



# AUSTIN

1NW63

# FG

K60

K80

K100

# TRUCKS





AUSTIN **FG**

**K60**

GROSS VEHICLE WEIGHT 12,320 lb. (5588 kgs.)

WHEELBASE 145 inches (3.68m.)



Here's the Austin 3-tonner that has just about everything modern commercial vehicle design can provide for safe, efficient 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. As a result, overhead maintenance costs are kept to the absolute minimum.

The use of 16-inch wheels provides an exceedingly low loading height - a point that will provide much favourable comment by all involved in the handling of this 3-tonner.

As for all trucks in the Austin FG range, factory built, timber platform or single dropside bodies are available, both of

which are robustly constructed from finest seasoned timber.

Ever since the introduction of this range of commercial vehicles, the 3-tonner has built an enormous reputation for stamina, dependability and lively performance.

The individual components used in the construction of the FG-K60 are manufactured from the finest materials, subjected to careful scrutiny, and assembled on a heavy gauge steel frame of deep channel section.

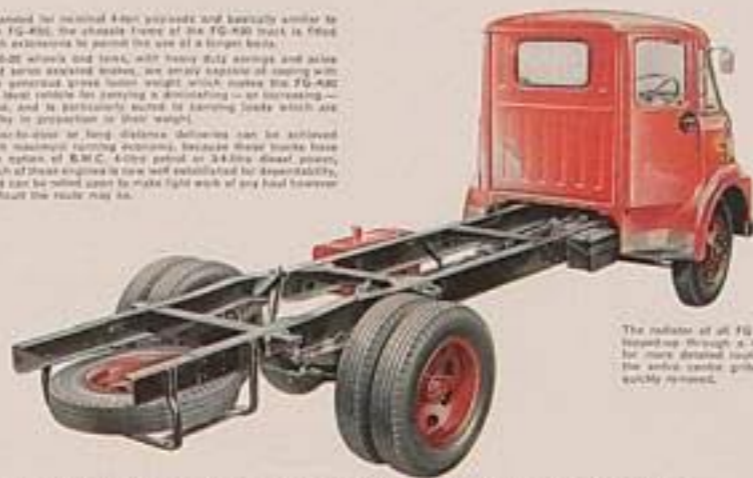
Transversely braced at five points for toughness and rigidity, these chassis must surely represent the finest value in their class, being a sound businesslike foundation on which to build any type of specialised bodywork.



designed for minimal 4-ton payloads and basically similar to the FG-K60, the chassis frame of the FG-K80 truck is fitted with extensions to permit the use of a longer body.

700-cc wheels and axle, with heavy duty springs and axle and servo assisted brakes, are amply capable of coping with the increased gross load weight which makes the FG-K80 an ideal vehicle for carrying a diminishing - or increasing - load, and is particularly suited to carrying loads which are bulky in proportion to their weight.

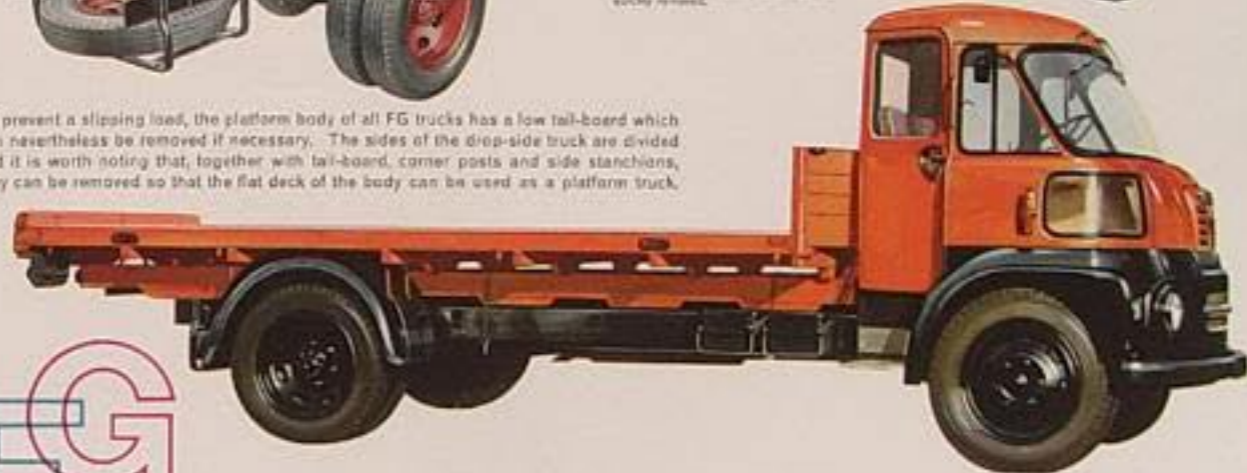
Dist-to-dist or long distance deliveries can be achieved with maximum running economy, because these trucks have the system of B.M.C. 4000 cc petrol or 3.4 litre diesel power. Each of these engines is low well recalibrated for dependability, and can be relied upon to make light work of any load however difficult the route may be.



The radiator of all FG trucks is easily removed through a large flap, but for more detailed working maintenance the entire engine grille panel can be easily removed.



To prevent a slipping load, the platform body of all FG trucks has a low tail-board which can nevertheless be removed if necessary. The sides of the drop-side truck are divided and it is worth noting that, together with tail-board, corner posts and side stanchions, they can be removed so that the flat deck of the body can be used as a platform truck.



**FG**

**K80**

GROSS VEHICLE WEIGHT 15,680 lb. (7112 kgs.)

WHEELBASE 145 inches (3.68 m.)



# AUSTIN FG TRUCKS *Safety & Comfort Combined*

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. Of patented design, this cab has many virtues, and the driver will find that his interests have been more than usually considered. He will appreciate just how easy to handle these trucks really are. 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 are of toughened glass, and heavy gauge sheet steel is used for the panel pressings.

Each of the doors is sealed against the entry of dust and draught and, being lockable, ensures that measurable deterrent to anyone with criminal intentions! The doors are so angled that they provide energy-saving, easy access into the cab from steps behind the front wheels.



#### SPECIALISED BODYWORK

Austin FG chassis provide an ideal business basis for unlimited types of specialised bodywork. For this reason chassis, scuttle and chassis front end units can be supplied. On the left is illustrated the cab panels supplied, in primer finish, in the scuttle condition, while on the right is depicted the front end panels which include windows and screen wipers. Electrical equipment is supplied in both cases.

Not the least of the safety features to inspire confidence on the road is the installation of the twin-blade wind-screen wipers, designed to sweep clear a large area of the curved screen. And for exacting night work, the excellent electrical equipment includes double dipping headlamps and flashing direction indicators. Inside the cab, centrally positioned on the screen head-rail, is an interior lamp which is controlled by its own integral switch.

Even for tropical climates, ample ventilation is available to keep the temperature of the cab interior down to an acceptable working level. The opening louvres in the cab side windows are further supplemented by ventilator flaps in the front panels.

For simplicity of routine maintenance the engine cowling has quickly removable top and side panels.

The cab roof is lined with composition board to eliminate 'panel noise', and a document compartment is provided on each side of the cab, the floor of which is covered by a rubber mat.



#### DRIVING COMFORT

Both seats are trimmed in vinyl-treated fabric over foam rubber cushions, and the driver's seat is adjustably fore and aft as well as for height to suit individual stature.

The 18-inch diameter steering wheel affords a comfortable grip, and a steering knur ratio of 18 to 1 ensures easy but positive control. All steering levers are conveniently positioned for comfortable operation, and the instruments are neatly grouped in a curved 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.



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

Forward vision is increased by the two lower curved glass windows; through these the road and kerb are visible to within a few feet ahead.

A hand-controlled ventilator at foot level each side of the engine cooling fan helps considerably in the general air conditioning of the cab and also provides a fresh air intake for heater/defroster units when fitted at extra cost.





AUSTIN **FG** K100

GROSS VEHICLE WEIGHT 10,480 lb. (8392 kgs.)  
(When fitted with 14-ply tyres and helper springs  
20,160 lb. [9144 kgs.])  
WHEELBASE 160 inches (4.06 m.)



The chassis of the FG-K100 truck is fitted with frame extensions when supplied complete with 100, 800, 940mm. factory built body. Chassis' val. front end and axle units can be supplied with the frame extensions, if same tool, it requested at the time of placing the order.



*Get down to it... with this low loader!*

Versatility being ever important in modern road transport, the Austin FG-K100 Low Loader is available in the same number of production variations as all other trucks in the FG range. It is therefore suitable for use with the ever-increasing types of bodywork developed for specialised purposes.  
When fitted with 14-ply tyres, and 'helper' springs at the rear, the maximum allowable gross vehicle weight of the FG-K100 truck can be increased to 20,160 lb. (9144 kgs.). These items are optional, at extra cost, for the Home Market, but are standard equipment on all Export vehicles.



The FG-K100 truck combines carrying capacity, ease of loading and driver comfort to a more favourable degree than ever before in the 5-ton class of commercial vehicles.

The use of 17-inch wheels reduces the height of the loading deck to a little under 3ft. 6ins. (1.07m.) without serious penalty to ground clearance, which is quite adequate even for operating in many difficult overseas territories. Because of its ease of handling and driver comfort the FG-K100 truck has widened the scope of 5-tonners to such an extent that it is equally well suited to local delivery work or long distance haulage.

Most of the major mechanical components are already well proven, being currently used in other Austin 5-ton commercials. To fleet operators in particular, such standardisation means that existing workshop facilities will readily absorb this newcomer into normal maintenance schedules, and ensures a simplified supply of spares already established throughout a chain of authorised Austin dealers linking most countries of the world.

Such is the FG-K100 Low Loader — dependable as an Austin should be . . . designed to cut down running schedules by reducing physical effort expended in loading, off-loading, entering and leaving the vehicle!

