

Some additional information on A7 threads

It seems there are *eight* different thread types to be found on Austin Sevens

- **BSW** (British Standard Whitworth) – The Whitworth thread was devised by Joseph Whitworth in 1841, characterized by a 55° thread angle and was the first national screw thread standard. It is a coarse thread, mostly found on Austin Sevens where steel bolts and studs are screwed into aluminium (with the exception of early magneto engines where BSF was used).
- **BSF** (British Standard Fine) is a relatively fine screw thread form alternative to British Standard Whitworth. It was in general use for steel bolts, nuts and studs in much of Britain's machinery, including cars, prior to adoption of Unified, and later Metric, standards. BSF threads have a 'Whitworth' 55° thread form, and are widely used throughout the engine, gearbox and chassis on the Austin Seven.
- **BSP** (British Standard Pipe), which can be a parallel (BSPP) or a tapered thread (BSPT) – These threads have a 'Whitworth' 55° thread form, and their sizes relate to the *internal* diameter of early (relatively thick-walled) steel tube. Examples on the Austin Seven are: Oil gauge feed on the top rear off-side of the crankcase, 4-speed gearbox oil-filler plug, some grease nipples, and the $\frac{3}{8}$ " BSPP brass speedometer bush to gearbox thread.
- **BSB** (British Standard Brass) – Again a Whitworth thread form, but all sizes are 26 TPI (threads per inch). The gearbox speedometer cable attachment brass bush is $\frac{3}{4}$ " x 26 TPI.
- **BSC** -British Standard Cycle – An even finer thread than BSF, used on the Austin Seven for the centre-bolts of front and rear dampers which are $\frac{3}{8}$ " x 26 TPI. Also, some headlamp mounting 'bolts are $\frac{7}{16}$ " x 26 TPI.
- **BA** (British Association) – There are numerous examples of 2BA threads in the distributor and also in the advance/retard levers of early A7s and the fan retaining bolts.
- **Metric** - The float chamber retaining bolts on the 26VA carburettor are 7mm x 1.0mm.
- **'Austin Special' threads** (albeit Whitworth 55° thread form) e.g. Hub extraction thread $1\frac{3}{8}$ " x 16 TPI, rear hub retaining nut, torque tube support locking nut & cap and early block cores all $1\frac{1}{4}$ " x 16 TPI, flywheel nut $\frac{7}{8}$ " x 12TPI, Track rod ends $\frac{3}{4}$ " x 20 TPI and radius arm front spigots & crankshaft front nut both $\frac{5}{8}$ " x 16 TPI. Also, the engine, gearbox and back axle drain plugs are $\frac{3}{4}$ " x 14 TPI

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