

AUSTIN COMMERCIAL VEHICLES

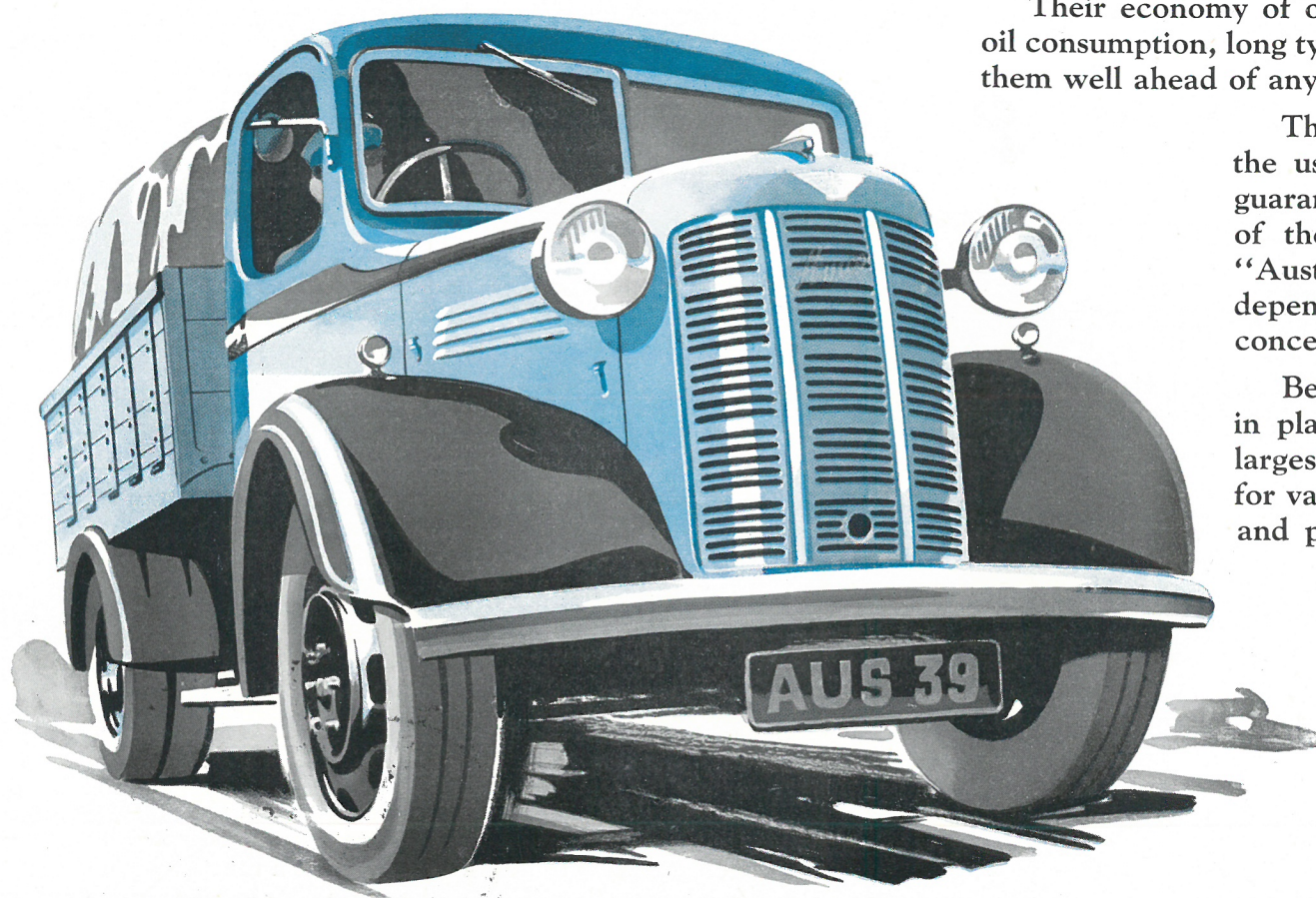


A NEW STANDARD OF OPERATING EFFICIENCY is established by the Austin range of commercial vehicles. Of thoroughly practical design that has been proved under prolonged and strenuous test, and built of high quality materials by expert craftsmen, they embody all the features most looked for by the discriminating operator.

Their economy of operation, by reason of their low fuel and oil consumption, long tyre life, durability and dependability, places them well ahead of anything yet offered to the transport world.

These new vehicles come not merely with the usual formal guarantee but also with the guarantee inherent in the goodwill and prestige of the Austin name. Throughout the world "Austin" is synonymous with dependability, and dependability, where commercial transport is concerned, is of paramount importance.

Behind these vehicles are all the resources in plant, personnel and experience of Britain's largest single motor factory. That is why, for value and service, they stand alone as a safe and profitable business investment.



MAXIMUM PERMISSIBLE GROSS LADEN WEIGHTS

	lbs.	kilos.
1½-TON	9,000	4082
2-TON, short wheelbase ...	12,500	5670
2-TON, long wheelbase ...	12,600	5715
3-TON, short wheelbase ...	16,250	7371
3-TON, long wheelbase ...	16,250	7371

TERMS OF BUSINESS

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. Should the price be increased prior to delivery the Purchaser has the option of cancelling the order within seven days after being notified of such increase and of calling for the return of his deposit which shall be accepted in satisfaction of all claims.

DEPOSIT: A deposit of £25 is to accompany the order for each vehicle.

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 catalogue.

DELIVERY: At the Company's Works, Longbridge, Birmingham. The Company is not responsible for damage occurring after delivery. The cost of transport (if any) thence to destination is payable by the Purchaser. The Company shall not be liable in any way for delay in delivery from any cause whatsoever.

COUNTERFEIT PARTS: All goods manufactured by the Company are sold with the express warranty printed in the current catalogue which excludes all warranties conditions and liabilities implied by the Common Law Statute or otherwise. The use on any vehicle of the Company's manufacture of replacement parts not made by or for the Company will invalidate the warranty.

THE AUSTIN WARRANTY

THE goods manufactured by the Austin Motor Company Limited (hereinafter called "the company") are supplied with the following express Warranty which excludes all warranties conditions and liabilities whatsoever implied by Common Law Statute or otherwise that is to say :

In the event of any defect being disclosed in any part or parts of the goods and if the part or parts alleged to be defective are returned to the Company's Works carriage paid within six months from the date when the goods are delivered new to the retail customer the Company undertakes to examine same and should any fault due to defective materials or workmanship be found on examination by the Company it will repair the defective part or supply free of charge a new part in place thereof. This Warranty is limited to the delivery to the purchaser free at the Company's Works of the part or parts whether new or repaired in exchange for those acknowledged by the Company to be defective.

The Company gives no warranty of the goods except as herein stated but desires and expects that customers shall make a thorough examination before purchasing. Persons dealing in the Company's goods are in no way the legal Agents of the Company and have no right or authority to assume any obligation on its behalf express or implied or to bind it in any way.

For the purpose of this Warranty the term "goods" means and includes new commercial vehicles chassis or parts thereof including replacement parts manufactured by the Company. It does not include tyres speedometers electrical equipment or other proprietary articles or goods (including body-work) not of the Company's own manufacture although supplied by the Company. Proprietary articles are covered by the warranty (if any) given by the separate manufacturers. On second-hand goods no warranty is given by the Company or is to be implied.

The Company's responsibility is limited to the terms of this Warranty and it shall not be answerable for personal injuries or consequential or resulting liability damage or loss arising from any defects. This Warranty shall not apply

to defects caused by wear and tear, misuse or neglect or to the defects in any goods which have been altered outside the Company's Works or the identification numbers or marks on which have been altered or removed.

This Warranty is dependent upon the strict observance by the Purchaser of the following provisions :

- (a) The Purchaser shall at the time of purchase personally sign the form supplied by the Company and register his name and address date of purchase price paid and vehicle and chassis numbers and name and address of Seller with the Company and shall obtain from the Company a signed copy of this Warranty and shall produce same to the Company's representative for inspection in case of any claim being made. This Warranty shall not be assigned or transferred to anyone unless the Company's consent in writing has first been obtained.
- (b) The Purchaser shall send to the Company's Works such part or parts as are alleged or claimed to be defective promptly on the discovery of the claimed defect. Transportation is to be prepaid by the Purchaser and said part or parts to be properly packed for transit and clearly marked for identification with the name and full address of the Purchaser and with the numbers of the vehicle from which the said part or parts were taken.
- (c) The Purchaser shall post to the Company at its Works on or before despatch of such part or parts alleged to be defective a full and complete description of the claim and the reason therefor.
- (d) The judgment of the Company in all cases of claims shall be final and conclusive and the Purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch of notification of the Company's decision, the part or parts submitted may be scrapped or returned carriage forward by the Company.

THE AUSTIN MOTOR COMPANY LTD.

Longbridge

G.P.O. Box 41

Birmingham

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Cables : "Speedily, Birmingham, England" Code : Bentley's

479 - 483 OXFORD STREET, LONDON, W.1.

(Near MARBLE ARCH)
Telephone : Mayfair 7620 (18 lines) Telegrams : "Austinette, Telex, London"
and at

HOLLAND PARK AVENUE, LONDON, W.11



The Austin Six-cylinder O.H.V. ENGINE

POWERFUL AND SILENT

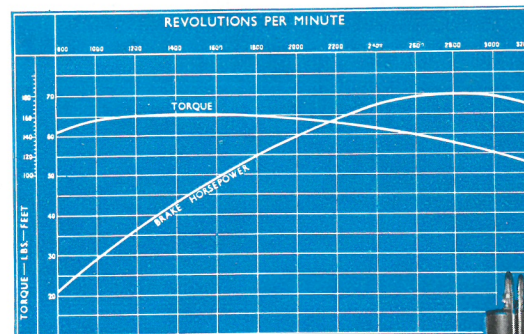
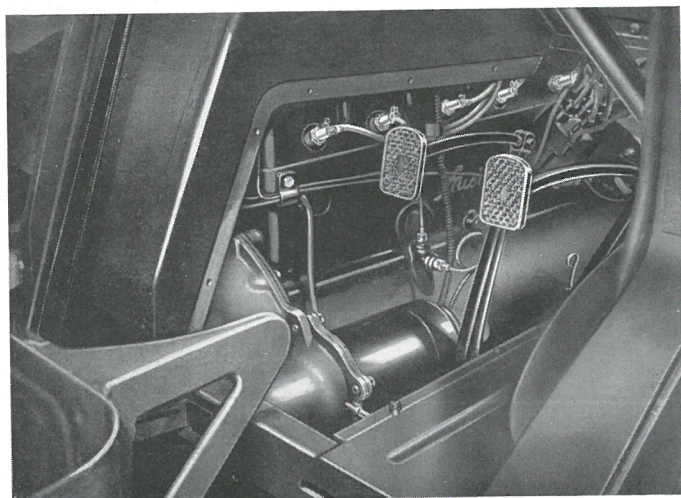
THE six-cylinder engine has been specially designed for transport duties. It is robust in construction, accessible for adjustment and develops ample power to pull maximum loads.

Rated at 26.88 h.p. by R.A.C. formula and of 3,459 c.c. capacity, it is capable of developing seventy brake horse-power at 2,800 revs. per minute. Its exceptional pulling power at comparatively low speeds is indicated by the maximum torque of 160 lbs. ft. at 1,200 r.p.m. Thus, when the load is light or the gradient not severe, full use can be made of engine speed, but when real power is needed to pull through heavy ground or up steep hills it is available at low speeds. In the Austin engine there is no appreciable reduction of torque until the speed falls well below 1,000 r.p.m.

The cylinder-block, a one-piece casting of special alloy iron, is constructed to form the upper part of the base-chamber. Ample water space is provided for efficient cooling, the water jackets being unusually deep and the water circulating round the cylinder walls for the full length of the piston travel.

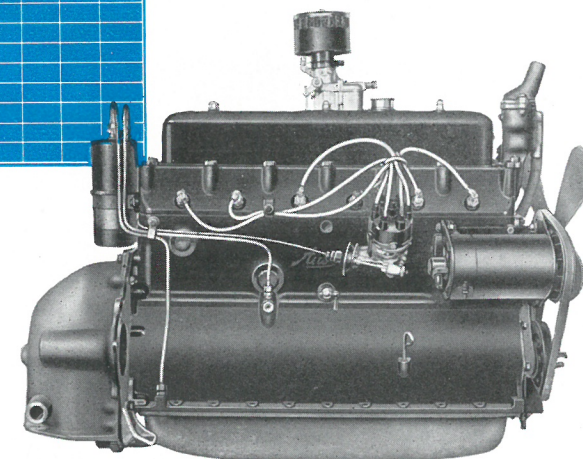
The pistons are made of a special grade of cast-iron to a formula decided by extensive research. After being machined to size they are ground to a

Below—Showing the easy access to the sparking plugs, starter motor, etc., through the inspection panel inside the cab.



Maximum torque is maintained over a wide range of r.p.m. and the peak brake horse-power is 70 at 2,800 r.p.m.

The straightforward mechanical design and sturdy build of the Austin o.h.v. engine is clearly revealed in this view.



scientifically determined form which, whilst retaining the gas seal for compression, reduces piston friction with consequent oil economy.

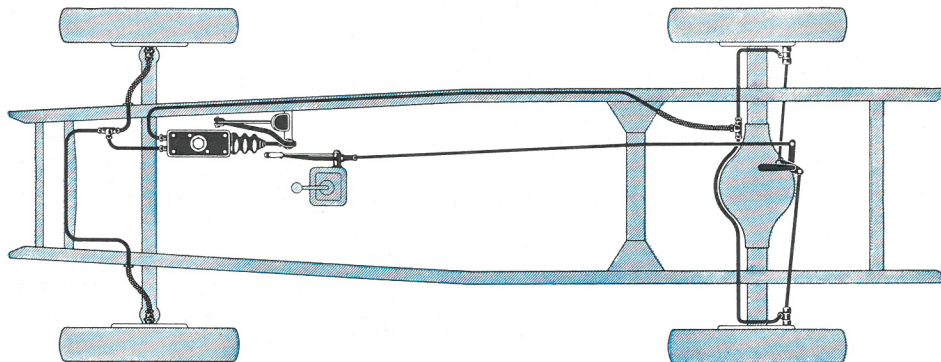
In accordance with the most modern practice the overhead valves are mounted in a detachable head which is easily removable for examination or periodical decarbonising. The valve operating rocker-arms, which are actuated by push-rods, are adjustable and are protected by a dust-excluding oil-retaining cover. Lubrication of the rockers is automatic. The camshaft operating the push-rods is enclosed in the crankcase and is supported by four large-diameter bearings lined with anti-friction metal and fed with oil under pressure.

The robust crankshaft, also supported in four large-diameter bearings, is forged of specially selected steel which, after being machined to the required form, is heat-treated to obtain the necessary toughness and degree of strength. To minimise vibration, balance weights are forged solid with the webs.

The lower portion of the crankcase forms a large oil sump which can be removed to expose the entire crankshaft and its bearings for inspection or adjustment. Lubrication is by positive action gear-type pump, forcing oil at a pressure of 30 lbs. per square inch along the large diameter conduits which are cast in the cylinder-block and the stout toughened copper feed pipes to all important bearing surfaces, including the crankshaft, main bearings and connecting rod big-ends, the camshaft bearings and the cylinder bores.

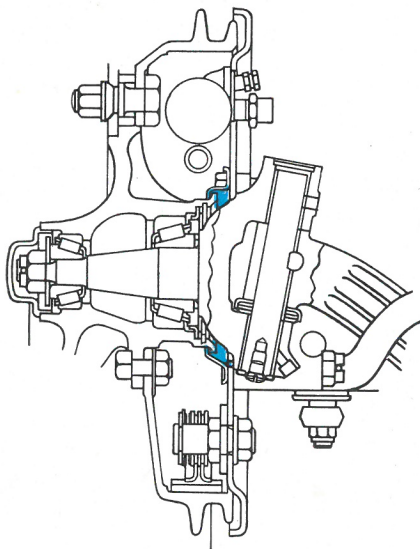
The intake of the oil pump has a flexible extension coupled to a floating filter which picks up clean oil from the surface in the sump. To keep the oil that is in circulation free from grit and sediment a renewable cartridge-type filter is fitted on a by-pass in addition to the gauze filter in the base chamber.

SAFE BRAKES FOR THE HEAVIEST LOADS



A diagram of the Lockheed hydraulic brake layout showing the inter-connection for the mechanically operated handbrake.

SAFETY depends on good braking, which, in the commercial vehicle, is of paramount importance. The heavy load and the weight of the vehicle present a problem which only specialised research can solve. That is why Lockheed hydraulic brakes of the slotted shoe type are fitted on Austin models. They have an amazing efficiency, are simple to maintain at their best operating condition and provide perfect equalisation of the retarding force.



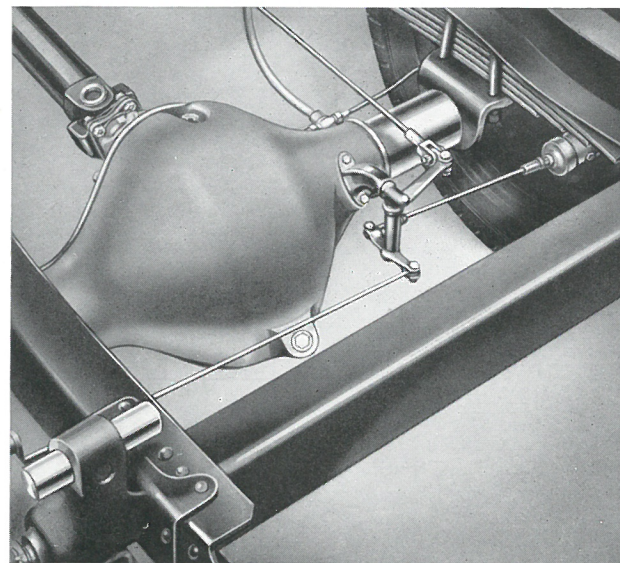
Grease-excluders (in blue) prevent lubricant reaching the brakes.

The Lockheed principle of operation is shown in the accompanying pictures, from which it will be seen that inside each drum are mounted two brake-shoes which are faced with moulded frictional surfaces. Between the ends of each shoe in the front brakes, is fitted a small cylinder having two pistons with rods extending to the shoes.

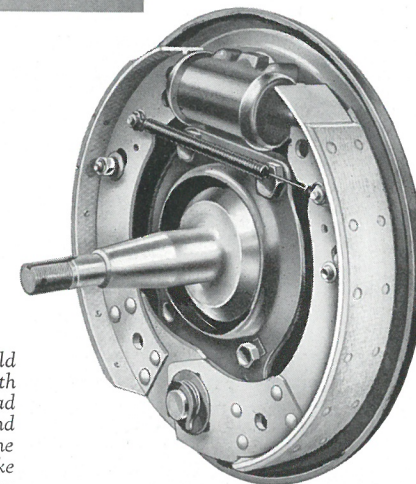
The pistons are operated by a non-freezing incompressible fluid contained in the supply pipes and cylinders. Upon depressing the brake pedal a plunger is operated in the master cylinder to displace the fluid, forcing it into the small cylinders in each brake assembly. The pistons then exert the pressure necessary to arrest the progress of the vehicle.

The anchored ends of the shoes are slotted so that they can adjust themselves concentrically to the drums, and so overcome the unequal pressure arising through "toeing" which is a characteristic of most brakes. This simple expedient increases the braking power to an astonishing extent.

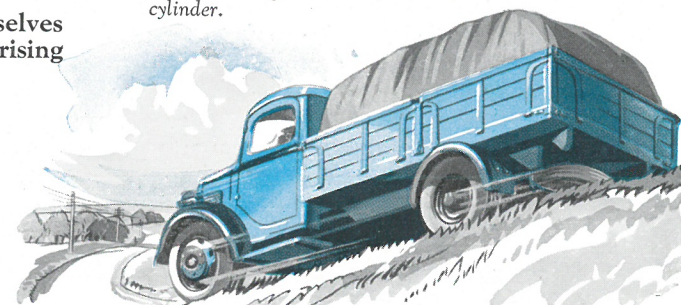
The mechanical handbrake is entirely independent in its action and operates upon the two rear wheels by means of roller wedges which expand the shoes in exactly the same manner as occurs with the fluid operation. To secure perfect equalisation of mechanical braking a balance lever is fitted, as shown above.



The mechanical hand brake operates on the rear wheels and is equalised by the balance lever mounted on the axle casing.

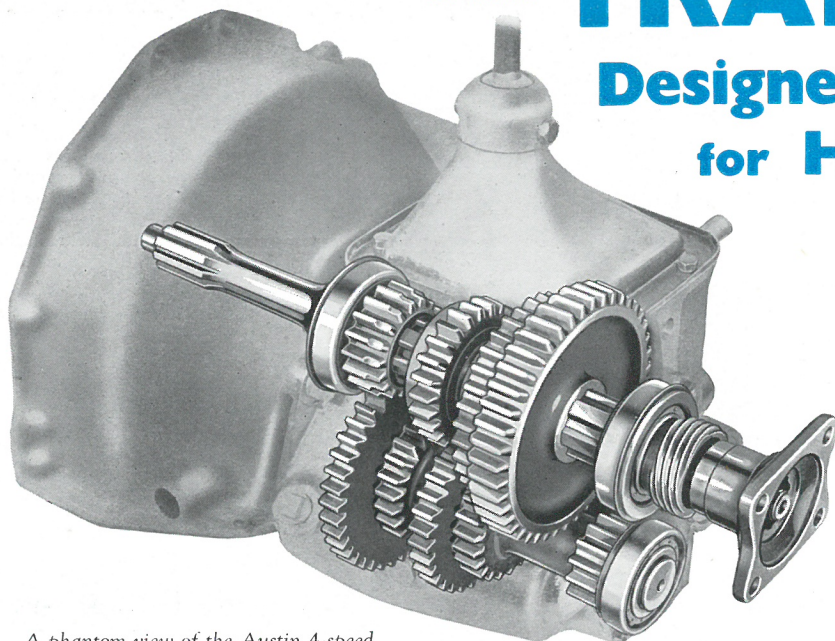


Brakes that will hold on any gradient with the heaviest load mean ease of mind for the driver. To the right—a front brake showing the shoes and operating cylinder.



The TRANSMISSION

Designed Throughout for Heavy Duty



A phantom view of the Austin 4-speed gearbox showing the stiff shafts, wide-toothed pinions and generous bearings.

THE power is transmitted to the rear road wheels through a large-diameter single-plate Borg and Beck clutch which needs no lubrication or attention. The drive is cushioned by springs inserted in the hub of the clutch plate which eliminate excessive wear on the transmission and provide smooth engagement.

The gearbox provides four forward speeds and one reverse, and to obtain maximum rigidity the gearbox and engine are combined in one unit, although provision is made for the gearbox to be dismantled without disturbing the engine. All shafts and gear wheels are made of the finest steel procurable for the purpose, heat-treated and ground where necessary.

Short sturdy shafts and heavy-duty bearings are a feature of the construction. The primary shaft is mounted on ball bearings and the layshaft is fitted with roller bearings. Contrary to customary practice these roller bearings do not use the shaft as a race but have their own inner and outer cages of tool-steel hardness.

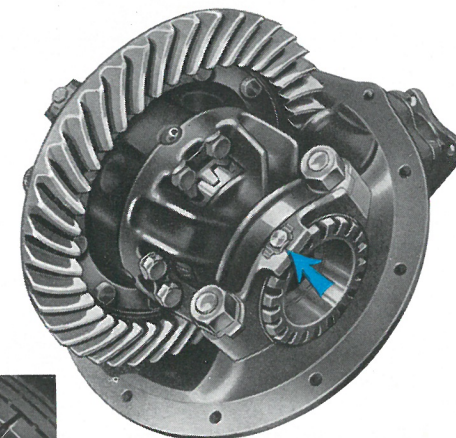
A roller bearing is used instead of the more common bronze bush for the pigot end of the primary shaft.

The generous width of the gear wheel teeth ensures extra durability and strength in a part of the mechanism which is subject to great stress.

A convenient inspection plate on the offside of the gearbox may be removed and a pump fitted for operating a hydraulic tipping gear or an air-pump for tyre inflation. A small hand lever is fitted to bring the pump into operation.

Hardy-Spicer needle-roller bearing type, packed with lubricant and sealed against ingress of dust and grit.

The rear axle presents many features which will appeal strongly to the experienced vehicle user. In designing an axle for transport purposes consideration must be given to unsprung weight as well as strength. The composite type of axle as used in the Austin vehicle represents a solution to the problem whereby weight is reduced and great strength maintained. The centre housing is cast-steel. The extensions, to which are welded the spring pads, are steel tubes pressed into the housing and riveted in place. The outer ends of these tubes are machined to take the road-wheel bearings.



The differential and crown wheel assembly is protected from shock by special thrust buttresses on the bearing caps, which locate in the axle casing. One of these is indicated. The bevel pinion is straddle mounted.



The axle driving shafts are used to transmit power only and do not carry any of the load. All Austin models have this feature—a Fully-floating Axle. The axle shafts, the driving bevel and the differential can be removed without disturbing the road wheels.

EASY STEERING

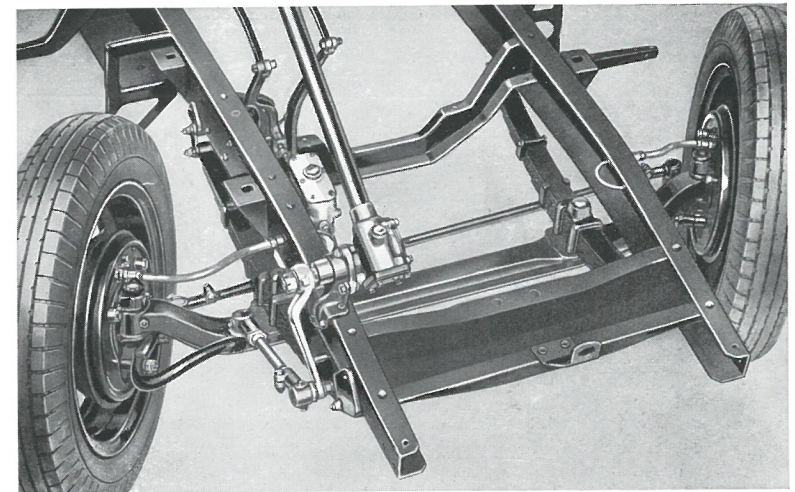
An Austin Feature

SPECIAL attention has been given to ease of manoeuvring. The angle of the steering column and the comfortable position of the steering wheel contribute to a feeling of complete control over the vehicle and driving fatigue has been very largely eliminated by skilful design.

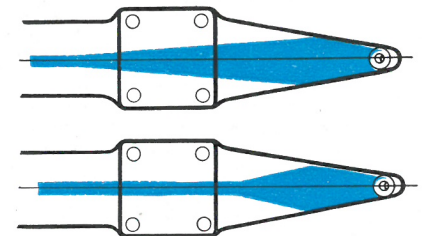
The steering has been planned so that when turning, all four wheels rotate about the same centre, so reducing the wear on tyres and avoiding any tendency to sway at corners. The Bishop patent cam and lever mechanism is employed. The drop-arm and link-rods are of great strength and have ball connections that are self-adjusting, dust excluding and grease retaining. With this construction there is perfect control of the vehicle at all times.

In the 1½-ton and 2-ton models the steering swivel pin can be removed, if necessary, without dismantling the road wheels or brake drums. Maintenance engineers will appreciate the advantage of this feature. Provision is made to prevent the tyres rubbing against the frame when the steering is on full lock, thus saving them from unnecessary wear.

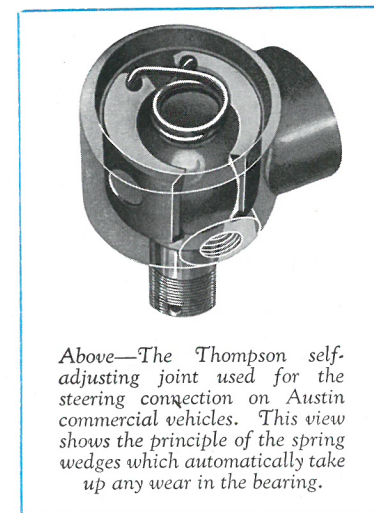
The steering swivel pin is placed very close to the wheel hub and is angled at 7 degrees only. This permits of very easy steering and obviates the "lifting" so common in most steering mechanisms as the front wheels turn on either lock.



The above illustration shows the front end of the chassis with the steering gear and its connections. Situated under the steering column is the master cylinder for the hydraulic brakes.



A diagram of one half of the front axle beam. It will be observed that the Austin axle shown at the top has stiffened webbing extending from the swivel joint to well beyond the spring pad, reinforcing the axle at the point of greatest stress, as distinct from the more normal design shown beneath.

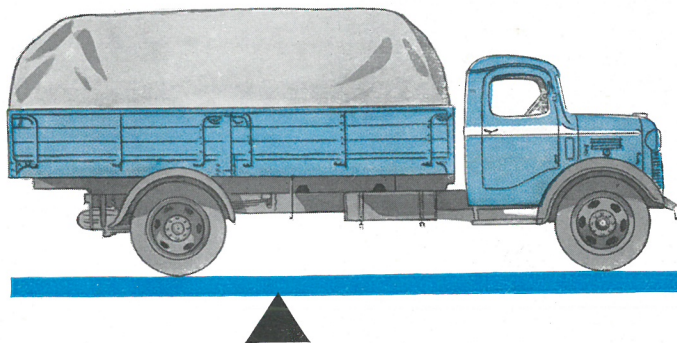


Above—The Thompson self-adjusting joint used for the steering connection on Austin commercial vehicles. This view shows the principle of the spring wedges which automatically take up any wear in the bearing.

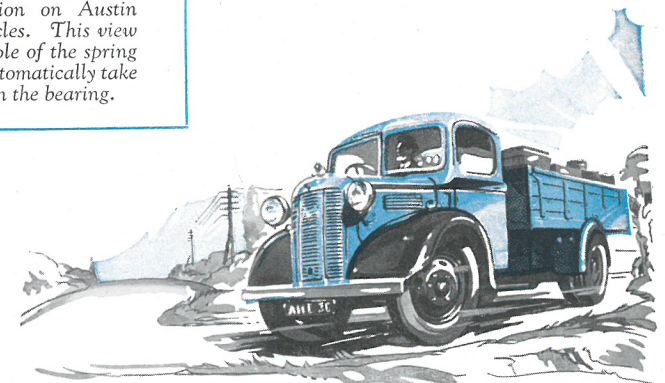
SCIENTIFIC LOAD DISTRIBUTION

TO secure the maximum economy of tyre wear, the load centre is brought well forward of the rear axle to give proper distribution on all tyres. This has been accomplished by building the driver's cab in a semi-forward position, and has the additional

advantage that whilst retaining the long platform space, the wheelbase has been reduced to a minimum, so enabling the vehicle to turn in a small radius or manoeuvre into or out of difficult situations.



The diagram to the left represents the principle on which Austin vehicles are designed to give effective load distribution as between front and rear wheels, with the minimum of wheelbase without sacrifice of load space which also gives (see right) a small turning circle for ease of manoeuvring.



The AUSTIN 1½-TON CHASSIS and Cab

THE 1½-ton model is manufactured in one wheelbase only, namely 9 ft. 3 ins. This length has been chosen with a view to load distribution and affords ample space behind the cab for the fitting of bodywork suitable to hauliers and a large variety of trades.

A feature of the chassis is the deep section channel-steel frame braced by four cross-members to which are attached the various units. The frame side-members taper at each end to reduce weight and have the maximum section where the greatest stresses are to be found.

The cab is constructed of pressed steel and is roomy and comfortable. It is attached to the chassis by spring-cushioned bolts which absorb vibration and prevent the "weaving" common to rigidly mounted cabs. Placed well forward, the driver has an unusually wide-angle view of the road—a contribution to safety, as is the fitting of approved toughened glass to the screen, doors and rear window of the cab.

For the driver's convenience the top half of the windscreen may be opened to admit air or give a clear view when snow or fog make driving difficult.

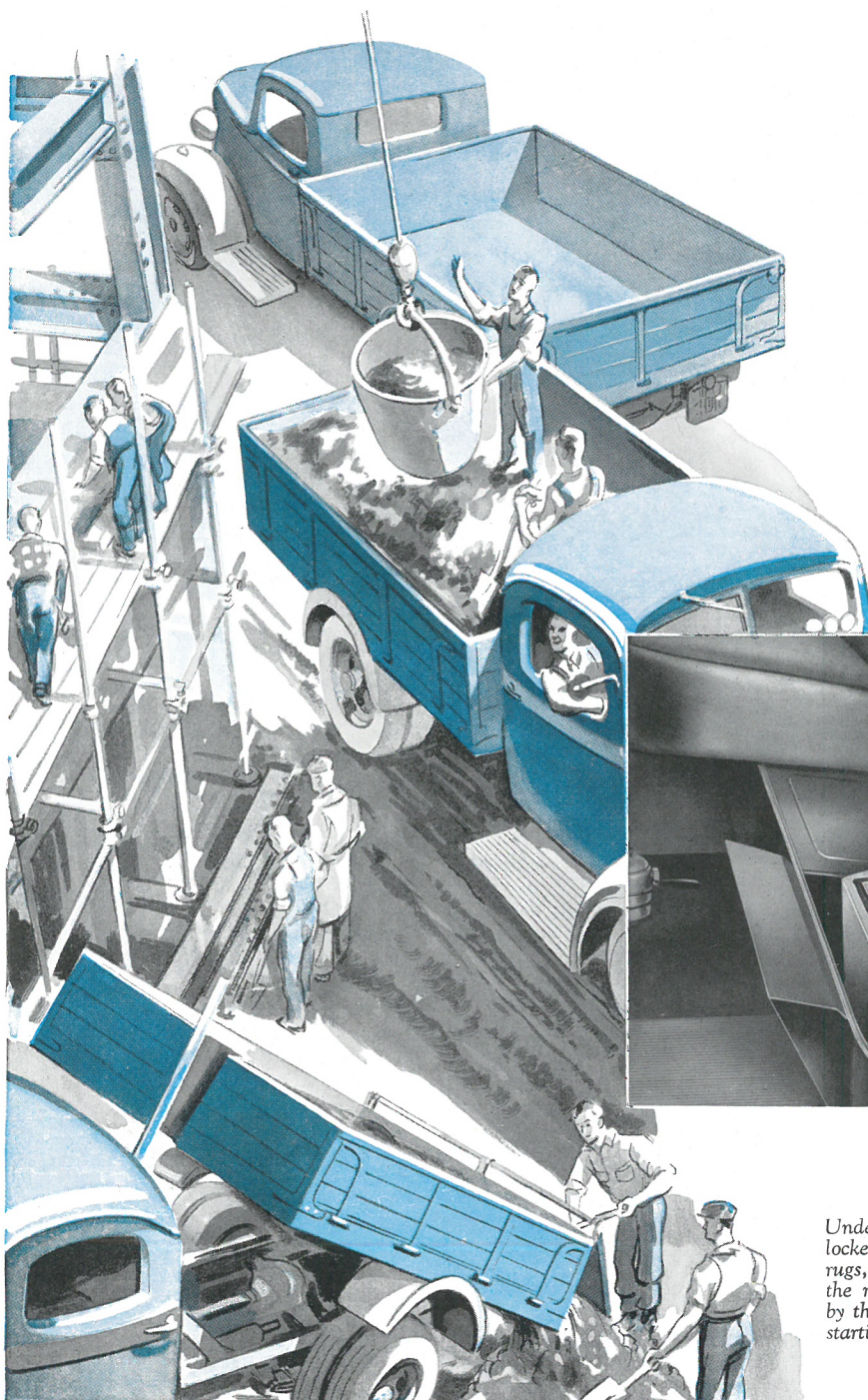
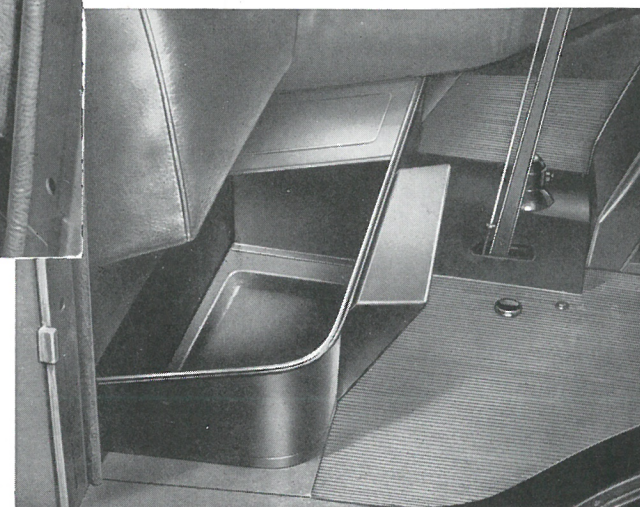
Deep sprung cushions provide a comfort which is particularly desirable for long distance transport. The driving position is natural and minimises fatigue.

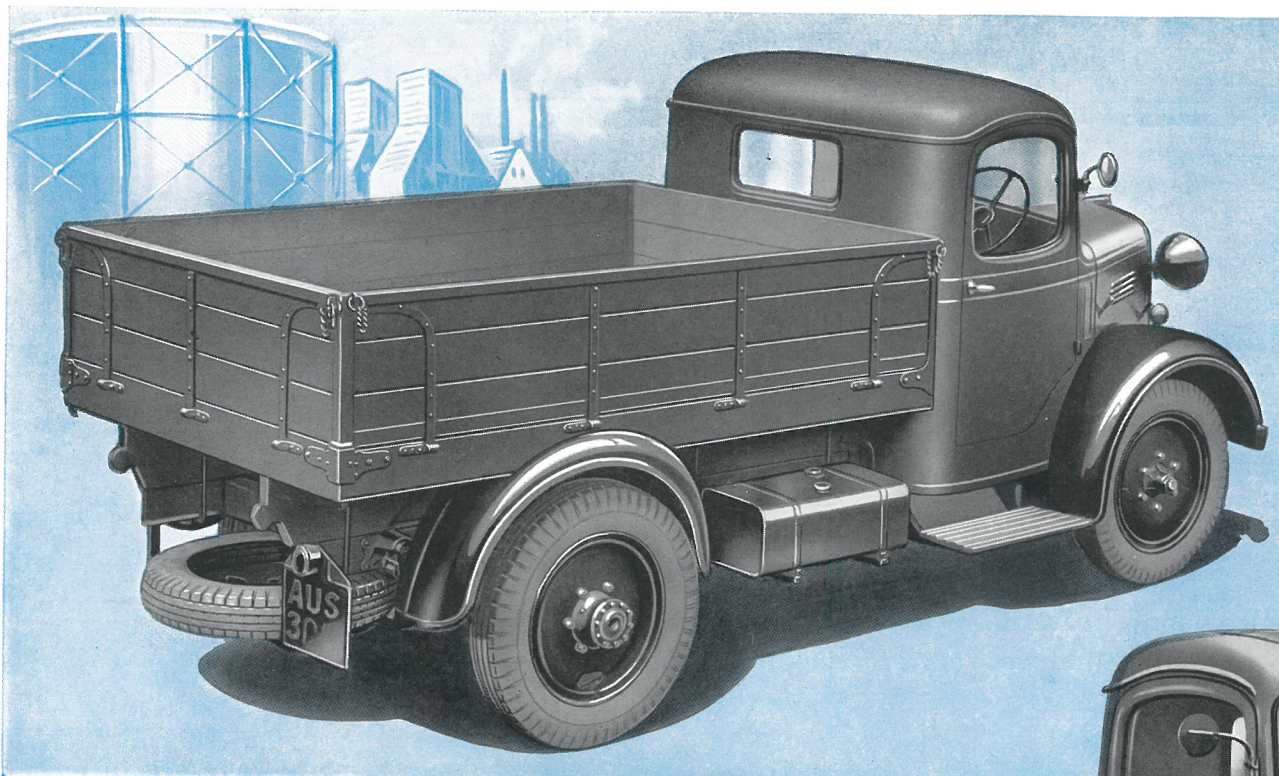
Under the near-side seat is fitted the 12-volt battery which provides the current for lighting, starting and ignition. The tool locker is situated under the driver's seat. This locker is large enough to store oilskins, rugs, etc., and is a very useful provision.

The toughened glass door windows have winders and can be lowered for ease of vision when reversing.

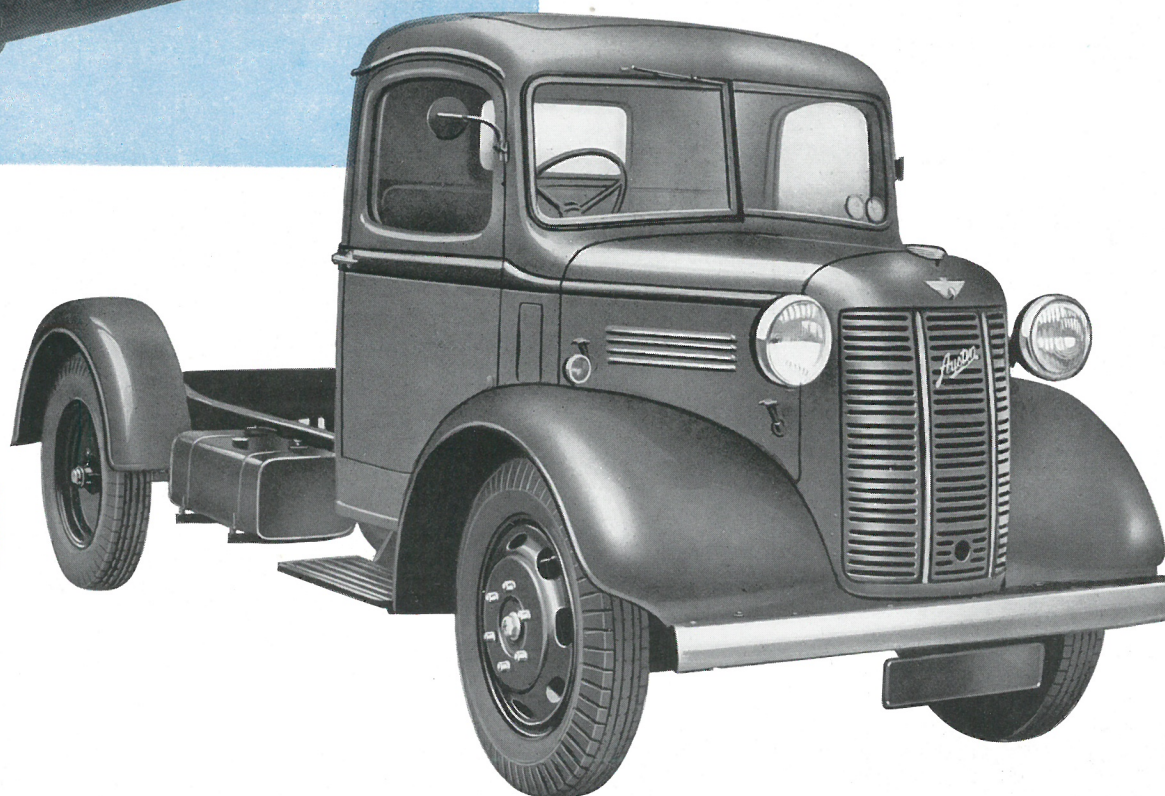
An electric screen-wiper is fitted on the front screen and concealed illumination of the instruments enables them to be read easily when driving in the dark.

Under the driver's seat (right) is a large locker in which may be kept the tools, rugs, waterproofs, etc. The space under the near-side seat (above) is occupied by the 12-volt battery used for ignition starting and lighting. Access to the battery is exceptionally easy.





The
AUSTIN 1½-TON
Drop-sided Lorry



The
AUSTIN 1½-TON
Chassis and Cab

The **AUSTIN 2-TON LORRY** with Drop-sides

LONG WHEELBASE MODEL

THE illustration on the opposite page shows the sturdy build of the Austin 2-ton long wheelbase chassis fitted with drop-sided body having eighteen-inch sides.

The sides and tail-board as well as being hinged are detachable. All ironwork is hand-forged and of a very robust character. The bodywork is floored with hardwood, well-seasoned and accurately fitted, the platform being tongued and grooved. The capacity of this standard lorry body is four cubic yards and is particularly suitable for agricultural produce or other bulky loads.

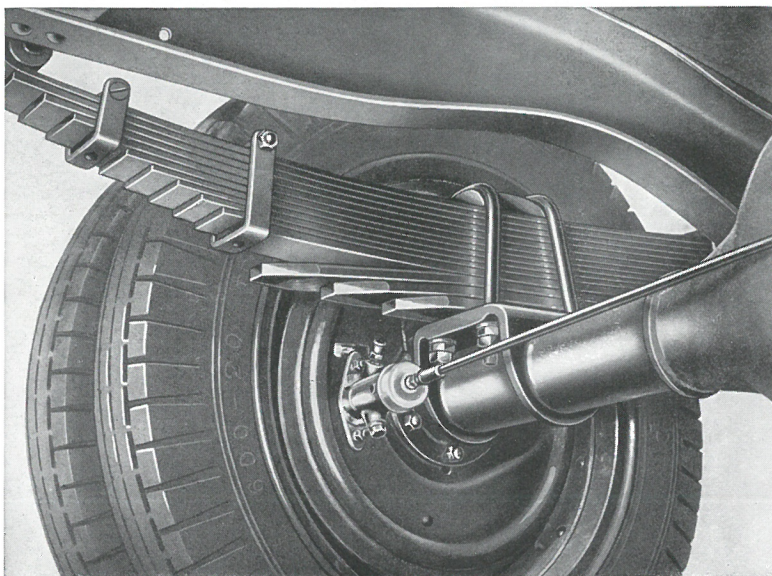
The all-steel cab is spring mounted on the chassis frame independently of the lorry body, which is fitted on long bearers securely clamped to the frame. The cab provides full comfort

and protection for the driver, with an opening panel in the screen and winding side windows. Throughout, toughened glass is fitted, the seating is comfortable with deep sprung cushions, and the controls handy.

For hard service and big loads this heavy-duty Austin can be completely relied upon. Its appearance is pleasing and a good advertisement to the user, and judged by either appearance or performance the Austin will more than hold its own in any comparative test.

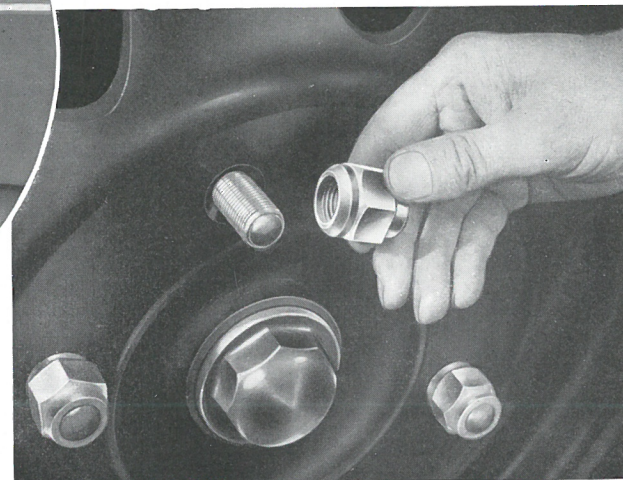
A short wheelbase model is also made, and the body types available on the 2-ton chassis include Hand and Hydraulic Tippers (short wheelbase), Box Vans, Luton Vans and Farmers Wagons.

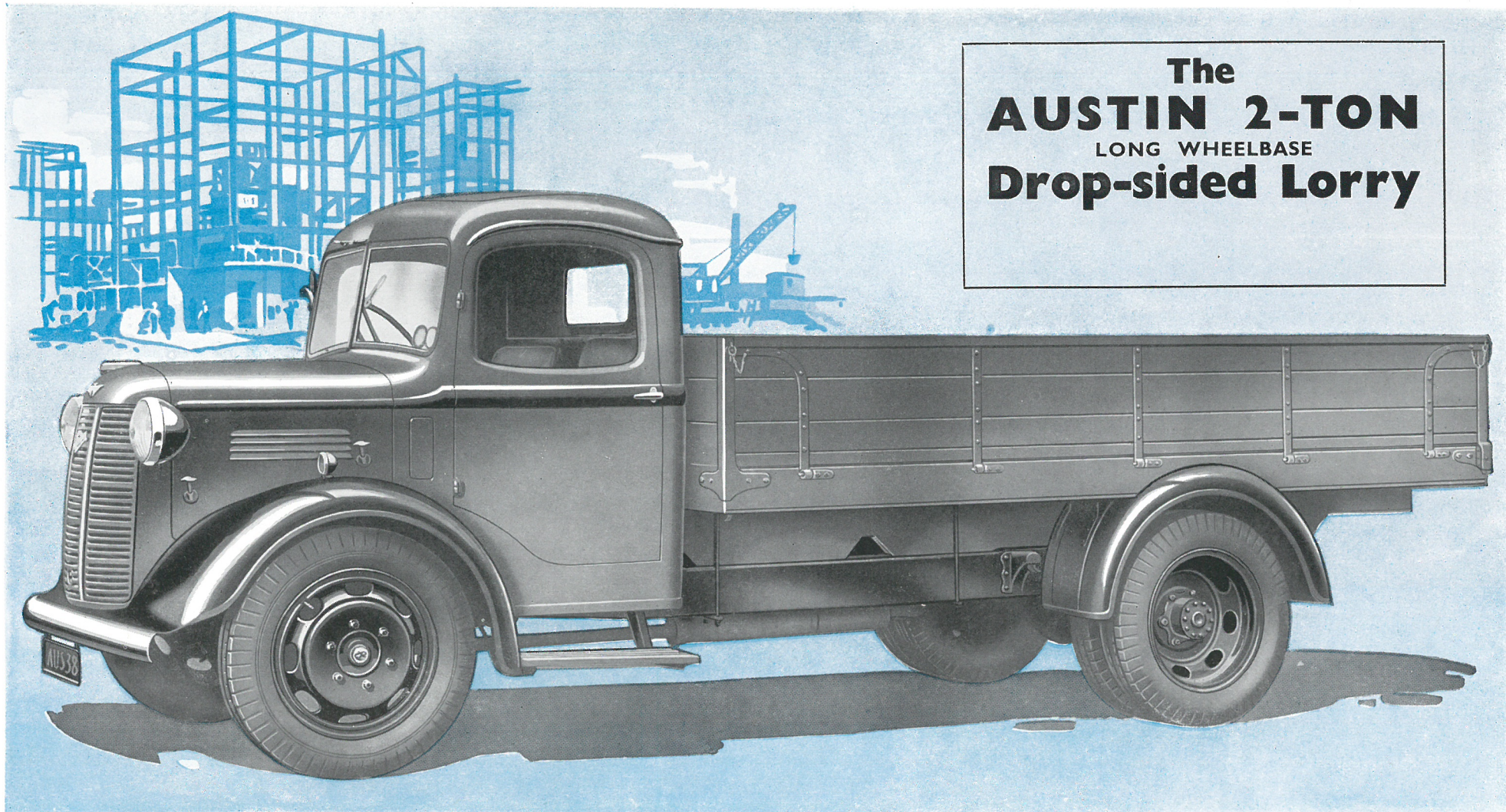
The rear springs are 45ins. long and have eleven primary leaves and three secondary. The latter come into action when the load is excessive or the road surface uneven.



Left—The 2-ton long chassis has an additional cross-member which, whilst increasing frame strength, is used to support the centre ball-bearing of the two-piece propeller shaft. To facilitate greasing this bearing, a nipple is fitted outside the frame member through which lubricant can be injected direct to the bearing.

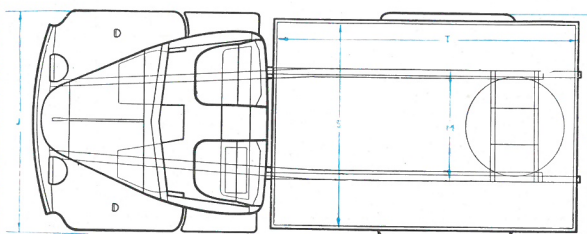
Right—Loose nuts are unknown on the Austin truck. The wheel nuts are specially shaped with a hemi-spherical face which has a corresponding recess countersunk in the hole of the wheel. This form of nut keeps tight under any condition.





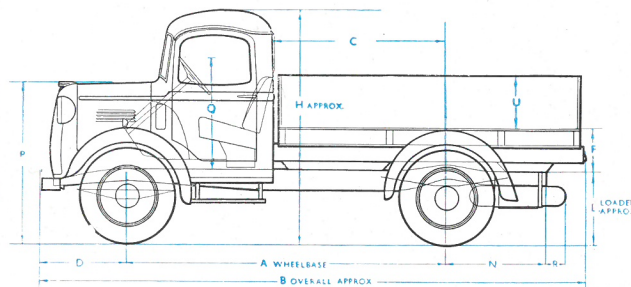
The
AUSTIN 2-TON
 LONG WHEELBASE
Drop-sided Lorry

DROP-SIDED LORRIES — LEADING DIMENSIONS



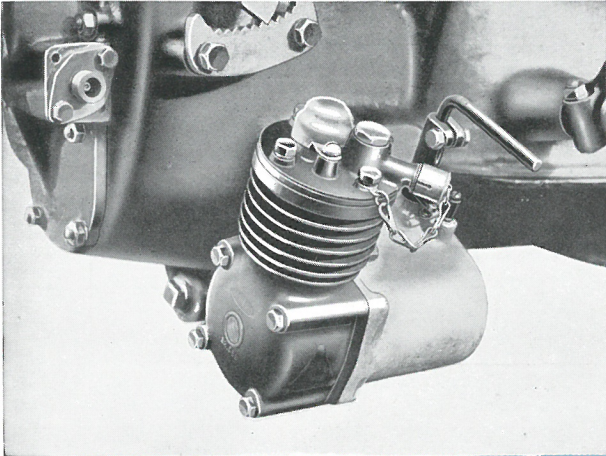
VEHICLE	A	B	C	D	E	F	H	J	L	M	N	P	Q	R	S	T	U
	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.	in.
1½-ton	111	182	60½	30½	26¾	15⅝	81	76½	70½	37	35	56½	38½	8	74	105	18
2-ton Short W.B.	111	191	60½	30½	24½	15⅝	79	76½	78	37	30½	54½	38½	—	74	105	18
2-ton Long W.B.	134	224	83½	30½	24½	15⅝	79	76½	78	37	37	54½	38½	6	74	138	18
3-ton Short W.B.	111½	186	61½	30½	25⅝	15⅝	80	76½	83	37	30½	55½	38½	—	—	—	21
3-ton Long W.B.	157½	254	107½	30½	25⅝	15⅝	80	76½	83	37	42	55½	38½	2½	79	168	18

For chassis dimensions see page 13

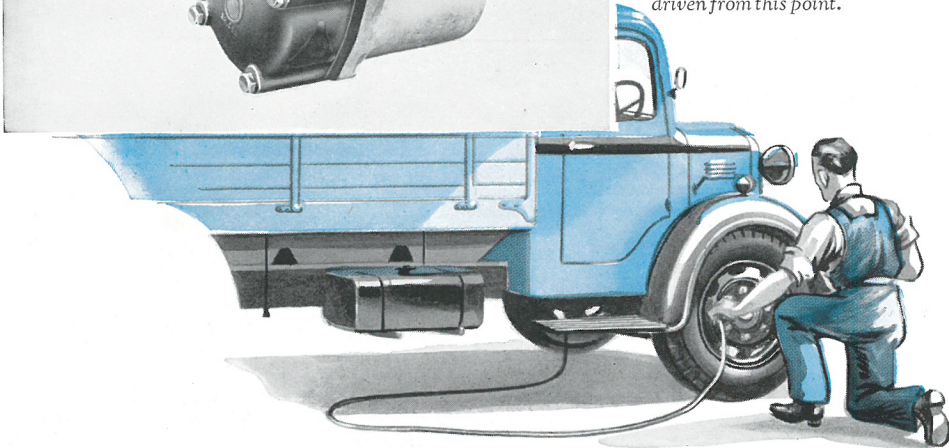


The AUSTIN 3-TONNER

LONG AND SHORT WHEELBASE



Left — Shows the power take-off at the side of the gearbox, in this case used to operate a pneumatic pump for inflating tyres, available at extra cost. On the hydraulic tipper the hydraulic pump is driven from this point.

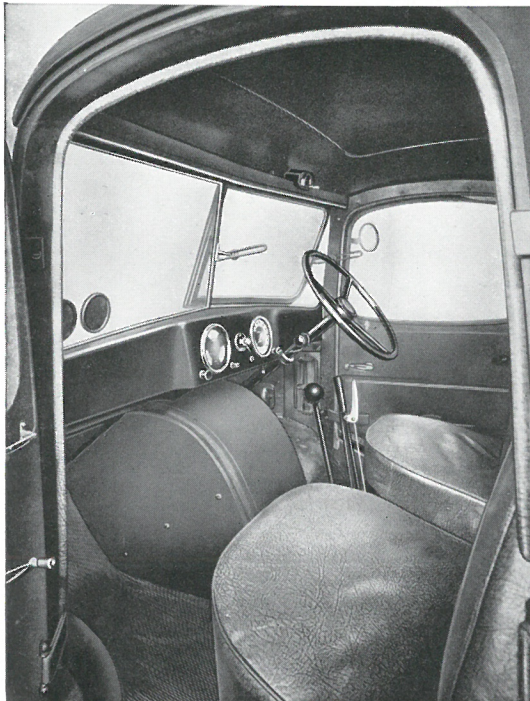


THE Austin three-tonner is a lorry which is constructed for really hard work. The chassis frame is 8 in. deep and 3 in. across the flange, giving tremendous strength in this most vital part. The length of the frame behind the driver's cab varies from 7 ft. 7 $\frac{1}{4}$ in. as used on the tipping wagons, to 12 ft. 4 $\frac{1}{2}$ in. for the long type, to allow of the maximum length of platform commonly used with a 13 ft. 1 $\frac{3}{4}$ in. wheelbase, namely 15 ft. 6 in.

When used as a tipper, for which the short chassis is eminently suitable, an extra cross-member is added to the chassis to carry the tipping ram; this adds considerably to the strength of the construction. The tipping body is very robust to withstand hard use. Where necessary it is fitted with steel angles and fitch plates. The platform is covered with heavy gauge sheet steel. The tail-board is swing-hinged and locked by a hand lever.

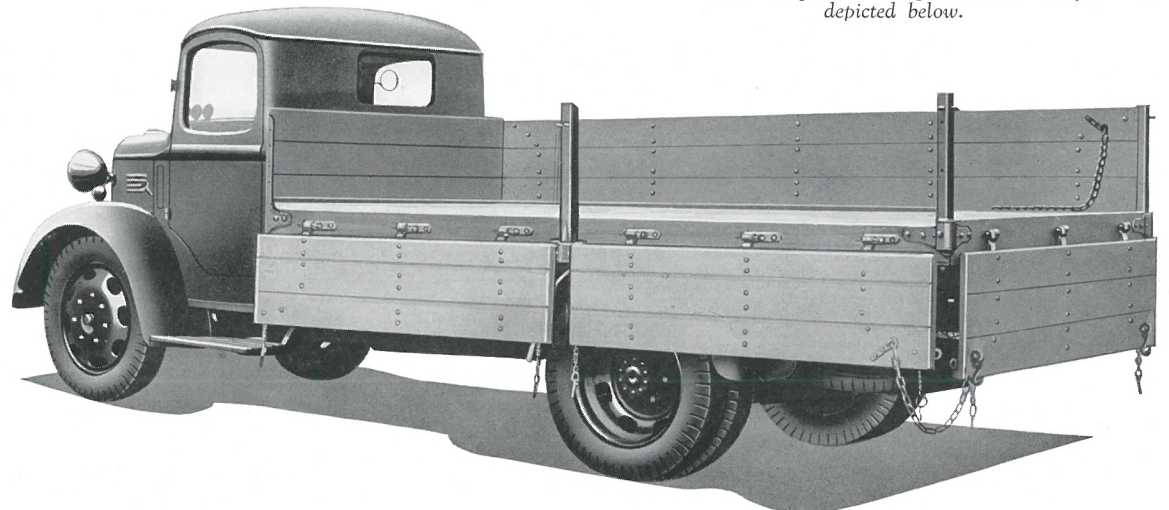
The 3-ton model has wheels and tyres suited to the severest conditions, and eight strong steel studs hold each wheel securely in its place. Twin wheels are employed at the rear.

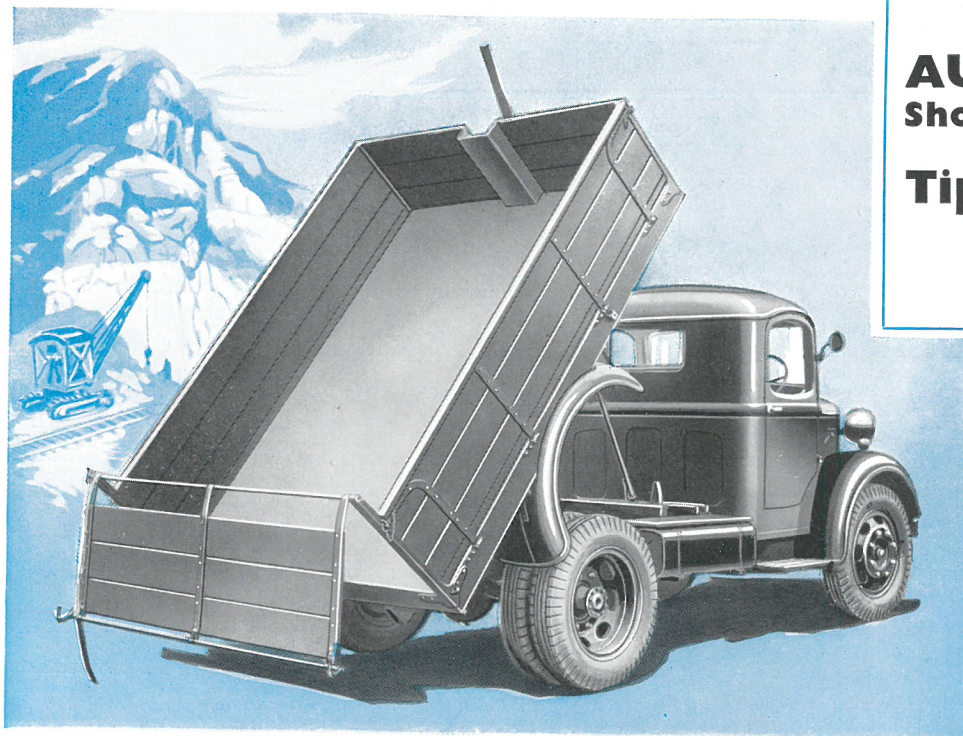
The body types available on the long-wheelbase model include the Drop-sided Lorry illustrated below, the Luton Van, Box Van and Farmers Wagon.



The accompanying illustration shows the well designed cab with its wide door and deep cushions; notice the handsome fascia panel with its conveniently situated instruments.

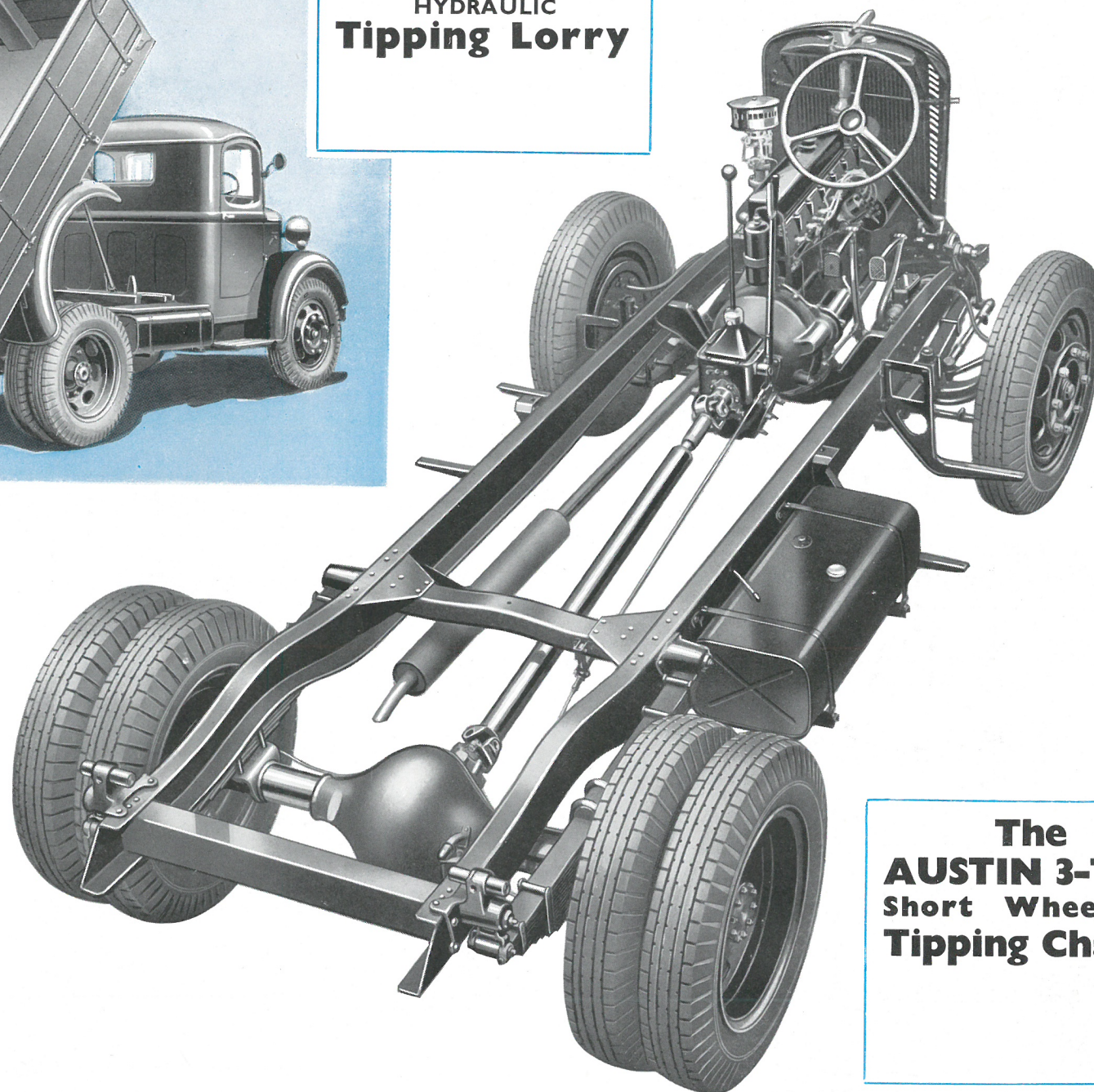
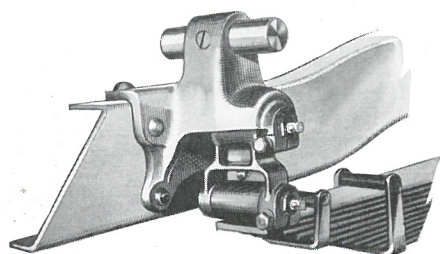
Ample loading area is provided by the 3-ton drop-sided long-wheelbase lorry depicted below.



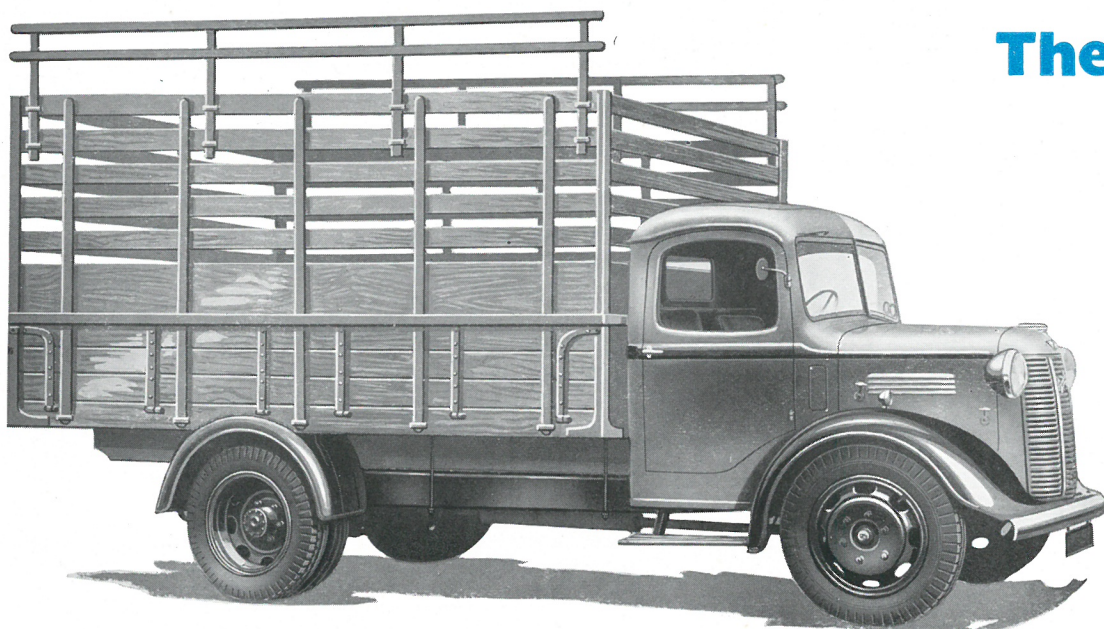


**The
AUSTIN 3-TON
Short Wheelbase
HYDRAULIC
Tipping Lorry**

Tipping work subjects the chassis to most severe stresses. The Austin designers have anticipated this, and made provision to minimise any stress on the frame by combining the tip hinge-pins with the rear spring shackles, thus eliminating any frame distortion and carrying the weight as near to the wheels as possible. In other words, the weight is directly on the spring pads where it should be.



**The
AUSTIN 3-TON
Short Wheelbase
Tipping Chassis**



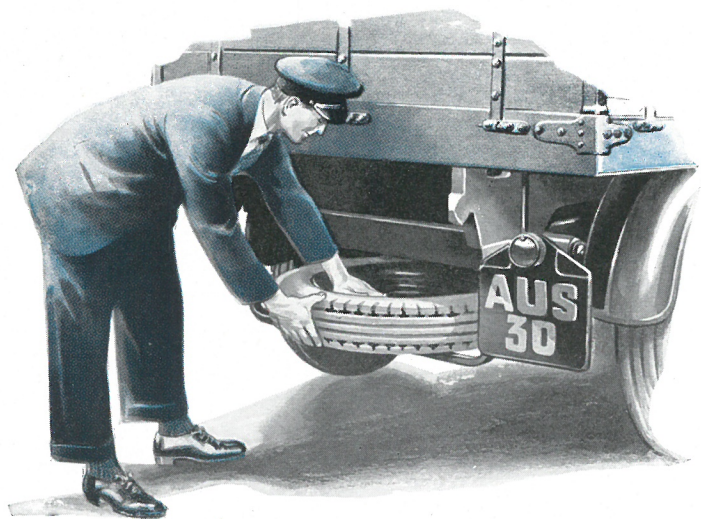
The **AUSTIN** **FARMERS WAGON**

THE Austin Farmers Wagon is a real money-earner as its uses are not limited to the transport of cattle but include carting of foodstuffs, farm implements, seeds, hay, etc.

This truck is strongly constructed and conforms to the requirements of the Ministry of Agriculture and Fisheries.

Its body is designed with a practical knowledge of agricultural needs, to be readily adaptable for all types of farm transport.

PRICES ON APPLICATION.



Spare wheel accessibility.

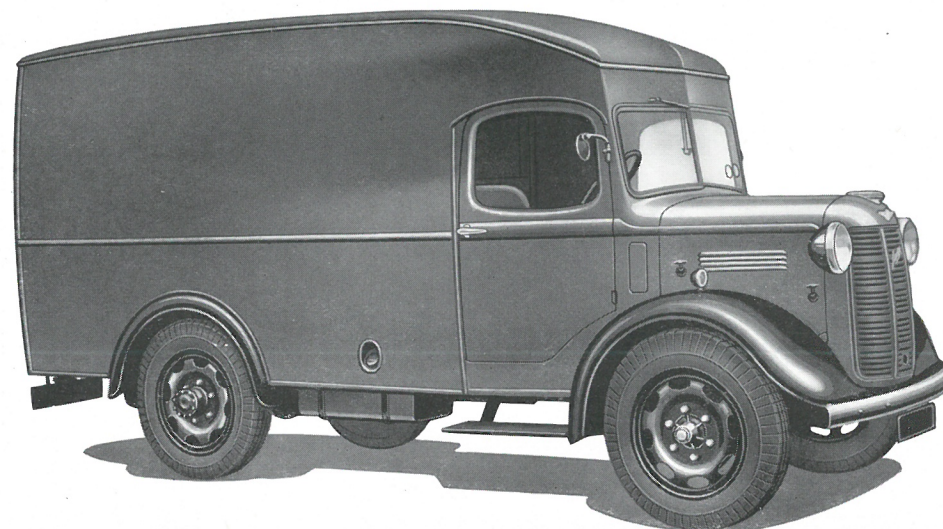
The **AUSTIN** **VAN**

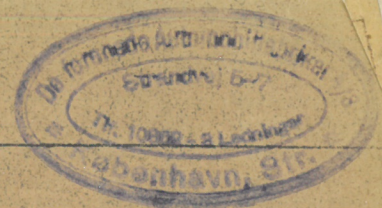
THE Austin Van which can be supplied on the 1½-ton and 2-ton short chassis models has a capacity of 245 cubic feet.

Strongly constructed of hardwood framing and panelled with metal-faced plywood, stiffened with steel angle-plates, it offers remarkable value for those users who need a light, strong, handsome van.

Two wide rear doors give access to the interior, the opening being 5 ft. 1½ in. in width. The floor line has been kept low to reduce lifting. The square paddle boxes do not interfere with loading, and space for additional load is provided over the cab.

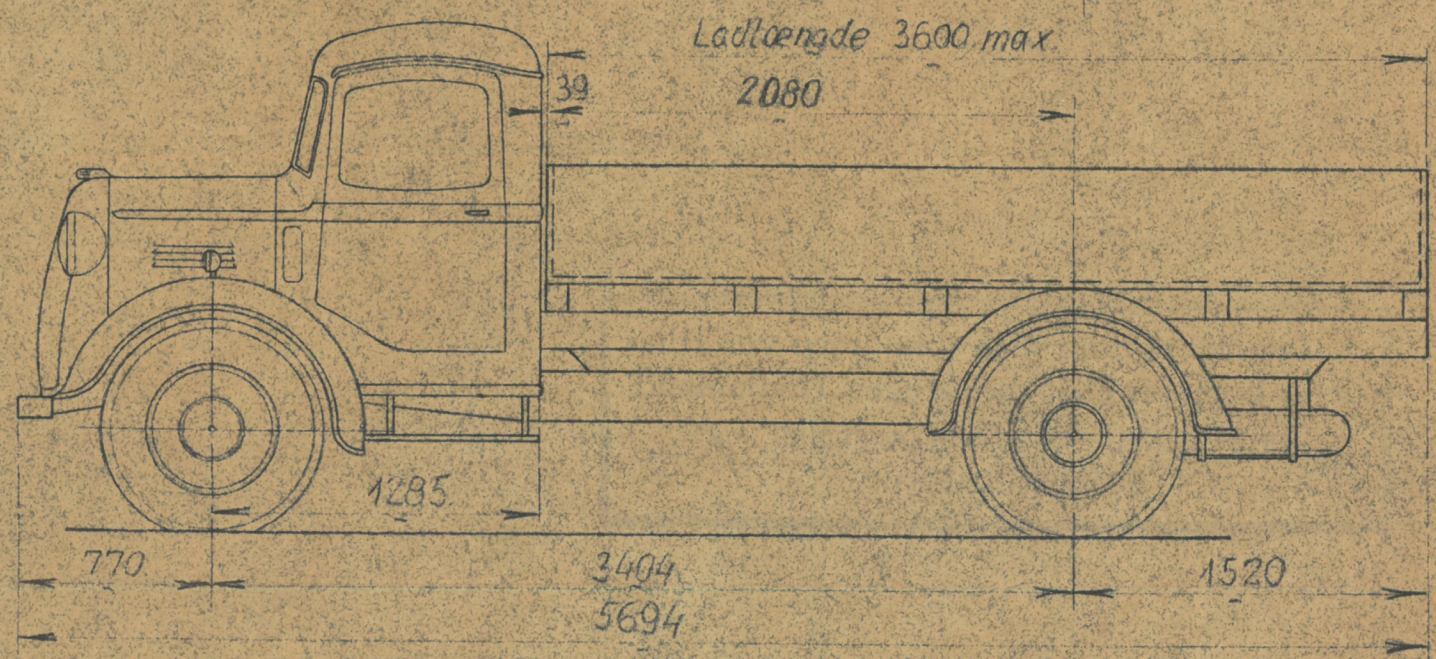
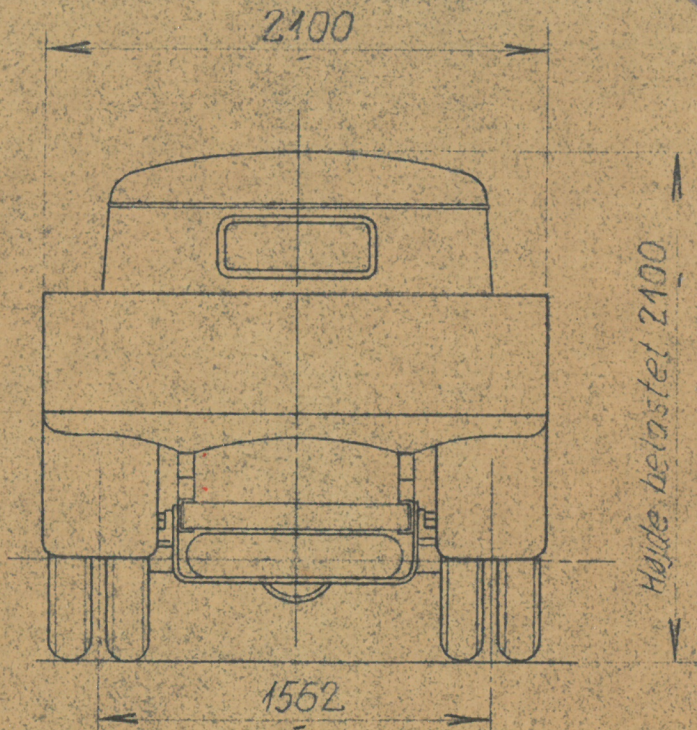
Larger vans for bulk deliveries, and Luton Vans, can be supplied on the 2-ton and 3-ton long chassis having capacities from 275 to over 800 cubic feet.





Austin Lastvogn A36L

Skala 1:30



L-39653

16-6-39/KV

GENERAL SPECIFICATION

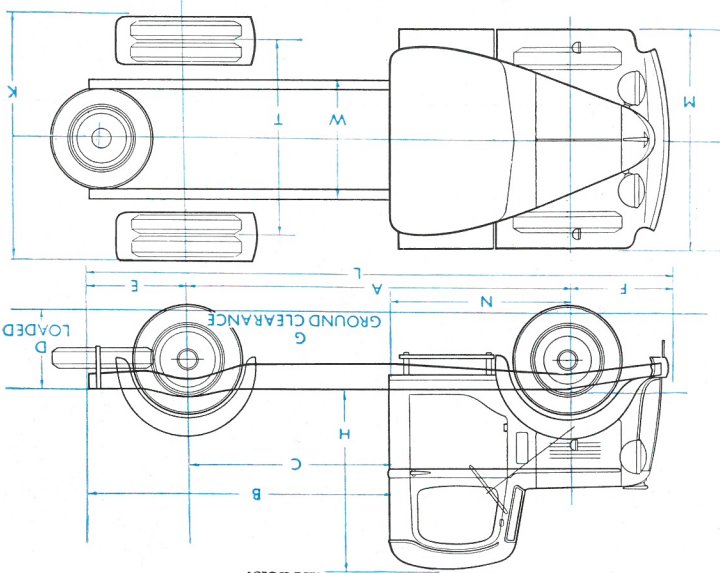
ENGINE. Six-cylinder with overhead valves. Bore 85 mm. (3.35"). Stroke 101.6 mm. (3.97"). Treasury rating 26.8 h.p. Capacity 3.459 c.c. (211 cubic inches). Compression ratio 5.75 to 1. Maximum torque 160 lbs. ft. at 1,100 to 1,500 r.p.m. Cylinder block and crankcase in one piece. Full length water jackets. 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 bi-metal bearings. Pistons oval ground cast-iron alloy. Crankshaft, balanced by counterweights supported by four large bearings. 12-volt battery ignition with automatic advance and retard with supplementary vacuum control. Zenith down draught carburettor with hot-spot vapouriser induction system. Lubrication by submerged gear-driven oil pump with floating 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.

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

GEARBOX. Provides four forward speeds and reverse. Layshaft mounted on roller bearings. Provision for Special alloy steel shafts and gears of large diameter.

REAR AXLE. Fully-floating with straddle mounted spiral bevel and large-diameter double-purpose 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. Shock buttresses are incorporated in the differential bearing housings 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. Optional gear ratios are provided as follows:

FINAL GEAR RATIOS.									
1½-ton.									
Top	2nd	3rd	Reverse	Top	2nd	3rd	Reverse	Top	2nd
4.37 to 1	7.4 to 1	15.22 to 1	33.3 to 1	4.37 to 1	7.4 to 1	15.22 to 1	33.3 to 1	4.37 to 1	7.4 to 1
2-TON LONG and SHORT									
Top	2nd	3rd	Reverse	Top	2nd	3rd	Reverse	Top	2nd
4.71 to 1	8.5 to 1	10 to 1	33.7 to 1	4.71 to 1	8.5 to 1	10 to 1	33.7 to 1	4.71 to 1	8.5 to 1
3-TON SHORT									
Top	2nd	3rd	Reverse	Top	2nd	3rd	Reverse	Top	2nd
5.85 to 1	10 to 1	20.4 to 1	42.4 to 1	5.85 to 1	10 to 1	20.4 to 1	42.4 to 1	5.85 to 1	10 to 1
3-TON LONG									
Top	2nd	3rd	Reverse	Top	2nd	3rd	Reverse	Top	2nd
6.66 to 1	11.4 to 1	23.2 to 1	48.3 to 1	6.66 to 1	11.4 to 1	23.2 to 1	48.3 to 1	6.66 to 1	11.4 to 1
OPTIONAL									
Top	2nd	3rd	Reverse	Top	2nd	3rd	Reverse	Top	2nd
5.85 to 1	10.0 to 1	20.4 to 1	42.4 to 1	5.85 to 1	10.0 to 1	20.4 to 1	42.4 to 1	5.85 to 1	10.0 to 1
ROAD SPEED IN M.P.H. AT 1,000 R.P.M. ENGINE SPEED									
4th Speed	3rd Speed	2nd Speed	1st Speed	4th Speed	3rd Speed	2nd Speed	1st Speed	4th Speed	3rd Speed
14.592	8.35	4.2	2.0	14.592	8.35	4.2	2.0	14.592	8.35
(With Standard Tyres)									



The dimensions given are approximate only. A coachbuilders' drawing will be supplied on request. For dimensions of drop-sided lorries, see page 9.

1½ TON		2 TON		3 TON	
Long	Short	Long	Short	Long	Short
111in.	111in.	134in.	120in.	157in.	148in.
96in.	60in.	91in.	60in.	91in.	61in.
26in.	24in.	24in.	25in.	25in.	40in.
36in.	31in.	31in.	30in.	30in.	30in.
30in.	30in.	30in.	30in.	30in.	30in.
8in.	8in.	8in.	8in.	8in.	8in.
54in.	54in.	54in.	54in.	54in.	54in.
70in.	70in.	78in.	78in.	80in.	80in.
175in.	175in.	200in.	200in.	228in.	228in.
76in.	76in.	76in.	76in.	76in.	76in.
50in.	50in.	50in.	50in.	50in.	50in.
60in.	60in.	61in.	61in.	64in.	64in.
38in.	38in.	38in.	38in.	38in.	38in.

SPRINGS. Semi-elliptic front and rear with auxiliary leaves for maximum load at rear. These springs are carefully graded to give great flexibility without sacrifice of lateral stability.

FRAME. Pressed steel channel 7½-8 inches maximum depth and tapered at front and rear to reduce weight and increase the strength.

FUEL TANK. Mounted on off-side of chassis and instantly accessible. For 1½-ton and 2-ton chassis, 12 gallon (54 litre) tanks are provided, and for 3-ton chassis the capacity is 16 gallons (72 litres).

WHEELS. Pressed-steel disc-type with ventilation. Six-stud fitting on 1½-ton and 2-ton models. Eight-stud fitting on the 3-ton models.

TYRES. Dunlop. 1½-ton model has 6.00 in. × 20 in. at front and 3.2 in. × 6 in. at rear. 2-ton models have 6.00 in. × 20 in. front and rear with twin wheels at extra rear with twin-wheels at rear. For optional sizes at extra cost, see the list overleaf.

ELECTRIC SYSTEM. 12-volt battery of 63 amperes-hour capacity. Two powerful head-lamps with hand operated dip-and-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 compensated voltage control to suit the needs of the battery.

FASCIA PANEL. Contains speed indicator, mileage recorder with trip and total distance, oil pressure gauge and ammeter (all illuminated by concealed lighting) choke and starter button.

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

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

AUSTIN TRUCKS

All standard body types listed below are Austin built.

1½-TON

Chassis	.	.	.	.	.	.	.	.	.
Chassis with cab	.	.	.	.	.	.	.	.	.
Platform lorry (tailboard extra)	.	.	.	.	.	.	.	.	.
Drop-sided lorry	.	.	.	.	.	.	.	.	.
Van	.	.	.	.	.	.	.	.	.
Luton van	.	.	.	.	.	.	.	.	.
End tipper (hand-operated telescopic screw gear)	.	.	.	.	.	.	.	.	.
Hydraulic end tipper (power)	.	.	.	.	.	.	.	.	.
Hydraulic end tipper (hand)	.	.	.	.	.	.	.	.	.

2-TON SHORT WHEELBASE

Chassis	.	.	.	.	.	.	.	.	.
Chassis with cab	.	.	.	.	.	.	.	.	.
Platform lorry (tailboard extra)	.	.	.	.	.	.	.	.	.
Drop-sided lorry	.	.	.	.	.	.	.	.	.
Van	.	.	.	.	.	.	.	.	.
Luton van	.	.	.	.	.	.	.	.	.
End tipper (hand-operated telescopic screw gear)	.	.	.	.	.	.	.	.	.
Hydraulic end tipper (power)	.	.	.	.	.	.	.	.	.
Hydraulic end tipper (hand)	.	.	.	.	.	.	.	.	.

2-TON LONG WHEELBASE

Chassis	.	.	.	.	.	.	.	.	.
Chassis with cab	.	.	.	.	.	.	.	.	.
Platform lorry (tailboard extra)	.	.	.	.	.	.	.	.	.
Drop-sided lorry	.	.	.	.	.	.	.	.	.
Box van	.	.	.	.	.	.	.	.	.
Luton van	.	.	.	.	.	.	.	.	.

3-TON SHORT WHEELBASE

Chassis	.	.	.	.	.	.	.	.	.
Chassis with cab	.	.	.	.	.	.	.	.	.
Hydraulic end tipper (power)	.	.	.	.	.	.	.	.	.

3-TON LONG WHEELBASE

Chassis	.	.	.	.	.	.	.	.	.
Chassis with cab	.	.	.	.	.	.	.	.	.
Platform lorry (tailboard extra)	.	.	.	.	.	.	.	.	.
Drop-sided lorry	.	.	.	.	.	.	.	.	.
Luton van	.	.	.	.	.	.	.	.	.

Sliding roof to driver's cab extra

SPECIAL BODIES ALSO AVAILABLE—1½-ton, 2-ton and 3-ton Farmers Wagons, and 3-ton Box Vans.

Tyre Options at Extra Charge

1½-TON.	2-TON.	3-TON.
A. 32in. × 6in. front and rear.	*A. 32in. × 6in. front and rear.	*A. 32in. × 6in. R.H.S. front and rear.
B. 32in. × 6in. front and spare. 32in. × 6in. R.H.S. rear.	*B. 32in. × 6in. front and spare. 32in. × 6in. R.H.S. rear.	*B. 7.00 × 20in. R.H.S. front, 7.50 × 20in. R.H.S. rear and spare.
	*C. 32in. × 6in. R.H.S. front and rear.	C. 32in. × 6in. R.H.S. front, 36in. × 8in. R.H.S. rear and spare.
R.H.S. Reinforced Heavy Service.		*D. 32in. × 6in. R.H.S. front, 34in. × 7in. R.H.S. rear and spare.
* Twin at rear.	†D. 32in. × 6in. front. 32in. × 7in. rear and spare.	*E. 34in. × 7in. R.H.S. front and rear.
† Heavy duty at rear.		

LOWER COST PER TON-MILE

TRANSPORTATION is only truly profitable when operating costs are reduced to a minimum. Whilst the owner can secure economy by careful use of, and proper attention to the vehicle, real economy is impossible without the co-operation of the manufacturers. The maker contributes his share when he produces at a reasonable cost a vehicle which will travel with its full authorised load the maximum of miles at the minimum of expense in respect of fuel, tyre renewals or maintenance.

Austin vehicles have been designed with this ideal in view and after being subjected to the severest trials and tests are offered with fullest confidence in their ton-mile economy.

Prices have been fixed as low as is possible having regard to the high quality of material and expert workmanship employed. This combination of low initial outlay, long life and economy of operation, satisfies the ideal of every transport user—LOW COST PER TON-MILE.

AFTER-SALES SERVICE

SO that the purchaser of the Austin commercial vehicle is assured full satisfaction after delivery of the vehicle a free after-sale service scheme is in operation whereby his Austin dealer has contracted with the Austin Motor Company Ltd. to give a service inspection within the first 1000 miles including the following attentions, all materials being chargeable to the customer :

Changing engine oil and checking oil levels in gearbox and rear axle.
Oiling and greasing all points (including front and rear hubs).
Checking tightness of cylinder head and manifold nuts.
Tighten fan belt if necessary.
Cleaning out carburettor float chamber and checking slow running adjustment.
Examining and adjusting if necessary, sparking plug and distributor points. Checking working of automatic ignition controls.
Checking front wheel alignment and steering connections. Testing tyre pressures.
Checking tightness of universal joint nuts, wheel nuts, body bolts, spring clips, etc.
Checking clutch pedal clearance.
Examining braking system and checking level in master cylinder, bleeding if necessary.
Testing lamps, checking charging rate and all wiring and terminals. Examining battery and bringing up to proper level with distilled water or diluted acid.

For service under guarantee see the Warranty on page 16.

BUILDING AUSTIN COMMERCIALS

IN BRITAIN'S LARGEST SINGLE MOTOR FACTORY

THE Austin Motor Co. Ltd. commenced the manufacture of motor vehicles in 1905 and the original factory at Longbridge, which occupied $2\frac{1}{2}$ acres, was then able to produce 120 vehicles per annum when in full swing.

After nine years progress, namely in 1914, the factory had achieved an output of 1,500 vehicles per annum, and the personnel numbered 2,000—figures that reveal substantial progress.

By 1922 the output of Longbridge was over 2,600 vehicles, and nearly 3,200 men were employed, and it is from this date that there began a rapid advance, so that by 1926, the employment figure had risen to over 8,000 workers, who turned out over 25,000 motor vehicles in the year. The next year saw over 37,000 built, and the erection of a $5\frac{1}{2}$ acre extension to the factory, involving an expenditure of £100,000. Since that time, a period during which some of the most successful Austin products have successively been introduced, the factory area, employment and production have grown apace.

To-day, the factory has a road frontage of over a mile, occupies 100 acres, employs an average of over 20,000 workers throughout the year, and produces at the rate of over 90,000 vehicles per annum.

To achieve this pitch of efficiency it has been necessary to spend over three-and-a-half million pounds on extensions and new plant during the past twelve years, but the fruits of this enterprise become evident when it is known that since 1922 the prices of Longbridge products have been

halved, even though the quality and performance have been improved out of all recognition.

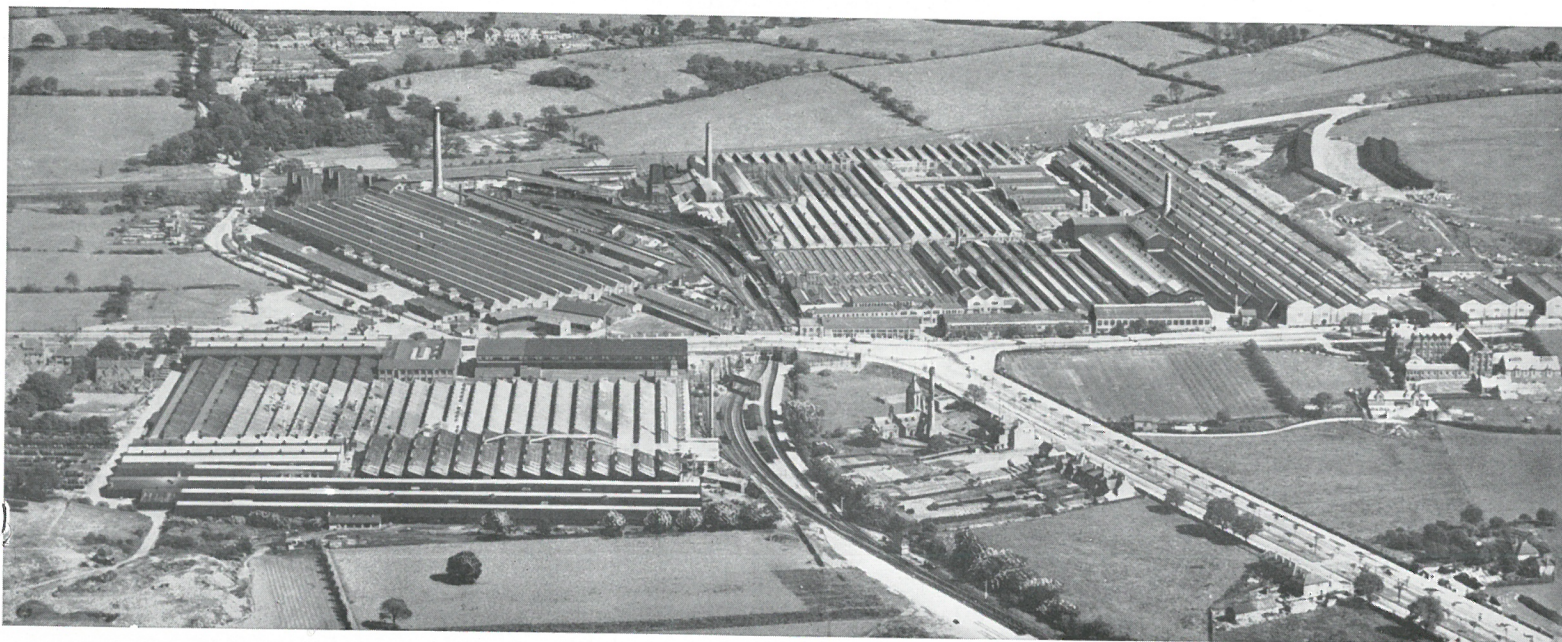
For the new range of Austin commercial vehicles special production facilities have been provided at Longbridge. Buildings covering a floor area of 169,000 square feet have been erected for manufacture and service, comprising four large shops laid out for the machining of chassis components, chassis-assembling, body-building and service.

The largest of these shops is that for chassis-assembling, which is an unobstructed bay 40 feet wide and 1,000 feet in length, to which all components are fed by an elaborate conveyor system.

The adjacent machine-shops are in a new three-storey building, providing over 35,000 square feet of floor area, while power units are produced and tested in the North Works at Longbridge, in which all Austin engines are built.

In addition to all these special manufacturing facilities there is a new commercial vehicle service building equipped with the latest plant for handling the new products. With a floor area of over 25,000 square feet, this department ensures the prompt and efficient service so necessary where commercial vehicles are concerned.

To a greater extent than in any other factory the complete gamut of motor vehicle production takes place at Longbridge, and that is why the quality and performance of Austin products can be controlled with certainty at every stage of production.



An aerial view of the Austin factory at Longbridge which employs over 20,000 workers and occupies 100 acres