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Leyland Royal Tiger Cub Manual The Leyland Royal Tiger PSU was an underfloor-engined bus and coach chassis manufactured by Leyland between 1950 and 1954..

Description. The Leyland Royal Tiger was an underfloor-engined heavyweight single deck bus or coach chassis, and sold well in the United Kingdom and overseas from launch.

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one. Merely said, the  
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narrow models were  
discontinued. At this  
time the manual  
transmission options  
changed to Leyland  
4-speed synchromesh  
or Albion 5-speed  
constant mesh.

Production continued

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until 1969. The last Tiger Cub was bodied by Fowler of Leyland as a 44-seat bus and entered service with their

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The narrow models were discontinued. At this time the manual transmission options changed to Leyland 4-speed synchromesh or Albion 5-speed

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constant mesh.

Production continued until 1969. The last Tiger Cub was bodied by Fowler of Leyland as a 44-seat bus and entered service with their parent company John Fishwick & Sons in January 1970. It has been preserved.

## **Leyland Tiger Cub - Wikipedia**

As this leyland royal tiger cub manual, it ends up mammal one

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tale, jokes, and more

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## **Manual**

Leyland Tiger Cub. The Leyland Tiger Cub (coded as PSUC1) was a lightweight underfloor-engined chassis built by Leyland Motors between 1951 and 1970, most as 44-45 seat buses, with a smaller number as coaches. The standard bodied dimensions were 30ft (9.1m) long by 8ft (2.4m) wide, the UK maximum at launch

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in 1952. It was named when a lighter-weight chassis was introduced in 1952 as a ...

## **Leyland Tiger Cub | Tractor & Construction Plant Wiki | Fandom**

1957 Leyland Tiger Vanwall Transporter. A wonderful historic vehicle, the Vanwall formula 1 team transporter. Used by the Acton based world championship winning

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team through its unforgettable seasons of 1957-58. With a 6 cylinder 11.1ltr underfloor diesel engine and a 4 speed pre-selector gearbox. Plywood backed aluminium over a wooden frame ...

## **Leyland Tiger Cub (1957) for Sale - Classic Trader**

Later bus models including the Tiger Cub, Worldmaster,

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Atlantean, Leopard, Lion (PSR1), Royal Tiger Cub, Panther and Panther Cub also featured this style of badge, some Leyland goods models also used the shield badge, including models with the LAD and early Ergomatic cabs and notably the sole Leyland/Thompson Brothers' Dromedary rear-engined ...

**Leyland Royal Tiger**

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## **PSU - Wikipedia**

Succeeding the Leyland Royal Tiger underfloor-engined heavyweight single-decker bus or single-decker coach chassis which sold more than 6,000 from 1950 to 1956 was a difficult call, but Leyland answered it with the Royal Tiger Worldmaster, it retained a substantial steel ladder-frame chassis dropped in the

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wheelbase and overhangs and arched over the axles to which operators could fit a body of ...

## **Leyland Royal Tiger Worldmaster - Wikipedia**

The Leyland Leopard was introduced in 1959. It was developed from the Leyland Tiger Cub, one of the most important changes being the introduction of the larger and more

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powerful O.600 engine (later-built Leopards were fitted with the 11.1-litre O.680 engine). The Leopard was superseded by the Leyland Tiger..  
Designation. The original 30 ft bus version was coded L1, it was right hand drive with ...

## **Leyland Leopard - Wikipedia**

CTPG LEYLAND TIGER  
CUB FUH 370D DOCKS

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DEPOT TO BARRY  
ISLAND SUNDAY 9TH  
JUNE 2019 After  
heading on the  
Olympian to the Island,  
we then had to head to  
the docks to bring a  
few more vehicles  
over.

**CTPG LEYLAND  
TIGER CUB FUH  
370D, DOCKS DEPOT  
TO BARRY ISLAND,  
SUNDAY 9TH JUNE  
2019**

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## **Leyland Royal Tiger Manual - skinnynms.com**

The Leyland Royal  
Tiger was a rear-  
engined coach chassis  
manufactured by  
Leyland between 1982  
and 1988. It was

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intended to counter the offerings of foreign competitors such as the Jonckheere or Van Hool bodied DAF, Scania and Volvo touring coaches, but was not particularly successful, with only between 160 and 170 built.. The majority (around 60%) were sold as complete integral vehicles, in ...

**Leyland Royal Tiger  
- Wikipedia**

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Royal Tiger Cub. For many markets in Western Europe the LOPSUC1 Tiger Cub was underpowered and the LCRT3

Worldmaster too heavy, thus in 1960 the 17 ft 6 in (5.33 m) wheelbase [18] Royal Tiger Cub LRTC was launched for 10-metre (32 ft 9 3/4 in) bodies with 0.600H engine and option of either synchromesh or Pneumocyclic

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transmission ...

**Leyland Royal Tiger  
Worldmaster -  
WikiMili, The Free ...**

So it seems that as good as the original Royal Tiger was, Leyland was wise to undertake the early rework. The elements of the Tiger Cub design set the pattern for the UK bus industry, being followed by AEC with its 1953 Reliance.

(Although I think that

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AEC would claim that the Reliance design was chosen before the Tiger Cub was released.)

## **Leyland Royal Tiger Questions - Page 3**

Bus Chassis [Body]

Depot Rego # VIN

Body # Delivered

Withdrawn Photo; 5:

Leyland Royal Tiger

Cub [Athol Hedges]

Withdrawn: NRN474:

603518: 25/10/1963:

May 1977: Total of

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Leyland Royal Tiger  
Cub [Athol Hedges]  
found: 1

## **enthusiasts guide to Brisbane Transport**

1956 Leyland Tiger  
Cub with Burlington  
Seagull coachwork, at  
the 1983 RAF  
Woodvale Rally, by  
RXUYDC on Wikipedia.  
The Leyland Tiger Cub  
(coded as PSUC1) was  
a lightweight  
underfloor-engined  
chassis built by

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Leyland Motors between 1951 and 1970, most as 44-45 seat buses, with a smaller number as coaches.. The standard bodied dimensions were 30 ft (9.1 m) long by 8 ft (2.4 m) wide, the UK ...

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