

4, 5 and 6 Tonners



***Presenting the new  
British Bedford***



Three big men can ride in comfort!

## NEW CAB GIVES OUTSTANDING VISION, COMFORT, FOR BETTER DRIVER EFFICIENCY

**BIG WINDSCREEN AREA** One vast pillarless curved windscreen really opens up the road ahead and around. It's really wide, and deep. Slimmer side pillars greatly reduce 'blind spots.'

**BIG WINDSCREEN WIPERS** To match its big windscreen, long, curved windscreen blades pivoted well apart, maintain ample vision in bad weather.

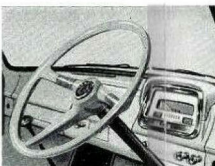
**NEW SLOPING BONNET** The new sloping bonnet allows 'steep angle' forward vision. Both fenders are in easy view of the driver—a practical advantage on today's crowded roads and congested loading areas.

**"FULL CIRCLE" REAR VISION** The new Bedford cab rear quarter windows give unobstructed vision. No need for scraped dacco, awkward manoeuvring, the

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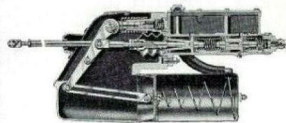
**MORE COMFORT** Walk-in, walk-out! It's as easy as that in this modern, spacious, cool cab. Steering and controls are well positioned with key starting and conveniently grouped instruments, fully wind-down windows, improved ventilation with plenum chamber that allows air to circulate but keeps moisture out of the cab. It's truly the driver's pride and joy . . . that means more efficiency for you!

**LONGER LIFE CAB** Bedford's three point rubber mounted cab is insulated from the effects of vibration and road shock—an important feature for longer cab life, and greatly contributing to driver comfort.



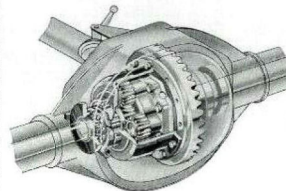
## DOUBLE-SAFE BRAKING

In addition to the double safety of Bedford's Tandem Master Cylinder, which automatically compensates for brake line failure, braking area and distribution are improved with larger drums, front wheels only, and large bore in wheel cylinders in front only. This gives more powerful stopping and greater stability in emergency stops. Vacuum servo assistance makes light work of heavy-load braking when the engine is running. Pedal pads are larger for even greater driving safety.



## BEDFORD'S OWN 2-SPEED REAR AXLE

The Bedford two-speed axle has the right load rating, the right engineering characteristics and ratios; long life, hypoid pinion, positive double-line, vacuum actuated ratio shifting adds to the pulling power and economy of this fine model. The Bedford two-speed rear axle offering final drive ratios of—high 6.40:1 and low 8.72:1 is available as an optional extra on all models.



## BEST YET FEATURES

### GIVE YOU MORE WORK FOR YOUR MONEY!

**SMALLER TURNING CIRCLE** Providing greater manoeuvrability in confined loading bays and easier handling on today's congested roads, the new Bedford turning circle is smaller and easier. This means minutes saved at every turn—more profitable operation for you!

**SMOOTH STURDY GEARBOX** To match Bedford's high power-weight ratio, the gearbox provides outstanding economy with maximum life of Bedford's low-revving, high-torque output. This rugged yet smooth speed 'controlled' synchromesh gearbox is a joy to use! With better handling, line performance, more driving comfort, long life, Bedford is the name that means profit in trucking.

**HIGH CAPACITY REAR AXLES** Rated capacity is 17,000 lb. for single speed and 18,000 lb. for 2 speed rear axles, giving rugged reliability over bad surfaces and with greater loads.

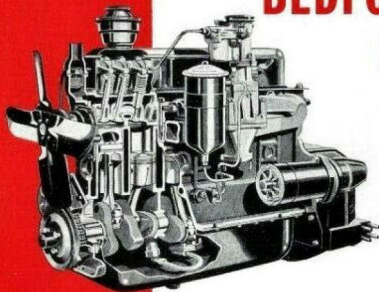
**GRADED SUSPENSION** Bedford's suspension is specially designed to give better riding under all load conditions, and provide good fender-to-tyre clearance.

**TOUGH CHASSIS** Extra deep side members with rigid cold-squeeze riveted cross members give greatest impact resistance and longer life.

**FINAL DRIVE PROTECTION** An adjustable thrust pad in the final drive housing in both single and 2 speed axles prevents crown wheel deflection under heavy loads. Further proof of Bedford's attention to the truck operator's needs.

**PLUS BEDFORD PROVED PERFORMANCE** Over a quarter of a century of truck building backs Bedford's engineering. A million users throughout the world, and over 25 years' acceptance in Australia resulting in today's sales leadership prove them.

# BEDFORD WORK POWER MEANS BUSINESS



## MORE POWER FOR PROFIT FROM TWO FAMOUS ENGINES

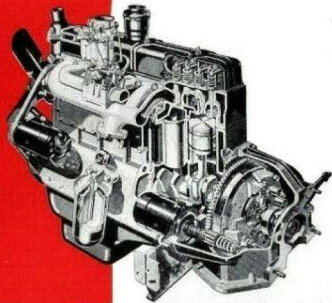
Here are hard working units, improved year by year, and proved by a million Bedford owners throughout the world. The 4 and 5 tonners are powered by the 214 in. 6 cylinder petrol engine, famed for its flat topped torque output with a rating of 100 b.h.p. Economy, too, is the byword of this mighty Bedford engine.

The mighty 300 inch 133 b.h.p. engine powers the 6 tonners. Its exceptional torque output of 267 lb. ft. gives it the capacity you need to pull more — and keep pulling. In both engines, manifold and ports are designed for more efficient breathing. Down draught 6 phase carburettors are misers on petrol, give sure starting on gradients.

Aluminium alloy pistons lessen bearing load, fully floating piston pins and a rocker gear with single-piece shaft further lengthen engine life.

Strong feature of these fine motors is their capacity to pull *more* — and *keep pulling* at low revs; as well, Bedford built-in tradition of truck engineering leadership adds up to complete dependability.

Tested, proved, worked over your type of country, under your conditions, these are engines you can put your faith in.



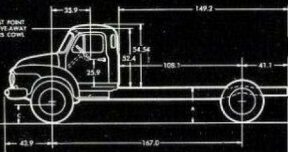
### ENGINE DATA 214 INCH O.H.V.

Bore: 3.375 in. (85.72 mm.).  
Stroke: 4.0 in. (101.6 mm.).  
Compression ratio: 6.75 to 1.  
Capacity: 214.7 cu. in. (3,519 c.c.).  
Maximum b.h.p.: 100 at 3,600 r.p.m.  
Maximum torque: 184 lb. ft. at 1,200 r.p.m.

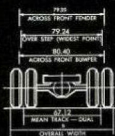
### ENGINE DATA 300 INCH O.H.V.

Bore: 3 7/8 in.  
Stroke: 4 1/4 in.  
Compression ratio: 6.6 : 1.  
Capacity: 300.7 cu. in.  
B.H.P. gross at 3,400 r.p.m., 133.  
Torque gross at 1,200 r.p.m., 267 lb. ft.

HIGHEST POINT  
OF DRIVE-AXLE  
CHASSIS ONLY



A - at 121.51, 2 & at 122.1 UNAXEN  
at 128.21, 2 & at 128.51 AXEN  
1" = 1.00



F - at 88.71, 1 & at 88.80  
C - at 12.16, 1 & at 12.16

### ADAPTABLE WORKERS IN TRUCKING'S BIGGEST FIELD

The 4 tonner is powered by the 214 inch engine and, with heavier capacity tyre sizes goes to 5 ton capacity. The 6 tonner, with further equipment modifications, is powered by the 300 inch engine, and Bedford two speed rear axle is optional on this model. In this group at from 4 to 6 tons you will find Bedford at their best over a wide variety of medium to heavy track operations. The straight through type of chassis permits a platform to be placed on the top of the frame.

The well known GMH Warranty protects you against defective workmanship or materials for 90 days, or 4,500 miles of operation. Ask about the GMH Dealer-Owner Service Policy, which entitles you to two thorough inspections and adjustments of your Bedford without charge.

IT PAYS TO BUILD YOUR BUSINESS ON BRITISH BEDFORD

# NEW BRITISH BEDFORD, 4, 5 and 6 Tonners

## Best proposition in the "bonus" pay load class!

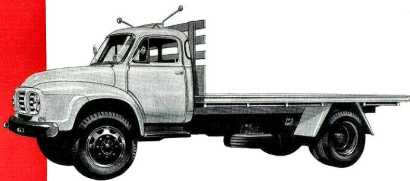
**BIG PAYLOAD.** This is really Bedford value at its best. A low initial cost vehicle with one of the greatest payload for kerb weight ratios in its class — and bristling with business-building Bedford features!

**NEW CAB DESIGN.** A new low bonnet line, greater glass area all round, big increase in windscreen size, plus improved cab ventilation and cab layout make these cabs among the best for driver comfort and efficiency on the road today.

**SAFETY PLUS.** Outstanding driving vision, excellent stability and Bedford's new powerful braking adds up to greater safety all round for driver and load.

**OUTSTANDING ECONOMY.** Bedford's proven record of economy is maintained with this rugged new model. The gearbox provides outstanding economy with maximum use of Bedford's low revving, high torque output. In addition, the Bedford three-point rubber mounted cab gives better riding and longer life.

**PROVED REPUTATION.** Proved by over a million users throughout the world, Bedford has given unflinching service under every condition of road and climate.



*Note new front end sheet metal treatment, and big windscreen area . . . terrific forward view over sloping bonnet, too.*







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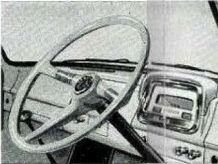
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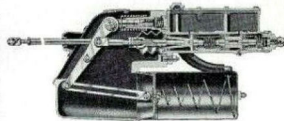
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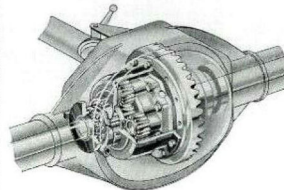
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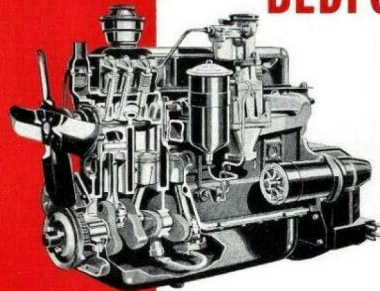
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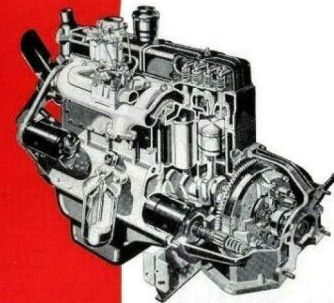


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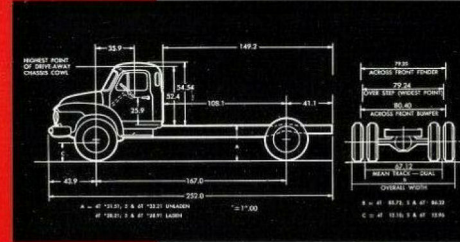


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Bore: 3 1/2 in.  
Stroke: 4 1/2 in.  
Capacity: 300 cu. in.  
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Maximum b.h.p.: 133 at 3,200 r.p.m., 133 r.p.m.  
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