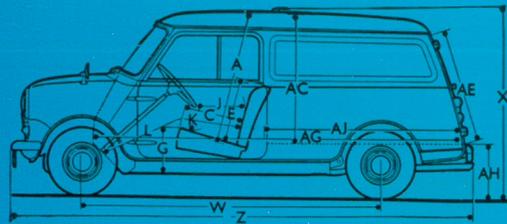


DEPENDABLE IN SERVICE **AUSTIN** MINI VAN and PICK-UP

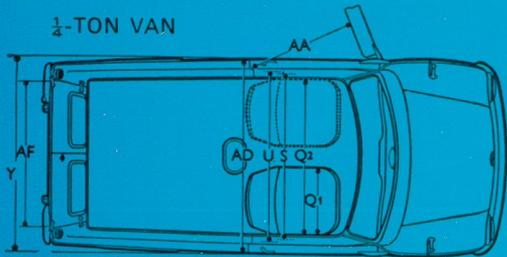


SPECIFICATION

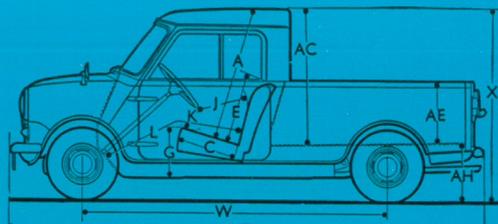
LEADING



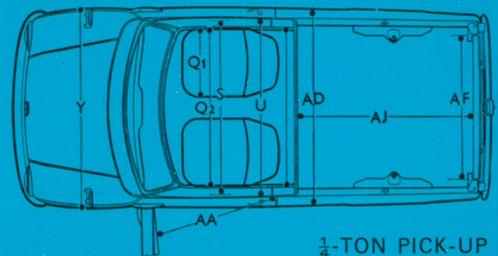
½-TON VAN



DIMENSIONS



½-TON PICK-UP



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. (62.90 mm.)	Maximum b.h.p.	34 at 5,500 r.p.m.
Stroke	2.687 in. (68.26 mm.)	Maximum b.h.p. (gross)	37 at 5,500 r.p.m.
Cubic capacity	51.74 cu. in. (848 c.c.)	Maximum torque	44 lb. ft. at 2,900 r.p.m.
Compression ratio	8.3 : 1		

998-c.c. engine is available as an optional extra

Fuel System: Single S.U. carburetter, type HS2. S.U. electrical fuel pump, type PD, 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 (4.56 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 when fitted.

CHASSIS: Transmission: Clutch 7½ in. (0.18 m.) diameter; hydraulic operation by pendent pedal. Gearbox, four-speeds 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.

A 3 ft. 2 in. (0.97 m.)	C 1 ft. 6 in. (0.46 m.)	E 1 ft. 7 in. (0.48 m.)	G 1 ft. 1½ in. (0.34 m.)	J (max.) 1 ft. 4½ in. (0.42 m.)	J (min.) 1 ft. 0½ in. (0.32 m.)	K 6½ in. (0.17 m.)	L (max.) 3 ft. 7½ in. (1.10 m.)
L (min.) 3 ft. 5 in. (1.04 m.)	Q1 1 ft. 8 in. (0.51 m.)	Q2 3 ft. 7½ in. (1.10 m.)	S 3 ft. 9½ in. (1.16 m.)	U 3 ft. 10 in. (1.17 m.)	W 7 ft. 0½ in. (2.14 m.)	X (Van) 4 ft. 6½ in. (1.38 m.)	X (Pick-up) 4 ft. 5½ in. (1.36 m.)
Y 4 ft. 7½ in. (1.41 m.)	Z (Van) 10 ft. 9½ in. (3.30 m.)	Z (Pick-up) 10 ft. 10½ in. (3.32 m.)	AA 2 ft 8 in. (0.81 m.)	AC (Van) 3 ft. 1½ in. (0.95 m.)	AC (Pick-up) 3 ft. 1 in. (0.94 m.)	AD 4 ft. 5½ in. (1.37 m.)	AE (Van) 2 ft. 7½ in. (0.81 m.)
AE (Pick-up) 1 ft. 5½ in. (0.44 m.)	AF (Van) 3 ft. 4 in. (1.02 m.)	AF (Pick-up) 3 ft. 3¾ in. (1.00 m.)	AG (Van) 8 ft. 6½ in. (2.61 m.)	AH 1 ft. 5½ in. (0.44 m.)	AJ (Van) 4 ft. 7 in. (1.40 m.)	AJ (Pick-up) 4 ft. 6½ in. (1.39 m.)	Approx. weight 11½ cwt. (584 kg.)

Track—Front 3 ft 11 7/8 in. (1.20 m.); rear 3 ft. 9 7/8 in. (1.16 m.).

Suspension: Front (includes final drive)—independent with levers of unequal length. Swivel axle mounted on ball joints. Rubber springs and 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 shock absorbers. Levers carry stub shaft for hubs which have twin dual-purpose bearings. Telescopic hydraulic shock absorbers all round.

Brakes: Foot—all four wheels, hydraulically operated by pendent pedal with two leading shoes on front and leading and trailing shoes on rear. 7 in. diameter x 1½ in. wide front and rear. Hand—central pull-up lever which operates on rear wheels.

Road wheels: Pressed-steel, four-stud fixing. 5.20—10 tubeless tyres.

ELECTRICAL: 12-volt, 34-amp.-hr. capacity battery at 20-hr. rate located on floor behind right-hand seat position. Double-dipping headlamps with column dipswitch. Sidelamps in headlamps with separate bulb. Rear lamps, stop lamps, reflectors, and flashers are all combined in single units. Two rear number-plate illuminating lamps, interior lamp over parcel shelf with separate switch mounted in instrument cover. Separate front flashers. Self-cancelling flasher switch under steering-wheel combining headlamp flasher, horn, and dipswitch. Twin-blade electrical windscreen wipers. Single high-frequency horn.

INSTRUMENTS: Speedometer with fuel gauge and warning lights to show low oil pressure, dynamo not charging, and headlight high-beam position. The various switches are mounted on a panel in the centre of the parcel shelf. Combined ignition and starter switch.

BODYWORK: All steel, light delivery vehicles of unitary construction. There is one large combined circular instrument in the fascia with a parcel shelf beneath. The dash lining above the shelf and door trim casings are of painted board. An ashtray is fitted centrally in the screen rail. The curved, toughened-glass windscreen is fitted with twin wipers. Driver's seat cushion is polyether foam and squab is of rubberized hair having vinyl-treated fabric seat covers. The seat is adjustable on slides and will tilt forward to give access to the rear compartment. Cab doors are hinged at front end by outside hinges; the driver's door has a private lock in the outside handle; the opposite door is locked by an interior catch. Doors are opened from inside by push-down handles. Door windows have two sliding glasses, each of which can be moved, or fixed independently. There is a large open pocket at the bottom of each door. Sun visor fitted for driver. Cab headlining is of vinyl-treated fabric and the floor is covered with a rubber mat and felt underlay. Battery and spare wheel are carried behind the seats. Twin wing mirrors are fitted. Cab interior lamp. Windscreen washer. Front bumper over-riders.

Van only: Chrome front and divided rear bumpers. Van body sides have large raised panels suitable for display signwriting. Each rear door has large rear window and is hung on outside hinges. They can be retained in an open position by metal check straps. An outside locking 'T' handle is fitted. Van interior of 46 cu. ft. (1.30 m.³) capacity; additional space of 12 cu. ft. (0.34 m.³) beside the driver when the passenger seat is not fitted. Ventilator fitted in roof. Optional extra: 998-c.c. engine; passenger seat. A fully equipped Mini Van is also available which includes a recirculatory heater and passenger seat.

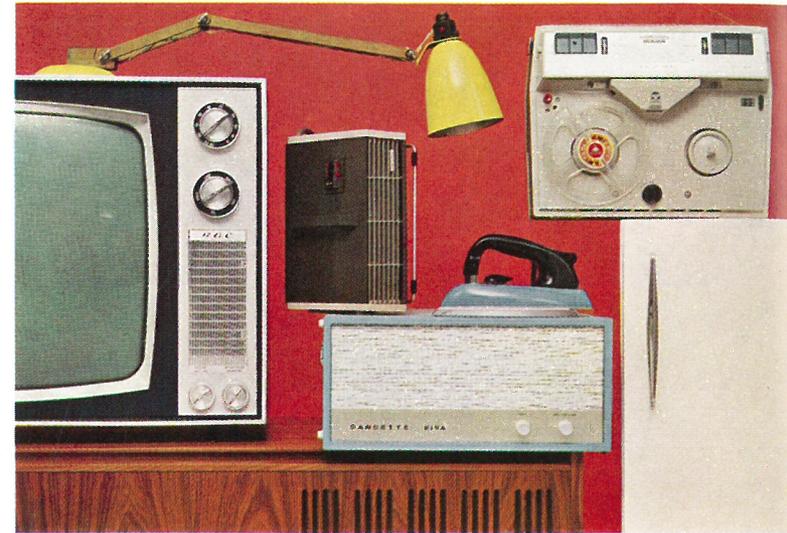
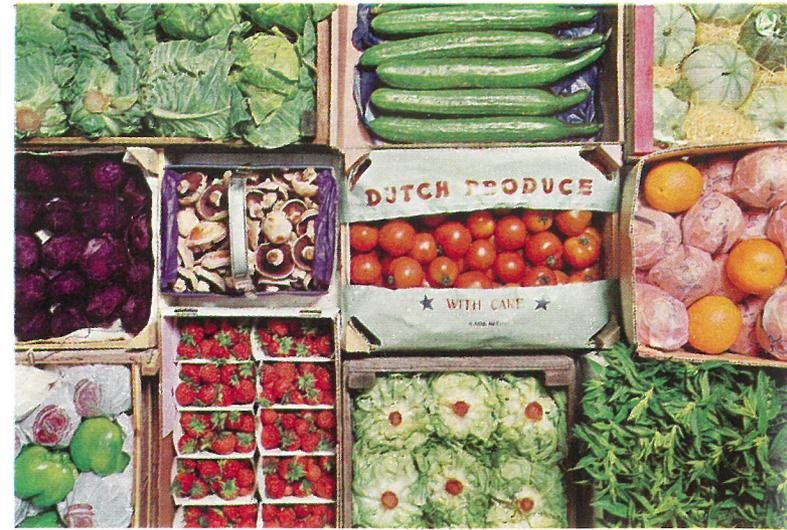
Pick-up only: Full-width chrome front and rear bumpers. Cab is totally enclosed and a large flat back-light of toughened glass is fitted to the back-panel. Body sides are capped with a box section for extra strength and rigidity. Sockets are provided to accommodate a tilt cover. A hinged tailboard at the rear can be retained in the lowered position by hinged metal stays. The rear number-plate with illuminating lamp will hang vertically for use with the tailboard in the lowered position. Optional extra: 998-c.c. engine. A fully equipped Mini Pick-up is also available which includes a recirculatory heater.

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 requirement. Optional at extra cost in addition to above items—laminated windscreen and passenger's sun visor. Tilt tubes and cover for Pick-up.

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.

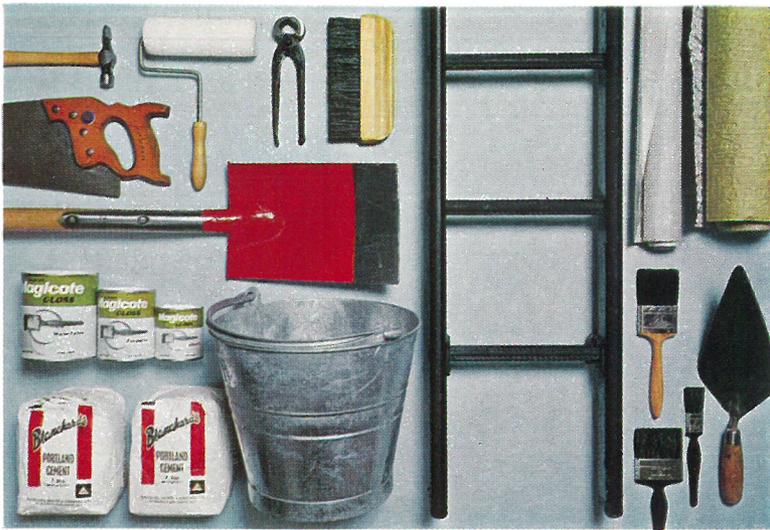


THE BRITISH MOTOR CORPORATION LTD.
LONGBRIDGE, BIRMINGHAM, ENGLAND



TOTAL EFFICIENCY! Not a wasted

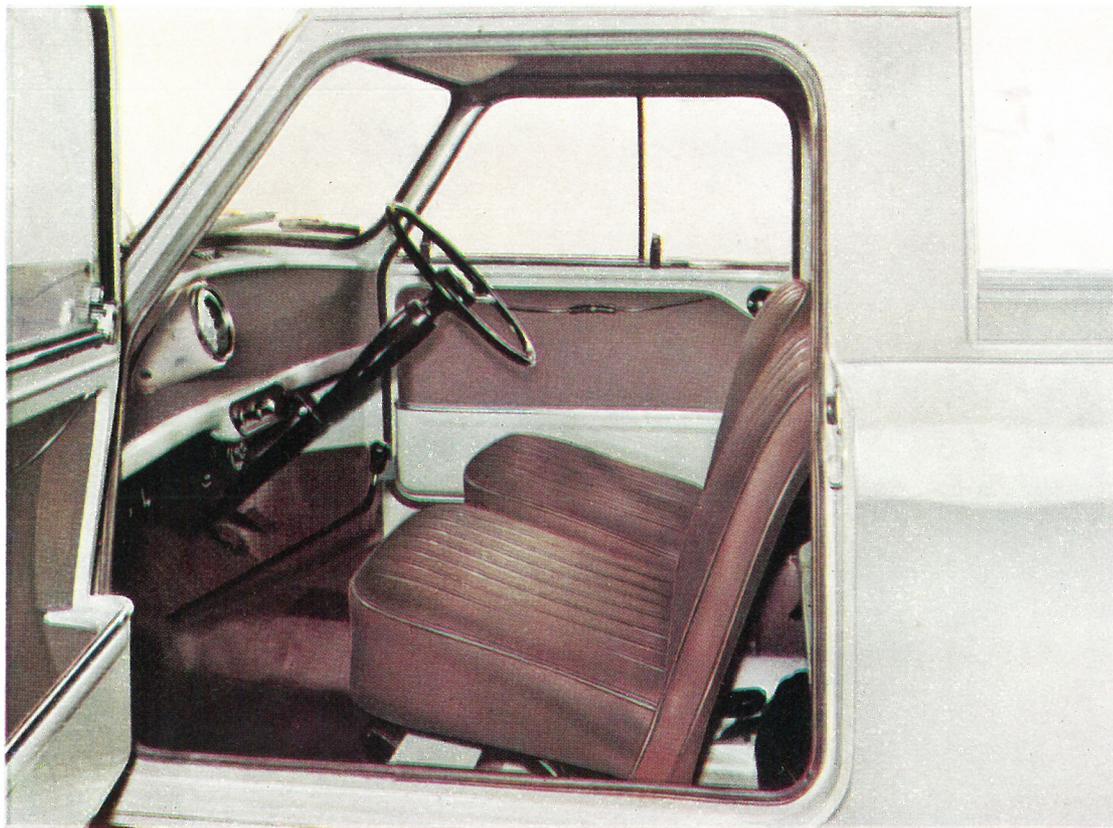
The $\frac{1}{4}$ -ton Mini-Van and Pick-up each measure less than 11 ft. from nose to tail. Each scales less than 1,500 lb. fuelled-up and ready to go. Ready to go anywhere and do any job of work you have in mind. Light, incredibly economical, tough, capacious, and more manoeuvrable



inch of space—not a wasted ounce of weight

than almost anything else on wheels, the Minis are the most practical commercial vehicles obtainable in the $\frac{1}{4}$ -ton class. Anchorage points are built-in to which your Distributor or Dealer can fit BMC approved accessory seat belts.





Whether you need a single van or a whole fleet . . .

THE $\frac{1}{4}$ -TON MINI-VAN AND PICK-UP ARE READY AND WILLING TO COPE WITH A THOUSAND AND ONE JOBS

UP FRONT in the Mini is the transverse 'Power Pack' engine/transmission unit.

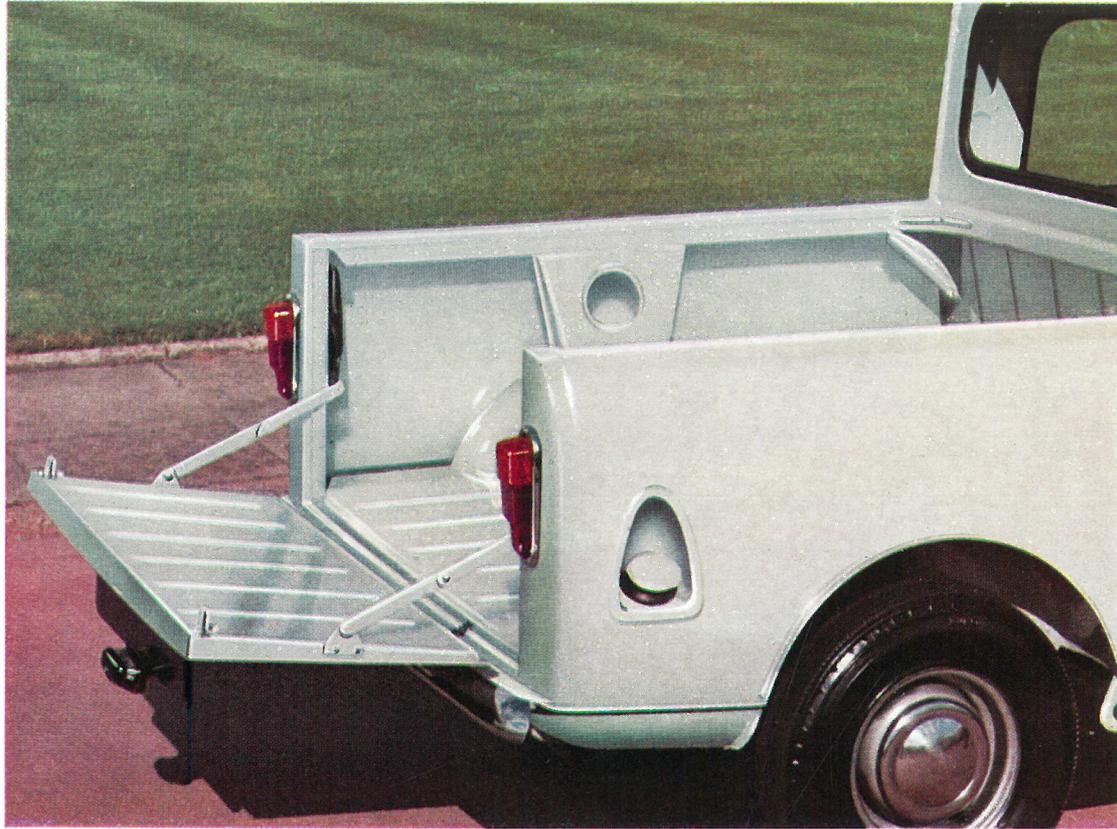
BEHIND THAT are 'the minimum number of efficiently placed controls', driver's and passenger's seats (just a driver's seat if you prefer).

THEN NOTHING BUT CLEAR PAYLOAD SPACE. The interior capacity of the Mini-Van is 58 cu. ft. (1.64 cu. m.)—46 cu. ft. (1.30 cu. m.) in the rear compartment, plus 12 cu. ft. (0.34 cu. m.) beside the driver when not fitted with a passenger seat. Access is through two wide doors which open up the entire back panel of the van. The Mini Pick-up has

26 $\frac{3}{4}$ cu. ft. (0.76 cu. m.) of payload space, up to waist-level, and above that the sky's the limit. Whether fully loaded or running light the Mini-Van and Pick-up will give unbelievable economy figures—maintaining this for mile after mile. BMC are the World's largest producers of front-wheel-powered vehicles. Over two million have been sold.

**SERVICE
RELIABILITY
TOUGHNESS
VERSATILITY**

**THESE
ARE THE
QUALITIES
THAT MAKE
THE MINI
FIRST CHOICE**



AUSTIN

MINI VAN and PICK-UP

