FORD · TRANSIT

INTRODUCTION

There's something re-assuring about the familiar Transit shape. Continuous development of the range has kept pace with the emergence of new technology and manufacturing techniques, but our engineers have never lost sight of the importance of the original virtues of durability, reliability and economy, so vital in a working vehicle. The fact that major design changes have not been necessary shows how right the Transit concept was when it first hit the roads, and how right it still is after almost two million sales. When you consider how much abuse a working van gets—stop start traffic, building sites like battlefields, it needs to be as tough as a tank to survive. The problem is it also needs to be as comfortable and relaxing as a car to drive. Transits are both tough and at the same time eminently driveable. That's why there are so many of them about. That's why Transit is market leader.

The standard range covers two wheelbases, three trim levels Custom, Standard and Popular and seven payload ratings, up to 3.5 tonnes GVM, with a choice of chassis cabs, vans and buses. Extended chassis cab models, which will accommodate a four metre body are available as SVO options.

There are three petrol engines and a 2.5 litre DI diesel engine. All models feature four speed, all synchromesh gearboxes as standard, with overdrive and three speed automatic transmission available as an option on many models. Clearly, as is usual with Ford, flexibility is the name of the game.

Although the basic Transit shape and structure has been retained over the years, the body has become increasingly aerodynamic as design techniques have improved. Among the latest new exterior features are the optional front air dam (standard on custom buses) and an easily removable one piece plastic grill and headlamp surround plus new front turn indicators and longer bumper end caps. Extensive improvements have also been carried out inside, with new trim colours, patterns and materials, and revised controls and instrument panel. All models are fitted with maintenance free batteries and three speed heater fans, whilst breakerless microwave timed electronic ignition contributes greatly to increased efficiency and economy—always strong points in the long list of Transit benefits.

The original Transit concept was to offer low cost of operation, high efficiency load carrying and a first class driver's environment. That concept has been consistently adhered to. With these latest improvements once again, Transit does it right.

LOW COST OF OPERATION

Transit vans continue to outperform and outsell the competition because Ford's success with Transit doesn't only benefit Ford, it benefits Transit operators as well. By responding to changing operating trends, and to feedback from existing and potential Transit users, Ford engineers can maintain and improve the suitability of the Transit range for present and future needs. This continuous development would not be possible without both huge investment, and a sound basic design concept to work on. 'Engineering for economy' is a key phrase among Ford engineers who strive to build increased durability, reliability and quality into every new development and refinement.

Breakerless electronic ignition, available on 1.6 and 2.0 litre petrol engines

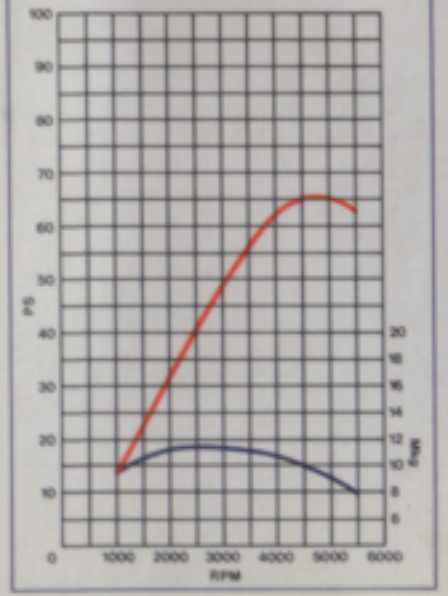
Gearknob with overdrive switch.

Thermo viscous fan.

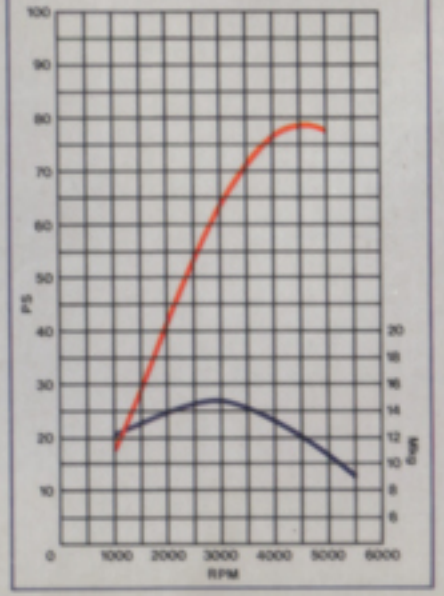
Dashboard mounted fuse box for easy access.

ENGINES

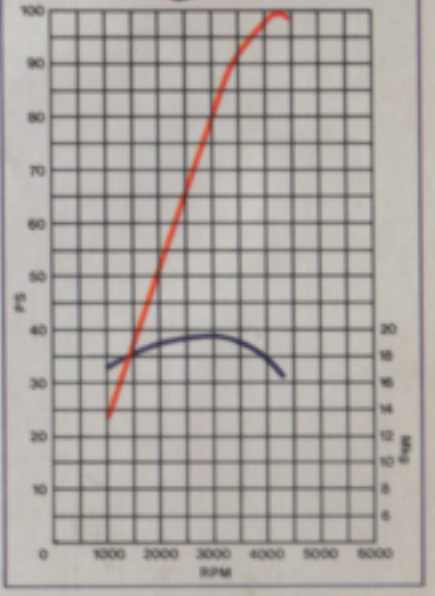
1.6 LITRE OHC PETROL ENGINE
Type: 1593cc Petrol
Compression ratio: 8.1:1
Power: 48.0 Kw (65.0 Ps) at 4750 rpm
Torque: 114.0 Nm (11.6 mkg) at 2800 rpm



2.0 LITRE OHC PETROL ENGINE
Type: 1993cc Petrol
Compression ratio: 8.1:1
Power: 57.0 Kw (78.0 Ps) at 4500 rpm
Torque: 146 Nm (15.0 mkg) at 2800 rpm



3.0 LITRE V6 PETROL ENGINE
Type: 2992cc Petrol
Compression ratio: 8.1:1 LC
Power: 74.6 kw (100.0 Ps) at 4650 rpm
Torque: 190.3 Nm (19.4 mkg) at 2100 rpm



THE NEW FORD 2·5 DI DIESEL ENGINE

In the present economic climate, fuel efficiency, durability and reliability stand out as perhaps the most vital areas to be taken into account in engine design. Diesel engines have long been recognised as standard equipment for high mileage operators because of the outstanding fuel economy and extended engine life they offer. In recent years the diesel engine has become more widely accepted as cost effective even for users clocking up lower mileages.

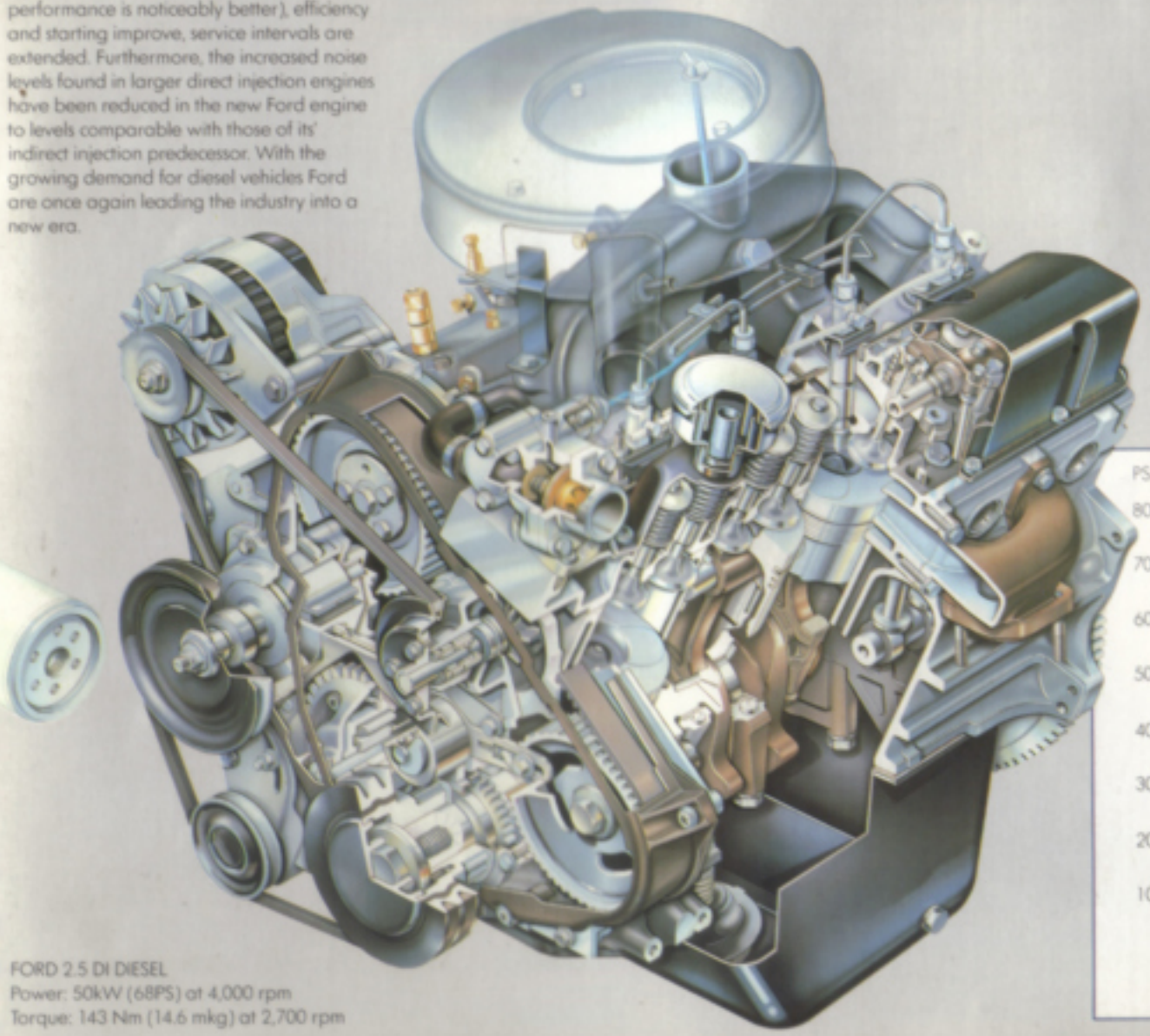
Now, after five years of research and an investment of more than £60 million, Ford engineers have achieved a major breakthrough in diesel engine technology, with the introduction of the Ford 2.5 litre direct injection diesel engine. Until now, indirect injection has been the only viable method of operating a small high speed diesel over an extended speed range. Direct injection has been restricted to heavy trucks. The wholly new Ford engine establishes Transit as the first volume selling medium commercial vehicle in Europe with direct injection diesel power.

The benefits are enormous, with fuel savings in the region of 20-24% over indirect injection (not forgetting that indirect injection already saves a similar amount over petrol engines). But the improvements don't stop there. Engine power output and

TRANSIT

DIRECT INJECTION DIESEL

torque increase (with the result that road performance is noticeably better), efficiency and starting improve, service intervals are extended. Furthermore, the increased noise levels found in larger direct injection engines have been reduced in the new Ford engine to levels comparable with those of its' indirect injection predecessor. With the growing demand for diesel vehicles Ford are once again leading the industry into a new era.



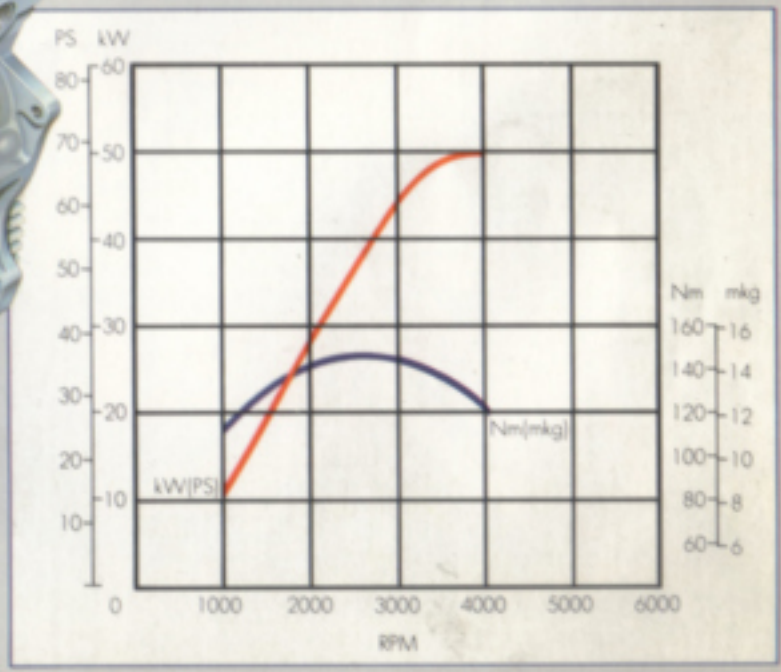
FORD 2.5 DI DIESEL
Power: 50kW (68PS) at 4,000 rpm
Torque: 143 Nm (14.6 mkg) at 2,700 rpm

For Durability
- Induction hardened crankshaft journals
- Cast iron top piston ring insert
- Induction hardened parent metal valve seats
- Controlled flow by-pass cooling system

For Reliability
- Re-designed timing belt layout.

Detailed analysis and design of:
- Lucricating system with oil flow rate of 36 litres per min.
- Engine oil sealing
- Fuel system sealing

For Serviceability
- 10,000 km oil filter change intervals
- Peg timing
- 20,000 km valve train service intervals



Apart from the impressive reductions in fuel consumption, road performance is noticeably better in comparison with the original Ford 2.36 litre indirect injection diesel engine. Power output is up from 62 to 68 PS and torque increases from 134 to 143 Nm. Put simply, the improvements are faster acceleration through the gears, higher top speed, more "pulling power" and enhanced driveability.

The driving quality of a Transit with the new diesel engine is now comparable with that of a petrol engined car. In addition there are dramatic gains in engine reliability (up to 40% better in the long term) and durability (in excess of 50% better). The new engine is much cleaner because of its' greater efficiency. The lubricating oil stays cleaner allowing longer service intervals and reduced servicing costs. All without any increase in engine weight or cab noise levels.

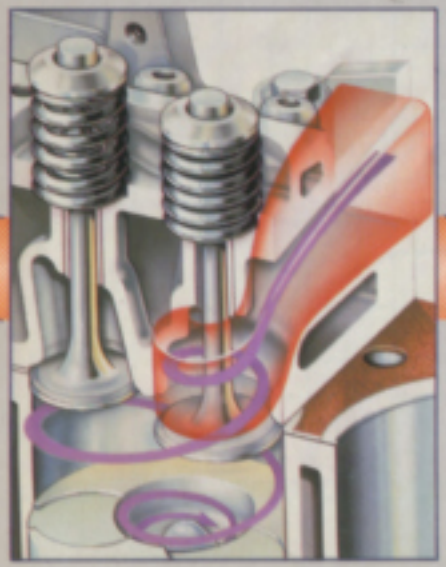
Until now, volume production diesel engines have always used indirect fuel injection, (invariably with a separate precombustion chamber) which imposes a limit on overall engine efficiency and prevents utilising the full potential of diesel technology. The task Ford's engineers were set was to produce a new light diesel engine without the shortcomings of the indirect injection type. Completing the task involved a total of 154 prototype engines, 110,000 hours of dynamometer testing and 695,000 km of road testing in working vehicles, under all types of conditions. The resulting new engine represents a major technical break-through. And it is new, since only two minor parts are carried over from the old engine. The new engine is a naturally aspirated overhead valve, four cylinder, direct injection diesel, which operates by mixing the fuel and air directly in the combustion chamber permitting lower compression ratios to reduce frictional losses. In effect, more of the heat produced by combustion is converted into useable power.

Computer aided design played a valuable part in the development work, and numerous versions of all the major components were extensively appraised before final selection. The block, machined from an iron alloy casting, is specially designed to reduce noise. The one-piece cylinder head clamps to the block with high tensile steel bolts torqued-to-yield automatically in a single operation. The valve train is more than capable of withstanding heavy use, with a load threshold of 5400 rpm, compared with the rated engine speed of 4000 rpm.

The pistons are aluminium alloy and the crankshaft is made from a nodular cast iron. New uprated rotary fuel injection pumps are fitted. Injection timing, fuel levels and speed settings are pre-set for greater accuracy.

To fully capitalize on the improved power and torque, the gear ratios in Transit's 4 speed transmission have been totally revised. Rear axle ratios vary according to wheelbase. Short wheelbase models have a choice of four ratios and there are three ratios for long wheelbase Transits.

To make full use of the helical swirl characteristics of the intake ports an extremely sophisticated inlet manifold was developed in a computer-aided design study.



The helical shape of the intake port provides air at the desired flow rate with the pattern of swirl crucial to achieve the best balance of power, fuel economy and smoke levels.

The introduction of the new direct injection diesel engine extends Transit's lead in low cost of operation.

Fuel Injection

New high pressure rotary fuel injection pumps provides peak line pressures up to twice indirect injection systems required by the high speed direct injection engine. The new pumps include the following features:

- Two-speed governor for improved driveability
- Automatic excess fuel and cold start device
- Waxstat operated cold fast idle device

Pumps are pre-set in production and are tamper proof to ensure consistent long term performance.

A four hole injector ensures an even distribution of fuel to the combustion chamber. Nozzle opening pressures have been almost doubled compared with the single spray nozzle of the indirect injection engine.

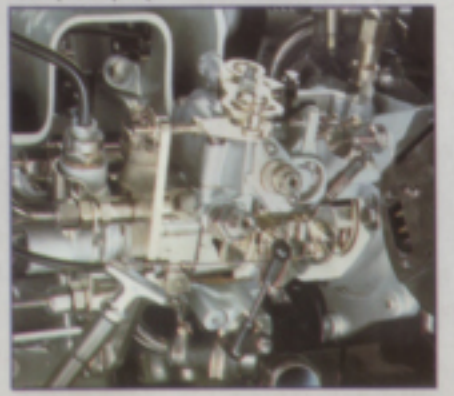
Noise

Because of the more rapid combustion process and higher speeds which contribute to its superior performance, the direct injection diesel engine has a characteristically different sound to its indirect predecessor. Tests identified the cylinder block as a major transmitter of noise. The new and sophisticated computer technique of finite element analysis was, therefore, employed. The result was a stiffer block with added side panel ribbing and a thicker oil pan rail. With careful attention to mass distribution within the new block design, approximately 2 kg of cast iron has been redistributed within the same overall weight, to increase strength and minimise noise radiation. Further detailed work resulted in additional noise reduction features.

- Vibration dampened crankshaft pulley with neoprene plug
- Expansion controlled pistons to minimise slap when cold
- Carefully controlled injection timing throughout the speed range
- A high technology skeletal clutch housing.

Computer techniques of finite element analysis

Fuel injection pump



Four hole nozzle injector

LOAD CARRYING

Vehicle fitted with half-bulkhead (at extra cost).

Transit vans are functional, versatile, and very accessible. Short wheelbase Transits (80, 100 and 120 models) have a loadspace volume of 5.4 cubic metres, whilst the long wheelbase vehicles (100L, 130, 160 and 190) accommodate 7.6 cubic metres. The 100L Transit is specifically designed for lightweight, bulky loads with single rear wheels which leave sufficient unrestricted floorspace to accommodate flat sheets up to size 8' x 4'. All other long wheelbase models have dual rear wheels. Payload specifications for all models are included in the technical data pages. The available capacities range from 800kg to 1900kg with a maximum GTM of 4465kg. All vehicles benefit from a low, unrestricted sill height. Wide opening (180 degree) loadspace doors can be specified on either or both sides, if the vehicle has hinged cab doors. The rear doors (which open to 90 or 180 degrees) may be replaced by a hinged tailgate if required, for weather protection when loading. Further details of door options are shown on the inside back page.

All Transits have a glov compartment. Custo models feature a l

Further storage space i provided by a driver's door bin, on all models. (Custom vans also hav passenger door bin)

Attention to small details has always been a Transit plus, as with the sun visor map flap.

INTERIORS

Standard van fascia with all major controls close to hand, instruments clearly visible through the large, dished steering wheel.

The two tone fascia is designed for efficiency, the layout determined by extensive research to ensure that all controls and instruments are located in the most functional places. The custom van fascia illustrated in the main picture carries a full complement of accessories including a quartz clock and trip recorder. Steering column mounted stalks control headlamps, turn indicators and windscreen wipers, with a variable intermittent screenwiper control mounted on the dash (Custom models only). On the instrument panel, the speedometer is flanked by the fuel and temperature gauges. Warning lights are provided for oil pressure, headlamp main beam, alternator and direction indicators. Other dashboard mounted items include radio and speaker (when fitted), heater controls and rotating eyeball air vents, plus the easy access fuse box.

Custom Transit seat trim.

Although Transit interiors have a car-like standard of refinement, the need for practicality in the cab is not overlooked. All three trim Custom, Standard and Popular levels use hard wearing, easy clean PVC and vinyl materials, with durable rubber matting fitted to the floor and floor well steps. The cab headlining is PVC and door trim panels are vinyl. Popular and Standard van seats are vinyl throughout, whilst Custom models have cloth trim on the backrests and seat squabs. All driver's seats adjust for reach and rake; those in Standard and Custom models for height as well.

Control dial for the powerful three speed hot/cold fan.

Multi-directional eyeball air vent.

Standard Transit seat trim.

VANS-STANDARD & CUSTOM

The Transit range is noted for versatility, so that a vehicle can be chosen incorporating all the specific requirements of the operator. With choice available in wheelbase, engine and trim level, a 'tailor-made' specification can be made within your available budget.

The Transit Standard is made in seven different versions: 100 and 120 short wheelbase models, plus 100L, 130, 160, 175 and 190 long wheelbase vans. The short wheelbase Transits have the Ford 1.6 petrol engine fitted, whilst the others use the 2.0 litre petrol engine. The 2.5 litre DI diesel engine may be fitted to any Transit as an option, at extra cost. Standard vans are intended for use in conditions where the vehicle will be liable to frequently become dirty, and for this reason ease of cleaning is a major consideration in the specification. Despite the functional nature of Standard vans, there is reach and height adjustment on the driver's seat, a driver's door stowage bin (unless a sliding door is fitted), a glove box, three speed heater, sun visor storage and front mud flaps.

The Transit Custom has the top specification level, with the Ford 2.0 litre petrol engine fitted as minimum equipment for short and long wheelbase vehicles. Seats have cloth trim, with either dual or single passenger seat. Storage bins are fitted to both doors and there are arm rests for driver and passenger. There is a lidded glove box and a cigar lighter, a clock and a trip recorder and also a push button LW/MW radio. Externally, the Custom van is distinguished by a new bumper rubbing strip, a hinged side load door and rear mud flaps and a Custom badge on the rear doors. Seven different models are available: short wheelbase 100 and 120 versions, plus 100L, 130, 160, 175 and 190 long wheelbase vans.

Full wheel cover.

Front air dam.

Five function rear lamp cluster, including fog and reversing lamps.

Front towing eye.

Custom model fitted with full-bulkhead (at extra cost) and optional rear tailgate at no extra cost.

POPULAR VANS

If the budget is restricted, then Transit Popular is the answer. But despite the lower cost, the comprehensive feature list includes breakerless ignition, laminated windscreen, maintenance free battery, two tone fascia with full instrumentation, three speed heater fan, rear fog lights, reversing lights, steel braced radial tyres, driver's seat adjustable for reach and rake. Not exactly basic!

Transit Popular is intended for use in conditions where more features would be unnecessary, where the prime considerations are function and economy. It comes only in short wheelbase 80, 100 and 120 vans (the 80 van is only available as Transit Popular, not in Standard or Custom versions). The standard engine is the 1.6 litre petrol, but either the 2.0 litre petrol or the 2.5 litre DI diesel may be fitted at extra cost. For more specific applications your Ford dealer has full details of the wide range of regular and Special Vehicle Options available.

PARCEL VANS

To cope with the bulky loads involved in high volume parcel delivery, the Transit Parcel Van is available in two versions, the short wheelbase 100 and the long wheelbase 160. Both use the 2.0 litre Ford petrol engine with the 2.5 litre DI diesel as an extra cost alternative. The volume of the 100 van is 8.1 cubic metres, 50% more than that of the regular size short wheelbase Transit (5.4 cubic metres). But for really enormous capacity, the 160 van accommodates 10.9 cubic metres (normal long wheelbase van volume is 7.6 cubic metres). The Transit Parcel Van has proved highly suitable as a base for social or welfare buses as well as for such varied uses as mobile shops, laundry vans, travelling libraries and banks. Conversion to full PSV specification is also possible. A full range of options is available.

BUS, CREWBUS & KOMBI

Custom 12 seat bus fitted with optional headlamp jet wash.

Transit buses have been designed to offer just as much versatility as the van range. The Kombi has a split personality, with the potential to take goods or passengers. For passenger carrying the choice falls between buses and crewbuses. Buses have comfortable padded seats, forward facing and trimmed in the same style as van seats. Crewbuses gain increased capacity at a lower cost by using longitudinal slatted wooden seats with cushions available for added comfort, at extra cost. Including the driver, short wheelbase vehicles seat 12 as a bus or 13 as a crewbus, whilst long wheelbase buses hold 15 and crewbuses take 17 persons. All versions feature hinged rear doors with a fixed step although the Kombi can have a tailgate instead of doors. Custom buses and Kombis are equipped with an additional nearside door plus automatic sliding step, and a nearside door is optional on Transit Standard Buses.

Custom Buses are fitted with overdrive on 3rd and 4th gears, effectively giving a range of 6 gears. On Standard Buses, Crewbuses and Kombis overdrive is available at extra cost.

17 seat crewbus with slatted wooden seats.

Window catch on sliding windows of passenger compartment.

Fixed rear step. (Not fitted to Kombis with optional tail gate).

Custom bus interior, showing comfortable, spacious seating.

Automatic sliding step (operates when side door is opened).

CHASSIS CABS

The Transit Chassis Cab is a delight for the bodybuilder, with heavyweight specifications in a lightweight frame to permit full use of payload potential. The flat platform will take a body and payload combination of up to 2.0 tonnes, (using long wheelbase) which means most types of vehicles are feasible, from conventional box vans, Lutons and dropside trucks, to specialised vehicles such as milk floats, motor caravans, fire appliances and breakdown trucks. Maximum GVM is 3.5 tonnes. Apart from Transit 80, Chassis Cabs can be supplied for throughout the entire short and long wheelbase range. In addition, an extended wheelbase model range is available as 160, 175 and 190 Chassis Cabs. Whilst the GVM remains unchanged, the increased wheelbase permits extending the overall vehicle length and the rear frame overhang, over and above the dimensions of the existing long wheelbase Chassis Cabs and will accommodate a four metre body. Chassis Windshield and Chassis Cowls are available for integral van, coach and ambulance conversion (not in 100L version). Trim and engine choices available correspond to the standard Transit range.

Luton Van.

Tipper body.

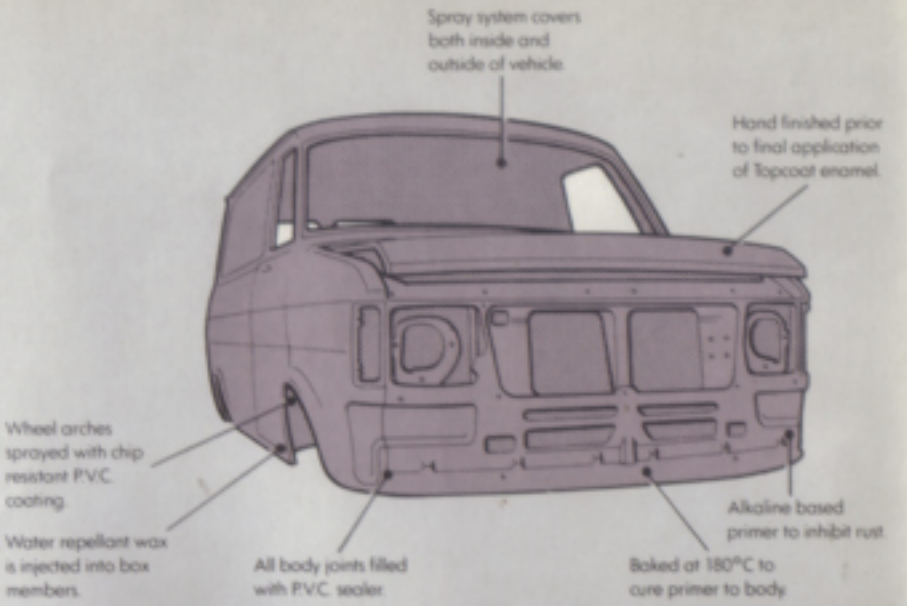
Breakdown Truck.

BODY TREATMENT

There's a lot more to cost of vehicle ownership than low purchase price. To maintain low running costs and high resale values, we have developed a body protection process which we believe to be the most efficient currently available.

First the bare bodyshell is washed and chemically cleaned. Then a seven stage process lays down a zinc phosphate base before total immersion priming, using a cathodic electrocoat system far superior to anodic systems. Excess primer is drained off, followed by three stage washing prior to curing at high temperature in an oven. All body joints are then filled with PVC sealer whilst a stonechip resistant coating is sprayed in the wheel arches. Hand sanding and sealing precede polyester paint priming and baking, and further hand sanding before the top coats are applied. The enamel is baked on and water repellant wax is injected into chassis box members, sill panels and the bottoms of doors. It's a process that takes some beating.

This does not apply to work carried out by bodybuilders nor to the Parcel Van.



OPTIONS

The wide range of options is an important feature of the Transit concept, enabling operators to specify a vehicle to meet their particular needs.

Among the factory fitted items available are various bulkhead and door options, locking fuel filler cap, and several heavy duty components, such as suspension, battery and alternator. Overdrive can be fitted, effectively giving a range of 6 gears.

Automatic transmission is a valuable aid to vehicles operating in heavily congested urban conditions. Your Ford dealer has full details and prices.

Locking Fuel Cap.

Tachograph.

Headlamp Wash.

Wheel Trims.

Front Air Dam.

LW./MW five push button radio (fitted as standard on Custom Transits).

SPECIAL VEHICLE OPTIONS

Special Vehicle Operations is a division of Ford Motor Company Ltd. with the capability of providing a Transit based vehicle for a specialised requirement. SVO also offers a range of special items such as 'anti-bandit' windscreens, 'explosafe' fuel tanks, anti-syphon fuel fillers and alternative seating arrangements for buses. There are also a number of electrical options, for example, switches and wiring for fog and spot lights, ammeters, dual batteries and uprated alternators. Among the range of vehicles SVO can provide base vehicles for conversion into Rescue vehicles, Ambulances, Breakdown trucks and so on. For some applications where extra power is essential the Ford 3.0 litre petrol engine can be selected. There is also a four wheel drive conversion package which includes suspension changes and body strengthening. Please speak to your Ford dealer if you have any special requirements — you'll be surprised how helpful he and SVO can be.

Tipper

Police Transit

Ambulance

4 wheel drive Transit

VANS

There are three short wheelbase Transits, starting with the 80 Van which has a GVM of 2070 kg. All have single rear wheels and a wheelbase dimension of 2690mm. Long wheelbase Transits extend up to a maximum GVM of 3500 kg.

Long wheelbase models have dual rear wheels, the exception being the 100L which was designed for light but bulky loads and has single wheels with a narrow wheel arch option. Wheelbase measurements on these vehicles is 3000mm.

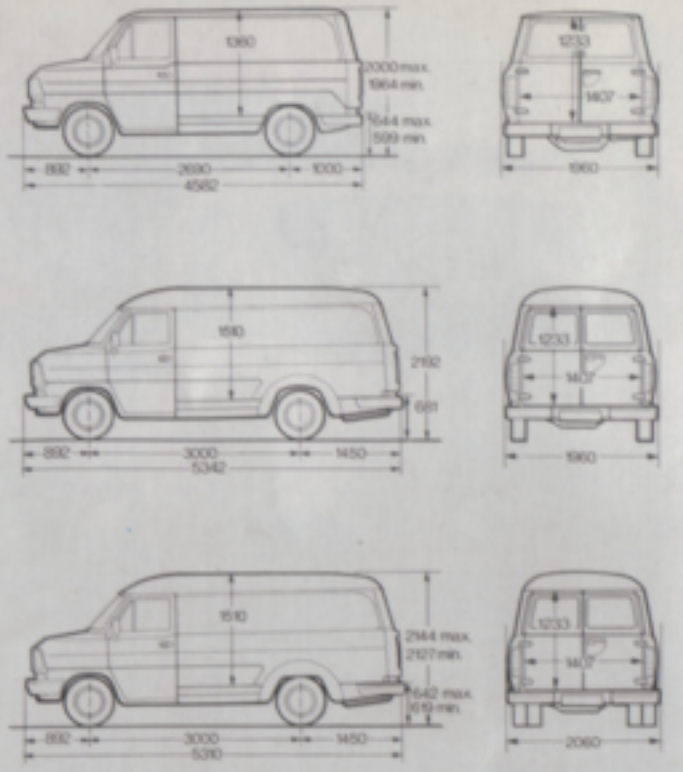
In addition to the engines shown on the chart, long wheelbase Transits (except 100L) may be fitted with the Ford 3.0 litre V6 petrol engine as a Special Vehicle Option.

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 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.

MODEL IDENTIFICATION

Vehicles are identified by a model number relating to payload in kilogrammes. Simply multiply the model number by ten to arrive at the nominal payload capacity.

For example Transit 160 — 1600 kg.



All dimensions are shown in mm for unladen vehicles.

PETROL ENGINE RANGE

Model	Wheelbase mm	Engine	GVM kg.	Kerbmass kg.	Payload kg.	GTM kg.
POPULAR						
80 SWB	2690	Ford 1·6 litre OHC	2070	1240	830	3250
100 SWB	2690	Ford 1·6 litre OHC	2400	1260	1140	3250
120 SWB	2690	Ford 1·6 litre OHC	2550	1302	1248	3250
STANDARD						
100 SWB	2690	Ford 1·6 litre OHC	2400	1290	1110	3250
120 SWB	2690	Ford 1·6 litre OHC	2550	1332	1218	3250
100 LWB	3000	Ford 2·0 litre OHC	2450	1365	1085	3250
130 LWB	3000	Ford 2·0 litre OHC	2800	1467	1333	4465
160 LWB	3000	Ford 2·0 litre OHC	3100	1475	1625	4465
190 LWB	3000	Ford 2·0 litre OHC	3500	1516	1984	4465
CUSTOM						
100 SWB	2690	Ford 2·0 litre OHC	2400	1347	1053	3250
120 SWB	2690	Ford 2·0 litre OHC	2550	1363	1187	3250
100 LWB	3000	Ford 2·0 litre OHC	2450	1405	1045	3250
130 LWB	3000	Ford 2·0 litre OHC	2800	1507	1293	4465
160 LWB	3000	Ford 2·0 litre OHC	3100	1515	1585	4465
190 LWB	3000	Ford 2·0 litre OHC	3500	1556	1944	4465
DIESEL ENGINE RANGE						
POPULAR						
80 SWB	2690	Ford 2·5 litre DI	2175	1410	765	3250
100 SWB	2690	Ford 2·5 litre DI	2450	1430	1020	3250
120 SWB	2690	Ford 2·5 litre DI	2575	1442	1133	3250
STANDARD						
100 SWB	2690	Ford 2·5 litre DI	2450	1460	990	3250
120 SWB	2690	Ford 2·5 litre DI	2575	1470	1105	3250
100 LWB	3000	Ford 2·5 litre DI	2600	1518	1082	3250
130 LWB	3000	Ford 2·5 litre DI	3000	1608	1392	4465
160 LWB	3000	Ford 2·5 litre DI	3150	1612	1538	4465
175 LWB	3000	Ford 2·5 litre DI	3320	1622	1698	4465
190 LWB	3000	Ford 2·5 litre DI	3500	1653	1847	4465
CUSTOM						
100 SWB	2690	Ford 2·5 litre DI	2450	1500	950	3250
120 SWB	2690	Ford 2·5 litre DI	2575	1510	1065	3250
100 LWB	3000	Ford 2·5 litre DI	2600	1558	1042	3250
130 LWB	3000	Ford 2·5 litre DI	3000	1648	1352	4465
160 LWB	3000	Ford 2·5 litre DI	3150	1652	1498	4465
175 LWB	3000	Ford 2·5 litre DI	3320	1662	1658	4465
190 LWB	3000	Ford 2·5 litre DI	3500	1693	1807	4465

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

Gross Train Mass (GTM) is calculated by adding together the kerbweight of the actual vehicle with the weight of the driver and passengers plus the payload and in addition the weight of any towed device.

LOAD SPACE

SHORT WHEELBASE MODELS			LONG WHEELBASE MODELS		
Load length	Load area	Load volume	Load length	Load area	Load volume
mm	m^2	m^3	mm	m^2	m^3
2286	4·1	5·4	3038	5·1	7·6

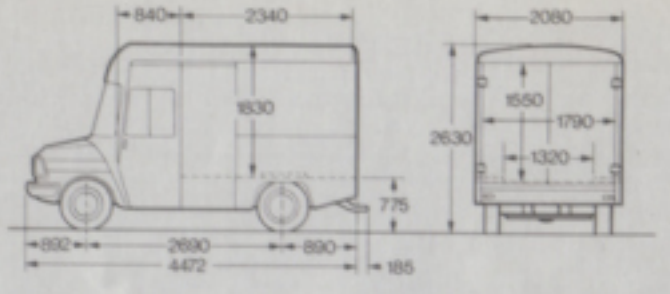
PARCEL VANS

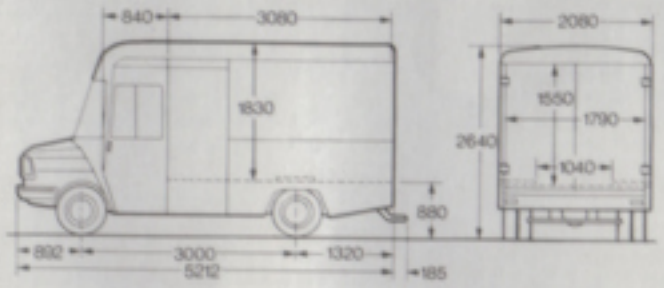
It's easy to forget that the Parcel Van is still a Transit, based on the regular short or long wheelbase cab, because the body volume capacity is simply enormous. The Parcel Van offers all of the Transit virtues—economy, manoeuvrability, durability and so on—without the need to employ a larger, far more expensive vehicle.

Parcel Vans are eminently suitable for use as removal vans, for bulky awkward cargoes and for transporting clothing and high-volume merchandise. In addition, the factory built 100 SWB and 160 LWB parcel vans can be readily converted for a whole range of specialised body applications, from country and social service buses to mobile shops and laundry vans.

The short wheelbase 100 Parcel Van has a body volume of 8.1 cubic metres and the long wheelbase 160 Parcel Van will accommodate 10.9 cubic metres.

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





All dimensions are shown in mm for unladen vehicles.

PETROL ENGINE RANGE

Model	Wheelbase mm	Engine	GVM kg.	Kerbmass kg.	Payload kg.	GTM kg.
100 SWB	2690	Ford 2·0 litre OHC	2550	1505	1045	3250
160 LWB	3000	Ford 2·0 litre OHC	3265	1648	1617	4465
DIESEL ENGINE RANGE						
100 SWB	2690	Ford 2·5 litre DI	2575	1632	943	3250
160 LWB	3000	Ford 2·5 litre DI	3320	1794	1526	4465

LOAD SPACE

SHORT WHEELBASE MODELS			LONG WHEELBASE MODELS		
Load length	Load area	Load volume	Load length	Load area	Load volume
mm	m^2	m^3	mm	m^2	m^3
2298	4·3	8·1	3022	5·8	10·9

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

Gross Trains Mass (GTM) is calculated by adding together the kerbweight of the actual vehicle with the weight of the driver and passengers plus the payload and in addition the weight of any towed device.

BUS, CREWBUS & KOMBI

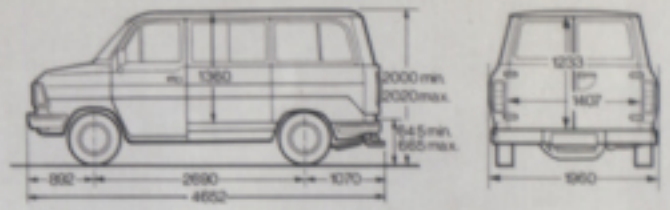
Transit buses, Crewbuses and Kombis are all standard factory built models. The choice extends to a 12 or 15 seater bus, 13 or 17 seater crewbus and two alternative Kombi versions. All of these vehicles have petrol engines as standard, with diesel engines available as an alternative.

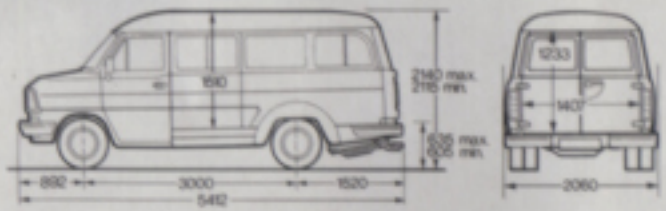
The Transit bus has comfortable padded seats and stylish trim. Crewbus versions have slatted wood seats for maximum capacity. The Kombi will take goods and passengers in either combination by adding passenger seats to the rear compartment area. Side windows are fitted in bus, crewbus and kombi vehicles. The kombi can be fitted with a tailgate and side panelling (for extra load protection and passenger comfort). Your Ford dealer will be happy to provide full details.

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 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.

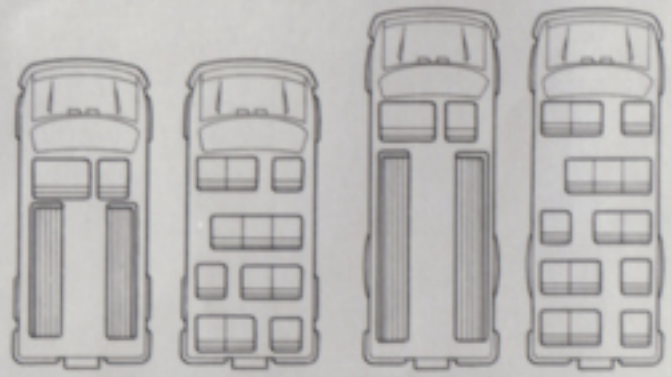
Notes:

1. Certain bus uses, where a direct or indirect charge is made, need to comply with the Public Passenger Vehicle Act (1981). The Minibus Pack Option is available to meet the requirements of the Act. It is not available for SVO Ford 3.0 litre petrol engine models, or on 1.6 litre models.
2. Operations involving profit require compliance with PSV regulations. SVO offer a PSV regulations option pack which partly meets these needs.
3. 17 Seat Crewbuses (except for exempt categories) are fitted with a tachograph to comply with UK regulations.
4. Car tax is payable on buses when less than 12 seats (including the driver's) are fitted and on all Kombis without seating.





All dimensions are shown in mm for unladen vehicles.



13 seat crewbus 12 seat bus 17 seat crewbus 15 seat bus

PETROL ENGINE RANGE

Model	Wheelbase mm	Engine	GVM kg.	Kerbmass kg.	Payload kg.	GTM kg.
STANDARD						
12 seat bus	2690	Ford 1·6 litre OHC	2450	1419	1031	3250
13 seat crewbus	2690	Ford 1·6 litre OHC	2550	1422	1128	3250
15 seat bus	3000	Ford 2·0 litre OHC	3100	1661	1439	4465
17 seat crewbus	3000	Ford 2·0 litre OHC	3100	1634	1466	4465
CUSTOM						
12 seat bus	2690	Ford 2·0 litre OHC	2450	1474	976	3250
15 seat bus	3000	Ford 2·0 litre OHC	3100	1716	1384	4465
KOMBI						
100 SWB	2690	Ford 1·6 litre OHC	2400	1335	1065	3250
120 SWB	2690	Ford 1·6 litre OHC	2550	1377	1173	3250
DIESEL ENGINE RANGE						
STANDARD						
12 seat bus	2690	Ford 2·5 litre DI	2550	1584	966	3250
13 seat crewbus	2690	Ford 2·5 litre DI	2575	1554	1021	3250
15 seat bus	3000	Ford 2·5 litre DI	3150	1802	1348	4465
17 seat crewbus	3000	Ford 2·5 litre DI	3150	1754	1396	4465
CUSTOM						
12 seat bus	2690	Ford 2·5 litre DI	2550	1622	928	3250
15 seat bus	3000	Ford 2·5 litre DI	3150	1842	1308	4465
KOMBI						
100 SWB	2690	Ford 2·5 litre DI	2450	1505	945	3250
120 SWB	2690	Ford 2·5 litre DI	2575	1515	1060	3250

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

Gross Train Mass (GTM) is calculated by adding together the kerbweight of the actual vehicle with the weight of the driver and passengers plus the payload and in addition the total weight of any towed device.

CHASSIS CABS

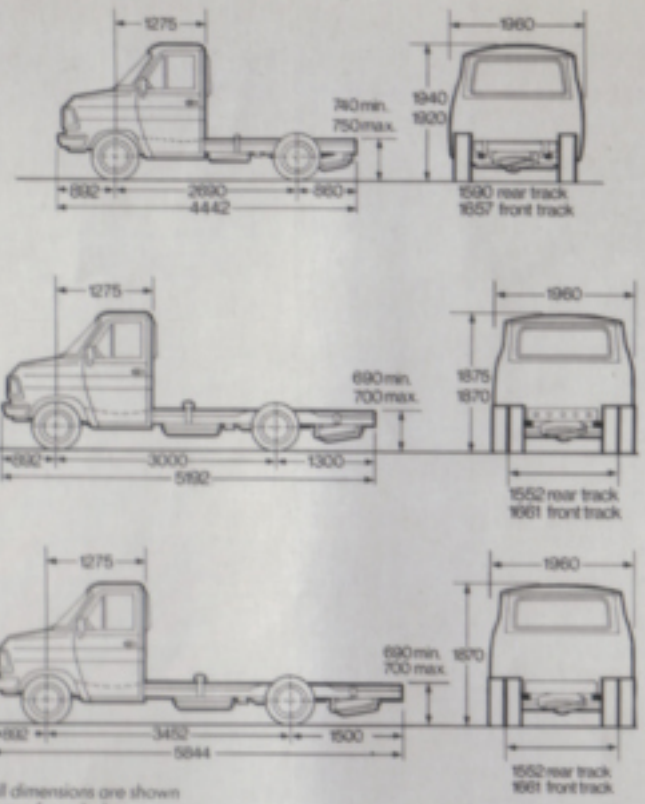
The Transit Chassis Cab is a bodybuilders delight, with heavyweight specifications in a lightweight frame to permit full use of payload potential. Apart from Transit 80, the entire Transit range is available as Chassis Cabs, in both short, long and extended wheelbase versions. In addition short and long wheelbase models, except Transit 80 and 100L, can be supplied as a Chassis Windscreen or Chassis Cowl for integral van, coach and ambulance conversion.

Short wheelbase Chassis Cab models will take nominal body and payloads from 1182 to 1439 kg. The long wheelbase ranges from 1292 to 2204 kg. The chassis construction eliminates protrusions above the chassis frame, providing the body builder with an adaptable flat surface to which the body can be bolted—anything from a milk float to a mobile home, a box van, a breakdown truck or an ambulance. There's almost no limit to the versatility of Transit Chassis Cabs.

The quoted body and 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 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.

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

Gross Train Mass (GTM) is calculated by adding together the kerbweight of the actual vehicle with the weight of the driver and passengers plus the payload and in addition the total weight of any towed device.



All dimensions are shown in mm for unladen vehicles.

PETROL ENGINE RANGE

Model	Wheelbase mm	Engine	GVM kg.	Kerbmass kg.	Body & Payload kg.	GTM kg.
POPULAR						
100 SWB	2690	Ford 1·6 litre OHC	2400	1066	1334	3250
120 SWB	2690	Ford 1·6 litre OHC	2550	1111	1439	3250
STANDARD						
100 SWB*	2690	Ford 1·6 litre OHC	2400	1071	1329	3250
120 SWB*	2690	Ford 1·6 litre OHC	2550	1116	1434	3250
100 LWB	3000	Ford 2·0 litre OHC	2450	1139	1311	3250
130 LWB*	3000	Ford 2·0 litre OHC	2800	1247	1553	4465
160 LWB*	3000	Ford 2·0 litre OHC	3100	1255	1845	4465
175 LWB*	3000	Ford 2·0 litre OHC	3265	1266	1999	4465
190 LWB*	3000	Ford 2·0 litre OHC	3500	1296	2204	4465
160 EWB	3452	Ford 2·0 litre OHC	3100	1293	1807	—
175 EWB	3452	Ford 2·0 litre OHC	3265	1304	1961	—
190 EWB	3452	Ford 2·0 litre OHC	3500	1334	2166	—
CUSTOM						
100 SWB	2690	Ford 2·0 litre OHC	2400	1115	1285	3250
120 SWB	2690	Ford 2·0 litre OHC	2550	1128	1422	3250
100 LWB	3000	Ford 2·0 litre OHC	2450	1158	1292	3250
130 LWB	3000	Ford 2·0 litre OHC	2800	1270	1530	4465
160 LWB	3000	Ford 2·0 litre OHC	3100	1278	1822	4465
175 LWB	3000	Ford 2·0 litre OHC	3265	1288	1977	4465
190 LWB	3000	Ford 2·0 litre OHC	3500	1319	2181	4465
160 EWB	3452	Ford 2·0 litre OHC	3100	1316	1784	—
175 EWB	3452	Ford 2·0 litre OHC	3265	1326	1939	—
190 EWB	3452	Ford 2·0 litre OHC	3500	1357	2143	—
DIESEL ENGINE RANGE						
POPULAR						
100 SWB	2690	Ford 2·5 litre DI	2450	1226	1224	3250
120 SWB	2690	Ford 2·5 litre DI	2575	1253	1322	3250
STANDARD						
100 SWB*	2690	Ford 2·5 litre DI	2450	1231	1219	3250
120 SWB*	2690	Ford 2·5 litre DI	2575	1258	1317	3250
100 LWB	3000	Ford 2·5 litre DI	2600	1271	1329	3250
130 LWB*	3000	Ford 2·5 litre DI	3000	1387	1613	4465
160 LWB*	3000	Ford 2·5 litre DI	3150	1391	1759	4465
175 LWB*	3000	Ford 2·5 litre DI	3320	1401	1919	4465
190 LWB*	3000	Ford 2·5 litre DI	3500	1432	2068	4465
160 EWB	3452	Ford 2·5 litre DI	3150	1429	1721	—
175 EWB	3452	Ford 2·5 litre DI	3320	1439	1881	—
190 EWB	3452	Ford 2·5 litre DI	3500	1470	2030	—
CUSTOM						
100 SWB	2690	Ford 2·5 litre DI	2450	1268	1182	3250
120 SWB	2690	Ford 2·5 litre DI	2575	1281	1294	3250
100 LWB	3000	Ford 2·5 litre DI	2600	1290	1310	3250
130 LWB	3000	Ford 2·5 litre DI	3000	1408	1592	4465
160 LWB	3000	Ford 2·5 litre DI	3150	1412	1738	4465
175 LWB	3000	Ford 2·5 litre DI	3320	1422	1898	4465
190 LWB	3000	Ford 2·5 litre DI	3500	1453	2047	4465
160 EWB	3452	Ford 2·5 litre DI	3150	1450	1700	—
175 EWB	3452	Ford 2·5 litre DI	3320	1460	1860	—
190 EWB	3452	Ford 2·5 litre DI	3500	1491	2009	—

*Available as Chassis Windshield and Chassis Cowl Vehicles

CAB & BODY FEATURES

EXTERIOR MINIMUM EQUIPMENT	VANS				BUSES				CHASSIS CABS		
	POPULAR	STANDARD	CUSTOM	PARCEL	STANDARD	CUSTOM	CREWBUS	KOMBI	POPULAR	STANDARD	CUSTOM
Gloss paint	○	●	●		●	●	●	●	○	●	●
Cab doors — hinged	●	●	●		●	●	●	●	●	●	●
Cab doors — sliding	○	○	○	●	○	○	○	○			
Rear doors — full width hinged	●	●	●	○	●	●	●	●			
Rear doors — windowless	○	○	○								
Side door — hinged (1)	○	○	●		○	●		○			
Rear tailgate — hinged	○	○	○					○			
Engine Bay lamp			●			●	●				●
Rear step	○	○	○	○	●	●	●	●			
Styled road wheels (SWB and 100L models only)	●	●	●	●	●	●	●	●	●	●	●
Full Wheel covers (SWB and 100L models only)	○	○	●	○	○	●	○	○	○	○	●
Front towing eye	○	○	●	○	○	●	●	○	○	○	●
Fog & reversing lamps	●	●	●	●	●	●	●	●	●	●	●
Mud flaps — rear	○	○	●		○	●	○	○			
Mud flaps — front		●	●	●	●	●	●	●		●	●
Front bumper mouldings			●			●					●
Front air dam		○	○	○	○	●	○	○		○	○
Laminated windscreen	●	●	●	●	●	●	●	●	●	●	●
Variable interval wipe facility			●			●					●
Overdrive	○	○	○	○	○	●	○	○	○	○	○
INTERIOR MINIMUM EQUIPMENT											
Driver's seat — adjustable reach, rake height		●	●	●	●	●	●	●		●	●
Passenger seat — single	●	●	■	●	○[2]	○[2]	○[2]	●	●	●	■
Passenger seat — dual	○	○	●	○	●	●	●	○	○	○	●
Seat trim — PVC	●	●	■	●	●	■	●	●	●	●	■
Seat trim — cloth			●			●					●
Steering wheel — soft feel		○	●			●					●
Full cab floor mat — rubber		●	●	●	●	●	●	●		●	●
Rear compartment floor mat — rubber					●	●	○	○			
Door arm rests — driver & passenger			●[3]		●[3]	●[3]	●[3]	●[3]			●
Interior rear door handle		●	●	●	●	●	●	●			
Door stowage bins — driver's side		●[3]	●[3]	●[3]	●[3]	●[3]	●[3]	●[3]		●	●
Door stowage bin — passenger's side			●[3]				●[3]	●[3]			●
Heater — three speed	●	●	●	●	●	●	●	●	●	●	●
Driver's sun visor storage	●	●	●		●	●	●	●	●	●	●
Noise Insulation pack	○	○	●	○	○	●	○	○	○	○	●
Radio — 6 push button MW/LW	○	○	●	○	○	●	○	○	○	○	●
Cigar lighter	○	○	●	●	○	●	○	○	○	○	●
Handbrake gaiter			●		●	●	●				●
Glove box — open		●		●	●		●	●		●	
Glove box — lidded		○	●	○	○	●	○	○		○	●
Clock & trip recorder	○	○	●	○	○	●	○	○	○	○	●
Cap Headlining — PVC	●	●	●		●	●	●	●	●	●	●
Tachograph	○	○	○	○	○	○	●[4]	○	○	○	○
Dipping Interior Mirror			●			●					●

NOTES

Bus/Kombi models have automatic sliding step. Side door is available LHS crew Bus/Kombi, either side on vans. Custom Bus/Kombi, RHS door option at extra cost.

ENGINE AVAILABILITY	VANS				BUSES				CHASSIS CABS		
	POPULAR	STANDARD	CUSTOM	PARCEL	STANDARD	CUSTOM	CREWBUS	KOMBI	POPULAR	STANDARD	CUSTOM
Ford 1·6 litre petrol SWB	●	●	○		●	○	●	●	●	●	○
Ford 2·0 litre petrol SWB	○	○	●	●	○	●	○	○	○	○	●
Ford 2·0 litre petrol LWB		●	●	●	●	●	●			●	●
Ford 2·5 litre DI SWB & LWB	○	○	○	○	○	○	○	○	○	○	○
Ford 3·0 litre petrol LWB		X	X			X	X	X		X	X

KEY

- ● Standard
- ○ Option at Extra Cost
- ■ Option at no Extra Cost
- X Special Vehicle Option (SVO)

1. 15 seat buses may have single seat option for 14 seat application.
2. 17 crewbuses only.
3. Only with hinged cab doors.
4. Standard on 17 seat crewbus, option on 13 seat model.

NOTES

3·0 litre engine is not available with 100 LCY.

2·5 litre DI diesel is Standard on 175 Vans

OPTIONS

INTERIOR OPTIONS AVAILABLE AT EXTRA COST	VANS				BUSES				CHASSIS CABS		
	POPULAR	STANDARD	CUSTOM	PARCEL	STANDARD	CUSTOM	CREWBUS	KOMBI	POPULAR	STANDARD	CUSTOM
Opening front Quarter windows (hinged doors only)	O	O	O		O	O	O	O	O	O	O
Headlamp jet wash		O	O	O	O	O	O	O	O	O	O
Vertical half bulkhead	O	O	O	O							
Full bulkhead with window	O	O	O								
Mechanical Options											
Automatic transmission (see note 1)	O	O	O	O	O	O	O	O	O	O	O
Heavy duty battery	O	O	O	O	O	O	O	O	O	O	O
High centre of gravity pack (see note 2)									O	O	O
Heavy duty springs (see note 2)	O	O	O		O	O	O	O	O	O	O
Heavy duty clutch (see note 3)	O	O	O		O	O	O	O	O	O	O
Heavy duty vehicle pack (see note 2)	O	O	O	O	O	O	O	O	O	O	O
Heavy duty radiator (see note 4)	O	O	O	O	O	O	O	O	O	O	O
Locking fuel filler cap	O	O	O	O	O	O	O	O	O	O	O
Load lashing points	O	O	O								

NOTES

1. Only available with 2 litre petrol engines. Not available for 100 LCY models
2. Not available for 100 LWB or 190 models
3. Standard with 2 litre petrol engines
4. Standard 1.6 OHC Petrol

Certain options cannot be combined. Please discuss your exact requirements with your Ford Dealer.

DOOR OPTIONS

There are 32 different potential door options to choose from, by combining the following alternatives:

Sliding drivers' door, hinged passenger door*

Hinged drivers' door, sliding passenger door*

Sliding drivers' and passenger door*

Hinged drivers' and passenger door

Hinged loadspace doors on either or both sides

Hinged rear doors

Lifting rear tailgate

*It is not technically possible for a sliding cab door to be combined with a side load door on the same side of the vehicle, as the slide mechanism intrudes into the loadspace door area.

Please do not hesitate to ask your Ford dealer for guidance on door option choice.

FORD DEALER NETWORK

- Strategic location throughout U.K.
- Up to date equipment, top technicians.

Ford parts supply system:

- One of the biggest and best in the world.
- Large, computer controlled dealer stock.
- Huge, speedy back up service.

Ford Customer Assurance:

- 12 months unlimited mileage.
- Extra Cover for 36 months/60,000 miles.

Ford Code:

- Liaison between Ford and body-builders.

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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