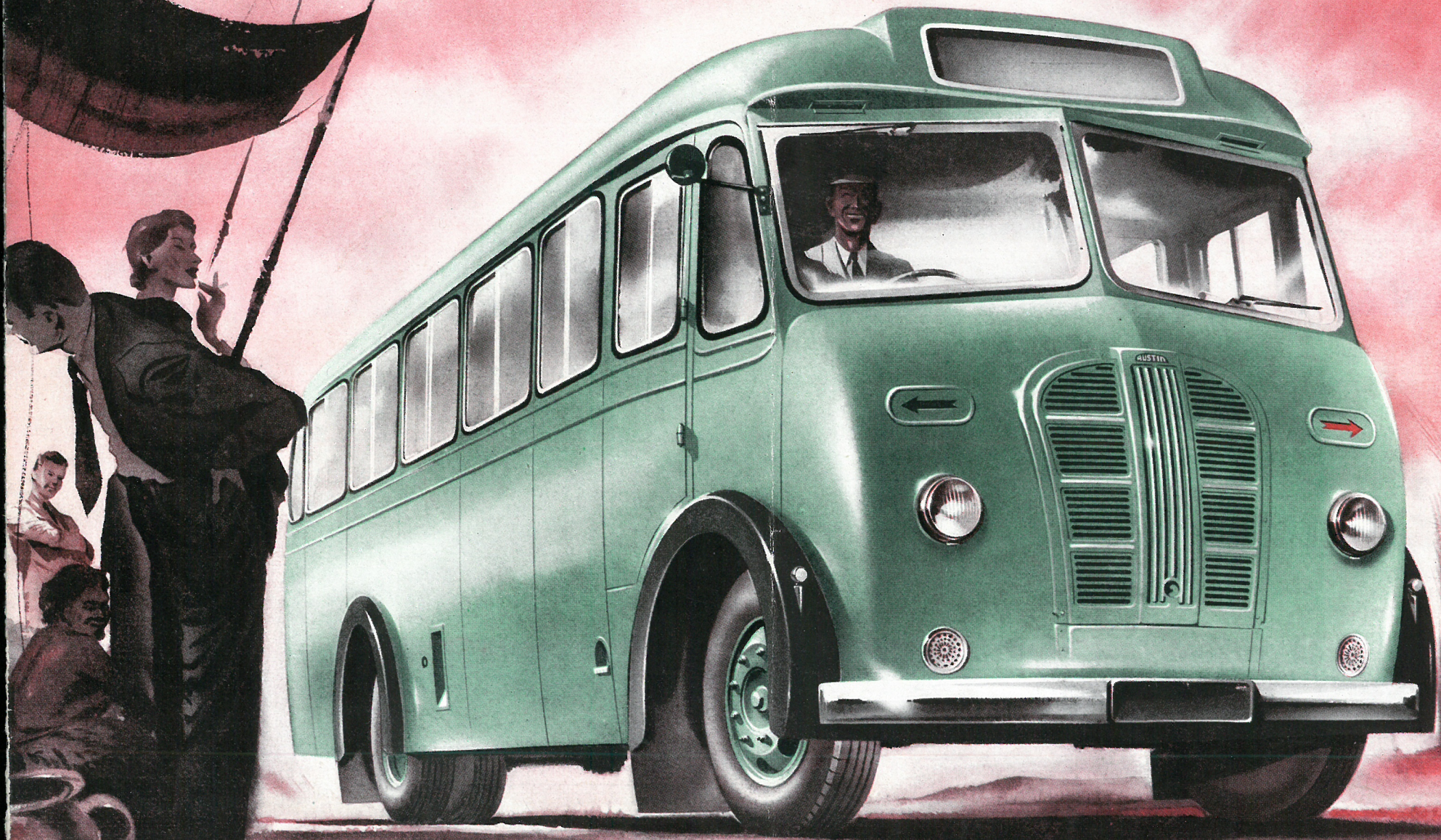
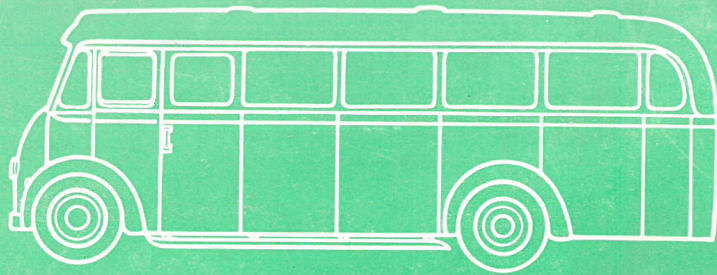


THE **AUSTIN** SERVICE BUS  
*Coachwork by Mulliners*





## CHASSIS

**ENGINE :** Bore 87.3 mm. (3.4375 in.); stroke 111.1 mm. (4.375 in.); capacity 3,995 c.c. (243.7 cu. in.); compression ratio 6.15 to 1; maximum torque 174 lbs. ft. at 1,000 r.p.m.

**Cylinders :** Six cylinders cast integral with crankcase, with full length water jackets. Detachable cast iron cylinder head carrying valve gear with "Brimchrome" or "Durachrome" exhaust valve seat inserts.

**Crankshaft :** Forged steel crankshaft balanced by counter-weights and supported by four "Thinwall" bearings.

**Connecting Rods :** Forged steel connecting rods with "Thinwall" big-end bearings. Gudgeon pin tubular and grooved for clamping bolt.

**Pistons :** Special cast iron pistons with two compression rings and one oil control ring.

**Camshaft :** Forged steel camshaft supported by four "Thinwall" bearings and driven by an enclosed Duplex roller chain from the crankshaft. The camshaft chain is fitted with a patent tensioner for quiet operation.

**Valves :** Overhead valves operated by push rods actuated by barrel type tappets. Silicon chrome steel inlet valves with exhaust valves of heat- and corrosion-resisting steel.

**Lubrication :** Gear pump, surrounded by gauze filter and driven by a skew gear on the camshaft, feeds oil to all main, big-end, and camshaft bearings and to the timing chain. A drilling in each connecting rod big-end provides for jet lubrication of the cylinder walls. The system incorporates an AC type by-pass filter. Oil capacity 16½ pints (9.23 litres) plus 2½ pints (1.56 litres) for external filter.

**Cooling System :** Cooling water is circulated by a centrifugal pump mounted in the front of the cylinder block and driven by a vee belt from the crankshaft. A four-blade fan is mounted on the water pump shaft and a bellows type thermostat is fitted in the water outlet pipe from the cylinder head. The five-row flat tube radiator has a patent top tank expansion chamber to prevent the loss of cooling water and anti-freeze either by splash or expansion. Cooling system capacity 31 pints (17.6 litres).

**Fuel System :** Fuel is drawn from a 20-gallon (91 litres) tank, mounted on the right-hand side of the chassis frame, by a mechanical AC pump driven by an eccentric on the camshaft. The Zenith downdraught carburettor is fitted with an AC oil-wetted type air intake cleaner and silencer, or an oil bath air cleaner. A governor can be fitted if required.

**Mountings :** Engine and gearbox unit are mounted on a single rubber pad of large volume at the front and on two rubber shear mountings with rebound control at the rear.

**Ignition :** Coil, with automatic advance and retard assisted by built-in vacuum control.

**Dynamo :** 12-volt, fan ventilated with compensated voltage control. Driven by vee belt from the crankshaft.

**Starter :** Lucas starter with switch manually operated from instrument panel.

**THE PERKINS P6 DIESEL ENGINE** is available as an alternative power unit for the Austin Coach Chassis. See separate leaflet for details.

**CLUTCH :** Borg and Beck 11 in. (27.9 cm.) diameter dry single-plate, with a total frictional area of 118 sq. ins. (761 sq. cm.).

**GEARBOX :** Four forward speeds and one reverse, with centre lever control. Straight tooth sliding gears and special alloy steel shafts with layshaft mounted on roller bearings. A mechanical tyre pump is fitted to the right-hand side of the gearbox. Oil capacity 5 pints (2.84 litres) plus 1 pint (0.568 litres) for tyre pump.

**PROPELLER SHAFT :** Divided open propeller shaft with Hardy-Spicer needle roller bearing universals and self-aligning centre bearing.

**REAR AXLE :** Fully floating with spiral bevel gears and straddle mounted pinion, and taper roller hub and differential bearings. The axle casing is built up of high-grade steel tubes and a cast steel centre case. A shock buttress is incorporated in the final drive housing to withstand exceptional stresses. Oil capacity 8 pints (4.55 litres).

# Specification

**OVERALL GEAR RATIOS :** 6.7, 11.4, 23.2 and 48.2, with 47.8 reverse.

**ROAD SPEEDS AT 1,000 R.P.M. :** Top 15.4 m.p.h.; Third 9.0 m.p.h.; Second 4.4 m.p.h.; First 2.1 m.p.h.

**BRAKES :** Lockheed hydraulic with two leading shoes on all wheels, applied by pedal and assisted by vacuum servo. The handbrake lever is mounted on the side of chassis frame and operates mechanically on the rear wheels. Total brake shoe lining area 320 sq. ins. (2,064 sq. cm.).

**FRONT AXLE AND STEERING :** The front axle is a toughened steel drop forging of I section changing to rectangular section from the spring pads to the steering swivels. Taper roller bearings are used for the front hubs and the steering gear is the Bishop cam and roller high efficiency type with a ratio of 18 to 1. Right- or left-hand steering is available.

**SUSPENSION :** Semi-elliptic springs front and rear mounted above the axles are of the progressive type to accommodate variations in loading. The shackle pins are lubricated by oil gun. Shock absorbers may be fitted to front springs of right-hand steering chassis and to rear springs of all chassis.

**FRAME :** Pressed-steel channel frame of large section, tapered at front and rear. The two longitudinal members are braced by seven riveted cross members.

**WHEELS AND TYRES :** Pressed-steel disc wheels, with ventilation holes, single at front and twin at the rear. Eight stud fixing; 34×7 R.H.S. tyres. Recommended alternative tyres, 8.25×20 ten ply, low pressure.

**ELECTRICAL :** 12-volt battery with 102 ampere hour capacity at 10 hour rate. Separate head- and sidelamps. Combined stop- and tail-lamp fitted to rear number plate. Dipper switch and horn control mounted on steering column.

**INSTRUMENTS AND CONTROLS :** Ignition warning lamp, oil and petrol gauges, ammeter and speedometer with total readings. Panel lights switch for concealed illumination of instruments. Combined ignition and lighting control switch, and carburettor choke and starter controls.

**CHASSIS EQUIPMENT :** Front grille, head-, side- and tail-lamps, detachable starting handle well equipped tool roll, and spare wheel with tyre.

## BODY WORK

**GENERAL :** All metal unit construction with the framing mainly of steel rolled section, welded and bolted together and treated with rust preventative before fitting of panels. Double skin construction with shaped domes and built-in destination indicator. Interior panels to rear roof sticks of aluminium sheet whilst exterior panels both on roof and below waist are in sheet steel.

**PASSENGER ACCOMMODATION :** Tubular seat frames with chromium-plated top rails. Foam rubber cushions and padded squabs, finished in plastic-coated leather-cloth. Tongued and grooved ¾-in. softwood floor boards covered with brown linoleum, having steel non-slip treads along centre gangway and between seats. Main gangway level throughout, rear seat floor raised to clear wheelarches.

**VENTILATION :** Nine sliding windows and three large extractor ventilators in the roof, all available as standard. Extra ventilators and fans can be supplied.

**INTERIOR LIGHTING :** Nine electric lamps with shades fitted in roof and controlled from driver's position.

**DRIVING COMPARTMENT :** Full fronted with two 'V' windscreens of toughened glass fitted with electric wipers, the driver's panel being hinged to open as standard, a second opening screen being offered as an extra. The cab is open to the main compartment, a roll-up blind being fitted behind the driver. Full depth sliding glass windows are fitted on each side for signalling and ventilation. Front destination indicator (optional) with blind for twelve names, and rotating gear.

**FINISH :** Both interior and exterior are painted in two colours to customers' requirements.

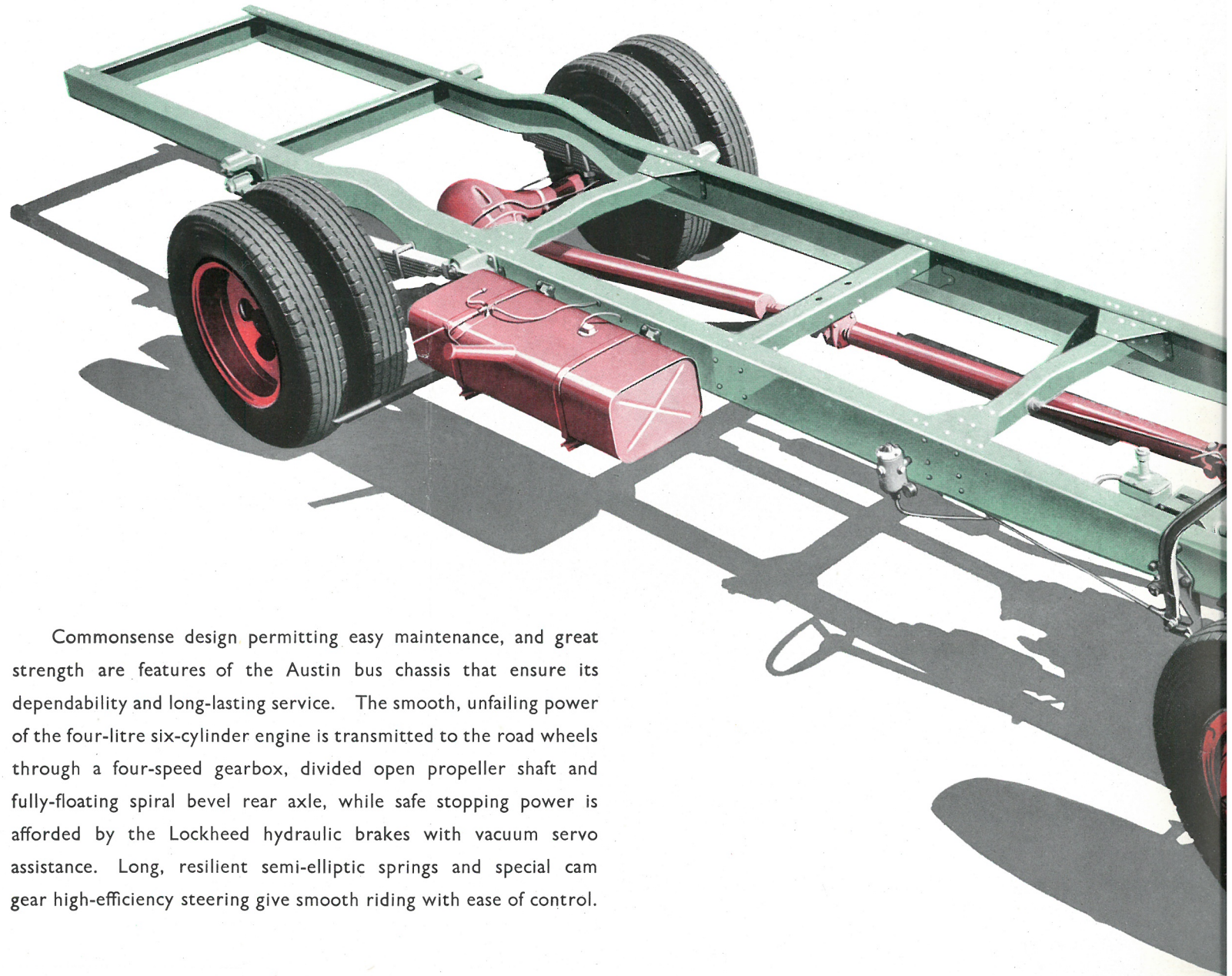
**EQUIPMENT :** Fire extinguisher, first-aid box and tool box supplied by Mulliners.

**OPTIONAL EXTRAS :** Long arm trafficators; directional arrows front and rear; insulating material in roof, rear dome and sides; second opening windscreen; interior parcel racks; external luggage racks; additional entrance door; hard alloy plate flooring.

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.

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

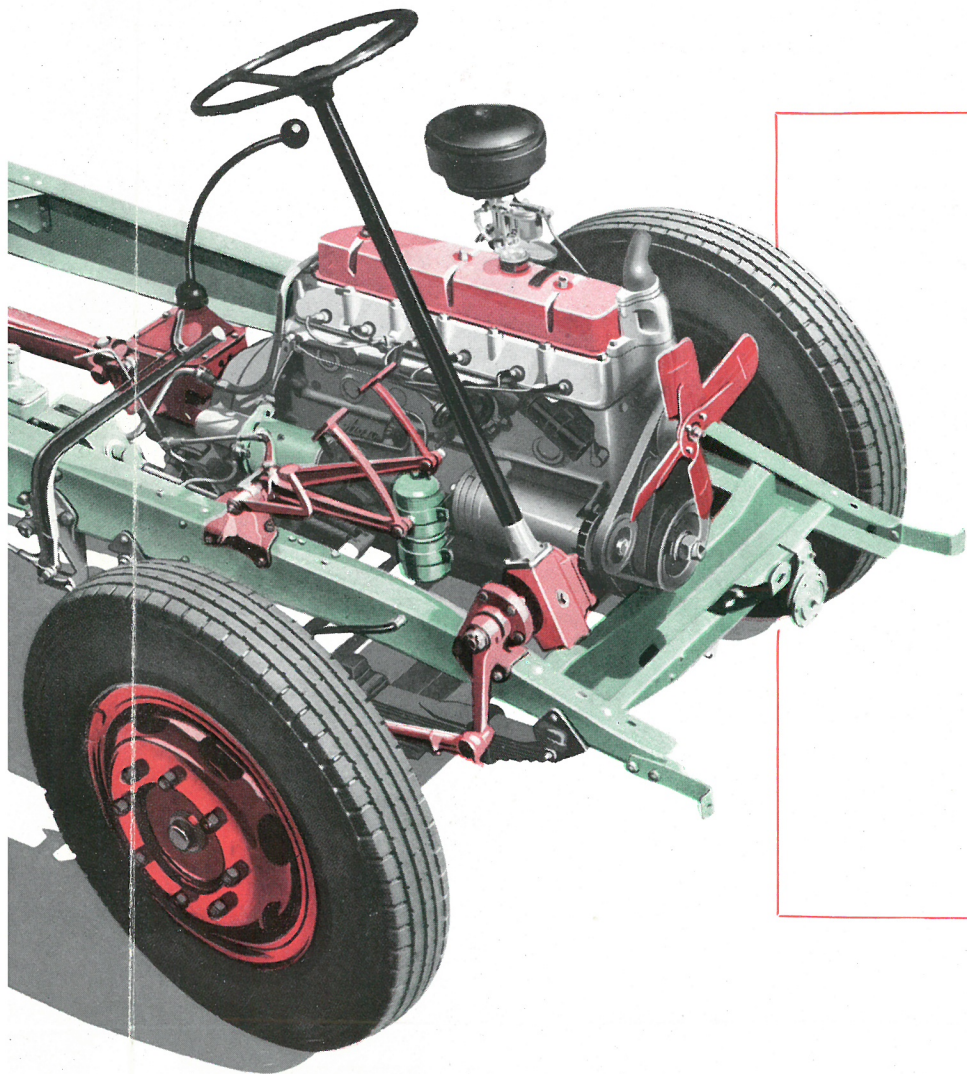
# THE AUSTIN FORWARD CONTROL



Commonsense design permitting easy maintenance, and great strength are features of the Austin bus chassis that ensure its dependability and long-lasting service. The smooth, unfailing power of the four-litre six-cylinder engine is transmitted to the road wheels through a four-speed gearbox, divided open propeller shaft and fully-floating spiral bevel rear axle, while safe stopping power is afforded by the Lockheed hydraulic brakes with vacuum servo assistance. Long, resilient semi-elliptic springs and special cam gear high-efficiency steering give smooth riding with ease of control.

THE **AUSTIN** SERVICE BUS

# Chassis

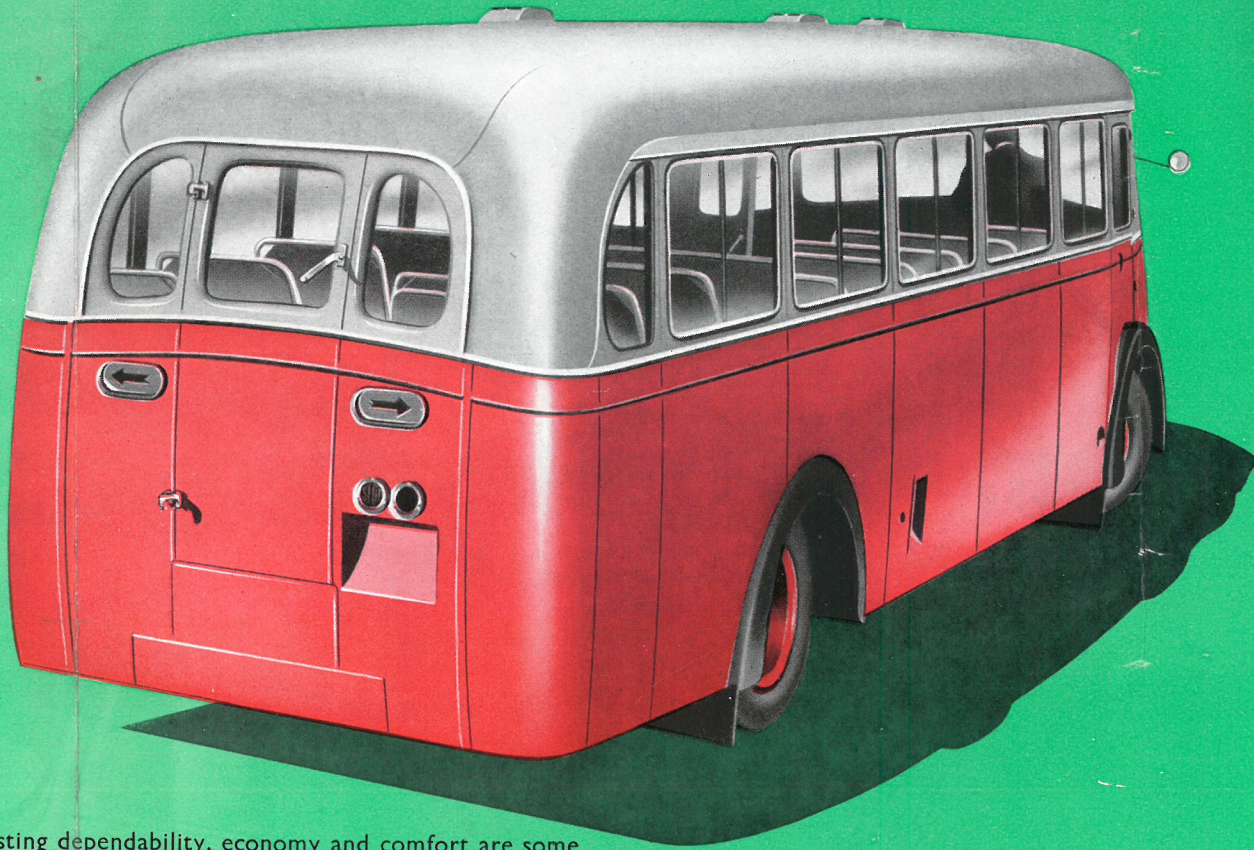


## CHASSIS DIMENSIONS

DIMENSIONS	English	Metric
Overall length (bumper to rear of chassis frame) ...	25 ft. 0 $\frac{1}{4}$ in.	7 m. 63 cm.
Length (back of bonnet to end of frame) ...	21 ft. 10 in.	6 m. 66 cm.
Height of frame (laden) ...	2 ft. 3 $\frac{3}{8}$ in.	70 cm.
Ground clearance ...	9 in.	23 cm.
Wheelbase ...	15 ft.	4 m. 50 cm.
Turning circle (approx.) ...	60 ft.	18 m. 29 cm.
Track (front) ...	5 ft. 4 $\frac{1}{8}$ in.	1 m. 64 cm.
Track (rear) ...	5 ft. 4 in.	1 m. 64 cm.
Weight of chassis as shown (approx.) ...	40 cwt. 80 lb.	2,068 kg.

**Coachwork by Mulliners**

# Ability - Safety - Economy



Long lasting dependability, economy and comfort are some of the many notable qualities featured in the Austin Service Bus. The Austin 15 ft. forward control coach chassis with choice of petrol or diesel power provides the ideal motive power for the all-metal body built by Mulliners.

Bodies are available in two widths 7 ft. 6 in. and 8 ft., accommodation being provided for thirty to forty-two passengers, depending on the type of seating arrangement required. One folding entrance door is normally incorporated at the front of the bus but an additional door can be fitted if desired.

Large sliding windows combine with two air inlets at the front of the vehicle and three extractor ventilators on the rear to ensure ample ventilation, while a heating system is available for cold weather. In fact, the Austin Service Bus can be fitted with a variety of equipment to suit all countries, climates and conditions.

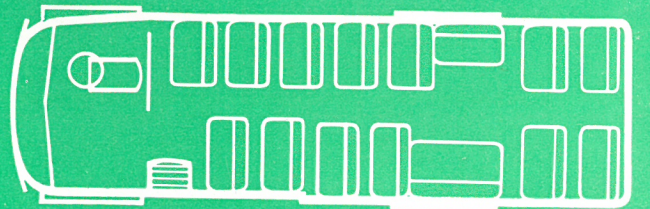


TO BRITISH REGULATIONS

30 Seater



31 Seater



NOT TO BRITISH REGULATIONS

32 Seater



# Dependability



The straightforward, easily cleaned interior of the Austin Service Bus will recommend it to operators and passengers alike, being designed primarily for serviceability but having full regard for comfort in travel.

Linoleum covered tongued and grooved boards form the floor, the main portion and gangway being level while the rear seat floor is raised to provide maximum comfort. Hard alloy plate flooring is offered as an optional extra. The seats are trimmed in durable plastic covered leather cloth.

The driver's compartment is open to the main saloon but can be screened by a roll-up blind. The toughened glass 'V' windscreen is wide and deep and, combined with the forward driving position, affords an exceptional view of the road. Controls and instruments are conveniently located and the driver's seat is instantly adjustable for height. An emergency exit can be provided to suit local regulations.



LONG lasting durability is one of the many features of the Austin Service Bus. The Austin Service Bus offers a choice of petrol or diesel engine unit for the all-mountain use.

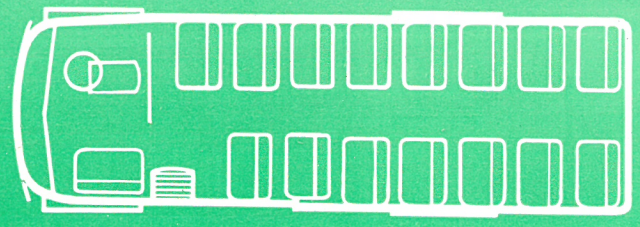
Bodies are available in a wide range to accommodate different passenger requirements, depending on the type of service to be employed. One feature is the front door which can be swung toward the front or rear of the vehicle if desired.

Nine sliding windows are provided at the front of the vehicle to ensure a clear view of the road. The roof is available for cold storage and can be fitted with a heater for all climates and conditions.

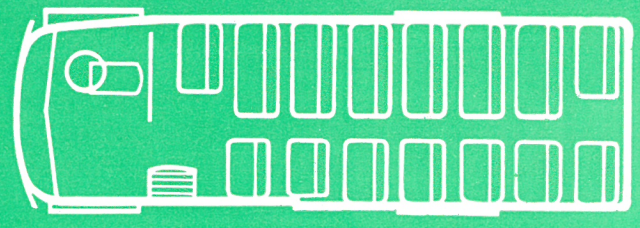
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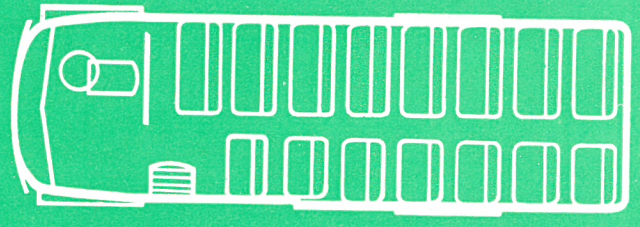
**32 Seater**



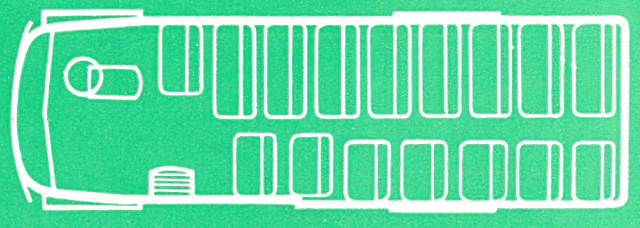
**36 Seater**



**38 Seater**

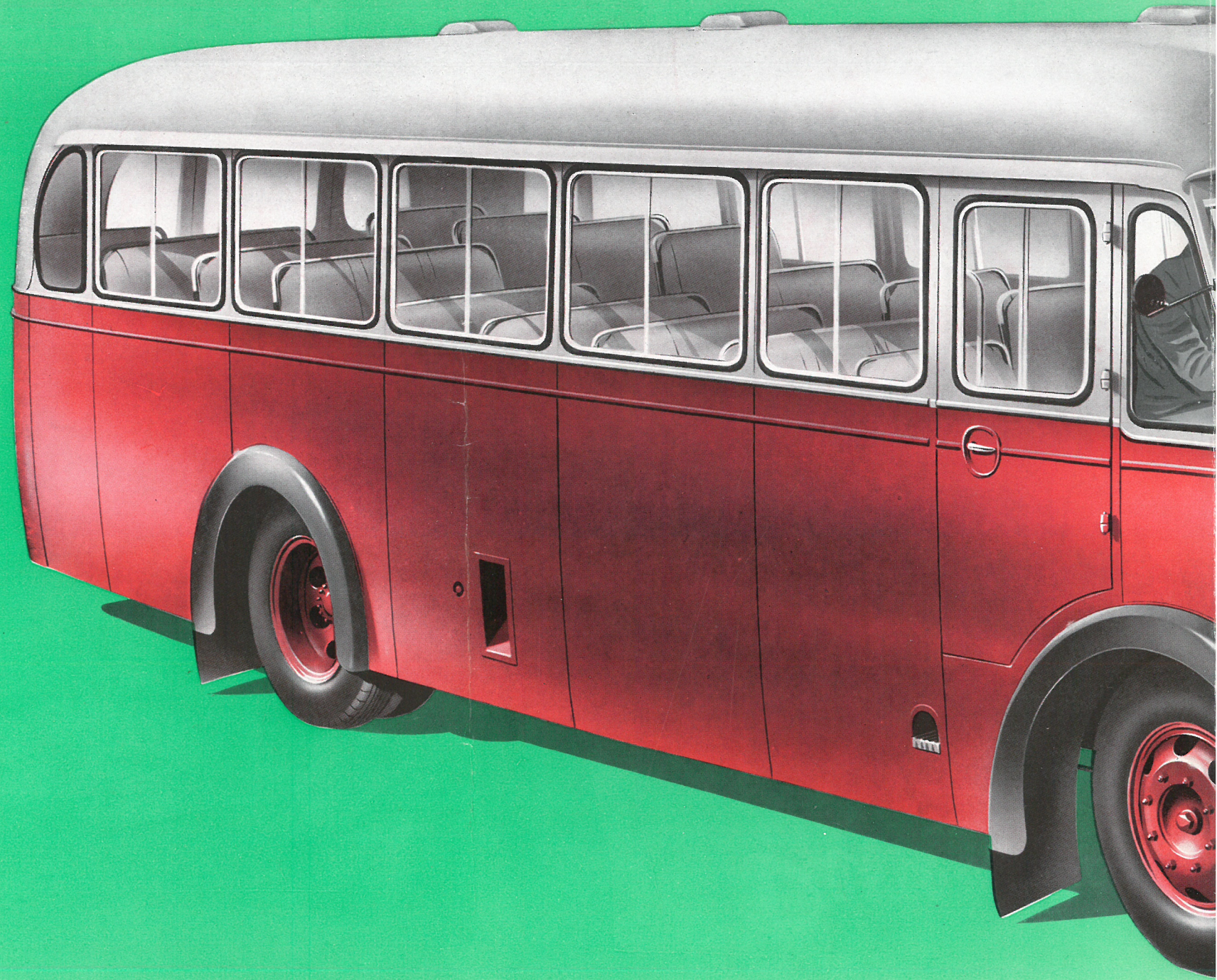


**42 Seater**



**Coachwork by Mulliners**

available for sale  
be fitted with a  
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*THE* **AUSTIN** *SERVICE BUS*