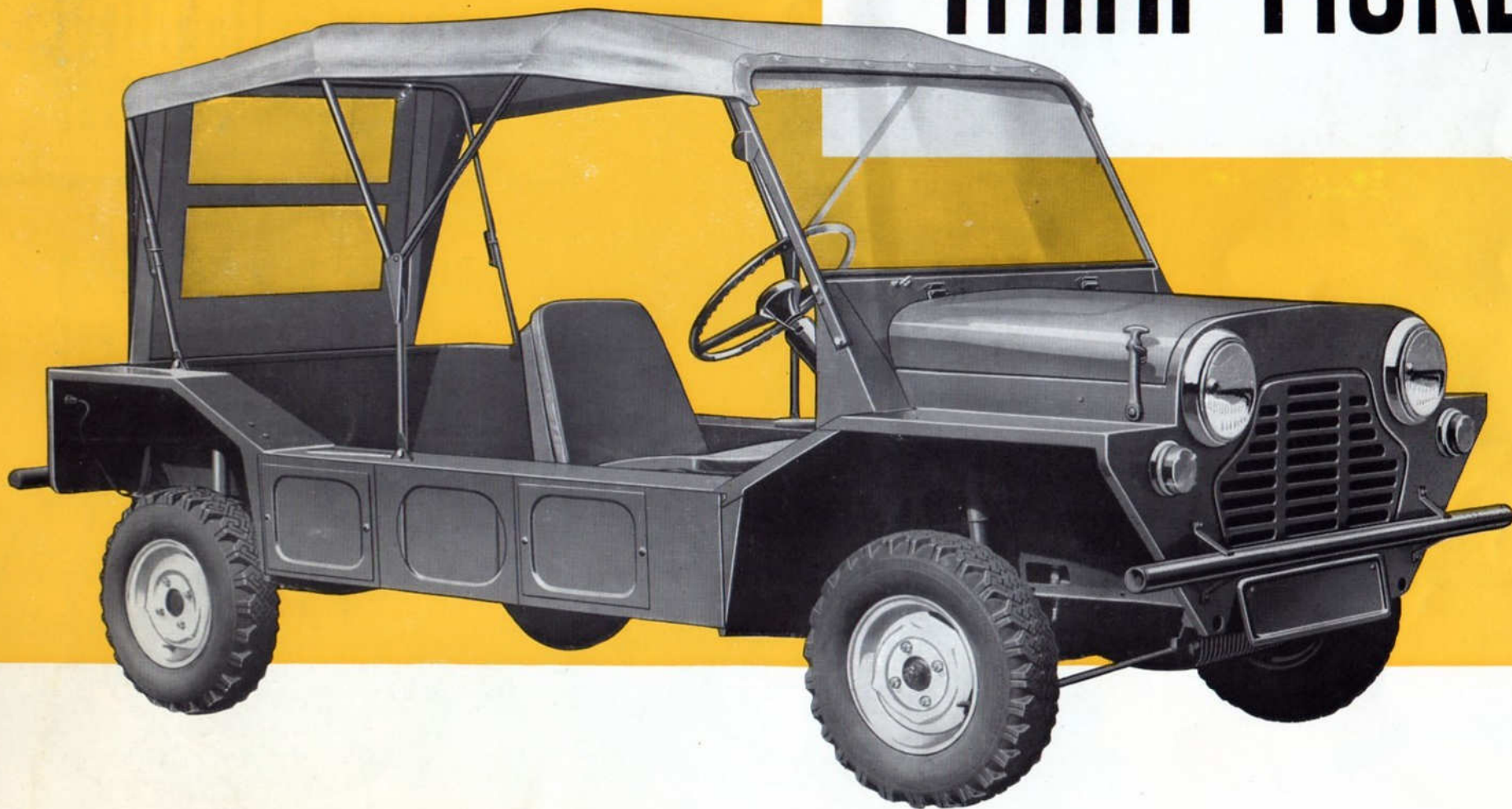


AUSTIN **mini-MOKE**



rugged run·about with a thousand uses

Just a few of the uses for mini-MOKE

- Hotel beach-wagon
- Holiday camp taxi
- Golf course caddy truck
- Works transport for manager, maintenance men
- V.I.P. factory tours
- Point-to-point transport for works personnel
- Site survey vehicle
- Nimble work-horse for farmers, estate managers, vets.

Never was a vehicle so versatile *and* so economical as the **MINI-MOKE**. Based on the world-proved **MINI Saloon**, it's built rugged all through for sheer reliability.

Cheerfully tackling any task, the **MINI-MOKE** brings the verve of high performance to work-a-day routine. You can think of a use for the **MINI-MOKE**.

Fantastic economy, sheer reliability!
—ENGINEERED FOR TOUGH,
TAKE-ANYTHING USAGE.

Super-safe handling.
—SURE-FOOTED AS A CAT
WHEREVER YOU TAKE IT.

Fantastic economy
Front-wheel pulling power
Superb road holding

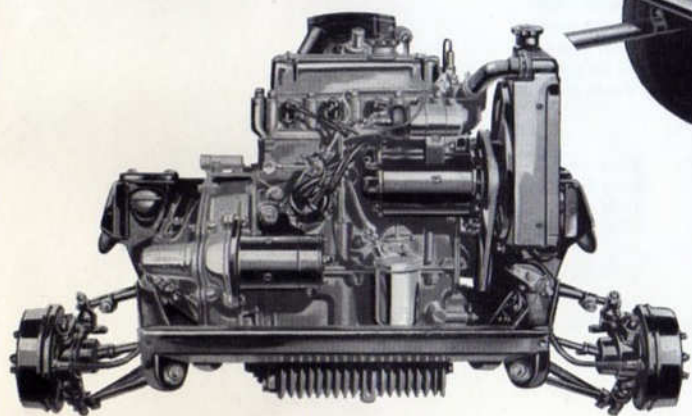
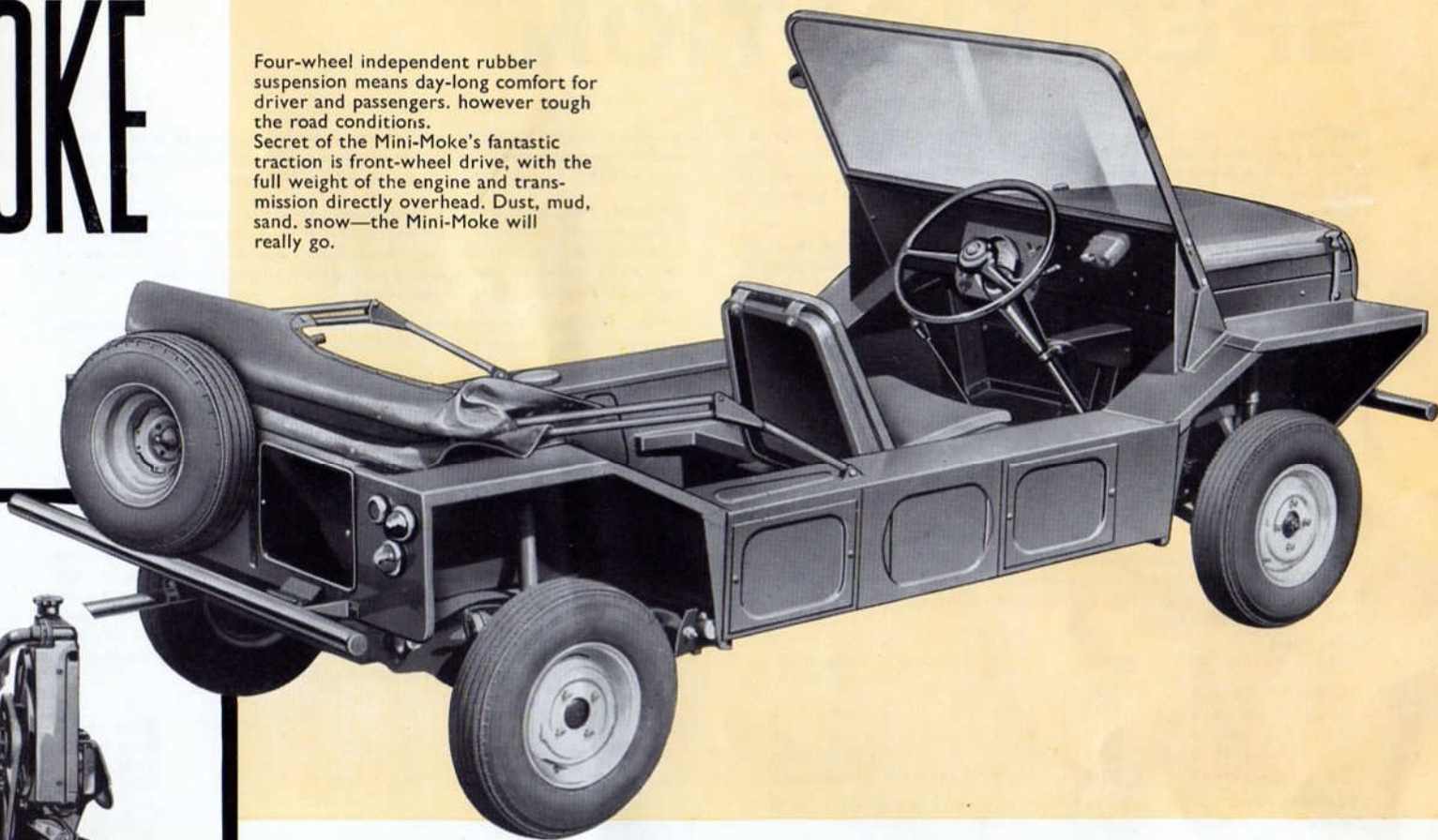
sheer reliability!
—ENGINEERED FOR TOUGH
TAKE-ANYTHING USAGE

super-safe handling
—SURE FOOTED AS A CAT
WHEREVER YOU TAKE IT



AUSTIN mini-MOKE

Four-wheel independent rubber suspension means day-long comfort for driver and passengers, however tough the road conditions. Secret of the Mini-Moke's fantastic traction is front-wheel drive, with the full weight of the engine and transmission directly overhead. Dust, mud, sand, snow—the Mini-Moke will really go.

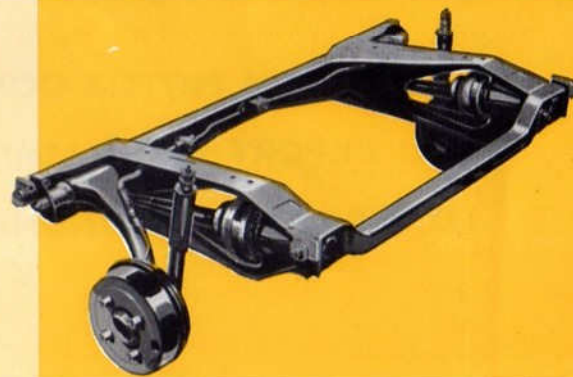
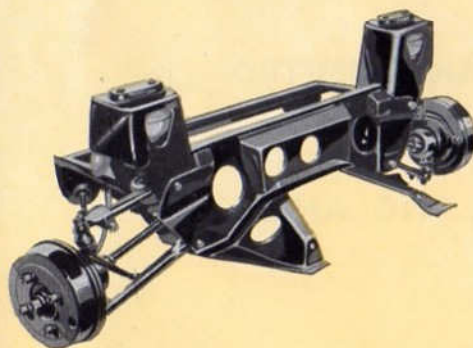


Almost all the mechanical parts of a Mini-Moke are embodied in the amazing unit shown left. Only 18 inches of the total length of the vehicle are taken up by engine, clutch, gears, differential

and transmission. Gears and differential are inside the sump! This incredible engineering achievement gives extra room for the carriage of men and materials.

Simplicity of design! That's the hallmark of the Mini-Moke and the reason for its indestructible character. Notice how the weight is where you want it—directly over the driving wheels.

Instrument panel includes warning lights for ignition, low oil pressure, dirty oil filter element and headlights high-beam. Switches mounted centrally.



SPECIFICATION

ENGINE: In-line, water-cooled, overhead-valve, 4-cylinder; three-bearing counter-balanced crankshaft. In unit with clutch, gearbox, and final drive. Installed transversely at front of vehicle. Bore 2.478 in. (62.9 mm.). Stroke 2.687 in. (68.26 mm.). Cubic capacity 51.74 cu. in. (848 c.c.). Compression ratio 8.3 : 1. Maximum b.h.p. 34 at 5,500 r.p.m. Maximum torque 44 lb. ft. at 2,900 r.p.m.

FUEL SYSTEM: Single S.U. carburettor, type HS2; S.U. electrical fuel pump; air cleaner with paper element; petrol tank capacity 6½ gallons (28 litres); fuel filters in pump and fuel tank.

LUBRICATION SYSTEM: Full pressure to engine bearings, sump forms oil bath for gearbox and final drive; internal gear-type pump driven by camshaft; full-flow oil filter with renewable element; filter with switch operating warning light on fascia to indicate when oil change is necessary; gauze strainer in sump; magnetic sump drain plug; oil capacity, including transmission, 8 pints (4.5 litres) approximately, plus 1 pint (0.57 litre) for filter.

IGNITION SYSTEM: 12-volt coil, and distributor with automatic and vacuum control. Suitable for operation with commercial grade fuel.

COOLING SYSTEM: Pressurized radiator with pump, cowled fan, and thermostat. Capacity approximately 5½ pints (3 litres).

TRANSMISSION: Clutch: 7½ in. (0.18 m.) diameter, hydraulic operation by pendent pedal. **Gearbox:** Four speeds and reverse with synchromesh on second, third, and top; in unit with engine and final drive; central floor-change speed lever. **Final drive:** To front wheels via helical spur gears and open shafts with universal joints; drive casing in unit with engine and gearbox.

Gear ratios:

| | Gearbox | Overall | Final drive | Road speeds at 1,000 r.p.m. |
|---------|-----------|------------|-------------------|--------------------------------|
| Reverse | 3.628 : 1 | 13.659 : 1 | — | — |
| 1st | 3.628 : 1 | 13.659 : 1 | — | 4.086 m.p.h. |
| 2nd | 2.172 : 1 | 8.178 : 1 | — | 6.825 m.p.h. |
| 3rd | 1.412 : 1 | 5.316 : 1 | — | 10.499 m.p.h. |
| Top | 1.000 : 1 | 3.765 : 1 | 3.765 : 1 (17/64) | 14.824 m.p.h. |

STEERING: Rack and pinion; 2½ turns lock to lock; two-spoke 15½ in. (0.40 m.) diameter steering-wheel. Turning circle 31 ft. (9.4 m.).

SUSPENSION: Front (includes final drive): Independent with levers of unequal length. Swivel axle mounted on ball joints. Rubber springs and telescopic shock absorbers mounted above top levers. Top levers roller-bearing and lower levers rubber-

mounted at inner end. Fore and aft location by rubber-mounted tie-rod. **Rear:** Independent trailing tubular levers with rubber springs and telescopic shock absorbers. Levers carry stub shaft for hubs which have twin dual-purpose bearings.

BRAKES: Foot: All four wheels, hydraulically operated by pendent pedal with two leading shoes at front and trailing shoes at rear. 7 in. (18 cm.) diameter by 1½ in. (3.81 cm.) wide front and 1½ in. (3.18 cm.) rear. **Hand:** Central pull-up lever which operates on rear wheels. In order to achieve positive braking a pressure limiting valve is introduced between the master cylinder and rear brakes.

ROAD WHEELS: Pressed steel, 4-stud fixing; 5.20—10 four-ply tubeless tyres. Optional for cross country, 5.20—10 Weathermaster tyres, with tubes.

ELECTRICAL: 12-volt, 34-amp.-hr. capacity battery at 20-hr. rate. Double-dipping headlamps with foot-operated dip switch; sidelamps in front flashers; combined rear lamps and stop lamps; separate rear flashers and reflectors; rear number-plate illuminating lamp; single horn, with push on centre of steering-wheel.

INSTRUMENTS: Speedometer with petrol gauge, including warning lights to show dynamo not charging and headlamp high-beam position, low oil pressure and dirty oil filter element. The various switches, including combined ignition/starter switch, are mounted on a panel in the centre of the fascia.

BODYWORK: Pressed-steel unitary construction, open-type body with vinyl-treated fabric tilt cover, supported by detachable folding tilt tubes. Fabricated pressed-steel sub-frames, detachable from the body, provide mounting at front for power pack/front-wheel-drive assembly, and for trailing arm suspension elements at the rear. Seat of pressed-steel construction is detachable, and has a limited range of fore and aft adjustment. Hinged bonnet top is also detachable. Windscreen can be folded down or removed completely. Strong tubular bumpers front and rear.

Leading dimensions and data:

| | | |
|-------------------------------|---------|------------|
| Wheelbase | 80 3/8" | (2.03 m.) |
| Length (overall) | 120" | (3.05 m.) |
| Width (overall) | 51 1/2" | (1.36 m.) |
| Height (hood to ground) | 56" | (1.42 m.) |
| Height (screen to ground) | 51 7/8" | (1.31 m.) |
| Ground clearance | 6 1/4" | (16.2 cm.) |
| Dry Weight 10½ cwt. (approx.) | | |

OPTIONAL EXTRAS: Sump protector; Dunlop Weathermaster tyres front and rear, front and rear grab handles, laminated windscreen, passenger seat, two rear seats.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with the appropriate subsidiary of The British Motor Corporation Limited.

THE AUSTIN MOTOR COMPANY LIMITED
BMC EXPORT SALES LIMITED
LONGBRIDGE, BIRMINGHAM, ENGLAND

