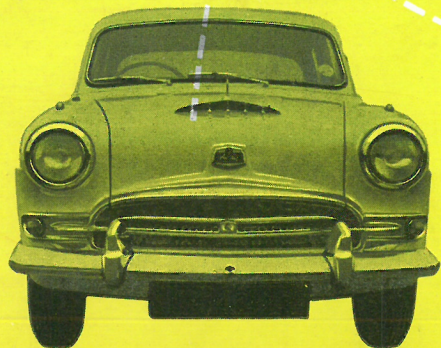


Six

Austin

A-95

feature by feature . . .



A95 SALOON	English	Metric
Pedal to Seat Squab A	{ 2 9 3 2	0-84 m. 0-97 m.
Steering Wheel to Seat Squab .. B	{ 11 1 4	0-28 m. 0-43 m.
Distance between Seats C	{ 10 1 3	0-25 m. 0-38 m.
Rear Seat Cushion Depth D	1 6½	0-46 m.
Head Room over Rear Seat E	2 11	0-89 m.
Maximum Interior Height F	4 0½	1-22 m.
Head Room over Front Seat G	3 0½	0-93 m.
Maximum Height of Door Opening H	3 3½	1-00 m.
Front Seat Cushion Depth I	1 5½	0-44 m.
Steering Wheel to Seat Cushion J	4 ¾	0-12 m.
Front Seat Cushion above Floor K	1 2¾	0-37 m.
Rear Seat Cushion above Floor L	1 3	0-38 m.
Overall Height (Unladen) M	5 2	1-57 m.
Overall Length N	15 0¾	4-58 m.
Wheelbase O	8 9¾	2-68 m.
Overall Width	5 4	1-63 m.
Width between Centre Pillars (at Waist)	4 4½	1-33 m.
Front Seat Cushion Width (Maximum)	2 1¾	0-64 m.
Rear Seat Cushion Width (Maximum)	4 6½	1-38 m.
Maximum Width over Rear Seat	4 6½	1-38 m.
Luggage Compartment—		
Width of Opening at Floor Level	3 1	0-94 m.
Approximate Capacity	14½ cu. ft.	0-41 m. ³
Track, Front, at Ground Level... ..	4 3½	1-31 m.
Track, Rear	4 3½	1-30 m.
Ground Clearance	7¾	0-19 m.
Turning Circle	40 0	12-19 m.
Approximate Weight, less Fuel—		
With Standard Gearbox	25¾ cwt.	1308 kg.
With Overdrive	26 cwt.	1321 kg.
With Automatic Gearbox	26¾ cwt.	1359 kg.

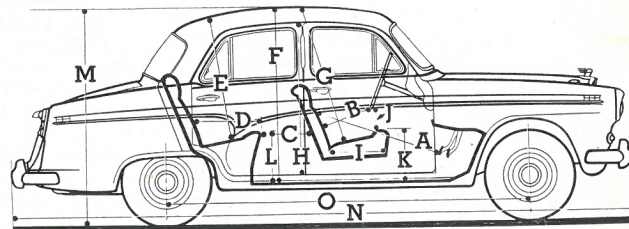
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PRICES.—The Company reserves the right to vary the list prices at any time.

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The figures given are as accurate as possible, but may vary slightly from vehicle to vehicle.



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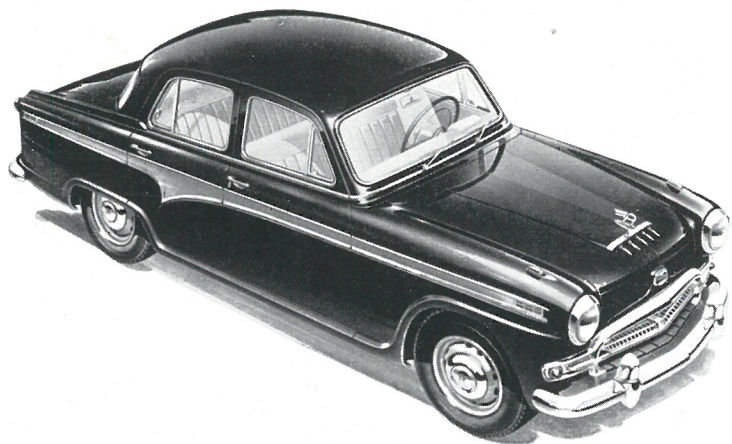
THE AUSTIN MOTOR COMPANY LIMITED

Longbridge .. Birmingham

AUSTIN MOTOR EXPORT CORPORATION LIMITED

Longbridge .. Birmingham .. England

Publication No. 1477



This new Austin A95 Saloon is a fine car which cannot fail to be a constant source of pride and satisfaction to its owner.

Modern styling makes the A95 extremely pleasant to look at, while the smooth performance of its overhead-valve engine, noiseless transmission, and remarkable road-holding capabilities, coupled with the restfully upholstered interior, ensure a perfection of road travel that will delight its occupants.

All the necessities for safe, dependable motoring incorporated in this soundly designed and robustly constructed car are described within the pages of this booklet.

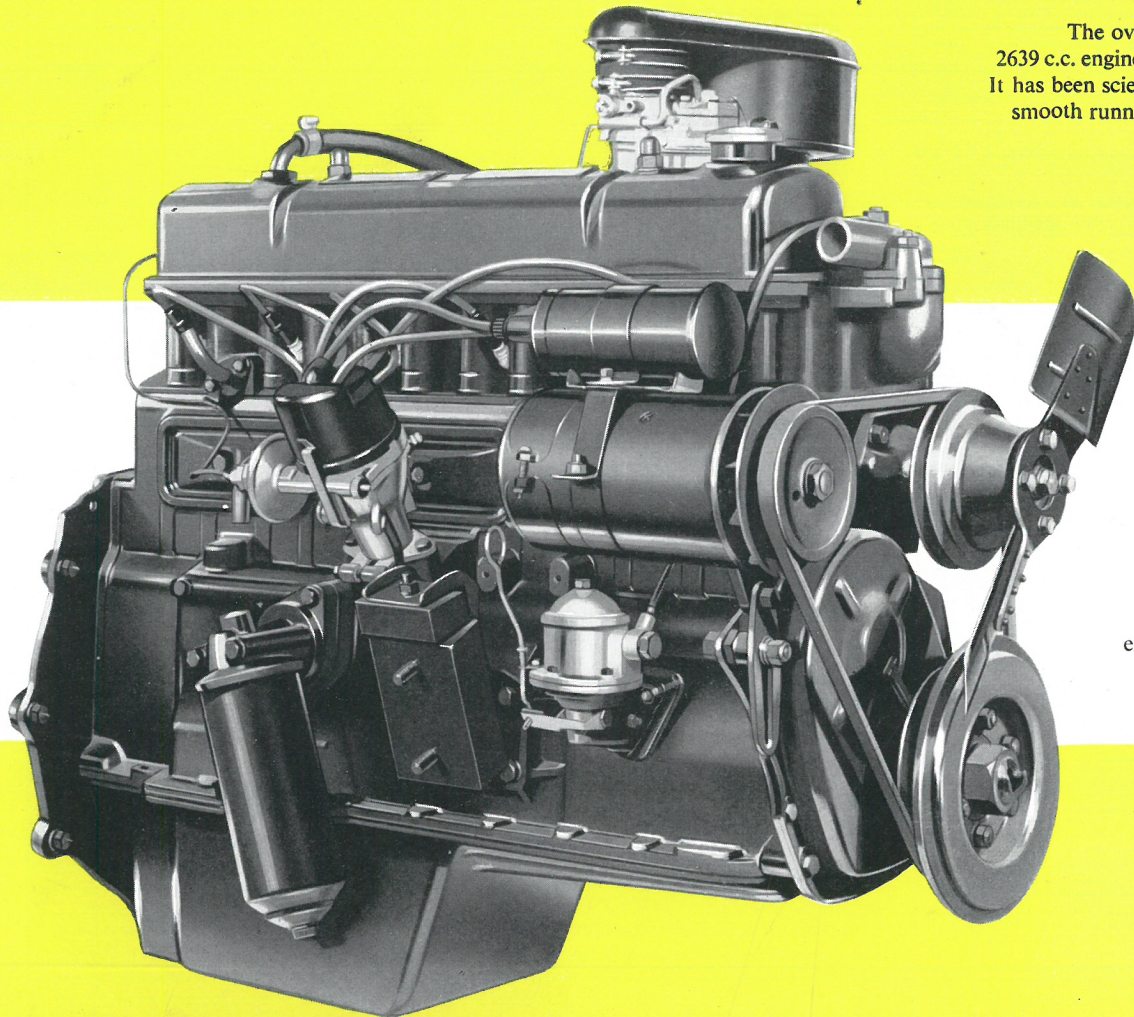
AUSTIN **A95** SALOON and

DE-LUXE SALOON

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

give a star performance

Austin A95 Six-cylinder Power Unit



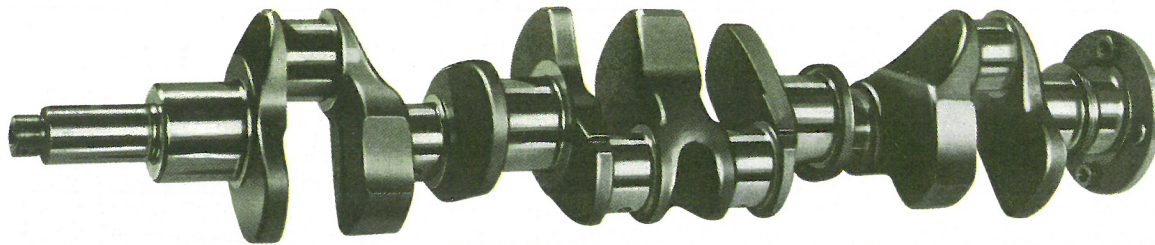
The overhead-valve design makes the 2639 c.c. engine extremely lively and efficient. It has been scientifically developed to provide smooth running throughout its speed range

while showing a very favourable figure of 85 b.h.p. at 4,300 r.p.m. The six cylinders 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.

Valves and rocker gear are designed for quiet operation, and in the heel of each rocker arm is an adjusting screw for the accurate setting of valve clearances.

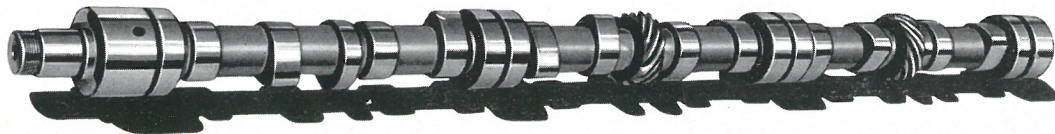
Lubricating oil, after passing through a full-flow filter, is circulated under pressure by a gear-type pump to all working surfaces of the engine.



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.

inside story



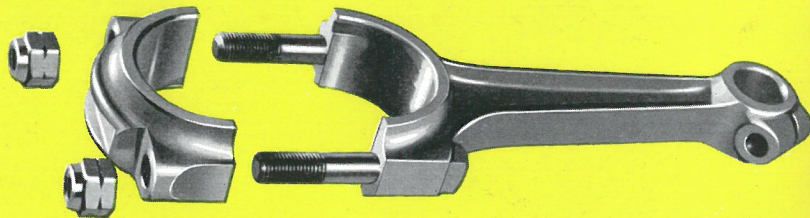
BEARINGS

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



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.

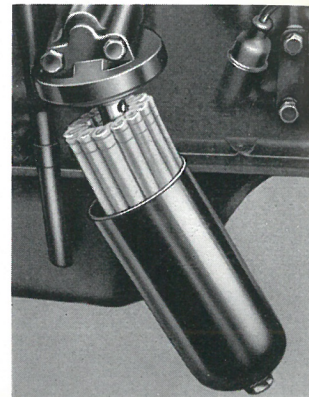


CONNECTING RODS

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

PISTONS

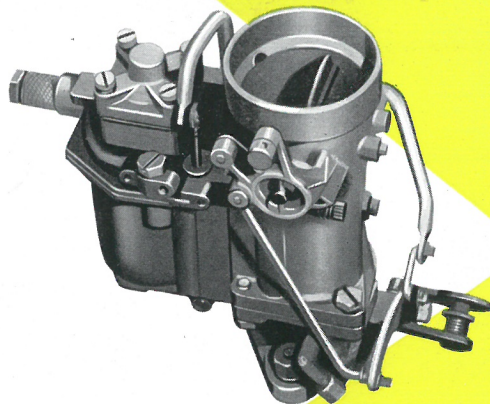
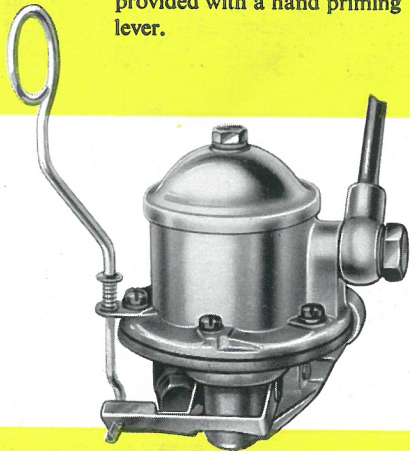
Split-skirt, aluminium-alloy pistons are fitted, having one scraper ring and one plain and two tapered compression rings.



fuel and ignition system

PETROL PUMP

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

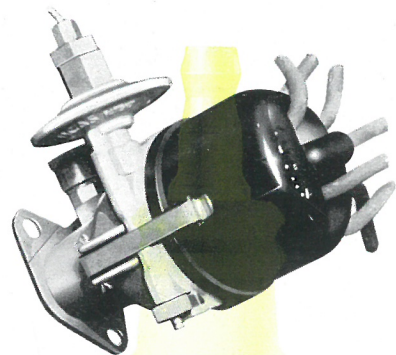


CARBURETTER

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

OIL FILTER

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

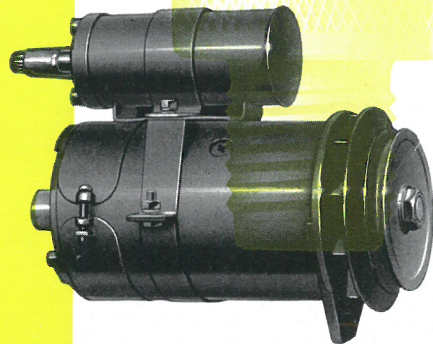


DISTRIBUTOR

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

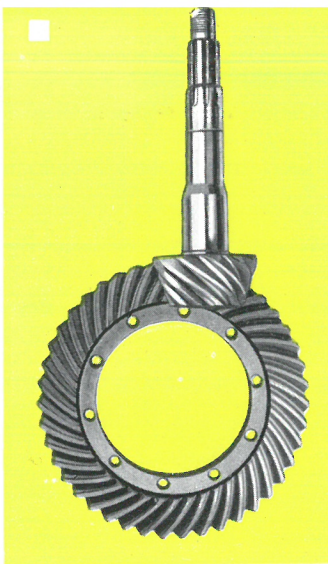
COIL AND DYNAMO

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



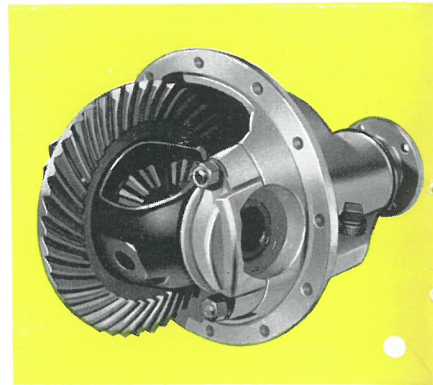
CROWN WHEEL AND PINION

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

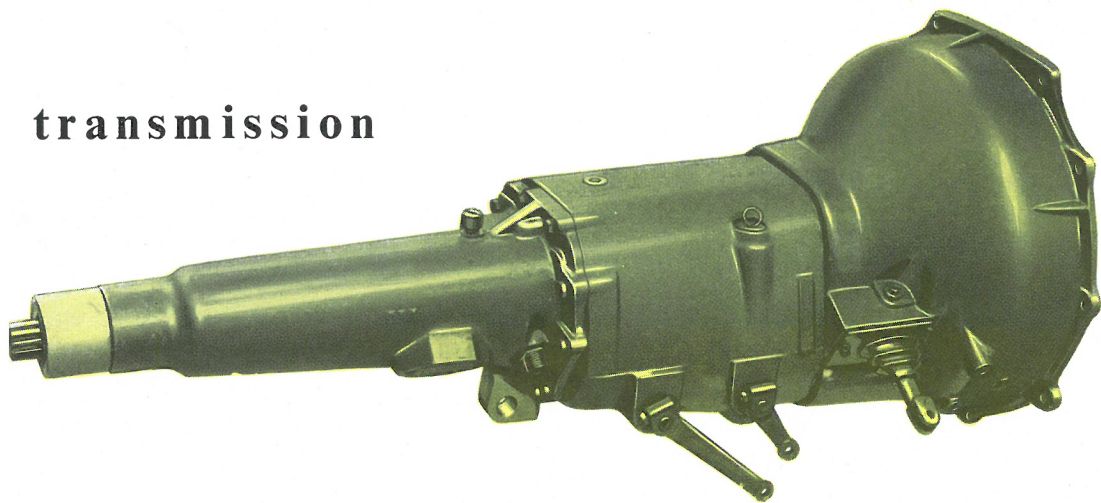


GEAR CARRIER

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



transmission



FOUR-SPEED GEARBOX

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

braking and suspension

FRONT SUSPENSION

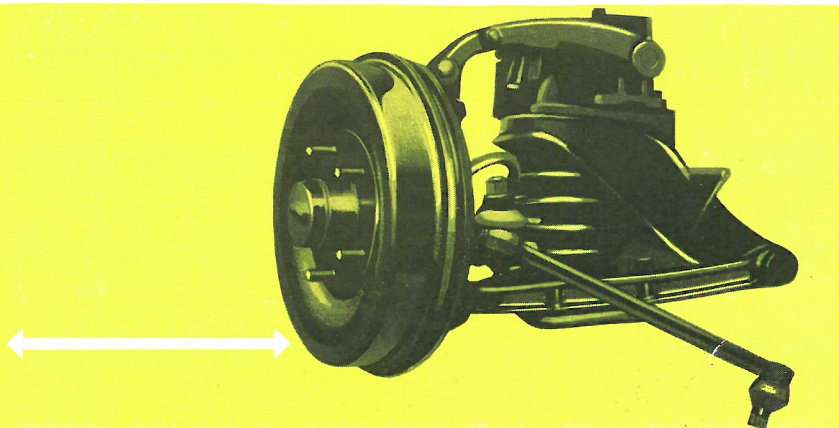
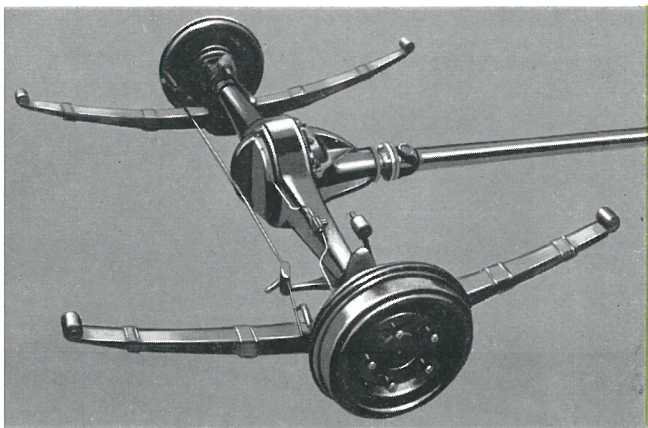
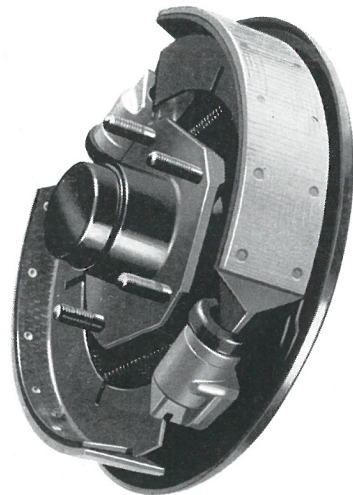
The shock absorber arms form the top links of the independent front suspension wishbones. This direct method of damping down road shocks makes for easy steering and good cornering.

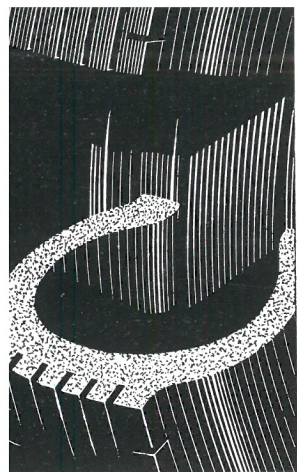
HYDRAULIC BRAKES

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.

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.

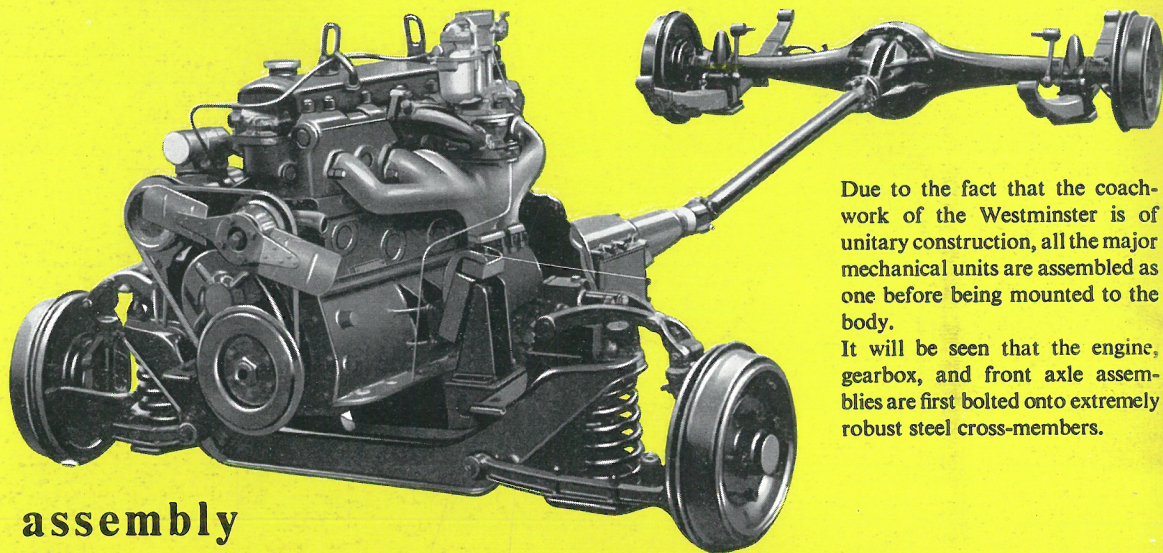




TUBELESS TYRES
6.40—15 tubeless tyres are fitted on pressed-steel, disc-type wheels of exceedingly strong section. The wheels are secured by five wheel nuts covered by an attractive chrome cap.



wheels and tyres



Due to the fact that the coachwork of the Westminister 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.

major unit assembly

UPHOLSTERY AND FITTINGS

The roomy interior of the A95 Saloon has been designed and trimmed in P.V.C.-coated fabric to provide a high degree of comfort for up to six occupants. Luxuriously upholstered seats eliminate any suggestion of driving fatigue.

On the de-luxe Saloon seat contact surfaces are of best-quality hide. All door windows are easily operated by conveniently placed winding regulators and push-button door handles are fitted externally. Both front doors have outside locks and all doors can be locked from inside, additional safety catches being fitted in the rear.

interior comfort



everything to hand....

ASHTRAYS

A clean interior is assured by a pull-out ashtray in the fascia and one in the back of each front seat.



GLOVEBOX

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



HAND AND 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. An 18 in. diameter steering wheel offers an exceedingly comfortable grip and the steering column gear change lever is convenient and easy to operate.

Pendant pedals for the hydraulic clutch and foot brake controls operate easily and the accelerator pedal is so positioned that the foot rests comfortably upon it without strain.



WIDE-OPENING DOORS

All seats are easily accessible through wide-opening forward-hinged doors. Hinges are concealed within the coachwork, leaving the exterior smooth and free from unsightly protrusions.



FRONT SEAT ADJUSTMENT



Wide, divided, bench-type front seats are independently adjustable on slides to suit the individual needs of driver and passenger. Each seat has a fore and aft movement of 5 in.

Rear. This small hinged window provides draughtfree ventilation when required for the passengers in the rear of the car.

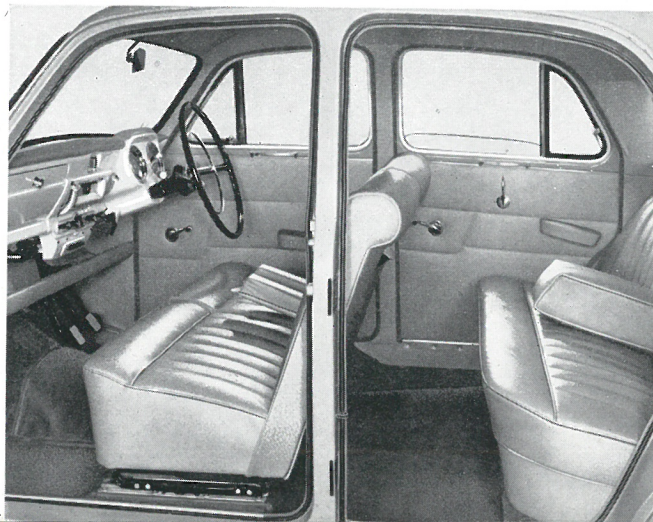
VENTILATING LOUVRES

Front. Swivelling through almost 180°, this will permit a through-draught when used in conjunction with the rear louvres.

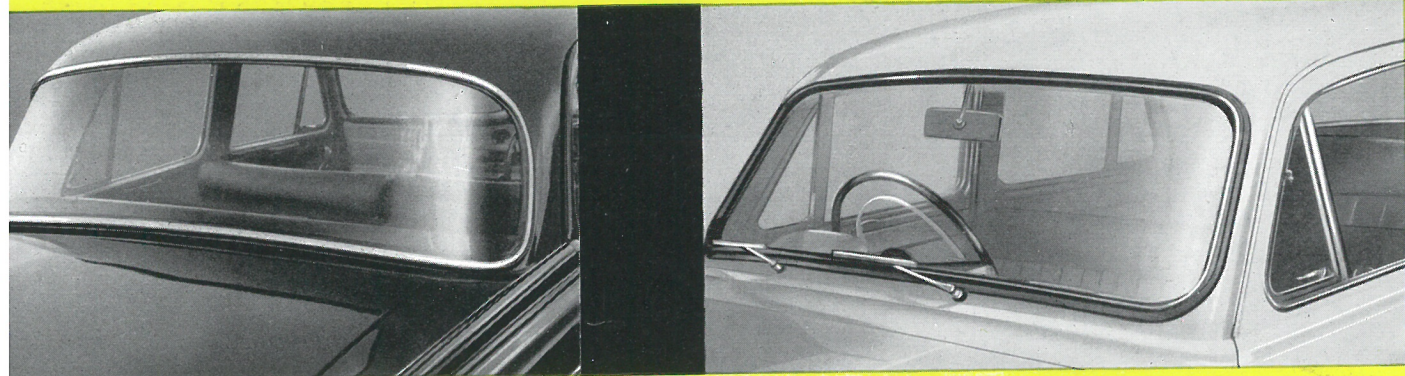


ARM-RESTS

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.



clear vision



TOUGHENED GLASS WINDOWS

The window arrangement in the A95 Saloon 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. A feature of the A95 is the excellent visibility ahead through its wide, curved windscreen. In adverse weather twin wipers sweep the screen in wide arcs. Reversing is easily accomplished due to the extra-large rear window, and following traffic can be kept constantly in view.

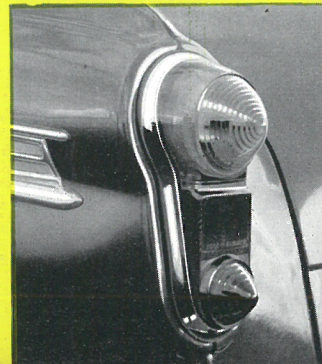
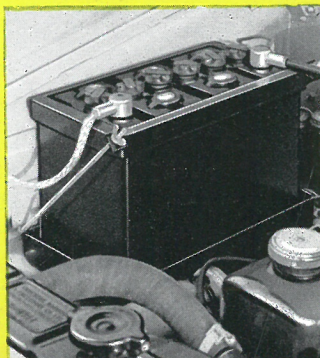
LIGHTING EQUIPMENT

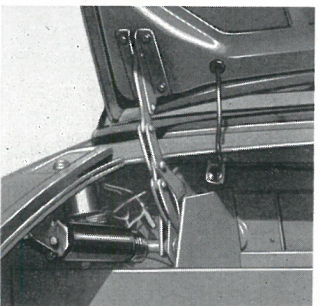
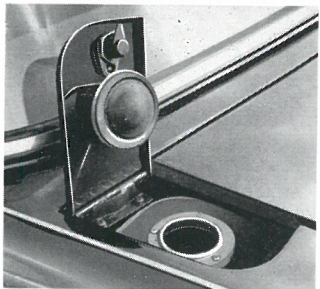
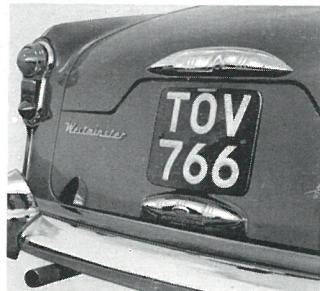
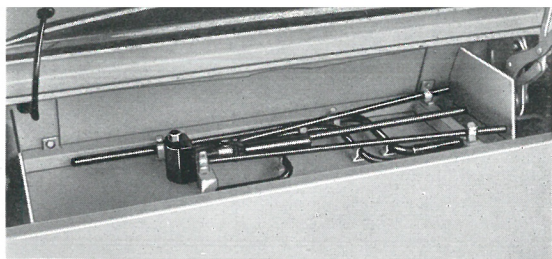
Blending unobtrusively with the frontal styling, powerful double-dipping headlamps provide excellent illumination for night driving, while below these are the amber flashing direction indicators. The sidelamps are mounted high on the wing panels and are visible to the driver.

When driving at night adequate safety is assured by the brilliant amber-flashing direction indicators, red reflectors, and stop/tail lamps, which are combined in single units and attractively styled into the rear end design.

BATTERY

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





jacking



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

2 The rear number-plate is affixed to the lid of the luggage compartment, and the stylish chromium handle beneath includes a barrel-type lock operated by the ignition key.

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

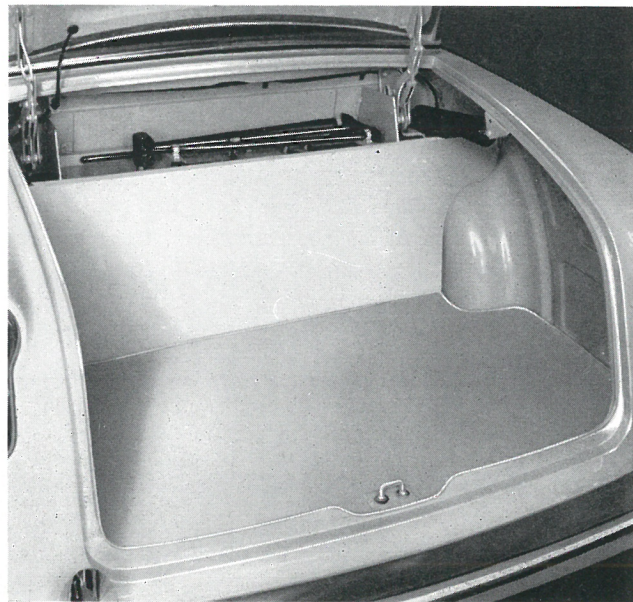
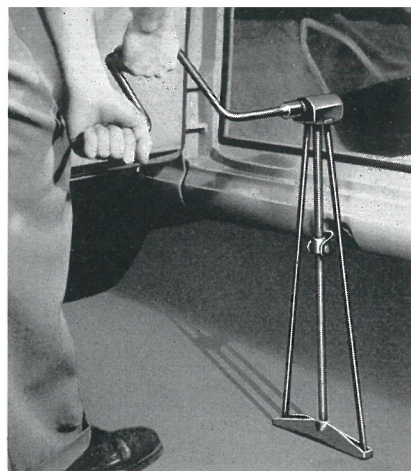
4 The luggage lid rises smoothly and easily at the slightest touch on balanced-type hinges.

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

6 Ample accommodation is provided in the rear compartment to carry all the baggage necessary for the normal family holiday.

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

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.



optional equipment

HEATER

A heater is standard equipment on the de-luxe saloon and can be supplied as an extra on the standard model. The styling of the fascia is such that when a heater is fitted the controls become an integral part of the design. The intake of fresh air is controlled by turning a knob centrally placed beneath the parcel shelf.

RADIO AND CLOCK

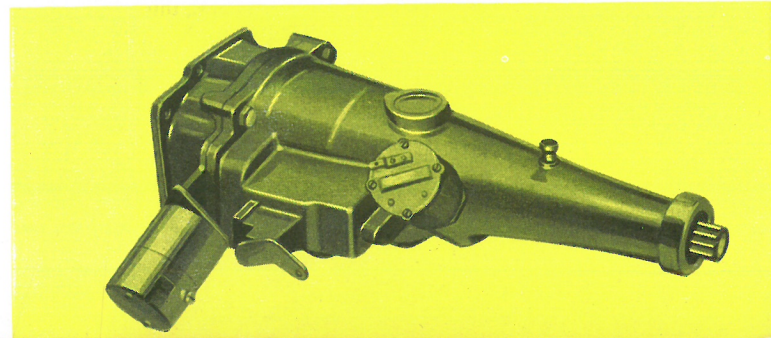
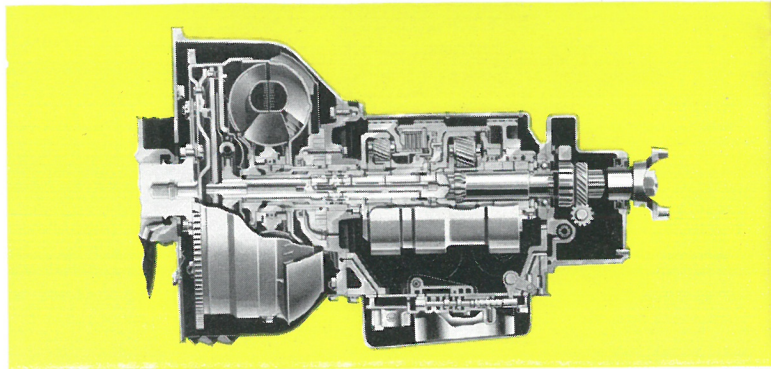
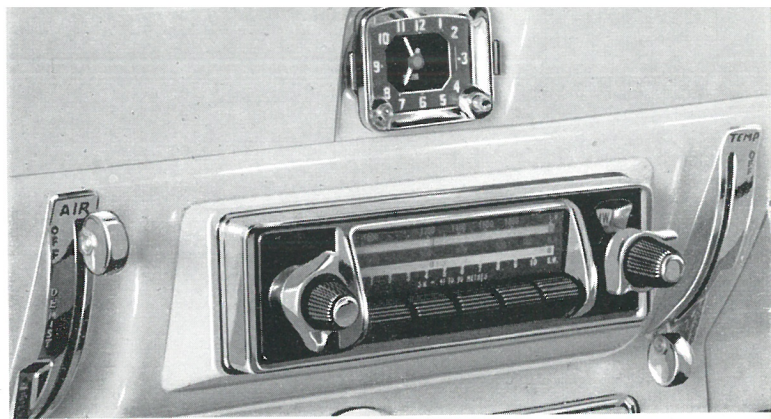
A standard fitting on the de-luxe model, an attractive electric clock is available at extra cost for the standard saloon. A push-button-type radio can be neatly accommodated in either model if required.

AUTOMATIC TRANSMISSION

This system of two-pedal motoring is available at extra cost on the A95 Saloons. Completely automatic in operation, the gearbox changes gear itself according to the speed/weight ratio of the car.

OVERDRIVE

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.





specification

ENGINE: In-line, water-cooled, 6 cylinders, o.h.v. Bore 3-125 in. (79-4 mm.); stroke 3-5 in. (89-0 mm.); cubic capacity 161 cu. in. (2639 c.c.); compression ratio 8-25 : 1. Zenith downdraught carburetter, 42 VIS. Maximum b.h.p. 92 at 4,500 r.p.m. Maximum torque 130 lb. ft. at 2,000 r.p.m. Oil-wetted air cleaner (oil bath type for export).

FUEL SYSTEM: A.C. mechanical petrol pump. Petrol tank capacity approximately 16 gallons (72-7 litres).

LUBRICATION SYSTEM: Full pressure with wet pump. Internal gear-type pump. Full-flow oil filter. Sump capacity approximately 11 pints (6-25 litres) plus 1½ pints (0-70 litre) for filter.

IGNITION SYSTEM: Coil and distributor with auto and vacuum control.

COOLING SYSTEM: Pressurized radiator with pump, fan, and thermostat control. Capacity approximately 25 pints (14-2 litres).

CHASSIS: **Transmission:** Single dry plate 9 in. (0-23 m.) diameter clutch. Four-speed synchromesh gearbox with steering column gear change. Gearbox: Ratios—first 3-312, second 2-22, third 1-435, top 1-00 to 1, reverse 4-493; oil capacity approximately 4 pints (2-3 litres). Single open propeller shaft with needle-roller universal joints. Rear axle: Ratio 3-91 : 1 (11/43); oil capacity approximately 3 pints (1-7 litres). Road speeds at 1,000 r.p.m.: First 5-98 m.p.h., second 8-92 m.p.h., third 13-80 m.p.h., top 19-85 m.p.h.

With Borg-Warner Overdrive: Rear axle ratio 4-1 : 1 (10/41). Gearbox: Additional ratios—overdrive third 1-004, overdrive top 0-70 to 1; oil capacity approximately 5 pints (2-9 litres). Road speeds at 1,000 r.p.m.: First 5-70 m.p.h., second 8-51 m.p.h., third 13-16 m.p.h., overdrive third 18-80 m.p.h., top 18-88 m.p.h., overdrive top 26-98 m.p.h.

Steering: Cam and peg, 16 : 1 ratio. Two-spoke, 18 in. (0-46 m.) diameter dished steering wheel with horn ring.

Suspension: Front—dependent coil springs and wishbones with hydraulic shock absorbers. Rear—semi-elliptic leaf springs with hydraulic shock absorbers and stabilizing bar.

Brakes: 11 in. × 2¼ in. Girling hydraulic. Two leading shoes at front.

Road Wheels: Pressed-steel disc with 6-40—15 tubeless tyres.

Electrical: 12-volt 51-amp-hour capacity battery (63-amp-hour for cold countries). Hooded headlamps with dipping to suit any export regulations. Sidelamps visible to driver. Front flashing direction indicators. Stop/tail lamps and rear flashers combined with reflectors in twin units. Rear number-plate lamp. Concealed instrument lamps. Interior roof lamp. Dual windscreen wipers. Twin windtone horns.

Instruments: Trip and mileage speedometer. Combined fuel gauge, oil gauge, and thermometer. Warning lights to indicate no dynamo charge, headlamp high-beam position, and flashing direction indicators.

Coachwork: Five/six-seater, 4-door, all-steel unitary construction. Forward-hinged doors with friction-controlled ventilating louvres. Toughened-glass windows. Curved windscreen. Closely mounted front seats, individually adjustable on slides. Foam rubber seat foundations, trim, including headlining, in P.V.C.-coated fabric. Sun visors. Glovebox on passenger side of fascia and full-width parcel shelf beneath. Bonnet lock controlled from inside car. Interior air conditioning. Large luggage compartment with wind-down spare wheel carrier beneath. Ashtrays are fitted in fascia and in the backs of the front seats.

A95 Standard Saloon: Seats and trim in P.V.C.-coated fabric; floor covered with rubber mat at front, carpet at rear; painted window mouldings. **Optional Extras:** Heater and demisters; radio; electric clock; Borg-Warner overdrive; automatic gearbox.

A95 De-luxe Saloon: Seat facings of hide—P.V.C. interior trim, carpets front and rear, heater and demisters, chrome window mouldings, electric clock, bumper over-riders. **Optional Extras:** Radio; overdrive; automatic gearbox.

NOTE. The fully automatic gearbox with fluid drive is fitted with the standard 3-91 : 1 axle and is controlled by a speed range selector lever on the steering column. (There is no clutch pedal.) An additional dial in the fascia indicates the speed range selected. **Speed Range Ratios:** Reverse 4-32 to 2-01; low 4-96 to 2-31; intermediate 3-09 to 1-44; top 1-00. Oil capacity 15 pints (8-52 litres). **Road Speeds at 1,000 r.p.m.:** Low 3-99 to 8-58 m.p.h.; intermediate 6-42 to 13-80 m.p.h.; top 19-85 m.p.h.