



# AUSTIN

NORMAL CONTROL • FORWARD CONTROL

# 303 • 304

# TRUCKS

THE SHEFFIELD MOTOR CO. LTD.,  
220-238, WEST STREET,  
SHEFFIELD, 1.



## The truck chassis

Over a period of many years, Austin trucks in the three ton range have established a reputation for service, dependability and toughness.

Continuous research and development from data gained by grueling tests on prototype vehicles has today produced extremely rigid chassis with both normal and forward control, capable of undertaking any type of work within their load class.

The "303" normal control chassis and now the "304" forward control low-loader with the easy access cab have many features in common. Individual components used in their construction are manufactured from the finest materials and assembled on heavy gauge steel frames of deep channel section braced by robust cross members.

Numerous production variations are available to equip these Austin three-tonners for the markets of the world. Because of this, they can be confidently operated under all climatic conditions, economically and with the minimum of maintenance and running costs.



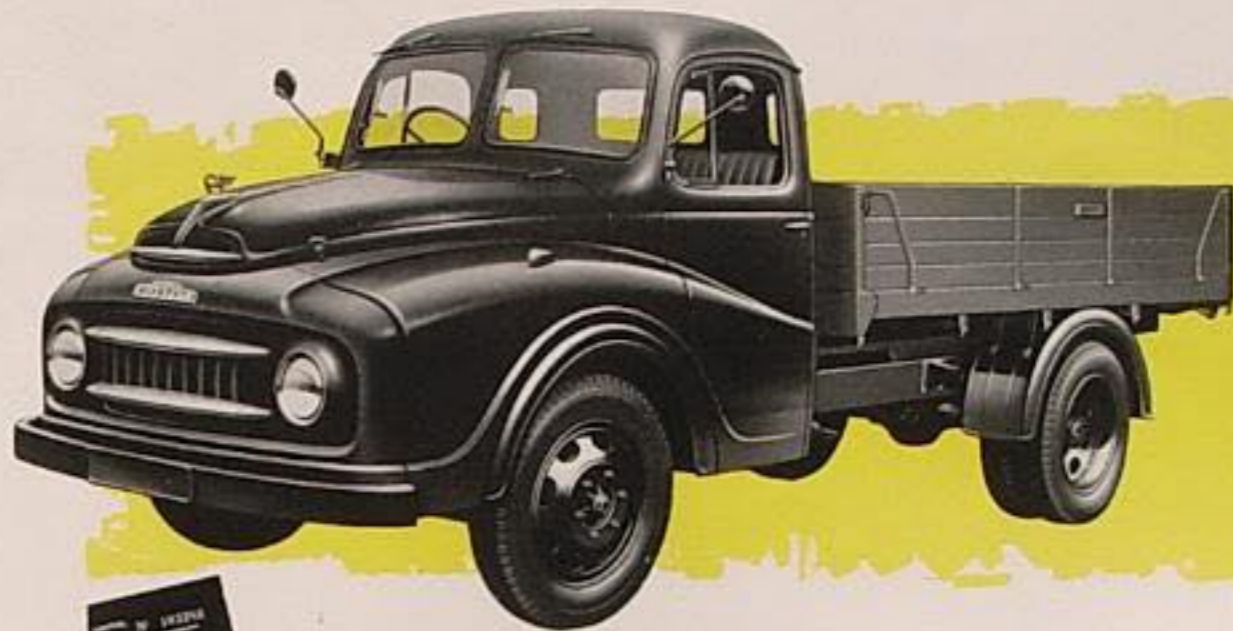
For use with specialized bodywork, normal and forward control three-tonners are available as chassis/cab or chassis/courier vans.

The illustration on the left shows the bodywork, in primer, as supplied with normal control chassis/cab.

On the right is shown the bodywork, in primer, installed on the forward control chassis/cab.



## The Austin 303 truck with normal control



Powered with either the 4 litre B.M.C. petrol or 3.4 litre B.M.C. diesel engine, this three-tonner is a hard working but economical truck. Its sturdy chassis is designed for a long, dependable life, and the three-seater cab provides genuine comfort and convenience for the driver and passengers, whether operating on short or long haul.

## 3.4 litre B.M.C. Diesel Engine

A water injection, four cylinder, overhead valve unit of 3,400 c.c. (207.3 cu. in.) capacity which draws on hard work and really turns out immense power at low revs. It has a bore of 85 mm. (3.345 in.), a stroke of 125 mm. (4.921 in.) and, with a compression ratio of 16.3 to 1, develops up to 88 h.p. at 2,600 r.p.m. and 134 lb. ft. torque at 1,200 r.p.m. Its equipment includes replacement wet cylinder liners, aluminium alloy pistons with three compression and two oil control rings, and a heavy forged steel counterbalanced crankshaft running in five tapered, steel-backed steel bearings. Lubricating oil is kept free of foreign matter by a full-flow filter and similar protection is afforded to the injection equipment with the use of a cartridge type fuel filter. An excess fuel device avoids cold starting, the leak-off from the fuel-line never being returned to the fuel tank.

## Gearbox

Operated by a conveniently placed vertical control lever, large diameter gears in constant mesh on second, third and top speeds run on special alloy steel shafts, arriving smooth, quiet gear changes and efficient transmission of power.

On the right hand side of the gearbox provision is made for fitting a mechanical 12V pump or power take-off.

The whole assembly, while being of robust proportions, is precision machined throughout and subjected to rigorous tests before assembly.



## Crown Wheel

The differential assembly is mounted in the gear carrier, as a complete unit and can be detached for replacement without removing the rear axle.

The basic type rear axle is a fully floating solid beam unit which, like all other Austin components, is robustly built to withstand the severest service.

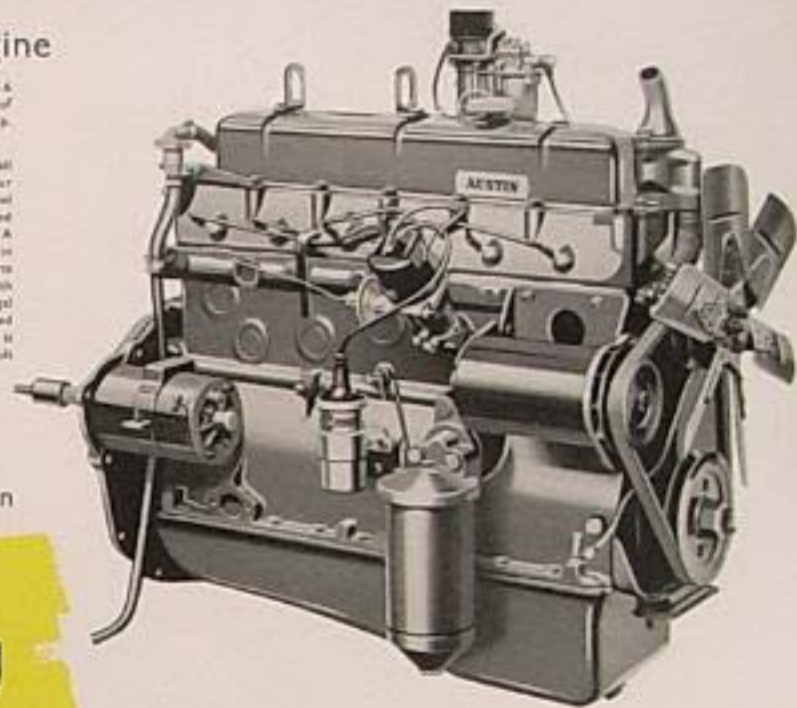
Hardened steel axle shafts depress torque only and can be removed without jacking up the vehicle.



## 4 litre B.M.C. Petrol Engine

This engine is a six cylinder overhead valve unit of 3,993 c.c. (243.6 cu. in.) capacity, with a bore of 87.3 mm. (3.4375 in.) and a stroke of 111.2 mm. (4.375 in.). A compression ratio of 8.4 to 1 gives 90 h.p. at 3,000 r.p.m. and 203 lb. ft. torque at 1,000 r.p.m.

The cast iron monobloc has a detachable cylinder head carrying all valve and rocker gear. Aluminium alloy split skirt pistons have four piston rings, including one slotted for oil control, and forged steel connecting rods with bi-metal big end bearings run on a fully balanced four bearing crankshaft also fitted with bi-metal shell bearings. A duplex chain drives the forged steel camshaft, with patented cams, in four bi-metal bearings. Filtered oil is forced to all working parts by gear type pump and the oil capacity is 18 pints (10.7 litres) with full flow filter. Water is circulated thermostatically by centrifugal pump, fitted with four-bladed fan, through a 4 to 7 lb./sq. in. pressurised radiator. A six-bladed fan is fitted for tropical conditions. Fuel is mechanically pumped to the downdraught carburettor and a 12 volt coil provides ignition.



## Suspension



Both normal and forward control Austin three-wheelers are fitted with tough but resilient semi-elliptic leaf springs at front and rear. Each spring is built up from hot-rolled graded leaves, so that the suspension generally adequately absorbs all road shocks, thoroughly protecting even the most fragile load. For extra stability at the front axle, torsion bar hydraulic shock absorbers are fitted on forward control models and are also available for the rear axle, if required, at extra cost. On normal control models front and/or rear hydraulic shock absorbers can also be supplied at extra cost.



## The Austin 304 truck with forward control

This new Austin three-tonner has just about everything that modern commercial vehicle design can provide for safe, ultra-modern transport. Operator and crew alike benefit from the careful and ingenious planning which has gone into its production. All the major mechanical components are already well tried and proven in other B.M.C. vehicles, so that maintenance and servicing can easily be brought within the scope of existing workshop facilities. As a result running costs are kept to the absolute minimum.

The use of sixteen-inch wheels provides an exceedingly convenient low-loading height—a point that will provoke much favourable comment by all involved in the handling of this new three-tonner.

Factory built, timber platform or dropside bodies are available, both of which are robustly constructed from finest seasoned timber.

The driver, too, will find that his interests have more than usually been considered. He will appreciate just how easy to handle this new three-tonner really is. He will also find a measure of all-round visibility from the driving seat that he's never before experienced. And above all, his safety has been well taken care of! All the windows in this new forward control cab are of toughened glass, and heavy gauge sheet steel is used for the panel protecting. Not the least of the safety features to inspire confidence on the road is the installation of servo-assisted, two-leading-shoe hydraulic brakes, and for exacting night work the excellent electrical equipment includes double-dipping headlamps and flashing direction indicators.



The easy access cab with the super safety features! For the first time ever, a forward control two-man cab which can literally be walked into or out of! And yet, when the doors are fully open, they project no more than a couple of inches beyond the body sides of the vehicle.

Another of the thoughtful features provided for the benefit of the crew is a grab-handle conveniently placed on both sides of the cab to assist easy access.



Forward vision is increased by the two 10 x 6 x 10 moulded glass windows. Through these the road and kerb are visible to within a few feet ahead.





cab  
passengers, and the welded steel con-  
n. In the spacious interior, seating is  
revision is made for the inclusion of  
ion for roof and back panels, sliding  
inducted into the cab by a manually  
unix wash denister, or a heater and  
fresh air supply. Any of these units  
wiper is fitted for driver as standard;



The neat, concise design of the facts layout enables the driver to see all the instruments at a glance. Speedometer, oil pressure gauge and fuel gauge provide clear and accurate readings, while warning lights give immediate indication of no dynamo charge and position of the headlight beam. In the rest panel below, switches, too, are within easy reach of the driver.



This new all-steel cab has toughened glass windows, including its one-piece wrap-around windscreen, which is fitted with two electric wipers. Also included are lipped ventilating louvers and two exterior mirrors.

The doors are so arranged to provide easy access from steps behind the front wheels. They can be securely locked, are sealed against the entry of dust, and are fitted with balanced-type windows.

The engine cooling fan quickly removable top and side panels for easy routine maintenance of the engine.

The cab roof is lined with composition board and an interior lamp is fitted above the windscreen.

A doorlock compartment is provided on each side of the cab and the floor is covered by a rubber mat.

## The Forward Control Cab

This fine new concept in cab design pays particular attention to the requirements of the driver. Being dust- and draught-proof, it is beautifully warm in cold weather, yet for tropical climates ample ventilation is available to keep the temperature of the cab interior down to an acceptable working level.

All the controls are conveniently positioned for comfortable operation, and the instruments are neatly grouped in a cowled panel immediately in front of the steering column. The various accessory switches are ranged along the side of the cab within easy reach of the driver's hand. Among the items of optional equipment available are single or dual heater/denister units and radio. Steel panels or ventilator units can also be supplied in lieu of either of the two kerb-view windows.



Both seats are provided in three-position. Comfortable foot rest, hand rest, and arm rest are standard. Seats are easily adjustable for height, as well as for height, to suit individual drivers.

The 16-inch diameter steering wheel offers a comfortable grip, and a maximum load-carrying capacity of 10 tons is available. The four-wheel control system is standard. The standard is standard in the cab.

