



FORD TRANSIT



TRANSIT

BUILT ON SUCCESS

Transit is established as one of Europe's most successful ranges of commercial vehicles. It has succeeded because its basic design is right for the job it has to do; whether it is carrying goods or people or both.

In today's Transit the fundamental strengths of the range have been preserved – its robustness, its efficiency, the inherent safety of its design, the wide choice of models and equipment, its ease of servicing. These are the things you have come to expect from Transit and they are all still there, but today's range gives you a whole lot more.

Above all Transit is designed to keep your total operating costs down. Not only in fuel economy but in the wide choice of variants which allows you to pick the right truck for the job – no more, no less; in the efficiency of the cab and loadspace layout and in the ease and low cost of service.

But Ford have also recognised that Transit's cab is where the driver lives as well as works for a large part of every day. So it has been designed and equipped with this in mind; always ensuring that the features are not just good looking but highly functional as well.

Transit is of course handsomely styled but here also the accent is on functional excellence. The full width hood top not only looks good, it also results in outstanding engine access: the one piece fender panels reduce corrosion potential: the full width grille makes engine removal easy: and so on.

Lower operating costs, an unequalled driving environment and functional goods looks are the keynotes of the Transit range.

Cover

Custom Pack specification, with standard sideload door, optional headlamp wash, repeat indicators, wheeltrims and bulkhead 80/100/120 Van models are fitted with a different style roadwheel/wheeltrim to those illustrated.

FORD TRANSIT

LOWER OPERATING COSTS: A SUPERIOR DRIVING ENVIRONMENT

LOWER OPERATING COSTS

1 Economy and reliability

- Economic reliable 1.6 OHV and 2.0 OHC petrol engines engineered for commercial use
- Diesel engine economy plus new levels of reliability in the 2.4 litre diesel engine.
- Simple, reliable glow-plug cold start equipment for diesel engines.

2 Efficiency

- Easy cab entry. You walk in, not climb in.
- Cab walk-across.
- All round access to loadspace including from cab.
- Excellent manoeuvrability.

3 Wide choice

- 2 Wheelbases.
- 6 Payloads.
- 2 Petrol engines.
- 1 Diesel engine.
- 18 Different door combinations.

4 Ease of service

- 20,000 km major service intervals (petrol)
- 10,000 km minor service intervals (petrol)
- 15,000 km major service intervals (diesel)
- 7,500 km minor service intervals (diesel)
- Full width hood for easy engine access.
- Quick simple engine removal.
- Easy access to fuse box in cab.
- Easy access to wiper motor.
- Multiplug connectors to instrument binnacle.

5 Standard equipment

- Car like environment with commercial practicability.
- 3 lever system controls.
- Heater/defroster
- Face level ventilation.
- Ample stowage for documents.
- Excellent ride.
- Two speed windscreen wipers.
- Door operated courtesy lights.
- Self adjusting front disc brakes and rear drums.
- Intermittent windscreen wash-wipe.
- Reversing lights.

6 Optional refinements

- Automatic transmission.
- Radio.
- Halogen headlamps.
- Cigar lighter.
- Headlamp wash.

THE DRIVERS' TRANSIT

The cab of a commercial vehicle is where the driver lives as well as works for a large part of every day. Transit's cab has been designed and equipped with this in mind.

CAB ENTRY

Wide low step behind the front wheels means the door opening is completely free from wheel arch intrusion.

The driver does not climb into the cab – he walks in.

CAB ROOMINESS

Engine intrusion is negligible so that:

- The driver can walk across the cab.
- Access to the load space is easy.
- You can seat three in the cab when required.

SEATING

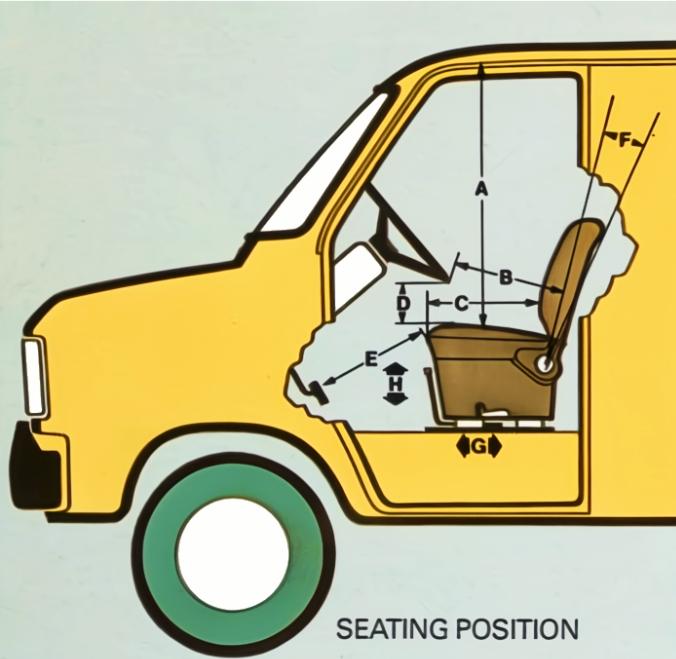
- For the driver a deeper contoured seat.
- For passengers – a single or dual seat to fully utilise the three man cab.
- All seats in rich brown embossed vinyl or brown striped cloth on Custom versions.
- For the driver – adjustable fore and aft and for rake. In the Custom version, for height also.



Custom Pack seat

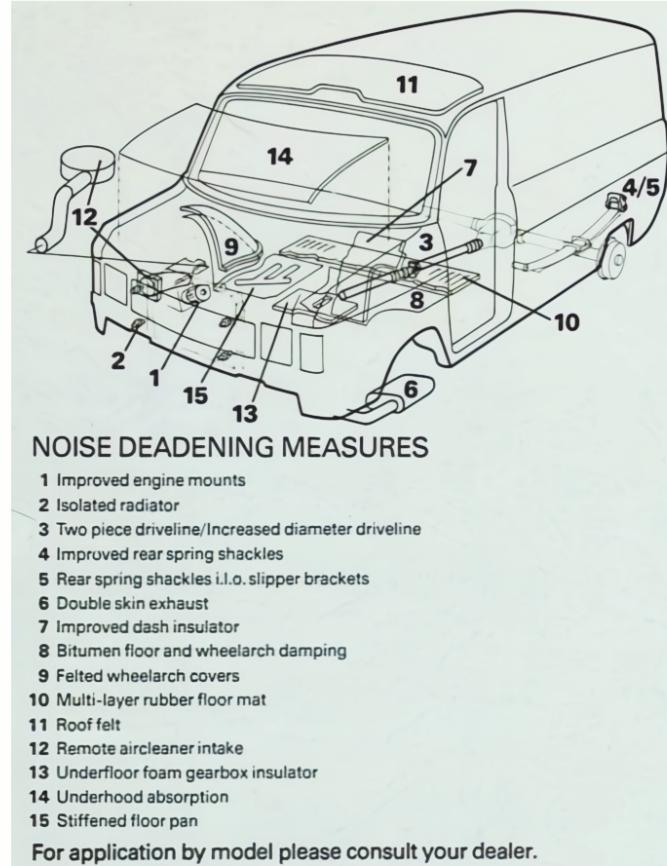
Custom Pack specification Bus, with optional radio illustrated





SEATING POSITION

- A** 910mm
- B** 540mm When Backrest is in most forward position
- 570mm When Backrest is in most rearward position
- C** 450mm
- D** 150mm (+ or - 25mm)
- E** 510mm In seats most rearward position.
- F** 10° Actual Backrest movement.
- G** 175mm
- H** 50mm



NOISE DEADENING MEASURES

- 1 Improved engine mounts
- 2 Isolated radiator
- 3 Two piece driveline/Increased diameter driveline
- 4 Improved rear spring shackles
- 5 Rear spring shackles i.l.o. slipper brackets
- 6 Double skin exhaust
- 7 Improved dash insulator
- 8 Bitumen floor and wheelarch damping
- 9 Felted wheelarch covers
- 10 Multi-layer rubber floor mat
- 11 Roof felt
- 12 Remote aircleaner intake
- 13 Underfloor foam gearbox insulator
- 14 Underhood absorption
- 15 Stiffened floor pan

For application by model please consult your dealer.

LOW NOISE

A chassis dynamometer is used to measure and record vehicle interior noise and vibration under any load, speed and road condition. Ford engineers isolate and rectify potential sources of noise and vibration.

- Cab insulated from transmitted road noise and insulated against mechanical noise.
- Two piece driveshaft and revised driveline angle minimise driveline vibration.
- Optional quietness pack reduces noise to remarkably low level.

RIDE

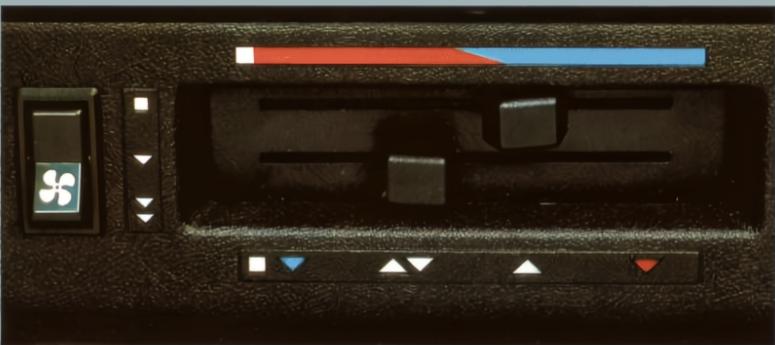
Front and rear suspensions tuned to minimise harshness of ride and transmission of road noise.

BRAKES

- Self adjusting discs at front (optional on short wheelbase) and drums at rear.
- Brake wear can be checked without removing road wheels.
- Suspension designed for maximum steering stability under braking.

Custom Pack specification, with optional radio illustrated.





CONTROLS

3 lever control system keeps all major controls easy to hand:

- Direction indicators
- Lights – off/side/head
- Headlamp main/dip/flash
- Horn
- 2 speed windscreens wipers and electric wash
- High pressure headlamp wash. (Optional)
- Intermittent windscreens wash.

HEATING/DEFROSTING

- Powerful heater/demister
- Two-speed fan
- Car type illuminated controls
- Face level ventilation through 'eyeball' vents

STOWAGE

- Fascia designed to take clipboard
- High capacity glove box in lower fascia, with a lid on Custom versions
- Stowage bin in driver's door. (Optional)

AUTOMATIC TRANSMISSION

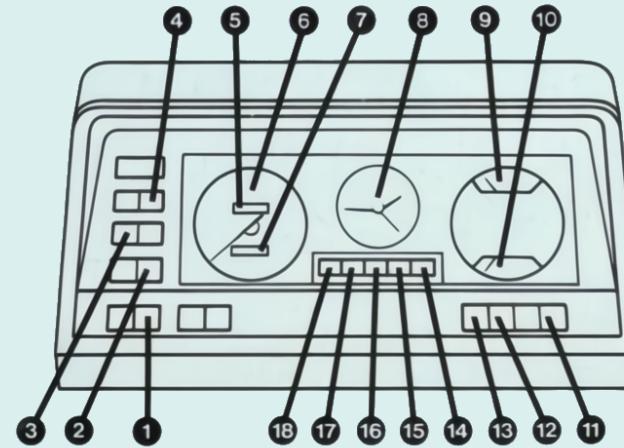
- The Ford C3 Automatic with floor mounted T-Bar selector available with 2.0 litre petrol engines. (Optional)

THE PERSONAL TOUCH

- Stowage for personal items behind driver's sunvisor
- Door operated courtesy lights. (Hinged doors only)
- Cigar lighter. (Optional)
- Ford push button radio. (Optional)
- Easy access fuse box



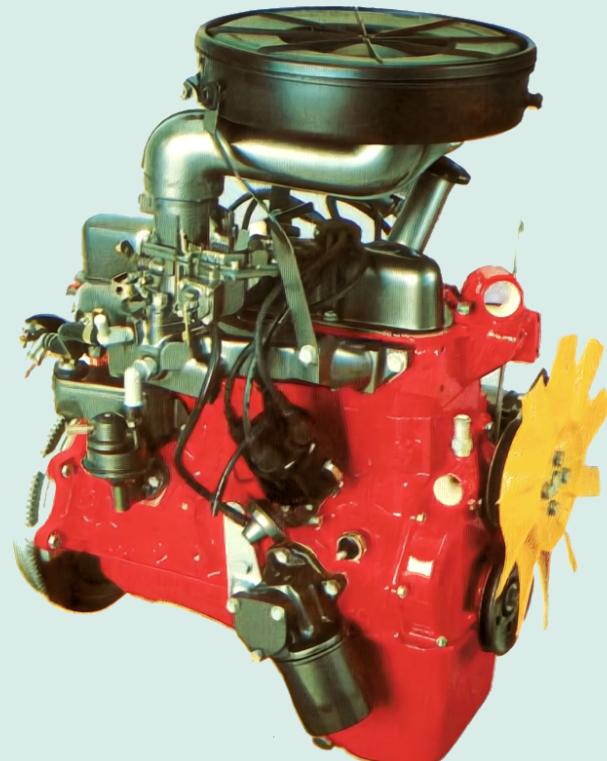
- Interior light switch ①
- Hazard warning switch ②
- Rear fog lamp switch (Optional) ③
- Heated rear window switch (Optional) ④
- Odometer ⑤
- Speedometer ⑥
- Tripmeter ⑦
- Quartz clock ⑧
- Fuel gauge ⑨



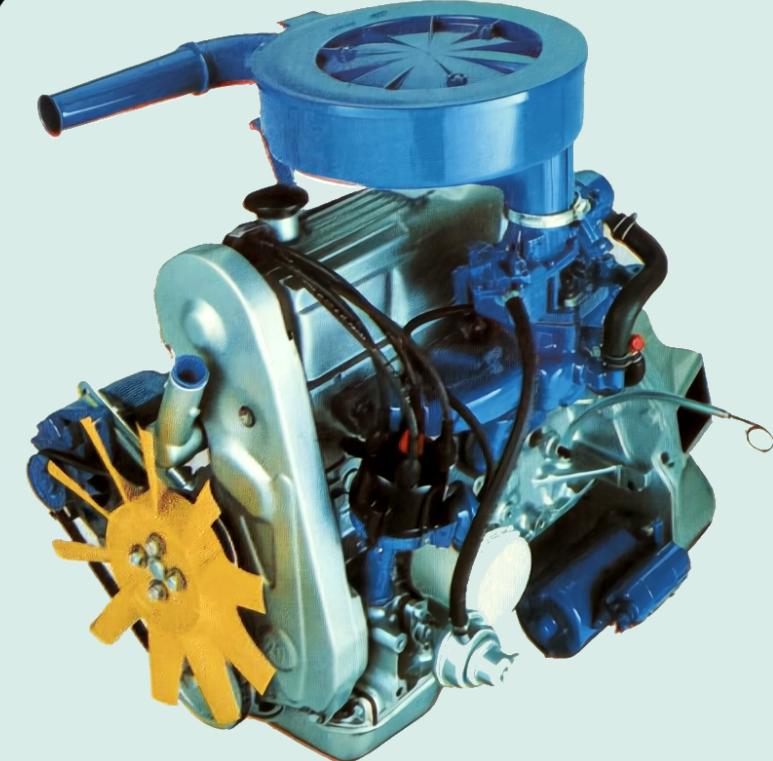
- ⑩ Temperature gauge
- ⑪ Cold start indicator light (Diesel)
- ⑫ Brake differential pressure warning light
- ⑬ Low vacuum warning light (Diesel)
- ⑭ Right-hand indicator warning light
- ⑮ Battery charge warning light
- ⑯ Main beam warning light
- ⑰ Oil pressure warning light
- ⑱ Left-hand indicator warning light

ECONOMY RELIABILITY

For your Transit you can choose from a range of three, the engine which will give you the optimum combination of performance and fuel economy for your operation – whether it is the stop-start of urban delivery or high speed inter-city distribution. All engines will give you high levels of economy and reliability.



1.6 litre OHV



2.0 litre OHC

PETROL ENGINES

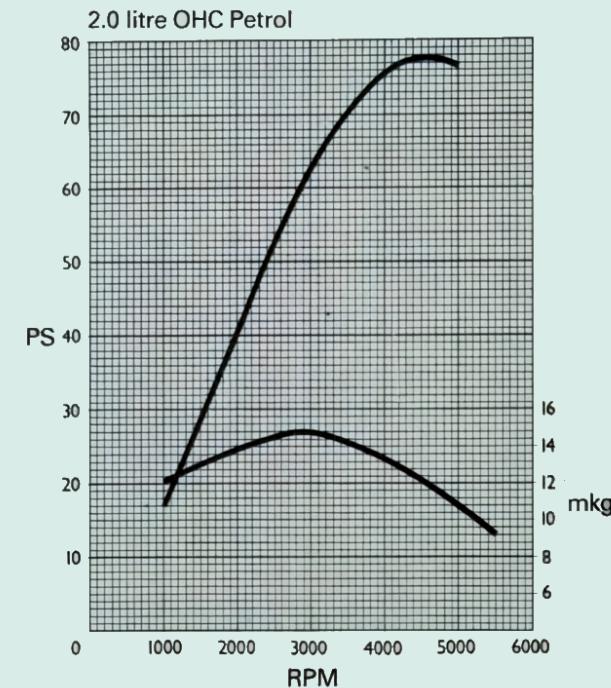
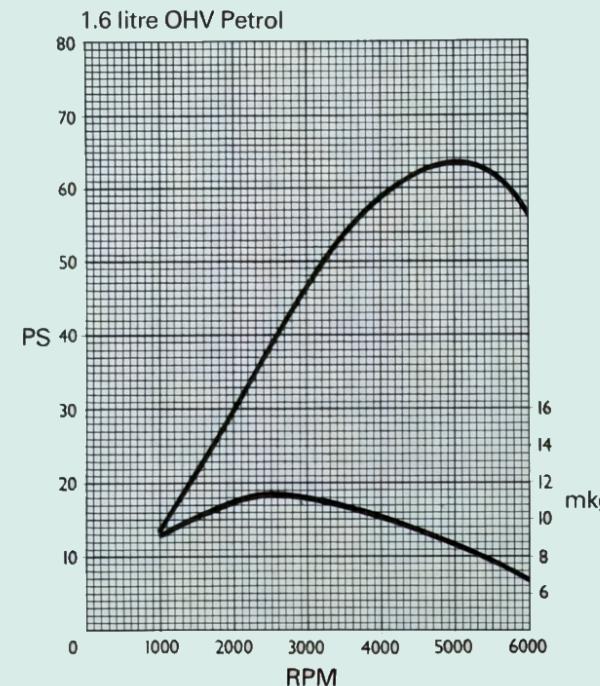
There are two:

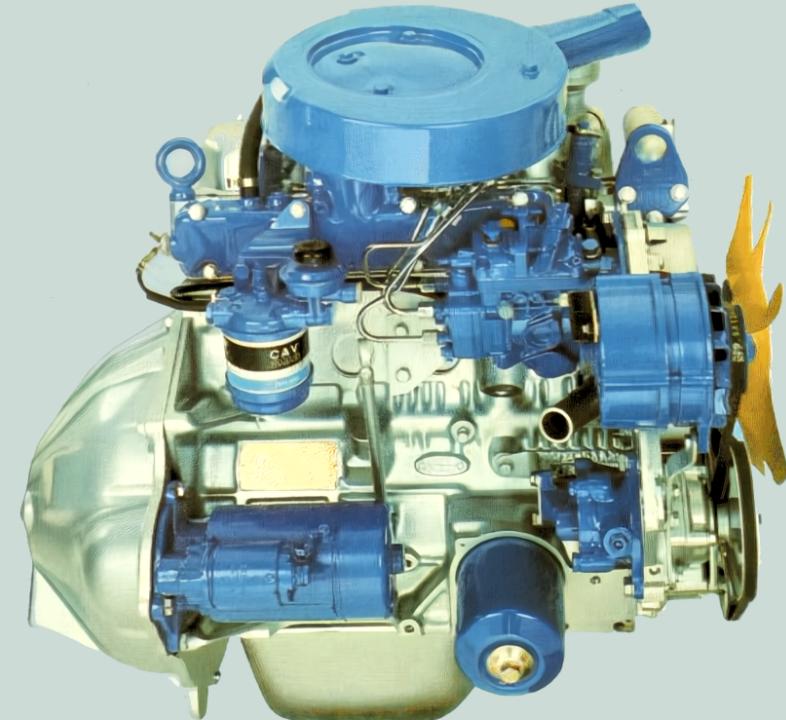
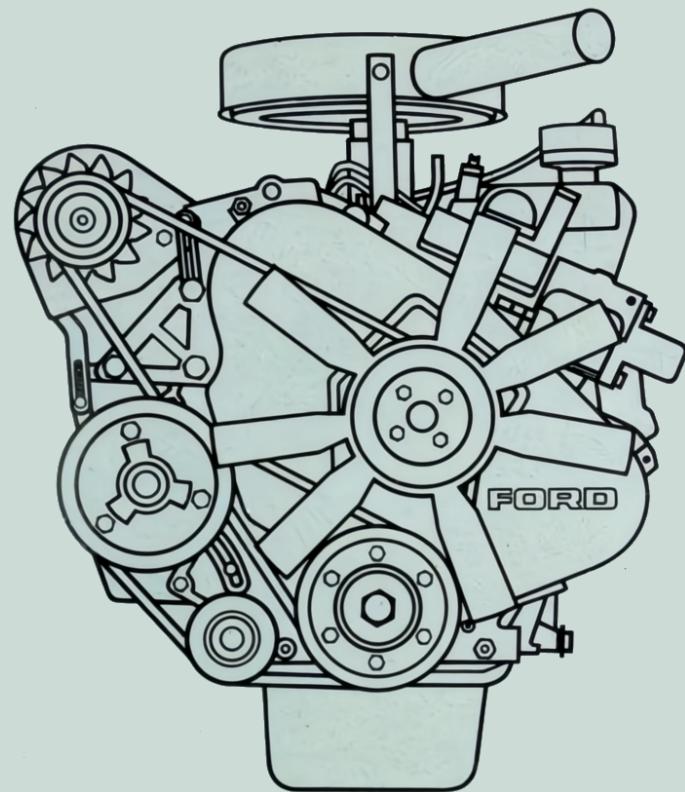
- 1.6 OHV – 63 PS
- 2.0 litre OHC – 78 PS

The OHC engine fitted to the Transit range incorporates:

- Short rigid crankshaft with large bearing areas.
- Cross-flow cylinder heads.
- Deep skirt cylinder block for rigidity.

All have been engineered to give the unique engine characteristics required for commercial vehicle usage.





2.4 litre Diesel

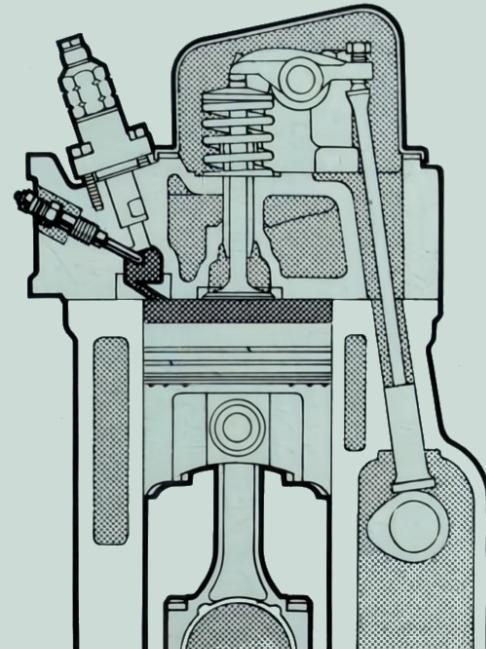
DIESEL ENGINE

- 2.4 litre – 62 PS

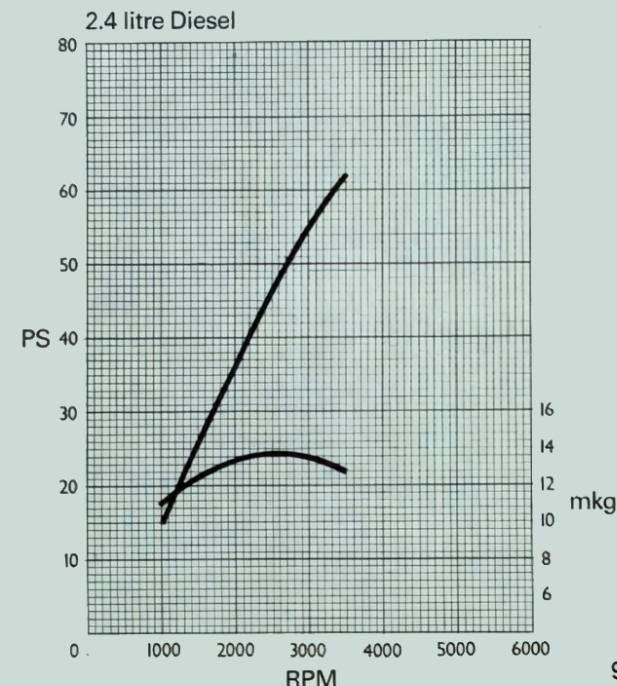
The diesel engine option is available in all Transit variants. In many types of operation diesel engines offer unique opportunities for economy compared with petrol engines. It will depend upon your type of operation, the price of diesel fuel relative to petrol and your annual mileage. If in doubt your Ford dealer will be ready and able to advise you.

The 2.4 litre Ford diesel was first introduced in 1973. Today's Transit is equipped with a version on which many changes have been made, all contributing to high levels of reliability.

In addition, the Ford 2.4 litre diesel is fitted with glow-plug cold start equipment for the simplest and most effective starting procedure available.



Glow Plug
Cold Start



EFFICIENCY

Transit's efficiency starts by allowing you to buy the right vehicle for the job you have to do.

- Transit's many versions mean that you can select the ideal combination of payload, wheelbase, door configurations and seating for your operation.
- You buy only what you need – and no more.
- Engine, cab and load area do not intrude upon each other resulting in maximum efficiency.
- A choice of full or half vertical bulkheads is available.

No bulkhead ▾

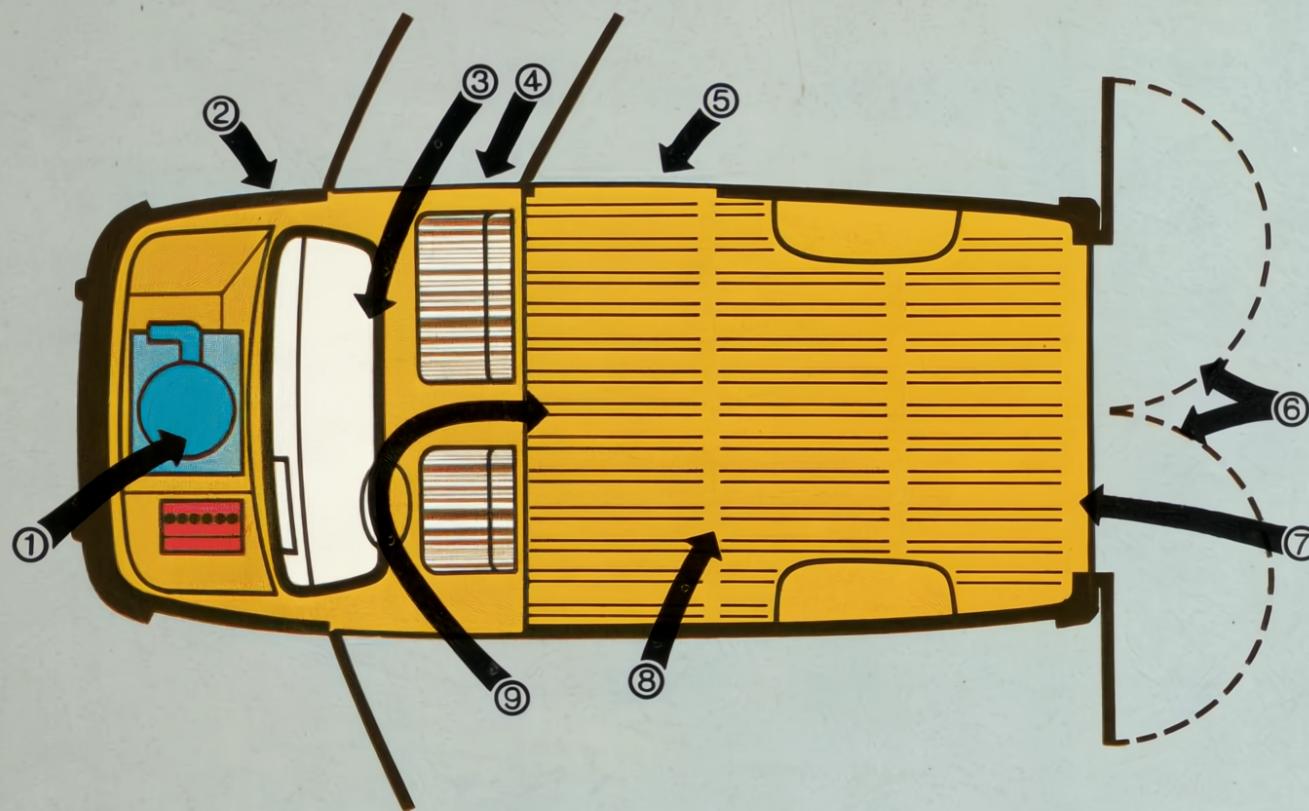


Optional half bulkhead ▾



Custom Pack specification, with standard sideload door, optional headlamp wash, repeat indicators, wheeltrims and bulkheads. 80/100/120 Van models are fitted with a different style roadwheel/wheeltrim to those illustrated. ▶





1 Engine clear of cab and load area for excellent accessibility.

2 Engine and axle ahead of the driver absorbs much of the impact in the event of collision.

3 Clear cab walk across.

4 Wide clear cab entry.

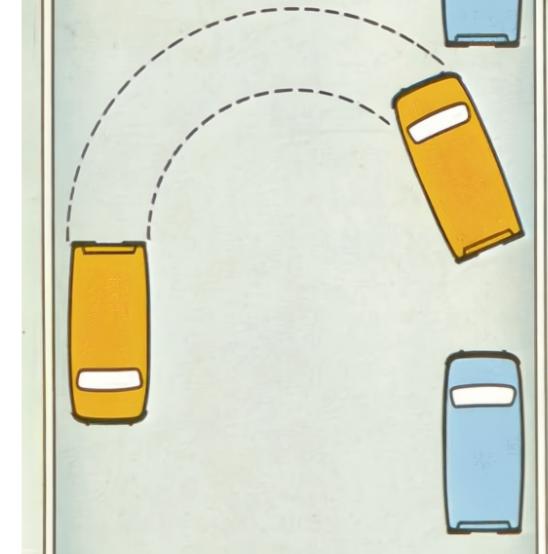
5 Wide hinged side load doors.

6 Wide hinged doors or tailgate.

7 Low load height.

8 Clear flat floor throughout.

9 Walk through to loadspace.

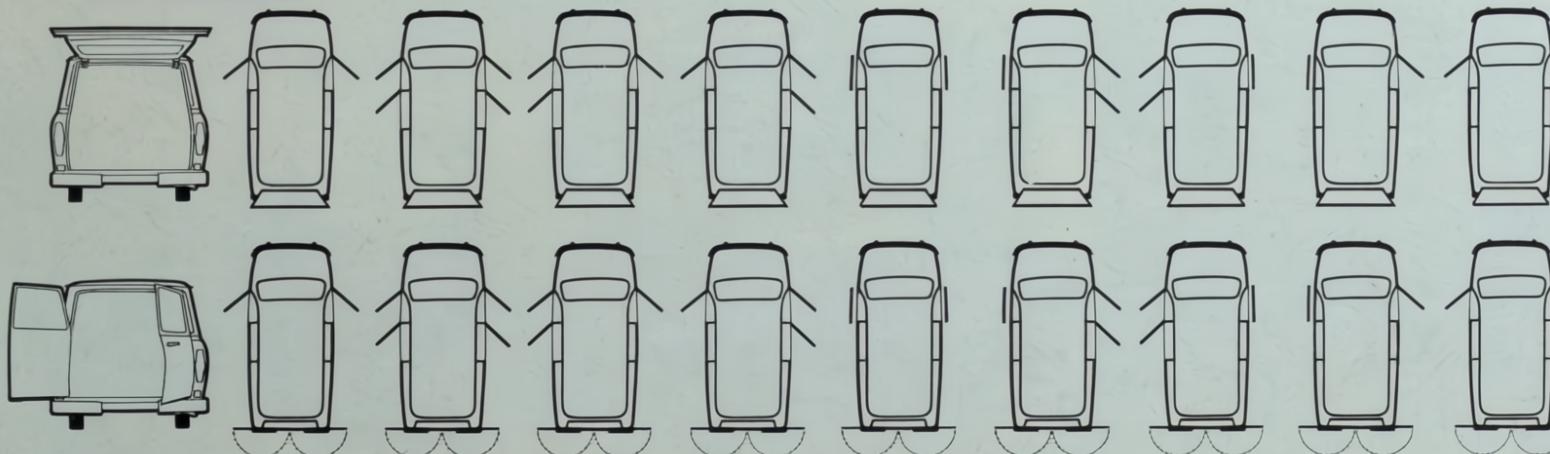


MANOEUVRABILITY

Transit's kerb to kerb turning circle is 10.36 m on the short wheelbase, and 11.37 m on the long wheelbase

- Combined with low steering effort
Transit is a remarkably manoeuvrable vehicle in tight situations.

Door Combinations



DOORS

With 18 door combinations to choose from you can tailor Transit to your operation.

- Cab door – hinged doors are standard sliding driver's door is optional
- Rear doors – either double hinged to 180° or tailgate
- Side load doors – standard hinged door on passenger side.

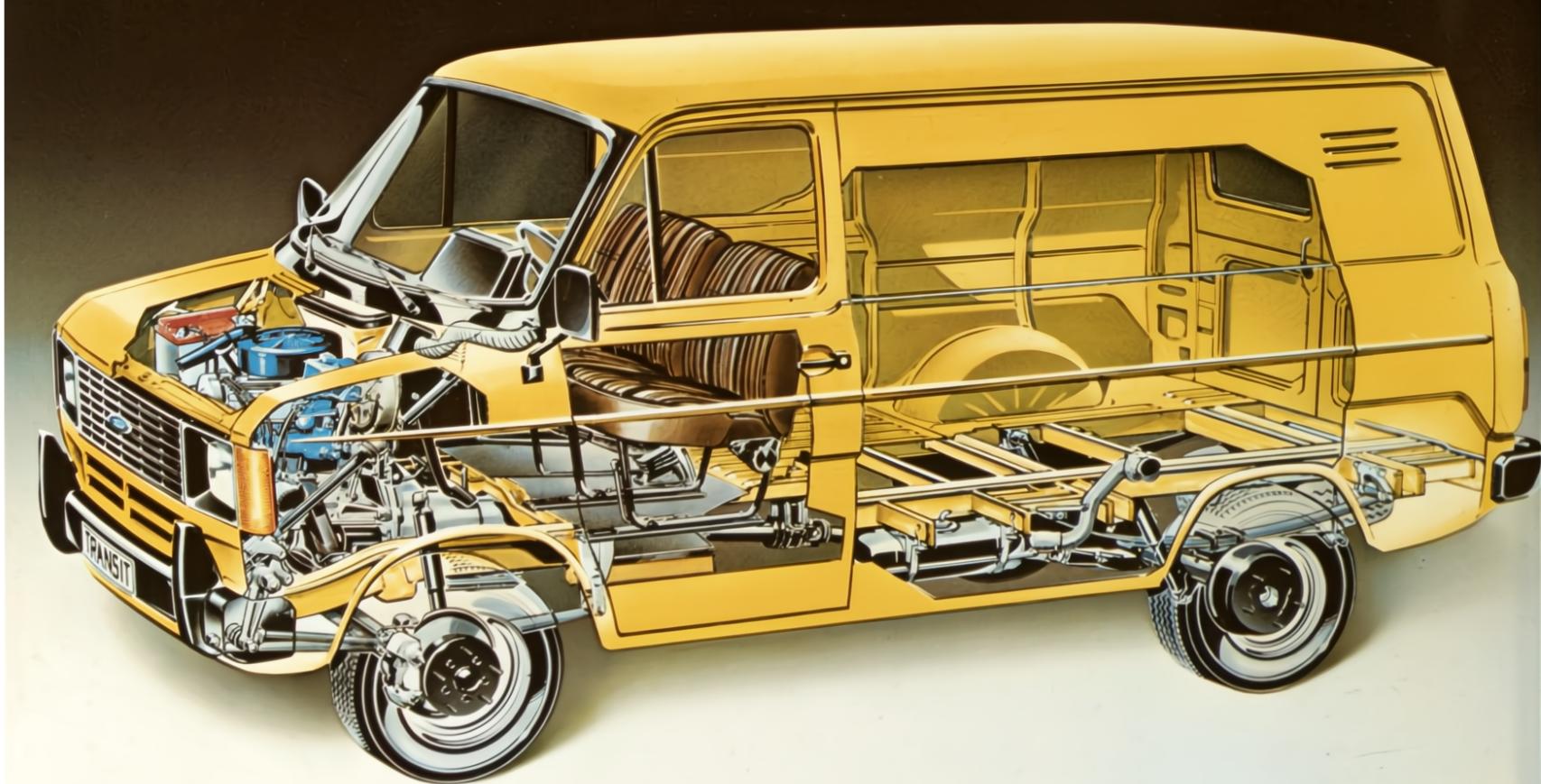
EASE OF SERVICE

A major contribution to Transits low cost of operation has always been the ease and low cost of servicing. Major services are infrequent.

- 20,000 km major service intervals (petrol)
- 10,000 km minor service intervals (petrol)
- 15,000 km major service intervals (diesel)
- 7,500 km minor service intervals (diesel)

The Transit is designed for easy accessibility to all items requiring periodic service and great attention has been paid to repairability.

- Full width hood opening for routine servicing.
- Easily removable grille for fast engine withdrawal.
- Fuse box located in the cab. Fuses clearly marked for circuit identification and rapid replacement.
- Quick release panel in fascia for rapid wiper motor replacement.
- Multiplug connectors to printed circuit instrument panel.
- Wiring loom contains auxiliary circuits for later fitment of optional items such as radio, cigar lighter.
- Brakes are self adjusting and front and rear brake wear can be checked without removing wheels.
- See through containers for brake, washer, and battery fluids.
- Sealed cooling system with see through header tank for diesel engines, needs no topping up.
- Sump can be removed without removing the engine.
- Easy to service heater unit.
- One piece front fender and apron eliminates rust traps.



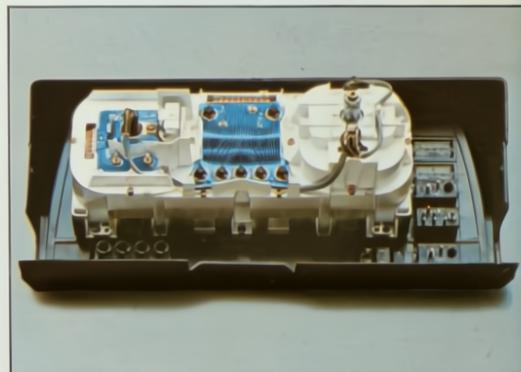
2.0 OHC Automatic Custom Pack with optional headlamp wash illustrated.



Fuse Box



Wiper Motor Access



Printed Circuit Instrumentation

2.4 Diesel with optional rectangular headlamps illustrated





TRANSIT SHORT WHEELBASE VAN

On the short wheelbase (2690 mm) there are three versions to choose from:

- Transit 80
- Transit 100
- Transit 120

Nominal Payload Kgs
750
1000
1200

Loadspace

- Capacity 5.4 cubic metres
- Floor Area 4.06 square metres
- Load Length 2.51 metres
- Load Width 1.85 metres
- Load Height 1.36 metres

Custom Pack specification, with standard sideload door, optional headlamp wash, repeat indicators, wheeltrims and bulkhead. 80/100/120 Van models are fitted with a different style roadwheel/wheeltrim to those illustrated.



TRANSIT LONG WHEELBASE VAN

On the long wheelbase (3000 mm) there are three versions with twin rear wheels and suspensions engineered to handle heavy loads.

Nominal Payload Kgs		Loadspace	
• Transit 130	1300	• Capacity	7.7 cubic metres
• Transit 160	1600	• Floor Area	5.16 square metres
• Transit 190	1900	• Load Length	3.27 metres
		• Load Width	1.85 metres
		• Load Height	1.51 metres



TRANSIT BUS

- Short wheelbase: 12 seats
- Long wheelbase: 15 seats
- Smooth, quiet ride
- Comfortable foam-filled seats, roomy interior, luxury car-like trim
- Ample leg-room between gangways and seats

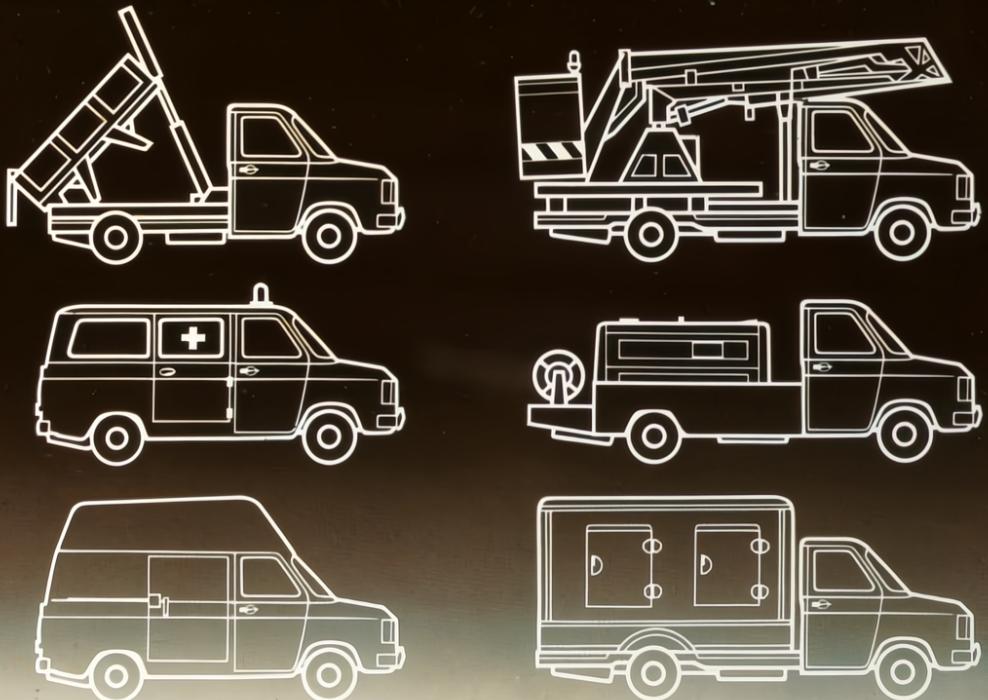
- Easy access – two front doors and a double rear door. Low step heights to passenger areas
- Fixed rear step
- Side load door with automatic swing out step



TRANSIT KOMBI

- Easy entry through big front doors and optional side door
- Large twin rear doors or tailgate for easy access to the flat loadspace
- Optional passenger seats available in varying combinations

- Easy cab walk-across. Easy access from cab into loadspace
- Optional side panelling and headlining in the loadspace for load protection and passenger comfort



TRANSIT CHASSIS CAB

- Available in short and long wheelbase, standard or Custom versions and five payload variants;

Short Wheelbase (2690 mm)	Nominal Body/ Payload Allowance Kgs
• Transit 100	1280
• Transit 120	1400
Long Wheelbase (3000 mm)	
• Transit 130	1482
• Transit 160	1775
• Transit 190	1950
• All the cab features of other Transit models plus the facility to fit special bodies.	
• Transit's strong ladder frame construction makes it particularly well suited for specialist body fitment in contrast to monocoque construction.	

Standard specification with optional underride guard illustrated



TRANSIT FLOAT

- Available in short or long wheelbase, standard or Custom

Short Wheelbase (2690 mm)

Nominal Payload Kgs

- Transit 100 1110

- Transit 120 1220

Long Wheelbase (3000 mm)

- Transit 130 1275

- Transit 160 1570

- Transit 190 1725

Loadspace

- Short Wheelbase 1960 mm x 2650 mm x 400 mm dropsides

- Long Wheelbase 2125 mm x 3130 mm x 400 mm dropsides

100 and 120 Chassis Cab models are fitted with a different style roadwheel/wheeltrim to those illustrated.

Double cab available in LHD only. Bodies illustrated not available ex works.

CORROSION PROTECTION

Ford Transit is one of Europe's best selling medium commercial vehicles. Especially in terms of low operating costs and overall efficiency. Transit's new anti-corrosion protection, scientifically applied as an integral part of the manufacturing process means that Transit's efficiency is built to last even longer.

Transit's bodyshell undergoes an extensive and extremely thorough preparation and painting process before reaching the final assembly line. Three distinct elements within that process give Transit its outstandingly effective corrosion protection:

- Cathodic Electrocoat
- Wax Injection
- PVC Underbody Protection

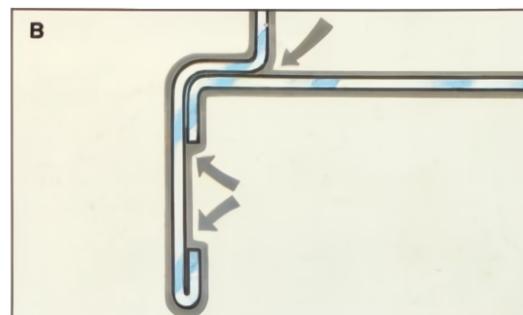


Cathodic Electrocoat

The heart of the corrosion protection process is Ford's new advanced Cathodic electrocoat primer. The enhanced 'throwing power' of the cathodic process enables the primer to penetrate the most inaccessible and vulnerable parts of the structure, as shown in illustration B below.

An advanced technology primer is used in the Cathodic process which has inherently superior corrosion inhibiting properties.

Additionally, the Cathodic system provides very effective 'raw edge' protection to the vulnerable edges of door panels and other areas liable to damage from stone chippings, by inhibiting corrosion creepage from paint scratches.



- A Cathodic electrocoat tank
- B Cathodic electrocoat "throwing power"
- C Wax injection in internal cavities
- D Underbody PVC

Wax Injection

Internal cavities, such as rocker panels, doors and cross members, are treated with a special wax. Spray equipment atomises the wax to ensure that it is distributed uniformly over all cavity interior surfaces.



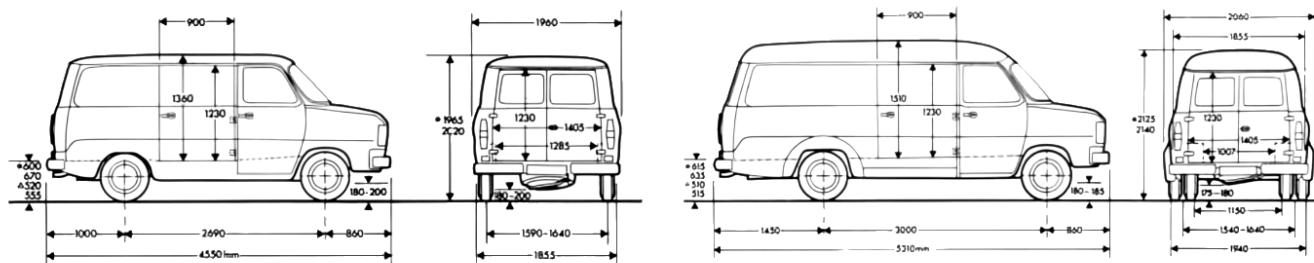
PVC Underbody Protection

Stone chippings can severely damage the vehicle underbody around the wheelarches. Accordingly wheelarches and the adjacent underbody areas are treated with a tough, resilient PVC coating.

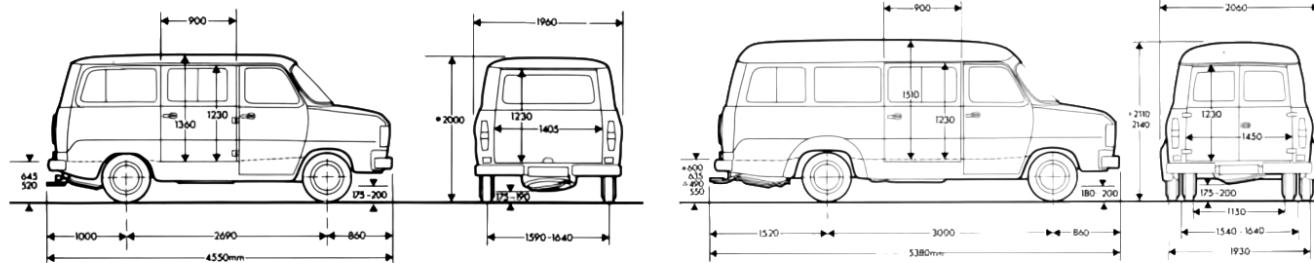


DIMENSIONS AND SPECIFICATIONS

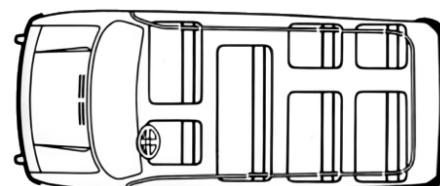
Van	80	100	120	130	160	190
Petrol						
Standard Engine L/PS	1.6/63	1.6/63	1.6/63	2.0/78	2.0/78	2.0/78
Kerbweight kg	1203	1213	1255	1429	1437	1464
Nominal Payload kg	750	1000	1200	1300	1600	1900
GVW kg	2070	2400	2450	2800	3100	3500
Diesel						
Standard Engine L/PS	2.4/62	2.4/62	2.4/62	2.4/62	2.4/62	2.4/62
Kerbweight kg	1357	1367	1383	1554	1558	1621
Payload kg	818	1133	1192	1546	1592	1879
GVW kg	2175	2500	2575	3100	3150	3500



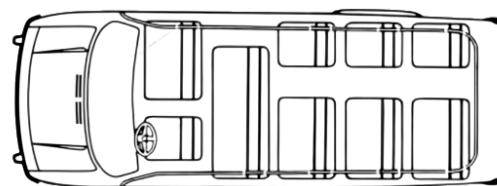
Bus/Crewbus	12 Seat Bus	13 Seat Crewbus	15 Seat Bus	17 Seat Crewbus
Petrol				
Standard Engine L/PS	1.6/63	1.6/63	2.0/78	2.0/78
Kerbweight kg	1335	1376	1614	1620
Payload kg	1115	1074	1486	1480
GVW kg	2450	2550	3100	3100
Diesel				
Standard Engine L/PS	2.4/62	2.4/62	2.4/62	2.4/62
Kerbweight kg	1487	1512	1735	1737
Payload kg	1063	1038	1415	1413
GVW kg	2550	2575	3150	3150



Seat availability Transit Buses

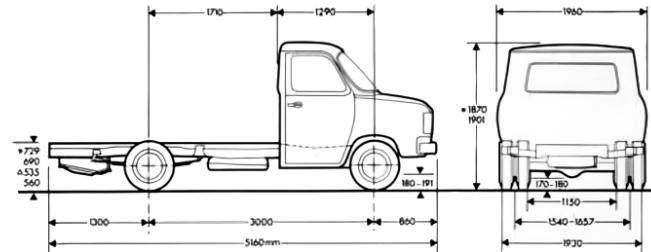
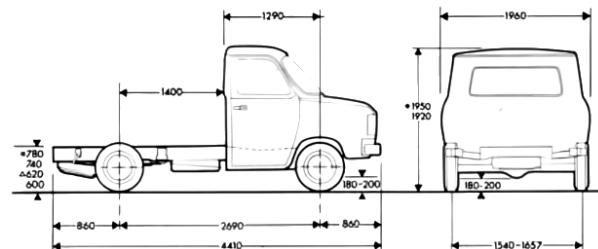


12 seat

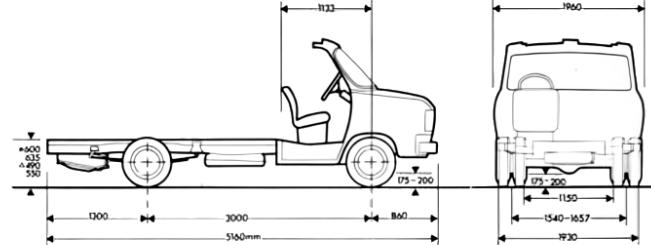
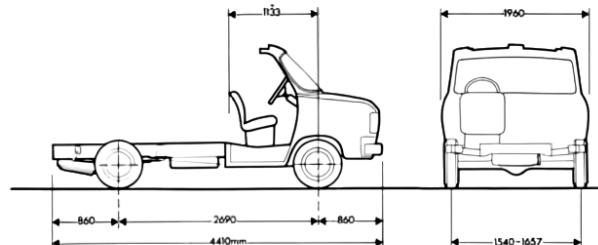


15 seat

Chassis Cab	100	120	130	160	190
Petrol					
Standard Engine L/PS	1.6/63	1.6/63	2.0/78	2.0/78	2.0/78
Kerbweight kg	1011	1060	1216	1224	1400
Nominal Body Payload Allowance kg	1275	1400	1482	1775	2130
GVW kg	2400	2550	2800	3100	3500
Diesel					
Standard Engine L/PS	2.4/62	2.4/62	2.4/62	2.4/62	2.4/62
Kerbweight kg	1157	1191	1344	1348	1435
Nominal Body Payload Allowance kg	1220	1275	1540	1635	2000
GVW kg	2450	2575	3000	3150	3500

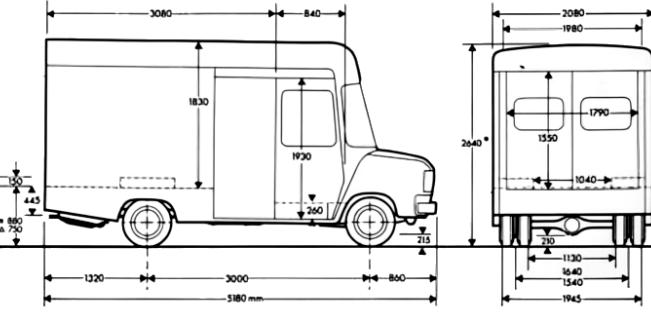
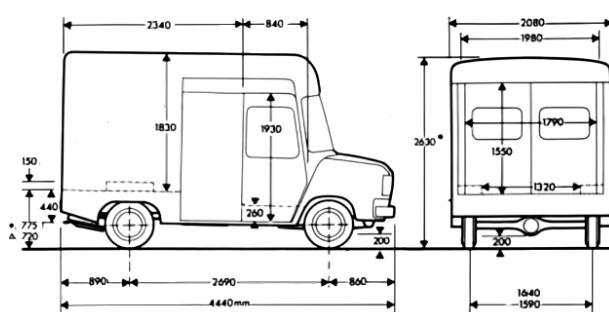


Chassis Windshields	80	100	120	130	160	190
Petrol						
Standard Engine L/PS	1.6/63	1.6/63	1.6/63	2.0/78	2.0/78	2.0/78
Kerbweight kg	880	871	920	1076	1084	1260
Payload kg	**	**	**	**	**	**
GVW kg	1995	2400	2550	2800	3100	3500
Diesel						
Standard Engine L/PS	2.4/62	2.4/62	2.4/62	2.4/62	2.4/62	2.4/62
Kerbweight kg	1061	1017	1051	1204	1208	1387
Payload kg	**	**	**	**	**	**
GVW kg	2150	2450	2575	3000	3150	3500



**Dependent on body type

Parcel Van	100	160
Petrol		
Standard Engine L/PS	2.0/78	2.0/78
Kerbweight kg	1431	1705
Payload kg	1019	1560
GVW kg	2450	3265
Diesel		
Engine L/PS	2.4/62	2.4/62
Kerbweight kg	1630	1883
Payload kg	920	1437
GVW kg	2550	3320

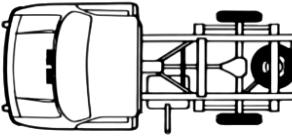


Δ Laden. Dependent on model

** Dependent on body type

TRANSIT RANGE— ONE OF THEM WILL SOLVE YOUR TRANSPORT PROBLEM

Transit can provide the perfect solution to your transport requirements. 2 wheelbases, 6 payload versions and 3 engines from which to choose. You require a vehicle for even more specialised application? Transit chassis cabs are ideal for a multitude of special bodies. Just pick the Transit that fits your own requirements in terms of payload, size, power etc. It's as simple as that.

2 Wheelbases	2.70 m (106 in)		
3 Engines			
	Std. 1.6i/63.2 PS (62.3 net bhp) Opt. 2.0i/78 PS 2.4i Diesel/62 PS (58 net bhp)	Std. 1.6i/63.2 PS (62.3 net bhp) Opt. 2.0i/78 PS (66.6 bhp) 2.4i Diesel/62 PS (58 net bhp)	Std. 2.0i/78 PS Opt. 2.4i Diesel/62 PS (58 net bhp)
6 Variants	80	100	120
Van	 2070 2175	 2400 2500	 2450 2575
Kombi	 2120 2175	 2400 2500	 2450 2575
Bus			12-Seater  2450 2550
			15-Seater  3100 3150
			17-Seater  3100 3150
Chassis Cab		 2400 2450	 2450 2575
		 2800 3000	 3100 3150
		 3500 3500	

TECHNICAL DATA

Engine Specifications		1.6 litre Petrol LC	2.0 litre Petrol LC	2.4 litre Diesel
Capacity cc		1599	1993	2360
Bore x Stroke	mm in	80.98 x 77.62 3.188 x 3.056	90.8 x 77.0 3.573 x 3.031	93.7 x 85.6 3.69 x 3.37
Max power PS (Gross bhp)		63 (73)	78	62 (61)
at rpm		5000 (5000)	4500 (4750)	3600 (3600)
Max torque mkg (lb ft)		11.2 (88)	15.0	13.7 (95.5)
at rpm		2500 (2500)	2800 (2500)	2500 (2200)
Compression ratio : 1		8.1	8.2	21.5
Model		80	100, 120	130, 160, 190
Engine	Standard	1.6 litre Petrol LC	1.6 litre Petrol LC	2.0 litre Petrol LC
	Optional	2.0 litre Petrol LC 2.4 litre Diesel	2.0 litre Petrol LC 2.4 litre Diesel	2.4 litre Diesel
Clutch mm (in)	Standard	215 (8.5)		
	Optional	240 (9.5) (mandatory with diesel & parcel van) 265 (10.5) (diesel only)		
Transmission	Standard	4-speed fully synchronised, floor shift		
	Optional	Ford C3 Automatic Transmission (not 125 or 100L and with 2.0 litre petrol engine only).		
Rear Axle Ratios*		4.11, 4.44, 4.63, 5.14, 5.83		
Brakes	Service	Dual circuit hydraulic – Vacuum servo booster		
	Service	Front Disc	Disc	Disc
	Rear	Drum	Drum	Drum
	Handbrake	Mechanical		
Wheelbase mm (in)		2690 mm (106)	2690 mm (106)	3000 mm (118)
Wheels		Pressed Steel Styled	Pressed Steel Styled (100 Van, 12 seat Bus) Press Steel (100 C/Cabs, all 120 models)	Press Steel
Turning Circle (wall/wall) m (ft)		11.0 (36.1)	11.0 (36.1)	12.0 (39.5)
Steering		Recirculating Ball		
Fuel Tank litres (gals.)	Standard	42 (9.25)	42 (9.25)	68 (16)
	Optional	68 (15)	68 (15)	
Electrical System	Alternator			
	Standard Battery	44 ampere		
	Optional Battery	55 ampere (petrol only) 68 ampere (standard with diesel) 2 x 68 ampere (diesel only)		
Diesel Cold Start Equipment				
-10°C (Standard on all Diesel engined Transits)	Standard	1 x 68 ampere battery with Thermostart		
	Optional	Ether Start Pilot		
	Optional	2 x 68 ampere batteries		
-20°C	Standard	2 x 68 ampere batteries with Thermostart and Ether Start Pilot		

*Dependent on model

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This is a European catalogue. Illustrations do not necessarily depict vehicle specifications available in every market or the standard equipment level. 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.

For exact information about any particular model please consult your Ford Truck Specialist Dealer.

