

AUSTIN HEALEY



Sprite

THE EXCITING

New

AUSTIN HEALEY

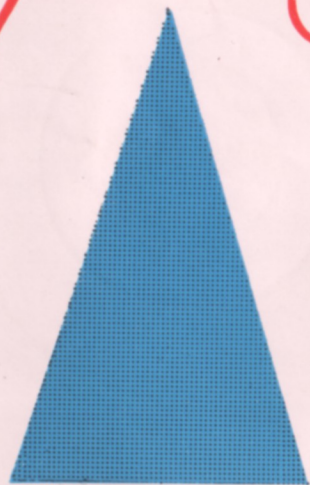


Who can deny that this delightful addition to the marque of Austin Healey is aptly named? For although compact proportion, the 'Sprite' nevertheless has a 'full-size' performance. The secret lies beneath the bonnet—power in plenty from the B.M.C. 'A' type engine fitted with twin S.U. carburettors and developing 42.5 b.h.p. at 5,000 r.p.m.

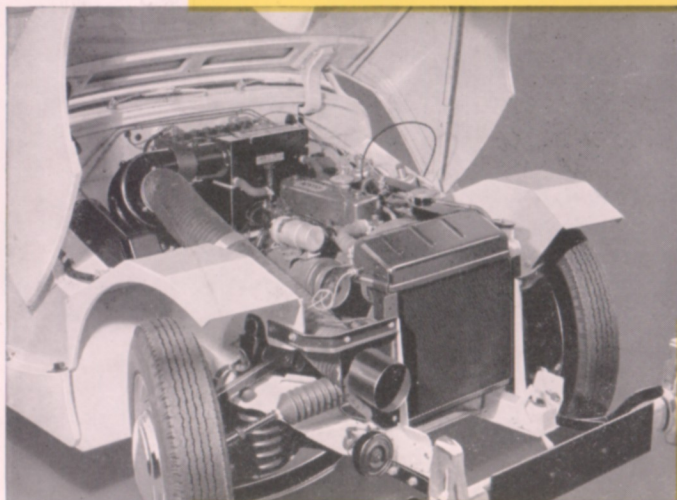


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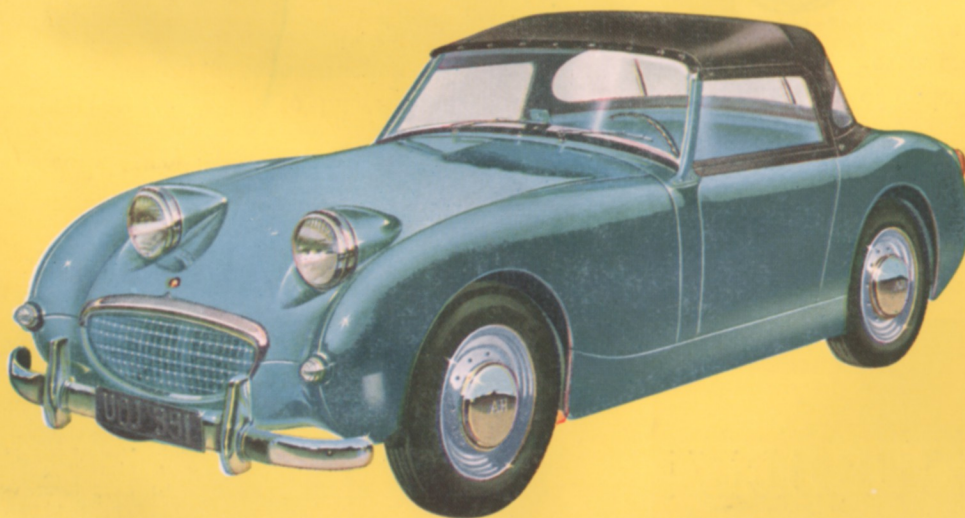
Move the seat squabs forward and there behind is a surprising amount of space for personal luggage. The spare wheel is held horizontally by elastic webbing straps.



Being hinged at its rear edge, the complete bonnet assembly lifts to reveal a very accessible front end. Mechanical components requiring routine maintenance are easy to get at, with the minimum of inconvenience.

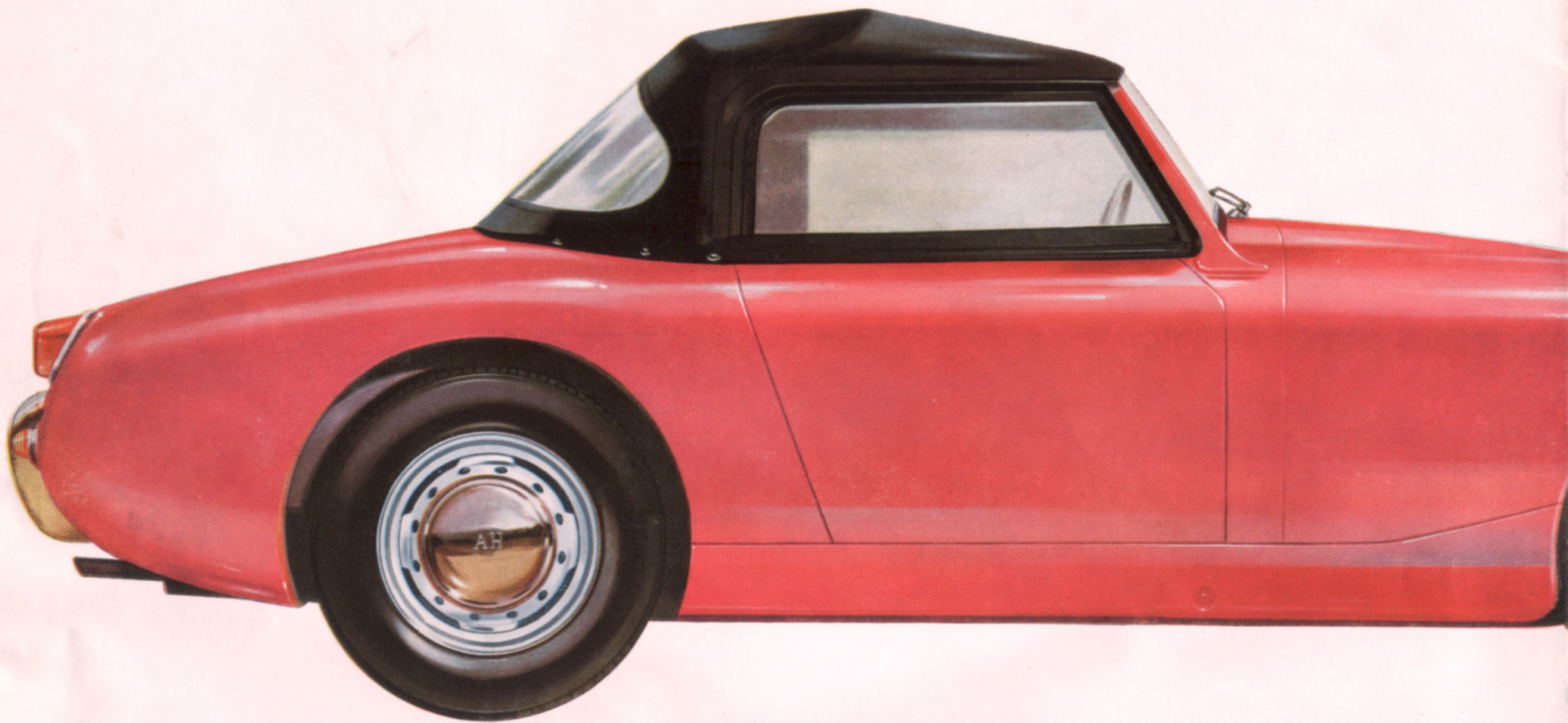
PERFORMANCE, ECONOMY . . .

. . . AND SAFETY!



Constructionally, the accent is on safety. Independent front suspension, hydraulic shock absorbers, rack and pinion steering and an extremely low centre of gravity are some of the features which add emphasis to the tip-tight road-holding qualities of this two-seater. All-steel, integral construction is yet another feature inherent in its design . . . features which have been fully developed and rigorously tested.

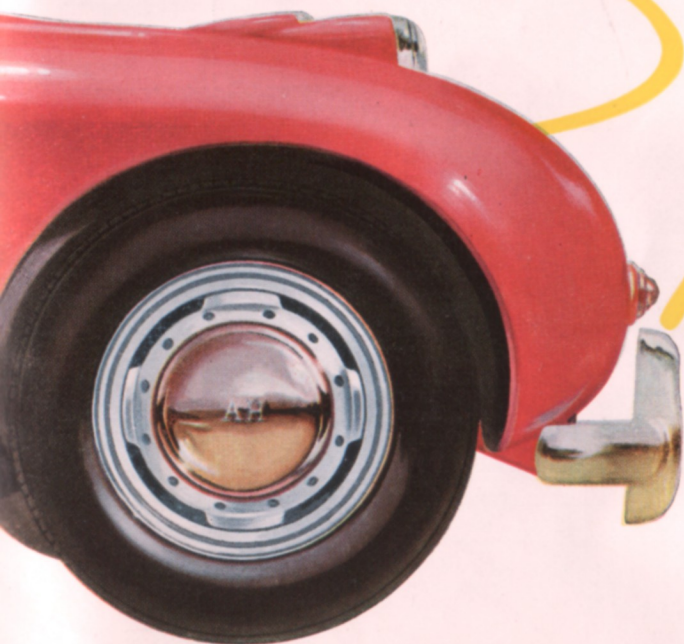
THE CAR THAT OFFERS SO MUCH . . .



. SPORTS CAR PERFORMANCE . . .

... FOR SO LITTLE

AUSTIN HEALEY



There is much to interest the sports car enthusiast in the construction of this delightful newcomer to the world's sports car markets.

The designs of most of its major mechanical components have been proved in other B.M.C. models, so that to purchase a 'Sprite' is to have a ready-made, fully comprehensive, world-wide spares and service organisation!

Compact and 'clean', the body of the 'Sprite' is first completely immersed in a rust-inhibiting compound before receiving its finishing coats of high-lustre enamel, thus ensuring long, trouble-free life.

High quality P.V.C.-coated fabric is used entirely for the interior trim. Seats, casings and fascia panel are all covered with this hard-wearing material which, being washable, can be kept spotlessly clean.

The hood and sidescreens are also made from P.V.C.-coated fabric, forming a snug, weather-proof canopy which can be removed and stored in the rear compartment behind the seats when not in use.

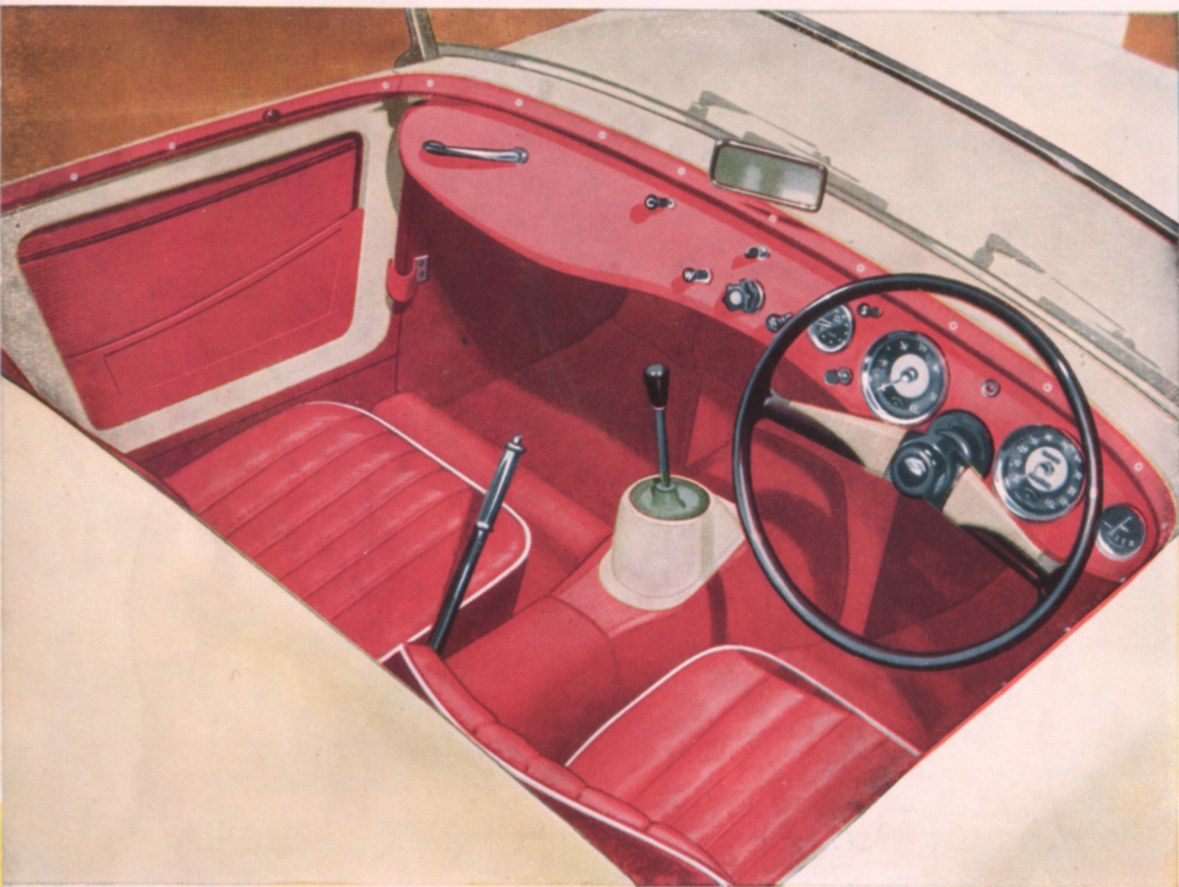
Numerous items of optional equipment are available at small extra cost—such items as radio, heater, screen-washer and rev. counter can all be fitted to order. Robust overriders are fitted at the rear, and for extra protection at the front, a chromium plated bumper, complete with overriders, is fitted on all Export models, this being available at extra cost for the Home Market.

COLOURS

The 'Sprite' is available in several combinations of exterior colours and interior trim, as set out in the panel below. In each case the road wheels are painted silver.

EXTERIOR COLOUR	INTERIOR TRIM COLOUR
Cherry Red ...	Red with white piping and black hood.
Leaf Green ...	Green with black hood.
Old English White	Red or black, with white piping and black hood.
Iris Blue ...	Blue with light blue piping and black hood.
Nevada Beige ...	Red with white piping and black hood.

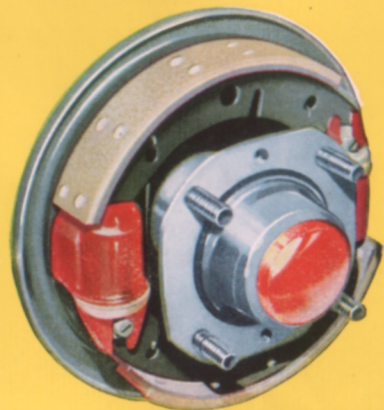
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Fascia

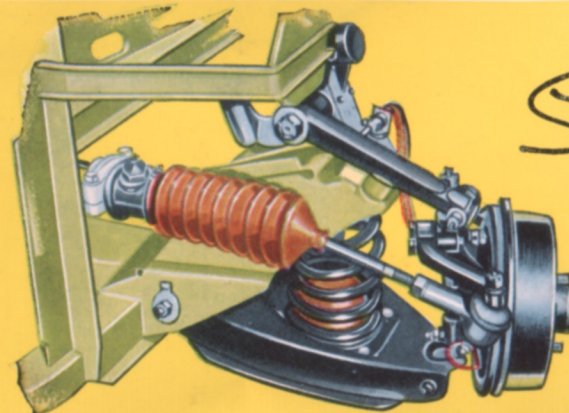
Simple and straightforward design results in a pleasant arranged fascia. The complete panel is trimmed in P.V. fabric and the instruments are grouped immediately in front of the driver. Provision is made for the inclusion of a rev. counter when fitted, includes the headlamp high beam warning light. It can also be neatly installed, the control unit being positioned on the passenger's side of the fascia.

When sitting behind the wheel of the 'Sprite', the enthusiast will find everything conveniently to hand... experience the 'feel' of the performance of the 'big' sports car and the satisfying economy and manoeuvrability of the small car, in which class the British Motor Corporation are undisputed leaders.



Brakes

Drive with confidence... for the powerful, four-wheel brakes are hydraulically operated by pendant pedal. There is also two-leading-shoe action on the front wheels, and for parking purposes the handbrake is mechanically connected to the rear wheels.



Suspension

The anti-roll qualities of the 'Sprite' are due to its low centre of gravity and robust suspension. Coil springs and dampers are controlled by lever type hydraulic dampers to give smooth, safe driving at all times.

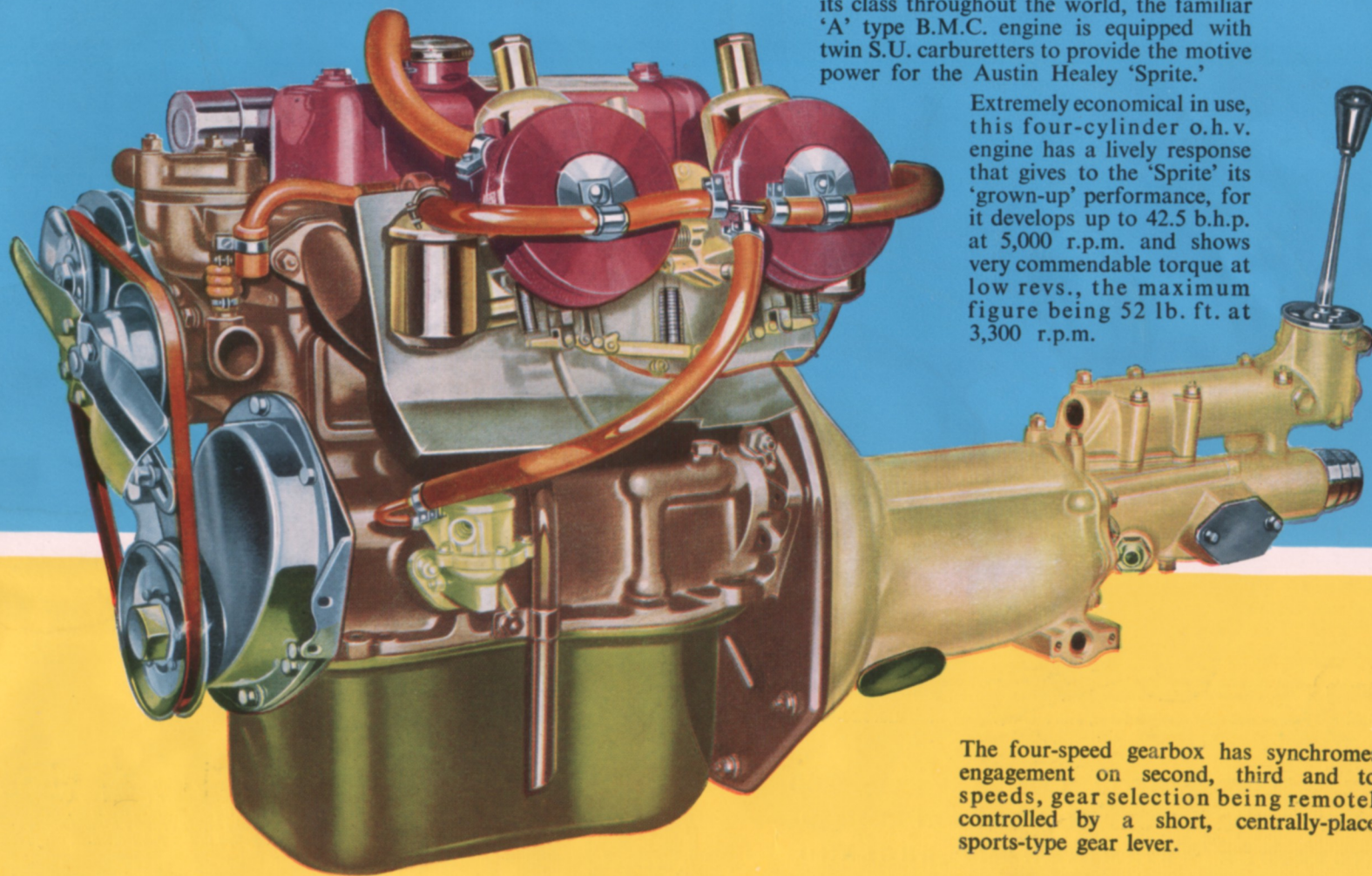
• • SMALL CAR ECONOMY

Sprite

Power Unit

Now established as the finest power unit of its class throughout the world, the familiar 'A' type B.M.C. engine is equipped with twin S.U. carburettors to provide the motive power for the Austin Healey 'Sprite.'

Extremely economical in use, this four-cylinder o.h.v. engine has a lively response that gives to the 'Sprite' its 'grown-up' performance, for it develops up to 42.5 b.h.p. at 5,000 r.p.m. and shows very commendable torque at low revs., the maximum figure being 52 lb. ft. at 3,300 r.p.m.



The four-speed gearbox has synchromesh engagement on second, third and top speeds, gear selection being remotely controlled by a short, centrally-placed sports-type gear lever.

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Specification

ENGINE

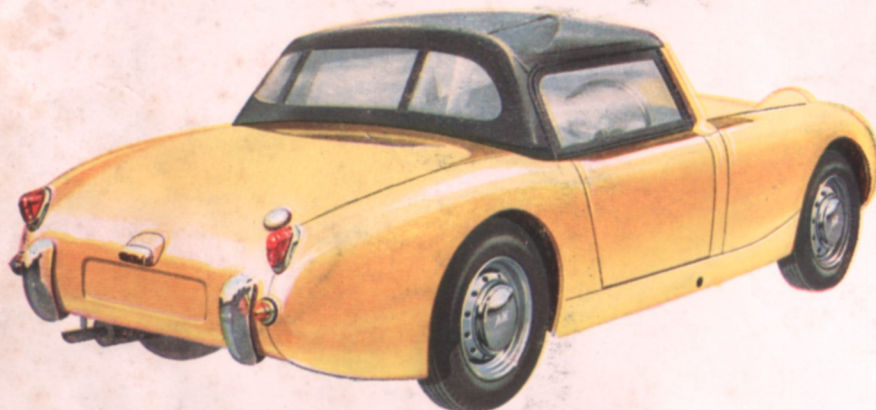
In-line 4-cylinder, O.H.V., water-cooled, three bearing counterbalanced crankshaft. Bore 2.478 in. (62.9 mm.). Stroke 3 in. (76.2 mm.). Cubic capacity 57.82 cu. in. (948 c.c.). Maximum b.h.p. 42.5 (SAE 48 b.h.p.) at 5,000 r.p.m. Maximum torque 52 lb. ft. at 3,300 r.p.m. Compression ratio 8.3 : 1.

Fuel System: Twin H1 semi-downdraught S.U. carburettors. A.C. type Y mechanical petrol pump. Oil wetted twin 'pancake' air cleaner. Tank capacity 6 gallons (27.28 litres).

Lubrication System: Full pressure feed, wet sump. Gear or vane type pump driven from camshaft. Full-flow external oil filter with renewable element. Sump capacity 6 pints (3.48 litres) plus 1 pint (0.57 litre) for filter.

Ignition System: Coil and distributor with auto and vacuum control.

Cooling System: Pressurised radiator with pump, fan and thermostat. Capacity approximately 10 pints (5.68 litres).



MECHANICAL

Clutch: Single dry plate 6½ in. (15.88 cm.) diameter. Hydraulically operated by pendant pedal.

Gearbox: Four-speed, synchromesh on second, third and top speeds. Ratios—first 3.628; second 2.374; third 1.412; top 1.00; reverse 4.664 to 1. Remote control gear lever centrally placed on floor. Oil capacity approximately 2½ pints (1.33 litres).

Propeller Shaft: Open, with needle roller bearing universal joints. Sliding splines in gearbox.

Rear Axle: Hypoid, three-quarter floating, banjo type. Ratio 4.22 to 1 (9/38). Oil capacity approximately 1½ pints (1 litre).

Overall Gear Ratios: First 15.31, second 10.02, third 5.96, top 4.22, reverse 19.68.

Road Speeds at 1,000 r.p.m.: First 4.23 m.p.h., second 6.48 m.p.h., third 10.88 m.p.h., top 15.37 m.p.h.

Steering: Rack and pinion—2½ turns of steering wheel, lock to lock. Two-spoke 16 in. (0.41 m.) diameter steering wheel. Turning circle approximately 31 ft. 6 in. (9.60 m.).

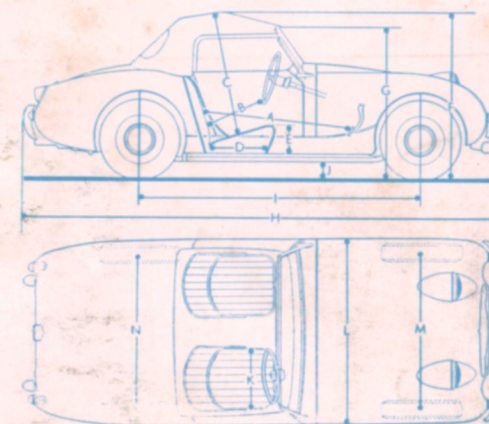
Suspension: Front—independent, with wishbones, coil springs and shock absorbers. Rear—quarter elliptic leaf springs with shock absorbers and radius arms. Lever type hydraulic shock absorbers.

Brakes: Foot—pendant pedal operating four-wheel hydraulic, two-leading shoe on front. Hand—centre pull-up lever operating on rear wheels through compensator. Diameter 7 in. × 1½ in. wide.

Road Wheels: 13 in. × 3½ in. pressed steel ventilated disc, with four-nut fixing, fitted with 5.20—13 four-ply tubeless tyres.

DIMENSIONS

A Max. 3 ft. 7½ in. (1.10 m.)	A Min. 3 ft. 3½ in. (1.00 m.)	B Max. 1 ft. 5 in. (0.43 m.)	B Min. 1 ft. 2 in. (0.36 m.)
C 2 ft. 10½ in. (0.88 m.)	D 1 ft. 7 in. (0.48 m.)	E 7½ in. (0.20 m.)	F 4 ft. 1½ in. (1.26 m.)
G 3 ft. 8½ in. (1.12 m.)	H 11 ft. 5½ in. (3.49 m.)	I 6 ft. 8 in. (2.03 m.)	J 5 in. (0.13 m.)
K 1 ft. 5 in. (0.43 m.)	L 4 ft. 5 in. (1.35 m.)	M 3 ft. 9½ in. (1.16 m.)	N 3 ft. 8½ in. (1.14 m.)
Turning Circle		31 ft 6 in. (9.60 m.)	
Approx. Weight (less fuel)		12½ cwt. (650 kg.)	



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Sprite

ELECTRICAL

12 volt, 38 amp./hr. capacity battery at 10 hour rate (43 amp./hr. at 20 hour rate). Double dipping headlamps with foot-operated dip switch (to suit any Export requirements). Sidelamps combined with front flashers. Twin stop-tail lamps combined with red reflectors. Rear number plate lamp and twin flashing direction indicators. Twin self-parking windscreen wipers. Single horn. Combined switch for lamps and ignition.

INSTRUMENTS

Speedometer with trip and total mileage recorder. Petrol gauge. Warning lamps to indicate no dynamo charge and headlamp high beam position. Warning lamp to show flashers working. Combined thermometer and oil pressure gauge. Concealed instrument illumination.

BODYWORK

Two-door, two-seater sports car of all-steel mono-construction. The complete bonnet assembly, comprising front wings, radiator cowl, headlamps, sidelamps/flashers and front number plate, is hinged at its rear edge for extreme accessibility of engine and mechanical components at front end of the car. Curved toughened glass windscreen held in rigid chrome frame. Interior trim of P.V.C.-coated fabric. Each door has an open pocket and is fitted with an internal catch release. Removable P.V.C.-coated fabric sidescreens are fitted. The two bucket seats have foam rubber cushions and rubberised hair squabs; the backs of the seats tip forward to allow access into the rear luggage compartment, in which the spare wheel is stowed horizontally. A rubber mat covers the floor of the driving compartment and P.V.C.-coated felt is used elsewhere. Chrome overriders are attached to the body at the rear. A P.V.C.-coated fabric hood is detachable from its hoodsticks, and with the hoodsticks and sidescreens can be stowed behind the seats.

Optional Extras: Radio. Heater and demister. Windscreen washer. Rev. counter (when fitted incorporates headlamp high beam warning lamp). Chromium plated front bumper (standard fitting for Export markets). Tonneau cover. Laminated screen. Six-ply tyres in lieu of standard for Export markets.

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