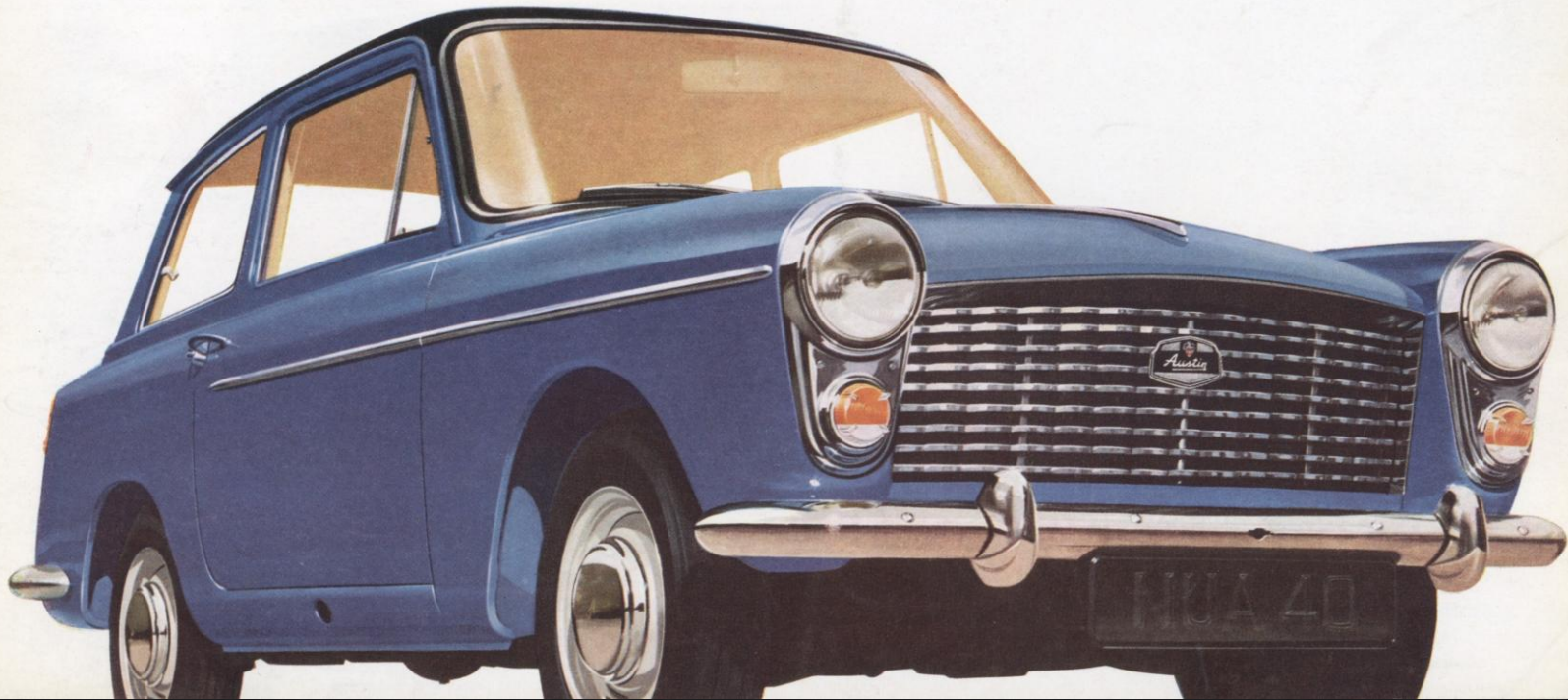


GO FOR AN AUSTIN A40





Take what-you-please luggage boot

Large by any standards, the luggage compartment behind the rear seat will hold a considerable amount of luggage for four adults. With only two occupants luggage space can be considerably increased by folding the squab forward. The spare wheel is retained under the floor of the boot, which is lined with a rubber mat.

A SOUND ECONOMIC PROPOSITION **A40**

Brilliant in appearance and performance, and styled by Pininfarina of Italy this new Austin A40 is a most attractive investment and starts a new trend in motoring fashions. Initially low in cost, it is easy and cheap to maintain, but nevertheless built to the same stringent standards that one expects from Austin.

You will be thrilled with its handling qualities. Visibility all round is excellent—there is no difficulty in manoeuvring this car, however restricted the space may be. Step inside and see just how big the interior really is—how comfortable and relaxing the ingenious design has made it.

And on the road, note also the quietness of the ride, the absence of dust and draught—for the body of this car has been extensively sealed and insulated against road noise.

You cannot lock yourself out of the A40! Both doors and windows can be locked from inside and outside, but the design is such that the doors cannot be slam-locked from outside.

Extra luggage capacity

For such people as business representatives who may have bulky or awkward shaped samples to carry there is an interesting arrangement whereby the squab of the rear seat folds forward permitting all the space behind the front seat to be used for carrying extra luggage.



Exciting colour range

Whatever your choice of colour and interior trim there is a fine range of contemporary interior and exterior colour combinations to choose from, for the range is wide, being carefully matched and selected by colour experts. These colours are reproduced as accurately as possible and the colour combinations available at present are:
Tartan Red with Black trim.
Sutherland Green with Steel Grey trim.
Horizon Blue with Horizon Blue trim.
Farina Grey with Tartan Red, Ocean Blue or Tan trim. Black with Tartan Red, Horizon Blue, Steel Grey or Tan trim.
However, your local Austin Dealer will be pleased to show you actual colour and trim samples and give advice on current availability of colour combinations. It should be noted that a black roof is supplied in every case unless a single tone exterior is specifically requested.

Cleanly styled fascia

All you need to know contained in one single instrument unit placed immediately in front of you! Warning lights, speedometer and fuel gauge are easily read through the two-spoke steering wheel and the rest of the hand and pendant foot controls are comfortably positioned within easy reach. The fascia top is trimmed to reduce screen reflections and an ashtray is centrally placed for the use of the front occupants. There is a closed glove compartment on the passenger's side of the fascia and a full-width parcel shelf runs beneath.



Comfortable interior

Pleasant, contemporary styling and really comfortable seating for four adults—that is the designer's unquestionable achievement within this brilliant Austin A40. Both front seats are independently adjustable and tilt forward for easy access to the rear. Here, you will find an extremely comfortable, softly cushioned seat, which will accommodate two people with room to spare. Fitted rubber mats with felt underlays on the floor and best quality vinyl treated fabric completes the strikingly smart trim.

The spaciousness of the interior is accentuated by the wide, curved windscreen and rear window, and the deep side windows. Ample fresh air can be drawn through the swivelling louvers in the door windows and through an intake grille just forward of the windscreen, high above the fumes of preceding traffic. Provision is also made for installing a heater/demister and hinged rear windows, at extra cost.

BRILLIANT IN APPEARANCE AND PERFORMANCE

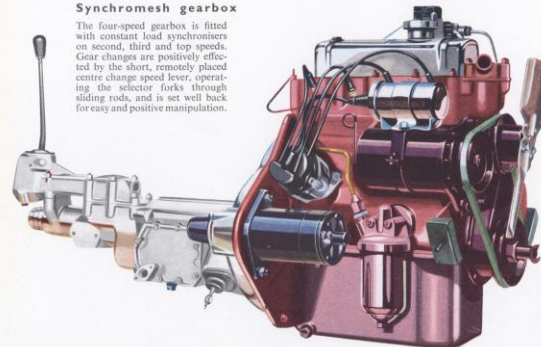


Exhilarating to drive!

The up-to-the-minute styling and roomy interior of the Austin A40 appeals to people in all walks of life, to whom this versatile saloon offers considerable scope. In the competitive field, inherent Austin dependability built into the A40 has been well and truly proved, for this car has gained numerous awards in international events, in the face of heavy competition from bigger and more powerful cars. There is much to interest the mechanically minded in the working components of the Austin A40. Only the finest materials are used in its construction, all components undergoing stringent inspection tests before and after assembly. It is because of this great attention to detail in its design and construction, that since its introduction the A40 has become a confirmed favourite throughout the world.

Synchromesh gearbox

The four-speed gearbox is fitted with constant load synchronisers on second, third and top speeds. Gear changes are positively effected by the short, remotely placed centre change speed lever, operating the selector forks through sliding rods, and is set well back for easy and positive manipulation.



Hydraulic brakes

You can be sure of these brakes at all times, because apart from being of slightly larger diameter than the rear, the front brakes have two-leading-shoe action.



Powerful overhead valve engine

Here is a unit that has already proved itself capable of hard work and sparkling performance. The B.M.C. four-cylinder 'A' series engine develops 34 b.h.p. to provide the Austin A40 with a top speed a little in excess of 70 m.p.h. And yet, driven at normal 30-40 m.p.h. cruising speeds it is still possible to better 45 miles per gallon of fuel! The lower ratios of the gearbox are planned to give brisk acceleration and enables you to overtake with safety and confidence.

Simple and straightforward in layout, the major mechanical units of the A40 are easy to service and are similar to those that have already been proved over millions of miles in other B.M.C. vehicles, so that parts are readily obtainable in most countries of the world.

SPECIFICATION

ENGINE: In-line 4-cylinder, O.H.V., three bearing counterbalanced crankshaft. Bore 2.478 in. (62.9 mm.). Stroke 3 in. (76.2 mm.). Cubic capacity 57.82 cu. in. (948 c.c.). Maximum b.h.p. 34 (36 gross) at 4,800 r.p.m. Maximum torque 50 lb. ft. at 2,200 r.p.m. Compression ratio 8.3 : 1 (7.2 : 1 is available if required).

Fuel System: Zenith downdraught carburettor. A.C. mechanical petrol pump. Oil wetted air cleaner (paper element type for Export). Tank capacity 6 gallons (27.28 litres).

Lubrication System: Full pressure feed, wet sump. Gear or vane type pump driven from camshaft. Full-flow external oil filter with renewable element. Sump capacity 6 pints (3.41 litres) plus 1 pint (0.57 litre) for filter.

Ignition System: Coil and distributor with auto and vacuum control.

Cooling System: Pressurised radiator with pump, fan and thermostat. Capacity approximately 8½ pints (4.83 litres).

MECHANICAL:

Clutch: Single dry plate 6½ in. (15.88 cm.) diameter. Hydraulically operated by pendant pedal.

Gearbox: Four-speed, synchromesh on second, third and top speeds. Ratios—first 3.628; second 2.374; third 1.412; top 1.00; reverse 4.664 to 1. Remote control gear lever centrally mounted on floor. Oil capacity approximately 2½ pints (1.33 litres).

Propeller Shaft: Open with needle roller bearing universal joints. Sliding splines in gearbox.

Rear Axle: Hypoid, three-quarter floating, banjo type. Ratio 4.55 to 1 (9/41). Oil capacity approximately 1½ pints (1 litre).

Overall Gear Ratios: First 16.51, second 10.80, third 6.43, top 4.55, reverse 21.22.

Road Speeds at 1,000 r.p.m.: First 3.93 m.p.h., second 6.00 m.p.h., third 10.10 m.p.h., top 14.26 m.p.h.

Steering: Cam and peg with ratio of 12 : 1. Two spoke 16½ in. (0.43 m.) diameter steering wheel. Turning circle approximately 35 ft. 0 in. (10.67 m.)

Suspension: Front—-independent with wishbones and coil springs. Rear—semi-elliptic, rubber bushed leaf springs. Lever type hydraulic shock absorbers front and rear.

Brakes: Foot—pendant pedal operating two-leading-shoe hydraulic on front, hydro-mechanical on rear. Hand—centre pull-up lever operating on rear wheels through compensator. Front—diameter 8 in. x 1½ in. wide, rear—diameter 7 in. x 1½ in. wide.

Road Wheels: 13 in. x 3½ in. pressed steel ventilated disc, with four nut fixing, fitted with 5.20—13 four-ply tubeless tyres.

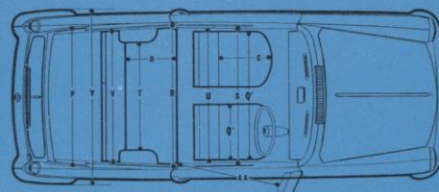
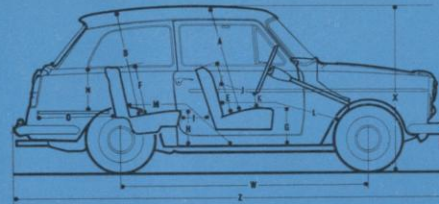
ELECTRICAL: 12-volt, 38 amp/hr. capacity battery at 10 hour rate (43 amp/hr. at 20 hour rate). Double dipping headlamps (to suit any Export requirements), with hand operated dip-switch on steering column. Sidelamps combined with front amber flashers. Twin stop/tail lamps with red reflectors and separate amber flashers combined in one unit. Rear number plate lamp. Twin windscreen wipers. Single wind-tone horn. Combined ignition and starter switch.

INSTRUMENTS: Single instrument cluster includes speedometer with total mileage recorder, petrol gauge, warning lamps to indicate no dynamo charge, low oil pressure and headlamp high beam position and flashing warning lamp to show indicators working. Concealed instrument illumination.

BODYWORK: Two-door, four-light, four-seater of all-steel unitary construction. Doors hung on concealed hinges at forward edges, push button exterior handles fitted with private locks. Both doors can be locked from inside, but the arrangement is such that the car cannot be locked if the key is inadvertently left in the ignition switch. Each door has swivelling ventilating louvre and balanced type toughened glass windows. Wide, curved toughened glass windscreen and full-width toughened glass rear window. Stainless mouldings run along doors and front wings, and chrome bumpers are fitted front and rear. Separate front seats are adjustable and tilt forward to give access to the rear. Front seat cushions of foam rubber and squabs of rubberised hair. Rear seat cushion and squab have spring cases. Luggage compartment behind rear squab is enclosed by vinyl treated fabric cover which can be unclipped enabling the squab to fold forward so that all space behind front seats is available for luggage if required. The spare wheel and tubeless tyre lies flat under hinged floor of luggage compartment which is normally accessible through rear, lockable lid. Entire interior trim is in vinyl treated fabric, including top surface and crash roll of fascia panel. Single instrument cluster positioned immediately in front of driver, closed glove-box included on passenger side. Recessed ash tray fitted on top of fascia panel and full width parcel shelf runs beneath. Provision for heater/demister or fresh air system and radio to be built in if required. Bonnet lock controlled from inside the car. Sun visor and interior mirror for driver. Floor, including luggage compartment and back of rear seat squab, fitted with rubber mats. Approximate unladen weight 14½ cwt. (730 kg.). A de luxe version is also available which includes stainless window surrounds, opening rear windows, bumper overriders and passenger's sun visor.

Optional Extras—Basic and de luxe models: Rádio. Heater and demister or fresh air unit. Windscreen washer. Weather-master or whitewall tyres.

Export Availability: At no extra cost—Left or right-hand steering. M.p.h. or km.p.h. speedometer. Electrical equipment to suit any Export requirements. Optional at extra cost in addition to above list—Laminated windscreen.



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.

LEADING DIMENSIONS

AA 3 ft. 0 in. (0.91 m.)	A 3 ft. 1½ in. (0.95 m.)	B 2 ft. 10½ in. (0.88 m.)	C 1 ft. 5½ in. (0.44 m.)	D 1 ft. 5½ in. (0.44 m.)	E 1 ft. 6½ in. (0.48 m.)	F 1 ft. 7 in. (0.48 m.)
G 1 ft. 1½ in. (0.34 m.)	H 1 ft. 2 in. (0.36 m.)	I (max.) 11 in. (0.28 m.)	I (min.) 7 in. (0.18 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. 9 in. (1.14 m.)	L (min.) 3 ft. 4½ in. (1.03 m.)	M (max.) 3 ft. 4½ in. (1.03 m.)	M (min.) 3 ft. 3 in. (1.00 m.)	N 1 ft. 4 in. (0.41 m.)	O 1 ft. 11½ in. (0.60 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. 0½ 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 6 ft. 11½ in. (2.12 m.)	X 4 ft. 8½ in. (1.44 m.)	Y 4 ft. 11½ in. (1.51 m.)	Z 12 ft. 0½ in. (3.68 m.) with overriders 12 ft. 2 in. (3.71 m.)	Boot Capacity 9½ cu. ft. (0.26 cu. m.)	Track (front) 3 ft. 11½ in. (1.20 m.)	Track (rear) 3 ft. 11 in. (1.19 m.)

THE AUSTIN MOTOR COMPANY LIMITED • AUSTIN MOTOR EXPORT CORPORATION LIMITED

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