

November 1962

TO ALL ROOTES GROUP DEALERS

SUBJECT: GENERAL DESCRIPTION / HILLMAN SUPER MINX MARK II

Full details of the new Series II Hillman Super Minx have been circulated by the Sales Department, but the following information relative to the servicing of the car should be noted:-

ENGINE:

The engine fitted is the proved 1.6 litre (1592 cc) developing 62 BHP gross (58 net) at 4400 r.p.m. and 86.3 lbs.ft. torque at 2500 r.p.m. Both the bore and stroke remain unchanged at 3.21 in. (81.5 mm) and 3.00 in. (76.2 mm) respectively.

Improved carburation is achieved by the introduction of a Solex PSEI carburettor and a modified camshaft to give improved torque.

GEARBOX:

Wider first and reverse gear trains will improve gearbox life.

The new Borg Warner '35' fully automatic transmission is available as an optional extra (See separate Service Letter.).

REAR AXLE:

The hypoid axle now has a 3.89:1 ratio for both Saloon and Convertible models with standard transmission. A 4.22:1 ratio is used on Estate cars with Standard Transmission and on all models with the Borg Warner Automatic Transmission.

Overall ratios are:-

	<u>Saloon & Convertible (Standard)</u>	<u>Estate Cars (Standard)</u>
TOP	3.89 : 1	4.22 : 1
THIRD	5.41 : 1	5.88 : 1
SECOND	8.32 : 1	9.04 : 1
FIRST	13.01 : 1	14.13 : 1
REVERSE	16.48 : 1	17.89 : 1

BRAKES:

The Lockheed 10.3 in. diameter disc brakes are fitted at the front and 9 in. diameter drum at the rear. Front pad linings of DON 55 and rear shoes of DM53A provide even braking without fade. The handbrake cable is now sealed for life and requires no lubrication in service (due to supply difficulties, approximately the first 1,000 cars built will be fitted with a handbrake cable which, although having a greaser, does not require greasing)

A further refinement is that the compensator mechanism situated on the rear of the axle casing has been repositioned to obviate possible damage when jacking up the vehicle with a trolley jack from below the axle casing.

STEERING:

Either the Burman F Type 14.5 : 1 ratio or the Cam Gear 'PQM' type steering unit may be fitted.

The steering column has been lowered by 1 in. to give an improved driving position and better all round visibility.

A "P.T.F.E." (polytetrafluoroethylene) bush is now fitted in the steering idler pivot obviating the need for a greasing nipple.

ELECTRICAL:

The following new items are included in the standard specification:

1. Headlamp Flasher switch incorporated into the direction indicator switch. Headlamp flashing can be accomplished with the direction indicator switch in any position, i.e. when using either indicator or not.
2. A two-speed switch for the heater blower gives closer control of temperature for maximum comfort in all conditions.
3. On the Hillman Super Minx II, the windscreen wiper switch is changed from 'toggle' to 'push-pull' type to simplify identification.
4. The fuel tank unit is secured on the tank by a specially designed ring nut, requiring the use of a special tool its removal and replacement.

This tool may be obtained from:- (Tool #SR/D 399)

NISONGER & COMPANY
125 MAIN STREET
NEW ROCHELL, NEW YORK

CONT/

BODY:

Externally, the body continues virtually unchanged except that an improved type boot lid handle is incorporated. On Estate Cars, a torsion bar working on the lower hinges and giving spring loaded assistance is provided to assist the closing operation of the tailgate.

Internally, the major changes are to the seats. In the Saloon and Estate Car models a completely new method and design of seat construction has been employed, using rubber diaphragms in place of the more conventional spring cases. The new design allows a thinner squab to be used on the front seats, thus providing more knee room in the rear compartment. On the Saloon models, the rear seat squab has been redesigned to allow the passengers to sit further back giving additional leg room.

Another feature of these new seats is the improved adjusting mechanism which eliminates the need for normal seat slides, therefore giving rear seat passengers a foot well free of obstruction. For and aft movement of either front seat is 5 in.

On Super Minx Convertible models, the Mark I type of seats will continue.

The crash roll above the fascia panel has been modified to eliminate instrument reflection and on both Saloon and Estate Cars, ash trays are provided in each rear door. On all models the sound deadening material which is fitted to the engine side of the scuttle on Mark I cars is now on the inner side of the scuttle.

FUEL TANK AND BAGGAGE COMPARTMENT:

In the Saloon and Convertible models, a $10\frac{1}{2}$ gallon fuel tank is located in the left hand rear wing. This repositioning of the fuel tank enables the full depth of the baggage compartment to be used and the capacity is now approximately 16 cu.ft., an increase of $1\frac{1}{2}$ cu.ft.

MAINTENANCE:

All greasing points have now been eliminated.

STANDARD ACCESSORIES:

The heater continues as a standard fitting but the control panel is now marked with colored symbols, full details of which are given in the owners' Handbook.

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A full range of special accessories is available. Special apertures and drillings are provided in the center pillar and floor for the fitting of the front seat safety belts.

Before ordering safety belts for the front seats, a check MUST be made on the size of the threaded hole in the floor behind the front seats, which may be either 3/8" UNF or 7/16" UNF. Belts must be ordered to suit these sizes.

Saloon and Estate Cars 3/8" UNF.	Belt Part #	2219420
Convertible Cars 3/8" UNF.	" "	# 2219427
Saloon and Estate Cars 7/16" UNF.	" "	# 2223500
Convertible Cars 7/16" UNF.	" "	# 2223516

All cars will eventually have the 7/16" UNF threaded fixing holes.

COLOR SCHEMES:

These are described in appropriate Sales Literature.

A new color, Birch Grey, is given the code No. 66.

CHASSIS NUMBERS:

The commencing chassis numbers are:-

B-1300001 Built up.
B-1380001 C.K.D.

ROOTES MOTORS INCORPORATED

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