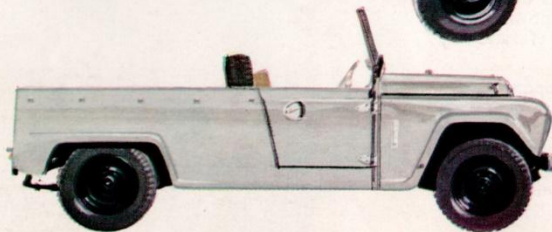




**AUSTIN**  
G4 M10 G4 M15

*Gipsy*





Probably the most comprehensive range of 4x4 vehicles in the world, the Gipsy is now offered with long or short wheelbase and leaf-spring suspension; petrol or diesel engine and left- or right-hand steering. Truly a remarkable combination of design adaptability and engineering skill, this new Austin Gipsy range now offers tremendous scope for the endless variety of duties which 4x4 vehicles are likely to encounter.

**Gipsy**

With full length canvas tilt

**AUSTIN**

**Short wheelbase ...  
G4 M10**

Compact in proportion, more powerful, more comfortable to ride in and easier to control than ever before, 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.

Many of the major mechanical components are interchangeable, not only within the Gipsy range, but are also in use in many other B.M.C. vehicles. The latest Gipsy will therefore come well within the scope of existing workshop facilities already established in a world-wide dealer network.



**4x4**



One of the numerous ways in which the tilt can be folded for the convenience of the operator. In adverse weather it is possible to roll up both side and rear curtains, yet still retain overhead cover—most useful when engaged in field work.



In favourable weather the tilt cover, tilt tubes and, if necessary, side screens, can be removed, while the windscreen can be folded flat. This condition provides absolutely unhindered access to the load compartment and perfect all-round vision—vitaly necessary when the Gipsy is used with certain ancillary equipment.



Yet another variation provides an open driving position by releasing the tilt cover from the windscreen and allowing it to hang behind the seat. This is quickly achieved and is particularly useful when there is a load of perishable goods that must be kept covered.



**... long wheelbase, too ...  
G4 M15**

In its standard form—long or short wheelbase—the Gipsy comes fully equipped with tilt tubes, tilt cover and side screens. The side screens have sliding glass windows and are detachable from the doors, which have exterior recessed safety handles.

Exterior fasteners, hinges, and rear rope hooks are galvanised for increased resistance to rust. The canvas tilt has a generous overlap at the body sides and rear to give complete all-weather protection. Lashing ropes are hidden from view wherever possible,

presenting a neat and tidy appearance. When the rear cover is rolled up, its transparent window remains undamaged, for it is made from a flexible, plastic material.

With the tilt in position, the cargo compartment of the short wheelbase Gipsy has a cubic capacity of 74 cu. ft. (2.10 m.<sup>3</sup>), and the interior height is 3 ft. 9½ in. (1.16 m.). Relative figures for the long wheelbase model are 108 cu. ft. (3.05 m.<sup>3</sup>) capacity and 3 ft. 8½ in. (1.13 m.) for interior height.



**4x4 Gipsy Hard Top**  
Long and short wheelbase

A most attractive proposition is the long or short wheelbase Gipsy with Hardtop. Moulded from resin-bonded fibre-glass, with steel reinforcements at vital points, the Hardtop provides an extremely durable, light-weight cover of immense strength. Access to the rear is effected through a lockable, horizontally divided door, the lower half of which is formed by the existing tail gate. The upper half incorporates a large rear window and is hinged at its top edge. It can be supported in the open position by two hinged stays. With its car type driving comfort, the Hardtop Gipsy becomes a useful dual purpose vehicle. Apart from being an extremely rugged cross-country load carrier, it can usefully fulfil a second role as a family runabout.



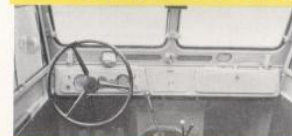
**4x4 G.P. Carrier**

Yet another use for the versatile, go-anywhere Austin Gipsy! Based on the petrol or diesel powered Hard Top, the General Purpose Carrier provides comfortable, upholstered seating accommodation in the rear compartment. Either 4 or 6 passengers on the short wheelbase model and 6 or 8 passengers on the long wheelbase version can be carried, depending on whether the spare wheel is mounted inside the vehicle or on the bonnet. Stainless steel hub caps are fitted to enhance the G.P. Carrier's appearance. The vehicle shown above has been equipped for Export by the fitting, at extra cost, of toughened glass opening side windows and a double-skin fibre-glass tropical roof. The bonnet-mounted spare wheel is optional equipment for Home or Export markets.

A side-hinged, lockable rear door of reinforced fibre-glass is fitted which, together with a sturdy mounting step, provides easy access to the rear compartment. Grab handles are attached to each side of the door opening and a large rear window permits excellent rearward vision.



**Export Availability**



The Gipsy is designed to be universally acceptable, the following variations to the production specification being available at no extra cost: left- or right-hand steering, m.p.h. or km.p.h. speedometer, lighting and flasher equipment as required, side windows for Hardtop models.

In addition to the optional equipment for all Gipsy models listed elsewhere, at extra cost, a double-skin roof is also available for Export Hardtop and Pick-Up models.





Available on all Gypsies, at extra cost, this dual-opening windscreen keeps the cab cool in hot climates. Each screen panel is individually adjustable and can be opened to a maximum of 5 in. (12.7 cm.).

Here's another interesting Gypsy model that offers all-weather protection for a three-man crew. The cab, which has a toughened glass sliding rear window, is constructed from reinforced resin-bonded fibreglass. The load compartment of the short wheelbase Gypsy is 55½ in. (1.41 m.) long at floor level, but the detachable, hinged, steel tail-gate can be held horizontally by chains, giving an extended deck length of 76 in. (1.93 m.).

**4x4**

**Pick-up ...**



Storage space for tools and other items of equipment is provided, on all models, in lockers on either side of each wheel arch.



The load floor of the long wheelbase Pick-up is 76½ in. (1.95 m.) long and with the tailboard lowered extends to 97 in. (2.46 m.).

In common with all other Gypsy models, the Pick-up is available in a choice of four standard colour finishes:  
1. Dove Grey 2. Old English White. 3. Almond Green. 4. Haze Blue.

Three-quarter tilt covers are available at extra cost for both long and short wheelbase Gypsy Pick-up trucks. Made from heavy canvas, the covers offer a weatherproof canopy over the load compartment if required.

All fibreglass cabs and hardtops are painted as the body colour, and although the above colours are subject to alteration without notice, any accredited Austin Dealer will be pleased to show actual colour samples and confirm that they are currently available.

**Gypsy** L.W.B. Pick-up ...



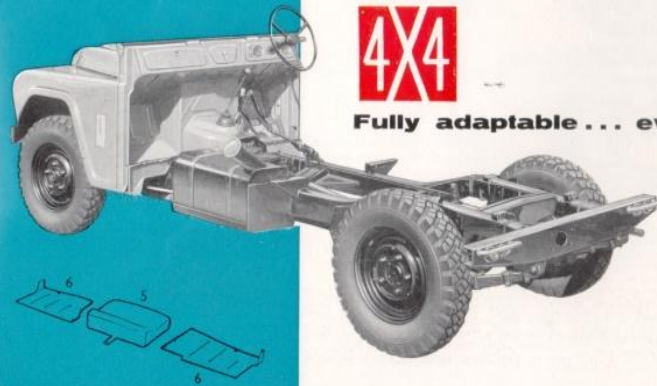
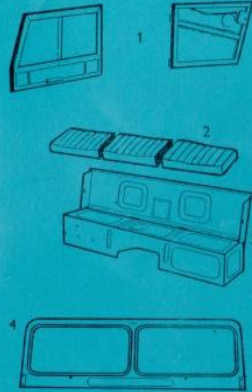
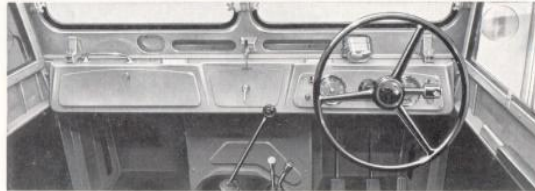


Driving instruments are arranged round the steering column for quick reference, immediately in front of the driver. The horn-push is combined with a dip switch and mounted on the steering column needing only fingertip operation without releasing the steering wheel.



### A comfortable cab...

Car-type appeal, with increased leg room and greater seating comfort than ever for the Gipsy's three occupants! The controls and pedals have been positioned to lessen driving fatigue, and the transfer gear-lever knobs are coloured so that in conjunction with the diagrammatic plate on the transmission tunnel the driver will find gear selection greatly simplified. An interior mirror, in addition to a side mirror fitted on each door, provides adequate rearward vision, while the fibre-glass moulded fascia has a lockable glovebox and a sturdy grab handle on the passenger's side. This, together with resilient upholstery and padded door armrests proves invaluable on rough cross country trips! For use in hot climates, ventilators are provided in the scuttle, and on each side of the cab at floor level.



**4X4**

**Fully adaptable... even for special bodies**



A typical example of the special kind of body, for which the Gipsy is eminently suitable, is this light alloy ambulance. It is equipped to carry two stretcher patients, or one stretcher and four sitting patients. Information and advice about specialised bodybuilding will gladly be supplied on application to the factory.

Chassis/scuttle units, both long and short wheelbase, provide a tough workmanlike foundation for many types of specialised bodywork. There are numerous body panels, available at extra cost, to assist the body-builder and listed here for easy reference:

1. Cab Doors.
2. Rear Seat Squabs.
3. Seat Box.
4. Windscreen and Wiper.
5. Seat Cushions (3).
6. Front Floor Panels.



The short wheelbase Gipsy Fire Tender typically equipped for fire fighting duties

The long wheelbase Gipsy Fire Tender as supplied ex-works.



### The need



In standard condition both long and short wheelbase Gipsy Fire Tenders are equipped with a front-mounted water pump and fibreglass hardtop with overhead hose carrier and roller shutter blind in each side panel. Motive power is provided by the hard-working B.M.C. 2.2 litre petrol engine, and the vehicles are finished in high-gloss red enamel.

A typical complement of equipment capable of being stowed within the Gipsy is as follows:

- |  |  |
|--|--|
| 1. 600 ft. of delivery hose.                 | 10. One fog gun for hose reel.           |
| 2. Two lengths 10 ft. x 4 in. suction hoses. | 11. Two hose bandages.                   |
| 3. Two standpipes.                           | 12. Suction wrenches and nozzle spanner. |
| 4. Two hydrant keys and bars.                | 13. Lightweight hose reel (100 ft.).     |
| 5. One suction collecting head.              | 14. 50 gallons of water.                 |
| 6. Four branch barrels.                      | 15. Lightweight extension ladder.        |
| 7. Six assorted branch nozzles.              | 16. One siren.                           |
| 8. Two 2-gallon type extinguishers.          | 17. One spot lamp.                       |
| 9. Two vaporising extinguishers.             |  |

It must be stressed that this is but one of many variations, the final choice being that of the operator, who must obviously equip his vehicle to suit his own particular requirements. Full details of these vehicles are given in Publication No. 2149.



The Coventry Climax A.C.P. type front mounted fire pump is driven by universal coupling from the front of the 72 b.h.p. petrol engine. It can be controlled entirely from the front of the vehicle, all the necessary controls and gauges being situated for convenience of operation. Being rated at 500 g.p.m. at 100 lb. sq. in. per 3,000 r.p.m., the pump is capable of delivering two jets of water up to a height of 85 feet, and is primed by a liquid ring primer which allows the use of anti-freeze mixture.



Many are the types of trailer that can be towed by the Gipsy. With four-wheel drive engaged, it has a maximum draw-bar pull of 4,000 lb., sufficient to tow a heavy trailer over really rough, or heavy, ground.



Numerous types of crop sprayers are available, the one shown here being driven from a pulley on the centre power take-off. Other types that can be driven from the rear power take-off are also obtainable.



A front-mounted capstan winch has numerous applications, particularly among forestry undertakings.

## ... Calls for a Gipsy

In its capacity as a general purpose vehicle the Austin Gipsy has many applications. Some examples of its versatility are illustrated here.



For the large farm or industrial undertaking—a mobile electric welding plant! Repairs can be dealt with immediately—on the spot—with this go-anywhere equipment installed in the vehicle and driven by the rear power take-off.



Another interesting job for the Gipsy! Using a drum type pulley driven by the rear power take-off, manual labour is considerably reduced with this stationary saw bench. Portable saws are available for attachment to the Gipsy where mobility is the first consideration.



Another front mounted power take-off application is the drum winch—invaluable when traversing territory that's rougher than rough! The cable has a maximum pull of 2,500 lb.—sufficient for a Gipsy to haul itself up a near-vertical surface!

# 3



### Drum winch

Mounted at the front of the vehicle and driven directly from the crankshaft, this drum winch has a maximum pull of 2,500 lb. (1134 kg.) and a rope length of 150 ft. (45.72 m.).

### Capstan winch

Alternatively, a capstan winch can be mounted at the front of the Gipsy. This also exerts a maximum pull of 2,500 lb. (1134 kg.) and can operate with a manilla rope of up to 1 1/4 in. (31.75 mm.) diameter.

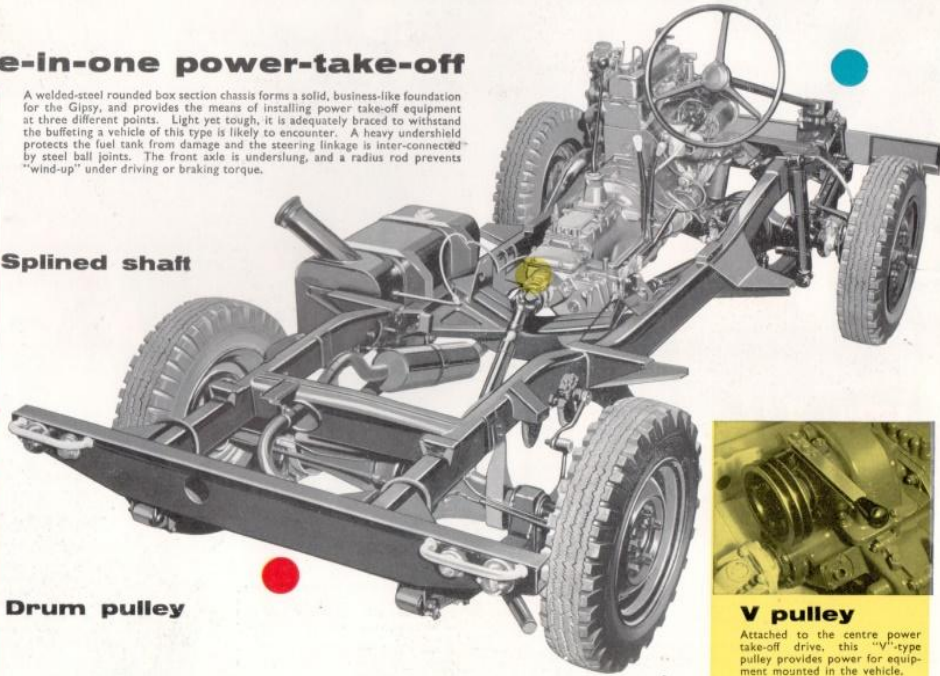


## Three-in-one power-take-off

A welded-steel rounded box section chassis forms a solid, business-like foundation for the Gipsy, and provides the means of installing power take-off equipment at three different points. Light yet tough, it is adequately braced to withstand the buffeting a vehicle of this type is likely to encounter. A heavy undershield protects the fuel tank from damage and the steering linkage is inter-connected by steel ball joints. The front axle is underslung, and a radius rod prevents "wind-up" under driving or braking torque.

### Spined shaft

This application transmits engine torque from the gearbox to a spined shaft supported on the rear chassis cross-member. In this form it can be used to drive machinery when being towed, or with the addition of a "V" pulley and belt to drive equipment mounted in the rear of the vehicle.



### Drum pulley

The drum pulley can be used to drive stationary machinery from the rear of the vehicle by means of a flat end-less belt.



### V pulley

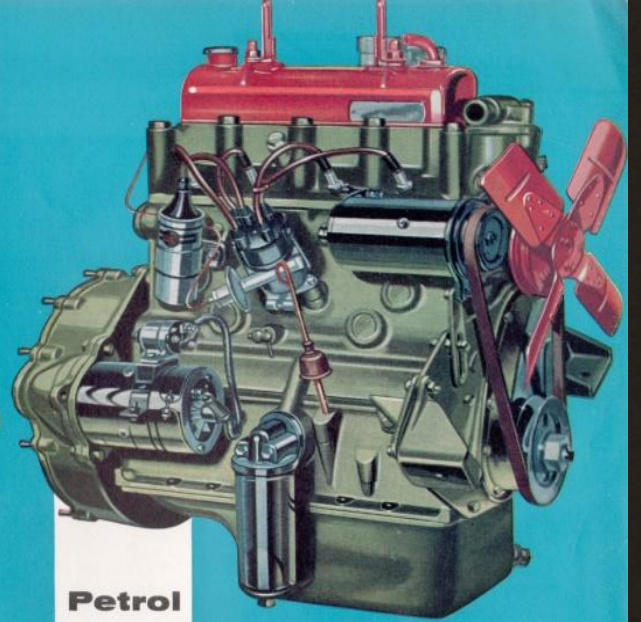
Attached to the centre power take-off drive, this "V"-type pulley provides power for equipment mounted in the vehicle.

This dependable power unit combines exceptional liveability with the economy expected of a diesel. 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 counterbalanced. 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 cams 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 9 1/2 pints (5.51 litres) including filter. Cooling: Circulation by centrifugal pump with thermostat control. Fuel Injection: Distributor type injection pump with mechanical governor driven by timing chain. Injection nozzles of Pintaux type. Fuel filter: oil bath air-cleaner. Mechanical fuel pump driven from camshaft. Electrical: 12 volt belt driven fan ventilated dynamo.

## Diesel



## Petrol



With millions of operational hours to its credit, this well-proven petrol engine combines dependability with economy and flexibility. 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 11 1/2 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 downdraught carburettor, oil bath air cleaner. S.U. electric fuel pump.

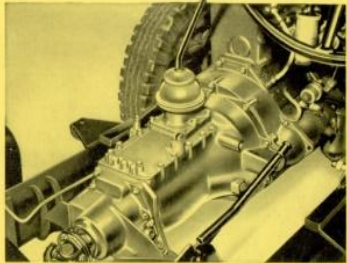


**4x2**

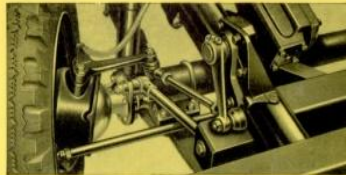
**4x4**

*... and there's two-wheel drive!*

Where conditions call for a tough pick-up truck, but not necessarily for 4-wheel drive, the long wheelbase Gipsy Pick-up can be supplied with rear wheel drive only. All other Gipsy vehicles can, however, be supplied with two-wheel drive if particularly required.



In the two-wheel drive application, the transfer gearbox is dispensed with. The only gear lever required, therefore, is for the main gearbox, which provides four forward speeds, with synchromesh engagement on second, third and top gears.

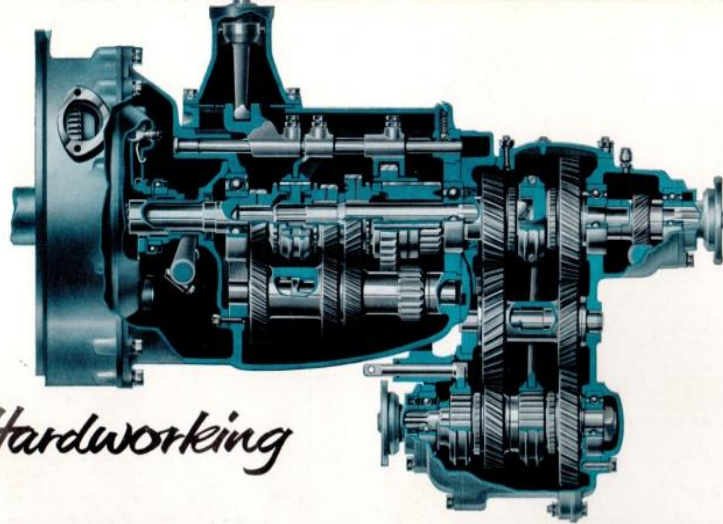


With leaf-spring front suspension, the pressed steel, banjo type axle case complete with differential assembly, is replaced by a straight steel tube. The steering knuckles and swivel-pin assemblies are interchangeable with 4-wheel drive models, the drive shafts however, being unnecessary and therefore omitted.



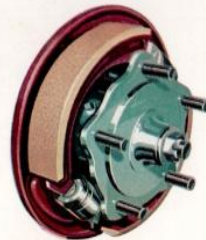
The tough, but resilient leaf springs are controlled by hydraulic shock absorbers—telescopic at the front and lever type at the rear. The steering linkage is kept as high as possible to avoid damage when negotiating rough country.

## Efficient and Hardworking



### Brakes

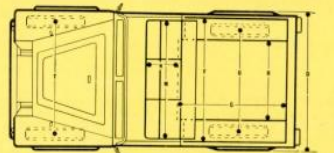
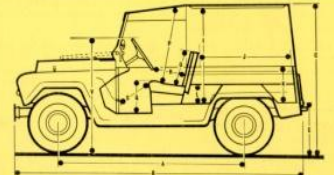
All Gipsy models are fitted with hydraulic brake systems operated by pendant pedal, with two leading-shoe-action on front wheels. The handbrake is mechanically connected to the rear wheels for parking purposes.



Leaf Spring suspension is fitted both front and rear to all models. Long and resilient, they are perfectly matched to the rough, tough type of work that the Gipsy is likely to encounter.

### Gearbox

The transfer gearbox is attached to the rear of the main gearbox and drive is transmitted to the rear wheels only for normal high-way conditions. For cross-country work the transfer box provides either a direct drive or a low-ratio drive of 2.02 : 1 to all four wheels. Except on first and reverse, all gears run in constant mesh and are fitted with baulk ring synchronizers. Special alloy steel is used for the shafts and the layshaft is mounted on needle-roller bearings for long, strenuous service. Gear selection for both main and transfer gearboxes is very positive by means of vertical gear levers, centrally placed in the driving compartment.



	A	B	C	D
LWB	111" (2.82 m.)	163" (4.14 m.)	74" (1.90 m.)	66" (1.70 m.)
SWB	90" (2.29 m.)	142" (3.62 m.)	74" (1.90 m.)	66" (1.70 m.)
	E	F	G	H
LWB	29" (0.75 m.)	58" (1.48 m.)	76" (1.95 m.)	37" (0.94 m.)
SWB	29" (0.73 m.)	58" (1.48 m.)	55" (1.41 m.)	37" (0.94 m.)
	I	J	K	L
LWB	44" (1.13 m.)	67" (1.70 m.)	17" (0.43 m.)	9" (0.23 m.)
SWB	43" (1.10 m.)	46" (1.18 m.)	17" (0.43 m.)	9" (0.23 m.)
	M	N	O	P
LWB	57" (1.47 m.)	16" (0.41 m.)	18" (0.45 m.)	37" (0.96 m.)
SWB	57" (1.47 m.)	16" (0.41 m.)	18" (0.45 m.)	37" (0.96 m.)
	Q	R	S	T
LWB	16" (0.41 m.)	13" (0.35 m.)	19" (0.49 m.)	55" (1.40 m.)
SWB	16" (0.41 m.)	13" (0.35 m.)	19" (0.49 m.)	55" (1.40 m.)
	U	V	LEADING DIMENSIONS	
LWB	54" (1.37 m.)	58" (1.50 m.)		
SWB	54" (1.37 m.)	57" (1.47 m.)		

## Specifications

**FUEL SYSTEM:** Of 12½ gallons (56.8 litres) nominal capacity. A heavy undershield is fitted for cross-country protection.

**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: 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 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.

**ROAD 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:** 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:** 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—½ 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:** Leaf-spring (front and rear, all models). Semi-elliptic type, underslung. Rubber bushes all round. Safety clips fitted at both ends of springs. Telescopic shock absorbers at front, lever type at rear. Eye centres, front 36 in. (0.91 m.), rear 48 in. (1.22 m.); width 2½ in. (64 mm.).

**STEERING:** Special high efficiency cam type with a 17½ in. (0.44 m.) diameter steering wheel. Steering box capacity

¾ pint (0.50 litres). Ratio 17: 1. Turning circle (Standard) 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. models) hydraulically operated brakes applied by pendent pedal. 2-leading shoe on front, leading and trailing rear. Mechanical handbrake operates on the rear wheels only. Frictional area 133 sq. in. (858 cm.²). [189.6 sq. in. (1220 cm.²) on L.W.B. 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 on request.

**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.

**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 on Soft-top models, 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 with 0.57: 1 or 0.7: 1 ratio; 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; accelerator pedal throttle control; 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 with or without lock; single sun visor; dual sun visors; laminated windscreen, mechanical tyre pump; heavy duty hydraulic jack; propeller shaft universal joint covers; fire extinguisher and bracket; opening windscreen; heavy duty dynamo; rear compartment seating; ammeter; ash trays; ball hitch; transfer gearbox guard; engine governors; auxiliary 8-gallons fuel tank, semaphore indicators; road speed limiter; screen washer; cab door locks; spring-back door mirrors; foot-operated tyre pump; ½ tilt cover for Pick-ups; interior handle for rear door—hard top models; stainless hub caps; ignition waterproofing kit—petrol only; 12 v. alternator. Six-blade fan.

**AVAILABILITY:** Soft Top; Hard Top; Pick-up truck; with short or long wheelbase; petrol or diesel engine; General Purpose Carrier. Rear wheel drive only in lieu of four wheel drive.

### VEHICLE WEIGHTS

Dry Weights	Short Wheelbase		Long Wheelbase	
	Petrol	Diesel	Petrol	Diesel
Engine				
Soft Top ...	2,860 lb. (1,297 kg.)	3,000 lb. (1,361 kg.)	3,007 lb. (1,367 kg.)	3,147 lb. (1,430 kg.)
Hard Top ...	2,795 lb. (1,270 kg.)	2,935 lb. (1,330 kg.)	2,922 lb. (1,329 kg.)	3,062 lb. (1,392 kg.)
Pick-up ...	2,770 lb. (1,260 kg.)	2,910 lb. (1,320 kg.)	2,890 lb. (1,311 kg.)	3,030 lb. (1,374 kg.)
Gross Laden Weight (Soft Top, Hard Top and Pick-up)	4,732 lb. (2,146 kg.)	4,872 lb. (2,210 kg.)	5,333 lb. (2,419 kg.)	5,473 lb. (2,482 kg.)
Gross Laden Weight (G.P. Carrier) ...	4,732 lb. (2,146 kg.)	4,872 lb. (2,210 kg.)	4,941 lb. (2,241 kg.)	5,081 lb. (2,323 kg.)

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