

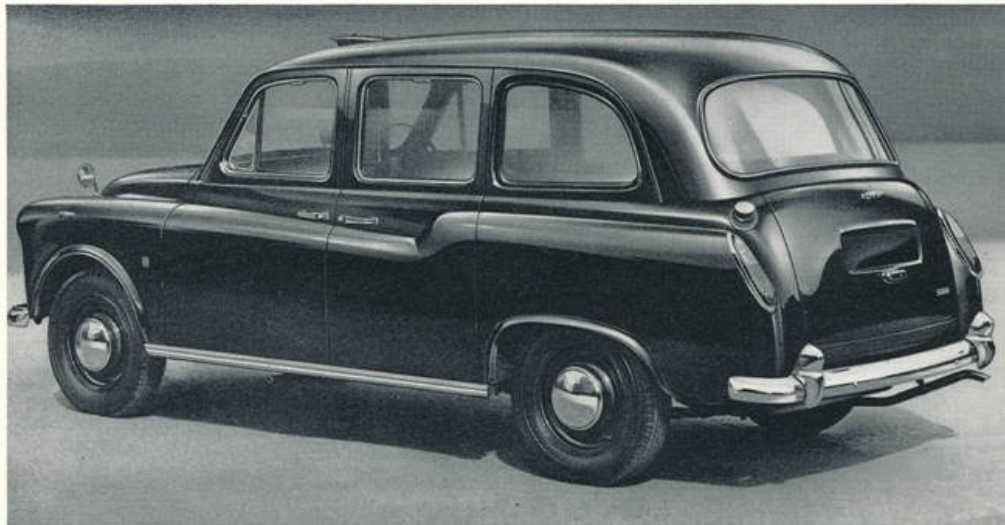


TAXI

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 power it is engineered to satisfy the requirements of both driver and passenger.



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. Luggage straps are provided.



Fascia

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 operating condition in use is indicated by a dial on the fascia. A single lever on the steering-column controls horn, headlamp flasher and self-cancelling direction indicators.

BRAKES

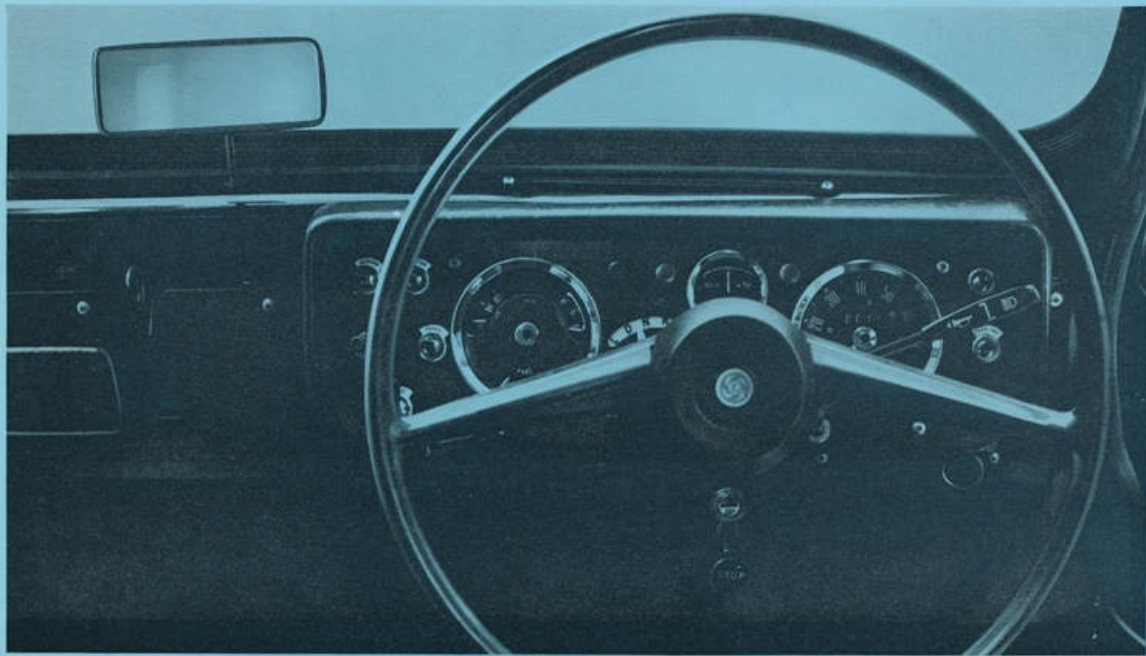
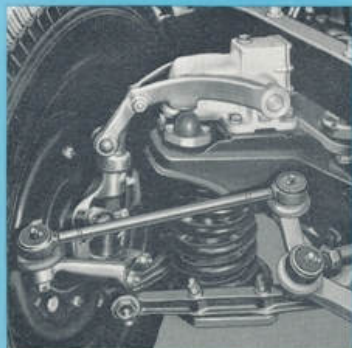
Large diameter hydraulic brakes with two-leading-shoe action on the front wheels, provide smooth and rapid deceleration. The front and rear wheel brakes are each actuated by a separate master cylinder and supply tank as a safeguard against brake fluid-line failure.

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.

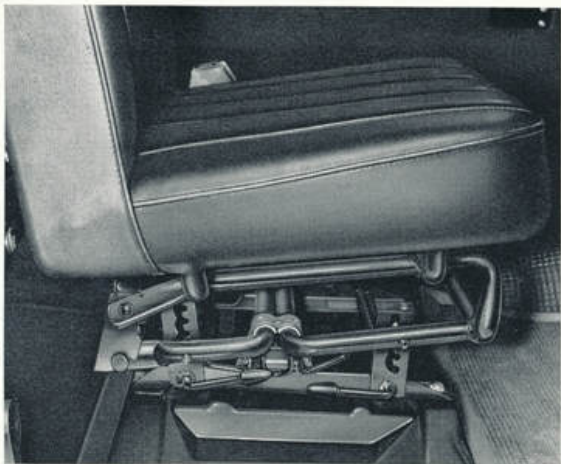
REAR SUSPENSION

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 arms controls any tendency to roll on corners.



Adjustable driving seat

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



Comfortable interior

Passenger accommodation is restful and spacious, the wide-opening doors affording unrestricted entry and exit. The seats are trimmed in long-lasting, heavy-duty, vinyl-coated fabric. A detachable heavy duty 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, while the sound-insulated body ensures a quiet ride.



New 2·5 litre Diesel Power

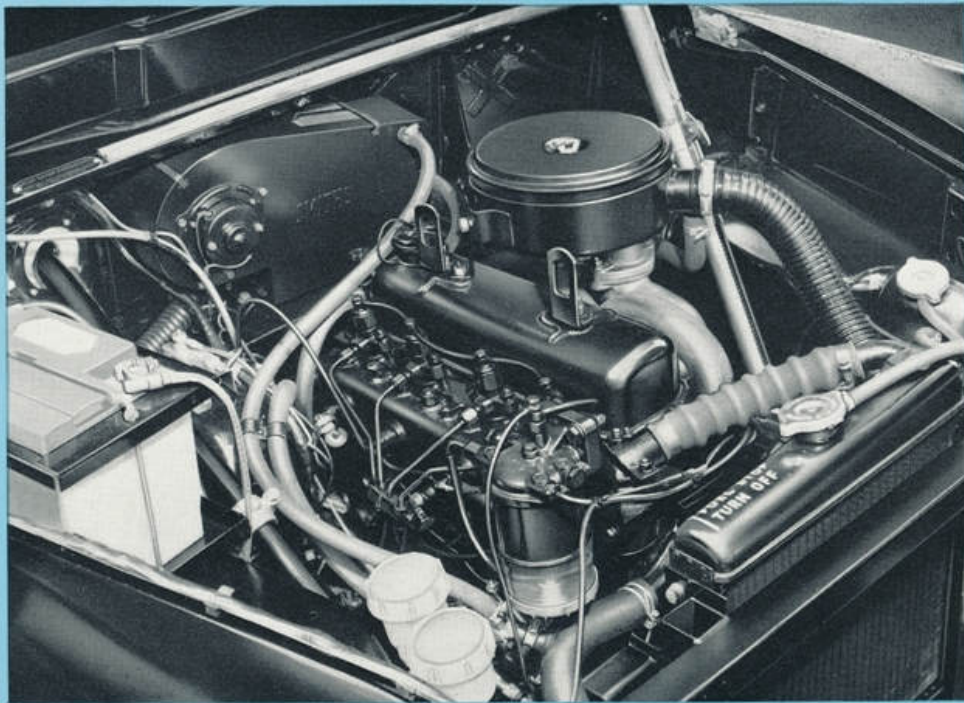
An extremely lively and economical unit, the new 2·5 litre diesel engine is ideally suited to the continuous running conditions of a taxi.

It is a high-speed engine fitted with a Ricardo Mk. V B type cylinder head operating on the indirect injection principle, and developing 60 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.

Illustrated is the 2·5 litre diesel engine, which is available with four-speed synchromesh gearbox, or, alternatively with automatic transmission, at extra cost.

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.

For the further comfort of the passengers, a heater is fitted in the rear compartment.



Specification

DIESEL ENGINE: Four-cylinder o.h.v. Bore 3.50 in. (88.9 mm.). Stroke 4.00 in. (101.6 mm.). Cubic capacity 153.7 cu. in. (2520 c.c.). Heater plugs are fitted to assist cold starting. Maximum b.h.p. 60 at 3,500 r.p.m.* Maximum torque 109 lb. ft. at 2,000 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 1½ pints (0.71 litre) for filter. **Cooling System:** Circulation by centrifugal pump, temperature control by fan and thermostat.

AUTOMATIC TRANSMISSION: Fully automatic (with hydraulic torque converter coupling; hydraulically controlled planetary gear set provides three forward speed ratios and reverse, engaged by multi-disc clutches and brake bands. Oil capacity approximately 15 pints (8.52 litres). Ratios—first 2.39, second 1.45, top 1.00, reverse 2.09 : 1; speed selector lever mounted on steering-column.

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. Ratio 3.909 : 1. Oil capacity 3 pints (1.71 litres).

WHEELS AND TYRES: Pressed steel disc wheels with 5.75—18 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.

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

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

ELECTRICAL: 12-volt system with compensated voltage control 68 amp/hr. battery. Alternator. Double-dipping sealed beam headlamps with foot-operated dipswitch. Sidelamps in headlamps with separate bulbs. Separate front amber flashers. Small repeater flashers on sides of front wings. Stop/tail lamps, reflectors and rear flashers incorporated in single units. Rear number-plate lamp. Three interior lights, two in rear taxi-treatment, Heater and demister in driving compartment, heater in rear compartment. Twin windscreen wipers. Low note taxi-type horn. Warning lamps to indicate flashers working, generator not charging, headlamps high beam position and rear door/s not closed.

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

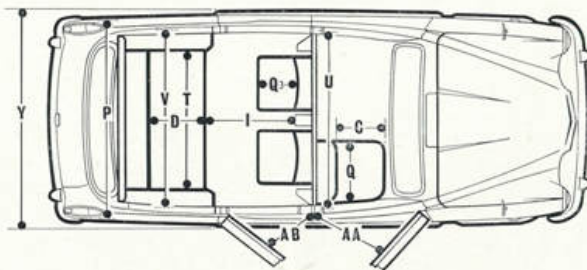
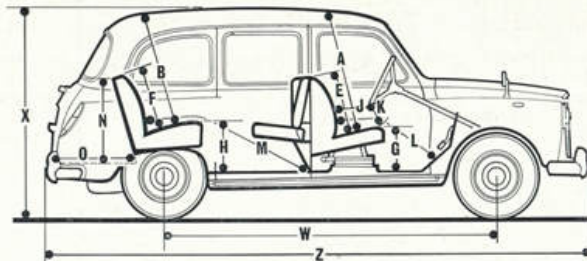
BODYWORK: Four-door, six-light body of all steel construction with separate chassis frame. Doors hung on heavy duty interchangeable concealed hinges. Door on driver's side is locked by interior handle, opposite door has exterior lock. Toughened glass windscreen and windows. Balanced drop windows. Bright plastic inserts to windscreen and backlight. Seats trimmed with heavy duty vinyl-coated fabric. Driver's seat adjustable for rake, height and lateral movement. Two occasional seats in rear compartment fold into partition. Heavy duty floor covering. Centre partition with sliding panel behind driver. Single crushable sun visor. Grab handles over rear arm-rests. Chromium bumpers front and rear. Windscreen washer. One interior and two wing-mounted exterior mirrors.

EQUIPMENT: Engine turning handle, wheelbrace, lifting jack, spare wheel and tyre. 'Taxi' sign and fire extinguisher. Provision is made for installing taxi meter.

OPTIONAL EXTRAS: Electrically heated rear window. Radiator blind. Non-standard paint within a restricted Austin Morris colour range.

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 Car Tax being chargeable at the appropriate rate demanded for private cars.

*B.S. AU 141 1971 Specification.



*A (Max.) 36½" (0.93 m.)	*A (Min.) 32" (0.81 m.)	*B 38" (0.97 m.)	*C 16" (0.41 m.)	*D 17½" (0.44 m.)	*E 18" (0.46 m.)	*F 23" (0.51 m.)
*G (Max.) 17" (0.43 m.)	*G (Min.) 13½" (0.34 m.)	*H 14" (0.36 m.)	*I 31½" (0.79 m.)	*J (Max.) 15½" (0.39 m.)	*J (Min.) 10" (0.25 m.)	*K (Max.) 8½" (0.22 m.)
*K (Min.) 4½" (0.11 m.)	*L (Max.) 40" (1.02 m.)	*L (Min.) 35" (0.89 m.)	*M 57" (1.45 m.)	N 26½" (0.67 m.)	O 25½" (0.65 m.)	P 65" (1.65 m.)
*Q 20" (0.51 m.)	*Q3 13" (0.33 m.)	*T 45½" (1.15 m.)	U 55" (1.40 m.)	V 55½" (1.41 m.)	W 110½" (2.81 m.)	X 69½" (1.77 m.)
Y 68½" (1.74 m.)	Z 180½" (4.58 m.)	AA 25½" (0.65 m.)	AB 24" (0.61 m.)	Track—front .. 56" (1.42 m.) Track—rear .. 56" (1.42 m.) Turning circle .. 25' (7.62 m.) Approximate weight 31½ cwt. (1600 kg.)		

British Leyland UK Limited is constantly seeking ways to improve the specification, design and production of its vehicles and alterations take place continually. While every effort is made to produce up to date literature, this Brochure should not be regarded as an infallible guide to current specification, nor does it constitute an offer for the sale of any particular vehicle.

Distributors and Dealers are not agents of British Leyland UK Limited and have absolutely no authority to bind British Leyland UK Limited by any express or implied undertaking or representation.

* Approximate measurements

Publication No. 2654/H



AUSTIN MORRIS
BRITISH LEYLAND UK LIMITED
BOX 41, LONGBRIDGE, BIRMINGHAM B31 2TB