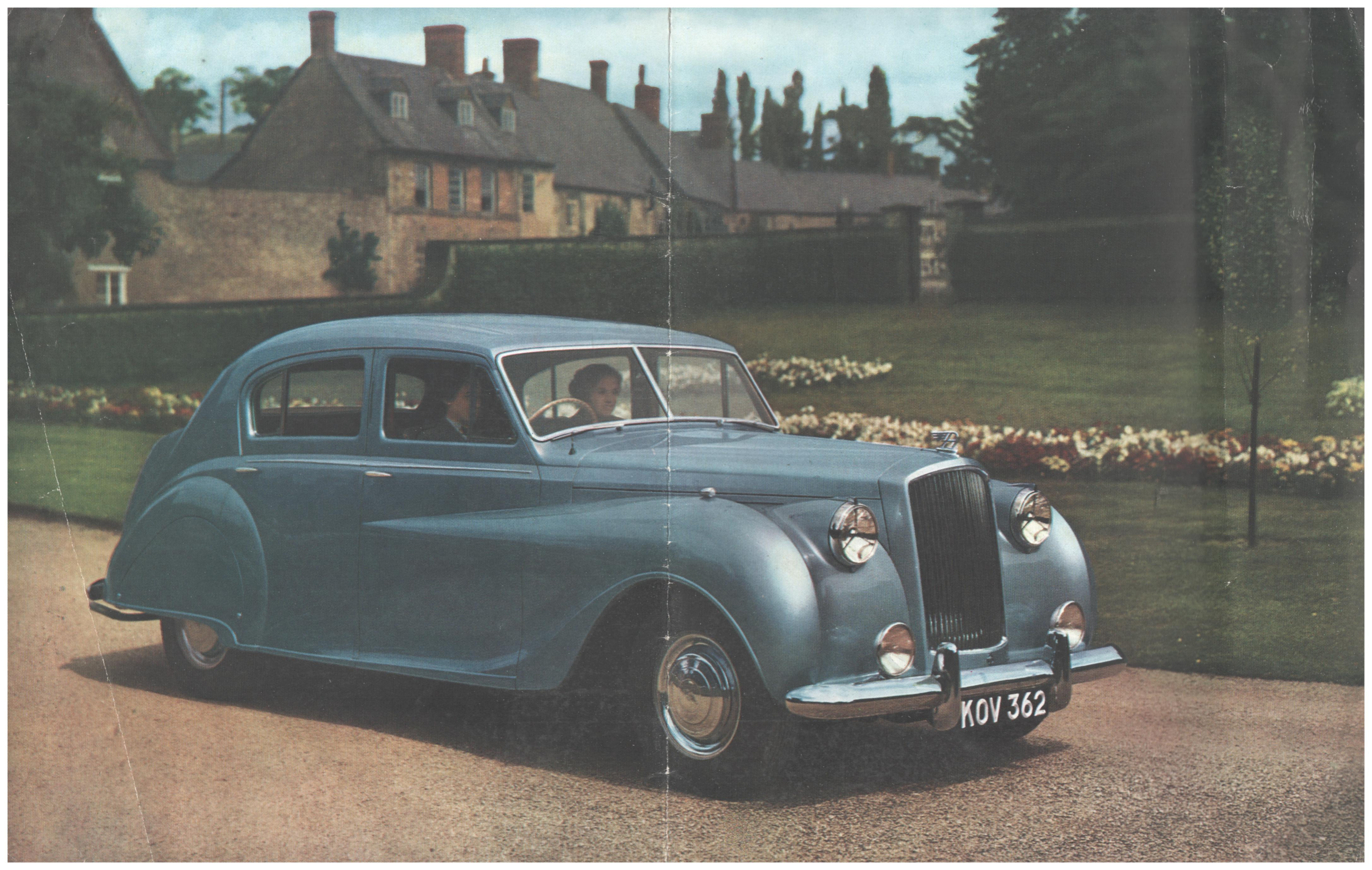




THE AUSTIN "A135" PRINCESS III SALOON



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THE Princess III Saloon on the Austin "A135" chassis has distinguished coachwork designed and built by craftsmen in the famous London firm of Vanden Plas, its tastefully appointed interior offering luxurious comfort for up to six persons.

Front accommodation consists of two seats individually adjustable but close-mounted to take three people when required. All seats have deep spring frames with Dunlopillo overlays and Vaumol Luxan grain leather trimming. Fixed side and folding centre arm-rests are provided for front passengers while on the rear seat, side and centre arm-rests fold to afford maximum entrance facility. The four sturdy doors are all forward hinged, fitted with swivelling ventilating panels and noiseless locks, are sealed against the entry of dust and conceal wide stepboards.

The coachwork has timber framing with steel and light alloy panels, the completed body being sound-insulated and rubber mounted to the chassis frame. All interior woodwork is walnut veneered. Windows and windscreen are of toughened glass and dual two-speed windscreen wipers are fitted. Air conditioning is built-in and includes a heating unit with demisting and defrosting attachments, and fully adjustable scuttle ventilators. A map reading lamp is provided for front passengers, and two rear interior lamps are controlled from the fascia and by the opening and closing of the doors at night.

There is an exceptionally large built-in luggage compartment at the rear of the car, fitted with a light. The lid of this compartment can be employed as a platform to carry extra items of luggage when necessary. The spare wheel compartment below is enclosed by a sliding panel which incorporates the rear number plate.

In addition to the Princess III Saloon there is available a Touring Limousine. This possesses the same distinguished appearance and all the outstanding features of the Saloon but has an interior division with power-operated glass panels.

Both Princess III models have the same robust chassis with six-cylinder overhead-valve engine of four litres capacity, giving a smooth, silent performance and high top speed.

SPECIFICATION

ENGINE: Bore 3.4375 ins. (87 mm.); stroke 4.375 ins. (111 mm.); capacity 243 cu. ins. (3,995 c.c.); R.A.C. rating 28.2 h.p.; compression ratio 6.8 to 1.

Cylinders: Six cylinders cast integral with crankcase. Special cast iron is used and there are full length water jackets and cast-in liners. The detachable cast iron cylinder head carries the overhead valve gear.

Crankshaft: The forged steel counterbalanced crankshaft has a torsional vibration damper and is supported by four detachable steel-backed white metal bearings.

Connecting Rods: The connecting rods are of forged steel with detachable steel-backed white metal big-end bearings.

Pistons: Aluminium alloy with alumilite surface. Split skirt type with three compression rings and one scraper.

Camshaft: The forged steel camshaft is supported by four steel-backed white metal bearings and driven by a Duplex roller chain. A synthetic rubber tensioner ring for the timing chain and a sound insulated timing gear cover combine to ensure quiet operation.

Valves: The valve gear for the push rod operated overhead valves is of a patented design giving quiet operation. Heat and corrosion-resisting steel is used for the exhaust valves and silicon chrome steel for the inlet valves while twin exhaust down pipes permit the unrestricted escape of the exhaust gases from the cylinders. The valve rocker cover, which is sound proofed, carries the combined oil filler and air breather.

Lubrication: A pressure gear pump forces oil from a fin cooled cast aluminium sump to all main, big-end and camshaft bearings. Each main bearing oil feed is supplied from a circular channel cut in the bearing housing, which provides a uniform feed of oil between the bearing surfaces. Big-end bearing lubrication, controlled by a special oil feed in the crankshaft, also provides for jet lubrication of the cylinder walls while oil from the camshaft front bearing is guided by deflectors, fitted to the camshaft gear, on to the timing chain. The valve rocker shaft is fed by oil from the camshaft rear centre bearing. Oil capacity: 15½ pints (8.996 litres) plus 2½ pints (1.56 litres) for full flow Tecalemit filter.

Cooling: Circulation is by a large output centrifugal pump with a thermostat to assist rapid warming from cold. A four blade fan draws air through a patented radiator which prevents the loss of cooling water and anti-freeze, either by splash or expansion. Cooling system capacity: 28 pints (15.6 litres).

Ignition: Coil with automatic advance and retard, assisted by vacuum control.

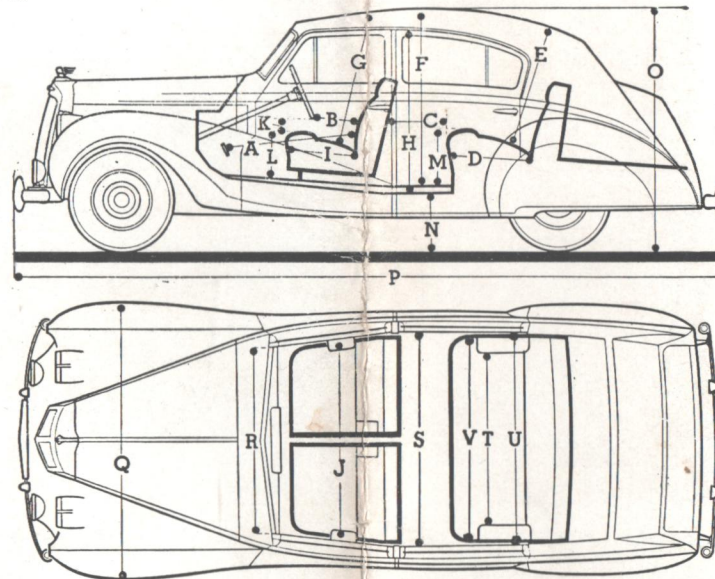
Dynamo: A high output 12-volt fan ventilated unit with compensated voltage control.

Starter: Lucas unit operated by push button solenoid type of switch.

Fuel System: Fuel from a 16 gallon (72 litres) rear tank is fed by an AC mechanical pump to a Stromberg carburetter. A large capacity "L" type air cleaner is fitted.

Mountings: There are twin live rubber mountings at the front of the power unit with a semi-circular rubber cradle mounting at the rear of the gearbox.

CLUTCH: The Borg and Beck 10 inch (0.25m.) diameter dry single-plate clutch has a spring cushion drive and specially compensated linkage for easy pedal control.



LEADING DIMENSIONS

A	2 ft. 9 in.	0,83 m.	K	3 in.	0,08 m.
B	3 ft. 4 in.	1,02 m.	L	1 ft. 0½ in.	0,32 m.
	9½ in.	0,24 m.	M	1 ft. 2½ in.	0,36 m.
C (max.)	1 ft. 3½ in.	0,39 m.	N	1 ft. 6 in.	0,46 m.
	1 ft. 6½ in.	0,48 m.	O	5 ft. 6 in.	1,67 m.
D	1 ft. 7 in.	0,48 m.	P	16 ft. 4½ in.	4,99 m.
E	2 ft. 9 in.	0,84 m.	Q	6 ft. 2½ in.	1,89 m.
F	3 ft. 7 in.	1,09 m.	R	4 ft. 4 in.	1,32 m.
G	2 ft. 11 in.	0,89 m.	S	4 ft. 7½ in.	1,41 m.
H	3 ft. 5 in.	1,04 m.	T	3 ft. 10 in.	1,17 m.
I	1 ft. 6½ in.	0,47 m.	U	4 ft. 8½ in.	1,42 m.
J	4 ft. 6 in.	1,37 m.	V	4 ft. 9½ in.	1,46 m.
Wheelbase	9 ft. 11½ in.	3,02 m.			
Track (front)	4 ft. 10 in.	1,47 m.			
Track (rear)	5 ft.	1,52 m.			
Ground clearance	6½ in.	0,16 m.			
Turning circle	43 ft.	13,11 m.			
Steering Wheel adjustment	1½ in.	0,04 m.			
Luggage compartment, height of opening	1 ft. 3½ in.	0,39 m.			
Luggage compartment, width of opening	4 ft. 1 in.	1,24 m.			
Luggage compartment, depth of platform	2 ft. 10 in.	0,86 m.			
Luggage compartment, capacity	13 cu. ft.	0,36 cu. m.			
Luggage carrier load	1½ cwt.	75 kgs.			
Approx. weight with spare wheel, tools oil and water	38 cwts.	1931 kgs.			

GEARBOX: Provides four forward speeds and reverse with synchromesh on second, third and top gears. The gears are engaged by a short movement of the control lever on the inner side of the steering column, which has a special safety stop for reverse gear. The gearbox mainshaft is extended in a housing which allows the use of a short propeller shaft and provides additional bearings to give firmer positioning for the gears. Oil capacity 6½ pints (3.6 litres).

TRANSMISSION: The open propeller shaft has Hardy Spicer needle-roller bearing universal joints.

REAR AXLE: The semi-floating rear axle has hypoid final drive gears to permit the propeller shaft to be underslung thus allowing a level floor for the coachwork. Pre-loaded taper roller bearings are used for the pinion and wheel hubs and the large centre gear carrier is welded to strong axle tubes to give exceptional rigidity. Oil capacity 3 pints (1.72 litres).

OVERALL GEAR RATIOS: 4.09, 5.82, 9.49, 13.83 to 1 with 16.73 reverse.

ROAD SPEEDS AT 1,000 R.P.M.: Top 20.2 m.p.h.; third 14.19 m.p.h.; second 8.707 m.p.h.; first 5.976 m.p.h.

STEERING: The Cam gear steering box has a ratio of 20 to 1 and provision for taking up wear. The steering linkage is of very sturdy construction and has patent Thompson tie-rod connections. The 18 inch (0.46m.) diameter steering wheel, which is adjustable for height, has a cellulose acetate covering.

SUSPENSION—Front: Austin independent wish-bone construction controlled by helical coil springs and double acting hydraulic shock absorbers. Metalastik bonded rubber bushes for all wish-bone arm bearings except lower outer bearing. **Rear:** Long semi-elliptic springs fitted with zinc interleaves arranged for direct lubrication. The springs are mounted on rubber bushes and are controlled by double acting hydraulic shock absorbers inter-connected by an anti-roll torsion bar.

BRAKES: Lockheed hydraulic front and rear operated by pedal, with two-leading shoe brakes at the front. Pistol grip handbrake, mounted under the instrument panel, operates mechanically on the rear wheels only.

WHEELS AND TYRES: The easy clean pressed steel wheels have large chromium plated centres. The spare wheel is housed in a separate compartment behind the rear number plate panel. Extra low pressure 6.50—16 Dunlop Fort tyres.

JACKING: Built-in power operated four wheel hydraulic jacks.

FRAME: The pressed steel cross-braced chassis frame is of great torsional and diagonal stiffness, having full length side members of deep box section.

ELECTRICAL: 12-volt lighting and starting with the two 6-volt batteries carried in the frame beneath the rear seat floorboards; battery capacity 70 amp. hr. at 10 hr. rate; convenient connections for trickle charging; positive earth; built-in headlamps; foot operated dip switch for headlamps; separate sidelamps mounted on top of front wings, visible to driver; dual fog lamps with combined switch; twin built-in tail-lamps with reversing lamp and stop lamp; dual reading lamps at the rear, map reading lamp at the front; concealed instrument lighting; direction indicators; dual 2-speed windscreen wipers; provision for radio with speakers front and rear; built-in interior heating and ventilation system.

INSTRUMENTS: Oil, water temperature, and fuel gauges, ammeter; speedometer with trip and total readings; and electric clock.

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