

LENGTHEN

your

stride

with ...

Overdrive

AS FITTED TO THE
AUSTIN A50
CAMBRIDGE SALOON

1955

AS FITTED TO THE AUSTIN A90 WESTMINSTER SALOON

A new transmission 7

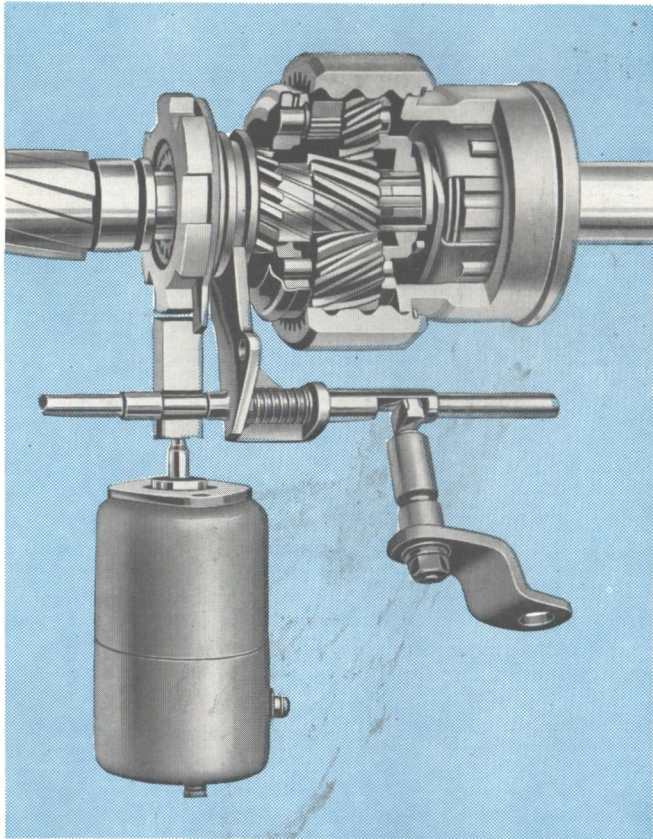
*It's
Automatic*

by the
normal
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—and yet full driver c

WHAT MATCHES DRIVERS' REFLEXES

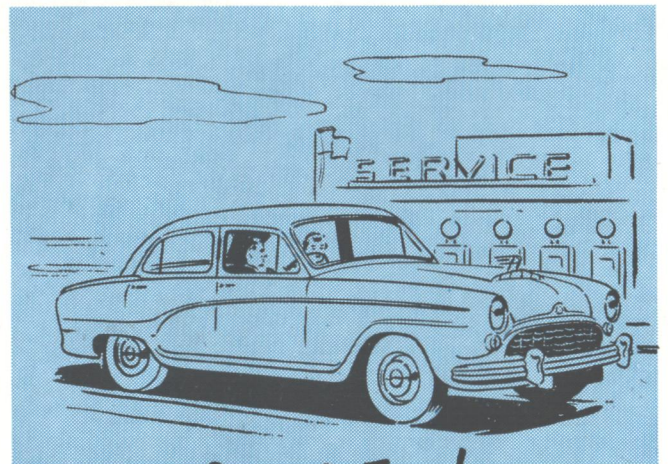


Of all the optional extra equipment available to the modern car owner, none bring him so many advantages or such lasting satisfaction as an overdrive. Moreover, its initial cost is largely offset by the savings made in fuel and maintenance costs.

In effect, an overdrive adds an extra two high ratios to the normal gearbox. When engaged, these reduce engine speeds by about 30 per cent., but the car travels at the same road speeds. Thus both fuel consumption and engine stress are reduced without loss of efficiency, a highly desirable and money-saving feature with any car.

This Overdrive neither adds to the difficulties of driving nor detracts from its pleasures, because it will operate entirely automatically or under the conscious control of the driver.

And these are the advantages



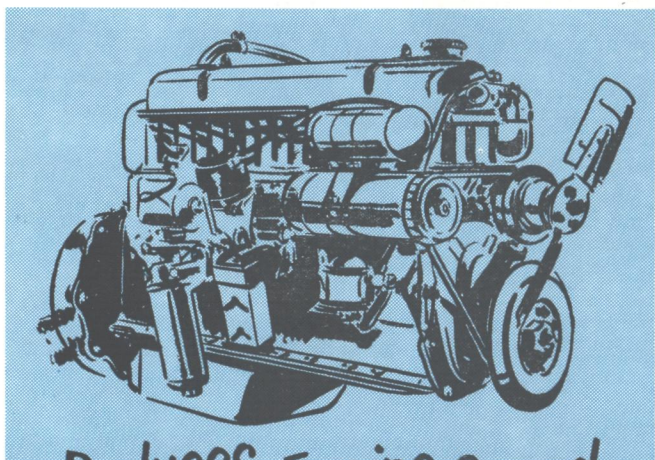
Saves Fuel

The Overdrive is operated electrically, it automatically "cuts-in" whenever the car reaches a speed of about 32 miles per hour, and "cuts-out" as soon as the speed falls below 26 miles per hour. Under normal driving conditions, the overdrive is therefore engaged during a very considerable part of the time occupied by any journey. As the engine speed is reduced throughout this period by about 30 per cent., it is plain that appreciable savings in fuel will be made. It is just this added fuel economy which alone makes an overdrive a "must" for the modern car owner. And it brings him other benefits besides. It should be remembered, too, that the savings made are cumulative. The greater the yearly mileage, the more the car owner saves in fuel costs.

Control is maintained

THE BORG-WARNER OVERDRIVE

Advantages



Reduces Engine Speed

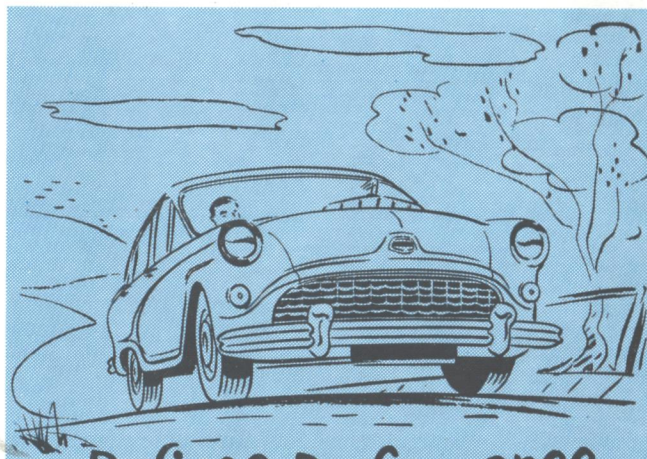
It has been stated that an overdrive, when in operation, reduces engine speeds by about 30 per cent. In other words, with a conventional gearbox the engine is required to turn over at, for example, 4,000 r.p.m. in order that a certain road speed be maintained. When an overdrive is installed, however, the engine turns over only 2,800 r.p.m. at that speed, a reduction of no less than 1,200 r.p.m.

It will be obvious that as the engine is running more slowly, rotational stresses will be reduced and servicing and maintenance will be necessary at less frequent intervals. Such is the common experience of owners of cars fitted with an overdrive, especially with those who habitually motor hard and fast.



Improves Comfort

Even in quite high-priced cars engine noise and vibration become noticeable when a certain speed has been reached, and thereafter both increase steadily as the car is driven faster. This causes fatigue to driver and passengers alike. But with an overdrive engine noise and vibration are almost halved, thus riding is more restful and, therefore, more comfortable.

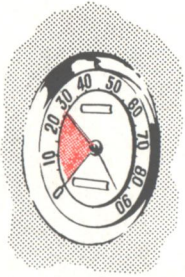


Refines Performance

An overdrive allows a much finer degree of control. As it cuts in and out automatically, according to the speed of the car, the driver has the advantage of two gears without the necessity of operating the clutch and the gear lever. Less driving effort is required, allowing the driver to concentrate more on the changing traffic conditions.

HOW IT WORKS - AUTOMATICALLY

1



Below the predetermined "cut-in" speed of the overdrive, which is approximately 32 m.p.h., the normal drive remains in operation. The full acceleration of the car is therefore available

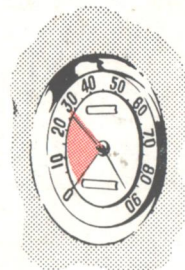
whenever it may be required.

2

As speed increases the overdrive comes into operation *automatically*, but only when the driver requires no more acceleration and therefore consciously or unconsciously lifts his foot slightly from the accelerator.



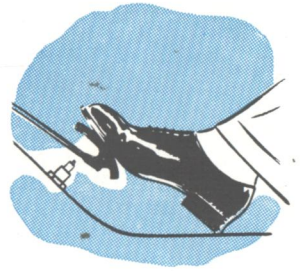
3



Thereafter the transmission will operate in overdrive *until the speed falls below the "cut-out" point* (approximately 26 m.p.h.) when direct drive is resumed.

4

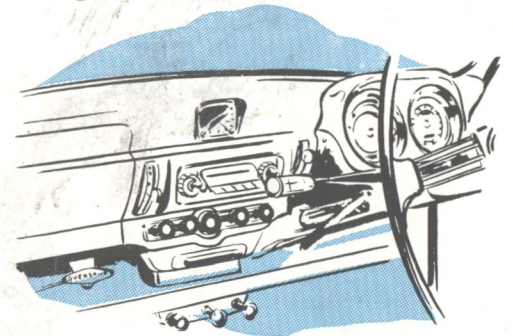
While driving at higher speed extra acceleration may be required for a short period for overtaking. The driver's reflex will be to press right down on the accelerator and this action operates a "kick-down" switch. *This switch restores direct drive automatically* irrespective of car speed until pressure is released. By this means the full acceleration of normal direct drive is available whenever required.



5

When the car is running below overdrive speed a free-wheeling action allows any necessary gear changes to be made without releasing the clutch, except when the car is being started from standstill or brought to a stop.

6



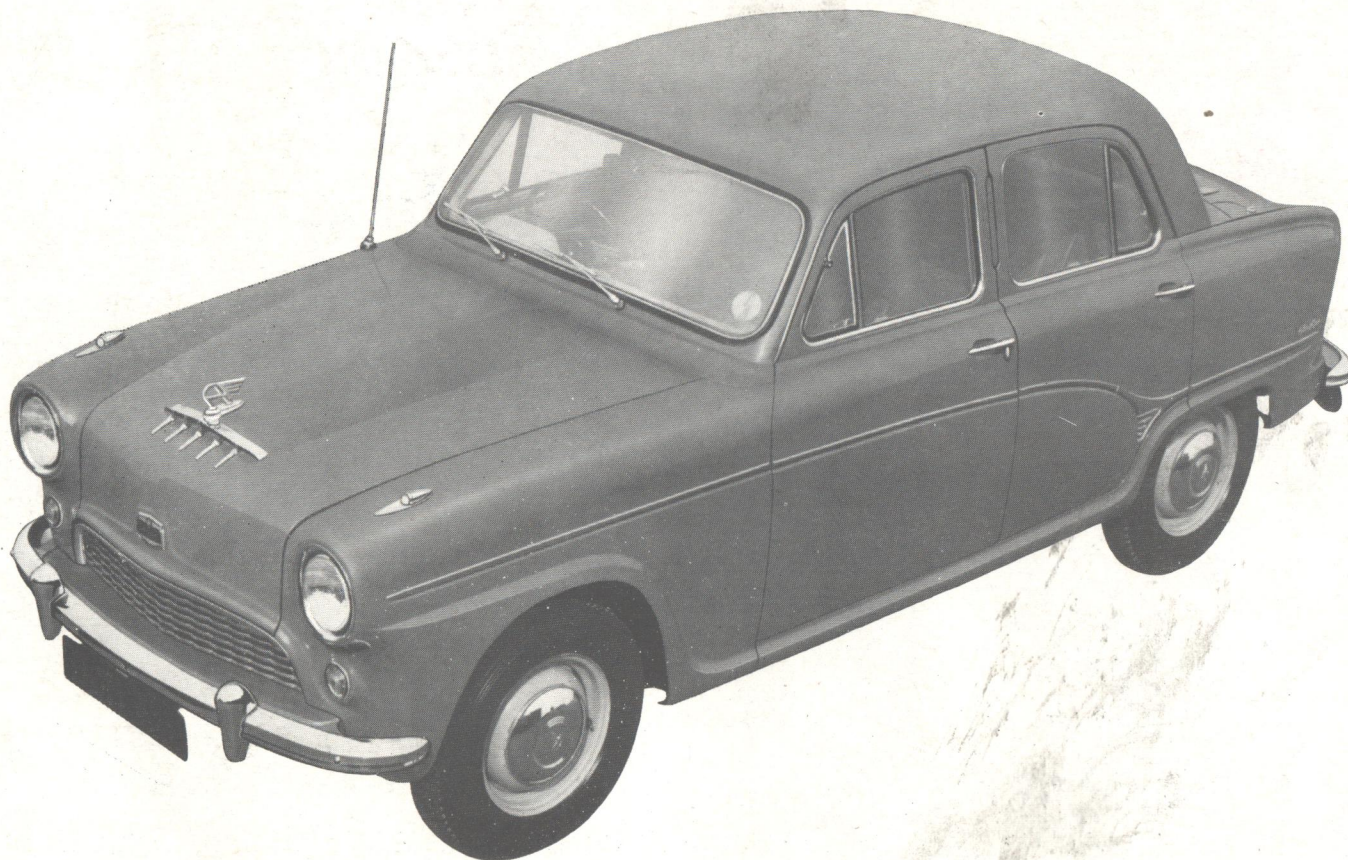
A control situated on the fascia gives the driver choice of "overdrive" or "normal." If the latter is selected, then neither the free-wheel nor the overdrive operate and the car is driven as with a normal transmission.

The Overdrive provides a step-up ratio of 7 : 10 through epicyclic gearing with automatic electrical control. The unit is fitted in place of the normal gearbox rear extension and no additional maintenance is required. Once the unit has been filled with oil the normal gearbox lubrication attention is all that is necessary.

0033

OVERDRIVE

is available on the



THE AUSTIN A90 SIX WESTMINSTER SALOON
and
THE AUSTIN A50 CAMBRIDGE SALOON

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