

July 1971

# The Ford D Series range

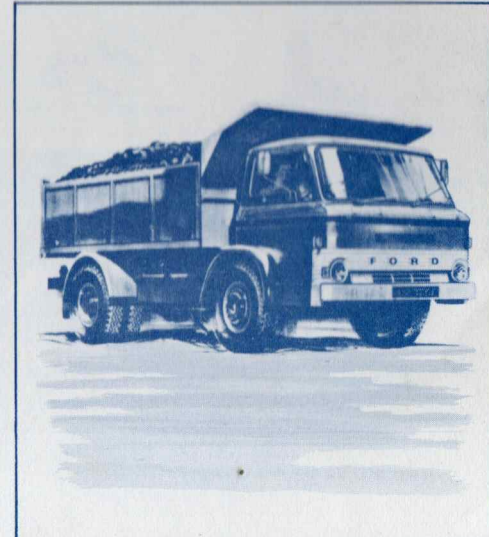
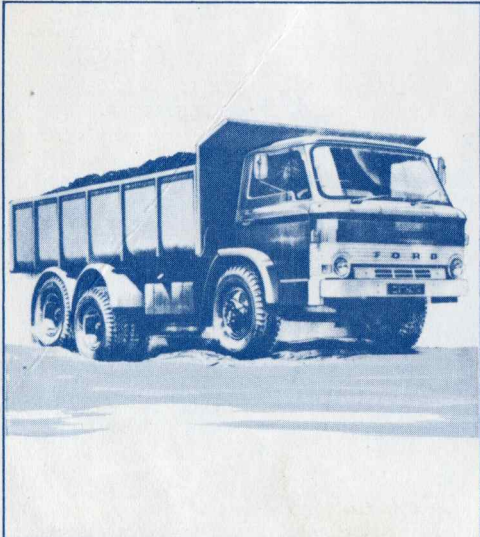
2-28 Tons



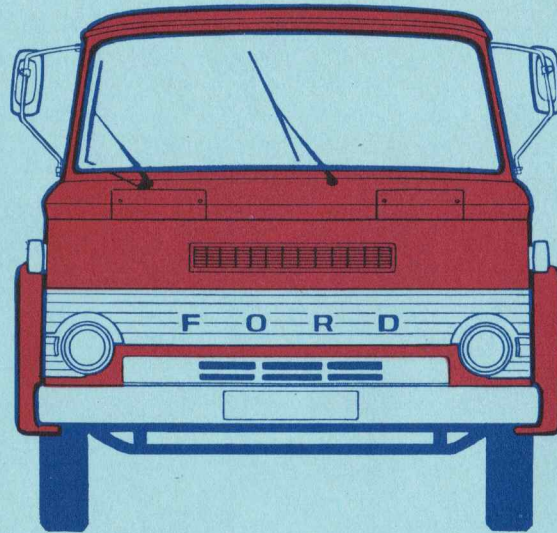
Since introduction in 1965, the "D" Series range has won many friends among New Zealand truck operators. Ford can now offer the biggest selection ever of forward control models with trucks to a wide range of G.V.W. and G.T.W. ratings. G.V.W.'s from 10800-lbs. to 44,800-lbs. and G.T.W.'s up to 62,700-lbs. The appeal of the original "D" Series range has thus been enhanced by important programmes providing additional models to meet the wider concepts of working efficiency, durability, economy and suitability for the job to be done. In meeting these concepts, Ford provide operators with

the opportunity to maximise profit by selecting the truck which is the perfect match for the job in hand.

The power you want! Ford now offer the widest range of engines available to the New Zealand operator in a heavy commercial range. Petrol engine requirements are met with the proven and dependable American developed 240 and 300 CID engines. Diesel power ranges from the 81 gross b.h.p. of the 255 CID engines through the 150 gross b.h.p. of the Ford Turbo 360 to the 185 gross b.h.p. of the Cummins V8 at the upper end of the range.



# The Ford D Series



## THE RANGE THAT COMBINES —

- \* A FULL RANGE OF SPECIFICATIONS FROM 2 TO 28 TONS
- \* ULTRA SHORT CAB — LONGER LOAD SPACE
- \* EXTRA DURABILITY SAFEGUARDS
- \* FULL TILT CAB
- \* EASY ACCESS, DRIVER COMFORT AND SAFETY
- \* TOP PERFORMANCE AND BRAKING EFFICIENCY

With this unique combination of features the D Series range gives you, the customer, increased efficiency, economy, reliability, ease of maintenance, safety and, last but by no means least, driver comfort and conveni-

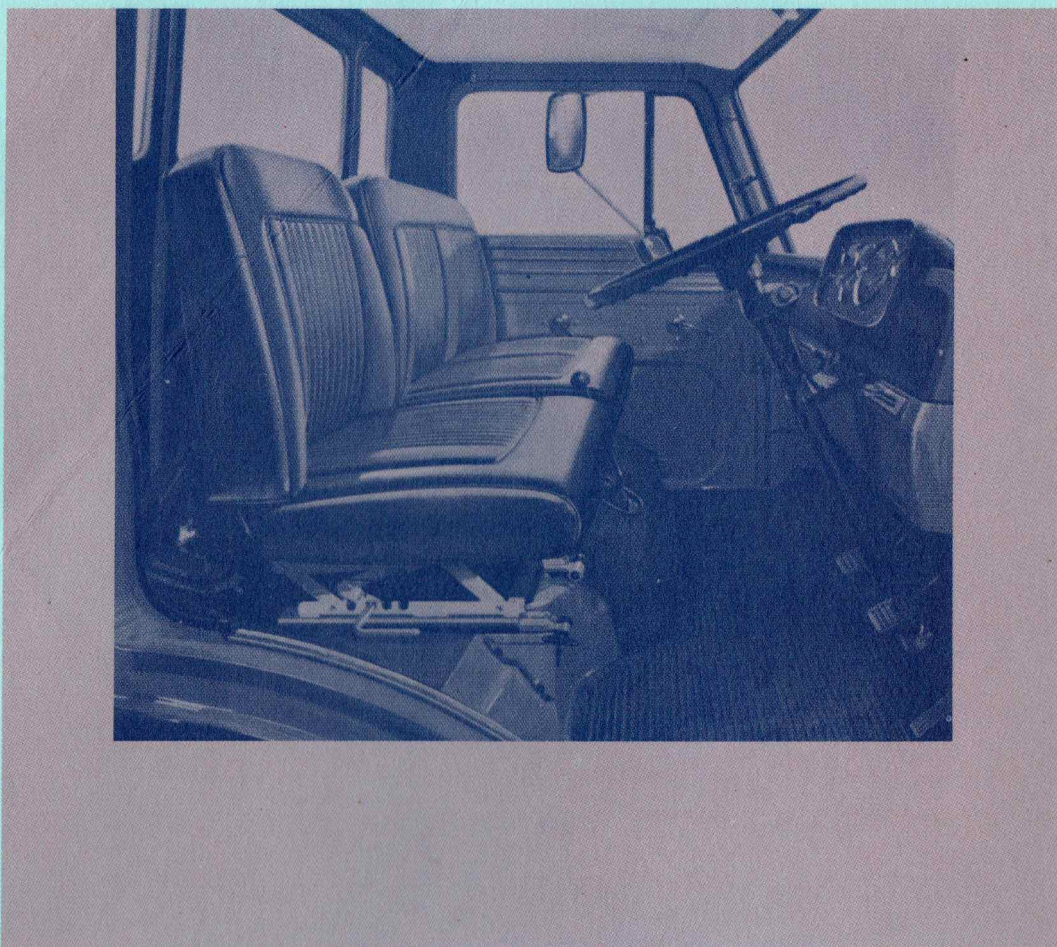
ence. The outstanding D Series has been evolved through an intricate sequence of events. The long and exhaustive study of operator's needs, the re-organization of the entire Ford truck manufacturing structure to meet those needs, and finally continuing development and testing — the D Series continues to come through all this with flying colours, and as a result is able to meet your requirements more precisely than ever before.

See for yourself how the D Series offers more value for money than any comparable range of trucks.

The D Series really scores in the tremendous number of alternative model specifications offered. This is achieved by maximum interchangeability of major components. For, with the wide range of engines, gear-boxes, rear axles, frames, brake equipment and suspensions component interchangeability has been a key note of success with the Ford D Series. Utmost reliability

has been the prime objective in designing all the components used in the D Series. With their vast experience in designing Diesel engines and the enviable reputation of producing the world's best sellers in this sphere, Ford are able to produce engines which are outstandingly tough and dependable, with commendably low fuel consumption. All components are engineered so that they interact efficiently and without stress on each other. And all parts are safeguarded by the famous Ford warranty scheme.

After studying the many excellent features of the D Series in the following pages, get in touch with your local Ford Dealer for details of the specific D Series truck most suitable to meet your requirements. Dedicated to the service of Ford truck operators these experts are fully trained to advise you on choosing the right vehicle for the job.

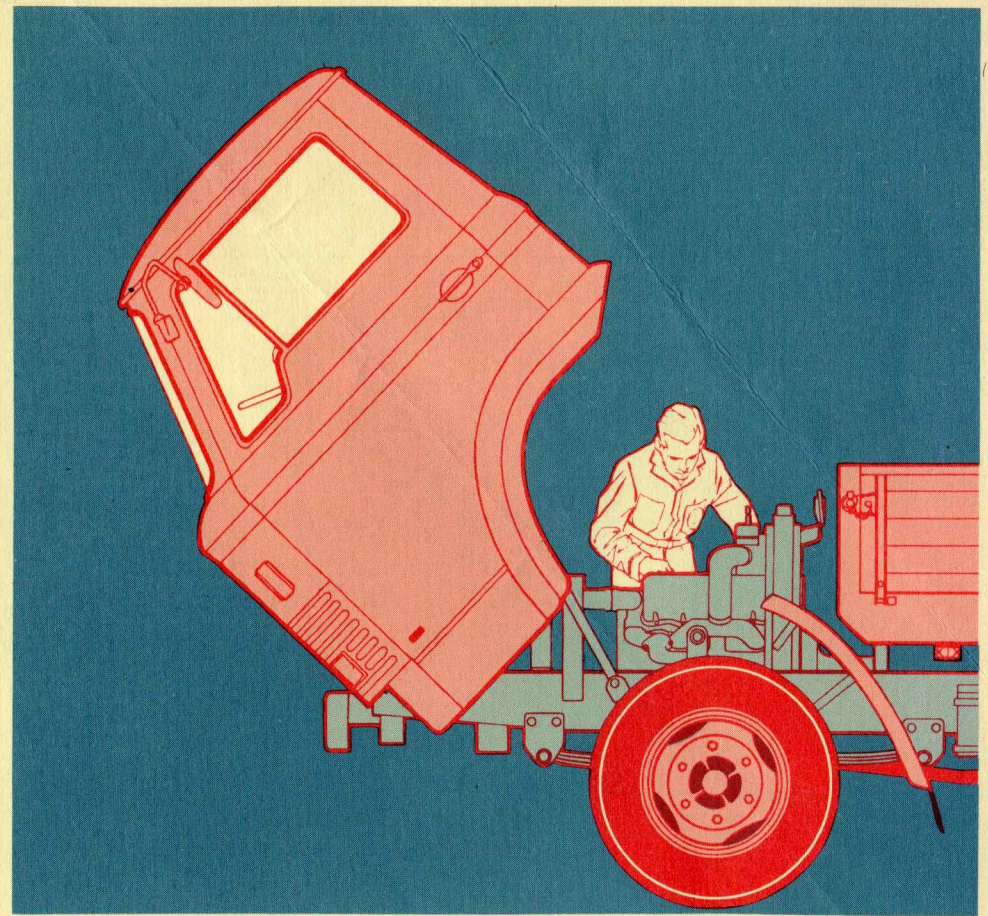
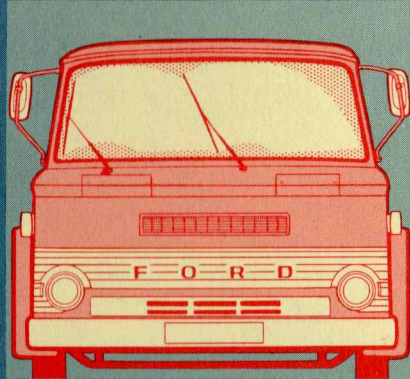
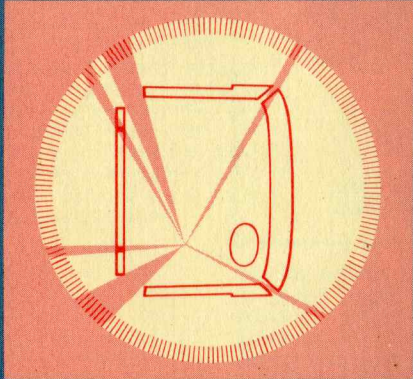
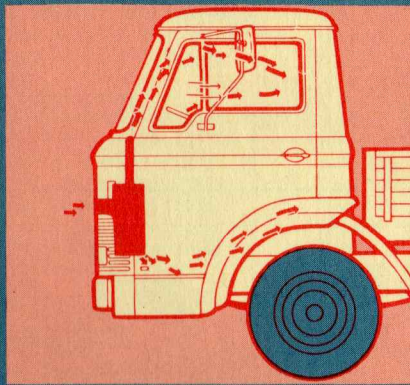
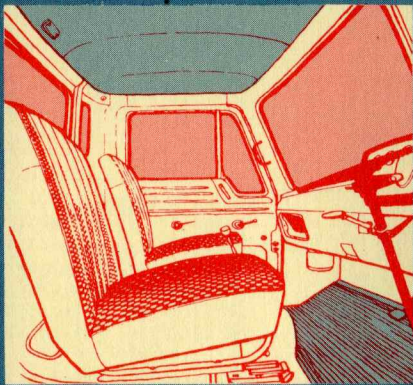


Cramped conditions, bad ventilation and excessive noise substantially contribute to driver fatigue and so constitute potential hazards. To obviate such undesirable features special care has gone into the design and construction of D Series cabs. Aspects immediately noticeable are the wide capacious interior easily accommodating three men in comfort, the highly effective insulation against noise and heat from the engine, and the excellent ventilation system. By paying meticulous attention to overall effects as well as to the smallest details Ford give the cab occupants more space, comfort and security.

Both the basic cab and the well-appointed Custom Cab are robustly constructed and finely finished. Both versions are supplied in a choice of high-gloss colours. A large air vent at the front of the cab, positioned for maximum efficiency, together with fully wind-down side windows and swivel quarter vents, provide excellent facilities for regulating ventilation to choice. Fresh-air heater fitted as standard equipment on the Custom Cab also assists ventilation.

The seating specification will be particularly welcome. Specially designed driver's seat plus dual passenger's seat provides exceptional com-

fort. Seat cushions of moulded polyether foam subdue road shocks to produce a comfortable yet firm ride. Seat covering is in attractive breathable PVC. The continental-type driver's seat on both standard and Custom Cabs is adjustable for height, fore-and-aft movement and for back rest rake. Other items standard for the Custom Cab include full width padded sun visors, foot-operated windshield washers, foam crash-pad fascia panel, lockable glove box, stowage compartment in driver's door, coat hooks, back panel trim and bright metal windshield surround. Also 'Custom Cab' script is featured on both door exteriors.



#### **Standard Cab**

Roomy, well-equipped standard cab with main controls readily to hand. The full width fitted rubber floor mat, PVC laminated for attractive finish and extra wear, is retained by aluminium scuff plates.

#### **Ventilation and heating**

Constant circulation of air in the cab is provided by a large fresh-air ventilator specially located to avoid traffic fumes, and by regulation of fully-retracting wind-down windows and swivel quarter vents. Heater/demister is standard equipment on the Custom Cab.

#### **Windshield wipers**

Powerful windshield wipers feature large wiper blades and an auxiliary arm on the driver's side to ensure maximum possible wiped area.

#### **Quick release Tilt Cab**

The problem of how to service individual parts of the power unit without difficulty and inconvenience is solved in a new way on the D Series. A tilt cab is offered which

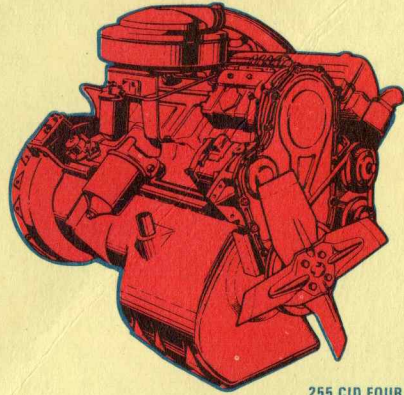
can be quickly and safely tilted forward at an angle of 45° allowing complete accessibility to the engine — work-bench accessibility in fact! This is in addition to the access panel inside the cab which permits daily oil and water checks.

Safety and ease of operation are in-built features 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 kerbside 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.

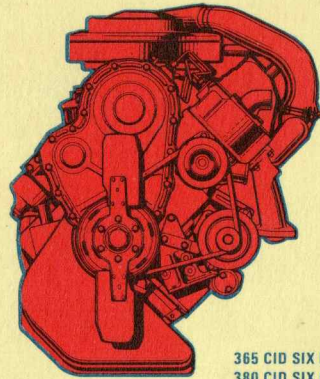
#### **Driver visibility**

Visibility is exceptionally good all-round due to the large glass area in the cab. Full width windshield, with a 'zone-toughened' area in front of the driver for added safety. Side windows and three windows in the back panel, all have safety glass. The large rigid exterior mirrors provide excellent rear view vision.

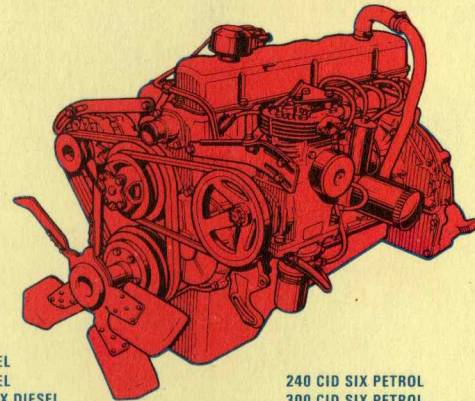
# Ford engines



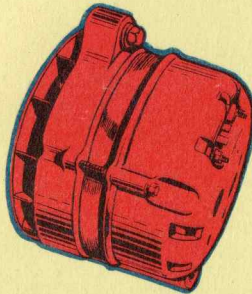
255 CID FOUR DIESEL



365 CID SIX DIESEL  
380 CID SIX DIESEL  
TURBO 360 CID SIX DIESEL



240 CID SIX PETROL  
300 CID SIX PETROL



ALTERNATOR

## 255 CID 4 CYLINDER DIESEL ENGINE

This very robust diesel engine is available as standard equipment on D300 trucks. With a capacity of just over 4 litres the engine develops 81 gross b.h.p. at 2800 r.p.m. and 193 lbs./ft. gross torque at 1600 r.p.m. Direct fuel injection by in-line mechanically governed fuel injection pump provides ample power for all conditions. Excellent economy and no danger of mis-use.

## 365 AND 380 CID 6 CYLINDER DIESEL ENGINE

Smooth running 365 CID 6 cylinder in-line diesel engine can

Six engines — four diesel and two petrol — have been adopted for the D Series range. The diesels are improved versions of existing well-tried and proven engines — engines which have already established a world-wide reputation for reliability and durability. Their efficiency has been further improved by detailed modifications specially undertaken for the D Series. They are extremely economical in operation and will pay for their cost many times over. As so many operators have already discovered, you cannot go wrong with a Ford diesel.

be selected for D500, D550, D600 and D750 ranges at just over 5½ litres in capacity it produces 115 gross b.h.p. at 2800 r.p.m. and the gross torque of 247.5 lbs./ft. at 1600 r.p.m. As with the 255 CID diesel, the mechanically governed in-line fuel injection pump protects the engine and contributes much to the unit's exceptional economy. The 380 CID 6 cylinder engine of over 6 litres capacity is optional in the D750 model and standard equipment for the D800. This engine develops 127 gross b.h.p. at 2800 r.p.m. and 288 lbs./ft. gross torque at 1600 r.p.m. Extremely rugged construction make these big diesels capable of standing up to the most commanding of conditions. The 365 and 380 CID engines also feature extra strength components developed for the turbo 360 engine.

## 240 AND 300 CID 6 CYLINDER PETROLS

Smooth and quiet in operation the two Ford U.S. 6-cylinder petrol engines are ideal for movements of loads quickly and competently. With displacements of 240 cu. in. and 300 cu. in. respectively, the smaller engine develops 129 b.h.p. at 3,800 r.p.m. while the larger produces 145 b.h.p. at 3,600 r.p.m. These sturdily constructed power units are very willing workers indeed!

## ALTERNATORS

An alternator is standard equipment on all models, providing a higher charge rate at low engine speeds. This equipment keeps the battery fully charged even under stop-start conditions and when the vehicle is in slow-moving traffic with all electrics in use.

# Turbo 360

The New Turbo 360 is a great step forward in truck engine concept. It has many advantages; these include high power with increased fuel economy; excellent durability; extreme cleanliness and quiet operation and a very favourable power-to-weight ratio. It is an outstanding performer of advanced design, ideal for short or long haul operations. Its low weight means increased payloads, and its low initial cost, together with its very low fuel consumption, make it an impressive profit-earner. All major components are heavy-duty; and Turbo 360 is engineered for long, trouble-free operation.

## Fordturbo Power

Ten per cent more horsepower than the average major competitive engines . . . 150 b.h.p. at 2400 r.p.m. and 349 lb-ft torque at 1800 r.p.m.! The new Ford Turbo 360 will give more efficiency in truck and tipper operations.

## Fordturbo Durability

The turbo-designed, turbo-charged 360 cubic-inch six-cylinder Ford diesel engine, is the outcome of eight years' experience in the design and building of turbo engines. It is thoroughly proved, thoroughly reliable and built to

last. Most major components have been designed uniquely to accommodate the increased power that turbo-charging gives. Ford engineering 'know-how' and product expertise have produced an engine with considerably more horsepower yet which is attained at a maximum of only 2400 r.p.m. This engine's durability has been proved in industrial application where the Ford turbo-charged engines have been in actual operation for over three years, completing an eight-year development programme. The Turbo 360 engine has already

won a good reputation with operators all over the world for toughness and dependability.

## Fordturbo Economy

Improved breathing, reduced r.p.m. and better scavenging gives far greater efficiency with savings in operating costs — due to the increase in brake horsepower and torque with increased fuel economy.

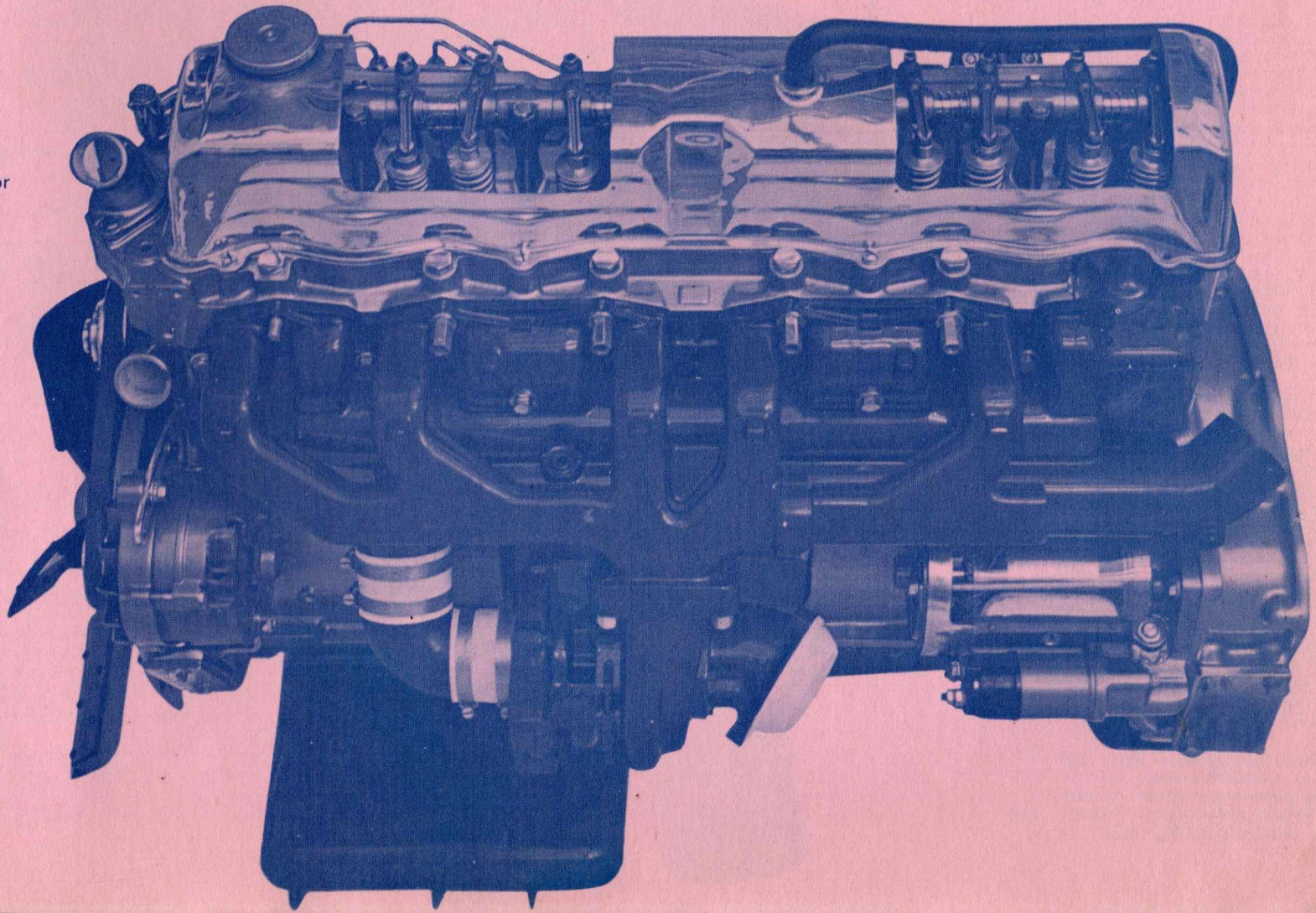
## Fordturbo Cleanliness

Normally aspirated engines have an air/fuel ratio of between 11 and 13 to 1. The Ford Turbo 360 increases this air/fuel ratio to between 23 and 26 to 1.

This provides more effective combustion, thereby making fuller use of the fuel. Elimination of unburnt fuel reduces smoke emission to a bare minimum. The Turbo 360 meets all known smoke emission legislative requirements.

## Fordturbo Quietness

Turbo-design, with its increased through-put of air and new exhaust design, has a considerable silencing effect. Here again, all known legal requirements are fully met. Drivers are more relaxed, more comfortable — and safer.



# Cummins V8

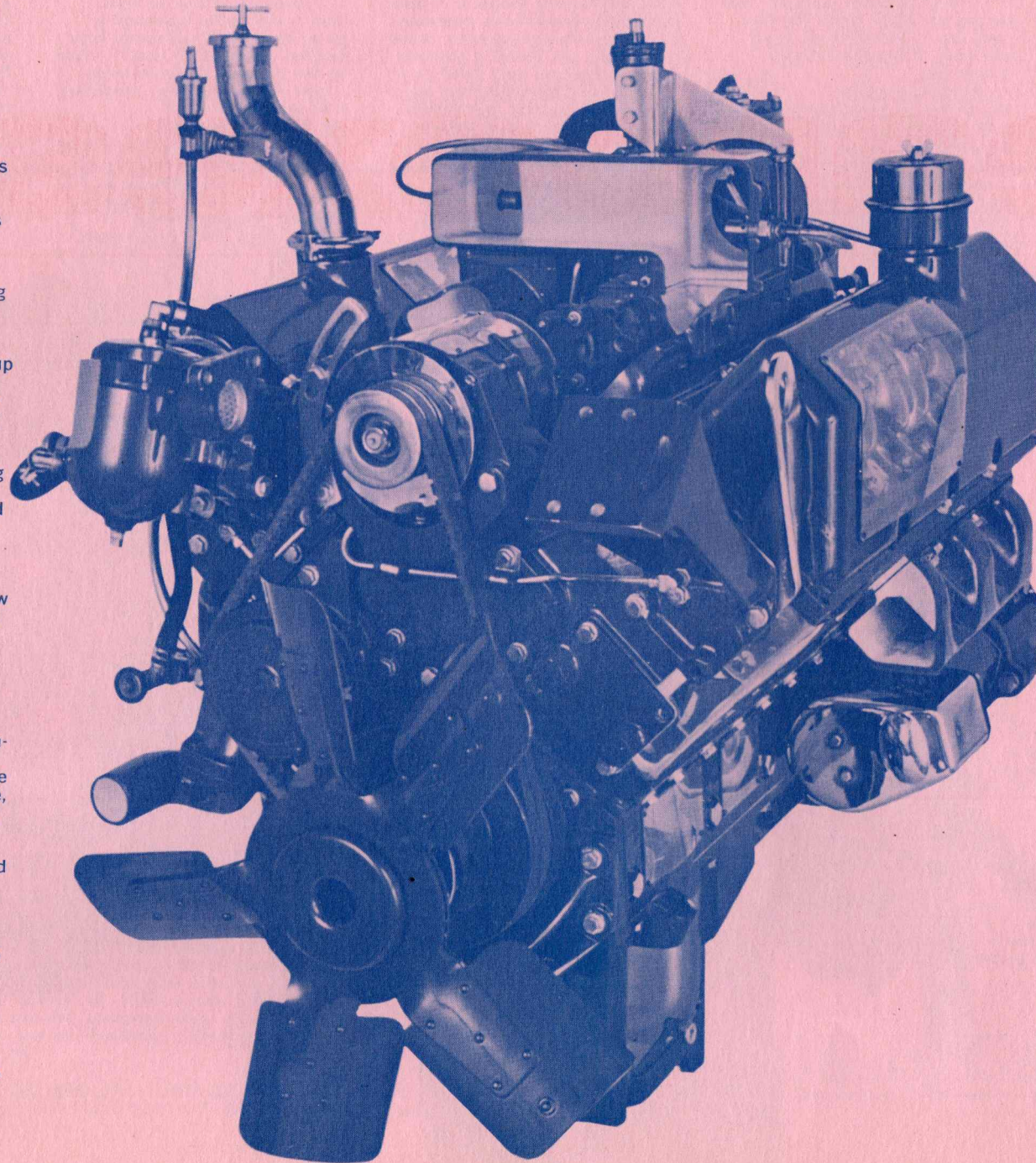
**The Mark V Cummins V8 Diesel** is packed with outstanding features carefully developed by Ford engineers.

Like the Ford V8, this engine is available in two versions, one developing 185 b.h.p. at 3300 r.p.m. and 328 lb-ft torque at 1900 r.p.m.; the other developing 170 b.h.p. at 3000 r.p.m. and 325 lb-ft torque at 1800 r.p.m. The 170 b.h.p. version provides excellent performance at G.T.Ws up to a full 24 tons, and the 185 b.h.p. is especially suited for the rigours of G.T.W. operations up to a maximum of 28 tons GCW.

The Cummins V8 is engineered for extreme heavy-duty and long life. It is capable of maintaining high average speeds for sustained periods with consequent productivity benefits. Power to weight ratio is exceptionally good. Although relatively high revving, its over-square design provides low piston speeds for long block and piston life.

**Simplified Maintenance.** A single camshaft, running in the base of the 'V' above the crankshaft, operates both banks of valve rockers and injectors with friction-free roller-type cam followers. Valve guides are replaceable. The wet cylinder liners, also replaceable, are fully interchangeable, thanks to the fine tolerances to which this British-built engine is made. Note also the fully counterbalanced high-tensile steel forged crankshaft with induction hardened journals, alloy/cast iron cylinder block, alloy/steel 'L' section connecting rods, and pistons with two compression and one oil control ring for reduced friction.

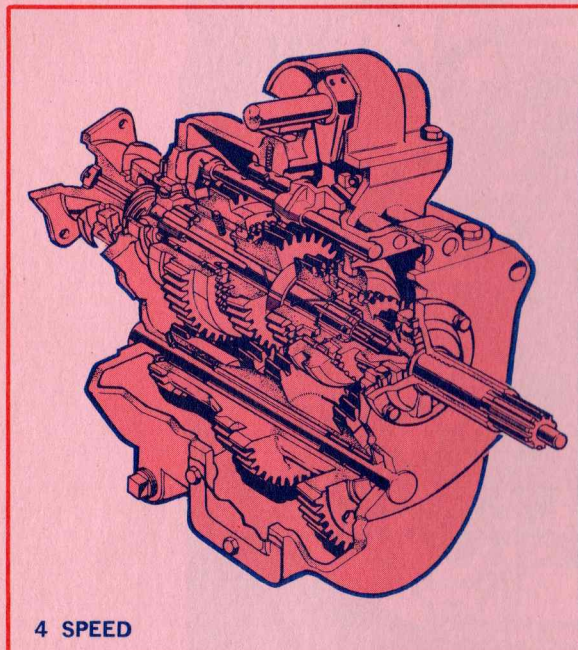
**4 Valves per Cylinder.** The large diameter pistons make a four-valves-per-cylinder layout possible. The 4-valve system lightens the valve gear to give high-speed



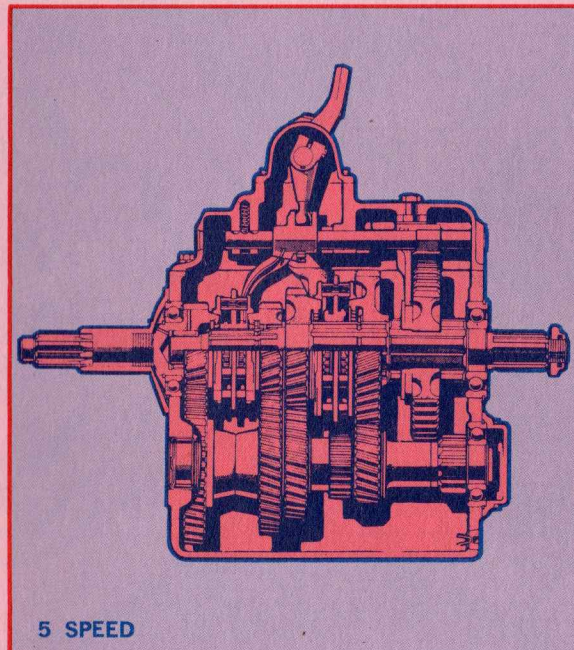
reliability and provides the unrestricted flow of gasses necessary for efficient combustion in a high-speed engine. Adequate supplies of air can reach the open-type combustion chambers at all engine speeds, ensuring full burning of the fuel for maximum power with economy and also smoke-free exhaust.

**Unique Fuel Injection System.** The heart of the Cummins diesel and one of the main reasons for its excellent reliability record is the unique Pressure Time fuel system. The fuel is drawn from the tank through a fine filter and into the pump. This unit, which is gear-driven off the engine, consists of a gear pump, fly-ball governor, throttle and electric solenoid cut-off. The fuel pump pressurises the integral fuel passages so that all eight injectors receive identical quantities of fuel. The cam-operated injectors then individually meter out precisely the correct amount of fuel and inject it into the combustion chamber at a predetermined piston position. Excess fuel from the injectors continues round the system and is returned warm to the tank where it greatly assists cold-weather running. The particular benefits of this system are the simplicity of the pump and its operation, the self-priming and governing that regulates the fuel the highly efficient tamper-proof self-timing of the injectors, and pressure at idling speed, prevents over-revving, and is self-compensating for pump wear and variations in fuel viscosity. The high-speed power that results is ultimately translated into exceptional acceleration by careful matching with the rear axle. All of which adds up to a brilliantly conceived and exceptionally well-engineered and carefully matched power unit that thrives on sheer hard work.

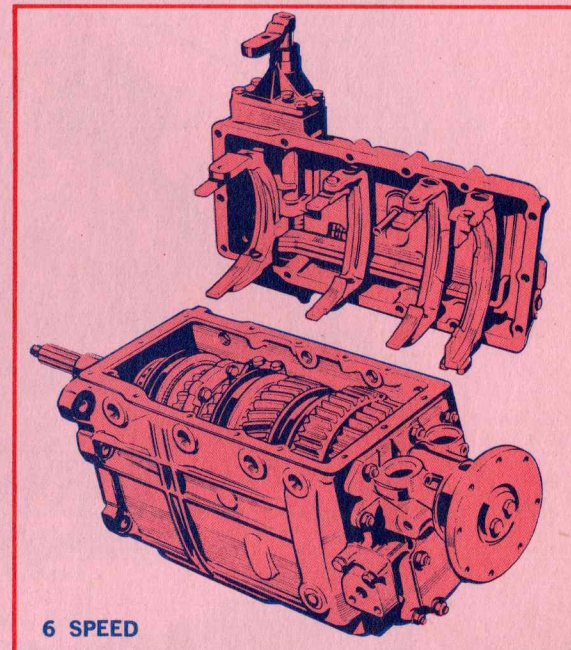
# gearboxes



4 SPEED



5 SPEED



6 SPEED

As with other components, reliability and durability are inherent features of the gearboxes available for the D Series. A four, five and six speed box are available for the various models offered. The four speed is available on models using the 255 and 365 C.I.D. diesels and 240 C.I.D. petrol engine. Five speed boxes are available on certain model trucks using the 365 C.I.D. diesel engine but standard on all models specified with the 380, 360 Turbo and 470 V8 diesel engines. On the 28 ton D1000 a six speed box is minimum equipment.

Positive gear changing is effected with the short lever positioned alongside the driver's seat with a direct linkage to gearbox.

The gearchange lever is mounted on its own cross-

member and remains in position when the cab is tilted.

The **Four-speed gearbox** gives excellent flexibility over a wide range of operation. Top three gears are helically-cut and incorporate synchronizers. First and reverse gears are spur type. Ball and needle bearings used on forward gears and shafts minimize friction and give longer wearing life. There is provision for power take-off on the right-hand side of the gearbox.

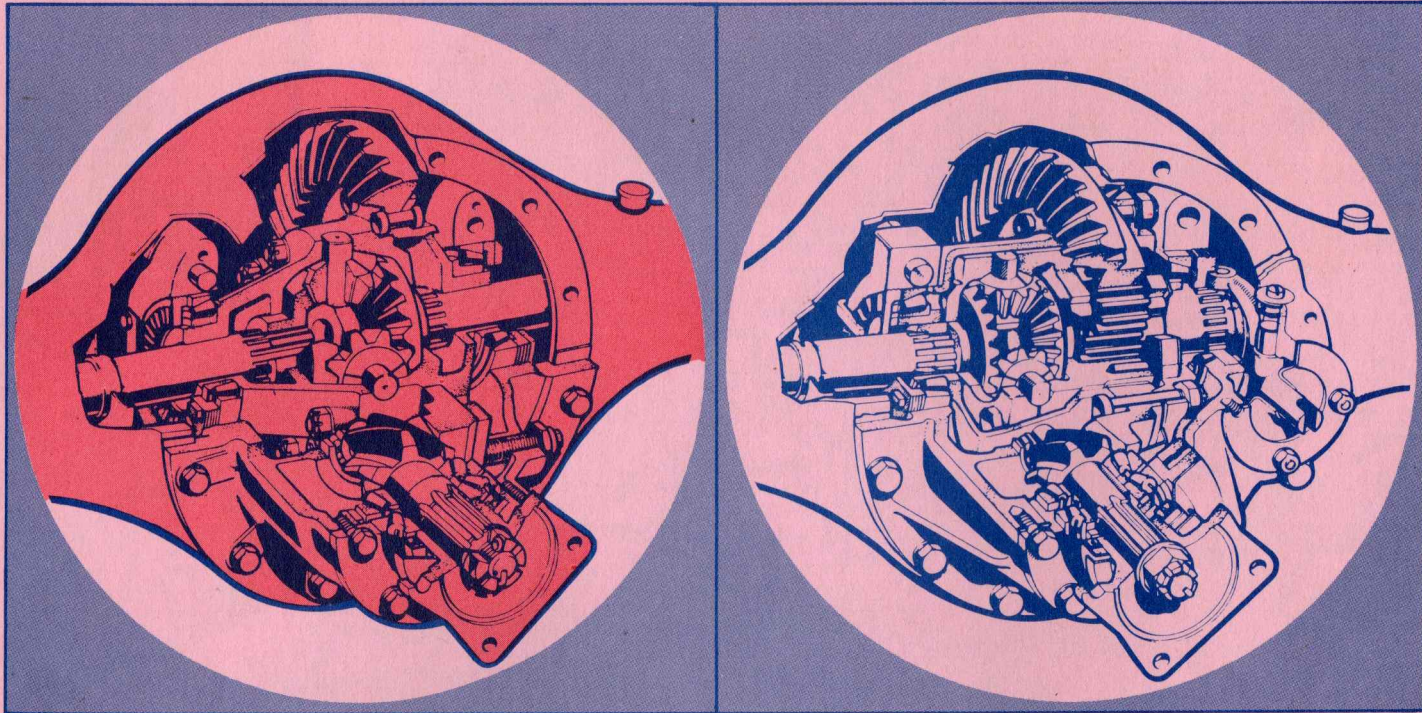
**Five-speed gearboxes** are recommended for heavy-duty operation at all times. They are robustly constructed with cast-iron housing. Constant mesh helical gears on top four speeds are synchronized. Carburized gears, synchronizers and shafts are mounted on anti-friction ball and needle bearings or fluted bushes.

Power take-off openings are provided on both sides of the gearbox.

## Six Speed Gearbox

For operation at 28 tons gross train weight a ZF six-speed gearbox is mandatory and is only used in conjunction with the Eaton 19800 two speed axle. This gearbox with a 9.59 low gear, constant mesh in both 1st and 2nd gears and synchromesh in 3rd through 6th is built for extra performance giving power train gearing and flexibility to cope with high payload under all road conditions.

The ZF 6-speed synchromesh gearbox has swinging link selectors with a turning shaft across the top of the box. These reduce friction when shifting.



### **single speed rear axles**

Exceptionally robust single-speed rear axles provide a range of ratios and capacity ratings. They are fully floating with each wheel being carried on two sets of tapered roller bearings. All gears are heat treated and carburized for strength and wear resistance. Pinions are straddle mounted to ensure minimum deflection. Sturdy axle housings are pressed steel banjo type, and specially induction-hardened axle shafts are used. Eaton 13802, 16802, 17200, 17220, 18220 and 19800, two-speed rear axles employ a planetary

### **two speed rear axles**

reduction gear train between the ring gear and the differential, providing two selective ratios. The change mechanism is electrically controlled up to D850 and air on D1000 and DT1400 from a button mounted on the gearshift lever. The driver is thus able to select the correct gear ratio for all road and load conditions. Two-speed axles are fully floating with tapered roller wheel bearings. Pinions are straddle mounted to ensure minimum deflection. Axle shafts are heat treated chrome-moly steel forgings.

## OUTSTANDING SUSPENSION FEATURES

Exceptional stability with a smooth ride is effectively provided by the D Series suspension system.

Long Front leaf springs of semi-elliptic design readily allow low frame heights to be maintained.

## NEW VARIABLE-RATE SUSPENSION

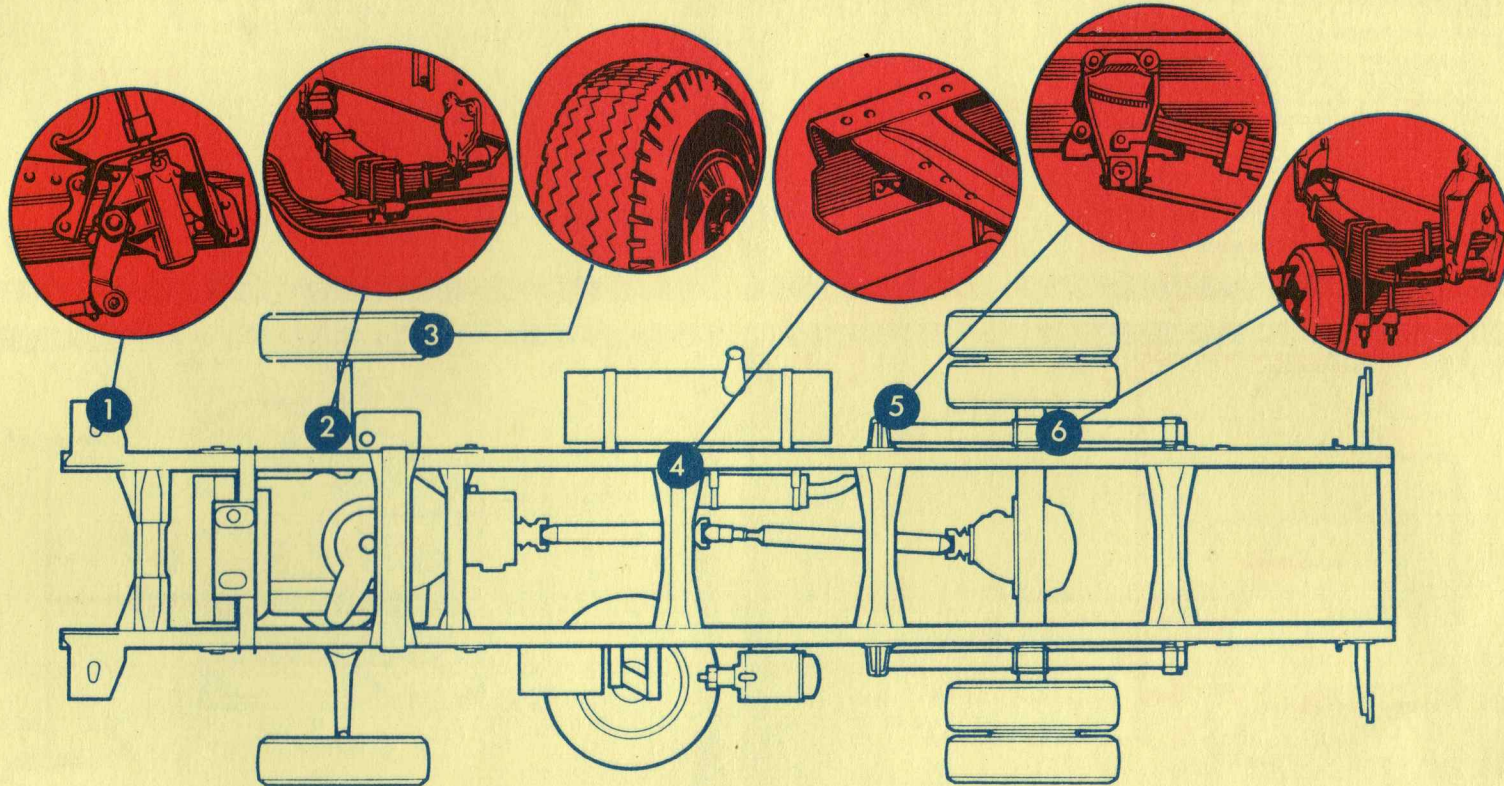
For models from D500 upwards a new rear suspension has been introduced — variable rate

radius leaf springs which allow the rate to vary, according to the weight carried, by a unique cam action in the spring brackets. This decreases the effective spring length as load is applied. A two-stage effect is obtained by the short, flatter leaves beneath the main leaves. These become effective as the full laden condition is approached. Telescopic shock absorbers mounted in rubber bushes are standard on the front axle. This system is featured on the Highway/Cross

Country DT1400 model and is a relatively simple layout offering a high degree of inter-axle movement.

Axle articulation is of a very high degree allowing wheels to articulate up and down and thus remain in contact with the ground at all times as opposed to 4 spring rear suspension systems.

(refer \* illustration at bottom of page)



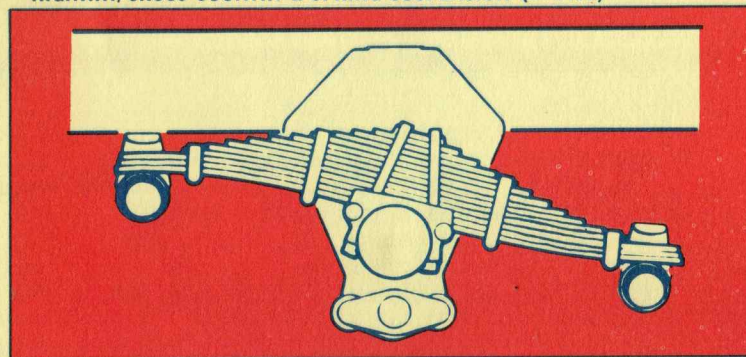
\* HIGHWAY/CROSS COUNTRY 2 SPRING SUSPENSION (DT1400)

1. Positive steering is guaranteed with the worm and peg steering gear controlled by large 20-in. 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.

2. Front suspension is designed for durability and smoothness of operation. Semi-elliptic leaf spring, anchored at the front and shackled at the rear, are long and flat permitting low frame heights.

3. A limited selection of wheels and tyres are available on some models — the model specification sheets at the end of this catalogue give details of tyres offered with 16-in. or 20-in. pressed disc wheels.

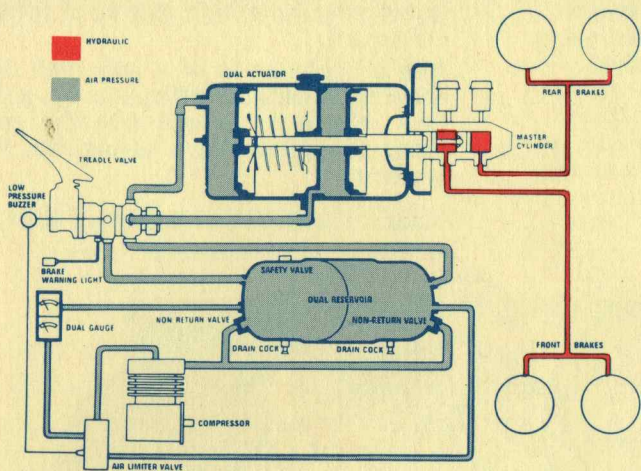


Spare wheel, frame-mounted at the side, or the rear, is readily accessible and can be quickly lowered.

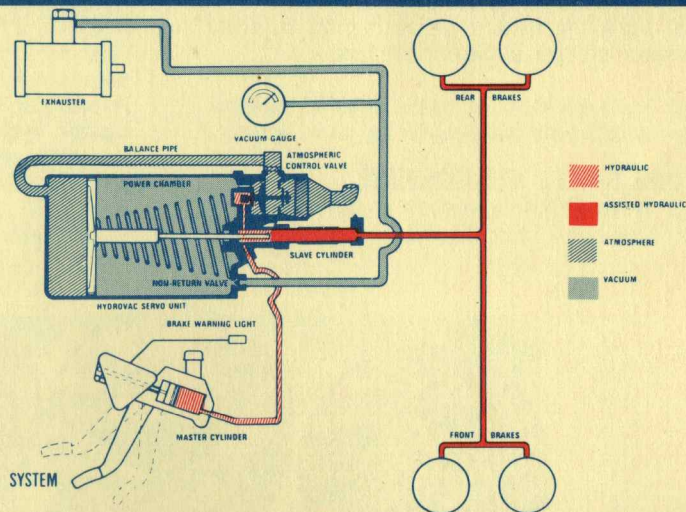
4. Rugged ladder-type frames, tapered front and rear, have an exceptionally high yield strength. Cross-members are cold riveted to frame for strength and flexibility, allowing a wide range of special bodies to be mounted.

5. By making the rear spring leaves a sliding fit in the spring brackets, braking and driving forces are effectively absorbed.

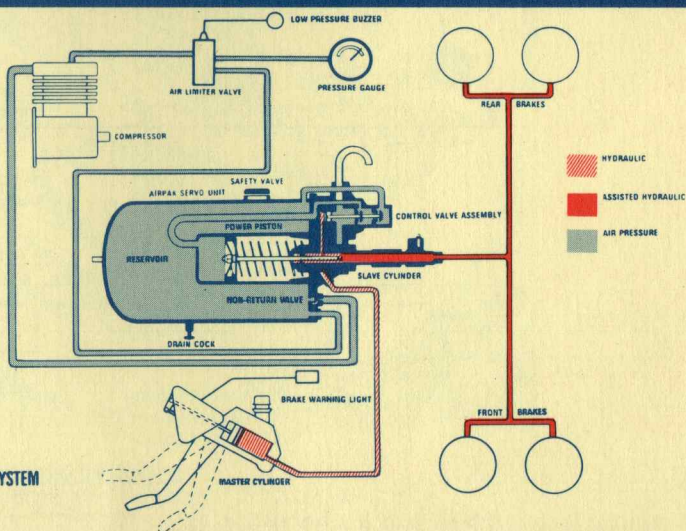
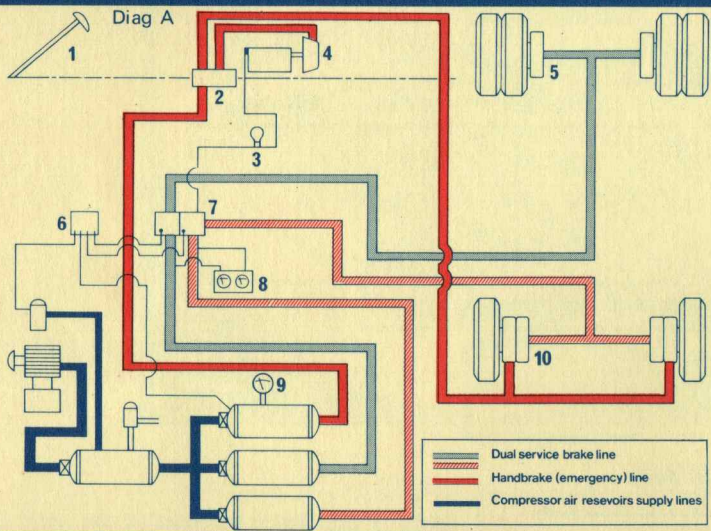
6. Auxilliary springs are standard equipment on the higher payload models and radius leaf springs provide a variable rate and length according to load applied.



AIR/HYDRAULIC DUAL LINE SYSTEM (Partially applied)



HYDROVAC SERVO SYSTEM (Partially applied)



AIRPAK SERVO SYSTEM (Partially applied)

All D Series models are produced with either vacuum or air-assisted braking systems.

1. The Hydrovac system incorporates an efficient and compact vacuum booster unit, and considerably aids the driver by adding to the pressure applied to the brake pedal.

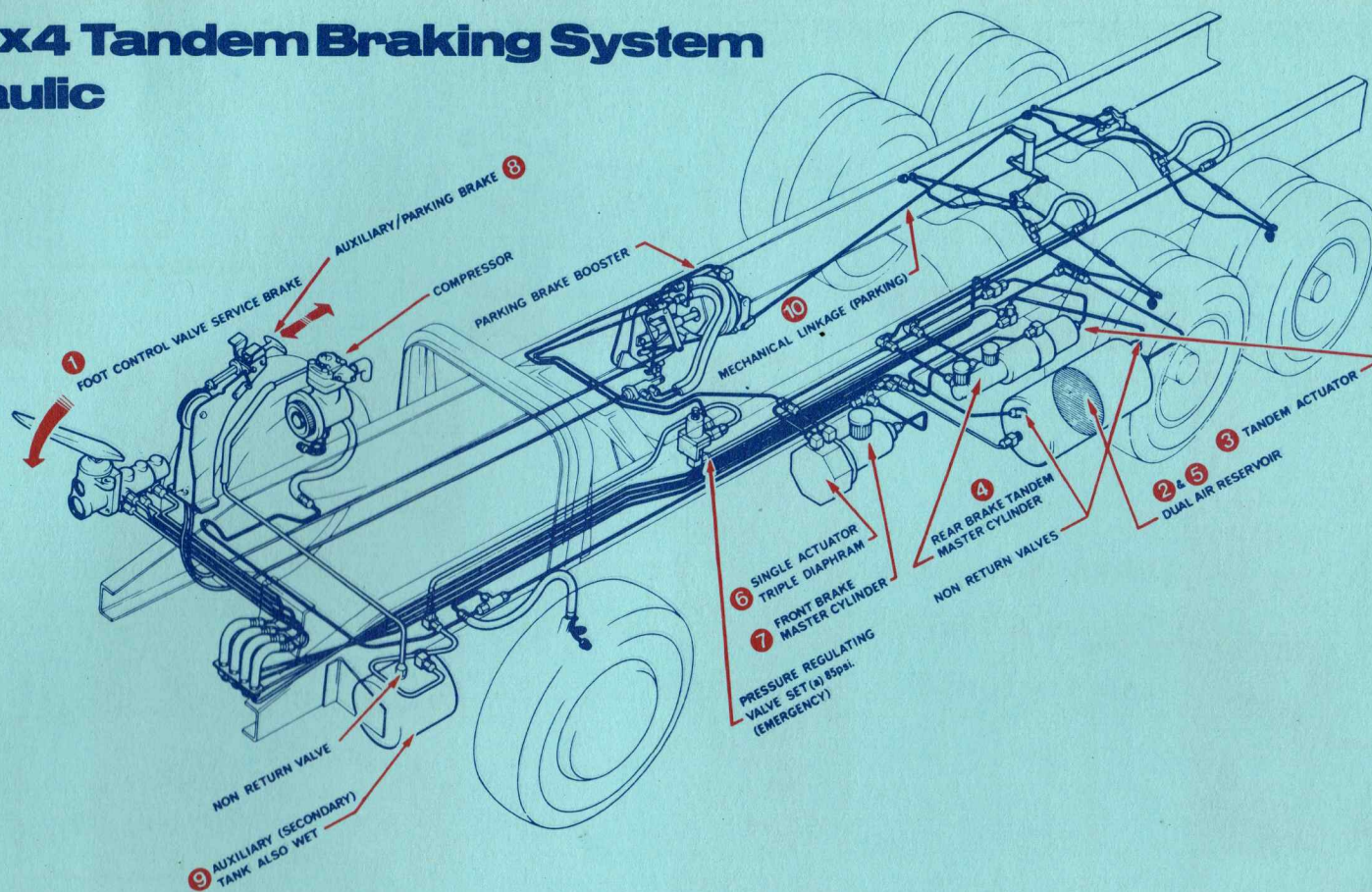
2. The Airpak — a combined air pressure and hydraulic unit — gives powerful braking with minimum effort.

3. Dual Line/Hydraulic — there are two air systems and a tandem hydraulic system, one feeding the front axle and the other the rear. Should either of the air systems fail, then half braking power is still available, and should the hydraulic circuit break then full braking force will still be obtainable on one axle.

4. Dual Line Full Air — this system consists

of two fully independent air circuits. One operates diaphragm/pistons on the front axle, the other single diaphragms on the rear axle. Large drums with wedge-operated two leading shoes give smooth, powerful braking every time without fade, and the rear wheel brakes are equally effective against both forward and backward movement.

# DT1400-6x4 Tandem Braking System Air/Hydraulic



## The Turbo Tandem incorporates an entirely new braking system.

The system consists of a dual air over hydraulic service brake and a separate emergency brake acting on all three axles.

This diagram, at first sight complicated, is really not too difficult to understand; so let us go through the braking process stage by stage taking the service brakes first.

1. The service brakes are controlled by a dual foot valve (1).
2. The first half of this valve is fed by one chamber of the dual air reservoir (2) and controls the front section of the rear brake tandem actuator (3).
3. This actuator works the tandem hydraulic master cylinder (4) which applies all four rear axle brakes. This then is the **first line** of the dual air system.
4. Going back to the dual foot valve, (1) the

second half of this valve is supplied by the other chamber of the dual air reservoir (5) and controls the rear section of the rear brake tandem actuator (3) which again works the tandem hydraulic master cylinder and applies all four rear axle brakes. In addition, this **second line** of the dual air system controls the front section of the triple-diaphragm front brake actuator (6) which applies the front brakes through a single master cylinder (7).

To understand the service brake system it is important to grasp two things. Firstly, the term 'dual line', does not mean there are two hydraulic pipes to each brake, but simply that there are **two entirely independent** air systems working on the same hydraulic master cylinders. Secondly, the two lines of the dual service brake work simultaneously. What this all boils down to is this: if the first line of the system fails, the second line will still actuate the front and rear brake master

cylinders and thus apply all six brakes. If the second line fails the first line will still actuate the rear brake master cylinder and give full braking on the four rear wheels.

Similarly, if the hydraulic line to one of the axles fails, the remaining lines to the other axles will still be effective.

Now let us look at the emergency brake.

1. The emergency braking system is controlled by the single pull handbrake (8).
2. The handbrake is supplied with air from an entirely independent reservoir (9), and acts in two ways.
3. Firstly, it gives air assistance to a mechanical brake linkage (10) on the rear axle thus applying the rear brakes.
4. Secondly, it controls the rear section of the front brake triple diaphragm actuator (6) again acting on the single master cylinder, thus applying the front brakes.

Transmissions have been selected to provide the 'D' Series driver with an appropriate set of ratios for all operations. The 'D' Series drive trains feature proven Ford manufactured components and the best of bought in gearboxes and axles. The following chart shows these power matched combinations.

MODEL	ENGINE			GEARBOX	STANDARD REAR AXLE	(OPTIONAL REAR AXLE)	CAPACITY		RATIOS
D200	Ford	Pet.	129BHP	Ford T98A 4 speed	Ford 13A	—	13000lb		5.29:1
D300	"	"	" "	" " " "	" "	—	"		5.29:1
D300	"	Die.	81BHP	" " " "	" "	—	"		5.29:1
D500	"	Pet.	129BHP	" " " "	" 14B	—	15000lb		6.17:1
D500	"	Die.	115BHP	" " " "	" 14B	—	"		5.29:1
D550	"	Pet.	129BHP	" " " "	" 14B	(Eaton 13802)	" (15000lb)		6.8:1 (6.33/8.81:1)
*D600	"	Pet.	165BHP	Turner T5C 3017 5 sp.	" 15C	—	19500lb		6.14:1
D600	"	Pet.	145BHP	" " " " "	" 14B	—	16500lb		5.29:1
D600	"	Die.	115BHP	Ford T98A 4 speed	" 14B	(Eaton 16802)	16200lb (19500lb) 4 sp.		6.8:1 (6.14/8.54)
							** 5 sp.		6.17:1
D750	"	Pet.	145BHP	Turner T5A 3017 5 sp.	" 15C	(Eaton 16802)	19500lb (19500lb)		6.5:1 (6.14/8.54:1)
D750	"	Die.	115BHP	" " " " "	" "	" "	" "		" " "
D750	"	Die.	127BHP	" " " " "	" "	" "	" "		" " "
D800	"	Die.	127BHP	" " " " "	Eaton 17220	" "	" "		6.5/8.87:1
D850	Turbo Ford	Die.	150BHP	" T5C 4007 5 sp.	" 17200		" "		5.57/7.60
D1000	Cummins V8	Die.	170BHP	" T5C 4008 5 sp.	" 18220		22500lb		6.5/8.87
D1000		Die.	185BHP	ZF ZF56-70-3 6 sp.	" 19800		"		6.67/9.08
DT1400	Turbo Ford	Die.	150BHP	Turner T5C 4007 5 sp.	" 30 DT		35840lb		6.5/9.04

Notes:

Gearbox Ratios —

	T98A	6.325, 3.092, 1.686, 1.00 : 1, Rev.7.903 : 1
Wide Ratio	T5A 3017	7.440, 4.38, 2.40, 1.48, 1.00 : 1, Rev.7.20 : 1
Close "	T5C 4007	6.75, 3.24, 1.81, 1.182, 1.00 : 1, Rev.6.63 : 1
Wide "	T5C 4008	7.10, 3.88, 2.25, 1.48, 1.00 : 1, Rev.7.07 : 1
	ZF 56-70-3	9.59, 5.47, 3.13, 1.895, 1.21, 1.00 : 1, Rev.8.88 : 1

\* Fire Appliance chassis

\*\* Turner T5C-3017, 5 speed optional



The specifications referred to herein were in effect at the time this publication was approved for printing: however, Ford Motor Company of New Zealand Limited reserve the right without notice to change specifications and prices of the product referred to herein at any time and without incurring any liability whatsoever to any purchaser thereof

Ford Motor Company of New Zealand Limited  
L.M.V.D.; Lower Hutt.