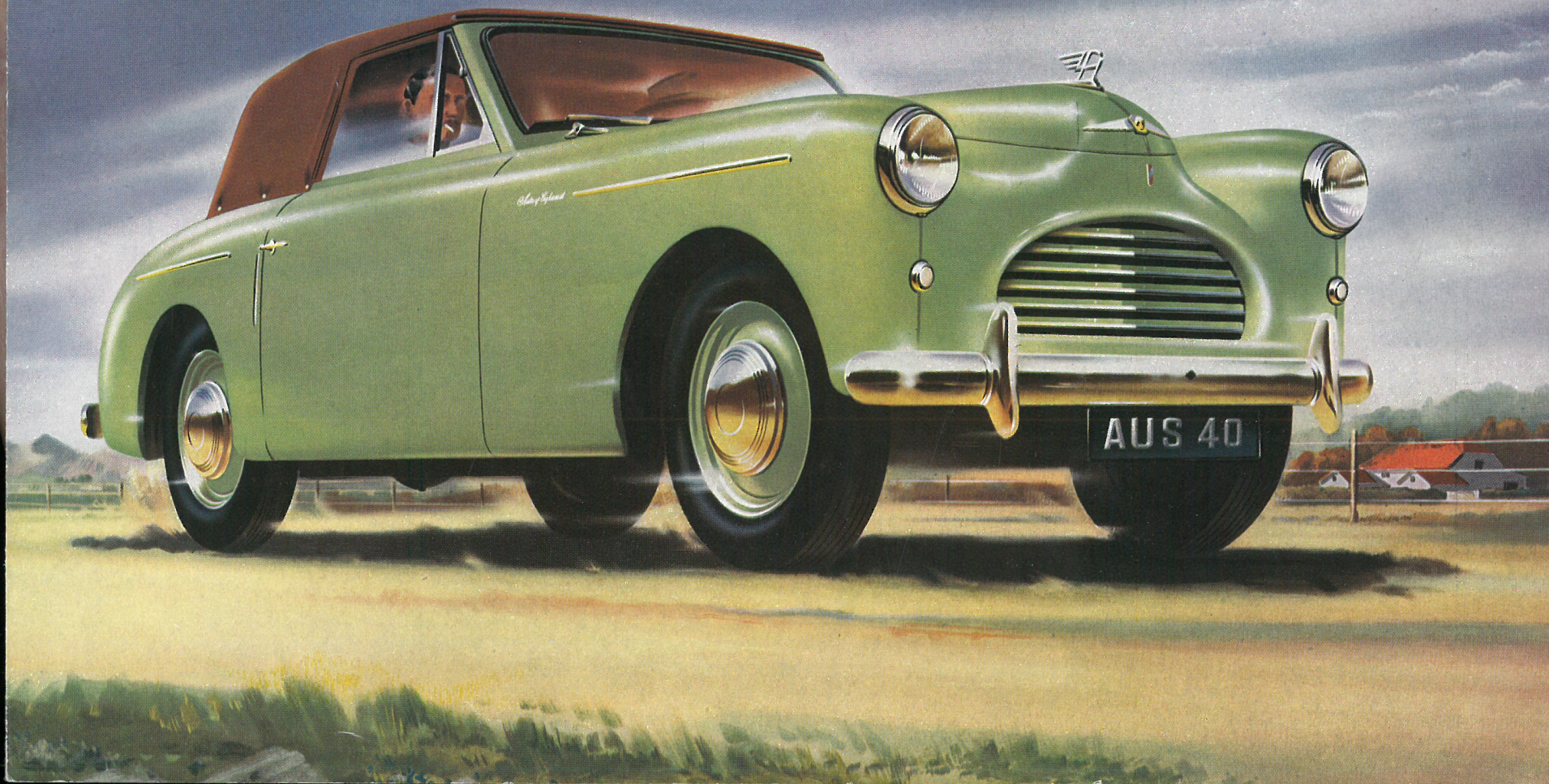


THE **AUSTIN** *A40 SPORTS*



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. 50 at 4,800 r.p.m.; max. torque 64 lbs. 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 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, concave top pistons in aluminium alloy with alumilite finish. Two compression rings (one plain, one taper) and one slotted 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. Extra large 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 approximately 7 pints (3.98 litres).

Cooling: Circulation by centrifugal type pump with thermostat control. Patented radiator to prevent loss of cooling water through expansion. A four-bladed fan is fitted to Export models. Cooling system capacity 13 pints (7.39 litres).

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

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

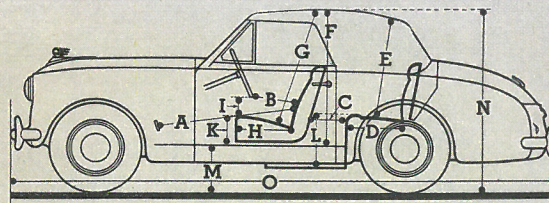
Starter: Lucas unit operated with manual control.

Fuel System: Fuel from a rear tank of 8½ gallons (39 litres) capacity is fed by an AC mechanical pump to twin S.U. carburettors with twin intake silencers. 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 inches (18.4 cm.).

GEARBOX.—The gearbox has four forward speeds and reverse, with synchromesh engagement for second, third and top gears, and steering column control. The gearbox third motion shaft is extended and splined to receive the sliding end of the propeller shaft. Oil capacity approximately 3 pints (1.71 litres).



LEADING DIMENSIONS	English		Metric
	ft.	in.	
Pedal to Seat Squab A	3	6½	1.08 m.
Steering Wheel to Seat Squab B	3	2½	0.97 m.
	1	10	0.37 m.
Distance between Seats C		11	0.28 m.
Rear Seat Cushion Depth D		6½	0.17 m.
Height over Rear Seat E	1	6	0.43 m.
Maximum Interior Height F	2	8½	0.83 m.
Height over Front Seat G	3	7½	1.10 m.
Front Seat Cushion Depth H	1	6	0.46 m.
Front Seat Cushion Width I	1	9	0.53 m.
Steering Wheel to Cushion J		5	0.13 m.
Front Cushion above Floor K		10½	0.27 m.
Rear Cushion above Floor L	1	4½	0.43 m.
Minimum Height—Floor to Ground M	1	3½	0.39 m.
Overall Height N	4	11	1.50 m.
Overall Length O	13	3½	4.04 m.
Overall Width	5	1	1.55 m.
Scuttle Width (at knee height)	3	11½	1.20 m.
Body Width over Front Seat	4	1½	1.25 m.
Rear Seat Maximum Width	3	3	0.99 m.
Wheelbase	7	8½	2.35 m.
Track (front)	4	0½	1.23 m.
Track (rear)	4	1½	1.26 m.
Ground clearance		7½	0.19 m.
Turning circle	37	0	11.27 m.
Luggage Compartment—Height of Opening	1	7½	0.50 m.
Luggage Compartment—Width of Opening	3	10	1.17 m.
Luggage Compartment—Depth of Platform	2	9	0.84 m.
Luggage Compartment—Capacity	13	cu. ft.	0.37 cu. m.
Approximate Weight, less spare wheel, tools and fuel	19	cwt.	934 kg.

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 sliding splines of the third motion shaft; both are lubricated from the gearbox.

REAR AXLE.—Spiral bevel three-quarter floating type in "banjo" type casing. The pinion is carried by pre-loaded taper roller bearings. Oil capacity 2½ pints (1.28 litres).

OVERALL GEAR RATIOS.—5.14; 7.89; 12.52; and 20.00 with 27.68 reverse.

ROAD SPEEDS AT 1,000 R.P.M.—Top, 14.65 m.p.h.; Third, 9.54 m.p.h.; Second, 6.01 m.p.h.; First, 3.76 m.p.h.

STEERING.—Special Cam gear steering with ratio of 14 to 1 and provision for taking up wear. Spring spoke 17 inch (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. Right- or left-hand steering is available.

SUSPENSION.—Front: Independent coil springs. Wishbones mounted on Matalastik rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers.

Rear: Long semi-elliptic reverse camber springs, underslung and mounted on rubber bushes. They are controlled by double acting hydraulic shock absorbers, interconnected by an anti-roll torsion bar.

BRAKES.—Girling hydraulic on front and rear wheels. The hand-brake 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 on floor of luggage compartment. Tyres: 5.25 × 16. Dunlop E.L.P.

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 38 ampere-hour capacity at 10 hour rate; positive earth; built-in head- and side-lamps; head-lamps have double filament bulbs for dipping; foot controlled dip-switch; twin built-in stop- and tail-lamps; rear number-plate lamp; direction indicators; horn; dual windscreen wipers; provision for interior heating and air circulation with windscreen demisting.

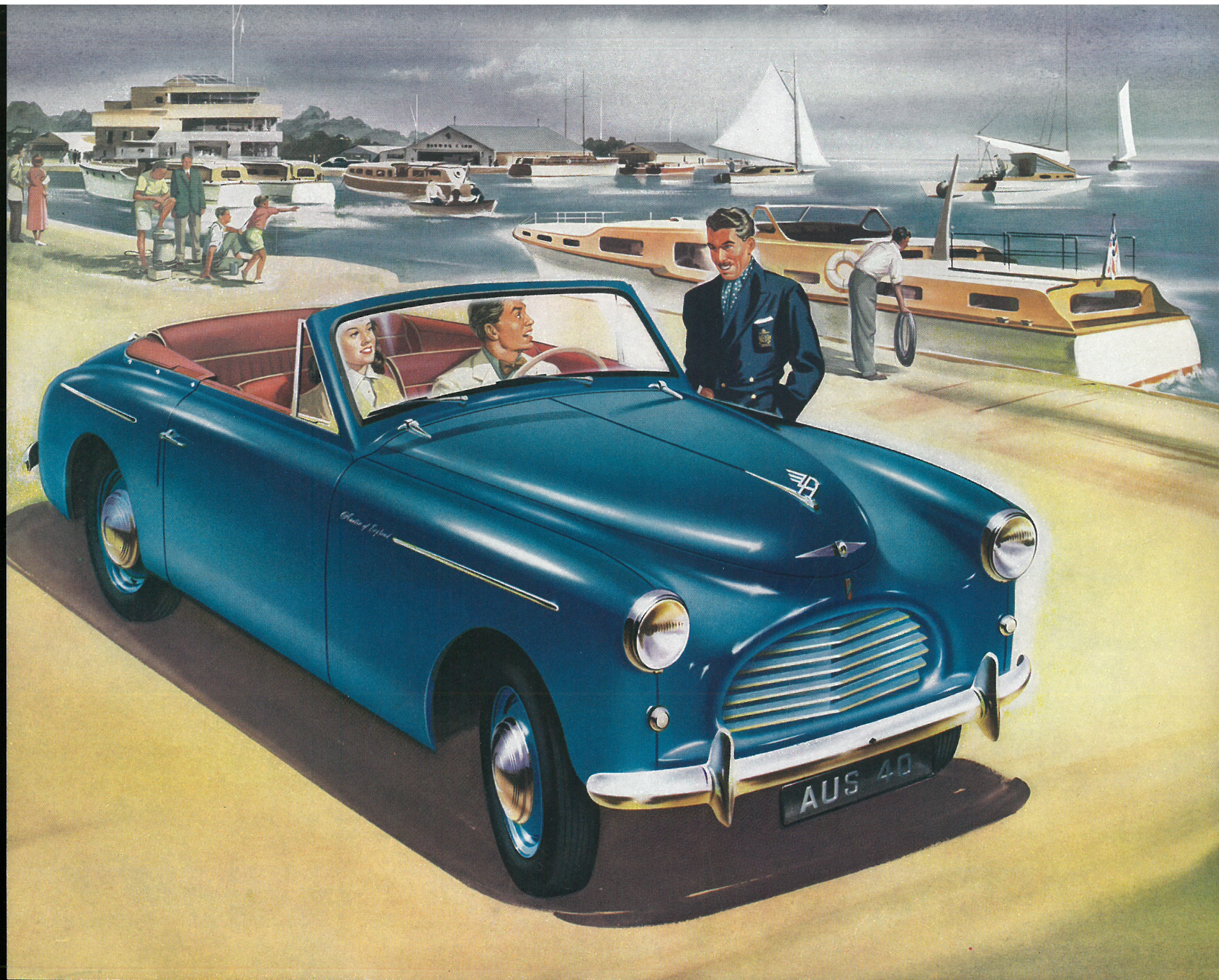
INSTRUMENTS.—Oil and fuel gauges; ammeter; speedometer with trip and total readings; water thermometer; ignition and headlamp beam warning lights.

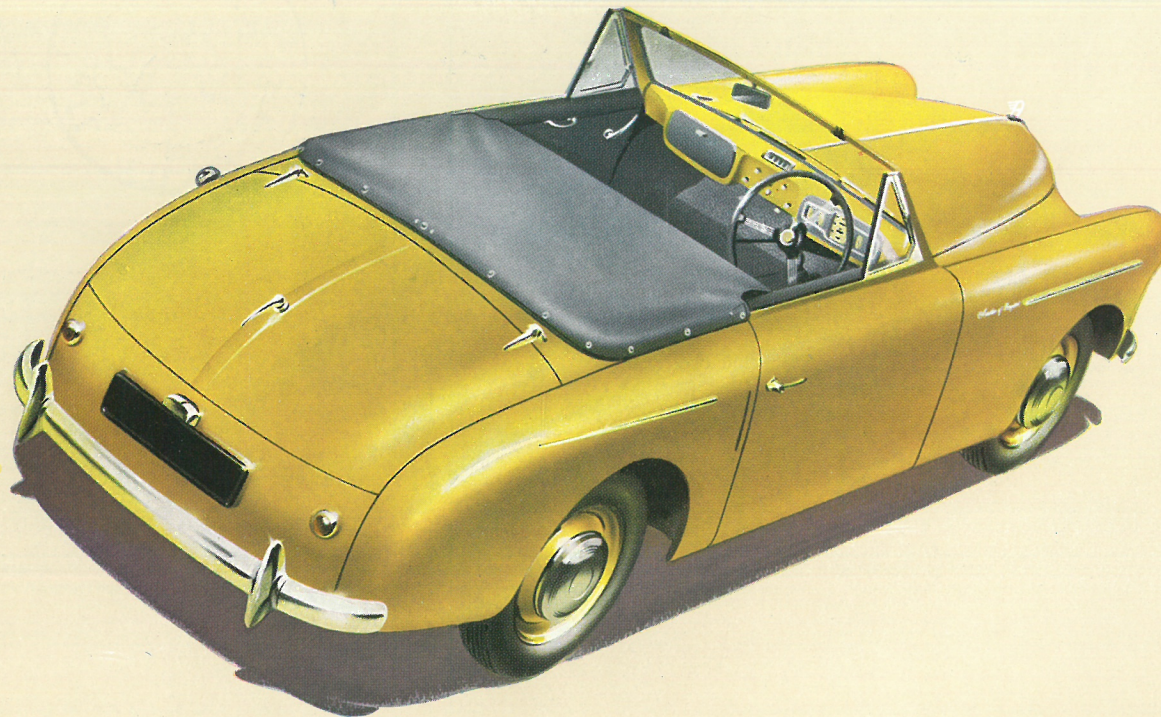
COACHWORK.—Two-door, four-seater sports model; all-metal sound-insulated body; folding hood; rear window in hood can be released by zip fasteners to permit additional ventilation when hood is raised; safety glass windscreen, door windows and deflectors; rear opening doors with concealed hinges; combined barrel-type ignition, door and luggage boot key; bonnet lock controlled from inside the car; leather upholstery; adjustable, close mounted front seats; thick carpets with felt underlay; attractive fascia panel with closed glove compartment; central control panel, and full range of instruments in front of driver; unusually large luggage boot.

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.

THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE BIRMINGHAM

AUSTIN MOTOR EXPORT CORPORATION LIMITED
LONGBRIDGE, BIRMINGHAM & OXFORD ST., LONDON, ENGLAND





A SPARKLING NEW **AUSTIN**

Every inch a sports car, every mile a pleasure! Whether briskly accelerating through the gears, cruising smoothly at 70 m.p.h. in top or surging up a long, gruelling incline, the A40 Sports has a sparkle in its performance that gladdens the heart of the young enthusiast and gives to the most seasoned traveller a new and stimulating experience.

Yes, to drive in the A40 Sports is to appreciate afresh the invigorating freedom of open-car touring, and to know a new facility in the negotiation of bustling city traffic. Yet this delightful British car is as sporting in style as it is in performance, and wherever it goes the clean lines and brilliant finish of the trim four-seater body arouse the most lively interest, the most favourable comment.

Built by Austin of England for sportsmen of all countries, the A40 Sports sets a new high standard in dependable, carefree motoring.

A40 SPORTS **FEATURES**

- Lively 4-cylinder o.h.v. power unit with large cooling capacity.
- Four-speed gearbox with synchromesh and steering column control.
- Independent coil-spring front suspension.
- Girling hydraulic brakes on all wheels.
- All-weather hood with detachable rear panel for extra ventilation.
- Tonneau cover to enclose rear compartment when hood is folded.
- Wide, rear-opening doors.
- Toughened glass windscreen, windows and ventilating louvres.
- Leather upholstery, with Dunlopillo foundations.
- Provision for built-in heating and air circulation with windscreen defrosting.
- Capacious, enclosed rear luggage boot.