AUSTIN mini-cooper
998 cc and ‘S’ type 1275 cc
now with hydrolastic suspension

PIERRE PARANT AUTOMOBILE LTÉE
ST-ANTOINE DES LAURENTIDES, P.Q.
MORE CONTROLLED CORNERING ** FIRMER ROADHOLDING ** AND AN EVEN SMOOTHER RIDE
for the brilliant Mini-Coopers

High intensity McPherson Sway Bar for improved handling performance on the Mini, to make the Mini-Cooper an even better car. It gives the Mini-Cooper more roadholding and stability, making it a more comfortable and responsive car.

HYDROLASTIC SUSPENSION

Hydrolastic suspension gives a cushion of fluid between the car and its springs, to absorb shocks and vibrations, making the Mini-Cooper a more comfortable and enjoyable ride. It also improves handling and braking performance.

AUSTIN MINI-COOPER & MINI-COOPER S

With Hydrolastic Suspension

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ENGINE: In-line, 4-cylinder, water-cooled, overhead valve with three-main-bearing counterbalanced crankshaft. In unit with clutch, gearbox, and final drive. Installed transversely at front of car.

998 c.c. Cooper Standard: Bore 2.543 in. (64.58 mm.); stroke 3.00 in. (76.20 mm.); cubic capacity 60.96 cu. in. (998 c.c.); compression ratio 9:1; maximum b.h.p. 55 at 5,800 r.p.m. Torque 57 lb. ft. at 3,000 r.p.m.

1275 c.c. Cooper 'S': Bore 2.781 in. (70.63 mm.); stroke 3.2 in. (81.33 mm.); cubic capacity 77.9 cu. in. (1275 c.c.); compression ratio 9:5:1; standard b.h.p. 76 at 6,000 r.p.m. (78 gross). Maximum torque 79 lb. ft. at 3,000 r.p.m.

GEARBOX: 4-speed with bevel ring synchronesh on second, third, and top; in unit with engine and final drive, remote-control, central floor gear change lever. Final drive to front wheels via helical spur gears, universal joints, and open shafts; drive casing in unit with engine and gearbox.

Final Drive: 998 c.c. 3:765 : 1 (17/64)
1275 c.c. 3:44 : 1 (18/62)

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FUEL SYSTEM: Two S.U. carburetters, type HS2, with combined air cleaner and silencer with two paper elements and hot-air intake tube. S.U. electric fuel pump, mounted under tank at rear. Petrol tank capacity 5½ gallons (25 litres). Fuel filters in pump and fuel tank.

LUBRICATION SYSTEM: Full pressure to engine bearings; sump forms oil bath for gearbox and final drive; eccentric lobe-type pump driven by camshaft; full-flow oil filter with renewable element, gauze strainer in sump; oil cooler (Cooper 'S' only); magnetic sump drain plug. Oil capacity including transmission, 8 pints (4.6 litres) approximately, plus 1 pint (0.67 litre) for filter.

IGNITION SYSTEM: 12-volt; coil and distributor with automatic control (and vacuum control on standard Mini-Cooper).

COOLING SYSTEM: Pressurized radiator with pump, fan, and thermostat; capacity approximately 5½ pints (3 litres), plus 1 pint (0.67 litre) for heater when fitted.

TRANSMISSION: 7 1/2 in. (184 mm.) diameter diaphragm-spring clutch designed to withstand high-speed running; hydraulic operation by pendent pedal.

STEERING: 1275 c.c.: Rack and pinion; 2 1/2 turns lock-to-lock; 2-spoke 15½ in. (40.2 cm.) diameter steering-wheel, warning circle 31 ft. 7 in. (9.63 m.). Track (with 3¾ in. wheel): track 3 ft. 11 ½ in. (1.21 m.); rear 3 ft. 9 ½ in. (1.18 M.). Track (with 4½ in. wheel): track 3 ft. 5 ½ in. (1.24 m.); rear 3 ft. 10 ½ in. (1.21 m.).


COACHWORK: Four-seater, 4-light, 2-door saloon of all-steel unitary construction. Bonnet top hinged at rear edge and supported in open position by pivoted rod. Bonnet lock and safety catch incorporated behind radiator grille. Curved, toughened-glass windscreen with twin-jet windscreen washer. The doors are hinged at their forward edges by outside hinges. Each door has a large inside pocket and is fitted with two independently adjustable sliding windows. Exterior handle on driver's door has private anti-theft lock, passenger's door locked from inside by trip catch. The doors are opened from inside by chromium-plated, lever-type handles. Hinged rear side windows. Wide, curved rear window. Rear luggage compartment contains spare wheel and tyre and has drop-down, luggage-carrying lid with hinged number-plate and locking handle; capacity with lid closed 5½ cu. ft. (156.4 l). Bright plastic external finishers fitted to windscreen and rear window. Door window frames and lower panel sills have bright metal finishers. Chromium-plated wheel embellishments, rear number-plate lamp, fuel filler cap, also front/rear bumpers with over-riders and tubular extensions. Entire interior trim complete in washable vinyl-fabric; windscreen bottom rail and side cappings, trimmed black to eliminate windscreen reflections. Ashtray incorporated in fascia. Large, oval instrument panel, trimmed black, contains speedometer with oil pressure and water temperature gauges. Full-width parcel shelf beneath fascia containing central switch panel. Interior anti-glare mirror and dual sun visors. Adjustable front seats. Front and rear seat cushions upholstered with polyether; squabs upholstered with rubberized hair. Companion box on each side of rear seat includes ashtray. Interior lamp fitted in roof. Parcel shelf behind rear seat and supplementary luggage space beneath. Kicking protector fitted to doors and door sills. Entire floor, including plywood spare wheel cover in luggage compartment covered in Velveteen rubber floor covering, with underfelts. Improved fresh-air heater/demister fitted.

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BMC World's Largest Producers of Front-Wheel-Powered Vehicles. Over a Million Sold
ELECTRICAL: 12-volt, 43 amp- hr. capacity battery at 20-hr. rate located under floor of boot. Double-dipping headlamps have foot-operated dip switch; sidemounts in headlamps with separate bulbs; rear lamps, stop lamps, reflectors, and flashers are all combined in single units; rear number-plate lamp; roof lamp with integral switch; separate front amber flashers, self-cancelling switch under steering-wheel with warning light in the end of the lever. Twin-blade electrical windscreen wipers. Single Windtone horn with push in centre of wheel. Concealed instrument illumination.

INSTRUMENTS: Speedometer, with fuel gauge and warning lights to show dynamo not charging and headlamp high-beam position. Separate gauges 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.

ROAD WHEELS: Pressed-steel, 4-stud fixing, 145—10 Dunlop SP41 tubeless tyres.
Cooper Standard—3½-in. rims, wheel embalmers fitted; Cooper "S"—Ventilated wheels with 4½-in. rims and tubeless tyres.

SUSPENSION: Front: independent wishbone suspension with Hydrolastic displaceurs (interconnecting front to rear). Rear: independent; trailing arms. Hydrolastic displaceurs incorporating auxiliary springs.

OPTIONAL EQUIPMENT: Laminated windscreen, additional 5½ gal (25 litre) fuel tank, oil cooler, sump guard.

EXPORT AVAILABILITY: For the specific Export requirements encountered throughout the world numerous production variations are available. The following items can therefore be alternatively supplied at no extra cost: m.p.h. or k.m.p.h. speedometer; right- or left-hand steering; headlamp and flasher equipment to suit any overseas territory. Optional equipment at extra cost includes: fresh-air heater (heater is not considered standard equipment for Export markets); radio; laminated windscreen.

COLOURS:

Body
- Fiesta Yellow
- Tartan Red
- Surf Blue
- Tweed Grey
- Old English White
- Almond Green

Roof
- Old English White
- Black
- Old English White
- Old English White
- Old English White
- Old English White

Upholstery
- Grey/Powder Blue
- Grey/Tartan Red
- Grey/Powder Blue
- Grey/Dark Grey
- Grey/Tartan Red
- Grey/Porcelain Green

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