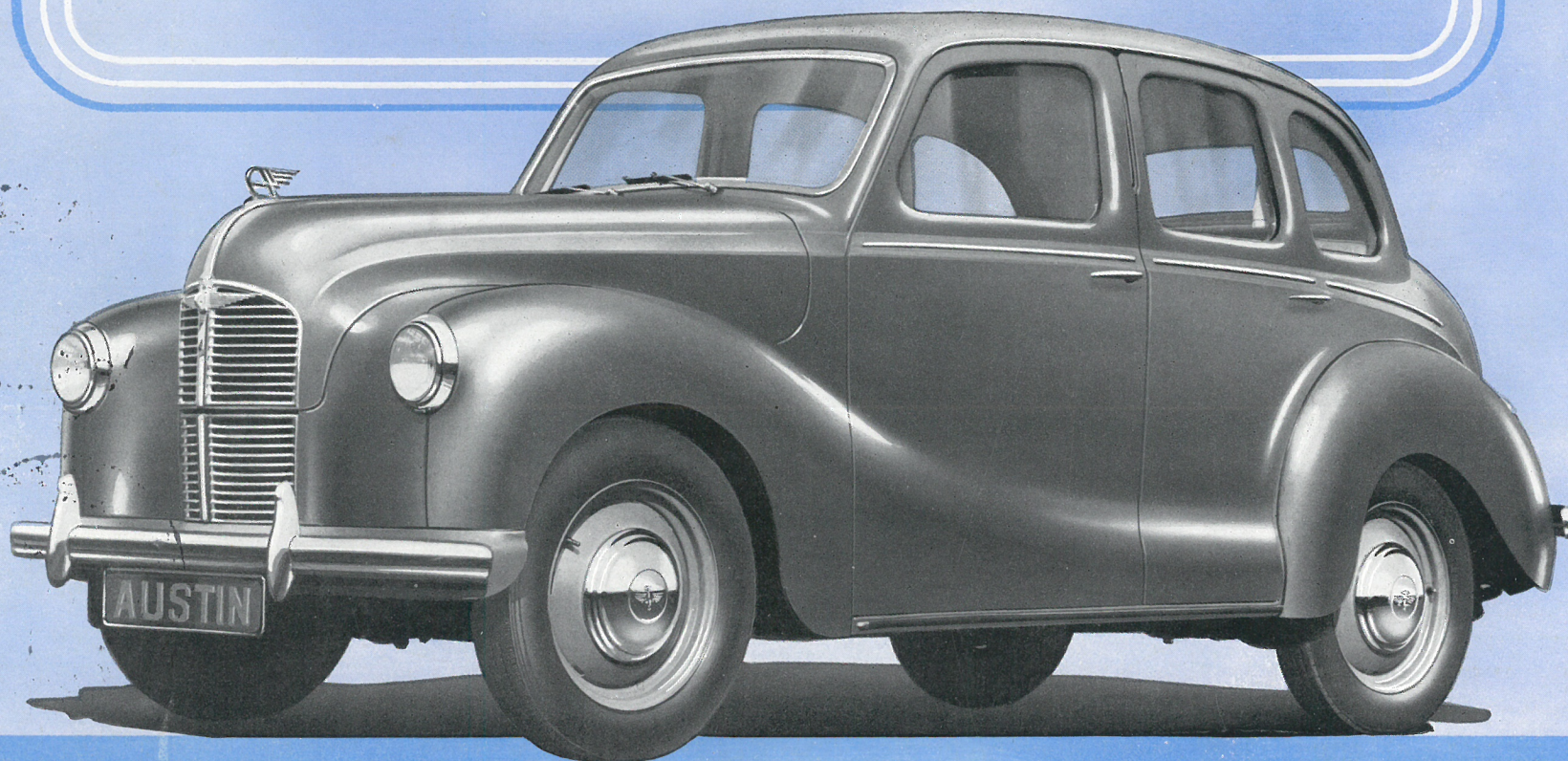


NOW FOR THE

AUSTIN 'A40'



DEVON & DORSET SALOONS

S P E C I F I C A T I O N

ENGINE: Bore 2.578 ins. (65.48 mm.); stroke 3.5 ins. (89 mm.); capacity 73.17 cu. ins. (1,200 c.c.); b.h.p. 40 at 4,300 r.p.m.; max. torque 59 lbs. ft. at 3,000 r.p.m.; compression ratio 7.2 to 1.

Cylinders: Four cylinders cast integral with crankcase. Full length water jackets. Detachable cast iron head carrying overhead valve rocker gear and connections for the heater unit.

Crankshaft: Forged steel crankshaft supported by three detachable "Thinwall" bearings.

Connecting Rods: Forged steel with detachable "Thinwall" big-end bearings.

Pistons: Split skirt pistons in aluminium alloy with anodised finish. One compression, one taper and one oil control ring fitted.

Camshaft: Forged steel supported by three "Thinwall" bearings. Cams of patented design for quiet operation. Drive by duplex roller chain from crankshaft with tensioner ring of synthetic rubber to ensure quiet chain operation.

Valves: Overhead valves operated by push-rods. Exhaust valves of heat- and corrosion-resisting steel. Inlet valves of silicon chrome alloy steel. Valve oil seals are fitted.

Lubrication: Pressure gear pump forces oil to all main, big-end, camshaft, and overhead valve rocker-shaft bearings. Holes in the big-end bearings provide for jet lubrication of the cylinder walls and the front camshaft bearing provides a controlled feed of oil to the timing chain. Both main and big-end bearing oil feeds are of a patented design which ensures longer crankshaft life. A by-pass filter is fitted. Oil capacity 7½ pints (4.2 litres).

Cooling: Circulation by centrifugal type pump with thermostat control. Patented radiator to prevent loss of cooling water through expansion. Cooling system capacity 12½ pints (7 litres).

Ignition: Coil and battery ignition, with automatic advance and retard, and additional vacuum control.

Dynamo: 12-volt fan ventilated unit, with compensated voltage control.

Starter: Lucas unit operated with manual control.

Fuel System: Fuel from a rear tank of 8½ gallons (37 litres) capacity is fed by an AC mechanical pump to a Zenith downdraught carburettor with "T" type air cleaner. The valve rocker cover vent pipe is connected to the air cleaner, and the aluminium alloy induction manifold incorporates a stainless steel hot spot. On certain export models an oil bath air cleaner is fitted.

Mountings: Flexible inclined "live" rubber mountings, front and rear, with integral torque reaction stops.

CLUTCH: A flexible dry single-plate Borg and Beck clutch is employed with a spring cushion drive. The clutch pedal is isolated from the clutch housing by a special adjustable linkage. Clutch diameter 7¼ ins. (18.4 cm).

GEARBOX: The gearbox has four forward speeds and reverse. The gear lever is centrally mounted, and there is synchromesh engagement for second, third and top gears. The gearbox third motion shaft is extended in a special housing which provides additional bearings for propeller shaft load. Oil capacity 2½ pints (1.26 litres).

TRANSMISSION: Hardy Spicer propeller shaft with needle roller bearing universal joints. Lubrication nipples to each joint and to the sliding spline.

REAR AXLE: Spiral bevel three-quarter floating in "banjo" type casing. The pinion is carried by pre-loaded taper roller bearings. Oil capacity 2½ pints (1.54 litres.)

OVERALL GEAR RATIOS: 5.43, 8.33, 13.2 and 21.87 with 28.03 reverse.

ROAD SPEEDS AT 1,000 R.P.M.: Top 13.8 m.p.h.; third 9.0 m.p.h.; second 5.68 m.p.h.; first 3.43 m.p.h.

STEERING: Special Cam gear steering with 14 to 1 ratio, and provision for taking-up wear. 16 inch (41 cm.) diameter steering wheel. The tubular steering rods have Austin type ball joints with large hardened bearing surfaces and oil seals. Left-hand steering is available.

SUSPENSION: Front: Independent coil springs. Wishbones mounted on Metalastik rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers.

Rear: Long semi-elliptic reverse camber springs, underslung and fitted with zinc interleafs. The springs are mounted on silentbloc bushes and controlled by double-acting hydraulic shock absorbers, interconnected by an anti-roll torsion bar.

BRAKES: Girling hydraulic on the front wheels, with Girling mechanical on the rear wheels. All lever bearings of the mechanical linkage are sealed against the entry of dirt. The handbrake is of the pistol grip type and is mounted under the fascia close to the steering column. The front brakes are of two-leading shoe design.

WHEELS AND TYRES: Pressed steel disc wheels with ventilation slots. Large chromium wheel caps. Spare wheel carried below shelf in rear luggage compartment. Extra low pressure tyres, 5.25 x 16.

JACKING: Stevenson jack operated by a wheelbrace from inside the car to lift either right or left side of the car.

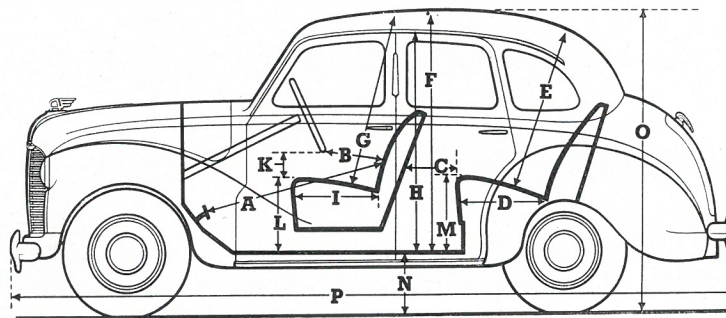
FRAME: Welded pressed steel frame with full length box section side members and box section front and rear cross members. The centre part of the frame is stiffened by cross bracing which ensures great torsional and diagonal stiffness.

ELECTRICAL: 12-volt battery of 51 ampere hour capacity at 10-hour rate; positive earth; built-in combined head- and side-lamps, left hand headlamp has double filament bulb for dipping; foot controlled dip-switch; twin built-in stop- and tail-lamps; rear number plate lamp; interior roof lamp; direction indicators; horn; windscreen wipers; interior heating; provision for built-in Ekco radio with the speaker concealed in the roof over the windscreen.

INSTRUMENTS: Oil and petrol gauges; ammeter; speedometer with trip and total readings; ignition and radio warning lamps.

COACHWORK: Dorset 2-door four-light saloon; **Devon** 4-door six-light saloon; all steel sound insulated body; toughened glass to all windows; all doors rear opening with concealed hinges and running-boards; combined barrel-type ignition, door and luggage boot key; bonnet lock controlled from inside the car; leather upholstery; adjustable front seats; wide and deep rear seat with side arm rests; centre folding arm rest on Devon Saloon; thick carpets with felt underlay; practical and attractive fascia with closed glove compartment on left, central control panel and full range of instruments in front of driver; interior heating; provision for built-in Ekco radio. **Dorset:** Fixed head. **Devon:** Sliding head.

COLOURS: Burgundy with Beige upholstery and Fawn carpets; Portland Grey with Beige upholstery and Fawn carpets; Royal Blue with Brown upholstery and Brown carpets; Mist Green with Beige upholstery and Fawn carpets; Black with Brown upholstery and Brown carpets.



Leading Dimensions—Austin "A40" Dorset and Devon Saloons

	English	Metric
	ft. ins.	
Pedal to seat squab	A 3 5	1,04 m.
Steering wheel to seat squab	B 2 9½	0,81 m.
Distance between seats	C 1 5½	0,40 m.
Rear seat cushion depth	D 10½	0,27 m.
Height over rear seat	E 6½	0,34 m.
Maximum interior height	F 1 7½	0,16 m.
Height over front seat	G 3 10	0,49 m.
Maximum height door opening	H 3 0½	0,87 m.
Front seat cushion depth	I 3 7	1,17 m.
Front seat cushion width	J 3 0½	0,93 m.
Steering wheel to cushion	K 1 9	1,09 m.
Front cushion above floor	L 1 6½	0,47 m.
Rear cushion above floor	M 1 9	0,53 m.
Minimum height—floor to ground	N 6	0,15 m.
Overall height	O 1 1½	0,34 m.
Overall length	P 1 2½	0,37 m.
Overall width	5 2½	1,59 m.
Scuttle width	12 9	3,88 m.
Body width over front seats	5 1	1,55 m.
Width over rear seats	3 4½	1,02 m.
Body width at rear seat	4 1	1,24 m.
Rear seat maximum width	3 3	0,99 m.
Wheelbase	4 0½	1,22 m.
Track (front)	3 9½	1,15 m.
Track (rear)	7 8½	2,35 m.
Ground clearance	4 0½	1,23 m.
Turning circle	4 1½	1,26 m.
Luggage compartment—height of opening	38 0	11,40 m.
Luggage compartment—width of opening	1 4	0,41 m.
Luggage compartment—depth of platform	2 7	0,79 m.
Luggage compartment—capacity	2 1	0,64 m.
Luggage carrier load	7.4 cu.ft.	0,21 cu. m.
Approximate weight of finished car, less spare wheel, tools and petrol: plus oil and water	1 cwt.	50 kgs.
	Dorset 18 cwt. 71 lbs.	946 kgs.
	Devon 19 cwt. 36 lbs.	982 kgs.

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.

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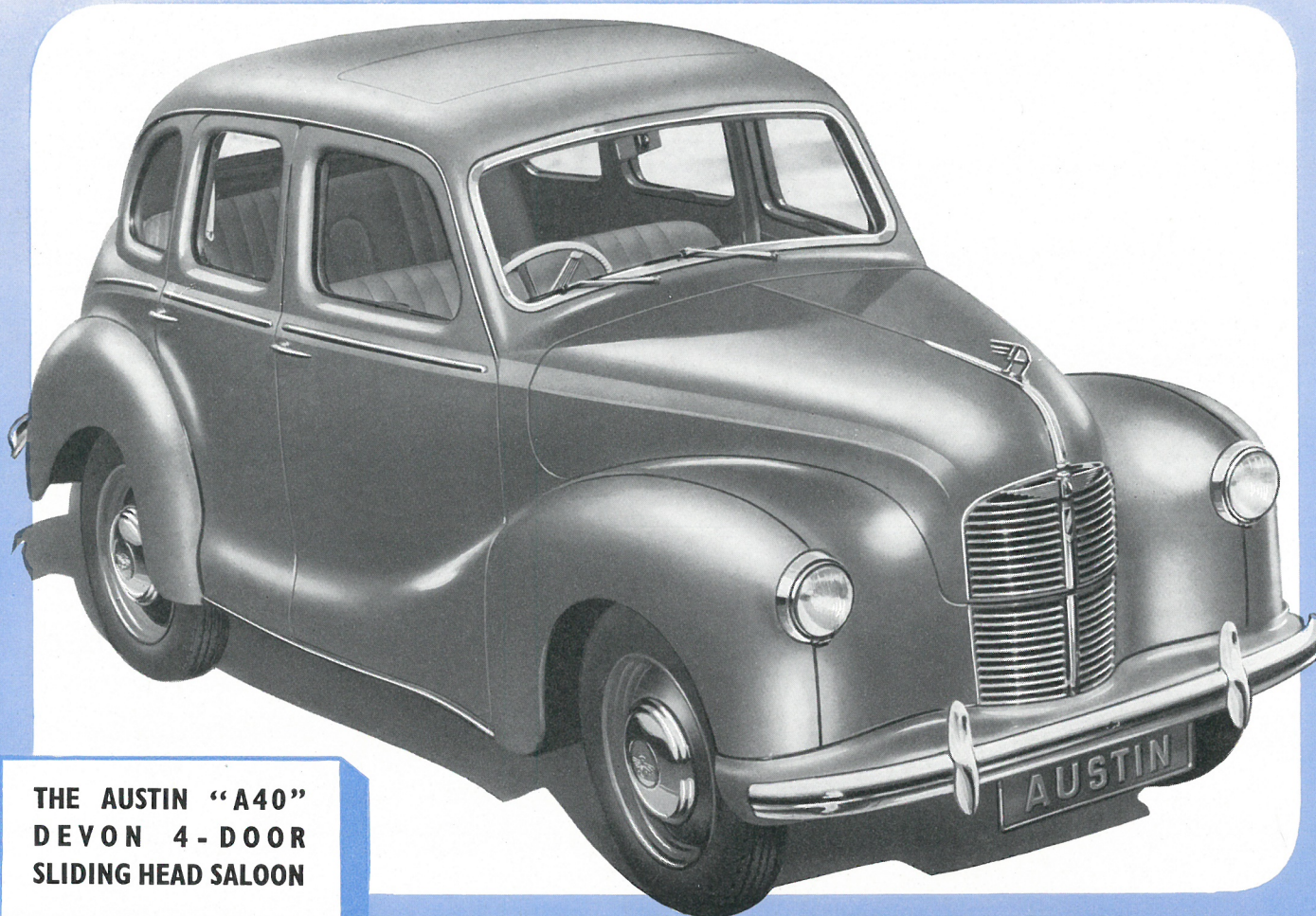


NEW era of motoring refinement arrives with the introduction of the Austin "A40" saloons, modern in line, most generous in specification, and exciting to drive.

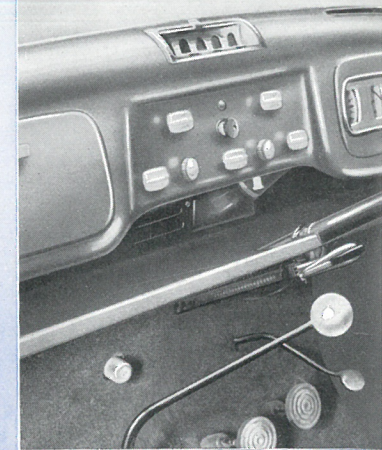
A powerful overhead valve engine, independent front suspension, interior heating, built-in radio if required, and safe rear opening doors all round with concealed hinges—here indeed are features which the modern motorist will appreciate to the full.

The performance of the "A40" is outstanding. Quiet and smooth running, the engine has reserves of crisp power for safe overtaking and rapid hill climbing, and the car is in every way easy to control at all speeds.

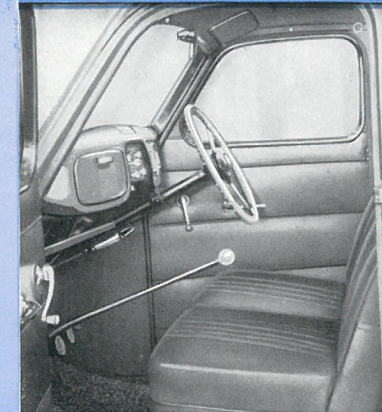
Two models are available, the Dorset 2-Door Saloon and the Devon 4-Door Saloon, both having attractive coachwork furnished and equipped to provide a standard of travel comfort not previously attained in a car built for the popular market.



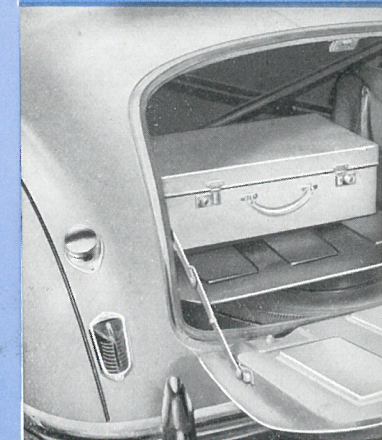
**THE AUSTIN "A40"
DEVON 4-DOOR
SLIDING HEAD SALOON**



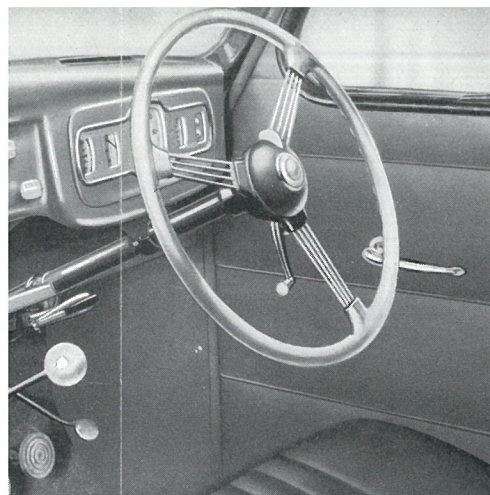
The instrument panel is of modern controls. There is a full width fascia



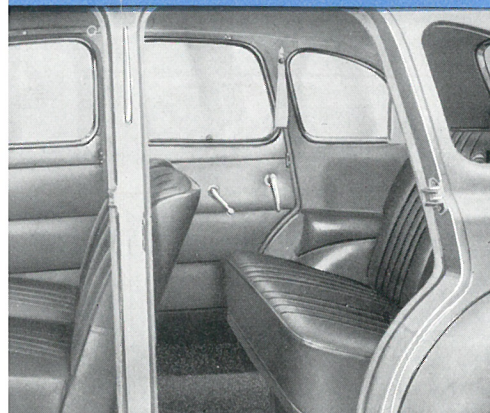
The luxurious interior of the D deeply upholstered front and r



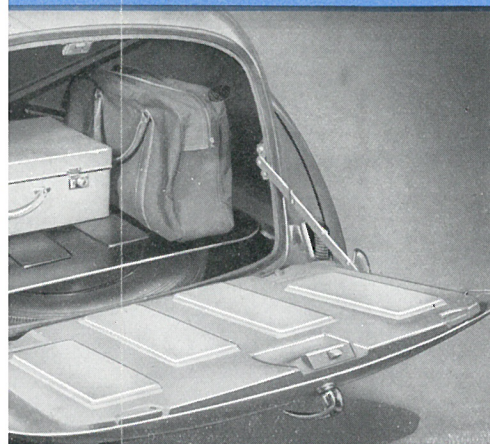
The rear boot, which houses the sp A rear luggage platform is also



of modern design, with separate grouping of width fascia tray and a closed glove compartment.

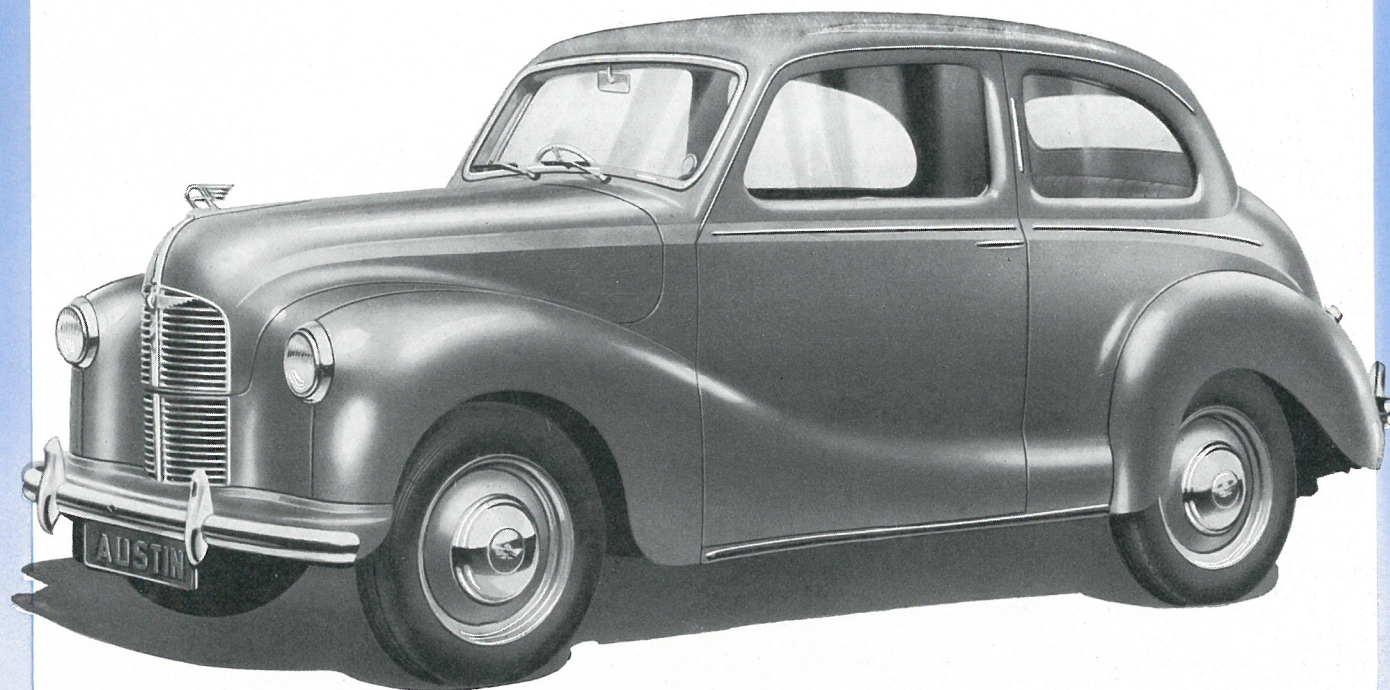


of the Devon 4-Door Saloon, showing the front and rear seats and general roominess.



houses the spare wheel, is of 7.4 cu. ft. capacity. Form is also provided for additional luggage.

THE AUSTIN "A40" DORSET 2-DOOR FIXED HEAD SALOON



OUTSTANDING FEATURES OF THE AUSTIN "A40"

★ 1,200 c.c. four-cylinder O.H.V. engine developing 40 b.h.p. at 4,300 r.p.m. ★ by-pass engine oil filter ★ patent overhead valve gear for quiet operation ★ gearbox extension housing giving extra bearings for propeller shaft load ★ coil-spring rubber mounted independent front suspension ★ Girling hydro-mechanical brakes with pistol grip handbrake ★ two-leading shoe front brakes ★ semi-elliptic rear springs with zinc interleaves ★ Cam gear steering ★ sturdy cross-braced frame with box section side, front and rear cross members ★ all steel, sound insulated coachwork in modern styling ★ all doors have concealed hinges and are rear opening for safety ★ concealed built-in running boards ★ bonnet lock controlled from inside car ★ built-in combined head- and side-lamps ★ twin built-in stop- and tail-lamps ★ rear number plate lamp ★ leather upholstery ★ cream washable roof covering ★ wide close-mounted front seats ★ built-in interior heating and windscreen demisting ★ fascia controlled Ekco radio available at extra cost ★ distinctive colour scheme for instruments, fascia, and all controls ★ sliding head and folding centre arm rest on Devon Soloon.