

**Make
your
choice** **AUSTIN** **J2 M16**
J4 M10

**every
time!**





J2

PETROL ENGINE: Four cylinders; cubic capacity 99 cu. in. (1622 c.c.); bore 3.00 in. (76.2 mm.); stroke 3.5 in. (89 mm.); overhead valves. 49 b.h.p. at 4,000 r.p.m.; torque 81 lb. ft. at 2,000 r.p.m.; compression ratio 7.2 : 1; Solex carburetter.

DIESEL ENGINE: Four cylinders; cubic capacity 90.88 cu. in. (1489 c.c.); bore 2.88 in. (73.02 mm.); stroke 3.5 in. (89 mm.); overhead valves. *Maximum power 43 b.h.p. at 3,800 r.p.m.; standard power 40 b.h.p. at 4,000 r.p.m.; standard torque 64 lb. ft. at 1,900 r.p.m.; compression ratio 23 : 1; distributor-type injection pump.

FUEL TANK: 8 gallons (36 litres) capacity.

CLUTCH: Single dry plate; 8 in. (0.20 m.) dia. petrol, 9 in. (0.23 m.) dia. diesel.

GEARBOX: Four-speed with synchromesh on second, third, and top. Floor-mounted change speed lever. Ratios—first 3.94, second 2.40, third 1.49, top 1.00, reverse 5.16 : 1.

PROPELLER SHAFT: Open single piece with needle-roller universal joints.

REAR AXLE: Three-quarter-floating with hypoid bevel. Overall gear ratios—first 22.19, second 13.52, third 8.38, top 5.63, reverse 29.02 : 1. Road speeds at 1,000 r.p.m.—top 13.9, third 9.33, second 5.78, first 3.53 m.p.h.

FRONT AXLE: Forged-steel beam; ball-bearing-mounted hubs.

STEERING: Cam and roller type; 13 : 1 ratio.

BRAKES: Foot—4-wheel hydraulic; hand—mechanical on rear wheels only. Dimensions—10 in. \times 1 $\frac{3}{4}$ in. (0.25 m. \times 0.04 m.).

SUSPENSION: Long semi-elliptic leaf springs front and rear, controlled by hydraulic shock absorbers.

WHEELS AND TYRES: Pressed-steel disc wheels fitted with 6.70—15 heavy-duty tubeless tyres.

ELECTRICAL: 12-volt system; 57-amp.-hr. capacity battery at 20-hr. rate for petrol engine, 91-amp.-hr. battery at 20-hr. rate for diesel engine.

INSTRUMENTS: Speedometer, fuel gauge, water temperature gauge, and ammeter.

CAB: Fully forward control, providing saloon-car comfort; seats upholstered in vinyl-treated fabric over foam-rubber foundations; twin exterior rear-view mirrors; interior lamp; provision for heater/demister and radio.

*S.M.M.T. Test Code 159, maximum output rating.

THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE · · · BIRMINGHAM

J4

PETROL ENGINE: Four cylinders; cubic capacity 99 cu. in. (1622 c.c.); bore 3.00 in. (76.2 mm.); stroke 3.5 in. (89 mm.); overhead valves. 49 b.h.p. at 4,000 r.p.m.; torque 81 lb. ft. at 2,000 r.p.m.; compression ratio 7.2 : 1; Solex carburetter.

DIESEL ENGINE: Four cylinders; cubic capacity 90.88 cu. in. (1489 c.c.); bore 2.88 in. (73.02 mm.); stroke 3.5 in. (89 mm.); overhead valves. *Maximum power 43 b.h.p. at 3,800 r.p.m.; standard power 40 b.h.p. at 4,000 r.p.m.; standard torque 64 lb. ft. at 1,900 r.p.m.; compression ratio 23 : 1; distributor-type injection pump.

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GEARBOX: Four-speed with synchromesh on second, third, and top. Floor-mounted change speed lever. Ratios—first 3.94, second 2.40, third 1.49, top 1.00, reverse 5.16 : 1.

PROPELLER SHAFT: Open single piece with needle-roller universal joints.

REAR AXLE: Three-quarter-floating with hypoid bevel. Overall gear ratios—first 19.23, second 11.72, third 7.26, top 4.88, reverse 25.15 : 1. Road speeds at 1,000 r.p.m.—top 14.65, third 9.83, second 6.10, first 3.72 m.p.h.

STEERING: Cam and roller type; 13 : 1 ratio.

BRAKES: Foot—4-wheel hydraulic; hand—mechanical on rear wheels only. Dimensions—front 9 in. \times 2 $\frac{1}{2}$ in. (0.23 m. \times 0.06 m.), rear 9 in. \times 1 $\frac{3}{4}$ in. (0.23 m. \times 0.04 m.).

SUSPENSION: Front—-independent with coil springs and wishbones, controlled by hydraulic shock absorbers. Rear—semi-elliptic leaf springs, controlled by hydraulic shock absorbers.

WHEELS AND TYRES: Pressed-steel disc wheels fitted with 5.90—14 heavy duty tubeless tyres.

ELECTRICAL: 12-volt system; 57-amp.-hr. capacity battery at 20-hr. rate for petrol engine, 91-amp.-hr. battery at 20-hr. rate for diesel engine.

INSTRUMENTS: Speedometer, fuel gauge, water temperature gauge, and ammeter.

CAB: Fully forward control, providing saloon-car comfort; seats upholstered in vinyl-treated fabric over foam-rubber foundations; twin exterior rear-view mirrors; interior lamp; provision for heater/demister and radio.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The British Motor Corporation Limited.

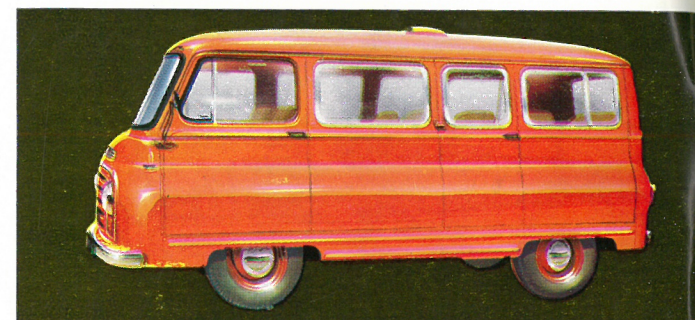
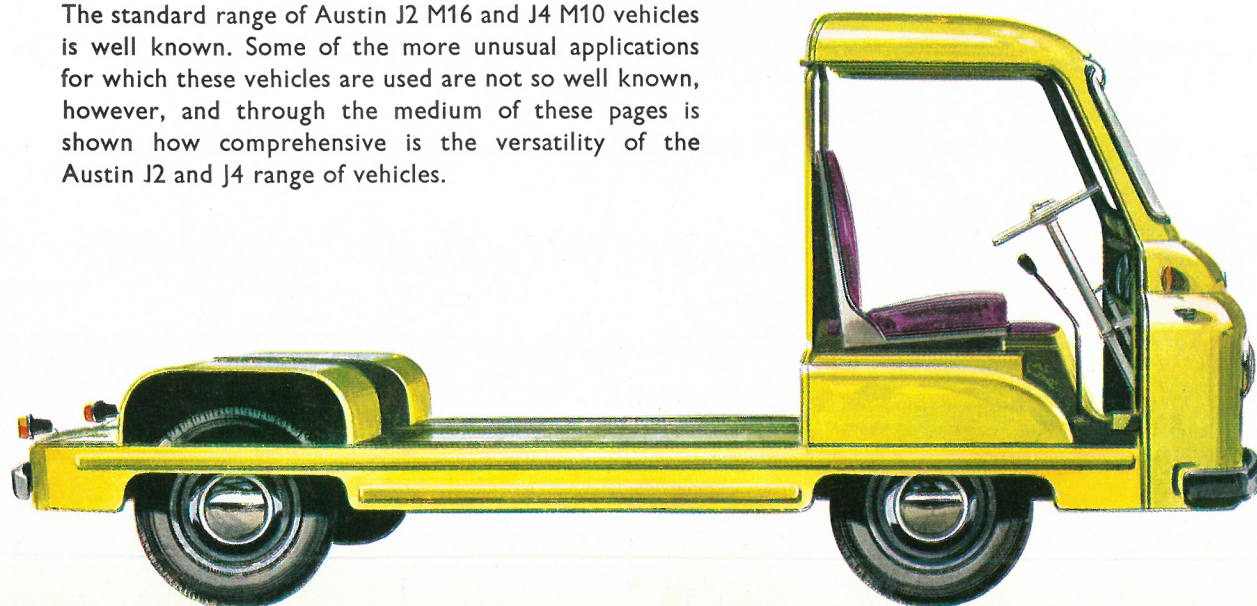
BMC EXPORT SALES LIMITED
LONGBRIDGE · BIRMINGHAM · ENGLAND

Brief Specifications



M16 J2

The standard range of Austin J2 M16 and J4 M10 vehicles is well known. Some of the more unusual applications for which these vehicles are used are not so well known, however, and through the medium of these pages is shown how comprehensive is the versatility of the Austin J2 and J4 range of vehicles.

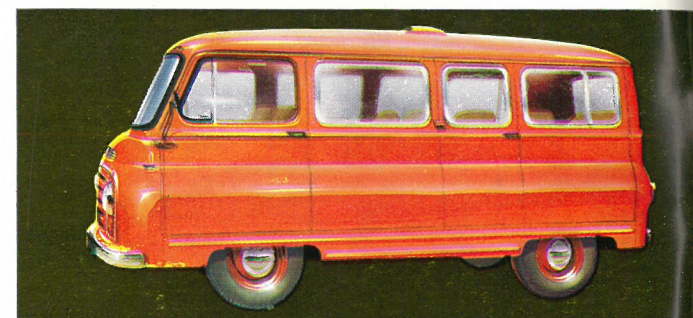
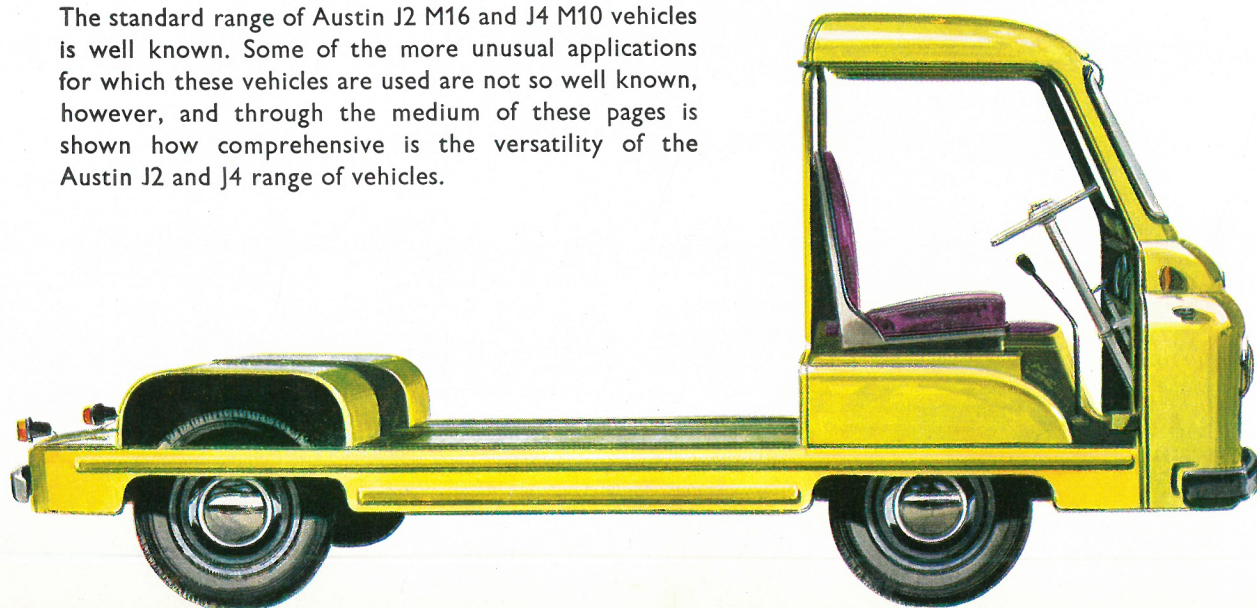


Apart from the complete Van and Pick-up models illustrated here, chassis/cab and chassis/front end units can also be supplied as a basis for most forms of specialized bodywork.



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**RY AVAILABILITY J4 M10
VEHICLES**

at End.
driver's seat. With or without
ged or sliding cab doors (loose).

two seats.

ck.
one or two seats.

te.
u. ft.

tras:

eat (Van).
loading door (Van).
nd tubes (Pick-up).

demister.
l and tyre.
l carrier—interior or exterior.
umpers—front and rear.
single colours.

ross vehicle weight
14 (6-ply) tyres 4,000 lb. (1814 kg.)
14 (6-ply) tyres 4,250 lb. (1928 kg.)

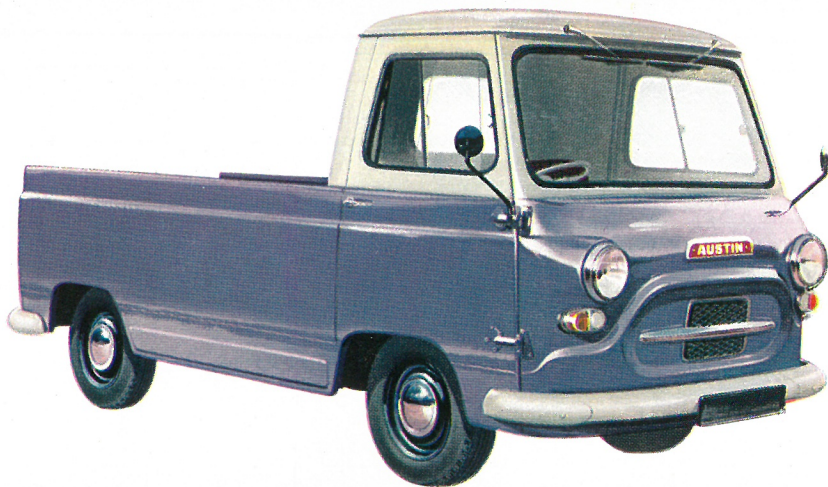
on front
.. .. 2,050 lb. (930 kg.)

on rear
.. .. 2,200 lb. (998 kg.)

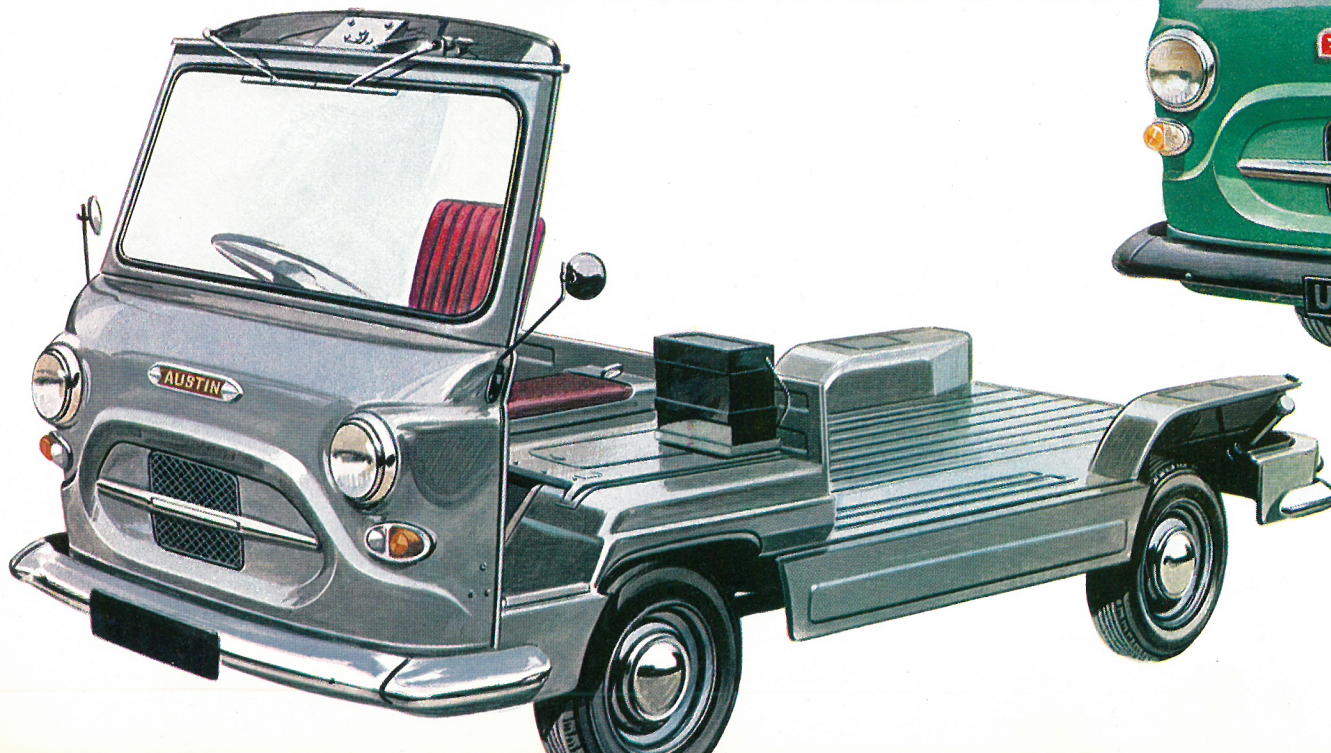
gth .. 13 ft. 3 in. (4.04 m.)

lth .. 5 ft. 9½ in. (1.77 m.)

ght—Van 6 ft. 8 in. (2.03 m.)
Pick-up 6 ft. 3⅝ in. (1.93 m.)

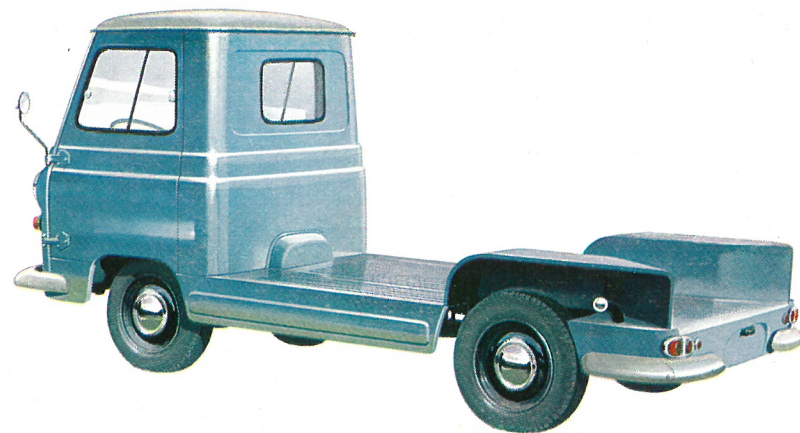
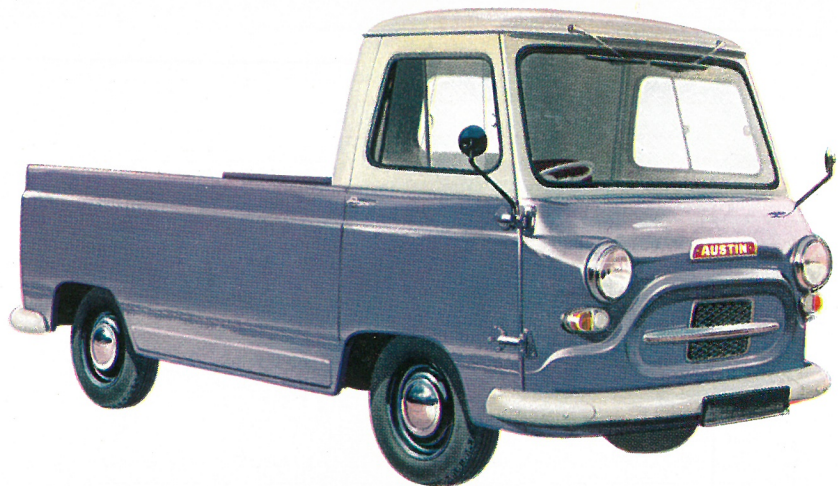


**M10 J4 vehicles for
specialised
purposes**



All the examples of bo
brochure have been p
manufacturers, and an
the vehicles should be
concerned, or to your
Dealer.

It should also be noted,
any form of specialized
taken factory approval
the bodybuilder to ensu
of Sale and Warranty a

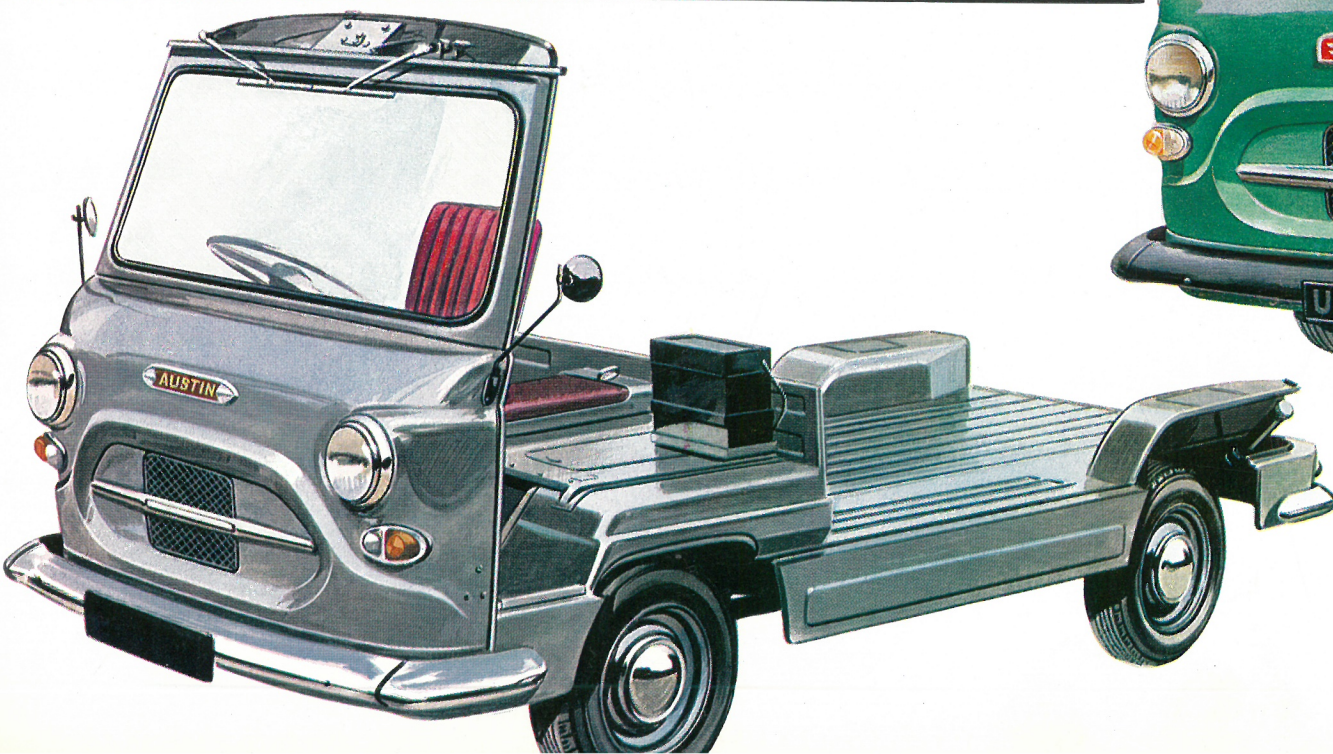


M10 J4 vehicles for specialised purposes



All the examples of bodywork shown in this brochure have been prepared by specialized manufacturers, and any inquiries regarding the vehicles should be addressed to the firms concerned, or to your local Distributor or Dealer.

It should also be noted, however, that before any form of specialized bodywork is undertaken factory approval must be obtained by the bodybuilder to ensure that the Conditions of Sale and Warranty are not infringed.



variations of coach built specials

Why not have your vehicle built as an eye-catching, mobile advertisement for your business?

J2 and J4 models prove an ideal basis for many forms of novelty bodywork. The 'Noah's Ark' illustrated here was specially built for a large toy shop in Exeter on a J2 chassis, and proved a very valuable sales promotional asset to its owners.

Many and varied are the types of ice-cream sales vans that have already been produced on these Austin vehicles, most of them having been designed to customer specification.



This splendid example of bodywork, typical of the many ice-cream vans available, has a full-length raised roof giving 6 ft. head room. There are serving counters along each side of the body, with capacious cupboards underneath, and to ensure a completely acceptable measure of hygiene a water tank and a wash-basin are also fitted.



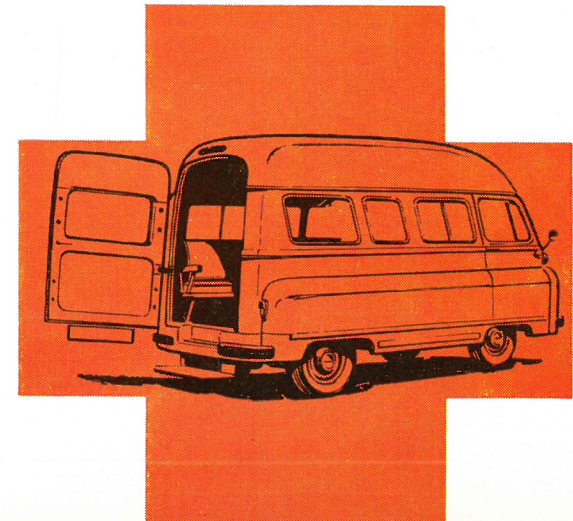
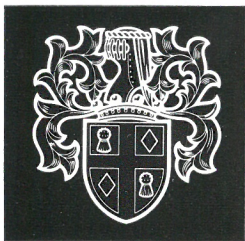
ambulances



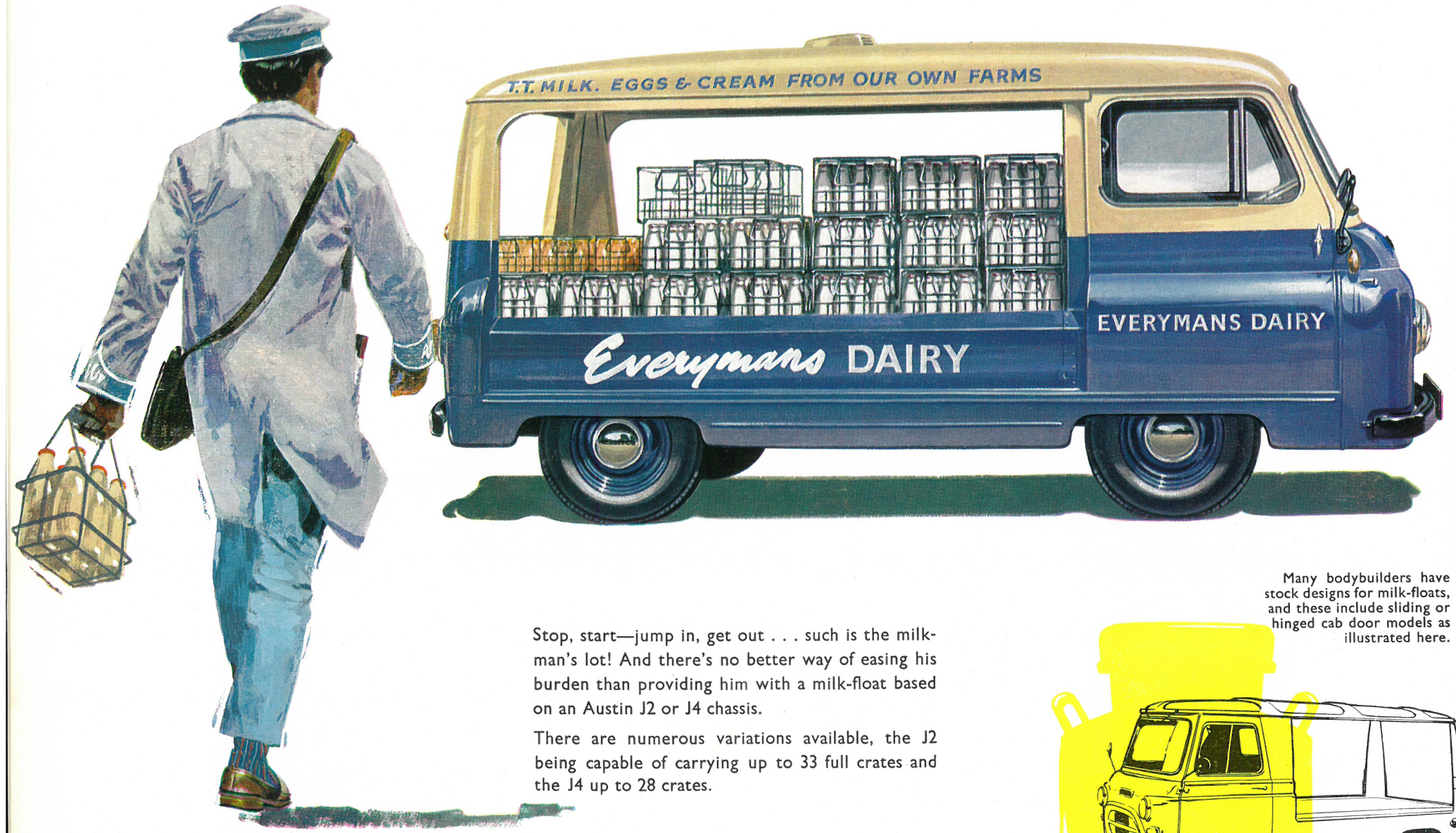
Any of the coachbuilders listed will gladly provide full details of their ambulance bodies, which range from two-stretcher-case models to those capable of carrying eight sitting patients.

Austin J2 and J4 vehicles prove to be extremely adaptable for the highly specialized field of hospital work, and some superb ambulances are available at very moderate cost.

Dependent upon operation requirements, many types of ambulance coachwork are conversions based on complete van or coach vehicles, although for more specialized applications the chassis/front end is employed.



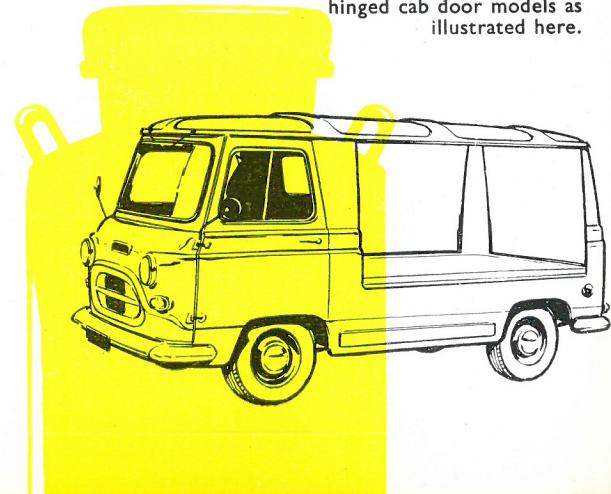
milk floats



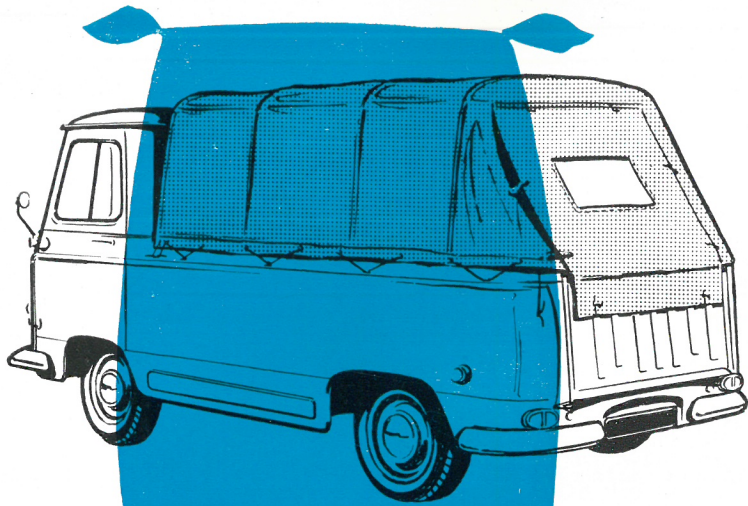
Stop, start—jump in, get out . . . such is the milkman's lot! And there's no better way of easing his burden than providing him with a milk-float based on an Austin J2 or J4 chassis.

There are numerous variations available, the J2 being capable of carrying up to 33 full crates and the J4 up to 28 crates.

Many bodybuilders have stock designs for milk-floats, and these include sliding or hinged cab door models as illustrated here.



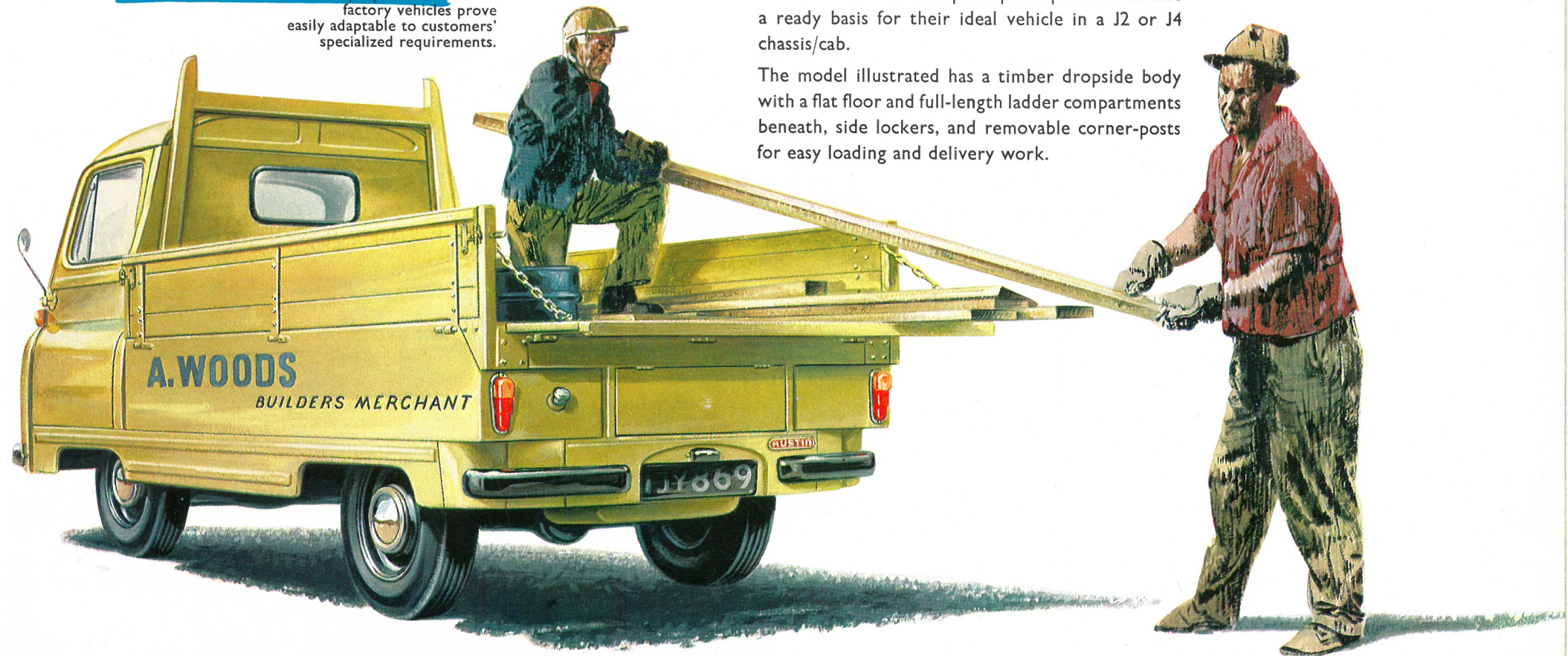
pick-ups (timber)



Where an all-steel pick-up is more suitable for any particular purpose the standard factory vehicles prove easily adaptable to customers' specialized requirements.

Builders, joiners, and other similar tradesmen who have the need for a dropside pick-up truck will find a ready basis for their ideal vehicle in a J2 or J4 chassis/cab.

The model illustrated has a timber dropside body with a flat floor and full-length ladder compartments beneath, side lockers, and removable corner-posts for easy loading and delivery work.

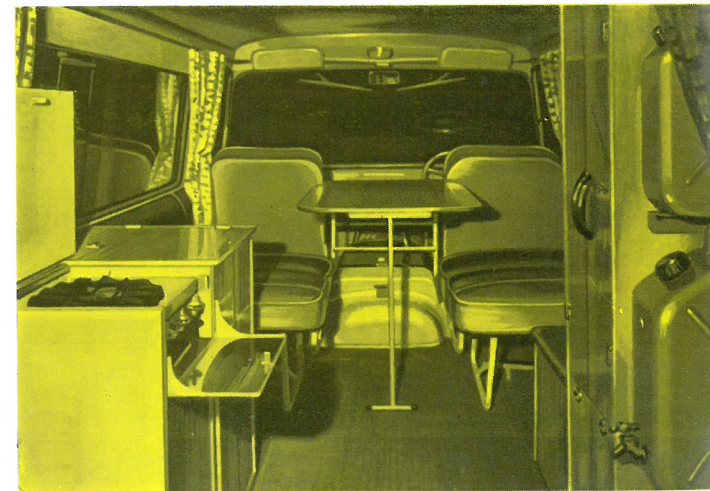


caravans



For the family holiday an Austin motor-caravan offers spacious comfort for living—a superb mobile home, fully equipped in a numerous variety of designs, with cooking facilities and sleeping accommodation for up to four people.

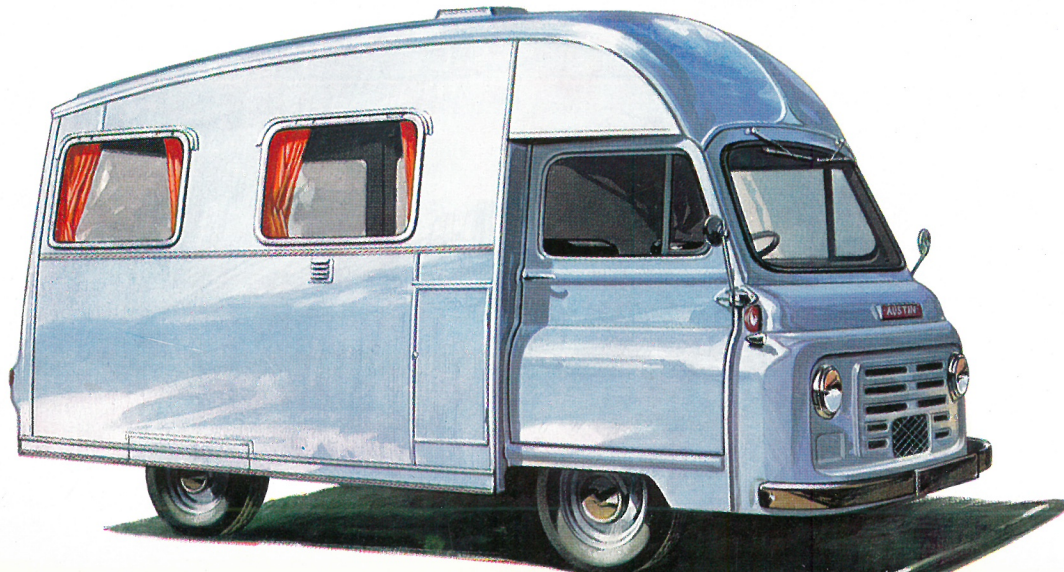
To the 'man on the road' a motor-caravan offers unique scope by providing a compact conference room with plenty of storage space for trade samples.



Ever increasing in popularity among today's motorists is the motor-caravan.

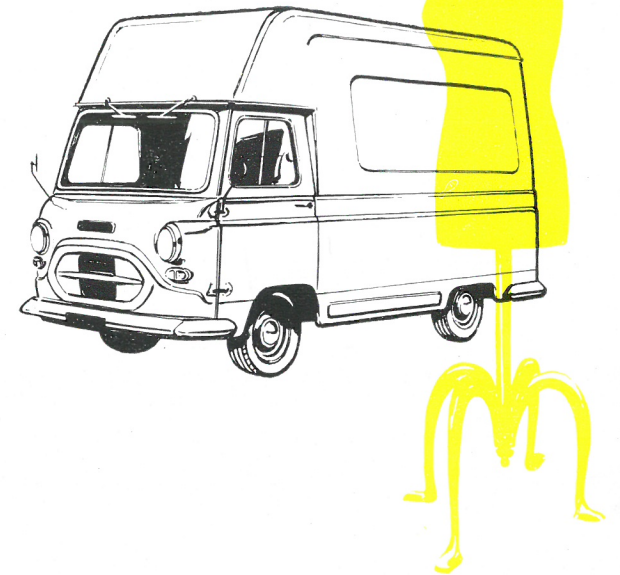
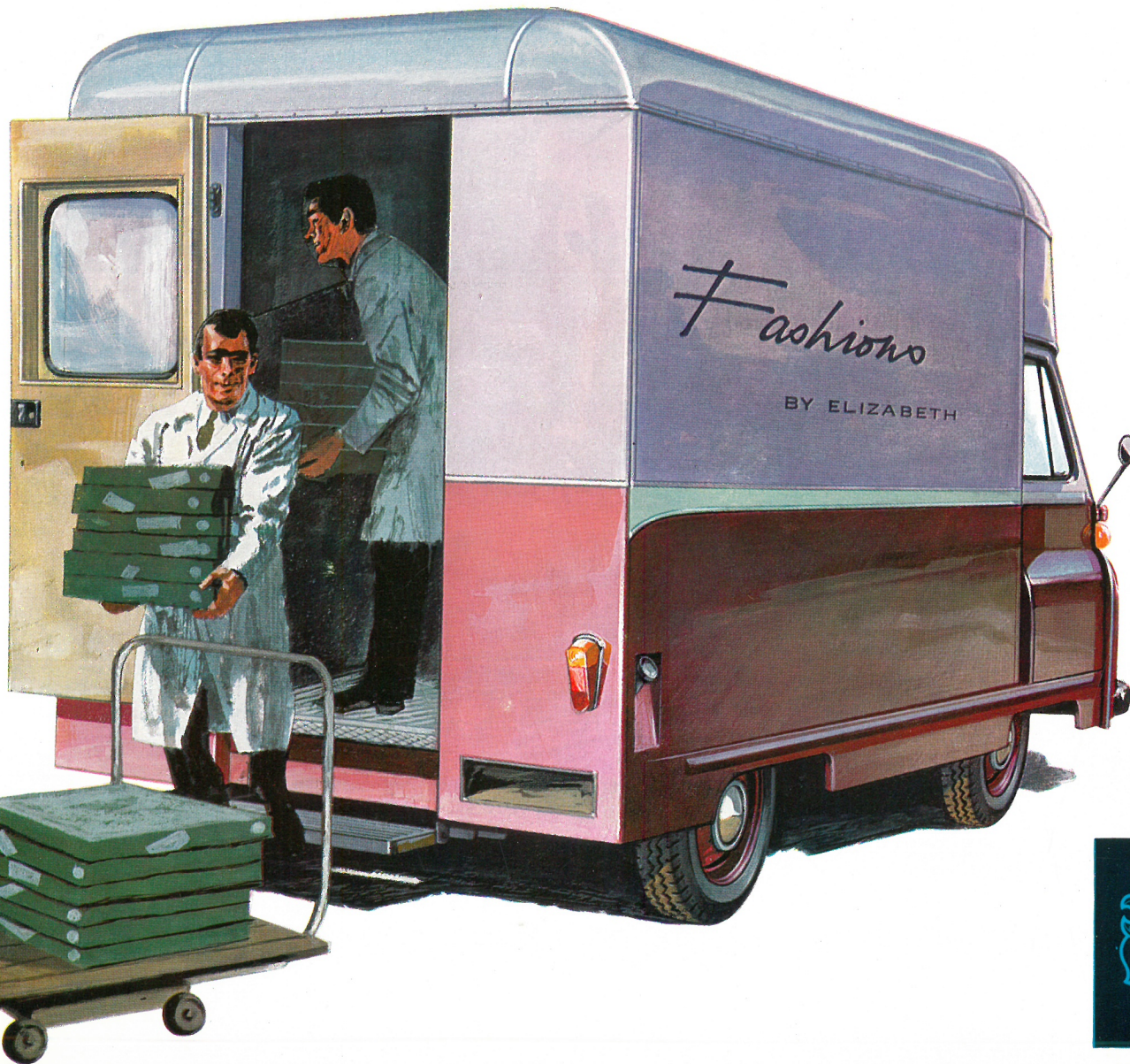
Being no longer than—in some cases not as long as—many family saloon cars, a number of the extremely stylish conversions available can also be used as personal transport. The dual-purpose nature of such a vehicle ensures a full measure of running economy without the need of a 'second car'.

For more specialized caravan coachwork chassis/front end units prove their versatility by the enormity of the range of different types offered. Any of the coach-builders listed have factory approval for their products and will gladly supply full details on request.



Most of the motor-caravans which are conversions from the factory-built coach or van models have either a fixed raised roof or a lifting roof to provide at least 6 ft. (1.83 m.) of interior head room. While the raised roof allows freedom of movement along the interior, a folding roof does have the extra advantage of lower overall height when on the move or where garage height is restricted.

gown vans



Ideal for the smaller, high-class business, a high-top van enables dresses, gowns, and coats to be delivered, or shown to trade houses, on their hangers.

Equipment in the models shown includes two full-length gown rails with a sway rail on each side of a central gangway. Interior head room can be provided up to nearly 6 ft. (1.83 m.) for gown vans, and a rear folding step can be used to good advantage.

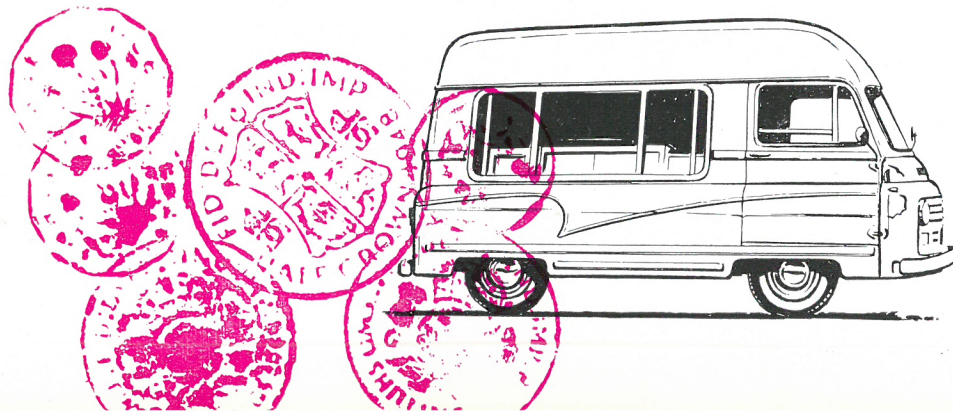


mobile shops



A mobile shop must be able to carry a reasonable payload efficiently and economically—three built-in features of Austin J2 and J4 vehicles!

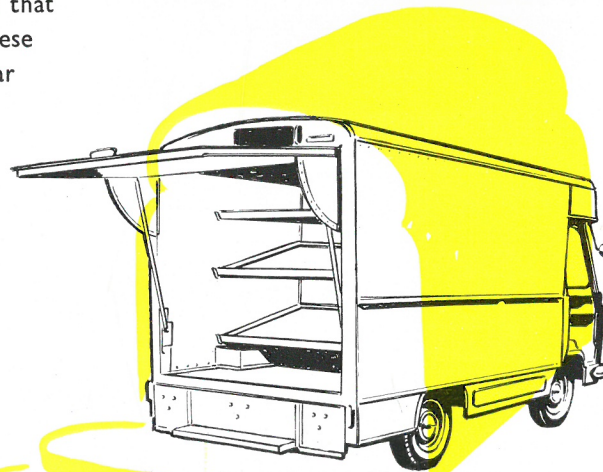
Equipping such a vehicle must rest largely on the requirements of the operator. Any of the approved bodybuilders listed are competent to advise on trade regulations covering such vehicles and to provide exactly what the customer requires within those regulations.





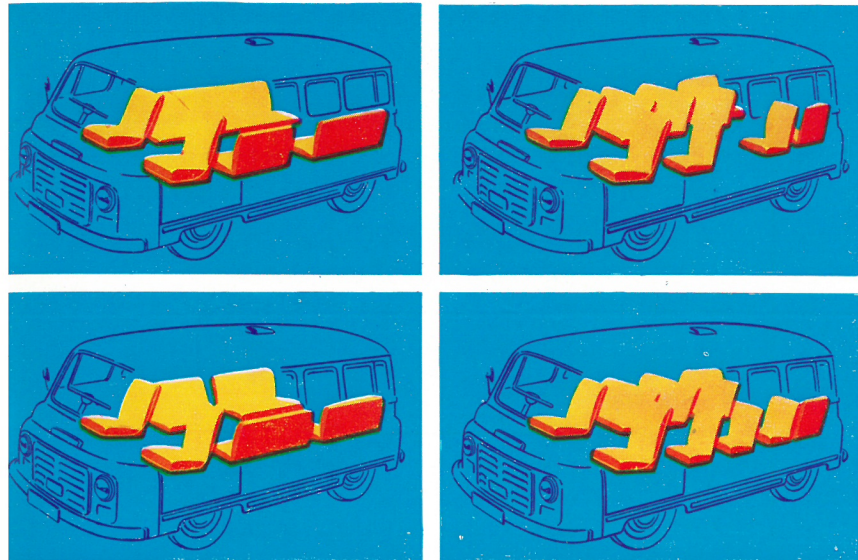
For door-to-door delivery J2 and J4 vehicles excel! It is for this reason that bakers' delivery vans based on these units are an extremely popular choice. Built and equipped mainly to customer requirements, the range of vans available includes many with a special forward confectionery compartment accessible through a side-loading door. Hinged or sliding cab doors can be used depending on the design of van adopted.

bread vans



Chassis/cab and chassis/front end units were used to build the vehicles illustrated here, each having received full factory approval. The 'up-and-over' rear door permits house-to-house delivery without continually having to be opened and closed.

personnel carriers



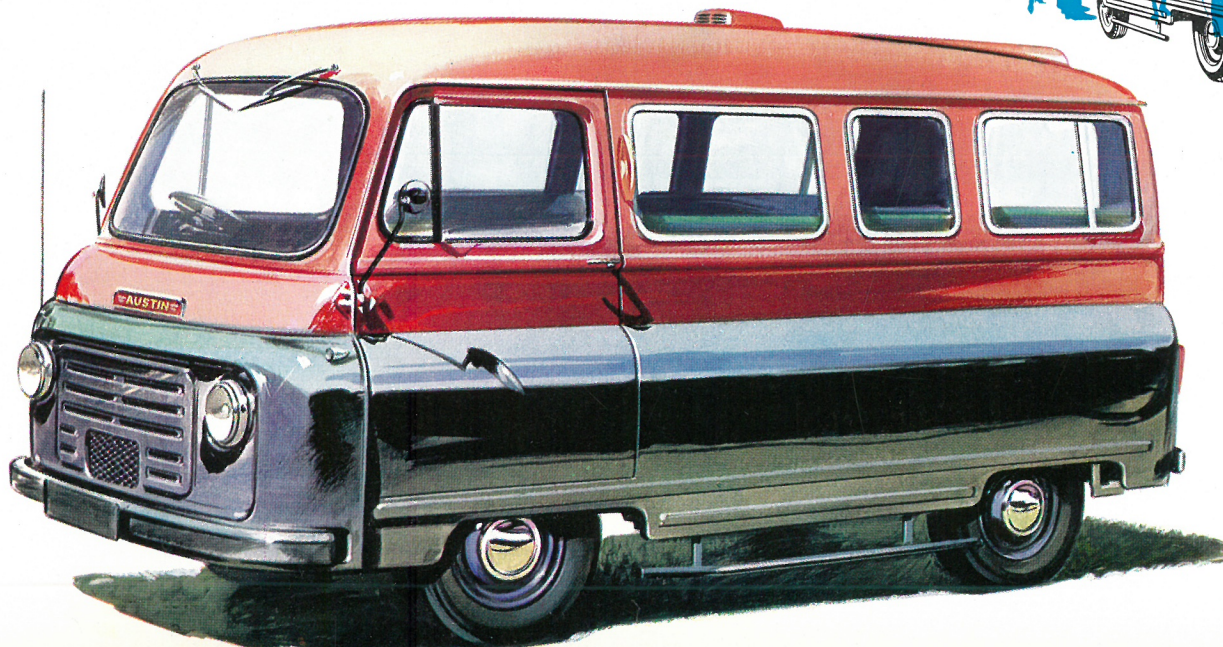
Illustrated here are but four of the different types of seating accommodation. Interior trim and equipment, too, is such that in many cases the customer has a widely differing selection from which to choose.



Apart from the factory-produced versions of the Austin J2 Omnicoch, there is also a wide choice of converted personnel carriers on both J2 and J4 vehicles.

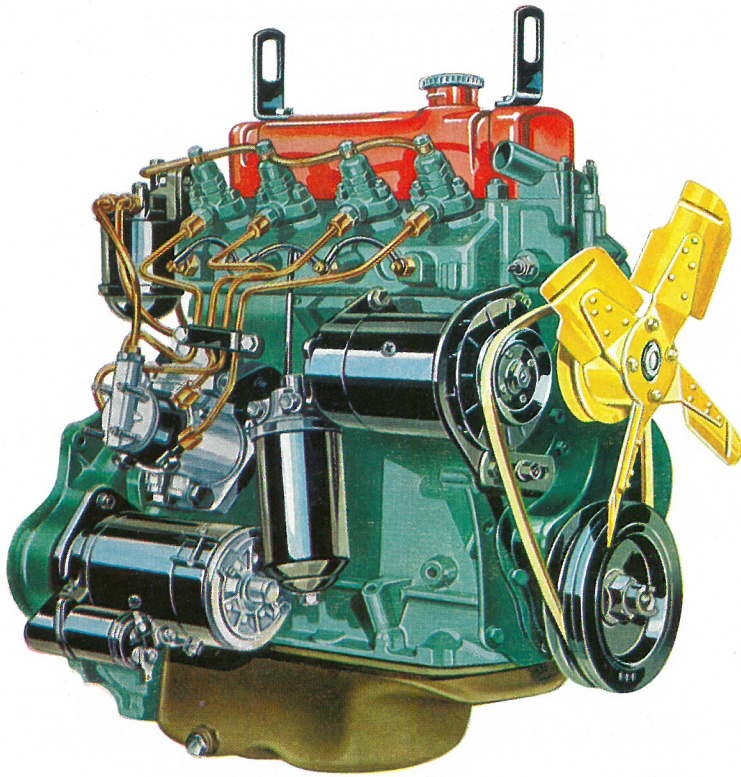
Most coachbuilders offer their own versions to stock designs, ranging from coaches under P.S.V. regulations for licensed operators to wooden-slatted-seat utility models for private or works transport.

Such is the versatility of Austin J2 and J4 vehicles, however, that custom-built passenger coachwork can be undertaken by many approved coachbuilders at extremely reasonable cost, and provided that seating accommodation is made for 12 persons, including the driver, these vehicles are free from purchase tax in the United Kingdom.



For P.S.V. or hospital and welfare work a raised roof must be included. This is simply achieved on the factory-built P.S.V. Omnicoch and on approved conversions which have to conform to these special regulations.

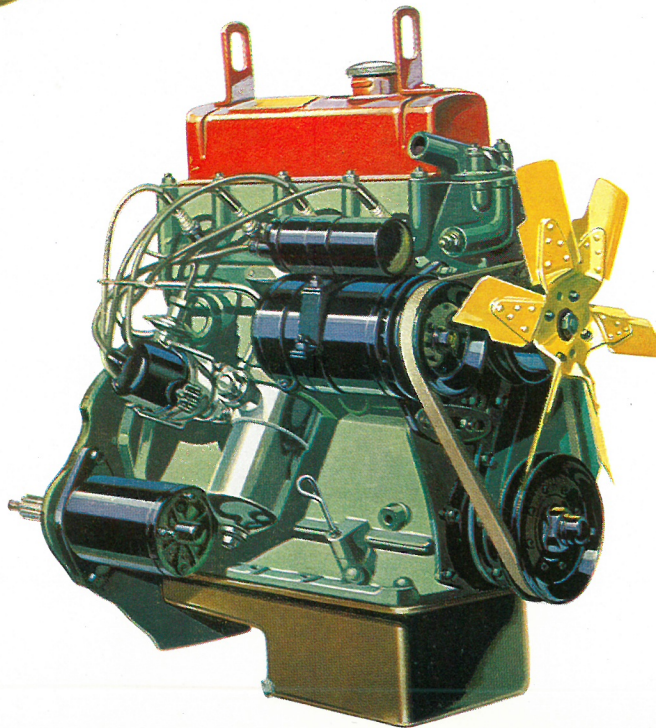
mechanical dependability



There is a choice of 1622-c.c. petrol or 1.5-litre diesel power units for all J2 or J4 vehicles. Either engine gives a lively performance with a full measure of running economy within its class. The dependability of Austin engineering is well known, and, supported by a 12 months' warranty, ensures long, trouble-free service.

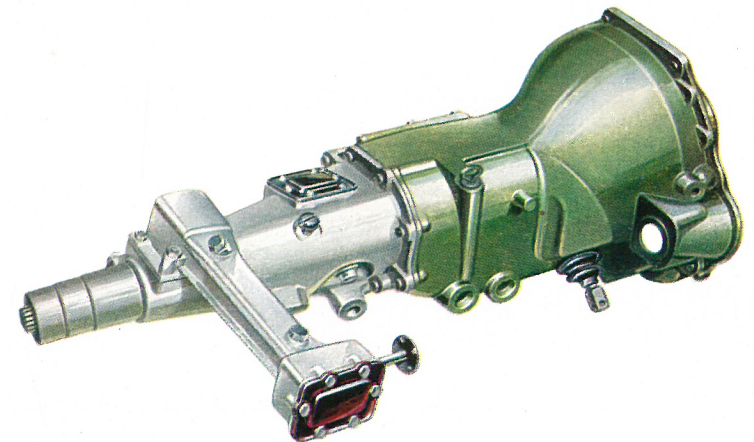
The two B.M.C. power units have only minor installation differences between J2 and J4 vehicles, a measure of standardization for which B.M.C. vehicles are now well known.

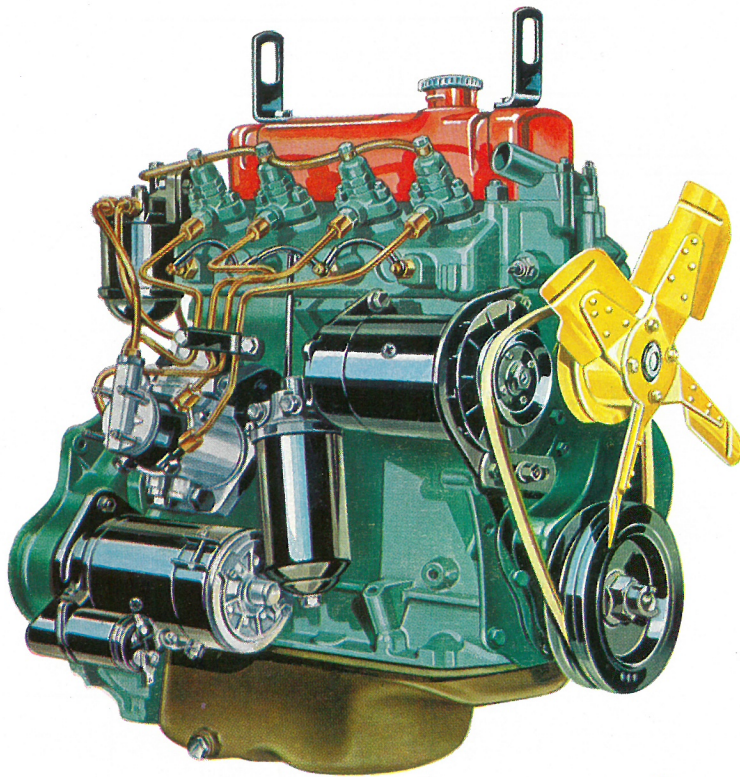
The 1622-c.c. 'B' Series petrol engine gives an extremely smooth yet flexible performance and produces 49 b.h.p. at 4,000 r.p.m., while the 1.5-litre diesel engine is a fast-revving unit fitted with a Ricardo Comet V combustion system working on the indirect-injection principle. It develops 40 b.h.p. at 4,000 r.p.m.



The remotely controlled four-speed gearbox has synchromesh engagement on second, third, and top gears.

The floor-mounted gear lever is conveniently placed for easy manipulation and the single-dry-plate clutch is hydraulically operated.



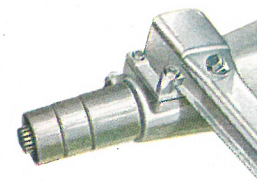
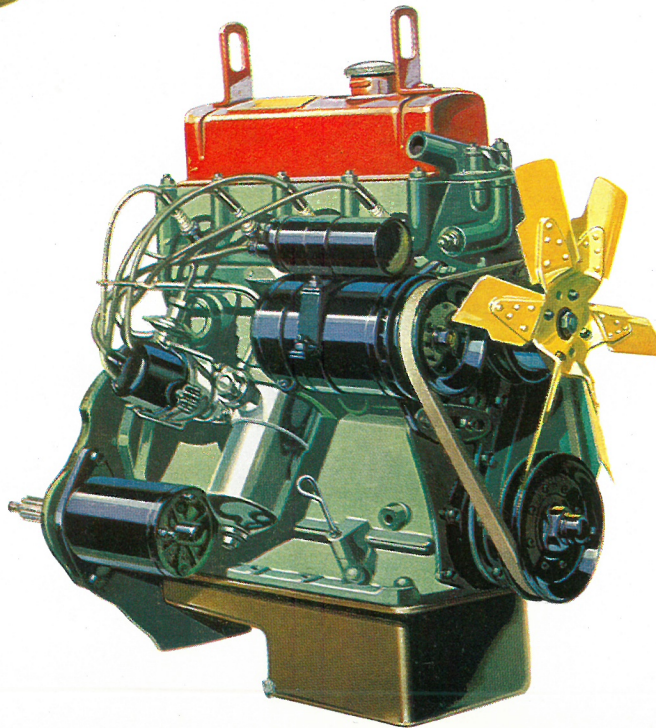


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Westgate Motors (Wakefield) Ltd.,
Austin House,
Westgate,
Wakefield, Yorks.

Pick-ups (Timber)

Auto Service Garage (B'mouth) Ltd.,
Wallisdown Road,
Bournemouth.

B. Walker & Son Ltd.,
Gammons Lane,
Watford, Herts.

Kennings Coachworks Ltd.,
Coronation Works,
Ring Road,
Leeds 11.

Westgate Motors (Wakefield) Ltd.,
Austin House,
Westgate,
Wakefield, Yorks.

Mobile Shops

Wadham Bros. (Coachbuilders) Ltd.,
Waterlooville, Hampshire.

W. Mumford Ltd.,
Abbey Garage,
St. Andrews Street,
Plymouth.

Auto Service Garage (B'mouth) Ltd.,
Wallisdown Road,
Bournemouth.

Appleyard of Leeds Ltd.,
Coachbuilders Division,
North Street,
Leeds 7.

A. C. Penman,
Coachbuilders & Engineers,
Dumfries.

Kennings Coachworks Ltd.,
Coronation Works,
Ring Road,
Leeds 11.

Westgate Motors (Wakefield) Ltd.,
Austin House,
Westgate,
Wakefield, Yorks.

Gown Vans

Auto Service Garage (B'mouth) Ltd.,
Wallisdown Road,
Bournemouth.

Appleyard of Leeds Ltd.,
Coachbuilders Division,
North Street,
Leeds 7.

Martin Walter Ltd.,
Dormobile Works,
Folkestone, Kent.

W. Mumford Ltd.,
Abbey Garage,
St. Andrews Street,
Plymouth.

Westgate Motors (Wakefield) Ltd.,
Austin House,
Westgate,
Wakefield, Yorks.

Bread Vans

Harkness Coach Works Ltd.,
Meties Street,
Belfast.

Appleyards of Leeds Ltd.,
Commercial Division,
North Street,
Leeds 7.

W. Mumford Ltd.,
Abbey Garage,
St. Andrews Street,
Plymouth.

Kennings Coachworks Ltd.,
Coronation Works,
Ring Road,
Leeds 11.

Westgate Motors (Wakefield) Ltd.,
Austin House,
Westgate,
Wakefield, Yorks.

SPECIALIZED COACHBUILDERS

The following firms have received factory approval for their coachwork on Austin J2 and J4 vehicles. All will be happy to give individual attention to any specialized bodybuilding problem and to supply literature if required. For this reason they are listed model by model for easy reference.

Ambulances

Wadham Bros. (Coachbuilders) Ltd.,
Waterlooville, Hampshire.
Herbert Lomas Ltd.,
Handsworth, Manchester.
Kennings Coachworks Ltd.,
Coronation Works,
Ring Road, Leeds 11.
Appleyard of Leeds Ltd.,
Coachbuilding Division,
North Street,
Leeds 7.
Westgate Motors (Wakefield) Ltd.,
Austin House,
Westgate,
Wakefield, Yorks.

Caravans

Thomas Hoskins,
Dumballs Road,
Cardiff.
M.T.S. & Co. Coachbuilders Ltd.,
67-71 Staines Road,
Hounslow, Middlesex.
Central Garage,
Parry Lane,
Bradford 4.
Kingscote & Stephens,
London Road,
Gloucester.
Car Campers,
36 Grave Road,
Meriden,
Allesley, Warwicks.
Taylor Motor Body Conversions,
Sedgeford,
King's Lynn, Norfolk.
(Bedmobile).
Martin Walter Ltd.,
145-147 Sandgate Road,
Folkestone, Kent.
Motor Caravan Bodies,
Spencer House,
Newbury,
Newcastle upon Tyne.
Locomotors Ltd.,
154 Grosvenor Road,
Westminster, S.W.1.

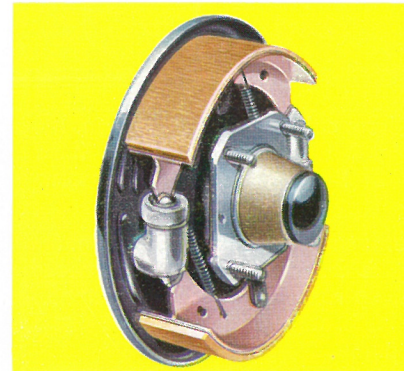
Milk-floats

R. W. Osborne & Son Ltd.,
Saffron Walden, Essex.
W. Mumford Ltd.,
Abbey Garage,
St. Andrews Street,
Plymouth.
Kennings Coachworks Ltd.,
Coronation Works,
Ring Road,
Leeds 11.
Auto Service Garage (B'mouth) Ltd.,
Wallisdown Road,
Bournemouth.
B. Walker & Son Ltd.,
Gammon Lane,
Watford, Herts.
Modern Coachcraft Ltd.,
St. Anne's Works,
Depot Road, Heaton Junction,
Newcastle upon Tyne.

Components are pre-assembled as a complete unit—the front hubs run on ball bearings, and the two tough, forged-steel beam on J2 models, while employed on J4 vehicles.

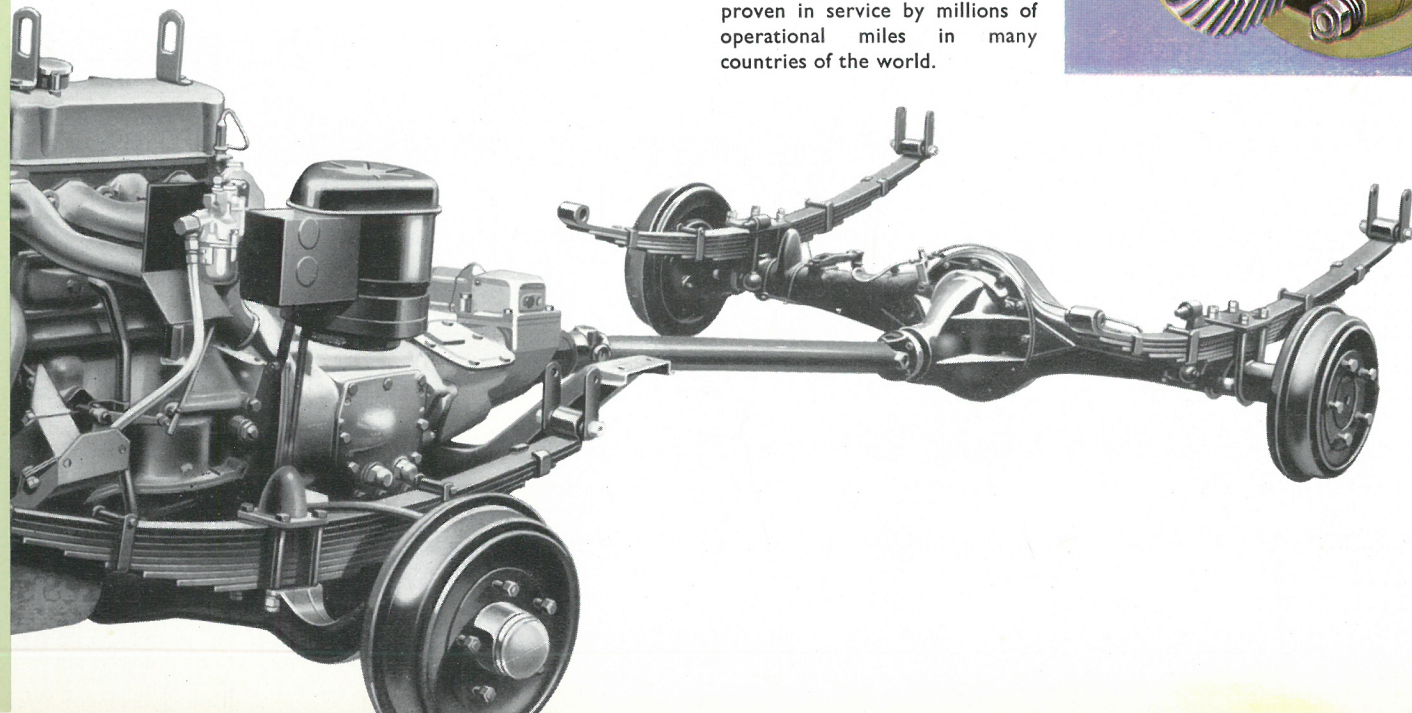
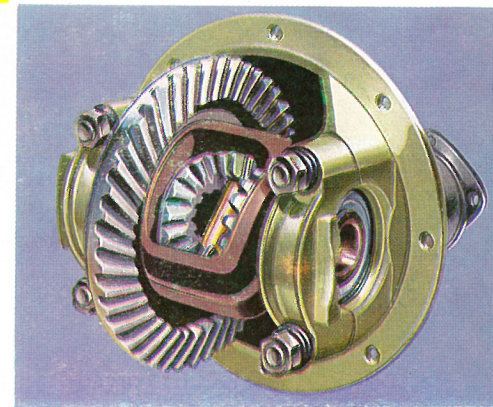
are connected to the rear axle by an open bearing universal joints. Being extremely short any whip or vibration.

ratio of 5-625 : 1 is, like the front axle assembly, gears. Road shocks are damped by hydraulic shock absorbers on the front axle, lever type on the rear—and the vehicle can carry maximum loads without affecting stability.

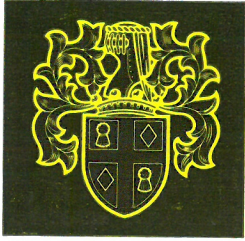


The brake systems on both J2 and J4 vehicles are hydraulically operated, by a pedal, on all four wheels. Each system is carefully balanced and compensated to provide maximum braking power under full load. For parking purposes the hand brake operates mechanically on the rear wheels.

The three-quarter-floating rear axle has a banjo-type, pressed-steel casing and a hypoid bevel drive. Being mounted as a complete unit in a separate gear carrier, the crown wheel and pinion and differential assembly can be quickly removed for servicing. Here again the standardization policy of the British Motor Corporation pays dividends—for these components also have been proven in service by millions of operational miles in many countries of the world.



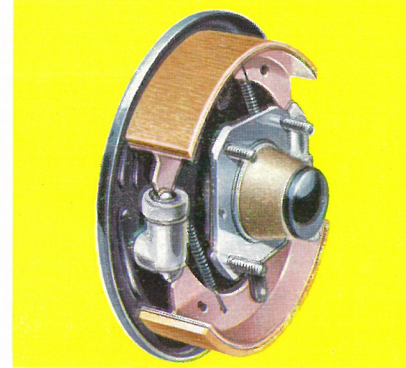
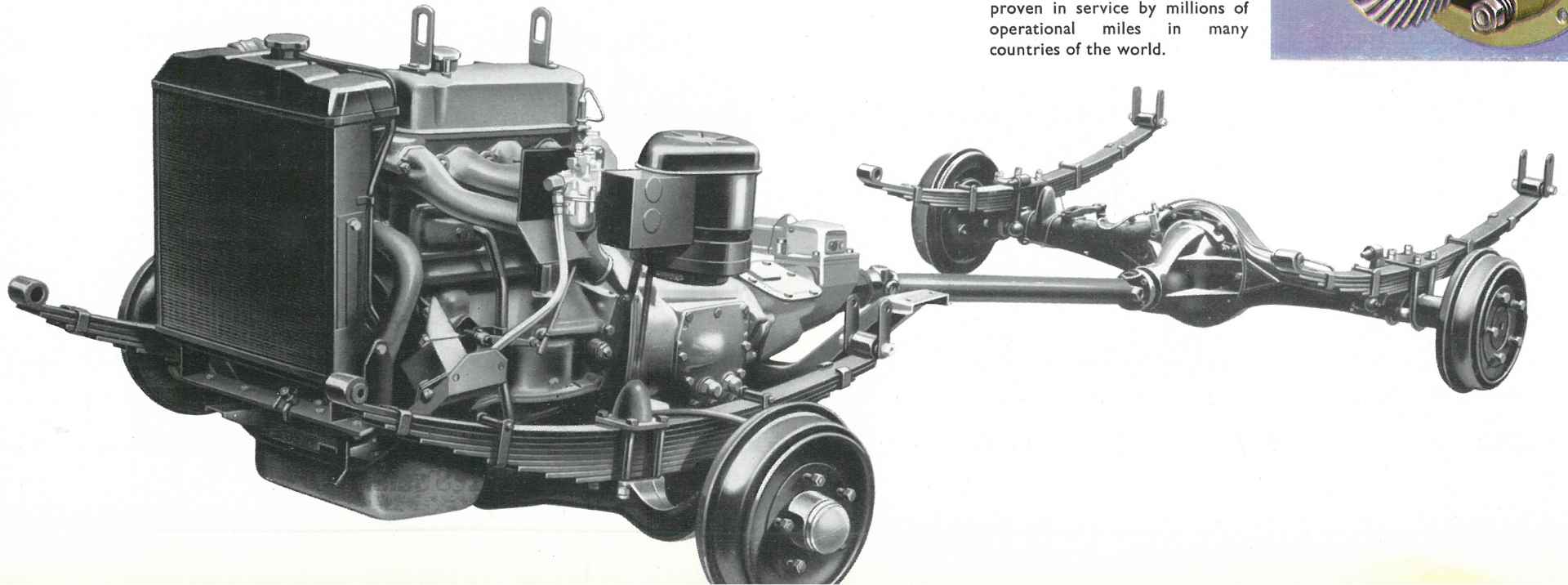
continued overleaf



All the major mechanical components are pre-assembled as a complete unit—compact and easily serviced. The front hubs run on ball bearings, and the two stub axles are mounted on a tough, forged-steel beam on J2 models, while independent front suspension is employed on J4 vehicles.

Engine and four-speed gearbox are connected to the rear axle by an open propeller shaft with needle-roller-bearing universal joints. Being extremely short in length, the shaft is devoid of any whip or vibration.

A robust hypoid rear axle with a ratio of 5-625 : 1 is, like the front axle assembly, suspended on semi-elliptic springs. Road shocks are damped by hydraulic shock absorbers—direct acting on the front axle, lever type on the rear—and the suspension is well able to cope with maximum loads without affecting stability on the road.



The brake systems on both J2 and J4 vehicles are hydraulically operated, by pendent pedal, on all four wheels. Each system is carefully balanced and compensated to provide maximum braking power under full load. For parking purposes the hand brake operates mechanically on the rear wheels.

The three-quarter-floating rear axle has a banjo-type, pressed-steel casing and a hypoid bevel drive. Being mounted as a complete unit in a separate gear carrier, the crown wheel and pinion and differential assembly can be quickly removed for servicing. Here again the standardization policy of the British Motor Corporation pays dividends—for these components also have been proven in service by millions of operational miles in many countries of the world.

