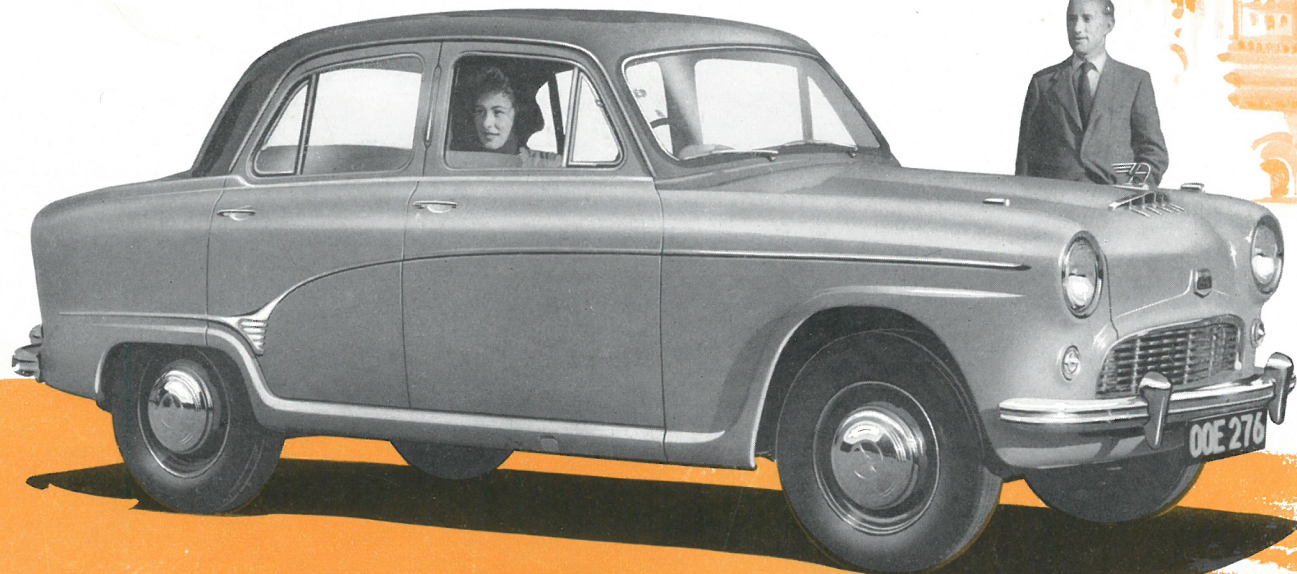


AUSTIN A90 *SIX Westminster*





AUSTIN . . . YOU CAN DEPEND ON IT

For every occasion



Austin—you can depend on it ! Never was such a phrase more aptly suited than to the A90 "Six" Westminster Saloon.

Beautifully finished in a new range of modern colours, this is a fine car which cannot fail to be a constant source of pride and satisfaction to its owner.

No matter where it goes, its pleasant styling adds grace to the scene, while the smooth performance of its overhead valve six-cylinder engine provides ample power for even the speediest of drivers !

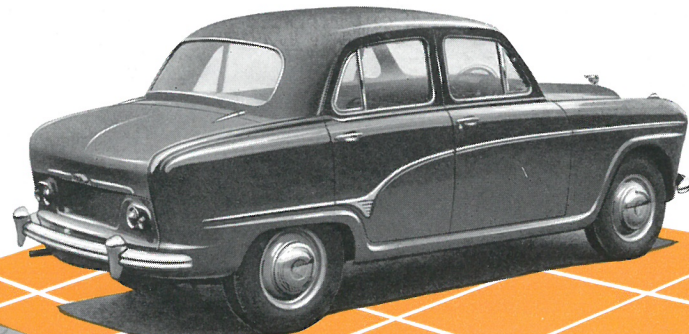
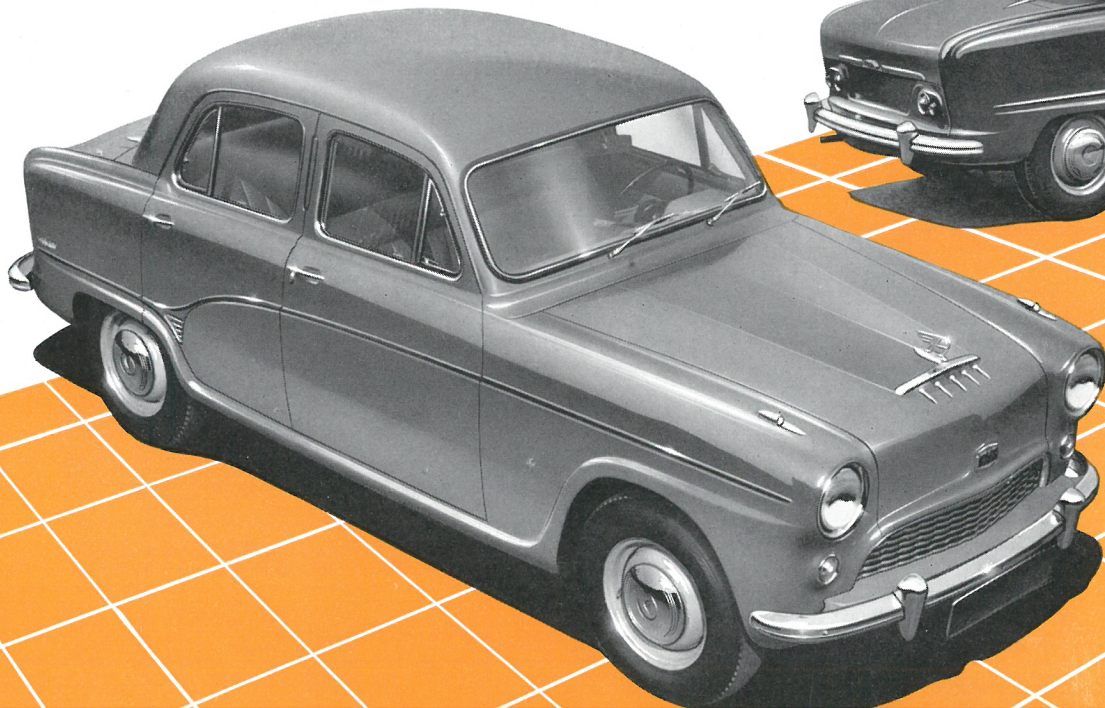
Noiseless transmission, coupled with the remarkable road-holding capabilities and comfortable interior of the Westminster, ensures a perfection of road travel which will delight its occupants.

That all-important factor—fuel consumption—is remarkably low, but even greater economy and performance can be achieved when the Westminster is fitted with an automatic overdrive unit.

All the necessities for safe, dependable motoring are incorporated in this soundly designed and robustly constructed car.

AUSTIN A90 *SIX* Westminster

This saloon is available with standard or de luxe specification, the latter including chromium mouldings, electric clock, heater, hide seat facings, floor carpets front and rear and P.V.C. lining for the luggage boot.

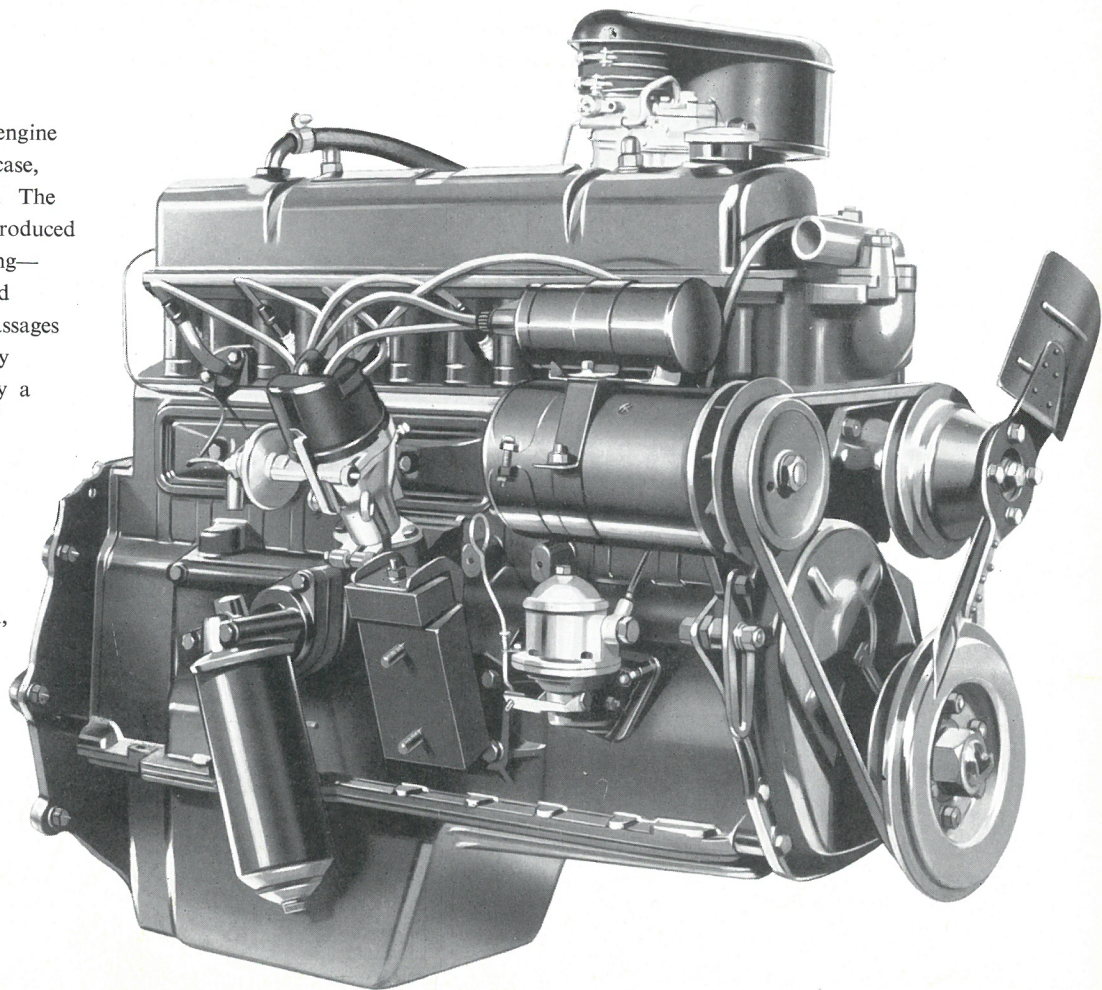


AUSTIN A90 *SIX* Power Unit

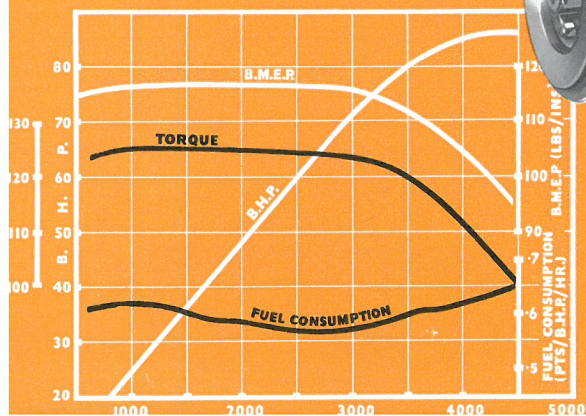
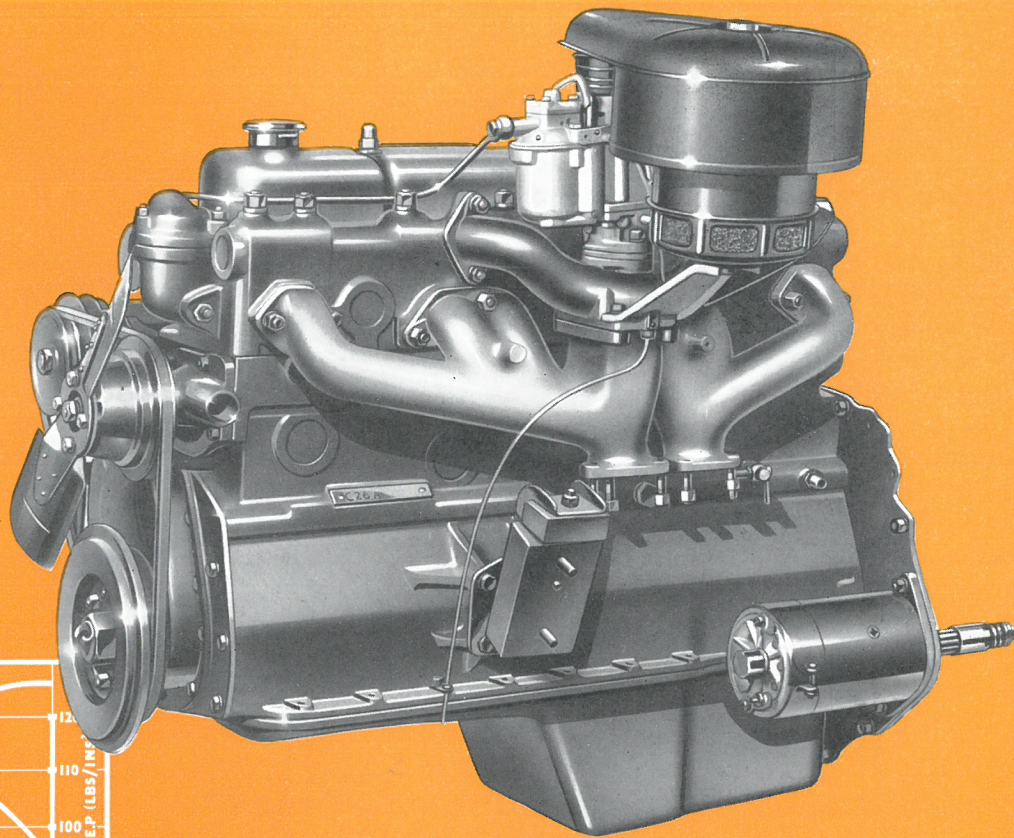
The six cylinders of this O.H.V. engine are cast integrally with the crankcase, forming a monobloc of cast iron. The detachable cylinder head is also produced from cast iron, and efficient cooling—essential in any engine—is ensured by the provision of large water passages through which the thermostatically controlled coolant is circulated by a centrifugal pump.

For normal temperatures, a two-bladed fan, driven by a vee-belt, is fitted, but for tropical climates a four-bladed fan is available.

The radiator is pressurised to between 4 and 7 lb. per square inch, allowing a higher engine running temperature. A relief valve is incorporated as a safety precaution against over-expansion in the cooling system, the total capacity of which is approximately 12 pints.



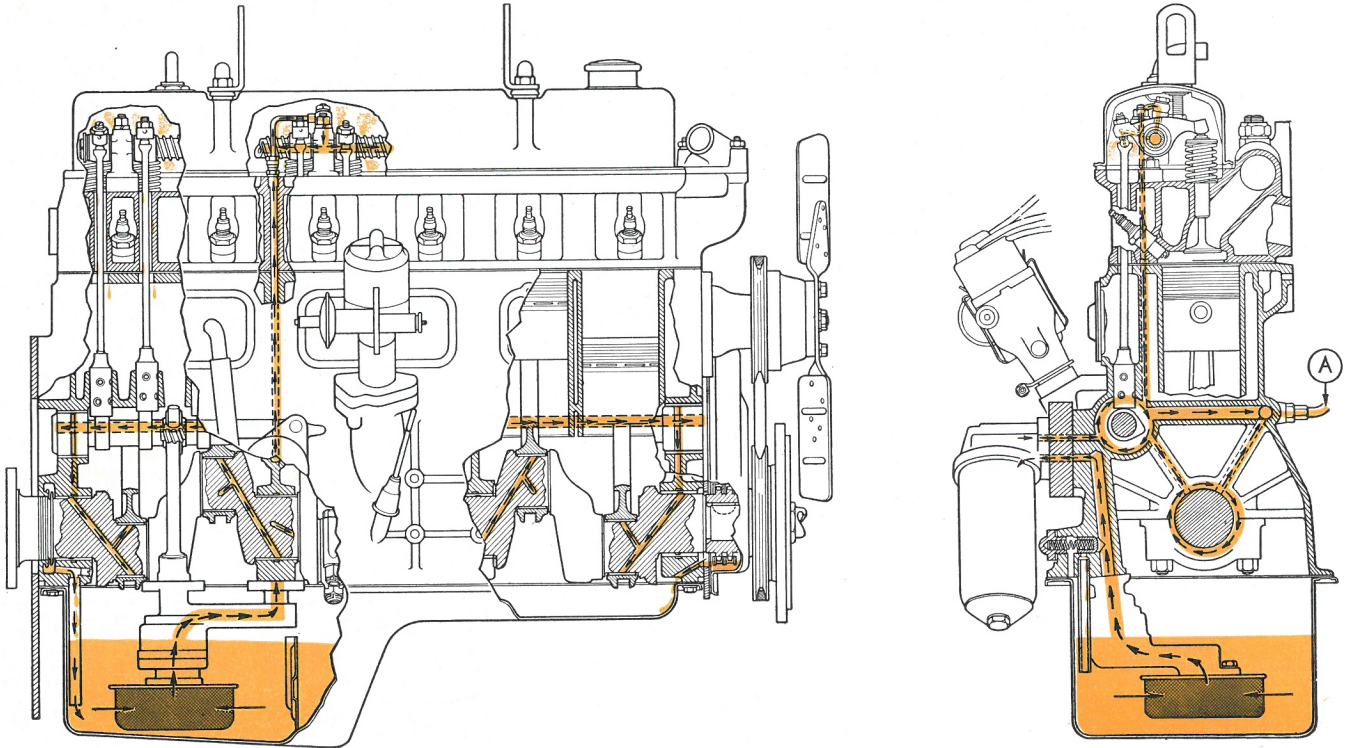
The overhead valve design makes the 2639 c.c. engine extremely lively and efficient. It has been scientifically developed to provide smooth running throughout its speed range and, economically, it will take on all-comers in its class for m.p.g., while the other end of the performance scale shows a very favourable figure of 85 b.h.p. at 4,300 r.p.m.



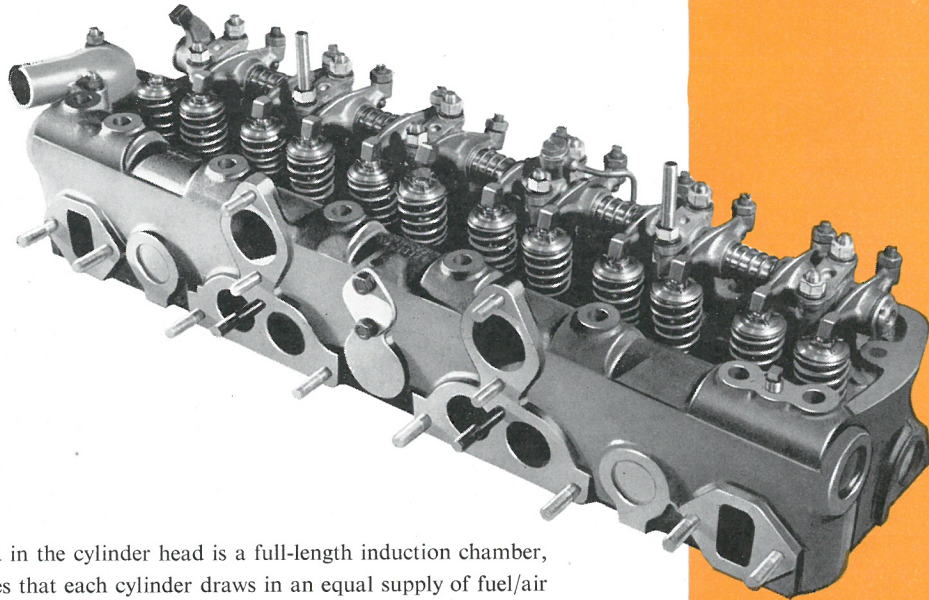
Here, then, is the essence of the Westminster's sparkling performance, an engine designed for long and efficient service.

Lubrication

This diagram shows how the oil, after passing through a full-flow filter, is circulated under pressure by a gear-type pump to all working surfaces of the engine. The total oil capacity is 12 pints.



CYLINDER HEAD AND VALVE GEAR

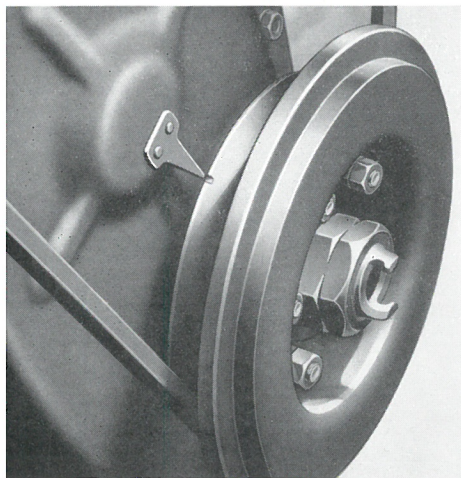


Incorporated in the cylinder head is a full-length induction chamber, which ensures that each cylinder draws in an equal supply of fuel/air mixture when the accelerator pedal is depressed. The same amount of power is thus developed in each cylinder, resulting in the smooth running which characterises the A90 "Six" engine.

Valves and rocker gear, too, are designed for quiet operation and are produced from the finest materials. In the heel of each rocker arm is an adjusting screw for the accurate setting of valve clearances and oil seals are fitted to the stems of the large diameter valves.

The housing for the bellows-type thermostat is cast in the forward end of the cylinder head and provision is made for the necessary connections to be fitted when a heater is required.

The Inside Story



VIBRATION DAMPER

Fitted externally, this component prevents whip and distortion of the crankshaft.

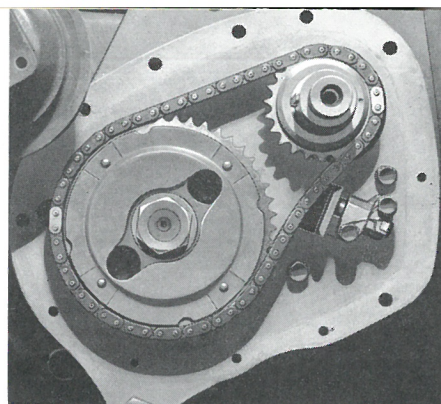
CAMSHAFT

Machined from a high quality steel forging, the camshaft, which runs in four white metal bearings, has cams of patented form to prevent valve spring surge.



PISTONS

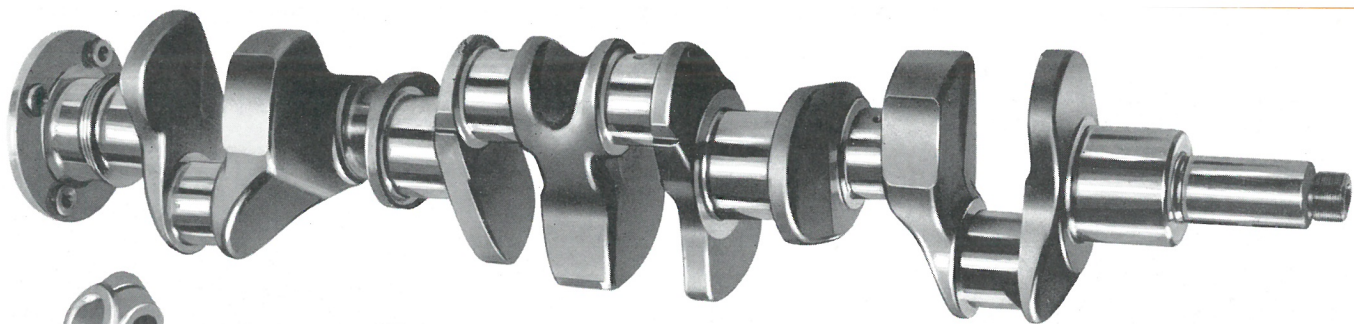
Split skirt, aluminium alloy pistons are fitted, having one scraper ring, one plain and two tapered compression rings.



TIMING CHAIN TENSIONER

The timing chain is lubricated by an integral oil feed, and automatically adjusted by a slipper-type chain tensioner.



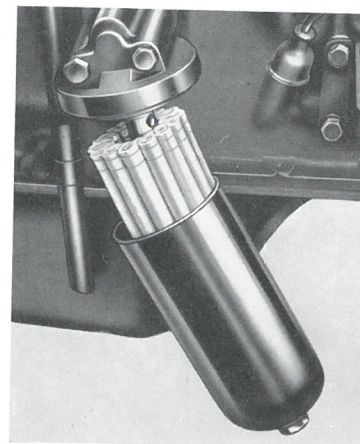


CRANKSHAFT

Running in four large diameter white metal shell bearings, the forged-steel crankshaft is drilled to supply lubricant to cylinder walls and big-end bearings. Thrust is taken at the intermediate main bearings.

OIL FILTER

A full-flow oil filter, with renewable element, ensures a constant supply of clean lubricant.



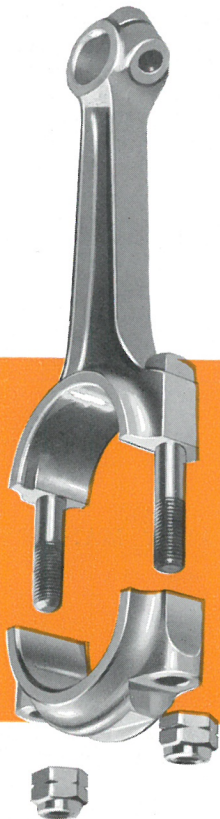
BEARINGS

Steel-backed, white metal bearings are used throughout, the large bearing surfaces ensuring long, trouble-free service.

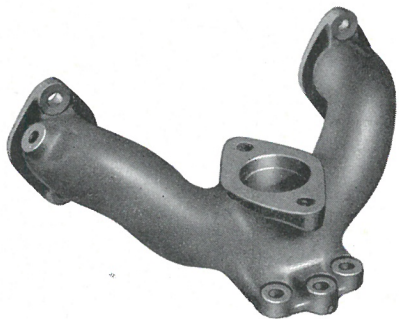


CONNECTING RODS

These are manufactured from robust steel forgings. A clamping bolt secures the gudgeon pin in the small end.

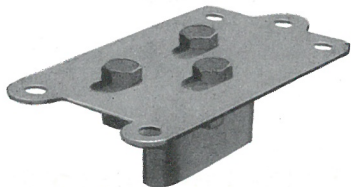


Induction System



INDUCTION MANIFOLD

This short casting carries the carburettor and feeds mixture to the induction chamber in the cylinder head.

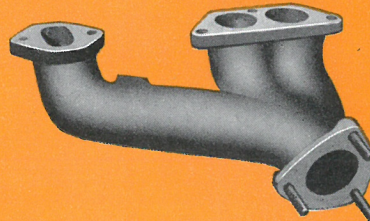


HOT SPOT

Assembled between the exhaust and inlet manifolds, this stainless steel device provides a measure of pre-heating for the fuel mixture.

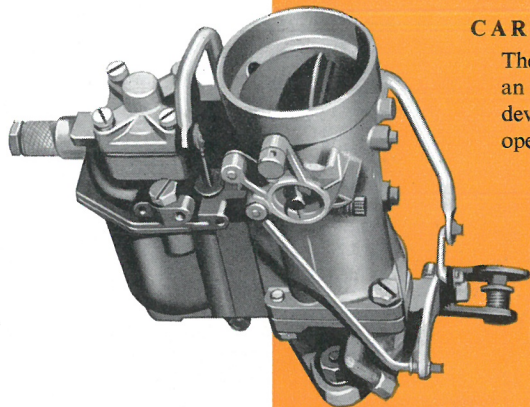


FORWARD EXHAUST MANIFOLD



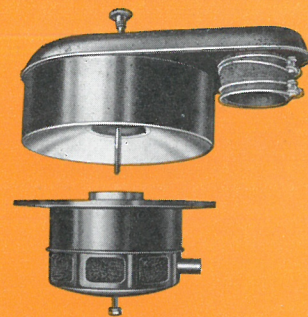
REAR EXHAUST MANIFOLD

This unique arrangement allows the rapid and equal dissipation of exhaust gases from the cylinders. Risk of distortion is also reduced to a minimum, the two smaller castings being less subject to stress from expansion and contraction caused by heat.



CARBURETTER

The downdraught carburetter has an accelerator pump and economy device. The choke control is operated from the fascia.

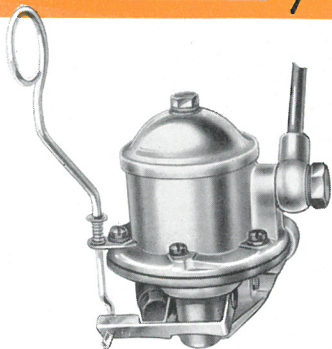


AIR CLEANER

This large oil-wetted filter is also connected to the valve rocker cover for fume extraction.

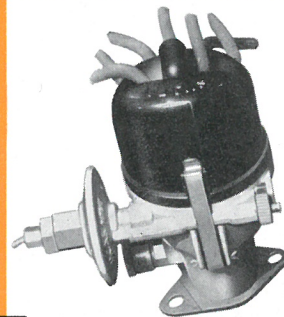
An oil-bath type is available for dusty conditions.

Fuel + Ignition System



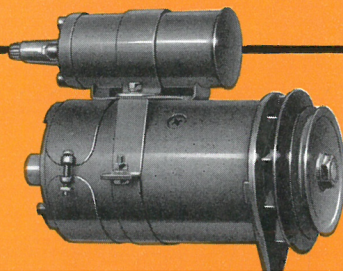
PETROL PUMP

Operated by an eccentric on the camshaft, the fuel pump is also provided with a hand priming lever.



DISTRIBUTOR

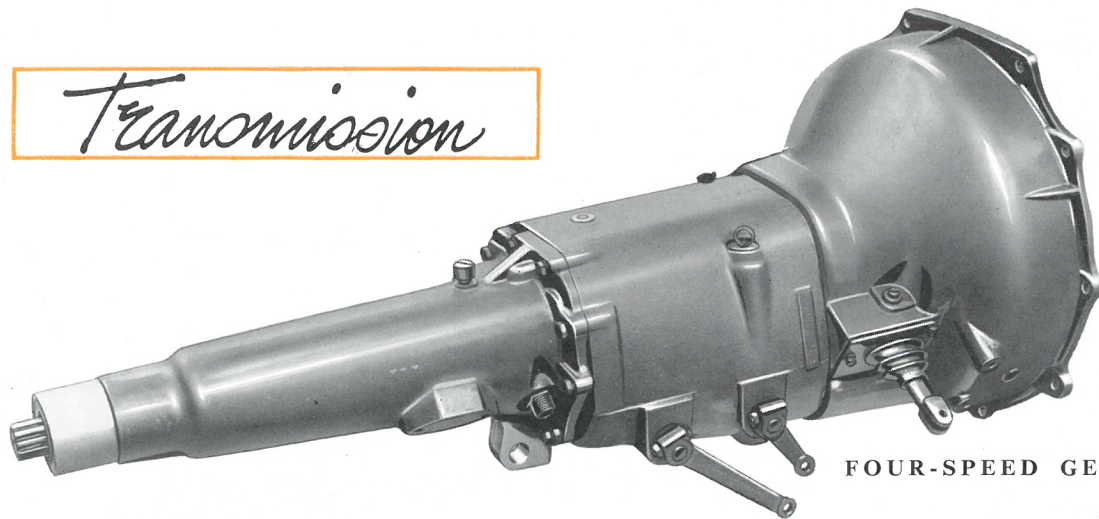
Suppressed against radio interference, the distributor is fitted with automatic advance and retard mechanism assisted by vacuum control.



COIL AND DYNAMO

A short H.T. lead is possible from the 12-volt coil mounted on the fan-ventilated dynamo.

Transmission

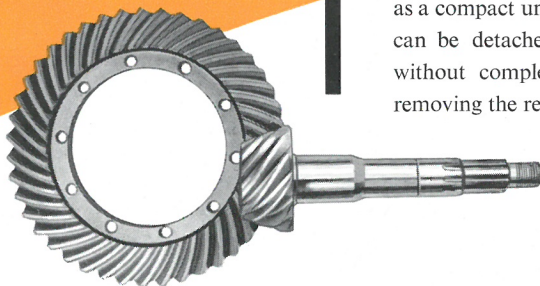


FOUR-SPEED GEARBOX

A smooth flow of power is transmitted through large diameter gears, synchromesh being fitted on second, third and top speeds.

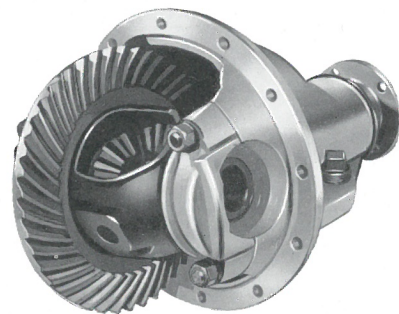
CROWN WHEEL AND PINION

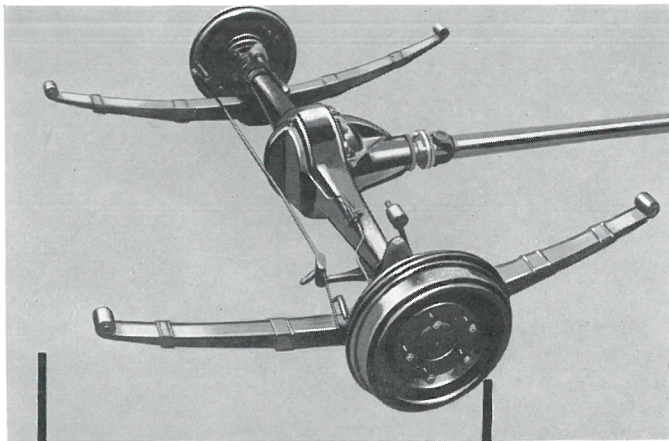
For quiet, efficient operation the banjo-type three-quarter-floating rear axle is fitted with a hypoid crown wheel and pinion.



All final drive and differential gears are assembled as a compact unit which can be detached without completely removing the rear axle.

GEAR CARRIER

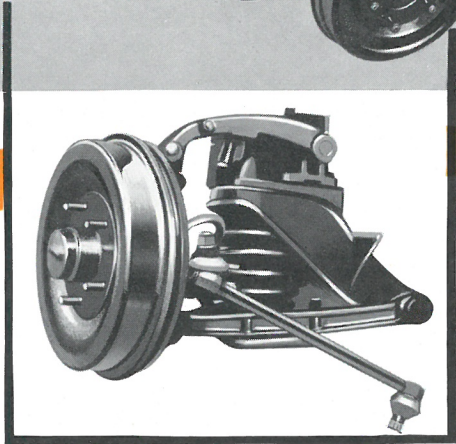




Suspension

REAR SUSPENSION

Long semi-elliptic springs, assisted by hydraulic double-acting piston-type shock absorbers, ensure stability on the road. To control any tendency to roll when cornering, a torsion bar is fitted between the shock absorber arms.

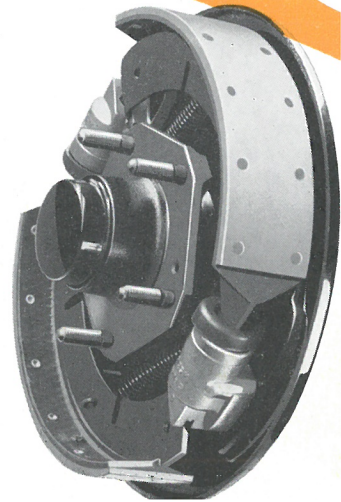


FRONT SUSPENSION

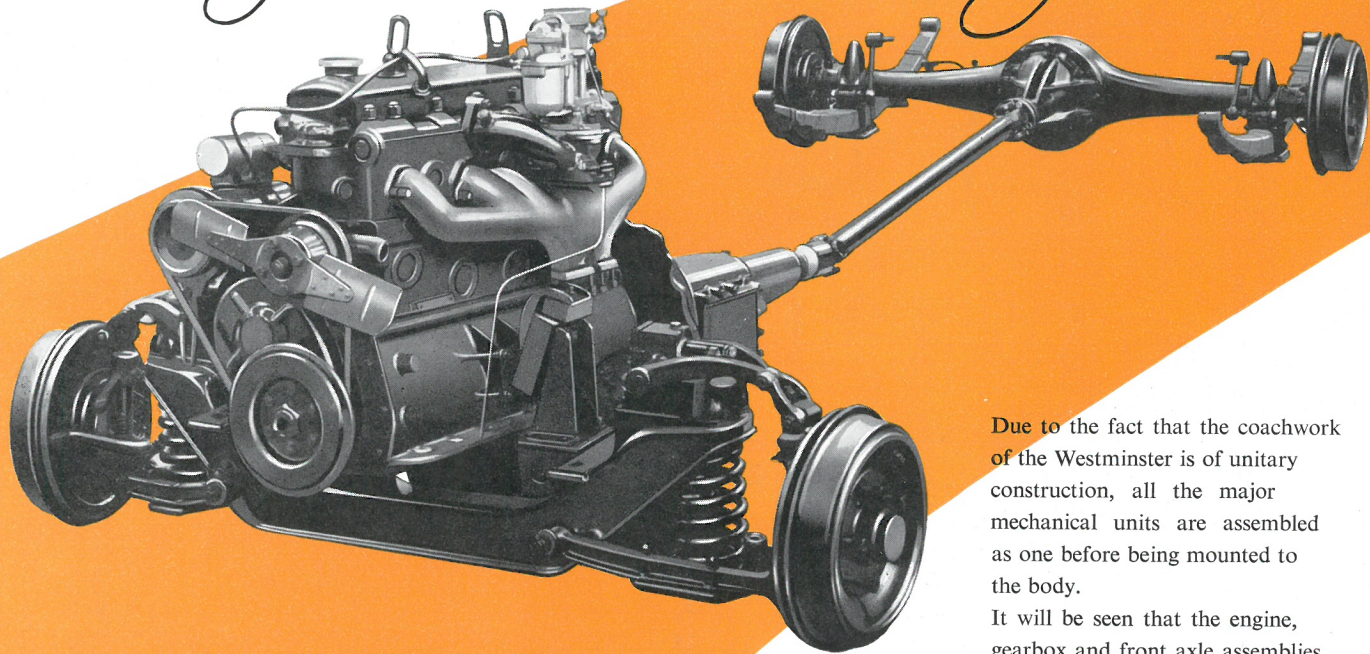
The shock absorber arms form the top links of the independent front suspension wishbones. This direct method of damping down road shocks makes for easy steering and good cornering.

Braking

Efficient brakes are a comfort to any driver. The stopping power of the large diameter hydraulic brakes, fitted to all wheels of the Westminster, is supplemented by the two-leading-shoe type of brake on the front wheels.



Major Unit Assembly



Due to the fact that the coachwork of the Westminster is of unitary construction, all the major mechanical units are assembled as one before being mounted to the body.

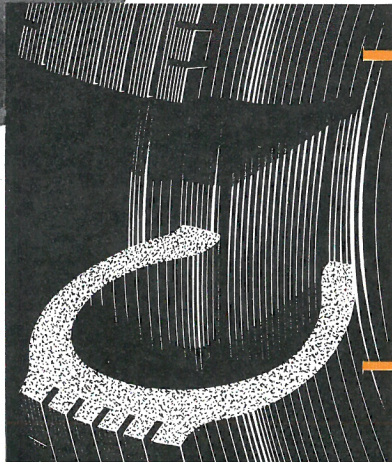
It will be seen that the engine, gearbox and front axle assemblies, are first bolted onto extremely robust steel cross-members.

Wheels + Tyres

The pressed steel, disc-type wheels of the Westminster are of exceedingly strong section. The 6.40—15 tubeless tyres give excellent road adhesion and are ideally suited to the performance of the car. The wheels are secured by five wheel nuts covered by an attractive chrome cap.

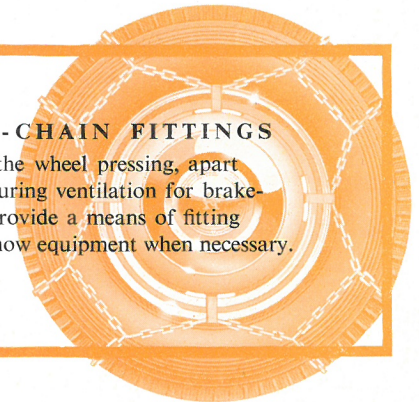
TUBELESS TYRES

As a safety precaution, particularly if the car is used on high-speed runs, tubeless tyres are fitted as standard equipment.



SNOW-CHAIN FITTINGS

Slots in the wheel pressing, apart from ensuring ventilation for brake-drums, provide a means of fitting special snow equipment when necessary.



Hand + Foot Controls

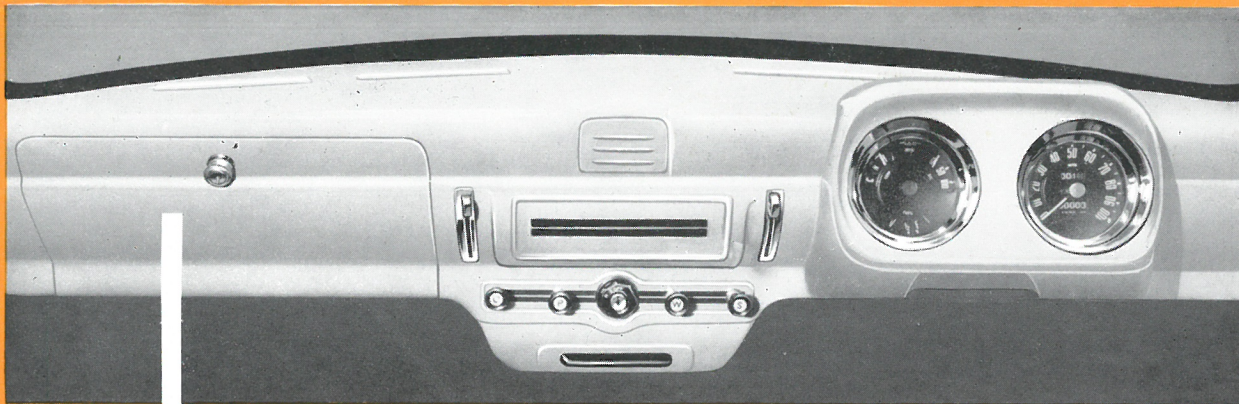


Considerable attention has been devoted to the design and placement of the switches and controls of the Westminster, so that all are within easy reach of the driver.

A 18-inch diameter steering wheel offers an exceedingly comfortable grip and the steering column gear change lever is convenient and easy to operate. Running unobtrusively down on the left-hand side of the steering column casing

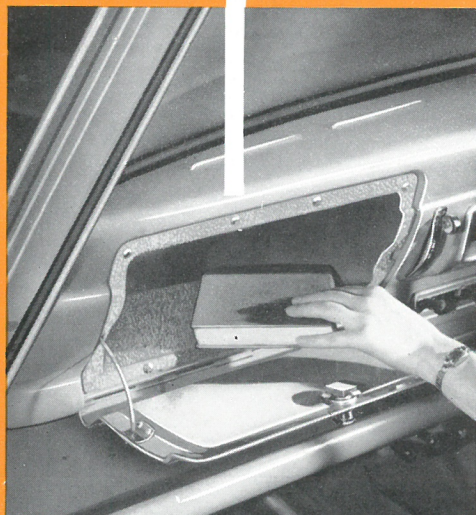
is a pistol grip hand brake lever which is mechanically connected to the rear wheels for parking purposes.

Pendant pedals for the hydraulic clutch and foot brake controls allow greater leverage with less exertion than in the conventional layout and the accelerator pedal is so positioned that the foot rests comfortably upon it without strain.



FASCIA

During the normal use of a car one spends quite a considerable amount of time looking at the fascia. It is therefore essential that the styling, while being attractive, should be perfectly practical in that instruments should be legible and well placed, and all switches readily accessible from the driving position. This has been admirably achieved in the Westminster, where the instruments, including the speedometer with mileage recorder and a combined cluster comprising thermometer, oil pressure gauge and fuel gauge, are installed directly in front of the driver.



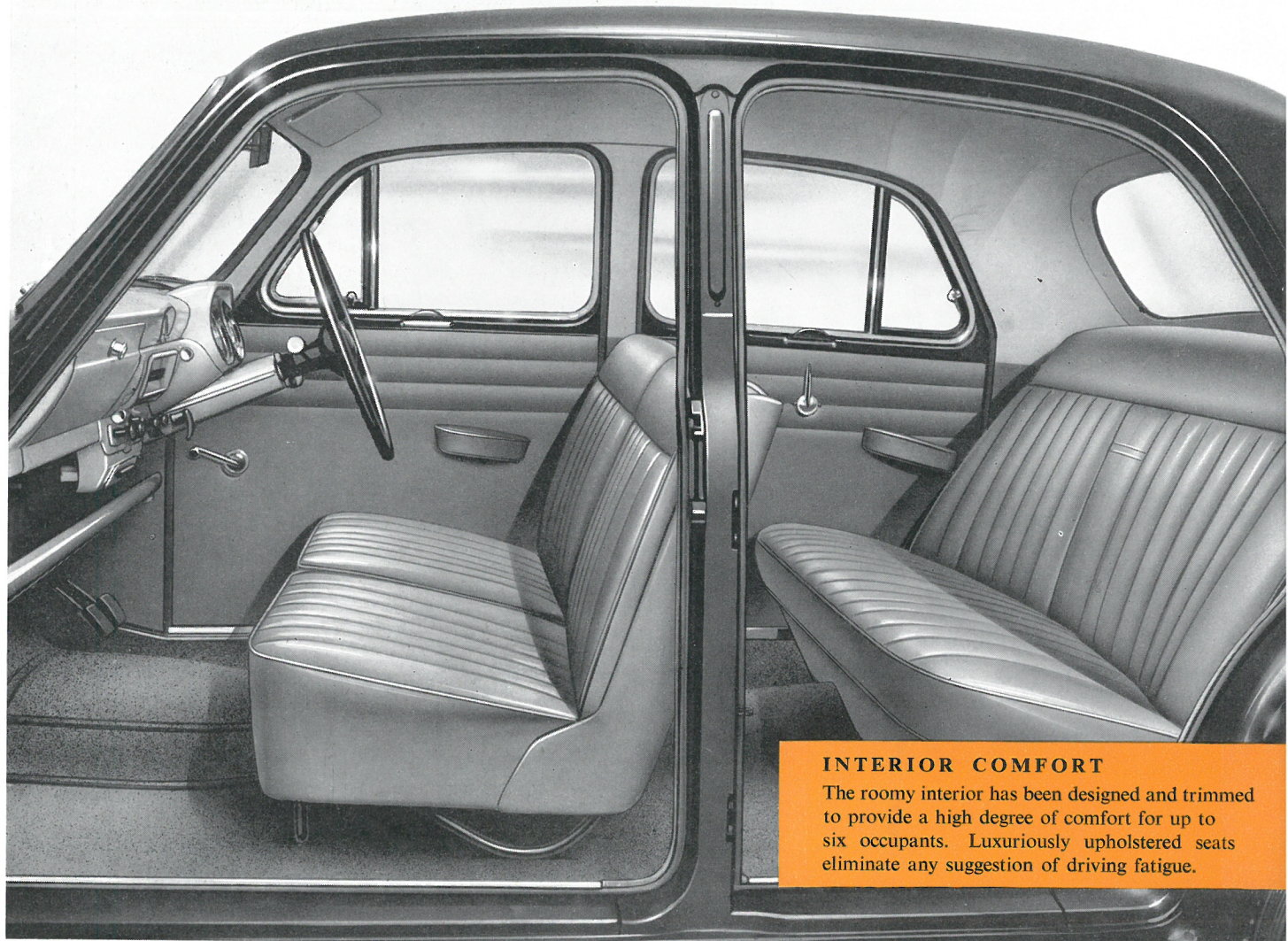
GLOVE BOX

Small motoring accessories can be conveniently accommodated in the glove box, while beneath runs a full-length parcel shelf for temporary parcel stowage.

ASHTRAY

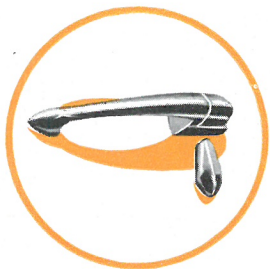
A clean interior is assured by this handy pull-out ashtray.





INTERIOR COMFORT

The roomy interior has been designed and trimmed to provide a high degree of comfort for up to six occupants. Luxuriously upholstered seats eliminate any suggestion of driving fatigue.



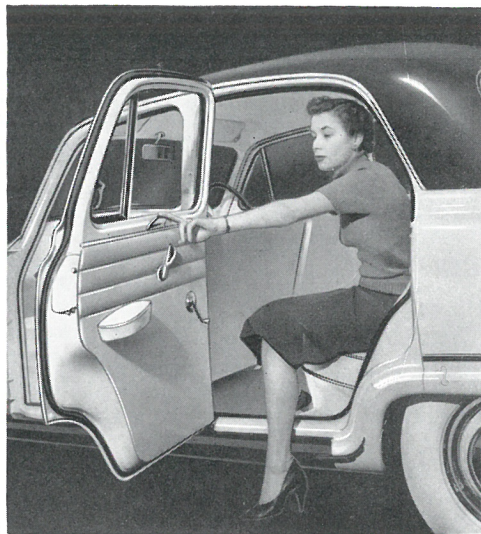
DOOR HANDLES

Push-button door handles are fitted on both front doors and have outside locks. All doors can be locked from inside and there are additional safety catches on the rear doors.



WINDOW WINDERS

All door windows are easily operated by conveniently placed winding regulators.

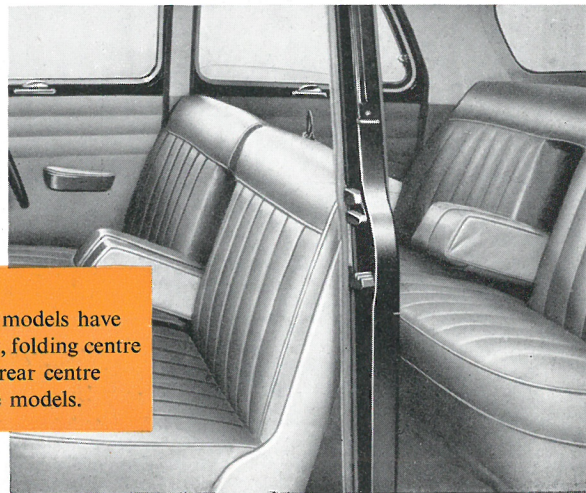


WIDE-OPENING DOORS

All seats are easily accessible through wide-opening forward-hinged doors. Hinges are concealed within the coachwork.

SEAT ADJUSTMENT

Wide, divided, bench-type front seats are independently adjustable to suit the individual needs of driver and passenger.



ARM-RESTS

Both the standard and de-luxe models have door arm-rests and, additionally, folding centre arm-rests in the front seats—a rear centre arm-rest is provided on de-luxe models.

Windows

The window arrangement in the Westminster offers almost uninterrupted round-the-car vision. In the interest of safety, toughened glass is used throughout on both models. Chromium plated surrounds are fitted on the de-luxe saloon.



DRIVING VISION

A feature of the Westminster is the excellent visibility ahead through its wide, curved windscreen. In adverse weather, twin-wipers sweep the screen in wide arcs. Swivelling louvres in the front and rear doors ensure controlled ventilation at all speeds.



REAR VIEW

Reversing is easily accomplished due to the extra large rear window, and following traffic can be kept constantly in view.

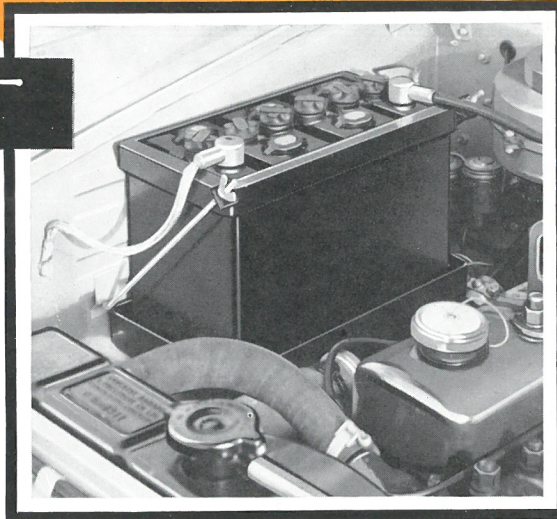
FRONT LOUVRES



REAR LOUVRES



Lighting



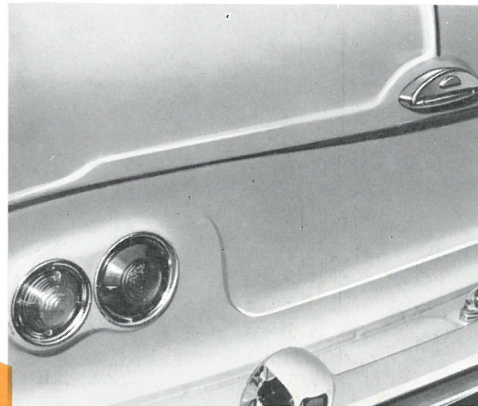
12-VOLT BATTERY

Secured on a platform under the bonnet, the battery is readily accessible for routine maintenance attentions.



FRONT LIGHTS

Blending unobtrusively with the frontal styling, powerful double-dipping headlamps provide adequate illumination for night driving, while below these are the amber flashing direction indicators. The sidelamps are mounted high on the wing panels and are visible to the driver.



REAR LIGHTS

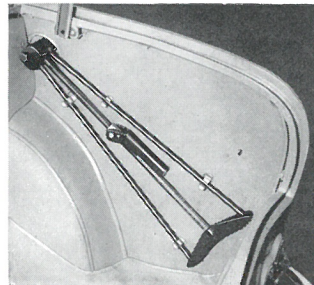
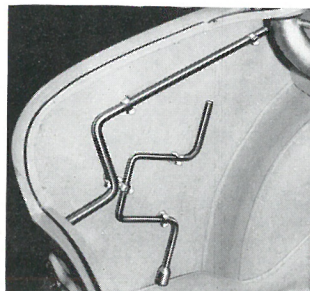
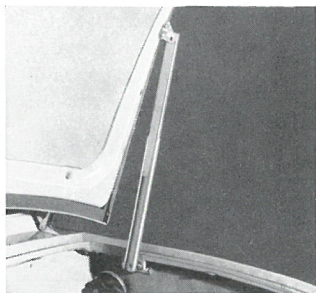
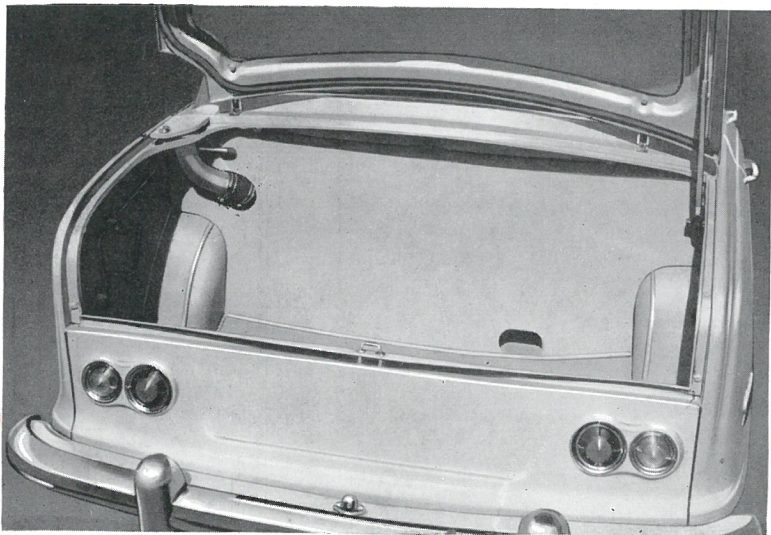
Alongside the amber flashing direction indicators in the rear panel, brilliant combined stop- and tail-lamps are fitted, the red lenses of which incorporate efficient reflectors. In the centre of the rear bumper tray, a small lamp illuminates the rear number-plate.

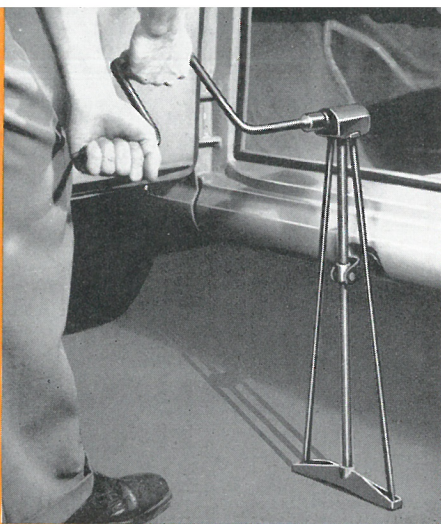
Luggage

The lockable luggage compartment of the Westminster is of extra large proportions. Ample accommodation is provided to carry all the baggage necessary for the normal family holiday, leaving the interior of the car entirely free for passengers.

In darkness, for additional convenience, illumination of the interior is provided by the rear lamp bulbs.

A P.V.C.-coated felt lining is provided in the boot of the de-luxe saloon and this is removable for cleaning.





SPARE WHEEL CARRIER

The spare wheel occupies no luggage space. It is carried in a special tray beneath the rear of the car and is lowered for use, by means of the starting handle, from inside the luggage compartment.

JACKING

Crawling under the car to install a jack is no longer necessary. The Steadylift Jack is operated with little effort alongside the car.

BOOT LID STAY

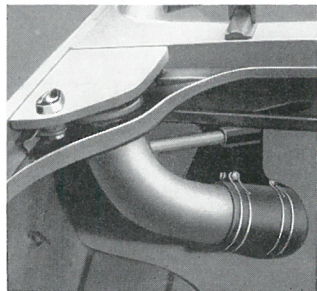
A telescopic prop stay safely supports the luggage boot lid when raised.

TOOL STOWAGE

The jack, starting handle and wheelbrace are always conveniently to hand, being secured in rattleproof clips to the inside of the luggage compartment.

PETROL FILLER

A small independent cover on the petrol filler is fitted with a lock, having the same key as ignition and door locks.

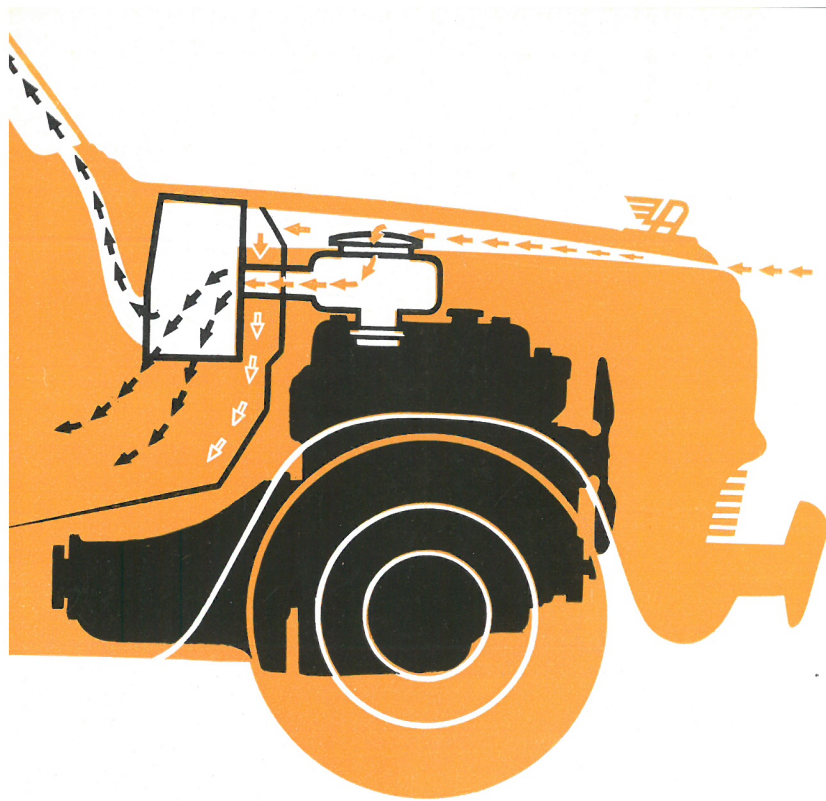
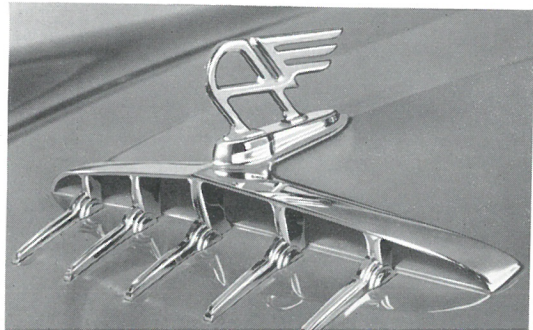


ACCESSORIES

The attractively designed intake for the interior air conditioning is placed high on the front of the bonnet, well clear of any fumes.

Air is drawn through a duct in the bonnet top to the heater unit, where it is heated and forced into the interior of the car. Warm air is also directed onto the windshield for demisting.

A heater is standard equipment on the de-luxe saloon, and can be supplied as an extra on the standard model. The intake of fresh air is controlled by turning a knob centrally placed beneath the parcel shelf.



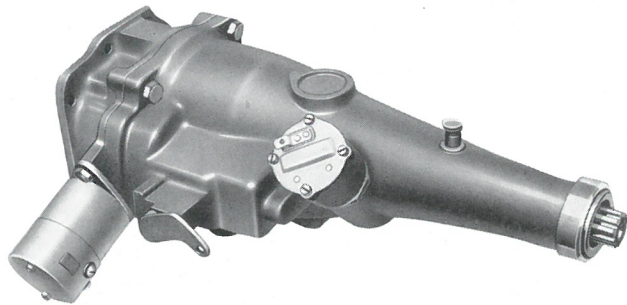


RADIO AND CLOCK

A standard fitting on the de-luxe model, an attractive electric clock is available at extra cost for the standard saloon. A push-button-type radio can be neatly accommodated in either model, if required.

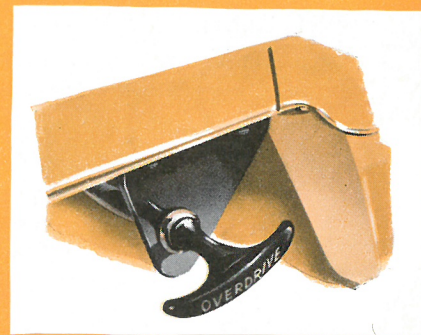
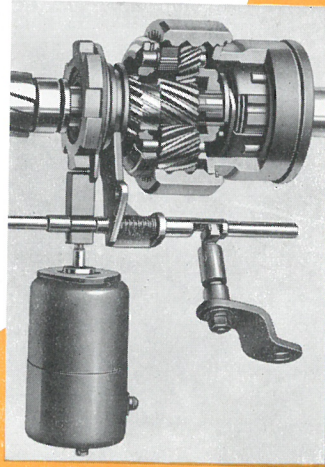
HEATER CONTROLS

The styling of the fascia is such that when a heater is fitted the controls become an integral part of the design.



OVERDRIVE UNIT

An additional aid to fuel economy and performance is the automatic overdrive unit, which in effect provides an extra gear in third and top speeds.



When fitted, the overdrive unit is manually operated from a control knob beneath the fascia.



Specifications

ENGINE: 2,639 c.c. (160.91 cu. in.); bore 3.125 in. (79.4 mm.); stroke 3.5 in. (89 mm.); b.h.p. 85 at 4,300 r.p.m.; maximum torque 124 lb. ft. at 2,000 r.p.m.; compression ratio 7.3 to 1.

Cylinders: Six cylinders cast integral with crankcase. Detachable cast-iron head carrying valve gear.

Crankshaft: Forged steel supported by four replaceable steel-backed white metal bearings.

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

Pistons: Split-skirt, concave top pistons in aluminium alloy with alumilite finish. Three compres-

sion rings and one slotted oil control ring fitted.

Camshaft: Forged steel in four replaceable steel-backed white metal bearings. Cams of patented design to give efficient and quiet operation. The camshaft gear is driven by duplex roller chain which has an integral oil feed and an automatic slipper-type tensioner to maintain chain lubrication and tightness respectively.

Valves: Overhead, operated by push-rods and designed for silent operation. Valve oil seals are fitted.

Lubrication: Oil is forced under pressure to all main, connecting rod and camshaft bearings and

to each tappet. It is also fed to the timing chain and overhead valve rocker gear. The connecting rods have jet holes to provide oil for cylinder walls when starting up. Both main and connecting rod oil feeds are of patented design to ensure longer crankshaft life. A full-flow oil filter is fitted. It has a renewable element. Oil capacity approximately 12 pints (6.8 litres).

Cooling: Circulation by centrifugal pump with thermostat control. Water is delivered to the cylinder block and thence to ample passages surrounding the valve pockets and sparking plugs. A 4-bladed fan is fitted to export models. Cooling system capacity approximately 25 pints (14.2 litres).

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

Fuel System: Fuel from a rear tank is fed by mechanical pump to the Zenith carburetter fitted with air cleaner. An oil bath air cleaner is fitted to some export models. A stop-tap is provided on the fuel tank. Tank capacity 12½ gallons (57 litres).

CLUTCH: Borg and Beck single dry plate. 9 in. (0.23 m.) diameter. The clutch is operated hydraulically by pendant pedal.

GEARBOX: 4-speed gearbox, with synchromesh engagement for all gears except bottom and reverse. The change speed lever is mounted on the steering column. Oil capacity approximately 4½ pints (2.55 litres).

REAR AXLE: Hypoid bevel drive in pressed steel "banjo" type

casing. Ratio: 3.91 to 1. Oil capacity approximately 3 pints (1.7 litres).

OVERALL GEAR RATIOS: 3.91, 5.61, 8.65 and 12.96 to 1; reverse 17.568 to 1.

ROAD SPEEDS AT 1,000 R.P.M.: Top 19.8 m.p.h.; third 13.8 m.p.h.; second 8.95 m.p.h.; first 5.97 m.p.h.

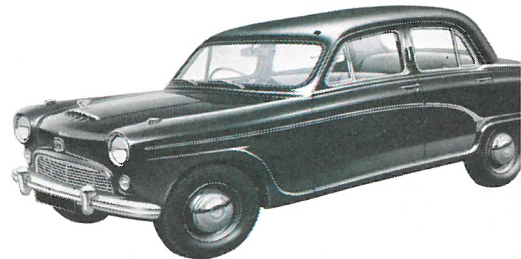
STEERING: Special high efficiency cam type. Spring spoke 18 in. (0.45 m.) diameter steering wheel with central horn button.

SUSPENSION: Front: Independent coil springs controlled by double-acting hydraulic shock absorbers. **Rear:** Long semi-elliptic reverse camber springs, under-slung and mounted on rubber bushes. Control by double-acting hydraulic shock absorbers interconnected by stabilising bar.

BRAKES: Girling hydraulic on all wheels, applied by pendant pedal. Front brakes are of two-leading-shoe design. A pistol-grip hand brake housed in the steering column cover operates mechanically on the rear wheels.

WHEELS AND TYRES: Pressed steel disc wheels with slots for ventilation and the fitting of non-skid chains. Large chromium-plated discs. Dunlop 6.40—15 tubeless tyres.

ELECTRICAL: 12-volt, 51 amp. hr. capacity battery; built-in headlamps with block lenses, and dipping equipment to suit the



regulations of different countries; separate sidelamps on top of wings, visible to driver; twin, combined stop-tail lights with in-built reflectors; rear number-plate lamp; interior roof light operated manually, and automatically by the opening and closing of the doors; direction indicators (flashing lights are fitted for export) operated by self-cancelling finger lever on steering column with in-built warning light; dual windscreen wipers; twin horns.

INSTRUMENTS: Trip and total mileage speedometer which also incorporates "no charge" warning light and headlamp beam indicator light. A combined instrument embodies the fuel gauge, oil pressure gauge and water temperature indicator.

COACHWORK: Five-six seater, four-door, all-steel saloon of

unitary construction with fully stressed skin and no soldered joints. Rear-opening doors with toughened glass windows and friction - controlled ventilating louvres. Rear doors have additional safety catch to prevent their inadvertent opening by children. Windscreen of toughened curved glass. Individual close-mounted front seats, independently adjustable. Full-width rear seat, unobstructed by wheel arches. All seat cushions have latex foam moulded foundations. Large capacity luggage compartment with separate spare wheel carrier beneath: spare wheel lowered by means of starting handle. Attractive dash with glove box on passenger side and full-width parcel shelf beneath. Bonnet lock controlled from inside car. Air conditioning provided for interior.

Standard Models: Seats trimmed in P.V.C.-coated fabric; floor

covered with rubber mat at front, carpet at rear; sun visors.

Optional Extras: Heater, radio, electric clock.

De Luxe Models: Heater; seat facings of hide; carpets front and rear; arm-rests; sun visors; locking glove box lid; chromium mouldings; bumper over-riders; electric clock. **Optional Extra:** Radio.

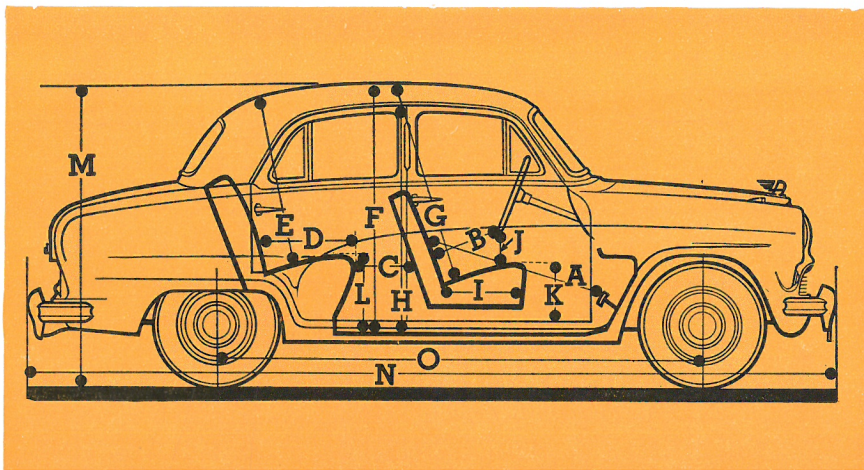
Borg-Warner Overdrive is available, if required. Rear axle with ratio of 4·10 to 1 is fitted with this unit, giving **Overall Gear Ratios** of (without Overdrive) 4·10, 5·89, 9·10 and 13·57 to 1, reverse 18·42 to 1. (With Overdrive engaged) 4·12 and 2·87. **Road Speeds at 1,000 r.p.m.:** (Without Overdrive) 18·82 m.p.h., 13·12 m.p.h., 8·5 m.p.h., 5·7 m.p.h. (With Overdrive engaged) 26·9 m.p.h., 18·8 m.p.h.

		inches	metres
Pedal to Seat Squab	A	32½	0.83
		36½	0.93
Steering Wheel to Seat Squab	B	12¾	0.32
		16¾	0.43
Distance between Seats	C	8½	0.22
		12¾	0.32
Rear Seat Cushion Depth	D	18	0.46
Height over Rear Seat	E	35	0.89
Maximum Interior Height	F	48½	1.22
Height over Front Seat	G	37	0.94
Minimum Height of Door Opening	H	39½	1.00
Front Seat Cushion Depth	I	18	0.46
Steering Wheel to Seat Cushion	J	5½	0.14

		inches	metres
Front Seat Cushion above Floor	K	14	0.36
Rear Seat Cushion above Floor	L	15	0.38
Overall Height (unladen)	M	63¾	1.62
Overall Length	N	170½	4.33
Wheelbase	O	103¾	2.64
Overall Width		64	1.63
Body Width between Centre Pillars (at waist)		52½	1.33
Front Seat Cushion Width (maximum)		24	0.61
Rear Seat Cushion Width (maximum)		54½	1.38
Maximum Width over Rear Seat		54½	1.38

	inches	metres
Track, front at ground level	51½	1.31
Track, rear	51¼	1.30
Ground Clearance	7¾	0.19
Turning Circle	36 ft.	10.97
Luggage Compartment—Height of Opening	23	0.58
Luggage Compartment—Width of Opening	49¼	1.25
Luggage Compartment—Maximum Depth	26½	0.67
Luggage Compartment—Approx. Capacity	14 cu.ft.	0.40 cu. m.
Approximate Weight, less fuel	25½ cwt.	1295 kg.

LEADING DIMENSIONS



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.

THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE BIRMINGHAM

AUSTIN MOTOR EXPORT CORPORATION LIMITED
LONGBRIDGE . . . BIRMINGHAM . . . ENGLAND