

Stage 3

The Stage 3 Conversion is intended primarily for racing and, although the car can still be used on the road, this tune is not recommended for prolonged use in town.

The engine is tuned as for Stage 2 with the following additional work carried out :-

1. The engine is completely stripped and rebored to + .060".
2. The crankshaft, flywheel, and clutch assembly are dynamically balanced.
3. The engine is reassembled by hand, complete with the following new parts: High Compression oversize pistons (9.4:1), special camshaft, lightened flywheel, racing clutch.

Stage 4

Includes 1½" S.U. carburetters, full racing camshaft Lucas racing distributor and further modification to the cylinder head and engine. Details on application.

All Conversion parts may be purchased separately, and the following extras are also available:-

Mechanical rev. counter (on exchange dynamo)		£12. 8. 0
Oil pressure gauge.		£ 3. 4. 9
Water temperature gauge.		£ 3.15. 0
Oil temperature gauge.		£ 3. 0. 0
Close ratio gears.	To order.	£14.10. 0
Brake booster.		£ 7.10. 0
Anti fade brake linings.		£ 4. 2. 0
Special competition shock absorbers.	Set of 4	£19.10. 0
¼" carburetter air filters.	Each	£ 1. 6. 6
½" S.U. Carburetters instead of ¼"	Extra	£ 5. 0. 0
Carburetter air intake trumpets.	Each	£ 1.12. 6
Lucas Racing distributor.		£ 8.10. 0
Pistons and connecting rods polished and balanced totally and end for end.		£15. 0. 0
Special bearings guaranteed up to an oil temp. of 110°C. and 7,000 r.p.m.		£ 1.16. 0

Yimkin Engineering Ltd

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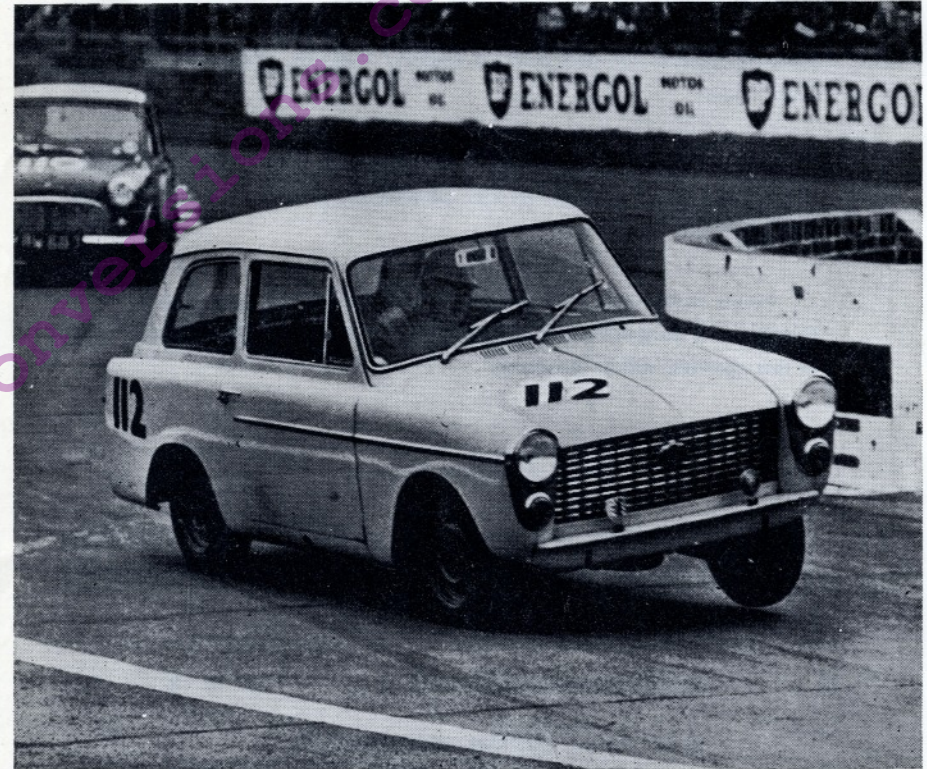
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YIMKIN

TUNING FOR . . .



The

AUSTIN A-40

JANUARY 1961.

TUNING THE AUSTIN A-40

Stage 1.

The Stage 1 Conversion is designed not for those who are seeking the ultimate in performance, but for drivers who require a noticeable increase over the standard car, without loss of flexibility or higher petrol consumption. This Conversion is eminently suitable for rally work or ordinary road use, and is guaranteed for 10,000 miles.

The exchange cylinder head which is supplied has been worked on internally, and the combustion chambers are semi-polished, the ports cleaned up, and special inlet valves are used.

Fitting is therefore extremely simple and requires no special tools. If the Conversion is fitted when the car first requires decarbonising then the entire cost of that operation will be eliminated.

The Conversion consists of the following items :—

Modified cylinder head, semi polished, complete with special inlet valves, supplied on an exchange basis. Single 1¼" S.U. carburetter and inlet manifold.

Stage 1 Conversion complete.	£27. 0. 0.
Fitting and testing in our works.	£3. 10. 0.
Deposit charged with order pending return of exchange parts in good condition.	£15. 0. 0.

All prices quoted are ex Works, packing and carriage extra.

Terms of payment : Cash with order or on collection.

Yimkin Engineering reserves the right to alter prices and specifications without prior notice.

Stage 2.

The Conversion consists of the following items :—

1. Polished and gas flowed cylinder head, complete with modified inlet valves, either standard or double valve springs to choice, gasket and plugs.	Exchange.	£20. 0. 0.
2. Lightened rocker gear, giving an increase of 400 r.p.m.	Exchange.	£4. 0. 0.
3. Two 1¼" S.U. carburetters.		£15. 0. 0.
4. Special throttle linkage for carburetters.		£1. 16. 0.
5. Special twin inlet manifold, polished, and accurately located to the cylinder head.		£4. 10. 0.
6. Special three branch exhaust manifold.		£8. 0. 0.
7. Straight through silencer and tailpipe.		£4. 0. 0.
8. Polished alloy rocker cover for appearance and sound deadening.		£3. 4. 0.

Stage 2 Conversion complete.	Exchange.	£60. 10. 0.
Deposit charged with order pending return of exchange parts in good condition.		£16. 0. 0.
Fitting and testing in our works.		£7. 0. 0.

AUSTIN A-40

	Standard	Stage 1	Stage 2
0—50	19.5	13.1	12.4
0—60	31.1	20.7	16.2
Max. speed	72.0	81	85
PRICE		£27	£60. 10. 0.