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ENGINE

Four cylinders; bore 3.00 ins.; stroke 3.5 ins.; cubic capacity 1622 c.c. (98.85 cu. ins.). Compression ratio 7.7:1, developing 58 B.H.P. gross at 4,250 r.p.m., max. torque 91 ft. lb. at 2,300 r.p.m., R.A.C. rated H.P. 14.4. Overhead Valves operated by push-rods from three-bearing camshaft driven by Duplex roller chain; three bearing crankshaft; renewable steel backed white metal main bearing liners and copper lead connecting rod liners; 4ring aluminium alloy pistons; throwaway type external full-flow oil filter. COOLING

By pressurised system assisted by impeller pump and fan; circulation thermostatically controlled.

Battery and coil; automatic advance and retard with centrifugal and vacuum

CARBURATION

Zenith 34 VN down draft carburettor fed from rear tank by mechanical type fuel pump; paper element air cleaner; tank capacity 9 gallons.

TRANSMISSION

Borg and Beck single-plate dry clutch with hydraulic actuation; 4-speed gearbox with synchromesh engagement on second, third and top gears, giving overall ratios of first 15.34; second 9.34; third 5.8; top 4.22 and reverse 20.07; central remote control gear change lever; final drive by Mechanics type propeller shaft with needle bearing universal joints and reverse spline type sliding joint. Three-quarter floating back axle with hypoid final reduction gears; the pinion is mounted on taper roller bearings.

Lockheed hydraulic fully compensated brakes; operated on all four wheels by pendant type foot pedal; simple shoe adjustment which simultaneously adjusts hand brake. Front brakes, twoleading-shoe 9 in. x 1½ in.; rear brakes 8 ins. x $1\frac{1}{2}$ ins. leading and trailing shoe type. Brake lining area 93.48 sq. ins.

The handbrake lever operates the rear shoes through a compensating system employing cables.

BODY AND CHASSIS UNIT

The mono-construction body incorporates the body shell, floor, bulkhead, frame members and wing valances. Full width wrap around bumpers front

SUSPENSION

Independent front suspension by long torsion bars with vernier adjustment, long king pins and hydraulic pistontype shock absorbers with arms forming upper suspension link. Rear suspension by semi-elliptic rubber mounted springs and telescopic hydraulic shock absorbers.

WHEELS AND TYRES

Ventilated disc-type wheels with fourstud fixing, equipped with 5.20 x 14 tubeless tyres. Spare wheel carried in separate compartment in boot so that t can be removed without disturbing

STEERING

Rack-and-pinion steering Gearbox with deep sunk centre two spoke safety type steering wheel.

ELECTRICAL EQUIPMENT High output generator with compensated voltage control; 12-volt 38 amp./ hr. battery; double dipping headlamps with prefocused bulbs; ignition warning light; flashing signal warning lights; high beam warning light; foot dipping switch; separate side lights; twin stop and tail lights incorporating reflectors; number plate lamp; non-glare instrument lighting; dual arm self-parking windscreen wipers; dual electric horns; self-cancelling flashing signal direction indicators; roof lamp with independent and automatic switches operated by the front doors.

INSTRUMENTS

Speedometer with total distance recorder; fuel gauge; engine temperature gauge; oil pressure gauge.

CONTROL PANEL

Panel light switch; windscreen wiper switch; windscreen washer control; two-position light switch; choke control; fresh air control; heat control; combined starter and ignition switch. VENTILATION

Winding windows to all doors; hinged ventilating panels to front doors; fresh air ventilation and demisting equipment with hot or cold air.

GENERAL EQUIPMENT

Safety glass all round; safety padded fascia; ashtray in centre of fascia with central ashtray for rear compartment; large moulded parcel tray made from washable plastic material; tinted antiglare driving mirror; door locks with fixed exterior handles and push button lock releases; both front doors lockable from outside; coloured rubber floor mat in front and rear; door pulls on front doors; front seat adjustable; side jacking point; provision for fitting BMC car radio. Windscreen washer; two padded sun visors with vanity mirror incorporated on passenger's side; cigarette lighter; stainless steel body side mouldings; safety belt anchorage points.

DIMENSIONS Overall length Overall width Overall height Turning circle

 $6\frac{1}{2}$ ins.

.. 2130 lbs.

SEATS AND TRIM

Ground clearance

Kerb weight (approx.)

Front seat built up on Pirelli rubber straps with an overlay of thick polyurethane foam rubber, giving a deeply sprung, comfortable seat. Rear seats built up on a "No-Sag" spring case, again with a thick overlay of polyurethane foam. Seats and interior trims are in Vynex, with tasteful duo-tone combinations. Head lining is also in washable P.V.C. coated material.

OPTIONAL EXTRAS Safety Belts BMC Radio Side Flashings Wheel Trim Rims External Sun Visor Mudflaps—front and rear External rear view mirrors

Door Weather Shield Tailored Suitcases Insect Screen Exhaust Deflector Tow Bar Seat Covers Numberplate Frames Protective Floor Mat

Driving and Fog Lights

Bonnet Motif

LUXURY "EXTRAS" AT NO EXTRA COST. DUO-TONE FINISH! DUO-TONE UPHOLSTERY AND DOOR

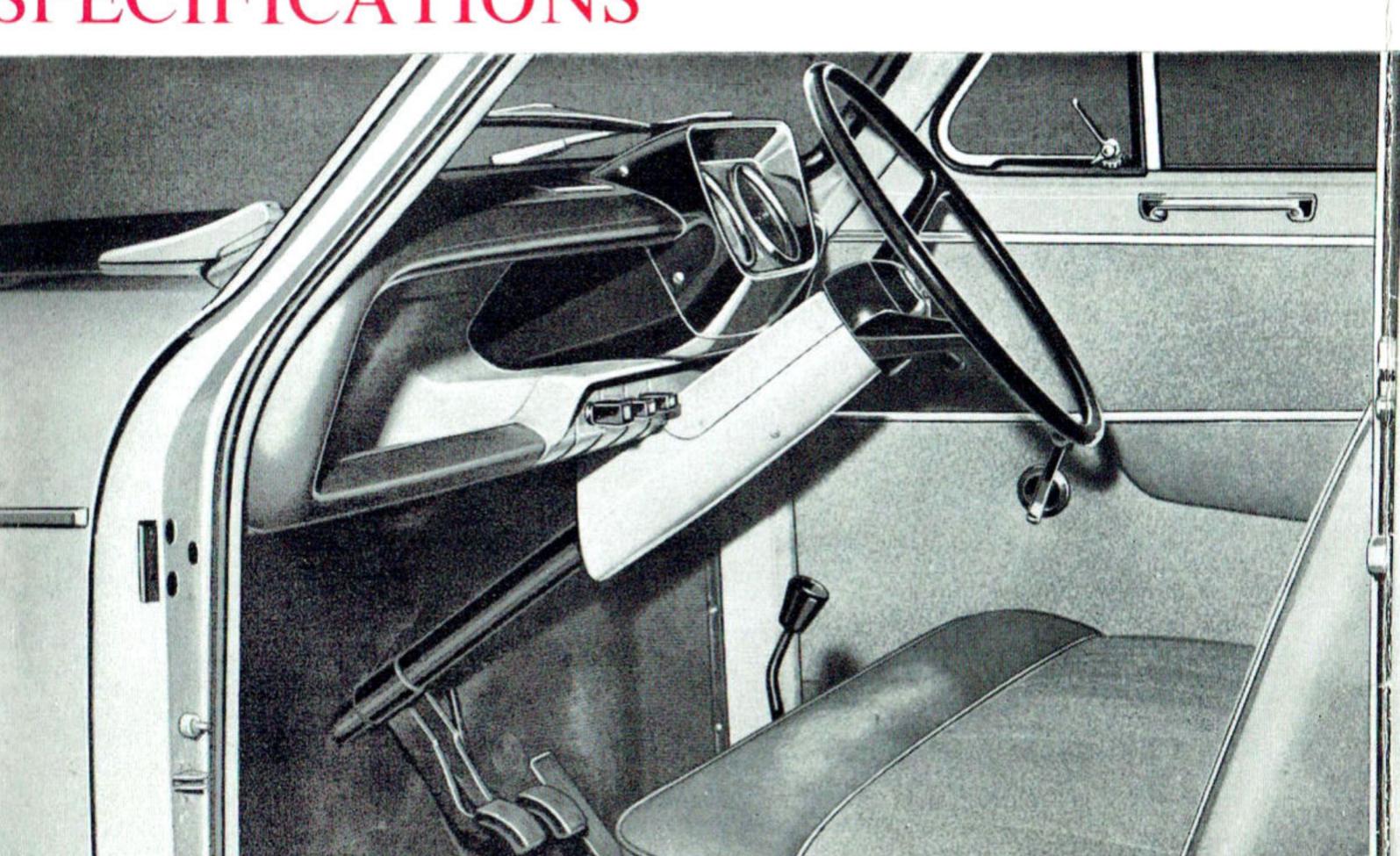
The Morris Major "Elite" is luxuriously finished and furnished. Standard equipment now includes heater and fresh air unit, cigarette lighter and windscreen washers. Durable, easy to clean rubber floor mats and duo-tone interior trims match the beauty of the duo-tone exteriors. Padded sun visors (one with vanity mirror), dual horns and anchorage points for safety belts are provided.

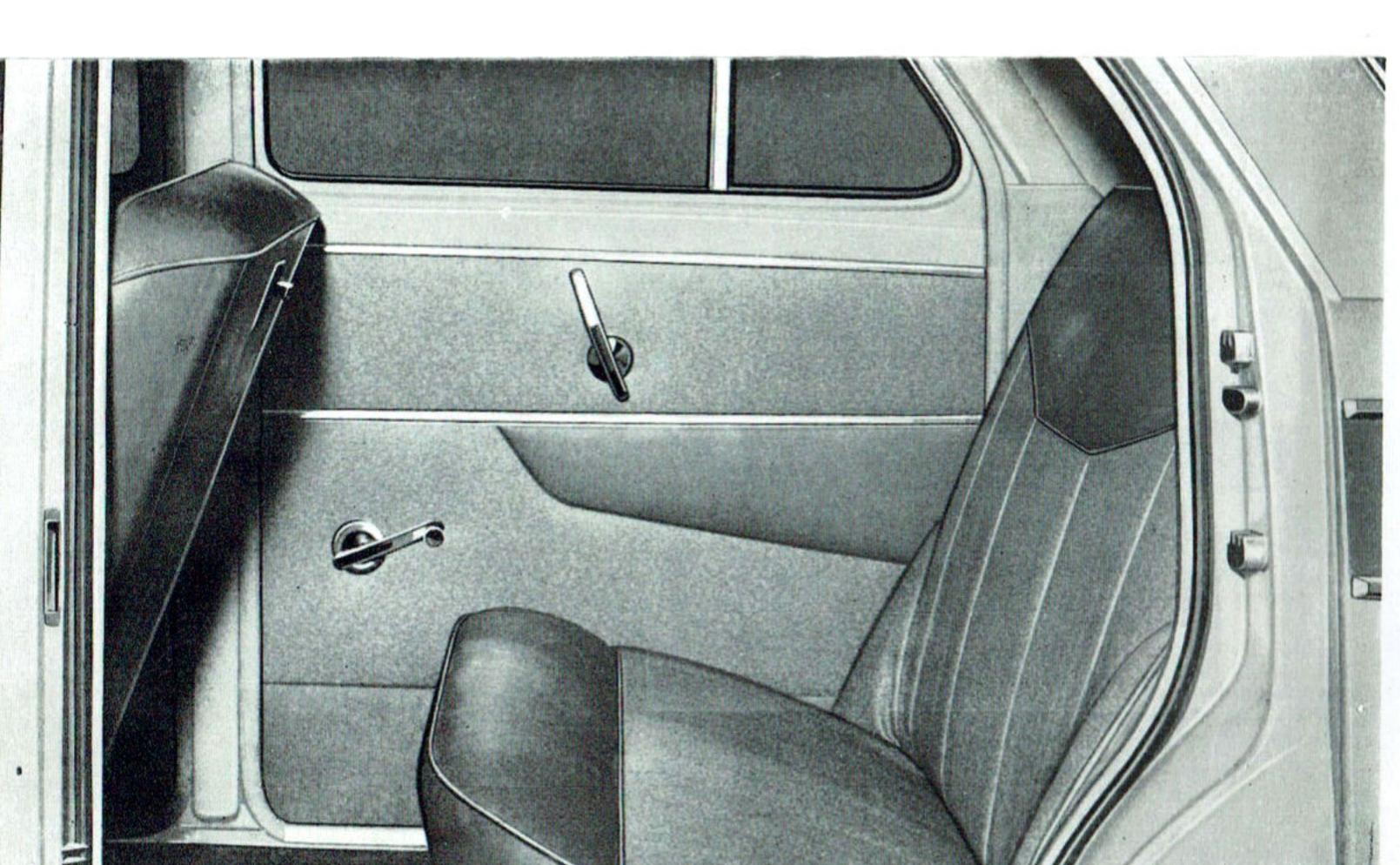
Foam rubber cushions over rubber webbing give a "bounce-free" ride. The new rear seat eliminates passenger fatigue with "no sag" springs under re-contoured cushions. Window surrounds are in gleaming chrome. Make no mistake, the Morris Major "Elite" is the most motor for the money ever!

SECURITY.

BMC cares for your Morris Major "Elite" with a system of after-sales service that can't be bettered in Australia. Under the red-white-and-blue rosette, the famous BMC Sign of Service, more than 800 Dealers throughout Australia are equipped with lowcost, factory-approved body panels and spare parts PLUS the specialised tools and specialised skills that guarantee you Service of the highest quality. BMC spare parts are factory tested by BMC engineers to add Security to Service. And remember, your new BMC car is covered by a Warranty of 12 months or 12,000 miles.

SPECIFICATIONS







the new Morris Major The most motor for the money ever

POWER

—for safety

The new Morris Major Elite, pound for pound, horsepower for horsepower, is one of the most flexible cars on Australian roads today! Powered by the record-breaking "B" series BMC engine, with a capacity of 1622 c.c.'s and developing 58 b.h.p., the Major Elite features the most powerful engine

Morris Major Elite's "Power Plus" means effortless motoring.

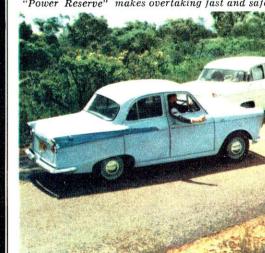


POWER

—for overtaking

now in a passenger car this size and weight. For every 36.8 pounds of body weight, the Elite develops one full horsepower. Here is power for safety, power for hill-climbing, power for overtaking, a car that responds to demand instantly, with a top-gear performance that sets an entirely new standard for its class.

Morris Major Elite's "Power Reserve" makes overtaking f



POWER

—for hill-climbing

Improved mechanical features provide "handling" characteristics to match the Major Elite's outstanding performance. Driving is effortless, in the tightest traffic or cruising away the miles on the open road. When you get behind the wheel of the Morris Major Elite you'll know why a 1500 c.c. car is old-fashioned!

Major Elite's water that the bill



RUGGED

—telescopic rear

shock absorbers

The only car in its class expressly designed for Australian conditions, the Major Elite irons out rough country roads with an improved front suspension and an improved rear suspension fitted with direct-acting telescopic shock absorbers for outstanding handling and an outstanding ride.

RUGGED

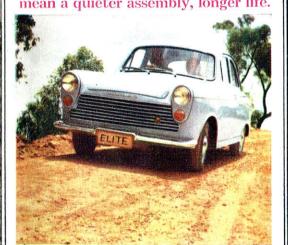
-new stone deflectors

The Morris Major Elite can take it as well as dish it out. The Elite's rear-spring lower plates, improved for rugged performance, incorporate a stone deflector to protect the U-bolt nuts. The rear brake pipes have also been re-located to provide protection from flying stones. The Morris Major Elite is an all Australian car designed for all Australian conditions.

RUGGED

—new axle shafts

The Morris Major Elite's 1622 c.c. power plant puts performance for cars this size and weight in a class of its own. To cope with the bigmuscled engine's high output, the axle shafts on the Elite have been improved to incorporate serrated tooth splines for longer wear and trouble-free motoring. Differential gear sizes have been increased and improved gear cutting techniques mean a quieter assembly, longer life.



NOW THE MOST POWERFUL ENGINE IN A PASSENGER CAR THIS SIZE AND WEIGHT

Based on the famous "B" series BMC engine, race-proved on the world's toughest tracks, the Major Elite's high-output, high-economy power plant is one of the most reliable engines in a motor car today. Constant improvements tested in gruelling conditions have made the "B" series classic one of the most rugged, dependable power units ever developed. The propellor shaft and universal joints have lubrication sealed in for life. An improved, full flow "throw-away" oil filter mounted on the block can be serviced without the use of tools. Fuel delivery is by a mechanical fuel pump driven from the engine camshaft.



BEAUTY IS SEVEN SKINS DEEP —THE ROTODIP STORY

The beauty of your Major Elite's paintwork is protected for the life of the car by the famous Rotodip process, the most modern painting machine in the southern hemisphere. The Rotodip lays down seven skins of rust and blister proofing under a hard, baked-enamel finish that is proof against the worst weather.