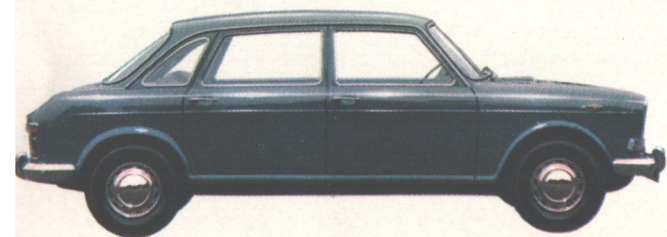


MOTORING SATISFACTION IN DEPTH



WOLSELEY

18/85



Since the early days of motoring the Wolseley has always been regarded as a car of fine quality. Today this reputation is jealously guarded and highly valued by the British Motor Corporation and their distributors and dealers. The Wolseley 18/85 is the latest product of the vast resources, unique production facilities, and engineering genius that have become synonymous with the products of BMC, and is the result of a process of continuous development of an originally sound and revolutionary design. The Wolseley 18/85 retains all the luxury, refinement, and reliability that have become accepted Wolseley standards but it is also ahead of its time because of its many very advanced engineering features. It has all the characteristics that the business executive or professional man requires in his car—it is impressive in appearance, exceptionally spacious in all but overall dimensions, and is capable of high average speeds without effort. It has the added advantage of many built-in safety features. The comfort of the interior furnishings is second to none and the remarkable Hydrolastic® suspension provides a smooth ride on all road surfaces. The Wolseley 18/85 offers all this, and more, for a comparatively modest outlay. Ask your Wolseley Distributor or Dealer to give you a demonstration.

THE LUXURIOUS NEW WOLSELEY



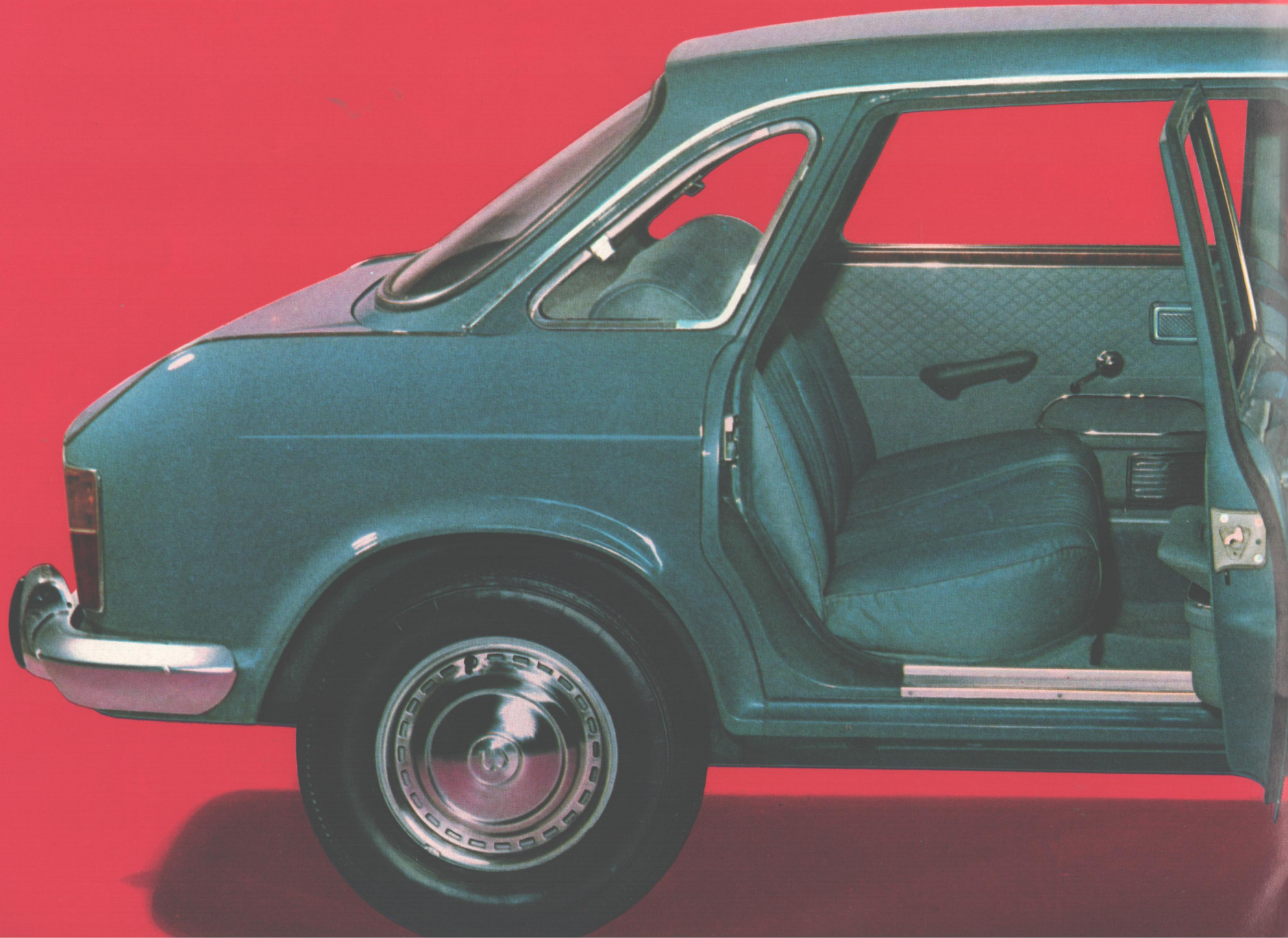
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The fascia of the Wolseley 18/85 retains the traditional Wolseley finish of highly polished walnut veneer. The controls, instruments, and switches are functional; the top of the fascia is trimmed in black to eliminate reflections from the windscreen and has a padded crash roll. There are twin windscreen demister outlets and an aperture is provided for a radio loudspeaker. The instruments are contained in two large circular dials—one containing the speedometer (marked in miles and kilometres per hour), the other containing the oil pressure, engine temperature, and fuel gauges. An electric clock is a standard fitting and is operated by an independent replaceable battery. Warning lights for ignition, headlamp main-beam, and dirty oil filter with the switches for lighting, windscreen washer, and wipers are conveniently placed in front of the driver. When the optional extra automatic transmission is chosen, the selector quadrant is placed on the fascia adjacent to the steering-wheel. A large lockable glovebox is provided, as well as two parcel trays and a pull-out ash-tray; there is provision for the fitting of a radio. The fresh-air heater and demister controls are placed below the fascia and adjustable air inlet ducts, completely independent of the heating system, are provided at each end of the fascia.



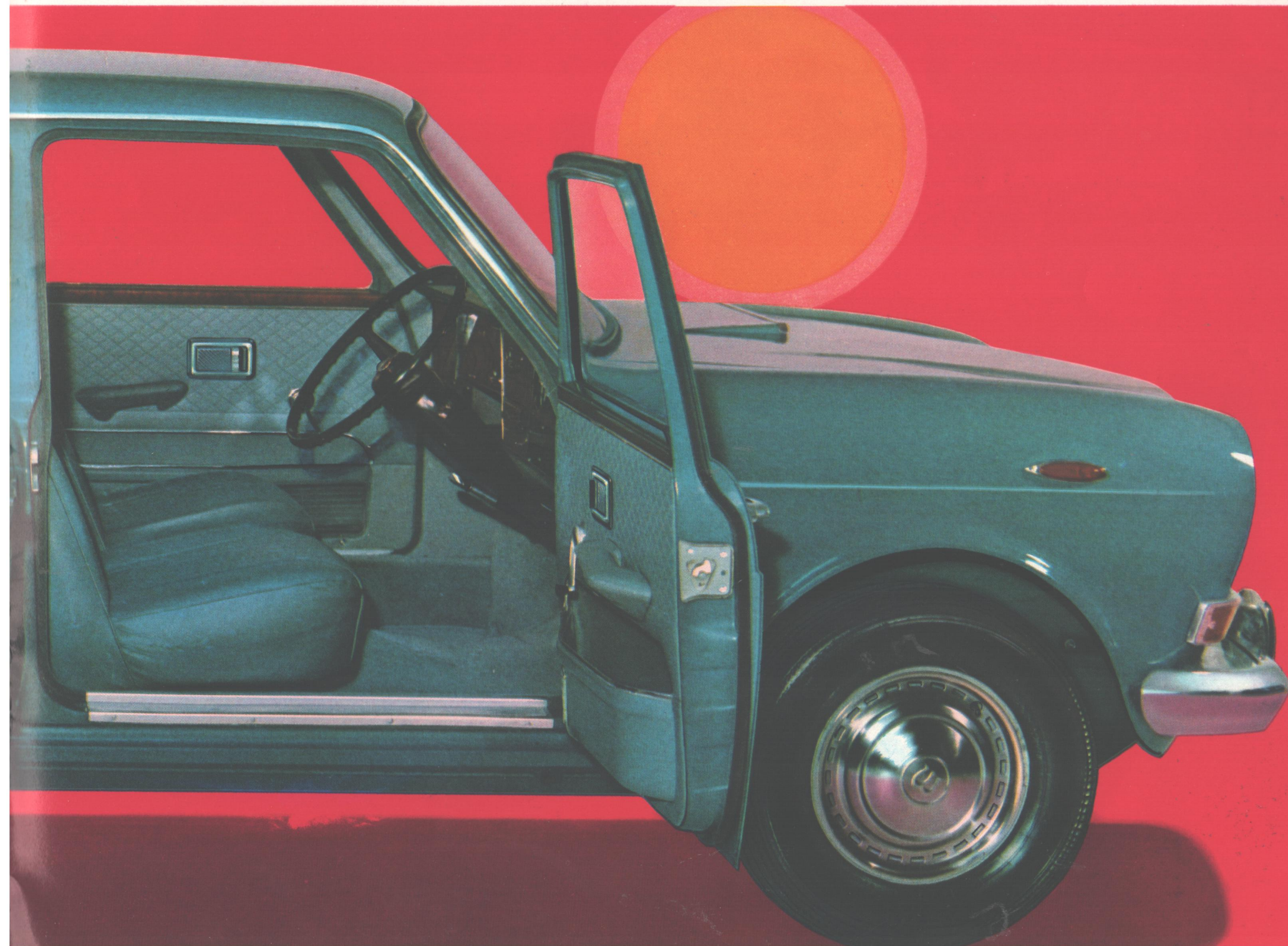
The design and comfort of the interior of the Wolseley 18/85 is as pleasing aesthetically as it is deeply relaxing to ride in. The seating is luxurious and deeply upholstered, real leather being used for the seat contact surfaces. Ash-trays are fitted in the rear of the front seats; arm-rests are provided for the driver and



passengers and the mood of deep luxury is completed by fitted moulded carpets with thick underlay. Fully reclining front seats are also available as optional extras and door pockets in both the front and rear doors are large enough for handbags, maps, and other odds and ends that always seem to accumulate

in a car. There are two crushable sun visors, a safety rear-view mirror, and children's safety catches are fitted to the rear doors. A courtesy lamp automatically illuminates the interior when the front doors are opened and an independent switch allows the light to be used when both doors are closed. Front seat belt

anchorage points are built in to which your Distributor or Dealer can fix BMC approved accessory seat belts. Small repeater flashers are fitted on the front wings. The direction indicator warning lamp and the rear flasher and stop lamps automatically dim when the sidelamps are on.



The lined boot of the Wolseley 18/85 has 17 cu. ft. of unobstructed luggage space, the spare wheel being housed in a special wind-down tray beneath the boot floor. The spring-assisted lid, which is extremely light in operation, switches on a special interior courtesy lamp when it is opened.

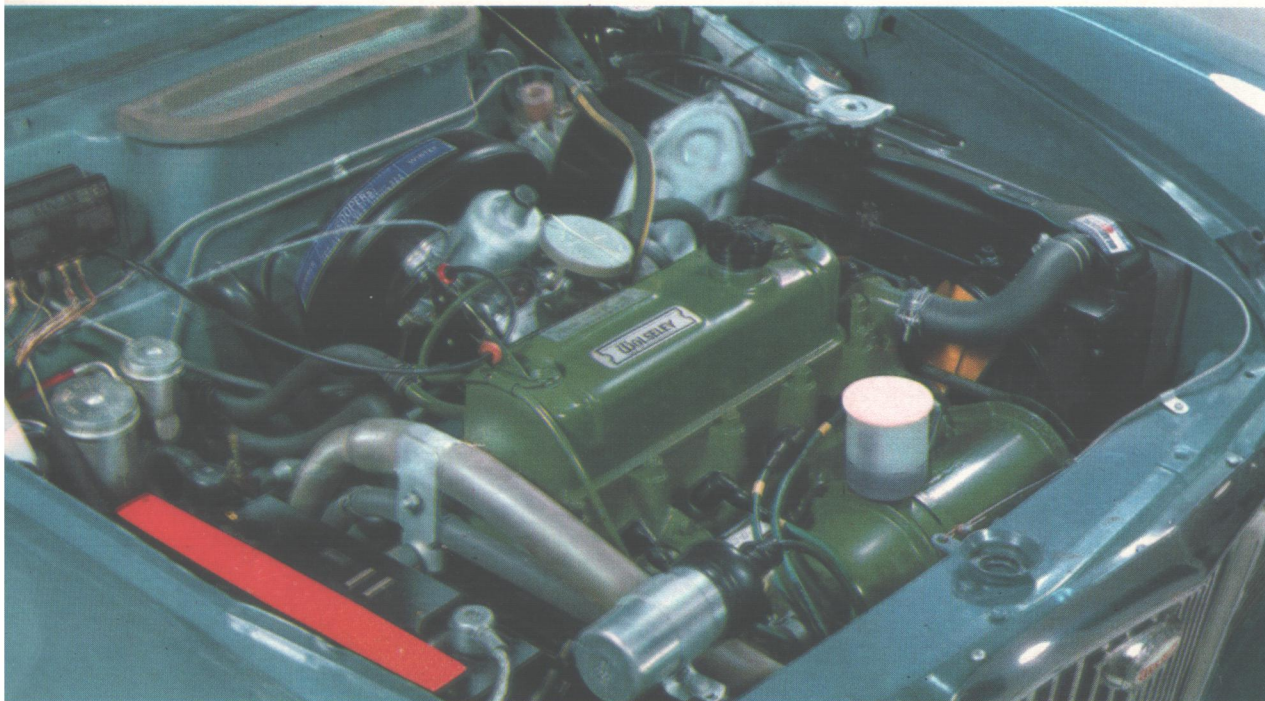


All the windows of the 18/85 are of curved safety glass, the very large rear window giving an excellent rear view. The door windows are fully winding and there are opening quarter-lights at the rear. A large, flat parcel shelf below the rear window gives useful storage space.

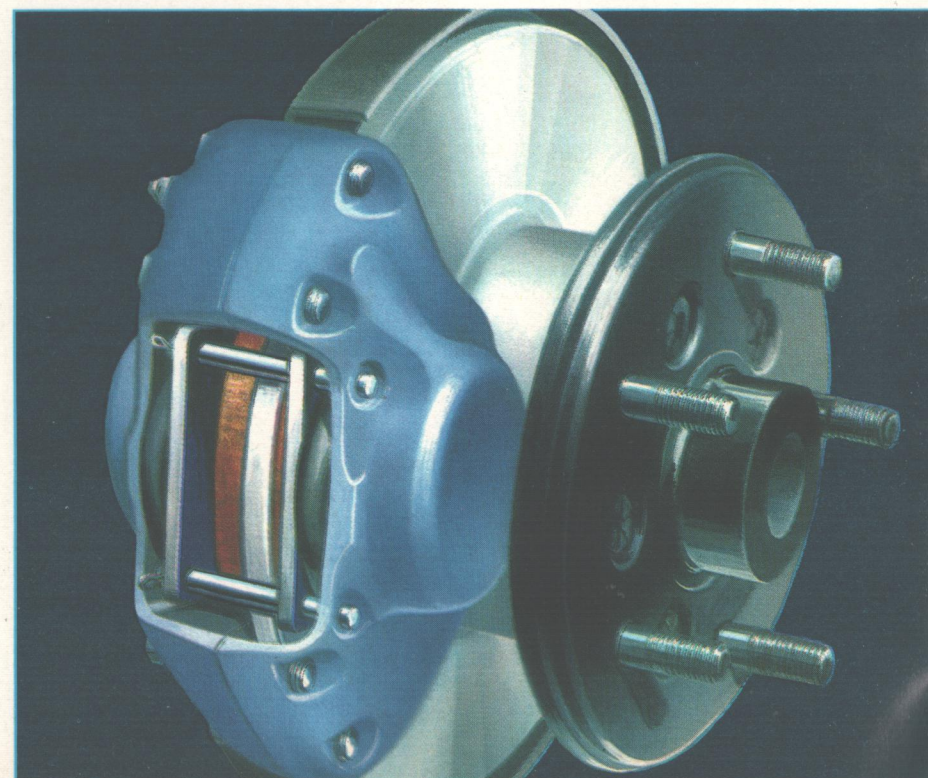
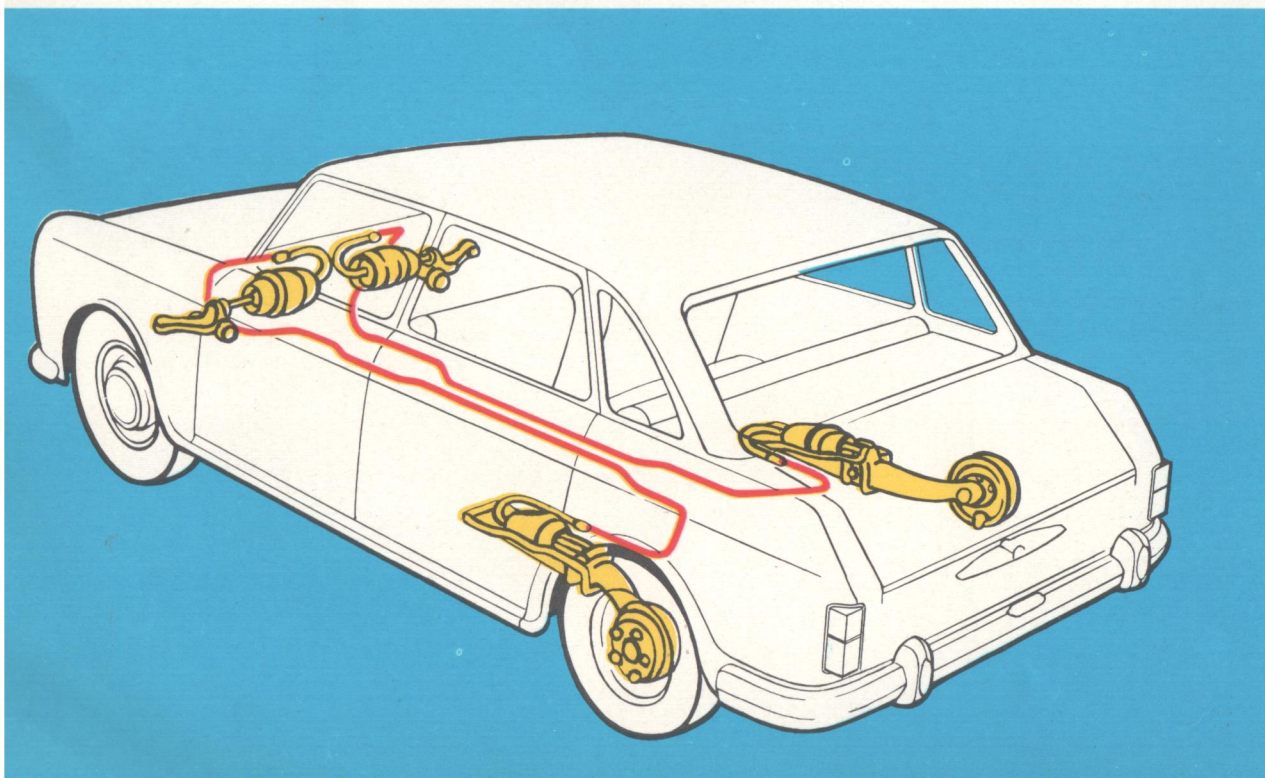
The forward-hung doors are wide opening to give easy access, and their curved, narrow section gains valuable space inside the car. Each door has arm-rests and capacious pockets which swallow up a multitude of items.



The transverse 1798-c.c. power unit of the Wolseley 18/85 permits a short, wide bonnet and good engine accessibility. Power-assisted steering and an all-synchromesh gearbox are outstanding features, automatic transmission being available at extra cost. The diagrammatic illustration of the Hydrolastic® suspension shows the interconnecting pipe-lines, which allow the displacement of fluid front to rear, thereby keeping the car level and steady whatever the road surface. The servo-assisted brakes—discs at front, drums at rear—provide tremendous stopping-power. A special 'G'-conscious pressure-reducing valve is fitted to minimize the risk of rear wheels locking when braking quickly.



The powerful 1798-c.c. engine of the Wolseley 18/85 develops 86.5 b.h.p. and will permit a cruising speed of 70 m.p.h. for as long as conditions allow. The front driving wheels give first-rate adhesion on all road surfaces. The power-assisted rack-and-pinion steering, an option on so many cars, is standard equipment on the Wolseley 18/85 and incorporates an hydraulic system that removes effort, yet still retains a sense of 'feel'. Accurate, quick-acting and vibration-free—it is therefore super-safe. The advantages of power-assisted steering and front-wheel-drive are further enhanced by the superb road-holding characteristics of Hydrolastic® suspension. The Wolseley 18/85 has an immensely strong body structure—probably the stiffest ever built into a motor-car, and this strength contributes in no small measure to the wonderful comfort and road-holding. With optional automatic transmission, the Wolseley 18/85 becomes the most effortless, luxurious, and exclusive space-age vehicle on the road today.



SPECIFICATION

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 86.56 b.h.p. (90 gross) at 5,400 r.p.m.; maximum torque 101 lb. ft. at 3,000 r.p.m.

FUEL SYSTEM: S.U. carburettor, 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). Locking fuel filler cap.

LUBRICATION SYSTEM: Full-pressure feed. Sump forms oil bath for gearbox and final drive; internal pump driven by camshaft; external full-flow filter; gauze filter in sump with internal magnet; total oil capacity (manual) 10 pints (5.68 litres) plus 1½ pints (0.71 litre) for external filter; (automatic) 6½ pints (3.68 litres) for engine only plus 1½ pints (0.71 litre) for external filter; automatic box capacity, 13 pints (7.384 litres) including final and transfer drives.

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

GEARBOX: (Manual) four-speed with synchromesh on first, second, third, and top, central gear lever rubber-insulated from body floor operates box by flexible cables. Final drive casing in unit with engine and gearbox; ratio: 3.88 : 1 (17/66); optional 4.19 : 1 (16/67). Drive to front wheels via helical spur gears and open drive shafts with universal joints.

<i>Gear Ratios</i>	<i>Gearbox</i>	<i>Final Drive</i>	<i>Overall</i>	<i>Road Speeds at 1,000 r.p.m.</i>
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) (Standard)	3.88 : 1	18.11 m.p.h.

GEARBOX: Automatic (optional extra). In unit with final drive; three-speed with hydraulic torque converter. Selector lever fascia mounted. Final drive ratio 3.94 : 1. Drive to front wheels via helical spur gears and open drive shafts with universal joints.

<i>Gear Ratios</i>	<i>Gearbox</i>	<i>Final Drive</i>	<i>Overall</i>	<i>Road Speeds at 1,000 r.p.m.</i>
Reverse	2.09 : 1	—	8.23 : 1	—
Low	2.39 : 1	—	9.41 : 1	7.46 m.p.h.
Intermediate	1.45 : 1	—	5.71 : 1	12.29 m.p.h.
Top	1.00 : 1	3.94 : 1	3.94 : 1	17.83 m.p.h.

STEERING: Power-assisted, rack-and-pinion; 3.56 turns lock to lock; two-spoke 16½ in. (0.41 m.) diameter steering-wheel. Track—front 4 ft. 8 in. (1.43 m.), 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 9⅝ in. (0.24 m.) diameter disc, self-adjusting; rear 9 in. x 1½ in. (0.23 m. x 0.045 m.) drums 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.

ROAD WHEELS: Pressed-steel, five-stud fixing 165 mm.—14 in. Dunlop SP 68 tubeless tyres. Wheel discs are standard.

ELECTRICAL: 12-volt, 50 amp.-hour battery at 20-hour rate. Double-dipping headlamps with foot-operated dip switch, 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; self-cancelling direction flasher switch lever with warning light which is automatically dimmed when sidelamps are on, also incorporates headlamp flasher. Wolseley motif on radiator is illuminated when sidelamps are on. Twin lamps for rear number-plate are wired so that failure of one does not affect the other. Automatically operated reversing lamp. Twin-blade self-switching windscreen wipers. Electrically operated windscreen washer. Twin Windtone horns with horn-push in steering-wheel centre. Interior lamp on door centre pillar with manual switch and courtesy switches on front doors. Concealed illumination for instruments. Electric clock with independent renewable battery. Boot interior lamp.

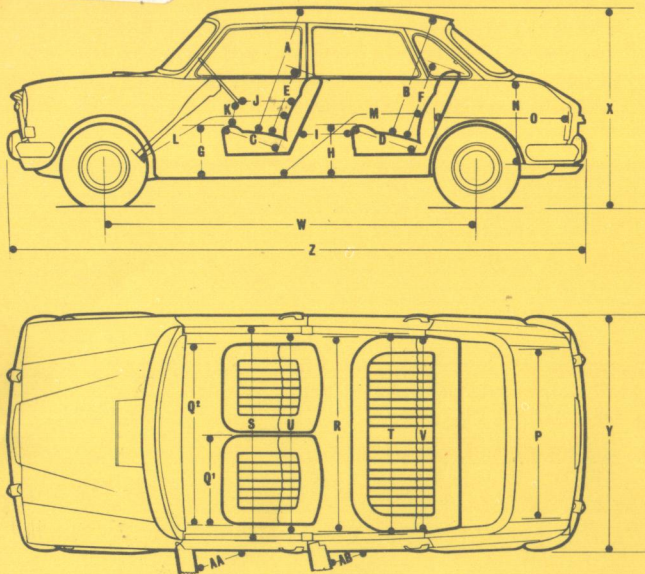
INSTRUMENTS: Speedometer calibrated in m.p.h. and km.p.h. with mileage and trip recorder, combined water temperature, fuel, and oil pressure gauges. Head/sidelamp switch; combined ignition and starter switch; warning lights for generator not charging, dirty oil filter, and headlamp high-beam.

COACHWORK: Five/six-seater; four-door, six-light saloon of all-steel unitary construction; full-width, highly polished veneered walnut fascia incorporating instruments, switches, and warning lights. The upper surface is trimmed in black vinyl-coated fabric to eliminate glare and incorporates an upper padded crash roll; a crash roll is also fitted to the twin parcel shelves below the fascia. A lockable glovebox is fitted to the passenger's side of the fascia. A pull-out ashtray is fitted in the fascia and two are provided in the front seat backs for rear passengers. Single interior tinted mirror. Twin, crushable sun visors. Separate front seats, both adjustable for leg reach. Cushions and squabs comprise spring wires with polyether pads trimmed with real hide on contact surfaces. Rear seat has metal seat pan with full-depth polyether pad; rear squab is spring case with polyether pad, trimmed with real hide on contact surfaces and fitted with folding centre arm-rest. 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 and arm-rests. Both front doors fitted with outside private locks, rear doors have children's safety catches. All doors have anti-burst locks. Fresh-air heater/demister standard for Home market (optional extra Export), large open pockets on front doors and smaller ones on rear doors. Door casings trimmed in vinyl-coated fabric. Roof lining of vinyl-coated fabric. Cant rail grab handles front and rear. Floor covered with moulded carpets. Door sill tread plates. Curved, wide, zone-toughened plate glass for windscreen; toughened glass for back-light, both mounted in rubber mouldings with bright plastic exterior finishers. Provision for fitting radio. 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; boot interior lamp. Spare wheel carried in wind-down tray below boot floor. Rear hinged bonnet with concealed hinges and supporting telescopic stay. Bonnet lock operated by pull knob below parcel shelf; safety lock fitted. Chromium-plated bumpers and over-riders with rubber inserts front and rear.

OPTIONAL EXTRAS: Automatic transmission; fully reclining front seat squabs. Electrically heated rear window.

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: Heater/demister; forced fresh-air unit; fully reclining front seat squabs; laminated windscreen; automatic transmission; electrically heated rear window.

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LEADING DIMENSIONS

		English	Metric
Front seat cushion to roof (compressed) ..	A	37½ in.	0.96 m.
Rear seat cushion to roof (compressed) ..	B	37 in.	0.94 m.
Front seat cushion depth	C	18 in.	0.46 m.
Rear seat cushion depth	D	19 in.	0.48 m.
Front squab height	E	20 in.	0.51 m.
Rear squab height	F	21½ in.	0.55 m.
Height of front cushion above floor ..	G	13 in.	0.33 m.
Height of rear cushion above floor ..	H	13½ in.	0.34 m.
Back of front squab to front of rear cushion	I	max. 17 in. min. 10 in.	0.43 m. 0.25 m.
Steering-wheel to squab	J	max. 18½ in. min. 11½ in.	0.47 m. 0.29 m.
Steering-wheel to cushion	K	6½ in.	0.16 m.
Leg room (front)	L	max. 46½ in. min. 40 in.	1.18 m. 1.02 m.
Leg room (rear)	M	max. 46 in. min. 42½ in.	1.17 m. 1.08 m.
Luggage boot height	N	19 in.	0.48 m.
Luggage boot depth	O	36 in.	0.91 m.
Luggage boot width	P	48 in.	1.22 m.
Width of individual front seats	Q1	23 in.	0.58 m.
Overall width of front seats	Q2	52 in.	1.32 m.
Width of rear seat	R	56 in.	1.42 m.
Max. front seating width between doors ..	S	57½ in.	1.47 m.
Max. rear seating width between doors ..	T	57½ in.	1.46 m.
Width over front seats at shoulder height ..	U	56½ in.	1.44 m.
Width over rear seats at shoulder height ..	V	53½ in.	1.36 m.
Wheelbase	W	106 in.	2.69 m.
Overall height	X	56 in.	1.42 m.
Overall width	Y	67 in.	1.70 m.
Overall length	Z	166½ in.	4.22 m.
Door entry width (front)	AA	35 in.	0.89 m.
Door entry width (rear)	AB	33 in.	0.84 m.
Ground clearance		6½ in.	0.17 m.
Weight (approx.)		23 cwt.	1168 kg.

ADDENDA

The material on the seat contact surfaces has been changed from leather to expanded vinyl with knitted backing.

The optional alternative 4.19:1 final drive ratio is not now available on the home market.

A dirty oil filter warning light is not now fitted.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with the British Leyland Motor Corporation Limited.

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**BRITISH LEYLAND MOTOR CORPORATION LIMITED,
AUSTIN MORRIS DIVISION,
LONGBRIDGE, BIRMINGHAM, ENGLAND**



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