

BEDFORD LIGHT COMMERCIAL RANGE



**ASTRA
VAN**

CF

**KB
26/41**

GM



Setting new standards for light vans
Based on one of Europe's top selling cars, the front-wheel drive Astra van sets new standards of comfort, styling, economy and sheer driving pleasure—combined with a really practical load space. Right from its introduction, in late 1982, the Astra van became a major contender in its field, capturing the enthusiasm of owner-drivers, small businessmen and fleet operators alike. For 1984, there's a considerably extended range.

Two specification levels
The Astra van is available as an extremely attractively-priced 'Fleet' model, or as the extra luxurious 'L'. Both share all the advanced engineering features for which the Astra is renowned. Both handle in the same superb manner—light or laden, in dry or in the wet. Both have service intervals of one year, or 9000 miles. Both come with a choice of Polar White, China Blue, Carmine Red, Brazil Brown, Leaf Green or Jamaica Yellow paintwork as standard, with metallic Antique Gold as an option. Only specification levels differentiate the two. And even in its 'Fleet' form the Astra van leaves many of the rivals way behind.

Fleet models have as standard: tailgate courtesy switch; twin exterior mirrors; halogen headlamps; front air-spoiler; laminated windscreen; two reversing lamps; offside rear fog guard lamp; hazard warning lamps; body-contoured reclining seats; vinyl upholstery; door armrests; door-to-door carpeting; twin sun visors; inertia reel seat belts; 6-colour factory-finished paint choice, plus an optional metallic finish.

Astra L models have these extra features: engine compartment lamp; lockable fuel cap; heated rear window; tailgate wash/wipe; nearside rear fog

guard lamp; quartz clock; trip odometer; tweed cloth upholstery (in lieu of vinyl); door pockets; tunnel console; glovebox lamp; body side mouldings.

Petrol or diesel power
No other van in its class offers such a wide choice of engines. For the Astra L van there's the 1.3S (the most powerful 1.3 petrol engine available in a van); the extra-economical 1.3N low compression variant for 2-star petrol; the potent, new 1.6S—strong on performance, light on petrol; and, for the high-mileage user, the punchy, economical long-life 1.6 litre diesel. There's a choice of transmissions too: 4-speed or GM automatic gearboxes with the 1.3N petrol engine and the additional choice of 5-speed overdrive gearbox with all other variants. Fleet models are available with either the 1.3N petrol or 1.6 litre diesel engines (both with 4-speed gearbox or GM automatic transmission).



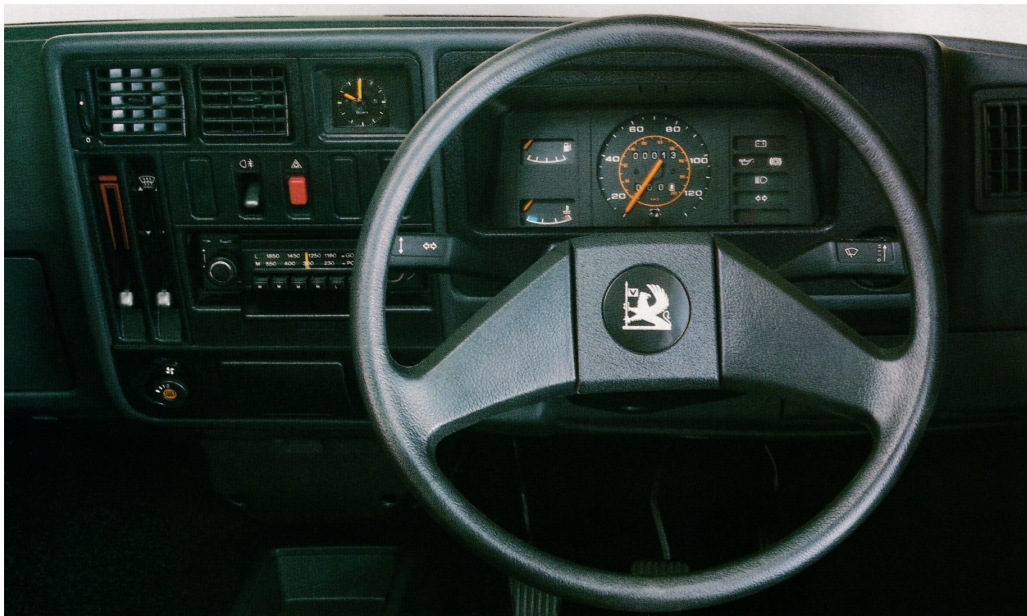
Illustrated is the interior of the luxuriously appointed Astra L van. Now a 'Fleet' model is also offered; differing only in specification level.

The wide, full-height, top-hinged tailgate (with bonded-in glass) gives easy access to the easy-to-load carrying space (64 cu ft). The almost square rear end of the Astra van, and its long roofline continue the generous interior height almost to the back of the load floor, enabling bulky goods to be carried with the tailgate firmly closed. And that wide, high-lift tailgate stays supported by its gas strut to give unimpeded access to the low, flat floor. (Loading height is a mere 22 in.)

A 16 in high full-width steel bulkhead at the front prevents goods from sliding forwards under heavy braking—yet is low enough to permit access to small packages stowed at the front. And there's extra storage space for small, valuable items—out of sight—behind the tilting front seats.

Astra Van Service Intervals
Major service—12 months/9 000 miles
Engine oil and filter change at
6 month/9 000 mile intervals on petrol
(6 month/3 000 mile on diesel).





Ahead of the soft-feel steering wheel, the instruments and controls are grouped to give priority to those concerned with the primary functions of driving. The speedometer and auxiliary gauges, plus warning lights, are directly in front of the driver, and the headlamp dip, indicators, wiper, screenwash and horn are within finger-tip reach. Apart from the trip odometer, the layout is identical for both 'Fleet' and 'L' models; the push-button radio and cigar lighter are optional extras on both models.

Aerodynamic efficiency

Astra van's aerodynamic lines give a low drag factor to contribute to fuel economy, yet provide ample plain surfaces for displaying the operator's

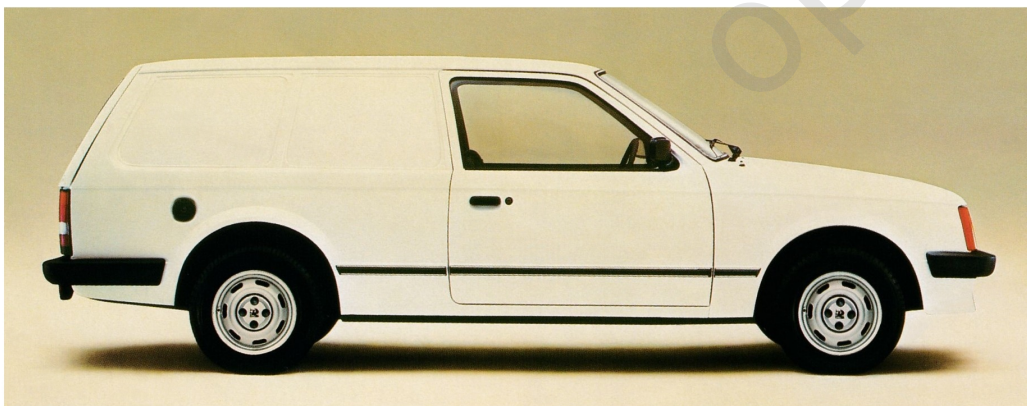
name. The standard front air spoiler is carefully designed to enhance the Astra van's efficient body shape by smoothing the air flow under the van. As well as promoting economy, and reducing wind noise at speed, it reduces front end lift. Even at motorway speeds, in strong crosswinds, the Astra van is remarkably stable. (Astra 'L' illustrated.)

Thorough protection

Thermoplastic bumper covers and a comprehensive anti-corrosion treatment give extensive body protection – so important to good resale value. Astra van's anti-corrosion treatment includes:

- Elimination of mud, snow and water traps.

- All corrosion-vulnerable parts protected before assembly.
- Entire body phosphated and primed with several coats after assembly.
- Lower half of body dip-coated in epoxy resin enamel.
- Spray primed underbody.
- All welded seams filled with sealing compound.
- Tough undercoating to wheel splash areas.
- Chip resistant priming on sill and side panels.
- Door sill cavities sealed with protective wax.
- Protective wax coating on complete underbody.



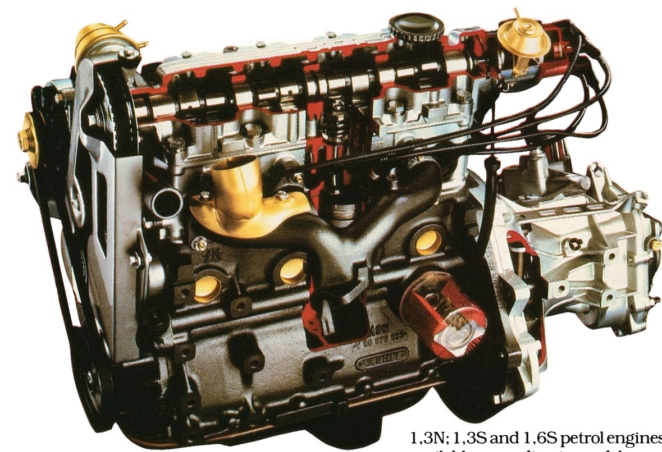
Power and economy

Astra van's engines were designed from the start with emphasis on reliability, durability and really simple servicing to keep operating costs and down-time to a low minimum.

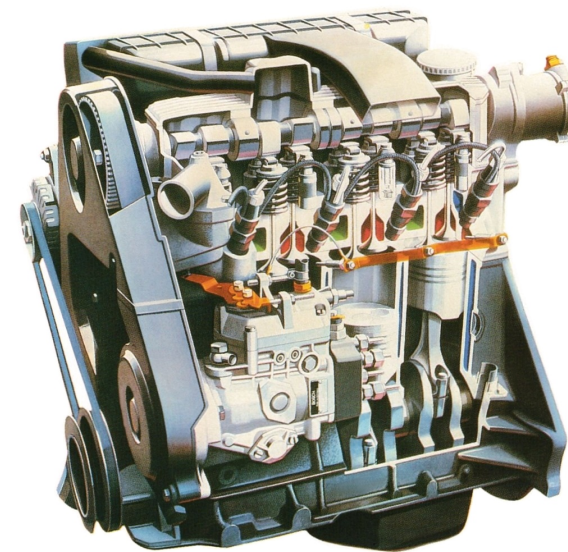
Petrol engines have hydraulic tappets that never need adjustment, are always quiet, and keep the valve timing at peak operating efficiency. Electronic ignition ensures that the ignition timing, too, remains constant with maximum spark intensity for long periods without attention. Three petrol engines are available: 1.3N developing 44kW (59 bhp); 1.3S – 55kW (73.7 bhp); and 1.6S – 66kW (88.5 bhp).

GM's 1.6 litre diesel was developed from the 1.6S petrol engine, and was designed specifically to combine the smoothness and response of a petrol engine with the traditional long life and economy of the diesel. Its power output is 40kW (54 bhp) with a punchy low-speed torque for good acceleration.

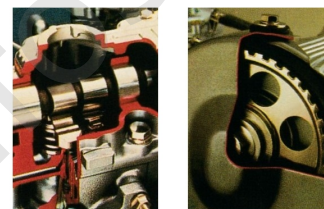
No other British van in this class offers the benefits of diesel power and no van in this class offers a more powerful 1.6 litre diesel.



1.3N; 1.3S and 1.6S petrol engines are available, according to model.



No van in its class offers a more powerful 1.6 litre diesel than the Astra.



In all Astra engines the overhead camshaft is driven by a silent, lubrication free toothed belt; hydraulic tappets need no adjustment.

Rear suspension Miniblock coil springs are combined with trailing links and a torsional cross beam.



The MacPherson struts in the front suspension have heavy-duty shock absorbers, Teflon-coated to reduce friction.



Like the petrol engines, the diesel's overhead camshaft is driven by an efficient and quiet toothed belt, and its hydraulic tappets never need adjustment.

The light alloy cylinder head contributes to the engine's low weight, and the Ricardo Comet combustion chamber ensures a highly efficient use of fuel for maximum economy.

Smooth, safe handling

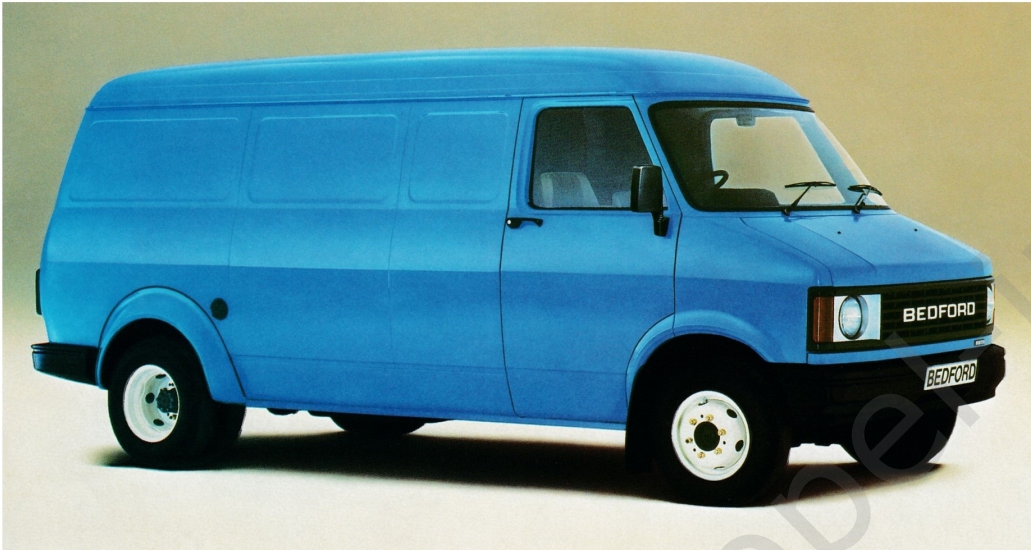
Astra's suspension, together with the steering, braking and front-wheel drive, forms a co-ordinated system designed to gain the full benefit of the extra grip

and directional stability of radial tyres.

At the front, the independent MacPherson struts have heavy-duty shock absorbers plus an anti-roll bar. Taut rack-and-pinion steering gives precise, finger-light control.

Miniblock coil springs at the rear are combined with a trailing link layout, a torsional cross beam, anti-roll bar and telescopic shock absorbers.

Under all operating conditions the Astra van's superb ride, handling and braking retain the same safe, predictable and precisely-controllable characteristics – with a very little change whether light or laden.



Top: CF250 short wheelbase van.

Above: CF350 long wheelbase van.

Right: All CFs have wide, side-hinged rear doors. Long wheelbase models (CF280 shown) have increased roof height.



Britain's finest value medium vans and small trucks

Bedford's CF vans and small trucks have earned an enviable reputation for reliability, durability, ease of driving and ease of maintenance. And, now, they're better than ever. The latest CFs now have an even better ride, much lower interior noise levels, and greater driver comfort.

A whole host of improvements has enhanced ride, handling and comfort. Interior noise level has been cut by around 33%. Drivers enjoy the renowned comfort of a Bostrom-designed seat. There are new multi-leaf, variable-rate rear springs on single rear wheel models, and new spring and drive-line mountings. A laminated windscreen is standard on all vans and chassis-cabs. And, to ensure that petrol-engined models stay in tune from one service to the next, they have maintenance-free electronic ignition.

Unmatched versatility

There's a CF that's exactly right for virtually every application from 2.34 tonnes up to 3.50 tonnes gross. CF 230 and CF 250 short wheelbase models have gross weights of 2.34 tonnes and 2.57 tonnes respectively. CF 280 and CF 350 long wheelbase models are rated at 2.83 tonnes and 3.50 tonnes. And there's the extra-long wheelbase CF 350L, also at 3.50 tonnes gross.

Every CF comes as a petrol or diesel model; and there's an attractive choice of transmission options. All models from CF 230 to CF 350 are

available as panel vans, or chassis-cabs and chassis-cowls for special bodywork, while the CF 350L is specifically designed for special body applications.

Car-like handling

CF's wide track and independent front suspension ensure excellent stability and roadholding. Servo-assisted, hydraulic brakes give confident control in all weather conditions. Finger-light rack-and-pinion steering produces effortless, pin-point manoeuvrability even in the tightest situations. All CFs make the delivery driver's job a pleasure.

And for the buyer – fleet operator, small businessman and owner-driver alike – their outstanding reliability, durability and good residual value make them the finest medium-range delivery investment on the road.





Factory-built CF panel vans combine generous load carrying capacity with outstanding practicality. CF 230 and CF 250 models have a body capacity of 5,89 m³ (208 ft³); CF 280 and CF 350 models have a cavernous 7,65 m³ (270 ft³). And there's valuable extra space beside the driver on all models, if needed.

CF's low loading height, and wide, high rear doors ensure really easy rear loading. Flat topped wheel-arches aid stacking. And interior dimensions are skilfully planned to enable high, wide and bulky goods to be carried with ease.

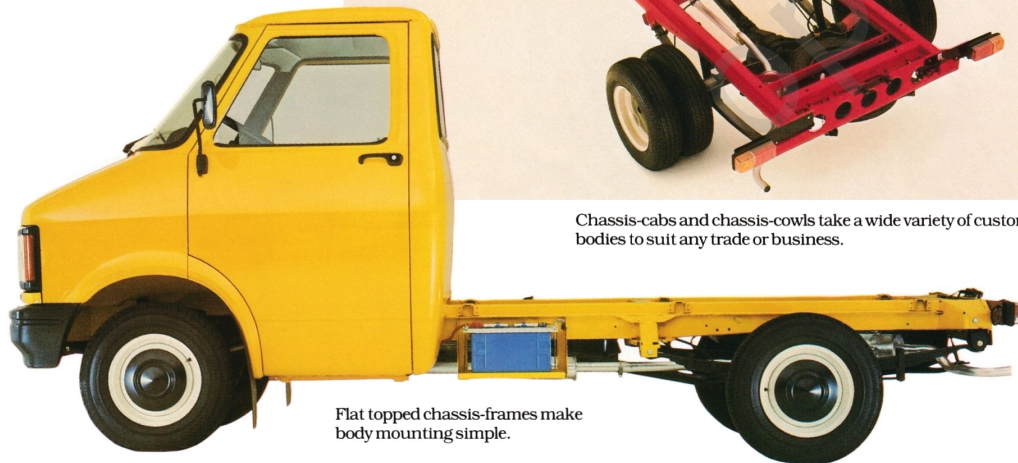
The versatility of the CF range is underlined by the vast number and variety of special bodies built on CF chassis-cabs and chassis-cowls by leading bodybuilders.

Bodybuilders like CF because the flat, unobstructed top of the chassis frame makes body mounting simple. And the torsional strength of the frame reduces body flexing and stress.

Every CF model is available as a chassis-cab or chassis-cowl, and many examples of custom bodies on CF are shown on pages 12 and 13.



Chassis-cabs and chassis-cowls take a wide variety of custom bodies to suit any trade or business.



Flat topped chassis-frames make body mounting simple.

Versatility in action

When it comes to a choice of doors on a panel van, there are plenty of options with CF. Most models are available with a choice of seven different arrangements.

You can have hinged or sliding cab doors – or one of each. For kerb-side deliveries there are side-loading doors: hinged or sliding on CF 230 to CF 280; hinged only on CF 350 (due to the extra width of the twin rear wheels).

At the rear, the double hinged doors open to give easy access to the load area. They stay open, positively, in two positions. At 90° they give clear loading and unloading, but stay inside the overall width of the vehicle to avoid obstructing the road or pavement. At their full 167° opening they allow you to reverse close up to a loading bay, so that goods can be carried or wheeled straight into the body.

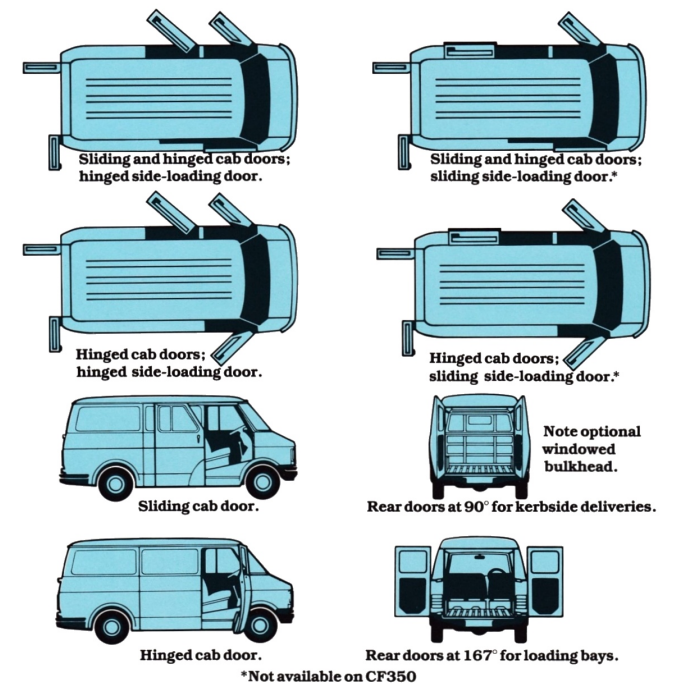
With all standard van models, a full-width steel bulkhead with window, at the front of the load compartment, is available as an option.

Practical dimensions

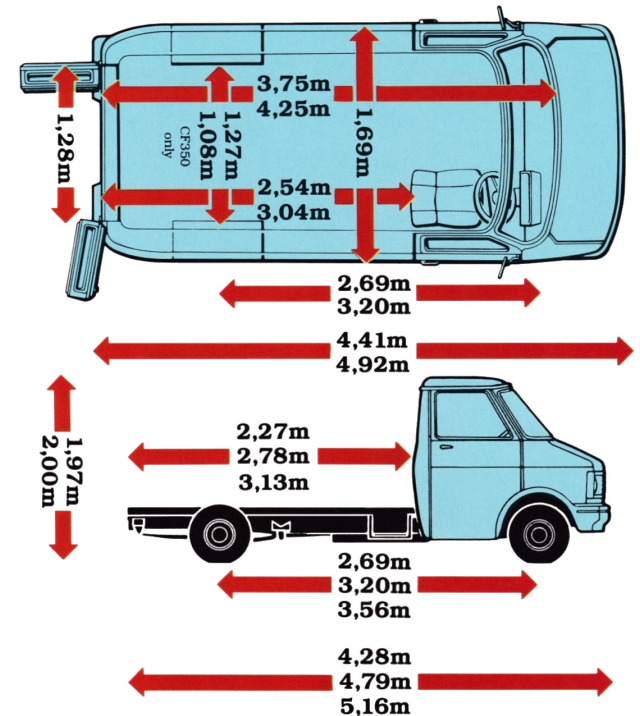
Expressing the carrying capacity of a van in terms of cubic volume alone is only part of load capability story. It is the interior dimensions which also dictate the type and size of goods that can be accommodated. CF scores strongly on both points.

High, wide rear doors give unobstructed access, and the diagonal dimension means that items up to 1,74 m (5,7 ft) can be accepted. The interior height of CF 230 and CF 250 models is 1,37 m (4,5 ft); CF 280 and CF 350 offer 1,49 m (4,9 ft). Behind the driver there's 2,54 m (8,3 ft) in the former case and 3,04 m (10 ft) in the latter. All models have an internal width of 1,69 m (5,5 ft) at floor level, and – so that 8 ft x 4 ft sheets can be carried flat – there's 1,27 m (4,2 ft) between the wheelarches on every model except the twin-rear wheeled CF 350.

CF takes the high, the wide, long – and the just plain awkward – in its stride.



Choice of two wheelbases on vans; three on chassis cabs/cowls.





More comfort

For the driver, the already acknowledged high standards of comfort, convenience and safety have been raised to even higher levels in the latest CFs.

The Bostrom-designed driver's seat is upholstered in smart, hard-wearing Donegal tweed. It has backrest-angle and cushion-height adjustment front and rear, as well as the normal fore-and-aft adjustment. Single or double passenger seats are available on all van models; chassis-cabs have a single seat as standard (double optional).

Invaluable in-cab storage space for

personal items and working papers has always been a feature of CF. The wide shelf on the passenger's side of the facia, and the handy recess in the engine cover of petrol engine models, is supplemented by a pocket in the driver's door.

Instruments are clear and concise – and always in view through the soft-feel, two-spoke steering wheel. Primary controls are all within finger-tip reach, without the hands leaving the wheel. On the steering column there are two stalks; two speed wipers (with pulse wipe) and electric screenwash on the right; horn, direction indicators and headlamps dip and flash on the left.

Less noise

The marked reduction in interior noise level has been achieved by suppressing noise generation at source. New rear spring mountings help isolate road noise. Engine and drive-line mountings have been redesigned to reduce the transmission of mechanically-generated frequencies. And the entire underbody is generously coated with bituminous compound – stoved on for maximum adhesion and toughness.

Left: Clear, concise instrumentation always in view; controls all at hand.

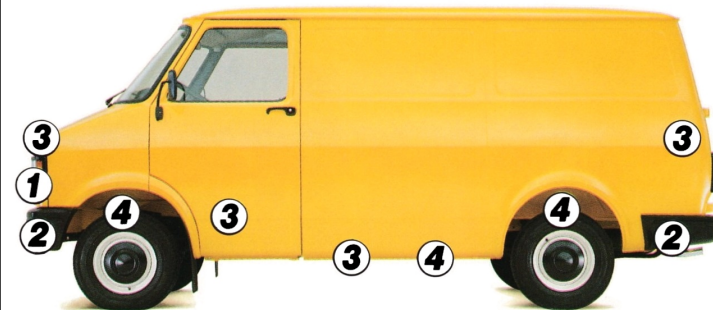


Facing page: CF's cab sets the highest standards. (Double passenger seat is optional.)

Below: Multi-adjustment Bostrom-designed driver's seat is standard on all CFs.



RECENT BODY PROTECTION IMPROVEMENTS



- 1** Re-styled front end includes zinc coated steel for the structural pressings; a non-chip resilient grille of special high-strength hot-moulded plastics.
- 2** Deep, tough, full-width bumpers with hard epoxy-powder coating and urethane wrap-rounds to resist minor damage.
- 3** The lower half of all door interiors, the front section of the bonnet and the whole underside of the vehicle are sprayed with a tenacious wax coating.
- 4** The underbody and wheelarches are sprayed with a bituminous sealer-deadener which is stoved at 82°C.

Special bodies for every need

The versatility of the CF range is underlined by the vast number and variety of the "special" roles in which it is seen every day. Standard vans are ideal for conversion into personnel carriers; chassis-cabs and chassis-cows are the perfect base for an almost unlimited range of custom-built bodies.

The CF's popularity with body-builders stems from the careful consideration given to bespoke body fitting at the chassis design stage. The CF is wide, giving bodybuilders plenty of scope to design the body to meet particular needs, exactly. The deep, box-section chassis has an unobstructed flat top to make body fitting simple, and body mounting brackets are fitted as standard on all chassis-cab models. CF frames are torsionally strong to help keep body flexing and stress down to a minimum.

CFs are consistently chosen as the basis for special bodies for a wide variety of duties by all classes of operator from household-name large fleets to value-conscious owner-drivers. And many ambulance authorities favour CF as the base-vehicle for their demanding requirements. Wherever there is a need for tough, reliable, durable, smooth and economical transport with carrying capacities from 1 tonne to 2 tonnes you will find CFs. Serving. Working hard. Earning.

Below: CF 350 Luton van and CF 350 Tipper.

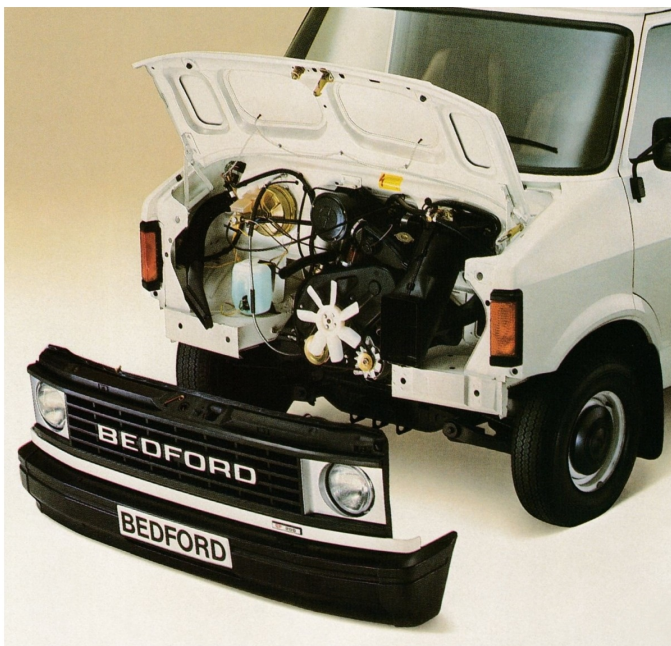


Above left: CF 350 Luxury mini coach.
CF 250 Coachbuilt motor caravan.
Above: CF 350 Box van.
Left: CF 280 17-seater passenger conversion.
Below: CF 350 Tipper with crew cab.
Foot of page: CF 350L High capacity integral van.



Above (top to bottom):
CF 350 Hydraulic platform.
CF 250 Ice cream van.
CF 250 Dropside truck.
CF 280 Panel van with roller blind shutters.

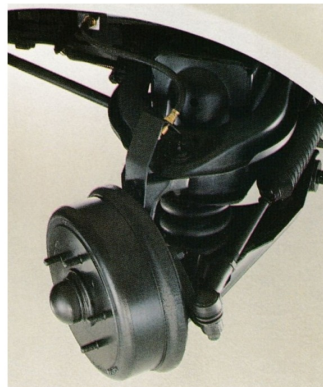




Above: The whole front end can be removed in under 15 minutes.

Right: Coil-spring independent front suspension.

Below: Multi-leaf, variable rate rear springs are now fitted to CF 230, 250 and 280.



Smoother riding suspension

The latest CFs set new standards for ride and handling in vehicles of this class. The rear suspension on CF 230, 250 and 280 has been re-designed with new, multi-leaf, variable-rate springs. New damper settings have been carefully matched to the oscillating frequency of the springs to ensure control of the axle over all types of road surface.

The ever-present response of the springs to varying loads ensure that the rear suspension characteristics are very similar whether the vehicle is light, part-laden or fully-laden. So road behaviour is the same under all conditions.

And the spring rates of the independent front suspension have been recalculated to match the improved characteristics of the rear.

The already high standards of ride, handling and general smoothness have been raised even further to make the latest CFs probably the finest handling delivery vehicles of this class on the road.



Cost-saving maintenance

When it comes to easy maintenance, the CF is way out on its own. For routine attention there's excellent access to the engine under the bonnet, and from inside the cab. For more extensive work the whole front end, complete with grille, headlamps, radiator and bumper, can be removed as a unit. Only eight bolts to undo – and the whole job takes under 15 minutes. Then, if required, the engine can be withdrawn from the front.

Smooth, reliable petrol power

In CF 230 models, the 1,8 litre engine delivers 66 bhp at 5 000 rev/min. All other CF models have the 2,3 litre unit with a power output of 78 bhp at 4 600 rev/min. Both engines are overhead-camshaft, four-cylinder units noted for their lively, economical and trouble-free service with outstanding durability.

Good torque characteristics give brisk acceleration for around-the-town work, and there's smooth power for main road and motorway running at sustained high speeds. Yet they require only two-star fuel, and are notable for their economy.

To increase their reliability still further, and to enhance overall economy, maintenance-free electronic ignition is fitted as standard. The system ensures peak efficiency and economy at all times, and it delivers a high-intensity spark for first-time starting even on the dampest, coldest mornings.

Durable, economical diesel power

GM's world-renowned 2,3 litre, four-cylinder diesel is noted for its smooth delivery of power, and driving characteristics which are similar to those of a petrol engine. Maximum power is 61 bhp at 4 000 rev/min, and the torque of 93,7 lb/ft gives great pulling power lower down the speed range for lively acceleration. The engine has many high-durability features,

such as the duplex chain drive to the overhead camshaft running inside a cast aluminium cover which contributes to its notably quiet running, and exhaust valve rotators to prolong seat life.

Several changes have recently been incorporated in the 2,3/60D diesel engine. These changes, designed to enhance quality, reliability and starting, are as follows:

- Cylinder head with improved cooling.
- New cylinder head bolts for angle tightening method.
- New light mass pistons and connecting rods.
- New camshaft drive chain.
- New injection pump with cold start accelerator.
- Reinforced waterpump bearing and new pulley.
- Larger oil filter.
- Improved crankcase ventilation.
- Fuel filter overflow valve.
- 20-second glow plugs replaced by 8-second glow plugs.

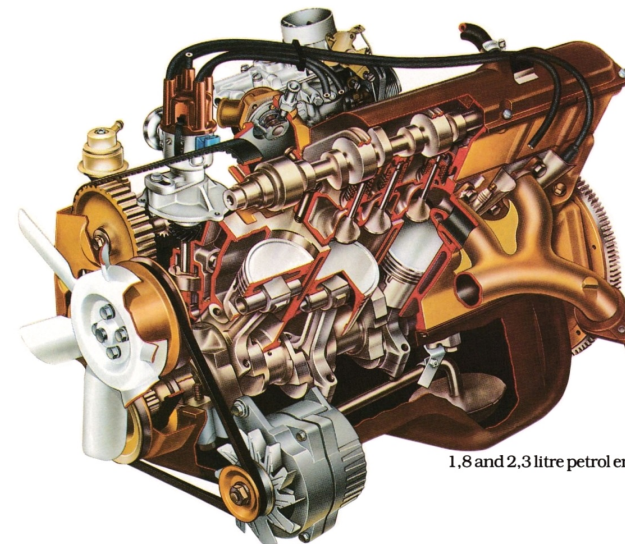
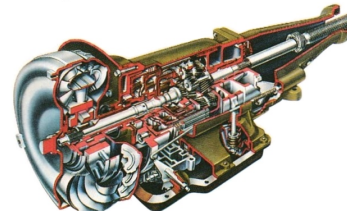
Transmission choice

The CF 230 and 250 use robust Bedford 4-speed all-synchromesh gearboxes. Overdrive is optional on CF 250 models.

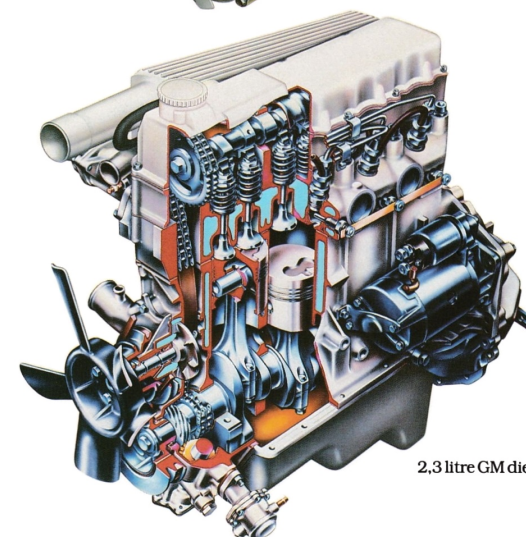
On CF 280, 350 and 350L models the standard gearbox is the proven ZF all-synchromesh 4-speed – with the ZF 5-speed as an option.

GM automatic transmission is available across the CF range, except for CF 350 ad 350L diesel models.

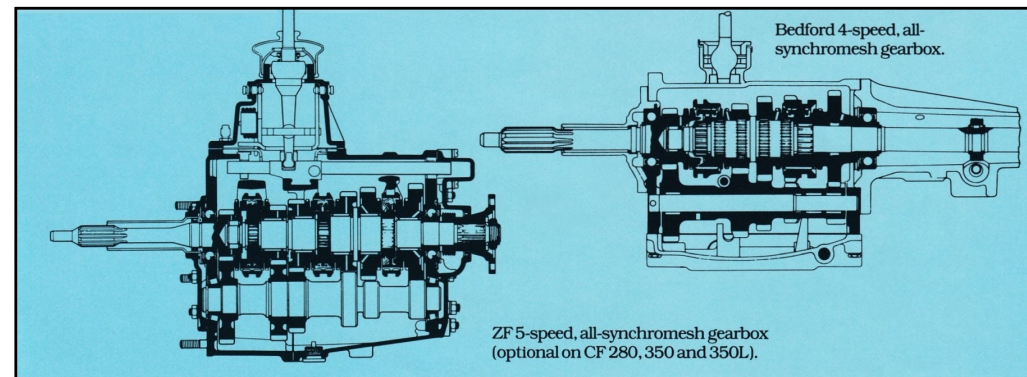
Three-speed GM automatic transmission.



1,8 and 2,3 litre petrol engine.



2,3 litre GM diesel engine.



Bedford 4-speed, all-synchromesh gearbox.

ZF 5-speed, all-synchromesh gearbox (optional on CF 280, 350 and 350L).



Above: The spacious KB 26 three-man cab. The KB 41 cab is identical, except for its floor-change gear levers.

Below: The latest KB models have a smart new radiator grille, with distinctive rectangular headlamps.



Below: KB 41 models have automatic free-wheeling front hubs.

KB 26 5-speed column-change lever.



KB 41 floor-change gear levers.



Hard-working thoroughbreds

Bedford KB Series Pick-ups combine the toughness of truck engineering with car-like comfort. Rugged construction, generous payload capacity and spacious cargo deck complement the KBs' extremely high standards of comfort and ride. And now the smartest, toughest, value-for-money pick-ups in their class have even more going for them.

KB 26 (petrol) and KBD 26 (diesel) are the long wheelbase 4x2 models. KB 41 and KBD 41 are the short wheelbase, go-anywhere, 4x4 pick-ups.

KBs handle superbly. At the front, there's independent wishbone suspension with torsion-bar springing and an anti-roll bar.

Rear suspension is handled by semi-elliptic leaf springs – and hydraulic, double-acting telescopic dampers are fitted all round. Result: a smooth ride, with positive control and

complete stability under all conditions.

The dual-circuit, servo-assisted brakes have fade-free discs at the front and leading/trailing shoe drums at the rear – both self-adjusting for constant, safe stopping and reduced maintenance. A load-sensing valve apportions the front to rear braking effort.

The power unit for KB models is a highly-developed 1.6 litre overhead camshaft petrol engine developing 59 kW (78 bhp) backed by punchy torque for lively performance. Yet it requires only 2-star fuel, and is noted for economy and reliability. KBD models

have a rugged 2-litre, 34 kW (46 bhp) diesel giving powerful, slogging performance with excellent economy.

KB and KBD 26 models now have the added flexibility of a 5-speed all-synchromesh overdrive gearbox – giving a fuel economy improvement of up to 10% and 12% respectively. KB and KBD 41 models drive through a slick, all-synchromesh, 4-speed gearbox, with a two-ratio transfer box for 4-wheel drive. Free-wheeling front hubs give added fuel economy for highway driving in 2-wheel drive. And there's no need to stop the vehicle to change between 2-wheel and 4-wheel (high ratio) drive, or to operate the free-wheeling hubs.

All these features, combined with really spacious load decks, a comfortable three-seat cab, and a host of other practical operating bonuses put Bedford KB pick-ups into a class of their own.



Bedford back you all the way

Knowing that you have made a sound investment in one of the finest products available is just the start of the benefits you get when you take delivery of a Bedford. Because Bedford continues to deliver extra benefits from that moment onwards, by backing your investment with equally fine support services.



Bedford Roadcall

Bedford's exclusive roadside repair and recovery service is on call 24 hours a day, every day of the year. And every new Bedford registered in the UK is covered absolutely free for its first year of service.

In the event of a breakdown, all the driver has to do is make one Freefone telephone call, and the service swings into action. Assistance is sent to the breakdown point, and Bedford Roadcall will pay for all roadside repairs and/or recovery up to a cost of £200 for each incident (with certain exclusions such as running out of fuel, or tyre or battery failure).



Membership of Bedford Roadcall is free and automatic for every new Bedford registered in the UK and covers a full twelve months from the registration date. And all existing Bedfords in a fleet can be covered without membership fee providing you have one eligible Bedford under one year old. However, repair and/or recovery charges are your responsibility.

Bedford Transcard

This is your passport to instant, cash-free purchases of a wide range of goods and facilities wherever the Transcard sign is displayed. Again, membership is free; there is no surcharge on any purchase you make; and exemption from all liability in the event of the loss of a Transcard can be arranged for a nominal charge.

There are over 600 Transcard acceptance points, and cards can be issued to anyone you have on the road, at your discretion.



Leasing through Master Hire

A commercial vehicle, like any other form of capital investment, does not need to be owned before it can be used. Vehicle leasing can make a major contribution towards business earnings... and that is where the Bedford Master Hire system can be especially helpful.

A Master Hire lease can be arranged at any one of the Master Hire dealers in the UK. And, irrespective of where a lease is arranged, you can have servicing expertly carried out by any Bedford dealer, anywhere in Great Britain and Northern Ireland.

Generous warranties

Bedford warranties, and their interpretation, are among the most generous in the British motor industry... which underlines the confidence Bedford has in its products. Every Bedford van and pick-up is covered for full labour and material costs on an unlimited mileage basis for its first year on the road. And, from then on, there's...

Bedford Commercial Cover

For a very realistic outlay you can gain extended warranty cover on your vehicles for up to two years from the end of the original factory warranty. In addition to the specified component failure benefits, Bedford Commercial Cover also embraces replacement vehicle facilities, towing-in charges and continental use. And it can help enhance re-sale values, as it can be transferred with the vehicle if it is sold while the warranty extension is still operative.

Low-cost insurance

Through special arrangements with Lloyds of London, Bedford operators can obtain extremely competitive, wide-cover insurance for their vehicles and drivers. There are two types of policy available, each designed to suit the needs of specific operators:

Bedford Cover is for owner-drivers and fleets of up to 14 vehicles.

15 Plus is for fleets of 15 vehicles upwards.

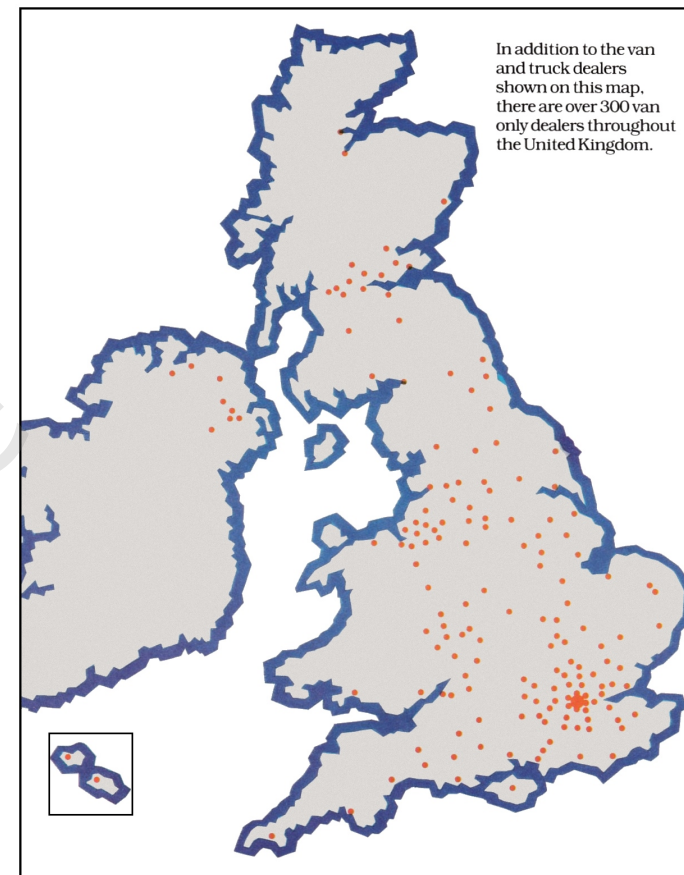
Your Bedford dealer will be pleased to give you full details of all these excellent Bedford support services.



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In addition to the van and truck dealers shown on this map, there are over 300 van only dealers throughout the United Kingdom.

Service — nationwide and beyond

With a network of over 450 Bedford van dealers throughout Great Britain and Northern Ireland, you can always be sure that you'll find Bedford service in the right place, at the right time.

The highly-trained Service staff of Bedford dealers will ensure that you obtain every penny of return from your investment. They're all factory-trained and backed by factory-recommended tools and equipment. Bedford service is available on the Continent as well. So, even when your vehicles travel abroad, you're never without GM parts and service backing.

Expert advice on call

Hearing is believing. Call your nearest Bedford dealer, and judge the quality of his response. You'll find you're dealing with a professional whose prime

concern is helping you with your vehicle operations.

GM parts service

A fast, consistent supply of replacement parts at competitive prices is not simply an essential service... it's a right which every vehicle operator is entitled to demand. This is the philosophy of General Motors Service Parts Operations (UK).

In the vast, computer-controlled storage/handling warehouse in Toddington, over 100 000 different items are on call. Regular deliveries are made twice a month to Bedford dealers to maintain their stock levels — and top priority, emergency orders are normally rushed to a dealer within 24 hours.

Effectively, it's a service second-to-none, to ensure that your vehicles are always where you want them — on the road.

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