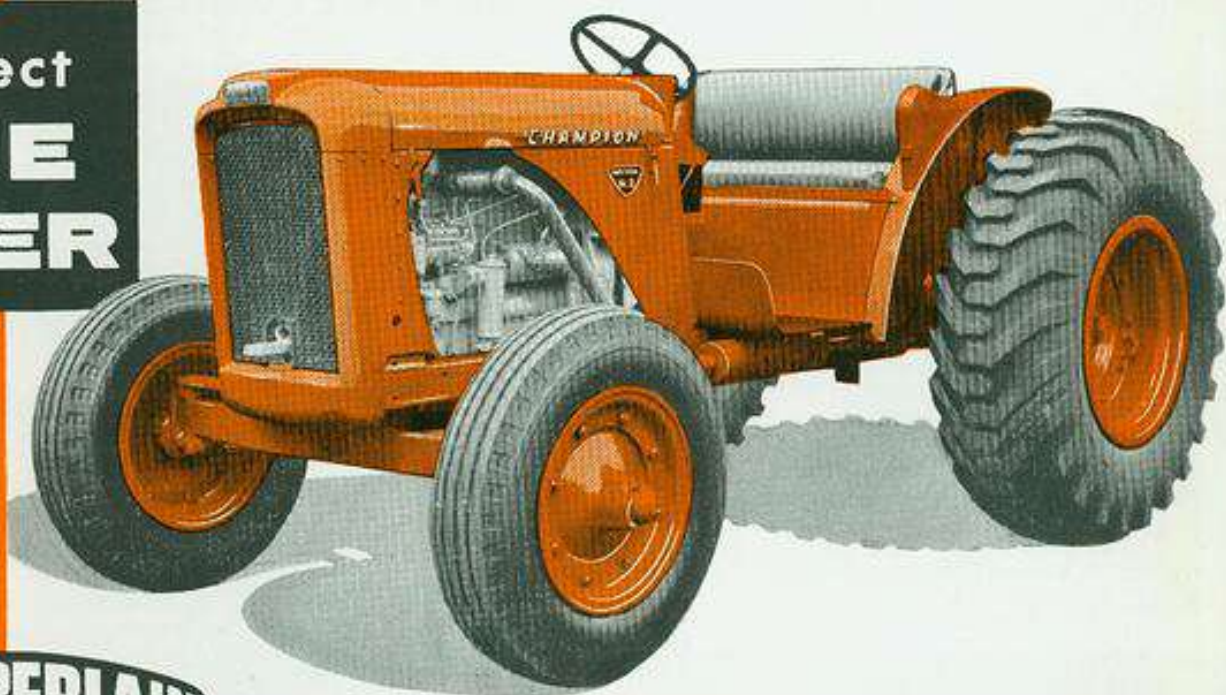


NOW . . . more than ever . . .

the perfect  
**PRIME  
MOVER**

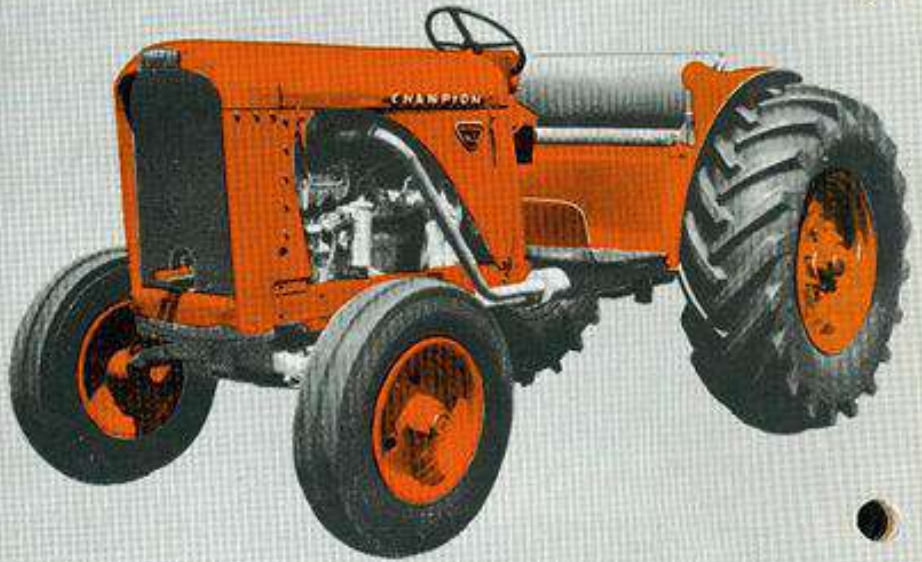


**CHAMBERLAIN**

*Champion* Mk II INDUSTRIAL TRACTOR

**CHAMBERLAIN'S ALL AUSTRALIAN BUILT** *Champion*  
**ACCLAIMED BY BOTH MANUFACTURERS AND USERS!**

The "Champion" Mk II Industrial Tractor is the ideal prime mover for all types of mounted and trailing equipment. Its exclusive features ensure top performance and years of hard, vigorous, trouble-free operation. The "Champion" has already won Australia-wide acclaim and is now the No. 1 choice of every major Australian Industrial Equipment Manufacturer.



*Champion* Mk. II packs **MORE POWER** — gives **GREATER ECONOMY**

TL05117

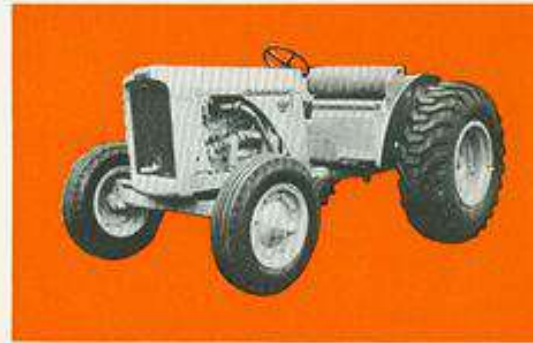
**STANDARD INDUSTRIAL MODEL**

**STANDARD EQUIPMENT**

Heavy Cast Rear Wheels fitted with 15 x 28 x 8 ply Mutton Leg Tyres or 15 x 28 x 8 ply Open Lug Tyres.  
Heavy Duty Solid Front Axle fitted with 8.25 x 20 x 8 ply Tyres; Downswept Exhaust and Muffler; "Dunlopillo" Cushions and Backrest; Tractometer.

**OPTIONAL EXTRAS**

Cab Doors; Windscreen Hood and Side Curtains; Electric Lighting; Roller Drawbar; Live P.T.O. and Belt Pulley Unit; Industrial Pump Mounting (Rear) and Clutch Assembly; Industrial P.T.O. (Rear); Front Bumper Bar.



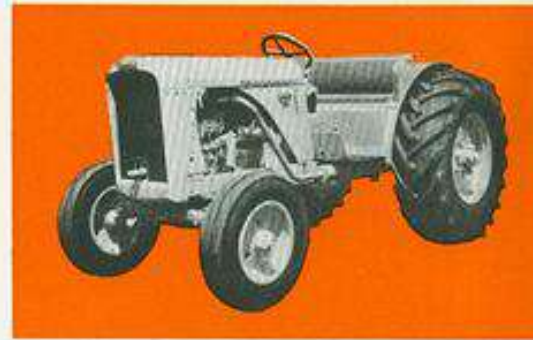
**SPECIAL INDUSTRIAL MODEL**

**STANDARD EQUIPMENT**

Pressed Disc Rear Wheels fitted with 15 x 28 x 6 ply Open Lug Tyres or 14 x 28 x 6 ply Open Lug Tyres.  
Heavy Duty Sprung Front Axle fitted with 7.50 x 18 x 6 ply Tyres; Downswept Exhaust and Muffler; "Dunlopillo" Cushions and Backrest; Tractometer.

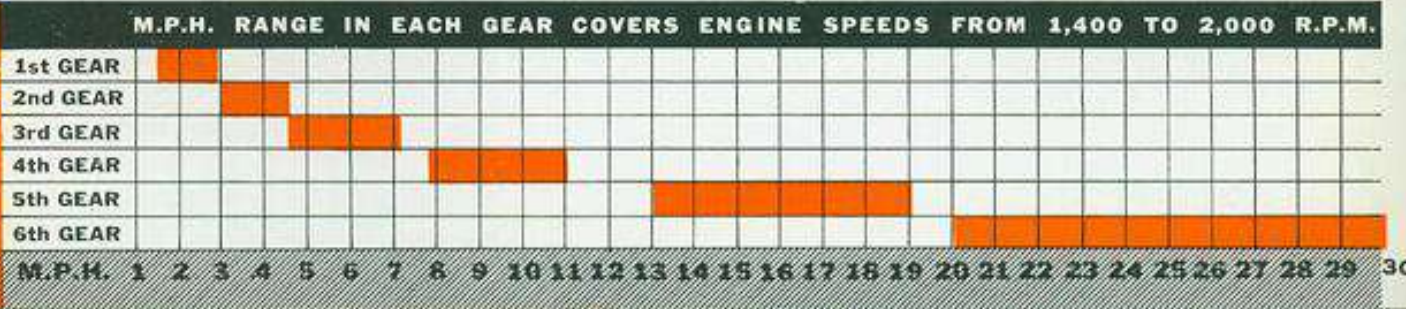
**OPTIONAL EXTRAS**

Hydraulic Unit with 3 Point Linkage; Cab Doors, Windscreen Hood and Side Curtains; Electric Lighting; Roller Drawbar; Live P.T.O. Unit; Belt Pulley Unit; Segmental Wheel Weights (4 per wheel); Front Bumper Bar.



**POWER RANGE CHART**

CHAMBERLAIN CHAMPION 45 H.P. DIESEL TRACTOR



**CHAMBERLAIN**

# Champion Mk. II INDUSTRIAL TRACTOR

## SPECIFICATIONS

**ENGINE:** Perkins Four 270D full diesel, cold starting. Four cylinder vertical. Bore, 4½"; Stroke, 4½". Swept Volume, 269.5 cubic inches. Compression ratio, 16:1.

**B.H.P.—Bare Engine,** 62 at 2,000 r.p.m.

**B.H.P.—Engine fitted with 17" four-blade fan and generator on charge—**

59 at 2,000 r.p.m.

55 at 1,800 r.p.m.

52 at 1,600 r.p.m.

46 at 1,400 r.p.m.

**Torque at 1,000 r.p.m.—Bare Engine,** 189 lbs./ft.

**Torque at 1,000 r.p.m.—with generator and fan,** 186 lbs./ft.

**BELT H.P. (Max. at 2,000 r.p.m.):** 51.

**DRAWBAR H.P. (Max. at 2,000 r.p.m.):** 45.

**FUEL TANK CAPACITY:** 18 Imperial Gallons.

**WHEEL BASE:** 94".

**WHEEL TRACK:** Standard: Front, 63½"; Rear 73½".  
Special: Front, 52½"; Rear 61".

**OVERALL LENGTH:** Standard, 141½"; Special, 139½".

**WEIGHT: (Basic Tractor):** Standard, 7,900 lbs. approx.  
Special, 6,200 lbs. approx.

**TURNING (Minimum Clearance Circle):**

Without Brakes—Standard, 32' 0"; Special, 30' 0".

With Brakes, Standard, 30' 0"; Special 29' 6".

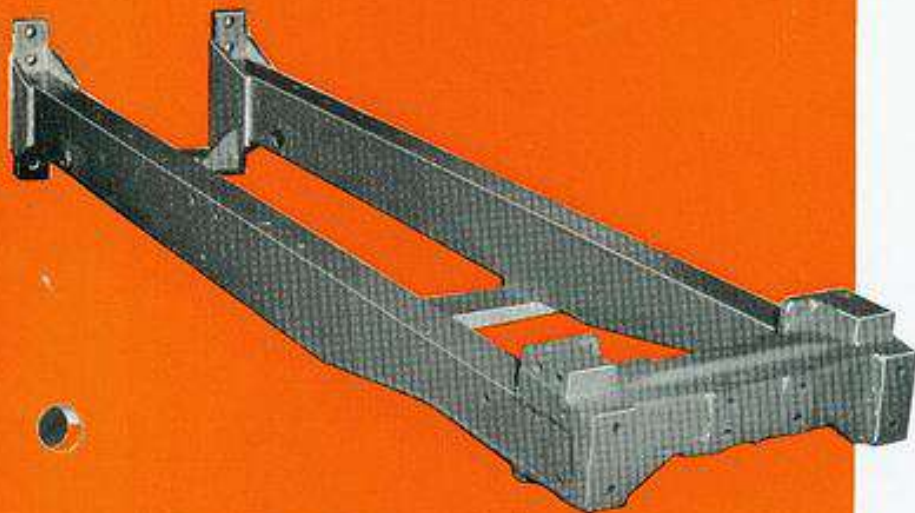
**GROUND CLEARANCE:** 22½" under chassis, 21½" under differential and 18½" (Standard), 16½" (Special) under the front axle.  
Standard Model, 7,900 lbs.

As the policy of this Company is that of continued development and improvement these specifications are subject to change without notice.

## NO OTHER INDUSTRIAL PRIME MOVER HAS ALL THESE MONEY-MAKING, TIME-SAVING FEATURES

- 1 Power from the reliable Perkins 62 b.h.p. Four 270D engine with 45 h.p. at the drawbar and 51 h.p. at the belt.
- 2 Six forward gears spread from 1.5 m.p.h. to 30 m.p.h.
- 3 Massive box section full-length chassis.
- 4 Heavy-duty front axle assembly. Solid on the standard and sprung on the special.
- 5 Re-circulating ball steering.
- 6 Heavy-duty 14" diameter clutch.
- 7 Robust transmission built for the most severe operating conditions.
- 8 Clutch brake fitted as standard equipment.
- 9 Comfortable full-width seating with provision for a fully-enclosed cab.
- 10 Hydraulic pump may be driven from front, centre or rear.
- 11 Reversed differential available for rear end application.

# *Champion's* RUGGED CONSTRUCTION



A heavy-duty boxed section steel frame is incorporated in the design of the tractor, thus making it ideal as Prime Mover for mounted industrial equipment. The fitting of larger, high tensile steel studs, dowels and fitted bolts to the rear end has enormously increased the load carrying capacity of the "Champion" Mk II.

**CHAMBERLAIN**

**MORE POWER!**

**MORE ECONOMY!**

**CHAMBERLAIN**

**Champion's**

## GREAT NEW POWER UNIT... The PERKINS 270 D

### FOUR CYLINDER, DIRECT INJECTION ENGINE

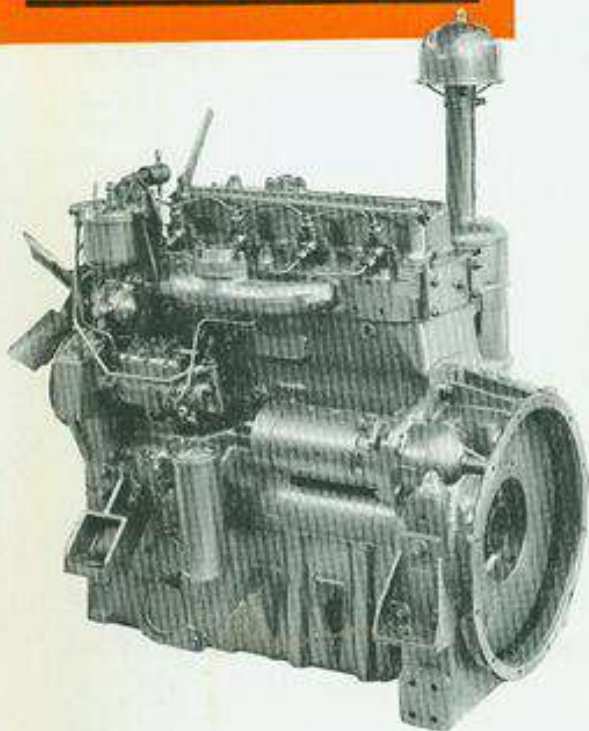
This new Four 270D has the advantages of exceptionally low fuel consumption and particularly easy starting in cold weather.

The Four 270D's combustion chambers are formed in the piston crowns, and fuel is injected directly into the chambers-toroidal bowls slightly offset from the centre line of the pistons through four-hole injectors offset in the cylinder head. Individual sprays are arranged to ensure maximum air utilisation, and air swirl in the cylinders is controlled by the inlet passages in the cylinder head without valve or port masking. The passage has been shaped adequately to control the speed and direction of air entering the cylinder throughout the speed range.

The new engine has a 4.25" (108 mm.) bore, 4.75" (120.6 mm.) stroke, and 269.5 cu. in. (4.42 litres) capacity.

Maximum torque is 189 lb./ft. at 1,000 r.p.m.

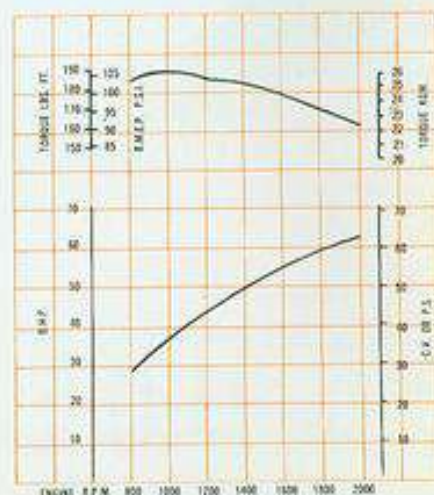
Features include mechanically governed, distributor-type fuel pump; large capacity lift pump, push rod operated from an eccentric on the fuel pump drive hub; cast iron wet liners; and a low-level camshaft with the maximum diameter between the cams to give rigidity.

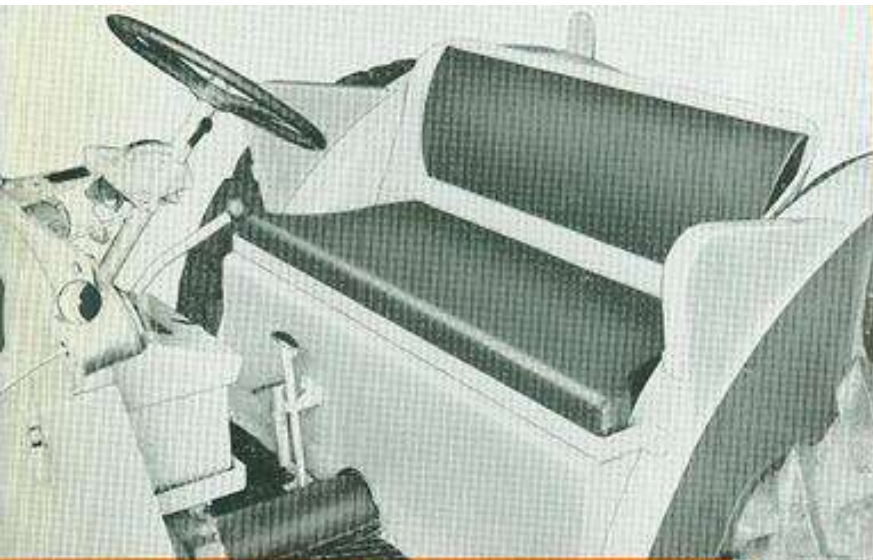


**62 BRAKE HORSE POWER**

**EXCEPTIONALLY LOW FUEL CONSUMPTION**

**EASY STARTING FROM COLD**





## WIDE COMFORTABLE SEAT

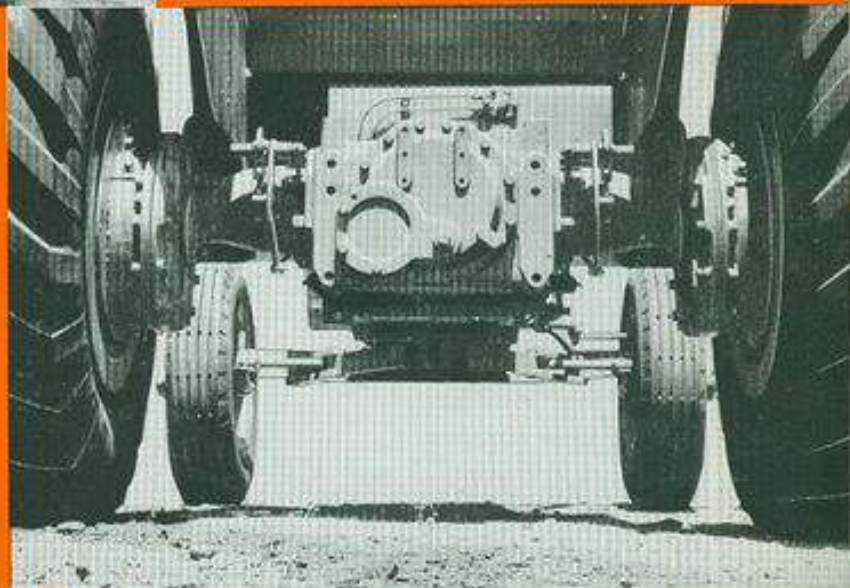
### Saves Strain

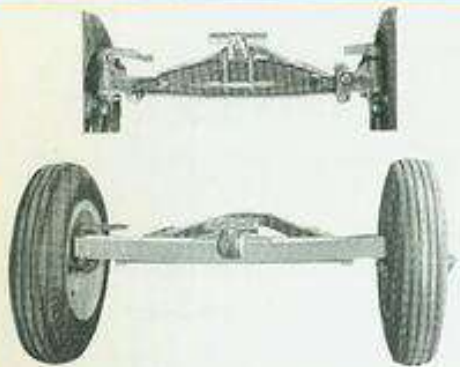
Upholstered in comfortable foam rubber and rigidly bolted to the framework ahead of the rear axle centre. The seat back extends the full width of the tractor and provides safe operation for up to three persons.

## GROUND CLEARANCE

### Saves Breakages

Clearance at lowest point (front axle) is 8 $\frac{3}{4}$ " on the standard model and 16 $\frac{3}{4}$ " on the special model. This allows the Champion to operate at maximum efficiency under the most rugged ground conditions.

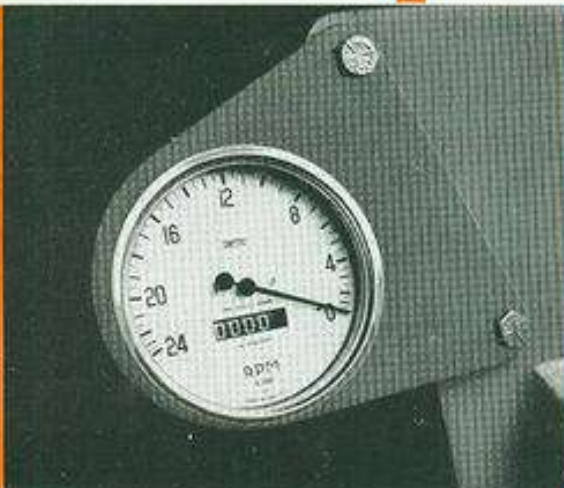




## RIGID OR SPRUNG FRONT AXLE

**Standard Model** is fitted with a heavy-duty rigid front axle, capable of supporting all types of heavy mounted industrial equipment.

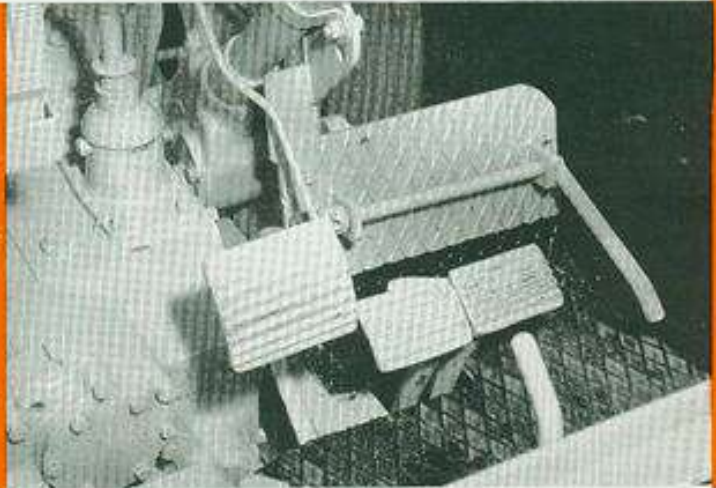
**Special Model** features a transverse heavy-duty front spring ensuring freedom from shock for both operator and machine when traversing rough ground at high speed.



## TRACTOMETER

### Saves Guesswork

The engine is fitted with a combined hour meter and Tachometer, allowing the operator to readily check hours of operation and R.P.M.

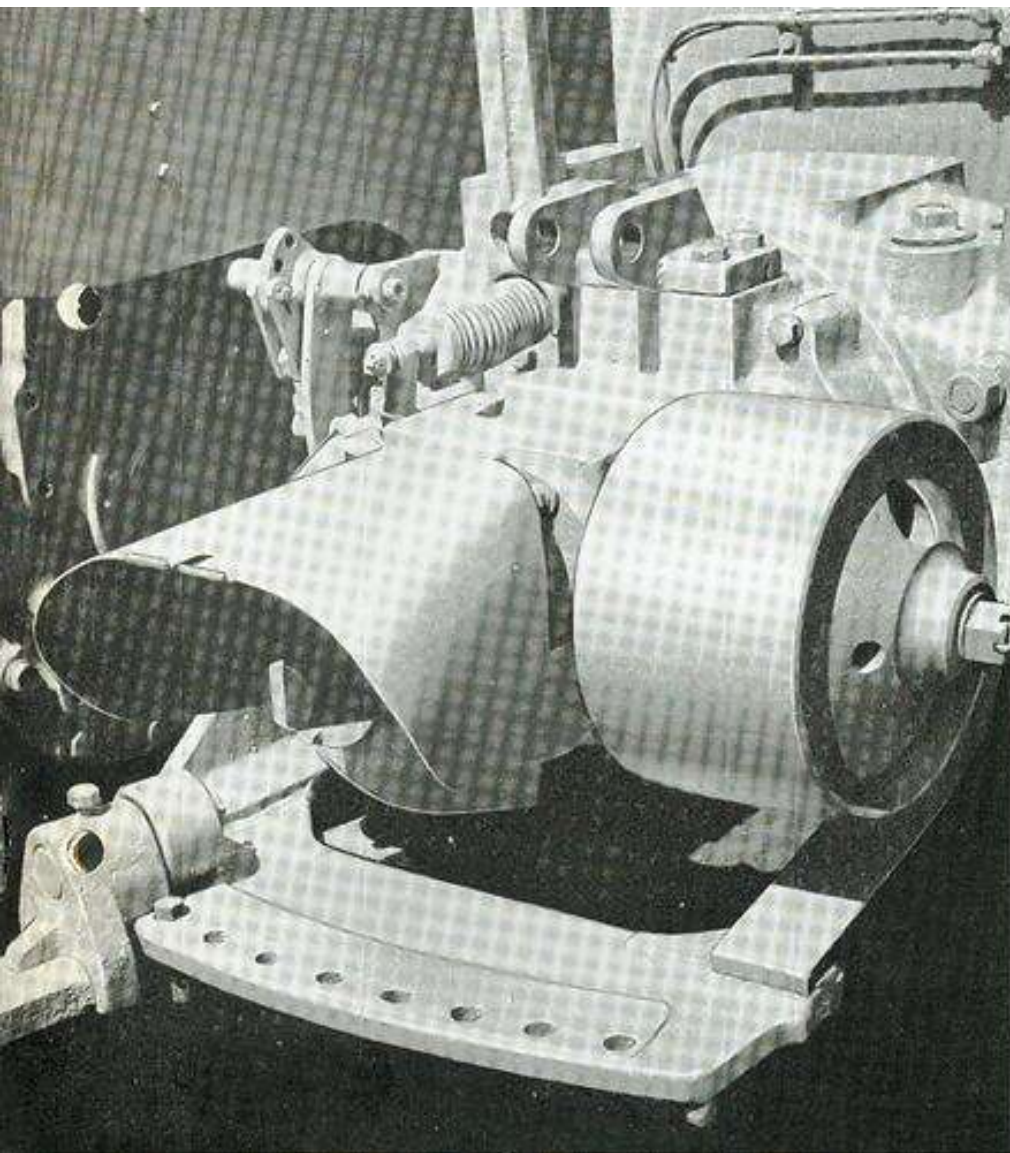


## CONTROLS

### Saves Fatigue

A wide footplate, foot-operated as well as hand-operated throttle and comfortable bench-type seating, with ample leg room reduces operator's fatigue and guarantees maximum safety.





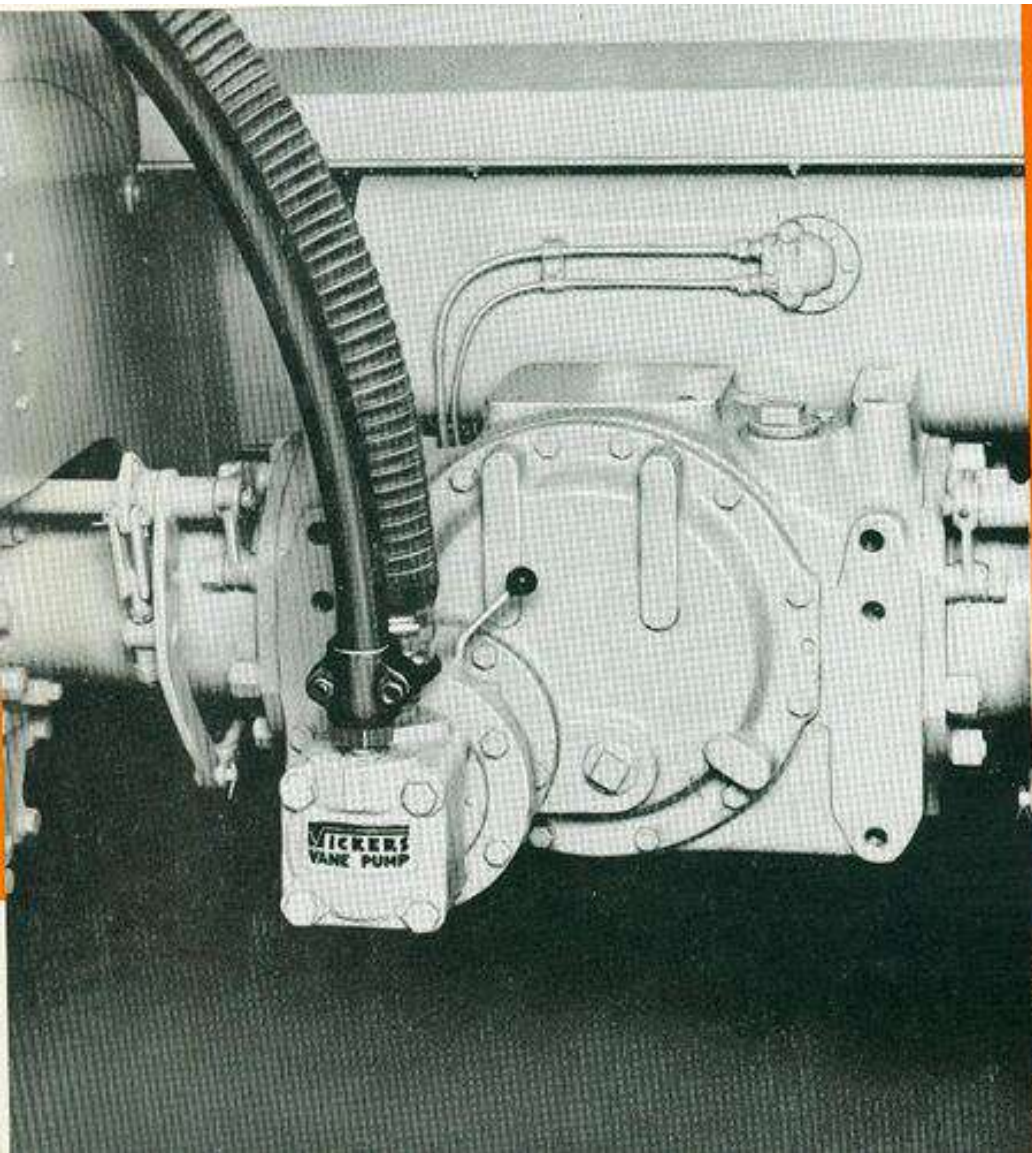
## **LIVE POWER TAKE-OFF**

### **WITH SEPARATE CLUTCH**

#### **Saves Stoppages**

A "live" P.T.O., incorporating a separate friction clutch of over-centre type operated by a hand lever within easy reach of the operator, is also available for fitment to the Chamberlain Champion Mk. II Industrial Tractor. This P.T.O. is capable of taking full engine power continuously.

The belt pulley operates from the rear of the tractor and is under the control of the "live" P.T.O. clutch.



## HYDRAULIC PUMP

REAR MOUNTED  
MID MOUNTED OR  
FRONT MOUNTED

This feature is extremely important both to industrial equipment manufacturers and users as the hydraulic pump can be mounted in the position most suitable to a particular type of equipment. This feature is exclusive to the Chamberlain Champion Mk. II Industrial Tractor and will be readily appreciated by operators as, due to the short length of pipe lines and hoses on the hydraulic system, maintenance can be very easily carried out, and failures are thus reduced to a minimum.

## FILTERS

### Saves Engine Wear

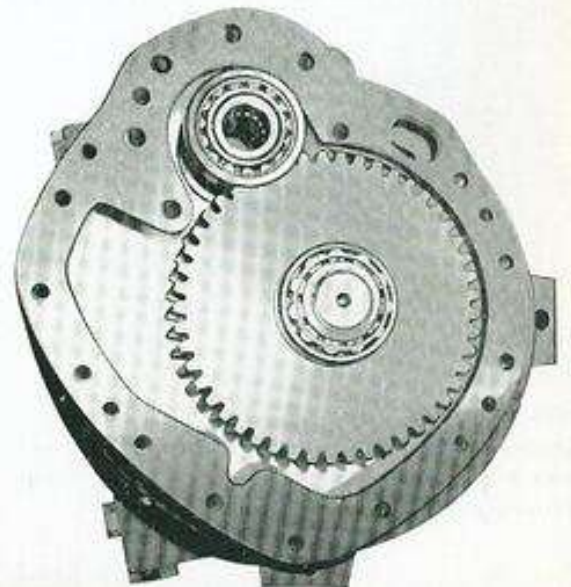
A heavy-duty oil bath type air cleaner is fitted with a centrifugal type pre-cleaner. Fuel filter is of the latest C.A.V. micronic paper element type, and is used as a secondary filter following a sump and strainer in the fuel tank. The sump and strainer may be easily and quickly cleaned without draining the fuel tank. Lubricating oil filter is of the replacement type, and uses a star-shaped felt filtering element. A gauze strainer is also provided. All filtering equipment is to highest engineering standards and has proved capable of safeguarding the engine in the most severe dust condition.



## BULL GEAR & HOUSING

### Saves Power Loss

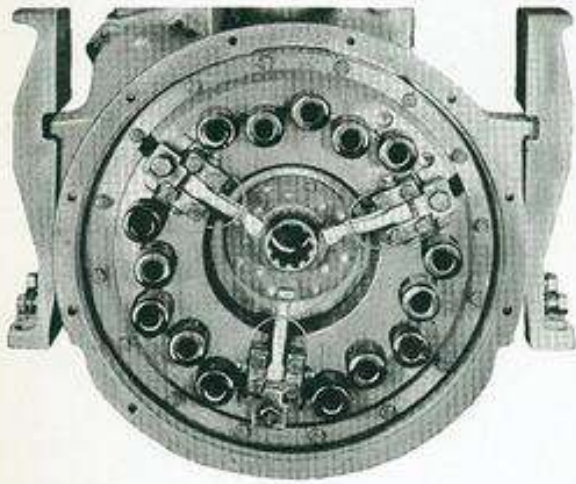
Massive forged alloy steel carburised Bull gears, with tooth width increased from  $2\frac{1}{2}$ " to 3" ensures long life and efficient transmission of engine power to rear wheels.



## STEERING BOX

### Saves Effort

Heavy-duty recirculating ball type steering ensures fingertip control with the minimum of effort throughout the life of the tractor.



## CLUTCH

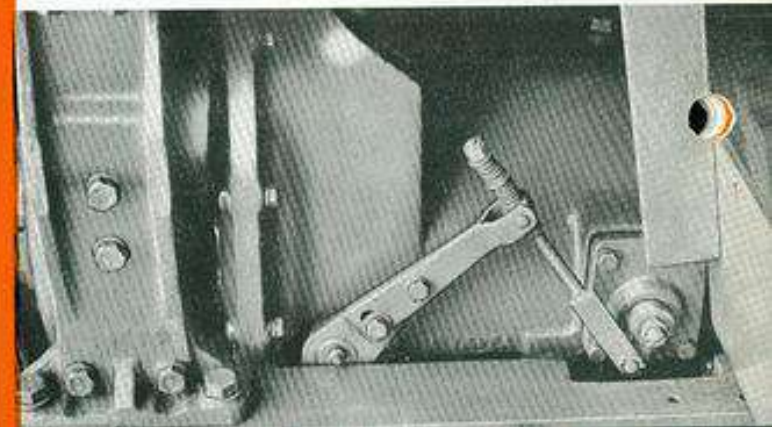
### Saves Wear

Massive 14" single plate Borg and Beck clutch with convenient foot pedal control ensures smooth action and life-long operation under normal conditions.



## CLUTCH BRAKE

is now fitted as standard equipment on the Champion Mk. II, ensuring ease of operation and reducing driver fatigue, particularly on loader applications.



## BRAKE LININGS

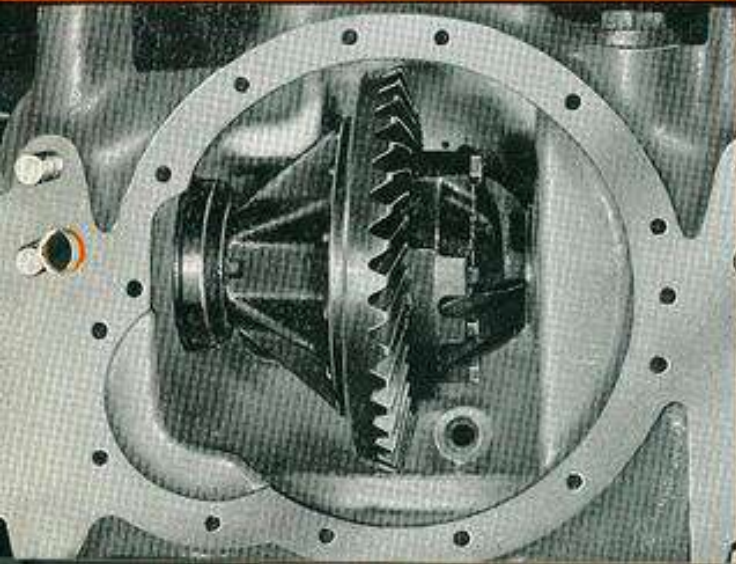
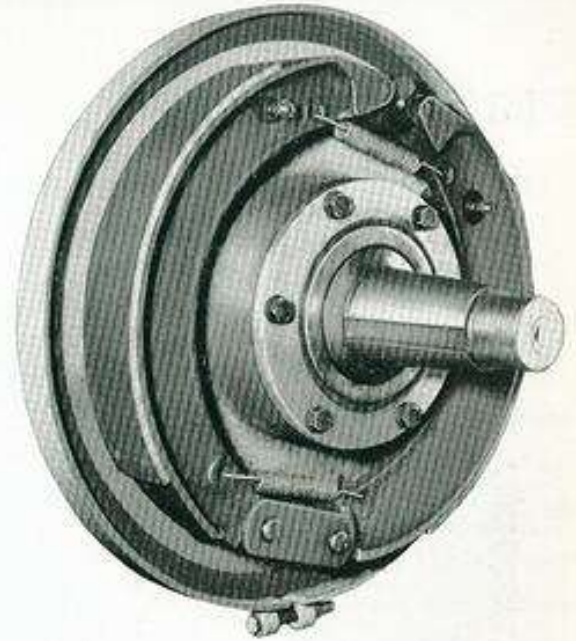
### NOTE LARGE SURFACES

#### Saves Replacements

Brake drums are located on the rear wheels and provide a braking surface of 284 sq. in. Actual lining area is 150 sq. in. Linkage is mechanical through cam and roller design, providing high efficiency. Two foot brake pedals are provided, one being coupled to each rear wheel braking assembly. Provision is made to lock both pedals together when the tractor is being driven at high speeds.

#### PARKING BRAKE

Operates through a ratchet mechanism directly on to the foot brakes with positive holding and quick release.



## DIFFERENTIAL

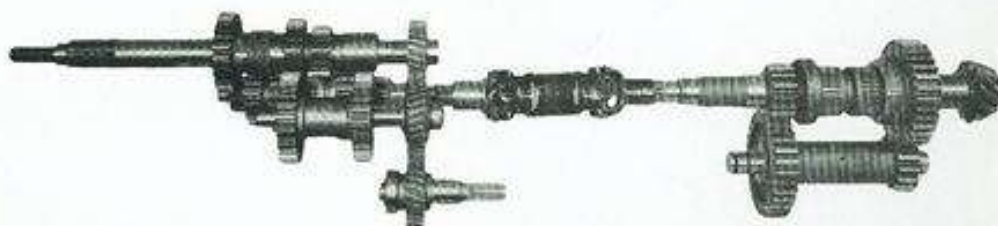
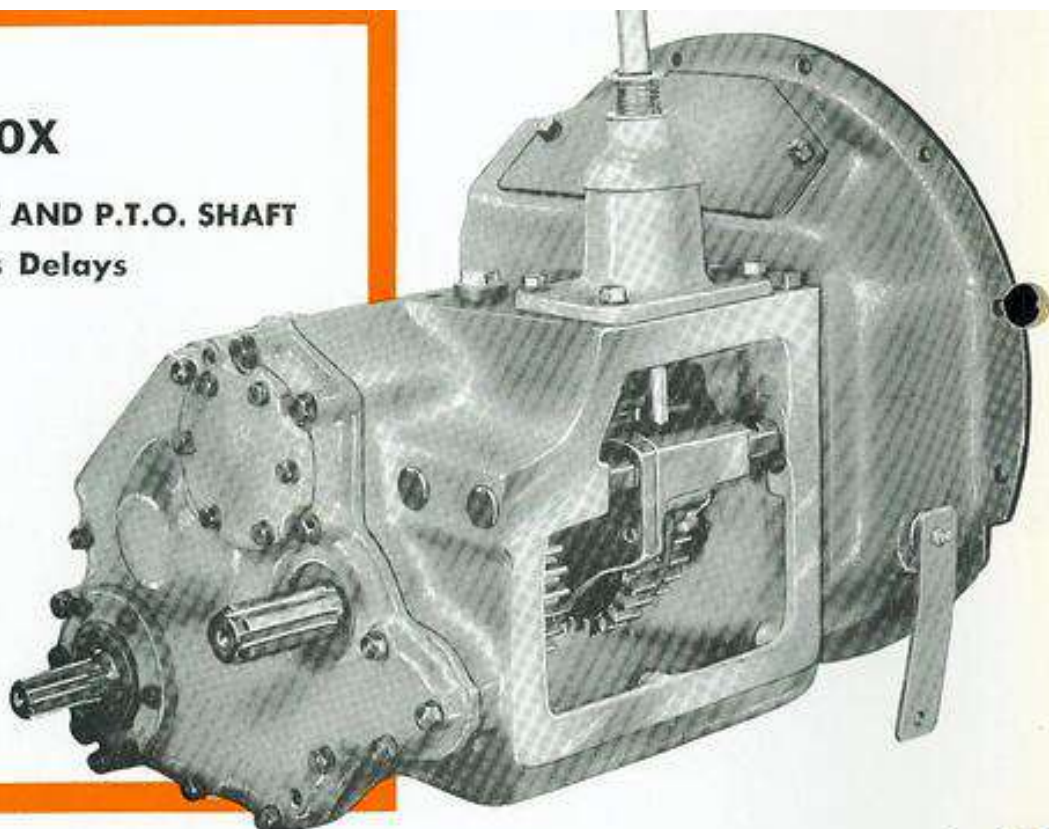
#### Saves Friction Loss

Rear of tractor chassis frame and differential have been greatly strengthened. These factors plus the introduction of a new steep angle roller bearing behind the differential pinion has given this assembly unequalled strength.

## FRONT GEAR BOX

**SELECTORS, MAIN SHAFT AND P.T.O. SHAFT**  
**Saves Delays**

A down-to-earth comprehensive range of gears to suit Australian conditions — oversize in every part and with short, sturdy shafts to guarantee the most efficient transmission of power from the engine to the final drive.

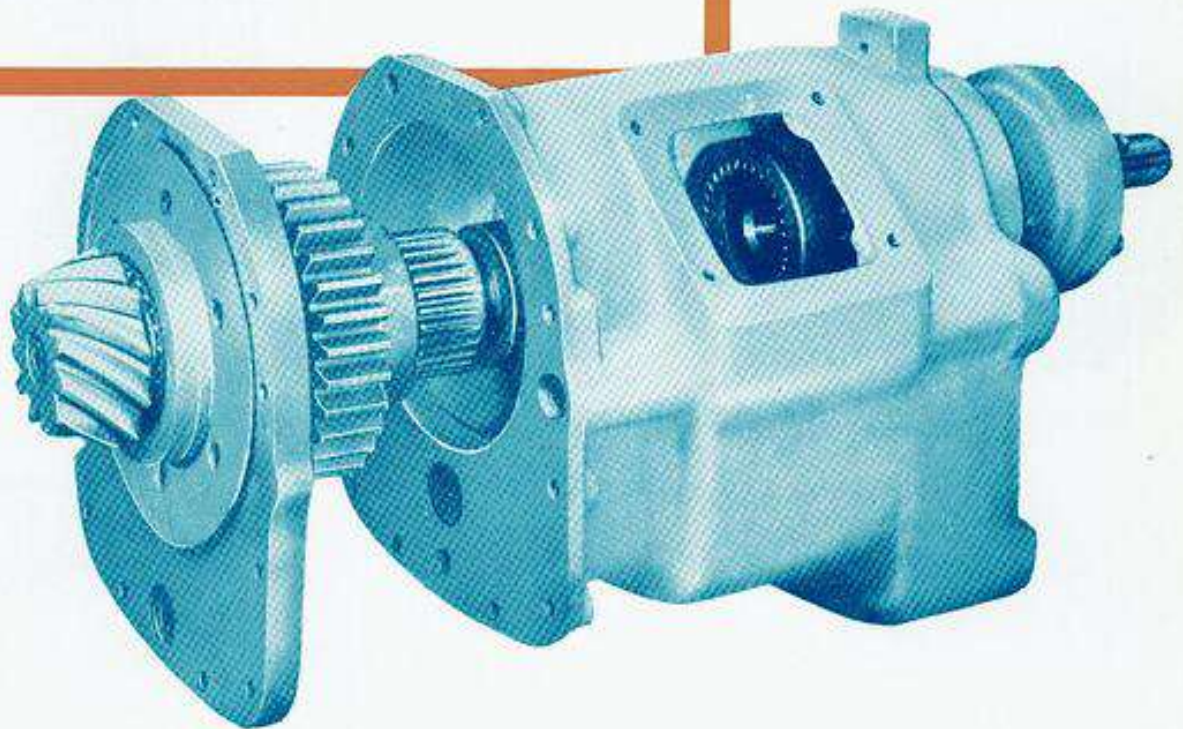


## REAR GEAR BOX

### SHOWING GEARS AND PINION

#### Saves Overloading

Rugged pinion and gears of highest grade heat-treated alloy steel designed to handle the most severe loadings under all conditions.



# CHAMBERLAIN INDUSTRIES PTY. LTD.

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