



AUSTIN

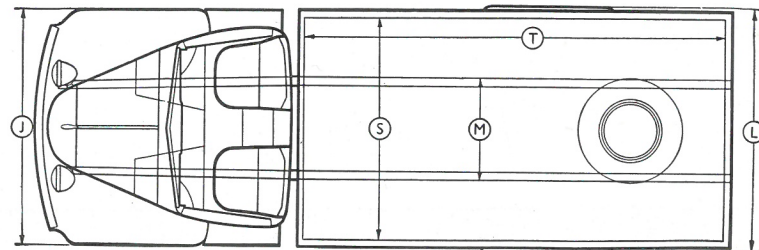
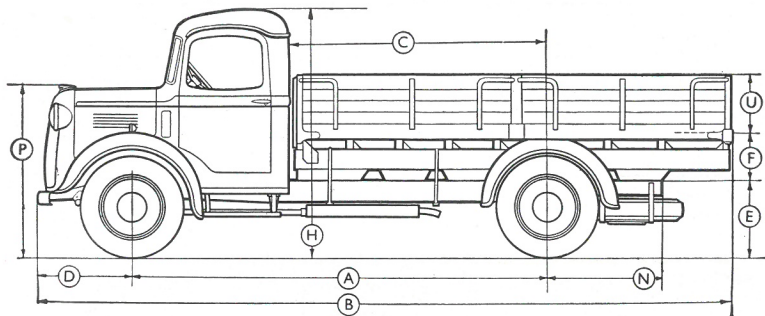
2-TON & 5-TON COMMERCIAL VEHICLES

Throughout the world, "Austin" is synonymous with dependability, and dependability, where commercial transport is concerned, is of paramount importance.

These Austins will meet all demands made upon them; ample power with safe and easy handling gives confidence to the driver and satisfactory return to the operator.

**YOU CAN PUT YOUR
TRUST IN AUSTIN**

GENERAL DIMENSIONS

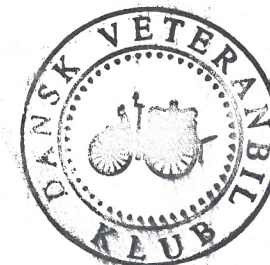


VEHICLE	A	B	C	D	*E	F	*H	J	L	M	N	*P	S	T	U
2-TON LONG WHEELBASE LORRY	11'2" 3m.40	18'9" 5m.71	6'11 1/2" 2m.12	2'6 1/4" 76cm.	2'1 1/8" 64cm.	1'3 7/8" 41cm.	6'7 1/2" 2m.2	6'4 1/4" 1m.94	6'8" 2m.3	3'1" 94cm.	3'1" 94cm.	4'6" 1m.38	6'2" 1m.88	11'6" 3m.51	1'6" 46cm.
5-TON LONG WHEELBASE LORRY	13'1 3/4" 4m.1	21'3" 6m.48	8'11 1/2" 2m.73	2'6 1/4" 77cm.	2'3 1/8" 69cm.	1'5 1/4" 44cm.	6'10" 2m.8	6'4 1/4" 1m.94	6'11" 2m.11	3'1" 94cm.	3'5 1/4" 1m.5	4'8 1/4" 1m.43	6'7" 2m.1	14'0" 4m.27	1'6" 46cm.
5-TON SHORT WHEELBASE END TIPPER	9'3 3/4" 2m.84	15'6" 4m.72	5'1 1/4" 1m.56	2'6 1/4" 76cm.	2'3 1/8" 69cm.	1'3 7/8" 41cm.	6'10" 2m.8	6'4 1/4" 1m.94	7'0" 2m.13	3'1" 94cm.	2'9" 84cm.	4'8 1/4" 1m.43	6'7" 2m.1	8'3" 2m.51	2'3 1/2" 70cm.

* VEHICLE LADEN

THE AUSTIN MOTOR EXPORT CORPORATION LIMITED

479-483 OXFORD STREET, LONDON, W.1 and LONGBRIDGE, BIRMINGHAM



GENERAL SPECIFICATION

ENGINE. Six-cylinder with overhead valves. Bore 85 mm. (3.35"). Stroke 101.6 mm. (4"). Treasury rating 26.8 h.p. Capacity 3,459 c.c. (211 cubic inches). Compression ratio 5.9 to 1. Brake horse power 67.5 at 2,900 r.p.m. Maximum torque 153 lbs. ft. at 1,200 r.p.m. Cylinder block and crankcase in one piece. Full length water jackets. Detachable cylinder head carrying the valve gear. The overhead valves are operated by push-rods actuated by enclosed roller chain driven camshaft supported in four "Thinwall" bearings. Pistons oval ground cast-iron alloy. Crankshaft, balanced by counterweights, supported by four "Thinwall" bearings. 12-volt battery ignition with automatic advance and retard with supplementary vacuum control. Zenith downdraught carburetter with hot-spot vaporiser induction system. Lubrication by submerged gear-driven oil-pump with filter pick-up and external by-pass oil filter. Cooling water circulated by centrifugal pump with thermostatic control, cooling being assisted by a four-bladed fan operated by vee belt from a pulley on the crankshaft.

FUEL CAPACITY. 12 gallon (54.5) litres tank on 5-ton Short Wheelbase, 16 gallon (72 litres) tank on 2-ton and 5-ton Long Wheelbase.

CLUTCH. Borg and Beck dry single-plate clutch, 11" (27.9 cm.) diameter. Self-lubricating carbon-type withdrawal race.

GEARBOX. Provides four forward speeds and reverse. Special alloy steel shafts and gears of large diameter. Layshaft mounted on roller bearings. Provision for tyre pump or power take-off on right-hand side of gearbox.

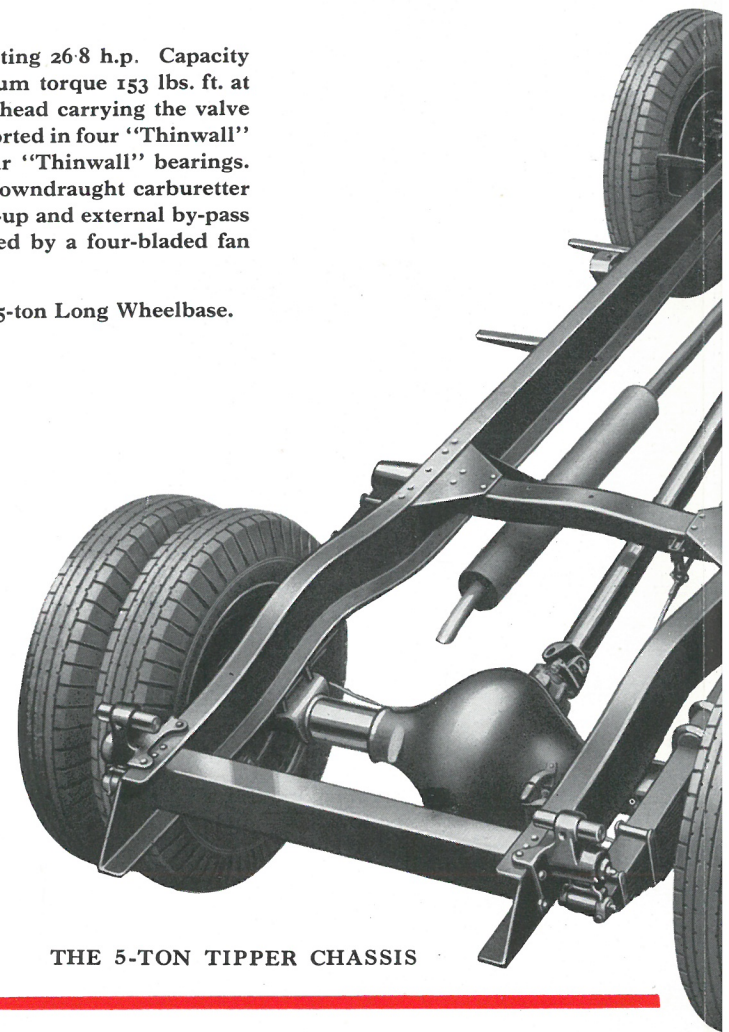
REAR AXLE. Fully-floating with straddle-mounted spiral bevel pinion and large-diameter bearings throughout. The driving shafts take the torque only, and carry no load. The differential assembly and driving shafts can be dismantled without jacking the wheels. A shock buttress is incorporated in the differential housing to take exceptional stress. The axle casing is built up of high-grade steel tubes and cast-steel centre case. This system of construction reduces the unsprung weight. Large taper roller bearings are fitted to each road-wheel hub.

OVERALL GEAR RATIOS. Standard 2-ton : 5.85, 10, 20.4, 42.3 to 1, with 41.8 reverse. 5-ton: 7.2, 12.3, 25, 52.1 to 1 with 51.5 reverse. Optional axle ratios ; 2-ton 4.7 to 1, 5-ton 6.7 to 1.

FRONT AXLE. The axle beam is a toughened steel drop-forging of I section changing to rectangular section from the spring pads to the steering swivels.

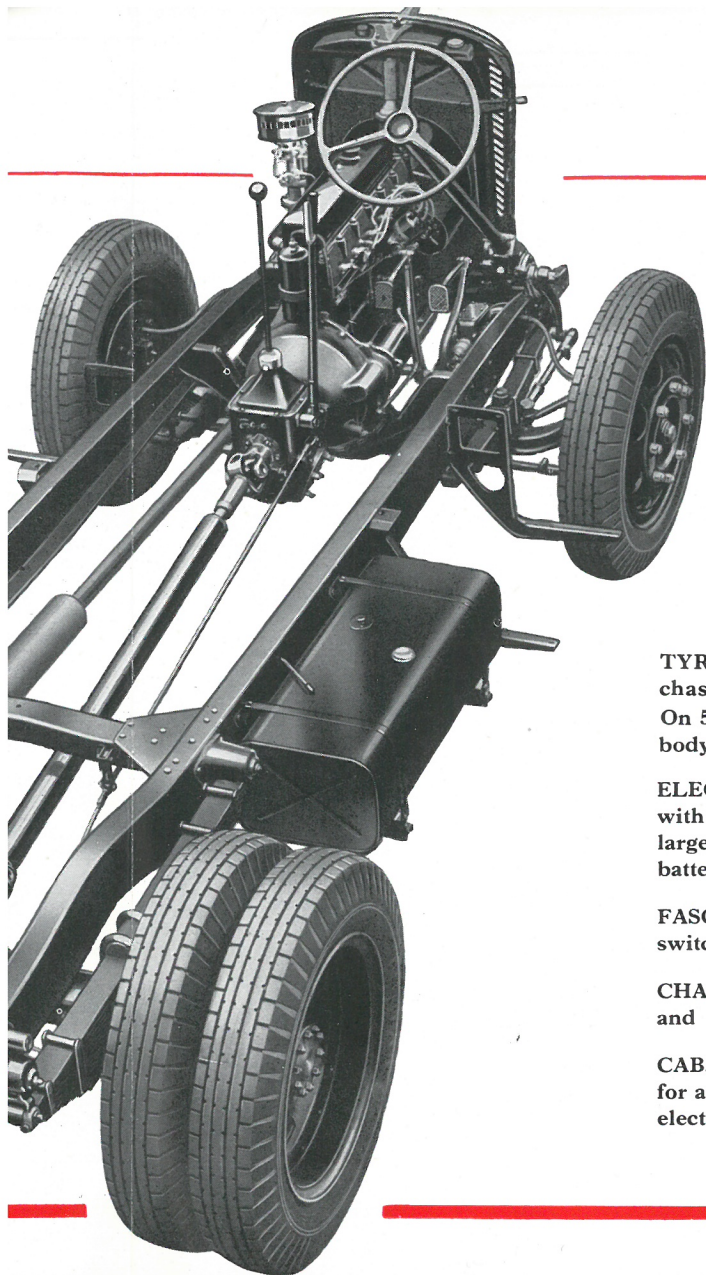
STEERING. Bishop cam (high-efficiency type on 5-ton) with Thompson self-adjusting tie-rod connections. Left-hand steering is available if required.

BRAKES. Lockheed hydraulic with slotted shoes on all wheels applied by pedal.



THE 5-TON TIPPER CHASSIS

2-TON AND 5-TON



Clayton Dewandre Vacuum Servo assistance is provided on the 5-ton Long Wheelbase model. Mechanical handbrake, operating independently on rear wheels through compensated mechanism and Bisector. All brakes are fully compensated and are independently adjustable on each wheel.

TRANSMISSION. Open tubular balanced propeller shaft with needle-roller bearing universal joints. Single shaft on the short chassis and two-piece shaft with large centre-bearing on the long wheelbase models.

SPRINGS. Semi-elliptic front and rear with auxiliary rear leaves on Long Wheelbase and additional rear helper springs on 5-ton Long Wheelbase. These springs are carefully graded to give great flexibility without sacrifice of lateral stability.

FRAME. Pressed steel channel of large section and tapered at front and rear to reduce weight.

WHEELS. Pressed steel disc-type with ventilation holes.

TYRES. On 2-ton Lorry, Dunlop 32 x 6 Truck with twin at rear, giving a maximum permissible gross weight (including chassis, body and pay load) of 5 tons 5 cwt. (5,347 kgs.)

On 5-ton Lorries, Dunlop 34 x 7 R.H.S. with twin at rear, giving a maximum permissible gross weight (including chassis, body and pay load) of 7 tons 4 cwt. (7,323 kgs.)

ELECTRICAL SYSTEM. Belt-driven dynamo and 12-volt battery of 63 ampere-hour capacity. Two powerful headlamps with hand-operated dip switch. Two side-lamps, tail-lamp and stop-lamp. Concealed illumination for fascia panel with large-dial instruments. Electric horn. The dynamo charge is subject to automatic voltage control to suit the needs of the battery.

FASCIA PANEL. Contains speedometer with mileage recorder, oil pressure gauge, petrol gauge and ammeter, lighting switch, choke and starter controls.

CHASSIS EQUIPMENT. Detachable starting handle, well equipped tool roll, running boards, scuttle dash, bonnet, front and rear wings. Spare wheel with tyre.

CAB. All-steel safety construction with vee screen, one panel of which opens. Winding windows in doors. Toughened glass for all windows. Deeply upholstered cushions. Holder for records, etc. Cab equipment includes large rear-view mirror and electric windscreen-wiper.

(THE ABOVE SPECIFICATION IS LIABLE TO ALTERATION WITHOUT NOTICE)

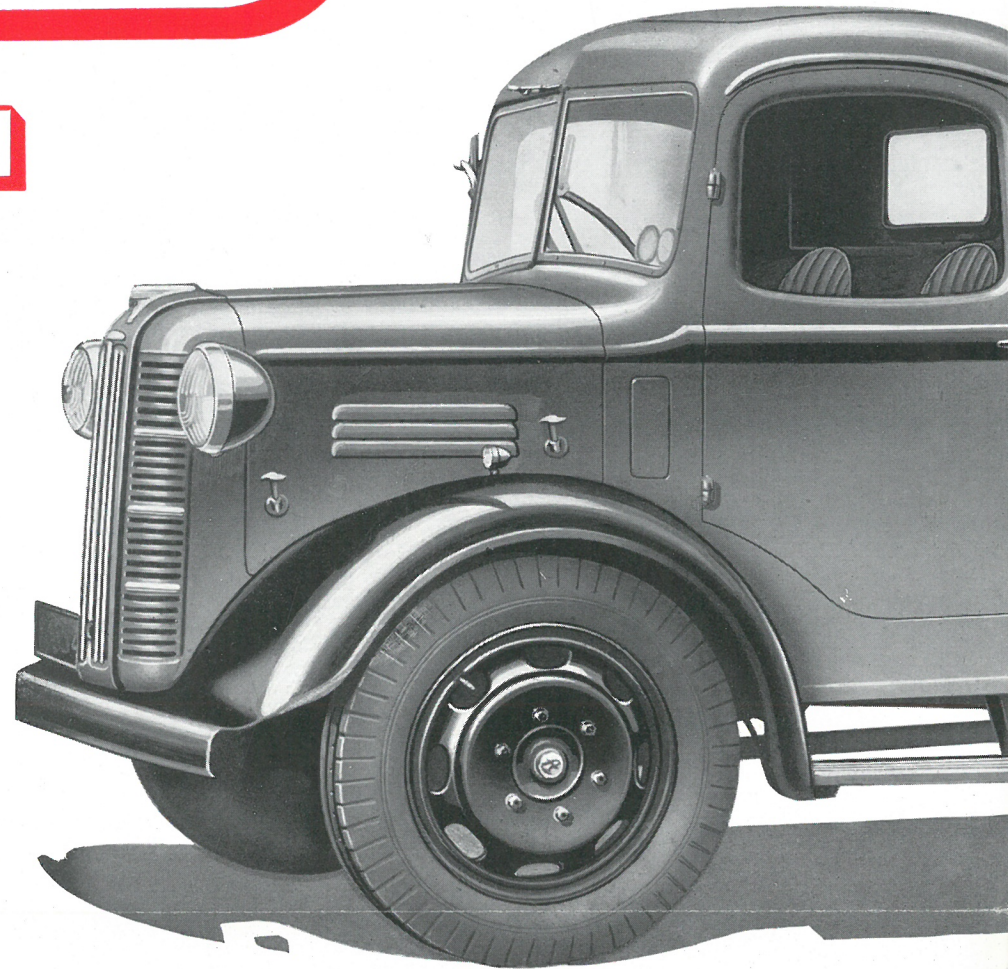
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DEPENDABLE

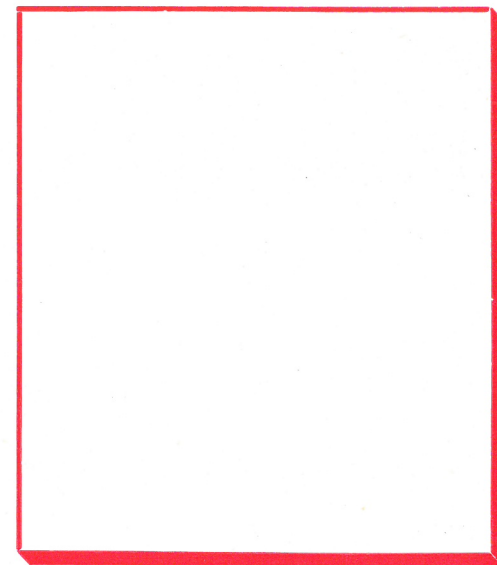
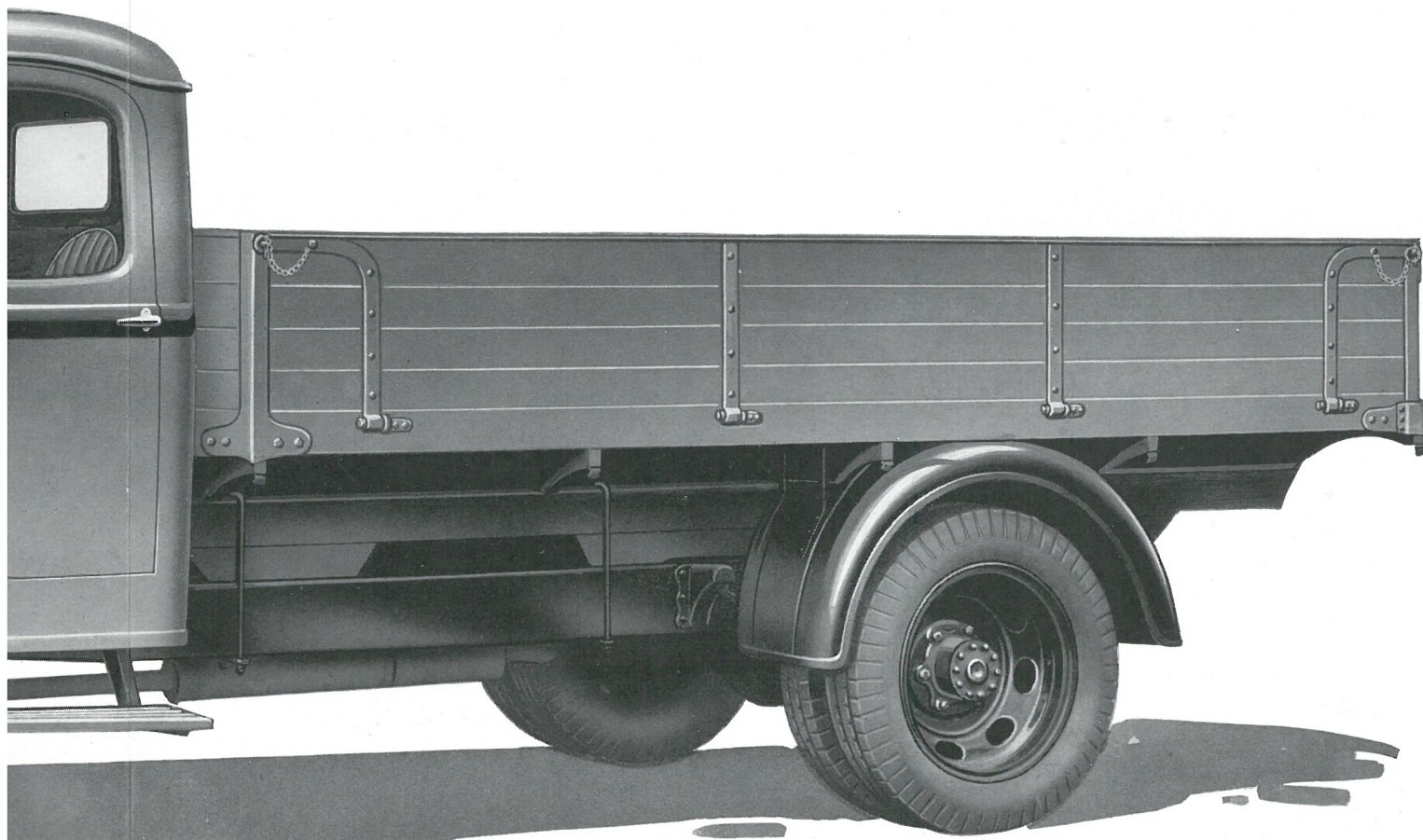
2-TON LONG WHEELBASE LORRY

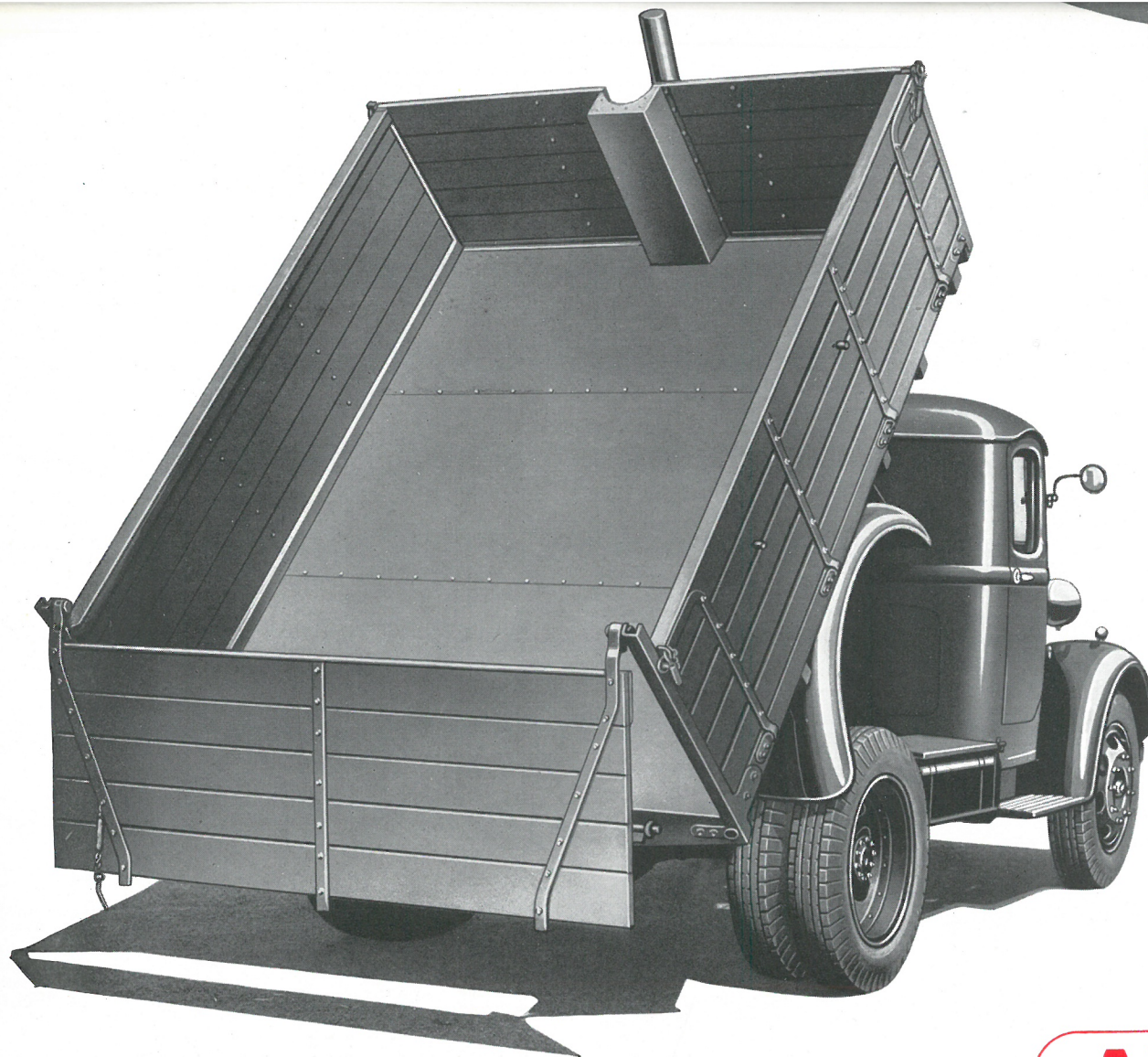
A workmanlike medium-weight vehicle with a robust chassis and body and a pressed-steel cab affording roomy accommodation for driver and mate, with full protection and visibility, and wide doors. All screen and window glass is toughened, with winding windows in the doors. The equipment includes electric windscreen wiper and concealed illumination for the full range of instruments.

Easy control of the vehicle under all road conditions is assured by the highly efficient steering, the powerful well-equipped engine, correctly graded four-speed gearbox, and finally by the superior brakes.



ABLE COMMERCIAL VEHICLES





5-TON END TIPPING LORRY

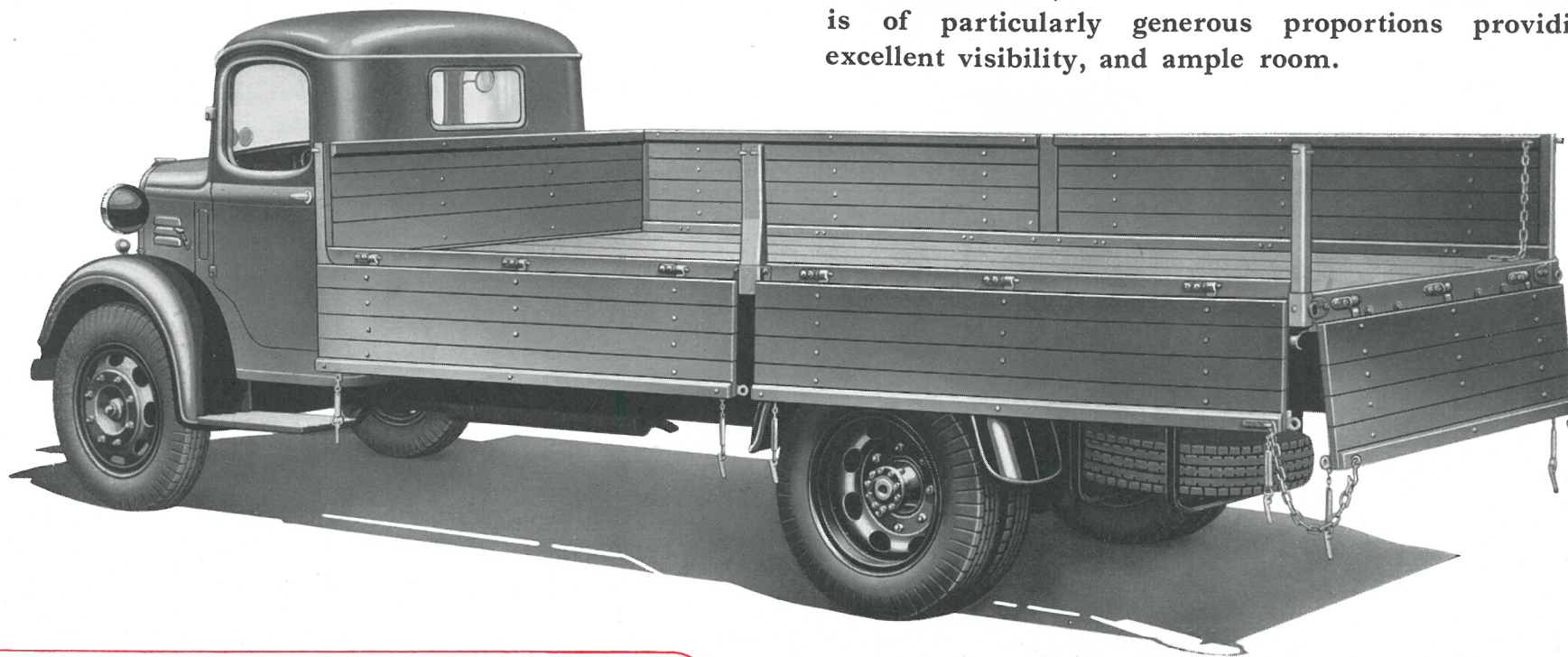
THIS sturdy End Tipper has a loading capacity of $4\frac{1}{2}$ cu. yds. ; the deep chassis frame and massive axles all denote strength. The convenient power take-off position on the gearbox will accommodate any standard type of power tipping gear, while a noteworthy point on this chassis is the position of the tipping hinge pins. These are placed directly on the strong shackle housings, thus bringing all weight and strain directly on to the springs and spring pads instead of on the frame.

AMPLE POWER FOR

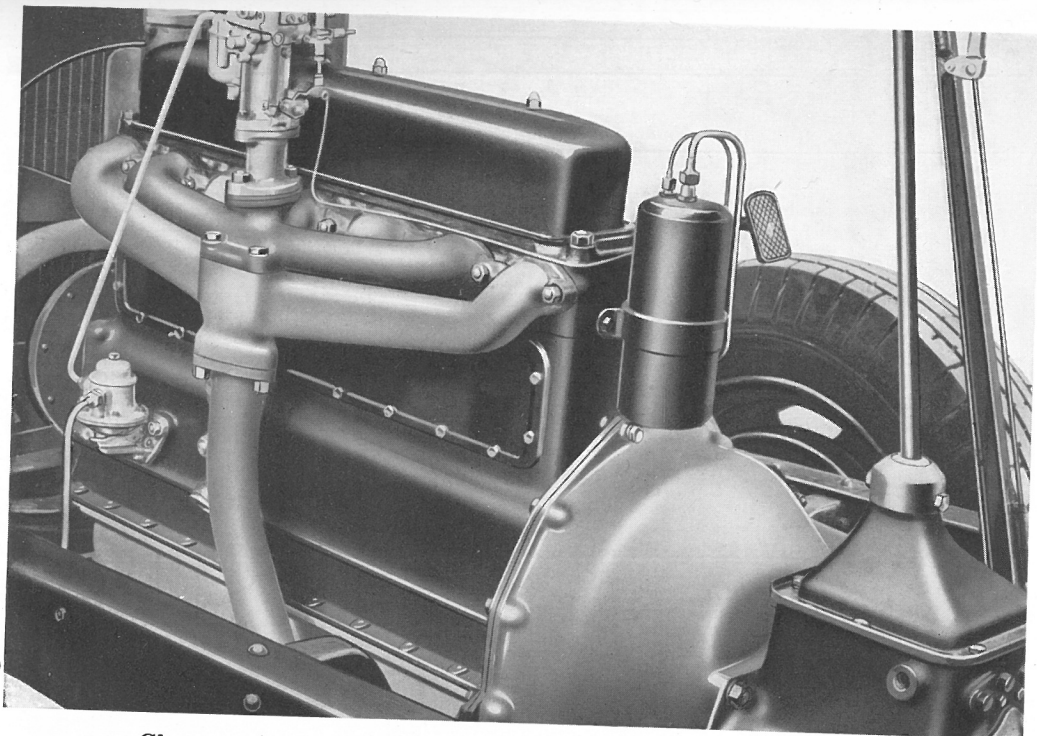
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5-TON LONG WHEELBASE LORRY

THE great loading capacity of the body will be readily observed and its construction for really hard work appreciated. The drop sides and tail board can be removed and the vehicle used as a flat platform lorry. The cab on this, as on all Austin commercial vehicles is of particularly generous proportions providing excellent visibility, and ample room.



FOR MAXIMUM LOADS



Clean and straightforward power unit and gearbox design

SUFFICIENT power with reserve when carrying the maximum load has been provided in the six-cylinder overhead valve engine fitted to the 2- and 5-tonners. It is smooth running, flexible, with lively acceleration, having exceptional pulling power at comparatively low speeds. Maximum

torque is maintained over a wide range of speeds.

The engine is easily accessible for necessary adjustments and general maintenance.

Efficient speed regulation and control ensure maximum output being maintained in all conditions—a vital feature for the transport of heavy loads.

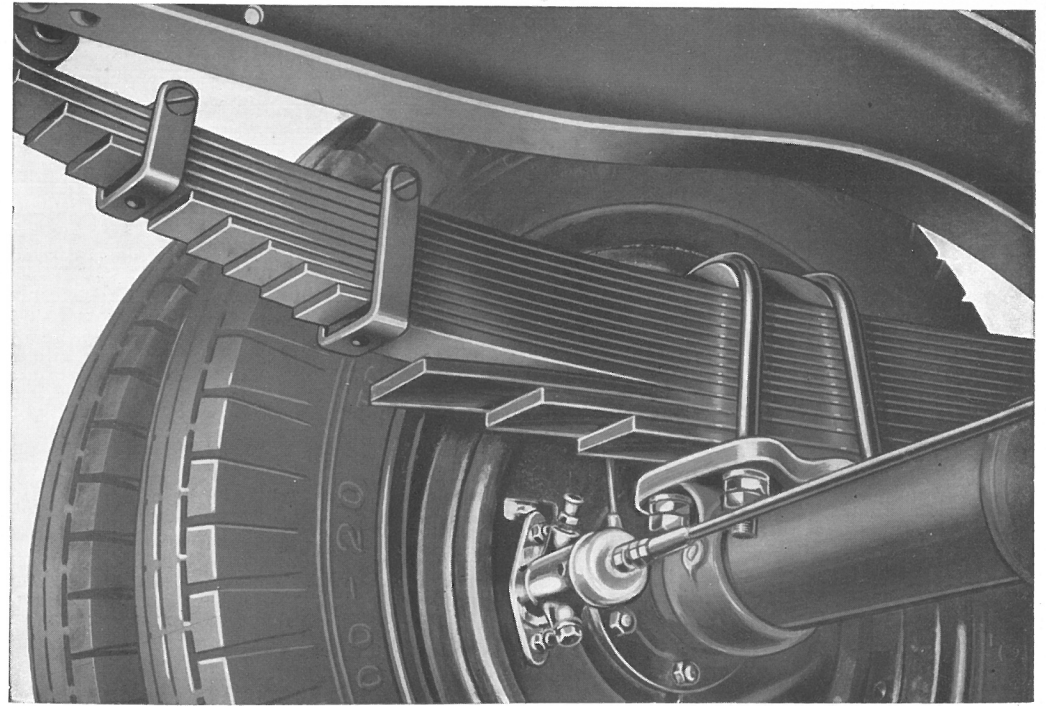
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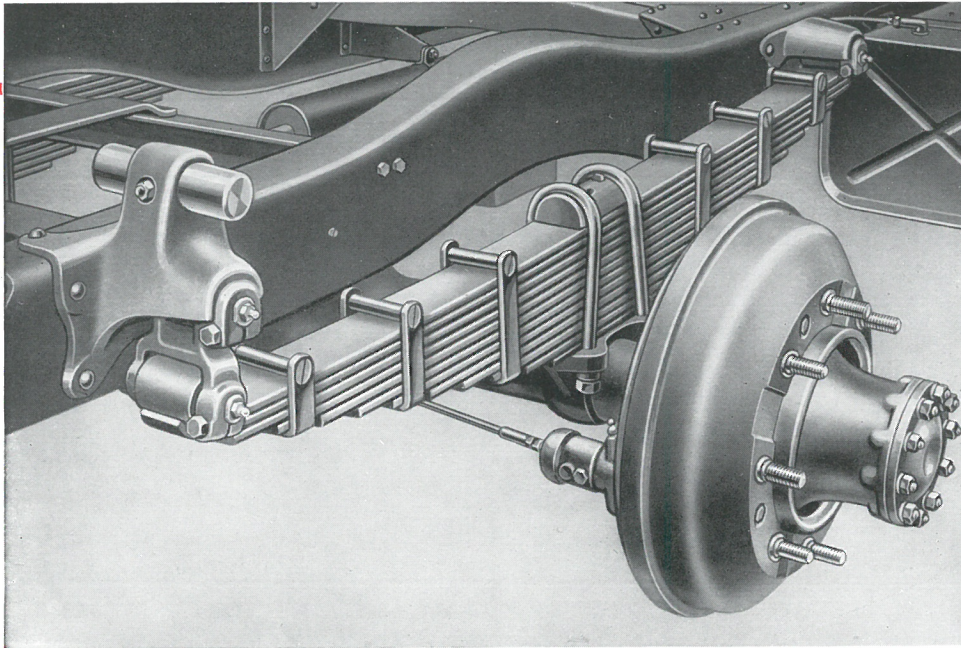
icient temperature
ulation and ignition
ontrol ensures power out-
being maintained under
conditions, and lubri-
on—a vital matter on

heavy-duty power units—
is by positive action gear-
type pump forcing oil under
pressure to all important
bearings.

The rear suspension is
particularly sturdy, with
additional leaves automa-
tically operating on full
loads. The substantial
spring mountings are also
a notable feature.



A 2-ton rear spring with auxiliary leaves for maximum loads



The rear suspension and hinge-pin design of the 5-ton tipper

SAFE

HEAVERY loads and maximum road speeds place increasing demands on vehicle and driver to secure safe handling and efficient working. It is essential that the driver should have every confidence in the controllability of his vehicle under all circumstances.

The Austin is provided with large diameter Lockheed hydraulic brakes, and on the long wheelbase 5-ton

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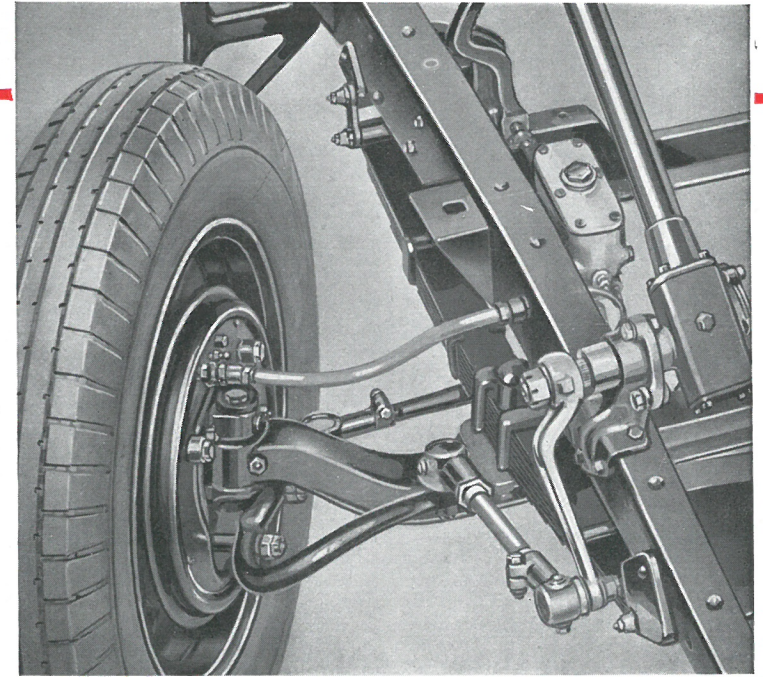
E & CERTAIN

rry they are supplemented by De-
andre vacuum servo operation.

n all vehicles the mechanical hand-
ake is entirely independent in its
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ar wheels.

he carefully -designed steering is
et at an angle to give the most
omfortable driving position so that
riving fatigue has been largely

eliminated. The drop-arm and link
rods are of great strength and the
whole steering arrangement has been
so planned that wear on the tyres
has been reduced to a minimum.
The chassis has been designed to
enable general maintenance to be
undertaken with the least loss of
time so that operators can guarantee
their time schedules with safety and
keep their vehicles on the road.



The front suspension, braking and sturdy steering gear