

A red Ford Transit van is shown from a side profile, parked on a light-colored concrete surface. The van is positioned in front of a building with a large, light-colored sliding door. The door has four small, dark, oval-shaped windows and a red and white diagonal striped safety bar at the bottom. To the left of the van, a red brick wall and a red vertical post are visible. The van has a black bumper, a side mirror, and a door handle. The Ford logo is visible in the bottom right corner.

FORD
TRANSIT





FORD
TRANSIT





INTRODUCTION

Over the years the Ford Transit has been Britain's biggest selling range of medium commercials, consistently outselling its nearest two rivals put together.

More than 1.5 million Transits have been built to date, and more than half of these have been manufactured at our plant in Southampton.

The success of Transit has been

due to its reputation for outstanding reliability and durability and for low cost of ownership thanks to its simplicity and ease of access to all major components.

The versatility of the Transit has also been a major factor in its success with two wheelbases and a choice of chassis cabs and chassis cowl, in addition to a range of

vans and buses, there are few cases where there is not a Transit model to suit your transport needs. And even if there is not a suitable specification available from the standard range there is every possibility that our Special Vehicle Operations will be able to help for any special requirement.

The range covers gross vehicle masses of up to 3.5 tonnes

providing approximate payloads† of from 800 kg to 1900 kg. There are three Ford petrol engines available — 1.6 litre, 2.0 litre and 3.0 litres* — and in addition there is a Ford 2.4 litre diesel. All models feature four speed all-synchromesh gearboxes as standard, with overdrive as an option. 2.0 litre and 3.0 litre V6 petrol versions are also available

with a three speed automatic transmission. Two levels of trim are offered, standard and custom, and in addition on 100, 120 van, and chassis cab models, the low cost Popular pack is available.

* 3.0 litre only available on LWB models

† See pages 26 and 28





VANS

With Transit vans there are seven payload ratings and two wheelbases from which to choose. The 80, 100 and 120 models have a wheelbase of 2690mm (106 in.) a load volume of 5.4m³ and a load length of 2286mm. The larger 130, 160, 175, and 190 models have a wheelbase of 2997 (118 in.) a load volume of 7.6m³ and a load length of 3038mm.

The 100 LWB is specifically designed to carry lightweight

bulky loads and is based on the long wheelbase models but with single rear wheels and narrow interior wheelarches.

All Transit van models, with the exception of the parcel delivery vans, are available with an extensive list of door options — no less than 32 in fact — which enables the operator to choose a configuration which meets his requirements. In standard form the Transit is provided with hinged

front and rear doors. The rear doors can be opened to a full 180 deg. or they can be safely retained at 90 deg. For added security they may be supplied without glass.

As an alternative, a top hinged counterbalanced tailgate is also offered (at no extra cost on custom models). This type is particularly useful if weather protection is important during loading and unloading.



Standard model 100 LWB.



Models shown feature Custom pack plus locking fuel filler cap at extra cost.



The driver's and passengers' doors may be either hinged or sliding or a combination of one sliding and one hinged door. Similarly Transit is available with a side loading door, standard on custom van models, on one or both sides (except with sliding cab doors). In either case the door opens fully to 180 deg. and is safely retained by a clip on the front wing.

Inside the van there are two bulkhead options offered. For complete security a full bulkhead with window is available, while for

driver protection there is also the choice of a half width bulkhead.

For extra bulky loads the Transit is also available with high volume parcel delivery van bodywork. These bodies provide a load volume of 8.1m³ on the short wheelbase 100 version and 10.9m³ on the long wheelbase 160 model.

In addition these parcel delivery vans provide the perfect base for conversion to social and welfare buses or for conversion to the full legal requirements for PSV's.



Models shown feature Custom pack plus locking fuel filler cap at extra cost.



BUS, CREWBUS & KOMBI

With a full range of 12, 13, 15 and 17 seat buses from which to choose it is not surprising that the Transit is Britain's most popular small bus.

The Transit 12 and 15 seat buses are trimmed in easy to clean Shark Grey deep embossed vinyl, or for more luxury, the Custom models have random stripe cloth trim. Entry and exit is easy through the wide opening front doors and through the hinged rear doors with step.

The 13 and 17 seat crewbuses are fitted with longitudinal wooden slatted seats, with cushions (at extra cost). The crewbus derivatives offer greatest benefit where maximum seating capacity is required but where the budget is limited.

In all cases Transit buses may be supplied (at extra cost) to comply with the full requirements of the Minibus Act, 1977. Such essential items as external fuel shut-off, door operation decals, grease shields and hand-brake linkage locknuts are all included in addition to an approved fire extinguisher and first aid kit, when the Minibus pack is specified. The Act came into effect on January 27th 1981 and is a legal requirement for such organisations as schools, clubs, welfare and charitable organisations where a bus is being run for non-profit making use and where a direct or indirect charge is being made to recover running costs.

Models shown feature Custom pack.

Finally the Transit is available as a Kombi, providing the flexibility for a vehicle which is able to carry passengers and goods. The Kombi is based on a van, but with side windows, to which seats may be added. Additional options available on the Kombi include a tailgate and side panelling for extra load protection and passenger comfort in the load area.

Note:

Car Tax is payable on buses with less than 12 seats (including the driver) and on all Kombis.

Except for exempt categories, a tachograph is required to be fitted and calibrated on all 17 seat buses operating in the UK, and all Transit buses which are operating elsewhere within the EEC.



15 seat custom bus also features locking filler cap, S.V.O. rubber rear wheel arch extensions and additional driving lamps.



Custom model featured with optional tachograph, overdrive and minibus pack.



CAB

The cabs of all Transits are trimmed to a high level aimed at ensuring that the driver's working environment is as comfortable as possible.

All Transits, except the Popular, have a fully adjustable driver's seat providing alternative height, reach and rake positions. Seat trim is in an easy to clean deep embossed pvc material.

Custom models and all buses have a dual passenger seat and on Custom models all seats are trimmed in a hard wearing

random striped cloth material.

Without any form of engine intrusion into the cab, access from one side to the other is excellent and with the wide opening front doors this makes the Transit the ideal local delivery vehicle.

Full heating and demisting is provided by a powerful heater and two speed fan, which is easily adjusted by illuminated fascia mounted controls. Additional ventilation is from a face level eyeball outlet on each side of the dashboard and from optional

opening front quarter lights available at extra cost.

There is more than adequate stowage space for documents and other items in a large glove box under the fascia, (not Popular models) which is lidded on Custom models. For the driver's delivery notes and records, there is a convenient retaining lip on the dashboard and there is even a pen clip mounted behind the driver's sunvisor. Custom models feature two door mounted stowage bins, standard models

have a driver's door stowage bin only.

Laminated windscreens are standard on all models except the parcel delivery van and large two speed wipers, with intermittent wipe on Custom models, ensure good vision at all times.

Instruments are clearly visible through the two spoke dished steering wheel (soft feel on Custom models) and consist of speedometer (or tachograph) fuel and temperature gauges. Warning lights are provided for oil pressure,

headlamp main beam, alternator and direction indicators. Custom models have the additional benefits of a quartz clock and a speedometer distance trip recorder.

In common with most Ford models three steering column mounted stalks control the headlamps, turn indicators and windscreen wipers. A fuse box is conveniently located under the dashboard by the steering column.



TRANSIT POPULAR

The Transit Popular is available on the 80, 100, 120 vans and chassis cabs. Standard features include a Ford 1.6 litre petrol engine, laminated windscreen, round tungsten headlamps, 42 litre fuel tank and steel braced radial tyres.

Inside the driver's and passengers' seats are trimmed in deep embossed pvc. The driver's seat is adjustable for reach and rake, and seat belts are provided as standard together with comprehensive instrumentation and a heater with two-speed fan.

Both models are available with a range of Regular and Special Vehicle Options, so that the Popular can be specified to the requirements of the operator just as easily as any other model in the range.



Model featured with optional tachograph.



Model featured is a Popular with optional gloss paint finish.





Model featured is Popular with optional gloss paint finish





CHASSIS CABS/VERSATILITY

Like all Transit models the chassis cab versions are available in two wheelbases and a range of gross vehicle masses, up to 3.5 tonnes, which will allow a payload and body allowance of up to approximately 2.0 tonnes‡.

The sturdy chassis frames are suitable for all types of bodywork in an almost endless variety. Lutons and box vans, dropsides and tippers can all be supplied by a

large number of body builders, approved by Ford, who have wide experience of building bodywork onto Transit. In addition there are any number of more unusual applications from breakdown trucks and demountables to fire appliances and coachbuilt motor caravans, all of which can be readily satisfied by specialist bodybuilders.

To make the job of the bodybuilder easier, we offer such options as high centre of gravity packs and extended fuel filler necks, and for the Transit 175 an SVO option for tipper applications

‡ See page 28.



Custom model features
SVO tipper conversion 3129.
Tipping body at extra cost.
Consult your Ford Dealer for further
information.

ENGINES

There are four engines available for Transit, so that there is a power unit to suit all requirements no matter whether fuel economy or power is the overriding consideration. The Ford 1.6 and 2.0 litre petrol engines are both four-cylinder designs with

short rigid crankshafts and large bearing areas. The cylinder heads are of cross-flow design for greater efficiency and both engines run on two star fuel.

Like the OHC engines the Ford 3.0 litre also runs on two star petrol. This engine is a V6 and is

particularly suitable for such applications as ambulances and other emergency service vehicles where high speed and acceleration are important.

All Transits are available with the Ford 2.4 litre four cylinder diesel engine. Five main bearings

and a high mounted camshaft, driven by a heavy duty timing belt, with short sturdy pushrods ensure that this engine can meet the most arduous conditions.

Cold starting is aided by glo-plugs mounted in the cylinder head which are activated

automatically when the key start switch is turned to the first position.

As soon as the warning light goes out the engine is ready to be started. Like all the engines fitted to the Transit, the diesel is fitted with a thermo-viscous fan which helps the engine maintain its



ENGINE:-
Ford 1.6 litre OHC
TYPE:-
1593cc 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



ENGINE:-
Ford 2.0 litre OHC (regular)
TYPE:-
1993cc 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



proper working temperature and ensures that no power is lost when cooling by the fan is not required, thus improving fuel consumption and also reducing noise. The Ford 2.4 litre diesel engine has a key operated engine cut off.

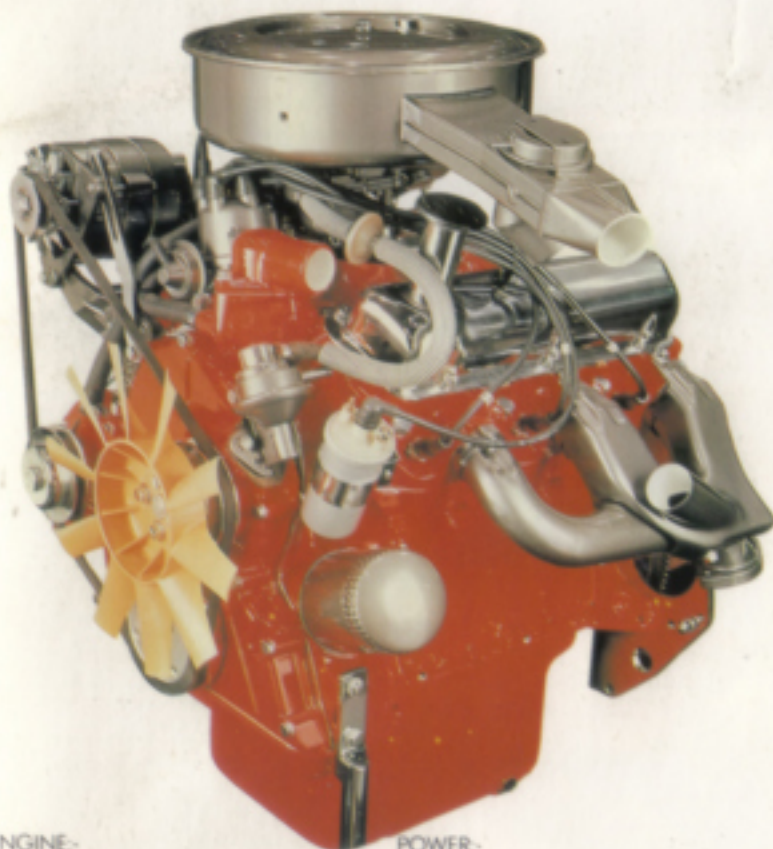
ENGINE AVAILABILITY

	POP VAN	STND. VAN	CUSTOM VAN	POP C/CAB	STND. C/CAB	CUSTOM C/CAB	STND. BUS	CUSTOM BUS	CREW BUS	KOMBI	PARCEL VAN
Ford 1.6 litre Petrol (LCX)	●	●	○	●	●	○	●	○	●	●	
Ford 2.0 litre Petrol (LCX)	○	○	●	○	○	●	○	●	○	○	●
Ford 2.0 litre Petrol (LCY)		●	●		●	●	●	●	●		●
Ford 2.4 litre Diesel †	○	○	○	○	○	○	○	○	○	○	○
Ford 3.0 litre V6 Petrol (LCY models only)*		X	X		X	X	X	X	X		X

*Not 100 LWB

† Stnd. on 175 van model

- Standard equipment
- Optional equipment
- X Special Vehicle Options (SVO)
- LCX Short wheelbase Transit models
- LCY Long wheelbase Transit models

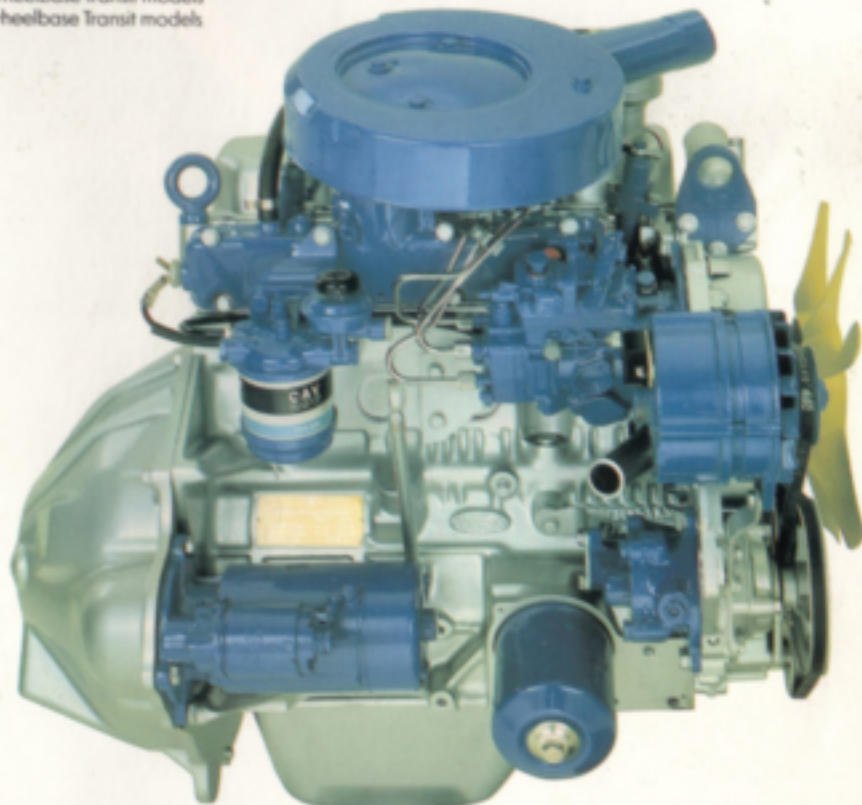


ENGINE:-
Ford 3.0 litre V6
TYPE:-
2992cc Petrol

COMPRESSION RATIO:-
Low Compression 8.1:1

POWER:-
74.6Kw (100.0 Ps)
at 4650 rpm

TORQUE:-
190.3Nm (19.4mkg)
at 2100 rpm



ENGINE:-
Ford 2.4 litre
TYPE:-
2360cc Diesel

COMPRESSION RATIO:-
21.5:1

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

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



SERVICEABILITY

Low running costs are vital in today's operating conditions and a major means of achieving this aim is by ensuring that Transit is easy to service.

The large bonnet opening provides excellent access to all components. The battery, which is also under the bonnet can be easily checked together with the brake reservoirs and windscreen/headlamp washer bottle at a glance through their translucent containers.

For major overhaul the front grille can be easily removed to provide complete access to the front of the engine.

The simple and sturdy front beam axle and semi-elliptic suspension require minimum maintenance. Simplicity of design, and hence reduced maintenance and downtime requirements, is plainly evident throughout Transit's design.

Transit is backed by the most extensive and professional dealer network in Britain. There are 135 Truck Specialist Dealers, most of whom have totally separate facilities designed to cater for the needs of the professional operator. In addition, there are 100 Truck Dealers who have a wide experience of all truck requirements, including, of course, the Transit. Finally there are some 400 car/van main dealers who have all the facilities needed to service and maintain all the short wheelbase Transits. There should never be any need to be far from a

Ford dealer capable of providing the sort of service needed to keep Transit on the road.

In addition to our dealer network we offer a number of services that will help the operator make the most of his vehicles.

Ford Care provides a charge card facility which enables the operator to obtain service and repairs from any Ford dealer

operating the system without the need for cash or the need for establishing credit references.

The Ford Operating Cost Analysis System (F.O.C.A.S.) provides an accurate analysis of operating costs producing tailored reports at monthly and quarterly intervals. The scheme is run in conjunction with a high security company and includes such

facilities as monthly profit and loss analysis for each vehicle and direct computer entry.

Further details of both Ford Care and F.O.C.A.S. may be obtained from any Ford dealer or by phoning Brentwood (0277) 253000 ext. 2550.

Repair and maintenance can only be as good as the availability of parts. Based at a multi-million pound complex at Daventry in Northants, the latest techniques in computerised stock control help to ensure that, as far as possible, the dealer has the parts necessary to provide the best possible service. No dealer, however, can stock every part so we have a special back-up VOR ('Vehicle Off Road') system for parts not immediately in stock. In these cases the dealer can have direct access to Daventry's 'talking' computer to obtain information on availability and despatch.



CORROSION PROTECTION

Great advances in corrosion protection have been achieved in recent years and Transit takes advantage of these latest techniques to provide excellent protection against all forms of

corrosion and chip damage.

Protection is provided by a new cathodic electrocoat primer paint system. In addition to the primer used being alkaline based and, therefore, an inherently good

corrosion inhibitor, the cathodic process also possesses a naturally superior throwing power which means that the primer is deposited more liberally in difficult to reach cavities and box sections. Up to 10

percent more primer is deposited using a cathodic rather than an anodic process.

All body joints are filled with pvc sealer and front and rear wheelarches are sprayed with a

stone chip resistant pvc coating. Finally water repellant wax is injected into box members such as the sill panels and the bottoms of the doors.

CHEMICAL CLEANING OF BODY AND PHOSPHATING TO PROVIDE KEY BETWEEN ELECTROCOAT AND BODY

SPRAY CHAMBERS

Chemical
Pre-cleaning

Chemical
Cleaning

Rinse in
Demineralised
Water

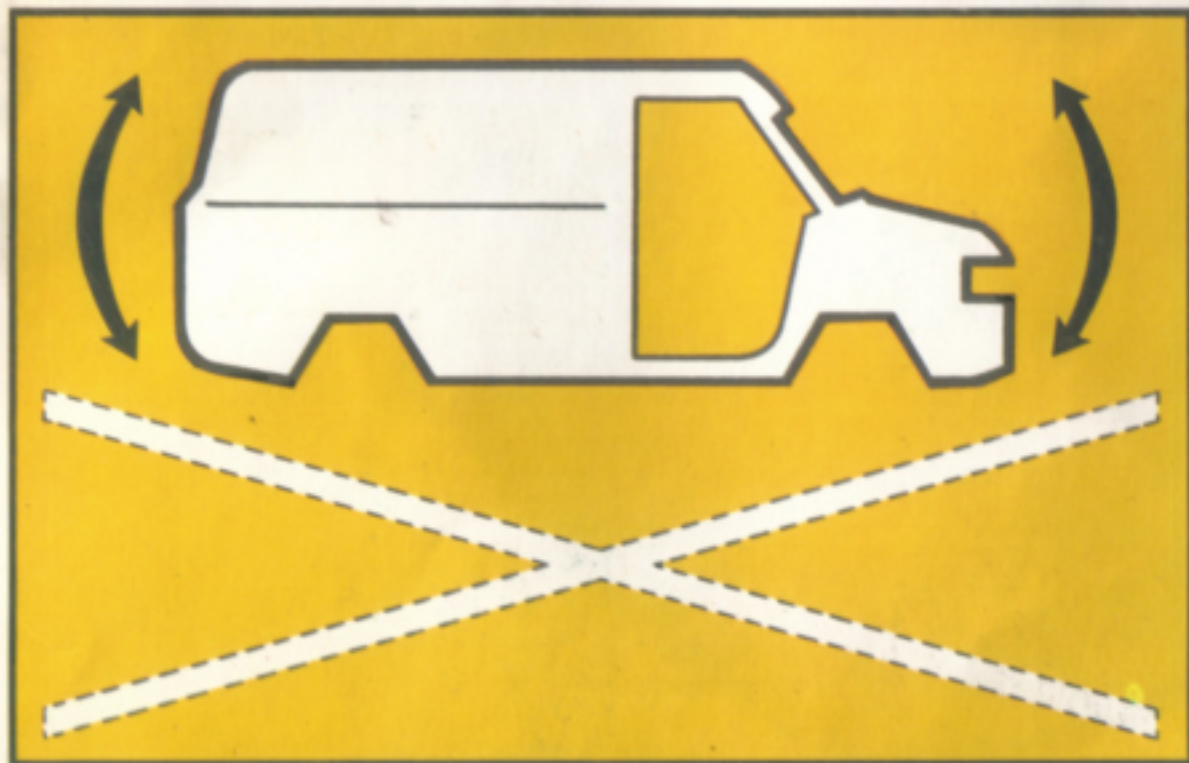
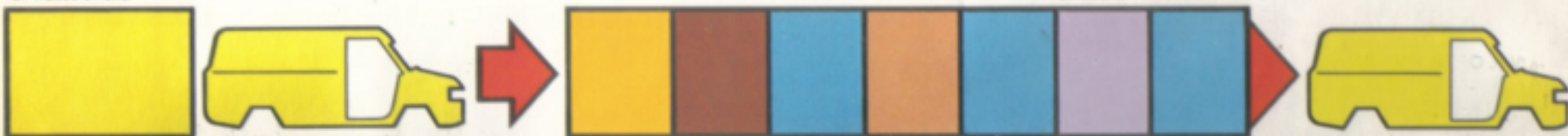
Phosphate

Rinse in
Demineralised
Water

Chrome rinse to
etch and optimise
phosphate
performance

Rinse in
Demineralised
Water

Bodyshell washed down with kerosene to remove all traces of oils.



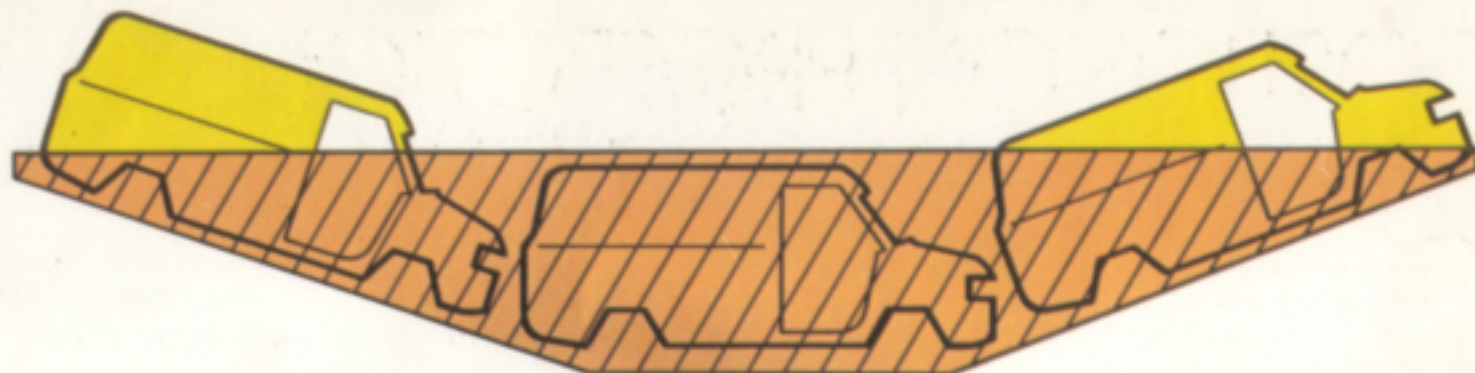
Tilt table to drain off residues.



Spray System to cover both inside and outside of vehicle.

CATIONIC ELECTROCOAT PRIME

Body totally immersed in cationic primer. In this system the body is negatively charged and the primer positively charged, causing the primer to reach every part of the body to a far greater degree than previous anodic systems. In addition cationic primers are themselves chemically superior to anodic primers as rust inhibitors.



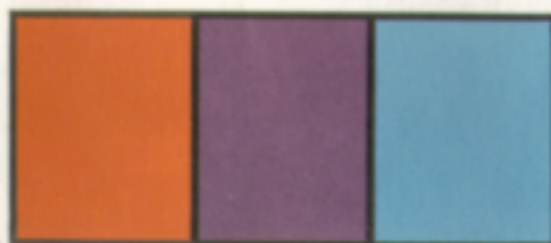
REMOVAL OF EXCESS PRIMER



Wash in Ultrafiltrate (Mild solution of primer)

Re-wash in Ultrafiltrate

Rinse in Demineralised Water



CURING

Bake at 180°C to cure primer to body.

Twice hourly check with body fitted with thermocouples to monitor body steel temperatures.



FINAL FINISH (INCLUDING APPLICATION OF PVC AND WAX)

Spray PVC into wheelarch cavities and adjacent areas.

Handsand and seal prior to application of primer

Prime with Polyester Point

Bake and cure both PVC and Primer

Handsand for final application of topcoats.

Enamel

Bake

Spray wax into lower sections of all doors and body sills.



OPTIONS

A major advantage of Transit is the ability to specify a model from the extensive range which will suit the operator's needs.

Vans, chassis cabs and cowl and buses are all available, of course, but in addition to these any number of factory fitted options

can also be added which will ensure that the Transit model selected will be just right for the job.

Most models have a choice of an alternative petrol engine for more power or a diesel for more economy. Road performance can

be further tailored by specifying from one of several different axle ratios, at no extra cost.

In addition, many of the range can be fitted with overdrive, through our Special Vehicle Operations, which will help improve fuel economy and reduce

engine wear, and in some cases increase top speed. Alternatively, if the Transit is being operated in heavily congested conditions then automatic transmission on 2.0 and 3.0 litre variants will reduce driver fatigue and will greatly minimise transmission wear.

On the vans, full and half width bulkheads help ensure load and driver security. Heavy duty items such as suspension, battery or alternator are all offered if operating conditions are particularly arduous.



Fuel filler locking cap



Headlamp jet wash



Vertical half bulkhead



Sliding cab door



Tachograph



Wheel trims, SWB models
(Standard on Custom models)



Automatic Transmission



Overdrive (SVO option)



Push button radio (standard on
Custom models)



Full bulkhead with window

SVO

Special Vehicle Operations offer options which are designed for more specific requirements, very often as a result of an operator asking us to solve a particular problem for him.

The most recent addition to the range of S.V.O. options is a package to enable Transit Models to be converted to four wheel drive. This option includes suspension changes and body strengthening to enable the converted vehicles to cope with the occasions when operators require the extra dimension of off-road capability.

Other options from SVO range from complete vehicle packages for ambulances to 'bandit' windscreens and 'Explosafe' fuel tanks, alternative seating arrangements for buses and an anti-syphon fuel tank filler neck. Plus a full range of electrical options, such as, switch and wiring for fog and spot lamps, ammeters, dual batteries and uprated alternators are also available.

Please speak to your Dealer for details on the complete range of Transit Options.



VANS

The range begins at the Transit 80 with a wheelbase of 2690mm (106 in) and GVM of 2070kg. At the top end of the range is the Transit 190 with a wheelbase of 3000 mm (118 in) and a GVM 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 and narrow interior wheelarches.

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. [not 100LWB].

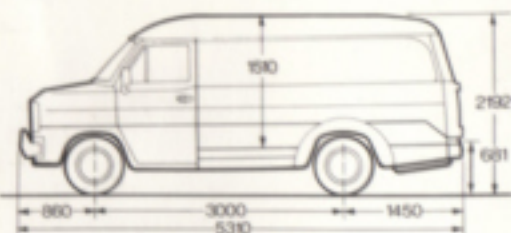
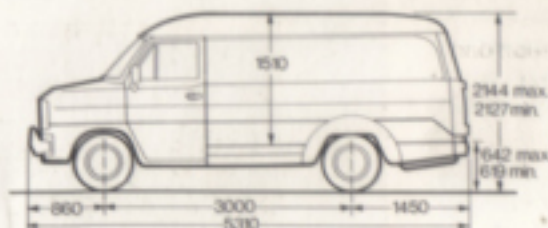
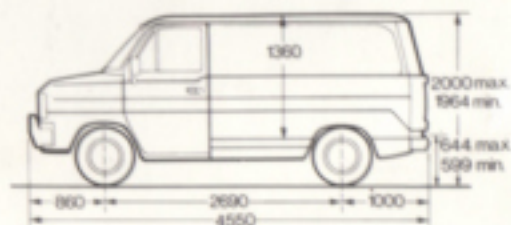
MODEL IDENTIFICATION

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

e.g. Transit 160 = 1600 kg

The quoted payload is theoretical only and is based on vehicles with minimum equipment. Payload is calculated by subtracting the kerbweight of the actual vehicle plus the weight of the driver and passengers, if any, from the G.V.M. Account should then be taken of the weight distribution and axle loading. It is the responsibility of the user to operate the vehicle within the plated weights.

Kerbweight figures are for standard vehicles with minimum equipment and a full tank of fuel, water and oil but without driver. Custom models have a higher kerbweight by an average of 30kgs.



All dimensions are shown in mm for unladen vehicles.

SHORT WHEELBASE MODELS

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

LONG WHEELBASE MODELS

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

MODEL	WHEEL-BASE	STANDARD	GVM	KERB-WEIGHT
Petrol	mm	ENGINE	Kg	Kg
80 Popular	2690	Ford 1.6 litre OHC	2070	1226
100 Popular	2690	Ford 1.6 litre OHC	2400	1236
120 Popular	2690	Ford 1.6 litre OHC	2550	1278
100 Standard	2690	Ford 1.6 litre OHC*	2440	1272
120 Standard	2690	Ford 1.6 litre OHC*	2550	1314
130 Standard	3000	Ford 2.0 litre OHC	2800	1457
160 Standard	3000	Ford 2.0 litre OHC	3100	1465
190 Standard	3000	Ford 2.0 litre OHC	3500	1506
100 LWB Standard	3000	Ford 2.0 litre OHC	2450	1386

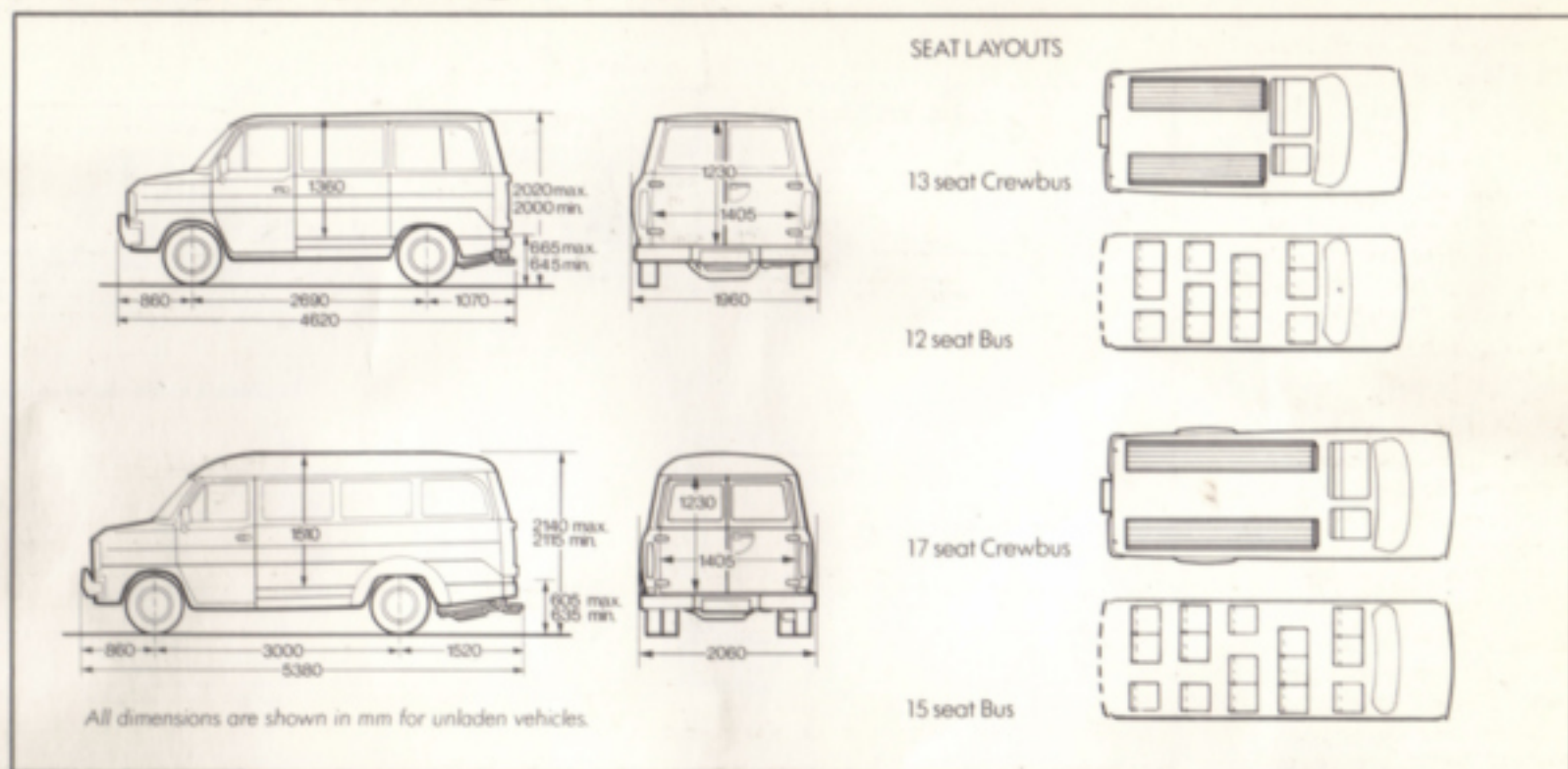
†Kombi models are also available. For full details consult your Ford Dealer.

*N.B. Custom 100 and 120 Vans take Ford 2.0 litre O.H.C. engine as minimum equipment. The Ford 2.0 litre O.H.C. engine is available as an option (at extra cost) on all other 80, 100 and 120 models.

MODEL	WHEEL-BASE	STANDARD	GVM	KERB-WEIGHT
Diesel	mm	ENGINE	Kg	Kg
80 Popular	2690	Ford 2.4 litre diesel	2175	1376
100 Popular	2690	Ford 2.4 litre diesel	2450	1386
120 Popular	2690	Ford 2.4 litre diesel	2575	1402
100 Standard	2690	Ford 2.4 litre diesel	2450	1423
120 Standard	2690	Ford 2.4 litre diesel	2575	1438
130 Standard	3000	Ford 2.4 litre diesel	3000	1584
160 Standard	3000	Ford 2.4 litre diesel	3150	1588
175 Standard	3000	Ford 2.4 litre diesel	3320	1598
190 Standard	3000	Ford 2.4 litre diesel	3500	1629
100 LWB Standard	3000	Ford 2.4 litre diesel	2600	1526

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 the 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 standard equipment on Custom Bus models and optional (at extra cost) on Standard Bus models. 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



MODEL	WHEEL-BASE mm	STANDARD ENGINE	GVM Kg	KERB- WEIGHT Kg
12 Seat Bus	2690	Ford 1.6 litre OHC*	2400	1379
13 Seat Crewbus	2690	Ford 1.6 litre OHC	2550	1422
15 Seat Bus	3000	Ford 2.0 litre OHC	3100	1626
17 Seat Crewbus	3000	Ford 2.0 litre OHC	3100	1634

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 without seating.

*N.B. Custom model 12 seat Bus takes Ford 2.0 litre O.H.C. engine as standard. The 2.0 litre engine is available as an option (at extra cost) on all other 12 and 13 seat models.

MODEL	WHEEL-BASE mm	OPTIONAL DIESEL ENGINE MODELS	GVM Kg	KERB- WEIGHT Kg
12 Seat Bus	2690	Ford 2.4 litre diesel	2550	1527
13 Seat Crewbus	2690	Ford 2.4 litre diesel	2575	1554
15 Seat Bus	3000	Ford 2.4 litre diesel	3150	1760
17 Seat Crewbus	3000	Ford 2.4 litre diesel	3150	1754

THE 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 mandatory for education, welfare, charitable concerns and other similar bodies where the bus is being run for non profit making use and where a direct or indirect charge is being made.

The pack includes such items as: — external fuel shut off, 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.

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 1354 to 1455kg; the long wheelbase from 1568 to 2218kg.

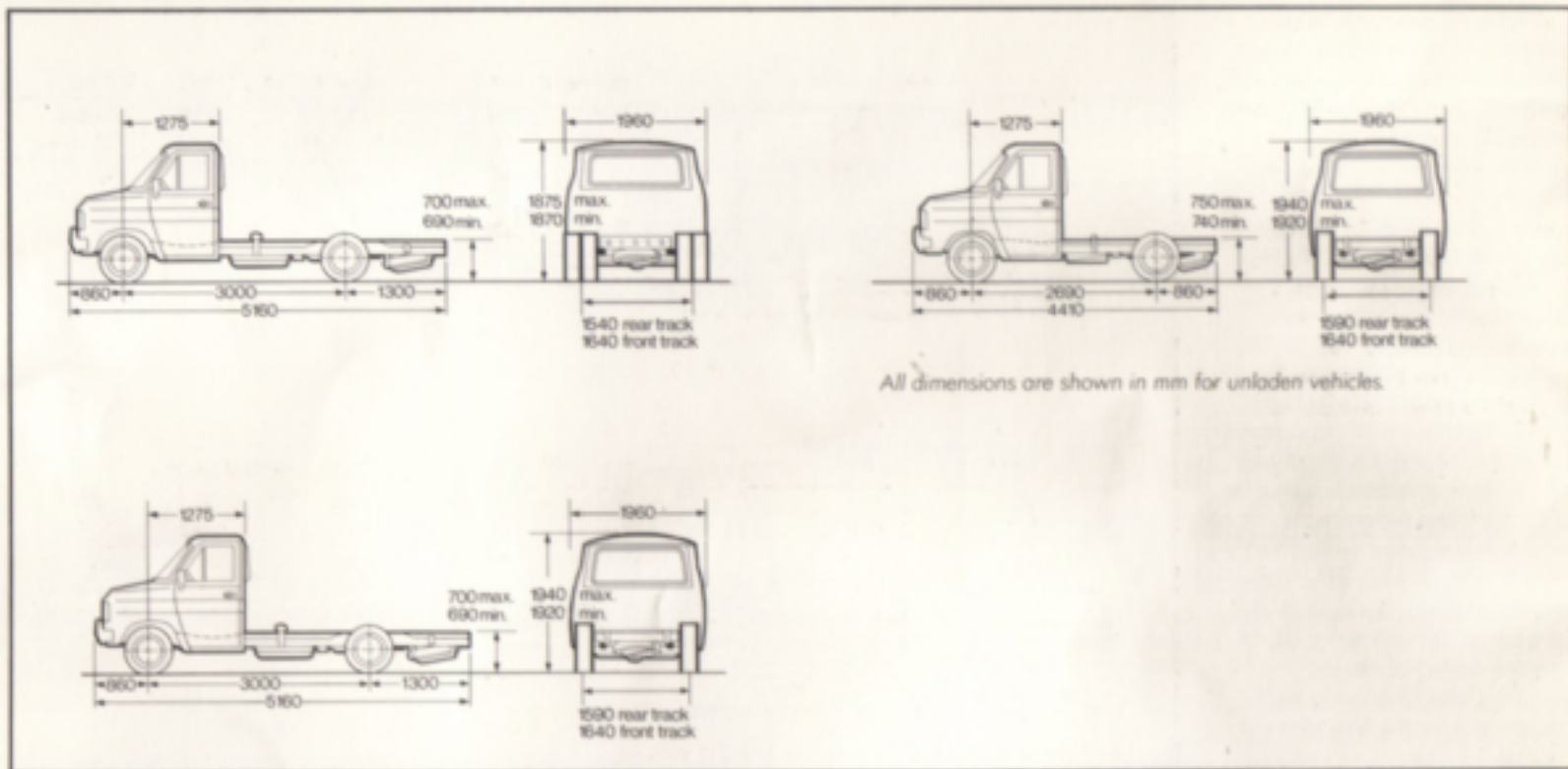
‡The quoted payload is theoretical only and is based on vehicles with minimum equipment.

Payload is calculated by subtracting the kerbweight of the actual vehicle including the body, plus the weight of the driver and passengers, if any, from the GVM.

Account should then be taken of the weight distribution and axle loading. It is the responsibility of the users to operate the vehicle within the plated weights.

All the Transit Chassis Models, with the exception of the 100 LWB, are available as a chassis cowl for integral van, coach and ambulance conversion.

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



All dimensions are shown in mm for unladen vehicles.

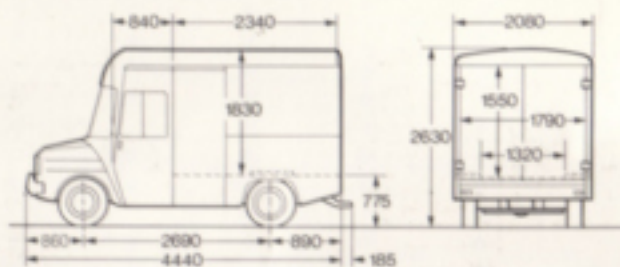
MODEL	WHEEL-BASE mm	STANDARD ENGINE	GVM Kg	KERB-WEIGHT Kg
100 Popular	2960	Ford 1.6 litre OHC	2400	1041
120 Popular	2690	Ford 1.6 litre OHC	2550	1090
100	2690	Ford 1.6 litre OHC*	2400	1049
120	2690	Ford 1.6 litre OHC*	2550	1098
130	3000	Ford 2.0 litre OHC	2800	1235
160	3000	Ford 2.0 litre OHC	3100	1243
175	3000	Ford 2.0 litre OHC	3265	1253
190	3000	Ford 2.0 litre OHC	3500	1285
100LWB	3000	Ford 2.0 litre OHC	2450	1139

MODEL	WHEEL-BASE mm	OPTIONAL DIESEL ENGINE MODELS	GVM Kg	KERB-WEIGHT Kg
100 Popular	2690	Ford 2.4 litre diesel	2450	1191
120 Popular	2690	Ford 2.4 litre diesel	2575	1225
100	2690	Ford 2.4 litre diesel	2450	1199
120	2690	Ford 2.4 litre diesel	2575	1233
130	3000	Ford 2.4 litre diesel	3000	1361
160	3000	Ford 2.4 litre diesel	3150	1365
175	3000	Ford 2.4 litre diesel	3320	1375
190	3000	Ford 2.4 litre diesel	3500	1406
100LWB	3000	Ford 2.4 litre diesel	2600	1271

*N.B. Custom 100 and 120 Vans take Ford 2.0 litre O.H.C. engine as minimum equipment. The Ford 2.0 litre O.H.C. engine is available as an option (at extra cost) on all other 80, 100 and 120 models.

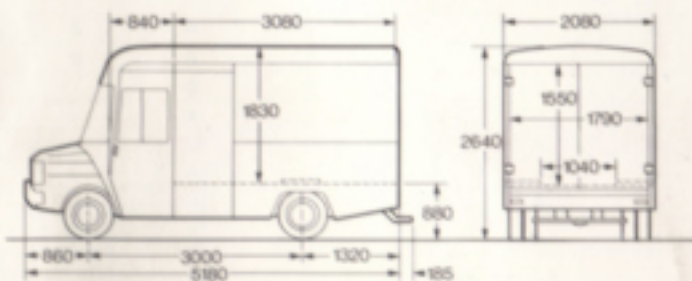
PARCEL VANS

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 can also be 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-volume merchandise.



SHORT WHEELBASE MODELS

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



LONG WHEELBASE MODELS

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

All dimensions are shown in mm for unladen vehicles.

MODEL	WHEEL-BASE	STANDARD ENGINE	GVM	KERB-WEIGHT
Petrol	mm		Kg	Kg
100	2690	Ford 2.0 litre OHC	2550	1505
160	3000	Ford 2.0 litre OHC	3265	1648

MODEL	WHEEL-BASE	OPTIONAL DIESEL ENGINE MODELS	GVM	KERB-WEIGHT
Diesel	mm		Kg	Kg
100	2690	Ford 2.4 litre diesel	2575	1632
160	3000	Ford 2.4 litre diesel	3320	1794

CAB & BODY FEATURES

INTERIOR MINIMUM EQUIPMENT

○ Option at extra cost

● Standard

* at no extra cost

✕ available on 15 seat bus models for 14 seat application

□ only with hinged cab doors

§ Bus models also have full side panel trims

△ Crewbus not available with side load door

† Standard on 17 seat crew bus, option on 13 seat model

EXTERIOR MINIMUM EQUIPMENT

● Standard

○ Option at extra cost

* at no extra cost

§ available only on 120 models, 100 parcel van and 13 seat crewbus models.

† 80, 100 models only and 12 seat bus

△ short wheelbase models only

** includes automatic sliding step on bus and Kombi models, available on left and right sides on all van models. Left side only on Bus and Kombi models. Custom models have L.H. SLD as standard. R.H. door available at extra cost.

□ available with hinged doors only

	VAN	CUSTOM VAN	BUS	CUSTOM BUS	CREW BUS	KOMBI	POPULAR	PARCEL VAN	CHASSIS CAB	CUSTOM CHASSIS CAB
Noise insulation pack	○	●	○	●	○	○	○	○	○	●
Interior rear door handle	●	●	●	●	●	●				
Soft feel steering wheel	○	●	○	●	○	●		○	○	●
Gloss paint	●	●	●	●	●	●	○	○	●	●
Radio	○	●	○	●	○	○	○	○	○	●
Drivers seat adjustment, height, reach, rake	●	●	●	●	●	●		●	●	●
Single passenger seat	●	○*	✕	✕		●	●	●	●	○*
Dual passenger seat	○	●	●	●	●	○	○	○	○	●
PVC seat trim (Shark Grey)	●	○*	●	○*	●	●	●	●	●	○*
Cloth seat trim (Grey random stripe)		●		●						●
Drivers and passengers door arm rests □		●	●	●	●	●			○	●
Rear and side load door trims	●	●	§	§	△	●	○			
Full cab floor mats — rubber	●	●	●	●	●	●		●	●	●
Rear compartment floor mats — rubber			●	●	○	○				
Driver's sun visor storage	●	●	●	●	●	●	●		●	●
Brushed aluminium fascia strip		●		●						●
Drivers door stowage bin □	●	●	●	●	●	●			●	●
Passengers door stowage bin □		●		●	●	●				●
Cigar lighter		●		●	●					●
Handbrake gaiter		●	●	●	●					●
Lidded glove box	○	●	○	●	○	○		○	○	●
Open glove box	●		●		●	●		●	●	
Clock and trip recorder	○	●	○	●	○	○	○	○	○	●
Tachograph	○	○	○	○	†	○	○	○	○	○
Intermittent wipe facility		●		●						●
Hinged cab doors	●	●	●	●	●	●	●		●	●
Sliding cab doors	○*	○*	○*	○*	○*	○*	○*	●		
Full width hinged rear doors	●	●	●	●	●	●	●	○		
Windowless rear doors	○	○					○			
Hinged tailgate	○	○*				○	○			
Rubber bumper inserts		●		●						●
Engine bay lamp		●		●	●					●
Rear step	○	○	●	●	●	●	○	○		
Styled road wheels†	●	●	●	●		●	●		●	●
Hub caps§	●	●			●	●		●	●	●
Front towing eye	○	●	○	●	●	○	○	○	○	●
Reversing lamps	○	●	●	●	○	○	○			
Rectangular halogen headlamps	●	●	●	●	●	●		●	●	●
Bright wheel trims△	○	●	○	●		○			○	●
Hinged side load door**	○	●	○	●		○	○			
Rear mud flaps	○	●	○	●	○	○	○			
Front mud flaps	●	●	●	●	●	●		●	●	●
Front overriders (without headlamp wash)		●		●						●

OPTIONS

AVAILABLE AT EXTRA COST

INTERIOR OPTIONS

- X standard equipment on 17 seat crew bus
optional on 13 seat crew bus.
□ available with hinged doors only

MECHANICAL OPTIONS

- ** only available with 2.0 litre petrol engine,
not 100 LWB.
□ 120/175 models only
† not available with 100 LWB or 190 model.
X not available with 2.0 litre engine.

	VAN	CUSTOM VAN	BUS	CUSTOM BUS	CREW BUS	KOMBI	POPULAR	PARCEL VAN	CHASSIS CAB	CUSTOM CHASSIS CAB
Tachograph	○	○	○	○	X	○	○	○	○	○
Opening front-quarter windows□	○	○	○	○	○	○	○		○	○
Headlamp jet wash	○	○	○	○	○	○		○	○	○
Vertical half bulkhead	○	○					○	○		
Full bulkhead with window	○	○					○			
Automatic transmission**	○	○	○	○	○	○	○	○	○	○
Heavy duty battery	○	○	○	○	○	○	○	○	○	○
High centre of gravity pack□									○	○
Heavy duty springs†	○	○	○	○	○	○	○		○	○
Heavy duty clutch X	○	○	○	○	○	○	○		○	○
Heavy duty vehicle pack†	○	○	○	○	○	○	○		○	○
Heavy duty radiator (not with automatic transmission) X	○	○	○	○	○	○	○	○	○	○
Locking fuel filler cap	○	○	○	○	○	○	○	○	○	○

Some of the principal options are listed, however certain options are not available together. Please discuss your exact requirements with your Ford Dealer.



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 Charge card can get you service or repair without cash in your pocket. And F.O.C.A.S. — the Ford Operating Cost 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 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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