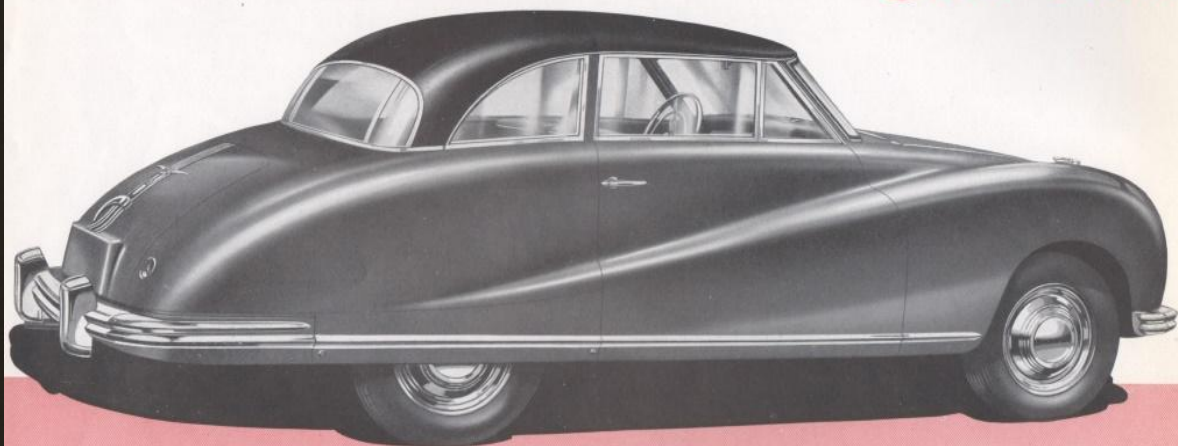


The **AUSTIN "A90"**

Atlantic Sports Saloon

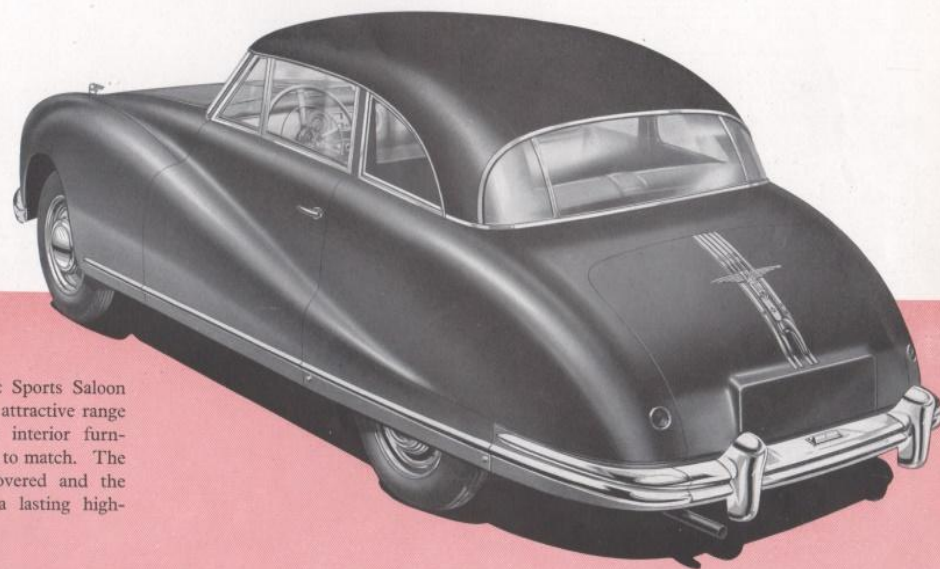
The New Austin A90 Atlantic Sports Saloon



MODERN in every detail and designed for a brilliant performance, the A90 Atlantic Sports Saloon comes as a spectacular addition to the Austin range of dependable cars. Motoring enthusiasts will revel in the vivid acceleration and high cruising speeds afforded by the four-cylinder O.H.V. engine—power unit of the car which has created world-wide interest as the holder of 63 American Stock Car records.

The gracefully styled four- or five-seater saloon body is a delight to the eye, and the distinctive interior, softly upholstered, gives a high degree of passenger comfort. All-round unobstructed visibility is an outstanding feature of this car; the full-width rear window which is of curved glass can be opened, and the rear quarter windows may be swung outwards when extra ventilation is required.

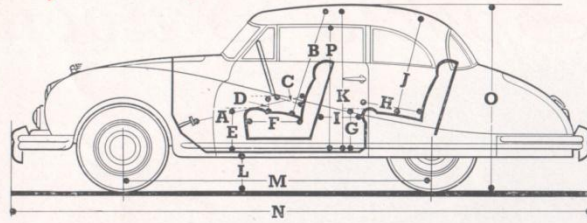
The A90 Atlantic Sports Saloon is indeed a car of distinction that will bring an added zest to modern motoring.



The A90 Atlantic Sports Saloon is available in an attractive range of colours with interior furnishings and trim to match. The roof is fabric covered and the coachwork has a lasting high-lustre finish.

PRICE AT WORKS . . . £695
(Plus £193 16s. 1d. Purchase Tax).

Specification



Austin A90 Atlantic Sports Saloon—Leading Dimensions

		ft. ins. metric				ft. ins. metric	
Pedal to seat squab	Min. A	2 10	0.86	Wheelbase	—	M	8 0 2.44
	Max.	3 5½	1.01	Overall length	—	N	14 9½ 4.50
Height over front seat	B	2 10½	0.87	Overall height	—	O	5 1 1.55
Steering wheel to seat squab	Min. C	8½	0.21	Height of door opening	—	P	3 2 0.96
	Max.	1 3½	0.40	Overall width	—	—	5 10 1.78
Steering wheel to seat cushion	D	3½	0.09	Scuttle width	—	—	3 11½ 1.20
Front cushion above floor	E	10½	0.27	Body width over front seats	—	—	4 4 1.32
Front seat cushion depth	F	1 5	0.43	Body width over rear seats	—	—	3 8 1.07
Rear cushion above floor	G	1 1	0.33	Body width of rear pillars	—	—	3 11½ 1.19
Rear seat cushion depth	H	1 7	0.48	Height of boot opening	—	—	1 7 0.48
Max. distance between seats	I	10	0.25	Width of boot opening	—	—	3 3 0.99
Height over rear seat	J	2 10	0.86	Depth of boot platform	—	—	2 2 0.66
Max. interior height	K	3 8½	1.13	Track (front)	—	—	4 5½ 1.35
Min. height—floor to ground	L	1 4	0.40	Track (rear)	—	—	4 7½ 1.40
				Ground clearance	—	—	6½ 0.16
				Turning circle	—	—	39 0 11.88
				Weight (less fuel)	—	—	26½ cwt. 1359 kgs.

ENGINE : Bore 3.4375 ins. (87.3 mm.); stroke 4.375 ins. (111.1 mm.); capacity 162.2 cu. in. (2,660 c.c.); b.h.p. 88 at 4,000 r.p.m.; max. torque 140 lbs. ft. at 2,500 r.p.m.; compression ratio 7.5 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 counterbalanced crankshaft supported by three detachable "Thinwall" bearings.

Connecting Rods : Forged steel with detachable "Thinwall" big-end bearings.

Pistons : Split skirt pistons in aluminium alloy with alumilite finish. Two compression and one 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. 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 full-flow filter is fitted. Oil capacity 10 pints (5.6 litres), plus 2 pints (1.1 litres) for filter.

Cooling : Circulation by centrifugal type pump with thermostat control. Fan cooled patented radiator to prevent loss of cooling water through expansion. Water is directed to sparking plug bosses and exhaust port walls. Cooling system capacity 20 pints (11.2 litres).

Ignition : Coil and battery ignition, with automatic advance and retard, and additional vacuum control.

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

Starter : Lucas unit operated with solenoid control.

Fuel System : Fuel from a rear tank 12½ gallons (56 litres) capacity is fed by an AC mechanical pump to twin S.U. carburettors with combined air cleaner.

Mountings : Flexible inclined "live" rubber mountings, front and rear, with integral torque reaction stops at front, and adjustable locating unit at rear.

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 9 ins. (23 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 second, third and top gears. The gearbox third motion shaft is extended in a special housing which incorporates a screw type pump to deliver oil under pressure through the hollow third motion shaft to the mainshaft bearings. Oil capacity 3 pints (1.68 litres).

TRANSMISSION : Hardy Spicer propeller shaft with needle roller bearing universal joints. Lubrication nipples to each joint and to the sliding spline.

REAR AXLE : Spiral bevel three-quarter floating in "banjo" type casing. The pinion is carried by pre-loaded taper roller bearings. Oil capacity 2½ pints (1.54 litres).

OVERALL GEAR RATIOS : 4.125, 5.84, 9.28 and 15.34 with 19.73 reverse.

ROAD SPEEDS AT 1,000 R.P.M. : Top 18.6 m.p.h.; third 13.16 m.p.h.; second 8.28 m.p.h.; first 5.01 m.p.h.

STEERING : Special cam type steering with ratio of 15.3 to 1, and provision for taking-up wear. Eighteen inch (46 cm.) diameter steering wheel, adjustable for reach. The tubular 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 rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers. Bump and rebound buffers fitted.

Rear : Long semi-elliptic reverse camber springs, underlung and fitted with zinc interleaves. The wrapped springs are mounted on rubber bushes and controlled by double-acting hydraulic shock absorbers, inter-connected by an anti-roll torsion bar.

BRAKES : Girling hydraulic on the front wheels, with Girling mechanical on the rear wheels. All lever bearings of the mechanical linkage are sealed against the entry of dirt. The handbrake is of the pistol grip type and is mounted under the fascia on 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 in rear luggage compartment. Extra low pressure Dunlop "Fort" tyres, 5.50 × 16.

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 reinforced 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 63 amp. hour capacity at 10 hour rate; positive earth; built-in head- and side-lamps with foot-operated dipswitch; twin built-in stop- and tail-lamps, both rear- and side-lamps are arranged as winking direction indicators and stop lamps on some export models; other models are fitted with normal direction indicators and stop lamps; rear number plate lamp; dual wind-tone horns; dual windscreen wipers; centre built-in fog lamp; built-in heating and windscreen demisting; provision for built-in radio.

INSTRUMENTS : Oil pressure and fuel gauges; ammeter; speedometer with trip and total readings; electric clock or combined revolution counter and clock; water temperature gauge; ignition and direction indicator warning lamps.

COACHWORK : All-steel four-five seater close-coupled Sports Saloon body; toughened glass windows; full width rear window of curved glass can be opened; hinged rear quarter windows; rear built-in luggage compartment; rear opening doors with concealed hinges and running boards; bonnet lock controlled from inside car; spring assisted bonnet top; leather upholstery; close mounted adjustable front seats to accommodate three if required; rear seat with fixed side arm rests and folding centre arm rest; thick carpets with felt underlay; practical and attractive leather-capped fascia; centre instrument panel and controls with closed glove compartment on either side; ash trays; dual sun visors with reversible side mirror for front passenger; rear view mirror.

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 and all goods are invoiced at the prices current on day of delivery. 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.

THE AUSTIN MOTOR COMPANY LIMITED
LONGBRIDGE, BIRMINGHAM