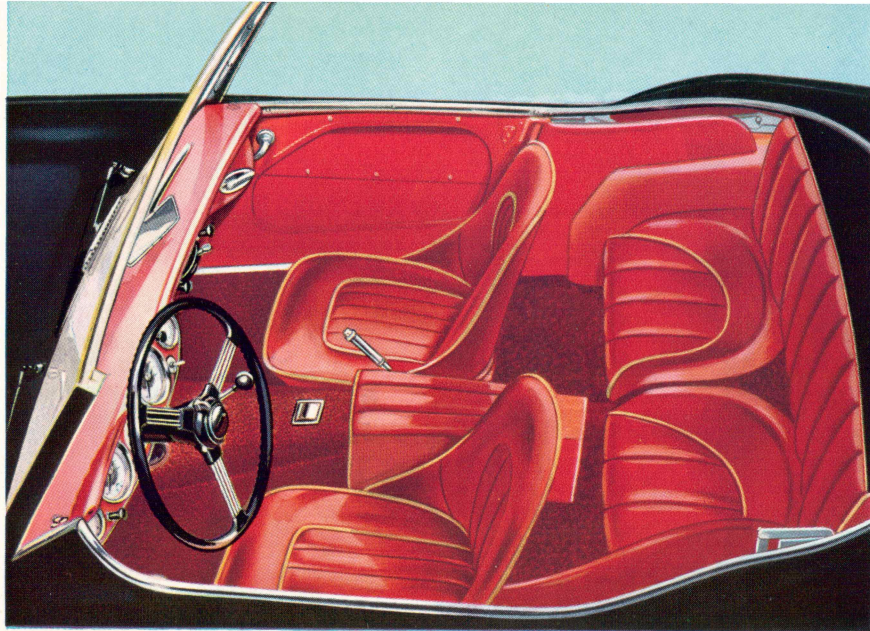


Austin Healey

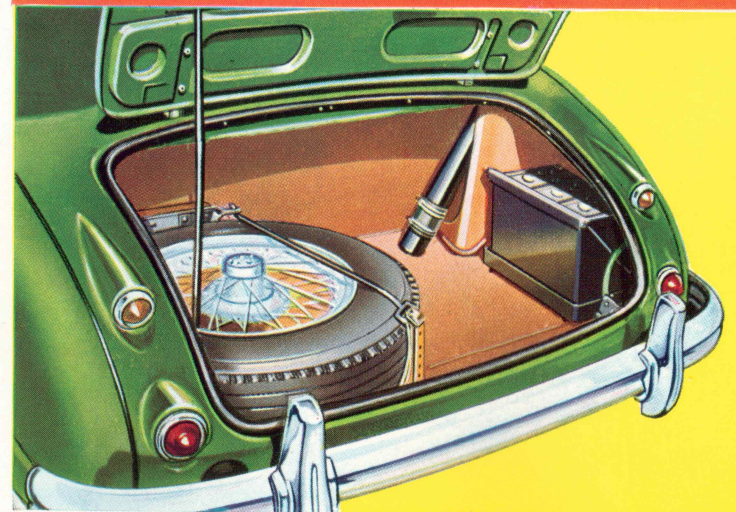
2-seater and occasional 4-seater sports cars

3000  **Mk II**



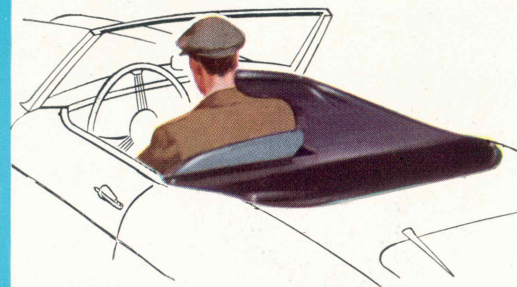
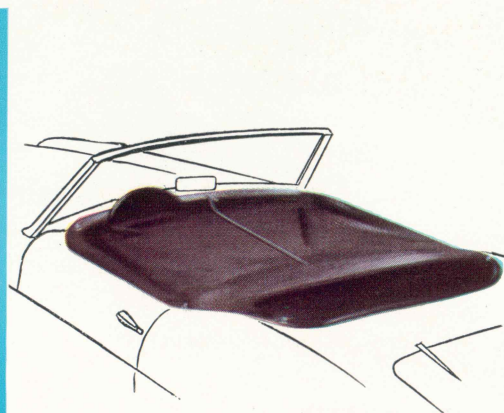
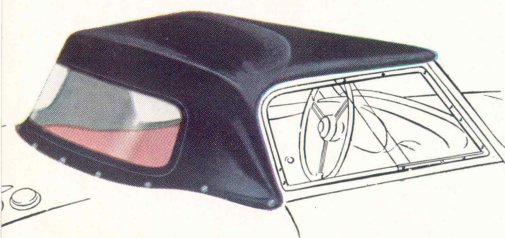


Each of the two front seats is adjustable. The seat cushions are removable and the squabs tilt forward to facilitate access to the inset well-type rear seats. An ash tray is provided in the centre transmission tunnel. On both two- and four-seater cars a master switch operates from inside the luggage compartment, which has a lockable lid, enabling the car to be safely left unattended.

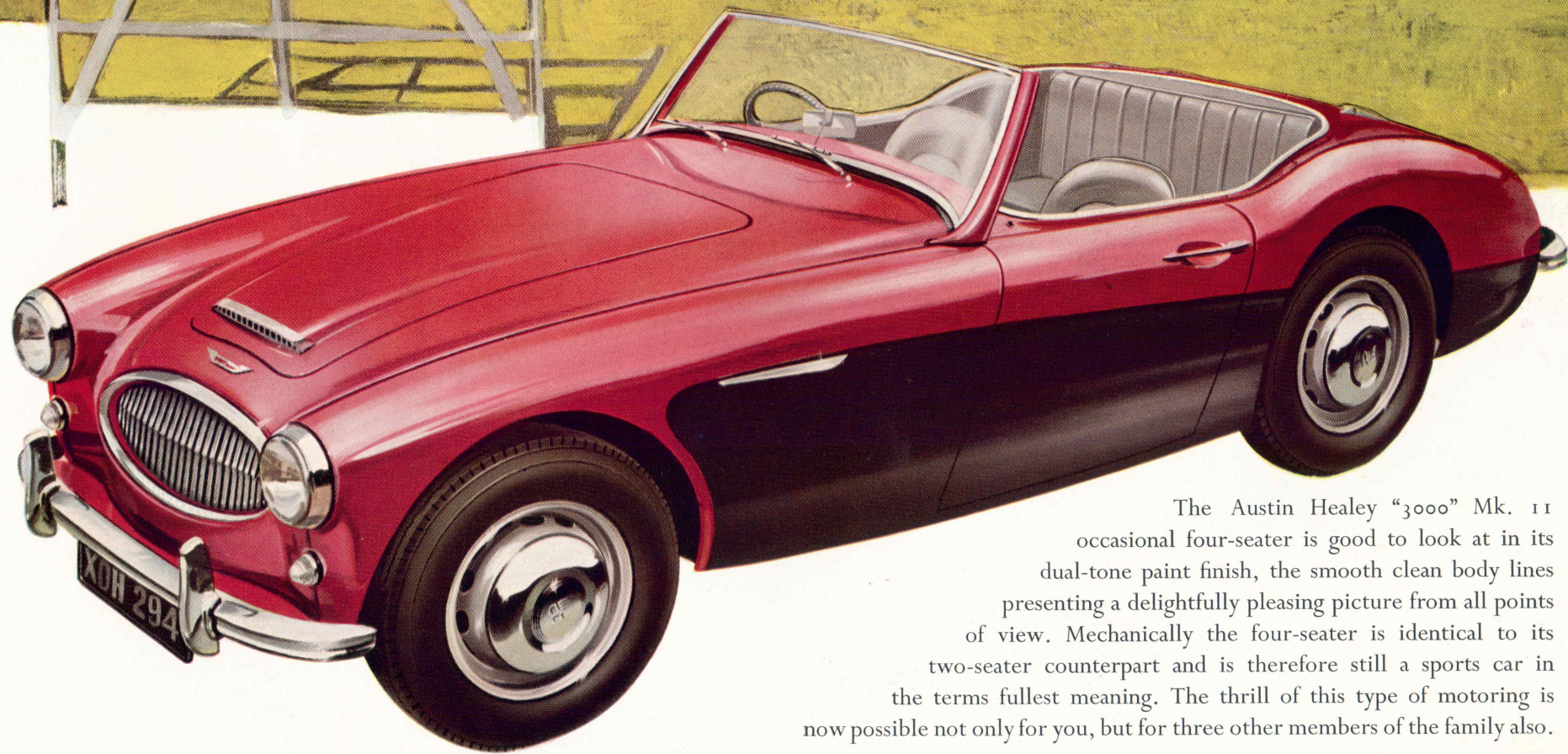


GRACE AND PERFORMANCE—Sleek, smart and aerodynamic, the lines of the Austin Healey “3000” Mk. II are pleasing to the eye, and it is available either as a two-seater or occasional four-seater sports tourer. The remarkably ingenious design of the Austin Healey “3000” Mk. II puts a 100 m.p.h. plus performance at your disposal and you will marvel at the way she holds the road, hugs the corners and eats up distance with effortless ease. A classic example of British engineering at its best, this car is blazing a high speed trail of popularity along the highways of the world.

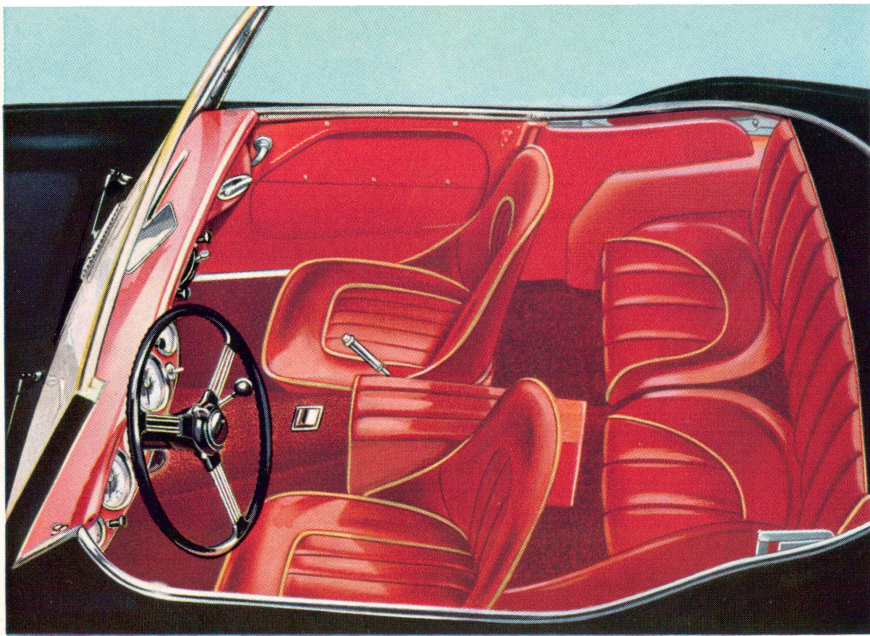
4 the “3000” Mk II four-seater sports



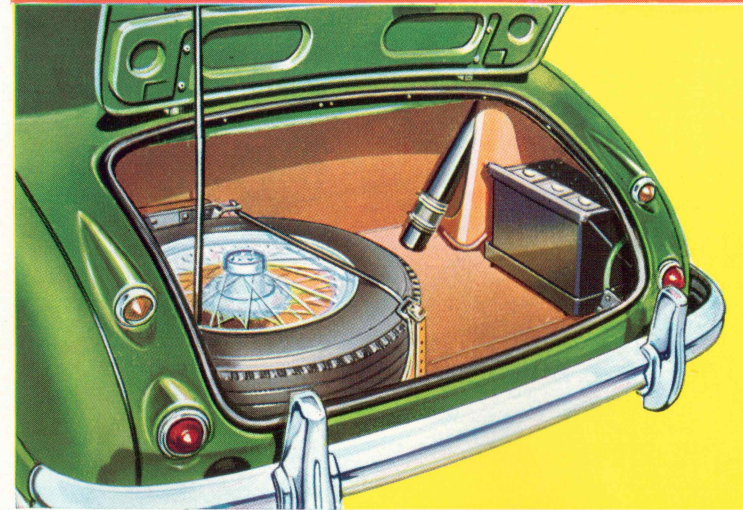
Included in the comprehensive all-weather equipment of the two- and four-seater Austin Healey “3000” Mk. II is a tough vinyl treated fabric hood which can be speedily erected or folded away as necessary. Also provided is a tonneau cover of similar material which can be opened for driver only, or for driver and passenger, until it can be completely removed and stowed away in its specially designed wallet.



The Austin Healey "3000" Mk. 11 occasional four-seater is good to look at in its dual-tone paint finish, the smooth clean body lines presenting a delightfully pleasing picture from all points of view. Mechanically the four-seater is identical to its two-seater counterpart and is therefore still a sports car in the terms fullest meaning. The thrill of this type of motoring is now possible not only for you, but for three other members of the family also.

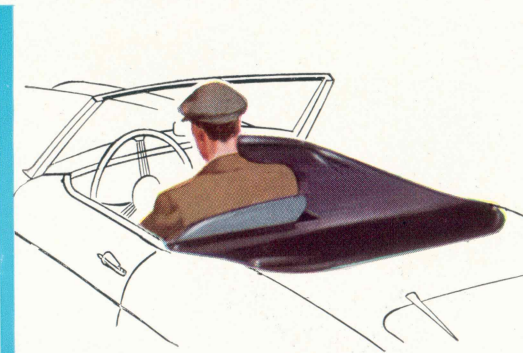
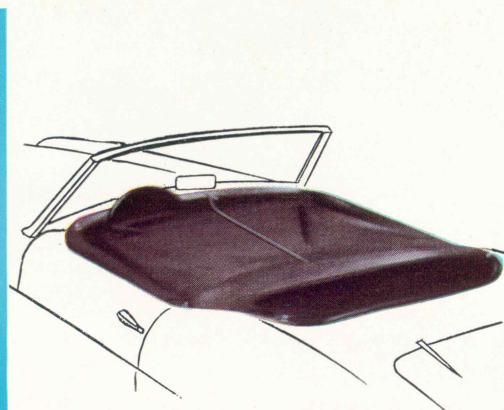
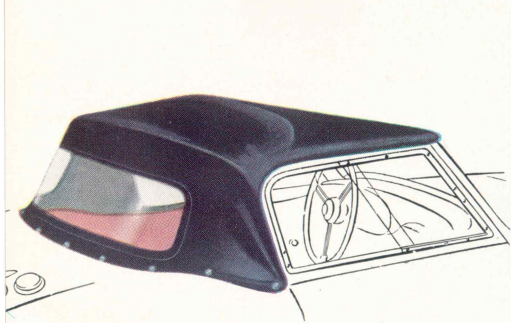


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GRACE AND PERFORMANCE—Sleek, smart and aerodynamic, the lines of the Austin Healey “3000” Mk.11 are pleasing to the eye, and it is available either as a two-seater or occasional four-seater sports tourer. The remarkably ingenious design of the Austin Healey “3000” Mk.11 puts a 100 m.p.h. plus performance at your disposal and you will marvel at the way she holds the road, hugs the corners and eats up distance with effortless ease. A classic example of British engineering at its best, this car is blazing a high speed trail of popularity along the highways of the world.

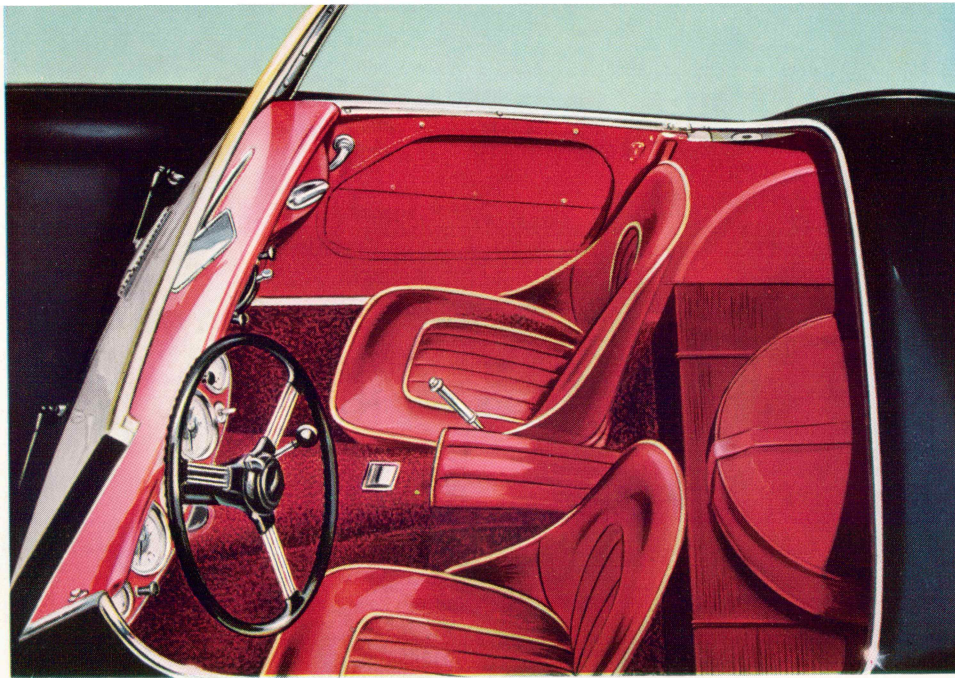
4 the “3000” Mk II four-seater sports



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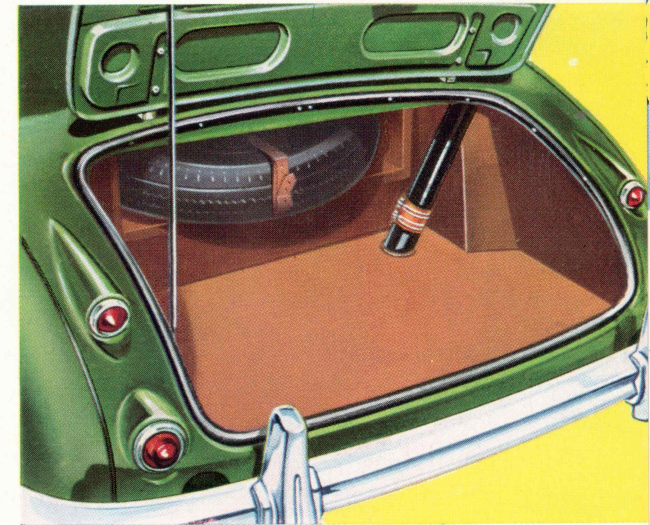
Jaguar XK150



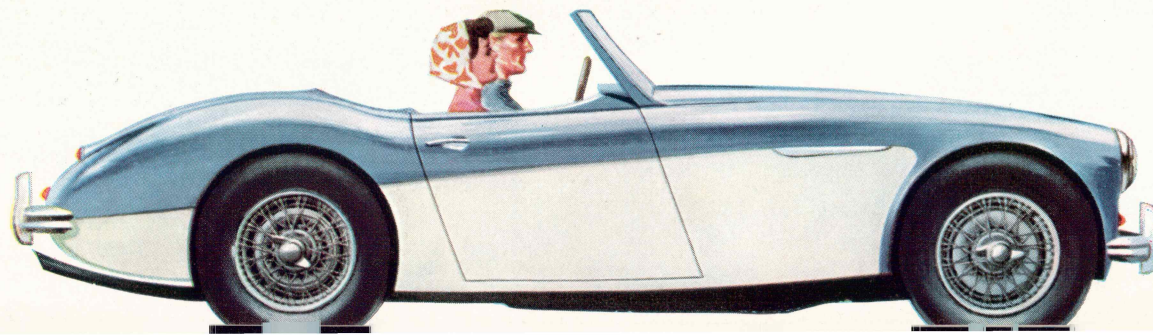
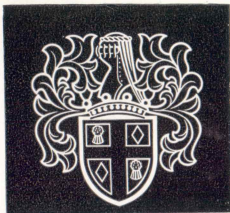
Each of the adjustable bucket seats in the neatly designed interior is upholstered in latex foam rubber, with hide facings. Two 6-volt batteries are contained in a locker beneath the spare wheel container. Gears are selected by a short central gear lever and for driving comfort the 17-inch diameter steering wheel has spring spokes. Each door has an open pocket for personal items, and a hard-wearing carpet over the entire floor completes the stylish interior trim.

The spare wheel is stowed in a special container in the rear compartment leaving a surprising amount of space available for family luggage. Lighting equipment consists of powerful double-dipping headlamps, flashing direction indicators combined with sidelamps at front and stop/tail lamps at rear. A number plate illumination lamp is mounted in the rear bumper.

The new two-seater "3000" Mk. II is soundly designed from bumper to bumper. Power is transmitted through a four-speed synchromesh gearbox to the hypoid rear axle which carries ventilated pressed steel disc wheels fitted with 5.90-15 Road Speed tyres. A fine range of single or dual-tone colours is available and to suit individual needs there are numerous items of equipment such as heater, overdrive, and wire wheels which can be fitted at extra cost. But whatever the choice, the latest "3000" cannot fail to be the centre of attraction and the subject of much favourable comment.



the "3000" Mk II two-seater sports



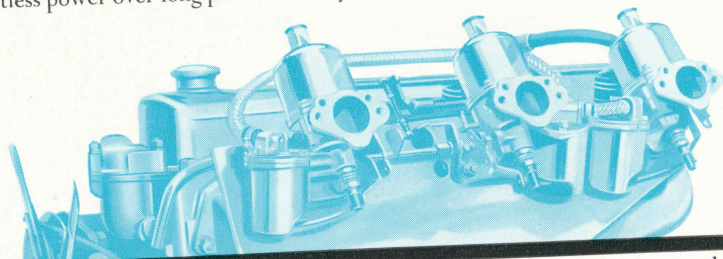


For ease of entry, forward hinged doors open wide and the lower edges lift well clear of the kerb or sidewalk.

Aluminium framed side screens have one fixed and one sliding perspex panel for ventilation or hand signalling.

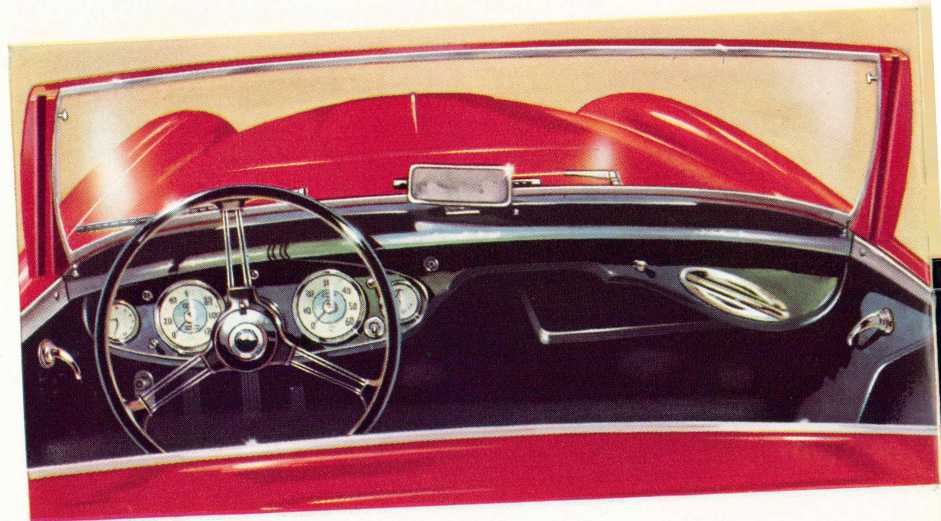
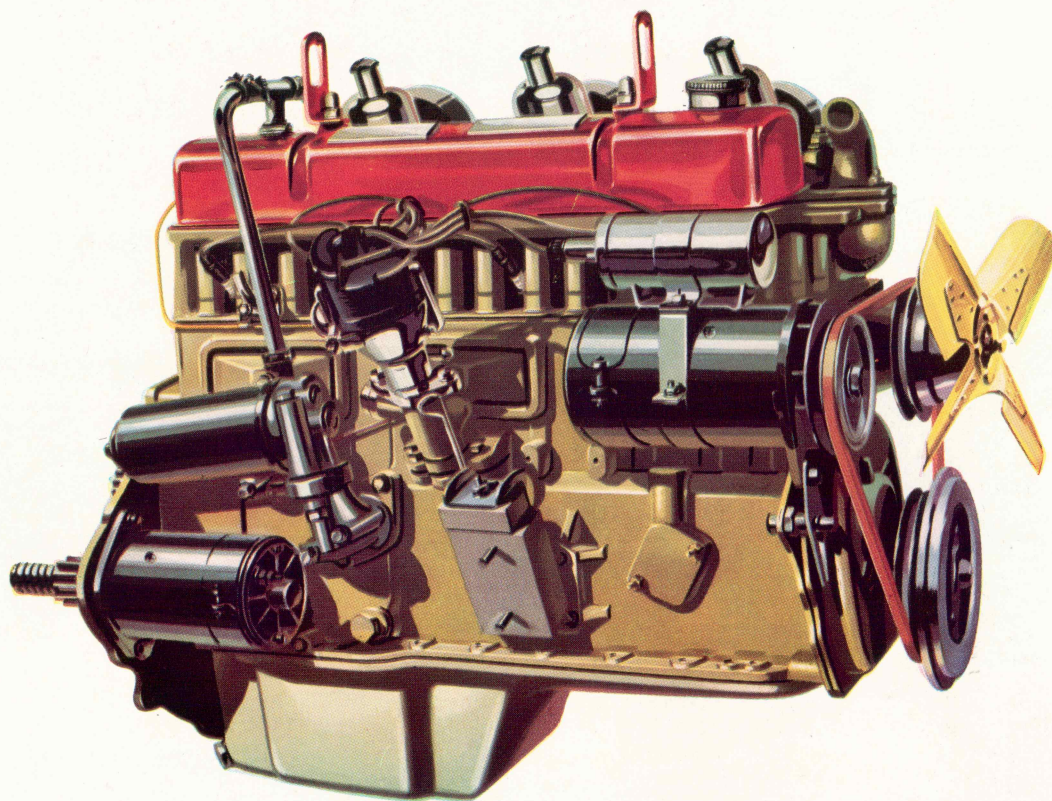
the BMC 2.9 litre power unit

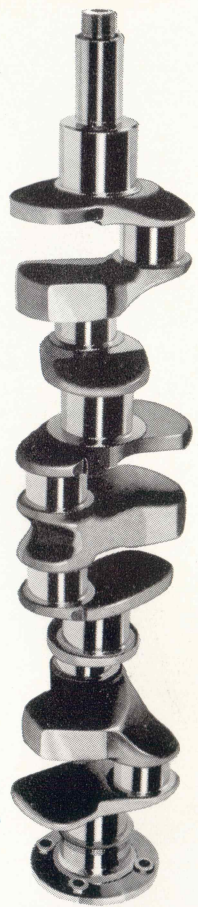
The power plant of the "3000" Mk.11 is a sturdy six cylinder overhead-valve unit of 2,912 c.c. capacity. It is fitted with three HS4 semi-downdraught S.U. carburettors, and has already proved itself capable of sustained high speed motoring in excess of 100 m.p.h. Developing 130 b.h.p. at 4,750 r.p.m. (gross 136 b.h.p. at 4,750 r.p.m.) its smooth effortless power over long periods of very fast driving is delightful to experience.



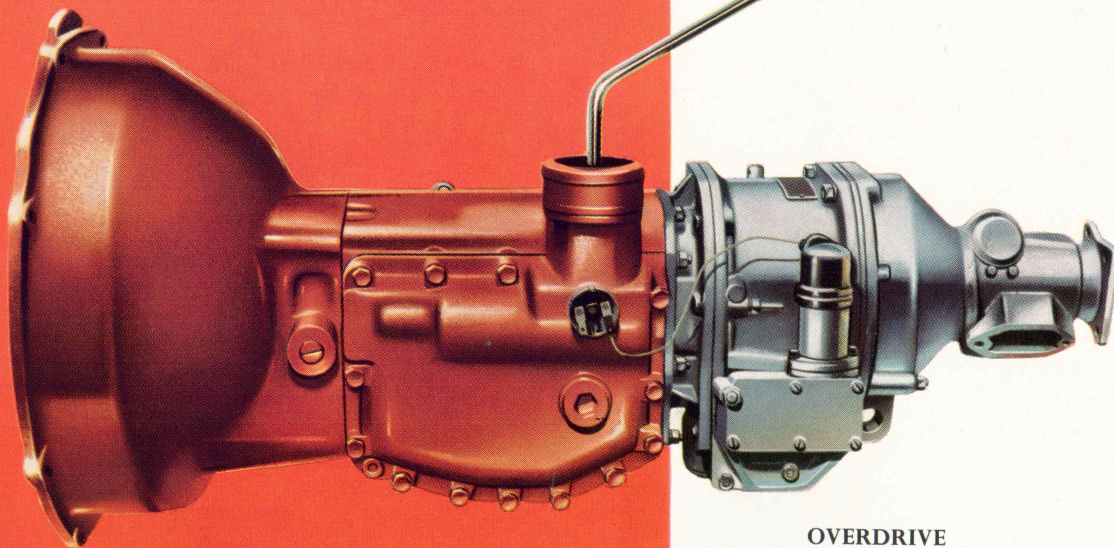
All instruments of the Austin Healey "3000" Mk.11 are easily readable, being closely grouped in a panel in front of the driver. On the opposite side of the trimmed fascia is a grab-handle for the convenience of the passenger. There is a parcel shelf beneath the fascia for motoring accessories, and the wide curved windscreen provides excellent vision ahead. A centrally placed driving mirror ensures that following traffic can be kept safely in view.

When a heater is required it can be neatly installed, the controls being fitted centrally as an integral part of the fascia.

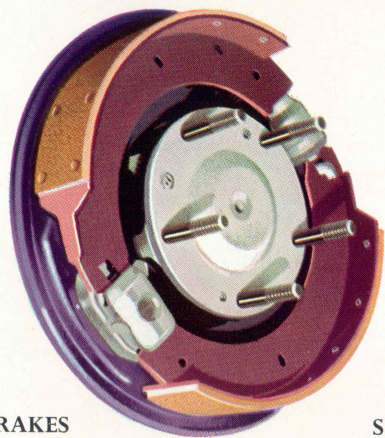




The robust, four-bearing, fully-balanced crankshaft is fitted with an external vibration damper on its forward end to eliminate any whip at high revs.

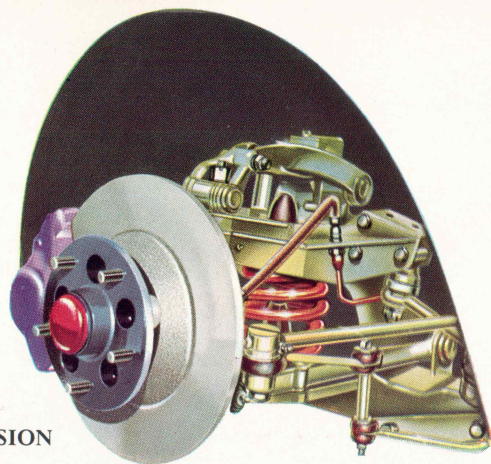


The basic two or four-seater Austin Healey "3000" Mk.11 is equipped with a four speed gearbox which has synchromesh engagement on second, third and top speeds. All components are subjected to rigid scrutiny and testing before assembly to ensure maximum efficiency in operation. Power is transmitted to the three quarter floating hypoid rear axle by an open propeller shaft with needle roller universal joints.



BRAKES

Sturdy, independent front suspension units and long rear semi-elliptic leaf springs are controlled and stabilised by hydraulic shock absorbers and anti-sway bars.



SUSPENSION

Large diameter hydraulic drum brakes are fitted on the rear wheels and 11¼" (0.29 m.) diameter disc brakes on the front wheels and inspire confidence at the high speeds of which this car is capable.

Optional extras

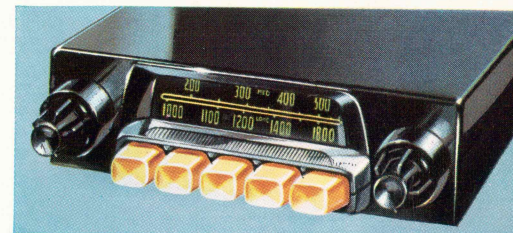


HEATER

For extremely cold climates, a fresh air heater with demisters can be neatly installed.

RADIO

If you like a radio in your car, there is a set available which gives good reception in all countries of the world.



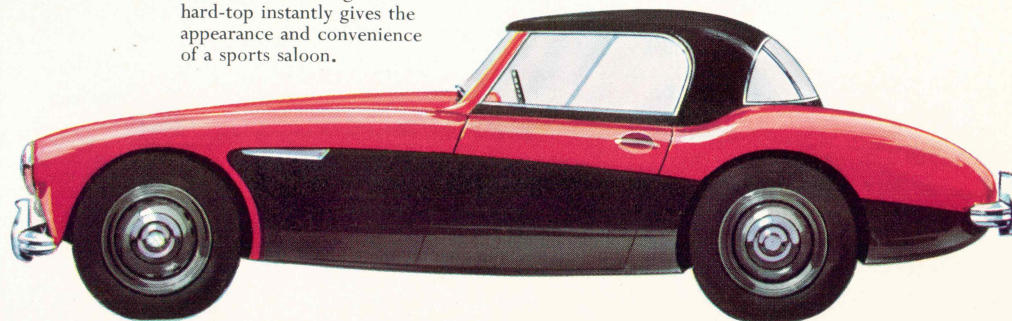
OVERDRIVE

An electrically controlled overdrive (illustrated here) can, if required, be fitted to the standard gearbox of the Austin Healey "3000" Mk. 11. This is operated by a switch on the fascia and provides a high top gear ratio giving the car a fast cruising speed, while maintaining a modest fuel consumption.

A fully comprehensive range of optional extras and alternative equipment is available for the Austin Healey "3000" Mk.11. They can all be fitted to order, at extra cost.

HARDTOP

A removable fibre-glass hard-top instantly gives the appearance and convenience of a sports saloon.



specification

ENGINE: 2,912 c.c. (177.7 cu. in.); bore 3.282 in. (83.36 mm.); stroke 3.5 in. (89 mm.); b.h.p. (approx.) 130 at 4,750 r.p.m. (approx. 136 b.h.p. at 4,750 r.p.m. gross); maximum torque (approx.) 167 lb. ft. at 3,000 r.p.m.; compression ratio 9.03 to 1.

Cylinders: Six cylinders cast integral with crankcase.

Cylinder Head: Detachable in cast-iron with three separate cast aluminium inlet manifolds. Two-piece cast-iron exhaust manifold fitted with twin exhaust system.

Crankshaft: Forged steel supported by four steel-backed white metal bearings.

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

Pistons: Solid-skirt, flat top pistons in aluminium alloy with tin-plated finish. Three compression rings and one slotted oil control ring fitted.

Camshaft: Forged steel in four steel-backed white metal bearings. Cams of patented design to give efficient and quiet operation. The camshaft gear is driven by duplex roller chain which has an integral oil feed and an automatic slipper type tensioner with damper to maintain chain lubrication and tightness respectively.

Valves: Overhead, operated by push-rods and designed for silent operation. Valve oil seals are fitted. KE965 steel exhaust valves.

Lubrication: Oil is forced under pressure to all main, connecting rod and camshaft bearings and to each tappet. It is also fed to the timing chain and overhead valve rocker gear. The connecting rods have jet holes to provide oil for cylinder walls when starting-up. Both main and connecting rod oil feeds are of patented design to ensure longer crankshaft life. A full-flow oil filter is fitted, which has a renewable element. Oil capacity approximately 12 pints (6.8 litres).

Cooling: Circulation by fan and centrifugal pump with thermostat control. Water is delivered to the cylinder block and thence to ample passages surrounding the valve pockets and sparking plugs. A 4-bladed fan is fitted. Cooling system capacity approximately 20 pints (11.37 litres).

Ignition: Coil and 12-volt battery. Automatic advance and retard and built-in vacuum control.

Fuel System: Fuel from a rear tank is fed by electric pump to three semi-downdraught S.U. HS4 carburettors fitted with "pancake" air cleaners. Tank capacity 12 gallons (54.6 litres).

CHASSIS: Transmission:

Clutch: Single dry plate, 10 in. (0.25 m.) diameter.

Gearbox: Ratios: Reverse 3.78; First 2.93; Second 2.053; Third 1.309; Top 1.0 to 1. Oil Capacity: approximately 4 pints (2.27 litres). Change speed: short central lever on floor.

Propeller Shaft: Open, with needle roller bearing universal joints.

Rear Axle: Ratio: 3.545 to 1 (11/39). Oil Capacity: approximately 3 pints (1.7 litres).

Road Speeds at 1,000 r.p.m.: First 7.15 m.p.h.; Second 10.2 m.p.h. Third 16.0 m.p.h.; Top 20.9 m.p.h.

Transmission with Overdrive:

Clutch: Single dry plate, 10 in. (0.25 m.) diameter.

Gearbox: Ratios—Reverse 3.78; First 2.93; Second 2.053; Third 1.309; Overdrive Third 1.076; Top 1.0; Overdrive Top 0.822 to 1; Change speed: short central lever on floor. Oil capacity: approximately 54 pints (2.98 litres), including overdrive.

Propeller Shaft: Open, with needle roller bearing universal joints.

Rear Axle: Ratio, with overdrive: 3.91 to 1 (11/43). Oil capacity: approximately 3 pints (1.7 litres).

Road Speeds at 1,000 r.p.m.: First 6.475 m.p.h.; Second 9.24 m.p.h.; Third 14.47 m.p.h.; Overdrive Third 17.65 m.p.h.; Top 18.94 m.p.h.; Overdrive Top 23.1 m.p.h.

Steering: Cam and Peg. Ratio: 14 to 1. Steering Wheel: three spring spokes, 17 in. (0.43 m.) diameter.

Suspension: Front—Independent wishbones, coil springs, shock absorbers and stabilizing bar. Rear—Semi-elliptic leaf springs, shock absorbers and anti-sway bar. Hydraulic lever type, shock absorbers.

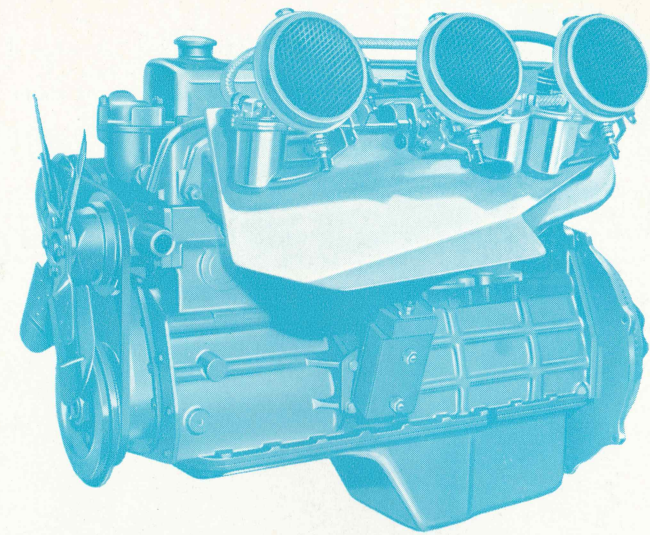
Brakes: Girling hydraulic. 11½ in. (0.29 m.) discs on front. Drum type 11 in. diameter × 2¼ in. wide on rear.

Road Wheels: 15 in. × 4J, Ventilated Steel Disc. Fixing: 5 nuts. Tyres: 5.90—15 Road Speed.

Electrical: 12 volt (consisting of two 6 volt batteries on 2-seater), 50 ampere hour capacity at 10 hour rate, (57 ampere hour at 20 hour rate). Headlamps with dipping switch. Combined side lamps and flashing direction indicators. Combined twin stop-tail lamps and flashing direction indicators. Concealed instrument panel lamps. Twin horns. Twin windscreen wipers.

Instruments: Trip speedometer. Revolution counter. Fuel gauge. Combined water temperature and oil pressure gauge. Red warning lights indicate no dynamo charge and headlamp high beam position. Green warning light shows direction indicators working. Switches for starter, lighting, screen wiper, and control for windscreen washer (also for heater and overdrive when fitted) on instrument panel. Panel light switch on lower edge of fascia. Windscreen washer.

Coachwork: Two or four-seater, two-door, open sports tourer with all-weather protection. Steel/aluminium construction. Bonnet top—with chrome grille vent to assist engine cooling—hinged at rear edge and supported in open position by a pivoted rod. Bonnet lock operated from inside car. Wide rear-opening doors fitted with outside handles. A large open pocket is provided in each door. Fixed curved windscreen of laminated plate glass fitted with double screen wipers. Folding hood of vinyl treated fabric includes large transparent backlight which—with hood sticks—can be completely removed. A tonneau cover completely covers seats but can be opened for driver only. Luggage compartment with lockable lid at rear, lined with Armacord and containing spare wheel in special container over rear axle on two-seater, on floor of boot in four-seater. Front and rear chrome bumpers with overriders. Twin rear reflectors. Adjustable front bucket seats, the squabs of which tilt forward to give access to the rear compartment. Batteries in special locker beneath spare wheel container on two-seater and in luggage boot on four-seater. Master switch independently operated from inside luggage compartment. All instruments grouped on driver's side of fascia, grab handle on passenger side. Interior driving mirror and trimmed crash pad fitted to top of scuttle, behind windscreen. Parcel tray fitted below fascia. Flush fitting ash tray in centre transmission tunnel. Fascia finished



in vinyl treated fabric. Fitted carpet over floor. Seats trimmed with hide facings. Padded hide and vinyl treated fabric armrest between front bucket seats. Detachable side windows having polished alloy frames with one fixed and one sliding perspex panel. Paint finish in single or dual colours.

Optional extras: Radio. Hardtop. Heater. Electrically assisted overdrive. 15 in. × 4J wire spoke 'knock-on' wheels. Servo-operated brakes.

Export Availability: The preceding specification covers the general availability of the Austin Healey "3,000" Mk. 11. Certain production variations are available, however, to equip this car for the markets of the world.

The following items of equipment are therefore alternatively available at no extra charge: Right- or left-hand steering. Lighting equipment to suit any specific requirement. M.P.H. or Km.P.H. speedometer. Six-blade fan. Modified silencer.

The following items of equipment can also be supplied at extra cost, provided they are requested at the time of the original order: Adjustable steering column. Cigar Lighter. Exterior wing mirrors. Fog lamp and/or Spot lamp. Heater and Demister. Detachable hard top. Locking petrol filler cap. Luggage Rack. Overdrive. Radio. Wirespoke 'knock-on' wheels. Servo-assisted brakes.

Leading Dimensions: Wheelbase 7 ft. 8 in. (2.336 m.); overall length 13 ft. 1½ in. (4.00 m.); overall height (hood up) 4 ft. 2 in. (1.244 m.); overall height (hood down) 3 ft. 10 in. (1.168 m.); overall width 5 ft. 0½ in. (1.536 m.); height over scuttle 2 ft. 11½ in. (0.914 m.); ground clearance 4½ in. (0.114 m.); track, front at ground level 4 ft. 0½ in. (1.238 m.); track, rear 4 ft. 2 in. (1.270 m.); turning circle 35 ft. 0 in. (10.668 m.).

Vehicle weights: complete with tools, spare wheel, standard disc wheels, less fuel—2-seater 2381 lb. (1080 kg.); 4-seater 2375 lb. (1077 kg.). With tools, spare wheel, overdrive and wire wheels, less fuel—2-seater 2408 lb. (1092 kg.); 4-seater 2393 lb. (1085 kg.).

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