

Knowing the new

AUSTINS



A40

SPECIFICATION

ENGINE—Bore 2.578 ins. (65.48 mm.); stroke 3.5 ins. (89 mm.); capacity 73.17 cu. in. (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. **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 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 "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 7½ 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).

CONDITIONS OF SALE—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.

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, 19.2, and 21.87, with 28.03 reverse.

ROAD SPEEDS AT 1,000 R.P.M.—Top 13.6 m.p.h.; third 8.86 m.p.h.; second 5.59 m.p.h.; first 3.37 m.p.h.

STEERING—Special Cam gear steering with 14 to 1 ratio and provision for taking-up gear. 16 inch (41 cm.) diameter steering wheel with spring spokes and cellulose acetate covering. The tubular steering rods have Austin type ball joints with large hardened bearing surfaces and oil seals.

SUSPENSION—Front: Independent coil springs. 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, underslung and fitted with zinc interleaves. The springs are mounted on silent-bloc 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. 5.00 x 16.

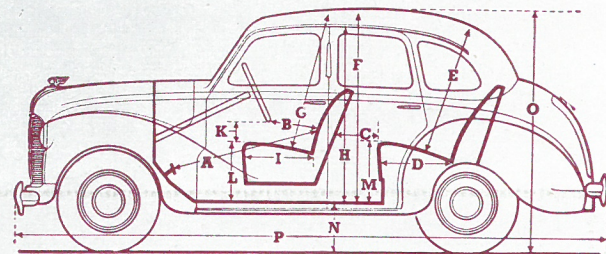
JACKING—Stevenson jack operated by a wheelbrace from inside the car to lift either right or left side of the car.

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; provision for built-in radio and interior heating.

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 seats with side arm rests; and rear centre folding arm rest; 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; built-in interior heating and demisting unit, and built-in radio, available at extra cost; sliding head.



LEADING DIMENSIONS

AUSTIN "A40" DORSET & DEVON SALOONS

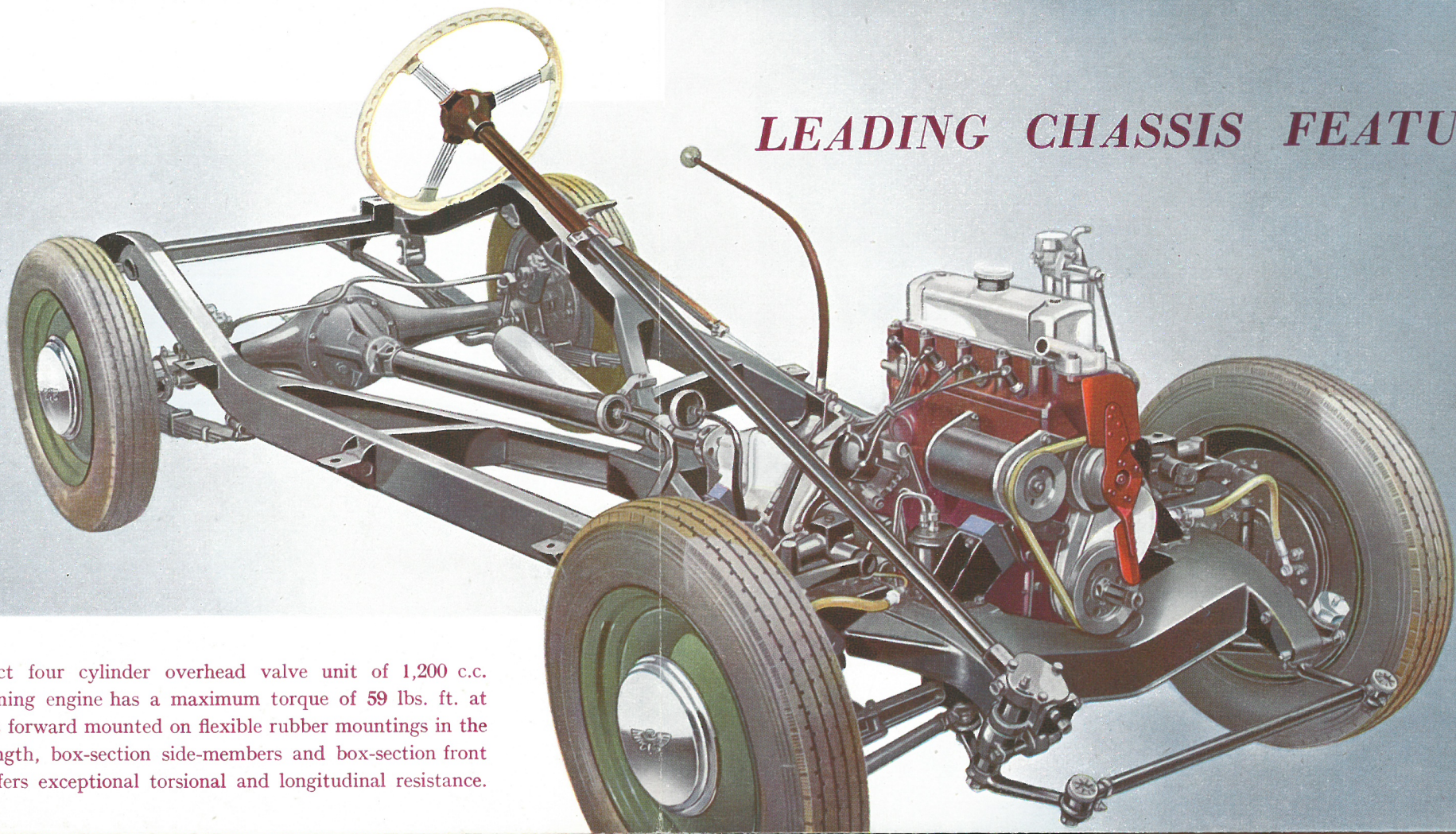
	English	Metric
Pedal to seat squab A	ft. ins. 3 5	m. cm. 1 4
Steering wheel to squab B	1 5½	40
Distance between seats C	1 10½	27
Rear seat cushion depth D	1 7½	34
Height over rear seat E	2 10½	16
Max. interior height F	3 10	49
Height over front seat G	3 0½	1 17
Max. height door opening H	3 7	93
Front seat cushion depth I	1 6½	1 9
Front seat cushion width J	1 9	53
Steering wheel to cushion K	1 6	15
Front cushion above floor L	1 1½	37
Rear cushion above floor M	1 2½	34
Min. height—floor to ground N	1 2½	1 57
Overall height O	5 2½	39
Overall length P	12 9	3 88
Overall width	5 1	1 55
Scuttle width	3 4½	1 2
Body width over front seats	4 1	1 24
Width over rear seats	3 3	99
Body width at rear seat	4 0½	1 22
Rear seat max. width	4 9½	1 15
Wheelbase	7 8½	2 35
Track (front)	4 0½	1 23
Track (rear)	4 1½	1 26
Ground clearance	6½	11
Turning Circle	37 0	11 28
Luggage opening height	1 4	41
Luggage opening width	2 7	69
Luggage—depth of platform	2 1	74
Luggage capacity	7.4 cu. ft.	21 cu. m.
Luggage carrier load	1 cwt.	50 kgs.

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.

THE AUSTIN MOTOR EXPORT CORPORATION LIMITED · LONDON & BIRMINGHAM, ENGLAND

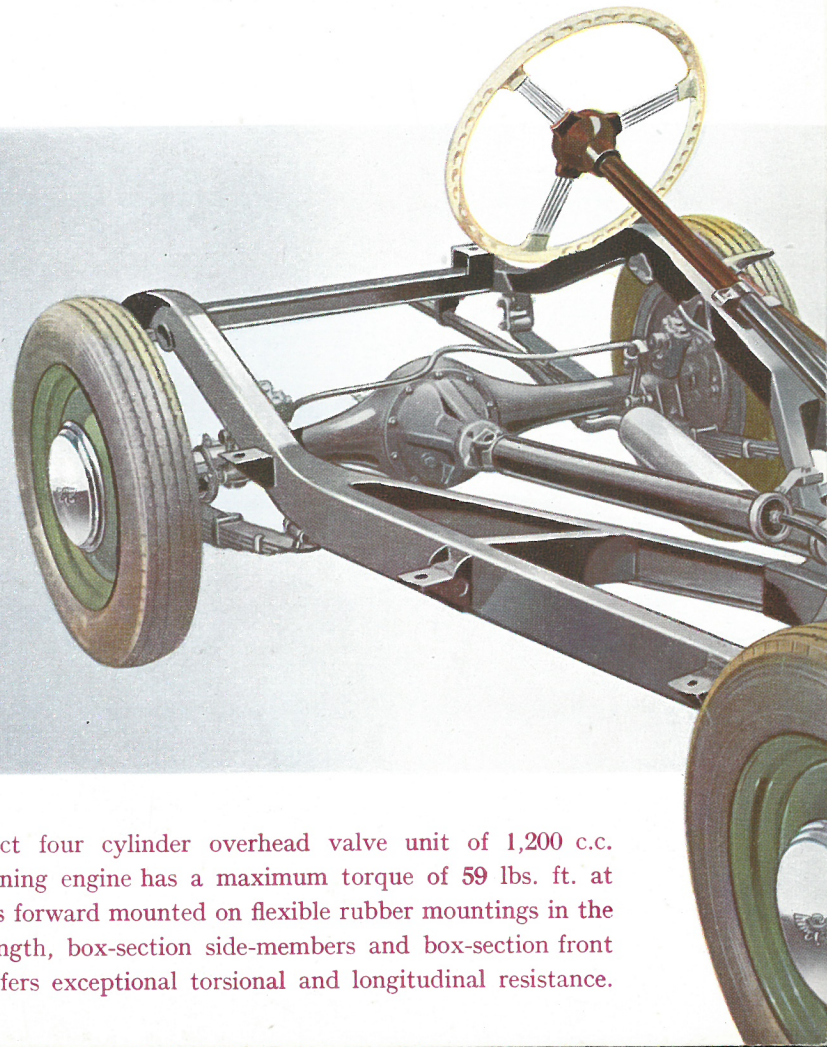
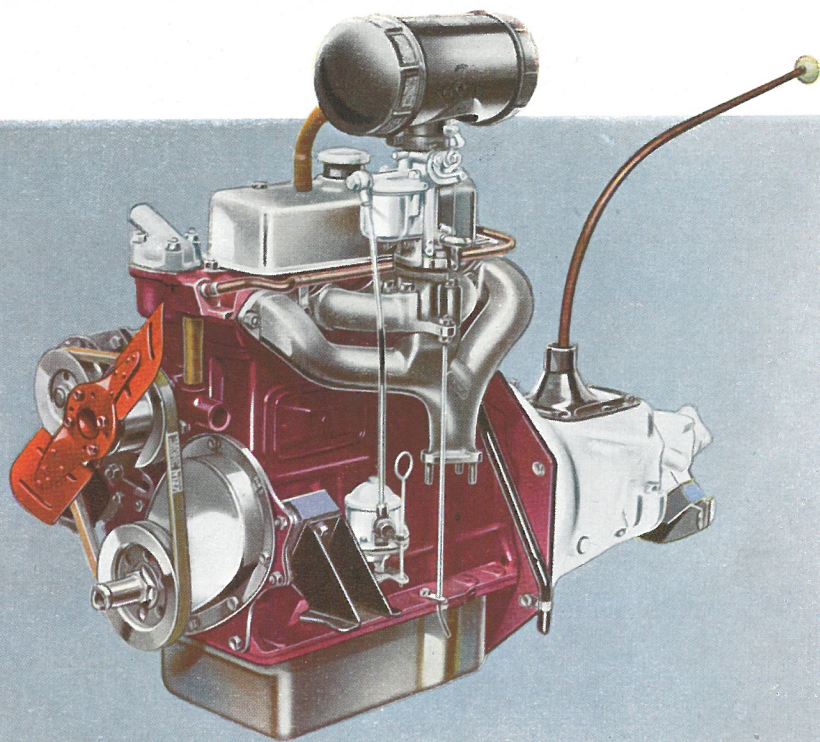
JUSTIN 'A40' Devon 4-door and Dors

LEADING CHASSIS FEATURES



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full length, box-section side-members and box-section front
end offers exceptional torsional and longitudinal resistance.

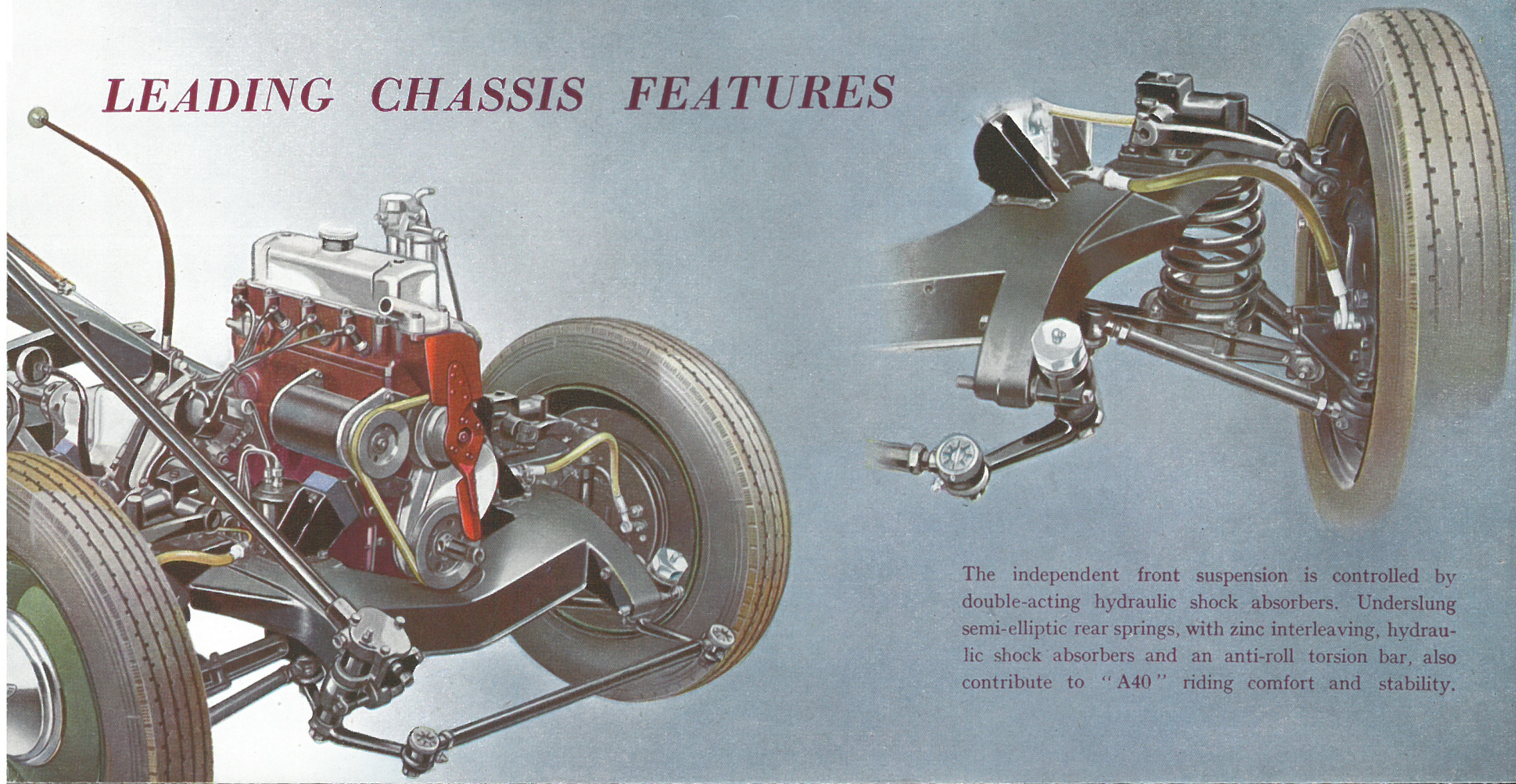
Presenting the **AUSTIN** ⁶⁶**A40** ⁹⁹



KNOWING the new "A40" begins with the engine, a compact four cylinder overhead valve unit of 1,200 c.c. capacity. Developing 40 b.h.p. at 4,300 r.p.m., this smooth running engine has a maximum torque of 59 lbs. ft. at 3,000 r.p.m., ensuring crisp, lively acceleration. The complete unit is forward mounted on flexible rubber mountings in the chassis, which has a frame of sturdy compact design with full length, box-section side-members and box-section front and rear cross-members. Cross-braced at the centre, this frame offers exceptional torsional and longitudinal resistance.

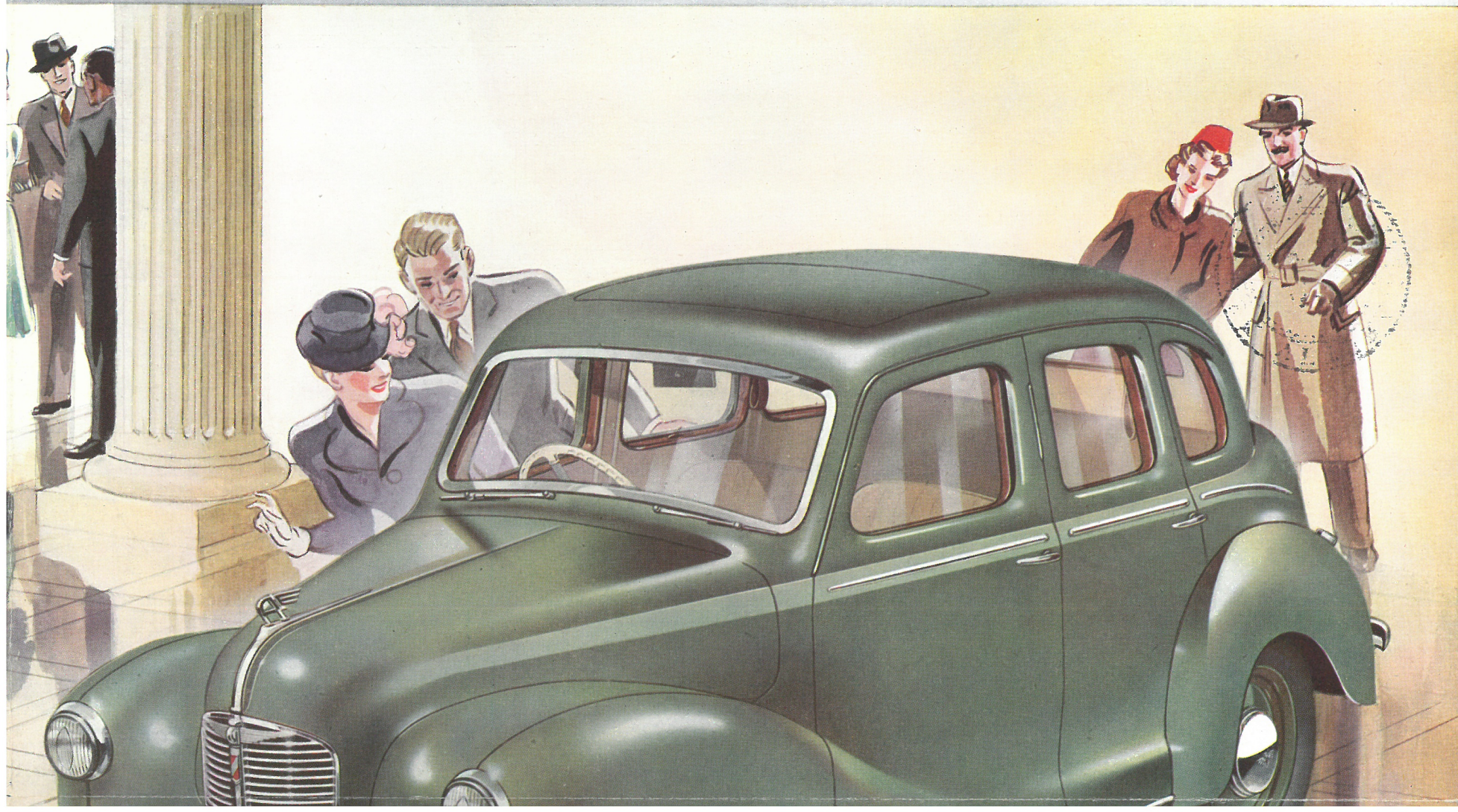
Devon 4-door and Dorset 2-door Saloons

LEADING CHASSIS FEATURES



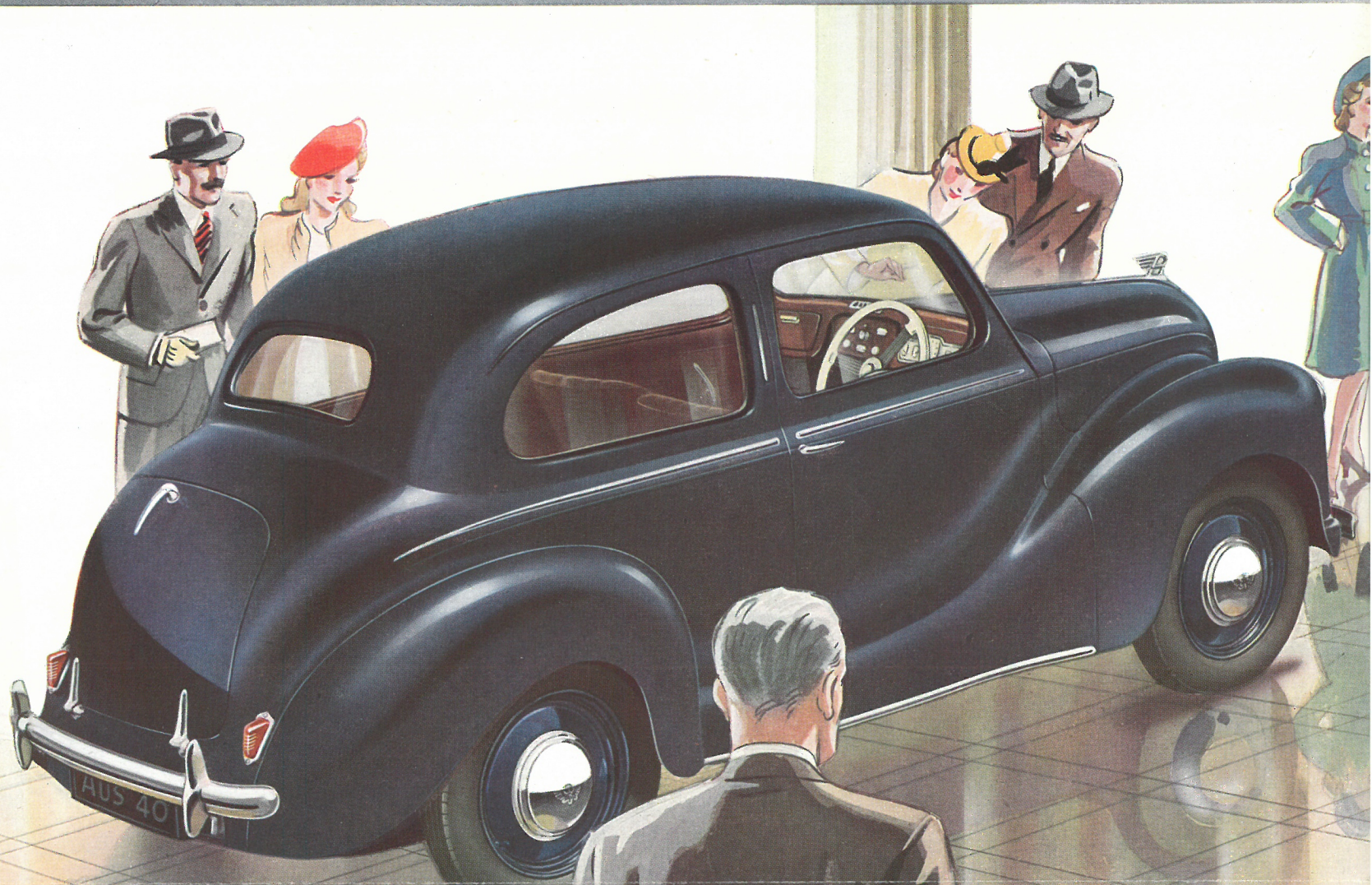
The independent front suspension is controlled by double-acting hydraulic shock absorbers. Underslung semi-elliptic rear springs, with zinc interleafing, hydraulic shock absorbers and an anti-roll torsion bar, also contribute to "A40" riding comfort and stability.

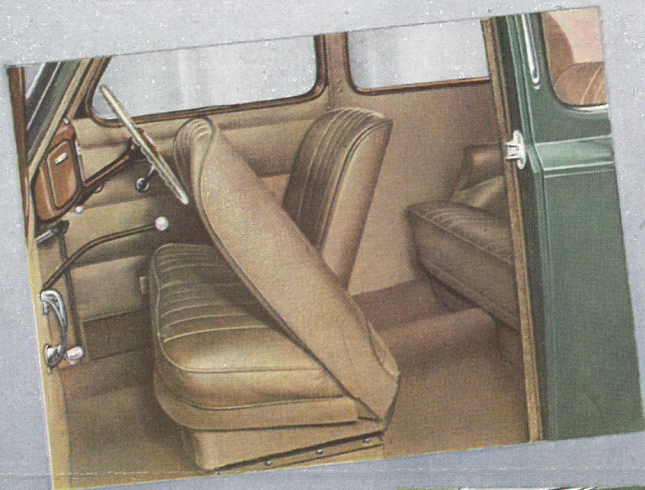
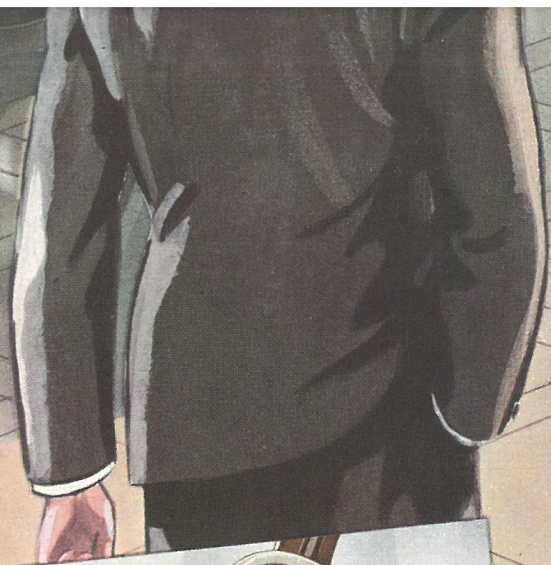
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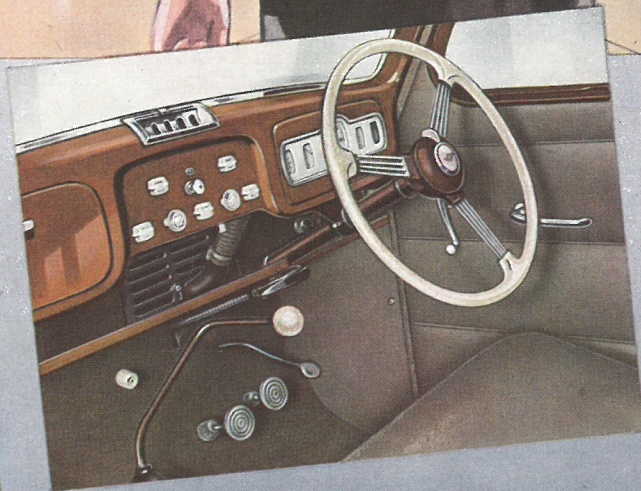
Presenting the

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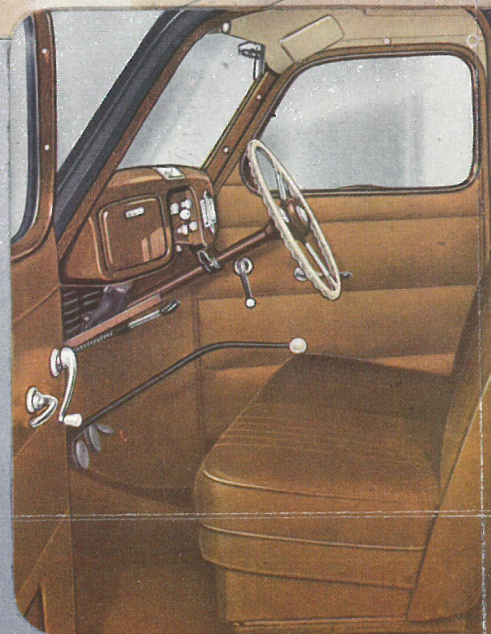
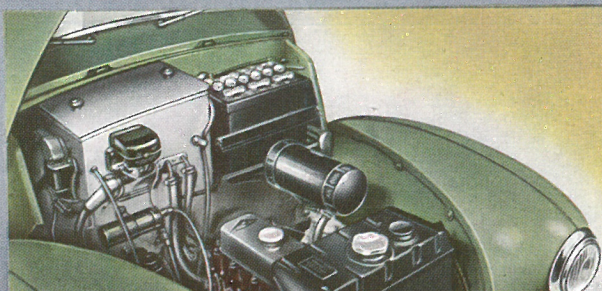




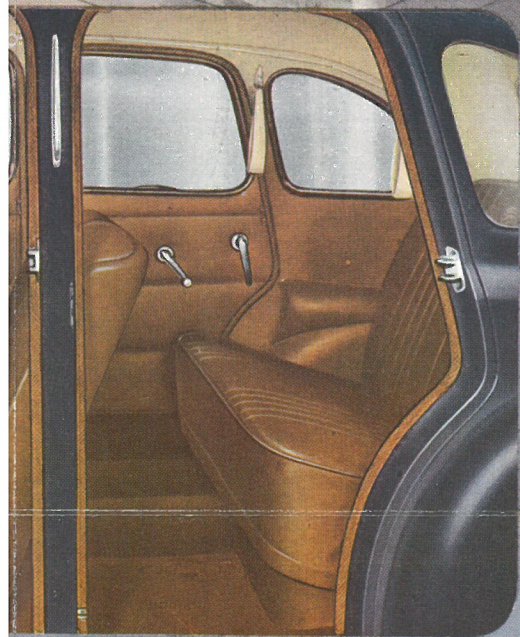
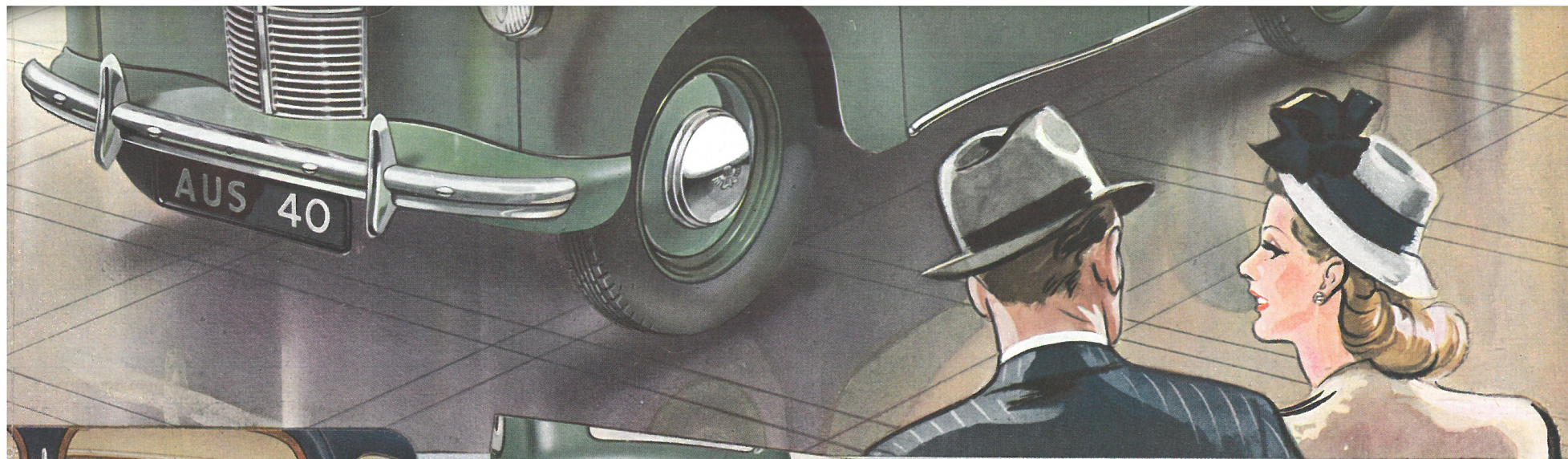
In the Dorset saloon the front seats tip forward to give easy access to the rear, through the wide forward-hinged door. Note the deep, wide seat cushions.



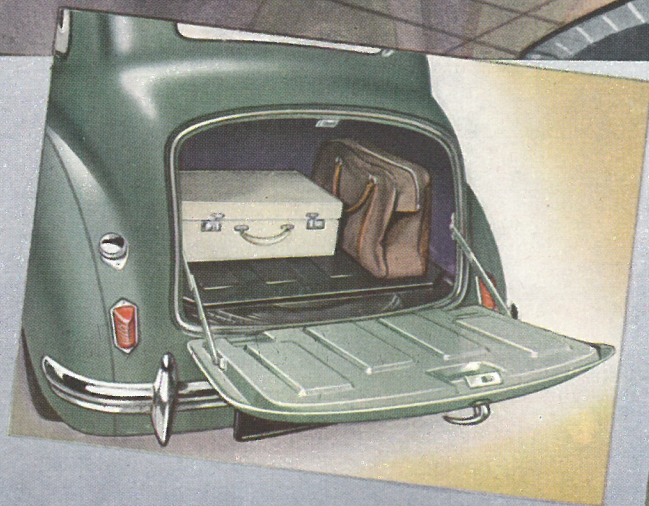
The closed glove compartment, control panel and instruments are tastefully arranged on the colour styled fascia panel.



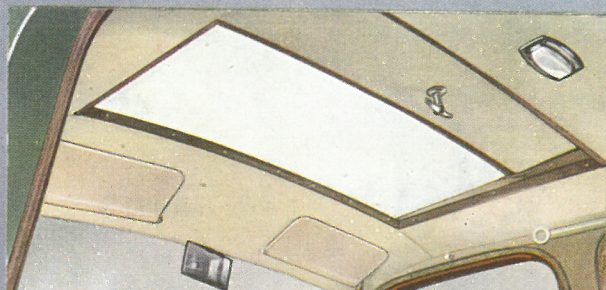
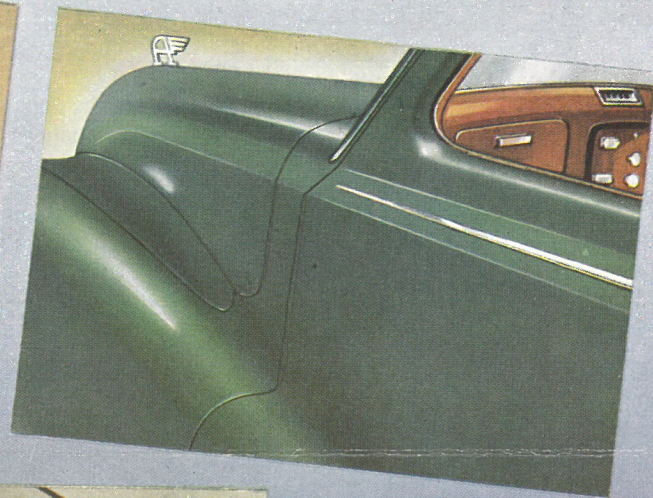
The interior of the Devon four-door visibility is excellent. All seats are upholstered in a dark fabric, the rear having fixed side arm rests at the rear.



...saloon is roomy and comfortable and
...re upholstered in leather, that at the
...and a folding arm rest at the centre.



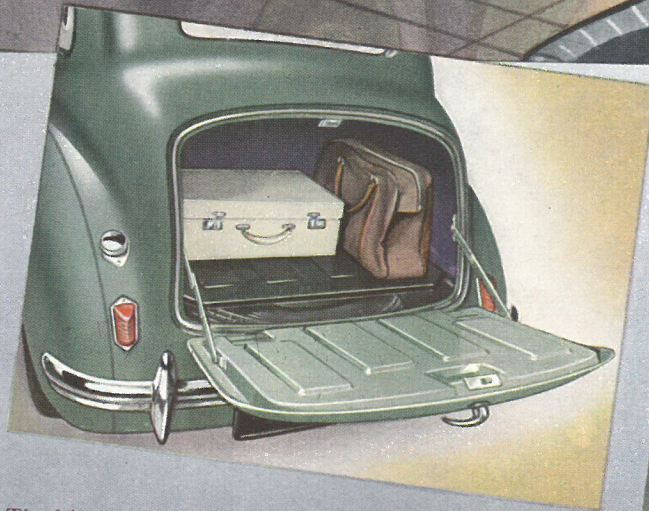
The hinged panel of the exceptionally large rear luggage compartment is available for carrying extra luggage.



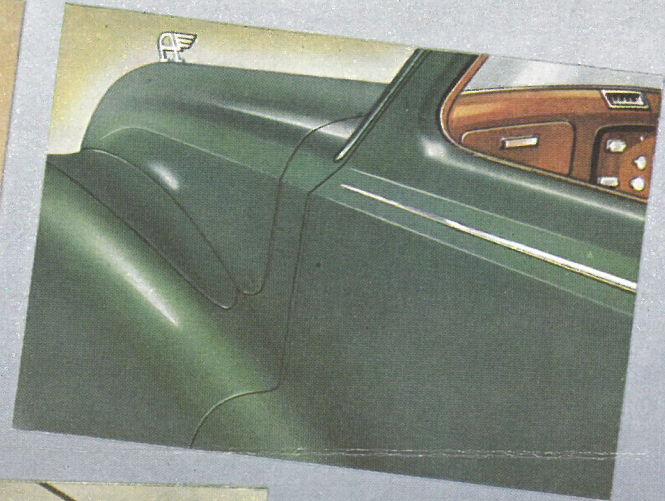
On both cars all doors are rear opening for safety, and have concealed hinges; the built-in running boards are exposed when the doors are open.



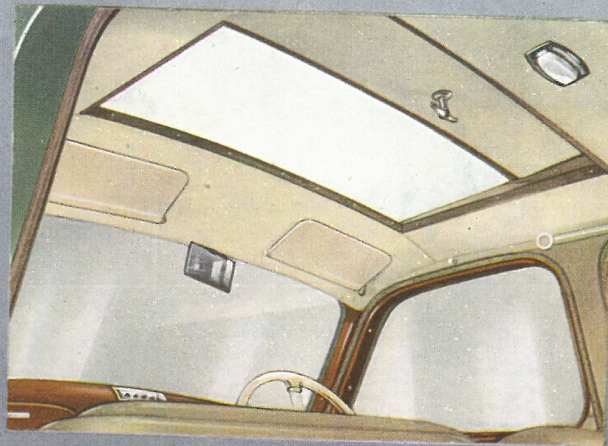
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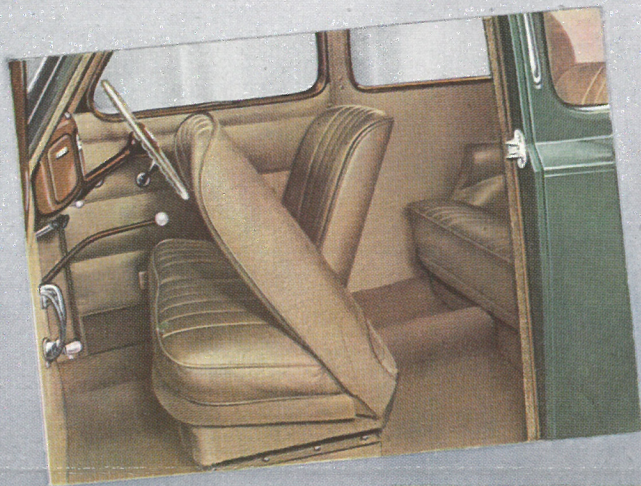


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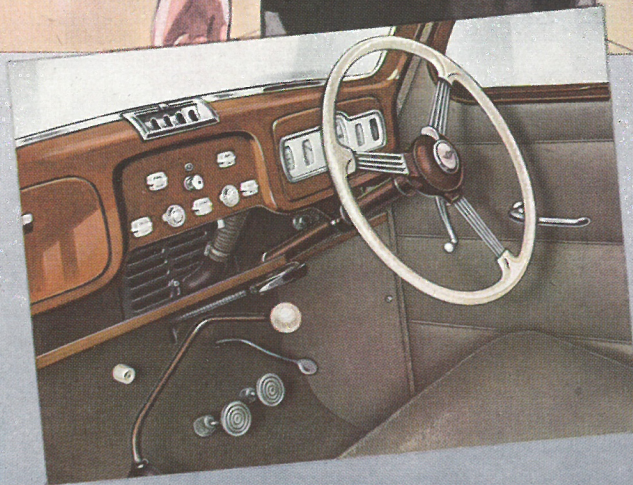


Both the Devon and Dorset
Saloons are equipped with a
flush-fitting sliding roof and
sun visors.

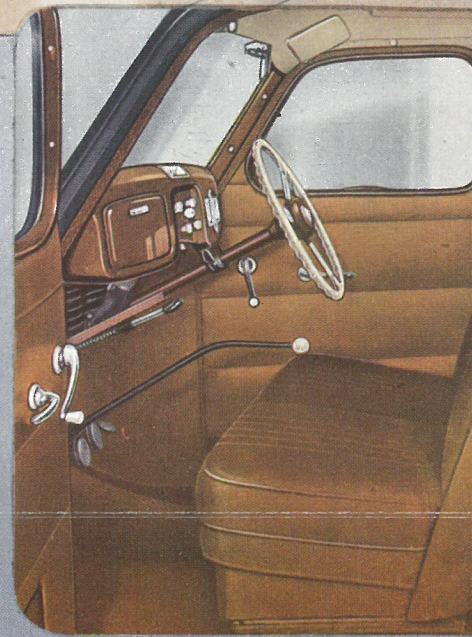
... you can depend on it



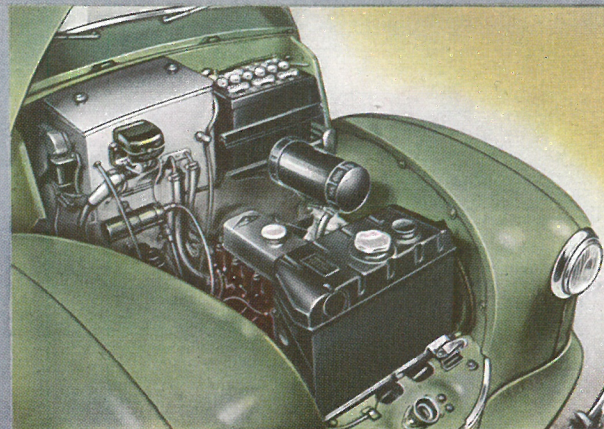
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The bonnet top, which can only be released from inside the car, lifts clear to give excellent engine accessibility.

AUSTIN = 100