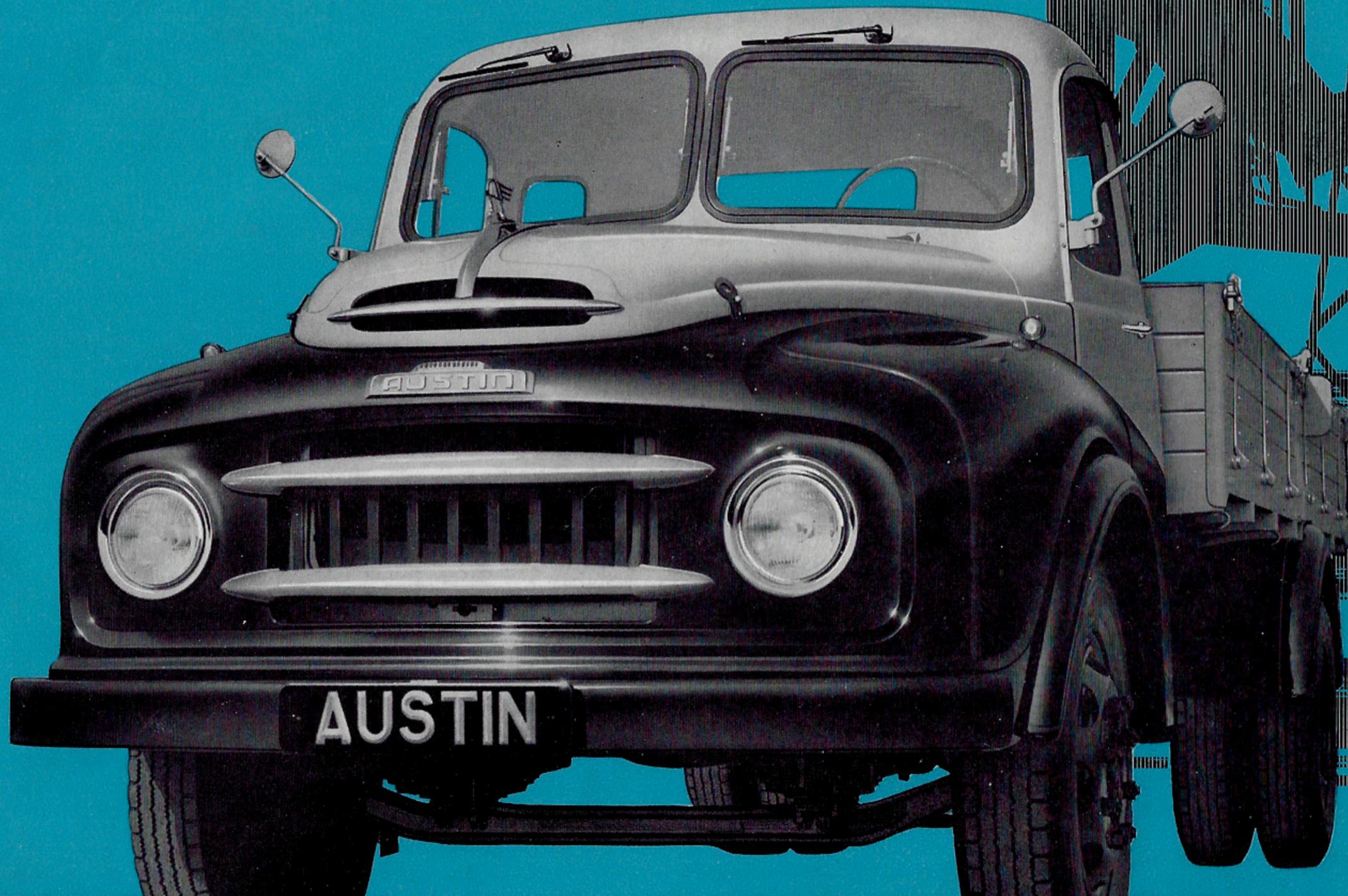


AUSTIN

3 and 5 ton trucks

WITH NORMAL AND FORWARD CONTROL



Specification

3.4 litre B.M.C. DIESEL ENGINE: Four cylinders; push rod operated overhead valves; bore 3.74 in. (95 mm.); stroke 4.72 in. (120 mm.); capacity 207.5 cu. in. (3.4 litres); maximum b.h.p. 58 at 2,400 r.p.m.; torque 150 lb./ft. at 1,500 r.p.m.; governed speed 2,400 r.p.m.; compression ratio 16.5 to 1; direct injection. **Lubrication:** Pressure feed throughout; full-flow detachable filter; oil capacity 15 pints (8.52 litres) plus 1 pint (0.56 litres) for filter. **Cooling:** Centrifugal pump; capacity 28 pints (15.91 litres). **Fuel Injection:** 'Simms' fuel injection pump; pneumatic governor; oil bath air intake cleaner. **Electrical:** 12 volt dynamo and heavy duty starter.

4 litre PETROL ENGINE (STANDARD): Six cylinders; push rod operated overhead valves; bore 3.4375 in. (87.3 mm.); stroke 4.375 in. (111.1 mm.); capacity 243.6 cu. in. (3,990 c.c.); maximum b.h.p. 68 at 2,750 r.p.m.; maximum torque 174 lb./ft. at 1,000 r.p.m.; compression ratio 6.08 to 1. **Lubrication:** Pressure feed throughout; AC by-pass filter; full-flow filter optional extra; capacity 16½ pints (9.23 litres) plus 2½ pints (1.56 litres) for external filter. **Cooling System:** Centrifugal pump; thermostat; pressurised 4 to 7 lb. per sq. in. radiator with relief valve; capacity 31 pints (17.6 litres). **Fuel System:** Mechanical AC pump; Zenith downdraught carburetter; AC oil-wetted or oil bath air cleaner; capacity 16 gallons (72.7 litres). **Ignition:** Coil and 12 volt battery; automatic advance and retard assisted by built-in vacuum control. **Electrical:** 12 volt dynamo and starter.

CLUTCH: Borg and Beck single dry plate; 11 in. (0.28 m.) diameter.

GEARBOX: Four forward speeds and reverse; constant mesh gears of large diameter (except reverse); provision for tyre pump or power take-off. Gear ratios: 1.00, 1.746, 3.473 and 6.061 to 1 with 6.051 reverse; capacity 6 pints (3.41 litres).

REAR AXLE: Fully floating with straddle-mounted spiral bevel pinion; driving shafts take torque only; differential assembly and driving shafts can be dismantled without jacking; oil capacity 6 pints (3.41 litres). Ratios: 5.85 to 1 for petrol, 4.71 to 1 for diesel.

FRONT AXLE: Toughened steel drop-forging of 'I' section; hubs mounted on taper roller bearings.

STEERING: High efficiency cam gear steering; ratio 20 to 1 with 17¼ in. (0.44 m.) diameter wheel.

BRAKES: Internal expanding Lockheed hydraulic two-leading-shoe; mechanical rear handbrake; 14 in. (0.36 m.) diameter brakes all round with total frictional area of 240 sq. in. (1,548 sq. cm.).

PROPELLER SHAFT: Open tubular balanced propeller shaft (two-piece).

FRAME: Pressed steel channel of deep section; tapered front and rear; five robust cross members including cab mounting cross member; frame side members maximum depth 7½ in. (0.19 m.).

SUSPENSION: Long semi-elliptic springs front and rear. Front springs: Width 2¼ in. (57 mm.); eye centres 40 in. (1.016 m.); 10 leaves. Rear springs: Width 2½ in. (64 mm.); eye centres 45 in. (1.143 m.); 11 leaves with 3 auxiliary leaves. Hydraulic shock absorbers available at extra cost.

WHEELS AND TYRES: Steel disc wheels, single at front, twin at rear; 6 stud fixing, 4.33-20 rim. 7.00-20 'Highway' ten-ply tyres for gross vehicle weight of 6 tons (6,096 kg.). 'Roadster' tyres for Export.

INSTRUMENTS: Speedometer; oil pressure gauge; fuel gauge; no charge and headlamp warning lamps.

ELECTRICAL: 12 volt battery of 63 ampere hour capacity (120 ampere hour capacity for diesel engine); two headlamps operating double filament dipped beam system; two side and stop-tail lamps; number plate lamp; starter switch panel includes ignition, lighting and panel switches; dip switch and horn push mounted in steering column; cab interior lamp.

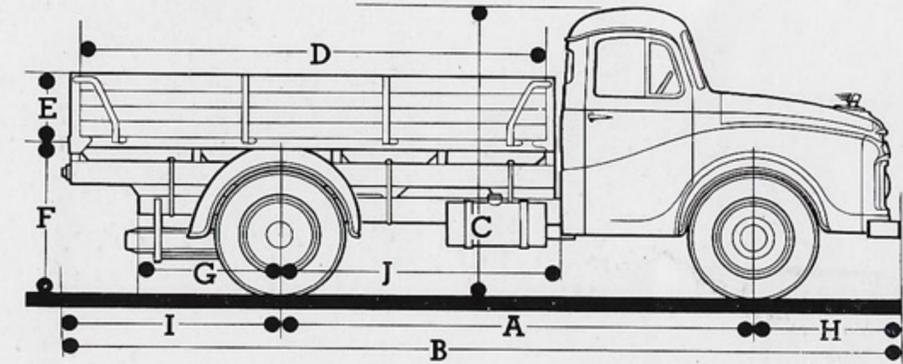
ROAD SPEEDS AT 1,000 r.p.m.: With 7.00-20 tyres and 5.85 axle ratio: Top 17.3 m.p.h.; Third 9.91 m.p.h.; Second 4.98 m.p.h.; First 2.85 m.p.h. With 7.00-20 tyres and 4.71 axle ratio: Top 21.48 m.p.h.; Third 12.3 m.p.h.; Second 6.19 m.p.h.; First 3.54 m.p.h.

CAB: All steel construction; toughened plate glass for twin opening Vee windscreen; toughened sheet glass for all windows; built-in concealed mounting steps and lower door hinges; sound-insulated doors fitted with locks; opening door windows with hinged ventilating panels; full dust- and draught-proofing; adjustable driving seat with sponge rubber seat and squab trimmed in leather cloth; double seat, with springing, for two passengers, trimmed in leather cloth; twin rear view mirrors; rear corner windows; full length parcel shelf and moulding incorporating panel for ignition and panel light switches.

OPTIONAL EXTRAS: Single or dual heater; single or dual forced fresh air unit; radio; special insulation for roof and back panel and sliding rear window available at extra cost.

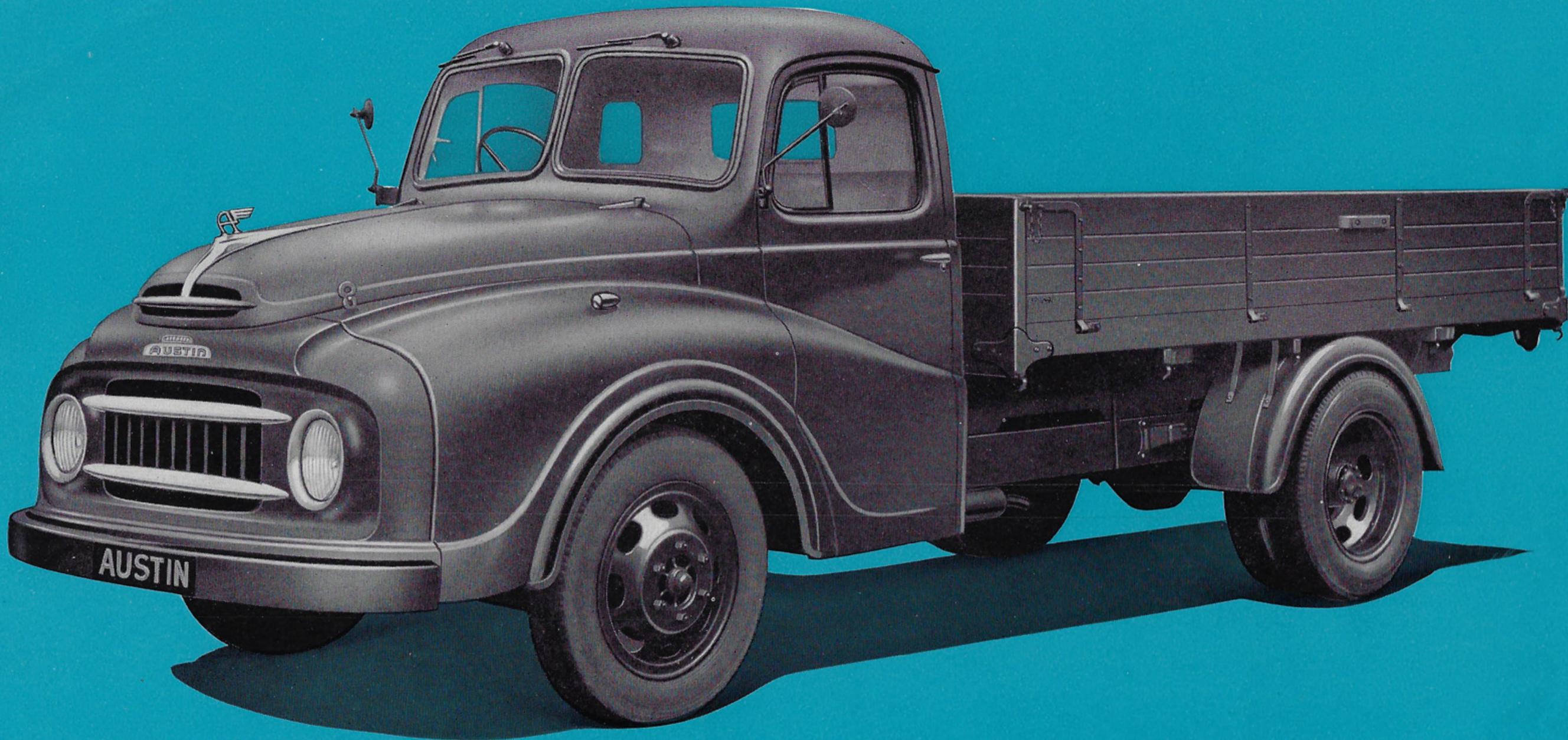
AVAILABILITY:

- (1) Right or left hand steering.
- (2) Chassis and scuttle.
- (3) Chassis and cab complete with dropside or platform body.
- (4) Chassis and cab.
- (5) C.K.D. for Export.



LEADING DIMENSIONS		ft.	in.	metric
Wheelbase	A	11	6	3.505 m.
Overall length	B	20	5 ⁵ / ₁₆	6.230 m.
Overall height (laden)	C	6	11 ¹ / ₄	2.114 m.
Interior body length	D	11	6	3.500 m.
Height of body sides	E	1	6	0.460 m.
Height of body floor (laden)	F	3	5 ³ / ₄	1.060 m.
Centre of rear hub to end of frame	G	3	6	1.066 m.
Centre of front hub to bumper	H	3	8 ¹ / ₂	1.130 m.
Centre of rear hub to end of body	I	5	2 ¹¹ / ₁₆	1.590 m.
Centre of rear hub to back of cab	J	6	10	2.083 m.
Back of driver's seat to centre of rear hub		7	3 ¹ / ₄	2.216 m.
Maximum legal length behind driver's seat		13	0	3.962 m.
Body interior width (max.)		6	6	1.980 m.
Cab interior width (max. at waist)		5	2	1.570 m.
Overall width of truck		6	11	2.108 m.
Track, front		5	6 ¹ / ₄	1.683 m.
Track, rear		5	3	1.600 m.
Turning circle		45	0	13.720 m.
Ground clearance			9 ³ / ₈	238 mm.

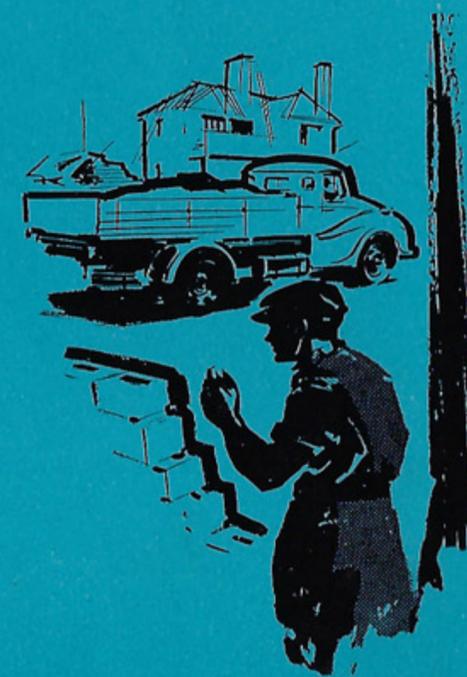




The 3 ton truck

WITH NORMAL CONTROL

Powered with either the 4 litre petrol or 3.4 litre B.M.C. diesel engine, this 3 tonner is a hard working but economical truck. Its sturdy chassis is designed for a long and dependable life, and the three-seater cab provides genuine comfort and convenience for the driver, whether operating on short or long hauls.



Specification

3.4 litre B.M.C. DIESEL ENGINE: Four cylinders; push rod operated overhead valves; bore 3.74 in. (95 mm.); stroke 4.72 in. (120 mm.); capacity 207.5 cu. in. (3.4 litres); maximum b.h.p. 58 at 2,400 r.p.m.; torque 150 lb./ft. at 1,500 r.p.m.; governed speed 2,400 r.p.m.; compression ratio 16.5 to 1; direct injection. **Lubrication:** Pressure feed throughout; full-flow detachable filter; oil capacity 15 pints (8.52 litres) plus 1 pint (0.56 litres) for filter. **Cooling:** Centrifugal pump; capacity 28 pints (15.91 litres). **Fuel Injection:** 'Simms' fuel injection pump; pneumatic governor; oil bath air intake cleaner. **Electrical:** 12 volt dynamo and heavy duty starter.

4 litre PETROL ENGINE (STANDARD): Six cylinders; push rod operated overhead valves; bore 3.4375 in. (87.3 mm.); stroke 4.375 in. (111.1 mm.); capacity 243.6 cu. in. (3,990 c.c.); maximum b.h.p. 68 at 2,750 r.p.m.; maximum torque 174 lb./ft. at 1,000 r.p.m.; compression ratio 6.08 to 1. **Lubrication:** Pressure feed throughout; AC by-pass filter; full-flow filter optional extra; capacity 16½ pints (9.23 litres) plus 2¾ pints (1.56 litres) for external filter. **Cooling System:** Centrifugal pump; thermostat; pressurised 4 to 7 lb. per sq. in. radiator with relief valve; capacity 31 pints (17.6 litres). **Fuel System:** Mechanical AC pump; Zenith downdraught carburetter; AC oil-wetted or oil bath air cleaner; capacity 16 gallons (72.7 litres). **Ignition:** Coil and 12 volt battery; automatic advance and retard assisted by built-in vacuum control. **Electrical:** 12 volt dynamo and starter.

CLUTCH: Borg and Beck single dry plate, 11 in. (0.28 m.) diameter.

GEARBOX: Four forward speeds and reverse; large diameter constant mesh gears (except reverse); provision for tyre pump or power take-off on right hand side of gearbox. Gear ratios: 1.00, 1.746, 3.473 and 6.061 to 1, with 6.051 reverse; oil capacity 6 pints (3.4 litres).

PROPELLER SHAFT: Open tubular balanced two-piece propeller shaft.

REAR AXLE: Fully floating with straddle-mounted spiral bevel pinion. The driving shafts take torque only and the differential assembly and driving shafts can be dismantled without jacking. Ratios: 5.85 to 1 for petrol engine, 4.71 to 1 for diesel engine. Oil capacity 6 pints (3.41 litres).

FRONT AXLE: Toughened steel drop-forging of 'I' section changing to rectangular section from spring pads to steering swivels; hubs mounted on taper roller bearings.

STEERING: Cam gear high efficiency type with ratio of 20 to 1; steering wheel of 20 in. (0.51 m.) diameter.

BRAKES: Lockheed hydraulic internal expanding two-leading-shoe type, of 14 in. (0.36 m.) diameter; handbrake mechanically connected to rear wheels only; all brakes fully compensated and independently adjustable; total frictional area 240 sq. in. (1,548 sq. cm.).

FRAME: Pressed steel channel of deep section, tapered front and rear; five robust cross members, including cab mounting cross member; frame side members maximum depth 7½ in. (0.19 m.).

SUSPENSION: Long semi-elliptic springs front and rear. Rear springs: Width 2½ in. (64 mm.); eye centres 45 in. (1.143 m.); 11 leaves with 3 auxiliary leaves. Front springs: Width 2¼ in. (57 mm.); eye centres 40 in. (1.016 m.); 10 leaves. Hydraulic shock absorbers are available at extra cost.

WHEELS AND TYRES: Steel disc wheels, 6 stud fixing; single at front and twin at rear; 4.33-20 rim. 7.00-20 ten-ply tyres are fitted for gross vehicle weight of 6 tons (6,096 kg.). 'Highway' tyres for Home Market; 'Roadster' for Export.

INSTRUMENTS: Speedometer; oil pressure gauge; ammeter; fuel gauge; warning lights to indicate no dynamo charge and headlamp beam position.

ELECTRICAL: Voltage control; 12 volt lighting and starting; two headlamps with double filament bulbs for dipping; two side lamps; two stop-tail lamps; number plate lamp; panel light; dip switch and horn push mounted on steering column; single horn; cab interior light. 63 amp. hr. capacity battery for petrol engine, 120 amp. hr. capacity for diesel engine.

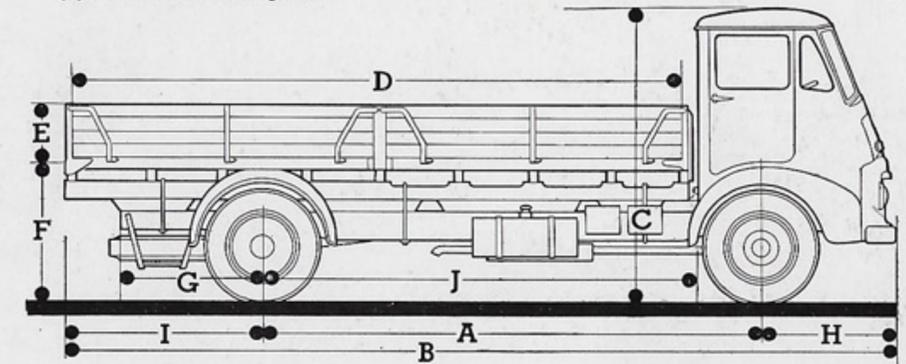
ROAD SPEEDS AT 1,000 r.p.m.: With 7.00-20 tyres and 5.85 axle ratio: Top 17.3 m.p.h.; Third 9.91 m.p.h.; Second 4.98 m.p.h.; First 2.85 m.p.h. With 7.00-20 tyres and 4.71 axle ratio: Top 21.48 m.p.h.; Third 12.3 m.p.h.; Second 6.19 m.p.h.; First 3.54 m.p.h.

FORWARD CONTROL CAB: All steel construction; toughened glass wind-screen, both panels of which may be opened; balanced-type toughened glass door windows; swivelling ventilating louvres; doors are forward hinged; adjustable driving seat; both seats covered in vynide and filled with latex foam rubber; quickly detachable engine cowling.

OPTIONAL EXTRAS: Single or dual heater; single or dual forced fresh air unit; radio.

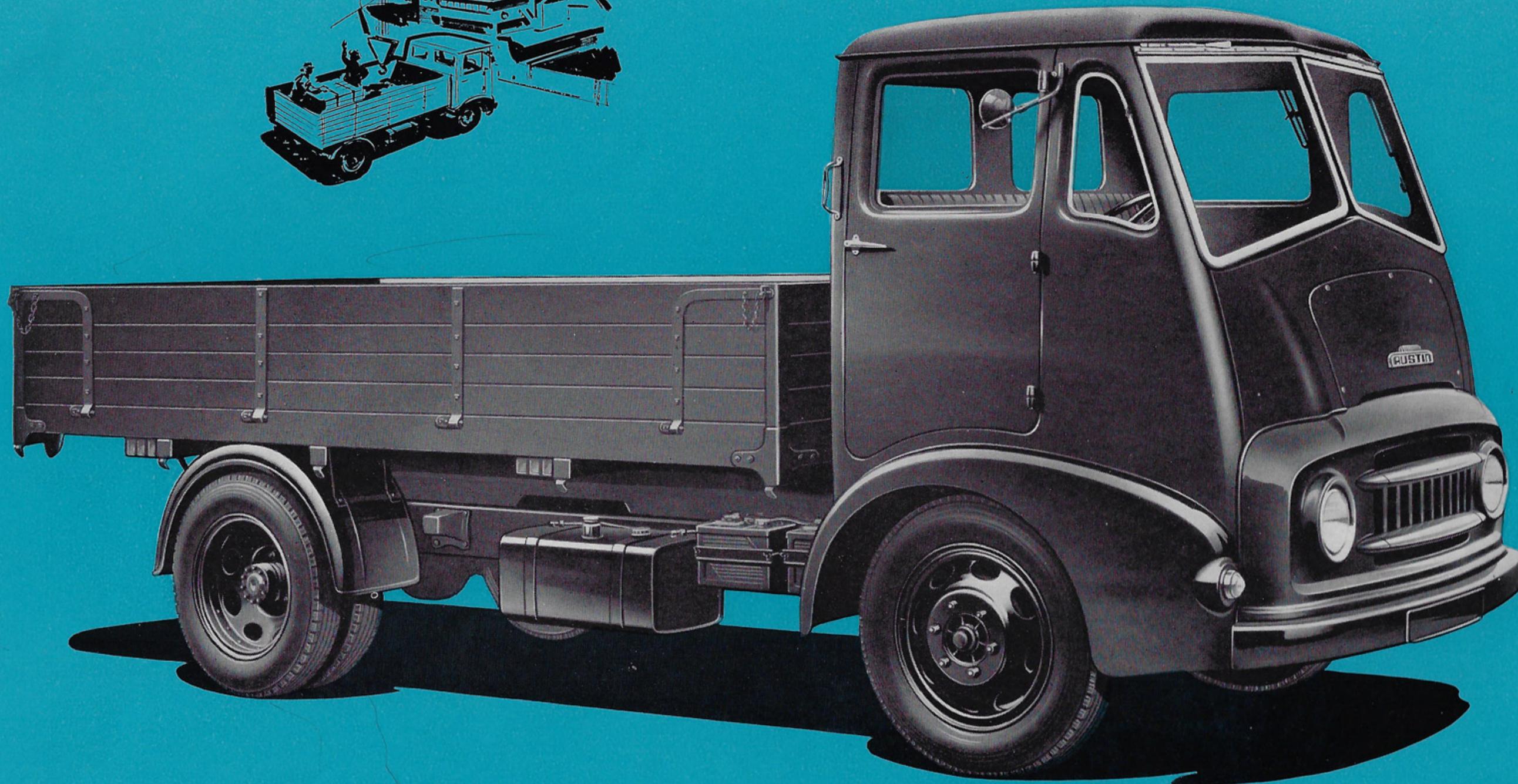
AVAILABILITY:

- (1) Right or left hand steering.
- (2) Chassis and scuttle.
- (3) Chassis and cab complete with dropside or platform body.
- (4) Chassis and cab.
- (5) C.K.D. for Export.



LEADING DIMENSIONS		ft.	in.	metric
Wheelbase	A	11	6	3.505 m.
Overall length	B	20	2 11/16	6.170 m.
Overall height (laden)	C	7	9 1/2	2.374 m.
Interior body length	D	14	4	4.369 m.
Height of body sides	E	1	6	0.460 m.
Height of body floor (laden)	F	3	5 1/4	1.104 m.
Centre of rear hub to end of frame	G	3	6	1.066 m.
Centre of front hub to bumper	H	3	8 1/2	1.130 m.
Centre of rear hub to end of body	I	5	0 7/16	1.535 m.
Centre of rear hub to back of cab	J	9	10	2.997 m.
Back of driver's seat to centre of rear hub		9	10	2.997 m.
Maximum legal length behind driver's seat		15	6 3/4	4.743 m.
Body interior width (max.)		6	6	1.980 m.
Cab interior width (max. at waist)		5	10 5/8	1.790 m.
Overall width of truck		6	7 11/16	2.024 m.
Track, front		5	6 1/4	1.683 m.
Track, rear		5	3	1.600 m.
Turning circle		45	0	13.720 m.
Ground clearance			9 3/8	238 mm.

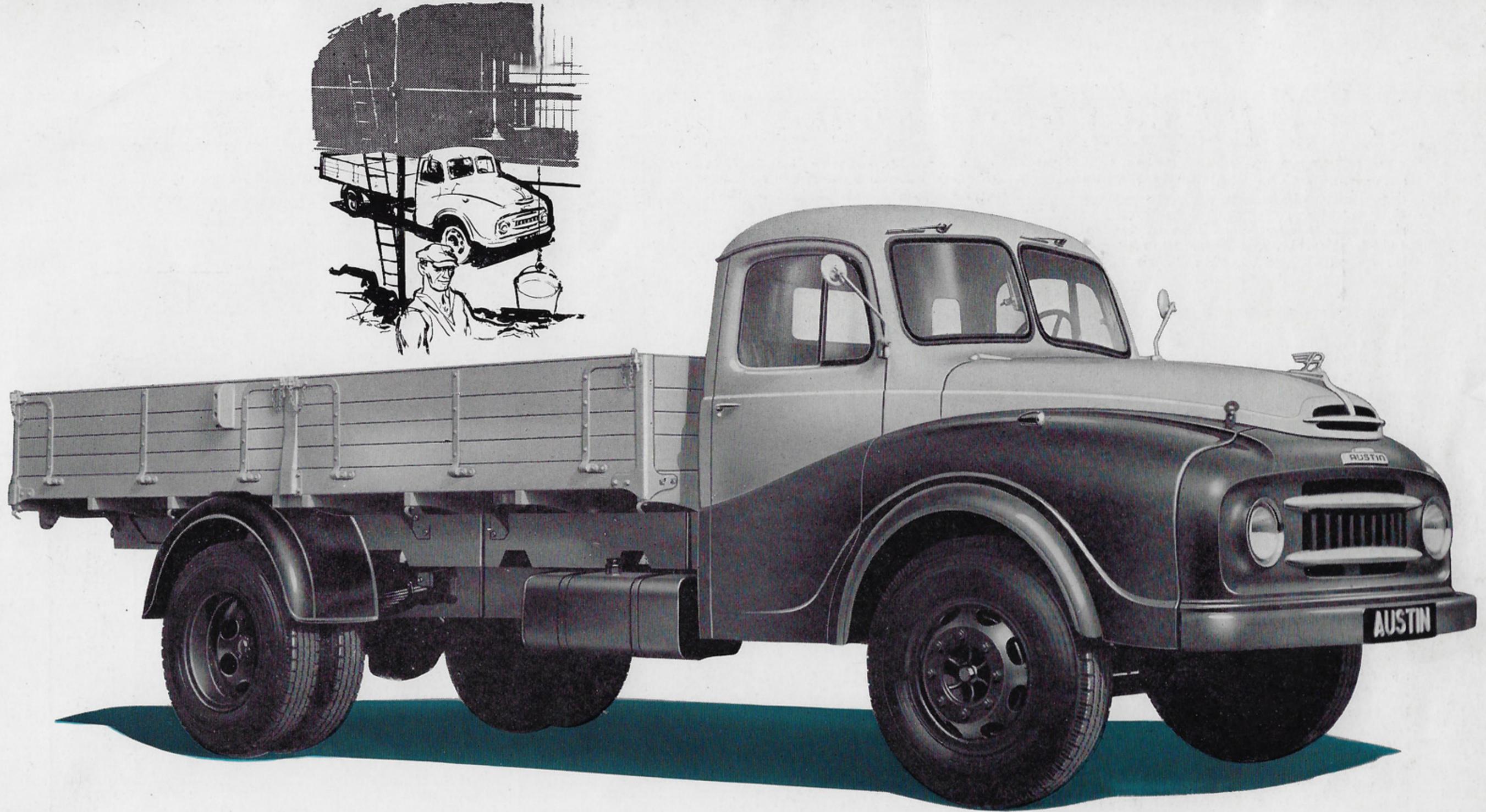
AUSTIN



The 3 ton truck

WITH FORWARD CONTROL

This model has all the performance, economy and dependability of the normal control 3 tonner, but its deck is nearly three feet longer. The two-seater cab is very well equipped, and the forward controls are conveniently spaced to give the driver complete ease of control. Chassis/cab and chassis/scuttle units are also available for the fitting of pantechicon or other specialised bodywork.



The 5 ton truck

WITH NORMAL CONTROL • LONG WHEELBASE

The Austin 5 tonner, one of the finest, longest lasting trucks on the road today, is now available with either a high power 4 litre petrol engine or a 5.1 litre B.M.C. six cylinder diesel engine. Sturdy suspension, powerful brakes, high efficiency steering and a fully floating spiral bevel rear axle, or alternative two-speed Eaton rear axle, all combine to give the operator investment value for money of the highest order.

Specification

4 litre PETROL ENGINE (HIGH POWER): Six cylinders; push rod operated overhead valves; bore 3.4375 in. (87.3 mm.); stroke 4.375 in. (111.1 mm.); capacity 243.6 cu. in. (3,990 c.c.); maximum b.h.p. 87 at 3,000 r.p.m.; maximum torque 196 lb./ft. at 1,000 r.p.m.; compression ratio 6.4 to 1. **Lubrication:** Oil is pumped under pressure to all bearings; by-pass oil filter fitted; full-flow filter optional extra; oil capacity approximately 16½ pints (9.23 litres) plus 2¾ pints (1.56 litres) for full-flow filter. **Cooling:** Circulation by centrifugal pump with thermostat control; 4 to 7 lb. sq. in. pressurised radiator with relief valve; cooling system capacity approximately 32 pints (18.18 litres). **Fuel System:** Zenith downdraught carburetter; mechanical pump; oil-wetted or oil bath air cleaner; fuel tank capacity 20 gallons (90 litres). **Ignition:** Coil and 12 volt battery, with automatic advance and retard, assisted by built-in vacuum control.

5.1 litre B.M.C. DIESEL ENGINE: Six cylinders; push rod operated overhead valves; bore 3.740 in. (95 mm.); stroke 4.724 in. (120 mm.); capacity 311.4 cu. in. (5,103 c.c.); maximum b.h.p. 90 at 2,400 r.p.m.; maximum torque 225 lb./ft. at 1,500 r.p.m.; compression ratio 16.5 to 1; combustion system—direct injection. **Lubrication:** Oil is forced by gear-type pump to all bearings; full-flow filter; oil capacity approximately 20 pints (11.36 litres) plus 2¾ pints (1.55 litres) in filter. **Injection Gear and Fuel Feed:** Injection pump pneumatic governor to limit engine to 2,400 r.p.m.; hand operated excess fuel device to assist cold starting; mechanical transfer pump feeds fuel to the injection pumps by way of a renewable cartridge-type filter. **Cooling System:** Circulation by centrifugal pump with thermostat control; capacity 40 pints (22.7 litres). **Air and Exhaust Manifolds:** Aluminium alloy air manifold; exhaust manifold of cast iron. **Electrical:** 12 volt dynamo and pre-engaged heavy duty starter.

CLUTCH: Borg and Beck single dry plate, 11 in. (.279 m.) diameter for petrol engine, 12 in. (.305 m.) for diesel engine.

GEARBOX: Four forward speeds and reverse; large diameter constant mesh gears (except reverse); special alloy steel shafts; layshaft mounted on ball bearings; provision for tyre pump or power take-off on right hand side of gearbox. Gear ratios: 1.00, 1.746, 3.473 and 6.061 to 1, with 6.051 to 1 reverse; oil capacity 6 pints (3.4 litres).

PROPELLER SHAFT: Open tubular balanced two-piece propeller shaft with needle roller bearing universal joints; large centre bearing.

REAR AXLE: Fully floating with straddle-mounted spiral bevel pinion. The driving shafts take torque only and the differential assembly and driving shafts can be dismantled without jacking. Ratios: 7.2 to 1 for petrol engine, 5.85 to 1 for diesel engine; oil capacity 8 pints (4.54 litres); suitable for gross vehicle weight 8½ tons (8,392 kg.); alternative two-speed Eaton axle with ratios 5.83 and 8.11 to 1, suitable for gross vehicle weight 9 tons (9,144 kg.).

FRONT AXLE: A specially robust toughened steel drop-forging of 'T' section, changing to rectangular section from spring pads to steering swivels; hubs mounted on taper roller bearings.

STEERING: Cam gear high efficiency type, with ratio of 20 to 1; heavy duty gear with 20 in. (0.51 m.) diameter steering wheel.

BRAKES: Hydraulic internal expanding two-leading-shoe type, of 16 in. (0.4 m.) diameter; handbrake mechanically connected to rear wheels only; all brakes fully compensated on independently adjustable footbrake assisted by vacuum servo; total frictional area 369 sq. in. (2.38 sq. m.).

FRAME: Pressed steel channel of deep section, tapered front and rear; six robust cross members, including cab mounting cross member; frame side member maximum depth 9 in. (0.22 m.).

SUSPENSION: Long semi-elliptic springs front and rear. Front springs: Width 2¼ in. (57 mm.); eye centres 45 in. (1.14 m.); 9 main leaves and 3 auxiliary leaves. Rear springs: Width 2½ in. (64 mm.); eye centres 60 in. (1.524 m.); 8 main leaves, 4 auxiliary leaves (9 helper leaves additional for 9 tons (9,144 kg.) gross weight). Hydraulic shock absorbers are available at extra cost.

WHEELS AND TYRES: Steel disc wheels, 8 stud fixing, single at front and twin at rear; 7.50-20 ten-ply 'Highway' tyres are fitted for gross vehicle weight 8½ tons (8,392 kg.); 8.25-20 twelve-ply 'Roadster' tyres fitted for gross vehicle weight 9 tons (9,144 kg.).

INSTRUMENTS: Speedometer; oil pressure gauge; ammeter; fuel gauge; warning lights to indicate no dynamo charge and headlamp beam position.

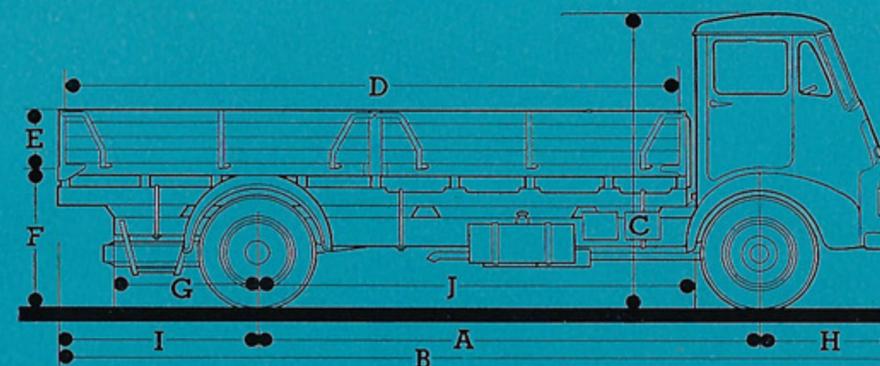
ELECTRICAL: 12 volt lighting and starting; two headlamps with double filament bulbs for dipping; two side lamps; two stop-tail lamps; number plate lamp; panel light; dip switch and horn push mounted on steering column; single horn; cab interior light. 63 amp. hr. capacity battery for petrol engine, 120 amp. hr. capacity for diesel engine.

ROAD SPEEDS AT 1,000 r.p.m.: With 7.50-20 tyres and 7.2 axle ratio: Top 14.6 m.p.h.; Third 8.36 m.p.h.; Second 4.21 m.p.h.; First 2.41 m.p.h. With 7.50-20 tyres and 5.85 axle ratio: Top 17.97 m.p.h.; Third 10.29 m.p.h.; Second 5.17 m.p.h.; First 2.96 m.p.h.

FORWARD CONTROL CAB: All steel construction; toughened glass wind-screen, both panels of which may be opened; balanced-type toughened glass door windows; swivelling ventilating louvres; doors are forward hinged; adjustable driving seat; both seats covered in vynide and filled with latex foam rubber; quickly detachable engine cowling.

OPTIONAL EQUIPMENT: Built-in radio; built-in heating and demisting with single or twin units; fresh air ducts into cab.

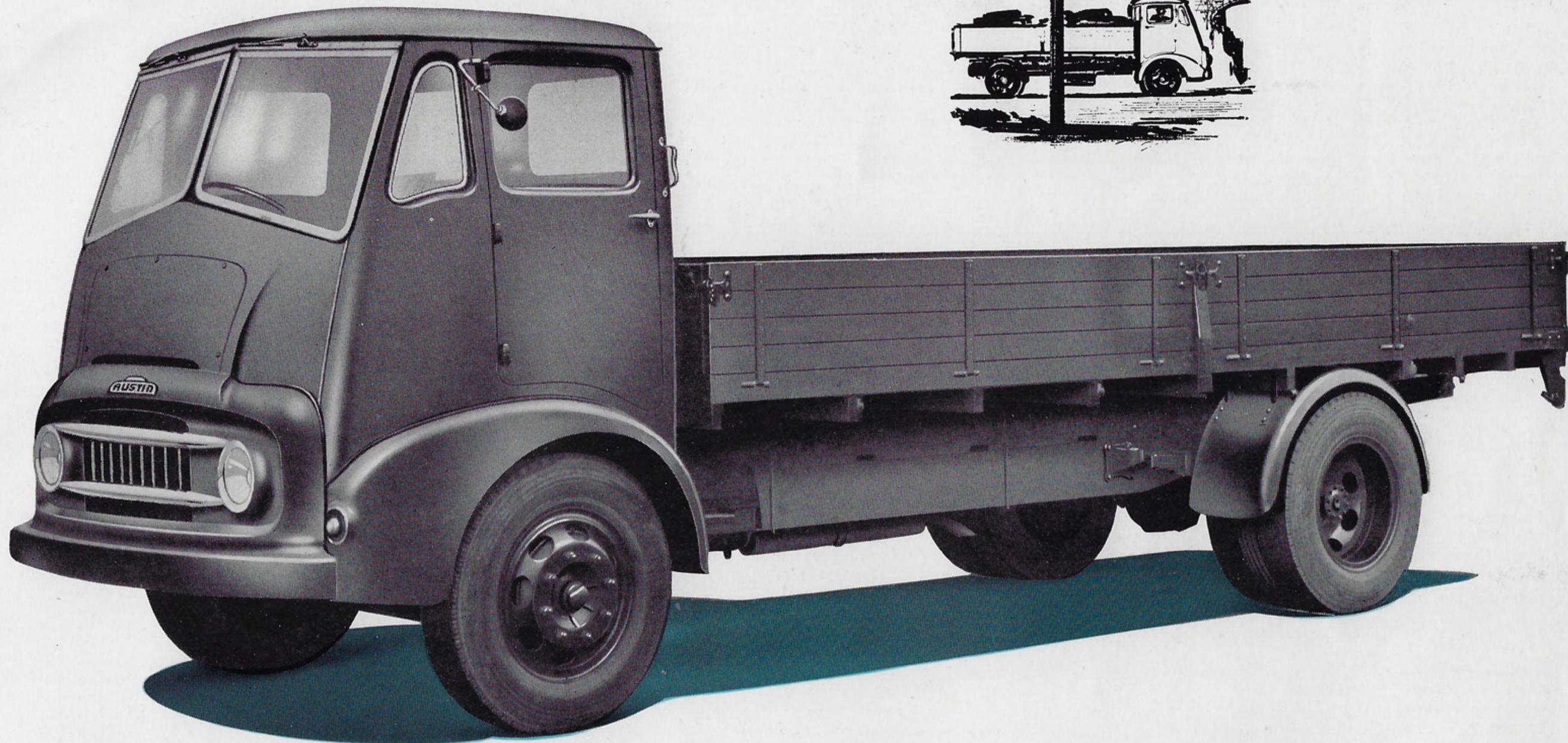
ALTERNATIVE MODELS AVAILABLE: Right or left hand steering; petrol or diesel engine; dropside body; chassis and cab; chassis and scuttle; C.K.D. when required for Export.



LEADING DIMENSIONS		ft.	in.	metric
Wheelbase	A	13	4	4.064 m.
Overall length	B	22	5 1/8	6.850 m.
Overall height (laden)	C	7	11 3/4	2.432 m.
Interior body length	D	16	6	5.029 m.
Height of body sides	E	1	6	0.460 m.
Height of body floor (laden)	F	3	8 1/2	1.130 m.
Centre of rear hub to end of frame	G	3	10	1.168 m.
Centre of front hub to bumper	H	3	8 1/2	1.130 m.
Centre of rear hub to end of body	I	5	4 3/8	1.639 m.
Centre of rear hub to back of cab	J	11	8	3.556 m.
Back of driver's seat to centre of rear hub		11	6	3.505 m.
Maximum legal length behind driver's seat		18	4	5.590 m.
Body interior width (max.)		7	0	2.133 m.
Cab interior width (max. at waist)		5	10 3/8	1.790 m.
Overall width of truck		7	1 1/8	2.176 m.
Track, front		5	9 3/8	1.773 m.
Track, rear		5	6 1/8	1.693 m.
Turning circle		49	6	15.000 m.
Ground clearance			10	254 mm.

AUSTIN





The 5 ton truck

FORWARD CONTROL • LONG WHEELBASE

With a deck length of 16 feet 6 inches this forward control 5 tonner will have a special appeal to the operator handling timber, tubing and similar lengthy loads. The chassis is especially robust with additional strength at the front axle. Six cylinder petrol or diesel engines are available, and the vehicle can also be supplied as a chassis/cab or chassis/scuttle unit.

Specification

4 litre PETROL ENGINE (HIGH POWER): Six cylinders; push rod operated overhead valves; bore 3.4375 in. (87.3 mm.); stroke 4.375 in. (111.1 mm.); capacity 243.6 cu. in. (3,990 c.c.); maximum b.h.p. 87 at 3,000 r.p.m.; maximum torque 196 lb./ft. at 1,000 r.p.m.; compression ratio 6.4 to 1. **Lubrication:** Oil is pumped under pressure to all bearings; by-pass oil filter fitted; full-flow filter optional extra; oil capacity approximately 16½ pints (9.23 litres) plus 2¼ pints (1.56 litres) for full-flow filter. **Cooling:** Circulation by centrifugal pump with thermostat control; 4 to 7 lb. sq. in. pressurised radiator with relief valve; cooling system capacity approximately 32 pints (18.18 litres). **Fuel System:** Zenith downdraught carburetter; mechanical pump; oil-wetted or oil bath air cleaner; fuel tank capacity 16 gallons (72.5 litres). **Ignition:** Coil and 12 volt battery, with automatic advance and retard, assisted by built-in vacuum control.

5.1 litre B.M.C. DIESEL ENGINE: Six cylinders; push rod operated overhead valves; bore 3.740 in. (95 mm.); stroke 4.724 in. (120 mm.); capacity 311.4 cu. in. (5,103 c.c.); maximum b.h.p. 90 at 2,400 r.p.m.; maximum torque 225 lb./ft. at 1,500 r.p.m.; compression ratio 16.5 to 1; combustion system—direct injection. **Lubrication:** Oil is forced by gear-type pump to all bearings; full-flow filter; oil capacity approximately 20 pints (11.36 litres) plus 2¼ pints (1.55 litres) in filter. **Injection Gear and Fuel Feed:** Injection pump pneumatic governor to limit engine to 2,400 r.p.m.; hand operated excess fuel device to assist cold starting; mechanical transfer pump feeds fuel to the injection pumps by way of a renewable cartridge-type filter. **Cooling System:** Circulation by centrifugal pump with thermostat control; capacity 40 pints (22.7 litres). **Air and Exhaust Manifolds:** Aluminium alloy air manifold; exhaust manifold of cast iron. **Electrical:** 12 volt dynamo and pre-engaged heavy duty starter.

CLUTCH: Borg and Beck single dry plate; 11 in. (.279 m.) diameter for petrol engine, 12 in. (.305 m.) for diesel engine.

GEARBOX: Four forward speeds and reverse; large diameter constant mesh gears (except reverse); special alloy steel shafts; layshaft mounted on ball bearings; provision for tyre pump or power take-off on right hand side of gearbox. Gear ratios: 1.00, 1.746, 3.473 and 6.061 to 1 with 6.051 to 1 reverse. Oil capacity 6 pints (3.4 litres) plus 1 pint (0.56 litres) when tipping gear is used.

PROPELLER SHAFT: Open tubular balanced 2-piece propeller shaft with needle roller bearing universal joints; large centre bearing.

REAR AXLE: Fully floating with straddle-mounted spiral bevel pinion. The driving shafts take torque only, and the differential assembly and driving shafts can be dismantled without jacking. Ratios: 7.2 to 1 for petrol engine, 5.85 to 1 for diesel engine. Oil capacity 8 pints (4.54 litres). Alternative two-speed Eaton axle with ratios 5.83 and 8.11 to 1.

FRONT AXLE: Toughened steel drop-forging of 'I' section, changing to rectangular section from spring pads to steering swivels. Hubs mounted on taper roller bearings.

STEERING: Cam gear high efficiency type with ratio of 20 to 1; 17¼ in. (.044 m.) diameter steering wheel.

BRAKES: Hydraulic internal expanding two-leading-shoe type, of 16 in. (0.4 m.) diameter; handbrake mechanically connected to rear wheels only; all brakes fully compensated on independently adjustable footbrake, assisted by vacuum servo; total frictional area 369 sq. in. (2.38 sq. m.).

FRAME: Pressed steel channel of deep section, tapered front and rear; five robust cross members, including cab mounting cross member; frame side member maximum depth 9 in. (0.22 m.).

SUSPENSION: Long semi-elliptic springs front and rear. Front springs: Width 2¼ in. (57 mm.); eye centres 45 in. (1.143 m.); 10 leaves. Rear springs: Width 2½ in. (64 mm.); eye centres 51 in. (1.295 m.); 9 main leaves with 5 auxiliary leaves. Hydraulic shock absorbers are available at extra cost.

WHEELS AND TYRES: Steel disc wheels, 8-stud fixing; single at front and twin at rear. 7.50-20 ten-ply 'Highway' tyres or 8.25-20 twelve-ply 'Roadster' tyres.

INSTRUMENTS: Speedometer; oil pressure gauge; fuel gauge; warning lights to indicate no dynamo charge and headlamp beam position.

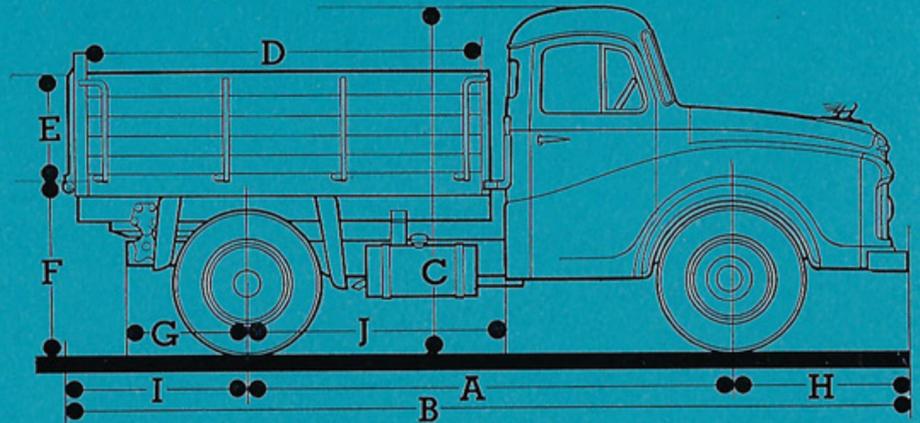
ELECTRICAL: 12 volt lighting and starting; two headlamps with double filament bulbs for dipping; two side lamps; two stop-tail lamps; number plate lamp; panel light; dip switch and horn push mounted on steering column; single horn; cab interior light. 63 amp. hr. capacity battery for petrol engine, 120 amp. hr. capacity for diesel engine.

ROAD SPEEDS AT 1,000 r.p.m.: With 7.50-20 tyres and 7.2 axle ratio: Top 14.6 m.p.h.; Third 8.36 m.p.h.; Second 4.21 m.p.h.; First 2.41 m.p.h. With 7.50-20 tyres and 5.85 axle ratio: Top 17.97 m.p.h.; Third 10.29 m.p.h.; Second 5.17 m.p.h.; First 2.96 m.p.h.

NORMAL CONTROL CAB: All steel construction; toughened plate glass for Vee windscreen, both panels of which may be opened; toughened sheet glass for all windows; built-in concealed mounting steps and lower door hinges; sound-insulated doors fitted with locks; divided door windows with hinged ventilating panels; full dust- and draught-proofing; adjustable driving seat with sponge rubber seat and squab trimmed in leather cloth; double seat, with sponge rubber and spring case base, trimmed in leather cloth, for two passengers; full length parcel shelf and moulding incorporating panel for ignition and panel light switches; twin rear view mirrors; rear corner windows.

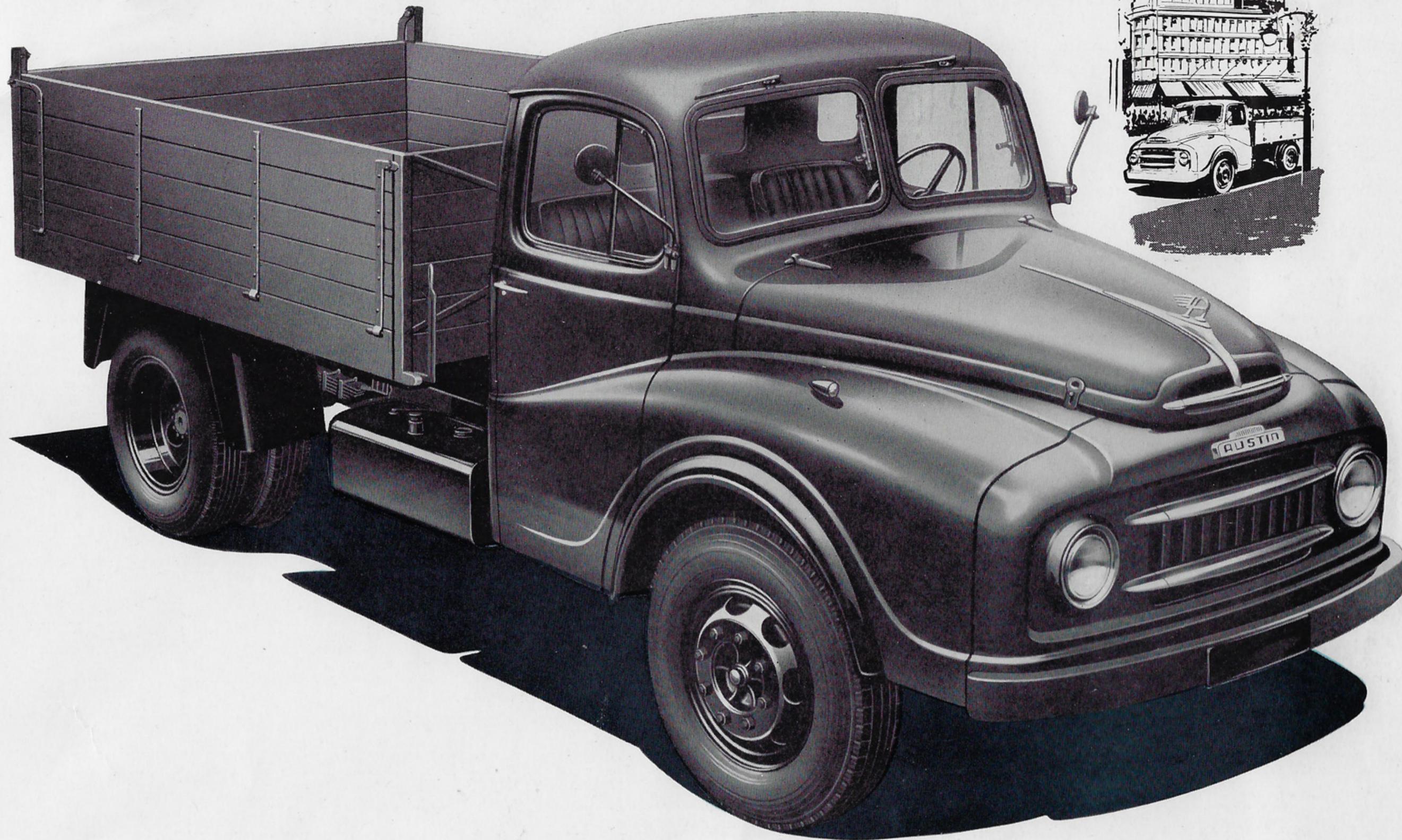
OPTIONAL EQUIPMENT: Built-in radio; built-in heating and demisting with single or twin units; fresh air ducts into cab. Special insulation for roof and back panel; sliding rear view window.

ALTERNATIVE MODELS AVAILABLE: Right or left hand steering; petrol or diesel engine, 5 cubic yard end tipping body; chassis and cab; chassis and scuttle; C.K.D. when required for Export.



LEADING DIMENSIONS		ft.	in.	metric
Wheelbase	A	10	0	3.048 m.
Overall length	B	17	6½	5.350 m.
Overall height (laden)	C	7	2½	2.187 m.
Interior body length	D	8	7 ⅝	2.621 m.
Height of body sides	E	2	3½	0.700 m.
Height of body floor (laden)	F	3	9½	1.155 m.
Centre of rear hub to end of frame	G	2	5¼	0.755 m.
Centre of front hub to bumper	H	3	8½	1.130 m.
Centre of rear hub to end of body	I	3	10½	1.171 m.
Centre of rear hub to back of cab	J	5	4	1.625 m.
Back of driver's seat to centre of rear hub		5	9¼	1.759 m.
Maximum legal length behind driver's seat		10	9¼	3.283 m.
Body interior width (max.)		7	0	2.133 m.
Cab interior width (max. at waist)		5	2	1.570 m.
Overall width of truck		7	5	2.260 m.
Track, front		5	6 ⅝	1.691 m.
Track, rear		5	6 ⅝	1.694 m.
Turning circle		42	0	12.800 m.
Ground clearance		10		254 mm.

AUSTIN



The 5 ton truck

NORMAL CONTROL • SHORT WHEELBASE

This hydraulic end-tipper, designed for really tough going, has all the proven economy and dependability of an Austin, with diesel or petrol power, constant mesh gearbox, tough rear axle and suspension, high efficiency steering, and a rigid frame braced by five cross members.

The chassis/cab unit is also designed for use as a prime mover for semi-trailers carrying up to 8 ton loads.



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