

Ford Transit



The even more versatile van

We believe the customer is always right. So, what he wants, we make. When we saw, back in the early 60s, that he wanted a highly versatile medium van, we made him one. It emerged in 1965, its name was Ford Transit.

Now Transit is still further improved by the addition of an all-new Ford diesel engine. Big, fast and beautifully designed, Transit was, and is, the most versatile vehicle around. Its design gives operators definite

advantages. Quick loading and unloading. Quick unloading and getting around. Quick profits.

If this shows anything, it shows that buyers know a good thing when they see it. It shows they appreciate good things like solid unit construction to reduce kerb weights, 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 a choice of petrol or diesel power in 6 output ratings, so they can tailor the power to the job. 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, safer, safer loading and unloading.

A vehicle with more body options than ever before anywhere.

A van that's as comfortable as a car. That looks, feels, and drives like a car. In fact, Transit is the most versatile, adaptable, highly specified van available. With millions of Transits 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.



Transit Access

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 payload—thanks to low curb weights. Big on versatility. Big on access. Big on loading and unloading ease. Big on features that enable you to get any job done. Quickly. Safely. Efficiently.

Unparalleled Accessibility—Wide, wide-opening doors. And a choice of 18 door combinations so you can fit your loading/unloading needs precisely.



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.

Low Loading Height

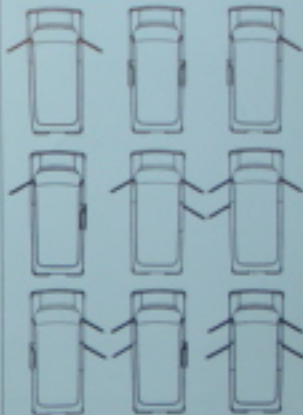
Transit's suspension gives it a really low unladen sill height for easy loading—from just 600 mm (23.6 in.) to 450 mm (26 in.) dependent on model. Makes that flat floor doubly easy to work with and ends the aching backs that come with straining to reach high sills.

Bulkheads For driver protection against cargoes that shift easily, half and full bulkheads are available. Latter has full-width window for good rear visibility.

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 when needed without removing any part of your load.



Door Options



The Expert on Your Door Requirements. Is You. 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 standard hinged cab doors on either or both sides. Optional easy-to-open sliding doors (ideal when double parking). Optional hinged side loading door on either or both sides. Hinged double rear doors. Or a rear tailgate that gives unrestricted rear access. (And doubles as an umbrella when you're working in the rain!)

Hinged Rear Doors Transit's doors are big and wide. And they open that way. The hinged rear doors, for example, provide an opening of 1405 mm (55.3 in.) x 1230 mm (48.3 in.). Open to both 90° and 180° positions. Gives you clear, clean access to cargo.

Tailgate Transit's optional tailgate rear door gives a similar massive door opening.

Transit Capacity

Short Wheelbase

Five Models—Five Capacities

Transit has a great capacity for work. In fact, there are five different capacities on the 2860 mm (106 in) wheelbase version, the 80, the 75, the 100, the 116 and the 125, with nominal payloads from 600 kg (1325 lb) to 1300 kg (2860 lb). You can choose just the one for your needs. All models have loadspace galore. Up to 6.4 cu m (228 cu ft) with the passenger seat fitted, and all fully usable. For loading ease, a completely flat floor. Flat from engine bulkhead to rear door. 4.06 sq m (44 sq ft) of floorpace in all. Your large wide loads can be laid flat. Less chance of damage en route that way.



Standard model illustrated

The 125 Model The 125 Transit has been designed specifically for the operator whose interest is in payload rather than body size. Capable of carrying payloads normally reserved for larger vehicles, the nominal payload rating for this variant on the short wheelbase model is 1300 kg (2860 lb).

Easy garaging Transit 60 and 75 models have an overall height of less than 2m (78.4 in) so garaging is no problem.

Loading Length Ladders, poles, carols, all manner of bulky, awkward materials can be accommodated in Transit's vast body. Unlike other vans the floor is flat throughout right up to the engine bulkhead. Loading length is 2510 mm (98.8 in) and even that without the passenger seat. Maximum interior height is a high 1960 mm (67.6 in).

Long Wheelbase

For the Man Who Wants to Carry High Bulk Goods at Low Cost

Meet the bigger, better brother of the van described on the preceding page. A much bigger brother, at that. Hauls payloads up to 1750 kg (3860 lb), nominal, on its 3000 mm (118 in) wheelbase. Transit long wheelbase offers a cavernous loadspace—up to 7.6 cu m (268 cu ft) with the passenger seat fitted and a vast 9.16 sq m (98 sq ft) flat floor area. But there are still those great family resemblances common to all members of the Transit range.

Three Models—choose from the 130, the 150 and the 175—all with twin rear wheels and specially engineered suspensions to handle heavy, bulky loads of 1300 kg (2860 lb), nominal, to 1750 kg (3860 lb), nominal, even on rough roads. And—as a glance at the engines on page 13 will show—you can job-match power to payload.



Custom model illustrated

Length for the Longest Loads Transit has lots of length for long loads. 3270 mm (128.7 in) on the long wheelbase, and of course Transit's seat design allows long objects like ladders to be run along the seats right up to the engine bulkhead, increasing the loading length still further. Maximum interior height is 1970 mm (68.0 in).

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 wide up in the limousine class. Quiet, entered. Easy to move around in. Quiet. Extra comfortable. Designed with convenience, productivity and safety in mind. The doors open really wide and there's a convenient step on both sides of the cab. Inside the door where it's well out of the way of rain and ice. And once inside, you'll find these a clear

walk through—from side to side and through to the loadspace. Check the facts. See for yourself.

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 quieter interior. Up to 88.2 mph (34.7 in.) of legroom. Plus a flat floor and clear walk-through space from side to side. (Which encourages safer entry to the cab from the kerb rather than the road side.)



Cab-Type Seats The seats are one of the first things you'll notice in the Transit. Finished with an embossed knit-weave design the standard seats come in grey and are body contoured to give all-day support for easy driving.



Dual Seat Optional A dual-passenger seat (for 3 man cab) is optional. It fits easier than in most vans because there's no engine in the way. Single passenger seat is also available.



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, more comfort.



Floor-mounted wiper/washer control All Transits have a two-stage foot-operated wiper/washer. Press lightly and the wipers operate. Press harder and the washers spray the screen clean. All done with one foot. Hands on the wheel. Safety.



Instrument Layout Transit's instruments are designed to be clear and unobtrusive. They're grouped in front of the driver, not out of the direct line of sight as in some cabs. The controls too, come quickly to hand. Headlamp dipper and flasher controls are integrated with the combined direction indicator and horn button on a stalk on the steering column.



Fresh Air Ventilation Transit has the ventilation system pioneered by Ford and proved in Ford cabs all over the world. Fresh air enters the cab through swivelling car-type face vents so the constant change of air refreshes the driver, keeps 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 vents.



Automatic Transmission For stop/start driving and multi-stop delivery work specify the optional automatic transmission. Means less wear on the van, increases the driver's productivity. An illuminated selector is conveniently mounted on the face.



Transit— Technical Story

Transit offers a wide range of engine options, so you can match your power precisely to your job—and get greater economy by doing it. Two petrol engines in four power ratings and an all new diesel in two power ratings. DIN PS (net/hp) range: 51 to 79.5 (48 to 83). No other van matches Transit's choice, power, lively acceleration or high

operating speeds. And the soundness is on a par with the performance. 8,000 km (5,000 miles) service intervals for petrol engines, 10,000 km (6,200 miles) for diesel 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.

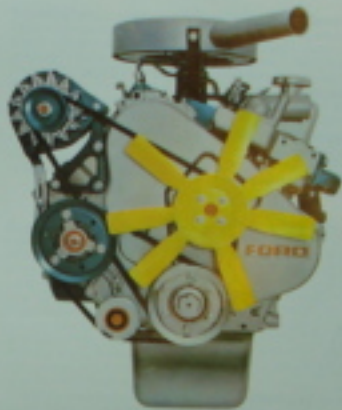


Transits fitted with the optional diesel engine have a front end extended by 100 mm (4 in) to accommodate the extra engine length.



Petrol Engines The compact 1/4 layout in capacities of 1,700 or 2,000 cc a great Transit power with economy. Cross-flow cylinder head and bowl-in piston design mean more efficient combustion: SHORT crankshaft means less vibration, less engine wear.

Latest Addition— New 2.4 litre diesel



A completely new, light diesel engine. All Ford designed and built. Combining efficiency with economy, durability with reliability. The features built into this great new engine option include:

Camshaft driven by a toothed belt which eliminates timing gear mechanisms and reduces noise. The belt is designed to last the life of the engine.

Three ringed pistons, cooled by an upward jet of oil from the main bearing housings. This reduces thermal loading, cuts consumption and avoids piston ring gumming.

A Simms in-line plunger type injection pump, which has been specially developed to meet the needs of the new small diesel and incorporates an auto-advance mechanism to ensure optimum injection timing under all conditions.

Indirect fuel injection for maximum combustion efficiency.

A parent bore four-in-line block with cylinders set at 22.5° giving compact dimensions and very easy one-side servicing.

A deep skirt block, giving extra rigidity. Crankcase ventilation completely sealed to reduce smoke emission and oil consumption. Rockers with auto locking on screws—easier and quicker to adjust.

Two piece mild steel valves giving maximum heat and wear resistance. Replaceable valve seat inserts reduce wear—increase life.

Shorter push-rods to reduce flexing and consequent wear, increase valve train life and enable more accurate timing to be achieved.

Separate valve guides with individual oil seals. Five bearing crankshaft with exceptional bearing areas.

A turbo-charged camshaft for extra rigidity and durability.

Water separator fitted as standard.

This engine will be available in low and high rated versions offering two power levels.

Low Rate

DIN PS 51 at 3,600 rpm
DIN mkg 11.5 at 2,600 rpm
BHP net/gross 48/54 at 3,600 rpm
Torque lb/ft net/gross 80/85 at 2,200 rpm
Simms fuel injection

High Rate

DIN PS 62 at 3,600 rpm
DIN mkg 13.7 at 2,500 rpm
BHP net/gross 55/61 at 3,600 rpm
Torque lb/ft net/gross 90.5/95.5 at 2,200 rpm
Simms fuel injection

The introduction of this great new engine opens up a complete new range of options in the Transit range. The diesel can now be considered as a viable alternative for almost every application. Even the heaviest Transits now have no limitation at all on

performance in the diesel version and for all applications where economy is of prime importance, the new 2.4 litre diesel is the complete answer.

Power Train

All Synchro Gearbox 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.

Diaphragm Clutch with Pendant Pedal Transit's modern diaphragm-clutch is light and smooth in operation. Therefore less tiring for the driver than conventional coil-spring clutches.

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. Eliminates all the tiresome de-clutching especially in stop-start town traffic and multi-stop-delivery work. Also lengthens a van's life—because the engine isn't being fogged a lot, nor over-revved. And the illuminated auto-selector again cuts down wear on the driver.

Choice of Axle Ratios Wide choice of axle ratios to fit your loads and your roads. From 4-11:3 right down to 6-17:3 for optimum performance in mountainous terrain. (Availability depends on model.)

Engine Availability	Transit 60, 75, 100, 115	Transit 125, 130, 150, 175
Standard:	1.7 litre 63 DIN PS (73 gross bhp) V4 petrol low compression	2.0 litre 75 DIN PS (85.5 gross bhp) V4 petrol low compression
Optional:	1.7 litre 69 DIN PS (81.5 gross bhp) V4 petrol high compression. 2.0 litre 76 DIN PS (85.5 gross bhp) V4 petrol low compression. 2.0 litre 79.5 DIN PS (93 gross bhp) V4 petrol high compression. 2.4 litre 51 DIN PS (54 gross bhp) Ford Diesel. 2.4 litre 62 DIN PS (61 gross bhp) Ford Diesel.	2.0 litre 79.5 DIN PS (93 gross bhp) V4 petrol high compression. 2.4 litre 62 DIN PS (61 gross bhp) Ford Diesel.
Choice of Axle Ratios	Transit 60, 75, 100, 115	Transit 125, 130, 150, 175
* (not available on 115 petrol versions)	4-11:1 4-8:3:1 4-8:4:1 5-14:1	4-6:3:1 5-8:3:1 5-14:1 6-17:1

Manoeuvrability, Suspension and Brakes

Transit is low, tough, comfortable, safe, gives a smooth ride. 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. 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—instincts. To move out fast through traffic. To turn and park in a hurry. To steer—and stop—with precision.

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. 5-1 turns lock to lock. Kerb to kerb turning-circle is just 10-36 m (34 ft) short wheelbase 11-37 m (37-3 ft) long wheelbase which puts Transit in the car category for manoeuvrability. And puts it in first place for in-town delivery work. Anti-theft steering lock optional at low cost.

Suspension Minimum leaf spring design gives you low loading height, more comfort, a better ride. Front springs are single leaf as standard equipment on all models. Rear springs are two-leaf on the 60 and 75 Transits and 3 seat Bus, three-leaf on the heavier models. Telescopic shock absorbers make life really smooth. If your going is extra rough heavy duty springs and shock absorbers are available as an optional extra on all Transits. 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.

Wheels and Tyres Pressed steel disc wheels come with bright metal hubcaps on short wheelbase models. Short wheelbase Custom buses have de luxe car type tyres. Car-size 14 in (350 mm) tyres make sound business sense. You get high weight-carrying capacity, low loading height and good tyre wear. Wide choice of tyres—including cross-ply and long-life radials—to fit your loads and roads. Choice helps a fleet buyer to standardise tyres on all his vehicles.

Brakes You stop sure and straight in Transit—thanks to direct-acting hydraulic brakes all round. Transit has pendant type pedals for greater comfort, and dual line brakes are standard for increased safety. A direct acting brake servo unit is standard on all Custom buses and available as a factory option on all other models. Front brakes have two leading shoes, rear brakes a leading and trailing shoe. Both have generous lining areas for fade-free operation. The easy to get at, easy to operate mechanical hand-brake is placed so as not to impede access from side to side, and on Custom models the mechanism is enclosed in a neat gater. There are brake lining inspection holes in the backplates.



Transit A Bus Worth Catching

The Bus Stop is Your Ford Transit Dealer

You need to carry up to 15 people in real comfort? Try the Transit bus. Handsome. Well-equipped. A smooth, comfortable ride. Great value for money. An ideal bus. Ideal for a big family. Or 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:

Easy Access Getting in and out is easy for you and your passengers. Four points of entry: two front doors and double rear doors (seats on 9 seats)—all wide. Low step heights to the passenger areas—including a fixed 356mm (14in.) high rear step. An automatic step swings out when the side door is opened (standard on 6 and 9 seats, optional on other models). Plenty of gangway space and space between seats.



More Safety Rugged all-steel body for safety. (Like we say, people are "valuables"—you'll want to carry 'em in a strong box.) A direct-acting brake servo is standard on custom models. Pendant pedals are standard on all models and there's generous dash padding on the face.

Car-like Interior Transit is well-lit (six to five interior lights). Well-waxed 54 rubber floor mat covers the entire passenger area). Superb luxury car type trim (smart, washable PVC coverings on seats, doors and interior panels and headlinings). Well-appointed (take *ahoy!*) as an example—there are up to 6 of them! There's even a radio as a factory fitted option.

Choose Your Capacity A good variety of carrying capacities to choose from: a 15 seat long wheelbase model, or 12 seat short wheelbase buses, and all with petrol or diesel power. A single front passenger seat is optional instead of the double fitted as standard.



Much more comfort 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 that the ride is quieter and the interior roomier. And of course Transit buses are

fitted with the full-flow ventilation system proved by Ford cars all over the world. Fresh air enters through swivelling car-type face-level vents so the constant change of air refreshes driver and passengers. And in winter the ample heater keeps everybody warm and the windscreen demisted.

Transit Kombi

The versatile van, with windows

Yet another great version of the Transit—a van body with bus windows. Specify the optional passenger seats and the Kombi becomes a versatile personnel carrier. Big front doors—each with a non-slip step inside the door well (where it's out of the weather). Twin doors or optional tailgate at the rear provide access to the flat floored loadspace. Floor height is 615-635 mm (24 1/2-25 1/4) dependent on model. And, as with all Transits, the driver can move across the cab and through to the load area.

7 seat short wheelbase



Special fleet owner colour

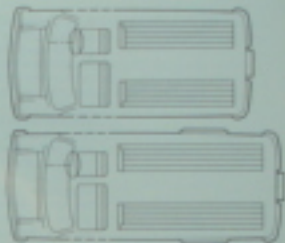


Take a Look at the Range There's a choice of short or long wheelbase models. A choice of petrol or diesel engines. A choice of seating plans so that you can exactly balance your personnel and baggage requirements.

Seat combinations are 3, 5, 6, 8, 9, 11, 12 seats on the short wheelbase. (Tailgate not available with 11, 12 seat models.) 3, 7, 8, 9, 11, 12, 14, 15 seats on the long wheelbase. (Tailgate not available with 14, 15 seat models.) You can add sliding windows to the forward part of the body. Quarter vents to the rear. And a side loading door with automatic step to either or both sides.

Transit Crewbus

The ideal personnel carrier 13 seat short wheelbase, 17 seat long wheelbase petrol or diesel power. 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 backs and a 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. Seat layouts are for 13 seat short wheelbase and 17 seat long wheelbase models.



Transit Chassis Cab

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.

Choose your payload. Transit's wide choice lets you choose just the model for your purpose and payload rating. Choose from 8 models, 7 payload variants—the 80, 75, 100, 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 (coil) 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 except 125 model, including reinforced frame, heavy duty springs, heavy duty shock absorbers, and rubber spring aids.



You just add the body - any body

From ambulance and fire-tender units to furniture van and deep-freeze units. Integral, Lutons and droopside floats included.

Name your body. Your Ford Transit dealer will check out any body you want with Ford Motor Company.

They'll turn loose with the body builder. Result: 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. Illustrated below are examples of special vehicles using Transit chassis.



Transit Parcel Van

Transit 100 and 150 Parcel vans offer you barn-like space for your big bulky loads. Far more room than any comparable vehicles. Rear doors swing back 270° and flush against the body—large sliding front doors open onto low steps to both cab and through to the load space. Straight sides make stacking simple. The extra bracing can readily be used for tying down loads or for fixing shelves. Wheel-arches are low and squared off—so you can stack on top of them. And with an interior height of 1830 mm (72 in.) the driver can move about with ease in the load area. What's more, you load in the light—day or night. The translucent fibreglass

roof lets in daylight, and two interior lights let you work at night. 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 piston or the new 2.4 litre diesel. Dual passenger seat. Rear loading step. Loadspace is vast:
8.0m³ (290 cu ft) on the short wheelbase
10.5m³ (390 cu ft) on the long wheelbase
Floor area is:
4.3m² (46 sq ft) on the short wheelbase
5.7m² (62 sq ft) on the long wheelbase
Parcel vans are available on special application only.

Transit versatility

Any time any place you'll get Transit working for you. Easy access from side, rear and cab to the loadspace ensures quick easy loading and Transit's small turning-circle enables the operator to get in and around those congested loading/unloading areas with the maximum flexibility.

The choice of payloads, engines, door options and body variants means you can tailor your Transit to your job for the most efficient operation. Contact your Ford Transit dealer for a demonstration and see what Transit can do for your business.



Transit Range. One of them will solve your Transport Problem

Transit can provide the perfect solution to your transport requirements. 2 wheelbases, 7 payload versions from which to choose. You require a vehicle for even more specialised application? Transit chassis cabs and chassis windshields are ideal for a multitude of special bodies.

And now the 2.4 litre Ford diesel is available as an alternative to the standard petrol engines throughout the whole Transit range.

Just pick the Transit that fits your own requirements in terms of payload, size, power etc. It's as simple as that.

Wheelbase

2690 mm (106 in)



Engine gross bhp	Model	Van	Bus
Standard 1.7 litre V4 63 PS (75 bhp) Optional 1.7 litre V4 69 PS (81.5 bhp) 2.0 litre V4 75 PS (89.5 bhp) 2.0 litre V4 79.5 PS (93 bhp) 2.4 litre diesel 51 PS (54 bhp) 2.4 litre diesel 62 PS (67 bhp)	60 Payload kg (86c)	750 (1580)	
	75 Payload kg (86c)	800 (1770)	8/9 seat
	900 Payload kg (86c)	1145 (2520)	
	115 Payload kg (86c)	1240 (2735)	11/12 seat
Standard 2.0 litre V4 75 PS (89.5 bhp) Optional 2.0 litre V4 79.5 PS (93 bhp) 2.4 litre diesel 62 PS (67 bhp)	125 Payload kg (86c)	1360 (2990)	

3000 mm (118 in)



Standard 2.0 litre V4 75 PS (89.5 bhp) Optional 2.0 litre V4 79.5 PS (93 bhp) 2.4 litre diesel 62 PS (67 bhp)	130 Payload kg (86c)	1360 (2990)	14/15 seat
	150 Payload kg (86c)	1500 (3215)	
	175 Payload kg (86c)	1660 (3590)	

Van	Crewbus	Chassis Cab	Chassis Windshield	Parcel Van (Ford 4000 series only)
		*	* 1	
75 (1705)		*	* 1	
105 (2005)		*	* 1	830 (1830)
120 (2715)	13 seat	*	* 1	
130 (2970)		*	* 1	
140 (2800)		*	* 1	
150 (3205)	17 seat	*	* 1	1400 (3050)
160 (3625)		*	* 1	

*Dependent on body type

† Also available as Chassis cab

Testing

We know how to build a Transit strong. Reliable. Durable. How to make it fully efficient for your business use. And a high-returning investment come resale time. But we don't just trust our expertise alone—we use our modern plants and machinery—to produce dependable vehicles. We test. And test. And test again. First, in our labs and on our own circuits. Component parts are tested to destruction. Prototypes are run hard on a wide variety of surfaces. From dirt to pavement. Through water. And on long high-speed runs. Then, tests under a full range of weather conditions. Not simulated conditions, either.

1. Stringent prototype testing and constant quality checks during manufacture maintain high standards.



2. Bodies are electrolytically coated with primer to ensure full coverage of all panels.



3. Tests like the one shown here are conducted regularly to ensure that vehicles meet the stringent safety regulations laid down by the Company and by Governments throughout the world.

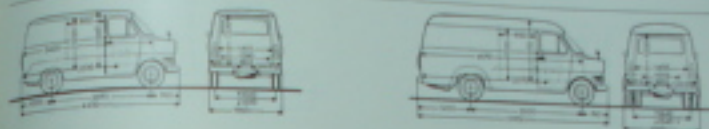


During manufacture, dust, water and wind tests are carried out. Weatherproofing is subjected to the shocking impact of jets of water under high pressure. Wind tunnels seek out minute gaps in doors, window and window frame. Random samples of all components—and even completed vehicles—are continually being tested to destruction.

After all this, it's no surprise that Transit has gained a reputation for durability. A reputation for staying out of the shop and on the road working. Plus a high resale value. Oh yes, there's still one more test run for Transit. The one you can give it at your Ford Dealer. (Sometimes, we're confident Transit will pass that one too.)

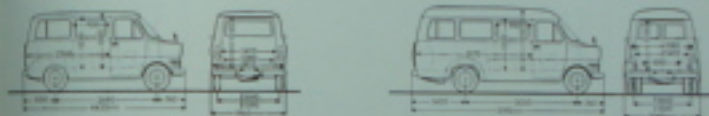
Transit. Still another way Ford leads the way.

Dimensions and Specification



Van	80	75	100	115	125	130	135	135
Wheelbase (mm)	2 583 (101)	2 583 (101)	2 583 (101)	2 583 (101)	2 676 (105)	2 676 (105)	2 676 (105)	2 676 (105)
Wheelspan (mm)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)
Wheel to 1st axle	765 (30)	861 (34)	1 146 (45)	1 242 (49)	1 338 (53)	1 434 (57)	1 530 (61)	1 626 (65)
Wheel to 2nd axle	1 802 (71)	1 722 (68)	1 437 (57)	1 341 (53)	1 341 (53)	1 245 (49)	1 149 (45)	1 053 (41)

Van	80	75	100	115	125	130	135	135
Wheelbase (mm)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)
Wheelspan (mm)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)
Wheel to 1st axle	765 (30)	861 (34)	1 146 (45)	1 242 (49)	1 338 (53)	1 434 (57)	1 530 (61)	1 626 (65)
Wheel to 2nd axle	1 666 (66)	1 576 (62)	1 301 (51)	1 205 (47)	1 205 (47)	1 109 (43)	1 013 (39)	917 (36)



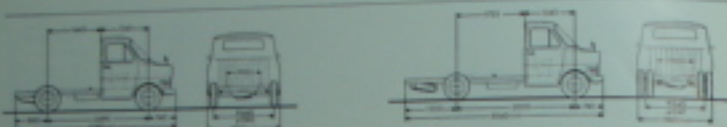
Bus/Crewbus	8/9 Seat	11/12 Seat Bus	12 Seat Crewbus	14/15 Seat Bus	16/17 Seat Bus
Wheelbase (mm)	2 583 (101)	2 583 (101)	2 583 (101)	2 676 (105)	2 676 (105)
Wheelspan (mm)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)
Wheel to 1st axle	765 (30)	861 (34)	1 146 (45)	1 242 (49)	1 338 (53)
Wheel to 2nd axle	1 802 (71)	1 722 (68)	1 437 (57)	1 341 (53)	1 341 (53)

Bus	8/9 Seat	11/12 Seat Bus	12 Seat Crewbus	14/15 Seat Bus	16/17 Seat Bus
Wheelbase (mm)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)
Wheelspan (mm)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)
Wheel to 1st axle	765 (30)	861 (34)	1 146 (45)	1 242 (49)	1 338 (53)
Wheel to 2nd axle	1 588 (62)	1 508 (59)	1 233 (48)	1 137 (45)	1 137 (45)



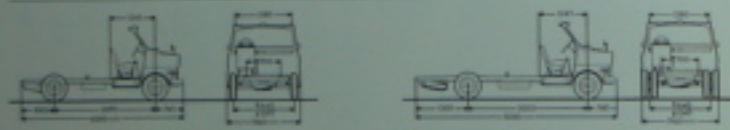
Kombi	75	100	115	125	130	135	135
Wheelbase (mm)	2 583 (101)	2 583 (101)	2 583 (101)	2 583 (101)	2 676 (105)	2 676 (105)	2 676 (105)
Wheelspan (mm)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)
Wheel to 1st axle	765 (30)	861 (34)	1 146 (45)	1 242 (49)	1 338 (53)	1 434 (57)	1 530 (61)
Wheel to 2nd axle	1 802 (71)	1 722 (68)	1 437 (57)	1 341 (53)	1 341 (53)	1 245 (49)	1 149 (45)

Kombi	75	100	115	125	130	135	135
Wheelbase (mm)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)	2 431 (96)
Wheelspan (mm)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)	1 967 (77)
Wheel to 1st axle	765 (30)	861 (34)	1 146 (45)	1 242 (49)	1 338 (53)	1 434 (57)	1 530 (61)
Wheel to 2nd axle	1 588 (62)	1 508 (59)	1 233 (48)	1 137 (45)	1 137 (45)	1 041 (41)	945 (37)



Chassis Cab

Model	40	75	100	115	125	130	150	175
Engine LPI (litre/gross)	1.743 (75)	1.743 (75)	1.743 (75)	1.743 (75)	1.743 (75)	2.676 (86.5)	2.676 (86.5)	2.676 (86.5)
kerweight by GV	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)
kerweight by GV	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)
GVW by GV	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)



Chassis Windshields

Model	40	75	100	115	125	130	150	175
Engine LPI (litre/gross)	1.743 (75)	1.743 (75)	1.743 (75)	1.743 (75)	2.676 (86.5)	2.676 (86.5)	2.676 (86.5)	2.676 (86.5)
kerweight by GV	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)
kerweight by GV	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)
GVW by GV	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)	104 (230)



Parcel Van

Model	100	150
Engine LPI (litre/gross)	1.743 (75)	2.676 (86.5)
kerweight by GV	140 (310)	140 (310)
kerweight by GV	140 (310)	140 (310)
GVW by GV	140 (310)	140 (310)

Special Equipment

Standard

Custom

	Van	Combo	Parcel Van	Chassis Cab	SWB Bus	LWB Bus	Overbus	Van	Chassis Cab	SWB Bus	LWB Bus
Face crash pad	X	X	X	X	X	X	X	X	X	X	X
Face level ventilation	X	X	X	X	X	X	X	X	X	X	X
Face grab handle	X	X	X	X	X	X	X	X	X	X	X
Lidded glovebox	X	O	O	O	X	X	O	X	X	X	X
Radio key switches	X	X	X	X	X	X	X	X	X	X	X
Roof wipe control	X	X	X	X	X	X	X	X	X	X	X
Radio	O	O	O	O	O	O	O	O	O	O	O
Driver seat adjustable for reach and rake	X	X	X	X	X	X	X				
Driver seat adjustable for reach, rake and height								X	X	X	X
Single passenger seat (includes survivor)	O	O	O	O	O	O	O	X		O	
Over passenger seat (includes survivor)	O	O	X	X	X	X	X	O	X	X	X
Seat vents								X	X	X	X
Coat air vents								X	X	X	X
12 Volt test lamp								X	X	X	X
12V front door seal	X	X	X	X	X	X	X	X	X	X	X
Rubber floor mat (cab area)	X	X	X	X	X	X	X	X	X	X	X
Rubber floor mat (full length)		O									X
12V headlining (cab area)	X	X	X	X	X	X	X	X	X	X	X
12V headlining (full length)	X	X	X	X	X	X	X	X	X	X	X
Roof bulkhead	O							O			
Full bulkhead	O							O			
Chrome bumpers								X	X	X	X
Right metal hubcaps								X	X	X	X
Chrome front letters	X	X	X	X	X	X	X	X	X	X	X
Right metal front rear window surrounds								O			
Windshield rear doors	O							O	O	O	O
Automatic windshield	O	O	O	O	O	O	O	O	O	O	O
Automatic choke (with automatic transmission)	O	O	O	O	O	O	O	O	O	O	O
Chromograph	O	O	O	O	O	O	O	O	O	O	O
Oil pressure gauge (diesel only)	O	O	O	O	O	O	O	O	O	O	O
Anti-theft steering lock	O	O	O	O	O	O	O	O	O	O	O

SWB models only
 Chassis Windshield/Comb only
 Cab type wheelbases

X Standard Equipment
 O Optional Equipment

Transit 80, 75, 90, 115, 125 Vans,
Kumby, Chassis Cab and Chassis
Woodsfield, 150 Parcel Van, 9-12 Seater
Bus, 13 seat Crewbus models

Engine Availability
(N.B. 2.0 litre engine
standard with 125)

***1.7 litre V4 Petrol L/C**
Displacement 1663 cc (101.5 cu in)
Compression ratio 8.1
DIN PS 63 at 4,500 rpm
DIN mkg 11.6 at 3,000 rpm
Gross bhp 73 at 4,750 rpm
Gross torque lb/ft 91 at 3,000 rpm

Engine options

***1.7 litre V4 Petrol H/C**
Compression ratio 9.1
DIN PS 69 at 4,500 rpm
DIN mkg 12.35 at 3,000 rpm
Gross bhp 81.5 at 4,750 rpm
Gross torque lb/ft 99.5 at 3,000 rpm

2.0 litre V4 Petrol L/C

2.0 litre V4 Petrol H/C

***2.4 litre Diesel low rate**
Displacement 2360 cc (144 cu in)
Compression ratio 21.5:1
DIN PS 51 at 3,600 rpm
DIN mkg 11.5 at 2,500 rpm
Gross bhp 54 at 3,600 rpm
Gross torque lb/ft 86 at 2,200 rpm

2.4 litre Diesel high rate

* Not available with 125 model

Transit 130, 150, 175 Vans, 8-11 Seater
Chassis Cab and Chassis Woodsfield,
150 Parcel Van, 15 Seater Bus,
17 seat Crewbus models

2.0 litre V4 Petrol L/C

Displacement 1996 cc (121.6 cu in)
Compression ratio 8.1
DIN PS 75 at 4,500 rpm
DIN mkg 14.7 at 2,250 rpm
Gross bhp 85.5 at 4,750 rpm
Gross torque lb/ft 114 at 2,750 rpm

2.0 litre V4 Petrol H/C

Compression ratio 9.1
DIN PS 79.5 at 4,750 rpm
DIN mkg 16.4 at 2,750 rpm
Gross bhp 93 at 4,750 rpm
Gross torque lb/ft 123.5 at 2,750 rpm

2.4 litre Diesel high rate

Displacement 2360 cc (144 cu in)
Compression ratio 21.5:1
DIN PS 62 at 3,600 rpm
DIN mkg 13.7 at 2,500 rpm
Gross bhp 61 at 3,600 rpm
Gross torque lb/ft 95.9 at 2,200 rpm

Clutch Diaphragm spring 215 mm (8.5 in) dia

Optional (standard on 150 and 175 and 150 Parcel vans)
Diaphragm spring 240 mm (9.5 in) dia

Gearbox Ford four speed fully synchromesh

Optional Automator—Borg Warner 35

Drive shaft Single piece

(Diesel models have a two piece shaft)

Rear Axle Three quarter floating, capacity 1540 kg (3375 lb). Ratio to axle 4.11 (not on 115 petrol), 4.88, 4.83, 5.34

Fully floating, capacity 2360 kg (5200 lb). Ratio to axle 4.63, 5.14, 5.83, 6.17

Front Axle Road 1 beam capacity petrol 796 kg (1740 lb), diesel 1156 kg (2540 lb) or 1260 kg (2770 kg)

Suspension Semi elliptic leaf springs. Telescopic shock absorbers front and rear

Wheelbase 2690 mm (109 in)

3320 mm (118 in)

Frame	Sidemember Basic	Sidemember Basic Section Lower	Sidemember Basic Section Upper	Sidemember Basic Section Lower	Sidemember Basic Section Upper
	500 x 60 x 1.5 mm	50 x 60 x 1.5 mm	100 x 60 x 2 mm	50 x 60 x 2 mm	
	3.83 x 2.36 x 0.05/in	1.87 x 2.36 x 0.05/in	3.93 x 2.36 x 0.07/in	1.57 x 2.36 x 0.07/in	
	26.3 cu cm	1970 kg/kg cm	36.5 cu cm	1970 kg/kg cm	
	1.61 cu in	28000 lb/kg in	2.23 cu in	28000 lb/kg in	
	(125 model has reinforcement)				

Fuel Tank 42 litres (9.25 gallons)

68 litres (15 gallons)

Steering Recirculating ball type. Ratio to axle 19.88.
Steering wheel diameter 436 mm (16 in)
Turning circle: Wall to wall 11.0 m (36.1 ft).
Kerb to kerb 10.36 m (34 ft)

Recirculating ball type. Ratio to axle 19.88.
Steering wheel diameter 436 mm (16 in)
Turning circle: Wall to wall 12.04 m (39.5 ft).
Kerb to kerb 11.37 m (37.3 ft)

Brakes (125 models as 130)
Dual circuit hydraulic. Two leading shoe front, leading and trailing shoe rear.
255 x 70 mm (10 x 2.75 in) front size
230 x 45 mm (9 x 1.75 in) rear size
Optional vacuum servo booster (standard on buses). Optional load proportioning valve.

Dual circuit hydraulic. Two leading shoe front, Duo servo rear.
255 x 55 mm (10 x 2.25 in) front size } 130/petrol
255 x 55 mm (10 x 2.25 in) rear size } only
255 x 70 mm (10 x 2.75 in) front size
255 x 70 mm (10 x 2.25 in) rear size
Optional vacuum servo booster (standard on buses)

Wheels Ventilated disc wheels—single front and rear, 350 mm (14 in) diameter

Ventilated disc wheels—single front and double rear, 350 mm (14 in) diameter

Electrical Battery 12 volt—38 amp hr (58 amp hr with diesel engine)
Alternator 28 amp (35 with diesel engine)
Negative earth

Optional Battery 12 volt—55 amp hr (petrol only)
—2 x 65 amp hr (diesel only)

Instruments A complete instrument bonnet, incorporating speedometer, odometer, temperature gauge with warning lights for main beam, direction indicators, oil pressure and generator

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.

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 or colour. For paint and trim availability, refer to the enclosed colour guide. For exact information about any particular model please consult your Ford Dealer.

Published by Truck Sales Literature and Product Training, Ford of Europe.
Printed in England by W. S. Cowell Ltd.
Ref. FDE 870737 FX 294 Edition No. 6/72
Version ENGEX RHD LY

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