

BEDFORD

TJ SERIES



TOUGH, RELIABLE, ECONOMICAL:

However you judge it — on toughness, reliability, durability, economy — Bedford's versatile TJ series has got what it takes. All over the world, its reputation for sturdy, reliable service, easy maintenance and repair, and its ability to carry on day after day, year after year, have made it a legend in its own lifetime. Over half a million TJs have been produced and there are TJs at work in over 150 different countries worldwide.

Built into every one is the technical design expertise, craftsmanship and plain engineering know-how of over half a century of quality truck building.

Urban deliveries; short-haul dumper work; or tough, long-distance hauls: the TJ can handle them all with ease. There's a wide range of gross weights from the lighter TJ 340 at 3 400 kg (3,35 tons) up to the big TJ 1090 at 10 920 kg (10,75 tons).

And with a choice of petrol or diesel engines (all by Bedford); a

choice on the TJ 850, TJ 940 and TJ 1090 of a four-speed or five-speed gearbox, and a choice of rear axle ratios, there's a TJ in the range that's got to be right for every type of operation — right for your operation.

Driver's Choice

And when it comes to practical features, the TJs are a real driver's truck. The low step height and wide doors make getting in and out easy. And when you're in the cab there's no engine in there with you, so the cab stays cool and quiet, and you can slide across to get out either side. Having the engine out front means that the gear lever is direct-acting. Straight into the gearbox. So with synchromesh on all except bottom and reverse gears — they're constant mesh to take the high torque loadings — you make fast, positive changes. Every time.

And for confident, progressive braking — and the power to stop in a hurry if needs be — all Bedford TJs

have power assisted brakes. On the TJ 340, TJ 610, TJ 700 and the petrol-engined version of the TJ 850, the hydraulic brakes are vacuum-servo assisted. On the TJ 850 diesel, TJ 940 and TJ 1090 the assistance is by air-pressure servo.

There's plenty of room for three hefty men in the TJ's spacious cab. The instruments are where they should be — right in front of the driver — with a large box on the passenger's side of the fascia for all those odds and ends you need to carry.

The tough Bedford TJ is as much at home on dirt roads as it is in city streets. Its deep, channel-section frame is braced with alligator-jaw crossmembers, cold-squeeze riveted to give toughness with resilience. So it absorbs shocks and stresses yet stays flexible to give you maximum traction when the going gets rough. Tough, durable, economic to operate and easy to maintain — it's got to be a Bedford. A Bedford TJ.



The TJ's instruments are right in front of the driver and all controls are conveniently placed for ease of driving.

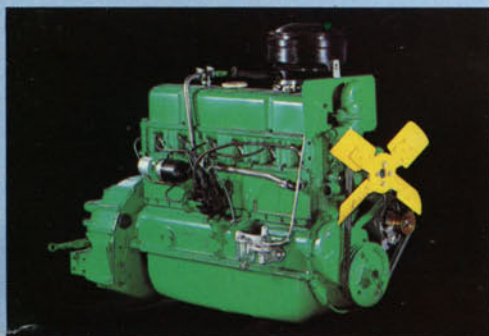
Access to the TJ's engine is through a large wide-opening alligator style bonnet. All components are easy to get at and routine maintenance is a simple matter.



BEDFORD'S VERSATILE TJ HAS GOT



Rugged, durable 5.4 litre, 6-cylinder diesel – world famous for reliability.



Proven 3.5 litre 6-cylinder petrol engine renowned for long life and smooth power.



Thrifty 3.6 litre 4-cylinder diesel for maximum economy.

Diesel Power

Bedford's 3.6 litre and 5.4 litre diesel engines are renowned the world over for rugged reliability combined with good economy. Now, both engines benefit from extra high-durability features introduced on the turbo-charged versions and which are carried over to the naturally-aspirated engines.

Features like stronger main bearing caps; increased coolant flow; improved oil pump; larger oil filter and balanced thermostart system. Then there's Bedford's DrySeal end-to-end coolant flow along the head



Bedford's big powerful 4.9 litre 6-cylinder petrol engine develops a massive 114 bhp net.

with no coolant passages through the head gasket. That means the gasket acts as both a primary and secondary gas seal, with no chance of gas blow-by to the coolant. Head gasket failures are almost unknown on Bedford diesels.

At the lower end of the weight range, on the TJ 340, TJ 610 and TJ 700, the 3.6 litre, four-cylinder diesel gives 48.5 kw (65 bhp) at 2 600 rpm, and a punchy 201 Nm (148 lbf ft) of torque for staying power at 1 600 rpm. On the three heavier models, the TJ 850, TJ 940 and TJ 1090, the six-cylinder, 5.4 litre engine delivers 73 kw (98 bhp) at 2 600 rpm, and a really slogging torque of 309 Nm (227 lbf ft) low down the speed range at only 1 000 rpm.

Petrol Power

Or, if the smooth power, quiet running and simple maintenance of a petrol engine is needed, Bedford's long-proven and economical six-cylinder, 3.5 litre engine can be specified in the TJ 340, TJ 610, TJ 700 and TJ 850. This gives up to 62 kw (83 bhp) at 3 400 rpm, and a useful torque of 229 Nm (169 lbf ft) at 1 200 rpm. And if you need petrol power on the TJ 940, there's the option of Bedford's big 4.9 litre, six-cylinder petrol engine to give you 84.5 kw (113.3 bhp) at 3 200 rpm and 303 Nm (223.5 lbf ft) torque, still only at 1 200 rpm.



EVERYTHING RIGHT

Drive-line Choice

But however good an engine is on its own, its power and torque characteristics have to be matched to the vehicle's weight and the duties it will be called upon to do. The only way to do this is to provide the right ratios in the gearbox and rear axle. And that's where Bedford scores. Behind each engine, the standard gearbox is Bedford's rugged and trusted four-speed, in close-ratio form in the TJ 340, and TJ850 with 5.4 diesel, and wide-ratio in the rest of the range. Or, there's the option of a five-speed box which can be specified

behind the 5.4 litre diesel engine in the TJ 850 and TJ 1090, and on either the 5.4 litre diesel or the 4.9 litre petrol engine in the TJ 940.

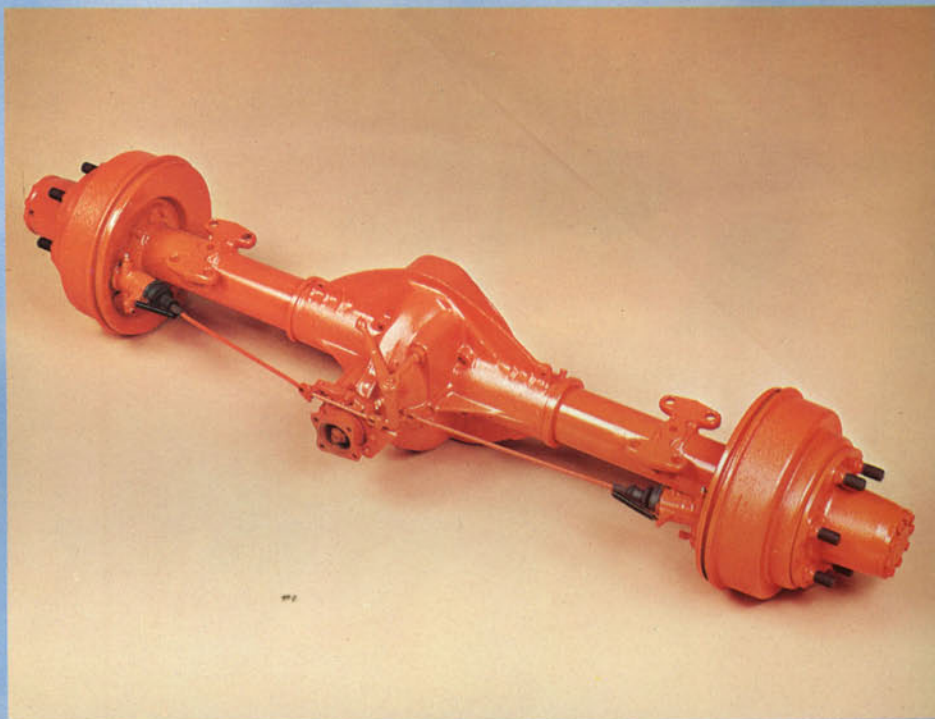
Add to these the wide choice of ratios in the tough Bedford rear axles – semi-floating spiral bevel on the

TJ 340, fully-floating spiral bevel on the TJ 610 and TJ 700, and fully-floating hypoid, single speed or two-speed on the three heavier models – both incorporating significant new engineering improvements for greater than ever durability.



Bedford TJ's robust 4-speed synchromesh gearbox has been proven over many millions of operating miles. Direct acting gearshift lever gives smooth positive shifts every time.

Below: TJ1090 shown with optional fitted chassis.



All TJ major components are engineered and manufactured by Bedford. The rear axles are really tough for high durability even when the going gets rough.

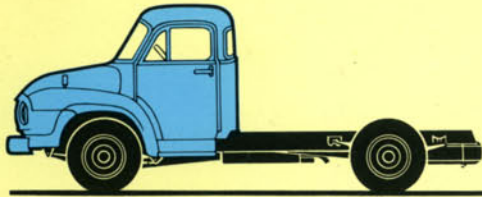


THE TJ TAKES THE ROUGH WITH THE SMOOTH

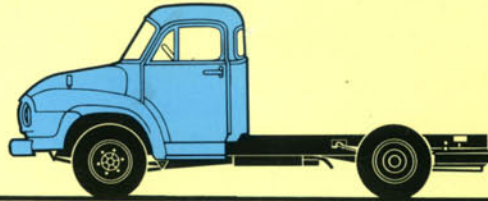
Whatever your operations — delivery, distribution, short-haul, long-haul — there's a Bedford TJ that's right for the job. Bodybuilders like them, too, because the design of chassis frame makes it easy for them to mount the body you need. That means lower costs for you. And with the wide range of options you get the specification right. That means lower operating costs. See your Bedford dealer — together you can work out which model TJ is right for you.



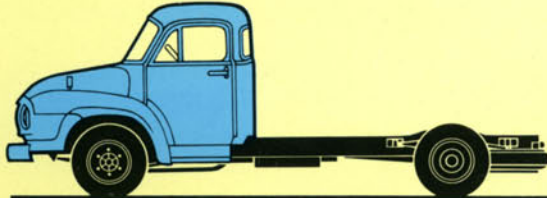
YOU NAME IT- THERE'S A BEDFORD TJ TO DO IT



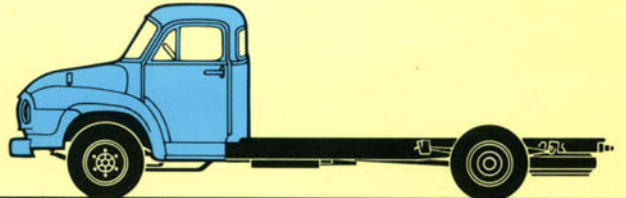
TJ340 119" Wheelbase



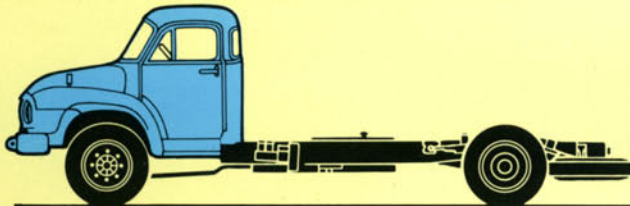
TJ610 119" Wheelbase



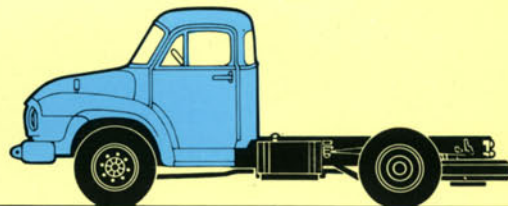
TJ610 143" Wheelbase



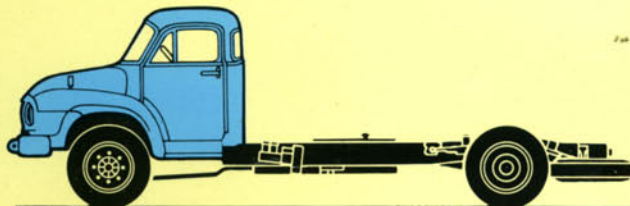
TJ700 161" Wheelbase



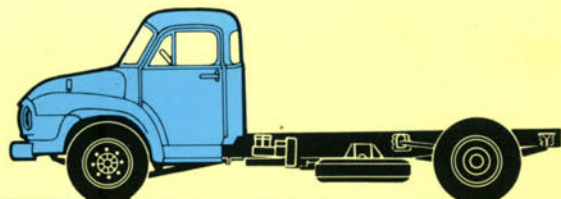
TJ850 167" Wheelbase



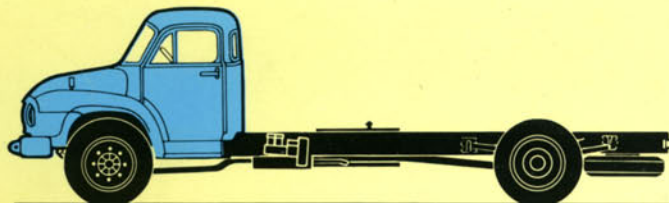
TJ940 120" Wheelbase



TJ940 167" Wheelbase



TJ1090 155" Wheelbase



TJ1090 179" Wheelbase



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