

BEDFORD

van range



Chevanne

"...nippy, comfortable to drive,
and light on fuel..."

Commercial Motor.

The ultra-smart Bedford Chevanne combines all the practical features of a van with the performance, comfort, handling and economy of the highly praised (and extremely popular) Vauxhall Chevette car range.

The high-lift tailgate moves without strain or effort to reveal a total cargo volume* of 1,62m³ (57ft³). The cab has high-back, fully adjustable seats; door-to-door carpeting; two sun visors; inertia reel seat belts... in fact a 'car' specification throughout.

And Chevanne has a host of other features not usually included as standard on a delivery van - such as front disc brakes, servo-assistance all round, a load-sensing valve, plus underbody sealing and a choice of colour finishes included in the basic price.

Commercial Motor stated that Chevanne, with its lively 1 256cc engine (2-star petrol), produced "...some of the best (fuel consumption) figures ever recorded for a light van of this size."

*AMA Cargo Volume Index





HA

"A further 5 600 please"

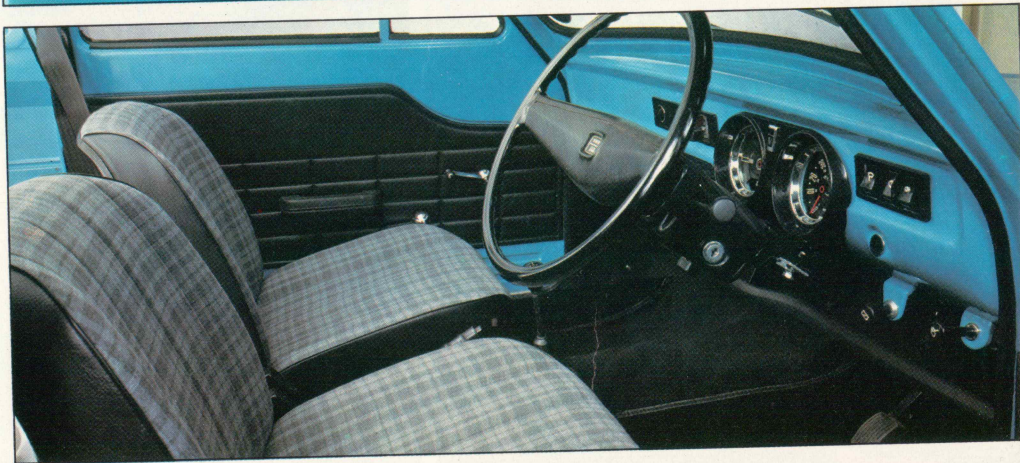
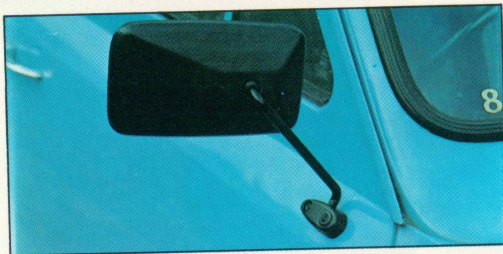
The Post Office.

Since they took delivery of their first Bedford HA in 1972, the Post Office has consistently placed repeat orders. Early in 1977 they called for a further 5 600 HA vans. And the view of the Post Office is shared by operators all over the country: HA is a firm favourite with many famous delivery and service fleets.

Economical, practical, profitable. It comes in two versions, HA 110 and HA 130. Both have the proven Bedford 1 256cc 2-star petrol engine (with a special economy version optional on the HA 110). Both offer 2,50m³ (88ft³) of loadspace* plus a further 0,75m³ (27ft³) beside the driver. Both are like cars to drive - with rack-and-pinion steering and all-synchro gearbox. Both have full underbody seal and driver's seat belt inclusive in the price.

And now a new super-style specification has recently been introduced - with cloth seat trim, full width carpeting and headlining, two sun visors, a new door interior trim, twin door mirrors, a smart matt-black radiator grille and chrome front and rear bumpers.

*AMA Cargo Volume Index.





CF 220

"It's a much better Bedford"

Motor Transport.

The Bedford CF was a winner from the word 'go' – but it has been continuously improved, year by year. *Motor Transport* commented on "a number of significant improvements" which led to their overall verdict. Since that verdict, there have been still further improvements.

The performance of petrol engine models has been upgraded. The GM diesel engine – which has met with such success throughout Europe – is now available in all CF models for the UK.

A smooth all-synchro gearbox (plus overdrive option with 1759cc petrol engine), or GM automatic, is available on all CF 220 models. The drive-line has been redesigned to incorporate a constant-velocity joint; the rear suspension has been improved; and the rear doors are now capable of one-hand operation with the introduction of "slam" type mechanisms.

Above all, there is a new high-specification cab on all CF models – which gives Bedford a definite edge on its competitors. And, for a reasonable extra cost, a choice of smart, factory-applied colour finishes is available.



CF 250

"...handling was safe and sure
...remarkably little body roll"

Commercial Motor.

The basic requirement for good roadholding and handling is the relationship between wheelbase and track. In the CF, Bedford have got that relationship absolutely right—and the CF has wider front and rear tracks than any competitors in its class.

To this basic 'correctness' many other features have been added, to make the roadholding and handling of the CF so exceptional.

Features like: independent front suspension; long semi-elliptic rear taperleaf springs; telescopic, hydraulic shock absorbers front and rear; finger-light rack-and-pinion steering; dual circuit hydraulic brakes with servo assistance and tandem master cylinder.

All CFs share these features. The CF 250, which has all the improvements stated for the CF 220, is available with the 2 279cc petrol engine or the 2 064cc GM diesel, 4-speed all-synchro gearbox or GM automatic. It has the same wheelbase and overall dimensions as the CF 220, but a higher rated rear axle enables an increased payload to be carried.



CF 280

"...ease of driving is the order of the day..."

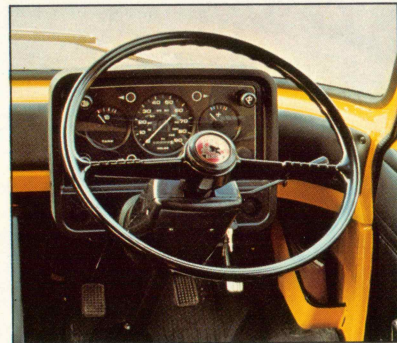
Motor Transport.

Ease of driving is, of course, only part of the CF story. Ease of loading and unloading is equally important. All CF vans offer you a choice of five door arrangements (using combinations of hinged and sliding doors), and CFs are noted for their low loading heights, wide door apertures (with full 180° opening rear doors), generous internal dimensions – and those sensible, flat top wheelboxes.

The 280 is the "middleweight" of the CF range. Longer wheelbase than the 220/250 series; uprated front and rear axles; higher body and payload capacity. And, of course, more loadspace: 8,98m³ (317ft³) plus 1,00m³ (35ft³) beside the driver – against 6,74m³ (238ft³) and 0,91m³ (32ft³) respectively.*

Engine choice is identical (2 279cc petrol or 2 064cc GM diesel). Gearboxes are the world-renowned ZF all-synchro units (4-speed or 5-speed) – or GM automatic. Like all CFs, the 280 has all those outstanding features which contribute to exceptional roadholding and handling.

*AMA Cargo Volume Index.



CF

Practically no limit to the number of special bodies available.

Standard vans are just part of the CF story. The versatility of the range is underlined by the vast number of special bodies that are built on CF chassis-cabs and chassis-cowls.

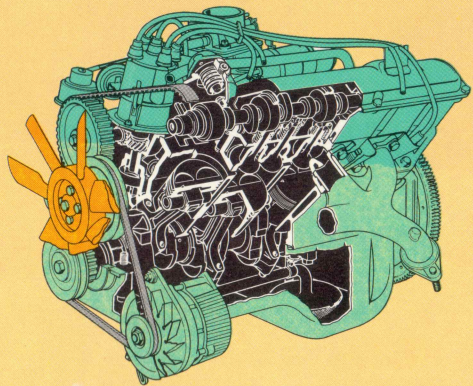
The CF's popularity with bodybuilders stems from its basic design which takes fully into account the needs of the specialists; mating a special body with a CF chassis is easy, fast and economical.

Personnel carriers, motorised caravans, trucks, tippers, high capacity vans, Luton bodies, box bodies – they're all ideally suited to CF chassis. And CF is chosen as an ambulance chassis more often than any other vehicle in its class.

WARRANTY PLUS

All Bedford vans – from Chevanne through to CF 350 – carry a full twelve months' unlimited mileage warranty.





1 759cc (107,5 cu in) Petrol.

Net power: 50 kW (67 bhp) at 5 200 rev/min.

Net torque: 118 N m (87 lbf. ft) at 2 000 rev/min.

Availability: CF 220.

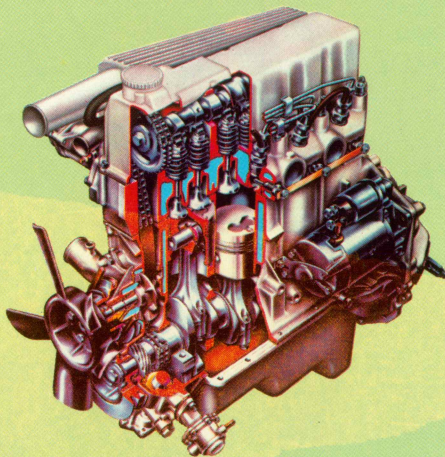
2 279cc (139 cu in) Petrol.

Net power: 60 kW (80,5 bhp) at 4 600 rev/min.

Net torque: 168 N m (124 lbf. ft.) at 1 800 rev/min.

Availability: CF 250, 280, 340, 350.

CF 220 (with GM automatic).



2 064cc (126 cu in) GM Diesel.

Net power: 44 kW (60 bhp) at

4 400 rev/min.

Net torque: 117,7 N m (87 lbf. ft.) at

2 200 rev/min.

Availability: CF 220, 250, 280, 340, 350.

CF 2-star Petrol Power — or GM Diesel.

The two Bedford petrol engines available in the CF range are both 4-cylinder ohc units with many advanced design features. Both units use 2-star petrol and develop ample, low-stressed power and torque to cope with high-density urban traffic situations — or fast motorway running.

The optional 4-cylinder diesel engine is the GM diesel. Previously only available in Europe (where it helped push CF sales up by nearly 60% during 1976!) it is now the standard diesel engine for all CFs in the UK. Compared with previous CF diesel models, the 2 064cc unit is quieter, gives a higher top speed with excellent fuel economy, has much more flexibility, and offers a much more acceptable choice of transmission options.



Chevanne

Wheelbase: 2 393mm/94,2in
Plated GVW: 1 350kg/1,33 ton
Payload: 500kg/0,49 ton
2-star Petrol



HA 110

Wheelbase: 2 324mm/91,5in
Plated GVW: 1 120kg/1,10 ton
Payload: 371kg/0,36 ton
2-star Petrol (standard or economy engine)



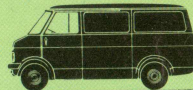
HA 130

Wheelbase: 2 324mm/91,5in
Plated GVW: 1 320kg/1,30 ton
Payload: 546kg/0,54 ton
2-star Petrol



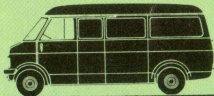
CF 220

Wheelbase: 2 692mm/106in
Plated GVW: 2 240kg/2,20 ton
Payload: 1 018kg/1,00 ton
2-star Petrol or GM Diesel
(Also available as chassis-cab or chassis-cowl)



CF 250

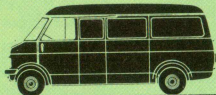
Wheelbase: 2 692mm/106in
Plated GVW: 2 500kg/2,46 ton
Payload: 1 233kg/1,21 ton
2-star Petrol or GM Diesel
(Also available as chassis-cab or chassis-cowl)



CF 280

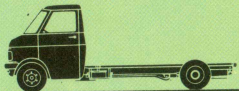
Wheelbase: 3 200mm/126in
Plated GVW: 2 830kg/2,78 ton
Payload: 1 420kg/1,40 ton
2-star Petrol or GM Diesel
(Also available as chassis-cab or chassis-cowl)

CF payload or body and payload capacities are for vehicles illustrated with petrol engine. GVWs vary slightly for chassis-cabs and chassis-cowls on CF 220, CF 250 and CF 280.



CF 340

Wheelbase: 3 200mm/126in
Plated GVW: 3 380kg/3,32 ton
Payload: 1 894kg/1,86 ton
2-star Petrol or GM Diesel
(Also available as chassis-cab or chassis-cowl)



CF 350

Wheelbase: 3 556mm/140in
Plated GVW: 3 500kg/3,44 ton
Body and payload: 2 132kg/2,09 ton
2-star Petrol or GM Diesel
(Also available as chassis-cowl)

Your Bedford Van Dealer:

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The information contained in this publication was accurate at the date of going to press. The Company, however, reserves the right while preserving the essential characteristics of the models described and illustrated to introduce at any time modifications, changes of details, equipment or accessories as may be considered necessary.

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