

Austin Seven Specifications 1923-1939

Year	Capacity c.c.	Bore m.m.	Stroke m.m.	Comp- Ratio	Car- burettor	B.H.P	Gearbox	Crank-shaft	Axle	Wheel- base	Front Track	Rear Track	Brakes	Wheel Size	Identification Features
1923 to 1926	747	56	76	4.9	Zenith U/D	13	3 fwd.speeds. 1 reverse. Gate change. Crash	1 1/8 2 bearing	4.9 3 piece	6'3"	3' 4"	3' 4½"	6" x 1" non- coupled	19"	Magneto ignition, geared starter motor, dished steering wheel, no chassis extensions, 14½" radiator with brass shell. 18 m.m. sparking plugs
1927 to 1928	747	56	76	4.9	Zenith U/D	13	3 fwd. speeds. 1 reverse. Gate change. Crash	1 1/8 2 bearing	4.9 3 piece	6' 3"	3' 4"	3' 4½"	7" x 1" non- coupled	19"	As above, but small chassis extensions, gearbox speedometer drive
1929	747	56	76	4.9	Zenith U/D	13	3 fwd. speeds. 1 reverse. Gate change. Crash	1 1/8 2 bearing	4.9 3 piece	6' 3"	3' 4"	3' 4½"	7" x 1" non- coupled	19"	As above, but with less steeply dished steering wheel, switchbox with ignition warning light, coil ignition. 16" radiator with nickel-plated shell.
1930	747	56	76	4.9	Zenith U/D	13	3 fwd speeds. 1 reverse. Ball change. Crash	1 5/16" 2 bearing	4.9 3 piece	6' 3"	3' 4"	3' 4½"	7" x 1" non- coupled	19"	As above, but direct starter motor, thinner-rimmed steering wheel
1931	747	56	76	4.9	Zenith U/D	13	3 fwd. speeds. 1 reverse. Ball change. Crash	1 5/16" 2 bearing	4.9 3 piece	6' 3"	3' 4"	3' 4½"	7" x 1" coupled	19"	As above, but additional longitudinal chassis strengthening member and stronger chassis cross section 17¼" radiator with chromium shell
1932	747	56	76	4.9	Zenith U/D	13	3 fwd. speeds. 1 reverse. Ball change. Crash	1 5/16" 2 bearing	5.25 3 piece	6' 9"	3' 4"	3' 7"	7" x 1" coupled	19"	As above, but die cast crankcase
1933	747	56	76	4.9	Zenith S/D	13	4 fwd. speeds. 1 reverse. Ball change. Crash	1 5/16" 2 bearing	5.25	6' 9"	3' 4"	3' 7"	7" x 1¼" coupled	19"	As above, but petrol gauge fitted, cover over hand controls on steering column.
1934	747	56	76	4.9	Zenith S/D	13	4 fwd. speeds. 1 reverse. Ball change Syncromesh on 3rd and top	1 5/16" 2 bearing	5.25	6' 9"	3' 4"	3' 7"	7" x 1¼" coupled	19"	As above, but engine rubber mounted 6-bolt propeller-shaft
1935	747	56	76	4.9	Zenith S/D	13	4 fwd. speeds. 1 reverse. Ball change. Syncromesh on 3rd and top	1 5/16" 2 bearing	5.25	6' 9"	3' 4"	3' 7"	7" x 1¼" coupled	17"	As above, but much stronger chassis with heavy extensions, stronger and flatter rear springs. Hardy Spicer propeller-shaft, shorter steering column, automatic ignition, pressed steel radiator shell with vertical slats.
1936	747	56	76	4.9	Zenith S/D	13	4 fwd. speeds. 1 reverse. Ball change. Syncromesh on 2nd, 3rd and top	1 5/16" 2 bearing	5.25	6' 9"	3' 4"	3' 7"	7" x 1¼" coupled	17"	As above, but with longer brake levers and wide brake shoe pivot point.
1937	747	56	76	5.8	Zenith S/D	17	4 fwd. speeds. 1 reverse. Ball change. Syncromesh on 2nd, 3rd and top	1 5/16" 3 bearing	5.125	6' 9"	3' 4"	3' 7"	7" x 1¼" Girling cable	17"	As above, but cast iron instead of pressed steel brake drums, modified brake cross-shaft, redesigned cylinder-head with thinner gasket and 14m.m. plugs
1938 to 1939	747	56	76	5.8	Zenith S/D	17	4 fwd. speeds. 1 reverse. Ball change. Syncromesh on 2nd, 3rd and top	1 5/16" 3 bearing	5.125	6' 9"	3' 4"	3' 7"	7" x 1¼" cable	17"	As above, but big-ends fitted with shell bearings. A few 1939 chassis were fitted with Girling rod brakes, stronger half-shafts. Some export models had 16" wheels.