



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 side load 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

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

THE DRIVERS' TRANSIT

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

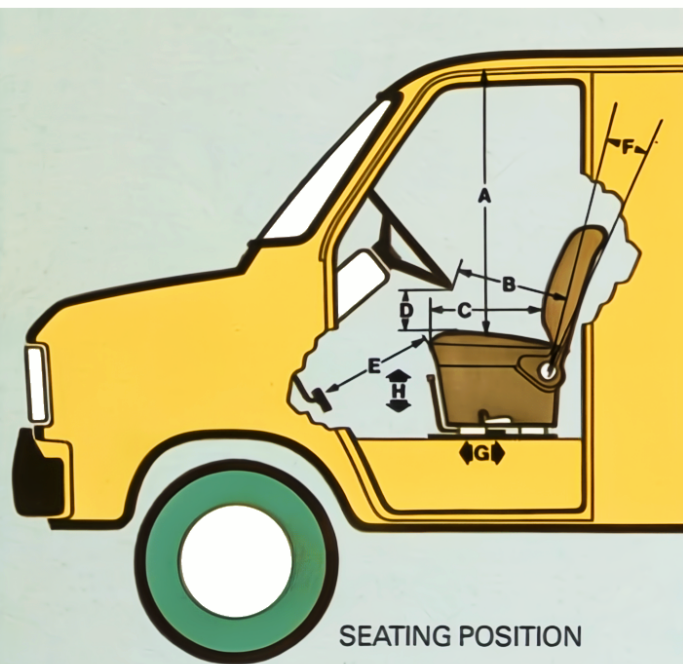
- For the driver a deeper contoured seat.
- For passengers – a single or dual seat to fully utilise the three man cab.
- All seats in rich brown embossed vinyl or brown striped cloth on Custom versions.
- For the driver – adjustable fore and aft and for rake. In the Custom version, for height also.



Custom Pack seat

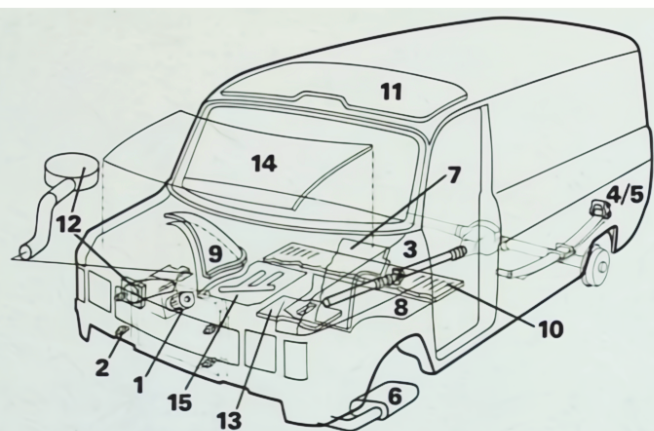
Custom Pack specification Bus, with optional radio illustrated





SEATING POSITION

- | | |
|--|--|
| A 910mm | C 450mm |
| B 540mm When Backrest is in most forward position | 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.

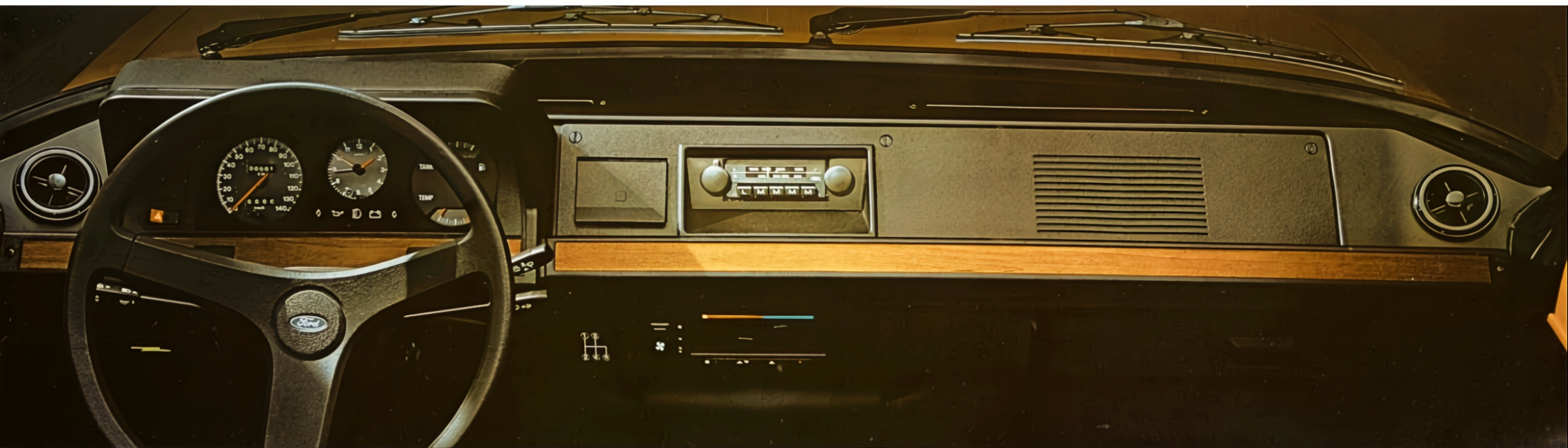
RIDE

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 windscreen wipers and electric wash
- High pressure headlamp wash. (Optional)
- Intermittent windscreen wash.

HEATING/DEFROSTING

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

STOWAGE

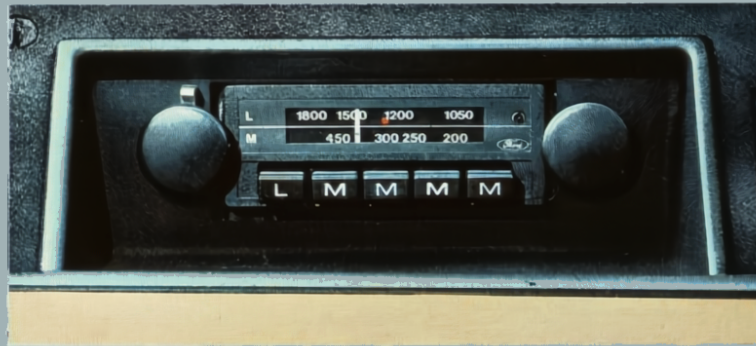
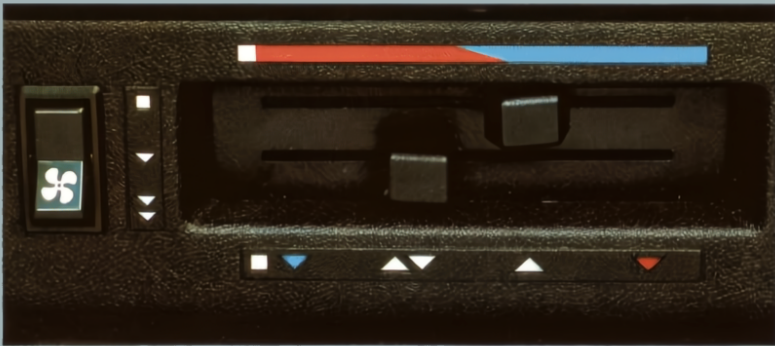
- Fascia designed to take clipboard
- High capacity glove box in lower fascia, with a lid on Custom versions
- Stowage bin in driver's door. (Optional)

AUTOMATIC TRANSMISSION

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

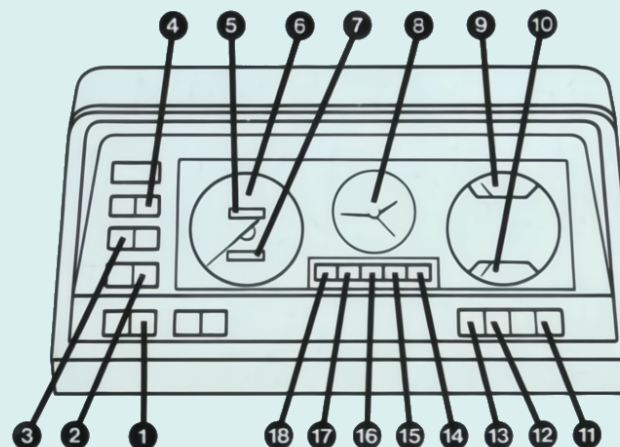
THE PERSONAL TOUCH

- 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

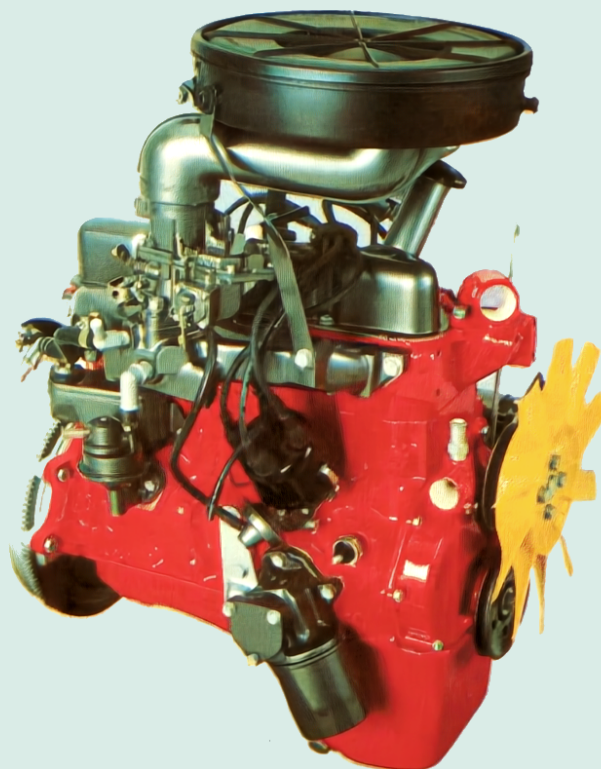


- ⑩ Temperature gauge
- ⑪ Cold start indicator light (Diesel)
- ⑫ Brake differential pressure warning light
- ⑬ Low vacuum warning light (Diesel)
- ⑭ Right-hand indicator warning light
- ⑮ Battery charge warning light
- ⑯ Main beam warning light
- ⑰ Oil pressure warning light
- ⑱ Left-hand indicator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

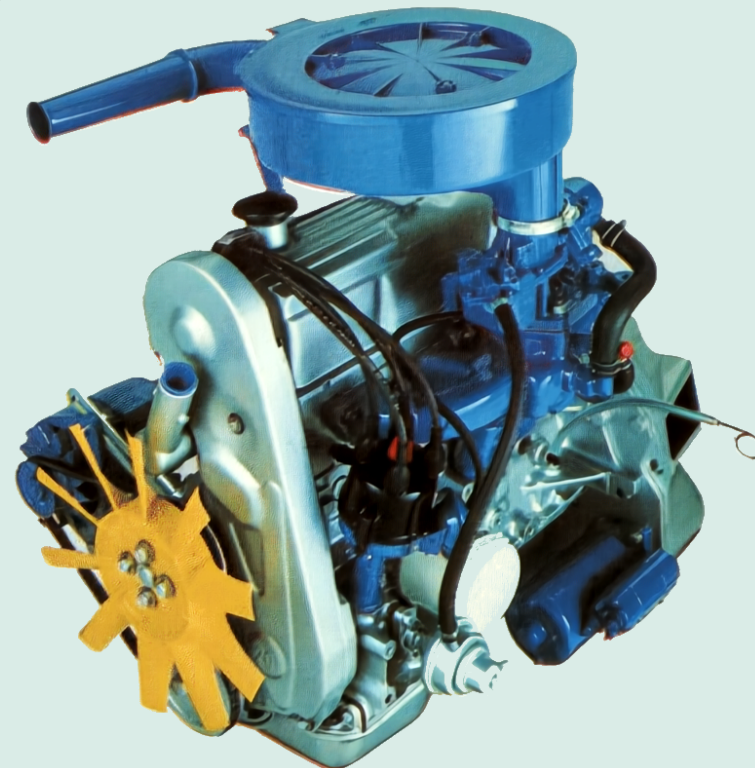
'R Module' Instrument Panel
Custom Pack Diesel illustrated.

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

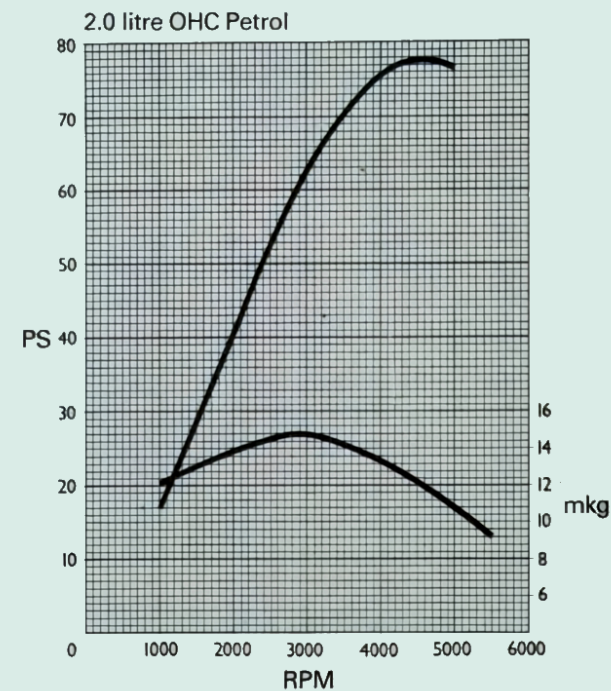
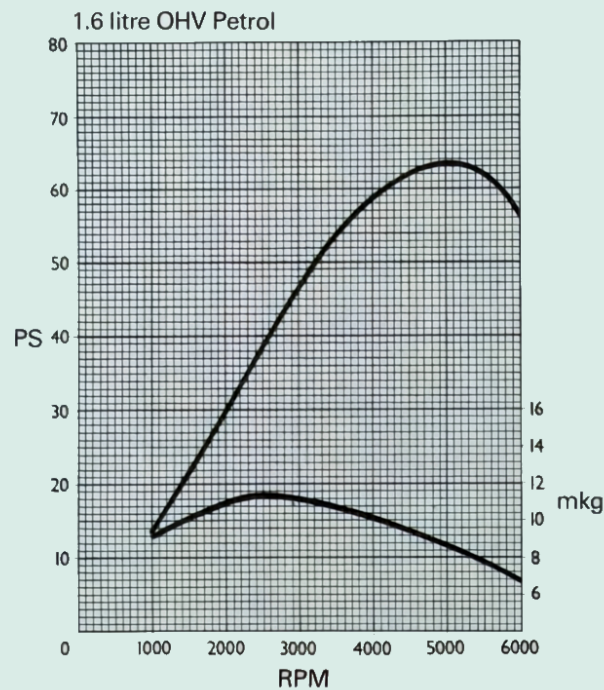
There are two:

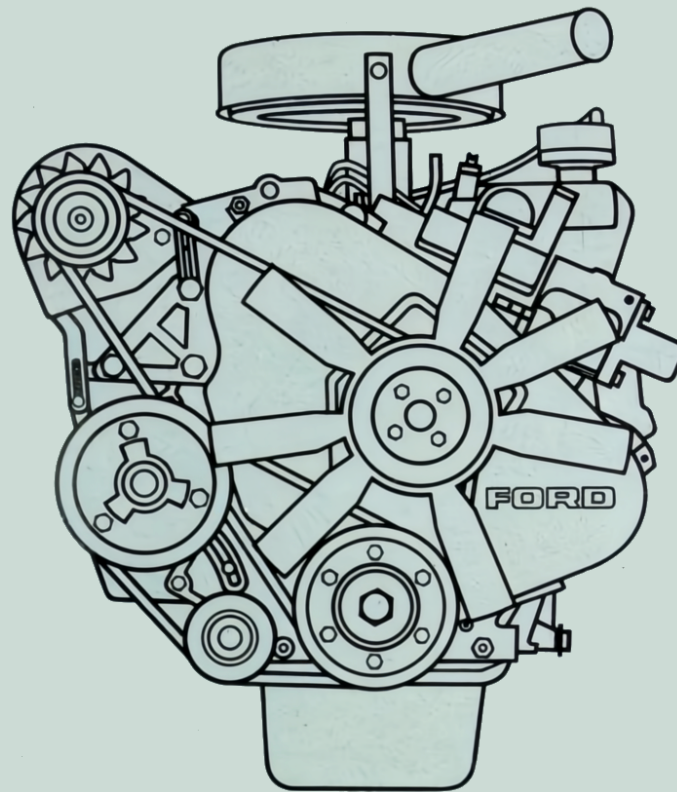
- 1.6 OHV – 63 PS
- 2.0 litre OHC – 78 PS

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.





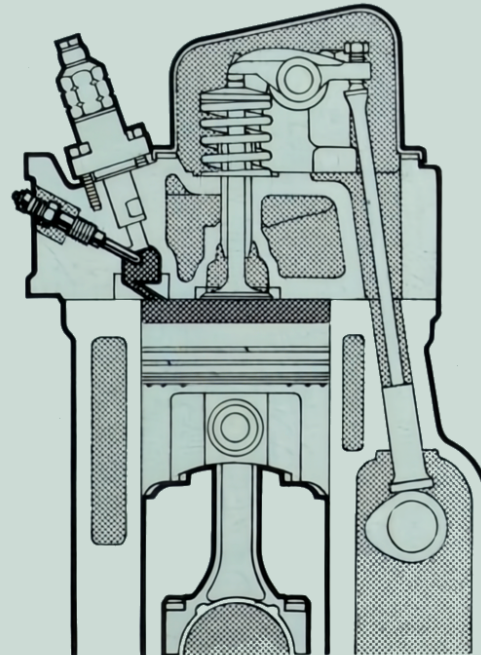
DIESEL ENGINE

• 2.4 litre – 62 PS

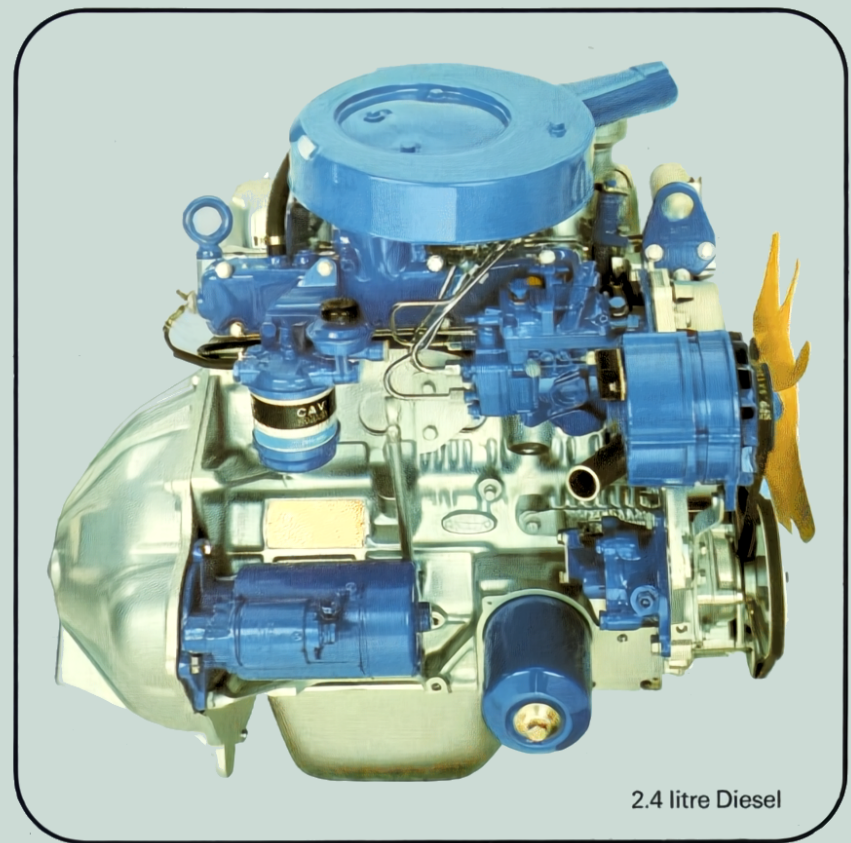
The diesel engine option is available in all Transit variants. In many types of operation diesel engines offer unique opportunities for economy compared with petrol engines. It will depend upon your type of operation, the price of diesel fuel relative to petrol and your annual mileage. If in doubt your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

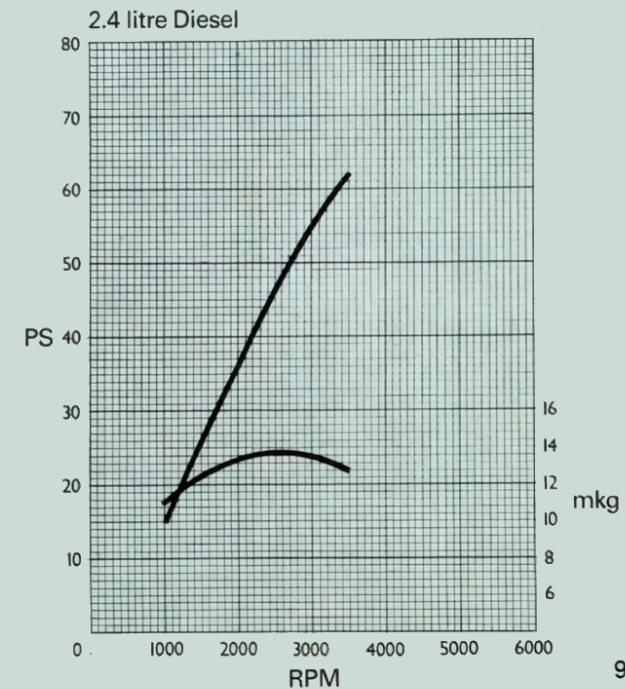
In addition, the Ford 2.4 litre diesel is fitted with glow-plug cold start equipment for the simplest and most effective starting procedure available.



Glow Plug
Cold Start



2.4 litre Diesel



EFFICIENCY

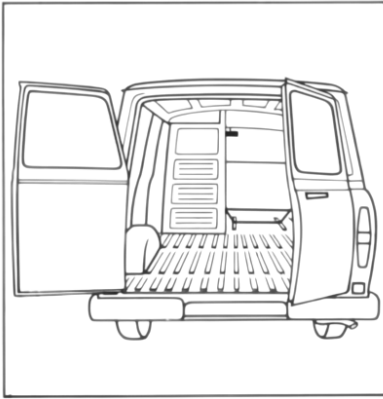
Transit's efficiency starts by allowing you to buy the right vehicle for the job you have to do.

- 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 ▼

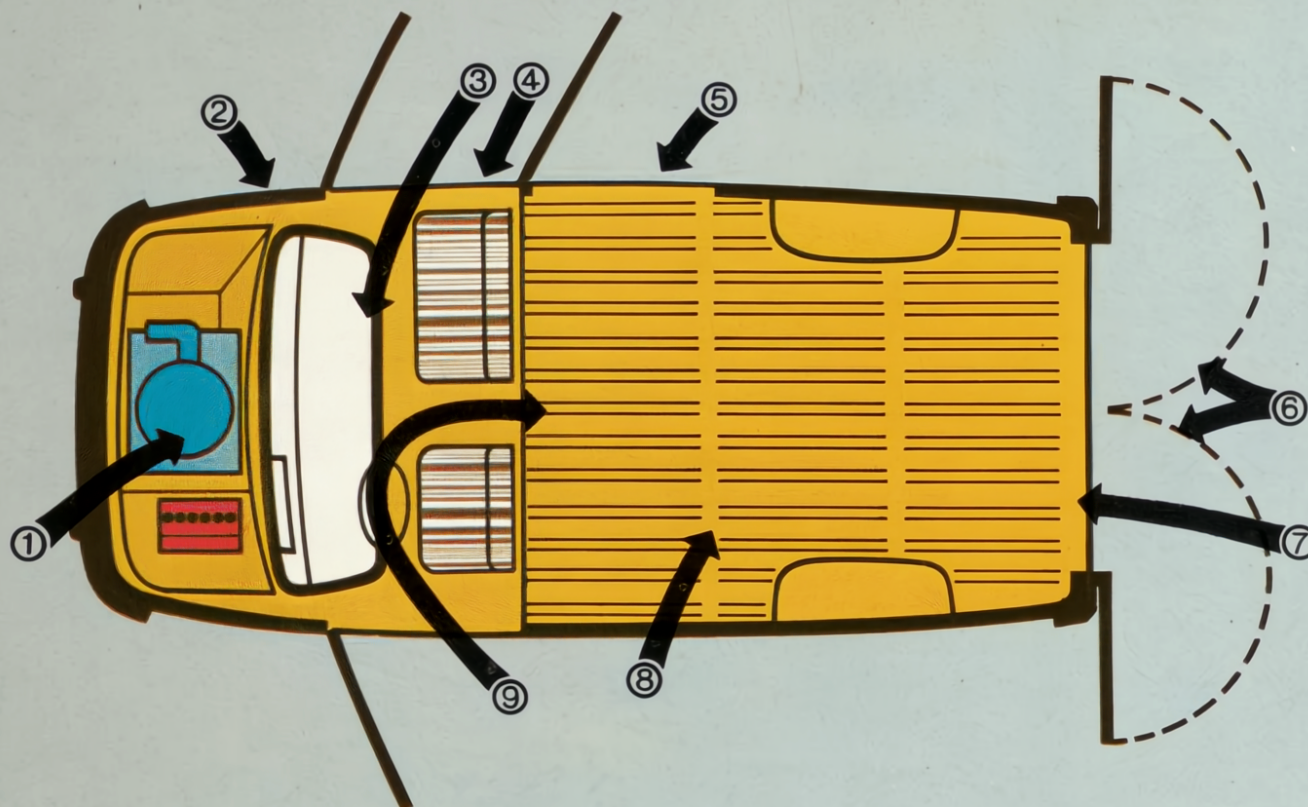


Optional half bulkhead ▼



Custom Pack specification, with standard side load 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. ►



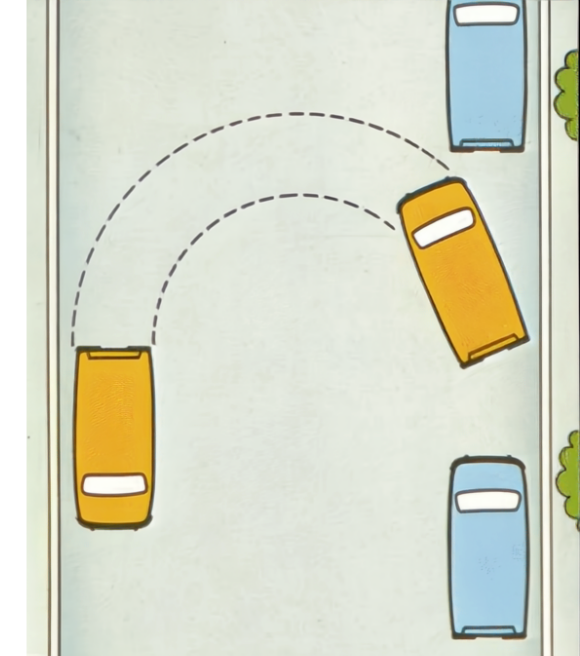
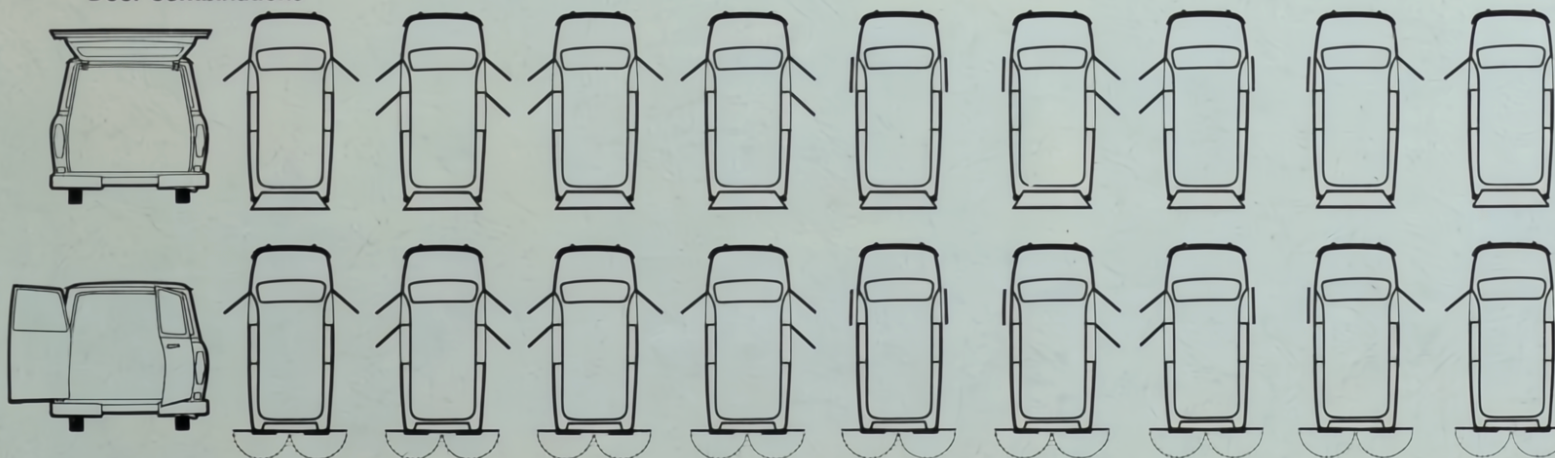


- 1** Engine clear of cab and load area for excellent accessibility.
2 Engine and axle ahead of the driver absorbs much of the impact in the event of collision.

- 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.

Door Combinations



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.

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.

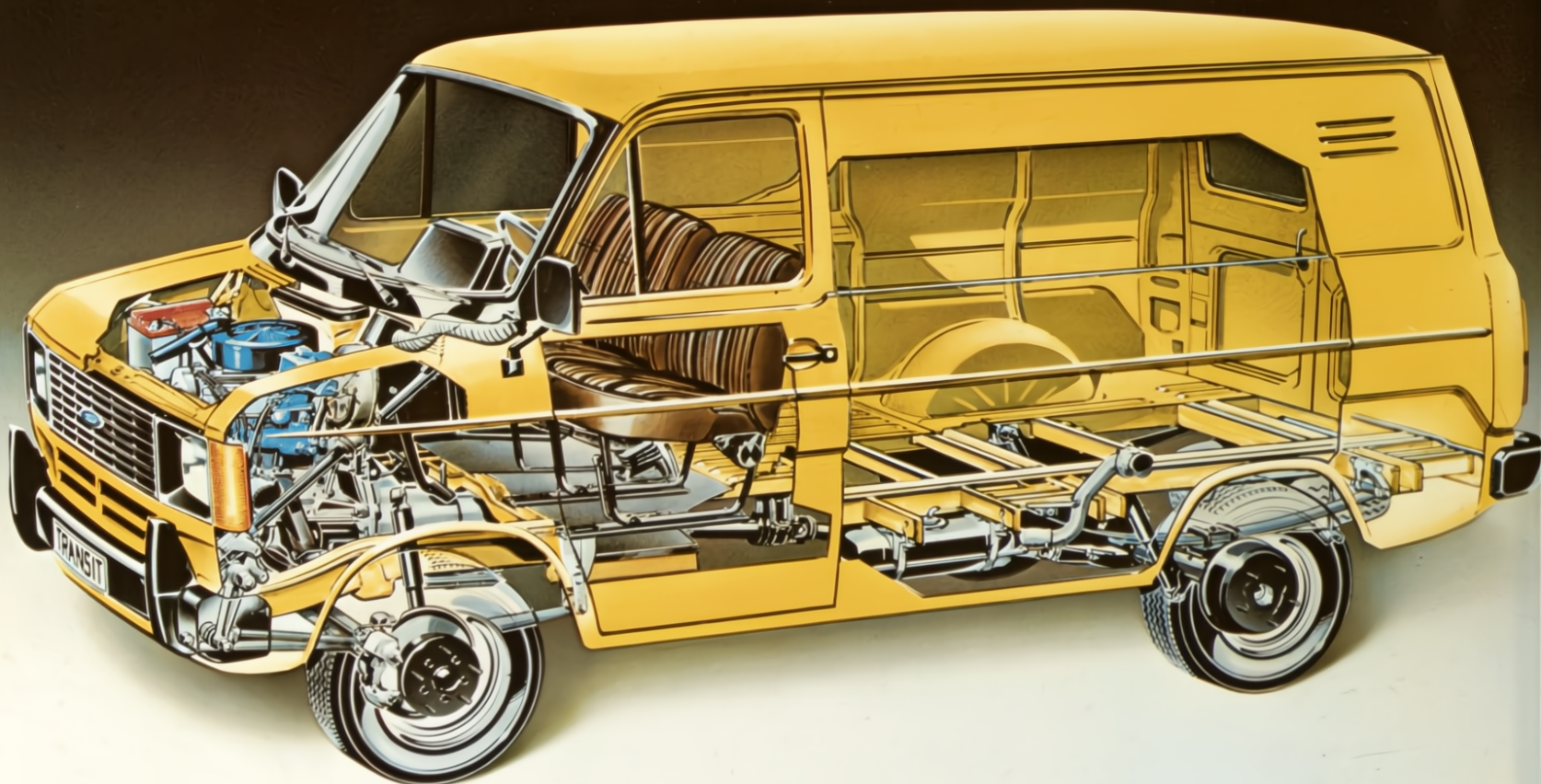
EASE OF SERVICE

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 reparability.

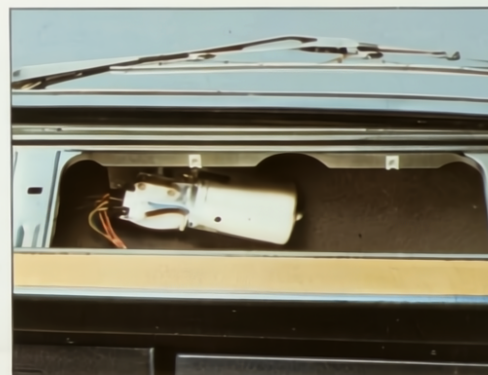
- Full width hood opening for routine servicing.
- Easily removable grille for fast engine withdrawal.
- Fuse box located in the cab.
- Fuses clearly marked for circuit identification and rapid replacement.
- Quick release panel in fascia for rapid wiper motor replacement.
- Multiplug connectors to printed 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.



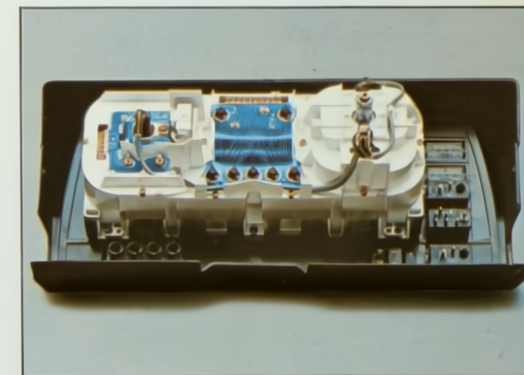
2.0 OHC Automatic Custom Pack with optional headlamp wash illustrated.



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:

| | Nominal Payload Kgs |
|---------------|---------------------|
| • Transit 80 | 750 |
| • Transit 100 | 1000 |
| • Transit 120 | 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 side load 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 (3000mm) 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 |

Custom Pack specification with repeat indicators and optional headlamp wash illustrated



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

12 seat Buses are fitted with styled roadwheels/wheeltrims.

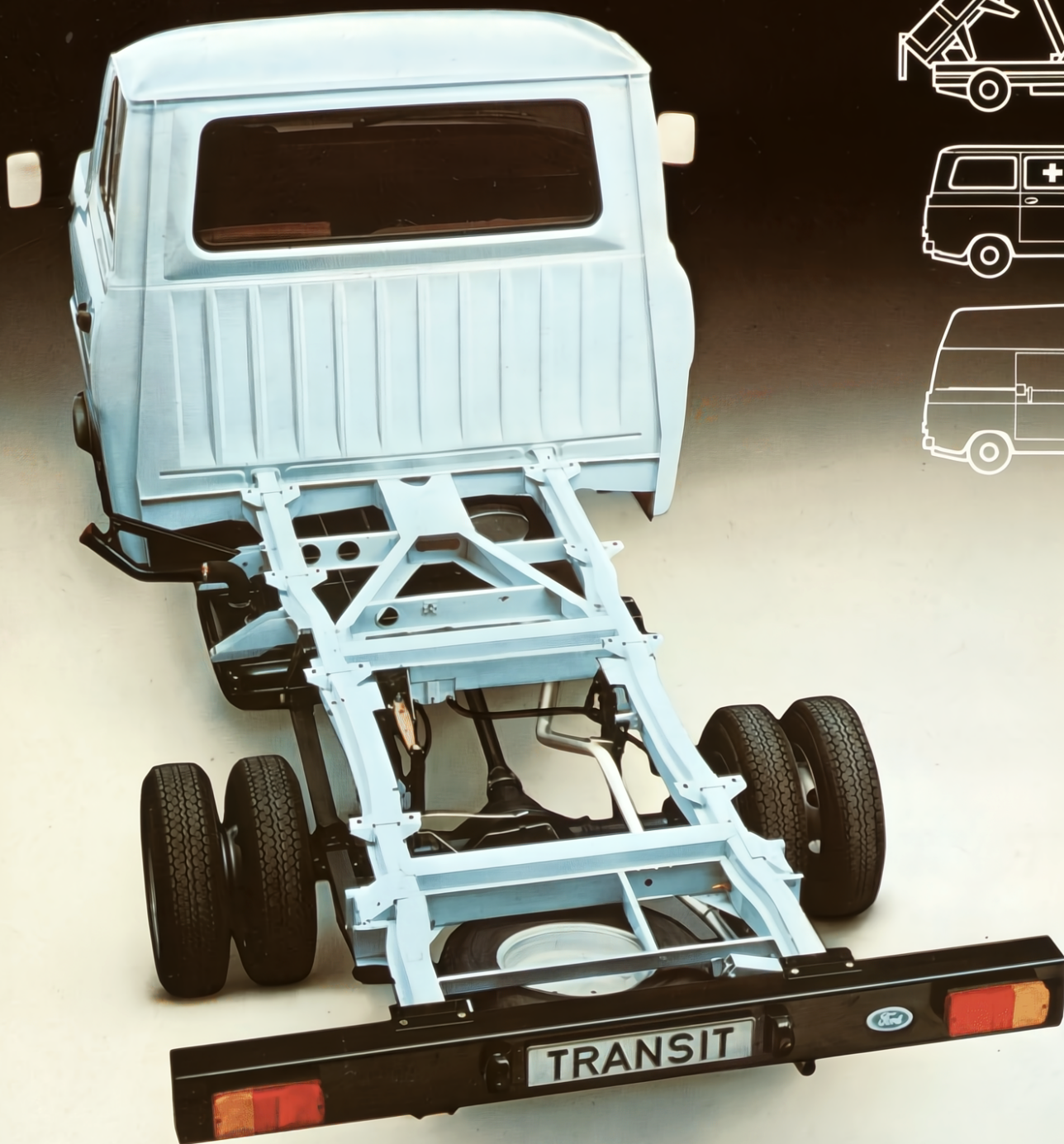
15 seat Custom specification with optional repeat indicators illustrated.



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

Custom Pack specification with optional repeat indicators, and wheeltrims. 120 Kombi are fitted with a different style roadwheel/wheeltrim to those illustrated.



TRANSIT CHASSIS CAB

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

Short Wheelbase (2690 mm)

| | |
|---------------|------|
| • Transit 100 | 1280 |
| • Transit 120 | 1400 |

Long Wheelbase (3000 mm)

| | |
|---------------|------|
| • Transit 130 | 1482 |
| • Transit 160 | 1775 |
| • Transit 190 | 1950 |

Nominal Body/
Payload Allowance Kgs

- 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.

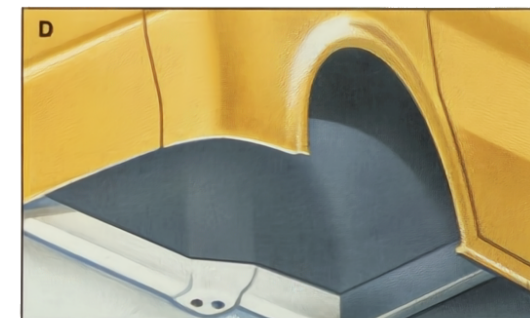
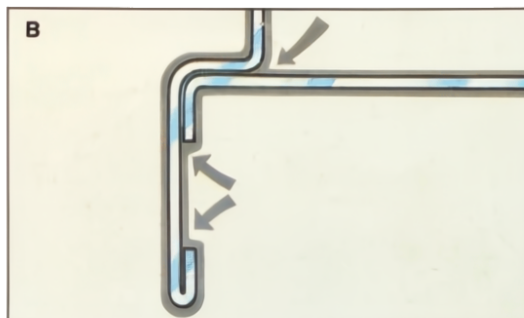
An advanced technology primer is used in the Cathodic process which has inherently superior corrosion inhibiting properties. Additionally, the Cathodic system provides very effective 'raw edge' protection to the vulnerable edges of door panels and other areas liable to damage from stone chippings, by inhibiting corrosion creepage from paint scratches.

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

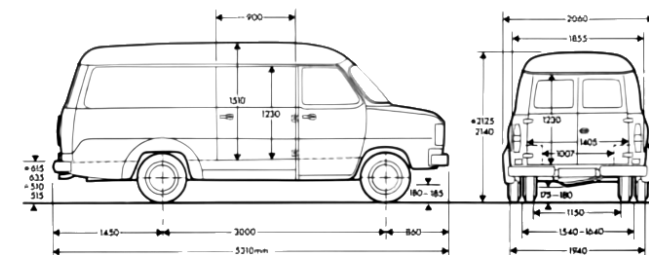
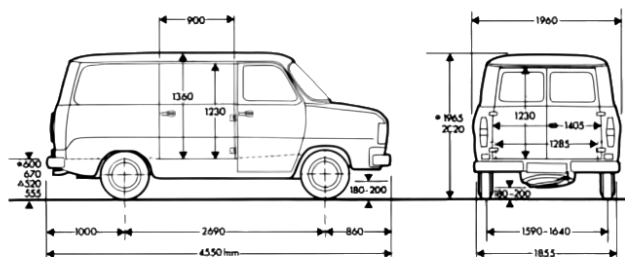
Stone chippings can severely damage the vehicle underbody around the wheelarches. Accordingly wheelarches and the adjacent underbody areas are treated with a tough, resilient PVC coating.



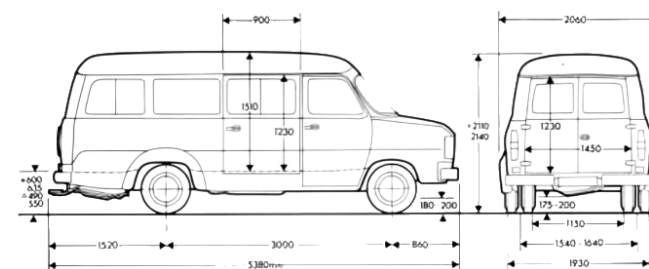
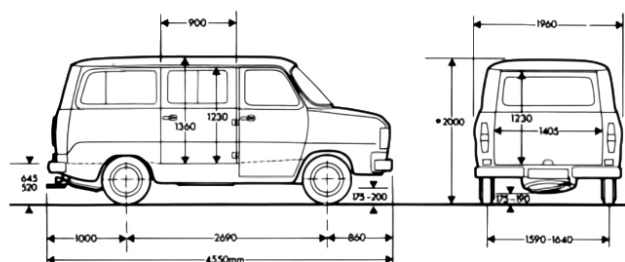
- A Cathodic electrocoat tank
- B Cathodic electrocoat "throwing power"
- C Wax injection in internal cavities
- D Underbody PVC

DIMENSIONS AND SPECIFICATIONS

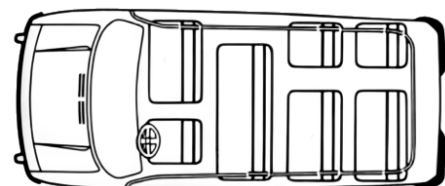
| Van | 80 | 100 | 120 | 130 | 160 | 190 |
|----------------------|--------|--------|--------|--------|--------|--------|
| Petrol | | | | | | |
| Standard Engine L/PS | 1.6/63 | 1.6/63 | 1.6/63 | 2.0/78 | 2.0/78 | 2.0/78 |
| Kerbweight kg | 1203 | 1213 | 1255 | 1429 | 1437 | 1464 |
| Nominal Payload 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 |



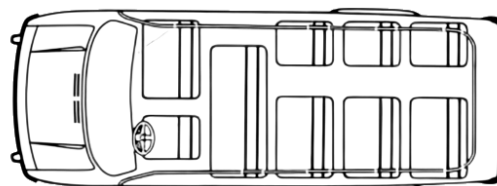
| Bus/Crewbus | 12 Seat Bus | 13 Seat Crewbus | 15 Seat Bus | 17 Seat Crewbus |
|----------------------|-------------|-----------------|-------------|-----------------|
| Petrol | | | | |
| Standard Engine L/PS | 1.6/63 | 1.6/63 | 2.0/78 | 2.0/78 |
| Kerbweight kg | 1335 | 1376 | 1614 | 1620 |
| Payload 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

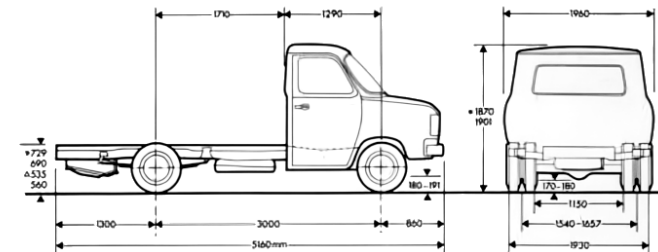
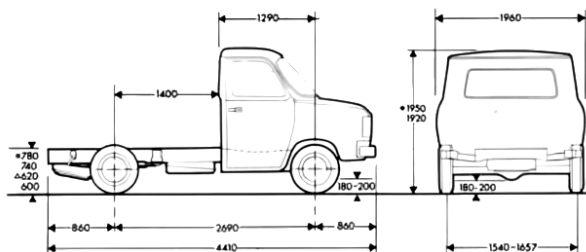


12 seat



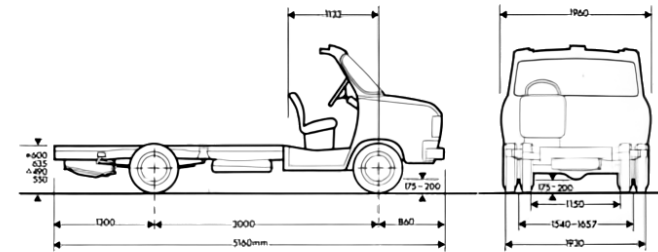
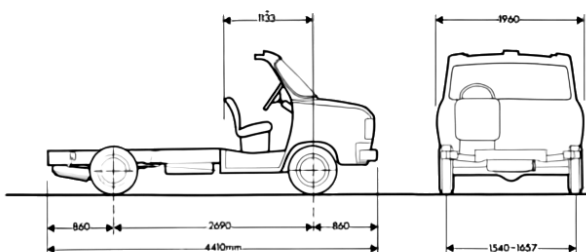
15 seat

| 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 |

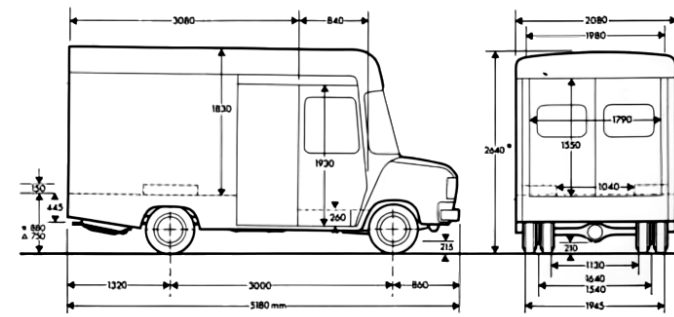
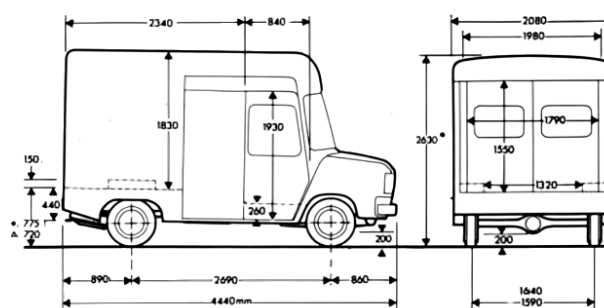


| Chassis Windshields | 80 | 100 | 120 | 130 | 160 | 190 |
|----------------------|--------|--------|--------|--------|--------|--------|
| Petrol | | | | | | |
| Standard Engine L/PS | 1.6/63 | 1.6/63 | 1.6/63 | 2.0/78 | 2.0/78 | 2.0/78 |
| Kerbweight kg | 880 | 871 | 920 | 1076 | 1084 | 1260 |
| Payload 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) | | | 3.00 m (118 in) | | |
| 3 Engines | Std. 1.6l/63.2 PS (62.3 net bhp) Opt. 2.0l/78 PS 2.4l Diesel/62 PS (58 net bhp) | | | Std. 2.0l/78 PS Opt. 2.4l Diesel/62 PS (58 net bhp) | | |
| 6 Variants | 80 | 100 | 120 | 130 | 160 | 190 |
| Van |  |  |  |  |  |  |
| Petrol GVW kg Diesel GVW kg | 2070 2175 | 2400 2500 | 2450 2575 | 2800 3000 | 3100 3150 | 3500 3500 |
| Kombi |  |  |  |  |  |  |
| Petrol GVW kg Diesel GVW kg | 2120 2175 | 2400 2500 | 2450 2575 | 2800 3000 | 3100 3150 | 3500 3500 |
| Bus | | | 12-Seater  | 15-Seater  | | |
| Petrol GVW kg Diesel GVW kg | | | 2450 2550 | 3100 3150 | | |
| | | | 13-Seater  | 17-Seater  | | |
| Petrol GVW kg Diesel GVW kg | | | 2550 2575 | 3100 3150 | | |
| Chassis Cab | |  |  |  |  |  |
| Petrol GVW kg Diesel GVW kg | | 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 |
| | | Rear | 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 | 1 x 68 ampere battery with Thermostart | | |
| (Standard on all Diesel engined Transits) | 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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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.

