

CAMS

5TH CATEGORY - HISTORIC RACING

GROUP Na

APPROVED VEHICLE SPECIFICATION

This form details the approved specification of individual vehicle models in the Na production saloon car group. To be issued with an Historic log book, cars need to comply with these specifications, the physical appearance as in the illustrations and the general historic rules as detailed in the current CAMS manual.

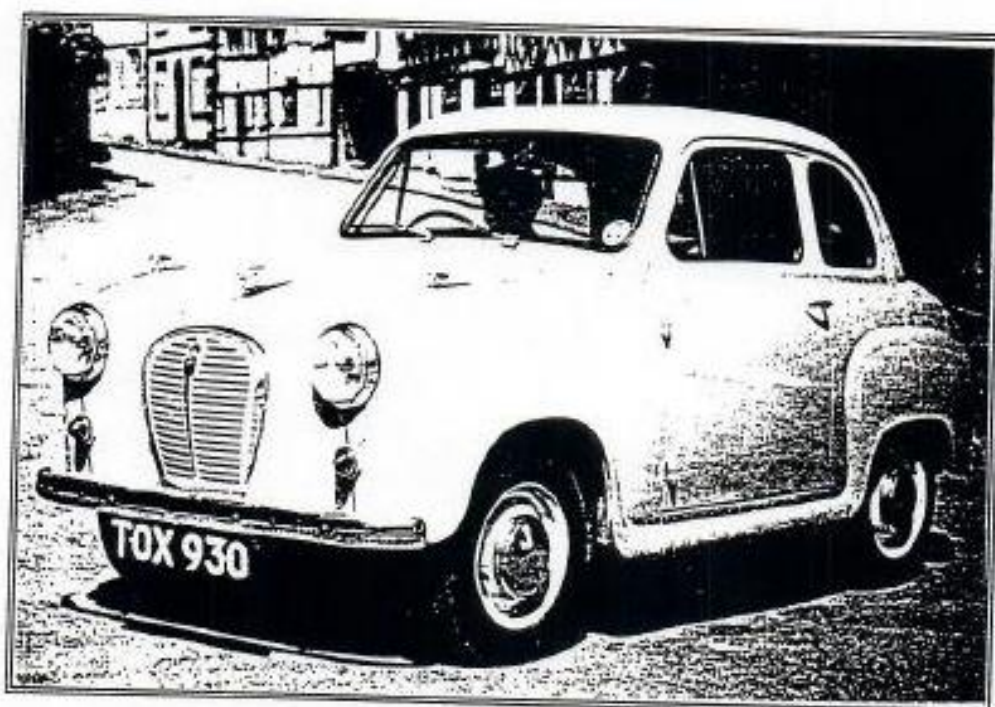
Make of car: **AUSTIN**

Model: **A30, A35**

Period of original manufacture: **A30 1951-56, A35 1956-59**

CAMS Historic group: **Na**

Date of issue of this Document: **3/05/95**



SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description : UNITARY CONSTRUCTION
Manufacturer : AUSTIN Period of manufacture: 1951-59
Chassis nos. : A30; C101 to C224327 A35; C103 to C205108
Chassis no. location : FIREWALL
Material : MILD STEEL
COMMENTS : NIL

1.2 FRONT SUSPENSION

Description : IFS TWIN WISHBONES
Spring medium : COIL
Damper type : GIRLING LEVER Adjustable : N/A
Anti-sway bar : NO Adjustable : N/A
Suspension adjustable NO Method : N/A
COMMENTS : ANTI SWAY BAR ALLOWED
RIDE HEIGHT AND SPRING RATE FREE

1.3 REAR SUSPENSION

Description : LIVE AXLE
Spring medium : SEMI ELLIPTIC LEAF
Damper type : GIRLING LEVER Adjustable : NO
Anti-sway bar : YES Adjustable : NO
Suspension adjustable NO Method : N/A
COMMENTS : RIDE HEIGHT AND SPRING RATE FREE

1.4 STEERING

Type : WORM & PEG (some WORM & NUT) Make : BMC
COMMENTS : NIL

1.5 BRAKES

	Front	Rear
Type :	DRUM	DRUM
Dimensions :	7"	7"
Material of drum :	CAST IRON	CAST IRON
No. cyls per wheel :	2 (2LS)	1 (SINGLE LS)
Actuation :	HYDRAULIC	A30 MECH., A35 HYDRAULIC
Caliper; Make, Material, Type :	N/A	N/A
Master cyl make ;	GIRLING	Type : SINGLE
Adjustable bias :	NO	
Servo fitted :	NO	
COMMENTS :	TANDEM M/CYL ALLOWED SERVO ALLOWED	

SECTION 2 - ENGINE

2.1 ENGINE

Make : AUSTIN
Model : A30, A35
No. cylinders : 4 Configuration : IN LINE FOUR stroke.
Cylinder block, material : CAST IRON
Bore ; original : 64.4 mm Max. allowed : 64.4 mm
Stroke ; original : 76.2 mm Max. allowed : 76.2 mm
Capacity ; original : 948 CC Max. allowed : 993 CC
Cooling method : WATER
Identifying marks :
COMMENTS : NIL

2.2 CYLINDER HEAD

Make : AUSTIN
No. valves per cyl : 2 Inlet : 1 Exhaust : 1
No of ports, total : 5 Inlet : 2 Exhaust : 3
No camshafts : 1 Location : BLOCK Drive : CHAIN
Valve actuation : OHV
Spark plugs per cyl : 1
Identifying marks :
COMMENTS : NIL

2.3 LUBRICATION

Method : WET SUMP
Oil cooler standard : NO Location : N/A
COMMENTS : OIL COOLER ALLOWED

2.4 IGNITION SYSTEM

Type : DISTRIBUTOR AND COIL Make : LUCAS
COMMENTS : NIL

2.5 FUEL SYSTEM

Carburettor ; Make : ZENITH No. : 1
Model : 28VS & 26VME
Fuel injection ; Make : NO Type : N/A
Supercharged : NO Type : N/A
Make : N/A Drive : N/A
COMMENTS : 2x CARBURETTORS ALLOWED
THROAT SIZE UNRESTRICTED

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make : BORG AND BECK Type : COIL Dia. : 7.25"
No. of plates : 1
Actuation : MECHANICAL
COMMENTS : NIL

3.2 TRANSMISSION

Make : AUSTIN Model : BMC A SERIES
Case material : AL. ALLOY
No. forward speeds : 4 Gearchange Type : FLOOR REMOTE
Gearbox location : BEHIND ENGINE
Identifying marks :
COMMENTS : RATIOS FREE

3.3 FINAL DRIVE

Make : AUSTIN Model : BMC A SERIES
Wheel drive method : REAR
Ratio :
Differential : FREE Model : BMC A SERIES
COMMENTS : RATIOS FREE

3.4 TRANSMISSION SHAFTS (EXPOSED)

No. 1 Location : TAILSHAFT
Description : TUBULAR
COMMENTS : NIL

3.5 WHEELS AND TYRES

Wheel , type :	DISC	Material :	STEEL
Fixture method :	BOLT ON	No. studs :	4
		<u>Front</u>	<u>Rear</u>
Wheel dia. & rim width ; original :		13 x 3"	13 x 3"
	Allowed :	13 x 5"	13 x 5"
Tyre section ; original :		500 x 13	500 x 13
	Allowed :	175 x 13	175 x 13
Aspect ratio, minimum :	65%		
COMMENTS :	NIL		

SECTION 4 - GENERAL

4.1 FUEL SYSTEM

Tank location : UNDER BOOT FLOOR Capacity, litres :
Fuel pump; type : MECHANICAL Make : AC
COMMENTS : NIL

4.2 ELECTRICAL SYSTEM

Power supply : GENERATOR
Voltage : 12
Battery; location : ENGINE BAY
COMMENTS : NIL

4.3 BODYWORK

Type : SALOON Material : STEEL
No. of seats : 4 No. doors : 2 & 4
COMMENTS : NIL

4.4 DIMENSIONS

Track; front : 1149 mm Track; rear : 1149 mm
Wheelbase : 2019 mm Overall length : 3462 mm
Dry weight : 1396 kg
COMMENTS : NIL

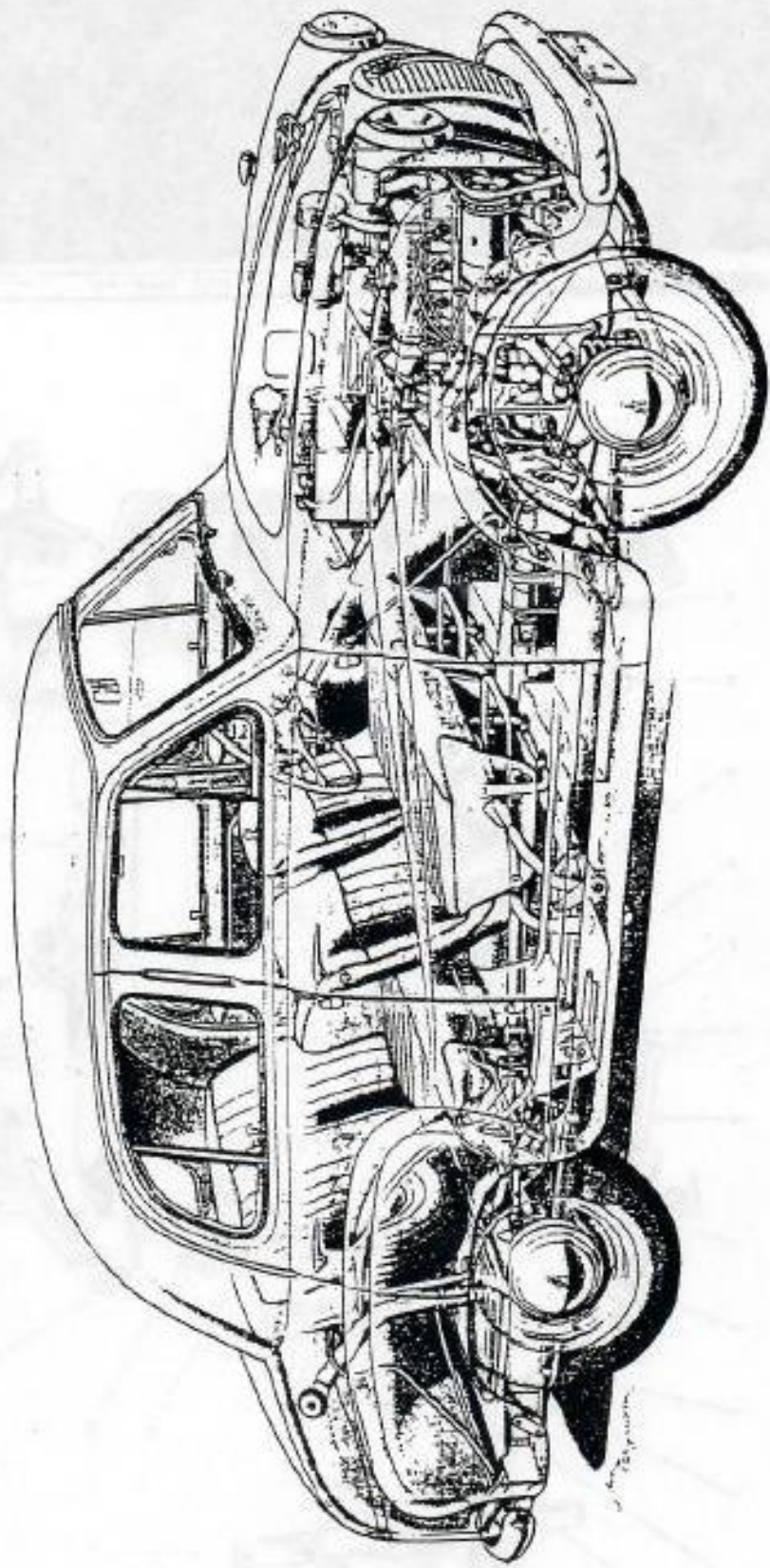
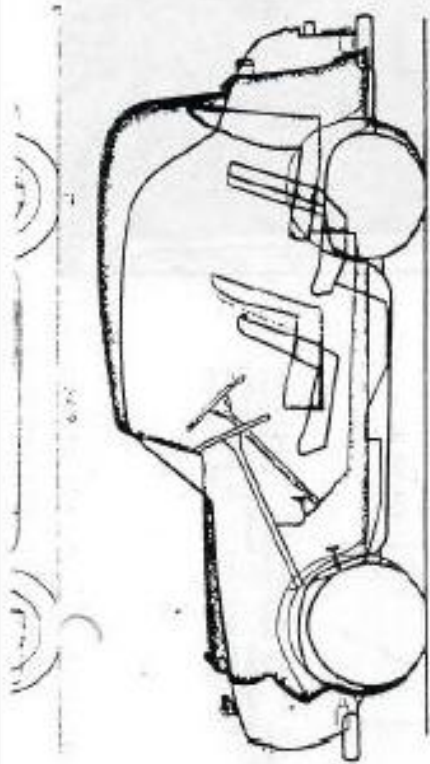
4.5 SAFETY EQUIPMENT

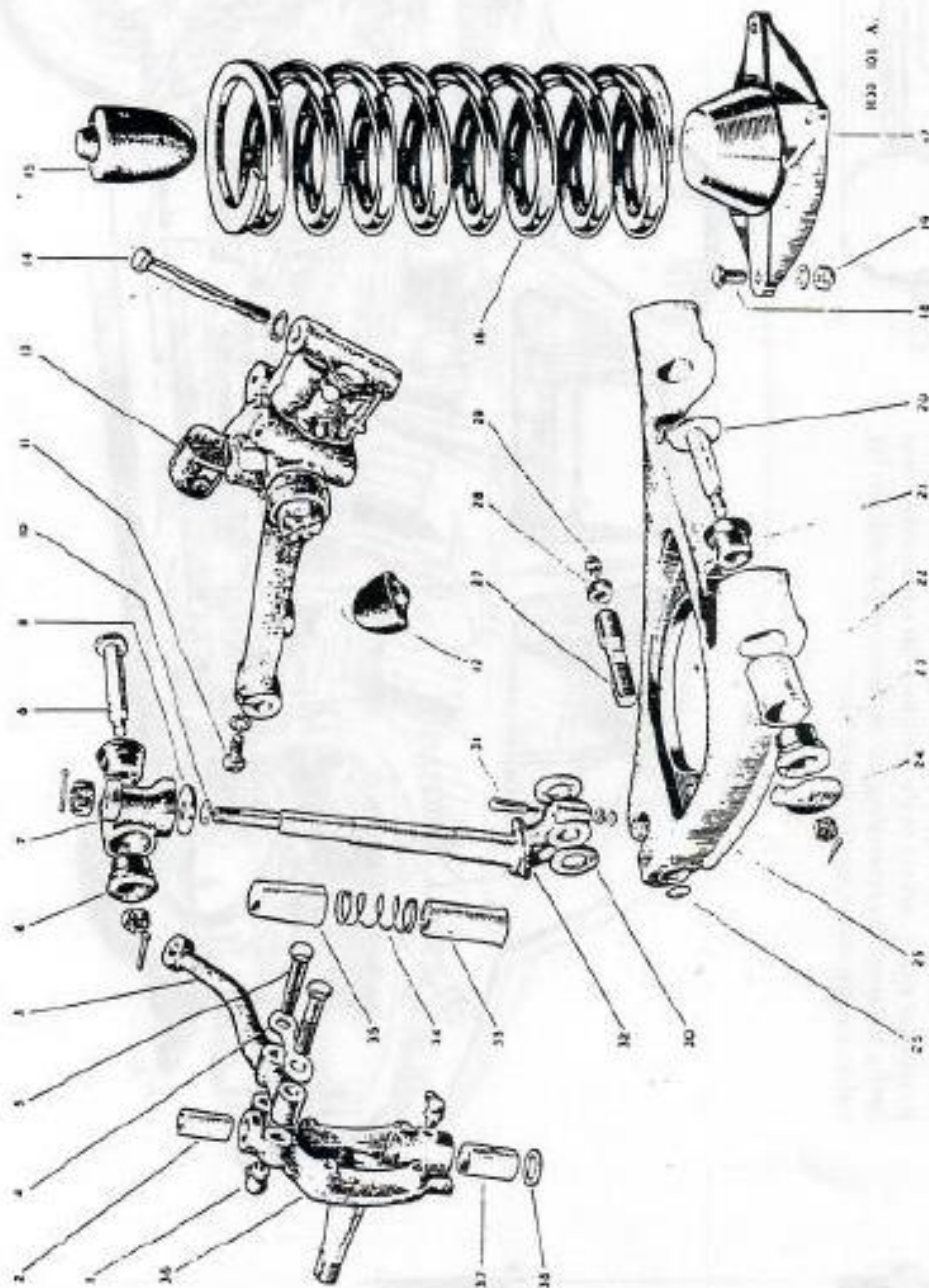
Fire Extinguisher : REQUIRED
Seat belt : REQUIRED
Roll bar : REQUIRED
Electrical cut off switch : RECOMMENDED
Safety fuel tank : RECOMMENDED
COMMENTS : NIL

AEC 2/585



ABOVE The combined door handle, door-pull and window lock was designed so that no handles protruded into the passenger space. Access to the window-lift mechanism was easily obtained by removing the millboard panel from its rubber surround. Courtesy *Austin Rover*





Key to Fig 8-1
 1 Lubricator 2 Sway axle bush (top) 3 Steering side tube arm 4 Lockwasher 5 Screw 6 Inboard bush (flange)
 7 Transom link
 8 Transom fulcrum pin 9 Drive thread washer 10 Adjustment washer (stump) 11 Clamp bolt 12 Rebound buffer 13 Shock absorber
 14 Sprocket nut 15 Rebound/rubber bumper 16 Lower tie bush (inner) 17 Spring seat 18 Balls 19 Shimstock nut 20 Fulcrum pin 21 Rubber bush (flange)
 22 Lower tie bush (outer) 23 Rubber bush (bearing) 24 Special washer 25 Loose link 26 Wedge plug 27 Fulcrum pin (outer)
 28 Sprocket plug 29 Lubricator 30 Cork limits 31 Cones 32 Drive axle pin 33 Drive axle (flange) 34 Spring 35 Drive axle (top)
 36 Sprocket axle bush (bottom) 37 Sprocket axle pin 38 Cork seating ring

FIG 8-3 The front suspension components

833 03 A.

betoo much in the modern manner for such a small car, with many a moulding in a short span of car. When seen, however, this does not prove to be so, because all the mouldings are small and shallow and entirely in keeping.

Clayton went on to look at other small cars which, although suffering from the glamour of the new Austin's arrival, are formidable performers which have already shown their paces. The Morris Minor, of course, was one of these, and he wrote of it. The Minor is most famous for its superb roadholding, which enables almost any reasonable bend to be taken at speeds limited only by traffic conditions and the power available. This quite exceptionally good behaviour is assisted by the steering, which combines lightness with exceptional accuracy, it handles even better than some less comfortable chariots which fall under the sports car heading. How would the new Austin compare? With competition like that, it would obviously need to be quite a car if it was to achieve the standing of its illustrious predecessor, but the only comparison which could be made at that time lay in the pricing of the two cars. With purchase tax included, a two-door Minor stood at £519 10s 6d, and the four-door at £569 3s 7d. The early A30 was only available in the four-door version, undercutting both Morris's at £507 3s 7d.

However, the selling price did not bear too much relation to production costs. In *The Leyland Papers*, Graham Turner tells us of Len Lord's determination to emerge the winner in the Austin/Morris rivalry stakes. He also tells us that Joe Edwards, who was later to become managing director of the British Motor Corporation, is reputed to have said, 'We always had our cars within £10 of Nuffield. Len would ask, "What's the A30 going to cost?" "Ex-works £300, selling price £525," somebody would say. "What's Nuffield's bloody figure then?" Len would ask, "£515." "Right, make ours £510."

The old Ford Anglia, of course, was still soldiering on, and would do so in the guise of the Popular for several years yet. Although the Anglia was way behind the Austin and Morris in terms of roadholding, performance and petrol consumption, it was on offer at £480 and had a reputation for extremely-low overall running costs.

Import restrictions saw to it that, for some time, there would be little competition from foreign cars. In any case, we still believed in the high quality of British cars, and the days of buying a foreign car and then justifying the decision by telling all and sundry how marvellous it was, while forgiving it not

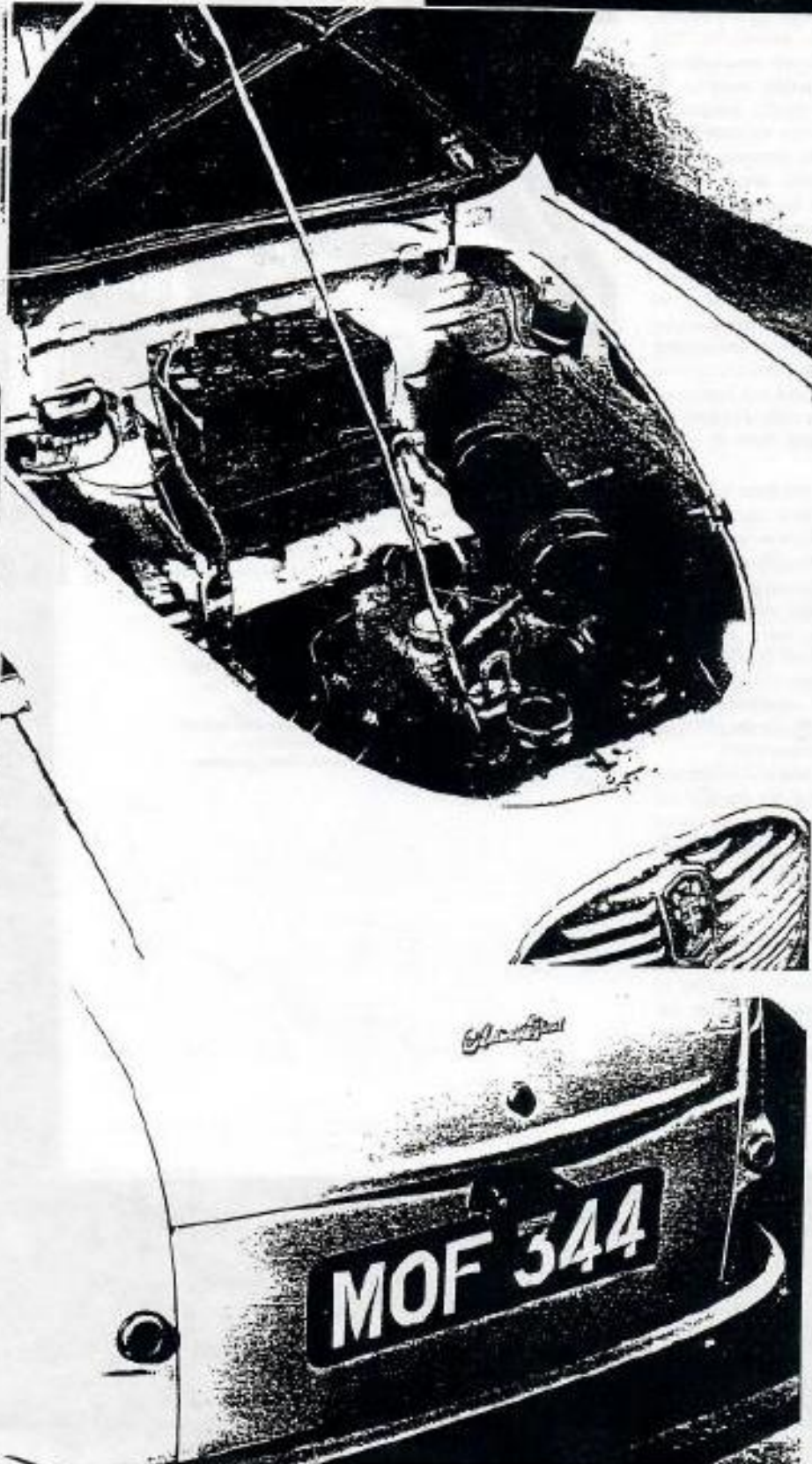


shows This left-hand-drive A30 was photographed in May 1951, but the changes it shows had all taken place at body number 2006 in the autumn of 1952. The trafficator switch was moved to the extreme right or left of the fascia to suit rhd or lhd cars, a blanking plate covering the hole used previously. In the earliest cars, the switch for the optional heater was placed on a separate bracket below the fascia, but it would now use this blanked hole. The ignition switch was operated with a key. Courtesy Austin Rover

for Early A30 (June 1952) fitted with optional radio. There was no ignition key, simply a horn button marked 'I' to the left of the circular speedometer. This photo also shows the position of the trafficator switch on the earliest cars. The 70 mph speedometer included a fuel gauge as well as warning lights for main beam, low oil pressure and lack of charge. The horn button is on the end of the lighting control arm seen to the right of the wheel. Courtesy Austin Rover

he is A
ogr
30
elic
with
art
se
ar
the
he-
noc
T
din
onv
ers
les
vel
md
nil
I
lea
s b
xe
var,
exp
m
Ecc
o r
I
tha
mo
A4
loo
nar
wh
de
sto

Th
the
wt
the
Th
pi
ta
of.



The bonnet-opening of the A10—adequate in size, yet kept to a minimum in an effort to produce a strong front-end structure. This prototype (in November 1951) is devoid of the new Austin 'winged-wheel' badge which was placed just above the grille on the production A10. Courtesy Austin Rover

November 1952. Early A10s had no boot handle. The boot was opened by inserting a T-key below the 'Austin of England' badge. Note that the prototypes and early production cars had a single rear light. Subsequent changes in lighting regulations saw the introduction of twin rear reflectors, followed by twin rear lights. Courtesy Austin Rover

MODIFICATIONS BETWEEN MODEL CHANGES

This information has been obtained from Austin service journals with the kind help and permission of B.M.H.T. and Austin Rover.

C = car or chassis number; E = engine number; B = body number.

Months given refer to actual build dates.

Model A30 (AS3) four-door saloon—October 1951 (true production from May 1952)—October 1953, chassis numbers 101-31,749.

- C 234 LH and 315 RH—Dowel fitted to gearbox front cover.
- E 474—Parallel compression rings fitted to second groove of piston to improve lubrication of cylinder bore.
- E 475—Improved oil pump introduced to prevent misalignment of the driving shaft.
- C 599 LH and 601 RH—Gearchange lightened by altering cone angles of gears.
- E 855 (C 992)—New hubs fitted. Wheels secured with studs and nuts rather than set screws.
- C 1019—Axle ratio changed from 3.143:1 (7/36) to 5:1 (8/41).
- C 1051 LH and 1060 RH—Petrol pipe changed from left to right of vehicle.
- C 1264 RH and 1268 LH—Thread on swivel axle changed from ESP to UNF.
- B 1457—New-type interior mirror with three-point fixing to improve rear visibility.
- B 2006—Heater switch, when fitted, positioned on fascia centre panel, replacing trafficator switch. Trafficator switch moved to outer right- or left-hand lower edge of fascia panel and mounted on bracket.
- B 2202—Bucket seats increased in width.
- B 2709—Dual wipers fitted.
- C 2768 RH and 2794 LH—Headlamp with non-split rim fitted.
- C 2790 LH and 2847 RH—Twin stop- and tail-lamps standard fittings. Twin reflectors and centrally-placed stop- and tail-lamp discontinued. Central number-plate lamp fitted.
- C 3030 LH and 3275 RH—Worm-and-nut steering gear fitted as alternative to peg-and-cam.
- C 4979 RH and 5048 LH—Spare-wheel mounting moved from centre to right-hand side of rear-seat panel to increase boot capacity.
- E 6290—Engine sling brackets increased from 3 in. to 3½ in.
- C 6666 RH and 6682 LH—New type of ignition switch with barrel lock and keys replaces knob type.
- C 8655 LH and 8656 RH—Shape of brake drums modified to attain closer proximity to road wheel to prevent water entering adjustment holes. Two set screws fitted to ensure drum fits securely to hub during brake adjustment with wheel removed.
- E 9622—Dynamo lubricated with felt pad rather than grease-packed lubricator.
- E 9960—Fan and water-pump pulley strengthened to eliminate risk of breakage.
- E 9989—Master-cylinder inspection plate increased in size and fitted with rubber seal in place of felt to prevent water entering vehicle.
- E 10,749—Strap-type door-pull fitted to all doors.
- C 13,675 RH and 13,675 LH—Brass and rubber bush replaces oilite bush at gearbox end of clutch-pedal shaft for silent operation. New bush should only be used at gearbox end of shaft.

Production figures for Innocenti A40

A40 Berlina (Series 1)	November 1960-January 1962	10,213
A40 Combinata (Series 1)	December 1960-January 1962	6444
A40 Berlina 950 cc (Series 2)	February 1962-December 1962	6828
A40 Combinata 950 cc (Series 2)	February 1962-January 1963	9979
A40S Berlina 1100 cc	December 1962-April 1965	6861
A40S Combinata 1100 cc	December 1962-February 1967	27,381
Total		67,706

Guidé to first chassis number for all models and years

A30 AS3 saloon		A35 AV5 van	
1952	114	1956	204
1953	4000	1957	11,163
		1958	89,489
A30 AS4/A2S4 saloon		1959	164,866
1953	29,818	1960	216,951
1954	36,700	1961	245,968
1955	96,510	1962	277,160
1956	181,378	A35 AP6 Countryman	
		1962	2101
A30 AP4 Countryman		A35 AV6 van	
1954	73,967	1962	101
1955	96,499	A35 A-AV8 van	
1956	181,391	1962	13,401
		1963	21,799
A30 AV4 van		1964	38,178
1954	68,714	1965	50,960
1955	96,515	1966	59,028
1956	181,379	1967	66,639
		1968	73,121
A35 AS5/A2S5 saloon		A40 Mk I A-A2S6/A-AW6 saloon and Countryman	
1956	103	1958	101
1957	12,423	1959	8753
1958	89,826	1960	70,613
1959	164,814	1961	137,674
		A40 Mk II A-A2S8/A-AW8 saloon and Countryman 948 cc	
A35 AK5 pick-up		1961	101
1956	392	1962	13,204
1957	10,130		
		A40 Mk II A-A2S9/A-AW9 saloon and Countryman 1098 cc	
A35 AP5 Countryman		1962	50,201
1956	357	1963	63,951
1957	11,141	1964	104,001
1958	90,740	1965	133,180
1959	165,958	1966	149,147
1960	217,101	1967	161,406
1961	247,631		
1962	280,101		

E 13,862—New joint washer between oil pump and crankcase to reduce risk of incorrect assembly.

B 14,780—Front-seat cushion inner valance modified to clear tunnel better. Seats now handed.

B 14,830—External hinges used on boot lid. Combined boot handle and lock fitted to replace locking key. Prop rod introduced to support open lid.

C 15,779 RH and 15,786 LH—New rear-axle gear-carrier assembly with reduced offset of bevel pinion from crown-wheel centre.

E 17,957—New flywheel ring gear introduced to improve security of gear.

B 20,186—Rear seat redesigned to improve access and increase legroom.

E 20,961—Petrol pump fitted with priming lever.

E 21,520 (C 21,314 RH and 21,408 LH)—Ignition coil mounted on dynamo instead of dash panel to comply with ignition-suppression regulations.

B 24,120—Prop rod for boot lid moved from left to right of boot.

C 29,437 RH and 29,385 LH—Second-speed synchronizer modified to hold first-speed wheel firmly in engagement and stop tendency of early cars to jump out of gear under heavy load.

June 1953—Exterior sun-visors introduced. Retail price, £3 16s 0d. Underside painted non-reflecting matt green ready for use, top in red-oxide primer.

August 1953—4-watt side-light bulbs instead of 6 watt to cut current consumption particularly when parked.

September 1953—Front and rear door casings made from hardboard instead of millboard to obviate the risk of distortion due to moisture absorption.

November 1953—Non-lockable petrol filler cap fitted. Lockable cap only available as extra.

Model A30 (A54) four-door saloon and A30 (A254) two-door saloon—October 1953–September 1956, chassis numbers 29,898–224,327.

C 40,505 (A254) and C 40,979 (A54)—Brake adjustment holes in drums circular and same size as holes in road wheels. Rubber plug used to seal both holes and to be put in place after tightening wheel on drum.

C 43,849 (A254) and C 43,898 (A54)—Final-drive ratio raised to 4.87:1.

March 1954—Wing joint mouldings only available off the roll rather than ready-cut lengths.

Engine 49,357 onwards—Modified carburettor incorporating a new type of discharge nozzle and choke tube to reduce tendency to ice-up.

C 49,778—New propshaft with larger universal joints. New bevel pinion flange on rear axle to accept propshaft.

E 56,573 onwards—Longer, stepped dowels used to locate clutch on flywheel. Larger holes in flywheel to receive dowels.

October 1954—Rear reflectors fitted to conform with new lighting regulations.

C 64,411—New horn of improved performance.

From now on, the modifications also refer to AV4 and AP4 (when applicable).

Model A30 (AV4) 5-cwt van—August 1954–September 1956, chassis numbers 68,714–223,093.

Model A30 (AP4) Countryman—August 1954–September 1956, chassis numbers 73,987–223,678.

A53 models and A54s prior to C 73,000 had engine numbers differing from the chassis number. From C 73,000, all A30s have unified chassis/engine numbers.

C 70,376—Pressurised radiator introduced.

E 75,588—Third parallel compression ring replaced by tapered version to improve oil consumption.

C 79,639—Hole in swivel axle for upper bush increased in diameter to same as that for lower bush to facilitate production. Inside diameter of bush unaltered.

E 102,987–103,000 and 103,547 onwards—Fuel trap fitted to vacuum ignition control pipe.

C/E 123,335—Oil-filled ignition coil for longer life.

E 127,918–128,000 and 128,066 onwards—New cylinder-block drain tap requires no washer.

C/E 138,909–139,000 and 139,139 onwards—26JS carburettor replaced by 26VM5.

E 152,491—New distributor housing with UNF threads in place of BSF.

E 172,130–173,000 and 173,100 onwards—Gear selectors altered to improve gearchange.

C/E 207,412 A2S4, 208,467 AS4, 211,845 AV4, 212,299 AP4—Solid steering cross-rod introduced to replace tubular type. Track-rod ends now have female thread.

Body numbers A2S4, 77,918, AS4 451,860, AP4 21,018, AV4 21,754—New front bucket seats.

Model A35 (AS5) four-door saloon and A35 (A2S5) two-door saloon—September 1956–August 1959, chassis numbers 103–205,108 (A2S4) and 112–203,980 (AS4).

Model A35 (AP5) Countryman—October 1956–February 1962, chassis numbers 357–282,527.

Model A35 (AK5) pick-up—November 1956–December 1957, chassis numbers 392–78,987.

Model A35 (AV5) 5-cwt van—September 1956–February 1962, chassis numbers 204–282,531.

Body numbers (A2S5) 93,501, (AS5) 455,631—Rubber mats introduced to replace front carpets in blue, green or red rubber to match trim. This took place in late 1956 after production of 4500 A2S5 and 630 AS5.

February 1957 (all models)—Simple door-pull introduced to replace escutcheon and pull-strap.

February 1958 (AV5)—Scuttle and sill-side carpets replaced by scuttle casing in hardboard.

C 93,507—Improved dip-switch introduced to eliminate dead spot which could occur between full-beam and dipped-beam.

C/E numbers, high-compressor 106,712 and low-compression 106,508—New clutch-driven plate introduced to obviate any roughness in the transmission. Plate can be identified by green mark on its hub.

AS5 106,769 RH and 106,071 LH, A2S5 106,762 RH and 105,991 LH, AV5 107,135 RH and 108,016 LH, AP5 107,812 RH and 108,150 LH—Rubber seating pads positioned on either side of rear springs in place of original fibre pad seating.

C/E AP5 208,743 LH and 209,634 RH, AV5 210,216 RH and 210,120 LH—22-amp C/O1 dynamo fitted to replace previous 19-amp unit. New dynamo has larger air vents and cooling fan of increased diameter. New control boxes fitted to suit high-output dynamo at body number AP5 94,021 and AV5 9400.

AV5 218,191 RH and 217,642 LH, AP5 217,110—Stronger flanged section at base of rear road-spring seat to improve rigidity.

Models AV6, AP6, A-AV8 (1098 cc and 848 cc) had no major modifications that are not dealt with in the text or under Paint and Trim Colours (Appendix 4).

Model A40 Mk I (A-A2S6) saloon—June 1958–September 1961, chassis numbers 101–169,711.

Model A40 Mk I (A-AW6) Countryman—September 1959–September 1961, chassis numbers 41,473–169,712.

B 2007—'A40' flash on boot lid replaced by 'Austin' to left of handle and 'A40' to right of handle. Second strap added to support boot lid.

B 5162—Single-mounting windscreen washer with double jet replaces two separate jets.

C 11,073—Self-cancelling indicators with timer introduced.

B 18,081—Windscreen wipers sweep through larger angle.

B 20,695—Sealing rubber fitted to rear bonnet drain channel to prevent engine fumes entering car via fresh-air grille.

B 20,760—Petrol-tank filler grommet altered to improve sealing.

B 26,269—'Flying A' removed from bonnet.

C 27,042—Sound-insulation board fitted to front bulkhead. Roof light fitted on driver's side to replace courtesy bulb under fascia. Rear trim panels extended to rear of body. Hinged boot floor fitted in place of spare-wheel cover.

C 27,579 RH and 27,338 LH—Accelerator-shaft seal modified to improve dust sealing.

C 28,797 RH and 28,132 LH—Improved ignition switch fitted.

C 35,553—Rubber dust-excluder ring no longer fitted to headlamps.

A2S6 44,447 RH and 44,412 LH—22-amp C10/1 dynamo fitted to replace previous 19-amp unit. New dynamo has larger air vents and cooling fan of increased diameter. New control box fitted to suit high-output dynamo at body number A2S6 33,698.

B 50,918—Sun-visor of improved design.

B 53,774—Choke knob incorporated on moulding for heater-control panel.

Body numbers (A2S6) 56,525 and (A-AW6) 1329—Clip added at joint of dash panel and toeboard to secure heater control cable. To improve operation of cable and to eliminate vibration and possible fouling against the brake pipes and electrical equipment.

B 59,635—Improved rear number-plate light.

B 60,709 RH and 61,513 LH—Finger-pull fitted to glove box in place of quick-release catch.

C 67,093 RH and 67,151 LH—Strengthened seat for front springs.

C 82,696 (A2S6) RH and 81,637 (A2S6) LH, also C 87,811 (AW6) RH and 88,520 (AW6) LH—Steering idler with push-on cap replaced by one with cover bolted to body.

C 82,888 RH and 82,231 LH—Rubber bushes fitted to both pins of rear shackle. Grease nipples deleted from upper bushes.

86,350 (body number 60,541) (A2S6) and 86,430 (body number 2385) (AW6)—New windscreen wiper arms and blades fitted to prevent scratched windscreen. Rigid bayonet fixing prevents transverse movement of previous hook fixing.

C 119,107 A2S6 and 128,618 AW6—Air cleaner redesigned to allow movement of air intake towards exhaust manifold in winter to prevent icing of carburettor.

Model A40 Mk II (A-A2S8) 948 cc saloon—
August 1961–September 1962, chassis numbers 101–50,200.

Model A40 Mk II (A-AW8) 948 cc
Countryman—October 1961–September 1962,
chassis numbers 261–49,545.

A2S8 and AW8—Where steering side rods were fouling the front wing valance aperture on full lock, it was suggested that service agent should enlarge the aperture in the required position by cutting away the offending metal and remaking the flanged edge.

Model A40 Mk II (A-A2S9) 1098 cc saloon—
September 1962–November 1967, chassis
numbers 50,201–172,897.

Model A40 Mk II (A-AW9) 1098 cc
Countryman—September 1962–November
1967, chassis numbers 50,251–172,360.

A2S9 and AW9—In early cars, instances were reported of the brake pipes from the four-way connection to the front brake hoses fouling the steering box and the apertures in the front wings. The cure was to reposition the brake pipes. There were also instances of the speedometer cable rubbing against the pipes from the brake and clutch master cylinders. The cure was to re-route the speedo cable to midway between the clutch and brake cylinders.

B 22,226 (saloon)—Framed interior driving mirror introduced.

B 51,842 (A-A2S9) and B 20,295 (A-AW9)—Wood-grain fascia introduced.

C 152,302 (A2S9) and 151,710 (AW9)—Shallower, two-stepped hub cap replaces three-stepped type.

C 159,315 (A2S9) and 161,047 (AW9)—Plastic battery tray replaces board type.