



AUSTIN 200

COMMERCIAL VEHICLES

The Austin 200

with twin rear wheels for up to **2** tons payload



Features such as the front-mounted engine, both steering and platform bodies are available on the Austin 200 truck chassis. Quick-release chains are used to raise the hoist, and the truck is equipped with a large, heavy-duty, high-tensile steel body. The body is supported on special roller bearings. Fully bearing hardened steel axle shafts and hub and cone bearings can be removed without jacking the vehicle.



Into the 2-ton range comes an all-new Austin light truck—the 200. Planned primarily for safety, this revolutionary new vehicle embodies a forward-control cab with unprecedented ease of access, a low-loading body, large-diameter brakes, and a strengthened chassis—to name but a few of its many advanced features.

The chassis frame is constructed from heavy-gauge pressed-steel channel members. These are transversely braced at five points, giving great rigidity and freedom from distortion. Suspension is by long semi-elliptic leaf springs, controlled at the front by hydraulic shock absorbers, while powerful hydraulic two-leading-shoe brakes inspire confidence when traveling fully laden.

Engineered in the best Austin tradition, the 200 truck will provide long, trouble-free service, coupled with minimum off-the-road maintenance periods.





Whatever his height, the driver will find a position to suit his needs on this well-cushioned seat. Having a foam-rubber foundation, trimmed in vinyl-nylon fabric, it is manually adjustable, not only fore and aft, but also for height.

Safety and comfort for the driver . . .



Typifying the accent on safety is the instrument panel, this being hinged to eliminate windshield reflections and placed directly in front of the driver for rapid reference. The easy-to-read instruments include a speedometer, oil pressure gauge, water temperature gauge, fuel gauge, ammeter, and warning lights to indicate no dynamic charge. The lighting, dip, and direction indicator switches and horn-push are all mounted on the steering column, while an 18 in. diameter steering wheel and conveniently placed controls considerably reduce driving effort.

Exceptional ease of access and all-round vision are the key-notes of the all-new safety-styled forward-control cab.

Curved, kerb-view windows, panoramic wrap-round windscreen and angled doors to aid reversing—these are highlights of the cleverly conceived features that have stepped up safety and lessened driver fatigue. Being dust- and draught-proof, the cab is beautifully warm in cold weather, yet for tropical climates ample ventilation is available to keep the temperature down to an acceptable working level.

Maintenance also has been studied. Quickly detachable side and top panels permit speedy engine access, while the radiator cap is easily reached through a flush-fitting hinged flap outside the cab.

Among the items of optional equipment available are single or dual heater/demister units and radio. Steel panels or ventilator units can also be supplied in lieu of either of the two kerb-view windows.



Constant-mesh Gearbox

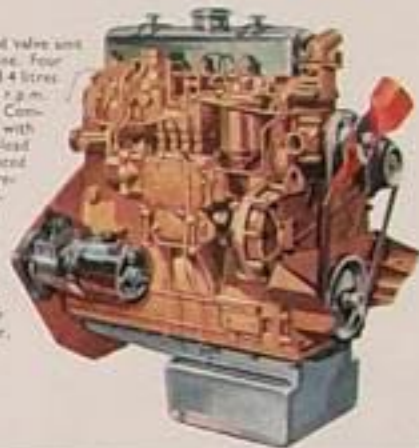
Large-diameter gears in constant mesh on second, third, and top gears run on special-alloy-steel shafts, ensuring smooth, quiet gear-changing when operated by the conveniently located central control lever. On the right-hand side provision has been made for fitting a mechanical tyre pump or power take off.

The complete unit is precision-machined throughout and submitted to rigorous tests before assembly to ensure maximum efficiency in service.



3.4-litre diesel engine

Economical and powerful in use, this overhead valve unit is an alternative option to the petrol engine. Four cylinders, 95 mm. x 120 mm.; cubic capacity 3.4 litres (207.5 cu. in.), developing 48 h.p. at 2,600 r.p.m. Maximum torque 154 lb. ft. at 1,500 r.p.m. Compression ratio 16.5:1. Five main bearings with shell-type replaceable steel-backed copper-lead half-bearings. Heavy-section forged-steel balanced crankshaft. Big-end fitted with shell-type replaceable steel-backed copper-lead half-bearings. Oil bath air cleaner. Simms fuel injection pump and spray-type injectors. A.C. mechanical fuel lift pump. Pneumatic governor attached to injection pump set to governed speed of 1,400 r.p.m. High-pressure lubrication by pump driven from front end of crankshaft. Twelve-volt dynamo and starter motor. Cooling by pump, pressurized radiator, and thermostatic control.



4-litre petrol engine

The engine is an exceedingly economical and responsive overhead valve six-cylinder unit of 3991 c.c. (243.6 cu. in.) capacity, bore 87.3 mm. (3.4375 in.), stroke 111.1 mm. (4.375 in.) and compression ratio of 6.4:1. Maximum h.p. 70 at 2,000 r.p.m., maximum torque 233 lb. ft. at 1,000 r.p.m. Four-bearing counterbalanced crankshaft with detachable steel-backed white-metal shells for both main and big-end bearings. Oil is forced to oil working parts by gear-type pump through a full-flow filter. Ignition by coil and distributor with automatic and vacuum control. Mechanical pump lifts fuel to Zenith down-draught carburettor. Water circulated by centrifugal pump fitted with four-blade fan like blades for tropical conditions. Pressurized radiator and thermostatic control. Twelve-volt dynamo and starter motor.

