



**BEDFORD TL**



# TL—the truck that has everything right

Now, and increasingly in the future, road transport faces more labour cost, more expensive financing, bigger fuel bills, shorter working hours. Rising social standards are raising drivers' expectations; they demand a pleasanter environment.

So, more refined trucks are needed. But economical trucks too—trucks that are cheaper to maintain, more reliable and able to make better use of investments in capital and overtime.

That is why Bedford has developed the TL range of trucks. They have everything right to give the reliability, value, economy and refinement to meet tomorrow's as well as today's intensive transport needs:

All the toughness of a proven chassis.

All the maintenance saving of a tilt cab.

All the ease of driving a Bedford.

All the comfort of long, friction-free, tapered-leaf springs.

All the reassurance of big, powerful brakes.

All the wide choices of engines and transmissions to give that optimum blend of performance and economy.

It's all there in the new Bedford TL truck range, with smooth beautifully balanced styling announcing that this is a class truck for the 1980s; non-aggressive, smoothly radiused corners, a deep windscreen and great scope for livery—including space for signwriting across the panel below the windscreen.

Everything's right. For drivers. For operators. Whatever the duty. With a big-value, big-payload range, extending from 5.7 to 16.3 tonnes gross and able to haul trailers at up to 24.4 tonnes gross train weight. With axles of generous capacity to give tolerance for varying load distributions. A range, backed by the resources and experience of one of Europe's biggest producers of medium-weight trucks.









# TL-right for the 80's





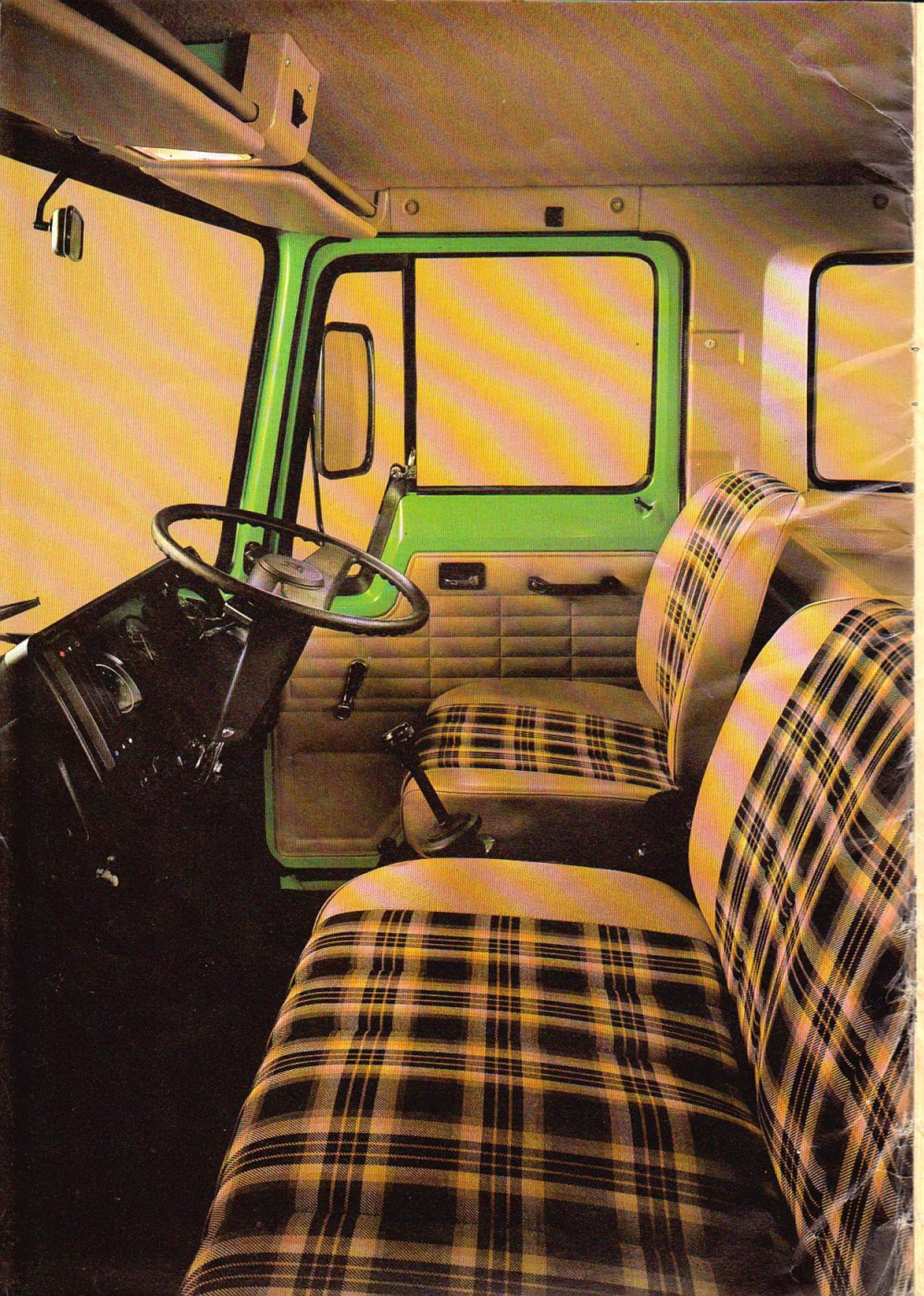


Whatever the operation in the 1980s the Bedford TL is right. The unobstructed low floor is right for multi-stop distribution. Its comfort, roominess and quietness make long-distance work a pleasure. Its toughness and good weight distribution make it a great performer as a tipper. The soft ride, good roadholding and balanced braking make it safe and relaxing as an artic. The light controls and wide-angle rearward vision make interchange of demountable bodies smooth and deft.

For any of these duties a Bedford TL can be specified with just the right combination of power and transmission you need. And all the major chassis components have a proven record of reliability on a million Bedford trucks produced over the last 20 years.

The TL is right for everyone.







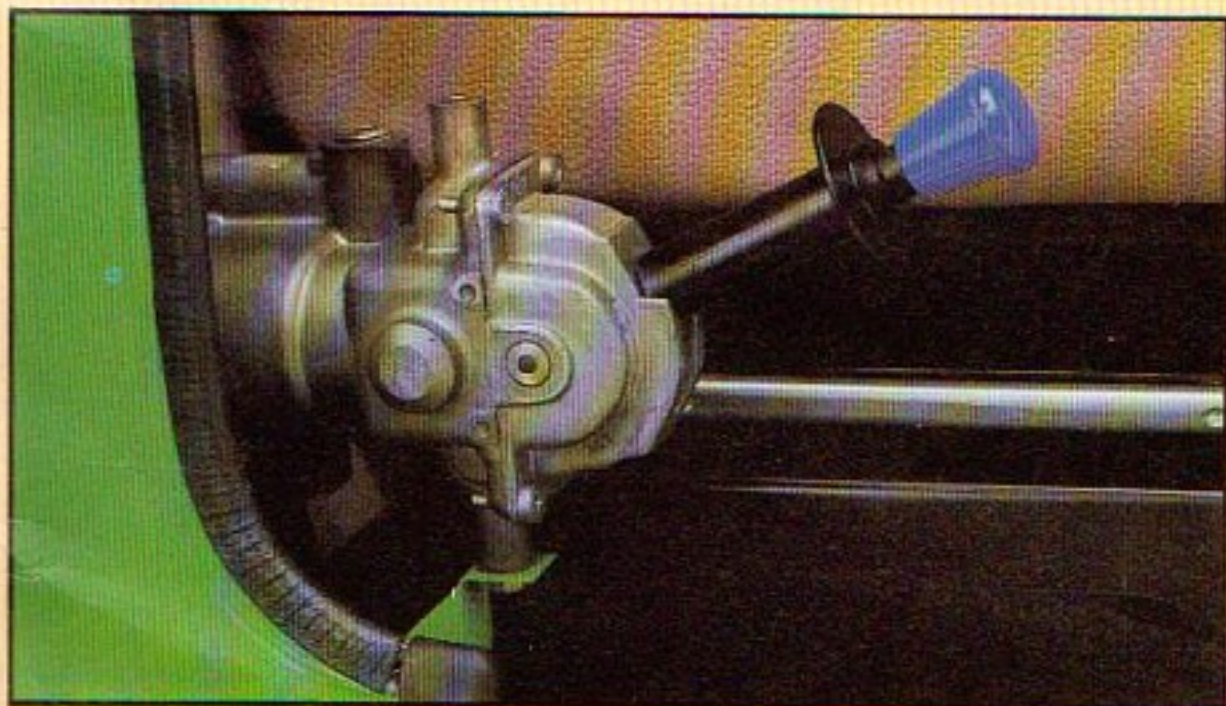
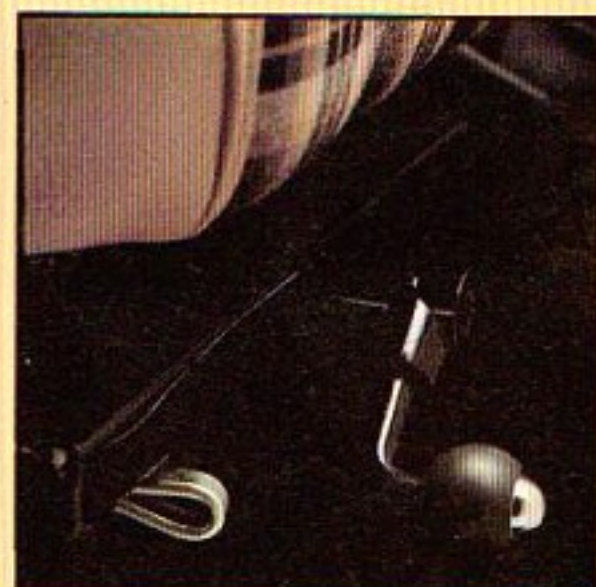
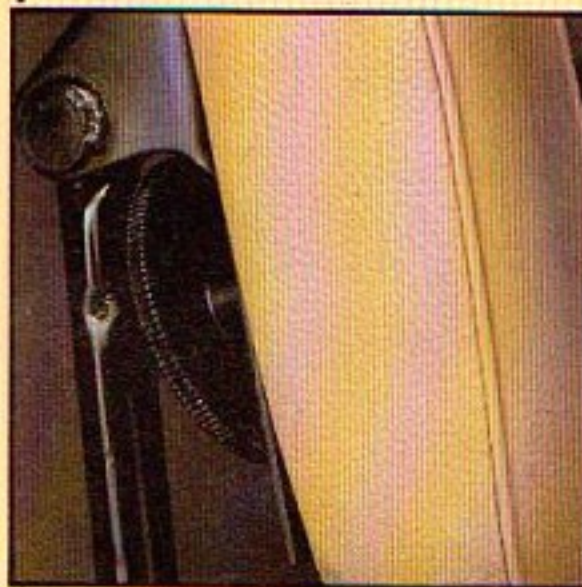
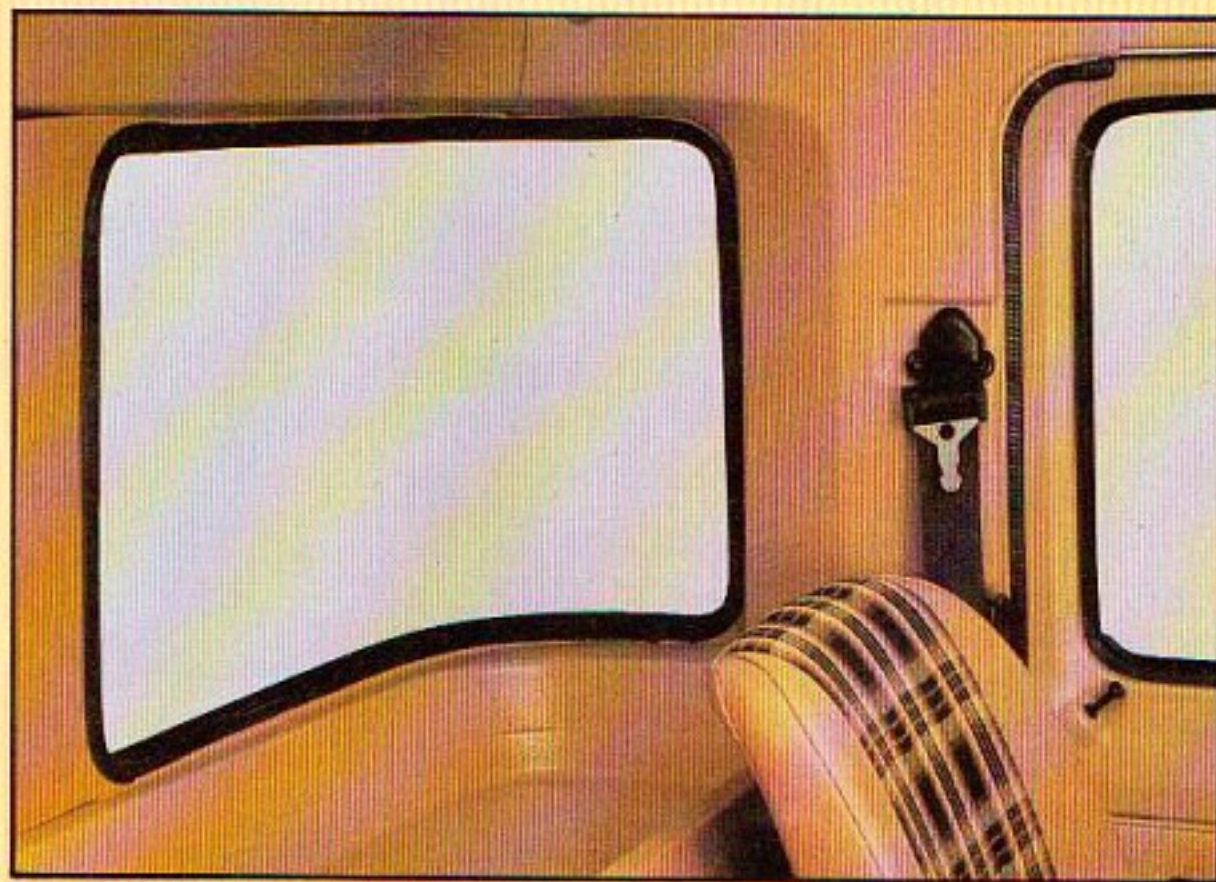
# TL-right for drivers

Just to sit in a TL you feel it's right. You feel in command. You're comfortable. Everything feels spacious. And you've a wide all-round view of what's happening outside. Cut-pile carpeting on wheel-arch and upper floor panels. A warm, agreeable driver-environment with efficient ergonomics and generous storage space. Inside, there is plenty of height for tall drivers (in fact, the best headroom in its class) and there's nothing to get in the way of stepping across the floor from one side to the other-not even the gear lever or parking brake. A dual passenger seat is standard.

Lots of elbow room. Lots of headroom. Plenty of seat adjustment-including backrest angle as well as vertical and longitudinal positioning. Soft cloth upholstery-warm feel when it's cold; cool when it's hot. An optional suspension seat. A low steering wheel to give free arm movement. A stubby gear lever immediately to hand. Instruments readable at a glance. Pedals spaced wide apart. For the Arctic-coping 7.5kw-rated heater, three-way controls to hand without stretching. Opening quarter vents in the door windows for extra ventilation.

Everything right for keeping fatigue at bay and preserving concentration. That's active safety to benefit everybody-the driver, other road-users, and the operator, who gains greater vehicle utilisation and suffers fewer road accident bills.

1. Deep rear-quarter windows. Impact-tested seat-belt anchorages. Wide, deep shelf behind the seats.
2. Rake angle of the seat-back can be adjusted.
3. There is easy adjustment for seat-height as well as longitudinal position.
4. Unobtrusive, but handy, parking brake.
- 5&7. Whether left- or right-hand drive, the TL's controls are comfortably positioned and the instruments easy to read.
6. Low step and floor make getting in and out less tiring.





# Even easier entry

Everyone is likely to find the TL cab just about the easiest for getting in and out.

The step and floor have been kept low—in the long-established Bedford tradition, which always has been the best in the business. Long grab handles are within easy reach. The doorways are tall as well as wide; nothing to bruise a driver as he dives in or out on those quick deliveries.

All Bedford's long experience of designing for efficient multi-stop distribution work has been poured into TL.

## Lots of storage room

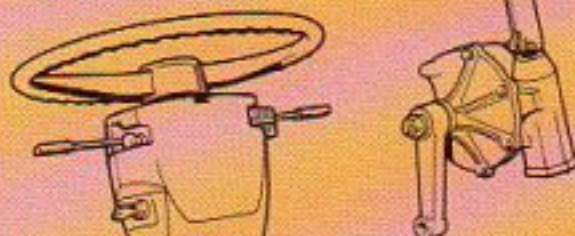
No other middleweight truck cab has so much stowage space inside it. For a start, the handy deep shelf behind the seats—so long a feature appreciated by Bedford drivers—has been made even more practical by incorporating lips and pockets that stop loose objects sliding about, then, to keep documents tidy and instantly to hand, there are deep and wide pockets above the sun visors.

## Quietness

TL drivers have a quiet life as well as a comfortable one. Pendant pedals and universally jointed steering column avoid those little gaps in a floor that have been proved to let through most noise. A thick and hefty concertina seal around the gearshift keeps the noise insulation as effective as the steel floor.

The universally-jointed steering column is anchored to the cab, not the chassis, so it would move forwards with the cab in a load-shift accident, and it collapses more readily if a driver should impact it.

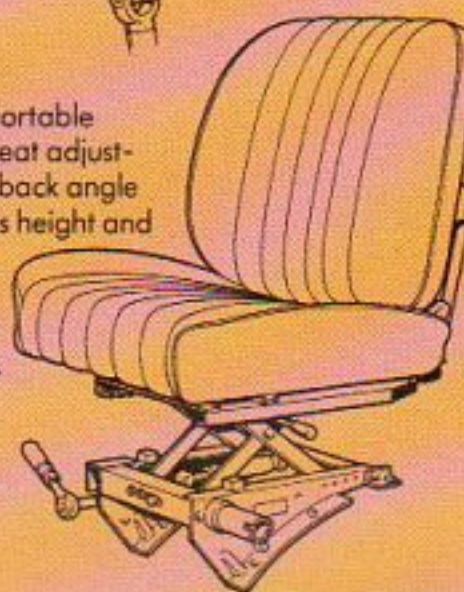
Stalk switches on the column for convenience.



Pendant pedals eliminate floor gaps, stop draughts and seal out noise.



Big comfortable driver's seat adjustable for back angle as well as height and reach. Suspension seat optional.



Carefully jugged doors fit extra close and their flexible rubber seals are tailored to the door profile.

Frontal crush strength comes from the understructured floor and hidden beam across the front. Below that, the deep bumper forms a crash barrier against low-level impacts.

Rubber-housed side lamps and flashers, on the flanks of the cab to be easily visible to other road users, simply deflect and bounce back if they are knocked accidentally.

Having the engine tucked under the rear part of the cab means there is a deep front panel across the cab to reflect engine and fan noise backwards. Thick rubber floor-covering gives added quietening as well as providing a durable easily cleaned surface.

Unobstructed cross-cab access is a feature of TL.



## Superb all-round vision.

Then there's the superb vision. The extra deep windscreen and side windows provide easy viewing not only downwards, to see the ground close to the truck, but also upwards—making it so much easier to spot street and shop names, and traffic lights, at close quarters; indeed, no other truck in this class provides such good upwards vision. There's a good backwards view, too; the rear windows wrap right round the corners. As for seeing what's happening at road junctions, the deep glass area behind the doors is a big help in seeing what's coming. Besides that, invaluable wide rearward vision is provided by huge convex high-quality mirrors on swing-back dual arms held sturdily against vibration.



# TL-right for power -right for economy

Three diesel engines, embodying the latest developments to improve durability and fuel consumption - with all sorts of transmission options - offer just the right balance of power and economy whatever the operation.

And where the priority is super quietness, or where there is a scarcity of either diesel fuel or expertise in diesel-maintenance, there are the options, in models up to 12½ tonnes gross, of two six-cylinder Bedford petrol engines renowned for their long lives.

For medium-weight truck operations demanding an extra-lively performance, or for drawbar trailer operation, there are bigger diesel options at 7.5, 9 and 10.2 tonnes gross. They have five-speed gearboxes as standard.

The TL's diesel engines all have cross-flow cylinder heads and are the latest versions of the 48.5kW (65 bhp) four-cylinder 3.6/65D, the 73kW (98 bhp) six-cylinder 5.4/100D and the new high-durability 8.2 Blue Series six-cylinder at either 95kW (128 bhp) or 112kW (151 bhp) net ratings.

The trusted petrol engines are the familiar 3.5-litre 62kW (83 bhp) six-cylinder 3.5/80P and, for certain markets, the 84.5kW (113 bhp) 4.92-litre six-cylinder 4.9/115P.

All these power outputs are official standard net installed ratings - BSau 141a for the diesels and DIN 70020 for the petrols.

## High Durability 8.2 Blue Series

The 8.2 Blue Series engine is a high-durability naturally aspirated unit which has resulted from Bedford's development of turbocharged designs with up to a third more power output. The same mechanical features introduced for turbocharging have been standardised throughout the 8.2-litre range, irrespective of power setting. Obviously, that brings an unusually long life to the normally-aspirated versions.

Its extra-deep head, besides holding ample water, has provided the scope to fit big valves, spaced wide apart; that means more efficient breathing and better cooling. Every exhaust port is separated by an inlet port - therefore giving a more even temperature distribution. The whole valve-gear specification is top quality - detachable valve guides, separate valve seats, exhaust valves with Nimonic 80 heat-resistant heads and equipped with positive rotators.

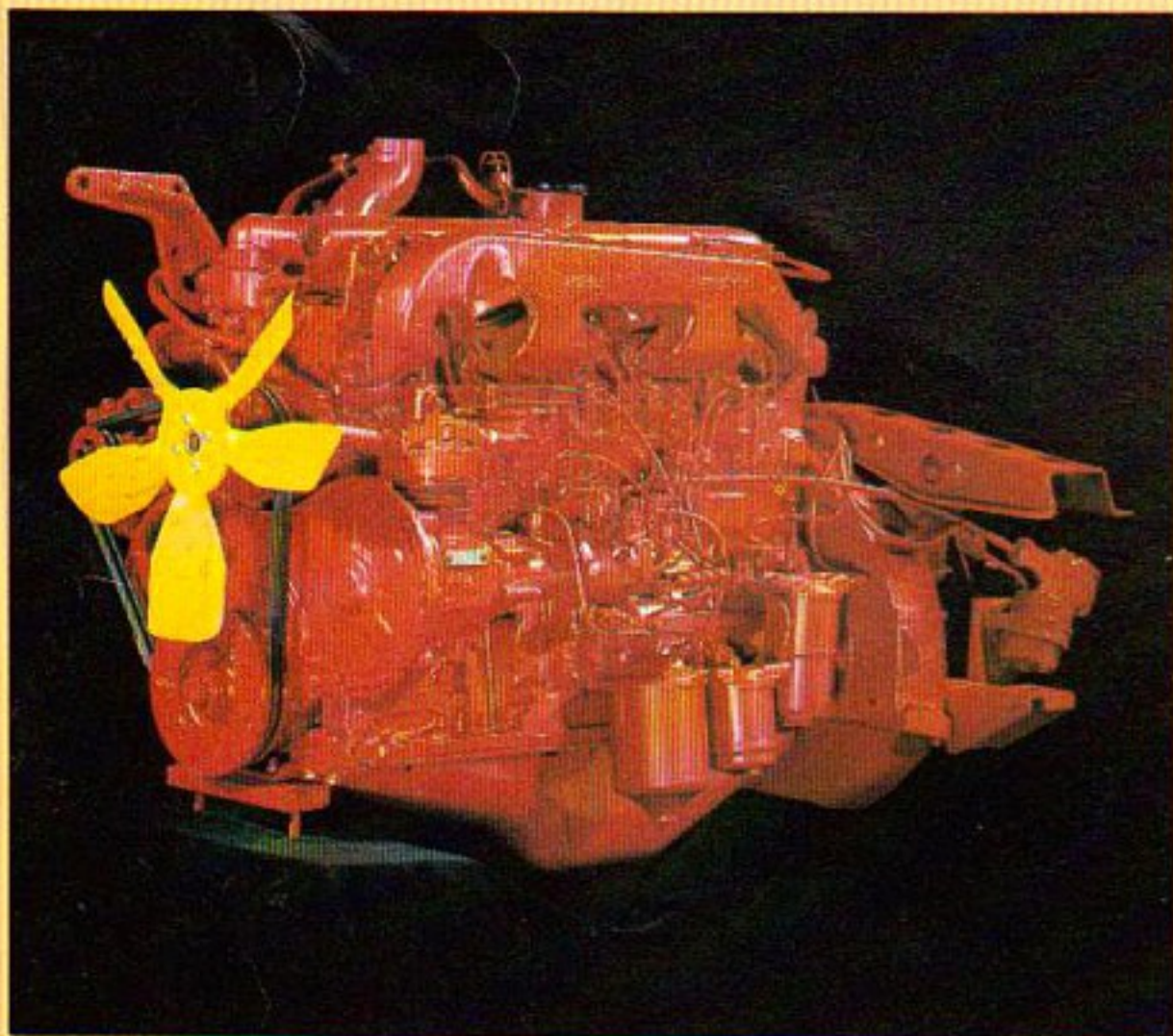
The steel backbone head gasket has no water passages to seal because the water circulates first through the cylinder block before being transferred at the back to the cylinder head. Then the water moves in a streamlined flow along the head to the front outlets.

A carefully co-ordinated dual thermostat closes off the bypass to the pump completely when the radiator outlet opens; so the total flow of water goes through the radiator.

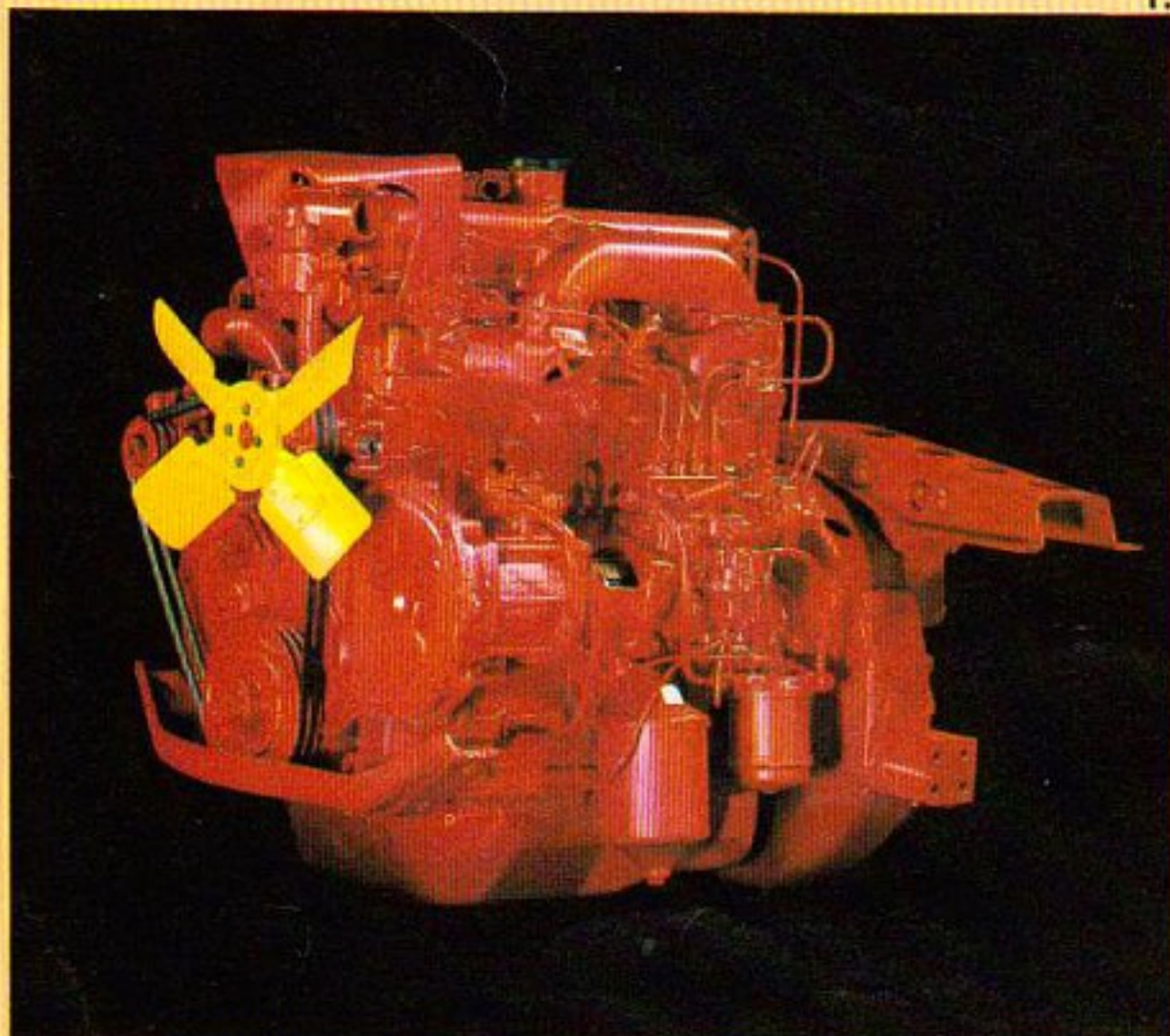
The block is stiffer than usual; as a result the engine is quieter. It has press-fit dry liners of high-grade iron, two-stage honed; their design gives exceptionally good wear and scuff resistance - something which is further enhanced by the use of molybdenum-inlay top rings on the pistons.

The crankshaft has been given an extra margin of durability by having its journal fillets induction hardened.

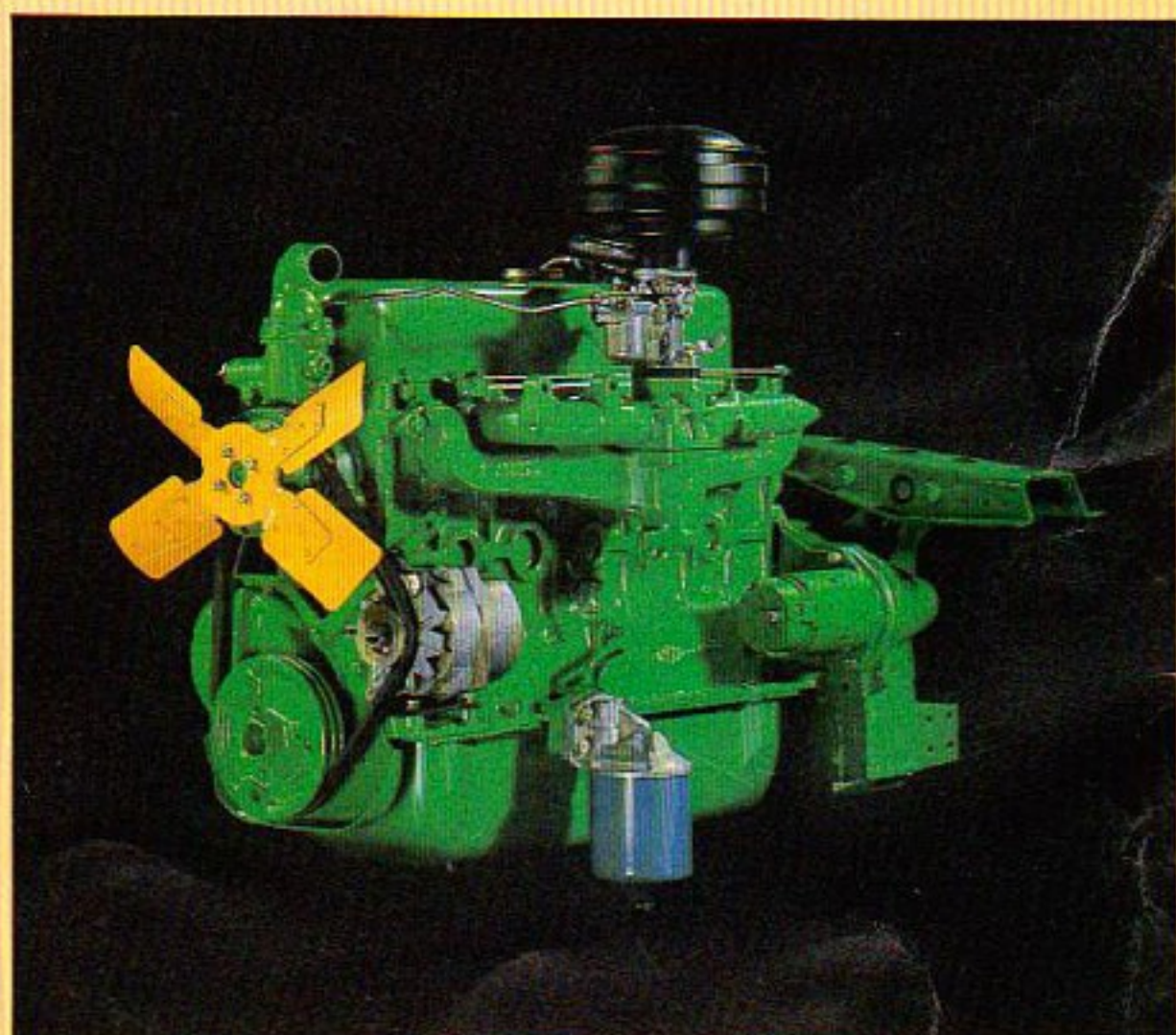
So the 8.2 Blue Series Bedford engines are quieter long-life units, and freer breathing in conjunction with re-tuned injection has made them more efficient users of fuel.



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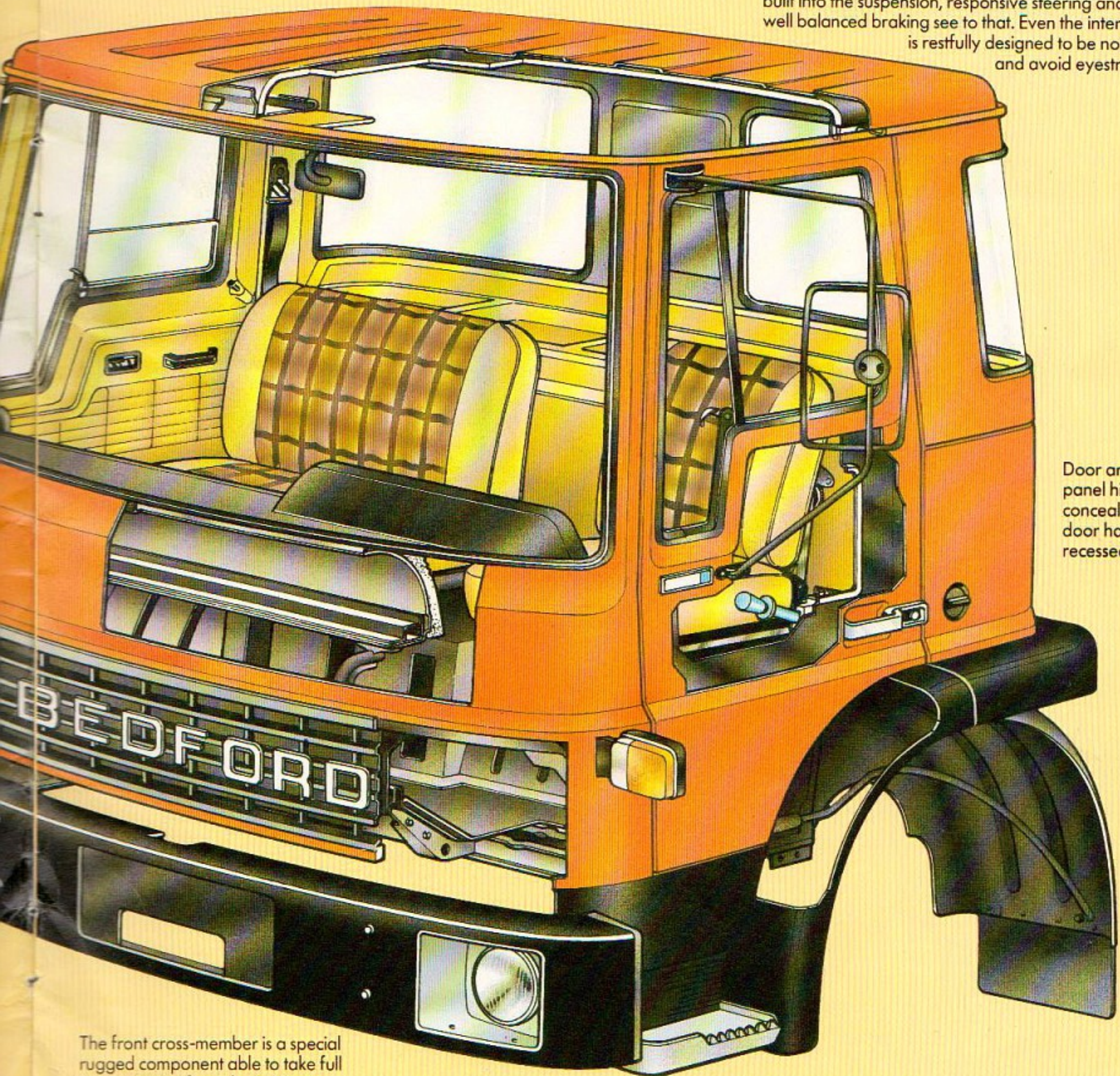


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The strong pressed-steel shell with anti-burst doors and the exclusive deep shelf behind the seats give good protection against cab-crush in a collision or rollover.

Besides all its passive safety features, active safety is so good anyway with a TL-wide-angle vision, fine roadholding built into the suspension, responsive steering and superb well balanced braking see to that. Even the interior trim is restfully designed to be non-distracting and avoid eyestrain.



Door and access-panel hinges are concealed. The door handles are recessed.

The front cross-member is a special rugged component able to take full towing strains from the 9.6 tonne capacity pintle built into it as a standard feature.

**V.I.P. TREATMENT.** To Bedford, drivers are Very Important Persons. And TL has Very Important Points for them:

Low floor for easy access · Unobstructed cross-cab movement  
Plenty of room inside · Lots of stowage space · Positive ventilation and powerful heating · Wide, deep vision (best upward vision in its class) · Comfortable seating · Quiet travel · Safe travel  
Plus Bedford's traditional light, smooth controls.





# TL-right for operators

Bedford's TL is unquestionable value. And there's no superfluous weight—so payloads are high, too.

But TL does even more than that to keep down overall

operating costs, despite rising fuel prices. It gives better reliability and quicker maintenance.

After all, time off the road is more expensive. Labour is more expensive. Loss of earning capacity is more expensive.





Not so expensive with a Bedford TL, though.  
TL heralds even higher standards of trustworthy Bedford engineering. That means less time off the road.

TL is designed for fast and efficient maintenance. That will bring down labour costs.

Quicker turnround in the workshop will boost vehicle utilisation and make fuller use of capital resources.



# The tilt-cab that's better than a tilt-cab

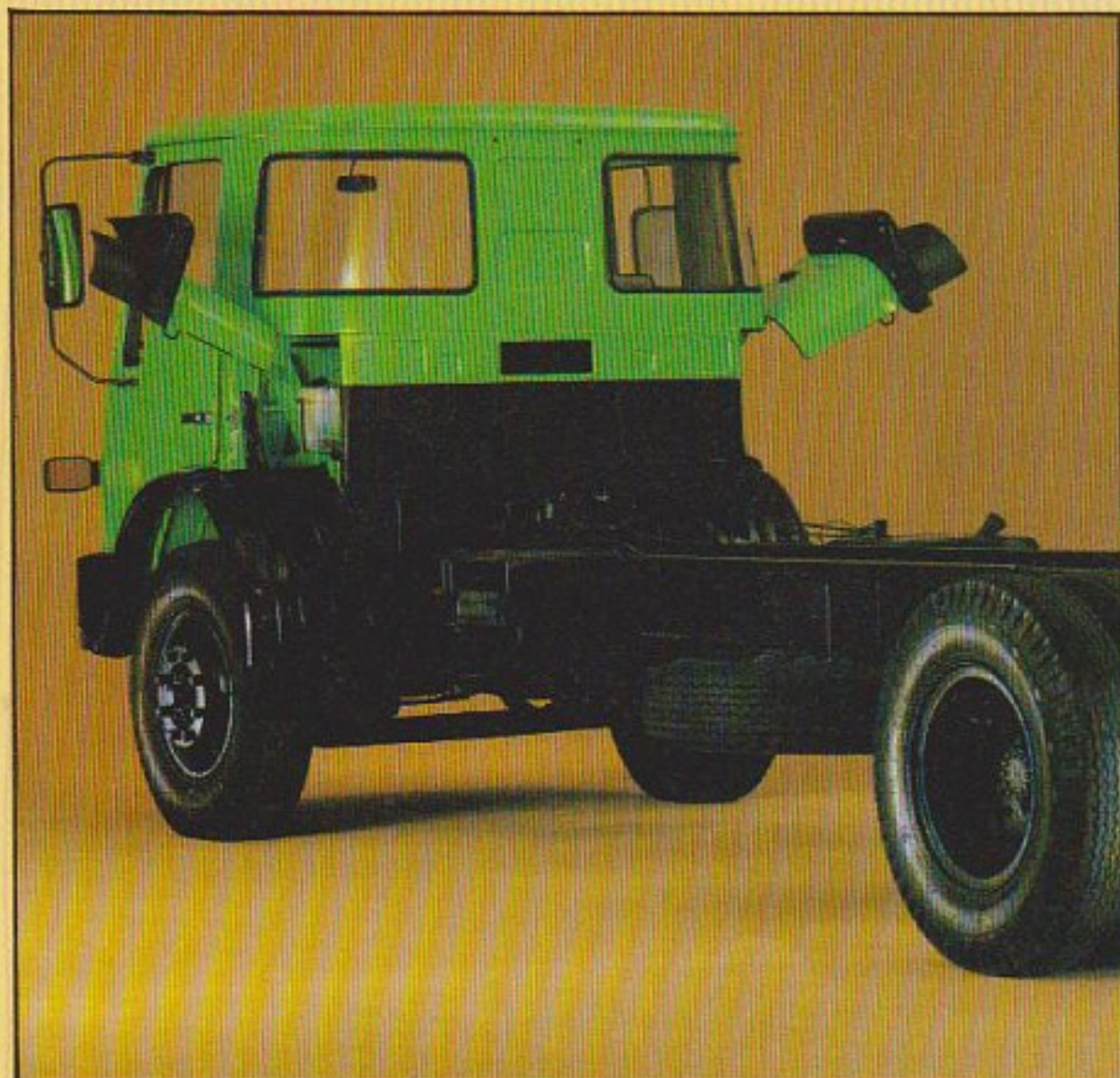
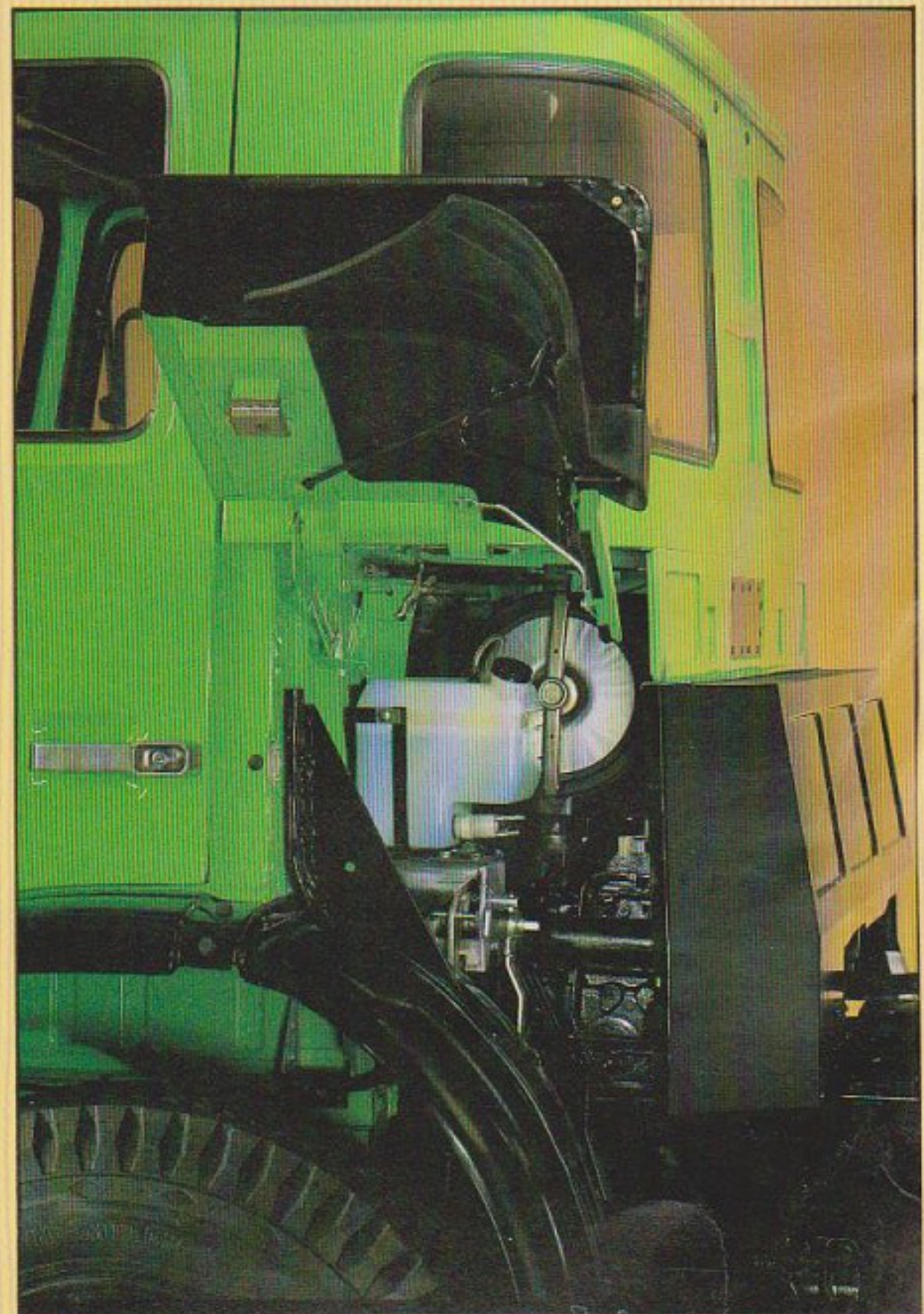
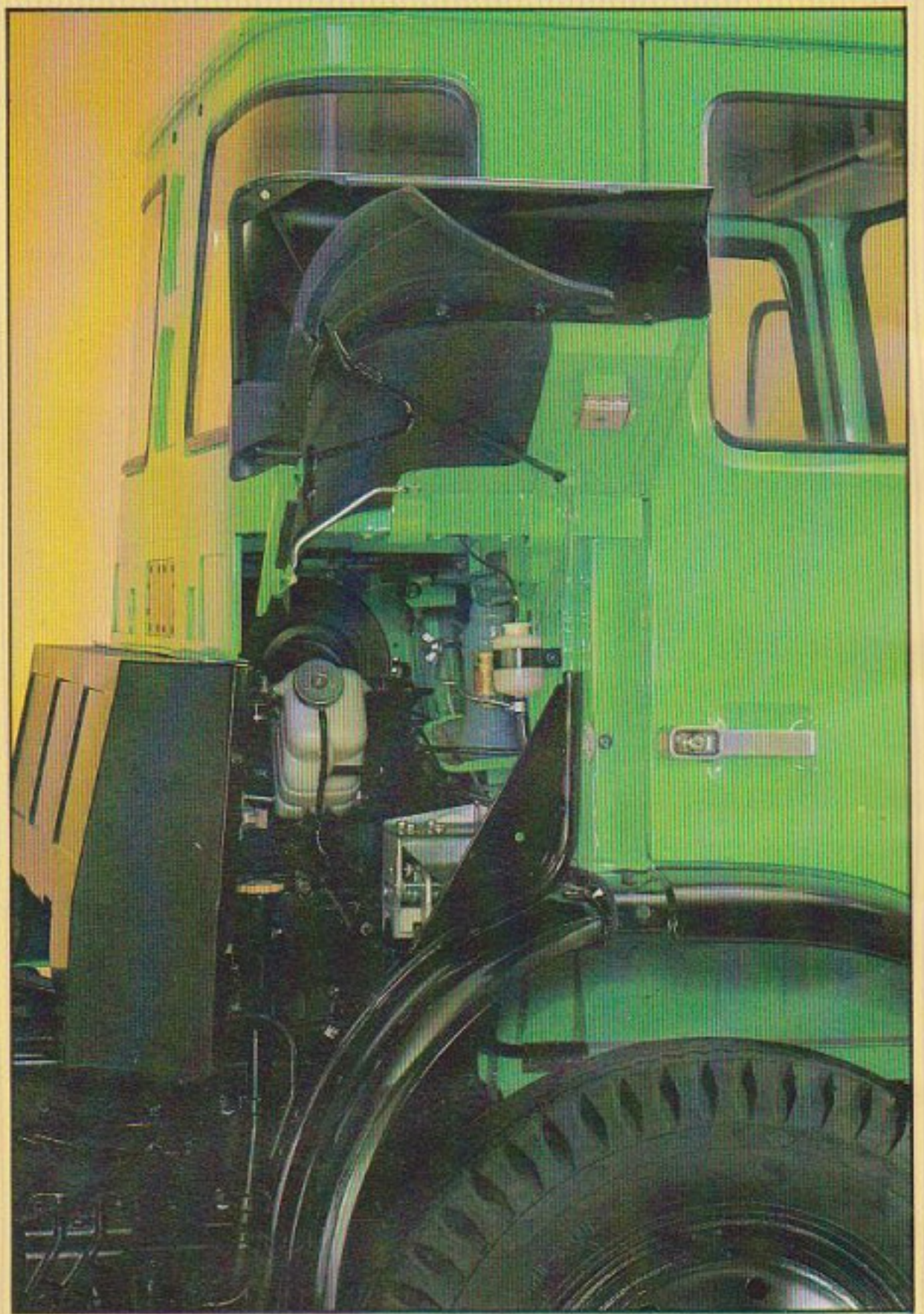
The TL's cab can be tilted quickly by hand to a full 50 degrees to expose the whole front-end for easy maintenance. Even the cooling system, with its setback radiator, is easy to get at. With the cab tilted forward there's room for the engine to be lifted straight out.

But the cab does not have to be tilted for routine servicing and inspections – or even most work on the engine. The TL cab also has instant-action hinge-up valances behind the doors that give access to the engine as well as to all the routine servicing points – the oil filler, dipstick, power-steering reservoir and windscreen-washer tank. The jack is stowed neatly and safely here too.

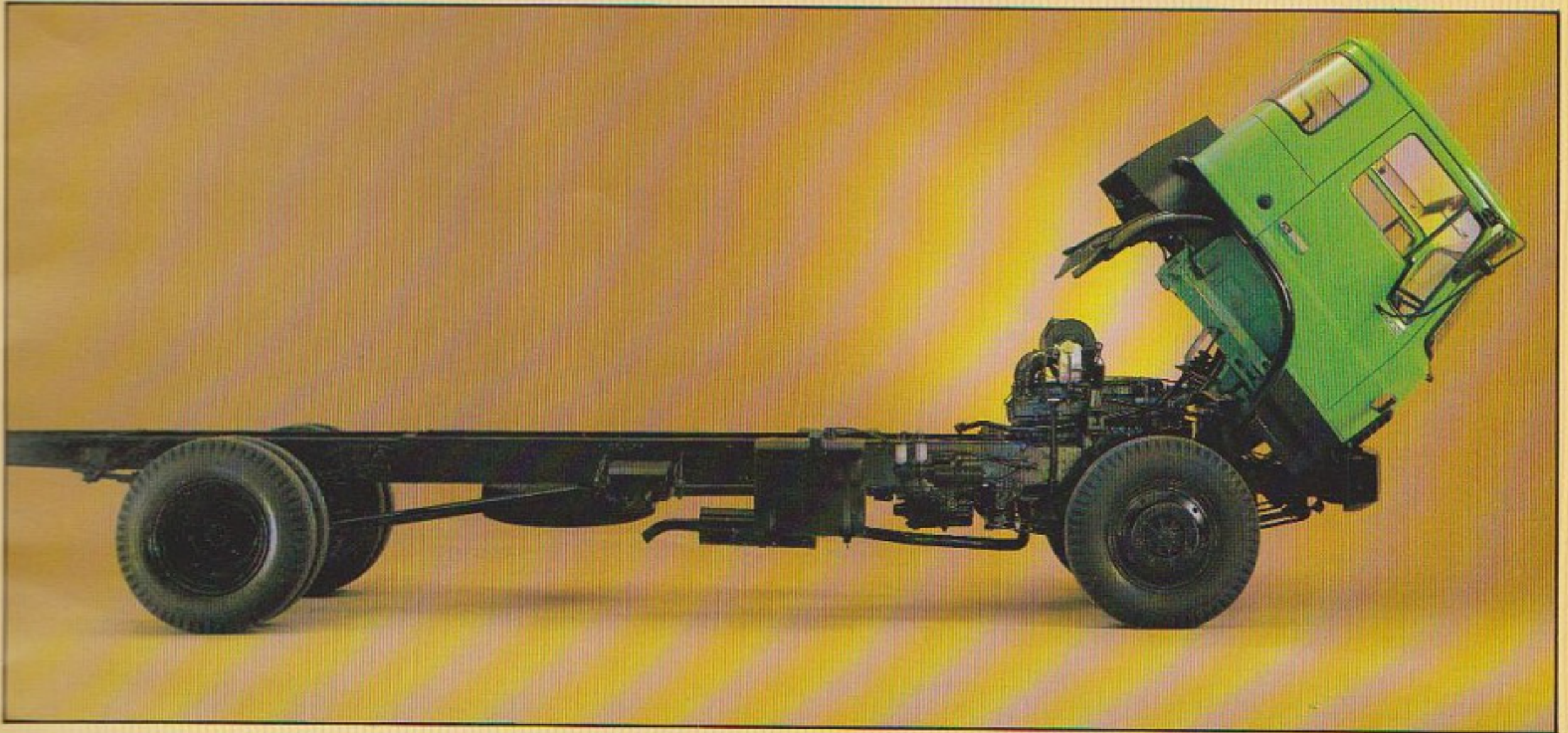
So the cab-tilt facility can be reserved for the more major jobs; there's none of the tedious tumble of papers, flasks, cases and other impedimenta which irritate when a cab has to be tilted for every minor adjustment.

What is more, cab tilting is tamper-proof. The latch-down, hidden under the hinge-up rear valances, is released with a ratchet spanner in the tool kit. To make doubly sure, there's secondary flip-up latch. Then the cab is just pushed up. It's counterbalanced by a torsion bar to enable it to be tilted easily with one hand. It all takes less than 30 seconds. There is no need to touch anything inside the cab, so dirty hands are kept away from the attractive trim and upholstery. Neither does the gear lever have to be in a special position; it stays on the chassis – and that preserves a positive gear-change.

Once up, there is no risk of the cab coming down accidentally. An overcentre strut holds it secure and safe.









# TL-built in the right way

Although the TL brings outstanding refinements in driver comfort, safety and quick maintenance, it retains familiar and proven chassis components, renowned for reliable service in over a million middle-weight Bedfords sold all over the world.

In the TL development, the opportunity has been taken to boost engine durability, to protect the electrical wiring in flexible conduit, to introduce corrosion-free reinforced-plastics piping, to fit dual air-hydraulic braking on the lightest models and have spring-brake fail-safe parking on all chassis.

But all this is refinement to chassis engineering that has been thoroughly proved on Bedford trucks already in production—the chassis, the engines, the gearboxes, the axles, the big brakes, the springs that need no lubrication. No spares complications. No re-training of mechanics. Refinements without risk.

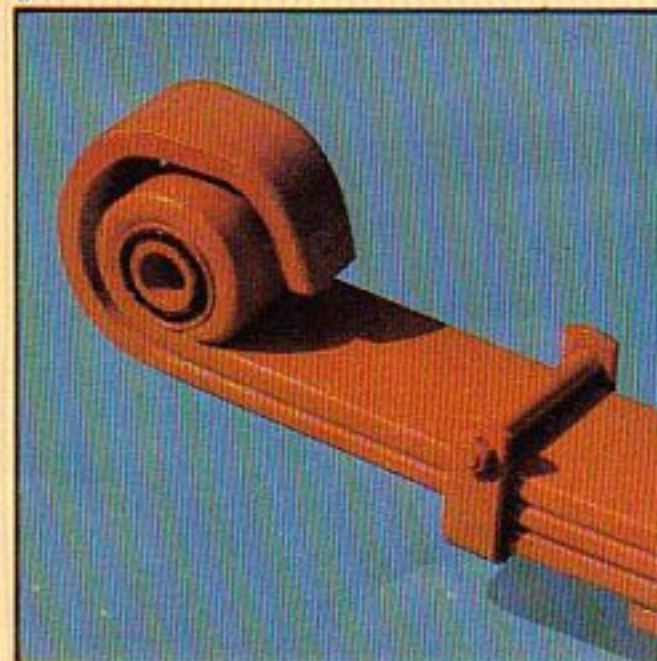
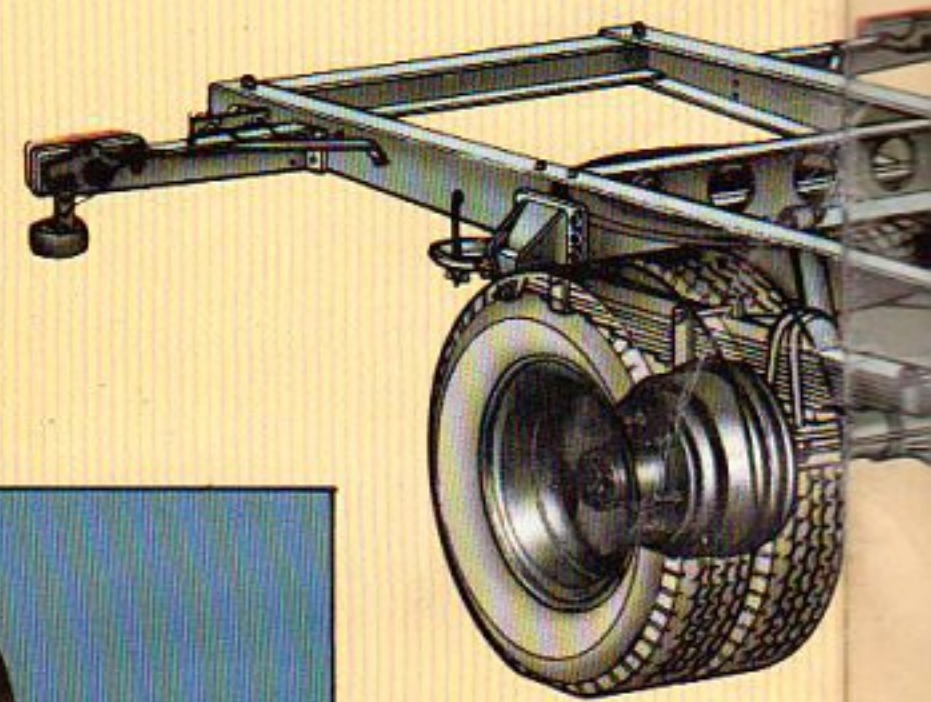
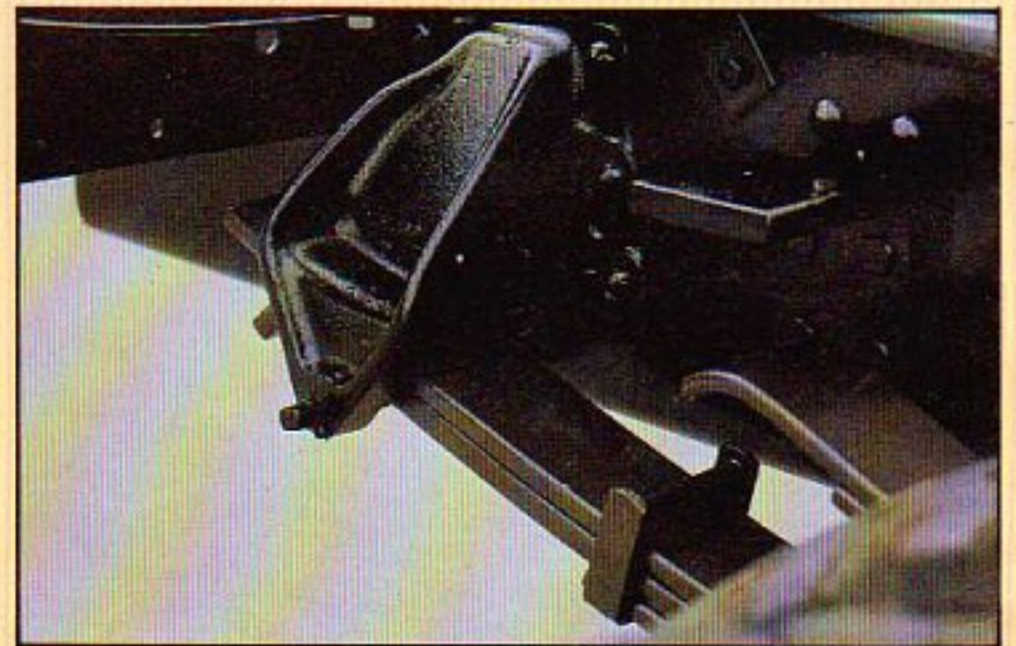
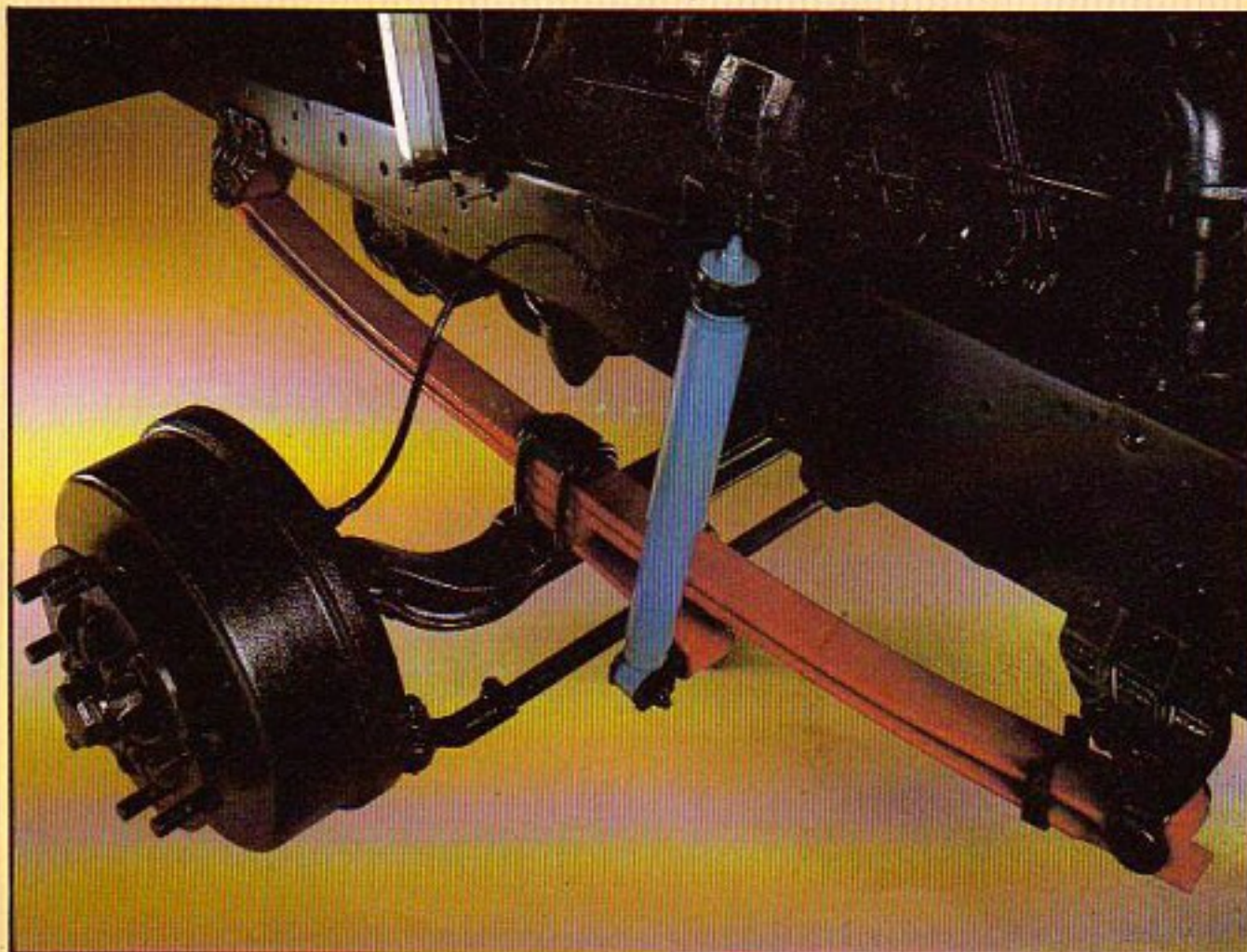
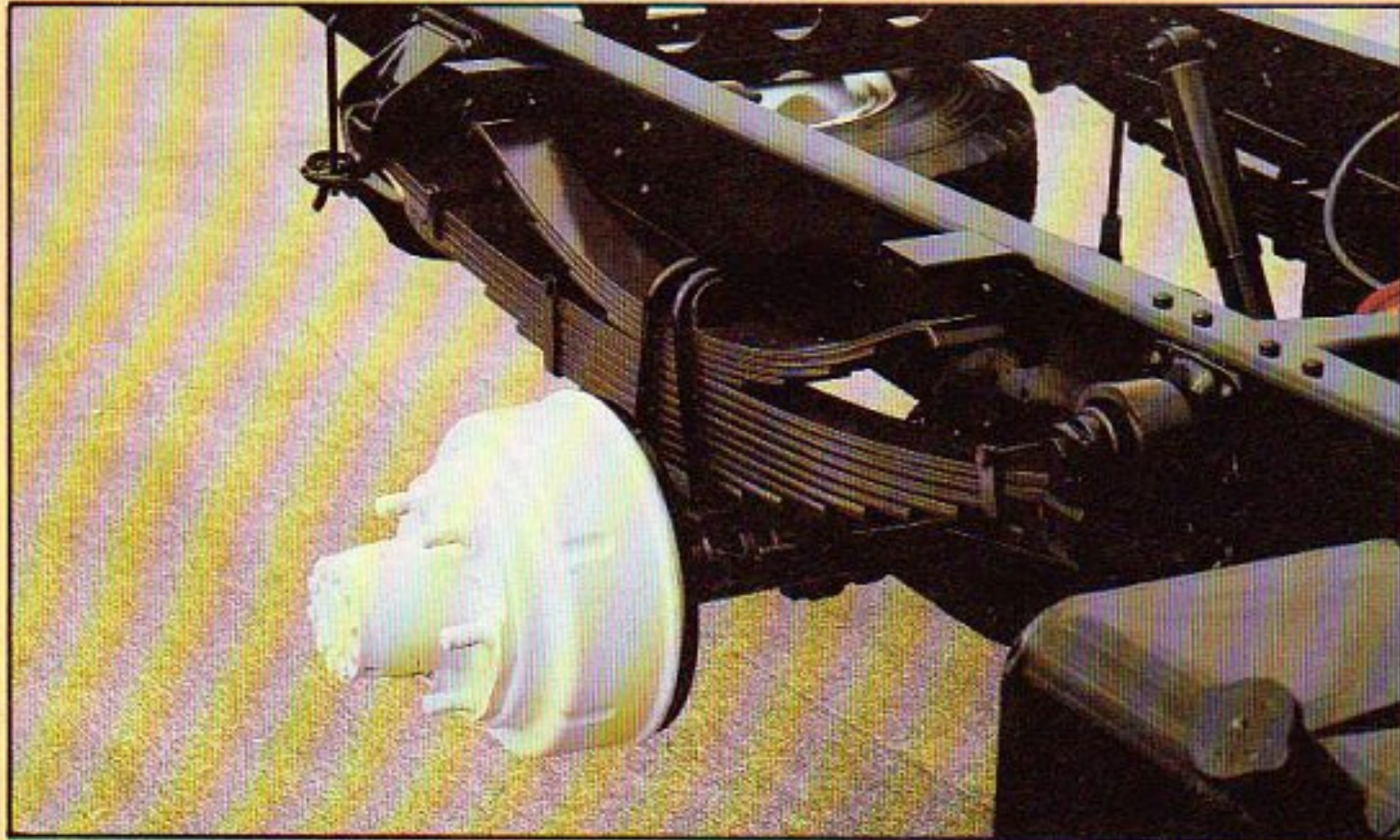
## Easy Rider

The TL's cab comfort is completed by a new easy-riding front suspension. Not only are the front springs extra long—1.8 metres, or 70 inches—but also the jarring from friction between spring leaves has been eliminated by having just two, separated, tapered leaves (which also result in lower stresses, less weight and better resistance both to roll and to wind-up during braking).

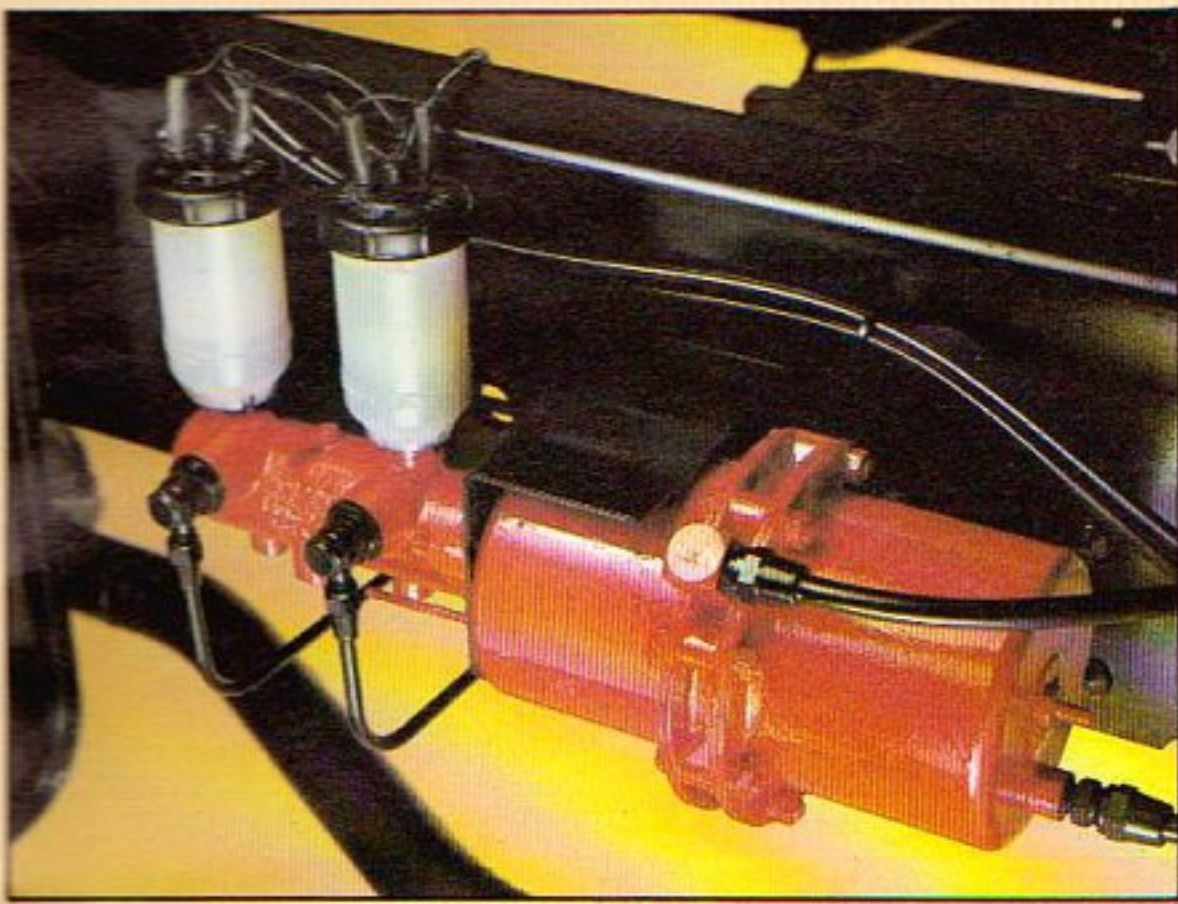
Large telescopic shock absorbers are on every TL; they damp down any bounce, lurch or pitch. Being vertical they are fed with 100 per cent of spring deflection, so they can exert better control.

With the front springs more flexible, the tyres follow the road surface more faithfully, so the tyres stick to the road better. The whole suspension package sets a quality of roadholding unusual in trucks, besides its sheer ride-comfort.

1. Power assistance is built into the recirculating-ball steering gear on heavier TLs.
2. Slipper-ended rear springs eliminate shackle-pin wear.
3. Helper springs and generously rated axles give load capacity to spare.
4. Long friction-free tapered-leaf front springs and vertical dampers give front-end comfort.
5. Rubber-bushed spring eyes need no lubrication and a wrapped-round second leaf provides extra safety.
6. Fail-safe dual-circuits on both air and hydraulic sections of braking.
7. Alligator-jaw cross-members pick up almost the full depth of the chassis sides for rigidity without spoiling torsional resilience.
8. Powerful two-leading shoe air/hydraulic brakes on the lighter TLs.
9. Wide wedge-expanded two-leading shoe dual air brakes on the heavier TLs.
10. Hold-fast parking power from a spring chamber on the rear axle.
11. Sturdy worm-and-sector steering gear on the lighter TLs.



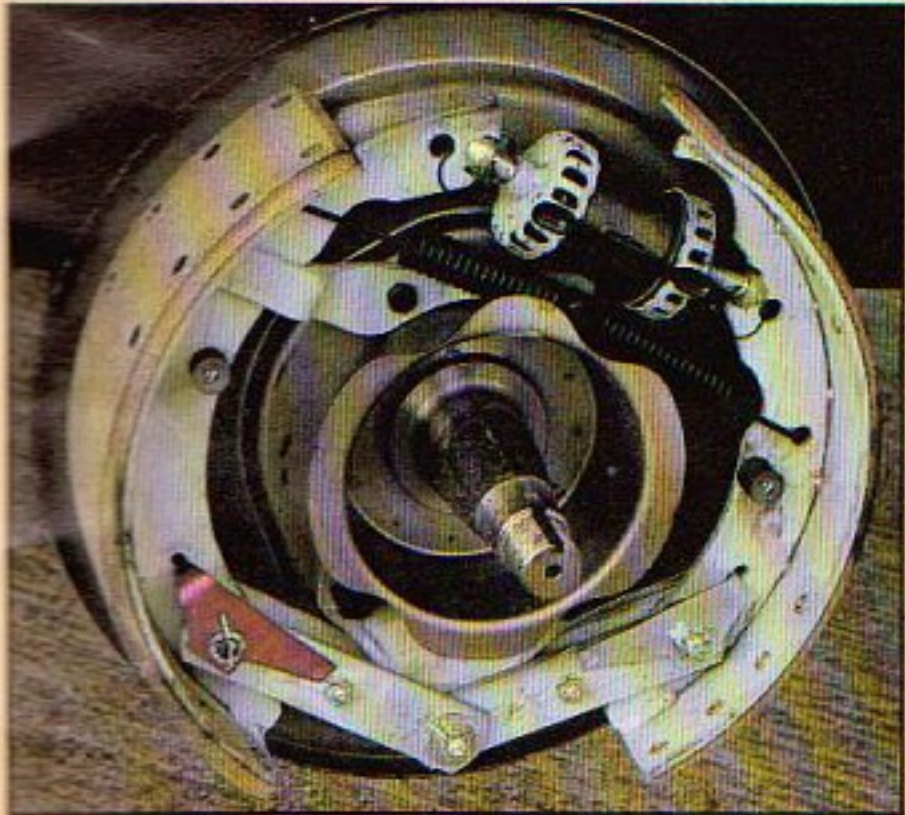




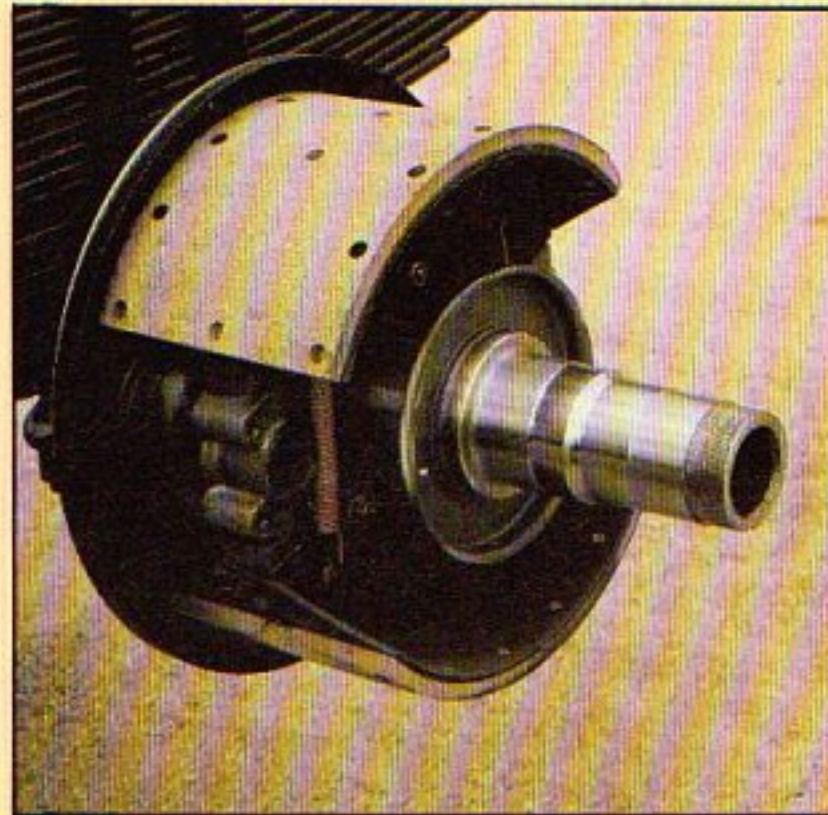
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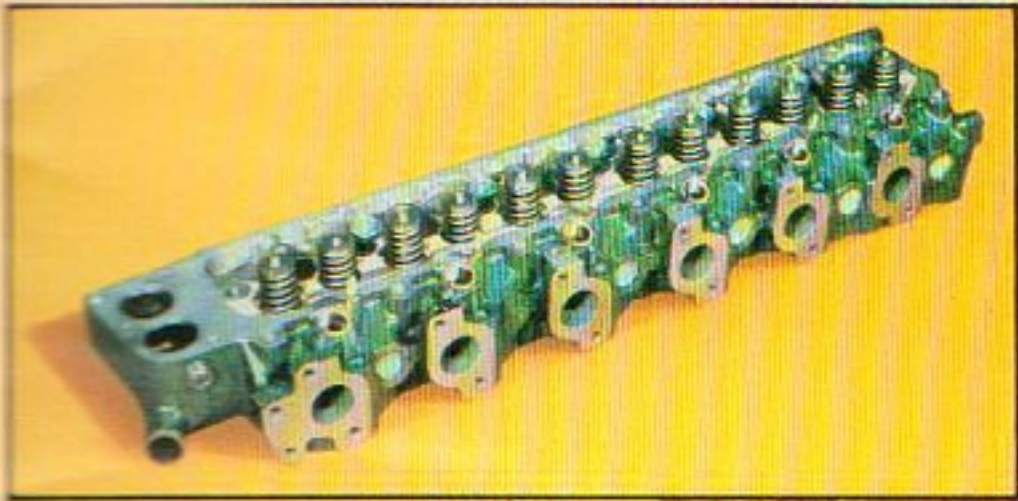
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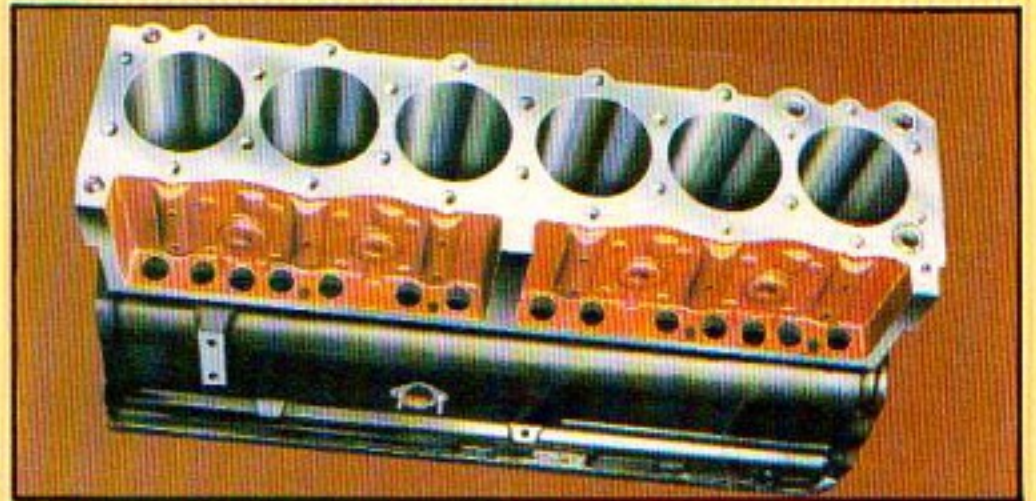




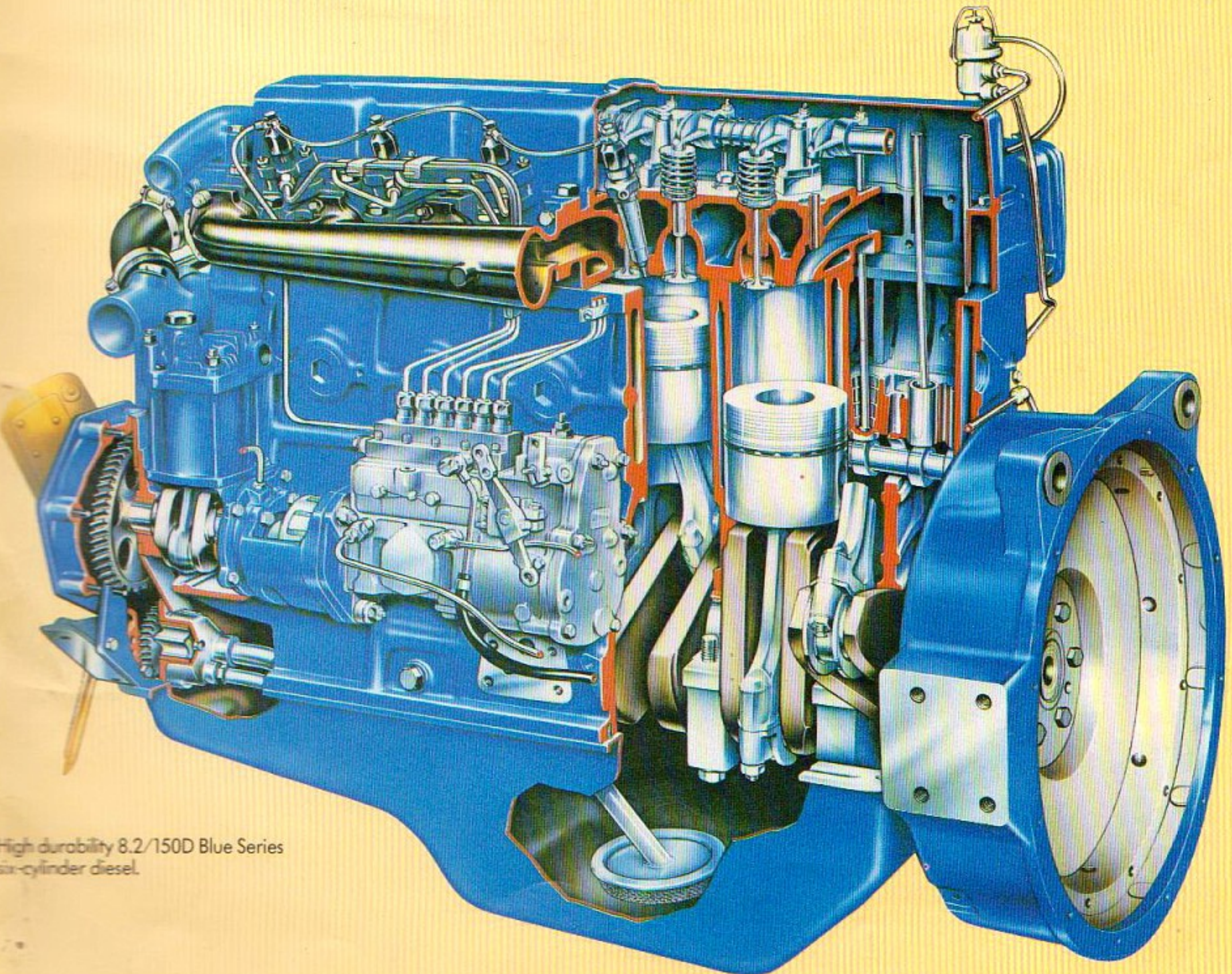
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High durability 8.2/150D Blue Series  
six-cylinder diesel.



# The right transmission match

Whether your priority is hill-climbing ability, off-road traction, high cruising speeds, or something of everything, the Bedford TL has the choice of gearboxes and axle ratios to give you what you want without wasting fuel.

There's a choice between four and five-speed synchromesh gearboxes on most models. TLs with the 8.2 Blue Series engines all have five-speed gearboxes - with a choice of ratios giving wide or close steps, with direct-top or overdrive-top.

To extend the spread of performance even further, every TL from 10 tonnes gross upwards can be specified with a two-speed axle - often with a choice of up to three sets of ratios.

For full details refer to the companion TL specification catalogue.

1. Fully-floating hypoid-bevel rear axle for middle-range TLs.

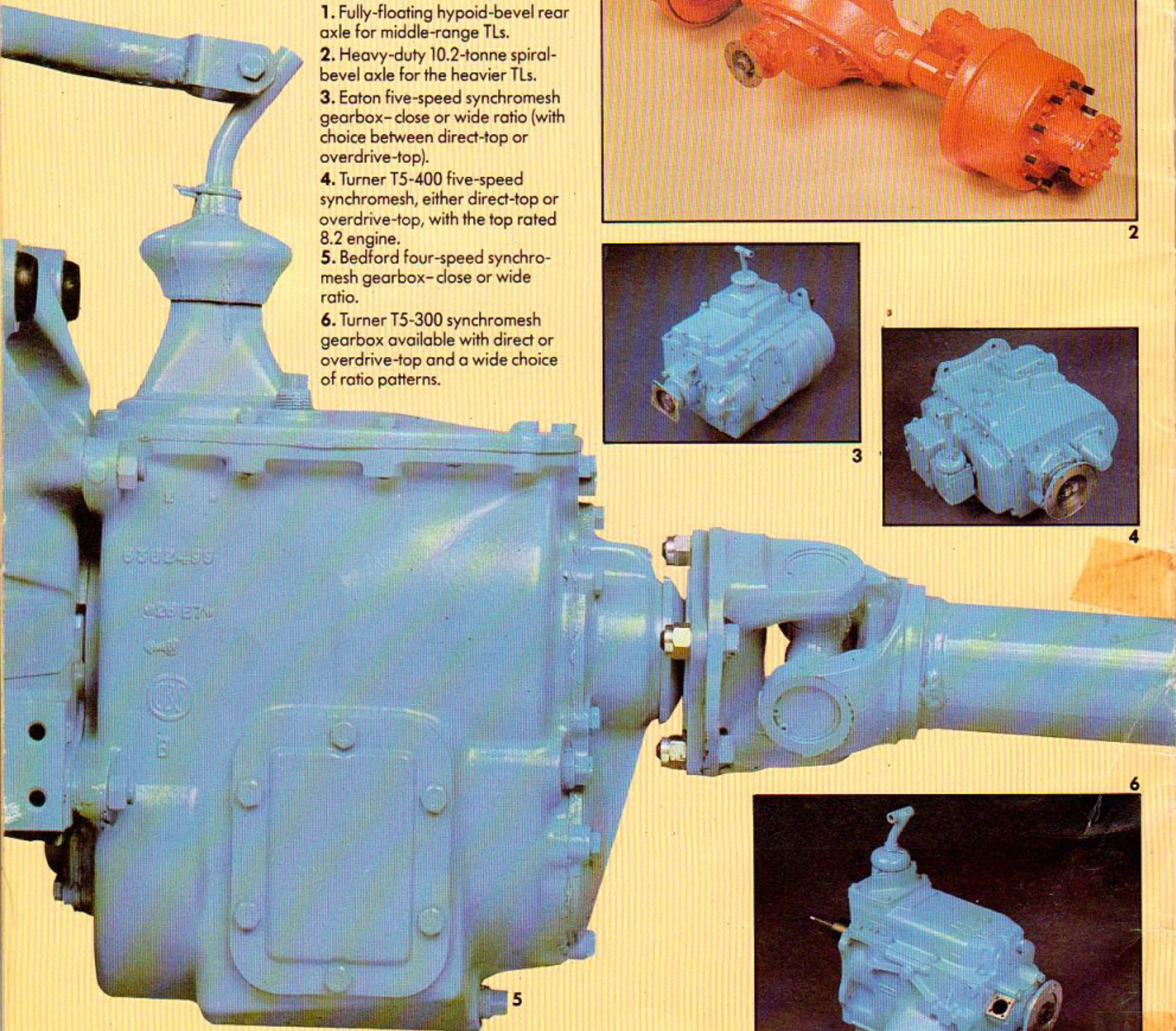
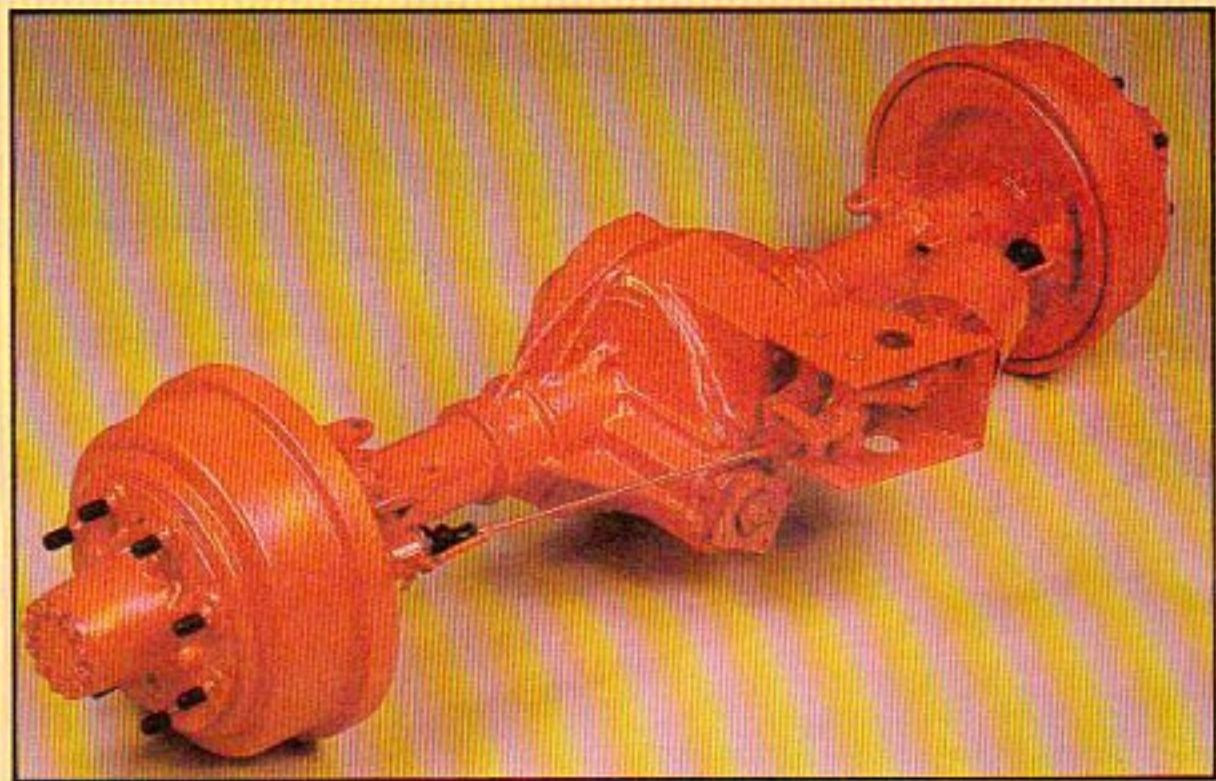
2. Heavy-duty 10.2-tonne spiral-bevel axle for the heavier TLs.

3. Eaton five-speed synchromesh gearbox - close or wide ratio (with choice between direct-top or overdrive-top).

4. Turner T5-400 five-speed synchromesh, either direct-top or overdrive-top, with the top rated 8.2 engine.

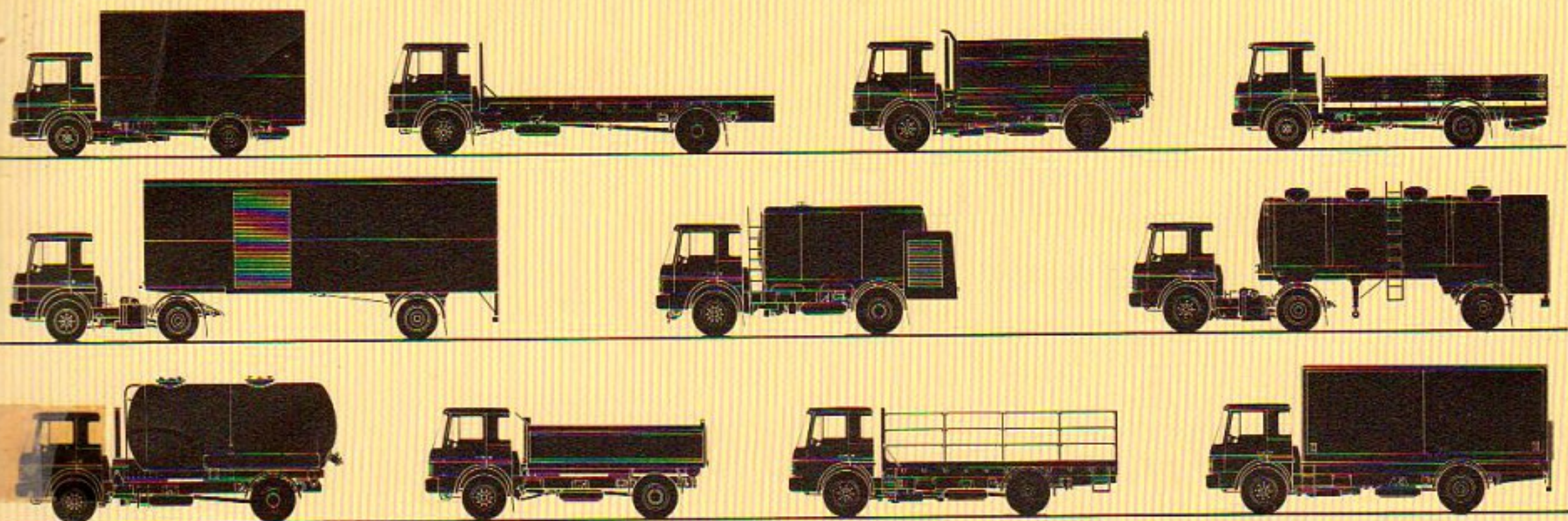
5. Bedford four-speed synchromesh gearbox - close or wide ratio.

6. Turner T5-300 synchromesh gearbox available with direct or overdrive-top and a wide choice of ratio patterns.





# The right range



Basically, there are TLs rated for gross vehicle weights from 5.7 tonnes to 16.3 tonnes – plus two tractor units at 16.26 and 19.3 tonnes gross combination weight.

But within that basic range are many, many, different derivatives. For a start, there is a wide choice of wheelbases for most popular lengths of body – and there are special-order options as well. There are at least two choices of engine, except in the TLs of 14.74 tonnes upwards, which have the 8.2 Blue Series engine as standard. So everyone's operating conditions are catered for.

No-one understands medium-weight truck requirements better than Bedford.

The TL is going to be another Bedford success story. More than half of Bedford's trucks are exported. Well over half-a-million TKs have been sold in most parts of the world. The TL series has even wider appeal. A symbol of European leadership in trucks that will be seen in more and more countries and bring fresh standards of road-transport efficiency to them all. The TL's got everything right to do it.

## Professional Service

Bedford TL truck dealers are located strategically throughout the United Kingdom; you never have

to travel far to reach one – and they are on call 24 hours a day. And Bedford dealers, with their highly-qualified Bedford Transport Specialists, are uniquely placed to advise you on every aspect of truck operation.

Computer controlled replacement parts service, factory-trained mechanics and factory recommended tools and equipment all combine to provide unsurpassed comprehensive service for TLs. And Bedford service is available on the Continent as well – in each country in which you operate. So even when your vehicles travel abroad you're never without GM parts and service backing.

## Bedford Roadcall

Bedford's exclusive roadside emergency service is on call 24 hours a day, every day of the year. And every new TL registered in the United Kingdom is covered absolutely free for its first year of service.

In the event of a breakdown all a driver has to do is make one Freephone telephone call to the Bedford Roadcall control room. The service immediately comes into action; assistance is sent to the breakdown point, and Bedford Roadcall will cover the cost of all roadside repairs and/or recovery up to a maximum of £200 (excluding the cost of repairs as the

result of a road accident, running out of fuel, or tyre or battery failure).

Membership is free (and automatic) for all new U.K. registered Bedford TLs during their first twelve months of operation. To enable Bedford operators to obtain the benefit of the Bedford Roadcall service for other vehicles, special low-cost membership rates are available for all other Bedfords in a fleet, regardless of their age or mileage. Your dealer will be pleased to let you have full details of Bedford Roadcall.

## Masterhire

With cash flow problems and increasing running costs imposing burdens on financial resources, the case for vehicle leasing is stronger than ever. That's where the Vauxhall-Bedford Master Hire system can be especially helpful. Master Hire leases can be run for up to 5 years on Bedford TL trucks and tractor units (with separate leases for bodywork if required) and they are extremely flexible; with maintenance included or excluded; with or without replacement vehicle facilities; plus finance leases which amortise the vehicle during the lease period.

A Master Hire lease can be arranged at any one of the Master Hire truck dealers strategically located in the U.K. And, irrespective of where a lease is arranged, you

can have your servicing expertly carried out by any Bedford TL truck dealer anywhere in Great Britain.

## Transport-tuned insurance

Whether you run one vehicle or a fleet, Bedford offers insurance tuned to transport requirements.

For the small operators, who provide the bulk of transport services, there is Bedford Cover – with keen premiums that include £5 000 personal accident cover for the driver, third-party cover up to £500 000, minimum delay in starting repairs and an optional loss-of-use insurance.

For fleets of 15 vehicles or more there is Bedford's 15+ plan. This also features cover wider than usual, plus built-in rebates right from the start for fleets with improved claims experience. What is more, premium payments can be made by interest-free instalments.

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The information contained in this publication was accurate at the date of going to press. However, the company 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 to improve the models described or for any other reason for a constructional or operational nature. Every endeavour will be made to bring the publication up to date from time to time but in order to avoid any misunderstanding any person interested should ask the company, its dealers or distributors whether there have been any material alterations since the date of the issue of this publication.

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