

AUSTIN A55

Cambridge





FASCIA AND CONTROLS

Advanced styling has produced an extremely attractive fascia to incorporate the controls and instruments which tell you all that is needed when driving the A55 Cambridge (Mk II). On the passenger's side is an enclosed glovebox, while running beneath is a full-width parcel shelf. The top of the fascia is trimmed in black vinyl-treated fabric to eliminate reflections from the windscreen, and a foam-rubber roll runs the entire length of the leading edge.

Centre-floor- or steering-column-mounted gear change is available, provided the choice is made when ordering the car. The hydraulic clutch and brakes are operated by pendent pedals, which ensure freedom from draughts.

INTERIOR COMFORT

The clean, contemporary styling of the interior is extremely pleasing. The entire trim, including headlining, consists of hard-wearing, vinyl-treated fabric, except on de-luxe Saloons, the seat contact surfaces of which are trimmed in top-quality English hide. Each occupant is cushioned in luxurious comfort by the softly upholstered seats and squabs, while the spaciousness of the interior is accentuated by the deep side windows, wrap-round windscreen, and curved rear window.

The rear passenger compartment lies well within the wheelbase, ensuring the best possible ride over any distance.

LUGGAGE COMPARTMENT AND SPARE WHEEL

A vast rear compartment takes no less than 19 cubic feet (54 m.³) of luggage on its low loading platform and is unobstructed by the spare wheel, which is in a separate wind-down tray beneath the floor. It has a locking counter-balanced lid which, when open, forms excellent cover for the contents of the compartment in wet weather, the water draining harmlessly into surrounding channels. The number-plate lamp on the bumper also illuminates the boot interior when open.



AUSTIN looks years ahead with the A55 Cambridge (Mk. II)!

Graceful in line, the latest Austin A55 Cambridge has been styled by master designer Pinin Farina. Furthering a fine new trend in motoring fashion, it successfully combines good looks with comfort, roominess, manoeuvrability, and—above all—safe, economical performance.

Power is provided by the compact overhead-valve 'B' series B.M.C. engine, already acclaimed throughout the world as a highly efficient and long-lasting unit.

A de-luxe version of the A55 Saloon is available, while for both models there is a magnificent range of single- or dual-tone exterior and interior contemporary colour schemes to choose from.



Specifications

ENGINE: In line; water-cooled; o.h.v.; 4 cylinders; 3-bearing counterbalanced crankshaft; bore 2.875 in. (73.025 mm.); stroke 3.5 in. (89.0 mm.); capacity 90.88 cu. in. (1.489 c.c.); maximum b.h.p. 53 (gross 55) at 4,350 r.p.m.; maximum torque 82.5 lb. ft. at 2,100 r.p.m.; compression ratio 8.3 : 1 (7.2 : 1 available if required).

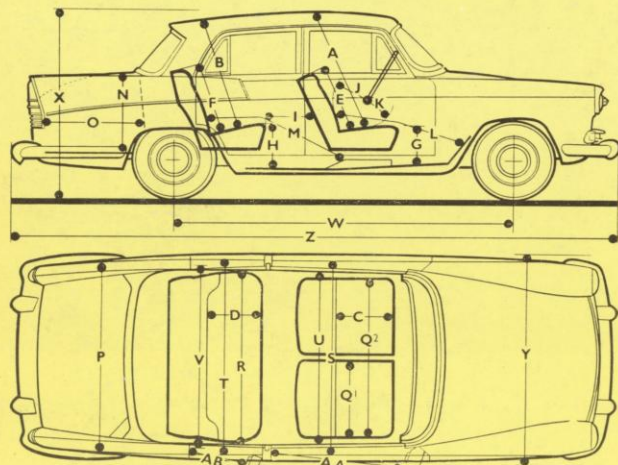
Fuel System: S.U. carburetter; S.U. electrical fuel pump; paper element air cleaner; petrol tank capacity 10 gallons (45.46 litres).

Lubrication System: Full pressure with wet sump; internal gear-type pump forces oil to all working parts; full-flow external oil filter; gauze in sump; sump capacity approximately 7 pints (3.98 litres) plus 1½ pints (.71 litre) for filter.

Ignition System: 12-volt coil and distributor with automatic and vacuum control.

Cooling System: Pressurized radiator with pump, fan, and thermostat; capacity approximately 11½ pints (6.53 litres) plus 1 pint (.57 litre) for heater.

LEADING DIMENSIONS



AA	AB	A	B	C	D	E	F	G
2 ft. 10 in. 0.86 m.	2 ft. 2 in. 0.66 m.	3 ft. 1½ in. 0.95 m.	2 ft. 10½ in. 0.87 m.	1 ft. 6 in. 0.46 m.	1 ft. 6 in. 0.46 m.	1 ft. 8 in. 0.51 m.	1 ft. 9 in. 0.53 m.	1 ft. 2 in. 0.36 m.
H	I (max.)	I (min.)	J (max.)	J (min.)	K	L (max.)	L (min.)	M (max.)
1 ft. 2½ in. 0.37 m.	1 ft. 2 in. 0.36 m.	9 in. 0.23 m.	1 ft. 4½ in. 0.42 m.	11¼ in. 0.29 m.	5¼ in. 0.14 m.	3 ft. 10 in. 1.17 m.	3 ft. 5½ in. 1.05 m.	3 ft. 9 in. 1.14 m.
M (min.)	N	O	P	Q1	Q2	R	S	T
3 ft. 7 in. 1.09 m.	1 ft. 10½ in. 0.57 m.	2 ft. 7 in. 0.79 m.	4 ft. 9½ in. 1.45 m.	2 ft. 0 in. 0.61 m.	4 ft. 1 in. 1.24 m.	4 ft. 7½ in. 1.41 m.	4 ft. 7 in. 1.40 m.	4 ft. 7½ in. 1.41 m.
U	V	W	X	Y	Z	Boot cap'ty		
4 ft. 2½ in. 1.29 m.	4 ft. 2½ in. 1.29 m.	8 ft. 3½ in. 2.53 m.	4 ft. 11½ in. 1.52 m.	5 ft. 3½ in. 1.6 m.	14 ft. 10¼ in. 4.53 m.	19 cu. ft. 0.54 m. ³		

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CHASSIS. Transmission: Clutch—single dry plate, 8 in. (.20 m.) diameter, hydraulic operation. Gearbox—4-speed with synchromesh on second, third and top gears; change speed lever, central on floor or optional on steering-column; ratios—1st 3.637, 2nd 2.215, 3rd 1.373, top 1.00, reverse 4.755. Single-piece open propeller shaft with needle-roller universal joints. Rear axle—three-quarter-floating, hypoid bevel crown wheel and pinion; ratio 4.55 : 1; oil capacity approximately 2½ pints (1.42 litres). Overall gear ratios—1st 16.55, 2nd 10.08, 3rd 6.25, top 4.55, reverse 21.64. Road speeds at 1,000 r.p.m.—1st 4.30, 2nd 7.06, 3rd 11.38, top 15.63 m.p.h.

Steering: High-efficiency cam and peg; ratio 12 : 1; 2-spoke, 17-in. (.43 m.) diameter dished safety steering-wheel. Turning circle 37 ft. (11.28 m.).

Suspension: Front—independent with wishbones, coil springs, and shock absorbers. Rear—semi-elliptic leaf springs with plastic separators, rubber-mounted to axle. Hydraulic lever-type shock absorbers front and rear. Track—front 4 ft. 0⅞ in. (1.23 m.), rear 4 ft. 1⅞ in. (1.27 m.).

Brakes: Foot—4-wheel hydraulic with 2 leading shoes operated by pendent pedal. Hand—pull-up lever on driver's side, acting mechanically through compensator on rear wheels only. Dimensions—front 9 in. × 2½ in. (228 mm. × 63.5 mm.), rear 9 in. × 1⅞ in. (228 mm. × 44.5 mm.).

Road Wheels: Pressed-steel disc, 4-stud fixing; 5.90—14 tubeless tyres.

ELECTRICAL: 12-volt system; 38-amp-hr. battery at 10-hr. rate (43-amp-hr. at 20-hr. rate); built-in 7 in. (.18 m.) cowl headlamps with double-filament bulbs and dipping arrangements to suit different countries; foot-operated dip switch; sidelamps mounted in front grille; twin red stop and tail lamps in unit with reflectors; rear lamp on bumper below number-plate illuminates boot interior when open; interior lamp on door pillar operated either manually or by courtesy switches on both front doors; self-cancelling amber flashing direction indicators, switch on steering-column with warning light; flashers—at front separate from side lamps, at rear in stop/tail unit; twin electrical self-parking windscreen wipers; concealed instrument-illuminating lamps with switch; ignition and starter switch combined.

INSTRUMENTS: Group comprising speedometer with trip and mileage recorder, thermometer for radiator, oil pressure gauge and petrol gauge; warning lamps to indicate no dynamo charge and headlamps high-beam position.

COACHWORK: 4/5 seater, 4-door, 4-light saloon of unitary construction, with fully stressed skin. The fascia panel is of painted steel with trimmed vinyl-treated fabric top surface and crash pad. Ash tray recessed in top surface. Instruments placed in front of driver. Glovebox in passenger's side and parcel tray underneath. Front seats of split bench type, adjustable; foam-rubber foundations for cushions, squabs of rubberized hair; ashtrays fitted to rear of both front seats. Rear seats have spring case and rubberized hair foundations, with parcel tray behind. Doors and panels trimmed in vinyl-treated fabric. Four winding windows with ventilating louvres, all of toughened glass, with stainless surrounds. Doors have concealed hinges at leading edge, push-button outside handles; both front doors lockable from outside but arrangement is such that it is impossible to lock the car should the key be left inside; children's safety locks fitted to all doors. Curved, wrap-round windscreen and rear light of toughened glass with stainless surrounds over rubber moulding. Luggage boot of large capacity with spring-balanced lid and locking handle; floor covered in vinyl-treated felt. Spare wheel carried in tray below boot, lowered by means of starting-handle. Bonnet is locked from inside car; safety catch and telescopic stay fitted. All floor covering has felt underlay. Interior rear-view tinted mirror. Fresh-air circulating system when no heater is fitted. Chromium-plated bumpers front and rear. Approximate weight 21 cwt. (1067 kg.).

Basic Model: Single sun visor; rubber mat on floor in front, carpet in rear; seats trimmed with vinyl-treated fabric; single low-note windtone horn. **Optional Extras:** Radio; heater and demisters; windscreen washer; electric clock; duotone paintwork.

De-luxe Model: Heater and demisters; 2 sun visors; fitted carpet on floor (or rubber in front if preferred); contact surfaces of seats trimmed in good-quality real hide; twin windtone horns; windscreen washer; bumper over-riders. **Optional Extras:** Radio; electric clock, duotone paintwork.

EXPORT AVAILABILITY: Alternative equipment at no extra cost—right- or left-hand steering; high- or low-compression engine; km.p.h. or m.p.h. speedometer; lighting and flasher equipment to suit any regulations; single-piece bench seat (with steering-column gear change only); front rubber mats on de-luxe models. **Optional Equipment at Extra Cost:** Laminated windscreen; radio; electric clock; duotone paintwork; heater and demisters.

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