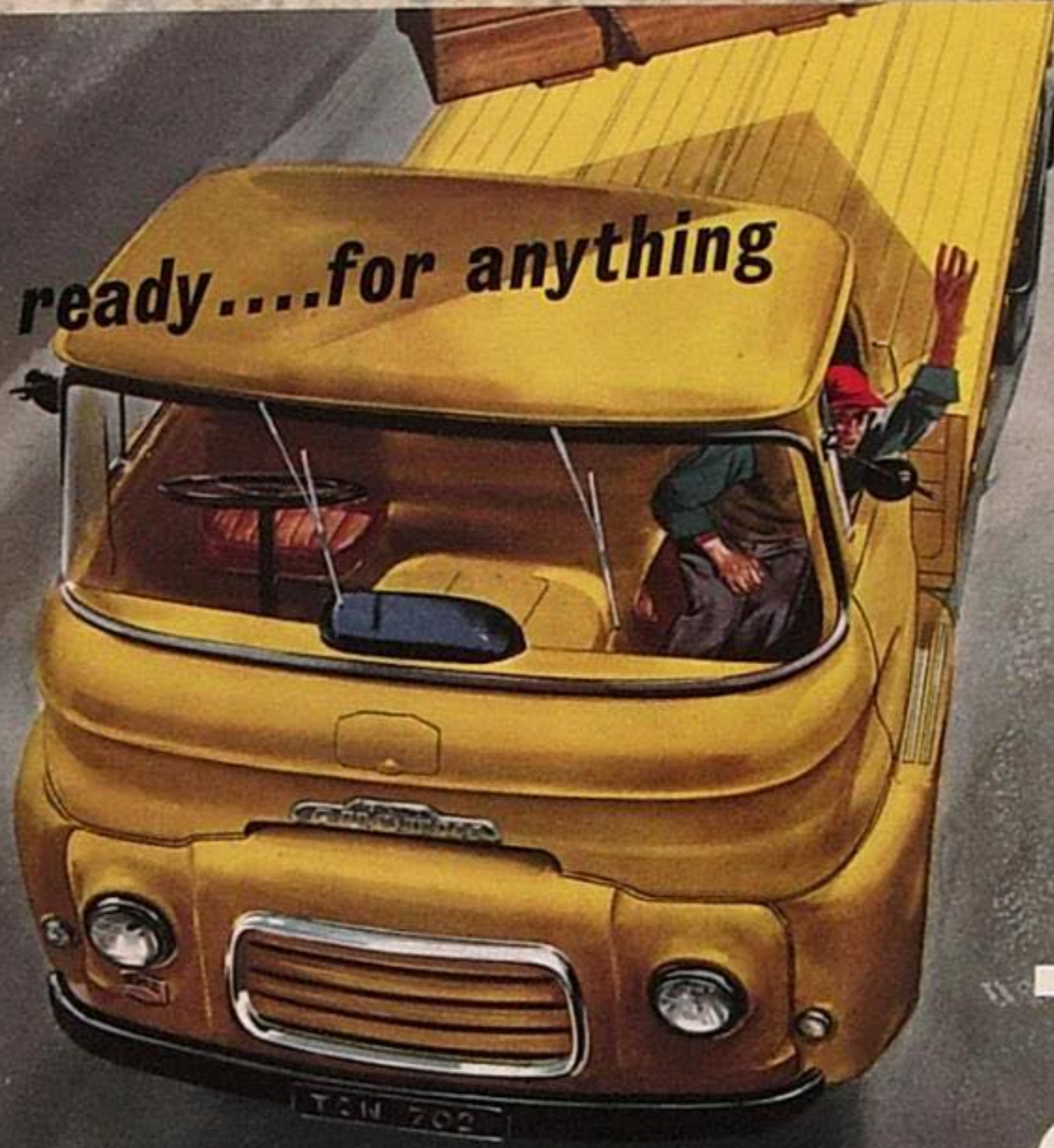


ready....for anything



AUSTIN

207

trucks

Having a wheelbase of only 10 feet (3.05 m), this version of the Austin '702' truck is produced as a chassis/cab or chassis/cab/chassis. With a 6.66 sq ft (619 cm²) tipping bed, or it can be equipped with trailer gear providing a prime mover for gross train weights of up to 17 tons (17,700 kg).



Three sizes of wheelbase are available in the '702' range, being 13 ft. 4 in. (4.06 m), 12 ft. 6 in. (3.81 m) and 10 ft. 0 in. (3.05 m).

Five sturdy cross-members rigidly brace the ground-rod frame. The exceptionally robust front axle and extra strong springs with additional rear support leaves will safely carry a full gross load. Power is transmitted through a four speed gearbox and a power take-off is also provided for. Vibration is eliminated by a balanced, over two-piece propeller shaft, mounted by a large rubber-mounted centre bearing and universal joints running in needle roller bearings. Powerful air-actuated hydraulic brakes provide adequate stopping power in any emergency and are designed to stand up to the continuous hard work required from vehicles in the "low class".

Extra strong chassis frame



The Luxury Truck... for the toughest job!

Only the vast technical resources of the British Motor Corporation make possible the production of Austin '702' trucks of such outstanding merit at so reasonable a cost.

Powered by the B.M.C. 5.1 litre diesel engine, these vehicles are massively constructed throughout. Every working part is engineered specifically for heavy duty and smooth, economical performance.

Designed and built to handle the toughest haulage jobs and to thrive on fast working schedules, the medium and long wheelbase versions of the Austin '702' truck can be supplied complete with timber platform or dropside bodies which have a deck length of 15 ft. 6 in. (4.73 m) and 17 ft. 9 in. (5.41 m) respectively.

For specialised bodywork chassis/cab and chassis/cab/chassis units are available with left- or right-hand steering. Units with a wheelbase of 13 ft. 4 in. (4.06 m) can also be supplied with 14 in. (356 mm) frame extensions at slight extra cost, which enables the fitting of a body with a 17 ft. 9 in. (5.41 m) deck length.



AUSTIN

207

- **EXCELLENT VISIBILITY**
for added convenience of control.
- **SPRING STEERING WHEEL**
reduces driving fatigue.
- **ADJUSTABLE DRIVER'S SEAT**
gives increased comfort.
- **TOUGHENED GLASS**
as an extra safety factor.
- **TOOL LOCKER**
beneath passenger seat.
- **TWIN WINDSCREEN WIPERS**
sweep in wide arcs.
- **ACCESSIBLE CONTROLS AND INSTRUMENTS**
never lose direction.
- **SWIVELLING WINDOW LOUVERES**
ensure draught-free ventilation.
- **FORWARD HINGED DOORS**
provide safe, easy access.
- **QUICKLY DETACHABLE SIDE COWLING**
for easy engine maintenance.



STEERING WHEEL
Sturdy ground fasteners, a 20 lb. steering wheel and permanently fitted controls are sure as steel.

SEAT
The driving seat is completely upholstered and manually adjustable fore and aft as well as for height.



trucks

Super luxury is the keynote in the design and manufacture of the Austin 207 cab. It provides a high degree of comfort, and mutual communication lines without visual protrusions is an excellent safety factor in the protection of both driver and mate.

Engine noise within the cab is restricted by the fitting of proved sound covers, the side portions being quickly and easily detachable for routine maintenance checks. The food passenger seat is mounted on a locker which will automatically accommodate all the measurement needs.

Provision is made for the inclusion of numerous optional extras, such as radio and single or dual headlights. All can be easily and neatly fitted, if desired. The spacious interior, first but comfortable upholstery, large windows, wrap-around windscreen and easily accessible controls answer all the major problems of long and short distance drivers alike.



CONTROLS
Clutch, brake and accelerator pedals are specially designed for ease of operation and electrical switches are easy to find.

ALL STEEL SAFETY CAB



The single speed axle with 5.66 to 1 ratio is a fully floating, variable suspension, equal beam axle. The differential assembly is mounted as a complete unit in a gear carrier which, with the half shafts, can be detached from the heavy type axle casing without jacking or removal from the chassis. Alternative ratios of 7.63 or 7.2 to 1 can be supplied if desired except on 12" W.B. taper shafts.

single speed axle

optional at extra cost



Any version of the Austin "702" truck can be fitted with a two speed axle, at extra cost, which has dual ratios of 6.14 and 4.54 to 1. In effect it provides right forward and two reverse speeds. Being electrically controlled, the driver can obtain in an instant the correct gear for any conditions of service.

2 speed axle

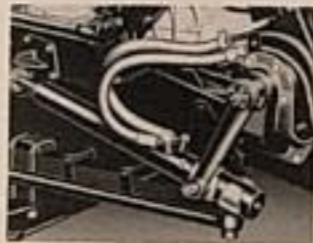


high efficiency steering

Having a ratio of 23.9 to 1, the cam gear steering with high efficiency operation has a firm, positive action. A four-spline steering wheel of 20 in. (508 mm) diameter provides effortless control under all circumstances.

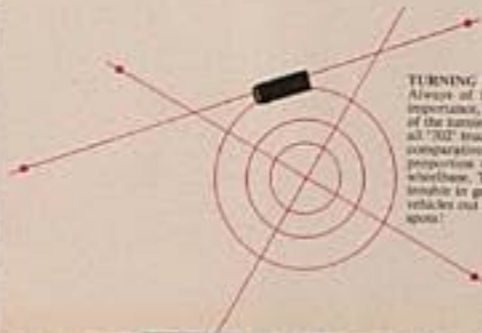
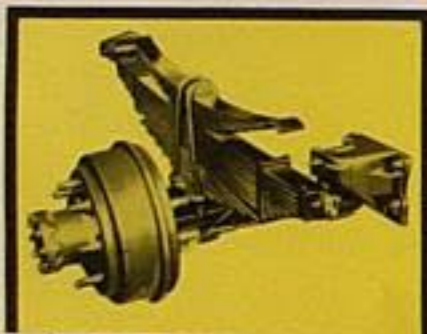
power-assisted steering

Servo-assisted steering, also available at extra cost, provides a positive means of control with such subtle assistance to the driver that he is relieved of all effort and fatigue without loss of "road-sensations". The Austin "702" can thus easily be parked or manoeuvred in confined spaces.

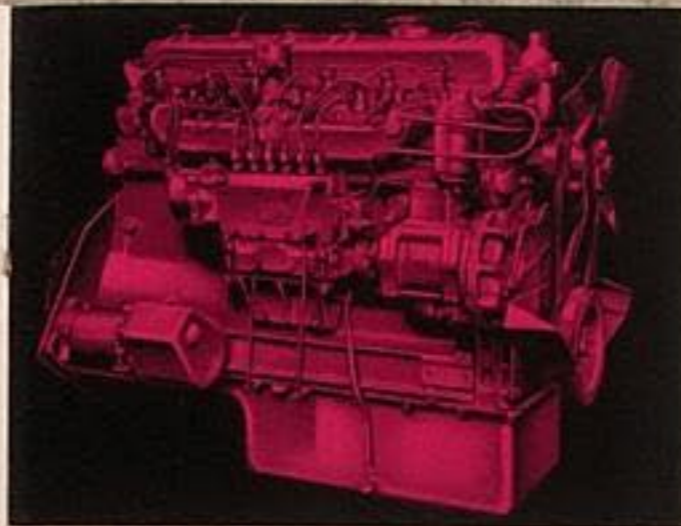


tough semi-elliptic springs

Long semi-elliptic springs with progressive action are standard, and new for extra loading. Additional leaf springs at the rear mean that "702" trucks will ably cope with a maximum payload. Hydraulic shock absorbers available at extra cost.



TURNING CIRCLES
Always of fundamental importance, the diameter of the turning circles of all "702" trucks are comparatively small in proportion to their wheelbase. There is no trouble in getting these vehicles out of tight spots!



6 cylinder 5.1 litre DIESEL ENGINE... for extra dependability

The 5.1 litre overhead valve diesel engine has six cylinders and develops up to 105 B.H.P. at 2,600 r.p.m. The replaceable wet liners fitted allow each cylinder to be independently serviced. A large reservoir carries 20 pints (11.37 litres) of oil which is circulated through a full-flow filter ensuring a constant supply of clean lubricant to all working surfaces of the engine. A hand-operated cold starting device, and precision built injection equipment ensure perfect combustion without fuel wastage—essential features of diesel economy.

Direct Injection Is More Economical

Air swirl promoted by the inlet valve directly assists instantaneous mixing with the finely atomised fuel sprays from the injectors. All valves, made from special steel, have double springs for greater efficiency, and with a compression ratio of 16.5 to 1, starting is positive at all times.



Cavity Type Pistons

The cavity in the piston head which forms the combustion space in each cylinder is ingeniously designed to give maximum turbulence for correct mixing of fuel and air. Fully floating gudgeon pins, three compression rings and two oil control rings ensure complete efficiency under all working conditions.



Long Engine Life

The massive crankshaft, machined from a special steel alloy forging, is heat treated and dynamically balanced. Also fitted with an internal torsional vibration damper to prevent whip and distortion, it runs perfectly smoothly in seven large main bearings which are fitted with replaceable steel-backed copper-lead shell type half bearings.