
The AUSTIN A30 SEVEN
LOV 966

AUSTIN

YOU CAN DEPEND ON IT

Motoring with money in your pocket

That is what Austin Seven motoring means.

For the A30 Seven is economical to buy, economical to run and, because of its dependable long-lasting components, economical to maintain.

Its handiness in traffic is phenomenal, while kerbside parking can be accomplished in a space of 16½ ft., or less than one and a half times its own length.

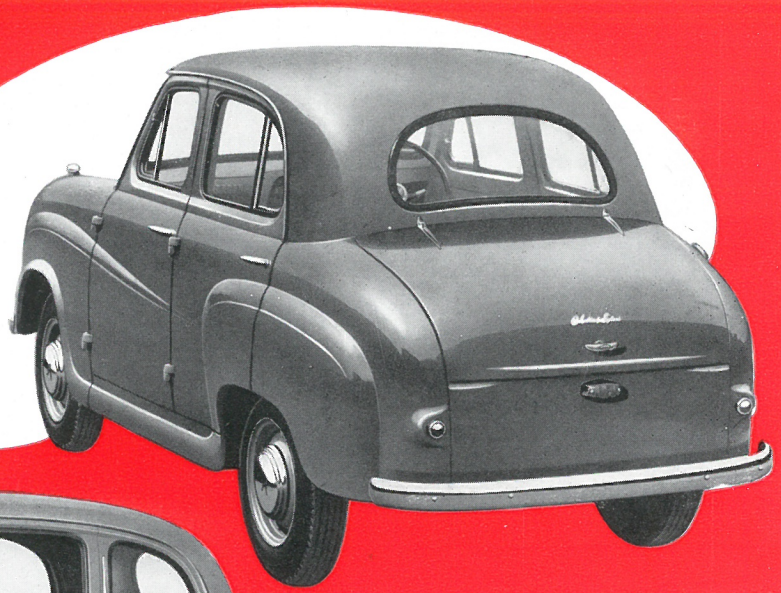
But with all its economy and compactness it is a finely equipped, high-performance car that will comfortably carry four fully grown people with luggage, at over a mile a minute—and like it !

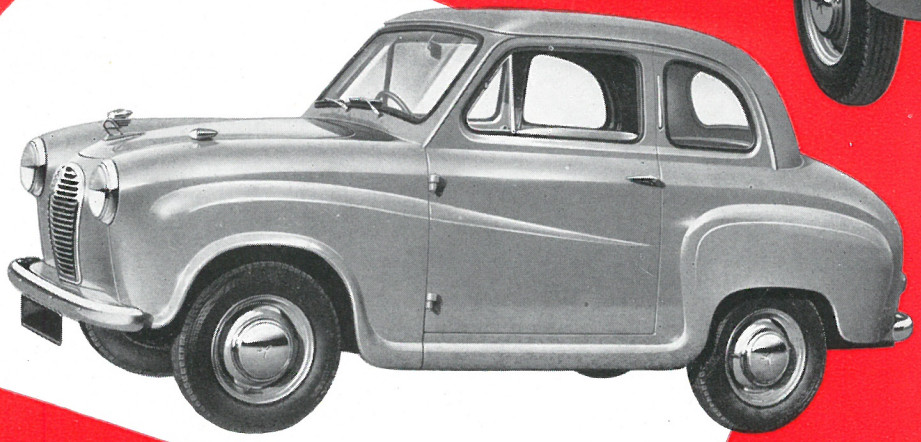
Look through the pages of this booklet and see how much more this great little car has to offer.

the **AUSTIN**

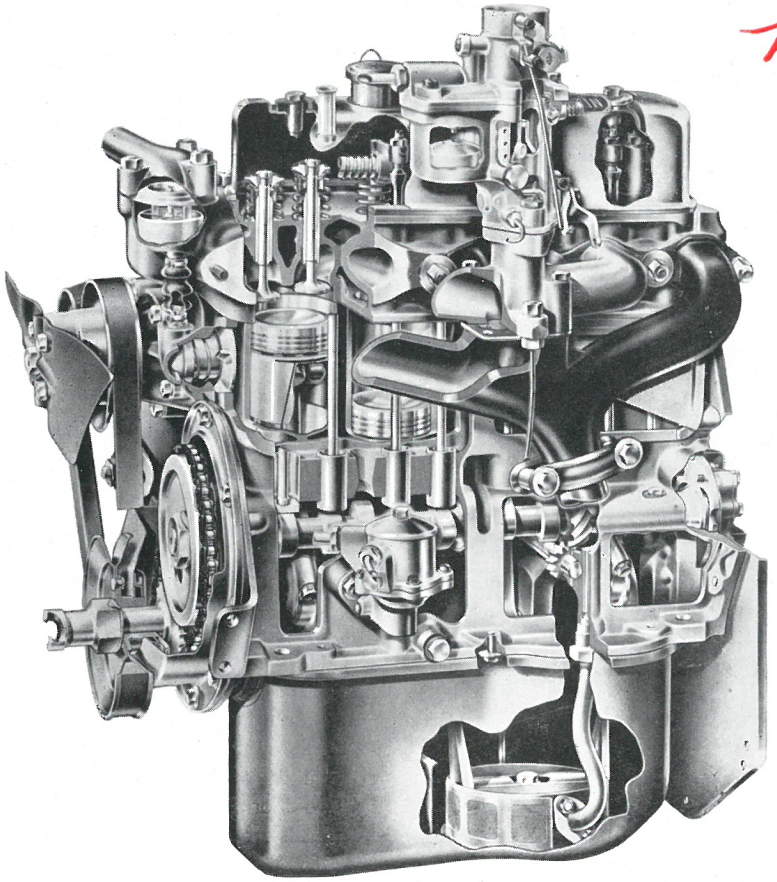
Designing a small car presents many special problems if the finished product is to be both functional and pleasing to the eye. Ample room inside the car, for instance, must not be sacrificed for a smooth, sleek outward appearance. Both are important requirements.

A30 • 7





In the Austin A30 Seven these basic necessities have been happily combined to produce a trim-looking car that is practical in every way. Indeed, from every angle the Seven is a very attractive proposition that will delight the enthusiastic small-car owner.
Two-door and four-door models are available.



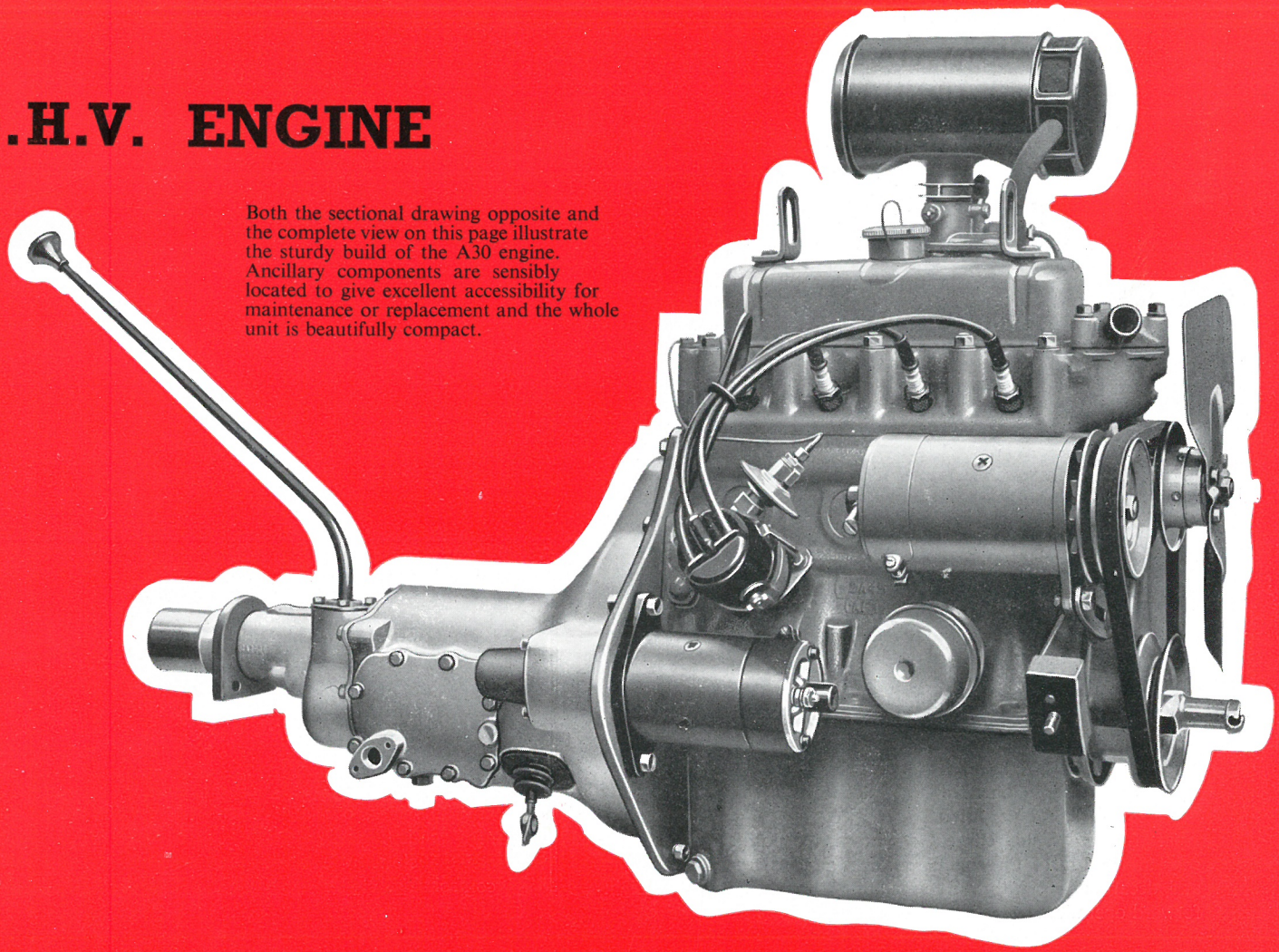
high performance

The outstanding efficiency and power of Austin engines is largely due to their O.H.V. design which, among many advantages, permits a quick intake of air into the cylinders to produce maximum " punch " from each working stroke of the pistons. Technically speaking, O.H.V. engines have a very high volumetric efficiency. Thus, the engine of the A30 Seven, although of only 803 c.c. capacity, develops 28 horse-power at 4,800 r.p.m. to give the car its crisp and lively performance—a performance that has surprised not only new drivers of the Seven but experienced drivers of many larger cars it has speedily overtaken !

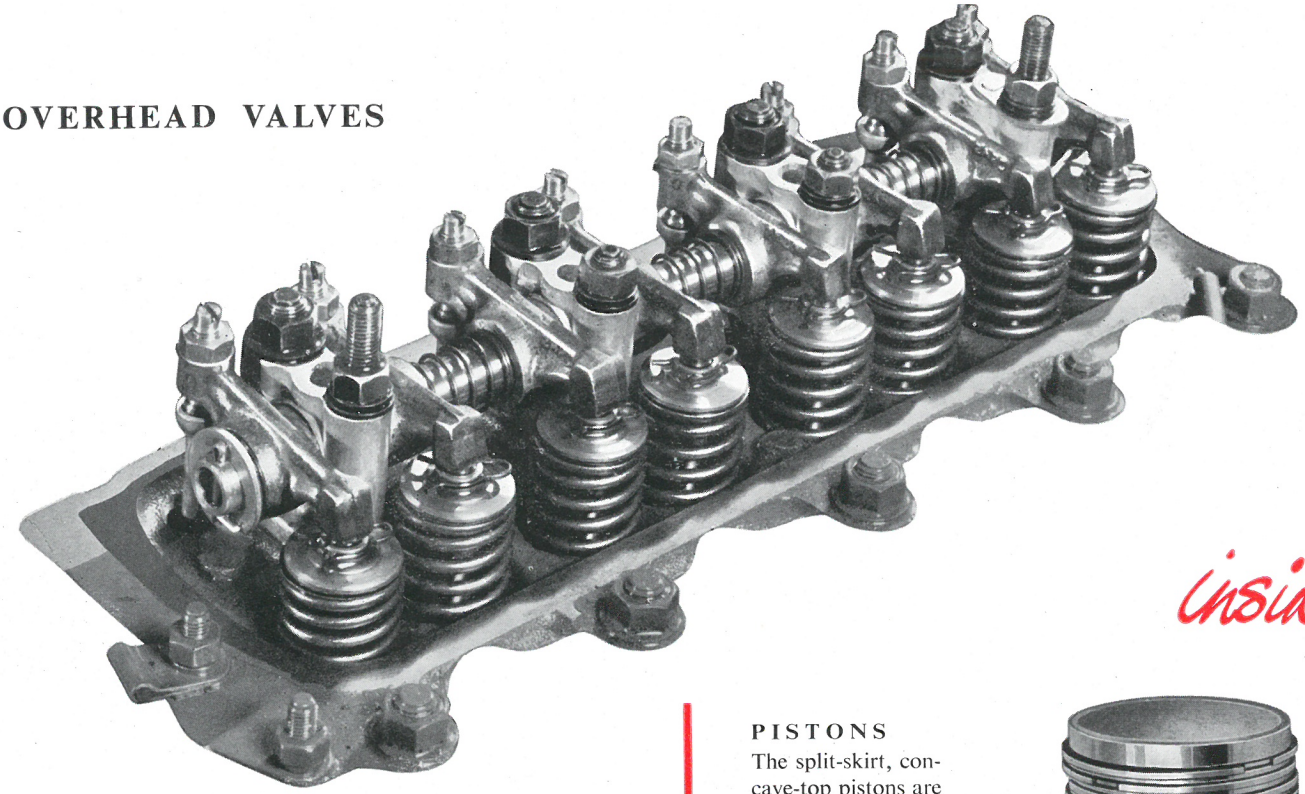
But overhead valves are not entirely responsible for the operating efficiency of this unit which possesses a host of other notable features ensuring generous lubrication, silent running, ample cooling and fuel economy. This is one of the famous range of Austin high-performance engines and you can depend on it.

O.H.V. ENGINE

Both the sectional drawing opposite and the complete view on this page illustrate the sturdy build of the A30 engine. Ancillary components are sensibly located to give excellent accessibility for maintenance or replacement and the whole unit is beautifully compact.



OVERHEAD VALVES



inside

The overhead valves are operated by push-rods from a camshaft having Austin patented cams which give silent operation, provide a quick and efficient valve lift and eliminate valve spring surge at the higher engine speeds. Exhaust valves are made of heat- and corrosion-resisting steel, while the extra large inlet valves are of silicon-chrome alloy steel. Oil seals are fitted.

Apart from its highly efficient operation, the position of the valve gear at the top of the engine greatly simplifies tappet adjustment, and decarbonising with valve grinding-in becomes a very straightforward operation.

PISTONS

The split-skirt, concave-top pistons are made of low expansion aluminium alloy and specially treated to resist wear. There are three compression rings, one of which is tapered, and one slotted oil-control ring.

HOT SPOT

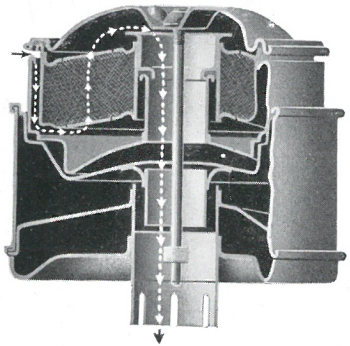
Fitted in the induction system just below the carburetter is a hot spot, the lower portion of which diverts some of the hot exhaust gases on to the upper, stainless-steel plate. This pre-heats the fuel passing over the plate to ensure efficient vaporisation.

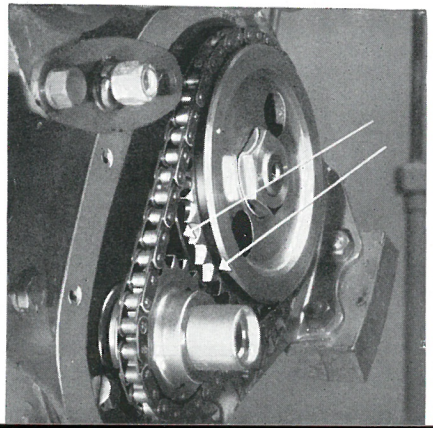
ENGINE

information

OIL BATH AIR CLEANER

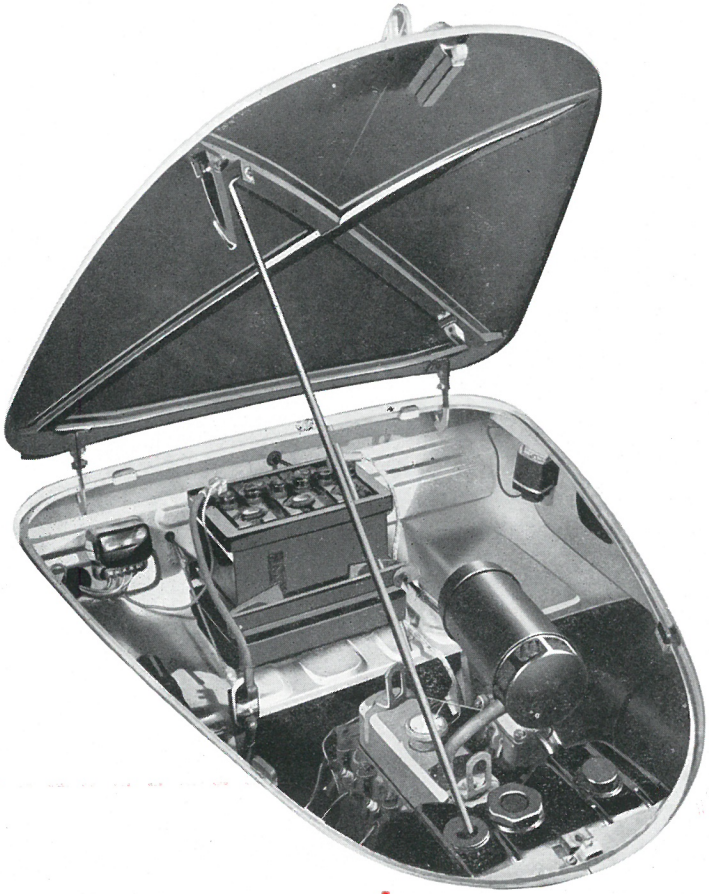
An oil bath air cleaner is fitted to most export models. Dust particles are removed from ingoing air by both the oil and the gauze strainer so that only clean air enters the carburetter. A gauze-type air cleaner is supplied for countries where bad dust conditions are not normally encountered.





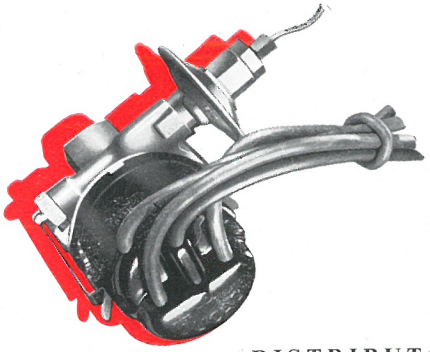
TIMING CHAIN TENSIONER

Twin tensioner rings of Austin patent design are incorporated in the camshaft gear. Made of synthetic rubber and fitted on either side of the gear sprockets, they provide a cushion for the timing chain to effect silent operation.



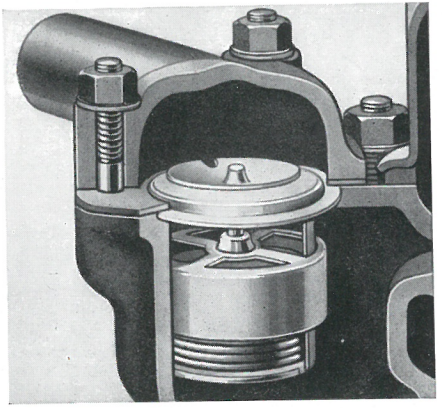
ENGINE ACCESSIBILITY

The low build of the Seven body combined with the high-opening bonnet affords excellent accessibility for routine checking.



DISTRIBUTOR

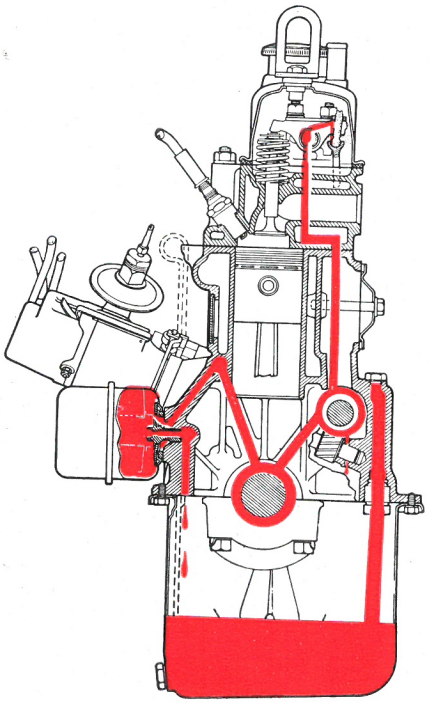
The distributor has a vacuum ignition control unit to ensure just the right setting for varying engine speeds. A vernier scale provides for fine manual adjustment.

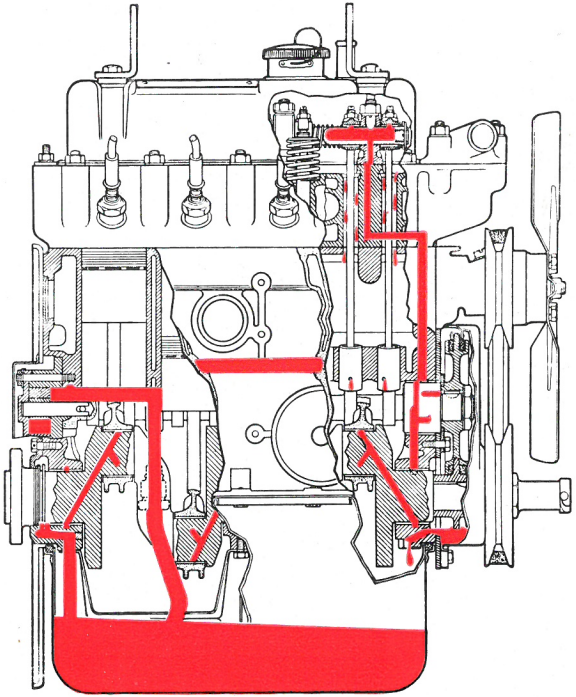


THERMOSTAT

A thermostat restricts the initial flow of water around the cooling system and allows the engine to warm up quickly. As the water temperature rises the thermostat gradually opens until free circulation is resumed.

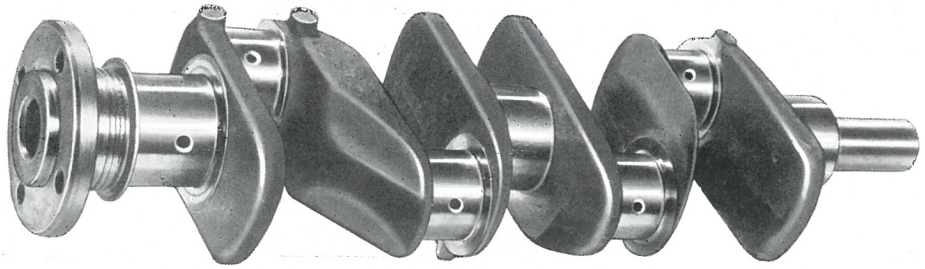
ENGINE LUBRICATION

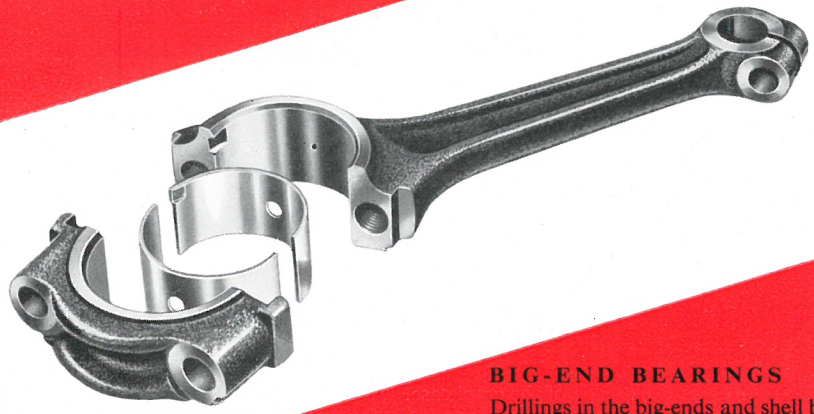




One of the greatest factors in the long life of Austin O.H.V. engines is the patented and highly efficient lubrication system. Oil is drawn from the reservoir by a pump mounted on the rear end of the camshaft and is delivered to an oil gallery on the right-hand side of the crankcase. From there it is forced by way of drilled passages to the main, big-end and camshaft bearings. The camshaft front bearing feeds oil at a reduced pressure to the overhead valve rocker gear and to the timing chain.

Lubrication



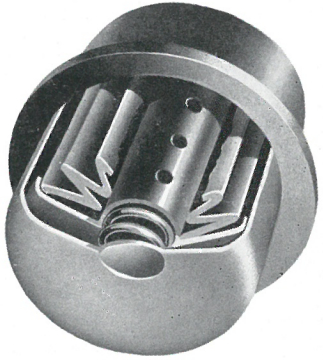


BIG-END BEARINGS

Drillings in the big-ends and shell bearings provide for jet lubrication of the cylinder walls to ensure a constant film of oil between piston and cylinder.

CRANKSHAFT

The forged steel crankshaft is counterbalanced and machined to very fine limits. Holes in the main journals and crankpins control the lubrication of the main and big-end bearings, and feed oil to the cylinder walls by way of jets in the connecting rod big-ends.



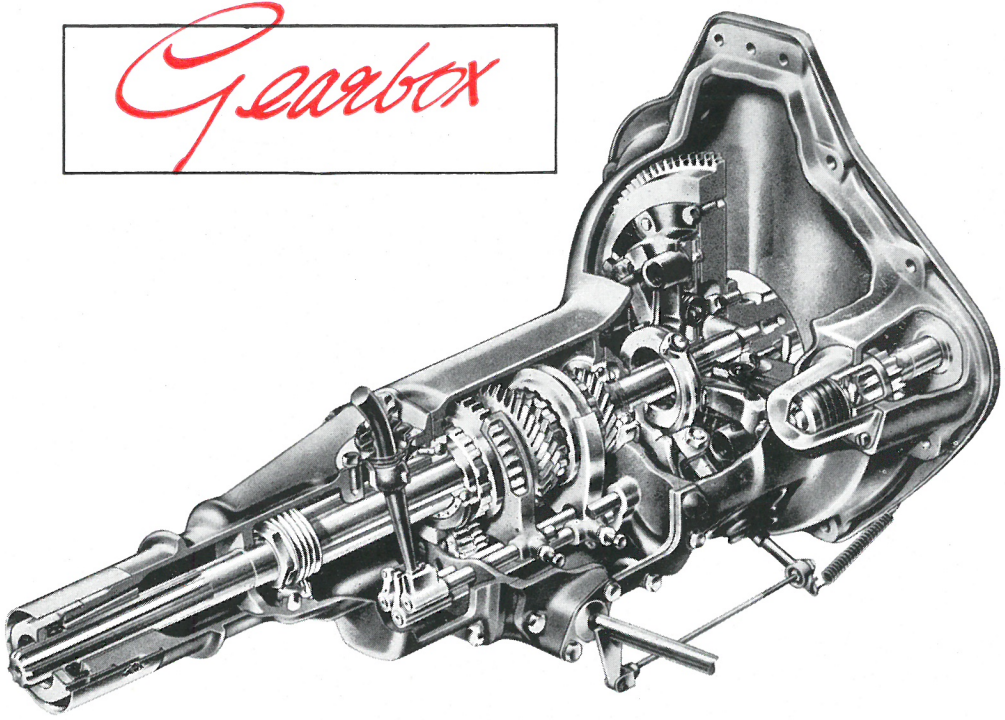
OIL FILTER

A by-pass oil filter is included in the lubrication system. This traps harmful foreign matter and allows the clean oil to recirculate through the engine.

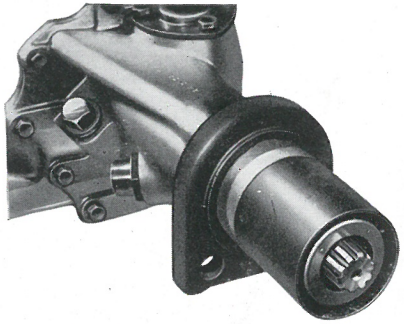
CLUTCH

The smooth take-up of power from the O.H.V. engine of the Seven is effected by means of a sturdy Borg and Beck clutch. It is of single dry plate design, having a spring cushion drive and a diameter of 6½ in. The carbon ring self-lubricating withdrawal bearing is actuated by adjustable linkage. So far as the driver is concerned, the pedal is easy to operate, only very light pressure being required to disengage the mechanism and achieve a silent change of speed.

Gearbox

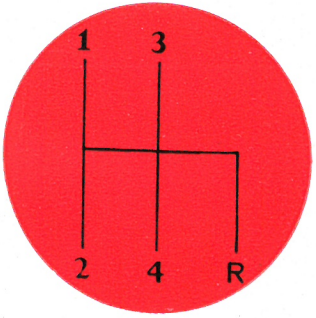


The four-speed gearbox has silent synchromesh engagement for second, third and top speeds. All gears are heat-treated for a long, hard-wearing life, and the assembled units are run-in on special machines to ensure efficient and dependable operation.



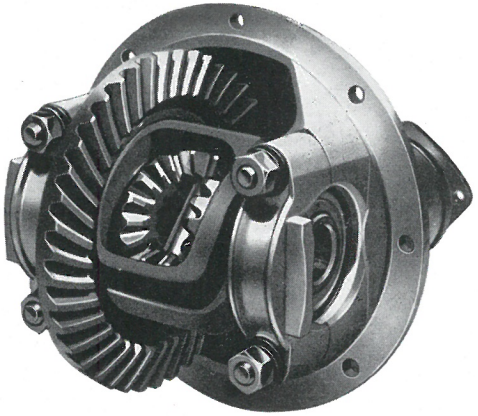
GEARBOX EXTENSION

The third motion shaft is extended and splined to receive the end of the propeller shaft.



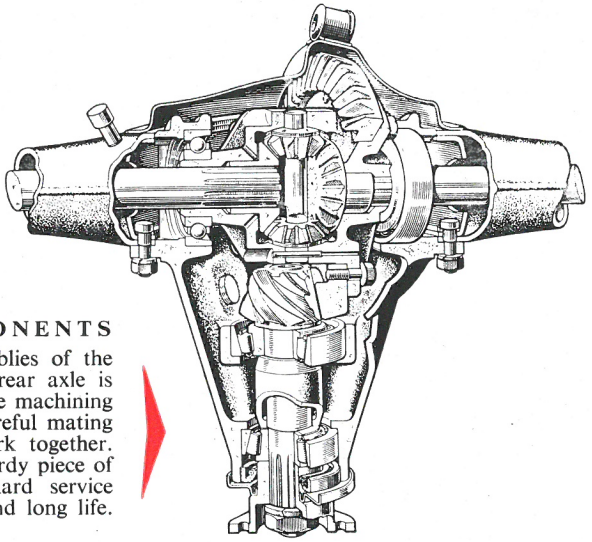
GEAR CHANGE

A centrally positioned change-speed lever comes conveniently to hand to permit effortless engagement of the four forward gears and reverse.



GEAR CARRIER

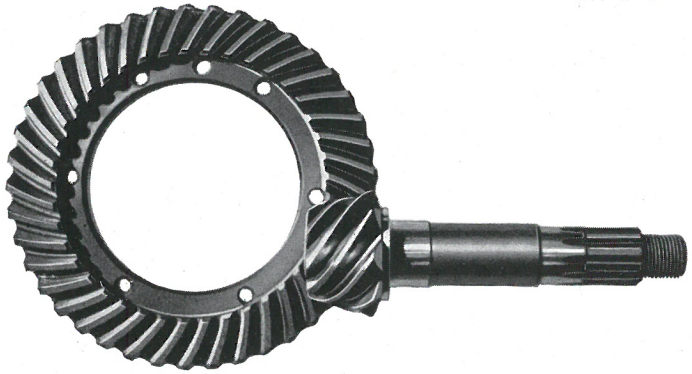
The final drive gears are mounted in a gear carrier which may be dismantled as a unit without removing the complete rear axle. This compact form of assembly greatly simplifies servicing.



REAR AXLE

FINE COMPONENTS

As in all major assemblies of the A30 Seven, the rear axle is the product of accurate machining followed by the careful mating of parts that must work together. It is an exact and sturdy piece of mechanism built for hard service and long life.



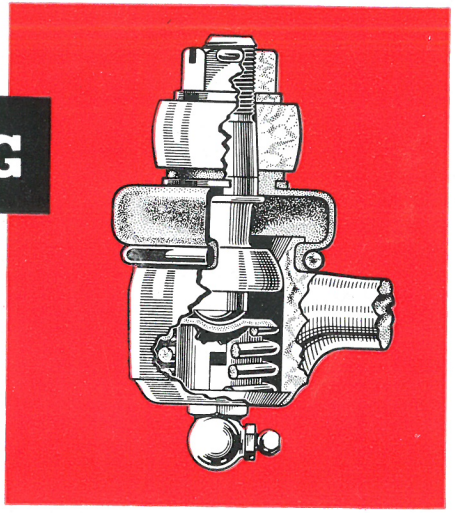
HYPOID DESIGN

In the hypoid design of the final drive the pinion is mounted below the centre line of the crown wheel. This permits the use of a lower body floor by reducing the height of the transmission.

STEERING

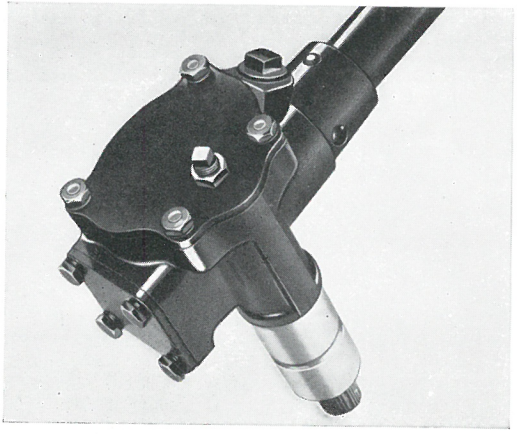
STEERING WHEEL

The attractive steering wheel is 17 in. in diameter. It has twin spokes and a distinctive heraldic design at the centre.



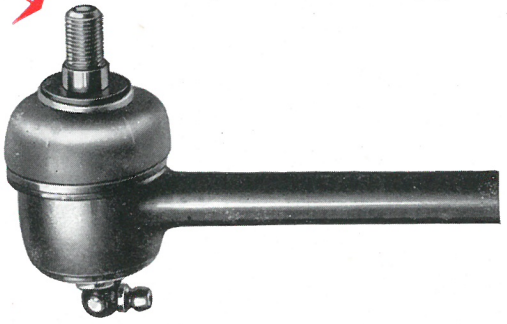
STEERING CONNECTIONS

Self-adjusting connections are used for the side and cross rod ends. The ball joints have large, hardened bearing surfaces and are sealed against the entry of dust and moisture.



ADJUSTMENT

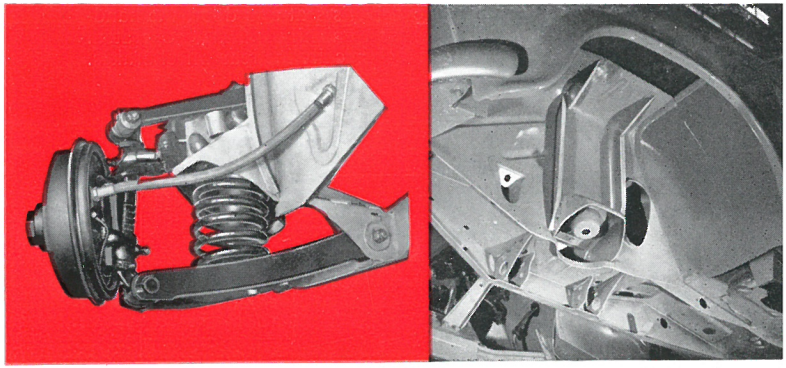
Excellent car control is afforded by the cam gear steering system, and there is very useful provision for taking up wear.



SUSPENSION

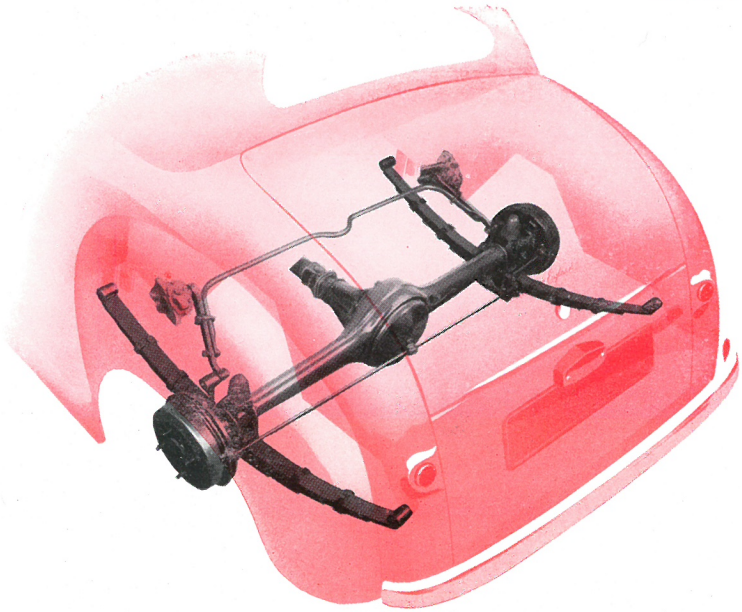
FRONT SUSPENSION

Independent coil springs controlled by double-acting hydraulic shock absorbers form the front suspension of the Seven and give to it a noteworthy smoothness over all kinds of road surfaces. The wishbone-type suspension arms are mounted on rubber bushes and have shoulders to take thrust loads. Ample wheel support is given by large, widely spaced swivel pin bushes.



SPRING MOUNTINGS

Reinforced mounting brackets welded to the underside of the body provide strong support for the suspension units.



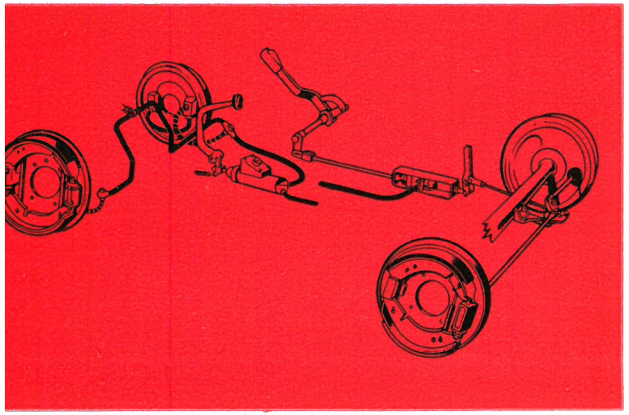
REAR SUSPENSION

The semi-elliptic springs of the rear suspension are underslung and have reverse camber when loaded. They operate effectively with the coil springs at the front to ensure an evenly balanced ride. Double-acting hydraulic shock absorbers are interconnected by an anti-sway bar for steady cornering.

HANDBRAKE

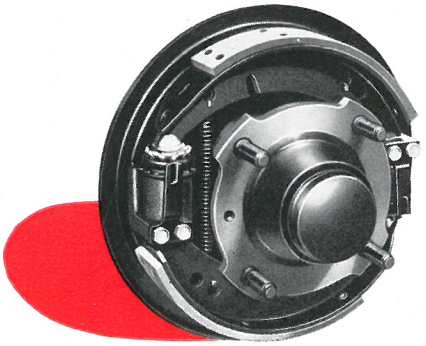
Located in a handy yet inconspicuous position between the driver's seat and door, the hand-brake lever is conveniently and easily operated. It actuates mechanically the rear wheel brakes.

BRAKES



BRAKING SYSTEM

The Lockheed hydraulic braking system is employed on the Austin Seven and provides safe, progressive stopping power. Rear brakes are controlled through a remote hydraulic cylinder although their final application is mechanical. All lever bearings are oil-lubricated and sealed against the entry of dust.



FRONT BRAKES

Self-centralising, two-leading-shoe front brakes ensure maximum grip between the friction linings and drums, and provide a highly efficient form of operation.

POWERFUL HEADLAMPS

The headlamps of the A30 Seven are well up to their job and the powerful, wide beams brilliantly illuminate the road ahead and on either side. Double-filament bulbs are employed and four dipping arrangements can be supplied to suit the regulations of different countries.

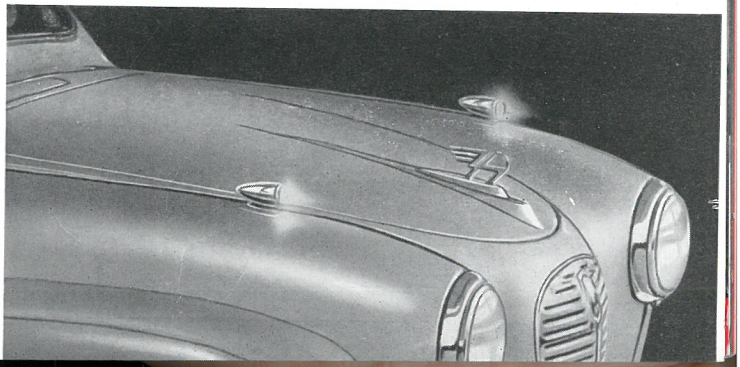
For safety at night

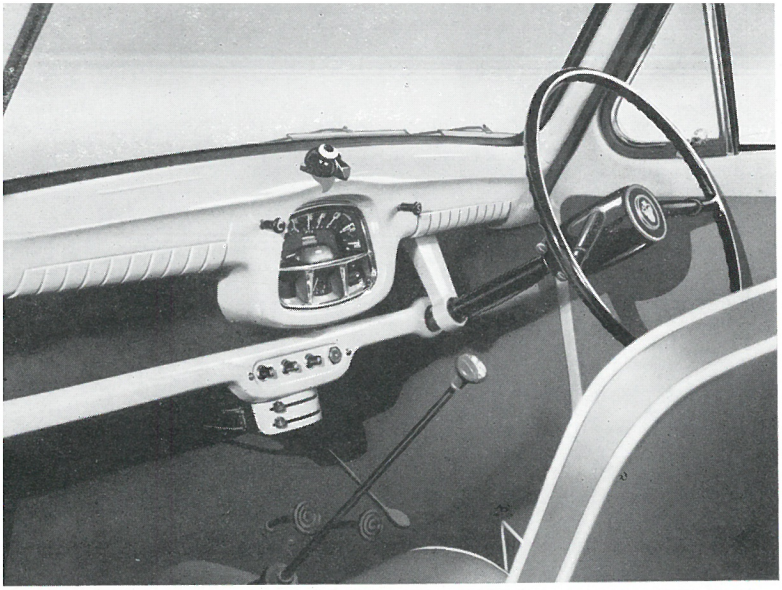
SAFE REAR LAMPS

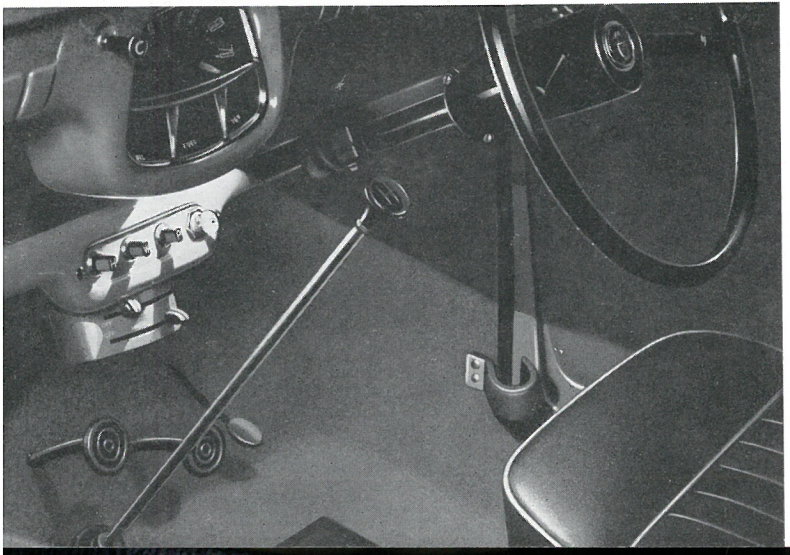
Further safety features are incorporated at the rear of the car, where twin tail-lights and a central number-plate light are fitted. Each tail-light also embodies a stop-light which operates by means of a double-filament bulb when the brakes are applied.

SENSIBLE SIDELAMPS

Sidelamps are mounted on top of the front wings where they are both clearly visible to the driver at all times.







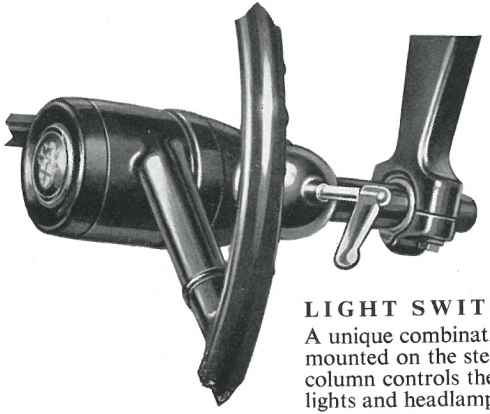
FASCIA FEATURES

The fascia is attractively designed. A large central speedometer also incorporates the fuel gauge and tell-tale lights to indicate no dynamo charge, low oil pressure and headlamp beam position. Beneath the fascia is a full-width parcel shelf.

ELECTRICAL

COURTESY LIGHT

A small lamp fitted under the dash lights up automatically with the opening of the doors (front doors only on the 4-door model). This is a great convenience at night and is a feature not found in other small cars.

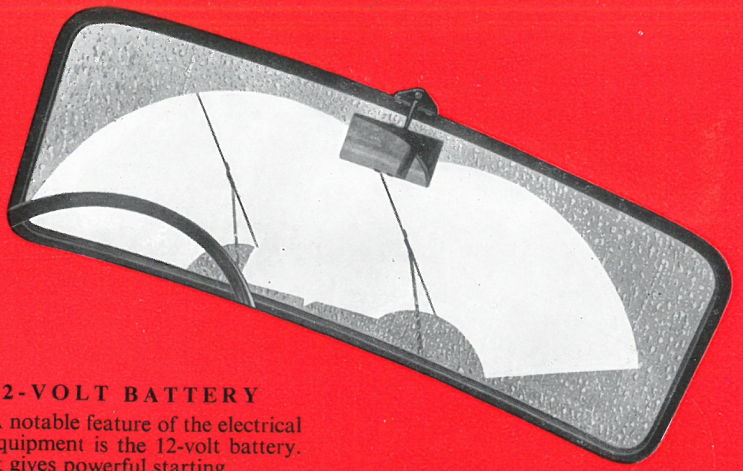


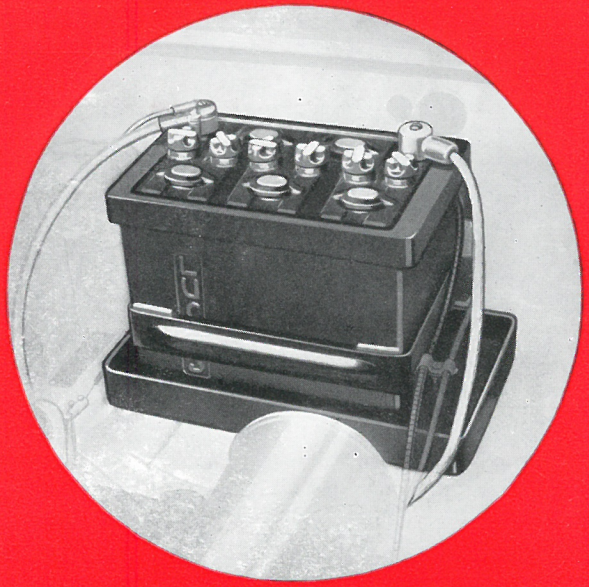
LIGHT SWITCH

A unique combination switch mounted on the steering column controls the driving lights and headlamp dipping.

DUAL WINDSCREEN WIPERS

Dual electric wipers clear a large area of windscreen to give good forward visibility in any weather. They are jointly controlled by a direct switch on the fascia.



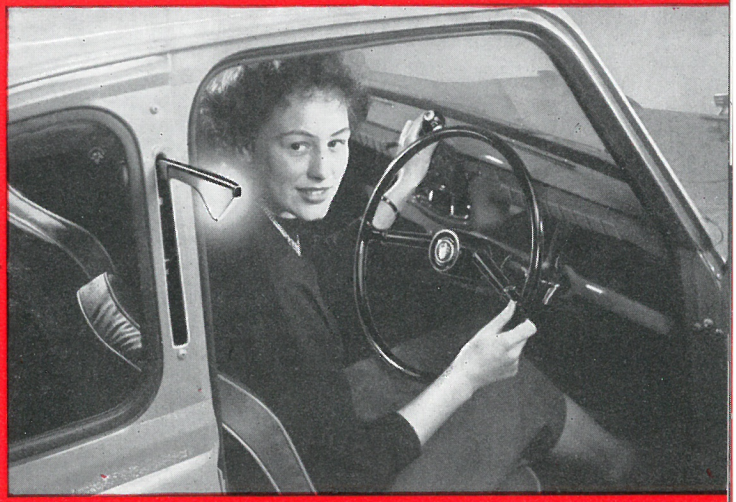


12-VOLT BATTERY

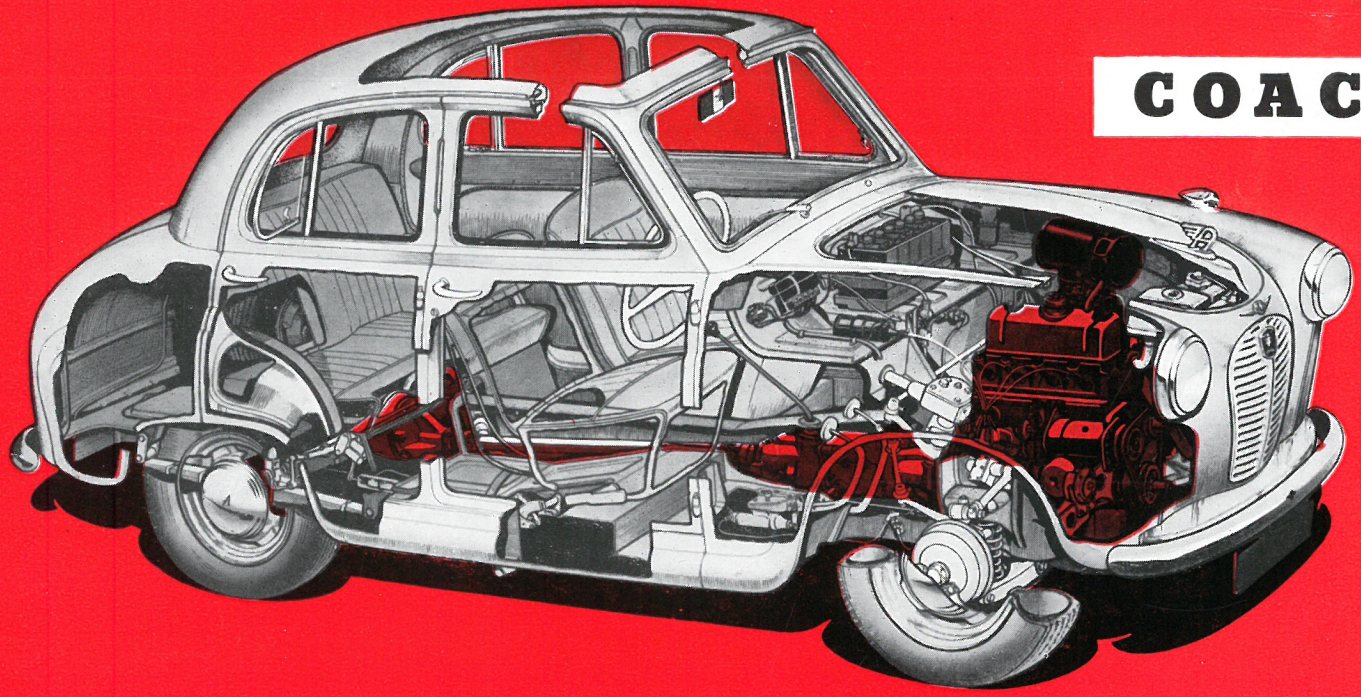
A notable feature of the electrical equipment is the 12-volt battery. It gives powerful starting and lighting, and is accessibly mounted for easy attention.

TRAFFICATORS

A non-return trafficator switch is positioned above the instruments within easy reach of the driver. A red warning light in the centre of the switch shows when the trafficators are out.



COACH



GENERAL CONSTRUCTION

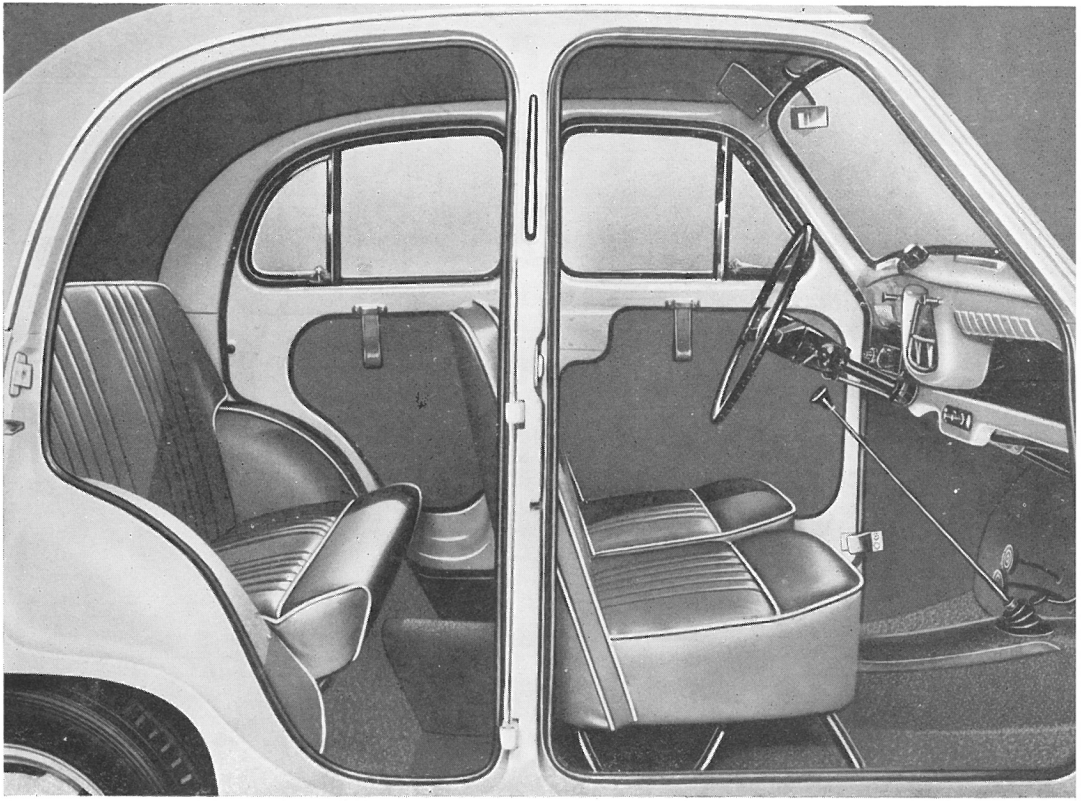
The Austin A30 Seven is of unitary construction, having an all-steel fully stressed skin with no soldered joints. In this form of construction a separate chassis frame is not employed, all the normal chassis assemblies being secured directly to the underside of the body by reinforced welded mountings. In this way the overall weight of the car is kept at a minimum, while great structural strength is achieved.

WORK

INTERIOR COMFORT

Much careful thought has gone into the design of the Austin Seven interior which, in spite of the modest overall dimensions of the car, affords genuine inter-axle seating for four people. It is simply yet tastefully planned, offering good head-room, leg-room and elbow-room, while the seats themselves are softly upholstered with latex foam moulded cushions and trimming of hard-wearing leather cloth.

A choice of colour schemes is available, each one of bright and cheerful appearance to match the sparkling finish of the exterior coachwork.



1

2

SHAPED SQUABS

1 The back seat squab is shaped to provide snug support for the two rear passengers.

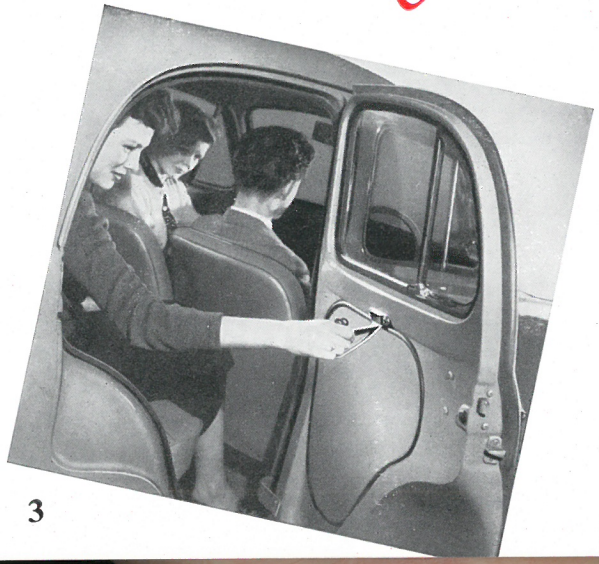
SEATING COMFORT

2 Two adults may sit at ease in the rear compartment, where there is room to spare for free movement.

DOOR-PULLS

3 Looped hand-holds offer a convenient and effortless method of closing the doors.

Sensible design



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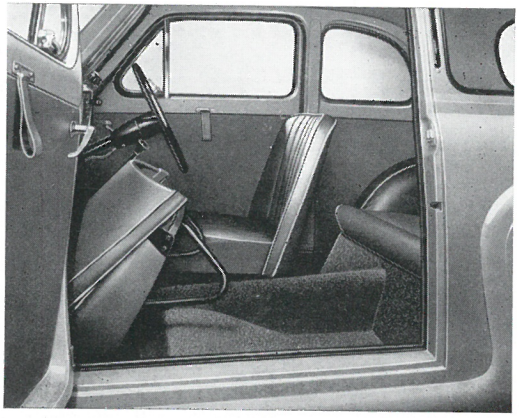

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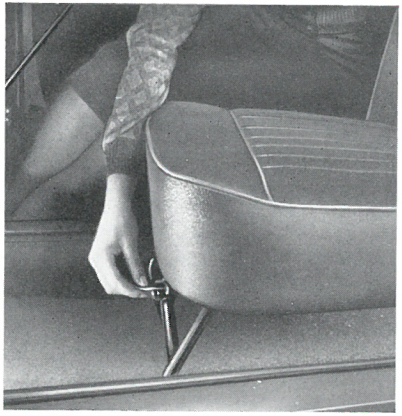

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EASY ACCESS

1 Extra wide doors on the 2-door Seven make getting in or out a simple operation. Folding front seats give easy access to the back.

ADJUSTABLE FRONT SEATS

2 The individual front bucket seats are immediately adjustable to one of three set positions. The release catch is located under the front of the seat.

DUST- AND DRAUGHT-PROOFING

3 Thick sponge rubber sealing strips fitted round door edges and openings are proof against the entry of dust and draughts.

LUGGAGE ACCOMMODATION

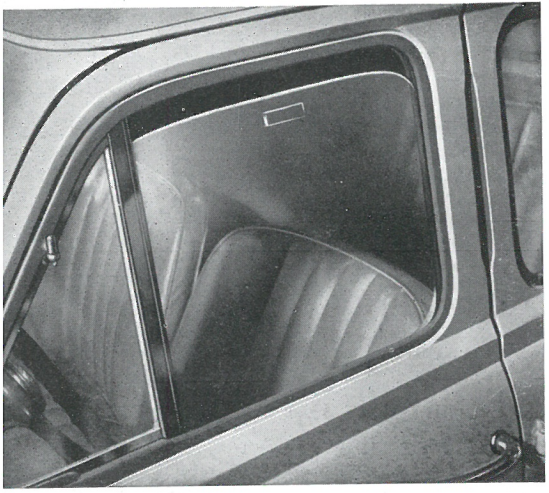
4 The large-capacity enclosed boot at the rear of the car safely accommodates a surprising amount of luggage.

4

Fresh air ventilation

WINDOW OPENING

Door windows are balanced and may be opened and closed simply by lowering or raising the glass.



WINDOW LOCKING

When the car is locked the front door windows are automatically secured, although the mechanism will permit a slight opening at the top for ventilating purposes. With doors unlocked the windows may be lowered as desired.

REAR VENTILATION

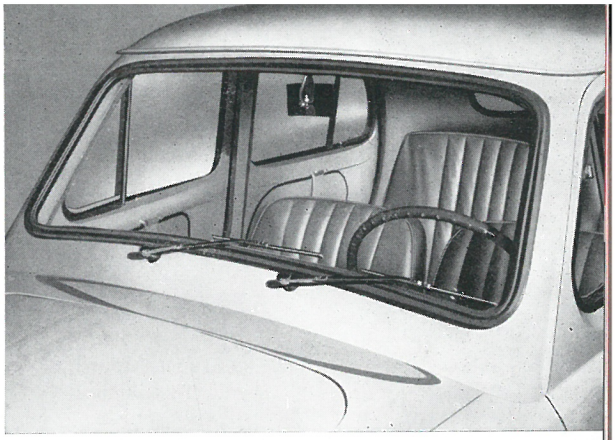
On 4-door models the rear door main glasses are fixed, but incorporated in each window is a glass panel which may be swivelled inward at varying degrees. Operated in conjunction with the front windows these panels provide draught-less ventilation or a supply of fresh air as occasion demands.

DRAUGHT-FREE VENTILATION

Front doors are provided with swivelling glass louvres which afford draught-free ventilation. During hot weather they may be turned through a 90-degree angle to send a flow of fresh air into the car.

SAFE VISION

Safe driving vision in the Seven is provided by the deep, wide, toughened glass windscreen and assisted by the short, sloping bonnet which permits an uninterrupted view of the road immediately in front of the car.



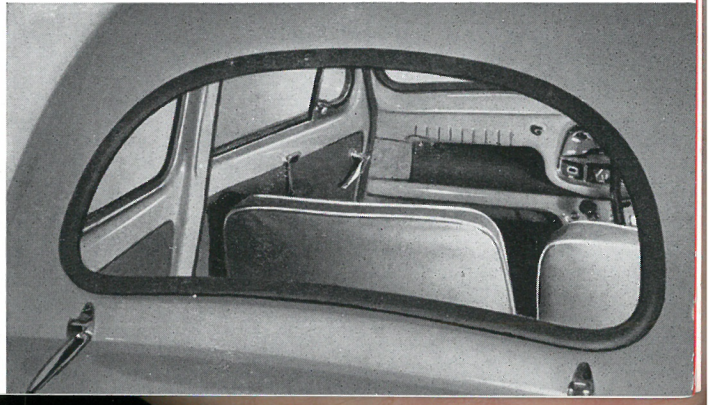
With a view to safety

EXTRA VENTILATION

On 2-door models the rear quarter windows may be provided with swivelling glasses at a small extra charge. This is a useful addition that will ensure ample ventilation for the interior in hot weather.

SAFE MANŒUVRING

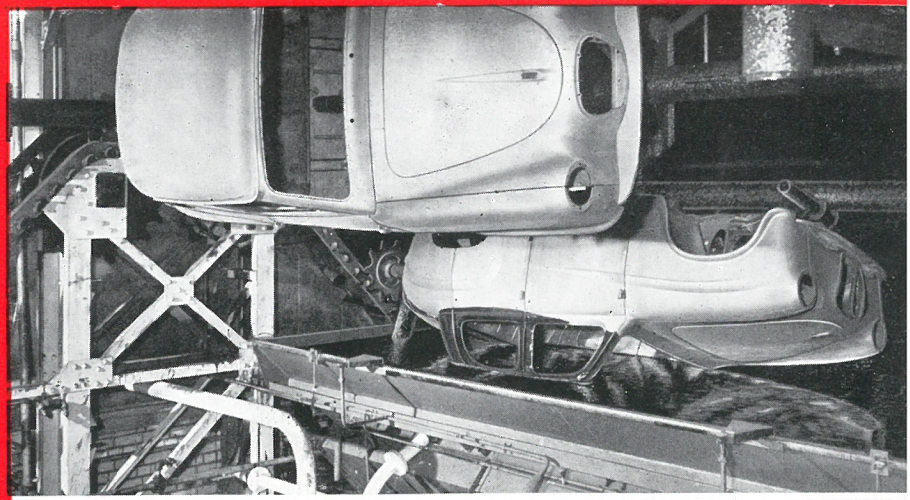
A large rear window is provided to give the driver a clear view of following traffic and for easy manœuvring in reverse. Good all-round visibility is one of the outstanding features of the A30 Seven.



Body Protection

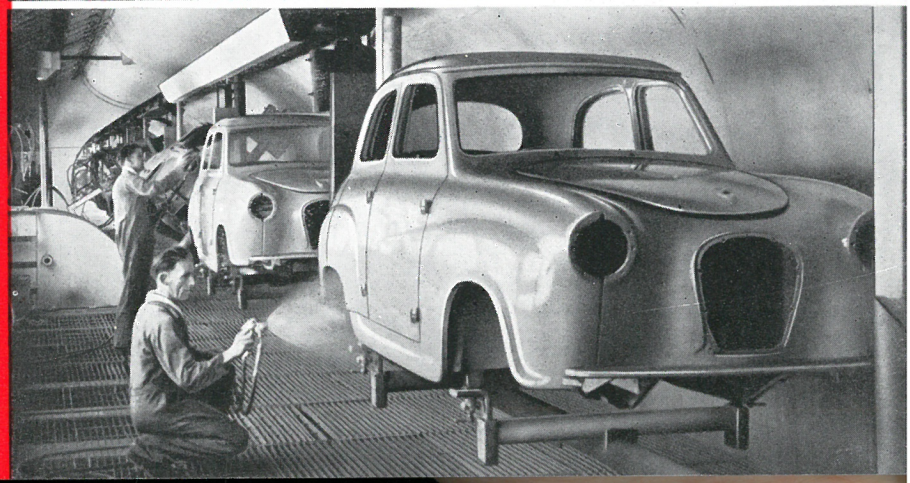
ROTO-DIP

Before it is painted, each Austin body shell is placed on a revolving spit and sent through a 500-foot-long roto-dip plant. This in turn removes all grease from the metal, provides a phosphate coating to prevent corrosion and localize rusting following damage, applies a coat of primer paint and bakes the primer on to the body. The illustration shows a Seven body beginning its primer dip.



PAINTING

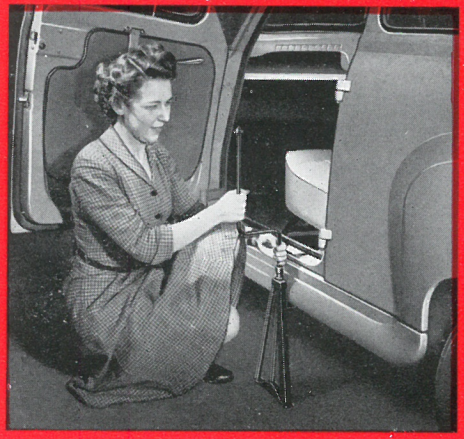
After treatment in the roto-dip, bodies are carried on moving conveyors through a vast paint-spraying system where the final priming coat and finishing colours are applied. The spraying booths are air-conditioned, surplus particles of paint dropping through the grilled floor to be carried away in constantly running water. Finally, the bodies are baked in ovens at a temperature of 240° F.–260° F. to give a lustrous, durable finish.

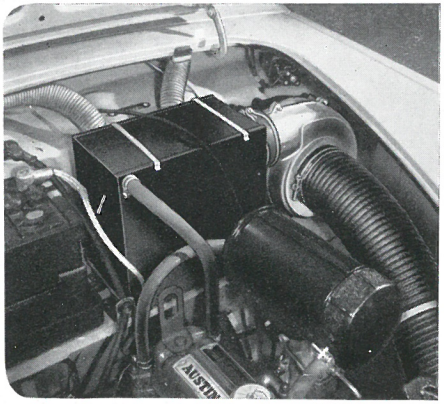


ACCESSORIES

EASY JACKING

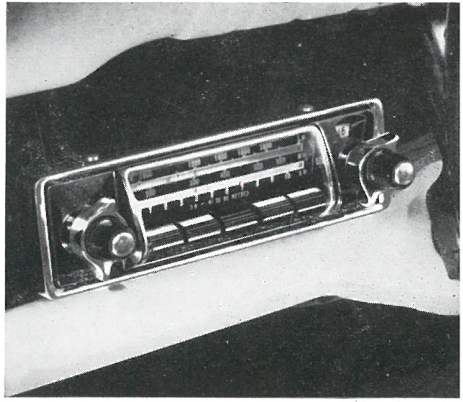
Punctures are always annoying, but on the Seven the jacking system is so simple that wheels can be changed in a very short time without soiling hands or clothes. The triangular jack fits into an accessible bracket under the body and lifts one side of the car at a time.





INTERIOR HEATING

A heating and air-conditioning unit may be supplied as an optional extra. It draws fresh air from the radiator grille and is adjustable over a wide range to suit any kind of weather. The unit is mounted under the bonnet and the controls are located on the dash.



RADIO

A radio may also be fitted at extra cost. The control unit is neatly housed in the parcel shelf, at the driver's end, where it is out of the way yet readily accessible. The loud speaker is mounted out of sight under the dash.

AUSTIN

A30 Seven

SPECIFICATION

ENGINE : Bore 2·28 in. (58 mm.) ; stroke 3 in. (76 mm.) ; capacity 48·8 cu. in. (800 c.c.) ; maximum b.h.p. 28 at 4,800 r.p.m.; maximum torque 40 lb./ft. at 2,200 r.p.m. ; compression ratio 7·2 to 1.

Cylinders : Four cylinders cast integral with crankcase in special cast iron. Full-length water jackets. Detachable cylinder head carrying overhead valve rocker gear and provision for heater connections.

Crankshaft : Forged steel, supported in three steel-backed white-metal bearings of large diameter with micro-finish.

Connecting Rods : Forged steel with steel-backed white-metal bearings.

Pistons : Split-skirt type, of LO.EX aluminium alloy, with alumilite finish. Three compression rings, one of which is a taper ring, and one slotted scraper ring.

Camshaft : Forged steel, supported in three bearings—1 steel-backed white-metal bearing, 2 bearings direct in crankcase. Cams of patented design for quiet operation. Drive by roller chain from crankshaft with twin tensioner rings of synthetic rubber to ensure quiet chain operation.

Valves : Overhead valves operated by push-rods. Oil seals are fitted and all valve gear is designed for quiet operation.

Lubrication : Oil is drawn by a co-axial non-draining type pump and is delivered to the main, big-end and camshaft bearings by way of drilled passages in an oil gallery on the right-hand side of the crankcase. Running pressure 50/55 lb. per sq. in. The connecting rods have jet holes to provide oil quickly to the cylinder walls when starting up. The camshaft front bearing feeds oil at a reduced pressure to the overhead valve rocker gear and to the timing chain. There is a gauze strainer in the reservoir and a by-pass oil filter is fitted. Oil capacity approximately 5 pints (2·84 litres).

Cooling : Circulation by centrifugal-type pump with thermostat control. Patented radiator to prevent loss of coolant through surge or expansion. Cooling system capacity $8\frac{1}{2}$ pints (4·83 litres).

Ignition : 12-volt battery and coil ignition with built-in vacuum control and automatic advance.

Dynamo : Fan-ventilated unit with compensated voltage control.

Starter : Lucas type operated by a pull switch on the instrument board.

Fuel System : Fuel from a rear tank of $5\frac{3}{4}$ gallons (26·14 litres) capacity is fed by an A.C. mechanical pump to a Zenith downdraught carburetter with "T" type air cleaner. (An oil bath air cleaner is fitted to some Export models.) The rocker cover vent pipe is connected to the air cleaner and the aluminium induction pipe incorporates a stainless steel hot spot.

CLUTCH : Borg and Beck single dry plate with diameter of 6¼ in. (0·16 m.). Pressure required to operate the clutch is very light.

GEARBOX : Four forward speeds and reverse, with synchromesh engagement for second, third and top speeds. A centrally mounted gear lever is employed. The third motion shaft is extended and splined to receive the splined end of the propeller shaft. Oil capacity 2⅓ pints (1·33 litres).

TRANSMISSION : Open propeller shaft with Hardy Spicer needle-roller-bearing universal joints. The sliding sleeve is supported by a plain bearing in the gearbox rear cover and on the splines of the third motion shaft ; both are lubricated from the gearbox.

REAR AXLE : Three-quarter floating, with hypoid crown wheel and pinion in a " banjo " type casing. The pinion is carried in pre-loaded taper-roller bearings. Oil capacity 1⅜ pints (0·78 litres).

OVERALL GEAR RATIOS : 4·875, 8·19, 12·626, and 19·939 to 1, reverse 25·25 to 1.

ROAD SPEEDS AT 1,000 R.P.M. : Top 13·30 m.p.h. ; third 7·92 m.p.h. ; second 5·14 m.p.h. ; first 3·25 m.p.h.

STEERING : Cam gear with ratio of 12 to 1 and provision for taking up wear. Steering wheel of 17 in. (0·43 m.) diameter with two spokes and central heraldic design. The tubular cross rod and forged side rods have ball joints with large hardened bearing surfaces and oil seals. Right- or left-hand steering is available as required.

SUSPENSION : Front : Of Austin design. Independent coil springs, and wishbones mounted on rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers. **Rear :** Long semi-elliptic reverse camber springs, under-slung and mounted on rubber bushes Control by double-acting hydrauli shock absorbers interconnected by an anti-roll torsion bar.

BRAKES : Lockheed hydraulic, the rear brakes being mechanically operated by a remote hydraulic cylinder. Front brakes are of two-leading-shoe design. A pull-up type handbrake lever is situated between the driver's seat and door, and operates mechanically on the rear wheels. All lever bearings are oil-lubricated and sealed against the entry of dust.

WHEELS AND TYRES : Pressed-steel disc wheels with slots for ventilation and the fitting of non-skid chains. Large chromium wheel caps. Spare wheel carried vertically in the rear luggage compartment. Dunlop 5·20—13 extra low pressure tyres.

ELECTRICAL : 12-volt battery of 32 amp. hour capacity (38 amp. hour when heater and radio are fitted) ; built-in headlamps with double-filament bulbs for dipping ; separate sidelamps mounted on top of wings, visible to driver ; twin stop-tail lamps ; rear number-plate lamp ; combined switch for lights and headlamp dipping mounted on steering column ; direction indicators with " tell-tale " light on switch ; horn ; dual windscreen wipers ; provision for heating and air circulation ; provision for radio.

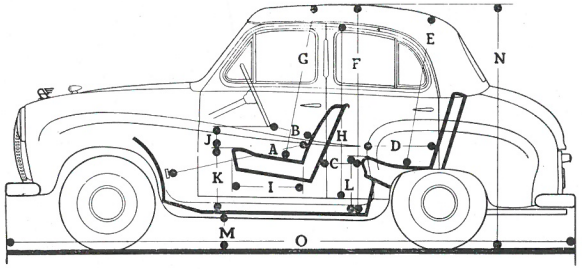
INSTRUMENTS : Large speedometer and total mileage recorder which also incorporates the fuel gauge and warning lights to indicate no dynamo charge, low oil pressure, and headlamp beam position.

COACHWORK : Two-door or four-door, four-seater fixed head saloon of all-steel unitary construction with fully stressed skin. No soldered joints are employed. All components are secured directly to the body by reinforced mountings of great strength and stiffness. Rear opening doors fitted with locks and friction-controlled ventilating louvres. Front door windows can be raised or lowered ; rear door windows are fixed. All windows and windscreen ar/ fitted with toughened glass. Bonnet hinged at the rear, the release catch being incorporated in the " Flying A " motif. Enclosed rear luggage compartment of extra large capacity. All seats trimmed in leather cloth, with cushions of moulded foam rubber. The front bucket seats are instantly adjustable to one of three positions, and can be tilted forwards if necessary. Carpets are fitted. There is a full-width parcel shelf beneath the fascia.

OPTIONAL EXTRAS : Swivelling quarter windows (two-door), ash-trays, over-riders, leather-trimmed seats, heating and air conditioning unit, radio.

Leading Dimensions

		English	Metric
Pedal to Seat Squab ..	A	2′ 11½″	0·90 m.
		3′ 2½″	0·98 m.
Steering Wheel to Seat Squab	B	10½″	0·27 m.
		1′ 2½″	0·37 m.
Distance between Seats	C	8″	0·20 m.
		11¾″	0·30 m.
Rear Seat Cushion Depth	D	1′ 5½″	0·44 m.
Height over Rear Seat ..	E	2′ 11″	0·89 m.
Maximum Interior Height	F	4′ 1″	1·24 m.
Height over Front Seat ..	G	3′ 1″	0·94 m.
Height of Door Opening	H	3′ 1½″	0·95 m.
Front Seat Cushion Depth	I	1′ 6½″	0·47 m.
Front Seat Cushion Width ..		1′ 8½″	0·52 m.
Steering Wheel to Cushion	J	5″	0·13 m.
Front Seat Cushion above Floor	K	1′ 2″	0·36 m.
Rear Seat Cushion above Floor	L	1′ 1½″	0·34 m.
Height—Floor to Ground	M	10½″	0·27 m.
Overall Height	N	4′ 11¼″	1·50 m.
Overall Length	O	11′ 4⅜″	3·46 m.
Overall Width		4′ 7⅛″	1·40 m.
Scuttle Width		3′ 9½″	1·16 m.
Rear Seat Width		2′ 11¼″	0·91 m.
Body Width over Rear Seat ..		3′ 10″	1·17 m.
Wheelbase		6′ 7½″	2·02 m.
Track—Front (at ground level)		3′ 9¼″	1·15 m.
Track—Rear		3′ 8½″	1·14 m.
Ground Clearance		6⅝″	0·17 m.
Turning Circle		35′ 0″	10·67 m.
Luggage Compartment—Height of Opening		1′ 8″	0·51 m.



	English	Metric
Luggage Compartment—Minimum Width of Opening	2′ 6½″	0·77 m.
Luggage Compartment—Depth	1′ 6″	0·46 m.
Approximate Weight Unladen (including oil and water, less fuel) : Two-door	13½ cwt.	686 kg.
Four-door	13¾ cwt.	698 kg.

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THE AUSTIN MOTOR COMPANY LIMITED

LONGBRIDGE . . . . BIRMINGHAM

AUSTIN MOTOR EXPORT CORPORATION LIMITED

LONGBRIDGE, BIRMINGHAM AND OXFORD STREET, LONDON, ENGLAND

Printed in England (93513)

Publication No. 992/*A*