

Supervan.



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Yesterday and tomorrow

October 6th 1965. That was the day we brought out the Ford Transit. The day all other vans suddenly became old-fashioned.

In the three hectic years since then the Transit has become far and away Britain's best-selling van range. (More than a third of all new medium commercials sold are Transits.)

Why?

Other vans are just vans. Transit is a Supervan. That's the difference. The difference between vans which in some cases are up to twelve years old in basic design, and Transit—the only van built for modern conditions.

Not that the Supervan has rested on its laurels.

Transit's first three years of life have been a time of constant improvement and development. In looks, the Transit is still so far ahead that the only change we've made outside is a minor one to the radiator grille (and you'll have to look hard to notice it).

But inside, all sorts of things have been happening. We've been continually improving on our own previous best. And on everyone else's too.

First, we developed electro-painting—a unique system for undercoating and protecting every corner and crevice of the body.

We've reduced the kerbweight by using strong single leaf front springs.

And increased the payload and improved the ride at the same time.

We've introduced a special heavy-duty suspension for the really tough jobs.

Our cooling system hoses are now made entirely of reinforced neoprene. No more rupture or leakage.

More recently, we've taken a new look at the electrics. We've integrated the alternator and voltage regulator to prevent battery overcharge and simplify service. (Quite a few people haven't even got round to fitting an alternator in the first place...)

Okay. Now what about Supervan for 1969?

Well, there's lots more yet!

Improved sliding doors. Anti-theft locks on the sliding windows. Tubular rubber strips on the rear doors for better sealing.

But even more important, there are no less than twenty-three extra safety features—to make the already very safe Transit the finest 'safety-package' in its class.

The following pages provide all the details.

This is Supervan. In 1965 the most advanced van range on the road. Today—and tomorrow—even further ahead of its competitors.

Your Ford Dealer is waiting to prove it to you.

Make a date to see him soon.

Supervan power

No other van range gives you such an engine choice as Transit. Four petrol, one diesel—from 52 to 93 bhp.

And no other van gives you such power. Such snappy acceleration. Such high cruising speeds. (Some vans are positively underpowered and tend to run out of breath—even without a full load on!)

But these engines are no prima donnas. They're tremendously robust and flexible, and thrive on hard work.

The gearbox is 4-speed, all-synchromesh. Or you've the choice of automatic transmission. Both smooth and reliable.

And when it comes to matching axle ratio to power, the choice is the widest in the business for performance with economy.

Supervan space

Room galore (compare Transit with its main rival). From 178 cu. ft. in the short wheelbase van up to 390 cu. ft. in the long wheelbase parcel van. All usable. All easier to get at than in any other van.

Some competitors give you split-level flooring. Very nice in a house. But hardly practical in a van.

The Transit has a long, low flat floor. Take out the passenger seat and you've got 14½ or over 16 feet of uninterrupted load length, depending on wheelbase. Ideal for long loads.

And the Transit's practical design lets you pack in the goods—right down to that last box.

Supervan access

The Transit excels in being 'get-at-able'. In every respect. Big wide doors make loading

and unloading effortless and straightforward. (More about the doors later.)

The loading height is just right. Not so high that you have to strain to reach it—not so low you have to stoop.

Getting into the driver's seat is a very undemanding exercise. The step is low—it makes some other van entrances look like an obstacle course. And the engine's got a place of its own, up front. So there's real straight-across walk-through access: just the job for quick deliveries.

And when it comes to routine maintenance, just lift up the wide, hinged bonnet and there you are. None of this crawling-over-the-driver's-seat-to-top-up-the-oil nonsense!

And with the Transit Supervan, you don't have to remove half the load to get at the spare wheel. It's under the floor—easy to get at and not stealing valuable space.

Supervan choice

The variations on the Transit theme are so numerous that they make other manufacturers' "choice" look almost as limited, as Hobson's.

The Transit chassis is the most adaptable in existence. Production models alone offer you vans, buses, chassis and parcel vans galore—100 basic vehicles with over 1000 variants, made to measure right on the assembly line.

The number of special bodies—for all types of application—is vast. The Transit chassis provides an excellent basis for a host of intriguing 'one-off' designs of every conceivable kind.

Getting down to specifics: take doors as an example.

Transit offers you no fewer than eighteen different door combinations. (Try and find another van with a hinged driver's door and a sliding one for the passenger. Or vice versa...)

And that's not all. Transit offers you the choice of double rear doors or a big lift-up tailgate. With or without windows. Transit practicality again!

And only the Transit range offers a 35 cwt van that weighs under 30 cwt unladen!

Supervan comfort

A lot of people still can't appreciate that a goods vehicle doesn't have to be ugly and uncomfortable to be practical.

Some vans have driving compartments that would make a farm tractor blush. Full of pipes and assorted gubbins.

In some vans, you'll find yourself sharing the cab with an engine. You're either sitting next to it, which is bad; or on top of it, which is worse.

Some vans are cramped. Noisy. Smelly. Utilitarian if not decidedly spartan.

But not the Transit.

Transit treats drivers as humans. With body-contoured seats that really support. An excellent driving position with plenty of leg-room. Controls that come easily to hand (including a handbrake that's quick to reach and efficient). Instruments that inform. Fresh-air heating that makes the weather outside irrelevant. A steering wheel that doesn't look or feel as though it belongs in a double-decker bus.

Transit's long wheelbases—the longest available—give a smooth, vibration-free ride. And no-one can beat Transit's tight turning circles!

Transit. The Supervan

See the new Transit Supervan and other new ideas from the Powerhouse **Stand 102, Earls Court**



Ford policy is one of continuous improvement. The right to change prices, specifications or equipment at any time without notice is reserved. Ref. FB109

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And now new extra safety for 1969!

The Transit has always been one of the safest vans on the road. Rugged construction, powerful brakes and good roadholding look after passengers and load.

Transit Supervan has safety glass all round. Excellent vision and saloon car comfort. Seat belts. A quiet, spacious interior.

Now we announce a whole new package of safety features. Twenty-three items in all.

Fascia crash pad. Matt black to prevent reflections. Now available on standard models.

Piano-key switches. Virtually flush with the dash: push the bottom for 'on,' the top for 'off.'

Redesigned handles on front and side loading doors for eas-

ier operation and a smoother, neater profile.

4-way emergency flasher. A separate switch enables all four indicators to flash at once—particularly useful in an accident or other emergency.

2-speed wipers work well even in the heaviest downpour.

Burstproof glovebox lid eliminates potential hazard in the event of a heavy impact.

Relocated heater controls and **Redesigned accessory switches** for ease of operation and less protrusion.

Relocated choke, ignition, stop and idle controls on diesels.

Redesigned front quarter vent catches.

Redesigned front and rear quarter vent catches on Buses.

Recessed door pulls on front and side loading doors for greater safety and security.

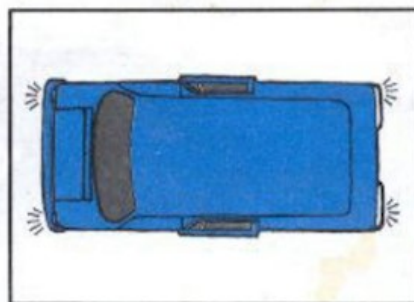
Redesigned full and half bulkheads for increased rigidity.

And the rest of the new Supervan safety features:

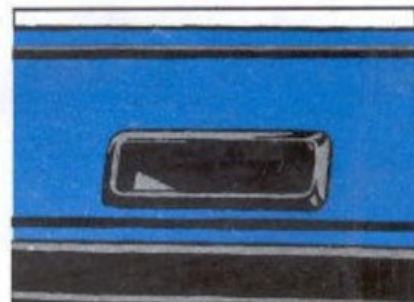
Redesigned sun visor mountings; collapsible parcel shelf; redesigned ashtray handle; shear-off interior mirror; redesigned window winders; repositioned optional steering column lock; and redesigned rear seat anchorages on Kombi and Bus.



Piano-key switches.



4-way emergency flasher.



Recessed door pulls.

Specifications

| | SWB MODELS (12, 17 and 22 cwt). | LWB MODELS (25, 30 and 35 cwt). |
|-------------------------|--|---|
| Availability | Van, chassis cab, chassis windshield, chassis cowl, 9-seat and 12-seat buses (petrol only), Kombi (17 and 22 cwt), 13-seat Crewbus, 290 Parcel Van. | Van, chassis cab, chassis windshield, chassis cowl, 14- and 15-seat bus, Kombi, 16 and 17-seat Crewbus, 390 Parcel Van. |
| Engine, Petrol Standard | 1.7 litre 60° V4, OHV. Capacity 101.5 cu in (1663 cc). Compression ratio 8.0:1. Max. gross bhp 73.0 at 4750 rpm. Max. gross torque 91.0 lb ft at 3000 rpm. | 2.0 litre 60° V4, OHV. Capacity 121.8 cu in (1996 cc). Compression ratio 8.0:1. Max. gross bhp 85.5 at 4750 rpm. Max. gross torque 114 lb ft at 2750 rpm. |
| Optional | 1.7 litre, compression ratio 9.0:1. Max. gross bhp 81.5. 2.0 litre, compression ratio 8.0:1. Max. gross bhp 85.5. 2.0 litre, compression ratio 9.0:1. Max. gross bhp 93.0. | 2.0 litre, compression ratio 9.0:1. Max. gross bhp 93.0. |
| Engine, Diesel Optional | 1.7 litre 4-cylinder in line, OHV. Capacity 107.4 cu in (1760 cc). Compression ratio 22:1. Max. gross bhp 52.0 at 4000 rpm. Max. gross torque 79 lb ft at 2100 rpm. | (25 cwt versions only and on 30, 35 cwt for restricted application only.) |
| Clutch | Single dry plate, 8.5 in diam., diaphragm spring. | Single dry plate, 8.5 in diam., diaphragm spring. |
| Gearbox | Four speed, fully synchromesh. | Four speed, fully synchromesh. |
| Rear Axle | Three quarter floating. | Fully floating. |
| Front Axle | Rigid I-beam. | Rigid I-beam. |
| Suspension | Semi-elliptic leaf. Telescopic shock absorbers front and rear. | Semi-elliptic leaf. Telescopic shock absorbers front and rear. |
| Frame | Integral construction for vans, buses and Kombi. Ladder-type frame for chassis cab and chassis front end models. | Integral construction for vans, buses and Kombi. Cruciform-type frame for chassis cab and chassis front end models. |
| Fuel Tank | Capacity 9.25 galls. | Capacity 15 galls. |
| Steering | Recirculating ball, ratio 19.88:1. Turning circle kerb-to-kerb 34 ft. | Recirculating ball, ratio 19.88:1. Turning circle kerb-to-kerb 37.25 ft. |
| Brakes | Lockheed drum, hydraulic actuation. Front—two leading shoe. Rear—leading and trailing shoe. | Lockheed drum, hydraulic actuation. Front—two leading shoe. Rear—duo-servo. |
| Wheels | Pressed steel disc, 5K x 14, 5 stud. Spare wheel and carrier. | Pressed steel disc, 5K x 14, 6 stud. Spare wheel and carrier. |
| Tyres | Tubeless. 6.50 x 14—6PR (12 cwt.), 7.00 x 14—LT (17 cwt.), 7.50 x 14—LT (22 cwt.). 195 x 14 radial ply on Crewbus and Parcel Van. | Tubeless. 6.50 x 14—4PR (25 cwt), 7.00 x 14—4PR (30 cwt), 7.50 x 14—4PR (35 cwt and Parcel Van), 6.50 x 14—6PR (bus). 165 x 14 radial ply on Crewbus. |