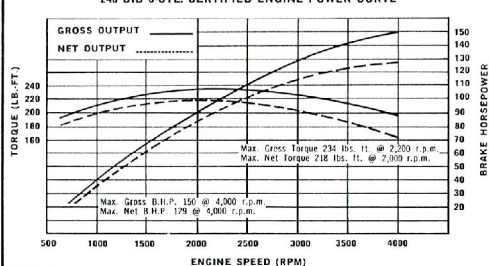
**Chassis Equipment:** In addition to items mentioned above, included as standard equipment: front bumper, spare wheel, standard tools and jack.

**Optional Equipment Available:** Spare tyre and tube 7.00 x 16-8 ply. Chassis and cowl model. 8" Donaldson Cyclopak air cleaner.

This leaflet shows the basic specifications for the D200 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.

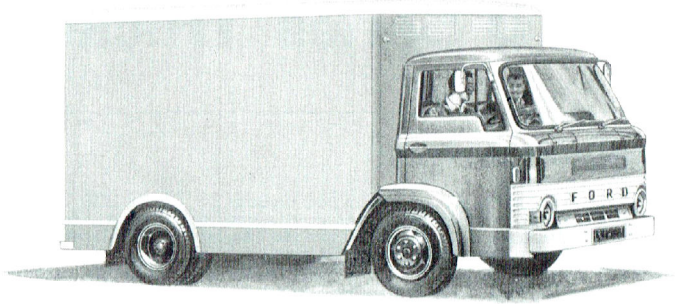
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240 CID 6-CYL. CERTIFIED ENGINE POWER CURVE



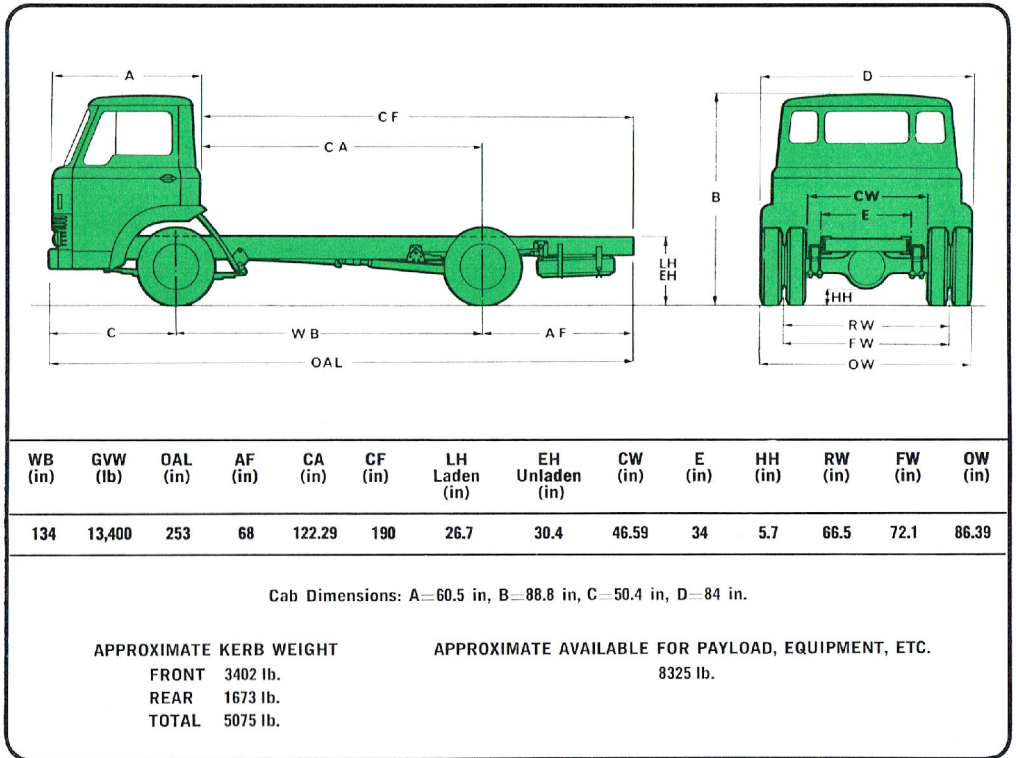


# Ford D Series Trucks



## D300 MODEL

GVW 13,400 lb.



The D300 transports light-medium loads rapidly and economically. Its ultra-short cab design and excellent manoeuvrability make it ideal for stop-go delivery work in confined spaces. On a wheelbase of 134 inches the D300 provides a longer loadspace in proportion to overall length which gives a compact layout that further enhances handling characteristics. The turning circle

is 41.5 feet (approx. to outside of front tyre). Low step height of 16 inches and positioning of the step forward of the front wheel ensures easy access to the walk-through type forward control cab. This cab is fully equipped for maximum driver comfort and convenience—and contains ample seating room for three big men.



# Ford D Series Trucks

## SPECIFICATIONS D300 MODEL

**Petrol Engine:** Ford 240, 6-cylinder, OHV in line. Capacity 240 cu. in. (3,933 cc.). Bore 4.0 in. Stroke 3.18 in. Compression ratio 8.75 to 1. Max. gross b.h.p. 150 at 4,000 rpm and max. net bhp 129 at 4,000 rpm. Max. gross torque 234 lb/ft. at 2,200 rpm and max. net torque 218 lb/ft. at 2,000 rpm.

**Engine Lubrication:** High pressure from high-capacity rotor-type pump with pressure feed to all main and camshaft bearings via drilled passages in engine block and to all connecting rod bearings through drilled leads in crankshaft. Controlled flow to valve train.

**Oil Filtration:** Full flow oil filtration through a replaceable cartridge-type filter element. Filter assembly base mounted integral with cylinder block on lower right-hand side of engine completely eliminating external oil lines.

**Crankcase Ventilation:** Road draught tube crankcase ventilation removes corrosive vapours to atmosphere due to the location of tube outlet. This assists in better crankcase breathing.

**Fuel:** Downdraught low silhouette carburettor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Fram dry paper element type filter.

**Fuel Supply:** By mechanical pump, driven from engine camshaft. Disposable-type fuel filter integrally mounted on the fuel pump. Protects fuel supply to engine and is readily removable for periodic service or maintenance.

**Clutch:** Hydraulically operated semi-centrifugal single dry plate 11" diameter. Frictional area 123.6 sq. in.

**Gearbox:** Four-speed direct in top. Synchromesh on 2nd, 3rd, and 4th gears.

**Gearbox ratios:** First 6.398:1; Second 3.092:1; Third 1.686:1; Fourth 1.00:1; Reverse 7.903:1.

**Power Take-off Opening:** Located on right hand side of gearbox.

**Rear Axle:** Single-speed, spiral bevel, fully floating. Capacity 13,000 lbs. Ratio: 5.29 to 1.

**Front Axle:** Drop forged steel 1 Beam. Capacity 5,500 lb.

**Brakes:** Hydraulically operated. Front—13 x 3 in. Rear—Duo-

servo, 12.125 x 4 in. Area: Front 149.76, Rear 199.2, Total 348.96. Pistol grip handbrake mechanically operates on rear wheels only. Hydrovac booster 7.75" diameter.

**Suspension:** Longitudinal semi-elliptic leaf springs front and rear. Front springs—48.0 x 2.5, 10 leaf, capacity at pad 2,250 lb. Rear Springs—52.0 x 3.0, 10 leaf, capacity at pad 4,300 lb.

**Shock Absorbers:** Front, telescopic standard.

**Steering:** Worm and peg, ratio 24:1. Steering wheel diameter 19.81 ins.

**Turning circle:** 41.5' to centre of outside tyre (approx. only).

**Frame:** Parallel channel section, tapered front and rear. Side-member basic section 8 x 3 x 0.21 in. Section modulus 6.69 includes siderail reinforcement.

**Fuel Tank:** Circular, frame mounted, capacity 20 gallons.

**Wheels and tyres:** Pressed steel disc, two piece rim, 15 x 6.50H, 6 stud. Front and rear tube tyres 8.25 x 16-8 ply. Spare wheel and cradle-type carrier mounted under frame at rear.

**Electrical Equipment:** 12v battery, 57 amp. hr. 35 amp. alternator. Fully fused main and auxiliary circuits. Semi-sealed beam headlamps. Flush-fitting side lamps. Instrument cluster printed circuit. Front flashing indicators. Rear light, stop light and flashing indicator is in integral unit.

**Cab Equipment:** Tilt cab standard, equipment includes: padded sun visors both sides, interior light, rubber floor mat, glove compartment, safety belt anchorages, ashtray, electric horn, dual electric windshield wipers, right and left hand side external rear view mirror, single driver—dual passenger seats, wide opening doors with pushbutton handles both sides, outside door lock both sides.

**Instruments:** Functionally placed cluster contains: fuel and temperature gauges, direction indicator, alternator/ignition warning, oil pressure and main beam warning lights, speedometer, and mileage recorder. Low vacuum warning light.

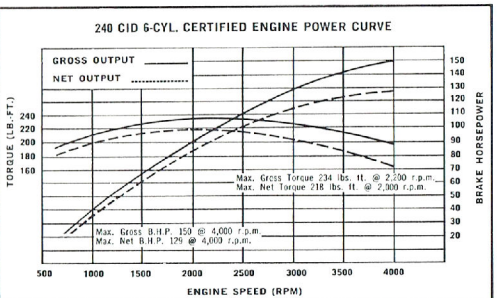
**Windows:** Full width toughened glass with zoned area—total glass area 3450 sq. inches.

**Chassis Equipment:** In addition to items mentioned above, included as standard equipment: spare wheel, wheel changing equipment and jack.

**Optional Equipment Available:** Spare tyre and tube 8.25 x 16-8 ply. Chassis and cowl model. 8" Donaldson Cyclopak air cleaner.

This leaflet shows the basic specifications for the D300 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.

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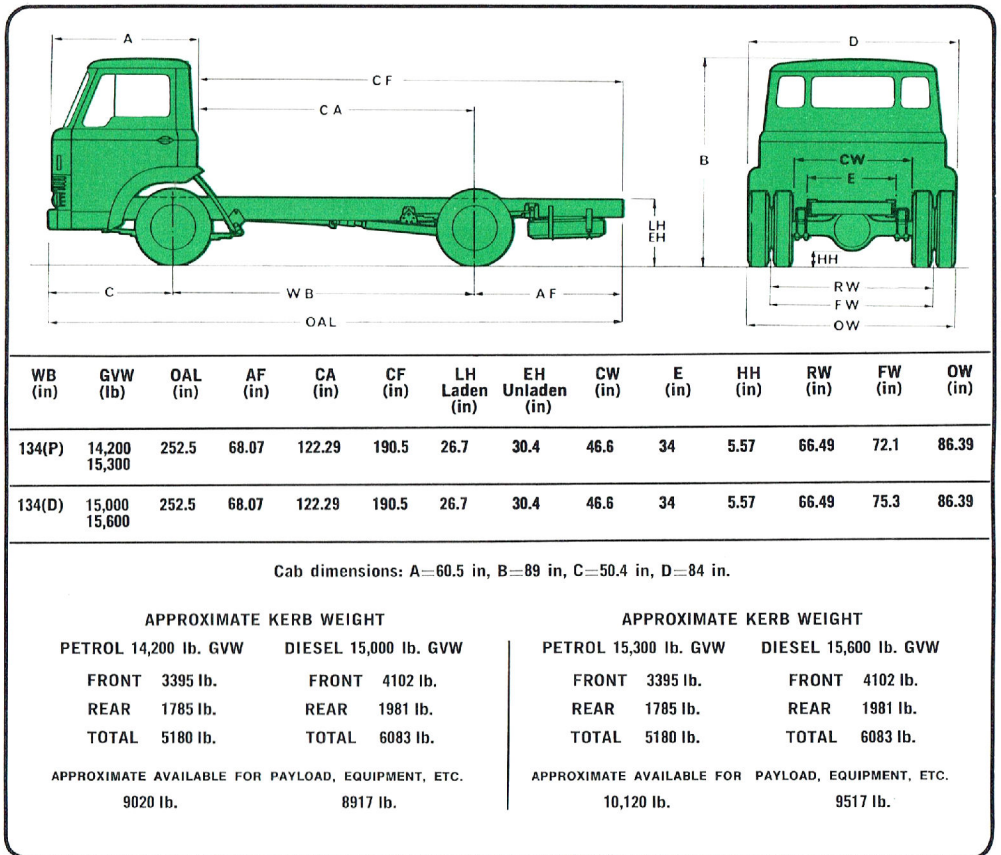
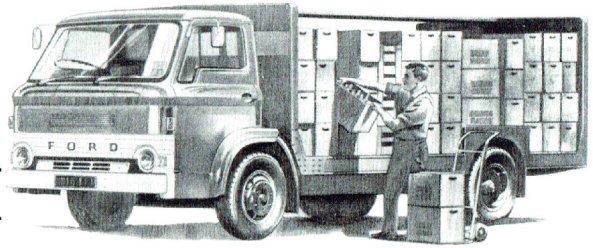




# Ford D Series Trucks

## D400 MODEL

**Petrol:** GVW 14,200 lb./15,300 lb.  
GCW 19,000 lb.  
**Diesel:** GVW 15,000 lb./15,600 lb.  
GCW 25,000 lb.



The D400 is an efficient light-medium weight truck, which is available with a choice of petrol and diesel engines with a wheelbase of 134 inches. The petrol powered model is of 14,200 lb./15,300 lb. GVW and the diesel has a GVW of 15,000 lb./15,600 lb.

Their versatility on general transport and delivery work is enhanced by the ultra-short cab design and excellent manoeuvrability. A longer loadspace in proportion to

overall length than other truck designs further improves handling characteristics. The turning circle is 41.5 feet (approx. to outside of front tyre).

A low step height of 16 inches and the positioning of the step forward of the front wheel ensures easy access to the walk-through type cab. This cab is fully equipped for maximum driver comfort and convenience—and contains ample seating room for three men.



# Ford D Series Trucks

## SPECIFICATIONS D400 MODEL

**Petrol Engine:** Ford 240, 6-cylinder, OHV in line. Capacity 240 cu. in. (3,933 cc.) Bore 4.0 in. Stroke 3.18 in. Compression ratio 8.75 to 1. Max. gross b.h.p. 150 at 4,000 rpm and max. net bhp 129 at 4,000 rpm. Max. gross torque 234 lb./ft. at 2,200 rpm and max. net torque 218 lb./ft. at 2,000 rpm.

**Engine Lubrication:** Petrol high pressure from high-capacity rotor-type pump with pressure feed to all main and camshaft bearings via drilled passages in engine block and to all connecting rod bearings through drilled leads in crankshaft. Controlled flow to valve train. Diesel, positive displacement vane type pump draws oil from sump and supplies full pressure feed to main connecting rod bearings and camshaft bearings, reduced pressure to overhead valve gear.

**Oil Filtration:** Petrol, full flow oil filtration through a replaceable cartridge-type filter element. Filter assembly base mounted integral with cylinder block on lower right-hand side of engine completely eliminating external oil lines. Diesel, by full flow replaceable element mounted on cylinder block.

**Crankcase Ventilation:** Petrol, road draught tube crankcase ventilation removes corrosive vapours to atmosphere due to the location of tube outlet. This assists in better crankcase breathing. Diesel, crankcase breathing through oil filler cap.

**Fuel:** Petrol, Downdraught low silhouette carburettor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Diesel, direct injection by Minimec pump.

**Fuel Supply:** Petrol, by mechanical pump, driven from engine camshaft. Disposable-type fuel filter integrally mounted on the fuel pump. Protects fuel supply to engine and is readily removable for periodic service or maintenance. Diesel, by vacuum lift pump to Minimec pump. Fuel filter with water separator incorporated.

**Clutch:** Hydraulically operated semi-centrifugal single dry plate. Petrol 11" diameter. Frictional area 123.6 sq. in. Diesel 12" diameter. Frictional area 137.8 sq. in.

**Gearbox:** Four-speed direct in top. Synchronesh on 2nd, 3rd and 4th gears.

**Gearbox ratios:** First 6.398:1, Second 3.092:1; Third 1.686:1; Fourth 1.00:1; Reverse 7.903:1.

**Power Take-off Opening:** Located on right hand side of gearbox.

**Rear Axle:** Petrol, single-speed, spiral bevel, fully floating. Capacity 13,000 lb. Ratio 5.29:1. Diesel, single-speed, hypoid fully floating. Capacity 15,000 lb. Ratio 5.29:1.

**Front Axle:** Drop-forged steel I-Beam. Petrol, capacity 5,500 lb. Diesel, capacity 7,500 lb.

**Brakes:** Hydraulically operated. Petrol, Front—13 x 3 in. Rear—12.125 x 4 in. Area 348.96 sq. in. Hydrovac booster 8.125" diameter. Diesel, Front—13" x 4". Rear—13" x 5". Area 426.64

square inches. Airpak booster 3.0" diameter.

**Suspension:** Longitudinal semi-elliptic leaf springs front and rear. Front springs 48.0 x 2.5—10 leaf. Capacity at pad 2,400 lb. Rear Springs—52.0 x 3.0—11 leaf, capacity at pad 4,700 lb.

**Shock Absorbers:** Double acting telescopic on front standard.

**Steering:** Worm and peg, ratio 24:1. Steering wheel diameter 19.81 ins.

**Turning circle:** Petrol—41.5' to centre of outside of tyre (approx. only). Diesel—42.5'.

**Frame:** Parallel channel section, tapered front and rear. Side-member basic section 8.08 x 3.02 x 0.25 in. Section modulus 7.98. Channel section reinforcement over rear axle.

**Fuel Tank:** Circular, frame mounted, capacity 20 gallons.

**Wheels and tyres:** Pressed steel disc, two-piece rim, 16 x 6.5 H, 6 stud. Front and rear tyres 8.25 x 16—10 ply. Spare wheel and cradle-type carrier mounted under frame at rear.

**Electrical Equipment:** 12v battery, 57 amp. hr. (petrol) 125 amp. hr. (diesel) 35 amp. alternator (petrol). 43 amp. alternator (diesel). Semi sealed beam headlamps. Flush-fitting side lamps. Instrument cluster printed circuit. Front flashing indicator. Rear light, stop light and flashing indicator in integral unit.

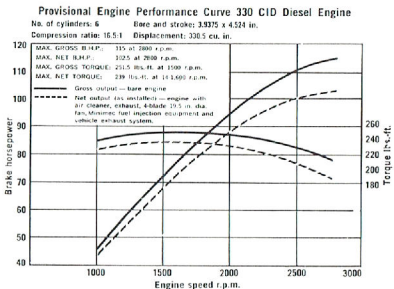
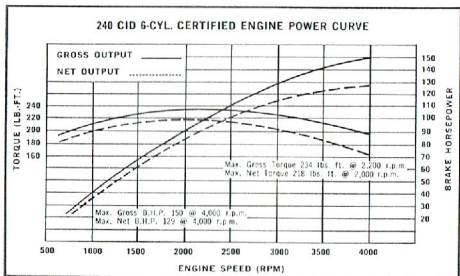
**Cab Equipment:** Tilt cab standard, equipment includes: padded sun visors both sides, interior light, rubber floor mat, glove compartment, visors both sides, interior light, safety belt anchorages, ashtray, electric horn, dual electric windshield wipers, right and left hand side external rearview mirror, single driver—dual passenger seats, wide opening doors with pushbutton handles both sides, outside door lock both sides.

**Instruments:** Functionally placed cluster contains: fuel and temperature gauges, direction indicator, alternator/ignition warning, oil pressure and main beam warning lights, speedometer, and mileage recorder. With petrol engine—low vacuum warning light, with diesel engine—air gauge and warning buzzer.

**Windows:** Full width toughened glass with zoned area—total glass area 3450 square inches.

**Chassis Equipment:** In addition to items mentioned above, included as standard equipment: spare wheel, wheel changing equipment and jack.

**OPTIONAL EQUIPMENT: Diesel engine:** Ford 330 inclined, 6-cylinder, OHV in line. Capacity 330 cu. in. (5,416 cc.). Bore 3.937 in. Stroke 4.516 in. Compression ratio 16 to 1. Max. gross b.h.p. 115 at 2,800 rpm and max net b.h.p. 102.5 at 2,800 rpm. Max. gross torque 251.5 lb/ft at 1500 rpm and max. net torque 239 lb/ft at 1,400—1,600 rpm. Chassis and cow model. Spare tube and tyre. 8" Donaldson Cyclopac air cleaner. Tachometer—Diesel only.



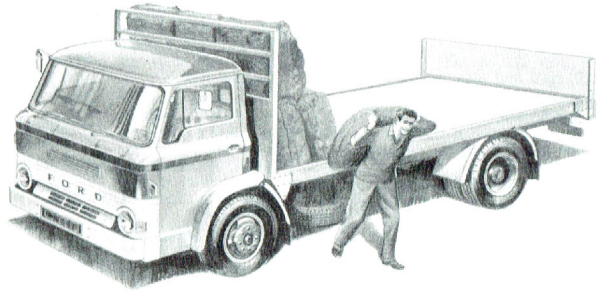
This leaflet shows the basic specifications for the D400 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.

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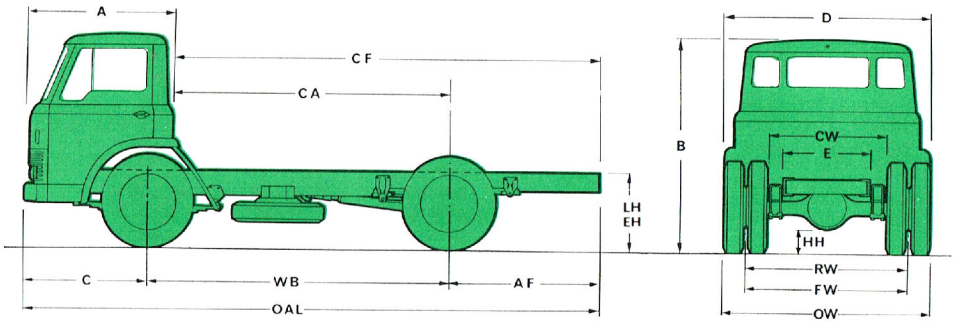


# Ford D Series Trucks



## D500 MODEL

GVW — 19,000 lb.  
 GCW — 19,000 lb. (Petrol)  
 GCW — 28,000 lb. (Diesel)



WB (in)	GVW (lb)	OAL (in)	AF (in)	CA (in)	CF (in)	LH Laden (in)	EH Unladen (in)	CW (in)	E (in)	HH (in)	RW (in)	FW (in)	OW (in)
156	19,000	283	68	144.43	220	33.4	38.6	47.59	34	8.37	67	75.2	86.4

Cab dimensions: A=60.5 in, B=93.3 in, C=50.4 in, D=89 in.

### APPROXIMATE KERB WEIGHT

PETROL 19,000 lb. GVW  
 FRONT 3766 lb.  
 REAR 2049 lb.  
 TOTAL 5815 lb.

APPROXIMATE AVAILABLE FOR  
 PAYLOAD, EQUIPMENT, ETC.  
 13,185 lb.

### APPROXIMATE KERB WEIGHT

DIESEL 19,000 lb. GVW  
 FRONT 4431 lb.  
 REAR 2268 lb.  
 TOTAL 6699 lb.

APPROXIMATE AVAILABLE FOR  
 PAYLOAD, EQUIPMENT, ETC.  
 12,301 lb.

The D500 is a general purpose medium-weight truck which offers great advantages through improved layout, longer loadspace in relation to overall length and an ultra-short tilt cab. This cab is fully equipped to provide every comfort for three men, plus superb all-round

visibility.

The D500 has a 156" wheelbase, and is powered by a choice of petrol or diesel engines. Its GVW is 19,000 lb. Turning circle is a compact 48.5' (approximate to outside of front tyre).



# Ford D Series Trucks

## SPECIFICATION D500 MODEL

**Petrol Engine:** Ford 240, 6-cylinder, OHV in line. Capacity 240 cu. in. (3,933 cc.). Bore 4.0 in. Stroke 3.18 in. Compression ratio 8.75 to 1. Max. gross b.h.p. 150 at 4,000 rpm and max. net bhp 129 at 4,000 rpm. Max gross torque 234 lb/ft. at 2,200 rpm and max. net torque 218 lb/ft. at 2,000 rpm.

**Engine Lubrication:** Petrol, high pressure from high-capacity rotor-type pump with pressure feed to all main and camshaft bearings via drilled passages in engine block and to all connecting rod bearings through drilled leads in crankshaft. Controlled flow to valve train. Diesel, positive displacement vane type pump draws oil from sump and supplies full pressure feed to main connecting rod bearings and camshaft bearings, reduced pressure to overhead valve gear.

**Oil Filtration:** Petrol, full flow oil filtration through a replaceable cartridge-type filter element. Filter assembly base mounted integral with cylinder block on lower right-hand side of engine completely eliminating external oil lines. Diesel, by full flow replaceable element mounted on cylinder block.

**Crankcase Ventilation:** Petrol, road draught tube crankcase ventilation removes corrosive vapours to atmosphere due to the location of tube outlet. This assists in better crankcase breathing. Diesel, crankcase breathing through oil filler cap.

**Fuel:** Petrol, downdraught low silhouette carburettor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power and fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Diesel, direct injection by Minimec pump.

**Fuel Supply:** Petrol, by mechanical pump, driven from engine camshaft. Disposable-type fuel filter integrally mounted on the fuel pump protects fuel supply to engine and is readily removable for periodic service or maintenance. Diesel, by vacuum lift pump to Minimec pump. Fuel filter with water separator incorporated.

**Clutch:** Hydraulically operated semi-centrifugal single dry plate. Petrol 11" diameter. Frictional area 123.6 sq. in. Diesel 12" diameter. Frictional area 137.8 square inches.

**Gearbox:** Four-speed direct in top. Synchromesh on 2nd, 3rd and 4th gears.

**Gearbox ratios:** First 6.398:1; Second 3.092:1; Third 1.686:1; Fourth 1.00:1; Reverse 7.903:1.

**Power Take-off Opening:** Located on right-hand side of gearbox.

**Rear Axle:** Petrol, single-speed, hypoid, fully floating. Capacity 15,000 lb. Ratio 6.8:1. Diesel, two-speed, spiral bevel, fully floating. Capacity 15,000 lb. Ratio 5.83/8.1:1.

**Front Axle:** Drop-forged steel I-Beam. Capacity 7,500 lb.

**Brakes:** Hydraulically operated. Front—13 x 4 in. Rear—13 x 5 in. Area 426.64. Petrol, Hydovac booster 9.50" dia. Diesel, Airpak booster 3.0" diameter.

**Suspension:** Longitudinal semi-elliptic leaf springs front, radius leaf rear. Front springs 57.0 x 3.0-7 leaf. Capacity at pad 3050 lb. Rear Springs—46.5/56 x 3.0-12 leaf, capacity at pad 4,700 lb. Auxiliary rear springs, standard 35.5 x 3.0-4 leaf, capacity at pad 2250 lb.

**Shock Absorbers:** Double acting telescopic on front standard.

**Steering:** Worm and peg, ratio 24:1. Steering wheel diameter 19.81 ins.

**Turning circle:** 48.5' to centre of outside tyre (approx. only).

**Frame:** Parallel channel section, tapered front and rear. Side-member basic section 9.50 x 2.97 x 0.21 in. Section modulus 8.43.

**Fuel Tank:** Rectangular, frame mounted, capacity 20 gallons.

**Wheels and tyres:** Pressed steel disc, three-piece rim, 20 x 6.0-8 stud. Front and rear tyres 8.25 x 20-10 ply.

**Electrical Equipment:** 12v battery, 57 amp. hr. (petrol), 125 amp. hr. (diesel). 35 amp. alternator (petrol), 43 amp. alternator (diesel). Semi sealed beam headlamps. Flush-fitting side lamps. Instrument cluster printed circuit. Front flashing indicator. Rear light, stop light and flashing indicator in integral unit.

**Cab Equipment:** Tilt cab standard, equipment includes: padded sun visors both sides, interior light, rubber floor mat, glove compartment, safety belt anchorages, ashtray, electric horn, dual electric windshield wipers, right and left hand side external rear view mirror, single driver—dual passenger seats, wide opening doors with pushbutton handles, outside door lock both sides.

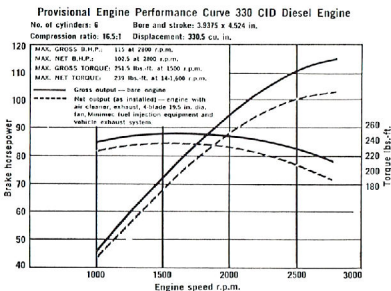
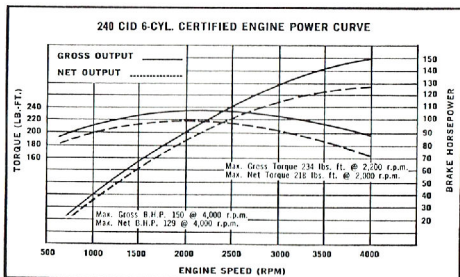
**Instruments:** Functionally placed cluster contains: fuel and temperature gauges, direction indicator, alternator/ignition warning, oil pressure and main beam warning lights, speedometer, and mileage recorder. With petrol engine—low vacuum warning light. With diesel engine—air gauge and warning buzzer.

**Windows:** Full width toughened glass with zoned area—total glass area 3450 square inches.

**Chassis Equipment:** In addition to items mentioned above, included as standard equipment: spare wheel, wheel changing equipment and jack.

**OPTIONAL EQUIPMENT:** Diesel engine. Ford 330 inclined, 6-cylinder, OHV in line. Capacity 330 cu. in. (5416 cc.). Bore 3.937 in. Stroke 4.516 in. Compression ratio 16 to 1. Max. gross b.h.p. 115 at 2,800 rpm and max. net b.h.p. 102.5 at 2,800 rpm. Max gross torque 251.5 lb/ft. at 1,500 rpm and max. net torque 239 lb/ft. at 1,400-1,600 rpm. Rear Axle: Petrol, two-speed, spiral bevel, fully floating, capacity 15,000 lb. Ratio 6.33/8.81:1. Tyres: Spare tyre and tube. 8" Donaldson Cyclopak air cleaner. Tachometer—Diesel only.

**Optional GVW's:** 15,000 lb. with tyre equipment 7.50x20—8 ply.



This leaflet shows the basic specifications for the D500 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help plan the best possible truck to suit your needs.

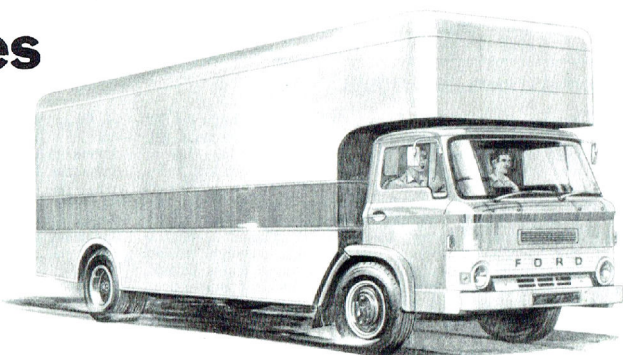
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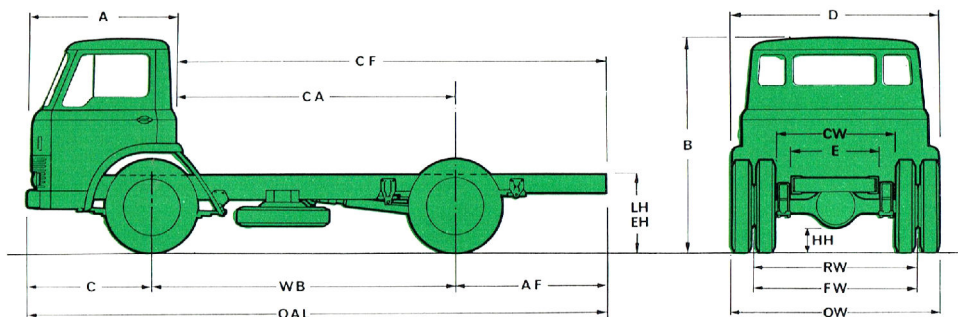
# Ford D Series Trucks



## D600 MODEL

**PETROL:** GVW 21,500 lb.  
GCW 32,000 lb.

**DIESEL:** GVW 21,500 lb.  
GCW 34,000 lb.



WB (in)	GVW (lb)	OAL (in)	AF (in)	CA (in)	CF (in)	LH Laden (in)	EH Unladen (in)	CW (in)	E (in)	HH (in)	RW (in)	FW (in)	OW (in)
134	21,500	253	68	122.43	190	33.4	38.6	47.59	34	8.37	67	75.2	86.4
156	21,500	283	76	144.43	220	33.4	38.6	47.59	34	8.37	67	75.2	86.4

Cab dimensions: A=60.5 in, B=93.3 in, C=50.4 in, D=89 in.

### APPROXIMATE KERB WEIGHT

#### 134" WHEELBASE

##### PETROL

FRONT 3976 lb.  
REAR 2576 lb.  
TOTAL 6552 lb.

#### 156" WHEELBASE

##### PETROL

FRONT 3997 lb.  
REAR 2633 lb.  
TOTAL 6630 lb.

##### DIESEL

FRONT 4487 lb.  
REAR 2653 lb.  
TOTAL 7141 lb.

APPROXIMATE AVAILABLE FOR PAYLOAD, EQUIPMENT, ETC.

14,948 lb.

14,870 lb.

14,359 lb.

The D600 is a versatile petrol or diesel-powered medium-heavy duty truck.

There are two wheelbases — 134 and 156 inches — and both these models have a GVW of 21,500 lb.

The D Series advantage of improved layout, with longer loadspace in relation to overall length is particularly

beneficial in a truck of this size. The D600's walk-through type tilt-cab is fully equipped for the most in driver comfort and convenience, and has generous accommodation for three men. Turning circle of the 134" wheelbase model is 42.5' and of the 156" wheelbase truck 48.5' (approximate to outside of front tyre).



# Ford D Series Trucks

## SPECIFICATIONS D600 MODEL

**Petrol Engine:** Ford 300, 6-cylinder, OHV in line. Capacity 300 cu. ins. Bore 4.0 ins. Stroke 3.98 ins. Compression ratio 8:1. Max. gross bhp 165 at 3,600 rpm and max. net bhp 139 at 3,600 rpm. Max. gross torque 294 lb./ft. at 2,000 rpm and max. net torque 274 lb./ft. at 2,000 rpm.

**Engine Lubrication:** Petrol, high pressure from high-capacity positive displacement type pump with pressure feed to all main and camshaft bearings via drilled passages in engine block and to all connecting rod bearings through drilled leads in crankshaft. Controlled flow to valve train. Diesel, positive displacement vane type pump draws oil from sump and supplies full pressure feed to main connecting rod bearings and camshaft bearings, reduced pressure to overhead valve gear.

**Oil Filtration:** Petrol, full flow oil filtration through a replaceable cartridge type filter element. Filter assembly base mounted integral with cylinder block on lower right-hand side of engine completely eliminating external oil lines. Diesel, by full flow replaceable element mounted on cylinder block.

**Crankcase Ventilation:** Petrol, road draught tube crankcase ventilation removes corrosive vapours to atmosphere due to the location of tube outlet. This assists in better crankcase breathing. Diesel, crankcase breathing through oil filler cap.

**Fuel:** Petrol Downdraught low silhouette carburettor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Diesel direct injection by Minimec pump.

**Fuel Supply:** Petrol, by mechanical pump, driven from engine camshaft. Filter integral with pump protects fuel supply to engine. Diesel, by vacuum lift pump to minimec pump. Fuel supplied to individual injector by independent pump elements. Fuel filter with water separator incorporated.

**Clutch:** Hydraulically operated semi-centrifugal single dry plate. 12" diameter. Frictional area 137.8 sq. ins.

**Gearbox:** Petrol—five-speed close ratio in top. Synchronesh on 2nd, 3rd, 4th and 5th gears. Diesel—four-speed, synchronesh on 2nd, 3rd and 4th gears.

**Gearbox ratios:** Petrol—First 7.49:1; Second 4.10:1; Third 2.13:1; Fourth 1.17:1; Fifth 1.00:1; Reverse 7.20:1. Diesel—First 6.39:1; Second 3.09:1; Third 1.68:1; Fourth 1.00:1; Reverse 7.90:1.

**Power Take-off Opening:** Located on both sides of gearbox (with adaptor)—5 speed. Right hand side only—4 speed.

**Rear Axle:** Two-speed, spiral bend, fully floating Eaton 16802. Capacity 19,500 lbs. Ratios 6.14/8.54:1.

**Front Axle:** Drop-forged steel I-Beam. Capacity 7,500 lb.

**Brakes:** Hydraulically operated. Front 15.25 x 3.5 in. Rear 15.5 x 5.0 in. Area 479.0 sq. in. Power assistance — Petrol,

Hydrovac 9.5" diameter. Diesel — "Airpak" air servo diameter: 4.0".

**Suspension:** Front springs semi-elliptic 57.0 x 3.0"—7 leaf. Capacity at pad 3,350 lb. Rear Spring radius leaf—57.0 x 3.0"—12 leaf. Capacity at pad 5,700 lb. Auxiliary Rear Springs (standard) 35.50" x 3.0"—4 leaf. Capacity at pad 2,250 lbs.

**Shock Absorbers:** Double acting telescopic on front standard. **Steering:** Worm and peg, ratio 24:1. Steering wheel diameter 19.81 ins.

**Turning Circle:** 134" wheelbase 42.5'; 156" wheelbase 48.5' to centre of outside tyre (approx. only).

**Frame:** Parallel channel section, tapered front and rear. Side-member basic section 9.50 x 2.97 x 0.21 in. Section modulus 8.43.

**Fuel Tank:** Rectangular, frame mounted, capacity 20 gallons.

**Wheels and tyres:** Pressed steel disc, three-piece rim, 20 x B6.0, 8 stud. Front tube tyres 8.25 x 20—10 ply. Rear 8.25 x 20—12 ply. Spare wheel and winch carrier mounted mid frame, left hand side.

**Electrical Equipment:** 12v battery, 125 amp. hr. (with diesel), 57 amp. hr. (with petrol). Alternator—43 amp. (diesel), 35 amp. (petrol). Fully fused main and auxiliary circuits. Flush fitting side lamps. Instrument cluster printed circuit. Semi sealed beam headlights. Front flashing indicators. Rear light, stop light and flashing indicator in integral unit.

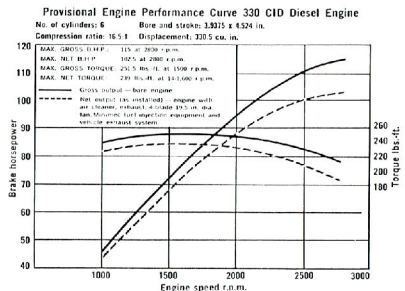
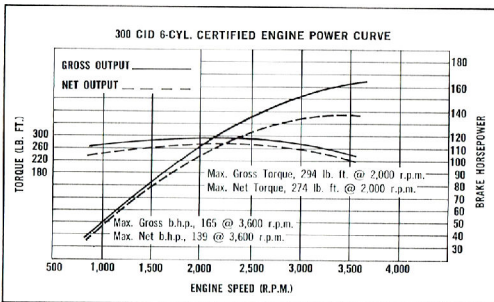
**Cab Equipment:** Tilt cab standard, equipment includes: padded sun visors both sides, interior light, rubber floor mat, glove compartment, safety belt anchorages, ashtray, electric horn, dual electric windshield wipers, right and left hand side rear view mirror, single driver—dual passenger seats, wide opening doors with pushbutton handles, outside door lock both sides.

**Instruments:** Functionally placed cluster contains: fuel and temperature gauges, direction indicator, alternator/ignition warning, oil pressure and main beam warning lights, speedometer, and mileage recorder. With petrol engine—low vacuum warning light, with diesel engine—air gauge and warning buzzer.

**Windows:** Full width toughened glass with zoned area—total glass area 3,450 sq. ins.

**Chassis Equipment:** In addition to items mentioned above are also included spare wheel, wheel changing equipment, jack.

**OPTIONAL EQUIPMENT:** Diesel engine: Ford 330 inclined, 6-cylinder, OHV in line. Capacity 330 cu. in. (5416 cc.). Bore 3.937 in. Stroke 4.516 in. Compression ratio 16:1. Max. gross bhp. 115 at 2,800 rpm. and max. net bhp. 102.5 at 2,800 rpm. Max. gross torque 251.5 lb./ft. at 1,500 rpm. and max. net torque 239 lb./ft. at 1,400-1,600 rpm. Spare tyre and tube 8.25 x 20—12 ply. Front tyres 8.25 x 20—12 ply. Chassis and cowl model 8" Donaldson Cyclopak air cleaner. Tachometer—Diesel only.

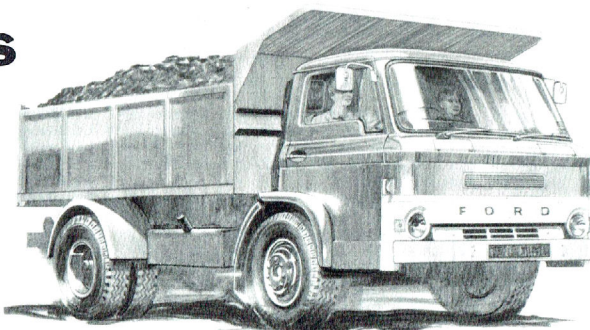


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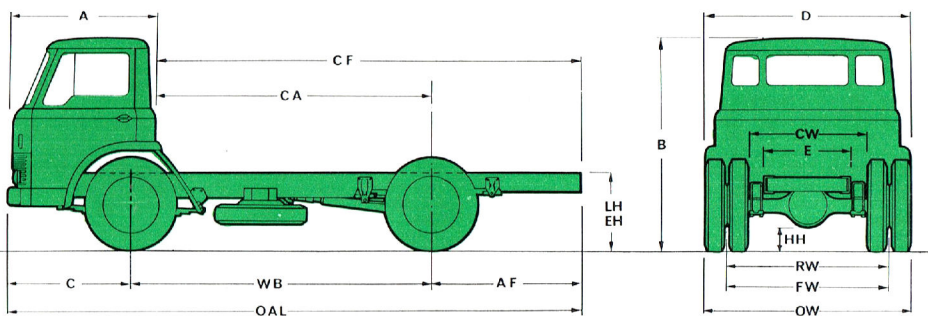


# Ford D Series Trucks



## D750 MODEL

GVW 25,500 lb.  
GCW 40,000 lb.



WB (in)	GVW (lb)	OAL (in)	AF (in)	CA (in)	CF (in)	LH Laden (in)	EH Unladen (in)	CW (in)	E (in)	HH (in)	RW (in)	FW (in)	OW (in)
120	25,500	200	34	108.43	142	32.7	37.2	47.26	34	9.2	68.3	74.5	89.8
134	25,500	219	34	122	156	32.7	37.2	47.26	34	9.2	68.3	74.5	89.8
156	25,500	282.5	76	144.43	225	32.7	37.2	47.26	34	9.2	68.3	74.5	89.8
182	25,500	319	86	170	256	32.7	37.2	47.26	34	9.2	68.3	74.5	89.8

Cab Dimensions: A=60.5 in, B=93.9 in, C=50.4 in, D=89 in.

### WHEELBASE (IN.)

120	PETROL
134	
156	
182	
120	DIESEL
134	
156	
182	

### APPROXIMATE KERB WEIGHT

FRONT	REAR	TOTAL
4333 lb.	2772 lb.	7105 lb.
4361 lb.	2821 lb.	7182 lb.
4385 lb.	2954 lb.	7339 lb.
4452 lb.	3059 lb.	7511 lb.
4844 lb.	2828 lb.	7672 lb.
4872 lb.	2877 lb.	7749 lb.
4914 lb.	2926 lb.	7840 lb.
4984 lb.	3171 lb.	8155 lb.

### APPROXIMATE AVAILABLE FOR PAYLOAD, EQUIPMENT, ETC.

18,395 lb.
18,318 lb.
18,161 lb.
17,989 lb.
17,828 lb.
17,751 lb.
17,660 lb.
17,345 lb.

The D750 provides hard-working heavyweight truck power with a choice of 6-cylinder petrol and diesel engines. Four wheelbases are available: 120", 134", 156" and 182", all vehicles being of 25,500 lb GVW.

The D750 trucks set high standards of design, both in overall layout and longer loadspace in relation to overall

length, and in the cab itself. The walk-through type ultra-short cab is fully equipped for maximum driver comfort and convenience, with ample seating room for three men. Turning circles: 120" w/base 40', 134" w/base 43', 156" w/base 50', 182" w/base 57' (approx. to outside of front tyre).



# Ford D Series Trucks

## SPECIFICATIONS D750 MODEL

**Petrol Engine:** Ford 300, 6-cylinder, OVH in line. Capacity 300 cu. ins. Bore 4.0 ins. Stroke 3.98 ins. Compression ratio 8:1. Max. gross bhp 165 at 3,600 rpm and max. net bhp 139 at 3,600 rpm. Max. gross torque 294 lb./ft. at 2,000 rpm and max. net torque 274 lb./ft. at 2,000 rpm.

**Engine Lubrication:** Petrol, high pressure from high-capacity positive displacement type pump with pressure feed to all main and camshaft bearings via drilled passages in engine block and to all connecting rod bearings through drilled leads in crankshaft. Controlled flow to valve train. Diesel, positive displacement vane type pump draws oil from sump and supplies full pressure feed to main connecting rod bearings and camshaft bearings; reduced pressure to overhead valve gear.

**Oil Filtration:** Petrol, full flow oil filtration through a replaceable cartridge type filter element. Filter assembly base mounted integral with cylinder block on lower right-hand side of engine completely eliminating external oil lines. Diesel, by full flow replaceable element mounted on cylinder block.

**Crankcase Ventilation:** Petrol, road draught tube crankcase ventilation removes corrosive vapours to atmosphere due to the location of tube outlet. This assists in better crankcase breathing. Diesel, crankcase breathing through oil filler cap.

**Fuel:** Petrol, Downdraught low silhouette carburettor with externally adjusted fuel setting. Acceleration pump, diaphragm mechanically operated and power valve vacuum operated for maximum power with fuel economy performance. Manually controlled choke with choke and throttle controls interconnected. Diesel direct injection by Minimec pump.

**Fuel Supply:** Petrol, by mechanical pump, driven from engine camshaft. Filter integral with pump protects fuel supply to engine. Diesel, by vacuum lift pump to Minimec pump. Fuel supplied to individual injector by independent pump elements. Fuel filter with water separator incorporated.

**Clutch:** Hydraulically operated semi-centrifugal single dry plate, 12" diameter. Frictional area 137.8 sq. ins.

**Gearbox:** Five-speed close ratio in top. Synchromesh on 2nd, 3rd, 4th and 5th gears.

**Gearbox Ratios:** With 2-speed rear axle: First 7.49:1; Second 4.10:1; Third 2.13:1; Fourth 1.17:1; Fifth 1.00:1; Reverse 7.20:1. With single speed rear axle: First 7.49:1; Second 4.38:1; Third 2.40:1; Fourth 1.48:1; Fifth 1.00:1; Reverse 7.20:1.

**Power Take-off Opening:** Located on both sides of gearbox (with adaptor).

**Rear Axle:** Two-speed, spiral bevel, fully floating Eaton 16802. Capacity 19,500 lb. Ratios 6.14:1 and 8.54:1.

**Front Axle:** Drop-forged steel I-Beam. Capacity 9,500 lbs.

**Brakes:** Hydraulically operated. Front 15.25 x 4.25 ins. Rear 15.5 x 6.0 ins. Area 577.76 sq. ins. "Airpak" air servo diameter: 4.0".

**Suspension:** Front springs semi-elliptic 57.0 x 3.0"—9 leaf. Capacity at pad 4,500 lb. Rear Spring radius leaf—57.0 x 3.0"—14 leaf. Capacity at pad 7,700 lbs. Auxiliary Rear Springs (standard) 35.50" x 3.0"—4 leaf. Capacity at pad 2,250 lb.

**Shock Absorbers:** Double acting telescopic on front standard. **Steering:** Worm and peg, ratio 28:1. Steering wheel diameter 19.81 ins.

**Turning Circle:** 120" wheelbase 40' 0", 134" wheelbase 43' 0", 156" wheelbase 50' 0", 182" wheelbase 57' 0", to centre of outside tyre (approx. only).

**Frame:** Parallel channel section, tapered front and rear. Side-member basic section wheelbase 120", 134", 156"—9.63 x 3.0 x 0.276 ins. Section modulus 11.08. Wheelbase 182"—10.5 x 3.5 x 0.276 ins. Section modulus 13.98.

**Fuel Tank:** Rectangular, frame mounted, capacity 28 gallons. **Wheel and Tyres:** Pressed steel disc, three-piece rim, 20 x B6.5, 10 stud. Front and rear tube tyres 9.00 x 20—12 ply. Spare wheel and winch carrier mounted mid frame, left hand side.

**Electrical Equipment:** 12v battery, 90 amp. hr. (with diesel), 57 amp. hr. (with petrol). 43 amp. alternator. Fully fused main and auxiliary circuits. Flush fitting side lamps. Instrument cluster printed circuit. Semi sealed beam headlights. Front flashing indicators. Rear light, stop light and flashing indicator in integral unit.

**Cab Equipment:** Tilt cab standard, equipment includes: padded sun visors both sides, interior light, rubber floor mat, glove compartment, safety belt anchorages, ashtray, electric horn, dual electric windshield wipers, right hand side rear view mirror, single driver—dual passenger seats, wide opening doors with pushbutton handles, outside door lock both sides.

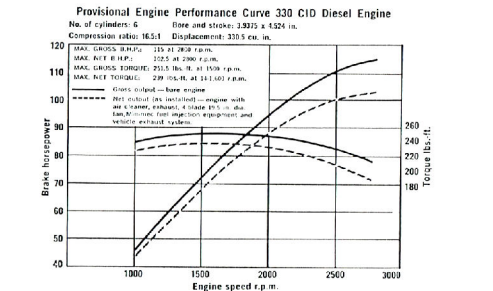
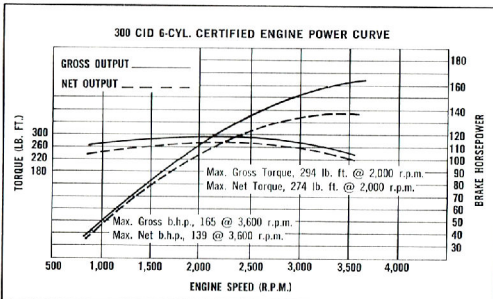
**Instruments:** Functionally placed cluster contains: fuel and temperature gauges, direction indicator, alternator/ignition warning, oil pressure and main beam warning lights, speedometer, and mileage recorder. With petrol engine—low vacuum warning light, with diesel engine—air gauge and warning buzzer.

**Windows:** Full width toughened glass with zoned area—total glass area 3,450 sq. ins.

**Chassis Equipment:** In addition to items mentioned above are also included spare wheel, wheel changing equipment, jack, front bumper.

**OPTIONAL EQUIPMENT: Diesel engines:** Ford 330 inclined, 6-cylinder, OHV in line. Capacity 330 cu. ins. (5416 cc.). Bore 3.937 ins. Stroke 4.516 ins. Compression ratio 16:1. Max. gross bhp. 115 at 2,800 rpm. and max. net bhp. 102.5 at 2,800 rpm. Max. gross torque 251.5 lb./ft. at 1,500 rpm. and max. net torque 239 lb./ft. at 1,400-1,600 rpm.

Spare tyre and tube 9.00 x 20—12 ply. Chassis and cowl model. 156" wheelbase; petrol only—single speed rear axle. Capacity 19,500 lb. Ratio 6.50:1. 8" Donaldson Cyclopack air cleaner. Power steering. Tachometer—Diesel only.



This leaflet shows the basic specifications for the D750 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford Truck Specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.

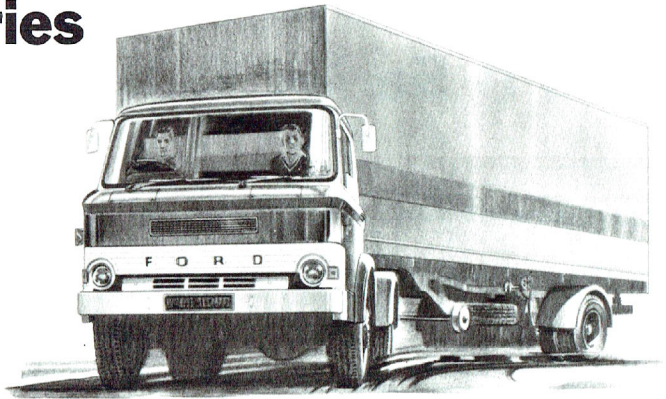
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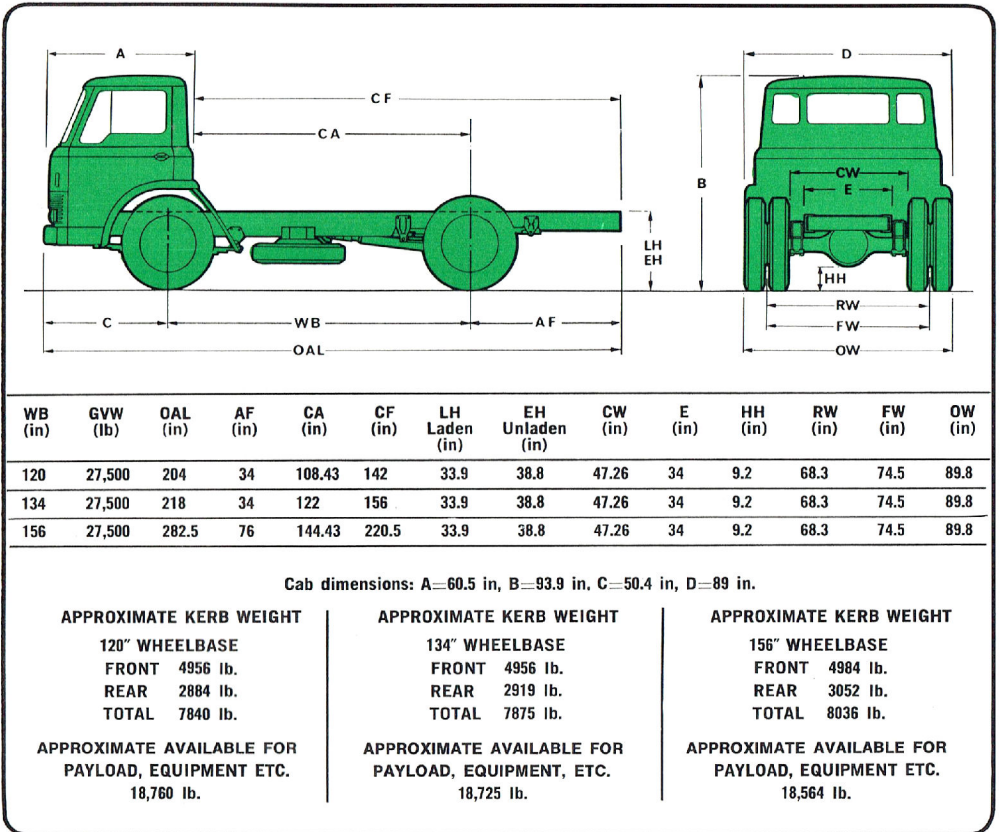


# Ford D Series Trucks



## D850 MODEL

GVW 26,600 lb.  
GCW 42,000 lb.



The D850 is equipped with the new Ford 360 C.I.D Diesel engine. Three wheelbases are available: 120, 134 and 156 inches, all vehicles being of 26,600 lb GVW. The D850 trucks set high standards of design by providing an improved layout, longer loadspace in relation to overall length and a new cab design. It is the ideal truck for a wide range of operations, from interstate

haulage to the most rugged quarry work. The walk-through type tilt-cab is fully equipped for maximum driver comfort and convenience, with ample seating room for three men. Turning circles: 120" wheelbase 40', 134" wheelbase 43', 156" wheelbase 50' (approximate to outside of front tyre).



# Ford D Series Trucks

## SPECIFICATIONS D850 MODEL

**Diesel Engine:** Ford 360, 6-cylinder, OHV inclined in line. Capacity 360 cu. ins. Bore 4.125 ins. Stroke 4.524 ins. Compression ratio 16.5:1. Max. gross bhp 128 at 2,800 rpm and max. net bhp 113.5 at 2,800 rpm. Max. gross torque 276.5 lb/ft at 1,600 rpm and max. net torque 262 lb/ft at 1,400-1,600 rpm.

**Engine Lubrication:** Positive displacement vane-type pump draws oil from sump and supplies full pressure feed to main connecting rod bearings and camshaft bearings, reduced pressure to overhead valve gear.

**Oil Filtration:** By full flow replaceable element mounted on cylinder block.

**Crankcase Ventilation:** Crankcase breathing through oil filler cap.

**Clutch:** Hydraulically operated semi-centrifugal single dry plate 13" diameter. Frictional area 152 sq. ins.

**Gearbox:** Five-speed close ratio. Synchromesh on 2nd, 3rd, 4th and 5th gears.

**Gearbox ratios:** First 7.49:1; Second 4.10:1; Third 2.13:1; Fourth 1.17:1; Fifth 1.00:1; Reverse 7.20:1.

**Power Take-off Opening:** Located on both sides of gearbox.

**Rear Axle:** Two-speed Eaton 17,800 spiral bevel, fully floating. Capacity 19,500 lb. Ratios 6.50/8.87:1.

**Front Axle:** Drop-forged steel I-Beam. Capacity 9,500 lb.

**Brakes:** Hydraulically operated. Front—15.25 x 4.25 in. Rear—15.50 x 6.0 in. Area: Front 253.28, Rear 324.0, Total 577.28. Pistol grip handbrake mechanically operates on rear wheels. Power brakes dual air/hydraulic. Failure of one has no effect on the other.

**Suspension:** Longitudinal semi-elliptic leaf springs front, radius leaf rear. Front springs 57.0" x 3.0"—9 leaf. Capacity at pad 4,500 lb. Rear springs—46.5/56 x 3.0"—14 leaf. Capacity at pad 7,700 lbs. Auxiliary rear springs, standard, 35.5 x 3"—4 leaf. Capacity 2,250 lb.

**Shock Absorbers:** Double-acting telescopic on front, standard.

**Steering:** Worm and peg, ratio 28:1. Steering wheel diameter 19.81 ins.

**Turning Circle:** 120" wheelbase 40' 0", 134" wheelbase 43' 0", 156" wheelbase 50' 0" approximately to centre of outside tyre.

**Frame:** Parallel channel section, tapered front and rear. Side-member basic section 9.63 x 3.00 x .276. Section modulus 11.08.

**Fuel Tank:** Rectangular, frame mounted, capacity 28 gallons.

**Wheels and tyres:** Pressed steel disc. 20 x B6.5 10 stud. Front and rear tube tyres 9.00 x 20—12 ply, dual rear. Spare wheel and winch carrier mounted mid-frame.

**Electrical Equipment:** 12v battery, 125 amp. hr. 43 amp. alternator. Fully fused main and auxiliary circuits. Semi-sealed beam headlamps. Flush-fitting side lamps. Instrument cluster printed circuit. Front flashing indicators. Rear light, stop light and flashing indicator in integral unit.

**Cab Equipment:** Tilt cab standard, equipment includes: padded sun visors both sides, interior light, rubber floor mat, glove compartment, safety belt anchorages, ashtray, electric horn, dual electric windshield wipers, right and left hand side external rear view mirrors, single fully adjustable driver seat, dual passenger seat, wide opening doors with pushbutton handles, outside doorlock both sides.

**Instruments:** Functionally placed cluster contains: fuel and temperature gauges, direction indicator, alternator/ignition warning, and main beam warning lights, ammeter and oil pressure gauges, speedometer, and mileage recorder. Air gauge and warning buzzer.

**Windows:** Full width toughened glass with zoned area—total glass area 3,450 sq. ins.

**Chassis Equipment:** In addition to items mentioned above, included as standard equipment: front bumper, spare wheel, tyre changing tools and jack.

**Optional Equipment:** Spare tyre and tube 9.00 x 20—12 ply. Chassis and cowl model. 8" Donaldson Cyclopak air cleaner. Power steering. Tachometer. GVW—27,500 lb. with 9.00 x 20—14 ply tyres.

This leaflet shows the basic specifications for the D850 model. Selection of the right equipment is essential if efficiency and economy of operation are to be achieved. Contact your Ford truck specialist Dealer for full details and let him help you plan the best possible truck to suit your needs.

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Provisional Engine Performance Curve 360 CID Diesel Engine

