

The MINI John Cooper Works Countryman. (European Specifications)



1. Extreme driving fun on any terrain. The MINI John Cooper Works Countryman. (Short version)	2
2. At a glance.	5
3. More power, more space, more individuality. Concept and design.	8
4. Cutting-edge technology delivers unbeatable performance. Engine and gearbox.	10
5. Poise and assurance on the road and beyond. Power transfer and chassis.	13
6. That racing feeling – with an individual touch. Equipment and accessories.	16
7. Technical specifications.	18
8. Output and torque diagrams.	20
9. Exterior and interior dimensions.	21



1. Extreme driving fun on any terrain. The MINI John Cooper Works Countryman. (Short version)

For the first time, the passion for racing can be enjoyed in combination with four-wheel drive. The MINI John Cooper Works Countryman, equipped as standard with the ALL4 all-wheel-drive system and powered by a newly developed turbocharged four-cylinder engine, lays on extreme driving fun on any terrain. Together, its powertrain and chassis technology – developed on the back of extensive motor sport expertise – and the overall concept of the first MINI with five doors and four/five seats allow the hallmark characteristics of a John Cooper Works model to take the leap into another new segment.

New generation of engines, unbeatable output, automatic gearbox available as an option.

The latest-generation twin-scroll turbocharged engine features not only petrol direct injection but also variable valve management based on the BMW Group's VALVETRONIC technology. The version of the 1.6-litre four-cylinder fitted in the MINI John Cooper Works Countryman develops maximum output of 160 kW/218 hp, and its peak torque of 280 Newton metres (207 lb-ft) can be increased to as much as 300 Newton metres (221 lb-ft) for a short time using the overboost function. The sports exhaust system ensures that this impressive power delivery enjoys the soundtrack it deserves.

Available as an alternative to the standard six-speed manual gearbox is an optional six-speed automatic. The MINI John Cooper Works Countryman requires just 7.0 seconds – in manual or automatic guise – to sprint from rest to 100 km/h (62 mph) on its way to a maximum 225 km/h / 140 mph (automatic: 223 km/h / 139 mph). However, the optimised efficiency of the engine and the array of MINIMALISM technology on board keep fuel consumption and emissions impressively low given the performance available. Indeed, the MINI John Cooper Works Countryman records average fuel consumption of 7.4 litres per 100 kilometres / 38.2 mpg imp (automatic: 7.9 l/100 km / 35.8 mpg imp) and CO₂ emissions of 172 grams (184 grams) per kilometre in the EU test cycle.

The first John Cooper Works model with all-wheel drive.

The MINI John Cooper Works Countryman is the first member of this ultra-sporting family to channel its engine's extreme output onto the road surface through all four wheels. Its ALL4 all-wheel-drive system distributes drive seamlessly between the front and rear axle using an electromagnetic centre differential. This means power is always sent to the wheels where it can be transferred most effectively into forward propulsion.

Standard equipment also includes 18-inch light-alloy wheels in Twin Spoke design, red brake callipers and sports suspension with firmly tuned springs and dampers, strengthened anti-roll bars and a 10-millimetre lower ride height. The DSC (Dynamic Stability Control) system includes DTC (Dynamic Traction Control) mode, while the standard Sport Button tweaks the engine's responses and vocal character, and adjusts the power assistance provided by the steering.

Unmistakable: four doors, large tailgate, standard-fitted aerodynamic kit, sports car ambience in the cockpit.

At 4.13 metres in length and with four doors and a large tailgate, the MINI John Cooper Works Countryman is equipped to deal with anything life in the urban jungle – and beyond – can throw at it. And it does so in an inimitably sporty manner. The standard aerodynamic kit, for instance, gives the new John Cooper Works model eye-catching looks and optimises the flow of air around its body. Customers can choose from a selection of seven exterior paint colours, while the contrast paint finish for the roof and exterior mirror caps is offered in a shade of red available exclusively for John Cooper Works models, as well as white and black.

Inside the car, the impressive practicality of the MINI Countryman concept is laced with sporting flourishes. The rear compartment offers a seat bench for three passengers or – as a no-cost option – two individual seats. The rear seats can slide fore and aft in a 60:40 split (if the three-seat bench is specified) or individually, and their backrests can be adjusted for tilt or folded down. Folding the backrests increases boot capacity from 350 litres to a maximum 1,170 litres. Bespoke sports seats, a sports steering wheel, Piano Black interior trim strips, an anthracite-coloured roof liner and dark speedometer and rev counter dials all help to generate a sports car ambience.

Options available exclusively for the MINI John Cooper Works Countryman include 19-inch light-alloy wheels, sports seats with Lounge Leather trim in Carbon Black Championship Red, and interior trim strips and Sport Stripes in Chili Red. Air conditioning and the radio MINI Boost CD are both fitted as standard, but customers can also order their cars with all the comfort and individuality-enhancing options available for its MINI Countryman stablemates, as well as a full complement of MINI Connected features and bespoke John Cooper Works accessories.

2. At a glance.



- Introduction of the latest new model to wear the badge of MINI's John Cooper Works sub-brand;
MINI John Cooper Works Countryman is the performance model of the range and the first to come with MINI ALL4 all-wheel drive;
MINI John Cooper Works Countryman combines racing passion on the road with extreme driving fun on rough terrain; authentic embodiment of traditional motor sport expertise and the current rally racing programme; introducing this distinctive racing feel into another new vehicle segment opens up additional target groups for the John Cooper Works brand.
- Newly developed four-cylinder turbocharged engine with 1.6-litre displacement and maximum output of 160 kW/218 hp; peak torque: 280 Newton metres / 207 lb-ft (with overboost: 300 Nm / 221 lb-ft); most powerful drive unit in the MINI model range, featuring construction principles and materials adapted specially from race-trim cars; innovative combination of twin-scroll turbocharger, petrol direct injection and fully variable valve management based on the BMW Group's VALVETRONIC technology; compelling performance – acceleration from 0 to 100 km/h (62 mph) in 7.0 seconds – and stand-out efficiency in this output class; extensive range of MINIMALISM technology, including Brake Energy Regeneration, Gear Shift Indicator, Auto Start-Stop function and Electric Power Steering.
- Six-speed manual gearbox fitted as standard, six-speed automatic gearbox with Steptronic function and steering wheel shift paddles available as an option; standard sports exhaust produces stirring soundtrack; standard Sport Button tweaks the engine's responses and vocal character, the power assistance provided by the steering and the shift dynamics of the optional automatic gearbox.
- MINI ALL4 permanent all-wheel drive makes its debut in a John Cooper Works model; distribution of power varied seamlessly between the front and rear axles by an electromagnetic centre differential positioned

directly on the final drive; DSC (Dynamic Stability Control) including DTC (Dynamic Traction Control) and EDLC (Electronic Differential Lock Control) linked up to ALL4 all-wheel drive as standard; hallmark MINI handling characteristics expressed in maximum intensity and with a new, traction-led character.

- Sophisticated chassis technology with MacPherson struts at the front axle and a central-arm rear axle adapted specially for the MINI John Cooper Works Countryman; standard sports suspension with particularly firmly tuned springs and dampers, strengthened anti-roll bars and a 10-millimetre drop in ride height; powerful brakes with red callipers; extra-lightweight 18-inch Twin Spoke light-alloy wheels fitted as standard; exclusive 19-inch wheels available as an option.
- Standard-fitted aerodynamic kit provides striking appearance and optimised airflow; John Cooper Works logo on the radiator grille and tailgate; front foglamps fitted as standard; selection of seven exterior paint shades available; contrast paint finish for the roof and exterior mirror caps can be ordered in white and black, as well as the red shade available exclusively for John Cooper Works models; Sport Stripes in white, black or red are optional.
- Special John Cooper Works cockpit design with sports seats, sports steering wheel, interior trim strips in Piano Black, anthracite-coloured roof liner and dark speedometer and rev counter dials; John Cooper Works door sills; optional: sports seats with Lounge Leather trim in Carbon Black Championship Red, interior trim strips in Chili Red.
- First John Cooper Works model with four doors and a large tailgate; rear compartment can be ordered with either a seat bench for three passengers or a pair of individual seats; rear seats slide fore and aft in a 60:40 split (with three-seat bench specified) or individually; backrests can be adjusted for tilt or folded down; boot capacity: 350 – 1,170 litres.
- High-quality standard equipment includes the MINI Centre Rail, air conditioning and the radio MINI Boost CD; variety of individualisation options and comfort-enhancing features, such as xenon Adaptive Headlights, Comfort Access, automatically dimming rear-view mirror and exterior mirrors, electrically operated tilting/sliding glass sunroof,

Park Distance Control, harman/kardon hi-fi loudspeaker system, MINI navigation system; range of MINI Connected functions include web radio, in-car use of Facebook and Twitter, Dynamic Music, Driving Excitement, Mission Control and the MINIMALISM Analyser.

- Technical specifications and performance:
MINI John Cooper Works Countryman: Four-cylinder petrol engine with twin-scroll turbocharger, direct injection and fully variable valve management based on the BMW Group's VALVETRONIC technology.
Displacement: 1,598 cc, output: 160 kW/218 hp at 6,000 rpm, max. torque: 280 Nm (207 lb-ft) at 1,900 – 5,000 rpm
(with overboost: 300 Nm / 221 lb-ft at 2,100 – 4,500 rpm).
Acceleration 0 – 100 km/h (62 mph): 7.0 seconds,
top speed: 225 km/h / 140 mph (automatic: 223 km/h / 139 mph).
Average fuel consumption according to EU: 7.4 litres per 100 kilometres / 38.2 mpg imp (7.9 l/100 km / 35.8 mpg imp),
CO₂ emissions: 172 g/km (184 g/km).
- Exterior dimensions:
Length: 4,133 millimetres
Width: 1,789 millimetres
Height: 1,549 millimetres
Wheelbase: 2,596 millimetres



3. More power, more space, more individuality. Concept and design.

The MINI family is constantly expanding, and new additions have also been made to the range of John Cooper Works models. For the first time, race-bred thrills can be experienced in combination with the transfer of power through all four wheels. The MINI John Cooper Works Countryman, fitted with the most powerful engine in the MINI model range and equipped as standard with the ALL4 all-wheel-drive system, assures the driver of extreme driving fun on any terrain. Powertrain and chassis technology underpinned by extensive motor sport expertise teams up with the vehicle concept of the first MINI with four doors, a large tailgate and up to five seats to introduce the famed handling characteristics and looks of John Cooper Works models to additional target groups in another new segment.

The MINI Countryman has displayed its sporting potential in a string of impressive performances in the World Rally Championship (WRC) – proof, were it needed, that the brand's first five-seater shares the racing genes which define the character of every MINI. Now John Cooper Works has polished these inherent talents to dazzling effect in a production model.

Unique combination: variable-usage interior, impressive output, poise and assurance in an extremely wide range of road conditions.

Within its class, the MINI John Cooper Works Countryman brings an unrivalled combination of race-focused powertrain technology, all-wheel drive, premium profile and versatile interior to the table. And its inimitable style also comes to the fore through various design features and an exclusive selection of paint finishes, light-alloy wheels and interior materials. The standard equipment of the sixth model in the John Cooper Works line-up includes an aerodynamic kit which lends extra muscle to the front and rear apron, as well as bespoke side skirts, 18-inch light-alloy wheels and the sports car cockpit ambience which has become a speciality of John Cooper Works models.

The MINI John Cooper Works Countryman captures the imagination by imbuing the traditional MINI go-kart handling characteristics with an even sharper edge. The fast and precise responses of the all-wheel-drive system allow it to demonstrate impressive poise and assurance in challenging road and weather conditions and off the beaten track. The 4,133-millimetre-long, 1,789-millimetre-wide and 1,549-

millimetre-tall

MINI John Cooper Works Countryman is equally adept when it comes to crossing the boundaries of urban mobility, and its generous levels of space and seating comfort encourage the driver and passengers to admire the qualities of this versatile performance athlete over longer journeys as well.

Four or five seats, up to 1,170 litres of luggage space.

With short overhangs, a high waistline and a powerful over-the-wheel stance, the MINI John Cooper Works Countryman draws its design inspiration from the time-honoured MINI template. The family ties are also emphasised by styling cues such as the characteristic contours of the radiator grille, large headlights set into the bonnet, voluminous wheel arches and vertical rear light clusters. Features particular to this model include the John Cooper Works badges on the radiator grille and tailgate, and red-backed, anthracite-coloured side indicator surrounds on the diagonal link between the A-pillars and the front wheel arches. Customers can choose from a selection of seven exterior paint shades. The contrast paint finish for the roof and exterior mirror can be ordered in the red shade exclusive to John Cooper Works models, as well as white and black. Sport Stripes in the same colours are available as an option.

The rear of the MINI John Cooper Works Countryman can be specified with either a seat bench for three passengers or – as a no-cost option – two individual seats. The rear seats can slide fore and aft in a 60:40 split (if the three-seat bench is specified) or individually, and their backrests can be adjusted for tilt and folded down individually or in a 40:20:40 split (three-seat bench) to increase boot capacity from 350 to as much as 1,170 litres.

The Centre Rail storage and attachment system is also part of standard specification.

The MINI John Cooper Works Countryman will be built at the BMW Group's partner firm Magna Steyr Fahrzeugtechnik in Graz, Austria. Production will take place alongside the other variants of the MINI Countryman on a separate assembly line set up and operated according to the exacting standards of the BMW Group. As with all the brand's models, the high-performance powerplant for this sharpest of all MINI Countryman models will be sourced from the Hams Hall engine plant, one corner of the MINI Production Triangle in England.



4. Cutting-edge technology delivers unbeatable performance. Engine and gearbox.

The motor sport roots of John Cooper Works are reflected in a constant thirst for new performance benchmarks. This ambition has inspired even more power from the new four-cylinder engine in the MINI John Cooper Works Countryman, as well as ensuring further gains in efficiency. The latest generation of the twin-scroll turbocharged engine benefits from both petrol direct injection and variable valve control based on the BMW Group's VALVETRONIC technology. This throttle-free load control system significantly improves both the engine's responsiveness and its efficiency. Reinforced pistons and intake valves, and further optimisation of the cooling, air supply and exhaust gas discharge system, enable additional increases in output and torque. Added to which, the 1.6-litre engine's turbocharger is given a particularly large intercooler.

Central construction principles of the four-cylinder engine and many of its technical details betray a direct link to the development of race-trim engines. Its cylinder block and bearing mounts are made from aluminium and join forces with reinforced pistons, a particularly high-strength cylinder head and low-weight crankshafts. The four valves of each cylinder are operated by two overhead camshafts, low-friction rocker arms and hydraulic valve clearance compensation elements. The exhaust valves are sodium-filled to help provide the extra cooling required by a turbocharged engine.

High output, extra torque via the overboost function, distinctive soundtrack and the option of a six-speed automatic gearbox.

The MINI John Cooper Works Countryman's engine develops its maximum output of 160 kW/218 hp at 6,000 rpm. Peak torque of 280 Newton metres (207 lb-ft) is on tap between 1,900 and 5,000 rpm, but can be increased to 300 Newton metres (221 lb-ft) for short and particularly sharp bursts of acceleration between 2,100 and 4,500 rpm using the overboost function.

The sports exhaust system – its slanting tailpipe embellishers providing an extra dose of the hallmark John Cooper Works design – gives this outstanding power delivery a fitting soundtrack.

As an alternative to the standard-specification six-speed manual gearbox, customers can also order a six-speed automatic as an option. Detailed tweaks have been made to both the gearboxes themselves and the clutch for the manual variant to take into account the extra engine power and ensure outstanding performance combined with optimised efficiency. The automatic's Steptronic function allows the driver to change gear manually using either the selector lever on the centre console or the steering wheel shift paddles. Pressing the standard-fitted Sport Button, located in front of the selector lever on the centre console, speeds up the gear changes in automatic mode to enable particularly rapid acceleration. The Sport Button also tweaks the engine's responses and acoustic profile, and the power assistance provided by the steering, in both automatic and manual models.

Intoxicating acceleration, impressive efficiency.

The MINI John Cooper Works Countryman needs just 7.0 seconds to dash from 0 to 100 km/h (62 mph) – with either the manual or the automatic gearbox. Top speed is 225 km/h (140 mph) for the manual and 223 km/h (139 mph) for its automatic sibling.

The standard-fitted MINIMALISM technology and the engine's inherent efficiency combine to provide levels of economy that are all the more remarkable given the performance available.

The MINI John Cooper Works Countryman records average fuel consumption in the EU test cycle of 7.4 litres per 100 km / 38.2 mpg imp (automatic: 7.9 l / 35.8 mpg imp) and CO₂ emissions of 172 (184) grams per kilometre.

These low fuel consumption and emissions figures are the result of constant additions to the suite of MINIMALISM technology. Brake Energy Regeneration, for example, focuses on generating electricity for the on-board network during periods when the car is coasting and braking. If the manual gearbox is specified, the Auto Start-Stop function switches the engine off automatically when the driver stops at junctions or in a tailback, while the Gear Shift Indicator advises the driver of the ideal time to change gear in order to maximise efficiency. Among the other components helping to give the John Cooper Works Countryman its efficiency edge are the Electric Power Steering, whose electric motor only uses energy when power assistance is actually required, a map-controlled oil pump, an on-demand coolant pump, lightweight construction elements and optimised aerodynamic properties.



5. Poise and assurance on the road and beyond. Power transfer and chassis.

The MINI John Cooper Works Countryman delivers extreme driving fun on any terrain through the confluence of unbridled engine power, traction optimised to the situation at hand and assured roadholding. Its new engine develops higher output than any MINI before it, the ALL4 all-wheel-drive system transfers this power to the road to maximum effect, and the John Cooper Works chassis conjures up inspirational agility with every turn of the steering wheel.

The racing expertise of John Cooper Works, built up over many years of competition experience, is also reflected in the precise interplay of engine, power transfer systems and chassis. Spirited acceleration, enthralling handling and variable power distribution between the front and rear wheels combine to imbue the MINI John Cooper Works Countryman with a fresh take on the classic racing feeling.

MINI ALL4: the key to extreme driving fun on and off the beaten track.

The MINI John Cooper Works Countryman is the first model from the fold to send the imposing output from its motor sport-inspired engine through all four wheels. The new car's ALL4 all-wheel-drive system uses an electromagnetic centre differential to distribute drive seamlessly between the front and rear axles. This ensures the engine's power always finds its way to where it can be converted most effectively into forward motion.

In normal driving situations ALL4 diverts 50 per cent of the engine's power to the rear wheels, rising to as much as 100 per cent in extreme conditions, such as on ice and snow-covered surfaces. This provides a traction-led expression of the handling talents for which MINI is famed, whatever the weather and road conditions.

The control electronics of the MINI ALL4 system are integrated directly into the DSC (Dynamic Stability Control) management unit, which gives ALL4 response times of less than a tenth of a second. The system examines the data collected by DSC precisely and uses it to carry out pre-emptive adjustments in the distribution of power. And that means the driver enjoys outstanding agility combined with surefooted – in other words, typically

MINI – driving characteristics. The MINI ALL4 system's proactive interventions optimise stability and traction through dynamically taken corners, for example, by distributing drive as required and therefore delaying the moment when DSC has to step in to prevent spinning wheels.

Sports suspension, including lower ride height, as standard.

Another central element in defining the

MINI John Cooper Works Countryman's elite sporting character is its chassis technology, which includes a single-joint MacPherson spring strut front axle and forged cross members, a central-arm rear axle, Electric Power Steering with speed-sensitive power assistance, and extremely effective brakes with red callipers. The front brake discs are 307 millimetres in diameter and 24 millimetres thick, while the rear discs measure 296 x 10 millimetres.

The standard sports suspension includes extremely firm tuning for the springs and dampers, strengthened anti-roll bars and a 10-millimetre drop in ride height.

18-inch Twin Spoke light-alloy wheels with polished spoke fronts and black rim wells are fitted as standard and come with 225/45 R18 format tyres.

19-inch light-alloy wheels designed exclusively for the

MINI John Cooper Works Countryman are also available as an option.

The standard DSC (Dynamic Stability Control) system also comprises DTC (Dynamic Traction Control) mode, which allows a degree of wheel spin to help the driver pull away on loose sand or snow, for example.

In DSC Off mode, an electronic locking function for the front axle differential comes into play. In tight corners it brakes a spinning wheel as required to improve handling. Known as Electronic Differential Lock Control (EDLC), this system enhances the car's traction without adversely affecting its steering properties.

The MINI John Cooper Works Countryman's assured road manners are complemented by a comprehensive array of safety equipment. The car's high-strength body structure teams up with standard safety features that include front and side airbags, side curtain airbags for the front and rear seats, three-point inertia-reel seat belts for all occupants, belt tensioners and belt force limiters for the front seats, and ISOFIX child seat attachments in the rear to provide outstanding occupant protection all-round. The MINI Countryman was awarded the maximum five-star rating in Euro NCAP crash testing.



6. That racing feeling – with an individual touch. Equipment and accessories.

Exclusive equipment features underline both the premium character of the MINI John Cooper Works Countryman and its unmistakable racing focus. The all-wheel-drive performance model matches its distinctive exterior details with a bespoke interior that conjures up a full-blooded sports car ambience. Also included in standard specification are front foglamps, air conditioning, a run-flat indicator, electric windows front and rear, remote control central locking, the Centre Rail storage and attachment system, and the radio MINI Boost CD. Customers can also order their cars with all the comfort, functionality and individuality-enhancing options available for the other MINI Countryman models, a full complement of MINI Connected features and bespoke John Cooper Works accessories.

Racing ambience for the cockpit.

Sports seats in Diagonal Track John Cooper Works Carbon Black cloth trim with red contrast stitching have been designed specially for the MINI John Cooper Works Countryman, while similarly exclusive options such as the sports seats with Lounge Leather trim in Carbon Black Championship Red can also be ordered. The trim strips around the cockpit, door panels and centre console come in Piano Black as standard. The optional Chili Red trim elements, meanwhile, are exclusive to the MINI John Cooper Works Countryman and include red flourishes for the cockpit and doors, and a red stripe for the black trim elements on the centre console.

The door sills come with special John Cooper Works lettering. Added to which, the sports steering wheel with red contrast stitching and John Cooper Works logo, the dark 260 km/h (162 mph) speedometer and rev counter dials, an anthracite-coloured roof liner, a gearshift lever with red shift pattern lettering, red contrast stitching for the gearshift lever gaiter, and floor mats with red stitching add further depth to the cockpit's racing ambience.

High-quality options for enhanced comfort, functionality and individuality; innovative MINI Connected functions.

The John Cooper Works model can also be ordered with all the options offered for its MINI Countryman siblings. Highlights include xenon Adaptive Headlights with black headlight housing, Comfort Access, automatic climate control, heated seats, Park Distance Control, multifunction buttons for the steering wheel (including cruise control), an electrically operated tilting/sliding glass sunroof, a rain sensor with automatic headlamp activation, and automatically dimming rear-view mirror and exterior mirrors. Among the features available to further enhance the car's functionality are a storage package, a level load compartment floor with removable cover and a luggage compartment partition net.

As alternatives to the standard radio MINI Boost CD, options such as the harman/kardon hi-fi loudspeaker system, radio MINI Visual Boost and MINI navigation system are on hand to take care of entertainment and navigation requirements. They are joined on the options list by a voice control system, a hands-free system/mobile phone preparation and a DAB tuner for receiving digital radio programmes.

The MINI Connected option also gives John Cooper Works Countryman owners access to a wide range of infotainment, communications and driving experience-related services, and allows full Apple iPhone integration. Specially developed apps enable numerous functions to be accessed inside the car, such as web radio, Facebook and Twitter usage, Dynamic Music, Driving Excitement, Mission Control and the MINIMALISM Analyser.



7. Specifications.

MINI John Cooper Works Countryman, MINI John Cooper Works Countryman Automatic.

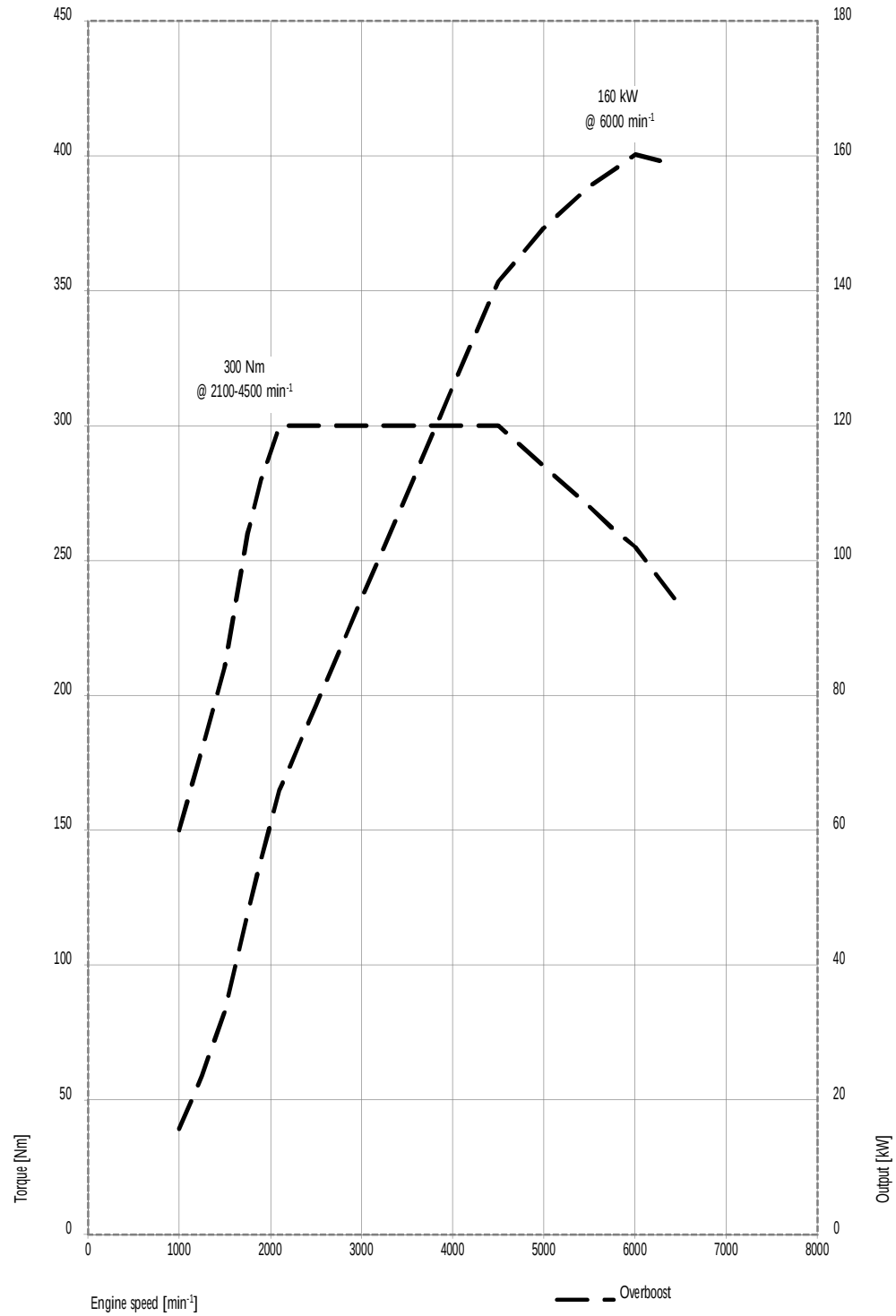
Body	MINI John Cooper Works Countryman		MINI John Cooper Works Countryman Automatic	
No of doors/seats		5 / 5 (4)		5 / 5 (4)
Length/width/height (unladen)	mm	4133 / 1789 / 1549		4133 / 1789 / 1549
Wheelbase	mm	2596		2596
Track, front/rear	mm	1527 / 1554		1527 / 1554
Turning circle	m	11.6		11.6
Tank capacity	approx. l	47		47
Cooling system incl. heater	l	6.0		6.5
Engine oil	l	4.2		4.2
Transmission oil incl. drive train	l	Lifetime		Lifetime
Weight, unladen to DIN/EU ¹	kg	1405 / 1480		1430 / 1505
Max load to DIN	kg	510		510
Max permissible load	kg	1915		1940
Max axle load, front/rear	kg	990 / 940		1015 / 940
Max trailer load braked (12%) / unbraked	kg	– / –		– / –
Max roofload/max download	kg	75 / –		75 / –
Luggage compartment	l	350 – 1170		350 – 1170
Air drag c_d / A / $c_d \times A$	– / m ² / m ²	0.36 / 2.36 / 0.85		0.36 / 2.36 / 0.85
Engine				
Config/No of cyls/valves		Inline / 4 / 4		Inline / 4 / 4
Engine management		MEVD 1727		MEVD 1727
Capacity	cm ³	1598		1598
Bore/stroke	mm	77.0 / 85.8		77.0 / 85.8
Compression ratio	:1	10.5		10.5
Fuel grade	RON	91–98		91–98
Max output	kW / hp	160 / 218		160 / 218
at	rpm	6000		6000
Max torque (with overboost)	Nm	280 (300)		280 (300)
at	rpm	1900–5000 (2100–4500)		1900–5000 (2100–4500)
Electrical system				
Battery/Installation	Ah / –	70 / Engine compartment		70 / Engine compartment
Alternator	A	120		120
Chassis				
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control		
Suspension, rear		Multi-link axle with aluminium longitudinal struts and centrally pivoted control arms		
Front brakes		Vented disc		Vented disc
Diameter	mm	307 × 24		307 × 24
Rear brakes		Disc		Disc
Diameter	mm	296 × 10		296 × 10
Driving stability systems		Hydraulic two-circuit brake system with anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist, Hill Start Assistant, Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC), DSC control unit with integrated control electronics for the MINI ALL4 all-wheel-drive system. Parking brake acts mechanically on rear wheels		
Steering		Electric power steering (EPS); 2.4 rotations in total		
Steering transmission, overall	:1	14.1		14.1
Tyres		225/45 R18 91V		225/45 R18 91V
Wheels		7.5J × 18 LM		7.5J × 18 LM
Transmission				
Type of gearbox		6-gear manual transmission		6-speed automatic transmission
Gear ratios	I	:1 3.308		4.044
	II	:1 2.130		2.371
	III	:1 1.483		1.556
	IV	:1 1.139		1.159
	V	:1 0.949		0.852
	VI	:1 0.816		0.672
Reverse gear	:1	3.231		3.193
Final drive ratio	:1	3.706		3.683

Performance			
Power-to-weight ratio to DIN	kg/kW	8.8	8.9
Output per litre	kW/l	100.1	100.1
Acceleration	0–100 km/h	s	7.0
	0–1000 m	s	27.5
in 4th/5th gear	80–120 km/h	s	6.5 / 7.9
Top speed	km/h	225	223
Fuel consumption in EU cycle			
Urban	l/100 km	9.4	10.7
Extra-urban	l/100 km	6.2	6.3
Composite	l/100 km	7.4	7.9
CO ₂	g/km	172	184
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	18 / 21 / 23	18 / 21 / 23
Ground clearance (empty)	mm	137	137

Specifications applicable to ACEA markets / homologation data applicable in part only to Germany (weight).

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

8. Output and torque diagrams.



9. Exterior and interior dimensions.

