

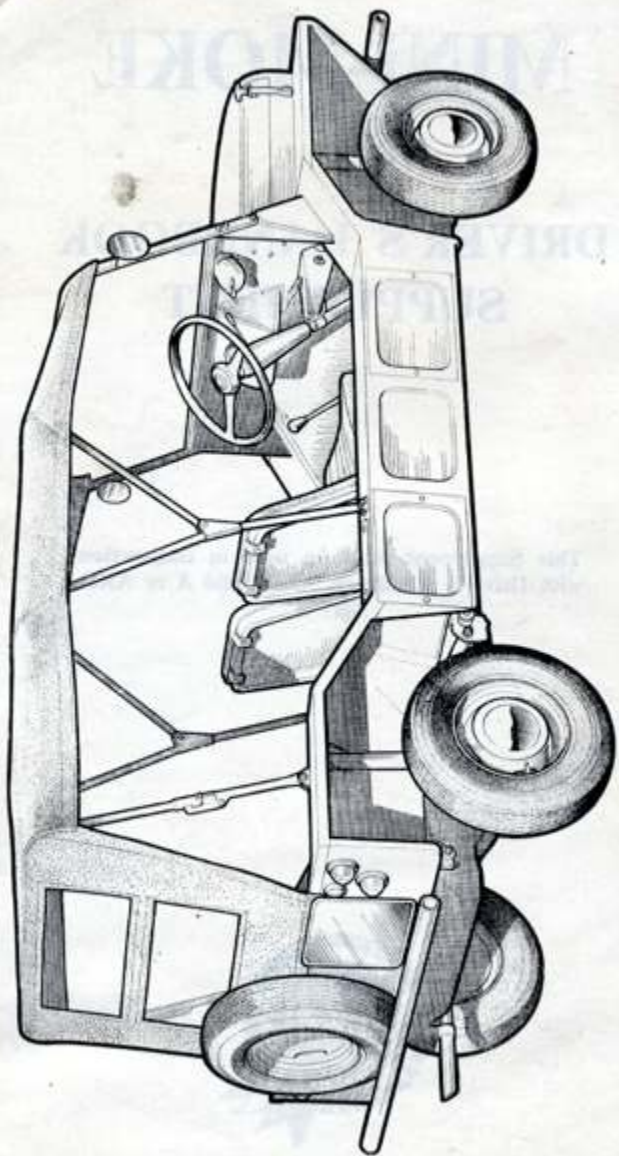
# MINI-MOKE

## DRIVER'S HANDBOOK SUPPLEMENT

This Supplement must be used in conjunction  
with Driver's Handbook AKD 3886 A or AKD  
3887 A

<http://mk1-performance-conversions.co.uk>





52665

THE MINI-MOKE

# GENERAL DATA

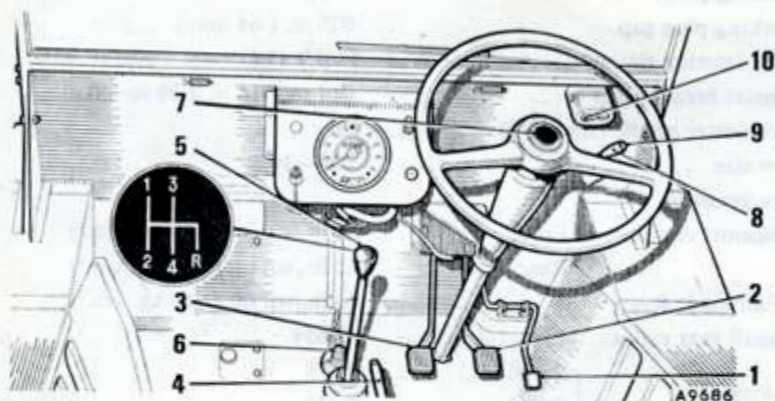
Engine .. .. .	4-cylinder, overhead valves
Bore .. .. .	2.478 in. (63 mm.)
Stroke .. .. .	2.687 in. (68.26 mm.)
Cubic capacity .. .. .	51.7 cu. in. (848 c.c.)
Compression ratio .. .. .	8.3 : 1
Firing order .. .. .	1, 3, 4, 2
Valve rocker clearance (cold) .. .. .	.012 in. (.30 mm.)
Sparking plugs .. .. .	N5, 14 mm.
Sparking plug gap .. .. .	.025 in. (.64 mm.)
Static ignition timing .. .. .	7° B.T.D.C.
Contact breaker gap .. .. .	.014 to .016 in. (.36 to .40 mm.)
Carburettor needle (standard) .. .. .	EB
Tyre size .. .. .	5.20—10
Tyre pressures:	
Normal conditions: Front .. .. .	24 lb./sq. in. (1.68 kg./cm. <sup>2</sup> )
Rear .. .. .	22 lb./sq. in. (1.55 kg./cm. <sup>2</sup> )
Full load: Rear .. .. .	24 lb./sq. in. (1.68 kg./cm. <sup>2</sup> )
Overall gear ratios: First .. .. .	13.659
With synchromesh { Second .. .. .	8.178
Third .. .. .	5.316
Fourth .. .. .	3.765
Reverse .. .. .	13.659
Dimensions:	
Track: Front .. .. .	47 <sup>3</sup> / <sub>16</sub> in. (1.205 m.)
Rear .. .. .	45 <sup>3</sup> / <sub>8</sub> in. (1.164 m.)
Turning circle .. .. .	31 ft. 0 in. (9.45 m.)
Front wheel alignment .. .. .	<sup>1</sup> / <sub>8</sub> in. (1.6 mm.) toe-out
Wheelbase .. .. .	6 ft. 8 in. (2.032 m.) nominal
Overall length .. .. .	10 ft. 0 in. (3.048 m.)
Overall width .. .. .	4 ft. 5 <sup>1</sup> / <sub>2</sub> in. (1.36 m.)
Overall height: hood erected .. .. .	4 ft. 8 in. (1.42 m.)
hood lowered .. .. .	4 ft. 3 <sup>3</sup> / <sub>4</sub> in. (1.31 m.)
Fuel tank capacity .. .. .	6 <sup>1</sup> / <sub>2</sub> gal. (28.4 litres, 7.5 U.S. gal.)
Engine and transmission oil capacity (includes filter) .. .. .	8 <sup>1</sup> / <sub>2</sub> pints (4.83 litres, 10.2 U.S. pints)
Water capacity .. .. .	5 <sup>1</sup> / <sub>2</sub> pints (3.00 litres, 6.25 U.S. pints)
Ground clearance .. .. .	6 <sup>1</sup> / <sub>8</sub> in. (161.9 mm.)
Maximum towing weight .. .. .	8 cwt. (406.5 kg.)

# CONTROLS AND INSTRUMENTS

## Gear lever

The gear lever is centrally situated: first and second gears are selected by moving the lever to the left, and engaged by moving it forwards for first gear or backwards for second gear. Third and fourth gears are selected by moving the lever to the right through the neutral position until resistance is felt, then forwards for third gear and backwards for fourth gear.

To engage the reverse gear move the lever to the right in the neutral position until resistance is felt, continue moving the lever to the right against the spring pressure until the stop is reached, and then move it rearwards to engage the gear.



*The controls*

- |                       |                          |                                       |
|-----------------------|--------------------------|---------------------------------------|
| 1. Accelerator pedal. | 5. Gear lever.           | 9. Direction indicator warning light. |
| 2. Brake pedal.       | 6. Headlight dip switch. | 10. Wiper control and switch.         |
| 3. Clutch pedal.      | 7. Horn-push.            |                                       |
| 4. Hand brake         | 8. Direction indicator.  |                                       |

## Ignition and starter switch

The ignition and starter switch is located in the control panel and is operated by a removable key.

To switch on the ignition insert the key and turn it in a clockwise direction until a slight resistance is felt. Further movement in the same direction will operate the starter motor. Release the key immediately the engine starts. If the engine fails to start first time wait until it has come to rest before using the starter again.

Never leave the switch in the 'on' position when the engine is not running.

## Lighting switch

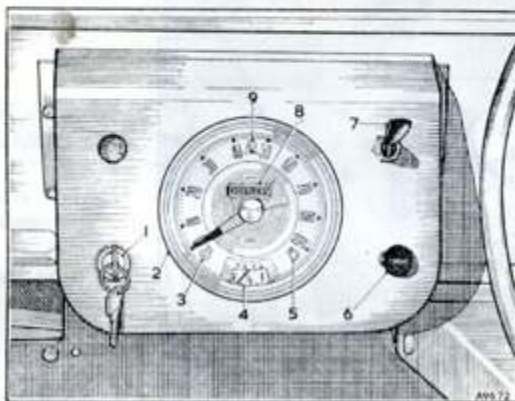
The headlight and pilot light switch is located in the right-hand top corner of the panel.

The pilot lights, tail lights, and panel lights are brought into operation when the switch is moved downwards to the central position. Further downward movement of the switch to the lower position switches on the headlights.

## CONTROLS AND INSTRUMENTS

### Fuel gauge, oil pressure warning light

The fuel level gauge is clearly marked and is incorporated in the combined central instrument dial. To the left of the fuel gauge is an oil pressure warning light which glows yellow when the ignition is switched on before starting the engine. The light should go out once the engine is running, but if it does not do so under normal running conditions, the oil level in the engine sump should be checked and topped up as necessary. If the light continues to glow, stop the engine immediately and have the lubrication system checked.



*The instruments and switches*

1. Ignition/starter switch.
2. Speedometer.
3. Oil pressure warning light.
4. Fuel level gauge.
5. Ignition warning light.
6. Choke control.
7. Lighting switch.
8. Total distance recorder.
9. Headlight main beam warning light.

### Windshield wiper

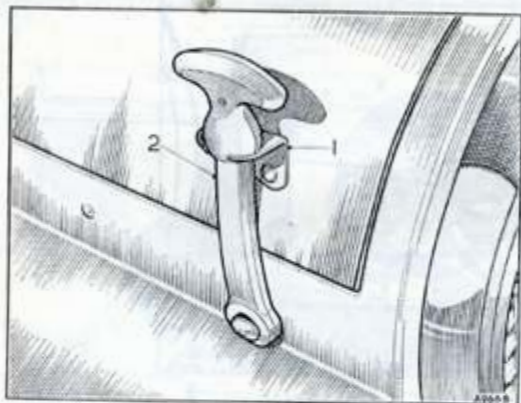
The windshield wiper is located on the right-hand side of the scuttle below the windshield frame.

To operate the wiper pull out the handle and turn in a clockwise direction to disengage it from the switch, then turn the switch anti-clockwise. To switch off, move the switch clockwise. To park the wiper blade pull out the handle and turn it so that the projection on the end locates in the switch control.

# BODY

## Bonnet

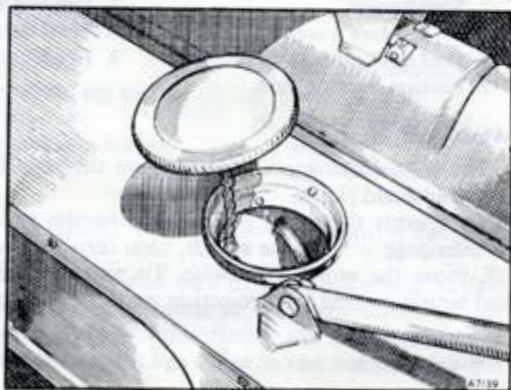
The bonnet is held closed by a rubber catch attached to each front wing which fits into a socket on each side of the front of the bonnet. To open the bonnet lift the two catches out of their sockets. The bonnet can then be raised on its hinges or alternatively, as the hinges are open at their forward edges, the bonnet can be lifted out of the hinge sockets and removed from the vehicle.



*Showing one of the two bonnet catches*

1. Socket.
2. Rubber catch.

*Showing the location of the fuel tank filler*



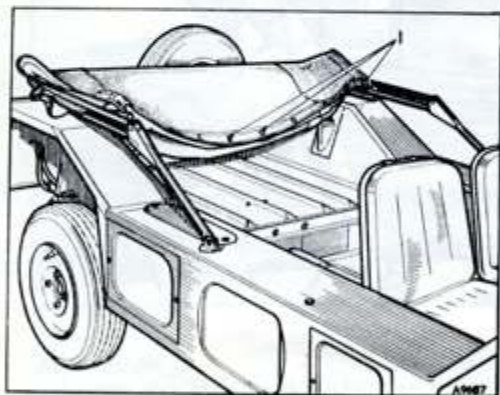
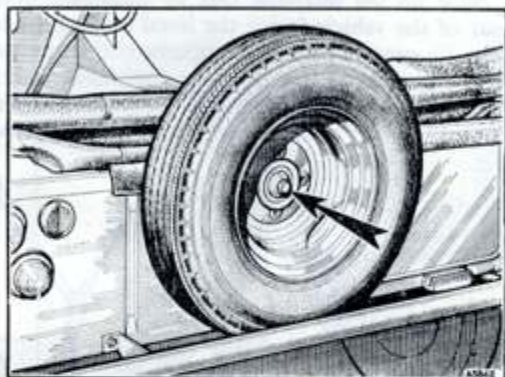
## Fuel filler

The fuel tank is fitted in the left-hand side member of the body, and the filler cap is located on the top face of the member. Turn the cap anti-clockwise to remove.

## Spare wheel

The spare wheel is mounted on the rear panel of the body as illustrated, and is secured in position by a clamp plate and bolt. Unscrew the bolt with the wheel nut spanner to detach the wheel.

*The spare wheel mounting. The arrow indicates the clamp bolt*



*Showing the hood in its lowered position*

1. Press button fasteners.

## Hood

### *Lowering the hood*

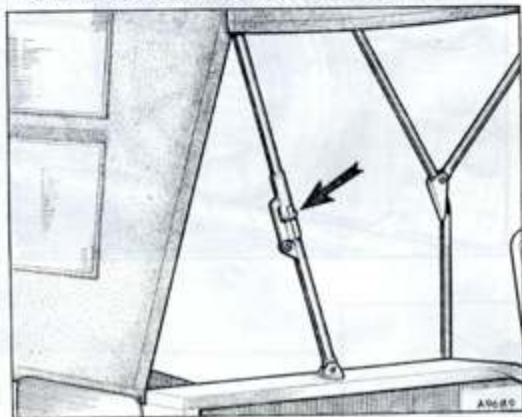
Slide up the ring retaining the centre joint of each rear hood support as far as possible, and push each hood support forward at its centre to break the joint. This will slacken the hood tension and enable the press button fasteners along the top of the windshield frame to be released. Lift the webbing strap off its register at each side of the windshield frame and carefully pivot the centre hood supports rearwards, making sure that the hood takes its natural folds between the supports and is not trapped. Collapse the rear hood supports fully, and ensure that the rear light in the hood is lying flat.

## BODY

### *Erecting the hood*

Bring the front edge of the hood forward to the top of the windshield frame. This will automatically carry the hood supports forward and upwards. Fit the two webbing straps over their registers and re-attach the hood to the windshield frame by means of the press fasteners, making sure that each fastener snaps into position correctly.

Slide up the retaining ring on each rear hood support joint. Stand at the rear of the vehicle facing the hood and with one hand on each hood support near its centre, pull the supports rearwards until they are straight and the retaining rings slide down over the joints. Take extreme care not to trap the fingers or the retaining rings in the joints whilst carrying out this operation.



*The rear hood support joint indicating the retaining ring.*



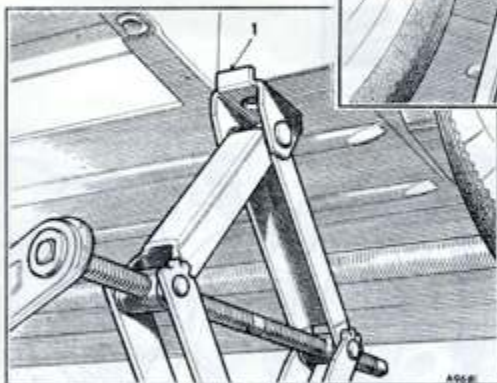
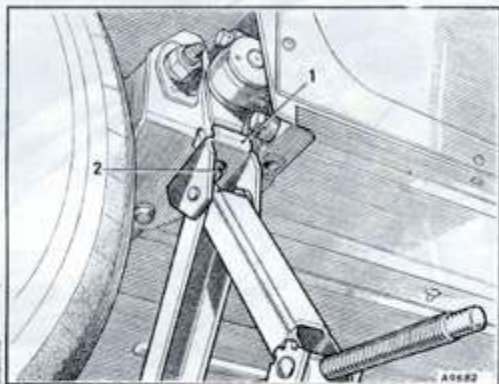
# JACKING

## Jack operation

The jack is of the scissors type, with a central operating screw having a square on either end to receive the ratchet operating handle. To raise the jack, fit the square in the ratchet handle to the squared end of the jack operating screw so that the ratchet handle operates to turn the screw of the jack clockwise.

To lower, reverse the handle on the square of the screw so that the ratchet operates to turn the screw anti-clockwise.

*The jack in position to lift the rear wheel with the hole in the jack head (1) registering over the screw head (2)*



*The front lifting position with the projection on the jack head (1) against the outer face of the body*

## Rear wheels

Locate the jack head under the rear sub-frame directly below the front trunnion mounting. The projection on the jack head should abut against the outer face of the sub-frame and the hole in the lifting face of the jack head must register over the head of the screw projecting from the lower face of the sub-frame (see illustration).

Remove the hub cap from the wheel, slacken the wheel nuts and then raise the jack to lift the vehicle.

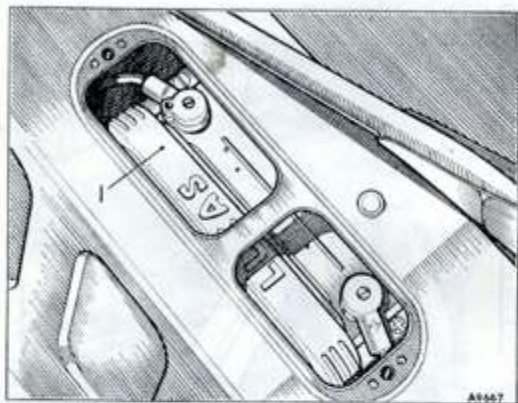
## Front wheels

Locate the jack head under the body floor just forward of the side member support (see illustration) with the projection of the jack head registering against the outside vertical face of the body. Operate the jack to raise the vehicle as described under 'Jack operation'.

# ELECTRICAL EQUIPMENT

## Battery

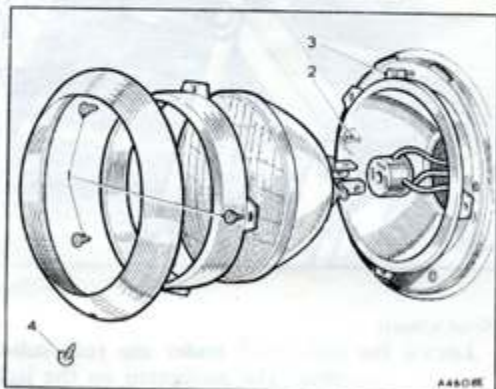
The battery is fitted inside the right-hand side member of the body. To check the electrolyte level, remove the cover plate from the top of the member by turning the two slotted quick-release fasteners and lifting off the plate. The cell stoppers are attached to the underside of the manifold which runs the length of the battery. Lift off the manifold to expose the electrolyte in the battery cells.



*Showing the battery location, with the cover plate removed. Lift up the manifold (1) to expose the electrolyte.*

*The sealed-beam headlamp, showing:*

1. Retaining plate screws.
2. Horizontal adjustment screw.
3. Vertical adjustment screw.
4. Rim retaining screw.



## Headlamps (sealed beam)

When headlamps are fitted with sealed-beam light units, in the event of failure the complete light unit must be renewed.

Remove the retaining screw at the bottom of the plated lamp rim and lift off the rim. Unscrew the three Phillips screws securing the light unit retaining plate, supporting the lens of the light at the same time. Remove the plate, lift the unit forward, and pull off the three-pin plug from the back of the light unit.

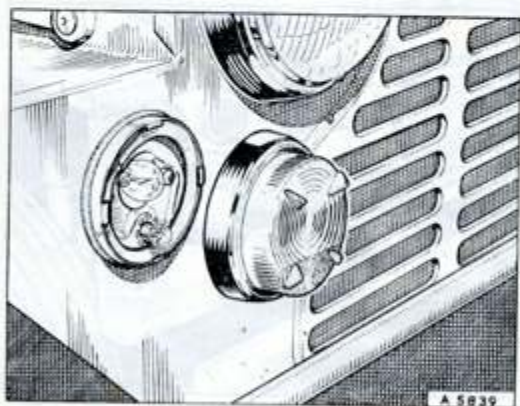
To replace the unit reverse the above procedure, but ensure that the lugs moulded on the back of the lens engage in the slots in the back-shell before fitting the rim.

## ELECTRICAL EQUIPMENT

### Setting the headlight beams (sealed beam)

The headlight beams must be set so that the main driving beams are straight ahead and parallel with the road surface and with each other, or in accordance with the local regulations. To adjust, remove the lamp rim and set each lamp to the correct position in the vertical plane by turning the adjusting screw at the top of the light unit in a clockwise direction to raise and anti-clockwise to lower the beam. Horizontal adjustment is made by turning the adjustment screw on the right-hand side of the light unit.

*The headlight beam adjustment screws are indicated by the arrows*



*The front pilot lamp lens removed to show the bulbs and their holders*

Checking and resetting should be entrusted to a Dealer or Distributor who will have specialist equipment available for this purpose.

This operation should be carried out at the beginning of each winter.

### Front pilot and flashing indicator lamps

The lens of each front pilot lamp is retained in position by four bayonet-type catches. Press the front of the lamp inwards and turn anti-clockwise to gain access to the bulbs.

Both bulbs are of the bayonet-fixing type.

## ELECTRICAL EQUIPMENT

### Fuses

The two line fuses together with two spares are contained in a holder with a plastic push-on type cover. The holder is located on the right-hand side of the engine bulkhead under the bonnet.

Should a fuse blow it is important to use only the correct replacement. The fusing value (35 amp.) is marked on a coloured paper slip inside the glass tube of the fuse. If the new fuse blows immediately and the cause cannot be found, consult a Distributor or Dealer.

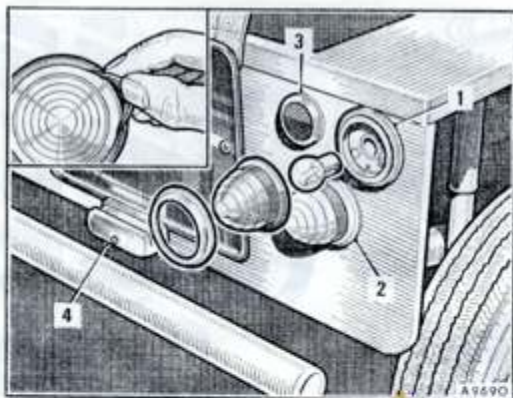


*The fuse holder with the plastic cover removed*

1. Plastic cover.
2. Line fuses.
3. Spare fuses.

*Turn back the rubber sealing flange to gain access to the lamp bulb*

1. Stop and tail lamp.
2. Flashing indicator.
3. Reflex reflector.
4. Number-plate lamp.



### Stop and tail lamps

To replace a bulb, fold back the rubber flange with the fingers and remove the plated rim and lens.

When replacing a bulb, note that the location pins are offset to ensure correct replacement. When re-fitting the lens and rim ensure that the plated rim is secured all round by the rubber flange.

### Rear flashing indicator

The method of replacing a bulb is as described for stop and tail lamps; except that the bulb has a single filament and the locating pins are not offset.

# BRAKES

## Front brake adjustment

The front brakes are of the two-leading-shoe type and have two squared adjusters to each wheel, projecting from the inside face of each brake backplate.

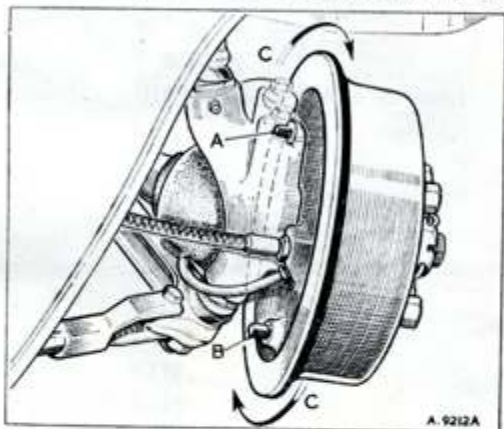
To adjust, jack up one front wheel, and turn one adjuster at a time in the same direction as the forward rotation of the wheel with a suitable spanner until the wheel is locked. Back off the adjuster the minimum amount necessary to allow the wheel to revolve freely. Spin the wheel, apply the foot brake hard to centralize the brake-shoe, and re-check the adjustment.

Repeat this procedure with the other adjuster.

Lower the jack and carry out the same operation on the other front wheel.

*Showing the location of the front brake adjusters (L.H. side illustrated)*

- A. Rear shoe adjuster.
- B. Front shoe adjuster.
- C. Turn the adjusters in the direction of rotation as indicated.



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SUPPLEMENT

PRINTED IN ENGLAND BY  
THE NUFFIELD PRESS LIMITED  
COWLEY, OXFORD

29/85 (57793) 5/64—13,100