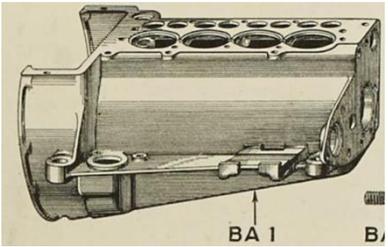
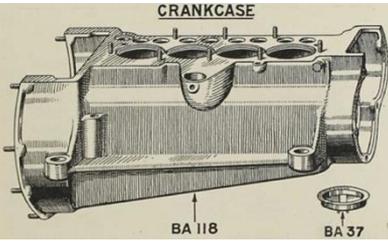
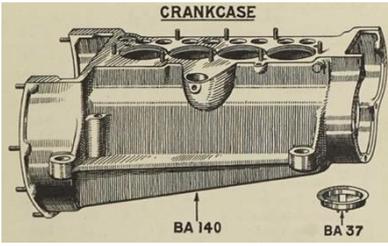
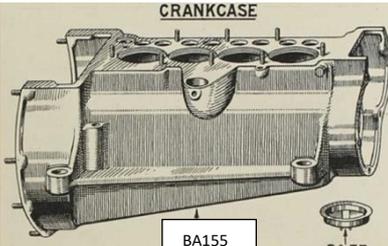


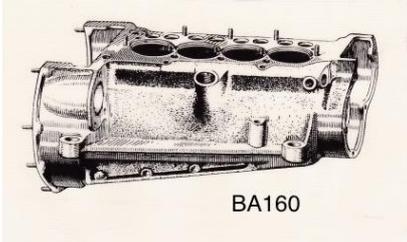
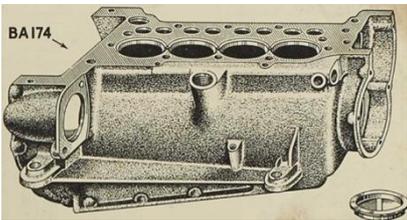
Austin Seven Production Crankcases

The following note is an attempt to identify the various different Austin Seven crankcases we might encounter but does not include the less common: sports, racing or military types.

All A7 engine mountings appear to share a common horizontal mounting geometry but there are a number of other important differences to note if you plan to change crankcase.

The dates quoted are believed to be the 'date of first introduction'. However, it is well known there were periods of production overlap when changes were made at the factory to use-up parts in-store.

From	Austin crankcase reference	Description	Picture
1922	BA1	Magneto engine Solid mount, low level oil filler & adjacent dip stick, horizontal off-side flange to support the magneto and machined front face	
Sept 1928	BA118	First coil engine From engine No 69,117 - Unthreaded aperture for oil filler at top of crankcase, dipstick hole closer to the fly wheel and a front timing gear shroud	
Oct 1929	BA140	As BA118 except enlarged rear main bearing housing $1\frac{5}{16}$ " crankshaft from engine No 97,600	
July 1931	BA155	From engine No 141,868 – As BA140 but enlarged outside diameter of front camshaft bearing housing [to take bearing ref BA156]	
From	Austin	Description	Diagram

	reference		
Sept 1932	BA160	From engine No 161,300 (approx.) now with flange on off-side of flywheel housing for starter alongside engine, dipstick moved forward, threaded oil filler tube aperture and fuel pump flange on near-side.	
Jan 1933		From engine No 168,230 – enlarged OD of rear camshaft bearing housing (to take bearing ref BA169)	
Aug 1933	BA174	From engine No 179,368 – first flexible mount crankcase for high frame chassis. Retains previous deep front main bearing housing 1 ³⁹ / ₆₄ ” (1.609”)	
July 1934	BA207	From approx. engine No 195000 – Similar to BA174 but mounting feet some ¼” lower, for low-frame chassis, with a distinct transverse ridge in the casting, just behind the starter flange. Also with shallower front main bearing housing 1 ³⁵ / ₆₄ ” (1.547”).	
June 1936	C1-178	From engine No 249,001 – much changed for three-bearing engine. Substantial internal web to house centre main and plain two-piece centre camshaft bearing. Also, a small web fillet externally on near-side forward of the petrol pump mounting flange and a bolt hole above to secure the camshaft bearing.	

If anyone spots an error or can add useful information – please get in touch.

With acknowledgement to a number of previous articles on this subject, in particular, Douglas Alderson of the Dorset A7 Club, whose article of February 2021 inspired the above scribbles.

Bob Garrett – Mar 2022