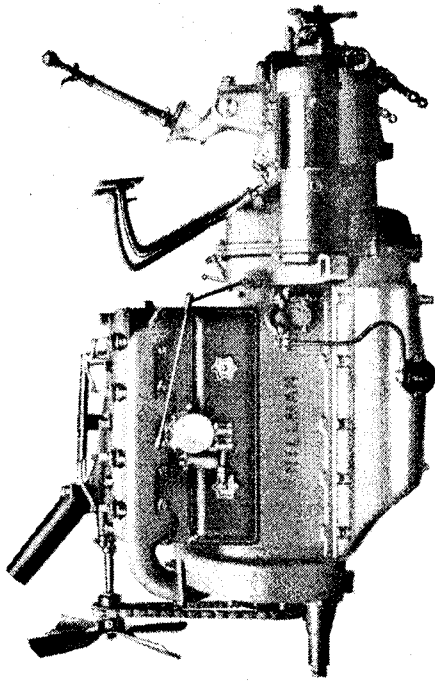


ENGINE SPECIFICATION



Near-side view of the engine.

ENGINE. 4-Cylinder monobloc, with detachable head; 72 mm. bore X 120 mm. stroke, 1954 c.c. Tax £13. B.H.P. 35. Aluminium alloy die-cast pistons; side-by-side valves; 3-bearing crankshaft and 3-bearing camshaft, all bearings of exceptionally large diameter and length. Tappets easily accessible and removable without touching valves.

IGNITION. High-tension magneto.

CONTROLS. Throttle and magneto hand controls are taken up through steering column and mounted on top of the 17 inch steering wheel with the electric horn-button in the centre. A dimmer switch is also incorporated in the control box. The accelerator pedal works independently of the hand control.

COOLING. Thermo-syphon assisted by a fan behind the radiator ensuring ample cooling under all conditions. The radiator has been re-designed to give greater cooling surface.

SUSPENSION. Three-point, by means of two brackets taken from the fly-wheel housing and a rubber bush spigot bearing at the front. A patent vibration damper, exclusive to Hillman cars, is fitted at rear of engine.

CLUTCH. Single dry plate with ball bearing withdrawal. The spinning member is exceptionally light, ensuring an easy change. The spigot-bearing, too, is a ball-bearing, packed with grease and fitted with a special grease-retaining washer so that it requires no further attention.

LUBRICATION. High pressure to crankshaft and camshaft bearings and connecting rod big-ends by means of gear pump, with adjustable relief valve. Positive feed to the timing wheel. Removable filter under oil filler cap and large strainer in the sump. Filter, strainer and pump are all easily removable on the very infrequent occasions that it may be necessary. Pressure gauge on instrument board. The oil is fed direct from the pump through the hollow camshaft and oilways drilled in the crankcase (thus eliminating all loose pipes inside the engine) and through oil-ways drilled in the crankshaft from main bearings to connecting rod big-ends. The valves and tappets are enclosed and positively lubricated. The oil filler is very large and accessible.

CARBURETTOR. Mounted below exhaust manifold so that induction pipe is exhaust-warmed. A filter is attached to the float chamber and an air-strangler is fitted which is controlled from the dash.

GEAR BOX. The Gear Box is spigoted to the engine crankcase, and is easily detachable when required. Right-hand change is provided, giving four forward speeds and reverse. The gear ratios are: First, 19.9 to 1; second, 12.8 to 1; third, 7.75 to 1; top, 5 to 1; reverse 16 to 1. The back of the gear box carries the housing for the positive speedometer drive. In the bottom of the gear box is carried the cross shaft, operating both the front and rear wheel brakes. This is lubricated direct from the gear box, through small oilways.

