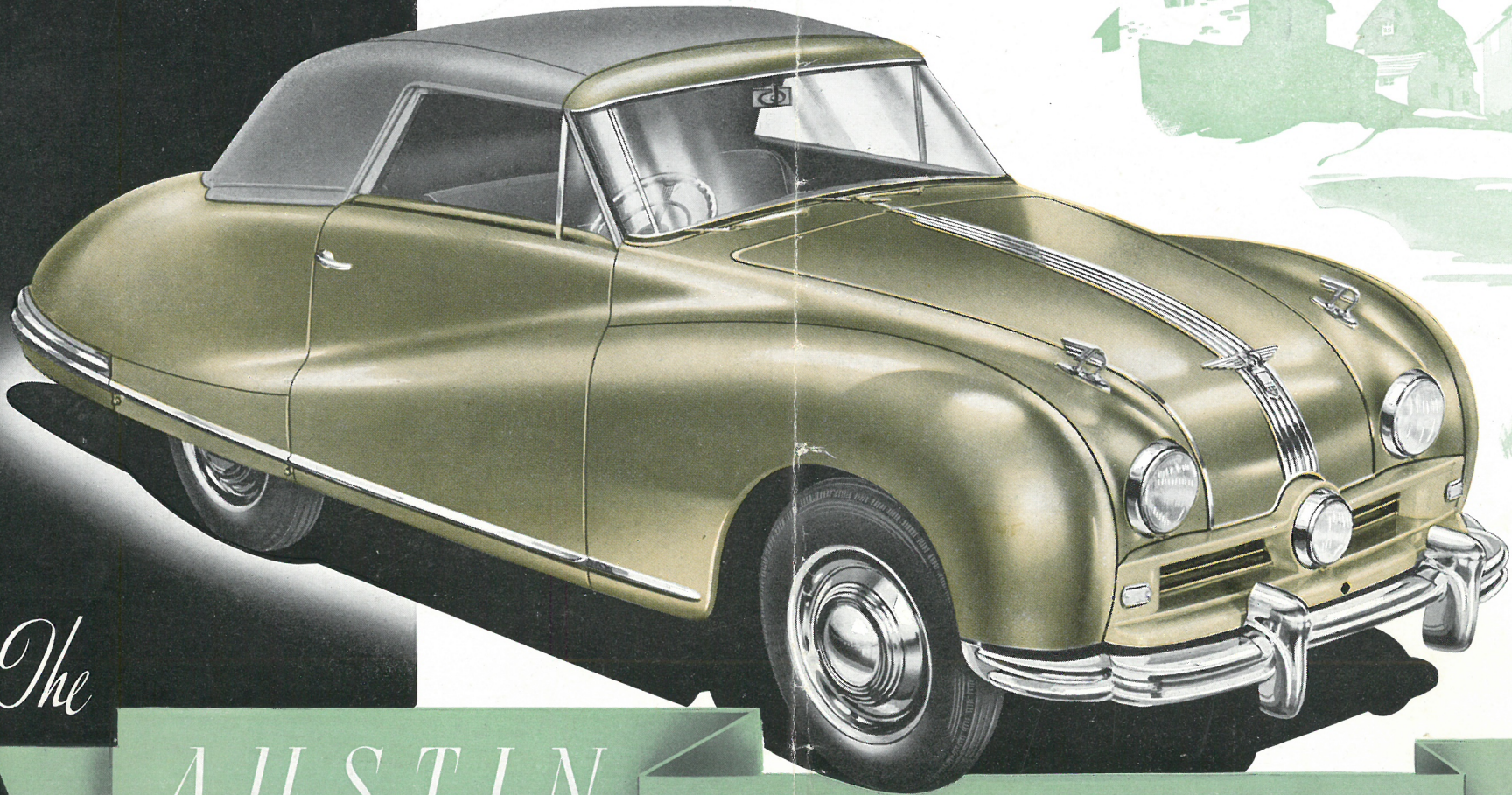


OPEN OR CLOSED  
*at the touch of a switch.*

\$ 1715. + \$80. f Radio



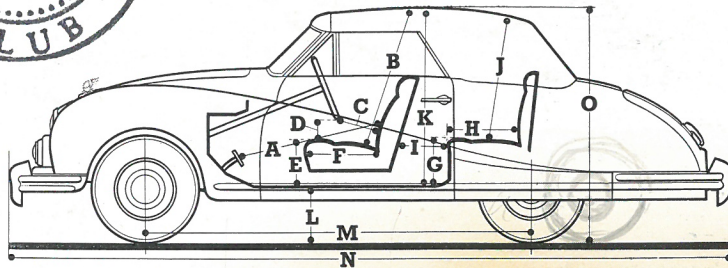
*The*

A U S T I N

A90 "Atlantic"



# SPECIFICATION



AUSTIN 'A90' ATLANTIC CONVERTIBLE—DIMENSIONS

		ft. ins.		metric				ft. ins.		metric	
<b>A</b>	Pedal to seat squab	Min.	2 10	0.86	<b>N</b>	Overall length	...	14 9½	4.50		
		Max.	3 5½	1.01			5 0	1.52			
<b>B</b>	Height over front seat	...	2 10	0.86	<b>O</b>	Overall height	...	5 10	1.78		
<b>C</b>	Steering wheel to seat squab	Min.	8 ½	0.21	Overall width	...	3 11½	1.20			
		Max.	1 3 ¾	0.40	Body width over front seats	...	4 4	1.32			
<b>D</b>	Steering wheel to seat cushion	...	3 ½	0.09	Body width over rear seats	...	3 5½	1.05			
		Front cushion above floor	1 0	0.30	Body width of rear pillars	...	3 8	1.12			
<b>E</b>	Front seat cushion depth	...	1 6	0.46	Height of boot opening	...	1 7	0.48			
<b>F</b>	Rear cushion above floor	...	1 1 ½	0.29	Width of boot opening	...	3 3	0.99			
<b>G</b>	Rear Seat cushion depth	...	1 5	0.43	Depth of boot platform	...	2 7	0.79			
<b>H</b>	Distance between seats	Max.	11 ½	0.29	Track (front)	...	4 5 ½	1.35			
		Min. height—floor to ground	...	1 4	0.40	Track (rear)	...	4 7 ½	1.40		
<b>I</b>	Wheelbase	...	8 0	2.44	Ground clearance	...	6 ½	0.16			
<b>J</b>	Height over rear seat	...	2 7 ¾	0.80	Turning circle	...	39 0	11.88			
<b>K</b>	Max. interior height	...	3 8	1.12	Carrier load	...	1 cwt.	50 kgs.			
<b>L</b>	Min. height—floor to ground	...	1 4	0.40	Weight, less tools, spare wheel and fuel	...	25½ cwt.	1282 kgs.			
<b>M</b>	Wheelbase	...	8 0	2.44							

**ENGINE :** Bore 3.4375 ins. (87.3 mm.); stroke 4.375 ins. (111.1 mm.); capacity 162.2 cu. in. (2660 cc.); b.h.p. 88 at 4,000 r.p.m.; max. torque 140 lbs. ft. at 2,500 r.p.m.; compression ratio 7.5 to 1.

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

**Crankshaft :** Forged steel counterbalanced 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. Two compression 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 full-flow filter is fitted. Oil capacity 10 pints (5.6 litres), plus 2 pints (1.1 litres) for filter.

**Cooling :** Circulation by centrifugal type pump with thermostat control. Water is directed to sparking plug bosses and exhaust port walls. Fan cooled patented radiator to prevent loss of cooling water through expansion. Cooling system capacity 20 pints (11.2 litres).

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

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

**Starter :** Lucas unit operated with solenoid control.

**Fuel System :** Fuel from a rear tank of 12½ gallons (56 litres) capacity is fed by an AC mechanical pump to twin S.U. carburettors with individual air cleaners.

**Mountings :** Flexible inclined "live" rubber mountings, front and rear, with integral torque reaction stop at front, and adjustable locating unit at rear.

**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 8 ins. (0.20 m.).

**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 gears. The gearbox third motion shaft is extended in a special housing which incorporates a screw type pump to deliver oil under pressure through the hollow third motion shaft to the mainshaft bearings. Oil capacity 3 pints (1.68 litres).

**PROPELLER SHAFT :** 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 :** 3.667 ; 5.19 ; 8.25 ; and 13.65 with 17.528 reverse.

**ROAD SPEEDS AT 1000 R.P.M. :** Top 20.96 ; Third 14.80 ; Second 9.31 ; First 5.63.

**STEERING :** Special cam type steering with 15.3 to 1 ratio and provision for taking-up wear. 18 inch (0.46 m.) diameter steering wheel with adjustment for reach. The tubular steering rods have Austin type ball joints with large hardened bearing surfaces and oil seals. Left-hand steering is available.

**SUSPENSION : Front :** Independent coil springs. Wishbones mounted on rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers. Bump and rebound buffers fitted.

**Rear :** Long semi-elliptic reverse camber springs, underslung and fitted with zinc interleaves. The wrapped 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 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 onto the steering column. The front brakes are of two-leading shoe design.

**WHEELS AND TYRES :** Pressed steel disc wheels with ventilation slots. Large chromium hub caps. Spare wheel carried in rear luggage compartment. Extra low pressure Dunlop tyres, 5.50 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 reinforced 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 63 ampere hour capacity at 10-hour rate ; positive earth ; built-in head- and side-lights ; double filament bulb for dipping ; foot controlled dip switch ; built-in central fog light ; twin built-in stop- and tail-lights ; rear number plate light ; winking direction indicators combined with side- and tail-lights ; twin windtone horns ; windscreen wipers ; built-in provision for radio and interior heating.

**INSTRUMENTS :** Oil and fuel gauges ; ammeter ; speedometer with trip and total readings ; ignition, direction indicator and headlight beam warning lights ; revolution counter ; water temperature gauge.

**COACHWORK :** All steel body with power operated head and door windows controlled by switches in driver's door ; toughened glass windows ; rear built-in luggage compartment ; doors rear opening with concealed hinges and running-boards ; bonnet lock controlled from inside the car ; bonnet has spring assistance to lift and hold open ; leather upholstery ; adjustable front seats to seat three if required ; occasional rear seat for two ; thick carpets with felt underlay ; practical and attractive fascia with closed glove compartment on left and right ; central control panel with full range of instruments ; provision for built-in interior heating and radio.

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

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

Printed in England

Pub. No. 529/E3

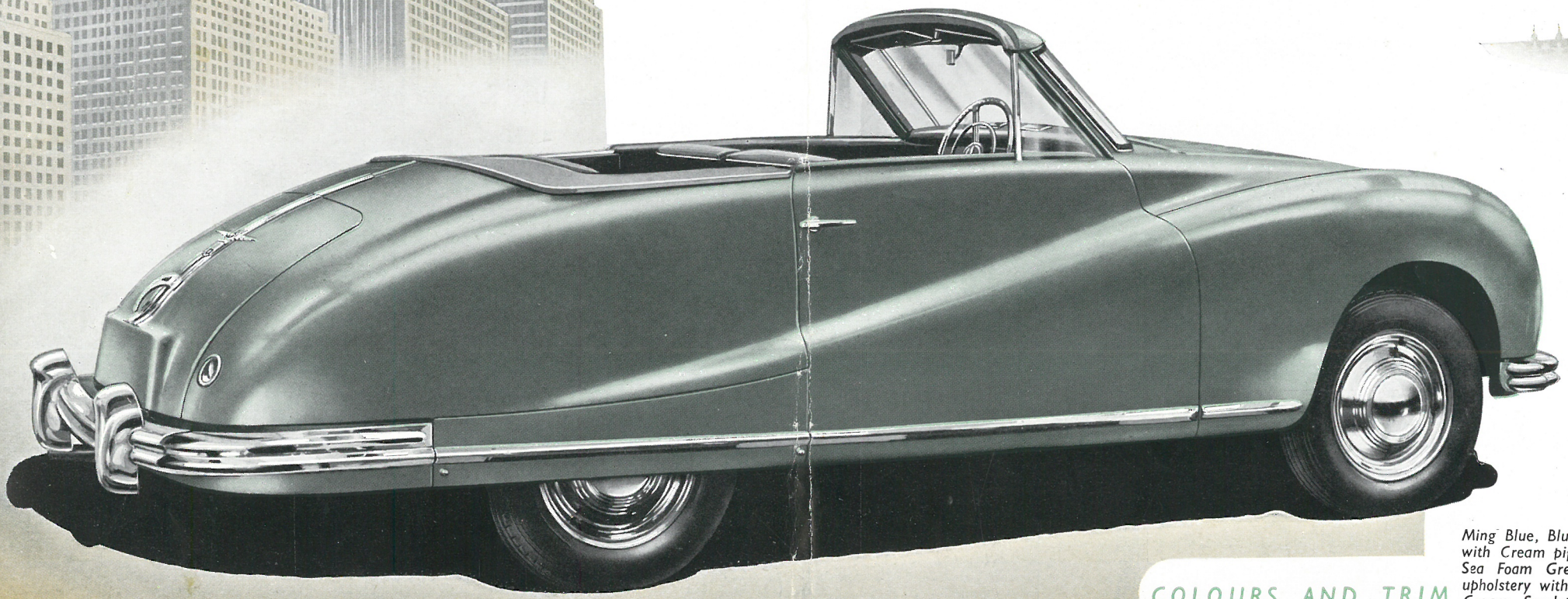


*Austin*

'A 90' ATLANTIC

NEW today, famous tomorrow—here is the Austin 'A90' Atlantic Convertible providing, in the fullest measure, the finest motoring thrill of the age.

A galaxy of fine features includes the 88 h.p. overhead valve engine, steering column gear change, independent front suspension, power operated head and windows—and a low sweeping line which ensures a full visibility and safe riding at all-out cruising speeds. Sunshine or rain, this new Austin gives the ride of a lifetime.

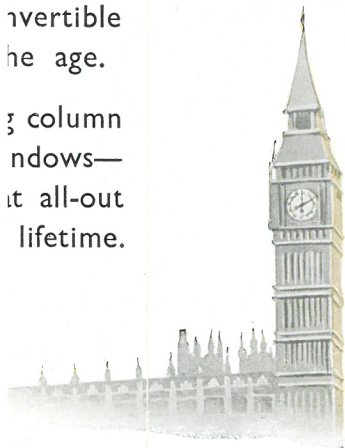


COLOURS AND TRIM

Ming Blue, Blue leather with Cream piping. Sea Foam Green, upholstery with Green Cream, Scarlet leather with Cream piping. Ensign Red, Beige upholstery with Red piping.

# IC CONVERTIBLE

vertible  
he age.  
g column  
ndows—  
t all-out  
lifetime.



*From every angle  
a picture of sleek  
power and luxur-  
ious comfort—the  
'A90' sets a new  
high in sporting  
travel.*

Blue, Blue leather upholstery  
cream piping.  
Siam Green, Naize leather  
upholstery with Green piping.  
Scarlet leather upholstery  
cream piping.  
Red, Beige leather uphols-  
try with Red piping.

