



The new Morris 2200 & 1800.

The Works.

ENGINE (1800): Four-cylinder, transverse, push-rod overhead valve. Bore 3.16 in. (80.26 mm.); stroke 3.5 in. (88.9 mm.). Capacity 109.8 cu. in. (1798 c.c.). Single S.U. HS6-type carburettor. 86.5 b.h.p. at 5,400 r.p.m. Maximum torque 101 lbf. ft. at 3,000 r.p.m. Compression ratio 9.0 : 1. Fuel capacity 10½ gallons (47.73 litres). Pressurized cooling system with engine-driven fan.

ENGINE (2200): Six-cylinder, transverse, overhead valve with single overhead camshaft. Bore 3.0 in. (76.2 mm.); stroke 3.2 in. (81.28 mm.). Capacity 135.8 cu. in. (2227 c.c.). Twin S.U. HS6-type carburettors. 110 b.h.p. at 5,250 r.p.m. Maximum torque 125.6 lbf. ft. at 3,500 r.p.m. Compression ratio 9.0 : 1. Fuel capacity 12½ gallons (56.8 litres). Pressurized cooling system with thermostatically controlled electrically-driven fan.

CLUTCH: Diaphragm-spring, single-dry-plate, hydraulically actuated. Diameter: (1800): 8 in. (0.20 m.); (2200): 8.75 in. (0.22 m.).

GEARBOX (manual): Four-speed, all synchromesh. Ratios: 1st 3.29, 2nd 2.06, 3rd 1.38, 4th 1.00, reverse 3.07 : 1.

FINAL DRIVE: Front-wheel drive with pre-lubricated universals on open shafts. Ratio 3.88 : 1.

STEERING: Rack and pinion.

ROAD WHEELS: Pressed-steel disc, 165—14 radial-ply tyres.

BRAKES: Hydraulic, vacuum-servo-assisted. Front: (1800): 9.281 in. (0.24 m.) diameter discs; (2200): 9.7 in. (0.25 m.) diameter discs. Rear: 9.0 in. (0.23 m.) diameter drums with leading and trailing shoes.

* Hydrolastic is a registered Trade Mark.

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 specification 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. This publication shall not constitute in any circumstances whatsoever an offer by the company to any person. All sales are made by the Distributor or Dealer concerned with the benefit of the facilities specified in the Owner's Service Statement.



**BRITISH LEYLAND
(AUSTIN-MORRIS) LIMITED
BOX 41 - LONGBRIDGE
BIRMINGHAM B31 2TB**

SUSPENSION: Independent all round. Hydrolastic* displacers interconnected front to rear.

ELECTRICAL: 12-volt, negative earth, 50-amp. hr. battery. Dynamo (1800 only). Alternator (2200 only). Single lever on steering-column controls horn, headlamp flasher, dipswitch and self-cancelling direction indicators. Combined ignition/starter switch incorporates steering-column lock.

INSTRUMENTS: Speedometer. Fuel gauge. Water temperature gauge. Oil pressure gauge (2200 only). Warning lamps to show low oil pressure (1800 only), flashers working, no charge, headlamp high-beam.

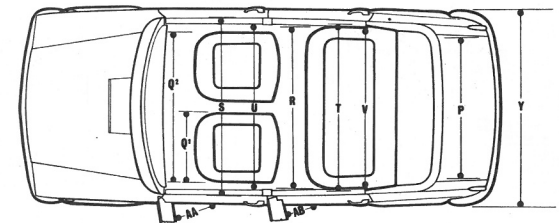
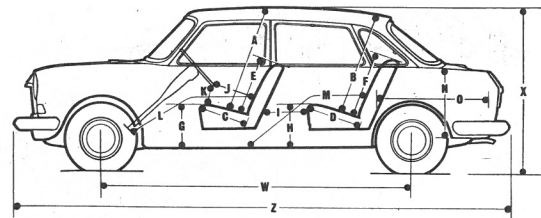
COACHWORK: Four-door saloon of all-steel unitary construction. Specification includes safety-glass windows, zebra-zoned toughened windscreen, simulated woodgrain fascia, doors fitted with anti-burst door locks, a fresh-air heater/demister unit, face-level ventilation. All seats are trimmed in vinyl and have knit-

backed expanded wearing surfaces. Seats of the 2200 have distinctive patterned panels. Static or automatic seat belts are factory fitted at additional cost.

OPTIONAL EXTRAS: Reclining front seats. Electrically heated rear window. Power-assisted steering (not 1800 when fitted with alternator). Automatic transmission. Alternator—1800 (when not fitted with power steering). Rostyle wheels (2200 only).

EXPORT AVAILABILITY: Supplied to the specification detailed above (less seat belts) with right- or left-hand steering at no extra charge. Optional at extra cost: forced fresh-air unit; laminated windscreen; reclining front seats; electrically heated rear window; automatic transmission; power-assisted steering (not 1800 when fitted with alternator); 4.19 : 1 final drive ratio (1800 only); Rostyle wheels (2200 only); alternator—1800 (when not fitted with power steering); radio; sump guard (1800 only).

DIMENSIONS



*Front seat head room	A	36-90 in.	0-93 m.
*Rear seat head room	B	33-38 in.	0-85 m.
*Front seat cushion depth	C	18-69 in.	0-47 m.
*Rear seat cushion depth	D	18-15 in.	0-46 m.
*Front seat squab height above cushion	E	19-34 in.	0-49 m.
*Rear seat squab height above cushion	F	22-54 in.	0-57 m.
*Front seat cushion height above floor	G	13-0 in.	0-33 m.
*Rear seat cushion height above floor	H	12-5 in.	0-32 m.
*Distance between seats—max.	I	18 in.	0-46 m.
*Distance between seats—min.	L	11 in.	0-28 m.
*Steering-wheel to squab—max.	J	17-5 in.	0-44 m.
min.	K	11-0 in.	0-28 m.
*Steering-wheel to cushion	K	6-66 in.	0-17 m.
*Front seat leg reach—max.	L	46-81 in.	1-19 m.
min.	L	40-37 in.	1-03 m.
*Rear seat leg reach—max.	M	46-5 in.	1-18 m.
min.	M	42-5 in.	1-08 m.
Luggage boot height	N	18-25 in.	0-46 m.
Luggage boot depth	O	40-25 in.	1-02 m.

* Approximate measurement

Luggage boot width	P	47.25 in.	1.20 m.
Front seat cushion width—individual	Q1	23.25 in.	0.59 m.
Front seat cushion width—overall	Q2	50.75 in.	1.29 m.
Rear seat cushion width (1800)	R	57.37 in.	1.46 m.
(2200)	R	56.5 in.	1.44 m.
Width between front doors	S	57.25 in.	1.45 m.
Width between rear doors (1800)	T	57.0 in.	1.45 m.
(2200)	T	57.25 in.	1.45 m.
Shoulder width over front seat	U	56.0 in.	1.42 m.
Shoulder width over rear seat	V	55.25 in.	1.40 m.
Wheelbase	W	105.88 in.	2.69 m.
Overall height	X	56.17 in.	1.43 m.
Overall width	Y	66.88 in.	1.70 m.
Overall length	Z	166.21 in.	4.20 m.
Front door entry width	AA	35 in.	0.89 m.
Rear door entry width	AB	33 in.	0.84 m.
Ground clearance (1800)		6.625 in.	0.17 m.
(2200)		6.5 in.	0.16 m.
Kerbside weight—approx. (1800)		2,547 lb.	1155 kg.
(2200)		2,617 lb.	1187 kg.



UOK 958K

First, some fast talking about the 2200.

The fastest thing about the 2200 sits quietly under the bonnet.

It's the first big car to boast a powerful 6 cylinder 2227 c.c. overhead camshaft transverse engine. With a thermostatically controlled, electrically operated fan which helps keep noise right down to a minimum.

8.5 seconds sees you smoothly to 50 m.p.h. from a standing start. And you can cruise smoothly all day at 70 m.p.h. without any stress to car or driver. Those 6 cylinders keep petrol costs down, too.

On tricky corners, Hydrolastic[®] suspension keeps you anchored to the tarmac, without the usual big car pitch and roll.

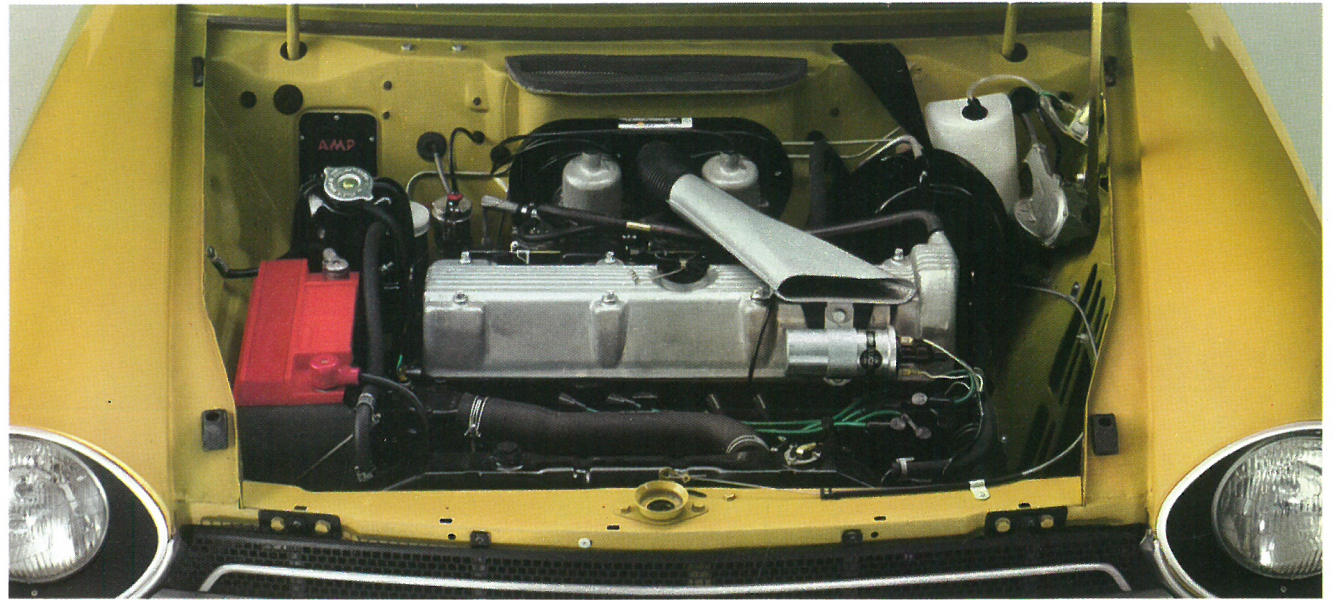
A new more positive rod operation to the gear box keeps you changing sweetly.

While the proven front-wheel drive and servo-assisted brakes keep you safely in control.

You can slip in and out of parking spaces that would be given a wide berth by the average big car.

And you can put the 2200 in the average garage.

The 2200. A big car with big car performance. But it handles with the ease of a small one.





Now, a word of comfort.

Probably, the first thing you'll notice when you step into the 2200, is the incredible amount of space.

We've mounted the engine sideways. So the space we saved under the bonnet, you gain inside.

The contoured seats are big, wide and comfortable. And there's plenty of leg room to manoeuvre.

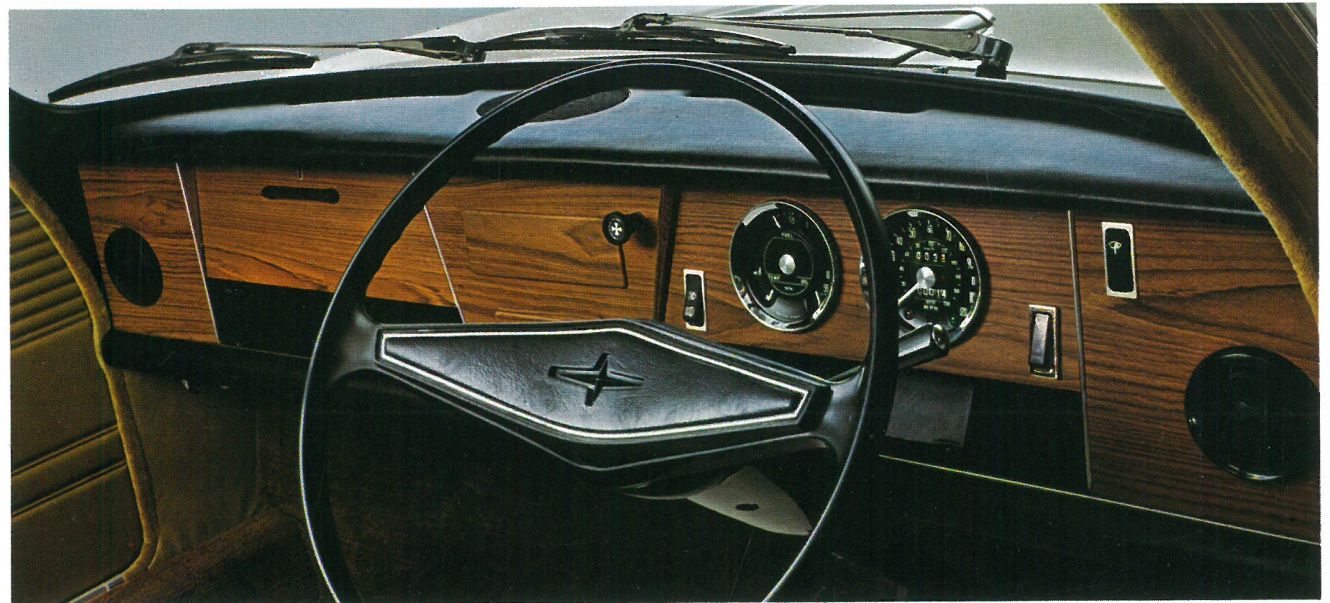
What's more, you don't have to carry luggage at the expense of passengers. We've given you the luxury of a yawning 17 cu. ft. boot. Plus pockets on the doors, glove pocket and a big shelf behind the back seat.

Other luxuries include deep-pile carpet all round, and a new style seat trim.

The fascia has a touch of class about it too. But, more important, you can get to the controls without getting out of control.

There's also a new floor-mounted handbrake conveniently positioned between the front seats.

All in all, in the 2200, you're very comfortably off.



That's about the size of it.

Words are one thing. Action is another.
Now we've told you about the 2200, why not
take it out for a test drive.

Your local dealer will be only too pleased to
arrange it.

And when you bring it back, we'd like to
know how you think the 2200 sizes up.



The new Morris 1800.





Inside the 1800. Just sit back and enjoy it.

You can even have a good stretch if you like. There's plenty of room in the 1800.

The seats are big and comfortable. (They're separate in the front, while in the back there's a beautiful bench seat). And you've armrests in both front and back for extra comfort all round.

We've fitted deep-pile carpet on the floor and there's tons of leg room for everyone.

Without having to compete with cricket bags and cardboard boxes. You can leave all that in the enormous 17 cu. ft. boot.

We've positioned the instruments so that you can see any one at a glance, and the controls are all within easy reach.

And when children are around, the safety catches on the rear doors enable you to give your full attention to driving.





Performance. It'll make you sit up.

There lurks in the 1800 a proven 4 cylinder transverse engine with front wheel drive.

An engine that has gained a reputation not only for reliability, but for sheer power.

And in the 1800, that power is more than matched by servo-assisted brakes.

It has Hydrolastic[®] suspension, as well, which means you'll cling to the road like a limpet.

You'll find you can take sharp bends as easily as you can long stretches. Especially as all forward gears are synchromesh.

Perhaps you'd like to try out the 1800.

Ask at your local showroom. They'll be happy to arrange a test drive.

We think you'll enjoy the performance.

