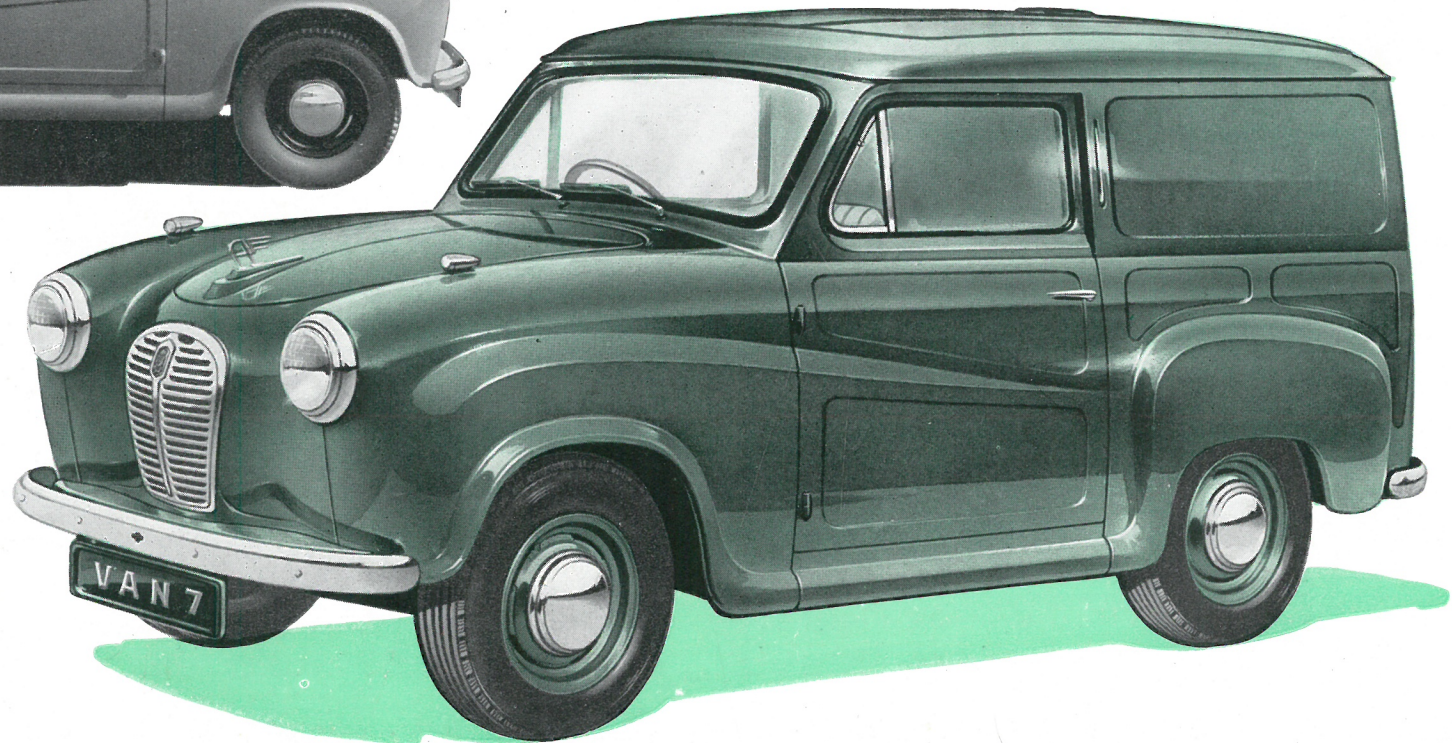
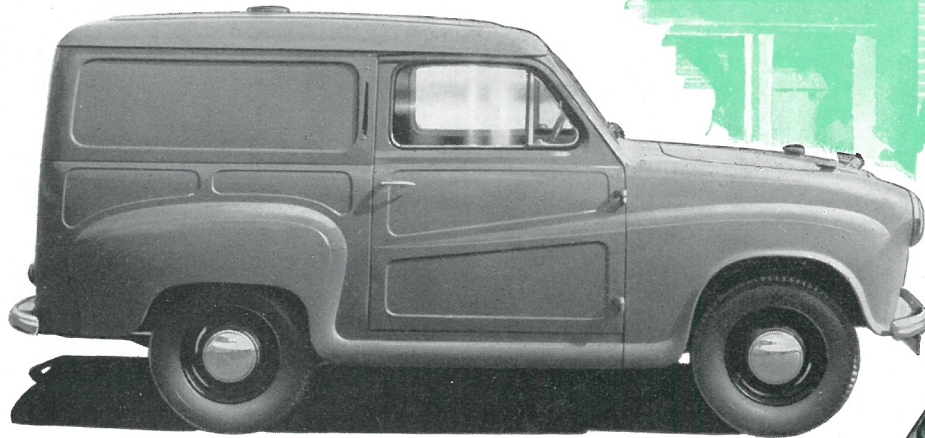


AUSTIN A30 | 5 CWT VAN



**With
60 cubic feet
load
capacity**

S P E C I F I C A T I O N

ENGINE: Bore 2.28 in. (58 mm.); stroke 3 in. (76 mm.); capacity 48.8 cu. in. (800 c.c.); maximum b.h.p., 28 at 4,800 r.p.m.; maximum torque 40 lb. ft. at 2,200 r.p.m.; compression ratio 7.2 to 1.

Cylinders: Four cylinders cast integral with crankcase in special cast iron. Full-length water jackets. Detachable cylinder head carrying overhead valve rocker gear and provision for heater connections.

Crankshaft: Forged steel, supported in three steel-backed white-metal bearings of large diameter with micro-finish.

Connecting Rods: Forged steel with steel-backed white-metal big-end bearings.

Pistons: Split-skirt type, of LO.EX aluminium alloy, with aluminite finish. Three compression rings, one of which is a taper ring, and one slotted scraper ring.

Camshaft: Forged steel, supported in three bearings—one steel-backed white-metal bearing, two bearings direct in crankcase. Cams of patented design for quiet operation. Drive by roller chain from crankshaft with twin tensioner rings of synthetic rubber to ensure quiet chain operation.

Valves: Overhead valves operated by push-rods. Oil seals are fitted and all valve gear is designed for quiet operation.

Lubrication: Oil is drawn by a co-axial non-draining type pump and is delivered to the main, big-end and camshaft bearings by way of drilled passages in an oil gallery on the right-hand side of the crankcase. Running pressure 50-55 lb. per sq. in. The connecting rods have jet holes to provide oil quickly to the cylinder walls when starting up. The camshaft front bearing feeds oil at a reduced pressure to the overhead valve rocker gear and to the timing chain. There is a gauze strainer in the reservoir and a by-pass oil filter is fitted. Oil capacity approximately 6 pints (3.41 litres).

Cooling: Circulation by centrifugal type pump with thermostat control and pressurised radiator. Cooling system capacity 8½ pints (4.83 litres).

Ignition: 12-volt battery and coil ignition with built-in vacuum control and automatic advance.

Dynamo: Fan-ventilated unit with compensated voltage control.

Starter: Lucas type operated by a pull switch on the instrument board.

Fuel System: Fuel from a rear tank of 5¾ gallons (26.14 litres) is fed by an A.C. mechanical pump to a Zenith downdraught carburettor with 'T' type air cleaner. (An oil bath air cleaner is fitted to some Export models.) The rocker cover vent pipe is connected to the air cleaner and the aluminium induction pipe incorporates a stainless steel hot-spot.

CLUTCH: Borg and Beck single dry plate with diameter of 6¼ in. (0.16 m.). Pressure required to operate the clutch is very light.

GEARBOX: For forward speeds and reverse, with synchromesh engagement for 2nd, 3rd and top speeds. A centrally mounted gear lever is employed. The third motion shaft is extended and splined to receive the splined end of the propeller shaft. Oil capacity 2½ pints (1.33 litres).

TRANSMISSION: Open propeller shaft with Hardy Spicer needle roller bearing universal joints. The sliding sleeve is supported by a plain bearing in the gearbox rear cover and on the splines of the third motion shaft; both are lubricated from the gearbox.

REAR AXLE: Three-quarter floating, with hypoid crown wheel and pinion in a 'banjo' type casing. The pinion is carried in pre-loaded taper roller bearings. Oil capacity 1¾ pints (0.99 litre).

OVERALL GEAR RATIOS: 5.375, 9.03, 13.921, and 21.984 to 1; reverse 27.843 to 1.

ROAD SPEEDS AT 1,000 R.P.M.: Top 12.67 m.p.h.; third 7.54 m.p.h.; second 4.89 m.p.h.; first 3.10 m.p.h.

STEERING: Cam gear with ratio of 12 to 1 and provision for taking up wear. Steering wheel of 17 in. (0.43 m.) diameter with two spokes and central heraldic design. The tubular cross rod and forged side rods have ball joints with large hardened bearing surfaces and oil seals. Right- or left-hand steering is available as required.

SUSPENSION: Front. Of Austin design. Independent coil springs, and wishbones mounted on rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers. **Rear.** Long semi-elliptic reverse camber springs, underslung and mounted on rubber bushes. Control by double-acting hydraulic shock absorbers interconnected by an anti-roll torsion bar.

BRAKES: Lockheed hydraulic, the rear brakes being mechanically operated by a remote hydraulic cylinder. Front brakes are of two-leading-shoe design. A pull-up type handbrake lever is situated between the driver's seat and door, and operates mechanically on the rear wheels. All lever bearings are oil lubricated and sealed against the entry of dust.

WHEELS AND TYRES: Pressed steel disc wheels with slots for ventilation and the fitting of non-skid chains. Large chromium wheel caps. Dunlop 5.90—13, 4-ply tyres; 5.90—13, 6-ply tyres can be supplied to special order.

ELECTRICAL: 12-volt battery of 32 amp.-hour capacity (38 amp.-hour when heater and radio are fitted); built-in headlamps with double filament bulbs for dipping; separate sidelamps mounted on top of wings, visible to driver; twin stop-tail lamps; rear number-plate lamp; combined switch for lights and headlamp dipping mounted on steering column; courtesy light operated by the opening and closing of the doors; direction indicators; horn; dual windscreen wipers.

INSTRUMENTS: Large speedometer and total mileage recorder; fuel gauge; warning lights to indicate no dynamo charge, low oil pressure, headlamp beam and direction indicator position.

COACHWORK: A tradesman's light delivery van for loads up to 5-cwt., with all-steel unitary construction of body and cab. The load floor is of steel and timber. The bonnet is hinged along its rear edge, the release catch being incorporated in the 'flying A' motif. Sidelamps are mounted on top of the wings where they are always visible to the driver. Spare wheel carried beneath the load floor and enclosed by the lower portion of the rear door. An extraction ventilator is fitted in the roof.

One bucket seat is fitted and is adjustable to one of three set positions. It is hinged and may be folded forward when required. The cushion has a latex foam foundation and is covered in P.V.C. coated fabric. Leather facings can be supplied at extra cost. The floor is covered in P.V.C. coated felt. A full width parcel shelf is provided below the attractive pressed steel fascia.

Two wide rear-opening front doors fitted with locks and friction-controlled ventilating louvres. The single rear door opens outwards but does not project beyond the width of the vehicle.

Windscreen and all windows are of toughened glass. Front door windows have balanced regulators for raising or lowering. They are automatically secured in the raised position when the doors are locked although a small gap may be left at the top for ventilation purposes. The rear door window is fixed by special glazing rubber to facilitate replacement in the event of breakage.

LEADING DIMENSIONS: Wheelbase 6 ft. 7½ in. (2.02 m.); track, front at ground level 3 ft. 9¼ in. (1.15 m.); track, rear 3 ft. 8¾ in. (1.14 m.); overall length 11 ft. 5½ in. (3.5 m.); overall width 4 ft. 8 in. (1.42 m.); approx. unladen weight, with oil and water, less fuel 13½ cwt. (686 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.

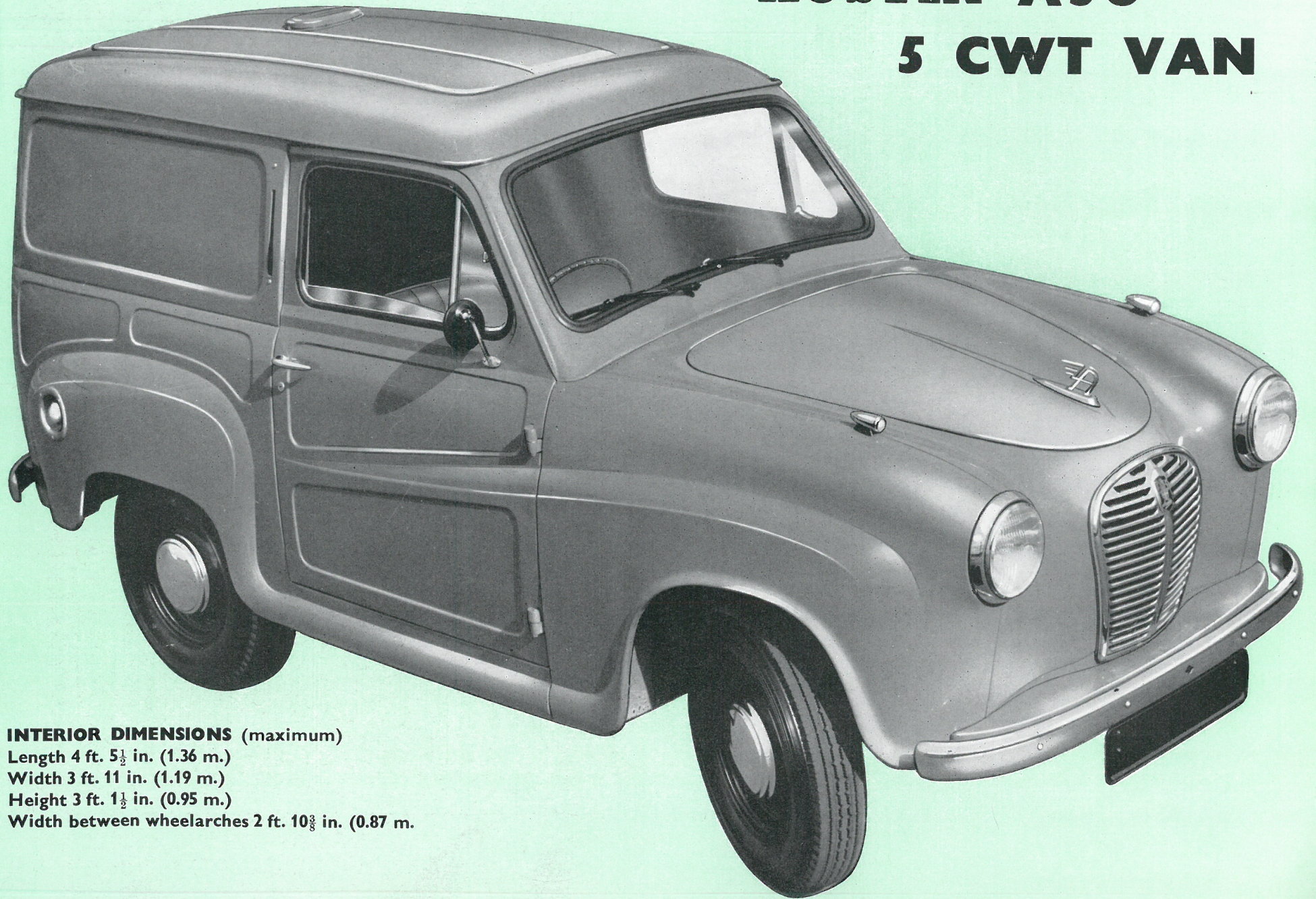
THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE BIRMINGHAM



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

AUSTIN A30

5 CWT VAN



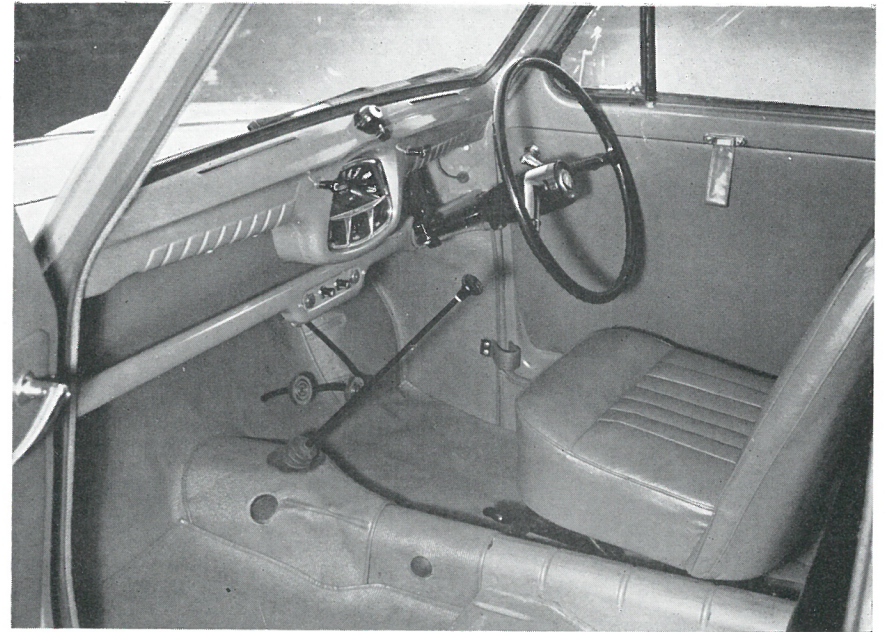
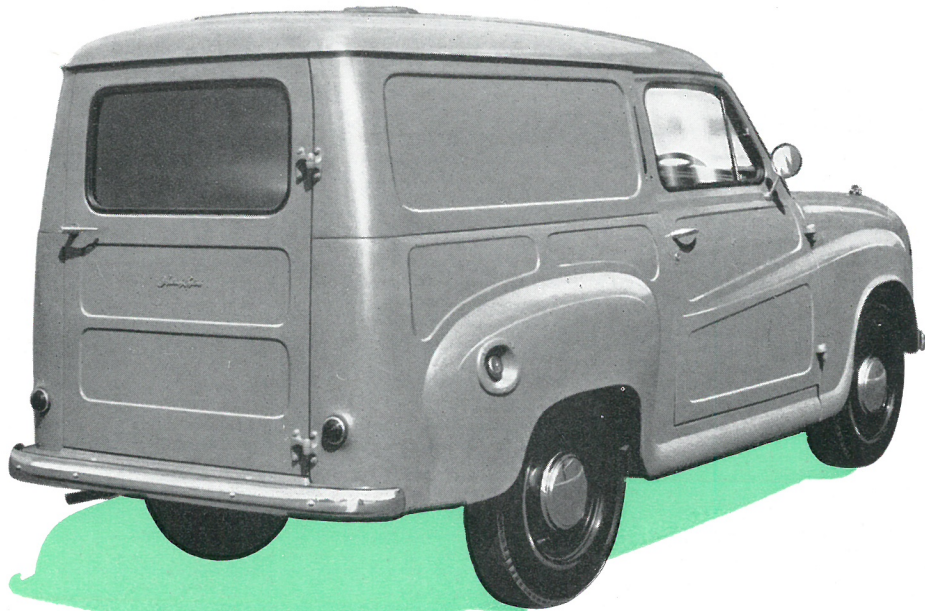
INTERIOR DIMENSIONS (maximum)

Length 4 ft. 5½ in. (1.36 m.)

Width 3 ft. 11 in. (1.19 m.)

Height 3 ft. 1½ in. (0.95 m.)

Width between wheelarches 2 ft. 10⅜ in. (0.87 m.)



THE new Austin A30 Commercial, a lively 5-cwt. vehicle for door-to-door delivery, is the handiest van in the business. It will weave in and out of traffic, tuck itself into the smallest spaces and nip down the narrowest streets and side roads. Indeed, it delivers the goods just anywhere more quickly, more easily and more cheaply than any other fully-equipped light van there is.

Engine, transmission and suspension are of the same successful design as the overwhelmingly popular A30 car, and the all-steel body is of integral unitary construction. Access to the van interior is gained from the front compartment or through the single wide-opening rear door.

