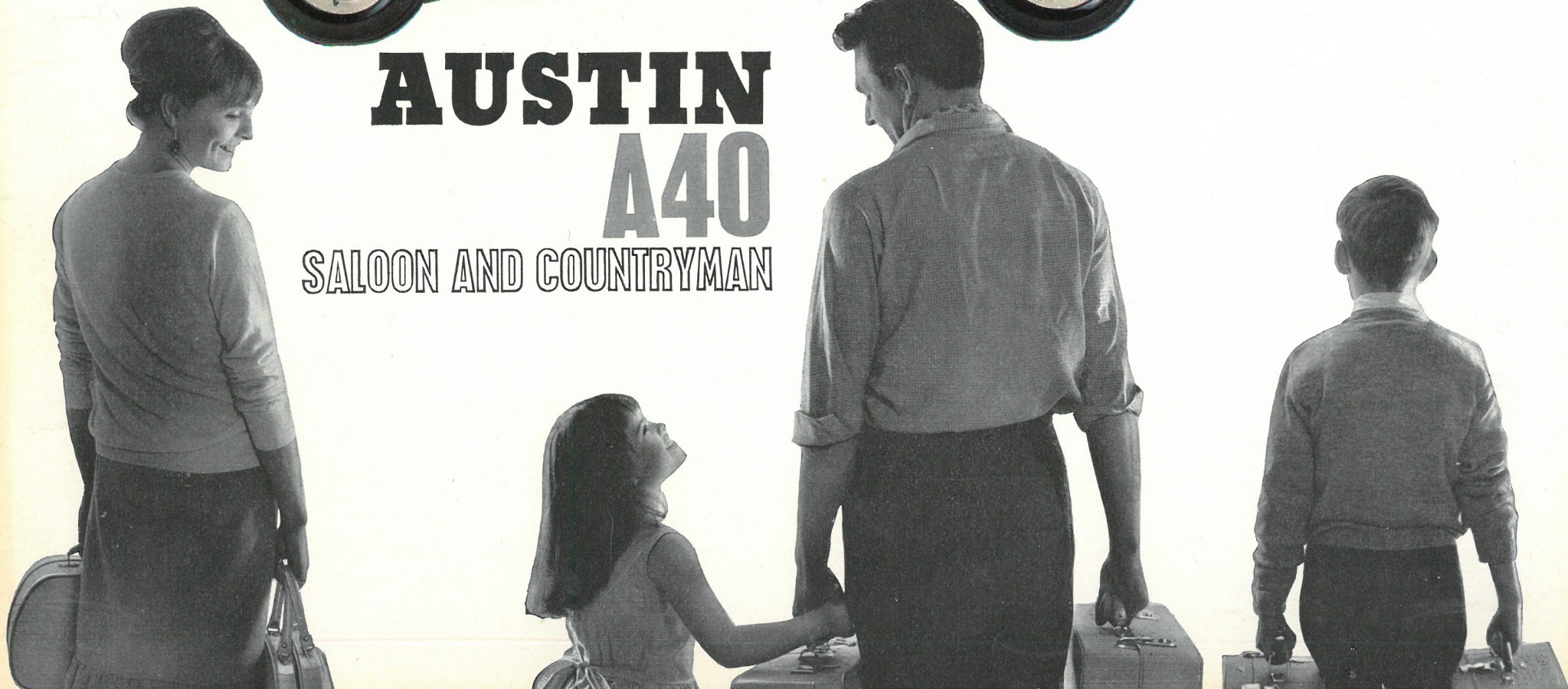


For today's most practical family motoring—you can't drive a better bargain



# AUSTIN A40

SALOON AND COUNTRYMAN





# Specification

**ENGINE:** Four cylinders, overhead valves; bore 2.543 in. (64.58 mm.); stroke 3.296 in. (83.72 mm.); cubic capacity 67 cu. in. (1098 c.c.); compression ratio 8.5:1 (7.5:1 available if required); B.H.P. 48 at 5,100 r.p.m. (50 gross); maximum torque 60 lb. ft. at 2,500 r.p.m. **Lubrication:** Concentric gear-type pump driven by camshaft forces filtered oil to all working parts; sump capacity 6 pints (3.41 litres) plus 1 pint (0.57 litre) for full-flow filter. **Cooling:** Pressurised radiator with centrifugal pump and fan; circulation controlled by thermostat; approximate capacity 8½ pints (4.83 litres). **Fuel System:** Single S.U. carburetter, type H.S.2, fitted with paper element air cleaner; S.U. electric fuel pump; fuel tank capacity 6½ gallons (29.6 litres). **Ignition:** Coil and distributor, with automatic and vacuum control.

**CHASSIS:** **Clutch:** Single dry plate 7½ in. (0.18 m.) diameter; hydraulically operated by pendent pedal. **Gearbox:** Four speed, with synchromesh on second, third and top speeds; ratios—first 3.628, second 2.172, third 1.412, top 1.00, reverse 4.664:1; remote control gear lever centrally mounted on floor; oil capacity 2½ pints (1.33 litres). **Propeller Shaft:** Open, with needle-roller-bearing universal joints; sliding splines in gearbox. **Rear Axle:** Three-quarter floating, with hypoid bevel crown wheel and pinion; ratio 4.22:1; oil capacity 1½ pints (1 litre); overall gear ratios—first 15.3, second 9.17, third 5.96, top 4.22, reverse 19.68:1. **Road speeds in m.p.h. at 1,000 r.p.m.**—first 4.22, second 7.05, third 10.84, top 15.3. **Steering:** Cam and peg with ratio of 12:1; two-spoke 16½ in. (0.43 m.) diameter steering wheel. Turning circle approximately 36 ft. (10.97 m.). **Suspension:** Front—Independent with coil springs and wishbones. Rear—semi-elliptic, rubber-bushed leaf springs. Lever type hydraulic shock absorbers and anti-roll bar at front. Telescopic shock absorbers at rear. **Brakes:** Pendent pedal operates hydraulically on two-leading-shoes at front, and leading-trailing shoes at rear. Pull-up handbrake lever operates mechanically on rear wheels only. **Dimensions**—8 in. × 1½ in. (203 mm. × 38 mm.) front; 7 in. × 1½ in. (178 mm. × 31.8 mm.) rear. **Wheels and Tyres:** Pressed steel ventilated disc wheels, with four-stud fixing; 5.20—13 four-ply Dunlop tubeless tyres.

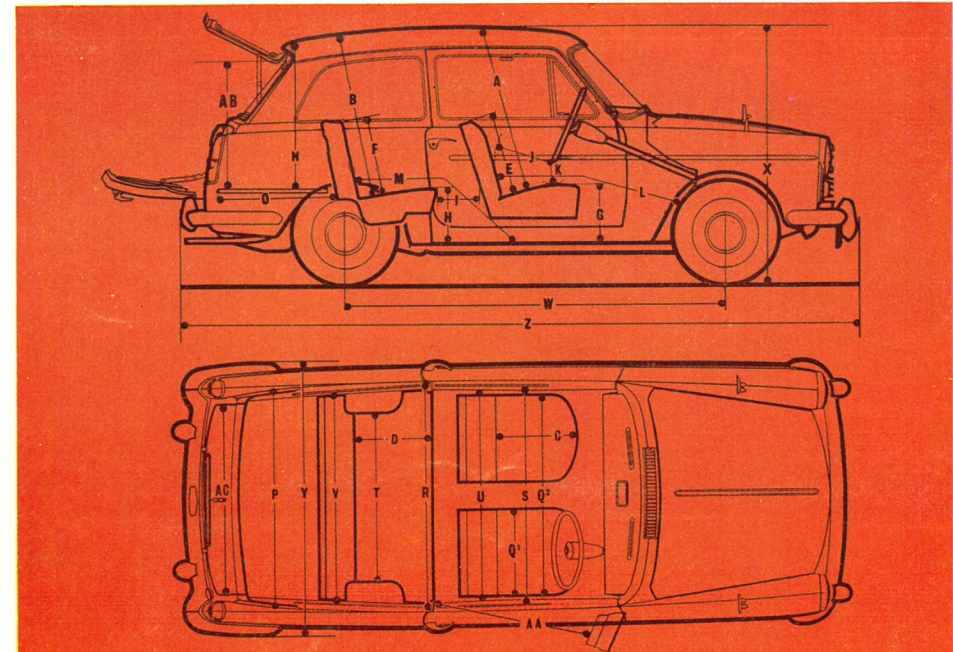
**ELECTRICAL:** 12-volt generator and starter motor; 43 amp. hour capacity battery at 20 hour rate; double-dipping headlamps, with hand operated dip-switch on steering column; sidelamps mounted in front grille in unit with front amber flashers; stop/tail lamps, red reflectors and amber flashers combined in twin units at rear; rear number plate lamp with twin bulbs; warning lamps on fascia to indicate low oil pressure, dirty oil filter, generator not charging, and headlamps high-beam position; twin self-parking windscreen wipers; single windtone horn; combined ignition and starter switch.

**INSTRUMENTS:** Speedometer with total mileage recorder; fuel gauge; water temperature gauge (Super De-Luxe models only).

**COACHWORK:** Two-door, four-light, four-seater saloon of all-steel unitary construction. Doors hung on concealed hinges at forward edges, push-button exterior handles with private locks. Both doors can be locked from inside, but the arrangement is such that the doors cannot be locked from outside without using the ignition key. Each door has a swivelling ventilating louvre and a toughened glass wind-down window. Wide, curved toughened glass windscreen and full-width rear window. Stainless mouldings along doors and front wings. Chrome bumpers front and rear. Separate front seats are adjustable and tilt forward to give access to rear compartment. Front seat cushions of foam rubber and squabs of rubberised hair. Rear seat cushion and squab have spring cases with rubberised hair facings. Luggage compartment behind rear squab is enclosed by vinyl coated fabric cover (not on Countryman) which can be unclipped, so that the rear seat cushion can be tipped vertically, enabling the squab to fold forward so that all space behind front seats is available for luggage if required. Spare wheel and tyre is secured flat under hinged floor of luggage compartment, which is accessible through rear lockable lid. Interior trim, including headlining and upper surface of fascia, is in vinyl coated fabric. Fascia has instruments immediately in front of driver, and closed glove-box on passenger's side. Full width parcel shelf beneath fascia, with pull-out ash-tray in centre. In-built provision for optional heater-demister-unit and radio. Bonnet lock controlled from inside car. Crushable sun visor and safety interior mirror for driver. Windscreen washer. Floor, including luggage compartment, and back of rear seat squab, fitted with rubber mats. Provision is made for installing front seat belts. A De-Luxe Saloon and Countryman is also available which includes heater-demister unit, fitted carpets throughout, stainless window surrounds, opening rear quarter windows, bumper overrides, passenger's sun visor, and water temperature gauge. Approximate unladen weight 15¼ cwt. (775 kg.). Countryman—As above, with addition of opening rear window hinged to roof, and twin wing-mounted rear view mirrors.

**OPTIONAL EXTRA:** Heater/demister (fitted as standard on De-Luxe models).

**EXPORT AVAILABILITY:** At no extra cost: Left or right-hand steering. M.p.h. or km.p.h. speedometer. Lighting and flasher equipment to suit various overseas regulations. Optional at extra cost: Radio. Heater/demister or fresh-air unit. Fitted carpets (standard on De Luxe models) in lieu of rubber mats. Six-ply rated heavy duty tyres. Weathermaster tyres. Whitewall tyres. Laminated windscreen, Locking fuel filler cap.



## LEADING DIMENSIONS

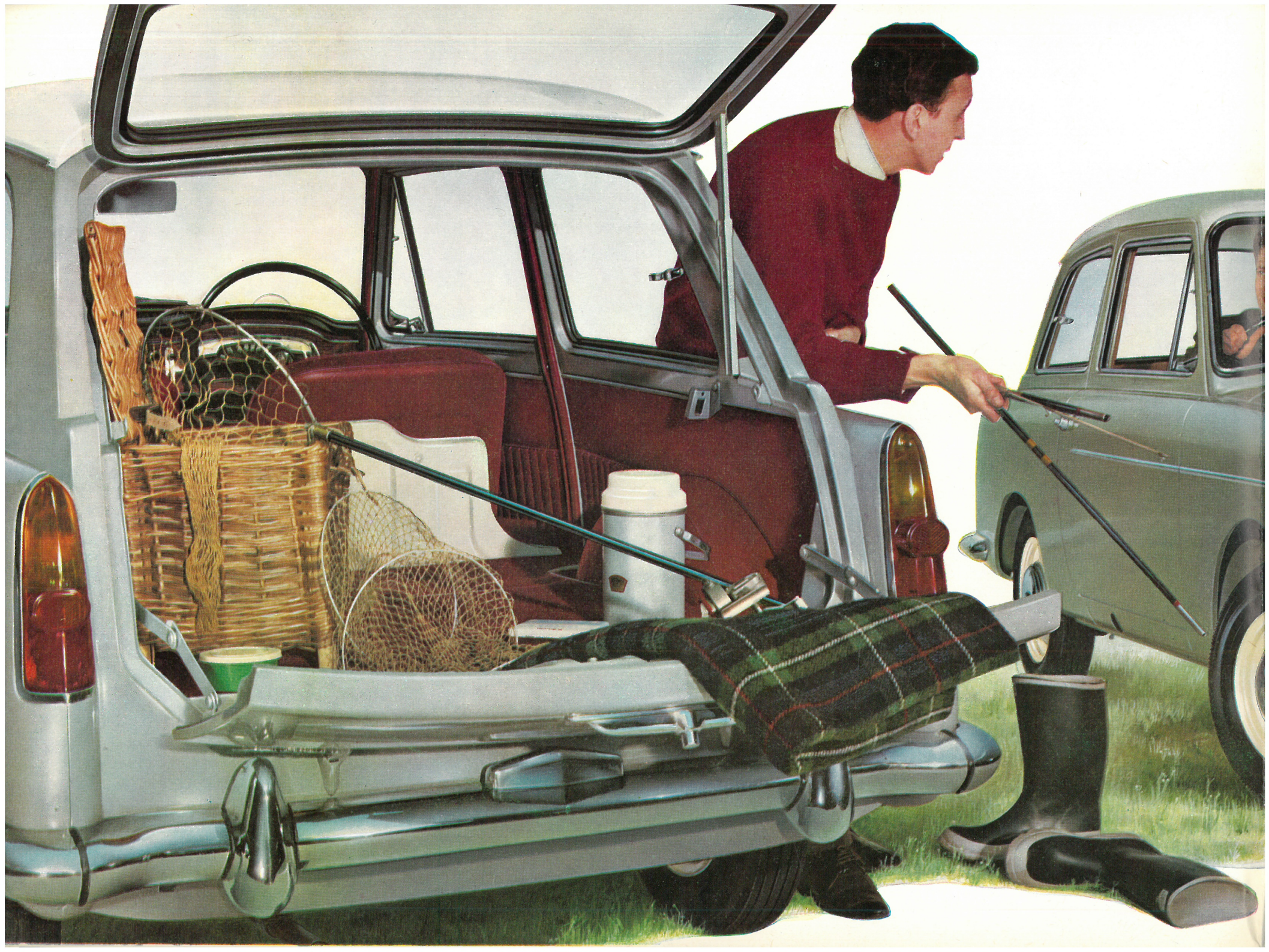
AA 3 ft. 0 in. (0.91 m.)	A 3 ft. 1½ in. (0.95 m.)	B 2 ft. 11½ in. (0.90 m.)	C 1 ft. 5½ in. (0.44 m.)	D 1 ft. 6½ in. (0.47 m.)	E 1 ft. 6½ in. (0.48 m.)	F 1 ft. 6½ in. (0.48 m.)
G 1 ft. 1½ in. (0.34 m.)	H 1 ft. 2 in. (0.36 m.)	I (max.) 13 in. (0.33 m.)	I (min.) 9 in. (0.23 m.)	J (max.) 1 ft. 4 in. (0.41 m.)	J (min.) 1 ft. 0 in. (0.30 m.)	K 6 in. (0.15 m.)
L (max.) 3 ft. 7½ in. (1.11 m.)	L (min.) 3 ft. 4½ in. (1.03 m.)	M (max.) 3 ft. 6¼ in. (1.08 m.)	M (min.) 3 ft. 5 in. (1.04 m.)	N 2 ft. 10 in. (0.86 m.)	O 1 ft. 10½ in. (0.57 m.)	P 3 ft. 11½ in. (1.21 m.)
Q1 1 ft. 7½ in. (0.50 m.)	Q2 3 ft. 9 in. (1.14 m.)	R 4 ft. 0¼ in. (1.23 m.)	S 4 ft. 1½ in. (1.25 m.)	T 3 ft. 1 in. (0.94 m.)	U 3 ft. 9½ in. (1.16 m.)	V 3 ft. 9½ in. (1.15 m.)
W 7 ft. 3½ in. (2.21 m.)	X 4 ft. 9½ in. (1.46 m.)	Y 4 ft. 11½ in. (1.51 m.)	Z 12 ft. 0¼ in. (3.68 m.). With overrides 12 ft. 1 in. (3.68 m.)	Boot Capacity 9½ cu. ft. (0.30 cu. m.)	Track (front) 3 ft. 11 in. (1.19 m.)	Track (rear) 3 ft. 11 in. (1.19 m.)
Countryman— AB 2 ft. 4¼ in. (0.72 m.) AC 3 ft. 4 in. (1.02 m.)						



The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sales and Warranty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The British Motor Corporation Limited.

**THE AUSTIN MOTOR COMPANY LIMITED**  
**BMC EXPORT SALES LIMITED**  
**LONGBRIDGE · BIRMINGHAM · ENGLAND**







You'll find the best of both worlds in the

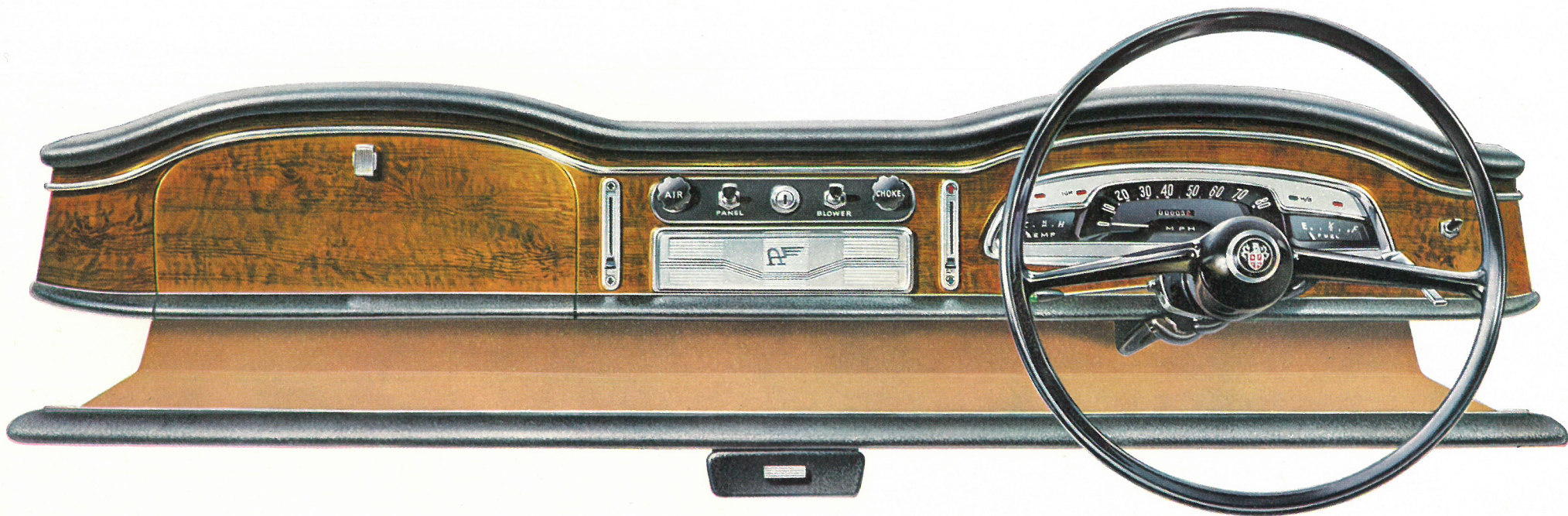
**AUSTIN**

**A40 SALOON &  
COUNTRYMAN**

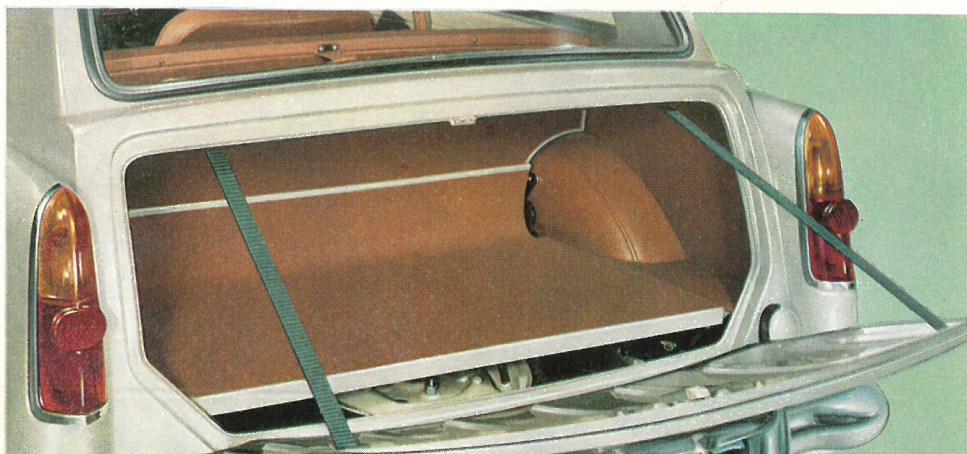


From saloon to spacious load-carrier—merely by folding down the rear seat squab! This is an attraction that the A40 Saloon and Countryman have in common. To enable full advantage to be taken of this extra space, in addition to the drop-down boot lid, the Countryman has a hinged rear window that can be supported in the raised position by a telescopic stay. This is a great help when loading and unloading. In order to cope with the heavier weights likely to be placed on the Countryman boot lid when loading, it is supported by hinged steel stays instead of the webbing straps fitted on the Saloon. To enable the last inch of space—floor to roof—to be used, the Countryman is equipped with two wing-mounted rear view mirrors. With the rear squab folded forward, this makes available no less than 31 cu. ft. (0.88 m<sup>3</sup>) of goods space. De Luxe versions of the Saloon and Countryman are also available.





Considerable space is available behind the rear seat for luggage, accessible from inside the car or through the lockable rear lid. On the saloon this space can be isolated from the interior by means of a quickly detachable vinyl-coated fabric cover. When the rear seat squab is folded forward an extra  $7\frac{1}{4}$  cu. ft. ( $0.21 \text{ m}^3$ ) of luggage space is obtained, making a total of  $16\frac{1}{2}$  cu. ft. ( $0.47 \text{ m}^3$ ).





# COMFORT on the road with controls at your fingertips

Sit behind the wheel of the latest Austin A40 and see for yourself how neatly the necessities of driving control have been incorporated in the stylish facsimile wood fascia. Tell-tale instruments and warning lamps are grouped immediately in front of the driver for easy reference and all switches and controls are within comfortable reach. In particular, the lighting and flasher switches, being mounted on either side of the steering column, give perfect finger-tip control. In the interests of safety, resilient crash rolls run the entire width of the fascia, while the instruments are well cowled to prevent disconcerting reflections in the windscreen.

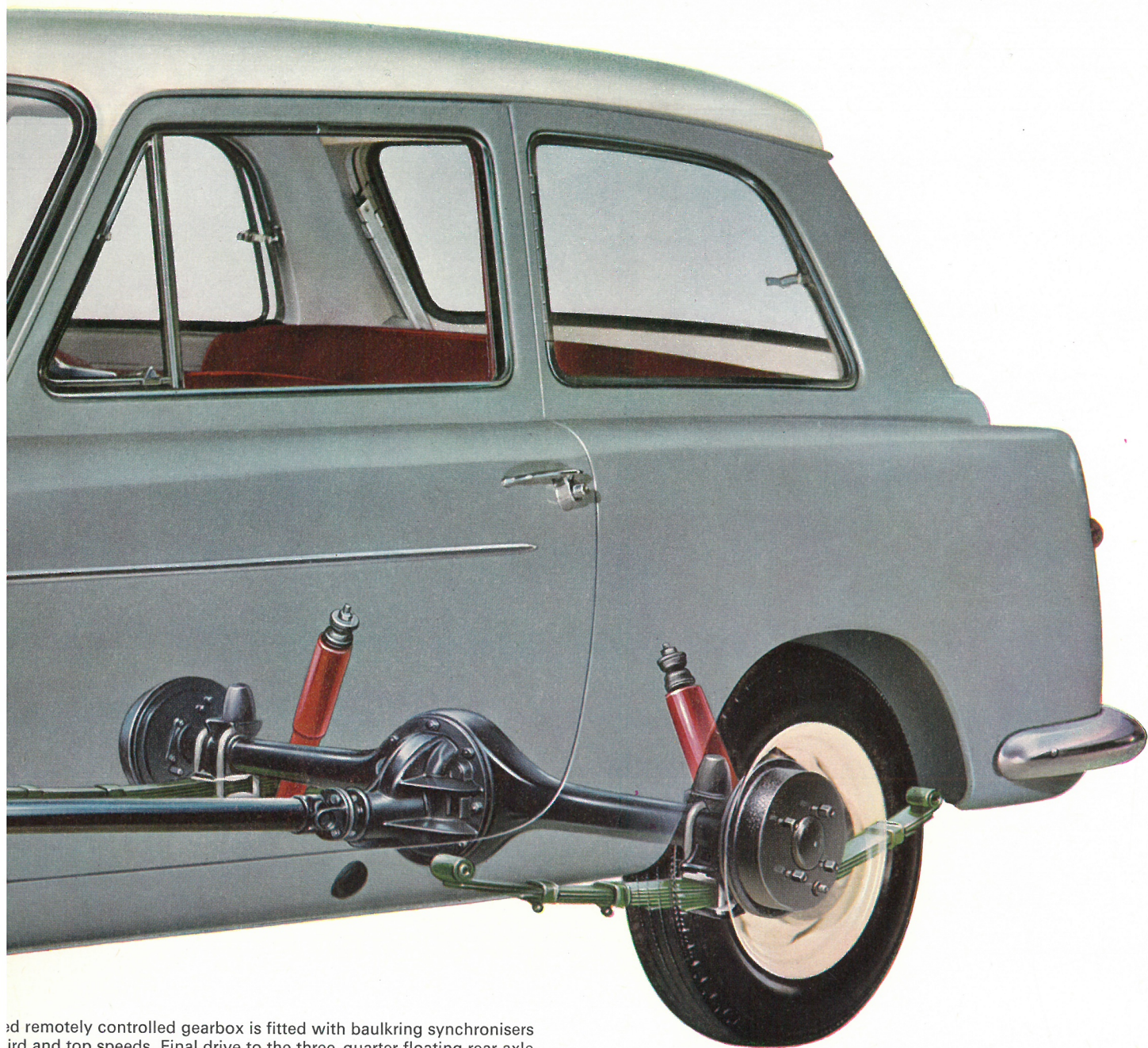
A useful glove box is fitted on the passengers side of the fascia and there's a full width parcel shelf beneath.

Up-to-the-minute interior styling and softly cushioned upholstery trimmed in washable vinyl coated fabric complete the essential requirements for lasting passenger comfort. Each front seat is independently adjustable for leg reach and can be tilted forward for access to the rear. A support is incorporated on the passengers seat to hold it in the raised position.





oring



ed remotely controlled gearbox is fitted with baulking synchronisers  
ird and top speeds. Final drive to the three-quarter floating rear axle  
poid bevel gears, the whole differential assembly being contained in  
carrier. Sturdy independent coil spring front suspension units are  
led by hydraulic shock absorbers and an interconnecting stablising



Swivelling louvres are fitted in each door to provide controlled ventilation, and the windows can be quickly raised or lowered by means of the winding handle.

Rear quarter windows in the A40 Saloon and Countryman are fixed in rubber mouldings. However on the A40 De Luxe Saloon and Countryman, the rear quarter windows are hinged, in stainless metal frames, for additional ventilation.





# ENGINEERING of proved excellence for safe, carefree mo

Straight-forward in layout, the major mechanical components of the A40 Saloon and Countryman are extremely accessible and easy to service, and have millions of trouble free miles to their credit. Nevertheless, a world-wide network of BMC Distributors and Dealers ensures that service and spares are readily obtainable if required.

The essence of the A40's appeal lies in the BMC series 'A' power unit. This compact 1098 cc engine, fitted with an S.U. carburettor, develops 48 b.h.p. at 5,100 r.p.m. and provides the magnificent performance for which the A40 is so well-known.

Only the finest materials are used in the construction of all A40 models, and the mechanical components undergo stringent inspection tests before and after assembly. It is by these methods that the jealously guarded reputation for Austin dependability is maintained.



The four-s  
on second  
is through  
a removal  
firmly con  
bar.