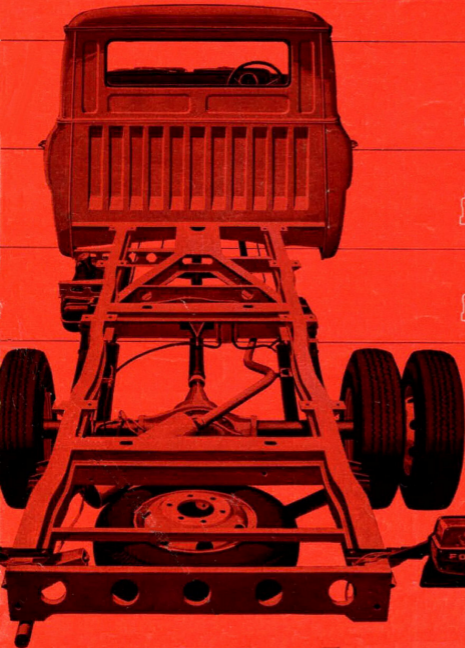


BUILD YOUR DELIVERY SERVICE ON A SOLID BASIS!

FORD TRANSIT



CUSTOM BUILT FOR THE JOB
on the rugged new 17 cwt. or
30 cwt. chassis cab, or
35 cwt. chassis windshield.



NOW AVAILABLE!

17_{CWT.} AND 30_{CWT.} () CHASSIS CABS OR 35_{CWT.} () CHASSIS WINDSHIELD FOR YOUR OWN CUSTOM-BUILT BODY

NEW DESIGN FLEXIBILITY

Drycleaners like tall van compartments for clothes deliveries. Bakers like lower roofs for their bread vans. Greengrocers like wide trays. They get what they want by custom-building exactly the right loadspace on Ford chassis cabs—and so can you. Build on a Ford, and you'll get exactly the right vehicle for the job. You'll have the right size and the right shape so your goods will travel better. What's more, you could have a distinctive compartment shape that's exclusively yours—and at the same time ample space for your advertising message. Build on a Ford chassis cab or chassis windshield and you'll get exactly the right vehicle for your needs.

NEW HANDLING EASE

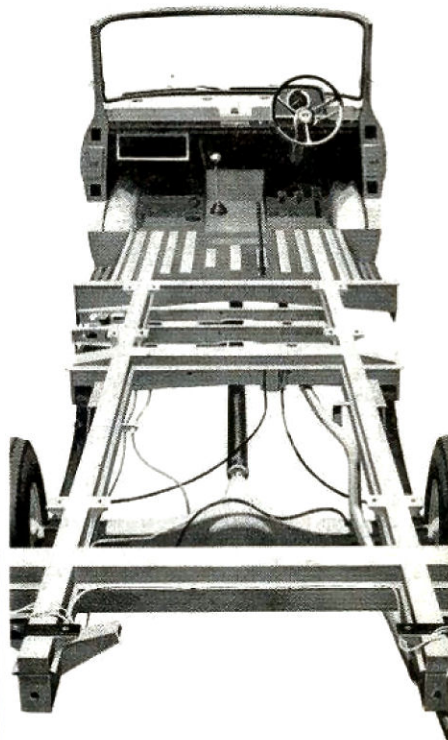
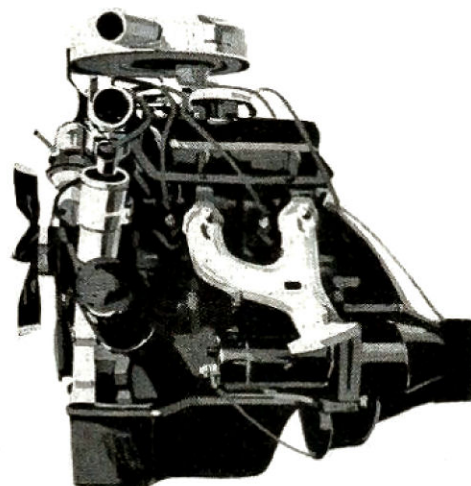
Ford designed their models so your drivers can operate more efficiently and more easily than ever before in every way. The low loading height is only 24" above ground level (25"-118" wheelbase models) and flat-floored every square inch! The small turning circle — just 24 ft. for the 17 cwt., 37.5 ft. for the 30 cwt. — makes driving easy in the most confined spaces. Add to these the car-like comfort, the complete accessibility and the powerful V4 engine and you'll see why building on a Ford will pay off with less driver fatigue, faster turn round and more profit for you.



POWERFUL V4 ENGINE



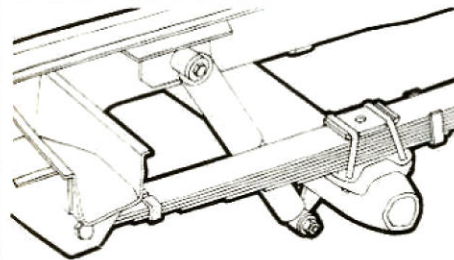
Ford's new economical V4 engine provides more than ample power (the highest horsepower and torque ratings in its class) to move a full payload. And it is surprisingly compact — only 17½" long. Perfected and fully tested, the V4 combines toughness, sparkling performance and outstanding load-moving power. Ford make two sizes: 101.5 CID for the 17 cwt. model, 121.8 CID for the 30 cwt. and 35 cwt. Either of these, linked with Ford's fully synchromesh 4-speed transmission, will give your drivers first-class acceleration for great flexibility in heavy traffic. The V4 is placed so that it is easily accessible for maintenance.



HEAVY TRUCK CHASSIS STRENGTH

Build on a Ford, and you build on a tough chassis that will give years of reliable service. Short wheelbase models have sturdy ladder-type frames, and long wheelbase models have cruciform crossmembers for extra rigidity. Heavy-duty components are all thoroughly tested to give a long, hard-working life. On the frame-mounted brackets it's easy to fit whatever compartment or tray you require. Ford chassis cabs are strong — all steel construction. Check for yourself at your Ford dealer!

TRUCK SUSPENSION



Ford chassis cabs have a solid 1-beam section front axle, semi-elliptic springs, and heavy duty telescopic shock absorbers front and rear. Designed for strength and simplicity, this tough suspension gives excellent stability and efficient cushioning whether the vehicle is fully laden or empty. Accessibility makes for easy maintenance.

12,000-MILE, 12-MONTH
(whichever comes first)

WARRANTY

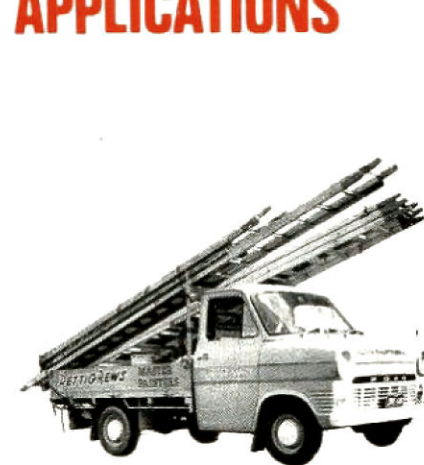
ON ALL FORD TRUCKS
(excluding normal maintenance parts and service)

Ford trucks give you warranty protection for 12,000 miles or 12 months, whichever comes first, excluding tyres and tubes, which are warranted by their manufacturer. Every Ford truck is warranted against defects in materials and workmanship for this period. Owners are responsible for normal maintenance.

LOW COST DEALER SERVICE & PARTS SUPPLY

Your Ford Transit Van is backed by over 400 Ford Dealers' low-cost specialised service, and the ready supply of genuine low-cost FoMoCo parts. Servicing is needed only every 5000 miles. There are only 4 grease points to lubricate.

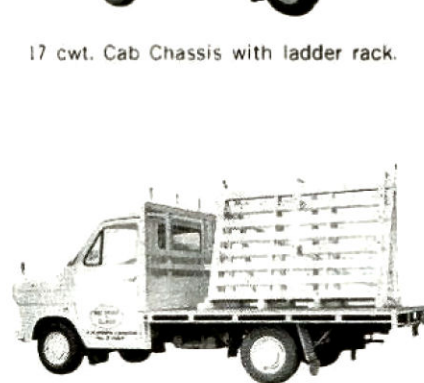
TYPICAL CUSTOM-BUILT APPLICATIONS



17 cwt. Cab Chassis with ladder rack.



30 cwt. Cab Chassis with delivery body for departmental stores.



17 cwt. Cab Chassis with tray body and plate glass carrier.



30 cwt. Cab Chassis with Custom-built mobile construction service unit.



17 cwt. Cab Chassis with Custom-built bread delivery body.



30 cwt. Cab Chassis with drop side body for general carrier utilization.

ABRIDGED SPECIFICATIONS:

	Short Wheelbase (106")	Long Wheelbase (118")
BODY AVAILABILITY	17 cwt. Chassis Cab	30 cwt. Chassis Cab 35 cwt. Chassis Windshield
GROSS VEHICLE WEIGHT	4,625 lb.	6,600 lbs.-7,200 lbs.
APPROXIMATE PAYLOAD	17 cwt.	30 cwt. 35 cwt.
OVERALL LENGTH	Chassis Cab, 169 in.	Chassis Cab, 198 in. Chassis Windshield, 198 in.
LOADING HEIGHT	24.0 in. unladen	25.0 in. unladen (At rear on 7.00-14 tyres)
ENGINE	Ford V4, 1.7 litre petrol. Capacity, 101.5 cu. in. Compression ratio, 7.7:1. Gross bhp, 73 at 4,750 RPM. Gross torque, 91 lb./ft. at 3,000 RPM.	Ford V4, 2.0 litre petrol. Capacity, 121.8 cu. in. Compression ratio, 7.7:1. Gross bhp, 85.5 at 4,750 RPM. Gross torque, 114 lb./ft. at 2,750 RPM.
CLUTCH	8.5 in. single dry plate, diaphragm-spring type.	8.5 in. single dry plate, diaphragm-spring type.
GEARBOX	Ford 4-speed fully synchromesh	Ford 4-speed fully synchromesh
PROPELLER SHAFT	1300 Series-type universal joints.	1310 Series-type universal joints (two-piece shaft).
REAR AXLE	Ford hypoid-bevel, with three-quarter floating drive shafts. Capacity, 3,400 lb. Crown-wheel diameter, 7.29 in. Ratio, 4.625 to 1.	Ford hypoid-bevel, with fully floating drive shafts. Capacity, 5,200 lb. Crown-wheel diameter, 8.75 in. Ratio, 5.143 to 1.
FRONT AXLE	Ford 1-beam reversed Elliot. Cap. 2,250 lb. Beam section, 2.04 in. x 1.50 in. x 0.21 in.	Ford 1-beam. Capacity, 2,250 lb. Beam section, 2.04 in. x 1.50 in. x 0.21 in.
STEERING	Ford re-circulating ball type. Ratio, 19.88 to 1. Steering wheel diameter, 16 in.	Ford re-circulating ball type. Ratio, 19.88 to 1. Steering wheel diameter, 16 in.
SUSPENSION	Front: 1,090 lb. capacity, 3-leaf asymmetric, semi-elliptic springs, 47.25 in. x 2.36 in. Rear, Chassis Cab 1,500 lb. capacity, 6-leaf progressive rate, semi-elliptic springs, 46.0 in. x 2.36 in.	Front: 1,090 lb. capacity, 3-leaf asymmetric, semi-elliptic springs, 47.25 in. x 2.36 in. Rear: Chassis Cab 2,325 lb. capacity, 7-leaf progressive rate, slipper ended, semi-elliptic springs, 50.0 in. x 2.36 in.
DAMPERS	Telescopic dampers are standard at front and rear.	Telescopic dampers are standard at front and rear.
BRAKES	Lockheed drum, hydraulic actuation. Front-two leading shoe, 9 x 2.75 in. Rear-leading and trailing shoe, 9 x 1.75 in. The handbrake lever is connected to the rear brakes by rod and cable.	Lockheed hydraulic system, with two leading shoe units at both axles, the rear brakes giving a two-leading shoe effect in both directions. The handbrake lever is connected to the rear brakes by rod and cable. Front: 10.0 in. x 2.75 in. Rear: 10.0 in. x 2.75 in.
WHEELS AND TYRES	Standard: 7.00-14 LT on 5-K-14, 5-stud wheels.	Standard: 7.50-14 (Dual rear) on 5K-14, 6-stud wheels.
ELECTRICAL SYSTEM	12-volt negative earth with 43-amp alternator as standard battery: 38 amp/hour.	12-volt negative earth with 43-amp alternator as standard battery: 38 amp/hour.
FUEL TANK	9.25 Imp. gals., rectangular, below left of main frame, mid axles.	15 Imp. gals., rectangular, below left of main frame, mid axles.
SPARE-WHEEL CARRIER	Under floor, mounted at rear.	Under rear body floor.

CHASSIS DIMENSIONS:

17 cwt.

