

Austin Healey **3000**

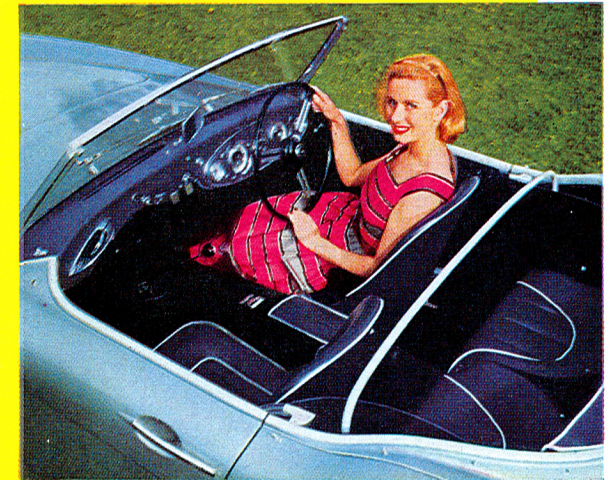
two-seater or
occasional four-seater
sports cars

The incomparable AUSTIN-HEALEY "3000"

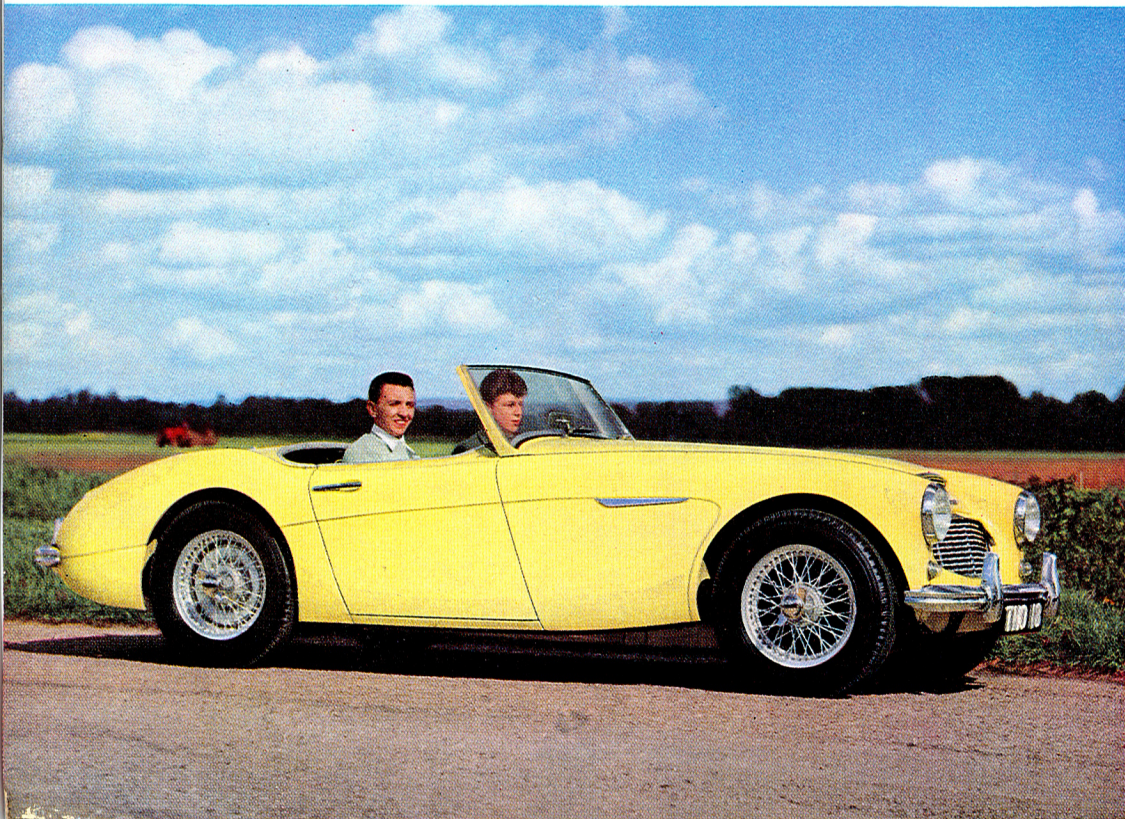
New power-plus performance . . . sleek aerodynamic lines . . . a two-fold triumph for Austin-Healey. The powerful new B.M.C. 2.9 litre engine provides vivid acceleration and sustained high speeds in excess of 100 m.p.h. with synchromesh or overdrive gearbox, while disc brakes on the front wheels ensure safe, rapid deceleration and inspire confidence at all times. Fully equipped for all-weather motoring, it is unique in its class and price range. Here is a sports car for the motorways of the world, to carry you any distance, at speed with safety, in superb style and comfort. Single or dual tone paint finishes are available and there is a comprehensive range of optional equipment for the specialist-enthusiast.

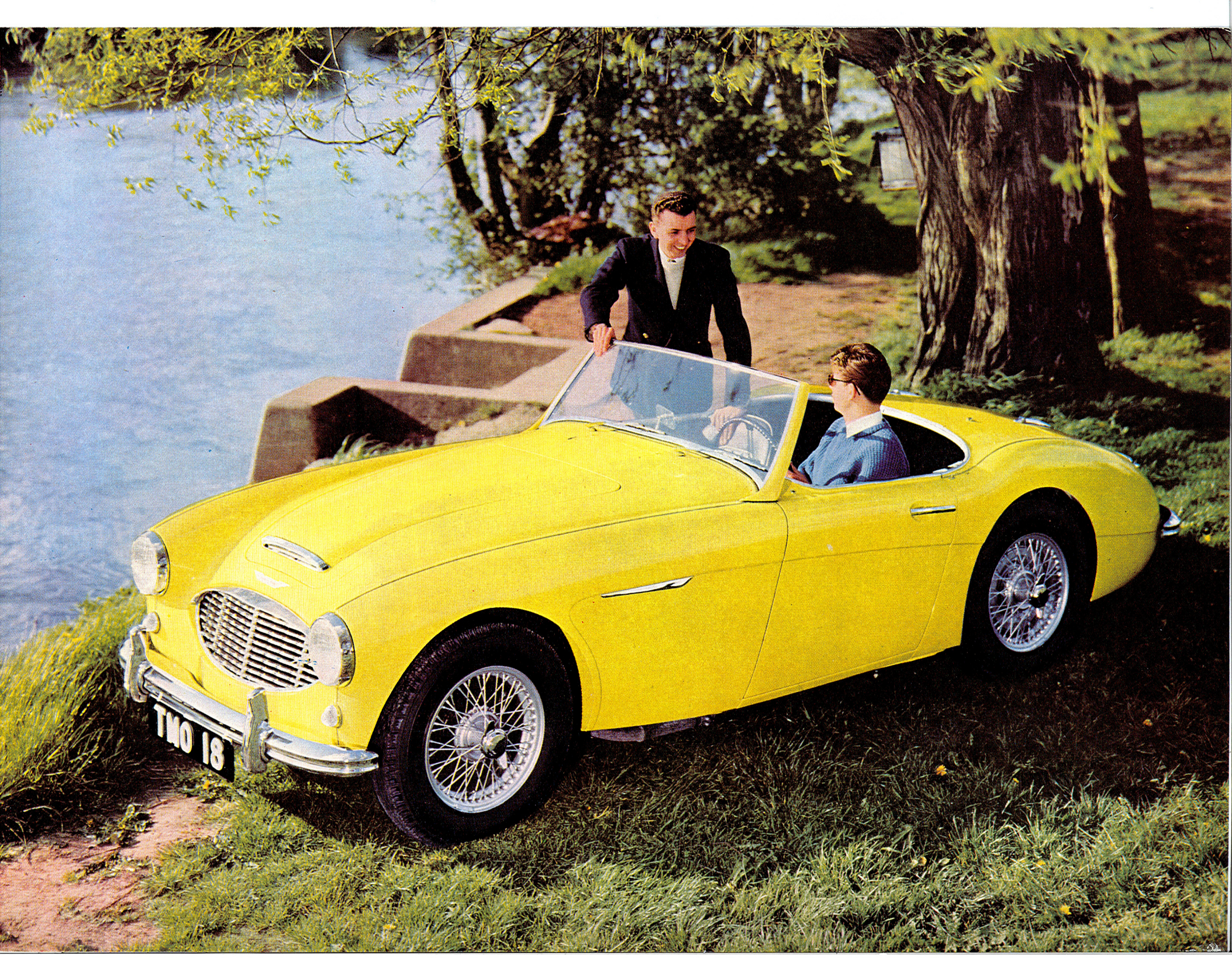


Left- or right-hand drive . . .

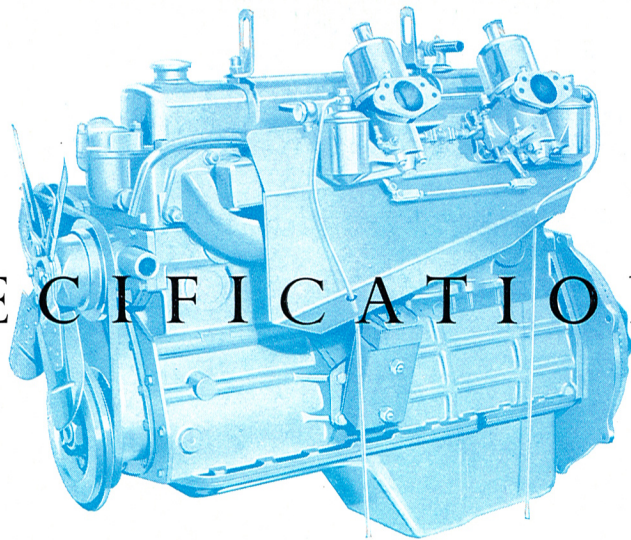


. . . two- or occasional four-seater, and plenty of room for luggage in either version!





SPECIFICATION



ENGINE: 2,912 c.c. (177.7 cu. in.); bore 3.282 in. (83.36 mm.); stroke 3.5 in. (89 mm.); b.h.p. 124 at 4,600 r.p.m. (nett); 130 b.h.p. at 4,750 r.p.m. (gross); maximum torque 175 lb. ft. at 3,000 r.p.m.; compression ratio 9.03 to 1. **Cylinders:** Six cylinders cast integral with crankcase.

Cylinder Head: Detachable in cast-iron with separate six-port cast aluminium inlet manifold. Two-piece cast-iron exhaust manifold fitted with twin exhaust system.

Crankshaft: Forged steel support by four steel-backed white metal bearings.

Connecting Rods: Forged steel with steel-backed white metal bearings.

Pistons: Solid-skirt, flat top pistons in aluminium alloy with tin-plated finish. Three compression rings and one slotted oil control ring fitted.

Camshaft: Forged steel in four steel-backed white metal bearings. Cams of patented design to give efficient and quiet operation. The camshaft gear is driven by duplex roller chain, which has an integral oil feed and an automatic slipper type tensioner to maintain chain lubrication and tightness respectively.

Valves: Overhead, operated by push-rods and designed for silent operation. Valve oil seals are fitted. KE965 steel exhaust valves.

Lubrication: Oil is forced under pressure to all main, connecting rod and camshaft bearings and to each tappet. It is also fed to the timing chain and overhead valve rocker gear. The connecting rods have jet holes to provide oil for cylinder walls when starting up. Both main and connecting rod oil feeds are of patented design to ensure longer crankshaft life. A full-flow oil filter is fitted, which has a renewable element. Oil capacity approximately 12 pints (6.8 litres).

Cooling: Circulation by fan and centrifugal pump with thermostat control. Water is delivered to the cylinder block and thence to ample passages surrounding the valve pockets and sparking plugs. A 4-bladed fan is fitted to export models. Cooling system capacity approximately 20 pints (11.37 litres).

Ignition: Coil and 12 volt battery. Automatic advance and retard and built-in vacuum control.

Fuel System: Fuel from a rear tank is fed by electric pump to two semi-down draught S.U. HD6 carburettors fitted with "pancake" air cleaners. A stop tap is provided on the fuel tank. Tank capacity 12 gallons (54.6 litres).

CHASSIS: Transmission:

Clutch: Single dry plate, 10 in. (0.25 m.) diameter.

Gearbox: Ratios: Reverse 3.78; First 2.93; Second 2.053; Third 1.309; Top 1.0 to 1. Oil capacity: approximately 4 pints (2.27 litres). Change speed: short central lever on floor.

Propeller Shaft: Open, with needle roller bearing universal joints.

Rear Axle: Ratio: 3.545 to 1 (11/39). Oil Capacity: approximately 3 pints (1.7 litres).

Road Speeds at 1,000 r.p.m.: First 7.15 m.p.h.; Second 10.2 m.p.h.; Third 16.0 m.p.h.; Top 20.9 m.p.h.

Transmission with Overdrive:

Clutch: Single dry plate, 10 in. (0.25 m.) diameter.

Gearbox: Ratios—Reverse 3.78; First 2.93; Second 2.053; Third 1.309; Overdrive Third 1.076; Top 1.0 to 1; Overdrive Top 0.822. Change speed: short central lever on floor. Oil capacity: approximately 5½ pints (2.98 litres), including overdrive.

Propeller Shaft: Open, with needle roller bearing universal joints.

Rear Axle: Ratio, with overdrive: 3.91 to 1 (11/43). Oil capacity: approximately 3 pints (1.7 litres).

Road Speeds at 1,000 r.p.m.: First 6.475 m.p.h.; Second 9.24 m.p.h.; Third 14.47 m.p.h.; Overdrive Third 17.65 m.p.h.; Top 18.94 m.p.h.; Overdrive Top 23.1 m.p.h.

Steering: Cam and Peg. Ratio: 14 to 1. Steering Wheel: three spring spokes, 17 in. (0.43 m.) diameter.

Suspension: Front—Independent wishbones, coil springs, shock absorbers and stabilizing bar. Rear—Semi-elliptic leaf springs, shock absorbers and panhard rod. Hydraulic lever type shock absorbers.

Brakes: Girling hydraulic. 11½ in. (0.29 m.) discs on front. Drum type 11 in. diameter × 2¼ in. wide on rear.

Road Wheels: 15 in. × 4J, Ventilated Steel Disc. Fixing: 5 nuts. Tyres: 5.90—15 Road Speed.

Electrical: 12 volt (consisting of two 6 volt batteries on 2-seater), 60 ampere hour capacity at 10 hour rate, (57 ampere hour at 20 hour rate). Headlamps with dipping switch and equipment to suit regulations of different countries. Combined side lamps and flashing direction indicators. Combined twin stop-tail lamps and flashing direction indicators. Concealed instrument panel lamps. Twin horns. Twin windscreen wipers.

Instruments: Trip speedometer. Revolution counter. Fuel gauge. Combined water temperature and oil pressure gauge. Red warning lights indicate no dynamo charge and headlamp high beam position. Green warning light shows direction indicators working. Switches for starter, lighting, screen wiper, and control for windscreen washer (also for heater and overdrive when fitted) on instrument panel. Panel light switch on lower edge of fascia. Windscreen washer.

Coachwork: Two- or four-seater, two-door, open sports tourer with all-weather protection. Steel/aluminium construction. Bonnet top—with chrome grille vent to assist engine cooling—hinged at rear edge and supported in open position by a pivoted rod. Bonnet lock operated from inside car. Wide rear-opening doors fitted with outside handles. A large open pocket is provided in each door. Fixed curved windscreen of laminated plate glass fitted with double screen wipers. Folding hood of vinyl treated fabric includes large transparent backlight which—with hood sticks—can be completely removed. A tonneau cover completely

covers seats but can be opened for driver only. Luggage compartment with lockable lid at rear, lined with Armacord and containing spare wheel in special container over rear axle on two-seater, on floor of boot in four-seater. Front and rear chrome bumpers with overriders. Twin rear reflectors. Adjustable front bucket seats, the squabs of which tilt forward to give access to the rear compartment. Batteries in special locker beneath spare wheel container on two-seater and in luggage boot on four-seater. Master switch independently operated from inside luggage compartment. All instruments grouped on the driver's side of fascia, grab handle on passenger's side. Interior driving mirror and trimmed crash pad fitted to top of scuttle, behind windscreen. Parcel tray fitted below fascia. Flush fitting ash tray in centre transmission tunnel. Fascia finished in vinyl treated fabric. Fitted carpet over floor. Seats trimmed with hide facings. Padded hide and vinyl treated fabric armrest between front bucket seats. Detachable side windows, having polished alloy frames with one fixed and one sliding perspex panel. Paint finished in single or dual colours.

Optional extras: Radio, Hardtop, Heater, Electrically operated overdrive. 15 × 4J wire spoke 'knock-on' wheels.

Leading Dimensions: Wheelbase 7 ft. 8 in. (2.336 m.); overall length 13 ft. 1½ in. (4.00 m.); overall height (hood up) 4 ft. 2 in. (1.244 m.); overall height (hood down) 3 ft. 10 in. (1.168 m.); overall width 5 ft. 0½ in. (1.536 m.); height over scuttle 2 ft. 11½ in. (0.914 m.); ground clearance 4½ in. (0.114 m.); track, front at ground level 4 ft. 0½ in. (1.238 m.); track, rear 4 ft. 2 in. (1.270 m.); turning circle 35 ft. 0 in. (10.668 m.).

Vehicle weights: complete with tools, spare wheel, standard disc wheels, less fuel—2-seater 2,381 lb. (1,080 kg.); 4-seater 2,375 lb. (1,077 kg.). With tools, spare wheel, overdrive and wire wheels, less fuel—2-seater 2,408 lb. (1,092 kg.); 4-seater 2,393 lb. (1,085 kg.).

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