


BL Standards revised 1974 motor show specs

BRITISH	AUSTIN MORRIS STANDARDS	
	AUSTIN MORRIS MOTOR SHOW AND ANNOUNCEMENT CARS SPECIAL FINISHES AND SPECIAL REQUIREMENTS	
LEYLAND		
<p>The following 'Standing Instructions' are normal requirements for Show Cars and are varied only by instructions given on the Sales Orders. The instructions—which are subject to amendment from time to time—are divided into Sections as follows:</p> <p>Section 'A' Plinth Cars—Full Show Finish Section 'B' Stand Cars—Show Engine and Boot Compartment Special Finish Section 'C' Stand Cars—Show Finish Section 'C' Showroom Cars—Show Finish Section 'D' Garage Equipment Cars and Body Shells Section 'E' General Information</p> <p>The following information is also given regarding the lighting of Show Cars:</p> <ol style="list-style-type: none"> Laylights are normally fitted to all Saloon Show Cars for Plinth showing. Special light fittings are provided by the Electrical Contractors for Soft Top Vehicles. Interior lights of varying design are normally fitted to all Stand Show Cars. In the Engine Compartment fluorescent tubes to be 'colour match' type. When it is necessary to install extra wiring for lighting equipment, etc., during production build the instructions will be given separately by Sales and Engineering Departments. 		
<small>AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND</small>	<small>First issued December 1967 Revised February 1974</small>	<small>PAGE No. A.140</small>


BRITISH	AUSTIN MORRIS STANDARDS	
	SECTION 'A'—PLINTH CARS—ALL MODELS—FULL SHOW FINISH	
LEYLAND		
<p>The special treatment required at the Body in White and Final Assembly stages is as follows:</p> <p>BODY IN WHITE</p> <ol style="list-style-type: none"> All visible spotwelds to be lead-loaded on the body exterior—to the requirements of the body supplier's Chief Inspector and the Chief Inspector of the vehicle assembly plant. Lead-load boot aperture to give good line. Boot gutter flanges to be set to give good line and sealing condition. Roof drip moulding spotwelds are to be lead-loaded and/or filled. Special attention must be paid to the ends of the channels (see item 1). This is not applicable to Soft Tops. Lead-load open joints scuttle to wing—unless they are designed styling features of the vehicle. Lead-load metal defects in door shut faces and door clinch flanges. Clean up and lead-load all joints between panels and door top flanges. Visible waist rail area to be well finished. Lead-load metal defects, open joints, and spotwelds around door apertures, cant rails, and sills. Pay special attention to 'BC' post at sill, waist, and cant rail. Special attention to be given to doors, bonnets, and boot lids to obtain constant and minimum clearance as shown on drawings. Doors, boot lids, and bonnets to conform to body contours and lie flush. Lead-load joints on front and rear wings—unless they are designed styling features of the vehicle. Lead-load wing joint at headlamp recess. Maintain a good trim edge to bonnet gutters and set flanges to give a good line and ensure perfect trim edge to headlamp apertures. Bonnet flanges to be trimmed to constant width and sharp edges removed. Where metal-to-metal adhesive is used it should show a clean and constant line with excess removed. Ensure complete adhesive bond between panels. Lead-load joints between tonneau, back-light aperture, and rear quarter panel. Underside flanges at bottom of body panels front and rear to be lead-loaded and flanges to be trimmed to a clean and constant line. Lead-load spotwelds at cutting line edge of front and rear wings. Flanges to be trimmed to a clean and constant line. Lead-load joints of inner and outer wheel arch panels. Small rebates around windscreen and back-light at sides and bottom to be lead-loaded to provide uniform seating surface for rubbers. Lead-load open vertical joints in sills. Sill flanges to body underside to be evenly trimmed. A 'U'-section metal trim finisher to be fitted over the sill flange and tack-brazed in position on the inside face. Lead-load roof panel—tonneau to waist. All peak lines, fin moulding lines, and feature lines to be lead-loaded to give neat finish. All underbody spotwelds to be equally spaced and tidy and panel joints and welds to be clean. The finish of the underside is most important, as reflective material is used in many cases on Plinths (see item 1). Where practicable, lead-load all interior visible joints and spotwelds (see item 1). Assess interior and exterior finish and line-up all reveal and feature lines and apply corrective solder where necessary. All visible applications of sealing compounds must be wiped clean and be of neat appearance especially in the areas of the engine compartment, boot, and under wheel arches. Special attention to be paid to the finish of CO₂ welding on door hinges—used for retaining hinges to side panel or doors. All weld spatter to be removed. <p style="text-align: right;"><i>continued</i></p>		
<small>AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND</small>	<small>First issued December 1967 Revised February 1974</small>	<small>PAGE No. A.141</small>

BL Standards revised 1974 motor show specs

SECTION 'A'—PLINTH CARS—ALL MODELS—FULL SHOW FINISH—<i>continued</i>	
PAINTWORK AND ACCESSORIES	
<ol style="list-style-type: none"> 1. Additional filler/sealer coats to be applied, where necessary, to overcome any panel blemishes—stopping and flattening where necessary. 2. Door shut faces and door aperture to be finished to exterior paint standard. 3. Special attention to be given to the finish of sills. 4. Inside of road wheels to be painted the same as outside. 5. Interior paint-work to be free from blemishes and be to exterior standard in visible areas. 6. The rebated area behind front grille panel to be painted Matt Black. 7. Door metal pockets to receive extra paint treatment to ensure that they are to exterior finish. 8. Damage to paint-work during assembly and build should be dealt with by REPAINTING and not REPAIR TOUCH-IN. 9. One pint tin of touch-up paint to be supplied to match each colour with each car. 10. Undersealing compound is not to be applied even if called for in the specification of the model concerned. (It is important, however, that underseal, if specified, is applied after the Show before the car is sold.) After paint the whole of the underside and wheel arch areas are to be sprayed in Matt Black Synthetic Enamel. 11. All chromium-plated parts, bright aluminium and chromium-iron parts—interior and exterior—must be carefully selected for highest standard of finish. All exterior chrome, etc., to be protected during production build of the vehicle and on transportation. 12. All visible rubber parts must be carefully selected for clean finish and appearance. (Austin Morris to wax-polish if necessary.) 13. Front and rear seating to be properly shaped and conform to master templates. 14. Seats should be to best standard condition without extra padding. 15. Seats must be fitted, checked, and then removed and marked up with the vehicle number for shipping to the vehicle holding centre. A driver's slave seat should be fitted. This seat to remain until after the fitting of the interior lighting. (This applies only to Earls Court Show Cars.) 15a. On all other Show Cars, when seats are fitted by body suppliers they are to be removed when received at Austin Morris and a driver's slave seat fitted. The seats are to be replaced as a final operation on Final Line prior to passing to Sales Department. 16. Front seat slides must operate smoothly and seat runners must be accurately located. 17. All pipings must show a good line. 18. Special attention to be paid to the fit and finish of arm-rests. Arm-rest aperture trim to be of neat appearance when the arm-rest is in the lowered position. Linkages to be free in action and must be chromium-plated. 19. All seats must have loose plastic covers. 20. Particular care must be taken in fitting all carpets and/or rubber mats. They are to be fitted, checked, and then be removed, rolled up, and shipped loose in the boot. 21. One spare set of carpets and/or rubber mats required in each car. 22. Carpet retainers and/or sill tread plates to be covered with masking tape. 23. Sill tread plates are to be drive-screwed in position and not Pop-riveted. 24. Particular care must be taken with the fit and appearance of luggage compartment linings. 25. All detail fitments in the bonnet and boot compartments to have special attention. Wiring must be neatly arranged and all pipe-work must be free from blemishes. Ensure that the fit and appearance of underbonnet and/or boot insulations are neat and tidy. 	
<i>continued</i>	
PAGE No. A.142	<small>First issued Revised</small> December 1967 February 1974
<small>AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND</small>	


BRITISH	AUSTIN MORRIS STANDARDS	
	SECTION 'A'—PLINTH CARS—ALL MODELS— FULL SHOW FINISH—<i>continued</i>	
LEYLAND		
<ol style="list-style-type: none"> 26. Fascia panels, filler panels, binnacles and consoles must be carefully selected and free from blemishes. Panels to be selected, slave-assembled, and be delivered with the body marked up with the car number. Ensure a good line of instruments. 27. Interior heater casings should be of equal paint finish to that of the body paint-work. 28. Special attention must be given to the fitting of parcel trays, and all wiring must be neatly disposed and taped up out of sight if necessary. 29. All transfers and fascia lettering must be correctly applied. 30. Particular attention should be given to the line-up of interior cappings and the fit of fascia and door crash pads, consoles, etc. 31. All metal door strikers, dovetails, and fitments must be chromium-plated. 32. Special attention should be given to the line-up of all interior and exterior mouldings. 33. Interior painted hardware to be carefully selected for colour match. 		
SPECIAL NOTE		
<p>Action on the above must be taken by Supply and Inspection Departments to ensure that the body ordered from Body Suppliers is finished at Body in White stage to the above requirements by them and/or an outside contractor.</p> <p>Production and Inspection Departments are requested to ensure that all the above details are carried out and the finished Body and the finished Vehicle must be passed off by the Chief Inspectors concerned.</p>		
CHASSIS AND MECHANICAL UNITS		
<ol style="list-style-type: none"> 1. It is essential that all units selected are free from spotweld flash and burn holes and that all flange edges are even, neat, and clean. Gas welds to be of neat and tidy appearance. 2. All front suspension units to be FULL SHOW FINISH. All spotwelds to be lead-loaded, gas welds to be clean and painted Gloss Black to a standard equal to that of the body finish. 3. Engine sumps are to be painted Gloss Black to a standard equal to that of the body finish. 4. Trans-axle casings to be painted in semi-Matt Black to the highest standard, no paint runs permissible. 5. Exhaust pipes and silencers to be painted Matt Black. 6. All cable brackets, wiring clips, etc., to be neat and tidy in appearance and to have a good paint finish. 7. All underfloor petrol tanks to be selected for good metalwork and paint finish. 		
<small>AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND</small>		<small>First issued Revised</small> December 1967 February 1974
		PAGE No. A.143


BL Standards revised 1974 motor show specs

 <p>BRITISH LEYLAND</p>	<p>AUSTIN MORRIS STANDARDS</p> <p>SECTION 'B'—STAND CARS SHOW ENGINE AND BOOT COMPARTMENTS</p>	
<p>SPECIAL FINISH</p> <p>The special treatment required at Body In White and Final Assembly stages is as follows:</p> <p>BODY IN WHITE—ENGINE COMPARTMENT</p> <ol style="list-style-type: none"> All visible spotwelds to be lead-loaded to the requirements of the body supplier's Chief Inspector and the Chief Inspector at the vehicle assembly plant. Lead-load bonnet aperture to give a good line. Lead-load bonnet gutters to give a uniform depth and set flanges to give a good line. All visible body stiffeners and brackets to be lead-loaded and blended to a smooth finish (see item 1). Lead-load all panel joints (see item 1). Ensure that all gas and/or arc welds are neat and clean and free from spatter. <p>PAINTWORK—ENGINE COMPARTMENT, ENGINE, AND ACCESSORIES</p> <ol style="list-style-type: none"> Additional filler/sealer coats to be applied where necessary to overcome any blemishes—stopping and flattening where necessary. The paint-work in the engine compartment to be finished up to the standard of the body exterior paint-work. If insulations are fitted to the scuttle, they must be of neat and tidy appearance. All visible applications of sealing compounds must be wiped clean and be of neat appearance (see item 1, Body in White). Damage to paint-work during assembly must be dealt with by REPAINTING and not REPAIR TOUCH-IN. Engine to be painted Steel Dust Grey ICI MO63 3164. All pipe-work on engine and ancillaries to be neat and tidy and polished and have a good line. All paint-work of ancillary items to be of the highest standard. Painted engine rocker covers must be to FULL SHOW FINISH. Aluminium rocker covers must be polished to mirror finish. Rocker cover bolts to be chromium plated. Radiator cap and advance and retard mechanism to be polished. Battery strap and stays, ignition coil strap, radiator to engine bracket and bolts to be chromium plated. Radiator block and fan blade paint-work to be of the highest standard. All wiring to be neat in appearance and have a good line. Air cleaner paint-work to be of the highest standard. Cover to be chromium plated if metal and Steel Dust Grey if plastic. <p style="text-align: right;"><i>continued</i></p>		
<p>AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND</p>	<p>First Issued December 1967 Revised February 1974</p>	<p>PAGE No. A.144</p>


<p>SECTION 'B'—STAND CARS—SHOW ENGINE AND BOOT COMPARTMENTS—continued</p>		
<p>BODY IN WHITE—BOOT COMPARTMENT</p> <ol style="list-style-type: none"> All visible spotwelds to be lead-loaded to the requirements of the body supplier's Chief Inspector and the Chief Inspector at the vehicle assembly plant. Lead-load boot aperture to give a good line. Lead-load boot gutters to give a uniform depth and set flanges to give a good line. Boot sealing rubber is not to be fitted but must be shipped loose, marked up with the vehicle number, together with sealing rubber fixings. All visible body stiffeners and brackets to be lead-loaded and blended to a smooth finish (see item 1). Lead-load all panel joints (see item 1). Ensure that all gas and/or arc welds are neat and clean and free from spatter. <p>PAINTWORK AND TRIM—BOOT COMPARTMENT</p> <ol style="list-style-type: none"> Additional filler/sealer coats to be applied where necessary to overcome any panel blemishes—stopping and flattening where necessary. The paintwork in the boot compartment to be finished up to the standard of the body exterior paintwork. Insulations, trim boards, carpets and/or rubber mats to be a good fit and tidy in appearance. All wiring to be of neat and tidy appearance and show a good line. Nuts and bolts for chassis or ancillary items to be painted body colour. Tool kits, jacks, and spare wheels to be painted to the highest standard and neatly fitted. 		
<p>PAGE No. A.145</p>	<p>First Issued December 1967 Revised February 1974</p>	<p>AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND</p>

BL Standards revised 1974 motor show specs

 BRITISH LEYLAND	AUSTIN MORRIS STANDARDS SECTION 'C'—STAND CARS—ALL MODELS—SHOW FINISH			
<p>The special treatment as Body in White and Final Assembly stages is as follows:</p> <p>BODY IN WHITE</p> <ol style="list-style-type: none"> The roof drip moulding spotwelds are to be lead-loaded and/or filled. Special attention must be paid to the ends of the channels to ensure a good finish. Lead-load spotwelds at cutting line edge of front and rear wings. Flanges to be trimmed to a clean and constant line. Lead-load joints of inner and outer wheel arch panels. Lead-load tailgate aperture and trim aperture flange. The above to be to the requirements of the body supplier's Chief Inspector and the Chief Inspector of the vehicle assembly plant. It is essential that the body shells selected are of the highest quality obtainable in respect of sheet metal-work and build. All visible applications of sealing compounds must be wiped clean and be of neat appearance, especially in the areas of the engine and boot compartments. Special attention must be paid when undersealing compound is applied, especially in the wheel arch areas, to ensure a neat, even spread of material. After undersealing, the whole of the underside and wheel arch areas are to be painted in Matt Black Synthetic Enamel. <p>PAINTWORK AND ACCESSORIES</p> <ol style="list-style-type: none"> Particular attention to be given to finish of paintwork to ensure that bodies are up to the accepted standards in every respect. Additional filler/sealer coats to be applied to the body shell, where necessary, to overcome any panel blemishes—stopping and flattening where necessary. The inside of road wheels to be painted the same as the outside. One pint tin of paint (to required colour) to be supplied with each car. Interior painted hardware to be carefully selected for colour match. Interior and exterior chromium-plated parts, bright aluminium and chrome-iron parts to be carefully selected for good finish. All exterior chrome, etc., to be protected during production build of the vehicle and on transportation. Instrument panels to be specially selected for good appearance and finish, particular attention to be paid to matching of wood-veneered parts. Panels to be selected, slave-assembled, and be delivered with the body marked up with car number. All visible rubber parts to be selected for good appearance and finish. Seats must be fitted, checked, and then removed and marked up with the vehicle number for shipping to the vehicle holding centre. A driver's slave seat should be fitted, this seat to remain <i>in situ</i> until after the fitting of the Show lighting. This applies only to Earls Court Show Cars. On all other Show Cars when seats are fitted by the body suppliers they are to be removed when received at Austin Morris and a driver's slave seat fitted. The seats are to be replaced as final operation on Final Line prior to passing to Sales Department. Special attention to be paid to the fit and finish of arm-rests. Arm-rest aperture trim to be of neat appearance when the arm-rest is in the lowered position. Arm-rest linkages to be easy in action. All seats must have loose plastic covers. Particular care must be taken in fitting all carpets and/or rubber mats. They are to be fitted, checked, and then be removed, rolled up, and shipped loose in the boot. Carpet retainers and/or sill tread plates are to be covered with masking tape. Sill tread plates are to be drive-screwed in position and not Pop-riveted. <p>N.B. The finished Body and the finished Vehicle must be passed off by the Chief Inspector concerned.</p>				
<table border="0" style="width: 100%;"> <tr> <td style="font-size: small;">AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND</td> <td style="font-size: small;">First issued December 1967 Revised February 1974</td> <td style="font-size: small;">PAGE No. A.146</td> </tr> </table>		AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND	First issued December 1967 Revised February 1974	PAGE No. A.146
AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND	First issued December 1967 Revised February 1974	PAGE No. A.146		

 BRITISH LEYLAND	AUSTIN MORRIS STANDARDS SECTION 'D'—GARAGE EQUIPMENT CARS AND BODY SHELLS			
<p>CARS</p> <p>To be as close as possible to standard condition. Cars should not be undersealed if this is not standard.</p> <p>SPECIAL PARTS</p> <p>Any special parts or body panels required will be called for by Sales Order. If they are to be in a primed condition, action is as below.</p> <p>BODY SHELLS</p> <p>All body shells for Show purposes in primer paint condition must receive special attention. They must be of the highest standard in respect of body panels and sheet metal-work.</p> <p>They are to undergo all the normal sequence of operations in the paint plant up to the sealer stage, additional sealer coats to be given as necessary, and then they are to be stoved and dust-sealed. No flattening or rubbing-down is required.</p> <p>It is essential that the body shells are clearly marked up with the Sales Order Number and that they are held in quarantine until arrangements for shipping are given.</p> <p>SPECIAL NOTE</p> <p>The body shells and special parts must be passed off by the body supplier's Chief Inspector and the Chief Inspector of the vehicle assembly plant.</p>				
<table border="0" style="width: 100%;"> <tr> <td style="font-size: small;">AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND</td> <td style="font-size: small;">First issued December 1967 Revised February 1974</td> <td style="font-size: small;">PAGE No. A.147</td> </tr> </table>		AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND	First issued December 1967 Revised February 1974	PAGE No. A.147
AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND	First issued December 1967 Revised February 1974	PAGE No. A.147		

BL Standards revised 1974 motor show specs

 BRITISH LEYLAND	AUSTIN MORRIS STANDARDS SECTION 'E'—GENERAL INFORMATION
---	--

- 1. RADIOS**
Radios and combinations of radio and tape players are to be as specified in Sales Order List.
- 2. HEATERS**
Heaters are now standard on all cars and most light commercials in the UK. A heater would normally be required unless otherwise specified in the Sales Order List.
- 3. CARPETS, RUBBER MATS**
Carpets and mats are to be checked for fit and then covered.
- 4. TAIL PIPES**
Special tail pipe trims are not required unless standard.
- 5. ARM-REST LINKS**
Arm-rest links must be chromium-plated on all Show Vehicles.
- 6. WOOD-VENEERED FASCIAS**
In all cases care should be taken to ensure that sets of veneered parts are a good match for pattern and colour.
- 7. FINISH UNDER DASH—PLINTH CARS**
In view of the special conditions of display of Plinth Cars, it is essential that the finish under the dash panel is neat and tidy in appearance.
- 8. FRONT SEAT HEIGHT—PLINTH CARS**
In all cases the front seats must be set in the lowest position.
- 9. PETROL FILLER CAPS**
Lockable petrol filler caps are to be fitted.
- 10. RADIO APERTURE PANELS**
Radio panels are not supplied as the cars return to the factory to be reworked.
- 11. PLINTH CARS**
Spare head linings are not to be included as these are replaced at the factory.

continued

AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND	First issued December 1967 Revised February 1974	PAGE No. A.148
--	---	-----------------------

SECTION 'E'—GENERAL INFORMATION—continued
--

- 12. SEAT AND ARM-REST PULLS**
The hinges and linkages are to be free and smooth in action.
- 13. HINGES, STRIKER, ETC.**
Special attention must be paid to the tightening of all hinges, door strikers, dovetails, etc., to eliminate faults occurring at Shows.
- 14. WHEEL ARCHES**
As standard.
- 15. ALL MODELS**
Front shock absorber bolts on outer body side must be painted body colour.
- 16. ESTATE-TYPE FOLDING REAR SEATS**
It is essential that when the seats are folded down into the load floor condition, that the areas exposed are neat and tidy.
- 17. WHEEL BALANCE WEIGHTS**
Wheel balance weights to be retained.
- 18. TYRES**
'White-wall' tyres are not to be fitted unless specified in the Sales Order List.
- 19. SEAT BELTS**
Front seat belts will be fitted to all complete cars covered by Sections A to D. Seat belts are to be automatic type if available for the vehicle unless otherwise stated in the Sales Order List. Rear seat belts will only be fitted where ordered for the Show Car in question.

N.B. Details should be added to the Sales Order of items peculiar to Austin Morris models; for example, the painting of sub-frames or holding-down equipment required to present the vehicle at an approved height.

PAGE No. A.149	First issued December 1967 Revised February 1974	AUSTIN MORRIS, BRITISH LEYLAND UK LIMITED STANDARDS DEPARTMENT, LONGBRIDGE, BIRMINGHAM, ENGLAND
-----------------------	---	--

Copies of documents held by Peter Beadle