

THE AUSTIN TAXI



Austin of England

Specification



DIESEL ENGINE: Four cylinder o.h.v. Bore 3.25 in. (82.55 mm.). Stroke 4.00 in. (101.6 mm.). Cubic capacity 132.7 cu. in. (2178 c.c.). Heater plugs are fitted to assist cold starting. Maximum b.h.p. 55 at 3,500 r.p.m. Maximum torque 89 lb. ft. at 2,800 r.p.m. Compression ratio 20 to 1. **Fuel Injection:** Distributor type fuel injection pump incorporating mechanical governor. A.C. mechanical fuel pump. Fuel tank capacity 11½ gallons (52.28 litres). **Lubrication:** Camshaft driven gear type pump. Full-flow oil filter. Oil capacity 10 pints (5.68 litres), plus 1¼ pints (0.71 litre) for filter. **Cooling System:** Circulation by centrifugal pump, temperature control by fan and thermostat. Capacity 19 pints (10.8 litres).

AUTOMATIC GEARBOX (Available only with diesel engine): Fully automatic with hydraulic converter coupling. Three speeds with single plate clutch for direct drive in top. Speed range selector lever mounted on steering column. Speed range ratios—low 4.96 to 2.31, intermediate 3.09 to 1.44, top 1.00; reverse 4.32 to 2.01. Oil capacity 15 pints (8.52 litres).

PETROL ENGINE: Four cylinder o.h.v. Bore 3.125 in. (79.4 mm.). Stroke 4.375 in. (111 mm.). Cubic capacity 134.1 cu. in. (2199 c.c.). B.h.p. 50 at 3,500 r.p.m. Maximum torque 102 lb. ft. at 1,600 r.p.m. Compression ratio 6.8:1. High-pressure lubrication by gear pump driven from camshaft. Full flow oil filter. Oil capacity 11¼ pints (6.39 litres). Ignition by coil and distributor with automatic advance and retard assisted by vacuum control. Cooling by centrifugal pump, fan, thermostatic control and pressurised radiator. A.C. mechanical fuel pump. Zenith down-draught carburettor.

CLUTCH: Single dry plate 10 in. (0.25 m.) diameter. Hydraulic operation. **GEARBOX:** Four speeds and reverse with synchromesh engagement on second, third and top. Change speed lever centrally located on floor. Ratios—first 4.052, second 2.36, third 1.374, top 1:1; with 5.177:1 reverse. Oil capacity 3½ pints (2 litres).

PROPELLER SHAFT: Open shaft with needle roller bearing universal joints.

REAR AXLE: Hypoid drive with three-quarter floating axle shafts. Overall speed range ratios (automatic gearbox)—low 23.81 to 11.09, intermediate 14.84 to 6.91, top 4.8; reverse 20.73 to 9.65. Overall gear ratios (synchromesh gearbox)—first 19.44, second 11.3, third 6.6, top 4.8; reverse 24.85:1. Oil capacity 3 pints (1.71 litres).

WHEELS AND TYRES: Pressed steel disc wheels with 5.75-16 Dunlop Super Taxi Cord tubeless tyres. **STEERING:** Cam and peg type. Ratio 24:1. Two-spoke dished steering wheel 17 in. (0.43 m.) diameter.

BRAKES: Four wheel hydraulic, two-leading-shoe on front. Separate master cylinders and supply tanks for front and rear wheels. Drum diameter 11 in. (0.28 m.). Pull-up type hand brake operates mechanically on rear wheels only.

SUSPENSION: Independent coil springs at front, semi-elliptic leaf springs at rear. Lever type hydraulic shock absorbers inter-connected at rear by anti-roll bar.

FRAME: Pressed steel box section cross-braced for stiffness.

ELECTRICAL: 12-volt system with compensated voltage control. Two 6-volt 144 amp/hr. batteries (at 20-hr. rate) for diesel engine, single 12-volt 72 amp/hr. battery for petrol engine. Flush-fitting double-dip headlamps with foot-operated dipswitch. Separate sidelamps, combined stop-and-tail lamps with reflectors, number plate lamp and roof mounted flashing direction indicators. Three interior lights, two in rear compartment. Heater and demister in driving compartment, heater in rear compartment. Twin windscreen wipers. Muted taxi type horn. Fog lamp. Dynamo not charging, high beam, rear-door and direction indicator warning lights.

INSTRUMENTS: Oil, water temperature and fuel gauges, ammeter and speedometer with trip and total mileage recorders; concealed illumination.

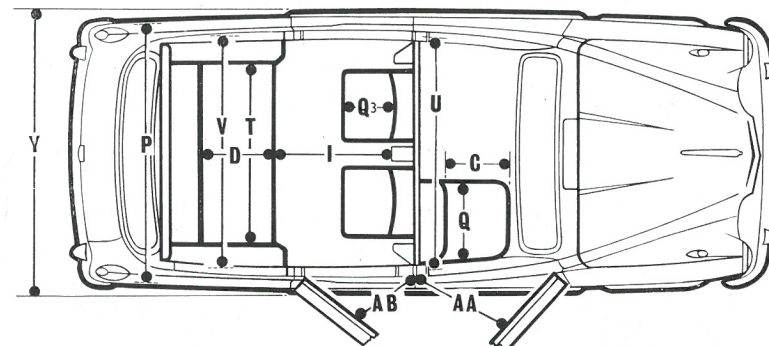
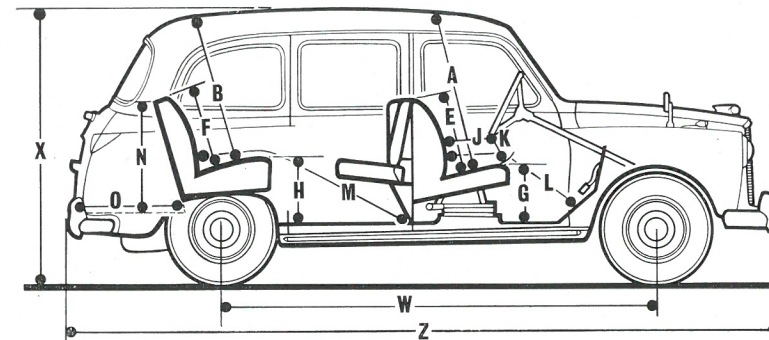
BODYWORK: Four-door, six-light body of all-steel construction with separate chassis frame. Doors hung on heavy duty interchangeable concealed hinges. Doors on driver's side have exterior locks, opposite doors are locked by interior handles. Toughened glass windscreen and windows. Locking, balanced drop windows. Bright plastic inserts to windscreen and tinted backlight. Foam rubber seats covered with hand-buffed English leather. Driver's seat adjustable for height and lateral movement. Two occasional seats in rear compartment fold into partition. Rubber floor covering. Centre partition with sliding panel behind driver. Single sun visor. Grab handles over rear armrests. Chromium bumpers with overrides front and rear.

OPTIONAL EXTRAS: Windscreen washer. Radiator blind.

EQUIPMENT: Tool kit, lifting jack, spare wheel and tyre, "For Hire" sign, fire extinguisher and two exterior wing-mounted mirrors. Provision is made for installing taxi meter and two-way radio.

IMPORTANT: These vehicles are sold for use as Hackney Carriages and can only be supplied to this exact specification as approved by Scotland Yard Public Carriage Office. Any alteration whatsoever to this specification will result in Purchase Tax being chargeable at the appropriate rate demanded for private cars.

It should also be noted that the diesel powered Taxi with automatic gearbox is designed primarily for urban operation over relatively flat terrain. It is strongly recommended, therefore, that, because of its increased performance, the petrol powered Taxi with synchromesh gearbox is purchased if the vehicle is to be operated in hilly rural areas.



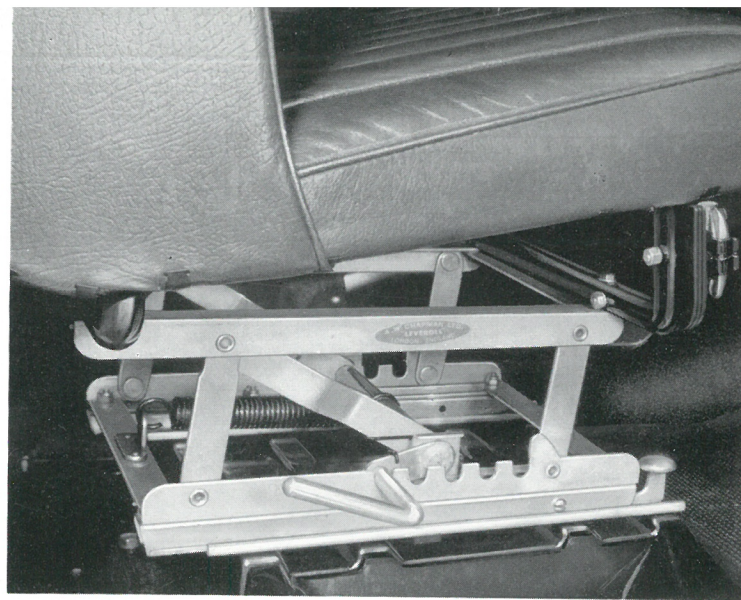
LEADING DIMENSIONS

A (Max.) 3' 4" (1.02 m.)	A (Min.) 3' 1" (0.94 m.)	B 3' 1½" (0.95 m.)	C 1' 4" (0.41 m.)	D 1' 7" (0.48 m.)	E 1' 9" (0.53 m.)	F 1' 8½" (0.52 m.)	G (Max.) 1' 3½" (0.39 m.)	G (Min.) 1' 1" (0.33 m.)
H 1' 4½" (0.42 m.)	I 2' 5" (0.74 m.)	J (Max.) 1' 1½" (0.35 m.)	J (Min.) 9¾" (0.20 m.)	K (Max.) 9¾" (0.24 m.)	K (Min.) 7" (0.18 m.)	L (Max.) 3' 6" (1.07 m.)	L (Min.) 3' 2" (0.97 m.)	M 4' 9" (1.45 m.)
N 2' 2½" (0.67 m.)	O 2' 2½" (0.65 m.)	P 5' 5" (1.65 m.)	Q 1' 8" (0.51 m.)	Q3 1' 1½" (0.34 m.)	T 3' 9¼" (1.15 m.)	U 4' 7" (1.40 m.)	V 4' 7½" (1.41 m.)	W 9' 2½" (2.81 m.)
X 5' 9½" (1.77 m.)	Y 5' 8½" (1.74 m.)	Z 15' 0½" (4.58 m.)	AA 2' 1½" (0.65 m.)	AB 2' 0" (0.61 m.)	Track Front 4' 8" (1.42 m.)	Track Rear 4' 8" (1.42 m.)	Turning Circle 25' 0" (7.62 m.)	Approx. Weight 34 cwts. (1728 kg.)

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 appropriate subsidiary of The British Motor Corporation Limited.

THE AUSTIN MOTOR COMPANY LIMITED

LONGBRIDGE · BIRMINGHAM



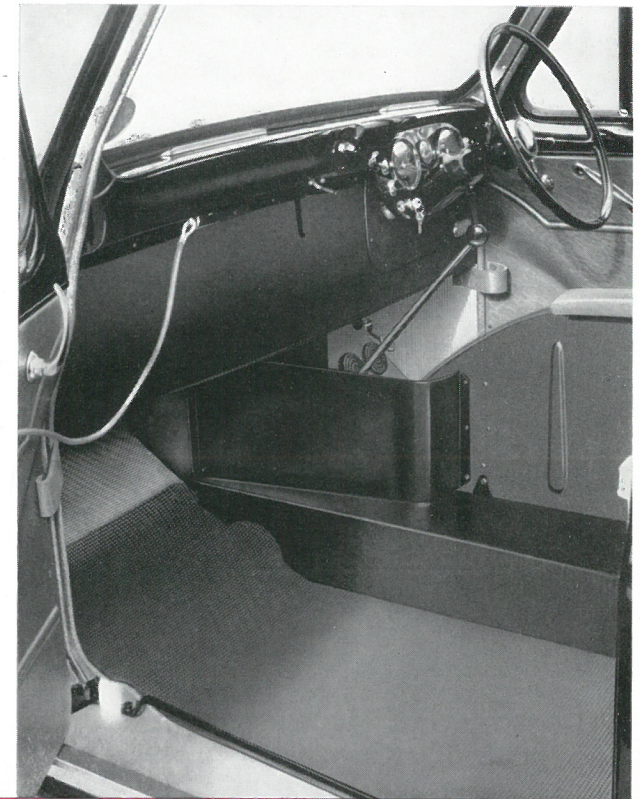
Adjustable Driving Seat

Taxi drivers must necessarily spend many hours daily at the wheel. A comfortable and correct driving position becomes all-important in such circumstances and this is ensured by a foam rubber seat that is not only adjustable for forward and backward movement but also for height.

The Driving Compartment

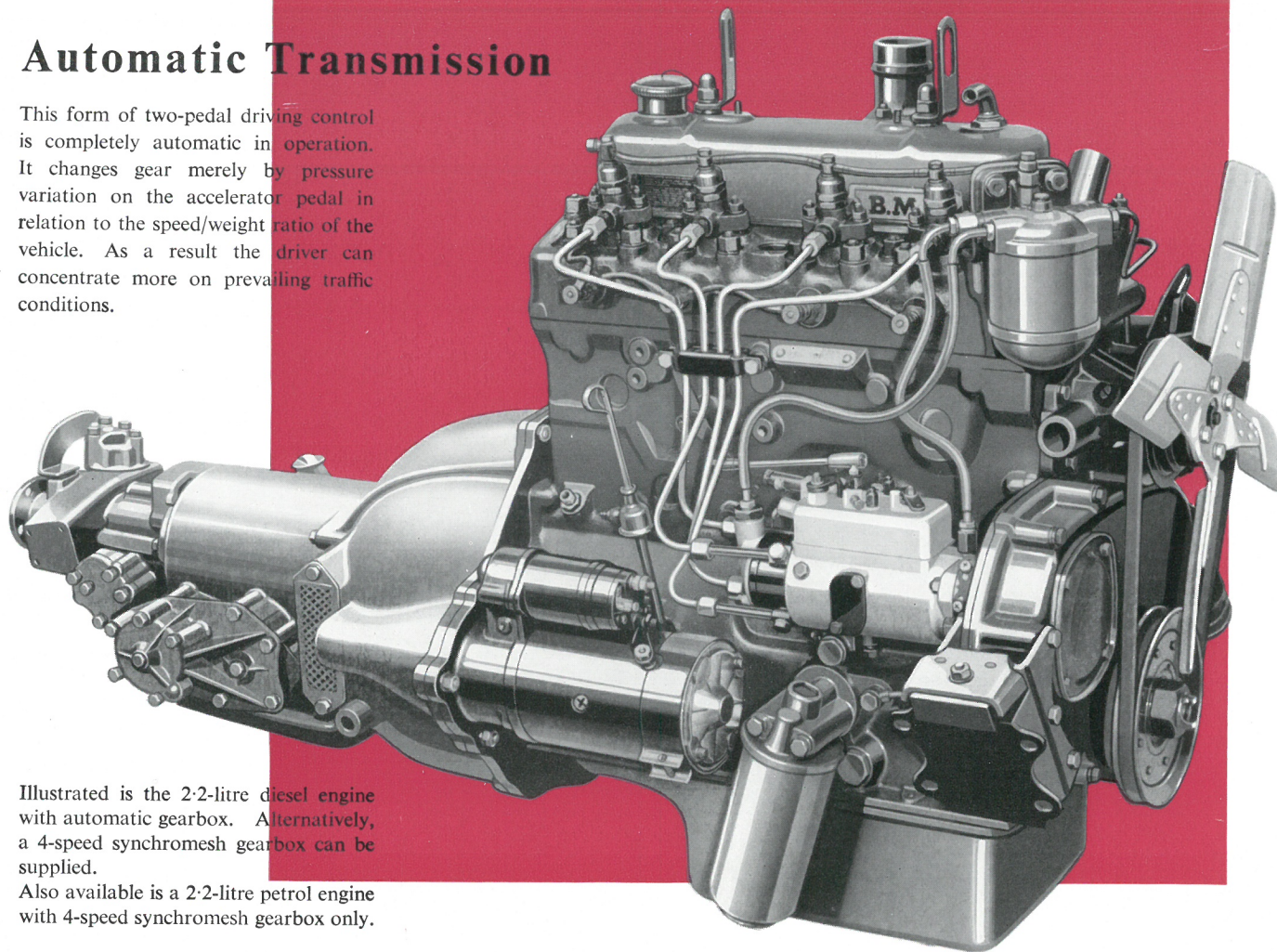
Exceptional ease of control and good manoeuvrability have been the foremost aims of the designers. Automatic transmission, well-positioned instruments and controls, excellent all-round vision and a 25-ft. turning circle all combine to make these aims an accomplished fact.

The driving compartment is equipped with two doors, whilst the provision of a heater and demister as standard completes the all-weather comfort of the driver. There is generous space on the near side for trunks and suitcases, the low floor line permitting easy loading. Retaining bars and straps are provided.



Automatic Transmission

This form of two-pedal driving control is completely automatic in operation. It changes gear merely by pressure variation on the accelerator pedal in relation to the speed/weight ratio of the vehicle. As a result the driver can concentrate more on prevailing traffic conditions.



Illustrated is the 2.2-litre diesel engine with automatic gearbox. Alternatively, a 4-speed synchromesh gearbox can be supplied.

Also available is a 2.2-litre petrol engine with 4-speed synchromesh gearbox only.

AUSTIN *at your service*

In many capitals throughout the world Austin Taxis have become a familiar sight. London, in particular, has stringent regulations governing the design and operation of taxicabs and it is mainly because they have been built in the past to meet these requirements that so many Austin Taxis are still giving excellent service. Moreover, many drivers are finding that people will call them from the middle of the rank because they know that the Austin is fast, quiet and comfortable.

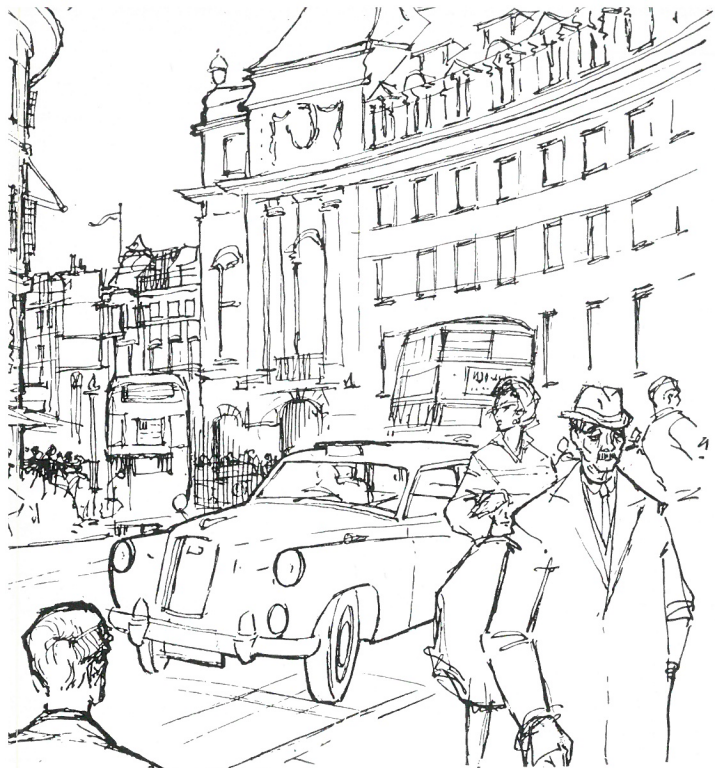
This, then, is the foundation upon which the latest Austin Taxi is established. With automatic or synchromesh transmission and diesel or petrol power it is engineered to satisfy the requirements of both driver and passenger.

Diesel or Petrol Power

B.M.C. 2.2-litre diesel and petrol engines are extremely lively and economical units, the dependability of which makes them ideally suited to the continuous running conditions of a taxi.

The diesel is a high-speed engine fitted with a Ricardo Comet III type cylinder head operating on the indirect injection principle, and developing 55 b.h.p. at 3,500 r.p.m. The petrol engine is a powerful, smooth-running unit, fitted with a Zenith downdraught carburetter. It develops 50 b.h.p. at 3,500 r.p.m. All working parts are constantly supplied with clean lubricant, made possible by a full-flow filter that has a renewable element.





Comfortable Interior

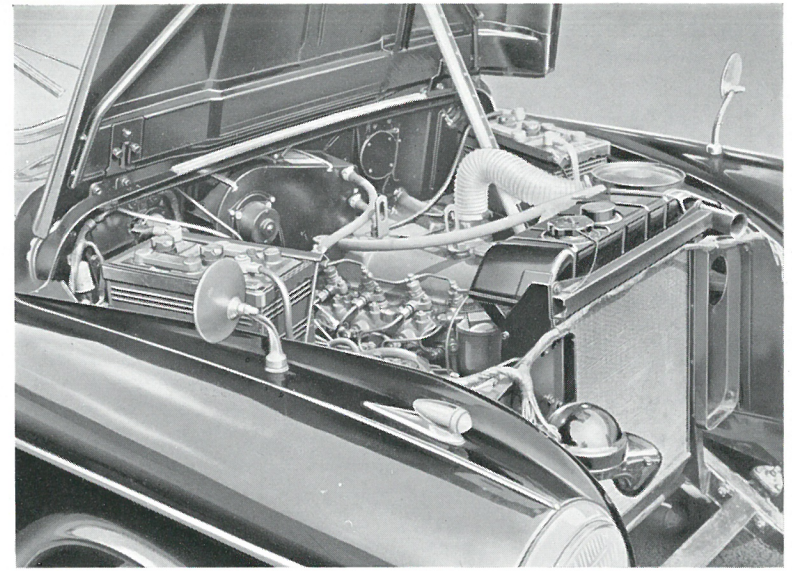
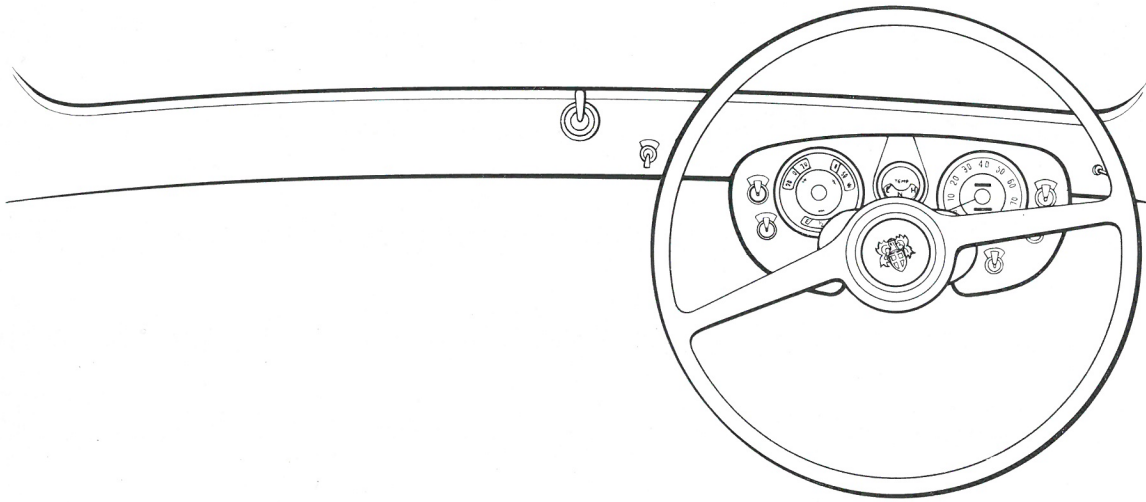
Passenger accommodation is restful and spacious, the wide-opening doors affording unrestricted entry and exit. The seats have foam rubber foundations and are trimmed in long-lasting hand-buffed leather. A thick detachable rubber mat covers the floor. There are two interior lights operated by courtesy switches on the rear doors, while incorporated in the circuit are two warning lamps facing the driver. In addition, two powerful reading lights are provided for the passengers convenience, these being operated by a push-button switch near the right-hand light, with overriding control by a switch on the instrument panel. Toughened glass is used throughout for all windows, the large curved backlight being tinted for privacy, while the sound-insulated body ensures a quiet ride.

In the lower half of the full-width partition which separates the front and rear compartments are two flush-fitting folding seats, while in the upper half is a toughened glass window incorporating a sliding panel for communication with the driver. An interior lamp with an adjacent switch is mounted on this partition above the driver, and is controlled by a courtesy switch in each front door.

For the further comfort of the passengers, a heater is fitted beneath the rear seat, with warm air outlets at foot level.

THE FASCIA PANEL

Control switches, and large easy-to-read instruments comprising oil, water temperature and fuel gauges, ammeter and speedometer, are located directly in front of the driver. The automatic transmission is controlled by a finger-tip selector lever and the speed range in use is indicated by a dial on the steering column. Flashing direction indicators are operated by a central time-switch.



UNDER THE BONNET

With the bonnet raised and held open by a sturdy telescopic strut, the powerful 2.2-litre B.M.C. diesel or petrol engine is readily accessible for inspection and carrying out routine maintenance.

REAR SUSPENSION

Long semi-elliptic leaf springs, supplemented by hydraulic shock absorbers, ensure stability and insulate the vehicle from road shocks. A torsion bar connecting the shock absorber arm controls any tendency to roll on corners.

FRONT SUSPENSION

Independent coil spring front suspension, controlled by hydraulic shock absorbers, is employed on the new Austin Taxi. This well-proven suspension system has excellent road-holding characteristics and gives an exceptionally smooth ride.

BRAKES

Large diameter hydraulic brakes with two-leading-shoe action on the front wheels, provide smooth and rapid deceleration. The front and rear wheel brakes are each actuated by a separate master cylinder and supply tank as a safeguard against brake fluid-line failure.

