



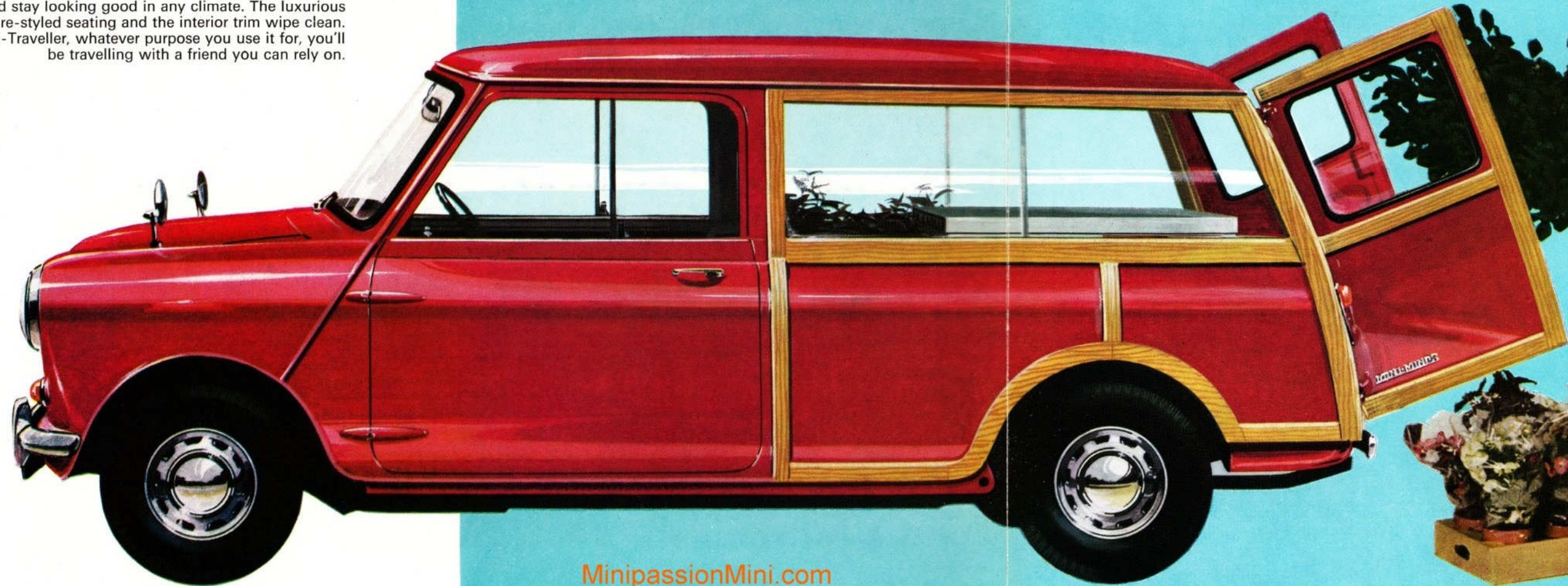
**WHATEVER THE OCCASION**

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**MORRIS** **MINI-TRAVELLER**  
Mk II

# THE FIRST THING ABOUT YOUR MORRIS MINI-TRAVELLER

is that it's lovable. No other car has aroused so much genuine and lasting affection in the people who own it. But a Mini never gets pampered. Kid glove treatment is unnecessary. The body is solidly engineered from high-quality steel. Five layers of paint are baked and bonded onto it to stay there and stay looking good in any climate. The luxurious re-styled seating and the interior trim wipe clean. Wherever you take your Mini-Traveller, whatever purpose you use it for, you'll be travelling with a friend you can rely on.



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### AUTOMATIC TRANSMISSION

Do-it-yourself, or leave it to us with this optional extra. Just put the selector lever into the 'Drive' position and the automatic transmission takes over. You travel relaxed and arrive still fresh. If you want to change gears yourself, it's easier; there's no clutch!



### UNIQUE POWER PACK

The 998-c.c. engine that is the stout heart of the Mini-Traveller Mk. II—all the major mechanical parts in one amazingly compact unit. Engine, clutch and gears, differential and transmission, are actually combined in the unique 'power pack' that takes up only 18 inches (46 cm.) of the Traveller's length.



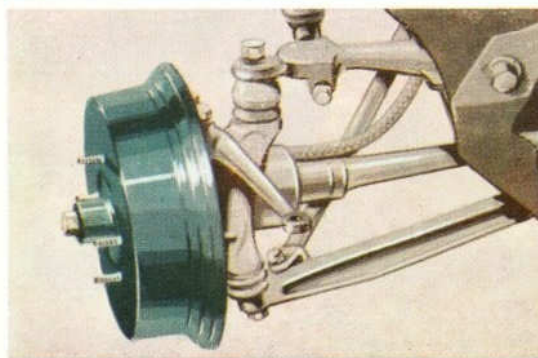
### EASY ACCESSIBILITY

The wide-opening doors are forward-hinged for easy access, there is a wide, deep pocket on each door, and a big shelf the full width of the fascia—space for all those odds and ends. The instruments are clear and easy to read.



### FRONT-WHEEL DRIVE

In the Mini-Traveller the drive is at the front—giving you a wonderful sense of mastery and control. And it's another great space-saver, doing away with the need for a long transmission shaft and rear axle 'hump'.



## BUSINESS OR PLEASURE

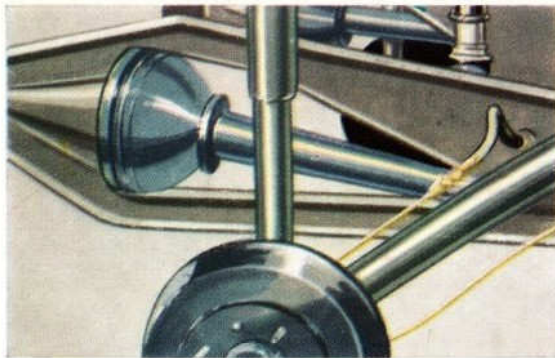
play it any way you like. Your Morris Mini-Traveller Mk. II is a sleek little work horse with an even greater capacity for long hours, heavy loads, and rough usage.

It is also a car for pure pleasure. When night falls or the first morning of the holiday dawns, just swing open the big rear doors, unload the goods of your trade, flip the rear seat into position, step aboard, relax, head where you're going and have fun.



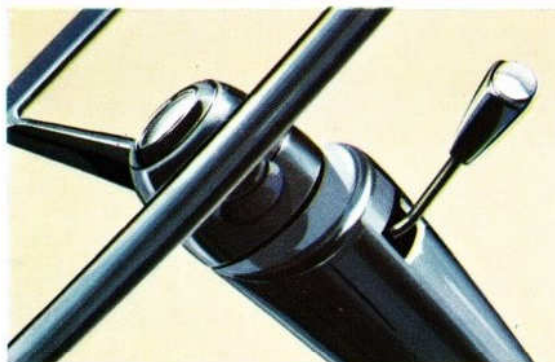
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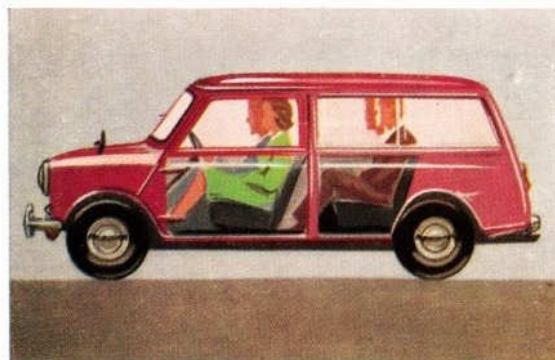
### FOUR-WHEEL INDEPENDENT RUBBER SUSPENSION

You'll wonder where all the bumps have gone—with the Mini-Traveller's advanced system of rubber suspension. Harshness and body vibration have just disappeared— independent suspension for each wheel irons out the roughest road.



### FINGERTIP CONTROL SWITCH

New to the Mk. II Morris Mini-Traveller is a very convenient fingertip-controlled multi-purpose steering-column switch which combines the direction indicators, horn, headlamp flasher, and high or low beam.



### LOADS MORE SPACE

Because the engine goes across the frame there's unbelievable roominess inside the Mini-Traveller. You'll find plenty of space for your luggage—and roomy comfort for four big adults too. It's amazing how the Mini-Traveller does it.



### MORE STOWAGE ROOM

Fold the back seat forward and there's yet more generous space for baggage—sporting and holiday. There's so much useful space in the Mini-Traveller. And everything you put in is so easy to get at, through the double-opening doors at the back.

## HERE'S THE ONE CAR

that can cope with the needs of a three-car family all by itself. It's a perfect town car, easy to handle, nimble in traffic, and parkable where larger vehicles wouldn't have a hope. With its attractive new front end it's smart and fashionable too. It's a sporty long-range tourer, capable of taking a whole family and their luggage wherever they want to go—whether on high-speed motorways or twisting mountain roads.



There's room for everything . . . Room for a lively family! Room for all their everyday extras! Room for special holiday luggage—and then room to spare! Open those wide rear doors. In go all those week-end cases and all those odds and ends! No trouble at all. And by folding the rear seats forward you can have more room still whenever you want it. You'll wonder how the Mini-Traveller does it. The Traveller is available with or without wooden battens.

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## SPECIFICATION

**ENGINE:** Four cylinders; overhead valves with push-rod and rocker operation; bore 64.58 mm. (2.543 in.), stroke 76.2 mm. (3.00 in.), cubic capacity 998 c.c. (60.96 cu. in.); b.h.p. 38 at 5,250 r.p.m. Maximum torque 52 lb. ft. at 2,700 r.p.m. Compression ratio 8.3 : 1.

**FUEL SYSTEM:** Single S.U. carburettor, S.U. electrical fuel pump mounted under tank at rear. Air cleaner with paper element. Petrol tank capacity 6 gallons (27.28 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; 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 5½ pints (3 litres), plus 1 pint (0.57 litre) for heater.

**TRANSMISSION:** **Clutch:** Diaphragm-spring, 7½ in. (0.18 m.) diameter; hydraulic operation by pendent pedal. **Gearbox:** Four speeds and reverse in unit with engine and final drive; central-floor, remote 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.

**STEERING:** Rack-and-pinion, 2½ turns lock to lock. Two-spoke, 15½ in. (0.40 m.) diameter steering-wheel. Turning circle 29 ft. (8.84 m.).

**SUSPENSION:** Front (includes final drive): Independent with levers of unequal length. Swivel axle mounted on ball joints. Rubber springs and telescopic dampers 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 dampers. 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. 7 in. (0.18 m.) diameter by 1½ in. (0.04 m.) wide, front; 7 in. (0.18 m.) diameter by 1½ in. (0.03 m.) wide, rear. A pressure-limiting valve is included in the system. **Hand:** Central pull-up lever which operates on rear wheels.

**ROAD WHEELS:** Pressed-steel, 4-stud fixing. 5.20—10 Dunlop tubeless tyres.

**ELECTRICAL:** 12-volt, 34 amp.-hr. capacity battery. Double-dipping headlamps with foot-operated dip switch. Sidelamps in headlamps with separate bulbs. Rear lamps, stop lamps, reflectors, and flashers all

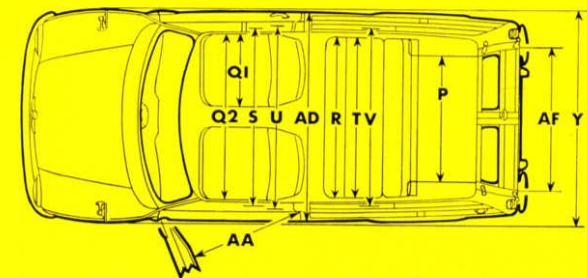
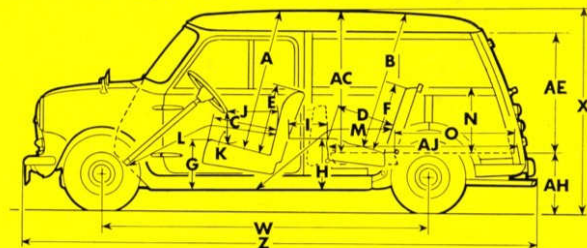
combined in single units. Two rear number-plate illuminating lamps. Roof lamp with integral switch. Separate front flashers; single lever on steering-column controls horn, headlamp flasher, dip switch, and self-cancelling direction flashers. Twin-blade windscreen wipers. Single high-frequency horn.

**INSTRUMENTS:** M.p.h./km.p.h. speedometer, with fuel gauge and warning lights to show dynamo not charging, flashers working and headlamp high-beam position. Separate instruments for oil pressure and water temperature. The various switches, including combined ignition/starter switch, are mounted on a panel in the centre of the parcel shelf.

**COACHWORK:** An all-steel, dual-purpose vehicle of unitary construction, with the option of external timber framing to body sides and rear doors. There is one large oval instrument nacelle in the centre of the fascia with a full-width parcel shelf beneath. The fascia lining above the shelf is padded and trimmed in vinyl-coated fabric. The roof lining is washable vinyl-coated fabric. Front and rear floors have fitted carpets with felt underlays. Front wheel arches and load platform behind rear seat have fitted carpets. Trim casings below the waist-line are covered with fluted vinyl-coated fabric. Anchorage points are built-in, to which your Distributor or Dealer can fit BMC approved accessory seat belts. A spacious companion box is located at each side of the rear seat. A single ashtray is fitted centrally in the screen rail and also on the rear compartment floor. The windscreen is of curved, toughened glass. Both front seats are adjustable on slides and will tilt forward to give access to the rear. Seat cushions are of foam rubber and squabs are of rubberized hair, supported by resilient webbing. The rear seat cushion and squab hinge forward to form an extended floor for extra luggage accommodation. The rear cushion is of foam-rubber, the squab is of rubberized hair. All seats are trimmed in durable vinyl-coated fabric. Front doors are hinged at front edge by outside hinges. The driver's door has a private lock in the outside handle; the passenger's door is locked by an interior catch. Doors are opened from within by full-width cable release. The door windows have two sliding glasses, each of which can be moved or fixed independently of the other. Rear doors are hung on outside hinges and can be retained in the open position by metal check straps. An outside locking handle is fitted and each door is provided with a large window. Bright plastic windscreen finishers. Stainless sill finishers. Side windows consist of two sliding glass panels that can be locked in the closed position. The spare wheel is carried below a detachable panel in the floor behind the rear seat. Chrome bumpers with over-riders are fitted at front and corner bumpers at rear. The radiator grille is of anodized aluminium with chrome surround. A fresh-air heater and demister (Home market only), windscreen washer, dual crushable sun visors, twin exterior, and tinted safety interior, mirrors are fitted as standard equipment. Optional at extra cost: Automatic transmission, reclining front seats.

**EXPORT AVAILABILITY:** At no extra cost: left- or right-hand steering. Four- or six-bladed fan. M.p.h. or km.p.h. speedometer. Electrical equipment to suit any Export requirement. Optional at extra cost: Fully automatic transmission with over-riding manual control. Laminated windscreen. Fresh-air heater and demister. Reclining front seats.

## DIMENSIONS



		English	Metric
Front seat cushion to roof*	A	3 ft. 2 in.	97 cm.
Rear seat cushion to roof*	B	2 ft. 11 in.	89 cm.
Front cushion depth	C	1 ft. 6 in.	45 cm.
Rear cushion depth	D	1 ft. 5 in.	43 cm.
Front seat height	E	1 ft. 7 in.	48 cm.
Rear seat height	F	1 ft. 5 in.	43 cm.
Height of front cushion	G	1 ft. 1½ in.	34 cm.
Height of rear cushion	H	1 ft. 2 in.	36 cm.
Back of front seat to front of rear seat cushion	I	max. 11½ in. min. 7½ in.	29 cm. 18 cm.
Steering-wheel to rear of front seat	J	max. 1 ft. 4½ in. min. 1 ft. 0½ in.	42 cm. 32 cm.
Steering-wheel to cushion	K	6½ in.	16 cm.
Leg room—front	L	max. 3 ft. 7½ in. min. 3 ft. 5 in.	1.10 m. 1.04 m.
Leg room—rear	M	max. 3 ft. 9 in. min. 3 ft. 3 in.	1.14 m. 99 cm.
Rear compartment height	N (max.)	4 ft. 4 in.	41 cm.
Rear compartment depth	O (max.)	2 ft. 5½ in.	75 cm.
Rear compartment width	P (max.)	3 ft. 5 in.	1.04 m.
Width of front bucket seats	Q1	1 ft. 8½ in.	52 cm.
Overall width of front seats	Q2	3 ft. 7½ in.	1.10 m.
Width of rear cushion	R	3 ft. 5 in.	1.04 m.
Front seating width at cushion level	S (max.)	3 ft. 9½ in.	1.16 m.
Rear seating width at cushion level	T (max.)	3 ft. 5 in.	1.04 m.
Width over front seat at shoulder height	U	3 ft. 10 in.	1.17 m.
Width over rear seat at shoulder height	V	3 ft. 9½ in.	1.16 m.
Wheelbase	W	7 ft. 0½ in.	2.14 m.
Overall height	X	4 ft. 5½ in.	1.36 m.
Overall width	Y	4 ft. 7½ in.	1.41 m.
Overall length	Z	10 ft. 9½ in.	3.30 m.
Door entry width—front	AA	2 ft. 8 in.	81 cm.
Rear floor to roof	AC	2 ft. 10½ in.	88 cm.
Inside width	AD (max.)	4 ft. 4½ in.	1.33 m.
Rear door height	AE	2 ft. 6 in.	76 cm.
Rear door width	AF	3 ft. 1 in.	94 cm.
Height rear floor to ground	AH	1 ft. 6 in.	45 cm.
Depth of rear floor with rear seats in folded position	AJ (max.)	3 ft. 11½ in.	1.21 cm.
Kerbside weight (approx.)		13 cwt.	660 kg.

\* With seats compressed

*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 British Motor Corporation Limited*

**THE BRITISH MOTOR CORPORATION LIMITED, BIRMINGHAM, ENGLAND**



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