

Back for the next load — quicker . . .



AUSTIN A70 "Pick-up"

Specification

ENGINE: Bore 3 $\frac{1}{2}$ in. (79.4 mm.); stroke 4 $\frac{1}{2}$ in. (111.1 mm.); capacity 134.1 cu. in. (2,199 c.c.); compression ratio 6.8:1; maximum brake horse-power 68 at 3,800 r.p.m.; maximum torque 116 lbs.ft. at 1,800 r.p.m.

Cylinders: Four cylinders cast integral with crankcase. Full length water jackets. The detachable cast iron cylinder head carries all overhead valve gear.

Crankshaft: Forged steel with counter weights, fully balanced and supported in three detachable "Thinwall" bearings. Thrust taken at centre bearing.

Connecting Rods: Forged steel with detachable "Thinwall" big-end bearings.

Pistons: Split skirt type in low expansion aluminium alloy with alumilite finish. Two compression rings and one scraper ring.

Camshaft: Forged steel, the cams being formed with quietening ramps. Supported in three "Thinwall" bearings and driven by a Duplex roller chain from the crankshaft. The camshaft gear is fitted with a rubber tensioner ring to maintain chain lubrication and tightness.

Valves: Overhead, operated by tubular push rods and hollow dome-base tappets. Large inlet valves in silicon chrome steel and exhaust valves of heat- and corrosion-resisting steel.

Lubrication: A submerged gear pump feeds oil at a running pressure of 45-50 lbs. per sq. in. to all main, big-end, camshaft and overhead valve rocker shaft bearings. Jet holes drilled in the connecting rod big-ends provide spray lubrication for the cylinder walls. The camshaft front bearing feeds oil to the camshaft gear for timing chain lubrication, and the camshaft rear bearing provides lubrication for the overhead valve rocker gear. A full-flow filter with renewable element is fitted. Oil capacity 11 $\frac{1}{2}$ pints (6.68 litres) plus 1 $\frac{1}{2}$ pints (0.71 litres) for full-flow filter.

Cooling: Circulation is by a centrifugal type of pump mounted in the forward end of the cylinder block and driven by a belt from the crankshaft. Water is delivered to a gallery formed along the top right-hand face of the cylinder block, and suitable jets from this gallery direct water on to sparking plug bosses, walls of exhaust ports and the top portion of the cylinder barrels. A Smith's bellows type of thermostat assists rapid warming up and the radiator incorporates a patent top tank expansion chamber to prevent loss of water through expansion. Cooling system capacity 19 pints (10.8 litres).

Fuel System: Fuel from a rear tank of 12 $\frac{1}{2}$ gallons (58 litres) capacity is fed by an A.C. mechanical pump to the Zenith downdraught carburettor. The tank filler is protected by a lockable captive cap and the carburettor is fitted with a large capacity air cleaner (oil bath type available for export models).

Ignition: Coil, with automatic advance and retard mechanism assisted by vacuum control.

CLUTCH: Borg and Beck single dry plate, with spring cushion drive. Diameter of plate 9 in. (22.8 cm.).

GEARBOX: Four forward speeds and reverse with synchromesh engagement for second, third and top. Gear change by lever fitted to steering column. Oil capacity 3 pints (1.71 litres).

TRANSMISSION: Open propeller shaft with Hardy Spicer needle roller universal joints.

REAR AXLE: Three-quarter floating with spiral bevel gears. The axle case is of the pressed steel "banjo" type. Oil capacity 2 $\frac{1}{2}$ pints (1.42 litres).

OVERALL GEAR RATIOS: First 16.9 to 1; second 10.61 to 1; third 6.68 to 1; top 4.714 to 1; reverse 23.5 to 1.

ROAD SPEEDS AT 1,000 R.P.M.: First 4.99 m.p.h.; second 7.97 m.p.h.; third 12.64 m.p.h.; top 17.93 m.p.h.

STEERING: High efficiency cam gear with ratio of 15.3 to 1. Austin type steering connections with large hardened bearing surfaces and oil seals. Spring spoke steering wheel with cellulose acetate covering and a diameter of 17 in. (43.18 cm.). Left- or right-hand steering available on export models.

SUSPENSION: Front: Wishbone type with independent coil springs. The wishbones are mounted on rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers. Bump and rebound buffers are fitted. **Rear:** Long semi-elliptic springs, underslung. Control by double-acting hydraulic shock absorbers interconnected by an anti-roll stabilising bar.

BRAKES: Girling hydraulic on front and rear wheels, the front brakes being of two-leading-shoe design. The pistol-grip handbrake lever is mounted under the fascia panel on the steering column and operates mechanical brakes on rear wheels.

WHEELS AND TYRES: Pressed steel disc wheels with ventilation slots and large chromium wheel caps. Dunlop 6.00—17 tyres on front wheels, Dunlop Fort 6.00—17 on rear wheels.

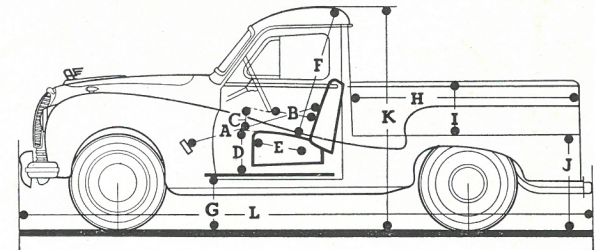
FRAME: Welded pressed steel side and cross members, strongly cross-braced to give great torsional and diagonal stiffness.

ELECTRICAL: 12 volt battery of 63 ampere hour capacity at the ten-hour rate; built-in headlamps; headlamps have double filament bulbs for dipping; foot controlled dip switch; separate sidelamps mounted visibly on top of wings; stop-tail-rear number plate lamp; flush-fitting self-cancelling direction indicators; twin wind tone horns; windscreen wipers; built-in interior heating and air circulation, with windscreen demisting; built-in provision for radio.

INSTRUMENTS: Oil and fuel gauges; ammeter; speedometer with trip and total readings; ignition and headlamp beam warning lamps; water thermometer.

CAB: All-steel fully enclosed cab with concealed door hinges and running boards. Toughened glass fitted to windscreen, door windows and rear view windows. Draughtproof ventilating panels in door windows. Both doors can be locked. Bonnet catch incorporated in "Flying A" motif. Single-piece full-width front seat upholstered in black leather cloth. Cab accommodation for three persons. Parcel compartments at each end of instrument panel.

BODY: Aluminium outer panels with steel inner panels. Wood floor tongued and grooved, and fitted with metal wearing strips. Tailboard can be supported horizontally by chains. Provision for fitting tilt tubes and cover as optional extras.



LEADING DIMENSIONS		English	Metric
Pedal to Seat Squab	...	A 3' 1"	0.94 m.
Steering Wheel to Seat Squab	...	B 1' 2"	0.36 m.
Steering Wheel to Seat Cushion	...	C 6"	0.15 m.
Seat Cushion Height above Floor	...	D 1' 1 $\frac{1}{2}$ "	0.34 m.
Seat Cushion Depth	...	E 1' 7"	0.48 m.
Height over Seat	...	F 3' 1"	0.94 m.
Cab Floor to Ground (Unladen)	...	G 1' 6"	0.46 m.
Interior Body Length	...	H 5' 5 $\frac{5}{8}$ "	1.67 m.
Height of Body Sides	...	I 1' 4"	0.41 m.
Height—Body Floor to Ground	...	J 2' 8"	0.81 m.
Overall Height	...	K 5' 9"	1.75 m.
Overall Length	...	L 14' 1 $\frac{5}{16}$ "	4.30 m.
Overall Length (tailboard down)	...	15' 5"	4.70 m.
Overall width	...	5' 9 $\frac{3}{8}$ "	1.77 m.
Wheelbase	...	8' 7 $\frac{1}{2}$ "	2.63 m.
Track, front, at ground level	...	4' 5 $\frac{11}{16}$ "	1.37 m.
Track, rear	...	4' 8 $\frac{1}{4}$ "	1.38 m.
Interior Body Width	...	4' 9 $\frac{1}{2}$ "	1.46 m.
Width between Wheel Arches	...	3' 6 $\frac{3}{4}$ "	1.08 m.
Ground Clearance	...	7 $\frac{1}{2}$ "	0.19 m.
Turning Circle	...	41' 0"	12.50 m.
Approx. Weight—less spare wheel, tools and petrol, plus oil and water	...	24 cwt.	1219 kg.

The goods manufactured by the Austin Motor Company Limited, are supplied with an express Warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise. **PRICES.**—The Company reserves the right to vary the list prices at any time. **SPECIFICATION.**—The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification, design or equipment detailed in this publication. Under present supply difficulties such alterations are likely to occur at any time.

THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE BIRMINGHAM

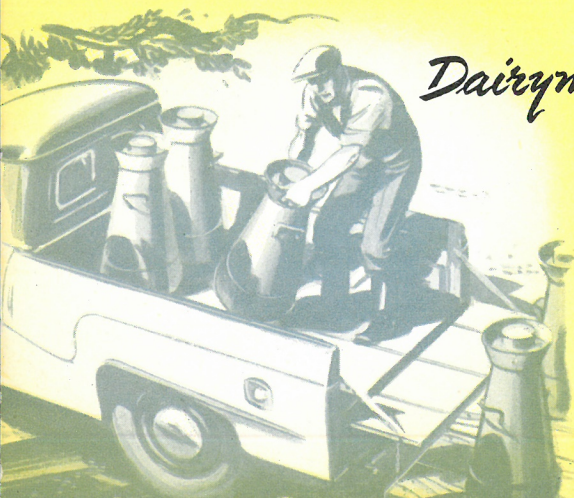
AUSTIN MOTOR EXPORT CORPORATION LIMITED
LONGBRIDGE, BIRMINGHAM and OXFORD STREET, LONDON, ENGLAND



Market Gardeners



Painters & Decorators



Dairymen



A LIGHT OPEN TRUCK of 15-cwt. capacity, the Austin A70 Pick-Up has been specially developed to provide quick, economical and unfailing transport for those whose livelihood depends on the efficient delivery of goods and materials. Sturdily constructed, powerful and smooth in operation, the A70 Pick-Up can be relied on to give service first, service fast and dependable service always.

Speedy and economical to operate —



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— The dependable Austin A70 "Pick-up"

Poultry Farmers

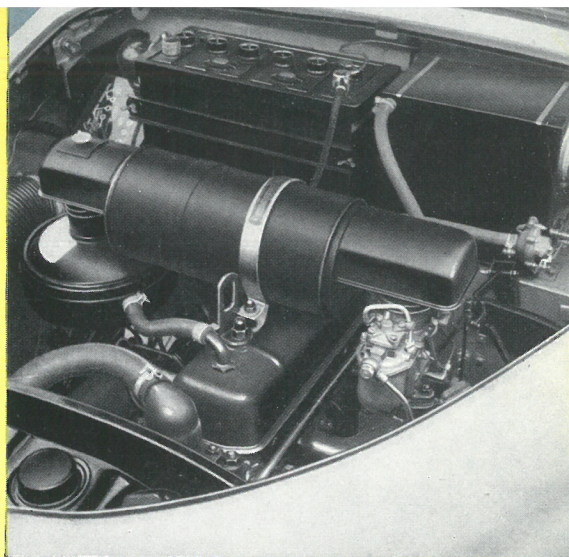
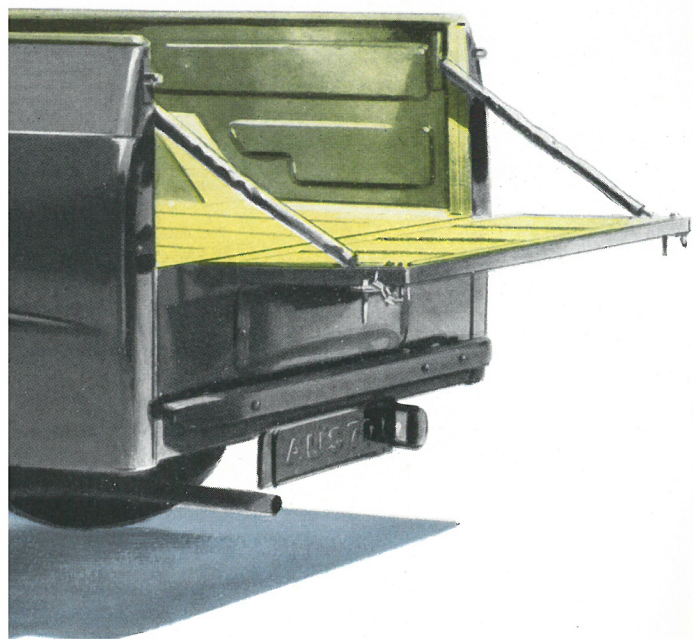


Retail Traders



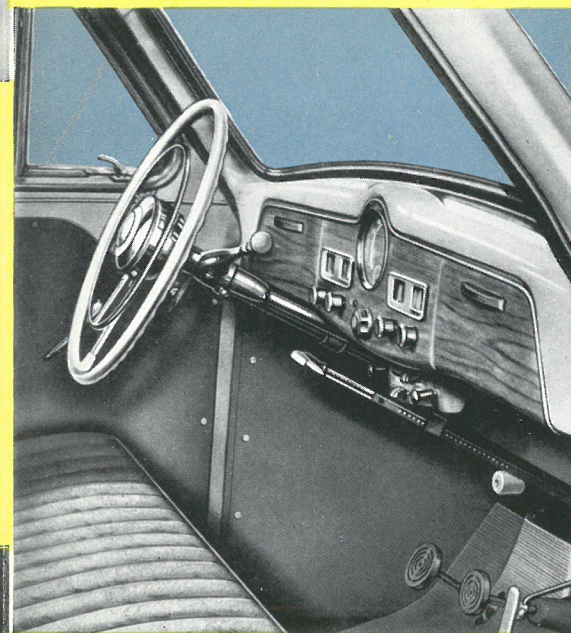
Everyday Carriers



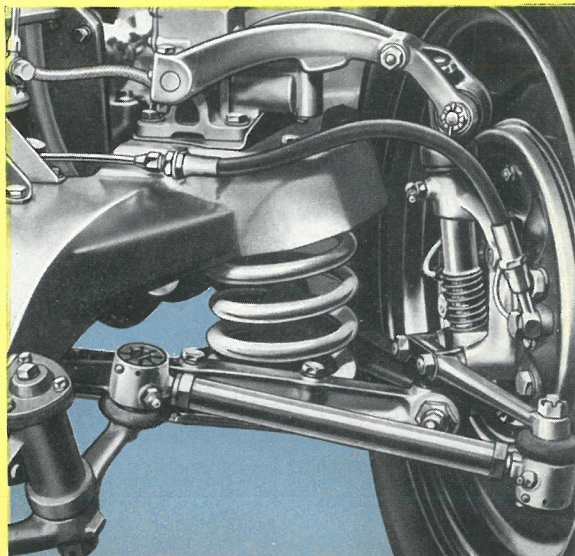


The bonnet release is incorporated in the "Flying A" motif. When the bonnet is raised it permits easy access to the engine for routine inspection and maintenance.

Comfortable accommodation is provided in the cab for driver and two passengers. The instruments are quickly visible and controls conveniently placed for immediate use.



The independent coil spring front suspension is controlled by double-acting hydraulic shock absorbers, and affords exceptionally smooth riding—even on the roughest surfaces.



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