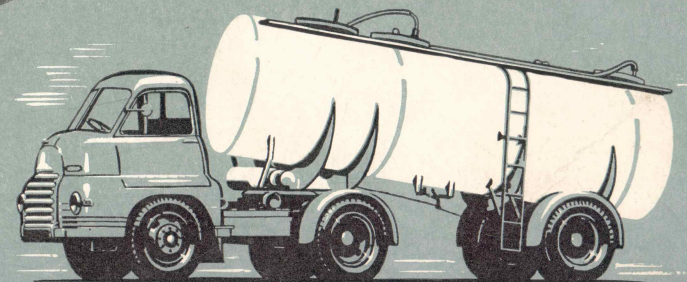
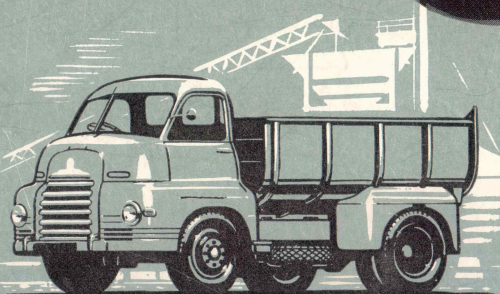
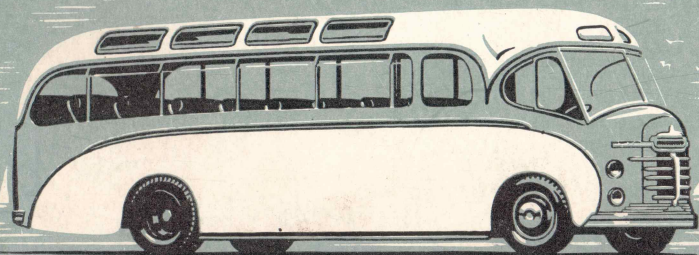
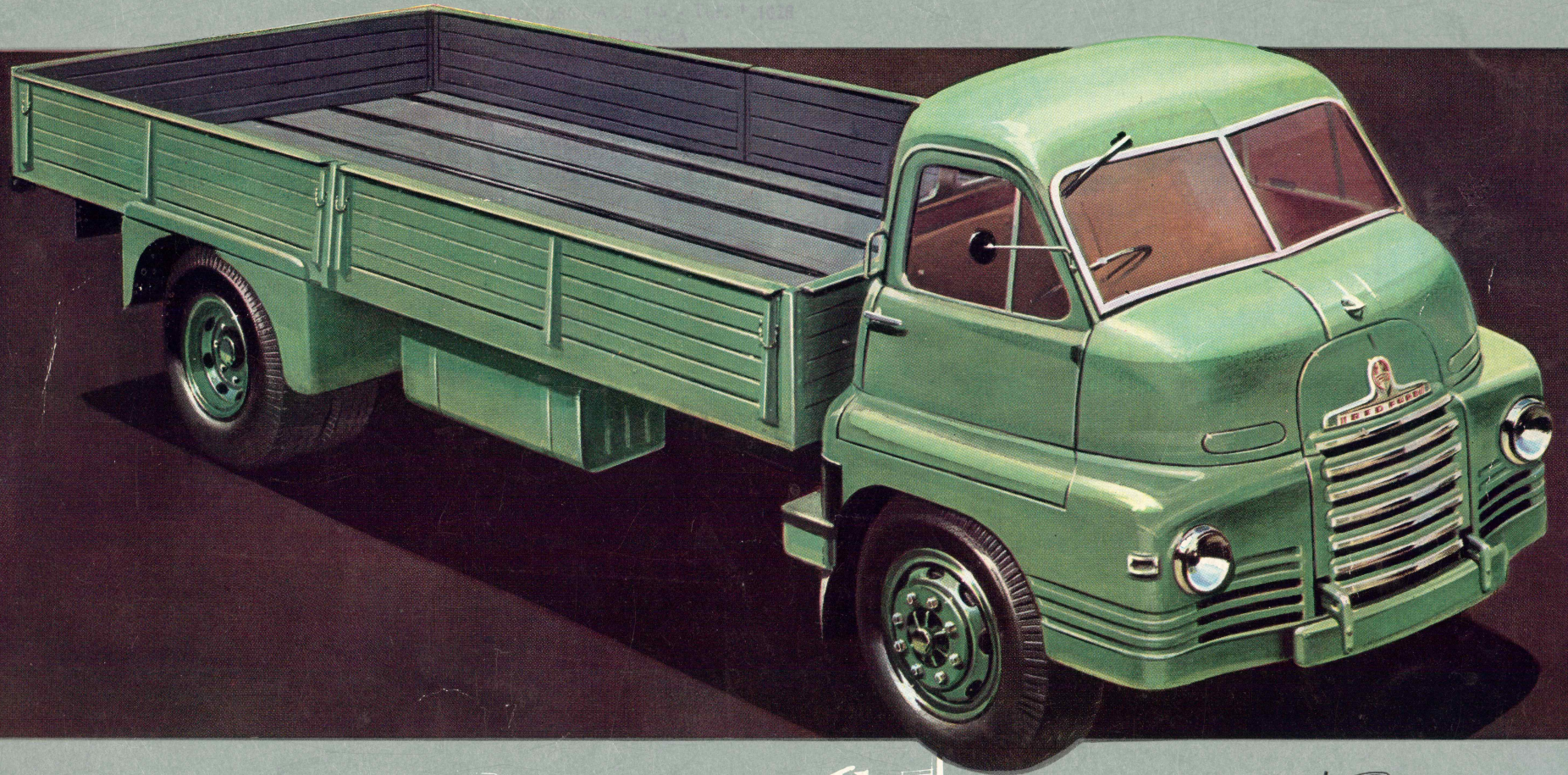
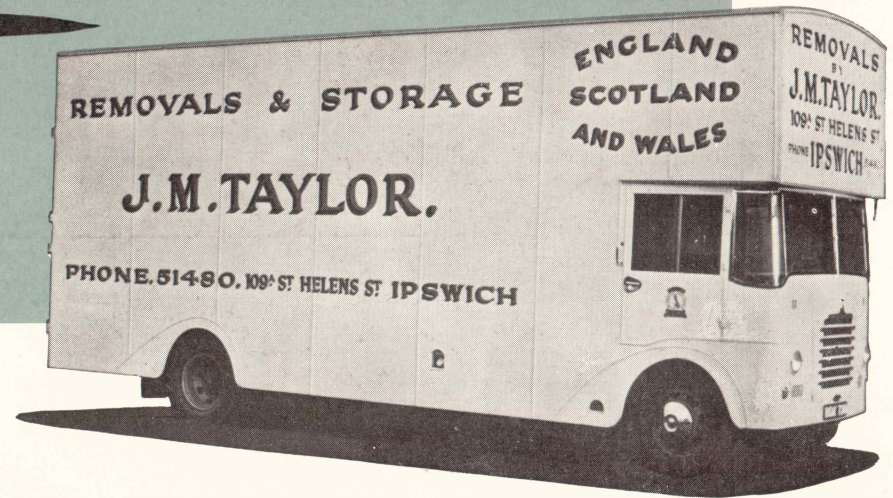
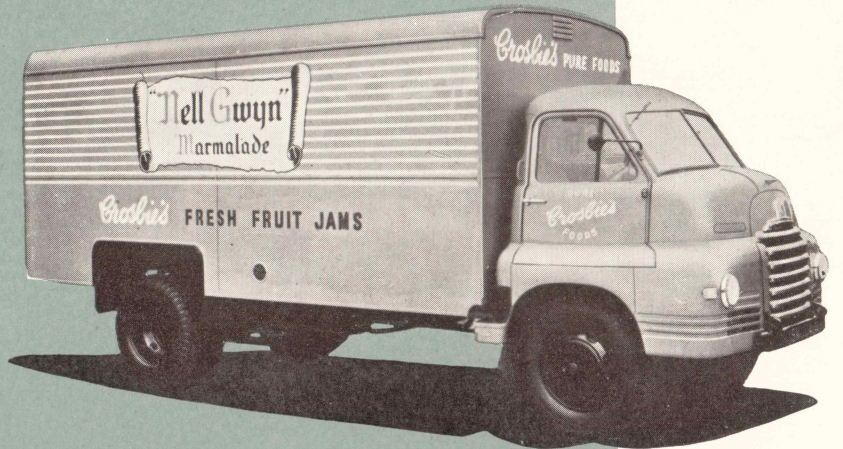
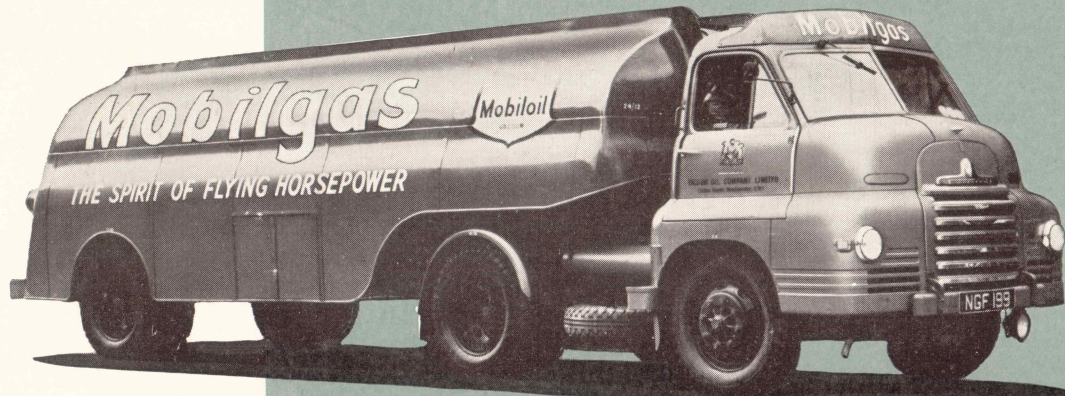
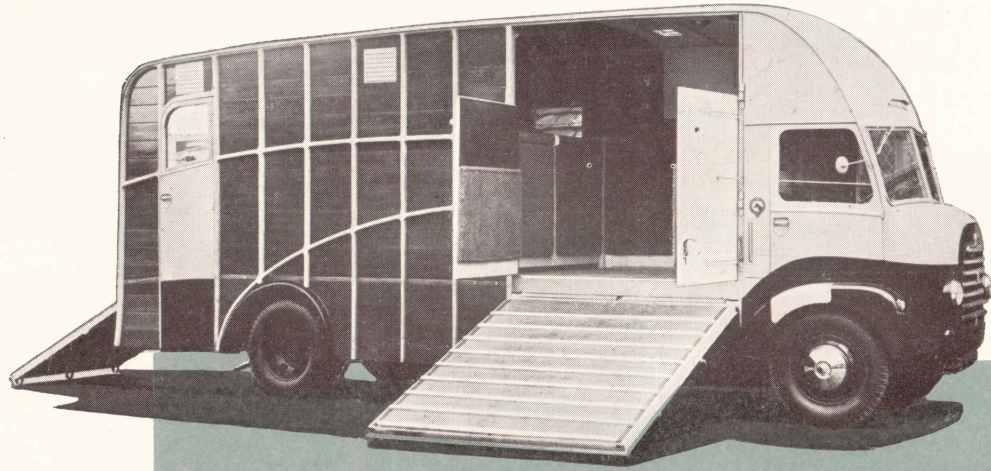


BIG BEDFORDS

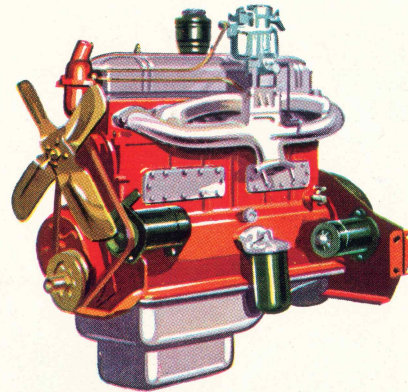
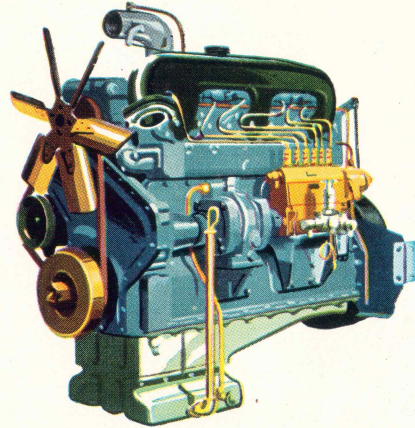
with diesel or petrol power



You see them
everywhere



DIESEL



PETROL

the Best of Both in
BIG BEDFORD
TRUCKS AND BUSES

With the choice of diesel or petrol power units, Big Bedford economy is now extended to meet all operating conditions. The Big Bedford is designed as a fast mover, with good power-to-weight ratio for heavy loading. Springs, brakes and steering—the combination which gives roadability—are designed for transporting heavy loads speedily. Now, the best of petrol or diesel power units are available, to suit every transport requirement.

The new diesel unit, the 108 b.h.p. R6, has been developed by F. Perkins Ltd. in collaboration with Bedford engineers, specially to suit the Big Bedford for fast transport. The diesel option is factory-installed in a chassis engineered to take it.

The petrol engine is the 115 b.h.p. Bedford long life engine. The long overhaul life of this engine has been proved in the hands of many thousands of transport operators, on every kind of haulage job. It is a

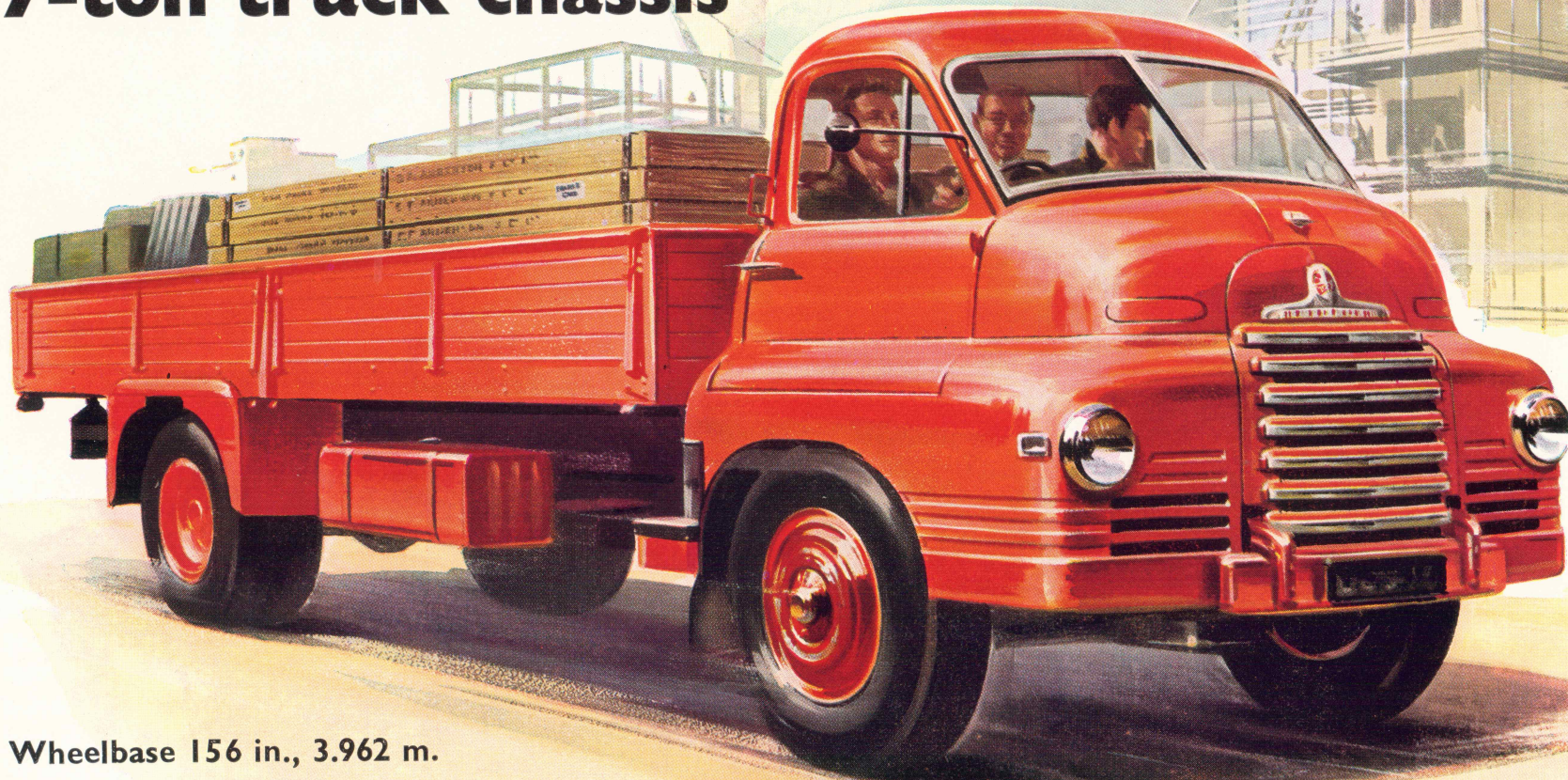
big, powerful engine which, even under full load, is never highly stressed. Its many advanced design features maintain its tune over high mileages, and give it an exceptionally long life.

Big Bedfords have introduced new engineering techniques to heavy truck design. In the Big Bedfords, applied metallurgy is allied with engineering skill to give an unusually high payload rating in relation to gross laden weight. Low unladen weight means economy in first cost, and economy in *all* operating costs—lower costs per ton-mile of payload, lower costs when unladen, and greatly extended tyre life.

Big Bedfords are tough and sinuous. They are designed to operate wherever a wheeled vehicle can operate. They are built to last. To seven years of testing and development on the proving grounds is added the experience of three years' service in all parts of the world, showing that Big Bedfords can take it and go on taking it.

LARGER LOADS · LOWER FIRST COST · LOWER OPERATING COSTS · LONGER LIFE

The SL Big Bedford 7-ton truck chassis



Wheelbase 156 in., 3.962 m.

Gross Laden Weight 23,100 lb, 10478 Kg.

Designed as a general purpose load carrier, the SL long wheelbase chassis has a flat-topped chassis frame extending a full 195¼ in. (4.959 m.) behind the three-man cab. The frame is built high so that the body builder can make full use of the flat-topped design by mounting body cross bearers direct to the chassis sidemembers. This construction

minimises body sway, reduces body building costs, and saves weight, with a corresponding gain in payload capacity.

A wide range of body types is available—platform, dropside or stake trucks in wood or steel, van and container bodies, tankers and other specialised types. There is a body to suit every transport need.

Big Bedford 7-ton long chassis

Model SL Specification

For full specification see page 20

Full forward control design gives maximum body length in relation to overall length, with good weight distribution. Designed for easy access to all parts requiring routine maintenance. Air cooled engine cowl ensures cool riding even in hot climates. All steel three-man cab with good all round vision.

ENGINE OPTIONS

	Diesel	Petrol
Type	Perkins R6	Bedford Long Life
No. of Cylinders	6	6
Bore	4 in., 101.6 mm.	3.875 in., 98.42 mm.
Stroke	4.5 in., 114.3 mm.	4.25 in., 107.95 mm.
Capacity	339.3 cu. in., 5562.3 c.c.	300.7 cu. in., 4927 c.c.
Maximum B.H.P.	108 at 2,700 r.p.m.	115 approx. at 3,200 r.p.m.
Maximum Torque lb. ft.	240 at 1,600 r.p.m.	238 approx. at 1,200 r.p.m.
Compression Ratio	17.5 to 1	6.8 to 1

For engine specifications, diesel—see page 10, petrol—see page 12.

CLUTCH. Single dry plate. 12 in. nominal diameter.

GEAR BOX. Four forward speeds. Synchromesh on top, third and second. Ratios: 7.059 to 1; 3.332 to 1; 1.711 to 1; direct; reverse, 7.059 to 1.

FUEL TANK. Capacity 26 Imperial gallons, 31.2 U.S. gallons, 118 litres.

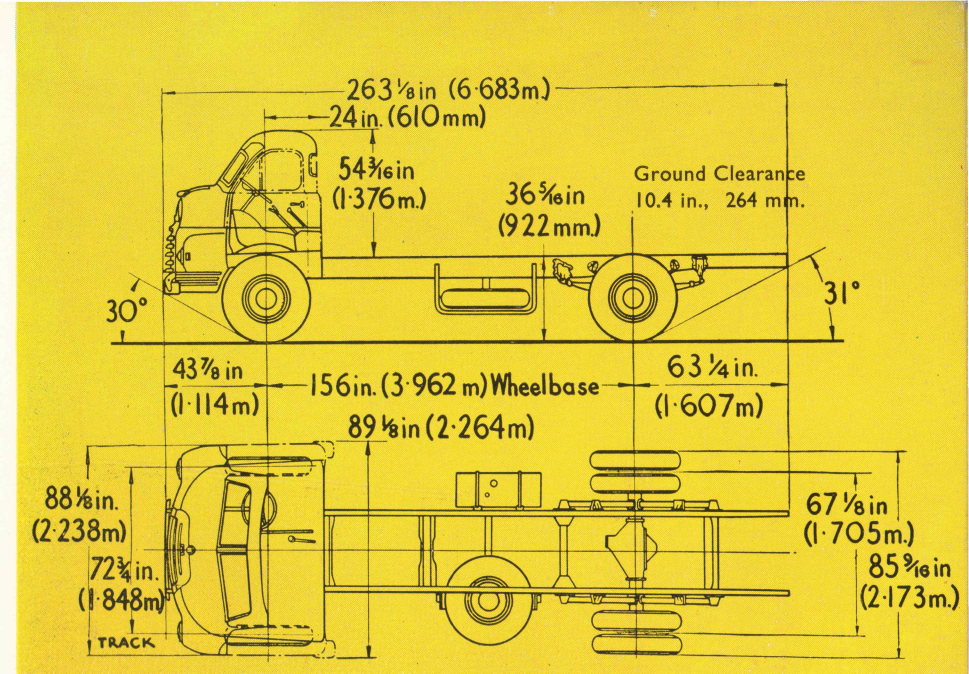
REAR AXLE. Fully floating, hypoid drive. Ratios, 5/34 (6.8 to 1) or 6/35 (5.833 to 1). Eaton 2-speed axle optional, ratios 5.62 to 1 and 7.81 to 1.

BRAKES. Hydraulic on all four wheels, with pressure-reaction vacuum servo assistance. Vacuum exhauster fitted with diesel option. Total lining area 498.5 sq. in. (3216 sq. cm.). Pull up type handbrake operates rear brakes mechanically.

STEERING. Semi-irreversible worm and sector, ratio 26 to 1. Turning circle diameter 49 ft. 6 in. (15.08 m.)

ELECTRICAL. Petrol: 12 volt system, battery 72 amp. hr. at 20 hr. rate. Diesel: 24 volt starting and lighting, four 6 volt batteries, 114 amp. hr. at 20 hr. rate.

WHEELS AND TYRES. Pressed steel wheels, B6.0×20, 5.1 in. offset. Tyres 8.25-20, 12 ply. Optional tyres: 9.00-20, 12 ply, or 9.00-20 Trakgrip, 12 ply, on B6.5×20, 5.6 in. offset wheels.



WEIGHT DATA

For additional weight data, see page 23

KERB WEIGHT

	Front		Rear		Total	
	lb.	kg.	lb.	kg.	lb.	kg.
With 8.25-20, 12 ply tyres						
SLZG, Chassis only, petrol	3175	1440	2350	1066	5525	2506
SLZO, Chassis only, oil	3680	1669	2365	1073	6045	2742
SLCG, Chassis/Cab, petrol	3540	1605	2365	1073	5905	2678
SLCO, Chassis/Cab, oil	4075	1835	2380	1080	6425	2914
SLDG, Dropside Truck, petrol	3760	1705	3190	1447	6950	3152
SLDO, Dropside Truck, oil	4265	1935	3205	1454	7470	3388
With 9.00-20, 12 ply tyres						
SLZG, Chassis only, petrol	3270	1483	2535	1149	5805	2632
SLZO, Chassis only, oil	3775	1712	2550	1156	6325	2868
SLCG, Chassis/Cab, petrol	3635	1648	2550	1156	6185	2804
SLCO, Chassis/Cab, oil	4140	1878	2565	1163	6705	3041
SLDG, Dropside Truck, petrol	3855	1748	3375	1530	7230	3278
SLDO, Dropside Truck, oil	4360	1978	3390	1538	7750	3515

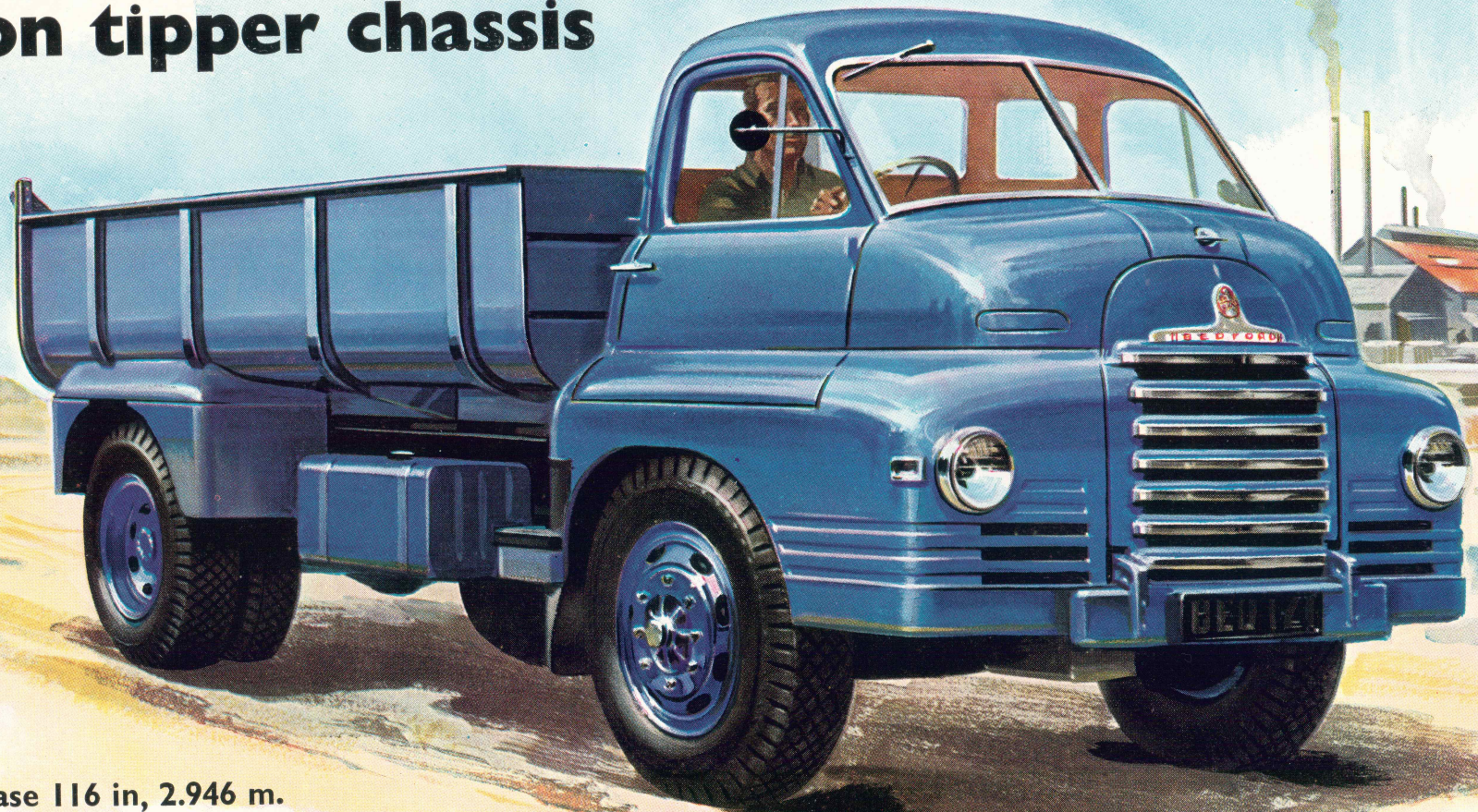
GROSS LADEN WEIGHT—all models

With 8.25-20, 12 ply tyres	18,900 lb., 8573 kg.
With 9.00-20, 12 ply tyres	23,100 lb., 10478 kg.

Model designations: Z denotes chassis only; C, chassis and cab; D, dropside truck; G, petrol; O, diesel.

The SS Big Bedford

7-ton tipper chassis



Wheelbase 116 in, 2.946 m.

Gross Laden Weight, 23,100 lb, 10478 kg.

Designed primarily for tipping work, this short wheelbase chassis is suitable for all transport operations involving heavy, compact loads. As with the long wheelbase model, the chassis members are flat from the back of the cab to the end of the frame and the frame is built high to simplify body construction.

Heavy duty all-steel bodies are available with capacities normally up to 6 cubic yards, and underbody ram tipping gear with integral fluid reservoir.

Big Bedford Tractor Chassis

Model SA Specification

For full specification see page 20

In general features and specification details this ultra-short tractor unit is similar to the Big Bedford models SL and SS. It differs in length of wheelbase and in the shaping of the chassis frame. Vacuum servo assistance is not provided on the tractor brakes. Instead, a servo control valve is fitted for trailer brake operation. Other specification differences are in springs and tyre equipment.

ENGINE OPTIONS	Diesel	Petrol
Type	Perkins R6	Bedford Long Life
No. of Cylinders	6	6
Bore	4 in., 101.6 mm.	3.875 in., 98.42 mm.
Stroke	4.5 in., 114.3 mm.	4.25 in., 107.95 mm.
Capacity	339.3 cu. in., 5562.3 c.c.	300.7 cu. in., 4927 c.c.
Maximum B.H.P.	108 at 2,700 r.p.m.	115 approx. at 3,200 r.p.m.
Maximum Torque lb. ft.	240 at 1,600 r.p.m.	238 approx. at 1,200 r.p.m.
Compression Ratio	17.5 to 1	6.8 to 1

For engine specifications, diesel—see page 10, petrol—see page 12.

CLUTCH. Single dry plate. 12 in. nominal diameter.

GEAR BOX. Four forward speeds. Synchromesh on top, third and second. Ratios: 7.059 to 1; 3.332 to 1; 1.711 to 1; direct; reverse, 7.059 to 1.

FUEL TANK. Capacity 26 Imperial gallons, 31.2 U.S. gallons, 118 litres.

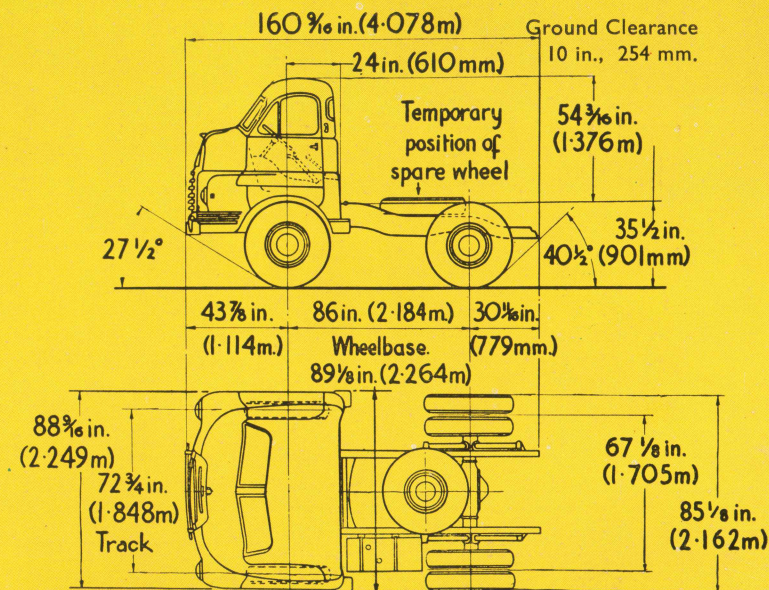
REAR AXLE. Fully floating, hypoid drive. Ratio, 5/34 (6.8 to 1). Eaton 2-speed axle optional, except when Scammell coupling gear is fitted, ratios 5.62 to 1 and 7.81 to 1.

BRAKES. Hydraulic on all four wheels. Servo control valve mounted with master cylinder for trailer brake operation. Vacuum exhauster fitted with diesel option. Total lining area 498.5 sq. in. (3216 sq. cm.). Pull up type handbrake operates rear brakes mechanically.

STEERING. Semi-irreversible worm and sector, ratio 26 to 1. Turning circle diameter 28 ft. (8.53 m.).

ELECTRICAL. Petrol: 12 volt system, battery 72 amp. hr. at 20 hr. rate. Diesel: 24 volt starting and lighting, four 6 volt batteries, 114 amp. hr. at 20 hr. rate.

WHEELS AND TYRES. Pressed steel wheels, B6.0×20, 5.1 in. offset. Tyres 7.50-20, 10 ply. Optional tyres (except with Scammell coupling gear): 8.25-20, 12 ply, on B6.0×20, 5.1 in. offset wheels, or 9.00-20, 12 ply, on B6.5×20, 5.6 in. offset wheels.



WEIGHT DATA

For additional weight data, see page 23

KERB WEIGHT

	Front		Rear		Total	
	lb.	kg.	lb.	kg.	lb.	kg.
With 7.50-20, 10 ply tyres						
SAG, Chassis/Cab, petrol	3560	1615	1670	757	5230	2372
SAO, Chassis/Cab, oil	4070	1846	1660	753	5730	2599
With 8.25-20, 12 ply tyres						
SAG, Chassis/Cab, petrol	3605	1635	1760	798	5365	2433
SAO, Chassis/Cab, oil	4115	1867	1750	794	5865	2660
With 9.00-20, 12 ply tyres						
SAG, Chassis/Cab, petrol	3695	1676	1950	884	5645	2560
SAO, Chassis/Cab, oil	4205	1907	1940	879	6145	2787

NOTE: Kerb weights and shipping weights are for Tractor Unit without coupling gear, as supplied by Vauxhall Motors Ltd. Kerb weight of tractor unit with Scammell coupling gear and typical 23 ft. dropside semi-trailer, 7.50-20, 10 ply tyres on tractor, 9.00-20, 12 ply twin tyres on trailer: 10,605 lb., 4810 kg.

GROSS TRAIN WEIGHT—all models

With 7.50-20, 10 ply tyres	31,600 lb., 14333 kg.
With 8.25-20, 12 ply tyres, for timber hauling, etc.,	30,500 lb., 13835 kg.
With 9.00-20, 12 ply tyres, for timber hauling, etc.,	29,200 lb., 13245 kg.

Model designations: G denotes petrol; O, diesel.

The SA Big Bedford tractor chassis



Wheelbase 86 in, 2.184 m.

Gross Train Weight 31,600 lb, 14333 kg.

Manoeuvrability is outstanding in this ultra-short wheelbase chassis which has a turning circle of only 28 ft. It is designed expressly as a tractor unit for semi-trailers. The frame is built low at the rear and shaped to take the semi-trailer coupling gear. Automatic couplings for quickly detachable trailers and fifth wheel attachments can be supplied.

Illustrated above is a 23 ft. flat platform trailer with Scammell automatic coupling gear. With the Scammell gear, the jockey wheels are raised automatically as coupling takes place and there is no need for the driver to leave the cab. The payload rating for this type of trailer is in excess of 21,000 lb.

Big Bedford Passenger Chassis

Model SB Specification

For full specification see page 20

Full forward control design with special provision to take away engine heat by an air-cooled double skin engine cowl. Easy access to engine for routine maintenance. Engine options, gearbox, rear axle and braking system have the same specification as for the short and long truck models.

ENGINE OPTIONS	Diesel	Petrol
Type	Perkins R6	Bedford Long Life
No. of Cylinders	6	6
Bore	4 in., 101.6 mm.	3.875 in., 98.42 mm.
Stroke	4.5 in., 114.3 mm.	4.25 in., 107.95 mm.
Capacity	339.3 cu. in., 5562.3 c.c.	300.7 cu. in., 4927 c.c.
Maximum B.H.P.	108 at 2,700 r.p.m.	115 approx. at 3,200 r.p.m.
Maximum Torque lb. ft.	240 at 1,600 r.p.m.	238 approx. at 1,200 r.p.m.
Compression Ratio	17.5 to 1	6.8 to 1

For engine specifications, diesel—see page 10, petrol—see page 12.

CLUTCH. Single dry plate. 12 in. nominal diameter.

GEARBOX. Four forward speeds. Synchromesh on top, third and second. Ratios: 7.059 to 1; 3.332 to 1; 1.711 to 1; direct; reverse, 7.059 to 1.

FUEL TANK. Capacity 26 Imperial gallons, 31.2 U.S. gallons, 118 litres.

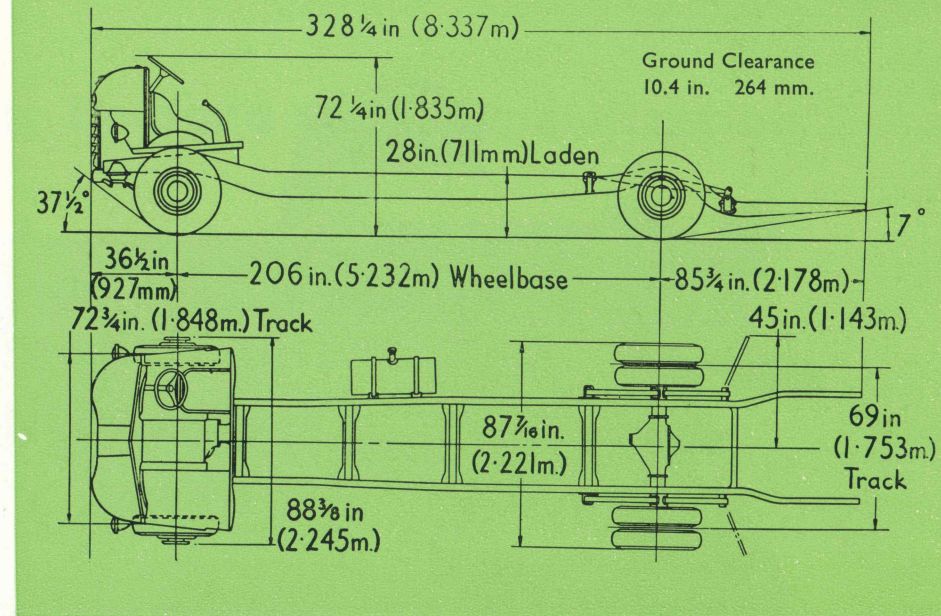
REAR AXLE. Fully floating, hypoid drive. Ratios, 6/35 (5.833 to 1) or 5/34 (6.8 to 1). Eaton 2-speed axle optional, ratios 4.89 to 1 and 6.8 to 1.

BRAKES. Hydraulic on all four wheels, with pressure-reaction vacuum servo assistance. Vacuum exhauster fitted with diesel option. Total lining area 498.5 sq. in. (3216 sq. cm.). Pull up type handbrake operates rear brakes mechanically.

STEERING. Semi-irreversible worm and sector, ratio 26 to 1. Turning circle diameter 64 ft. 6 in. (19.66 m.).

ELECTRICAL. Petrol: 12 volt system, 500 watt generator, two 6 volt batteries, 129 amp. hr. at 20 hr. rate. Diesel: 24 volt starting and lighting, four 6 volt batteries, 114 amp. hr. at 20 hr. rate.

WHEELS AND TYRES. Pressed steel wheels, B6.0×20, 5.1 in. offset. Tyres 8.25-20, 12 ply. Optional tyres: 9.00-20, 10 ply, on B6.5×20, 5.6 in. offset wheels.



WEIGHT DATA

For additional weight data, see page 23

KERB WEIGHT

	Front		Rear		Total	
	lb.	kg.	lb.	kg.	lb.	kg.
With 8.25-20, 12 ply tyres						
SBG, Chassis only, petrol	3230	1465	2400	1089	5630	2554
SBO, Chassis only, oil	3685	1671	2400	1089	6085	2760

Kerb weight of typical 35 str. luxury coach: 11,000 lb., 4990 kg.

Kerb weight of typical service bus, 37 str.: 9500 lb., 4309 kg.

50 str.: 10,100 lb., 4581 kg.

With 9.00-20, 12 ply tyres

	lb.	kg.	lb.	kg.	lb.	kg.
SBG, Chassis only, petrol	3300	1497	2590	1175	5890	2672
SBO, Chassis only, oil	3755	1703	2590	1175	6345	2878

GROSS LADEN WEIGHT—all models, with standard or optional tyres, 18,000 lb., 8165 kg.

Model designations: G denotes petrol; O, diesel.

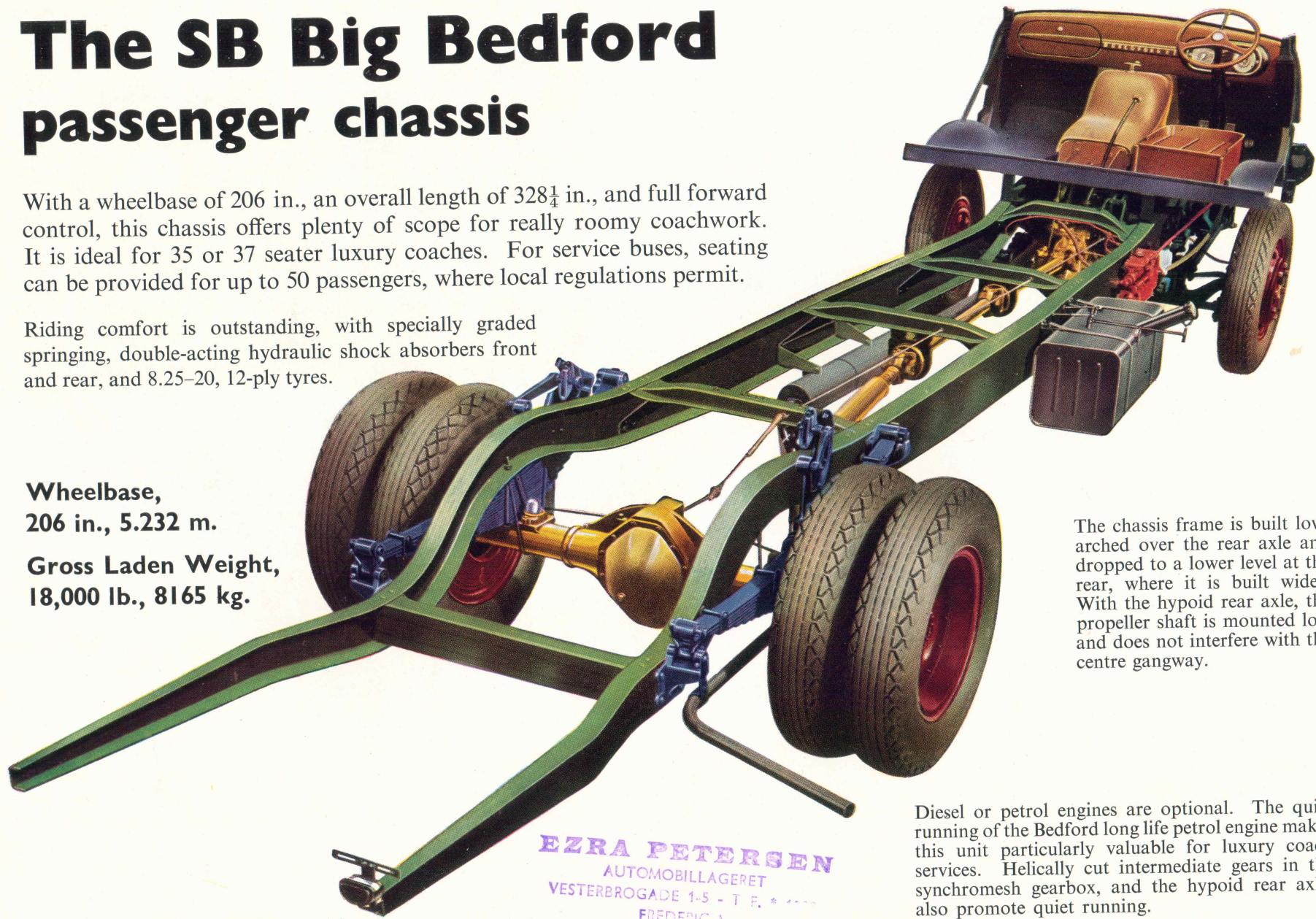
The SB Big Bedford passenger chassis

With a wheelbase of 206 in., an overall length of 328 $\frac{1}{4}$ in., and full forward control, this chassis offers plenty of scope for really roomy coachwork. It is ideal for 35 or 37 seater luxury coaches. For service buses, seating can be provided for up to 50 passengers, where local regulations permit.

Riding comfort is outstanding, with specially graded springing, double-acting hydraulic shock absorbers front and rear, and 8.25-20, 12-ply tyres.

Wheelbase,
206 in., 5.232 m.

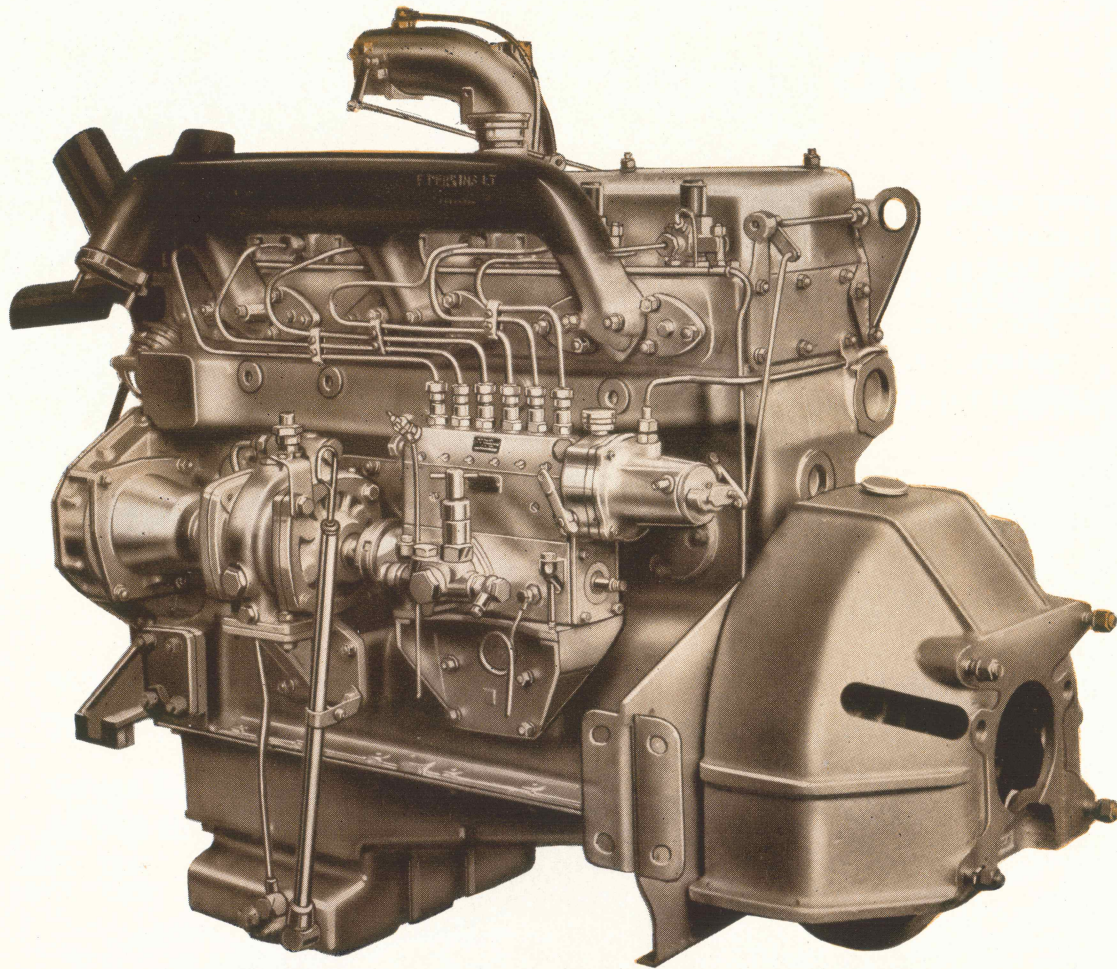
Gross Laden Weight,
18,000 lb., 8165 kg.



The chassis frame is built low, arched over the rear axle and dropped to a lower level at the rear, where it is built wider. With the hypoid rear axle, the propeller shaft is mounted low and does not interfere with the centre gangway.

Diesel or petrol engines are optional. The quiet running of the Bedford long life petrol engine makes this unit particularly valuable for luxury coach services. Helically cut intermediate gears in the synchromesh gearbox, and the hypoid rear axle, also promote quiet running.

EZRA PETERSEN
AUTOMOBILLAGERET
VESTERBROGADE 1-5 - T. F. 4 444
FREDERICIA

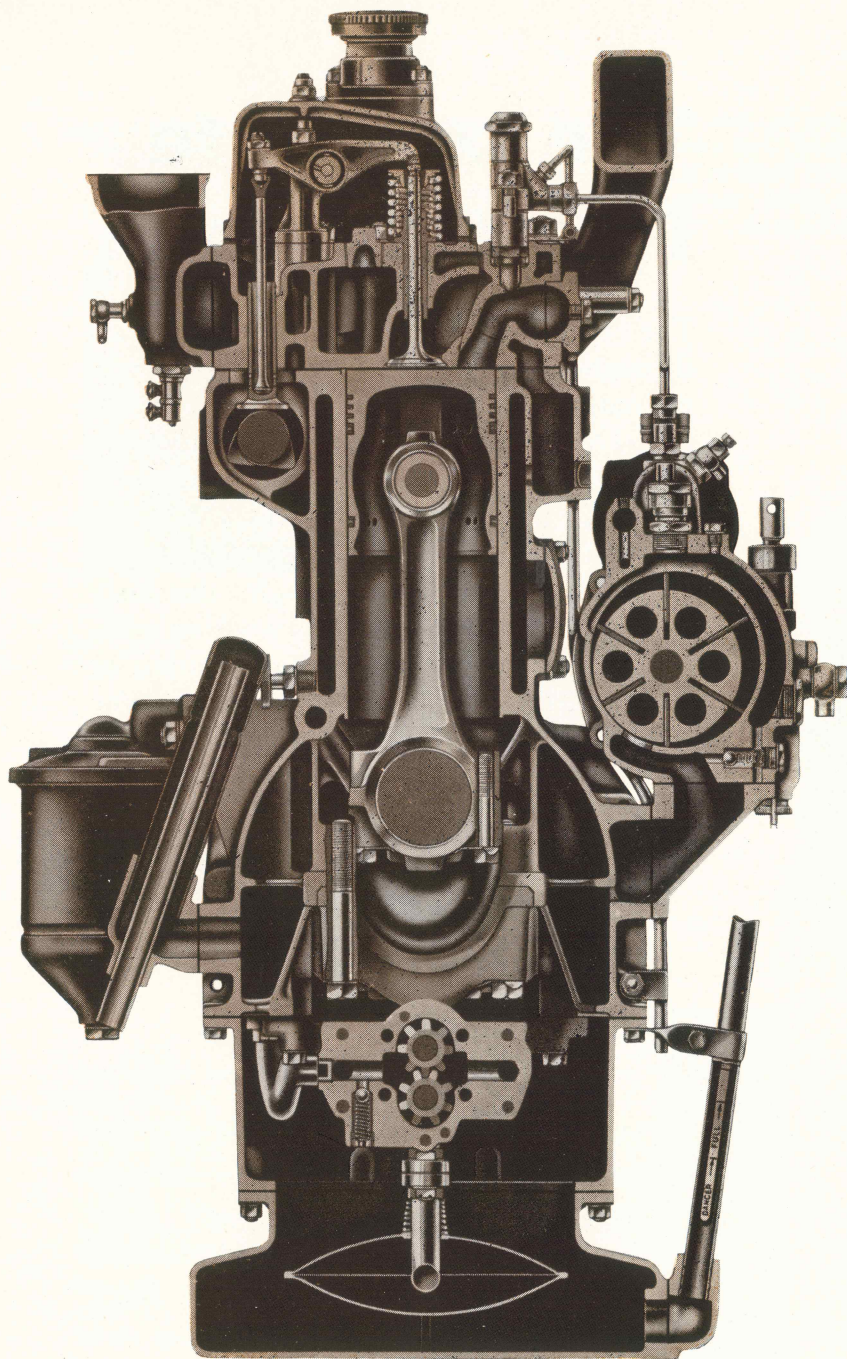


The 108 b.h.p. Diesel Engine

The factory-installed diesel option is the result of close collaboration between Perkins engineers and Bedford engineers. The Perkins R6 diesel has been designed specially for the fast 7-tonner, and Big Bedford design has been engineered so that diesel or petrol engines can be installed in any chassis without the need for special modifications. A heavy duty clutch, to match diesel torque characteristics, is now standard equipment on all models. Changes have been made to the design of the cab, notably to the air-cooled engine cowl, in order to give easy access for routine maintenance of either diesel or petrol engines.

An exclusive feature of the Big Bedford diesel is the "Aeroflow" system of combustion. Fuel is sprayed direct into the spherical combustion chamber and simultaneously another spray is directed into the venturi throat towards the piston crown. Thus, the advantages of direct and indirect injection are combined in one unit. Easy starting and fuel economy, the attributes of direct injection systems, are combined with smoothness and flexibility over a wide speed range, the advantages of indirect injection.

Developing 108 b.h.p. at 2,700 r.p.m. this engine has a brake torque of 240 lb. ft. at 1,600 r.p.m. It is a 6-cylinder, o.h.v. unit, operating on the four-stroke principle, with a bore and stroke of $4 \times 4\frac{1}{2}$ in. giving a displacement of 340 cu. in.



The Big Bedford Diesel Specification

Bore	4 in., 101.6 mm.
Stroke	4.5 in., 114.3 mm.
Piston Displacement	339.3 cu. in., 5562.3 c.c.
Compression Ratio	17.5 to 1
Maximum B.H.P.	108 at 2,700 r.p.m.
Maximum Torque ..	240 lb. ft. at 1,600 r.p.m.

CYLINDER BLOCK. Integral with crankcase of heavy duty alloy cast iron. Designed to give rigid support to main bearings. Pressed-in, renewable, dry cylinder liners of high duty alloy cast iron.

CYLINDER HEAD embodies Perkins "Aeroflow" combustion system, combining direct and indirect injection, for controlled combustion over a wide speed range. Spherical combustion chambers formed half in head and half by detachable steel caps. Valves, rocker gear and push rods carried in head.

CAMSHAFT is mounted high on the right hand side of the cylinder block.

CRANKSHAFT. Seven bearing crankshaft forged from nickel chrome molybdenum steel, statically and dynamically balanced.

BEARINGS. Pre-finished steel shell main and big end bearings of copper-lead, indium coated.

PISTONS AND RINGS. Aluminium alloy pistons, with five rings; four above piston pin and one below. Upper three are straight-sided compression rings, lower two are slotted oil control rings.

TIMING GEAR. Camshaft and fuel pump shaft are driven by a triple roller chain, totally enclosed in timing case at front of engine. Automatic chain tensioner.

LUBRICATION. High pressure force feed system from gear-type pump in sump. Full flow oil filter with replaceable element.

VENTILATION. A ventilator pipe maintains a partial vacuum in sump. It is specially shaped to aid gas extraction.

FUEL PUMP. C.A.V. unit type with integral governor controlled by suction from inlet manifold to regulate amount of fuel delivered to atomisers. Idling speed can be controlled from the cab.

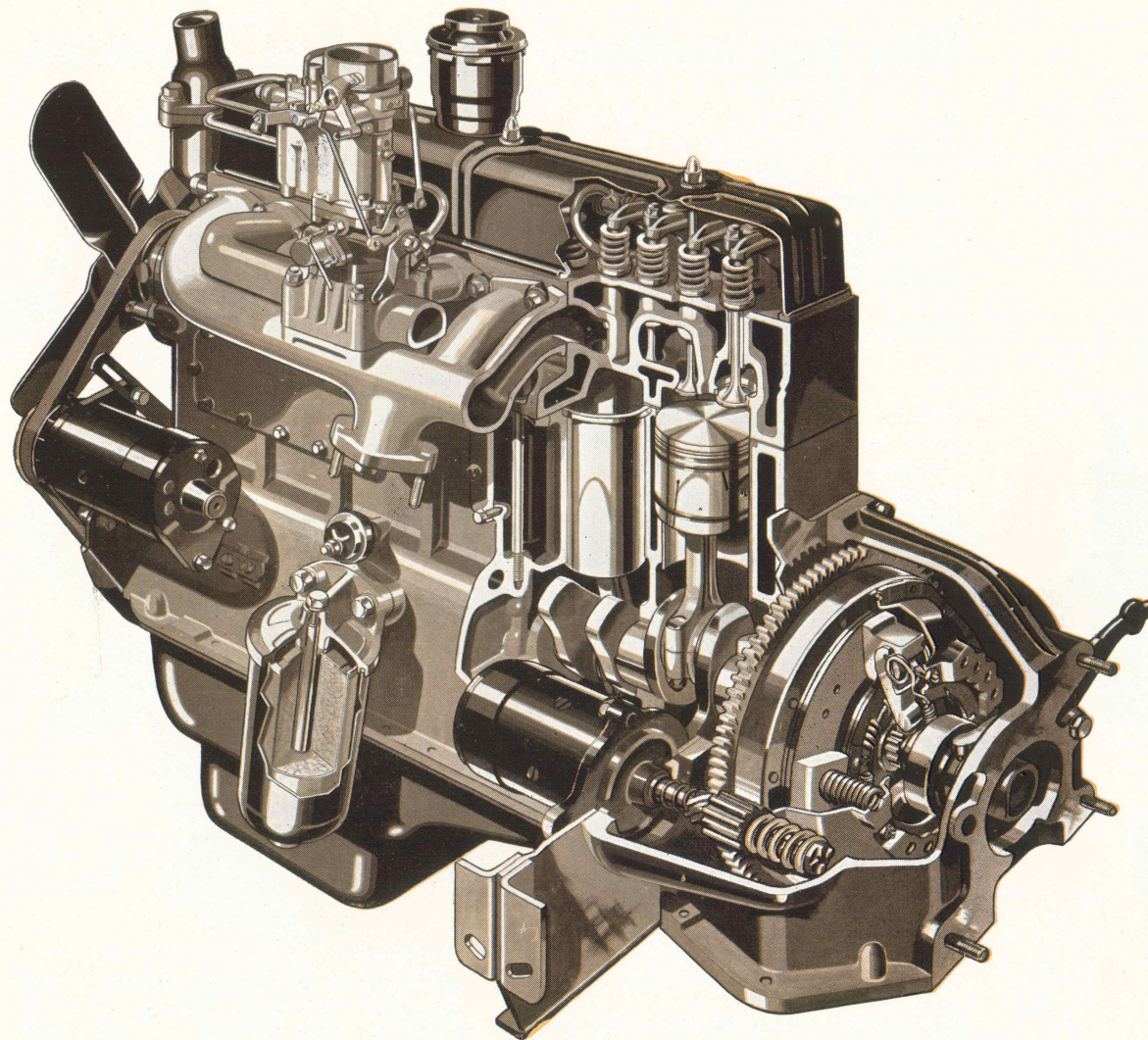
ATOMISERS. Easily accessible on top of cylinder head. Two sprays, one into the spherical combustion chamber and the other into the cylinder head.

AIR INTAKE protected by large oil-bath air cleaner.

COOLING. Centrifugal pump at front of cylinder head is belt driven from crankshaft. 6-bladed fan, diameter 17 in., 431.8 mm.

STARTING. Easy and positive. Two series-connected 12-volt heaters in the induction manifold and a priming pump for cold starting. 24-volt axial type starter motor.

ELECTRICAL. 24 volt system. Positive earth, compensated voltage control generator, output 360 watts (600 watt output for passenger chassis). Four 6 volt batteries in series, 114 amp. hr. at 20 hr. rate.



The Long Life Petrol Engine

The Big Bedford engine is engineered throughout for long life. Its long life was proved on duration tests, and now exceptional mileages between overhauls are being reported by operators after three years in service in all parts of the world. With the ideal ratio of 30 cu. in. of engine capacity per long ton of gross vehicle weight, this lusty slow-running engine is always working within its capacity. Its high torque output at low revs. make it possible to govern engine speed at 3,000 r.p.m. A first-class specification and many special design features make this a long life engine in every particular.

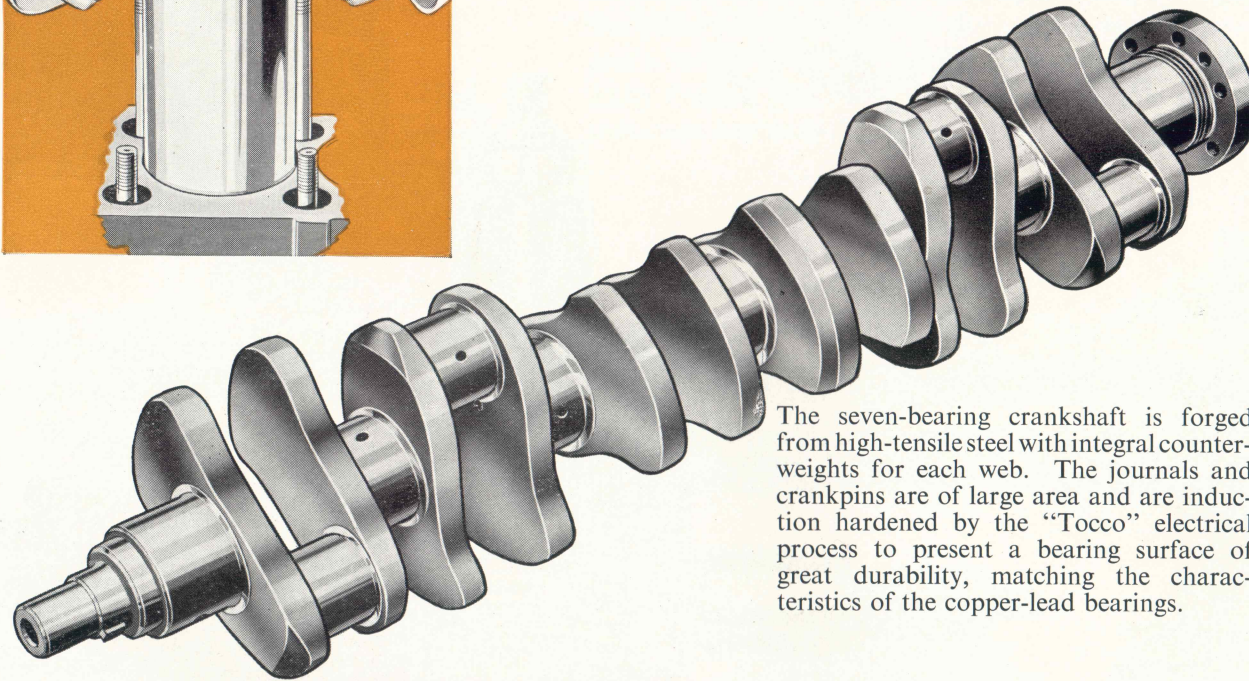
High lights of the long life specification

Slip fit cylinder liners . . . Chromium-plated top piston rings . . . Free-release exhaust valve rotators . . . Seven bearing crankshaft with torsional vibration damper . . . Induction hardened crankshaft journals and crankpins . . . Copper-lead main and big end bearings . . . Positive crankcase ventilation . . . Extra large detachable oil filter . . . Full depth water jackets with directed cooling.

115 b.h.p. (approx.) is developed at 3,200 r.p.m. A brake torque of approximately 238 lb. ft. is developed at only 1,200 r.p.m. A bore and stroke of 3.875×4.25 in. gives a piston displacement of 300.7 cu. in.

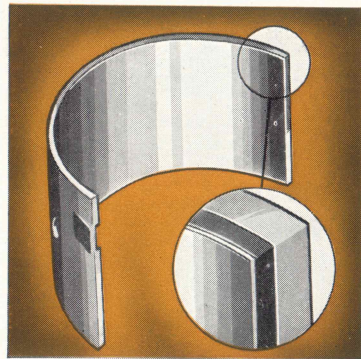


Centrifugally cast of iron alloy, the dry cylinder liners provide a hard, extremely durable surface for the precision finished bores. The liners are a slip fit in the cylinder block and can be replaced in a fraction of the time needed for a rebore.

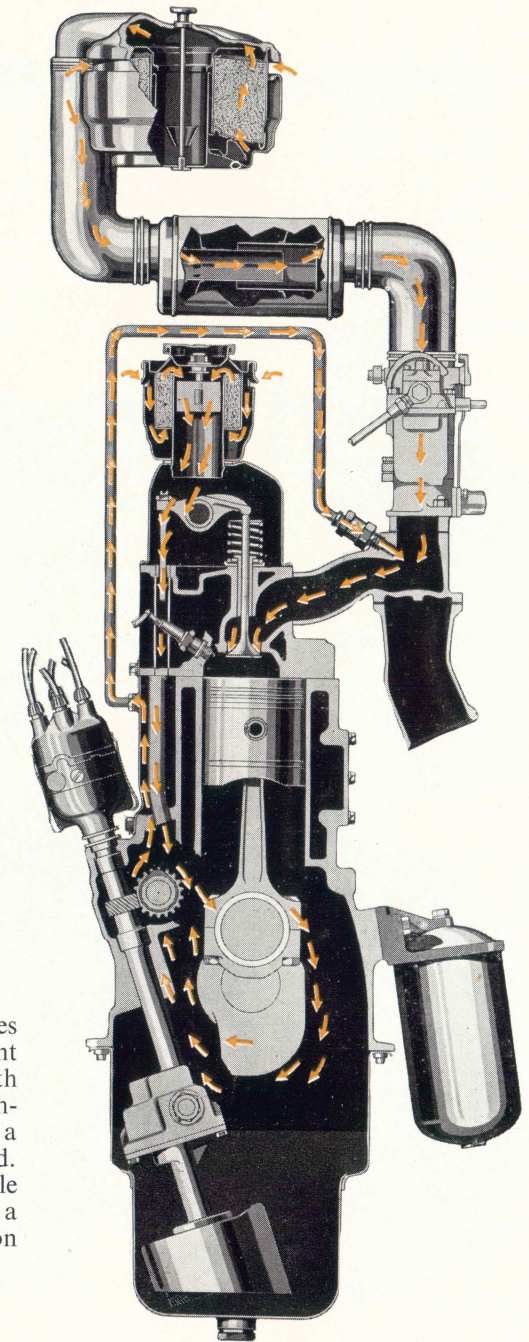


The seven-bearing crankshaft is forged from high-tensile steel with integral counterweights for each web. The journals and crankpins are of large area and are induction hardened by the "Tocco" electrical process to present a bearing surface of great durability, matching the characteristics of the copper-lead bearings.

Main and big end bearings are of copper-lead for heavy load capacity and greatly increased fatigue life. Each steel shell is lined with copper base alloy bearing metal, flashed with indium for a smooth cushioned ride throughout the long life of the bearing.



The positive system of crankcase ventilation ensures a filtered and regulated flow of air from the moment the engine is started. Air enters through an oil bath air cleaner on the rocker cover, circulates throughout the engine, and is drawn out through a depression-regulating valve on the inlet manifold. The flow of air is positive and constant all the while the engine is running, and the engine operates as a sealed unit. By removing impurities, oil dilution and sludge formation are avoided.



4-speed Synchronmesh Gearbox

Wide faced, helical gears of large diameter present a large tooth contact area to give long life under hard service conditions. Bearings are of substantial proportions and are liberally supplied with oil to promote long bearing life.

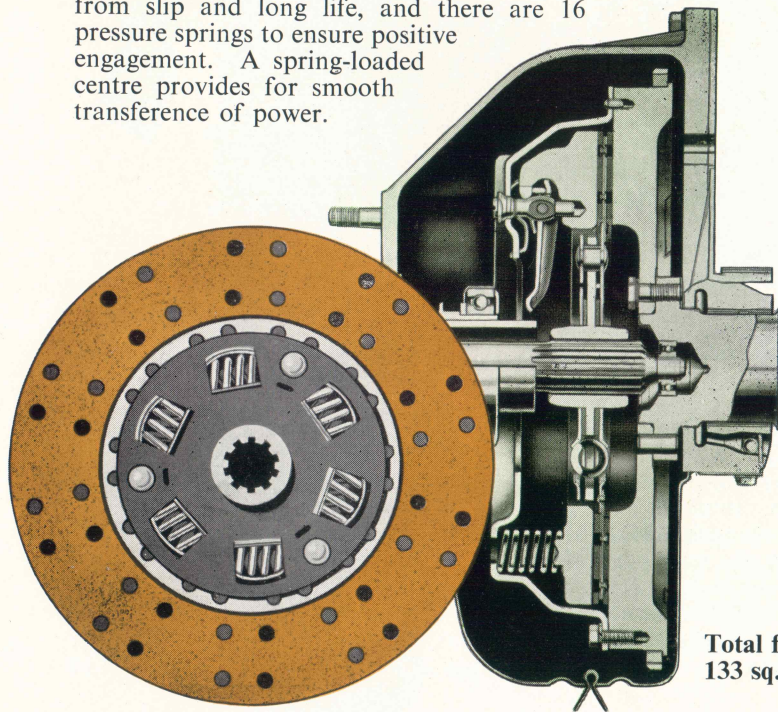
Synchronmesh on second, third and top is *controlled* synchronmesh. With Bedford *controlled* synchro-

mesh it is impossible to clash the gears. Constant mesh second and third gears have helical teeth which, because of the larger tooth contact area and smoother mesh, operate more quietly and with reduced wear. The quiet intermediate gears are a valuable feature, especially on the passenger chassis.

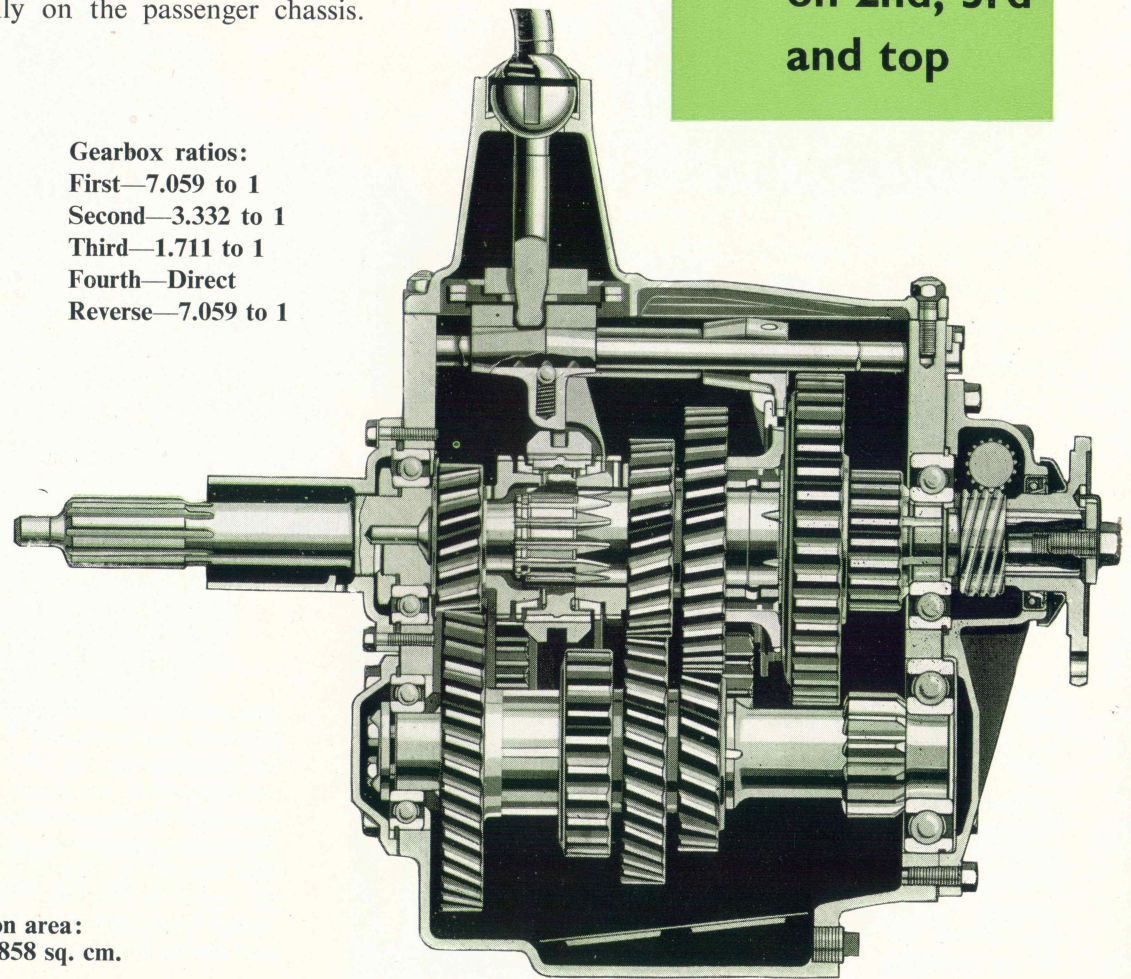
Synchronmesh . .
Constant mesh . .
Silent mesh . . .
on 2nd, 3rd
and top

New 12 in. Clutch

To suit the high torque characteristics of the diesel engine an extra heavy duty clutch is now fitted to all Big Bedford models. The new clutch is of particularly massive proportions. The single dry plate has friction facings of wound yarn for a smooth pick-up, freedom from slip and long life, and there are 16 pressure springs to ensure positive engagement. A spring-loaded centre provides for smooth transference of power.



Gearbox ratios:
First—7.059 to 1
Second—3.332 to 1
Third—1.711 to 1
Fourth—Direct
Reverse—7.059 to 1

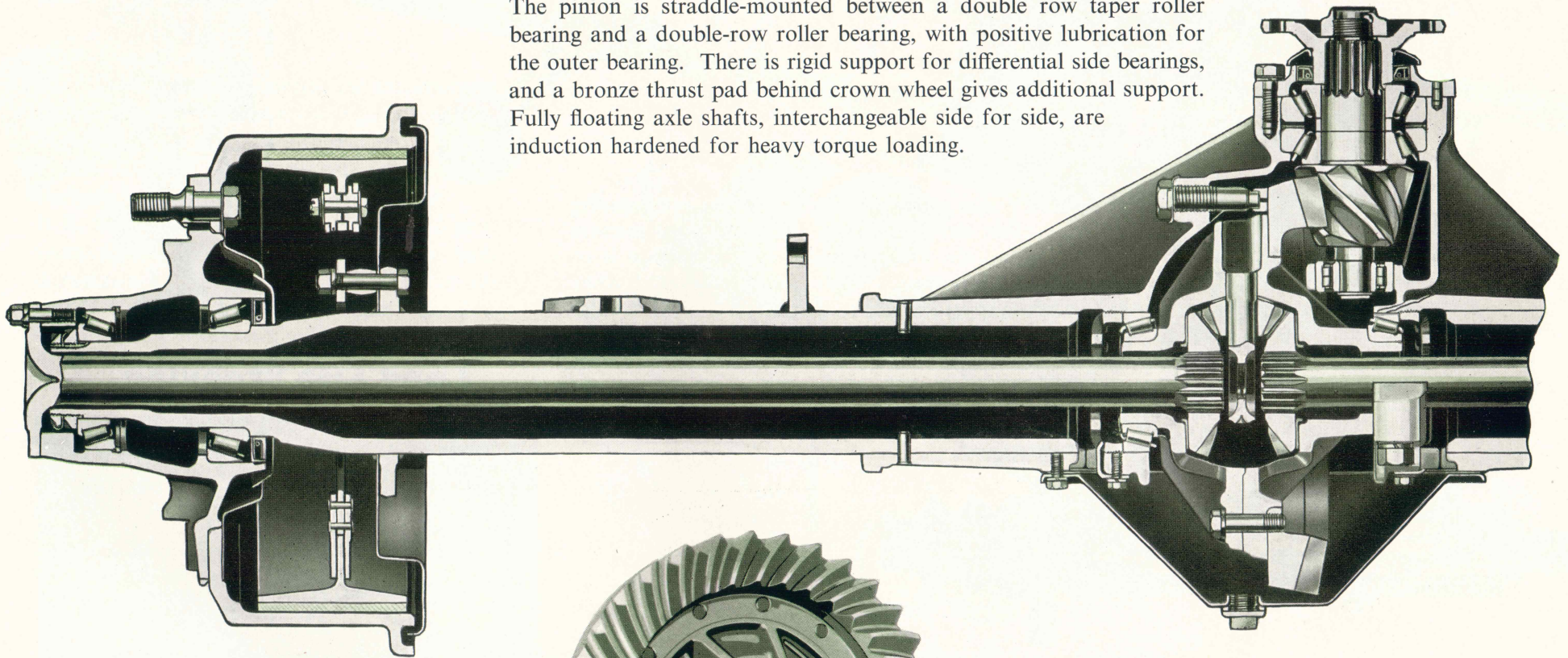


Total friction area:
133 sq. in., 858 sq. cm.

Hypoid Rear Axle

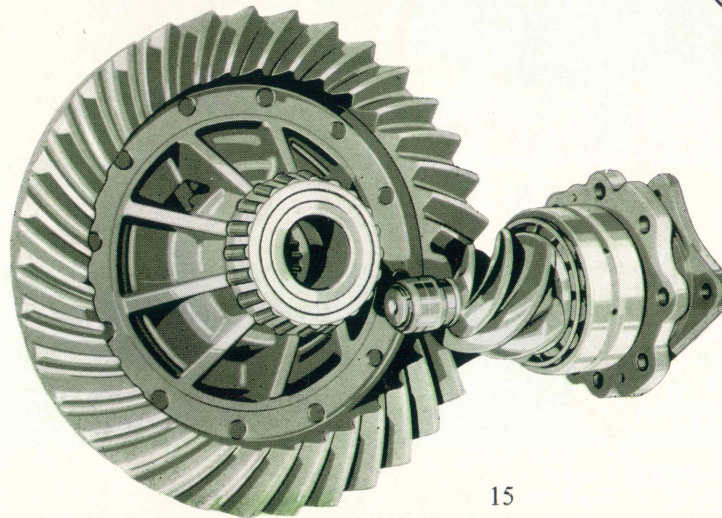
Hypoid gears have many times the strength of a spiral bevel of equivalent size, because off-setting the hypoid pinion below the centre of the crown wheel makes it possible to use a larger pinion for any given axle ratio.

The pinion is straddle-mounted between a double row taper roller bearing and a double-row roller bearing, with positive lubrication for the outer bearing. There is rigid support for differential side bearings, and a bronze thrust pad behind crown wheel gives additional support. Fully floating axle shafts, interchangeable side for side, are induction hardened for heavy torque loading.



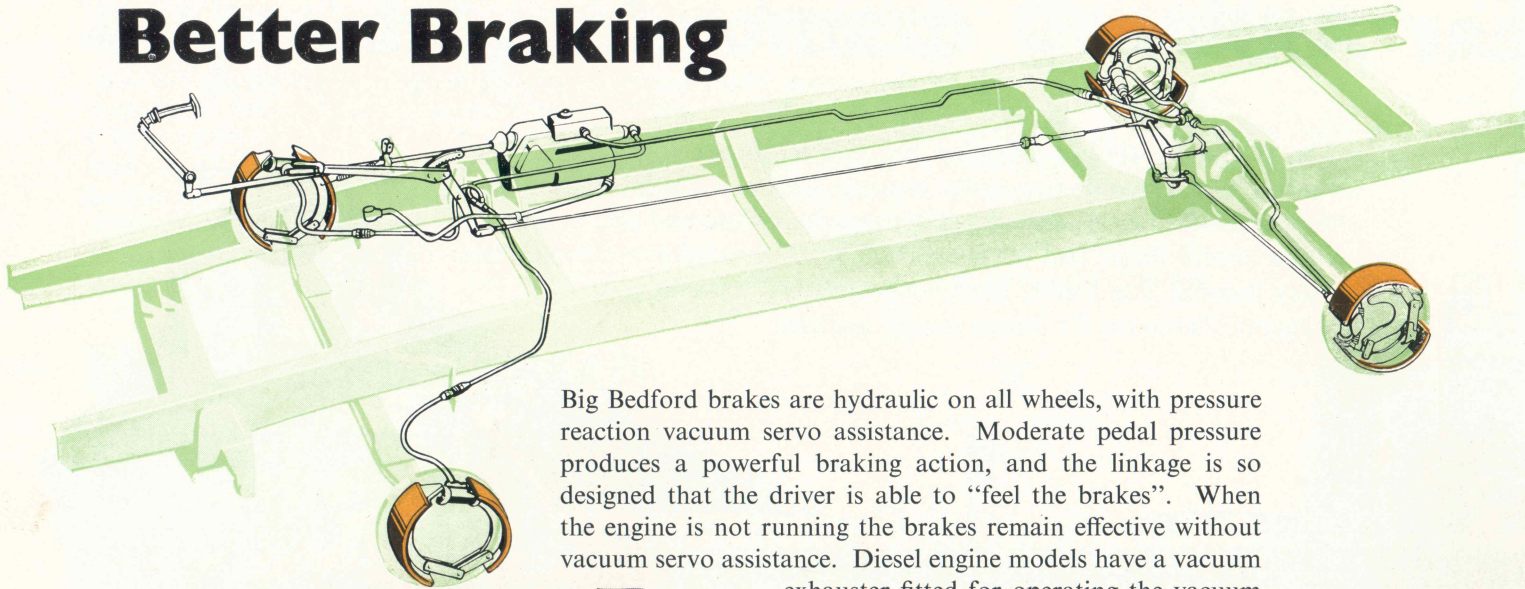
Two-speed Axle Option

The Eaton two-speed axle is available as an option. It incorporates the normal single reduction gear through spiral bevel pinion and crown wheel, and a double reduction by bringing into use additional planetary gearing. This axle option incorporates the standard Big Bedford hubs, drums and brake assemblies.



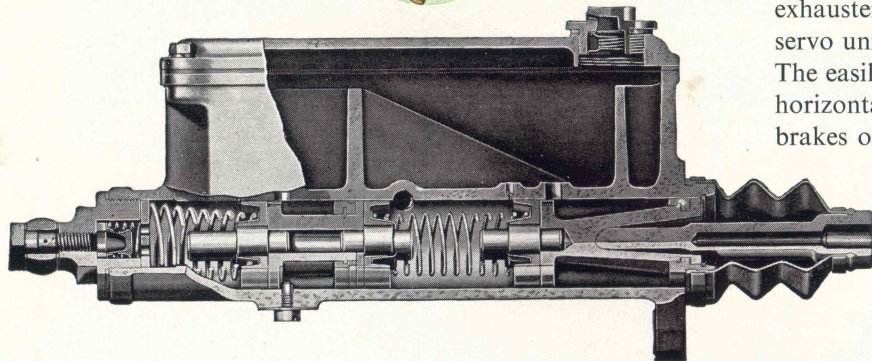
Note the robust teeth on the big hypoid pinion, the massive double-row taper roller outer bearing and the inner bearing of double-row plain rollers to straddle mount the pinion. Note, too, the large taper roller bearing on the differential housing.

Better Braking



Big Bedford brakes are hydraulic on all wheels, with pressure reaction vacuum servo assistance. Moderate pedal pressure produces a powerful braking action, and the linkage is so designed that the driver is able to "feel the brakes". When the engine is not running the brakes remain effective without vacuum servo assistance. Diesel engine models have a vacuum exhauster fitted for operating the vacuum servo unit.

The easily-reached handbrake lever, of the horizontal pull-up type, operates rear brakes only by cable.



Double-Safety Master Cylinder

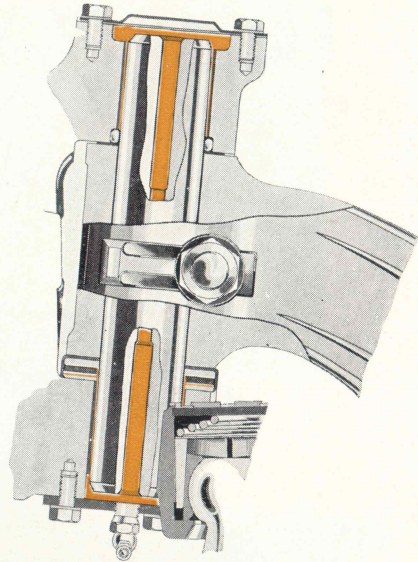
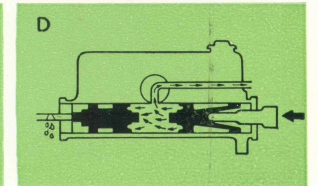
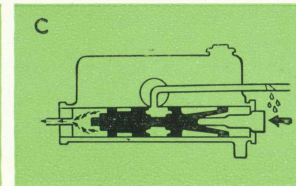
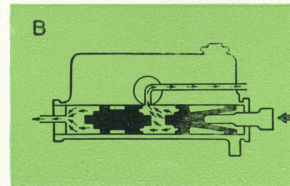
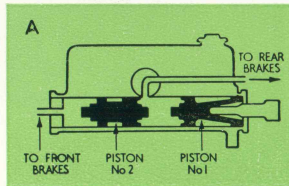
The Bedford tandem master cylinder is now a recognised safety feature. Formed integrally with the reservoir for the brake fluid, the cylinder contains two pistons which normally operate front and rear brake systems as one, but effectively isolate front from rear in the event of a failure, so that one pair of brakes continues to operate. The diagrams on the right show the simplicity of this positive double-safety feature.

Piston No. 1 is connected direct to the foot pedal and the vacuum servo linkage. Piston No. 2 is free to float between stops.

For normal brake operation pressure is applied direct to the rear brakes and is transmitted through the floating piston to the front brakes.

Should a leak develop in the rear brake system, piston No. 1 makes direct contact with piston No. 2 to apply pressure to the front brakes.

Should a leak develop in the front brakes, piston No. 2 seals the fluid outlet, and rear brakes remain effective without loss of pressure.

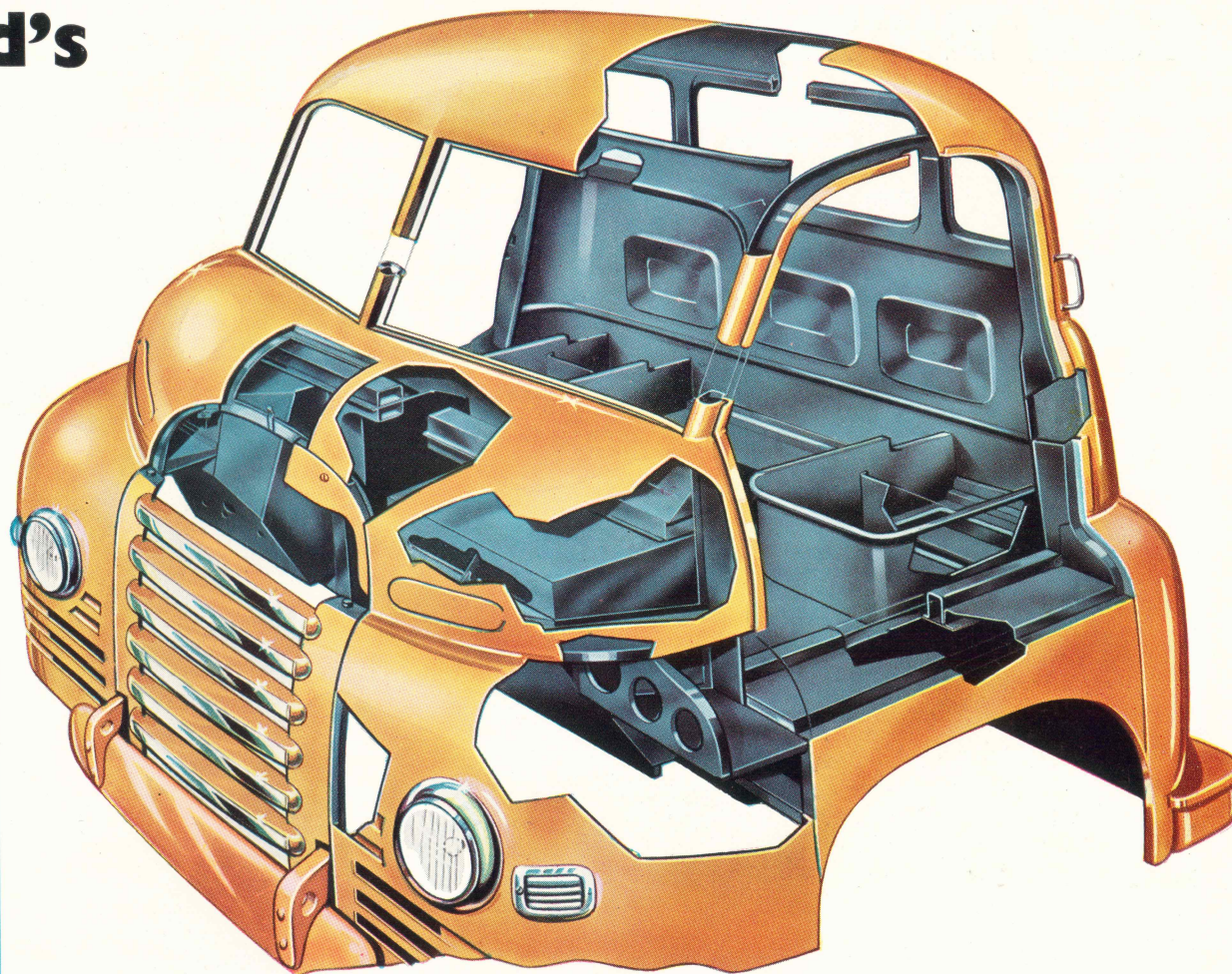
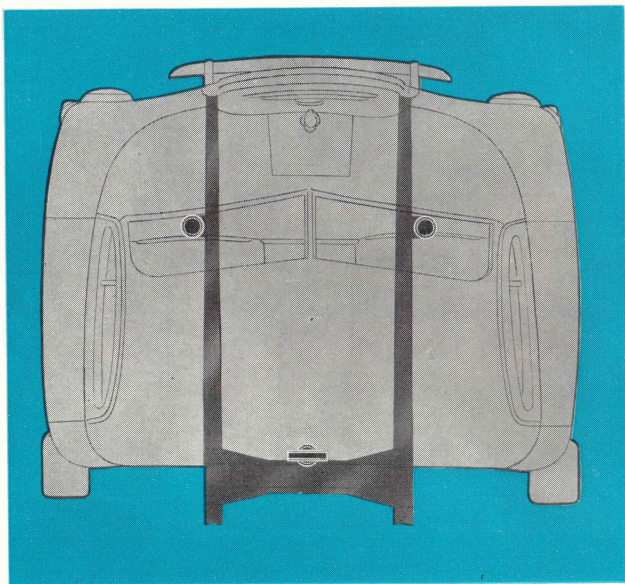


Long Life Steering

Big Bedford steering is designed for easy control and long life. Oil bath lubrication gives lighter steering and longer life for pivot pins and bushes. Oil is retained in the hollow pivot pin and also in the annular recess formed by the projecting upper end of the pin. Bushes are of lead bronze, and a plain thrust bearing consists of an oil impregnated sintered bronze washer between two case-hardened lapped steel washers.

The Big Bedford's Big Cab

No other full forward control cab incorporates so many special features as the Big Bedford cab. This is a cab of immense strength and, because of the all-steel welded integral construction, strength is achieved without extra weight. It is, above all, a cool cab, with special provision to take away heat from the engine, with draughtless ventilation and with effective insulation of the floor, toe panels and roof. It is in every sense a big cab, with standard seating for three big men to travel in comfort.



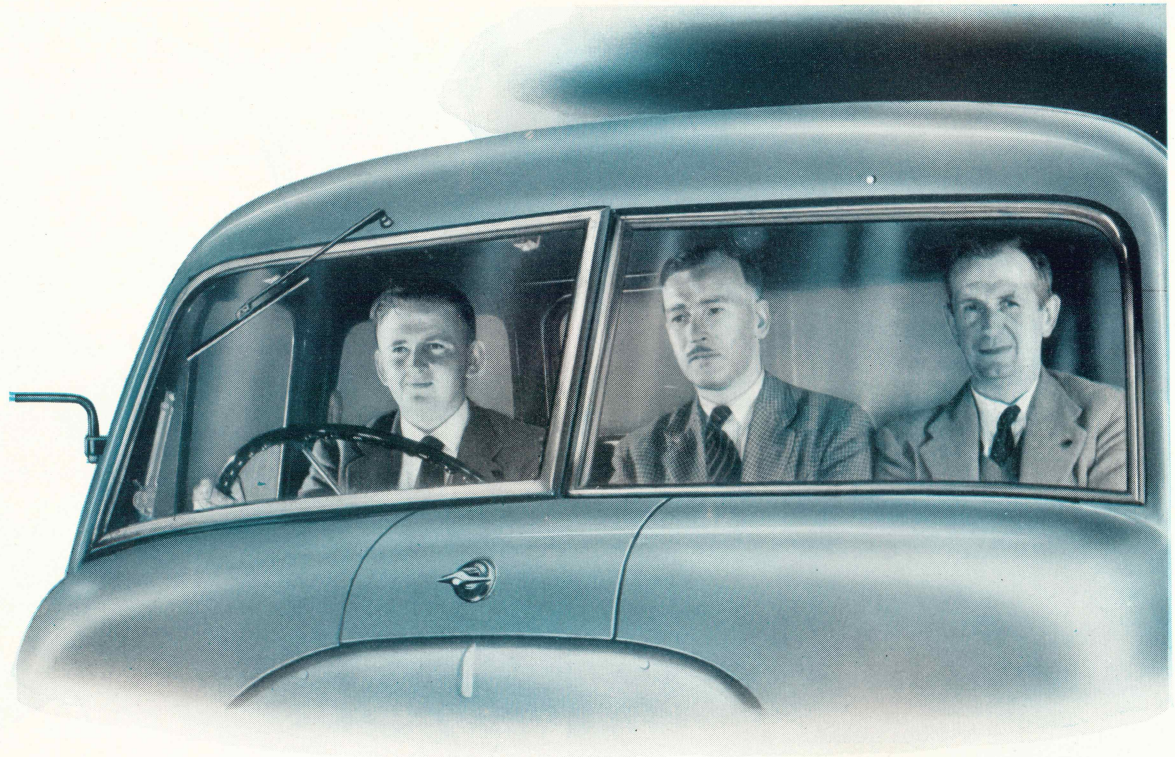
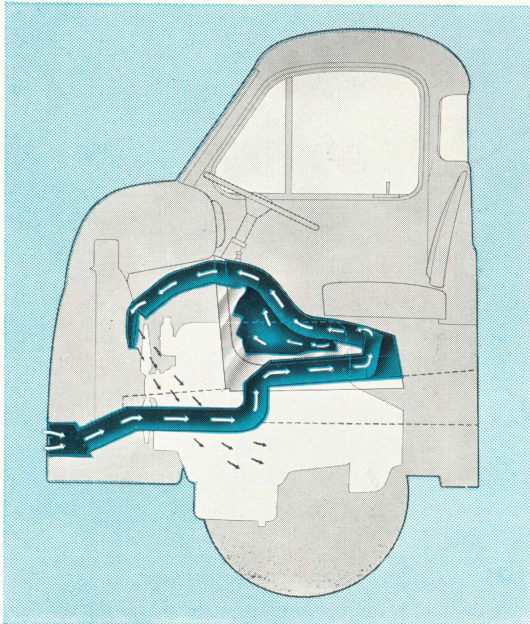
Cab, wings and front end sheet metal are mounted as one unit on three widely - spaced rubber mountings, to insulate the structure from chassis movement.

As shown in this sectioned drawing, tubular sections and box sections are formed by the welded steel construction to provide strength where it is necessary. Each component part, from the single piece dome top roof to the steel floor, adds strength to the integral unit. The scuttle, dash and instrument panel assembly reinforces the entire structure.

Cool Riding . . .

The Big Bedford introduces features which prove that full forward control cabs can be cool and comfortable even under tropical conditions. Engine heat is drawn away before it reaches the cab. All the while the engine is running, whether idling in traffic, pulling up long, steep gradients, or speeding along the open road, a steady flow of cool air is drawn through the double-skinned engine cover by suction from the fan—irrespective of road speed. Cool air enters at the front of the cab, as shown in the diagram below.

Additional cooling and cab ventilation is provided by four independent ventilators, two in the footwells and two in the scuttle. The driver's windscreen panel is hinged to open and the second panel can be similarly arranged as an optional extra.



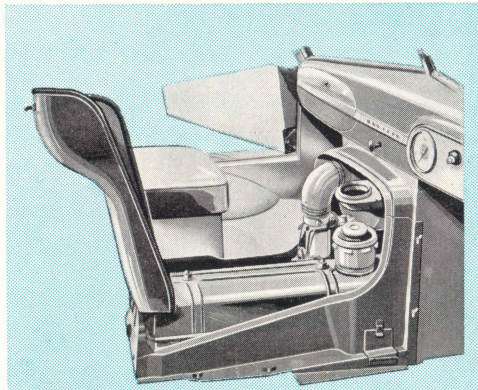
. . . Crew Comfort

The first essential for comfort is plenty of room, and the big airy Bedford cab has head room, leg room, and elbow room for a crew of three burly men. Each of the men shown in the photograph above is bigger than average, their combined weight being 540 lb.

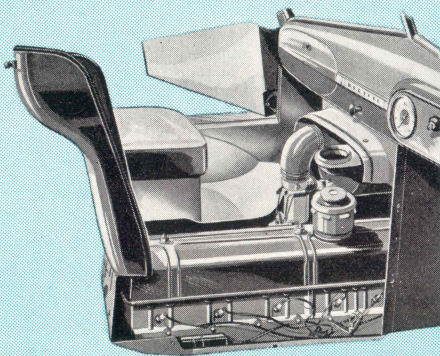
Form-fitting resilient seats, with shaped backrests, give support where it is most needed for comfortable riding. The driver's seat can be adjusted for leg room, and the backrest can be moved forward or back and the angle set to suit the driver's preference. Adjustments are simple and instantaneous.

Large safety glass windows, including rear quarter lights, give a clear view in any direction. In every way this cab is designed for comfort and convenience.

Easy Service Access Saves Time off the Road

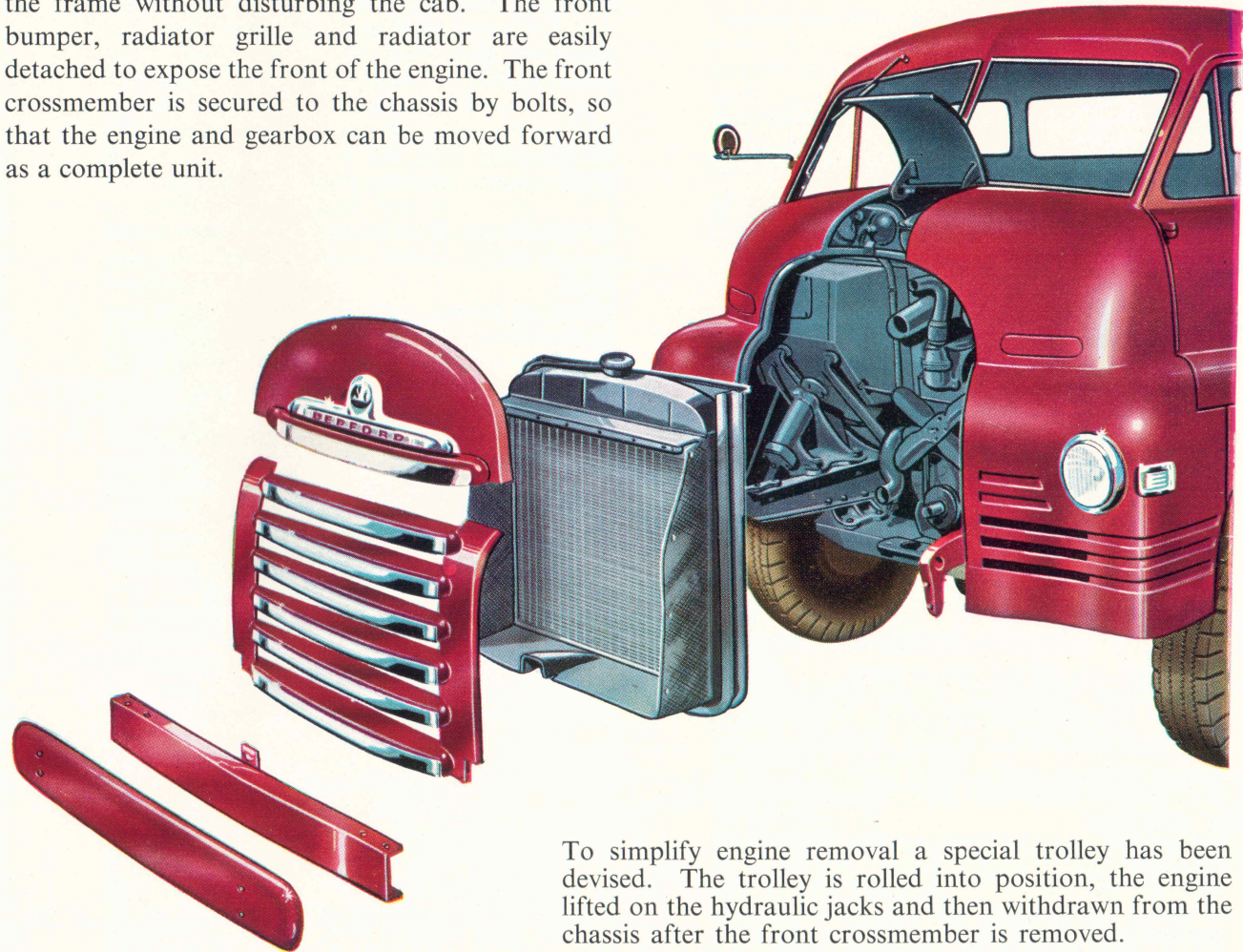


With a twist of the T handle the double skin engine cowl can be removed to give access to the engine.



For greater accessibility the side panels below the cover are easily removed for routine servicing.

Access for normal routine servicing is provided merely by lifting hinged traps and removing quickly detachable panels. When major overhauls become necessary, the engine can readily be removed from the frame without disturbing the cab. The front bumper, radiator grille and radiator are easily detached to expose the front of the engine. The front crossmember is secured to the chassis by bolts, so that the engine and gearbox can be moved forward as a complete unit.



To simplify engine removal a special trolley has been devised. The trolley is rolled into position, the engine lifted on the hydraulic jacks and then withdrawn from the chassis after the front crossmember is removed.

The Big Bedford Specification

The following details of specification are applicable to all models except where differences are indicated.

ENGINE—Petrol (for diesel see page 11)

Six cylinder in-line type with push rod operated overhead valves in detachable head.

Bore 3.875 in., 98.42 mm.

Stroke 4.25 in., 107.95 mm.

Capacity 300.7 cu. in., 4927 c.c.

Compression ratio 6.8 : 1.

Maximum Brake h.p. 115 approx. at 3,200 r.p.m.

Maximum Brake c.v. 117 approx. at 3,200 r.p.m.

Maximum Torque 238 lb. ft. approx. at 1,200 r.p.m.

Maximum Torque 32.9 kg.m. approx. at 1,200 r.p.m.

Engine mounted as one unit with gearbox on three widely spaced rubber insulated bearers. Slip-fit cylinder liners of centrifugally cast alloy iron. Seven bearing crankshaft. Induction hardened journals and crankpins. Replaceable steel-backed copper-lead main and big end bearings. Torsional vibration damper. Aluminium alloy pistons with oval-ground tin plated skirts. Four high-pressure type rings per piston. Top ring chromium plated, three lower rings phosphate finished. Two bottom rings grooved and slotted for oil control. Fully floating piston pins retained by circlips.

Cylinder Head casting of stepped formation. Short separate exhaust passages for each cylinder. Exhaust valves of Silchrome "XB" steel fitted with free-release type rotators. Oil seals to inlet valves. Compact combustion chamber design. Cylinder head secured by 14 high tensile steel studs screwed into the top wall of crankcase.

Timing Gears of helical tooth formation. Camshaft gear of aluminium alloy. Crankshaft gear of mild steel.

ENGINE LUBRICATION

High pressure lubrication from helical gear type oil pump driven in tandem with distributor from camshaft spiral gear. Oil fed direct to main bearings and camshaft bearings. Big ends

lubricated from main bearings through drilled crankshaft. Connecting rods drilled to lubricate piston pins and cylinder bores. Positive feed to valve gear and timing gears.

Oil Filtration by a large area wire gauze strainer protecting pump intake, and large detachable by-pass filter bolted outside crankcase. Quickly detachable and replaceable filter element.

Crankcase Ventilation by suction from inlet manifold. Compensating valve controls air flow irrespective of engine speed. Air intake through oil bath air cleaner mounted on rocker cover.

Oil Capacity.

Total: Diesel, 25 Imp. pints, 14.2 litres.

Petrol, 20 Imp. pints, 11.4 litres.

Refill: Diesel, 20 Imp. pints, 11.4 litres.

Petrol, 17 Imp. pints, 9.7 litres.

FUEL

Six phase downdraught carburetter, Zenith type 42 VIR-3, with accelerator pump and diaphragm type part throttle economy valve. Choke and throttle controls interconnected to give correct setting for cold starting. Exhaust heated hot spot in inlet manifold for correct vaporisation.

Engine Speed Governor gas velocity type, integral with carburetter operates at 3,000 r.p.m. of engine.

Petrol Supply by mechanical pump driven from engine camshaft. Gauze filter protects fuel inlet.

Fuel Tank Capacity (Petrol and Diesel)

	Model	SS	SL	SA	SB
Imperial Gallons ..	*20			26	
U.S. Gallons ..	24			31.2	
Litres ..	91			118	

*26 gallon tank optional on Model SS.

COOLING

Circulation by centrifugal pump. Pump spindle runs in sealed bearings and is fitted with self-adjusting spring-loaded gland. Flow from front to back of cylinder block, through holes at the rear end to the cylinder head, and from rear to front of the head. Thermostat at the front of the cylinder head controls flow. Radiator filler cap of pressure type. Operating pressure of system

3¼ to 4¼ lb. sq. in., .23 to .30 kg. sq. cm., to raise boiling point to 221° F. to 224° F., 105° C. to 107° C.

Four-bladed fan, diameter 17.75 in., 451 mm., with pressed steel cowling.

Diesel. Six-bladed fan, diameter 17.0 in., 431.8 mm.

Cooling System Capacity, Diesel, 44 Imp. pints, 25.0 litres; Petrol, 43 Imp. pints, 24.4 litres.

ELECTRICAL

Petrol; coil and distributor with combined centrifugal and vacuum control for automatic advance and retard. Micrometer adjustment for manual setting. Suppressor integral with distributor cap. Wide gap, 14 mm. plugs. Positive earth return, 12-volt electrical system, with single pole wiring. SL, SS and SA, 257 watt generator, output regulated by compensated voltage control; SB, 500 watt generator, current voltage system.

Diesel; positive earth return, 24-volt electrical system, with single pole wiring. Generator output regulated by compensated voltage control; SL, SS and SA, 360 watt; SB, 600 watt.

Battery. Petrol; models SL, SS and SA, 12-volt, 72 amp. hr. at 20 hr. rate. Model SB, two 6-volt in series, 129 amp. hr. at 20 hr. rate.

Diesel; all models, four 6-volt in series, 114 amp. hr. at 20 hr. rate.

CLUTCH

Single dry plate, 12 in., 305 mm., nominal diameter. Spring loaded centre for smooth drive. 16 pressure springs. Wound yarn friction facings. Total area 133 sq. in., 858 sq. cm.

GEARBOX

Four speeds forward, one reverse. Synchromesh on top, third and second. Constant mesh third and second speed gears of helical tooth form. Steel backed lead-bronze bushes to third and second speed and reverse idler gears.

Gearbox Ratios. 7.06 to 1; 3.332 to 1; 1.711 to 1; direct; reverse, 7.06 to 1.

Power Take-off. Standard S.A.E. six bolt power take off facing on left side of gearbox casing.

Mechanical Tyre Pump. Optional extra equipment on all models, except tippers equipped with a hydraulic pump for the tipping gear.

Gearbox Capacity. 6¼ Imp. pints, 3.55 litres, plus 1 Imp. pint, .57 litres, for power take-off.

DRIVE LINE

SL. Two open propeller shafts in line, with three Hardy-Spicer needle roller bearing universal joints. Intermediate bearing at rear end of front shaft. Sliding joint at front end of rear shaft.

SS and SA. Single open propeller shaft with two Hardy-Spicer needle roller bearing universal joints. Front end of propeller shaft fitted with sliding coupling.

SB. Three open propeller shafts in line, with four Hardy-Spicer needle roller bearing universal joints. Two intermediate bearings. Sliding joint at front of rear shaft.

Intermediate Bearings. Double row sealed ball bearings packed with grease during assembly and requiring no lubrication in service. Bearings are cushion mounted in rubber.

REAR AXLE

Full floating axle shafts forged integral with outer flanges. Shafts interchangeable, side for side. Wheel hubs carried on taper roller bearings. Hypoid final drive. Pinion straddle mounted between large double row taper roller bearing and double row roller bearing. Positive lubrication for outer bearing. Pinion offset 3¼ in., 89.69 mm., to right of centre line and 1¼ in., 41.27 mm., below centre of crown wheel.

Differential. Three floating pinions to equalise loading. Bronze thrust washers behind each gear and pinion. Thrust pad behind crown wheel to provide additional support on heavy load. Differential assembly mounted between taper roller bearings. Pads on outer faces of bearing caps contact corresponding pads in differential carrier to prevent deflection under heavy loading.

Axle Ratios. SL and SS, 6.8 to 1 (5/34) or 5.833 to 1 (6/35). SA, 6.8 to 1 (5/34). SB, 5.833 to 1 (6/35) or 6.8 to 1 (5/34).

Overall Ratios

Axle Ratio.	First.	Second.	Third.	Top.	Reverse.
6.8 (5/34)	48.01	22.66	11.64	6.8	48.01
5.833 (6/35)	41.18	19.44	9.98	5.833	41.18

Rear Axle Capacity. 5¾ Imp. pints, 3.27 litres.

Two-speed Axle. Eaton two-speed axle optional,

except on model SA when Scammell coupling gear is fitted. Ratios: SL, SS and SA, 5.62 and 7.81 to 1; SB, 4.89 and 6.8 to 1.

CAB

All steel welded construction in one unit with wings and front end sheet metal. Detachable and replaceable exterior panels. Scuttle, dash and instrument panel welded to assembly for additional reinforcement. Engine cowl of double skin construction, detachable for access to engine and sealed by moulded rubber draught strip. External hinged panel in scuttle for access to filler cap and air cleaner. Steel floor with traps for access to mounting points, gearbox, etc. Floor covered by felt lined rubber mats. Roof lined with insulating board. Interior lamp on centre of back panel.

Doors. All steel construction. Detachable skirt encloses step on top of wing. Self-aligning hinges on front pillars. Hand grips on inner panels. Slam locks, rubber loaded dovetails. Right-hand door and window locked from inside. Left-hand window locked from inside and left door by ignition key from outside.

Windows. Sloping V windscreen in two panels. Windscreen wiper on driver's panel. Driver's panel opens on quadrants. Opening second panel optional at extra charge. Fixed front quarter windows in doors and large self-balancing direct lift windows. Curved rear quarter windows and wide centre window in back of cab. All windows of toughened safety glass. Windscreen of toughened plate glass.

Seats and Upholstery. Individual single seat for driver, adjustable for legroom and for angle of backrest. Two-man passenger seat. Cushions and backrests shaped and sprung and covered in "Vynide".

Cooling and Ventilation. Air flow through double skinned engine cowl maintained by suction from engine fan. Four independent ventilators; two cowl type in front of scuttle and two side ventilators in footwells.

Instrument Panel. Immediately in front of driver, carries combined lighting switch; speedometer, incorporating headlight main beam indicator light; combined fuel contents gauge,

engine temperature gauge, generator and oil pressure warning lights. Indirectly illuminated, with separate switch. The carburetter choke control for petrol engines is located centrally at the bottom of the main panel.

Diesel models have a vacuum gauge, stop control, manifold heater control, idler control and ki-gass control grouped centrally at the bottom of the main panel.

Lockers and Stowage. Cubby hole with hinged cover in fascia panel. Lockers for small tools beneath each seat cushion. Stowage for large tools on interior rear panel.

Cab Mounting. Cab, wings and front end sheet metal attached to chassis at three widely spaced rubber insulated mounting points.

FRAME

Deep channel section side members, tapered towards front and rear, riveted to crossmembers by cold squeeze process. Horizontal section of front crossmember bolted and detachable for easy removal of power unit assembly. Total crossmembers, SS, 4; SL, 5; SA, 3; SB, 6.

SL and SS. Side members have flat top from behind cab to rear end.

SA side members are shaped to take semi-trailer coupling gear. As supplied by the factory, the rear crossmember is omitted to allow for fitment of semi-trailer coupling gear.

SB side members are upswept over the front axle and arched over the rear axle. The section to the rear of the rear axle is at a lower level and wider than the main section, to provide for spare wheel and luggage accommodation on coach bodies.

Towing eyes are fitted to the front of the frame side members on all models except SB, and are formed integral with the rear spring hanger brackets on Model SS.

For chassis dimensions see pages 3, 5, 7, and 9.

SPRINGS

Semi-elliptic springs front and rear. Second leaf of all springs extended forwards and turned up and around but clear of spring eye. Springs attached to axles by U bolts. Rear spring U bolts inclined, to give interlocking grip. Spring eyes and shackle brackets fitted with rolled steel

bushes used in conjunction with chromium plated spring and shackle pins giving wide nominal running clearances. SA front springs fitted with tension plates.
 SS and SL. Front and rear springs of progressive type. Rear springs have helper leaves.

Front Spring Data.

	SL, SS.	SA.	SB
Eye centres ..	46 in.	45 in.	45 in.
	1.168 m.	1.143 m.	1.143 m.
Camber ..	1 $\frac{1}{8}$ in.	1 $\frac{3}{8}$ in.	$\frac{1}{4}$ in.
	38.89 mm.	46.04 mm.	6.35 mm.
Width ..	2 $\frac{1}{4}$ in.	2 $\frac{1}{4}$ in.	2 $\frac{1}{4}$ in.
	57.15 mm.	57.15 mm.	57.15 mm.
Primary ..	8	13	14
Secondary ..	3	—	—

Rear Spring Data.

	SL.	SS.	SA.	SB.
Eye centres	60 in.	46 in.	45 in.	60 in.
	1.524 m.	1.168 m.	1.143 m.	1.524 m.
Camber	1 in.	$\frac{1}{16}$ in.	$\frac{3}{16}$ neg.	2 $\frac{7}{16}$ neg.
	25.4 mm.	1.59 mm.	4.75 mm.	62 mm.
Width	2 $\frac{1}{2}$ in.	2 $\frac{1}{2}$ in.	2 $\frac{1}{2}$ in.	2 $\frac{1}{2}$ in.
	63.5 mm.	63.5 mm.	63.5 mm.	63.5 mm.
Primary	7	15	7	16
Secondary	3	4	—	—
Helpers	7	7	—	—

Shock Absorbers of double-acting hydraulic binocular end-to-end discharge type. Standard for model SB, front and rear. Optional extras for SL and SS, front only on model SA.

STEERING

Front Axle, drop forging of I beam section with inclined pivot pins. Yoke type steering knuckles with steel-backed lead-bronze bushings and plain thrust bearing of oil impregnated sintered bronze washer sandwiched between two case hardened lapped steel washers. Neoprene sealing washer between underside of yoke top boss and axle beam seals bearing against loss of oil and ingress of foreign matter.

Oil Reservoir for top bearing formed above bush by projecting pivot pin. Hollow pin forms reservoir for bottom-bearing.

Steering Box of semi-irreversible worm and sector type rigidly mounted on chassis frame side member. Combined radial and thrust bearings

for worm adjusted by threaded sleeve nut. Lead-bronze steel backed bushes for drop arm shaft. Steering box ratio, 26 to 1.

Steering Column. Connected to steering box by fabric universal joint. Supported in cover tube by spring loaded cup type ball bearings packed with grease during assembly and requiring no attention in service. Cover tube rubber mounted in bracket attached to dash.

Steering Wheel of hard moulded rubber over steel core. Two heavy spokes arranged at 128° in the bottom half, and single $\frac{7}{16}$ in., 11.12 mm., spoke in centre of top half. Horn push in centre. Steering wheel diameter 20 in., 508 mm.

Steering Ball Joints. Self aligning and self adjusting spring loaded wedge type ball joints.

Steering Box Capacity. 1 $\frac{1}{4}$ Imp. pints, 0.71 litres.

Turning Circle Diameter.

With standard tyre equipment: SL, 49 ft. 6 in., 15.08 m.; SS, 37 ft., 11.28 m.; SA, 28 ft., 8.53 m.; SB, 64 ft. 6 in., 19.66 m.

BRAKES

Service brakes hydraulic on all wheels with vacuum-servo assistance, except on model SA. Cast-iron alloy drums with linked shoes to provide moderate servo action. Total brake lining area, 498.5 sq. in., 3216 sq. cm.

Brake Master Cylinder. Incorporating two pistons in tandem, formed integral with reservoir for hydraulic fluid. The master cylinder operates front and rear brakes as one system, while effectively isolating one from the other if one system should fail in service, so that the other continues to operate.

Front Brakes. Two shoes per drum, automatically equalised by hydraulic pressure. Shoe adjustment by cam type adjusters projecting through brake flange plates.

Rear Brakes. Two shoes per drum operated by bisector expander units of wedge and roller type designed to give automatic centralisation of shoes. Hydraulic cylinders mounted outside brake drums. Screw type adjusters accessible through brake flange plates.

Vacuum Servo Unit. Mounted as one unit with

master cylinder, provides servo assistance proportional to pedal pressure. Direct connection between pedal and master cylinder when engine is not running to create vacuum.

Model SA has a servo control valve, for trailer brake control, in place of the vacuum servo unit.

Vacuum Exhauster. Diesel engines have a vane type exhauster connected through a non-return valve to a vacuum reserve tank, for operating the vacuum servo unit and windscreen wipers.

Handbrake. Horizontal pull-up type handbrake lever operates rear brakes only by cable.

WHEELS AND TYRES

Pressed steel disc wheels with wide base rims, detachable at hub. Split spring steel locking rings. Nuts rustproofed by plating. Right-hand threads on right side of chassis, left-hand threads on left of chassis. All wheels interchangeable. For wheel and tyre equipment, see page 23.

CHASSIS EQUIPMENT

Models SLZ and SSZ. Front end sheet metal including radiator grille, scuttle and dash assembly, engine cowl, cab floor, screen pillars and top rail. Front wings with flush-mounted headlamps and parking lamps. Headlamp dipper switch. Combined tail and stop lamps. Indirectly illuminated instrument panel. High frequency horn. Tool kit. Battery and carrier mounted in floor. Spare wheel and carrier. Full width front bumper. Rear wings are not supplied.

Model SB. Front end assembly including scuttle and dash assembly with radiator grille, engine cowl and floor. Flush fitting headlamps and parking lamps. Headlamp dipper switch. Tail lamp. Indirectly illuminated instrument panel. Twin windtone horns. Tool kit. Battery and carrier mounted in floor panel. Spare wheel. Front and rear wings, spare wheel carrier, and front bumpers are not supplied with SB chassis. Lamps are attached to temporary brackets for delivery to coach-builders.

OPTIONAL EQUIPMENT

Left-hand drive or right-hand drive. Speedometer in miles or kilometres. Optional axle ratios, 6.8 to 1 (5/34) or 5.833 to 1 (6/35), on models SL, SS and SB. Mechanical tyre pump—except on tipper. Double acting hydraulic shock absorbers; front and rear on SL and SS, front only on SA—standard front and rear on model SB. 26 gallon fuel tank on SS. Second windscreen panel hinged to open on all cab models. Second windscreen wiper. Eaton 2-speed axle—except on SA with Scammell coupling gear. Engine sump guard.

The right is reserved to alter any details of price, specification and equipment without notice. Where slight variations are unavoidable, weights, dimensions and capacities are given approximately.

Standard Wheel and Tyre Equipment

Model	Front, Rear and Spare				Rear Wheel Equipment
	Wheels		Tyres		
	Rim Size	Offset	Size	Ply Rating	
SL	B6.0×20	5.1 in.	8.25-20	12	Dual
SS					
SA	B6.0×20	5.1 in.	7.50-20	10	Dual
SB	B6.0×20	5.1 in.	8.25-20	12	Dual

Optional Wheel and Tyre Equipment

Model	Front, Rear and Spare				Rear Wheel Equipment
	Wheels		Tyres		
	Rim Size	Offset	Size	Ply Rating	
SL SS SA	B6.5×20	5.6 in.	9.00-20	12	Dual
SA	B6.0×20	5.1 in.	8.25-20	12	Dual
SB	B6.5×20	5.6 in.	9.00-20	10	Dual
SL	B6.5×20	5.6 in.	9.00-20 Track Grip	12	Dual

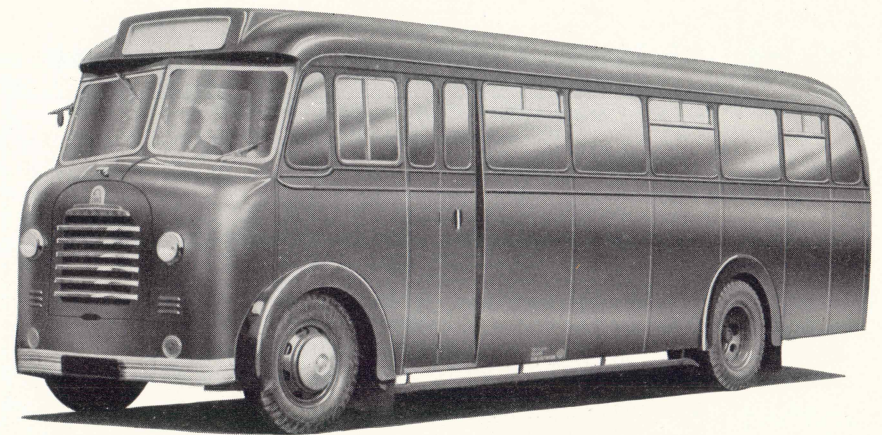
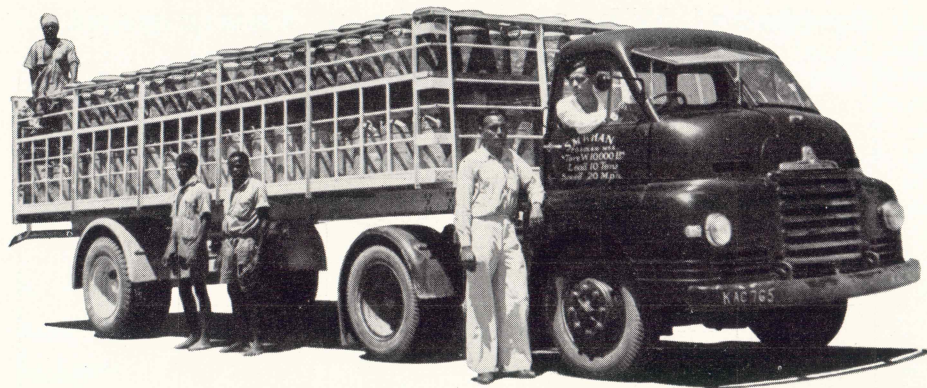
Weight and Loading Analysis

Model	Tyre Equipment	Rear Wheels		Kerb Weight				Payload and Body Allowance				Shipping Weight				Gross Laden Weight	
				Chassis only		Chassis/Cab		Chassis only		Chassis/Cab		Chassis only		Chassis/Cab			
				Oil	Petrol	Oil	Petrol	Oil	Petrol	Oil	Petrol	Oil	Petrol	Oil	Petrol		
SL	8.25-20, 12-ply	Dual	lb.	6045	5525	6425	5905	12855	13375	12475	12995	5765	5275	6145	5655	18900	
	kg.		2742	2506	2914	2678	5831	6067	5659	5895	2615	2393	2787	2565	8573		
SS	9.00-20, 12-ply	Dual	lb.	6325	5805	6705	6185	16775	17295	16395	16915	6045	5555	6425	5935	23100	
	kg.		2869	2632	3041	2804	7609	7846	7437	7674	2742	2520	2914	2692	10478		
*SA	8.25-20, 12-ply	Dual	lb.	5700	5185	6080	5565	13200	13715	12820	12335	5475	4980	5855	5360	18900	
	kg.		2585	2352	2758	2523	5990	6221	5815	6050	2483	2259	2656	2431	8573		
*SA	9.00-20, 12-ply	Dual	lb.	5980	5465	6360	5845	17120	17625	16740	17255	5755	5260	6135	5640	23100	
	kg.		2712	2479	2885	2650	7763	7999	7593	7828	2610	2386	2783	2558	10478		
*SA	7.50-20, 10-ply	Dual	lb.	—	—	5730	5230	—	—	25870	26370	—	—	5450	4980	31600	
	kg.		—	—	2599	2372	—	—	11734	11961	—	—	2472	2259	14333		
	lb.		—	—	5865	5365	—	—	24635	25135	—	—	5585	5115	30500		
*SA	8.25-20, 12-ply	Dual	kg.	—	—	2660	2433	—	—	11175	11402	—	—	2533	2320	13835	
	lb.		—	—	6145	5645	—	—	23055	23555	—	—	5865	5395	29200		
SB	9.00-20, 12-ply	Dual	kg.	—	—	2787	2560	—	—	10458	10685	—	—	2660	2447	13245	
	8.25-20, 12-ply		Dual	lb.	6085	5630	—	—	11915	12370	—	—	5805	5380	—	—	18000
	kg.			2760	2554	—	—	5405	5611	—	—	2633	2440	—	—	8165	
SB	9.00-20, 10-ply	Dual	lb.	6345	5890	—	—	11655	12110	—	—	6065	5640	—	—	18000	
	kg.		2878	2672	—	—	5287	5493	—	—	2751	2558	—	—	8165		

Kerb Weight includes fuel, oil, water, spare wheel and tyre. Excludes driver.

Shipping Weight: vehicle in kerb condition but with cooling system and fuel tank drained.

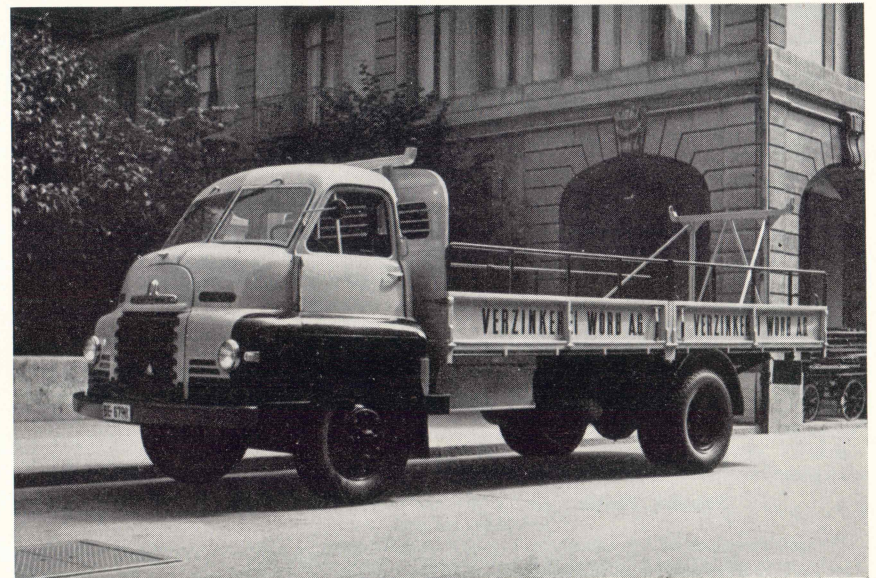
* Model SA Kerb and Shipping Weight are for tractor only, without coupling gear, as supplied by Vauxhall Motors. Payload and body allowance includes trailer and coupling gear. Gross Laden Weight includes semi-trailer.

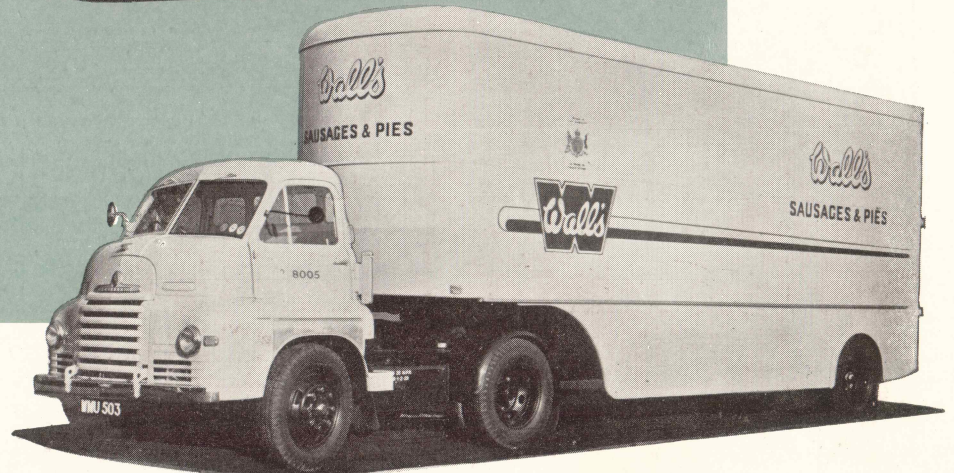
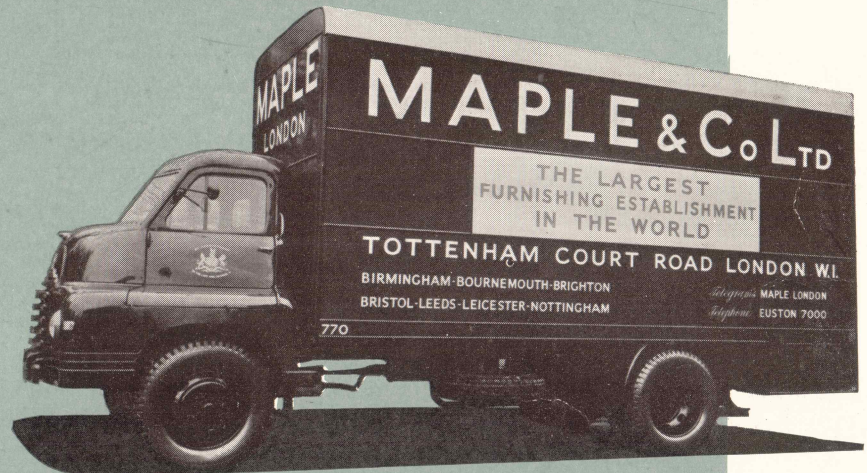
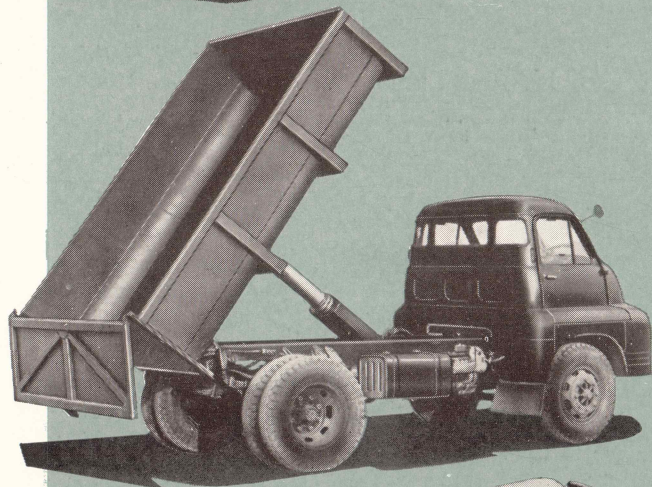
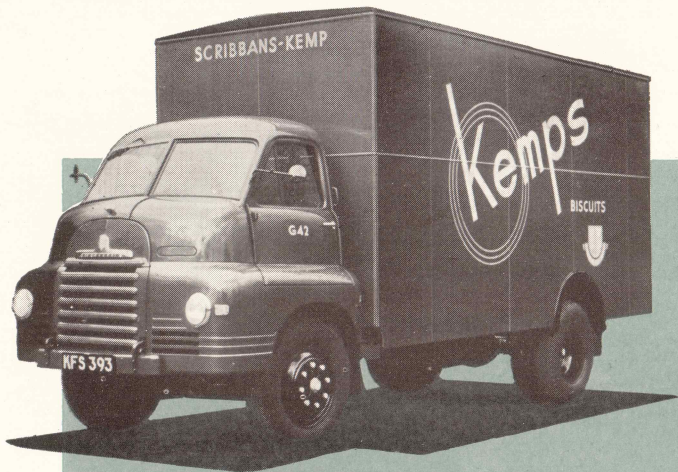


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ensure that you have the right body for your individual requirements. Here, and inside the front cover, are just a few examples of body types which have been supplied for service at home and abroad.





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