

THE PACE-SETTING

AUSTIN 'A40'



1952

DEVON SEDAN

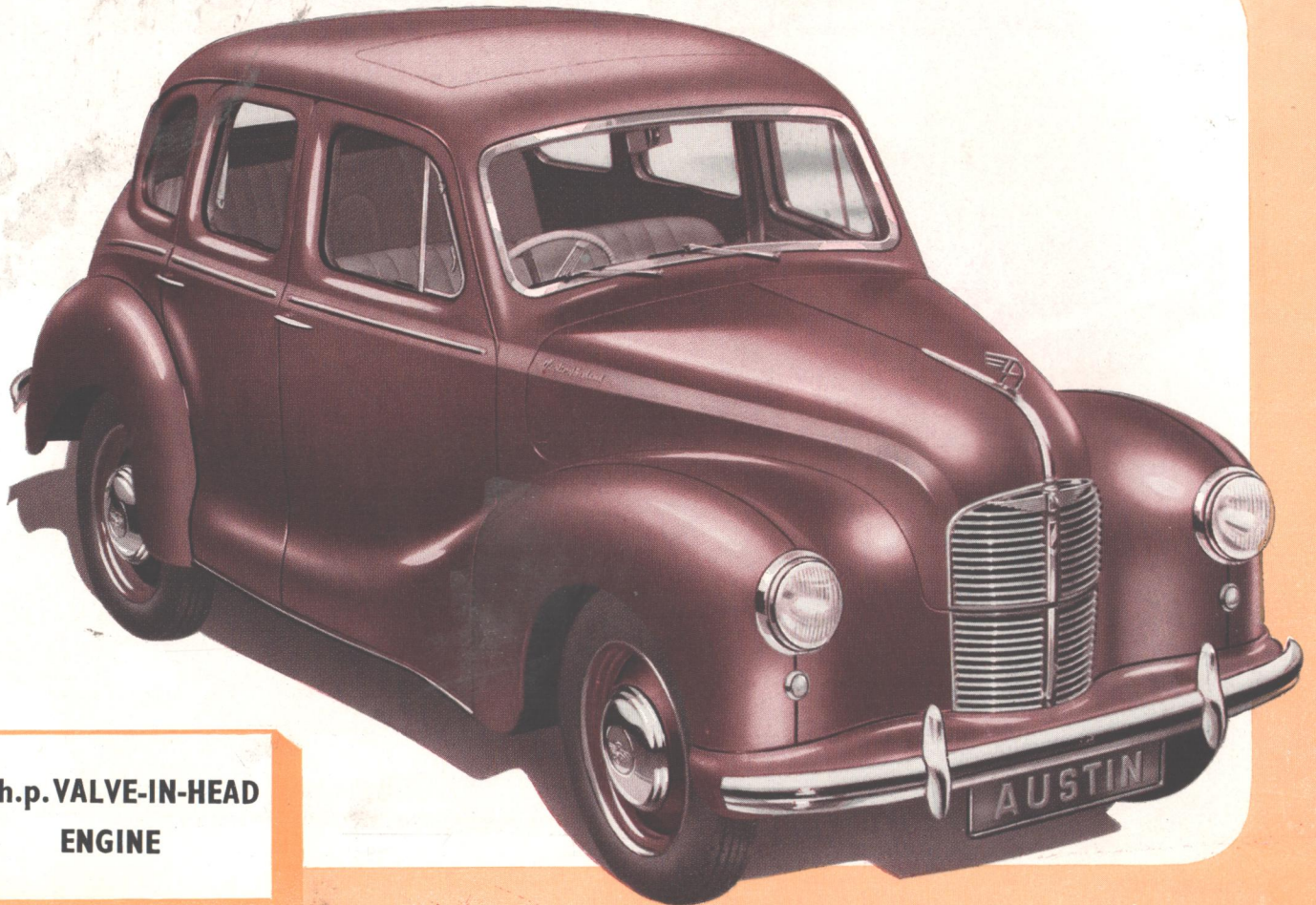


NEW era of motoring refinement with economy, arrives with the introduction of the Austin "A40" Devon, modern in line, most generous in specification, and exciting to drive.

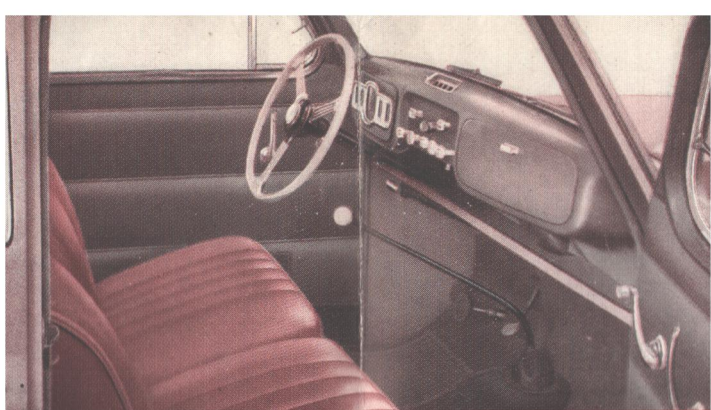
A powerful valve-in-head engine, independent front wheel suspension, interior heating, built-in radio if required, and safe rear opening doors all round with concealed hinges—here indeed are features which the modern motorist will appreciate to the full.

In performance the Devon is outstanding. Quiet and smooth running, the engine has reserves of crisp power for safe passing and rapid hill climbing, and the car is in every way easy to control at all speeds, on the open road and in the city. A speed of over 70 m.p.h. in high gear is easily attained.

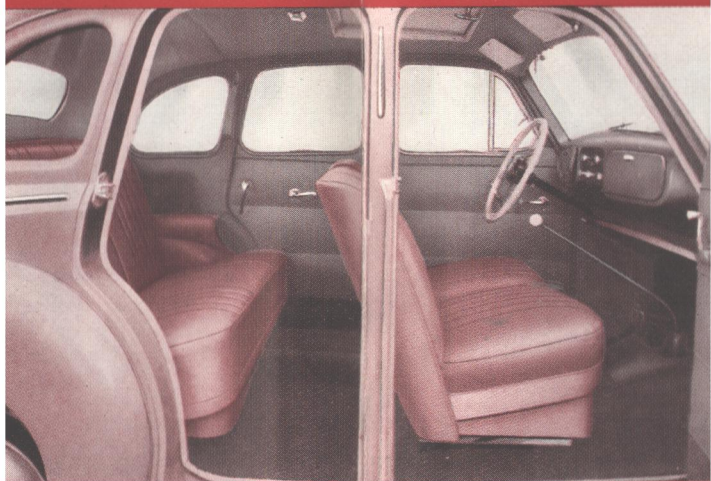
With up to 35 miles per gallon economy, the Devon 4-Door Sedan has attractive coachwork furnished and equipped to provide a standard of travel comfort not previously offered by automobiles in this field.



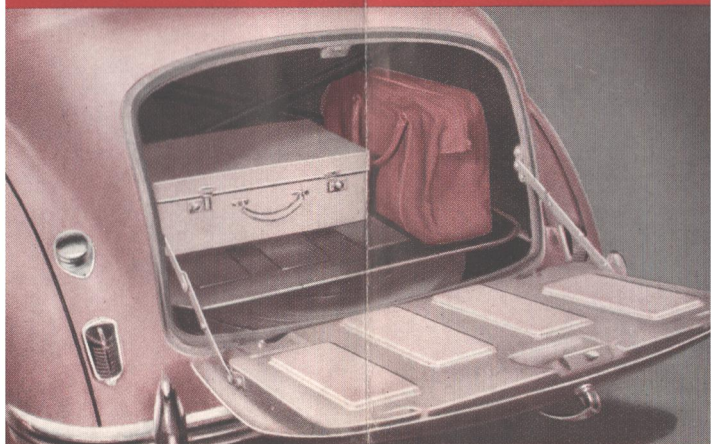
**40 h.p. VALVE-IN-HEAD
ENGINE**



The instrument panel is of modern design, with separate grouping of controls. There is a full width fascia tray and a closed glove compartment.

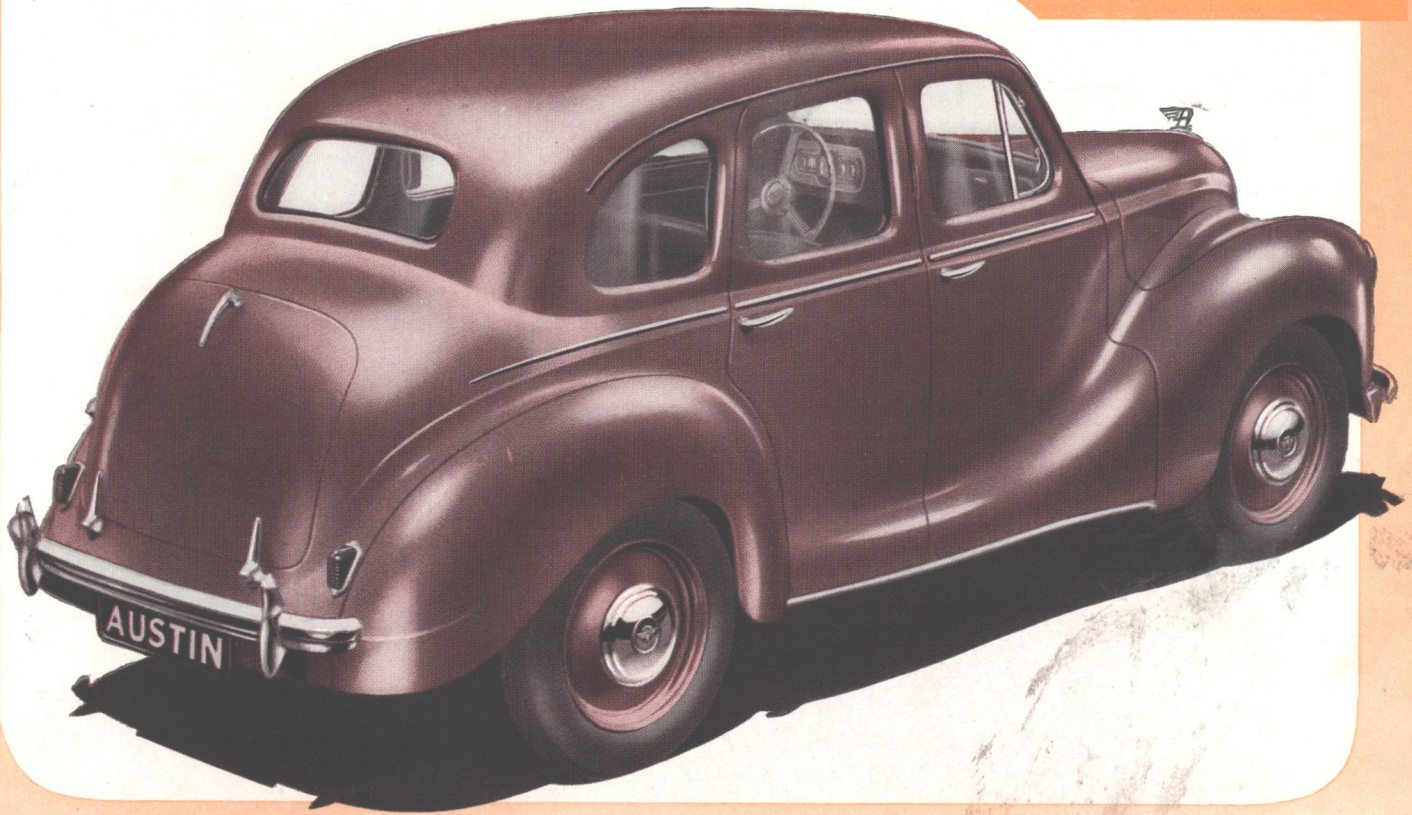


The luxurious interior of the Devon 4-Door Sedan, showing the deeply upholstered front and rear seats and general roominess.



The rear boot, which houses the spare wheel, is of 7.4 cu. ft. capacity. A rear luggage platform is also provided for additional luggage.

**INDEPENDENT FRONT
WHEEL SUSPENSION**



OUTSTANDING FEATURES OF THE AUSTIN "A40"

★ 73.2 cu. in. capacity four cylinder valve-in-head engine developing 40 h.p. at 4,300 r.p.m. ★ by-pass engine oil filter
★ patent valve-in-head rocker gear for quiet operation ★ transmission extension housing giving extra bearings for propeller shaft load ★ coil-spring rubber mounted independent front wheel suspension ★ Girling hydro-mechanical brakes ★ pistol grip parking brake ★ two-leading shoe front brakes ★ semi-elliptic rear springs with zinc interleaves ★ Cam gear steering
★ sturdy cross-braced frame with box section side, front and rear cross members ★ all steel, sound insulated coachwork in modern styling ★ all doors have concealed hinges and are rear opening for safety ★ concealed built-in running boards ★ hood lock controlled from inside car ★ built-in head- and parking-lights ★ headlights twin deflecting with deflector switch on toeboard ★ twin built-in stop- and tail-lights ★ rear license plate light ★ leather upholstery ★ cotton cloth roof covering ★ wide close-mounted front seats ★ turn indicators ★ twin windshield wipers ★ built-in interior heating and windshield defrosting ★ twin sunshields ★ distinctive color scheme for instruments, dashboard, and all controls ★ sliding roof panel and folding center rear seat arm rest ★ provision for radio,

S P E C I F I C A T I O N S

ENGINE: Bore 2.578 ins. ; stroke 3.5 ins. ; capacity 73.17 cu. ins. ; h.p. 40 at 4,300 r.p.m. ; max. torque 59 lb. ft. at 2,200 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 valve-in-head rocker gear and connections for the interior heater.

Crankshaft: Forged steel crankshaft supported by three detachable "Thinwall" bearings.

Connecting Rods: Forged steel with detachable "Thinwall" connecting rod bearings.

Pistons: Split skirt pistons in aluminum alloy with allumilite finish. One compression, one taper 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: In-head 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, connecting-rod, camshaft and rocker-shaft bearings. Holes in the connecting-rod bearings provide for jet lubrication of the cylinder walls and the front camshaft bearings provide a controlled feed of oil to the timing chain. Both main and connecting-rod bearing oil feeds are of a patented design which ensures longer crankshaft life. A by-pass filter is fitted. Oil capacity 8.4 U.S. pints plus approximately 1.2 U.S. pints for filter (7 pints plus 1 Imperial).

Cooling: Circulation by centrifugal type pump with thermostat control. Patented radiator to prevent loss of cooling water through expansion. Cooling system capacity 15 U.S. pints (12½ Imperial).

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

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

Starter: Lucas unit operated with manual control.

Fuel System: Fuel from a rear tank of 10.5 U.S. gallons (8½ Imperial) capacity is fed by an AC mechanical pump to a Zenith down-draft carburetor with "T" type air cleaner. The valve rocker cover vent pipe is connected to the air cleaner, and the aluminum alloy induction manifold incorporates a stainless steel fuel pre-heater. An oil bath air cleaner can be supplied.

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

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 7½ ins.

TRANSMISSION: The transmission has four forward speeds and reverse. The gear shift is centrally mounted, and there is synchromesh engagement for second, third and high gears. The transmission main shaft is extended in a special housing which provides additional bearings for propeller shaft load. Oil capacity 2.4 U.S. pints (2 Imperial).

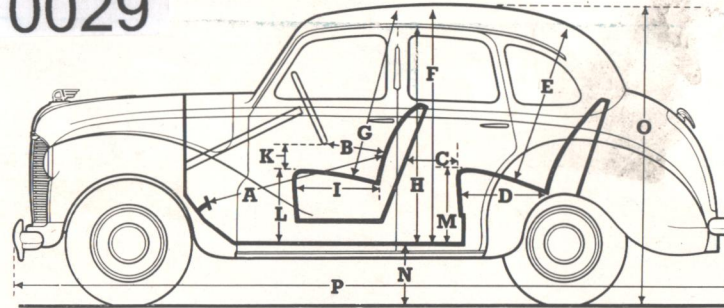
PROPELLER SHAFT: Hardy Spicer propeller shaft with needle roller bearing universal joints. Lubrication nipples to each joint and to the sliding spline.

REAR AXLE: Spiral bevel three-quarter floating in "banjo" type casing. The pinion is carried by pre-loaded taper roller bearings. Oil capacity 2.7 U.S. pints.

OVERALL GEAR RATIOS: 5.14, 7.88, 12.5 and 20.73 with 26.6 reverse.

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Leading Dimensions—Austin "A40" Devon Sedan

Pedal to seat squab	A	3 5/8	ft. ins.	Scuttle width	3 4 1/2	ft. ins.
Steering wheel to seat squab	B	1 5 1/2		Body width over front seats	4 1	
Distance between seats	C	1 1 1/2		Width over rear seats	3 3	
Rear seat cushion depth	D	1 7 1/2		Body width at rear seats	4 0 1/2	
Height over rear seat	E	2 10 1/2		Rear seat maximum width	3 9 1/2	
Maximum interior height	F	3 10		Wheelbase	7 8 1/2	
Height over front seat	G	3 0 3/4		Track (front)	4 0 1/2	
Maximum height door opening	H	3 7		Track (rear)	4 1 1/2	
Front seat cushion depth	I	1 6 1/2		Ground clearance	7 1/2	
Front seat cushion width	J	1 9		Turning circle	38 0	
Steering wheel to cushion	K	6 1/2		Luggage compartment—height of opening	1 4 1/2	
Front cushion above floor	L	1 1 1/2		Luggage compartment—width of opening	2 7	
Rear cushion above floor	M	1 2 1/2		Luggage compartment—depth of platform	2 1	
Minimum height—floor to ground	N	1 2 1/2		Luggage compartment—capacity	7.4 cu. ft.	
Overall height	O	5 3 1/2		Luggage carrier load	112 lb.	
Overall length	P	12 9 1/2		Approximate weight of finished car, less spare wheel tools and petrol, plus oil and water	2128 lb.	
Overall width	5 1				

ROAD SPEEDS AT 1,000 R.P.M. High 14.65 m.p.h. ; third 9.57 m.p.h. ; second 6.03 m.p.h. ; low 3.62 m.p.h.

STEERING: Special Cam gear steering with 14 to 1 ratio, and provision for taking-up wear. Spring spoke 17 inch diameter steering wheel with cellulose acetate covering. The tubular tie rods have Austin type ball joints with large hardened bearing surfaces and oil seals.

SUSPENSION: Front: Independent coil springs. Wishbones mounted on metalastik rubber bushes with shoulders to take thrust loads. Control by double-acting hydraulic shock absorbers.

Rear: Long semi-elliptic reverse camber springs, underlugs and fitted with zinc interleafs. The springs are mounted on silent-bloc bushes and controlled by double-acting hydraulic shock absorbers, interconnected by an anti-sway 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 parking brake is of the pistol grip type and is mounted under the dashboard close to the steering column. The front brakes are of two-leading shoe design.

WHEELS AND TIRES: Pressed steel disc wheels with ventilation slots. Large chromium hub caps. Spare wheel carried in rear luggage trunk. Wheels 3.50 x 16. Extra low pressure tires 5.25 x 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 full length box section side members and box section front and rear cross members. The center part of the frame is stiffened by cross bracing which ensures great torsional and diagonal stiffness.

ELECTRICAL: 12-volt battery of 38 ampere hour capacity at 10-hour rate; positive battery ground strap; built-in separate head and parking lights, headlights have double filament bulbs for deflecting; foot controlled headlight deflector; twin built-in stop- and tail-lights; rear license plate light; interior roof light; turn indicators; horns; windshield wipers; interior heating; provision for built-in radio.

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

COACHWORK: Devon 4-door six-window sedan; all steel sound insulated body with laminated windshield and toughened glass windows with ventilating panels in front door windows; sliding roof panel; all doors rear opening with concealed hinges and running-boards; combined ignition, door and luggage trunk key; interior controlled hood lock; leather upholstery; adjustable front seats; wide and deep rear seat with side arm rests; center folding arm rest; thick carpets with felt underlay; practical and attractive dashboard with closed glove compartment on right, central control panel and full range of instruments in front of driver; interior heating; provision for built-in radio.

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