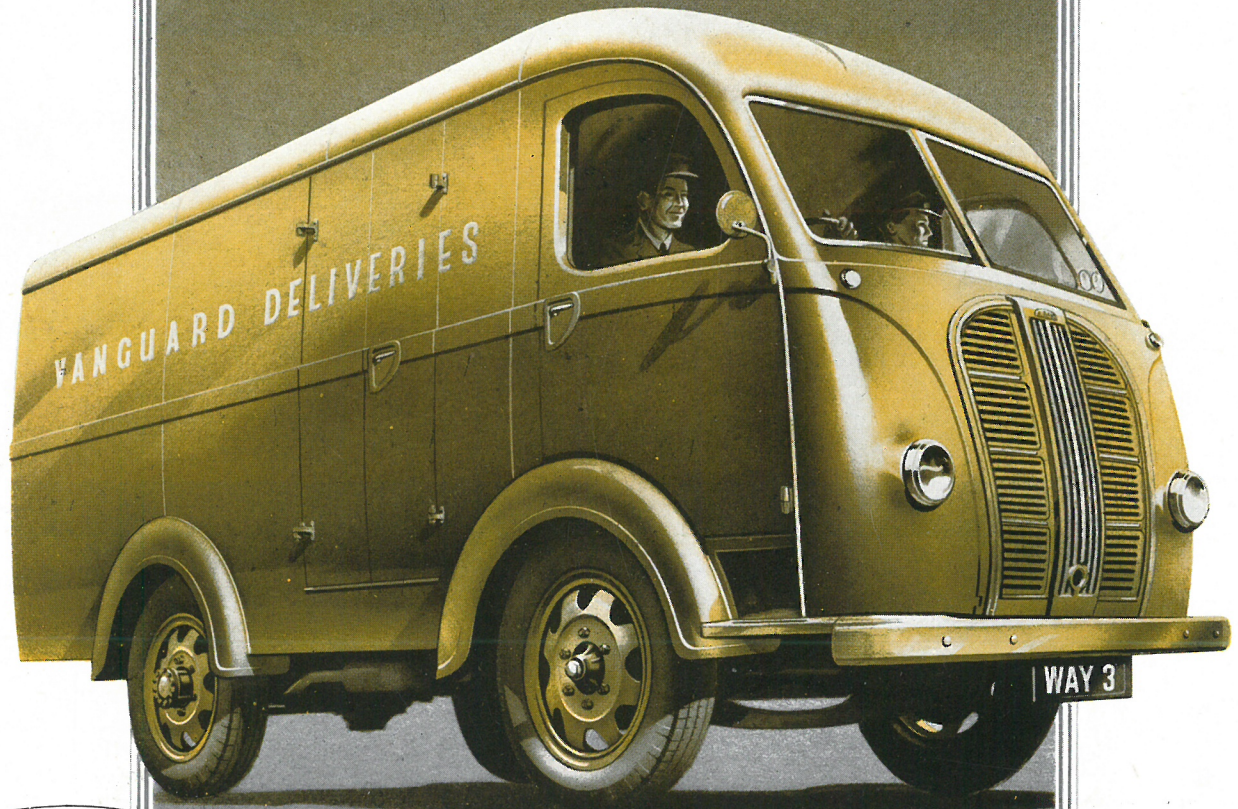


The
AUSTIN

Three Way

25 CWT VAN

WITH FORWARD DRIVE



YOU CAN
DEPEND ON IT

AUSTIN

3 W A Y · 2 5 C W T V A N

Specification

ENGINE: Bore $3\frac{1}{2}$ in. (79.4 mm.); Stroke $4\frac{1}{2}$ in. (111.1 mm.); Capacity 134.1 cu. in. (2,199 cc.); R.A.C. Rating 15.63 h.p.; b.h.p. 65 at 3,700 r.p.m.; max. torque 115 lb. ft. at 1,900 r.p.m.; compression ratio 6.85 to 1.

Cylinders: Four cylinders in special cast-iron, integral with crankcase. Full-length water jackets. Detachable cast-iron cylinder head, carrying valve gear.

Crankshaft: Forged steel counterbalanced crankshaft supported by three detachable "Thinwall" bearings

Connecting Rods: Forged steel with detachable "Thinwall" big-end bearings.

Pistons: Aluminium alloy with anodized surface. Split skirt type with two compression rings and one scraper.

Camshaft: Forged steel camshaft supported by three "Thinwall" bearings and driven by a duplex roller chain with a synthetic rubber tensioner ring to give quiet operation.

Valves: Overhead valves, push-rod operated. Silicon chrome steel inlet valves. Exhaust valves of heat- and corrosion-resisting steel.

Lubrication: Pressure gear pump forces oil to all main, big-end, and camshaft bearings. Each main bearing oil feed is supplied from a circular channel cut in the bearing housing which provides a uniform feed of oil between the bearing surfaces. Big-end bearing lubrication, from a special oil feed in the crankshaft, also provides for jet lubrication of the cylinder walls. Oil from the camshaft front bearing is guided on to the timing chain by deflectors fitted to the camshaft gear. Oil capacity 10 pints (5.6 litres) plus 2 pints (1.12 litres) for the full-flow Tecalemit oil filter.

Cooling: Water pump and fan with thermostat control. A four-blade fan draws air through a patent radiator which prevents the loss of cooling water either by splash or expansion. Cooling system capacity 21 pints (11.7 litres).

Ignition: Coil with automatic advance and retard, assisted by vacuum control.

Dynamo: 12-volt, fan ventilated, with compensated voltage control.

Starter: Lucas starter with manual-operated control.

Fuel System: Fuel from a 10-gallon (45 litres) tank on the left-hand side of the chassis is fed by an AC mechanical pump to a Zenith downdraught carburetter. A "T" type oil-wetted gauze air intake filter is fitted.

Mountings: The engine and gearbox unit is flexibly mounted on "live" rubber.

CLUTCH: Borg and Beck, 9-inch diameter, dry single-plate with spring cushion drive and light pedal action. Total frictional area 66.2 sq. in. (427 sq. cm.).

GEARBOX: Four speeds forward and reverse with centre lever control. Straight tooth first and second gears with constant mesh helical third gear. Layshaft mounted on ball and roller bearings. Oil capacity $5\frac{1}{2}$ pints (3.09 litres).

TRANSMISSION: Open propeller shaft with Hardy-Spicer needle-roller bearing universal joints.

REAR AXLE: Fully-floating rear axle with straddle-mounted pinion and spiral-bevel final drive. Taper roller bearings are used for the hubs and differential, and pre-loaded taper roller bearings for the pinion. Oil capacity 7 pints (3.92 litres).

OVERALL GEAR RATIOS: 6.57; 10.91; 19.13; 31.3 to 1 with 31.15 reverse.

ROAD SPEEDS AT 1,000 R.P.M.: Top 14.85 m.p.h.; third 8.93 m.p.h.; second 5.09 m.p.h.; first 3.11 m.p.h.

FRONT AXLE AND STEERING: The front axle is a toughened steel drop forging of I section changing to rectangular section from the spring pads to the steering swivels. Taper roller bearings are used for the front hubs and the steering is Bishop cam gear with a ratio of 16 to 1. The steering rods have Thompson ball joints and the steering wheel, of $17\frac{1}{2}$ inches diameter, has a cellulose acetate covering.

SUSPENSION: Semi-elliptic springs front and rear mounted above axles. Auxiliary leaves on rear springs and double-acting hydraulic shock absorbers front and rear.

BRAKES: Girling hydraulic with two leading shoe brakes front and rear. The pedal operates all four brakes, the handbrake operating mechanically on the rear wheels only. Total brake shoe lining area 184 sq. in. (1,187 sq. cm.).

WHEELS AND TYRES: Pressed-steel wheels with ventilation holes. Spare wheel carried at rear. Dunlop 32 x 6 in. truck tyres, single, front and rear.

FRAME: Pressed-steel frame with four cross-members. Front cross-member detachable to facilitate removal of power-unit.

ELECTRICAL: 12-volt battery of 63 amp. hour capacity at 10-hour rate, accessible through trap in body floor. Positive earth. Flush-fitting headlamps with dip-switch control. Flush-fitting side-lamps. Combined stop- and tail-lamp. Electric horn and windscreen-wiper.

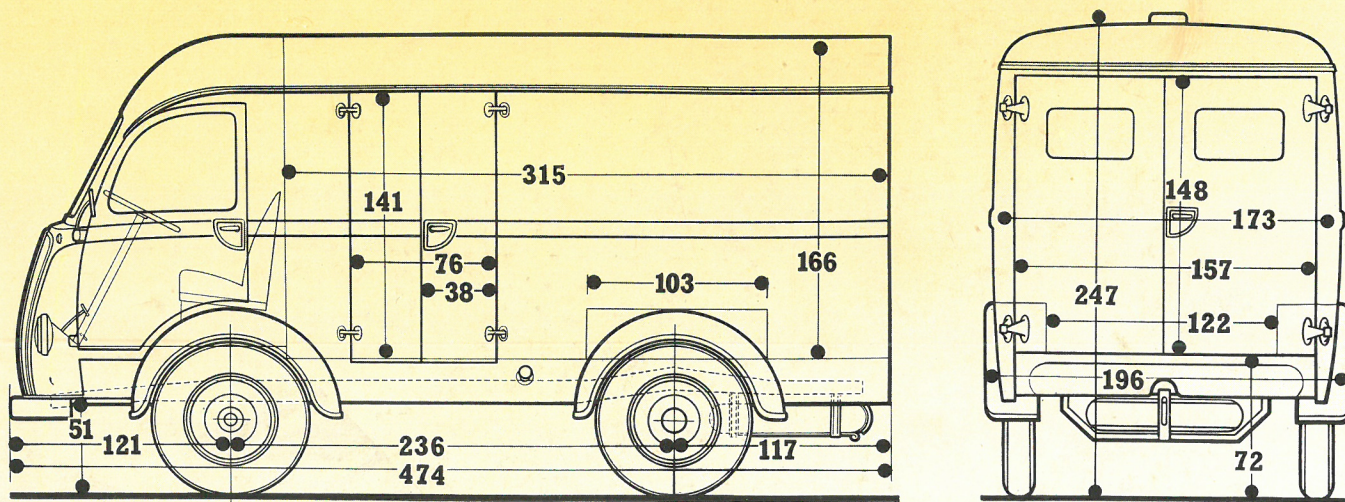
INSTRUMENTS: Ignition warning lamp, oil and petrol gauges, ammeter and speedometer with total readings. Concealed illumination for instruments.

BODY: Full forward control. Integral body and cab of all-steel construction with composite doors. Toughened glass in cab door windows and screen. Partition with window between cab and load-space. Comfortable and adjustable seats for driver and mate. Metal wearing-plates for body floor. Wide-opening rear doors. Side loading doors, behind cab partition, on both sides of vehicle. Recessed door handles. Combined barrel-type ignition and door key for use on body doors and driver's door. The cab left-hand door is locked from inside.

CHASSIS DIMENSIONS: Track front and rear 5 ft. 1 in. (1 m. 55 cm.); Wheelbase 7 ft. 9 in. (2 m. 36 cm.); Ground Clearance 9 in. (23 cm.); Turning Circle 39 ft. (11 m. 89 cm.).

WEIGHT (less petrol, spare wheel and tools, plus oil and water): Finished van 38 cwt. 56 lb. (1,955 Kgs.)

The 25 cwt. chassis or chassis with cab is also available.



The above dimensions are in centimetres with the van laden.

The goods manufactured by the Austin Motor Company Limited, are supplied with an express Warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise.

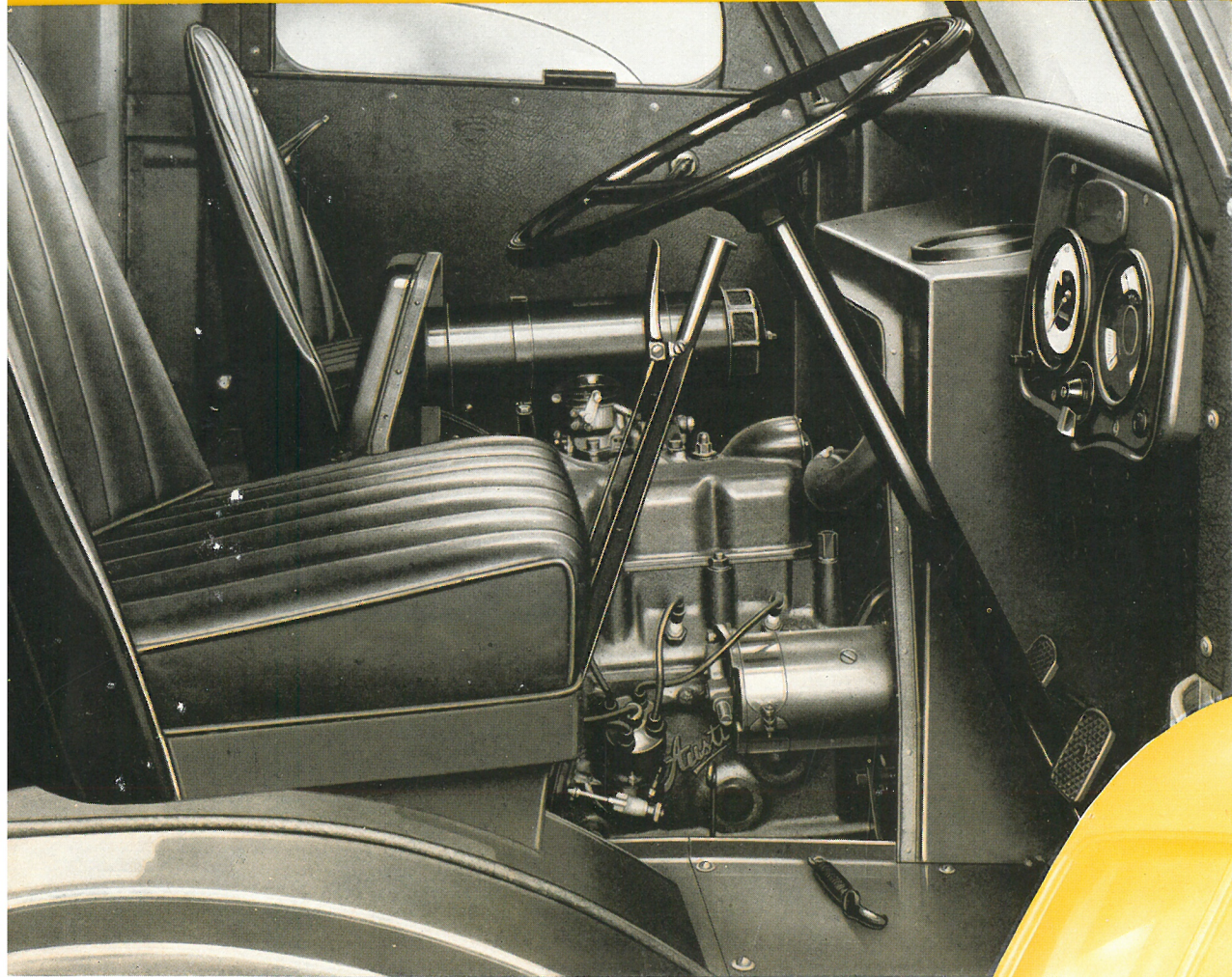
PRICES—The Company reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery.

SPECIFICATION—The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification, design or equipment detailed in this publication. Under present supply difficulties such alterations are likely to occur at any time.

THE AUSTIN MOTOR EXPORT CORPORATION LIMITED
479-483 OXFORD STREET, LONDON W.1 and LONGBRIDGE, BIRMINGHAM, ENGLAND

ECONOMY

Plus



THE 25 cwt. Austin "Three-Way" delivery van is without doubt the finest of its kind available today. Of new design yet sound construction throughout, it has been evolved to ensure rapid goods transport with low running and upkeep costs and long life.

On the road this van gives lively response with easy control assured by the short wheelbase, wide-lock steering and powerful Girling hydraulic brakes.

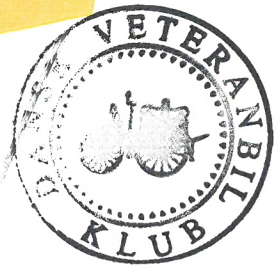
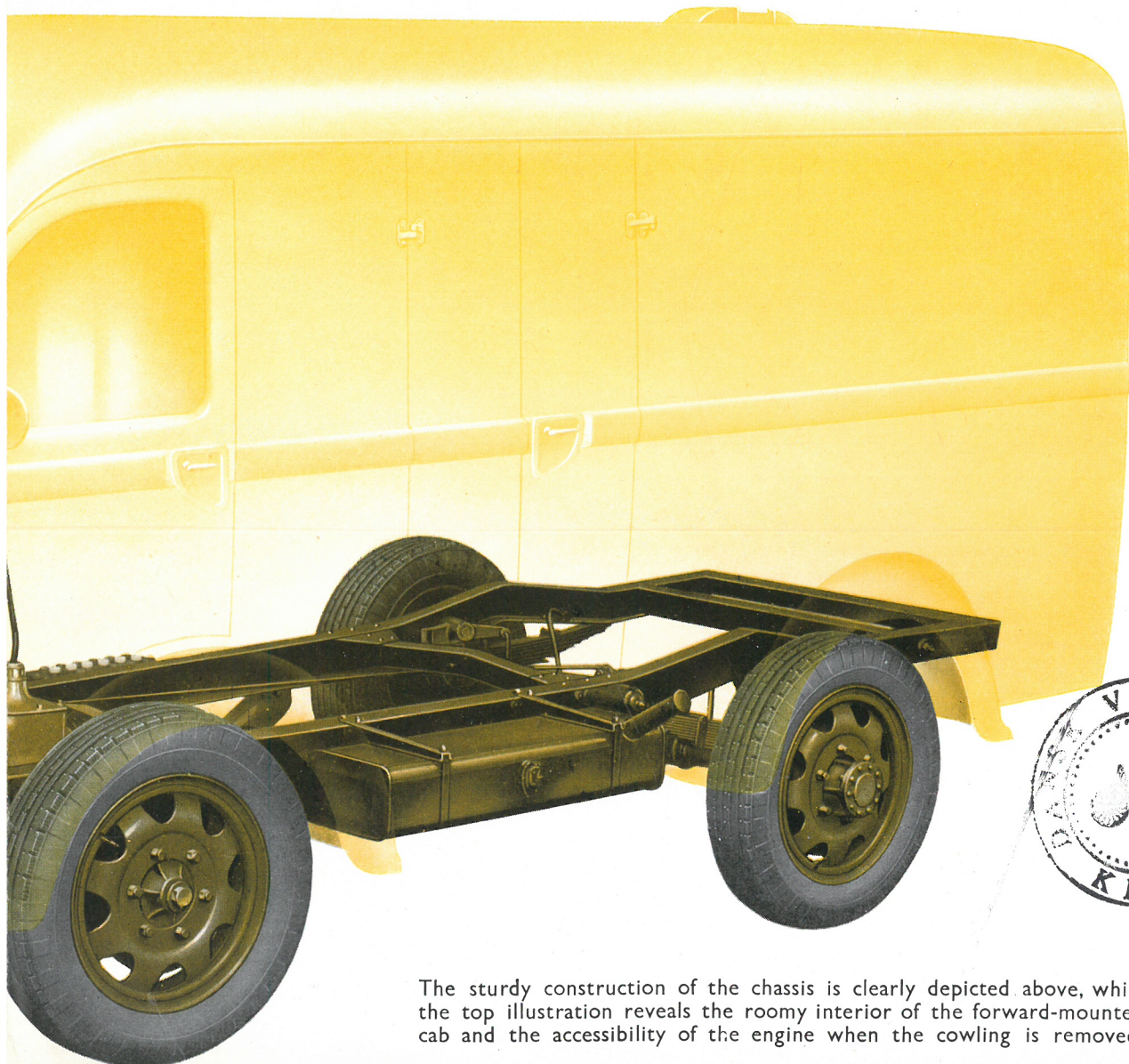
In addition, the bodywork has many practical features. Loading and unloading times are reduced by the ingenious "three-way" system, whereby the 300 cubic feet of body space is reached from the wide-opening doors at the rear or by either of the side doors. For the driver, there is excellent visibility from the forward-mounted cab, which is separated from the body by a windowed partition.

Sturdily constructed, this new "Three-Way" Austin van offers the most effective solution yet to the short-range, constant delivery problem — **You can depend on it!**



HIGH CAPACITY

- 3 THREE-WAY LOADING AND UNLOADING
- 3 300 CUBIC FEET CAPACITY FOR 25 CWT. LOAD
- 3 FOUR-CYLINDER OVERHEAD-VALVE 16 H.P. ENGINE
- 3 EXCEPTIONAL ACCESSIBILITY
- 3 FORWARD CONTROL AND HIGH MOBILITY



The sturdy construction of the chassis is clearly depicted above, while the top illustration reveals the roomy interior of the forward-mounted cab and the accessibility of the engine when the cowl is removed.

HIGH CAPACITY

—In The AUSTIN "THREE-WAY" VAN



A newcomer to the Austin commercial range, the "Three-Way" 25 cwt. van sets the highest standard yet in delivery efficiency for medium goods loads, and in addition, it has many attractions as a general-purpose vehicle for trades and public corporations. Its outstanding features are a powerful engine, easy driving control with maximum manoeuvrability, and a large load capacity made fully effective by "Three-Way" loading.

The engine is an economical unit developing 65 b.h.p. at 3,700 r.p.m. and this power is transmitted through a four-speed and reverse gearbox to a fully-floating spiral-bevel rear axle. The short wheelbase and wide lock steering combine to give a very small turning circle while the Dunlop 32 x 6 inch truck tyres and the hydraulic brakes offer further evidence that the van is in every respect designed for long life and dependability with consistently low running and upkeep costs.

Foremost of the body features, the "Three-Way" loading system permits quick access to the load from the front or the rear and is especially useful for loading and unloading in a confined space. The all-steel forward-mounted cab, which has composite forward-hinged doors giving wide access to the cab interior, and the steel-panelled body, which has a three-quarter-inch tongued and grooved wood floor with steel wearing-plates, are typical constructional features. These and many other qualities establish this new Austin as the leading medium-weight van of the times.

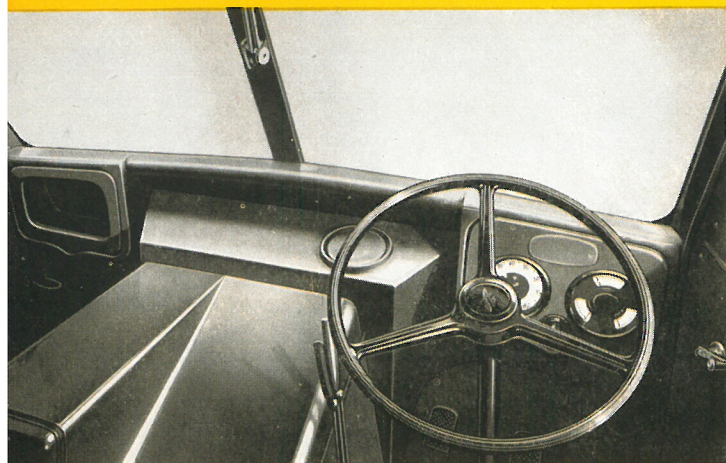
LEADING FEATURES

Five engine with
Patented engine
by Tecalemit oil
by pump with
radiator to pre-
er by splash or
ne and gearbox
iral-bevel gear
front and rear
turning circle
with cellulose
akes with two
6 inch Dunlop
ble front cross-
Compensated
no ★ 12-volt
floor ★ Flush-
mn dip-switch
control with
l driving visi-
or windows and
ol for cab door
en on driver's
ver and mate ★
nder each cab
body floor and

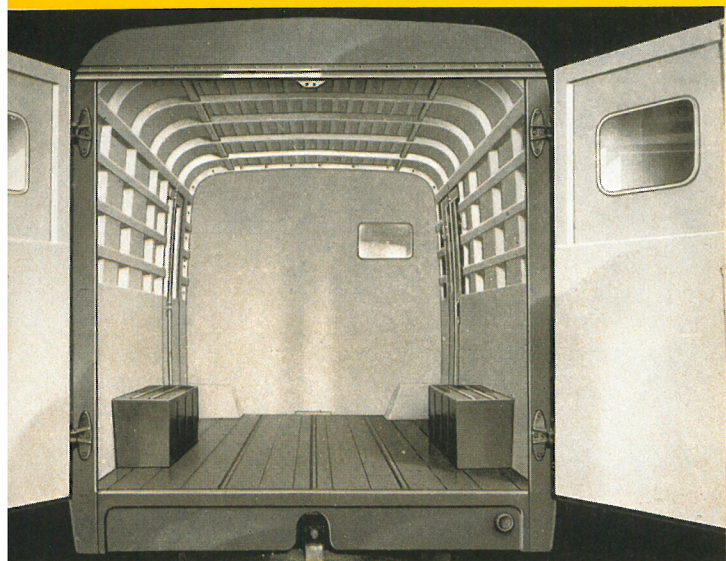


ECONOMY

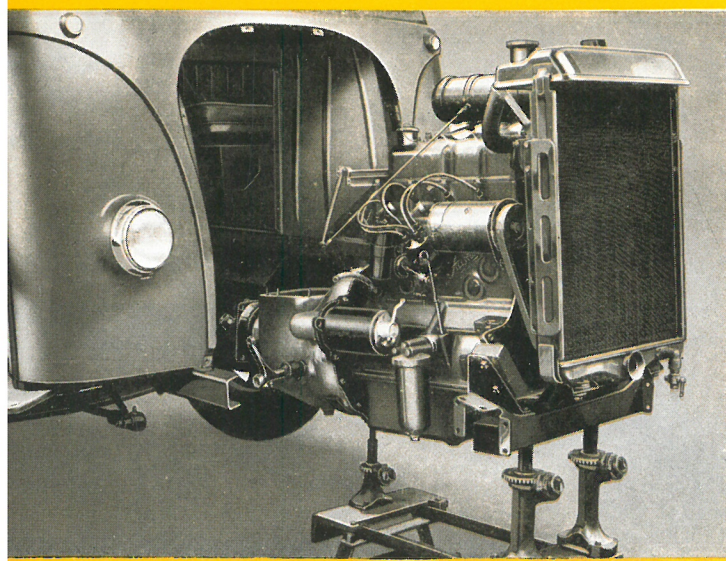
Plus



Excellent visibility and a comfortable driving seat with handy controls make the "Three-Way" van safe and easy to drive. There are low-g geared winding windows and the screen may be opened.



The 300 cubic feet body, constructed from steel panels on a wood frame, has steel wearing-plates for the wood floor and interior panelling to waist height. The wheel-arches are square.

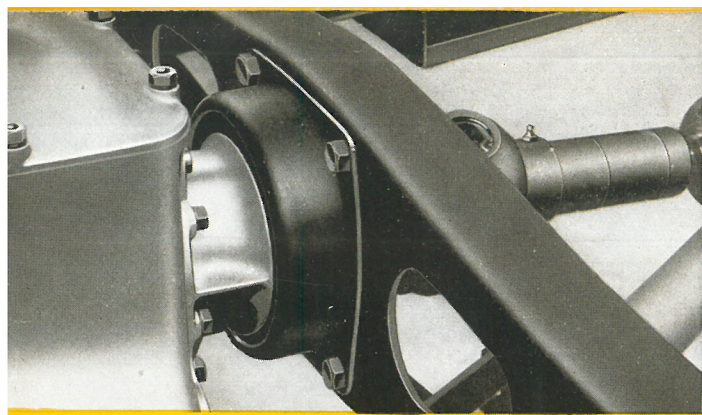


The compact power-unit is quickly accessible from the cab interior for minor adjustments, and for a major overhaul the engine and radiator can be withdrawn from the front.

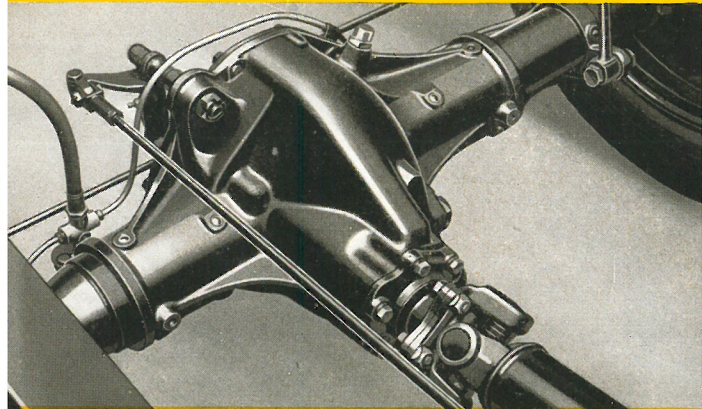


LE
FE

- ★ Four cylinder overhead-valve counter-balanced crankshaft
- ★ Lubrication system with full-flow filter
- ★ Cooling water circulation thermostat control
- ★ Patent Austin vent the loss of cooling water either expansion
- ★ Flexible three-point engine rubber mountings
- ★ Fully-floating spring rear axle
- ★ Taper-roller bearings for hubs
- ★ Cam gear steering, and small 17¼-inch diameter steering wheel acetate covering
- ★ Girling hydraulic brake leading shoes front and rear
- ★ 32 x truck tyres
- ★ Sturdy frame with detachable member for quick engine removal
- ★ Voltage control for the 12-volt dynamo battery accessible through trap in body fitting headlamps with steering column
- ★ Interior ventilator
- ★ Full forward integral body and cab
- ★ Exceptional visibility
- ★ Toughened glass to all cab door screen
- ★ Low-g geared winding control windows with wide-opening screen side
- ★ Adjustable seats for the driver
- ★ Compartments in dash and under seat
- ★ Steel wearing-plates for



The gearbox third-motion shaft is extended in a housing which provides additional bearings to accommodate propeller shaft loads. This housing also carries the power-unit rear rubber mounting.



The robust rear axle is fully-floating and has spiral-bevel drive. Taper roller bearings, used for the hub and differential bearings, are of the pre-loaded type for the straddle-mounted pinion.



The front axle changes from I to rectangular section from the spring pads to the steering swivels giving great strength at a vital point while another feature of this assembly is the wide-lock steering.

windows with wide-opening screen side ★ Adjustable seats for the drive Compartments in dash and unc seat ★ Steel wearing-plates for b at door entrances ★ Recessed equipped with locks ★ Body doors hinged to clear do terior panelled to wais protecting slats u

three



LOADING ACCESS

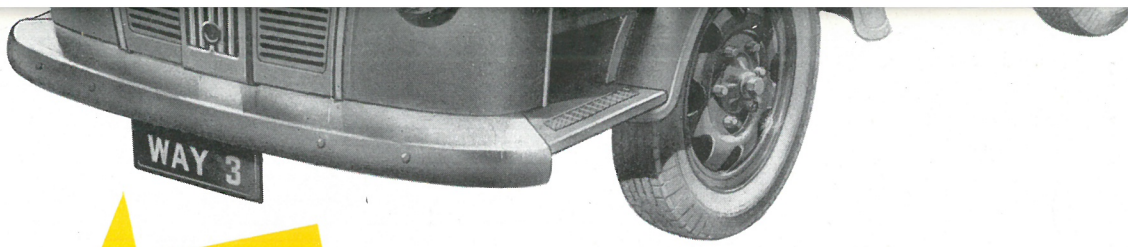
At the rear and on both sides of the van, double doors on surface-fitting hinges swing right back to give unobstructed access to any portion of the van interior. Goods can thus be loaded and unloaded with the minimum of delay, and the full 300 cubic feet capacity can always be used.

There are special steel wearing-plates at all door openings and the doors have recessed handles, with locks secured by the ignition key.

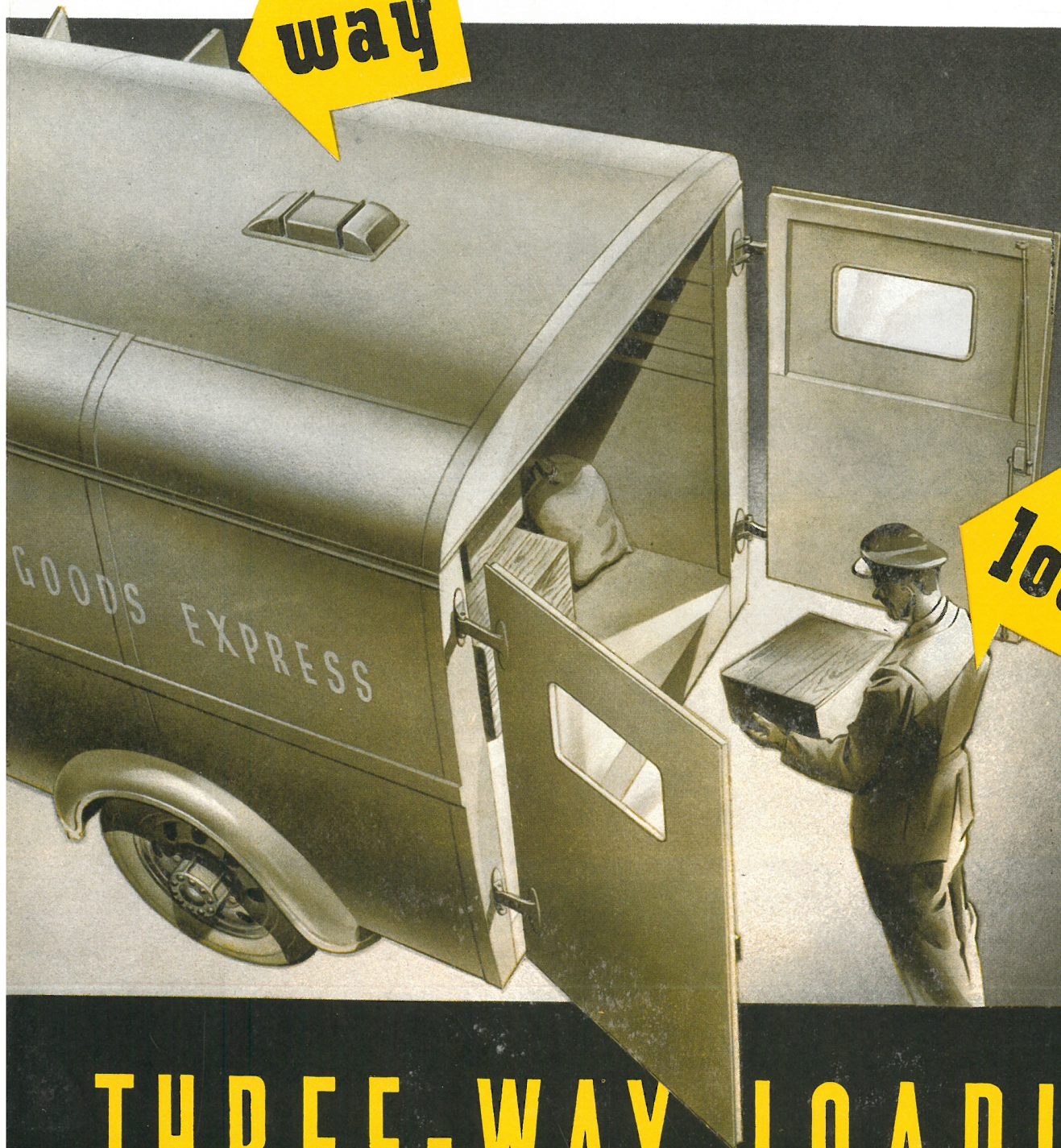
With

AUSTIN

on driver's
ver and mate ★
nder each cab
body floor and
ed door handles
dy rear and side
door gap ★ In-
aist height with
up to the roof.



way



loading

THREE-WAY LOADING