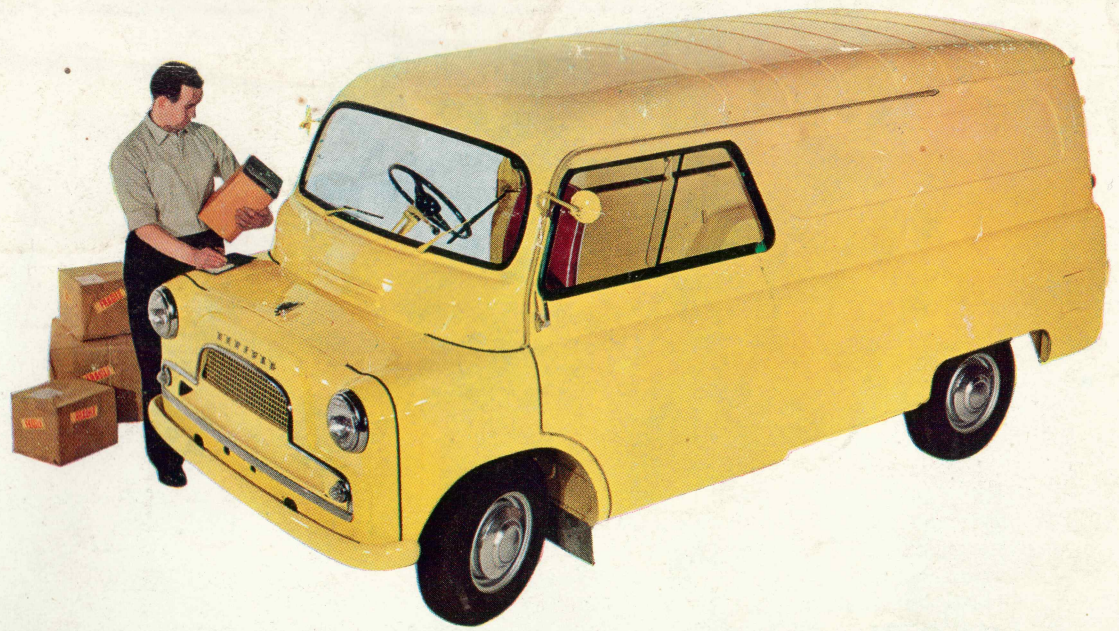
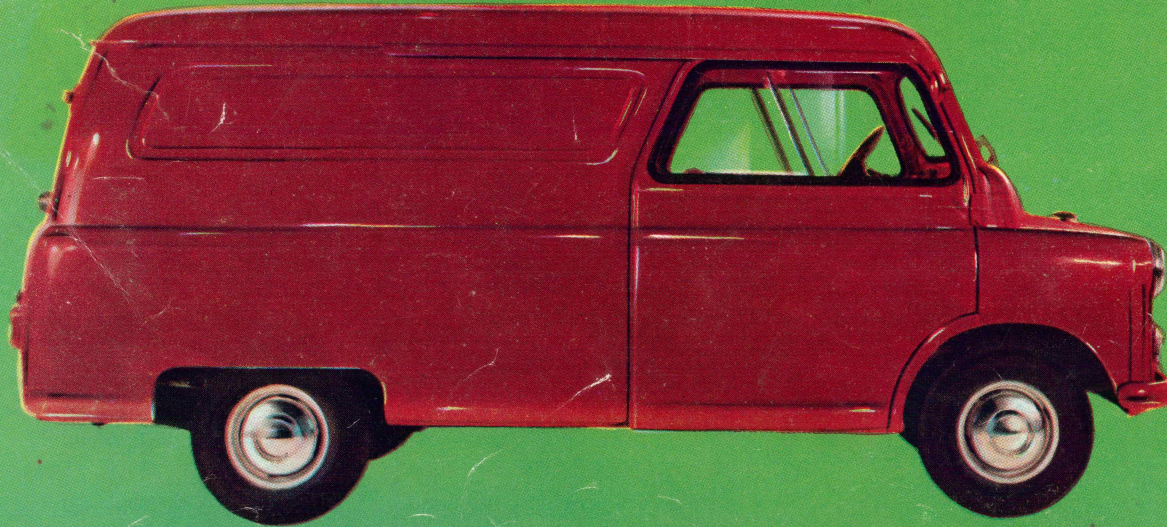


*Better value than ever in  
Britain's most popular vans*



**New  $\frac{1}{2}$  ton &  $\frac{3}{4}$  ton vans by **BEDFORD****



**90 in. and 102 in.  
(2.29 m. & 2.59 m.)  
wheelbases**

## ONLY BEDFORD OFFERS ALL THESE ADVANTAGES

'90' and '102' models have all these features

**Semi-forward control**—no bulkhead between driver and load. Engine does not obstruct across-the-cab movement.

**Sliding doors**—do not obstruct footpath or roadway. Easy access in confined spaces. Doors slide *outside* body and so do not restrict load space.

**Rugged steel construction**—stands up to knock-about delivery work. Double skin construction to 'waist' height.

**Resin-bonded, laminated wood floor**—quieter; longer-lasting; kinder to loads; easily removable.

**Easy service access**—quick-release engine cover; readily detachable front-end sheet metal, rear wheel arches, doors, etc.

**Big-bore, short-stroke engine** — develops high power at low piston speeds; big valves for efficient utilisation of fuel. New high duty, special alloy big-end bearings for higher engine mileages between overhauls.

**Petrol-saving carburettor**—will not overflow; easy starting and re-starting in all weathers.

**Recirculating ball bearing steering**—effort required actually lessens as load increases! Toroidal-ball, steering joints for minimum wear and smoother steering action.

**All-synchromesh gearbox**—silent engagement of 'bottom' gear even when van is moving. New, lower bottom gear ratio gives improved gradability and better performance. Choice of three axle ratios, high for maximum m.p.g. and higher road speeds in gears, intermediate for general duty, low for arduous operation and stop-start delivery work.

## Now—a transmission ratio just right

Improvements to Bedford's '90' and '102' light vans, make them better value than ever.

New 13 in. wheels and tyres give lower tyre costs and improved roadholding; smaller wheels and tyres also give lower centre of gravity, better load protection and lower loading level.

New gearbox ratios for more power with better hill climbing and maximum economy.

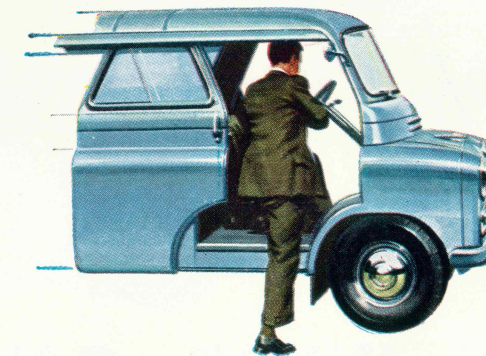
Choice of three rear axle ratios, providing the *right* transmission ratio for your particular job.

Redesigned and smaller front and rear wheel arches—rear flat topped for easier loading, front giving improved cab foot room.

Up-rated front and rear axles with over 200 lb (91 Kg.) increase in gross vehicle rating.

Improved big-end bearings mean longer engine life between overhauls—longer life at today's higher road speeds.

Toroidal-ball steering joints result in less wear and smoother steering action.



### Easy Entrance

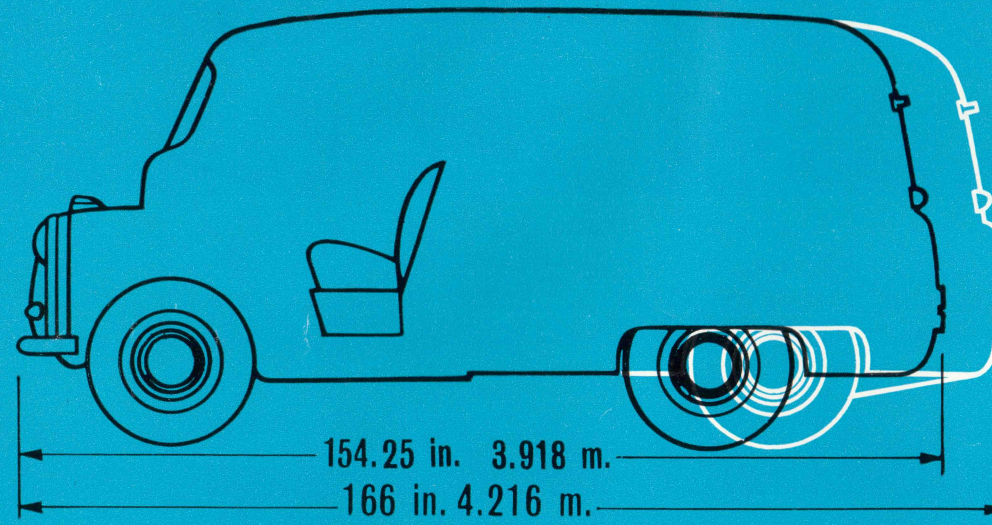
The driver can slip into his seat from either side of the vehicle. The wide front doors slide open easily: a special safety catch holds them wide open for house-to-house calls. On the '102' the door opens one foot wider than on the '90' shown here.



### Easy Exit

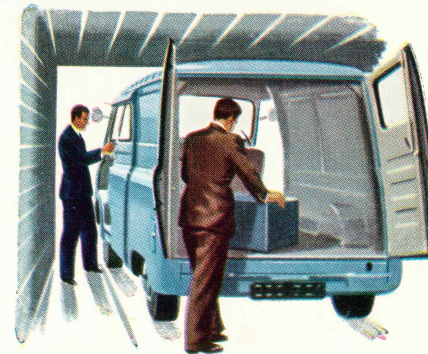
With sliding doors and free exit either side calls quickly. The gear lever on the steering handbrake alongside the seat present no engine is out of the way and does not impede movement. '102' shown above.

for every job, plus 2 wheelbases and 2 payload ratings!



Both the '90' and the '102' are available with 6-40×13, 6 ply tyres as  $\frac{1}{2}$  ton load carriers, or with 6-70×13, 6 ply tyres and extra-duty rear springs for  $\frac{3}{4}$  ton loads.

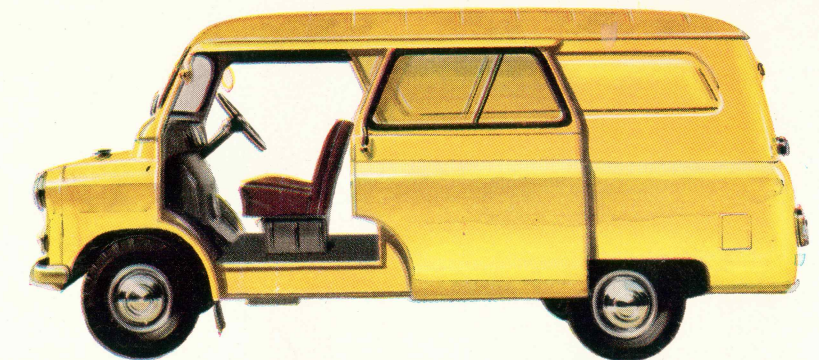
The diagram on the left illustrates the extra length of the 102 in. wheelbase model. All the extra room in the '102' is behind the driver. Choose the '90' where loads are not bulky and handy overall size is important.



#### Easy Loading—Easy Access

Full-width rear doors give easy access to the big loading platform. Loading height is ideal at 24 $\frac{1}{2}$  inches (628 mm.). There are no awkward obstructions to prevent easy stacking. See how easy it is to get in and out of a Bedford even when it is parked close to a wall or another vehicle.

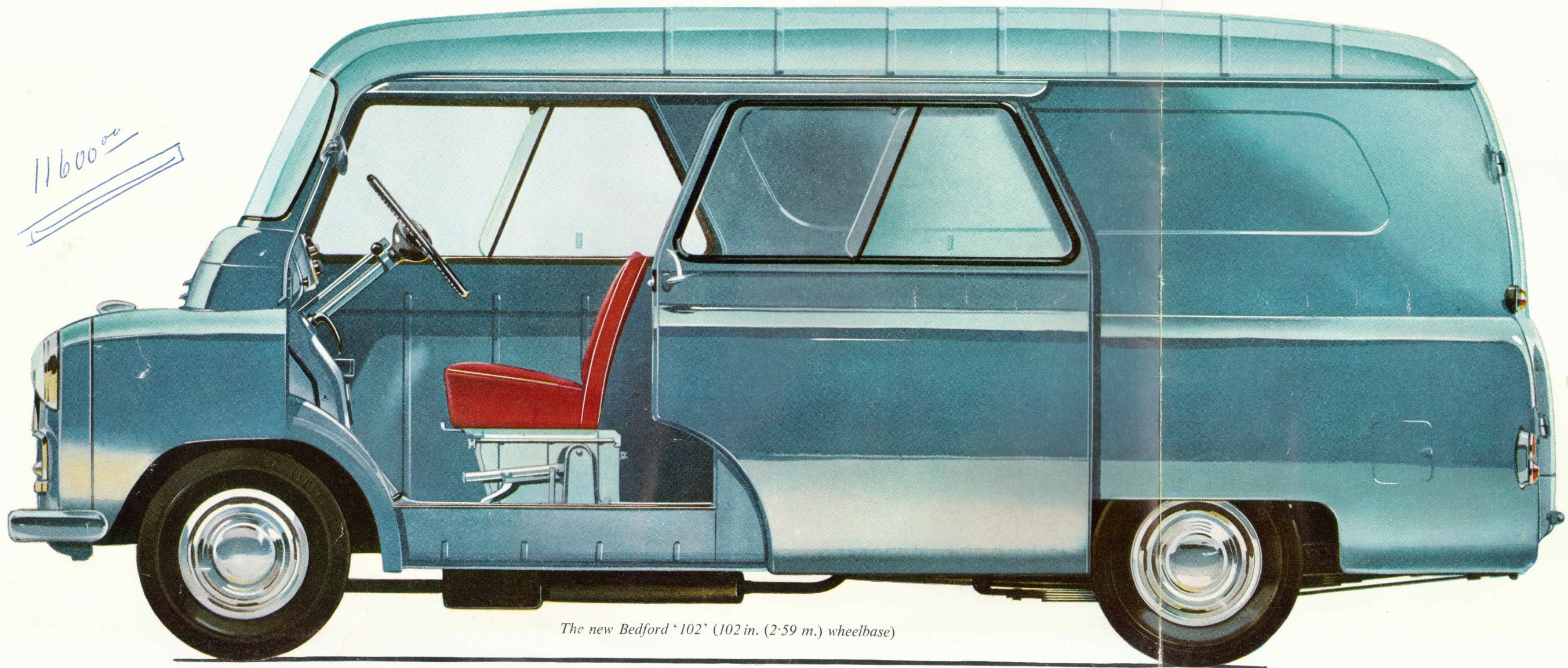
is easy to make  
column and the  
obstruction. The  
strict cross-cab



#### All round convenience

New, smaller radius wheel arches simplify cab access and give more foot room. Easy entry to van body through all doors. Doors latch firmly back for house-to-house calls.

# The new BEDFORD 90 in. & 102 in. wheelbase vans



*The new Bedford '102' (102 in. (2.59 m.) wheelbase)*

## Full-view w

Wide, single-piece narrow side pillars, twin electric windows, a magnificent field of weathers. Large windows in side do

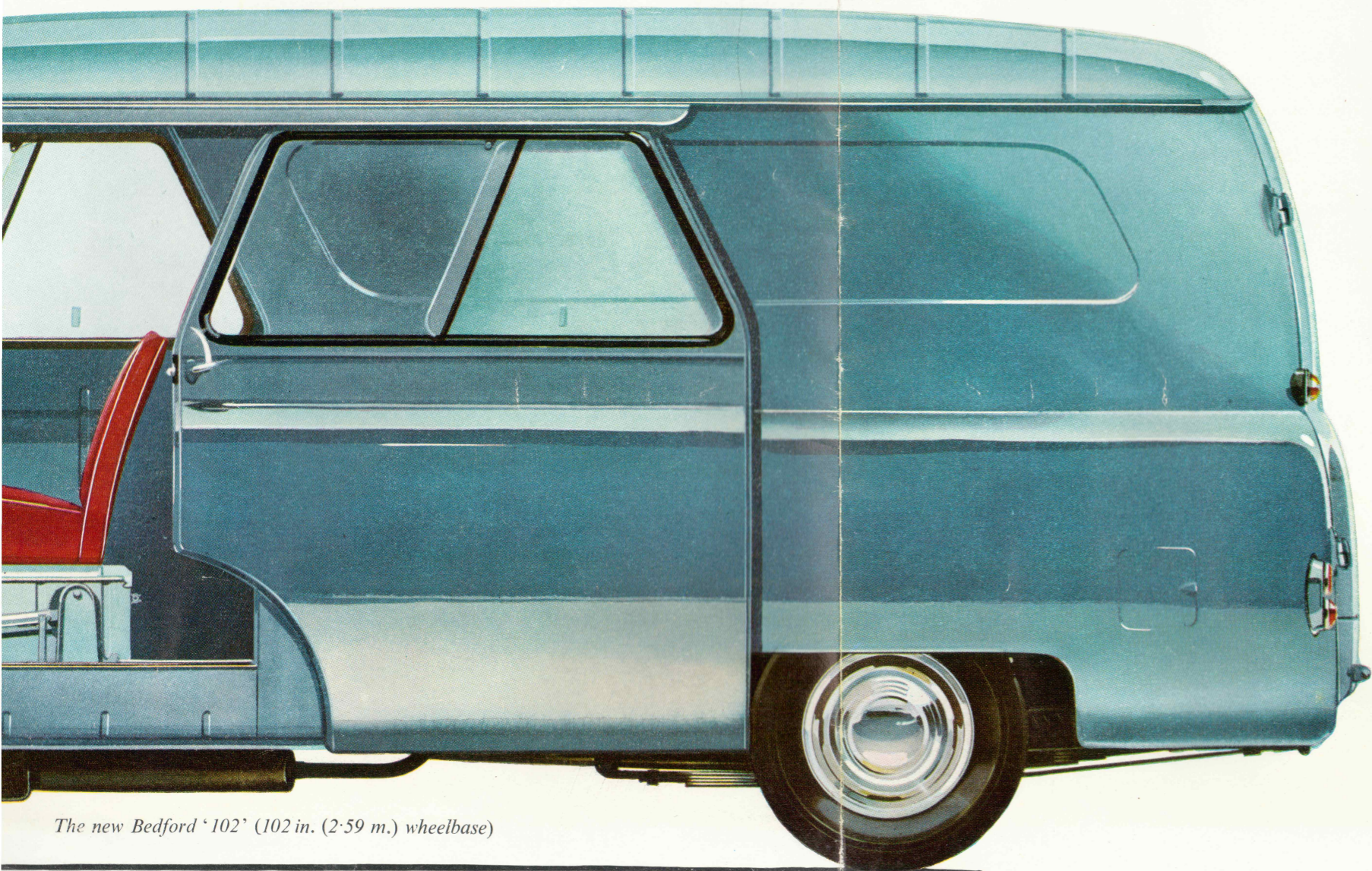
## Easy entrance

Wide, positive-latch—3 locked positions—the '102'—cannot sudden braking or slopes. Unobstructed either side of cab.

## Rigid and

Box-section double construction to w movable, laminated plywood floor.

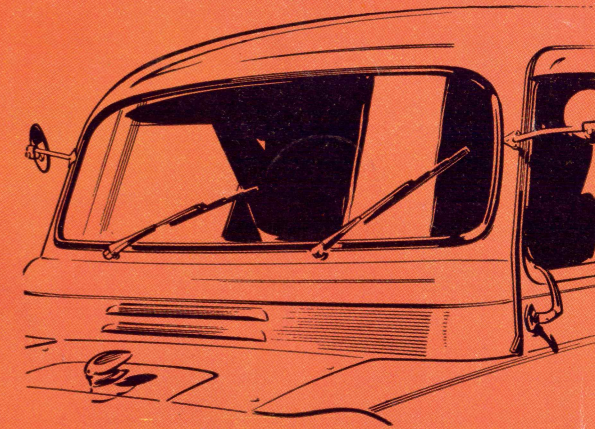
# D 90 in. & 102 in. wheelbase vans



The new Bedford '102' (102 in. (2.59 m.) wheelbase)

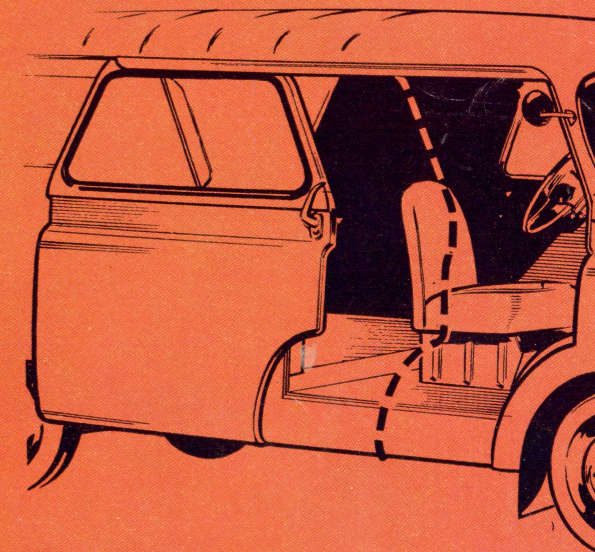
## Full-view windscreen—

Wide, single-piece windscreen, narrow side pillars, short bonnet and twin electric windscreen wipers give a magnificent field of view in all weathers. Large lockable sliding windows in side doors.



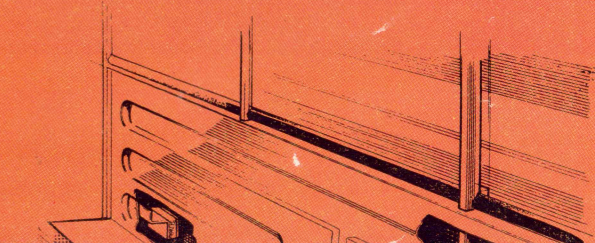
## Easy entrance and exit—

Wide, positive-latch sliding doors—3 locked positions on the '90', 4 on the '102'—cannot slide shut under sudden braking or when parked on slopes. Unobstructed access from either side of cab.



## Rigid and rattle-free—

Box-section double-skin sidewall construction to waist height. Removable, laminated resin-bonded plywood floor. Detachable flat-



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**Resin-bonded, laminated wood floor**—quieter; longer-lasting; kinder to loads; easily removable.

**Easy service access**—quick-release engine cover; readily detachable front-end sheet metal, rear wheel arches, doors, etc.

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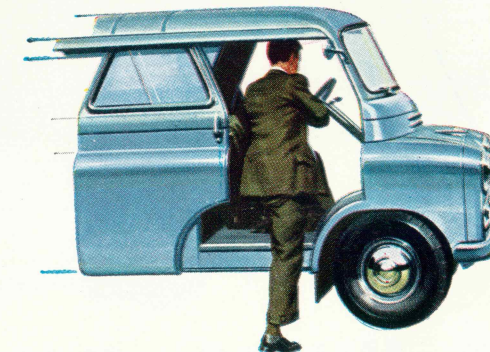
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Improved big-end bearings mean longer engine life between overhauls—longer life at today's higher road speeds.

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### Easy Entrance

The driver can slip into his seat from either side of the vehicle. The wide front doors slide open easily: a special safety catch holds them wide open for house-to-house calls. On the '102' the door opens one foot wider than on the '90' shown here.

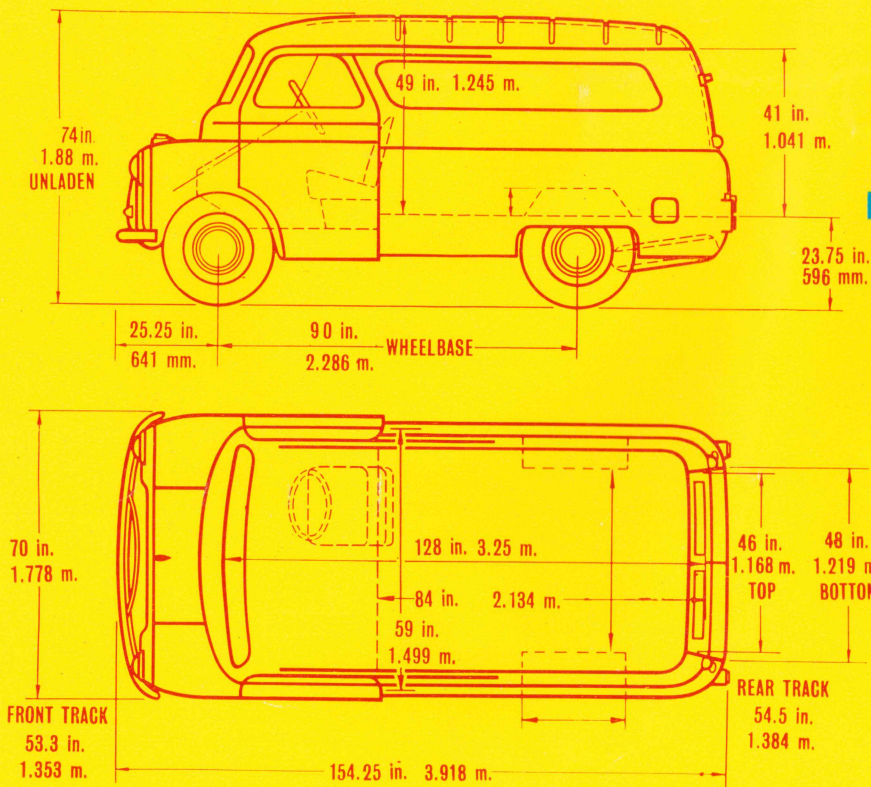


### Easy Exit

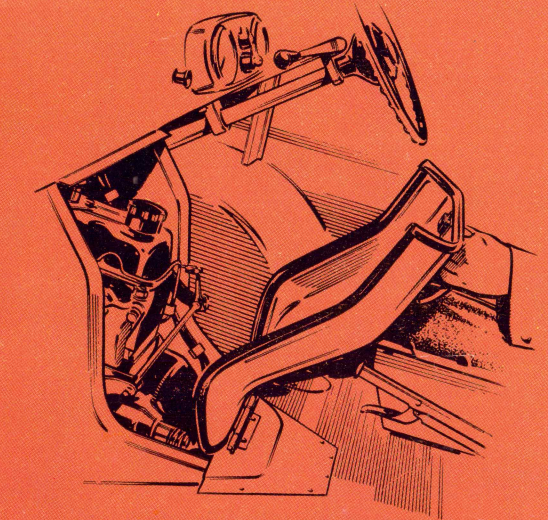
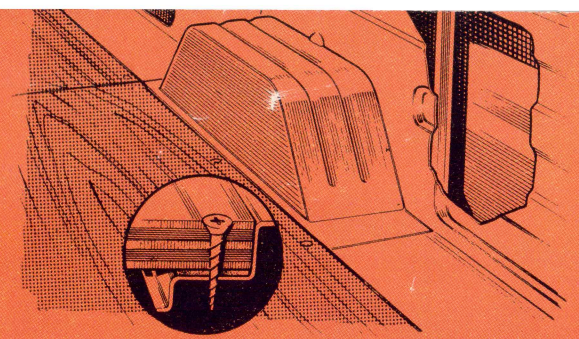
With sliding doors and free exit either side calls quickly. The gear lever on the steering handbrake alongside the seat present no engine is out of the way and does not movement. '102' shown above.

topped steel wheel arches give maximum body space and loading convenience.

### Short wheelbase, model '90'



**Engine access—** Quick-release engine cover and semi-forward control give immediate engine access for normal maintenance and servicing. Efficient draught, dust and noise sealing to hinged engine cover.



## OF THE BEDFORD VANS

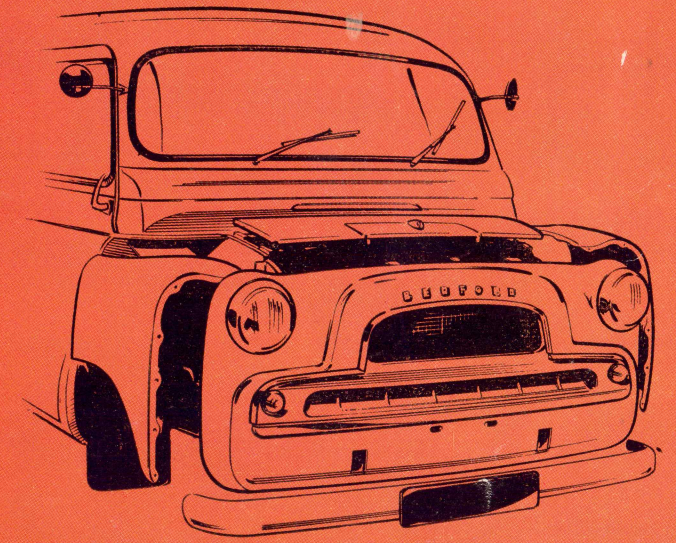
ns for conversion to passenger carrying uses.

body's first choice for a roomy, speedy, comfortable but superfluous weight; powerful, lively long-life clutch and simple all-synchromesh gearbox with optional high ratio rear axle.

and price lists of passenger carrying vehicles and

meet every trade, industrial or commercial require-les, buses and dozens of specialised delivery bodies best suited to *your* business.

**Economical overhauls—** Front-end sheet metal and cab doors are all removable for simple access and easy engine withdrawal. Damaged panels can be quickly and cheaply repaired or replaced by low-priced Bedford parts.



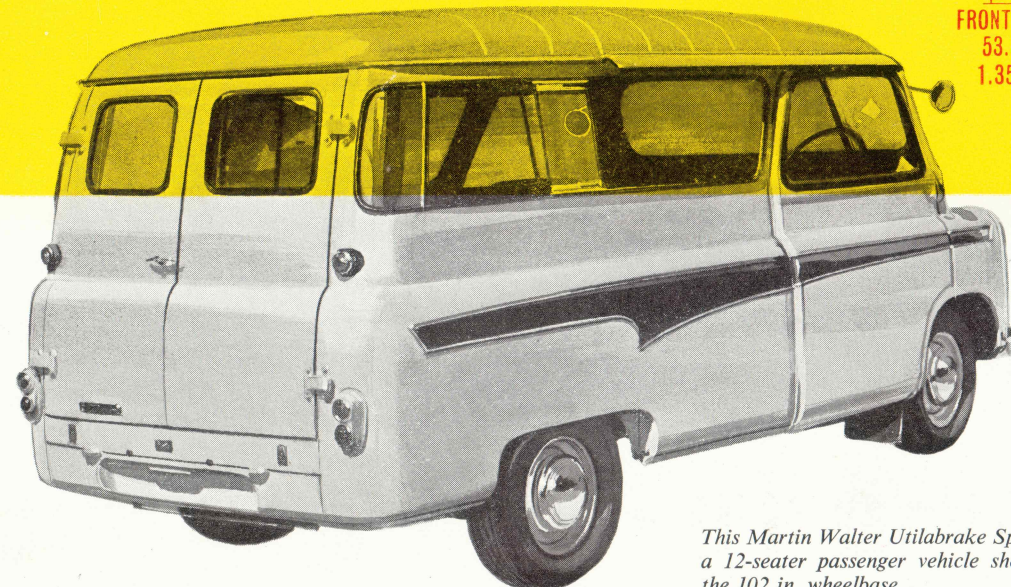
## LARGE LOAD CAPACITY WITH HANDY OVERALL DIMENSIONS

### Weights and Dimensions

<b>90 in. wheelbase</b>	$\frac{1}{2}$ ton	$\frac{3}{4}$ ton
Kerb weight	2245 lb. (1018 Kg.)	2265 lb. (1027 Kg.)
Maximum G.V.W.	3900 lb. (1769 Kg.)	4300 lb. (1950 Kg.)
Van load space	135 cu. ft. (3.8 cu.m.)	
Turning circle dia.	34 ft. (10.36 m.)	
Ground clearance laden	7 in. (178 mm.)	
Tyre equipment	6.40 x 13, 6 ply	6.70 x 13, 6 ply

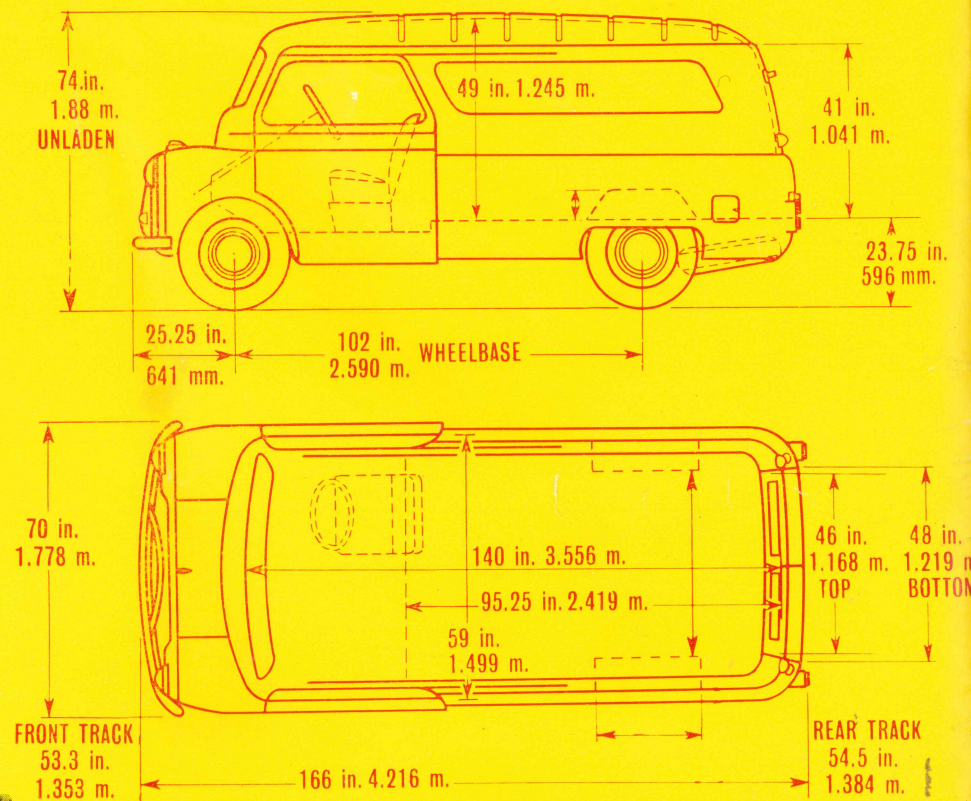
<b>102 in. wheelbase</b>		
Kerb weight	2345 lb. (1063 Kg.)	2365 lb. (1072 Kg.)
Maximum G.V.W.	4000 lb. (1814 Kg.)	4400 lb. (1995 Kg.)
Van load space	162 cu. ft. (4.6 m. <sup>3</sup> )	
Turning circle dia.	37 ft. (11.3 m.)	
Ground clearance laden	7 in. (178 mm.)	
Tyre equipment	6.40 x 13, 6 ply	6.70 x 13, 6 ply

Car type tyres are standard equipment. Light commercial tyres can be supplied as a factory option.



This Martin Walter Utilabrake Special is a 12-seater passenger vehicle shown on the 102 in. wheelbase.

### Long wheelbase, model '102'



## PASSENGER CONVERSIONS

Bedfords are far and away Britain's most popular van.

These are the qualities that make Bedford every body's most reliable and economical vehicle: robust construction with a powerful engine; smooth riding suspension; featherlight steering; steering column change; light, responsive steering;

Ask your Bedford dealer for separate catalogues for passenger conversions and caravans.

### Special bodies and conversions

There is a Bedford special body or conversion to suit every requirement, including mobile shops, municipal vehicles, ambulances, and delivery vehicles. Your Bedford dealer can recommend the



# ENGINEERED FOR EFFICIENCY AND LONG LIFE

## Chassis Specification of '90' and '102' Models

**ENGINE:** 4 cylinders. Pushrod operated overhead valves in detachable head. Gearbox forms a unit with engine; complete assembly mounted on rubber insulators. Displacement 92 cu. in. (1508 c.c.). Bore  $3\frac{1}{8}$  in. (79.37 mm.) × Stroke 3 in. (76.20 mm.). Compression ratio optional, 6.8 to 1 for standard petrols; 7.8 to 1 for premium petrols.

Maximum B.H.P. (6.8 to 1) 52 at 4,000 r.p.m.  
(7.8 to 1) 55 at 4,200 r.p.m.

Maximum torque lb./ft. (6.8 to 1) 82 at 2,400 r.p.m.  
(7.8 to 1) 85 at 2,400 r.p.m.

3-bearing forged crankshaft. High-duty alloy big-end bearings. Deep skirt block webbed for extra rigidity. Aluminium alloy, tin-plated pistons. 3 high-pressure piston rings, top rings chromium plated.

**ENGINE LUBRICATION:** Full pressure force feed system. Gauze strainer in sump protecting oil pump intake, plus an external by-pass oil filter with replaceable element mounted on side of engine. Positive crankcase ventilation.

**COOLING:** Pressurised system; centrifugal pump; spindle runs in sealed double-row ball bearings which require no lubrication; spring-loaded water seal. Circulation controlled by thermostat. Capacity of cooling system 10.5 pints. (6 l.).

**FUEL:** Large, combined air silencer, flame arrester and oil bath air cleaner. Six-phase, down-draught carburettor incorporating automatic part-throttle economy device with accelerator pump. Simple adjustment for summer or winter running. Interconnected choke and throttle control for quick starting. Exhaust-heated vaporising chamber with thermostatic control. Mechanical petrol pump driven off camshaft. Fuel tank capacity, 7.5 gallons. (34 l.; 9 U.S.gal.).

**CLUTCH:** Single dry plate. Spring-loaded centre for smooth engagement. Diameter of friction facing  $7\frac{1}{4}$  in. (184 mm.).

**GEARBOX:** Gear lever mounted on steering column. Synchromesh on all three forward speeds. All gears of helical form for quietness and long life. Ratios 3.94, 1.84, direct; reverse 3.77 to 1.

**FRAME:** Cruciform frame of great rigidity. Three cross-members in addition to cruciform member. Fabricated cross-member of front suspension unit, bolted to frame side members, acts as front frame cross-member. '102' has strengthened frame.\*

**SUSPENSION:** Independent front wheel suspension. Short and long-arm type with stabilizer bar mounted across front of vehicle. Double-acting hydraulic shock absorber located within each front coil spring. Long, semi-elliptic, underslung rear springs of wide leaf type with double-acting hydraulic shock absorbers.

**REAR AXLE:** Semi-floating. Hypoid drive. Hypoid pinion carried by two taper roller bearings. Two-pinion differential assembly. Final drive ratios: 5.3 or 4.6 or 4.1 to 1. Your dealer will advise the best ratio for your job.

**STEERING:** Recirculating ball-bearing type. Ratio 15.5 to 1. Turning circle, '90' 34 ft., (10.4 m.), '102' 37 ft. (11.3 m.)

**BRAKES:** Hydraulic operation on all wheels. Handbrake lever operates rear brakes only by a separate cable system. Handbrake lever located on floor of vehicle along inner side of driving seat. Brake drums detachable from hubs.

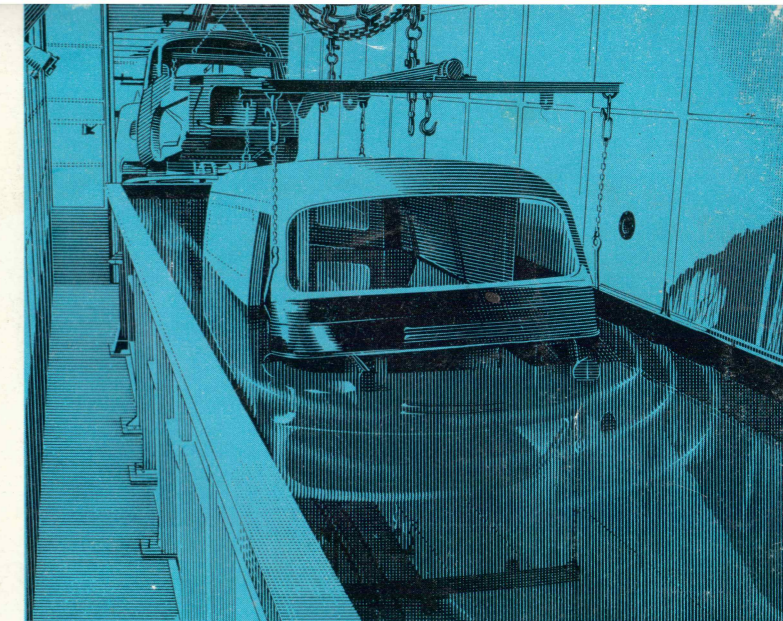
**WHEELS AND TYRES:** 5 steel disc wheels with well base rims.  $\frac{1}{2}$  ton:  $4\frac{1}{2}J \times 13$  wheels with  $6.40 \times 13$ , 6 ply tubeless tyres.  $\frac{3}{4}$  ton:  $4\frac{1}{2}J \times 13$  wheels with  $6.70 \times 13$ , 6 ply tubeless tyres.

**ELECTRICAL:** 12-volt positive earth return with single-pole wiring. High output generator regulated by Current Voltage Control system. Oil-filled coil. Single, high-frequency horn. Sealed front, pre-focus, double-dipping headlamps. Parking lamps (incorporating turn indicator flashers) flush mounted below headlamps. Foot-operated dipper switch. Two windscreen wipers. Twin, combined tail and stop lamps. Battery, 12-volt, 43 amp. hour.

(Van has roof light with integral switch, separate amber flashers at waist height at rear, rear number plate light.)

Optional equipment available at extra cost. Single-piece rear bumper. Heater and demister, utilising engine heat (single or dual unit) fitted into built-in ventilation system; fresh air intake connections to windscreen ducts for demisting and defrosting. Factory-finished colours, etc., etc.

\*NOTE.—The '102' model has frame side members of heavier gauge as well as propeller shaft of increased diameter.



## Bedford's unique protection against rust... means longer body life

BEDFORD vans receive extra protection against rust. Each van body is immersed to waist level in a tank of special primer paint. Protective paint thus reaches all the inside cavities of the 'double-skin' construction of the lower body, comes right up to windscreen level, and reaches high up the rear door pillars.

Before dipping, every inch of metal is de-greased, de-oxidised and then phosphate coated; this careful preparation ensures a perfect paint-to-metal bond.

The paint dip (and the sprayed primer coats which follow dipping) are stoved for one hour at a temperature of 300°F.

Wet sanding, which follows stoving, gives a fine, smooth foundation for the cellulose finishing coats.

All associated body components—doors, wings, bonnet panels—receive the same thorough treatment of phosphate coating, primer dipping, stoving, sanding and painting before final assembly.

Vans leave the factory in Grey Primer Sealer—ideal foundation for special colour schemes—or in one of the four standard factory finishes: Ash Grey, Strata Blue, Cherry Red or Fir Green, available at low extra cost.

**BETTER BUY BEDFORD—  
YOU SEE THEM EVERYWHERE!**

In accordance with the Bedford policy of progressive improvement, the right is reserved to alter any details of price, specification and equipment without notice. All prices are for primer finish, except where painting is specified. All prices are for delivery "ex works". Delivery charges are extra from Luton to body builder's works in the case of bodies built or converted by outside body builders.

VAUXHALL MOTORS LTD.  
LUTON . BEDFORDSHIRE

Printed in England. Imprimé en Angleterre BX834/760