

COURIER

The new breed



The new Ford Courier.

A new breed of one-tonne trucks.

They look tough. But more importantly, they're built tough, through and through. That's new Ford Courier – the new breed of tough one-tonners.

One look and you'll know that this truck has the power to move a one-tonne payload with ease. And to go on moving it. Year after hard-working year.

You'll also notice a lot of other things about Ford Courier. It's wider, so there's a wider load space. Being wider, there's more elbow room in the cab. And there's more comfort too. With a high standard of interior appointments and quiet running you just don't expect in a one-tonne truck. All wrapped up in a muscular body style you'll be proud to put your name on.

New Ford Courier. It is the new breed in one-tonners.



The new breed. The big breed.

New Ford Courier is the biggest one-tonner in its class.

And that puts Courier ahead in the areas that count. More load space. The new Courier pick-up load area is wider and longer than the others. Impressive extra space, especially between the wheel arches, mean easier loading than ever before. Why buy smaller when you can buy the biggest one-tonner going.

More driving comfort. The new Courier cab is high, wide and handsome. Compare the headroom, legroom and shoulder-room. Then you'll see that new Courier gives you more cab room than any other one-tonner in its class. And that means 'big man' comfort.

For added toughness, all pick-up bodies are double-skinned to prevent damage to the outer panels from shifting loads. A ribbed load floor and sturdy cab-guard provide further protection.

The big new breed is here.



The new Ford Courier.

A new breed of one-tonne trucks.

They look tough. But more importantly, they're built tough, through and through. That's new Ford Courier – the new breed of tough one-tonners.

One look and you'll know that this truck has the power to move a one-tonne payload with ease. And to go on moving it. Year after hard-working year.

You'll also notice a lot of other things about Ford Courier. It's wider, so there's a wider load space. Being wider, there's more elbow room in the cab. And there's more comfort too. With a high standard of interior appointments and quiet running you just don't expect in a one-tonne truck. All wrapped up in a muscular body style you'll be proud to put your name on.

New Ford Courier. It is the new breed in one-tonners.



The big breed. The big breed.

New Ford Courier is the biggest one-tonner in its class.

And that puts Courier ahead in the areas that count. More load space. The new Courier pick-up load area is wider and longer than the others. Impressive extra space, especially between the wheel arches, mean easier loading than ever before. Why buy smaller when you can buy the biggest one-tonner going.

More driving comfort. The new Courier cab is high, wide and handsome. Compare the headroom, legroom and shoulder-room. Then you'll see that new Courier gives you more cab room than any other one-tonner in its class. And that means 'big man' comfort.

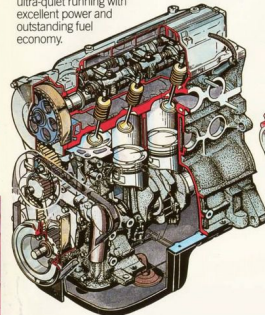
For added toughness, all pick-up bodies are double-skinned to prevent damage to the outer panels from shifting loads. A ribbed load floor and sturdy cab-guard provide further protection. The big new breed is here.



Engines. The big breed.

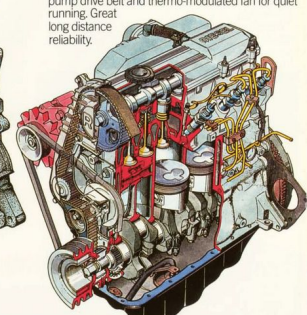
Engines – powerful, economical, reliable.

New 1.6 and 2.0 litre engines. Responsive petrol engines incorporating today's design innovations. Overhead camshaft. Lightweight cast aluminium crossflow head. Inclined valves. All features that provide ultra-quiet running with excellent power and outstanding fuel economy.



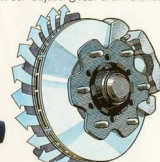
2.0L max. power up to 90 DIN PS @ 5000 RPM.
Max. torque up to 15.7 DIN kgm @ 2500 RPM.

New 2.2 litre diesel engine. Amazing power to weight performance. Overhead camshaft. Slant-bottomed pre-combustion chambers for high-swirl combustion efficiency. Three-second cold start system. Proven diesel economy. Toothed camshaft/injection pump drive belt and thermo-modulated fan for quiet running. Great long distance reliability.



2.2L max. power up to 64 DIN PS @ 4000 RPM.
Max. torque up to 13.6 DIN kgm @ 2000 RPM.

Positive braking performance. New ventilated front disc brakes for improved braking efficiency. New larger 22.9cm vacuum brake booster. New self-adjusting rear drum brakes.



With Courier's Load Sensing Gravity Valve and dual split braking circuitry, it all adds up to efficient braking power under all load and road conditions.

Floor-shift manual transmissions. All new Courier one-tonners are equipped with 'easy-shift' floor-mounted gearshifts for fast precise changing. Wide ratio transmissions provide excellent hill-climbing ability. Overdrive fifth gear is available on most models, providing added fuel economy and quiet cruising.



Added 'new breed' features.

- ☐ New recirculating ball steering system provides precise road feel with reduced steering effort.
- ☐ Large diameter clutch disc with a thicker, more wear-resistant lining for improved durability and easier operation.
- ☐ Semi-floating rear axle with increased hypoid differential offsets for quieter running.
- ☐ Easy engine bay access for service simplicity.

Illustrated – Courier Standard Cab with pick-up body and dropside tray. Optional styled steel wheels and mudflaps shown.

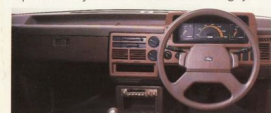
A new breed of comfort.

Roomy. Quiet. Relaxing.

Everything you want to make your working day behind the wheel a little easier.

New Courier not only gives you a roomier stretch-out cab, it's also comfortably equipped so you can drive relaxed. The wide bench seat is foam-filled and super comfortable.

There's a new instrument panel. And all controls, including those for the headlamps and three-stage wipers fall easily to hand. There's also a new highly-



efficient ventilation system complete with optional air-conditioning to help make driving more enjoyable.

The new Courier is extremely quiet on all road surfaces. Quietness starts with the engines, and you'll find that Courier's new-breed power plants are the strong, silent types. Quietness continues with double lip weatherstrials around the doors to minimise wind noise at speed.

New Courier's relaxing ride is achieved through a longer wheelbase, wider track and new front suspension.

In combination with the new 'shear-type' cab mounts, a standard of ride is delivered that approaches that of a car.

So drive relaxed with new Ford Courier – the new breed of comfort.

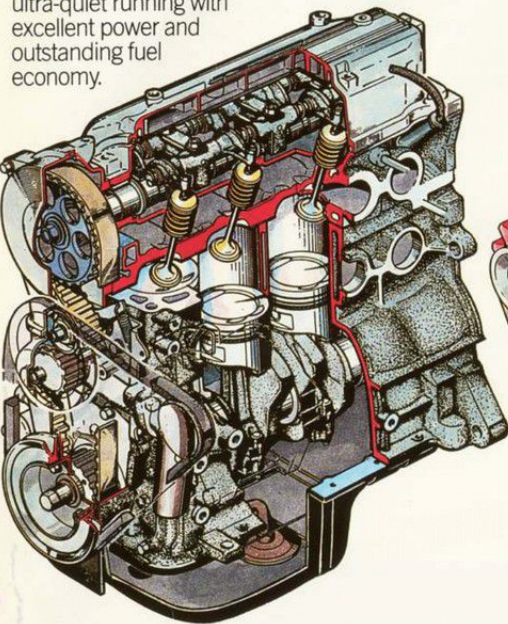
Optional AM/FM radio and seat headrests shown.



Engineering for the new breed.

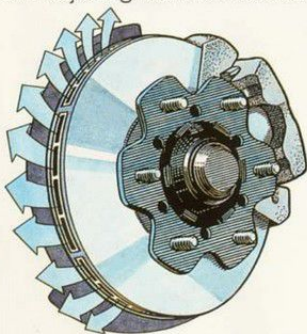
Engines—powerful, economical, reliable.

New 1.6 and 2.0 litre engines. Responsive petrol engines incorporating today's design innovations. Overhead camshaft. Lightweight cast aluminium crossflow head. Inclined valves. All features that provide ultra-quiet running with excellent power and outstanding fuel economy.



2.0L max. power up to 90 DIN PS @ 5000 RPM.
Max. torque up to 15.7 DIN kgm @ 2500 RPM.

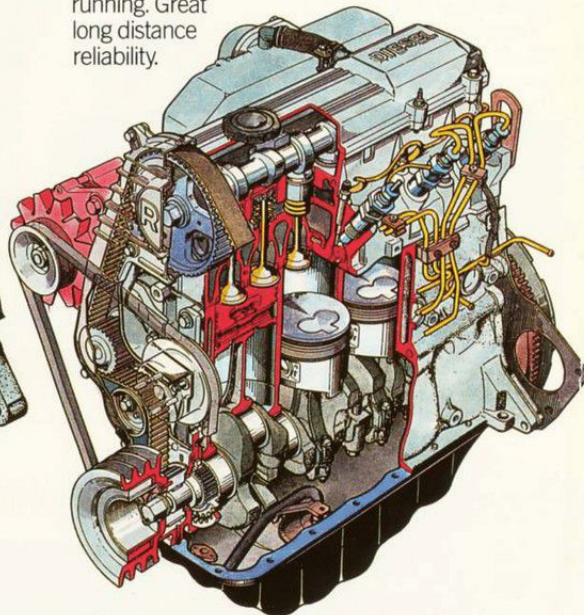
Positive braking performance. New ventilated front disc brakes for improved braking efficiency. New larger 22.9cm vacuum brake booster. New self-adjusting rear drum brakes.



With Courier's Load Sensing Gravity Valve and dual split braking circuitry, it all adds up to efficient braking power under all load and road conditions.

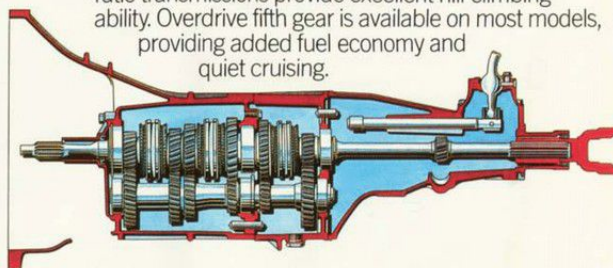
Illustrated—Courier Standard Cab with pick-up body and dropside tray. Optional styled steel wheels and mudflaps shown.

New 2.2 litre diesel engine. Amazing power to weight performance. Overhead camshaft. Slant-bottomed pre-combustion chambers for high-swirl combustion efficiency. Three-second cold start system. Proven diesel economy. Toothed camshaft/injection pump drive belt and thermo-modulated fan for quiet running. Great long distance reliability.



2.2 L max. power up to 64 DIN PS @ 4000 RPM.
Max. torque up to 13.6 DIN kgm @ 2000 RPM.

Floor-shift manual transmissions. All new Courier one-tonners are equipped with 'easy-shift' floor-mounted gearshifts for fast precise changing. Wide ratio transmissions provide excellent hill-climbing ability. Overdrive fifth gear is available on most models, providing added fuel economy and quiet cruising.



Added 'new breed' features.

- ☐ New recirculating ball steering system provides precise road feel with reduced steering effort.
- ☐ Large diameter clutch disc with a thicker, more wear-resistant lining for improved durability and easier operation.
- ☐ Semi-floating rear axle with increased hypoid differential offsets for quieter running.
- ☐ Easy engine bay access for service simplicity.

A new breed of comfort.

Roomy. Quiet. Relaxing.

Everything you want to make your working day behind the wheel a little easier.

New Courier not only gives you a roomier stretch-out cab, it's also comfortably equipped so you can drive relaxed. The wide bench seat is foam-filled and super comfortable.

There's a new instrument panel. And all controls, including those for the headlamps and three-stage wipers fall easily to hand. There's also a new highly-



efficient ventilation system complete with optional air conditioning to help make driving more enjoyable.

The new Courier is extremely quiet on all road surfaces. Quietness starts with the engines, and you'll find that Courier's new-breed power plants are the strong, silent types. Quietness continues with double lip weatherseals around the doors to minimise wind noise at speed.

New Courier's relaxing ride is achieved through a longer wheelbase, wider track and new front suspension.

In combination with the new 'shear-type' cab mounts, a standard of ride is delivered that approaches that of a car.

So drive relaxed with new Ford Courier—the new breed of comfort.

Optional AM/FM radio and seat headrests shown.



Drive the tough new breed.



It's built tough for a long working life.

New Ford Courier is built to last on a ladder-type chassis constructed from high-tensile steel. A total of seven cross-members helps resist the torsional twist caused by carrying heavy loads over uneven surfaces.

The double wishbone front suspension with torsion bar springs and trailing radius rods provides an outstandingly comfortable ride combined with all the carrying capacity you need.

The heavy-duty rear leaf springs and splayed hydraulic shock absorbers have the muscle to go on delivering a one-tonne payload with ease.

New Courier's comprehensive corrosion protection package ensures high resale values are retained.

New Courier chassis cab models are easily adaptable to your load carrying needs by fitting specialised bodies. Ask your local Ford dealer to recommend a body builder to supply a dropside tray, wood body, cage, or other customised style to suit your business.

The New Courier Range

Model Code*	Drive Position	Wheelbase	Nominal Payload	Gross Vehicle Weight (kg)	Engine	Manual Transmission
UC25 ⁺	RHD	LWB	1 Tonne	2373	1.6L Petrol	4-speed
UC28	RHD	LWB	1 Tonne	2436	2.2L Diesel	5-speed
UC31	LHD	LWB	1 Tonne	2382	2.0L Petrol	5-speed
UC32	LHD	LWB	1 Tonne	2436	2.2L Diesel	5-speed
UC33 [†]	LHD	SWB	600 kg	1893	2.0L Petrol	5-speed
UC29	LHD	LWB	1 Tonne	2373	1.6L Petrol	4-speed
UC63 [‡]	LHD	LWB	1 Tonne	2380	1.6L Petrol	5-speed

* All Courier models are standard with pickup boxes. However, chassis cab models are available to suit customised load bed requirements.

⁺ Model availability restricted to Trinidad. [†] Federalised model. [‡] Model calibrated to ECE emission levels.



The Courier range is available in various models and engine sizes in both left hand and right hand drive. Because the Courier range is distributed to a large number of countries, all with their own automotive regulations and market requirements, Courier models may be equipped and available in combinations different from those shown in this brochure.

You are therefore asked to contact your nearest Ford Dealer for the detailed specification of the Courier models offered for sale in your country. All data shown is correct at time of printing. The right is reserved to change specifications, colours and prices of the models and items illustrated and described in this brochure, at any time.

COURIER. The new breed.

