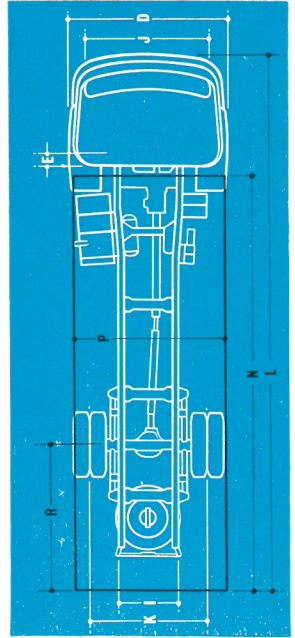
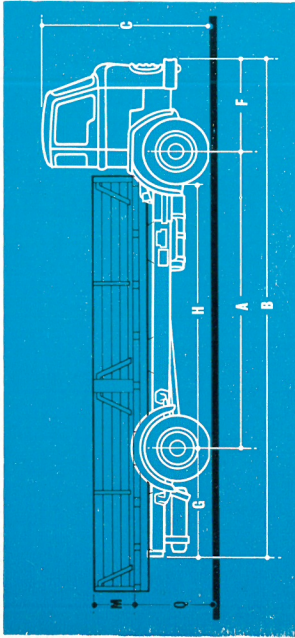


AUSTIN
FJ
TRUCKS

DIMENSIONS AND WEIGHTS



	FJ K100				FJ K140				FJ K160				FJ K360			
	111-in. W.B.		171-in. W.B.		151-in. W.B.		171-in. W.B.		151-in. W.B.		171-in. W.B.		201-in. W.B.		Prime Mover	
	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres
Chassis/Front End and Cab	9 3	2-82	12 7	3-84	14 3	4-34	16 9	5-11	16 9	5-11	16 9	5-11	16 9	5-11	8 0	2-44
Wheelbase	16 8 1/2	5-10	22 1 1/2	6-74	23 9 1/2	7-25	26 3 1/2	8-01	26 3 1/2	8-01	26 3 1/2	8-01	26 3 1/2	8-01	15 1	4-60
Overall length (end of frame)	16 9 3/4	5-10	22 1 1/2	6-74	23 9 1/2	7-25	26 3 1/2	8-01	26 3 1/2	8-01	26 3 1/2	8-01	26 3 1/2	8-01	15 1	4-60
Overall height (laden)	7 5 1/2	2-38	7 9 1/2	2-38	7 9 1/2	2-38	7 9 1/2	2-38	7 9 1/2	2-38	7 9 1/2	2-38	7 9 1/2	2-38	7 5 1/2	2-41
Overall width	7 5 1/2	2-26	7 5 1/2	2-26	7 5 1/2	2-26	7 5 1/2	2-26	7 5 1/2	2-26	7 5 1/2	2-26	7 5 1/2	2-26	7 5 1/2	2-26
Centre front hub to back of cab	0 11	0-28	0 11	0-28	0 11	0-28	0 11	0-28	0 11	0-28	0 11	0-28	0 11	0-28	0 11	0-28
Centre front hub to bumper	4 6 1/2	1-38	4 6 1/2	1-38	4 6 1/2	1-38	4 6 1/2	1-38	4 6 1/2	1-38	4 6 1/2	1-38	4 6 1/2	1-38	4 6 1/2	1-38
Centre rear hub to end of frame	2 11 1/2	0-90	5 0	1-52	5 0	1-52	5 0	1-52	5 0	1-52	5 0	1-52	5 0	1-52	5 0	1-52
Centre rear hub to back of cab	8 4	2-54	11 8	3-56	13 4	4-06	15 10	4-83	15 10	4-83	15 10	4-83	15 10	4-83	2 6 1/2	0-78
Frame width	2 9 1/2	0-86	2 9 1/2	0-86	2 9 1/2	0-86	2 9 1/2	0-86	2 9 1/2	0-86	2 9 1/2	0-86	2 9 1/2	0-86	2 9 1/2	0-86
Track (front)	6 1 1/2	1-86	6 2 1/2	1-89	6 2 1/2	1-89	6 2 1/2	1-89	6 2 1/2	1-89	6 2 1/2	1-89	6 2 1/2	1-89	6 1 1/2	0-86
Track (rear)	5 6 1/2	1-70	5 6 1/2	1-70	5 8 1/2	1-74	5 8 1/2	1-74	5 8 1/2	1-74	5 8 1/2	1-74	5 8 1/2	1-74	5 8 1/2	1-74
Truck complete with D/S body																
Overall length	12 11 1/2	3-95	18 10 1/2	5-75	21 4 1/2	6-51	24 2 1/2	7-38	24 2 1/2	7-38	24 2 1/2	7-38	24 2 1/2	7-38	18 1 1/2	5-61
Height of body sides	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Height of body sides (max.)	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Body interior length (min.)	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Body width-interior	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Body floor height (laden)	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Centre rear hub to end of body	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Maximum length behind cab	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Cab interior width at waist	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Ground clearance	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86	6 1 1/2	1-86
Vehicle Weights	lb.	kg.	lb.	kg.	lb.	kg.	lb.	kg.	lb.	kg.	lb.	kg.	lb.	kg.	lb.	kg.
Max. Gross Vehicle Weight	20,160	9144	20,160	9144	20,160	9144	20,160	9144	20,160	9144	20,160	9144	20,160	9144	40,320	18289
Max. Gross Train Weight	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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THE AUSTIN MOTOR COMPANY LIMITED
B.M.C. EXPORT SALES LIMITED
LONGBRIDGE - BIRMINGHAM - ENGLAND

TIPPER DIMENSIONS

	TELEHOIST				EDBRO			
	FJ K100		FJ K140		FJ K160		FJ K160	
	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres
Length of body	12 0	3-66	12 0	3-66	11 3	3-43	11 3	3-43
Width of body	7 0	2-13	7 0	2-13	6 10	2-08	7 3	2-21
Depth of body	1 8	0-51	2 0	0-61	2 2 1/2	0-67	2 5	0-74
Overall length	18 3	5-56	17 9 1/2	5-42	17 9 1/2	5-42	17 9 1/2	5-42
Overall width	7 5 1/2	2-26	7 10 1/2	2-39	7 6	2-29	8 0	2-44

AUSTIN FORWARD CONTROL TILT-CAB RANGE

The Austin FJ range introduces a completely new concept in truck design. Everything about the vehicles, from tyres to tilt cab, has been planned to make driving safer, easier, and more comfortable, servicing quicker and cheaper, performance more powerful and dependable.

The thirteen-model range includes 5-, 7-, and 8-ton trucks, each on four wheelbase lengths, and an 18-ton G.T.W. Prime Mover. Trucks are offered as a Chassis/Cab, Chassis/Front End, S.W.B. Tipper (on 111-in. W.B.), or complete with dropside or platform timber bodies (on 151-in. W.B. only).

Five-speed synchromesh gears and tandem system safety brakes are among the standard fittings. Many features, including remote-control gear lever and air-assisted clutch are offered for the first time in the 5 to 8-ton weight class. Many components are standard throughout the range, allowing for interchangeability of parts and quicker, easier servicing.

Power units have been developed from the already well-proven B.M.C. 5.1- and 5.7-litre diesels. The engine is mounted at an angle under the cab to give an unobstructed floor, and the ingenious cab tilting mechanism reduces time and effort spent on servicing. Where Luton or coach bodies are required non-tilt cabs can be supplied with removable floor plates to give easy engine access.

The cab interior, from low mounting step to roof lining, is designed throughout to give maximum comfort for driver and passengers.

FJ K100 5 TON

Gross Vehicle Weight: 20,160 lb. (9144 kg.)

FJ K140 7 TON

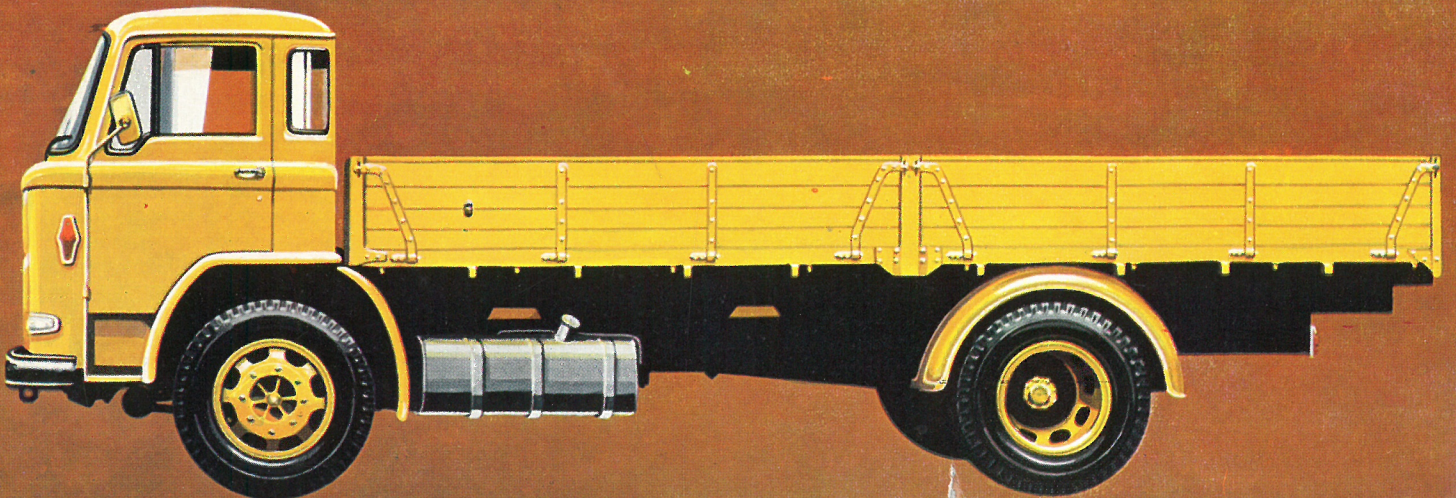
Gross Vehicle Weight: 24,640 lb. (11176 kg.)

FJ K160 8 TON

Gross Vehicle Weight: 28,000 lb. (12701 kg.)

FJ K360 PRIME MOVER

Gross Train Weight: 40,320 lb. (18289 kg.)



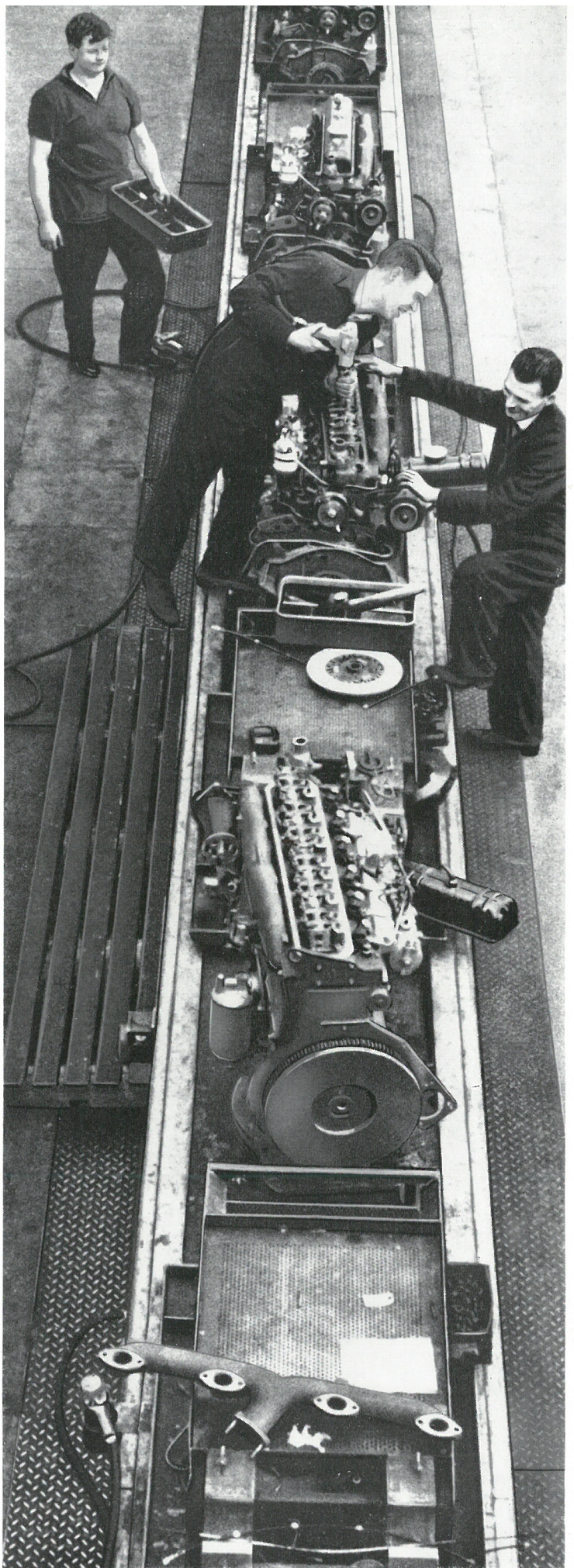


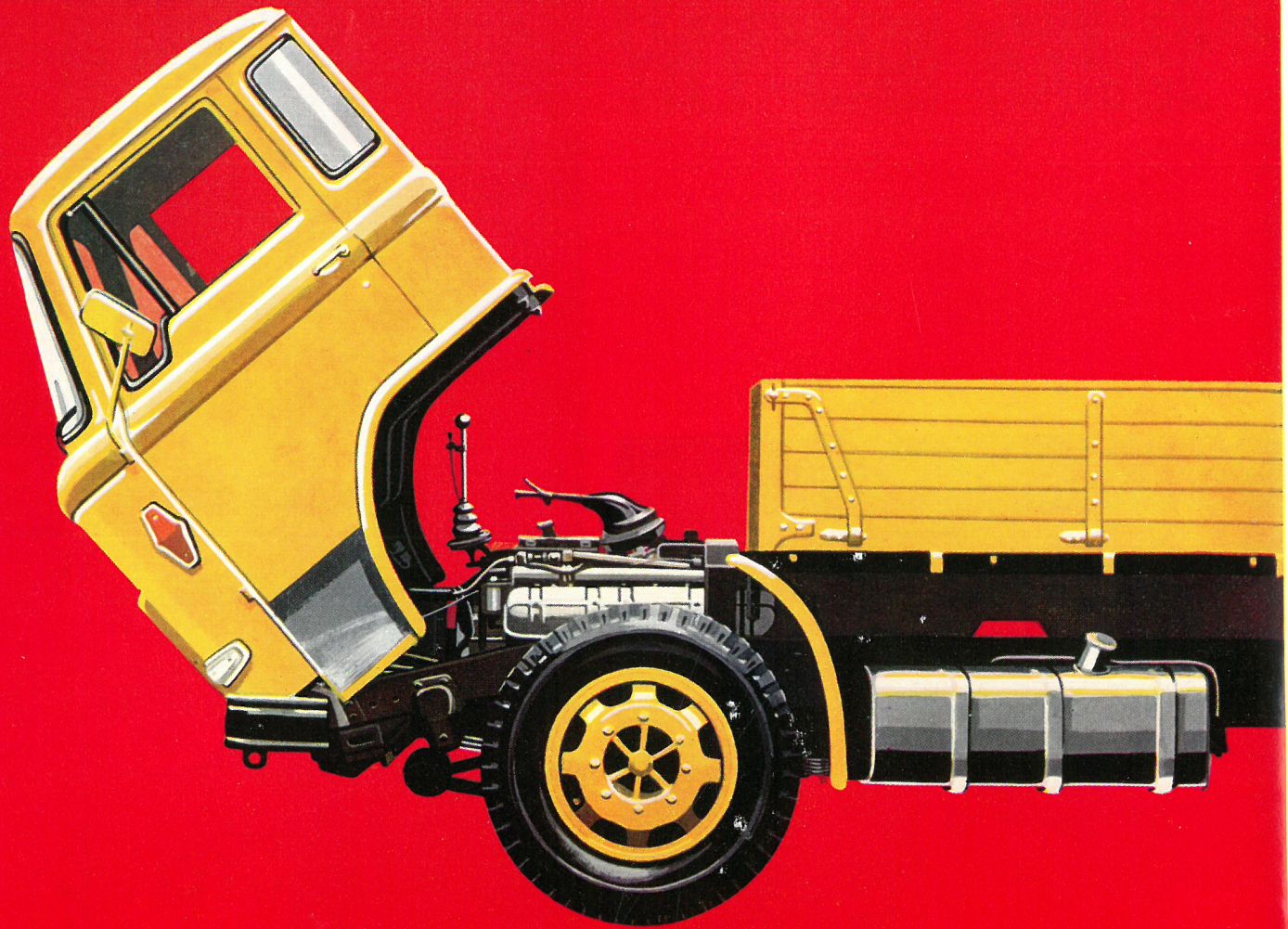
Austin FJ trucks are the first completely new range to be produced at the vast B.M.C. factory at Bathgate, Scotland.

On 1 June 1960 Lord Craigton cut the first sod on the 260-acre site adjacent to the Edinburgh-Glasgow road. The staggering statistics for the £11½ million factory include the removal of 25 acres of top soil, 150,000 tons of peat, and 300,000 tons of boulder clay.

But just 1 year and 8 months later, the first truck was driven off the assembly line. Today, Bathgate can produce 1,750 vehicles each week by the most modern machinery and flow-production methods in the country.

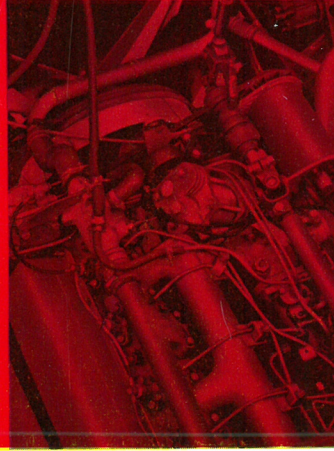
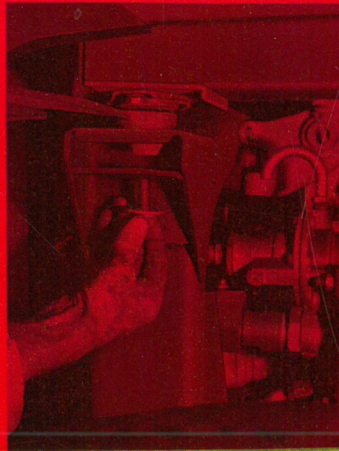
Research is carried out constantly in vehicle improvement, and laboratory testing covers many aspects of metallurgy and technology.





Simple operation

The all-metal cab, balanced by a torsion bar, tilts forward for easy engine access. Tilting involves the release of three bolts (two rear cab mountings, and a pinch bolt on the coupling at the foot of the steering-column) and three gaiters (round steering column, hand brake, and gear lever). A spring-loaded locking plunger and safety stop on the mounting bracket prevent over-tilting.



Minor servicing

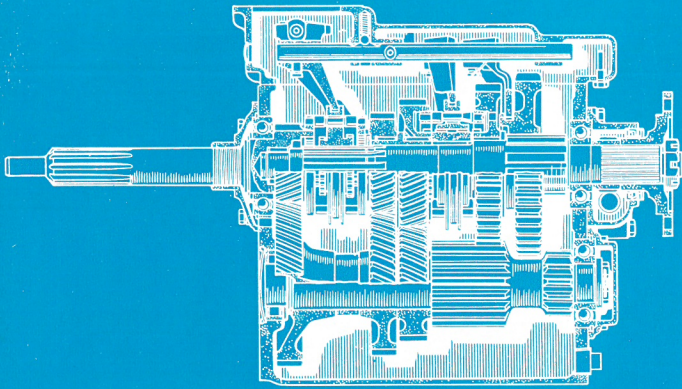
For minor servicing, or when a non-tilting cab is required, a cover in the cab gives access to the engine. This cover, beneath the fold-up passenger seat, is easily detached by unfastening two quick-release toggle catches and four turn-buckles.

FJ

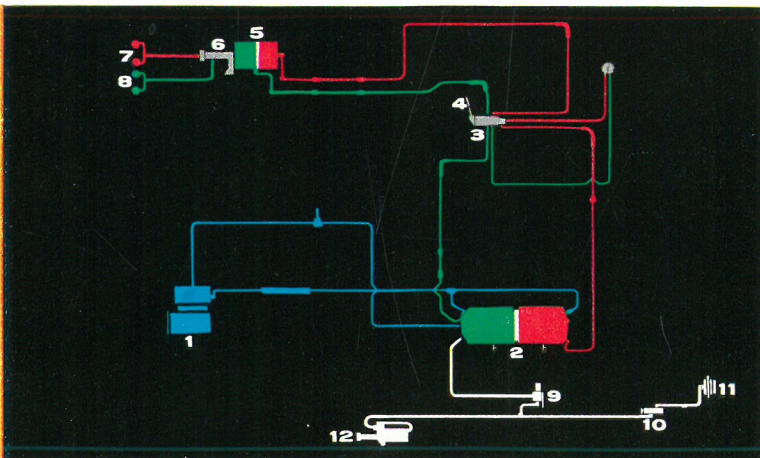
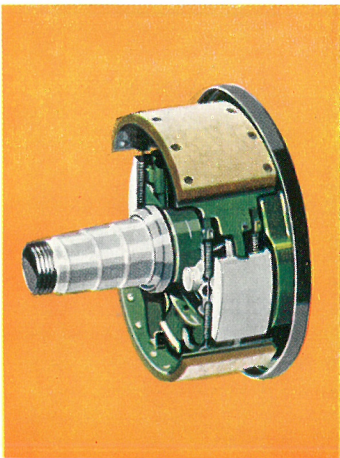
TILT-CAB

5-SPEED SYNCHROMESH GEARBOX

Standard FJ fittings



A five-speed gearbox, with synchromesh on 2nd, 3rd, 4th, and top, is standard throughout the range. Gears are operated by a short remote-control lever. An alternative five-speed synchromesh gearbox with overdrive on 5th speed is available at extra cost. This gearbox is designed for motorway travel, keeps engine revolutions low, and gives a higher cruising speed. Power take-off faces are provided on each side of the gearbox. Oil capacity is 8 pints (4.54 litres).



Safety plus brakes

The brakes are hydraulically operated, air-assisted, and work on a tandem system with pressure fed to front and rear by independent lines. This split-line system gives double safety—if one line fails the other still works. The diagram illustrates the operation: a compressor (1) driven by the engine supplies two air-pressure reservoirs (2) via a non-return valve, which eliminates any pressure feed-back. The twin reservoirs supply a dual, concentric brake valve (3) and, on applying the short-travel, low-effort brake treadle (4), air is supplied via two independent pipes to the tandem safety brake

air servo (5). This servo has a common output rod which operates a tandem hydraulic master cylinder (6) with integral reservoirs mounted outside the frame for easy topping up. The hydraulic pressure thus built up in the master cylinder is fed independently to front (7) and rear (8) brakes. When the brake pedal is released air is discharged from an exhaust port on the brake valve. Should there be loss of air pressure in either the front or rear section of the tandem air reservoir, four-wheel braking can still be carried out, but at slightly reduced efficiency. This is most important with articulated vehicles. The 18-ton Prime Mover also has a hand control valve mounted on the fascia rail to actuate the trailer

brakes. Air pressure is maintained by a pressure-regulating valve (9)—another safety factor.

The hand brake is independently air-assisted. Air from one side of the tandem reservoir is supplied to the hand brake control valve (10) via the pressure regulator valve. On applying the hand brake the control valve allows air to pass into the hand brake air servo (11), which is interconnected to the mechanical hand brake system, giving low effort, and short travel. Mechanical connection is still maintained in the event of air pressure loss.

A warning buzzer in the cab lets the driver know when air pressure is low or the brakes need adjustment.

Air assisted clutch

A Borg and Beck 13-in. diameter clutch is fitted, with Girling hydraulic actuation and Clayton Dewandre air servo assistance. The compressor supplies air through one side of the tandem reservoir to the clutch servo (12) via the pressure-regulating valve (9). Air pressure in the servo boosts the hydraulic pressure created when depressing the clutch pedal. In the event of any air pressure loss the hydraulic operation is maintained. Automatic adjustment maintains correct clearance for the pendent pedal. The clutch master cylinder which has an integral reservoir, is inside the cab and easily accessible for topping up.

3-MAN COMFORT

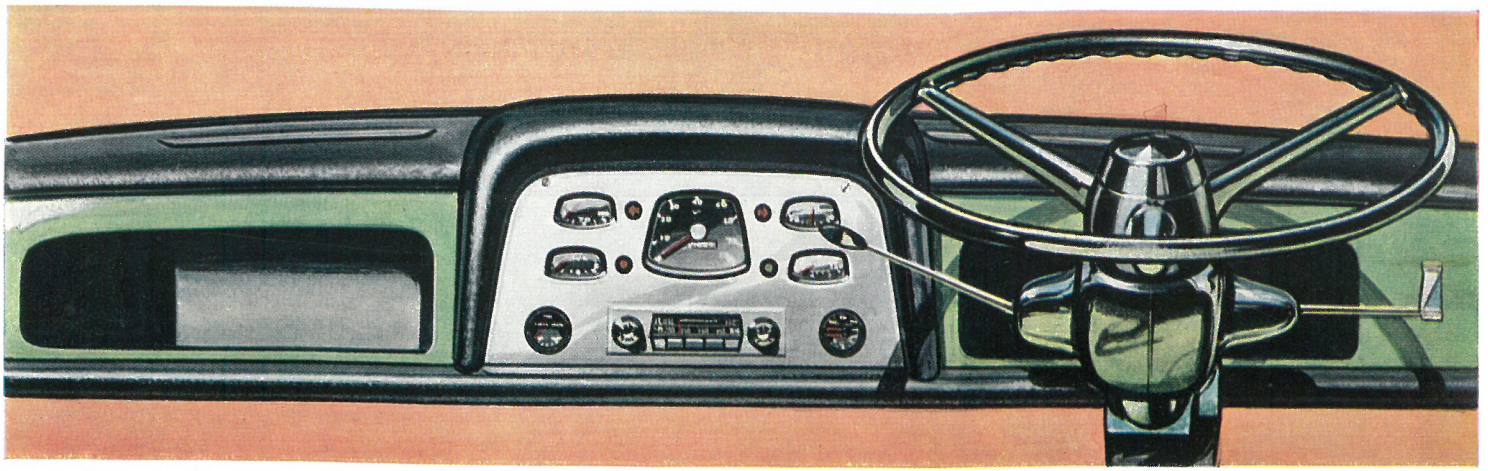
The cab is designed throughout to give limousine comfort and driving ease, with ample leg and elbow room for three. The upholstered seating is trimmed in washable vinyl-coated fabric with breathable vynair centre panels. Passenger seat folds and stows against side of cab for engine cover access. The driver's seat is adjustable up and down, fore and aft, and the back rest angle can also be altered. The roof is fully foam lined and covered with breathable material. The floor is flat, and covered with rubber matting. The padded doors are fitted with anti-burst safety locks as well as private locks. There is provision for fitting three safety belts. The dished steering-wheel is of 20 in. (0'51 m.) diameter.



Easy access

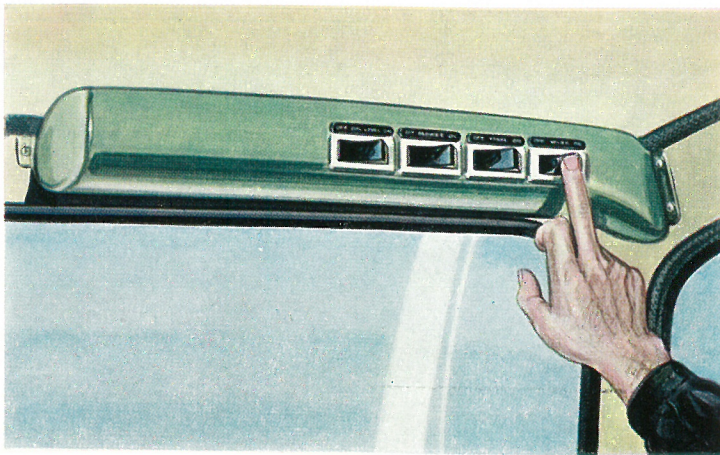
The rubber-matted mounting step below each door gives easy step-in access. Risers are protected by anodized aluminium plates. Forward hinged doors open to 90° giving unobstructed access. Grab handles are fitted to the wind-screen pillars.





▲ Padded fascia and instrument panel

The fascia is trimmed with foam-backed black vinyl. The central instrument cluster is internally illuminated and comprises speedometer, fuel and water temperature gauges, oil pressure gauge, ammeter, no-charge warning light, headlamp beam indicator light, and flashing indicator warning lights. Immediately below are the oil level indicator and dual air pressure gauges, with space between for a radio.



▲ Wide vision

The deep, curved windscreen is glazed in toughened glass with a safety zoned area in front of the driver. New heavy-duty, link-drive, dual wipers clean a large proportion of the windscreen, and screen washers are fitted as standard. Doors have swivelling quarter-lights and full-drop winding windows. The large rear window is flanked by curved glass panels and can be lowered for ventilation purposes.

◀ Switch panel

A panel fitted to the header rail above the windscreen contains rocker switches for oil level indicator, heater blower, panel lamps and windscreen wipers.

◀ Day and night lighting

Four double-dipping, sealed-beam headlamps are fitted. A built-in relay reduces the light intensity of flashing indicators and rear stop lamps when the sidelamps are on.



Standard fittings

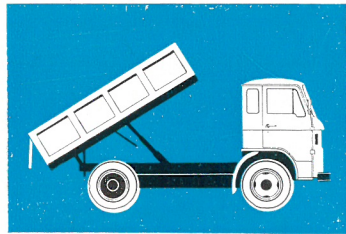
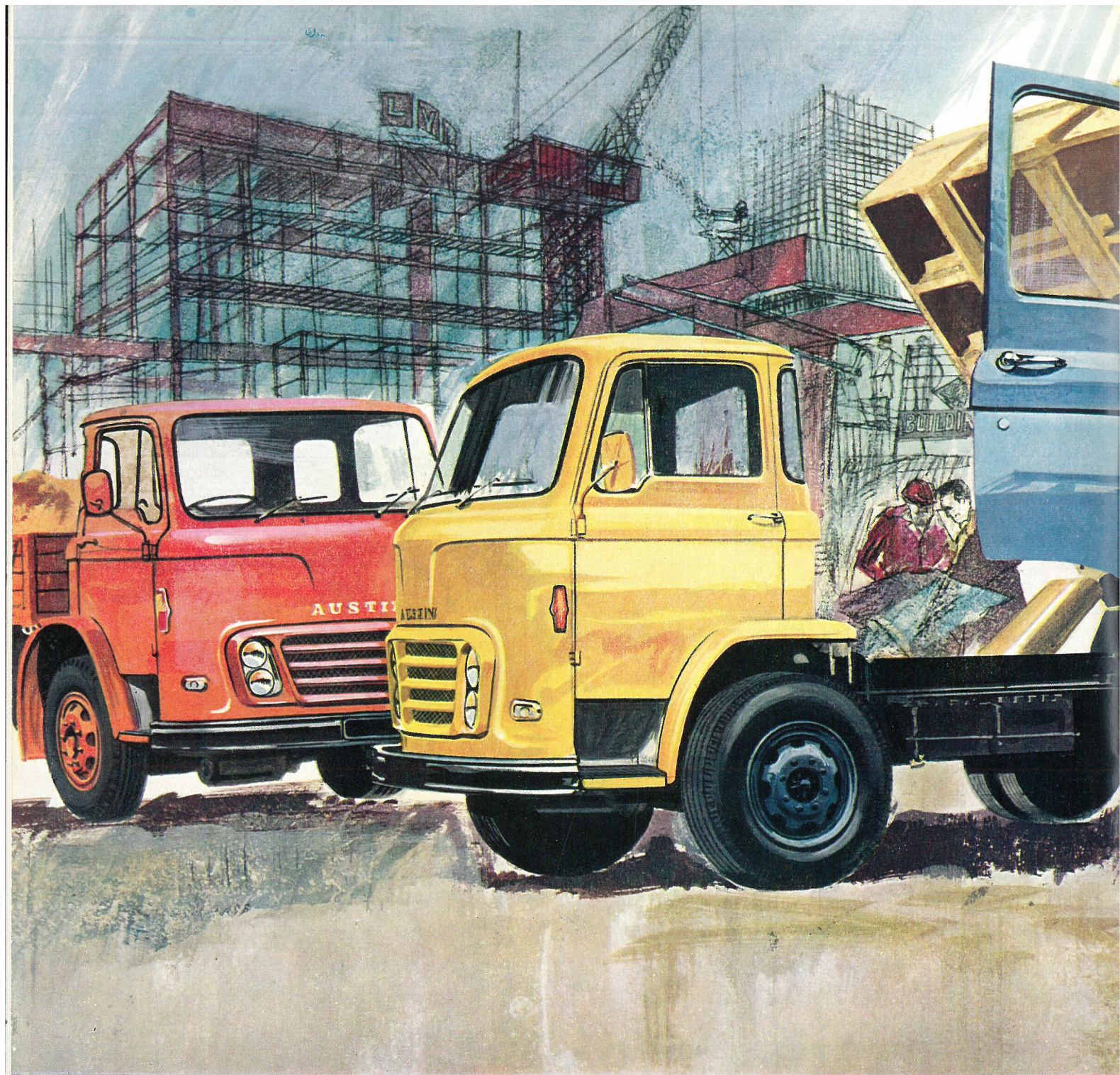
Large capacity heater with windscreen demisting (optional for export).

Screen washers.

Ashtray.

Sun visor.

Coat hook.



Tipper

FJ K100/K140/K160 Tipper, on 111-in. wheelbase, are built to cope with the toughest conditions. The all-steel end-tipping bodies have capacities of 5, 6, and 7 cubic yards respectively, calibrated in accordance with sand and gravel regulations.

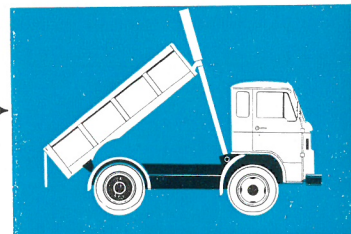
Telehoist

Body with 10-gauge sheet-steel floor, supported by pressed channel section members. Sides and front fixed, tailgate top-hinged, fitted with quick-action, self-locking mechanism. Protected underfloor tipping gear, hydraulically operated. Double telescopic ram, controlled from cab, incorporates oil reservoir, rotary control valve, and by-pass valve. 2,000 lb./sq. in. rated capacity gives ample reserve power. For load spreading the vehicle can be driven with power

take-off engaged and body in tipped position.

Edbro

Electrically welded body with 10-gauge sheet-steel floor, hinged dropsides, and quick-release locking mechanism on tailgate. Edbro 2LN-type, single-acting, double telescopic ram, front-mounted in a cradle which forms the oil reservoir. Hydraulically powered by Edbro six-cylinder swash plate pump and power take-off mounted on gearbox. Take-off and three-

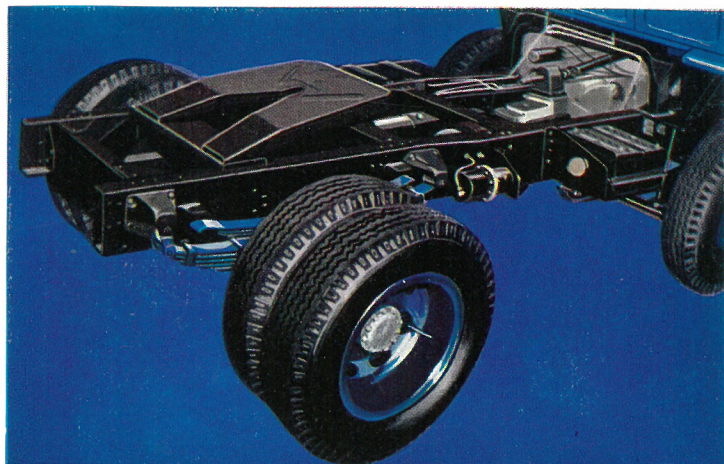


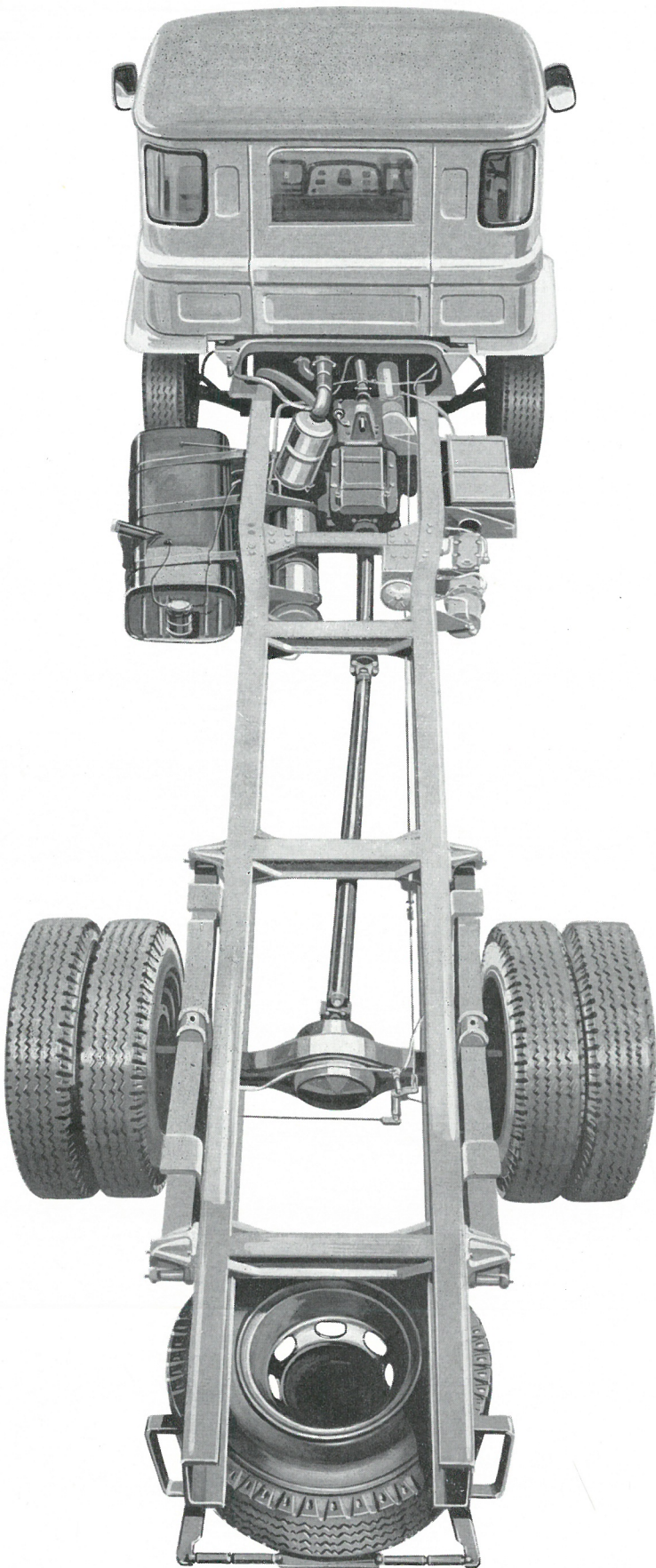
position neutral control valve below cradle are operated from cab by selector handles. An automatic locking device prevents accidental selection and trucks can be driven with body in 'hold' or 'lower' position.



Prime Mover

The powerful FJ K360 Prime Mover will haul, with economy, loads of up to 18 tons Gross Train Weight. 5.7-litre B.M.C. diesel engine, five-speed synchromesh gearbox, and two-speed rear axle (with air-operated shift mechanism for instant ratio changes) are standard. With 8-ft.-wheelbase manoeuvrability the FJ K360 is adaptable to a wide variety of semi-trailers and suitable for use with any approved coupling gear. The Taskers fifth-wheel coupling shown here is available from the Factory at extra cost. The unit comprises trunnion-mounted forked turntable with spring-loaded device for automatic king pin locking. Steel wings, lighting equipment, and brake and light connections for trailer are included. Fully automatic fifth-wheel couplings are available from Austin-approved manufacturers.





4 WHEELBASE 4 CHASSIS

Backbone of the FJ range. A stronger, tougher chassis than ever before, with underfloor B.M.C. diesel engine. High tensile pressed-steel channel section side-members have large radii and strain-spreading alligator-type cross-members at vital points. (Engine cross-members are easily detachable.) A deeper frame is standard on FJ K160 8-ton Trucks. On all long-wheelbase models the frame is deeper and longer at the rear for better body support. Heavy-duty front bumper with twin towing eyes is standard.

Spare wheel carrier

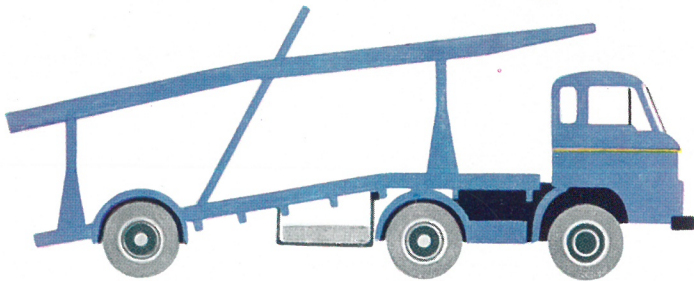
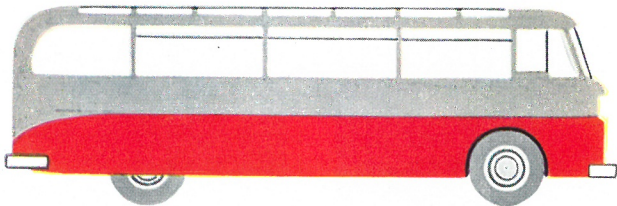
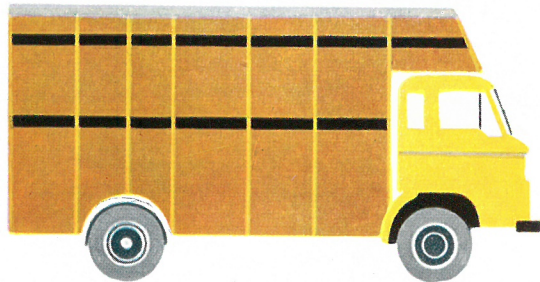
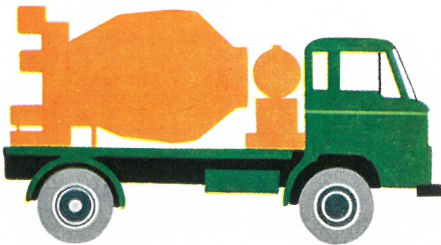
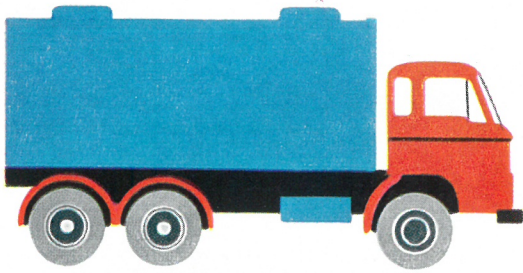
The spring-steel carrier is fitted with rollers to ease wheel removal and mounting.

AVAILABILITY

	111-in. W.B.	151-in. W.B.	171-in. W.B.	*201-in. W.B.
Chassis/Cab	FJ K100/140/160 available on all wheelbases			
Chassis/Front End	FJ K100/140/160 available on all wheelbases			
Dropside Body	—	FJ K100 FJ K140 FJ K160	—	—
Platform Body	—	FJ K100 FJ K140 FJ K160	—	—
Tipper Body	FJ K100 FJ K140 FJ K160	—	—	—

*On these models 24-in. frame extensions are available at extra cost.

BODYWORK UNLIMITED



The wide choice of wheelbases offered in the FJ range gives unlimited scope to operators who want specialized bodywork. All FJ models are available as Chassis/Cab or Chassis/Front End Units with tilting cab mechanism. The longer wheelbase chassis are particularly suited to passenger-carrying bodies and allow seating for up to 45 people. Certain mechanical changes, such as the fitting of a third axle, can be undertaken, but Factory approval should be obtained before conversion, or the Warranty may be impaired.

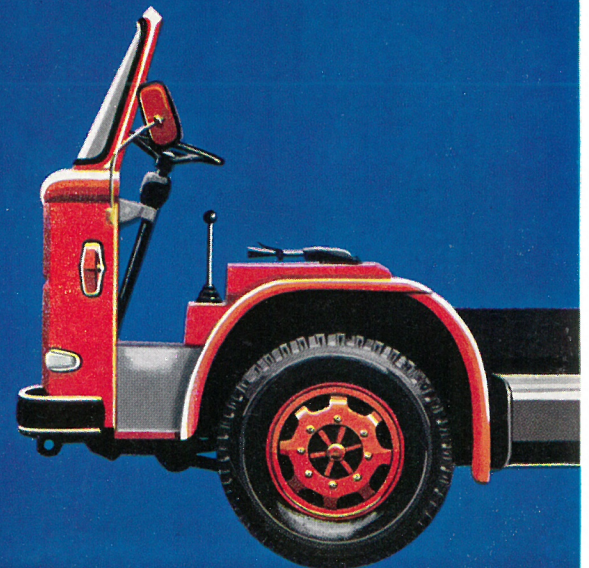
Chassis/cab

These units have fully equipped driving compartments and are suitable for any type of specialized bodywork.

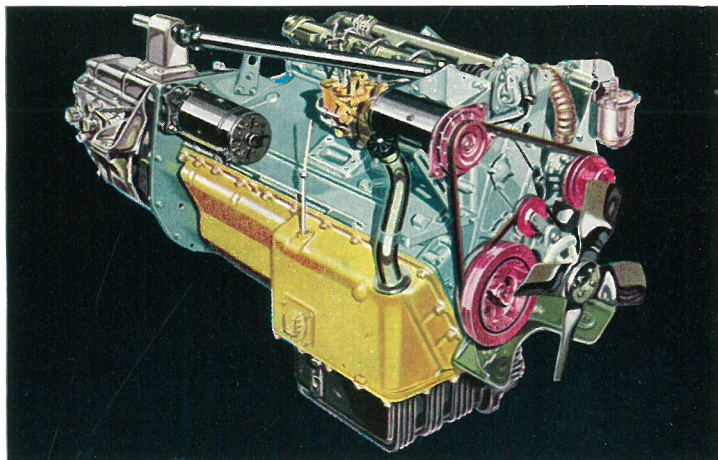
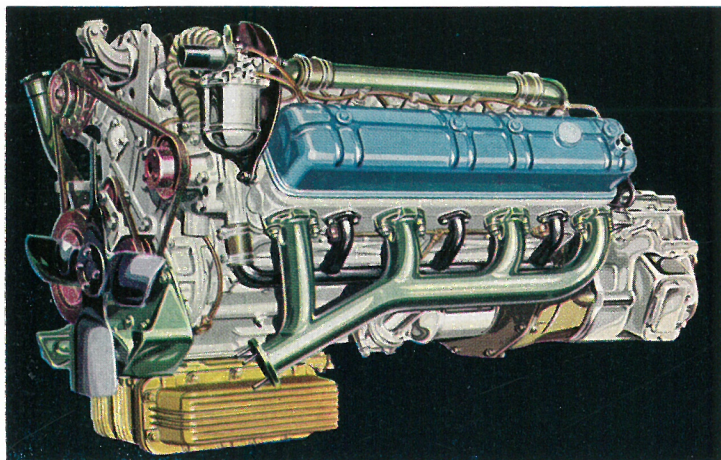


Chassis/front end

The unit includes windscreen with wipers and screen washers, rear-view mirrors, floor with covering and seat boxes, front grille with side- and headlamps, complete fascia panel with instruments and switches. A steel seat pressing is supplied for drive-away units.



UNDERFLOOR POWER



The power unit is mounted under the cab floor at an angle of 29°. The FJ K100 is powered by the B.M.C. 5.1-litre diesel engine. All other models have the 5.7-litre. These well-proven B.M.C. diesels incorporate several refinements for improved performance and reliability. A combined water separator and filter is built into the fuel system. The cooling system is sealed and winter-protected. The radiator has two air bleeds as well as a drain tap. Front cross exhaust is mounted on the engine, giving good ground clearance and rearward discharge. A dry-type air cleaner, with washable element, gives greater engine cleanliness, less servicing.

General specification

Push-rod operated overhead valves in detachable cast-iron cylinder head. Wet cylinder liners. Seven, shell-type, steel-backed, copper-lead main bearings; forged-steel crankshaft with external vibration damper. Forged steel connecting-rods with shell-type, steel-backed, copper-lead (or aluminium-tin) big-end bearings. Direct injection by distributor-type fuel pump which incorporates hydraulic governor. A device to manually retard the engine timing is fitted to the pump to assist cold starting. This device is cable-operated from a control outside the cab for Home Market to meet U.K. regulations, and between seats for Export. A stop control knob is between the seats. Mechanical transfer pump driven from camshaft. High-pressure lubrication by rotor-type pump through a renewable full-flow oil filter. Oil sump capacity 29 pints plus 2 $\frac{3}{4}$ pints in filter. Air cleaner with washable element. Radiator with sealed system pressurized to 10 lb./sq. in. Water capacity approx. 48 pints (27 litres). A 37-gallon fuel tank is standard.

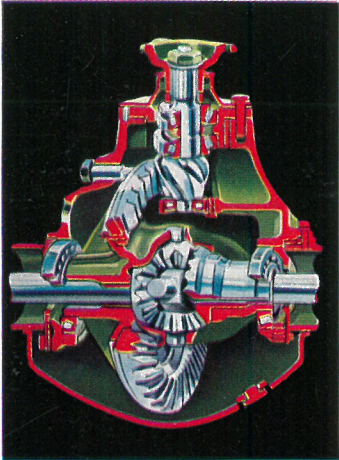
PERFORMANCE DATA

		5.1-litre
No. of cylinders	...	6
Cubic capacity	...	5103 c.c. (311.4 cu. in.)
Bore	...	95 mm. (3.740 in.)
Stroke	...	120 mm. (4.725 in.)
Maximum power*	...	105 b.h.p. at 2,600 r.p.m.
Standard Power	...	90 b.h.p. at 2,400 r.p.m.
Standard torque	...	224 lb. ft. at 1,500 r.p.m.
Compression ratio	...	16.5 : 1
Governed speed	...	2,400 r.p.m.

		5.7-litre
No. of cylinders	...	6
Cubic capacity	...	5655 c.c. (344.75 cu. in.)
Bore	...	100 mm. (3.94 in.)
Stroke	...	120 mm. (4.725 in.)
Maximum power*	...	120 b.h.p. at 2,500 r.p.m.
Standard power	...	105 b.h.p. at 2,400 r.p.m.
Standard torque	...	255 lb. ft. at 1,750 r.p.m.
Compression ratio	...	16.5 : 1
Governed speed	...	2,400 r.p.m.

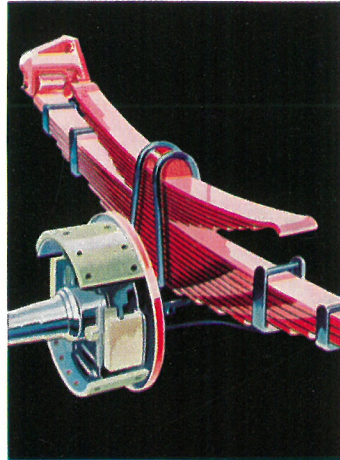
*To S.M.M.T. Test Code 159 maximum output rating.

AND DEPENDABILITY



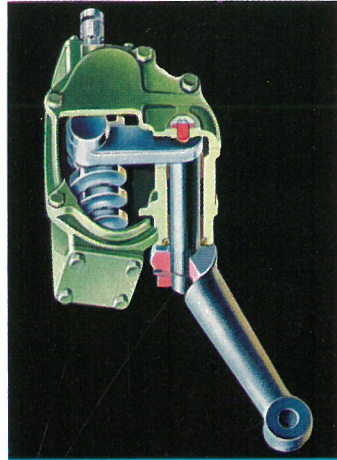
AXLES

On 5-tonners and long wheelbase 7-tonners B.M.C. single-speed, fully-floating, spiral-bevel rear axles are standard, with alternative B.M.C. two-speed axle at extra cost. On 7-ton 111-in. wheelbase and all 8-tonners, B.M.C. heavy-duty single-speed axle is standard, with alternative B.M.C. heavy-duty two-speed axle with Eaton drive head. B.M.C. heavy-duty two-speed standard on 18-ton Prime Mover. All two-speed axles are fitted with air shift mechanism. The differential assembly is mounted in a gear carrier as a complete unit. Induction hardened, high-tensile steel differential shafts transmit torque only. Driving shafts and gear assembly can be dismantled without jacking. Alternative ratios are available for each axle.



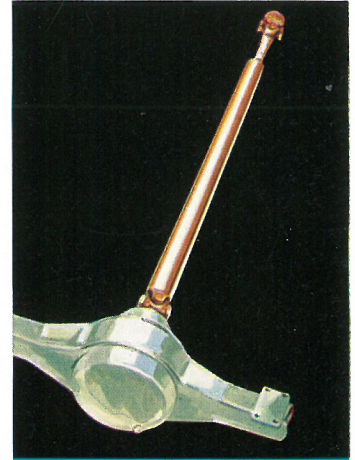
SUSPENSION

Semi-elliptic leaf springs, 3 in. wide front and rear are standard throughout the FJ range. Front springs are offset to give a softer ride. Rear helper springs are standard. Heavy-duty lever-type shock absorbers are standard on the front, optional extra at rear.



STEERING

New cam and lever, low-ratio, high-efficiency steering gear with external adjuster is standard on 5- and 7-tonners and 18-ton Prime Mover. Power-assisted steering is available at extra cost. Power-assisted steering is standard on the 8-tonner, with separate reservoir easily accessible through detachable engine cover. A safety-type dished steering-wheel of 20 in. (508 mm.) diameter is fitted. Large, sealed ball joints in the steering linkage reduce maintenance.



PROPSHAFT

Propeller shafts throughout the FJ range have integral centre bearings and lip seals are fitted to all joints. The 18-ton Prime Mover and all 111-in.-wheelbase models have a one-piece open propeller shaft. On 151-in. and 171-in. wheelbases a two-piece propeller shaft is fitted, with central bearing encased in bonded rubber and steel housing. On 201-in. wheelbase a three-piece open propeller shaft with two centre bearings is fitted.

OPTIONAL EXTRAS

The following items are available at extra cost:

On F⁷ K100/140/160/360

Radio, rear shock absorbers, five-speed synchromesh overdrive gearbox, Eaton two-speed rear axle.

24-in. frame extension (on 201-in.

Wheelbase F⁷ K100/140/160 only).

Power steering (F⁷ K100/140/360).

SPECIFICATION

FJ K100

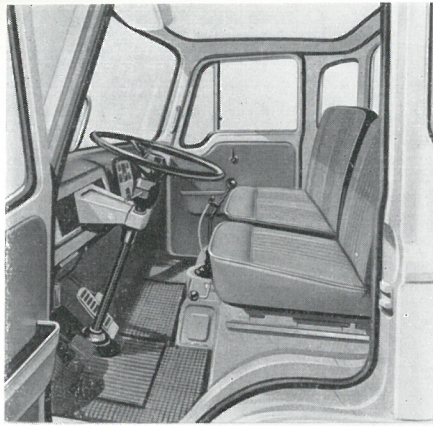
ENGINE:	Type	5.1-litre diesel. 90 b.h.p. at 2,400 r.p.m. *(105 b.h.p. at 2,600 r.p.m.).
FUEL TANK CAPACITY:		37 gallons (168 litres).
CLUTCH:	Type Diameter	Single dry-plate, hydraulically actuated, air servo assisted. 13 in. (0.33 m.).
5-SPEED GEARBOX (STANDARD):	Type P.T.O. faces Ratios	Synchromesh 2nd, 3rd, 4th, and top. Two: six-stud fixing. 1st 6-923 : 1, 2nd 3-983 : 1, 3rd 2-375 : 1, 4th 1-469 : 1, 5th 1-001 : 1, Reverse 6-809 : 1.
5-SPEED OVERDRIVE GEARBOX (OPTIONAL):	Type P.T.O. faces Ratios	Synchromesh 2nd, 3rd, 4th, and top. Two: six-stud fixing. 1st 6-30 : 1, 2nd 3-36 : 1, 3rd 1-837 : 1, 4th 1-00 : 1, 5th 0-82 : 1, reverse 5-76 : 1.
TRANSMISSION:	Type Universal joints	111-in. W.B. one-piece, 151-in. W.B. and 171-in. W.B. two-piece, 201-in. W.B., three-piece, open propeller shaft. Needle-roller bearing.
REAR AXLE (STANDARD):	Type Pinion Standard Ratios Alternative Ratios	Fully floating. Spiral bevel. 5.86 : 1. 5.125 : 1 and 6.67 : 1.
2-SPEED AXLE (OPTIONAL):	Type Pinion Standard ratios Alternative ratios Shift mechanism	B.M.C. fully floating. Spiral bevel. 5.85/8-13 : 1. 5-125/7-13 : 1. Air shift.
FRONT AXLE:	Type Hubs	Forged-steel 'I' section beam. Taper-roller bearing.
STEERING:	Type Ratio Steering-wheel diameter	High efficiency cam and lever. 28 : 1. 20 in. (0.508 m.).
BRAKES:	Type Dimensions { Front Rear Total frictional area Hand brake	Air and hydraulic. 14 in. x 3 1/4 in. (0-356 m. x 0-089 m.). 14 in. x 5 in. (0-356 m. x 0-127 m.). 415 sq. in. (2677 sq. cm.). Mechanical, air assisted to rear wheels.
FRAME:	Type Thickness Maximum side-member depth No. of cross-members	Pressed-steel channel. 1/2 in. (6.4 mm.). 9 1/2 in. (232 mm.). 111-in. W.B. 5; 151-, 171-in. W.B. 6; 201-in. W.B. 7.
SUSPENSION:	Type Front Rear Width x length x No. of leaves { Front main Rear helper Shock absorbers { Front Rear	Semi-elliptic leaf springs. 3 in. x 55 in. (76-2 mm. x 1-397 m.) x 9. 3 in. x 60 in. (76-2 mm. x 1-524 m.) x 9. 3 in. x 38 in. (76-2 mm. x 0-965 m.) x 7. Standard. Lever-type. Optional at extra cost. Lever-type.
WHEELS:	Type No. of studs	Steel disc, single front, twin rear. 8.
TYRES:	Size: Standard Alternative at extra cost	Dunlop 7-50-20 (12-ply) L.W.B. 8-25-20 (14-ply) on 111-in. W.B. Dunlop 8-25-20 (12-ply) or 8-25-20 or 8-25-17 (14-ply) L.W.B.

ELECTRICAL EQUIPMENT AND INSTRUMENTS

12-volt earth-return system, with voltage-controlled 30-amp. generator. Two 6-volt 144 amp.-hour batteries. Four headlamps, double-dip filament sealed beams; two fully waterproofed sidelamps; side flasher lamps; two rear assemblies of flasher lamp, reflector, stop/tail/number-plate lamp. Relay in side lamp circuit reduces light output of rear flasher and

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

EXPORT AVAILABILITY



The Austin FJ range is designed and built to suit all markets of the world. The following production variations can be supplied at no extra charge: left- or right-hand drive, m.p.h. or km.p.h. speedometer, lighting and flasher equipment as required. A heater is not included as standard, but can be supplied at extra cost. The optional equipment listed opposite is available on all Export models with the addition of a 5-kw. heater unit.

FJ K140

5.7-litre diesel. 105 b.h.p. at 2,400 r.p.m. *(120 b.h.p. at 2,500 r.p.m.).

37 gallons (168 litres).

Single dry-plate, hydraulically actuated, air servo assisted. 13 in. (0.33 m.).

Synchromesh 2nd, 3rd, 4th, and top.

Two; six-stud fixing.

1st 6-923 : 1, 2nd 3-983 : 1, 3rd 2-375 : 1, 4th 1-469 : 1,

5th 1-00 : 1, Reverse 6-809 : 1.

Synchromesh 2nd, 3rd, 4th, and top.

Two; six-stud fixing.

1st 6-30 : 1, 2nd 3-36 : 1, 3rd 1-837 : 1, 4th 1-00 : 1,

5th 0-82 : 1, reverse 5-76 : 1.

111-in. W.B. one-piece, 151-in. W.B. and 171-in. W.B. two-piece, 201-in. W.B. three-piece, open propeller shaft. Needle-roller bearing.

Fully floating. (Heavy-duty-type, 111-in. W.B.).

Spiral bevel.

5-86 : 1 (6:50 : 1, 111-in. W.B.).

5-125 : 1 and 6-67 : 1 (except 111-in. W.B.).

B.M.C. fully floating. (Heavy-duty-type with Eaton drive head, 111-in. W.B.).

Spiral bevel.

5-85/8-13 : 1 (6-14/8-54 : 1, 111-in. W.B.).

5-125/7-13 : 1 (except 111-in. W.B.)

Air shift.

Forged-steel 'I' section beam.

Taper-roller bearing.

High efficiency cam and lever.

28 : 1.

20 in. (0.508 m.).

Air and hydraulic.

15½ in. × 4½ in. (0.387 m. × 0.108 m.).

111-in. W.B. 15½ in. × 6 in. (0.394 m. × 0.152 m.) 15½ in. ×

5 in. (0.394 m. × 0.127 m.) L.W.B. vehicles.

573 sq. in. (3696 sq. cm.) 111 in. W.B. 520 sq. in. (3354 sq.

cm.), L.W.B.

Mechanical, air assisted to rear wheels.

Pressed-steel channel.

¾ in. (6.4 mm.).

9½ in. (232 mm.).

111-in. W.B. 5; 151-, 171-in. W.B. 6; 201-in. W.B. 7.

Semi-elliptic leaf springs.

3 in. × 55 in. (76.2 mm. × 1.397 m.) × 10.

3 in. × 60 in. (76.2 mm. × 1.524 m.) × 12.

3 in. × 38 in. (76.2 mm. × 0.965 m.) × 7.

Standard. Lever-type.

Optional at extra cost. Lever-type.

Steel disc, single front, twin rear.

8.

Dunlop 8-25—20 (14-ply) L.W.B. 9-00—20 (14-ply)

111-in. W.B.

Dunlop 9-00—20 (12-ply) or 9-00—20 (14-ply) L.W.B.

FJ K160

5.7-litre diesel. 105 b.h.p. at 2,400 r.p.m. *(120 b.h.p. at 2,500 r.p.m.).

37 gallons (168 litres).

Single dry-plate, hydraulically actuated, air servo assisted. 13 in. (0.33 m.).

Synchromesh 2nd, 3rd, 4th, and top.

Two; six-stud fixing.

1st 6-923 : 1, 2nd 3-983 : 1, 3rd 2-375 : 1, 4th 1-469 : 1,

5th 1-00 : 1, Reverse 6-809 : 1.

Synchromesh 2nd, 3rd, 4th, and top.

Two; six-stud fixing.

1st 6-30 : 1, 2nd 3-36 : 1, 3rd 1-837 : 1, 4th 1-00 : 1, 5th

0-82 : 1, reverse 5-76 : 1.

111-in. W.B. one-piece, 151-in. W.B. and 171-in. W.B. two-piece, 201-in. W.B. three-piece, open propeller shaft. Needle-roller bearing.

Fully floating, heavy-duty.

Spiral bevel.

6-14 : 1 (6:50 : 1, 111-in. W.B.).

6:50 : 1 (except 111-in. W.B.).

B.M.C. fully-floating, heavy-duty with Eaton drive head.

Spiral bevel.

6-14/8-54 : 1.

5-57/7-75 : 1 (except 111-in. W.B.).

Air shift.

Forged-steel 'I' section beam.

Taper-roller bearing.

High efficiency cam and lever, power-assisted.

24 : 1.

20 in. (0.508 m.).

Air and hydraulic.

15½ in. × 4½ in. (0.387 m. × 0.108 m.).

15½ in. × 6 in. (0.394 m. × 0.152 m.).

617 sq. in. (3696 sq. cm.).

Mechanical, air assisted to rear wheels.

Pressed-steel channel.

¾ in. (6.4 mm.).

10½ in. (257 mm.).

111 in. W.B. 5; 151-in., 171-in. W.B. 6; 201-in. W.B. 7.

Semi-elliptic leaf springs.

3 in. × 55 in. (76.2 mm. × 1.397 m.) × 9.

3 in. × 60 in. (76.2 mm. × 1.524 m.) × 14.

3 in. × 38 in. (76.2 mm. × 0.965 m.) × 7.

Standard. Lever-type.

Optional at extra cost. Lever-type.

Steel disc, single front, twin rear.

8.

Dunlop 9-00—20 (14-ply) L.W.B. 10-00—20 (14-ply)

111-in. W.B.

Dunlop 10-00—20 (14-ply) L.W.B.

FJ K360

5.7-litre diesel. 105 b.h.p. at 2,400 r.p.m. *(120 b.h.p. at 2,500 r.p.m.).

37 gallons (168 litres).

Single dry-plate, hydraulically actuated, air servo assisted. 13 in. (0.33 m.).

Synchromesh 2nd, 3rd, 4th, and top.

Two; six-stud fixing.

1st 6-923 : 1, 2nd 3-983 : 1, 3rd 2-375 : 1, 4th 1-469 : 1,

5th 1-00 : 1, Reverse 6-809 : 1.

Synchromesh 2nd, 3rd, 4th, and top.

Two; six-stud fixing.

1st 6-30 : 1, 2nd 3-36 : 1, 3rd 1-837 : 1, 4th 1-00 : 1,

5th 0-82 : 1, reverse 5-76 : 1.

One-piece open propeller shaft.

Needle-roller bearing.

Not available.

B.M.C. fully floating, heavy-duty with Eaton drive head.

Spiral bevel.

6-14/8-54 : 1.

5-57/7-75 : 1.

Air shift.

} Standard.

Forged-steel 'I' section beam.

Taper-roller bearing.

High efficiency cam and lever.

24 : 1.

20 in. (0.508 m.).

Air and hydraulic.

15½ in. × 4½ in. (0.387 m. × 0.108 m.).

15½ in. × 6 in. (0.394 m. × 0.152 m.).

573 sq. in. (3696 sq. cm.).

Mechanical, air assisted to rear wheels.

Pressed-steel channel.

¾ in. (6.4 mm.).

9½ in. (232 mm.).

5.

Semi-elliptic leaf springs.

3 in. × 55 in. (76.2 mm. × 1.397 mm.) × 10.

3 in. × 51 in. (76.2 mm. × 1.295 m.) × 10.

3 in. × 38 in. (76.2 mm. × 0.975 m.) × 7.

Standard. Lever-type.

Optional at extra cost. Lever-type.

Steel disc, single front, twin rear.

8.

Dunlop 8-25—20 (14-ply).

Dunlop 9-00—20 (12-ply), 9-00—20 (14-ply).

stop lamp during darkness. Cab interior lamp operated by integral switch or courtesy door switches. Internally lit fascia panel comprising: speedometer, fuel and water temperature gauges, oil pressure gauge, ammeter, main beam, flasher, and no-charge warning lights, oil level indicator, dual air-pressure gauges. Separate panel with rocker-type switches

for oil level indicator, heater blower, panel lamps and windscreen wipers. Lighting switch, flasher switch, and horn-push on steering-column. Air pressure stop lamp switch on brake pedal valve. Warning buzzer in cab operated by switches on air pressure reservoir and servo unit. Heavy-duty windscreen wipers. 5-kw. heater unit. Single high-note windtone horn.