



Austin
AUSTIN
TWELVE &
SIXTEEN

AUSTIN

THE AUSTIN TWELVE & SIXTEEN - GENERAL SPECIFICATION

ENGINE.—TWELVE : Four cylinders, water cooled with side valves, detachable head and three-bearing counterbalanced crankshaft. Bore 2.73in. (69.35 mm.); stroke 4in. (101.6 mm.); capacity 93.6 cu. ins. (1,535 c.c.); R.A.C. rating 11.9 h.p. b.h.p. 40 at 3,800 r.p.m.

SIXTEEN : Four cylinders, water cooled with detachable head; overhead valves operated by push rods; three-bearing counterbalanced crankshaft. Bore 3.12in. (79.3 mm.); stroke 4.37in. (111 mm.); capacity 134.1 cu. in. (2,199 c.c.); R.A.C. rating 15.63 h.p.; b.h.p. 58 at 3,700 r.p.m.

PISTONS.—Aluminium alloy pistons with anodised surface, with scraper ring slotted for oil return.

LUBRICATION.—Pressure gear pump forces oil to all main, big-end and camshaft bearings. Each main bearing oil feed is supplied from a circular channel cut in the bearing housing, which provides a uniform feed of oil between the bearing surfaces. Big-end bearing lubrication is improved by an additional oil feed in the crankshaft. An increased flow of oil from the camshaft front bearing on to the timing chain is guided by deflectors fitted to the camshaft gear.

Oil Capacity: TWELVE, 8 pints (4.5 litres); SIXTEEN, 12 pints (6.8 litres), plus 2 pints (1.13 litres) for full-pressure Tecalemit external filter.

TIMING CHAIN.—Duplex roller. Quiet operation ensured by a patented tensioner ring of synthetic rubber fitted to the camshaft chain sprocket.

VALVES.—Exhaust valves made of heat and corrosion resisting steel. Inlet valves are larger than exhaust to give high volumetric efficiency.

MOUNTINGS.—Flexible engine mountings designed to permit smooth top gear running down to lowest speeds.

COOLING.—Water pump and fan with thermostat control. Patented radiator to prevent loss of cooling water and anti-freeze, either by splash or expansion.

SIXTEEN : A gallery cast in the block feeds cooling water direct from the pump to valve seat and plug areas.

FUEL SYSTEM.—TWELVE : Rear tank, 10 gallons (45 litres) capacity; SIXTEEN : Rear tank, 14 gallons (63 litres) capacity. Feed by mechanical pump to the Zenith downdraught carburettor (accelerating pump on SIXTEEN). Intake silencer and air cleaner.

IGNITION.—Coil and battery ignition with automatic advance and retard, and vacuum assisted control.

DYNAMO.—12-volt, fan ventilated, with automatic compensated voltage control.

CLUTCH.—A flexible single-plate Borg and Beck clutch is employed, giving smooth power take-up with a light pedal action.

GEARBOX.—The gearbox has four forward speeds and a reverse. The mainshaft is extended in a special housing beyond the gearbox, which provides additional bearings for propeller shaft thrust. The gear lever is centrally mounted. There is synchromesh engagement for second, third and top, giving easy and quiet changes.

TRANSMISSION.—An open propeller shaft and Hardy-Spicer needle-roller-bearing universals with lubricating nipples to each joint.

REAR AXLE.—The rear axle is of the spiral bevel, three-quarter floating type, with taper roller bearings for the pinion.

OVERALL GEAR RATIOS.—TWELVE : 4.89, 7.68, 12.08, 18.53 to 1, with 22.88 reverse; SIXTEEN : 4.33, 6.00, 10.68, 16.4 to 1, with 20.4 reverse.

STEERING.—Cam gear variable ratio steering (13 to 1 straight ahead and 16 to 1 on full lock) with provision for taking up wear and patent adjustable steering connections.

SUSPENSION.—Semi-elliptic springs front and rear, mounted on phosphor bronze bushes, are controlled by pressure-recuperation type hydraulic shock absorbers and a special system of anti-roll torsion bars. In addition all springs are zinc interleaved and arranged for direct lubrication through nipples.

BRAKES.—The Girling roller and wedge brakes are light in application, but smooth, progressive and powerful. There is individual adjustment at each wheel. Both foot- and hand-brake controls operate

on all wheels. On the SIXTEEN the front brakes are of the two-leading-shoe type.

WHEELS AND TYRES.—Easy-clean pressed steel wheels with large chromium plated centres. Spare wheel with tyre is housed in a separate compartment at the rear. Extra low pressure tyres: TWELVE, 5.50—16; SIXTEEN, 5.75—16.

CHASSIS.—A specially strong cross-braced chassis frame, with full-length, deep, box section side members and front cross-member. The centre of gravity is low, yet there is adequate ground clearance.

GENERAL DIMENSIONS.—Overall length 14ft. 3in. (4m. 34); overall width 5ft. 7in. (1m. 70); overall height 5ft. 6in. (1m. 68); ground clearance 6½in. (17 cm.); track (rear), 4ft. 8in. (1m. 42); wheelbase 8ft. 8½in. (2m. 65); turning circle 42ft. (12m. 80); maximum interior height 4ft. (1m. 22); body width at rear seat 4ft. 1in. (1m. 50); weight (approx.), Twelve, 2,712lbs. (1,228 kgs.); Sixteen, 2,961lbs. (1,341 kgs.).

FEATURES.—Bumper-to-wing valances for smartness and ease of cleaning; concealed illumination for the full range of instruments, which include an electric clock, magnetic-type needle speedometer with trip and total readings, oil and petrol gauges, ammeter; dual electric windscreen wipers; direction indicators and horn controlled from steering wheel centre; chromium plated head- and side-lamps with foot-controlled dipper switch and twin rear lamps for enclosed number plate; automatic reversing lamp on SIXTEEN; roof lamp and driver-controlled rear blind; hand slings for rear passengers; folding centre arm rest for rear seat; dual folding arm rests for each front seat; large built-in luggage compartment at rear; toughened glass to all windows with winding windows in all doors and wide opening front screen; ventilating louvres for door windows; all interior body panels, including the roof are sound-insulated, being sprayed with a special material, while the scuttle is specially insulated with heat- and sound-resister; comprehensive tool kit with stowage compartment under nearside front seat; provision for radio; built-in hydraulic jacking and interior heating with windscreen de-mister and defroster are standard equipment on SIXTEEN.

The goods manufactured by the Austin Motor Company Limited, are supplied with an express Warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise. **PRICES.**—The Company reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery. **SPECIFICATION.**—The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification, design or equipment detailed in this publication.

1946

THE AUSTIN MOTOR EXPORT CORPORATION LTD. · · 479-483 OXFORD STREET, LONDON, W.1. · · ENGLAND

PROPRIETORS: The Austin Motor Co. Ltd. · Longbridge · Birmingham · England

Printed in England.

Pub. No. H. 150/E1.

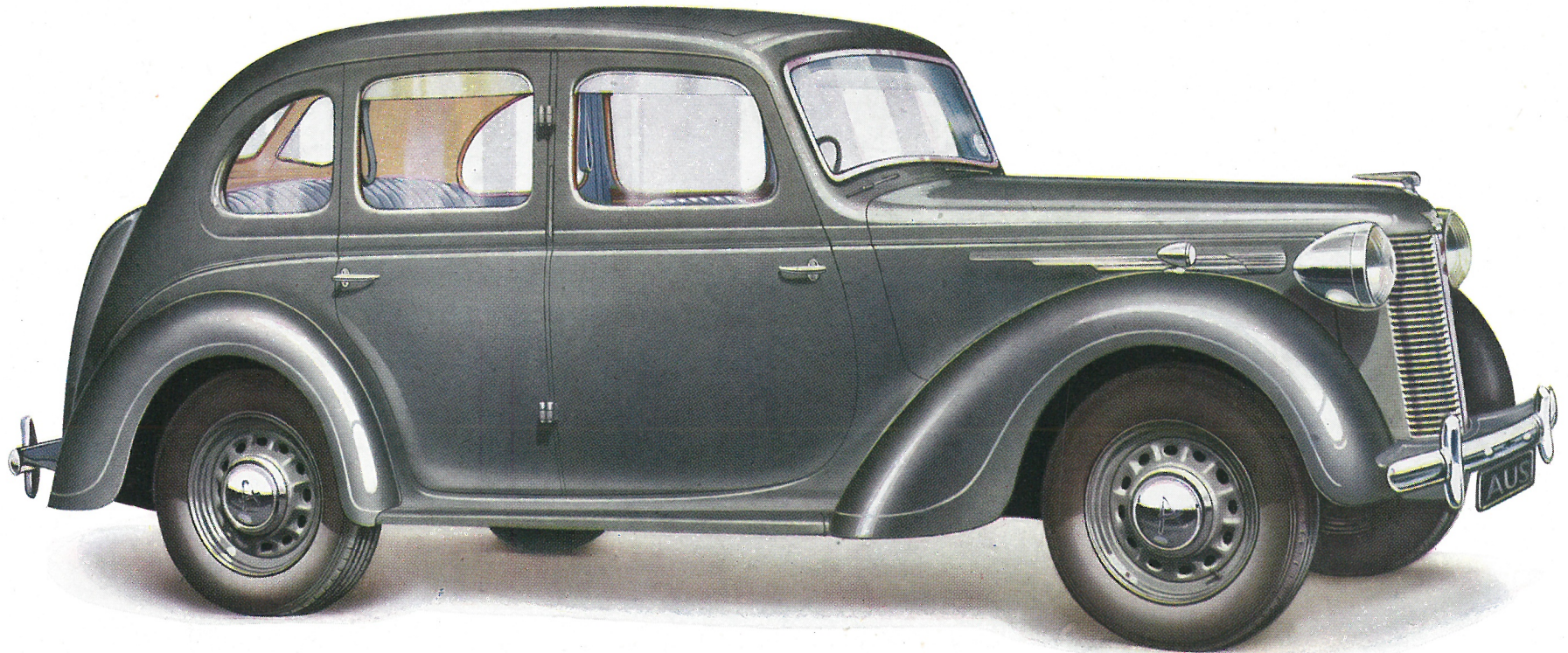
THE AUSTIN TWELVE AND SIXTEEN

THE AUSTIN TWELVE is a well-equipped car combining attractive appearance and comfort with a pleasing road performance, rendering it eminently suitable both for business occasions and for family use.

The engine, which is a smooth running, four-cylinder side-valve unit, has an ample power output for all normal motoring. The roomy, sound-insulated body, as on the Sixteen, provides seating accommodation for five adults and there is generous built-in luggage space at the rear. The interior is tastefully furnished and refinements include individual folding arm-rests for each front seat and a folding centre arm-rest for the rear seat. The instruments are grouped centrally on the fascia panel between two convenient glove compartments.

The chassis and mechanical components are soundly constructed for long service and care-free running. The gearbox, rear axle, front axle and variable ratio Cam gear steering, suspension, brakes and electrical equipment are all of proved design and of sound manufacture.

The Twelve makes a strong appeal to that large section of the motoring public which requires a well-built dependable car, providing generous accommodation, while being economical in service.

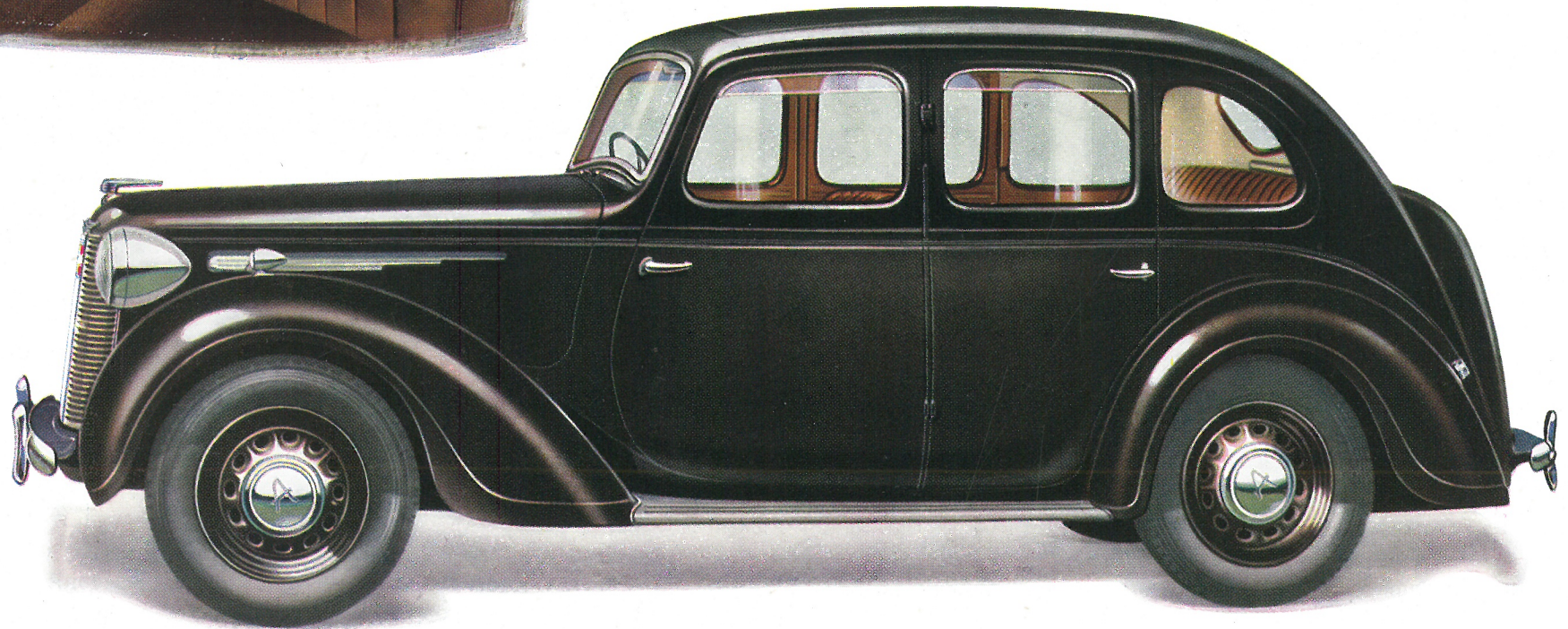




DRIVING the new **AUSTIN SIXTEEN** is a thrilling and satisfying experience. The overhead-valve, four-cylinder engine combines an extremely high power output with quiet and smooth running at all speeds. The car is therefore highly suitable either for rapid, long-distance travelling, or for slow running in traffic.

In appearance and with regard to general interior furnishings, the Sixteen and Twelve are almost identical, and provision is made for the fitting of radio equipment. On the Sixteen interior heating, which also ensures screen de-misting and de-frosting, and built-in hydraulic jacks, are additional refinements.

Scientifically designed engine mountings and many other technical developments, some resulting directly from war-time experience, are incorporated in the design of this Sixteen, which establishes a new standard of automobile excellence.



COLOURS — Twelve and Sixteen: Black - with Brown Upholstery; Royal Blue - with Blue Upholstery.