

WOLSELEY 1300

Mk II



THE WOLSELEY 1300 Mk. II—A WORLD APART

With a powerful four-cylinder engine transversely mounted to give extra space in the passenger compartment, front-wheel drive, Hydrolastic® suspension, rack and pinion steering and front disc brakes the Wolseley 1300 Mk. II is technically one of the most advanced cars

available today. Ideally suited to modern conditions, it is compact yet roomy, easy to handle and a particularly brisk performer. The Wolseley 1300 Mk. II combines unique engineering features with luxury to give you motoring a world apart from the ordinary.



ROOMY LUXURIOUS

Within an overall car length of only 146 $\frac{1}{4}$ in. (372.7 cm.) the Wolseley 1300 Mk. II provides an exceptionally capacious family-sized passenger compartment. The seats are softly upholstered for maximum comfort. The front seats are both adjustable for leg room

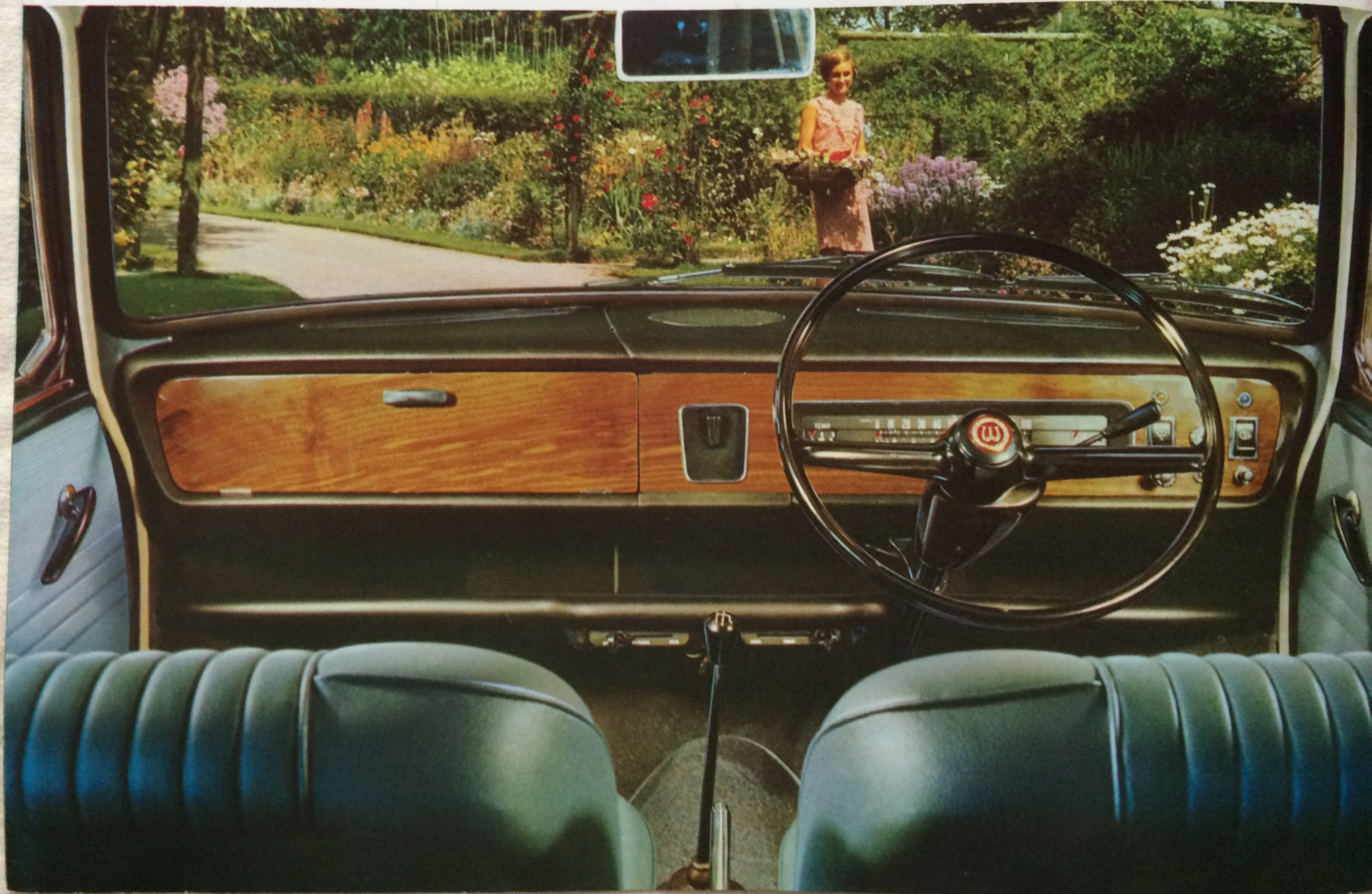
and can be tilted forward. Reclining front seats are available as an optional extra. A folding centre arm-rest is fitted to the rear seat. A wide parcel shelf runs beneath the walnut veneered fascia. Front door pockets are provided and there is storage space beneath the rear seats. *Illustration shows a rear door removed for the purpose of clarity.*



DESIGNED FOR SAFER DRIVING

Excellent forward vision helps to make the Wolseley 1300 Mk. II a car you feel at home with right from the start. Well-placed instruments and controls plus rack and pinion steering add to driver confidence. On the passenger side of the fascia there is a large glovebox. The fascia

top is trimmed in black to avoid reflections in the screen. The fascia surround and the edge of the full-width parcel shelf below are padded for safety.





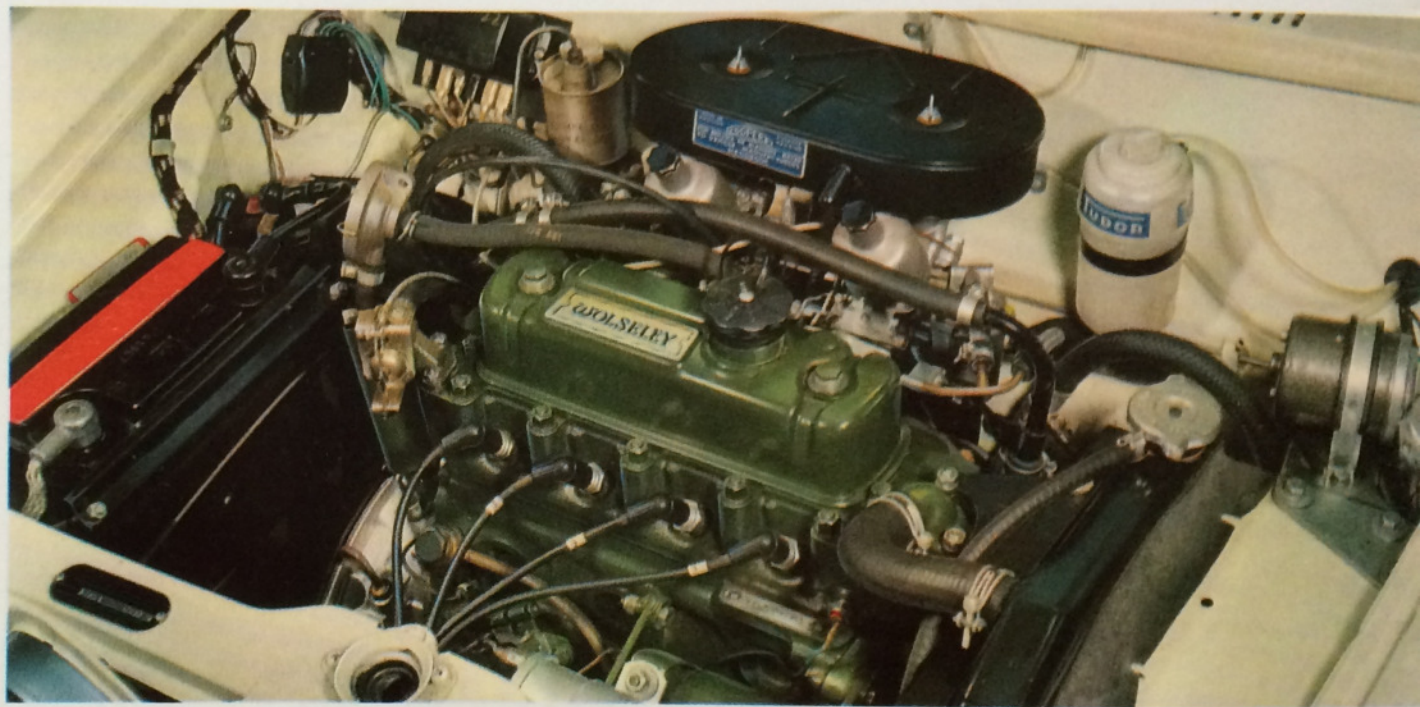
CAPACITY

The Wolseley 1300 Mk. II luggage compartment is full width and deep, providing 9½ cu. ft. (0.27m³) of space. The spare wheel is housed beneath the boot floor. The boot lid is carried on concealed hinges and lifts upwards with a light action due to torsion bar assistance. When the boot lid is closed the compartment is sealed against dust and water. The boot is provided with a push-button lock with key.



POWER

The Wolseley 1300 Mk. II is equipped with a powerful four-cylinder engine transversely mounted at the front of the car and driving the front wheels through an integral transmission system. This power unit has been specially developed to provide not only a brisk top speed performance but also flexibility and 'pull' at low speeds. Twin S.U. HS2 type carburettors are used on the manual gearbox car and a single HS4 type is used on the automatic model. This arrangement ensures that the characteristics of engine performance are related to the best advantages of both transmission systems.

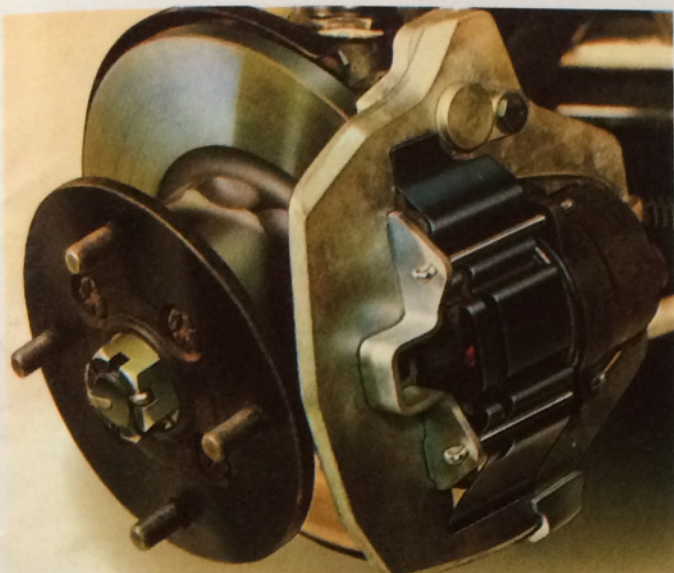


SAFETY

The Wolseley 1300 Mk. II body is an all-steel unitary construction of immense strength. The rigidity of this body/chassis unit ensures ideal conditions for the proper functioning of suspension, steering, power transmission, and braking. Road holding on winding roads is outstanding, enabling the competent driver to maintain high A to B average speeds with perfect safety. Motoring in winter-time on snow and ice is not what most people look forward to, but if one has to be out and about on the roads then the Wolseley 1300 is most reassuring.

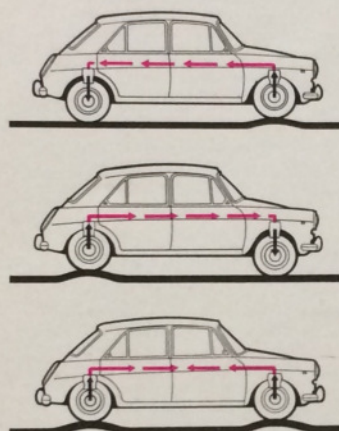
BRAKING

The Wolseley 1300 Mk. II is fitted with Lockheed hydraulic brakes. The front brakes are of the single-caliper disc-type; the discs are 8-39 in. (21 cm.) diameter. At the rear 8 in. (20 cm.) drum brakes are employed. A pressure limiting valve in the system automatically apportions more accurate pressures to the front and rear brakes for both wet and dry conditions and reduces the risk of rear wheel lock. The hand brake operates on the rear wheels. Stoplamps, rear lamps, flashers and reflectors are housed in neat combined units in the rear wings.

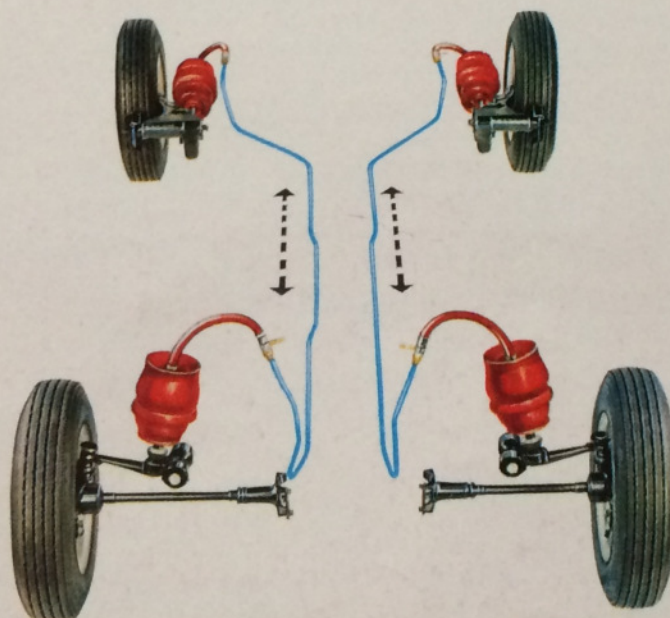


SUSPENSION

Hydrolastic® suspension giving a roll-free level ride is a leading feature of the Wolseley 1300 Mk. II. Intercoupled Hydrolastic® units automatically control fluid displacement, keeping the car level on all surfaces. Anti-rust and anti-freeze, the fluid is sealed into the system for the life of the car.



1. Front wheel on bump; fluid forced to rear unit which reacts to raise rear of car, maintaining level attitude.
2. Rear wheel on bump; fluid forced to front unit which reacts to raise front of car, maintaining level attitude.
3. Both wheels on bumps (also when weight transferred to both outer wheels when cornering): fluid pressure equalized, car remains level and held against roll forces.



AUTOMATIC!

The Wolseley 1300 Mk. II is available with automatic transmission (optional extra). The automatic transmission unit giving four speed ranges together with a hydraulic torque converter are built into the engine transmission unit which retains the compactness of the manually controlled synchromesh unit. The Wolseley 1300 Mk. II Automatic has the special advantage that it may be driven not only as a fully automatic car, using only the accelerator and brakes, but also as a manual gear-change car but without a foot-operated clutch.

This 'Automatic' with manual over-ride control brings the 1300 driver all the advantages of two different transmission systems which hitherto have attracted drivers with a particular preference for manual control or the automatic system.



SPECIFICATION

ENGINE: Four cylinders, overhead valves with push-rod operation. Bore 70.61 mm. (2.78 in.), stroke 81.28 mm. (3.2 in.), cubic capacity 1275 c.c. (77.8 cu. in.). B.H.P. twin HS2: 65 at 5,750 r.p.m. (67.5 gross), single HS4: 60 at 5,250 r.p.m. (62 gross); maximum torque (approx.) twin HS2: 70.5 lb. ft. at 3,000 r.p.m., single HS4: 69.5 lb. ft. at 2,500 r.p.m. Compression ratio 8.8 : 1.

Fuel System: Twin S.U. HS2-type semi-downdraught carburettors (single S.U. HS4-type carburettor with automatic transmission). Rear-mounted S.U. electric fuel pump. Twin paper element air cleaner with silencer. Filters contained in fuel tank and fuel pump. Tank is fitted under luggage boot and has capacity of 8 Imperial gallons (9.5 U.S. gallons, 36.4 litres).

Lubrication System: Sump forms oil bath for gearbox and final drive. External full-flow oil filter with renewable element.

Ignition System: Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

Cooling System: Water-cooled, pressurized system with separate expansion chamber. Circulation thermostatically controlled assisted by impeller pump and fan. Cooling capacity 6½ pints (8.1 U.S. pints, 3.9 litres) including heater.

TRANSMISSION

Clutch: Diaphragm-spring single dry-plate, 7½ in. (18 cm.) diameter, with hydraulic operation.

Gearbox: Four-speed all synchromesh. Remote-control, central-floor gear-change lever. Combined transmission casing and oil sump below engine crankcase. Drive transmitted by universally jointed shafts to the front road wheels.

Gearbox	Ratios in box	Final Drive	Overall Ratios	Road speeds at 1,000 r.p.m.
Synchromesh (Standard)	1st 3.53 : 1	—	12.89 : 1	4.84 m.p.h.
	2nd 2.22 : 1	—	8.10 : 1	7.71 m.p.h.
	3rd 1.43 : 1	—	5.23 : 1	11.95 m.p.h.
	Top 1.00 : 1	3.65 : 1 (62/17)	3.65 : 1	17.12 m.p.h.
	Rev. 3.54 : 1	—	12.93 : 1	—
Automatic (Optional) Primary drive ratio 1.15 : 1 Torque converter ratio 2 : 1 Final drive ratio 3.27 : 1 (72/22)	1st 2.69 : 1	—	10.12 : 1	6.17 m.p.h.
	2nd 1.85 : 1	—	6.96 : 1	8.98 m.p.h.
	3rd 1.46 : 1	—	5.49 : 1	11.39 m.p.h.
	Top 1.00 : 1	3.76 : 1 (inc. primary drive)	3.76 : 1	16.62 m.p.h.
	Rev. 2.69 : 1	—	10.12 : 1	—

STEERING: Rack and pinion, with direct linkage to steering-arms on swivel pins. 16½ in. (0.41 m.) diameter steering-wheel, 3½ turns lock to lock. Turning circle 34 ft. 9 in. (10.59 m.).

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 BMC 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.



ADDENDUM: A steering column lock is now fitted as standard equipment on Home market models.

BRITISH LEYLAND (AUSTIN-MORRIS) LIMITED

LONGBRIDGE, BIRMINGHAM, ENGLAND

SUSPENSION: Front: Independent wishbone suspension with Hydro-lastic displacers (interconnecting front to rear). Rear: Independent; trailing arms with Hydrolastic displacers.

BRAKES: Lockheed hydraulic brakes. Pendent-type pedal. 8.39 in. (0.21 m.) diameter self-adjusting single caliper disc brakes at front and 8 in. (0.20 m.) diameter brake-drums at rear with leading and trailing shoes. Simple shoe adjustment on rear brakes which simultaneously adjusts the hand brake. Central pull-up lever operates the hand brake on rear drums. A pressure-limiting valve is introduced between the master cylinder and the rear drum brakes to apportion more accurately braking between front and rear wheels for both wet and dry road conditions.

WHEELS AND TYRES: Dunlop 5.50—12 tubeless tyres on ventilated disc-type 4J x 12 in. wheels with four-stud fixing. Spare wheel housed in luggage compartment.

ELECTRICAL: High-output generator with current voltage control; 12-volt, 40 amp.-hr. battery (at 20-hr. rate) located in engine compartment; double-dipping sealed-beam headlamps; sidelamps; twin stop/tail lamps; rear reflectors; rear number-plate lamp; flashing direction indicators with repeater flashers on wings. Single lever on steering-column actuates horn, headlamp flasher, high/low beam, and self-cancelling direction flashers. Instrument lamp; dual-arm windscreen wipers; twin electric horns; interior roof lamp with courtesy switches; warning lamps for ignition, direction indicators, headlamp high beam, and oil pressure.

INSTRUMENTS AND CONTROLS: M.p.h./km.p.h. calibrated speedometer with total mileage recorder; water temperature and fuel gauges. Ignition/starter switch; mixture control; rocker switches for head/side lamps and screen wipers; windscreen washer. Fresh-air heater/demister unit with illuminated controls for home market.

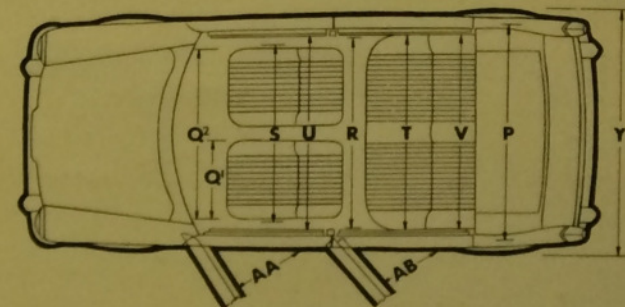
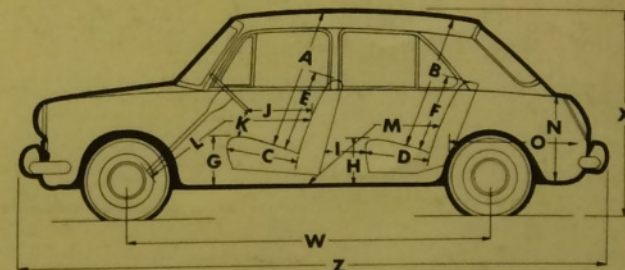
COACHWORK: Four-door saloon of mono-construction, rubber-mounted to front and rear sub-frame assemblies to give insulation between road wheels and body. Full-width bumpers with over-riders front and rear. External, rotary, ratchet-type locks on both front doors; front and rear doors lock from inside; children's safety catches fitted to all doors. Ruched pockets in front doors. Wind-up windows and armrests on all doors; hinged quarter-light on front doors. Curved, safety-glass windscreen with curved back-light and side-lights. Veneered figured-walnut fascia with illuminated ashtray and companion box with magnetic catch; central ashtray for rear compartment. Two crushable sun visors. Interior safety rear-view mirror. Adjustable front seats with all wearing surfaces trimmed in knit-backed expanded vinyl. Folding centre arm-rest in rear seat squab. Moulded pile finish floor covering. Luggage boot at rear of car fitted with locking, spring-assisted lid; capacity 9½ cu. ft. (0.27 m.³). Bonnet lock cable operated from inside car; separate safety catch; bonnet held open by telescopic prop. Anchorage points for seat belts at front. Provision for radio.

EXPORT AVAILABILITY: Left- or right-hand steering, lighting equipment to suit export requirements, m.p.h. or km.p.h. speedometer.

OPTIONAL EXTRAS: Automatic transmission; electrically heated rear window; reclining front seats. Front seat head-rests and/or heater unit or fresh air unit (Export only).

SELECTED ACCESSORIES (available through your Distributor or Dealer): wing mirrors, seat belts, roof racks, auxiliary lamps, seat covers, car-valeing items, locking petrol cap, anti-mist panels, touch-up paints, hand tools, fire extinguisher, exhaust trim, badge bar.

*Hydrolastic is a registered Trade Mark.



DIMENSIONS

Front seat head room	A	37 in.	94.0 cm.
Rear seat head room	B	34½ in.	87.6 cm.
Front seat cushion depth	C	17½ in.	44.4 cm.
Rear seat cushion depth	D	17½ in.	44.4 cm.
Front seat squab height above cushion	E	18 in.	45.7 cm.
Rear seat squab height above cushion	F	21 in.	53.3 cm.
Front seat cushion height above floor	G	13½ in.	34.3 cm.
Rear seat cushion height above floor	H	13½ in.	34.3 cm.
Distance between seats—max.	I	14 in.	35.6 cm.
Distance between seats—min.	J	10 in.	25.4 cm.
Steering-wheel to squab—max.	K	15½ in.	39.3 cm.
Steering-wheel to squab—min.	L	11 in.	27.9 cm.
Steering-wheel to cushion	M	7½ in.	19.1 cm.
Front seat leg reach—max.	N	44 in.	111.7 cm.
Front seat leg reach—min.	O	39½ in.	101.3 cm.
Rear seat leg reach—max.	P	46 in.	116.8 cm.
Rear seat leg reach—min.	Q	41 in.	104.1 cm.
Luggage boot height	R	22 in.	55.8 cm.
Luggage boot depth	S	33 in.	83.8 cm.
Luggage boot width	T	47½ in.	120.6 cm.
Front seat cushion width—individual	U	21½ in.	54.6 cm.
Front seat cushion overall width	V	47 in.	119.3 cm.
Rear seat cushion overall width	W	50 in.	127.0 cm.
Width between front doors—max.	X	48 in.	121.9 cm.
Width across rear seat—max.	Y	52 in.	132.1 cm.
Shoulder width over front seat	Z	50 in.	127.0 cm.
Shoulder width over rear seat	AA	51 in.	129.5 cm.
Wheelbase	AB	93½ in.	237.5 cm.
Overall height	AC	53½ in.	136.8 cm.
Overall width	AD	60½ in.	153.4 cm.
Overall length	AE	146½ in.	372.7 cm.
Front door entry width	AF	28 in.	71.1 cm.
Rear door entry width	AG	26 in.	66.0 cm.
Track at front	AH	51½ in.	130.8 cm.
Track at rear	AI	50½ in.	129.2 cm.
Ground clearance	AJ	6½ in.	15.6 cm.
Kerbside weight (approx.)	AK	1,808 lb.	820 kg.

Lithographed by The Nuffield Press Limited Cowley, Oxford, England.

Publication No. 2586/D

ES75 2/2017