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THE MINI COOPER

Contents

1. The New MINI Cooper Exterior

Like No Other Car On The Road

The MINI Cooper is like no other car on the American roads. Its combination of personality, size, quality of engineering, and driving enjoyment means that the car opens up a new U.S. segment: the small premium car segment.

The MINI Cooper's distinctive styling and clean muscular lines are clearly modern, yet the classic Mini cues are easily recognizable. For example, the legendary 'wheel-at-each-corner' ethos is carried through to the new car, and is more than a simple styling feature: It gives the car real dynamic advantage. The layout provides excellent handling and road-holding, thus making the MINI Cooper both inherently safe and also great fun to drive.

From the front, the shape of the bonnet and the large round headlamps give the MINI Cooper its characteristic face. The very large, deeply drawn bonnet is a masterpiece of design and engineering as it sweeps seamlessly down to the wheel arches. The front lights are integrated into the bonnet, which is unusual and a testament to the precision of its production and assembly.

MINI Cooper's radiator grille, which also forms part of the bonnet, has four distinctive horizontal chrome strips giving it the unique MINI appearance. Bonnet stripes, a much-loved feature of the original, are available as dealer options in black or white. Gas struts open the bonnet smoothly and hold it in position without a support bar.

The air intake grille, which is integrated into the bumpers, is made from chrome-plated steel. Splash shields are attached to the outer edges of the bumpers.

MINI's powerful profile is accentuated by a roofline that is angled down slightly at the rear. This characteristic stance is emphasized by the car's distinctive, muscular "shoulders" and almost vertical side sections.

All models are three-door. The front doors can be opened extremely wide – up to 80 degrees – making for easy passenger entry and excellent access to the rear seats. When the MINI's doors are fully open, it is wider than it is long.

The doors, with their frameless electric windows are elegant yet unconventional. When the doors open, the windows automatically slide down slightly and when they are closed, they move back up to ensure a perfect seal. This system has proved its worth in the BMW Z8 and BMW 3 Series coupé and convertible models.

From the rear, the car has the Classic Mini lines, with an extremely short tail, a steeply rising side section and the characteristic tail lamps. Additionally, the flared wheel arches, wide track and horizontal lines add to the low road-hugging look.

The wide-opening tailgate provides easy access to the boot and allows someone six feet tall to stand upright under it. The latch has an electric lock and is opened via a button in the handle – another unusual feature in a car of this class.

The use of glass on the car is particularly creative. The upright windscreen is reminiscent of the original, but from there backwards the structure is pure 21st century. The A-pillar is concealed behind a black, high-gloss plastic panel and the B- and C-pillars are also hidden behind glass, giving the impression of a continuous window extending all round the car , thus accentuating the car's lid roof. This approach has its roots in architecture, where glass walls disguise load-bearing structures.

A heated rear window and window wiper come as standard and an electrically heated windscreen is available as an option. Heated door mirrors and headlamp water jets are also an option.

In an unmistakable echo of the Classic Mini, MINI Cooper's roof and electric outside mirrors can be ordered in white or black – contrasting the wide range of body colors. Customers can also choose a body colored roof as a no cost option. In this case, the door mirrors are finished in black. There is also an optional panoramic sunroof.

Wheels and tires can have a dramatic impact on the appearance of a car, and so special emphasis was placed here for MINI. MINI Cooper is fitted as standard with 15" aluminum wheel rims in white or silver, 16" rims are also available as factory options with 17" available from the dealer.

MINI Cooper has door handles, radiator grille, tailgate handle, exhaust and trim rings around the front and tail lamps all finished in chrome, emphasizing the high-quality appearance of this vehicle.

Individuality and personality are important to prospective MINI owners and the MINI brand is available with 14 exterior colors: The Cooper offers 12 colors and the Cooper S 8, with two unique colors. Contrasting roof and exterior mirrors in either black or white are standard. The alloy wheels are finished in white or silver. MINIs are perfect for personalization and a wide range of trim packages and accessories are available.

2. A Striking, Distinctive Interior –
And We Put the Speedo in the Center

The car's striking interior has been evolved from the minimal look of the original Mini, and has been engineered to provide outstanding ergonomics, comfort and safety. Fresh, modern materials such as aluminum tone facings on the dashboard add to the immediacy of the design. Of course, the car features Mini's classic center speedometer.

Instrumentation

The speedometer unit also houses fuel level, coolant temperature gauges and a flat tire monitor. The LED readout for the optional on-board trip computer is also placed within the speedometer housing. All instruments are framed in stylish silver and, to minimize reflection, have concave, anti-reflecting glass.

The MINI Cooper's rev counter is placed on the steering column in front of the driver, thus maintaining the sporty emphasis associated with the Cooper name. If the satellite navigation system is ordered, the speedometer is moved to the steering column and located next to the rev counter, with the satellite navigation screen placed centrally on the dashboard. The dashboard also contains the air vents, standard passenger airbag and an air-conditioned glove box.

Seats

MINI's full size seats give excellent comfort and support, including lateral support to help hold the driver and passenger in place during enthusiastic driving. They also have integrated side airbags. Height adjustment is provided as standard for the driver and optional for the passenger. Sports seats, lumbar support and two-level seat heating are all options. Seats are available in leather, leatherette or cloth, (see specifications).

The bucket-style rear seats, indents in the front seats backs and relatively high roofline, allow six-feet-tall passengers to sit comfortably in the rear. With the Classis Mini designer, Alec Issigonis' concept in mind, the MINI Cooper contains the maximum possible interior space and specification for the minimum external size. The rear seat splits 50:50 and with both seat-backs folded, increases the boot capacity from 5.6 cu feet to a highly practical 25 cubic feet. The rear seats have release latches conveniently located in the boot and all handles are hidden from the outside – a small, but subtle security feature. The seats also fold more easily than in any other small car due to a special kinematical mechanism. The rear seats have been designed to accommodate the ISOFIX child seat system fitted with the standardized fixing systems.

Interior Trim

The MINI Cooper's steering column is height-adjustable and the standard, leather-look steering wheel sports a distinctive two-spoke design and driver's airbag. Leather steering wheels and a multi-function system, which allows fingertip control of the stereo and cruise control systems, are available as options.

The dashboard is available in various trims with a choice of silver or anthracite. The original appeal of MINI was again the influence for the dashboard's center console, which is framed and supported by vertical struts. The console houses the audio system, ventilation controls and rear de-mister switches, along with switches for the air-conditioning and optional heated windscreen.

MINI's switches have been designed as toggle switches and echo the switchgear of the original Mini. Operating the electric windows, central locking and optional fog lamps, they are shielded to meet today's safety requirements. These switches are sprung to return to the central position after operation. The fog lamps switches have light diodes on the ends to show when they are switched on.

The MINI Cooper's door design is a major feature of the car's interior. The design of the armrest matches the design of the center console. The armrest and storage compartment in the door are stylishly framed in silver and the surface of the armrest is covered as standard with black leather.

In Car Entertainment

A hi-fi CD sound system is standard with a Harman Kardon speaker system with digital sound offered as an option. Other options include a multifunction steering wheel, rain sensor windshield wipers and navigation system.

3. MINI Physics:

Rigid Body + Great Handling + 115hp = Max Exhilaration

The body of the MINI Cooper is exceptionally rigid, offering two to three times the torsional stiffness of other cars of the same size. This helps give the car its exceptional, go-cart-like handling and also minimizes body vibration.

MINI uses the BMW Group's patented innovative multi-link Z-axle rear suspension combined with the cars stiff chassis and precise steering. This gives the car its unique 'go-kart' handling characteristics.

The MINI's front suspension uses McPherson struts, which offers advantages in terms of both weight and use of space. Unlike most cars of a similar size, the MINI Cooper's drive shafts have been engineered to be of equal length. This set-up significantly reduces torque-steer and provides symmetrical feedback to the driver during cornering, accelerating and braking.

MINI Brakes – quick in the corner – quick to a halt

Large disc brakes (front ventilated) on all four wheels, supplemented by four-sensor ABS with CBC (Cornering Brake Control) and EBD (Electronic Braking Distribution), fitted as standard, provide the MINI Cooper with excellent braking performance. BMW Group's DSC (Dynamic Stability Control) is also available.

MINI Cooper - power and economy in one.

MINI Cooper is powered by an extremely agile four-cylinder, 1.6 liter, 16-valve engine producing 115 hp. North American specifications for the car are impressive. 0-60 in 8.5 seconds and a top speed of 126 mph. Combined fuel consumption 28/37 mpg (U.S.). The MINI Cooper comes with a 13-gallon (U.S.) fuel tank, bigger than all similar sized cars, and offers over 500 miles of out of town motoring.

4. Safety at a Premium

MINI Sets New Small-Car Standards

MINI Cooper has a body shell rigidity some two to three times greater than the norm for a car this size. This has been achieved by the use of the latest development methods, such as virtual crash simulation. The car uses variable thickness panel pressings to increase strength where required and reduce weight where possible. This technique was also used to produce the bonnet pressing. A very deeply drawn panel which could not be produced in single-thickness steel. Increasing its rigidity, the car has 3,800 spot welds, many more than cars of a similar size.

An extremely strong and rigid passenger safety cell, front and rear crumple zones and side impact door beams mean occupants are well protected in case of an accident. Passive safety is further enhanced with six standard airbags, including front and side airbags.

Additionally, BMW Group's AHPS-2 (Advanced Head Protection System) is also fitted. This system features innovative full-vehicle, side impact head protection airbags - unheard of in a car of this size! Further enhancing the car's inherent active safety, anti-lock brakes (ABS) are standard with Dynamic Stability Control (DSC) and Xenon headlights available as options.

Active Safety

MINI Cooper has disc brakes all round, with 11” ventilated front disc brakes and 10” at the rear. The braking system, with a diagonal dual-circuit arrangement, includes four-sensor ABS, Electronic Braking Distribution (EBD) and Cornering Brake Control (CBC) as standard.

The EBD system controls the distribution of the hydraulic braking force between the front and rear wheels. This ensures the optimum braking power distribution under different load conditions. If the car’s rear axle is under heavy loading, a higher braking force than normal can be safely applied to the rear wheels. This greatly improves the vehicle’s braking abilities. The EBD mechanism is automatically activated under average braking pressure, long before the ABS would be required. EBD cannot be deactivated by the driver.

Cornering Brake Control, (CBC) tempers the natural tendency for a car to become unstable at the rear if the brakes are applied heavily while cornering. The system recognizes that the car is cornering and feeds more braking force to the outside front wheel and counteracts potential oversteer. This also means that more braking force can be fed to the rear brakes and the car is slowed down as fast as possible with maximum stability.

Dynamic Stability Control (DSC) is also available as an option. DSC is an expansion of ABS and ASC + T. DSC monitors lateral and longitudinal forces on the car, wheel slippage as well as throttle and steering inputs from the driver. DSC effectively prevents front wheel spin and greatly enhances stability. This smart electronic system uses the ABS sensors and when slippage is detected cuts power to the spinning wheel until it grips again. The system also works under deceleration on a slippery surface: if a wheel approaches lock-up due to engine braking. In this instance, power is gently fed to that wheel to get it rolling again and so control is regained. A warning light comes on when the system is activated.

DSC determines the intended trajectory of the car and compares it to its actual course. If necessary, it can adjust the dynamic attitude of the car by applying braking forces to individual wheels and controlling throttle inputs. If it detects oversteer, DSC applies the brake to the outer front wheel. If the driver is already braking, the computer increases the braking pressure on this wheel and reduces the pressure on the inside wheels. In the case of an understeer, DSC applies braking force to the rear wheel on the inside of the bend. If the driver has already started braking, the braking pressure on the wheel on the inside of the curve is increased, while the pressure on the outer wheels is reduced.

MINI Cooper is fitted as standard with a flat tire monitor. The driver is alerted to a loss of pressure before the tire is damaged or dangerous. As approximately 80 percent of all blowouts can be detected before the tire bursts, the system is a valuable safety feature. It works on the following principle: if there is a loss of air pressure, the rolling radius of the tire is reduced. As a result, the speed at which this wheel rotates increases. The system measures the rpm of the wheel via the sensors in the 4-sensor-ABS system and compares it with the diagonally opposite wheel. If a mismatch is sensed, a warning light comes on.

Passive safety

MINI also sets new standards of passive safety. Front driver and passenger “smart” airbags detect the strength of an impact and the presence of a passenger. Additionally, two side airbags are concealed in the outer cushions of the front seats and effectively protect the driver and passenger against thoracic injury. All the airbags are linked and controlled via common crash sensors, providing optimum use of the airbags in any situation.

Furthermore, MINI Cooper comes with a head airbag system (AHPS 2 = Advanced Head Protection System), providing both front and rear passengers with maximum protection against head injury. The system is concealed in the roof along the sidewall, stretching from the A pillar to the C pillar. AHPS 2 protects the head against side forces and against objects penetrating into the vehicle. In the event of an impact, the airbag deploys between the occupant’s head and the sidewall of the vehicle. To further improve safety, this airbag remains inflated after activation to protect against secondary or tertiary side impacts, common in vehicle-to-vehicle accident situations, or in the event of a roll-over. Three-point

safety belts offer protection for all four seats, with the front seats also featuring belt pre-tensioners and belt-force limiters.

MINI Cooper's comprehensive passive safety is due in part to its robust body structure. The rigidity of the body shell, at 24,500 Nm/degree, is two to three times higher than that of other small cars and means that if a torsional force of 24,500 Newton meters were applied, the body itself would only twist by one degree. This also reduces vibration in the body and guarantees excellent handling in all conditions and with all driving styles. The body structure also makes the passenger cell extremely tough and special crumple zones absorb energy extremely effectively in the event of an accident.

The relative positions of the front seats and the transverse engine give optimum occupant protection. The stiff body shell bulkhead ensures that the passenger area is well protected. The power train has been specifically designed to transmit impact energy away from the passenger cell and through the floor.

5. MINI Car - Maxi Power

A Sophisticated Drivetrain Powers the MINI Cooper

The original Mini was the first car to have a transverse front engine with the transmission mounted underneath. This created far more space in the front of the vehicle, and allowed the wheels to be pushed out to the car's corners. Designer Alec Issigonis achieved his ambitious goal of building a small family saloon with room for four adults and in so doing, he also created the first small saloon that could be driven like a sports car.

With the new MINI Cooper, this time-honored concept has been transferred to the 21st century. Using the same design ethos, the center of gravity has been kept very low with weight distributed 63 per cent on the front axle and 37 per cent on the rear. This has two advantages: the front of the car is heavy enough to give excellent traction, while the weight distribution between the front and rear axle guarantees excellent dynamic balance, particularly when cornering. These qualities are further enhanced by the torsionally rigid body, the multi-link rear suspension, and the extremely direct steering.

The transmission, water pump and air-conditioning compressor are attached directly to the engine block, making optimum use of the engine compartment. This also creates maximum space for the critical impact zones.

MINI Cooper is powered by a four cylinder, 1.6 liter engine. The unit was developed jointly by BMW Group and Daimler-Chrysler. The Cooper engine delivers approximately 115 hp at 6,000 rpm and 110lb/ft of torque at a very useable 4,500rpm. The MINI Cooper's engine is a very clean unit, meeting the EU4 emissions requirements. The engine is one of the few on the market that requires no secondary air injection or exhaust re-circulation to achieve this.

MINI Cooper's engine has an overhead camshaft with control chain and four valves per cylinder, with roller tip levers, which control hydraulic valve balancing elements. The cast iron engine block ensures low levels of noise and vibration. The cylinder head is aluminum.

Active Knock Control allows the engine to run on lead-free fuel between 87 and 98 octane. The same engine tuning can therefore be used almost anywhere in the world, no matter what fuel grade is available. In addition, customers can choose freely if various fuel qualities are available in their market.

The engine is managed by a Siemens control unit (EMS 2000). This unit also controls the continuously variable transmission (optional)

MINI Cooper features throttle-by-wire electronic technology, which replaces the direct mechanical link between the accelerator and the engine. When the driver presses the accelerator, the action is transmitted to the control unit, which then determines the ideal amount of fuel to supply to the engine. The system can determine the best fuel feed for maximum performance and minimum emissions.

The most important task for the control unit is to monitor the engine torque and optimize torque values and fuel take-up. If the required torque is below the maximum value available, it is possible for the unit to retard the ignition timing and create a torque reserve. The driver experiences this as rapid pick-up and improved driving characteristics, especially at low speeds.

MINI's running costs are kept to a minimum. The Cooper has a service level indicator, which determines the best time for the car to be serviced, taking into account the manner in which it is being driven. The first service is between 10,000 and 12,500 miles. After this, the interval is every 15,000 to 20,000 miles.

Automatic MINI: Continuously Variable transmission with Steptronic

The automatic transmission offered by MINI is an easy-to-operate continuously variable transmission (CVT), which also contains Steptronic control. This means that the driver can choose between normal automatic mode, which makes driving in city traffic easier, and a more sporty driving mode with a six-stepped semi-automatic transmission. While being responsive to drive, the continuously variable transmission is compact and lighter than a conventional automatic transmission.

Continuously variable transmission (CVT) is different to a conventional automatic transmission. Where conventional systems need a torque converter, the CVT uses an oil bath multi-disc coupling that is electronically-controlled. The transmission itself uses a fixed-length steel drive belt to connect two double cone-shaped belt pulleys which transmit the drive output from the engine, essentially offering infinitely variable transmission ratios.

The powertrain control unit continuously monitors the position of the belt pulleys and guarantees that the most suitable transmission is provided for the current driving conditions. The CVT gearbox has been designed to incorporate six 'steps', which simulate the gear change of a conventional automatic box.

The CVT gear stick has positions for park, reverse, neutral and drive mode. These settings are indicated by the letters P, R, N and D, and an LED next to each letter shows where the selector position is at the time.

The CVT also has a Sports driving mode, engaged by moving the gear lever from position “D” leftwards to position “S”. Sports mode contains a sporty tuning of the continuously variable operation. Within the CVT Sports mode, the driver can also select Steptronic for greater involvement in gear selection.

The transmission automatically changes from Sports mode to the Steptronic mode when the driver changes gear manually by moving the gear lever forwards or back. The shift status in Steptronic transmission is also shown on an LED display integrated into the speedometer. In Steptronic mode, the main differences from “D” or “S” mode are the fact that six fixed ‘ratios’ are provided. These “gears” are created by the fact that the CVT transmission is set electronically to include these six steps.

The Steptronic function offers a more agile driving feel, since the engine can run at up to 6,000 rpm. Failsafe protective switching prevents errors, which could damage the engine or transmission.

A “Crawler” function, familiar to drivers of a conventional automatic transmission, is also provided electronically for the CVT and Steptronic systems.

6. MINI Electrics

Sophisicated and Intelligent

MINI uses a highly sophisticated multiplex electronics infrastructure in its vehicles. This “data bus” system uses far fewer wires, cables and plugs than is usual in car electronics. The advantage of the system is that it is divided into two: the “CAN-bus” system which connects engine management, brakes, transmission and instruments, and the “K-bus” system which is responsible for body electronics such as interior lighting, air-conditioning, doors and windows.

The integration of these two sub-systems and the data transmission between the systems has many advantages compared with conventional electrical systems. Far fewer connections are required, (often a source of electrical problems), and the remaining connections are of a higher quality. Less cabling work is also required during vehicle assembly. As well as a saving on weight, additional functions such as the optional rain sensor are easier to integrate.

The MINI’s interior and exterior light systems also set new standards. MINI Cooper incorporates an innovative reflector system into the main headlamps, which redirects a percentage of the main beam, so that 25 percent more light is emitted than in conventional lamps. A headlamp washer system is available as an option as are Xenon headlamps and fog lamps.

The interior lighting is also excellent. A Xenon lamp located centrally in the roof illuminates the cabin and MINI Cooper also has lighting in the foot well and in the boot.

Other electrical/electronic features provide extra safety and comfort: remote central locking is standard and controls the doors, tailgate and fuel tank lid from distances up to 15 meters. The interior light comes on as soon as the key fob is operated. This makes finding the vehicle in the dark much easier. In addition, a switch allows the interior light to remain on for 30 seconds after leaving the car. A standard immobilizer is activated and deactivated by the key.

An optional alarm prevents unauthorized entry via the doors or windows, which also reacts if the car is lifted or moved. When the alarm is triggered, the warning lights flash and the horn sounds for 30 seconds. A warning light remains illuminated to show that the alarm has been activated.

The Harmon Kardon hi-fi system ICE (In-Car Entertainment) system provides maximum listening enjoyment and is designed specially to suit the MINI’s acoustic features and layout. The standard CD system contains no less than eight speakers and also a digital

amplifier. The integrated digital sound processor means that sound levels can be varied around the car guaranteeing personalized listening pleasure in every seat.

The wide range of separate components and individual systems means that an individual sound system can be put together for every customer. A six CD magazine located in the boot is also available as a dealer installation. Audio systems of this type are normally only available in higher-category vehicles.

Options available from MINI include a navigation system with a 16 by 9 cm color display, a feature not normally available in this size of vehicle; a rain sensor which controls the windscreen wipers depending on the quantity of rain falling onto the windscreen; and an auto-dimming rear view mirror.

7. Specifications

		MINI COOPER	MINI COOPER
			CVT & Steptronic
Transmission type		5-Speed	6 ratio CVT
No. of doors / seats	-	3 / 4	3 / 4
Vehicle length / width / heights unl.	in.	142.8 / 66.5 / 55.4 / 55.9	142.8 / 66.5 / 55.4 / 55.9
Wheelbase / turning circle	in. / ft.	97.1 / 35	97.1 / 35
Overhang front / rear	in.	24.5 / 21.1	24.5 / 21.1
Track front / rear	in.	57.4 / 57.7	57.4 / 57.7
Width at shoulder height ft / rr W3/W4	in.	50.9 / 44.7	50.9 / 44.7
Elbow room front / rear W10/W11	in.	53.9 / 44.5	53.9 / 44.5
Leg Room front/rear	in.	41.3/31.3	41.3/31.3
Cargo volume -seats up/seats folded	cubic ft	5.3/23.7	5.3/23.7
Eff. Head room front / rear H61/H63	in.	38.8 / 37.6	38.8 / 37.6
Appr. tank capacity	gal	13.2	13.2
Unladen weight	lbs	2524	2557
Axle load ratio / rear	%	37.1	37.1
Gross vehicle weight / payload	Lbs	3263 / 948	3318 / 948
Axle load limit front / rear	Lbs	1918 / 1543	1918 / 1543
Towing capacity (trailer w/brakes) on(12%) / (8%) slope	Lbs	1433 / 1764	1433 / 1764
Towing capacity (trailer w/brakes) / Roof load limit	Lbs	1102	1102
Engine / No. Of cylinders / valves p. cyl.	-	Straight / 4 / 4	Straight / 4 / 4
Fuel management	-	Siemens EMS 2000	Siemens EMS 2000
Displacement according to EC reg.	cm^3	1598	1598
Stroke / Bore	in.	3.37/3.03	3.37/3.03
Nominal power / engine speed	hp/rpm	115/ 6000	115/ 6000
Max. Torque / engine speed	ft/lbs	110/4500	110/4500
Compression ratio / fuel type	-	10,6:1 / 91-98 ROZ	10,6:1 / 91-98 ROZ
Transmission type	-	R65 5C39	GACVT16Z
1st, 2nd, 3ed gear ratio	-	3,417/1,947/1,333	variable
4th, 5th, 6th gear ratio	-	1,054/0,846	variable
Reverse gear ratio	-	3.58	3.82
Final drive ratio	-	3.94	4.1
Steering type / Steering ratio	- /	EHPAS / 13,18	EHPAS / 13,18
Brake front / diameter	- / in.	Vented Disc / 10.9x.9	Vented Disc / 10.9x.9
Brake rear / diameter	- / in.	Disc / 10.2 x .4	Disc / 10.2 x .4

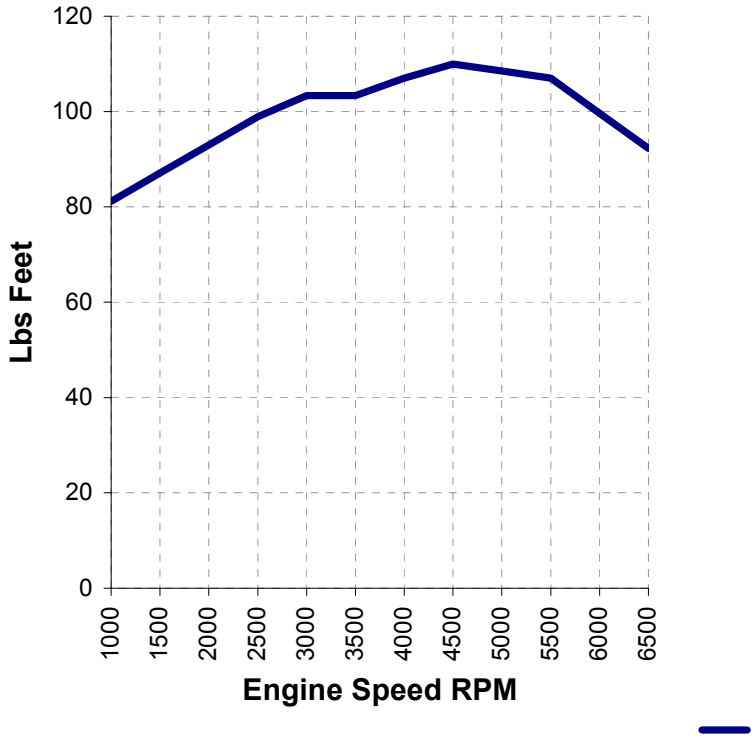
Drag cx / A / cx x A	- / m^2 / m^2	0,36/1,97/0.689	0,36/1,97/0.689
Top speed	mph	124	115**
Acceleration 0-60 mph	s	8.5	_
Power-weight ratio	Lbs/hp	21.9:1	22.2:1
Output per litre	kW/ltr	53.2	53.2
Fuel consumption city	mpg	28	25
Fuel consumption highway	mpg	37	32
Fuel consumption combined	mpg	32	27
Tire Size front	-	175/65R15 84 H	175/65R15 84 H
Tire Size rear	-	175/65R15 84 H	175/65R15 84 H
Wheel size front	-	5,5 J x15 alloy	5,5 J x15 alloy
Wheel size rear	-	5,5 J x15 alloy	5,5 J x15 alloy
Radiator incl. Heater / Engine oil *	gallons	1.4/1.3	1.4/1.3
Trans. Fluid / Final drive fluid *	Quart	2.1	4.2
Battery capacity / installed position	Ah / -	46/vo.	46/vo.
Alternator output rating option/standard	A / W	105 / 120	105 / 120
Clearance	in	4.5	4.5

* Oil exchange quantity

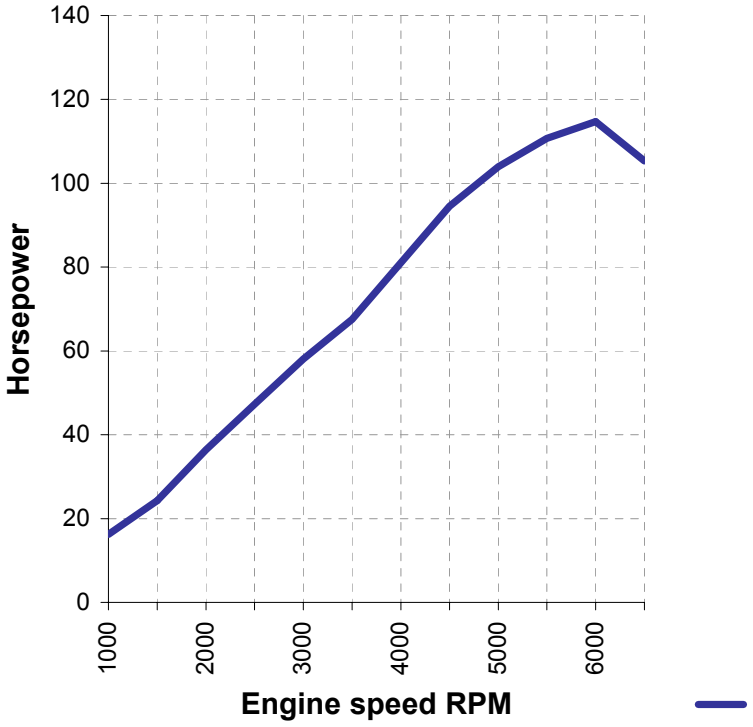
** Prognosis for official results

16" always run flat

MINI Cooper Torque Ratings



MINI Cooper Horsepower



8. MINI IN THE UNITED STATES

MINI is sold in the US via a select network of MINI dealers. Each MINI dealer has a sales environment and staffing exclusively dedicated to the franchise.

MINI USA is a Division of BMW of North America

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Information about BMW Group products is available to consumers via the World Wide Web on the BMW homepage at http://www.bmwusa.com and www.miniusa.com.

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