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The MINI Coupé. At a glance.



- MINI gives the small car segment another fascinating injection of variety with the presentation of the first two-seater in the brand's current model range. The MINI Coupé represents the faithful transposition of the brand's sporting DNA into a cutting-edge vehicle concept with a new interpretation of the super-compact sports car class; unrivalled handling agility and the best performance figures in the model portfolio.
- New expression of the distinctive MINI design with extremely high emotional appeal; unique proportions created by distinctive "helmet roof" design; extraordinarily sporty presence with sharply raked A-pillars; hallmark MINI structuring of body, wrap-around glass areas and superimposed roof; characteristic design principles and exclusive MINI details underline its brand identity.
- First "three-box" MINI with strikingly stepped rear end in the classic style of a gran turismo; sporty, flat coupé silhouette; sits up to 52 millimetres lower than the MINI; new, faithful expression of the hallmark MINI design language; distinctive roof form with optimised aerodynamic properties thanks to integrated roof spoiler; first MINI with an active rear spoiler to optimise airflow at higher speeds; rear spoiler extends automatically at 80 km/h (50 mph); MINI John Cooper Works Coupé with John Cooper Works aerodynamic kit as standard.
- Strict two-seater concept with extended stowage and loading capacity behind the driver and passenger seats; large, variable-use luggage area; large through-loading facility into the passenger compartment; wide and extremely high-opening tailgate makes loading easier.
- Latest generation of four-cylinder engines; most powerful petrol and diesel units in the MINI range; engine technology underpinned by the development expertise of the BMW Group / derived directly from motor sport; MINI John Cooper Works Coupé with 155 kW/211 hp, MINI Cooper S Coupé with 135 kW/184 hp, MINI Cooper Coupé with 90 kW/122 hp, MINI Cooper SD Coupé with 105 kW/143 hp; exceptional efficiency thanks to wide range of standard MINIMALISM technology; six-

- speed manual gearbox fitted as standard, six-speed automatic optional for MINI Cooper S Coupé, MINI Cooper Coupé and MINI Cooper SD Coupé.
- A chassis set-up, weight balance and body structure geared squarely to providing unbeatable driving fun gives the car's go-kart feeling unrivalled depth; Electric Power Steering and DSC (Dynamic Stability Control) as standard, DTC (Dynamic Traction Control) with EDLC (Electronic Differential Lock Control) optional (standard on MINI John Cooper Works Coupé); innovative pedestrian protection systems and measures to enhance body rigidity shift the car's weight balance slightly further forward, giving the front-wheel-drive MINI Coupé optimised traction; agility and safety boosted by increase in torsional rigidity using carefully targeted, model-specific strengthening elements.
 - Interior design clearly emphasising two-seat layout; oval recesses in the roof liner provide extra headroom for the driver and front passenger; sports seats fitted as standard (MINI Cooper S Coupé, MINI Cooper SD Coupé, MINI John Cooper Works Coupé); two-piece luggage compartment cover in striking, three-dimensional design.
 - Exclusive colour and materials concept; roof in contrasting colour as standard; new interpretation of the optional Sport stripes in the same contrasting colour on the bonnet, boot lid and rear apron, and in body colour on the roof; anthracite roof liner as standard; new upholstery variants, exterior mirror colours, trim strips and Colour Lines offer additional scope for customisation.
 - High-quality standard equipment and innovative options underlining the premium character typical of the brand yet unique in the segment; speed-sensitive power steering, electrically adjustable exterior mirrors, Park Distance Control, height-adjustable seats, air conditioning (MINI Cooper S Coupé, MINI Cooper SD Coupé, MINI John Cooper Works Coupé) and an audio system with MP3-compatible CD player and AUX IN connection as standard; optional equipment includes black headlight housing, xenon headlights, Adaptive Headlights, Comfort Access, automatic climate control, automatically dimming rear-view mirror and exterior mirrors, storage package, preparation for a rear luggage carrier rack, the John Cooper Works Pack and exclusive options from the MINI Yours range; a variety of entertainment and communications functions unparalleled in the segment: Harman Kardon Hi-Fi loudspeaker

system, Bluetooth mobile phone preparation, USB audio interface; innovative MINI Connected functions – including web radio, Google local search and Google Send to Car services, reception of RSS news feeds, plus in-car use of Facebook and Twitter – available in conjunction with the MINI Visual Boost radio or MINI navigation system.

- Engine variants:

MINI John Cooper Works Coupé: Four-cylinder petrol engine with twin-scroll turbocharger and direct injection, plus numerous technological details carried over directly from motor sport.

Displacement: 1,598 cc,

output: 155 kW/211 hp at 6,000 rpm,

max. torque: 260 Nm/192 lb-ft at 2,000 – 5,100 rpm

(280 Nm/207 lb-ft with overboost at 1,700 – 4,500 rpm).

Acceleration: 0–100 km/h (62 mph): 6.4 seconds,

top speed: 240 km/h (149 mph).

Average fuel consumption according to EU standard: 7.1 litres per 100 kilometres (39.8 mpg imp),

CO₂ emissions: 165 g/km.

MINI Cooper S Coupé: 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: 135 kW/184 hp at 5,500 rpm,

max. torque: 240 Nm/177 lb-ft at 1,600 – 5,000 rpm

(260 Nm/192 lb-ft with overboost at 1,700 – 4,500 rpm).

Acceleration: 0–100 km/h (62 mph): 6.9 seconds,

top speed: 230 km/h (143 mph).

Average fuel consumption according to EU standard: 5.8 litres per 100 kilometres (48.7 mpg imp),

CO₂ emissions: 136 g/km.

MINI Cooper Coupé: Four-cylinder petrol engine with fully variable valve management based on the BMW Group's VALVETRONIC technology.

Displacement: 1,598 cc,

output: 90 kW/122 hp at 6,000 rpm,

max. torque: 160 Nm/118 lb-ft at 4,250 rpm,

Acceleration: 0–100 km/h (62 mph): 9.0 seconds,

top speed: 204 km/h (127 mph),
Average fuel consumption according to EU standard: 5.4 litres per
100 kilometres (52.3 mpg imp),
CO₂ emissions: 127 g/km.

MINI Cooper SD Coupé: Four-cylinder turbodiesel with aluminium
crankcase, common-rail injection and variable turbine geometry.

Displacement: 1,995 cc,
output: 105 kW/143 hp at 4,000 rpm,
max. torque: 305 Nm/225 lb-ft at 1,750 – 2,700 rpm.
Acceleration: 0–100 km/h (62 mph): 7.9 seconds,
top speed: 216 km/h (134 mph).

Average fuel consumption according to EU standard: 4.3 litres per
100 kilometres (65.7 mpg imp),
CO₂ emissions: 114 g/km.

- Exterior dimensions:
Length: 3,734 millimetres (MINI Cooper Coupé: 3,728 millimetres)
Width: 1,683 millimetres
Height: 1,384 millimetres (MINI Cooper Coupé: 1,378 millimetres)
Wheelbase: 2,467 millimetres

A recipe for unbridled driving fun: The MINI Coupé.



MINI is expanding its product family with the launch of a model geared squarely to maximising driving fun. The MINI Coupé indulges the keen driver with a level of agility unmatched in the small car segment, along with a unique body and interior concept and the brand's customary commitment to premium levels of design, quality, equipment and individualisation. The first two-seater in its current line-up sees MINI not only breathe new life into its successful racing history but also provide a shot in the arm for the super-compact sports car class. The selection of engines, chassis set-up, weight distribution and aerodynamic properties of the MINI Coupé are all focused on delivering optimum performance. As a result, the new car radiates the brand's hallmark go-kart feeling with a whole new depth of intensity and achieves the best performance statistics ever recorded by a volume-produced MINI.

The MINI Coupé is the brand's first model to adopt a three-box body structure with a strikingly stepped rear end. Its distinctive lines are expressed in the customary MINI design language and combine with unmistakable styling features. All of which accurately showcases both the new model's distinctive characteristics and its brand identity. Its flat silhouette and innovative "helmet roof" lend the MINI Coupé a sporty and individual allure. In addition to the integral roof spoiler, an active rear spoiler optimises airflow at higher speeds.

Inside the car, the two-seater concept is emphasised by features such as oval recesses in the roof liner. With its extremely high-opening tailgate and large luggage area with through-loading facility, the MINI Coupé displays outstanding versatility in day-to-day driving, when transporting leisure items or sports gear, and on trips out with a lucky partner.

The MINI Coupé can be ordered with the most powerful petrol and diesel engines in the brand's arsenal. Outputs range from the 90 kW/122 hp of the MINI Cooper Coupé, to the MINI Cooper SD Coupé (105 kW/143 hp) and MINI Cooper S Coupé (135 kW/184 hp), all the way up to the

MINI John Cooper Works Coupé, a thoroughbred athlete producing 155 kW/211 hp.

A level of chassis quality unmatched in the small car segment gives the new MINI model the handling flair you would expect from the brand. The precise Electric Power Steering, the standard-fitted DSC stability control system, powerful brakes and measures designed specifically to optimise torsional rigidity ensure the MINI Coupé driver can enjoy the ultimate in go-kart feeling.

The striking roof of the MINI Coupé is painted in a contrasting colour as standard, while the options list includes a new interpretation of the MINI Sport stripes. An extended selection of seat variants, door trim, trim strips and Colour Lines can be specified for the interior. Standard equipment includes air conditioning (MINI Cooper S Coupé, MINI Cooper SD Coupé, MINI John Cooper Works Coupé), speed-sensitive power steering, electrically adjustable exterior mirrors, Park Distance Control, height-adjustable seats and an audio system with MP3-compatible CD player and AUX IN connection. An array of high-quality options enhance the comfort and individuality of the MINI Coupé. Plus, customers can also dip into the exclusive MINI Yours range of products, as well as options and accessories with a strong sporting flavour from John Cooper Works. MINI Connected functions such as web radio, Google local search and Google Send to Car services, reception of RSS news feeds, and in-car use of Facebook and Twitter, are available in conjunction with the MINI Visual Boost radio or MINI navigation system.

Unique character, individual design, hallmark MINI design language.

The MINI Coupé brings a fascinatingly unique character to its market segment and the MINI model family alike. Its body design is based on a faithful interpretation of MINI design and places a clear emphasis on the brand's sporting genes. Plus, it features a number of eye-catching individual touches which amount to rather more than model-specific details. At the same time, though, the Coupé remains unmistakably a MINI. A combination of taut, athletic surfaces, harmonious curves and parallel lines confirms the allegiance of its design language to the cornerstones of MINI design. Indeed, the appearance of the MINI Coupé is also defined by its powerful over-the-wheel stance. And then there are unique design features exclusive to MINI, such as

the hexagonal contours of the radiator grille, the black border around the lower part of the body, a host of chrome strips and surrounds and the large circular headlights with integrated direction indicators. The headlights, like the vertically stacked rear lights positioned on the outer extremes of the rear end, are integrated like “islands” into the body. The positioning lights and foglamps located in the front apron and the surrounds of the side indicators on the front side panels are among the design elements whose origins can be traced back to the classic Mini of the 1950s.

At the same time, however, the Coupé also breaks the mould – as the first MINI to adopt a three-box body structure. Unlike the MINI, the MINI Clubman and the MINI Convertible, the MINI Coupé is divided into three distinct segments: engine compartment, passenger compartment and boot. This structure broadens the MINI Coupé’s spectrum of geometric forms and helps to create a classic and very distinctive gran turismo-style rear end, particularly when viewed from the side.

The exterior dimensions of the MINI Coupé give it very sporty proportions and a low, forward-thrusting profile. The two-seater measures 3,734 millimetres (MINI Cooper Coupé: 3,728 millimetres) in length, 1,683 millimetres in width and 1,384 millimetres (MINI Cooper Coupé: 1,378 millimetres) in height. In other words, while the overall length, width and wheelbase (2,467 millimetres) are almost identical to the measurements of the MINI, the car’s overall height has been lowered by as much as 52 millimetres.

Distinctive roof form; steeply raked A-pillars, integrated roof spoiler and active rear spoiler optimise aerodynamics.

The clear horizontal structuring of the Coupé into three distinct tiers – the body, the wrap-around glass surfaces and the strikingly superimposed roof – is also a typical MINI hallmark. The rearward tapering greenhouse and flat side windows and, most prominently, the innovative “helmet roof” give the MINI Coupé a distinctive appearance from every angle.

The active rear spoiler, fitted for the first time on a MINI, optimises airflow at higher speeds. Integrated in the boot lid, the spoiler pops up automatically when the MINI Coupé reaches a speed of 80 km/h (50 mph). When the speed drops below 60 km/h (37 mph) again, a four-part control mechanism returns

the spoiler to its rest position. It is also possible to operate the active rear spoiler manually, for example for cleaning purposes, using a button in the overhead control panel.

At higher speeds, the active rear spoiler reduces lift at the rear axle, optimising the aerodynamic balance – and therefore the grip levels – of the MINI Coupé. It forms part of a precisely configured aerodynamic concept that also includes an innovatively designed roof spoiler with integrated aerial. This roof spoiler is fully integrated into the styling of the helmet roof. It has an opening in the centre which allows the airflow over the roof to be directed down to the rear window or, depending on speed, to the rear spoiler. This reduces rear lift and, in so doing, improves the driving dynamics of the MINI Coupé.

Also distinctive are the A-pillars and windscreen, which are more sharply raked than on the MINI. The resulting smaller frontal area makes an additional contribution to the excellent aerodynamic properties of the MINI Coupé. Airflow has been optimised to an even greater extent on the range-topping MINI John Cooper Works Coupé. The most powerful member of the Coupé line-up is fitted with a John Cooper Works aerodynamic kit as standard in a nod to its exceptionally dynamic performance capability.

Interior: clear emphasis of two-seated layout, generous storage capacity.

The design of the MINI Coupé's interior also showcases the pure-bred character of a compact sports car. In typical MINI style, the Coupé also has a large Centre Speedo and a rev counter positioned directly behind the steering wheel, and the standard-fitted sports seats offer outstanding lateral support through quickly-taken corners. The colours of the interior, meanwhile, also help enhance concentration on the road ahead. Regardless of the combination of upholstery variant, trim elements and Colour Lines chosen by the MINI Coupé owner, the interior colour remains Carbon Black. An anthracite roof liner is also part of the standard specification.

Oval recesses in the roof liner create extra headroom. This exclusive design element lends further emphasis to the two-seat layout and hunkered-down, sports-orientated form of the MINI Coupé body.

The absence of a rear seat bench creates new scope for offering spontaneous driving enjoyment for two people while at the same time catering for the requirements of an active and varied lifestyle. The adaptable, 280-litre boot is extremely flexible. With a large, high-opening tailgate and a 36 cm (14 in.) wide and 20 cm (approx. 8 in.) high through-loading system that can also be opened from the driver's or passenger's seat, the MINI Coupé offers cargo-carrying possibilities that will suit a wide range of needs, whether for daily routine, leisure or touring for two. The car's practicality is further enhanced by larger door bins, three cupholders and a cross-rack behind the seats. Meanwhile, the variable luggage compartment cover eases stowage of particularly bulky items or sports equipment. When the boot lid is opened, the rear section of the three-dimensional cover is also raised. The entire cover can be detached, if required.

An exclusive selection of colours and materials.

The range of exterior paint finishes for the MINI Coupé body comprises nine colours. The car's roof is painted as standard in a contrasting colour; customers can choose from Jet Black, Pure Silver and – exclusively for the MINI John Cooper Works Coupé – Chili Red. This gives the extravagant roof shape a particularly striking appearance. The only exception here is the Midnight Black body paint variant, which can be combined with a roof in Jet Black. Model-specific Sport stripes are available as an option. On the roof these come in body colour, on the front and rear ends in the contrasting colour. The MINI Coupé is kitted out as standard with 15-inch, 16-inch or 17-inch light-alloy wheels, depending on the variant. Further light-alloy wheel designs in these formats can be ordered as an option.

Special piping-style sports seats and the upholstery colour Toffy – unique to the Coupé – add even more scope to the customary MINI variety of seat and upholstery variants. Added to which, the black sports seats can also be specified in Punch Leather with beige-coloured perforations. Trim strips can be ordered in any of six variants, and a Chili Red option is also offered for the MINI John Cooper Works Coupé. A choice of five Colour Lines is available; the Polar Beige variant can also be combined with beige-coloured exterior mirrors. What's more, customers can explore the additional, extremely exclusive interior design options offer by the MINI Yours range.

Latest-generation four-cylinder petrol and diesel engines.

The MINI Coupé shines a brighter spotlight than ever on the brand's sporting genes. Underlining this point are engines which set the pace in several different disciplines. Instantaneous power development delivers impressive sports performance, while high elasticity and optimum gear ratios guarantee unbeatable agility in mid-range acceleration. Plus, extensive MINIMALISM technology makes the driver a less frequent visitor to the pumps.

Customers can choose from a selection of four engines for their MINI Coupé. All the model variants carry the Cooper name in their designation.

Traditionally, this familiar badge has been a sign of outstanding sporting ability and a nod to the brand's association with legendary Formula One designer John Cooper. This is the man who smoothed the passage of the classic Mini into race competition. The MINI Cooper Coupé, MINI Cooper S Coupé, MINI John Cooper Works Coupé and MINI Cooper SD Coupé offer a blend of fuel consumption and driving fun unmatched within their respective output classes.

MINI Cooper Coupé: high in energy, low in CO₂.

The new member of the MINI family displays an infectious spirit and verve – even in entry-level form. The four-cylinder petrol engine in the MINI Cooper Coupé produces 90 kW/122 hp from its 1.6-litre displacement, reaching this maximum output at 6,000 rpm. Peak torque of 160 Newton metres (118 lb-ft) is on tap at 4,250 rpm. The secret behind the engine's lightning-fast response to every movement of the accelerator pedal lies primarily in the fully variable valve management system unique in the MINI segment. This throttle-free load control technology is based on the VALVETRONIC system found in BMW engines and optimises both the engine's responsiveness and its fuel consumption and emissions.

The MINI Cooper Coupé uses this instantaneous pulling power to deliver impressive acceleration and races from rest to the 100 km/h (62 mph) mark in just 9.0 seconds. Its top speed stands at 204 km/h (127 mph). This performance contrasts with average fuel consumption in the EU test cycle of 5.4 litres per 100 km (52.3 mpg imp) and CO₂ emissions of 127 grams per kilometre.

MINI Cooper S Coupé: unbeatable efficiency, intoxicating driving fun.

The likewise 1.6-litre power unit under the bonnet of the MINI Cooper S Coupé comes with fully variable valve management as part of a package of technology which also features a twin-scroll turbocharger and petrol direct injection. This construction leads to instantaneous development of charge pressure. Meanwhile, direct injection allows extremely precise amounts of fuel to be fed into the cylinders, promoting clean and efficient combustion. The combination of turbocharging, direct injection and variable valve management produces maximum output of 135 kW/184 hp at 5,500 rpm and makes the four-cylinder unit in the MINI Cooper S Coupé the world's most efficient engine in its displacement class.

Maximum torque of 240 Newton metres (177 lb-ft) is on tap as low down as 1,600 rpm, and can be raised to 260 Newton metres (192 lb-ft) for a short time using the overboost. This function serves up additional pulling power to ensure particularly dynamic acceleration. The MINI Cooper S Coupé dashes from 0 to 100 km/h (62 mph) in just 6.9 seconds, and its top speed stands at 230 km/h (143 mph). These performance figures team up with average fuel consumption in the EU test cycle of 5.8 litres per 100 km (48.7 mpg imp) and CO₂ emissions of 136 grams per kilometre.

MINI John Cooper Works Coupé: an extreme athlete in peak form.

The exceptionally sporty MINI models bearing the John Cooper Works badge hold a very special status within the model range. Features such as engine technology derived directly from motor sport mark them out from the norm. The MINI John Cooper Works Coupé adds another top-class athlete to the MINI ranks. A 155 kW/211 hp four-cylinder engine with twin-scroll turbocharger and direct injection imbues it with unrestrained power, giving it the tools to do what MINI does best – entertaining drivers – even better.

Numerous technical details of the 1.6-litre unit originate directly from developments in motor sport. The modified turbocharger develops even greater charge pressure than the engine in the MINI Cooper S Coupé. The model-specific exhaust system can be identified from the outside by its polished stainless steel twin tailpipes, while its resonant soundtrack – best

sampled from inside the cabin – adds a distinctive extra layer to the extreme sports machine's character.

The engine generates peak output at 6,000 rpm and produces maximum torque of 260 Newton metres (192 lb-ft); the overboost function pushes this figure up to 280 Newton metres (207 lb-ft) for a short time. The instantaneous power development ensures imposing acceleration, the MINI John Cooper Works Coupé rocketing from a standstill to 100 km/h (62 mph) in 6.4 seconds on the way to a top speed of 240 km/h (149 mph). And yet average fuel consumption in the EU test cycle is kept at an unusually low level for cars in this output class; the MINI John Cooper Works Coupé burns just 7.1 litres of fuel per 100 km (39.8 mpg imp) and has CO₂ emissions of 165 grams per kilometre.

MINI Cooper SD Coupé: brawny yet economical.

As an alternative to the three petrol units, the MINI Coupé can also be ordered with a diesel engine. Its incredibly sporty power development allows it to slot perfectly into the engine line-up, where it occupies pole position in the efficiency standings. The four-cylinder diesel unit under the bonnet of the MINI Cooper SD Coupé comes with an all-aluminium crankcase, a turbocharger with variable intake geometry and common-rail direct injection with solenoid-valve injectors. It produces a maximum output of 105 kW/143 hp from its 2.0-litre displacement, a figure achieved at 4,000 rpm. Thanks to muscular pulling power sustained all the way from low engine speeds into the higher reaches of the rev range, the most powerful diesel representative of the MINI engine line-up offers both an impressive balance between power and fuel economy and the ideal platform for a sporty driving style.

The engine's maximum torque of 305 Newton metres 225 (166 lb-ft) is available between 1,750 and 2,700 rpm, and the MINI Cooper SD Coupé needs a mere 7.9 seconds to sprint from 0 to 100 km/h (62 mph). Top speed is 216 km/h (134 mph). Proof of its outstanding efficiency is demonstrated by average fuel consumption in the EU test cycle of 4.3 litres per 100 km (65.7 mpg imp). The CO₂ emissions of the MINI Cooper SD Coupé stand at 114 grams per kilometre.

A lot of power from a little fuel: MINIMALISM technology as standard.

All model variants of the MINI Coupé come as standard with a wide range of MINIMALISM technology. In addition to the engines' efficiency, features such as Brake Energy Regeneration, the Auto Start/Stop function, Shift Point Display, Electric Power Steering and the need-based operation of ancillary components help to make efficient use of the energy contained in the fuel and deliver exceptionally low CO₂ emissions. Added to which, innovative thermal encapsulation of the drive train shortens the fuel-sapping warm-up period after a cold start.

The standard-fitted six-speed manual gearbox sets a new benchmark in the segment with its short shift travel and impressively precise action. As an option, a six-speed automatic gearbox with Steptronic function can be ordered for the MINI Cooper Coupé, MINI Cooper S Coupé and MINI Cooper SD Coupé as an option. With its exceptionally short shift times and direct "target gear" finding capability on downshifts, the automatic likewise showcases the sporting character of the MINI Coupé. The driver can also change gear manually using the selector lever, while shift paddles on the steering wheel are available as an additional option.

The ultimate in go-kart feeling.

The suspension system effortlessly translates the power of the MINI Coupé engines into a fun-filled and agile driving experience. The combination of this suspension technology and the brand's customary front-wheel drive allows the MINI Coupé to provide the most intensive expression yet of the trademark MINI driving experience, or go-kart feeling. Using top-quality components and a design that draws on the outstanding engineering expertise of the BMW Group, the MINI range offers suspension quality that is unique in this segment. Indeed, the technology was developed independently and exclusively for MINI.

MacPherson strut front suspension provides excellent wheel location, while the sophisticated kinematics of the multi-link rear suspension maintain optimal road grip at all times. The longitudinal control arms are made of aluminium, which cuts down on weight. Anti-roll bars reduce body roll to a minimum and

make their own contribution to safety and agility. The suspension components have been meticulously adapted to the sporty personality and specific weight balance of the MINI Coupé and the body calibration on all model versions emphasises their sparkling handling characteristics. The optional sports suspension has firmer damper settings and comes with sturdier anti-roll bars front and rear. For a “hard-core” racing experience, the accessories range offers John Cooper Works suspension, with a 10 mm drop in ride height, ultra-firm damping and anti-roll bars whose diameter is even larger than on the sports suspension package.

Electric Power Steering (EPS) gives the MINI Coupé outstanding directional control in all situations. The level of power assistance is graded according to the speed of the car while the use of an electric motor further enhances its efficiency.

The MINI Coupé’s Electric Power Steering is also available with variable power assist levels. A Sport button on the centre console, standard in the case of the MINI John Cooper Works Coupé and optionally available for all other model versions, allows the driver to choose between the basic power assist level and a second mode designed to support a more performance-minded driving style. This second mode requires more steering input but also provides more responsive steering feel. Simultaneously, pressing the Sport button also alters the response characteristics of the accelerator – which immediately delivers sharper, sportier reactions – and, if the optional six-speed automatic gearbox is specified, prompts shorter shift times.

DSC Dynamic Stability Control as standard: optimised traction with DTC and EDLC.

The MINI Coupé’s model-specific braking system provides powerful, fade-free deceleration, even under hard braking. Its effectiveness is further enhanced by the standard-fitted Dynamic Stability Control (DSC) system. In very dynamic driving situations and on slippery surfaces, the system can selectively brake individual wheels and reduce engine power to prevent a front- or rear-end slide at the earliest possible stage. The system includes integral anti-lock braking (ABS), Electronic Brakeforce Distribution (EBD), Cornering Brake Control (CBC), Brake Assist and Hill Start Assistant.

Dynamic Stability Control is combined as standard on the MINI John Cooper Works Coupé, and optionally on all other model versions, with the Dynamic Traction Control system (DTC) with integrated Electronic Differential Lock Control (EDLC). DTC, which can be activated at the push of a button, raises the response thresholds to make it easier to move off on loose sand or snow, allowing the drive wheels to spin slightly in the process. DTC also allows a degree of controlled wheel slip under very sporty cornering. A longer push of the button fully deactivates the DSC system. With DSC in “off” mode, the EDLC system responds instead, in relevant situations. EDLC offers enhanced performance characteristics when accelerating hard out of corners and tight bends by precisely controlled braking of a drive wheel that is starting to spin. This improves traction without negatively affecting the understeer/oversteer characteristics of the car. The result is smoother, faster cornering.

Stiff body, ideal weight balance.

The MINI Coupé is equipped with extra bodyshell stiffening at the rear, which means that the overall torsional rigidity of the body is even higher than on the MINI. In conjunction with the extra-sturdy side sills, this optimises the occupant protection provided by the strong passenger cell. At the same time the high level of body stiffness on the MINI Coupé also enhances agility and precise handling control.

At the front of the vehicle, too, there are special body stiffening measures, along with innovative features to improve pedestrian protection. The resulting weight distribution has major benefits for vehicle dynamics. The slight increase in front axle load rating compared with the MINI increases traction at the front wheels and helps to ensure that the engine power is effortlessly translated into sporty acceleration.

The range of safety equipment fitted as standard includes front airbags and head-thorax airbags, which are integrated into the sides of the seat backrests and protect the head, upper body and hip area from injury in the event of a side-on impact. Added to which, both seats come with three-point inertial reel seat belts including belt force limiters and belt tensioners. The MINI Coupé is also equipped with a Tyre Defect Indicator as standard.

Extensive standard equipment, high-quality options.

The MINI Coupé comes with an impressive standard specification, further enhancing the driving fun available on board and underlining the car's premium character. The equipment list includes air conditioning (MINI Cooper S Coupé, MINI Cooper SD Coupé, MINI John Cooper Works Coupé), speed-sensitive power steering and Park Distance Control with rear sensors, which makes parking and manoeuvring that much easier. Height-adjustable sports seats, electrically adjustable exterior mirrors and the radio MINI CD audio system (radio MINI Boost CD in the MINI John Cooper Works Coupé) with MP3-compatible CD player and AUX IN connection are also included as standard.

High-quality items of optional equipment – some of which are unique in the small car segment – allow customers to further enhance the comfort and individuality of their MINI Coupé. The list of options includes front fog lamps, a rain sensor with automatic headlamp activation, and Adaptive Headlights (in conjunction with optional xenon light) which adjust the tilt of the headlights to the car's steering angle and speed in order to optimise illumination of the road through corners. Xenon headlights can also be specified with black housing. Among the other options available are Comfort Access, an on-board computer, automatic climate control, heated seats, a multifunction steering wheel, an automatically dimming rear-view mirror and exterior mirrors, an armrest, the storage package, and preparation for a rear luggage carrier rack. Customers can also dip into the selection of exclusive options available from the MINI Yours range and ultra-sporty John Cooper Works options and accessories.

Among the items owners can have fitted to maximise on-board entertainment and make communication even easier are the Harman Kardon hi-fi loudspeaker system and USB audio interface. The MINI Visual Boost radio and MINI navigation system link up with a 6.5-inch high-resolution colour display in the Centre Speedo and the Bluetooth hands-free system with USB audio interface. This allows customers to access an even more extensive range of functions supported by a connected mobile device, including audio streaming via Bluetooth, album cover artwork display on the on-board monitor and innovative office functions. The maps for the MINI navigation system are

stored on the car's built-in Flash memory device and can be updated via the USB interface.

Unrivalled entertainment and communications functions from MINI Connected.

Customers specifying the MINI Visual Boost radio or MINI navigation system will also be able to access internet-based services inside the car courtesy of MINI Connected. MINI-specific functions can be uploaded via a MINI Connected software application and operated using the joystick, steering wheel buttons and on-board monitor. Adopting the familiar MINI display and operating logic, MINI Connected enables comfortable, simple, secure and intuitive control of all functions while minimising driver distraction. The MINI Connected App gives owners of an Apple iPhone access to innovative functions designed to enhance driving fun, entertainment and social networking.

Among the functions no other model in the MINI segment can offer are use of the Google local search and Google Send to Car services, as well as reception of user-definable RSS news feeds, the content of which is displayed on the on-board monitor and can be read out using the optional voice output function. MINI also allows in-car usage of web-based social networks. MINI Connected customers can receive Facebook and Twitter posts inside the car, display them on the on-board monitor and have them read out by the optional MINI Connected voice output function. In addition, current vehicle data and details of the driver's destination or the outside temperature can be added to preformatted text messages and sent out directly from the car using either service. With the Dynamic Music function, meanwhile, every journey in the MINI can be enjoyed to the soundtrack of specially arranged songs, whose rhythm and sound volume adjust to the driving style at any one time.



Specifications.

MINI Cooper Coupé, MINI Cooper Coupé Automatic.

(Status: June 2011)

Body		MINI Cooper Coupé	MINI Cooper Coupé
No of doors/seats		2 / 2	2 / 2
Length/width/height (unladen)	mm	3728 / 1683 / 1378	3728 / 1683 / 1378
Wheelbase	mm	2467	2467
Track, front/rear	mm	1459 / 1467	1459 / 1467
Turning circle	m	10.7	10.7
Tank capacity	approx. l	40	40
Cooling system incl. heater	l	7.5	7.5
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1090 / 1165	1135 / 1210
Max load to DIN	kg	290	290
Max permissible load	kg	1380	1425
Max axle load, front/rear	kg	820 / 590	855 / 590
Max trailer load braked (12%) / unbraked	kg	- / -	- / -
Max roofload/max download	kg	- / -	- / -
Luggage compartment	l	280	280
Air drag $c_x / A / c_x \times A$	- / m ² / m ²	0.32 / 1.98 / 0.63	0.32 / 1.98 / 0.63
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEV 17.2.2	MEV 17.2.2
Capacity	cm ³	1598	1598
Bore/stroke	mm	77.0 / 85.8	77.0 / 85.8
Compression ratio	:1	11.0	11.0
Fuel grade	RON	91-98	91-98
Max output	kW / HP	90 / 122	90 / 122
at	min ⁻¹	6000	6000
Max torque	Nm	160	160
at	min ⁻¹	4250	4250
Electrical system			
Battery/installation	Ah / -	55 / Engine compartment	55 / 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	²⁾	²⁾
Rear brakes		Disc	Disc
Diameter	mm	²⁾	²⁾
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 and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). 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		175/65 R15 84H	175/65 R15 84H
Wheels		5.5J × 15 light-alloy	5.5J × 15 light-alloy
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1	3.214
	II	:1	1.792
	III	:1	1.194
	IV	:1	0.914
	V	:1	0.784
	VI	:1	0.683
Reverse gear		:1	3.143
Final drive ratio		:1	4.353
Performance			
Power-to-weight ratio to DIN	kg/kW	12.1	12.6
Output per litre	kW/l	56.3	56.3
Acceleration	0-100 km/h	s	9.0
	0-1000 m	s	30.1
in 4th/5th gear	80-120 km/h	s	9.4 / 11.9
Top speed	km/h	204	198

Fuel consumption in EU cycle			
Urban	l/100 km	6.9	8.7
Extra-urban	l/100 km	4.6	5.1
Composite	l/100 km	5.4	6.4
CO ₂	g/km	127	150
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	15 / 19 / 22	15 / 19 / 22
Ground clearance (empty)	mm	139	139

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.
² Data not yet available.

MINI Cooper S Coupé, MINI Cooper S Coupé Automatic.

(Status: June 2011)

Body		MINI Cooper S Coupé	MINI Cooper S Coupé
No of doors/seats		2 / 2	2 / 2
Length/width/height (unladen)	mm	3734 / 1683 / 1384	3734 / 1683 / 1384
Wheelbase	mm	2467	2467
Track, front/rear	mm	1453 / 1461	1453 / 1461
Turning circle	m	10.7	10.7
Tank capacity	approx. l	50	50
Cooling system incl. heater	l	7.5	7.5
Engine oil	l	4.2	4.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1165 / 1240	1190 / 1265
Max load to DIN	kg	290	290
Max permissible load	kg	1455	1480
Max axle load, front/rear	kg	870 / 605	895 / 605
Max trailer load braked (12%) / unbraked	kg	- / -	- / -
Max roofload/max download	kg	- / -	- / -
Luggage compartment	l	280	280
Air drag $c_x / A / c_x \times A$	- / m ² / m ²	0.36 / 1.97 / 0.71	0.36 / 1.97 / 0.71
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		MEVD 17.2.2	MEVD 17.2.2
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	135 / 184	135 / 184
at	min ⁻¹	5500	5500
Max torque (with overboost)	Nm	240 (260)	240 (260)
at	min ⁻¹	1600-5000 (1730-4500)	1600-5000 (1730-4500)
Electrical system			
Battery/installation	Ah / -	55 / Engine compartment	55 / 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	²⁾	²⁾
Rear brakes		Disc	Disc
Diameter	mm	²⁾	²⁾
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 and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). 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		195/55 R16 87V	195/55 R16 87V
Wheels		6.5J × 16 light-alloy	6.5J × 16 light-alloy
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1	3.308
	II	:1	2.130
	III	:1	1.483
	IV	:1	1.139
	V	:1	0.949
	VI	:1	0.816
Reverse gear		:1	3.231
Final drive ratio		:1	3.706
Performance			
Power-to-weight ratio to DIN	kg/kW	8.6	8.8
Output per litre	kWh/l	84.5	84.5
Acceleration	0-100 km/h	s	7.1
	0-1000 m	s	27.2
in 4th/5th gear	80-120 km/h	s	5.5 / 6.9
Top speed	km/h	230	224

Fuel consumption in EU cycle			
Urban	l/100 km	7.3	8.9
Extra-urban	l/100 km	5.0	5.0
Composite	l/100 km	5.8	6.4
CO ₂	g/km	136	149
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	16 / 20 / 22	16 / 20 / 22
Ground clearance (empty)	mm	139	139

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.
² Data not yet available.

MINI John Cooper Works Coupé.

(Status: June 2011)

Body		MINI John Cooper Works
No of doors/seats		2 / 2
Length/width/height (unladen)	mm	3734 / 1683 / 1384
Wheelbase	mm	2467
Track, front/rear	mm	1453 / 1461
Turning circle	m	10.7
Tank capacity	approx. l	50
Cooling system incl. heater	l	7.5
Engine oil	l	4.2
Transmission oil incl. drive train	l	Lifetime
Weight, unladen to DIN/EU ¹	kg	1165 / 1240
Max load to DIN	kg	290
Max permissible load	kg	1455
Max axle load, front/rear	kg	865 / 610
Max trailer load braked (12%) / unbraked	kg	- / -
Max roofload/max download	kg	- / -
Luggage compartment	l	280
Air drag $c_x / A / c_x \times A$	- / m ² / m ²	0.35 / 1.97 / 0.69
Engine		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		MED 17.2.2
Capacity	cm ³	1598
Bore/stroke	mm	77.0 / 85.8
Compression ratio	:1	10.0
Fuel grade	RON	91-98
Max output	kW / hp	155 / 211
at	min ⁻¹	6000
Max torque (with overboost)	Nm	260 (280)
at	min ⁻¹	1850-5600 (200-5100)
Electrical system		
Battery/installation	Ah / -	55 / Engine compartment
Alternator	A	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 ²⁾
Diameter	mm	
Rear brakes		Disc ²⁾
Diameter	mm	
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 and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). Parking brake acts mechanically on rear wheels
Steering		Electric power steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1	14.1
Tyres		205/45 R17 84W RSC
Wheels		7J x 17 light-alloy
Transmission		
Type of gearbox		6-gear manual transmission
Gear ratios	I	:1 3.308
	II	:1 1.870
	III	:1 1.194
	IV	:1 0.872
	V	:1 0.721
	VI	:1 0.596
Reverse gear		:1 3.231
Final drive ratio		:1 3.706
Performance		
Power-to-weight ratio to DIN	kg/kW	7.5
Output per litre	kW/l	97.0
Acceleration	0-100 km/h	s 6.4
	0-1000 m	s 26.1
in 4th/5th gear	80-120 km/h	s 5.1 / 6.1
Top speed	km/h	240

Fuel consumption in EU cycle		
Urban	l/100 km	9.4
Extra-urban	l/100 km	5.8
Composite	l/100 km	7.1
CO ₂	g/km	165
Miscellaneous		
Emission rating		EU5
Insurance ratings Germany	HPF/VK/TK	16 / 20 / 22
Ground clearance (empty)	mm	139

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.
² Data not yet available.

MINI Cooper SD Coupé, MINI Cooper SD Coupé Automatic.

(Status: June 2011)

Body		MINI Cooper SD Coupé	MINI Cooper SD Coupé Automatic
No of doors/seats		2 / 2	2 / 2
Length/width/height (unladen)	mm	3734 / 1683 / 1384	3734 / 1683 / 1384
Wheelbase	mm	2467	2467
Track, front/rear	mm	1453 / 1461	1453 / 1461
Turning circle	m	10.7	10.7
Tank capacity	approx. l	40	40
Cooling system incl. heater	l	6.6	7.0
Engine oil	l	5.2	5.2
Transmission oil incl. drive train	l	Lifetime	Lifetime
Weight, unladen to DIN/EU ¹	kg	1175 / 1250	1195 / 1270
Max load to DIN	kg	290	290
Max permissible load	kg	1465	1485
Max axle load, front/rear	kg	890 / 600	905 / 600
Max trailer load braked (12%) / unbraked	kg	- / -	- / -
Max roofload/max download	kg	- / -	- / -
Luggage compartment	l	280	280
Air drag c_x / A / $c_x \times A$	- / m ² / m ²	0.35 / 1.98 / 0.69	0.35 / 1.98 / 0.69
Engine			
Config/No of cyls/valves		Inline / 4 / 4	Inline / 4 / 4
Engine management		DDE 7.2.1	DDE 7.2.1
Capacity	cm ³	1995	1995
Bore/stroke	mm	84.0 / 90.0	84.0 / 90.0
Compression ratio	:1	16.5	16.5
Fuel grade	RON	Diesel	Diesel
Max output	kW / hp	105 / 143	105 / 143
at	min ⁻¹	4000	4000
Max torque	Nm	305	305
at	min ⁻¹	1750-2700	1750-2700
Electrical system			
Battery/installation	Ah / -	70 / Engine compartment	70 / Engine compartment
Alternator	A	150	150
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	²⁾	²⁾
Rear brakes		Disc	Disc
Diameter	mm	²⁾	²⁾
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 and Hill Start Assistant, optional: Dynamic Traction Control (DTC) and Electronic Differential Lock Control (EDLC). 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		195/55 R16 87V	195/55 R16 87V
Wheels		6.5J × 16 light-alloy	6.5J × 16 light-alloy
Transmission			
Type of gearbox		6-gear manual transmission	6-speed automatic transmission
Gear ratios	I	:1	3.308
	II	:1	1.870
	III	:1	1.194
	IV	:1	0.872
	V	:1	0.721
	VI	:1	0.596
Reverse gear	:1	3.231	3.193
Final drive ratio	:1	3.706	3.683
Performance			
Power-to-weight ratio to DIN	kg/kW	11.2	11.4
Output per litre	kW/l	52.6	52.6
Acceleration	0-100 km/h	s	7.9
	0-1000 m	s	29.0
in 4th/5th gear	80-120 km/h	s	6.5 / 7.7
	km/h		216
			206

Fuel consumption in EU cycle			
Urban	l/100 km	5.1	6.9
Extra-urban	l/100 km	3.9	4.3
Composite	l/100 km	4.3	5.3
CO ₂	g/km	114	139
Miscellaneous			
Emission rating		EU5	EU5
Insurance ratings Germany	HPF/VK/TK	16 / 20 / 22	16 / 20 / 22
Ground clearance (empty)	mm	139	139

¹ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.
² Data not yet available.