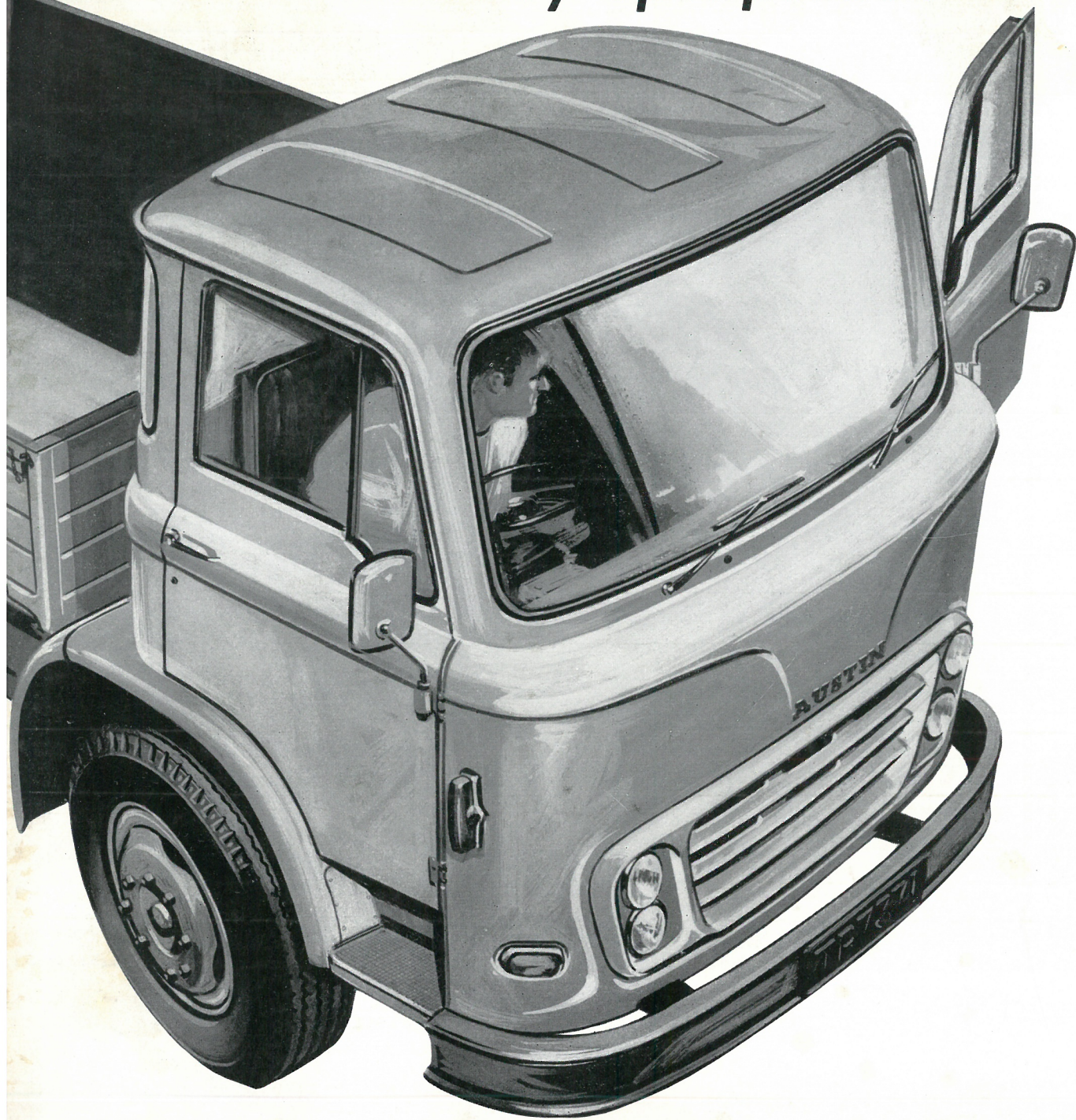


# Preliminary Specification



**AUSTIN**  
**FJ**  
**TRUCKS**

## **FJ K100 5 ton**

Gross vehicle weight 20,160 lbs. (9144 kg.)

## **FJ K140 7 ton**

Gross vehicle weight 24,640 lbs. (11176 kg.)

## **FJ K160 8 ton**

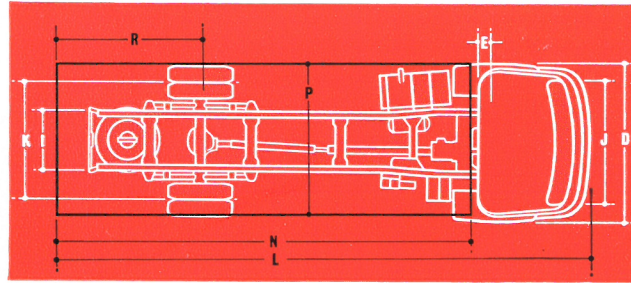
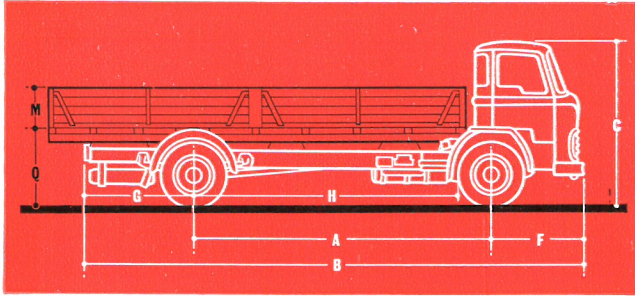
Gross vehicle weight 28,000 lbs. (12701 kg.)

## **FJ K360 Prime Mover**

Gross train weight 40,320 lbs. (18289 kg.)



# DIMENSIONS AND WEIGHTS



|  | FJ K100      |        |                                 |       |                               |                                |              |       | FJ K140                       |                               |              |                               |              |        |                                 |        | FJ K160      |                                |              |        |                               |        |              |                               | FJ K360     |        |                                 |        |       |                                 |       |        |                                 |      |    |                                |      |    |                                 |       |
|--|--------------|--------|---------------------------------|-------|-------------------------------|--------------------------------|--------------|-------|-------------------------------|-------------------------------|--------------|-------------------------------|--------------|--------|---------------------------------|--------|--------------|--------------------------------|--------------|--------|-------------------------------|--------|--------------|-------------------------------|-------------|--------|---------------------------------|--------|-------|---------------------------------|-------|--------|---------------------------------|------|----|--------------------------------|------|----|---------------------------------|-------|
|  | 111 in. W.B. |        | 151 in. W.B.                    |       | 171 in. W.B.                  |                                | 201 in. W.B. |       | 111 in. W.B.                  |                               | 151 in. W.B. |                               | 171 in. W.B. |        | 201 in. W.B.                    |        | 111 in. W.B. |                                | 151 in. W.B. |        | 171 in. W.B.                  |        | 201 in. W.B. |                               | Prime Mover |        |                                 |        |       |                                 |       |        |                                 |      |    |                                |      |    |                                 |       |
|  | ft.          | in.    | metres                          | ft.   | in.                           | metres                         | ft.          | in.   | metres                        | ft.                           | in.          | metres                        | ft.          | in.    | metres                          | ft.    | in.          | metres                         | ft.          | in.    | metres                        | ft.    | in.          | metres                        | ft.         | in.    | metres                          |        |       |                                 |       |        |                                 |      |    |                                |      |    |                                 |       |
| <b>Chassis/Front End and Chassis/Cab</b> |              |        |                                 |       |                               |                                |              |       |                               |                               |              |                               |              |        |                                 |        |              |                                |              |        |                               |        |              |                               |             |        |                                 |        |       |                                 |       |        |                                 |      |    |                                |      |    |                                 |       |
| Wheelbase ... ..                         | A            | 9      | 3                               | 2-82  | 12                            | 7                              | 3-84         | 14    | 3                             | 3-35                          | 16           | 9                             | 5-11         | 9      | 3                               | 2-82   | 12           | 7                              | 3-84         | 14     | 3                             | 3-35   | 16           | 9                             | 5-11        | 9      | 3                               | 2-82   | 12    | 7                               | 3-84  | 14     | 3                               | 3-35 | 16 | 9                              | 5-11 | 8  | 0                               | 2-44  |
| Overall length (end of frame) ... ..     | B            | 16     | 8 <sup>11</sup> / <sub>16</sub> | 5-10  | 22                            | 1 <sup>1</sup> / <sub>4</sub>  | 6-74         | 23    | 9 <sup>1</sup> / <sub>4</sub> | 7-25                          | 26           | 3 <sup>1</sup> / <sub>2</sub> | 8-01         | 16     | 8 <sup>11</sup> / <sub>16</sub> | 5-10   | 22           | 1 <sup>1</sup> / <sub>4</sub>  | 6-74         | 23     | 9 <sup>1</sup> / <sub>4</sub> | 7-25   | 26           | 3 <sup>1</sup> / <sub>2</sub> | 8-01        | 16     | 8 <sup>11</sup> / <sub>16</sub> | 5-10   | 22    | 1 <sup>1</sup> / <sub>4</sub>   | 6-74  | 23     | 9 <sup>1</sup> / <sub>4</sub>   | 7-25 | 26 | 3 <sup>1</sup> / <sub>2</sub>  | 8-01 | 15 | 1                               | 4-60  |
| Overall height (laden) ... ..            | C            | 7      | 9 <sup>5</sup> / <sub>8</sub>   | 2-38  | 7                             | 9 <sup>5</sup> / <sub>8</sub>  | 2-38         | 7     | 9 <sup>5</sup> / <sub>8</sub> | 2-38                          | 7            | 9 <sup>5</sup> / <sub>8</sub> | 2-38         | 7      | 11 <sup>7</sup> / <sub>16</sub> | 2-42   | 7            | 9 <sup>5</sup> / <sub>8</sub>  | 2-38         | 7      | 9 <sup>5</sup> / <sub>8</sub> | 2-38   | 7            | 9 <sup>5</sup> / <sub>8</sub> | 2-38        | 8      | 0 <sup>3</sup> / <sub>16</sub>  | 2-44   | 7     | 11 <sup>7</sup> / <sub>16</sub> | 2-42  | 7      | 11 <sup>7</sup> / <sub>16</sub> | 2-42 | 7  | 10 <sup>1</sup> / <sub>2</sub> | 2-41 | 7  | 10 <sup>1</sup> / <sub>2</sub>  | 2-41  |
| Overall width ... ..                     | D            | 7      | 5 <sup>1</sup> / <sub>8</sub>   | 2-26  | 7                             | 5 <sup>1</sup> / <sub>8</sub>  | 2-26         | 7     | 5 <sup>1</sup> / <sub>8</sub> | 2-26                          | 7            | 5 <sup>1</sup> / <sub>8</sub> | 2-26         | 7      | 5 <sup>1</sup> / <sub>8</sub>   | 2-26   | 7            | 5 <sup>1</sup> / <sub>8</sub>  | 2-26         | 7      | 5 <sup>1</sup> / <sub>8</sub> | 2-26   | 7            | 5 <sup>1</sup> / <sub>8</sub> | 2-26        | 7      | 5 <sup>1</sup> / <sub>8</sub>   | 2-26   | 7     | 5 <sup>1</sup> / <sub>8</sub>   | 2-26  | 7      | 5 <sup>1</sup> / <sub>8</sub>   | 2-26 | 7  | 5 <sup>1</sup> / <sub>8</sub>  | 2-26 | 7  | 5 <sup>1</sup> / <sub>8</sub>   | 2-26  |
| Centre front hub to back of cab ... ..   | E            | 0      | 11                              | 0-28  | 0                             | 11                             | 0-28         | 0     | 11                            | 0-28                          | 0            | 11                            | 0-28         | 0      | 11                              | 0-28   | 0            | 11                             | 0-28         | 0      | 11                            | 0-28   | 0            | 11                            | 0-28        | 0      | 11                              | 0-28   | 0     | 11                              | 0-28  | 0      | 11                              | 0-28 | 0  | 11                             | 0-28 | 0  | 11                              | 0-28  |
| Centre front hub to bumper ... ..        | F            | 4      | 6 <sup>1</sup> / <sub>2</sub>   | 1-38  | 4                             | 6 <sup>1</sup> / <sub>2</sub>  | 1-38         | 4     | 6 <sup>1</sup> / <sub>2</sub> | 1-38                          | 4            | 6 <sup>1</sup> / <sub>2</sub> | 1-38         | 4      | 6 <sup>1</sup> / <sub>2</sub>   | 1-38   | 4            | 6 <sup>1</sup> / <sub>2</sub>  | 1-38         | 4      | 6 <sup>1</sup> / <sub>2</sub> | 1-38   | 4            | 6 <sup>1</sup> / <sub>2</sub> | 1-38        | 4      | 6 <sup>1</sup> / <sub>2</sub>   | 1-38   | 4     | 6 <sup>1</sup> / <sub>2</sub>   | 1-38  | 4      | 6 <sup>1</sup> / <sub>2</sub>   | 1-38 | 4  | 6 <sup>1</sup> / <sub>2</sub>  | 1-38 | 4  | 6 <sup>1</sup> / <sub>2</sub>   | 1-38  |
| Centre rear hub to end of frame ... ..   | G            | 2      | 11 <sup>7</sup> / <sub>16</sub> | 0-90  | 5                             | 0                              | 1-52         | 5     | 0                             | 1-52                          | 5            | 0                             | 1-52         | 2      | 11 <sup>7</sup> / <sub>16</sub> | 0-90   | 5            | 0                              | 1-52         | 5      | 0                             | 1-52   | 5            | 0                             | 1-52        | 2      | 11 <sup>7</sup> / <sub>16</sub> | 0-90   | 5     | 0                               | 1-52  | 5      | 0                               | 1-52 | 5  | 0                              | 1-52 | 2  | 11 <sup>7</sup> / <sub>16</sub> | 0-90  |
| Centre rear hub to back of cab ... ..    | H            | 8      | 4                               | 2-54  | 11                            | 8                              | 3-56         | 13    | 4                             | 4-06                          | 15           | 10                            | 4-83         | 8      | 4                               | 2-54   | 11           | 8                              | 3-56         | 13     | 4                             | 4-06   | 15           | 10                            | 4-83        | 8      | 4                               | 2-54   | 11    | 8                               | 3-56  | 13     | 4                               | 4-06 | 15 | 10                             | 4-83 | 7  | 1                               | 2-16  |
| Frame width ... ..                       | I            | 2      | 9 <sup>3</sup> / <sub>8</sub>   | 0-86  | 2                             | 9 <sup>3</sup> / <sub>8</sub>  | 0-86         | 2     | 9 <sup>3</sup> / <sub>8</sub> | 0-86                          | 2            | 9 <sup>3</sup> / <sub>8</sub> | 0-86         | 2      | 9 <sup>3</sup> / <sub>8</sub>   | 0-86   | 2            | 9 <sup>3</sup> / <sub>8</sub>  | 0-86         | 2      | 9 <sup>3</sup> / <sub>8</sub> | 0-86   | 2            | 9 <sup>3</sup> / <sub>8</sub> | 0-86        | 2      | 9 <sup>3</sup> / <sub>8</sub>   | 0-86   | 2     | 9 <sup>3</sup> / <sub>8</sub>   | 0-86  | 2      | 9 <sup>3</sup> / <sub>8</sub>   | 0-86 | 2  | 9 <sup>3</sup> / <sub>8</sub>  | 0-86 | 2  | 9 <sup>3</sup> / <sub>8</sub>   | 0-86  |
| Track (front) ... ..                     | J            | 6      | 1 <sup>7</sup> / <sub>16</sub>  | 1-86  | 6                             | 2 <sup>1</sup> / <sub>4</sub>  | 1-89         | 6     | 2 <sup>1</sup> / <sub>4</sub> | 1-89                          | 6            | 2 <sup>1</sup> / <sub>4</sub> | 1-89         | 6      | 1 <sup>1</sup> / <sub>4</sub>   | 1-86   | 6            | 1 <sup>1</sup> / <sub>4</sub>  | 1-86         | 6      | 1 <sup>1</sup> / <sub>4</sub> | 1-86   | 6            | 1 <sup>1</sup> / <sub>4</sub> | 1-86        | 6      | 1 <sup>1</sup> / <sub>4</sub>   | 1-87   | 6     | 2 <sup>7</sup> / <sub>16</sub>  | 1-89  | 6      | 2 <sup>7</sup> / <sub>16</sub>  | 1-89 | 6  | 2 <sup>7</sup> / <sub>16</sub> | 1-89 | 6  | 1 <sup>1</sup> / <sub>4</sub>   | 1-86  |
| Track (rear) ... ..                      | K            | 5      | 6 <sup>1</sup> / <sub>2</sub>   | 1-70  | 5                             | 6 <sup>1</sup> / <sub>2</sub>  | 1-70         | 5     | 6 <sup>1</sup> / <sub>2</sub> | 1-70                          | 5            | 6 <sup>1</sup> / <sub>2</sub> | 1-70         | 5      | 8 <sup>3</sup> / <sub>8</sub>   | 1-74   | 5            | 8 <sup>3</sup> / <sub>8</sub>  | 1-74         | 5      | 8 <sup>3</sup> / <sub>8</sub> | 1-74   | 5            | 8 <sup>3</sup> / <sub>8</sub> | 1-74        | 5      | 8 <sup>3</sup> / <sub>8</sub>   | 1-74   | 5     | 8 <sup>3</sup> / <sub>8</sub>   | 1-74  | 5      | 8 <sup>3</sup> / <sub>8</sub>   | 1-74 | 5  | 8 <sup>3</sup> / <sub>8</sub>  | 1-74 | 5  | 8 <sup>3</sup> / <sub>8</sub>   | 1-74  |
| <b>Truck complete with D/S body</b>      |              |        |                                 |       |                               |                                |              |       |                               |                               |              |                               |              |        |                                 |        |              |                                |              |        |                               |        |              |                               |             |        |                                 |        |       |                                 |       |        |                                 |      |    |                                |      |    |                                 |       |
| Overall length ... ..                    | L            | —      | —                               | 24    | 1 <sup>1</sup> / <sub>4</sub> | 7-35                           | —            | —     | —                             | —                             | —            | —                             | —            | —      | —                               | —      | —            | —                              | —            | —      | —                             | —      | —            | —                             | —           | —      | —                               | —      | —     | —                               | —     | —      | —                               | —    | —  | —                              | —    | —  |                                 |       |
| Height of body sides ... ..              | M            | —      | —                               | 1     | 6                             | 0-46                           | —            | —     | —                             | —                             | —            | —                             | —            | —      | —                               | —      | —            | —                              | —            | —      | —                             | —      | —            | —                             | —           | —      | —                               | —      | —     | —                               | —     | —      | —                               | —    | —  | —                              | —    | —  |                                 |       |
| Body interior length (max.) ... ..       | N            | —      | —                               | 18    | 0                             | 5-49                           | —            | —     | —                             | —                             | —            | —                             | —            | —      | —                               | —      | —            | —                              | —            | —      | —                             | —      | —            | —                             | —           | —      | —                               | —      | —     | —                               | —     | —      | —                               | —    | —  | —                              | —    | —  | —                               |       |
| Body interior length (min.) ... ..       | O            | —      | —                               | —     | —                             | —                              | —            | —     | —                             | —                             | —            | —                             | —            | —      | —                               | —      | —            | —                              | —            | —      | —                             | —      | —            | —                             | —           | —      | —                               | —      | —     | —                               | —     | —      | —                               | —    | —  | —                              | —    | —  | —                               |       |
| Body width—interior ... ..               | P            | —      | —                               | 7     | 0                             | 2-13                           | —            | —     | —                             | —                             | —            | —                             | —            | —      | —                               | —      | —            | —                              | —            | —      | —                             | —      | —            | —                             | —           | —      | —                               | —      | —     | —                               | —     | —      | —                               | —    | —  | —                              | —    | —  | —                               |       |
| Body floor height (laden) ... ..         | Q            | —      | —                               | 3     | 8 <sup>5</sup> / <sub>8</sub> | 1-13                           | —            | —     | —                             | —                             | —            | —                             | —            | —      | —                               | —      | —            | —                              | —            | —      | —                             | —      | —            | —                             | —           | —      | —                               | —      | —     | —                               | —     | —      | —                               | —    | —  | —                              | —    | —  | —                               |       |
| Centre rear hub to end of body ... ..    | R            | —      | —                               | 7     | 0                             | 2-13                           | —            | —     | —                             | —                             | —            | —                             | —            | —      | —                               | —      | —            | —                              | —            | —      | —                             | —      | —            | —                             | —           | —      | —                               | —      | —     | —                               | —     | —      | —                               | —    | —  | —                              | —    | —  | —                               |       |
| Maximum length behind cab ... ..         |              | 12     | 11 <sup>1</sup> / <sub>2</sub>  | 3-95  | 18                            | 10 <sup>1</sup> / <sub>2</sub> | 5-75         | 21    | 4 <sup>1</sup> / <sub>2</sub> | 6-51                          | 24           | 2 <sup>1</sup> / <sub>2</sub> | 7-38         | 12     | 11 <sup>1</sup> / <sub>2</sub>  | 3-95   | 18           | 10 <sup>1</sup> / <sub>2</sub> | 5-75         | 21     | 4 <sup>1</sup> / <sub>2</sub> | 6-51   | 24           | 2 <sup>1</sup> / <sub>2</sub> | 7-38        | 12     | 11 <sup>1</sup> / <sub>2</sub>  | 3-95   | 18    | 10 <sup>1</sup> / <sub>2</sub>  | 5-75  | 21     | 4 <sup>1</sup> / <sub>2</sub>   | 6-51 | 24 | 2 <sup>1</sup> / <sub>2</sub>  | 7-38 | —  | —                               |       |
| Cab interior width at waist ... ..       |              | 6      | 1 <sup>1</sup> / <sub>4</sub>   | 1-86  | 6                             | 1 <sup>1</sup> / <sub>4</sub>  | 1-86         | 6     | 1 <sup>1</sup> / <sub>4</sub> | 1-86                          | 6            | 1 <sup>1</sup> / <sub>4</sub> | 1-86         | 6      | 1 <sup>1</sup> / <sub>4</sub>   | 1-86   | 6            | 1 <sup>1</sup> / <sub>4</sub>  | 1-86         | 6      | 1 <sup>1</sup> / <sub>4</sub> | 1-86   | 6            | 1 <sup>1</sup> / <sub>4</sub> | 1-86        | 6      | 1 <sup>1</sup> / <sub>4</sub>   | 1-86   | 6     | 1 <sup>1</sup> / <sub>4</sub>   | 1-86  | 6      | 1 <sup>1</sup> / <sub>4</sub>   | 1-86 | 6  | 1 <sup>1</sup> / <sub>4</sub>  | 1-86 | 6  | 1 <sup>1</sup> / <sub>4</sub>   | 1-86  |
| Ground clearance ... ..                  |              | —      | 9 <sup>5</sup> / <sub>8</sub>   | 0-25  | —                             | 9 <sup>5</sup> / <sub>8</sub>  | 0-23         | —     | —                             | 9 <sup>5</sup> / <sub>8</sub> | 0-23         | —                             | —            | —      | 9 <sup>5</sup> / <sub>8</sub>   | 0-25   | —            | —                              | —            | —      | —                             | —      | —            | —                             | —           | —      | —                               | —      | —     | —                               | —     | —      | —                               | —    | —  | —                              | —    | —  | —                               |       |
| <b>Vehicle Weights</b>                   |              |        |                                 |       |                               |                                |              |       |                               |                               |              |                               |              |        |                                 |        |              |                                |              |        |                               |        |              |                               |             |        |                                 |        |       |                                 |       |        |                                 |      |    |                                |      |    |                                 |       |
| Max. Gross Vehicle Weight ... ..         |              | 20,160 | 9144                            | 20160 | 9144                          | 20160                          | 9144         | 20160 | 9144                          | 24,640                        | 11176        | 24,640                        | 11176        | 24,640 | 11176                           | 24,640 | 11176        | 28,000                         | 12701        | 28,000 | 12701                         | 28,000 | 12701        | 28,000                        | 12701       | 28,000 | 12701                           | 28,000 | 12701 | 28,000                          | 12701 | 28,000 | 12701                           | —    | —  | —                              | —    |    |                                 |       |
| Max. Gross Train Weight ... ..           |              | —      | —                               | —     | —                             | —                              | —            | —     | —                             | —                             | —            | —                             | —            | —      | —                               | —      | —            | —                              | —            | —      | —                             | —      | —            | —                             | —           | —      | —                               | —      | —     | —                               | —     | —      | —                               | —    | —  | —                              | —    | —  | 40,320                          | 18289 |



**THE AUSTIN MOTOR COMPANY LTD**  
**AUSTIN MOTOR EXPORT CORPORATION LTD**  
**LONGBRIDGE, BIRMINGHAM, ENGLAND**

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### FJ TILT CAB

Austin FJ trucks have been designed throughout for easier, safer driving, more powerful performance and quicker, cheaper servicing. Engines are mounted under the cab floor and an ingenious cab tilting mechanism greatly reduces servicing time and effort.

**Easy-to-operate.** The all-metal cab, balanced by a torsion bar, tilts forward on the release of three bolts and three gaiters (around steering column, handbrake and gear lever). A spring loaded locking plunger and safety stop prevent over-tilting. For minor servicing a quickly detachable cover beneath the fold-down passenger seat gives engine access.

**Note:** When Luton-type or coach bodies are required, the engine is accessible through removable floor plates.

### STEP-IN DE LUXE COMFORT

The cab interior is designed throughout to give limousine comfort and driving ease, with ample leg and elbow room for driver and 2 passengers. A low mounting step below each door gives easy step-in access. The walk-through cab is fully lined, with padded fascia and well-upholstered seats. Underfloor engine and rubber carpeting on the flat floor greatly reduce noise and heat. The deep curved windscreen and large window area give observation car vision. 4 headlights are fitted and a relay on the side lamp circuit gives 'day and night' intensity on flashing indicators and stop light, with reduced output during darkness. Heater/demister, twin jet screen washers, sun visor, ash tray and coat hook are all standard fittings.

### TIPPERS

5, 7 and 8 ton FJ tippers, on 111" wheelbase, have end tipping bodies of 5, 6 and 7 cu. yds. capacity respectively, calibrated in accordance with sand and gravel regulations.

**AUSTIN**  
**FJ**

**TIL**



### TRUCKS (5, 7, 8 ton)

FJ 5, 7 and 8 ton trucks are offered as chassis/cab or chassis/front end units on four wheelbase lengths—111", 151", 171" and 201". Timber platform or dropside bodies are available on 151" wheelbase only. FJ chassis are extra tough. Pressed steel channel section side members have large radii and strain-spreading alligator type cross-members at vital points. Heavy duty bumper with twin front towing eyes is standard. On 201" wheelbase models 24 in. frame extensions are available at extra cost. A spring steel spare wheel carrier is fitted with rollers to ease wheel removal and mounting. A hydraulic jack is standard equipment.

#### Chassis/cab

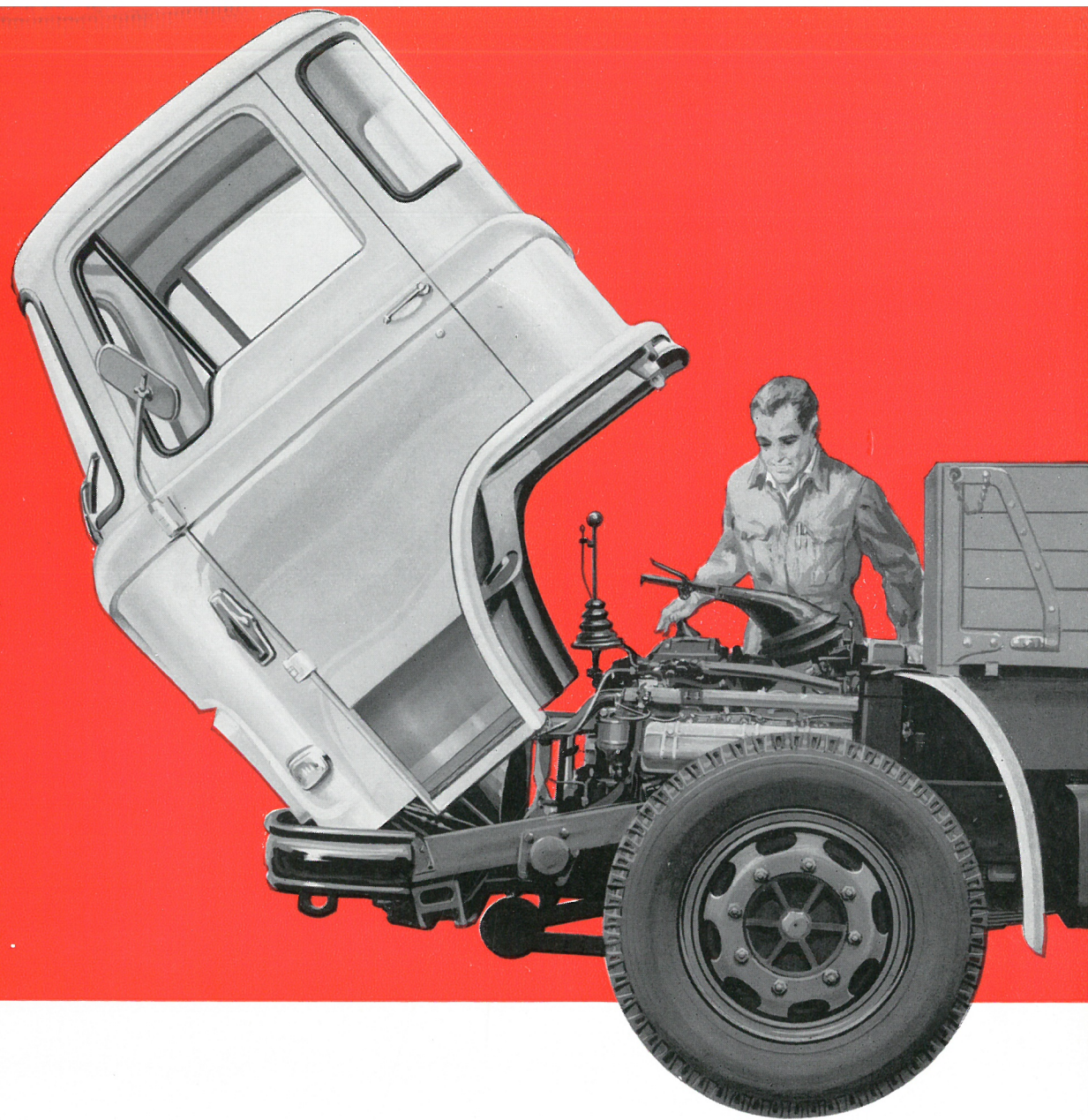
These units have fully equipped driving compartments and are suitable for any type of individually mounted body.

#### Chassis/front end

Units include windscreen with wipers and washers, rear-view mirrors, floor with covering and seat boxes, front grille and lights, fascia panel complete.

### PRIME MOVER (18 ton gross train weight)

The Austin for heavy duty. 5.7 litre BMC diesel engine, 5 speed synchromesh gearbox and 2 speed rear axle are standard. With 8 ft. wheelbase manoeuvrability, the FJ K360 is adaptable to a wide variety of semi-trailers and suitable for use with any approved fifth wheel coupling gear. A Taskers fifth wheel coupling is available from the factory at extra cost. The unit comprises trunnion mounted forked turntable with spring loaded device for automatic kingpin locking. Steel wings, lighting equipment and brake and light connections for trailer are included. Fully automatic fifth wheel couplings are available from Austin-approved manufacturers.



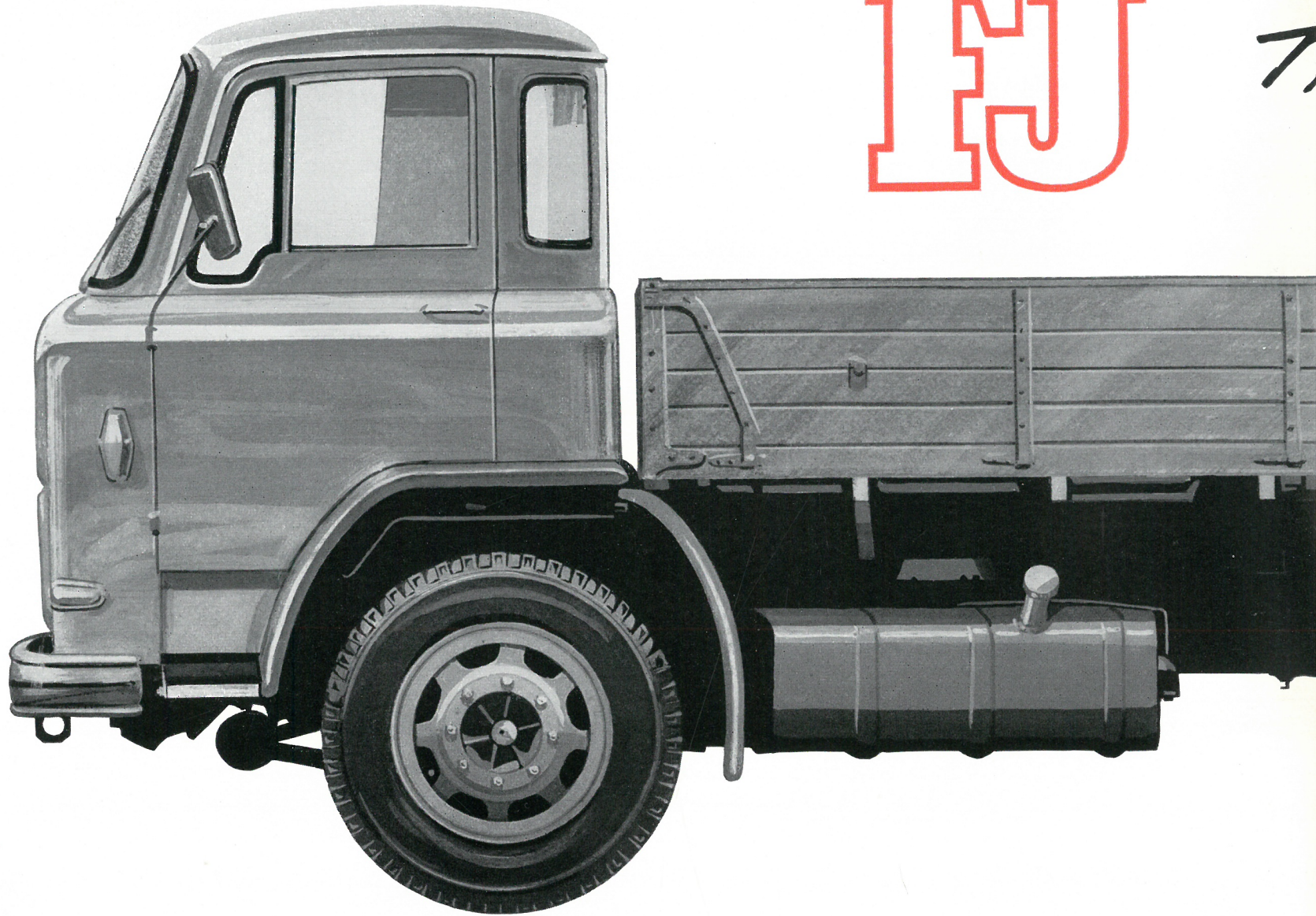
# **T-CAB**

*Step-in Deluxe Comfort*



**THE NEW AUSTIN**

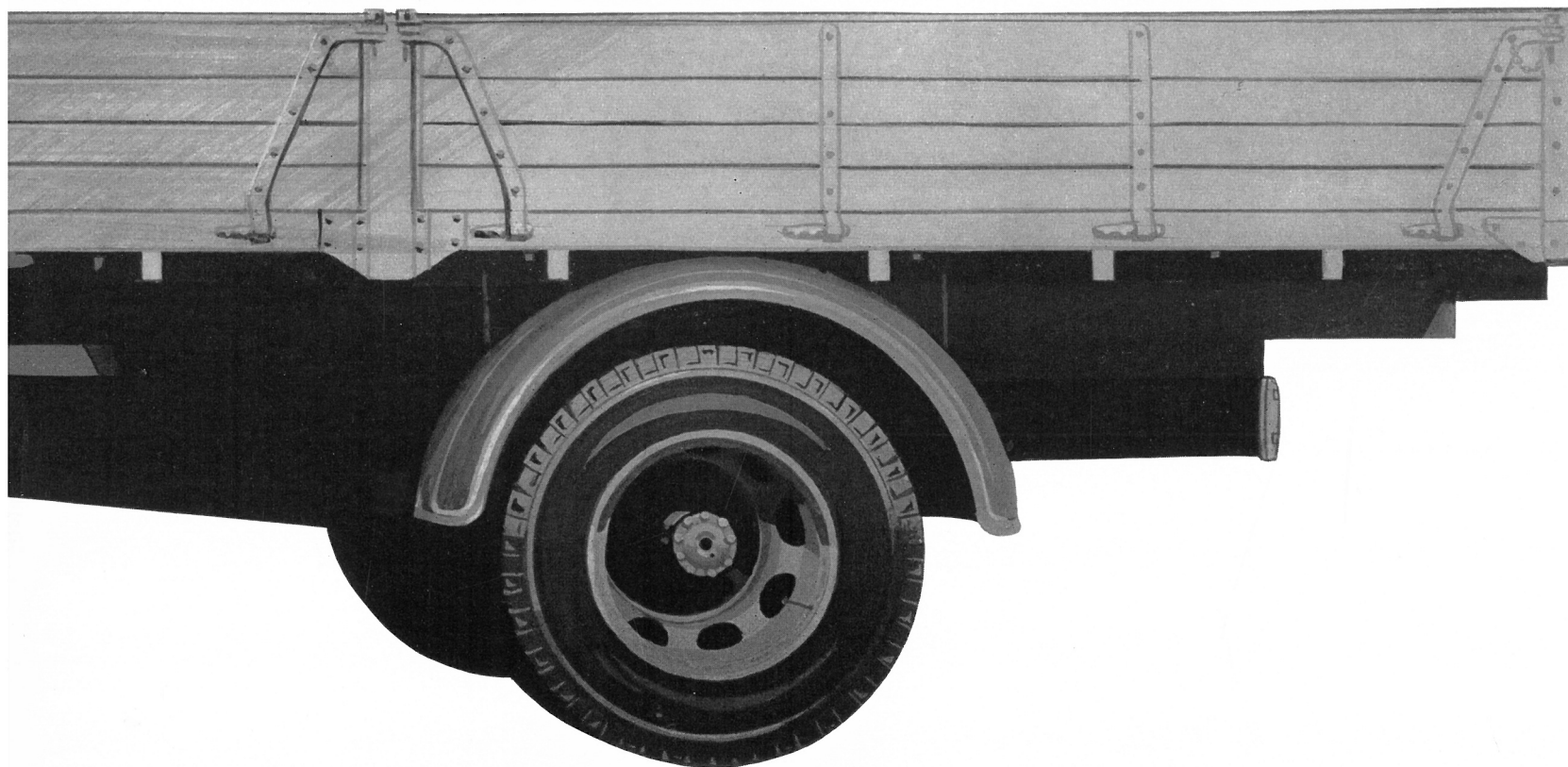
**FJ**



7



**TRUCKS - TIPPER - PRIME MOVER**





# FJ K160

5.7 litre diesel, 105 b.h.p. at 2400 r.p.m. \*(120 b.h.p. at 2500 r.p.m.)

37 gallons (168 litres).

Single dry plate, hydraulic actuated air servo assisted.  
13 in. (0.33 m).

Synchromesh second, third, fourth and top.  
Two; six-stud fixing.  
1st 6-923:1, 2nd 3-983:1, 3rd 2-375:1, 4th 1-469:1, 5th 1-00:1, Reverse 6-809:1.

Synchromesh second, third, fourth and top.  
Two; six-stud fixing.  
1st 6-30:1, 2nd 3-36:1, 3rd 1-837:1, 4th 1-00:1, 5th 0-82:1, Reverse 5-76:1

111 in. W.B. one piece, 151 in. W.B. and 171 in. W.B. two piece, 201 in. W.B. three piece, open propeller shaft.  
Needle roller bearing.

Fully floating heavy duty  
Spiral bevel.  
6-14:1. (6 50:1 111 in. W.B.)  
6-50:1 (except 111 in. W.B.)

B.M.C. fully-floating heavy duty with Eaton drive head.  
Spiral bevel.  
6-14/8-54:1.  
5-57/7-75:1. (except 111 in. W.B.)  
Air shift

Forged-steel 'I' section beam.  
Taper roller bearing.

High efficiency cam and lever, power assisted.  
22.5:1.  
20 in. (0-508 m).

Air and hydraulic.  
15½ in. × 4¼ in. (0-387 m × 0-108 m).  
15½ in. × 6 in. (0-394 m × 0-152 m).

573 sq. in. (3696 sq. cm).  
Mechanical air assisted to rear wheels.

Pressed steel channel.  
½ in. (6-4 mm).  
10¼ in. (257 mm).  
111 in. W.B. 5; 151 in., 171 in. W.B. 6; 201 in. W.B. 7

Semi-elliptic leaf springs.  
3 in. × 55 in. (76.2 mm × 1.397 m) × 9.  
3 in. × 60 in. (76.2 mm × 1.524 m) × 14.  
3 in. × 38 in. (76.2 mm × 0.965 m) × 7.  
Standard. Lever type.  
Optional at extra cost. Lever type.

Steel disc, single front, twin rear.  
8

Dunlop 9-00 – 20 fourteen-ply L.W.B. 10-00 – 20 fourteen-ply 111 in. W.B.  
Dunlop 10-00 – 20 fourteen-ply L.W.B.

# FJ K360

5.7 litre diesel 105 b.h.p. at 2400 r.p.m. \*(120 b.h.p. at 2500 r.p.m.)

37 gallons (168 litres).

Single dry plate, hydraulic actuated air servo assisted.  
13 in. (0.33 m).

Synchromesh second, third, fourth and top.  
Two; six-stud fixing.  
1st 6-923:1, 2nd 3-983:1, 3rd 2-375:1, 4th 1-469:1, 5th 1-00:1, Reverse 6-809:1.

Synchromesh second, third, fourth and top.  
Two; six-stud fixing.  
1st 6-30:1, 2nd 3-36:1, 3rd 1-837:1, 4th 1-00:1, 5th 0-82:1, Reverse 5-76:1.

One piece open propeller shaft.  
Needle roller bearing.

Not available.

B.M.C. fully-floating heavy duty with Eaton drive head.  
Spiral bevel.  
6-14/8-54:1.  
5-57/7-75:1.  
Air shift. } Standard.

Forged-steel 'I' section beam.  
Taper roller bearing.

High efficiency cam and lever.  
25:1:1.  
20 in. (0-508 m).

Air and hydraulic.  
15½ in. × 4¼ in. (0-387 m × 0-108 m).  
15½ in. × 6 in. (0-394 m × 0-152m).

573 sq. in. (3696 sq. cm).  
Mechanical air assisted to rear wheels.

Pressed steel channel.  
½ in. (6-4 mm).  
9½ in. (232 mm).  
5

Semi-elliptic leaf springs.  
3 in. × 55 in. (76.2 mm × 1.397 mm) × 10.  
3 in. × 51 in. (76.2 mm × 1.295 m) × 10.  
3 in. × 38 in. (76.2 mm × 0.975 m) × 7.  
Standard. Lever type.  
Optional at extra cost. Lever type.

Steel disc, single front, twin rear.  
8.

Dunlop 8-25 – 20 fourteen-ply.  
Dunlop 9-00 – 20 twelve-ply, 9.00 – 20 fourteen-ply

## ELECTRICAL EQUIPMENT AND INSTRUMENTS

12-volt earth return system, current and voltage controlled (RB340) generator C.42 30 amp. Two 6-volt 144 amp/hour batteries. Four headlamps, double-dip filament sealed beams; two fully waterproofed sidelamps; side flasher lamps; two rear assemblies of rear flasher lamp, reflector, stop/tail/number plate lamp. Relay in side lamp circuit reduces light output of rear flasher and stop lamp during darkness. Cab interior lamp operated by integral switch or courtesy door switches. Internally lit fascia panel comprising: speedometer, fuel and water temperature gauges, oil pressure gauge, main beam, flasher and no-charge warning lights, oil level indicator, dual air pressure gauges. Separate panel with rocker type switches for wipers, panel and heater. Lighting switch, flasher switch and horn push on steering column. Air pressure stop lamp switch on brake pedal valve. Warning buzzer in cab operated by switches on air pressure reservoir and servo unit. Heavy duty windscreen wiper. 5 kw. heater unit. Single high note windtone horn.

## CAB

Forward entrance tilt cab of rust-proofed all metal welded construction; toughened glass windscreen and windows; fixed curved windscreen with safety zoned area before driver; full drop winding door windows and swivelling quarter lights; curved corner windows, centre rear window with drop glass. Doors with padded casing panels, large pockets, anti-burst safety locks and private locks; door checks permit 90° opening angle. Fully adjustable driving seat with foam rubber cushion; double fold-down passenger seat with polyether foam cushion on rubber base; backrests of polyether foam on spring base, seats trimmed in vinyl coated fabric with breathable vynair centre panels. Roof lining of foamed polyether with breathable cover. Moulded rubber floor covering. Provision for 3 safety belts. Foam padded fascia panel covered in black vinyl, with pockets either side of central instrument nacelle. Switch panel on header rail above windscreen. Exterior steps covered with rubber mats and risers covered with anodised aluminium protection plates.

## OPTIONAL EXTRAS

5 speed synchromesh overdrive gearbox; Eaton two-speed rear axle; power steering (FJ K100/140/360); 24in. (0.609 m) frame extension (201 in. W.B. FJ K100/140/160 only); mechanical tyre pump; rear shock absorbers; radio.

## HOME AVAILABILITY

Chassis/cab; chassis/front end; truck complete with timber dropside or platform body (151 in. W.B. FJ K100/140/160, only); 111 in. W.B. tipper body (FJ K100/140/160).

## EXPORT AVAILABILITY

Right- or left-hand steering; km.p.h. or m.p.h. speedometer; lighting and flasher equipment as required; chassis/cab; chassis/front end; truck complete with timber dropside or platform body (FJ K100/140/160, 151 in. W.B. only); 111 in. W.B. tipper body (FJ K100/140/160). Optional extras as above, also 5 kw heater unit.



# SPECIFICATIONS

| Model  | FJ K100   | FJ K140   |
|--|---|---|
| <b>ENGINE:</b>                                 | Type<br>5.1 litre diesel. 90 b.h.p. at 2400 r.p.m. *(105 b.h.p. at 2600 r.p.m.)   | 5.7 litre diesel. 105 b.h.p. at 2400 r.p.m. *(120 b.h.p. at 2500 r.p.m.)  |
| <b>FUEL TANK CAPACITY:</b>                     | 37 gallons (168 litres).  | 37 gallons (168 litres).  |
| <b>CLUTCH:</b>                                 | Type<br>Diameter<br>Single dry plate, hydraulic actuated air servo assisted.<br>13 in. (0.33 m).  | Single dry plate, hydraulic actuated air servo assisted<br>13 in (0.33 m).  |
| <b>5 SPEED GEARBOX (STANDARD)</b>              | Type<br>P.T.O. faces<br>Ratios<br>Synchronesh second, third, fourth and top.<br>Two: six-stud fixing.<br>1st 6.923:1, 2nd 3.983:1, 3rd 2.375:1, 4th 1.469:1, 5th 1.00:1, Reverse 6.809:1.   | Synchronesh second, third, fourth and top.<br>Two: six-stud fixing.<br>1st 6.923:1, 2nd 3.983:1, 3rd 2.375:1, 4th 1.469:1, 5th 1.00:1, Reverse 6.809:1.   |
| <b>5 SPEED GEARBOX (OPTIONAL) (OVERDRIVE):</b> | Type<br>P.T.O. faces<br>Ratios<br>Synchronesh second, third, fourth and top.<br>Two: six-stud fixing.<br>1st 6.30:1, 2nd 3.36:1, 3rd 1.837:1, 4th 1.00:1, 5th 0.82:1, Reverse 5.76:1.   | Synchronesh second, third, fourth and top.<br>Two: six-stud fixing.<br>1st 6.30:1, 2nd 3.36:1, 3rd 1.837:1, 4th 1.00:1, 5th 0.82:1, Reverse 5.76:1.   |
| <b>TRANSMISSION:</b>                           | Type<br>Universal joints<br>111 in. W.B. one piece, 151 in. W.B. and 171 in. W.B. two piece, 201 in. W.B., three piece, open propeller shaft.<br>Needle roller bearing.   | 111 in. W.B. one piece, 151 in. W.B. and 171 in. W.B. two piece, 201 in. W.B., 3 piece, open propeller shaft.<br>Needle roller bearing.   |
| <b>REAR AXLE (STANDARD):</b>                   | Type<br>Pinion<br>Standard ratios<br>Alternative ratios<br>Fully-floating.<br>Spiral bevel.<br>5.86:1.<br>5.125:1 and 6.67:1.   | Fully floating. (Heavy duty type, 111 in. W.B.)<br>Spiral bevel.<br>5.86:1 (6.50:1, 111 in. W.B.).<br>5.125:1 and 6.67:1 (except 111 in. W.B.).   |
| <b>2 SPEED AXLE (OPTIONAL):</b>                | Type<br>Pinion<br>Standard ratios<br>Alternative ratios<br>Shift mechanism<br>B.M.C. fully floating.<br>Spiral bevel<br>5.85/8.13:1.<br>5.125/7.13:1.<br>Air shift.   | B.M.C. fully floating. (Heavy duty type with Eaton drive head, 111 in. W.B.)<br>Spiral bevel.<br>5.85/8.13:1 (6.14/8.54:1, 111 in. W.B.).<br>5.125/7.13:1 (except 111 in. W.B.)<br>Air shift.   |
| <b>FRONT AXLE:</b>                             | Type<br>Hubs<br>Forged-steel 'I' section beam.<br>Taper roller bearing.   | Forged-steel 'I' section beam.<br>Taper roller bearing.   |
| <b>STEERING:</b>                               | Type<br>Ratio<br>Steering wheel diameter<br>High efficiency cam and lever.<br>25:1:1.<br>20 in. (0.508 m).  | High efficiency cam and lever.<br>25.5:1.<br>20 in. (0.508m).   |
| <b>BRAKES:</b>                                 | Type<br>Dimensions {<br>Front<br>Rear<br>Total frictional area<br>Hand brake<br>Air and hydraulic.<br>14 in. x 3½ in. (0.356 m x 0.089 m).<br>14 in. x 5 in. (0.356 m x 0.127 m).<br>415 sq. in. (2677 sq. cm).<br>Mechanical air assisted to rear wheels.  | Air and hydraulic.<br>15½ in. x 4¼ in. (0.387 m x 0.108 m).<br>111 in. W.B. 15½ in. x 6 in. (0.394 m x 0.152 m) 15½ in. x 5 in. (0.394 m x 0.127 m) L.W.B. vehicles.<br>573 sq. in. (3696 sq. cm) 111 in. W.B. 520 sq. in. (3354 sq. cm). L.W.B.<br>Mechanical air assisted to rear wheels. |
| <b>FRAME:</b>                                  | Type<br>Thickness<br>Maximum sidemember depth<br>No. of crossmembers<br>Pressed steel channel.<br>½ in. (6.4 mm).<br>9½ in. (232 mm).<br>111 in. W.B. 5; 151, 171 in. W.B. 6; 201 in. W.B. 7.   | Pressed steel channel.<br>½ in. (6.4).<br>9½ in. (232 mm).<br>111 in. W.B. 5; 151, 171 in. W.B. 6; 201 in. W.B. 7.  |
| <b>SUSPENSION:</b>                             | Type<br>Width x length x No. of leaves {<br>Front<br>Rear main<br>Rear helper<br>Shock absorbers {<br>Front<br>Rear<br>Semi-elliptic leaf springs.<br>3 in. x 55 in. (76.2 mm x 1.397 m) x 9.<br>3 in. x 60 in. (76.2 mm x 1.524 m) x 9.<br>3 in. x 38 in. (76.2 mm x 0.965 m) x 7.<br>Standard. Lever type.<br>Optional at extra cost. Lever type. | Semi-elliptic leaf springs.<br>3 in. x 55 in. (76.2 mm x 1.397 m) x 10.<br>3 in. x 60 in. (76.2 mm x 1.524 m) x 12.<br>3 in. x 38 in. (76.2 mm x 0.965 m) x 7.<br>Standard. Lever type.<br>Optional at extra cost. Lever type.  |
| <b>WHEELS:</b>                                 | Type<br>No. of studs<br>Steel disc, single front, twin rear.<br>8.  | Steel disc, single front, twin rear.<br>8.  |
| <b>TYRES:</b>                                  | Size Standard<br>Alternative at extra cost<br>Dunlop 7.50 - 20 twelve-ply L. W.B. 8.25 - 20 fourteen-ply on 111 in. W.B.<br>Dunlop 8.25 - 20 twelve-ply or 8.25 - 20 or 8.25 - 17 fourteen-ply L. W.B.  | Dunlop 8.25 - 20 fourteen-ply L.W.B. 9.00 - 20 fourteen-ply 111 in. W.B.<br>Dunlop 9.00 - 20 twelve-ply or 9.00 - 20 fourteen-ply L. W.B.   |

\*S.M.M.T. Test Code 159 maximum output rating.