

*For Superformance!*

**AUSTIN  
850  
COOPER**



**AUSTIN**

**850**

**COOPER**



*..for the enthusiast!*

Based on the revolutionary Austin 850 sedan, this latest newcomer to the range has been specifically designed for turn-pike travel. For the person who enjoys the maneuverability and park-easy characteristics of this type of car, but who also needs quick, inter-city coverage, the 997-c.c. Austin Cooper 850 is the undisputed answer to the problem.

This 2-door sedan has an all-day cruising speed in the seventies, yet there is power enough in hand to achieve a maximum speed of 90+ m.p.h.! To the super-safe system of all-round independent suspension, transversely mounted engine, and front-wheel-drive transmission — already proven in practice as being years in advance of its time—is added an additional safety factor . . . disc brakes installed on the front wheels! Specially developed for the Austin Cooper 850, it is the only car of its class in the world to be so equipped!

A truly remarkable combination of 'big-car' comfort and performance with 'small-car' convenience and economy, the Austin Cooper 850 sedan offers unrivalled value for money.

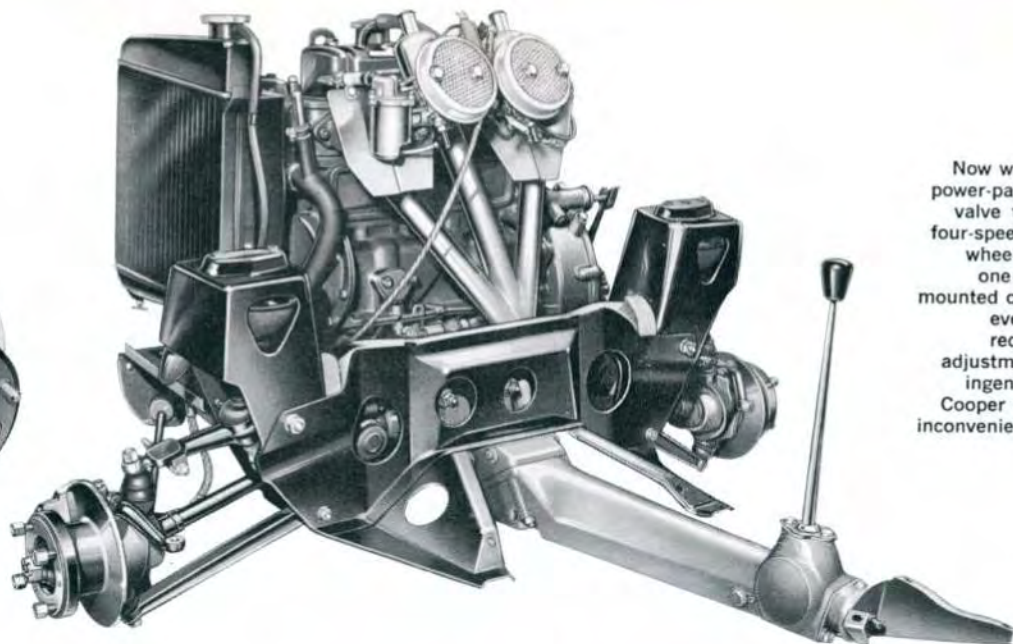


A fast car must be able to stop — fast! 7 in. front disc brakes provide the necessary confidence for high-speed travel.

A super-luxury interior — and all the comfort and space for which the Austin 850 is famous! Being trimmed in a washable, vinyl-treated fabric, the upholstery can be kept spotlessly clean. Both front seats are adjustable and there is ample out-of-the-way storage space to supplement the luggage trunk in the rear. Each door has a large open pocket, and on each side of the rear seat is a companion box capable of taking quite big parcels.

To prevent windshield reflections certain parts of the dash are trimmed in black vinyl, and an ashtray is included in the center of the top surface.

Completing the interior appointments is a deep-pile fitted carpet which is carried through to the floor of the lockable trunk compartment, beneath which is the spare wheel.



Now world-famous is the revolutionary power-pack of the Austin 850. Overhead-valve twin-carburetor 997-c.c. engine, four-speed close-ratio gearbox, and front wheel final drive are all assembled as one complete unit and transversely mounted on a separate sub-frame. Almost everything of a mechanical nature requiring periodic maintenance or adjustment is there beneath the hood—ingenious design enabling the Austin Cooper 850 to be serviced at no more inconvenience than the raising of its hood!



Centrally placed on the dash, the instrument panel contains three easy-to-read instruments. The speedometer contains a fuel gauge, while separate gauges are provided for water temperatures and oil pressure.



Trailing tubular levers have been employed in the construction of the independent rear suspension. Maintenance-free solid rubber 'springs' promote rock-steady, constant, road-holding characteristics, and telescopic, hydraulic shock absorbers insure smooth anti-sway cornering. The trailing arms also carry the stub shafts for the wheel hubs and the complete rear suspension is assembled on a sub-frame which is mounted to the body at only four points.

# Specification

**ENGINE:** In-line, water-cooled, overhead-valve, 4-cylinder. Three-bearing counterbalanced crankshaft. In unit with clutch, gearbox, and final drive. Installed transversely at front of car. Bore 2.458 in.; stroke 3.202 in.; cubic capacity 60.85 cu. in. (997 c.c.); compression ratio 9:1; maximum b.h.p. 56 at 6,000 r.p.m.; maximum torque 54.5 lb. ft. at 3,600 r.p.m.

**Fuel System:** Two S.U. carburetors, type HS2 with pancake-type air cleaner. S.U. electrical fuel pump, type SP, mounted under tank at rear. Fuel tank capacity 6.5 U.S. gallons. Fuel filters in pump and fuel tank.

**Lubrication System:** Full pressure to engine bearings; sump forms oil bath for gearbox and final drive; internal gear-type pump driven by camshaft; full-flow oil filter with renewable element; gauze strainer in sump; magnetic sump drain plug; oil capacity, including transmission, 9 U.S. pints approximately, plus 1 pint for filter.

**Ignition System:** 12-volt coil, and distributor with automatic and vacuum control.

**Cooling System:** Pressurized radiator with pump, and thermostat; capacity approximately 6.3 U.S. pints, plus 1 pint for heater.

**CHASSIS: Transmission:** Clutch, 7½ in. diameter, hydraulic operation by pendent pedal. Gearbox, 4-speeds with synchromesh on second, third, and top; in unit with engine and final drive; remote control central floor gear change lever. Final drive to front wheels via helical spur gears, universal joints, and open shafts; drive casing in unit with engine and gearbox.

Gear Ratios	Gearbox	Final Drive	Overall	Road Speeds at 1,000 r.p.m.
Reverse	3.200:1	—	12.048:1	—
1st	3.200:1	—	12.048:1	4.633 m.p.h.
2nd	1.916:1	—	7.214:1	7.739 m.p.h.
3rd	1.357:1	—	5.109:1	10.92 m.p.h.
Top	1.000:1	3.765:1 (17/64)	3.765:1	14.824 m.p.h.

**Steering:** Rack and pinion; 2½ turns lock to lock; 2-spoke, 15¼ in. diameter steering-wheel; turning circle 31 ft.

**SUSPENSION: Front (includes final drive)**—Independent with levers of unequal length. Swivel axles mounted on ball joints. Rubber spring and shock absorbers mounted above top levers. Top levers roller bearing and lower levers rubber-mounted at inner end. Fore and aft location by rubber-mounted tie-rod. **Rear**—Independent trailing tubular levers with rubber springs and shock absorbers. Levers carry stub shafts for hubs, which have twin dual-purpose bearings. Telescopic hydraulic shock absorbers all round.

**BRAKES: Foot**—All 4 wheels hydraulically operated by pendent pedal, 7 in. diameter disc brakes at front and 7 in. diameter x 1¼ in. wide drum brakes at rear. In order to achieve efficient and positive braking, a hydraulic intensifier is superimposed in the line between the master cylinder and the front disc brakes, while a pressure limiting valve is introduced between the master cylinder and the rear drum brakes for the purpose of eliminating rear wheel lock up in emergency application. **Hand**—Central pull-up lever which operates on rear wheels.

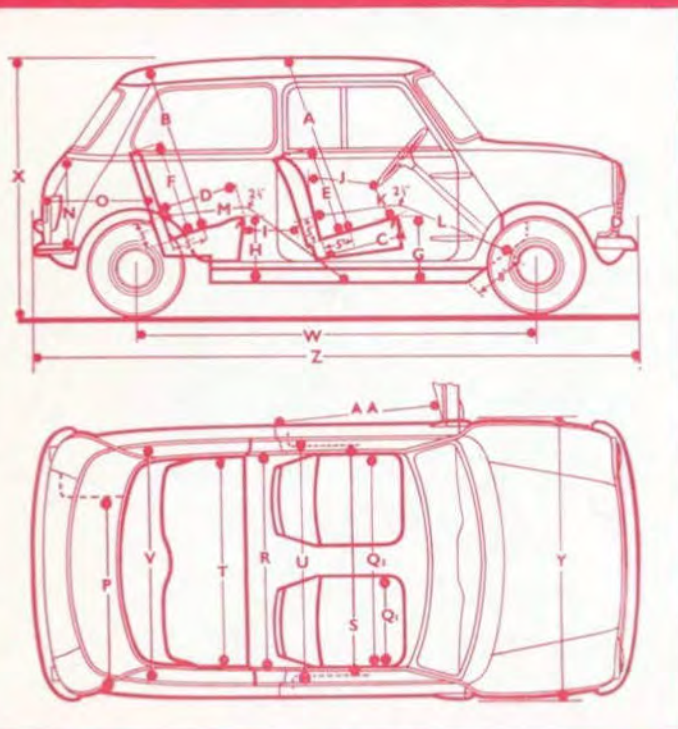
**ROAD WHEELS:** Pressed-steel, 4-stud fixing. 5.20–10 tubeless tires.

**ELECTRICAL:** 12-volt, 30-amp-hr. capacity battery at 10-hr. rate (34 amp-hr. at 20-hr. rate), located under floor of boot. Sealed beam unit headlights with foot-operated dip switch; rear lights, stop lights, reflectors, and flashers are all combined in single units; rear number-plate illuminating light; roof light with integral switch; separate front flashers, self-cancelling switch under steering-wheel with warning light in the end of the lever. Twin-blade electrical windshield wipers. Single horn, with push in center of wheel. Concealed instrument illumination.

**INSTRUMENTS:** Speedometer, with fuel gauge and warning lights to show generator not charging and headlight high-beam position. Separate gauges for oil pressure and water temperature. The various switches, including combined ignition/starter switch, are mounted on a panel in the center of the parcel shelf.

**COACHWORK:** Four-seater, two-door sedan of all-steel unitary construction. Hood top hinged at rear edge and supported in open position by pivoted rod. Hood lock and safety catch incorporated behind radiator grille. Curved, laminated-glass windshield with twin-jet windshield washer. Each door has a large inside pocket and is fitted with 2 independently adjustable sliding glasses. The doors are opened from inside by chromium-plated, lever-type handles. Hinged quarter windows. Wide, curved rear window. Rear luggage compartment contains spare wheel and tire, and has drop-down, luggage-carrying lid with hinged number-plate and lockable handle. Bright plastic external finishers fitted to windshield and rear window. Door window frames and lower panel sills have bright metal finishers. Chromium-plated wheel embellishers, rear number-plate light, fuel filler cap, also front/rear bumpers with over-riders and tubular extensions. Entire interior trim completed in washable vinyl-treated fabric; windshield bottom rail and side cappings trimmed black to eliminate windshield reflections. Ashtray incorporated in dash. Large oval instrument panel, trimmed black, contains speedometer with oil pressure and water temperature gauges. Full-width parcel shelf runs beneath and contains central switch panel. Interior anti-glare mirror and dual sun visors. Adjustable front seats. Front and rear seat cushions upholstered with foam rubber. Companion box on each side of rear seat includes ashtray. Interior roof light fitted. Parcel shelf behind rear seat and supplementary luggage space beneath. Kicking protectors fitted to doors and door sills. Entire floor, including spare wheel cover in luggage compartment, covered in hard-wearing carpet, with underfelts. Extensive sound-deadening is applied to the main body panels.

**OPTIONAL EXTRAS:** Heater, whitewall tires.



Dimensions

AA 2 ft. 8 in.	A 3 ft. 1½ in.	B 2 ft. 10½ in.	C 1 ft. 6 in.	D 1 ft. 5 in.
E 1 ft. 7 in.	F 1 ft. 8 in.	G 1 ft. 1½ in.	H 1 ft. 1 in.	I (max.) 11½ in.
I (min.) 7½ in.	J (max.) 1 ft. 4½ in.	J (min.) 1 ft. 0½ in.	K 6½ in.	L (max.) 3 ft. 7½ in.
L (min.) 3 ft. 5 in.	M (max.) 3 ft. 8½ in.	M (min.) 3 ft. 2½ in.	N 1 ft. 6 in.	O 1 ft. 10 in.
P 3 ft. 2 in.	Q1 1 ft. 8 in.	Q2 3 ft. 7½ in.	R 3 ft. 5 in.	S 3 ft. 9½ in.
T 3 ft. 5 in.	U 3 ft. 10 in.	V 3 ft. 8½ in.	W 6 ft. 8 in.	X 4 ft. 5 in.
Y 4 ft. 7½ in.	Z 10 ft. 0¼ in.	Trunk Area 5½ cu. ft.	Track (Front) 3 ft. 11¾ in.	Track (Rear) 3 ft. 9¾ in.

