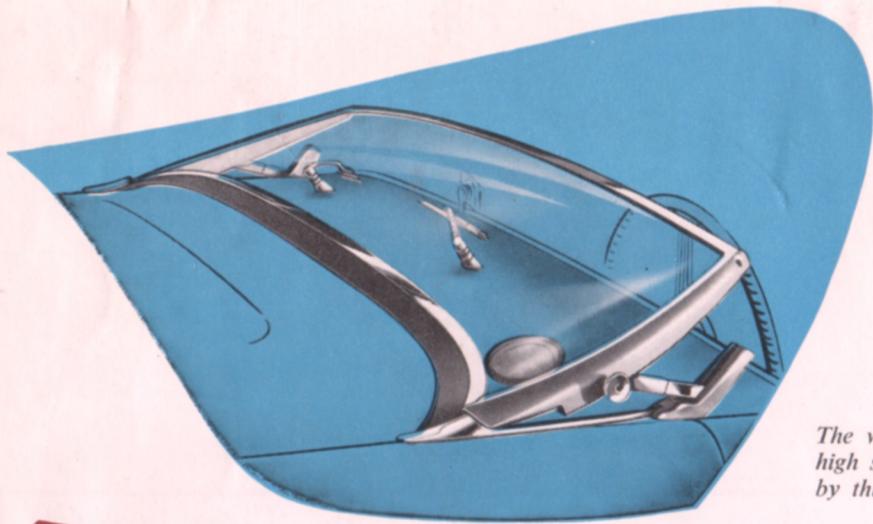




T H E *Austin Healey* 1 0 0



The windshield can be neatly lowered to form a "scuttle" when high speeds are required. It is positively locked in either position by thumbscrews.



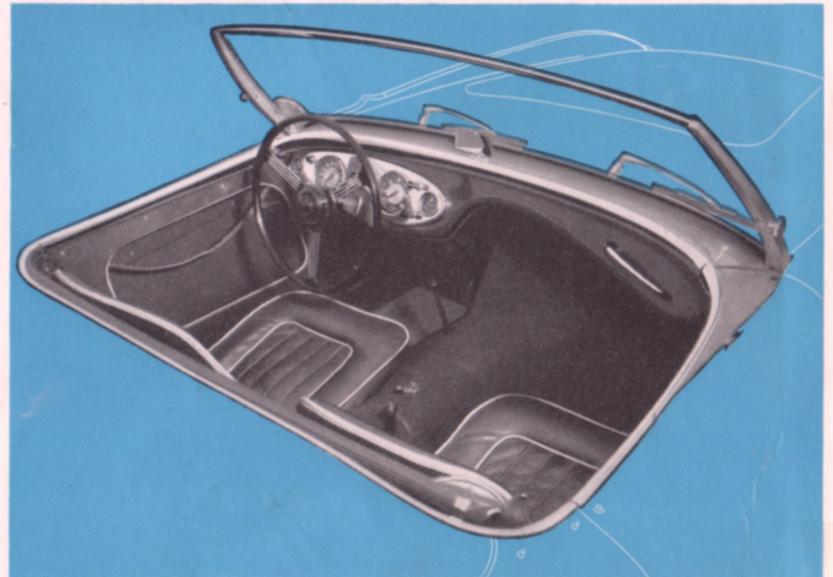
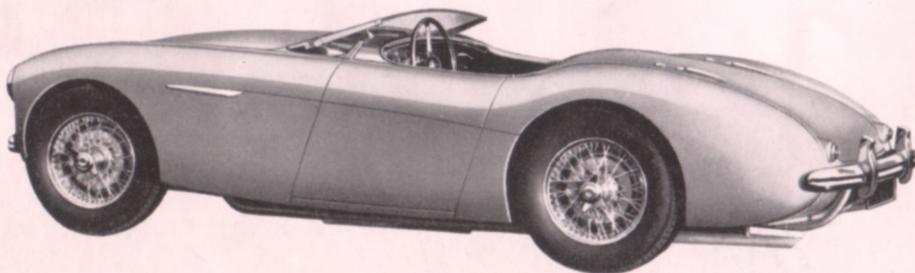
The top and detachable sidescreens afford good weather protection without detracting from the flowing lines of the body.

For the enthusiast

WHO WANTS QUALITY

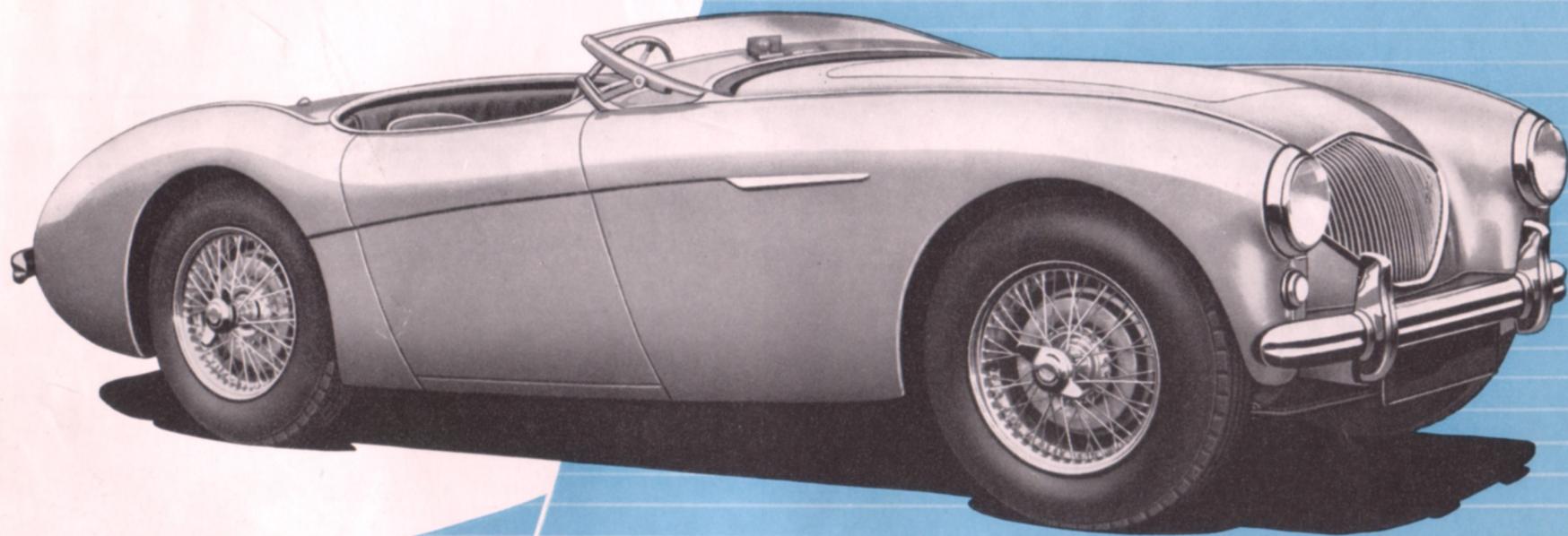
Clean, tidy layout characterises the body interior. There is excellent driving vision, and controls come conveniently to hand.

Another view of the Austin-Healey Hundred shows its stylish, aerodynamic shape. It is a distinctive car from any angle.



The Austin-Healey Hundred is a brilliant car from every point of view, powered by the record-breaking Austin A90 engine, and with suspension, steering and brakes superbly balanced for really fast roadwork.

To match the high-speed chassis, a stylish body is fitted and amply equipped to give comfort and safe control. In fact, the Austin-Healey Hundred has everything for the skilful driver who wishes to practise the exciting art of fast motoring.



THE *Austin Healey* HUNDRED

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

ENGINE: Bore 3.4375 in.; stroke 4.375 in.; capacity 162.2 cu. in. (2,660 c.c.); horsepower 90 at 4,000 r.p.m.; maximum torque 150 lb./ft. at 2,000 r.p.m.; compression ratio 7.5 to 1.

Cylinders: Four cylinders cast integral with crankcase. Full-length water jackets. Cast-iron cylinder head carrying all valve gear.

Crankshaft: Forged-steel, counterbalanced crankshaft supported in three detachable steel-backed white-metal bearings.

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

Pistons: Split-skirt type in low expansion aluminium alloy with alumilite finish. Three compression rings and one oil control ring fitted.

Camshaft: Forged steel, supported in three detachable steel-backed white-metal bearings. Cams of patented design for quiet operation. Driven by Duplex roller chain from crankshaft with oil catchers and a tensioner ring of synthetic rubber to maintain chain lubrication and tightness respectively.

Valves: In-head valves operated by push-rods. Large inlet valves of silicon-chrome steel; exhaust valves in "XB" steel designed to resist corrosion from leaded fuels.

Lubrication: Pressure gear pump forces oil to all main, connecting rod, camshaft and valve rocker-shaft bearings. Holes in the connecting rod bearings provide for jet lubrication of the cylinder walls, and the front camshaft bearing provides a controlled feed of oil to the timing chain. Both main and connecting rod bearing oil feeds are of patented design which ensures longer crankshaft life. A full-flow filter with renewable element is fitted. Oil capacity approximately 14 U.S. pints (11 $\frac{3}{4}$ Imp. pints).

Cooling: Circulation by centrifugal type of pump with thermostat control. Fan-cooled pressurised radiator. Water is directed to spark plug bosses and exhaust port walls. Cooling system capacity 24 U.S. pints (20 Imp. pints).

Fuel System: Fuel from a rear tank of 14 $\frac{1}{2}$ U.S. gallons (12 Imp. gallons) capacity is fed by an S.U. electrical pump to twin S.U. carburettors fitted with air cleaners.

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: Operated by push-button solenoid type of switch.

CLUTCH: Flexible dry single-plate Borg and Beck clutch is fitted, with spring cushion drive. Clutch diameter 9 in.

TRANSMISSION: Four forward speeds and reverse controlled by a short central gear shift and with synchromesh engagement for 2nd, 3rd and top gears. Oil capacity 6.3 U.S. pints (5 $\frac{1}{4}$ Imp. pints) including overdrive.

OVERDRIVE: An overdrive unit is fitted behind the transmission and engaged by a control switch mounted on the dashboard. The overdrive may be engaged in 3rd and high gear, which in effect provides a choice of six gear ratios.

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

REAR AXLE: Hypoid bevel three-quarter floating in a banjo-type casing. The pinion is carried by pre-loaded taper roller bearings. Oil capacity 3.6 U.S. pints (3 Imp. pints). Ratio 4.10.

OVERALL GEAR RATIOS: Without overdrive—12.60, 7.85, 5.46 and 4.10, with 17.10 reverse. With overdrive engaged—4.24 and 3.18 when fitted with 4.10 axle.

ROAD SPEEDS AT 1,000 R.P.M.: Without overdrive—Top 18.07 m.p.h.; third 13.57; second 9.44 m.p.h.; first 5.88 m.p.h.

STEERING: Cam and lever steering gear. Left-hand steering fitted.

SUSPENSION: Front—Independent coil springs controlled by double-acting hydraulic shock absorbers interconnected by an anti-roll torsion bar. Rear—Semi-elliptic springs controlled by double-acting hydraulic shock absorbers and anti-sway bar.

BRAKES: Girling hydraulic with two leading shoes in front. Brake-drum diameter 11 in.

WHEELS AND TIRES: Wire-spoked knock-on wheels with 5.90—15 roadspeed tires.

ELECTRICAL: Two 6-volt batteries of 50 ampere-hour capacity at 10-hour rate; positive ground strap; built-in head-, side, and twin tail-lights; twin windshield wipers; directional flashing lights; twin horns.

INSTRUMENTS: Fuel gauge; oil pressure gauge; water thermometer; 120 m.p.h. speedometer; 0-6,000 r.p.m. tachometer.

COACHWORK: Open two-seater with individual bucket seats; large enclosed rear luggage compartment; full weather protection, including folding windshield, disappearing top and detachable sidescreens.

OVERALL DIMENSIONS: Wheelbase 90 in.; tread at front 49 in.; tread at rear 50 $\frac{3}{4}$ in.; overall length 151 $\frac{1}{2}$ in.; overall width 60 $\frac{1}{2}$ in.; height over scuttle 35 $\frac{7}{8}$ in.; height over windshield 47 $\frac{1}{4}$ in.; height over top 49 in.; ground clearance 5 $\frac{1}{2}$ in.; turning circle 35 feet; approximate kerb weight 2,296 lb.

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