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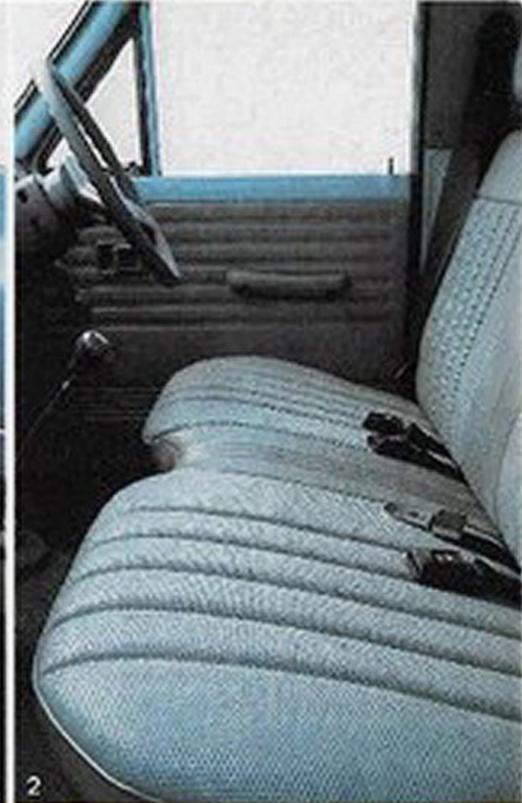
COUR1ER
TONNER

The worker. And proud of it.

Ford Australia-We're moving with you.

FORD COURIER





Courier. Re-styled interior for added driving comfort.

The Courier interior is a real eye-opener. In the Courier pick-up and chassis cab passenger compartments shown above, the dashboard is the equal of many new cars. Instrument panel and controls are a big improvement in comparison to earlier 1-tonners and a radio is fitted as standard equipment. But Courier doesn't just look good. It works - with instruments and controls being positioned for added driving comfort. The front side glass demist facility at each end of the dash improves winter driving

visibility. The comfortable 3-place bench seat is fitted with outboard head restraints and headroom/legroom is ample for six footers.

In the luxury version Courier XLT below, which has a carrying capacity of .75 tonne, the more comprehensive dash layout includes a tachometer and digital clock. Twin high-back bucket seats have quality cloth facings and are separated by a centre console providing storage for convenience items. A short-throw 5-speed floor-mounted gear lever and cut-pile carpet

complete a very sporting package - one that positions the Courier XLT as a versatile dual purpose machine with the ability to work and play.

- Ford Courier:**
1. Instrument panel;
 2. 3-place bench seat
 3. Instrument panel;
 4. High-back bucket seats
 5. AM push-button radio
 6. Side-window demisters
 7. 5-speed transmission



She's a worker.

1

The light truck market is crowded with big names. Sure they all look nice when they're tricked up but will they do the job as well as Ford Courier 1-tonner - the worker and proud of it.

Whether you're after a workhorse for the farm or a light truck for town, you'll find Courier has a lot going for it. If you've got a 1-tonne job to do, it's high time you put Ford's big-hearted "worker" on your payroll.

Choose from petrol-engine pick-ups and chassis cabs with four-speed transmission.

Diesel-engine pick-ups and chassis cabs with five-speed transmission. Or if you want a worker with a little more style, select the smart XLT model Courier with petrol engine, five on the floor and rated to carry .75 tonne.

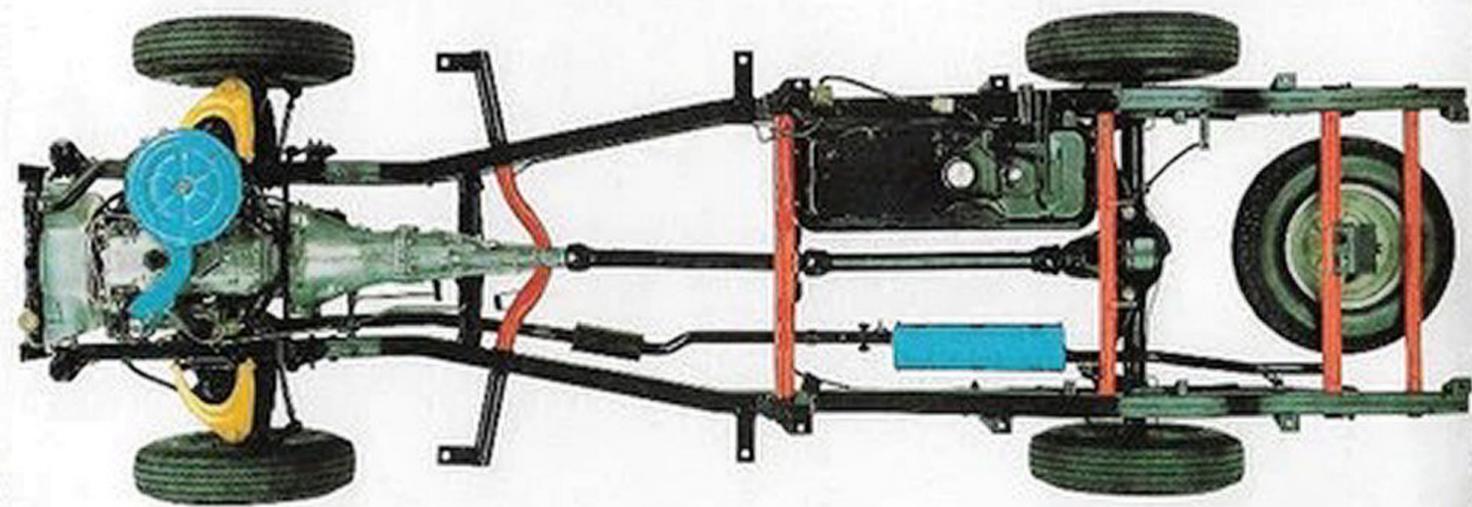
Selected body styles for chassis cab models are available through your Ford Dealer on request.

Above: Courier chassis cab with drop-side tray. Below: Courier pick-up - the worker and proud of it.

COURIER

TONNER





2 Diesel or petrol power.

Choose your powerplant. Courier's high-torque 2.2 litre 4-cylinder diesel engine produces 45.8 kW of power at 4000 RPM. It is economical and quiet to run, with key-operated glowplugs for quick get-aways. With all the inherent advantages of diesel power, it offers the potential of long engine life combined with simple low-cost maintenance procedures and little downtime.

Courier's proven petrol engine is a flexible 4-cylinder OHC unit of 1.8 litre capacity producing 55.8 kW of power at 5000

RPM (75.8 bhp). Its two-barrel, two-stage carburettor provides good fuel economy under load or when running light on.

All Courier models are built on a rugged Torsion Guard Chassis—rigid box-section rails with cross members welded in to form a solid load-carrying platform. One cross member is stamped formed, the other five are tubular to resist the twisting caused by travelling over uneven surfaces under load.

Above: Courier's Torsion Guard Chassis—a backbone of high tensile steel.

Below left: 2.2 litre diesel engine.

Below right: 1.8 litre petrol engine.

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3 Styleside pick-ups or chassis cabs.

You know what you want depending on the job you've got in mind. The Courier style-side pick-up offers an effective box load length of 2190 mm (86 ins.). Wheel arches are flat-topped for easy stacking. The double-panel tailgate has a single-action release mechanism for easy one-handed operation. Tie-down rail hooks are provided on both sides for roring down loads.

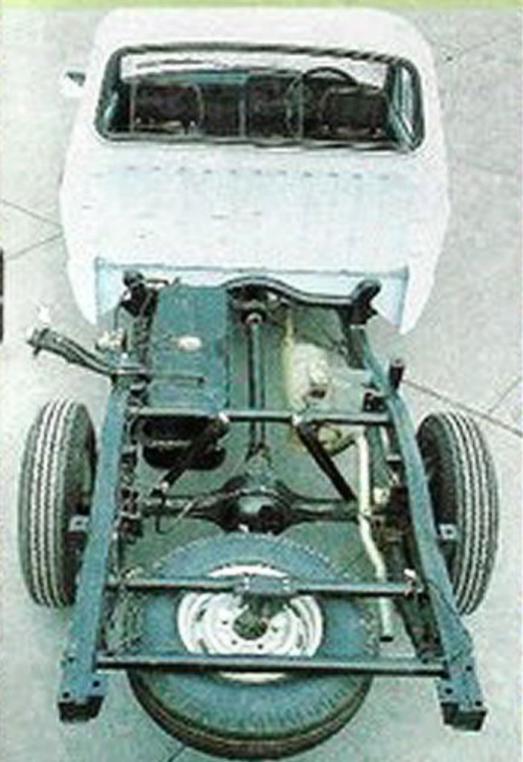
Or put your money on the Courier chassis cab unit. It's ready to take your flat-top or drop-side tray, box van or cattle crate.

Selected body styles are available through your Ford Dealer on request. The Courier chassis cab is making a name for itself wherever payloads of up to one tonne are involved.

Service is another Courier strongpoint. With around 400 Authorised Ford Dealers Australia-wide, you've got the service back-up and parts availability you need. And when your truck is often part of your livelihood, that's a major point in favour of Courier 1 tonner.

Above: Courier pick-up showing clear load area and tie-down rail hooks.

Below: Courier chassis cab showing chassis and stylish cab design.





A true one-tonner (not a show pony).

4 Courier is no show-off. It's a worker and proud of the fact. It's tough, with the gear ratios to provide a practical balance between load-pulling power and cruise economy.

To help stop you in your tracks, positive front disc brakes are teamed with two double-acting wheel cylinders with twin leading shoe drum brakes on the rear. In addition, a load-sensitive proportioning valve gives improved straight-line stopping. Courier's braking action is servo-assisted and operates

through dual brake lines.

The suspension strikes a fine balance between solid load-handling ability and driver comfort. Up front you've got tough coil spring double wish-bone independent suspension combined with a stabilizer bar to provide good handling on uneven road surfaces. To carry the load, there's a semi-floating rear axle suspended on six semi-elliptical leaf springs. And to provide good driving comfort, the springing has a long progressive rate, dampened by tele-

scopic double-acting hydraulic shock absorbers.

The steering is direct with good road feel yet light and positive to the touch.

Above: Courier chassis cab with drop-side tray.
Below: Courier pick-up—the worker and proud of it.



With overdrive fifth and the potential to run further for less.

5

The diesel-engined Courier gives you good operating economy. When you combine this with a five-speed, floor-shift gearbox incorporating a true overdrive fifth, you've got the potential to run further for less. And when you're clocking up the kilometres, this could add up to a significant fuel saving advantage. If you're shopping the 1 tonne market, make sure you look into the 5-speed Courier diesel-

chassis cab or pick-up.

With the smart petrol-engined Courier XLT shown below, the fitting of a five-speed floor-shift gearbox was initially a performance consideration—the secondary benefit being that of economy. Today it delivers the goods in both departments. The flexible 1.8 litre engine provides good acceleration via the five-speed gearbox and drives through a 3.63 rear axle for

smoother, more economical highway cruising.

Above and below: Courier XLT with petrol engine and five-speed transmission.

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Courier Model Range.

(See Model Specification Sheets for full details)

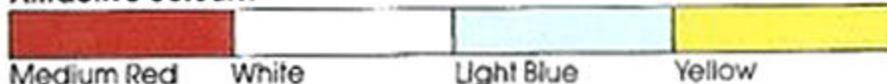
Bodystyle	Engine Type	Transmission	GVM kg	Kerb kg	Payload kg	Wheelbase mm/ins	Overall Length mm/ins	Pick-up Box Length mm/ins	Fuel/Tank Capacity lt./imp. gal.
Chassis Cab	Petrol 1.81 OHC	4-speed col shift	2360	1007	1000	2865/113	-	-	66/14.5
	Diesel 2.21	5-speed flr shift	2480	1145	1000	2865/113	-	-	66/14.5
Pick-up	Petrol 1.81 OHC	4-speed col shift	2360	1147	1000	2865/113	4811/189.4	2190/86	66/14.5
	Diesel	5-speed flr shift	2480	1285	1000	2865/113	4811/189.4	2190/86	66/14.5
XLT Pick-up	Petrol 1.81 OHC	5-speed flr shift	2010	1147	750	2865/113	4811/189.4	2190/86	66/14.5

Courier Features:

	All Models	Pick-ups	XLT Model	Standard Pick-ups
Laminated windscreen	•			
Opening front quarter glass	•			
Glove Box	•			
7' pick-up steel box		•	•	
Cargo tie down rail hooks				•
Cargo rest/cab protection bar				•
Die cast tie down hooks			•	
3 place bench seat with head restraints		•	•	
Centre console			•	
White spoke steel wheels			•	
Double latch tailgate with support struts		•		
Single hand tailgate release		•		
Tinted glass (side and rear)			•	
Wind-down spare wheel carrier	•			
Slam door locks	•			
Cigar lighter	•			
Ashtray	•			
Package tray	•			
Heater	•			
Disc Brakes	•			
Stalk control for wipers/washer/indicator/headlight beam	•			
Interior dome light	•			
Hinged seat back	•			
Tool kit plus jack	•			
High-back bucket seats			•	
AM push-button radio	•			
Ashtray light			•	
Underhood light			•	
Soft feel steering wheel			•	
Door operated courtesy light			•	

* On chassis cab models also.

Attractive colours:



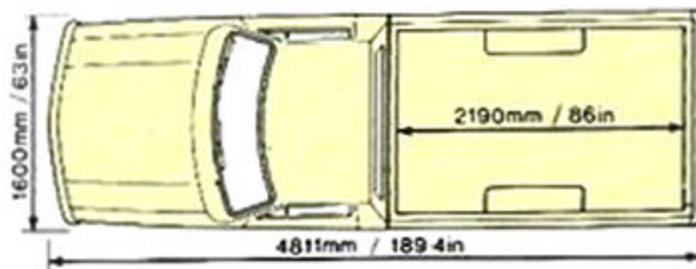
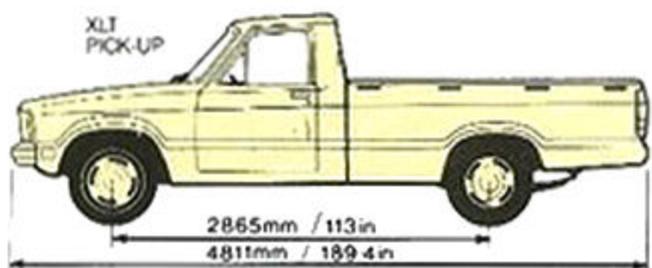
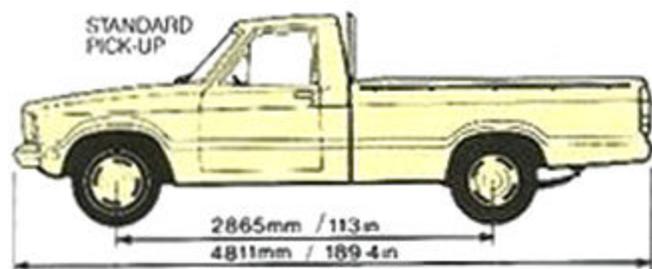
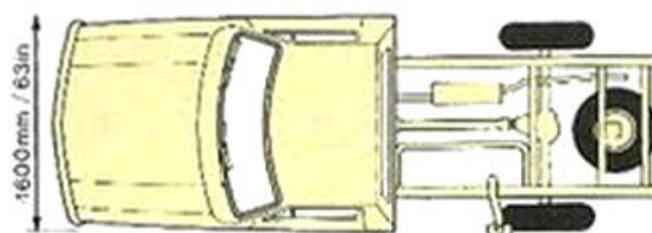
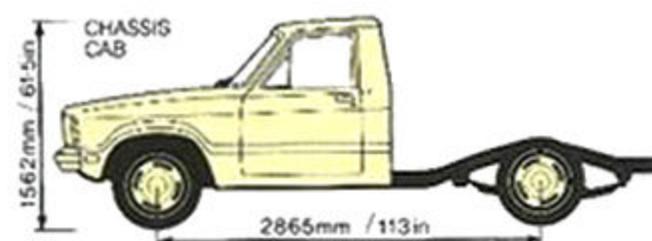
Courier XLT features:

- Twin high-back bucket seats.
- 5-on-the-floor overdrive transmission.
- Centre console for car type comfort.
- Digital clock.
- White spoke steel wheels.
- Bright chrome exterior trim.
- Wall to wall cut pile carpet.
- 3.63 rear axle ratio for economical cruising.
- Day/night interior rear view driving mirror.
- Door operated courtesy light.
- Rated payload of .75 tonnes.

Options at extra cost:

- Protective front push bar.
- Pick-up box mounted Rally Bar.
- Practical rear step bumper.

(Freewheelin' Pack—ask your Ford Dealer for details.)



About this brochure. This brochure is designed to provide you with a general introduction to the Ford Products (including available optional equipment) referred to, and should be read in conjunction with the latest specification sheets. Because of changes in conditions and circumstances Ford* reserves the right, subject to all applicable laws, at any time, at their discretion, and without notice to discontinue or change the features, designs, materials, colours and other specifications and the prices of their products, and to either permanently or temporarily withdraw any such products from the market without incurring any liability to any prospective purchaser or purchaser.

The latest specification sheet should be referred to for information on the availability, ordering and use of optional equipment. Always consult an Authorised Ford Dealer for the latest information with respect to features, specifications, prices, optional equipment and availability before deciding to place an order.