

AUSTIN J2^{M16} Commercial Vehicles

FLOOR GEAR CHANGE
MAXIMUM G.V.W. 46 CWT

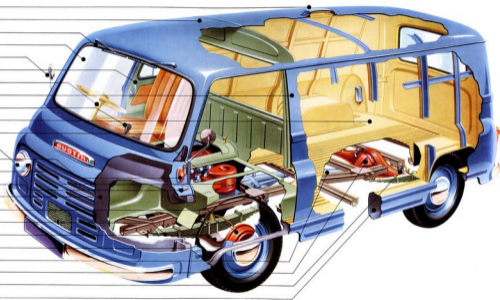
MAGNUS MOTORS LTD.

ITEM 12



Austin

- STATIC ROOF VENTILATOR
- STEEL ROOF PANELS
- TWIN WINDSCREEN WIPERS
- WIDE CURVED WINDSCREEN
- TWIN REAR VIEW MIRRORS
- SLIDING DOORS
- TWO-SPOKED 17-in. STEERING WHEEL
- STEEL BODY SIDES
- LOOR-MOUNTED GEAR CHANGE LEVER
- ONE-PIECE STEEL FLOOR
- 4-CYL. O.H.V. ENGINE
- POWERFUL DOUBLE-DIP HEADLAMPS
- WINKING INDICATOR LAMPS
- FOUR-SPEED SYNCHROMESH GEARBOX
- TORPEDO TYPE SIDELAMPS
- DOUBLE-PANEL FRONT END
- POWERFUL HYDRAULIC BRAKES
- SEMI-ELLIPTIC SPRINGS
- FORGED STEEL FRONT AXLE BEAM
- DISC WHEELS AND TUBELESS TYRES
- SHORT OPEN PROPELLER SHAFT
- HYPOID REAR AXLE
- HYDRAULIC SHOCK ABSORBERS
- BOX-SECTION SILL



construction features



the AUSTIN J2^{M16}
Omnivan,
Truck
and Coach

with floor-mounted gear-change . . . and 46 cwt gross vehicle weight !

Here's the latest, and best yet, in the line of J2^{M16} commercials !
This Austin trio, which has proved so popular with tradesmen in practically every type of business since its introduction, now has a wider appeal than ever before. An entirely new gear-change mechanism with a floor-mounted gear lever provides exceptionally positive operation without restricting the easy access to and from the cab, for which these vehicles are noted, particularly on door to door delivery work.

Tough, all-steel, integral body construction has proved well able to cope with a maximum gross weight of 46 cwt. (2337 kg.), which allows a payload in the region of 18 cwt (914 kg) dependent upon road surface conditions and ancillary equipment fitted. The 4 cylinder o.h.v. engine—of renowned B.M.C. series 'B' type—while providing an ample reserve of power for such loads, is mounted well back so that in the laden or unladen condition, axle loadings are kept relatively even due to the fact that most of the weight is carried between the front and rear axles.

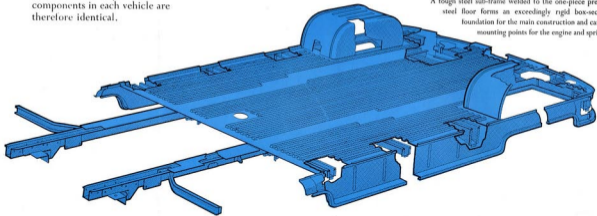
Speedy, economical operation and outstanding value-for-money puts each of these vehicles out in front of their class for looks, load capacity, driver comfort, and—because they are from Austin—unrivalled dependability.



The careful and ingenious design of this Austin J2 M16 makes possible a unique standardisation of production. Numerous components in each vehicle are therefore identical.

Some identical features in all

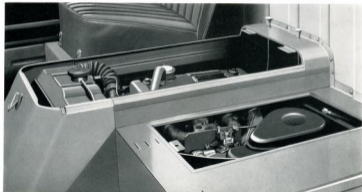
A tough steel sub-frame welded to the one-piece pressed steel floor forms an exceedingly rigid box-section foundation for the main construction and carries mounting points for the engine and springs.



The entirely new position of the engine within the constructional framework serves a two-fold purpose. Primarily, it allows the payload weight to be distributed almost equally between front and rear axles, and secondly, while it permits the driver to pass easily from one side of the fully forward control cab to the other, entrance is forward of the front wheels.

Two robust, steel channel section cross-members form a cradle into which the engine and gearbox are mounted on rubber blocks. The pressurised radiator is also included in the engine assembly, forming a complete, easily serviceable unit.

When in position the engine is readily accessible for routine maintenance, through a quickly detachable cover and removable panels beneath the seats.

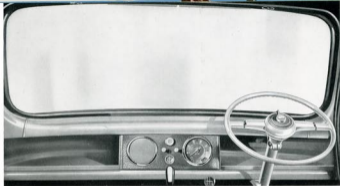


Austin J2 M16 vehicles



Being short in overall length and wheelbase, coach, van and truck can be turned within a 37-ft. circle.

Choke and starter controls are conveniently positioned on the rear of the engine cowling, beside the driving seat.



The fascia panel in which are mounted ignition and light switches also carries a clearly readable instrument cluster comprising speedometer, fuel gauge, radiator temperature gauge and ammeter. Warning lights indicate headlamp beam position, low oil pressure, winking direction indicators and dynamo not charging. A large compartment runs on either side of the fascia panel.

This cab is not merely a driving compartment—its comfort is comparable to that of a saloon car. There is clear visibility ahead through a curved toughened glass windscreen fitted with twin wipers, and a well upholstered foam rubber seat ensures the minimum of fatigue for the driver whether on door-to-door delivery or long distance runs.

An interior light is provided and provision is made for fitting heater, demisters and radio, if desired.

The spring two-spoke steering wheel is 17 inches in diameter, fitted with a horn bar and self-cancelling direction indicator control. All hand and foot controls are well positioned to promote a relaxed driving attitude, and a further consideration for the driver's well-being is the full width steel bulkhead running behind his seat.



By means of a high-lift jack, any of these Austin vehicles can be lifted, one side at a time, with the ease and simplicity of a saloon car.

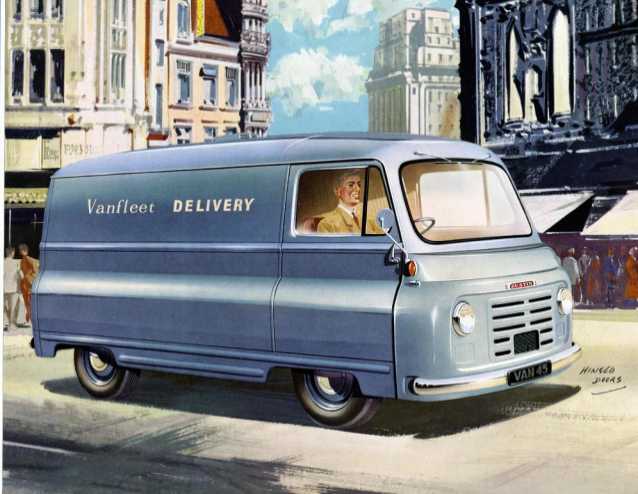


Vanfleet DELIVERY

CUSTOMER

VAN 45

HINGED
DOORS



The van with the big capacity—200 cubic feet (5.7 m³) of it, is an overall length of only 14 feet (4.3 m)—and numerous variations of loading door arrangements for extra-quick delivery! Hinged or sliding cab doors are alternatively available, and at slightly extra cost single or double side-loading doors, although for the latter arrangement hinged cab doors must be fitted. Folding steps for side and rear doors can also be supplied if desired.

Being a universally acceptable model, all these variations can be supplied to suit left or right-hand steering!

The large body panels are ideal for trade display and are reinforced by metal slats welded on the inside. Essential when carrying a perishable load is the ventilator fitted in the roof.

The Omnivan is well equipped for night driving, an interior lamp, double dip headlamps and flashing direction indicators being included in its equipment. It is a van that can be easily handled in confined spaces—a vehicle that any firm will be proud to own and a fine advertisement for the business it represents.



The Austin J2 M16 Omnivan

Single or double side loading doors



No draught or vibration from this wide rear door, positively locked by a three-way slam catch. It is checked in the open position by a stout leather strap and can be held by a spring-loaded safety catch. An alternative to the hinged rear door is a roller shutter blind which can be supplied at slightly extra cost.

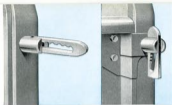
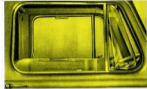


Balanced type door windows of toughened glass can be quickly lowered for ventilation or hand-signalling. Being a sliding door, fixed louvres are fitted as a safety precaution.





Swivelling louvers in the doors provide controlled ventilation for the cab interior.



A steel tail-board is retained by quick-release cotters and can be completely lowered or held in a horizontal position by two chains.

When a tilt cover is fitted, the forward end is neatly roped into a weatherproof channel. Its lower edges are held by cleats on the body sides.



The Austin J2 M16 Omnitruck

This nippy little Omnitruck is a boon to building contractors, plumbers, farmers and dairymen, to name but a few.

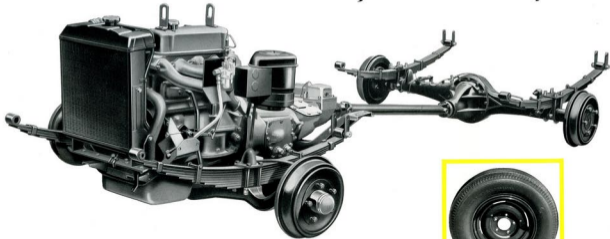
The steel bulkhead behind the seats has been continued to form the rear panel of the cab. A large window is incorporated, providing excellent rearward visibility for the intricate manoeuvring that—by the very nature of its purpose—the Omnitruck is likely to encounter.

Pressed steel inner panels are attached to the body sides for additional rigidity, and a steel tail-board is fitted at the rear. If required, a canvas tilt cover can be supplied, and is stowed—with its three tilt tubes—immediately behind the cab when not in use.

For the small businessman with a big job to do, there is no more willing vehicle than this Austin Omnitruck.



Major unit assembly



All the major mechanical components are pre-assembled as a complete unit—compact and easily serviced. The front hubs run on ball-bearings, and the two stub axles are mounted on a tough forged steel beam.

Engine and four-speed gearbox are connected to the rear axle by an open propeller shaft with needle roller bearing universal joints. Being extremely short in length, the shaft is void of any whip or vibration.

A robust hypoid rear axle with a ratio of 5.625 to 1 is, like the front axle assembly, suspended on semi-elliptic springs.

Road shocks are damped by hydraulic shock absorbers—direct acting on the front axle, lever type on the rear—and the suspension is well able to cope with maximum loads without affecting stability on the road.



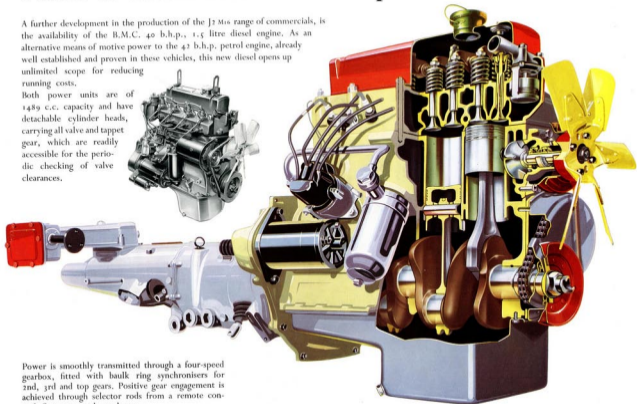
The pressed steel disc wheels are held by five nuts and are fitted with 6.70—15 tubeless tyres and chromium plated centre caps.

Total area of the hydraulic brake linings on all Austin J1 M46 models is 134 sq. ins. and this, combined with the efficiency of two-leading-shoe action on the front wheels, provides stopping power in plenty for any eventuality.

Petrol or Diesel overhead valve power units

A further development in the production of the J7 M16 range of commercials, is the availability of the B.M.C. 40 b.h.p., 1.5 litre diesel engine. As an alternative means of motive power to the 42 b.h.p. petrol engine, already well established and proven in these vehicles, this new diesel opens up unlimited scope for reducing running costs.

Both power units are of 1489 c.c. capacity and have detachable cylinder heads, carrying all valve and tappet gear, which are readily accessible for the periodic checking of valve clearances.



Power is smoothly transmitted through a four-speed gearbox, fitted with baulk ring synchronisers for 2nd, 3rd and top gears. Positive gear engagement is achieved through selector rods from a remote control, floor mounted gear lever.



MOUNTAIN VIEW HOTEL

BUICK

BUS 10



Small though it may be, the Omnicoach is no utility vehicle and has not been built as such. In fact, in many respects it has the comfort of a saloon car. Entrance is made through a centre door which, for convenience, is fitted in the left-hand side for right-hand steering and on the opposite side for models with left-hand steering. Roof and side panels of cab and body are neatly trimmed, while seats for the nine passengers and driver are very comfortably upholstered.

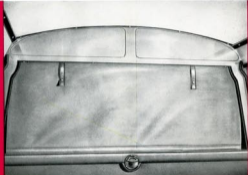
The Austin J2 M16 Omnicoach

Compact and economical for the small party

For the small private party or for hotel, station and airport duty, the Austin Omnicoach is invaluable. For work of this nature—short runs with small parties—the economy of using such a vehicle instead of a larger coach is such that the initial cost is very soon offset by the saving involved.



The wide rear door is fitted with a three-way slam lock and can be used as a secondary or emergency exit. A small quantity of incidental luggage can be accommodated and conveniently reached behind the rear seats.



When driving in the dark, the driver is unhindered by light reflecting in his windscreen from the body interior. A neat drop-down blind of hard wearing vinyl-treated fabric clips to the bulkhead and effectively cuts out all offending light.

All seats in the Austin Omnicoach are upholstered in vinyl-treated fabric over a foundation of latex foam rubber. With normal use, the seat and squab cushions, which are mounted on tubular steel frames, will give years of satisfactory service.



The Austin Omnicoach equipped as a Public Service Vehicle.



Ample through ventilation is available, by opening the cab door swivelling louvres and the hinged rear windows on each side of the body.

The door positions are the same for all versions of the Omnicoach, the centre door being supplied on either side to suit left- or right-hand steering.

OPTIONAL EQUIPMENT

Vehicles for both home and overseas markets, in this fine Austin J2 M16 range are available with certain optional equipment at extra cost.

All export models are fitted with one sun visor as standard, but an extra one can be supplied for the passenger if required. One or two visors can, of course, be fitted to vehicles for the home market.

A heater/demister unit and a radio can be quickly and neatly installed in all cabs and two seats are fitted as standard equipment, except in the home market Omnicab, where a passenger seat can be installed if ordered. Single or double side-loading doors are also available on the Omnicab, and a roller shutter blind can be supplied in lieu of the hinged rear door.

Couch, Van and Truck are all equipped with tubeless tyres and for this reason it is not vitally necessary to carry a spare wheel and tyre. However, for the owner who may be operating under abnormal conditions and feel it wiser to do so, a spare wheel and tyre can be included.

Specially designed for use with the Omnicab is the weatherproof canvas cover. When set in use it can be neatly stowed, with its supporting tilt tubes, behind the cab, without impeding the driver's rearward view.

Manually operated folding steps, standard fitted on the 11-seater Omnicab, are also available at extra cost for the 10-seater version. An automatic side, folding step can be fitted on the 10- and 11-seater Omnicab, and either type of side folding step and/or manually folded rear step can be supplied in the Omnicab at extra cost.

This excellent range of optional extras enables operators throughout the world to equip their vehicles to suit particular conditions under which they have to work.

The Omnicab in its standard form is equipped with forward facing seats for carrying nine passengers in addition to the driver.

However, an alternative seating arrangement is available, whereby on a utility basis, twelve passengers as well as the driver can be accommodated. The bench type seats in this version are upholstered for long life in hard-wearing vinyl-treated fabric.

When required for fire-fighting purposes, the Omnicab can be supplied to a fully approved Public Service Vehicle specification. This variation has eleven longitudinal seats for passengers and space for luggage alongside the driver in the cab.

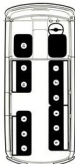
An automatic folding step is fitted to the side door for the passengers convenience.

(See Separate Spec. Pub. No. 1714)



Of the ten seats available, two are included in the cab for a passenger and driver. Inside the body the three double seats and two single seats can be easily reached from the centre and rear doors.

In the utility model, eleven of the passengers sit side-by-side along each side of the bus, one passenger seat being provided in the cab alongside the driver.



Features of the Austin J2 M16 Omnicab



Each pair of the four lights in the coach interior is controlled by a switch in the centre of the roof quarter panels. Through the large windows—set in light alloy frames—the passengers can command an exceptionally good view of their surroundings.



A clean interior is catered for by the provision of four ash-trays, one of which is mounted on the lockhead, the remainder being fixed to the back of the seats.



A constant supply of fresh air is always available for the interior of the Omnicab, through the ventilator installed in the roof.

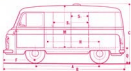


A retractable step on the side door of P.S.V. vehicles operates automatically with the opening and closing of the door, while on the 11-seater Omnicab manually operated folding steps are fitted on the centre and rear doors. When not in use they are conveniently stowed out of the way of passenger's feet. Any of these steps can also be fitted to the 10-seater Omnicab, at extra cost.

specifications

THE
AUSTIN MOTOR
COMPANY LTD.

Longbridge
Birmingham



The goods manufactured by the Austin Motor Company Limited are supplied with an engine 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.



AUSTIN MOTOR
EXPORT
CORPORATION LTD.

Longbridge
Birmingham
England



PETROL ENGINE: 4 cylinders, 1411 c.c., 100 b.h.p. (3 capacity) (which) have 3.00 in. (18.1 mm.) stroke 3.12 in. (19.8 mm.) Max. B.M.P. 40 lb. sq. in. 4.200 r.p.m. Max. torque 10 lb. ft. @ 2,000 r.p.m. Compression ratio 7.1:1, 11-valve, cast, and distributor with vacuum and automatic advance and retard, inlet horizontal carburettor, vertical fuel-injector, overhead valves, 100 mechanical pumps, 100 capacity 12 jets (34 direct plus 12 jets (3.5 direct) for filter).

DIESEL ENGINE: 4 cylinders, 1475 c.c., 100 b.h.p. (3 capacity) (which) have 3.10 in. (19.7 mm.) stroke 3.12 in. (19.8 mm.) Max. B.M.P. 40 lb. sq. in. 4.200 r.p.m. Max. torque 14 lb. ft. @ 1,800 r.p.m. Compression ratio 11:1, 100 turbo-Corpus 100 combustion valves with heater pump, 100 rotary distributor type injection pump, and piston injectors; fuel filter and mechanical transfer pump; of capacity 3 pints (1.4 litres) plus 12 pints (5.7 litres) for filter.

Clutch: Single dry plate, 8 in. diameter (16.5 mm.) period, 9 in. diameter (22.1 mm.) diesel.

Gearbox: Four speeds forward, and reverse, with synchromesh engagement of all gears except first and reverse; floor-mounted gear change. Oil capacity approximately 4.5 pints (2.0 litres).

Overall Gear Ratio: 3.413, 3.154, 2.524, 2.112 (1 reverse 2.400:1).

ROAD SPEEDS AT 1,000 R.P.M.: Top (1.4 mph), 2.100 (3.1 mph), 3.000 (4.5 mph), 4.000 (5.7 mph), 5.000 (7.9 mph).

Transmission: Single propeller shaft, open drive, with needle roller universal joints.

Rear Axle: Three-quarter floating with hypoid bevel drive in "spur" type casing. Ratio 3.413:1. Oil capacity approximately 12 pints (5.7 litres).

Front Axle: Torsal axle steel beam; built-in-bearing mounted.

Steering: Heavy duty cast iron steering, 1.10:1 ratio, 12 in. 100-spoke steering wheel with horn bar and self-extending direction indicator control. Brakes: 12 in. (30.5 mm.) x 1 in. (25.4 mm.) diameter internal expanding Lockheed hydraulic brakes front and rear. "Pull-up" type handbrake, mechanically connected to rear wheels only.

Suspension: Long travel-torsion springs, front and rear. Width, 45 in. (1143 mm.). Eye centres front 4.0 in. (101.6 mm.). Eye centres rear 46 in. (1168 mm.) rubber bushes in steering eyes and chassis, direct acting torsion. Shock absorbers front, and rear type twin.

Wheels and Tyres: Pressed steel disc wheels, standard tyre carrier and string of non-skid chains. 10 in. fitted with 6.20-10 (1700 load) tubeless tyres.

Electrical Equipment: Voltage control, 11-watt lighting and starting; two headlamps with double filament dipped beam system; two side lamps; two combined stop and tail lamps with built-in reflector and flasher control; two side flashing direction indicator lamps operated by self-cancelling switch on the steering column; rear number plate lamp; main beam indicator lamp; ignition warning lamp; oil pressure warning lamp; direction indicator warning lamp; interior roof lamp. Dual wipers with wiper.

Accessories: Speakerizer two-speaker type; fuel gauge, water temperature indicator and ammeter.

WEIGHTS & DIMENSIONS	COMMON	SPRINGFIELD	CONQUEST	MAX. GROSS VEHICLE WEIGHT (120 lbs. (54.4 kg.))
Living Weight	2100 lb. (952 kg.)	2071 lb. (943 kg.)	1918 lb. (870 kg.)	1600 lb. (725 kg.)
kerb Weight, front	1015 lb. (460 kg.)	1010 lb. (458 kg.)	970 lb. (440 kg.)	1000 lb. (453 kg.)
kerb Weight, rear	1085 lb. (490 kg.)	1061 lb. (481 kg.)	948 lb. (428 kg.)	600 lb. (272 kg.)
Total	2100 lb. (952 kg.)	2071 lb. (943 kg.)	1918 lb. (870 kg.)	1600 lb. (725 kg.)
Wheelbase	A	7' 0"	7' 0"	7' 0"
Overall length	A	11' 0"	11' 0"	11' 0"
Overall height, laden	C	7' 1"	7' 1"	7' 0"
Overall width	C	7' 1"	7' 1"	7' 0"
Centre of front hub to back of bulkhead	E	6' 0"	6' 0"	6' 0"
Centre of front hub to front bumper	E	6' 0"	6' 0"	6' 0"
Centre of rear hub to back of bulkhead	F	6' 0"	6' 0"	6' 0"
Track, front	H	4' 6"	4' 6"	4' 6"
Track, rear	K	4' 6"	4' 6"	4' 6"
Height of body interior	M	5' 0"	5' 0"	5' 0"
Body interior length of floor	N	5' 0"	5' 0"	5' 0"
Body interior width at floor	P	5' 0"	5' 0"	5' 0"
Height of body floor, unladen	Q	5' 0"	5' 0"	5' 0"
Loading of rear bulk head to front bumper	R	5' 0"	5' 0"	5' 0"
Single axle loading door body open	S	5' 0"	5' 0"	5' 0"
Width between double side loading doors when open	T	5' 0"	5' 0"	5' 0"
Width between rear wheelarches	T	5' 0"	5' 0"	5' 0"
Ground clearance	U	5' 0"	5' 0"	5' 0"
Turning circle	V	17' 0"	17' 0"	17' 0"

MAX. GROSS VEHICLE WEIGHT (120 lbs. (54.4 kg.))
MAX. GV WEIGHT AME 1600 lbs. (725 kg.)
MAX. GV REAR AME 1000 lbs. (453 kg.)

Add to kerb weight:
Spare Wheel and Tyre 15 lbs. (6.8 kg.)
Tools and Equipment 12 lbs. (5.4 kg.)
Passenger Seat, Chassis 72 lbs. (32.7 kg.)
Diesel Engine 60 lbs. (27.2 kg.)

BODY SPECIFICATIONS

GENERAL: All-steel integral construction, welded on to a robust sub-frame to form two-section front and rear longitudinal rails. The bottom of the body sills, and the one-piece steel floor is strengthened for extra strength, and provides some insulation even if uninsulating. Square rear corner panels prevent distortion of body structure a common pervert fit for the single rear door. Four mechanical latches, double panels are fitted on the beam, the outer panel being an attractively styled grill carrying the headlamp. Body ends are covered outside the wheels, increasing load capacity and giving better distribution for the payload which general almost directly between the front and rear axles.

CAB: Fully forward control, providing comfort equal to that of a saloon car. Entrance is made forward of the front wheels and seats are comfortably upholstered in vinyl-trimmed fabric over foam rubber foundations. Driver's seat is a specially designed Flame Marked Van, all other seats equipped with dual depth seat adjustment seat. The engine is mounted behind the front axle and is easily reached by a double seat running through which 27 in. (688 mm.) diameter opening is provided. Hand insulation is provided on all export models and on the passenger side for the Home Market. A strong body heat escape across the width of the vehicle behind the seats and forms excellent protection for the driver against slipping load, should the brakes have to be applied suddenly. A double vision mirror is provided by a large curved non-reflective, chrome-plated, 14 in. (355 mm.) clear, 14 in. (355 mm.) wide mirror. Large components run either side of the door and the attractive equipment can be read at a glance. An interior light is fitted and glow wire is also made the heater distributor and radio. A driver's eye mirror is fitted to protect inside only. Each window is equipped with twin exterior door mirrors.

DAMPERS: Two eye 30 capacity, silver spraying, sliding coils. Insulation plate throughout with 1/2 in. (12.7 mm.) thick and steel beams. Protective ribs spring-vented inside, to strengthen and protect body panel from damage. Ventilator fitted in roof. Large exterior panels for appearance.

GLAZING: 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass.

INSULATION: 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass.

PAINT: 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass.

WARRANTY: 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass.

AVAILABILITY: 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass. 100 sq. in. (6450 sq. cm.) of glass.