



FORD

COUR1ER TONNER

The worker. And proud of it.

Ford Australia-We're moving with you.

FORD COURIER





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Courier. Re-styled interior for added driving comfort.

The Courier interior is a real eye-opener. In the Courier pick-up and chassis cab passenger compartments shown above, the dashboard is the equal of many new cars. Instrument panel and controls are a big improvement in comparison to earlier 1 tonners and a radio is fitted as standard equipment. But Courier doesn't just look good. It works—with instruments and controls being positioned for added driving comfort. The front side glass demist facility at each end of the dash improves winter driving

visibility. The comfortable 3-place bench seat is fitted with outboard head restraints and headroom/legroom is ample for six footers.

In the luxury version Courier XLT below, which has a carrying capacity of .75 tonne, the more comprehensive dash layout includes a tachometer and digital clock. Twin high-back bucket seats have quality cloth facings and are separated by a centre console providing storage for convenience items. A short-throw 5-speed floor-mounted gear lever and cut-pile carpet

complete a very sporting package—one that positions the Courier XLT as a versatile dual purpose machine with the ability to work and play.

Ford Courier

1. Instrument panel
2. 3-place bench seat
3. Instrument panel
4. High-back bucket seats
5. AM push-button radio
6. Side-window demisters
7. 5-speed transmission

She's a worker.

The light truck market is crowded with big names. Sure they all look nice when they're tricked up but will they do the job as well as Ford Courier 1 tonner—the worker and proud of it.

Whether you're after a workhorse for the farm or a light truck for town, you'll find Courier has a lot going for it. If you've got a 1-tonne job to do, it's high time you put Ford's big-hearted "worker" on your payroll.

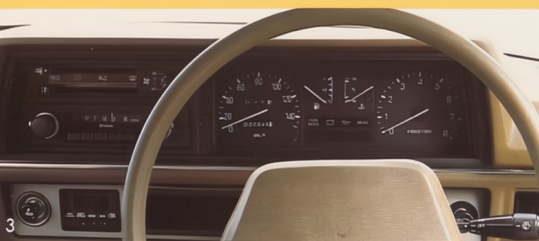
Choose from petrol-engined pick-ups and chassis cabs with four-speed transmission.

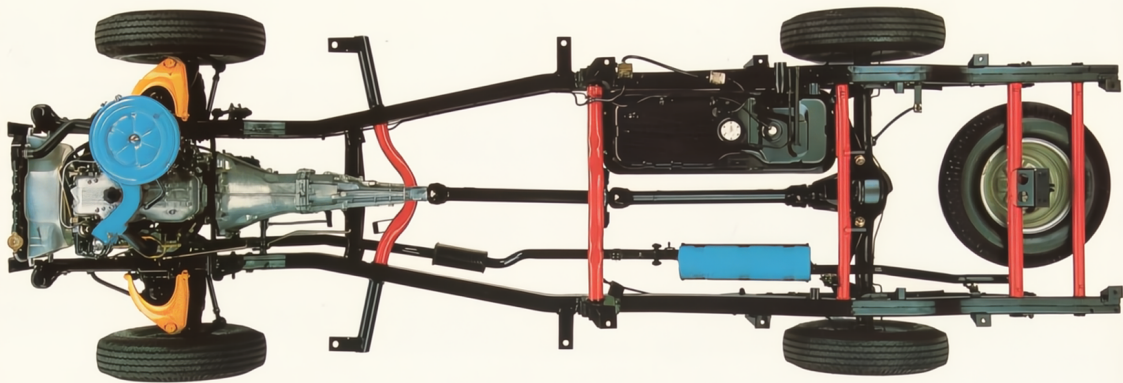
Diesel-engined pick-ups and chassis cabs with five-speed transmission. Or if you want a worker with a little more style, select the smart XLT model Courier with petrol engine, five on the floor and rated to carry .75 tonne.

Selected body styles for chassis cab models are available through your Ford Dealer on request.

Above: Courier chassis cab with drop-side tray.
Below: Courier pick-up—the worker and proud of it.

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Diesel or petrol power.

Choose your powerplant. Courier's high-torque 2.2 litre 4-cylinder diesel engine produces 45.8 kW of power at 4000 RPM. It is economical and quiet to run, with key operated glowplugs for quick get-aways. With all the inherent advantages of diesel power, it offers the potential of long engine life combined with simple low-cost maintenance procedures and little downtime.

Courier's proven petrol engine is a flexible 4-cylinder OHC unit of 1.8 litre capacity producing 58.8 kW of power at 5000

RPM (78.8 bhp). Its two-barrel, two-stage carburettor provides good fuel economy under load or when running light on.

All Courier models are built on a rugged Torsion Guard Chassis—rigid box-section rails with cross members welded in to form a solid load-carrying platform. One cross member is stamped, the other five are tubular to resist the twisting caused by travelling over uneven surfaces under load.

Above: Courier's Torsion Guard Chassis—a backbone of high tensile steel.
Below left: 2.2 litre diesel engine.
Below right: 1.8 litre petrol engine.

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Styleside pick-ups or chassis cabs.

You know what you want depending on the job you've got in mind. The Courier style-side pick-up offers an effective box load length of 2190 mm (86 ins.). Wheel arches are flat-topped for easy stacking. The double-panel tailgate has a single-action release mechanism for easy one-handed operation. Tie-down rail hooks are provided on both sides for roping down loads.

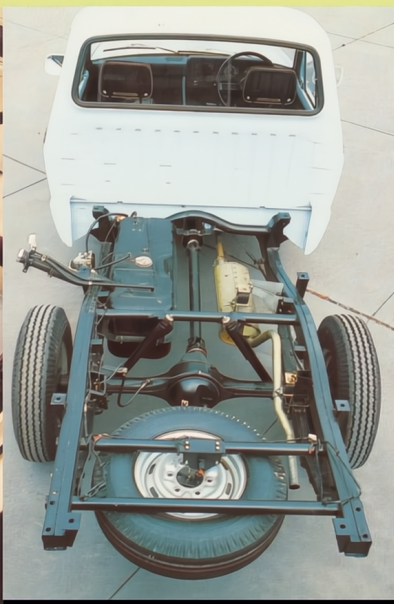
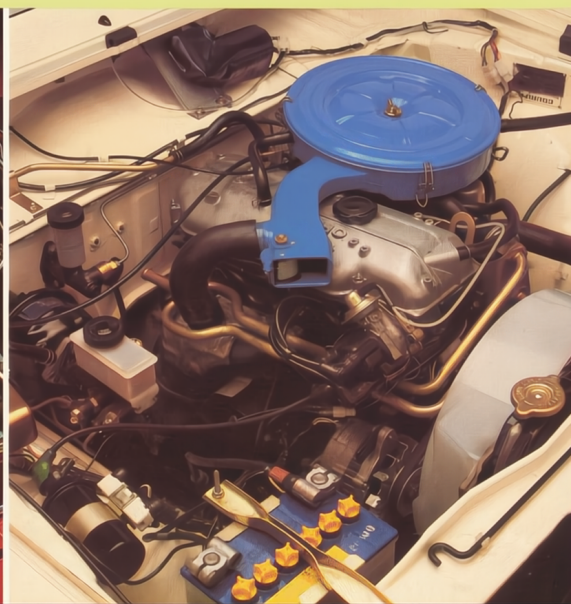
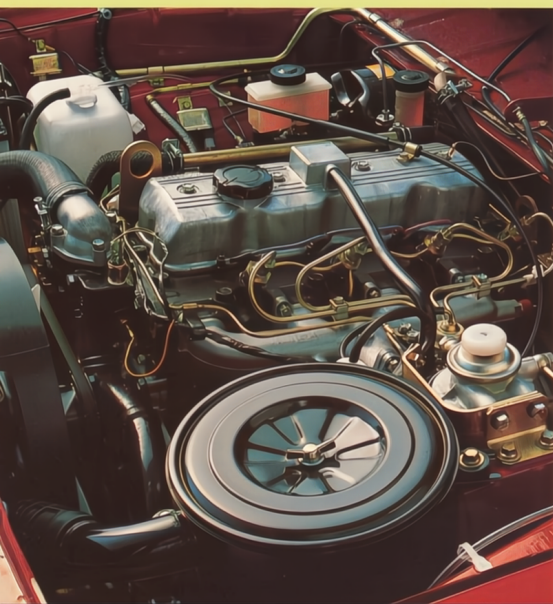
Or put your money on the Courier chassis cab unit. It's ready to take your flat-top or drop-side tray, box van or cattle crate.

Selected body styles are available through your Ford Dealer on request. The Courier chassis cab is making a name for itself wherever payloads of up to one tonne are involved.

Service is another Courier strongpoint. With around 400 Authorised Ford Dealers Australia-wide, you've got the service back-up and parts availability you need. And when your truck is often part of your livelihood, that's a major point in favour of Courier 1 tonner.

Above: Courier pick-up showing clear load area and tie-down rail hooks.

Below: Courier chassis cab showing chassis and stylish cab design.





A true one-tonner (not a show pony).

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Courier is no show-off. It's a worker and proud of the fact. It's tough, with the gear ratios to provide a practical balance between load-pulling power and cruise economy.

To help stop you in your tracks, positive front disc brakes are teamed with two double-acting wheel cylinders with twin leading shoe drum brakes on the rear. In addition, a load-sensitive proportioning valve gives improved straight-line stopping. Courier's braking action is servo-assisted and operates

through dual brake lines.

The suspension strikes a fine balance between solid load-handling ability and driver comfort. Up front you've got tough coil spring double wish-bone independent suspension combined with a stabilizer bar to provide good handling on uneven road surfaces. To carry the load, there's a semi-floating rear axle suspended on six semi-elliptical leaf springs. And to provide good driving comfort, the springing has a long progressive rate, dampened by tele-

scopic double-acting hydraulic shock absorbers.

The steering is direct with good road feel yet light and positive to the touch.

Above: Courier chassis cab with drop-side tray.

Below: Courier pick-up—the worker and proud of it.



With overdrive fifth and the potential to run further for less.

5

The diesel-engined Courier gives you good operating economy. When you combine this with a five-speed, floor-shift gearbox incorporating a true overdrive fifth, you've got the potential to run further for less. And when you're clocking up the kilometres, this could add up to a significant fuel saving advantage. If you're shopping the 1 tonne market, make sure you look into the 5-speed Courier diesel-

chassis cab or pick-up.

With the smart petrol-engined Courier XLT shown below, the fitting of a five-speed floor-shift gearbox was initially a performance consideration—the secondary benefit being that of economy. Today it delivers the goods in both departments. The flexible 1.8 litre engine provides good acceleration via the five-speed gearbox and drives through a 3.63 rear axle for

smoother, more economical highway cruising.

Above and below: Courier XLT with petrol engine and five-speed transmission.

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Courier Model Range.

(See Model Specification Sheets for full details)

Bodystyle	Engine Type	Transmission	GVM kg	Kerb kg	Payload kg	Wheelbase mm/ins	Overall Length mm/ins	Pick-up Box Length mm/ins	Fuel/Tank Capacity lt./imp. gal.
Chassis Cab	Petrol 1.81 OHC	4-speed col shift	2360	1007	1000	2865/113	-	-	66/14.5
	Diesel 2.21	5-speed flr shift	2480	1145	1000	2865/113	-	-	66/14.5
Pick-up	Petrol 1.81 OHC	4-speed col shift	2360	1147	1000	2865/113	4811/189.4	2190/86	66/14.5
	Diesel	5-speed flr shift	2480	1285	1000	2865/113	4811/189.4	2190/86	66/14.5
XLT Pick-up	Petrol 1.81 OHC	5-speed flr shift	2010	1147	750	2865/113	4811/189.4	2190/86	66/14.5

Courier Features:

	All Models	Pick-ups	XLT Model	Standard Pick-ups
Laminated windscreen	•			
Opening front quarter glass	•			
Glove Box	•			
7' pick-up steel box		•	•	
Cargo tie down rail hooks				•
Cargo rest/cab protection bar				•
Die cast tie down hooks			•	
3 place bench seat with head restraints		•*		
Centre console			•	
White spoke steel wheels			•	
Double latch tailgate with support struts		•		
Single hand tailgate release		•		
Tinted glass (side and rear)			•	
Wind-down spare wheel carrier	•			
Slam door locks	•			
Cigar lighter	•			
Ashtray	•			
Package tray	•			
Heater	•			
Disc Brakes	•			
Stalk control for wipers/washer/indicator/headlight beam	•			
Interior dome light	•			
Hinged seat back	•			
Tool kit plus jack	•			
High-back bucket seats			•	
AM push-button radio	•			
Ashtray light			•	
Underhood light			•	
Soft feel steering wheel			•	
Door operated courtesy light			•	

* On chassis cab models also.

Attractive colours:

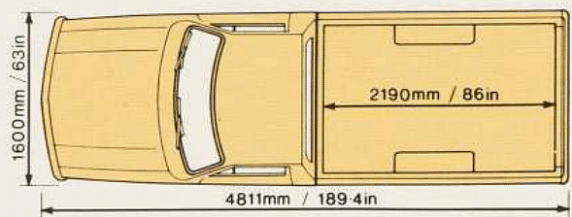
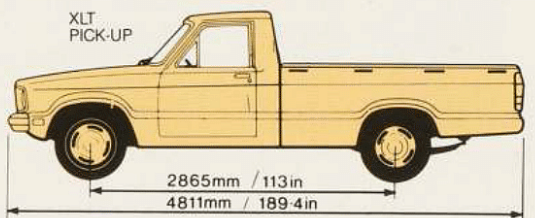
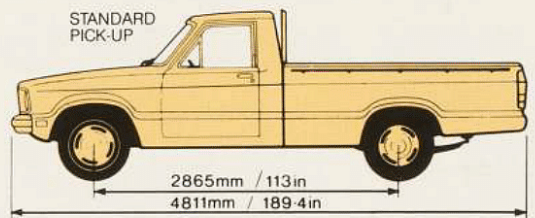
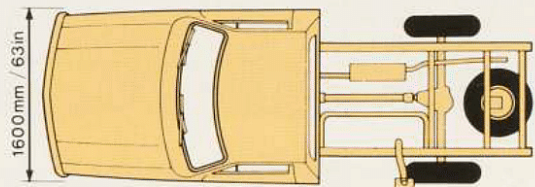
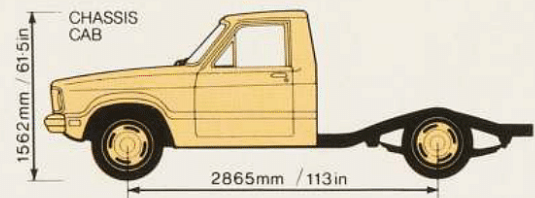


Courier XLT features:

- Twin high-back bucket seats.
- 5-on-the-floor overdrive transmission.
- Centre console for car type comfort.
- Digital clock.
- White spoke steel wheels.
- Bright chrome exterior trim.
- Wall to wall cut pile carpet.
- 3.63 rear axle ratio for economical cruising.
- Day/night interior rear view driving mirror.
- Door operated courtesy light.
- Rated payload of .75 tonnes.

Options at extra cost:

- Protective front push bar.
 - Pick-up box mounted Rally Bar.
 - Practical rear step bumper.
- (Freewheelin' Pack—ask your Ford Dealer for details.)



About this brochure. This brochure is designed to provide you with a general introduction to the Ford Products (including available optional equipment) referred to, and should be read in conjunction with the latest specification sheets. Because of changes in conditions and circumstances Ford* reserves the right, subject to all applicable laws, at any time, at their discretion, and without notice to discontinue or change the features, designs, materials, colours and other specifications and the prices of their products, and to either permanently or temporarily withdraw any such products from the market without incurring any liability to any prospective purchaser or purchaser.

The latest specification sheet should be referred to for information on the availability, ordering and use of optional equipment. Always consult an Authorised Ford Dealer for the latest information with respect to features, specifications, prices, optional equipment and availability before deciding to place an order.

COURIER XLT PETROL : MASS—LOAD RATINGS

Gross Vehicle Mass, Gross Combination Mass, and Ground Ratings (kg)

GVM — PLATED	2010
GCM — RATED	2460 (Trailer without brakes); 2790 (Trailer with brakes)
Front Axle	830
Front Tyres	1415 (185 R × 14 C)
FRONT RATING	830
Rear Axle	1620
Rear Tyres	1415 (185 R × 14 C)
REAR RATING	1415

AXLE FRONT

- Independent type

AXLE REAR

- Semi-floating 3.636:1 ratio

BRAKES

- **Service:** Dual line power assisted hydraulic
- **Front, Disc:** 254 mm diameter single piston floating caliper Swept Area: 606 sq.cm.
- **Rear, Drum:** 260 × 50 mm self adjusting
- Lining Area: 468 sq.cm.
- **Park:** Mechanical rear wheels

CHASSIS

- **Frame:** Ladder type construction with 6 cross-members and boxed side members

CLUTCH

- Single dry plate — diaphragm type; 215 mm diameter;
- Hydraulic operation

ELECTRICAL

- 12 volt negative to earth system; Battery 12 volt 40 amp hour; Alternator 35 amp capacity;
- Single rectangular sealed beam headlights; Front park lamps — rectangular clear glass in bumper; Front turn indicators — rectangular amber glass in bumper; Combined stop tail and turn indicator; Automatic reversing lamps;
- Dome light with door courtesy switch;
- Courtesy light in glove box, ashtray and under bonnet;
- Hazard warning flashers;
- Dual two speed self parking windscreen wipers with intermittent wipe
- Instruments — Speedometer/trip odometer; tachometer; Fuel gauge

- Warning lights — Battery charge; Oil pressure; High beam; Turn/hazard lights; Parking brake

ENGINE

- 1.8 litre 4 cylinder OHC petrol;
- Taxable horsepower (RAC rating) 15.9 HP; Compression ratio 8.6:1
- Bore/Stroke 80 mm × 88 mm
- Nett power at specified RPM 58.8 kW @ 5000 RPM 78.8 BHP @ 5000 RPM
- Nett torque at specified RPM 132.4 Nm @ 2500 RPM 97.6 lb/ft @ 2500 RPM

- Features — ● Full flow oil filter;
- Pressurized cooling system; Down flow radiator;
- Fully closed crankcase ventilation system;
- Uses standard grade fuel

FUEL SYSTEM

- 66 litre fuel tank; electric fuel pump; evaporative emission control system

FRONT SPRINGS

- Wish bone type with coil springs and stabilizer bar

REAR SPRINGS

- Semi-elliptic progressive rate 6 leaf

SHOCK ABSORBERS

- Double acting telescopic type front and rear

STEERING

- Ball and nut steering gear; Ratio 17.63:1; Steering wheel 2 spoke "soft feel" type

TRANSMISSION

- 5 speed all synchromesh with floor change;
- Ratios 4.359; 2.519; 1.507; 1.000; 0.875; Reverse 4.024:1

WHEELS

- 5.5 JJ × 14 — 6 stud Styled steel spoke type

TYRES

- 185 R × 14 C radial tyres
- **Spare wheel carrier:** Wind-down spare wheel carrier at rear of vehicle mounted between chassis rails

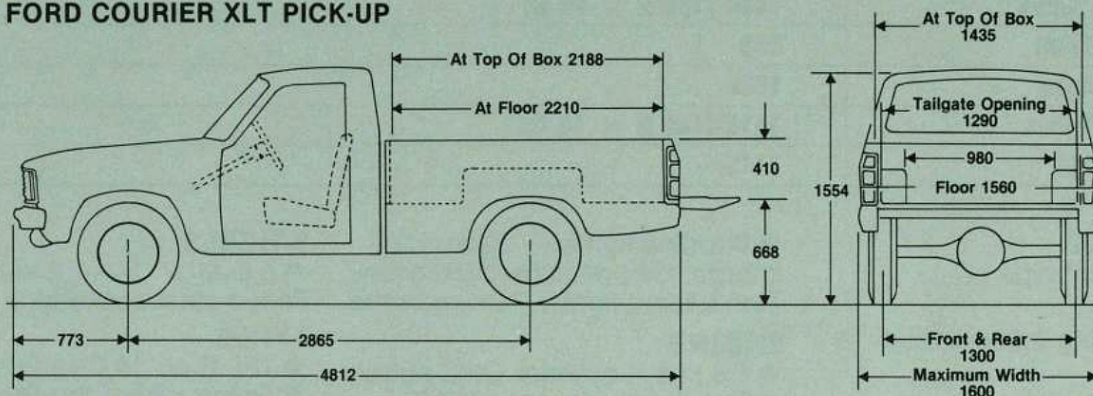
STANDARD XLT FEATURES

- Interior:** ● High-back bucket seats with cloth facings and centre console; Inertia reel seat belts;
- Interior day-night rear view mirror; padded sunvisors;
- Fully moulded instrument panel; glove box and parcel shelf;
- Cigar lighter; ashtray;
- Heater; flowthrough ventilation; face level vents; sidescreen demist;
- Door armrests; full headlining; vinyl and carpet side lining; floor carpet;
- Radio; digital clock
- Exterior:** ● Laminated windscreen; Toughened side and back glass; Opening front quarter glass;
- Bright mouldings around windscreen, backlight, driprail, tail light surround and wheel lip;
- Twin exterior door mounted mirrors; flush door handles;
- Steel box pick-up body with double latch, single hand release tailgate and tie down hooks;
- Bodyside mouldings, front bumper over-riders and bumper end caps; Hubcaps;
- Full complement of tools

1.8 Litre Petrol XLT Pick-Up

Courier

FORD COURIER XLT PICK-UP



DIMENSIONAL DATA

Dimensions — Minimum Equipment — mm

XLT Pick-Up

Swept Circle*

11.6 m

*Wall to Wall

MASS DATA

Kerb Mass — Minimum Equipment — kg*

XLT Pick-Up

Front

629

Rear

516

Total

1145

*Kerb Mass includes all fluids, full fuel, less driver and passenger.

Kerb masses are calculated and subject to variation.

BODY DATA

Body, Payload & Occupant Capacity — Minimum Equipment — kg

XLT Pick-Up

865

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1. This specification sheet contains a general description only of the Ford Product referred to on the sheet, its specifications and features and the optional equipment which is currently available for use on or in connection with such product. Generally the optional equipment referred to is available at extra or variable cost. Certain optional equipment can only be used or ordered in combination with other optional equipment.

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3. All capacities, measurements, dimensions and weights quoted in this specification sheet are approximate only.

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