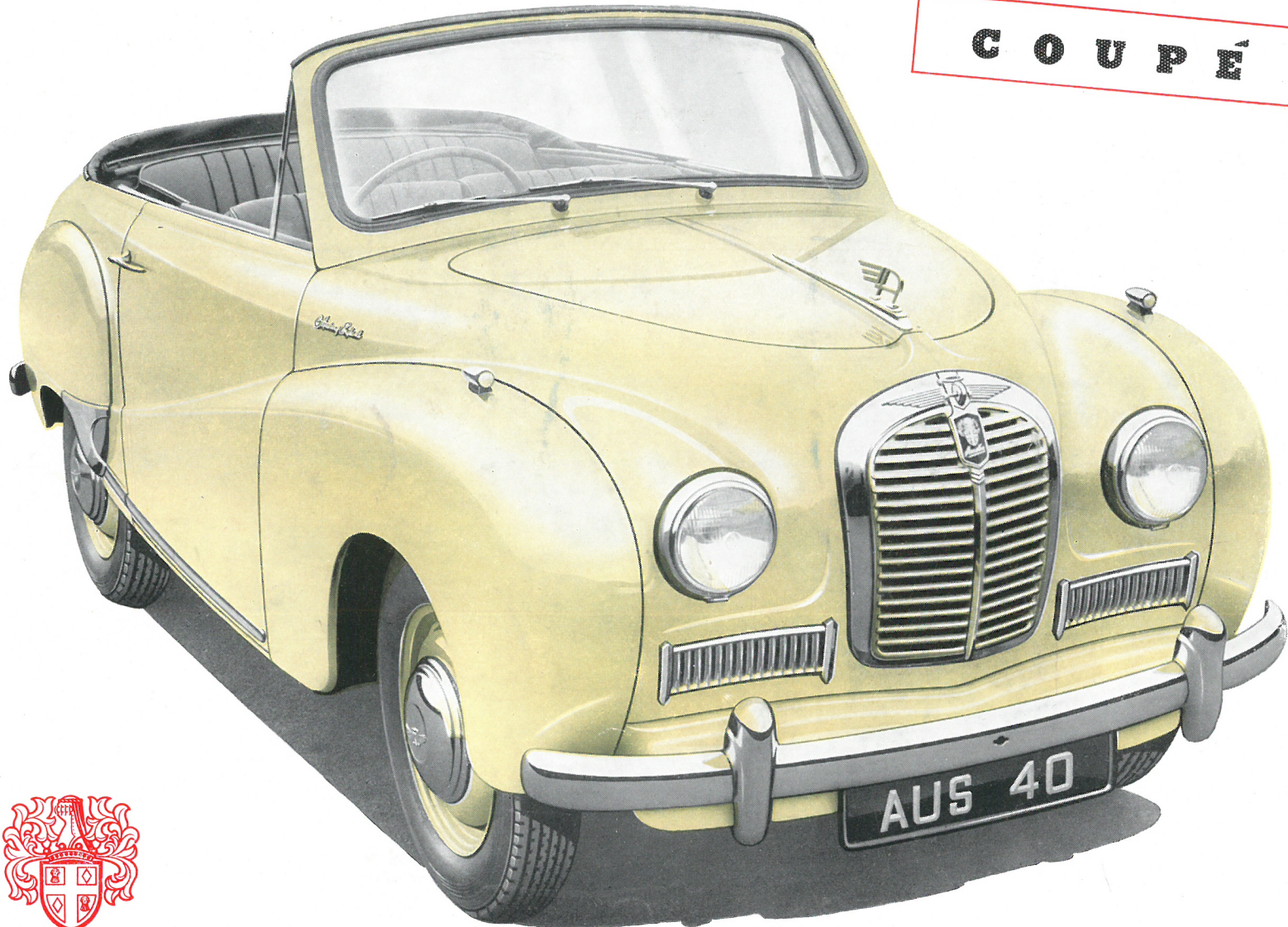


AUSTIN A 40

Somerset

COUPÉ



GENERAL 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. 42 at 4,500 r.p.m. ; maximum torque 58 lb./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 heater unit.

Crankshaft : Forged steel supported by three detachable steel-backed white-metal bearings of large diameter.

Connecting Rods : Forged steel with detachable steel-backed white-metal big-end bearings.

Pistons : Split-skirt, concave-top pistons in aluminium alloy with alumilite finish. Three compression rings (one plain, two taper) and one slotted oil control ring fitted.

Camshaft : Forged steel, supported in three detachable steel-backed white-metal bearings. Cams of patented design to prevent valve spring surge and give quiet operation. Drive by Duplex roller chain from crankshaft. The camshaft gear has oil catchers and a tensioner ring of synthetic rubber to maintain chain lubrication and tightness respectively.

Valves : Overhead valves operated by push-rods and designed for quiet operation. Exhaust valves of heat- and corrosion-resisting steel. Silicon chrome alloy steel inlet valves of extra large diameter. Valve oil seals are fitted.

Lubrication : Submerged gear-type pump forces oil to all main, big-end and camshaft bearings under a running pressure of 45/50 lb. per sq. in. The connecting rods have jet holes to provide oil for cylinder walls when starting up. Both main and big-end bearing oil feeds are of patented design which ensures longer crankshaft life. The camshaft front bearing feeds oil to the camshaft gear for timing chain lubrication, and the camshaft rear bearing supplies oil to the overhead-valve rocker gear. Oil is also pressure-fed to each tappet. The by-pass oil filter is supported by a bracket which has oilways to eliminate external pipes. Oil capacity approximately 7 pints (3.976 litres).

Cooling : Circulation by centrifugal-type pump with thermostat control. Water is delivered to the cylinder block and thence to ample passages surrounding valve pockets and sparking plugs. Patented radiator to prevent loss of coolant through expansion. A four-bladed fan is fitted for Export models. Cooling system capacity approximately 12 pints (6.8 litres).

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

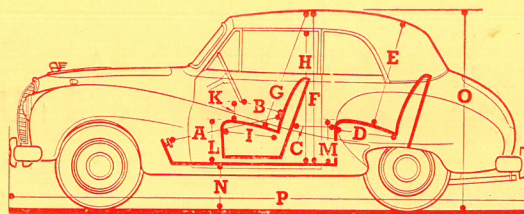
Dynamo : 12-volt fan-ventilated unit with compensated voltage control.

Fuel System : Fuel from a rear tank of 8½ gallons (40 litres) capacity is fed by an A.C. mechanical pump to a Zenith down-draught carburettor with accelerator pump and economy device and T-type air cleaner. An oil bath air cleaner is fitted to some Export models. The valve 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 rubber mountings front and rear, with integral torque reaction stops.

CLUTCH : A flexible dry single-plate Borg & Beck clutch is fitted with spring cushion drive. The clutch pedal is isolated from engine movement by a special adjustable linkage. Diameter 7¼ in. (18.4 cm.)

GEARBOX : The gearbox has four forward speeds and reverse. The gear lever is mounted on the steering column and there is synchromesh engagement for 2nd, 3rd and top speeds. The third motion shaft is extended and splined to receive the sliding end of the propeller shaft. Oil capacity approximately 3 pints (1.70 litres).



DIMENSIONS	English (ft. in.)	Metric (metres)
Pedal to Seat Squab A	{ 3 5 2 10	1.04 0.86
Steering Wheel to Seat Squab .. B	{ 1 5 1 0	0.43 0.25
Maximum Distance between Seats .. C	11	0.28
Rear Seat Cushion Depth D	1 7½	0.50
Height over Rear Seat E	2 10	0.86
Maximum Interior Height F	3 11	1.19
Height over Front Seat G	3 0½	0.92
Height of Door Opening H	3 4	1.02
Front Seat Cushion Depth I	1 6½	0.47
Front Seat Cushion Width J	1 10	0.56
Steering Wheel to Cushion K	5½	0.14
Front Cushion above Floor L	1 1½	0.35
Rear Cushion above Floor M	1 1½	0.34
Minimum Height—Floor to Ground .. N	1 3½	0.39
Overall Height O	5 2½	1.59
Overall Length P	13 3½	4.05
Overall Width	5 3	1.60
Scuttle Width (at knee height) ..	3 9	1.14
Rear Seat Maximum Width	3 ¾	1.00
Wheelbase	7 8½	2.35
Track, Front (at ground)	4 0½	1.22
Track, Rear	4 2	1.27
Ground Clearance	7½	0.19
Turning Circle	37 0	11.28
Luggage Compartment :		
Height of Opening	1 8	0.51
Width of Opening	2 7½	0.80
Depth of Platform	3 0½	0.93
Capacity	10 cu. ft.	0.28 cu. m.
Luggage Carrier Load	1 cwt.	51 kg.
Approximate Weight—less spare wheel, tools and fuel—plus oil and water	19½ cwt.	991 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 splines of the third motion shaft. Both are lubricated from the gearbox.

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

OVERALL GEAR RATIOS : 5.28, 8.13, 12.88 and 20.54, with 28.46 reverse.

ROAD SPEEDS AT 1,000 R.P.M. : Top 14.26 m.p.h. ; third 9.26 m.p.h. ; second 5.85 m.p.h. ; first 3.67 m.p.h.

STEERING : Special cam gear steering with ratio of 14 to 1 and provision for taking up wear. Spring spoke 17 in. (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. Left- or right-hand steering is fitted.

SUSPENSION—Front : Independent coil springs. Wishbones mounted on rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic absorbers. The large-area king-pin bushes are widely spaced. Rear : Long semi-elliptic reverse camber springs underslung. The 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 all wheels, applied by pedal. The handbrake is of the pistol grip type and is mounted under the fascia on the steering column ; it operates mechanically on the rear wheels. The front brakes are of two-leading-shoe design.

WHEELS AND TYRES : Pressed-steel disc wheels with slots for ventilation and the fitting of non-skid chains. Large chromium wheel caps. Spare wheel carried in rear luggage compartment. Tyres : Dunlop extra low pressure 5.25—16.

JACKING : Stevenson jack operated by wheelbrace from inside the car to lift one side of the car at a time.

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. Body brackets are welded to the frame and carry insulated mountings.

ELECTRICAL : 12-volt battery of 38 ampere-hour capacity at 10-hour rate ; positive earth ; built-in headlamps ; headlamp dipping arrangements can be varied to suit particular regulations ; foot-controlled dip-switch ; sidelamps mounted on top of front wings, visible to driver ; twin built-in stop- and tail-lights ; rear number-plate lamp ; instrument panel light ; twin windtone horns ; direction indicators ; dual windscreen wipers.

INSTRUMENTS : Oil pressure, fuel and water temperature gauges ; ammeter ; speedometer with trip and total readings ; ignition and headlamp beam warning lights.

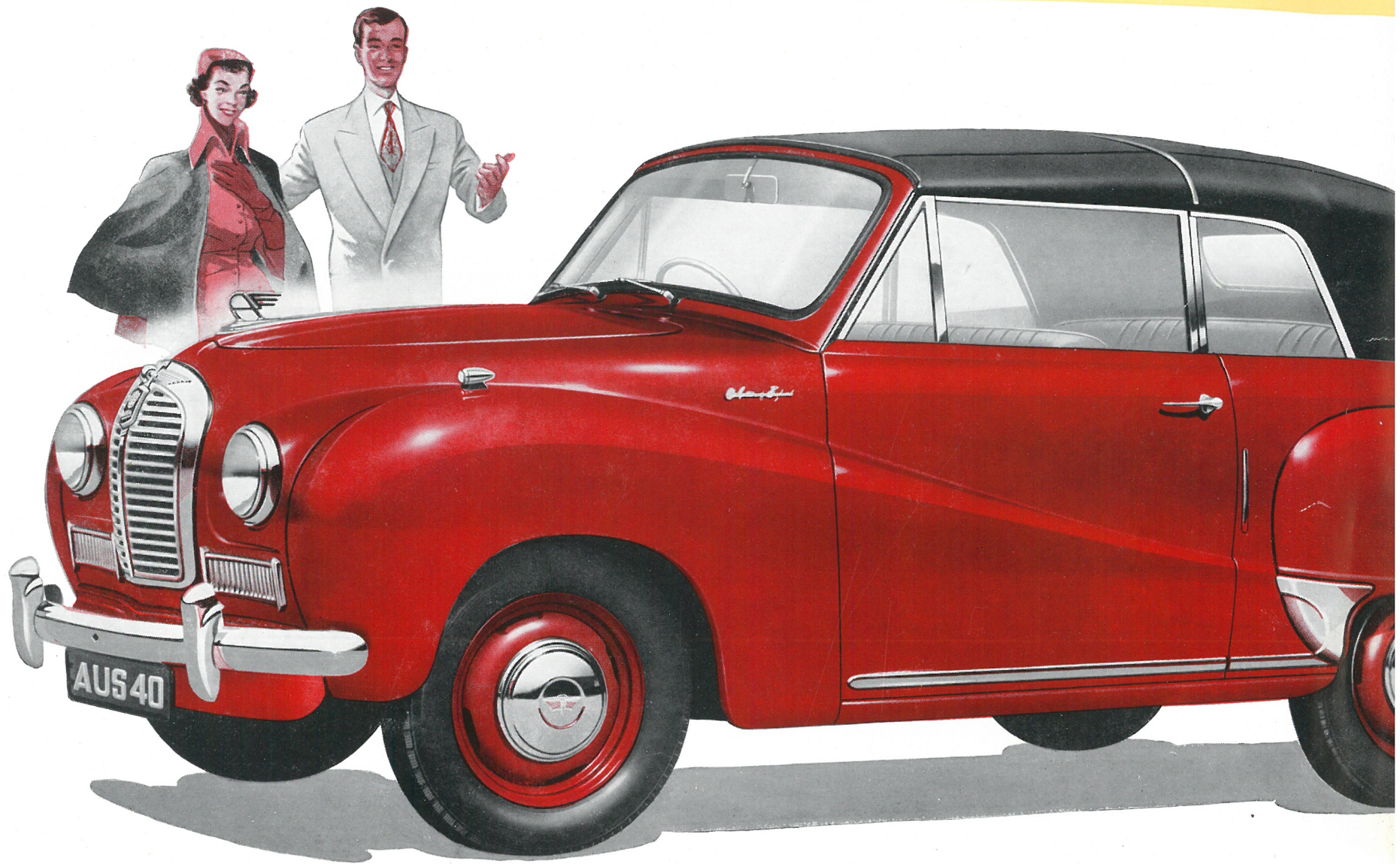
COACHWORK : Four-seater, two-door coupé of all steel construction ; rear-opening doors with concealed hinges ; large built-in rear luggage compartment ; manually operated hood of washable P.V.C.-proofed cloth, having three separate positions ; fixed curved windscreen and all windows of toughened glass ; door and rear quarter windows may be lowered into body sides ; close-mounted front seats, individually adjustable ; front seat squabs are tilted forward for access to rear seat ; side arm-rests for rear seat attached to quarter-casings ; all seat cushions have latex foam moulded foundations ; fresh-air circulation with air intake control ; provision for interior heating ; provision for built-in radio ; leather upholstery and bumper over-riders also available at extra cost.

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.

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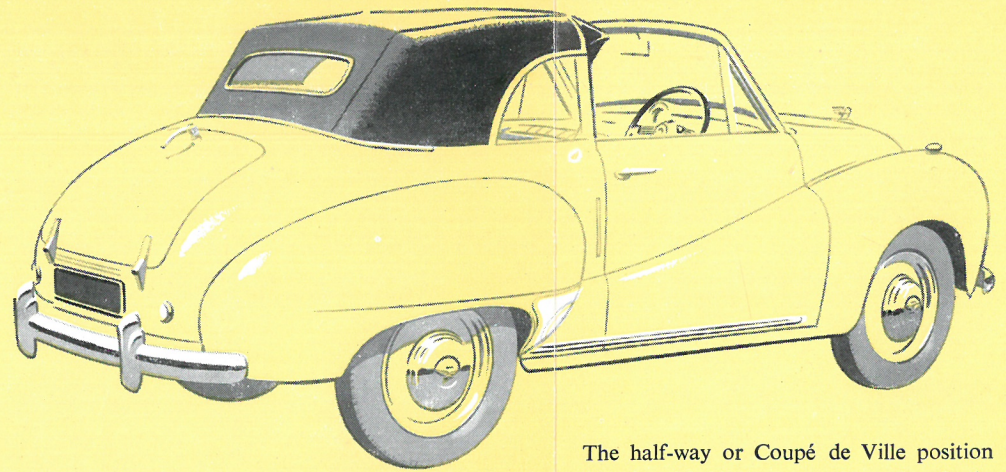


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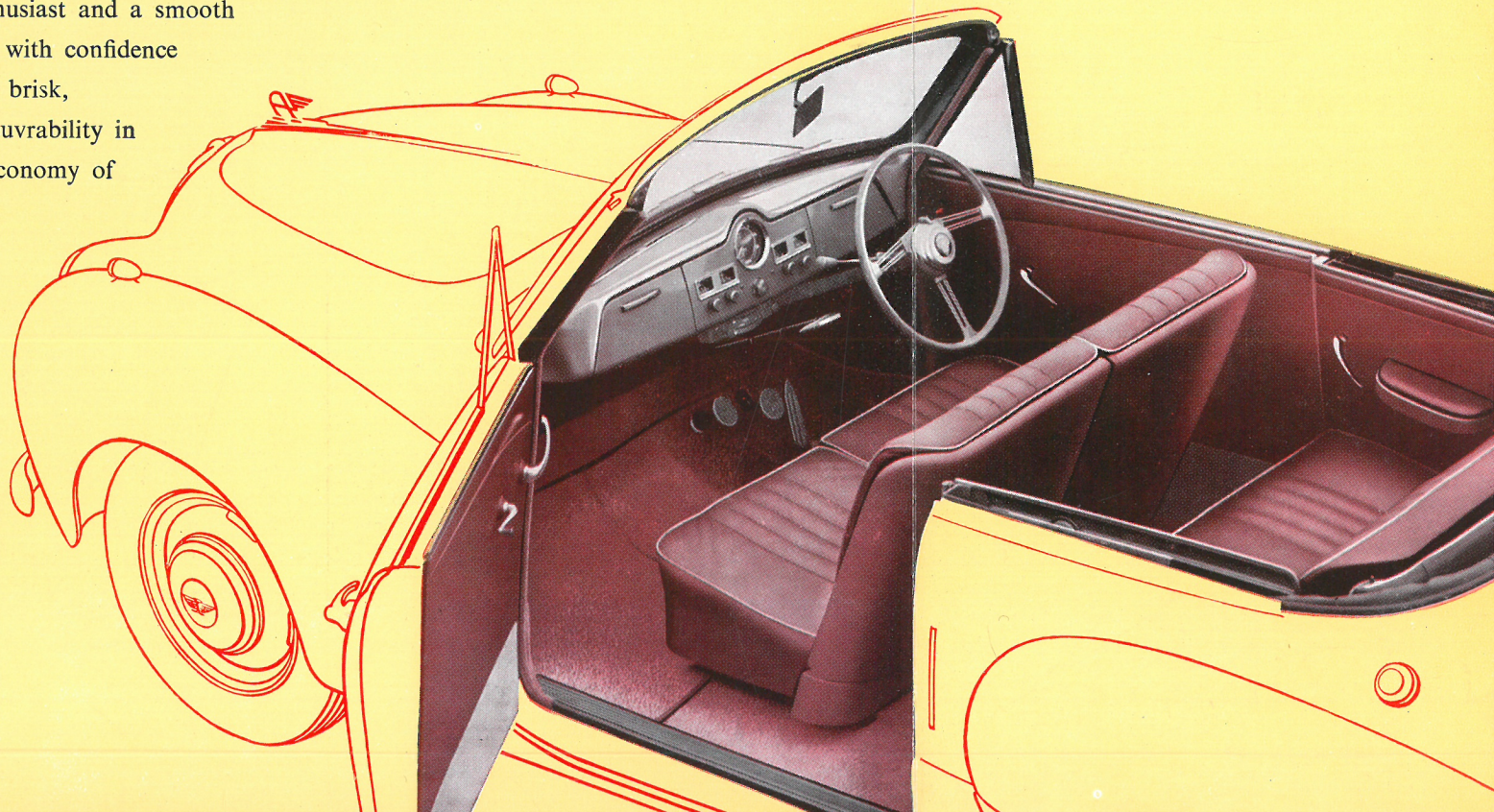


Somerset COUPÉ

From every point of view the Austin A 40 Somerset Coupé is a car of outstanding merit. Indeed it offers the best of both motoring worlds, combining a freely open body for fair-weather touring with the comfortable cosiness associated with a saloon car when this form of travel proves more suitable. Its power is derived from the world-famous A 40 o.h.v. engine which provides a virile performance to excite the young enthusiast and a smooth flexibility that enables it to be handled with confidence by the most diffident of drivers. With its brisk, purposeful gait on the open road, easy manoeuvrability in city traffic and for parking, and its extreme economy of fuel, the A 40 Coupé sets the latest fashion in all-the-year-round family motoring.



The half-way or Coupé de Ville position of the hood is ideal on occasions when fresh-air motoring is desired without the essential breeziness of a fully open car.



Two wide, rear-opening doors with concealed hinges give easy access to the comfortable, well-planned interior. Seats have latex foam cushions, and leather upholstery is available at extra cost.

IN A 40

T H E

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AUSTIN A 40

