



FORD TRANSIT





AMBULANCE

AMBULANCE

HLM 501V

FORD TRANSIT

...designed for efficiency and built to last.

For more than a decade, the Transit has been the most successful and sought-after van range in Britain. In every conceivable area of transport, and bearing a hundred thousand liveries, it has gone about its job with a willingness and dependability that is now almost taken for granted.

The Transit has always been ahead of its time but none of the fundamental design features have changed; it must still carry loads quickly, reliably, safely and at low cost, over a long period. But in some ways the Transit is a better van than ever. In a lifetime of development the Transit has changed from being close to a perfectly practical van to a van that is now practically perfect.

The full width grille carries the famous Ford oval badge and incorporates round tungsten headlamps on standard models and rectangular halogen lamps on Custom models. Bumper overrides can house optional high pressure jets which powerfully clean the headlamp lenses for excellent visibility in adverse conditions. With its stylish front end, one piece front fenders, wrap-round indicators, flat profile door handle the Transit looks every bit as good as it performs; a fact that has long been appreciated by its operators and drivers. All Transit users will appreciate the extra corrosion protection designed to give it an even longer service life. Transits now receive a base coat of

cationic electrocoat primer which has been specially developed over many years. The new epoxy paint resins are highly effective corrosion inhibitors, enable more protective material to be deposited on the body and ensures protection reaches, and is more effectively deposited on the less accessible areas of the body, such as box sections. In addition the Transit receives further protection from wax injection into rocker panels, front and rear lower panels and doors and PVC coating of wheel arches and adjacent areas. From this continuing programme of development you will realise the Transit is designed for efficiency and built to last.



CAB

Refinement

The Transit cab has long been recognised as the finest of its kind for access, comfort and thoughtful layout providing driver and passengers with an even higher standard of furnishing and equipment.

The seats are comfortable and the fascia planned for driver convenience. The quieter exhaust with rubber mountings dramatically reduces noise in the cab. The car-like luxury and excellent driving position combine to make the Transit a pleasant, untiring and eminently easy van to drive. Even frequent stop-start delivery work is less demanding, thanks to the big doors, the easy walk-in, walk-through cab and general spaciousness.

The high seating position and very large windscreen provide a commanding view over the dished steering wheel, the screen is cleared in even the worst weather by big, powerful 2 speed wipers and

washers. Intermittent wipe is a feature of custom models. Controls for lights, indicators, screenwash/wipe and horn are on three stalks immediately behind the wheel.

Sumptuous Seating

Transit seats are supremely comfortable and are specially contoured for correct support. The optional passenger seat can be either single, or dual to make full use of the 3-man cab width. Standard model seats are trimmed in Bitter Chocolate; those in the Custom models are finished in a rich Shark grey embossed vinyl, with the option of 'random stripe' Shark grey cloth at extra cost. The driver's seat is fully adjustable fore and aft and for rake on all models; and on Custom Transits the seat height may be varied also.

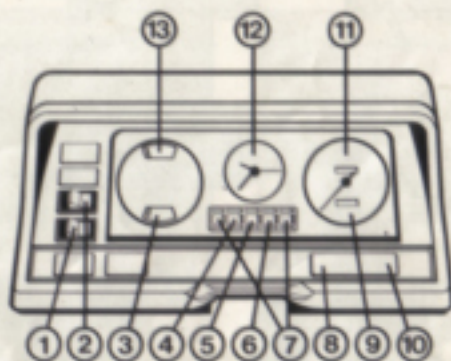
A Quiet Cab

Transmitted road noise and mechanical noise can easily cause

tiredness, irritation and lack of concentration, and we have gone to great trouble to isolate these sources of sound and make the Transit cab as quiet as possible. Improved exhaust and suspension systems have helped greatly in this respect, and there is even an optional 'noise-reduction pack' to make an already very pleasant environment even more so.

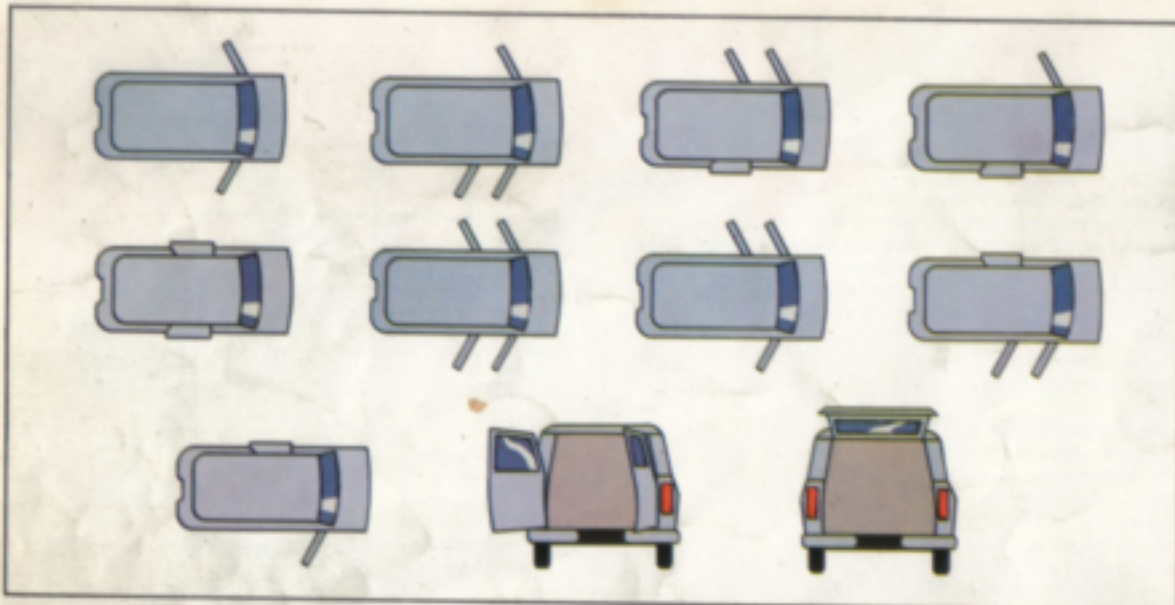
A Relaxing Ride

Detail refinements to the suspension, front and rear, have added significantly to the ride and roadholding of Transit vans. As a result of the most arduous testing under a wide variety of operating conditions, the Transit handles excellently. It is very stable, with good steering.



- Hazard warning flasher switch 1
with integral lamp
- Rear foglamp switch with integral
warning light 2
- Temperature gauge 3
- Oil pressure warning light 4
- Headlamp main beam indicator 5
- Alternator warning light 6
- Direction indicator light 7
- 8 Low vacuum warning light.
Not illustrated (diesel vans only)
- 9 Trip recorder (with optional
clock)
- 10 Cold-start warning light.
Not illustrated (diesel vans only)
- 11 Speedometer and distance
recorder
- 12 Clock (optional)
- 13 Fuel gauge.





So Many Doors

The number of combinations of doors on the Transit is no less than 32, so we're pretty sure we can cater for most needs. You can choose most permutations from these:

Cab Doors

Hinged cab doors are standard; sliding doors are optional (but not, obviously, on the chassis-cab).

Rear Doors

Three choices here: a top-hinged, one-piece tailgate, or double side-hinged doors which open through 180° with or without windows.

Side-Loading Doors

Hinged side-loading doors are optional. They can be fitted on the left, the right or both sides of the van.

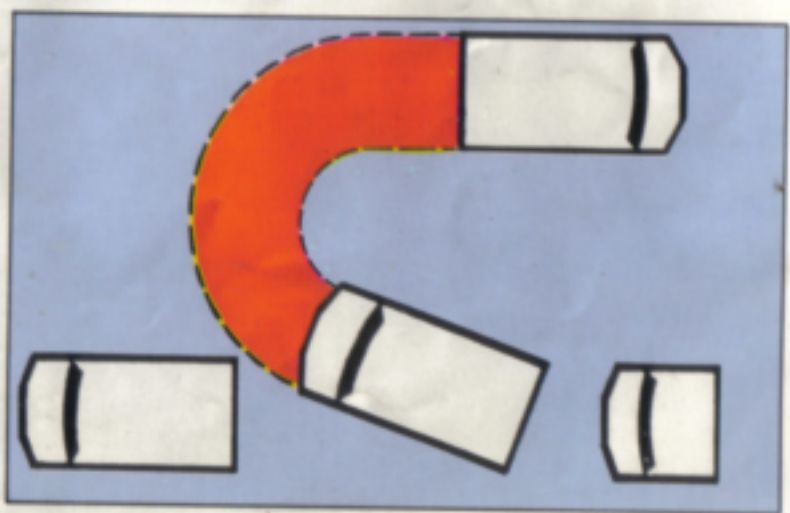
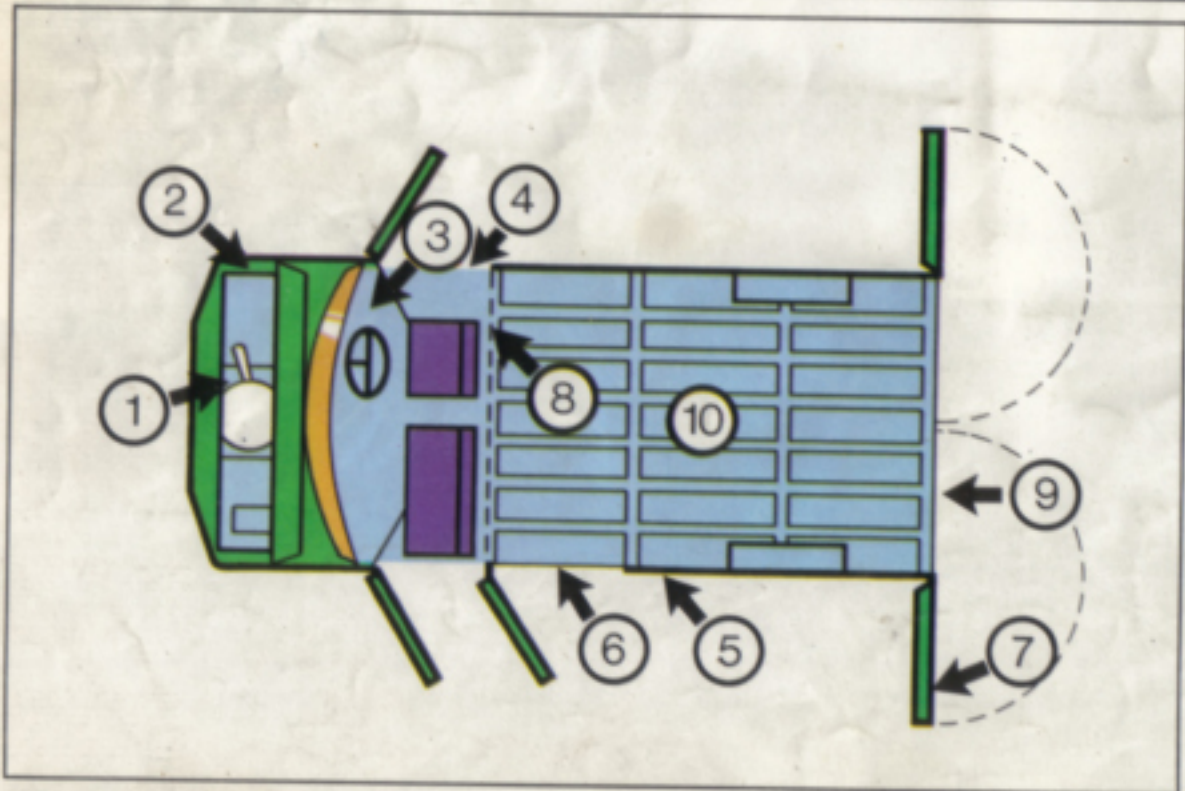
Easy To Manoeuvre

The Transit's manoeuvrability is another feather in the deliveryman's cap. The turning circle, kerb to kerb, is only (10.36m) 34 feet for the short wheelbase van, and just (11.37m) 37.3 feet for the long wheelbase model. This, with the Transit's liveliness, comfort and easy loading and unloading, makes traffic less tiresome, rounds more rapid and parking less of a problem.

The Tailor-Made Ford Transit

In all the important ways, the design of the new Ford Transit comes up trumps. Look at these advantages:

1. The engine is where it should be: up front and out of the way, leaving cab and load-space clear and uncluttered.
2. With the front axle and engine in front, there's a lot of reassuring metal to absorb impact in a collision.
3. Delivery drivers will bless the Transit's "in one door and out of the other" access. It can save a lot of time and effort!
4. The wide doors open wide, too—and there's an easy step-up into the driver and passenger seats.
5. The big, square walk-through loadspace could hardly be more practical to work in. Loading and unloading is fast and efficient.
6. To make things easier still, you can have a hinged side-loading door, nearside or off-side.
7. There's a choice of doors at the rear, too: a swing-up tailgate or big hinged double doors that open through a full 180°.
8. Two types of bulkhead are available, full, and half vertical.
9. The Transit is merciful to muscles too—the loading height is a mere (602mm) 23.7 ins from the ground on a Transit 80.
10. The floor throughout is clear and flat—more than 4m² in the short-wheelbase Transit, over 5m² in the long-wheelbase van.



...the right van for the job



The Right Van for the Job

The Transit is like a bespoke suit: beautifully made and designed for a unique owner — you. Of the millions of Transits on the road, no two of them need be exactly alike: design options, special equipment, packages and accessories fit each one for a specific purpose. To start with, you can choose your payload rating. Then you decide on the doors you need. The engine. The seats. And so on and so on . . . right down to the colour. And of course, if you still can't find the Transit you want, your Ford Dealer will ensure liaison between the body builder and Ford's Special Vehicle Order department if any basic modifications are required to the chassis.

Illustrated are Custom Transit Vans with optional bulkheads, side loading door, interior handle, rear step, tailgate, headlamp wash with overriders and wheeltrims.



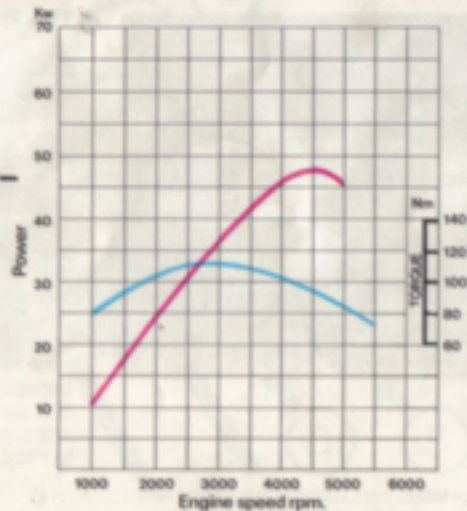
Engine:—
Ford 1.6 litre OHC

Type:—
1593 c.c. Petrol

Compression Ratio:—
Low Compression 8.1:1

Power:—
48.0 Kw (65.0 Ps)
at 4750 rpm

Torque:—
114.0 Nm (11.6 mkg)
at 2800 rpm



ENGINES

...economy,
reliability

For your Transit you can choose from no fewer than four engines, each one designed for a specific kind of job. So whether you need steadily-slogging dependability for stop-start deliveries, or high-speed reliability for long-distance runs, you can be sure of the same unstinting performance and economy for which the Transit has long been famous.

...petrol
engines

The two OHC engines are of 1.6 litre and 2.0 litre capacity. The design of these engines features a short, rigid crank-shaft with large bearing areas; cross-flow cylinder head; a deep-skirt cylinder block for exceptional rigidity; and an improved air cleaner. OHC petrol engines are low-compression and use 2-star fuel.

The Ford 3.0 litre V6 engine is available as a Special Vehicle Option on long wheelbase models, except 100 LWB and 17 seat crewbus models, and is particularly suited to ambulance, fire appliance and motor caravans where high speed operation is sometimes necessary. This engine is also designed to run on 2-star fuel.



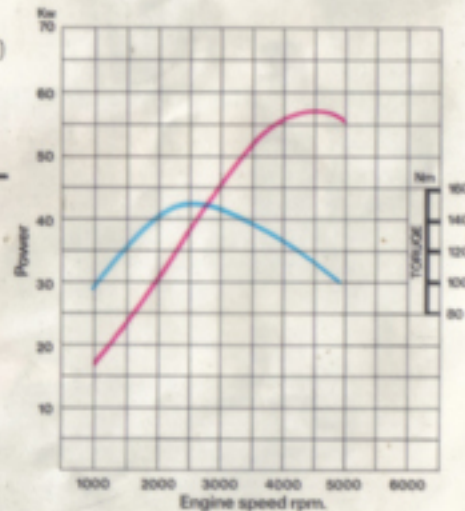
Engine:—
Ford 2.0 litre OHC (regular)

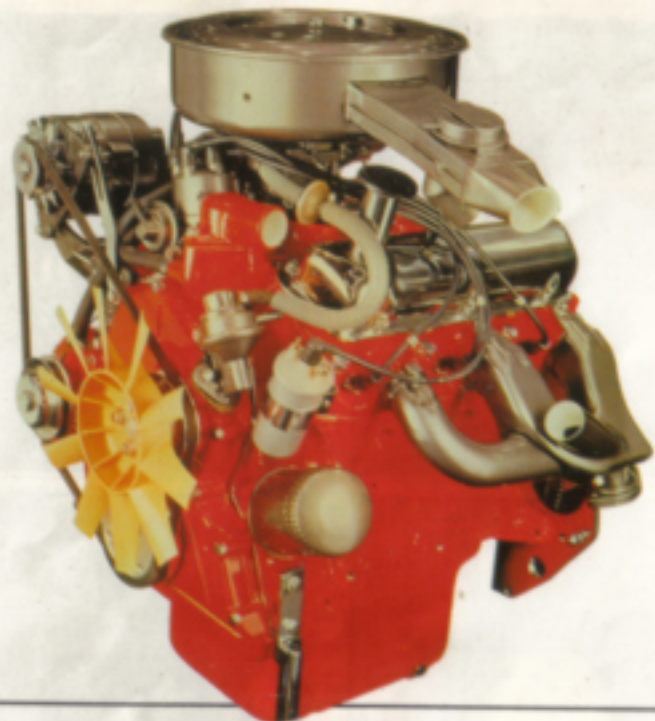
Type:—
1993 c.c. Petrol

Compression Ratio:—
Low Compression 8.1:1

Power:—
57.0 Kw (78.0 Ps)
at 4500 rpm

Torque:—
146.0 Nm (15.0 mkg)
at 2800 rpm





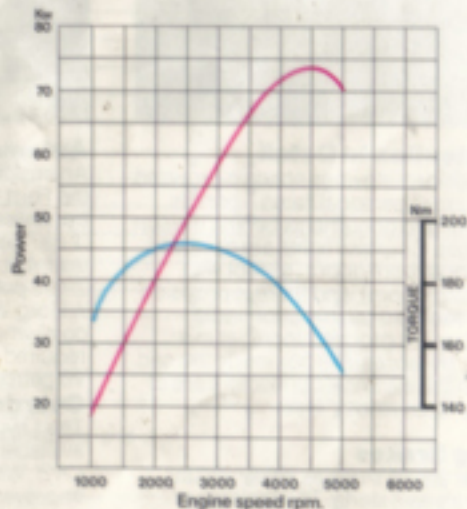
Engine:-
Ford 3.0 litre V6

Type:-
2992cc Petrol

Compression ratio:-
8.1:1

Power:-
100.0 Ps (74.6kw) DIN
at 4650 rpm

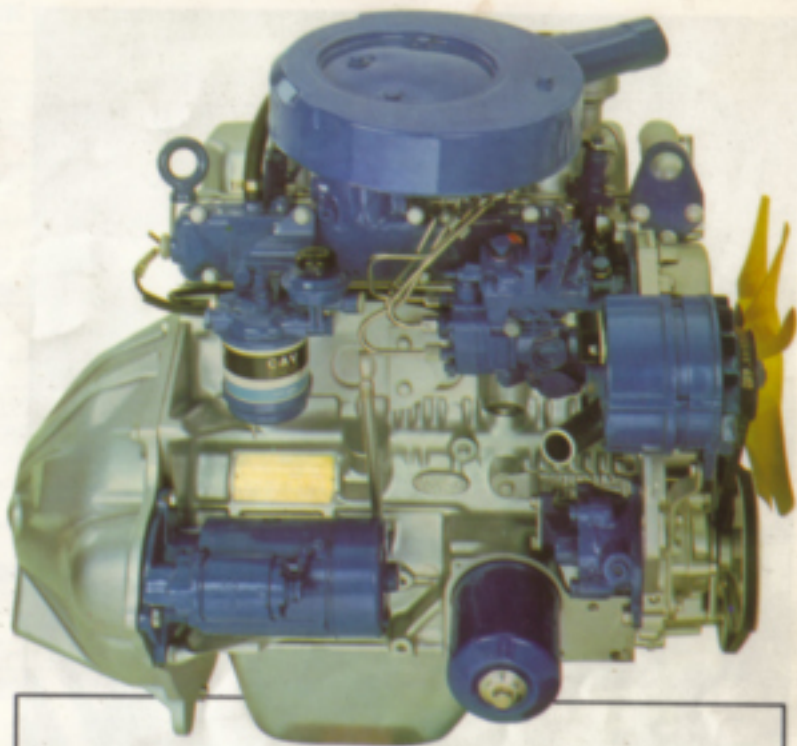
Torque:-
19.4mkg (190.3Nm)
DIN at 2100 rpm



...diesel engine

All Transit models are available with a diesel engine, which is ideal for certain types of operating conditions and which can prove extremely economical. It is a 2.4 litre unit, the very latest version of an engine which has been continuously developed over 5 years and is fitted with glow-plug, cold-start equipment, the most simple and effective starting system available. This robust unit also features a five bearing crankshaft, tufrided camshaft and a heavy-duty timing belt. With the diesel, as with the various petrol engines, the final choice will depend on a number of factors, including the job to be done, your annual mileage, types of load and so on. Your Ford dealer will be happy to give you his expert help, after years of fitting Transits to a limitless variety of tasks, we're good at getting things right.

Diesel engines are equipped with the thermo-viscous cooling fan as standard equipment. This fan only operates when necessary thus optimising engine temperature and overall efficiency. When the fan is not in operation power losses and noise are reduced and in addition contributes to fuel economy.



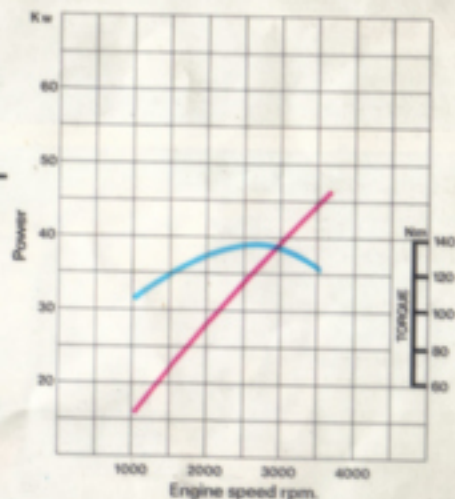
Engine:-
Ford 2.4 litre

Type:-
2360 c.c. Diesel

Compression Ratio:-
21.5:1

Power:-
46.0 Kw (62.0 Ps)
at 3600 rpm

Torque:-
134.4 Nm (13.7 mkg)
at 2500 rpm





Attention to Detail

Additional stowage space is provided for small personal items — pencils, pens, and documents behind the sun visors. Courtesy lights are operated by both front doors (except with sliding doors), and there is provision for the Ford push-button radio. Fuses are grouped together in a readily-accessible box inside the cab, and the electrical connectors are of the 'Positive lock' type.

Big Brakes

The Transit stops as safely and as surely as it starts. The brakes are dual-line servo-assisted hydraulic, with front discs and self-adjusting drum brakes at the rear.

Automatic Transmission

An important option for the Transit is the Ford C-3 fully-automatic transmission, with floor-mounted 'T-bar' selector. This transmission is available, at extra cost, with Ford 2-litre petrol engines except 100 LWB. A Borg Warner unit is fitted (at extra cost) when automatic transmission is required with the SVO Ford 3.0 litre V6 petrol engine.

Overdrive (SVO)

The Laycock 'J' type overdrive is available on all models except 100 LWB. With potential fuel economy improvements of up to 15 per cent, quieter cruising and longer engine life, the overdrive unit is particularly suited to vehicles used on motorway haulage.

CAB & BODY FEATURES

CAB AND BODY FEATURES

MINIMUM EQUIPMENT	VAN		COMBI	PARCEL VAN	CHASSIS CAB	12/15 SEAT BUS	CREW BUS
Interior							
Driver's seat adjustment - reach rake	*	*	*	*	*	*	*
Passenger seat	0	0	0	*	*	0	0
Dual passenger seat	0	0	0	0	0	*	*
Glove box	*	*	*	*	*	*	*
Rubber floor mat	*	*	*	*	*	*	*
Coat hooks	*1	*2	*1	*1	*	*2	*2
Anti-theft steering lock	*	*	*	*	*	*	*
Fascia ashtray	*	*	*	*	*	*	*
Face level eyeball vents	*	*	*	*	*	*	*
Heater demister with 2 speed fan and illuminated controls	*	*	*	*	*	*	*
Front door pull	*	*	*	*	*	*	*
Fascia mounted fuse panel	*	*	*	*	*	*	*
Survivor stowage	*	*	*	*	*	*	*
Interior lights	*1	*3	*2	*1	*	*3/4	*1
Rear ash trays						*6/8	
Exterior							
Translucent roof panel			*				
Two speed windscreen wipers	*	*	*	*	*	*	*
Electric windscreen washers	*	*	*	*	*	*	*
Sliding cab doors	0	0	*			0	0
Hinged cab doors with drop windows	*	*	*	*	*	*	*
Black rear quarter bumpers	*	*	*	*	*	*	*
Styled road wheels (80, 100, 120 models)	*	*	*	*	*	*	*
Wheel trims (LCX models only)	0	0	*	0	0	0	0
Front mudflaps	*	*	*	*	*	*	*
Hazard warning flashers	*	*	*	*	*	*	*
Rear step	0	*	0			*	*
Rear fog lamp	*	*	*	*	*	*	*
Instruments and controls							
R' module with speedometer, odometer Fuel gauge, temperature gauge and 4 warning lights (5 diesel)	*	*	*	*	*	*	*
3 lever controls	*	*	*	*	*	*	*
Cold start warning light (Diesel)	*	*	*	*	*	*	*
Tachograph (17 Seat Crewbus only)	0	0	0	0	0	0	*

0 Optional Equipment at extra cost.

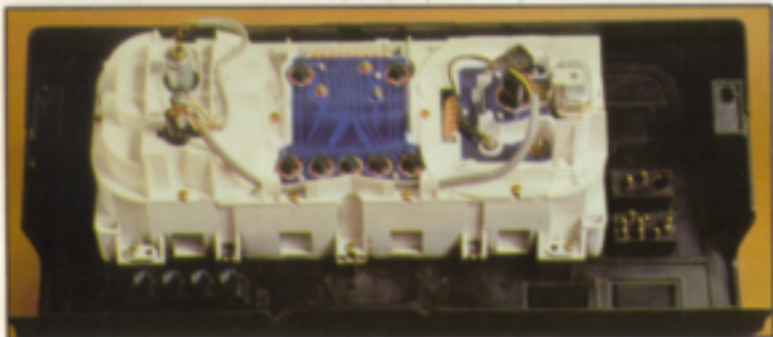
CUSTOM PACK (at extra cost)

FEATURES	VAN	CHASSIS CAB	BUS
Driver's seat height adjustment	*	*	*
Dual passenger seat in lieu of single passenger seat		*	Standard
Single passenger seat	*		
Shark Grey coloured PVC door and seat trim	*	*	*
Glove box with lid	*	*	*
Additional coathook	*	*	*
Satin metallic effect fascia strip	*	*	*
Driver's door stowage bin (hinged doors only)	*	*	*
Cigar lighter	*	*	*
Additional interior light	*	*	*
Rubber bumper inserts	*	*	*
Wheel trim (12 seat bus only)			*
Rectangular halogen headlamps	*	*	*
Engine compartment lamp	*	*	*
Intermittent windscreen wiper	*	*	*
Reversing lamps			*

OPTIONAL EQUIPMENT (at extra cost)

FEATURES	VAN	COMBI	PARCEL VAN	CHASSIS CAB	BUS	CREW BUS
Interior						
Tachograph (Standard on 17 seat Crewbus)	*	*	*	*	*	*
Full or half bulkhead (vertical)	*		* 1/2 only			
Push-button radio	*	*	*	*	*	*
Clock and trip recorder (not with tachograph)	*	*	*	*	*	*
Cloth seat trim (custom models only)	*	*	*	*	*	*
Interior noise insulation pack	*	*	*	*	*	*
Exterior						
Laminated windscreen	*	*	*	*	*	*
Side loading door - left hand	*	*	*	*	*	*
Side loading door - right hand	*	*	*	*	*	*
Tailgate with glass	*	*	*	*	*	*
Rear mud flaps	*	*	*	*	*	*
Opening front quarter vents (only with hinged doors)	*	*	*	*	*	*
Wheel trims (LCX models only)	*	*	*	*	*	*
Body side windows with sliding glass	*	*	*	*	*	*
Headlamp wash with overriders (custom only)	*	*	*	*	*	*
Reversing lamps	*	*	*	*	*	*
Front towing eye	*	*	*	*	*	*
Mechanical						
Automatic transmission (only with 2.0 Litre Std. engine)	*	*	*	*	*	*
Heavy duty battery	*	*	*	*	*	*
15 gallon fuel tank (LCX Models)	*	*	*	*	*	*
High centre of gravity pack (120 and 175 models only)			*	*	*	*
Heavy duty springs (not with 100LWB or 190 models)	*	*	*	*	*	*
Heavy duty clutch (not with 2.0 Litre Std. engine)	*	*	*	*	*	*
Heavy duty vehicle pack (not with 100 LWB or 190 models)	*	*	*	*	*	*
Heavy duty radiator	*	*	*	*	*	*

Some of the principal options are listed above, but because certain options are not available together please discuss your exact requirements with your Ford Dealer.



With the Transit's rugged reliability the opportunities to appreciate its greatly improved accessibility will be far fewer; routine maintenance and the odd job of replacement is simple in the extreme.

Instrument Panel

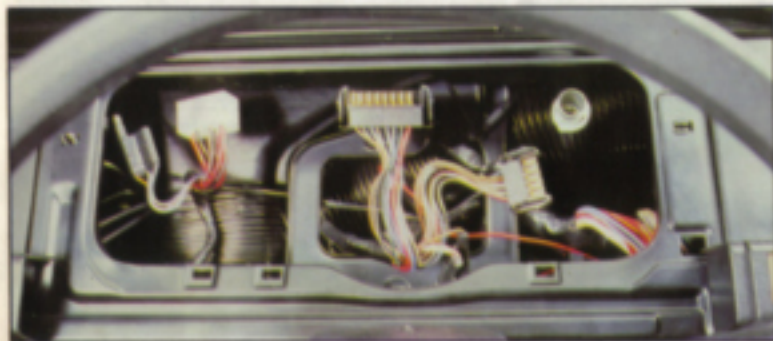
A printed circuit supplies all the functions of the instrument panel and is connected in one movement by a single multiplug.

Fuse Panel

Now grouped together in a small panel in the cab, the fuses are clearly marked with their respective circuits.

Windshield Wiper

A quick-release panel in the belt rail gives fast access to the wiper motor.



SERVICEABILITY

Engine Accessibility

The full-width bonnet (completely removable for major overhauls) provides remarkably easy access all round the engine. It opens extremely high and is held up with a single stay. Custom Transits have an underbonnet light.



Ford Care System

Member operators and drivers get instant nation-wide credit for repairs or service from any Truck Specialist Dealer offering the Ford Care System. Easy-to-check paperwork enables strict cost control to be maintained. The Ford Care System solves the problem of arranging payment with Ford Care Dealers when the operator is unknown and minimises vehicle time 'off road'.



Parts Supply System

The multi-million pound Ford complex at Daventry acts as a gigantic storage, clearing and distribution system for the U.K. It uses the most advanced computerised techniques to "seek out" a component and make certain it is delivered speedily to the dealer who requested it. The quantity of any particular part in stock is automatically adjusted to the rate of demand, so that reserves are kept high.

Each dealer orders his parts on a weekly basis, ensuring a regular replenishment of stocks. But as no dealer can carry every single part, Ford provide a special back-up arrangement, a V.O.R. (Vehicle Off Road) System to cope with situations where your vehicle is out of action and the part is not immediately available. In these cases the dealer

can telephone the "talking computer" at Daventry to gain immediate information on stock availability and despatch.

To save parts costs, you can take advantage of the Ford Exchange Plan. This makes available a wide range of re-conditioned parts, from brake shoes to complete engines, at lower prices than the new parts.



Altogether, you benefit not only from the standard of service on Genuine Ford Parts, but also from their quality and value for money.

Ford Operating Cost Analysis System (F.O.C.A.S.)

For accurate fleet cost control Ford offers the Ford Operating Cost Analysis System (F.O.C.A.S.) run in

conjunction with an independent high security company. F.O.C.A.S. is a comprehensive, flexible cost analysis system, producing tailored reports at monthly and quarterly intervals. It will analyse mpg, maintenance, running and total operating costs per mile; for individual vehicles particular categories of vehicles (viz Medium Commercials), depots or for the fleet as a whole. You can even compare manufacturers. The choice is yours. To assist your replacement and fleet composition policies F.O.C.A.S. permits a study of utilization and an assessment of efficiency through work unit analysis.

New developments to the system include a monthly profit and loss analysis for each vehicle and direct computer entry.

For more detailed information and the cost of applying the system to your fleet, ask your Ford Dealer for the F.O.C.A.S. brochure or telephone Brentwood (0277) 253000 ext 2550.



VANS



All dimensions are shown in mm for unladen vehicles

Vehicles illustrated are transit Custom models with optional headlamp wash, radio at extra cost and optional sliding cab door



The range begins at the Transit 80 with a wheelbase of 2690mm (106 in) and GVW of 2070kg. At the top end of the range is the Transit 190 with a wheelbase of 3000mm (118 in) and a GVW of 3500kg. All long wheelbase Transit models have twin rear wheels with the exception of the Transit 100 LWB which was specifically designed for light but bulky loads and has single rear wheels. Engines fitted depend on model and include the Ford 1.6 and 2.0 litre OHC petrol engines and Ford 2.4 litre diesel engine. The Ford 3.0 litre V6 petrol engine is available as a Special Vehicle Option (SVO) on long wheelbase models.

Model Identification

The identification number establishes model designation within the range by nominal payload. To calculate nominal payload capacity in kilogrammes of a standard van multiply the model number by ten.

e.g. Transit 160 = 1600 kg

When establishing payload capacity for chassis cab models, consideration must also be given to weight of the bodywork and any other equipment fitted. Bus and Crewbus models are designated by seating capacity.

SHORT WHEELBASE MODELS

Load Length mm	Load Area m ²	Load Volume m ³
2286	4.1	5.4

LONG WHEELBASE MODELS

Load Length mm	Load Area m ²	Load Volume m ³
3038	5.1	7.6

Kerbweight figures are for vehicles with minimum equipment and a full tank of fuel, water and oil but without driver.

MODEL Petrol	WHEEL- BASE mm	STANDARD ENGINE	GVW Kg	KERB- WEIGHT Kg
80	2690	Ford 1.6 litre OHC	2070	1211†
100	2690	Ford 1.6 litre OHC	2400	1221†
120	2690	Ford 1.6 litre OHC	2550	1263†
130	3000	Ford 2.0 litre OHC	2800	1431
160	3000	Ford 2.0 litre OHC	3100	1439
190	3000	Ford 2.0 litre OHC	3500	1480
100LWB	3000	Ford 2.0 litre OHC	2450	1335

†Kombi models are also available. For full details consult your Ford Dealer.

MODEL Diesel	WHEEL- BASE mm	STANDARD ENGINE	GVW Kg	KERB- WEIGHT Kg
80	2690	Ford 2.4 litre diesel	2175	1361†
100	2690	Ford 2.4 litre diesel	2450	1371†
120	2690	Ford 2.4 litre diesel	2575	1387†
130	3000	Ford 2.4 litre diesel	3000	1558
160	3000	Ford 2.4 litre diesel	3150	1562
175	3000	Ford 2.4 litre diesel	3320	1572
190	3000	Ford 2.4 litre diesel	3500	1603
100LWB	3000	Ford 2.4 litre diesel	2600	1475

BUS, CREWBUS & KOMBI

The news is getting around, there's no finer way of getting around! The Transit Bus is fitted out more like a luxury coach, with comfortable foam filled seats and stylish trim. There's a long wheelbase 15 seater Bus and Crewbus with up to 17 seats. Both give a smooth comfortable ride and provide ample room in gangways and between seats. Entry and exit is easy through the two front doors and the double doors at the rear. There's a fixed step to the passenger compartment with its low floor. For even greater ease of entry, a side door with a door controlled sliding step is optional at extra cost on the Bus model. The Crewbus is fitted with longitudinal wooden slatted seats with cushions, optional at extra cost. The versatility of these models is virtually unlimited. The short wheelbase Bus seats 12, with the Crewbus version seating 13. The Kombi will take goods and passengers in almost any combination and keep coming back for more. Kombis are a combination of vans with side windows to which you can add rear compartment passenger seats. Your Ford Dealer will be happy to give you full details. All the advantages of the Transit Bus with regard to versatility and ease of access apply equally to the Crewbus and Kombi. Additional options include a tailgate for the Kombi and side panelling (for extra load protection and passenger comfort) in the load area.

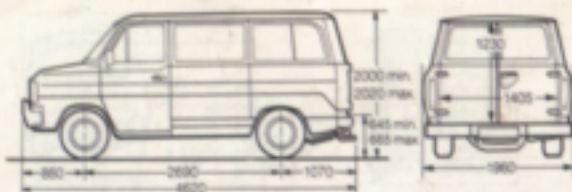
Note: Car Tax is payable on buses when less than 12 seats (including driver's) are fitted, and on all Kombis.

Illustrated are Transit 12 and 15 seat Custom Buses fitted with optional random stripe cloth seats, headlamp wash, radio at extra cost.



MODEL Petrol	WHEEL-BASE mm	STANDARD ENGINE	GVW Kg	KERB-WEIGHT Kg
12 Seat Bus	2690	Ford 1.6 litre OHC	2400	1344
13 Seat Crewbus	2690	Ford 1.6 litre OHC	2550	1385
15 Seat Bus	3000	Ford 2.0 litre OHC	3100	1616
17 Seat Crewbus	3000	Ford 2.0 litre OHC	3100	1622

Minibus Pack (at extra cost)
To meet the full requirements of the 1977 Minibus Act, effective January 27th, 1981, for vehicles registered after January 27th 1978, the Minibus Pack option is available. This pack is



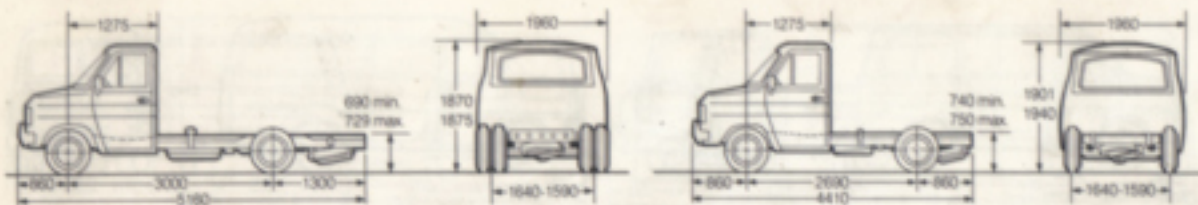
All dimensions are shown in mm for unladen vehicles



MODEL Diesel	WHEEL-BASE mm	STANDARD ENGINE	GVW Kg	KERB-WEIGHT Kg
12 Seat Bus	2690	Ford 2.4 litre diesel	2550	1492
13 Seat Crewbus	2690	Ford 2.4 litre diesel	2575	1517
15 Seat Bus	3000	Ford 2.4 litre diesel	3150	1740
17 Seat Crewbus	3000	Ford 2.4 litre diesel	3150	1742

The pack includes such items as: — external fuel shut off, carburettor drip tray, positive lock nuts and bolts (brakes), passenger grab handles, driver's anti-glare screen, fire extinguisher and first aid kit.

The Minibus Pack is not available for S.V.O. Ford 3.0 litre V6 petrol engine models.



All dimensions are shown in mm for unladen vehicles.

CHASSIS CABS



When you need a special body, you need a very special foundation to build it on. And you won't find a better base than a Transit chassis cab: a solid, sturdy, excellently-engineered structure that takes everything in its stride, from milk-floats to mobile homes, ambulances to artics, box vans to breakdown trucks. On standard petrol models the short wheelbase will take nominal body and payloads from 1370 to 1490kg; the long wheelbase from 1578 to 2228kg.

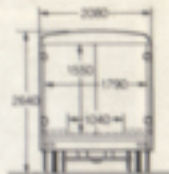
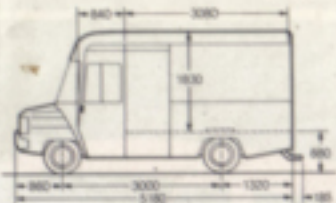
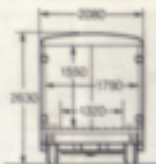
MODEL Petrol	WHEEL-BASE mm	STANDARD ENGINE	GVW Kg	KERB-WEIGHT Kg
100	2690	Ford 1.6 litre OHC	2375	1011
120	2690	Ford 1.6 litre OHC	2550	1060
130	3000	Ford 2.0 litre OHC	2800	1222
160	3000	Ford 2.0 litre OHC	3100	1230
175	3000	Ford 2.0 litre OHC	3265	1240
190	3000	Ford 2.0 litre OHC	3500	1272
100LWB	3000	Ford 2.0 litre OHC	2450	1126††

MODEL Diesel	WHEEL-BASE mm	STANDARD ENGINE	GVW Kg	KERB-WEIGHT Kg
100	2690	Ford 2.4 litre diesel	2450	1161
120	2690	Ford 2.4 litre diesel	2575	1195
130	3000	Ford 2.4 litre diesel	3000	1348
160	3000	Ford 2.4 litre diesel	3150	1352
175	3000	Ford 2.4 litre diesel	3320	1362
190	3000	Ford 2.4 litre diesel	3500	1393
100LWB	3000	Ford 2.4 litre diesel	2600	1258††

††Chassis cowl derivative not available.

Kerbweight figures are for vehicles with minimum equipment and a full tank of fuel, water and oil but without driver.

PARCEL VANS



All dimensions are shown in mm for unladen vehicles

The Transit comes into its own as one of the most versatile vehicles around when fitted with the parcel van body. The factory built 100 and 160 Parcel Vans are readily converted into a whole range of special body applications from country and social service buses to mobile shops and laundry vans. Parcel vans are suitable for use as removal vans for bulky awkward cargoes and for transporting perishable goods and high-value merchandise.

SHORT WHEELBASE MODELS

Load Length mm	Load Area m ²	Load Volume m ³
2298	4.3	8.1

LONG WHEELBASE MODELS

Load Length mm	Load Area m ²	Load Volume m ³
3022	5.8	10.9



MODEL Petrol	WHEEL- BASE mm	STANDARD ENGINE	GVW Kg	KERB- WEIGHT Kg
100	2690	Ford 2.0 litre OHC	2550	1421
160	3000	Ford 2.0 litre OHC	3265	1610

MODEL Diesel	WHEEL- BASE mm	STANDARD ENGINE	GVW Kg	KERB- WEIGHT Kg
100	2690	Ford 2.4 litre diesel	2575	1567
160	3000	Ford 2.4 litre diesel	3320	1758



RPO

...regular production options

To make sure that the model you choose meets your individual specification, Ford offer a range of optional equipment at extra cost.

Complete 'packages' are available to suit specific types of operation. Some of the items are illustrated below. For full details consult your Ford Dealer.



Clock and Trip recorder



Random stripe cloth seat trim



Automatic Transmission (according to model)



Tachograph



Push button radio



Half bulkhead vertical



Side loading door



Full bulkhead with window

SVO

...special vehicle orders

The Ford Special Vehicle Order Department is always available to provide almost everything you may

need from a few words of advice to the most detailed practical help with your own particular requirements.



Ford 3.0 Litre V6 petrol engine



Overdrive transmission



The Ford Dealer Network

Ford dealers are located strategically right across the UK. Located to be at hand when you need help, adjacent to motorways and main trunking routes and in the urban areas of most big towns and cities.

They are probably the best equipped servicing centres available anywhere, having invested in up to date repair and diagnostic equipment plus the key factor of employing the top servicing technicians and staff with Ford training. Their utilisation of specialist tools designed specifically for Ford servicing cuts out wasteful downtime and Ford

dealers also operate back-up services to help you in full utilisation of your vehicle after the sale. Such schemes as Contract Confidence. The Ford Care System — where our credit card can get you service or repair without cash in your pocket. And F.O.C.A.S. — the Ford Operating Coast Analysis System which gives you up to the minute facts on your own transport operation. All these services and many more are available through your Ford dealer — all you have to do is ask.

Ford Parts Supply System

The Ford Parts supply system is massively on your side with ample and low cost parts — The Ford dealer who usually carries from £75,000 to £250,000 worth of supplies on his premises, giving the best availability of parts in any Dealer organisation. Backing him is the Ford Parts distribution centre at Daventry, one of the world's biggest and most modern.

Customer Assurance

The Customer Assurance on Ford Transit is 12 months/unlimited mileage, an important factor in the total running cost compilation.

Ford Credit

Ford Motor Credit Company Ltd is ideally placed to meet all your finance requirements. It provides a full range of plans to suit all operators and is administered through a national network backed by specialists in the fleet and leasing business. Most Ford dealers operate Ford Motor Credit or other reputable finance schemes and will be pleased to advise you on buying, renting or leasing your new Ford Transit.

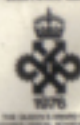
Special Vehicle Orders

Special Vehicle Orders Department provides equipment tailored to suit those operators who require something non-standard. A whole range of Special Vehicle Options is available for the Transit. These special vehicles and options are, wherever possible, built within normal production processes.

Ford Code

The Ford Code scheme was established to provide a framework for technical collaboration between Ford and the body-building industry. By complying with Ford standards for body and equipment mounting, the bodybuilder safeguards Customer Assurance for chassis, maintains serviceability and improves reliability.

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



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