Another great
Big new 1100cc engine for bounding power.

You know how great the Mini Van is. Thousands of Australian Companies big and small rely on one, or a whole fleet of them to get a job done quickly and economically.

Now the Mini Van has been improved. New Mini-K 1100.

Under the bonnet is a big new 1100 cc engine. It gives an incredible 25% more pulling power without an increase in running costs. You’ll still get up to 50 hard working miles to the gallon.

There are two models to choose from, both available in a wide range of colours.

Or in your own fleet colours at no extra cost.

Synchro on all forward gears for effortless work.
Better driver comfort, more safety

The new Mini-K Van comes complete with wind-up windows, synchromesh on all forward gears, and side windows in the rear if you want. All designed to make you, or your driver as comfortable as possible.

And safety?

The list of safety features for the new Mini-K Van is a long one.

Lap seat belts and a collapsible sun-visor are both standard. So is a zone toughened windscreen and broad windscreen wipers that park automatically.

And you'll notice the steering wheel is different. It's in a dish shape for safety.

There are lots of new safety features in the new Mini-K Van and a few of the old ones as well.

Like independent suspension combined with front wheel drive. A combination that can't be bettered when it comes to handling.

Bigger load capacity

Now you can carry a full 6 cwt. load. The suspension is heavier, the body is stronger, more rigid. You carry that 6 cwt. without any strain. And you'll carry it more economically than in any other van.
New Mini-K Van

You park where others can’t

Ever since it was first introduced the Mini Van has been famous for its nippiness and ease of parking. The new Mini-K is the same. You literally park it where others can’t.

What else has been improved

The life of a delivery van is a life of stop and start driving. So for the new Mini-K Van we’ve made a few special “stop-start” improvements.

Like an alternator.
It makes sure your battery is always fully charged. And to reduce the chances of the engine overheating in heavy driving conditions there’s a new 11 blade Polypropylene fan.

What else has been improved?
You get a Cooper-type heavy duty gear-box and drive shaft. Of course the gear-box has synchromesh on all forward gears.
All important improvements in the stop-start life of the delivery van.

Take a test drive

See your Austin Morris dealer. Take a test drive of the new Mini-K Van and you’ll know why we describe it as a “Great Leap Forward”.

MinipassionMini.com
**New Mini-K Van Specifications.**

**ENGINE:** In line, water cooled, O.H.V, 4 cylinder, 3-bearing Counter-Balance Crankshaft, with clutch, gearbox and final drive, installed transversely at front of car.  
Rok 2.843 in.  
Stroke 3.298 in.  
Capacity 1088 c.c.  
Max. BHP: 50 @ 5100 r.p.m.  
Max. Torque 60 lbs.ft. @ 2500 r.p.m.  
Compression Ratio: 8:1.  
Carburettor: SU Type HS2.  
Fuel Pump: Mechanical, driven from engine camshaft.  
Air Cleaner: With Paper Element;  
Fuel Filter: In Pump and Fuel Tank (fixed).  
Ignition System: 12V Coil and Distributor with Automatic Centrifugal and Vacuum-controlled Advance and Retard.  
Lubrication System: Full pressure to Engine Bearings.  
Sump forms Oil Bath for Gearbox and Final Drive.  
Oil Pump: Driven from Camshaft, Internal Gear of Vane Type.  
Oil Filter: Gauze in Sump, External Full-flow with renewable Element.  
Magnetic Sump Drain Plug.  
Oil Capacity: includes transmission 8½ pints approx. Fill to Dipstick mark.  
Thermostat controlled.  
Water capacity: 5½ pints approx.  
**FUEL TANK:** Fitted under floor at rear. Capacity 6 gallons. Filler on right hand side of Van.  
Stainless Steel filler cap.  
**CLUTCH:** Single dry plate 7½" dia. Hydraulically operated by Pendulum Pedal.  
**GEARBOX:** 4 forward speeds all synchronmesh and reverse. In unit with Engine and Final Drive.  
Ratios in Gearbox: 1st: 3.53, 2nd: 2.22, 3rd: 1.43, Top: 1.00, Reverse: 3.54.  
**Change Speed Control Central on floor.**  
**FINAL DRIVE:** To front wheels via Helical Spur Gears. Universal joints and open Shafts. Drive casing in unit with Engine and Gearbox.  
Ratio: 3.65 (17/62).  
**Overall Gear Ratios:** 1st: 12.66, 2nd: 8.09, 3rd: 5.23, 4th: 3.65, Reverse: 11.41.  
**Road Speeds @ 1000 RPM:** 1st: 4.0, 2nd: 6.8, 3rd: 10.5, Top: 15.39.  
**BRAKES:** Foot: 4-Wheel Hydraulic Pendulum Pedal. Two leading shoes at front. Leading and Trailing shoes at rear. Rear Brakes have a pressure limiting valve. Hand: Central Pull-up Lever, On Rear Wheels. Cable operated.  
Lining wear: 90%, Diameter and Width: 7" x 1½" Front, 7" x 1¼" Rear.  
**SUSPENSION:** Front: Includes Final Drive. IFS with levers of unequal longs. Both upper and lower Mounting brackets on ball joints. Rubber Springs and Shock Absorbers mounted above top lever. Top lever roller bearing and lower rubber mounted at inner ends. Fore and aft location by rubber-mounted tie rod.  
Rear: IRS with trailing tubular levers with rubber springs and shock absorbers. Levers carry slab shunt for nuts which have twin dual-purpose bearings. Shock Absorbers: Telescopic all round.  

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