

AUSTIN

extra carrying capacity...



... with the long wheelbase

4X4

Gipsy

4X4 *Gipsy* extra length

for the extra load!

To withstand the buffeting a vehicle of this type is likely to receive the body of the long-wheelbase Gipsy is constructed entirely from steel panel pressings, reinforced with stout cappings and box sections. Further protection is ensured by the complete immersion of the body in a rust-inhibiting compound prior to its many painting processes, while exterior door handles, hinges, and rope hooks are galvanized for extra durability.

The 4x4 Gipsy is supplied in a choice of four standard colour finishes, these being Cheviot Fawn, Lincoln Green, Birch Grey, and Clipper Blue. All, however, are subject to alteration without notice, although any accredited Austin Dealer will be pleased to show current colour samples.

An exceedingly comprehensive range of optional equipment is available, such as front and rear towing attachments, Trak-grip tyres, mechanical tyre pump, heater and demisters—and many other items—all aimed at increasing the vehicle's versatility, and the occupants' comfort.



Available 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.).



AUSTIN

4X4

Gipsy

with 3 power take-off points!



The long wheelbase Gipsy is also available in chassis/cab form—a sound, businesslike foundation for many types of specialized bodywork that essentially require four-wheel traction. A tubular chassis is employed, transversely braced at five points for the extra-tough rigidity required in this type of vehicle. Independent front suspension is provided by well-proven Flexitor units, while at the rear are tough, semi-elliptic leaf springs and a three-quarter-floating, banjo-type axle. Front and rear differential assemblies are identical. Being mounted in gear carriers, they are easily removed and interchangeable in service. The four-speed gearbox is fitted with a transfer box which provides two- or four-wheel traction in normal or low-ratio drive.

Here's the extra-big Gipsy that provides more carrying capacity, yet retains all the go-anywhere, do-anything characteristics of its all-steel, short-wheelbase counterpart. It can be supplied in pick-up, canvas tilt soft top, or fibreglass hard top form, the hard top being available with toughened-glass side windows, at extra cost, for Export markets only. Innumerable optional power take-off applications provide even greater scope for tackling the more specialized type of work encountered by agriculturists and industrialists alike.



The pick-up cab hard top, in common with its full length counterpart, is constructed of resin-bonded fibreglass, steel reinforced at vital points. The cab sidescreens are fitted with sliding panels and are completely removable from the doors. Accommodation is provided for three people, the driving seat being comfortably positioned so that all controls are within easy reach, and excellent visibility is provided ahead and behind. The seat cushions are removable to permit access to the batteries, and to the centre power take-off when fitted.



The optional centre power take-off point is located on the top surface of the transfer gearbox. Ancillary equipment can be belt-driven from the twin 'V' pulley and the drive is engaged by means of a short lever located beneath the centre seat in the cab. Crop sprayers, spreaders, welders, and many other forms of mechanical handling equipment can be efficiently operated from inside the vehicle by means of this form of power take-off.

Driven by propeller shafts from the centre take-off point, a rear power supply can be provided either as a splined shaft drive or as a drum pulley. The splines conform to a universally accepted standard, so that most forms of agricultural implements can be readily coupled to the Gipsy. Hammer mills, thrashers, balers, and saw benches are but a few items requiring belt drive for which the rear drum pulley will prove invaluable. Both rear and centre power take-off applications can be supplied with a gear ratio of 0.57:1 or 0.7:1.



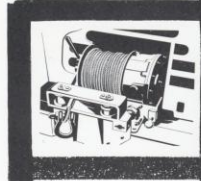
4X4

4X4

4X4



Capstan or drum winch—ideal equipment, available at extra cost, for de-ditching, forestry work, demolition, and a host of other time-saving uses. Mounted on the front of the Gipsy, and driven through a dog-clutch from the crankshaft, the winch is designed so that the starting-handle can still be used if required. A hand throttle is also available, at extra cost, so that the speed of the winch can be predetermined—particularly useful when using the capstan application.



The four-cylinder, 2.2-litre petrol engine has overhead valves and develops up to 62 b.h.p. For easy servicing the cylinder head is removable complete with valves, rockers, and rocker shaft, and the aluminium pistons can be withdrawn upwards through the cylinder bores. To prolong the working life of the engine an oil bath air cleaner is fitted to the carburettor, and a full-flow external oil filter with renewable element maintains a clean supply of lubricant to all bearing surfaces. Extremely dependable and economical in use, this unit nevertheless holds in reserve an amazing amount of power, even when the Gipsy is operating fully laden over the most difficult terrain.



A fast-revving alternative to the petrol engine, this diesel nevertheless also operates with the utmost economy. Working on the indirect injection principle, it develops 55 b.h.p. at 3,500 r.p.m. and is fitted with a pneumatically governed, in-line injection pump. Filters are fitted to the air intake, fuel, and oil systems—every precaution to ensure the smooth, trouble-free running of the injection equipment—particularly the delicately adjusted Pintaux-type injectors. When used continually in extremely low temperatures the heater plugs fitted in the cylinder head will prove invaluable for instantaneous starting.

PETROL ENGINE: 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 62 b.h.p. at 4,100 r.p.m.; maximum torque 110 lb. ft. (15.2 kg. m.) at 1,500 r.p.m. Overhead valves; detachable head complete with valves and rockers; 3-bearing counterbalanced crankshaft with detachable shells for both main and big-end bearings. Pistons aluminium-alloy, split-skirt type with 3 compression rings and 1 oil control ring. Camshaft supported on 3 bearings and driven by duplex roller chain. Fume extractor provided between air cleaner and valve cover. Triangulated drive for fan, water pump, and dynamo. High-pressure force-feed lubrication by gear pump driven from camshaft. Oil intake filter in sump and full-flow external filter, detachable cartridge type. Total oil capacity 11½ pints (6.44 litres), including filter. Ignition by coil and distributor with automatic advance and retard assisted by vacuum control. Cooling by centrifugal pump with self-adjusting seal gland, 4-bladed fan, thermostatic control, and pressurized gilled-tube radiator. Diaphragm-type fuel pump driven from camshaft. Zenith downdraught carburettor. Oil bath air cleaner.

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, counterbalanced. Steel-backed, lead-indium main bearings. Connecting Rods: Forged steel. Big-end bearings of steel-backed lead indium; steel-backed bronze bush for little-end. Pistons: Aluminium solid skirt; crown shaped to suit Comet combustion chamber; 3 compression rings and 2 oil control rings. Camshaft: Forged steel with cams of patent design; 3 steel-backed white-metal bearings. Valves: Overhead push-rod-operated; valve stem oil seals fitted. Lubrication: Pressure feed through-out. 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 and pneumatic governor driven by timing chain. Injection nozzles of Pintaux type. A.C. mechanical fuel pump. Fuel filter. Oil bath air cleaner. Electrical: 12-volt, belt-driven, fan-ventilated dynamo. 12-volt pre-engaged starter. Heater plugs.

CHASSIS:
Clutch: Borg & Beck dry plate with spring centre. Petrol—9 in. (0.23 m.) diameter. Diesel—10 in. (0.25 m.) diameter.

Main Gearbox: Four forward speeds and reverse. Synchromesh on second, third and top. Gear ratios: first 4.05, second 2.36, third 1.37, fourth 1.00, reverse 5.177. All constant mesh, with exception of first and reverse. Special alloy-steel shafts; layshaft mounted on needle-roller bearings. Provision for mechanical tyre pump. Oil capacity 4 pints (2.27 litres).

Transfer Gearbox: 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, or 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 centre or rear power take-off.

Overall Gear Ratios: High gear—5.125, 7.021, 12.043, 20.756:1. Low gear—10.352, 14.182, 24.326, 41.927:1.

Road Speeds in m.p.h. at 1,000 r.p.m. (7.00—16 tyres): High—first 4.25, second 7.32, third 12.57, top 17.2. Low—first 2.1, second 3.63, third 6.22, top 8.52.

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

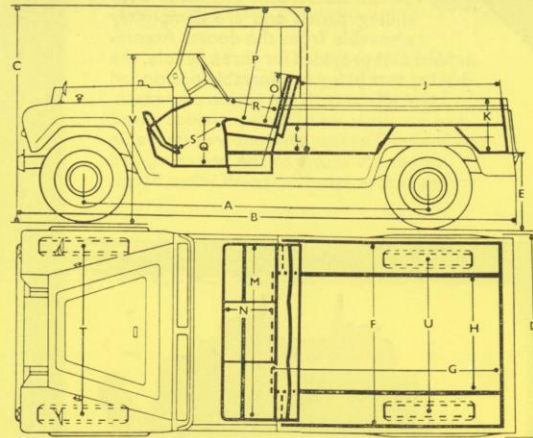
Rear Axle: Three-quarter-floating with hubs mounted on double-row ball bearings. Hypoid bevel gear differential. Oil capacity 2½ pints (1.42 litres). Ratio 5.125:1.

Front Axle: The differential assembly is common to the rear axle. The swivel bosses are integral with the hub and are fitted with Clevis bearings.

Frame: A full chassis is employed of tubular section with 5 cross-members.

Front Suspension: Heavy-duty, trailing-arm type, mounted on a Flexitor suspension unit. This comprises a tube, upon which the arm is mounted, moulded into a rubber torsional assembly. A torsion bar runs through the unit. Progressive rubber bump stops are fitted between the arm and the chassis frame. Hydraulic lever-type shock absorbers.

Rear Suspension: Long, semi-elliptic leaf springs are fitted, with lever-type hydraulic shock absorbers.



Specification

A 9 ft. 3 in. (2.82 m.)	B 13 ft. 4 in. (4.06 m.)	C 6 ft. 1½ in. (1.90 m.)	D 5 ft. 6½ in. (1.70 m.)	E 2 ft. 5½ in. (0.75 m.)
F 4 ft. 10½ in. (1.48 m.)	G 6 ft. 5½ in. (1.97 m.)	H 3 ft. 1 in. (0.94 m.)	I 3 ft. 8½ in. (1.13 m.)	J 5 ft. 7½ in. (1.70 m.)
K 1 ft. 5 in. (0.43 m.)	L 9 in. (0.23 m.)	M 4 ft. 9½ in. (1.47 m.)	N 1 ft. 5 in. (0.43 m.)	O 1 ft. 3½ in. (0.39 m.)
P 3 ft. 0 in. (0.91 m.)	Q 1 ft. 3 in. (0.38 m.)	R 1 ft. 5 in. (0.43 m.)	S 1 ft. 5 in. (0.43 m.)	T 4 ft. 7 in. (1.40 m.)
U 4 ft. 5 in. (1.35 m.)	V 4 ft. 11 in. (1.50 m.)	Ground clearance 9 in. (0.23 m.) Max. gross vehicle weight 5,488 lb. (2,489 kg.) Max. drawbar pull 3,000 lb. (1,361 kg.)		
Dry Weight— Hard Top (petrol) 3,026 lb. (1,373 kg.) Hard Top (diesel) 3,166 lb. (1,436 kg.) Soft Top (petrol) 3,111 lb. (1,411 kg.) Soft Top (diesel) 3,251 lb. (1,475 kg.) Pick-up (petrol) 2,994 lb. (1,358 kg.) Pick-up (diesel) 3,134 lb. (1,422 kg.)				

Steering: Special high-efficiency cam type with an 18 in. (0.46 m.) diameter steering-wheel. Steering-box capacity ½ pint (0.50 litre). Ratio 14.5:1. Turning circle 53 ft. (16.15 m.).

Brakes: 10 in. (0.25 m.) x 1½ in. (0.04 m.) hydraulically operated brakes applied by pendant pedals to drums (mounted on the driving flanges at the front). Two leading shoes on front, leading and trailing rear. Mechanical hand brake operates on the rear wheels only by cable. Frictional area 133 sq. in. (858 cm²).

Wheels and Tyres: 5.00 x 16 single-piece, pressed-steel, ventilated-disc type with 5-stud fixing. 7.00—16 semi-cross-country pattern tyres are standard. Sizes up to 8.20—15 can be fitted to special order.

Fuel Tank: 13 gallons (59 litres) capacity. A heavy undershield is fitted for cross-country protection.

ELECTRICAL: 12-volt, 51 ampere-hour capacity battery (petrol engine); two 6-volt batteries. 95 ampere-hour (diesel engine). Dry-charged batteries available for Export. Flush-fitting headlamps with dipping arrangements to suit Export requirements, separate sidelamps, combined stop and tail lamps including reflex reflectors, number-plate lamp, and flashing direction indicator lamps. Speedometer and 3-in-1 instrument (ammeter, fuel gauge, and oil pressure gauge) internally illuminated, controlled by panel switch. Horn-push and dip switch mounted on steering-column. Fuse block mounted on hinged flap in fascia. The system is suppressed to comply with regulations. Driver's windscreen wiper.

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 tailboard with chains, providing ample loading facilities. The two wide doors giving easy access to the cab are fitted with removable 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. An instrument panel with hinged access to electrical wiring is situated centrally with a parcel shelf on either side. Ample seating accommodation for three persons is provided in the cab, seating being of sponge rubber covered in vinyl-treated fabric. Built-in toolboxes 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 galvanized for all-weather protection.

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 bumper with towing eyes; front-mounted capstan winch; front mounted drum winch and cable; hand throttle; oil cooler; water temperature gauge; tachometer; speedometer with trip recorder; heater and demister; front Flexitor sun shield; 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; rubber pedal pads; single sun visor; dual sun visors; laminated windscreen; interior driving mirror; mechanical tyre pump; heavy-duty hydraulic jack; electric petrol pump; passenger's grab-rail; propeller shaft universal joint cover; fire extinguisher and bracket; opening windscreen; door locks (hard top only).

HOME AVAILABILITY: Petrol or diesel engine; right- or left-hand steering; canvas tilt soft top; fibreglass hard top less side windows; pick-up truck.

EXPORT AVAILABILITY: Petrol or diesel engine; right- or left-hand steering; km.p.h. or m.p.h. speedometer; lighting and flasher equipment as required; canvas tilt soft top; fibreglass hard top (with or without side windows); pick-up truck; available C.K.D. if required.

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THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE BIRMINGHAM



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