



E X P O
V A N S

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Hello Ford Transit fans! Whether you have been following along since the beginning or this is your first time reading about our products, thank you for being here!

It has been a while since our last update about the Transit 4x4 conversion and since that time, there have been some changes in direction. Both with the conversion kit itself and with our business in general. Throughout 2019 and 2020, it became very clear that narrowing our focus on a few key projects and products would be the best for the future of our company. We made some tough decisions and discontinued some of our seating/flooring products, stepped away from custom interior builds and shifted our focus to making high quality 4x4 van conversion parts. Our conversion bracket kits for the Ford E-series have provided us with a solid foundation and set the stage for what we believe will be the best 4x4 conversion package available for the Ford Transit.

The process for converting a Ford Transit to 4-wheel-drive is conceptually simple. Adding in a front drive differential and transfer case sounds easy on paper (and all over the internet forums), however, when you start diving into the project, you quickly discover that the “devil is in the details”. We have spent a considerable amount of time and money on developing a 4x4 conversion kit that removes all of the difficult barriers to the process and allows for a simple installation into most Transit configurations.

In this update, we will cover details about what will be included in our DIY Transit conversion kit, plus some estimates for the total costs of converting your Transit and when you can order a kit.

Van models compatible with our kit (at the time of this writing):

- 2015-2019 T150/T250/T350 Single Rear Wheel
 - 3.7 Gas V6
 - 3.5L Ecoboost Gas V6

At the time of this writing, we haven’t sourced a front hub for Dual Rear Wheel models, however, we do anticipate being able to offer a kit for “duallys” at some point in the future.

We do not currently have an estimate on timing for a kit specific to the Powerstroke Diesel Transits. There are a number of differences between the gas and diesel Transits that would require additional development of custom components. If there are diesel Transit owners out there with interest in converting to 4x4, please let us know so we can gauge the level of interest.

For 2020+ vans, there have been updates to the Transit that will require a few changes to the kit offering. We have purchased a 2020 EcoBoost RWD cargo van specifically to work out all of the new details. A DIY 4x4 conversion kit will be available for the 2020+ vans shortly after the '15-'19 kits are ready.

Conversion Overview

Front Suspension

The Ford Transit utilizes a MacPherson Strut-style front suspension, similar to what is found in modern sedans. In order to maintain the excellent ride and handling characteristics that the Transit has in stock form, we have decided to retain the factory suspension but modify a few key components to allow the integration of the front drive axle. For converting the '15-'19 MY vans, many of the front drive axle components and new steering components are sourced from an F150, however, there are custom parts needed in order to make this work. Some of the custom parts include:

- Fabricated suspension subframe/differential mount
- Machined steering knuckle/adjustable lower strut mount
- Front axle spline adapter
- Steering rack mount
- Custom power steering lines and steering shaft/coupler
- Exhaust re-routing components

Rear Suspension

For the time being, rear suspension will remain unchanged other than a small lift block between the leaf spring and the axle. Upgraded rear leaf springs may be an option in the future but we have not worked out the specs for upgraded springs as of today's writing.

Transfer Case

For the '15-'19 MY Gas Transits, we have chosen to go with a manual shift 2-speed transfer case commonly found in F150s. The model name is the Borg Warner 4418. This is a cable shifted transfer case with a low range ratio of 2.62:1. The transfer case is not a direct bolt-on to the stock transmission however. Some custom components needed to fit the transfer case are:

- Machined tail housing adapter
- Splined input/output shaft coupler
- Transmission mount
- Shift cable, shift lever, shift lever bracket
- Front driveshaft
- Transmission cross member drop brackets

Conversion Process

We believe that the success of this 4x4 conversion hinges on the ease of installation. The total cost of the conversion is a consideration as well but if the installation is exceedingly difficult and/or requires specialized skills or equipment, we don't believe many folks will be interested. That is why we have

gone to great efforts to simplify the 4x4 conversion process for the Transit and provide our customers with components that install easily with basic tools.

There is no part of the van's structure that is altered to a point where it cannot be returned to stock in the conversion process. The van unibody does not require any modification and no cutting or welding is required for the suspension/drive axle installation. The exhaust system requires some cutting and welding in order to make clearance for the front differential. We are doing our best to make the exhaust mods as easy as possible.

In the simplest terms, the stock front suspension and steering will be removed from the van and a new front suspension subframe, front differential, steering rack and steering knuckles will be bolted into place. Several parts from the stock Transit are retained and will be swapped over to the new subframe at the time of the conversion. The transfer case, adapter shaft and tail housing extension is a simple installation process once the cross member and a few fuel system components have been repositioned. The rear suspension is the easiest part of the whole installation with only the installation of lift blocks and new u-bolts.

Our conversion has a designed-in 2.75" of lift into the subframe/knuckle/lower strut mount. Our steering knuckle/strut mount design allows for 3 deg of camber adjustment, enabling a fine-tuned alignment of the front suspension (the only conversion available with adjustability). We intend to run a max tire size of 265/70-17 on our shop van with only minimal trimming necessary on the front wheel well opening. Larger tires are possible, however, you can expect to have to trim the wheel well opening. Our conversion retains the stock Transit wheel bolt pattern.

So...How Much?

While the final bill of materials is not yet finalized down to the last nut and bolt, we do have an estimate for the total cost of the conversion. At the time of this writing, the total cost of the '15-'19 MY gas 4x4 conversion is estimated to be ~\$17,950 plus crating/shipping. One of the largest drivers of cost at this early stage of development is that the order quantities for the custom machined parts has been low and our purchase volume for Ford and other off-the-shelf parts is not at a point where we receive the best pricing. The more we scale, the better the pricing can be. We are confident that we can drive the cost of the conversion closer to \$15k with volume purchasing and larger batch quantities for machined parts.

We have enough parts on-hand and in process to assemble five kits and work through the sub-assembly and conversion process (plus create instructions). We estimate that this will wrap up in Q1 2021. At that point we'll be accepting 20 pre-orders (deposit required) in order to reach our desired minimum batch quantities for the first production run.

As we get closer to having a complete kit assembled, we will post pictures and more details via our Instagram (@expovansoregon). Additional update newsletters will be sent out to our mailing list with more technical details about the kit and components within. Stay tuned for more updates!

Thank you for your support and interest in Expovans.com