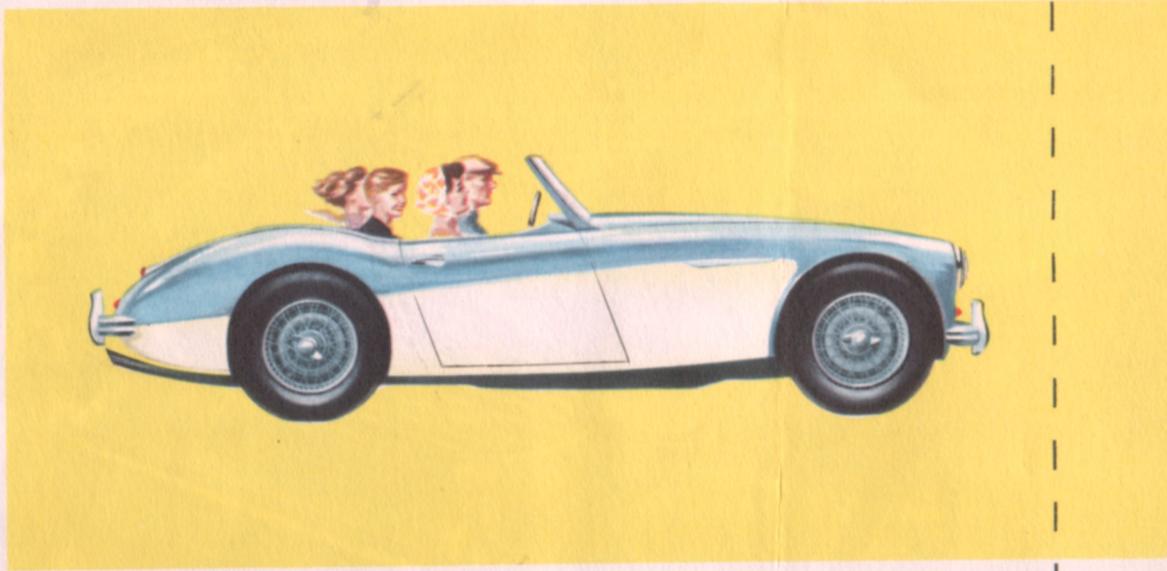


Austin Healey

'100 SIX'

Austin Healey

'100 Six' Standard

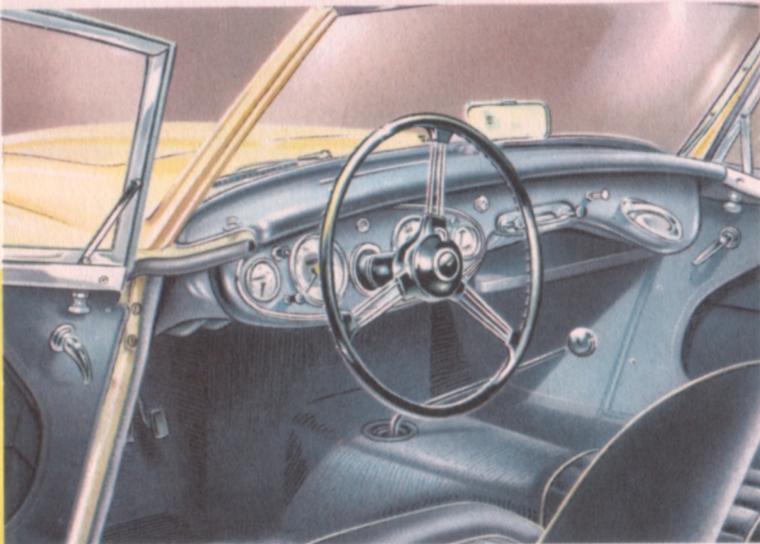


The sleek, smart, aerodynamic lines of the new "100 Six" model delight the eye and the body provides seating for four, plus generous luggage space.

And power is there also—six cylinder power. For the Austin 2639 c.c. O.H.V. engine fitted with twin S.U. carburettors develops 102 b.h.p. and provides brilliant acceleration and sustained high cruising speed.

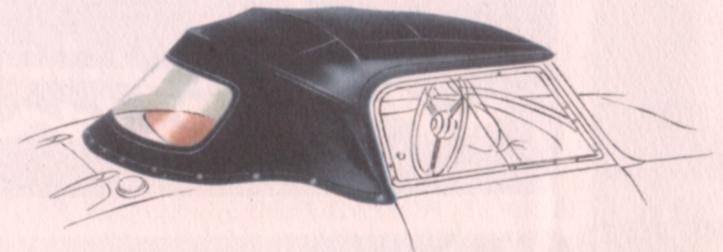
The remarkably ingenious design of the new four-seater Austin Healey "100 Six" puts a 100 m.p.h.-plus performance at your disposal and you will marvel at the way the car holds the road, hugs the corners and eats up distance with effortless ease.

A classic example of British engineering at its best, this car will blaze a high speed trail of popularity along the highways of the world.

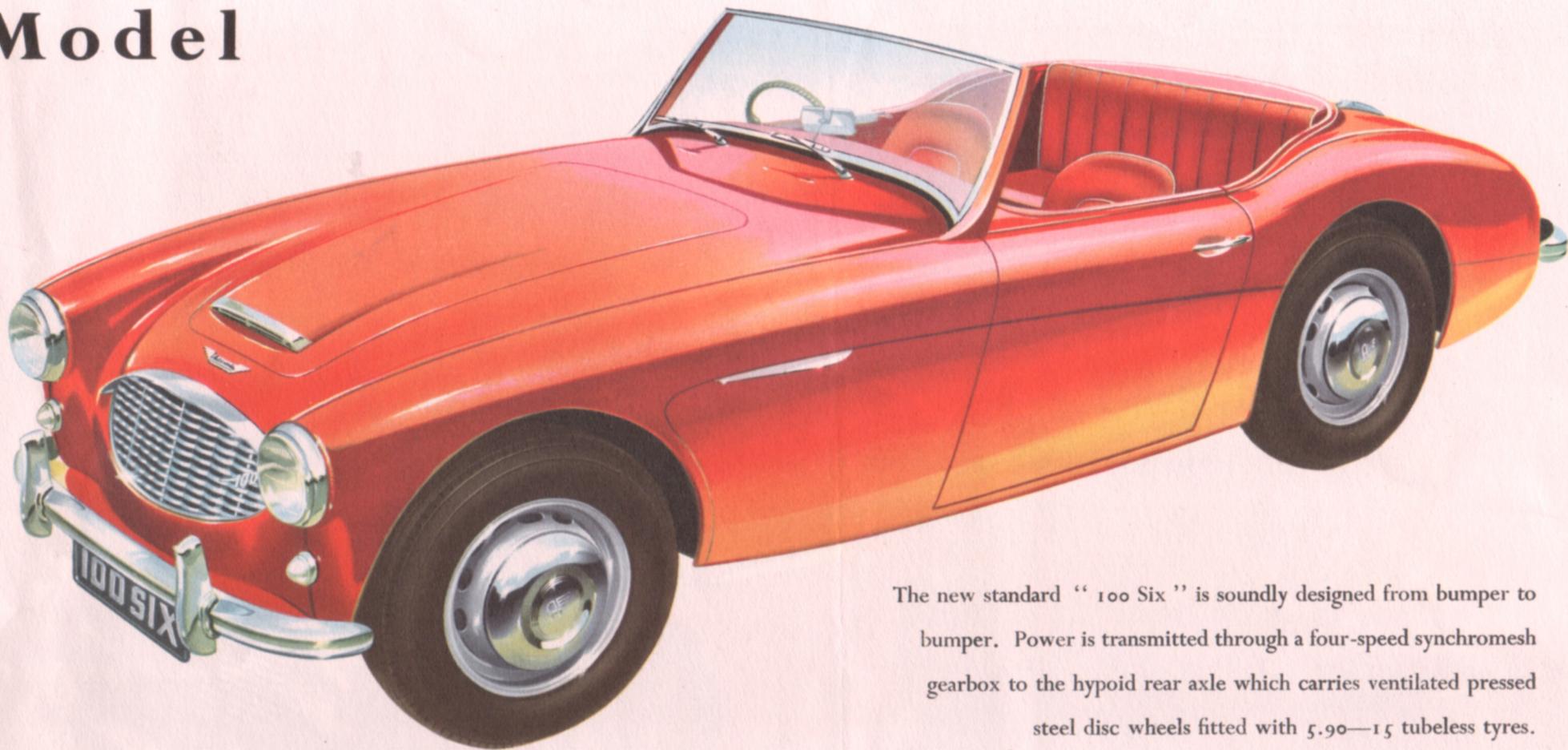


Still a sports car in the term's fullest meaning, the thrill of this type of motoring is now possible not only for you but for three other members of the family.

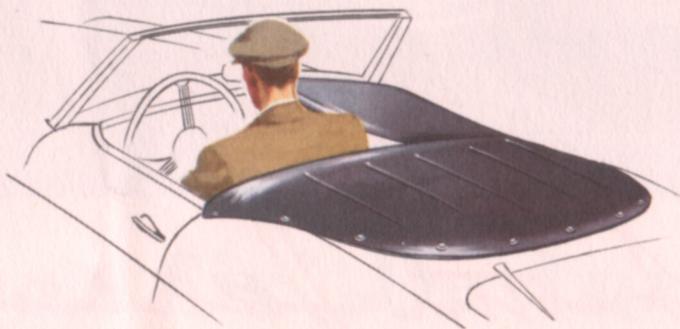
For ease of entry, forward hinged doors open wide and the lower edges lift well clear of the kerb or sidewalk. The wide, curved windscreen provides excellent vision ahead.



Model

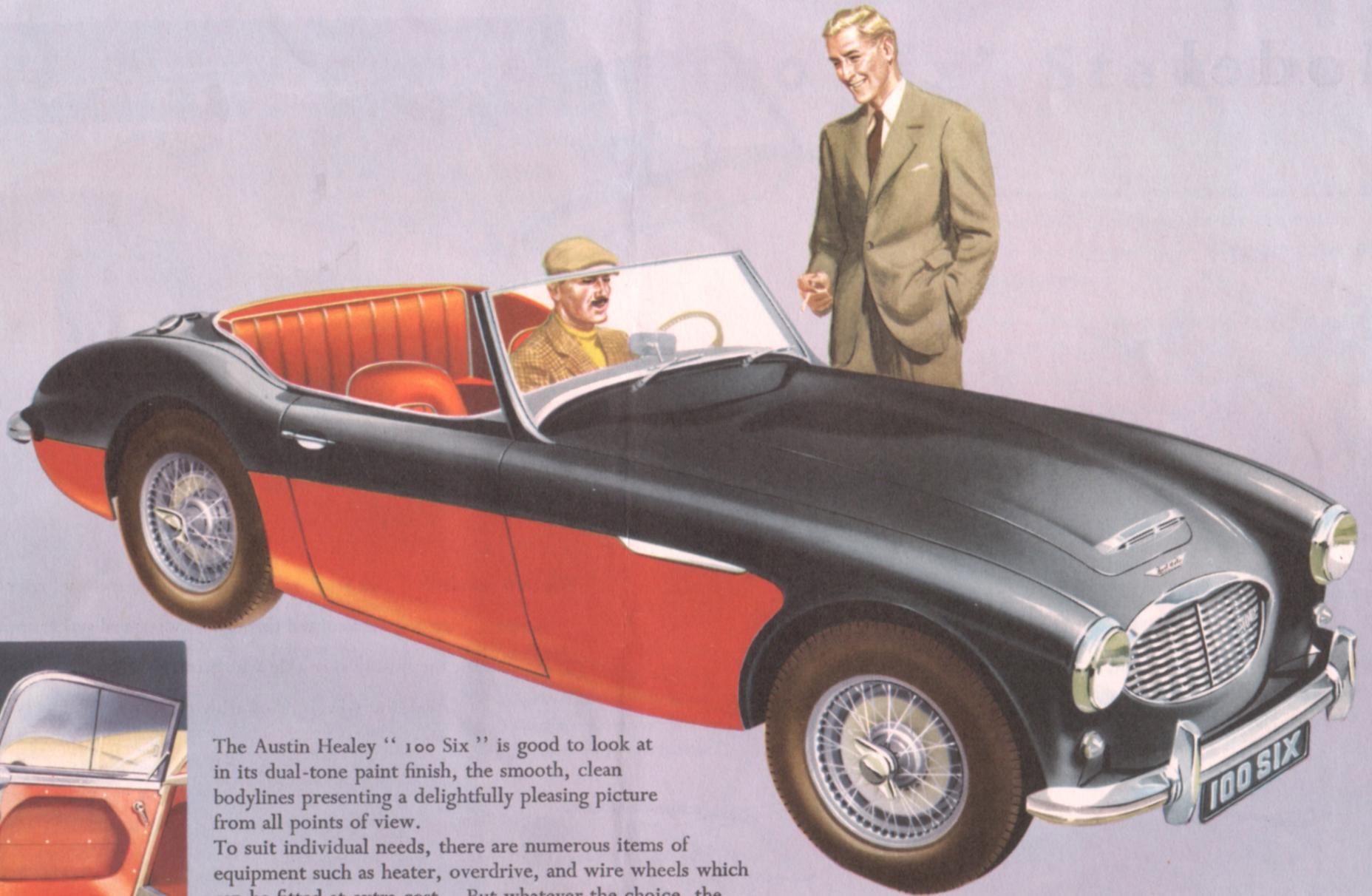


The new standard "100 Six" is soundly designed from bumper to bumper. Power is transmitted through a four-speed synchromesh gearbox to the hypoid rear axle which carries ventilated pressed steel disc wheels fitted with 5.90—15 tubeless tyres.



A tough P.V.C.-fabric hood is included in the comprehensive all-weather equipment of the "100 Six." Folded away behind the rear seat, it is speedily erected when necessary.

A snap-on tonneau cover is also provided, which can be opened for driver only or for driver and passenger—the rear seats remaining covered.

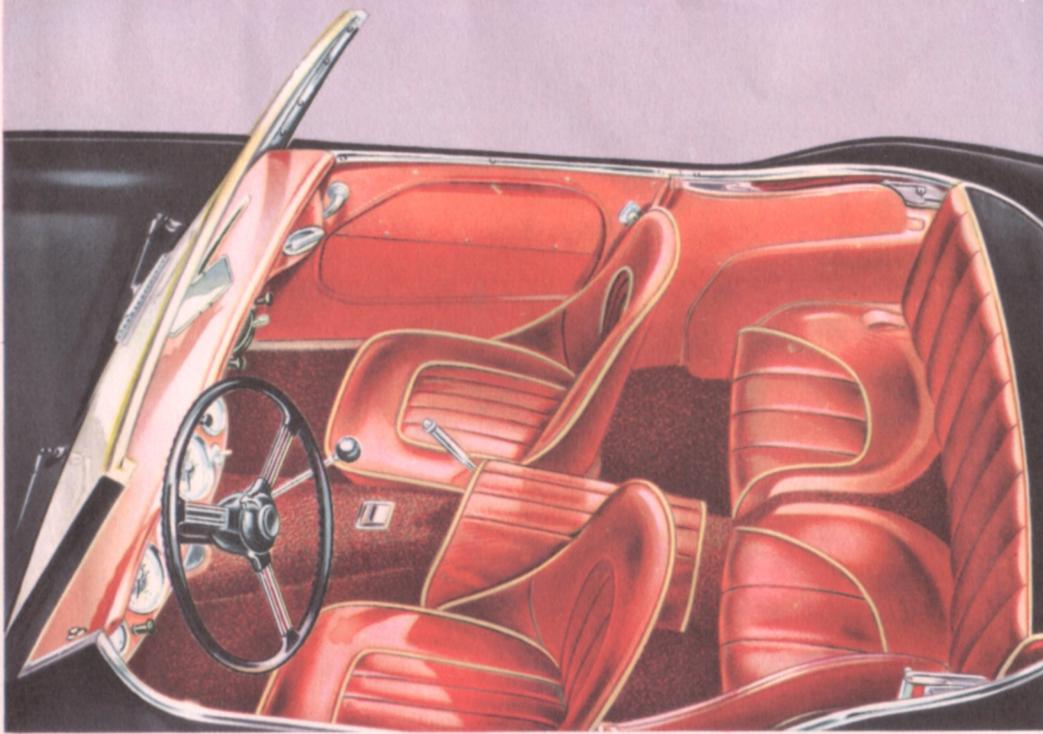


The Austin Healey "100 Six" is good to look at in its dual-tone paint finish, the smooth, clean bodylines presenting a delightfully pleasing picture from all points of view.

To suit individual needs, there are numerous items of equipment such as heater, overdrive, and wire wheels which can be fitted at extra cost. But whatever the choice, the new "100-Six" cannot fail to be the centre of attraction and the subject of much favourable comment.

Aluminium framed side screens have one fixed and one sliding perspex panel for ventilation or hand signalling.

Austin Healey

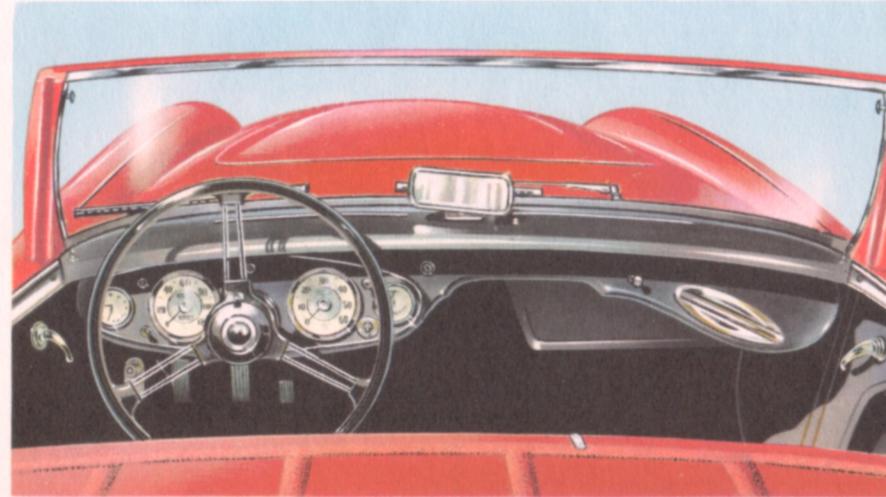


Each of the adjustable bucket seats in the neatly designed interior is upholstered in latex foam rubber, with hide facings. The backs tilt forward to give access to the rear seats.

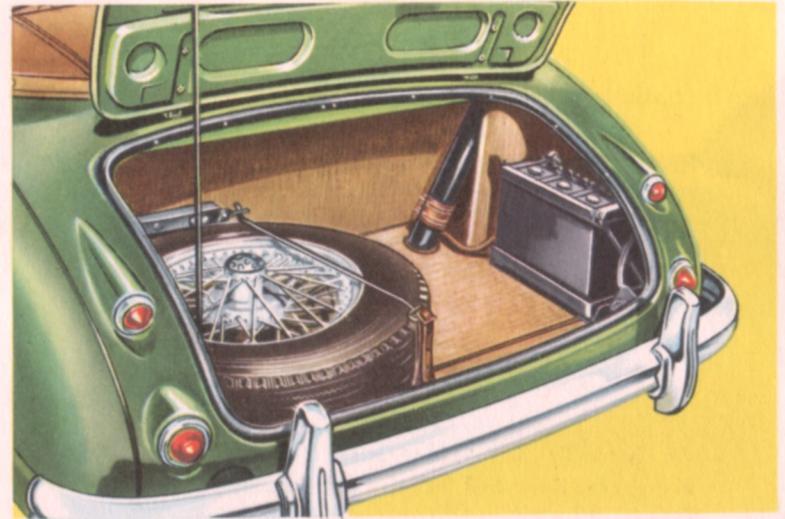
Gears are selected by a short central gear lever and for driving comfort the 17-inch diameter wheel has spring spokes.

As well as a parcel shelf beneath the fascia, each door has an open pocket for personal items, and a hard wearing carpet over the entire floor completes the stylish interior trim.

'100 Six' De Luxe Model

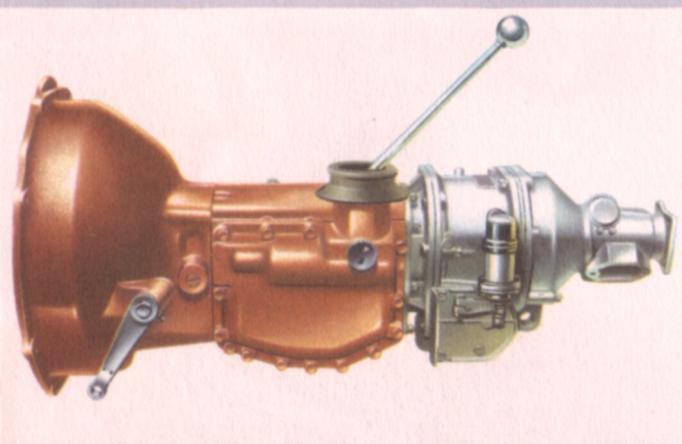
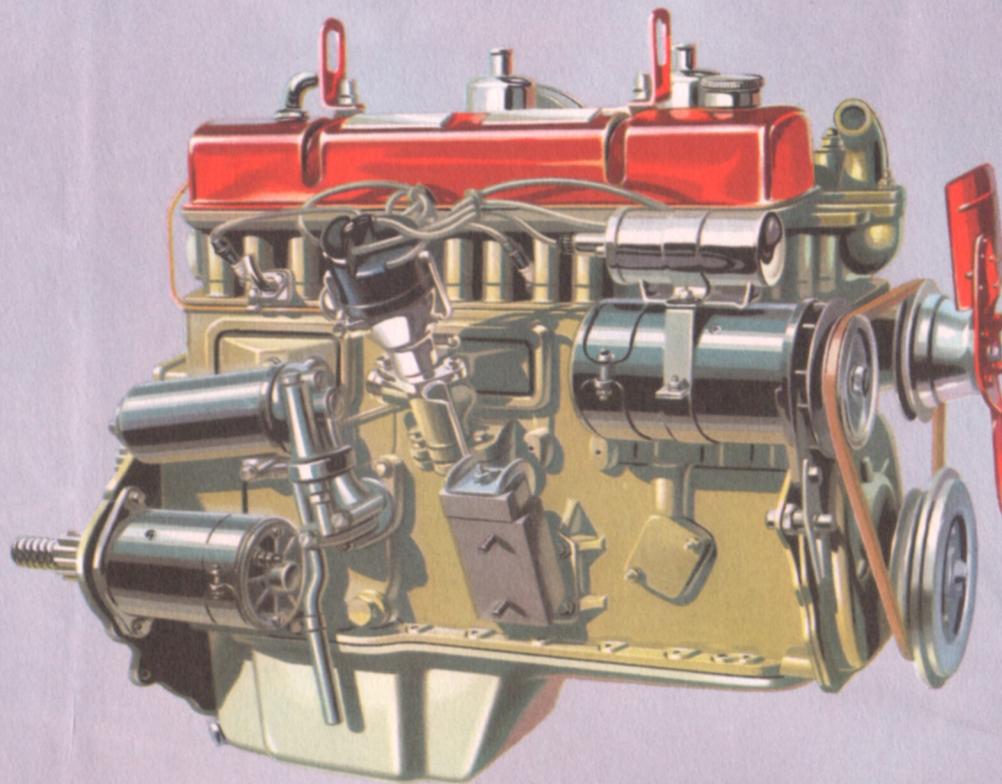


All instruments are easily readable, being closely grouped in a panel in front of the driver. On the opposite side of the covered fascia is a grab-handle for the convenience of the passenger.

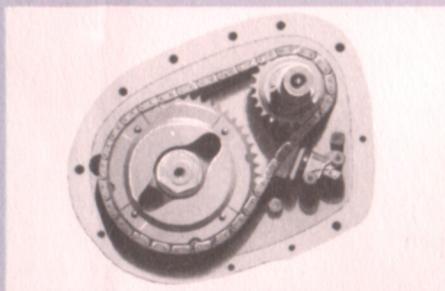


The spare wheel and battery with master switch are stowed in the rear compartment and there is a surprising amount of space available for family luggage.

This is the twin S.U. carburetter, overhead-valve engine—the power plant of the “100 Six.” It is a sturdy six-cylinder 102 b.h.p. unit that has already proved itself capable of sustained high speed motoring in excess of 100 m.p.h. Its smooth, effortless power over long periods of very fast driving is delightful to experience.

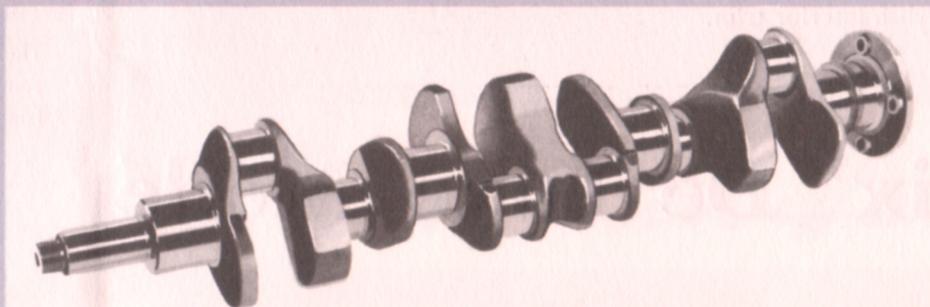


An electrically controlled overdrive (illustrated above) can, if required, be fitted to the standard four-speed synchromesh gearbox of the Austin Healey “100 Six.” This is operated by a switch on the fascia and provides a high top gear ratio giving the car a fast cruising speed, while maintaining a modest fuel consumption. Whether steel disc or wire spoked knock-on wheels are used they must be equipped with Road Speed tyres when overdrive is fitted.



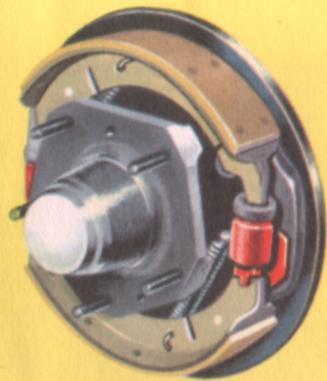
A vibration damper is fitted externally on the forward end of the crankshaft.

Split skirt aluminium alloy pistons have three compression rings and one slotted oil control ring.

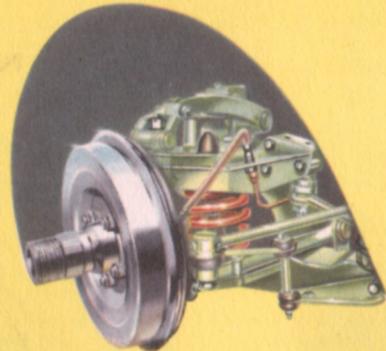


The timing chain is automatically adjusted by a slipper-type chain tensioner.

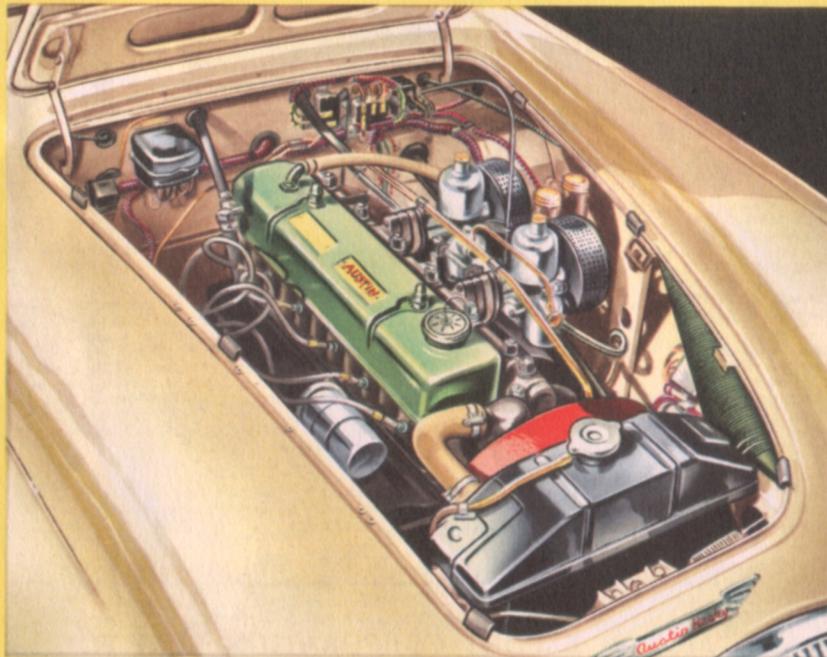
The robust, four-bearing, fully-balanced crankshaft.



Large diameter hydraulic brakes with two-leading-shoe action on the front wheels ensure powerful and progressive retardation.



Sturdy, independent front suspension units are controlled by hydraulic shock absorbers and stabilizing bar.



An under-bonnet view shows the compact yet accessible engine.

A removable hard-top instantly gives to the "100 Six" the appearance and convenience of a sports saloon.



For extremely cold climates, a fresh air heater with demisters can be neatly installed.



OPTIONAL EXTRAS

A fully comprehensive range of optional extras and alternative equipment is available for the Austin Healey "100 Six." Heater and demisters, radio, overdrive, hardtop, wire-spoke knock-on wheels and "Road Speed" tyres can all be fitted to order, at extra cost.

If you like a radio in your car, there is a set available which gives good reception in all countries of the world.



SPECIFICATIONS

ENGINE: 2,639 c.c. (161.1 cu. in.); bore 3.125 in. (79.4 mm.); stroke 3.5 in. (89 mm.); b.h.p. 102 at 4,600 r.p.m.; maximum torque 142 lb. ft. at 2,400 r.p.m.; compression ratio 8.25 to 1.

Cylinders: Six cylinders cast integral with crankcase. Detachable cast-iron head carrying valve gear.

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

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

Pistons: Split-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.

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. It 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 (10.8 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 S.U. 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, 9 in. (0.23 m.) diameter.

Gearbox: Ratios: Reverse 4.176; First 3.076; Second 1.913; Third 1.333; Top 1.0. 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: 3.91 to 1 (11/43). Oil Capacity: approximately 3 pints (1.7 litres).

Road Speeds at 1,000 r.p.m.: First 6.152 m.p.h.; Second 9.879 m.p.h.; Third 14.177 m.p.h.; Top 18.898 m.p.h.

Transmission with Overdrive: (Road Speed Tyres must also be fitted.)

Clutch: Single dry plate, 9 in. (0.23 m.) diameter.

Gearbox: Ratios: Reverse 4.176; First 3.076; Second 1.913; Third 1.333; Top 1.0; Overdrive Third 1.037; Overdrive Top 0.778. Change speed: short central lever on floor. Oil capacity: approximately 5½ pints (2.93 litres), including overdrive.

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

Rear Axle: Ratio, with overdrive: 4.1 to 1 (10/41). Oil capacity: approximately 3 pints (1.7 litres).

Road Speeds at 1,000 r.p.m.: First 5.86 m.p.h.; Second 9.42 m.p.h.; Third 13.52 m.p.h.; Top 18.02 m.p.h.; Overdrive Third 17.39 m.p.h.; Overdrive Top 23.18 m.p.h.

Steering: Cam and Peg. Ratio: 14 to 1. Steering Wheel: 3 spring spokes, 16½ in. (0.42 m.) diameter.

Suspension: Front—Independent wishbones, coil springs, shock absorbers and stabilizing bar. Rear—Leaf springs, shock absorbers and panhard rod. Shock absorbers: Lever type, hydraulic.

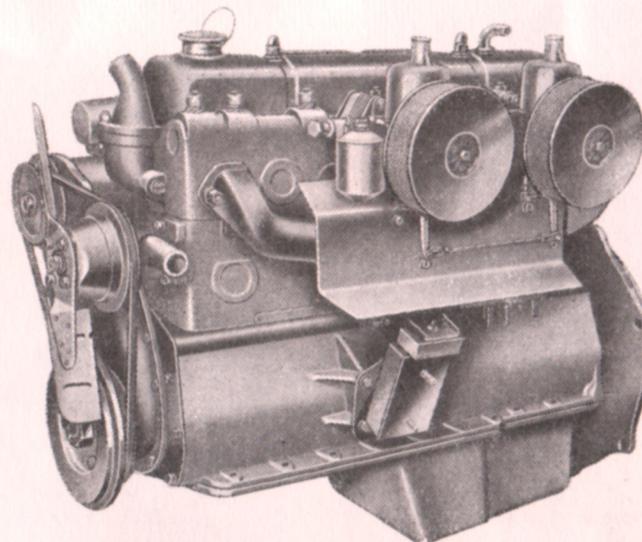
Brakes: Girling hydraulic. 2 Leading-Shoe on front. Diameter: 11 in. × 2½ in. wide.

Road Wheels: 15 in. × 4J, Ventilated Steel Disc. Fixing: 5 nuts. Tyres: 5.90—15, tubeless. Models having disc wheels and overdrive, and those having wire wheels, with or without overdrive will be fitted with Road Speed tyres.

Electrical: 12 volt, 51 ampere-hour capacity battery. For cold countries, America and Canada, 70 ampere-hour capacity battery. 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 oil and water temperature gauge. Red warning lights indicate no dynamo charge and headlamp high beam position. Green warning light, indicating 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.

Coachwork: Occasional 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 private lock being incorporated in handle of driver's door. A large open pocket is



provided in each door. Fixed curved windscreen of laminated plate glass fitted with double screen wipers. Folding hood of P.V.C. plastic material includes large transparent backlight and can be stored—with hood sticks—behind rear seats when not in use. A tonneau cover completely covers all seats but can be opened for driver only. Luggage compartment with lockable lid at rear, lined with Armacord and containing battery with master switch and spare wheel. Front and rear chrome bumpers. Twin rear reflectors. Adjustable front bucket seats, the backs of which tilt forward to give access to the rear seats. All instruments grouped on driver's side of fascia, grab handle on passenger 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 leathercloth. Fitted carpet over floor. Overriders fitted to bumpers. Seats trimmed with hide facings. Padded hide and leathercloth armrest between front bucket seats. Detachable side windows have polished alloy frames with one fixed and one sliding perspex panel. Windscreen washer. Paint finish in dual colours.

Optional extras: Radio. Hardtop. Heater. Electrically operated overdrive and Road Speed tyres. 15 in. × 4J wire spoke 'knock-on' wheels.

Leading Dimensions: Wheelbase 7 ft. 8 in. (2.336 m.); overall length 13 ft. 1½ in. (4.000 m.); overall height (hood up) 4 ft. 1 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 5½ in. (0.140 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.); approximate unladen weight, with spare wheel and tyre, tools, oil and water, less fuel. (With 'knock-on' wire wheels and overdrive) 22 cwt. (1122 kg.).

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