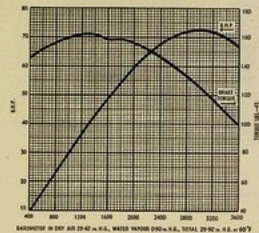




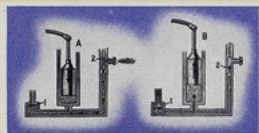
BEDFORD

FOR EVERY LOAD AND EVERY ROAD

BEDFORD Heavy Duty Truck FEATURES



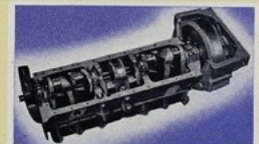
The Bedford truck engine develops high torque at low engine speeds, as this chart shows.



Diagrams show the accelerator pump: at A delivering, with valve 1 closed and valve 2 open; at B re-charging with valve 1 open and valve 2 closed.



The part-throttle economy device of the six-phase carburettor. At A the valve 1 is closed and only one air bleed is open at 2 for rich mixture at full throttle. At B the valve 1 is opened by part-throttle suction and more air is admitted to weaken the mixture.



The Bedford fully counterweighted crankshaft has four large replaceable bearings. The crankcase is ribbed for rigidity.



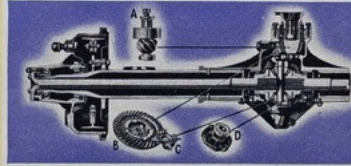
Models OSB and OLB have heavy duty helper springs as illustrated above.



Inclined U bolts (left) on all truck models give a triangulated grip designed to withstand the loosening effects of bad roads.

This is the full floating rear axle fitted to models MS and ML. Bedford O model axles are similar in design but of heavier construction and have taper roller differential bearings.

On the extreme right the differential cover plate has been removed to show the large diameter gears.



A REAL TRUCK ENGINE

Powerful, Smooth, Economical

RADIATOR THERMOSTAT

Engine temperature always right

SIX-PHASE CARBURATION

Top performance Maximum economy

MIXTURE VAPOURISER

Quick get-away from cold start

ENGINE OVER AXLE

Ideal weight distribution

IGNITION CONTROL

Automatic governor and vacuum

VACUUM-SERVO UNIT

Easy, positive braking

TRIPLE-SAFETY BRAKES

Hydraulic, Even, Self-sealing

HEAVY-DUTY GEARBOX

Sturdy, Compact, Efficient

BISECTOR EXPANDER

External cylinder away from heat

FULL-FLOATING AXLE

Longer axle life

ROBUST CHASSIS FRAME

Cold-squeeze riveted for long life

PROGRESSIVE SPRINGS

Reverse camber for stability

FOUR-STAR DIFFERENTIAL

Straddle-mounted pinion

THESE are some of the features which build long life and a real capacity for hard work into Bedford truck chassis. The model shown is an OSB Bedford and some of the standard equipment has been removed from the front end in order to reveal engine details.

The features shown here and on this page are common to all Bedford truck and Bus chassis (Models K, M and O) with the following exceptions: vacuum-servo units are not fitted on models K and OSB; the K chassis has straddle-mounted rear axle, all other models full-floating; differential assemblies run between

ball bearings on all K and M models and between taper roller bearings on all O models; rear springs are progressive on all models except K and OSB, the latter having progressive front springs; models OSB and OLB include the additional feature of heavy duty helper springs in the design.

Engine Power

- Controlled Flame Combustion Chambers converge heat and convert a greater proportion of fuel into power; control expansion of burning gases and promote smoother running; prevent detonation and permit use of higher compression ratio; give more power, smoother running, higher efficiency and greater economy.
- Six-Phase Carburation. An automatic economy device weakens the mixture when full power output is not needed on any throttle opening. An accelerator pump enriches the mixture when extra power is needed.
- Automatic Ignition Control by centrifugal governor and vacuum device responds at all times to the speed of the engine and to the load. A micrometer adjustment is provided for manual alteration of the basic setting. Wide gap plugs are used for efficient firing of the economical mixtures from the six-phase carburettor.
- Lubrication. Oil is pumped under pressure to where it is needed, including the cylinder bore. A fan-wire gauge filter surrounds the pump intake and there is an external cartridge type filter. Crankcase ventilation helps to keep the oil free from contamination.
- Crankshaft. The crankshaft is fully counterweighted and has four large steel-shelled white metal bearings, which are easily replaceable. Similar replaceable bearings are used for the big ends.

Sturdiness and Strength

- Cold-Squeeze Riveting of deep chassis frames with strong cross members and reinforcing webs give exceptional resistance to the loosening effects of heavy loading on bad roads. The cold-squeeze process ensures uniformity in all rivets, and all rivets entirely fill the holes.
- Rear Axle loadings are of built-up construction to give strength and rigidity with low sprung weight. Model K has a semi-floating axle and all other models fully floating. Axle shafts are formed integral with the driving flange and can be withdrawn without dismantling the axle. All O models have taper roller differential bearings; other models have ball bearings. Crown wheels are of large diameter and pinions are straddle-mounted between double row and single row ball bearings.
- Gearbox. The modern, compact design provides short rigid shafts to reduce whip and wear. Ball bearings support the main shaft, and the layshaft runs between roller bearings.
- Springs. Front springs are nearly flat under load and rear springs have a negative camber to avoid side thrust when cornering; to reduce axle movement and to give accurate steering and good stability. Rear springs are progressive (except on models K and OSB) and primary leaves are cold-pooped on the tension side to improve durability.

Safety and Even Loading

- Servo Assisted Hydraulic Brakes. All Bedford truck and bus chassis (except model K) have pressure reaction vacuum-servo assistance for the hydraulic brakes which incorporate a special master cylinder to equalize brake pressure and to localise the effects in the unlikely event of a leakage in the hydraulic system. The diagram below shows the operating piston 1 which applies pressure to the rear brakes at A and, through the piston 2, to the front brakes at B. In the second diagram a leak is shown in the rear brake system so that piston 1 makes direct contact with piston 2 to operate the front brakes only. If a leak should occur in the front system, piston 2 seals off the outlet B, leaving rear brakes only in operation. The vacuum servo unit adjusts servo assistance according to the braking effort so that the driver can always "feel" the brakes. When the engine is not running the brakes operate without servo assistance. The hand brake operates the rear wheel brakes only, through a mechanical linkage acting on the external bisector expander units.
- Ideal Weight Distribution. By mounting the engine well forward over the front axle about one-third of the weight is taken by the front axle and two-thirds by the twin rear wheels. In both normal control and semi-forward control designs, the engine is easily accessible for routine checks and maintenance.

Mono-Shell Cabs

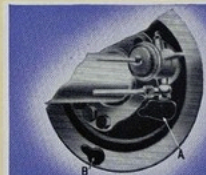
- Mono-shell Construction. The cab shell is made in one piece with the seat assembly, windscreen pillars and instrument panel, welded steel construction being used throughout for strength and freedom from rattles.
- Flexible Mounting insulates the cab from chassis movement and vibration, and avoids distortion. Even with one wheel 12 inches higher than its opposite number, doors and windows operate freely.
- Driver Comfort. Bucket type seats are so designed that they give body support just where it is needed for a comfortable driving position, to reduce fatigue and increase driver efficiency. Controls come easily to hand and are in the normal position in both normal control and semi-forward control types.
- Wide Angle Vision. Narrow windscreen pillars, wide "V" windscreen and wide side windows give the driver a wide range of vision. The driver's half of the windscreen is hinged at the top and has adjusting quadrants to control the amount of opening. There are drop windows in the doors, and a backlight in the rear panel facilitates reversing.
- Engine Accessibility. With semi-forward control design, as with normal control, the engine is easily accessible for routine checks and adjustments. For major overhauls the engine can be removed from the chassis without dismantling the cab. Removable panels give access to the rear of the engine in all O type cabs.



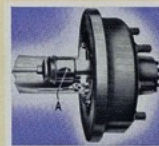
An interior view of the normal control cab for Bedford models K, MS, and ML.



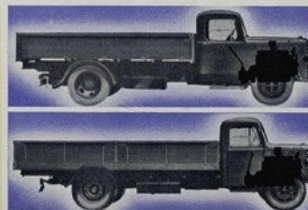
As shown above, driving controls are in the normal position on the semi-forward control cabs on Bedford O models.



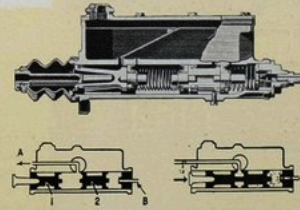
The Bedford rear brake showing rubber covers at A for shoe adjustment and at B for lining inspection.



Rear brakes have the bisector expander (shown at A) mounted outside the drum away from heat.



The master cylinder for the hydraulic brakes is shown in section on the right with two explanatory diagrams below. (See notes above).



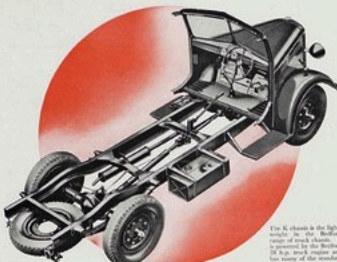
Left. By mounting the engine well forward over the front axle ideal weight distribution is achieved. Upper picture shows K and M type cab and lower picture O type.

BEDFORD TRUCKS

FOR EVERY PURPOSE

BEDFORD MODEL K TRUCK CHASSIS

Nominal Rating 11 tons
Wheelbase: 120 in.



FORGING the link between the light-duty models and the heavy truck chassis, the K type Bedford has a maximum gross laden weight of 11,000 lbs. It is engineered throughout as a truck chassis, embodying many of the Bedford truck features shown in detail opposite.

For loads within the 11-ton to 2-ton range it can be equipped with a large range of body types to suit almost any purpose. As a heavy modern van it provides 253 cubic feet (8.63 cu.m.) of loading space. As a despate or stake truck, convertible to a flat platform body, it has maximum uses where a light truck is required. It can be supplied as a pickup for general utility work and can be modified for ambulance work.

A few of the uses for the Bedford Model K are shown on the right.

The K chassis is the lightest weight in the Bedford line, and is the lightest chassis that has a 28 h.p. cylinder engine, 2000 lbs. max. of the standard loaded truck frame.

Truck and Bus Specification

TRUCK MODELS

Model: 120in, wheelbase
MS: 134in, wheelbase
OLA: 134in, wheelbase
OLA: 134in, wheelbase
OLA: 134in, wheelbase
OLA: 134in, wheelbase
OLA: 134in, wheelbase

Trailer for Articulated Trailer

Model: 120in, wheelbase
OLA: 134in, wheelbase

BUS CHASSIS

Model: 120in, wheelbase
OLA: 134in, wheelbase

ENGINE

Capacity: 21.7 cu. in. (3.53 liter)
S.A.C. or S.A.E. Rating: 32.1 h.p.
Maximum S.I.P.: 44.1 h.p. (32.1 h.p.)
Maximum torque: 80.6 lb. ft. at 1,300 r.p.m.

LUBRICATION

Full pressure automatic feed system with centrifugal pump and bypass valve. Oil cooled water-cooled filter in crankcase. Oil spray lubrication system on connecting rod pin oil film.

ELECTRICAL

Compenated voltage regulator with automatic cut-out. Flooded lead-acid battery. Electric bell and horn. Battery 12 v., 30 amp. hours, 50 lb. net wt.

FUEL

Single carburetor, 4 carburetor, 8 carburetor. Fuel tank capacity 120 gal. Fuel tank capacity 120 gal.

COOLING

Centrifugal pumps, vertical rear in radiator and in front with liquid water pump. Water pump driven by engine. Cooling fan driven by engine.

CLUTCH

Single dry plate, 16 in. mounted on crankcase. Clutch for smooth gear shifting.

GEARBOX

Four speeds, H-pattern. Ratio: 1.37 to 1, 1.21 to 1, 1.08 to 1, 0.89 to 1. 18 S.P. transmission with synchromesh.

DRIVE LINE

Two speed, variable propeller shaft with three H-pattern shaft. Driveshafts with 2000 lbs. max. torque.

REAR AXLE

Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

FRONT AXLE

Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

FRAME

Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

SPRINGS

Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

MODEL K AND OLA

Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

MODEL OSA AND OSB

Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

STEERING

Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

BRAKES

Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

WHEELS AND TYRES

Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

CHASSIS EQUIPMENT

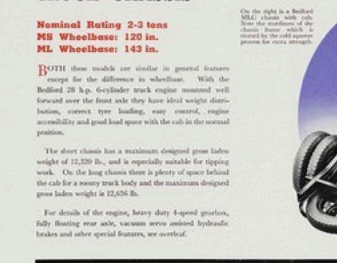
Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

OPTIONAL EQUIPMENT

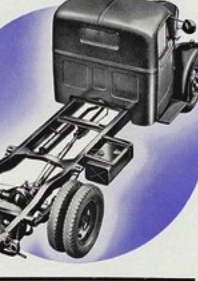
Standard on model K. All models have a heavy-duty axle with wide-leaf springs and rubber shock absorbers. Differential carrier mounted on rubber shock absorbers. Bevel gear drive with standard axle shafts.

BEDFORD MS & ML TRUCK CHASSIS

Nominal Rating 2-3 tons
MS Wheelbase: 120 in.
ML Wheelbase: 143 in.



The right is a Bedford MS chassis with a 20 h.p. cylinder engine, 1200 lbs. max. of the standard loaded truck frame.



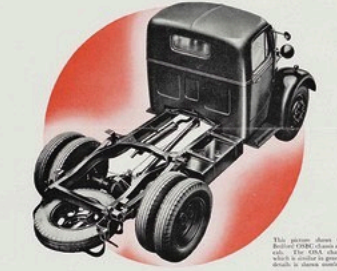
BOTH these models are similar in general features for the difference in wheelbase. With the Bedford 20 h.p. cylinder truck engine mounted well forward over the front axle they have ideal weight distribution, correct tyre loading, easy control, engine accessibility and good load space with the cab in the normal position.

The short chassis has a maximum designed gross laden weight of 22,000 lb., and is especially suitable for tipping work. On the long chassis there is plenty of space behind the cab for a money truck body and the maximum designed gross laden weight is 12,000 lb.

For details of the engine, heavy duty 4-speed gearbox, fully floating rear axle, vacuum served hydraulic brakes and other special features, see articles.

BEDFORD OSA & OSB TRUCK CHASSIS

OSA Nominal Rating 3-4 tons
OSB Nominal Rating 5 tons
Wheelbase: 111 in.



This chassis shows the Bedford OSA chassis with a 28 h.p. cylinder engine, 2000 lbs. max. of the standard loaded truck frame.

THESE short wheelbase chassis have many features making them particularly suitable for heavy tipping work. The two models differ in that—

The OSA has a maximum designed gross laden weight of 18,000 lb. and is fitted with 32 × 6, 19-ply tyres, all round.

The OSB has a maximum designed gross laden weight of 19,800 lb., and is equipped with heavy duty halper springs on the rear and 36 × 7, 19-ply tyres, all round.

In other details the two chassis models are similar, each with the 28 h.p. cylinder Bedford truck engine mounted well forward for ideal weight distribution, convenient load, 4-speed gearbox, vacuum served assisted hydraulic brakes, full floating rear axle, taper roller differential bearings and crankshaft extension.

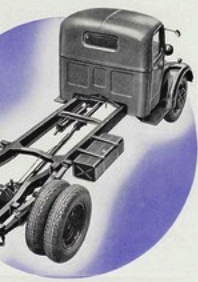
Special features of these sturdy chassis are shown in detail opposite.

BEDFORD OLA & OLB TRUCK CHASSIS

OLA Nominal Rating 3-4 tons
OLB Nominal Rating 5 tons
Wheelbase: 157 in.



This is a single view of the Bedford OLA chassis with a 28 h.p. cylinder engine, 2000 lbs. max. of the standard loaded truck frame.



THESE two heavy-weight models of the Bedford range are similar in substance and general chassis features but differ in the following details—

The OLA has a maximum designed gross laden weight of 18,000 lb. and 32 × 6, 19-ply tyres, all round.

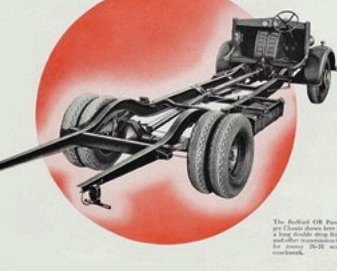
The OLB has a maximum designed gross laden weight of 19,800 lb., is equipped with heavy duty halper spring on the rear and has 36 × 7, 19-ply tyres, all round.

Standard forward control gives good weight distribution and even tyre loading, while the controls are in the normal position for driving. The 28 h.p. truck engine is easily accessible through the engine hood and through removable panels inside the cab, and it can be removed from the chassis without dismantling the cab.

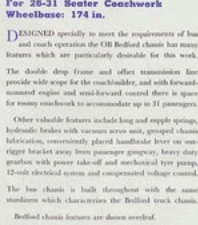
Engine and chassis features are shown opposite.

BEDFORD OB PASSENGER CHASSIS

For 26-31 Seater Coachwork
Wheelbase: 174 in.



The Bedford OB Passenger Chassis has a 28 h.p. cylinder engine, 2000 lbs. max. of the standard loaded truck frame.



DESIGNED specially to meet the requirements of bus and coach operation the Bedford OB chassis has many features which are particularly desirable for this work.

The double drop frame and offset transmission line provide wide scope for the coachbuilder, and with forward-swinging engine and semi-forward control there is space for easy coachwork to accommodate up to 11 passengers.

Other valuable features include long and ample springs, hydraulic brakes with vacuum assist, grouped chassis lubrication, conveniently placed handbrake lever on outer bracket away from passenger group, heavy duty gears with power take-off and mechanical type pump, 12-volt electrical system and compressed air supply.

The bus chassis is built throughout with the same dimensions which characterize the Bedford truck chassis. Bedford chassis features are shown opposite.

Wide Range of Tyre Equipment

Model	Wheelbase	Front	Rear	Max. Load
Model K	120 in.	28 × 6	28 × 6	11,000 lbs.
Model MS	120 in.	28 × 6	28 × 6	22,000 lbs.
Model ML	143 in.	32 × 6	32 × 6	12,000 lbs.
Model OSA	111 in.	32 × 6	32 × 6	18,000 lbs.
Model OSB	111 in.	36 × 7	36 × 7	19,800 lbs.
Model OLA	157 in.	32 × 6	32 × 6	18,000 lbs.
Model OLB	157 in.	36 × 7	36 × 7	19,800 lbs.
Model OB	174 in.	36 × 7	36 × 7	19,800 lbs.

Weights and Dimensions

	K	MS	ML	OSA	OSB	OLA	OLB	OB
Maximum designed gross laden weight	8,900 lb.	17,200 lb.	17,200 lb.	18,000 lb.	19,800 lb.	18,000 lb.	19,800 lb.	19,800 lb.
Weight of chassis only, front, fuel, oil, oil, spare wheel and tyre	1,800 lb.	2,000 lb.	2,000 lb.	2,100 lb.	2,200 lb.	2,100 lb.	2,200 lb.	2,200 lb.
Weight of chassis and cab only, front, fuel, oil, spare wheel and tyre	1,410 lb.	1,600 lb.	1,600 lb.	1,700 lb.	1,800 lb.	1,700 lb.	1,800 lb.	1,800 lb.
Weight of chassis only, rear, fuel, oil, spare wheel and tyre	1,720 lb.	1,900 lb.	1,900 lb.	2,000 lb.	2,100 lb.	2,000 lb.	2,100 lb.	2,100 lb.
Weight of chassis only, rear, fuel, oil, spare wheel and tyre	1,330 lb.	1,500 lb.	1,500 lb.	1,600 lb.	1,700 lb.	1,600 lb.	1,700 lb.	1,700 lb.
Weight of chassis only, front, fuel, oil, spare wheel and tyre	1,330 lb.	1,500 lb.	1,500 lb.	1,600 lb.	1,700 lb.	1,600 lb.	1,700 lb.	1,700 lb.
Weight of chassis only, rear, fuel, oil, spare wheel and tyre	1,330 lb.	1,500 lb.	1,500 lb.	1,600 lb.	1,700 lb.	1,600 lb.	1,700 lb.	1,700 lb.
Weight of chassis only, front, fuel, oil, spare wheel and tyre	1,330 lb.	1,500 lb.	1,500 lb.	1,600 lb.	1,700 lb.	1,600 lb.	1,700 lb.	1,700 lb.
Weight of chassis only, rear, fuel, oil, spare wheel and tyre	1,330 lb.	1,500 lb.	1,500 lb.	1,600 lb.	1,700 lb.	1,600 lb.	1,700 lb.	1,700 lb.

Tractors for Articulated or Semi-Trailers



Cross pipe-carrying trailer on Bedford OLA tractor.

Cross pipe-hauler with detachable rear axle on Bedford OLA tractor unit.

Bedford OLA chassis with Cross-pipe Automobile Reflector and

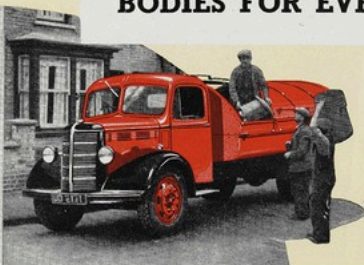
Bedford OLA chassis with Cross-pipe Automobile Reflector and

Bedford 26-seater Leary Coach.

BODIES FOR EVERY



Above—A Bedford model OLEB Dropside Truck which can be converted to a Flat Platform Truck.



Below—An all-steel general utility Pick-up on the Bedford KC Chassis with Cab.

Above—10 cubic yard all-steel Refuse Wagon with Hydraulic Tipping gear on a Bedford OLEB Chassis with Cab.

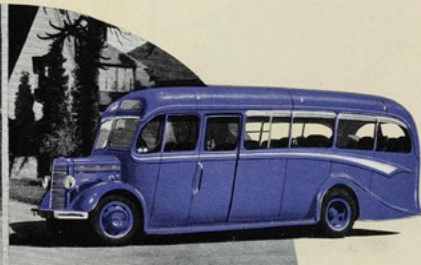
Below—The Utilevan seats seven in comfort. The rear seats fold flush with the floor for carrying goods.

TRANSPORT NEED



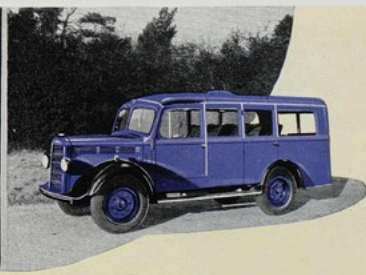
Above—An articulated or semi-trailer of the flat platform type is here shown with a Bedford OSS Tractor unit.

Below—A large capacity pantech-nicon semi-trailer coupled to a Bedford OSA Tractor unit.



Above—The "Viata" Passenger Coach shown here is available with seating accommodation for 27 or 29 passengers.

Below—Seven passengers can be seated in comfort and there is room for luggage in this station Bus on the Bedford K chassis.



BEDFORD TRUCK CHASSIS DATA

MODEL	K	MS Short	ML Long	OSA Short	OSB Short	OLA Long	OLB Long	OSS Tractor	OB Passenger
Wheelbase	120 in.	120 in.	143 in.	111 in.	111 in.	157 in.	157 in.	111 in.	174 in.
Nominal Rating	1½ tons	2-3 ton	2-3 ton	3-4 ton	5 ton	3-4 ton	5 ton	8 ton	26/31 seater
Number of Cylinders	6	6	6	6	6	6	6	6	6
Bore	3½ in.	3½ in.	3½ in.	3½ in.	3½ in.	3½ in.	3½ in.	3½ in.	3½ in.
Stroke	4 in.	4 in.	4 in.	4 in.	4 in.	4 in.	4 in.	4 in.	4 in.
Displacement	214.7 cu. in.	214.7 cu. in.	214.7 cu. in.	214.7 cu. in.	214.7 cu. in.	214.7 cu. in.	214.7 cu. in.	214.7 cu. in.	214.7 cu. in.
Compression Ratio	6.22 to 1	6.22 to 1	6.22 to 1	6.22 to 1	6.22 to 1	6.22 to 1	6.22 to 1	6.22 to 1	6.22 to 1
R.A.C. and S.A.E. Rating	27.34 h.p.	27.34 h.p.	27.34 h.p.	27.34 h.p.	27.34 h.p.	27.34 h.p.	27.34 h.p.	27.34 h.p.	27.34 h.p.
Brake Horse Power	72 at 3,000 r.p.m.	72 at 3,000 r.p.m.	72 at 3,000 r.p.m.	72 at 3,000 r.p.m.	72 at 3,000 r.p.m.	72 at 3,000 r.p.m.	72 at 3,000 r.p.m.	72 at 3,000 r.p.m.	72 at 3,000 r.p.m.
Max. Torque	161 lb. ft. at 1,200 r.p.m.	161 lb. ft. at 1,200 r.p.m.	161 lb. ft. at 1,200 r.p.m.	161 lb. ft. at 1,200 r.p.m.	161 lb. ft. at 1,200 r.p.m.	161 lb. ft. at 1,200 r.p.m.	161 lb. ft. at 1,200 r.p.m.	161 lb. ft. at 1,200 r.p.m.	161 lb. ft. at 1,200 r.p.m.
Fuel Tank Capacity	12 Imp. galls.	12 Imp. galls.	12 Imp. galls.	16 Imp. galls.	16 Imp. galls.	16 Imp. galls.	16 Imp. galls.	16 Imp. galls.	20 Imp. galls.
Rim Size (Integral with Wheel)	4.33 FB × 20 -4 in. offset	3.75 FB × 20 -4.4 in. offset	3.75 FB × 20 -4.4 in. offset	4.33 FB × 20 -4.4 in. offset	5.00 FB × 20 -4.9 in. offset	4.33 FB × 20 -4.9 in. offset	5.00 FB × 20 -4.9 in. offset	4.33 FB × 20 -4.4 in. offset	5.00 FB × 20 -4.9 in. offset
Tyre Size—Front (Standard)	32 × 6, 8 ply	32 × 6, 8 ply	32 × 6, 8 ply	32 × 6, 10 ply	34 × 7, 10 ply	32 × 6, 10 ply	34 × 7, 10 ply	32 × 6, 10 ply	7.50-20
Tyre Size—Rear and Spare (Standard) <i>All "Ply" figures indicate ply ratings</i>	32 × 6, 10 ply Single	32 × 6, 8 ply Dual	32 × 6, 8 ply Dual	32 × 6, 10 ply Dual	34 × 7, 10 ply Dual	32 × 6, 10 ply Dual	34 × 7, 10 ply Dual	32 × 6, 10 ply Dual	8.25-20 Dual Rear
Track, Front	57 ½ in.	57 ½ in.	57 ½ in.	64 in.	64 in.	64 in.	64 in.	64 in.	64 in.
Track, Rear	56 in.	61 in.	61 in.	64 in.	64 in.	64 in.	64 in.	64 in.	70 in.
Ground Clearance	9 in.	8½ in.	8½ in.	8½ in.	9½ in.	8½ in.	9½ in.	8½ in.	9½ in.
Turning Circle Radius	21½ ft.	21½ ft.	25½ ft.	19½ ft.	21 ft.	25½ ft.	29½ ft.	19½ ft.	29½ ft.
Rear Axle Ratio Standard Optional	5.28 to 1	6.2 to 1 5.28 to 1	5.28 to 1 6.2 to 1	7.40 to 1 6.1 to 1	7.40 to 1 6.1 to 1	6.1 to 1 7.40 to 1	6.1 to 1 7.40 to 1	7.40 to 1	6.1 to 1 7.40 to 1
Weight Chassis only, less spare wheel, fuel, tools	3,070 lb.	3,460 lb.	3,550 lb.	3,830 lb.	4,100 lb.	3,980 lb.	4,100 lb.	—	4,240 lb.
Weight, Chassis and Cab, less spare wheel, fuel, tools	3,410 lb.	3,800 lb.	3,900 lb.	4,170 lb.	4,440 lb.	4,230 lb.	4,570 lb.	—	—
For Shipping Weight (Dry) add to chassis weight or chassis and cab	72 lb.	66 lb.	66 lb.	79 lb.	107 lb.	79 lb.	107 lb.	—	120 lb.
Allowance for fuel, tool kit, spare wheel and tyre	220 lb.	225 lb.	225 lb.	275 lb.	300 lb.	275 lb.	300 lb.	—	340 lb.
Payload and Body Allowance with Max. Designed Gross Weight	5,330 lb.	8,295 lb.	8,531 lb.	12,355 lb.	14,748 lb.	12,225 lb.	14,618 lb.	—	11,420 lb.
*Maximum Designed Weights—									
Max. Front	2,800 lb.	3,200 lb.	3,200 lb.	4,500 lb.	4,500 lb.	4,500 lb.	4,500 lb.	—	4,500 lb.
Max. Rear	7,000 lb.	10,000 lb.	10,000 lb.	13,600 lb.	16,150 lb.	13,600 lb.	16,150 lb.	—	12,000 lb.
Max. Gross	8,960 lb.	12,320 lb.	12,656 lb.	16,800 lb.	19,488 lb.	16,800 lb.	19,488 lb.	—	16,000 lb.
*Maximum Weights, Standard Tyre Rating	8,960 lb.	11,760 lb.	11,760 lb.	15,120 lb.	18,480 lb.	15,120 lb.	18,480 lb.	—	15,680 lb.

BX 481 Printed in England.
Imprimé en Grande Bretagne.

NOTES

* MAXIMUM WEIGHTS.

The weights shown against the heading "Maximum Designed Weights" are the max. permissible gross laden weights

for which the Bedfords are designed. The weights shown against the heading "Maximum Weights, Standard Tyre Rating" are the maximum recommended in accordance with the S.M.M.&T.

ratings for the standard tyre equipment. The weights shown under the headings "Max. Front" and "Max. Rear" must not be added together to obtain the maximum gross weight.