

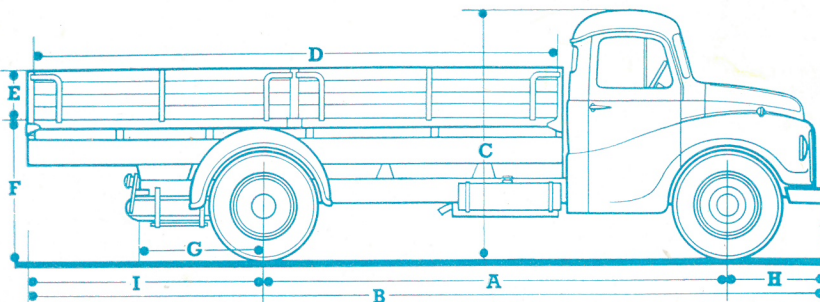
The New

AUSTIN

"LOADSTAR"

AUSTIN

"LOADSTAR" SPECIFICATION



ENGINE. Six-cylinder with overhead valves. Bore 87.3 mm. (3.4375"). Stroke 111.1 mm. (4.375"). Capacity 3995 c.c. (243.7 cubic inches). Compression ratio 6.15 to 1. Brake horse-power 68 at 2,700 r.p.m. Maximum torque 174 lb. ft. at 1,000 r.p.m. Cylinder block and crankcase in one piece. Full length water gallery. 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. The camshaft chain incorporates an Austin patented tensioner to ensure quiet operation. 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 carburettor with hot-spot vapouriser induction system. Lubrication by submerged gear-driven oil pump with filter pick-up and external by-pass oil filter. A full-flow oil filter may be fitted as an optional extra, in addition to the by-pass 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.

The Perkins P.6 diesel engine is available as an alternative power unit on 5-ton trucks.

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.

The Eaton two-speed axle is available for 5-ton models.

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. Cam gear (high-efficiency type on 5-ton) with Thompson self-adjusted tie-rod connections. Left-hand steering is available if required.

BRAKES. Lockheed hydraulic brakes on all wheels applied by pedal, with two leading-shoes on 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, tapered at front and rear.

WHEELS. Pressed steel disc-type with ventilation holes. Single at front, twin at rear.

TYRE SIZES AND LOADING. 2-TON: Dunlop 6.50-20/32 x 6 truck. Maximum permissible gross weight 5 tons 5 cwt. (5,347 kgs.); **Alternative,** Dunlop 7.00-20/32 x 6. Maximum permissible gross weight 6 tons (6,109 kgs.). **5-TON:** Dunlop 7.50-20/34 x 7. Maximum permissible gross weight, 7 tons 4 cwt. (7,323 kgs.); **Alternative, (1)** Dunlop 8.25 x 20, ten-ply. Maximum permissible gross weight, 7 tons 16 cwt. (7,925 kgs.); **(2)** Dunlop 8.25 x 20 twelve-ply. Maximum permissible gross weight 8 tons 5 cwt. (8,382 kgs.).

ELECTRICAL SYSTEM. Belt-driven dynamo and 12-volt battery of 63 ampere-hour capacity. Two powerful built-in 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. Electric windscreen wiper. The dynamo charge is subject to automatic voltage control to suit the needs of the battery.

LEADING DIMENSIONS	2-ton L.W.B.		5-ton L.W.B.		5-ton S.W.B. TIPPER	
	English ft. ins.	Metric m.	English ft. ins.	Metric m.	English ft. ins.	Metric m.
Wheelbase ... A	11 2	3-41	13 1 $\frac{3}{8}$	3-98	9 7	2-92
Overall Length ... B	19 3	5-88	21 8 $\frac{3}{8}$	6-62	15 11 $\frac{1}{8}$	4-85
Overall Height (unladen) ... C	6 9 $\frac{1}{2}$	2-07	7 1 $\frac{1}{8}$	2-17	7 1 $\frac{1}{8}$	2-16
Interior Body Length ... D	11 6	3-50	14 0	4-27	8 3	2-51
Height of Body Sides ... E	1 6	0-46	1 6	0-46	2 3 $\frac{1}{2}$	0-70
Height of Body Floor (unladen) ... F	3 8 $\frac{1}{2}$	1-12	4 0	1-22	3 10	1-17
Centre of Rear Hub to End of Frame ... G	3 1	0-94	3 5 $\frac{1}{2}$	1-04	2 9	0-84
Centre of Front Hub to Bumper ... H	2 9	0-84	2 9	0-84	2 9	0-84
Centre of Rear Hub to End of Body ... I	5 4	1-63	5 10 $\frac{1}{8}$	1-78	3 7 $\frac{1}{8}$	1-09
Body Interior Width (max.) ...	6 2	1-88	6 7	2-01	6 7	2-01
Cab Interior Width (max. at waist) ...	5 2	1-57	5 2	1-57	5 2	1-57
Overall Width of Truck	6 7 $\frac{1}{4}$	2-02	7 3 $\frac{3}{8}$	2-22	7 0	2-13
Track—front ...	5 5	1-65	5 4	1-63	5 4	1-63
Track—rear ...	5 3	1-60	5 6 $\frac{1}{4}$	1-69	5 6 $\frac{1}{4}$	1-69
Ground Clearance ...	10	0-25	10 $\frac{1}{2}$	0-26	10 $\frac{1}{2}$	0-26
Turning Circle ...	48 0	14-63	55 0	16-76	40 0	12-19

CAB. All steel construction; toughened plate-glass for fixed Vee windscreen, 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 fixed glass in forward panel; 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.

Optional Equipment: Built-in radio; built-in heating and de-misting with single or twin units; fresh air ducts into cab, with valves to regulate flow of air; special insulation for roof and back panel; hinged ventilating panel for door windows; sliding rear view window.

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. **SPECIFICATIONS**—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.

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TOUGH, powerful and economical with sheer strength depicted in every line, the new Austin "Loadstar" two- and five-ton trucks are outstanding examples of purposeful design coupled with proved Austin dependability.

ROOMY INTERIOR

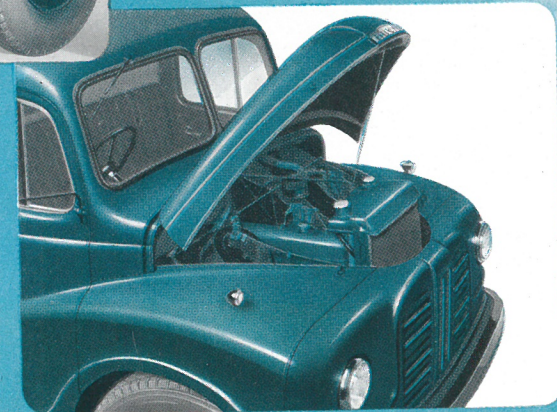
THE all-steel cab is a revelation in practical planning and provides ample accommodation for driver and two "mates." Built-in mounting steps, door locks, dust-proofing, adjustable driving seat, full-view visibility and ready-to-hand controls are details that every driver will appreciate.

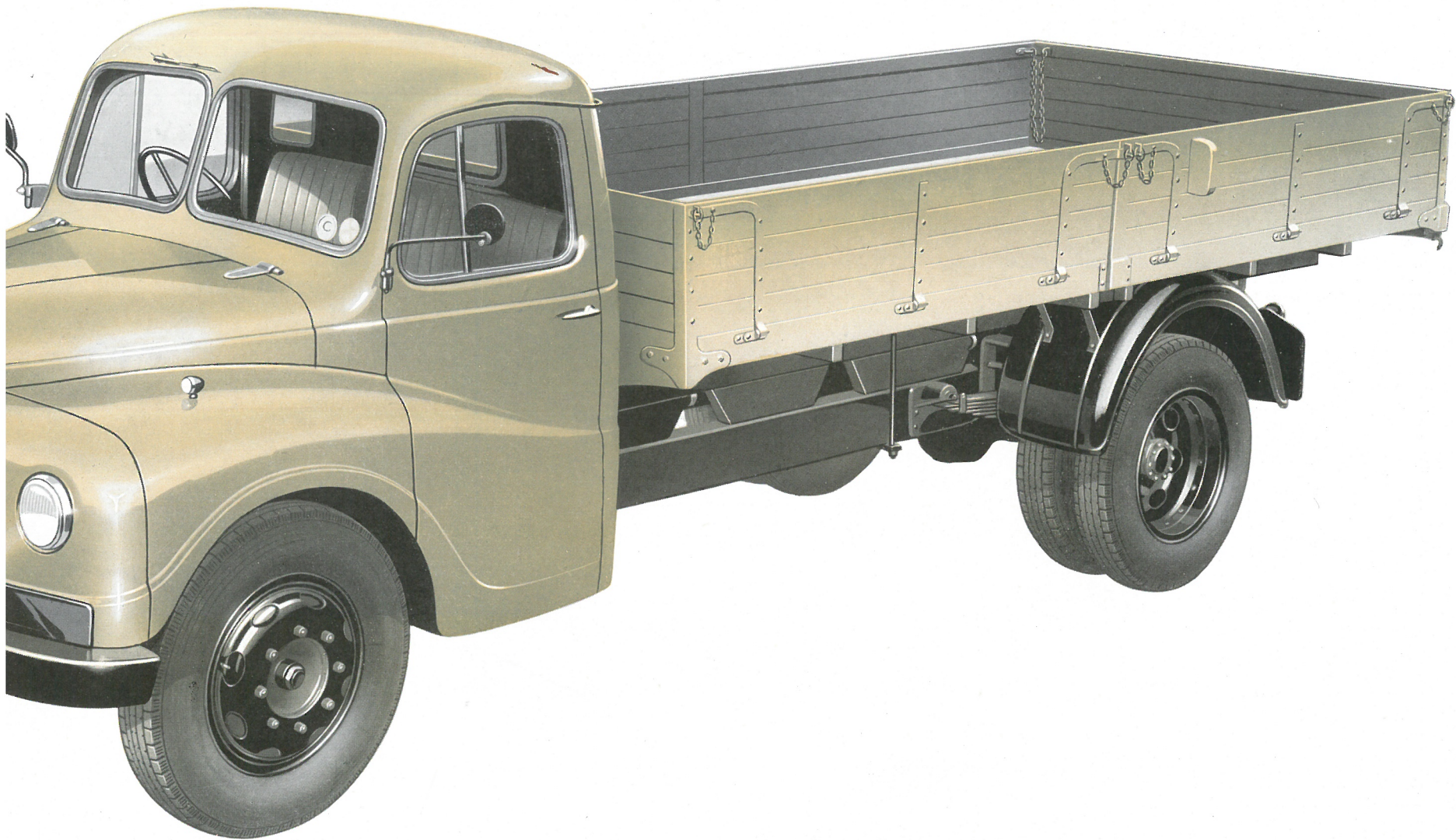
Provision is also made for such up-to-the-minute equipment as built-in radio, built-in heating with one or two units, controlled ventilation, sound and heat insulation, sliding rear window and hinged ventilating windows in doors.

CAB ACCESSIBILITY

OPERATORS everywhere will acclaim these fine new "Loadstar" trucks for their sterling workmanship and unequalled comfort—qualities which reduce the long haul and ease the roughest conditions.

6-CYL. O.H.V. ENGINE





PRESENTING THE NEW 2 & 5 TON "LOADSTAR"

AUSTIN