

Ford Transit Range



Trucks



The even-more-versatile van

We believe the customer is always right.

So, what he wants, we make. What he wants improved, we improve.

When we saw, back in the early sixties that he wanted a highly versatile, medium van we made him one. It emerged in 1965. Its name was Ford Transit.

When last year we saw our chance to make Transit even more comfortable, even more efficient, we took it.

The result is that Transit is, unbelievably, even better. Better looking, more comfortable, better on the road. With a host of new features, inside and out.

Big, fast and beautifully designed. Transit was, and is, the most versatile van around. Its design gives operators definite advantages. Quick loading and transport. Quick unloading and turn-round. Quick profits.

Small wonder Transit has been first in sales for four years running. Small wonder the Transit range now accounts for almost 2 out of every 5 medium vans sold in Britain.

If this shows anything, it shows that buyers know a good thing when they see one. It shows they appreciate good things like solid

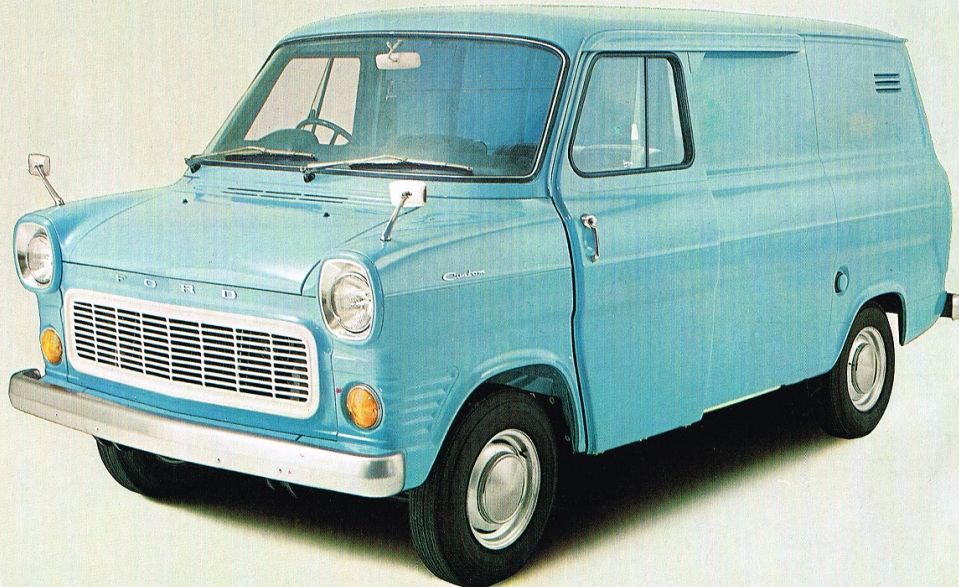
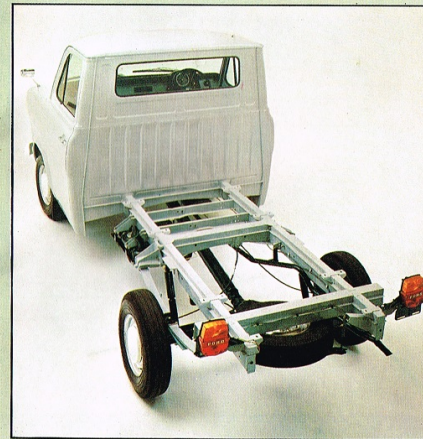
unit construction to reduce kerb weight, to increase body and payload allowances. Like a cab that's easy to get into, and an engine that's easy to get at. And like loadspace that's easy to use to the full. It shows they like 4 powerful petrol engines and now there is the new Ford 2.4 litre diesel engine. Maximum payload capacity designed into a short length to give greater manoeuvrability and easier parking. And it shows they appreciate a choice of 18 door combinations—so you can tailor-make Transit for smoother, swifter, safer loading and unloading.

Now, as we said, there's a new, more luxurious, even more versatile Transit. A Transit with a finer specification than even we built into a van till now.

A van that's as comfortable as a car. That looks, feels and drives like a car.

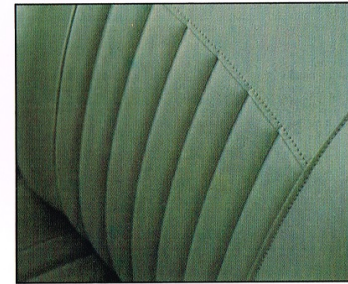
With millions of Transit miles behind it, it's better than ever. A solid investment. A versatile van. Often imitated but never duplicated.

Ford Transit. Still another way Ford leads the way.



The Transit cab

Just as easy to get into. A whole lot easier on you. The Transit cab is so comfortable it's downright luxurious. More like a car than a van. And that's just the standard Transit. Custom variants are way up in the limousine class. It's easily entered. Easy to move around in. Quiet. Extra comfortable. Designed with convenience, productivity and safety in mind. And to meet every known legal requirement. Check the facts. See for yourself.



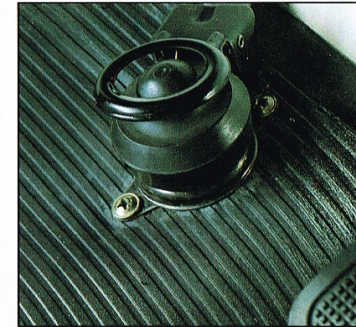
Improved car-type seats. Transit's standard seats are better than many cars can offer. Grey knit weave with a bonded centre section. Body-contoured. Give firm, comfortable support in an ideal driving position.



Adjustable for rake as well as reach. Transit driver seats are fully adjustable for rake as well as reach. So drivers always drive in the position that's best for them with less fatigue.



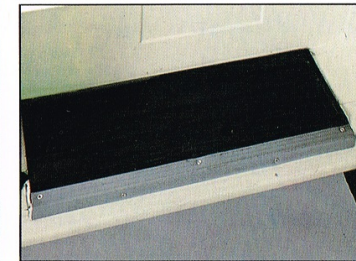
Dual seat optional. A dual-passenger seat—for a 3 man cab—is optional on all Transit vans and standard chassis models. It is minimum equipment on the bus models and Custom chassis models. A single front passenger seat is available as optional equipment if required.



Floor-mounted wiper/washer control. A two-pressure foot-operated wiper/washer. Press lightly and the wipers wipe the screen. Press harder and the windscreen washer sprays it clean. All done with one foot. Hands on the wheel. Safely.

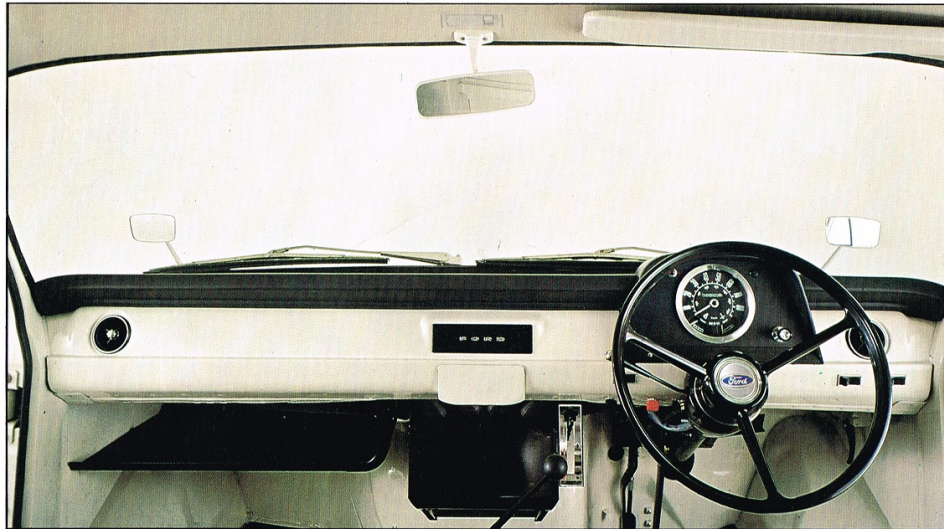
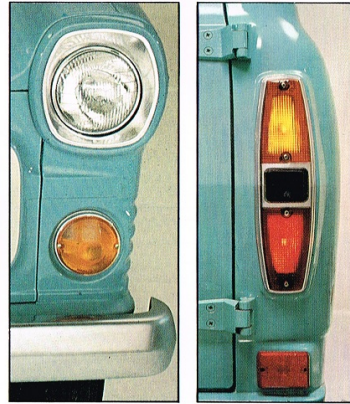
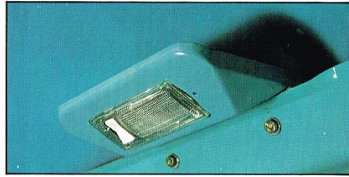


Front-mounted engine. When you're inside Transit the first thing you notice is that the engine isn't there with you. It's up front where it should be—with these benefits: extra protection in the event of an accident. A quiet interior. Plenty of leg-room. Plus a flat floor and clear walk-through space from side to side (which encourages safer entry of the cab from the kerb rather than the road side).



Even easier entry. No need to vault or climb into this cab—there's low suspension and a step just above ground on each side of the cab. Doors open wide and you can enter the cab from the loadspace. Just walk right through.

Light—when and where you need it. Hooded headlamps now incorporate side lights. Headlamp dipper and flasher controls are integrated with the combined direction indicator (and horn button) on a stalk just beneath the steering. There is an overhead interior light and large combined rear, stop and flashing lamp units.



Fresh air ventilation. Transit has the ventilation system pioneered by Ford and proved in Ford cars all over the world. Fresh air enters through swivelling car-type face-level vents: a louvre in the rear (vans only) exhausts it. The constant change of air refreshes driver, helps keep him alert. The heater has a powerful blower for quick cab warm-up in winter plus a demister that even works on the side windows through the face level vents. Wind-down side windows are standard, and there's provision for building in a radio, which is available as optional equipment at extra cost.

Crash padding—even more safety. To Transit's solid (all steel) unitary body construction, sure braking and good roadholding, add full facia crash padding as standard on all models. Deep, really safe padding. Add a deep-dished steering wheel,

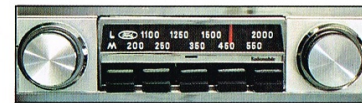
safety glass all round. One or more seat belts fitted on all full cab models (at extra cost) according to specification. Recessed piano key switches. Safety designed door handles and window winders.

Instrument layout. Transit has 'eyes front' instrument panel. Controls come quick to hand—auto models now have an illuminated auto gear selector. Gauges and indicators—all in one compact binnacle—can be read at the drop of an eyelash. Even the ashtray has been put in a safer place. And there are pendant pedals for even easier control.

Panoramic visibility. Thanks to the large curved windscreen. Small luxuries like a 2-speed wiper (except Parcel Van) and a screen washer operated by a single wiper/washer control are standard on all Transits.



Luxurious optional Custom Cab: Vastly improved comfort and surroundings for the lucky driver in a custom cab—more like a luxury limousine than a van. Deep superbly comfortable seats in black, blue or tan Cirrus 200, adjustable for height as well as rake and reach. Roll-over seat backs, with valances to cover the seat frame legs. Wood-grained facia and instrument panel. Full width rubber mat. Recessed switches. Facia grab handle. Gaitered handbrake. Pendant pedals. Everything you'd expect in a superb car. But in a van!! Quite a van, this Custom.



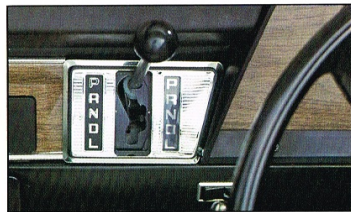
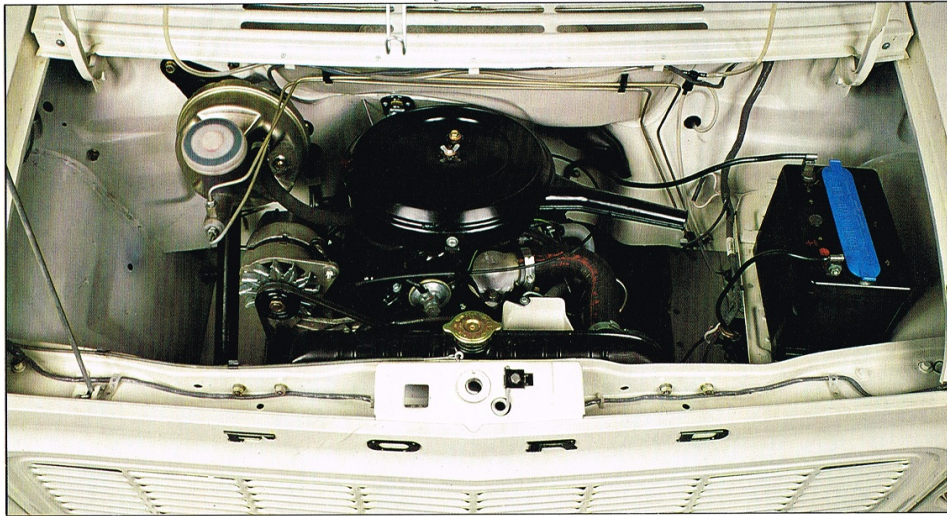
Ford Radiomobile—Push-button Radio is available as optional equipment (at extra cost) on all models. This high quality radio features push button tuning on Medium and Long waves.

The Transit power train story

As in previous years, Transit offers more engines with more power. You can specify the right engine for your job.

Choice of five engines. 4 low-weight, high-performance petrol engines to choose from—gross BHP range: 73 to 93. No other van matches Transit's choice, power, lively acceleration or high operating speeds, plus a new Ford 2.4 litre diesel engine. And the

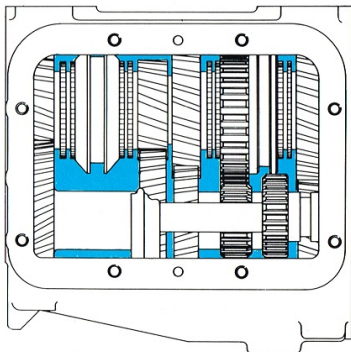
sturdiness is on a par with the performance. 6,000-mile service intervals means more time on the road, less time in the shop. Servicing is simplified and time-saving with Transit's front-mounted, easily accessible engines. Cross-flow cylinder head and bowl-in-piston design on petrol engines means more efficient fuel combustion.



Optional auto transmission. Fully automatic transmission—the ultimate in driving ease. A Transit with a Borg Warner Type 35 doing all your shifting for you is a dream to drive. Makes multi-stop driving even easier. Also lengthens a van's life—because the engine isn't being slogged a lot, nor over-revved. And the illuminated auto-selector again cuts down wear on the driver. Like we say, our automatic is easy on the van, easy on the man.

Four speed synchromesh gearbox.

Only Transit offers a 4-speed fully synchromesh transmission with all models—and it's standard equipment. With Transit, you needn't come to a stop—or double de-clutch—in order to shift down into first gear. The lever is floor mounted. Gear-changing is fast and positive.



Choice of axle ratios. Wide choice of axle ratios to fit your loads and your roads. Up to 4 ratios for the $\frac{3}{4}$ floating axles of short wheelbase Transits, up to 4 more for the fully floating axles of long wheelbase Transits. From 4-11:1 for low-weight, high speed operations all the way down to 6-167:1 for heavier hillier conditions (according to model).

Diaphragm clutch with pendant pedal. Modern clutch design. Transit's modern diaphragm clutch is lighter and smoother in operation—therefore less tiring for the driver—than conventional coil-spring clutches. And the pendant pedals make life easier too. Modern clutch, modern pedals—more like a car than a van.

New Ford 2.4 Litre Diesel Engine

The introduction of the new 2.4 litre Ford Diesel Engine, adds another important dimension to the Transit range. Now there's power enough to spare for even the heaviest of the Transits—ruggedness to withstand even more punishing tasks and economy to satisfy the most cost-conscious operator. Long wheelbase Transits especially, can now be considered for a whole new range of heavy duty applications.

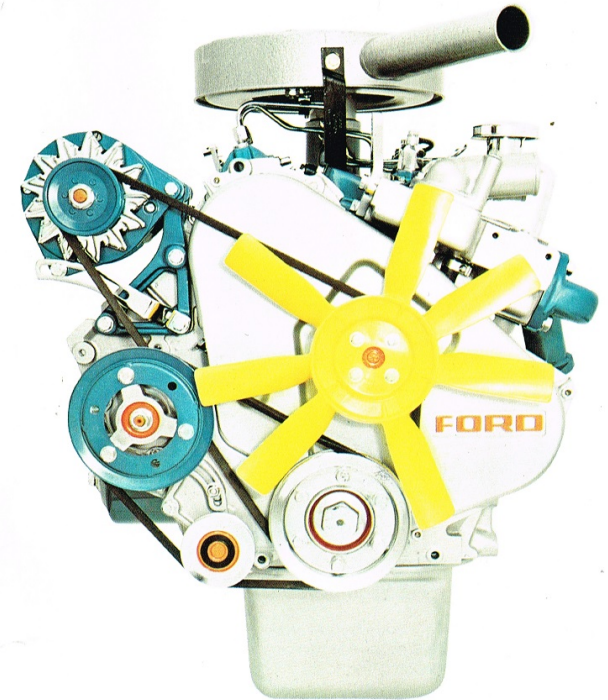
Here are some of the features which make this new engine a valuable addition to the already outstanding range of Ford engines:-

- Four-in-line block with cylinders at 22.5° for compact dimensions and easy one-side servicing.
- Indirect fuel injection in conjunction with improved Ricardo MK VB combustion

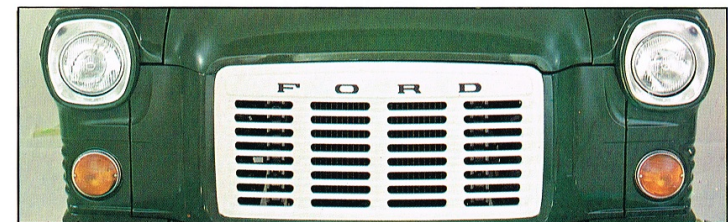
chambers for excellent fuel economy.

- Tooth belt driven camshaft to reduce noise.
- Continuously oil-cooled 3 ring pistons for increased piston, ring and bore life.
- Deep skirt block for extra rigidity.
- Sealed crankcase ventilation to reduce smoke emission and oil consumption.
- Two piece Niobium steel valves with replaceable seat inserts for longer life.
- 5 bearing crankshaft with large bearing areas. Tuftrided camshaft for extra rigidity and durability.

For further information on this new Ford Diesel Engine please refer to the specification pages at the rear of the catalogue and also the special Ford 2.4 litre Diesel Engine leaflet—Ref. FB382.



Transits fitted with the optional diesel engine have an extended front end to accommodate the extra length.



Transit suspension

With Transit you get a van that rides, drives and manoeuvres like a car. The businessman in you appreciates the loadability, the driver the roadability.

The ability to hold the road well, to stay 'in' on curves, even at speed. The ability to level out bumps—so that the man behind the wheel and the load behind the man do not suffer any of the jarring customarily associated with commercial vehicles. The ability to obey your commands—instantly. To move out fast through traffic. To turn tight and park in a hurry. To steer—and stop—with precision.

Transit does all this so safely—and with car-like smooth-riding comfort. Brakes,

steering, the new suspension and the wheels have all been tested extensively under extreme conditions. And random samples of all components are regularly subject to "tests to destruction". Transit is built strong to last long.

Check the features below, then come and test Transit's ride with a test drive. (We know the best salesman for a Transit is a Transit.)



Suspension. Transit has minimum leaf design springs to give you low loading height more comfort, a better ride.

Front springs are single leaf as standard equipment on all models—but if your going is rough, heavy duty springs are available as optional equipment (at extra cost).



Rear springs are two-leaf on the 75 Transit, three-leaf on the heavier models. Improved shock absorbers make life even smoother than before.

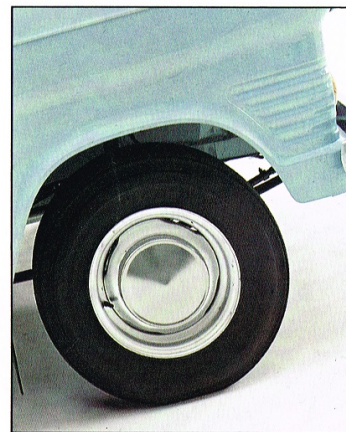
You don't have to worry about load adjustments, or very much in the way of maintenance. There are fewer parts to wear or need replacing than with other suspension systems. And the spring settings prevent the nose-in-the-air problem when you've a load on board.



Brakes with pendant pedals. You stop sure and straight in Transit—thanks to direct acting hydraulic brakes all round. Direct acting servo brakes are standard equipment on Custom Buses and optional equipment (at extra cost) on all other models. Pendant type pedals for greater comfort and safety. Front



brakes have two leading shoes, rear brakes a leading and trailing shoe. Both have generous lining areas for fade-free operation. Easily accessible, easily operated mechanical handbrake is placed so as not to impede access from side to side, or from cab to load area.



Wheels and tyres. Pressed steel disc wheels come with painted hub caps on short wheelbase models (chromed hub caps on Custom SWB models). Car size (14 in.) tyres make sound business sense. You get high weight-carrying capacity, low loading height and good tyre wear. Wide choice of tyres—including cross-plys and long-life radials—to fit your loads and roads. Choice helps a fleet buyer to standardise tyres on all his vehicles.

Steering. No wrestling with Transit's wheel. Steering geometry is designed for a light touch. Steering is by recirculating ball. Very positive—response is immediate and precise. 5½ turns lock to lock. Kerb-to-kerb turning circle is just 34 ft. (Transit Long Wheelbase—37.3 ft.) Both of which put Transit in the car category for manoeuvrability. And put it in first place for town delivery work. Anti-theft steering lock optional at extra cost.

Transit short wheelbase. It carries practically everything. And everything practically

Transit is the medium van with the big loadspace. And not just big on dimensions, either. It's big on capacity—with low kerb weights. Big on versatility. Big on access. Big on loading and unloading ease. Big on the features that enable you to get any job done. Quickly. Safely. Efficiently.

Four models—four capacities. Transit has a great capacity for work. In fact, there are four different models, the 75, the 90, the 115 and the 125. You can choose just the one for your needs.

All models have loadspace galore. Up to 189 cu. ft. and all fully usable: For loading ease, a nearly flat floor. Flat from engine bulkhead to rear door. 44 sq. ft. of floorspace in all. Your large wide loads can be laid flat. Less chance of damage en-route that way.

Loads of length for lengthy loads.

Transit has length for long loads. A full 8-25 ft. to the back of the passenger seat. Even with the seat, Transit's design lets you carry extremely long objects like ladders and planks. Just push them under the seats and up into the cab (there's no engine intrusion to take up valuable space).

Even lower for easier loading.

Transit's suspension makes its sill height low for easy loading (from 23-6" to 26-0" according to model, except 100 Parcel Van). That ends the aching backs that come with straining to reach high sills.

Walk through design. Walk from side to side and through to the loadspace. No need to get out and walk around Transit to load or unload. Just walk right back to your cargo from the driver's seat. Saves steps. Saves time. If you make a lot of calls, saves money. Even if you don't opt for a side loading door, you can still unload easily on to the kerb through the passenger door. For driver protection against cargoes that shift easily, half and full bulkheads are available.

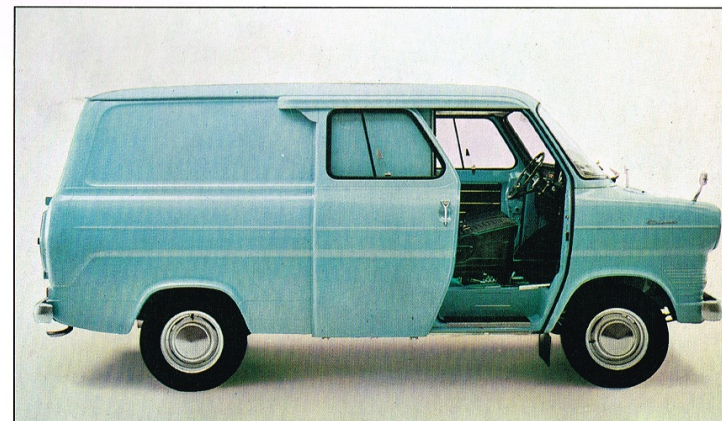
Total cargo protection. Your cargo is protected by thick-gauge steel all the way round. Underneath, the panels are ribbed for greater strength and rigidity. Overhead, the panels are braced to prevent drumming. And the panels on each side are not only strongly braced, but moulded with a full length, uninterrupted expanse—a chance to paint a good size sign to advertise your business.

Spare wheel never gets in your way. It's stowed *underneath*. Doesn't take up valuable loadspace. Secured from inside to prevent theft. Easily removed and accessible when needed.

Ford Transit. It carries everything. The easiest-to-get-at van of them all. Transit's doors are big and wide. And they open that way. The hinged rear doors, for example, measure just over 54" x 48". Open to both 90° and 180° positions. Give you clear, clean access to cargo.

Doors designed by you to fit your needs. You are the expert on your own door requirements. You know your traffic and parking problems, your loading and unloading problems. And the type and number of doors necessary for safe, smooth, efficient handling of your goods.

So what we do is let you fit your needs precisely—with the widest choice of door combinations in the business. 18 in all—for both short and long wheelbase Transits. Including hinged cab doors. Side loading doors for either side—or *both* sides. Easy-to-open sliding doors. Hinged double rear doors. Or a rear lift tailgate that gives unrestricted rear access. (And doubles as an umbrella when you're working in the rain!)



Transit long wheelbase. For even bigger loads

Meet the bigger, heftier brother of the van described on the preceding pages.

A much bigger brother, at that. Hauls payloads up to 3,900 lbs. on its 118 in. wheelbase.

But there are still those great family resemblances common to all members of the Transit family. And those comfort and safety features that make Transit so much something to write home about. Look what you get.

More comfort: better seats with adjustment for rake as well as reach. Improved minimum-leaf suspension for a smoother ride. Better trim. Repositioned controls.

Unparalleled accessibility: thanks to time-saving, step saving, walk-through design (from side to side, from cab to load area). Wide, wide-opening doors. And a choice of 18 door combinations—so you can fit your loading/unloading needs precisely.



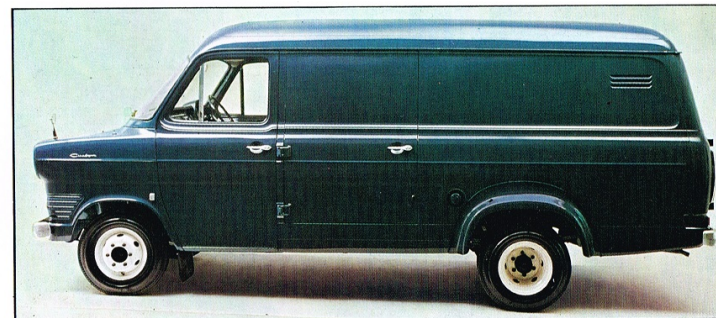
Toughness: strong, durable unitary body construction (which pays off for you in a uniquely low kerbweight to payload ratio). Well-braced, thick-gauge, steel body skin to protect your wares.

A flat floor: running 128-7 in. from the back of the driver's seat to the rear door. Plus a loading height which makes that flat floor doubly easy to work with.

More room: being a bigger brother, Transit Long Wheelbase has far more room for far more of your products. Interior width at waist height is a full 72 in. Body height inside is a high 59-5 in. Which means you have a 268 cu. ft. space to work with, if you opt for a passenger seat.

Three models: choose from the 130, the 150, and the 175—all with twin rear wheels and specially engineered suspensions to handle tough, bulky loads—even on rough roads. And—as a glance at the engines on pages 8 and 9 will show—you can match the power to the payload.

Transit Long Wheelbase. What you do with it is your business. What we do is make it good for your business.



Transit chassis cabs — as a Tipper. Or a Box Van. Or almost anything else

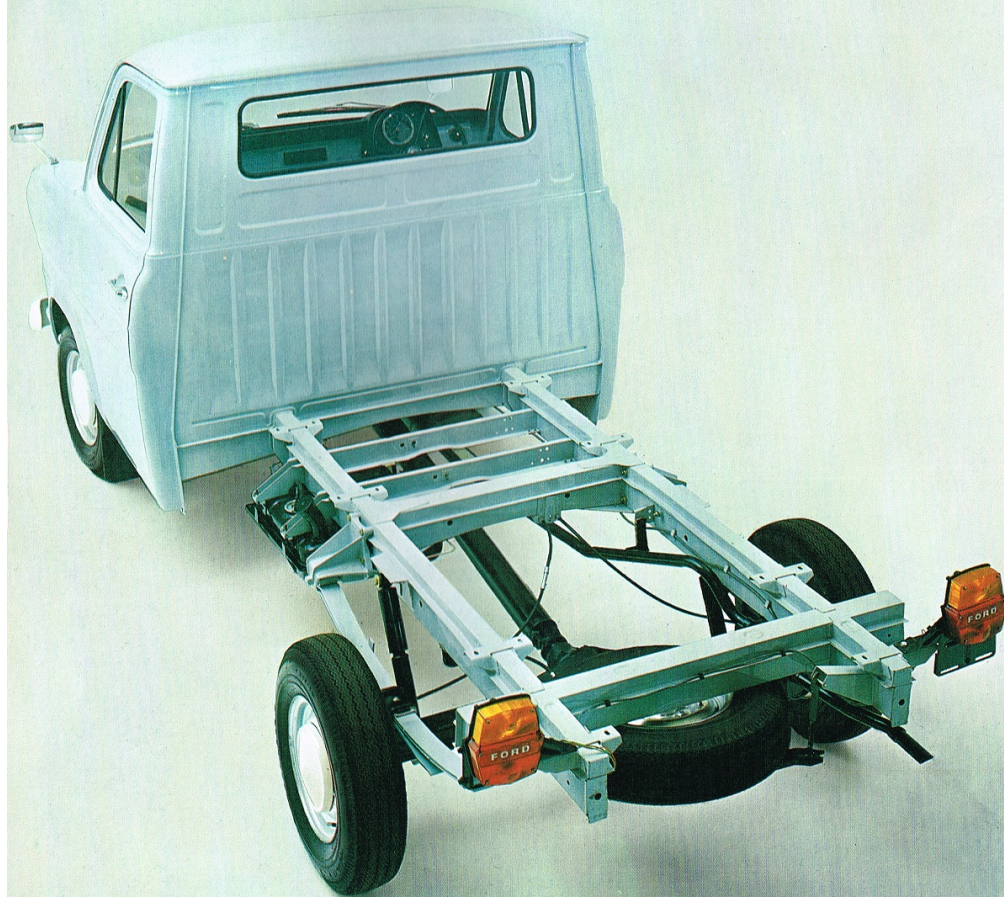
Transit chassis cabs offer you all the going power, staying power and stopping power of any other Transit. The same smooth ride. The same manoeuvrability. And the same cab access and comfort.

You just add the body—any body. From ambulance and fire-tender units to furniture van and deep-freeze units. Integrals, Lutons and drop side floats included.

Choose your payload. Transit's wide choice lets you choose just the model for your purpose and payload rating. Choose from 7 models, 6 payloads — the 75, the 90,

the 115, and 125 on the short wheelbase. The 130, the 150 and 175 on the long. All available as chassis cab, chassis windshield and chassis cowl versions. Full choice of Transit petrol and diesel engines.

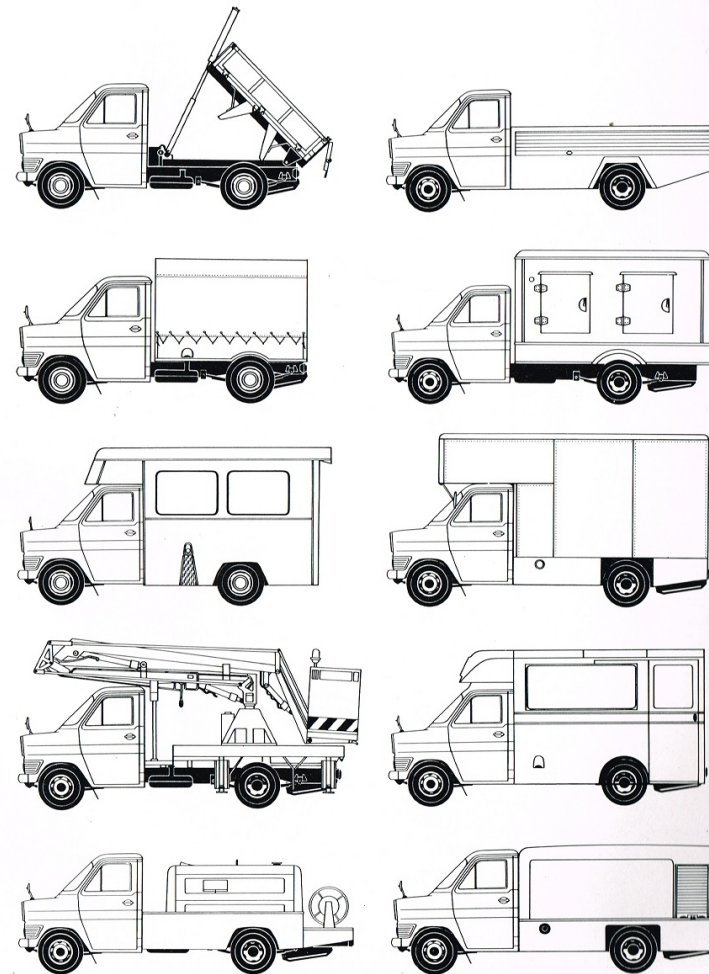
Chassis cabs are available in 'standard' or 'custom' versions.



Extra strength: for extra strength the frame in short wheelbase Transits has a ladder-type construction. Frames in long wheelbase models have hefty cruciform construction. All frames have 'box-section' members of welded steel for even greater strength and rigidity... and also built-in body-mounting brackets.

Heavy duty chassis packages are available on all models (except 75 and 125 models). This includes reinforced frame, heavy duty springs, heavy duty shock absorbers.

Name your body: your Ford Transit dealer will check out any body you want with our Special Vehicle Order Department. They in turn liaise with the body builder: you're assured of a body that is fully compatible with the chassis. And you'll have the full benefit of Ford's extensive warranty.



Widen your capacity by narrowing your choice. To Transit Parcel vans

As big as the normal Transit vans are, they still have *bigger* Transit brothers. The 100 and 150 Transit Parcel Vans.

Each offers you barn-like space for your big, bulky loads—290 cu. ft. for the 100 model or 390 cu. ft. for the 150 model—far more room than any comparable vehicles. (Rear doors swing back 270°, fold flush against the body.) Easy loading heights too, 31 in. on the SWB, 35 in. on the LWB.

Access from the front is easy, through large sliding doors to cab and loadspace.

Options abound. So you can fit out your van to fit your needs. Half width or

roller-shutter rear doors. Engines up to a 2 litre, high-compression petrol, or the new Ford 2.4 litre diesel engine. Single and dual passenger seats. Rear-loading step. Even a load area ventilator.

Aluminium panels on the Transit 150 Parcel Van save weight—means up to 3750 lbs payload and reduces road tax. As both Parcel Vans are under 30 cwt (in standard form) Goods Vehicle Testing is not required, only car type M.O.T. Testing being necessary. As with all other Transits they are also exempt from operator licensing.

Ford Transit Parcel Vans. They have a greater capacity for work.



Crewbuses

13 seat petrol and diesel, 17 seat petrol and diesel, based on the 115 and 150 Transits. Designed and built in our own factory, the Crewbus is the first real answer to many varied problems in personnel transport. Sideways facing wooden slatted seats and steel floor are standard. Upholstered seat squabs, cushions and rear floor covering may be specified as optional extras so you can tailor the Crewbus to the passengers. And make one vehicle do the work of several. And do it better!



See the Ideal Bus—Transit—at your Ford dealer.



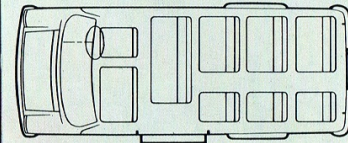
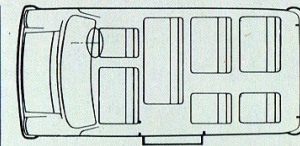
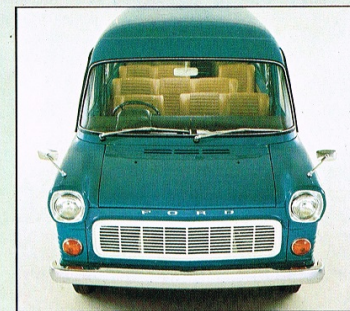
Transit. A bus worth catching. The bus stop is your Ford Dealer

Transit buses. Handsome. Well-equipped. A smoother ride than ever before. Great value for money. An ideal bus.

Ideal for a big family, if you're a big family man. Or for your employees. Or your social group. Or what have you.

And here's what makes the Transit bus ideal:

Choose your capacity: a good variety of carrying capacities to choose from: 9 and 12 seat short wheelbase buses, petrol or diesel power. And a long wheelbase bus—15 seat petrol and diesel.



Easy access: getting in and out is easy for you and your passengers. Four points of entry: two front doors and double rear doors—(tailgate on 9 seater)—all wide. Low front steps inside both door wells. Low step heights to the passenger areas—including a fixed rear step. An automatic step swings out when the optional side door is opened. Plenty of gangway space and space between seats.

Much more comfort: modified suspension that smooths out the road as never before and gives an easier step-in height. Seats are foam-filled for comfort, forward-facing for good visibility, and PVC-covered for durable good looks. You'll note when you're inside that the engine isn't. It's front-mounted—so the ride is quieter and the interior roomier. A fresh-air heater/demister provides quick warm-up on cold days in both cab and passenger areas.

Luxury car-type ventilation: A full flow ventilation system pioneered by Ford and proved in Ford cars all over the world. Fresh air enters through swivelling car-type face-level vents and is exhausted through the rear quarter vents. The constant change of air refreshes the driver; refreshes the passengers and keeps them happy. And in winter it keeps them warm and the windshield demisted.

Car-like interior: Transit is well-lit (up to 5 interior lights). Well-matted (a rubber floor mat covers the entire passenger area). Superb luxury car type trim (smart, washable PVC coverings on seats, doors interior panels and headlinings). Well-appointed (take ashtrays as an example—there are up to 8 of them!)

More safety: rugged all steel body for safety. Direct-acting brake servo is standard on custom models. Pendant pedals are standard on all models and there's generous crash padding on the fascia.

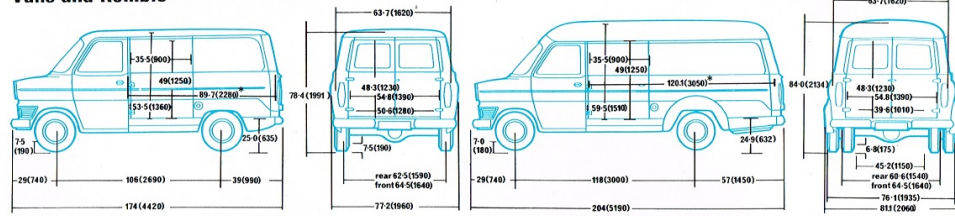
See the Ideal Bus—Transit—at your Ford Dealer.

Transit Buses are available in 'Standard' and 'Custom' versions. All the Buses illustrated on pages 20, 21, 22 and 23 are 'Custom'.



DIMENSIONS and SPECIFICATIONS (All dimensions shown in inches (millimetres))

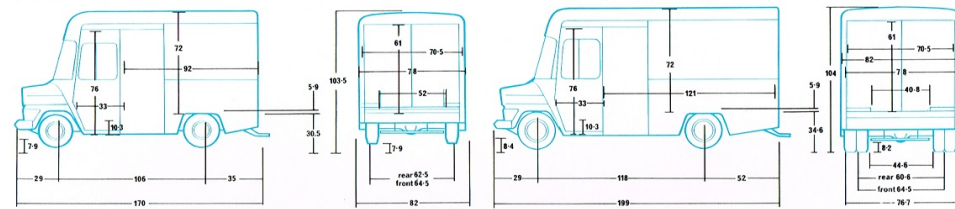
Vans and Kombis



Vans and Kombis

Model	Wheelbase in. (mm)	Standard Engine net bhp	Load area sq. ft.	Load volume cu. ft.	Payload lb. (kg)	Kerbweight lb. (kg)	GVW lb. (kg)
75	106 (2690)	Ford 1700cc-63	44	189	1907 (865)	2613 (1185)	4520 (2050)
90	106 (2690)	Ford 1700cc-63	44	189	2365 (1074)	2615 (1186)	4980 (2260)
115	106 (2690)	Ford 1700cc-63	44	189	2812 (1274)	2648 (1201)	5460 (2475)
125	106 (2690)	Ford 2000cc-74-5	44	189	2997 (1364)	2803 (1271)	5800 (2635)
130	118 (3000)	Ford 2000cc-74-5	55	268	2935 (1335)	3065 (1390)	6000 (2725)
150	118 (3000)	Ford 2000cc-74-5	55	268	3513 (1600)	3087 (1400)	6600 (3000)
175	118 (3000)	Ford 2000cc-74-5	55	268	4095 (1842)	3105 (1408)	7200 (3250)

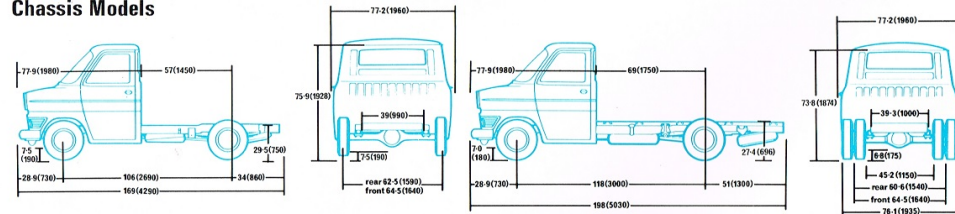
Parcel Vans



Parcel Vans

Model	Wheelbase in. (mm)	Standard Engine net bhp	Load area sq. ft.	Load volume cu. ft.	Payload lb. (kg)	Kerbweight lb. (kg)	GVW lb. (kg)
100	106 (2690)	Ford 1700cc-63	46	290	2178 (989)	3222 (1461)	5400 (2450)
150	118 (3000)	Ford 2000cc-74-5	62	390	3792 (1704)	3408 (1546)	7200 (3250)

Chassis Models

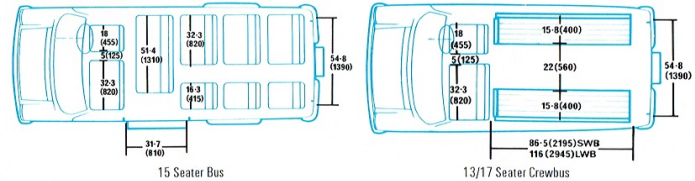
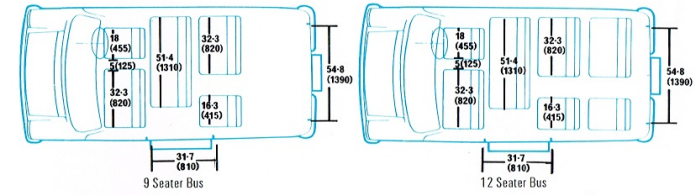
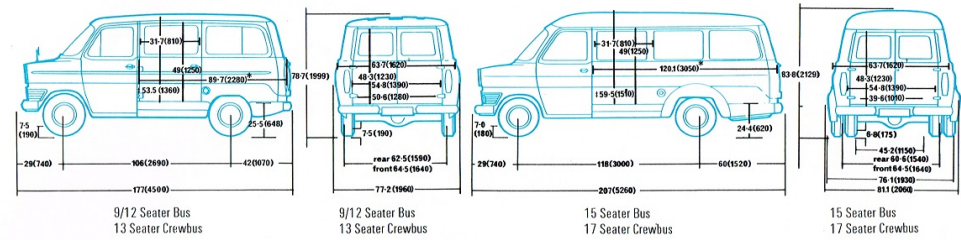


Chassis Models

Model	Wheelbase in. (mm)	Standard Engine net bhp	Body Payload* lb. (kg)	Kerbweight† lb. (kg)	GVW lb. (kg)
75	106 (2690)	Ford 1700cc-63	2220 (1007)	2300 (1043)	4520 (2050)
90	106 (2690)	Ford 1700cc-63	2678 (1216)	2302 (1044)	4980 (2260)
115	106 (2690)	Ford 1700cc-63	3123 (1415)	2337 (1060)	5460 (2475)
125	106 (2690)	Ford 2000cc-74-5	3178 (1440)	2492 (1130)	5670 (2570)
130	118 (3000)	Ford 2000cc-74-5	3268 (1490)	2732 (1235)	6000 (2725)
150	118 (3000)	Ford 2000cc-74-5	3835 (1746)	2765 (1254)	6600 (3000)
175	118 (3000)	Ford 2000cc-74-5	4431 (1994)	2769 (1256)	7200 (3250)

*For Chassis Windshield/Cowl Models increase by 310lb (140 kg)
 †For Chassis Windshield/Cowl Models reduce by 310 lb (140 kg)

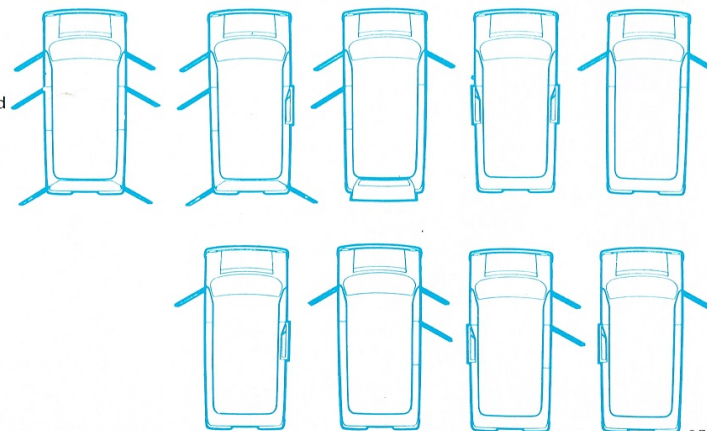
Transit Bus and Crewbus Models



Transit Bus and Crewbus Models

Model	Wheelbase in. (mm)	Standard Engine net bhp	Kerbweight lb. (kg)	GVW lb. (kg)
9 Seater Bus	106 (2690)	Ford 1700cc-63	2979 (1351)	4850 (2200)
12 Seater Bus	106 (2690)	Ford 1700cc-63	3014 (1367)	5300 (2400) *5460 (2475)
13 Seater Crewbus	106 (2690)	Ford 1700cc-63	2844 (1290)	5300 (2400) *5460 (2475)
15 Seater Bus	118 (3000)	Ford 2000cc-74-5	3537 (1604)	6000 (2725) *6500 (2950)
17 Seater Crewbus	118 (3000)	Ford 2000cc-74-5	3506 (1590)	6600 (3000) *Diesel models only

Door Options
 Depicted are the basic combinations of cab and side loading doors available for the Transit. Add the availability of double rear doors or tailgate, and your choice is doubled.



TECHNICAL SPECIFICATIONS

SHORT WHEELBASE MODELS

Transit 75, 90, 115, 125 Vans, Kombis, Chassis Cabs, Chassis Windshield, Chassis Cowl, 100 Parcel Van, 9/12 Seater Buses, 13 Seater Crewbus.

LONG WHEELBASE MODELS

Transit 130, 150, 175 Vans, Kombis, Chassis Cabs, Chassis Windshield, Chassis Cowl, 150 Parcel Van, 15 Seater Bus, 17 Seater Crewbus.

Engines available.	Ford 1-7 Litre V4 petrol (1663cc)				Ford 2-0 Litre V4 petrol (1996cc)			
	Low Compr.		High Compr.		Low Compr.		High Compr.	
<i>Note</i> (The Ford 2-0 litre petrol engine is standard equipment with 125 Transit models)	Compression ratio	8:1	9:1	Compression ratio	8:1	9:1		
	Gross bhp	73 at 4750rpm	81.5 at 4750rpm	Gross bhp	85.5 at 4750rpm	93 at 4750rpm		
	Net bhp	63 at 4500rpm	68.5 at 4750rpm	Net bhp	74.5 at 4500rpm	79 at 4750rpm		
	Gross torque lb/ft	91 at 3000rpm	99.5 at 3000rpm	Gross torque lb/ft	114 at 2750rpm	123.5 at 2750rpm		
	Net torque lb/ft	84.5 at 2750rpm	90.5 at 3000rpm	Net torque lb/ft	107 at 2750rpm	112 at 2750rpm		
Optional Engines available (at extra cost)	Ford 2-0 Litre V4 petrol (1996cc)				Ford 2-4 Litre 4 Cyl. Diesel (2358cc)			
	Low Compr.		High Compr.		Low Rating		High Rating	
	Compression ratio	8:1	9:1	Compression ratio	21:5:1			
	Gross bhp	85.5 at 4750rpm	93 at 4750rpm	Gross bhp (BSAU 141)	61 at 3600rpm			
	Net bhp	74.5 at 4500rpm	79 at 4750rpm	Gross torque lb/ft	94 at 2200rpm			
	Gross torque lb/ft	114 at 2750rpm	123.5 at 2750rpm	Net torque lb/ft	107 at 2750rpm			
	Net torque lb/ft	107 at 2750rpm	112 at 2750rpm	Fuel system	Simms in line injection pump			
Ford 2-4 Litre 4 Cyl. Diesel (2358cc)								
	Compression ratio	21:5:1						
	Gross bhp (BSAU 141)	54 at 3600rpm	61 at 3600rpm					
	Gross torque lb/ft	85 at 2200rpm	94 at 2200rpm					
	Fuel system	Simms in line injection pump	Simms in line injection pump					
Clutch	Diaphragm spring type 8-5 in (215 mm) dia (petrol) 9-5 in (240 mm) dia (Diesel and 100 Parcel Van).				Diaphragm spring type 8-5 in (215 mm) dia (petrol) 9-5 in (240 mm) dia (Diesel and 150 Parcel Van).			
Gearbox	Ford 4 speed fully synchromesh. *Borg Warner—Automatic Type 35.				Ford 4 speed fully synchromesh. *Borg Warner—Automatic Type 35.			
Rear Axle (axle ratios available depend on model, engine and gearbox combinations)	Ford Type 34. Ratios:—4-44, 4-625, 5-143:1. 125 model only Ford Type 52. Ratios:—4-625, 5-143, 5-833, 6-167:1.				Ford Type 52. Ratios:—4-625, 5-143, 5-833, 6-167:1.			
Front Axle	Rigid 'I' Beam—capacity 2340 lb Type 23. Telescopic shock absorbers front and rear.				Rigid 'I' beam—capacity 2340 lb Type 23. Telescopic shock absorbers front and rear.			
Wheelbase	106 in (2690 mm).				118 in (3000 mm).			
Fuel Tank	9-25 imp galls (42 litres).				15 imp galls (68 litres).			
Steering	Recirculating ball type. Ratio 19-88:1. Steering wheel diameter 16 in (406 mm). Turning circle, wall to wall 36-1 ft (11-0 m). Kerb to kerb 34 ft (10-36 m).				Recirculating ball type. Ratio 19-88:1. Steering wheel diameter 16 in (406 mm). Turning circle, wall to wall 39-5 ft (12-04 m). Kerb to kerb 37-3 ft (11-37 m).			
Brakes	Single line hydraulic. Two leading shoe front, leading and trailing shoe rear. Front size 10 x 2-75 in (255 x 70 mm) 115, 125 models, 100 Parcel Van, 12 seater Bus, 13 seater Crewbus. 9 x 2-75 in (230 x 70 mm) 75, 90 models, 9 seater Bus. Rear size 9 x 1-75 in (230 x 45 mm). 10 x 2-25 in (255 x 60 mm) 125 model only				Single line hydraulic. Two leading shoe front—Duo Servo rear. Front size 10 x 2-75 in (255 x 70 mm) 150, 175 models, 150 Parcel Van, 17 seater Crewbus. 10 x 2-25 in (255 x 55 mm) 130 models, 15 seater Bus. Rear size 10 x 2-75 in (255 x 70 mm) 150, 175 models, 150 Parcel Van, 17 seater Crewbus. 10 x 2-25 in (255 x 55 mm) 130 model and 15 seater Bus.			
Wheels	Ventilated disc wheels—Single front and rear 14 in (356 mm) dia.				Ventilated disc wheels—Single front and double rear. 14 in (356 mm) dia.			
Electrical	12 volt 38 amp hr battery (petrol only) 68 amp hr battery (diesel only). Alternator—28 amp (35 amp with diesel engine). Negative earth.				12 volt 38 amp hr battery (petrol only). 68 amp hr battery (diesel only). Alternator—28 amp (35 amp with diesel engine). Negative earth.			
Optional (at extra cost)	12 volt 55 amp hr battery (petrol only). 2 x 68 amp hr batteries (diesel only).				12 volt 55 amp hr battery (petrol only). 2 x 68 amp hr batteries (diesel only).			
Instruments	A compact instrument binnacle incorporating speedometer, odometer, temperature gauge with warning lights for main beam, direction indicators, oil pressure and alternator.				A compact instrument binnacle incorporating speedometer, odometer, temperature gauge with warning lights for main beam, direction indicators, oil pressure and alternator.			

*Optional (at extra cost)

†Not available on 125 models

SPECIAL EQUIPMENT

X Standard Equipment

O Optional Equipment (at extra cost)

	Standard Models						Custom Models			
	Vans	Parcel Vans	Kombis	Chassis Cabs	Buses	Crewbuses	Vans	Chassis Cabs	9 Seater Buses	12/15 Seater Buses
INTERIOR										
Facia crash pad	X	X	X	X	X	X	X	X	X	X
Heater/demister with face level ventilation	X	X	X	X	X	X	X	X	X	X
Lidded glove box with heater cover panel	O	O	O	O	X	O	X	X	X	X
Piano key switches	X	X	X	X	X	X	X	X	X	X
Radio—push button control with retractable aerial	O	O	O	O	O	O	O	O	O	O
††† Driver's seat adjustable for reach and rake	X	X	X	X	X	X				
Driver's seat fully adjustable for height reach and rake							X	X	X	X
†† Single passenger seat with safety belt	O	O	O	X	O	O	X	O	O	O
Dual passenger seat with safety belt	O	O	O	O	X	X	O	X	X	X
† Safety belt(s)—inertia reel type	O	O	O	O	O	O	O	O	O	O
** Full width rubber floor mat	X	X	X	X	X	X	X	X	X	X
Rubber floor mat in rear compartment			O	X	O				X	X
Seat valances							X	X	X	X
Front arm rests								X	X	X
De luxe seat trim							X	X	X	X
** PVC headlining—cab area	X	X	X	X	X	X	X	X	X	X
PVC headlining—full length			O	X	X				X	X
Half bulkhead	O						O			
Full bulkhead with window	O						O			
Wash wipe control (with 2 speed wipers, standard all models except Parcel vans)	X	X	X	X	X	X	X	X	X	X
Tachograph	O	O	O	O	O	O	O	O	O	O
Anti theft steering lock	O	O	O	O	O	O	O	O	O	O
Interior mirror (standard when the optional tailgate is fitted)	O	O	O	O	O	O	X	X	X	X
** Padded interior sun visor (driver's side)	X	X	X	X	X	X	X	X	X	X
** Padded interior sun visor (passenger side)	O	O	X	X	X	X	X	X	X	X
EXTERIOR										
Painted hub caps (75—125 models only)	X	X	X	X	X	X				
Chrome bumpers					X		X	X	X	X
Chrome hubcaps (75—125 models only)					X		X	X	X	X
Chrome FORD letters							X	X	X	X
Bright metal front and rear window surrounds							X	X	X	X
Bright metal headlamp surrounds							X	X	X	X
* Laminated windshield	O	O	O	O	O	O	O	O	O	O
* Toughened safety glass windshield	X	X	X	X	X	X	X	X	X	X
Sliding cab doors RH or LH or both with sliding windows	O	X	O	O	O	O	O	O	O	O
* Side loading door hinged—RH or LH or both (LH standard on 9 seater bus)	O	O	O	O	O	O	O	X	O	O
Tailgate rear door. (Not 12/15 seater Bus. Standard on 9 seater bus)	O	O	O	O	O	O	O	O	X	
Windowless rear doors	O	O	O	O	O	O				
Rear step	O	O	X	X	X	X	O	X	X	X
Roller shutter rear door—Parcel van only			O							
Mud flaps—rear	O	X	O	O	X		O	O	X	O
Mud flaps—front	X	X	X	X	X	X	X	X	X	X
Dual horns	O	O	O	X	O		X	X	X	X
4 way hazard flasher	O	O	O	O	O	O	O	O	O	O
Larger exterior flip back mirrors (162 sq. cm)	O	O	O	O	O	O	X	X	X	X
Front opening quarter vents (On hinged front doors only)	O	O	O	O	O	O	O	O	O	O
Pivoting rear quarter vents			O	X	X				X	X
Sliding front body side windows				O	O				X	X
High gloss paint finish, colour to choose from :- Galleon Green, Ambassador Blue, Ermine White, Vista Orange, Fiord Blue, Cargo Grey, Monaco Red, Cascade	O	O	O	O	X	O	O	O	X	X

**Not chassis cowl/windshield **Not chassis cowl *With hinged cab door only

††† Not adjustable for rake on Crewbus models †Not available when full or half bulkhead fitted

†† Not available on 12 seat buses

Since this catalogue was printed, the following specification changes have been made affecting the Transit Range.

1. Trim on Custom models

Trim on Custom models is now available in BLACK only. Blue and Tan trim are no longer available.

2. Ford 2.4 Litre Diesel Engine

The Gross Torque figures for the Ford 2.4 Litre Diesel Engine should read:—

Low Rating — 85 lb.ft at 2500 rpm.

High Rating — 95 lb.ft at 2200 rpm.

3. 'Take Care' Package Option (at extra cost)

To improve the Transit Option Range further—a 'Take Care' package is now available and consists of:—

*Rear Mud Flaps

*Heavy Duty Battery

†Front Fog Lamps

Electric Windscreen Washer

*Steering Column Lock

†Fuel Tank Filler Cap—Lockable

Individual items are available as * Regular Production Options (at extra cost) or as †Accessories. The Electric Windscreen Washer is available with the complete package only.

Ford policy is one of continuous improvement. The right to change prices, specifications or equipment at any time without notice is reserved.

The payload designations applied to Transit models are nominal only and are used solely for identification purposes. Actual payloads will depend on Gross Vehicle Weights (GVW) less the weight of individual vehicles and bodies, options and equipment fitted.

To comply with Government legislation, a driver's safety belt (plus one additional belt when single or dual passenger seat is fitted) is fitted to all Transits except chassis windshield or cowl variants. The cost is not included in the basic price of the vehicle but is shown separately—for full details see Price Lists ref. FB 293 & FB 240.

All data given in this catalogue is subject to production variations. Dimensions and weights are approximate only and will vary according to model, whether the vehicle is laden or unladen, payload, options fitted etc. Illustrations do not necessarily show vehicles in standard condition. For exact information about any particular model please consult your Ford Dealer.

Ford leads the way.



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