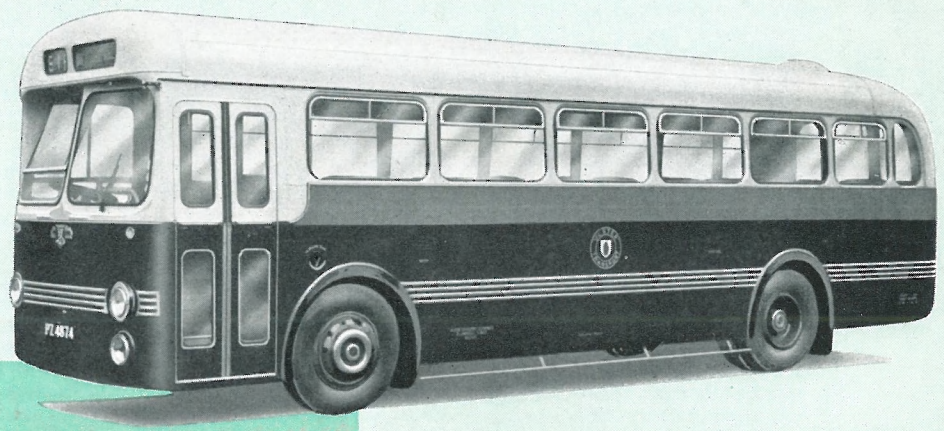
Leyland TIGER CUB

UNDERFLOOR-ENGINED BUS AND COACH CHASSIS

for
HOME
and
EXPORT



44 SEATER BUS OR

41 SEATER LUXURY

COACH UNDER 6 TONS

THE underfloor-engined Tiger Cub is designed for both service bus work and for coach operation. The outstanding characteristic of the chassis is its low weight in relation to the sturdiness of its design. Having a remarkably efficient diesel engine, it has a high power/weight ratio and in consequence is particularly light on fuel—13 to 15 m.p.g. with four stops per mile is commonplace. The chassis is well-sprung, exceptionally light to control, and is fitted with diaphragm-operated air brakes which produce a retardation up to 22 ft./sec./sec.

The range includes 8 ft. (2·44 m.) wide left- and right-hand models as well as left-hand models with a width of 7 ft. 4½ in. (2·246 m.). Export models can be supplied with alternative transmissions of dry-plate clutch and constant-mesh gearbox or with an hydraulic coupling and the Leyland Pneumo-Cyclic gearbox which dispenses with the use of a clutch pedal and provides 2-pedal chassis control, i.e. brake and accelerator pedal. Home models are fitted with a dry-plate clutch and a constant mesh gearbox.

As a 44-seater inter-urban bus, the kerbside weight is less than 6 tons enabling a full complement of passengers to be carried within the maximum gross laden weight of 9 tons. The layout of the coach chassis is generally similar to that of the bus chassis with the exception that the frame is shortened at the rear to permit a luggage boot. A maximum gross laden weight of 9 tons 10 cwt. is permitted, leaving sufficient margin for the mounting of a 41-seater full-luxury coach body with a 64 cu. ft. capacity luggage boot.

Gives more miles - with less fuel!

SPECIFICATION

OF THE TIGER CUB CHASSIS

BUS ENGINE—Horizontal six-cylinder direct-injection compression ignition engine.
Bore and Stroke — 3·96 in. × 4·75 in. (100·6 mm. × 120·7 mm.).
Cubic capacity — 351 cu. in. (5·76 litres).
B.H.P. — 95 at 2,000 r.p.m.
Maximum Torque— 255 lb. ft. (35·25 Kg.m.) at 1,400 r.p.m.
Fuel Consumption (full load)—Minimum 0·368 pts./b.h.p./hr. (175·16 grm./h.p./hr.).
Compression Ratio — 16 to 1.

COACH ENGINE—As above, but developing 105 b.h.p. at 2,400 r.p.m.

ENGINE MOUNTING—The engine, clutch and gearbox are mounted as a unit by the Leyland flexible link mounting which constrains the unit to oscillate on an axis between its centre of gravity and the propellor shaft front joint, thus reducing to a minimum the transference of vibration to the chassis. When the Pneumo-Cyclic gearbox is fitted, the engine and hydraulic coupling are carried as a unit by Leyland flexible-link mountings, and the gearbox is suspended as a separate unit from substantial frame crossmembers.

CRANKCASE AND CYLINDER BLOCK—The crankcase and cylinder block form a monobloc iron casting adequately flanged and ribbed to give maximum rigidity. Dry-type cylinder liners are used. They are pre-finished and are a sliding fit in the cylinder barrels in which they are located by a shoulder fitting into a machined recess. Removal is a simple operation and may be done without disturbing the engine. The flywheel housing is machined and drilled to S.A.E. Standard No. 2.

CYLINDER HEAD—The cylinder head is of cast-iron and is secured to the cylinder block by $\frac{11}{16}$ in. (1·75 cm.) diameter high-tensile steel studs having rolled threads. Swirl in the combustion chambers is produced by the inlet portings. The exhaust valve seats are of "Valmet" metal and are frozen into machined recesses.

CONNECTING RODS—"I" section heat-treated alloy-steel stampings, polished to assist in crack detection. The big-end has indium-coated copper-lead steel-backed bearings of the thin-shell type, whilst phosphor-bronze bushes are used in the small ends. The big ends are drilled to provide an intermittent oil squirt to the thrust side of the cylinder bore, ensuring adequate lubrication when starting from cold.

CRANKSHAFT—An alloy-steel forging, hardened by the nitriding process. It is carried in seven thin-shell indium-coated copper-lead bearings and is located endwise by thrust bearings on the centre bearing. Main bearing studs are of high-tensile steel with rolled threads. The crankshaft is counter-balanced to relieve the centre bearing of centrifugal loading. The seven journals are 3·1 in. (7·87 cm.) diameter and the crankpins 2·4 in. (6·09 cm.) diameter, the latter being drilled eccentrically to reduce centrifugal loading and act as sludge traps. Drilled oilways are provided for pressure lubrication to all bearings. A torsional vibration damper of the rubber-bonded type is fitted externally to the front end of the crankshaft.

PISTONS—Are of special aluminium alloy fitted with three compression rings (top ring chromium plated) and two slotted oil-control scraper rings. The combustion chamber, which is machined in the piston crown, is of toroidal form. Fully-floating gudgeon pins 1·3 in. (3·3 cm.) diameter are used and are retained in the piston bosses by circlips. The gudgeon pins are off-set towards the thrust side of the piston and this arrangement, in conjunction with the use of low expansion alloy for the pistons, results in quieter running.

VALVES—Are located in line in the cylinder head and are operated by push-rods and rocker levers. They are made from heat-treated silicon-chromium steel, the exhaust valves being faced with "Stellite." Decompressor gear is fitted, operating on the exhaust valves.

CAMSHAFT—Is a steel forging with integral cams. It is situated in the crankcase casting and runs in four bearings. End location is taken from the front bearing.

TIMING GEAR—The camshaft and auxiliaries are driven from the front end of the crankshaft by helical-toothed gears. The gears are of generous width to allow quiet operation and long life. Backlash between the gear teeth is kept to the minimum by closely controlled limits.

LUBRICATION SYSTEM—Oil is supplied to the engine under pressure by a gear-type pump located in the sump and driven by spiral gears from the centre of the camshaft. Piping has been almost completely eliminated, drilled passages forming the majority of the oilways. Full pressure is maintained to the main, big-end and camshaft bearings and to the intermediate timing gear. The overhead valve gear receives an intermittent supply of oil under pressure from the second camshaft bearing. Oil is drawn from the sump through a suction strainer attached to the pump and, before entering the system, passes through a large-capacity external filter of the full-flow type. Should the filter element become choked pressure is maintained through a by-pass. Oil pressure is controlled by a spring-loaded relief valve accessible from the left-hand side of the engine. The total capacity of the system is approximately $4\frac{1}{2}$ gallons (20 litres).

INJECTION EQUIPMENT—A C.A.V. fuel injection pump is used in conjunction with Leyland multi-hole injectors. This type of injector subdues detonation by controlling flame propagation. It gives quieter running without in any way sacrificing reliability, power, or economy. At the rear of the injection pump is fitted a sensitive governor operated by vacuum through a large diaphragm. It gives full control of engine speed from stable idling at approximately 350 r.p.m. to maximum speed. A diaphragm lift pump, incorporating a hand priming device, supplies fuel to the injection pump at constant pressure. It is mounted on the side of the injection pump and is operated mechanically by the camshaft of the main pump. A paper element type fuel filter with large filtering area is introduced between the lift pump and the main pump and additional filter elements are provided by Leyland-designed edge filters which are fitted in each inlet adaptor of the remote seat type of injectors. Fuel leak-off from the injectors is returned direct to the main tank.

APPROXIMATE WEIGHTS OF CHASSIS

WEIGHTS	PSUC. Home and Export			PSUC. Export Only		LOPSUC. Export Only							
	1/1 Bus	1/2 Coach	1/5 Bus	1/3 Bus	1/4 Bus	1/1 Bus		1/2 Bus		1/3 Bus		1/4 Bus	
	cwt.	cwt.	cwt.	cwt.	cwt.	lb.	Kg.	lb.	Kg.	lb.	Kg.	lb.	Kg.
Front Axle ...	33	34	$32\frac{3}{4}$	$34\frac{3}{4}$	$34\frac{1}{2}$	3682	1671	3892	1765	3862	1751	3652	1655
Rear Axle	41	$39\frac{1}{2}$	$40\frac{3}{4}$	$40\frac{1}{4}$	40	4606	2118	4508	2045	4478	2031	4576	2081
Chassis (dry) ...	74	$73\frac{1}{2}$	$73\frac{1}{2}$	75	$74\frac{1}{2}$	8288	3789	8400	3810	8340	3782	8228	3736
Equipment	$3\frac{1}{2}$	6	$3\frac{1}{2}$	$3\frac{1}{2}$	$3\frac{1}{2}$	392	177	392	177	392	177	392	177
Total	$77\frac{1}{2}$	$79\frac{1}{2}$	77	$78\frac{1}{2}$	78	8680	3966	8792	3987	8732	3959	8620	3913
Maximum gross vehicle weight ...	180	190	180	180	180	20160	9144	20160	9144	20160	9144	20160	9144

Equipment includes : 24 gallons fuel, oil, water and tools, and spare wheel on coach model.

AIR CLEANER—A large-capacity oil-bath air cleaner is mounted on the chassis frame and is connected to the engine inlet manifold by a flexible pipe. Air is ducted to the cleaner by a large diameter pipe which has its intake at the front of the chassis where the cleanest conditions prevail.

On models PSUC. 1/1, LOPSUC. 1/1 and PSUC. 1/2, the air is drawn from amidships through an effective pre-cleaner before passing to the oil-bath cleaner.

COOLING SYSTEM—Vigorous water circulation through the cylinder head is provided by a centrifugal pump situated at the front of the engine. The pump is fitted with a spring-loaded self-adjusting carbon gland, so designed that the impellor clearance is unaffected by wear in the gland. The unit is driven at 1·5 engine speed by a helical gear meshing with the camshaft gear. Water passes from the pump into a large cored passage in the cylinder head whence it is directed into the cylinder block and through drilled holes on to the injector and exhaust valve housings, the cylinders being cooled by circulation. A thermostat is fitted in the outlet side of the water pump casing causing the radiator to be by-passed until the thermostat valve opens and permits full circulation.

RADIATOR—The radiator is of the flat tube stack type. It is mounted below frame level and forward of the front axle. Of robust construction, the top and bottom tanks and side standards are manufactured from non-corrosive aluminium. The radiator includes a specially designed cowl in which an 18½ in. (47·03 cm.) diameter fan is shaft driven at 1·6 times engine speed from a step-up gearbox, mounted on a crossmember, which in turn is driven by a short propellor shaft from the front end of the crankshaft. Thus the problems of fan-belt maintenance are eliminated. The cooling system on all models is self-venting.

ENGINE AUXILIARIES—These comprise the starter motor, dynamo and air-compressor. The starter motor is mounted on the left-hand side of the engine ; the dynamo is suspended from the frame and is shaft driven from the step-up gearbox at 1·6 engine speed. The compressor, fitted to the left-hand front of the engine, is driven by a gear meshing with the timing gear train.

CLUTCH—The clutch is of the single dry plate type 16¼ in. (41·28 cm.) in diameter, and incorporates a flexible centre and a clutch stop. It is fitted with non-metallic linings 0·25 in. (6·4 mm.) thick on both sides. The liners are slotted radially. These slots in conjunction with radial holes drilled in the flywheel induce a current of cooling air and in no small measure contribute to the high mileages which are achieved before liner renewal is necessary. Adjustment for liner wear is simple and positive. It is effected by the rotation of three groups of lugs which engage in the jaw ends of the withdrawal levers and which provide adjustment in four stages so as to permit the full thickness of the liners to be used before renewal is necessary. The Layrub-patented flexible clutch centre is carried on an involute-splined hub which can easily be removed from the combined input shaft and pinion of the gearbox. The withdrawal mechanism incorporates a large-capacity ball race lubricated through a flexible pipe.

CONSTANT MESH GEARBOX—The gearbox has five forward speeds and one reverse. The large diameter shafts carry wide-faced straight-toothed gears of case-hardened nickel-chrome steel, and all forward speeds are of the constant mesh type engaged by dogs. Special care has been taken to ensure that the loose dog clutches on the main shaft receive an adequate supply of oil. Some of the oil thrown up by the gears is trapped and transferred to a central reservoir in the hollow mainshaft whence it is fed under centrifugal force through radial holes to the dog clutches.

Gear ratios are as follows:—

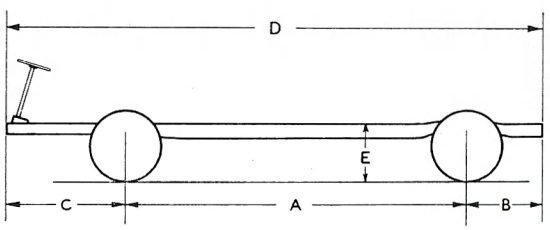
Top	1 to 1
4th	1·63 to 1
3rd	2·715 to 1
2nd	4·36 to 1
1st	7·08 to 1
Reverse	6·28 to 1

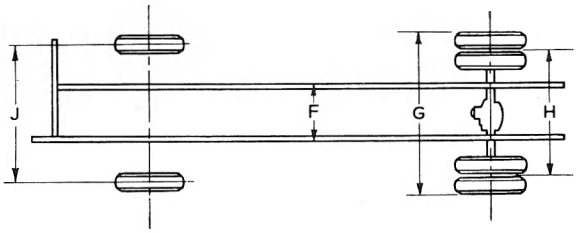
The gearbox casing is of aluminium, well ribbed for stiffness.

CHANGE SPEED—Linkage from the change speed lever is by light tubular shafts and universal joints.

FLUID COUPLING—The fluid coupling is 18 in. (457·2 mm.) dia., and has a fluid capacity of 3 gallons (13·637 litres). It is designed to give maximum efficiency at working speeds and minimum slip at low engine speeds. The construction of the coupling comprises a driving member bolted to the engine flywheel and a driven member or runner which is free to rotate within the outer casing. Both the driving and driven members are fitted with radial blades, the number of blades on each being different. For sealing the output members an efficient gland is used. The inner oil deflector is designed to reduce the drag torque to a minimum with a consequent decrease in fuel consumption.

PNEUMO-CYCLIC GEARBOX—The Pneumo-Cyclic direct air shift gearbox is an improved design of the semi-automatic compound epicyclic type in which, unlike that of the well-known pre-selective type, the change of gear is made solely by the movement of a small gate-change lever. It provides four forward speeds and reverse, the three indirect forward gears and the reverse being produced by epicyclic gear trains each composed of a sun-wheel, planet wheels and annulus. Top gear, in which the whole of the gearing rotates as





APPROXIMATE DIMENSIONS OF CHASSIS

	Model	Type	Control	Transmission	Rear Axle	Overall Body Width	A	B	C	D	E*	F	G	H	J
Home and Export	PSUC.1/1	Bus	Right	Dry-Plate Clutch and Constant-Mesh Gearbox	Single Speed	ft. in. 8 0	ft. in. 16 2	ft. in. 7 5¾	ft. in. 5 8½	ft. in. 29 4¼	in. 35	in. 34	ft. in. 7 8	ft. in 5 11	ft. in. 6 6
	PSUC.1/2	Coach	Right			8 0	16 2	3 7	5 8½	25 5½	35	34	7 8	5 11	6 6
	PSUC.1/5	Bus	Right			7 6	16 2	7 5¾	5 8½	29 4¼	35	34	7 4½	5 8	6 2
Export only	PSUC.1/3	Bus	Right	Hydraulic Coupling and Pneumo-Cyclic Gearbox	Single Speed	8 0 (2·44m.)	16 2 (4·927m.)	7 5¾ (2·28m.)	5 8½ (1·74m.)	29 4¼ (8·947m.)	35 (0·889m.)	34 (0·86m.)	7 8 (2·33m.)	5 11 (1·80m.)	6 6 (1·98m.)
	PSUC.1/4	Bus	Right			7 6 (2·286m.)	16 2 (4·927m.)	7 5¾ (2·28m.)	5 8½ (1·74m.)	29 4¼ (8·947m.)	35 (0·889m.)	34 (0·86m.)	7 4½ (2·246m.)	5 8 (1·73m.)	6 2 (1·88m.)
	LOPSUC.1/1	Bus	Left	Dry Plate Clutch and Constant-Mesh Gearbox	Single Speed	8 0 (2·44m.)	16 2 (4·927m.)	7 5¾ (2·28m.)	5 8½ (1·74m.)	29 4¼ (8·947m.)	35 (0·889m.)	34 (0·86m.)	7 8 (2·33m.)	5 11 (1·80m.)	6 6 (1·98m.)
	LOPSUC.1/4	Bus	Left			7 6 (2·286m.)	16 2 (4·927m.)	7 5¾ (2·28m.)	5 8½ (1·74m.)	29 4¼ (8·947m.)	35 (0·889m.)	34 (0·86m.)	7 4½ (2·246m.)	5 8 (1·73m.)	6 2 (1·88m.)
	LOPSUC.1/2	Bus	Left	Hydraulic Coupling and Pneumo-Cyclic Gearbox	Single Speed	8 0 (2 44m.)	16 2 (4·927 m.)	7 5¾ (2·28m.)	5 6¾ (1·699m.)	29 2½ (8·906m.)	35 (0·889m.)	34 (0·86m.)	7 8 (2·33m.)	5 11 (1·80m.)	6 6 (1·98m.)
	LOPSUC.1/3	Bus	Left			7 6 (2·286m.)	16 2 (4·927m.)	7 5¾ (2·28m.)	5 6¾ (1·699m.)	29 2½ (8·906m.)	35 (0·889m.)	34 (0·86m.)	7 4½ (2·246m.)	5 8 (1·73m.)	6 2 (1·88m.)

* On 9·00—20 tyres. Turning Circle on 9·00—20 tyres is 60 ft. (18·288m.)

a solid unit, is obtained through a multi-plate clutch. The brake band for each gear is operated by a separate air operating cylinder. A gear-driven oil pump of the spur gear type is incorporated in the gearbox.

Gearbox ratios are : Top, direct ; 3rd, 1·59 to 1 ; 2nd, 2·43 to 1 ; 1st, 4·28 to 1 ; Reverse, 5·97 to 1.

Also available for incorporation in the box is a device which ensures that the vehicle cannot roll backwards on a hill-stop when any forward gear is engaged and the engine is running, even when all brakes are off. To restart, the driver merely depresses the accelerator pedal.

CHANGE SPEED—Change of gear with the Pneumo-Cyclic gearbox is made solely by moving a small lever through a " gate " which automatically releases the brake band for one train of gears and applies another. A clutch pedal is not required. The change speed lever is a small conventional type gate-change lever mounted on a pedestal conveniently placed for the driver. It controls the supply of air to the cylinders which operate the brake bands and the top speed clutch. The unit incorporates two safety devices, one a spring loaded collar which has to be lifted before reverse can be engaged, so preventing accidental engagement of this gear, and the other is a device to lock the lever in neutral, which is operated by lifting the control knob and turning it 90°.

PROPELLOR SHAFT—The final drive is taken through a single carefully-balanced tubular shaft, with the latest Hardy-Spicer all-metal universal joints, 1,600 type, which are fitted with needle-roller bearings.

FRONT AXLE—The front axle beam is an " I " section alloy-steel stamping carrying stub axles in phosphor-bronze bushes. The parallel king pins are pressed into the axle beam and positioned by cotter pins, the thrust being taken centrally on a single point at the base of the pin, in the form of a hardened steel button. Wheel hubs are mounted on taper-roller bearings and are provided with efficient oil flingers and seals.

SINGLE-SPEED REAR AXLE—It is of built-up construction consisting of a cast steel differential casing with two forged steel axle tubes spigotted to the casing and secured by substantial flanges and studs. Final drive is by spiral bevel which ensures silent and efficient operation, and enables close alternative reduction ratios to be offered. The pinion is carried in Timken taper-roller bearings, pre-loaded to minimise deflection under load. An outrigger bearing is provided for the pinion shaft. Correct mesh of pinion and gear is maintained by accurately machined distance pieces which eliminate any possibility of error on re-assembly. The four differential bevel pinions are backed by positively located spherical thrust washers in the differential cage, the two gears being provided with flat thrust washers. The wheel hubs are mounted on taper roller bearings, oil seals being incorporated in the hubs and on the axle shafts. The brake linings are protected from oil leakage by a large oil collector. The standard axle reduction ratio is 5·143 with alternative ratios of 4·625 and 6·167 to 1.

STEERING—Marles cam-and-double-roller type steering gear is incorporated in a box rigidly mounted on the front of the foremost crossmember. The steering wheel diameter is 22 in. (55·9 cm.) and the ratio 28·5 to 1. The turning circle is approximately 720 in. (18·29 m.) on 9·00–20 tyres.

BRAKES—Compressed air braking having a single air reservoir, fed by a 7 cu. ft. (0·198 cu. m.) compressor with an unloader valve, is used. The system is self-compensating and requires the minimum of lubrication. It utilises direct-acting brake chambers, fitted adjacent to each wheel, which are operated through a D1 type of control valve giving straight-line braking characteristics. In place of the more usual piston operation, the brake camshafts are diaphragm-operated through short push-rods and levers incorporating Bendix-Westinghouse slack adjusters. The cam design is such that it will permit adjustment until the full $\frac{5}{8}$ in. (1·59 cm.) thickness of the liner is completely worn. Moulded liners which are highly resistant to wear and fade are used in conjunction with extremely robust and well-cooled brake drums. Pedal pressure over the lower ranges of travel is adjustable. Equipment includes an air pressure warning device for the driver.

The hand brake, of the pull-on type, with a close pitch toothed ratchet and trailing pawl, mechanically operates the rear wheel shoes through a cross-shaft mounted on needle-roller bearings.

	Front	Rear
Drum diameter ...	15½ in. (39·37 cm.)	15½ in. (39·37 cm.)
Lining width	4½ in. (11·43 cm.)	7 in. (17·78 cm.)
Lining thickness ...	$\frac{5}{8}$ in. (1·59 cm.)	$\frac{5}{8}$ in. (1·59 cm.)
Effective lining area ...	243·9 sq. in. (1573·5 sq. cm.)	379·4 sq. in. (2447·7 sq. cm.)
Total Braking Area—Footbrake		623·3 sq. in. (4021·3 sq. cm.)
Handbrake		379·4 sq. in. (2447·7 sq. cm.)

SPRINGS—These are of the semi-elliptic laminated-leaf type. The tension side and edges of the top leaves are shot-peened to increase their resistance to fatigue. The springs are 3 in. (7·6 cm.) wide, the front being 60 in. (152·4 cm.) and the rear 62 in. (157·5 cm.) long.

SHOCK ABSORBERS—Newton & Bennett hydraulic shock absorbers, type 8280 Mk.8, are fitted to the front axle and control the suspension efficiently on bump and rebound.

FRAME—The frame is of pressed channel-section alloy steel with parallel side members tapering in depth at the front and incorporating cross-members of robust design. To give additional strength to the frame at the mid-section, for suspension of engine and gearbox unit, the right-hand frame member is reinforced with a length of channel-section. The maximum section of the side members is 8 in. (20·32 cm.) deep, $\frac{9}{32}$ in. (7·14 mm.) thick with 3 in. (7·62 cm.) flanges. On the bus models, the parallel side members taper in depth at the rear. On the coach model, the rear frame overhang is only 43 in. (109·2 cm.) allowing the bodybuilder to provide a large full-width luggage compartment at the rear of the chassis. If required a rear frame drop extension can be supplied.

FUEL TANK—The 24-gallon (109 litres) fuel tank is of welded construction and is fitted with a captive-type filler cap and a Simms magnetic fuel gauge. It is suspended by means of cradle brackets from the left-hand frame sidemember at the rear of the rear axle on the bus models and in front of the rear axle on the coach chassis.

WHEELS AND TYRES—Detachable steel disc wheels with eight $\frac{7}{8}$ in. (2·2 cm.) diameter stud fixings are used, single at the front and twin at the rear. The wheels have sufficient offset to provide ample clearance between the tyres and springs for the use of snow chains if desired. The wheels are 6×20 with 5·625 in. offset with 9·00–20 10-ply tyres. Alternative tyres are 9·00–20 12-ply, 10·00–20 12-ply, and 10·00–20 14-ply. A winch-type spare wheel carrier is supplied on the coach chassis.

CHASSIS LUBRICATION—Tecalemit " Tat " type lubricators are grouped in easily accessible positions.

ELECTRICAL SYSTEM—The electrical system is of Simms manufacture, having 24-volt lighting and starting equipment. The starter motor is of Simms type 524 SGR ; the Simms dynamo is type 724 DUR of 58 amps., 1390 watts output, 7 in. (17·78 cm.) diameter. Lighting controls together with indicator lamps for dynamo charging, oil pressure and trafficators are housed in the Simms combined switchboard and terminal box which, together with the control board, is supplied loose. Simms flush-fitting headlamps with double-filament S.B.C. bulbs and Simms flush-fitting foglamp are supplied loose for incorporation in the body.

The electrical system includes Lucas flush-fitting side-lamps, and twin wind-tone horns, type WT.618, mounted on the front cross-member. The chassis is partially wired, and the harnesses are supplied for the bodybuilder to complete the wiring. The instruments comprise a clock, a combined water temperature and air pressure gauge, and a speedometer, all of which are flush-mounted on a neat panel with concealed-type illumination. The instrument panel is supplied loose for positioning by the body-builder. The horn and headlamp dipping switches are mounted on the steering column. The batteries are of C.A.V., Exide or Oldham manufacture with a capacity of 121 amp.hr. on a 10 hour rating.

CHASSIS EQUIPMENT AND FINISH—The chassis is spray painted and is wired as far as possible and includes the electrical equipment specified together with cable harnesses for the completion of the wiring. A three-way adjustable driver's pedestal-type seat adaptable to suit practically every build of driver, and weighing approx. 42 lb. (19·05 Kg.) is available. When power-operated doors are required, a separate air reservoir fed by a 10 cu. ft. compressor and weighing approx. 19 lb. (8·62 Kg.) can be supplied for this purpose. An anti-freezer for the air pressure system is available at an extra charge. Equipment comprises a kit of tools, jack and wheelbrace. On the coach chassis equipment includes a spare wheel.

Note : Leyland Motors Ltd. reserve the right to revise this specification without notice.

Leyland Motors Ltd

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