

Austin Healey 3000

SPORTS CONVERTIBLE

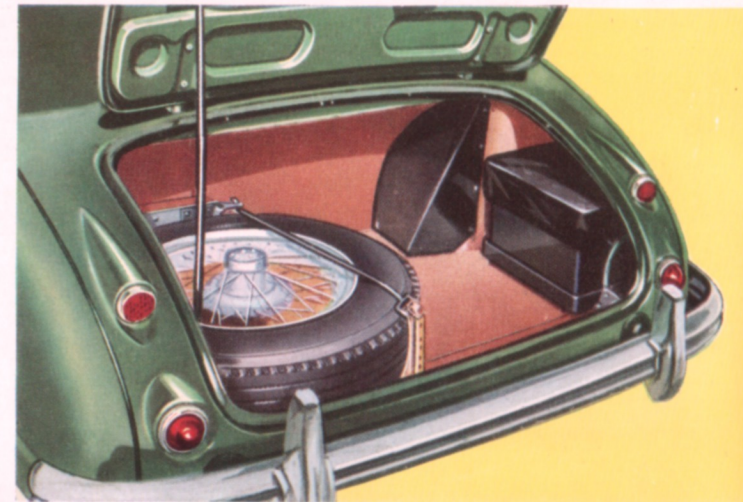


the *Austin Healey* 3000 sports convertible



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.

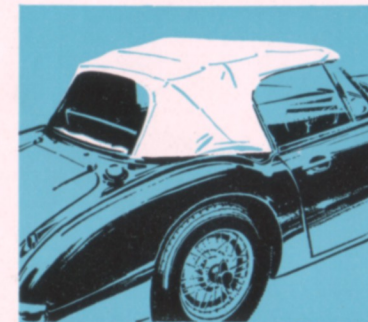
With its fold-away hood, wind-down windows and wrap around windscreen, the latest Austin Healey 3000 Sports Convertible will undoubtedly continue to blaze a high-speed trail of popularity along the highways of the world.



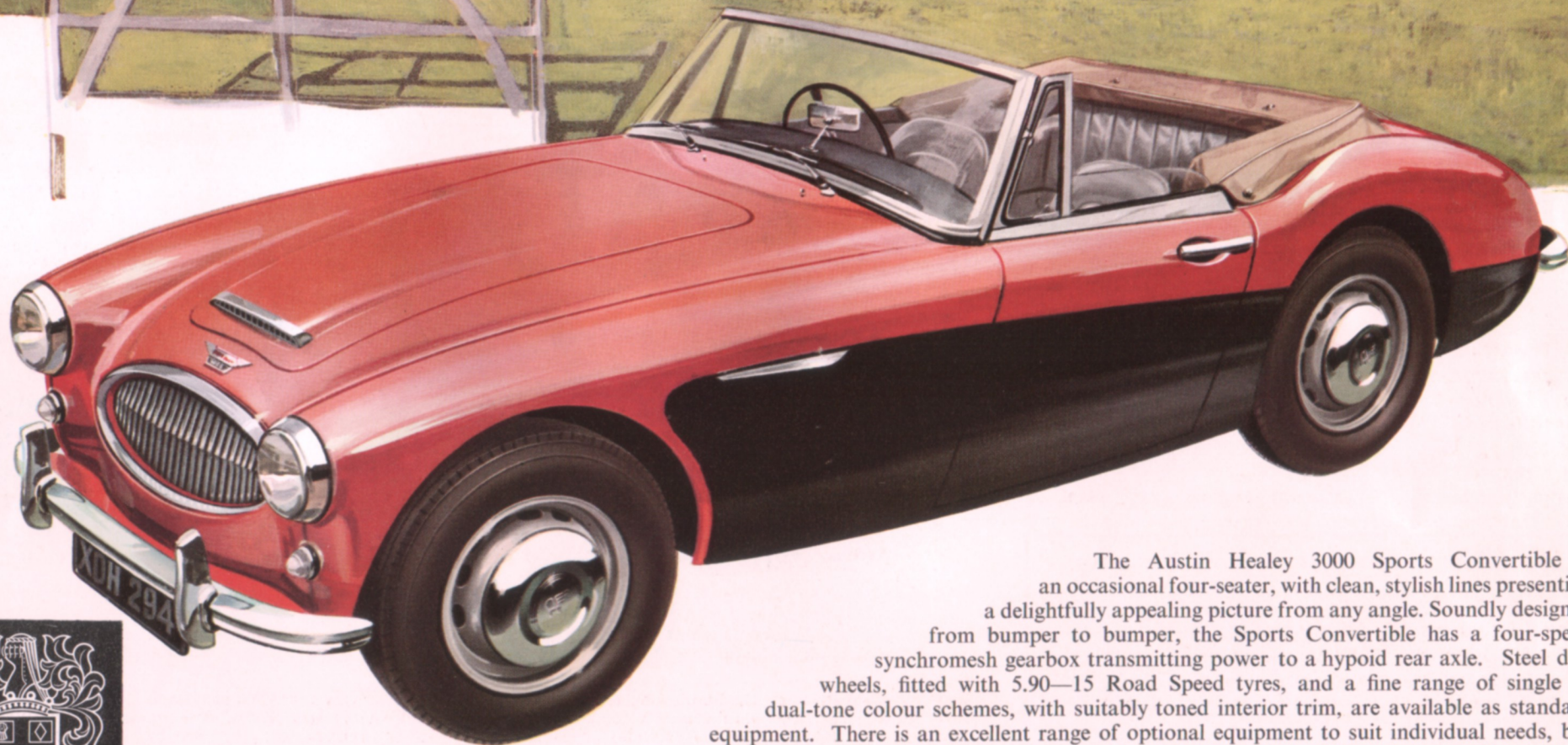
Each of the adjustable bucket seats in the neatly designed interior is upholstered in latex foam rubber, with hide facings. The seat cushions are removable and the squabs tilt forward to facilitate access to the inset well-type rear seats. An ash tray and padded arm-rest are provided on the centre transmission tunnel. 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.



Truly, an all-weather car, the Sports Convertible has a tough, vinyl treated 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-

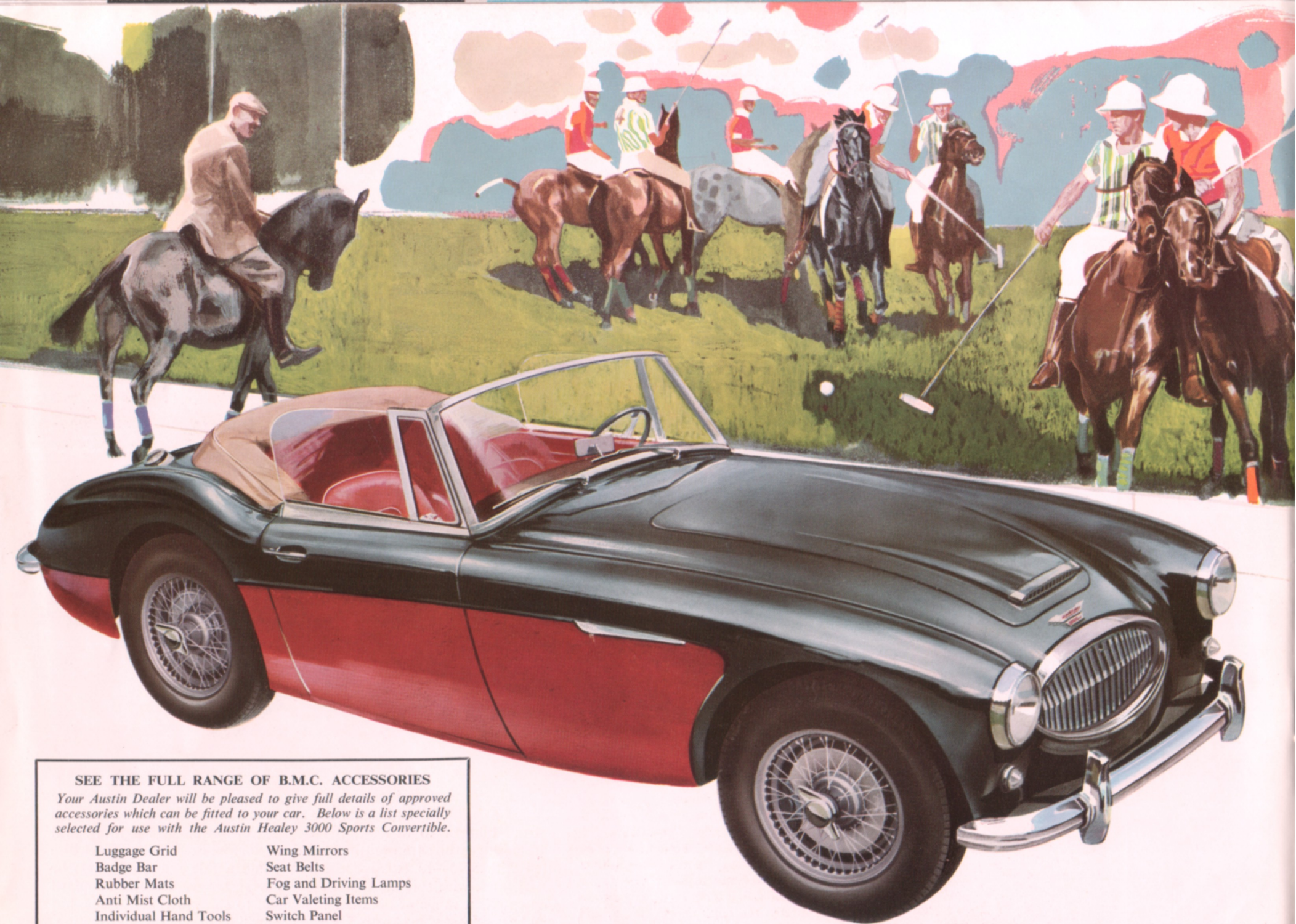


down windows fitted in each door. For increased ventilation, the flexible plastic rear window can be removed. When stowed, the hood can be neatly enclosed by a vinyl treated fabric cover specially tailored for the purpose, so that the Austin Healey 3000 retains to the full, its slick, elegant sports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

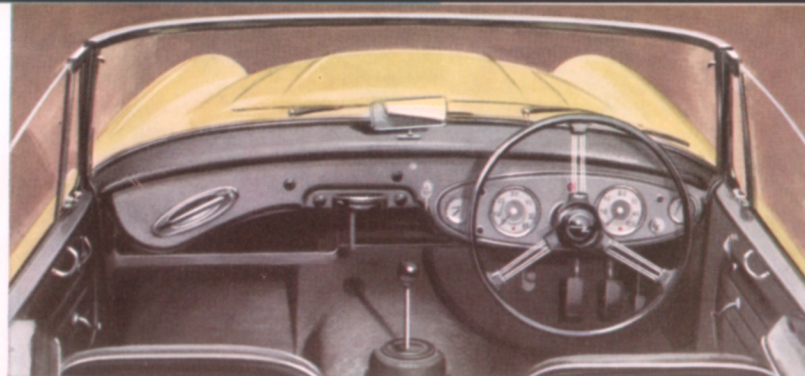




SEE THE FULL RANGE OF B.M.C. ACCESSORIES

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.

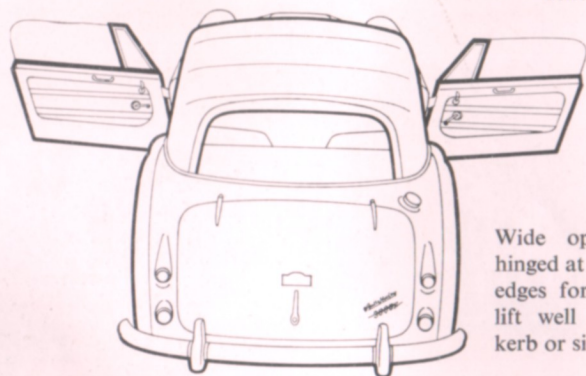
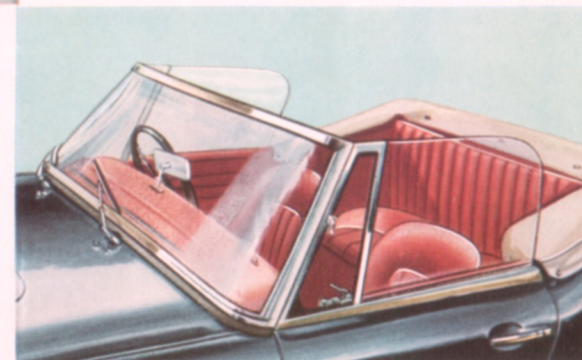
- | | |
|-----------------------|-----------------------|
| Luggage Grid | Wing Mirrors |
| Badge Bar | Seat Belts |
| Rubber Mats | Fog and Driving Lamps |
| Anti Mist Cloth | Car Valeting Items |
| Individual Hand Tools | Switch Panel |



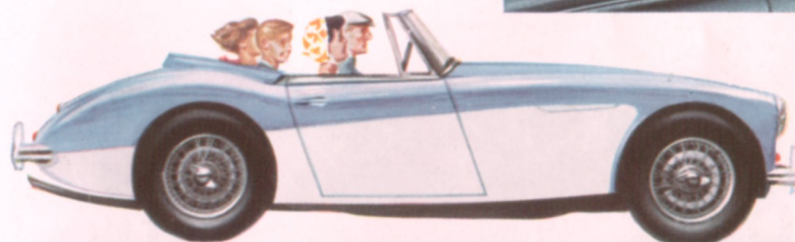
Essential for high-speed travel, the easily read instruments are closely grouped in a panel in front of the driver. A short central gear lever permits effortless changes and for driving comfort, the 17 inch diameter steering wheel has spring-spokes. A hard-wearing carpet over the entire floor completes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

Blending unobtrusively with the exterior body styling, the wrap-around windscreen is brought well round to provide excellent vision ahead, so desirable in the modern high-speed sports car. Twin electric wipers are designed to sweep clean a large area of the screen, even though it has a curved surface, and twin jet windscreen washers obviate the need for continually stopping to wipe down a mudsplashed windscreen.

In the open condition, the friction controlled ventilating louvres and wind-down windows in each door can be used to good effect in deflecting a buffeting air-stream from the cockpit.



Wide opening doors hinged at their forward edges for easy access, lift well clear of the kerb or side-walk.



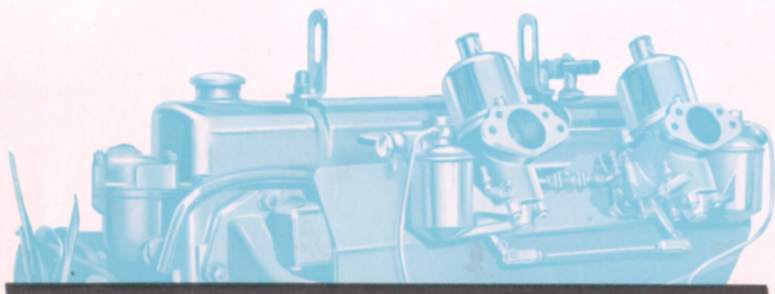
features of the

3000
Austin Healey
SPORTS CONVERTIBLE



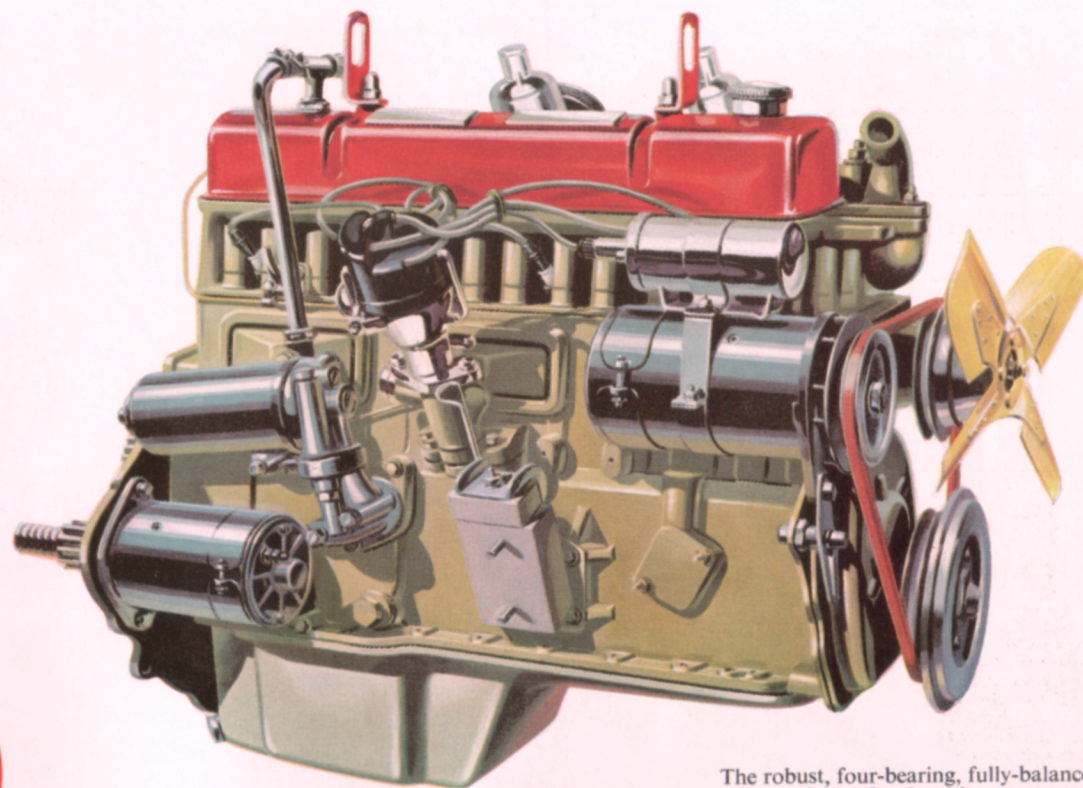
Saloon car comfort when it's needed, and yet, all the thrill of open sports car motoring is available in an instant. Regardless of whether the door windows are raised or not, the tough, vinyl-treated fabric hood can be quickly folded away behind the occasional rear seats. Retained in two places on the screen head-rail, it is but a simple operation to unfasten the quick-release catches and lower the hood.



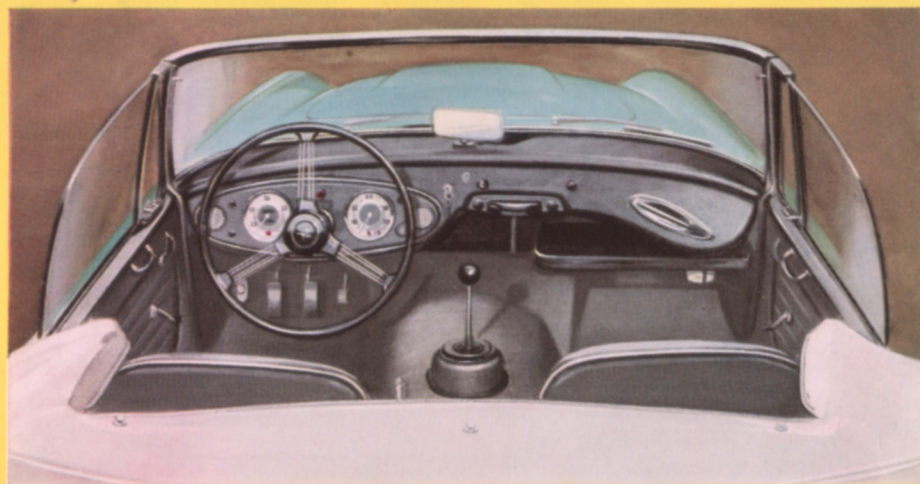


The power plant of the 3000 is a sturdy six-cylinder overhead-valve unit of 2,912 c.c. capacity. It is fitted with two HS 6 semi-down draught S.U. carburetors and its oil circulation is protected by a full-flow oil filter which traps all damaging foreign bodies in a replacement element. Developing 130 b.h.p. at 4,750 r.p.m. (gross 136 b.h.p.), 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:

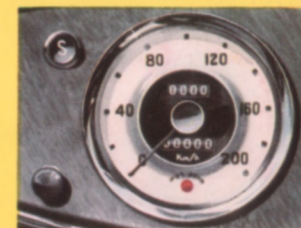
Right- or left-hand steering
Lighting equipment to suit any specific requirement
Modified silencer

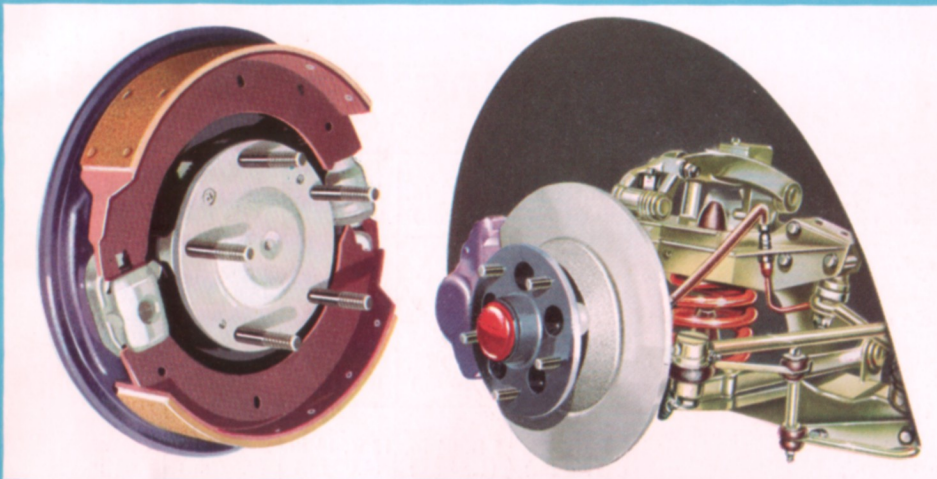
M.P.H. or Km.P.H. speedometer
Six-blade fan

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
Cigar Lighter
Exterior wing mirrors
Fog lamp and/or Spot Lamp
Heater and Demister
Locking petrol filler cap

Luggage rack
Overdrive
Radio
Wire-spoke knock-on wheels
Servo-assisted brakes
Tonneau cover





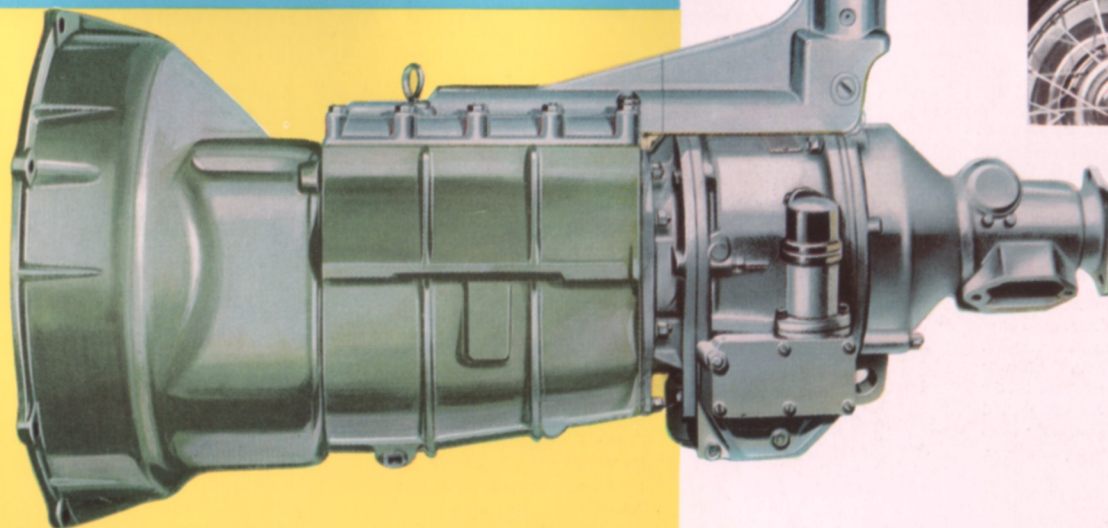
Brakes:

Large diameter hydraulic drum brakes are fitted on the rear wheels and 11¼" (0.29 m.) diameter disc brakes on the front wheels inspire confidence at the high speeds of which this car is capable.

Suspension:

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 basic four-seater 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

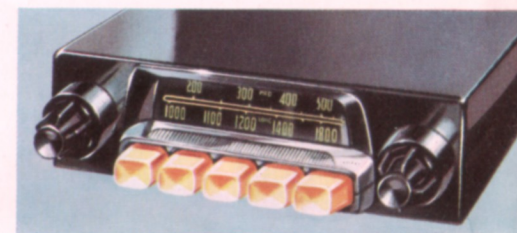
A fully comprehensive range of optional extras and alternative equipment is available for the Austin Healey 3000. They can all be fitted to order at extra cost.



A fresh-air heater can be neatly installed. The arrangement of the controls is such that a range of fresh air from hot to cold can be forced into the car interior to suit prevailing weather conditions. Effective demisting or defrosting of the screen is also provided through outlets in the top surface of the fascia.

RADIO

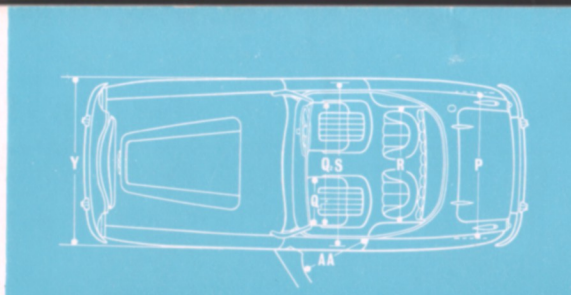
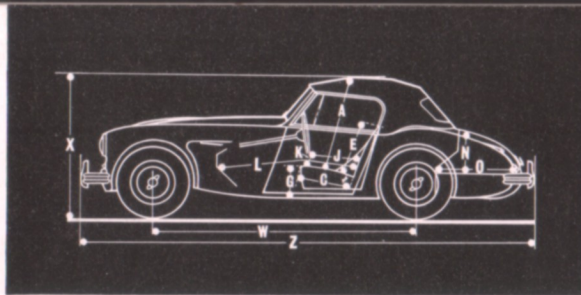
If you like a radio in your car, there is a set available which gives good reception in all countries of the world.



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.); b.h.p. (approx.) 130 at 4,750 r.p.m. (approx. 136 b.h.p. at 4,750 r.p.m. gross); maximum torque (approx.) 167 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 three separate cast aluminium inlet manifolds. Two-piece cast-iron exhaust manifold fitted with twin exhaust system.

Crankshaft: Forged steel supported 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 with damper 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. 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. HS6 carburettors fitted with "pancake" air cleaners. Tank capacity 12 gallons (54.6 litres).

CHASSIS: Transmission:

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

Gearbox: Ratios: Reverse 3.72; First 2.88; Second 2.06; Third 1.31; 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 3.72; First 2.88; Second 2.06; Third 1.31; Overdrive Third 1.077; Top 1.0; Overdrive Top 0.822 to 1. 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 with wishbones, coil springs, shock absorbers and stabilising bar. Rear—Semi-elliptic leaf springs, shock absorbers and anti-sway bar. 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 battery. 50 ampere hour capacity at 10 hour rate, (57 ampere hour at 20 hour rate). Headlamps with foot-operated dipping switch. 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 generator not charging 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.

Leading Dimensions

A 2 ft. 11 in. (0.89 m.)	C 1 ft. 7½ in. (0.50 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.)		Track—Front 4 ft. 0½ in. (1.24 m.)		
Approx. Weight: 2,375 lb. (1077 kg.)		Rear 4 ft. 2 in. (1.27 m.)		

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 unintentionally while travelling at speed. Wide, rear-opening doors have wind-down windows and opening louvres for controlled ventilation, and are fitted with outside handles. Fixed wrap-around windscreen is fitted with double screen wipers. 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 fasteners so that it can be lowered for increased ventilation while on the move. Lockable luggage compartment at rear is lined with Armacord and contains spare wheel with anchor strap, and battery with manually operated master switch. All instruments grouped on 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 which is trimmed in vinyl-treated fabric. Flush fitting ash tray in centre transmission tunnel. Fitted carpet over floor. Seats trimmed with hide facings. Padded hide and vinyl treated fabric armrest between front bucket seats. Paint finish in single or dual colours. Provision for installing seat belts.

OPTIONAL EXTRAS: Radio. Heater. Electrically operated overdrive. 15 in. × 4J wire spoke "knock-on" wheels. Servo-assisted brakes. Overall tonneau cover to match hood can be opened for driver only.

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