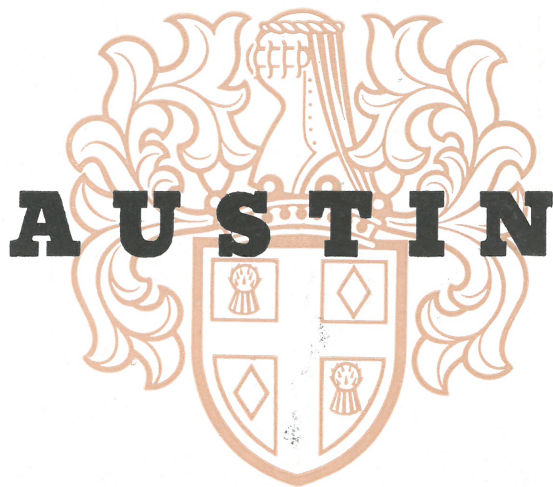


The **AUSTIN** A40 Somerset



— YOU CAN DEPEND ON IT



You can depend on it!

THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE · BIRMINGHAM · ENGLAND

AUSTIN MOTOR EXPORT CORPORATION
LIMITED
BIRMINGHAM and 479-483 OXFORD ST., LONDON, W.1.,
ENGLAND

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It's a car for Everyone

On any and every motoring occasion you can be sure that the A40 Somerset will fit the picture perfectly. Its pleasant and stylish appearance is matched by many refinements and by the quiet, smooth power of its famous O.H.V. engine.

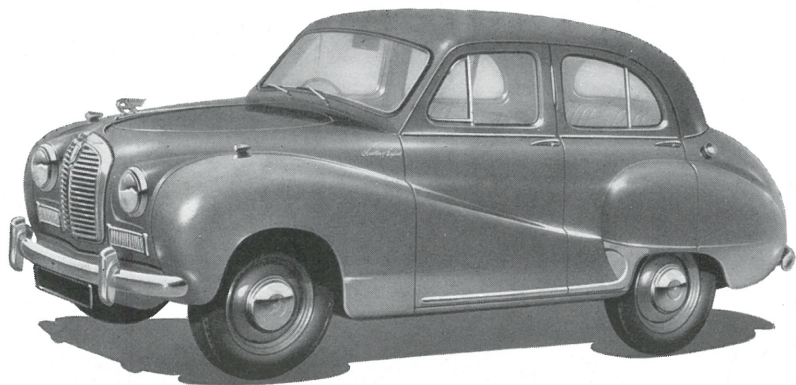
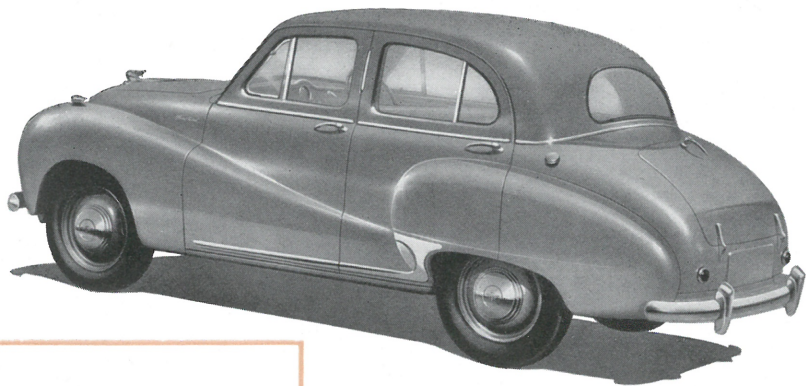
It is a family car—having plenty of room and plenty of luggage space—and a business car too, with a lively performance that makes driving a joy on long journeys or around town.

And of course as it is an Austin it is built for dependable and long lasting service with real economy of running.

In fact the more you examine the Somerset, the more you will like it.

THE STYLISH ROOMY **AUSTIN A 40** *Somerset Saloon*

The well-balanced and well-proportioned lines of the Somerset are achieved without loss of those essential requirements—good all-round visibility and wide doors that enable you to enter and leave the car easily.



It's quite a roomy car too, with generous accommodation for four adults, yet at the same time its overall dimensions are modest and the car is easy to park and to garage.

Visibility

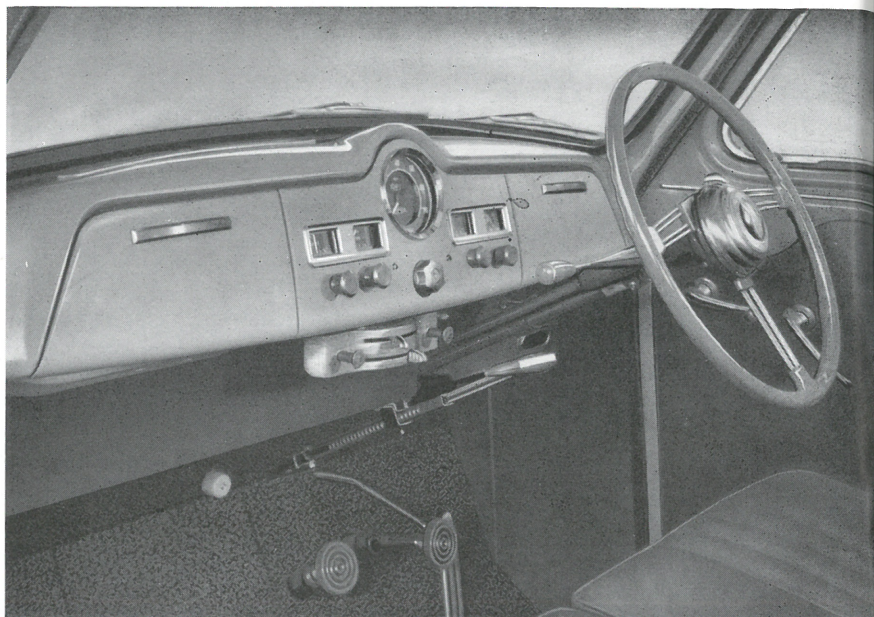
The driver of the Somerset has a clear view of the road. The curved wind-screen is wide and deep and the large curved rear window permits excellent rear vision.



from

Fascia

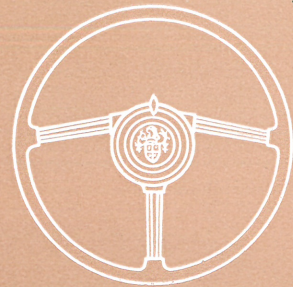
The instruments, including a water temperature gauge, are clearly positioned on the neatly styled body-coloured fascia while beneath are the controls for heating and lighting. Closed glove compartments are on either side, one of which accommodates the radio when fitted.



Gear Change

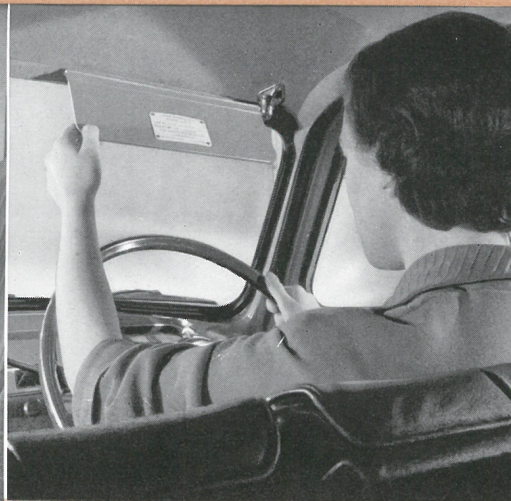
The four speed and reverse gearbox, which has synchromesh on 2nd, 3rd and top, is controlled by a lever on the steering column. Each gear can be selected and engaged with an easy light movement of the hand.

the driver's point of view



Seat Adjustment

The two close-mounted front seats are extremely comfortable and provide room for three if need be. They are easily positioned for leg reach.



Sun Visor

The sun visor fitted to the driving side can be quickly adjusted to reduce glare. When not required it folds neatly away against the roof.



Front Doors

The safe, forward-hinged front doors give easy access to the front seats, and each door has a neat fold-down interior pull handle.

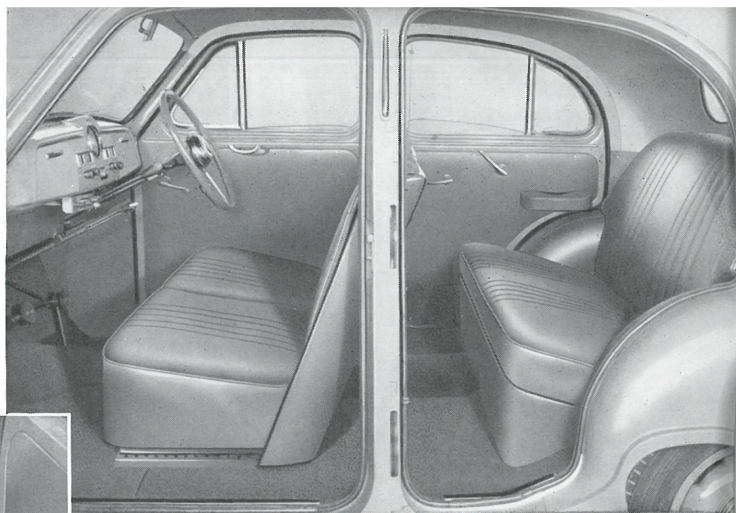
More room More comfort

Sound Insulation

Riding comfort is enhanced by extensive interior sound proofing, the roof, door panels and floor being lined with special sound deadening material in addition to the normal visible coverings.

Leg room

For the convenience of rear passengers foot rests are incorporated in the back of the front seats.



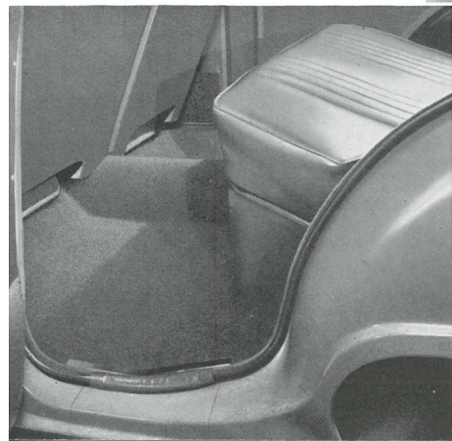
Interior

The Somerset interior is spacious and comfortable and accommodates four adults with perfect ease. There is plenty of elbow room, especially over the front seats, where three can sit on occasion.

Upholstery

All Somerset seats are leather upholstered and have foam rubber cushions which combine perfect comfort with maximum durability.

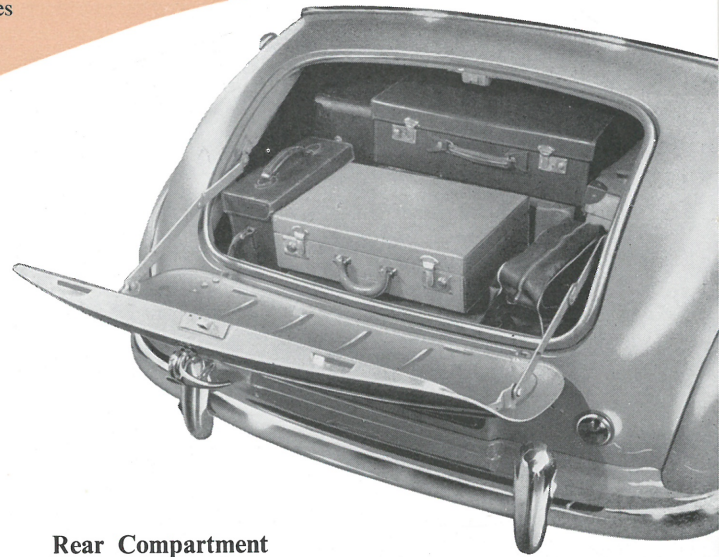
PAGE FOUR



There's a place for Everything

For Parcels

Underneath each front seat and integral with it is a handy little compartment which is ideal for small parcels, magazines and similar items.



Rear Compartment

Suitcases, holdalls, golf clubs and all the other items of personal luggage can be easily accommodated in the Somerset built-in luggage compartment. And when there is an overflow the rear panel conveniently forms a luggage platform.

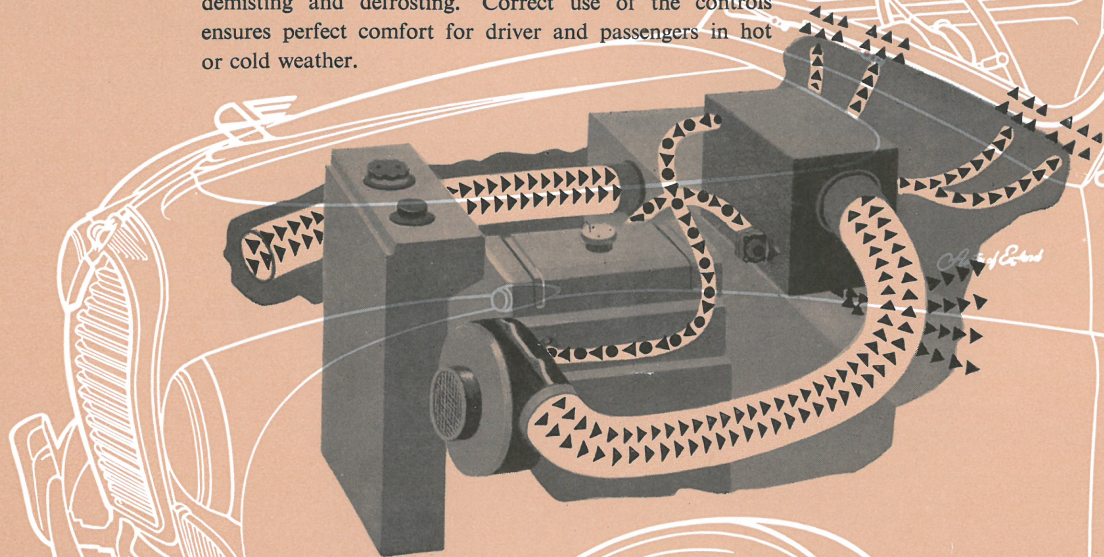
For Maps

The fascia compartment with hinged front is surprisingly roomy. Maps, cigarettes, gloves and all such motorist miscellany are neatly concealed but immediately handy.

A Fresh Air Conditioning System

FOR COMPLETE COMFORT IN HOT OR COLD WEATHER

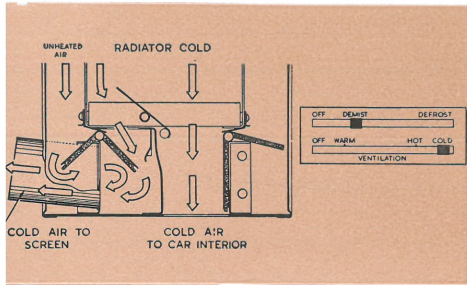
The Somerset can be fitted with the Smiths Fresh Air Conditioning system which supplies heated or unheated fresh air to the car interior and to the windscreen for demisting and defrosting. Correct use of the controls ensures perfect comfort for driver and passengers in hot or cold weather.



This diagrammatic sketch shows the layout of the Somerset air conditioning system with the thick arrows indicating the air flow and the dot arrows the heater water circulation.

Outside Temperature 0°F

Inside Temperature 75°F



Warm Weather

Cold air circulated evenly between the windscreen and the interior.

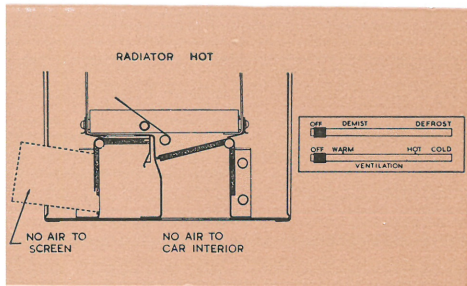
The Somerset Heater has an output equivalent to 3½ K.W. of electrical energy and is capable of heating and ventilating the car interior to over 75°F with an outside temperature registering 32° of Frost. In hot weather it will provide efficient fresh air ventilation without draught.

Fresh air is drawn from an intake at the front of the car and passed to the heater unit which then distributes it as warm or cold air to the car interior and windscreen.

The forward motion of the car is normally sufficient to force air through the intake to the heater unit but this air flow can be increased by an electric booster blower.

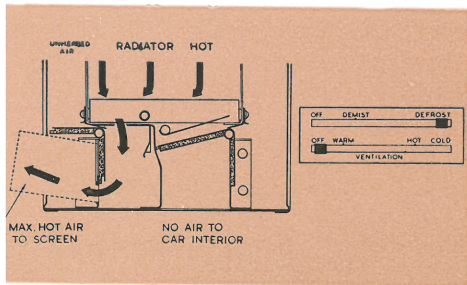
The heater controls are all mounted on a quadrant below the instrument panel and some indication of the settings available are shown by the three diagrammatic sketches of the control unit.

Two additional controls for the system not shown on the sketches are the booster switch and the control for the extra air vent which runs direct to the interior.



System Switched Off

Air supply to the windscreen and interior shut off.

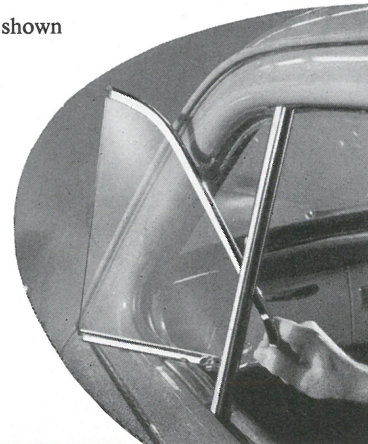


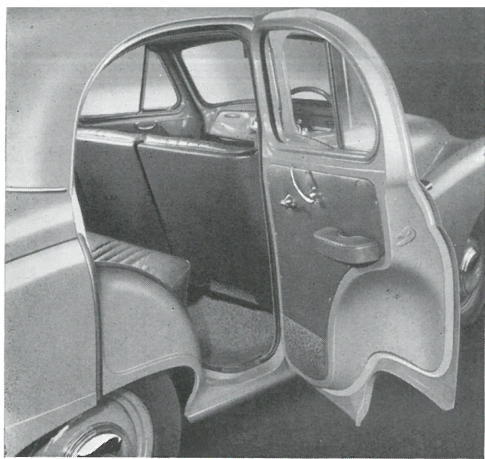
Icing

Maximum supply of hot air to the windscreen.

Window Ventilators

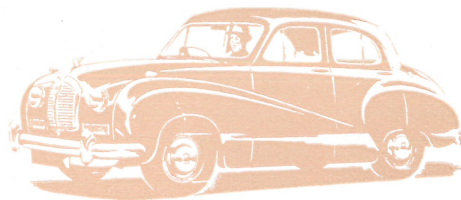
In very hot weather the door ventilators can be turned to act as air scoops.





Rear Doors

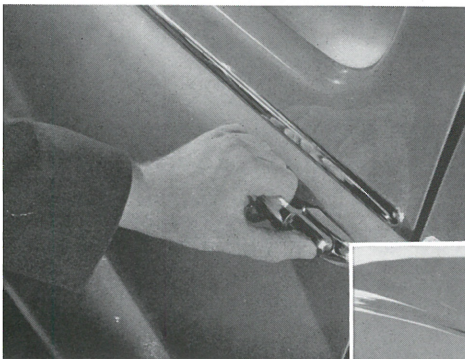
The safe, rear opening doors are exceptionally wide and the arm rest on the rear door acts as a convenient door pull.



Things

Safety Lock

A children's safety lock is fitted to the rear doors. This locks the door handles on the inside but permits them to be opened from outside.



Push Button Door Handles

The push button door handles on the Somerset are sturdy, neat and simple to operate. There are no projections on which clothing or fingers can be caught.



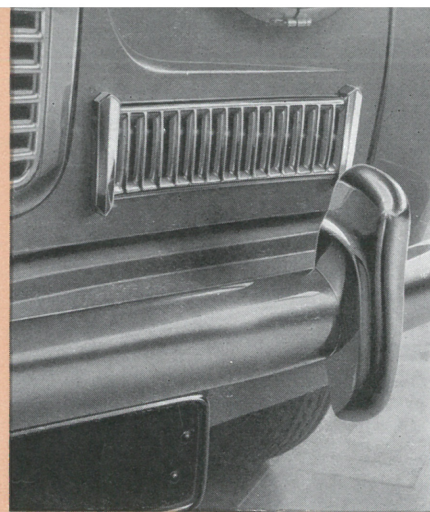
Concealed Hinges

Both front and rear doors are forward hinged for safety and the hinges are concealed. This permits the smooth continuation of the sweeping body styling from front to rear.

that Matter

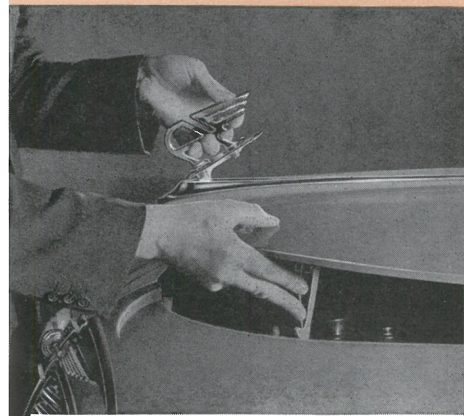
Overriders

Sturdy bumpers are fitted having overriders front and rear. The small grille on either side of the radiator is the intake for the air conditioning system.



Bonnet Opening

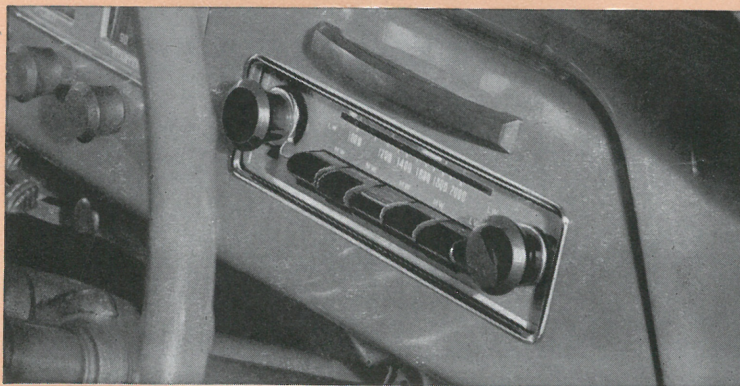
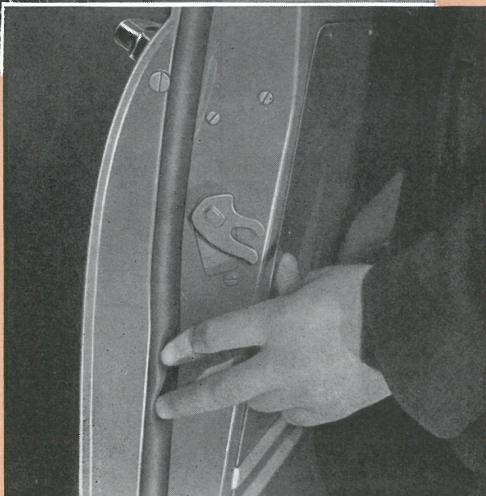
The main bonnet lock is released by the Flying A motif but there is also an additional spring loaded safety catch inside the bonnet.



Dust Sealing

Sponge rubber moulding is fitted completely round each door to form a seal.

All other body parts are also designed to give maximum dust protection.



Radio

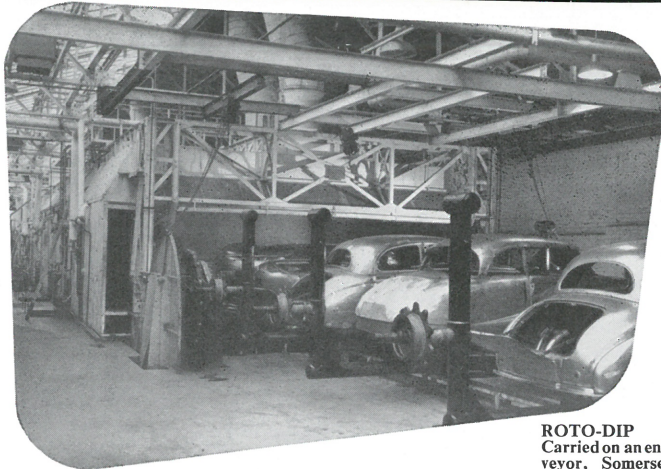
A built-in Radiomobile set with an extension speaker in the roof over the windscreen can be supplied. The set, which takes the place of the driver's parcel compartment, has pre-selector and dial station tuning with long and medium wavelengths.

The superb finish of Somerset cars is not short lived—it will last for years and need little attention.

At the Austin factory the bodies first pass through a giant Roto-Dip plant where after washing they are completely dipped in a tank containing zinc phosphate solution. This acts chemically with the surface of the steel forming a rust-proof coating. Every corner and joint is similarly protected and the protection is permanent.

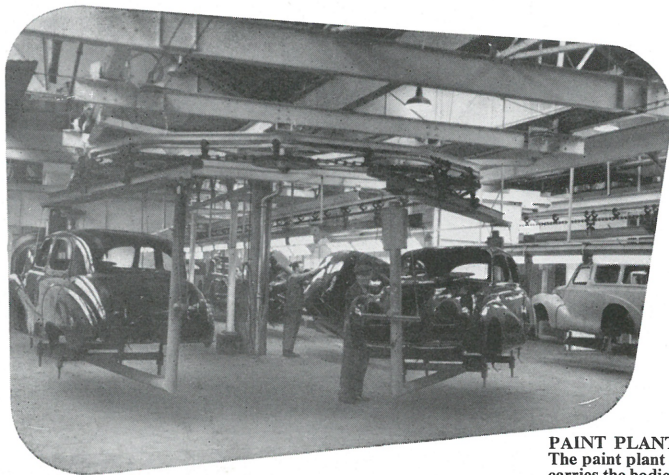
The body is then given a coat of priming paint and the interior panels are treated with a special solution for sound deadening—all welded joints being sealed against dust.

All this careful preparation forms a sound base for the final coat of priming paint and the following finishing coats.



ROTO-DIP
Carried on an endless conveyor, Somerset bodies are bonderised in the Roto-Dip plant.

RUST PROOFING AND PAINTING *Somerset* BODIES

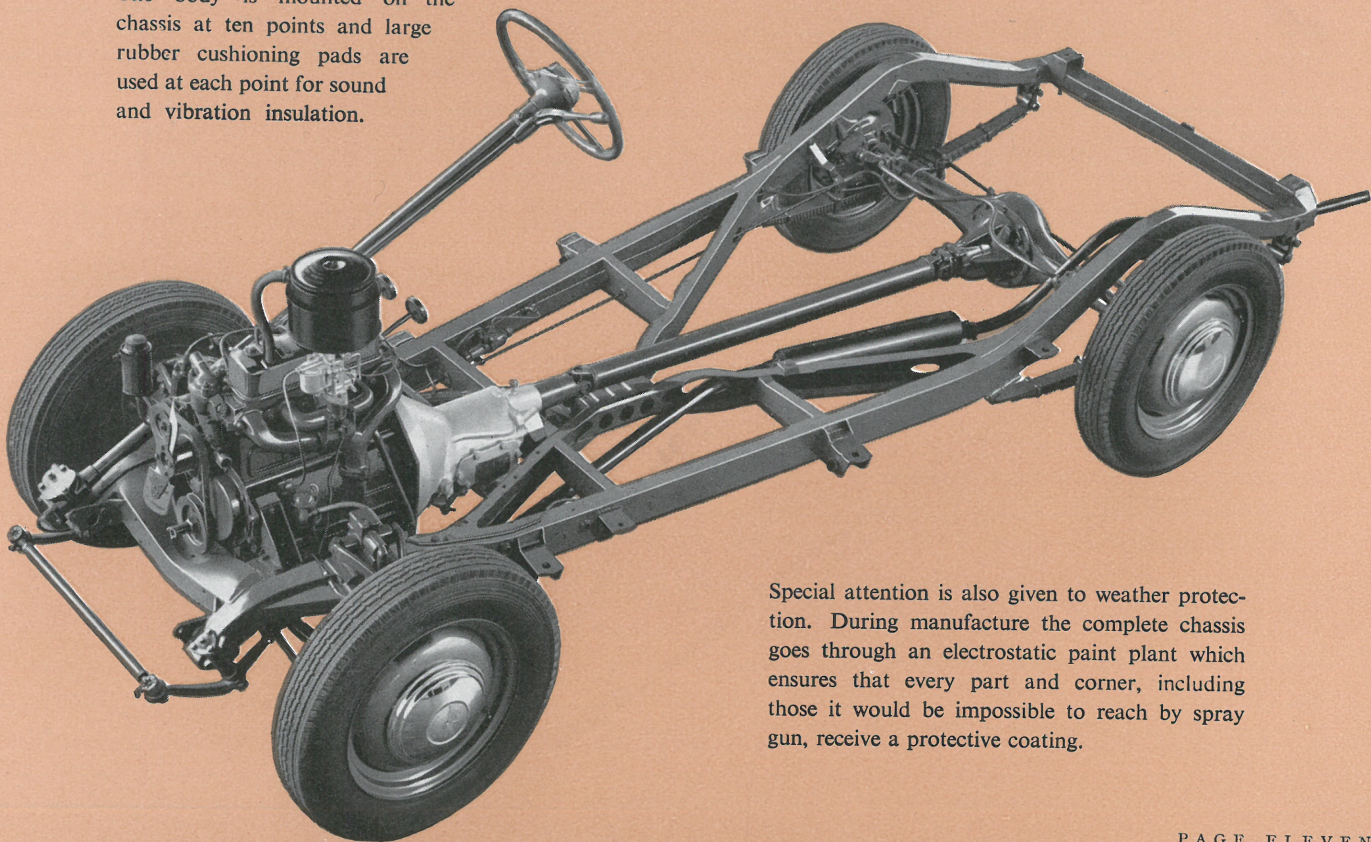


PAINT PLANT
The paint plant conveyor carries the bodies through drying tunnels, washing and spraying booths.

The A40 Chassis

The A40 chassis frame has welded pressed steel box section side, front and rear cross members, stiffened by cross bracing.

The body is mounted on the chassis at ten points and large rubber cushioning pads are used at each point for sound and vibration insulation.



Special attention is also given to weather protection. During manufacture the complete chassis goes through an electrostatic paint plant which ensures that every part and corner, including those it would be impossible to reach by spray gun, receive a protective coating.

The Famous **A 40** HIGH EFFICIENCY OHV *Engine*

The Austin A40 high efficiency overhead valve engine has achieved well deserved fame throughout the world for its power, economy and dependability.

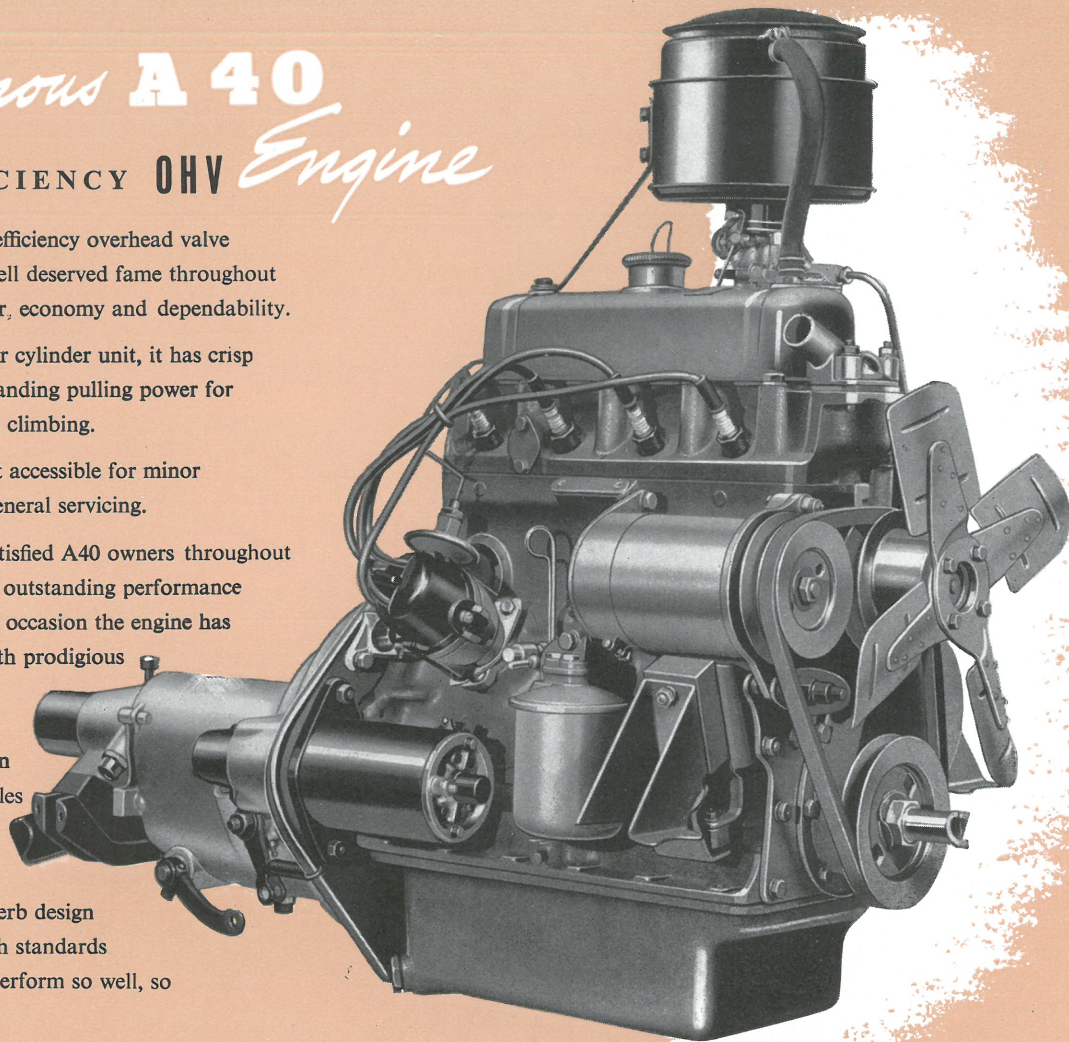
A smooth running four cylinder unit, it has crisp acceleration and outstanding pulling power for top gear work and hill climbing.

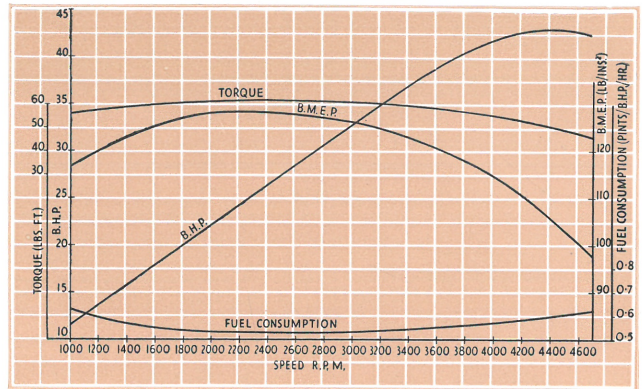
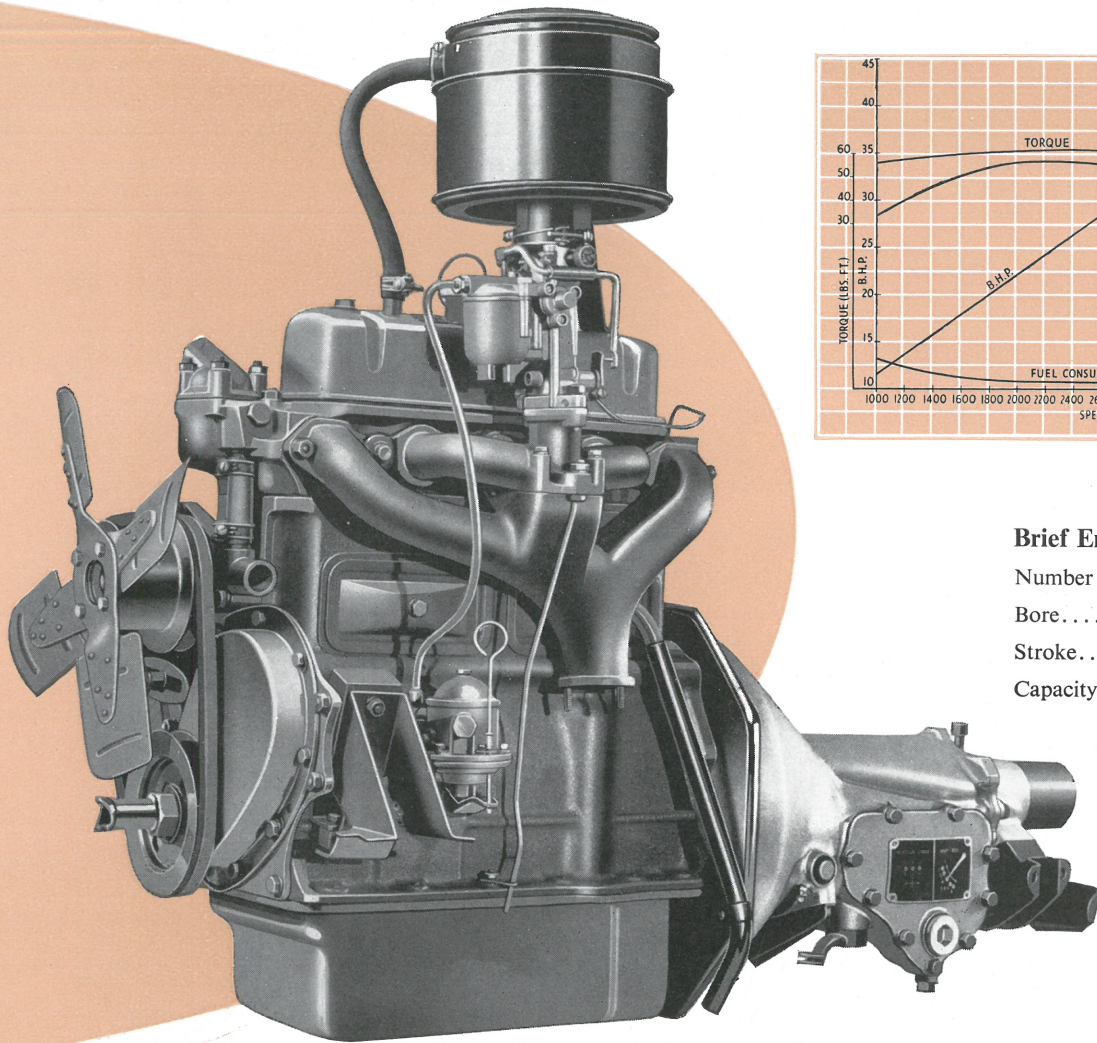
Furthermore it is most accessible for minor adjustments and for general servicing.

Many thousands of satisfied A40 owners throughout the world testify to its outstanding performance and on more than one occasion the engine has made the headlines with prodigious feats of speed and endurance.

For instance in 1950 an A40 covered 10,000 miles in 10,000 minutes at Monthlery in France.

Only an engine of superb design built to supremely high standards of engineering could perform so well, so consistently.





Brief Engine Data

Number of Cylinders.....4
 Bore.....2.578 in. (65.48 mm.)
 Stroke.....3.5 in. (89 mm.)
 Capacity73.17 cu. in. (1,200 cc.)
 B.H.P.....42 at
 4,500 r.p.m.
 Torque...58 lb. ft. at
 2,400 r.p.m.
 Compression Ratio...
 7.2:1

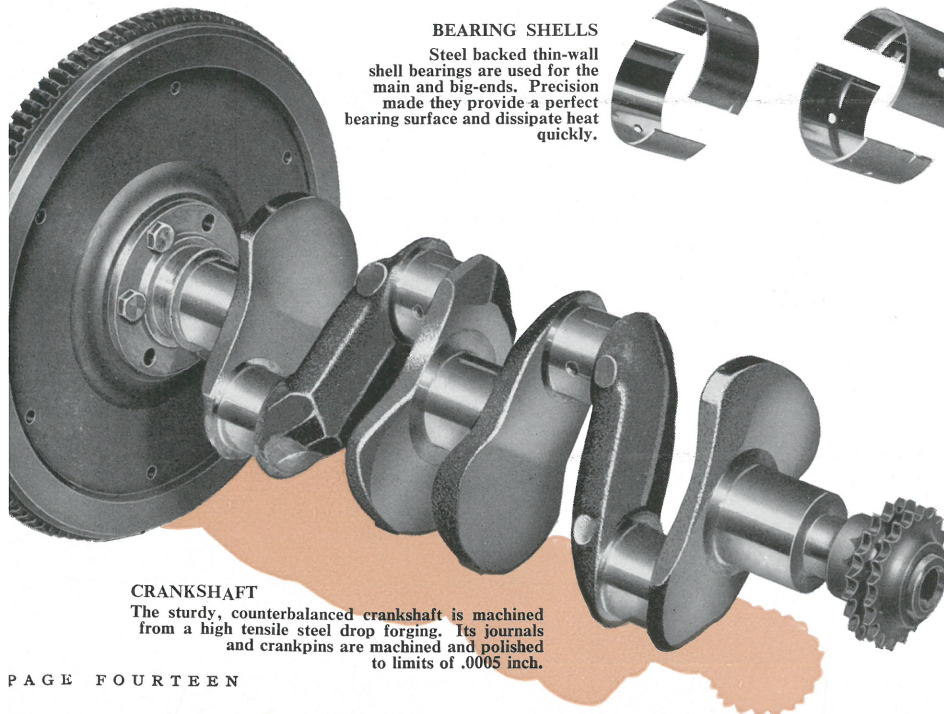
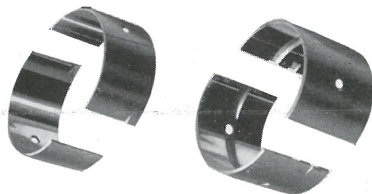
Precision Machining PLUS **AUSTIN** Patent

The production of the main components of the A40 engine is a marvel of modern precision engineering.

The heavy flywheel is balanced statically and dynamically until it is 100% perfect while the counterbalanced crankshaft must also be accurate to within 2 drams.

The four connecting rods and pistons are also balanced by weight, one with the other, and they must not have a variation exceeding 2 drams. All this meticulous care ensures smoothness of running which in itself reduces wear and on the A40 engine wear is further minimised by the Austin patent lubrication of the main and big-end bearings.

BEARING SHELLS
Steel backed thin-wall shell bearings are used for the main and big-ends. Precision made they provide a perfect bearing surface and dissipate heat quickly.



CRANKSHAFT

The sturdy, counterbalanced crankshaft is machined from a high tensile steel drop forging. Its journals and crankpins are machined and polished to limits of .0005 inch.

CONNECTING ROD ASSEMBLY

A
Three compression rings (two plain and one taper) and one slotted oil control ring.

B
Hardened steel gudgeon pin.

C
Concave crown split skirt aluminium piston with alumilite finish. Pistons and cylinder bores match to limits of .0005 inch.

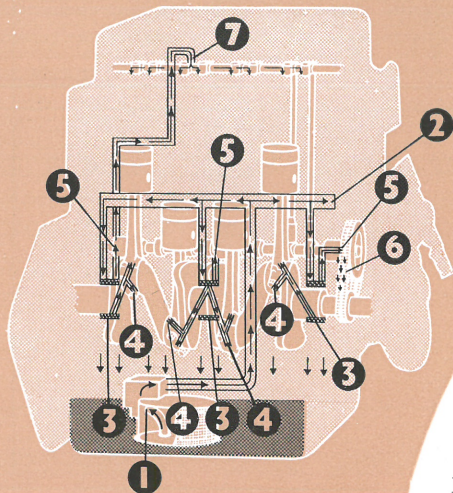
D
Forged steel connecting rod. Angle bearing cap allows connecting rod to be withdrawn through the cylinder.

E
Oil hole for jet lubrication of the cylinder walls.



Lubrication

PROLONGS ENGINE LIFE



Engine Oil Circulation

1. Gauze Strainer and Oil Pump
2. Gallery in Engine Block
3. Main Bearings
4. Big-End Bearings
5. Camshaft Bearings
6. Timing Chain
7. Valve Rocker Shaft and Tappets

Main and Big-End Bearings

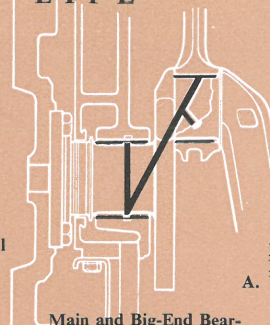
The Austin patent lubrication system for the crankshaft bearings consists of an annular groove in the main bearing caps which feeds oil to the bearings from four equidistant points. This fourfold feed ensures an even spread of oil at all times between the crankshaft journal and the main bearings shells.

From the main bearings, oil passes through the crankshaft to the big-end bearings where it emerges from two drillings in each crankpin. Oil from these drillings is continuously swept round the bearings by crankshaft rotation, the larger amount from the lower drilling, feeding the underside of the crankpins which is the part subject to maximum wear.

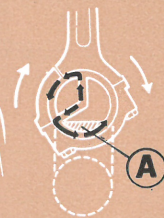
These two Austin patent oil feeds greatly reduce crankshaft journal and crankpin wear.



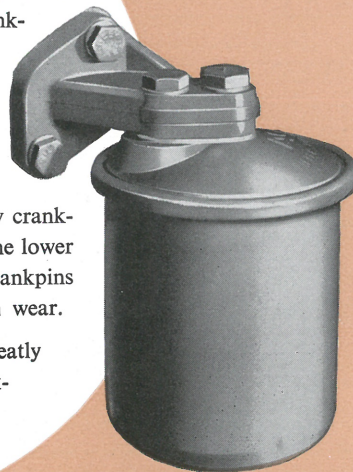
Main Bearing Oil Flow.



Main and Big-End Bearing Oil Feeds.

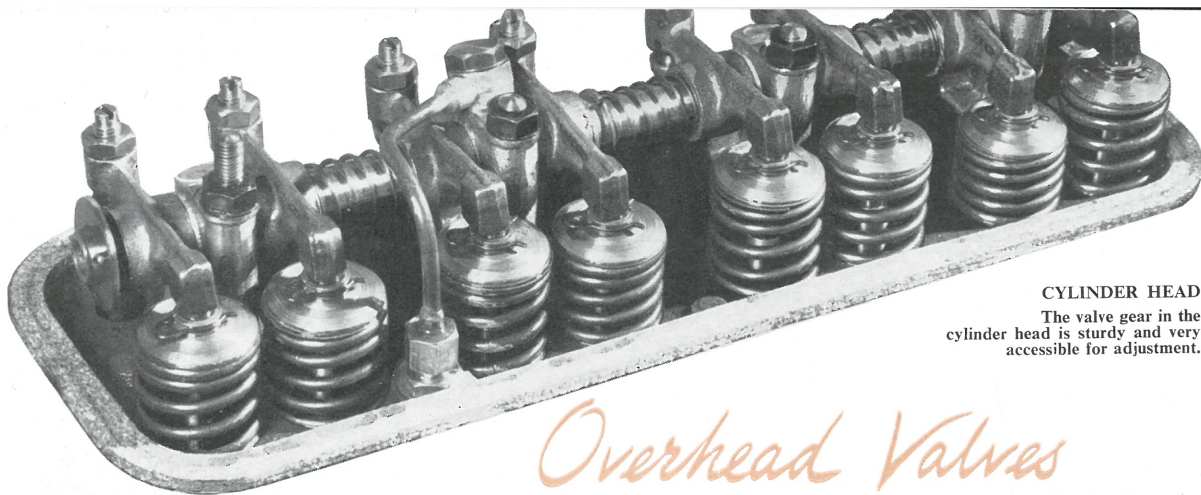


Big-End Bearing Oil Flow.
A. Underside of Crankpin.



OIL FILTER

The by-pass oil filter constantly cleans and purifies the oil circulating in the engine.



CYLINDER HEAD

The valve gear in the cylinder head is sturdy and very accessible for adjustment.

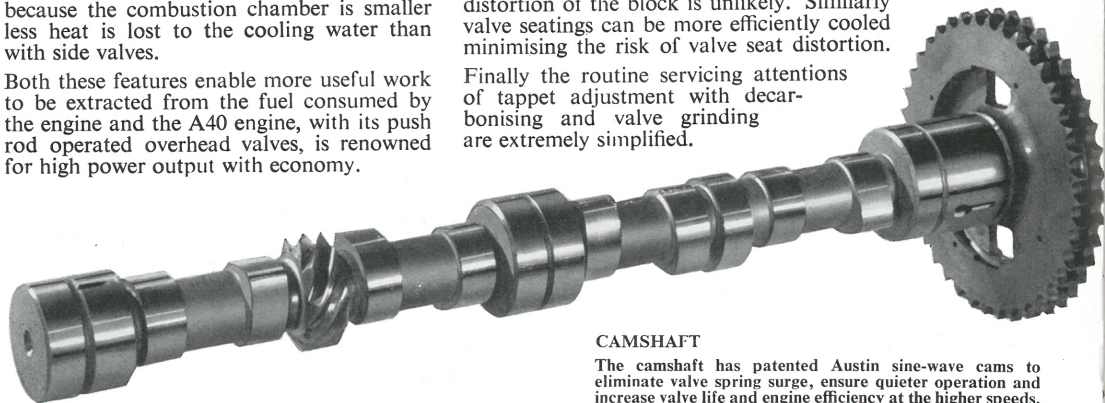
Overhead Valves

Overall engine efficiency is one of the first advantages of overhead valves. Gas enters and leaves the cylinders more easily and because the combustion chamber is smaller less heat is lost to the cooling water than with side valves.

Both these features enable more useful work to be extracted from the fuel consumed by the engine and the A40 engine, with its push rod operated overhead valves, is renowned for high power output with economy.

Another advantage of overhead valves is more equable heat distribution in the engine block. Thus cylinder bore wear due to heat distortion of the block is unlikely. Similarly valve seatings can be more efficiently cooled minimising the risk of valve seat distortion.

Finally the routine servicing attentions of tappet adjustment with decarbonising and valve grinding are extremely simplified.



CAMSHAFT

The camshaft has patented Austin sine-wave cams to eliminate valve spring surge, ensure quieter operation and increase valve life and engine efficiency at the higher speeds. The patent Austin synthetic rubber tensioner ring placed between the teeth on the camshaft gear, cushions the timing chain giving quieter operation and smoother engine running at low speeds.

COMBUSTION CHAMBER

The combustion chamber (top inset) is of clean, compact design with a large inlet valve port.

VALVES

Exhaust valves (lower inset) are made of special heat resisting steel and inlet valves of a silicon chrome alloy steel. Valve oil seals and valve guide shrouds reduce valve stem carbonisation and reduce oil consumption.

FEATURES OF THE

Induction System

The Zenith downdraught carburetter is noted for simplicity, efficiency and complete reliability and the jets are most accessible for cleaning. The choke, controlled from the fascia panel, ensures an easy first starting mixture even in the coldest of weather.

The carburetter has an accelerating pump which gives an extra boost of fuel to the engine for acceleration but is inactive at all other times. An economy device, which avoids wasteful use of the main jet except at full throttle openings, is also incorporated.

Fuel is supplied from an $8\frac{1}{2}$ gallon tank by a mechanical pump driven by an eccentric on the camshaft. The pump, like the carburetter, is extremely reliable. Strainer gauzes for filtering the petrol are provided in the fuel pump and in the inlet union to the carburetter.

The unrestricted flow of gases into and away from the cylinders is assured by the cleanly designed inlet and exhaust manifolds.

AIR CLEANER

The oil bath type air cleaner fitted to export models provides two stage cleaning of the air. Most of the dust is precipitated into the oil bath, and the gauze, kept moistened with oil, collects the remainder.

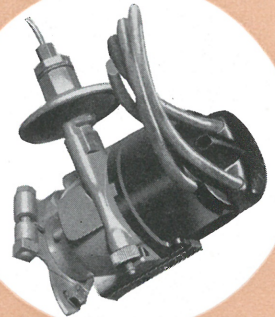
For countries where dust is not normally prevalent, a gauze type air cleaner is fitted.

Both cleaners act as intake silencers and also draw air from the engine through the breather pipe in the valve rocker cover to prevent internal condensation.



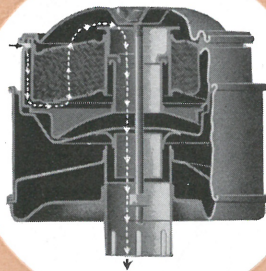
HOT SPOT

Vaporisation of the fuel is greatly assisted by a hot spot. The part of the inlet manifold immediately below the carburetter carries a metal plate which has a projection into the path of the exhaust gases. This plate rapidly heats when the engine starts.



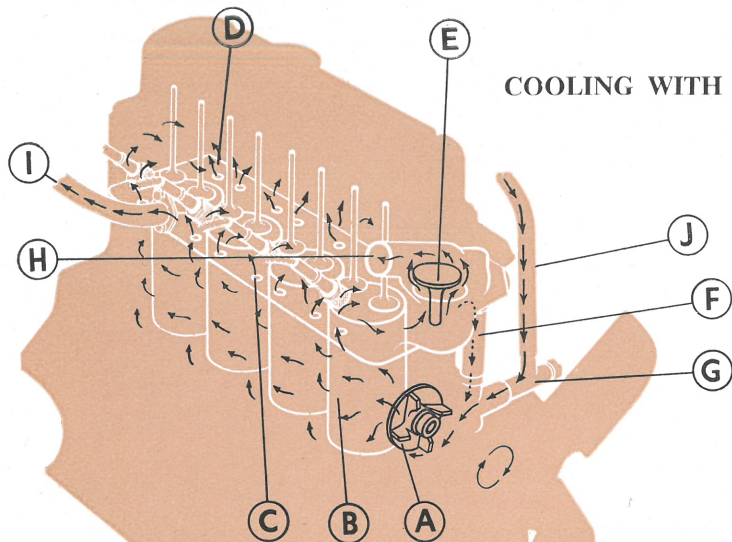
VACUUM IGNITION

The suction of the inlet manifold, in which pressure varies with engine load, is ingeniously used to operate a vacuum ignition advance and retard unit on the distributor. This unit supplements the automatic control to give efficient timing of the spark at all speeds.



COOLING WITH

Pump and Thermostat Control



CIRCULATION

- A. Centrifugal Pump
- B. Circulation to Cylinder Bores
- C. Circulation to Sparking Plug Bosses
- D. Circulation to Exhaust Ports and Valves
- E. Thermostat
- F. Thermostat By-pass
- G. Water from Radiator
- H. Water to Radiator
- I. Water to Heater
- J. Water from Heater

THERMOSTAT

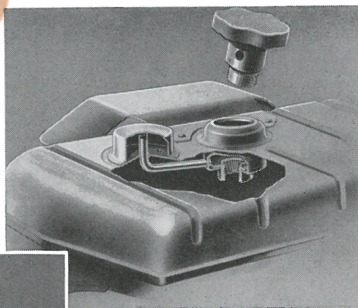
The thermostat ensures rapid warming of the engine, by stopping circulation to the radiator until the water reaches a temperature of approximately 156°F. At 170°F the thermostat is fully open.

The A40 engine cooling system is extremely efficient enabling the engine to warm up rapidly and to run continuously at high speeds without overheating.

When the engine is cold, the thermostat is closed and the centrifugal pump circulates water from the cylinder block to the cylinder head and then via the thermostat by-pass to the cylinder block again. Thus with little water in circulation the engine warms rapidly.

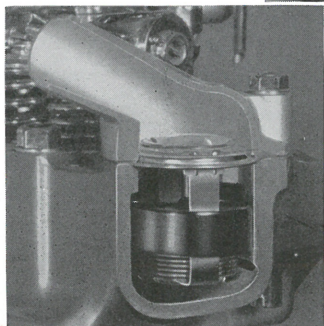
The thermostat commences to open at 156°F and is fully open at 170°F when water flows freely to the patented Austin radiator which prevents the loss of cooling water or anti-freeze through expansion.

Another important feature of the cooling system is that the centrifugal pump directs water round the tops of the cylinders, where the need for cooling is greatest, and then through strategically placed openings to the cylinder head so that the main water flow is round the sparking plug bosses and the exhaust ports and valve seatings. The pump also feeds water from the rear of the cylinder head to the interior heater, when this unit is fitted—the return pipe from the heater joining the pump inlet pipe.



RADIATOR

The patent Austin radiator prevents the loss of cooling water and anti-freeze through expansion. As the water expands and if it eventually runs through the overflow pipe into the filler plug well, it is syphoned back into the radiator as the water cools. None is lost.



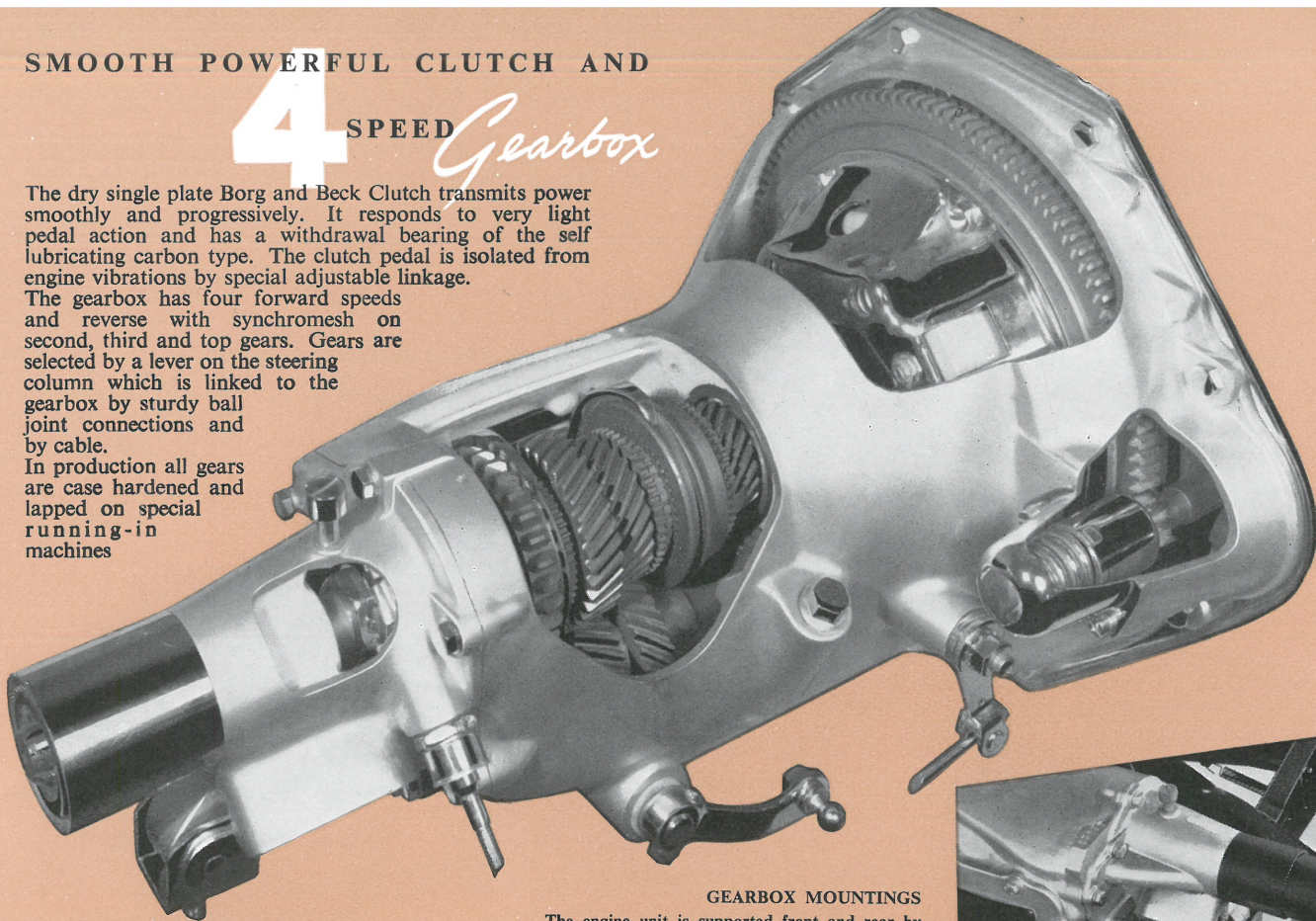
SMOOTH POWERFUL CLUTCH AND

4 SPEED *Gearbox*

The dry single plate Borg and Beck Clutch transmits power smoothly and progressively. It responds to very light pedal action and has a withdrawal bearing of the self lubricating carbon type. The clutch pedal is isolated from engine vibrations by special adjustable linkage.

The gearbox has four forward speeds and reverse with synchromesh on second, third and top gears. Gears are selected by a lever on the steering column which is linked to the gearbox by sturdy ball joint connections and by cable.

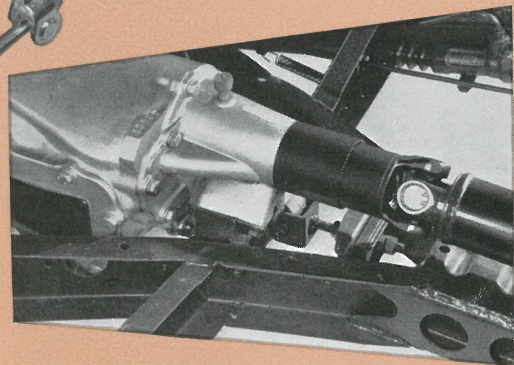
In production all gears are case hardened and lapped on special running-in machines



before final assembly. This enables them to stand up to continuous hard wear and ensures quietness and smoothness in operation.

GEARBOX MOUNTINGS

The engine unit is supported front and rear by flexible Vee type rubber mountings and additionally at the rear there is an adjustable fore and aft rubber insulated location bar ensuring perfect end control.



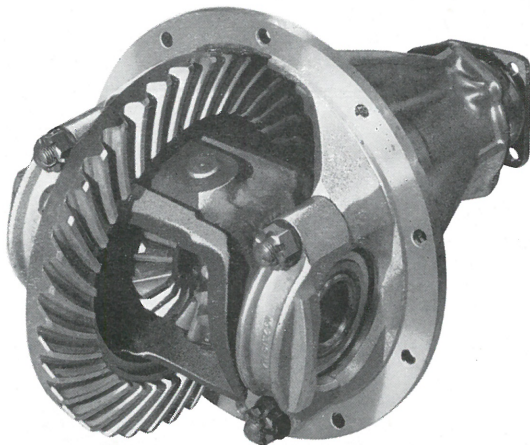
SILENT AND STURDY

Final Drive

The A40 rear axle is of three-quarter floating design. This means that the axle shaft transmits the drive to the rear wheels without having to support the rear wheel hubs. The hub assemblies are each mounted to the axle casing.

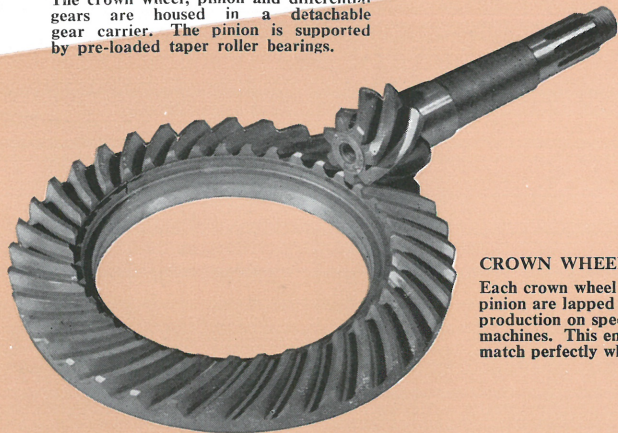
Spiral bevel final drive gears are employed and these, with the differential bevel wheels and pinions, are all housed in a gear carrier which can be removed complete from the banjo type steel axle casing. The carrier is an aluminium casting which reduces unsprung weight.

The spiral bevel crown wheel and pinion, produced by precision gear cutters, are hardened and then lapped as mated pairs on special running-in machines. This final running-in process ensures a perfect engagement which makes for long silent life.



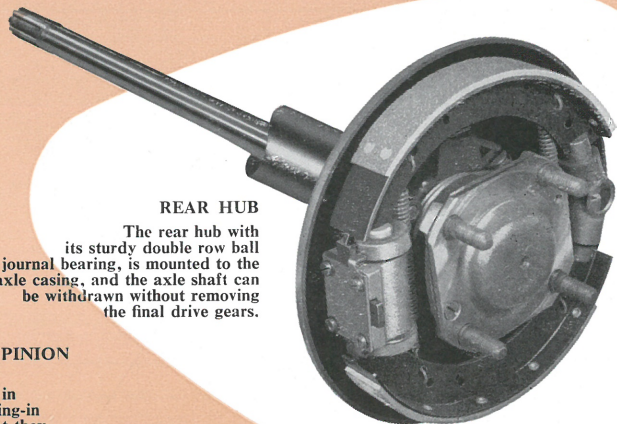
GEAR CARRIER

The crown wheel, pinion and differential gears are housed in a detachable gear carrier. The pinion is supported by pre-loaded taper roller bearings.



CROWN WHEEL AND PINION

Each crown wheel and its pinion are lapped together in production on special running-in machines. This ensures that they match perfectly when assembled.



REAR HUB

The rear hub with its sturdy double row ball journal bearing, is mounted to the axle casing, and the axle shaft can be withdrawn without removing the final drive gears.

INDEPENDENT COIL SPRING FRONT

Suspension

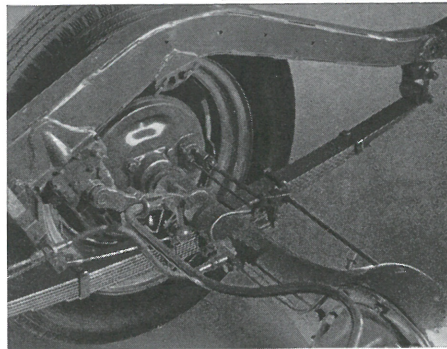
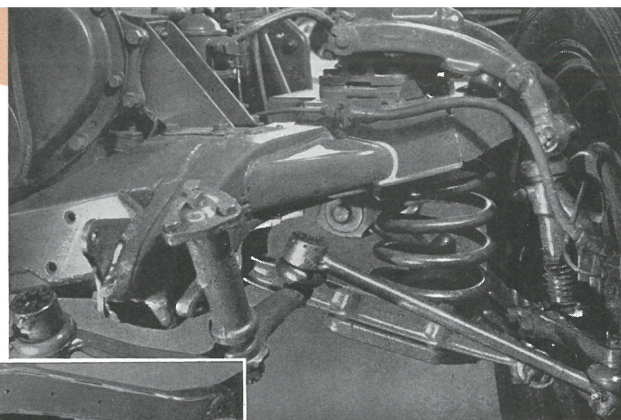
Independent front suspension not only provides improved riding and cornering but ensures excellent steering control at all speeds.

The A40 independent coil spring front suspension is simple and robust and has proved, by years of arduous service overseas, to be efficient and dependable.

Control is effected by double acting hydraulic shock absorbers and maximum use is made of rubber bushed bearings to eliminate wear and to reduce oiling attentions.

Long semi-elliptic reverse camber springs are used at the rear, mounted under the axle. These keep the centre of gravity low thereby making for general road stability. Rubber bush bearings are used for the spring eyes.

Rear spring control is effected by double acting hydraulic shock absorbers, interlinked by an anti-roll torsion bar which improves stability when cornering.



SUSPENSIONS

Coil independent front suspension and semi-elliptic rear springing combine to give smooth riding with perfect stability.

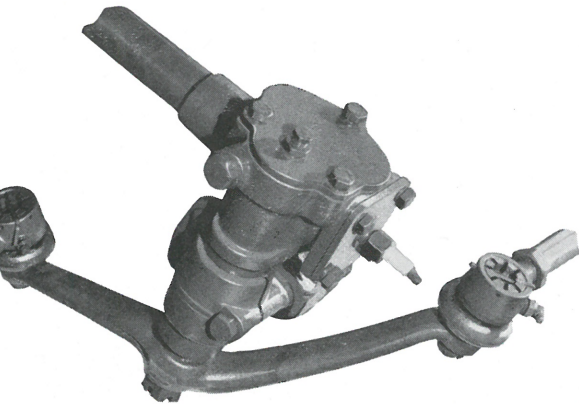
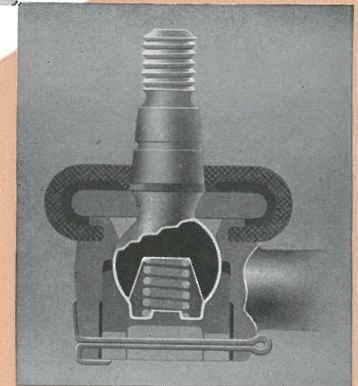
STEERING CONNECTIONS

The patent Austin steering connection is protected against dust and dirt.

ROBUST STEERING GEAR

The Cam gear steering is of simple but sturdy construction and gives long and dependable service. Provision is made for adjustment of the cam bearings, and of the mesh of the cam and rocker shaft peg.

The steering connections are of special Austin design having large hardened bearing surfaces and rubber covers to keep out dirt. The connections are adjustable and additionally are spring loaded so as to be self-adjusting.



STEERING GEAR

The Cam gear steering has a ratio of 14 : 1.

SAFE CERTAIN

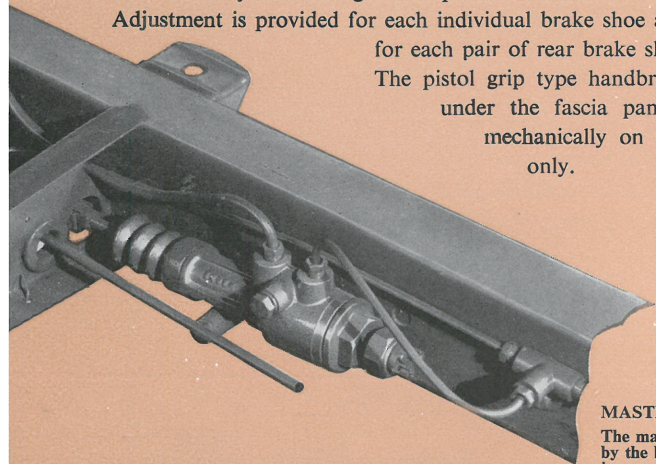
Braking

Powerful four wheel hydraulic brakes ensure safe, certain stopping power for the A40 Somerset.

Two leading shoes increase the braking effort at the front wheels while the fully hydraulic system gives powerful, even and progressive retardation, the car always remaining under perfect control.

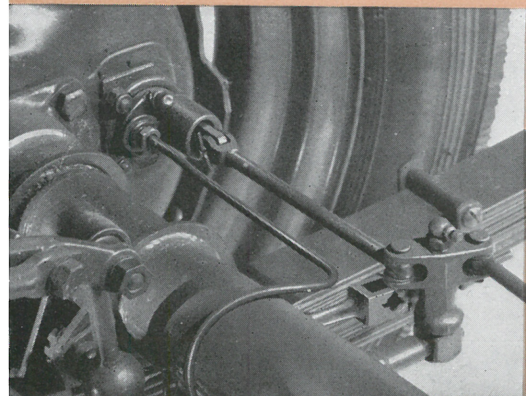
Adjustment is provided for each individual brake shoe at the front and for each pair of rear brake shoes.

The pistol grip type handbrake is mounted under the fascia panel. It operates mechanically on the rear wheels only.



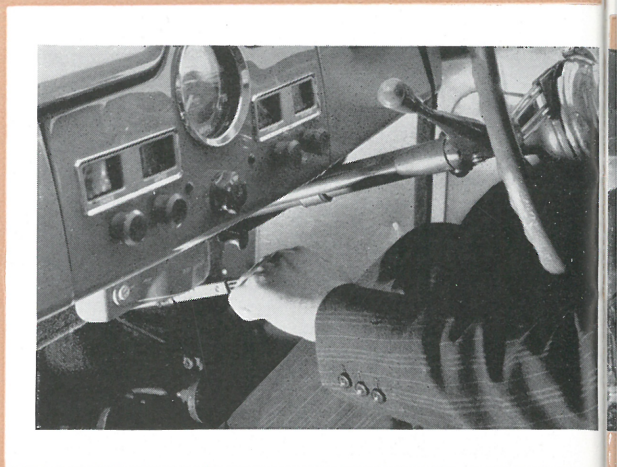
MASTER CYLINDER

The master cylinder is operated by the brake pedal only and incorporates a stop light switch at the rear.



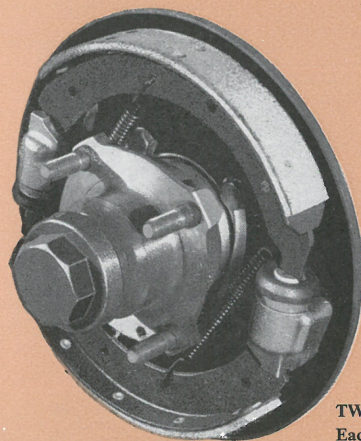
BRAKE LINKAGE

A swinging link connector on the rear axle equalises the mechanical handbrake effort between the rear wheels.



HANDBRAKE

The conveniently positioned handbrake is for use when parking. It is independent of the hydraulic system.



TWO LEADING SHOES

Each front shoe is operated hydraulically by a separate expander and adjusters are provided for each shoe.

A dependable and efficient electrical system is indispensable to the modern car. Starting and lighting come first but there are also a host of electrically dependent ancillaries such as horns, direction indicators, windscreen wipers and radio.

The Somerset is well equipped to meet these needs having a 12 volt 38 ampere hour capacity battery, charged by a 12 volt fan ventilated dynamo with compensated voltage control.

The voltage control unit ensures that the dynamo output varies in accordance with the demands of the battery and there is no risk of overcharging.

Double dipping headlamps are employed with foot dip switch control and the side lamps are mounted externally to be clearly visible to the driver at night. Combined stop and tail lamps are employed.

BATTERY

The battery, on a moulded non-corrosive tray, is under the bonnet and most accessible. Alongside is the voltage control unit and fuse box.

LIGHTS

The headlamps have block lenses to prevent light from spreading upwards and the sidelamps are clearly visible to the driver.

DYNAMO

The fan ventilated dynamo is driven by a vee belt from the crankshaft.

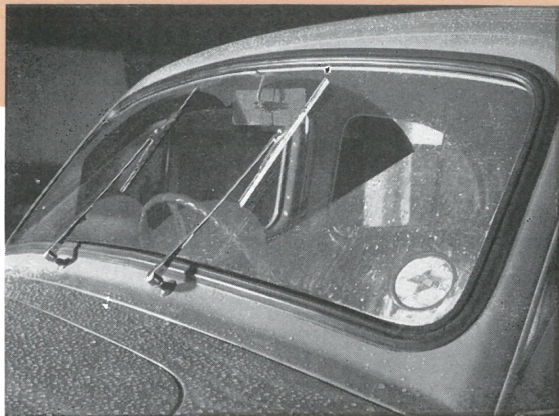
WORTHWHILE

Refinements

The enjoyment of the high performance and dependable motoring that the Somerset offers is enhanced by the quality and thoroughness of its appointments.

Most of these have already been detailed in this booklet but in conclusion mention may be made of such fittings as dual windscreen wipers and dual wind tone horns; also the self cancelling direction indicators, the widely spaced twin rear stop and tail lamps and the concealed rear number plate lamp.

All of these contribute in various ways to motoring enjoyment and safety, and are standard fittings on every Somerset.



DUAL WINDSCREEN WIPERS

These are controlled by a switch on the fascia and clear a wide area of screen to give the driver good forward visibility.

STOP AND TAIL LAMPS

The dual stop and tail lamps are widely spaced and clearly visible at night. There is also a concealed lamp in the centre of the bumper bar which illuminates the rear number plate.

DUAL WIND TONE HORNS

Dual wind tone horns behind the bonnet grille give a powerful note when the occasion demands.

SELF CANCELLING DIRECTION INDICATORS

The self cancelling, self illuminated direction indicators are controlled from the steering wheel centre.



SOME **A40** ACHIEVEMENTS

Introduced in the autumn of 1947 the Austin A40 was well received immediately and the car soon became a world favourite—so much so that by November 1950 the 250,000th came off the assembly line at Longbridge, and by July 1952 the total had reached the figure of 417,619.

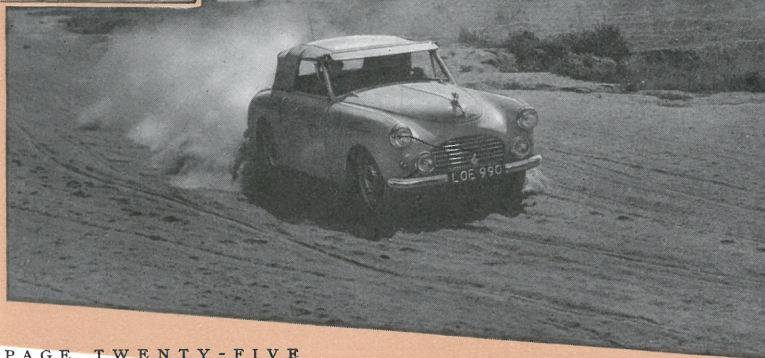
Nearly every country in the world is now familiar with this wonderful car which combines superb performance with economy and dependability.

In the spring of 1950 an A40 driven by Col. Goldie Gardner and Alan Hess established 36 Stock Car and 12 National records at Westhampton Airfield, Long Island, U.S.A. and at Monthlery, France, later in August of the same year, an A40 Saloon completed 10,000 miles in 10,000 minutes, at the same time establishing five new International Class F records.

These events, and the famous “Round the World in 21 Days” journey by an A40 Sports model in June 1951, serve to highlight the power and endurance built into every A40 by Austin of England.



(Above) Westhampton Airfield, L.I., U.S.A.. 1950.
(Left) Monthlery, France 1950.
(Below) Round the World 1951.





Specification

ENGINE—Bore 2.578 in. (65.48 mm.); stroke 3.5 in. (89 mm.); capacity 73.17 cu. in. (1,200 c.c.); b.h.p. 42 at 4,500 r.p.m.; maximum torque 58 lb. ft. at 2,400 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 heater unit.

Crankshaft—Forged steel supported by three detachable steel-backed white metal bearings of large diameter.

Connecting Rods—Forged steel with detachable steel-backed white metal big-end bearings.

Pistons—Split-skirt, concave top pistons in aluminium alloy with alumilite finish. Three compression rings (two plain, one taper) and one slotted oil control ring fitted.

Camshaft—Forged steel, supported in three detachable steel-backed white metal bearings. Cams of patented design to prevent valve spring surge and give quiet operation. Drive by Duplex roller chain from crankshaft. The camshaft gear has oil catchers and a tensioner ring of synthetic rubber to maintain chain lubrication and tightness respectively.

Valves—Overhead valves operated by push-rods and designed for quiet operation. Exhaust valves of heat and corrosion-resisting steel. Silicon chrome alloy steel inlet valves of extra large diameter. Valve oil seals are fitted.

Lubrication—Submerged gear type pump forces oil to all main, big-end and camshaft bearings under a running pressure of 45/50 lb. per sq. in. The connecting rods have jet holes to provide oil for cylinder walls when starting up. Both main and big-end bearing oil feeds are of patented design which ensures longer crankshaft life. The camshaft front bearing feeds oil to the camshaft gear for timing chain lubrication, and the camshaft rear bearing supplies oil to the overhead valve rocker gear. Oil is also pressure-fed to each tappet. The bypass oil filter is supported by a bracket which has oilways to eliminate external pipes. Oil capacity approximately 7 pints (3.976 litres).

Cooling—Circulation by centrifugal type pump with thermostat control. Water is delivered to the cylinder block and thence to ample passages surrounding valve pockets and sparking plugs. Patented radiator to prevent loss of coolant through expansion. A 4-bladed fan is fitted for Export models. Cooling system capacity approximately 12 pints (6.8 litres).

Ignition—Coil and 12-volt battery ignition with automatic advance and retard and in-built vacuum control.

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

Starter—Manually controlled from the instrument panel.

Fuel System—Fuel from a rear tank of 8½ gallons (37 litres) capacity is fed by an A.C. mechanical pump to a Zenith down-draught carburetter with accelerator pump and economy device, and 'T' type air cleaner. An oil bath air cleaner is fitted to some Export models. The valve rocker cover vent pipe is connected to the air cleaner, and the aluminium alloy induction manifold incorporates a stainless steel hot-spot.

Mountings—Flexible, inclined rubber mountings front and rear, with integral torque reaction stops.

CLUTCH—A flexible dry single-plate Borg and Beck clutch is fitted with spring cushion drive. The clutch pedal is isolated from engine movement by special adjustable linkage. Clutch diameter 7¼ in. (18.4 cm.).

GEARBOX—The gearbox has four forward

speeds and reverse. The gear lever is mounted on the steering column and there is synchromesh engagement for second, third and top speeds. The third motion shaft is extended and splined to receive the sliding end of the propeller shaft. Oil capacity approximately 3 pints (1.70 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—Spiral bevel three-quarter floating in 'banjo' type casing. The pinion is carried in pre-loaded taper roller bearings. Oil capacity approximately 2½ pints (1.28 litres).

OVERALL GEAR RATIOS—5.28; 8.13; 12.88 and 20.54 with 28.46 reverse.

ROAD SPEEDS AT 1,000 R.P.M.—Top 14.26 m.p.h.; third 9.26 m.p.h.; second 5.85 m.p.h.; first 3.67 m.p.h.

STEERING—Special Cam gear steering with ratio of 14 to 1 and provision for taking up wear. Spring spoke 17 in. (43 cm.) diameter steering wheel with central heraldic design. The steering rods have Austin type ball joints with large hardened bearing surfaces and oil seals. Left- or right-hand steering is fitted.

SUSPENSION—**Front**: Independent coil springs. Wishbones mounted on rubber bushes with shoulders to take thrust loads. Control by double acting hydraulic shock absorbers. The large-area king pin bushes are widely spaced. **Rear**: Long semi-

elliptic reverse camber springs, under-slung. The springs are mounted on rubber bushes and controlled by double-acting hydraulic shock absorbers interconnected by an anti-roll torsion bar.

BRAKES—Girling hydraulic on all wheels, applied by pedal. The handbrake is of the pistol grip type and is mounted under the fascia on the steering column; it operates mechanically on the rear wheels. The front brakes are of two-leading-shoe design.

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 in rear luggage compartment. Tyres: Dunlop extra low pressure 5.25 — 16.

JACKING—Stevenson jack operated by wheelbrace from inside the car to lift one side of the car at a time.

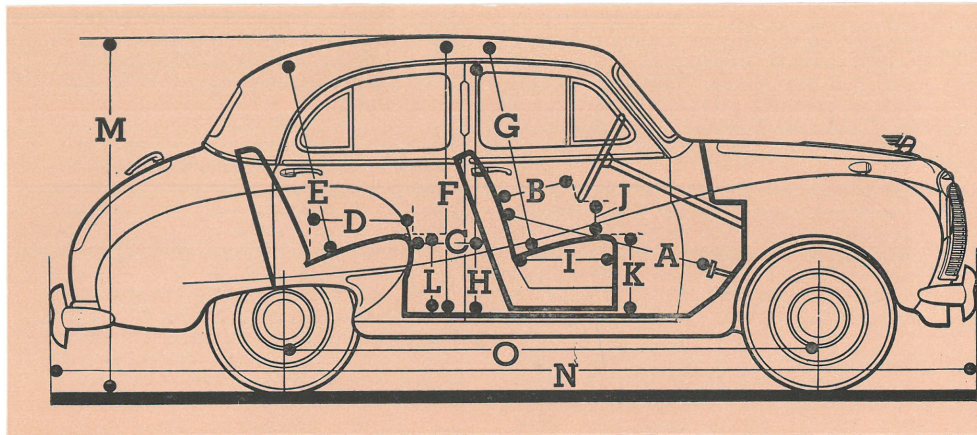
FRAME—Welded pressed steel frame with full length box section side members and box section front and rear cross members. The centre part of the frame is stiffened by cross bracing which ensures great torsional and diagonal stiffness. Body brackets are welded to the frame and carry insulated mountings.

ELECTRICAL—12-volt battery of 38 ampere-hour capacity at 10-hour rate; positive earth; built-in headlamps; headlamp dipping arrangements can be varied to suit particular regulations; foot controlled dip-switch; sidelamps mounted on top of front wings, visible to driver; twin built-in stop- and tail-lights; rear number plate lamp; interior roof light; instrument panel light; twin wind-tone horns; direction indicators, dual windscreen wipers.

INSTRUMENTS—Oil pressure, fuel and water temperature gauges; ammeter; speedometer with trip and total readings; ignition and headlamp beam warning lights.

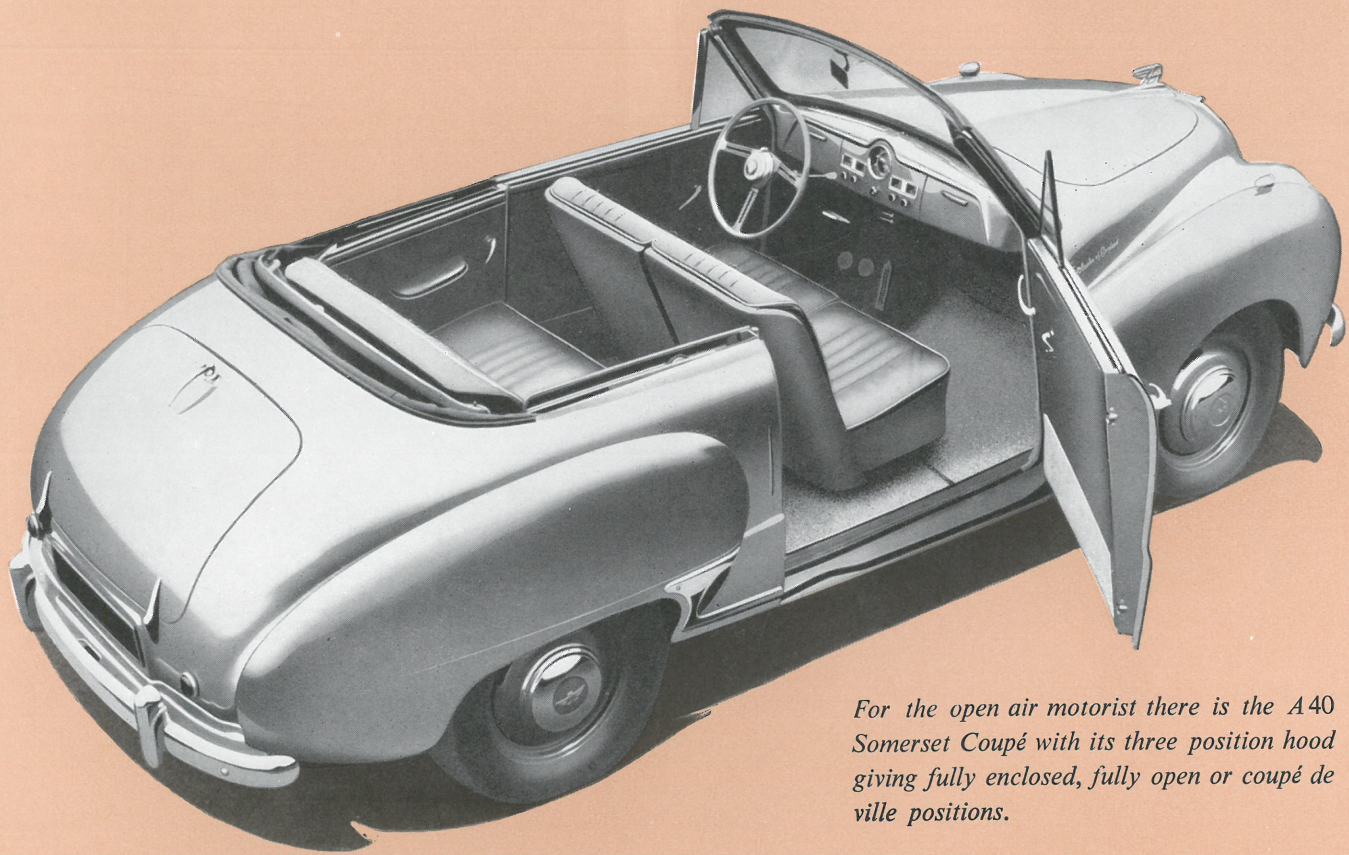
COACHWORK—Four-door four-seater saloon; all-steel sound-insulated body; toughened glass to fixed, curved windscreen and all windows; door windows operated by winding regulators; all doors fitted with friction-controlled ventilating louvres; rear-opening doors with push-button lock handles and concealed hinges; all doors can be locked; rear doors are fitted with an additional safety catch for children; individually adjustable, close-mounted front seats; all seats trimmed in leather and cushions have latex foam moulded foundations; side armrests for rear seats attached to door casings; fresh air circulation with provision for interior heating and windscreen demisting when required; provision for built-in radio; bonnet release incorporated in flying 'A' motif; large capacity, built-in rear luggage compartment.

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. 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. Under present supply difficulties such alterations are likely to occur at any time.



LEADING DIMENSIONS

	inches	metres		inches	metres		inches	metres		
Pedal to Seat Squab	A	41	1.04	Front Seat Cushion above Floor	K	13½	0.35	Ground Clearance	7½	0.19
Steering Wheel to Seat Squab	B	17	0.43	Rear Seat Cushion above Floor	L	14½	0.37	Turning Circle	444	11.28
Distance between Seats	C	10	0.25	Overall Height	M	64	1.63	Luggage Compartment—		
		14	0.36	Overall Length	N	159½	4.05	Height of Opening	20	0.51
Rear Seat Cushion	D	7	0.18	Wheelbase	O	92½	2.35	Luggage Compartment—		
		19½	0.50	Overall Width		63	1.60	Width of Opening	31½	0.80
Height Over Rear Seat	E	34½	0.88	Body Width between Centre Pillars (at waist)		48	1.22	Luggage Compartment—		
Minimum Interior Height	F	47	1.19	Front Seat Cushion Width (max.)		22	0.56	Maximum Depth	36½	0.93
		36½	0.92	Rear Seat Cushion Width		39½	1.00	Luggage Compartment—		
Door Opening	H	43	1.09	Maximum Width over Rear Seat		47	1.19	Approx. Capacity	10 cu. ft.	0.28 cu. m.
Front Seat Cushion				Track, front, at ground level		48 1/16	1.22	Luggage Carrier Load	112 lbs.	51 kg.
Depth	I	18½	0.47	Track, rear		50	1.27	Approx. Weight— Less spare wheel, tools and fuel, plus oil and water	2142 lbs.	971 kg.
Steering Wheel to Seat Cushion	J	5½	0.14							



For the open air motorist there is the A40 Somerset Coupé with its three position hood giving fully enclosed, fully open or coupé de ville positions.