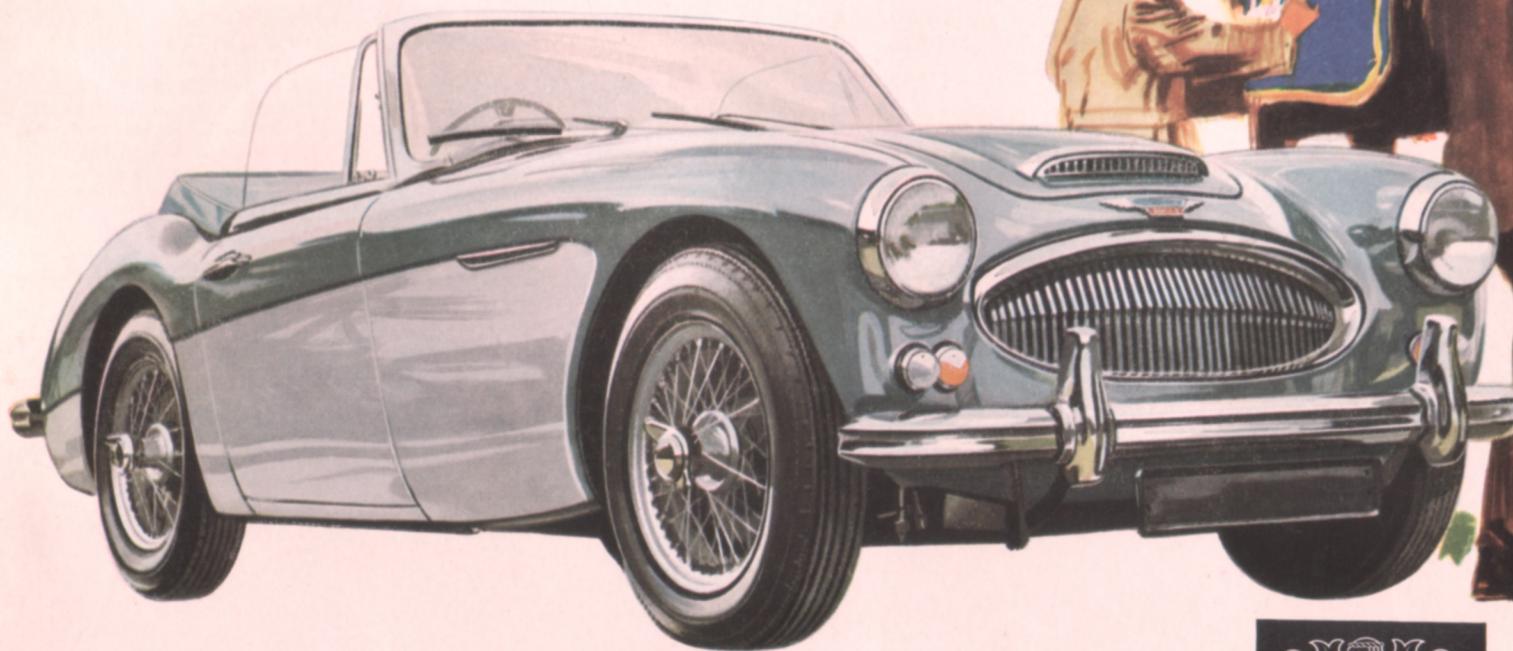


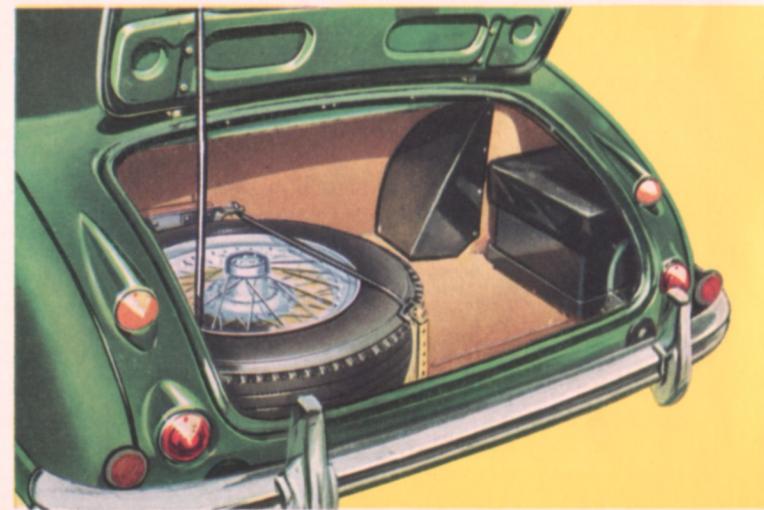
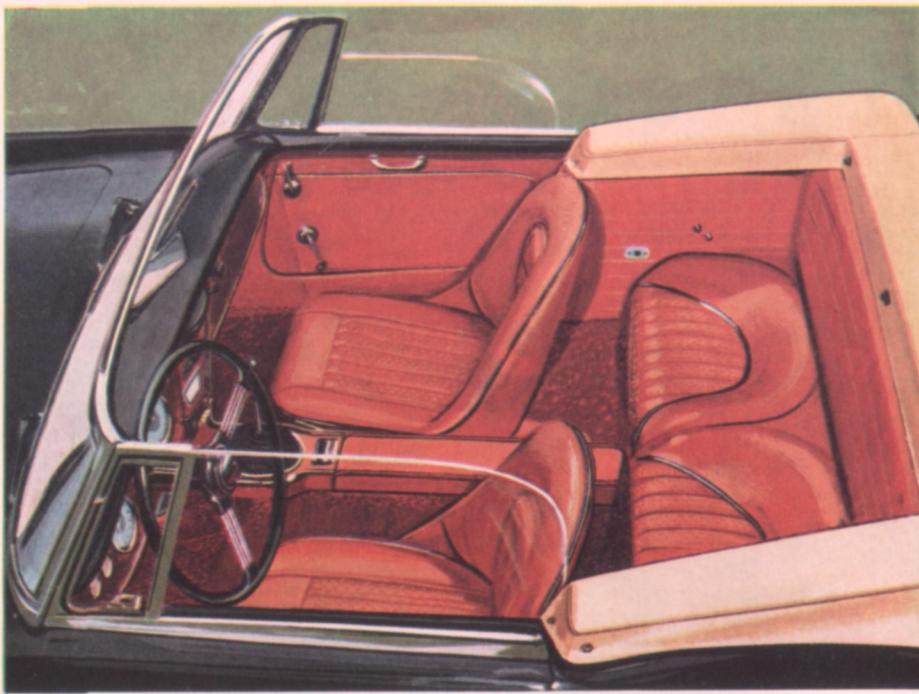
# *Austin Healey* 3000

## MK III SPORTS CONVERTIBLE

- ★ 125 m.p.h.!
- ★ 150 b.h.p.!
- ★ Powerful Servo-assisted Brakes—Disc Front!
- ★ New De Luxe Cockpit!



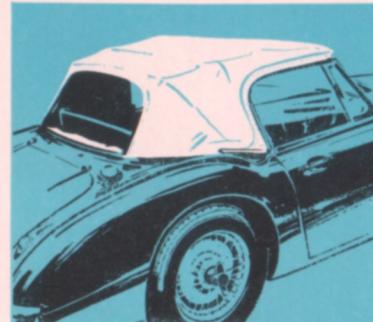
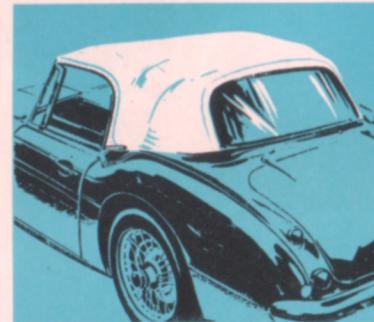
# the Austin Healey 3000 sports convertible



Each of the adjustable bucket seats in the neatly designed interior is upholstered in latex foam rubber, and trimmed in extensible vinyl-coated fabric, although leather trim is available at extra cost if desired. The seat cushions are removable and the squabs tilt forward to facilitate access to the inset well-type rear seats. The luggage compartment offers a surprising amount of room for baggage even though it also contains the spare wheel and battery. A master switch also operates from inside the compartment which, being lockable, means that the car can be safely left unattended.

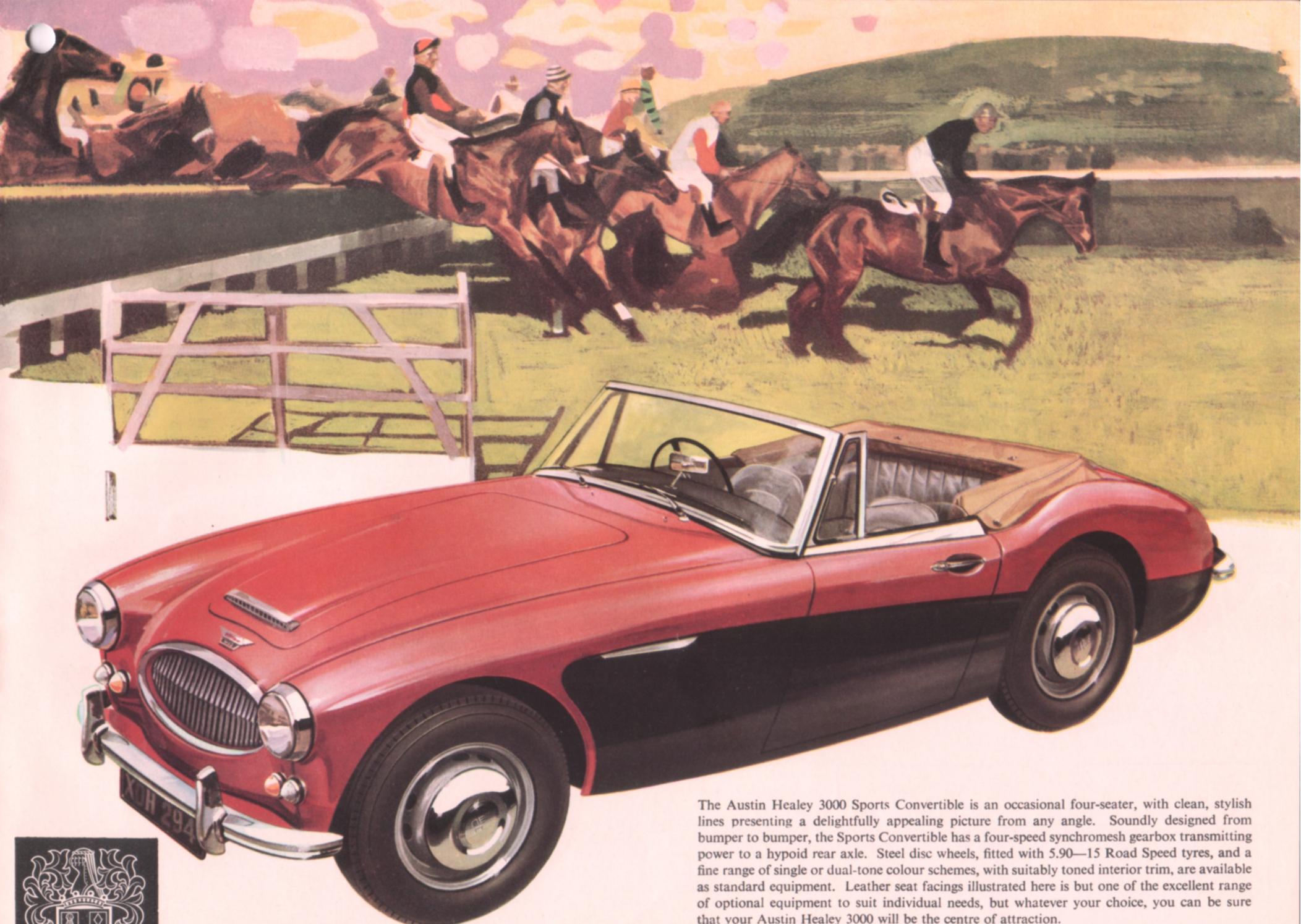
Well established throughout the world as a classic in sports car production, the familiar lines of the Austin Healey 3000 now become more appealing than ever before as a Sports Convertible. Noted on road and track for its many outstanding achievements in international events, the performance of the Austin Healey 3000 needs no elaboration. Sleek, aerodynamic styling and a high standard of engineering genius puts a pace-making 100 m.p.h. plus at your disposal and you will marvel at the way this latest beauty holds the road, hugs those fast corners and devours distance with effortless ease.

With its fold-away hood, wind-down windows and wrap-around windscreen, the latest Austin Healey 3000 Sports Convertible will undoubtedly continue to blaze a high-speed trail of popularity along the highways of the world.



Truly, an all-weather car, the Sports Convertible has a tough, vinyl-coated fabric hood which can be folded away behind the occasional rear seats in a matter of seconds—or just as quickly be re-erected! With hood raised, the interior takes on saloon-car comfort with friction controlled ventilating louvres and wind-

down windows fitted in each door. For increased ventilation, the flexible plastic rear window can be un-zipped. When stowed, the hood can be neatly enclosed by a vinyl-coated fabric cover specially tailored for the purpose, so that the Austin Healey 3000 retains to the full, its slick, elegant sports appearance.



The Austin Healey 3000 Sports Convertible is an occasional four-seater, with clean, stylish lines presenting a delightfully appealing picture from any angle. Soundly designed from bumper to bumper, the Sports Convertible has a four-speed synchromesh gearbox transmitting power to a hypoid rear axle. Steel disc wheels, fitted with 5.90—15 Road Speed tyres, and a fine range of single or dual-tone colour schemes, with suitably toned interior trim, are available as standard equipment. Leather seat facings illustrated here is but one of the excellent range of optional equipment to suit individual needs, but whatever your choice, you can be sure that your Austin Healey 3000 will be the centre of attraction.



**SEE THE FULL RANGE OF B.M.C. ACCESSORIES**

Your Austin Dealer will be pleased to give full details of approved accessories which can be fitted to your car. Below is a list specially selected for use with the Austin Healey 3000 Sports Convertible.

Luggage Grid

Badge Bar

Rubber Mats

Anti Mist Cloth

Individual Hand Tools

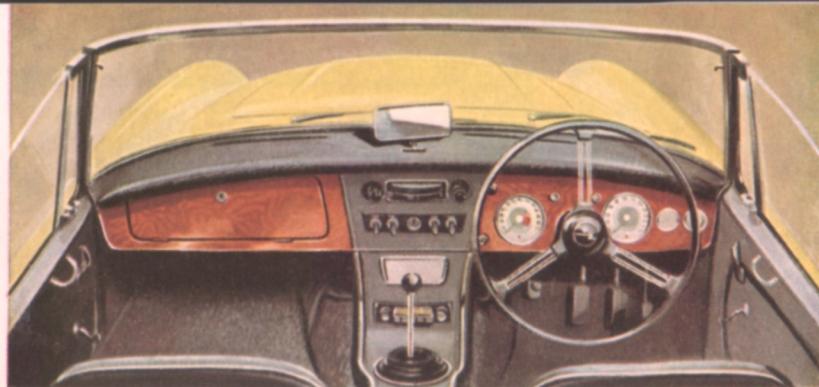
Wing Mirrors

Seat Belts

Fog and Driving Lamps

Car Valeting Items

Touch-up Paint



Essential for high-speed travel, the easily read instruments are closely grouped in a wood veneer panel in front of the driver. A short central gear lever in the console permits effortless changes and for driving comfort, the 17 inch diameter steering wheel has spring-spokes. A hard-wearing carpet over the entire floor completes the stylish interior trim.



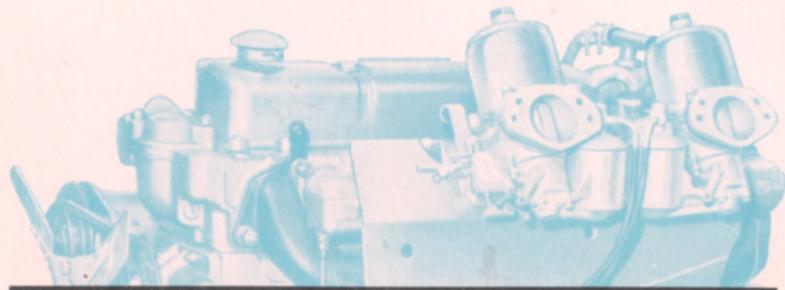
## features of the



The doors lift well clear of the kerb when opened, while for open-car motoring the friction controlled ventilating louvres and wind-down windows can be used to good effect in deflecting the buffeting air-stream clear of the cockpit.

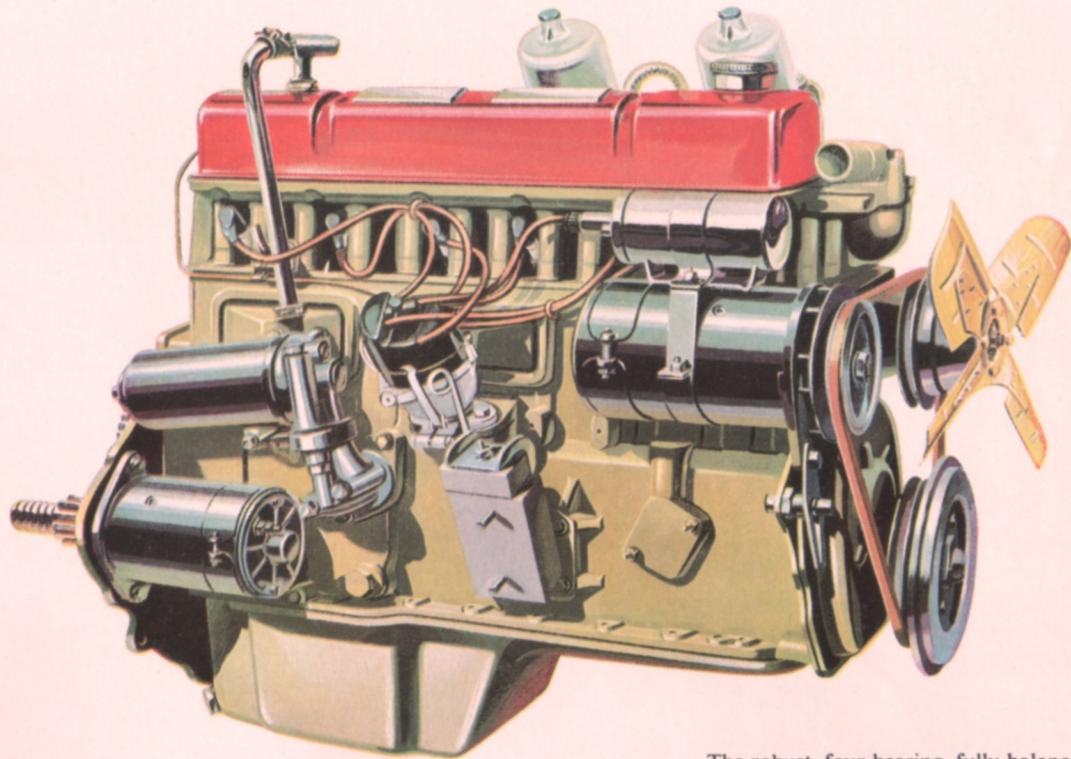
**3000**  
*Austin Healey*  
SPORTS CONVERTIBLE



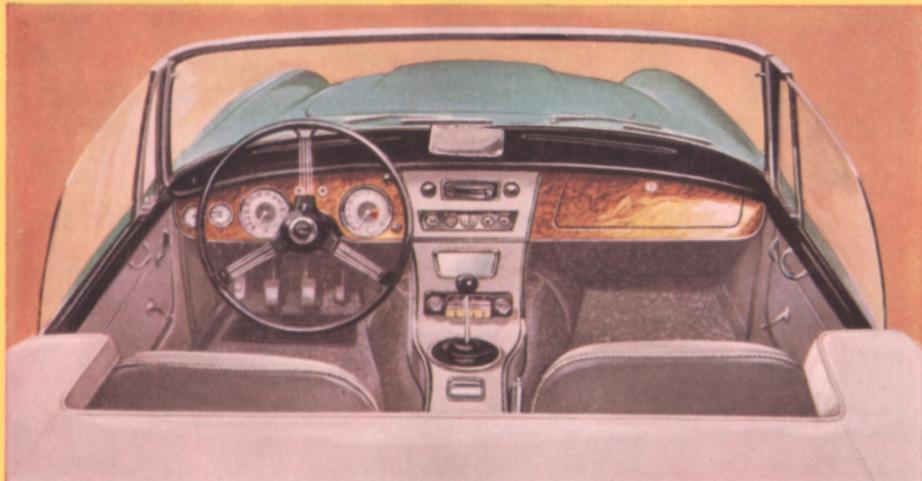


The power plant of the 3000 is a sturdy six-cylinder overhead-valve unit of 2,912 c.c. capacity. It is fitted with two HD 8 semi-downdraught S.U. carburetors and its oil circulation is protected by a full-flow oil filter which traps all damaging foreign bodies in a replaceable element. Developing 150 b.h.p. at 5,250 r.p.m. this long-lasting engine 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 delightfully exhilarating to experience and its lively response through the gears gives to the Austin Healey 3000 Sports Convertible the magnificent sports car performance it deserves!

# The BMC 2.9 litre power unit



The robust, four-bearing, fully-balanced crankshaft is fitted with an external vibration damper on its forward end to eliminate any whip at high revs.



## Export Availability

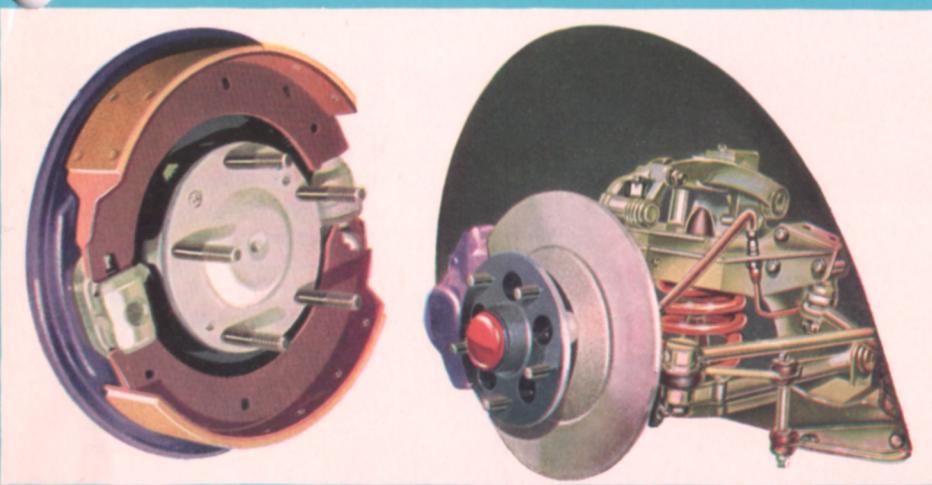
The specification covers the general availability of the Austin Healey 3000 Sports Convertible. Certain Production variations are available, however, to equip this car for the markets of the world. The following items of equipment are therefore alternatively available at no extra charge:

- |  |                   |
|--|-------------------|
| Right- or left-hand steering                           | M.P.H. or Km.P.H. |
| Lighting equipment to suit any<br>specific requirement | speedometer       |
| Centigrade or Fahrenheit water temperature gauge       | Six-blade fan     |

The following items of equipment can also be supplied at extra cost, provided they are requested at the time of the original order:

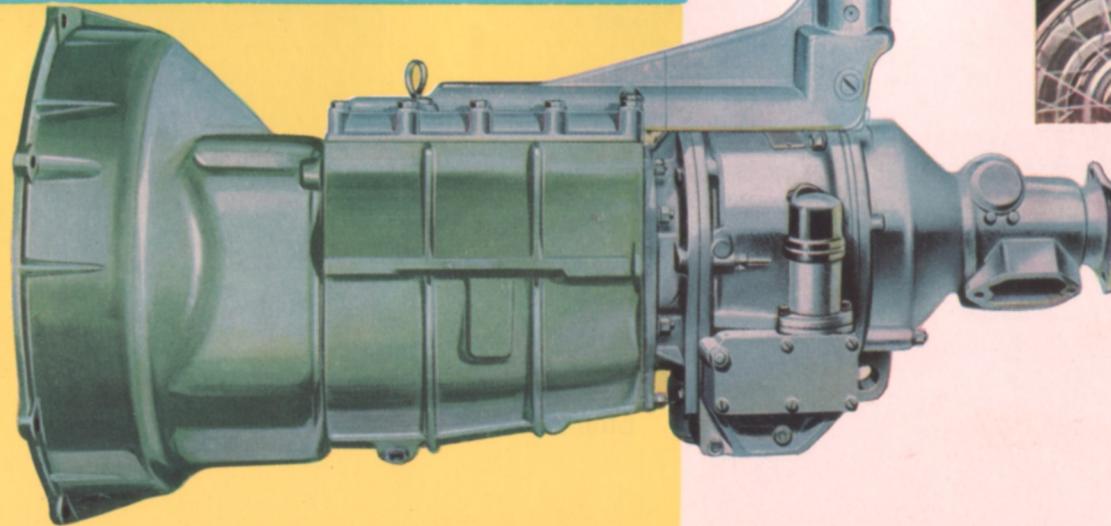
- |                                |                            |
|--------------------------------|----------------------------|
| Adjustable steering column     | Luggage rack               |
| Cigar Lighter                  | Overdrive                  |
| Exterior wing mirrors          | Radio                      |
| Fog lamp and/or Spot Lamp      | Wire-spoke knock-on wheels |
| Heater and Demister            | Tonneau cover              |
| Locking petrol filler cap      | Whitewall tyres            |
| Wheel trims (disc wheels only) | Leather trim               |





Large diameter hydraulic drum brakes are fitted on the rear wheels and with 11½" (0.29 m.) diameter disc brakes on the front wheels, are servo-assisted to inspire confidence at the high speeds of which this car is capable.

Sturdy, independent front suspension units and long rear semi-elliptic leaf springs are controlled and stabilised by hydraulic shock absorbers and anti-sway bars.



The Austin Healey 3000 Sports Convertible is equipped with a four-speed gearbox which has synchromesh engagement on second, third and top speeds. All components are subjected to rigid scrutiny and testing before assembly to ensure maximum efficiency in operation. Power is transmitted to the three-quarter floating hypoid rear axle by an open propeller shaft with needle roller universal joints.

## Optional extras

*A fully comprehensive range of optional extras and alternative equipment is available for the Austin Healey 3000. They can be fitted to order, at extra cost.*



Real Connolly Leather is available at a slight extra cost.

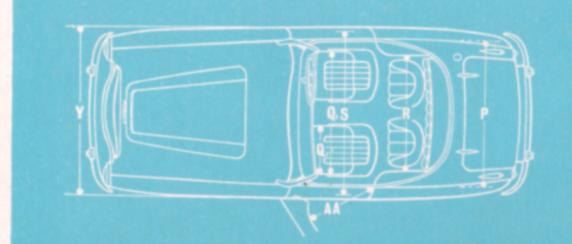
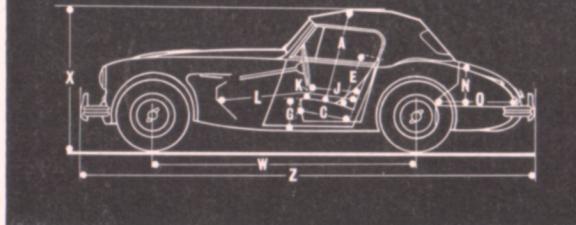
If you like a radio in your car, there is a set available which gives good reception in all countries of the world.



Basic models are fitted with ventilated steel disc wheels, but if continued high speed motoring, or excessive competition driving is intended, then wire-spoke wheels with "knock-on" hubs are strongly recommended. It is important that the choice should be made when ordering your car.

An electrically controlled overdrive (illustrated here) can, if required, be fitted to the standard gearbox of the Austin Healey 3000. 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.

# Specification



**ENGINE:** 2,912 c.c. (177.7 cu. in.); bore 3.282 in. (83.36 mm.); stroke 3.5 in. (89 mm.); 150 b.h.p. (approx.) at 5,250 r.p.m.; maximum torque (approx.) 173 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 a separate cast aluminium inlet manifold. Two-piece cast-iron exhaust manifold fitted with twin exhaust system.

**Crankshaft:** Forged steel supported by four steel-backed copper-lead bearings.

**Connecting Rods:** Forged steel with steel-backed copper-lead bearings.

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

**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 with damper to maintain chain lubrication and tightness respectively.

**Valves:** Overhead, operated by push-rods and rockers. Valve oil seals are fitted. KE965 steel exhaust valves.

**Lubrication:** Oil is forced under pressure to all main, connecting rod and camshaft bearings. 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. 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 through ample passages in the cylinder head. A 4-bladed fan is fitted. Pressurised cooling system capacity approximately 20 pints (11.37 litres).

**Ignition:** Coil and 12-volt battery. Distributor has automatic advance and retard and built-in vacuum control.

**Fuel System:** Fuel from a rear tank is fed by electric pump to two semi-downdraught S.U. HD8 carburetters fitted with "pancake" air cleaners. Tank capacity 12 gallons (54.6 litres).

## CHASSIS: Transmission:

**Clutch:** Diaphragm type, 9½ in. (0.24 m.) diameter.

**Gearbox:** Ratios: Reverse 3.391; First 2.637; Second 2.071; Third 1.306; Top 1.000 to 1. Oil Capacity: approximately 4 pints (2.27 litres). Change speed: short central lever in console.

**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 7.9 m.p.h.; Second 10.1 m.p.h.; Third 15.9 m.p.h.; Top 20.8 m.p.h.

## Transmission with Overdrive:

**Clutch:** Diaphragm type, 10 in. (0.25 m.) diameter.

**Gearbox:** Ratios: Reverse 3.391; First 2.637; Second 2.071; Third 1.306; Overdrive Third 1.077; Top 1.000; Overdrive Top 0.822 to 1. Change speed short central lever in console. 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 7.2 m.p.h.; Second 9.1 m.p.h.; Third 14.4 m.p.h.; Overdrive Third 17.6 m.p.h.; Top 18.9 m.p.h.; Overdrive Top 23.0 m.p.h.

**Steering:** Cam and Peg. Ratio: 15 to 1. Steering Wheel: three spring spokes, 17 in. (0.43 m.) diameter.

**Suspension:** Front—Independent with wishbones, coil springs, shock absorbers and anti-sway 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. Vacuum servo assisted.

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

**ELECTRICAL:** 12 volt battery, 57 ampere hour capacity at 20 hour rate. Headlamps with foot-operated dipping switch. Separate side lamps and flashing direction indicators. Combined twin stop-tail lamps and separate flashing direction indicators. Concealed instrument illumination. Twin horns. Twin windscreens wipers.

**INSTRUMENTS:** Trip speedometer. Revolution counter electrically operated from coil. Fuel gauge. Combined water temperature and oil pressure gauge. Red warning lights indicate generator not charging and headlamp high beam position. Green warning light arrows show direction indicators working. Toggle Switches for starter, lighting, screen wiper, and control for windscreens washer (also for heater and overdrive when fitted) on console.

**BODYWORK:** Occasional four-seater, two-door, convertible 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 but twin safety catches fitted to prevent bonnet top from lifting

# Leading Dimensions

A 2 ft. 11 in. (0.89 m.)	C 1 ft. 7½ in. (0.51 m.)	E 1 ft. 8 in. (0.51 m.)	G 8½ in. (0.21 m.)	J 1 ft. 7½ in. (0.49 m.)
K 5½ in. (0.14 m.)	L 4 ft. 0 in. (1.22 m.)	N 1 ft. 2 in. (0.36 m.)	O 2 ft. 4½ in. (0.72 m.)	P 4 ft. 1 in. (1.24 m.)
Q1 1 ft. 5 in. (0.43 m.)	Q2 3 ft. 9 in. (1.14 m.)	R 3 ft. 3 in. (0.99 m.)	S 4 ft. 3 in. (1.28 m.)	W 7 ft. 8 in. (2.34 m.)
X 4 ft. 2 in. (1.24 m.)	Y 5 ft. 0½ in. (1.54 m.)	Z 13 ft. 1½ in. (4.00 m.)	AA 2 ft. 2½ in. (0.67 m.)	Ground Clearance 4½ in. (0.11 m.)
Turning Circle: 35 ft. (10.67 m.) Approx. Weight: 2,375 lb. (1077 kg.)				Track—Front 4 ft. 0½ in. (1.24 m.) Rear 4 ft. 2 in. (1.27 m.)

while travelling at speed. Wide, front-hinged doors have wind-down windows and opening louvres for controlled ventilation, and are fitted with outside handles. Fixed wrap-around windscreens is fitted with double screen wipers. Windscreens washer fitted. Vinyl-treated fabric hood is anchored by quick release catches at two points on the screen head-rail, and with hinged metal hood frame folds completely away behind the rear occasional seats. A cover is provided to conceal the hood when lowered. The large transparent backlight is flexible and attached to the hood by zip-fasteners. Lockable luggage compartment at rear is lined with Armacord and contains spare wheel with anchor strap, and battery with manually operated master switch. Fascia comprises polished wood veneer panel each side of central console. Interior driving mirror fitted to top surface of fascia. Instruments grouped in front of driver and glove box with locking lid fitted on passenger's side. Top of fascia and door rolls are padded and trimmed in black. Seats are trimmed in chequered extensible vinyl-coated fabric and interior trim panels are completed in vinyl-treated fabric. Central console contains switch panel, ash tray, and serves as an arm-rest between front seats. Provision for installing heater and radio controls in console, between fascia panels, if required. Squab of rear occasional seats can be folded forward to provide an extended supplementary carpet-covered luggage platform. Fitted carpet over floor. Paint finish in single or dual colours. Provision for installing seat belts.

**OPTIONAL EXTRAS:** Heater. Electrically operated overdrive. 15 in. × 4J wire spoke "knock-on" wheels. Overall tonneau cover to match hood can be opened for driver only. Leather trim for seats, armrest and rear folding squabs.



**Austin Motor Company Limited**  
**BMC Export Sales Limited**  
**Longbridge · Birmingham**  
**England**