



AUSTIN mini

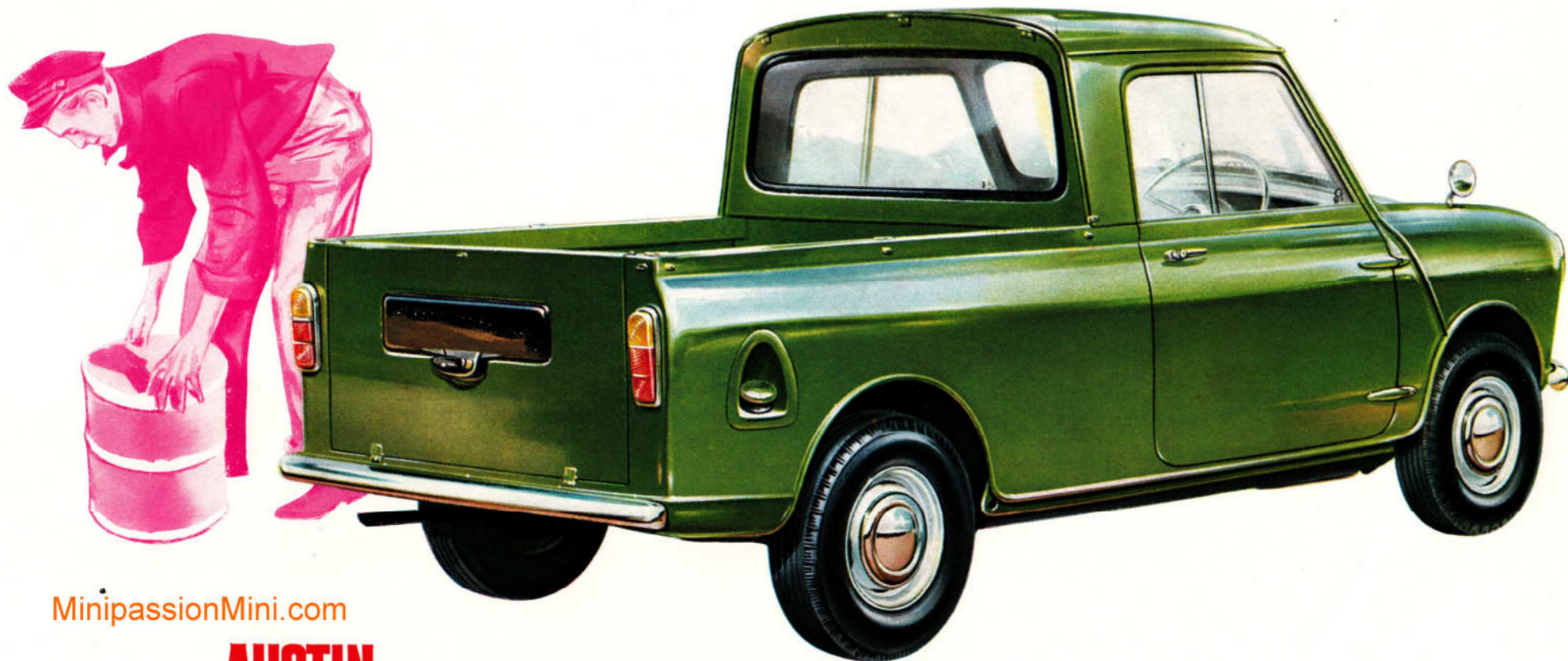
1/4-ton van and pick-up

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1962

2 ways of giving your business that 'up-to-date' look

AUSTIN ¼-ton Van
mini



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AUSTIN
mini

¼-ton Pick-up

The slickest and most economical means ever of transporting a 5-cwt. (254-kg.) load! Ingenious design and practical body styling have been successfully co-ordinated to produce this revolutionary runabout, ideally suited to the needs of the smaller business. Such tradesmen as plumbers, builders, painters, or nurserymen will find that within the compact proportions of the Austin Mini ¼-ton Pick-up are approximately 19½ sq. ft. (1.83 m.²) of floor space and a totally enclosed cab with saloon car comfort for two people. Should it be necessary to protect a consignment against adverse weather, a canvas tilt cover can be supplied and fitted by your local Austin Dealer—ask for details.



46 cu. ft. (1.30 m.³) of load space in an overall length of just under 11 ft. (3.35 m.)!

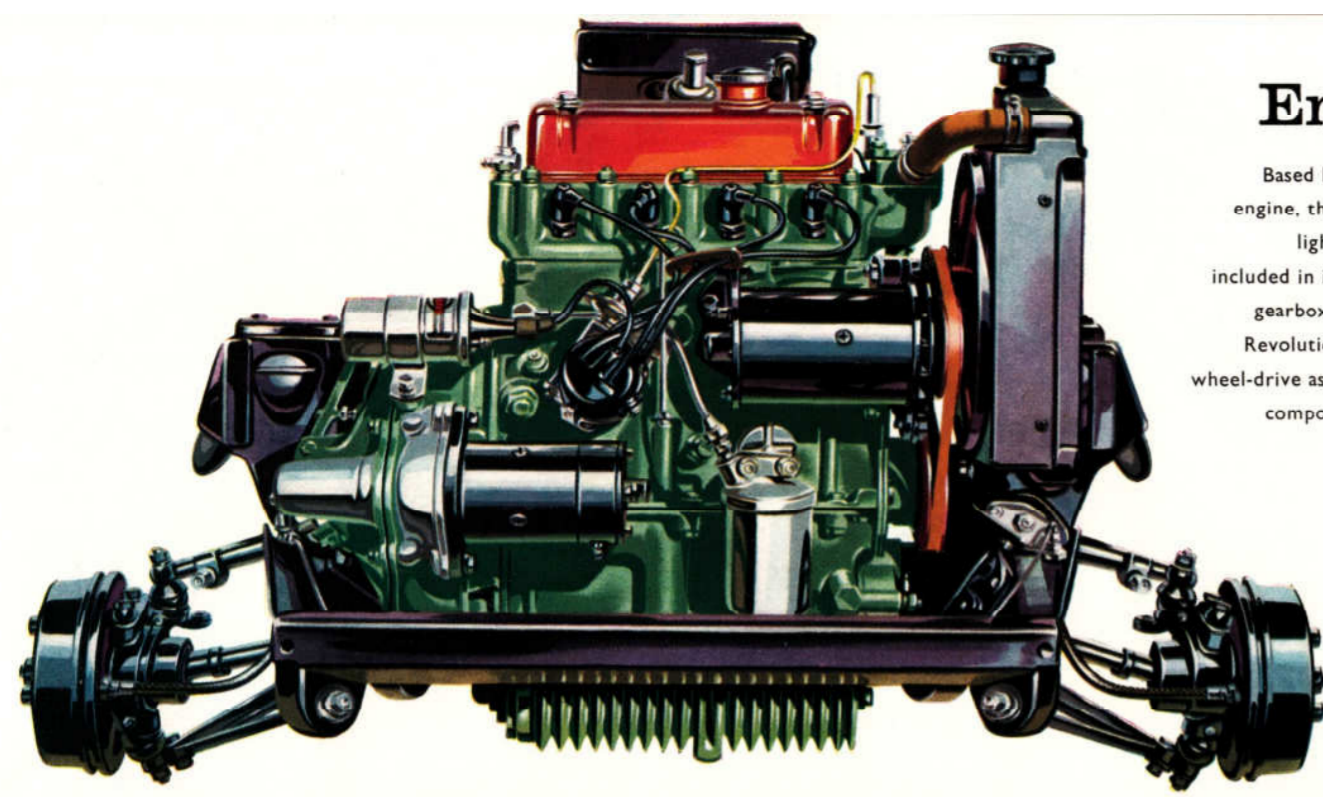
And there is a choice of a further 12 cu. ft. (0.34 m.³) of usable space or an optional passenger seat beside the driver.

Such is the Austin Mini ¼-ton Van—delightfully easy to handle, extremely economical to operate, and specially engineered for manœuvring through the traffic-congested streets of today.

Similar to the world-beating, incredible Austin Mini Saloon, both of these new light commercials have all the identical features for ultra-safe, speedy, and dependable delivery service.



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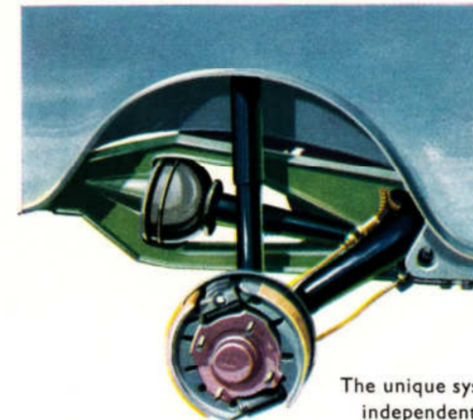


Engine

Based largely on the world-famous B.M.C. Series 'A' engine, the power pack of the Austin Mini $\frac{1}{2}$ -ton light commercials is installed transversely, and included in its sump are the four-speed synchromesh gearbox and final drive differential. Revolutionary design producing a compact front-wheel-drive assembly with all major mechanical components beneath the bonnet!

Engine accessibility

Exceptional accessibility to the major mechanical components is permitted by the wide-opening bonnet. Engine sump, gearbox, and final drive differential have one oil filler and drain plug, and almost everything else of a mechanical nature needing periodical attention is handily situated beneath the bonnet. Servicing of these Austin $\frac{1}{2}$ -ton commercials has been reduced to no more inconvenience than raising the bonnet top!



Independent suspension

The unique system of 'rubber springing' provides independent suspension for each wheel. And to ensure that the extra-fragile load has a smooth journey, hydraulic shock absorbers, front and rear, control any tendency to 'bounce' or 'roll'. Four-wheel hydraulic brakes with leading and trailing shoes are operated by pedal, but for parking purposes the hand brake is mechanically connected to the rear wheels.



Room to spare

Of primary consideration is the ratio of carrying capacity—by weight and volume—to operating costs. Here the Austin Mini $\frac{1}{2}$ -ton Van scores heavily, because even in its fully loaded condition—maximum gross vehicle weight 2,044 lb. (927 kg.)—it is still possible to achieve 50 miles per gallon at 30 miles per hour!

The incredibly roomy and ventilated interior has a convenient loading height, and the two lockable rear doors can be retained in the open position by metal check straps. All doors have special rubber mouldings to prevent the entry of dust and water.

Part of the excellent, comprehensive electrical equipment, the rear number-plate is illuminated by two lamps and is positioned between the rear quarter-bumpers, and an interior lamp is fitted to the roof of the cab.

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Whoever you are—the **AUSTIN mini** is made for you!

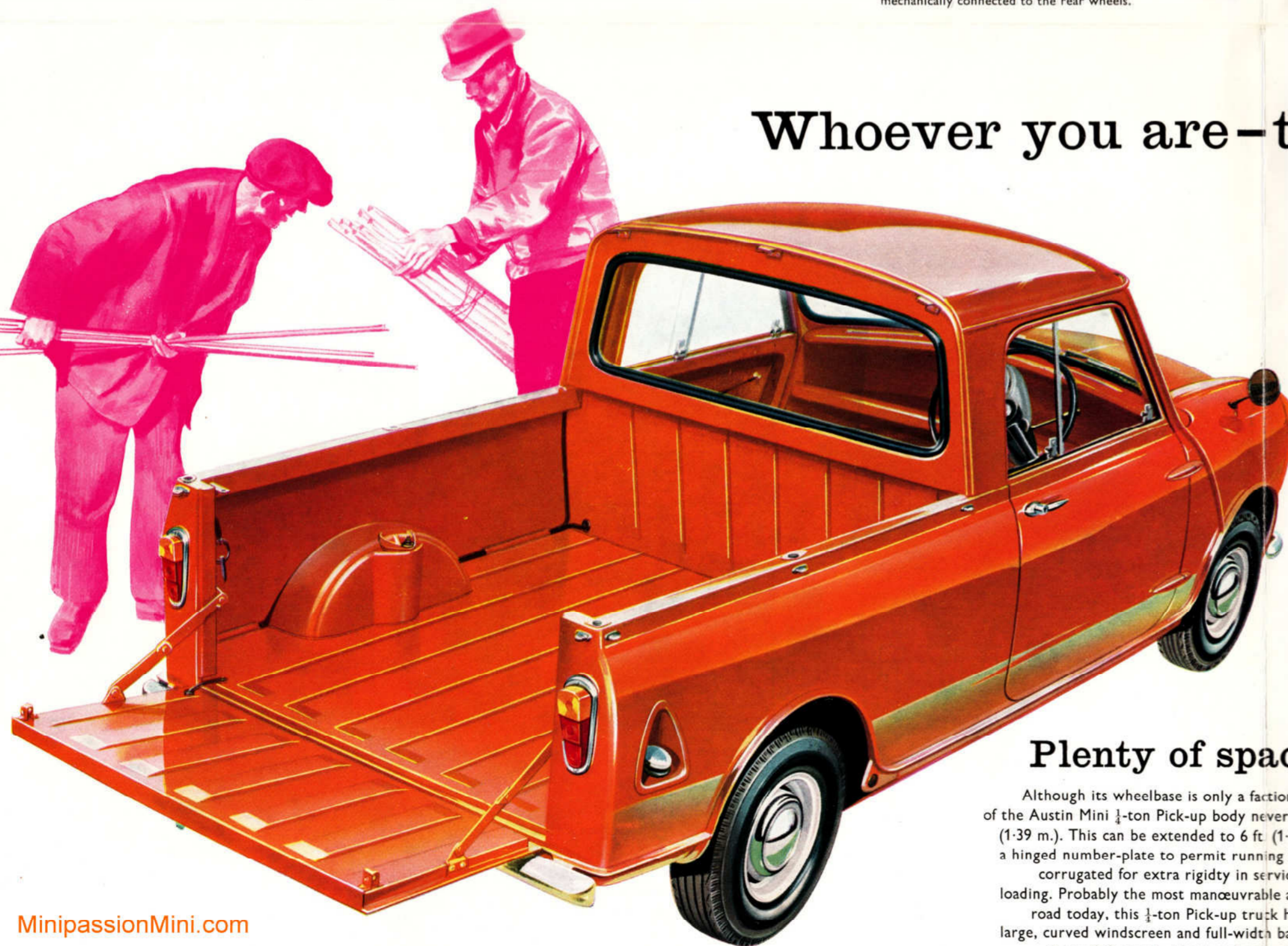
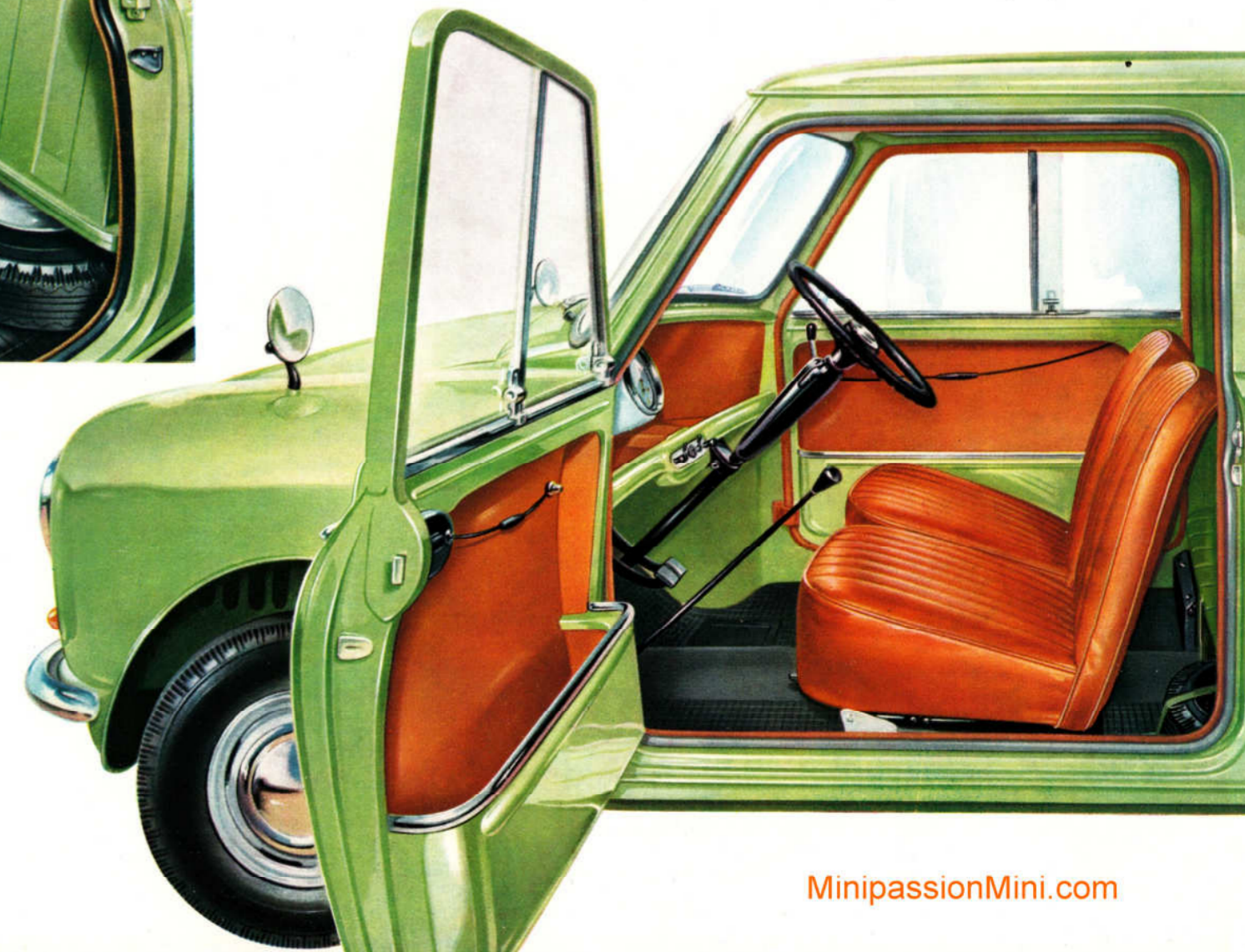
Saloon car comfort for the occupants! Every consideration has been given to the requirements of the driver. A pleasant driving position, easy-to-reach controls, and a centrally placed single instrument cluster for quick reference—all help to make his job a happier one. The lockable doors have large document pockets and swing open wide to permit easy entrance and exit. The driver's seat is adjustable, and, being hinged to tilt forward, permits access to much of the van interior from the driving compartment.



Another example of the great attention paid to detail, which helps to reduce routine service time spent on the $\frac{1}{2}$ -ton commercials—the driver's seat (and passenger's seat, when fitted) hinges forward to permit access to the battery, and to the spare wheel, which is securely held by a quick-release metal strap. Being positioned beneath the actual floor level, they are instantly available whether the vehicle is loaded or not.

Plenty of space

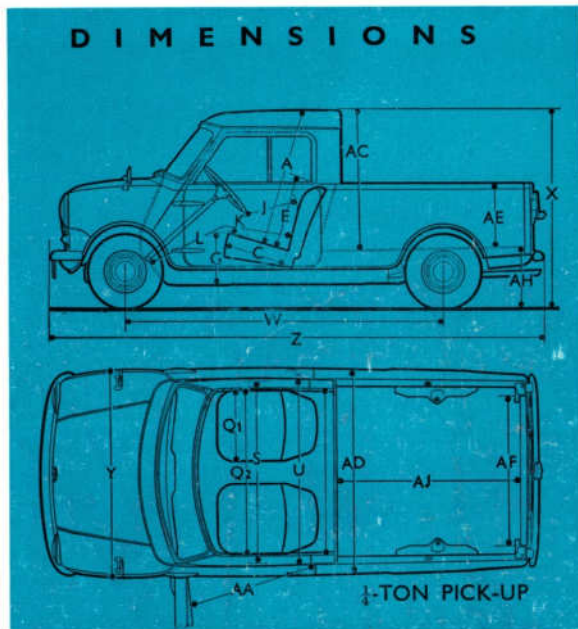
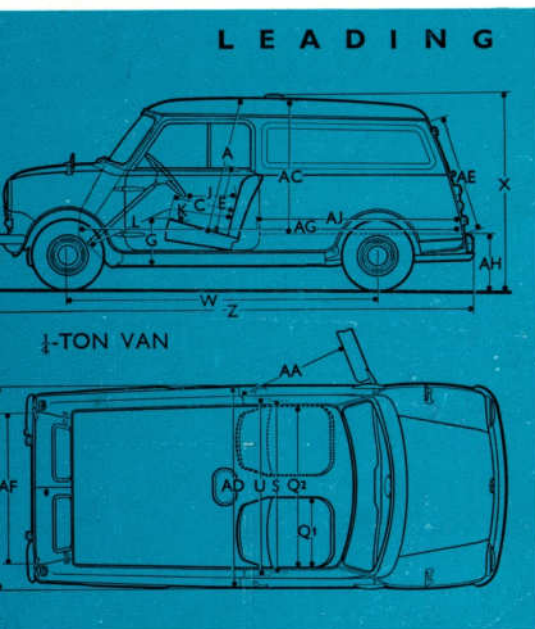
Although its wheelbase is only a fraction over 7 ft. (2.14 m.) the interior length of the Austin Mini $\frac{1}{2}$ -ton Pick-up body nevertheless measures a very useful 4 ft. 6 $\frac{3}{4}$ in. (1.39 m.). This can be extended to 6 ft. (1.83 m.) by dropping the tailboard, which has a hinged number-plate to permit running in this condition. The steel floor is deeply corrugated for extra rigidity in service—a feature that also facilitates easy loading. Probably the most manoeuvrable and easily handled light commercial on the road today, this $\frac{1}{2}$ -ton Pick-up truck has almost complete all-round vision. The large, curved windscreen and full-width back-light in the cab permit an uninterrupted view of the road—front and rear—to within a few feet of the vehicle.



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Specification



ENGINE: In-line, water-cooled, overhead-valve 4-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		

Fuel system: Single S.U. carburettor, 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, 4 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 to lock. Two-spoke 15½ in. (0.40 m.) diameter steering-wheel. Turning circle 32 ft. 9 in. (9.98 m.).

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. 3½ 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 ⅞ in. (1.20 m.); rear 3 ft. 9 ⅞ 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 4 wheels, hydraulically operated by pendent pedal with leading and trailing shoes all round. 7 in. diameter × 1½ in. wide front and rear. Hand—central pull-up lever which operates on rear wheels.

Road Wheels: Pressed-steel, 4-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 foot operated 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 switch under steering-wheel with warning light in the end of the lever. Twin-blade electrical windscreen wipers. Single high-frequency horn with push in centre of wheel.

INSTRUMENTS: Speedometer with fuel gauge and warning lights to show low oil pressure, dynamo not charging, and headlamp high-beam position. The various switches are mounted on a panel in the centre of the parcel shelf. The starter switch, which is shrouded to prevent accidental operation, is on the floor within easy reach of the driver.

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 and squab are of rubberized hair supported by resilient webbing 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 edge 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 a full-width cable release. Door windows have 2 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: 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. 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 6-bladed fan. M.p.h. or km.p.h. speedometer. Electrical equipment to suit any requirement. Optional at extra cost in addition to above item—laminated windscreen and passenger's sun visor. Tilt tubes and cover for Pick-up.

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