

WFK



BMC
NORMAL CONTROL
TRUCKS

THE HOME OF BMC TRUCKS

Established in 1960 at Bathgate, West Lothian, as a new industry in Scotland, the British Motor Corporation's Heavy Commercial Vehicle factory is the most modern of its kind in the world. Here, complete production of BMC trucks is carried out in ideal working conditions, aided by the very latest automation and flow-line production techniques.

This £11½ million factory, which is part of the BMC's £49 million expansion plan, has a capacity for production at a rate of 1,750 trucks and tractors per week and employs 4,500 people.



360
wf

G.V.W.
HOME
3.6 TONS
EXPORT
7,840 lb./3556 kg.

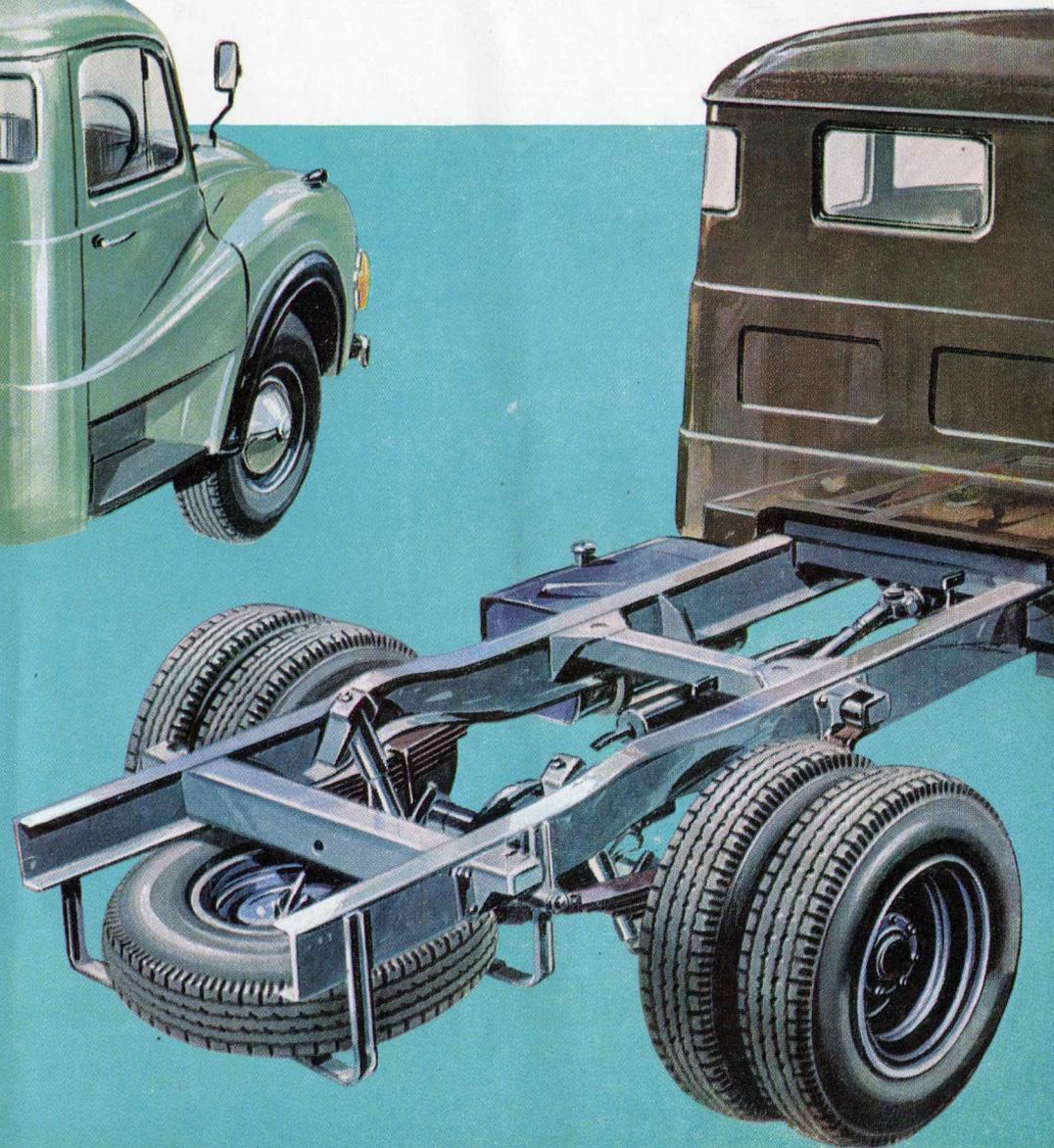
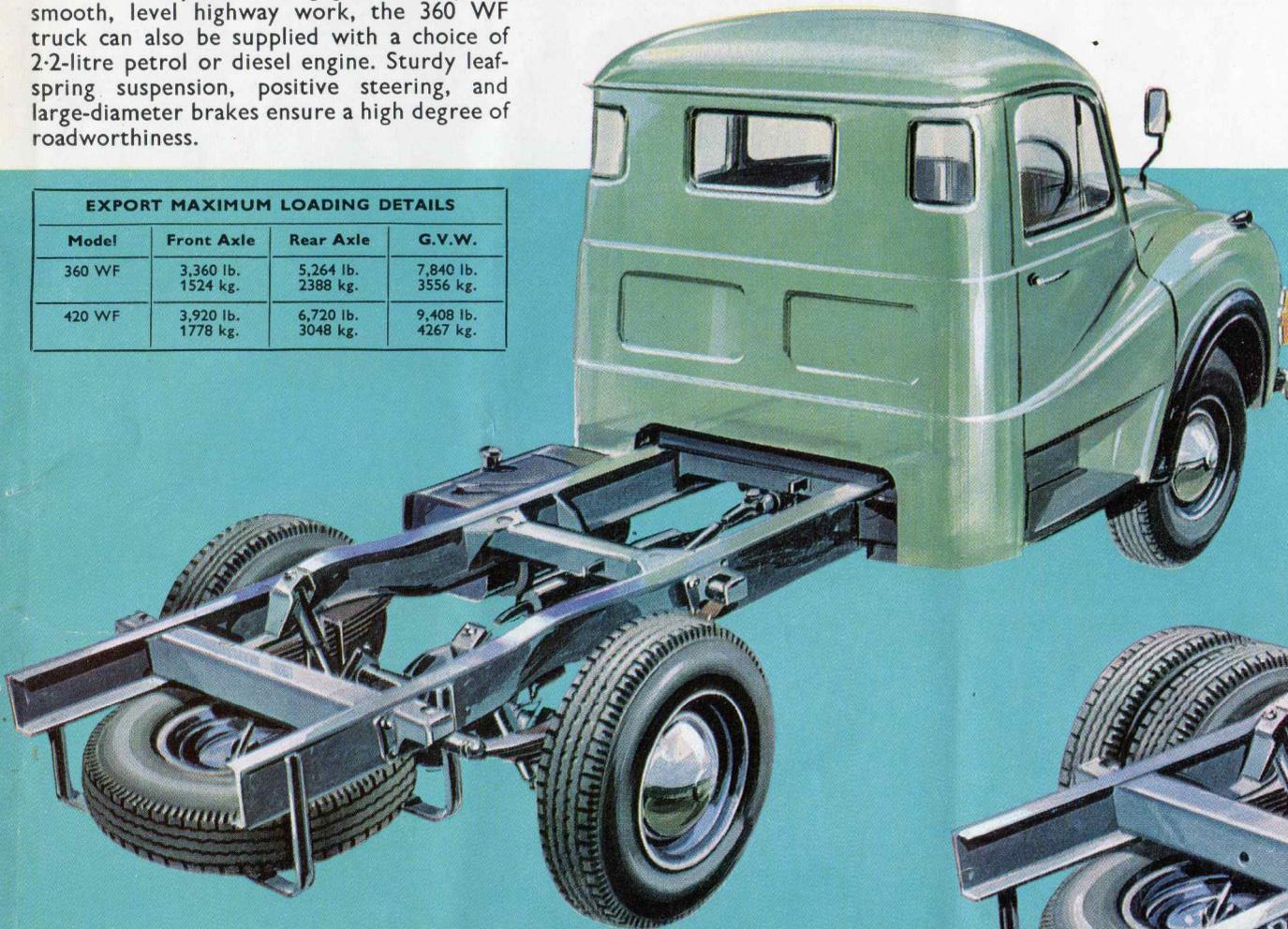
Adequate power for the toughest terrain is available with the BMC 4-litre petrol engine or 3.8-litre diesel engine, although for maximum economy when engaged entirely on smooth, level highway work, the 360 WF truck can also be supplied with a choice of 2.2-litre petrol or diesel engine. Sturdy leaf-spring suspension, positive steering, and large-diameter brakes ensure a high degree of roadworthiness.

Particularly suitable for overseas use, the 360 WF (with single rear wheels) and 420 WF (with twin rear wheels) can be relied on to give long, trouble-free service, coupled with minimum off-the-road maintenance periods. With their easy access normal control cab, these vehicles are ideal for local contract and delivery work, yet, when necessary, will undertake longer distances economically and efficiently. The use of 16-in. wheels provides an exceptionally low loading height—all-important to truck operators faced with the problem of reducing turn-round time to an absolute minimum.

420
wf

G.V.W.
HOME
4.2 TONS
EXPORT
9,408 lb./4267 kg.

EXPORT MAXIMUM LOADING DETAILS			
Model	Front Axle	Rear Axle	G.V.W.
360 WF	3,360 lb. 1524 kg.	5,264 lb. 2388 kg.	7,840 lb. 3556 kg.
420 WF	3,920 lb. 1778 kg.	6,720 lb. 3048 kg.	9,408 lb. 4267 kg.

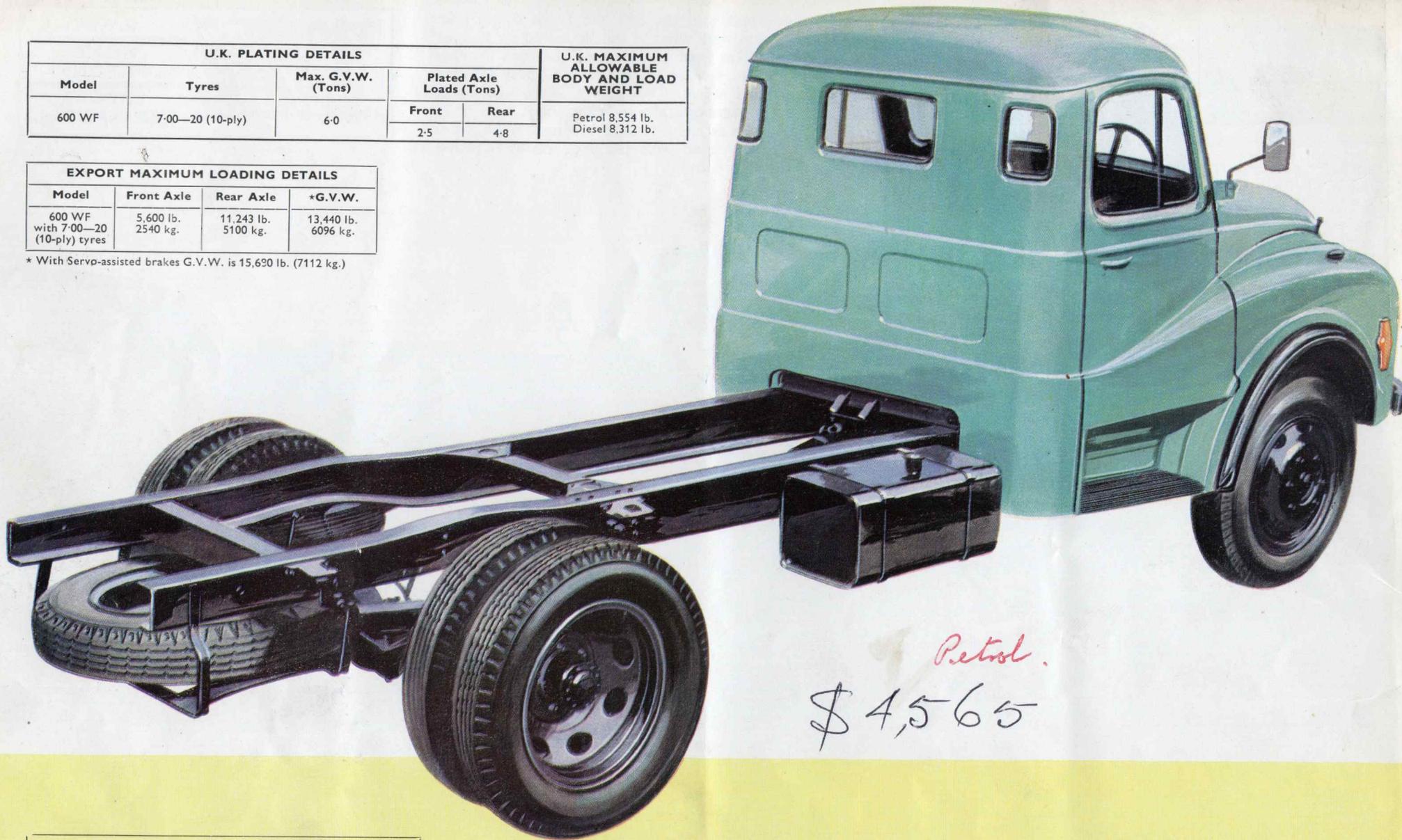


Model	Tyres	Max. G.V.W. (Tons)	Axle Loads (Tons)		U.K. MAXIMUM ALLOWABLE BODY AND LOAD WEIGHT
			Front	Rear	
360 WF	7.50—16 (10-ply)	3.6	1.5	2.4	2.2-litre petrol 4,359 lb. 4-litre petrol 4,082 lb. 2.2-litre diesel 4,211 lb. 3.8-litre diesel 3,898 lb.
	8.25—16 (8-ply)	3.6	1.5	2.6	
420 WF	6.50—16 (8-ply)	4.2	1.8	3.0	4-litre petrol 5,261 lb. 3.8-litre diesel 5,071 lb.

U.K. PLATING DETAILS			U.K. MAXIMUM ALLOWABLE BODY AND LOAD WEIGHT	
Model	Tyres	Max. G.V.W. (Tons)	Plated Axle Loads (Tons)	
600 WF	7-00—20 (10-ply)	6.0	Front	Rear
			2.5	4.8
			Petrol 8,554 lb. Diesel 8,312 lb.	

EXPORT MAXIMUM LOADING DETAILS			
Model	Front Axle	Rear Axle	*G.V.W.
600 WF with 7-00—20 (10-ply) tyres	5,600 lb. 2540 kg.	11,243 lb. 5100 kg.	13,440 lb. 6096 kg.

* With Servo-assisted brakes G.V.W. is 15,690 lb. (7112 kg.)



Petrol.
\$ 4,565

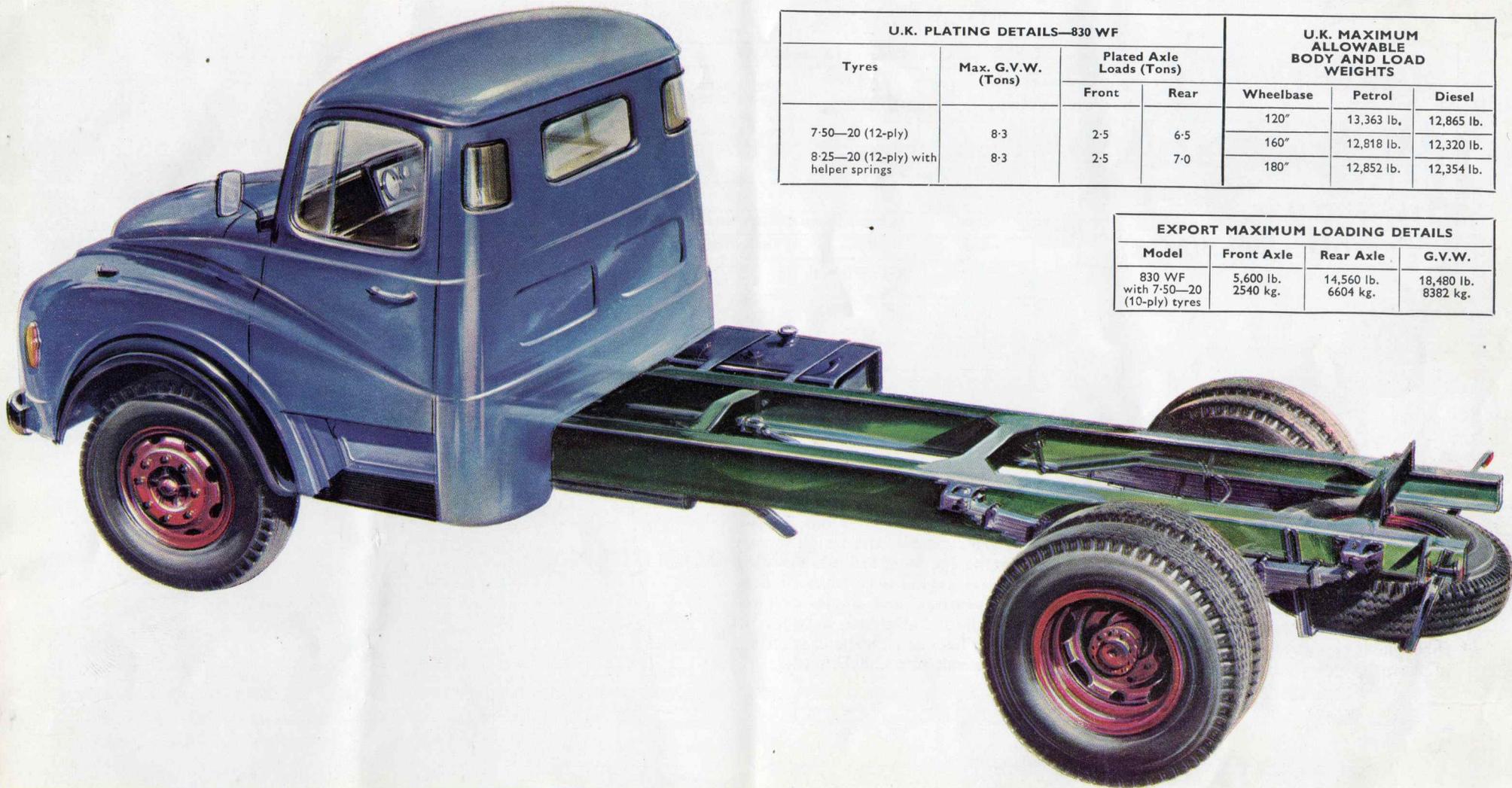
600
wf

G.V.W.
(HOME)
6.0 TONS
EXPORT
13,440 lb./6096 kg.

The 600 WF, designed primarily for Export but available on the Home Market to special order, has a tough, pressed-steel chassis frame of deep channel section, rigidly braced at five points by robust cross-members. Suspension is by long semi-elliptic leaf-springs with the option of hydraulic shock absorbers at front and/or rear. Power is provided by the BMC 4-litre petrol or 3.8-litre diesel unit, and four-speed gearbox. There is a choice of ratios on a fully floating spiral bevel rear axle.

The export 600 WF in standard form is supplied with 6.50—20 (8-ply) tyres to carry a gross vehicle weight of 11,760 lb. (5334 kg.). 7-00—20 (10-ply) tyres may be fitted as an option to increase the gross vehicle weight to 13,440 lb. (6096 kg.), and the further option of servo-assisted brakes uprates the gross vehicle weight to 15,680 lb. (7112 kg.).

Vehicles supplied for the Home market are fitted with 7-00—20 (10-ply) tyres and servo-assisted brakes as standard equipment and have a gross vehicle weight of 6.0 tons.



U.K. PLATING DETAILS—830 WF				U.K. MAXIMUM ALLOWABLE BODY AND LOAD WEIGHTS		
Tyres	Max. G.V.W. (Tons)	Plated Axle Loads (Tons)		Wheelbase	Petrol	Diesel
		Front	Rear			
7-50—20 (12-ply)	8-3	2-5	6-5	120"	13,363 lb.	12,865 lb.
8-25—20 (12-ply) with helper springs	8-3	2-5	7-0	160"	12,818 lb.	12,320 lb.
				180"	12,852 lb.	12,354 lb.

EXPORT MAXIMUM LOADING DETAILS			
Model	Front Axle	Rear Axle	G.V.W.
830 WF with 7-50—20 (10-ply) tyres	5,600 lb. 2540 kg.	14,560 lb. 6604 kg.	18,480 lb. 8382 kg.

830
wf

G.V.W.
HOME
8.3 TONS
EXPORT
18,480 lb./8382 kg.

The option of three wheelbase sizes, 4-litre petrol or 5.1-litre diesel engine with four- or five-speed gearbox (5.7-litre diesel engine with five-speed gearbox only), and single- or two-speed axle, makes the 830 WF a most attractive proposition in the 5-ton class of commercial vehicles.

Built to last, this versatile truck thrives on hard work, although for really gruelling conditions, such as regular off-the-road haulage, the fitting of a five-speed gearbox and/or two-speed axle is strongly recommended.

A point of interest to fleet operators—many mechanical components, including the power units, are common to other BMC trucks. This fact greatly simplifies all aspects of routine maintenance and spares handling.

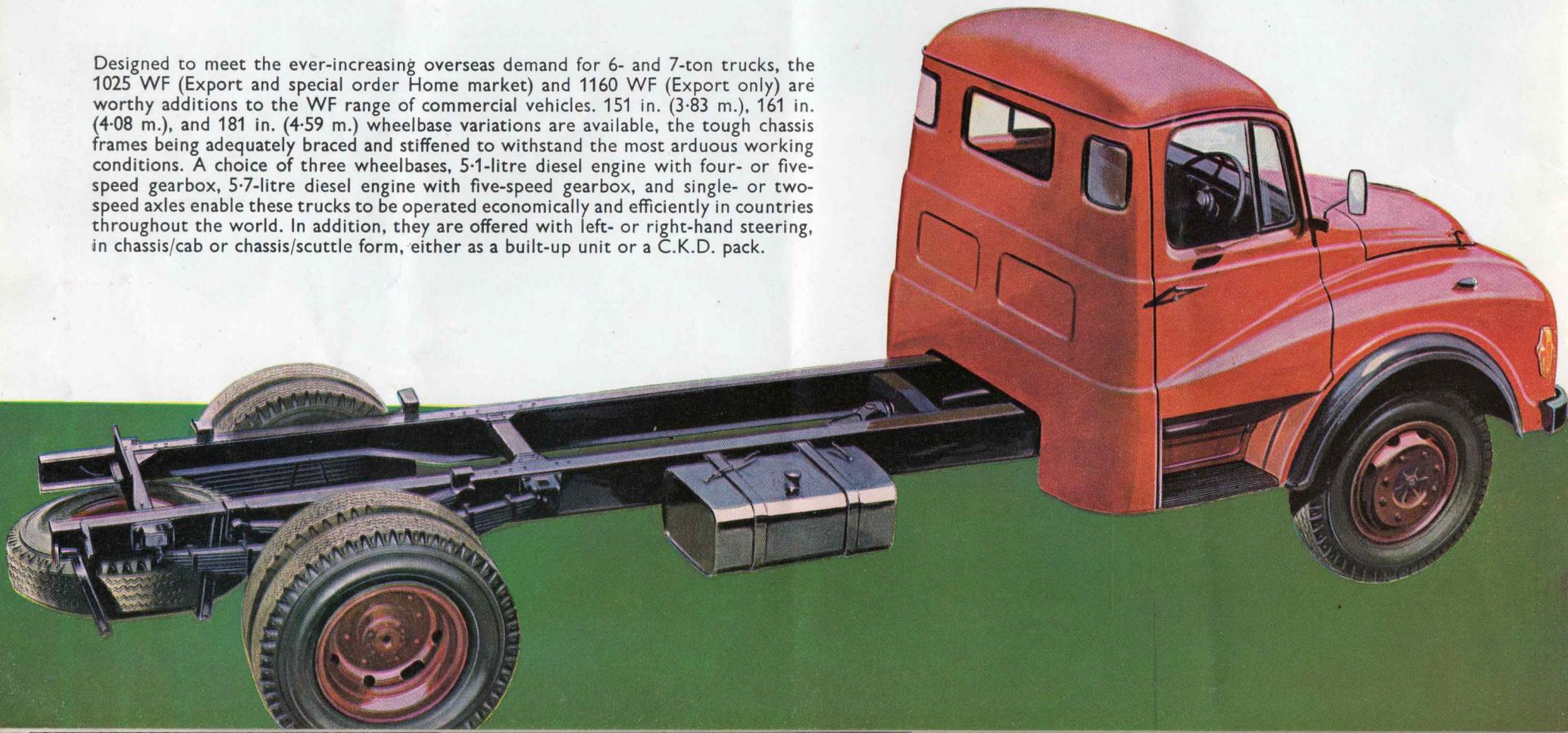
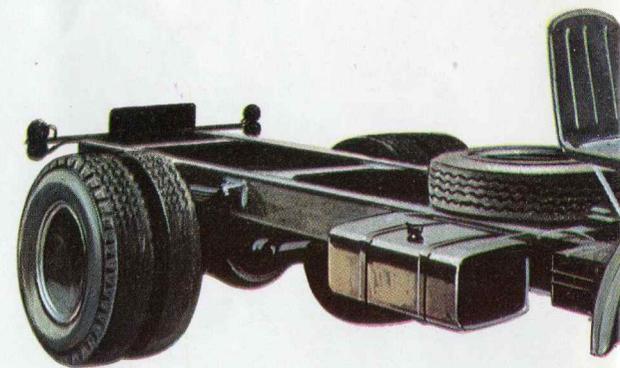
1025 G.V.W.**WTF****(HOME)
9.75 TONS)
EXPORT
23,000 lb.
10432 kg.****1160 G.V.W.****EXPORT 26,000 lb./11786 kg.****U.K. PLATING DETAILS—1025 WF**

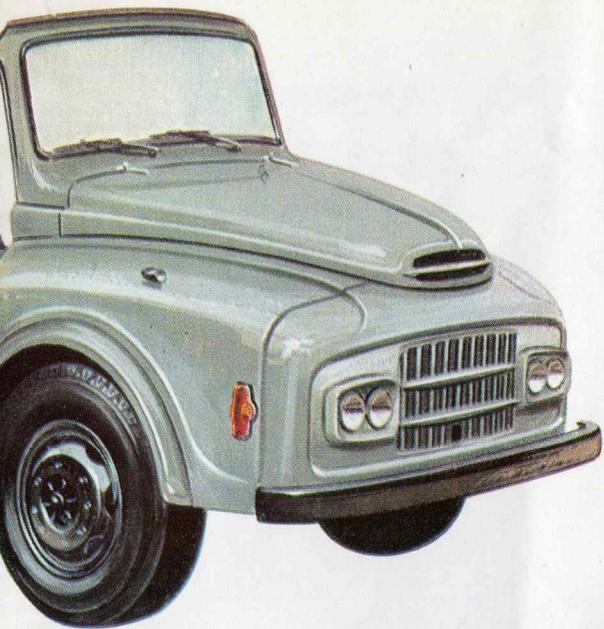
Tyres	Maximum G.V.W. (Tons)	Plated Axle Loads (Tons)		U.K. MAXIMUM ALLOWABLE BODY AND LOAD WEIGHTS (LB.)		
		Front	Rear	151" W.B.	161" W.B.	181" W.B.
8.25—20 (14-ply)	9.75	2.8	7.5	15,280	15,252	15,093
9.00—20 (12-ply)	9.75	2.8	8.0	15,028	15,000	14,841

EXPORT—MAXIMUM LOADING DETAILS

Model	Tyres	Front Axle	Rear Axle	G.V.W.
1025 WF	8.25—20 (14-ply)	7,280 lb. 3302 kg.	16,840 lb. 7638 kg.	23,000 lb. 10432 kg.
1025 WF	9.00—20 (12-ply)	7,280 lb. 3302 kg.	17,920 lb. 8128 kg.	23,000 lb. 10432 kg.
1160 WF	10.00—20 (14-ply)	7,840 lb. 3556 kg.	20,720 lb. 9398 kg.	26,000 lb. 11786 kg.

Designed to meet the ever-increasing overseas demand for 6- and 7-ton trucks, the 1025 WF (Export and special order Home market) and 1160 WF (Export only) are worthy additions to the WF range of commercial vehicles. 151 in. (3.83 m.), 161 in. (4.08 m.), and 181 in. (4.59 m.) wheelbase variations are available, the tough chassis frames being adequately braced and stiffened to withstand the most arduous working conditions. A choice of three wheelbases, 5.1-litre diesel engine with four- or five-speed gearbox, 5.7-litre diesel engine with five-speed gearbox, and single- or two-speed axles enable these trucks to be operated economically and efficiently in countries throughout the world. In addition, they are offered with left- or right-hand steering, in chassis/cab or chassis/scuttle form, either as a built-up unit or a C.K.D. pack.

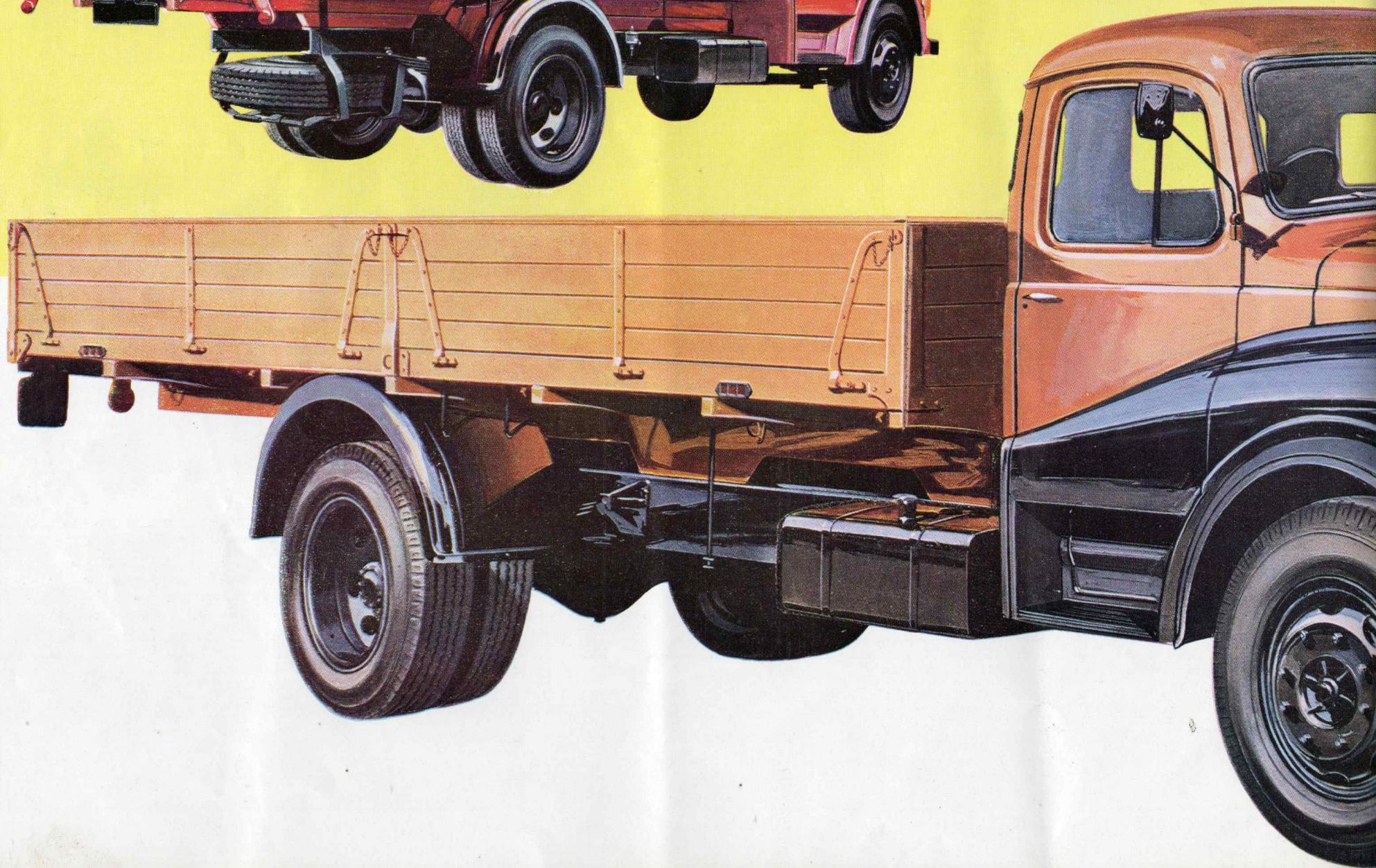
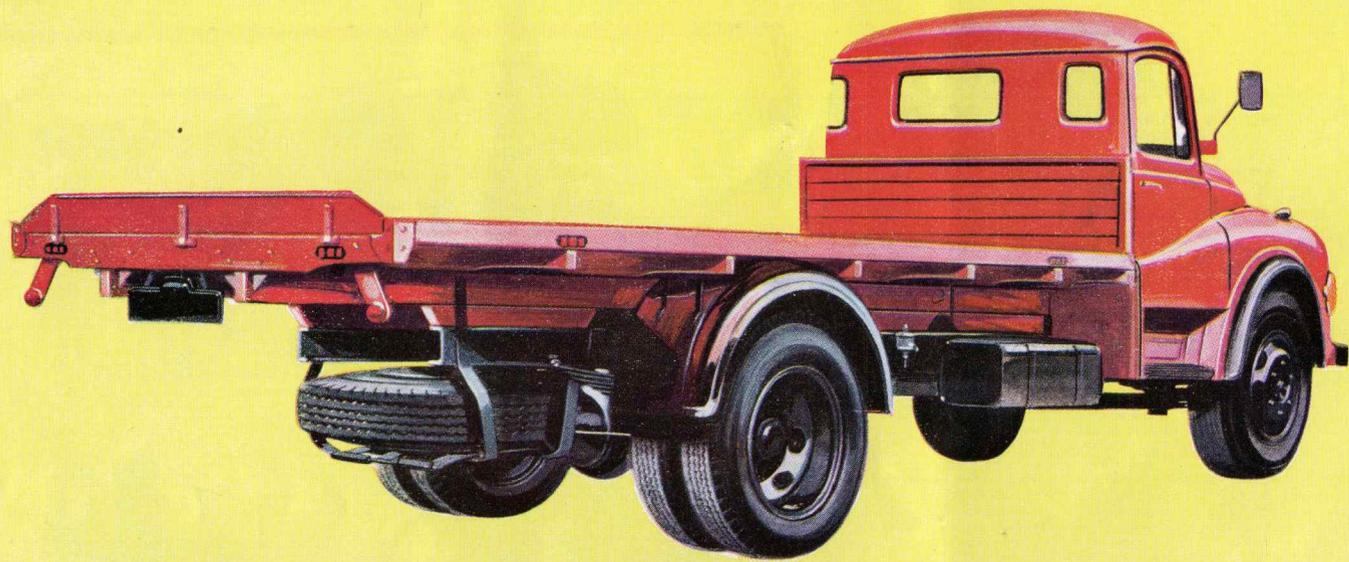




IDEAL FOR SPECIALIZED BODYWORK

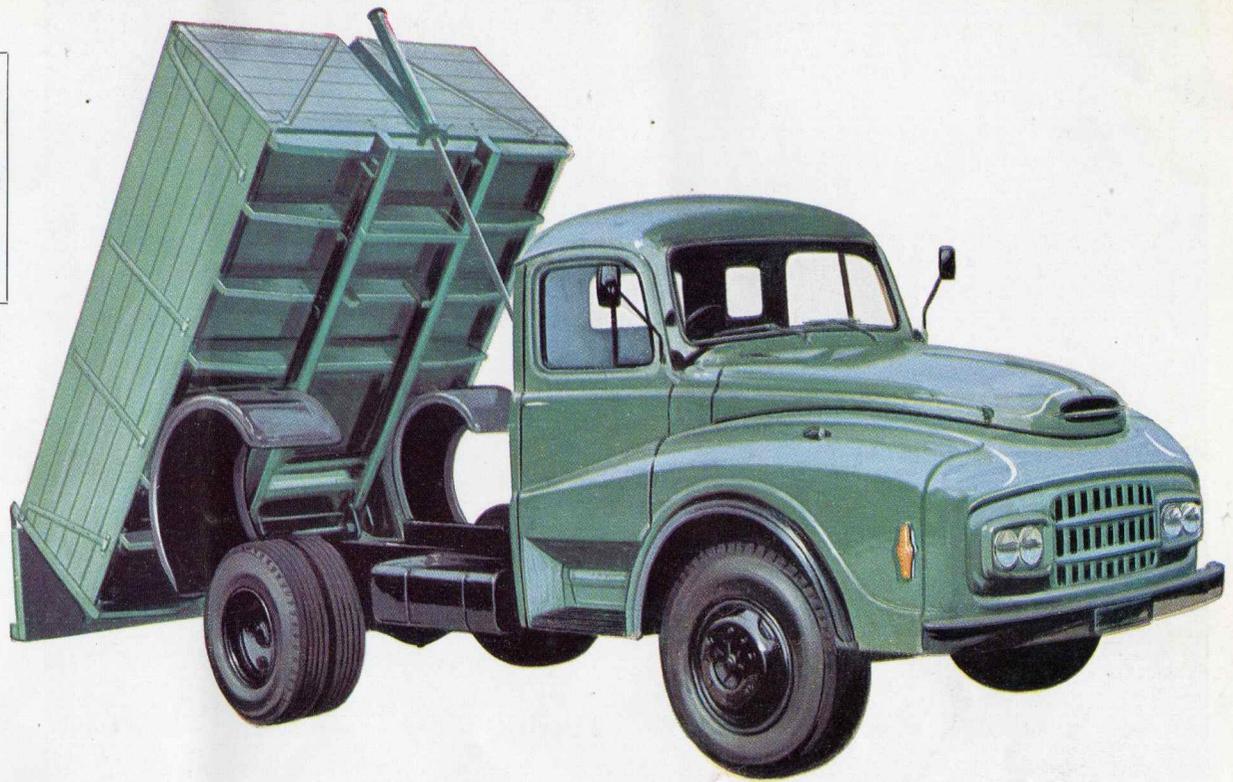
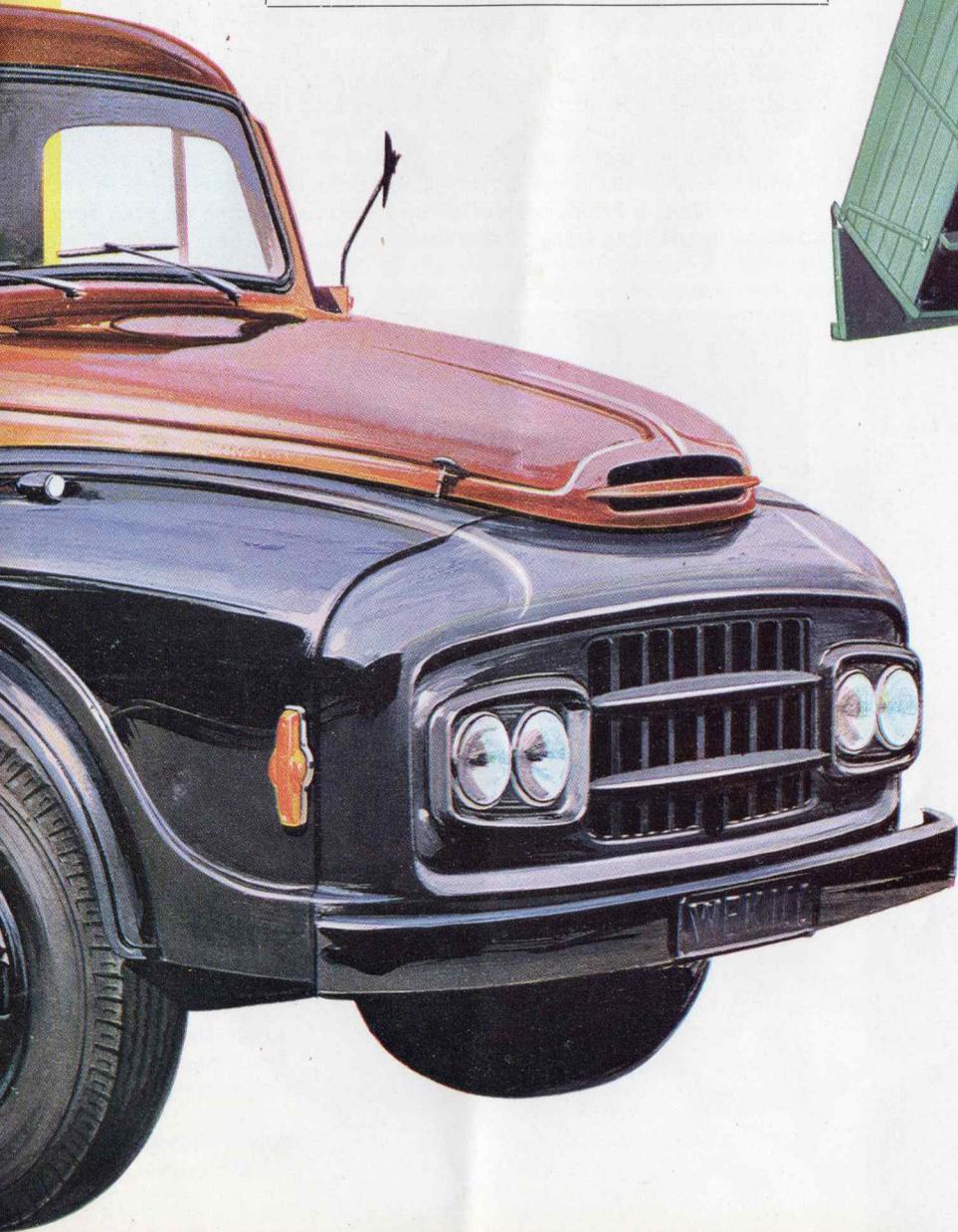
WF Normal Control trucks are particularly suitable for use as bulk-load carriers, or short-distance carriers of the collection/delivery-round type. The body panels supplied with chassis/scuttle units have been carefully designed to suit the needs of the body-builder, so that he may successfully complete the many types of special body invariably required for this kind of work. Illustrated are some examples of bodywork that are in every-day use. Ranging from refuse collector and cattle truck to tower wagon and horse box, they represent just a few of the many types of body that can be mounted on WF Normal Control chassis.



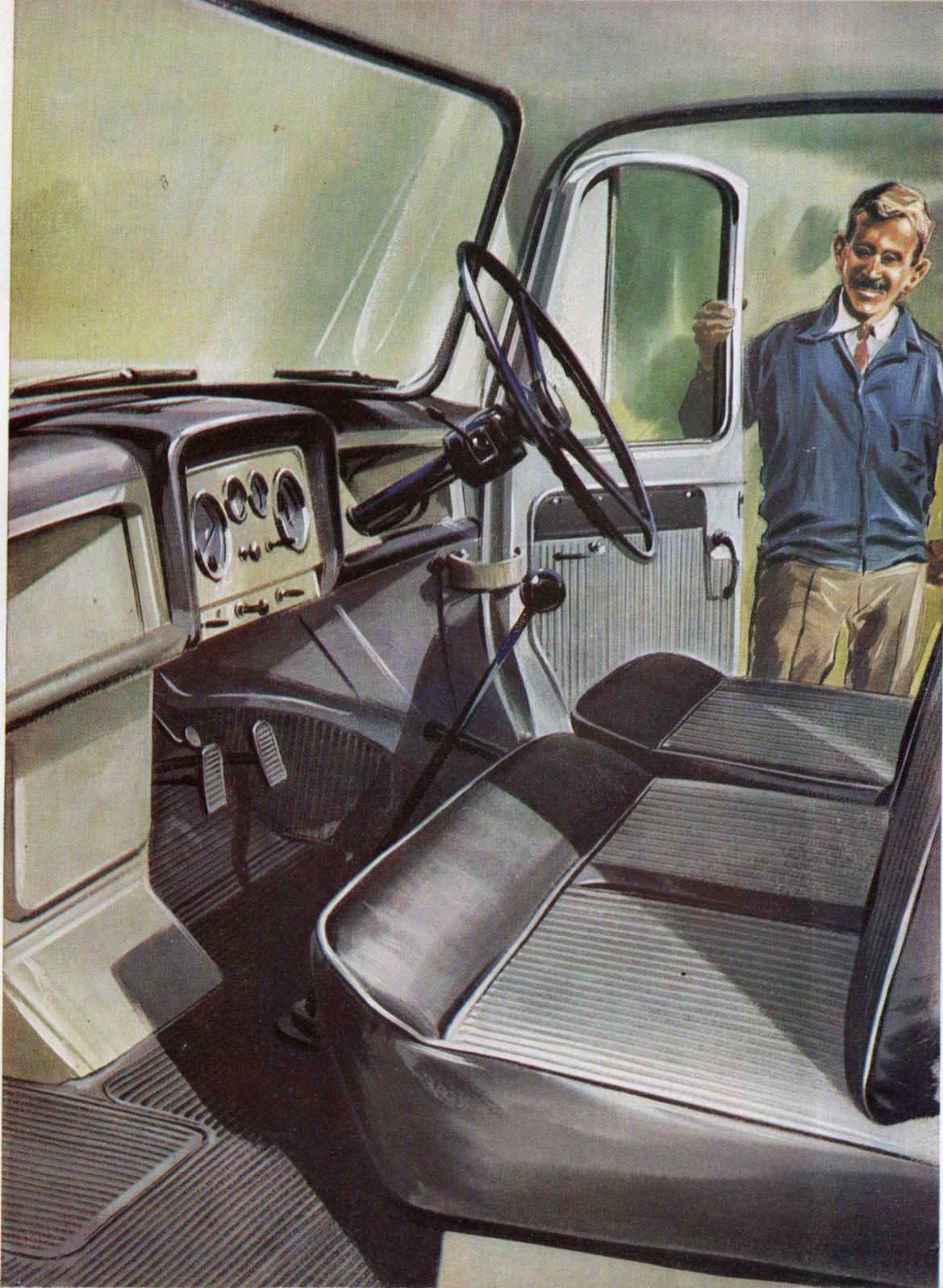


NORMAL CONTROL TRUCKS

wf BMC



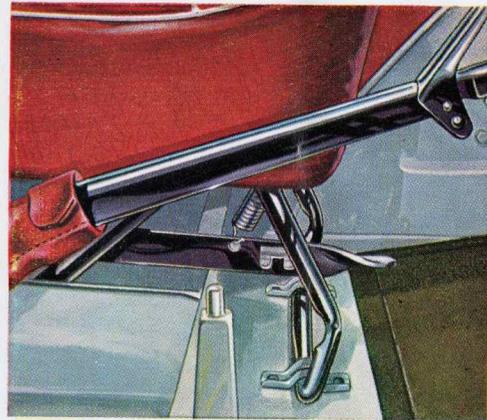
360 WF, 420 WF, and 160/180 in. wheelbase 830 WF chassis can be supplied ex-works with timber platform or dropside bodies (see page 16 for dimension details). These bodies are constructed from selected seasoned timber. The robust underframe is designed to withstand years of arduous service. While the floor loading surface has steel wearing strips for extra durability. Platform bodies have a fixed headboard and detachable low tailboard; dropside bodies have detachable sides, tailboard, centre- and corner-posts. A significant safety feature is the fitting of two amber reflectors on each side of the body, in addition to the legally required red reflectors at the rear. Also available in the 830 WF range is the 120" wheelbase chassis/cab which is specifically designed to accept a 5 cubic yard tipper body and for this purpose can be supplied with Edbro front-mounted hydraulic ram tipping gear. A typical example of this type of body is illustrated above.



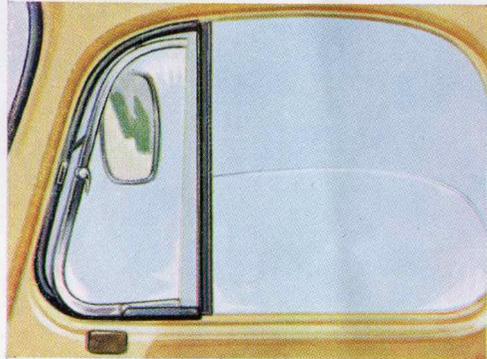
CAB COMFORT FOR THREE

The all-steel Normal Control cab has a spacious interior trimmed in hard-wearing breathable vinyl, and can accommodate a crew of three in complete comfort. A deep, single-piece, curved windscreen affords excellent forward vision, while large curved corner windows considerably assist the driver when reversing.

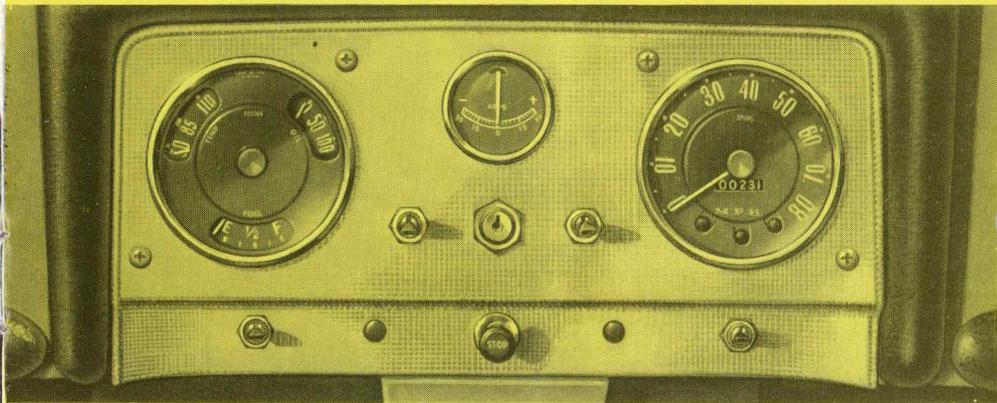
There is provision for numerous optional fittings at extra cost. Items such as windscreen washer, sliding rear window and radio are available, while fresh air can be inducted into the cab by a manually controlled unit, or a cold fresh-air blower unit, or a heater and demister unit which includes provision for forced cold fresh-air supply. Any of these can be supplied in single or dual form. A cab interior lamp is fitted, controlled by a courtesy switch on each door and an over-riding integral switch.



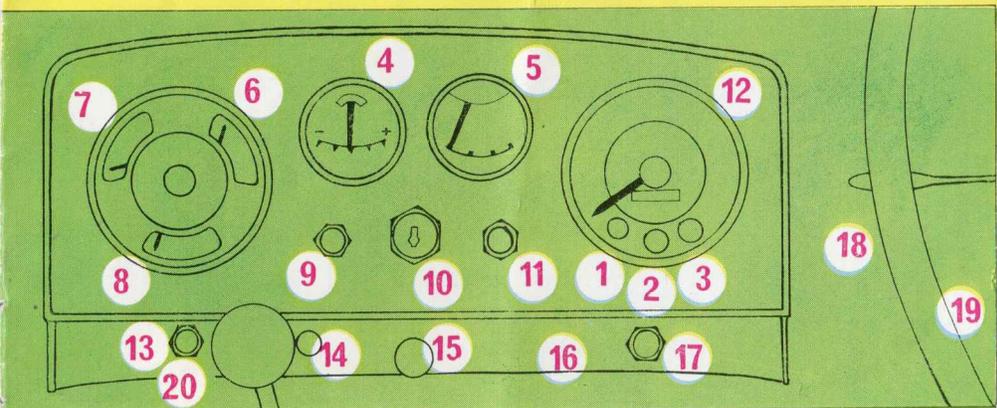
The tubular steel-framed driver's seat is readily adjustable for leg reach. Together with the double passenger seat, it is restfully upholstered with foam rubber and trimmed in hard-wearing breathable vinyl. There is a capacious steel locker beneath the passenger's seat which will easily accommodate the equipment and tools required for normal routine maintenance.



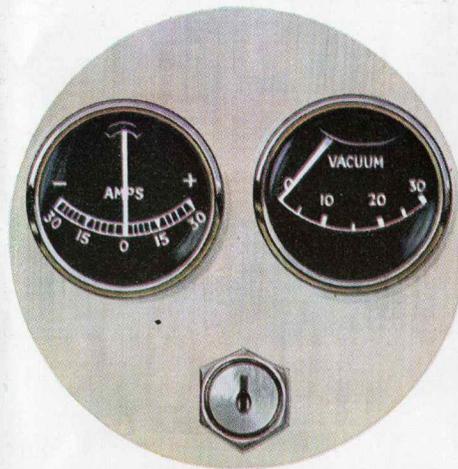
Toughened glass ventilating louvres fitted to the doors can be swivelled to provide draught-free ventilation or a supply of fresh air as occasion demands. The doors have wind-down windows that can be lowered for hand-signalling purposes or to supplement the fresh-air intake.



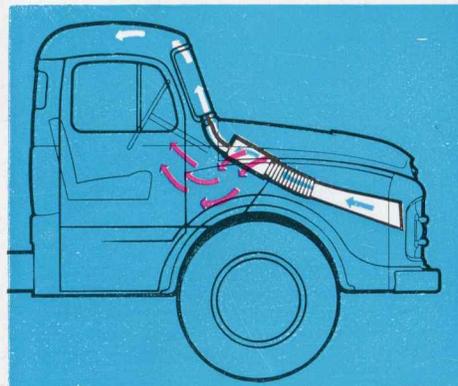
Centrally mounted in a foam-backed black plastic nacelle, the embossed aluminium instrument panel contains all the instruments necessary for efficient operation of the vehicle. The nacelle is cowled to eliminate distracting reflections in the windscreen—a valuable safety feature. For night operation the instruments can be illuminated.



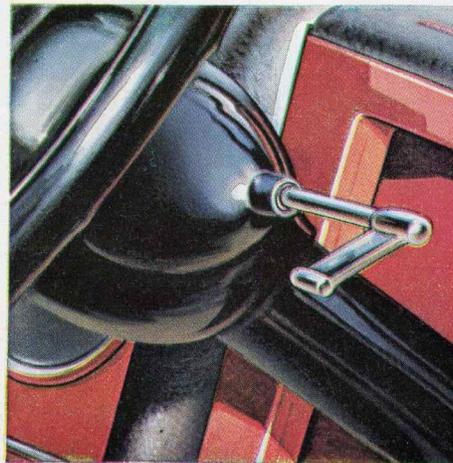
- | | |
|-------------------------------------|---|
| 1 High-beam warning lamp. | 11 Windscreen wiper switch. |
| 2 Flasher warning lamp. | 12 Speedometer. |
| 3 Dynamo-not-charging warning lamp. | 13 Left-hand heater switch (when fitted). |
| 4 Ammeter. | 14 Left-hand heater/air control (when fitted). |
| 5 Vacuum gauge. | 15 Choke/stop control. |
| 6 Oil pressure gauge. | 16 Right-hand heater switch (when fitted). |
| 7 Water temperature gauge. | 17 Right-hand heater/air control (when fitted). |
| 8 Fuel gauge. | 18 Flasher switch. |
| 9 Panel illumination switch. | 19 Lighting/dip switch. |
| 10 Ignition/starter switch. | 20 Gear lever. |



A vacuum gauge or air-pressure gauge is supplied with vehicles to which vacuum or air-assisted servo brakes are fitted, enabling the driver to keep a constant check on the system.



The optionally available single or dual heater/demister units provide adequate warmth for the crew even in sub-zero temperatures. Fresh air is inducted at the front of the vehicle, passed through the heater matrix and forced by a powerful booster fan not only into the cab, but also over the windscreen for demisting or defrosting purposes.

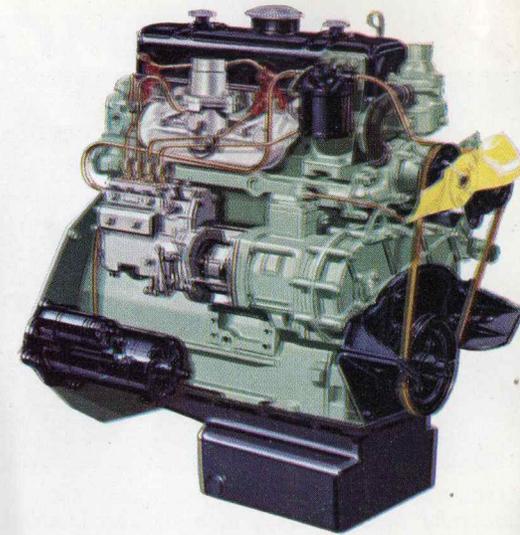
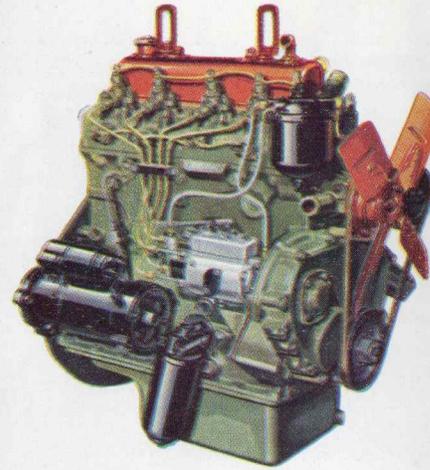
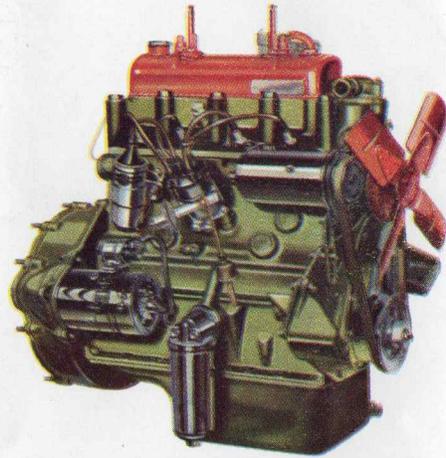


Sidelamps, rear lamps, and double-dipping headlamps are all controlled by a finger-tip switch on the right-hand side of the steering-column, while the flashing direction indicators are operated by a self-cancelling lever on the left-hand side of the column. A warning light in the instrument panel shows when the flashers are working.

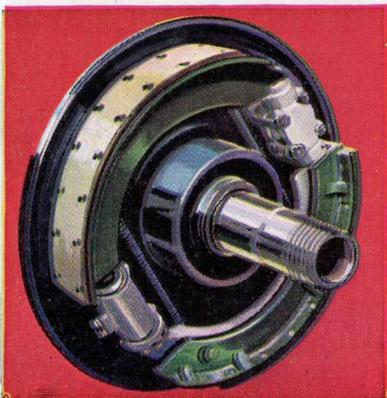
2.2
3.8
4
5.5-7

POWER FOR THE JOB

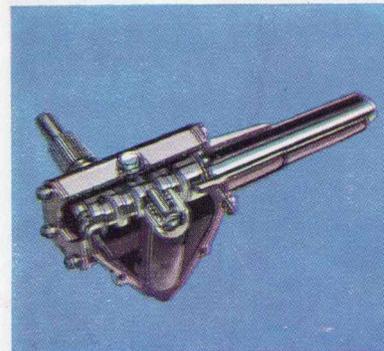
Ranging from 2.2 to 5.7-litres, no less than six BMC petrol and diesel engines are used to provide the power for WF Normal Control trucks. All are reliable, overhead valve units, carefully assembled by craftsmen using only the finest materials, to ensure maximum life with minimum maintenance.



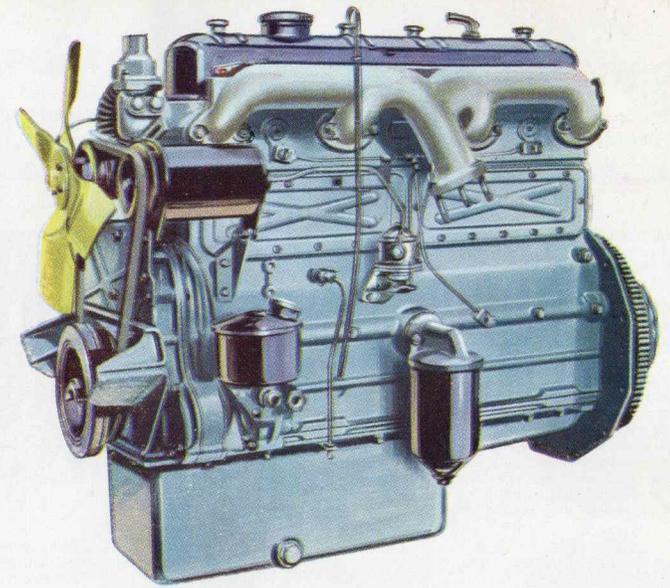
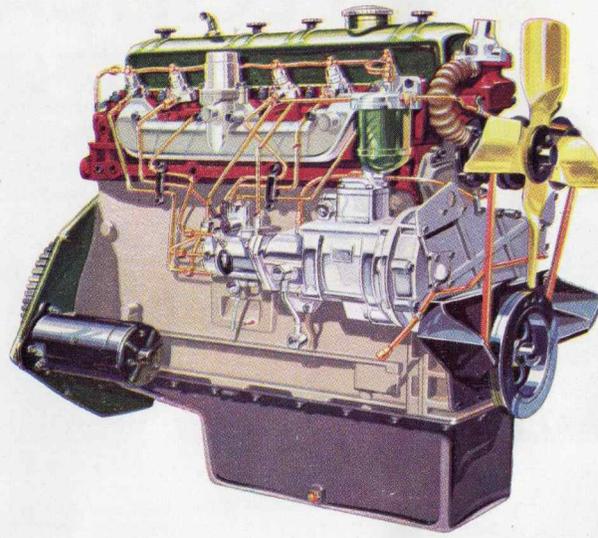
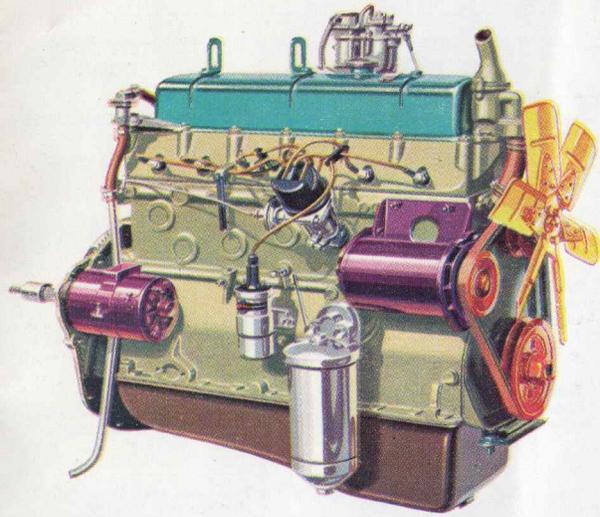
	2.2-litre petrol	2.2-litre diesel	3.8-litre diesel	4-litre petrol	5.1-litre diesel
No. of Cylinders	4	4	4	6	6
Comp. Ratio	7.5 : 1	20 : 1	16.5 : 1	6.4 : 1	16.5 : 1
Bore	3.13 in. (79.4 mm.)	3.25 in. (82.55 mm.)	3.94 in. (100 mm.)	3.44 in. (87.3 mm.)	3.74 in. (95 mm.)
Stroke	4.38 in. (111 mm.)	4.00 in. (101.6 mm.)	4.72 in. (120 mm.)	4.38 in. (111 mm.)	4.72 in. (120 mm.)
Cubic Capacity	134 cu. in. (2199 c.c.)	132.7 cu. in. (2178 c.c.)	232 cu. in. (3800 c.c.)	244 cu. in. (3993 c.c.)	311 cu. in. (5103 c.c.)
Standard Power	70 b.h.p. at 4,000 r.p.m.	51 b.h.p. at 3,500 r.p.m.	64 b.h.p. at 2,400 r.p.m.	87 b.h.p. at 3,000 r.p.m.	90 b.h.p. at 2,400 r.p.m.
Torque (Standard)	121 lbf. ft. at 2,000 r.p.m.	85 lbf. ft. at 2,000 r.p.m.	160 lbf. ft. at 1,500 r.p.m.	196 lbf. ft. at 1,000 r.p.m.	225 lbf. ft. at 1,250 r.p.m.



Powerful hydraulic brakes are fitted having two-leading-shoe action on the front wheels. Vacuum servo assistance is provided on 600 WF (standard Home, optional Export), 830 WF and Export 1025 WF. On diesel-engined vehicles air-assisted units are supplied as optional equipment on 830 WF, as standard on 1025 WF for the Home market and EEC countries, and as standard on the 1160 WF Export vehicles.



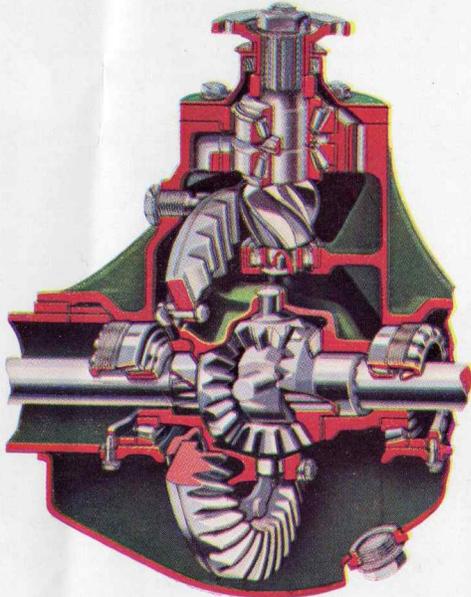
The high-efficiency cam-and-lever steering gear has a firm, positive action, while a steering-wheel of 18 in. (0.46 m.) diameter provides effortless control at all times.



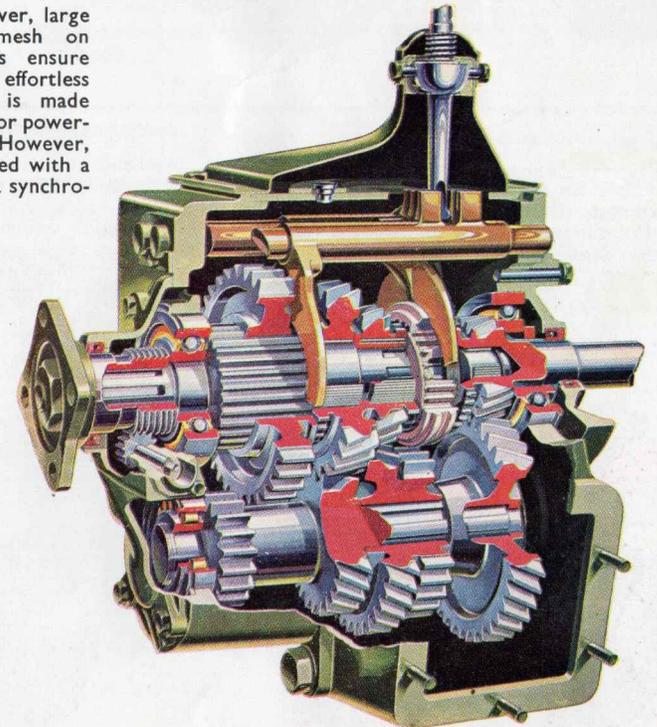
5.7-litre diesel

- 6
- 16.5 : 1
- 3.94 in. (100 mm.)
- 4.72 in. (120 mm.)
- 345 cu. in. (5660 c.c.)
- 105 b.h.p. at 2,400 r.p.m.
- 250 lbf. ft. at 1,250 r.p.m.

600/830/1025/1160 WF trucks are fitted with a fully-floating spiral bevel rear axle having a banjo-type casing. The 360/420 WF trucks have a spiral bevel rear axle with a split-type casing.



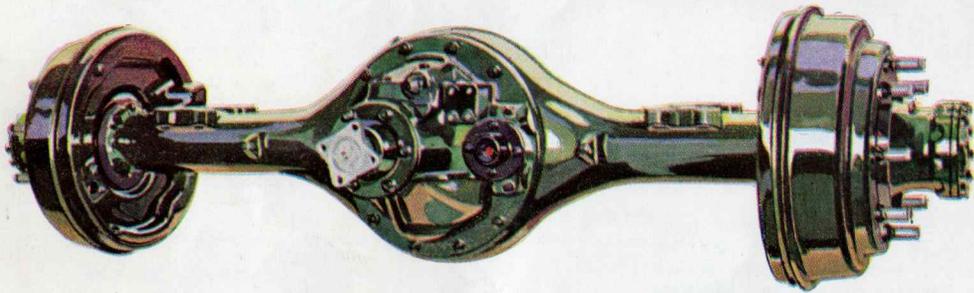
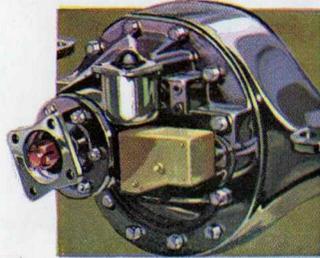
Operated by a central control lever, large diameter gears in constant mesh on second, third, and top speeds ensure smooth, quiet gear changes and effortless torque transmission. Provision is made for fitting a mechanical tyre pump or power-take-off on the right-hand side. However, in the case of 360 WF trucks fitted with a 2.2-litre petrol or diesel engine, a synchromesh gearbox is supplied.



OPTIONAL EXTRAS

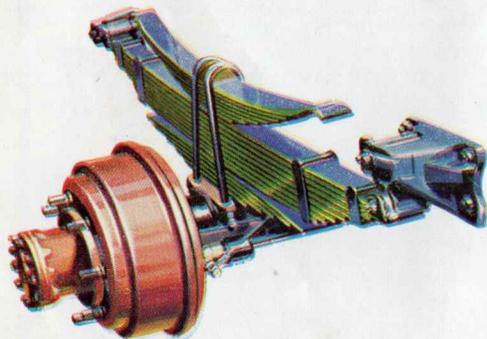
Illustrated are some of the major items of optional equipment available. A full list covering all models is given under 'Specifications'.

A BMC two-speed axle with vacuum shift, or an Eaton 13802 two-speed axle with electric shift, is available at extra cost on the 830 WF Truck. An Eaton 16802 two-speed rear axle with electric shift is available at extra cost on 1025 WF.



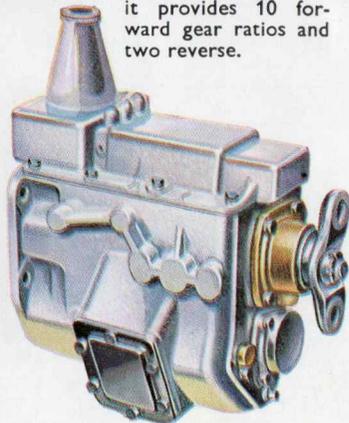
HELPER SPRINGS

For 830 WF Home Market models nine-leaf rear helper springs are available at extra cost and must be fitted with 8-25—20 tyres if a plated rear axle loading of 7.0 tons is required, but this does not allow the plated maximum gross vehicle weight to be increased.



FIVE-SPEED GEARBOX

Available at extra cost on 830 WF and 1025 WF models, this ruggedly constructed gearbox has five ratios effectively spaced to cover a wide range of running conditions. In conjunction with the optional two-speed rear axle it provides 10 forward gear ratios and two reverse.



SPECIFICATIONS

MODEL	360 WF		
ENGINE	Type	2.2-litre petrol or diesel	4-litre petrol or 3.8-litre diesel
FUEL TANK CAPACITY (NOMINAL):		17 gallons (77 litres)	17 gallons (77 litres)
CLUTCH:	Type Diameter	Single dry plate 9 in. (0.23 m.) petrol 10 in. (0.25 m.) diesel	Single dry plate 11 in. (0.28 m.) petrol and diesel
GEARBOX (STANDARD):	Type P.T.O.: Faces Ratios	Synchromesh 2nd, 3rd, Top One; 6-stud fixing 1st 4.63 : 1 3rd 1.57 : 1 2nd 2.69 : 1 4th 1.00 : 1 Reverse 5.93 : 1	Constant mesh One; 6-stud fixing 1st 6.06 : 1 3rd 1.746 : 1 2nd 3.473 : 1 4th 1.00 : 1 Reverse 6.05 : 1
GEARBOX (OPTIONAL):	Type P.T.O.: Faces Ratios	Not available	Not available
TRANSMISSION:	Type Universal joints	Two-piece open propeller shaft Needle-roller bearing	Two-piece open propeller shaft Needle-roller bearing
REAR AXLE (STANDARD):	Type Pinion Standard ratios Alternative ratios	3-floating, with split case Spiral bevel 5.714 : 1 6.57 : 1	Fully floating, with split case Spiral bevel 4.585 : 1 5.714 : 1
TWO-SPEED AXLE (OPTIONAL):	Type Pinion Eaton axle ratios BMC axle ratios Shift mechanism	Not available	
FRONT AXLE:	Type Hubs		Forged-steel 'I' section beam Taper-roller bearing
STEERING:	Type Ratio Steering-wheel diameter		High-efficiency cam and lever 18 : 1 18 in. (0.46 m.)
BRAKES:	Type Servo assistance Dimensions { Front Rear } Total frictional area Hand brake		Hydraulic two-leading shoe Not available 12 in. x 2½ in. (304 mm. x 57 mm.) 12 in. x 1½ in. (304 mm. x 44 mm.) 180 sq. in. (1161 sq. cm.) Mechanical to rear wheels
FRAME:	Type Thickness Maximum side-member depth No. of cross-members		Pressed-steel channel ⅝ in. (4.76 mm.) 7½ in. (191 mm.) 5
SUSPENSION:	Type Front Rear main Width x length x No. of leaves { Rear helper Shock absorbers { Front Rear }		Semi-elliptic leaf springs 1½ in. x 40 in. (45 mm. x 1.02 m.) x 9 2½ in. x 45 in. (57 mm. x 1.14 m.) x 14 Not available Standard Optional at extra cost
WHEELS:	Type No. of studs		Steel disc, single front and rear
TYRES:	Size Alternative at extra cost		Dunlop 7.50—16 (10-ply) Home, (8-ply) Export Dunlop 8.25—16 (8-ply), 7.50—16 (10-ply) Export

	FOR EXPORT, but available to Home Market by Special Order
420 WF	600 WF
4-litre petrol or 3.8-litre diesel 17 gallons (77 litres)	4-litre petrol or 3.8-litre diesel 17 gallons (77 litres)
Single dry plate 11 in. (0.28 m.) petrol and diesel	Single dry plate 11 in. (0.28 m.) petrol and diesel
Constant mesh One; 6-stud fixing 1st 6.06 : 1 3rd 1.746 : 1 2nd 3.473 : 1 4th 1.00 : 1 Reverse 6.051 : 1	Constant mesh One; 6-stud fixing 1st 6.061 : 1 3rd 1.746 : 1 2nd 3.473 : 1 4th 1.00 : 1 Reverse 6.051 : 1
Not available	Not available
Two-piece open propeller shaft Needle-roller bearing	Two-piece open propeller shaft. Needle-roller bearing
Fully floating, with split case Spiral bevel 5.85 : 1 5.714 : 1	Fully floating, with banjo case Spiral bevel 5.86 : 1 6.67 : 1 or 4.71 : 1 (petrol only)
Not available	Not available
Forged-steel 'I' section beam Taper-roller bearing	Forged-steel 'I' section Taper-roller bearing
High-efficiency cam and lever 18 : 1 18 in. (0.46 m.)	High-efficiency cam and lever 20 : 1 18 in. (0.46 m.)
Hydraulic two-leading shoe Not available 12 in. x 2½ in. (304 mm. x 57 mm.) 12 in. x 2½ in. (304 mm. x 57 mm.) 188 sq. in. (1212 sq. cm.) Mechanical to rear wheels	Hydraulic two-leading shoe Optional Export (Standard Home) 14 in. x 2½ in. (356 mm. x 64 mm.) 16 in. x 2½ in. (406 mm. x 64 mm.) 275 sq. in. (1775 sq. cm.) Mechanical to rear wheels
Pressed-steel channel ¾ in. (4.76 mm.) 7½ in. (191 mm.) 5	Pressed-steel channel ¾ in. (4.76 mm.) 7½ in. (191 mm.) 5
Semi-elliptic leaf springs 1½ in. x 40 in. (45 mm. x 1.02 m.) x 9 2½ in. x 45 in. (57 mm. x 1.14 m.) x 16	Semi-elliptic leaf springs 2½ in. x 40 in. (57 mm. x 1.02 m.) x 11 2½ in. x 45 in. (64 mm. x 1.14 m.) x 13
Not available	Not available
Standard Optional at extra cost	Optional at extra cost Optional at extra cost
Steel disc, single front, twin rear 6	Steel disc, single front, twin rear 6
Dunlop 6.50—16 (8-ply) Dunlop 7.00—16 (8-ply)	Dunlop 7.00—20 (10-ply) Home, 6.50—20 (8-ply) Export Dunlop 7.00—20 (10-ply) (Export)

	FOR EXPORT, but available to Home Market by Special Order
830 WF	1025 WF
4-litre petrol or 5.1-litre diesel or optional 5.7-litre diesel. 20 gallons (90 litres) 160 and 180 in. W.B. 17 gallons (77 litres) 120 in. W.B.	5.1-litre diesel or optional 5.7-litre diesel 20 gallons (90 litres)
Single dry plate. 11 in. (0.28 m.) petrol 12 in. (0.31 m.) 5.1-litre diesel 13 in. (0.33 m.) 5.7-litre diesel	Single dry plate 12 in. (0.31 m.) 5.1-litre 13 in. (0.33 m.) 5.7-litre
Constant mesh One; 6-stud fixing 1st 6.061 : 1 3rd 1.746 : 1 2nd 3.473 : 1 4th 1.00 : 1 Reverse 6.051 : 1	Constant mesh One; 6-stud fixing 1st 6.061 : 1 3rd 1.746 : 1 2nd 3.473 : 1 4th 1.00 : 1 Reverse 6.051 : 1
* Constant mesh Two; 6-stud fixing 1st 6.92 : 1 4th 1.47 : 1 2nd 3.78 : 1 5th 1.00 : 1 3rd 2.24 : 1 Reverse 6.857 : 1	* Constant mesh Two; 6-stud fixing 1st 6.92 : 1 4th 1.47 : 1 2nd 3.78 : 1 5th 1.00 : 1 3rd 2.24 : 1 Reverse 6.857 : 1
Two-piece open propeller shaft Needle-roller bearing	Two-piece open propeller shaft Needle-roller bearing
Fully floating, with banjo case Spiral bevel 7.2 : 1 (petrol) 5.86 : 1 (diesel) 6.67 : 1	Fully floating, with banjo case Spiral bevel 5.86 : 1 6.67 : 1 or 7.2 : 1
Fully floating, with banjo case	Fully floating, with banjo case
Spiral bevel 5.83/8.11 : 1 or 5.14/7.15 : 1 5.85/8.13 : 1 or 5.125/7.13 : 1 BMC vacuum or Eaton electrical.	Spiral bevel 6.14/8.54 : 1, 5.57/7.73 : 1 or 6.50/9.02 : 1 Not available Electrical
Forged-steel 'I' section Taper-roller bearing	Forged-steel 'I' section Taper-roller bearing
High-efficiency cam and lever 25.5 : 1 18 in. (0.46 m.)	High-efficiency cam and lever 28 : 1 18 in. (0.46 m.)
Hydraulic two-leading shoe Vacuum operated (Air-Pak optional) 16 in. x 2½ in. (406 mm. x 64 mm.) 16 in. x 3½ in. (406 mm. x 89 mm.) 369 sq. in. (2380 sq. cm.) Mechanical to rear wheels	Hydraulic two-leading shoe Vacuum operated† 16 in. x 2½ in. (406 mm. x 64 mm.) 15½ in. x 5 in. (387 mm. x 127 mm.) 450 sq. in. (2910 sq. cm.) Mechanical to rear wheels
Pressed-steel channel 1 in. (6.35 mm.) 9½ in. (232 mm.) 5 (160-in. W.B. Home and 120-in. W.B. Home and Export) 6 (160-in. W.B. Export and 180-in. W.B. Home and Export)	Pressed-steel channel 1 in. (6.35 mm.) 9½ in. (232 mm.) 6
Semi-elliptic leaf springs 2½ in. x 45 in. (57 mm. x 1.14 m.) x 10 2½ in. x 60 in. (64 mm. x 1.52 m.) x 11 (160- and 180-in. W.B.) 2½ in. x 51 in. (64 mm. x 1.30 m.) x 14 (120-in. W.B.) 2½ in. x 35 in. (64 mm. x 0.89 m.) x 9 (Optional Home, standard Export) Optional at extra cost Optional at extra cost	Semi-elliptic leaf springs 2½ in. x 45 in. (57 mm. x 1.14 m.) x 15 2½ in. x 60 in. (64 mm. x 1.52 m.) x 12 2½ in. x 35 in. (64 mm. x 0.89 m.) x 9 Optional at extra cost Optional at extra cost
3-piece steel disc, single front, twin rear 8	3-piece steel disc, single front, twin rear 8
Dunlop 7.50—20 (12-ply) Home, (10-ply) Export Dunlop 8.25—20 (12-ply)	Dunlop 8.25—20 (14-ply) Dunlop 9.00—20 (12-ply) † Air-Pak brakes standard Home market and EEC countries.

	EXPORT ONLY
1160 WF	
5.7-litre diesel 27 gallons (123 litres)	
Single dry plate 13 in. (0.33 m.)	
Constant mesh Two; 6-stud fixing 1st 6.92 : 1 4th 1.47 : 1 2nd 3.78 : 1 5th 1.00 : 1 3rd 2.24 : 1 Reverse 6.857 : 1	
‡ Constant mesh (overdrive) Two; 6-stud fixing 1st 6.3 : 1 4th 1.1 : 1 2nd 3.1 : 1 5th 0.82 : 1 3rd 1.83 : 1 Reverse 5.76 : 1	
Two-piece, open propeller shaft Needle-roller with trunnion-mounted centre bearing	
Fully floating, with banjo case Spiral bevel 6.14 : 1 6.5 : 1 or 5.57 : 1	
Heavy-duty. Fully floating, with banjo case Spiral bevel BMC axle with { 5.57/7.75 : 1 Eaton driving head { or 6.14/8.54 : 1 Air	
Forged-steel 'I' section Taper-roller bearing	
High-efficiency cam and lever 28 : 1 18 in. (0.46 m.)	
Hydraulic two-leading shoe Air assisted 15½ in. x 4½ in. (387 mm. x 108 mm.) 15½ in. x 6 in. (396 mm. x 152 mm.) 573 sq. in. (3696 sq. cm.) Mechanical to rear wheels	
Pressed-steel channel 1 in. (6.35 mm.) 9½ in. (232 mm.) 6 (151 in. W.B.) 7 (161 in., 181 in. W.B.)	
Semi-elliptic leaf springs 2½ in. x 45 in. (57 mm. x 1.14 m.) x 12 2½ in. x 60 in. (64 mm. x 1.52 m.) x 12	
2½ in. x 35 in. (64 mm. x 0.89 m.) x 6	
Standard Optional at extra cost	
3-piece steel disc, single front, twin rear 8	
Dunlop 10.00—20 (14-ply)	

electrical equipment and instruments

Compensated voltage control; 12-volt lighting and starting; four headlamps, the outer lamps having double filaments for dipped and high beams, the inner lamps having single filaments for high beam only; separate sidelamps; side and rear flasher lamps; two stop-tail lamps; cab interior lamp operated by integral switch and courtesy switches on doors; rear number-plate lamp; panel lamp; ignition, high-beam, and flasher warning lamps; combined ignition/master and starter switch; steering-column mounted lighting/dip switch, flasher switch and horn-push; windscreen wiper and panel lamp switches; choke or stop control; dual windscreen wipers; single windtone horn; 12-volt 72 amp-hr. battery for petrol engine; two 6-volt 144 amp-hr. batteries for diesel engine; speedometer; water temperature, oil pressure and fuel gauges; ammeter; vacuum or air pressure gauge as appropriate when vehicle fitted with servo-assisted braking system.

cab

All-steel welded construction; toughened glass windscreen and windows; single-piece, curved windscreen; sound-insulated lockable doors fitted with wind-down windows and swivelling ventilating louvres; fixed rear window; curved corner windows; rubber-covered mounting step; adjustable driving seat with foam-rubber cushion trimmed in breathable vinyl; double seat for two passengers with foam-rubber cushion trimmed in breathable vinyl; roof insulated with lining of breathable vinyl on plastic foam; rear panel above waist lined with painted composition board; rubber floor covering; embossed aluminium instrument and switch panels mounted in foam-backed black plastic nacelle with fascia top covered in foam-backed matching material; padded crash roll fitted to lower edge of parcel trays; ashtray in top surface of instrument nacelle; two exterior rear view mirrors.

optional extras

5.7-litre diesel engine (830 WF and 1025 WF); 5-speed gearbox (830/1025 WF); 2-speed axle (830/1025/1160 WF); power-assisted steering (830 WF and 1025 WF diesel only); air-assisted brakes (830 WF diesel only); helper springs (830 WF Home Market); front shock absorbers (600/830/1025 WF); rear shock absorbers; steel rear wings (360/420/830 WF); laminated windscreen; windscreen washer; frame extensions; single or dual heater/demister units; single or dual forced fresh-air units; single or dual sun visors; sliding rear window; radio.

home availability

360 WF, 420 WF and 830 WF; Chassis/scuttle; chassis/cab. Platform/dropside bodies (exception 120" W.B. 830 WF). 600 WF and 1025 WF to special order.

export availability

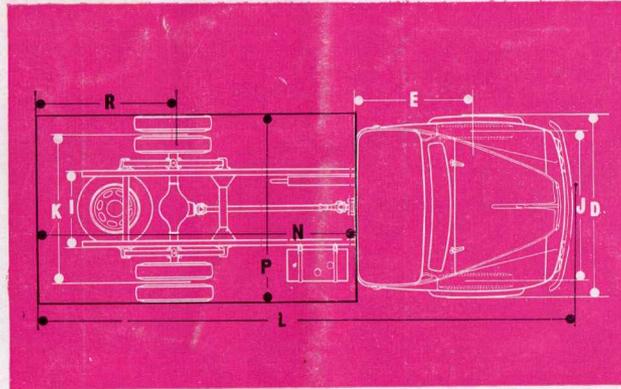
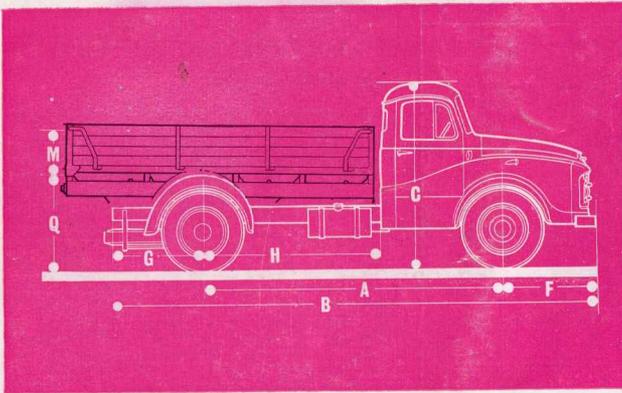
Right- or left-hand steering; km.p.h. or m.p.h. speedometer; lighting and flasher equipment to suit various overseas regulations; chassis/scuttle; chassis/cab. Optional extras as above list.

* 5-speed constant mesh units with 5th-speed overdrive and 5-speed synchromesh units with or without 5th-speed overdrive are optional on 830 WF and 1025 WF Export vehicles.

‡ Optional 5-speed synchromesh units with or without 5th-speed overdrive available (1160 WF).

DIMENSIONS AND WEIGHTS

BMC



Chassis/cab and Chassis/scuttle	360 WF		420 WF		600 WF		830 WF				1025 WF				1160 WF										
	129-in. W.B.		129-in. W.B.		138-in. W.B.		120-in. W.B.		160-in. W.B.		180-in. W.B.		151-in. W.B.		161-in. W.B.		181-in. W.B.		151-in. W.B.		161-in. W.B.		181-in. W.B.		
	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres									
Wheelbase	A	10 9	3-27	10 9	3-27	11 6	3-51	10 0	3-05	13 4	4-06	15 0	4-57	12 7	3-83	13 5	4-00	15 1	4-57	12 7	3-83	13 5	4-08	15 1	4-59
Overall length (end of frame) .. .	B	17 9 ¹ / ₂	5-41	17 9 ¹ / ₂	5-41	18 8 ¹ / ₂	5-70	16 6 ¹ / ₂	5-05	20 10 ¹ / ₂	6-36	22 6 ¹ / ₂	6-87	20 0 ¹ / ₂	6-11	20 10 ¹ / ₂	6-36	22 6 ¹ / ₂	6-87	20 0 ¹ / ₂	6-11	20 10 ¹ / ₂	6-36	22 6 ¹ / ₂	6-87
Overall height (laden) .. .	C	7 0	2-13	6 9	2-08	6 10	2-10	7 1 ¹ / ₂	2-17	7 1 ¹ / ₂	2-16	7 1 ¹ / ₂	2-16	7 4 ¹ / ₂	2-24	7 4 ¹ / ₂	2-24	7 4 ¹ / ₂	2-24	7 4 ¹ / ₂	2-24	7 4 ¹ / ₂	2-31	7 7	2-31
Overall width of vehicle .. .	D	6 6	2-02	6 6	2-02	6 10	2-08	7 4 ¹ / ₂	2-25	7 4 ¹ / ₂	2-25	7 4 ¹ / ₂	2-25	7 5 ¹ / ₂	2-28	7 5 ¹ / ₂	2-28	7 5 ¹ / ₂	2-28	7 5 ¹ / ₂	2-28	7 5 ¹ / ₂	2-31	7 7	2-31
Centre of front hub to back of cab .. .	E	4 10 ¹ / ₂	1-49	4 10 ¹ / ₂	1-49	4 8	1-42	4 8	1-42	4 8	1-42	4 8	1-42	4 9	1-44	4 9	1-44	4 9	1-44	4 9	1-44	4 9	1-44	4 9	1-44
Centre of front hub to bumper .. .	F	3 6 ¹ / ₂	1-07	3 6 ¹ / ₂	1-07	3 8 ¹ / ₂	1-13	3 8 ¹ / ₂	1-13	3 8 ¹ / ₂	1-13	3 8 ¹ / ₂	1-13	3 7 ¹ / ₂	1-10	3 7 ¹ / ₂	1-10	3 7 ¹ / ₂	1-10	3 7 ¹ / ₂	1-10	3 7 ¹ / ₂	1-10	3 7 ¹ / ₂	1-10
Centre of rear hub to end of frame .. .	G	3 6	1-07	3 6	1-07	3 6	1-07	2 5 ¹ / ₂	0-76	3 10	1-17	3 10	1-17	3 10	1-17	3 10	1-17	3 10	1-17	3 10	1-17	3 10	1-17	3 10	1-17
Centre of rear hub to back of cab .. .	H	5 10 ¹ / ₂	1-79	5 10 ¹ / ₂	1-79	6 10	2-08	5 4	1-63	8 8	2-64	10 4	3-15	7 10	2-39	8 8	2-64	10 4	3-15	7 10	2-39	8 8	2-64	10 4	3-15
Frame width .. .	I	2 10 ¹ / ₂	0-88	2 10 ¹ / ₂	0-88	2 10 ¹ / ₂	0-88	2 10 ¹ / ₂	0-88	2 10 ¹ / ₂	0-88	2 10 ¹ / ₂	0-88	2 10 ¹ / ₂	0-88	2 10 ¹ / ₂	0-88	2 10 ¹ / ₂	0-88						
Track (front) .. .	J	5 1	1-57	5 2	1-58	5 7	1-70	5 6 ¹ / ₂	1-69	5 6 ¹ / ₂	1-69	5 8	1-72	5 8	1-72	5 8	1-72	5 8	1-72	5 8	1-72	5 7 ¹ / ₂	1-71	5 7 ¹ / ₂	1-71
Track (rear) .. .	K	4 10	1-47	5 3 ¹ / ₂	1-61	5 5 ¹ / ₂	1-67	5 6 ¹ / ₂	1-70	5 6 ¹ / ₂	1-70	5 6 ¹ / ₂	1-70	5 8 ¹ / ₂	1-74	5 8 ¹ / ₂	1-74	5 8 ¹ / ₂	1-74	5 8 ¹ / ₂	1-74	5 8 ¹ / ₂	1-74	5 8 ¹ / ₂	1-74
Max. recommended length behind cab .. .		11 3	3-42	11 3	3-42	12 7	3-83	10 4	3-15	15 4	4-67	17 10	5-44	14 1 ¹ / ₂	4-30	15 4 ¹ / ₂	4-68	17 10 ¹ / ₂	5-44	—	—	—	—	—	—
Cab interior width at waist .. .		5 2	1-57	5 2	1-57	5 2	1-57	5 2	1-57	5 2	1-57	5 2	1-57	5 2	1-57	5 2	1-57	5 2	1-57	5 2	1-57	5 2	1-57	5 2	1-57
Ground clearance .. .		8 ¹ / ₂	0-22	7 ¹ / ₂	0-18	7 ¹ / ₂	0-19	9 ¹ / ₂	0-23	9 ¹ / ₂	0-23	9 ¹ / ₂	0-23	9 ¹ / ₂	0-24	9 ¹ / ₂	0-24	9 ¹ / ₂	0-24	9 ¹ / ₂	0-24	9 ¹ / ₂	0-24	9 ¹ / ₂	0-24
Turning circle (Standard Spec.) .. .		46 0	14-02	47 0	14-32	45 0	13-72	42 0	12-80	49 0	14-94	60 0	18-29	45 0	13-72	49 0	14-94	60 0	18-29	51 0	15-50	58 0	17-70	63 0	19-20
Vehicle Weights		lb.	kg.	lb.	kg.	lb.	kg.	lb.	kg.	lb.	kg.	lb.*	kg.*	lb.	kg.	lb.	kg.	lb.	kg.	lb.	kg.	lb.	kg.	lb.	kg.
Dry Weight (Chassis/cab) Petrol .. .		3,393	1541	3,856	1748	4,542	2060	4,839	2195	5,346	2425	5,326	2415	6,109	2770	6,137	2783	6,296	2855	7,578	3436	7,233	3280	7,297	3309
Dry Weight (Chassis/cab) Diesel .. .		3,547	1608	4,054	1838	4,788	2171	5,314	2411	5,825	2642	5,805	2633	—	—	—	—	—	—	—	—	—	—	—	—
Dry Weight—with 4-litre Petrol engine .. .		3,655	1658	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dry Weight—with 3-8-litre Diesel engine .. .		3,847	1744	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

† Export 2 ft. 10¹/₂ in. (0-88 mm.)

*With helper springs add 179 lb. (81 kg.) to indicated weight

These specification details do not apply to any particular vehicle which is supplied or offered for sale. The manufacturers reserve the right to vary their specifications with or without notice and at such times and in such manner as they think fit. Major as well as minor changes may be involved. Therefore, although every effort is made to ensure the accuracy of the particulars contained in this brochure, neither the Company nor the Distributor or Dealer by whom this publication is issued shall be liable for any inaccuracy in any circumstances whatsoever. Consult the Dealer with whom your order is placed for details of the specification of any particular vehicle. This publication shall not constitute in any circumstances whatsoever an offer by the Company to any person. All sales are made by the Distributor or Dealer concerned subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer, copies of which may be obtained from him on request.

LEYLAND MOTORS (SCOTLAND) LIMITED
BATHGATE, WEST LoTHIAN, SCOTLAND

Manufacturers of BMC Trucks

Factory-built Body Details	360 WF		420 WF		830 WF				
	160-in. W.B.		180-in. W.B.		160-in. W.B.		180-in. W.B.		
	ft. in.	metres	ft. in.	metres	ft. in.	metres	ft. in.	metres	
Overall length of vehicle .. .	L	19 3 ¹ / ₂	5-87	19 3 ¹ / ₂	5-87	24 1	7-34	26 3 ¹ / ₂	8-01
Depth of body (internal) .. .	M	1 6	0-46	1 6	0-46	1 6	0-46	1 6	0-46
Length of body (internal) .. .	N	10 0	3-05	10 0	3-05	15 0	4-57	17 0	5-18
Width of body (internal) .. .	P	6 4	1-93	6 4	1-93	7 3	2-21	7 3	2-21
Height of floor (laden) .. .	Q	3 3 ¹ / ₂	1-01	3 1 ¹ / ₂	0-94	3 7 ¹ / ₂	1-10	3 7 ¹ / ₂	1-10
Centre of rear hub to end of body .. .	R	5 0 ¹ / ₂	1-53	5 0 ¹ / ₂	1-53	7 0 ¹ / ₂	2-14	7 7	2-31