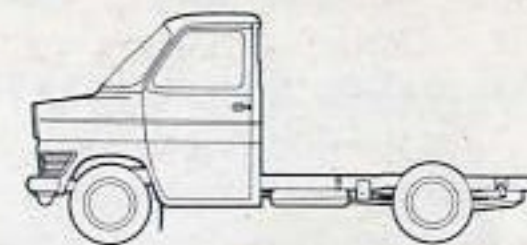


Ford



FORD TRANSIT 600-1750



A FORD OF BRITAIN PRODUCT

Ultra-short V4 engine revolutionises van design

Made to your measure in design

The new Ford Transit is a real breakthrough in light commercial design, achieved by the introduction of a compact powerful V4 engine. Ford are unsurpassed in V engine development and manufacture and the V4, perfected after years of intensive testing, takes van planning into a new era. It enables the Ford Transit to give you all the efficiency, economy and convenience of operation that you could possibly wish for.

No longer than a briefcase yet packed with economical power, the V4 saves so much space that you get entirely new high standards of access, ease of maintenance and comfort, plus an exceptional power/weight ratio. In short, you get a vehicle made to your measure in these 10 vital ways.

1/Unrivalled access with clear walk through to nearside and loadspace.

2/Easiest maintenance for forward placed, quickly accessible V4 engine.

3/Highest safety standards. Large area drum brakes. Servo-assisted braking system optional. Robust all-steel construction.

4/First-class comfort from high quality seating and car-like driving position.

5/Floor-mounted gearchange with lever well clear of walk through.

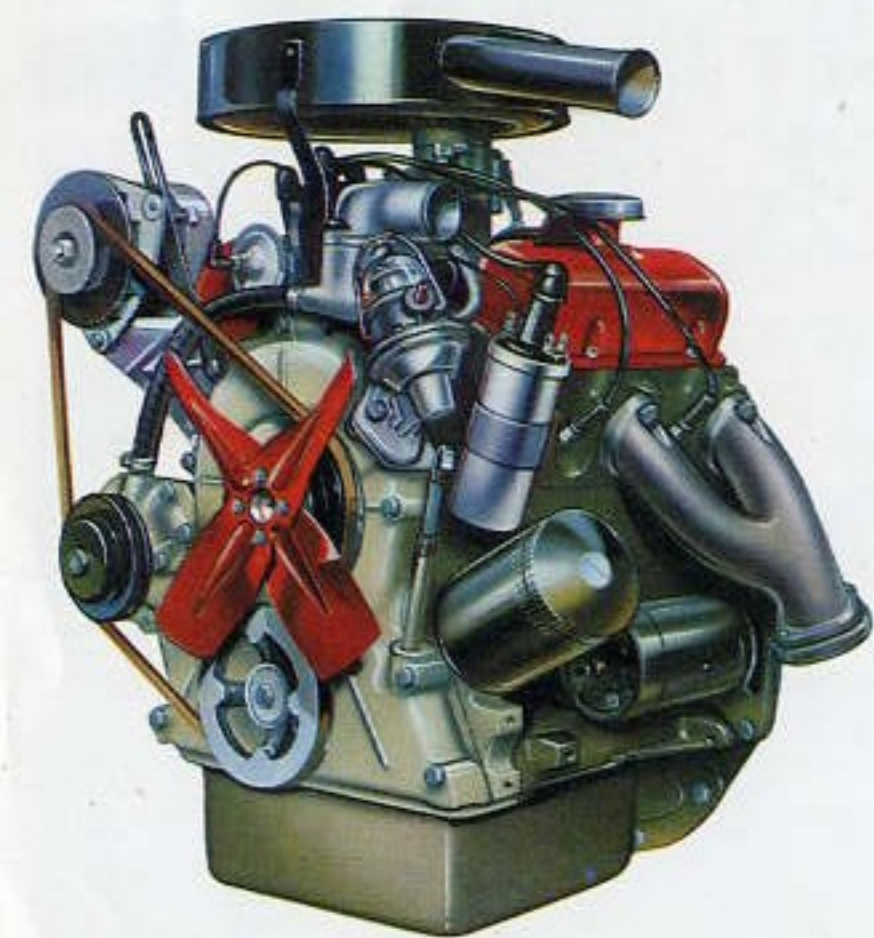
6/Widest choice of door options. Cab doors – hinged or sliding, hinged side loading doors, double rear doors or tailgate.

7/Ideal loading height of 66.0 cm (26 in.) standard throughout van range.

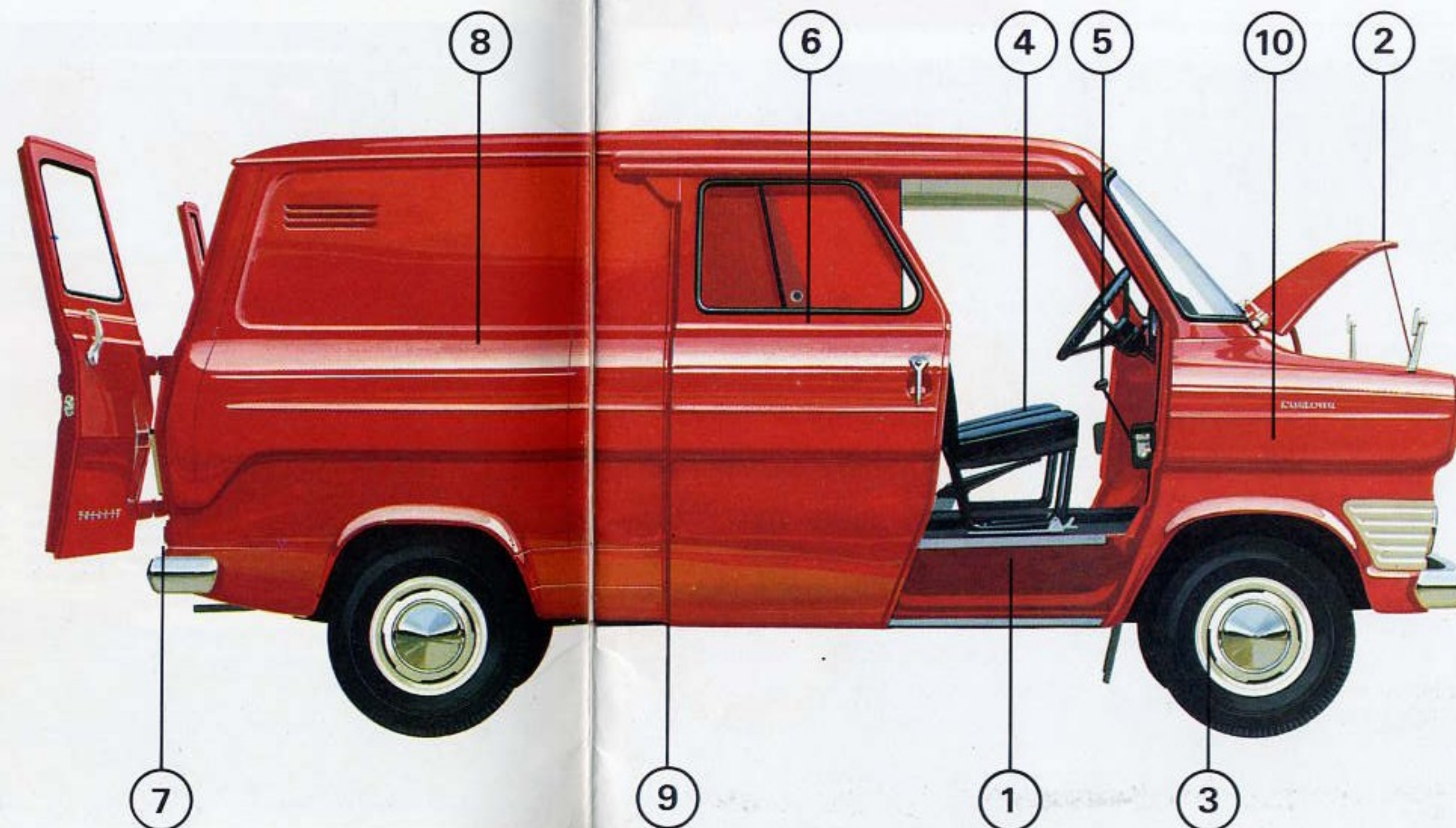
8/Big loadspace shaped for optimum carrying capacity.

9/Built and tested to last – heavy duty construction throughout. Corrosion stopped by new electrocoating process.

10/Good power-with-economy guaranteed by exceptional power/weight ratio.



The unique 60° V4 engine with exceptional power/weight ratio in both 1.7 and 2 litre versions, combines outstanding performance with commendable fuel economy. Only 44.5 cm (17½ in.) long it is the key to the breakthrough in van design achieved by the Ford Transit range.



van design

Made to your measure from widest choice

Only from the Ford Transit range, with its widest-ever choice of models, payloads and options, can you be sure of getting a van made to *your* measure for your maximum profit.

269 cm (106 in.) Wheelbase

300 cm (118 in.) Wheelbase

600 kg (12 cwt)

1250 kg (25 cwt)

850 kg (17 cwt)

1500 kg (30 cwt)

1100 kg (22 cwt)

1750 kg (35 cwt)

Van



Chassis cab



Chassis windshield



Chassis cowl



Kombi (850/1100/1250/1500/1750)



Buses 9 (850), 12 (1100), 15 (1250) seater



1/Unrivalled access

In today's highly competitive world it is vital your van has maximum accessibility. The Transit, with its clear walk through, its excellent access to the load from all angles – is unrivalled in this respect.

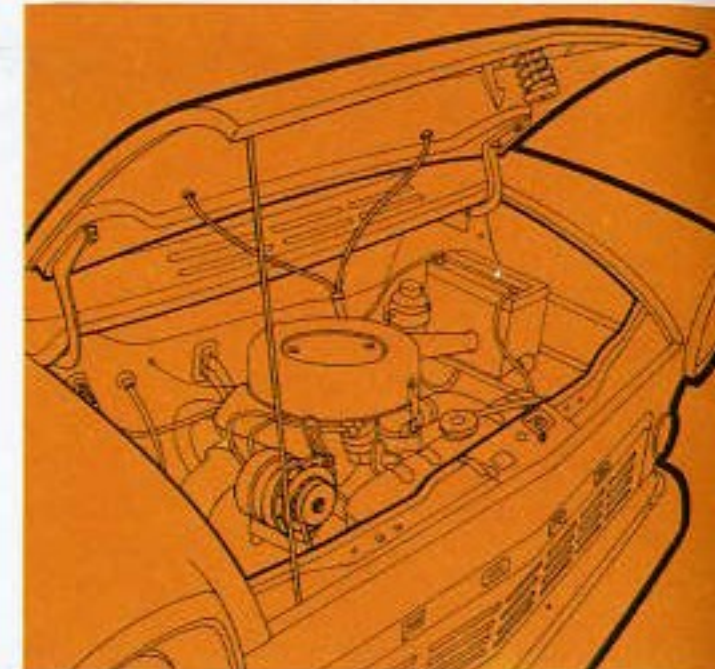
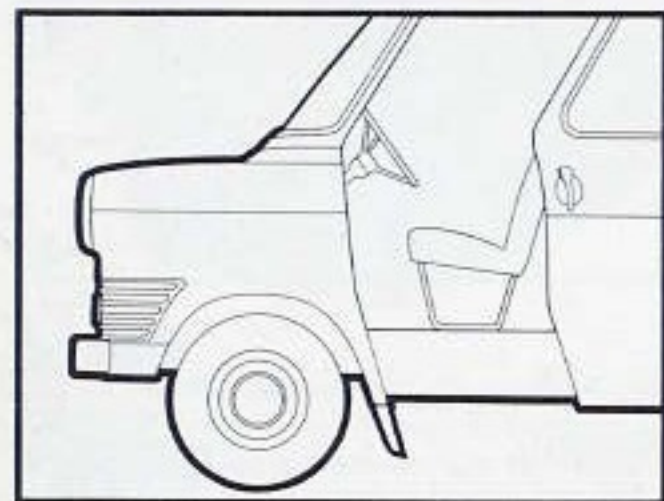
Walk through? Completely unobstructed from offside to nearside. Wide opening doors and 38 cm (15 in.) step height provide excellent entry and exit.

Access to load? Simplicity itself. From the nearside you can get at the load without any difficulty whatsoever – where a passenger seat is fitted this can be tipped forward. From inside the cab the loadspace is equally easy to reach from between the seats. Cab floor is on same level as van deck so there are no awkward steps to negotiate.

Access from the rear? Large hinged double doors give access to whole loadspace.

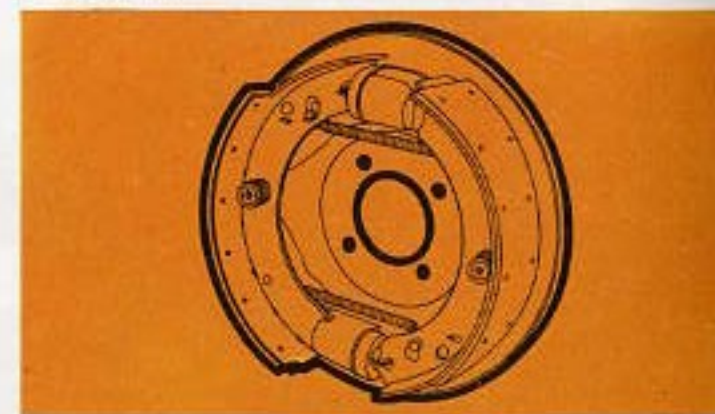
Note also the option of side loading doors, nearside or offside, according to choice.

Accessibility unequalled by any other van – that's what you get in the Transit!



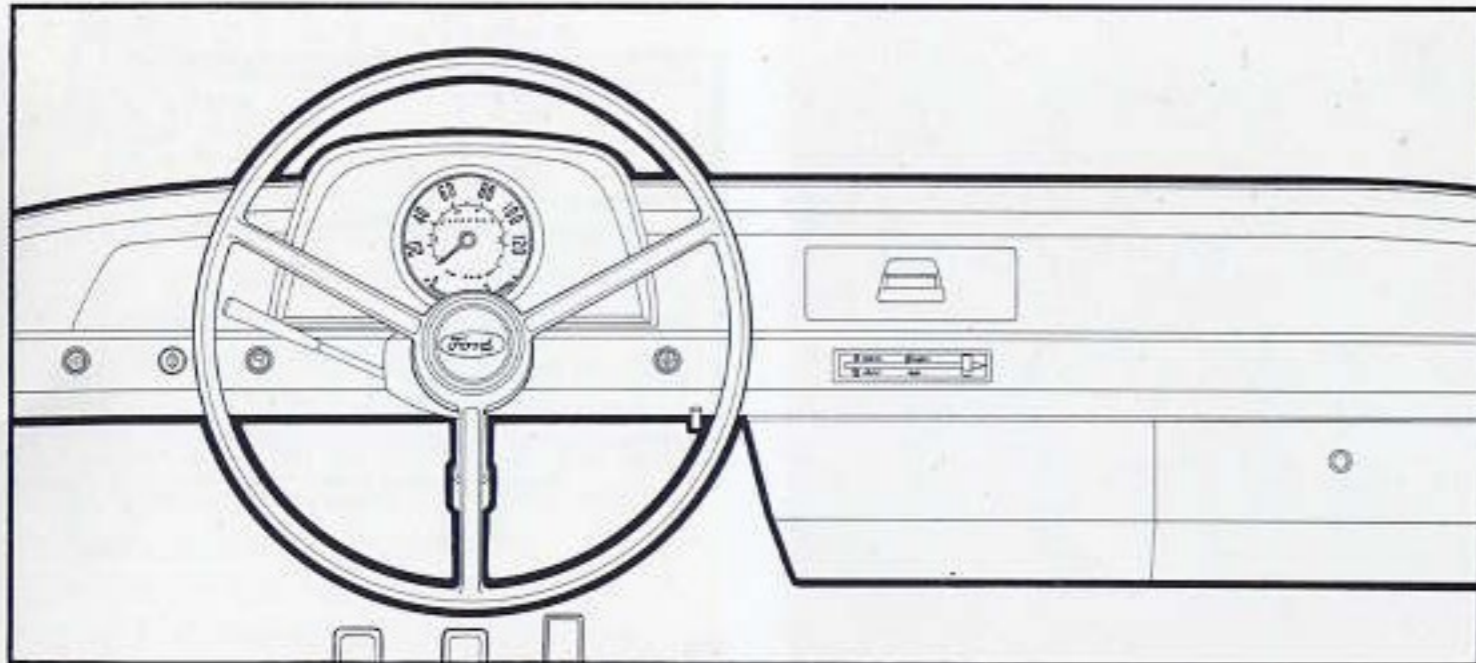
2/Easiest maintenance

Just lift the bonnet and there's the engine and other parts readily accessible for routine maintenance. Servicing is only needed every 8050 kilometres (5000 miles), and Ford's famous low cost parts and service keep running costs to a minimum.



3/Highest safety standards

As all Ford vehicles, the Transit is built to exceptionally high standards of safety – witness the large area brake drums . . . robust all steel construction . . . seat belt anchorages . . . and the option of servo-assisted brakes.



4/First class comfort

Meet the most comfort-giving van produced today! You get more leg room, more elbow room, in fact more space all-round in this well-appointed cab. No engine shield intrudes to cramp your movements.

You'll certainly appreciate the specially designed driver's seat, moulded to give you saloon car driving position. It can be adjusted for fore-and-aft movement. All seats – driver's and passengers' – are foam-filled, upholstered in cool breathable PVC to provide maximum comfort at all times.

Single-piece curved windshield gives you a really wide deep panoramic view, while two flip back wing mirrors and large rear door windows provide excellent rear vision. All windows are toughened glass.

Controls are ideally positioned to prevent driver fatigue, and within easy reach when the driver is wearing a seat belt. Compact instrument binnacle – with full complement of instruments and warning lights – gives at-a-glance reading from driving position. Three-spoke steering wheel is dished for extra protection.

A Custom model, with many additional quality items, including Zodiac style seating, is also available – details are given at the end of the catalogue.

5/Floor mounted gearchange

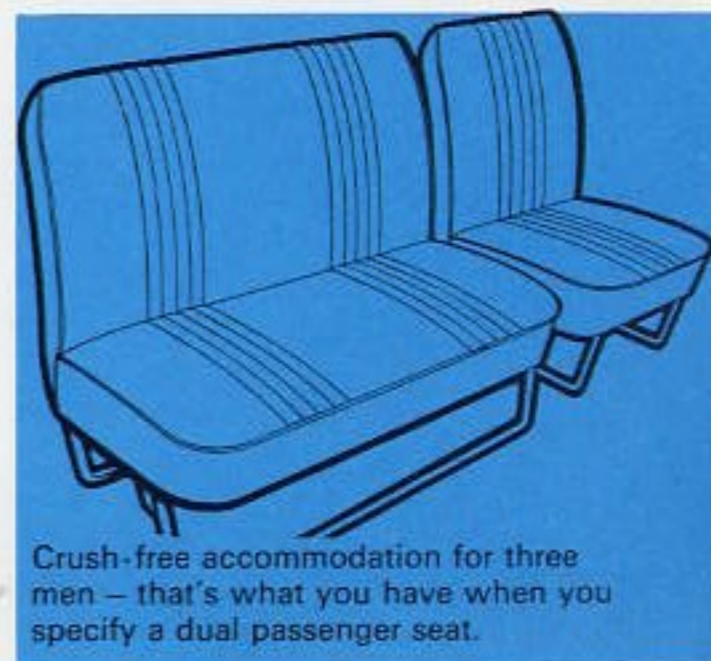
Floor gearchange is well placed for driver's hand, gives direct and positive gear changing, and stands up to any amount of heavy use. Lever is located to allow clear cab walk through.



Powerful windshield wipers cover wide glass area, maintain visibility at all times. Windshield washers are standard.

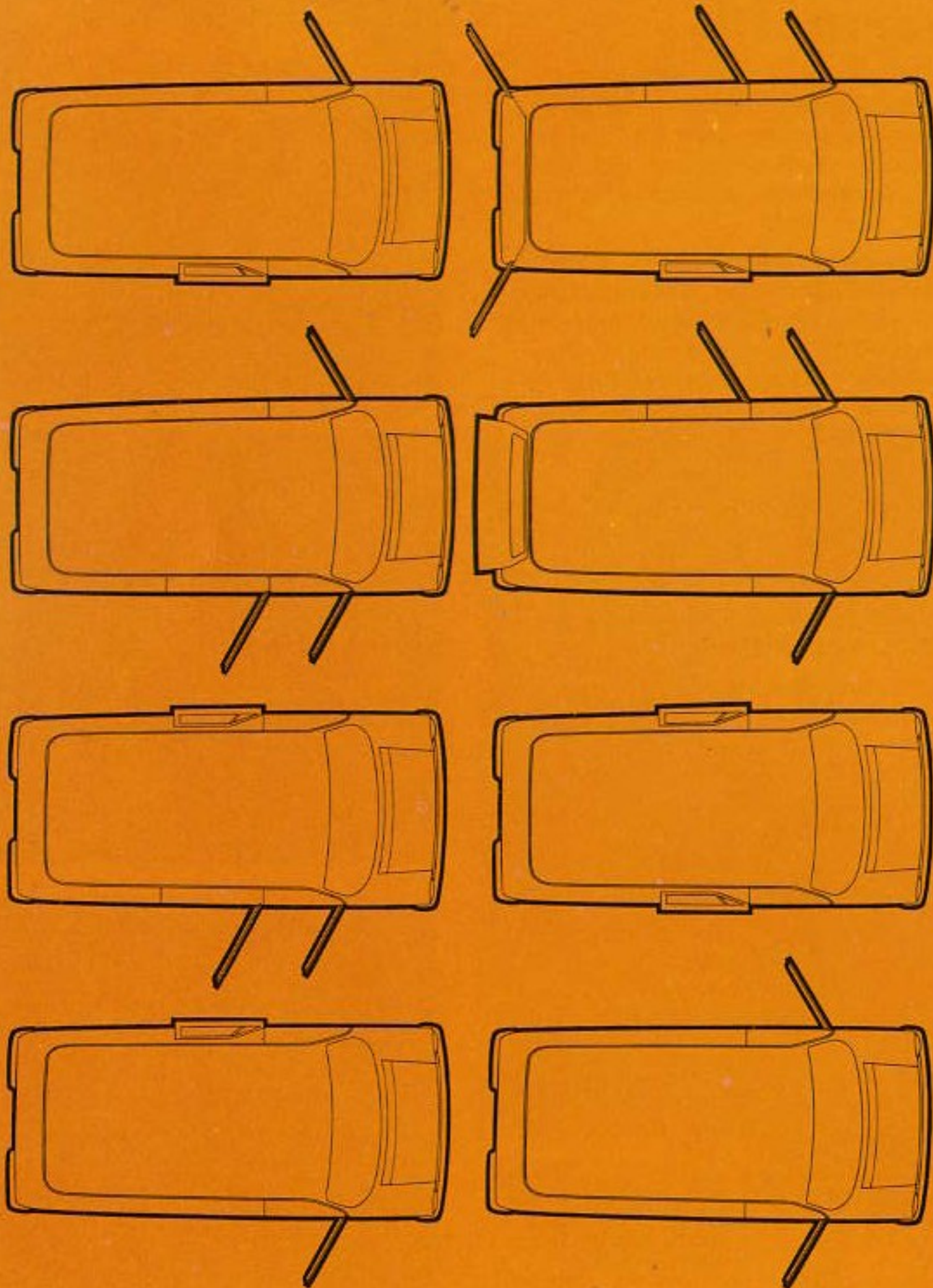


Air scoop ventilation system and fresh air heater provide finger tip control over air temperature and ventilation.



Crush-free accommodation for three men – that's what you have when you specify a dual passenger seat.

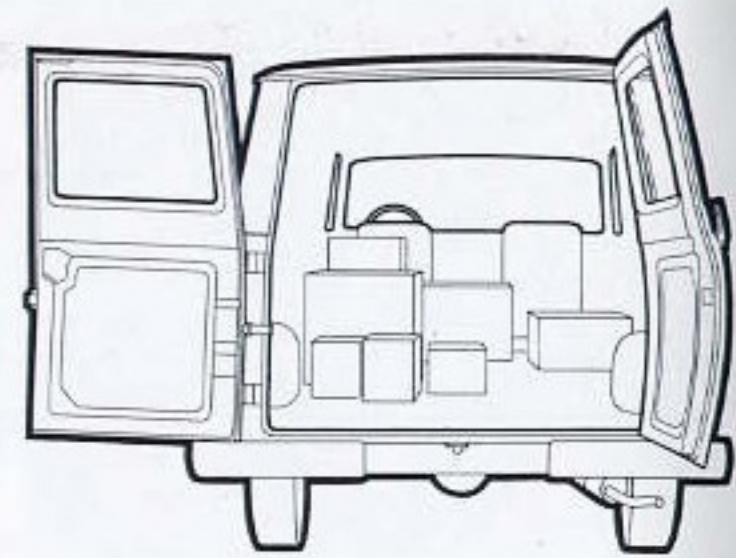




6/Widest choice of door options

On the Transit you have a choice of cab doors – hinged or sliding, hinged side loading doors, and double rear doors or tailgate. No less than sixteen possible door permutations are available, a greater choice than for any other van range today. Thus your vans can be factory-fitted with doors exactly suited to your own particular operation, eliminating the need for costly conversions, saving you time and money. All doors are wide opening to give maximum possible access to loadspace and cab. As you can see the opportunities are endless. You specify the doors you want on your Transit, Ford do the rest.

Depicted here are the basic combinations of cab and side loading doors available for the Transit. With the additional choice of double rear or tailgate doors, this number is doubled.



Rear doors

Large hinged rear doors allow first-class access to loadspace. They open either to 90° – with a stop provided to prevent them flapping – or to the full 180° for easier loading on or off a platform.



Side loading doors

Side loading doors of robust pressed steel make extremely useful options. You can fit these hinged doors to either the nearside or offside.

7/Ideal loading height

Loading height of a mere 66.0 cm (26 in.) means you can carry out loading and unloading quickly, efficiently, and with the minimum of effort. The same loading height applies to all Transit vans so that loading can easily be carried out from the same level for all models in the range, irrespective of payload. On LWB models Ford are able to maintain this significantly low loading height by fitting dual rear wheels and 35.5 cm (14 in.) tyres.

8/Big loadspace

Designed to take advantage of every available inch, the Transit gives you all the room you want and more. The SWB model is highly competitive with 5 cubic metres (178 cu. ft.), while for that bulkier load the LWB with 7.4 cubic metres (261 cu. ft.) is your van. Not only the whole of the van body but the space alongside the driver can be utilised – giving an extra 0.6 cubic metre (21 cu. ft.). On SWB models, the width between wheel-arches is no less than 127 cm (50 in.) – greater than any other van of comparable size.

The floor is the same level throughout so that articles can be stacked flat for the entire length. Metal floor is swaged for strength. The spare wheel housing tucked away under-floor increases the usable cargo space.

Full or half bulkhead behind driver can be obtained as optional equipment.



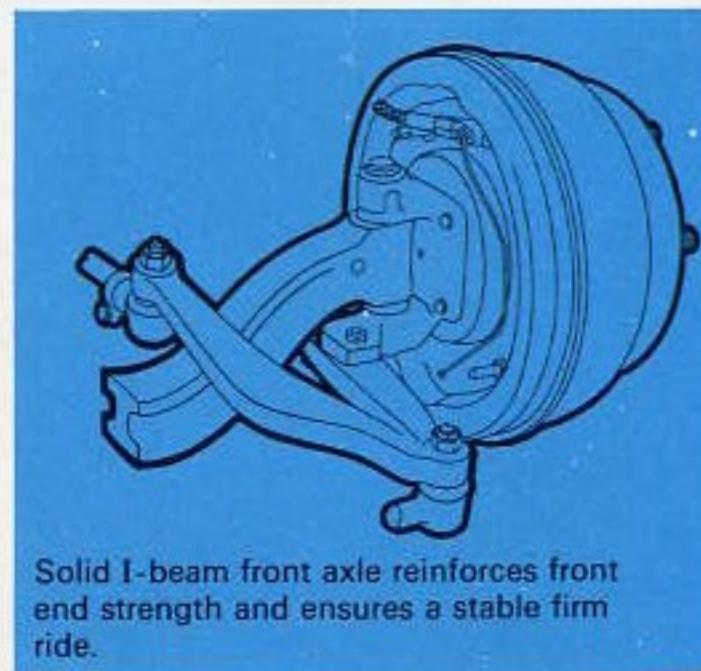
9/Built and tested to last

A revolutionary new electric paint process which gives every square inch of body a hard corrosion-resistant coat of primer has been developed by Ford and is now applied to the Transit. Instead of the conventional method of dipping and spraying, each body is completely submerged in a primer-filled tank and paint electrolytically deposited. In this way a uniform coating is built up over every surface, even such normally inaccessible places as door interiors and box sections.

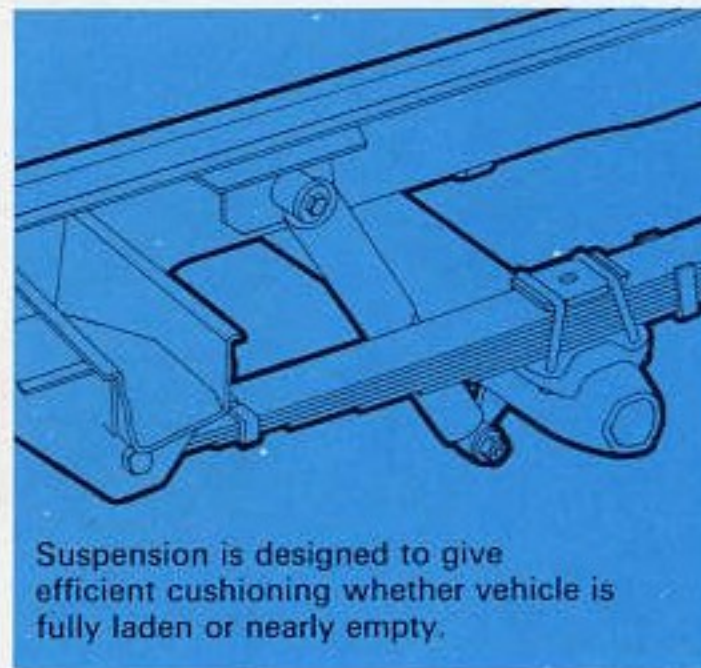
Electrocoating successfully armour plates the vehicle against rust and provides an excellent base for top enamel coats. The full protection and longer vehicle life achieved by this remarkable process add up to your getting better value than ever with the Transit.



The in-built durability of the Transit will give years of reliable service in the roughest toughest conditions, through fair weather and foul. Components are heavy duty construction throughout, designed for long working life. Add to this the thorough reliability testing given to the Transit, and you have the most ruggedly reliable light commercial built today.



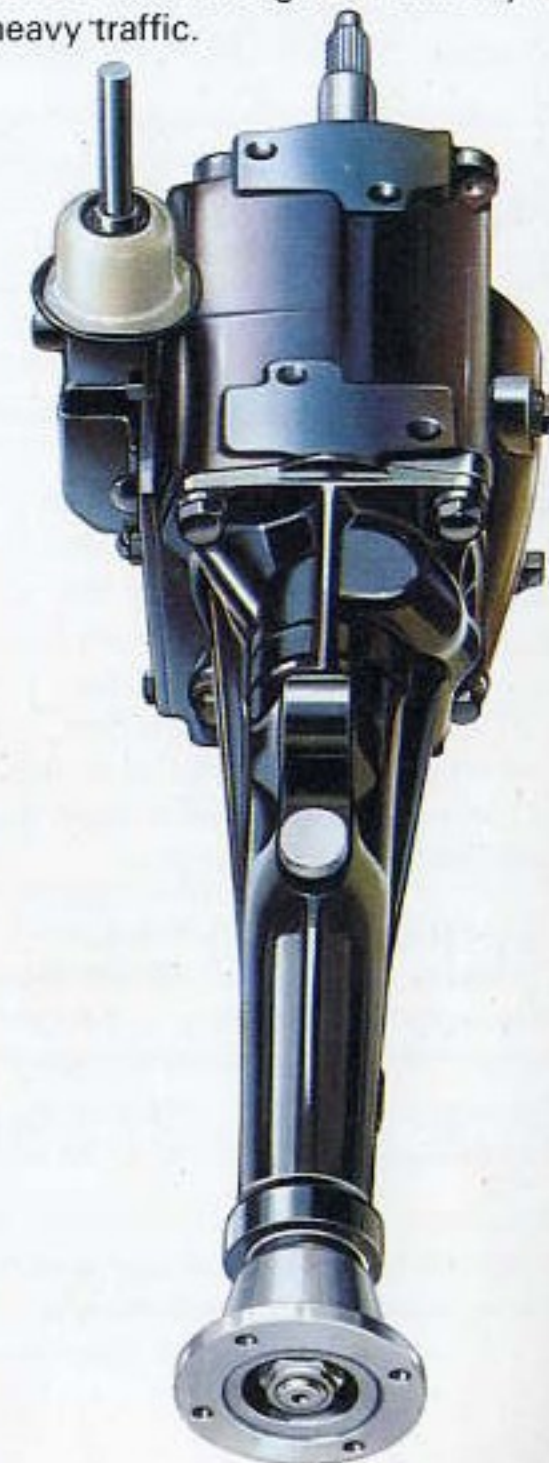
Solid I-beam front axle reinforces front end strength and ensures a stable firm ride.



Suspension is designed to give efficient cushioning whether vehicle is fully laden or nearly empty.

Gearbox

Ford leads the field in gearbox design and the Transit four speed box is no exception. Synchromesh on *all* forward gears and floor-mounted gearchange ensure you always obtain smooth positive gearchanging – enabling you to go up or down through the gears quickly and confidently. Ratios are ideally spaced for maximum gradeability, first-class acceleration and great flexibility in heavy traffic.



10/Good power with economy

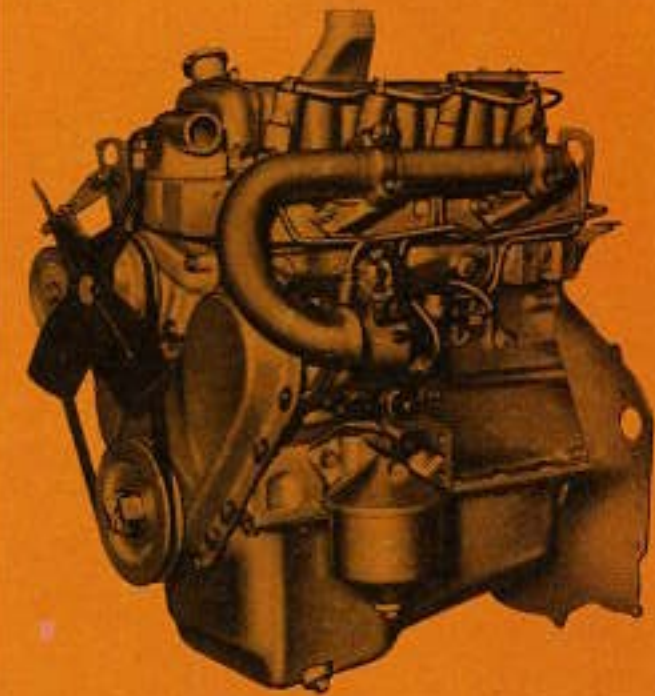
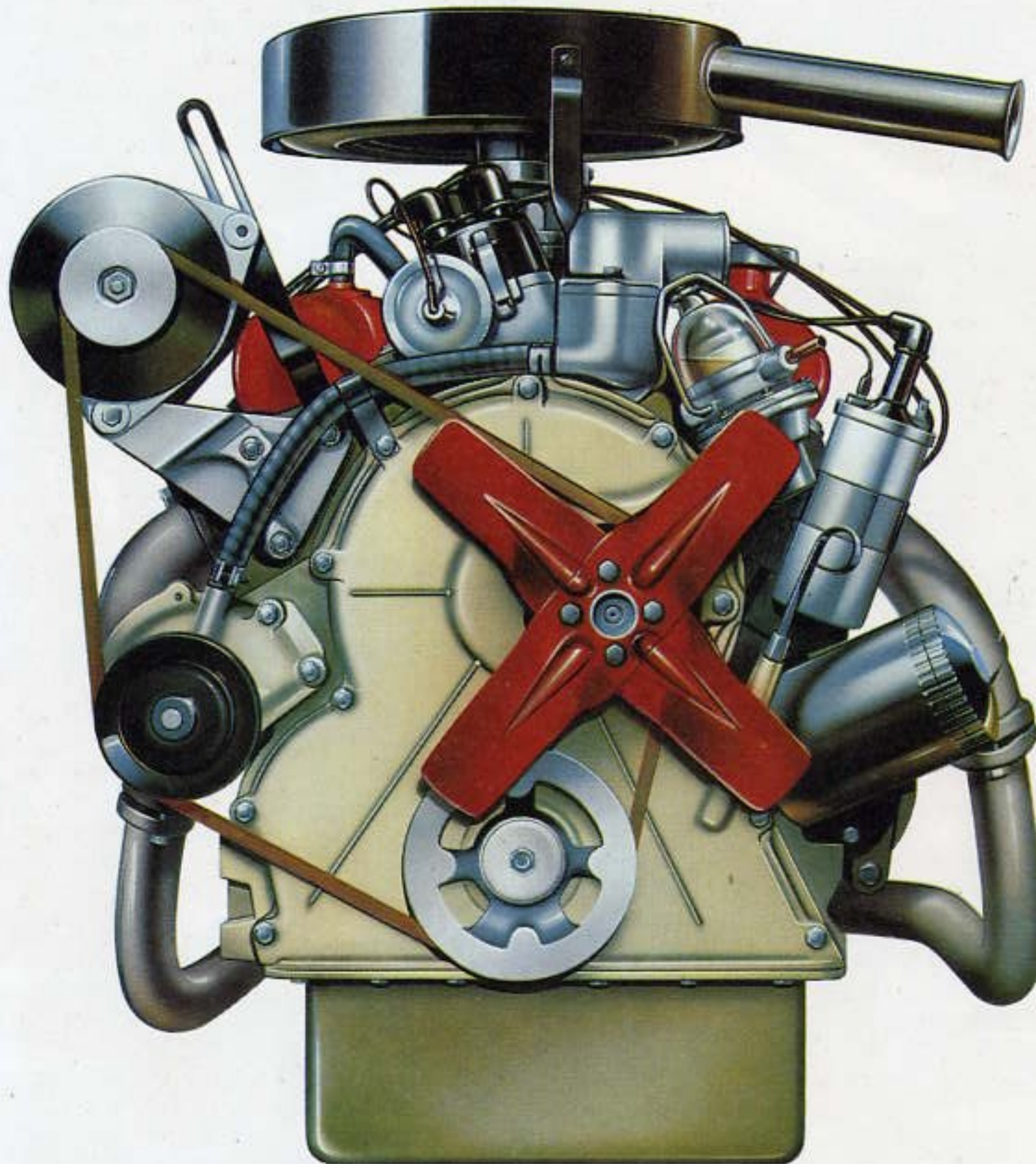
Compact, power-packing V4 engine puts real punch into the Ford Transit.

The V4's compactness – it's no longer than a briefcase – means more space for driver and passengers, free access into cab and no transmission tunnel to interrupt walk through. Servicing is made easy too, with complete access to the engine from the front.

The exceptional power/weight ratio gives sparkling performance with outstanding load carrying power and economy – you get more miles to the gallon from the V4. Lively acceleration through the gears gives that extra urge for safe overtaking, makes the Transit a pleasure to drive. Deliveries will always be on time with this unique power unit.

Ever trustworthy, the V4 has been evolved as a result of Ford's long-standing know-how of V engines, plus lengthy and critical testing of the V4 in particular.

Two versions of the V4 are available, 1.7 litre for SWB models and 2 litre for LWB models. The smaller engine achieves a maximum of 65.5 PS (73 bhp), while the 2 litre version packs a tremendous 77.0 PS (85.5 bhp) at 4750 rpm. Compression ratio is 7.7:1 in each case.



Diesel engine

If you prefer diesel, the efficient Perkins 4/99 engine is at your service (on SWB models only). This smooth running engine will provide trustworthy performance for many years, responding to your demand every moment of the time. Its excellent fuel economy with resulting lower running costs, makes the 4/99 ideal for town work and stop-start operations. The highly efficient injection equipment assures accurate fuel metering at all speeds, under all loads.

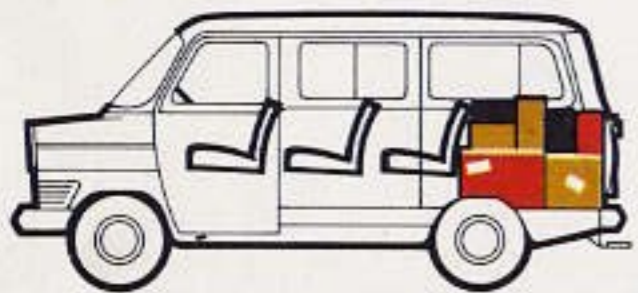
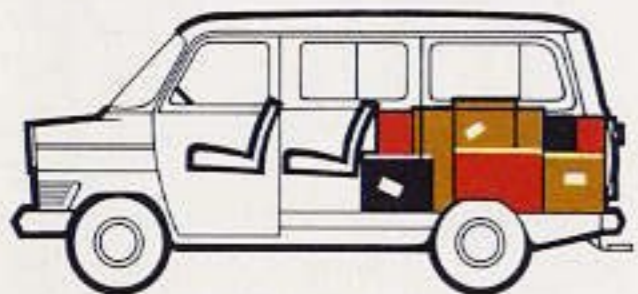
Like the petrol engine, the diesel does not intrude into the cab compartment and to accommodate this in-line unit the van front end is extended slightly.

The Kombi

A popular choice at a popular price, that's the Kombi – a highly practical combination of van body with bus windows and dual passenger seat. Ideal for special versions – caravans, personnel carriers or ambulances can all be easily adapted from the basic Kombi at little extra cost.

The rugged versatile Kombi offers estate car standards of comfort with big van capacity. With removable seats fitted it can serve as both private and business vehicle.

Offered in five payloads from 850 to 1750 kg (17–35 cwt) and two wheelbases, the tremendous scope and versatility of the Transit range is well demonstrated in the Kombi.



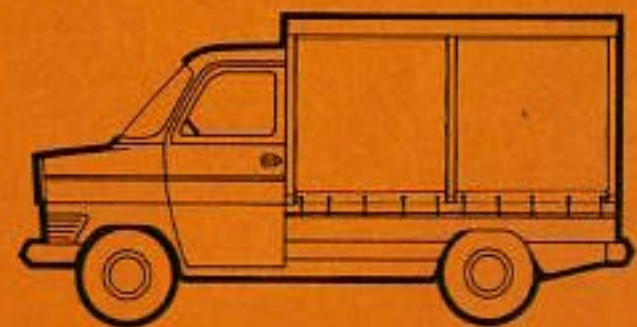
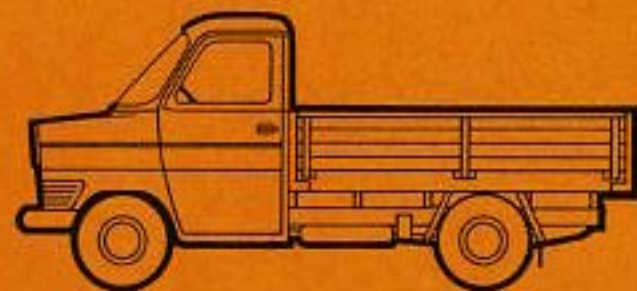
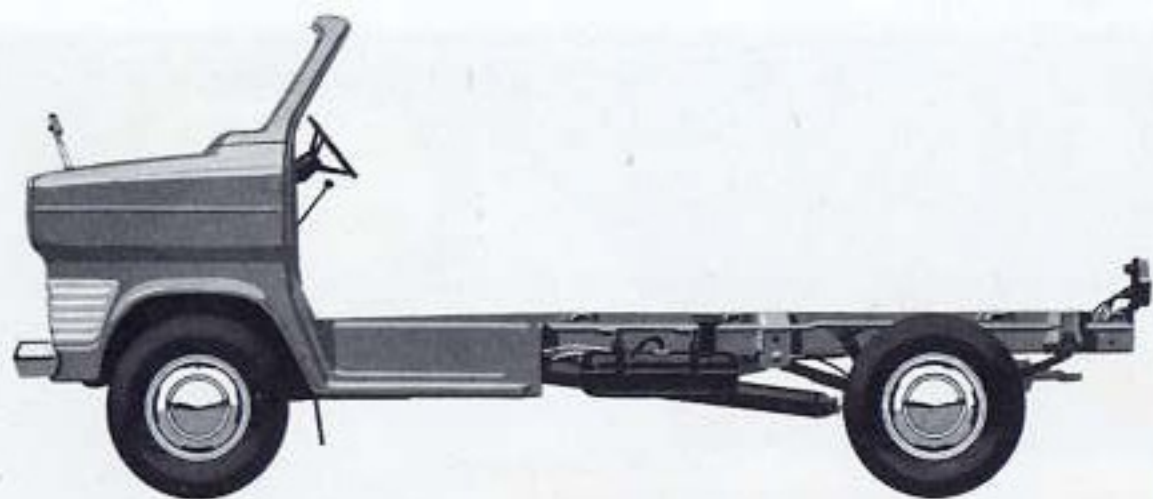
Special bodies

Special body? You name it, the Ford Transit can take it. Chassis cab, chassis windshield and chassis cowl variants are specially designed to take all kinds of bodywork.

Chassis cabs have standard frame mounting brackets so there's no difficulty in fitting floats or platforms. Chassis front end versions make ideal foundations for such 'specials' as Luton vans, mobile shops, refrigeration vans and many more.

Short wheelbase models have sturdy ladder type frames while long wheelbase versions employ cruciform crossmembers for extra rigidity.

Whatever body you want, there's a Ford chassis variant to match it. For a vehicle 'made to your measure' consult your Ford dealer.





Passenger vehicles

For fast comfortable travel, Ford Transit buses are unrivalled. Luxurious to ride in and a pleasure to drive, 9, 12 (11 seats on diesel versions) and 15 seaters all offer superb standards of comfort combined with get-you-there-on-time performance.

The ultra-short V4 engine facilitates first class accessibility, generous leg room and car style driving position, benefiting driver and passengers alike. Superb all round visibility, floor-mounted gearchange and excellent manoeuvrability with a tight 10.4 metre (34 ft.) kerb-to-kerb turning circle (11.4 metres – 37½ ft. – for the 15 seater) make these buses as pleasurable to drive as any family saloon.

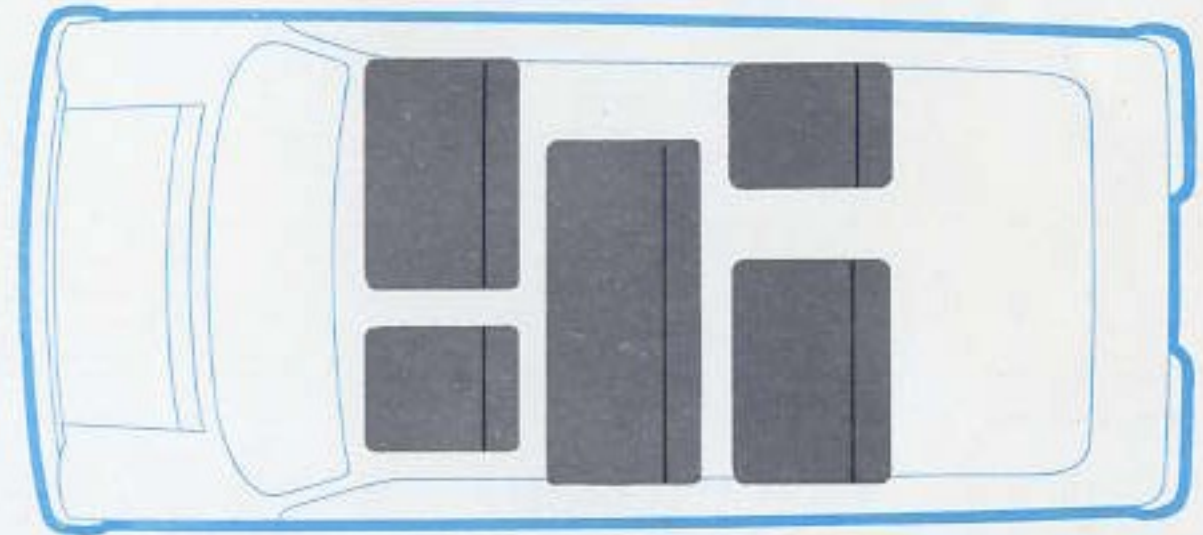
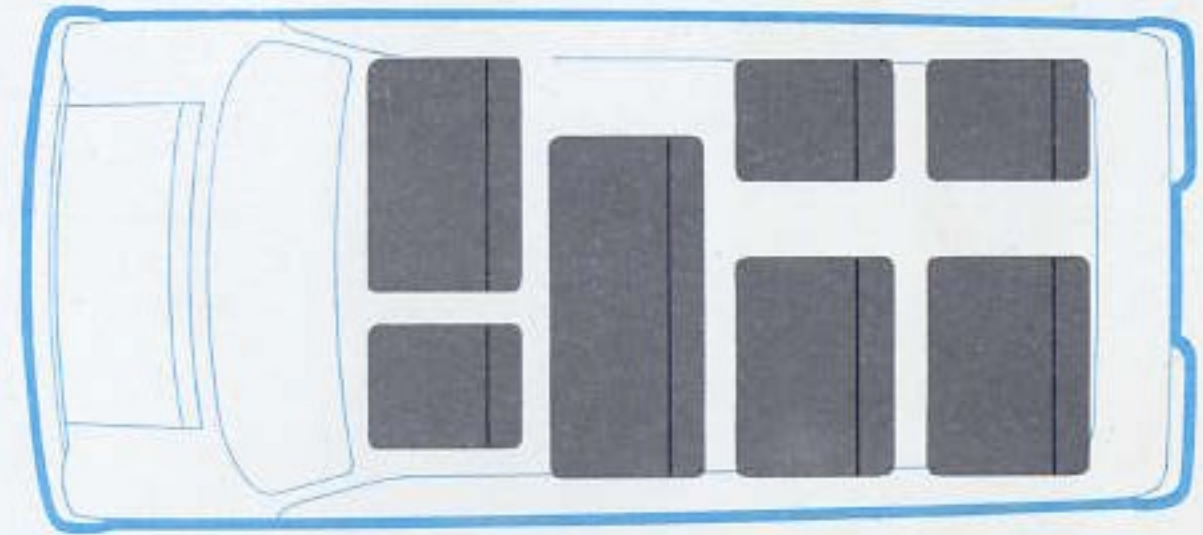
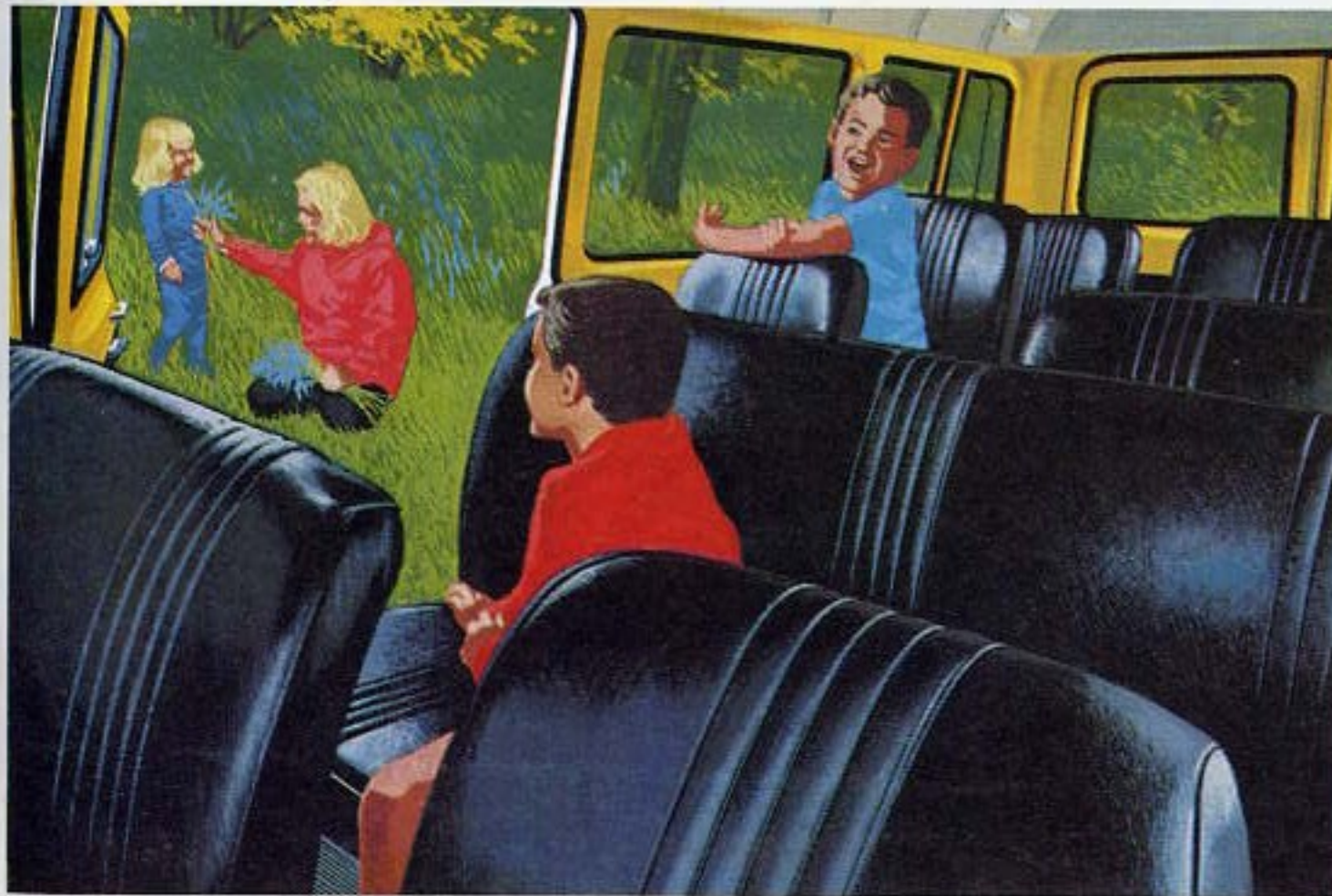
Easy access to the forward facing passenger seats is provided through

front and double rear doors. Entry is aided by exceptionally low enclosed front steps and rigid step at rear. Side doors complete with automatic slide-out steps can also be fitted.

Comfortable jolt-free ride is ensured for driver and passenger alike by powerful semi-elliptic leaf springs, telescopic double-acting shock absorbers front and rear, and foam-filled, PVC covered, seats.

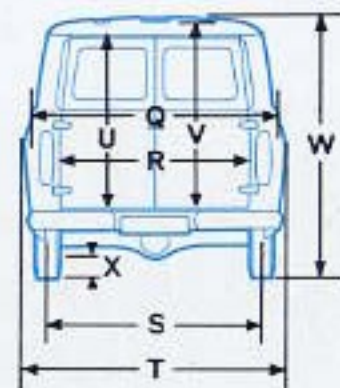
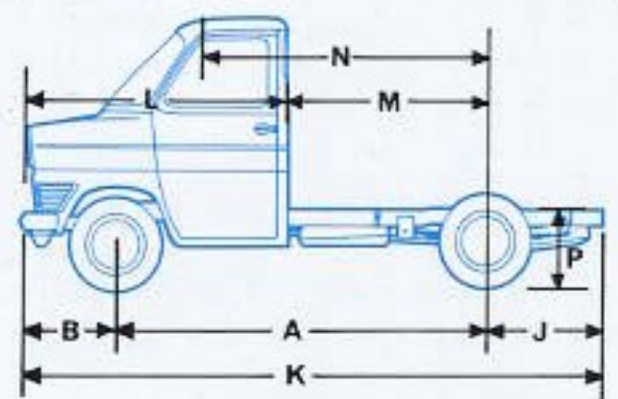
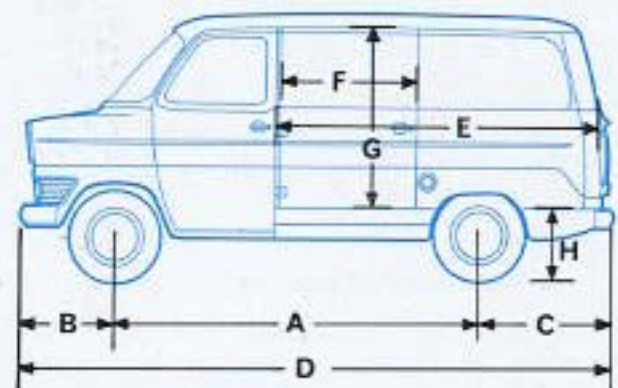
Beautifully designed and styled, Transit buses are impeccably finished down to the smallest details, as can be seen from the careful positioning of the interior lights and the hooding of the sealed beam headlamps to minimise glare.

Custom versions are also available for 9, 12 and 15 seater buses – details are given in the Specification at the end of the catalogue.



Specification	Short wheelbase (600, 850, 1100)	Long wheelbase (1250, 1500, 1750)
BODY AVAILABILITY	Van, chassis cab, chassis windshield, chassis cowl, buses – 9 seat, 12 seat (petrol only), 11 seat (diesel only), Kombi 850 and 1100 (17 and 22 cwt).	Van, chassis cab, chassis windshield, chassis cowl, bus – 15 seat, Kombi.
GVW	600–1837 kg (4050 lb), 850–2097 kg (4625 lb), 1100–2359 kg (5200 lb).	1250–2722 kg (6000 lb), 1500–2994 kg (6600 lb), 1750–3266 kg (7200 lb).
PAYLOAD	600–685 kg (1510 lb), 850–937 kg (2065 lb), 1100–1181 kg (2605 lb).	1250–1326 kg (2925 lb), 1500–1588 kg (3500 lb), 1750–1848 kg (4075 lb).
ENGINE, PETROL	1.7 litre 60° V4, OHV. Capacity 1663 cc. Compression ratio 7.7:1. Max. gross bhp 73.0. Din PS 65.5 at 4750 rpm. Max. gross torque 91.0 lb ft. Din mkg 11.7 at 3000 rpm.	2 litre 60° V4, OHV. Capacity 1996 cc. Compression ratio 7.7:1. Max. gross bhp 85.5. Din PS 77 at 4750 rpm. Max. gross torque (114 lb ft.). Din mkg 14.75 at 2750 rpm.
ENGINE, DIESEL	1.6 litre 4 cylinder in line, OHV. Capacity 1621 cc. Compression ratio 20:1. Max. gross bhp 42.3. Din PS 40 at 3600 rpm. Max. gross torque 73 lb ft. Din mkg 9.55 at 2250 rpm.	
CLUTCH	Single dry plate, 21.6 cm (8.5 in.) diam., diaphragm spring.	Single dry plate, 21.6 cm (8.5 in.) diam., diaphragm spring.
GEARBOX	Four speed, fully synchromesh. Ratios – 1st 4.412:1, 2nd 2.353:1, 3rd 1.505:1, 4th 1:1, Reverse 4.667:1.	Four speed, fully synchromesh. Ratios – 1st 4.412:1, 2nd 2.353:1, 3rd 1.505:1, 4th 1:1, Reverse 4.667:1.
REAR AXLE	Three quarter floating, capacity 600–1247 kg (2750 lb), 850 and 1100–1542 kg (3400 lb).	Fully floating, capacity 2359 kg (5200 lb).
FRONT AXLE	Solid I-beam reversed Elliott. Capacity 1021 kg (2250 lb).	Solid I-beam reversed Elliott. Capacity 1021 kg (2250 lb).
SUSPENSION	Semi-elliptic leaf springs. Telescopic shock absorbers front and rear.	Semi-elliptic leaf springs. Telescopic shock absorbers front and rear.
FRAME	Integral construction for vans, buses and Kombi. Ladder type for chassis cab, chassis-windshield and chassis cowl.	Integral construction for vans, buses and Kombi. Cruciform type for chassis cab, chassis windshield and chassis cowl.
FUEL TANK	Capacity 42 litres (9.25 galls).	Capacity 68 litres (15 galls).
STEERING	Recirculating ball, ratio 19.88:1. Steering wheel diameter 40.6 cm (16 in.). Kerb-to-kerb turning circle 10.4 metres (34 ft.).	Recirculating ball, ratio 19.88:1. Steering wheel diameter 40.6 cm (16 in.). Kerb-to-kerb turning circle 11.4 metres (37.25 ft.).
BRAKES	Lockheed drum, hydraulic actuation. Front – two leading shoe, 600 and 850–22.86 × 7 cm (9 × 2.75 in.) 1100–25.4 × 7 cm (10 × 2.75 in.). Rear – leading and trailing shoe, 22.86 × 4.45 cm (9 × 1.75 in.).	Lockheed drum, hydraulic actuation. Front – two leading shoe, 1250–25.4 × 5.7 cm (10 × 2.25 in.), 1500 and 1750–25.4 × 7 cm (10 × 2.75 in.). Rear – duo-servo, 1250–25.4 × 5.7 cm (10 × 2.25 in.), 1500 and 1750–25.4 × 7 cm (10 × 2.75 in.).
WHEELS	Pressed steel disc, single front and rear, 5K × 14.	Pressed steel disc, single front dual rear, 5K × 14.
TYRES	Tubeless. 6.50 × 14–6PR (600), 7.00 × 14–LT (850), 7.50 × 14–LT (1100).	Tubeless. 6.50 × 14–4PR (1250), 7.00 × 14–4PR (1500), 7.50 × 14–4PR (1750), 6.50 × 14–6PR (1250) (bus).

Dimensions SWB

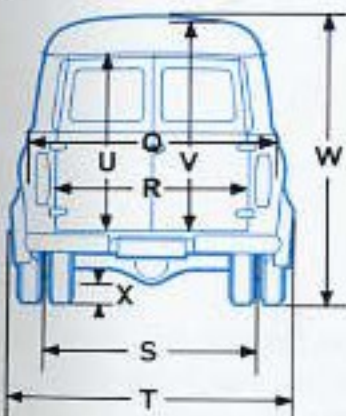
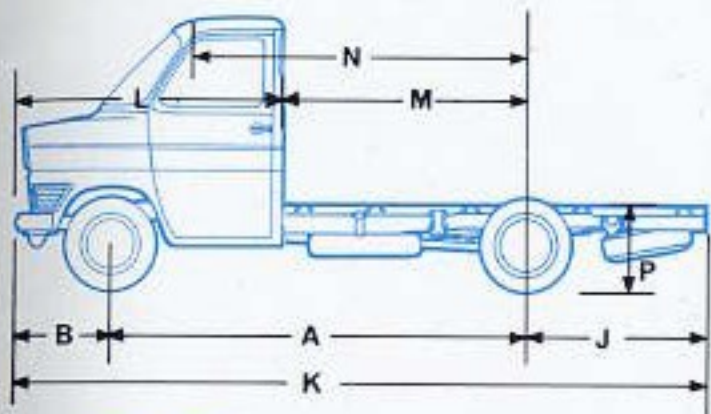
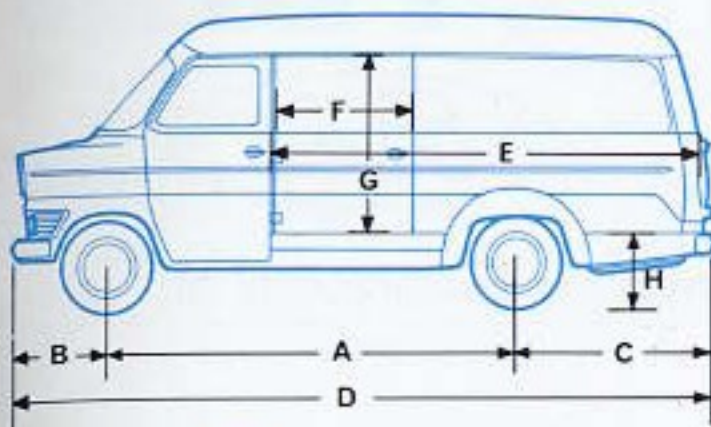


Dimensions in inches (centimetres)

A	B†	C
106 (269.2)	28.85 (73.3)	39.33 (99.8)
D†	E	F
174.2 (442.5)	89.9 (228.3)	31.7 (80.5)
G	H (Unladen)*	J
49 (124.5)	23.5 (59.7)	33.75 (85.7)
K†	L†	M
168.6 (428.2)	77.85 (197.7)	57 (144.8)
N	P*	Q
78.43 (199.2)	24.4 (62.0)	63.65 (161.7)
R	S	T
54.8 (139.2)	62.5 (158.8)	76.15 (193.4)
U	V	W*
48.3 (122.7)	53.45 (135.8)	77.68 (197.3)
X*		
7.0 (17.8)		

† Add 3.9 in. (9.9 cm) for diesel-engined vehicles.
* Varies according to payload capacity.

Dimensions LWB



Dimensions in inches (centimetres)

A	B	C
118 (299.7)	28.85 (73.3)	56.9 (144.5)
D	E	F
203.7 (517.4)	119.4 (303.3)	31.7 (80.5)
G	H (Unladen)*	J
49 (124.5)	23.3 (59.2)	52 (132.1)
K	L	M
198.15 (503.3)	77.85 (197.7)	69 (175.3)
N	P*	Q
90.43 (229.6)	24.5 (62.2)	63.65 (161.7)
R	S	T
54.8 (139.2)	60.63 (154.0)	81 (205.7)
U	V	W*
48.3 (122.7)	59.5 (151.1)	83.95 (213.2)
X*		
6.8 (17.1)		

* Varies according to payload capacity.

Electrical equipment

12 volt battery, 38 amp/hr (petrol) 72 amp/hr (diesel), negative earth. 43 amp alternator. Sealed beam headlamps, hooded to minimise glare-back. Flush fitting side lamps and flashing indicators. Combined rear, stop and flashing indicator lamp unit at back. Interior light. Combined direction indicator, headlamp dipper, headlamp flasher and horn switch mounted on antenna at RH side of steering column.

Instruments

Compact instrument binnacle incorporating speedometer, odometer, temperature gauge, fuel gauge, and warning lights for main beam, direction indicators, oil pressure and generator. Controls for choke (petrol), stop and slow running (diesel), windshield wipers, ignition switch and lights mounted on facia.

Body and Cab equipment (all models)

Semi-forward control. All steel welded construction. Heavy duty wrap-round front bumper. Two exterior flip back mirrors. Side ventilation louvres (van only). Ribbed steel floor. Underfloor mounting for spare wheel. Spare wheel and carrier (LWB models). Full width curved windshield of toughened glass. Dual high-speed windshield wipers. Windshield washers. Forward hinged doors with full drop wind-down windows, swivel quarterlights and push button door locks. Large rear door windows. Toughened glass throughout. Fixed driver's seat, adjustable fore and aft. Seat foam-filled and covered in breathable PVC. Rubber floor mat on driver's side (van only). Three spoke dished steering wheel. Safety belt anchorages. Ashtray. Glovebox. Front mudflaps. Fresh air ventilation. Paint finish – choice of gloss colours from Ambassador Blue, Fiord Blue, Galleon Green, Merchant Fawn, Cargo Grey, Monaco Red, Ermine White and Highway Yellow.

Bus

Alternative of 9 seater, 12 seater (11 seats with diesel) or 15 seater (petrol only).

Foam-filled, PVC covered seats. All seats facing forward. Full PVC headlining. Interior lights (3 for 9 and 12 seater, 4 for 15 seater). Large fixed side windows. Pivoting rear quarter vent. Rubber floor mat in passenger compartment. Painted rear quarter bumpers. Single tone paint finish.

Kombi

Available in 850, 1100, 1250, 1500 and 1750 kg (17, 22, 25, 30 and 35 cwt) models. Standard tip-up dual passenger seat. Full width rubber mat in driver's compartment. PVC headlining in cab. Large fixed side windows. Single tone paint finish.



Custom model (Van and chassis cab)

De-luxe Cirrus seat trim. Full PVC door trim. Headlining in front compartment. Instrument panel crash pad. Lockable glovebox. Interior sun visor (1 in van, 2 in chassis cab). Second interior light (van only). Coat hooks (1 in van, 2 in chassis cab). Dual horns. Chrome front bumper. Chrome rear quarter bumpers (van only). Chrome hub caps (SWB models only). Spare wheel and carrier (SWB models only). Heater and defroster.

Custom Bus

De-luxe Cirrus seat trim with choice of colours. Full PVC door trim. PVC body

side trim. Rear PVC door trim. Instrument panel crash pad. Lockable glovebox. Two interior sun visors. Dual horns. Cowl side cover. Chrome front bumper. Chrome rear quarter bumpers. Chrome hub caps (9 and 12 seater only). Spare wheel and carrier (9 and 12 seater). Single tone paint finish.

Optional equipment

All models. Sliding cab door – nearside, offside. Hinged side loading door – nearside, offside, or both, but only with hinged cab door. Heater and defroster (standard on Custom models). Perkins 4/99 diesel engine (short wheelbase models). Cold start equipment. Heavy duty battery – 57 amp/hr (petrol) 2 x 72 amp/hr (diesel). Heavy duty shock absorbers – front or rear. Servo-assisted brakes (except 1250 kg (25 cwt) and 15 seater bus). Heavy duty radiator. Radiator blind. Anti-theft steering lock (petrol only). Spare wheel and carrier (SWB models). Safety sun visors. Laminated windshield. Interior rear view mirror. Front overrides with custom versions.

Van only. Full bulkhead. Half bulkhead. Lift gate rear door. Windowless rear doors. Single passenger seat with full width rubber mat. Dual passenger seat with full width rubber mat. Second interior light. Painted rear quarter bumpers. Lockable fuel cap.

Bus only. Sliding side windows. Slide door (with auxiliary step on 12 and 15 seater buses). Auxiliary step (9 seater bus). Fixed rear step. Two tone paint finish. Front overrides. Lockable fuel cap.

Kombi only. Bus seats. Rear floor mat. Pivoting rear quarter windows. Sliding side windows. Fixed rear step. Painted rear quarter bumpers. Removable bus type seats. Front overrides. Lockable fuel cap.

Chassis windshield and chassis cowl models. Driver's fixed seat, adjustable fore and aft. Single passenger seat with full width rubber mat. Dual passenger seat with full width rubber mat.

In addition, seat belts, fog lamps, reversing lamps and a full range of other FoMoCo accessories are also available.



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