

AUSTIN **503**
504 *trucks*



... with normal and forward control



The 503 truck

NORMAL CONTROL - LONG WHEELBASE

The Austin 5 tonner, one of the finest, longest lasting trucks on the road today, is available with either a high power 4 litre B.M.C. petrol engine or a 5.1 litre B.M.C. six cylinder diesel engine. Sturdy suspension, powerful brakes, high efficiency steering and a fully floating spiral bevel rear axle, or alternative two-speed rear axle, all combine to give the operator investment value for money of the highest order.



The 504 truck

FORWARD CONTROL - LONG WHEELBASE

With a deck length of 36 feet 8 inches this forward control 5 tonner will have special appeal to the operator handling timber, tubing and similar lengthy loads.

The driver, too, will appreciate the effortless manoeuvrability and the magnificent visibility and comfort offered in the newly designed cab.



The 503 truck

NORMAL CONTROL - SHORT WHEELBASE

This hydraulic end-tipper, designed for really tough going, has a steel-lined floor and robust timber underframe, with diesel or petrol power, constant mesh gearbox, tough rear axle and suspension, and high efficiency steering.

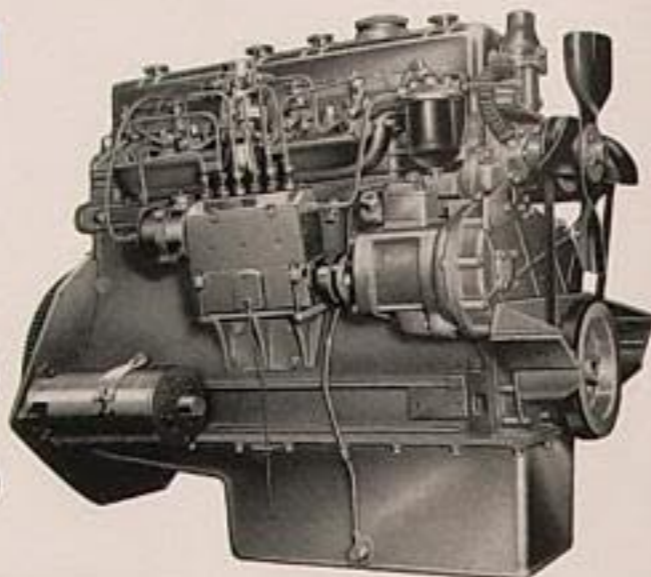
(For full details of this Model see Publication No. 1312)



4 litre Petrol Engine



This engine is a 90 h.p., six cylinder, overhead valve unit with a special cast iron woodruff and detachable cylinder head carrying all valves and rocker gear. Aluminium alloy split-pin pistons have four rings including one coated for oil control. The connecting rod big-ends and four-bearing crankshafts are fitted with bi-metal steel bearings and the crankshaft also runs on four bi-metal shaft bearings. Oil capacity is 14½ pints (9.23 litres) plus 2½ pints (1.58 litres) in the full-flow filter. A pressurized cooling system is controlled by a thermostat and fan-bladed fan too fitted for tropical conditions. Fuel is fed by a mechanical pump to the down-draught carburettor and a 12 volt coil provides ignition.



5.1 litre Diesel Engine

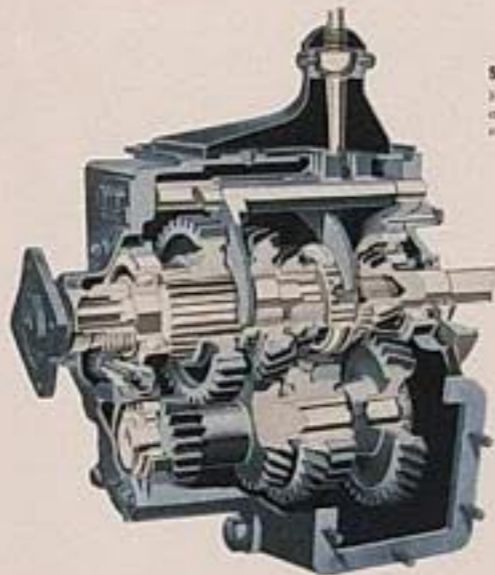
Well established as an immensely powerful and economical power unit, this engine has a detachable cylinder head carrying the valves and rocker gear for its six cylinders. Aluminium alloy pistons have three compressions and two oil control rings and the connecting rods are fitted with steel backed copper-lead shell bearings. Long life and trouble-free service are promoted by the heavy section, forged crankshaft which runs in seven replaceable copper-lead shell bearings. The crankshaft also has seven plain bearings and the covers are specially hardened. Oil is circulated under pressure via a full-flow filter, the total capacity being 22½ pints (12.91 litres). The delicate mechanism of the fuel injection equipment is also protected by a cartridge-type filter and the air venturi on the inlet manifold is fitted with an oil bath air cleaner. The capacity of the pressurized water system is 40 pints (22.73 litres) and the coolant is circulated by a centrifugal pump, while a thermostat ensures rapid warm-up to running temperature. A 12 volt dynamo and a heavy duty starter are included in the electrical equipment.

GEARBOX

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

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

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



STEERING BOX

Having a ratio of 20 to 1, the cast gear steering with high efficiency operation has a firm, positive action which provides effortless control under all circumstances.



BRAKES

Hydraulic brakes are supplied on all 303 and 304 trucks. Large area linings, with the added stopping power of two-leading-shoe action, ensure complete efficiency in any emergency.

Servo assistance is also provided on all 3 ton vehicles.

REAR AXLE

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

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

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

An alternative two-speed axle is available for all models, giving a choice of eight forward and two reverse speeds.





Each panel of the divided windshield can be opened for through drafts in hot climates, but for normal use the enclosing leaves fitted in each door provide adequate ventilation. All windows are of toughened glass. With twin exterior mirrors and rear corner windows visibility is excellent for maneuvering in reverse.

Forward opening doors can be securely locked and are insulated against noise, dust and draught.

The driving seat is adjustable and is upholstered with sponge rubber which also forms the foundation of the double passenger seat, although in squab has a spring base.

A document shelf runs the full width of the cab and incorporates a panel for ignition and light switches.

The Normal Control Cab

This is an exceptionally comfortable cab for its driver and two passengers and the welded steel construction is an excellent safety factor for their protection. Hard-wearing, vinyl-treated fabric is used to trim the spacious interior and provision is made for the inclusion, at extra cost, of numerous optional extras. Special insulation for the roof and back panel, sliding rear windows and radio be can supplied. Fresh air can be drawn into the cab by a manually controlled unit or an electrical cold fresh air blower unit with demisters as by a heater/demister unit with provision for forced cold air supply—any of these variations being available in single or dual form. One windshield wiper is fitted for the driver, but two can also be fitted for the passengers if required.

Carefully thought out layout of the fascia enables the driver to see all instruments at a glance. Speedometer, oil pressure gauge and fuel gauge give clear and accurate readings, while warning lights indicate no dynamo charge and position of headlamp beams. In the next panel below, switches are also within easy reach of the driver as are the lights switch, dip-switch and horn push on the steering column.



Especially good visibility is here more apparent, the large toughened glass windows providing an almost unobstructed view all round. Twin windshield wipers are fitted to the wrap-round windscreen as standard. Being fully dust- and draught-proof this cab is exceedingly warm in cold weather, yet ample ventilation is available for warm climates.

The engine side cowling is quickly removable and there is a hinged inspection panel for routine maintenance.

Among the range of equipment which are available at extra cost are a heater/demister unit which includes provision for forced cold air supply, or an electrical demister and cold fresh air blower unit, both offered in single or dual form. A radio can also be installed behind the grille provided in the fascia panel, together with a vacuum gauge when required.

The Forward Control Cab

Neatly grouped instruments include a speedometer with distance recorder, oil pressure gauge, fuel gauge, ammeter and warning lights to indicate no dynamo charge and headlamp beam position. The lighting and dip switch with horn push are located on the steering column, and a 20 inch steering wheel and conveniently placed controls are also easy on the driver!



The driving seat is comfortably upholstered with vinyl-treated fabric over four rubber foundation and is instantly adjustable fore and aft as well as for height. The seat's seat is similarly upholstered and is fixed on a steel locker in which can be conveniently stored all the necessary tools for routine maintenance.



Essentially a two-man cab, the interior is nevertheless comfortably equipped. Both cab doors are hinged on their forward edges and are fitted with haloblast type windows and enclosing leaves. They can be securely locked when the vehicle is left unattended.