

*Austin Healey*

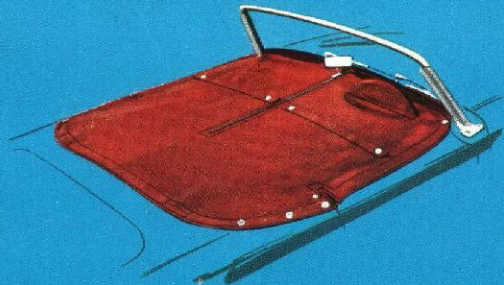
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**SPRITE** MK II



A tonneau cover, which can be opened half-way, is obtainable at extra cost. This is neatly made to snugly fit round the edge of the cockpit and is completely shower-proof. A rail is provided to support the tonneau so that rainwater will readily drain away.

Although there is a considerable amount of room for personal items of luggage behind the seats, anything of a bulkier nature can be locked away, with the spare wheel, in the luggage compartment.



## STYLE AND CHARACTER



From the date of its initial introduction, the Austin-Healey Sprite quickly established a reputation as a small-size sports-car with a large size performance.

The Austin-Healey Sprite Mk. II retains all the sterling qualities of its predecessor, yet, with increased power and re-styled lines it now offers, more than ever, unsurpassed value and performance in its class.

Fully engineered throughout, this latest descendant of the Sprite, is as constructionally safe as modern manufacturing processes can possibly make it. Independent front suspension and disc brakes, hydraulic shock absorbers, rack and pinion steering and an extremely low centre of gravity are features which have been thoroughly proved on road and track with astounding success . . . features that have been built into the Austin-Healey Sprite Mk. II to provide the grip-tight, road-holding quality for which, in the past, it has so affectionately been taken to the hearts of motoring enthusiasts throughout the world.

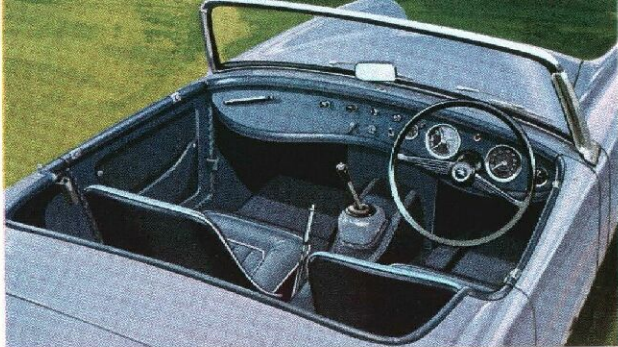




Among the items of optional equipment available is a detachable hard top, which, in effect transforms the Sprite into a comfortable sports saloon. Constructed from tough resin bonded fibre glass, the hard top can be easily removed when the opportunity for open-car motoring prevails.

Interior equipment is extensive. The enthusiast will find all the motoring essentials conveniently near to hand, with the optional choice of such items as heater and radio. An electric rev. counter, which includes a warning lamp, to show that the dynamo is not charging, is fitted as standard equipment.

High quality vinyl-treated fabric is used 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.



## ALL WEATHER COMFORT



When not in use, the vinyl-treated fabric hood and the metal frame, can be stowed in their hold-all containers in the luggage boot. The quickly detachable, light-alloy frame side-screens have two sliding windows which are easily adjustable for ventilation or hand-signalling. They can be used equally effectively with either hard-top or folding hood.

The doors are fitted with internally operated door locks, and have a large pocket for stowing away incidental motoring impedimenta.

Completing the interior trim of the Sprite Mk. II is a neatly fitted, hard-wearing rubber-bonded carpet on the floor, while the luggage space behind the seats is similarly covered, matching the general colour of the interior.



Both bucket seats are comfortably upholstered, leg reach for the occupants being adjustable by the fitting of metal runners.

There is room behind the front seats for an occasional passenger. For this reason an upholstered cushion can be supplied and fitted by your local Austin Dealer.

# INTERNATIONAL WINNER



QUINT

There is much to interest the sports car enthusiast in the Austin-Healey Sprite Mk. II. Behind the wheel is the "feel" and performance of the "big" sports car combined with the satisfying economy and exceptional manoeuvrability of the small car, in which class the Sprite is the undisputed leader.

Its achievements on a road and track throughout the world are legend—from the smallest local club event to the biggest international rally it is now accepted fact in competition circles that the Sprite will figure prominently among the finishers.

The secret of its amazing success lies partly beneath the bonnet—power in plenty from the twin carburettor B.M.C. "A" type engine—now increased to 1,098 c.c. capacity and developed to produce more power than ever before! This, coupled with the remotely controlled, close ratio gearbox of the Sprite Mk. II means more zip, more sparkle, more exhilarating fun from every flashing mile.

Consistent with the standardisation policy of the British Motor Corporation, most of the major mechanical components are also in use in other B.M.C. vehicles, so that to purchase a Sprite Mk. II is to have already in existence, a ready-made, fully-comprehensive, world-wide spares and service organisation!



#### RECORD-BREAKING AUSTIN-HEALEY

In September 1959, a specially prepared Sprite with a supercharged engine and streamlined body attacked a series of international speed and endurance records at the Bonneville Salt Flats in Utah, U.S.A. The result was an overwhelming success, with no less than fifty American national records, and fifteen international class G records being established. Culminating in a marathon endurance run of 1,665 miles in twelve hours at an average speed of 138.75 m.p.h., this remarkable car ran faultlessly throughout.

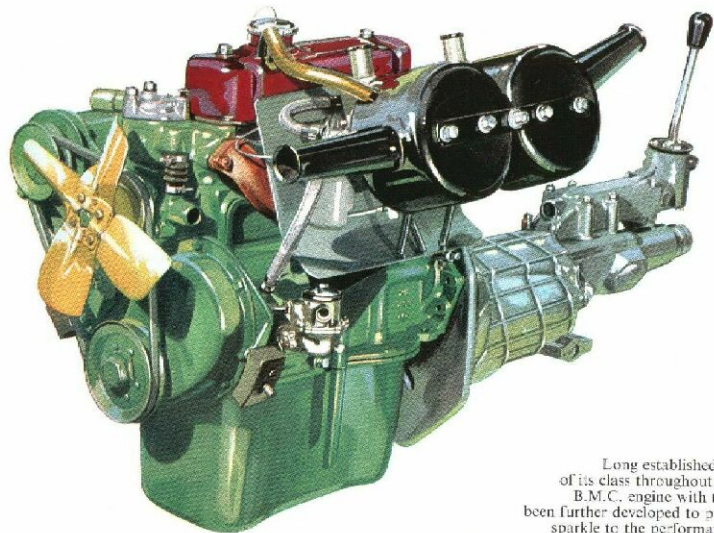
In April 1960, Austin-Healey Sprites distinguished themselves by achieving one of the most sweeping victories ever recorded in a rally by one class. The occasion was the tough circuit of Ireland Rally, in which, apart from being won outright by an Austin-Healey Sprite, Sprites took every place from first to sixth in their class, shared equal third place in the General Classification and won the team prize for production sports cars.

Another resounding success was scored at Le Mans in June 1960, when an Austin-Healey Sprite, driven by John Dalton and John Colgate, won class 6 for cars from 851-1,100 c.c., 245 laps being completed at an average speed of 85.58 m.p.h.

In September, a Sprite gained third place and won its class in the Liege-Rome-Liege Rally, one of only thirteen finishers out of eighty-two starters.

Sprite sets the scene for another Sprite success. In March 1961, they took first, second and third places in class 8 of the big race, while in the four hour race for cars under one litre, six Sprites finished in the first eight.

# TOP PERFORMANCE AND

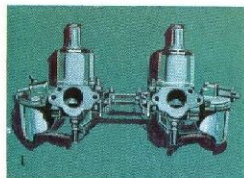


The four-speed, close-ratio gearbox has baulk-ring synchromesh engagement on second, third and top speeds. A scintillating "third gear" makes full use of the Sprite's acceleration and adds generously to its "grown-up" performance.

1. Twin S.U. carburettors, type 1152, provide perfect response to the throttle.

2. A full-flow oil filter is fitted externally, the element of which can be easily replaced.

3. Ignition is by oil-filled coil, and distributor having automatic advance and retard assisted by vacuum control.

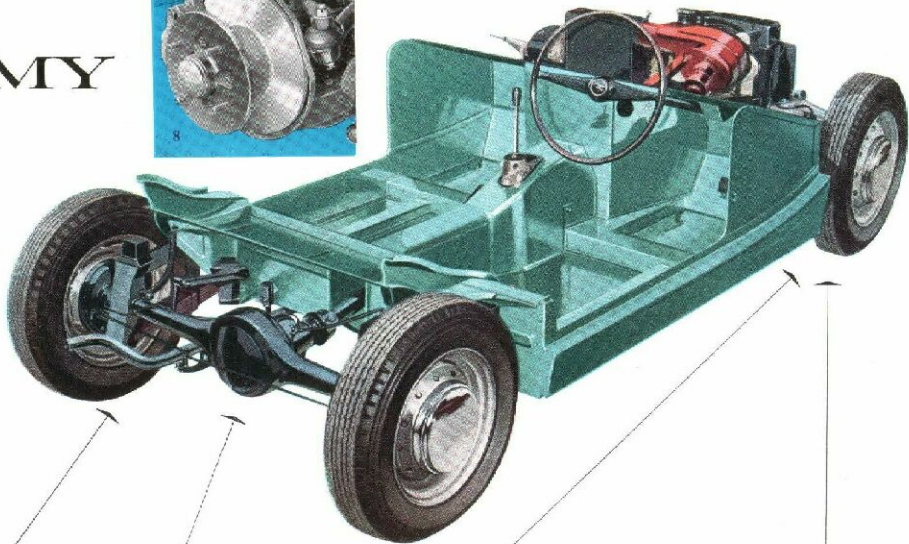
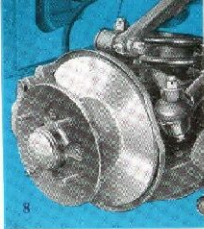


Long established as the finest power unit of its class throughout the world, the "A" type B.M.C. engine with twin SU carburetors has been further developed to provide a better-than-ever sparkle to the performance of the Sprite Mk. II. Ever economical in use, this four-cylinder o.h.v. engine has larger inlet valves, high-overlap camshaft, and double valve springs, the result of which adds an exciting response to the accelerator pedal, to further the delight of the sports car enthusiast.

The capacity has been increased to 1,098 c.c. and the maximum developed power is 56 b.h.p. at 5,750 r.p.m. (58 b.h.p. gross), and it shows very commendable torque at low revs., the maximum figure being 52.5 lb. ft. at 2,750 r.p.m.



# ECONOMY



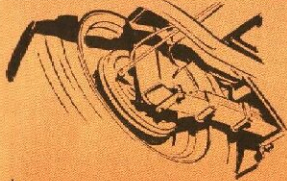
4. Rear suspension consists of quarter-elliptic springs, securely anchored to the frame members of the body, also controlled by hydraulic shock absorbers.

5. For extra quietness, and to keep the floor line—and the centre of gravity—as low as possible, the rear axle has a hypoid crown wheel and bevel pinion.

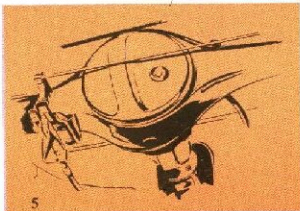
6. Rack and pinion steering provides the super-sensitive type of steering so essential in this type of car. Only 2½ turns of the 16-in. (0.40 m.) diameter steering wheel are required from lock to lock.

7. The anti-roll qualities of the latest Sprite are largely due to its low centre of gravity and independent coil springs. Front suspension units, the top levers of which are directly connected to hydraulic shock absorbers for positive control on the road.

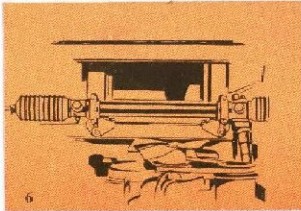
8. One of the most advanced safety features in present day hydraulic brake systems developed by the Sprite! 8½-inch diameter disc brakes, in use as standard on front wheels supplement the two-landing-shoe action of the rear drum brakes.



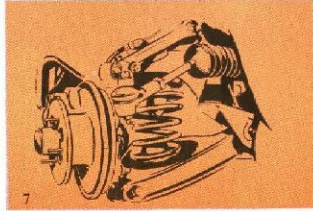
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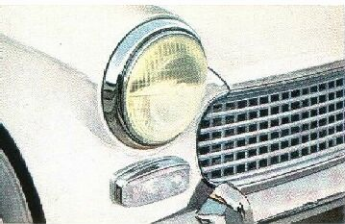
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# EXPORT AVAILABILITY

To satisfy world market requirements, certain variations from the specification detailed in this brochure are available for all Export models.

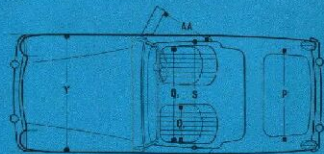
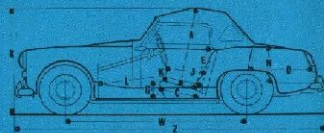


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The following items are therefore available at no extra charge: Right- or left-hand steering; m.p.h. or k.m.p.h. speedometer; headlamp and flasher equipment to suit any overseas territory; engine with 8.2:1 compression ratio.

Optional equipment at extra cost is as follows: Radio; heater and demisters; fresh air unit; tonneau cover and rail; laminated windscreen; locking fuel filler cap; cigar lighter; wing mounted mirror; wheel discs; detachable fibreglass hard top; white-wall tyres; heavy duty six-ply rated tyres; twin horns; rear seat cushion; luggage carrier and wing mirror.

## DIMENSIONS



Ax	A	C	E
2 ft. 2 in. (0.66 m.)	2 ft. 10 1/2 in. (0.85 m.)	1 ft. 7 1/2 in. (0.58 m.)	1 ft. 7 in. (0.48 m.)
G	J (min.)	J (max.)	K
5 1/2 in. (0.22 m.)	1 ft. 11 in. (0.35 m.)	1 ft. 5 1/2 in. (0.44 m.)	5 in. (0.13 m.)
L (min.)	L (max.)	N	O
7 ft. 5 in. (1.44 m.)	3 ft. 8 1/2 in. (1.13 m.)	1 ft. 2 1/2 in. (0.59 m.)	2 ft. 2 1/2 in. (0.70 m.)
P	O <sub>1</sub>	O <sub>2</sub>	S
2 ft. 4 in. (0.77 m.)	1 ft. 3 in. (0.44 m.)	3 ft. 2 1/2 in. (1.12 m.)	4 ft. 11 in. (1.57 m.)
W	X	X	Y
6 ft. 1 in. (2.03 m.)	(Hood closed) 4 ft. 17 in. (1.28 m.)	(Hood open/coll) 3 ft. 7 1/2 in. (1.09 m.)	4 ft. 5 in. (1.35 m.)
Z	Turning Circle	Track (Front)	Track (Rear)
11 ft. 11 in. (3.70 m.)	52 ft. (9.75 m.)	3 ft. 9 1/2 in. (1.16 m.)	3 ft. 8 1/2 in. (1.14 m.)

Approx. Weight 11 cwt. 3 qr. (597 k.g.)

### AVAILABLE COLOUR COMBINATIONS

Body	Tint	Hood
Signal Red	Red or Black	Red
Ice Blue	Blue	Dark Blue
Old English White	Red	Grey
Dark Grey	Hazelnut	Hazelnut
Black	Red	Black
Black	Hazelnut	Hazelnut
British Racing Green	Black	Black
Fiesta Yellow	Black	Black



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**SPRITE** MK II

## SPECIFICATIONS

### ENGINE.

Four cylinders, overhead valves; bore 2.543 in. (64.58 mm.); stroke 3.296 in. (83.72 mm.); cubic capacity 67 cu. in. (1,098 c.c.); b.h.p. 56 at 3,750 r.p.m. (58 b.h.p. gross); maximum torque 61 lb. ft. at 2,750 r.p.m.; compression ratio 8.9:1 (8.2:1 available if required).

**Lubrication:** Concentric gear-type pump driven by camshaft forces filtered oil to all working parts; sump capacity 6 pints (3.4 litres) plus 1 pint (0.5 litre) for full flow filter.

**Cooling:** Pressurised radiator with centrifugal pump and fan; circulation controlled by thermostat; approximate capacity 10 pints (5.7 litres).

**Fuel System:** Twin S.U. type H.S.2 semi-down-draft carburettors, fitted with paper element type air cleaners; camshaft driven mechanical fuel pump; fuel capacity 6 gallons (27.28 litres).

**Ignition:** Coil, and distributor with automatic and vacuum control.

### CHASSIS.

**Clutch:** Single dry plate 7 1/2 in. (19.18 cm.) diameter; hydraulically operated by pendant pedal.

**Gearbox:** Four speed, with hawking synchromesh on second, third and top speeds; ratios—first 5.2, second 1.916, third 1.337, top 1.00, reverse 4.114:1; remote control gear lever centrally mounted on floor; oil capacity 2 1/2 pints (1.33 litres).

**Propeller Shaft:** Open, with needle-roller bearing universal joints; sliding splines in gearbox.

**Rear Axle:** Three-quarter floating, with hypoid bevel crown wheel and pinion; ratio 4.22:1; oil capacity 12 pints (1 litre); overall gear ratios: first 13.5, second 4.08, third 5.72, top 4.22, reverse 17.38:1.

**Steering:** Rack and pinion; two-spoke 16 in. (0.41 m.) diameter steering wheel.

**Suspension:** Front—Independent with coil springs and wishbones. Rear—quarter-elliptic leaf springs. Hydraulic shock absorbers front and rear.

**Brakes:** Four-wheel hydraulic, operated by pendant pedal. Full-up handbrake lever operates on rear wheels through compressor. Dimensions—front, 8 1/2 in. (0.21 m.) diameter disc; rear, two-leading-shoe drum, 7 in. x 1 1/4 in. (178 mm. x 31.8 mm.).

**Wheels and Tyres:** Pressed steel ventilated disc type wheels with four-stud fixing; 5.20-13 four-ply tubeless tyres.

### ELECTRICAL.

12-volt generator and starter motor; 38 amp. hr. capacity battery at 30-hour rate; double-dipping headlights, with sealed beam light units and foot-operated dip switch; side lamps combined with front amber flashers; twin stop/tail lamps, rear reflectors and amber flashers combined in one unit; rear number plate lamp with twin bulbs; warning lamps to indicate flashers working, generator not charging and headlights high-beam position; twin windscreen wipers; single horn; combined ignition and lighting switch.

### INSTRUMENTS.

Speedometer with trip and total mileage recorder, fuel gauge; combined oil pressure and water temperature gauges; electric rev. counter.

### BODYWORK.

Two-door, two-seater sports car of all-steel mono-structure integral with frame and floor. Rear hinged bonnet with lock controlled from inside car. Luggage compartment has lockable lid. Curved, toughened glass windscreen; in polished aluminium frame; detachable sliding side screens. Interior trim, including fascia, in vinyl-treated fabric, with fitted carpet in rear compartment. Both seats adjustable fore and aft, having foam rubber cushions with rubberised hair seats. In-built fittings for safety harness (harness is approved accessory available through B.M.C. Service Ltd.). Floor covered with carpet. Each door is fitted with an internal release lever and has an open pocket. Spare wheel secured horizontally in luggage compartment. Vinyl-treated fabric hood fully detachable and, together with hoodsticks and side screens, can be stowed in Luggage compartment in special bags provided. Passenger's grab handle. Interior rear view mirror. Front and rear bumpers with overriders. Windscreen washer.

### OPTIONAL EXTRAS.

Heater and deisters; tonneau cover and rail; detachable fibreglass hard top.

For further details of the 'Sprite' . . . . . ask any 'Sprite' owner!

THE AUSTIN MOTOR COMPANY LIMITED  
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