

NOW AVAILABLE WITH

Super-tuned

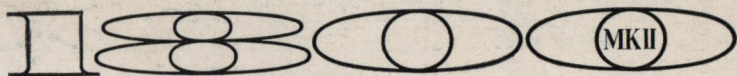
S-TYPE
ENGINE!

another great achievement by

AUSTIN



AUSTIN



safe, dependable performance... superb stability

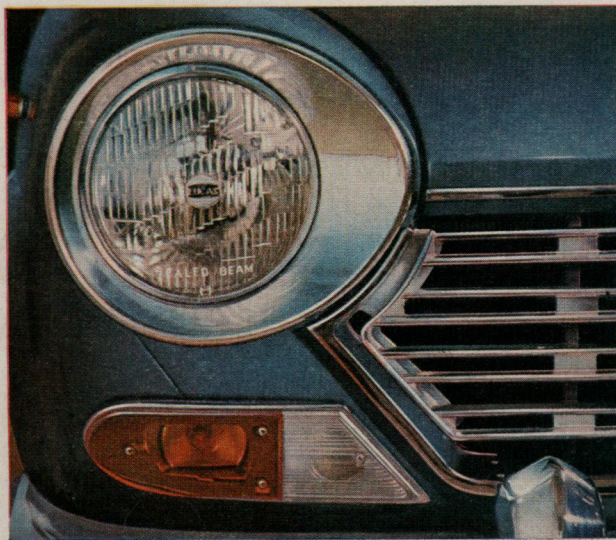
Inheriting all the famous features of the Mini and 1300, the Austin 1800 Mk. II adds to these a 90 m.p.h. top speed, with acceleration to match, lounge seating for five, and the toughest structure ever built into a production car.

But don't take our word for it—ask your Dealer for a test drive and prove it for yourself! You'll appreciate the rock-steady road-holding, sure-grip cornering, and level ride over all surfaces—thanks to the remarkable 'Hydrolastic' suspension system. You'll like the confident control obtained with servo-assisted brakes, at all speeds, in all weathers. You'll praise the generously cushioned comfort of softly upholstered seats. And all round, there's truly spacious room to relax in, with the emphasis on head, leg and shoulder room.

Add the advantage of numerous built-in safety features, and you'll rapidly realise that the Austin 1800 Mk. II offers remarkable value-for-money. Here is a car you will be happy to drive—and proud to own.

Powerful, sealed-beam, double-dipping headlamps provide brilliant illumination of the road ahead and inspire confidence during the most arduous night journey. Export markets are catered for by having headlamp and flasher equipment supplied conforming to their particular territorial requirements.

Safety-plus. Following traffic can hardly fail to heed the unmistakable warning given by generously sized rear lamp assemblies. Stop/tail lamp, reflector and flasher are all incorporated in one unit, while, for further safety, a small repeater flasher is fitted on each front wing.



AUSTIN

built for strength and reliability

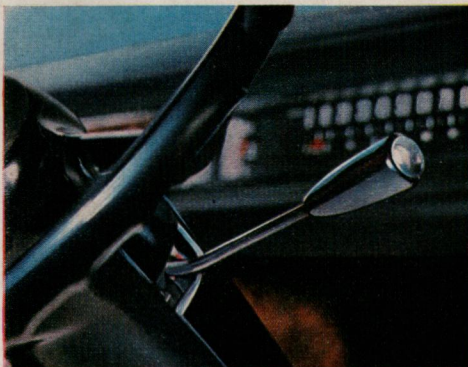
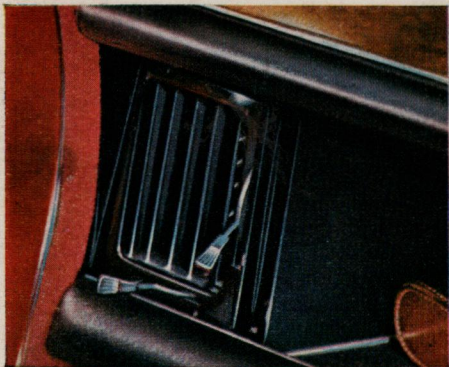
Step inside. On your way note how easy it is—thanks to the big, wide-opening doors. Immediately apparent is the air of luxury and spaciousness within.

In front, separate, softly-cushioned seats. In the back, a generously wide, superbly comfortable bench seat, with centre folding armrest. Upholstery is trimmed in hard-wearing, washable, knit-backed vinyl, although the seats have attractive knit-backed expanded vinyl panels for their contact surfaces. Completing the look of luxury are fitted pile carpets backed with thick, sound-insulating underlay. Fully reclining front seats are available at extra cost, while anchorage points are built-in to which your Distributor or Dealer

can fit BMC-approved accessory seat belts.

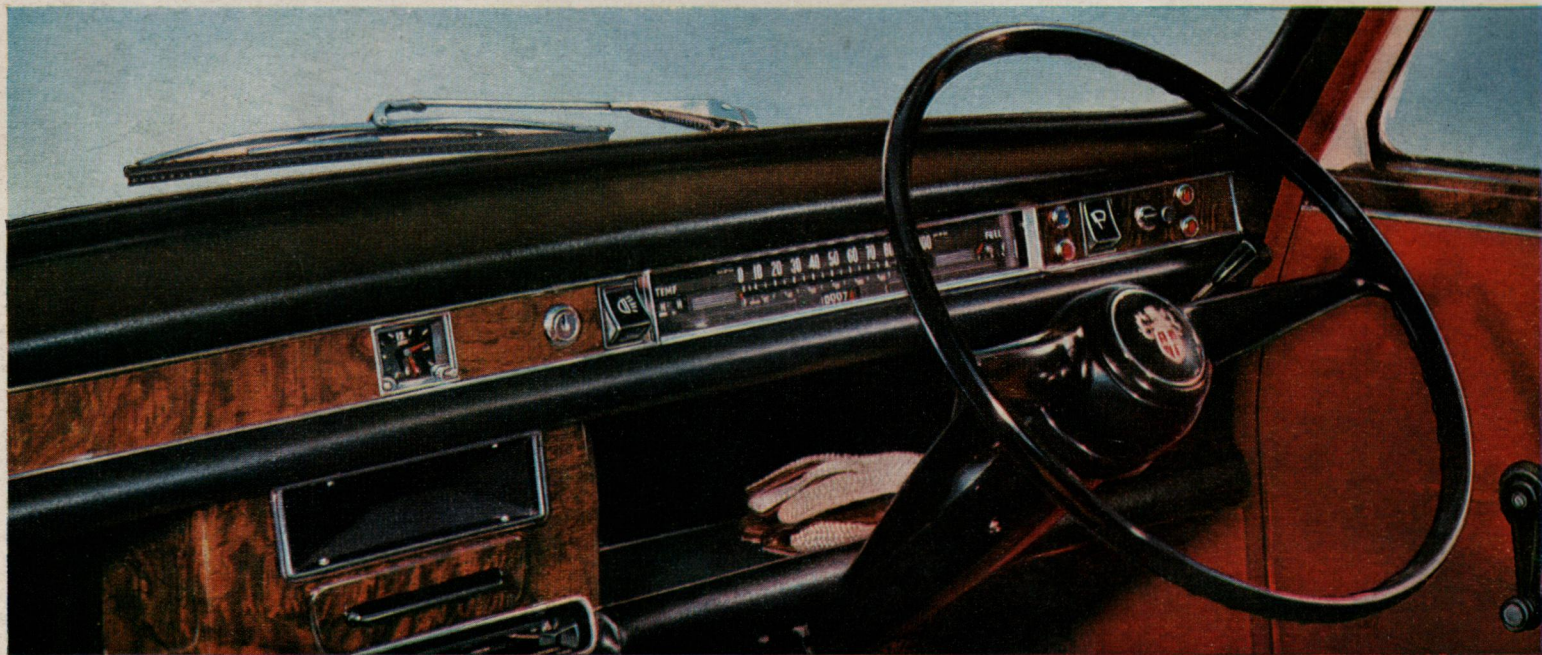
Forward-hung doors—for greater safety on the move—have curved windows for extra shoulder space. Armrests are fitted front and rear—which also serve as door pulls.

Large open pockets in the doors readily accept the familiar motoring impedimenta. Handbags, maps, guide books, gloves—there's room for them all, although bulkier objects can be stored on the useful flat shelf below the rear-window. Other features with the accent on safety include panoramic, zone-toughened windscreen, anti-dazzle interior mirror, crushable sun visors and children's safety catches on rear doors.



Facing you, when driving, is an uncluttered, stylish fascia with sensibly designed instrumentation. Safety-minded, the top surface is trimmed in black vinyl to eliminate glare and windscreen reflections, while below, three padded crash rolls run full-width. Note the touch of refinement provided by the attractive simulated wood-grained panels and centre console. At-a-glance instruments cause minimum distraction from the road ahead—comprise ribbon-type speedometer, water temperature gauge and fuel gauge. Warning lamps indicate low oil pressure, headlamp high beam, direction indicators working and generator not charging. An electric clock can be fitted, at extra cost, by your Distributor or Dealer.

Beneath the fascia is a commodious full-width parcel tray, flanked by fully adjustable vents ducting fresh air independently of the heater into the car interior. The elegant centre console contains a large pull-out ashtray, and has built-in provision for radio. An all-in-one switch on the steering column controls headlamp flasher and high/low beam, horn and direction indicators.







AUSTIN

a revolutionary concept

Issigonis-inspired, the Austin 1800 Mk. II is a notable achievement in advanced automobile design. Spacious in all but overall dimensions, BMC engineers have taken the best Mini and 1300 features, sized them up, and built them into the strongest structure ever incorporated in a production car. From bumper to bumper the 1800 measures a mere 167 inches, which simplifies parking, eases travel in traffic—and fits a fourteen-foot garage! There's front-wheel drive for phenomenal all-weather grip and roadholding . . . rack and pinion steering for sensitive, hairline accuracy . . . servo-assisted brakes—discs front, drums rear—for real stopping power. Last, but by no means least, there's the envy of the motoring world—Hydrolastic suspension. To fully appreciate just how effective Hydrolastic suspension is you must take the wheel. Drive hard and you'll be amazed at the smooth, level ride and fantastic cornering power. It's a unique float-on-fluid sealed system that never freezes, never leaks and because it has no moving parts, is absolutely maintenance-free.

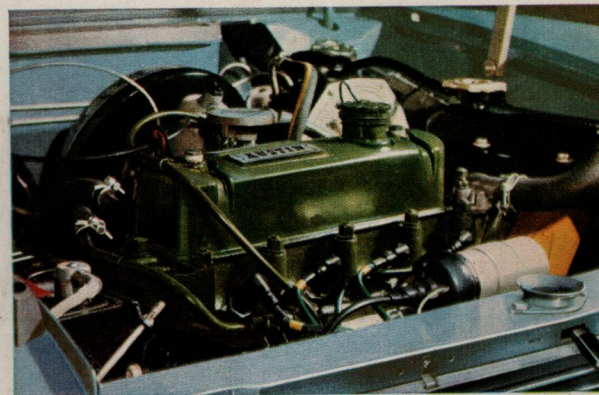
The cavernous boot takes no less than 17 cu. ft. of luggage on its flat, unobstructed floor, the spare wheel being housed in a wind-down tray beneath. Spring-assisted, the boot lid is extremely light to lift, and switches on a special interior lamp when opened.

The power unit of the 1800 Mk. II has also received a generous share of development. A lively performance through the gears has been achieved through a sophisticated gas flow design in the cylinder head and manifold in conjunction with large diameter inlet valves. The five-bearing crankshaft has slab-milled surfaces on all its webs, the outer radius of the main webs also being machined producing extremely smooth-running qualities.

The transverse power-pack is rubber-mounted to the body, which also applies to the cable-operated gear shift. The four speed, all-synchromesh gearbox and final drive are enclosed in the engine sump, power being transmitted to the front wheels by short universally-jointed shafts.

The transverse layout of the 1800 power pack permits exceptional ease of access through the wide bonnet opening for periodic maintenance purposes.

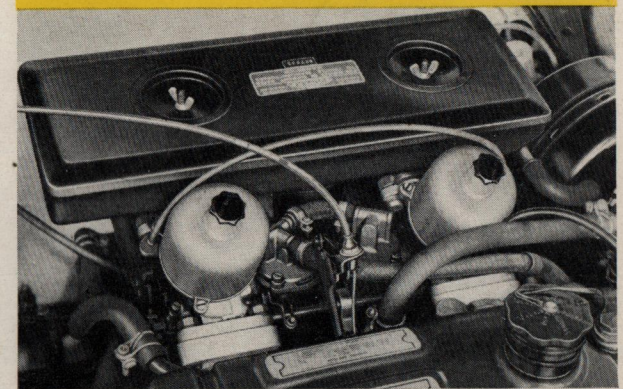
Although servicing attentions have been reduced to a minimum, it is comforting to know that BMC have a world-wide service organisation. Wherever you travel, expert assistance is never very far away.



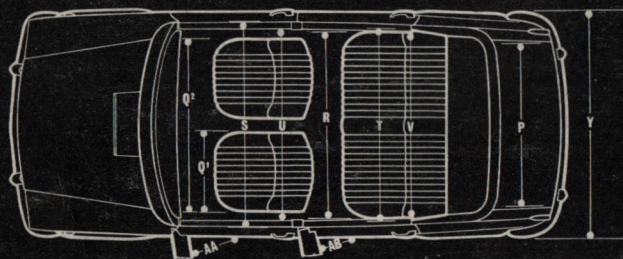
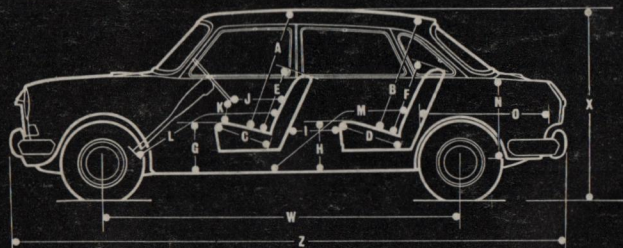
AUSTIN 1800 MK. II 'S' SALOON

Derived from the 1800 Mk. II Saloon, the Austin 1800 'S' is powered by a super-tuned version of the standard 1798 c.c. power unit.

This new model, readily recognised by its attractive stainless metal waist mouldings, is designed to meet the requirements of motoring enthusiasts who want a reliable family saloon capable of effortless, sustained, high performance. The 'S' type engine develops 95.5 b.h.p. (100 gross) at 5,700 r.p.m. This output is achieved by fitting a new induction manifold and tuned exhaust system in conjunction with a cylinder head machined to give a 9.5:1 compression ratio. Twin-S.U. HS6 carburettors replace the single carburettor of the 1800 Mk. II Saloon. To match this extra power larger front discs and pads are fitted to the 1800 'S' Saloon.



0051



A 37½ in. (0.96 m.)	B 37 in. (0.94 m.)	C 18 in. (0.46 m.)	D 19 in. (0.48 m.)	E 20 in. (0.51 m.)	F 21½ in. (0.55 m.)
G 13 in. (0.33 m.)	H 13½ in. (0.34 m.)	I (max.) 17 in. (0.43 m.)	I (min.) 10 in. (0.25 m.)	J (max.) 18½ in. (0.47 m.)	J (min.) 11½ in. (0.29 m.)
K 6½ in. (0.16 m.)	L (max.) 46½ in. (1.18 m.)	L (min.) 40 in. (1.02 m.)	M (max.) 46 in. (1.17 m.)	M (min.) 42½ in. (1.08 m.)	N 19 in. (0.48 m.)
O 36 in. (0.91 m.)	P 48 in. (1.22 m.)	Q1 26 in. (0.66 m.)	Q2 52 in. (1.32 m.)	R 56 in. (1.42 m.)	S 57½ in. (1.47 m.)
T 57½ in. (1.46 m.)	U 56½ in. (1.44 m.)	V 53½ in. (1.36 m.)	W 106 in. (2.69 m.)	X 56 in. (1.42 m.)	Y 66½ in. (1.70 m.)
Z 166½ in. (4.4 m.)	AA 35 in. (0.89 m.)	AB 33 in. (0.84 m.)	Ground clearance 6½ in. (0.17 m.) Approximate weight 22½ cwt. (1150 kg.)		

AUSTIN
BRITISH LEYLAND
(AUSTIN-MORRIS) LIMITED
LONGBRIDGE, BIRMINGHAM
ENGLAND



Printed in England

Engine: Water-cooled, overhead valve, four-cylinder. Five-bearing crankshaft, counterbalanced and fitted with vibration damper. Sealed crankcase breathing. In unit with clutch, gearbox, and final drive, installed transversely at front of car. Bore 3.16 in. (80.26 mm.); stroke 3.5 in. (88.9 mm.); cubic capacity 109.75 cu. in. (1798 c.c.); compression ratio 9:1 : 1. Maximum power 86.5 b.h.p. (90 gross) at 5400 r.p.m. Maximum torque 101 lb. ft. at 3000 r.p.m.

Fuel System: S.U. carburetter, type HS6, with paper element air cleaner and warm-air intake. S.U. mechanical fuel pump; fuel filter in pump and tank. Tank capacity 10½ gallons (47.7 litres).

Lubrication System: Full pressure feed. Sump forms oil bath for gearbox and final drive; internal gear-type pump driven by camshaft; external full-flow filter; gauze filter in sump with internal magnet; total oil capacity 10 pints (5.68 litres) plus 1½ pints (0.71 litre) for external filter.

Ignition System: 12-volt coil and distributor with automatic and vacuum-controlled advance and retard.

Cooling System: Closed pressurized system with expansion tank, pump, fan, and thermostat. Capacity 8½ pints (4.83 litres) plus 1 pint (0.57 litre) for heater.

Clutch: Single dry plate, 8 in. (0.20 m.) diameter, with diaphragm-spring plate; hydraulic operation by pendent pedal.

Gearbox: Four-speed with synchromesh on first, second, third, and top; central gear lever rubber-insulated from body floor operates gearbox by flexible cables. Final drive casing in unit with engine and gearbox, ratio 3.88 : 1 (17/66). Drive to front wheels via helical spur gears and open drive shafts with universal joints.

Gear Ratios	Gearbox	Final Drive	Overall	Road Speeds at 1,000 r.p.m.
Reverse	3.07 : 1	—	11.93 : 1	—
First	3.29 : 1	—	12.77 : 1	5.50 m.p.h.
Second	2.06 : 1	—	7.98 : 1	8.79 m.p.h.
Third	1.38 : 1	—	5.35 : 1	13.13 m.p.h.
Top	1.00 : 1	3.88 : 1 (17/66)	3.88 : 1	18.11 m.p.h.

Steering: Rack-and-pinion; 3.8 turns lock to lock; two-spoke 16½ in. (0.41 m.) diameter steering-wheel. Track (front) 4 ft. 8 in. (1.43 m.). Track (rear) 4 ft. 7½ in. (1.41 m.). Turning circle 37 ft. (11.30 m.).

Suspension: Front—Independent with upper and lower arms and locating tie-rods, swivel axles mounted on ball joints. Hydrolastic® displacers (interconnected front to rear) are mounted horizontally in front suspension tube across front of bulkhead. Rear—Independent with trailing arms incorporating Hydrolastic® displacers.

Brakes: Foot—hydraulically operated by pendent pedal with servo assistance. Front 9½ in. (0.24 m.) diameter, disc, self-adjusting. Rear, 9 in. × 1½ in. (0.23 m. × 0.045 m.) drum with leading and trailing shoes. A 'G'-conscious pressure-reducing valve is fitted between front and rear brakes to provide balanced braking effort. Hand brake lever is operative on rear wheels only.

Wheels and Tyres: Pressed steel, five-stud fixing; 165 mm.—14 in. radial ply tubeless tyres. Wheel trims fitted.

Electrical: 12-volt, 50-ampere-hour battery at 20-hour rate. Double-dipping headlamps; sidelamps in unit with separate flasher lamps; small repeater flashers on sides of front wings, rear lamps in unit with separate flashers and reflectors; rear flashers and stop lamps automatically dim when sidelamps are on; single lever on steering column controls horn, headlamp flasher, dip switch and self-cancelling direction indicators. Twin lamps for rear number-plate are wired so that failure of one does not affect the other. Twin-blade, self-switching, two-speed windscreen wipers. Dual windtone horns. Interior lamp on door centre pillar with manual switch and courtesy switches on front doors. Concealed illumination for instruments. Boot interior lamp.

Instruments: Ribbon-type speedometer calibrated in m.p.h. and km.p.h., with mileage recorder, combined with water temperature and fuel gauges. Head/sidelamp switch; combined ignition and

specification

starter switch; warning lights to show low oil pressure, headlamp high beam, direction indicators and generator not charging. Windscreen washer.

Coachwork: Five-seater; four-door, six-light saloon of all-steel unitary construction; full-width fascia, with simulated woodgrain finish, incorporating instruments, switches, and warning lights. The upper surface is trimmed in black vinyl to eliminate glare and incorporates an upper and lower padded crash roll; a third crash roll is on the full-width parcel shelf below the fascia. In the centre of the parcel shelf is a console, also with simulated woodgrain finish, which contains a pull-out ashtray, the heater/demister controls, and has provision for fitting a radio. Two ashtrays are provided in the front seat backs for rear passengers. Single interior tinted mirror. Two crushable sun visors. Separate front seats, both adjustable for leg reach. Cushions and squabs have polyether pads. Rear seat has metal seat pan with full-depth polyether pad. Rear squab has spring case with polyether pad and centre folding armrest. All seats and squabs trimmed in knit-backed vinyl with knit-backed expanded vinyl seat facings. Parcel shelf of large dimensions behind rear seat squab. Doors hung at forward edges by concealed hinges; all doors fitted with curved, wind-down safety-glass windows; both front doors fitted with outside private locks; rear doors have children's safety catches; all doors have anti-burst locks with flush-fitting interior handles; large, open pockets on front doors and smaller ones to rear doors. Door casings trimmed in vinyl have armrests which also act as door pulls. Roof lining is of woven-backed vinyl supported by listing rails. Floor covered with pile carpets (Home market) moulded nylon for Export. Curved, wide-zone, toughened glass for back-light, both mounted in rubber mouldings with bright plastic exterior finishers. Front and rear seat belt anchorage points built in. Lockable 17 cu. ft. (0.48 m.³) boot at rear, fully lined; lift-up spring-assisted lid with concealed hinges; spare wheel carried in wind-down tray below boot floor. Chromium-plated bumpers with over-riders front and rear. Lockable fuel filler lid. Opening quarter lights. Cant rail grab-handles. Heater/demister for Home market only.

Optional Extras: 'S'-type engine; automatic transmission; reclining front seats; electrically-heated rear window; power-assisted steering.

Export Availability: To meet world market requirements the following variations from the standard specification are available for Export at no extra charge: right- or left-hand steering; lighting and flasher equipment to suit various overseas regulations. Optional equipment at extra cost is as follows: 'S'-type engine; automatic transmission (R.H. drive only); heater/demister; forced fresh-air unit; laminated windscreen; reclining front seats; electrically-heated rear window; power-assisted steering; 4.19 : 1 final drive ratio.

IMPORTANT

These specification details do not apply to any particular vehicle which is supplied or offered for sale. The manufacturers reserve the right to vary their specifications with or without notice and at such times and in such manner as they think fit. Major as well as minor changes may be involved. Therefore, although every effort is made to ensure the accuracy of the particulars contained in this brochure, neither the Company nor the Distributor or Dealer by whom this publication is issued shall be liable for any inaccuracy in any circumstances whatsoever. Consult the Dealer with whom your order is placed for details of the specification of any particular vehicle.

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