



The new Ford

TRANSIT

another milestone in reliability



Time marches on. Vehicle specifications which seemed advanced five years ago, are now out of date. When Transit was first introduced in 1965 it heralded a new era in commercial transport. Continuous, progressive development has ensured that new technology, new materials and new concepts have been fully utilised to maintain the position of Transit as market leader. Nearly 2 million sales testify to the success of Ford in producing a vehicle which has consistently outsold all competition.

Transit continues this tradition of proven excellence, combining new styling features with technical advances to reinforce the established virtues of reliability, durability and economy.

The Transit range is sufficiently comprehensive to meet virtually all medium commercial transport needs. More specialised requirements will often be met by Ford Special Vehicle Operations department. The standard range covers two wheelbases, three levels of trim and seven payload ratings, up to 3.5 tonnes GVM, with a choice of chassis cabs, vans and buses. There are 3 petrol engines and 1 diesel engine. All models feature four speed all synchromesh gearboxes as standard, with overdrive optionally available. Three speed automatic transmission may be fitted to certain models.

The most striking visible evidence of the 1984 development is the good looking appearance. All models have rectangular halogen headlamps, a one piece plastic grille and headlamp surround plus new front turn indicators and longer bumper end caps. An aerodynamic front air dam is fitted as standard on Custom buses and is an option for all other vehicles. Custom models also have a new bumper rubbing strip. Inside,



Although the Transit is a functional commercial vehicle the interior trim has something approaching the specification and appearance of a car. Considering the amount of time a working driver spends at the wheel, his comfort and well being featured high on the list of criteria used when the 1984 Transit was designed. The

new trim colours, patterns and materials are used whilst the controls and instrument panel have been extensively revised.

The functional improvements centre around the introduction of breakerless microwave timed electronic ignition which offers many benefits in terms of efficiency and economy. Certain engines now have lower driveline ratios and all models are fitted with maintenance free batteries and three speed heater fans.





Access to the loadspace can be tailored to suit virtually any requirements with the potential to specify side doors on either or both sides, opening fully to 180°, provided that the cab doors are hinged and not sliding. The rear doors (which open to 90° or 180°) may be replaced by a hinged tailgate if required for added weather protection when loading. To separate driver and loadspace, various bulkheads are available, including half vertically or horizontally and full

bulkhead with window.

The wide range of Transits starts with a loadspace volume of 5.4 cubic metres in the short wheelbase 80, 100 and 120 models. The 100, 130, 160, 175 and 190 long wheelbase models offer 7.6 cubic metres of loadspace. Apart from the 100L long wheelbase version (specifically designed for lightweight, bulky loads) which has single rear wheels, all long wheelbase Transits have dual rear wheels. Parcel Van versions are

available if even greater capacities are wanted.

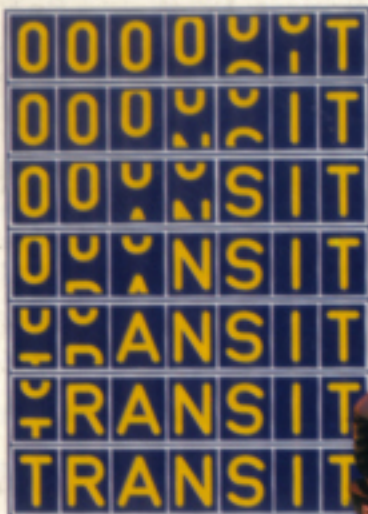
The standard weight capacities range from 800kg to 1900kg with a maximum GVM of 4465kg.

The comprehensive choice of options has always been an important Transit plus, giving operators the ability to specify those additions which help to equip the vehicle for a specific useage.

result of that close attention to driver needs is a light, spacious, accessible cab incorporating many practical refinements not usually found in commercial vehicles.

Capability is the key to the Transit range. All models will accommodate large sized sheets flat on the floor, with simple access through the rear thanks to wide opening doors and low, unrestricted sill height. If 8' x 4' sheets are carried frequently the 100L long wheelbase model will do the job.





Most models have the choice of an alternative petrol engine for added power, or the diesel for greater economy. Road performance can be



further tailored by specifying one of several different axle ratios, at no extra cost. Auto transmission and overdrive are also available.

Ford back Transit with the most extensive and professional dealer network in Britain — 135 Truck Specialist Dealers, 100 Truck Dealers and 400 Car/Van Main Dealers all have the facilities to service and maintain most Transit vehicles. They are supplied with parts by the fully computerised multi-million pound Daventry stock complex to ensure the best repair and maintenance back up.

The standard 12 month unlimited mileage customer assurance can be extended at low cost with Ford Extra Cover, up to a total of 36 months/60,000 miles.

Your Ford dealer has full details of Extra Cover and also of Ford Core and FOCAS, two special services for commercial operators. He can also

give you comprehensive information on the full Transit range plus the standard and specialist options available.

Ford policy is one of continuous improvement. The right is reserved to change prices, specifications or equipment at any time without notice. All data given in this brochure 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.



Published by
Truck Merchandising Department,
Ford Motor Company Ltd.
Brentwood, Essex, England.
Designed and produced by
Allan Burrows Limited.
Printed in England by
E. T. Heron Ltd.
September 1983

FB 1045

Ford gives you more. 