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BMC

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(MILITARY VERSION)



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FRONT-WHEEL DRIVE UTILITY VEHICLE



SPECIFICATION

Engine. In line, water-cooled, overhead-valve, four cylinder; three-bearing counterbalanced crankshaft. In unit with clutch, gearbox, and final drive. Installed transversely at front of vehicle.

Bore	2.478 in. (62.9 mm.)	Compression Ratio	7.2 to 1
Stroke	3.00 in. (76.2 mm.)	Maximum B.H.P.	34 at 5,000 r.p.m.
Cubic Capacity	57.82 cu. in. (948 cc.)	Maximum Torque	48 lb. ft. at 2,500 r.p.m.

Fuel System.—Single S.U. carburetter, type HS2; S.U. electrical fuel pump; air cleaner with paper element; petrol tank capacity $6\frac{1}{4}$ gallons (28.41 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; 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.

Cooling System. Pressurized radiator with pump, fan, and thermostat, capacity approximately $5\frac{1}{2}$ pints (3 litres).

Transmission. Clutch, $7\frac{1}{8}$ 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 to 1	13.659 to 1	—	—
1st	3.628 to 1	13.659 to 1	—	4.086 m.p.h.
2nd	2.172 to 1	8.178 to 1	—	6.825 m.p.h.
3rd	1.412 to 1	5.316 to 1	—	10.499 m.p.h.
Top	1.000 to 1	3.765 to 1	3.765 to 1 (17/64)	14.824 m.p.h.

Steering. Rack and pinion; $2\frac{1}{3}$ turns lock to lock; two-spoke $15\frac{3}{4}$ in. (0.40 m.) diameter steering wheel. Turning circle 30 ft. (9.14 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.

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Brakes. Foot—All four wheels, hydraulically operated by pendent pedal with leading and trailing shoes all round. 7 in. (0.18 m.) diameter by $1\frac{1}{4}$ in. (0.03 m.) wide front and 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 to eliminate rear wheel lock up in emergency application.

Road Wheels. Pressed steel, four stud fixing; 5.20—10, Weather Master tyres, with tubes.

Electrical. 12-volt, 45 amp. hr. capacity battery at 20-hour rate. Double-dipping headlamps with foot-operated dip switch; side lamps in headlamps with separate bulb; combined rear lamps and stop lamps; separate reflectors; rear number-plate illuminating lamp; single horn, with push on instrument panel.

Instruments. Speedometer, including warning lights to show dynamo not charging and headlamp high beam position. 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 folding tilt tubes. Front and rear wings are flat-topped to enable one vehicle to be stowed on top of another for compact transportation such as in aircraft. 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. Four identical seats of pressed steel construction are all detachable, to provide load carrying capacity, and have a limited range of fore and aft adjustment. Hinged bonnet top is also detachable. Windscreen can be folded down or removed completely.

Leading Dimensions and Data :

Wheelbase	72 $\frac{1}{2}$ " (1.84 m.)	Pedal, .5g Stop	65 lbs.
Length (overall)	110" (2.79 m.)	Maximum speed	78 m.p.h.
Length (bumpers removed, spare wheel inboard)	100" (2.54 m.)	Standing start $\frac{1}{4}$ mile	22 $\frac{1}{2}$ secs.
Width (overall)	54" (1.37 m.)	Range—road	260 miles (418 km.)
Height (screen up)	51 $\frac{1}{2}$ " (1.31 m.)	Range—rough country	200 miles (322 km.)
Height (screen removed)	40" (1.02 m.)	Wading depth	13" (0.33 m.)
Wheel revs. per mile	1070	Track—Front	47 $\frac{3}{4}$ " (1.21 m.)
Height (tilt up)	57" (1.45 m.)	Track—Rear	45 $\frac{3}{8}$ " (1.17 m.)
Stacking height (steering wheel lowered)	37 $\frac{1}{2}$ " (0.59 m.)	Normal gross weight	1867 lb. (847 kg.)
B.H.P. per cwt.	2.03	Maximum gross weight (short hauls only)	2100 lb. (953 kg.)

Availability. This vehicle is available to Government Departments for quantity production only. Certain production variations are available to suit Export requirements.

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