

A NEW **AUSTIN** *Gipsy* RANGE

G4 M10/M15

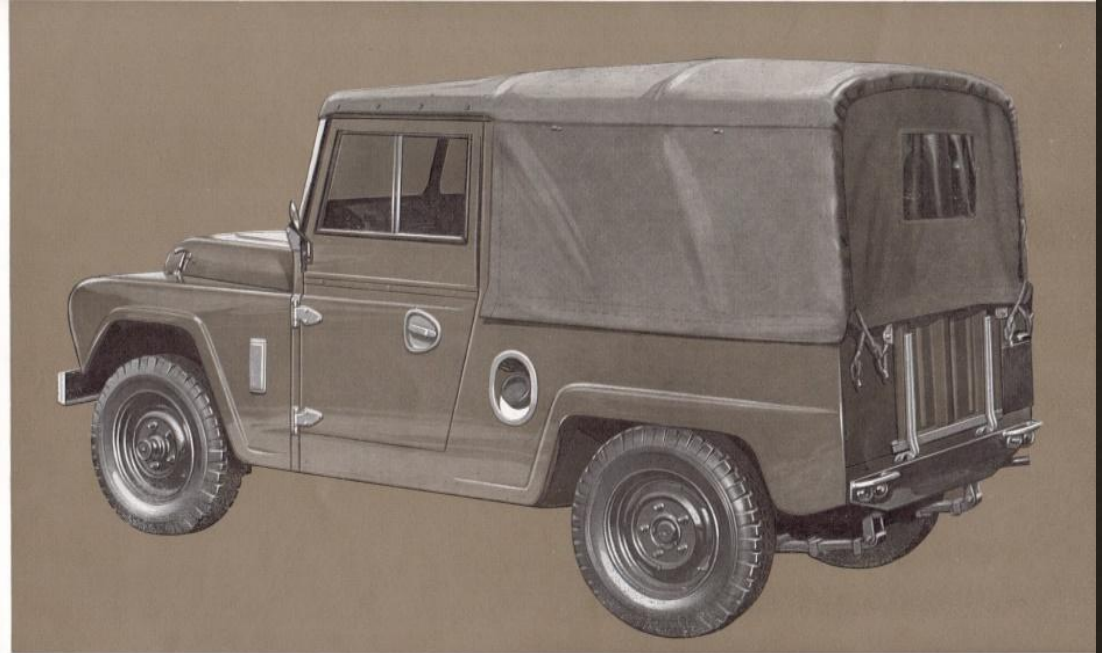
NOW AVAILABLE WITH FLEXITOR OR

Leaf Spring SUSPENSION



4x4
4x2

Gipsy



AUSTIN

* SHORT OR LONG WHEELBASE

* PETROL OR DIESEL ENGINE

* SOFT-TOP, HARD-TOP, PICK-UP, OR CHASSIS/SCUTTLE

* ALL VERSIONS NOW AVAILABLE WITH
FLEXITOR OR

Power-packed, go anywhere versatility! This new Austin Gipsy range now offers tremendous scope for the endless variety of duties which 4x4 vehicles are likely to encounter.

Compact in proportion, more powerful, more comfortable to ride in and easier to control, the latest all-steel Gipsy has unprecedented potentiality particularly in agricultural and off-the-road work.

A full range of ancillary equipment specially designed for its use and available at extra cost, transforms the Gipsy into a mobile power-house capable of undertaking long periods of stationary P.T.O. work without undue stress.

Its performance, hard-wearing stamina and dependability are synonymous with the name of Austin, and wherever there is an inaccessible or unusual job to be done, this tough 4x4 can get there!

Leaf Spring **SUSPENSION**

SPECIFICATION

PETROL ENGINE (Standard Type): Four cylinders, bore 3.125 in. (79.4 mm.), stroke 4.375 in. (111 mm.). Cubic capacity 134.1 cu. in. (2199 c.c.), develops 72 b.h.p. at 4,000 r.p.m. Maximum torque 112 lb. ft. at 1,500 r.p.m. Compression ratio 6.8:1. Overhead valves, detachable head complete with valves and rockers, three-bearing, counterbalanced crankshaft with detachable shells for both main and big-end bearings. Pistons aluminium alloy, split skirt type with three compression rings and one scraper. Camshaft supported on three bearings and driven by duplex roller chain. Fume extractor provided between air cleaner and valve cover, triangulated drive for fan and water pump, and dynamo. High-pressure forced-feed lubrication by gear pump driven from camshaft. Oil intake strainer in sump and full flow external filter, detachable cartridge type. Total oil capacity 11½ pints (6.42 litres). Ignition by coil and distributor with automatic advance and retard assisted by vacuum control. Cooling by centrifugal pump with self-adjusting seal gland, four-bladed fan, thermostatic control and pressurised gilled tube radiator flexibly mounted. Zenith down-draught carburettor, oil bath air cleaner.

2.2 LITRE DIESEL ENGINE (Alternative): Four cylinders; bore 3.25 in. (82.6 mm.); stroke 4.00 in. (101.6 mm.); capacity 132.7 cu. in. (2178 c.c.); maximum b.h.p. 55 at 3,500 r.p.m.; maximum torque 89 lb. ft. at 2,800 r.p.m.; compression ratio 20:1; cast-iron cylinder block integral with crankcase; dry cylinder liners; full length water jackets. Crankshaft: Forged steel counter-balanced. Steel-backed copper lead main bearings. Connecting rods: Forged steel; big-end bearing of steel-backed copper lead; steel-backed bronze bush for little end. Pistons: Aluminium solid skirt; crown shaped to suit Comet combustion chamber; three compression rings and two oil control rings. Camshaft: Forged steel with stems of patent design, three steel-backed white metal bearings. Valves: Overhead, push-rod operated, valve stem oil seals fitted. Lubrication: Pressure feed throughout; gear pump driven from camshaft; full-flow oil filter; oil capacity 9½ pints (5.51 litres) including filter. Cooling: Circulation by centrifugal pump with thermostat control. Fuel Injection: C.A.V. injection pump with pneumatic governor driven by timing chain. Injection nozzles of Pintaux type. Fuel filter; oil bath air cleaner. Electrical: 12 volt; belt driven fan ventilated dynamo.

FUEL SYSTEM: Of 1½ gallons (56.8 litres) capacity. A heavy undershield is fitted for cross-country protection. S.U. electric fuel pump.

CLUTCH: Borg and Beck dry plate with spring centre. 9 in. (0.23 m.) dia., Petrol. 10 in. (0.26 m.) dia., Diesel.

GEARBOX: Four forward speeds and reverse. Baulk-ring synchromesh on 2nd, 3rd and top. Gear ratios: first 4.05, second 2.36, third 1.37, fourth 1.00, reverse 5.177 to 1. All constant mesh with exception of first and reverse. Special alloy steel shafts, layshaft mounted on needle roller bearings. Provision for mechanical tyre pump or P.T.O. on left-hand side. Oil capacity 4 pints (2.27 litres).

TRANSFER BOX: An auxiliary gearbox, mounted on the rear face of the main gearbox provides the option of a direct drive to the rear axle only for highway work, and a direct high ratio or a low ratio 2.02:1 drive to both front and rear axles for cross-country conditions. Oil capacity: 3½ pints (1.98 litres). Provision for rear power take-off.

OVERALL GEAR RATIOS: High: 5.125, 7.021, 12.043, 20.756 to 1. Low: 10.352, 14.182, 23.326, 41.927 to 1.

ROADS SPEEDS IN M.P.H. AT 1,000 R.P.M. (6.00-16 tyres): High: first 3.95, second 6.8, third 11.6, top 15.9. Low: first 1.95, second 3.4, third 5.8, top 7.9.

TRANSMISSION: Open tubular balanced propeller shafts, with needle roller bearing universal joints to couple the transfer box to both axles.

REAR AXLE: Flexitor (FI suspension) S.W.B. only—A hypoid bevel gear type differential is housed in a pressed case mounted rigidly to the chassis frame. Oil capacity 3 pints (1.70 litres). The drive is transmitted to the hubs through open shafts having needle roller universal joints. The hubs are stationary, fitted with taper roller bearings which support the driving shaft, to which the driving flange is splined. Ratio, 5.125 to 1.

Leaf-spring (SE suspension)—three-quarter floating, with hubs mounted on double-row ball bearings. Hypoid bevel gear differential in pressed-steel, banjo type axle case. Oil capacity 2½ pints (1.42 litres). Ratio, 5.125:1.

FRONT AXLE: Flexitor (FI suspension)—The drive and differential assembly is common to the rear axle. The swivel bosses are integral with the hub and are fitted with clevis bearings.

Leaf-spring (SE suspension)—fully-floating on taper roller bearings. Drive and differential assembly is common to rear axle. Ratio 5.125:1. Swivel pin bearings of high-duty sintered iron are mounted in the drive shaft ball housing. The drive shaft universals run in oil baths which also feed oil to the swivel pins. Oil capacity, differential—3 pints (1.73 litres); universal housing—¾ pint (0.50 litres).

FRAME: A 14 S.W.G. full chassis frame is employed of tubular section with 6 cross-members on Flexitor models; 4 cross-members on leaf-spring models.

SUSPENSION: Flexitor (front and rear S.W.B.; front only L.W.B.). Heavy duty trailing arm type, comprising a tube upon which the arm is mounted, moulded into a rubber torsional assembly; a steel torsion bar runs through the front units. Progressive rubber bump stops are fitted between the arms and the chassis frame. Lever type hydraulic shock absorbers front and rear.

Leaf-spring (front and rear, all models). Semi-elliptic type, underslung. Rubber bushes all round. Safety clips fitted at both ends of springs. Eye centres, front 36 in. (0.91 m.), rear 48 in. (1.22 m.); width 2½ in. (64 mm.). This suspension is fitted to rear of all L.W.B. models.

STEERING: Special high efficiency cam type with a 17½ in. (0.44 m.) diameter steering wheel. Steering box capacity ¾ pint (0.50 litres). Flexitor—ratio 14.5:1. Turning circle S.W.B.—42 ft. (12.81 m.); L.W.B.—53 ft. (16.15 m.). Leaf-spring—ratio 17:1. Turning circle S.W.B.—35 ft. (10.67 m.); L.W.B.—43 ft. (12.19 m.).

BRAKES: 10 in. x 1½ in. (11 in. x 2½ in. on L.W.B. leaf spring models) hydraulically operated brakes applied by pendent pedal. (Drums mounted on the driving flanges on Flexitor models). 2-leading shoe on front, leading and trailing rear. Mechanical handbrake operates on the rear wheels only. Frictional area 133 sq. in. (858 cm²). (189.6 sq. in. [1220 cm²] on LWB leaf-spring models).

WHEELS: 5.00 x 16 single piece, pressed steel ventilated disc type, with five stud fixing.

TYRES: S.W.B.—6.00-16; L.W.B.—7.00-16, semi-cross-country pattern are standard. Alternative sizes can be fitted to special order.

ELECTRICAL SYSTEM: 12 volt. Battery capacity at 20-hr. rate 57 amp.-hr. (petrol engine), two 6 volt 95 amp.-hr. batteries (diesel engine). Dry-charged batteries available for export. Flush fitting double-dip headlamps, separate side lamps, combined stop and tail lamps, including reflex reflectors, number plate lamp and flashing direction indicator lamps. Speedometer and 3-in-1 instrument (water temperature gauge, fuel gauge, and oil pressure gauge) internally illuminated, controlled by panel switch. Horn push and dipswitch mounted on steering column. Combined ignition/starter switch on petrol vehicles, combined master/heater plug switch on diesel models. Fuse block mounted on scuttle under bonnet. The system on petrol vehicles is suppressed to comply with regulations.

VEHICLE WEIGHTS

Dry Weights	Short Wheelbase				Long Wheelbase	
	Petrol		Diesel		Petrol	Diesel
	SE	FI	SE	FI	SE & FI	SE & FI
Engine						
Suspension						
Chassis/scuttle						
Soft Top	2,860 lb. (1297 kg.)	2,780 lb. (1265 kg.)	3,000 lb. (1361 kg.)	2,910 lb. (1320 kg.)	3,007 lb. (1367 kg.)	3,147 lb. (1430 kg.)
Hard Top	2,795 lb. (1270 kg.)	2,715 lb. (1230 kg.)	2,935 lb. (1330 kg.)	2,845 lb. (1290 kg.)	2,922 lb. (1329 kg.)	3,062 lb. (1392 kg.)
Pick-up	2,770 lb. (1260 kg.)	2,690 lb. (1220 kg.)	2,910 lb. (1320 kg.)	2,820 lb. (1285 kg.)	2,890 lb. (1311 kg.)	3,030 lb. (1374 kg.)
Gross Laden Weight		4,872 lbs.	2210 kgs.		5,473 lbs.	2482 kgs.
Max. Drawbar Pull		4,000 lbs.	1814 kgs.		4,000 lbs.	1814 kgs.

BODY SPECIFICATION: All-steel welded construction in one unit. Each body side has stout capping and boxed section reinforcements, the rear panel of similar construction incorporates a removable steel tail-board with chains, providing ample loading facilities. The two wide doors giving easy access to the cab are fitted with opening sidescreens to give all-weather protection. A sloping windscreen in two panels can be easily folded down and secured to the bonnet. The screen is fitted with an electrical windscreen wiper on the driver's side with provision for a passenger's windscreen wiper. Windscreen of toughened plate glass. The instrument panel is of moulded fibreglass construction and contains the instruments and switches arranged immediately in front of the steering wheel, while on the passenger's side is an enclosed, lockable glove box, and a chrome grab-handle is provided on the top surface of the fascia. Ample seating accommodation for three persons is provided in the cab, seating being of sponge rubber covered in vinyl-treated fabric. Built-in tool boxes are provided in the rear wheel-arches. A tilt and hoopsticks are standard equipment, the tilt being fixed to the windscreen by means of press studs and roped to the body side panels. Exterior handles, fasteners and hinges are galvanised for all-weather protection.

Body capacities:	S.W.B.	L.W.B.
Open body	23½ cu. ft. (0.68 m. ³)	34 cu. ft. (0.96 m. ³)
Hard top }	74 cu. ft. (2.22 m. ³)	108 cu. ft. (3.05 m. ³)
Soft top }		

OPTIONAL EXTRAS: Rear power take-off with drum pulley; rear power take-off with splined shaft; centre power take-off on transfer box; centre power take-off on transfer box with 'V' pulley; rear towing bracket for use with rear power take-off, rear towing hook; rear towing jaw (heavy-duty); rear towing bar; front-mounted capstan winch; front-mounted drum winch and cable; hand throttle; oil cooler; tachometer; speedometer with trip recorder; heater and demister; centrifugal air cleaner; diesel batteries for petrol engine; twin H.F. horns; radio; trailer lamp socket; additional windscreen wiper; locking fuel filler cap clamp; locking spare wheel clamp; bonnet-mounted spare wheel; single sun visor; dual sun visors; laminated windscreen; mechanical tyre pump; heavy-duty hydraulic jack; propeller shaft universal joint cover; fire extinguisher and bracket; opening windscreen; heavy duty dynamo; rear seating for six persons; ammeter.

HOME MARKET AVAILABILITY: Soft Top; Hard Top; Pick-up truck; with short or long wheelbase; petrol or diesel engine, leaf-spring or Flexitor suspension. Rear wheel drive only in lieu of four-wheel drive on L.W.B. Pick-up truck.

EXPORT AVAILABILITY: Soft Top; Hard Top with or without side windows; Pick-up truck; with long or short wheelbase, petrol or diesel engine, leaf-spring or Flexitor suspension. Rear wheel drive only in lieu of four-wheel drive on L.W.B. Pick-up truck. Right- or left-hand steering. M.p.h. or km.p.h. speedometer. Lighting and flasher equipment as required. 6-blade fan for tropics.

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