

the

BMC

*mini
moke*

(MILITARY VERSION)



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	3.49 in. (90.2 mm)	Compression Ratio	7.2 to 1
Stroke	3.20 in. (76.2 mm)	Maximum B.H.P.	34 at 5,000 r.p.m.
Cubic Capacity	57.32 cu. in. (940 cc.)	Maximum Torque	44.8 ft. at 2,500 r.p.m.

Fuel System.—Single S.U. carburettor, type H52; 5 U. electrical fuel pump; air cleaner with paper element; petrol tank capacity 6½ 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; gear oil primer 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).

Transmission. Clutch 7½ in. (0.18 m.) diameter, hydraulic operation by pendant 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, in front wheels via helical spur gears and open shafts with universal joints; drive casing in unit with engine and gearbox.

Gear Ratio	Gearbox	Overall	Final Drive	Final Speed at 1,000 r.p.m.
Reverse	3.628 to 1	13.839 to 1	—	4.586 m.p.h.
1st	3.628 to 1	13.839 to 1	—	8.225 m.p.h.
2nd	3.173 to 1	8.238 to 1	—	10.479 m.p.h.
3rd	3.412 to 1	3.316 to 1	—	14.824 m.p.h.
Top	1.000 to 1	3.765 to 1	3.765 to 1 (17/94)	14.824 m.p.h.

Steering. Rack and piston; 2½ turns lock to lock; two-spoke 15½ 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.

Brakes. Four—All four wheels, hydraulically operated by gradient pedal with leading and trailing shoes all round. 7 in. (0.18 m.) diameter by 1½ 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, low steel 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 lamp and stop lamp; 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 center of the fascia.

Bodywork. Pressed steel unitary construction, open-type body with vinyl-trimmed fabric tilt cover supported by folding tilt tubes. Front and rear wings are flat-capped 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.

Loading Dimensions and Data:

Wheelbase	72½" (1.84 m.)	Pedal, 3g. Stop	55 lb.
Length (overall)	110" (2.75 m.)	Maximum speed	76 m.p.h.
Length (between rearward spars wheel (seaward)	100" (2.54 m.)	Standing start ¼ mile	32 sec.
Width (overall)	54" (1.37 m.)	Range—road	160 miles (257 km.)
Width (screen up)	61½" (1.56 m.)	Range—rough country	200 miles (322 km.)
Height (screen removed)	40" (1.02 m.)	Wading depth	17" (0.33 m.)
Wheel revs. per mile	1079	Truck—front	42½" (1.11 m.)
Height (tak up)	57" (1.45 m.)	Truck—rear	45½" (1.17 m.)
Stacking height (screen wheel lowered)	37½" (0.99 m.)	Normal gross weight	1867 lb. (847 kg.)
I.H.P. per cent.	2.03	Maximum gross weight (short haul 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.

The goods manufactured by The Austin Motor Company Limited are supplied with an express Warranty which includes all accessories, no deduction of duties and admission of responsibility. Certain items, however, are excluded. "R.V.O." by Austin means the right to buy on the spot or on hire. "P.T.C.E.R.T.C.O." is the European version of the vehicle with the only of any vehicle to have both a different wheelbase and a different front suspension from the conventional, always represented in the same specification. Each specification is cheap and simple as any other.

THE AUSTIN MOTOR COMPANY LIMITED
AUSTIN MOTOR EXPORT CORPORATION LIMITED
LONGBRIDGE · BIRMINGHAM · ENGLAND

R.S. STOKVIS 
R.S. EN ZONEN N.V.



12-11-66/100 No. 2/68