

YOUR MINI SPARES CATALOGUE



mini  *spares*

The World Leader In Mini Spare Parts



Introduction

It's all about your Mini.

Welcome to the 2012 edition of Your Mini Spares parts catalogue

As the largest supplier of Mini Parts in the world we strive to keep your cars on the road, where they should be. With the highest quality, race proven, tried and trusted parts available. Where original Rover parts have become obsolete, we find alternative suppliers or remanufacture to ensure the availability of the parts you need.

Where parts are supplied from the original source, the genuine part number is used and alternative parts are shown with unique Mini Spares part number.*

As an endorsement to our knowledge and the quality of the parts, we were original suppliers to Rover and still stock or manufacture these parts where possible.

Our website has been updated with better descriptions, more electronic parts lists, chat lines and features to give you the information you need and to make buying parts as easy as possible.

*Part numbers are the unique and intellectual property of either Mini Spares Centre Ltd or BMW.



Website

www.minispares.com

Our website has easy navigation & search to help you find your part from the 7,000 parts available online.

Online secure shop

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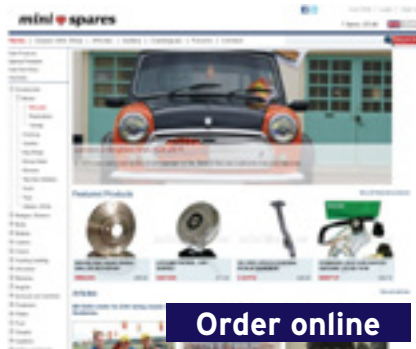
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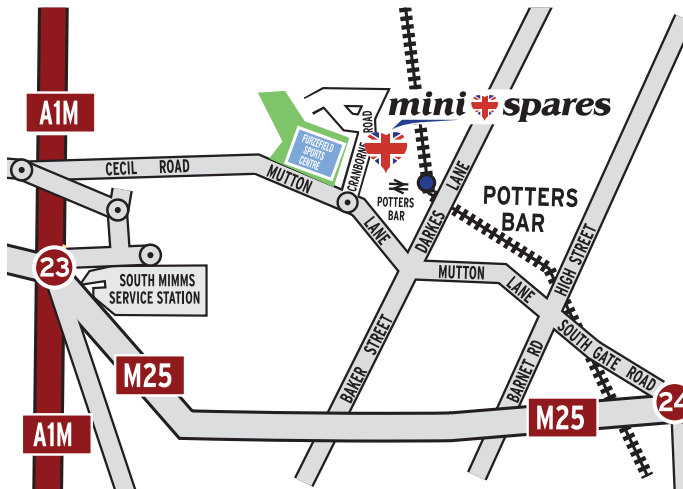
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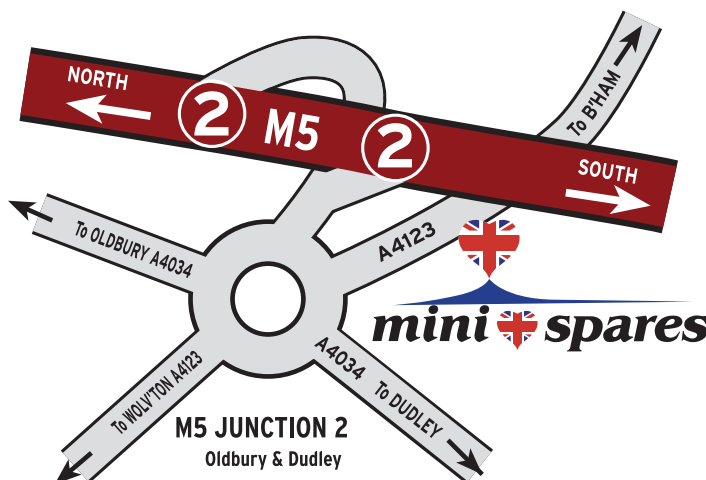
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 1-6	 7-11	 12-14
 14-17	 18	 19
 20	 21-23	 24-26
 27-45	 46-52	 53
 54-60	 60-66	 67-68
 69	 70	 71
 72	 73	 74
 75-76	 77	 78
 78-79	 79-80	 81-82





1 Suspension Kits With Dampers

Adjustable Damper Suspension Kit

The following damper and adjustable suspension kits all contain the famous original HILO RAC homologated kit but are available with the budget kit C-STR644 except for the lowered Damper types. The reason for this is that the C-STR644 kit does not lower as much as the HILOs making these particular kits impractical. To order kits with the C-STR644 instead of the HILO, add the suffix A to the end of the part number.



1. Complete camber and tracking kit with AGX Evolution dampers.
 - a. Kit with HILOs **MSSK3012**
 - b. Kit with budget C-STR644 **MSSK3012A**
2. AGX Evolution dampers kits.
 - a. Kit with HILOs **MSSK3011**
 - b. Kit with budget C-STR644. **MSSK3011A**
3. Gaz adjustable dampers kit.
 - a. Standard height with HILOs kit **MSSK3000**
 - b. Standard height with budget C-STR644 kit **MSSK3000A**
 - c. Lowered height with HILOs kit **MSSK3001**
 - d. Lowered height with budget C-STR644 kit. **MSSK3001A**
4. 50th Anniversary Mini Spares Spax adjustable dampers.
 - a. Standard height with HILOs kit **MSSK3005**
 - b. Standard height with budget C-STR644 kit. **MSSK3005A**
 - c. Lowered height with HILOs kit **MSSK3006**

Non Adjustable Damper Type Kit

8. Kayaba Self adjusting Gas standard height dampers.
 - a. Kit with HILOs **MSSK3004**
 - b. Kit with budget C-STR644 **MSSK3004A**
9. Kayaba Gas upgrade standard height dampers.
 - a. Kit with HILOs **MSSK3003**
 - b. Kit with budget C-STR644 **MSSK3003A**



Adjustable Suspension Cones

Known as a budget adjustable suspension cone these are a compromise for the real original Hilos.

Made by Mini Spares in the UK to their usual high standards these are superior to the copies found elsewhere that do not adjust as low and have poor threads.

In machined alloy to a basic shape with a flat base for the suspension cone spring rubber they will oxidise with time. Supplied as a full kit of 4 adjustable cones and 2 rear struts The original Hilo being cast has a specific shape where the suspension cone spring rubber sits to improve road holding .Mini Spares true Hilos are the only type ever homologated for motor sport use.

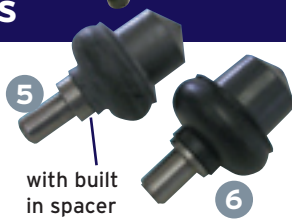
10. a. Pair HILO suspension cones **HILO**
- b. Car set HILO suspension cones and alloy rods. **HILO-SET**
11. Pair rear alloy rods and 2 strut plugs. **HILO-01**
12. Adjusting hexagonal rod (if required).
 - a. Front 40cm long **HILO-02**
 - b. Rear 50.5cm long **HILO-03**



Suspension Knuckles

Vehicles from 1990 on, have a knuckle joint GSV1264 fitted to the front only which raises the suspension for extra clearance. The knuckle joint (item 5) has a built in spacer as shown and should be replaced by item 6 the original when fitting HILOs.

5. Knuckle with built in spacer as fitted to front only from 1990 on **GSV1264**
6. a. Genuine original type knuckle for pre 1990 front & all rear **GSV1118**
- b. Mini Spares original type knuckle for pre 1990 front & all rear **GSV1118MS**
7. Rubber gaiter and plastic knuckle seat are available individually.
 - a. Rubber Gaiter **21A425**
 - b. Plastic knuckle seat. **21A423MS**



13. Known as a budget adjustable suspension cone these are a compromise for the real original HILOs. Made by Mini Spares in the UK to their usual high standards these are superior to the copies found elsewhere that do not adjust as low and have poor threads. In machined alloy to a basic shape with a flat base for the suspension cone spring rubber they will oxidise with time. Supplied as a full kit of 4 adjustable cones and 2 rear struts. The original Hilo being cast has a specific shape where the suspension cone spring rubber sits to improve road holding .Mini Spares true HILOs are the only type ever homologated for motor sport use.

- a. Four budget cones with a pair of rear alloy rods. **C-STR644**
- b. Four budget cones with a pair of rear alloy rods and four GSV1118MS knuckle joints. **C-STR644A**





Evo Performance Dampers

- New Eight Point Twin Tube Adjustable Dampers.** Redesigned AGX Evolution easy to set up eight-point adjustable twin type gas-filled dampers. The eight-point dial feature makes for both easy and extremely accurate on-car adjustment. Suitable for standard height cars, the dampers can also be used on cars which have been lowered by up to 35mm from original suspension height.
 - Front. Sold individually.....743039
 - Rear. Sold individually.....743040



Spax Performance Dampers

- 50th Anniversary Mini Spares / Spax Performance Dual Adjustable Damper.** Now Krypton gas filled for better low speed ride and improved high speed performance over traditional oil emulsion dampers. For standard height and lowered cars. Recommended to be fitted in pairs but sold individually. Adjustable while on the car. All sold individually.
 - Front standard height.....C-STR306
 - Front lowered height.....C-STR304
 - Rear standard height.....C-STR307
 - Rear Lowered height.....C-STR305
 - Rear std height for van.....C-STR308
- Motorsport Clubman range damper with competition valving and internals to suit weather and driving styles 28 point adjustment.**
 - Front lowered height.....G3275
 - Rear lowered height.....G3276
- Special Softer Fitting (standard height) Spax knob adjustable for softer setting on standard cars.** The lowest setting is equivalent to standard dampers.
 - Front Spax.....NGM1A
 - Rear Spax.....NGM2A



Gaz Performance Dampers

- Gaz performance dampers as used by the Mini Spares sponsored Mighty Mini Race Series. Adjustable on the car.
- 
- Front std height. Sold individually.....C-STN231
 - Rear std height. Sold individually.....C-STN233
 - Front lowered height. Sold individually.....C-STN236
 - Rear lowered height. Sold individually.....C-STN237



Standard Dampers

- Standard replacement dampers, either Unipart or Kayaba premium upgrade.** Kayaba are the largest and probably best suppliers of original equipment to car manufacturers in the world. It is recommended to fit dampers in pairs.
 - Kayaba front. Sold individually.....442001
 - Unipart front. Sold individually.....GSA71541
 - Kayaba front gas upgrade. Sold individually.....342001
 - Kayaba rear. Sold individually.....442002
 - Unipart rear. Sold individually.....GSA71542
 - Kayaba rear gas upgrade. Sold individually.....342002
- Kayaba gas pressurised, self-adjusting dampers.** Very effective and cost efficient slim body upgrade offering all weather, all temperature consistency for road cars. We recommend fitting in pairs.
 - Gas a-just front. Sold individually.....552018
 - Gas a-just rear. Sold individually.....552019
 - Gas a-just. Sold as car set.....MSSK3015



Damper Fittings

- 
- Damper eyelet bush for Spax / Gaz.** Sold individually.....SPAX-EYE
 - Rear damper upper bush kit.** Sold individually.....C2542
 - Rear damper top thread protection bush.** Sold individually.....21A640
 - Standard replacement top damper bracket.**
 - R/H top bracket.....21A471
 - L/H top bracket.....21A474
 - Top damper bracket for cars with lowered suspension.** Maintains near upright position required for retaining maximum efficiency, available in pairs only.....C-AJJ3359
 - Upgraded EN8 lower damper pin.**.....C-AJJ3361

Rubber Suspension Cones

- In the past, there were two alternative rubber cones to the standard one** - (which were red or blue spot). The first was produced at the request of BL's ST Department. These were considerably harder than standard and were developed to cope with the extra weight carried by the rally cars. The second was slightly uprated, but a more progressive cone, originally fitted to the Hatchback Innocenti 90/120. Proven to give a superior handling characteristic, Mini Spares have enhanced it further using a selective consistent balanced rubber mix and cooling procedure to get far more consistent spring rates. This provides better working rubber to help reduce body roll as the ultimate cone spring for road and race.

- Used on Keith Dodd's twin point for the last 7 years. Improved manufacturing makes these more expensive than standard cones.
- This shaped cone has a progressive balanced spring rate and when fitted initially sits higher than the standard original cones, HILO's will be required.**
 - Road and rally - red spot.....C-STR687
 - Tarmac race only - yellow spot.....C-STR688
 - Standard cone spring**.....FAM3968
 - Bump stop to fit nut on rear cone, only required on late subframe 1992 on when rear wheels foul or ERA cars**.....ERA1190
 - Nut for holding bump stop to cone spring**.....GM038P



Bump Stops

- 
- Bump stop fits on subframe under upper arm**.....2A4267MS
 - Rear hydrostatic large dome bump stop**.....21A1520
 - Rear hydrostatic flat dome rebound buffer**.....21A1517
 - Front hydrostatic bump stop**.....21A1598
 - Front dry bump stop pre 1976 (twin bolt)**.....2A4332
 - Front bump stop 1976 on (single bolt)**.....FAM2764
 - Front bump stop 1976 on (made in poly with lower flat top)**.....FAM2764MS
 - The rearward pitch under hard acceleration can be minimised by fitting a progressive bump stop kit.** Improves handling when fully laden. Developed for hydrostatic cars but often modified to fit dry suspension. Front bump stop kit C-AJJ4007
 - Rear progressive bump stop kit.** Originally developed for hydrostatic cars but often modified by customers to fit dry suspension.C-AJJ3313
 - Rubbers to fit either kit are available separately.** Same as the MGB.....AHH7074



3 Suspension



Coil Over Kits

SPAX coil over kit parts are available separately, dampers, springs or front brackets. The cheapest way to purchase the SPAX complete car set is by ordering as RSX519 or RSX520 kits, for road/competition.

Mini Spares Spax dampers/coil spring sets are for road use and limited tarmac competition events. If used for off road or rough terrain, strengthening modifications will need to be made. Fits most standard 10", 12" and 13" wheels but wide tyres must be checked for clearance and spacers added when required. Full fitting instructions with complete kits.



1. a. Standard height kit. Full car set. RSX519
- b. Rear damper/coil set standard. 2 x rear. CK23
- c. Front bracketry kit. 2 x brackets. CK25
- d. Front damper/coil standard. kit. 2 x front. CK26
- e. Cars 1" (25mm) lowered kit. Full car set. RSX520
- f. Rear damper/coil set lowered. 2 x rear. CK24
- g. Front bracketry kit. 2 x brackets. CK25
- h. Front damper/coil lowered kit. 2 x front. CK27

2. When the Mini suspension was designed over 50 years ago with rubber cones it was innovative and successful but not very suitable for today's driving. Softer cones in different shapes have proven to give a more comfortable ride but at detriment to the handling. Within the confines of the Mini suspension the Mini Spares full coil over kit eliminates the rubber cones and provides a good alternative. Another alternative is the coil spring cone conversion, which is a direct replacement for the rubber cone. Made out of top quality spring wire to eliminate compressing after a few years usage they have been used on the road in



Japan and the USA for some time, however Mini Spares offer them only for Race use on tarmac where the suspension must be professionally set up. Not suitable for undulating tarmac (rough roads)

Coil spring cone conversion. Available in three spring rates.

- a. For softer rate (Blue). ... C-SRP100
- b. For firm rate (Red) ... C-SRP200
- c. For competition spec rate. (orange or green) ... C-SRP250

Tie Rods & Joints

3. Lower arms.
 - a. Negative Camber, fixed 1.5°. Sold in pairs. C-AJJ3364
 - b. Standard pair HMP441036
 - c. Standard right hand arm only. 21A1879
 - d. Standard left hand arm only. 21A1881
4. New one piece forged lower arm makes nearly every other arm produced redundant. It is the correct H section shape as the originals for strength, and is fully adjustable to obtain the camber setting required whilst fitted on the car. If you wish to fit spherical or rose joint ends then you just discard the eyelet end which holds the rubber bushes. C-AJJ3360
 5. a. New one piece forged lower arm same as C-AJJ3360 but with spherical rod joint, spacers and dust shields C-AJJ3360A
 - b. Spherical rod joint, spacers and dust shield kit, no lower arms C-AJJ3360B
6. Up-rated adjustable tie rod, 5/8" thick, is essential when setting up castor/camber angles correctly. Have been successfully used on road/race cars since late 1970's. Sold as pair . 21A1091
7. Spherical jointed rod-end adjustable tie rods are for race use to allow fine castor adjustment and eradicate weaving effect when braking or accelerating hard. Sold with joints and in pairs. C-AJJ3365
8. Tie rod supplied with all std nuts, bolts and bushes. 8G4249
9. Female spherical joints are available as a spare part as per those fitted to tie rods. Sold individually. MSRJF
10. Male spherical joints are available as a spare part as per those fitted to bottom arms. Sold individually MSRJM
11. Small dustcover that fits over all rod end joints. (2 required per joint). Sold as pair. C-AJJ3368
12. Original large boot to protect rod ends from foreign bodies. Sold individually C-AJJ3367



Tie Bar & Arm Geometry Set

13. To get the best handling from your car it is imperative to equalise any setting side to side. Adjustable heavy duty tie rods are for getting castor angles correct and lower adjustable arms will correct or change camber angles. There is no point fitting rear alignment brackets unless the front geometry as stated is corrected.

Contents of Front Geometry Kits

Order Front Geometry Kit as	Forged lower arms	Adjustable tie rods	Adjustable camber and tracking brackets See page 6 for more details	Bushes	Bushes	Extra fitting items
21A1092	n/a	21A1091	n/a	n/a	C-STR627	All nuts & washer required 53K1031 PWZ207 2A4328 GFK3224 GFK3212 GFK1125
MSSK3008	C-AJJ3360	21A1091	n/a	C-STR632	C-STR627	n/a
MSSK3013	C-AJJ3360	21A1091	MS73	C-STR632	C-STR627	n/a
MSSK3007	C-AJJ3360	21A1091	MS73	n/a	n/a	n/a
MSSK3013A	C-AJJ3360	21A1091	MS73	n/a	C-STR627	Spherical joint MSRJM Dust cover C-AJJ3368 Rose joint spacer ANI372
MSSK3014	C-AJJ3360	21A1091	MS70	C-STR632	C-STR627	Shims CK17



Call our mail order department now 01707 607 700



Upper Arm Rebuild Kit



1. Upper arm rebuild kit for front suspension contains shaft, bearings, seals, thrust washers as shown, per arm. Order each side separately **MSK001**

2. Upper arm dry suspension only.
a. Right hand **21A2690**
b. Left hand **21A2691**

Note: Only has roller bearings fitted



Track Rod Ends



3. Longer track rod ends are for use on lowered cars or cars with negative camber where the original has insufficient thread for the standard rod end to screw safely onto steering rack. Also fits Midget and Sprite.
Sold individually **C-AJJ1572**
4. a. Track rod end for steering rack. Genuine. Sold individually . . . **GSJ1106**
b. Track rod end for steering rack. Non genuine.
Sold individually **GSJ734MS**

Steering Racks



5. a. NEW Quick rack 2.2 turns lock to lock as (opposed to 2.7) for competition, MK2 on.
R/H/D **C-AJJ1570**
L/H/D **C-AJJ1571**
b. New standard steering rack, MK2 on.
R/H/D **FAM7306**
L/H/D **FAM7307**
c. Exchange steering rack, MK2 on R/H/D. Buy a completely reconditioned rack from a leading automotive manufacturer.
Refundable surcharge of £30.00 on old rack.
. **FAM7306MS**

Steering Rack Gaiter Kits

Over the last 50 years there has been significant changes in manufacturers of steering racks, which have used these three common types of gaiter kits.

6. a. 41/2" long approx. Genuine with clips **GRG205**
b. 41/2" long approx. Non Genuine with clips **BHM7113**
7. 61/2" long approx. Where the two rack ends are different diameters (as shown) **GSV1004**
8. Upper steering column plastic bush. to 1996. Genuine **GSV1095**
9. Lower steering felt bush. 1959 -1985 **GSV1127**
10. Lower steering column plastic bush. 1985 - 1996 **NAM8563**



Lower Arm Pin and Bushes

11. a. Lower arm pin genuine **2A4362**
b. Lower arm pin non genuine **2A4362MS**

Bottom Arm Bushes - Pretty Poly vs Rubber

Whilst it is true that polyurethane is harder wearing, brighter coloured and longer lasting than rubber, in many applications it is not necessarily the best material. Polyurethane has greater abrasion resistance and is stiffer for a similar hardness, is much cheaper to produce - and therefore sells at a lower cost - and can be produced in a wide variety of colours. However it does not possess the elasticity, vibration absorbency or deflection tolerance of rubber, pretty much why manufacturers use rubber on production cars instead of the cheaper polyurethane.

A case in point is the lower arm bush used in competition where spherical rod end joints are not allowed. Increasing the castor angle to improve handling distorts the inner lower arm bush dramatically. The more castor angle used, the more dramatic the distortion. Whilst a rubber bush will tolerate this, a polyurethane bush will deform and stay deformed, gradually disintegrating affecting the bushes performance. Ideally a rubber bush with a metal sleeve in it to reduce the quantity of rubber in the installation to improve stability and control is the way to go. Mini Spares - after protracted investigation into materials, suitability and performance - have produced a rubber bush with consistent performance manufactured with a special angled bush to compensate for the increased leverage applied when adjusting (increasing) castor angle. The new offset performance bushes are available in 80 or 90 IRHD rubber for fast road/ competition and race use respectively.

Although being a little more costly than the plastic alternatives they do a far superior job.
12. a. Where the geometry has been changed the new road/competition bush with a moulded metal sleeve, with an angle to compensate for increased castor angles to prevent bush distortion, for all uses. Yellow dot. Set of four **C-STR632**
b. As above but in harder material 90IRHD. Race only. White dot. Set of four . . . **C-STR631**
13. Standard production sleeved rubber bush. Sold individually **21A1882**
14. A collared rubber bush in upgraded rubber is for cars where no geometry change has been made. Sold individually **21A1882MS**



Tie Bar Bushes

The same research program has encompassed the tie bar bushes. A well known fact amongst competition car drivers is that the outer bush needs to be hard to stop weaving when braking, increasing car stability.

a. Our new kit therefore contains 2 hard outers and 2 softer inners. If too hard a material is used it can result in the threaded end of the tie bar (which is narrower) breaking off. This car set kit will suit any Mini for any pursuit from road to race. **C-STR627**
b. The standard rubber tie rod bush as also used on all our engine stabiliser kits. Sold individually **31G1155**



Steering Arms



Standard steering arms fit all MK2 Minis from 1967 on and the thicker style were fitted to Copper 'S' MK2, MK3 and 1275GT models. The thicker type can be fitted as an alternative in pairs.
16. a. Standard steering arm R/H **BTA896**
b. Standard steering arm L/H **BTA897**
17. a. Upgraded steering arm R/H **BTA894**
b. Upgraded steering arm L/H **BTA895**



5 Suspension



Radius Arms



1. Radius arm for vehicles with dampers (known as dry suspension shock absorbers). Reconditioned complete with pins and necessary parts ready to fit.
 - a. Reconditioned R/H complete. **TRA33**
 - b. Reconditioned L/H complete. **TRA32**

*Sold on exchange basis.
Refundable surcharge £50.00*
2. New radius arm only, supplied complete with kit No. 3 GSV1125.
 - a. New R/H arm only... **NAM7162KIT**
 - b. New L/H arm only... **NAM7163KIT**

3. All the parts for reconditioning your own arms. The brass/bronze bush at the wheel side requires reaming. Sold as a kit per arm. **GSV1125**
4. Rubber grommet for grease hole, on item no. 5. **14A7081**
5. Rear protection shroud to cover radius arm grease nipple area. (grommet not included).
 - a. Left hand **14A6616**
 - b. Right hand. **14A6615**



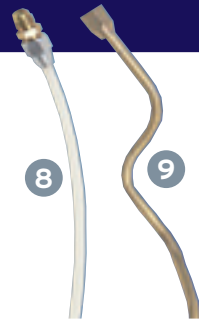
Alloy Rear Subframe Section



6. This rear subframe replacement box section is manufactured from an extruded aluminum alloy for inherent strength and consistency of dimensions, whilst being as light as possible. Its design also allows easy alterations to both camber and tracking. Supplied in its natural finish, it is possible to paint it or plastic coat it if desired. Using coil-over dampers specifically designed for the Mini with the offset-pin top mount, body modifications are generally not needed as this positions the damper body and coil away from the inner wheel arch. If conventional coil-over dampers are used, it will be necessary to modify the inner wheel arch. This product is suitable for road, rally, and race use. **CK22**
7. Rear tracking shims for above CK22. These 0.020" thick stainless steel shims are slotted to go either side of the bolts between the radius arm brackets and box section. (See also CK17, No.27 on page 6). Sold individually. **CK18**

Hydrolastic Pipes

8. Nylon flexible hydrolastic pipe tested to 1200 PSI replacement for genuine steel type which can be run inboard. Approximate length 10'9". **FSP3**
9. a. Original shape metal hydrolastic pipe. for R/H **21A1575**
for L/H **21A1577**
b. Easy bend in metal, but split into two parts for easy fitment. Not sided. **FSP4**

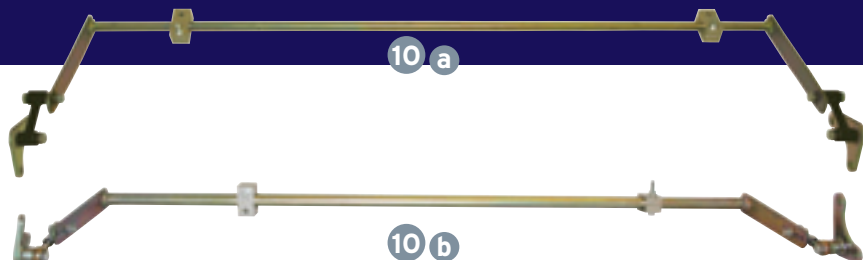


Anti Roll Bars

Anti-roll (sway) bars are effectively a length of either solid steel rod or tube mounted across the car in mountings generally fixed to the chassis at either front or rear, and sometimes both. An arm at each end links the bar to each wheel, so when the car rolls in a corner, the bar has to be twisted before one wheel can rise and the other fall. The resistance offered by the bar controls weight transfer and reduces body roll, thus improving cornering speed by altering under or over-steer. A very powerful instrument, it can have more beneficial effects than simply fitting stronger cone springs, because the Mini has very limited options.

A few years back Mini Spares undertook a re-development programme to improve the bars performance as well as improve fitability irrespective of handbrake actuating lever length, damper size or exhaust type used. By replacing the simple bent bar with a more compact bar and blade design, it provided a lighter unit with reduced lever arm deflection. Further enhanced by shorter drop links.

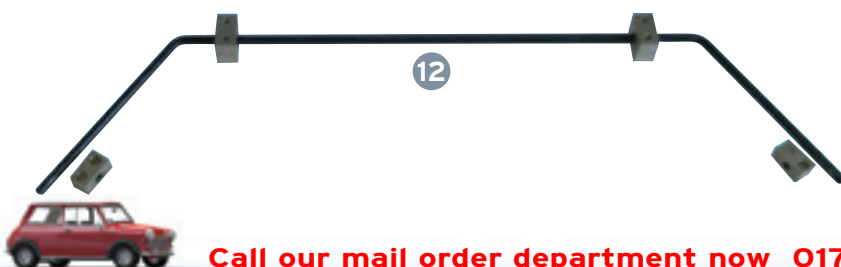
The fixed rear bar uses a 0.50" (12.7mm) diameter steel rod with 3mm plate blades. To maximise efficiency, the only rubber bushes used are metalastic bushes in the drop links - unlike other kits that rubber mount the bar also. The adjustable rear bar uses a 0.75" (19mm) diameter steel rod with 4mm plate blades with spherical rod end drop links to give ultimate efficiency. Adjustment is via a series of holes along the blades. Both kits come complete with all necessary components for easy fitment.



10. a. Fixed rear anti-roll bar kit complete. Ideal for road/light rally use. **C-AJJ4009**
b. Adjustable rear anti-roll bar kit complete. Recommended for race use only. **C-AJJ4008**
11. Adjustable front anti roll bar, 3/4" race only specialist suspension setting up required. **C-AJJ4006**

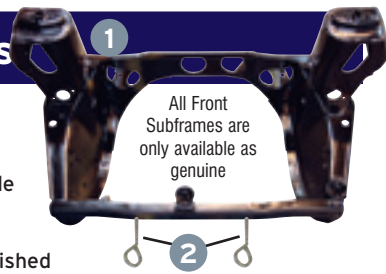


12. Since 1990, all production Minis were fitted with slightly softer rubber suspension springs. Although giving a slightly more comfortable ride in a straight line, they allow more body roll when cornering. To combat this and regain the status quo, we have developed this product to mount simply to the subframe and tie-rods without fouling on any under-pinnings. It's also serviceable on earlier cars, further enhancing the Mini's great handling. We do, however, highly recommend using it in conjunction with the C-AJJ4009 fixed rear anti-roll bar for maximum effect and balance. It's also advisable to correct any suspension geometry discrepancies. **C-AJJ4004**





Front Subframes



All the genuine subframes are assembled on the original jigs to ensure correct fit and alignment of parts to the car body to provide correct castor and camber angle. It has the correct amount and positioning of welds. They are finished in black electrocoat paint which is the only method of ensuring every internal and external part gets protection to provide longevity.

- Front subframe - dry suspension cars 1959-76 **21A2570**
 - Front subframe for cars with rubber mountings from 1976 to 1990 **KGB10022**
 - Front subframe for 1275cc cars 1990 on **KGB10027**
 - Front subframe for front mounted radiator, twin points only **KGB100500**
- Towing eye hooks, replaces bolt that holds front subframe to front panel. Order individually **21A1241**
- Towing eye hooks latest type. Order individually **KPU100160**



Subframe Mountings



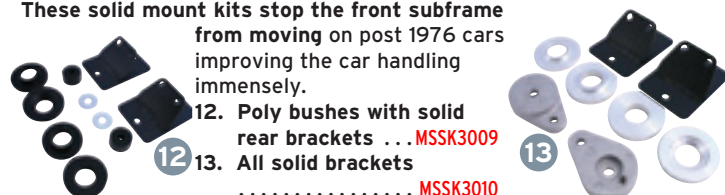
- Rear of front subframe mounting.
 - Genuine. Sold individually **21A2599**
 - Non genuine. Sold individually **21A2599MS**
- Front tear drop mounting on front subframe.
 - Genuine. Sold individually **21A2624**
 - Non genuine. Sold individually **21A2624MS**
- Lower front subframe tower mount rubber centre bolt seal **KGE100050**
- Upper front subframe tower mount rubber centre bolt seal **KGE100060**

Front Subframe Solid Mountings

- Budget poly kit for tower and front of front subframe only **C-STR643**
- The set of four alloy top front subframe mountings are to replace the standard rubbers fitted (to reduce noise) on vehicles from 1976 to 2000. These alloy pads eliminate subframe movement, which is detrimental to handling **C-STR640**
 - Super road subframe mounting kit. Car set of 2 alloy top and 2 poly lower to quieten the road noise but still reduce subframe movement, improving handling. **C-STR640A**
- Front alloy cast mountings which will not break and also enhance road holding. These replace those troublesome front rubber mountings and compliment the top alloy mountings. These are also for vehicles built from 1976, and sold in pairs. When fitted with the top kit there is usually a small increase in noise level, but leave the rear rubber mounting as standard, or there will be a noticeable increase. **C-STR641**
- Rear solid brackets for front subframe. Cars 1976 on, ideal for racing or road if increased noise is not a consideration. Sold in pair **C-STR642**

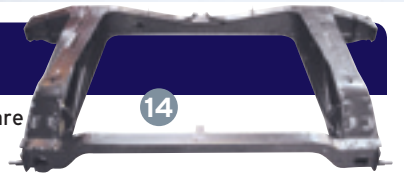
Front Subframe Solid Mountings

These solid mount kits stop the front subframe from moving on post 1976 cars improving the car handling immensely.



- Poly bushes with solid rear brackets ... **MSSK3009**
- All solid brackets **MSSK3010**

Rear Subframe



- Rear subframes, Genuine are stamped MOWOG
 - Dry suspension rear subframe non genuine. **MS45D**
 - Dry suspension rear subframe which uses rubber hanging straps 1992 on. Non genuine **MS45LATE**
 - Dry suspension rear subframe genuine **FAM6292**
 - Dry suspension rear subframe with exhaust hangers 1992 on **KHB10023**
 - Dry suspension rear subframe powder coated for longevity and looks **FAM6292MS**
 - Subframe with fixing trunnions, standard bushes and metal exhaust hangers for rubber exhaust straps as per 1992 cars on. (items 16b, 17b-22 fitted) **KHB10024MS**
 - Hydrolastic suspension rear subframe genuine **21A2160**
- Exhaust hanger rod. For early cars to fit 1992 on exhaust.
 - Front of rear subframe **C-ARA670**
 - Rear of rear subframe **C-ARA671**

Rear Subframe Fixings

- Poly bush for rear subframe, small type sold as a set of four, competition only. **C-STR638**
 - Original rubber bush. Sold individually **2A5818MS**
- Poly bush for rear subframe, large single bush type 1976 on, competition only. Sold as a pair **C-STR639**
 - Standard rubber bush, sold individually **21A2560**
- Bracket for small bushes. **2A5819**
- Short bolt **GFK5184**
- Long bolt. **SH605181**
- Bracket for large bush, fitted to front from 1976 on. **21A2558**
- Rear support pin.
 - Genuine. Sold individually **21A1440**
 - Non-Genuine. Sold individually. **21A1440MS**
- Essential Bolt and Bush Kit.
 - 8 small rubber bush and bolt kit for pre 1976. **MS44**
 - 4 small and 2 large rubber bushes and bolt kit for 1976 on. As shown. **MS43**
 - As above b. but includes 2 each of no. 18 and 21 to fit all years **MS41**

Camber Brackets



- Pair of rear camber brackets to give extra 1/2° negative camber over the standard setting **MS69**
 - Pair of adjustable rear camber brackets to adjust camber on rear suspension to suit individual requirements. **MS70**
 - Pair of adjustable rear camber and tracking brackets. The ultimate for correcting suspension geometry giving infinite camber adjustment. **MS73**
 - Rear tracking shims. An alternative to MS73 is to use MS70 adjustable brackets, camber only and use these specially manufactured 0.020" stainless steel shim washers to alter the tracking. They insert between the vertical face of the outer radius arm bracket and the subframe giving permanent settings and ultimate strength for road use, yet can easily be added / removed in the workshop to predetermine settings for racers to give ease of use at the track. Sold individually **CK17**
- For CK22 rear subframe section use CK18 shims.

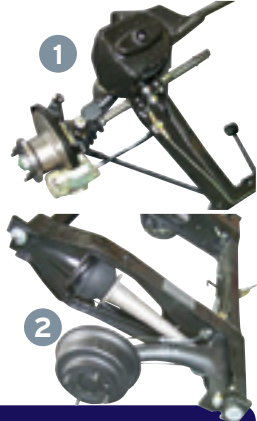


7 Driveshaft and Brakes



Complete Subframe Packages

- Front subframe unit with suspension and running gear, rubber mounted 1976-96 complete as shown, ready to bolt on **HMP241001**
 - As above but with subframe for twin point front mounted radiator 1996 on **HMP241003**
- Rear subframe unit with suspension and running gear to fit any year (no brake limiter valve for early cars) single line brake cable as fitted 1976 on..... **HMP241002**
 - Subframe only with fixing trunnions and standard bushes, 1992 on..... **KHB10024MS**



Driveshafts



A full range of upgraded and replacement driveshafts are available for every known requirement. Specials can be made to order. The picture shows the driveshafts often used on the original ST Abingdon works cars and Monte Carlo Rally cars. Problems of shaft breakage were overcome by not machining the large CV Joint retaining collar recess. In its place a collar was welded on to locate the CV Joint. The ST works also reduced the steering lock to eradicate over stressing of the shaft on full lock.

- The driveshaft with collar for pre-pot joint gearboxes when Hardy Spicer joints or rubber couplings are used. Sold in pair **C-BTA1267**
 - The same collared driveshafts but for pot joint gearboxes with inboard CV Joints (Pot Joints). Sold in pair **C-BTA1268**
- For remote type. Sold in pair **C-BTA1265**
 - For pot joint type. Sold in pair **C-BTA1264**
- For grass track racing or other extremely destructive usage a pair of larger diameter driveshafts are available. These are for Hardy Spicer coupling pre pot joint use only, and have to be used in conjunction with larger CV Joints as used on Allegro/Maxis with 1750cc power units. Sold in pair **C-BTA1266**
 - CV Joints are available as reconditioned units (note: only available from Mini Spares Harrogate). Sold individually . **37H7869**
- Standard replacement driveshafts but upgraded to EN24WX to enable performance usage Available individually (Not shown).
 - For pre pot joint Mini, Autos and 'S', R/H **.27H4775**
 - For pre pot joint Mini, Autos and 'S', L/H..... **.27H4776**
 - For pot joint Mini, R/H **.MS1246**
 - For pot joint Mini, L/H..... **.MS1247**



- Ultra reliable and a direct replacement for standard units these are made in aircraft spec material and are used by most current international Race and Rally teams. Due to stresses caused by machine cutting, all the splines are rolled. Eliminating spline lock and allowing free plunge in the inner joint results in better handling and less torque steer. The mechanical efficiency is greater than a pot joint, let alone a Hardy Spicer joint, thus reducing power losses and therefore maximising the potential of your engine. Special order only..... **C-BTA1275**

Swivel Pin Kit

- Top and bottom swivel pin kit for one side only. Spring fits lower pin. All other parts are the same top and bottom either side.
 - Non Genuine **.GSJ166MS**
 - Genuine..... **.GSJ166**
- Each set is enough to do one hub only.



CV Joint & Gaiter Kits

- CV Joint for Cooper and all drum brake Minis. 1/8" nut **GCV1105**
- Constant velocity joint, 'S' GT or any Mini 1984 on. 1 5/16" nut size. Sold individually **GCV1013**
- CV gaiter kits. With plastic clips & grease. Order individually.
 - Universal kit. Fits any CV . . . **18G9027MS**
 - Genuine kit. For GCV1105 small joint. **GDG233**
 - Genuine kit. For GCV1013 large joint. **GDG202**
 - Genuine heavy duty kit with metal clips & grease. For GCV1013 large joint. . . **GSV1053**
- Driveshaft small yoke end gaiter pre pot joint..... **21A963**



Alloy Calipers

FOUR POT 6082T6 Alloy billet calipers

The advantage of alloy calipers is that they dissipate heat quicker, reducing fluid boiling, reducing fluid transfer to brake fluid, also providing much longer life expectancy against corrosion, especially on road cars. The design of the caliper also helps expel pad dust and heat from the contact area. By using standard metro pad sizes which are larger and by virtue of 2 pistons both pushing against the pad, it controls the pad contact and brake efficiency.



- Pair of 4 pot alloy calipers to fit 7.5" diameter brake discs where 10" wheels are used. The pads have to be modified by grinding/filing off a small corner section of the metal on two pads only which does not affect the quality on this fitment. The kit contains 1 pair of calipers, plus longer hub bolts and a set of retaining clips and pins for the pads. Brake pads are NOT included owing to customers different requirements.
 - Black pair..... **C-AJJ4023** Purple pair.... **C-AJJ4023PURPLE**
 - Blue pair..... **C-AJJ4023BLUE** NOTE: Gold is not available
 - Pair of 4 pot calipers for use with 8.4" diameter brake disc and 12", 13" wheels. Kit contains 1 pair of calipers with retaining clips and pins. Brake pads are NOT included owing to customers different requirements.
 - Black pair..... **C-AJJ4022** Purple pair.... **C-AJJ4022PURPLE**
 - Blue pair..... **C-AJJ4022BLUE** Gold pair..... **C-AJJ4022GOLD**
- The fitting kit for either set of calipers when using vented brake discs from the Metro. The brake disc will obviously require machining down from 8.4" to 7.5" for use on 10" wheels for C-AJJ4023 calipers. Complete with 4 spacers (only black available) and correct retaining clip and pins..... **C-AJJ4021**

WEIGHT COMPARISONS

4 piston alloy caliper	1.8kg
'S'/1275GT caliper	2.66kg
Late Mini caliper (post 85)	3.46kg
4 piston iron caliper	3.48kg





Caliper Pistons / Seals

-
1. Caliper pistons in 303S stainless steel. Centreless ground for micro finish to stop sticking, not a mass produced cheap gimmick.

Order	Caliper seal
each piston	repair kit
individually	per caliper

 - a. For 997/998cc Cooper 7" disc.....17H7913 GRK5009
 - b. Cooper 'S' 1275GT 7.5" disc..... SAAS501 GRK5006
 - c. Mini 1984 on 8.4" disc..... 114713 GRK5008
 - d. Metro and Mini Spares 4 pot caliper .. SAAS1022..... GRK5003

Brake Shields & Shoes

-
2. Right hand pair of disc shield covers.
 - a. Pair of 7.5" coversMSSK1400
 - b. Pair of 8.4" coversMSSK1402
 3. Left hand pair of disc shield covers.
 - a. Pair of 7.5" coversMSSK1401
 - b. Pair of 8.4" coversMSSK1403
 4. Shield to hub steady bracket.
 - a. R/H.....BTA1208
 - b. L/H.....BTA1209
 5. Protector plates for protecting hose to calipers as used on works cars. Sold as a pair C-AJJ3369
 6. Brake Shoes in axle sets of four.
 - a. 1 1/2" wide front brake shoes (4).
..... Order car as GBS102MS
 - b. 1 1/2" wide front brake shoes (4) genuine.
..... GBS733AF
 - c. 1 1/4" wide rear brake shoes (4).
..... GBS101MS
 - d. 1 1/4" wide rear brake shoes(4) genuine.
..... GBS834AF

Master Cylinders

-
7. Original Lockheed metal type canister master cylinders. "Lockheed made in England" is embossed into the surface, as supplied by the factory. Pre 1976.
 - a. Clutch master cylinder for all Mini.
..... AAU4969
 - b. Brake master cylinder for standard Mini 2.25" high canisterGMC171ORIGINAL
 - c. Brake master cylinder for Cooper S/1275GT larger fluid tank 3" high canister..... GMC 172
 - d. Master cylinder reservoir extension. Made in translucent white nylon, enabling quick and easy fluid level checks. Also allows extra fluid to be carried..... BHA4661
 8. Plastic container larger capacity type master cylinders.
 - a. For brake. Pre 1976..... GMC171
 - b. For clutch. All models.....GMC1008
 9. Brake master cylinder front to rear split. With yellow identity band. Pre 85 cars require metric union brake pipe kit.
 - a. Master cylinder 1976-89.
..... GMC227
 - b. Brake pipe kit R/H drive.
..... BAU5654
 - c. Brake pipe kit L/H drive.
..... BAU5655
 10. Brake master cylinder for cars with factory built in servo. 1989 on.....GMC90376

Brake Pads - Unipart, Rover, Mintex, Carbon Metallic and EBC

The Mintex C-TECH range is ideal for upgrading brakes when fade occurs. The centre groove in the pad is to stop dust build up. Also available is carbon metallic compound with its broad operating temperature band encompasses everything from M171, DS11 and M1155. Exceptional co-efficient of friction, combined with a low wear rate make these a must for all racers.

Dupont Kevlar that will stop you faster, fade resistant with immediate pedal response. (No warm up time required) Not only do they give low brake disc wear the non-asbestos kevlar produces less brake dust, which usually contaminates alloy wheels. If you have alloy wheels EBC Pads are a must.

	Unipart/Rover, Standard Material (*except where shown)	C-TECH M1144 Material	Carbon Metallic Material	Black Stuff Kevlar Street Pads for Road/Fast Road Use.	Green Stuff Kevlar for Competition, Fast Road light race/rally. Known as roadport.
7" Diameter Disc 998cc Cooper only	GBP102AF 	C-AHT223 	N/A	N/A	C-AHT223GREEN
7.5" Diameter Disc Cooper 'S', 1275GT	GBP103AF 	C-8G8995 	C-8G8993 	GBP103ULTIMAX 	C-8G8995GREEN
8.4" Diameter Disc Late Mini	(Lockheed) GBP281MS* 	C-AHT16 	N/A	GBP281ULTIMAX 	C-AHT16GREEN
Vented Disc Metro/Mini	(Mintex) GBP258AF* 	C-8G8994 	C-STR987 	GBP258ULTIMAX 	C-8G8994GREEN





7" Brake Discs

- Cooper 7" diameter brake disc. Sold individually **BTA193**
- Brake pads for 7" discs. **GBP102AF**
 - Kevlar brake pads for 7" discs. **C-AHT223KEVLAR**



7.5" Brake Discs

- Front set 7.5" brake discs with kevlar brake pads. . **MS35**
 - Brake discs 7.5" diameter from upgraded material. Sold individually **GBD101**
 - Budget brake disc from standard material Sold individually **GBD101MS**
- 7.5" Brake disc with grooves to wipe brake pad clean to improve contact area and efficiency. Sold individually **C-21A1265**
- Vented brake disc machined down to 7.5" for use with 4 pot callipers. Sold individually. **GBD497**
- Drive flange in upgraded EN24T to reduce wear and cope with extra stress. **21A1270**
 - Drive flange in standard material EN8 **21A1270MS**



7.5" Disc Conversion Kits

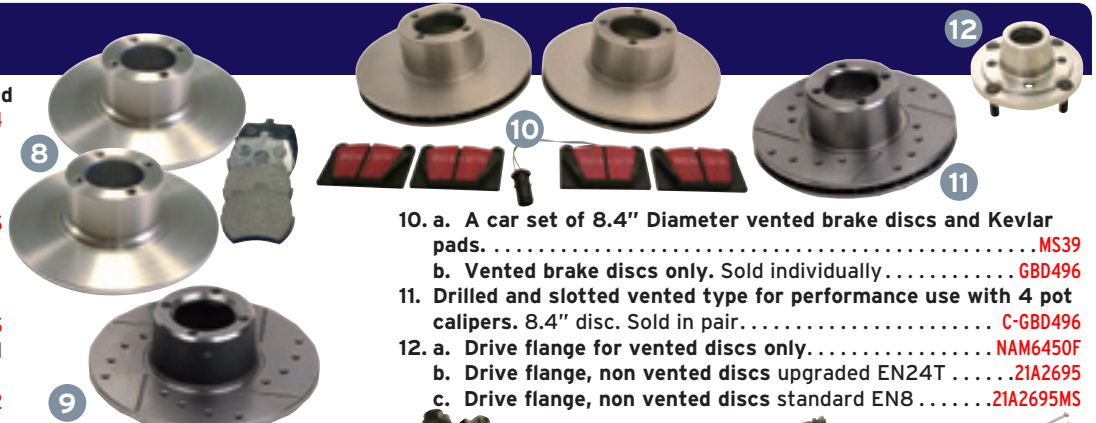
- Complete Cooper 'S' 7.5" diameter disc brake kit for converting from drum brakes to discs.

	Brake Pads	Calipers	Brake discs GBD101MS	Drive Flange 21A1270MS	CV Joint GCV1013	Hub Front RH/LH FAM2390 - FAM2391	Roller Bearing GHK1140	Hub Nut Split Washer FAM9270A	Swivel pin Kit GSJ166MS	Grease nipple LN10051	Countersunk Screw SF604051	Bolts & Pins 53K1048 & PS610241	Steering Arm Locktab 2K5377	Brake Disc Covers 21A1271 21A1272 21A1273 21A1274 BTA1209 GFK3210 SE910161
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Complete Kit C-AJJ4028	GBP103 GREEN	27H4656 27H4657	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗
Complete Kit with non genuine calipers C-AJJ4028MS	GBP103 GREEN	27H4656MS 27H4657MS	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗
Complete Kit with brake disc shields C-AJJ4028B	GBP103 GREEN	27H4656 27H4657	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Upated Kit with 4 pot Alloy calipers & parts C-AJJ4028A	GBP258 GREEN	C-AJJ4023	✓	✓	✓	✓	✓	✓	✓	✓	✓	✗	✗	✗
Disc, Flange, Caliper Kit from 12" to 10" wheels MSSK013	GBP103 GREEN	27H4656 27H4657	✓	✓	✗	✗	✗	✗	✗	✗	✓	pins only	✗	✗

8.4" Brake Disc

- A car set of brake discs and Kevlar pads **MSSK014**
 - Budget non vented disc only as fitted to all Minis 1984 on. As supplied in above kit. Sold individually ... **GBD90806MS**
 - Standard non vented disc only as fitted to all Minis 1984 on. High quality. Sold individually **21A2612MS**
- Drilled and slotted non vented performance use. Sold in pair. **C-21A2612**



- A car set of 8.4" Diameter vented brake discs and Kevlar pads. **MS39**
 - Vented brake discs only. Sold individually. **GBD496**
- Drilled and slotted vented type for performance use with 4 pot calipers. 8.4" disc. Sold in pair. **C-GBD496**
- Drive flange for vented discs only. **NAM6450F**
 - Drive flange, non vented discs upgraded EN24T **21A2695**
 - Drive flange, non vented discs standard EN8 **21A2695MS**

8.4" Disc Conversion Kits

- 8.4" diameter disc brake kit for converting to vented discs.

	Brake Pads	Calipers reconditioned	Brake discs GBD496	Drive Flange NAM6450F	CV Joint GCV1013	Hub Front RH/LH FAM2390/1	Roller Bearing GHK1140	Hub Nut Split Washer FAM9270A	Swivel pin Kit GSJ166MS	Brake Hoses C-AJJ4024	Caliper & Drive Flange Bolt ERA1128 & SH110201M	Hub Seal Inner & Outer GHS173 & GHS101	Brake Pad Clips & Pins GBK1025
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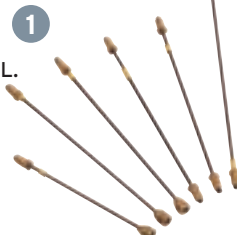
Disc Upgrade Kit to vented discs C-AJJ4029	GBP258 ULTIMAX	GBC2030 GBC2031	✓	✓	✗	✗	✗	✗	✗	✓	✓	✗	✓
Complete vented disc kit C-AJJ4029B	GBP258 ULTIMAX	GBC2030 GBC2031	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓





Brake Lines

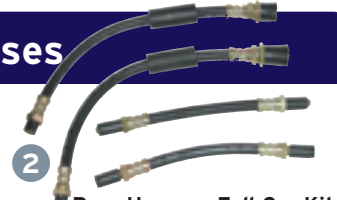
1. **Easy bend non rusting brake pipe kits**, all pipes are sold separately if requested. Also available in L/H drive, change GB prefix to GL.
 - a. **Single line**, dry suspension, disc or drum brakes, no servo, 1959 on. **GB4991**
 - b. **Single line**, dry suspension, disc brakes with servo, Cooper 'S' & 1275GT etc. **GB4992**
 - c. **Front to rear split**, no servo, 1980-88 approximately. **GB4999**
 - d. **Front to rear split** with servo 1989 on. **GB5000**
 - e. **Single line**, hydroelastic suspension, disc or drum, no servo. **GB5001**
 - f. **Single line**, hydroelastic suspension, disc brakes, with servo, Cooper 'S'. **GB5002**
 - g. **Diagonal split system** van/estate 1978 on. **GB5007**
 - h. **Front to rear split** 1978-80 Saloon. **GB5008**
 - i. **Front to rear split** 1977-78. **GB5014**
 - j. **Twin diagonal split**, 4 way failure switch. Up to 1982. **GB5021**



Rubber Brake Hoses

2. **Rubber brake hose sets.** Front & rear hoses are sold individually or buy a full car kit of 2 front & 2 rear hoses.

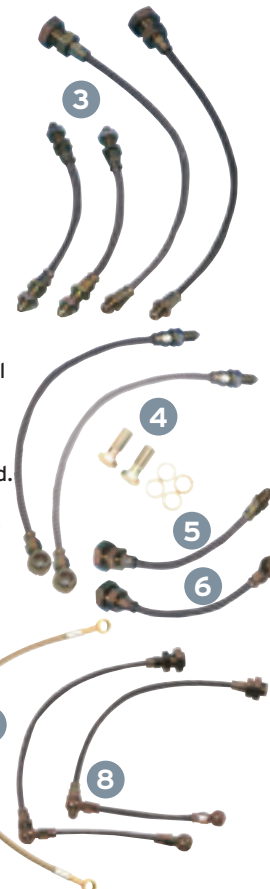
	Front Hose	Rear Hose	Full Car Kit
a. Drum brake Mini. (longer front hoses).	GBH170	GBH250	GBH170KIT
b. Disc brake Mini.	GBH249	GBH250	GBH249KIT



Steel Braided Brake Hoses

Steel braided brake and clutch hoses have a PTFE inner which helps to eliminate the spongy pedal feel under arduous conditions, and giving greater efficiency. The outer braided stainless steel cover minimises wear/damage and corrosion. All our braided hoses now have swaged ends to conform to Japanese, New Zealand and South African safety requirements.

3.
 - a. **Set of 4 brake hoses** 2x front and 2x rear brake hoses. **C-AJJ4026**
 - b. **Set of 5 hoses**, kit as above but with clutch hose included for pre Verto. **C-AJJ4027**
 - c. **Set of 5 hoses**, kit as above but with clutch hose included for Verto only. **C-AJJ4027B**
 - d. **Pair of front braided hoses** only. **C-AJJ4030**
 - e. **Pair of rear braided hoses** only. **C-AJJ4031**
4. **Pair of rear hoses with banjo fitting.** These replace the original hose and metal brake pipe fitted to the wheel cylinder. No modifications are required and are of special interest to owners of severely lowered cars where pipes can get crushed. The kit contains the banjo bolts to fit the wheel cylinder and tie wraps to hold hose to radius arm. **C-AJJ4031B**
5. **Braided clutch hose for pre Verto clutches**. **C-AJJ4025**
6. **Banjo type braided clutch hose for Verto clutches**. **C-AJJ4025B**
7. **Braided one piece long clutch hose.** Replaces existing rubber hose and metal pipe. For Verto or Pre Verto.
 - a. **R/H Type**. **C-AJJ4025COMP**
 - b. **L/H Type**. **C-AJJ4025COMPLH**
8. **Set of braided hoses for Metro** 4 pot calipers when converting for use on a Mini. **C-AJJ4024**



Servos

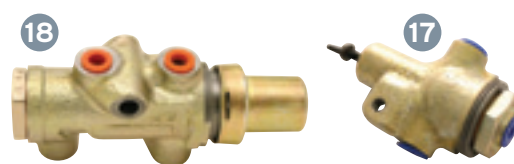
9. **This is the only remote servo available for the Mini from Lockheed.** Available in a kit with full fitting instructions it is the same servo as fitted to the Cooper 'S' MK3 and 1275GT, but can be fitted to any single line brake system from 1959 on.
 - a. **Servo Kit with brackets**. **SEN43**
 - b. **Servo only**. **13H7939**
 - c. **Cooper 'S' fitting brackets only** (not in kit). **21A2254**
 - d. **The original repair kit for SEN43 or 13H7939 servo**. **18G8938**
10. **This is not the original Cooper S MK1 Lockheed type**, but a close copy that has been reproduced for customers who require the authentic look without using the MK3 'S' Lockheed Servo that was previously the only one available. **21A1293**
11. **Servo that only bolts to GMC90376 master cylinder** as fitted by Rover from 1989 on with split front to rear brakes, which had different pedal box linkage etc. **GSM119**

Note: See item 15 for braided hoses.
b. **Repair kit for GSM119**. **GSM120**
12. **Servo fitting kit is for all single line brake pipe cars when using 13H7939 servo.** When this kit is used in conjunction with this servo it makes the set up that was used on the Cooper 'S' MK3. **MSSK007**
13. **The Servo fixing brackets** are also available separately, as a pair
 - a. **MK3 fixing brackets**, as shown. Only fits 13H7939 MK3 Servo. **21A2254**
 - b. **MK1/2 fixing brackets**. Only fits 21A1293 or original Servo. **21A1294**
14. **In-line valve** required to stop petrol coming back into the servo. This is not supplied in the Lockheed servo kit. If the servo has a built in valve this is also required in the hose line to ensure against contamination. **17H2646**
15. **A pair of braided servo hoses and fittings** are for cars from 1989 where the servo is fitted to the brake master cylinder as standard. Once fitted the servo can be moved to one side as required to gain access for work on the clutch, engine mounting or stabiliser bar without the necessity of having to remove the pipes and bleed the system. Great idea! **SEN45**



Pressure Regulator Valves

16. **Pressure regulator valve for single line systems.** Fitted on rear sub frame.
 - a. **MK1/2 and Cooper 'S' MK3**. **21A1774**
 - b. **All MK3 except Cooper 'S'**. **21A2031**
17. **Adjustable for competition**. **MS72**
18. **Pressure regulator valve.** Front to rear split systems. Fitted on bulk head. **FAM7821**





Drum Brake Components

- Rear brake backplate.**
Rear backplates are sold less adjuster screw and wedges. If the small wheel cylinder-locating hole is on the opposite side another hole should be drilled rather than removing the pin from the cylinder.
a. For R/H21A1058
b. For L/H.....21A1060
- One adjuster & 2 wedge kit .17H7620**
a. One adjuster only17H7619
b. Single wedge only17H7618
- Gaiter for backplate and brake lever arm.....17H7612**
- Car set of 4 rear brake shoes return spring.....GBK1834**
- AP/Rover wheel cylinder, which includes gasket and clip (items 6 & 7).**
a. Rear cylinder with .75" Internal bore size. **Genuine Part..... GWC1102 Non Genuine Part..... GWC1102MS**
b. Rear cylinder with .625" Internal bore size. **Genuine Part.....GWC1101 Non Genuine Part.....GWC1101MS**
- Rear wheel cylinder locating gasket**
- Rear wheel cylinder clip**



37H4642
Order as 17H7949



- Front brake backplate for cars with two wheel cylinders per backplate from 1968 on are made with the adjuster in place.**
a. For the R/H Backplate 37H2013
b. For the L/H Backplate 37H2014
- Car set (4) front brake shoe return springs.....GBK1733**
- AP/Rover wheel cylinders includes gaskets (item 11).**
a. For R/H Cylinder .9375" bore. **Genuine Part.....GWC126 Non Genuine Part.....GWC126MS**
b. For L/H Cylinder .9375" bore ..GWC127 Non Genuine Part GWC127MS
- Front wheel cylinder locating gasket**37H3833
- Wheel cylinder spring (4) to brake shoe must be fitted to ensure braking efficiency are available separately.**27H3753



Brake Drums

- Alloy brake drums - pair, with built in spacer and by virtue of its finned design dissipates heat quicker which in turn helps reduce brake fade.**
a. Superior quality.....SUPERFINS
b. Budget pair.....MINIFINS
- Standard cast mini brake drum for front or rear. Sold individuallyGDB105**
- Rear cast brake drum as fitted to Cooper 'S' 1275GT and all Mini's from 1984on. Characterised by the built in spacer. Sold individually .GDB106**



Built Up Brake Backplate

- Built up brake backplate kits for rear includes backplates with adjusters, cylinders and shoes as shown.**
a. For rear R/H21A1058KIT
b. For rear L/H 21A1060KIT

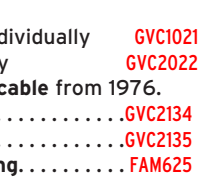


Handbrake

- Fly off handbrake conversion so popular in the 60's and commonly used on rally cars. The only parts supplied are the new pawl pictured and two rivets, with full fitting instructions C-AJJ4019**
- Original type handbrake plastic grip. Pre 1976 13H5541**
- Rubber handbrake grip. 1976 on FAM8356**
- Handbrake Black Vinyl gaiter. CK989**
- Light weight handbrake cable quadrants for dry suspension. Pre 1976. Sold as Pair ... C-AJJ4018**
- Original handbrake cable quadrants for dry suspension. Pre 1976. Sold individually..... 21A2454**



- Handbrake cable sector bracket 1976 on. FAM621**
- Fixing pin for quadrants..... CLZ549**
- Cars with Twin Handbrake cables pre 1976.**
a. Van, Estate and Pickups only. Sold individually GVC1020
b. Hydrolastic suspension cars only. Sold individually GVC1021
c. Dry suspension cars only. Sold individually GVC2022
- Dry suspension cars with Single Handbrake cable from 1976.**
a. Rear wheel to wheel cross cable.....GVC2134
b. Front cable for saloons only, 25" longGVC2135
c. Front cable van, estate, pickup, 29.25 long..... FAM625



Valve Caps

- Alloy Tyre Valve Caps.**
Available in four anodised colours.
Order Set of 4 as MTC3 MTC4..... MTC5..... MTC6



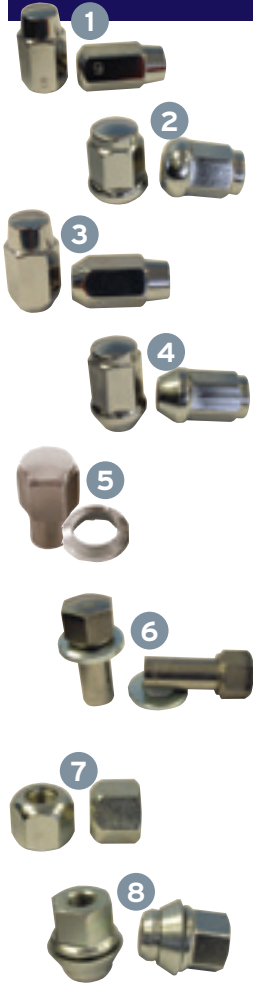
Locknuts

- Set of 4 locking nuts for latest Mini/Cooper 8 Spoke Alloy. LOCKNUT1**
- Set of 4 locking nuts for Mamba/Revo 10" wheels.. LOCKNUT2**
- Set of 4 locking nuts for Minilife/Original Minilite Wheel Pre 1980LOCKNUT3**
- Set of 4 locking nuts for 13" RFX/Phoenix/Superlite large radius seat CN5 nut LOCKNUT4**
- Set of 4 locking nuts, Mini 12" steel - 1984 on, Wella CN2/5-type. LOCKNUT5**
- Set of 4 locking nuts, Mini 10" steel - Pre 1984. GB alloys CN1/4-type.....LOCKNUT6**





Wheel Nuts

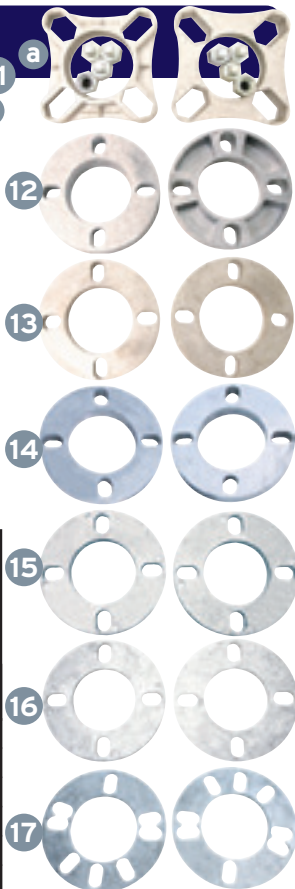


- No. 6 Chrome long nut**, equivalent type fitted to Mini steel wheels pre 1984, round radius bottom **CN1**
- No. 6 Chrome long nut with large round seat** as per steel wheel pre 1984. Can be used for CN1 if required. **CN4**
- No. 5 chrome long nut 60° angle seat**, equivalent to type fitted to all 12" steel wheels 1984 on, 60° angle bottom. Fits Weller and Minator **CN2**
- No. 5 Chrome long nut with large 60° angle seat** fits Superlite, Revo RFX 6 x 13 or any wheels. 1984 on. The large seat type is considered a safety feature. **CN5**
- Sleeve nut and chamfered washer** in stainless steel for Minilife. **C-21A1969**
- Sleeve nut in stainless steel** for Mamba/Revolution with washer.. **REV09**
- Std. Mini Wheel Nut**, round seating, used from 69-84 as shown.. **.88G322**
 - Std. Mini Wheel Nut**, 60° seating for steel wheels, 84on not shown. **113087**
- Basic Wheel Nut** without cover for Rover Cooper Alloys 1/16" nut size. **AJM1139**
- Stainless steel outer cover wheel nut** for Rover Cooper Alloys 1/16" nut size. **NAM9075**
- Chrome Sleeve Nut & flat washer** for Wolfrace slot and original Minilite. Will also fit the later Minilite Company wheel 5x10 only. **CN3**

All nuts sold individually

Wheel Spacers

- Pair of 1 1/4" (32mm) wheel spacers with studded bolts (not for performance use). **BG4001**
 - Studded bolt **BG4001BOLT**
- Pair of 1" (25mm) wheel spacers with ENJO-1039 studs **CW16**
- Pair of 3/4" (19mm) wheel spacers with ENJO-1039 studs **CW15**
- Pair of 3/4" (19mm) wheel spacers with ENJO-1040 studs **CW17**
- Pair of 3/8" (10mm) wheel spacers with 21A2064L studs. **CW1**
- Pair of 3/16" (5mm) wheel spacer shims **SR4**
- Pair of 3mm wide wheel spacer shims **SR3**



18. Wheel stud's length starts from under head to end, not end to end.

	Stud length	Thread length	
a.	35mm	22mm	21A2064
b.	50mm	29mm	21A2064L
c.	32mm	23mm	NAM5645
d.	55mm	20mm	21A1278
e.	58mm	19mm	ENJO-1039
f.	78mm	27mm	ENJO-1040

Tyres



19. Falken 165x70x10 (FK-07E Design) ... **TYRE07**



20. Falken 165x60x12 (ZE912) replaces TYRE01.... **TYRE04**



21. Yokohama A032-R 165x70x10. Aqua tusk tread design to increase traction in the wet. **TYRE15**



22. Yokohama A008 165x70x10. High performance tread Asymmetric pattern. Competition. **TYRE08**



23. Dunlop R7 165x70x10 reproduction of the 1960s racing CR65 tyre. **TYRE05**



24. Yokohama A048R. For 165x55x12 **TYRE19**
For 175x50x13 **TYRE25**



25. Yokohama A539 tyre. For 165x60x12 **TYRE17**
For 175x50x13 **TYRE18**



26. Falken for all those old classic steel 3 1/2 x 10" wheels 145x80x10 **TYRE24**



27. Falken 145x70x12 (SN828). For standard 12" wheels. **TYRE26**



28. Yokohama F600's winter Tyre. 145x70x12. **TYRE13**



29. Digital tyre pressure gauge with led light **TOOL08**



30. Tyre Pressure Gauge. Angled for easy use. **TOOL06**

Centre Caps



- Weller steel wheel cap for 10" wheels. 63mm back/rear fitting less badge. Logo face area of 45mm. Sold individually **WELLA CAPS**
 - Weller steel wheel cap for 12" wheels. 69mm back/rear fitting less badge. Face area of 45mm. Sold individually ... **WELLA CAPS12**
- Performance Industries superlite cap.** Sold individually **WHL1002**
- Mamba cap**, 76mm wide, front fitting. Sold individually **WHL1014**
- GB alloy cap**, 60mm wide, rear fitting. Sold individually **WHL1003**





Mini Spares Alloy Wheels

1. The Original thick front rimmed 4 1/2 x 10" Special Tuning wheel as Tech Dell MiniLite used by Abingdon Special Tuning design that fits within the bodyline when disc brakes are fitted, without requiring arches. Made in LM9 with 67mm chrome plastic cap and stainless steel sleeved nuts. **C-21A1968**
2. Mini Spares Centre's own Special Tuning wheel shown here in Anthracite with diamond cut edge. From the same designs as all the Special Tuning range, depicting the sporting character of the 60's and 70's, which have the image favoured for the 90's Coopers. Complete with front fitting chrome plastic centre cap to fit the 67mm hole and stainless steel sleeved wheel nuts that have a tapered washer for better centralisation.
 - a. For anthracite diamond cut. For 5x12" **C-21A1965**
 - b. For silver diamond cut. For 5x12" **C-21A1966**
 - c. For anthracite diamond cut. For 4 1/2 x 10" **C-21A1963**
 - d. For silver diamond cut. For 4 1/2 x 10" **C-21A1964**



*All diamond cut edge wheels have 6 months guarantee.

3. Special Tuning wheels only available from Mini Spares have been sold world wide since the early nineties and are a faithful reproduction of the original Tech Dell MiniLite used by Abingdon Special Tuning department and classic cars of the 60's and 70's. The original type has stainless steel nuts and a tapered washer for better centralisation. Silver all over with 67 mm centre cap.

a. For 5x12" with nuts/cap **C-21A1967**

4. Wheel Nuts for all above wheels. Sold Individually **C-21A1969**

5 a. Chrome Plastic 67mm Centre Cap. 53.5mm centre. Fits all Special Tuning wheels. Sold Individually..... **C-21A1962**

b. Special Tuning 53.5mm Chrome / silver plastic sticker fits C-21A1962..... **STICKER25**

6. Special Tuning Money saving alternative to above wheel. Exactly the same wheel but machined to accept standard CN5 chrome wheel nuts (included) saving over £25 per set. For budget 5x12" including nuts/cap..... **C-21A1021**

7. Wheel Nuts for Special Tuning Wheels C-21A1021. Sold Individually..... **CN5**



When comparing prices, remember some Mini Spares wheels include new stainless steel sleeve nuts and washers, as per originals.

Mini Spares Alloy Wheels

8. Flat front outer rim as per our 4.5 Minilife but with diamond cut edge. Wheels supplied with centre cap & sticker, less wheel nuts. Uses standard pre 1984 type on nuts. 88G322 or CN1 or CN4 (for chrome).
 - a. 5x10" Alloy 8 spoke wheel with 55mm. Sold Individually **WHL1000**
 - b. 6x10" Alloy 8 Spoke Wheel with 55mm. Sold Individually **WHL1001**
9. Chrome 55mm cap for WHL1000/1 wheels. 40mm logo face area. Front fitting. Flat 13mm depth cap, also fits Minator 6 and 7x13". Supplied with sticker. Sold Individually **WHL0999**



Original Rover Alloy Wheels

10. Sportspack Wheel. 6x13" as fitted from 1996 on. Order individually.
 - a. Genuine Rover wheel..... **RRC109640MNH**
 - b. Copy of Rover wheel..... **RRC109640MS**
 - c. Mini Cooper laurel sticker 50mm wide as shown on wheel. . Order individually as **STICKER 21**
11. Plastic Centre Caps for Rover 12" and 13" Cooper/Sportspack Wheels with 52mm centre.
 - a. Mini Cooper silver outer rim with white centre. Sold individually..... **DTC100690MNH**
 - b. Black cap plain. Sold individually . . . **NAM9105PMD**



Minilite Wheels

12. These wheels, from the Minilite company formed in the early 90s, are not the exact originals from the 60's and 70's but from new tooling with similar looks and the company name embossed on the rim. The new company logo is on the 65mm centre cap. Caps and nuts supplied.
 - a. 4 1/2 x 10" Silver **C-21A1900**
 - b. 4 1/2 x 10" Gold..... **C-21A1900GOLD**
 - c. 5 x 10" Silver **C-21A1901**
 - d. Cap for above **C-21A1907**
 - e. 6 x 10" Silver **C-21A1902**
 - f. 6 x 13" Silver **C-21A1903**
 - g. 5 x 12" Silver **C-21A1904**
 - h. Cap for e,f,g..... **C-21A1908**



Genuine Revolution Wheels

13. Revolution 4 Spoke. The original style 4 spoke specification which are complete with centre caps for the 63mm hole and stainless steel nuts, except for the 13" wheel, which has a different size chrome nuts.
 - a. For 6x10" Revolution 4 spoke..... **REV02**
 - b. For 5x12" Revolution 4 spoke..... **REV03**
 - c. For 6x12" Revolution 4 spoke..... **REV04**
 - d. For 6x13" Revolution 4 spoke..... **REV05**
 - e. For 7x13" Revolution motorsport wheel with rim studs. Split rim lookalike **REV08**
14. Stainless steel Revo/Mamba wheel nut (except 13"). **REV09**
15. Chrome wheel nuts for Revo 13". Except RFX **REV10**
16. Revolution plastic front fitting cap.
 - a. 63mm diameter for all 4 spoke type plus 6x13 RFX. Sold individually..... **REV06**
 - b. 55mm diameter for RFX 5 spoke 12" wheel only. Sold individually **REV07**
17. Revolution plastic front fitting cap 2004 on.
 - a. 67mm diameter. Sold individually **REV13**
 - b. 61mm diameter. Sold individually **REV14**



Minator Alloy Wheels

18. 13" Minator 8 spoke silver alloy wheel. Uses standard nuts 113087 or CN2, CN5 chrome as an alternative. Without nuts.
 - a. 5x13" Minator with 61mm centre cap, in overall silver. Sold individually . **WHL1005**
 - b. 5 1/2 x 13" Minator with 61mm centre cap, in overall silver. Sold individually **WHL1008**
 - c. Cap for Minator 5 & 5 1/2 x 13" wheels. 61mm wide front fitting with badge/logo face area of 40mm, 33mm in depth. Sold individually..... **WHL1010**





Minilight Wheels

1. Deep dish, polished rim with CN5 type nuts & centre caps.
 - a. 6x13" C-21A1981
 - b. 7x13" C-21A1982
 - c. Centre cap C-21A1983



Classic Wheels

2. Steel wheels 4.5 x 10".
 - a. Silver finish. Sold individually 21A1286
 - b. Old English White finish. Sold individually 21A1286WHITE
 - c. Cap to fit above wheels. Sold individually 21A1287

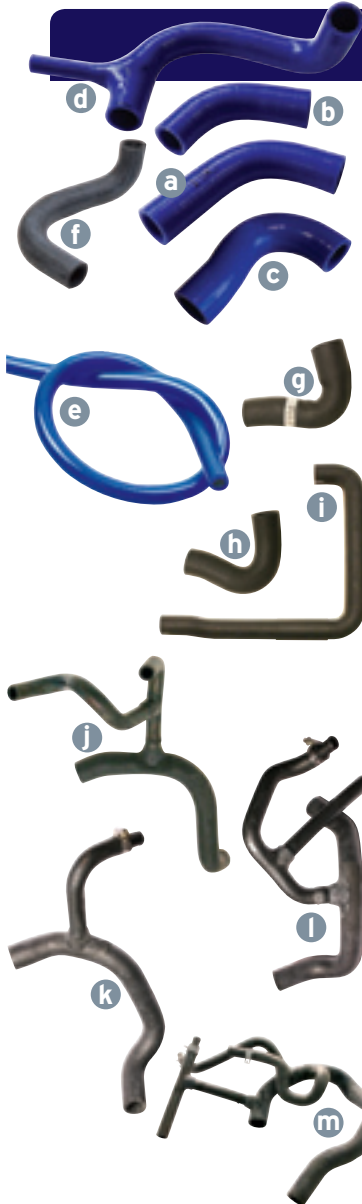


3. Dunlop 5x10" look alike wheel..... WHL1004



4. Rose petal wheel. 4.75x10" C-21A1071

Radiator Hoses



Radiator hoses break down into 3 main types.
 1959 - 1989, those with the cast metal heater valve bolted to the cylinder head. The redesigned bottom hose for these will fit everything and is made in KEVLAR or silicon only, for longevity as they are awkward to replace.
 1989-1996 with a plastic hose fitted in heater hose line.
 1996 on cars with twin point injection with front mounted radiator had totally different hoses.

* These hoses come in small or large bore size but with different lengths so if you are not sure then buy the longer one & cut to length needed.

Kevlar
 • Long lasting • Hi strength
 • Low Heat transfer
 • Wear Resistant
 A high tech aramid fibre produced by DuPont. Kevlar fibres are evenly dispersed & bonded to the rubber, giving considerable strength.

Silicon
 The next step up from Kevlar is the blue silicon type which not only brightens up the engine bay, but also withstands higher temperature and pressure.

		Rubber	Kevlar	Silicon	
1959 - 1989	TOP HOSES	Original MK1 Mini Radiator plus all 998 / 1098 clubman. 6 1/2" long	GRH467	a C-GRH467 <small>Order this part in kit C-GRH003</small>	
		850/998 from 1967 or any new type radiator 5" long	GRH245	b C-GRH245 <small>Order this part in kit C-GRH001</small>	
	Large Bore	Copper 'S' and 1275cc Mini	GRH247	GRH247KEVLAR	c C-GRH247 <small>Order this part in kit C-GRH002</small>
		1275GT Clubman 1/2" longer than 'S'		GRH469KEVLAR	C-GRH469 <small>Order this part in kit C-GRH004</small>
	BOTTOM HOSE	With heater outlet	f GRH802	GRH240KEVLAR	d C-GRH240
HEATER HOSE	1/2" Heater hose. (sold per metre except silicon)	GRH1006	GRH1006KEVLAR	e 1m = C-GRH1006 1.2m = C-GRH1007	
1989 on	TOP HOSES	Cooper with HIF44 1 3/4 carb. 1 1/4 bore hose one end. 1990-92	g GRH1140	C-GRH1140	
		Mini HIF38 1 1/2 carb 1991-1994 Plus all single point injections	h GRH1212	C-GRH1212	
		Twin point with front mounted radiator. 1966 on	i GRH1465	C-GRH1465	
	BOTTOM HOSES	Mini HIF44 1 3/4 carb	j GRH1159	C-GRH1159	
		Mini HIF38 1 1/2 carb 1991-1994	k GRH1289		
		Single point injection	l GRH1242	C-GRH1242	
		Twin point injection. Fits 1996 only	m GRH1466		
HEATER HOSE	5/8" Heater Hose Sold per metre	GRH905			

Hose Kits

5. Silicon hose kits include:
 - 1 x C-GRH240 (d)
 - 1x C-GRH1006 (e - 39")
 - 1x C-GRH1007 (e - 42")
 but have different top hoses: Includes Top Hose... **Order kit as**
 C-GRH245 (b) C-GRH001
 C-GRH247 (c) C-GRH002
 C-GRH467 (a) C-GRH003
 C-GRH469 C-GRH004

Heater Hose Grommet

6. The rubber Grommet that sits in the body as a sleeve to protect the heater hoses from chaffing.
 - a. For 1" (25mm) hole pre 1989 34G3651
 - b. For 1 5/16" (33.5mm) hole. 2" wide. 1990 on CLP6235



Radiator Caps

7. a. 7lb long neck 33.6mm tall, early 850cc GRC101
- b. 7lb short neck 27.5mm tall, 850/998. 1965-69 ... GRC102
- c. 13lb short neck 27.5mm tall, 1970-80 GRC1111
- d. 15lb except rads with sender unit, 1980-92 GRC1110
- e. 15lb as above, has built in seal, 1992-96 GRC207
- f. Non pressurised cap for some expansion tanks ... GRC126
8. Plastic expansion tank cap twin point cars GRC1184



15 Radiators, Fans and Thermostats



Radiators & Fans

In 1978 we introduced a 4 core radiator with 25% increased water capacity which greatly increased cooling efficiency. To cope with hotter running engines a 2 core radiator unique to Mini Spares with original shape header tanks was developed, it has 2 very large cores with V shaped gills which is lighter, narrower and with increased air flow out performed the 4 core. All 2 cores have a switch hole fitted with a drain plug which can be replaced by a screw in sender unit if required. Beware of competitors copies, when tested professionally, they are not the same. The 2 core radiator being lighter material can be prone to fin blockage/damage by a heavy deluge of mud or muck and is not ideal for Grasstrack or Autocross.

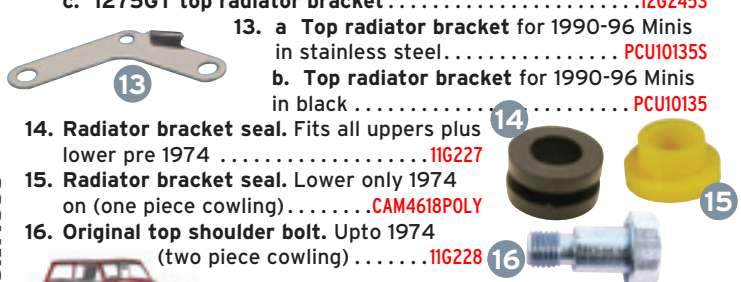


1. a. Super cool 2 core radiator with drain plug C-ARA4442
b. As above with heavy duty screw in sensor..... C-ARA4443
2. a. 4 core radiator C-ARA4444
b. 4 core radiator with drain plug C-ARA4444B
c. 4 core radiator with fan sensor unit C-ARA4446
3. 3 core original S radiator 90on, push in sender type GRD172
4. 3 core standard replacement radiator ARP2000
5. Aluminum 2 core radiator for extra hot climates
a. Fits pre 1990 Minis C-ARA4441
b. Fits Minis 1990 on C-ARA4441A
6. Aluminium 2 core radiator with universal plug hole for electric fan switch, comes with plug when switch not used C-ARA5000
7. Replacement screw in sender for C-ARA4443..... C-ARA4445
8. a. Push in sender unit for GRD172 original Rover fitting GVS104
b. Seal for GVS104 available separately. CDU2334
c. Clip for CDU3374 seal and sender unit KTP9002
9. Front mounted radiator as used on MPI injection Minis, now supplied with metal header tanks GRD974
10. Mini Spares top finisher for original MPI plastic type radiator. Does not fit current metal type 8B12600
11. a. Original Expansion tank for MPI in plastic PCF101240
b. In alloy for durability and engine bay cosmetics/looks..... PCF101240ALLOY



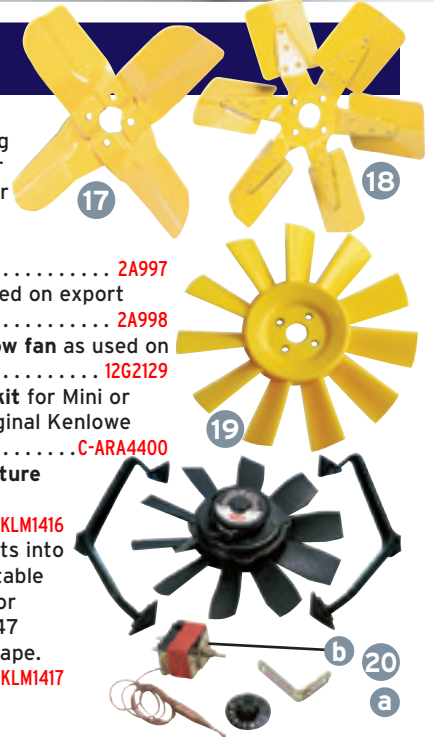
Radiators Brackets

12. a. 'S' top radiator bracket. Required when fitting 1300cc based engines in the Mini, (not Clubman). Available in stainless steel for better engine bay presentation 12G617S
b. Original in black, as per Cooper 'S'..... 12G617
c. 1275GT top radiator bracket..... 12G2453
13. a. Top radiator bracket for 1990-96 Minis in stainless steel..... PCU10135S
b. Top radiator bracket for 1990-96 Minis in black PCU10135
14. Radiator bracket seal. Fits all uppers plus lower pre 1974 11G227
15. Radiator bracket seal. Lower only 1974 on (one piece cowling) CAM4618POLY
16. Original top shoulder bolt. Upto 1974 (two piece cowling) 11G228

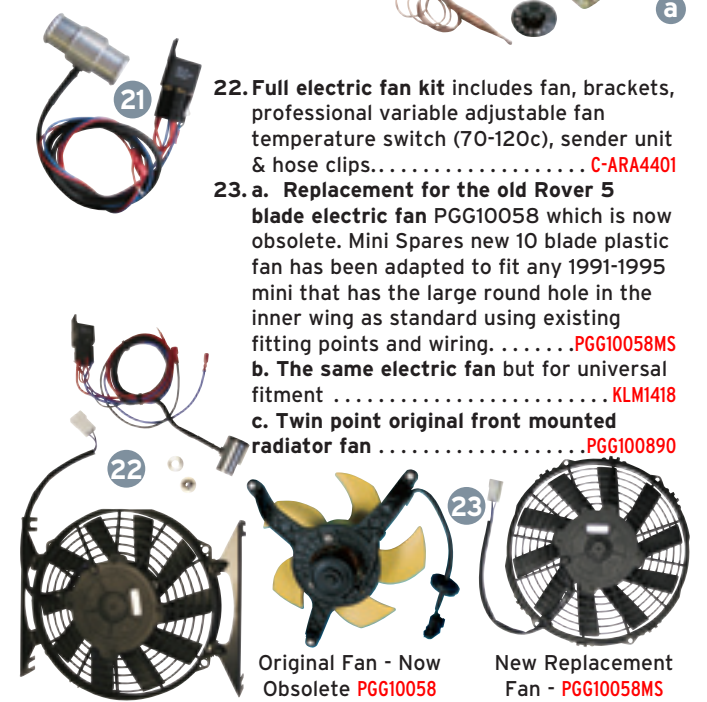


Radiator Fans

17. Two blade fan can be used as shown by crossing two blades to make a four blade fan. Produces better air flow, but noisy. Order each blade individually..... 2A997
18. Six blade metal fan as used on export vehicles 2A998
19. Eleven blade plastic yellow fan as used on home market Minis..... 12G2129
20. a. Complete electric fan kit for Mini or Clubman made by the original Kenlowe company..... C-ARA4400
b. Replacement temperature sender for Kenlowe only. KLM1416
21. Sender unit sleeve that fits into a cut top hose with adjustable temp dial, not advisable for Cooper S top hose GRH247 owing to hose size and shape. KLM1417



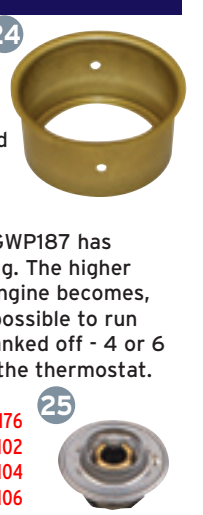
22. Full electric fan kit includes fan, brackets, professional variable adjustable fan temperature switch (70-120c), sender unit & hose clips..... C-ARA4401
23. a. Replacement for the old Rover 5 blade electric fan PGG10058 which is now obsolete. Mini Spares new 10 blade plastic fan has been adapted to fit any 1991-1995 mini that has the large round hole in the inner wing as standard using existing fitting points and wiring. PGG10058MS
b. The same electric fan but for universal fitment KLM1418
c. Twin point original front mounted radiator fan PGG100890



Original Fan - Now Obsolete PGG10058
New Replacement Fan - PGG10058MS

Thermostats & Blanking Sleeves

- Removal of the thermostat helps reduce engine temperature where cooling is a problem, but a thermostat blanking sleeve must be fitted to retain correct water circulation around the entire head. Failure to do so will cause overheating around 3 and 4 combustion chambers - with obviously disastrous results. If the blanking sleeve is used, it is necessary to blank off the by pass hose between head and water pump. Large impeller water pump GWP187 has the by-pass outlet drilling omitted from alloy casting. The higher the temperature the more thermally efficient the engine becomes, the 88° was fitted as standard from 1990 on. It is possible to run thermostats with the troublesome by-pass hose blanked off - 4 or 6 1/8" holes should be drilled around the periphery of the thermostat. The gaskets are GTG101MS.
24. Thermostat blanking sleeve 11G176
 25. a. 74°C thermostat (165°F) GTS102
b. 82°C thermostat (180°F) GTS104
c. 88°C thermostat (192°F) GTS106





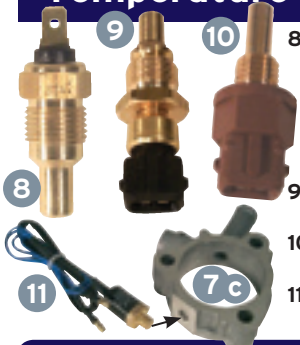
Thermostats Housings

- The most commonly fitted thermostat housing (water elbow) up to 1990 before introduction of sandwich plates. Also fits most single point injection cars, without ancillary holes. **12G103**
 - Thermostat fitting kit. **12G103FK**
- Thermostat & sandwich plate gasket . . **GTG101MS**
- Same 12G103 casting shape but with a 8mm hole drilled for sensor unit on carb models 1990 on. **PEQ10010**
- Large bore (1.25" 32mm) elbow.
 - For small outlet pipe is not drilled as fitted to Mini from 1990 on carb models. **PEQ10019**
 - For small outlet is drilled as overflow pipe for expansion tank as used on Mini Metros. . . **CAM6117**
- Some late single point and autos. . . . **PEQ100690**
- Twin point front mount radiators only **PEQ100650**
- Thermostats must be fitted in the sandwich plates when used and there were 3 different types fitted from 1990, plus one for the Metros which also fitted the ERA Turbo.
 - Metro and ERA Turbo where the outlet points straight at radiator and has 14-15mm bore outlet **12G3512**
 - Sandwich plate with 10mm bore outlet elbow but no threaded holes **PEG10002**
 - As per PEG10002 but with extra 8mm thread hole for YWL10010 sensor **PEM10036**
 - As per PEM10036 but with 12mm thread hole (1.5 fine pitch) to take sensor GTR206 for twin point injection only. **PEG100030**

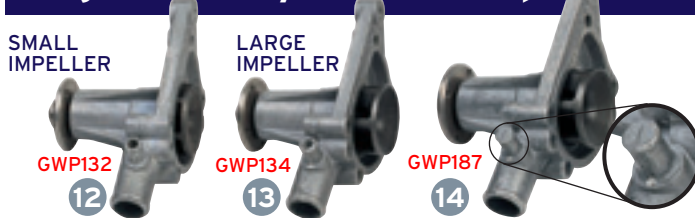


Temperature Transmitters

- Temperature transmitters that fit in cylinder head.
 - All Minis 1970 on **GTR101**
 - Cooper 'S' from 1964 and all Minis up to 1970 with voltage stabiliser fitted **GTR104**
- Single point injection fits in manifold. Cars after 1991. **GTR307**
- Twin point injection cars, fitted in sandwich plate. **GTR206**
- Cooper SE sensor, fits in sandwich plate. Fits Cars 1990-91 **YWL10010**



High Capacity Water Pumps



- Use of high capacity alloy water pumps help to circulate a greater volume of water. Cavitation reduction is achieved by using a large diameter water pump pulley as originally fitted to the 'S' and reintroduced on the A-plus engines, further improving cooling. It is necessary to check clearances in the block as well as between the pump and the cylinder head. Early small bore blocks do not have the water jacket machined around No.1 bore for the deeper impeller, because if a lot of material has been machined from the head face it may foul the pulley. If the 12G940 head is fitted to a small bore engine, it is necessary to modify the top edge of the water pump otherwise the head will sit on this and not seal properly. Look to get at least a 1/16" gap. Superseal gasket is available as GUG70555GM.
- 850cc and early cars where large impeller will not fit. . . . **GWP132**
 - High capacity water pump with by-pass hose take off. . . . **GWP134**
 - Water pump fitting kit. **GWP134FK**
 - High capacity water pump - no by pass hose take off. . . . **GWP187**
 - High capacity, one bolt hole less, Twin point only. **GWP188**

Water Pump By-Pass Hoses

- This longer By-Pass tube enables the hose to be changed without removing the cylinder head. Slide the shortened hose up the tube and then back down on the water pumps **12A2075**
- A source of misery to owners of earlier cars, the by-pass hose was eventually discontinued on late A plus engines.
 - Kevlar reinforced hose fits all except 1275cc engines but will need shortening by 8-10mm when used with the longer cylinder head by-pass tube 12A2075 **GZA2083**
 - Kevlar reinforced longer hose for cooper 'S' and all 1275Ccc engines **AEG484**
 - Silicon hose for 1275cc, shorten for fitment on other applications **C-GZA2083**
- Fluted flexible hose allowing fitment without removing cylinder head. Supplied with clips. **12A1093MS**
- Original by-pass hose clip **3H2963**




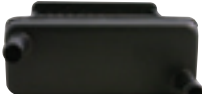

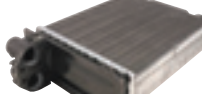
Heater Valves

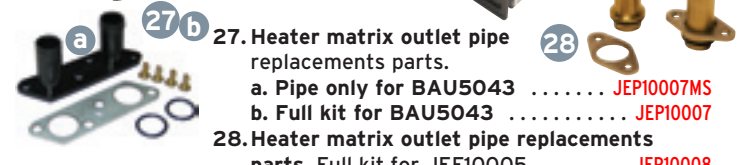
- Heater Valve. Bolts directly onto cylinder head. Pre 1989.
 - Straight (not shown). **13H5506**
 - Angled genuine **ADU9102**
 - Angled Non genuine **ADU9102MS**
 - Gasket **88G221**
- Plastic Body In-line Heater Valve. **JJB10011**
- Plastic Body Heater Valve for twin point cars only **JJB100260**
- Heater valve blanking plate for cylinder head when required **2A180**
- Heater tap stud. Sold individually **53K402**
- Heater tap stud. Stainless steel. Sold individually **53K402S**
 - Heater tap stud & six sided nut. Stainless steel (2 of each). **C-STR285**
- Heater tap bolt as fitted to later A+ engines in s/steel. (Sold in pair) **C-STR283**



Heater Radiator Matrix

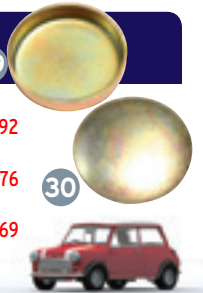
26. If your heater is not blowing warm air or is leaking it is likely that the cores are blocked. Check outlets to find replacement.

- | | | | |
|--|---|---|-------------------------------------|
|  | Upto 1969
MK1/2 Mini
17H8608 |  | MK3 on
1970-84
37H7216 |
|  | 1984-91
MK4 on
BAU5043 |  | 1991 on
JEF10005 |
- Heater matrix outlet pipe replacements parts.
 - Pipe only for BAU5043 **JEP10007MS**
 - Full kit for BAU5043 **JEP10007**
 - Heater matrix outlet pipe replacements parts. Full kit for JEF10005 **JEP10008**



Engine Core Plugs

- Core plug 41.4mm wide Cup type for all Cooper 'S' engines only. Sold individually . **AEH592**
 - Core plug 33.6mm wide Cup type for all A Plus engines and 1275cc non S engines. . . **AEC876**
- Core plug 41.4mm wide Flat dished type for all early A series Pre A Plus **2K8169**

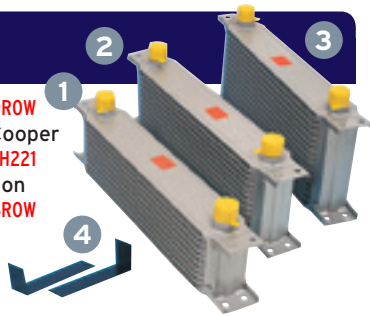


17 Oil Coolers, Hoses and Filters



Oil Coolers

- 10 row oil cooler. MOC10ROW
- 13 row oil cooler as fitted to Cooper 'S' C-ARH221
- 16 row oil cooler for competition use. MOC16ROW
- Original oil cooler brackets to fit on front subframe. Sold individually 21A1794



Oil Cooler Hose Kits

- Mini Clubman / specials usually require longer pipe kits than the standard Mini. Kits include all unions for easy fitment. Rubber is adequate for standard use but Braided is more durable and preferred for Competition Performance use. If a pre engaged starter is fitted (integral solenoid) the oil cooler has to be mounted closer to the alternator resulting in longer pipes. A-series engines up to 1992 had a block union size of 5/8" UNF and filter head union size of 1/4" NPT. From 1992 on, union sizes changed on all engines with a 12A prefix number and became universal at 11/16" UNF. The filter head for these is recognisable by casting part number LPX10027.



See chart below for part numbers

Braided Kit Code	Rubber Kit Code	Fits Mini	Block To Cooler	Filter Head Pipe To Cooler
C-AHT3	MOC100102	(Mini Clubman)	14" - 14.5"	24"
C-AHT4	MOC1013	(Mini)	12"	14"
MOC1017	MOC1015	Pre-engage starter to '92	15"	22"
MOC1016	MOC1014	(12A engine/1992 ON)	15"	22"

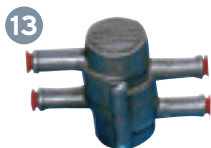
Oil Cooler Connections

- Oil temperature sender housing for special requirements when you need to know the temperature of the oil. Fitted before the oil cooler it will show maximum temperature reached. After the oil cooler it will show the more important temperature of the oil feeding the bearings. MOC0T2
- 1" long from bend push-fit 1/2" BSP thread union to fit oil cooler with 90° bend. Sold individually. MOC207
- 1" long from bend push-fit 1/2" BSP thread union to fit oil cooler with 45° bend. Sold individually MOC208
- Original oil cooler union for oil filter. Supplied in complete kits. MOC2
- Original block union for oil cooler hose. Complete kits MOC1
- Equivalent to number 9 and 10 as a kit, but with push-on ends for using oil cooler hose on special fitment in pairs only. . . . MOC3
- Rubber oil-cooler hose sold per foot. i.e. 30cm. Order to length required C-AHH8537



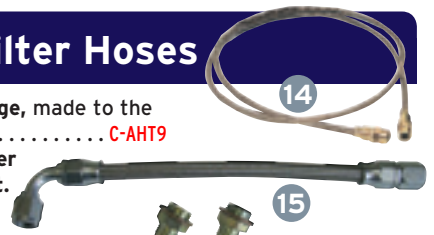
Oil Cooler Thermostat

- The Mocal oil control thermostat is designed to prevent flow of engine oil until it has reached correct working temperature of about 80°C. Prolonged use of engine oil where it cannot reach its correct working temperature can cause sludge and crank case dilution, leading to excessive wear in crank bearings and cylinder bores. Fits into any convenient place where pipes can be cut and oil pipes run parallel MOC0T1



Braided Oil Filter Hoses

- Braided pipe for oil gauge, made to the required length of 4ft C-AHT9
- Engine blocks to oil filter housing braided pipe kit. See chart below for part numbers



Fits Mini	Block Union Size	Filter Head Union Size	Order hose & union kit as
Pre 1992	5/8"	1/4NPT	TAM2106BRAIDED
Pre 1992	5/8"	11/16"unf	MOC1019
12A engine/1992 on	11/16"unf	11/16"unf	MOC1018
12A engine/1992 on	11/16"unf	1/4NPT	MOC1020

Spin On Type Oil Filters

- a. Unipart first grade filter as fitted to new cars (spin on type). GFE166
b. For twin point injection cars, 97on. GFE280
- Spin on type oil filter heads.
a. Fits engines pre 1992 with 1/4npt union thread size. TAM2097
b. Performance strengthened filter head type in billet alloy to stop leakage with 1/4npt union thread size 12A2032RACE
- MAGCOM pre filter magnet collects debris from engine oil. Screws to the block for spin-on type filter heads. Except MPI MFO01
- Remote oil filter kit. This kit fits all A series engines that have a 2 bolt fixing filter head and takes a spin on filter. Used by many motorsport enthusiasts to make the filter accessible where engine bay room is tight. RFK9



Top Quality Oil

- Classic Castrol 20W/50 oil supplied in retro style 1 gallon metal tin. CASTROL
- Castrol jug metal pouring pint jug. J105
- Millers oil specially formulated for Mini engine & gearbox.
a. 20W50, mineral. MILLERS001
b. 20W50, semi synthetic. MILLERS002
- GTX 5 litre, 15W 40 grade GTX
a. Unipart 20W50, Good general oil for standard engines or to run engines in before using synthetic oils GUL7005T
b. Unipart Semi Synthetic 10W40, Superb all round use oil. GUL2005B
c. Unipart Fully Synthetic 5W40 GUL1005B

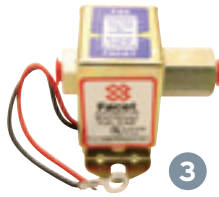




Fuel Pumps - High Performance

Increased engine performance often requires increased or regulated fuel flow, negative earth application only on following pumps

- Interrupter pump with built in filter.** Transistorised switching device instead of points. All three should be used with a separate regulator.
 - Silver top standard, 4.0-4.5 psi, 18 gallons per hour,** ideal for high output engines using a twin choke carburettor, ie. Weber/Dellorto with chokes up to 45mm and all SU single carburettors plus most twin SU set ups, 1/8" NPTF threads. Uses 1/4" fuel line. **STS504**
 - Silver top competition, 5.0-6.0 psi, 30 gallons per hour,** ideal for high output engines using a twin choke carburettor, ie. Weber/Dellorto with chokes up to 45mm 1/8" NPTF threads. 1/4" fuel line **STC505**
 - Red top, 6.0-7.25 psi, 40 gallons per hour,** ideal for big bore/stroked engines with twin choke or split carburettors with a choke size of over 45mm. 1/4" NPTF threads. Must be used with 5/16" fuel lines **RTW506**
- Facet fuel pump anti vibration and earth kit.** Dampens pump ticking noise **FPA905**
- Solid state fuel pump.** Must use separate filter.
 - Solid state road pump 2.5-3.0 psi, 12 gallons per hour,** ideal for replacement of standard mechanical pump 1/8" NPTF thread. For use with single SU carburettor **SS501**
 - Solid state fast road pump, 4.0-5.5 psi, 18 gallons per hour,** ideal for replacing standard mechanical/electric pump. 1/8" NPTF thread sizes, for use with single SU and 1/4" twin SU carburettor set ups . . . **SS502**
 - Solid state competition pump, 6.0-7.25 psi, 25 gallons per hour,** ideal for replacing standard SU mechanical or electric pump. 1/8" NPTF thread sizes for use with single SU and 1/2"-1 3/4" twin SU carburettor set ups **SS503**



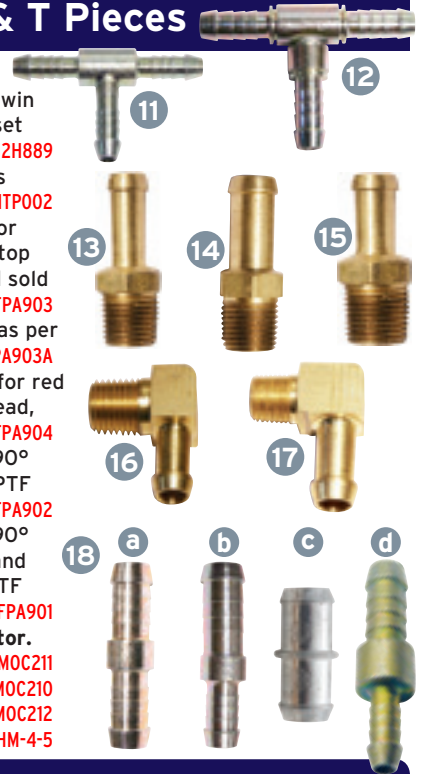
Fuel Filters/Regulators

- Solid state pre pump filter.** For all solid state pumps, this filter must be used to eliminate fuel tank debris damaging either the fuel pump or carburettor. **FPA906**
- Filter king regulator.** 67mm alloy bowled fuel regulator/filter combined allows adjustment of fuel pressure for optimum power and fuel economy, a must for interrupter pumps. 6-8mm inlet/outlets (universal for 1/4" or 5/16" hose) **FPR005**
- Filter King regulator.** 67mm glass bowl version of FPR005, 6-8mm outlets/inlets. **FPR004**
- New 85mm glass bowl filter** to provide a steady and constant fuel flow under all driving conditions. 5/16" fitting only. Prevents overflowing of carb filters with higher fuel capacity **FPR006**
- Purolator fuel filters.** In line fuel filter toughened glass, cleanable, chrome finish ends 1/4" inlet/outlet unions. Any application except injection / turbo **PR0804**
 - Fuel filter, as per PR0804 but with 5/16" inlet/outlet unions.** **PR0805**
- Fuel pressure regulator for turbos** **FPR012**
- Pro-flow adjustable fuel regulator universal kit** fits both 1/4" and 5/16" pipes. **PR069**



Connections & T Pieces

- 1/4" fuel T-piece, various applications. Useful on twin carburettor petrol tank set ups. **12H889**
- 5/16" fuel T-piece, various applications **MTP002**
- 1/4" straight fuel union for all solid state and silver top pumps 1/8" NPTF thread sold individually. **FPA903**
- 5/16" straight fuel union as per FPA903 **FPA903A**
- 1/4" straight fuel union for red top pump. 1/4" NPTF thread, sold individually. **FPA904**
- Angled fuel union. 5/16" 90° union for red top. 1/4" NPTF thread, pair **FPA902**
- Angled fuel union. 5/16" 90° union for all solid state and silver top pumps, 1/8" NPTF thread. Sold as pair **FPA901**
- Hose reducers / connector.
 - 1/2" - 1/2" **MOC211**
 - 5/8" - 1/2" **MOC210**
 - 5/8" - 5/8" **MOC212**
 - 5/16" - 1/4" **HM-4-5**



Original Fuel Pumps

- Original SU electric fuel pump** fitted up to 1970. Can be fitted to positive and negative earth. **AUF214**
AUF214 is also available with a solid state electric function in the same body.
 - Available for negative earth **AUF214EN**
 - Available for positive earth **AUF214EP**
- Electric plastic bodied fuel pump.** **AUF214MS**
- Fuel pump that fits in tank** for any injection engine. **WFX100810**
- Mechanical fuel pumps.**
 - For 998cc. **AZX1818**
 - For 1275cc 1990 on, cars with HIF44 pump. **AZX1817**
 - For 1275cc 1991 on, cars with HIF38 pump. **WND10005**



Braided Fuel Hoses

- Original type SU braided hoses** originally used on Minis and BMC vehicles.
 - 22" long **PPK7**
 - 15" long **PPK6**
 - 11 3/4" long **PPK5**
 - 10" long **PPK4**
 - 7 1/2" long **PPK3**
 - 5" long **PPK2**
 - 2 1/2" long **PPK1**
- The original clip** as used on these hoses. **ACH5854**



Redline Fuel Additive

- Redline additive** enables unleaded petrol to be used safely in engines designed for leaded fuel. Treats 100 gallons (450 litres) from the 355ml bottle endorsed by the federation of British Historic Vehicle Clubs. For 355 ml. **REDLINE**



19 Air Filters & Breathers



Oil And Air Filter Elements

- HS2 carb type element (use 2 for twin carb Cooper & S). Sold individually **GFE1038**
 - HS4 carb type element. **GFE1008**
 - HIF carb type element 1990on Coopers and Metro. **GFE1096**
 - Fuel Injection oval shaped element, single and twin point **GFE1143**
 - Metro Turbo (but not ERA Turbo element). **GFE1113**
 - Oil filter element to fit in metal canister pre spin on filter **GFE103**
 - Oil filter element to fit in metal canister all Mini automatics **GFE104**
- Filter to manifold air duct hoses.
 - 5.5" long **12H4344**
 - Genuine Rover 3" long **LKM10002**



K&N Air Filters

Central hole variants will fit Minis depending on clearance, but the offset holes are designed to raise the filter to clear the Mini bulkhead.

- Standard K & N filter, 1 7/8" deep, round type.
 - HS2 1 1/4" SU with offset hole **56-1630**
 - HS2 1 1/4" SU with central hole **56-9121**
 - HS4 1 1/2" SU with offset hole **56-9128**
 - HS4 1 1/2" SU with central hole **56-1390**
 - HS6 1 3/4" SU with offset hole **56-9132**
 - HS6 1 3/4" SU with central hole **56-1400**
 - HIF6/44 1 3/4" SU with central hole... **56-9136**
- Oval filters.
 - HIF6/44 1 3/4" SU with offset hole. 7 1/4" wide x 4 3/4" high x 1 3/4" deep **56-9142**
 - Weber 40/45 DCOE 7 1/4" wide x 4 3/4" high x 2 1/2" deep **56-9147**
 - Weber 40/45 DCOE 7 1/4" wide x 4 3/4" high x 3 1/4" deep **56-9265**
 - Weber 40/45 DCOE 9" wide x 5 1/4" high x 1 3/4" deep **56-9109**
 - Weber 40/45 DCOE 9" wide x 5 1/4" high x 3 1/4" deep **56-1360**

- Special cone filters, designed for filters between 2-2 1/2" deep.
 - HS2 1 1/4" SU offset cone filter. **56-9335**
 - HS4 1 1/2" SU offset cone filter. **56-9320**
 - HS6 1 3/4" SU offset cone filter. **56-9327**
 - HIF6/44 1 3/4" SU offset cone filter.. **56-9330**
- Single point injection cone filter and single hose fitting kit. Usually giving real power gains upto 6BHP. With fitting kit. Not Automatic. **57-0082**
 - Twin (multi) point injection cone filter with 2 hose kit as shown. Usually giving real power gains upto 6BHP. With fitting kit. **57-0189**

K&N Long Life Elements

Long life performance filters made to replace the original. To fit in existing air cleaners chambers.

- MG Metro Turbo **E2360**
- Mini and Metro HS4/HIF. **E2601**
- HS2 single, or use a pair for Cooper or 1300GT twin HS2 carburetors **E9001**
- Latest Mini fuel injection version **E9172**
- K&N Air filter cleaner. **SDCLEANER**



K&N Filter Maintenance

- K&N six step air filter maintenance system.
 - Air filter cleaner and oil **99-5000**
 - Air filter oil - spray 6.5 oz **SDOIL01**
 - Air filter cleaner **SDCLEANER**



Pipercross Air Filters

Pipercross full flow high capacity foam air filters.

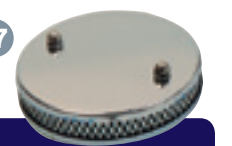
- New KK155 filter for injection Mini. **C0155**
- KK150 cone shaped filter specially designed for limited space on Mini and Metro to eradicate fouling on bulkhead etc.
 - For HS2 1 1/4" carburettor **C1501**
 - For HS4, HIF38 1 1/2" carburettor. **C1502**
 - For HS6 1 3/4" carburettor **C1503**
 - For HIF6/44 1 3/4" carburettor... **C1504**
- Performance foam filter kit for MPI. Includes base plate, flexible fitting neck & full fitting kit. (not shown) **PK071**
- Air filter trumpet socks. Sold as pair **PXC1050**



Chrome Pancake Filter

17. Original foam filled chrome pancake filter for offset holes for Mini.

- HS2 1 1/4" carb **PF101A**
- HS4 1 1/2" carb **PF102A**



Crankcase Breathers

Useful for emission control - All have 13mm (1/2") neck.

- Crankcase breather with chrome top, hose neck **62-1011**
- Crankcase breather with blue top, hose neck **62-1012**
- Crankcase breather with red top, hose neck **62-1013**
- K&N breather filter, with metal neck **62-1010**



Carburettor Dashpots & Stubstacks

	Anodised Red	Anodised Blue	Polished
HS4 1 1/2" SU	R23RED	R23BLUE	R23
HIF6/38/44 SU	R24RED	R24BLUE	R24
HS2 1 1/4" SU	R22RED	R22BLUE	R22

22. K&N Stubstack. Increases airflow when used in conjunction with K&N filter. For HS4 1 1/2" filter **SS51**

23. Mini Spares own carburettor stubstacks. Greatly increases airflow into carburettor, for performance engines.

- Short for HS2 **C-AHT245**
- Long for HS2 **C-AHT246**
- Short for H4/HS4 **C-AHT247**
- Long for H4/HS4 **C-AHT248**

The HS2 Mini Spares short stubstack will fit K&N pancake filters.





Genuine SU (Skinner's Union) Carburettor Spares

Worn carburettors not only give poor engine performance but are also costly in poor fuel consumption and harmful to the environment.

1. Float needle valve and seat.
 - a. Mini Spares Superflow carb jet with ball valve, far superior to anything else for HS2/4/6..... **CA90**
 - b. Original HS2/HS4/HS6 carburettor..... **WZX1100A**
 - c. Original HIF carburettor (not turbo)..... **WZX1099A**
2. a. Complete float lid with needle valve and float, for HS2/HS4/HS6 single carburettor only..... **AUE266**
- b. Plastic float available separately for HS2/HS4/HS6 Carburettor..... **WZX1300**
3. HIF carburettor float and gasket kit..... **WZX1509A**



Carb Jet Assembly

4. a. HS2 Single carb jet..... **AUD9098A**
- b. HS2 Twin carb Left hand jet..... **AUD9141A**
- c. HS2 Twin carb Right hand jet..... **AUD9142A**
5. HS4 Single carb red jet (see table below). **AUD9451A**
6. HS4 Waxstat carb jet (see table below).... **LZX1111A**
7. Linkage set for Converting a Standard Pre 74 HS4 carb to the later Waxstat type jet..... **BFS701SUL**



Service & Rebuild Kits

8. Service repair kit including instructions, diagrams, new main jet, needle valve, gaskets and washers..... *See table below*
9. Rebuild kits include service repair kit parts as above and throttle shaft, disc, 2 x bushes and screws..... *See table below*



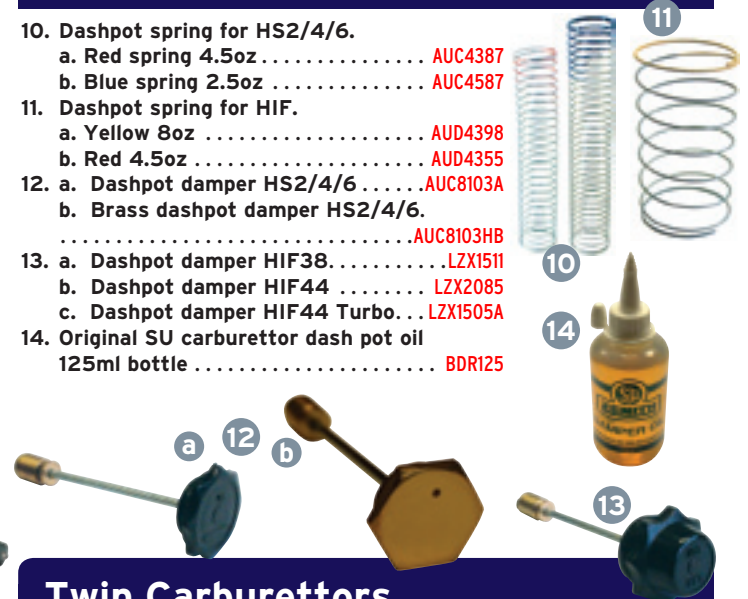
These jets are available separately as items 5 & 6

Disc with over run valve Plain throttle disc

	Service Repair Kit	Rebuild Kit	Spindle	Spindle Bushes	Throttle Disc
Single HS2 Carb	WZX1851	CRK104	WZX1310	AUD3079	WZX1320
Twin HS2 Carb	WZX1859	CRK101	WZX1310	AUD3079	WZX1320
Single HS4 Pre waxstat jet plain throttle disc	WZX1852	CRK219	WZX1177	AUD3080	WZX1324
Single HS4 Pre waxstat jet Over run valve throttle disc	WZX1852	CRK227	WZX1177	AUD3080	WZX1325
Single HS4 waxstat jet	CSK65	CRK121	WZX1177	AUD3080	WZX1324
Twin HS4 Carb	WZX1859	CRK254	WZX1177	AUD3080	WZX1323
HIF38 Carb	CSK94	CRK274	WZX1264	AUD3080	WZX1387
HIF44 Carb Not Turbo	CSK75	CRK167	WZX1127 threaded one end WZX1128 threaded both ends	AUD3080	WZX1414
HIF6 Carb Turbo only	CSK74	CRK269	WZX1128	AUD3080	WZX1183

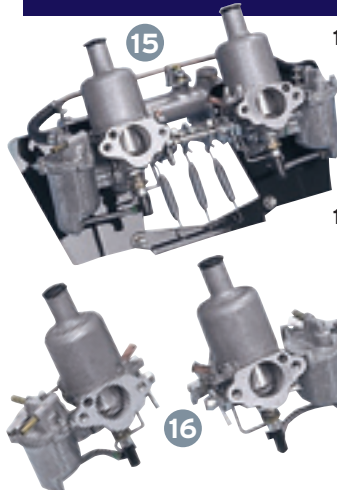
Dashpot Dampers & Springs

10. Dashpot spring for HS2/4/6.
 - a. Red spring 4.5oz..... **AUC4387**
 - b. Blue spring 2.5oz..... **AUC4587**
11. Dashpot spring for HIF.
 - a. Yellow 8oz..... **AUD4398**
 - b. Red 4.5oz..... **AUD4355**
12. a. Dashpot damper HS2/4/6..... **AUC8103A**
- b. Brass dashpot damper HS2/4/6..... **AUC8103HB**
13. a. Dashpot damper HIF38..... **LZX1511**
- b. Dashpot damper HIF44..... **LZX2085**
- c. Dashpot damper HIF44 Turbo... **LZX1505A**
14. Original SU carburettor dash pot oil 125ml bottle..... **BDR125**

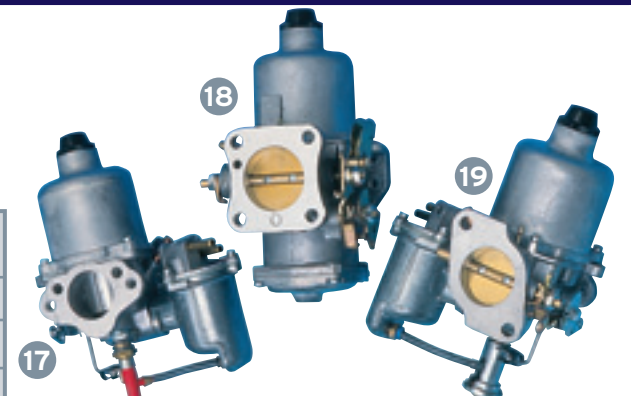


Twin Carburettors

15. Pair of twin carburettors with manifold, linkage, heatshields etc, less air cleaners.
 - a. Twin HS2 (1.25") carburettor kit..... **FZX3052**
 - b. Twin HS4 (1.5") carburettor kit..... **FZX3054**
16. Pair of twin carburettors only, without linkage.
 - a. Twin HS2 (1.25") carburettors only..... **AUD662**
 - b. Twin HS4 (1.5") carburettors only..... **C-AUD640**
 - c. Twin H4 (1.5") for original works cars or historic events..... **C-AUD178.(SpecialOrder)**
 - d. Twin HS6 (1.75") carburettors only..... **C-AUD641**



Single Carburettors



17. Single HS4 (1.5") SU carb with red plastic jet, fitted up to introduction of waxstat type..... **FZX3003**
18. a. Single HIF44 (1.75") SU carb, recognised as the ultimate performance carburettor. When set up properly, can produce power outputs comparable with most twin choke carbs, yet be more economical..... **FZX3006**
- b. Single HIF38 (1.5") SU carb as used on 1275cc Mini Sprite and modern day improvement on HS4 carb. **FZX3004**
- c. Single HIF6 (1.75") Metro Turbo only..... **FZX1435**
19. Single HS4 SU carb (1.5") with metal waxstat jet, fitted up to introduction of HIF range..... **FZX3013**





21 Inlet Manifold

Mini Spares Inlet Manifolds

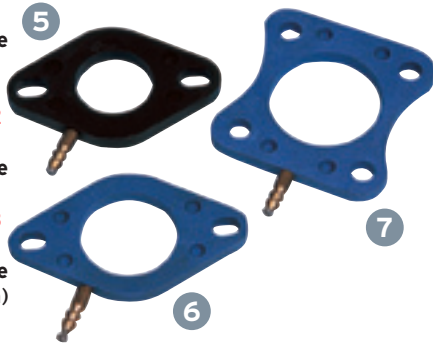
Flowbench Designed Manifolds which, in standard form, outflowed everything available on the market.

1. Inlet manifold for single HS4/6 and HIF SU, carburettor up to 1380cc irrespective of state of tune. **C-AHT770**
2. Inlet manifold to fit twin carburettors. HS4/6. **C-AEG489**
3. Inlet manifold to fit twin carburettors. HS2. **C-AEG488**
4. Bracket for HS4/6 carburettor throttle return springs. When no heatshields are fitted. **C-AHT239**



Manifold Spacers

5. Manifold spacer with facility for vacuum gauge 0.295" thick (7.5mm) for 1 1/4" SU HS2 or H2. **MFA132**
6. Manifold spacer with facility for vacuum gauge 0.295" thick (7.5mm) for 1 1/2" SU HS4. **MFA338**
7. Manifold spacer with facility for vacuum gauge breather 0.250" (6.3mm) thick for HIF44 HS6 1 3/4" SU. **MFA446**



Heatshields



- For HS2/HS4 Twin Carburettors, with link bar and springs.
8. a. Stainless steel twin HS2 heatshields **MSSK1005**
 b. Black powder coated twin HS2 heatshields **MSSK008**
 9. a. Stainless steel twin HS4 heatshields **MSSK1006**
 b. Black powder coated twin HS4 heatshields **MSSK1004**
 10. Twin carburettor linkage kit, includes accelerator bracket for manifold, two cross bars and linkage, plus choke and throttle cable trunnions. **MSSK009**
 11. Carb HIF44 abutment bracket fits between the manifold and the HIF44 (1.75") carb. **CAM4942**

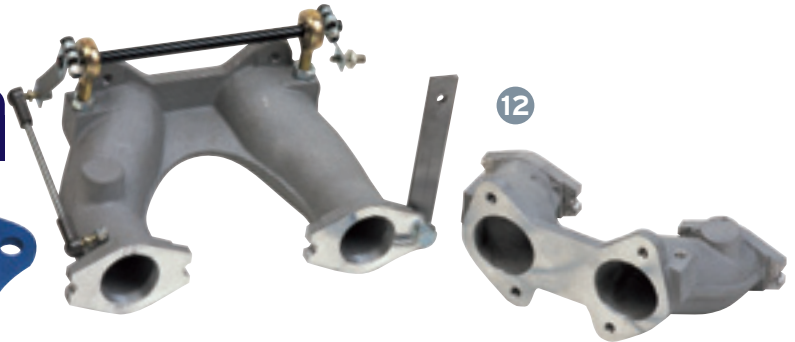
Inlet Manifolds (Weber)

Mini Spares designed an alloy manifold that outflows the steel ones off the shelf, is extremely consistent port to port, and greatly reduces port-biasing of the mixture. The performance test results were as follows:- Tested by Mike Parry at Race Techniques at 25" pressure drop. Bare head used flowed 124CFM.

	STEEL	MINI SPARES
3.75"	116.2 CFM	116.8 CFM
6.00"	116.6 CFM	117.4 CFM

The higher the CFM, the better the flow

The manifolds tested were all unfettled, in fact the alloy ones were straight out of the casting box. Mike tidied up very slightly the short manifold to see what happened, and the flow went up to 117.2CFM. Another benefit of the alloy manifold, is scope for modifications, which can increase flow even further. We expect the flow figures to be higher on the finish machined manifolds.



12. The manifolds come complete with a spherical rod end jointed linkage, which mounts directly to the manifold to eliminate flexing. The low line of the linkage makes it ideal for Sprite and Midget applications.
 - a. 3.75" long 40/45/48 DCOE/DHLA. **C-AHT772**
 - b. 5.00" long 40/45/48 DCOE/DHLA. **C-AHT773**
 - c. 6.00" long 40/45/48 DCOE/DHLA. **C-AHT774**
13. When using side draught twin choke carburettors, it is essential to mount them to the inlet manifold correctly to avoid fuelling problems caused by engine harmonics. These Swedish made Misab plates are considered the absolute best. Carburettor mounting plate for 40/45 Weber. Order individually. **MAG230**



Steel Manifolds

14. Steel Manifold manifolds.
 - a. A pair of split Weber manifolds, 3 1/2" long, upswept. **C-AHT775**
 - b. 45 DCOE/DHLA, 5" long. **C-AHT776**
 - c. 45 DCOE/DHLA, 7" long. **C-AHT776A**
 - d. 45 DCOE/DHLA, 3 1/2" long **C-AHT777**
 - e. 48 DCOE/DHLA, 3 1/2" long **C-AHT778**
 - f. 48 DCOE/DHLA, 5" long **C-AHT779**
 - g. 48 DCOE/DHLA, 7" long **C-AHT780**



- Note: e, f and g are customer's order only
15. a. HS4/6, H4 twin SU manifold. 1 1/2" bore carb size. With narrow balance pipe **C-AEG490**
 b. HS4/6, H4 twin SU manifold. 1 3/4" bore carb size. With narrow balance pipe. **C-AEG491**





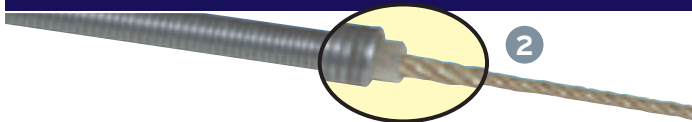
Throttle Body

- 1. a. **Throttle body standard** 48mm Alloy replacement for cracked or warped plastic units. MPI only..... **ABF622**
- b. **Throttle body 52mm.** 17% increase in choke area and a fully opening throttle disc. Best used in conjunction with other small engine and exhaust modifications but will probably require modification to the ECU for best results. MPI only..... **ABF637**



Throttle Cable

- 2. **ST single throttle cable**, over 5" longer than standard with a nylon inner sleeve to prevent sticking. Inner cable has crimped ends to prevent fraying. Ideal for Weber or SU fittings. ... **C-AHT85**



Twin Cable Linkage for Webers

- 3. **Twin cable linkage kit** for Weber carburettors on any manifold that does not have its own specific linkage points such as Manifold. Ideal for racing, offering fail safe twin cable **LP403**



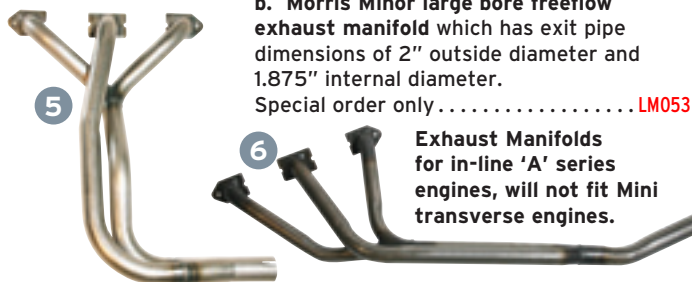
45 DCOE CARBURETTOR

- 4. For ultimate power many engine tuners use the well proven side draught Weber 45DCOE or OCR 45DCOE which are identical. We are able to offer the Weber 45DCOE carburettor only but do not keep any weber or OCR replacement chokes or jets in stock. Unfortunately we are unable to advise on settings **C-AHT143**



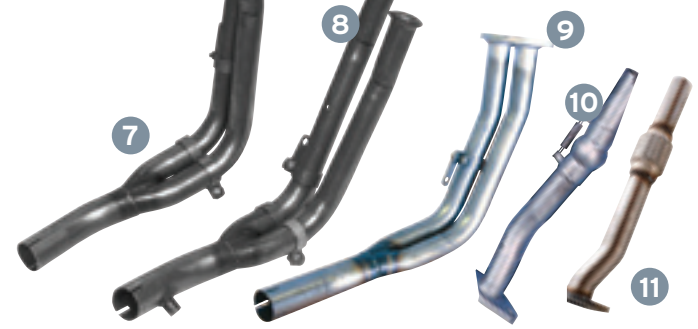
Manifolds - A Series In-line

- 5. a. **Sprite standard bore freeflow exhaust manifold** which has exit pipe dimensions of 1.625" outside diameter and 1.5" internal diameter..... **C-AHT11**
- b. **Sprite large bore freeflow exhaust manifold** which has exit pipe dimensions of 2" outside diameter and 1.875" internal diameter..... **C-AHT12**
- 6. a. **Morris Minor standard bore freeflow exhaust manifold** which has exit pipe dimensions of 1.625" outside diameter and 1.5" internal diameter. Special order only **LM052**
- b. **Morris Minor large bore freeflow exhaust manifold** which has exit pipe dimensions of 2" outside diameter and 1.875" internal diameter. Special order only..... **LM053**



Exhaust Manifolds for in-line 'A' series engines, will not fit Mini transverse engines.

Downpipes - Late models



- Specially designed to fit the existing exhaust manifold for vehicles from 1990 onwards. Y piece outlet end is 1.875" outside diameter, 1.75" inside diameter.
- 7. These are the downpipes to fit the original exhaust manifold on Mini Cooper and MG Metros when using HIF6/44 carburettors. This allows you to delete the catalyst and fit an RC40 complete system **C-AEG367**
 - 8. The same downpipes as No.7 but with a Lambda sensor take-off for use when retaining the catalyst. These downpipes bolt to the original exhaust manifold and come complete with item No. 10. Order individually **C-AEG370**
 - 9. a. These are the downpipes to fit onto the original exhaust manifold when deleting the catalyst on fuel injected Coopers and fitting an RC40 complete system **C-AEG372**
 - b. The same downpipes (item No. 9) used with pipe (item No. 10) when retaining the catalyst and fitting to the existing manifold on fuel injected cars. Sold as a pair **C-AEG371**
 - 10. The manifold to catalyst pipe has a stainless steel ball for easy fitment, flexibility, and must be used on the fuel injected, (T.B.I) cars to alleviate damage to manifold neck **C-AEG375**
 - 11. The manifold to catalyst pipe in stainless steel with flexi joint. For fuel injected cars **RC40-016**
 - 12. Flanged Nut for exhaust stud. Order individually **FX108047**
 - 13. Stud for exhaust downpipe flange. Order individually ... **TD108051A**
 - 14. Catalyst gasket 2 required. Order individually **GEX7761**
 - 15. Down pipe to manifold gasket. Order individually **GEX7779**



LCB Manifolds 1990 on

- Long centre branch system to replace existing exhaust manifolds on catalyst type vehicles. When retaining the catalyst, the knuckle jointed pipe is included. These are for vehicles after 1990 and vehicles with catalysts from approx 1992 on. All Y piece outlet ends are 1.875" outside diameter, 1.75" internal diameter.
- 16. a. **LCB exhaust manifold for fitting fuel injected cars with a sensor take off** and catalyst removed to fit RC40 complete system **C-AEG374**
 - b. **LCB exhaust manifold for fitting carburettor version cars** when catalyst removed to fit RC40 complete system **C-AEG373**
 - c. **LCB exhaust manifold C-AEG374 (16a) but includes link pipe no.17** for fitting when catalyst is retained on fuel injected cars **C-AEG369**
 - d. **LCB exhaust manifold C-AEG373 (16b) but includes link pipe no.17** with a sensor take off for use when retaining catalyst for carb versions..... **C-AEG368**
 - 17. **Link pipe from catalyst to LCB with stainless steel knuckle to prolong life.** Also gives that extra bit of ease when fitting and flexibility in the system to overcome movement damage. This pipe is included in kits 16c and 16d **C-AEG375**



23 Exhausts and Exhaust Manifold



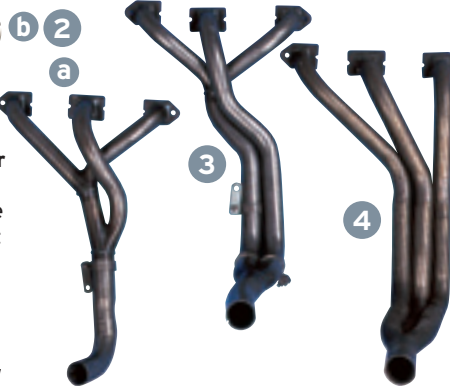
Millennium Manifold

- The new Millennium exhaust manifold has state of the art pre shaped exhaust flanges saving engine tuners time and effort improving maximum airflow.
 - Fits pre 1990 Minis. C-AEG364
 - For injection Minis. C-AEG363



Exhaust Manifolds - Pre 90 & Race

- The Freeflow exhaust manifold replaces the original type used on Cooper and Cooper 'S' cars. This is a very efficient little manifold and slightly quieter than the LCB versions. The RC40 exhaust fits onto this without any modifications. The freeflow manifold outlet end is 1.75" outside diameter, 1.625" (1 5/8") internal diameter. Ideal for all road going Minis, particularly small bore engines. C-STR816
 - Downpipe to convert freeflow manifold to LCB length. For fitting exhausts designed for LCB. L71



All Long Centre Branch Manifolds have Y piece and gearbox clamps.

- The original LCB (long centre branch) denoted by the detachable Y piece for ease of fitting. These have proved to be the most efficient exhaust manifolds for Minis. A clamp is provided on the manifold to bolt to the gearbox differential side cover, to stop fracture and excess movement. Check engine rock as failure to fit the bracket will invalidate guarantee.
 - Small bore LCB's for 850/998/1100cc have Y piece outlet end of 1.5" outside diameter, 1.375" internal diameter. . . . C-STR817
 - Standard bore LCB for all-round road use including tuned cars. Y piece outlet end is 1.875" outside diameter, 1.75" internal diameter. C-AEG365
 - Standard bore LCB as above in stainless steel. . . . C-AEG365S
 - Standard bore LCB for the Metro, same as (b) but 0.375" shorter to suit metro engine bay and Mini small bore engines. C-AEG366
 - Standard bore LCB with larger centre pipe. Manifold stage 2. C-AEG376
 - Large bore LCB for competition use or large bore engines such as 1400cc. Y piece outlet end is 2" outside diameter, 1.875" internal diameter. C-AHT289
- The only three into one adapted for the road with clamps for sealing the downpipe collector for quietness and efficiency, hence downpipes 0.125" smaller than (b). These have been found to be very useful on certain applications of 1275-1400 engines where mid-range torque and fuel economy are paramount. Collector piece outlet end is 1.875" outside diameter, 1.75" internal diameter. C-STR340
 - Three into one collector type manifolds are usually fitted to race engines with camshaft durations of over 300 on 1275cc and big bore units. Collector outlet end is 1.875" outside diameter, 1.75" internal diameter. C-STR332
 - Large bore three into one race manifold is really for 1400cc engines where long duration camshafts over 305 are used. Collector outlet end is 2" outside diameter, 1.875" internal diameter. C-STR336

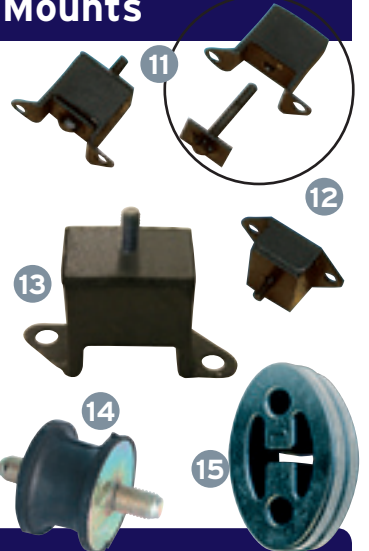
Exhaust Components

- 'Y' piece for large bore LCB (C-AHT289) with correct clamps. C-AHT198
- 'Y' piece for Manifold LCB (C-AEG365) with correct clamps. C-AHT197
- Collector for 3 into 1 large bore manifold, (C-STR336) does not have clamps. C-AHT199
- Catalytic Converter Replacement Pipe. . . . C-ARA664
- 1 5/8" (1.625") LCB manifold clamp for C-AHT197. C-AHT97
 - 1/2" (1.5") LCB clamp for manifold to gearbox housing preventing breakage, (supplied with manifolds). C-AHT94
 - 1/8" (1.875") manifold clamp for C-AHT198. C-AHT121
- Conversion neck for fitting larger bore RC40 or 1 3/4" pipe to original exhaust manifold. LDPI
 - Conversion neck for fitting an 1 3/4" rear box to a standard bore front pipe of a 988cc Mini. LDP2



Exhaust Mounts

- Competition middle exhaust mounting as used on works cars. Shown apart to show modification carried out to make it much stronger. C-19G3257
- Larger, stronger rear exhaust mounting as used by works cars will usually fit earlier subframes on existing holes in either the middle or side exit position. C-19G3258
- Rubber middle exhaust mounting. GEX7081
- Cotton reel mounting. GEX7251
- Rubber hanger strap as used from 1992 on. DBP7104



Peco Exhausts

Small and large bore denotes size of inlet pipe. All tailpipes on Peco are the same size. All have 2 1/4" chrome tailpipes. Small bore Peco silencers are for, 850/998/1100cc engines and have a 1 3/8" outside diameter and 1 1/4" internal diameter inlet. Large bore Peco silencers are for 1275cc upwards and have a 1 7/8" outside diameter and 1 3/4" internal diameter inlet.

- Large bore with upswept single chrome tail pipe. PECO-BB1-7
- Small bore with upswept single chrome tail pipe. PECO-BB1-6
- Large bore with twin upswept chrome pipe. PECO-BB1-4T
- Small bore with twin upswept chrome pipes. PECO-BB1-3T
- Single rear box from catalyst back. PECO-BB2





Millennium Range

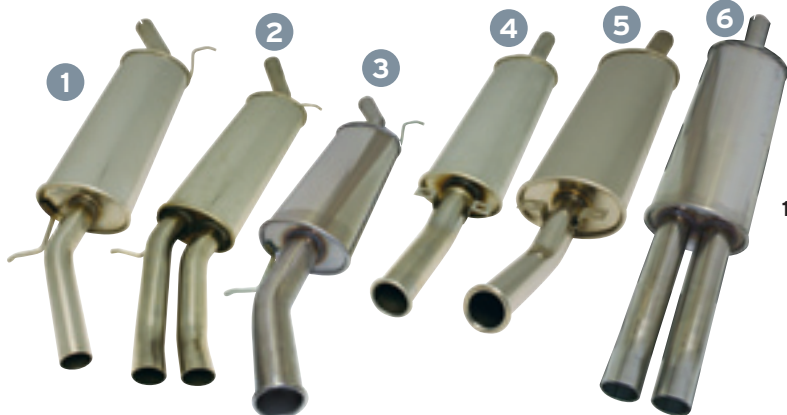
The NEW Millennium range of RC40 exhaust systems all use the optimum size 1.75" (1.625" internal) tubing for maximum performance and efficiency.

These are available in a variety of different size tailpipes and style options. There are two alternatives of material in the range. Either T304 stainless steel with lifetime guarantee or mild steel with a stainless steel internal pipe for anti-corrosion strength and tailpipe for enhanced appearance.

Rolled Edge **DTM Style**



- 1. S/steel side exit, standard bore tailpipe RC40-051
- 2. S/steel side exit DTM style 2" tailpipe RC40-052
- 3. a. S/steel side exit single large bore 2.25" tailpipe..... RC40-053
- b. Mild steel single large bore 2.25" tailpipe..... RC40-010
- 4. a. S/steel centre exit standard bore tailpipe RC40-054
- b. Mild steel centre exit standard bore tailpipe RC40-011
- 5. a. S/steel centre exit large bore 2.25" tailpipe RC40-056
- b. Mild steel centre exit large bore 2.25" tailpipe RC40-012



- 6. S/Steel centre exit DTM style tailpipe RC40-055
- 7. Downpipes to rear single box silencer when no catalyst fitted.
 - a. Stainless steel downpipe from Freeflow manifold (C-STR816) to rear silencer. (as item 17)..... RC40-058
 - b. Stainless steel downpipe from LCB manifold (C-AEG365) to rear silencer. (shorter version of item 17) RC40-059
 - c. For a mild steel downpipe use AN180V (as item 17 and cut if necessary).
- 8. Downpipe with intermediate silencer when no catalyst fitted.
 - a. Stainless steel downpipe with intermediate silencer from Freeflow (C-STR816) to rear silencer RC40-060
 - b. Stainless steel downpipe with intermediate silencer from LCB (C-AEG365) to rear silencer RC40-061
 - c. Mild Steel downpipe with intermediate silencer from Freeflow (C-STR816) to rear silencer (cut downpipe to length for LCB) RC40-013

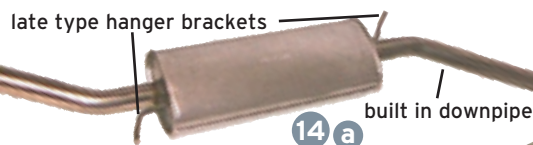


- 9. Intermediate silencer from catalyst to the rear silencer box, when you are installing a twin rear box system
 - a. Stainless steel RC40-062
 - b. Mild steel RC40-014
- 10. Catalytic converter assembly.
 - a. 1275cc 1990 On RV8009
 - b. Sports type RC40-015
- 11. Connecting pipes from catalyst to single box rear system.
 - a. Stainless steel pipe from catalyst to rear silencer. RC40-057
 - b. For mild steel use AN181T and cut to length required.

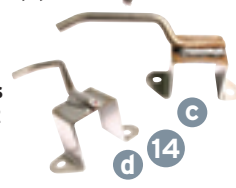


Classic Range

- 12. RC40 classic rear exhaust box as shown with the catalyst pipe AN181T fitted for use when the old type rubber mounting blocks pre 1992 are used. The same rear box is used with long downpipe 16 for single box exhaust system. Box only C-STR809
- 13. Pipe with flange for bolting to catalyst and attaching the rear exhaust box. Can be cut and used for Millennium range. For the pipe only. Shown fitted in picture. AN181T



- 14. a. RC40 rear box only, but with downpipe built in to fit catalyst vehicles with late type rubber hanger straps 1992 on C-STR811
- b. In stainless steel C-STR811S
- c. Bracket for front of rear subframe when required C-ARA670
- d. Bracket for rear of rear subframe when required C-ARA671



- 15. This downpipe is not part of the RC40 system when ordered. State type of pipe required.
 - a. Short pipe that joins RC40 twin box system to Freeflow exhaust manifold. When fitting to a LCB type manifold, the flared end with slots needs to be cut off. RC40-001
 - b. Short pipe that joins RC40 twin box system to a standard bore LCB. To save cutting item 15a RC40-002

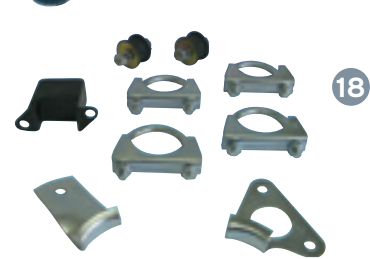


- 16. Twin box only RC40 performance system which does not include pipe item 14, was designed specifically for Minis by computer and flow bench tested for maximum efficiency and economy, also tested and epitomised in Vizard's 'A' series tuning books. No power loss in engines up to 125 bhp. 1.75" pipe size with internal diameter of 1.625" but entrance hole is flared to 1.75" internal to take item number 14. RC40



For stainless steel version use Millennium range.

- 12. RC40 rear box only for use with item number 16 has entrance hole flared to accept 1.75 inlet. C-STR809
- 17. Pipe for fitting Freeflow exhaust manifold to RC40 single box. When using a LCB type manifold the flanged end piece will require cutting off AN180V
- 18. Fitting kit for RC40 when you are not using the rubber hanging straps as fitted from 1992 on. RC40FK



For Money Saving Kits see page 25



25 Exhausts and Exhaust Kits

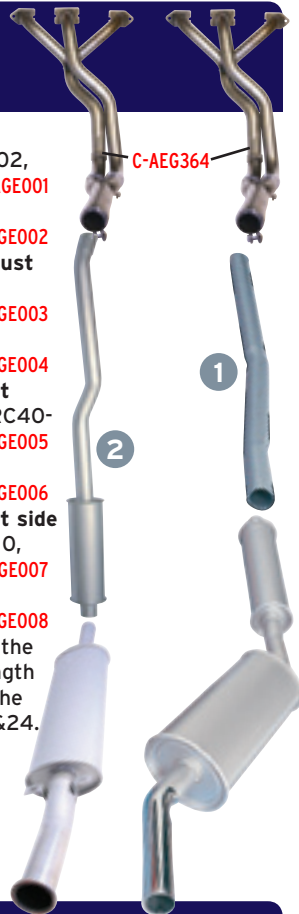


Manifold and Exhaust Packages

1. a. Original RC40 exhaust and fitting kit. (This kit includes, RC40, RC40-002, RC40FK) **RC40PACKAGE001**
 b. as above with Millennium exhaust manifold (C-AEG364). **RC40PACKAGE002**
2. a. Millennium RC40 centre exit exhaust and fitting kit (RC40-011, RC40-013, RC40FK) **RC40PACKAGE003**
 b. as above with Millennium exhaust manifold (C-AEG364). **RC40PACKAGE004**
 c. Millennium RC40 large bore outlet centre exit exhaust and fitting kit (RC40-012, RC40-013, RC40FK) . **RC40PACKAGE005**
 d. as above with Millennium exhaust manifold (C-AEG364). **RC40PACKAGE006**
 e. Millennium RC40 large bore outlet side exit exhaust and fitting kit (RC40-010, RC40-013, RC40FK). **RC40PACKAGE007**
 f. as above with Millennium exhaust manifold (C-AEG364). **RC40PACKAGE008**

NOTE: For all Millennium kits No.2 above the exhaust downpipe will need cutting to length required. For more information on all of the above components please see pages 23 & 24.

All supplied with complete fitting kit **RC40FK**.



Performance Kits for Coopers

3. Kit For 1275cc fuel injected engines from October 1991 on. Kit for fuel injection cars retains catalyst but uses RC40 single rear box. Kit includes modified large race spec valve lead free modified Mini Spares Super Sport cylinder head, roller tip rocker gear, replacement air filter element, gaskets, spark plugs, RC40 rear box and fitting kit. On single point cars 20-25% extra power can be expected, but on twin point cars 20% is the norm. Keith Dodd has this kit fitted on his twin point and finds the car is far quicker at top end & has improved acceleration throughout the rev range.
 a. For single point car **C-STN20**
 b. For twin point car. **C-STN21**
4. Bolt on Performance kits for Cooper 1275cc cars from 1990 on, with HIF44 1.75" carburettor. Kit includes modified large race spec valve lead free modified Mini Spares Super Sport cylinder head, roller tip rocker gear, replacement air filter element, gaskets, carburettor needle HIF44, freeflow exhaust manifold, RC40 rear box, down pipe and fitting kit. To fit this kit a knowledge of cylinder head replacing, timing and carburettor adjustments is required. **C-STN19**
5. Budget Performance Kit. The above kits with Road Sport cylinder head and forged rockers, which gives near identical power in all ways as with number 4a and 4b. This is a beneficial cost cutting exercise.
 a. For single point car **C-STN20BUDGET**
 b. For twin point car. **C-STN21BUDGET**
6. A pipe to replace the catalytic converter is available where local laws permit (suitable for both the above kits 4 & 5). . **C-ARA664**



Manifold Exhaust Systems

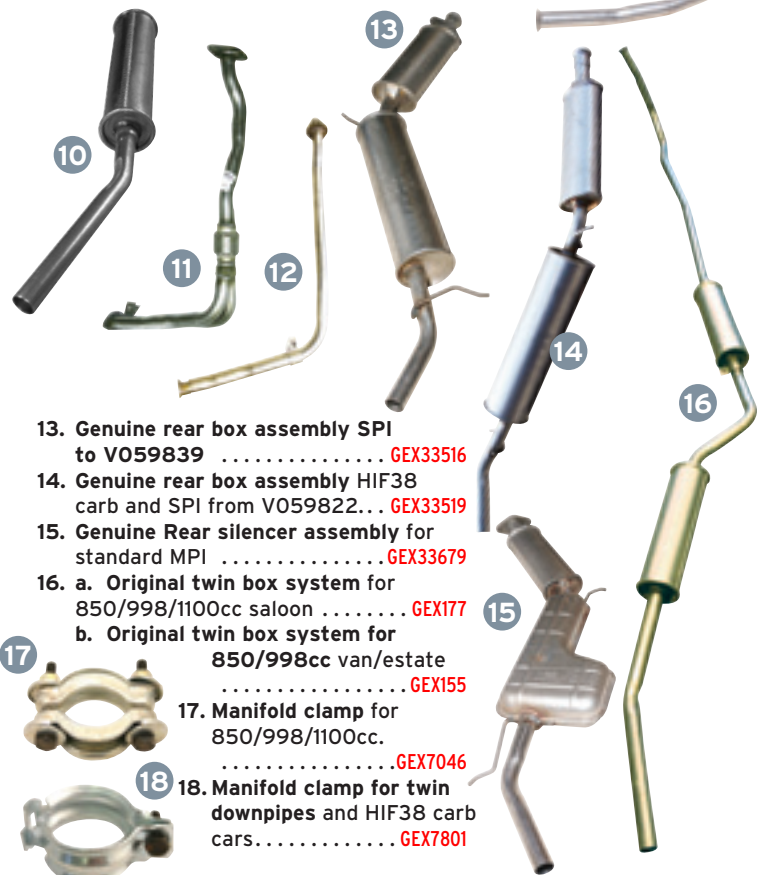
Manifold exhaust systems are stocked for specific performance uses and they are not as quiet as the RC40

7. Rear side exit exhausts, fitted in original positions of Mini as per Rover.
 a. 2" bore single box exhaust system. Not road legal except for turbos. **C-ARA333**
 b. 2" bore twin box exhaust system. **C-ARA334**
 c. 1 3/4" bore twin box system for fuel injected (TBI) Minis when retaining catalyst. Joining pipe with a built-in knuckle and twin boxes for late type hangers only **C-ARA336**
 d. 1 7/8" bore twin box system for fitting to LCB when no catalyst fitted or required **C-ARA337**
 e. 1 3/4" standard bore twin box **C-ARA331**
 f. 1 3/4" standard bore twin box system for mini van, pick up, estate. **C-ARA339**
 g. 1 7/8" twin box system for van **C-ARA342**
 h. 1 3/4" standard bore single box system with twin upswept DTM style tailpipes. **C-ARA340**
8. Centre exit exhaust systems.
 a. 2" bore twin box system **C-ARA335**
 b. 1 7/8" bore twin box system. **C-ARA338**
 c. 1 3/4" bore twin box system. **C-ARA332**



Standard Exhaust Systems

9. Original Downpipe for 850/998/1100cc mini saloon. **GEX1390**
10. Rear single box 850/998/1100cc **GEX3288**
11. Downpipes for SPI and MPI **GEX12043**
12. Downpipes for HIF38 carb cars **GEX12052**



13. Genuine rear box assembly SPI to V059839 **GEX33516**
14. Genuine rear box assembly HIF38 carb and SPI from V059822... **GEX33519**
15. Genuine Rear silencer assembly for standard MPI **GEX33679**
16. a. Original twin box system for 850/998/1100cc saloon **GEX177**
 b. Original twin box system for 850/998cc van/estate **GEX155**
17. Manifold clamp for 850/998/1100cc. **GEX7046**
18. Manifold clamp for twin downpipes and HIF38 carb cars. **GEX7801**





Mini Spares Stage One Kit

1. Stage one kits for For 998cc / 1100cc / 1300cc engines

a. The engine will require adjustment/ tuning after fitment and specialist equipment or knowledge is required. It is advisable to have the car set up on a rolling road and ensure exhaust emissions and ignition timing are correct.

b. This proven kit is not recommended for vehicles with factory fitted engine management control units, 1275cc - Oct.1991 on.

c. Fitting of extra engine/gearbox stabilisers is recommended.

This kit includes:

- Freeflow exhaust manifold.
- Mini Spares inlet manifold.
- RC40 / RC40-010 / RC40-012 exhaust system and fitting kit depending on kit.
- K&N filter element.
- Replacement carburettor needle (spring loaded BIAS type).
- Manifold gaskets and carburettor gaskets.
- Full fitting instructions.



Beware: Instructions must be read carefully. Although the stage one kits are bolt on parts, easily fitted by any person with mechanical knowledge, points a, b and c at top of page must be understood.

Stage One Plus Kit with LCB



2. Millennium tuning package with LCB.

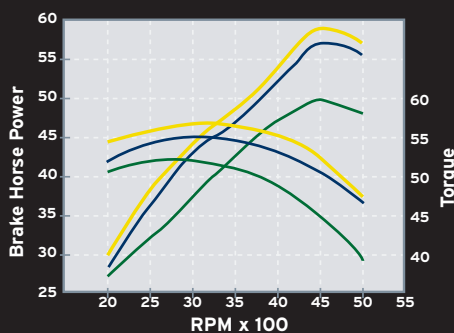
This kit is for people going a stage further than our recommended stage one kit. i.e. cylinder head or camshaft change, it therefore has no carb needle and should be set up on a rolling road for maximum power and economy..... **C-STN16**




STAGE 1 KIT For mini with	Kit with Twin Box Silencer RC40 & RC40-001	Kit with Large Bore Centre Exit RC40-012 & AN180V	Kit with Large Bore Side Exit RC40-010 & AN180V
998/1100cc	C-STN17	C-STN17A	C-STN17B
1275cc HIF38/HS4 carb	C-STN18	C-STN18B	C-STN18C
1275cc HIF44 carb	C-STN18A	C-STN18D	C-STN18E

All our tuning kits use exhaust pipes with 1.625" optimum internal bore size - extensive dyno tests have proved this to be the best! Larger sizes loose usable power.

RESULTS OBTAINED FROM FITTING 998 KIT:

- 20% more power
- 12% more torque
- Best mpg 55
- Worst mpg 42
- Average mpg 47
- No significant noise increase



-  - Standard induction and exhaust system
-  - Modified system using MG Metro inlet manifold
-  - Modified system using Mini Spares' inlet manifold

Stage One kit



For all fuel injected cars

- 3. Stage One Kit.** If your front downpipe or exhaust are getting tired then change to this conversion and get extra power for little expense. New better flowing downpipe with flexible knuckle to catalyist and a single rear silencer box section from catalyist back plus all gaskets and fittings required..... **C-STN22**
- 4. Stud for exhaust downpipe flange.** Order individually ... **TD108051A**
- 5. Flanged Nut for exhaust stud.** Order individually **FX108047**
- 6. Rubber hanger strap**..... **DBP7104**
- 7. Catalyist gasket 2 required.** Order individually **GEX7761**
- 8. Down pipe to manifold gasket.** Order individually **GEX7779**



Your hard work and our parts keeping your Mini on the road.

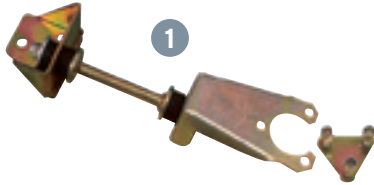




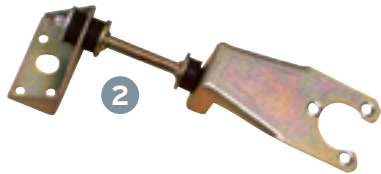
27 Engine Mounts & Stabilisers

Engine Stabilisers

1. The original ultimate engine stabiliser kit complete with bushes. This is the left hand drive version which bolts to the thermostat housing and the smaller end to the bulkhead. The bulkhead end needs to be drilled and the triangular plate with studs, as shown, fits up through the master cylinder box area inside the car, on the underside of the bulkhead area you have drilled. The kit as shown with the three thermostat holes is for 1275cc cylinder heads and L/H/D without sandwich plate. **MSSK1302**



2. Ultimate engine stabiliser for the latest 1275cc cylinder heads where a sandwich plate is fitted under the thermostat housing. Fits all R/H/D cars from 1990, except twin-point **MSSK1301**



3. a. Ultimate engine stabiliser - Painted black. This is the original ultimate engine stabiliser for 850, 1000 and 1100cc cylinder heads. Fits from the thermostat housing and end manifold stud. The other end bolts to the bulkhead where the heater hoses go through **MSSK1000**
 b. L/H/D kit for all non 1275cc heads, that is 850,998, 1100 which uses only two thermostat holes, because of its different position. **MSSK1000L**



4. The original ultimate engine stabiliser painted black. Fits all 1275cc R/H/D cylinder heads pre 1990 without a sandwich plate. Fits to the thermostat housing and end manifold stud and also onto the bulkhead where the heater pipes go through **MSSK1300**



Adjustable Engine Stabiliser

5. Adjustable Engine stabiliser bar allowing engine to be positioned at different angles to allow the fitting of turbos, oversized filters, or when needing extra clearance, this adjustable bar is essential. **MSSK1305**



Engine Mounts

6. a. Engine mounting, genuine. **21A1902**
 b. Engine mounting, Mini Spares budget. **21A1902MS**
 c. Automatic left hand. **22A1018**
 d. Automatic right hand **22A917**

7. Mini Spares engine mounting, easy-fit fixed nuts. **21A1902ST**

8. All metal competition engine mountings for racing only. Order individually. **C-19G3256**

9. Two piece poly engine mounting using a pin to secure the two halves, for engine removal or replacement. **21A1902POLY**



All engine mounts are sold individually

Bolt Repair Stabilisers

10. If any of the bolts from your original engine stabiliser bar break off in the block and can not be removed, the following four kits should rectify the problem. The engine stabiliser bar (21A1109) shown in the picture is not included but shown as a guide only. All other parts and instructions are included.

a. If only the longer engine block bolt that goes through the bushes is broken and there is no breather fitted to the clutch housing. **MSSK002**
 b. If both the engine block bolts are broken and no breather is fitted on the clutch housing **MSSK004**
 c. If only the longer engine block bolt that goes through the bushes is broken and a breather is fitted to clutch housing (1275cc only) **MSSK003**
 d. If both the engine block bolts are broken and a breather is fitted to the clutch housing 1275 only **MSSK005**



Gearbox Stabilisers

11. Left hand lower engine/gearbox stabiliser that fits to the lower front gearbox case studs/bolts and goes rearward to bolt on the rear leg of the subframe, where one hole will require drilling. **MSSK001**

12. Right hand lower engine/gearbox stabiliser fits to the lower clutch casing/flywheel case studs and then goes rearward to bolt on the rear leg of the subframe, where one hole will require drilling. **MSSK002**



Bushes

13. a. An alternative to rubber bushes on the engine steady bar are the polyurethane type, which are more resistant to heat, oil, water and dirt. The kit includes four bushes and a new spacer for the engine end. **C-STR630**
 b. As above but made from a harder poly for race/ competition. **C-STR630RACE**



14. Original standard rubber bush and tapered collar kit. (4 of each)
 a. with plastic inserts. **SBK1**
 b. with metal inserts **SBK2**

15. Original standard rubber bush. Order individually. **CRC5329**

16. Single type engine steady bar bush as fitted on twin point, 1996 onwards. New performance alternative to all above bushes. Fits all Minis. Now made with our own performance grade rubber, independently tested and found to have competition or better, performance properties. **KKF101320EVO**

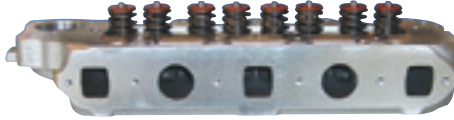




Mini Spares Modified Heads

Mini Spares exclusive 9 stud lead free cylinder heads are flow bench proven to be the best available

at these prices when compared to all our competitors. Best over-all air flow for fast road engines from 850 to 1430cc.



Super Sport Lead Free Heads



Unleaded with manganese bronze guides and race spec EN21 4N stainless steel heat treated valves to eradicate wear.

- 1. a. 35.7mm inlet valve and 29.5 mm exhaust valve suitable for road sports use. For pre 1992 vehicle with bypass hose (21.4cc)MSE3
- b. as above but replicated on a brand new MPI head casting - outright sale onlyMSE8
- 2. 35.7mm inlet valve and 29.5mm exhaust valve as per MSE3 but with nominal 24-25cc combustion chamber size for use with 7cc dish 73.5mm pistonsMSE9
- 3. 35.7mm inlet valve and 29.5mm exhaust valve suitable for road sports use, but for cars after 1992 or without bypass hose. (21.4cc)MSE4
- 4. 35.7mm inlet valve and 31mm exhaust valve with bypass hose. (21.4cc)MSE5
- 5. Twin point injection cars only 35.7mm inlet valve and 29.5mm exhaust valve (refundable surcharge on this is £70)MSE7
- 6. 850/998/1100 modified head with largest valves 30.93mm inlet and 26.5mm exhaust (23.5cc)C-AHT88

Refundable surcharge on all heads £55.00, Except twinpoint £70.00

Road Sport Modified Lead Free Heads

Unleaded heads with chromium plate stemmed valves and iron guides but near identical flow characteristics to Super Sport head



- 7. 35.7mm inlet valve and 29.2mm exhaust valve with bypass hose pre 1992C-AHT135
- 8. 35.7mm inlet and 29.2mm exhaust valve for 1992 on cars without bypass hoseMSE6
- 9. 35.7mm inlet valve and 29.2mm exhaust and nominal 24-25 cc combustion chamber size for use with 7cc dish 73.5mm pistonsC-AHT133
- 10. Twin point injection cars only 35.7mm inlet and 29.2mm exhaust valve (refundable surcharge on this is £70)C-AHT136

Refundable surcharge on all heads (unless stated otherwise) £55.00

Standard Reconditioned Heads

- 11. Unleaded heads
 - a. 850/998cc with no temperature transmitter hole.GCG1001
 - b. 850/998cc with temperature transmitter hole.GCG1007MS
 - c. 998cc without bypass hose.GCG1007METRO
 - d. 1275cc head with bypass hoseGCG1009MS
 - e. 1275cc head without bypass hose and heater outlet.GCG1009METRO

Refundable surcharge on all heads £55.00

NOTE: For refundable surcharge, heads must be returned complete and built up, including valves, springs, etc...

ARDEN 8 Port Cylinder Head



12. The original Jim Whitehouse head homologated by Special Tuning Abingdon, now over 40 years old needed revamping using new state of the art casting boxes which encompassed the original cores to produce a high precision casting for road or race. All heads now have a larger 21cc combustion chamber which facilitates sensible compression ratios on large bore engines. It is supplied fully assembled with springs / top caps and utilizes the original 35.6 inlet and 30.88 exhaust valves and will handle cam lifts up to .500".

Longer push rods are necessary and are available to ensure that the rocker geometry remains correct. Extensive flow bench testing showed a larger 37.2 inlet valve plus new inlet port cores provides a further substantial increase in performance over the Original Special Tuning cylinder head and can be supplied by Special Order.

Fully assembled High Lift Roller Rocker sets have been manufactured by Minispares and are needed to further increase performance and ensure correct rocker geometry.

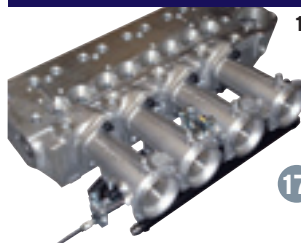
A Special exhaust manifold and camshaft with transposed lobes on 2 and 4 cylinders are required. Original "S" Con rods / bolts will need modifying or a special 8 port conrod set is available from Minispares.

- 12. Arden 8 port headC-AJJ4064
- 13 The Amal four carburettor kit was perhaps the most popular originally, as this compact kit fitted easily under the bonnet profile. This setup are best suited to smaller capacity engines (1000-1293cc) as choke size is restrictive over this. For the complete Amal kitC-AJJ4083

The Weber provides more power potential especially when a long manifold for racing is used, but the carburettor mouths poke out through the bonnet. With the short manifolds the carburettors just squeeze under the standard bonnet profile. However, this second manifold pair are not tremendously efficient due to the offsets and angles used to tailor the fit. Both manifolds are formed and fabricated in steel by Manifold so produce the optimum flow achievable given the fitting criteria.

- 14. Pair of 90mm long Weber inlet manifolds for power potential protruding bonnetC-AHT507
- 15. Pair of 60mm Short Weber inlet manifold which just squeeze under bonnet.C-AHT508
- 16. a. Pushrods for 8 Port Arden head, 1275cc. 0.27" longerC-AEG583
- b. As above with alloy centre for Sport only.C-AEG583EVO

8 Port Fuel Injection Kit



17. Bespoke kit designed to compliment the 8 Port head and optimise its full performance potential. The throttle bodies are a direct body to head design that will fit under the standard bonnet of the mini but for those customers who wish to extend the induction system length, parts will be available to do so.

The management system is fully programmable by an approved and competent engine tuner and the software is provided with every kit along with a base engine map which will allow initial start up followed by optimisation on an engine dyno or rolling road.

The comprehensive kit contains an ECU with bespoke loom, throttle bodies and linkage, Crank sensor and mounting kit, air and water temp sensors, air filter and pre drilled base, High pressure fuel pump, fuel filter, fuel regulator, throttle potentiometer, coil pack, Magnecor plug leads and 4 Pico injectors.

8 Port fuel injection kit. C-AJJ4065



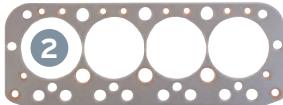
29 Head Gaskets & Valve Springs



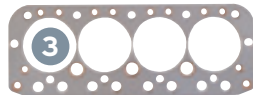
Head Gaskets



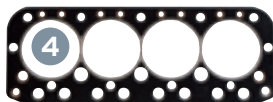
- Group 'A' Metro Turbo head gasket.** This gasket has an extra reinforced fire ring to eliminate inter-chamber blowing. 3.1cc compressed volume. Necessitates modification of the block - details available from MSC. Not suitable for bores over +.040". Beware TAM1521 is stamped on this gasket which is also the standard gasket number on which it is based. **C-STR1057**
- Original competition copper/composite head gasket.** Manufactured by Payen to their latest specifications. Essentially used on 1275cc plus engines, but also for small bore engines when using 12G940 head casting. Has a 3.8cc compressed volume, 3 waterway holes are larger. **C-AHT188**



- Copper/composite Payen AF460 head gasket.** Suitable for all large bore modified engines. 3.6cc compressed volume. **GEG300**

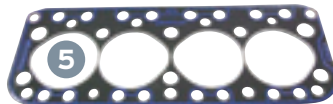


- Standard black in colour composite steel reinforced gasket** used on all large bore engines (not for 8 port heads) as standard, but is an exceptionally good gasket. 4cc compressed volume, is asbestos free with a special sealing ring for the rocker oil feed supply hole. Stamped AF470. **GUG702560HG**

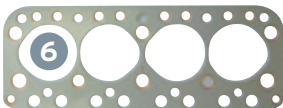


- The original black Payen head gasket,** fitted before AF470 as standard is also asbestos free stamped as BK450. This is the superior gasket. Has a 4cc compressed volume **TAM1521**

- Performance head gasket made from black fibre composite,** for all small bore especially large over bores. 2.8cc compressed volume **C-AEA647**



- Copper/composite head gasket** for small bore. Original Rover - Unipart high quality gasket. 2.8cc compressed volume. (was TAM2121) asbestos free with special sealing ring **GUG702506HG**



Head Gasket Sets

- A range of top quality budget priced gasket sets** are available which are rationalised to fit all models and change points by including the extra gaskets that can be discarded if not required.
 - 850/998/1100 Small bore engine.** **AJM1250MS**
 - 1275cc head set with TAM1521 head gasket** **AJM1140**
 - 1275 with standard copper head gasket** **AJM1140MS**
 - 1275 with AF460 Payen copper head gasket** **AJM1141MS**
 - Single point head gasket set genuine.** **GUG701187HS**

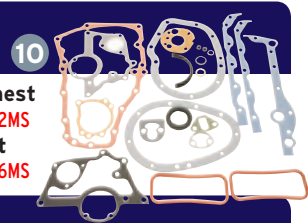
Manifold Gaskets

- Large port competition manifold gasket, all 5 port heads.**
 - Large Port etc.** **C-AHT381**
 - Standard manifold gasket** **AJM601**
 - Injection Cars** **GUG704053MG**
- Turbo manifold gasket with metal retainer rings on exhaust ports.** **GUG704063MG**

Gearbox Gasket Sets

- Gearbox gasket set pre 1996** **AJM804B** (This is not supplied with clutch seal or output shaft seals)

Engine Block Sets



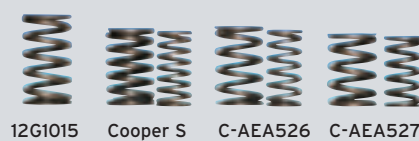
- Engines with side plate tappet chest covers.** **AJM202MS**
 - Engines without side plate tappet chest covers 1300cc only** **AJM206MS**

Valve Springs

A number of years ago modern hi-lift, short cams designed to run with hi-ratio rockers posed quite a few problems. Widely available performance valve springs were outdated over night as it became necessary to reduce spring crush valves. This, in turn, caused low valve seat pressures leading to valve float at high rpm levels and insufficient full lift and flank pressures causing the cam follower to lose contact with the lobe. Consequently performance losses resulted.

The latest cam designs, brings with it a more difficult set of criteria for the valve spring to meet. But again Mini Spares stepped in to solve the problem by a re-design on their phenomenally successful springs, adding a third spring pair to their range.

Manufactured from superior quality Oteva silicone steel wire from Sweden and specific heat treatments during processing they retain high resistance to rate deterioration and breakage. Sensible design makes them compatible with standard fitment type top caps. Fitted as described in the instructions supplied they will not crush even with lifts up to 0.500-inch at the valve - common on race engines with 1.5 ratio rockers. Used on our own modified heads they have proven ultra-reliable.



Shows spring heights showing less coils on anti coil bind springs which help eradicate spring crush on high lift camshafts.

- Race valve springs for use in excess of 8,000rpm** and will take 0.500-inch lift at the valve, nominal rate 280lb on the nose. **C-AEA527**
- High performance road springs will take up to 8,000rpm** and valve lifts up to 0.500-inch, nominal rate 200lb on the nose **C-AEA526**
- Dual valve springs for standard and mild performance road use will take up to 7,000rpm** and valve lifts to 0.490-inch, nominal rate 160lb on the nose. **C-AEA525**
- ISKEY type race springs are used by some racers or for specific applications.** (Special top caps required. No longer stocked). for 320lb (USA poundage measurements) Order set. **C-AEA529**
- Single outer spring Pre A-plus 850,998,1100cc.** Order individually **AEA311**
 - Single outer spring for all A-plus engines 998 and 1275cc.** Order individually **as12G1015**

Valve Shims / Collars

- Spring seat shims when spring or valve seats have been over machined** are available in following sizes
 - Set of four shims only 0.010"** **SS2**
 - Set of four shims only 0.030"** **SS3**
 - Set of four shims only 0.060"** **SS4**
- It is preferable to use bottom inner spring locating collars with all dual springs** to prevent breakage caused by the inner spring wandering at high rpm.
 - Competition lower inner spring locator.** Order individually **C-AEA654**
 - Standard lower inner spring locator AEA403,** Is now obsolete from Rover but not required with our C-AEA526/7 twin spring sets.

Valve Top Caps

- Original steel 'S' competition top cap.** Order Individually **AEA653**
- Race top caps - ultra light weight, hard anodised aircraft alloy top caps.** Do not pull through at high rpm. Order Set. **C-AEA528**



Cam Followers

It is of great importance to use high quality cam followers to get the best performance and reliability from your cam. Use of poor quality followers will lead to definite failure of the cam. The cam followers supplied by Mini Spares are of the highest quality, manufactured by an OE supplier to Rover Group. Always use cam lube when fitting new cam followers.



- Standard weight cam follower.**
Weighs 44 grams. Order individually. **2A13**
 - Standard weight cam follower with oil drain hole.** Weighs 44 grams. Order individually. **AEG584**
 - Genuine AE cam follower** (FederalMogul). Weighs 44 grams. Order individually. **2A13EVO**
- Performance developed - To combine consistent base edge chamfering and foot curvature, plus accurate tolerances to ensure push rod socket location in the follower base, to minimise float and jump normally associated with original cam followers which ultimately lost power. Suitable for all cam types and uses. Double heat treated and then finish ground.**
 - Light weight cam follower with oil hole. Standard height.**
Order set **C-AEG579**
 - As above but taller to increase follower stability improving follower life.** Order set. **C-AEG580**

Competition Valves

All our competition valves are produced in EN214N steel and require Manganese/ Silicon bronze alloy valve guides. They are stellite tipped and use the later narrow single collet groove and current high efficiency valve head shapes and designs. The statutory use of unleaded fuel causes premature wear on valve stems therefore all our competition valves will be heat treated to eradicate this problem.



- Inlet Valves. All valves sold individually.**
 - 37.2mm (1.464") inlet valve for 12G940 casting** **C-AHT55**
 - 35.7mm (1.406") inlet valve**
 - for 12G940 casting** **C-AEG544**
 - triple grooved A-Plus valve*** **C-AEG543**
 - 35.7mm (1.406") inlet valve for AEG163 casting MK1'S'** .. **AEG593**
 - 33.3mm (1.311") inlet valve for 12G940 casting**..... **C-AEG569**
 - 30.93mm (1.218") inlet valve all small bore head casting.*** **C-AEG588**
 - 35.6mm (1.405") Longer inlet valve. 8 port head only** .. **C-AHT376**
- Exhaust Valves. All valves sold individually.**
 - 32mm (1.260") chrome stemmed exhaust valve for 12G940 casting. Not heat treated. Order Individually** **C-AEG570**
 - 31mm (1.220") exhaust valve for 12G940 casting**..... **C-AEG107**
 - 31mm (1.220") exhaust valve for AEG163 casting**..... **AEG594**
 - 29.5mm (1.161") exhaust valve**
 - for 12G940 casting** **C-AEG106**
 - triple grooved A-Plus valve***..... **C-AEG105**
 - 26.5mm (1.043") exhaust valve for all small bore castings.*** **C-AEG587**
 - 30.93mm (1.218") longer exhaust valve for 8 port head only.** **C-AHT377**

'Small bore' is a classification for 850/998/1098cc.

*only available in late type triple collet groove.

'Large bore' is any Cooper 'S' and all 1275cc+ engines

Triple Groove



Standard Production Valves

- Inlet Valves for 1275cc. All valves sold individually.**
 - Single grooved valve.**
35.6mm (1.484") inlet valve for 12G940 casting **AEG592**
33mm (1.311") inlet valve for 12G940 casting **12G941**
 - Triple grooved valve.**
35.6mm (1.484") inlet valve for 12G940 casting **TAM1059**
33mm (1.311") inlet valve for 12G940 casting **TAM1058**
- Exhaust Valves for 1275cc. All valves sold individually.**
 - Single grooved valve.**
29.2mm (1.149") exhaust valve for 12G940 casting. **CAM4601**
 - Triple grooved valve.**
29.2mm (1.149") exhaust valve for 12G940 casting **TAM1061**
 - Lead free insert. For exhaust valves.** **TAM2069**
- Exhaust Valves for 850/998/1100cc.**
 - Early large collet groove** **AEA434**
 - Small collet groove with AEA311 valve spring** **2A1987**
 - A+ with 12G1015 valve spring**..... **CAM6503**
 - Triple collet groove valve A+** **TAM1770**

Rimflo Valves

We also stock a limited of range of Rimflo valves for the 'A' series. These are produced in EN214N steel with chrome plated stems which enable them to be used with standard iron guides. All Rimflo valves start with the prefix C-RIM.



- Rimflo Inlet Valves.**
All valves sold individually.
 - 36.6mm (1.44") inlet valve for 12G940 casting**..... **C-RIM55**
 - 35.7mm (1.405") inlet valve for 12G940 casting** **C-RIM544**
 - 33.3mm (1.311") inlet valve for 12G940 casting**..... **C-RIM569**
 - 31.8mm (1.252") inlet valve for small bore casting**.... **C-RIM104**
 - Rimflo Exhaust Valves. All valves sold individually.**
 - 31.75mm (1.250") exhaust valve for 12G940 casting**.. **C-RIM570**
 - 30.9mm (1.217") exhaust valve for 12G940 casting** ... **C-RIM107**
 - 29.3mm (1.15") exhaust valve for 12G940 casting** ... **C-RIM106**
 - 27mm (1.06") exhaust valve for small bore casting** ... **C-RIM105**
- Small bore available to customer order only

Valve Guides/Seals

Although Silicon bronze valve guides were used for their extremely good wear values they were very hard and not user friendly when fitting.

We have introduced the Manganese bronze guides which have good cutting properties and good wear characteristics and are original equipment on Porsche and Mercedes. Bronze alloy valve guides are required when using EN214N steel valves unless the valve stems are chrome plated. Guide material specifications may change as more modern materials are tested.



- All 5 port heads.**
 - Manganese bronze guide are sold in sets of 8** **C-AJJ4037**
 - 8 port head only set of 8** **C-AHT364**
- Iron guides are bullet shaped for better flow characteristics.**
Type shown are 12G1963 which accept ADU4905 seal.
Order individually **12G1963**
- Top hat seals are always fitted on inlet valves and also on the exhaust valves on standard Rover unleaded heads.**
 - Standard replacement.** Order individually **ADU4905**
 - New improved performance type.** As fitted to twin point injection, made in original Dupont Viton.
Order individually **LJQ10160**





31 Rockers

Forged Rocker Gear

1. 1.5 Hi-Lift set with adjusting screws, posts and shaft. Super strong Cadcam designed drop forged high grade steel with hardened valve pad using thick wall rocker shafts. Complete kit C-AHT436



2. Replacement single rocker for C-AHT436, less screw and nut. C-AHT435



3. The only current production rocker from Rover is sintered and runs without a bush. CAM289



4. Adjuster screw fits 12G1221, C-AHT400/402/403/436/446A and CAM289 sintered rocker AEG167



5. Set of 8 extra long adjuster screws, approximately 8mm (5/16") longer, ie. about 8 threads extra for use when standard screws are not long enough to give adjustment on certain modified engines plus 8 port heads. Set . . . C-AEA692



6. Lock nut for screws 4 and 5 above. Order individually NT605061



7. Original rocker bush. Individually . . . 2A21

Roller Rocker Assembly



The new generation of short period, high lift cams have been developed to give the best results in large bore engines when used in conjunction with 1.5 ratio, hi-lift rockers. For the small bore range, the 'S' 1.3 to 1 ratio is optimum. In certain instances a ratio of 1.7 to 1 is of benefit - but really this is only applicable to fully developed race engines. Not recommended for small bore engines except full race applications.

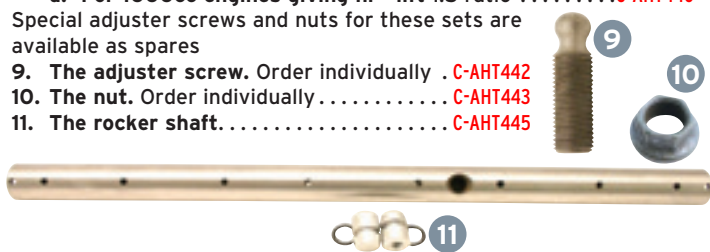
Hi-Lift Rocker Assembly.

The ultimate lightweight alloy valve gear giving maximum efficiency cutting down side loading on valve stem, reducing friction and wear whilst increasing rigidity. Available in 1.3 ratio lift which is standard or the 1.5 hi-lift which has valves open approximately 20% more at any given point, although opening and closing periods remain the same. The 1.5 to 1 lift vastly improves volumetric efficiency and therefore power output. When fitted to a 1275cc or large bore engine it gives the equivalent of fitting a mild camshaft. The alloy rockers have hard chrome roller tips and dual needle roller bearings that sit on a special rocker shaft.

8. Full roller tip and roller bushed rocker assemblies with 5/8" rocker shaft
- a. For 1275cc engines giving standard lift 1.3 ratio. . . . C-AHT437
 - b. For 1275cc engines giving hi - lift 1.5 ratio C-AHT438
 - c. For 1000cc engines giving standard lift 1.3 ratio. . . . C-AHT439
 - d. For 1000cc engines giving hi - lift 1.5 ratio C-AHT440

Special adjuster screws and nuts for these sets are available as spares

- 9. The adjuster screw. Order individually . C-AHT442
- 10. The nut. Order individually C-AHT443
- 11. The rocker shaft. C-AHT445

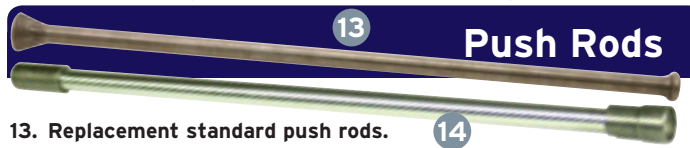


Super Thick Wall Rocker Shaft



- 12. a. Standard 3.6mm wall thickness rocker shaft. 12A1950
- b. Performance 4.3mm thick wall shaft, Mini Spares own design is precision ground after heat treatment which increases durability and enables tighter tolerances on the bores, keeping the valve geometry more accurate for longer. C-AEG399

Push Rods



- 13. Replacement standard push rods.
 - a. for 998cc. 2A14
 - b. for 1275cc AEG314MS
- 14. Performance push rods. Larger 6.35mm diameter.
 - a. for 998cc. C-AEG581
 - b. for 1275cc C-AEG582
 - c. for 1275cc Evolution extra rigid alloy for greater performance, widened to 8mm in center. Javelin shape type may require slight modification to block/head. C-AEG582EVO

Rocker Spacers & Shims

To help rocker pad to valve stem tip alignment and reduce friction the standard springs can be replaced by spacers and shims. The spacer set is sold as a kit with special shims but extra 40 thou shims are available for standard uses also and sold individually.



- 15. a. Kit developed to fit most rocker configurations with instructions. Order kit C-AEG392
- b. 40thou wide shims to adjust rocker alignment. Order individually. AEG168
- 16. Spacer for under rocker posts to rectify rocker geometry/alignment when required. 1.42mm thick. Order individually 2A515

Evolution Roller Tip Rockers

The roller tip set with bushes running on the shaft rather than needle rollers, uses the same alloy arm and hard chrome roller tips allowing fitment of a super thick wall rocker shaft, standard adjuster screws and nuts plus special posts. All this culminates in a high quality yet infinitely more economical roller rocker set, as the roller tip is the most important factor to reduce valve and guide wear when using modern performance cams. To use on small bore heads it is necessary to rearrange the rockers to line up the tips with valve stems.



Since 1998 the rockers have been made in purple which denoted a change in angles. This slight change was to give better clearance for push rods on A-plus heads. You will need to use your existing spacer springs or spacers between the rockers (or see kit No.11) By holding the rocker the correct way up with the adjusting nut closest towards you the roller is biased to the left or right which will then denote the side required. (see pic above)

All other individual parts are available to special order only. The old original type were blue and are not available as a spare part. Note they are not interchangeable.

- 17. 1.5 Hi-Lift with roller tip rockers only and bronze bushes for 1275cc big bore engines only (purple) C-AHT446A
- 18. Spare rockers for C-AHT446A are available.
 - a. Right hand C-AHT447RIGHT
 - b. Left hand (as shown above) C-AHT447LEFT
- 19. Standard lift 1.3 roller tip rockers for 1275cc big bore engines only. C-AHT400
- 20. a R/H rocker for C-AHT400 C-AHT401RIGHT
- b L/H rocker for C-AHT400 C-AHT401LEFT





Alloy Rocker Covers

- 1. Flat top design alloy rocker cover fits all A-series cylinder heads, but may not allow sufficient clearance of hi-lift rockers. Supplied with chrome cap FP27 as shown.
 - a. In polished alloy.....FP26
 - b. In red.....FP26RED
 - c. In blue.....FP26BLUE
 - d. Cap only for above.....FP27



Mini Spares Rocker Covers

- 2. Mini Spares embossed rocker covers were designed to fit any A-series cylinder head and allow fitment of all known hi-lift rocker assembly configurations. This rocker cover is supplied with GFE6003 black rocker cover cap or an alternative. This is the rocker cover often seen pictured on cars being promoted or reviewed by leading mini magazines.



- a. For Mini Spares Rocker Cover

Colour:	Black	Red	Blue	Polished Alloy
Order:	ROKERCVR	ROKERCVR02	ROKERCVR03	ROKERCVR01



NOTE: For all rocker covers. Do not forget to order a new rocker cover gasket and nut seals. (see bottom of page)

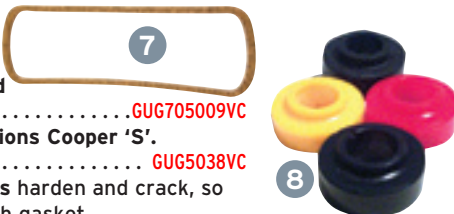
Rocker Cover Caps

- 3. Original vented black plastic cap with names of historic leading oil companies. As fitted to all A-Series with breather in cap which is recommended for service change every 12,000 miles. GFE6007 red cap is an alternative.....GFE6003
- 4. Minifin rocker cover cap. Red in colour where the original was orange.....GFE6007
- 5. Chrome vented cap fits all alloy rocker covers except Mini Spares shown above.....FP27
- 6. a. Monza type chrome cap for fitting to FP26 range of rocker covers.....FP29
- b. For fitting to original Minifin CAM6822 rocker cover.....FP30



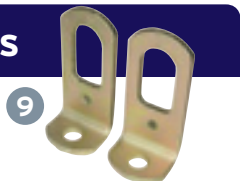
Rocker Cover Gaskets & Seals

- 7. Rocker cover cork gasket for all A series and Mini 1959-2000
 - a. For 9 stud standard applications.....GUG705009VC
 - b. For 11 stud applications Cooper 'S'.....GUG5038VC
- 8. Rocker cover nut seals harden and crack, so should be replaced with gasket.
 - a. Black rubber. Order individually.....12A1358
 - b. Black with neoprene content. Better heat resistant and sealing properties for longevity. Order individually.....12A1358MS
 - c. Red poly. Order individually.....12A1358RED
 - d. Yellow poly. Order individually.....12A1358YELLOW



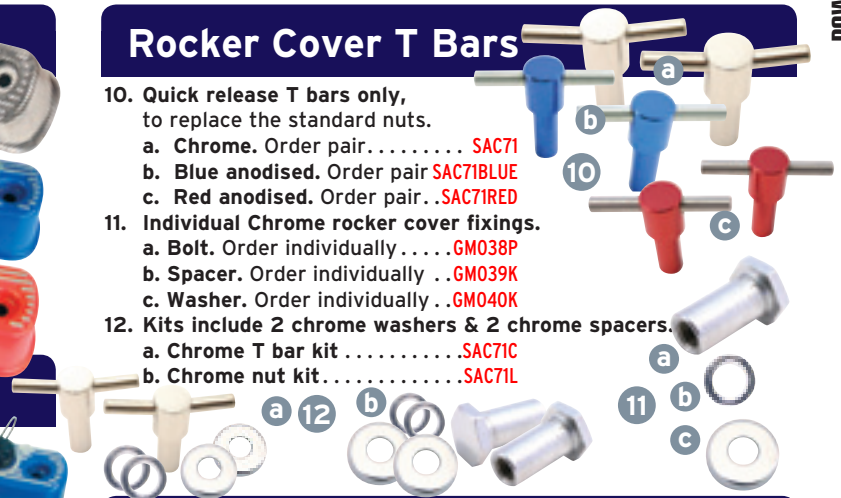
Engine Lifting Brackets

- 9. Original type engine lifting hook. Sold individually (2 required).....12A1968



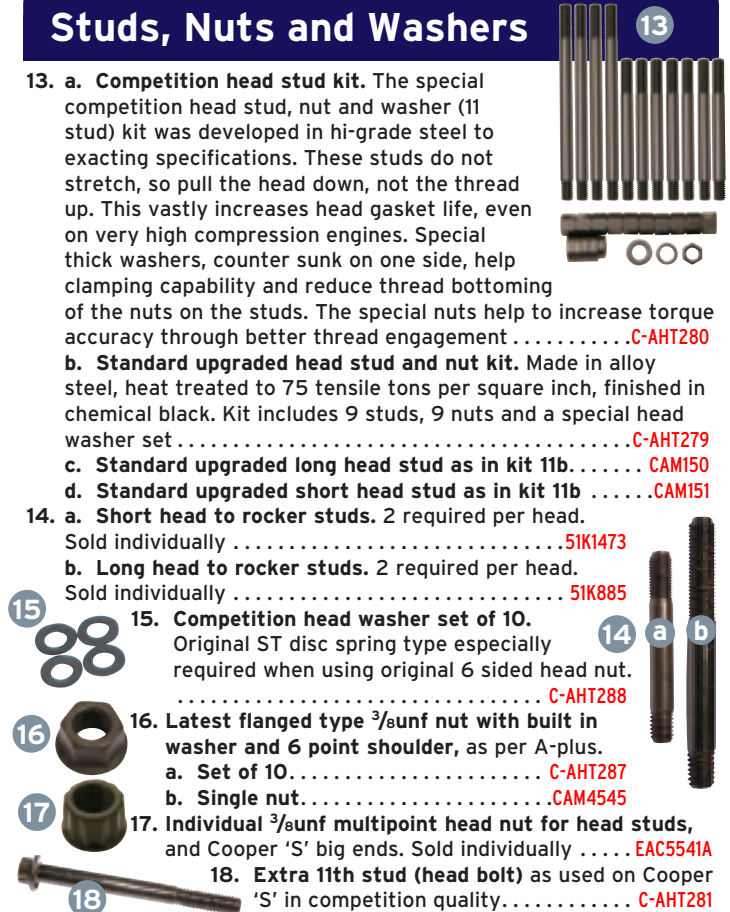
Rocker Cover T Bars

- 10. Quick release T bars only, to replace the standard nuts.
 - a. Chrome. Order pair.....SAC71
 - b. Blue anodised. Order pair SAC71BLUE
 - c. Red anodised. Order pair.....SAC71RED
- 11. Individual Chrome rocker cover fixings.
 - a. Bolt. Order individually.....GM038P
 - b. Spacer. Order individually.....GM039K
 - c. Washer. Order individually.....GM040K
- 12. Kits include 2 chrome washers & 2 chrome spacers.
 - a. Chrome T bar kit.....SAC71C
 - b. Chrome nut kit.....SAC71L



Studs, Nuts and Washers

- 13. a. Competition head stud kit. The special competition head stud, nut and washer (11 stud) kit was developed in hi-grade steel to exacting specifications. These studs do not stretch, so pull the head down, not the thread up. This vastly increases head gasket life, even on very high compression engines. Special thick washers, counter sunk on one side, help clamping capability and reduce thread bottoming of the nuts on the studs. The special nuts help to increase torque accuracy through better thread engagement.....C-AHT280
- b. Standard upgraded head stud and nut kit. Made in alloy steel, heat treated to 75 tensile tons per square inch, finished in chemical black. Kit includes 9 studs, 9 nuts and a special head washer set.....C-AHT279
- c. Standard upgraded long head stud as in kit 11b.....CAM150
- d. Standard upgraded short head stud as in kit 11b.....CAM151
- 14. a. Short head to rocker studs. 2 required per head. Sold individually.....51K1473
- b. Long head to rocker studs. 2 required per head. Sold individually.....51K885
- 15. Competition head washer set of 10. Original ST disc spring type especially required when using original 6 sided head nut.....C-AHT288
- 16. Latest flanged type 3/8" nut with built in washer and 6 point shoulder, as per A-plus.
 - a. Set of 10.....C-AHT287
 - b. Single nut.....CAM4545
- 17. Individual 3/8" multipoint head nut for head studs, and Cooper 'S' big ends. Sold individually.....EAC5541A
- 18. Extra 11th stud (head bolt) as used on Cooper 'S' in competition quality.....C-AHT281



	Stainless Steel Kits					
	corrosion resistant.	Order individually				
Heater tap stud	 Studs C-STR285 A+ Bolts C-STR283	<table border="1"> <tr> <th>Original Material Studs</th> <th>Nuts</th> </tr> <tr> <td> 53K402</td> <td> GFK3211</td> </tr> </table>	Original Material Studs	Nuts	 53K402	 GFK3211
Original Material Studs	Nuts					
 53K402	 GFK3211					
Thermostat stud	 Pre A+ Studs C-STR286 A+ Long Bolts C-STR284	<table border="1"> <tr> <th>Original Material Studs</th> <th>Nuts</th> </tr> <tr> <td> CHS2515</td> <td> GFK3212</td> </tr> </table>	Original Material Studs	Nuts	 CHS2515	 GFK3212
Original Material Studs	Nuts					
 CHS2515	 GFK3212					
Manifold stud	 C-STR287	<table border="1"> <tr> <th>Original Material Studs</th> <th>Nuts</th> </tr> <tr> <td> 53K487</td> <td> Short GFK3436 Long 51K1177 </td> </tr> </table>	Original Material Studs	Nuts	 53K487	Short GFK3436 Long 51K1177
Original Material Studs	Nuts					
 53K487	Short GFK3436 Long 51K1177					





33 Engine Components & Sumpguards

Built-up Short Engine

1380cc Built-up Short (half) Engine for Road Use.

1. This engine is vacuum packed for storage and is built to the following specifications based on A-plus engines. Crankshaft reground and fitted with new bearings and thrusts. Set of remanufactured selected con rods with 73.5mm pistons fitted. Block is correctly offset bored to take the larger pistons, refaced, cleaned and then refitted with new core plugs and oil bungs. New camshaft bearings fitted and the crankshaft main bearing housings line bore honed. An Evolution fast road camshaft is dial gauge timed exactly and fitted with new cam followers. This camshaft was selected because during extensive testing and trials it gave the broadest range of power and torque to over 6000 rpm, although only 5500rpm was required for fast road use, still giving acceptable economy. Distributor spindles are fitted so ensure you have A-plus distributor. A front plate and timing cover are fitted to accept a set of new duplex gears and timing chain. The compression ratio is 9.75 to 10 to 1 when using a standard 21cc head. The engine is painted. The following are not supplied: Primary gear and all clutch ancillaries/ components, head studs and water pump, front pulley and bolt, oil pump and oil filter assembly.



All the parts not supplied are considered bolt on parts which should make the rest of assembly within the ability of any Mini owner who is armed with a technical manual for torque settings and fitting procedures.

- 1. a. Half engine - +40 for 1310cc **ENG003**
- b. Half engine - 1380cc **ENG001**
- Refundable surcharge on old core* **£200**

WARNING: Do not use synthetic based oil for the running-in period as it is detrimental to the ring bedding in process.

NOTE: The ring packs on these engines are coated in special heavy oil for storage and will smoke heavily on start up.

Main straps



On all performance 'A' series engines it is essential to ensure accurate and as near permanent location of the centre main of the crank as possible. Movement allowed here, especially at sustained high rpm levels, can cause spun bearings, crank or main cap breakage with severe or mortal damage to the engine. We, therefore, offer a range of strengthening products, plus 'S' main bearing studs and nuts.

- 2. **4 bolt steel centre main cap for large bore engines** (not 'S'). Ultimate centre main location. Essential for all stroked engines. Needs line boring, and two extra holes drilling in the block and tapping 7/16UNF. The thrust faces are part machined for final finishing whilst the line boring is being done. Comes with correct length high tensile bolts. Bolts on one way only so take care to read instructions **C-AGA619**
- 3. a. **Steel centre main strap for 1275cc**, non 'S' large bore engines. Comes with longer high tensile bolts. Main cap top needs machining flat. No other modifications required..... **CMS13**
- b. **Steel centre main strap for small bore engines**. Comes with longer high tensile bolts. Main cap top needs machining flat. No other modifications required..... **CMS10**
- 4. a. **'S' main stud set** (6 studs. 4 short & 2 long). Can be used on non 'S' blocks, but cap locating section on stud may need to be shortened by 2.5mm to avoid fouling bearing cap..... **AEG323**
- b. **'S' centre main strap studs** (6 studs. 4 short & 2 extra long) for centre main and strap **AEG323L**
- 5. **Special 'S' mains nut**, sold as a set of 6 **C-AJJ4013**



Connecting Rods and Bolts

As the Cooper 'S' con rod has not been produced by BL for many years, we have had them reproduced, faithful to the ORIGINAL specification - including material type, EN24V. These are the strongest production 'A' series con rods produced.

- 6. a. 1071cc and 1275 'S' rod 5.75" centres. Individually... **AEG624**
- b. 970 'S' rod 5.875" centre length. Order individually... **AEG309**



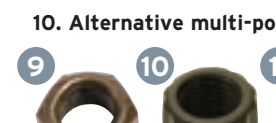
Fitted with ARP nuts and bolts. These are made in a higher grade material and to specific tolerances, including the thread grade. Poor threads vastly reduce torque accuracy causing premature bolt failure.



- 7. ARP Hi-grade 'S' big end bolt and nut set. Torque up to 40-42lb ft. Order set **C-STR288**



- 8. ARP Hi-grade 1300cc type big end bolt set. Torque up to 38-40lb ft. Order set **C-STR289**



- 9. The Cooper 'S' big end nut is now in all metal self locking material. Order individually..... **AEG147**



- 10. Alternative multi-point nut for 'S' big end bolt - ex Jaguar nut. Order individually..... **EAC5541A**



- 11. Shouldered big end nut for 1300cc rod bolts. Give better clamp down than standard 1300cc type. Order individually **C-STR290**

Dipsticks



- 12. Stainless steel dipsticks with anodised knob in red or blue.
 - a. Red knob **MSA1125**
 - b. Blue knob **MSA1124**
- 13. With chrome T-handle knob. **MSA1134**
- 14. Dipstick tube plastic **12G107**

Sumpguards



- 15. For serious off-road and rough stages, the only type to fit is the rounded sledge front version, which helps ride the car over potentially damaging rough terrain. Extra strengthening bar fits on to front subframe cross member adding reinforcements. Similar design to the Scottish/ Scandinavian works design. Weight 8.335 kilos **C-AJJ3320**



- 16. Extension piece for either sumpguard 15 or 17 to give added protection. Weight 2.770 kilos **C-AJJ3320EXT**



- 17. The square front type is adequate for competition road use and is cheaper and lighter than item 15. Weight 4.885 kilos..... **C-AJJ3321**



- 18. Mini Spares Mag/Alloy Sumpguard for road use only. Adequate protection for everyday use. Especially on lowered cars to protect the gearbox cooling fins. 5mm clearance from gearbox case. CNC designed to fit front sub frames correctly. Weight 2.770 kilos. **SUMPGUARD**



- 19. Innocenti - original type of Italian Mini Sumpguard Very useful, inexpensive protection for the fins on the gearbox. Sturdy steel construction. Weight 4.23kilos **MS96**





Large Bore Mega Pistons

NOTE: We supply and sell each piston individually.
Order 4 pistons for a complete engine set.
Ringsets are for all four pistons.

Owing to poor supplies of performance pistons 10 years ago we recruited AE Hepolite to develop and design a range of Mini Spares pistons, using their technical and manufacturing expertise. Made in AE109TF lightweight alloy with special double heat treatment they have a full skirt for maximum piston and ring stability. One thick crown height to allow for machining when long stroke cranks, or longer con rods are used.

WARNING Do not use synthetic based oil for the running-in period as it is detrimental to the ring bedding in process



- 1. a. 6.5cc dished piston available in +20, +40, +60. C-AJJ3378
b. Turbo 9.4CR with 11.3cc dish available in +40 only uses Mega ringset, Will not take excessive extra boost. P22357-40
- 2. a. Flat top piston available in +20, +40, +60. C-AJJ3382
b. Ringsets for C-AJJ3378, C-AJJ3382 and P22357S and Omega. Available in +20, +40, +60 C-AJJ3379
- 3. 7cc dished, 73.5mm piston. C-STR310
- 4. 11cc dished, 73.5mm piston. C-STR312
- 5. Ringsets for C-STR310, C-STR312 and Omega 73.5mm. (4 pistons set). C-STN96

Large Bore Pistons

Large Bore Pistons for all Cooper "S" and 1275cc Minis are manufactured by AE Hepolite pistons (Federal Mogul), the largest manufacturer of pistons in the world.

These high quality pistons have been used in many successful competition applications.



- 6. The different CR's are achieved by different pin to crown heights, with 21.4cc cylinder head camber size. The P21253 pistons are the best suited to high performance use, with a much smaller oil drain slot behind the oil control ring, thereby reducing the possibility of breakage.
 - a. 8.8CR, 1275cc low drag slipper piston. Available in Standard, +20, +40 and +60, 8.1cc dished. P21251
 - b. Ringsets for P21250 & P21251. Available in standard, +20, +30, +40, +60 R35960
 - c. 9.75CR, 1275cc low drag slipper piston. Available in Standard, +20, +40 and +60, 8.1cc dished. When fitted to Cooper "S" and early 1300 blocks can equal 10:1CR. P21253
 - d. Ringsets for P21253. Available in standard, +20, +40, +60 R41570
- 7. a. 73.5mm "Powermax" big bore 9cc dished piston. P20659-00
b. Ringset for P20659. R39390-00



WHEN ORDERING PISTONS OR RINGSETS PLEASE STATE SIZE REQUIRED.
NOTE: ALL PISTONS SOLD INDIVIDUALLY.

Small Bore Pistons

8. The low drag slipper piston used by the Rover Group in the last 998cc Mini and Metros proved to be exceptionally reliable having been used in Mini race engines. They are available in flat top with press fit gudgeon pins but +40 only. Obviously the correct rod type should be used (can be modified by experts).



- a. 10.3CR Flat top, press fit gudgeon pin 998cc. (RoverNo.TAM2052) P22463-40
- b. Ringset for P22463. Available in +20, +40. R43240

9. a. 8.3CR Dished piston 998cc. Inexpensive replacement piston with oil groove. Fully floating gudgeon pin with circlips Available in +20, +40 and +60 P20773
b. Ringset for P20773. R33636



Pistons Liners

- 10. All piston liners are supplied individually.
 - a. 998 piston liner. Customer order only J2G164
 - b. 1275 piston liner. (HEPOLITE SU3598)..... AEG428



Evolution Performance Pistons

The Evolution range was produced to fill the gap in the market for top quality, high strength pistons for performance and standard use. Manufactured in top grade cast aluminum with advanced heat treatment, plus a far higher silicon content than almost all other mass-manufactured pistons means it is lighter and more durable for use in any engine. All wrist pins are oil fed from the oil control ring land rather than rely on splash from whirling components. To extend the life of blocks 73mm and 74mm sizes for 1275cc and a plus 80 oversize for 998cc have been made.

- 11. SMALL BORE, based on the original 998cc flat top piston but with oil holes, rather than slots behind the rings to give crown strength, the only other change is the ring pack, to use a readily and sensibly priced set. Otherwise it retains the full skirt design with circlip retention of the wrist pin which means they can also be used for the later press fit pin rods from the A plus engines, by either leaving the circlips out and using the original interference fit, or honing out the small end of the con rod for a floating pin fit and using the circlips for retention. This piston replaces the original Hepolite 18516KR and P20950 as used on the 998 Coopers but do not mix with old Hepolite as they are not an exact copy.
 - a. Suitable for all 998cc engine use, up to 12-1cr. This flat top design will give a 9.5/6cr when used with a Cooper 998 head. Ring sets are C-STN99. Available in plus 20/40/60/80 (plus 80 giving 1061cc) P20950
 - b. The same type of piston for 1098CC including in-line engines but owing to extra skirt length the distributor spindle will need modifying. Available in 40/60/80 P20951



- 12. Before taking blocks out to 73.5 we have introduced a new 73mm option to extend block life. On a standard stroke 73mm gives 1362cc and shows no measurable loss of performance over the 73.5mm 1380cc size and also alleviates any cylinder head gasket problems that might be encountered. We have also had the 73.5 and 74mm size made identical with the same 10cc dish shape for improved swirl/burn. The pistons are lighter than cast pistons of its size and a lighter wrist pin is used to enhance this. Ring sets for 73mm are C-STN98 and for 73.5mm are C-STN97.
 - a. For 73.00mm piston C-STR313
 - b. For 73.5mm piston C-STR311
 - c. For 74mm piston C-STR314





35 Oil Valves and Pumps

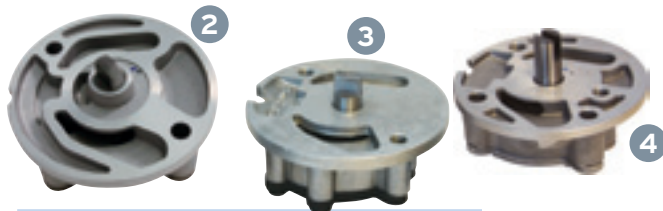
Oil Pumps



The precision machined and built sureflow oil pump has not been available since late 2005. Mini Spares stock only standard type oil pumps, and have tested all the range to ensure good performance and reliability.

If fitting a 1300cc oil pump to 998cc blocks a spacer 12G1127 would still be required. When changing the camshaft we recommend you purchase an A-plus type, which has stronger 1/2" lobes and fit the corresponding oil pump to block type.

1. 998cc spade drive A-plusGLP139
2. 1300cc slot drive A-plusGLP138
3. Steel backed oil pump with increased pumping capacity as required, originally on Turbo engines GLP110MS
4. Pin drive early small bore engines except 'S'GLP142
5. Star drive.....GLP141



Flow comparison - gallons per minute/litres per minute at 1000rpm.

MSC Sureflow oil pumps	1.41/6.4
MSC Turbo oil pump	1.78/8.1
Holburn Eaton steel backed pump	1.32/6.0
Concentric 5 into 6 rotor/annulus	1.27/5.8



Oil Switches and Transducers

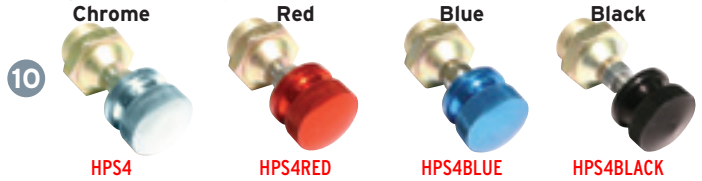
6. A high pressure oil warning light switch is available to help protect the engine. The standard one comes on at 7lb much too late a warning to avoid any damage. The high pressure one HPS1 comes on at 22lb, and is a direct replacement for the standard one. But this is a 15-60lb high pressure adjustable oil warning light switchHPS3



7. Standard on all twin point cars from 1996 which have an electrical oil temperature gauge. This transducer switch replaces the oil pressure release valve cap on the engine block .YCB100320
8. a. Standard oil switch that activates at about 7-10LBGPS133
b. High pressure oil switch that activates at about 22LB..... HPS1
9. Oil pressure switch fitted from 1996 on.GPS135

Oil Pressure Regulator Kit

10. Oil pressure regulator kit is a simple way of increasing or decreasing oil pressure by the turn of a knob. You do not need high oil pressure; just consistent. Available in four knob colours.



11. Original Cooper 'S' oil release valve spring, shorter and stronger than the standard mini spring AEA536
12. Ball bearing to replace standard valve cap (cap shown as no. 15). Often used on performance engines where dirt or debris could get trapped around the standard valve (must use with AEA536). BLS916
13. Ball / oil release valve kit. (Items 11 & 12 together) AEA536KIT



14. Standard oil pressure spring 6K853
15. Original type oil release valve cap. Factory fitted12H865
16. Standard oil release valve kit. (No's 14 & 15 in kit) 6K853KIT

Drain Plugs & Magnetic Oil Traps

17. Magnetic sump plug with extended nose to collect metal debris in the bottom of the gear box DP1
18. Sump plug repair plug with tapered cutting threads (must never be over-tightened!) DP2
19. Sump plug standard as originally fitted DAM7335



20. Magnetic oil trap. Fits in place of oil pick up plate on the rear of gearbox.
a. With filter. HPS5
b. Without filter. HPS6
21. Transmission drain plug with threaded hole when using Smiths small capillary type oil temperature gauge HPS8

Mini Spares Vouchers

Mini Spares have a new voucher system that allows you to buy vouchers online. Vouchers can be emailed or posted to you. Vouchers can then spent in one of the following ways:

1. Online at www.minispares.com
2. Call our mail order department on 01707 607 700.
3. In our shops in London & Harrogate.

NOTE: E-mail vouchers will be sent after payment has been processed during normal business hours. Please allow 5 days for delivery of postal vouchers.

Send voucher by email



E-mail a voucher direct to your friends inbox with greeting message.

Print for Hand delivery



We email the voucher to you so you can print it out & deliver it by hand.

Send voucher by post

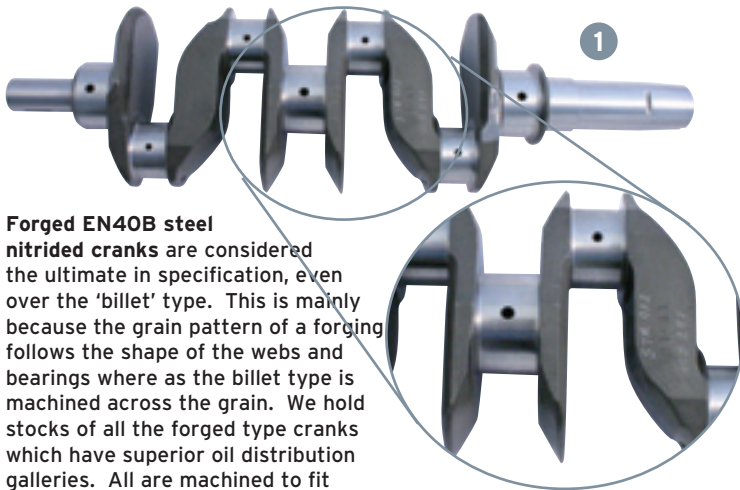


We post the Gift vouchers to your specified delivery address.





Forged EN40B Cranks



Forged EN40B steel nitrided cranks are considered the ultimate in specification, even over the 'billet' type. This is mainly because the grain pattern of a forging follows the shape of the webs and bearings where as the billet type is machined across the grain. We hold stocks of all the forged type cranks which have superior oil distribution galleries. All are machined to fit 1300 non - 'S' centre main except C-AEG479 which is 'S'.

1. a. 81.33mm stroke EN40B, nitrided, 1.625" 'S' big end journal. For 'S' block. C-AEG479
- b. 76mm stroke EN40B, nitrided, 1.625" 'S' big end journal. For 1300cc block. C-AEG476
- c. 84mm stroke EN40B, nitrided, 1.625" 'S' big end journal. For 1300cc block. C-AEG497
- d. 86mm stroke EN40B, nitrided, 1.625" 'S' big end journal. For 1300cc block. C-AEG478
- e. 81.33mm stroke EN40B, nitrided, for 1300cc block with 1300cc big end journal diameter, = 1.7497" standard. C-STR931
- f. 81.33mm stroke EN40B, nitrided, for 1300cc block with 'S' big end journal diameter, = 1.625" standard. C-STR932
- g. Same as C-STR932 but without primary gear circlip groove for special applications. C-STR933

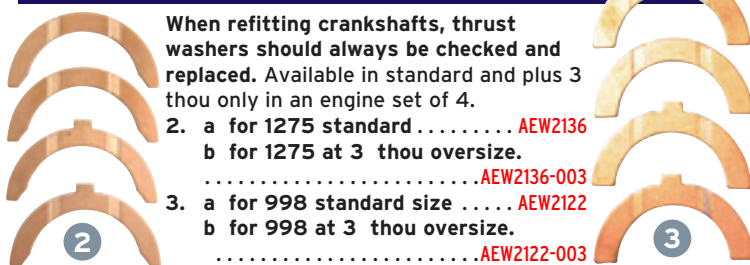
Future forged EN40B crankshafts will be mass centre balanced and benefit from latest technology in having leading edge chamfering on the crank webs, which helps reduce whip and resistance at high rpm giving smoother running and balancing properties. (as shown above)

Cranks for the short stroke 'S' are available to order only, and are cut from a steel billet as the forgings are no longer available.

- 1071cc 'S' steel billet crank, stroke length 68.26mm. C-AEG170
- 970cc 'S' steel billet crank, stroke length 61.91mm. C-AEG329

BORE/STROKE CAPACITY COMBINATIONS IN CC					
	.020	.040	.060	73.5mm	74mm
76mm	1209	1226	1243	1290	1308
79mm	1256	1274	1297	1341	1359
81.33mm	1293	1312	1330	1379	1399
84mm	1336	1355	1374	1425	1445
86mm	1368	1387	1407	1459	1480

Thrust Washers



When refitting crankshafts, thrust washers should always be checked and replaced. Available in standard and plus 3 thou only in an engine set of 4.

2. a for 1275 standard. AEW2136
- b for 1275 at 3 thou oversize. AEW2136-003
3. a for 998 standard size. AEW2122
- b for 998 at 3 thou oversize. AEW2122-003

As many as possible of our engine parts are supplied by Federal Mogul one of the worlds largest suppliers of automotive components, who purchased Vandervell, Glacier, Payen and AE Hepolite. All of these old names are synonymous with the BMC/ Leyland A series engine and we have carried on the tradition.

End & Main Bearings

4. Our main range of bearings was Vandervell but owing to poor supply, varying tolerances and imperfections all the leading engine builders and Mini Spares have reverted to the superior ACL bearings which are steel backed lead indium copper race quality. * Please state oversizes when ordering bearings.



- a. Big ends 850/998/1100 and Cooper 'S', 1.625" diameter, available in std/10/20/30/40. AEB572
- b. Big ends 1275cc 1.749" diameter, available in std/10/20/30/40. AEB91306
- c. Mains 1300cc and all 'S', available in std/10/20/30/40. AEM91120
- d. Mains 1300cc A-plus, available in std/10/20 only, with centre locating tab. AEM91886
- e. Mains 998/1100cc, available in std/10/20/30/40. AEM3314
- f. Mains 998 A-plus, available in std AE material only in std/10/20 only, with centre locating tab. AEM3427

Cam Keys Offset & Standard



To aid accurate timing when using non adjustable timing gear systems, there is a range of proper CNC machined offset cam keys available. These come in 1° increments up to 9°. One tooth round on the gear represents 13° of cam timing, so if you are more than 9° out move the cam gear one tooth in the required direction and use the keys the other way round as they are bi-directional. They are available individually.



5. Standard camshaft key. Always replace when fitting a new camshaft. WKN505
6. Offset camshaft key, represents 1° offset. Change the number to order the required key, (ie. for 3°, WKN3 OSET). Available from 1° to 9°. WKN1 OSET
7. Crankshaft timing gear key. 6K836
8. 360° Protractor for timing camshaft. C-AJP337

MPZ Engine Build Lubes

9. MPZ Engine Assembly Lube. Favoured by professionals for press fitting piston wrist pins, pre lubing bushes, plain bearings, roller bearings, journals and gears. Prevents scuff, seizure, wear, rust, waterproof and corrosion proof. (4 fl oz). KCLUBE
10. MPZ Cam Lube. As above but converted into a non-melting gel type grease. These features protect cam lobe, lifters and valvetrain components from scuffing and wear during initial start-up. Also useful for Mini oil pumps to stop drain back on start up. (1 fl oz). KCLUBE1





37 Camshafts

Kent Cams

All 1/2" lobe Kent cams are now supplied on new A plus slot drive blanks as supplies of usable old units are scarce.

- Road Cam.** Excellent urban cam, pulls from very low down, increases low, mid and top end in nearly all engines. Smooth idle, and good economy. Rev band up to 6,000 rpm **MDM256**
- Fast Road Cam.** Brilliant all round performance road cam. Smooth idle, pulls from around 1,200 rpm. Small gain in low end, big increase in mid and top end. Unbeatable for genuine fast road use. Rev band 1,200 rpm to 6,500/7,000 rpm **MDM266**
- Mild Road Cam.** Single point injection only **MDM274**
 - Performance Road Cam.** Twin point injection..... **MDM274MPI**
- Road / Rally Cam.** Slightly lumpy at idle, especially in small bore units. Strong mid and top end power. Rev band 1,500/7,000 rpm. **MDM276**
- Rally Cam.** Hottest road useable cam. Not a good traffic cam. Lumpy idle. **MDM286**
- Race Cam.** Needs free flowing exhaust manifold and system, requires a high compression ratio, best with medium to long inlet manifolds. Mid and top end power only. Gives very good results when twin SU's are used. Rev range 3,250-8,000/8,500 dependant on build. **MDM296**
- Full Race Cam.** Needs fully prepared engine for best results. Rev range 4,000 to 8,500/9,000 dependant on build. High compression ratio also required, 12:1 plus **MDM310**

Mini Spares 'Evolution' Cams

Also available are Mini Spares own "Evolution" cams, designed for the broadest range of power on any 1275-1380cc whilst returning decent fuel economy and does not need hi lift rockers. Used on all our 1310-1380cc engines (see ENG001/2/3 on page 33). In A-plus only, on an exchange basis **EVOLUTION001**

13. **998cc Cooper cam is a classic and available.** We can do most 1/2" pin drive cams ground from new blanks if required **AEA630**



This selection of cams are the very latest supercams available for the 'A' series engine. Their design gives more torque, more power and more usable rpm than their equivalent single pattern cams. Particularly when a single Weber on a short inlet manifold is used. Current state of the art technology.

- Street Cam.** Single point injection only **MDM274SP**
- Ultimate Street Cam.** **MDM286SP**
- Excellent Rally/Autocross/Rally Cross Cam.** Gives very strong mid range and top end power. Needs high compression ratio and non restrictive exhaust manifold and system. On new blank only. **MDM296SP**

Piper Cams



- These 2 piper cams have been added to our range because they are very good for producing low emission readings. Especially valuable for MOT tests. Available in A plus slot drive only.
 - Mild road** for all engines producing excellent torque and smooth idle between rev range 1000-6000 RPM. **BP255M**
 - Ultimate road** for 1275cc and larger engines, massive improvements in mid range torque and power. Powerband 2000-7000 RPM **BP285M**

Cam Bearings



It is also essential to fit cam bearings in any 850cc block being used in competition to prevent seizure of the cam. The block will need to be line-bored by a competent engineering company to enable fitment.

- Housing diameters should be
 FRONT 1.7955" to 1.7965"
 CENTRE 1.753" to 1.754"
 REAR 1.503" to 1.504", FRONT is the water pump end.
- Large bore cam bearing set.** Has slightly wider bearing at oil pump end than the small bore block **AEC3063**
 - Small bore cam bearing set,** but could also be fitted to large bore block **AEC3046**

Kent Scatter Pattern Cams

- Race Cam.** Needs a high compression ratio. Not as fussy about exhaust system. Effectively a 90's engineered 649. Gives wide power band, very good results in standard stroke race 1275cc 'S'. **MD290SPM**
- Ultimate Race Cam.** Needs fully prepared engine for good results - high compression ratio, high flow head, exhaust manifold and system. Best for short stroke circuit/tarmac engines. **MD310SPM**

Early 850/998/1100cc used 3/8" wide lobe pin drive camshafts. We recommend you use A-plus camshaft with stronger 1/2" lobe widths and use corresponding oil pump. Always state type of oil pump drive that is required when ordering.
 Pin type now only available in 3/8" lobe.

The timing figures are quoted in degrees inlet period/exhaust period - inlet opens before top dead centre/closes after bottom dead centre, exhaust opens before bottom dead centre and closes after top dead centre.

MEGADYNE RANGE CAMS		POWER BAND	TIMING IN/EX IN °	DURATION IN/EX	LCA°	LIFT STD RATIO	CAM LIFT
	MDM256 Mild Road	1000-6000	21-53 / 53-21	254 / 254	106	.320 / .320	.263/.263
	MDM266 Fast Road	1000-6500	24-56 / 61-29	260 / 268	106	.320 / .330	.263/.270
	MDM274 Fast Road	1000-6000	12-56 / 69-25	248 / 274	112	.348 / .343	.258/.281
	MDM276 Road Rally	1500-7000	29-61 / 66-34	270 / 280	106	.360 / .380	.293/.315
	MDM286 Rally	2000-7500	34-66 / 71-39	280 / 290	106	.388 / .400	.315/.324
	MDM296 Race	3250-8000	39-71 / 76-44	290 / 300	106	.400 / .420	.324/.340
	MDM310 Full Race	4000-8500	49-81 / 81-49	310 / 310	106	.420 / .420	.340/.340
	MDM315 Full Race	4500-9000	53-81 / 81-53	314 / 314	104	.428 / .428	.347/.347
MEGADYNE SCATTER PATTERN CAMS		POWER BAND	TIMING No.1&4 IN/EX	TIMING No.2&3 IN/EX	LCA°	LIFT STD RATIO	CAM LIFT
	MD286SPM	2000-7500	34-66 / 71-39	37-63 / 71-39	106	.388 / .400	.315/.324
	MD296SPM	3250-8000	39-71 / 76-44	42-68 / 76-44	106	.400 / .420	.324/.340
	MD290SPM	3500-8250	41-69 / 73-37	47-63 / 67-43	103	.395 / .395	.383/.383
	MD310SPM	4000-8500	49-81 / 81-49	52-78 / 81-49	103	.420 / .420	.340/.340

All camshafts are A-plus slot drive, ensure you obtain the correct oil pump. Valve lifts are actual lifts achieved when fitted. All valve gap clearances are 0.16" (0.40mm)

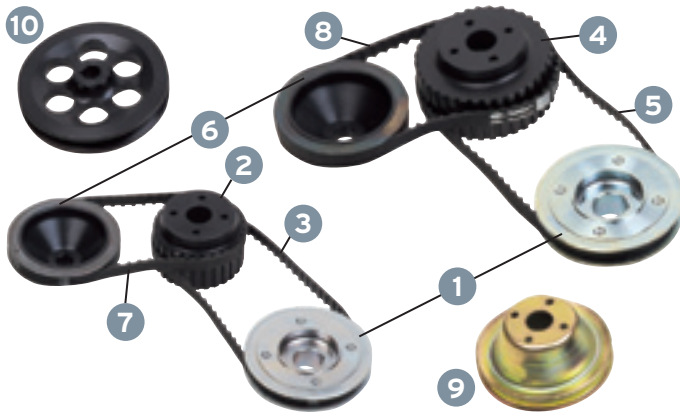




Crank & Ancillary Pulleys

Alternative ancillary drive systems are available. For race use where the alternator is not used there is a toothed belt drive system with large diameter or standard diameter water pump pulley that eliminates problems caused by conventional belts being turned or thrown through misalignment.

The crank pulley is made to accept the 12A367 damper ring as shown on the crankshaft page, which is not included but advisable for most applications to reduce crankshaft failure. A tooth belt drive kit for the alternator is also available with an oversized alternator pulley. Running a secondary belt from the water pump pulley to the alternator ensures that if the charging system belt goes, the car can still be driven.



- 1. Crank pulley for all tooth belt drive kits. Use 12A367 damper ring (No.1).....C-AEG455
- 2. a. Standard diameter tooth belt drive alloy water pump pulley with 28 teeth giving 0.87 to 1 ratioC-AEA477
b. Same as C-AEA477 above water pump pulley with 28 teeth, but in steel for use in dirty, dusty conditions where the alloy pulley can wear quicklyC-AEA478
- 3. Tooth drive fan belt for No.9 and No.10.....C-BELT255
- 4. Large diameter tooth belt drive alloy water pump pulley with 36 teeth giving 1.13 to 1 ratioC-AEA476
- 5. Tooth belt fan belt for No.9 and No.12.....C-BELT270
- 6. a. Dynamo or alternator tooth belt pulley for 15mm fixing hole pre 1985C-AEA479
b. Alternator tooth belt pulley for 17mm fixing hole 1985 on.C-AEA480
- 7. Tooth belt for alternator to standard 28 teeth water pump pulleyC-BELT210
- 8. Tooth belt for alternator to large 36 teeth water pump pulley.C-BELT225
- 9. a. 3 7/8" (3.875") pressed steel water pump pulley. Pre 1980.CAM6239
b. Large diameter 4 3/4" water pump pulley as fitted from 1980 onCAM6408
- 10. Large 5" diameter alloy dynamo/alternator 'V' pulley is available for reducing the speed of the charging system to prevent overcharging, on high rpm enginesC-AEA535

TOOTH BELT DRIVE FOR CRANK TO WATER PUMP USE FOLLOWING PARTS

Crank Pulley	Water Pump Pulley	Fan Belt
C-AEG455	ALLOY 1.13 TO 1 RATIO	C-BELT270
C-AEG455	ALLOY 0.87 TO 1 RATIO	C-BELT255
C-AEG455	STEEL 0.87 TO 1 RATIO	C-BELT255

TOOTH BELT DRIVE FROM WATERPUMP TO DYNAMO OR ALTERNATOR

15mm Hole Pulley Pre 85	17mm Hole	Fan Belt Pulley 85 on
C-AEA479	C-AEA480	C-BELT225
C-AEA479	C-AEA480	C-BELT210
C-AEA479	C-AEA480	C-BELT210

For complete kit follow the line across choosing pulley for electrics required and corresponding fan belt.

Pulleys, Belts & Dampers



- 11. For high performance engines an efficient crank damper is a necessity to reduce failure. The standard damper commonly used is barely adequate for the standard engine, under certain conditions. Mini Spares have reproduced the original 'S' damper and pulley - far superior to the standard item. The damper ring can be bolted directly to the toothed belt crank pulley, or used with the original 'V' belt crank pulley.
- 11. Damper ring. For crank pulley12A367
- 12. Crank pulley.....C-AEG454
- 13. One piece damper pulley latest Poly 'V' belt pulley as per Twin points 1997on... LHF100130
- 14. Original ST Works locktab for use with original hexagon bolt and split pulley. (No. 1 & 2 or 1 & 9).....C-AHT146
- 15. Consistent and effective crank damper retention has long been a problem on the 'A' series engine. This is mostly due to a short retaining bolt, which can become loose. The socket cap head bolt with extended threads and a large washer eradicate this problem and allow further spacing of the pulley.C-AHT147

Crank & Ancillary Pulleys

For improved drive for fast road applications where an alternator is used, a poly 'V' system is available. This is the latest design of ancillary drive fitted to most modern production cars, including the 1997 Mini with a front mounted radiator.



- 16. a. Poly 'V' drive system includes water pump pulley, 15mm hole alternator pulley, new crank damper pulley and drive belt. Pre 1985.....C-AEA538
b. As above but with 17mm hole alternator pulley, 1985 on. for A127 type alternatorC-AEA538A
- 17. Spare poly 'V' belt for C-AEA538.....C-AEA540

Fan Belts

Nearly all cogged fan belts indicate their length by the last 3 digits of the part number in millimetres. The fan belts were changed so many times on pre 1990 cars the only sure way to find a correct replacement is to look at your old fan belt and if it appeared to be the correct size, see if there are any remnants of the part number and always carry a new spare so you have the part number on hand at all times. If not measure the old belt

Standard Cogged Antislip Belts



- 18. a. Original small water pump pulley less charging system. This replaces C-AEA539GCB10685
b. With CAM6408 large (4.75" wide) water pump pulley less charging system.....GCB10725
c. With dynamo or 16/17ACR alternator.GCB10813
d. With CAM6408 large pulley 1980 -1996 plus some earlier carsGCB10825
e. Longer alternative than No.4 with CAM6408 large pulley and alternatorGCB10838
f. With C-AEA535 large charging pulley and 3.875" pressed steel pulleyGCB10863
g. With C-AEA535 large charging pulley and CAM6408 large pulley.....GCB10900
- 19. Poly 'V' belts on Twin point injection cars from 1996.
a. Without air con compressorGMB50920
b. With air con compressorGMB51005

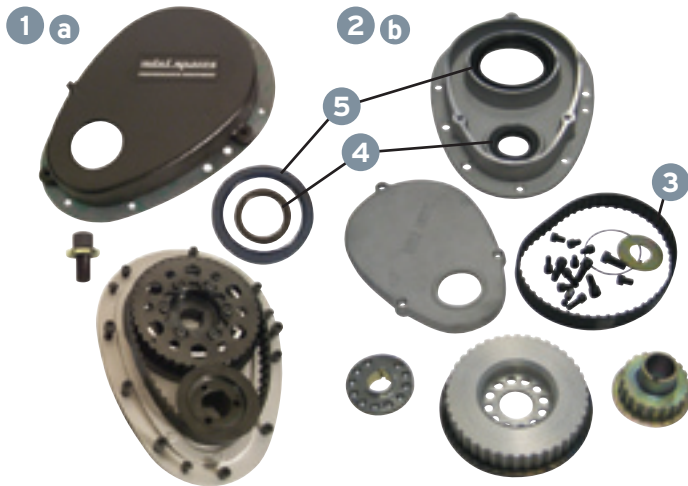
Poly 'V' Grooved Belt





39 Belt Drive Kits

Belt Drive Kits



Belt drive kits help to restore power loss caused by original timing gear wear and stretching. Helps reduce noises associated with valve train and dampens out certain harmonic noises generated by the three main bearing 'A' series engine. Also preserves exact timing where anything over 2° out causes power loss. The kits available contains everything to replace timing gears and cover.

Mini Spares latest belt drive kits which have a plastic dust cover will be phased out and replaced by the alloy version owing to costs. Two options for crank pulleys are used. Rotaslide screw adjustment or dowel adjustment.

1. Rotaslide Belt drive kit with screw type adjustment.
 - a. Plastic cover (38mm wide crank gear boss) C-AJJ3326RACE
 - b. Alloy cover (not shown) C-AJJ3326
2. Dowel type belt drive kit, where interrelated holes between cam boss and cam gear are located by a dowel to give exact timing that will never move, is in fixed increments of 2°.
 - a. Plastic cover (38mm wide crank gear boss) C-AJJ3328RACE
 - b. Alloy cover (32mm wide crank gear boss) C-AJJ3328
3. Replacement belt for above. BELTBELT
4. Replacement small oil seal.
 - a. For 32mm wide gear BELTSEAL1
 - b. For plastic case type (as shown above) with upgraded 38mm wide gear BELTSEAL3
5. Replacement large oil seal. BELTSEAL2

Timing Covers

6. Timing cover with completely round breather for pre injection cars, A-plus cars without sensor or pickup. CAM4868
7. Timing cover less breather for A Plus engines with single chain and tensioner. CAM4904
8. Timing cover with breather for twin point injection cars. LJR103470
9. Timing cover with breather for single point injection cars 91on only with brackets for pick up points to provide timing /ignition sensors. LJR10168



Note: All covers come complete with seals

Simplex Tensioner Repair Kit

- 10 Simplex tensioner 6 piece kit to stop timing chain rattle on A plus engine with single row chain. Sold as kit MSSK051
Kit Contains:
 - a. Timing chain 3H2127
 - b. Oil seal 88G561
 - c. Gasket. 12G2625
 - d. Tensioner 12G2621
 - e. Plate to hold tensioner 12G2628
 - f. Pin to hold tensioner/plate 12G2629
11. Gears if required are:
 - a. For crankshaft 8G725
 - b. For camshaft 12G4337



Upated Duplex Gear Kits



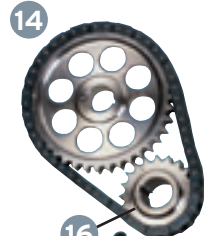
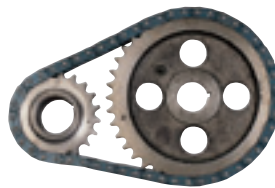
Fitment of an uprated cam drive system is essential when building a performance orientated engine. Timing scatter induced by the standard set up can reach up to 15° once the single row chain has stretched, which it does after only a few miles. This scatter not only affects the cam timing, but also the ignition and the distributor being driven by the camshaft. Power loss suffered by this phenomenon is substantial.

Replacing the standard single row (simplex) system with a dual row (duplex) system greatly reduces the problem, use of a tooth belt system all but eliminates it. The belt system vastly reduces valve train noise and also helps damp out some of the odd harmonics generated by the 3 main bearing 'A' series engine.

It is also extremely important to time any cam in to its required setting to obtain maximum performance, especially performance cams. The 'dot to dot' method can, because of manufacturing tolerances, be out by as much as 10° or more. Anything over 2° out and power suffers; more in small bore engines. In race engines you probably lose 1 hp for every degree the cam timing is out, more if over 6°. However, all manufacturer figures are really a close guide line. Dyno tuning the engine is the only way to optimise cam timing.

12. Budget standard cast duplex gear and chain set, road use only. Genuine A.E. Hepolite parts C-AJJ3323
13. Budget lightened cast duplex gear and chain set. Not recommended for rally/ race application C-AJJ3324
14. Ultralight non-adjustable steel duplex gear and chain set. C-AJJ3325
15. Vernier adjustable steel duplex gear and chain set. Uses the dowel adjustment system similar to the belt drive kit C-AJJ3327
16. a. Duplex chain. 2H4905
b. Performance duplex chain. . . 2H4905MS

NOTE: The engine front plate to main bearing cap screw holes need to be countersunk, and two AEA687 countersunk screws used to clear the chain. These are the original Allen key type of screw which are supplied in the steel kits and Phillips type head screw are supplied in budget kits.



Dyno tuning the engine is the only way to optimise cam timing to achieve maximum BHP possible.





Lightened Steel Flywheel

FLYWHEEL WEIGHT COMPARISONS

	KG	LB
Ultralight steel race flywheel	3.80	8.38
Steel Verto outer section only	4.01	8.84
Steel lightweight fast road spec.	5.00	11.02
Verto standard iron outer section only	5.82	12.83
Safely lightened standard iron flywheel	6.06	13.36
Standard iron flywheel unmodified	7.58	16.71

NOTE: All above are with ring gears.



For improved performance you can replace the original cast iron with lightened steel. Lightened standard cast ones are dangerous (can explode at high revs). The steel flywheel also provides a much harder clutch surface. It is highly recommended to use 3 clutch straps (2A3658 / No.9) per location to minimise stretch on high performance engines.

1. In 1996 we started producing our own ultralight steel flywheels as all available flywheels at the time had certain problems. Harmonic balancer testing showed frequency problems at high rpm - from the flywheel. Our flywheel is more symmetrical and evenly balanced to be near perfect. The flywheel comes with the required distance pieces for mounting the straps.

a. Ultra light steel flywheel C-AEG619



b. Ultra light flywheel with ring gear for pre-engaged starter. C-AEG620

2. For road use we developed a lightened steel flywheel ideal as a standard flywheel replacement. Gives smoother tick over than the ultra light version on fast road applications when high lift cams are used. Relevant distance pieces are provided.

a. Light steel road spec flywheel. C-AEG421

b. Light steel road spec flywheel, with ring gear for pre-engaged starter C-AEG420

3. For Verto type clutch assemblies we have developed a replacement outer flywheel section in steel that is nearly 4lb lighter than the standard item. Verto is identified by a short clutch arm. Manufactured to increase the pressure plate clamping rate, for improved clutch performance.



a. Verto flywheel for pre injection type carburettor models..... C-AEG422

b. For single point injection. The ignition trigger points have been advanced by cnc milling the reluctor ring into the back of the flywheel to give an ignition timing of between 12-14° at 1000rpm, gives optimum power C-AEG425

c. For twin point injection C-AEG424

4. Flywheel boss, verto only. Requires fixing bolts DAM5920..... DAM5921

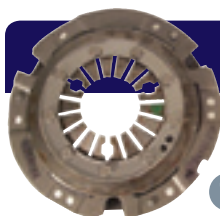


Clutch Backplate Pre Verto

5. This new EN8 upgraded lightweight backplate shows our commitment to improving products, this replaces our old original 22G270 iron type as used on Cooper 'S' models and weighs 1.450 kg (3.21LBS) C-AHT230



6. Mini Spares cast iron back plate 2.14kg (4.73LBS) original was 2.61kg (5.74LBS). Not for racing 22A598



AP Verto Pressure Plate

7. AP pressure plate, recognised as having the best clamping pressure, will not fit injection cars unless a modified Flywheel is used GCC679

Clutch Fittings

8. Bolt for clutch cover to pressure plate.

a. (torque to 19lbs).

Sold individually 2A3657

b. Race version.

Sold individually ... C-2A3657

9. Clutch Strap.

Sold individually 2A3658

10. a. Bolt - strap to flywheel.

Sold individually 2A3659

b. Race version.

Sold individually ... C-2A3659

11. Flywheel bolt lock tab.

Pre verto 22A1155

12. Flywheel bolt. Pre verto.

..... 22A747

13. Locking plate key.

a. Pre verto 88G508

b. Verto..... DAM5923

14. Flywheel locktab and bolt.

Verto..... DAM5922

15. a. Clutch Oil Seal. Pre

1992..... 13H2934

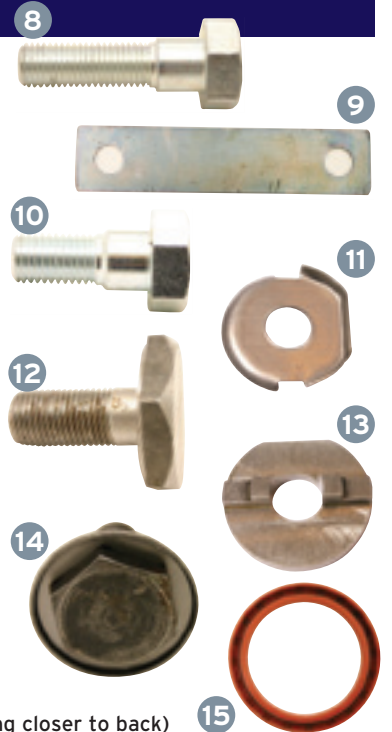
b. Mini Spares version for

performance engines.

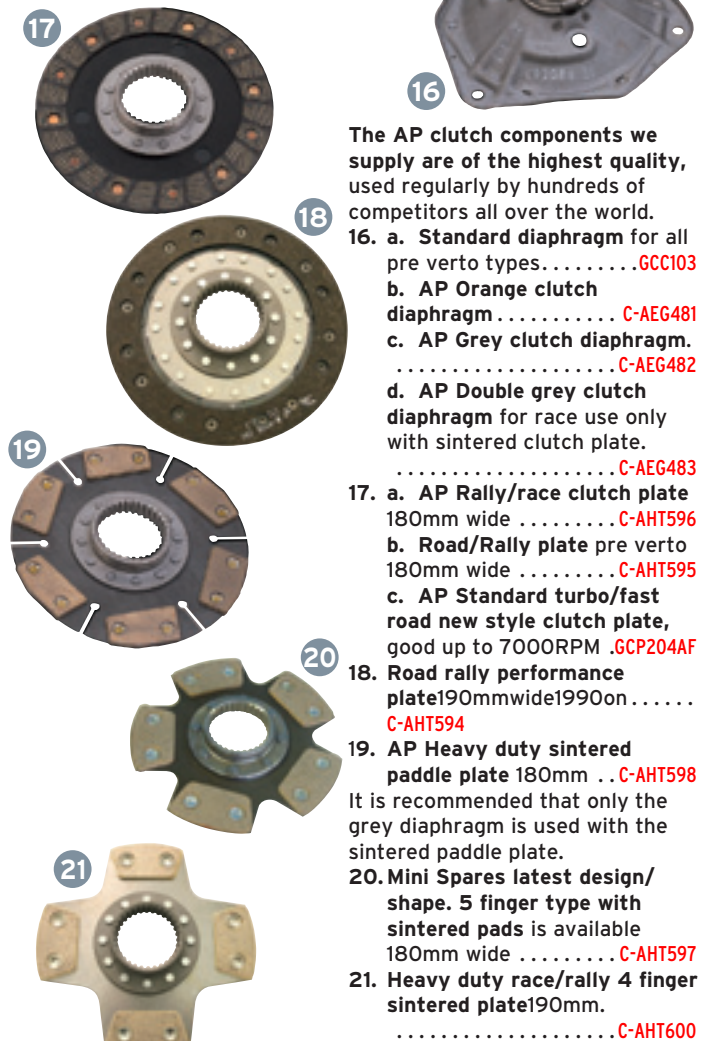
..... 13H2934MS

c. Rovers last design (spring closer to back)

black clutch oil seal. 1992 on LUF10005



Competition Clutch



The AP clutch components we supply are of the highest quality, used regularly by hundreds of competitors all over the world.

16. a. Standard diaphragm for all pre verto types..... GCC103

b. AP Orange clutch diaphragm C-AEG481

c. AP Grey clutch diaphragm. C-AEG482

d. AP Double grey clutch diaphragm for race use only with sintered clutch plate. C-AEG483

17. a. AP Rally/race clutch plate 180mm wide C-AHT596

b. Road/Rally plate pre verto 180mm wide C-AHT595

c. AP Standard turbo/fast road new style clutch plate, good up to 7000RPM .GCP204AF

18. Road rally performance plate 190mm wide 1990 on C-AHT594

19. AP Heavy duty sintered paddle plate 180mm .. C-AHT598

It is recommended that only the grey diaphragm is used with the sintered paddle plate.

20. Mini Spares latest design/ shape. 5 finger type with sintered pads is available 180mm wide C-AHT597

21. Heavy duty race/rally 4 finger sintered plate 190mm. C-AHT600

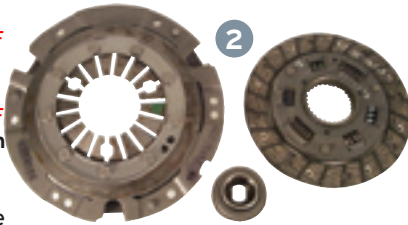




41 Clutch Parts, Slave Cylinders & Turbo Parts

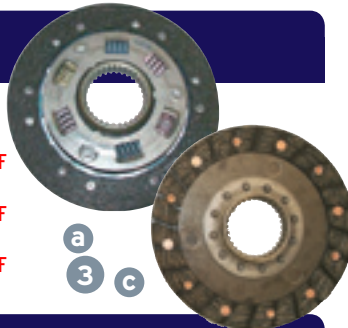
Clutch Kits

- 3 Piece Clutch Kits AP stands for Automotive Products the original manufacturer for all Mini clutches until Valeo were introduced to the 1275cc Verto range from 1990 on
 - 3 piece diaphragm type AP clutch kit. Pre Verto ...GCK100AF
 - 3 piece diaphragm type clutch, but with Valeo plate, Pre Verto..... GCK100MS
- 3 piece AP clutch kit with 180mm wide plate, Verto to 1990 ...GCK151AF
 - 3 piece AP clutch kit with 190mm wide plate . 1990-91..... GCK150AF
 - 3 piece Valeo kit with 190mm plate, 190mm cover, Verto as standard from 1991 on but must be used on all injection models GCK152MS
 - Flywheel & clutch assembly with 190mm plate, for twin point 1996 onGCU90123AF
 - Flywheel & clutch assembly with 190mm plate, for single point 1992-96 GCU90121AF



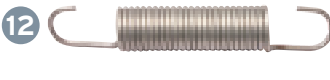
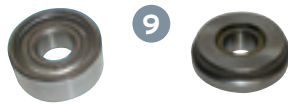
Clutch Plates

- Verto 190mm wide clutch plate, changed to Valeo type from 1275cc from 1990 on .GCP90832AF
 - Verto 180mm wide clutch plate up to 1990 GCP271AF
 - Diaphragm type, pre verto clutch plateGCP204AF



Clutch Release Bearings & Arms

- Long pre verto clutch arm and plunger race kit. Made in EN24T for heavy duty diaphragms, includes special plunger, hardened pin and R-clip.C-22A2204
- Long pre verto clutch arm.
 - Genuine for performance.22A2204
 - Standard use.22A2204MS
- Plunger.....22A180MS
- Short verto clutch arm. DAM5355
- Verto plunger DAM5353
- Release Bearing for use with long clutch arm. Pre verto.
 - Standard.....GRB201
 - Performance GRB201EVO
- Release Bearing. For use with short clutch arm. Verto. GRB239
- Anchor for clutch return spring.2A3601
- Clutch arm return spring.1G5999
- Clutch arm lower large clevis pin.....CLZ628
- Clutch arm upper small clevis pin..... CLZ518



Slave Cylinders

- For Long arm pre verto genuine.GSY110
- For Long arm pre verto non-genuine.....GSY110MS
- Seal repair kit for GSY110 ..GRK4008
- For Short arm vertoGSY118
 - As above non genuine . . .GSY118MS
 - Seal repair kit for GSY118. GRK4001
- Bracket for slave cylinder on verto enginesDAM5992
- Clutch arm push rod 13H396



Turbo Parts

- Bulkhead box, required when fitting a turbo. TURBO
- Reinforced manifold gasket for turbo. GUG704063MG
- Downpipe to fit turbo exhaust outlet. ET3
- Block to turbo oil feed pipe TURB004
- Turbo fuel pump. TURB005
- Fuel pressure regulatorFPR012
- K&N filter clamps onto existing turbo air pipe for use in Mini body.RU-0840
- In car adjustable boost valve..... TURB006
- Dump valve ... TURB007
- Turbo boost gauge. SWG527
- Hose and fitting kit for SWG527LMA001
- Camshaft for turbo. TURB003
- Oil pump for turbo engine GLP110MS



Mini Spares Bushes

The original Deva front bush often wears so Mini Spares came up with a proven alternative for their own use and as an inexpensive replacement. Remove your old bush and fit this replacement floating type, which just slides in without requiring the expense of having it machined concentrically with the top hat rear bush. The reliability of the rear floating bush has been tested in both full race and standard road cars since 1999.

- Mini Spares front fully floating bush. 1275ccC-AEA3240
- Front Deva bush - requires machining after fitment. 1275cc. DAM8889
- Rear top hat bush requires machining after fitment..... 22G109





3 Synchro Straight Cut Gears

GEAR RATIO COMPARISON (3 SYNCHRO GEARS)

	850/997/998	'S' & 998 COOPER	STRAIGHT CUT
1st Gear	3.627	3.2	2.573
2nd Gear	2.172	1.916	1.722
3rd Gear	1.412	1.357	1.255
4th Gear	1.0	1.0	1.0



3 Synchro straight cut gear sets include 2nd, 3rd gear, 1st motion shaft and laygear only, but must be used with original B type 1st/2nd outer track 22A1021 and 22G202 standard reverse gear.

Gears are also kept in stock for the Sprite/Midget box. First gear outer track 22G1118/9 is needed for this set up.

	Mini	Sprite
Kit part number	C-AJJ3371	C-AJJ3319
Laygear 12, 17, 20, 23 teeth	C-22G1047	C-22G1047
2nd Gear 28 teeth	C-22G1049	C-22G1049SPRITE
3rd Gear 24 teeth	C-22G1050	C-22G1050SPRITE
1st Motion 22 teeth	C-22G1048	C-AEG3138
1st Gear Outer Track (not supplied in kit)	22A1021	22G1119

NUMBER OF TEETH

Ratio	Primary Gear	Idler Gear	Input Gear
1-1	24	30	24
1-1	23	30	23
1.0416-1	24	30	25
1.0434-1	23	30	24
1.045-1	22	30	23
1.0869-1	23	30	25
1.09-1	22	30	24
0.958-1	24	30	23
1.136-1	22	30	25

22 tooth primary is for hill climbs, sprints only.
23 tooth primary originally turbo race (Metro)

Evolution Drop Gears

There are a unique eight ratios of straight cut drop gears to replace the standard helical set up, all based around a common idler gear. Produced to accurate specifications and a high quality finish, back lash is reduced to a minimum. This vastly reduces the 'clatter' experienced when using straight cut drop gears from other manufacturers, also making the gears inherently stronger and more tolerable when used

in road cars. The interchangeability greatly reduces the cost for racers of having alternative ratios for different circuits - allowing the optimum gear ratios to be used for each circuit without the need for crown wheel and pinion changes.

NOTE: When fitting to 3 synchro boxes, spacer number C-STR239 is required for the input gear.

To alleviate undue pressure on standard idler gear bearings and thrust washers a twin taper roller or single roller bearing kit is available using a special converted idler gear. The taper type requires specialist installation.

1. Primary Gears.

- a. 24 tooth 1300cc type C-STR124
- b. 23 tooth 1300cc type C-STR123
- c. 22 tooth 1300cc type C-STR122

2. Idler Gears.

- a. 30 tooth - pre A-plus 1/2" shaft C-STR30
- b. 30 tooth - A-plus 7/8" shaft C-STR30A

3. 30 tooth idler gear & taper roller bearing conversion.

- a. Pre A-plus C-STR30T
- b. A-plus C-STR30TA

4. 30 tooth idler with one large central roller bearing conversion.

- a. Pre A-plus C-STR31
- b. A-plus C-STR31A

5. Input Gears.

- a. 23 tooth extra strong. C-STR230
- b. 24 tooth input gear. C-STR240
- c. 25 tooth input gear. C-STR250



4 Synchromesh Straight Cut Gears

Mini Spares are proud to boast that their unique gears are definitely the best on the market in terms of value, quality, design and appearance using original Rover tooling for the speed gears.

GEAR RATIO COMPARISON (4 SYNCHRO GEARS)

	HELICAL			STRAIGHT CUT	
	EARLY 850/998/1100	'S' & 1275GT	A-PLUS	CLUBMAN SET	'ST' SET
1st gear	3.52	3.32	3.64	2.583	2.544
2nd gear	2.21	2.09	2.18	1.711	1.731
3rd gear	1.43	1.35	1.42	1.250	1.258
4th gear	1.0	1.0	1.0	1.0	1.0

Evolution Gears

By using the very latest gear cutting techniques, equipment, Rover tooling and drawings it has enabled top line manufacture of all our gears, allowing Mini Spares to make alternative ratios, namely the 5 speed gearbox and the Evolution Clubman A-plus straight cut gear set.

The Evolution Clubman straight cut gear set has teeth counts that provide a ratio between the old special tuning 3 and 4 Synchro gearsets. This provides a better set for the road and is much favoured by certain participants of motorsports such as rallycross. This set utilises your standard 1st and reverse gear which are already straight cut as standard, which helps to reduce cost.

In A-plus type only C-STN39

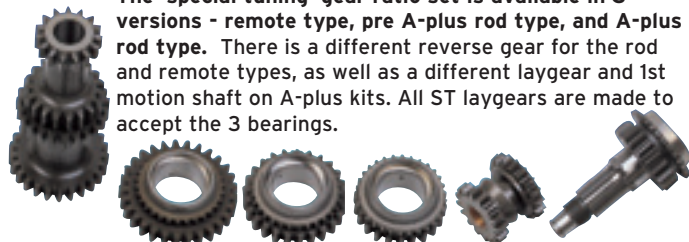
Laygear uses 2 bearings



C-STR291	Clubman 2nd Gear	26 Teeth
C-STR292	Clubman 3rd Gear	23 Teeth
C-STR293A	Clubman 1st motion Shaft	20 Teeth
C-STR294	Laygear	15,19,23,25 Teeth

Original Design Special Tuning Gears

The 'special tuning' gear ratio set is available in 3 versions - remote type, pre A-plus rod type, and A-plus rod type. There is a different reverse gear for the rod and remote types, as well as a different laygear and 1st motion shaft on A-plus kits. All ST laygears are made to accept the 3 bearings.



Straight Cut Gears	Remote Type ST Ratio Gear Kit	Rod Change ST Ratio Gear Kit	Rod Change A-Plus Gear Kit
Part Number for Kits	C-AJJ4014	C-STN76	C-STN77
1st motion pre A-plus, 19 teeth	C-22A1732	C-22A1732	
1st motion A-plus, 19 teeth			C-22A1732A
3rd Gear, 22 teeth	C-22A1733	C-22A1733	C-22A1733
2nd Gear, 25 teeth	C-22A1734	C-22A1734	C-22A1734
1st Gear, 29 teeth	C-22A1735	C-22A1735	C-22A1735
Laygear, 15,19,23,25 teeth	C-22A1737	C-22A1737	
A-plus Laygear			C-22A1737A
Reverse Gear rod Gear	C-22A1736		
Rod Change Reverse Gear		C-STR303	C-STR303

Over 1,000 Straight Cut Gears Sold Annually

Synchromesh Hubs

- 6. 1st/2nd synchronizing hub for 4 synchromesh gearboxes
 - a. Complete hub assembly DAM7455
 - b. Outer track only of DAM7455. DAM7300
- 7. 3rd/4th synchronizing hub for 4 synchromesh gearboxes DAM7456





43 Gearbox, Levers, Gaitors & Mounts

5 Speed Rod Change Gearboxes

The gearcase undergoes extensive modifications plus 58 new linkage and gear modification parts. Modified to a closer ratio by virtue of new redesigned laygear and 1st motion shaft producing 3.282 1st gear, 1.966 2nd gear, 1.283 3rd gear, 1.1 4th gear and a 5th gear ratio of 0.882. Straight cut versions using Evolution Clubman gears produces a 5th gear ratio of 0.865. See gears page for Clubman ratios. Used since 1994 on all applications up to 1380cc (except extra boosted turbos), the strength of the helical cut gear box is dependant on the torque capability of the original 2nd/3rd gears plus the final drive pinion (i.e. 80-85 ft. lb. of torque). Keith Dodd & others used these gear boxes on 1380's & 8port road cars

1. a. 5 Speed complete A-plus gearbox with 3.4 diff. MSG04
- b. 5 Speed complete A-plus gearbox with 3.4 crosspin diff. MSG05
- c. 5 Speed complete Evolution Clubman straight cut. 3.4 diff. ... MSG06
- d. 5 Speed complete Evolution Clubman straight cut with 3.4 crosspin diff. MSG07



Gear Levers, Gaitors & Mounts

Quickshifts are not recommended for 5 / 6 speed gearboxes



2. Reverse gearlock for remote type gear levers to remove possibility of going into reverse in error MS71
3. a. Chrome quick shift gear change for rod change gearbox. Nearly halves lever travel between gear changes. C-22A1751
- b. New improved hi tech version Genuine K.A.D. supplied with an alloy gear knob C-22A1752
4. Chrome quick shift gear change for remote gearbox. Nearly halves lever travel for gear changes C-22A1750
5. Shift Bias Lever. (Rod change only). Makes second to third gear changes smoother and quicker, like most modern-day cars. Fitted to all 5 speeds. MSG12
6. Mounting for the remote control housing 21A956
7. Mounting for rod change gear lever housing 22G2205
8. Remote control housing large rubber plug 22A271
9. Remote housing to gearbox plug 22A285
10. Gaiter 1959 upto introduction of remote control type fits on gear lever base. 22A1380
11. Magic wand gear lever rubber gaiter. 1959 upto introduction of remote control type. Fits onto floor 14A6860
12. Remote type gear lever rubber gaiter. Upto 1973 when rod change type was introduced. 22A608
13. Metal gaiter retainer for above. 14A9942
14. Rod change type gear lever rubber gaiter. From 1973. CZH4278
15. Metal Gaiter retainer for above. FJN10003
16. a. Gear lever black vinyl gaiter. Rod change only. BHH2002
- b. black with red stitching. BHH2002AM

Gearbox Components

17. Over 12 years and 5000 sales have passed since an in-depth analysis was carried out to accumulate the contributing factors to the horrendous wear rates and failures, enabling Mini Spares to produce a new generation of pins that would almost eradicate the problem apart from those caused by poorly machined planet gears. Production tolerances were tied down to exacting specifications with a material and heat treatment upgrade. Planet gear contact area is increased as is the core strength of the pin combining with a finer ground surface to give a very tough and hard wearing component.
 - a. Performance strength diff pin C-BTA166
 - b. Genuine Rover tufrided diff pin 22G2583
 - c. Extra performance strength diff pin. For extra powerful road cars, autotesters and all types of racing where a standard diff has to be used we have developed the same exacting specification pin further by molybdenum coating the planet wheel contact areas. Must not be used with the bushed type planet gears as excessive wear will be created. C-BTA164
18. Bushed Planet Wheel+Diff Pin Kit for performance use. This is the ultimate way of stopping diff pin wear for any use and especially when competition regulations do not allow use of X pin or LSD differential units. The kit contains 2 specially bushed planet gears with thrusts, diff pin and a new securing roll pin C-BTA167
19. Current standard baulk rings produced in sintered metal are not tough enough to deal with the demands of performance usage, in many instances only lasting one race before breakage and other failures. The main reason is the incompatibility of the material specification with the usage to which it is being put. Basically it is too brittle. Mini Spares competition baulk ring is a replication of the steel version similar to those originally fitted and used in the 1960 era. Manufactured in iron, induction hardened and then finished by hand to give an exact fit on the baulk ring cone.
 - a. Steel competition baulk ring for use on Mini Spares Moly coated gears. Order individually C-22A1741
 - b. Standard Rover sintered Order individually 22G2033
 - c. Mini Spares sintered. Order individually 22G2033MS
20. Centre oil pick up pipe. To ensure an uninterrupted supply of oil to the engine during high rpm and hard cornering it is imperative to fit a centre oil pick up pipe. This draws oil from a centralised position at the lowest point of the gearbox, therefore avoiding aeration caused by surge. The internal size of the pick up pipe bore has been optimised along with the filter gauze size and efficiency, so it is now (approximately) double the filter area without restricting pick up flow or compromising fitting. This greatly reduces oil pump and engine damage caused by foreign particles being sucked up the pipe. C-AHT54
It is recommended to fit the extended drain plug DPI.
21. Rod Change Gear Box Leak Fix. Most engine / gearbox oil leaks originate from the gearchange rod seal. One remedy used to be fitting two seals, but this did not support the rod centrally. To overcome this problem an alloy spacer with an 'O' ring fitted centralises the gear change rod and helps restrict oil leaks. The original oil seal is then fitted to stop leaks and then a dust cover as final protection slides over the rod to stop road debris penetrating the seal.
 - a. Gearbox leak fix complete kit .. MSSK050
 - b. Alloy spacer DAM8706
 - c. Seal for above. CDU1563
 - d. Rod change linkage oil seal AHU1672
 - e. Rod change seal gaitor DAM3022
22. Gearbox case linkage bush 13H7286
23. Roll pin punch tool TOOL17





Gearbox Bearings

All bearings are sold individually



Bearing for 1st gear (4 synchro).
AAU1815



Bearing for 2nd/3rd gear.
(4 synchro). **AAU1816**



65mm diameter main shaft
double roller bearing.
AAU1365



4 synchromesh 1st Motion shaft
single roller bearing.
ADU7619



1st motion shaft
needle roller
bearing for 14mm
mainshaft.
CHM172



1st motion shaft
needle roller &
layshaft bearing
for 18mm shaft.
13H9513



Layshaft large
needle roller
bearing for
20mm shaft.
CHM141



Layshaft small
needle roller
bearing for
16mm shaft.
88G396



25.4mm
diameter
3 synchromesh
idler gear bearing.
88G302



27mm
diameter
4 synchromesh
idler gear bearing
Pre A plus. **13H7848**



35mm
diameter
4 synchromesh
idler gear
Torrington bearing A plus,
1996 factory upgrade.
TUK100320



35mm
diameter
4 synchromesh idler conversion
bearing for A plus case to
Pre A plus idler size.
DAM3745



1st motion shaft
nose bearing and
outer track for
clutch case.
AAU8424



Clip for holding
outer track of
nose bearing in
clutch case.
2A3643

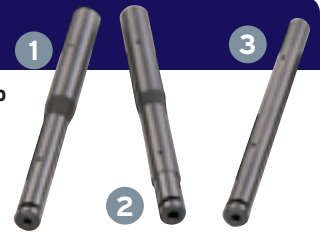


Circlip to hold
bearing on 1st
motion shaft.
CCN110



Differential
roller bearing
except autos.
AHU1856

Layshafts



- 4 synchro layshaft single step pre A-plus **22G931**
 - Competition version of above. **C-22A1738**
- 4 synchro layshaft dual step. A-plus **DAM3187**
 - Competition version of above **C-22A1739**
- 3 synchro hi-grade layshaft **C-22A1731**

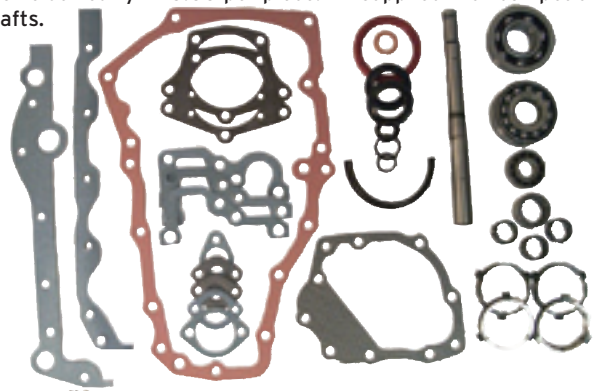
Gearbox Rebuild Kits

Pre A-plus gearboxes have a 14mm wide end on the mainshaft to fit the 1st motion shaft where as A-plus have a 18mm wide end to fit the 1st motion shaft. Some early A-plus and all ST original ratio straight cut laygears were made to take 3 bearings, hence kit **MSG24**
Complete gearbox rebuild kit less differential for a pre A-plus series. **MSG20**
Complete gearbox rebuild kit with differential for a pre A-plus series. **MSG21**

For 4 synchromesh gearboxes with 18mm wide mainshaft A-plus type

Complete gearbox rebuild kit less differential A-plus with 2 bearings on laygear. **MSG22**
Complete gearbox rebuild kit with differential parts for A-plus as above. **MSG23**
Complete gearbox rebuild kit less differential A-plus with 3 bearings on laygear. **MSG24**

The small roller bearings under 1st gear is available as **AAU1815** and for 2nd or 3rd gear, available as **AAU1816**. These are not included because they do not often get checked or changed and are expensive at nearly £20.00 per piece. All supplied with competition lay shafts.



Kits breakdown as follows:

- Above only = **MSG20/22/24** (no diff parts)
- Above + Left + a = **MSG21** (with diff parts)
- Above + Left + b = **MSG23** (with diff parts)

Evolution Diffs



- Evolution cross pin differential, Mini**

Spares have produced the same original and unique X-Pin diff since 1994. It was designed for powerful engines or events where the LSD type was not allowed, or the original differential could not cope and would prove inadequate. Tried and tested on RAC Rally and various hill climbing events **C-AJJ3385**

- Our own world famous Evolution limited slip diff,** designed in 1993 with the latest technology is available as road, rally or race for the Mini and in race form for the Sprite and Midget.

 - Mini Race **C-AJJ3387**
 - Mini Rally **C-AJJ3387A**
 - Mini Road **C-AJJ3387B**
 - Sprite Race **C-BTA1226**
 - Sprite Rally **C-BTA1226A**





45 Diffs, Crown Wheels and Electrics

Diffs & Drive Couplings

Reproduction parts include the 'S' diff side plate, which are essential when using the Hardy Spicer type coupling or LSD output shaft. Mini Spares only produce the 'S' side plate with the extra 'ear' 22G420, so it can be used with No. 5/9 on rod and remote type gear boxes. The studs that fit the output shaft flange are also remade.

1. Diff side plate for standard rod or remote gear box except automatics and Cooper 'S' where Hardy Spicer joints are fitted, fits item number 8 **CHM85**
2. 'S' diff side plate - for original 'S' remote type and rod change gearbox when Hardy Spicer or limited slip differential are fitted, when using No. 5 or 9. **22G420**
3. Diff side cover flange gasket. **22A1611**
4. Diff side cover oil seal.
 - a. All Minis except S and automatic. **ADU5738**
 - b. Cooper 'S' only. **AHU1082**
 - c. Automatic only, pre pot joint. **22A1616**
5. a. Hardy Spicer shaft coupling assembly. When using no. 9 or 'S' output shafts. **27H7880**
 b. universal joint As supplied in no. 5. **GUJ101**
6. Output flange stud. Order individually. **22A1139**
7. Special philidas nut for 22A1139. Order individually. **GFK3431**
8. Inboard CV joint (pot joint) type output shaft for LSD. **C-BTA1263**
9. a. Hardy Spicer coupling type output shaft for LSD (uses 22G420 side plates). **C-BTA1262**
 b. Spacer washer for C-BTA1262. (2 required, not shown). **C-BTA1243**
 c. Retaining clip for C-BTA1262. (2 required). **CCN122**
10. Original rubber coupling including 'U' bolts & nuts. Order individually. **GCD101**
11. Uprated needle roller type coupling. Plastic ends are resistant to oil which causes wear on the GCD101. Including 'U' bolts & nuts. Order as pair. **QL5000**
12. Pot joint (inboard CV) **GCV1102**
13. a. Genuine gaiter kit for pot joint. **GDG234**
 b. Non genuine gaiter kit for pot joint. **BHM7012**
14. Driveshaft small yoke end gaiter pre pot joint. **21A963**



Starter Solenoids / Switches

15. Starter solenoid.
 - a. 3 terminal fits most Minis. **13H5952**
 - b. 4 terminal fits 1983-85. **ADU5728**
 - c. 3 terminal with integral starter push button. **BMK1727**
16. Integral solenoid for pre engaged starter. **NAF10004**
17. Floor start switch. **17H5260**



Crown Wheels



18. Standard helical cut crown wheels and pinions.
 - a. 2.76 crown wheel and pinion **CWP2-76**
 - b. 2.95 crown wheel and pinion **CWP2-9**
 - c. 3.1 crown wheel and pinion **CWP3-1**
 - d. 3.2 crown wheel and pinion **CWP3-2**
 - e. 3.44 crown wheel and pinion **CWP3-4**
 - f. 3.6 crown wheel and pinion **CWP3-6**
19. Semi helical strong competition crown wheel and pinion set (not for LSD)
 - a. 3.46 crown wheel and pinion with 52x15 teeth. **C-BTA1001**
 - b. 3.76 crown wheel and pinion with 64x17 teeth. **C-BTA1002**
 - c. 3.93 crown wheel and pinion with 55x14 teeth. **C-BTA1003**
 - d. 4.07 crown wheel and pinion with 53x13 teeth. **C-BTA1004**
 - e. 4.31 crown wheel and pinion with 56x13 teeth. **C-BTA1005**
 - f. 4.57 crown wheel and pinion with 63x14 teeth. **C-BTA1006**
 - g. 4.67 crown wheel and pinion with 56x12 teeth. **C-BTA1007**
20. Semi helical strong competition crown wheel and pinion set (LSD only)
 - a. 3.46 crown wheel and pinion with 52x15 teeth. **C-BTA1250**
 - b. 3.76 crown wheel and pinion with 64x17 teeth. This is the only true straight cut **C-BTA1248**
 - c. 3.93 crown wheel and pinion with 55x14 teeth. **C-BTA1252**
 - d. 4.07 crown wheel and pinion with 53x13 teeth. **C-BTA1246**
 - e. 4.23 crown wheel and pinion with 55x13 teeth. **C-BTA1251**
 - f. 4.31 crown wheel and pinion with 56x13 teeth. **C-BTA1249**
 - g. 4.67 crown wheel and pinion with 56x12 teeth. **C-BTA1253**

Dynamos, Starters & Alternators

New units are without exchange unless stated.

21. 16/17ACR type new alternator with pulleys upgraded to 45amps to cover all those extra lamps and sound systems you may have fitted. Fitted up to 1980. **GXE2211**
22. A127 type new alternator with pulleys upgraded to 70 amps to cover all the electrics already on your car plus any others you have fitted. Fits cars from 1980 to 1996. **GXE2297**
23. Original alloy heavy duty alternator bracket. Only fits Pre A-plus engines. **C-AHT32**
24. Dynamo for those early cars.
 - a. Exchange rebuilt unit. **GXE3101**
 - b. New unit. **GXE3101N**
25. a. Starter, Inertia type, new. **GXE4404**
 b. Exchange rebuilt unit. **GXE4404F**
26. Pre Engaged starter 1985 on, new. **GXE4527**
27. If you are looking for a lightweight starter with extra and more consistent cranking power, taking up to less than 50% of the running current by the original this is what most motorsport participants use.
 - a. For inertia type starter. **GXE1000**
 - b. For pre engaged type. **GXE1001**
28. Lightweight alternator for motorsport with fitting brackets and tensioner for cars up to 1996. **GXE1003**





Distributors

- Standard distributors.
 - For pre A plus 998 **BAU1962**
 - For A plus 1981-89 **ADU4049**
 - For A plus 1989 on lead free **ADU5789**
- Distributors For 1275cc with electric module.
 - When HIF44 carb fitted **AUU1536**
 - When HIF38 carb fitted **NJC10038**
 - Module only **NJC10001**
- Evolution Distributors. A plus only, convert to a performance distributor with an electric module doing away with contact breakers. Only requires a loom (3d) from distributor to coil.
 - Standard up 276 profile cams..... **C-27H7701**
 - Profiles 285/286/296..... **C-27H7702**
 - Full race profile 310/315..... **C-27H7703**
 - Loom - distributor to coil **YMV10064**
- Distributors for 1275cc SPI fuel injection only **NJC10034**
- Aldon type for performance engines are converted from 45D non-vacuum type distributors with red points. The vacuum type are usually 45/59D with blue points. See table below.
- New 123 Electronic distributor. Features 16 ready programmed switchable advanced curves as standard. Full instructions included and must be read properly. Dwell is microprocessor controlled, depending on coil current. Works with any standard or High Energy coil with a minimum 1 ohm resistance. For all A series engines. See table below.

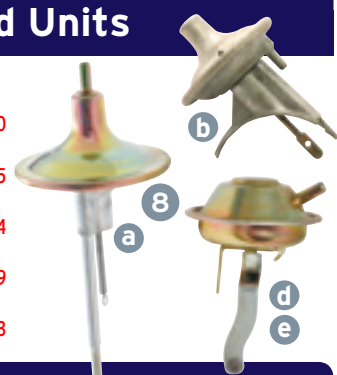


Road/Rally	Pre A-plus	5a. Aldon Performance No Vac Unit	5b. Road Cars With Vac Unit	6. 123 Electronic Ignition	
		ALDONY	C-27H7766	No Vac Unit	With Vac Unit
	A-plus	ALDONY+	C-27H7767		C-27H7773
Race	Pre A-plus	ALDONR			C-27H7770
	A-plus	ALDONR+			C-27H7772
25D	Road / Rally		C-27H7768		
	Original type		GEU930		

- Clip for 45d type distributors. **GDC136CLIP**

Vacuum Advanced Units

- Vacuum advance units.
 - For 25D distributor. **37H3840**
 - For 45D distributor pre 1974. **37H8225**
 - For 45/59D distributor from 1974..... **37H8414**
 - For 1275cc with HIF44 carb. **BAU5309**
 - For 1275cc with HIF38 carb. **RTC3993**



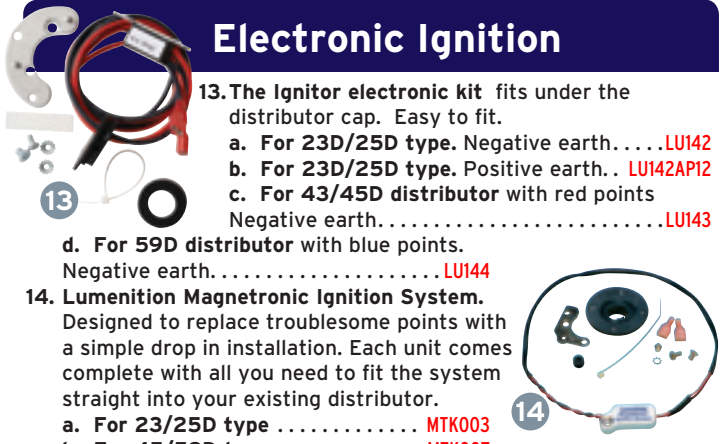
Ignition Covers

- Distributor cover for GDC102 **.8G726**
For other shaped caps on our road or race cars we use the rubber household glove and cut the fingers off to suit and seal on leads.
- Rubber coil cover..... **.8G727**
- One piece electric shield as fitted 1989 on. Will fit earlier models..... **BHM1675**
 - Plastic shield only as above..... **NJT10004**
- Distributor shield clip. Order individually **13H6461**



Electronic Ignition

- The Ignitor electronic kit fits under the distributor cap. Easy to fit.
 - For 23D/25D type. Negative earth. **LU142**
 - For 23D/25D type. Positive earth. . **LU142AP12**
 - For 43/45D distributor with red points Negative earth..... **LU143**
 - For 59D distributor with blue points. Negative earth..... **LU144**
- Lumenition Magnetric Ignition System. Designed to replace troublesome points with a simple drop in installation. Each unit comes complete with all you need to fit the system straight into your existing distributor.
 - For 23/25D type **MTK003**
 - For 45/59D type **MTK007**



Ignition Service Items



	MK1 to 1967 25d side-entry screw-in	MK2/3 to 1974 25d top-entry push-in	Cooper "S" 25d side & top entry	1974 on 45d type with red points	1980 on 59D type with blue points	Turbo 82-84 (originally blue cap)	Electronic distributor 1.3 1990on	Ducellier red type cap distributor	45D side entry conversion
Cap number	a..... GDC102	b..... GDC103	a/b GDC102/GDC103	g..... GDC136	g..... GDC136	g..... GDC136	m..... GDC156	o..... GDC214	s..... GDC142
Contact set	c..... GCS2101	c..... GCS2101	d..... GCS3001	h.. GCS2118 (red)	i . GCS2261 (blue)	N/A	N/A	p..... GCS119	N/A
Condenser	e..... GSC2111	e..... GSC2111	e..... GSC2111	j..... GSC2109	j..... GSC2109	N/A	N/A	q..... GSC2113	N/A
Standard Rotor	f..... GRA2101	f..... GRA2101	f..... GRA2101	k..... GRA2114	k..... GRA2114	l..... GRA2130	n..... GRA2143	r..... GRA2123	t..... GRA2128
Performance Rotor	f..... GRA101	f..... GRA101	f..... GRA101	l..... GRA2130	l..... GRA2130	l..... GRA2130	N/A	N/A	N/A

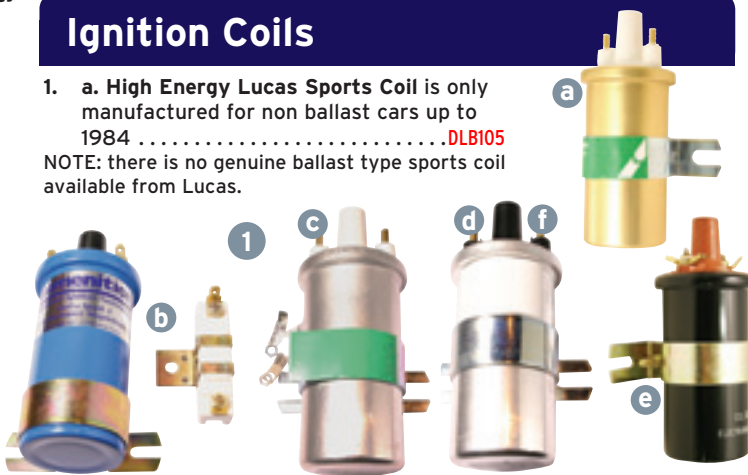




47 Ignition, Plugs, Leads & Switches

Ignition Coils

- High Energy Lucas Sports Coil is only manufactured for non ballast cars up to 1984DLB105
NOTE: there is no genuine ballast type sports coil available from Lucas.



NOTE: Body colours may vary to those shown.

- High Energy Lumenition Sports Coil for use with Lumenition Magnetric ignition modules. It has a separate ballast supplied WHICH MUST BE USED and is suitable for all Minis except injection. DLB111
 - Standard Coil for up to 1984 non ballast cars.GCL216
 - Coil for ballast ignition 998cc 1984-1989GCL217
 - Coil for 1275cc ballast type.GCL143
 - Unipart equivalent of GCL143 1990 on - Standard in Japan.GCL211
 - Twin point injection coil.GCL204
- Stainless steel coil bracket8B12397
 - Stainless steel coil cover and bracket.8B12398



NGK Spark Plugs

- On NGK plugs the higher the number, the cooler running the plug. On a good engine the plug will foul/ blacken up if running on too cool a plug. If the plugs foul/blacken up when fuel mixture is correct, the plug temperature is too cool. Copper core plugs give better ignitability and cold weather starting, which gives a more complete combustion, that in turn provides better engine performance.

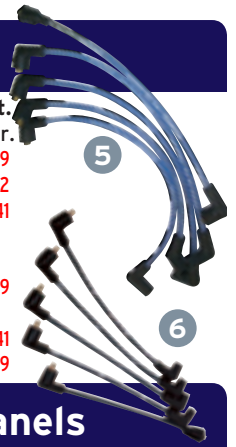


Engine	Copper Core Projected Nose	Copper Core Non Projected Nose when High Compression	Gold Palladium Non Projected Electrode Nose Good ignitability on low voltage	Gold Palladium Non Projected Electrode Nose
850/998	BP5ES	N/A	N/A	N/A
998/1275	BP6ES	N/A	BP6EV	N/A
Tuned Road	BP7ES	B7ES	BP7EVX	B8EVX High Compression and Turbo
Highly tuned/ Road Rally	BP8ES	B8ES	N/A	B9EV High Compression and Turbo
Race	BP9ES	B9ES	N/A	
Eight Port	10mm C8E Road 8 Port		10mm C9E Race 8 Port	

- Recommended Spark Plug Use.** Plugs denoted by V have gold palladium centre electrodes which give good ignitability and only require low voltage. Vehicles with electronic ignition require Resistor plugs denoted by an R in the part number. They offer protection to engine management systems, car radios and telephones. Check manufacturers notes for plug gap size. Catalyst cars usually require 2 thou more gap. These resistor plugs have copper core projected nose.
- Single point Injection cars plus 998/1275cc standard use.BPR6ES
 - Tuned single point plus 998/1275cc tuned fast road... BPR7ES
 - Twin point injection plus V groove and 998/1275cc. ..BPR6EVG

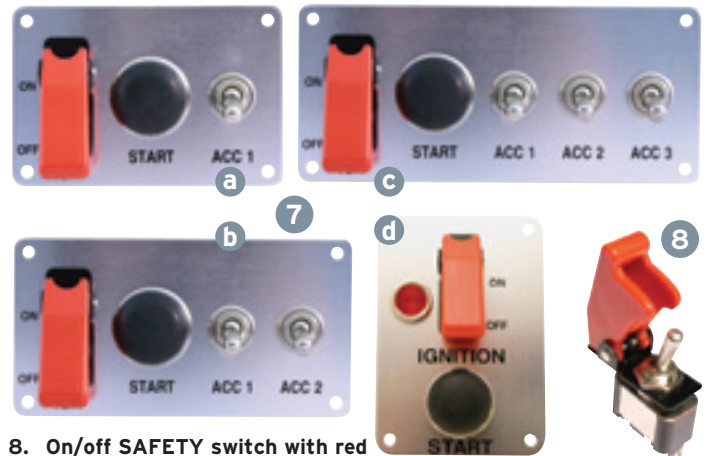
Silicon Lead Sets

- Lumenition silicon hi conductivity lead set.
 - Blue 8mm, all cars except twin point car.BLS529
 - Red 7mm, except twin pointHV22
 - Blue for twin points only.BLS541
- Genuine Rover / Unipart lead sets
 - High performance 8mm thick silicon lead setC-27H7779
 - Double silicon 6mm lead set in black.GHT241
 - Twin point ignition lead set.GHT289



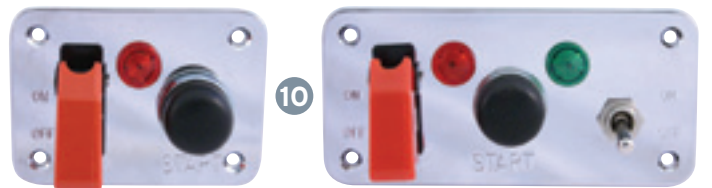
Safety Switches and Panels

- On/off SAFETY ignition switch with starter button and switches. Supplied with wiring.
 - with 1 accessory switchMSA344-1
 - with 2 accessory switches.....MSA344-2
 - with 3 accessory switches.....MSA344-3
 - Only On/off ignition switch and starter buttonMSA343



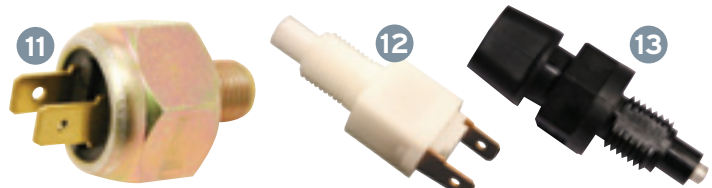
- On/off SAFETY switch with red safety cover onlyMSA345
- Switch with LED end. Available in yellow, green, blue and red.
 - MSA351LA
 - MSA351LG
 - MSA351LB
 - MSA351LR

- On/off SAFETY ignition switch with starter button and warning light. Wiring not included.MSA336
 - as above with extra accessory switch and green warning light. Wiring not includedMSA337



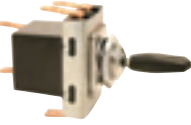




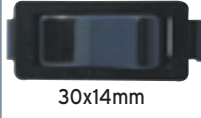




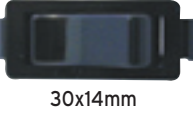
Brake Safety Switches

- In line brake safety switchC16062A
- Brake switch under pedal.13H3735
- Brake failure switch in master cylinderAAU1752A







Switches

Flick type switches mk1/2 early mk3 blade connectors on rear	HEADLAMP SWITCH  5 blade.....1H9077	WIPER  4 blade.....2A9129	IGNITION  5 blade.....13H337	BARRELL  Fits 13H337 24G1345
MK3 1969-76 Blade connectors on rear 41x26mm (except where stated)	HEADLIGHT  3 blade.....13H6342	WIPER SWITCH  Single speed 3 blade.....13H6343	WIPER SWITCH  Twin speed 4 blade.....13H6444	HEATER FAN SWITCH  30x14mm 2 blade... YUF101090
MK4 on 1976- 2000 pin connectors now rounded on rocker part of switch 32x24mm (except where stated)	HEADLAMP SWITCH  3 pin.....ADU4778	HEADLAMP SWITCH  3 pin..... YUF101030	HAZARD SWITCH  6 pin..... YUF101660	FOG LAMP SWITCH  2 pin.....ADU4791
	HEATED REAR WINDOW SWITCH  2 pin..... YUF101680	BRAKE SYSTEM TEST SWITCH  2 pin..... YUF101650	HEATER FAN SWITCH Pre 1996  30x14mm 2 blade... YUF101090	HEATER TWIN SPEED SWITCH 1996 on  30x14mm 3 blade....YUF101410

Wiring Looms & Cables



8 PVC



9 BRAIDED

WIRING LOOMS	8 PVC	9 BRAIDED
MK1 Mini floor start with dynamo 850	5L322	5L191
MK1 Mini Deluxe and Cooper with dynamo	5L224	5L503
MK1 Mini and Cooper with alternator	5L670	
MK1 Cooper S with dynamo		5L518
MK1 Cooper S with alternator		5L672
MK2 Mini and Cooper	5L594	
MK2 Cooper S with dynamo	5L832	5L691
MK2 Cooper S with alternator		5L692
MK3 Mini with alternator 1000cc 1972-5	HAM2174	
MK3 Cooper S with dynamo	5L954	
MK3 Mini to 76 with alternator	5L1331	
MK4 Centre speed, 3 clock 78-9	AN124	
1275GT pre 76 with alternator	5L1334	
1275GT 76 on	HAM1200	
Loom checkmate Mini	YMC10654	
Mayfair Side repeaters 86 on Mini with servo pre engaged starter 86-88	AN154	
Mini with servo pre engaged starter 88-92	HAM4385	
Mini van 72-75	HAM4626	
	AN109C	

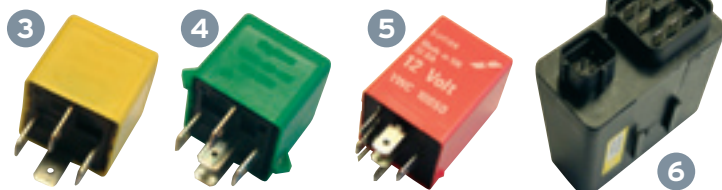
These are our popular stock items for early cars but we keep a larger range and many available to order

10. Wing Side Repeater Loom 1986 on.
.....AFU3358



- The only courtesy light switch available as fitted to saloons from 1996 onYUE100470
- Steering/ignition lock as fitted from 1976 on.....BHM7107

Relay Switches



- Yellow multi fitment relay to fit single point fog/spot lamps and alarm, twin point head light, fog/spot lamps, indicators, fan, oxygen sensor, starter and alarm. Fit as required YWB10012
- Green relayYWB10032
- Pink relay dim/ dip controlYWC10050
- a. Engine relay, single point injections.....YWB10022
- b. Engine relay, twin point injectionsYWB100970
- Relay, intermittent wiper for twin point DMC001352EVA

Battery Ancillaries



- Battery box cover5L877
- a. Battery bolt 6mm long pre 1990. 5L1158
- b. Battery bolt 8.5mm long extra thread 1990on YJH100010
- a. Battery bolt 5.5mm long pre 1990. 5L1159
- b. Battery bolt 7.5mm long extra thread 1990 on YJJ100040
- Strap for battery cover 14A7776
- Battery bar HAM2457

Battery Leads








- Battery cable lead.
 - 1985-90. 134" longAAU1089
 - 1990 on. 127" long..... YTA10037
- Solenoid to inertia starter cable.....5L925
- Engine to earth strap 5L1137
- Battery earth strap.....5L888MS
- a. Battery terminal positive.....TERM-P
- b. Battery terminal negativeTERM-N



49 Circuit Breakers, Fuses, Stalks & Horns



Fuses

- Control boxGEU6603
- a. 4 Fuse box square type 1976-96 (with cover, less fuses).RTC440A
b. Fuse box cover square.518995A
- a. 2 Fuse box from 1959-76 (with cover less fuses).....606253A
b. Fuse box cover505158A
- Glass inline fuses to 1996.  2amp.... GFS02
- Spade type fuses from 1996.  5amp.... GFS05
 15amp GFS15
 25amp... GFS25
 35amp... GFS35

Circuit Breakers

Fitment of a general circuit breaker which isolates the battery from all electrical equipment has become mandatory in nearly all forms of Motorsport. Switch has to be accessible from inside and outside the car. The external trigger should be located on the windscreen scuttle panel - preferably on the driver's side. It should be clearly marked by a red flash in a white edged blue triangle with a base of at least 12cm.

- Circuit breaker-battery line onlyMW003
- FIA appendix requirement cut out with special diode protection device to allow switch off whilst the engine is running without damaging the electrical equipment (ie. alternator, electronic ignitions, etc.)MW002
- Safety stickers. Required for competition especially indicating circuit breaker..... PP8
- Immobiliser and isolator kit for battery. Ideal for leaving car standing with battery fitted, preventing discharge and a very effective immobiliser..... MW004



Indicator Cowlings




-  10. Cowling for MK1 with green end indicator arm 8G6027
-  11. Cowling for MK2/3 without steering lock hole 8G6035
-  12. Cowling for MK4 1976 on with steering locks BHM7085

Indicator & Hazard Units

- | | | | |
|---|---|---|---|
| Indicator MK1 & 2 | Indicator MK3 1970 on | Hazard up to injection | Indicator & hazard injection cars |
|  GFU2103 |  GFU2218 |  GFU2507 |  GFU2208 |

Horns

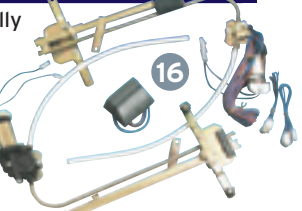
A working car horn is not only a necessity it is also a legal requirement in England and most other countries. Many are interchangeable, high or low tones are available. Check how many terminals for multiple fitting.

-  13. Single spade terminal with open trumpet.
a. High toneGGE101
b. Low toneGGE102
-  14. Twin spade terminal with open trumpet.
a. High toneGGE164
b. Low toneGGE165
c. High & low tone pair with relay (better sound)..... LMA782
-  15. Air Horns with Red Trumpets. FD2P

Indicator / Wiper Stalk Units

LEFT	RIGHT
1967 - 1976 MK2 1967-69 had bullet terminals now use 13H7779 with spade terminals and modify wires.	Indicator  13H7779
1976 - 1984 UK Wipers	Indicator  21A2658
NOTE: In 1984 the UK became standardised with Europe. For 1985 - 89 use below	
1976 - 1989 EURO Indicator	Wipers  37H8286
1989 - 1996 ALL Indicator	Wipers  BAU5346
1996 Twin point on Indicator	Wipers  XPE100420PMP

Power Window Conversion

-  16. Electric Window Kit. Designed specifically for the Mini (pre door crash bar 1997on) where windup windows are fitted. The kit can be fitted to later models but needs professional fitting and is a very tight fit. The complete kit for 2 doors has all the necessary parts and full instructions.MSSK2000

Central Locking Conversions

-  17. Sadly lacking on the latest Mini, the kit can be fitted with the electric window kit to give an up to date feeling. The kit will not activate remotely with the alarm fitted by Rover as standard. MSSK2001
-  18. This kit will enable the passenger door to be locked/unlocked when the key is turned in the driver's door and vice versa. The addition of the alarm interface kit (No.3 Page 50 attaches directly), will enable full remote control locking and unlocking of both doors. Suitable for all Minis with factory remote control alarm systems. MSSK2004





Wiper Delay

1. This wiper delay conversion kit will allow normal fast and slow wiper operation, but if you operate the 'flick-wipe' twice in succession it will 'learn' the delay between each flick and then allow intermittent wipes using this time delay.



The delay can be anything between 2 and 20 seconds. A rapid double flick will terminate the sequence. Also, operation of the screen wash will initiate a slow wipe for three wipes of the screen. Installation involves only three wires, can be installed in a few minutes **MSSK2005**

Dash Illumination

Dash illumination & lights-on chime.

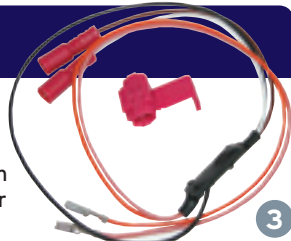
2. This upgrade will enable you to illuminate your dash switches to save you fumbling in the dark. The kit also adds a lights-on chime to avoid leaving your lights on and draining the battery.



The kit will allow the brake test switch, the rear screen heater switch, the fog light switch, and the hazard warning switch to be illuminated when the main lights are on. It will also sound a reminder chime if the door is opened when the lights are on and the ignition is off. **MSSK2007**

Alarm Interface

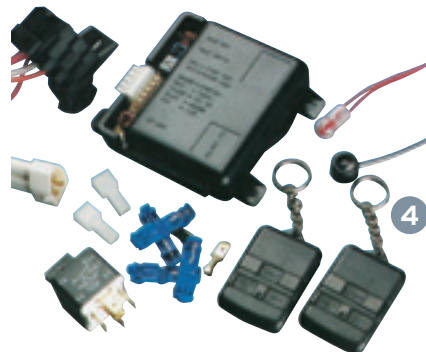
3. Remote central locking upgrade for factory R/C Alarm. By adding this alarm interface kit to the central locking kit (page 49 No 17/18) you can operate the central locking using your existing Rover alarm remote control.



(Fits MSSK2000 & MSSK2001, but designed to fit MSSK2004 without modification to the wires). The kits are suitable for all Minis equipped with factory remote control alarm systems **MSSK2006**

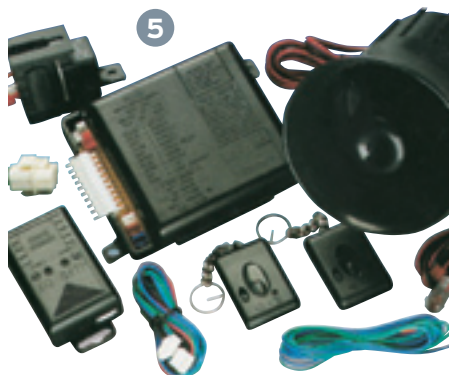
Keyless Entry & Alarm

4. Keyless entry kit. For use with the central locking kit (page 49 No 17/18). Apart from the ease of locking and unlocking your car, the kit can be used with the ignition on as extra security. Not compatible with Rover alarms.



..... **MSSK2002**

5. Remote Control Alarm or Keyless Entry System when used with MSSK2001 (Page 49 No.17). The kit has ten security features, which can be turned on/off by accessing the programme mode. All the usual alarm features including anti-car jacking.



..... **MSSK2003**

Rear Lamps



Replacement rear lamps - complete with lenses, back plate, gasket and bulbs.

	Right Hand	Left Hand
6. a. Replacement rear lamps MK1	13H223	13H222
b. Replacement indicator lens MK1	47H5362	47H5355
c. Replacement brake lens MK1	47H5363	47H5358
d. Screws for lens per lamp (3)	47H5360	47H5360
7. a. Replacement rear lamps MK2/3	13H6479	13H6480
b. Replacement lens MK2/3 complete	37H4838	37H4837
8. a. Replacement rear lamps MK4 on	XFB101200	XFB101210
b. Replacement brake lens MK4 on	XFJ10026	XFJ10027
c. Replacement reverse lens MK4 on	XFJ10028	XFJ10029
9. a. Replacement white lamps MK4 on	XFB101200WHITE	XFB101210WHITE
b. Replacement white lens MK4 on	XFJ10026WHITE	XFJ10027WHITE

Rear Lamp Lenses



10. Pair of upper white lens, correct bulbs and gaskets to stop water damage. **MSSK034**

11. White lens kits as shown with correct bulbs, either uppers only or a complete car set (Clear lens kit does not fit Altissimo lamps).
 - a. MK4 - 2xlens rear upper, lens kit with bulbs **MSSK035**
 - b. MK4 - 4xlens rear upper & lower kit with bulbs. **MSSK036**



12. Rear lamp lens as fitted to many up market imported cars so commonly seen on our roads today. They give a chrome jewel look and are complete with seals, bulbs, fitting instructions and separate reflectors. **BL10L69**

Reversing Lamps

13. Universal reverse lamp 140mm wide 75mm high. **MSA1116**
14. Universal reverse lamp 83mm wide 75mm high **RL015**
15. Reverse lamp switch for pre rod change gearboxes. **GAE131**
16. Reverse lamp switch for rod change models (72 on), fit into gearlever housing. **GAE191**



Stop Lamp



17. Genuine Rover High level stop lamp. **XFN100160**



51 Lighting & Lamps



Number Plate Lamps



- MK1 "D" type number plate lamp.
 - In chrome metal... **BHA4153**
 - In plastic chrome... **BHA4154**
- Black plastic number plate lamp... **83H335**
- Chrome metal bootlid number plate lamp... **8B12501METAL**
- Lens and bulbholder for No.6. Order individually... **PRC1230A**

White Indicator Kit

White indicator lens kit for cars from 1986-1996 which includes two orange bulbs and caps for side repeater lens bulbs. All parts available separately



- Clear front lens... **CDU3374W**
 - Orange indicator bulb... **GLB343**
 - Side repeater lens... **AHU2592W**
 - Orange repeater bulb... **GLB501A**
 - Complete kit - for cars from 1986-1996... **MSSK028**
 - Complete kit - for cars with early front lens (20)... **MSSK028E**

Side Repeaters

- Side repeater as fitted to Mini Special (and export Austin 1100/1300 models)... **AAU3296**
- Bulb holder, without wiring for side repeaters... **DCP8004**
- Side repeater lamp, standard fitment from 1986 on.

Red	Blue	Clear	Amber	Smoke
AHU2592R	AHU2592B	AHU2592W	PRC9916A	AHU2592S

 - Side repeater chrome rim. Chrome over brass for better shine. Order individually... **8B12394**
- Wing Side Repeater Loom 1986 on... **AFU3358**

Headlight Kit

Lighten up and improve your vision. If you have not already converted to halogen type lamps you really need to purchase this kit which contains all the parts required except the headlamp backing bowl S5400. The light units are the same as those fitted to later minis but have chrome backed dome for better reflective qualities.

- R/H/D complete kit which has left hand dip... **S4698B**
 - L/H/D complete kit which has right hand dip... **S4699B**
 - Replacement headlamp unit for RHD... **S4700**
 - Replacement headlamp unit for LHD... **S4701**

See also S6072 Free form light unit (No 5 on Page 52)

Rear Fog Lights

- Genuine Rover type fog lamp with bracket 115mm wide 75mm high.

Lamp Only	With bracket
a. For R/H of car... XFE10006	... XFE10006MS
b. For L/H of car... XFE10006	... XFE10007
- Universal fog lamp 140mm wide 75mm high... **MSA1115**
- Universal fog lamp 83mm wide 75mm high... **RL014**



Front Indicators

- Outer securing rim for pre 1986 indicator lamps... **7H5182**
 - Stainless steel version of 7H5182... **7H5182MS**
- Rubber gaiter... **508162**
- Correct original clip to hold lamp to front panel... **AK606021**
- Screw to hold lamp to clip... **GFK2256**
- Original glass orange front indicator lamp... **2A9013**
 - Plastic orange front indicator lamp... **CHM13**
- Indicator front lamp white plastic... **CHM13WHITE**
 - Side lamp and Indicator front lamp combined with clear glass lens... **1B9100**
 - Side lamp and Indicator front lamp combined with clear plastic lens... **1B9100MS**
- These lenses all fit No. 18 & 19.
 - Original orange glass lens only... **37H520**
 - Plastic orange lens only... **37H8130**
 - Clear glass lens... **37H6928**
 - Clear plastic lens... **37H6928MS**
 - Red glass lens... **37H5531**
- Front indicator lamp 1986-1996 (pre twin point).
 - Complete lamp with orange lens & cable... **AFU3389**
 - Complete lamp with white lens & cable... **AFU3389WHITE**
- Replacement lens for No. 21, with 2 screw holes.
 - Orange lens only... **CDU3374**
 - White lens only... **CDU3374W**
- Front indicator for twin point Cars (1996 on).
 - Plastic twist-on lamp holder... **XBD100670**
 - Orange offset pin bulb for this lamp... **GLB344**
- Front indicator chrome rim. Chrome over brass for better shine. Fits No.21 & 23. Order individually... **8B12395**





Headlamp Units

Many of the headlamps fitted to the Mini over 40 years of production are now obsolete. Only the following light units and sealed beams are readily available. It is advisable to try and update to modern halogen quadoptic when changing.



- THE FOLLOWING ARE UK Right Hand drive with left hand dip.**
1. a. Sealed beam unit only with pilot light facility 13H3471A
 b. Sealed beam headlamp assembly with outer rim BHM7198
 2. Wiring loom with pilot light holder for sealed beam BAU2111
 3. a. Quadoptic halogen bulb type lamp only from introduction in 1992 on.....XBC104430
 b. Bulb holder sidelight for XBC103430/10 S6005
 4. Quadoptic halogen headlamp assembly, with self levelling motor less rim. from 1996 on.....XBC103780
 5. Brand new Free Form light unit with clear Polycarbonate lens but the backing bowl is specially designed to reflect the beam and give better penetrating light. Designed to take the original H4 halogen bulb and with sidelight fittings they are supplied less bulbs. Unlike all the other fancy new headlamps such as angel eyes these are E marked and road legal in the UK - R/H/D with left hand dip only S6072

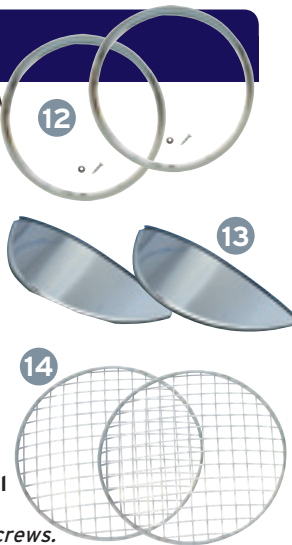
- THE FOLLOWING ARE EURO Left Hand drive with right hand dip.**
6. 700 series L/H/D EURO bulb type lamp only.27H5981A
 7. Quadoptic halogen bulb type lamp only.XBC103410
 8. Quadoptic halogen headlamp assembly, with self levelling motor less rim. 1996 on XBC105230
 9. Xenon blue upgrade bulb for H4 quadoptic GLB472X

10. Plastic headlamp bowl with inner retaining ring, body to lamp seal and fitting kit make this an inexpensive rust free replacement for the old metal typeS5400
11. Metal headlamp bowl only.MS14

Headlamp outer rims

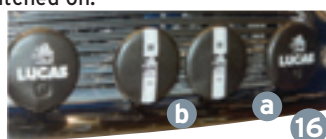
12. a. Genuine chrome outer rim with screw fits all except twin point injection cars 1997 on.....500929
 b. Mini Spares own stainless steel version to fit all cars500929MS
 c. Mini Spares own chrome over brass original type quality to fit all cars.17H5143
 d. Genuine chrome outer rim for 1997 on twin points, which have different location screw hole DHF100060
 e. Stainless steel replacement screw and fibre washer for rims RTC465
13. 60's style stainless steel headlamp peaks Orderpairas8B12399
14. Protect your lamps with stainless steel wire mesh guards. .OrderpairasSTONEGUARD

Note: All rim are now supplied with fixing screws.



Lamp Covers

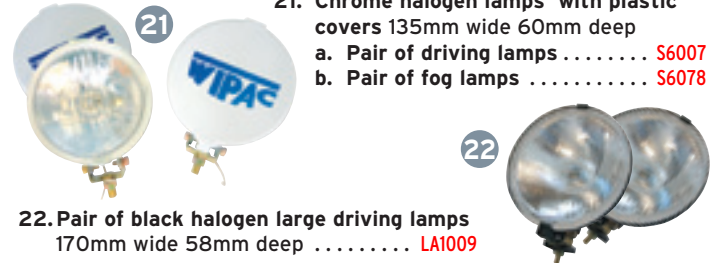
15. Genuine Rover tinted plastic spot/fog lamp covers with Cooper emblem. Pair . . .XBV100300
16. Auxiliary fog lamp covers. Protection for spot & fog lamps, to the original Lucas design incorporating the small clear window to show if lamp remains switched on. Order individually (per lamp).
 a. Lucas Q 6" (152mm) .. MSL2010
 7" (178mm)MSL2040
 b. Lucas Lion 6" (152mm) MSL2025
 7" (178mm)MSL2030



Auxiliary Lighting



17. Original Rover driving lampXBN10008
18. Original Rover fog lamp XBJ100280
19. Original type Rover brackets when 2 lamps are fitted and for two central lamps on Twin point injection with 4 lamps ..XBU10044
20. Reinforced bracket to stop outer lamps vibrating on twin point cars. Caused by front panel valance vibrating.
 a. Twin Point outer lamp bracket - Right HandXBU100640
 b. Twin Point outer lamp bracket - Left hand XBU100650
21. Chrome halogen lamps with plastic covers 135mm wide 60mm deep
 a. Pair of driving lamps S6007
 b. Pair of fog lamps S6078



22. Pair of black halogen large driving lamps 170mm wide 58mm deep LA1009

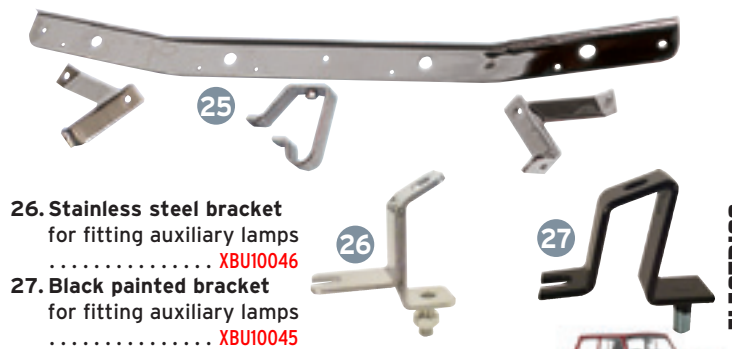
Halogen auxiliary driving lamp kits		26. Stainless Steel Bracket	27. Black Bracket
		XBU10046	XBU10045
21. Chrome with covers 135mm wide S6007	2 Lamps	MONTE1	MONTE1BLACK
	4 Lamps	MONTE3	MONTE3BLACK
22. Large black 170mm wide ...LA1009	2 Lamps	MONTE2	MONTE2BLACK
	4 Lamps	MONTE4	MONTE4BLACK

23. Pair of black halogen lamps 160mm wide 63mm deep. Can be used as a budget replacements for items 17&18.
 a. Driving lampsRL020
 b. Fog lamps. RL021



SAFETY FEATURE

24. When fitting spot or fog lamps we recommend you use a wiring and relay kit for safety available as a kit with instructions RLFK200
25. Heavy duty lamp bar as fitted to the Abingdon Special Tuning cars. Bar and 3 support brackets keep the lamps stable under any condition. We recommend you use a single lamp bracket for each lamp or this ST works type bar which mounts to the valance and front panel. This reduces the vibration, which would make the extra lights ineffective. (as present in other bars offered that straddle the original two single brackets).
 a. Stainless steel copy of original ST Works bar C-AJJ3329
 b. Lightweight version, black powder coated finish MSA1101



53 Wipers, Motors and Washer Bottles



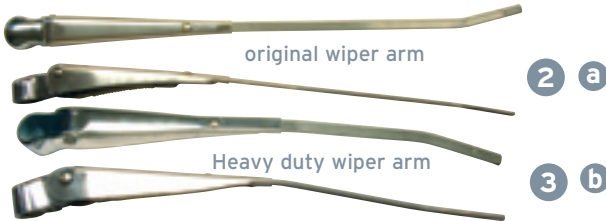
Wiper Ancillaries

1



Note: All wipers & arms are sold individually unless stated.

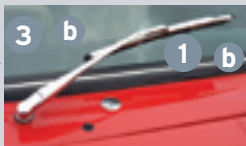
1. a. **Stainless steel bayonet fitting 10" wiper blades** brighten up the car giving the original 60's-70's look. Will not fit hook type fitted from 1990 on unless arms and blades are changed. . **GWB219**
 b. **Heavy duty 11" upgrade** of above. Only accepts new heavy duty arms (no.2b & 3b) **GWB220**
2. a. **Stainless steel bayonet type wiper arm** that park on the right hand side, as per all MK1/2 Mini's to 1970. This also fits left hand drive MK3 Mini's 1970 on **.13H5626**
 b. **Heavy duty upgrade** of above. Only fits **GWB220** **.13H5627**



3. a. **Stainless steel bayonet type wiper arms** that park on the left hand side as per all MK3 Mini's from 1970 on. This also fits left hand drive MK1/2 Mini's to 1970 **.13H5629**
 b. **Heavy duty upgrade** of above. Only fits **GWB220** **.13H5630**

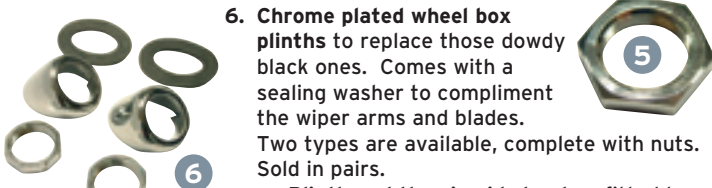
WIPERS THAT REALLY WIPE!

Most stainless steel wipers available are not adequate at wiping the screen properly because they flex and lift when the car is in motion. To combat this problem Keith Dodd has developed an 11" blade heavy duty kit with the arms 2mm wider and 1mm thicker, with a correct strength spring to keep the blades against the screen.



Order the HEAVY DUTY UPGRADE for these parts (1b & 2b/3b)
 Note: The wiper motor/cable and wheel boxes must be in good condition.

4. **Eight sided chrome nut** that fits the wiper wheel box that the wiper arm slides on to. This is for the 32 tooth wheel box fitted from 1970. **.37H7738**
5. **Six sided chrome nut**, fits wiper wheel box that the wiper arm slides on to. This is for the 22 tooth wheel box as fitted to MK1/2 Minis **.37H6316**



6. **Chrome plated wheel box plinths** to replace those dowdy black ones. Comes with a sealing washer to compliment the wiper arms and blades. Two types are available, complete with nuts. Sold in pairs.

- a. **Plinth and the six sided nut** as fitted to MK1/2 Minis **Orderpairs37H6042C**
 b. **Plinth and the eight sided nut** as fitted to MK3 Minis from 1970 on. . . **Orderpairs37H7201C**

7. **Mechanical push button windscreen washer pump** as used on Minis and MG/Sprites. **GWW102**
8. **Chrome twin washer jet with nut fixings** **GWW801**
9. **Chrome single jet with nut fixing** **GWW810**
10. **Black plastic twin jet with nut fixing** for MK1/2. **MS389**
11. **Black plastic single jet** For 'D' shaped locating hole, push fit 1980 on. (can be used on 1970-80 Mini but hole might need modifying. **GWW1080**
12. **Stainless steel wiper arm hole plug**. Thief proof, correct dome shape. **Orderindividuallyas8B12396**



Mini Spares Brightwork Kits

13. Brightwork kits include wiper arms, blades, escutcheons, nuts, twin jets and wiper hole plugs.
 a. **10" blade kit for MK3 R/H/D and left hand park** - includes 1a,3a,6b,8 and 12 car set **MSSK029**
 b. **Heavy duty 11" blade kit for MK3 R/H/D / left hand park** - car set of 1b, 3b, 6b, 8 and 12 **MSSK031**
 c. **10" blade kit for MK3 L/H/D and right hand park** - car set of 1a, 2a, 6b,8 and 12 **MSSK030**
 d. **Heavy duty 11" blade kit for MK3 L/H/D right hand park** - car set of 1b, 2b, 6b, 8 and 12 **MSSK032**
14. **Pair of uprated arms and blades only**.
 a. **Wipers parking on Left Hand kit** - RHD MK3 or LHD for MK1/2. **MSSK033LEFT**
 b. **Wipers parking on Right Hand** - LHD MK3 or RHD for MK1/2. **MSSK033RIGHT**



Wiper Motors & Gear

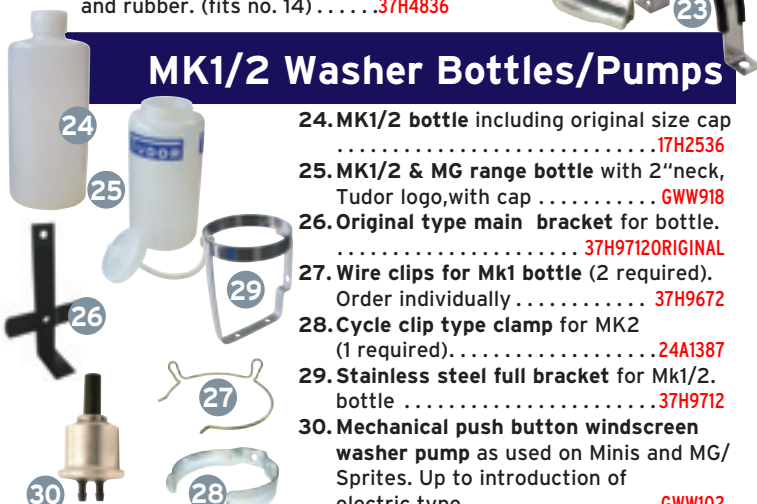
15. **Windscreen wiper motor MK2** on including all twin speed and intermittent wiper configurations (includes parking switch no.17). **.GXE7708**
16. **The plastic wiper motor parking switch** **.520160A**
17. **Replacement socket and loom** to fit 520160A **.520161**
18. **Ferrule between motor and cable tube**. **.37H3694**

Switches and Looms

19. **Windscreen wiper rack cable** for all Minis (MK1 was originally shorter). **.RTC202A**
20. **Outer casing for wiper cable**.
 a. **Fits Mk1/2 Minis** **.AAU1909A**
 b. **Fits Mk3 Minis** **.AAU1908**
21. **Wiper wheel box MK2 on** including all Clubmans, with 32 teeth, with spacers and metric 8 sided nut. Order individually **.37H7200**
22. **Wiper wheel box for MK1/2 Minis** they used this longer shaped 22 tooth box requires 6 sided nut, not supplied **.37H6100**
23. **Stainless steel wiper motor strap and rubber**. (fits no. 14) **.37H4836**

MK1/2 Washer Bottles/Pumps

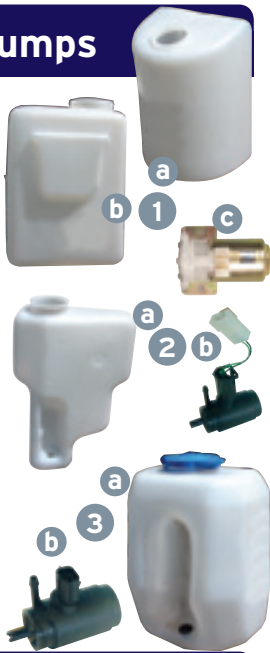
24. **MK1/2 bottle** including original size cap **.17H2536**
25. **MK1/2 & MG range bottle** with 2" neck, Tudor logo, with cap **GWW918**
26. **Original type main bracket** for bottle. **.37H9712ORIGINAL**
27. **Wire clips for Mk1 bottle** (2 required). Order individually **.37H9672**
28. **Cycle clip type clamp** for MK2 (1 required). **.24A1387**
29. **Stainless steel full bracket** for Mk1/2 bottle **.37H9712**
30. **Mechanical push button windscreen washer pump** as used on Minis and MG/Sprites. Up to introduction of electric type **GWW102**





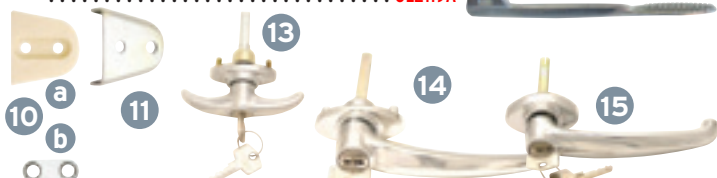
Washer Bottles and Pumps

- 1 Litre capacity MK3 (alternative to GWW907)..... **GWW906**
 - 1.7 Litre capacity will fit earlier cars if enough space..... **GWW907**
 - Windscreen remote electric washer pump to 1980 **GWW125**
- Washer bottle that has integral electric pump as fitted under bonnet, 1989-92 pre injection cars (Uses pump GWW1192)..... **GWW940**
 - Windscreen electric washer pump fits GWW935 except twin point injection **GWW1192**
- Washer bottle takes integral electric pump. Fitted under bonnet 1981-88 and in the boot on injection cars 1991 onwards (uses pump GWW1192 for pre twin point & GWW1116 for twin point injections on) **GWW935**
 - Windscreen electric washer pump (fits bottle GWW935 twin point injections 1997 on)..... **GWW1116**



MK1/2 Classic Door Parts

- Door pocket alloy kick plate.
 - R/H **14A7176**
 - L/H **14A7177**
- Door check straps.
 - Red. Order individually..... **14E4289**
 - Grey. Order individually **14E4290**
 - Black. Order individually..... **ALE1221**
 - Green. Order individually **14E4291**
- Check strap bracket on body, two per car. Order individually **14A6745**
- Strap retainer, recessed screw holes, four per car. Order individually... **14A764**
- Door pocket stiffener plate, two per car. Order individually..... **14A6744**
- Check strap screws, 8 per car less nuts. Order individually..... **SG604073**
- Nylon dove tail guide for door. Order individually..... **14A6833**
 - Stainless steel plate to protect dovetail screws..... **14A6834**
- Retainer guide plate for dovetail on doorframe. Order individually.... **14A6835**
- Interior door handle. Spoon handle. **GLZ119A**



All door / boot handles have locking barrel & keys.

NOTE: No plain handles are available

- Original T-type boot or van rear door handle sometimes requires square shank to be shortened for correct fitment..... **14A7194**
- Pre 1966 door handle. Order individually. **24A1140**
 - Pre 66 Kit 2 door 1 boot handle **24A1140KIT**
- Post 1966 door handle. Order individually **24A2083**
 - Post 66 Kit 2 door 1 boot handle **24A2083KIT**
- Safety boss MK2 handle **24A1834**
- Seal for safety boss **24A1835**
- Door handle seal. These very important seals should be renewed at regular intervals to prevent water getting into panelwork ultimately causing rust. Order individually **ADA3817**
 - For boot handle seal. Order individually... **CZH1747**



Sliding Window Catches

- Front plastic window catch R/H..... **24A1194**
 - Front plastic window catch L/H..... **24A1195**
- Rear plastic window catch R/H..... **24A1196**
 - Rear plastic window catch L/H..... **24A1197**
- Sealing gasket for window catch. Order individually **24A1198**
- Chrome boss to window catch. Order individually... **14A8151**
- Fibre washer for chrome boss. Order individually. **14A7065B**
- Chrome headed screw for boss. Order individually. **RMP307**
- Complete car set. 4 catches and ancillaries..... **MSSK015**



MK1/2 Classic Door Parts

- Original type MK1/2 internal door pull cable for sliding window type doors. Order individually... **14A6889**
- MK1/2 door pocket moulding. Both Sides. Order individually..... **24A1169**



- The current correctly moulded rubber upper window channel **14A7167**
- The vertical seal correct shape and cut out for the rear sliding window. For L/H **EAM8531** For R/H **EAM8530**
- Lower solid cloth/rubber channel with drain and screw holes as originally fitted **24A88**
- Chrome window catch runner that locates lower sliding channel. For L/H **24A1304** For R/H **24A1303**
- Screws for above. Order individually **GHF400**

Money Saving Kits

- Complete channel kit comprising items 27, 28, 29, 30 & 31. For L/H **MSSK023** For R/H **MSSK022**
 - As above excluding chrome window catch runner item 30. For L/H **MSSK021** For R/H **MSSK020**

Stays & Hinges - MK1/2

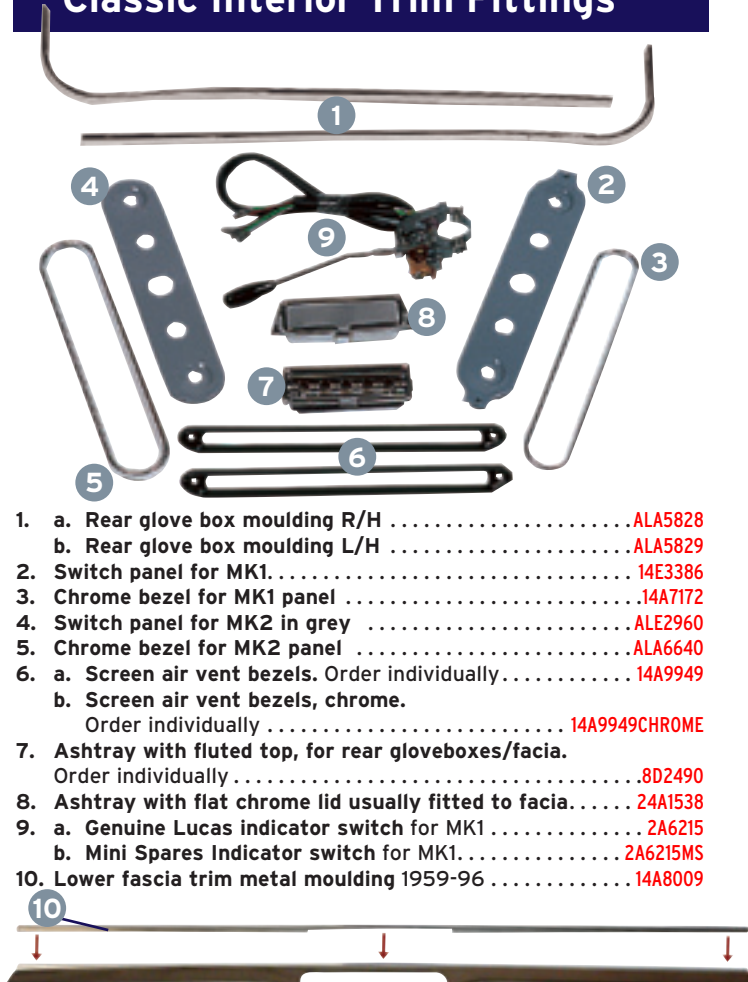
- Original 1960's accessory metal door stay kit. Car set..... **BG5401**
- Door hinges, bare (zinc alloy with stainless steel fittings) for all Minis with external door hinges.
 - Set of four hinges **14A6818K**
 - Upper R/H hinge **14A6818**
 - Upper L/H hinge **14A6819**
 - Lower R/H hinge **14A6820**
 - Lower L/H hinge **14A6821**
 - Small gasket for hinges to 'A' Panel. Order individually **BMP135**
 - Large gasket for hinges to Door. Order individually **sALA7844**
- Replacement door hinge pin. Order individually **37H3044**
- Replacement door hinge bush. Order individually **37H3043**
- Single hinge repair kit (one 34 & one 35 together). **MS15**
- Tool for fitting & removing the bush from the external hinges **TOOL15**
- Old hinge pin removing punch **TOOL16**



55 MK3 Door Fittings & Interior Fittings



Classic Interior Trim Fittings

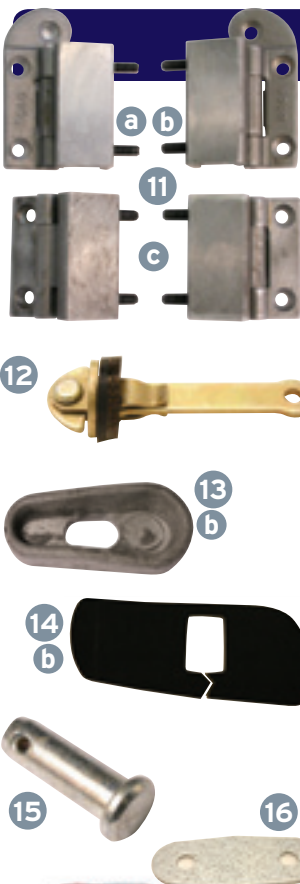


- 1. a. Rear glove box moulding R/H ALA5828
b. Rear glove box moulding L/H ALA5829
- 2. Switch panel for MK1. 14E3386
- 3. Chrome bezel for MK1 panel 14A7172
- 4. Switch panel for MK2 in grey ALE2960
- 5. Chrome bezel for MK2 panel ALA6640
- 6. a. Screen air vent bezels. Order individually 14A9949
b. Screen air vent bezels, chrome.
Order individually 14A9949CHROME
- 7. Ashtray with fluted top, for rear gloveboxes/facia.
Order individually 8D2490
- 8. Ashtray with flat chrome lid usually fitted to facia. 24A1538
- 9. a. Genuine Lucas indicator switch for MK1 2A6215
b. Mini Spares Indicator switch for MK1. 2A6215MS
- 10. Lower fascia trim metal moulding 1959-96 14A8009

MK3 Door Fittings

MK3 Interior Door Hinges

Wind up window doors 1970 on.

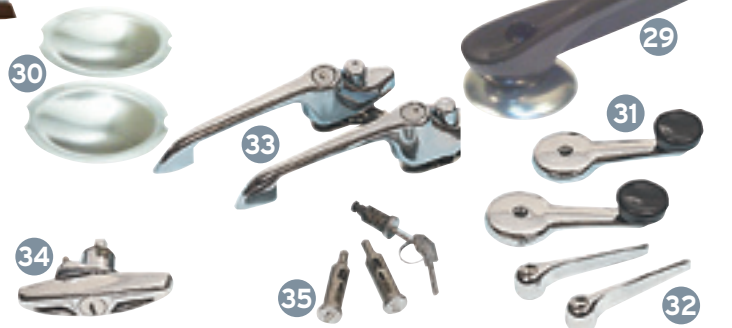


- 11. a. Top right hand hinge. Genuine
Order individually CZH202
Non genuine.
Order individually CZH202MS
- b. Top left hand hinge. Genuine.
Order individually CZH203
Non genuine.
Order individually CZH203MS
- c. Bottom door hinge either side.
Genuine. Order individually. . CZH212
Non genuine.
Order individually CZH212MS
- e. Complete car, door 4 Hinge kit,
(Money saver).
Genuine MSSK017
Non genuine. MSSK017B
- 12. Door stay for MK3 saloons 1970
on. Order individually. ADA5671
- 13. Door stay grommet.
a Right Hand CZH4052
b Left hand. CZH4053
- 14. Door stay seal 1986 on.
a. R/H. Order individually CGE10038
b. L/H. Order individually CGE10039
- 15. Clevis pin for door stay.
Order individually CLZ412
- 16. For door hinges you might need
these shims to align your doors
correctly or use as a template.
Order individually ALA6381

MK3 Door Handles



- 17. Ten piece chrome on alloy door set including G281
bezels as above and a set of chrome latch plates. Car set MSA507
- 18. Complete car set of 6 handles in polished alloy.
(includes 19, 20 and 21) MSA1129
- 19. Polished alloy window winder handle. Order pair MSA1130
- 20. Polished alloy door open handle. Order pair MSA1131
- 21. Polished alloy door pull/grab handle. Order pair MSA1132
- 22. Winder handle bezel in chrome plastic to replace OE black type.
Order individually G281
- 23. Door lock plate escutcheon pair, chrome on plastic. SP226
- 24. Door lock plate surround bezel in stainless steel (shown on
plastic escutcheon - not supplied) - pair MSA1133
- 25. a. Original Mini plastic winder
handle. Order individually CZA7109
b. Flanged screw for winder
handle. ZKC3317
- 26. Spring loaded knob - alternative
winder handle fitted as a safety
spec from 1982 on approx.
Fits all Minis.
Order individually YXX3199PA
- 27. Special size screw for fitting
above. Order individually. ADU8081
- 28. Finishing plug - grey only.
Order individually YXX3200LNF
- 29. Mini interior plastic door opening
handle as fitted to models up to
1997. Order individually JPC8387PA



- 30. Door scoops - to stop those unsightly scratches made by finger
nails, rings etc. These are made only for wind up window type
doors and fit in the dish behind the door handle. Simply loosen
off the exterior door handle and slide them in place. Sold in pairs.
Stainless steel scoops 8B12500
- 31. Chrome plated metal window winder handle.
Order individually G282
- 32. a. Chrome plated metal door opening handle. Can be fitted as
it is or pull the old chrome escutcheon off your original plastic
handle and push on back of chrome type, to cover the door liner
hole. Order individually G283
b. Long screw with small head needed on late cars. CMZ312
- 33. Outer chrome door handles from 1970 on are available
separately or as a 3 piece kit, including the boot handle. They
have matched barrels and key numbers.
a. Complete 3 piece kit CZH1785
b. R/H door handle and key CZH886
c. L/H door handle and key. CZH887
d. Fixing screw needed for later models CZH887
- 34. Rear boot handle, from 1970, with barrel and key JRC2844
- 35. a. Lock barrels. When any of your barrels wear or have different
numbers, why not replace both door and boot barrels with a
matching set of 3 BARRELSET
b. Replacement retaining clip for barrels PFR109





Window and Door Mouldings

- Upper window moulding as per original Cooper and 'S' MK1/2 in stainless steel for sliding windows only, without fixings.
R/H14A9773 L/H14A9774
- Upper window moulding manufactured to fit MK3 wind up window doors only in same original shape - supplied with 13H743 fixing rivets.
R/HMS67 L/H MS68 Set with clips MS66
- Lower window outer moulding as per original for Cooper and 'S' MK1/2 in stainless steel for sliding window only.
R/H... 24A341 L/H...24A342 Special clip for above 13H525
- Interior moulding and seal for all wind up window models. Fits either side. (clips EYC10048, 5 required).
Order Individually EJU10003
b. Pair of EJU10003 with clipsMSSK2102
- Outer door moulding and seal for wind up windows 1970 on as original on Cooper 'S' and MK3 upto the introduction of black protective end caps. (Clips are ADH3809 4-5 required).
R/H...CZH1666 L/H ..CZH1667 Set with Clips.....MSSK2100
- Same as No. 4 but with protective black ends from 1981 on, outer window moulding with seal. (clips ADH3809. 4-5 needed).
R/H... PAM1014 L/H .. PAM1015 Set with ClipsMSSK2103
- Complete car sets of door mouldings with clips.
a. Pair of CZH1666/7, a pair of EJU10003 & clips MSSK2101
b. Pair of PAM1014/5, a pair of EJU10003 & clipsMSSK2104
- The wind up door window sits on two support rails.
a. Right hand front and left hand rearALA5746
b. Left hand front and right hand rear ALA5747
c. One door set of rails ALA5745
d. Packing rubber to support glass in rail 24A948
e. Door set of window rails and rubbersMSSK2105

Window Channels MK3

- Upper door channel seal for wind up windows only.
a. Genuine Right HandPAM3076
b. Genuine Left Hand PAM3077
c. Budget Right HandPAM3076MS
d. Budget Left Hand PAM3077MS

Door Sill Plates

- Stainless steel polka dot pattern kick plates which fit to inner sill and protect door seal getting damaged. These were originally fitted to MK1 models but will replace later plastic type as fitted to date. These will compliment the doorstep sills as below14A7270
- Set of stainless steel plain sill guards..... 14A7271

Pedals & Pads

- Race/Rally alloy pads for clutch and brake, sold as a pair.A200017
- Mini accelerator metal pedal for vehicles pre 1976..... A200015
- Latest 1997 specification Rover look-a-like bolt on accelerator pedal for vehicles 1976 to 1996..... A200016
- Latest clutch/brake heavy duty easy fit, better anti slip rubber pedal pad, introduced in 1990 can be used for vehicles 1976 on. Order individually..... SZU10001
- Original clutch/brake pedal pad, as fitted from 1976 up to the introduction of SZU10001 pad. An inexpensive alternative. Order individually GPR107
- Hexagonal pedal rubbers - ribbed in Mini/Union flag style.
Black.....GPR107BLACK
Blue.....GPR107BLUE
Yellow.....GPR107YELLOW
RedGPR107RED
- Clutch/brake pedal pad as fitted up to 1976, also used as accelerator pad for vehicles 1976 on - Sold individually.
Black.....GPR104
Blue.....GPR104BLUE
Yellow.....GPR104YELLOW
RedGPR104RED
- Accelerator rubber pedal pad for vehicles pre 1976.GPR105

Windows

- To RAC specifications, 4mm Acrylic perspex kit, less windscreen, for 1970 on MK3 C-WIN0001
- Polycarb is stronger and more resilient (virtually indestructible). To RAC specifications 4mm Polycarb window kit, less windscreen for 1970 on MK3.C-WIN0002
- Laminated Windscreens for pre 1997 Twin point.
a. Clear glass 24A2236
b. Sundym light green tintCZH4048
c. Sundym light green tint heavy top tint as shown.....MS85
- Electrically heated front screen as used on Monte Carlo rally cars and all competition cars.....MS86
b. Tinted top tint laminated heated front screen as above MS87
c. Modern heated front screen with hidden elements MS86A
- Heated rear screen.
a. Mk1 only 14A7056HEATED
b. MK2/3 on 13H7323
c. Sundym Mk2/3 onCZH4013

NOTE: Glass is for customer collection only





57 Mirrors & Number Plate Fixings

Interior Mirrors



1. 6" wide polished metal/chrome interior mirror for all pre 1997 Minis (not Twin Point Injection)MSA1147
2. Only mirror available from Rover. Stick on type, except MPI 1996 on.....CTB100060

White Cooper Mirrors



3. Plastic Mirrors with Old English White back
 - a. R/HCRB10184MS
 - b. L/HCRB10185MS
 - c. Car setGS25320

Plastic Door Mirrors

4. Black plastic door mirrors as fitted from 1980 on.
 - a. R/H.....JPC9848MS
 - b. L/H.....JPC9849MS
 - c. Car set.....GS25319
5. Mirror base screw covers.
 - a. R/H.....EAM4158
 - b. L/H.....EAM4159



Domed Mirrors

6. Stainless steel domed mirrors.
 - a. R/H.....GAM112
 - b. L/H.....GAM113
 - c. Car setGS25317



Classic Torpedo Shaped Mirrors

7. Chrome classic shape torpedo mirror for wing fitment only.
 - a. With flat glassGAM105
 - b. With convex glassGAM105C
8. Alloy classic shape torpedo mirror for wing fitment only.
 - a. With flat glassGAM106
 - b. With convex glassGAM106C
9. Chrome classic shape torpedo mirror originally redesigned by Keith Dodd for "door" fitment only to give full adjustment and vision not achieved by using GAM105/6. These mirrors are 'handed'. These mirrors are supplied with only a universal fitting kit (M99985) to fit any car without any original mounting holes, i.e. MK1 & MK2 Mini.
 - a. R/H door with flat glass.....GAM107
 - b. R/H door with convex glassGAM107C
 - c. L/H door with flat glass.....GAM108
 - d. L/H door with convex glass.....GAM108C



10. This chrome plinth and escutcheon was fitted on production cars from 1970-80 with the GAM215A (no. 10) chrome mirrors fitted as standard, it also accepts the torpedo mirror.



It is also used as a universal fitting kit and the hole centres for the plinth are 55mm wide. Order kit asCZH3521

11. For cars between 1980-2000 which had plastic mirrors a fitting kit is available to use existing bolt holes which enables fitment of mirrors No. 7 and 11.
 - a. Fitting kit for R/H door.....M90999
 - b. Fitting kit for L/H door.....M90997



Door Mirrors



12. Polished stainless steel door mirror complete with plastic fittings, as fitted upto 1980.
 - a. R/H mirror with flat glassGAM215A
 - b. L/H mirror with flat glassGAM216A
 - c. R/H mirror with convex glass.....GAM217A
 - d. L/H mirror with convex glass.....GAM218A
 - e. R/H mirror with flat glass, black metal bodyM68990E
 - f. L/H mirror with flat glass, black metal bodyM68991E

To fit these mirrors to cars 1980 onwards which had plastic mirrors, use fitting kit M90997/9 (no. 11).

Tex Wing Mirrors



13. Original Tex round chrome mirror as used in the 1960's.
 - a. Round chrome mirror with convex glass.....8G8731
 - b. Round chrome mirror with flat glass8G8710
14. Original Tex classic alternative oval shape to the round mirror in the 1960's.
 - a. Classic shape chrome mirror with convex glassM50201
 - b. Classic shape chrome mirror with flat glassM50211
15. Original Tex classic quadrangle shape from the 60's.....M50301
16. Tex chrome short straight arm. Fits either side.....M16007
17. Tex chrome angled long straight arm. Fits either sides..M16009
18. Tex chrome long curved arm. Fits either sideM16008



Number Plates



19. Original hanging number plate in black.....14A6468
20. Number plate buffer. Only fitted on MK1/2 with 14A6468.14A7625
21. a. R/H bracket/hinge for number plate14A6466
b. L/H bracket/hinge for number plate14A6467
22. Black front number plate Original small number plate as per MK1 where numbers were attached or stuck on. This will not accept later one piece plastic number plate. ..14A8455
23. Stainless steel backing plate for latest legal size plastic number plates as used on UK cars. The outer rim is polished to smarten up the front or rear of any MK3 on car or as applicable. Order individually8B12390
24. Plastic number plate surround. Looks good but not as solid as using stainless steel No. 22.MSA0213



Enter your Mini pictures into our photo competition.

see details at www.minispares.com



Body Seam Mouldings

Body Seam Mouldings in Stainless Steel

1. Should be used with later type stainless steel clips BMP128MS, which do not rust like the originals. These seam mouldings not only brighten up the car but are rust free and cheaper than genuine original replacement items. Available as a front kit and separate rear kit.

- a. For a pair of front8B12400
- b. For a pair of rear 8B12401
- In plain metal (as standard).....Genuine
- c. Front fits R/H & L/H..... BMP127BMP127MS
- d. Rear R/H BMP124 BMP124MS
- e. Rear L/H..... BMP125 BMP125MS



Non Genuine

2. Roof trim. 1 Roll of specially shaped plastic trim sufficient for one saloon/sedan roof.

- a. Silver.....MT632
- b. Black.....MT633

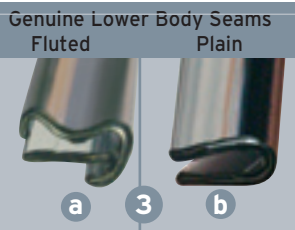


Roof moulding, pre shaped black original as factory fitted by Rover from very late 1979 on. (supplied in 2 halves).

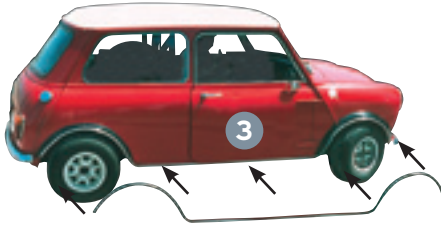
- c. Right handYGA1106
- d. Left hand YGA1107
- e. Joining clips (front & rear). Order individuallyDBE10006PMD

3. Silver coloured lower plastic body seam moulding. For better fitting we recommend genuine

- | | | |
|------------------------------|-----------------------|----------------------|
| | Genuine Chrome | Bright Silver |
| | Type | |
| a. Fluted type as MK1/2..... | GZF105A | GZF105MS |
| b. Plain type as MK3on | GZF107A | |



Genuine Lower Body Seams Fluted Plain



Rear Mudflaps

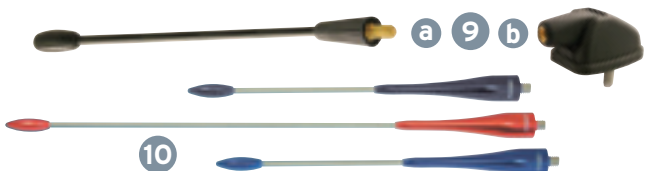
These are made to fit all saloons from 1984 onwards or any year when the Mini special plastic arches are fitted, tailored to fit with these arches only. Sold in pairs.

- 4. With the Mini Cooper laurel emblem.CAT10044
- 5. With the word 'Mini' emblem.AJM164
- 6. With the latest Mini logo emblem.CAT100870



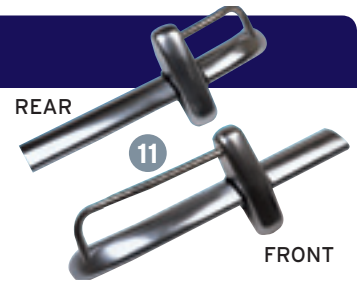
Aerials

- 7. Wing mounting telescopic aerial.....MSA1118
- 8. Roof aerial for the 60's look. Stainless SteelMSA1119
- 9. a. Replacement roof aerial antenna as fitted standard from 1996 XUJ100070
- b. Base for roof aerial as fitted from 1996..... XUF000020
- 10. Anti Theft Aerial. Chrome & anodised 'staybright' aluminium aerials. includes 2 rods that can be cut down to any size. Fits all cars with screw in aerials 1996 on.



Bumpers

Mini Spares manufacture all the classic overriders, corner bars and bumpers in stainless steel with the correctly pressed holes and shapes to original specification. All parts are available separately or in kit form.

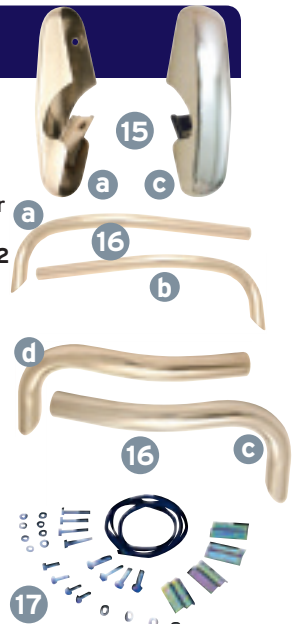


- 11. Original kit complete with bumpers, corner bars, overriders and all fittingsMS25
- 12. Front and rear kits of overider and corner bars, but less bumpers where purchasers wish to drill their own stainless steel bumpers. Reverse lamps fitted from 1983 on will have to be relocated using bracket MSSK024. (not shown).
- a. For cars pre 1997 or late Coopers with 2 spot lamps only. Less bumpers MSSK025
- b. Cars with 4 spot lamps or 1997 on, a different front kit with shorter corner bars is used with the original rear kit. Less bumpers MSSK026
- c. Front kit only for cars with 4 spot lamps or 1997 on, has shorter corner bars. Less bumpers MSSK027
- d. Front kit only for cars with 4 spot lamps or 1997 on, has shorter corner bars. With bumpers.....DPZ100270
- 13. a. Stainless steel bumper with holes for corner bars. Can be ordered individually14A9871
- b. Genuine Rover stainless steel bumper. (without holes). Order individuallyDPB10166
- c. Budget chrome bumper. Order individually14A6779MS
- d. Budget stainless steel bumper. Order individually .DPB10165MS
- 14. Clubman front bumper CZH600



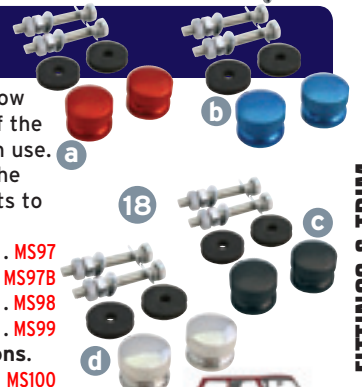
Overriders

- 15. a. Stainless steel overider with hole for right hand front or left hand rear. Order individually.....14A9923
- b. Stainless steel overider with hole for left hand front and right hand rear. Order individually.....14A9924
- c. Plain stainless steel overider for MK2 without holes. Order individually.....14A8738
- 16. a. Right hand front corner bar stainless steel. Order individually14A9877
- b. Left hand front corner bar stainless steel. Order individually14A9878
- c. Right hand rear corner bar stainless steel. Order individually14A9919
- d. Left hand rear corner bar stainless steel. Order individually14A9920
- 17. a. Fitting kit for MK1 corner bars and overiders. (As supplied in MS25). Order individuallyMSSK010
- b. Fitting kit for MK2 overiders only.MSSK011



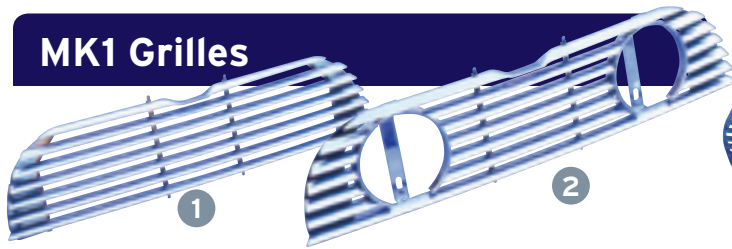
Grille Fixings

- 18. Quick release grille buttons. Allow immediate access to the front of the engine bay. Ideal for competition use. Two holes need to be drilled in the front panel and grille for the bolts to be fitted.
- a. Red alloy buttons.....MS97
- b. Blue alloy buttonsMS97B
- c. Black buttonsMS98
- d. Chrome buttonsMS99
- e. Lightweight aluminium buttons.MS100

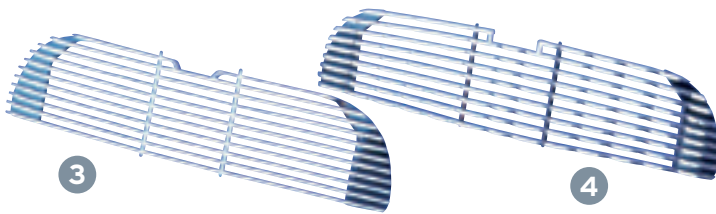




MK1 Grilles



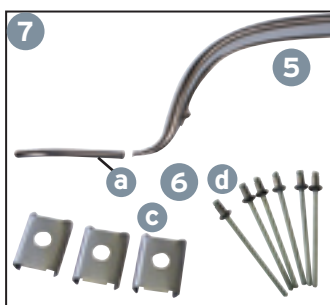
1. a. Stainless steel Morris Cooper grille24A2158
 b. Above grilles with retro surround kit 14A7780 ... 24A2158KIT
 c. Full top slat for internal bonnet release. Retro look ..24A2159
 d. Full top slat with retro surround kit 14A7780.....24A2159KIT
 e. Internal bonnet release kit. See No.11GS130273
2. Stainless steel grille with 6" lamp hole8B12506



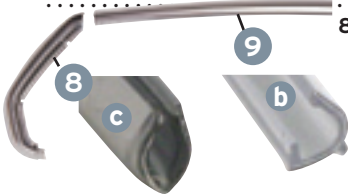
3. a. Grille as fitted to Austin MK1 Cooper and 'S'.....24A198
 c. Above grilles with retro surround kit 14A7780 24A198KIT
 b. Full top slat for internal bonnet release. Retro look. . .24A199
 b. Full top slat with retro surround kit 14A7780 24A199KIT
4. Grille as fitted to Austin MK1 Minis, known as the wavy line grille because of its shape14A7299

Grille Mouldings

5. Original chrome over brass MK1 moustache surround, redesigned to also fit all current genuine front panels and our grilles for a retro look. See No.7 for complete car kit. 14A7781RETRO

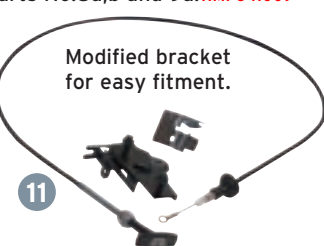


6. a. R/H end moulding for MK1 moustache 14A7782
 b. L/H end moulding for MK1 moustache 14A7783
 c. Moustache clips in stainless steel (3 required per moulding). Order individually ADA3583
 d. Pop rivet for the clip (3 required per moulding). Order individually RA608076
7. Complete MK1 surround and fitting kit. Includes No. 5 and all 6.14A7780

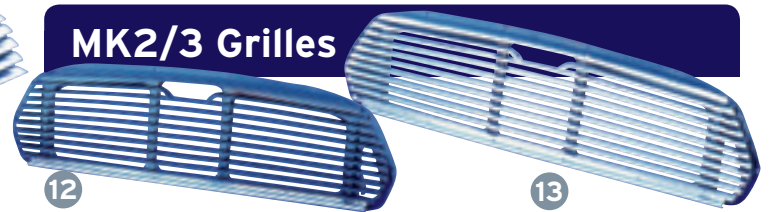


8. a. R/H grille moulding 1967 MK2 on.....ALA6508
 b. L/H grille moulding 1967 MK2 on.....ALA6509
 c. Plastic finisher to fit between side moulding and body. Order individually.....37H8108
9. a. Grille top moulding (fitted to bonnet) MK2 1967 on.....ALA6559
 b. Plastic finisher to grille top moulding. Order individually24A2708
10. Grille surround kits MK2 on.
 a. Complete car set of mouldings & trims. Includes all parts in No.8 and 9GRILLE10
 b. Car set of mouldings. Includes parts No.8a,b and 9a.HMP841009

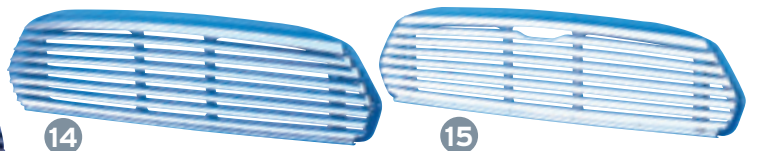
11. Internal bonnet release kit. The safest bonnet lock is an internal release type, as fitted to all the late Minis. The kit includes a new catch with bolts, correct length cable and bracket to fit under the end of the parcel shelf. (Not Clubman).GS130273



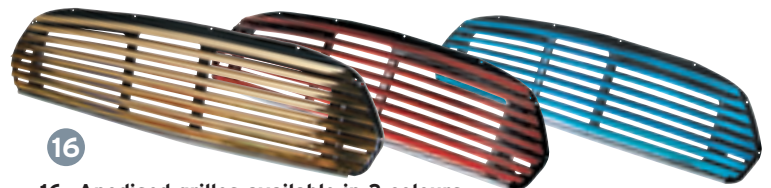
MK2/3 Grilles



- All MK2/3 types are interchangeable and are supplied without surrounds. Mini Spares grilles & surrounds have been supplied to Rover as original equipment.
12. Black grille as fitted to early MK3/4 saloons from 1970 onwards. Mini Spares black grilleCZH4015MS
 13. Bright alloy grille.
 a. With external bonnet releaseALA6654MS
 b. With internal bonnet releaseDHB102140MMM

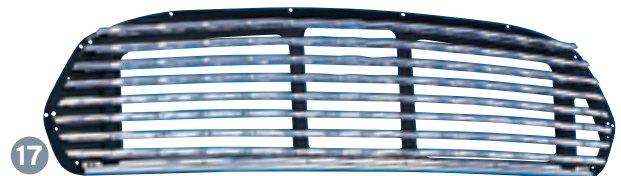


14. a. Bright trim alloy as original where internal bonnet release is used ALA6669
 b. Stainless steel heavy-duty front grille where internal bonnet release is used8B12505
15. a. Bright alloy grille when bonnet is opened manually at front of car, as fitted to original MK2 Cooper and 'S'..... ALA6668
 b. Stainless steel heavy duty front grille when bonnet is opened manually at front of car8B12504

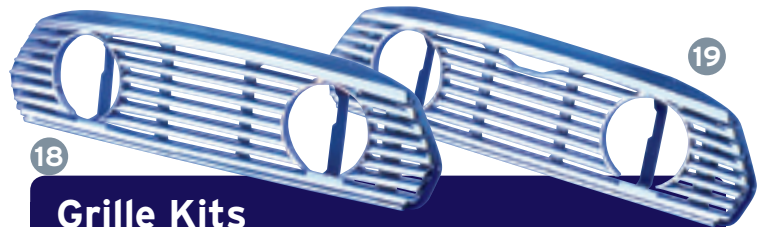


16. Anodised grilles available in 3 colours.

	Gold	Red	Blue
Internal bonnet release.	ALA6669GOLD	ALA6669RED	ALA6669BLUE
External bonnet release.	ALA6668GOLD	ALA6668RED	ALA6668BLUE



17. 1960's look wavy grille as per Austin Mini MK1 design has now been produced for later cars MK2 1967 on.
 a. For cars with internal bonnet release (as shown)8B12508
 b. Recessed slat for external bonnet opening8B12507
18. Stainless steel grille with 6" lamp hole when internal bonnet release is fitted.....8B12503
19. Stainless steel grille with 6" lamp hole when external bonnet release is fitted.....8B12502



Grille Kits

20. Complete grille kits include the grille surround mouldings, screws and seatings:
 a. MK2/3 kit with Bright alloy grille No.13, external bonnet releaseGRILLE02
 b. MK2/3 kit with Black grille No.12, external bonnet release.GRILLE03
 c. Coopers S kit with Bright alloy grille No. 15a, external bonnet releaseGRILLE04
 d. Coopers S kit with Bright alloy grille No. 14a, internal bonnet releaseGRILLE05





Petrol Caps



A range of 1960's look petrol caps. These are available in chrome, alloy and as locking caps. The brass ring that fits onto the petrol tank neck is only required with the non-locking type and is included with the cap. The brass ring is available as a separate part.

1. Brass collar COL25
2. Flip Top Caps. Flat cap with large catch is known as the Aston. Non-Locking caps include brass ring. All alloy caps now have metal chromed catch.
 - a. Chrome with collar. ASTON
 - b. Alloy with collar. ASTON01
 - c. Alloy locking ASTON02
 - d. Chrome locking. ASTON03
3. Monza flip top cap with raised ridge. Non-Locking caps include brass ring. All alloy caps now have metal chromed catch.
 - a. Chrome with collar. MONZA
 - b. Alloy with collar. MONZA01
 - c. Alloy locking. MONZA02
 - d. Chrome locking. MONZA03
4. The classic chrome petrol cap fits onto the filler neck and allows the original locking cap (item 7) fitted by Rover to sit inside as normally fitted. Means neither part can be easily stolen. 3 1/2" wide. Superb value. SP227
5. Budget copy of Monza chrome. Cap screws onto a special brass adapter. The collar requires just over 3/8" (10mm) of petrol tank neck above the body seal to allow fitment, many later cars do not have this much neck protruding so check first. SP228
6. Alloy cap 3" wide that fits over and clamps to Rover petrol locking caps (item 7) and is retained by grub screws to give the Aston look from the 60s. MSA1145
7. a. Chrome petrol locking cap (non-vented) for saloons 1970 on WLD100660
b. Chrome petrol locking cap (vented) for saloons pre 1970 and all vans/estates. GSS154A
8. Black petrol locking cap (non-vented) for saloons 1970 on. GSS212A
9. Chrome petrol cap (vented, non locking) WLD100350
10. Black petrol cap (non-vented, non locking) WLD10027
11. Original chrome classic 3" wide locking petrol cap by Wilmot Breedon (non-vented). GSS215

Right Hand Fuel Tank



12. Cooper 'S' right hand tank, 5.5 gallons. Will fit any Mini, but fuel injected cars will require modification to original tank. No fittings supplied as it is a replacement part, but a kit or any single part of the kit are also available. See kits No. 16.
 - a. Carburettor type cars with ordinary neck for lead free and leaded petrol. 21A2183
 - b. Cars with small lead-free fuel entry neck. 21A2184
 - c. Standard left hand tank 7.5 gallons with slot in sender hole. ARP1043
 - d. Standard 7.5 gallon L/H tank - injection only WFE106090
 - e. Alloy lightweight 5.5 gallon R/H tank with leaded petrol tank neck only 21A2185
13. a. Complete fitting kit for Cooper 'S' right hand tank MS82
b. Complete fitting kit. All parts as in kit MS82 but with extra parts for fitting to the fuel injection car. This will require removal of the original tank for modification, which includes drilling a hole and fitting a union. MS83
14. a. Long retaining strap for 5.5 gallon tank. 2A2226
b. Long diagonal fitting strap for 7.5 gallon tank 21A2838
15. Short retaining strap for 5.5 gallon tank 2A2231
16. Right hand tank anchor bracket. ALA7905
17. a. Petrol tank neck seal. 14A7057
b. Petrol tank thin neck seal, MPI. WGG100010
18. Joining pipe between two tanks 21A2331
19. Braided petrol pipe 2 1/2" bore size 5/16" Order individually 21A2332
20. Dummy neck. If you want the twin petrol tank look but not the tank then this dummy neck is just the job, fixes onto body with special rubber seal provided. Cap required MSA1126
21. Petrol tank for van/ estate and pickup. 21A291MS



Fuel Tank Sender Units

-
22. a. For Mini Van, estates, pick ups which are held in place by screws. (including gasket) AAU8340MS
b. Fixing screws for sender unit Item 22a. Order individually 53K165
 23. Cork gasket for sender unit to Mini van tank. GUG705711GM
 24. a. For saloons where the unit twists in and sealed by rubber 1974-1992 XNB10007
b. For injected cars where float rod has a bend and kink 1992 on. XNB100380





Front Panels



1. Front panel for:
 - a. MK1/2/3 pre rubber mounted subframe14A8308
 - b. MK4 for rubber mounted subframe 1976 on.....14A8619
 - c. MK6 with AFU3389 side lamp and has 2 spotlamp holes. ASJ36002
 - d. MK7 twin point injection with front mounted radiator. ASJ360070
 - e. MK7 as above. Non Genuine..... ASJ360070MS

2. Van / Pickup front panel non genuine.
 - a. pre rubber mounted subframe14A9566
 - b. when rubber mounted subframeAAM1106

3. Front panel stiffeners.
 - a. Stiffener bracket as fitted to front panels is available if requiredALA4583
 - b. Original angled stiffener to allow fitment of oil cooler as per Cooper 'S' 24A1918

Mini Wings

4. a. MK1/2/3 Right Hand wing.14A7240
- b. MK1/2/3 Right Hand wing -Non genuine.....MS1R
- c. MK1/2/3 Left Hand wing14A7241
- d. MK1/2/3 Left Hand wing - Non genuine.MS1L
- e. R/H wing with side repeater hole.....BMP454
- f. R/H wing with side repeater hole. Non genuine BMP454MS
- g. L/H wing with side repeater + aerial hole BMP455
- h. L/H wing with side repeater + aerial hole - Non genuineBMP455MS
- i. Left hand wing with side repeater no aerial hole 1996 on.....ASB360010

Windscreen Corner Closing Panel
The windscreen corner closing panel under the top of the wing does a very important job holding back the wheel spray so always check when replacing wings. Part of No.7 a & b.

5. a. Right hand windscreen corner closing panel.....14A8348
- b. As above -Non genuine version.....MS6XR
- c. Left hand windscreen corner closing panel14A8349
- d. As above -Non genuine version.....MS6XL

'A' Panels

6. 'A' panel for cars with internal hinges MK3 on.
 - a. Right hand ALA5660
 - b. Right hand - Non genuineMS9R
 - c. Left hand ALA5661
 - d. Left hand - Non genuine MS9L
7. A panel with holes for cars with external hinges.
 - a. Right hand14A6901
 - b. Right hand - Non genuineMS8R
 - c. Left hand14A6902
 - d. Left hand - Non genuine MS8L
8. Inner A panels with external hinge reinforcement brackets (not shown).
 - a. Right hand.....14A8346
 - b. Left hand14A8347
9. 'A' post with doorstep repair panel, for wind up window, internal hinge cars.
 - a. R/HHMP441012
 - b. L/HHMP441013

Inner Wings

	Year and model	Inner wing	Inner wing A-panel fitted
R/H	1959-69 MK1/2	14A7900	
R/H	1969 on	ABD36006	ABD36004
L/H	1959-69 Mk1/2	14A7901	
L/H	1969-91	ALA6475	ALA6279
L/H	1991-96	ABD36007	ABD36005
L/H	1996 on	ABD360180	ABD360200



10. Radiator cowling for inner wing. 1959-7514A6498
11. Radiator cooling slat repair panel. 1959-91 HMP441023

Doors & Body Sides

12. MK1/2 door for external hinges from original tooling available in E coat.
 - a. Right hand door 14A8306
 - b. Left hand door..... 14A8307
 - c. Door skin R/H14A5498
 - d. Door skin L/H 14A5499
13. MK3 Door 1970 on, wind up windows & internal hinges. (not shown)
 - a. Right hand door (hinges not included)BMP306MS
 - b. Left hand door (hinges not included) BMP307MS
 - c. Door skin R/H.....CZH3300 L/H..... CZH3301

NOTE: Very late cars had an internal crash bar. Please enquire for parts.

14. Rear half bodyside with lower window aperture 1970 on.
 - R/H HMP441014 L/HHMP441015
15. Windscreen lower surround panel suitable for all models.HMP441001

Boot Lids & Tailgate

16. Early type MK1 bootlid. Pre 1967 with cross member support sections as per MK3 Minis28G110
- 17 a. Bootlid for MK3 1970 on, with holes for clips for boot seal (14A6584). Lamp fits above the number plate BMP339
- b. Bootlid MK3 type, Non Genuine with holes for clips for boot seal (14A6584)..... MS19
- c. Outer skin only. For MK3 on BMP102
- d. Bootlid MK3 shape without clip holes because the seal (CKE10018) was fitted on the body from 1988 on..... BMD36001
18. Mini pickup genuine tailgate..... CZH3293
19. Boot seal and clips for bootlids No.15 & 16a-b (26 Clips required)
 - a. Rubber seal14A6584
 - b. Clips - Order 26 clip kit .. 14A6585KIT Individual...14A6585

Rear Panels & Valance

20. Complete upper and lower rear panel.
 - a. Fits MK1 lamp HMP441046
 - b. Fits MK2 on lamp..... HMP441022
21. Rear lower back panel for MK2 1967 on.HMP441019
22. Boot hinge lower repair panel suitable for all modelsHMP441009
23. Rear lower valance for all saloons
 - a. Genuine valance with fog lamp fixing holes14A5497
 - b. Genuine valance with out holes MK1 & 214A6940
 - c. Non genuine valance without fog lamp fixing holes MS22
 - d. Non genuine valance with fog lamp fixing holes CZH3353MS

See Electronic Parts List on website for full range of body panels stocked.





Tail Lamp Conversion



- If converting a late square lamp hole Mini to fit MK1 rear lamps, these are the metal plates required for the conversion.
L/HMS026L R/H.....MS026R

Boot Floor & Repair Panels



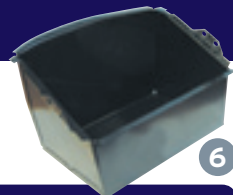
- Rear seat and boot floor genuine panel suitable for all models.
a. With battery box.HMP441016
b. Without battery boxALA5513
- Boot inner repair panel Non Genuine.
a. Right hand. MS24R
b. Left hand.. MS24L
- Boot floor rear repair section. Non Genuine 10" deepMS54

Subframe Mounting Panel



- Subframe mounting and rear floor skirt panel, all models.
a. Complete panel genuine 1991 on but fits all HMP441008
b. Complete panel pre 1991 original shape MS51
c. Right hand half panel only HMP441006
d. Left hand half panel only HMP441007

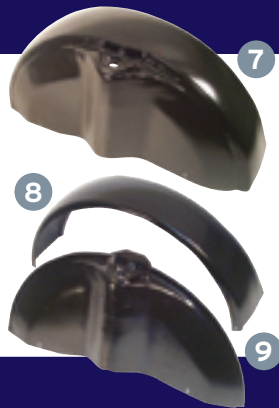
Battery Box



- a. Original battery box.....14A6499
b. Non genuine pattern battery boxMS31

For Battery ancillaries see page 48.

Rear Wheel Arches



- a. Right hand arch complete.14A9558
b. Left hand arch complete.. 14A9559
- a. Right hand arch part only 14A6617
b. Left hand arch part only.. 14A6618
- a. Right hand damper (shock absorber) turret part only HMP441010
b. Left hand damper (shock absorber) turret part onlyHMP441011

Closing Panels

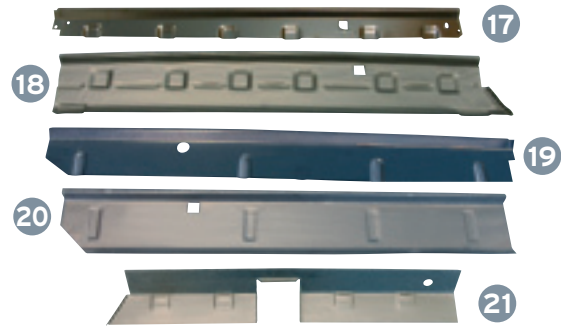


- Rear Valance closing panels.
a. Right handALA5524
b. Left hand ALA5525
- Rear Valance closing and subframe mount panels.
a. Right handALA5528
b. Left handALA8623
- Front of rear wheel arch closing panel. (Right Hand shown).
a. Right hand14A6611
b. Left hand 14A6612
- Rear Subframe mount stiffener bracket. (Left Hand shown).
a. Right hand..... 14A6609
b. Left hand 14A6610

Floor & Sill Panels



- Replacement floor pans to fit all Minis up to injection type cars where they ran a strengthening gusset front to rear on the passenger side to recess the extra pipes
a. Right hand front floor pan only (non genuine)..... MS25R
b. Left hand front floor pan (non genuine)..... MS25L
c. Right hand front to rear floor pan Pre Rod Change gear lever tunnel (non genuine) FS006R
d. Left hand front to rear floor pan Pre Rod change gear lever tunnel (non genuine) FS006L
e. Right hand genuine front to rear floor pan with latest pressings Rod change tunnel HMP441004
f. Left hand genuine front to rear floor pan with latest pressings Rod change tunnel .HMP441005
- Rear floor pan only (non genuine)
a. Right handMS26R
b. Left hand MS26L
- a. Floor pan only (rod type gear lever change)..... CZH2669
b. Complete floor assembly MK1/2 with sills / cross member.....24A2615
c. Complete floor assembly MK4 with sills /cross member ADA36002E



- Sill panels 17-21 are for saloon (sedan) only
- | | Right Hand | Left Hand |
|---|------------|-----------|
| 17. a. Outer sill Genuine 6 flute MK3..... | 14A9534 | 14A9535 |
| b. Outer sill Genuine Van 6 flute | 14A9026 | 14A9027 |
| 18. a. Outer sill 8" Non genuine MK3 | MS55R | MS55L |
| b. Outer sill 8" Non genuine Van | MS58R | MS58L |
| 19. a. Rover revised 5.75" wide MK1/2..... | BHM3 | BHM4 |
| b. Outer sill 4 flute 4" wide MK1/2 | MS30R | MS30L |
| 20. Outer sill 4 flute 8" wide MK1/2 | MS29R | MS29L |
| 21. Inner sill all saloons (right hand shown) | MS27R | MS27L |
- Genuine jacking point hole and cross member extension reinforcement bracket (Left hand shown)
a. Right hand14A8374
b. Left hand14A8375

Complete Body Shell



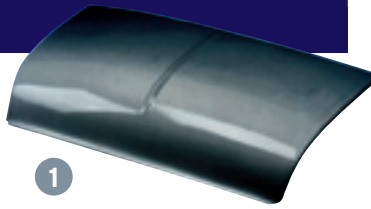
- All bodysells are zinc coated steel with E-coated special etch primer. The floor is for rod change gearbox 1972 on and takes rubber mounted front subframes. Has a "rotodip" hole in the bulkhead which gives access for central speedo, no ariel hole or wing side repeater holes. The MK4/5 has inner wing air slats for side mounted radiator MK6 has large round inner wing hole for electric fan. MK7 has blank inner wing and takes front mounted radiator, with roof ariel hole. MK7 Sportspack has modified panels and holes for Sportspack arches.
a. MK4/5 complete shell 1976-90 BMP343
b. MK6 complete shell 1991-96 AAA36002
c. MK7 complete shell 1996 on AAA360200
d. MK7 Sportspack complete shell 1996 onAAA360210
- Clubman complete shell 1976 on CZH594



63 Bonnet, Straps, Plugs & Grommets



Bonnets



1. a. 1971 on with grille moulding support lip. Non GenuineMSL2
- b. MK1 1960-67 No grille moulding support lip Genuine24A1182
- c. MK2 1967-69 with grille moulding support lip. Genuine. ALA7455
- d. MK3 1971 on No grille moulding support lip. (Van/Pickup) Genuine ALA8430
- e. MK3 1971 on with grille moulding support lip. Genuine. . CZH455
- f. MK7 1997 on for front mounted radiator. Genuine. . BKA360070
- g. MK7 1997 on Japan only..... BKA360110

From approx. 1971 bonnets had hinges fitted direct to corners with fixing area 1.25" inboard. MK1/2 & early MK3 had the hinges approx. 6" inboard.

Bonnet Fittings



2. Spring loaded bracket, bolts to original hinge and acts as safe auxiliary bonnet propMSSK018
3. Internal bonnet lock. The safest bonnet lock is an internal release type, as fitted to all the late Minis. The kit includes a new catch with bolts, correct length cable and bracket to fit at the end of the parcel shelf. (Not Clubman)..... GS130273
4. Quick release bonnet hinges for standard metal bonnet. Pair of MK3 bonnet hinges made for quick release to remove whole bonnet making it easier when working on the engineMSSK019
5. Gas bonnet lifting strut kit. Eliminates need for standard prop making engine access easier.....MSA5000

Boot Hinges



6. a. Pair of chromed bootlid hinges..... 8B12601
- b. Pair of bootlid hinges non genuine8B12602
- c. Pair of Rover bootlid hinges genuineHMP441031
7. a. Rover replacement R/H hingeBMB360040
- b. Rover replacement L/H hingeBMB360050
8. a. Lower gasket for hinge to body. Order Individually. . .24A2176
- b. Upper gasket for hinge to bootlid. Order Individually . .24A2175

Grommets

Grommets with centre hole for wiring and control cables etc.

9. a. Grommet, 1/8" centre hole 1/2" wide and fits 1 1/32" hole, choke cable through body. . . CAM5969
- b. Grommet, 7/32" centre hole 1/4" wide and fits 1" hole5L23
- c. Grommet, 1/8" centre hole 1" wide and fits a 3/4" hole, boot floor, rear valance 14A7033
- d. Grommet, 5/32" centre hole 1 3/8" wide fits 1 1/4" hole. Also inner wing hole, for side repeater lamp YML10654
- e. Grommet, 3/16" centre hole 1" wide fits 1/2" holeRFN403
- f. Grommet, 1/8" centre hole 1 3/32" wide to fit 9/16" hole, bootlid and bulkhead wiringRFN303
10. Door handle seal ADA3817
11. Boot handle seal CZH1747



Classic Straps and Fixings



12. Over centre clips, chrome plated and sold in pairs only.MS117
13. Heavy duty bonnet pins 3 1/2" long and 1/2" thick. Pairs only.C247
14. Original type leather bonnet strap, thick top grade tan leather, alloy fastening, and sold complete with screws as used by ST Works cars. Order individually C-AJJ3381
15. a. Competition quick release stainless steel bonnet pins, 4 1/2" long and 7/16" thick BSP001
- b. Competition quick release lightweight alloy bonnet pins, in blue anodised. In pairs only BSP002
- c. Competition quick release lightweight alloy bonnet pins, in red anodised. In pairs only BSP003
16. Rubber bonnet hook in solid black rubber with fastenings.
 - a. Short 2 1/2" in length. In pairs onlyMS119
 - b. Long 4 1/2" in length. In pairs onlyMS118
17. Bonnet and boot springs available in pairs only.
 - a. In black ... BS258
 - b. In chrome MS122
18. Black leather bonnet straps available in pairs onlyMS121
19. Original works quick lift jacking brackets. A pair were fitted on both the front and rear about 12" apart from the centre, meaning the car could quickly be raised by quick lift jacks as used by Formula One Teams to this day. Order pair.C-AJJ4005

Hooks, straps and catches for bonnets, boots or fibreglass front ends

Floor and Body Plugs

20. Inner sill 1 1/4" x 1" rectangular plug for 1" long 13/16" hole.....AYB10020
21. Boot plug for fuel lines on injection cars or new shells 3" long oval hole.....WYA10001
22. Floor plug, 1 5/16" wide. Fits holes just under or over 1"14A7081
23. Battery box, rear floor pan, wiper hole plug. 1 1/8" wide Fits 13/16" hole14A7090A
24. Radius arm shroud, aerial hole and floor, steering column hole plug. 1 1/4" wide. Fits 7/8" hole14A7091
25. Plug for hole in flitch, MK1 door, bonnet platform. MK4 later panel. 13/16" wide. Fits 1/2" hole14A7031
26. Floor plug.
 - a. Boot 5/8" wide to fit hole 5/16". . . .13H1954
 - b. Steering Column BNP3894
27. Rear valance fog lamp blanking plug. 1" wide for 5/8" hole.....14A7032
28. Spotlamp bracket front valance plug. Fits 1 1/16" wide Fits 3/8" hole 9.2mm hole ... ALA4466
29. Buffer flitch plate (4) luggage strap hole(3) plug. 1/2" wide for 5/16" hole.....2HT7274
30. Wiper motor extra square hole in dash white plastic plug CZG778
31. Bonnet buffer 1990 on stick on type.ADU2072
32. Bonnet buffer MK1/2/3. 14G6856
33. "B" Post blanking plug 2" square MK3 on. Order individually ... CZH628
34. Boot lid number plate buffer MK1/2. Order individually..... 14A7625





Bonnet & Bulkhead Seals



All bonnet and bulkhead seals have dual purposes, mainly to keep electrics dry but also prevent rust.

1. a. The original MK1/2 windsreen front scuttle panel seal was called the bonnet rear seal on cars up to 1990. This seal has to be glued on..... **14A9010**
- b. From 1990 -1997 a scuttle seal was introduced about 3mm shorter in height but along with the bonnet buffers (ADU2072) was made in a self adhesive style. Adhesive type **CJE10021**
- c. Twin points use a moulding that sits on the edge of the windsreen scuttle and comes down the wing edge 9" each side. If you are not sure what to fit this is the last type used **JRC8000**



2. Seal fitted on the back lip of the bonnet **JRC7008**



3. This seal fits on the front lip of the bonnet and does a great job on keeping the distributor and coil dry..... **JRC7898**

Boot Seal

4. a. Boot rubber as shown that push fits on body aperture instead of boot lid fitted from 1988 on **CKE10018**
- b. Earlier rubber that actually fitted on the boot lid. Held on by 26 clips (14A6585 not included) Rubber only **14A6584**
- c. clips for above 26 required
Order 26 clip kit **14A6585KIT**
Order individually **14A6585**

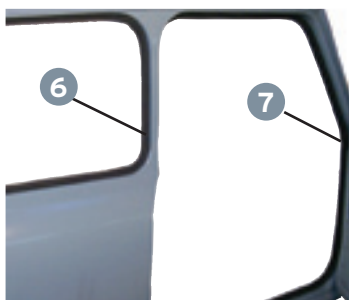


Van Rear Door Seal

5. a. Van/estate right hand rear door seal **14A7608**
- b. Van/estate left hand rear door seal..... **14A7609**
- c. Clips for above (57 required). Order individually **14A6585**
- d. Van rear door window seal. Order individually **14A7210**

Window & Door Seals

Rear Quarter Light Side Window



6. a. MK1/2 opening rear window. Order individually **ALA5897**
 - b. MK3 on with opening windows. Order individually **EAM7724**
 - c. MK3 with NON opening windows. Order individually **JRC2673**
- At customers discretion item c. can be used on MK1/2 by cutting and shortening top part of seal.

Door Aperture Seal

7. a. MK1/2 door seal. Order individually **XGA9934**
- b. MK3 on - wind up window type door. Individually **CGA2835MS**
8. Twin point injection cars - two piece door seal.
 - a. Right hand lower **CFB101080**
 - b. Left hand lower **CFB101090**
 - c. Right hand upper **CFB101120**
 - d. Left hand upper **CFB101130**

Windscreen Rubber

9. a. Windscreen rubber for all Minis up to 1990 **CZH1719MS**
 - b. A wider profile rubber which covers slightly more body work to help eradicate leaks. Was introduced in 1990. **CCB10011MS**
- Screen Rubber Fillet Finishing Strip that inserts in windscreen and backlight seals (cut length to suit either).
10. a. Chrome plastic finishing strip. Order individually .. **24A1466MS**
 - b. Chrome plastic finisher strip joining clip.
Order individually **JPC2017**
 - c. Black rubber insert. Order individually **37H8052**

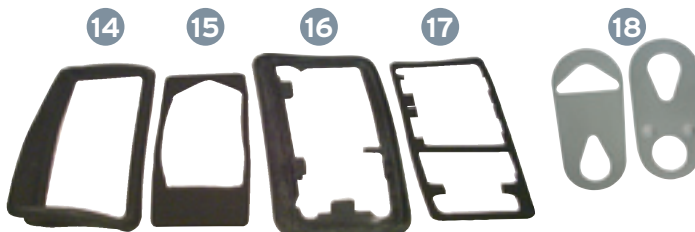
Rear Screen Rubber

11. Backlight (Rear screen) rubber **JRC2674**
12. Heavy duty windscreen fillet tool **TOOL12**
13. Windscreen beading tool. Required for fitting the chrome or black insert in the windscreen rubber or backlight rubber **TOOL02**



Seals for Light Units

14. a. MK2/3 base to body seal per lamp R/H. Individually .. **37H2690**
- b. MK2/3 base to body seal per lamp L/H. Individually .. **37H2689**
15. MK2/3 lens to lamp base seal. Order individually **37H6778**
16. MK4 with reverse lens, lamp base to body seal
 - a. Right hand. Order individually..... **37H2692**
 - b. Left hand. Order individually **37H2691**
17. MK4 with reverse lens, lamp base to lens seal.
Order individually **XFH100460**



18. Lamp Seal - MK1 base to body and base to lens kit per lamp MK1 only as shown **57H5399**
19. Headlamp bowl to body seal.
Order Individually **9403**

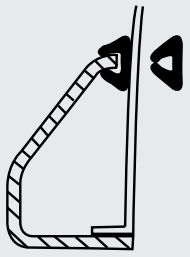


65 Wheel Arches & Flare Kits

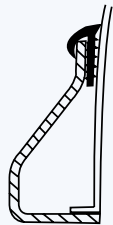


Wheel Arches and Flares

For edging trim that has only the edge butting up to bodywork. Order as 37H9871 per metre in black only.



The quality of the arches is commensurate with the price. Most arches have minor flaws and require trimming for a perfect fit. The more expensive arches are obviously better quality and fit.



For edging trim that has a flat edge butting up against bodywork. Sold per metre For black Order as SPL0059.

For sharp bends it is advisable to 'V' cut the edging trim



By fitting one of the two types of sealing rubber available between the body and the arches. Makes fitment easier, plus a better quality finish is obtained, unless they are being moulded into the wing.

Arch widths are measured off a brand new car and is the distance from the front wing (not the seam) to a point above the centre of the front wheel, which is also the top centre of the wheel and arch opening.

Rear wheels usually appear to stick out further than front owing to the general bodyshape so allow an extra 1/4" with most arches. Widths when fitted are also dependant on the height arches are fitted and manufacturers trimmed sizes but should only vary 1/8"-1/4" when fitted at lowest position. Allow an 1/8" for rubber seal. For Mini Clubmans we accept no liability as careful modifications would be necessary, but only MS132/GAW117/MS133MS are assumed to be fitable or have been fitted by customers.

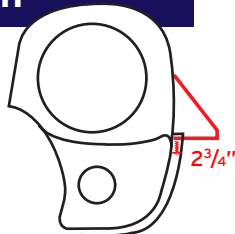
The schematic drawings also show method of screw fixing. Never drill the bodywork until you are satisfied with the style, fitability, and trimming requirements for a good fit.

MS132 - Mini Special Arch



PREMIUM QUALITY

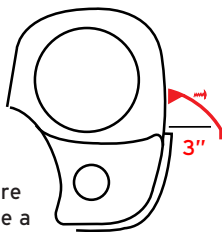
1" Wider In Fibreglass. This arch kit sticks out 2 3/4" when body lines (wheel arch and moulding lip) are kept original. Arch is retained by screws through moulding lip, no screws visible and is 1" wider than the plastic type fitted by Rover but similar schematic shape. Fibreglass arch extends beyond bumper seam line at rear MS132



MS128 - Group 5 Arch in Fibreglass



This arch kit sticks out 3" and is used when bodyline is cut away or retained. Originally made as Group 5 Race arch where no body modifications were required, it has become a cheap 'Jack of all Trades' especially when large odd size wheels are used. Rear arches stop at bumper seam line. Widest part at front approximately 5"..... MS128

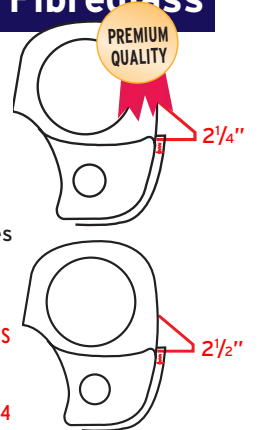


MS133 WP Style Arch in Fibreglass



This design of Wide Profile fibreglass arch sticks out 2 1/4" maximum when bodyline (wheel arch and moulding lip) are kept original. Screws are not visible. Front arches taper away at front exposing tyre tread. Rear arches stop at bumper seam line. Includes correct body to arch rubber seal. 2 1/4" Upgraded Premium Arches For a slightly better fitting upgraded premium kit. MS133MS ABS Arches. Also available is a slightly wider 2 1/2" set made in

ABS plastic only, which are less expensive MS134

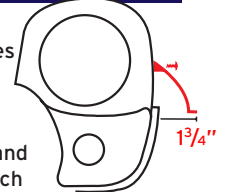


C-AJJ3316 Group 2 in Fibreglass



This arch kit sticks out 1 3/4", including lip, when bodylines (wheel arch and moulding lip) are kept original. Screws are visible and the chrome wheel arch

moulding can be retained. These are copies of original ST Abingdon works arches. Rear arches stop at bumper seam line. C-AJJ3316

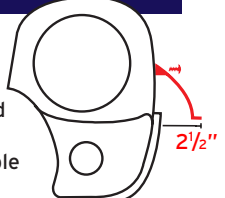


C-STN71 Works Group 5 Arches



PREMIUM QUALITY

In Fibreglass This arch kit sticks out 2 1/2", including lip, when bodylines (wheel arch and moulding lip) are kept original. Screws are visible and plastic wheel arch moulding can be retained. Rear arch stops at bumper seam line. These are original ST works car copies..... C-STN71



MS128W - Gp 5 Extra Wide

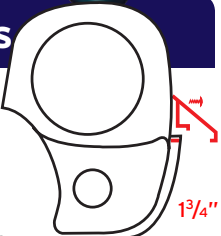
This arch kit sticks out a nominal 3 1/2" and more when positioned at the angle most racers use as shown. 5 1/2" wide at very front. Definitely only for cars with bodyline modifications and fairly inexpensive to replace. Rear arches stop at bumper seam line..... MS128W



GAW117 - Plastic Arches



Mini Special Arches. Includes sill trim moulding between arches. This arch kit sticks out 1 3/4" when bodyline (wheel arch and moulding seam) are kept original. Originally fitted to Innocenti Minis and became standard equipment on all Minis from 1984. Screws are visible and rear arch extends beyond bumper seam line. These black plastic arches were originally known as Mini Special Arches.....GAW117
Black Arches in this kit are also available individually
 R/H/Front arch..... CZH4312 L/H/Front arch CZH4313
 R/H/Rear arch..... CZH4314 L/H/Rear arch CZH4315
 Sill strips x 2 CZH4316





Stainless Steel Arch Cover

1. Set of four stainless steel covers to fit over the original plastic arches (GAW 117) as fitted by Rover since 1984.BG2405MS
2. The two stainless steel strips to fit on the body edge blend in perfectly between the contour of the BG2405MS arches.BG2406

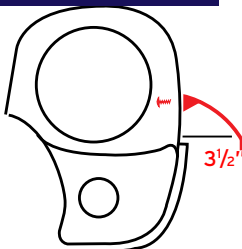


NOTE: Beware of cheap copies. These covers fit correctly. They are the original arch covers supplied to Rover.

Sports Pack Arches



3. The last Rover arches, as fitted to the Sportspack Mini from 1997. Made in rubber and stick out 3/2". The bodyline has to be cut away to fit. Finished in correct rubber primer.
 - a. Available as set of 4MS135
 - b. separately as listed below.



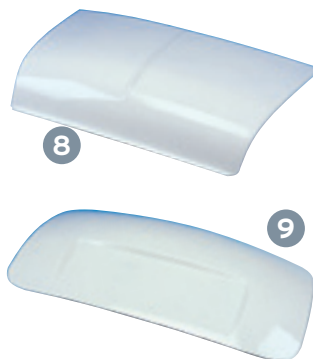
- R/H/Front Arch ...DFJ100240LML L/H/Front Arch DFJ100250LML
 R/H/Rear Arch ...DFK100460LML L/H/Rear Arch..... DFK100470LML
 The finishing strip between arch and body (as supplied in Kit MS135 & ARCH001). Order individuallyDFP100400
4. The finishing strip between the front and rear arches (not supplied in Kits) Genuine. Order individually.DDJ10002 (not supplied in Kits) Non genuine. Order individually.DDJ10002MS
 5. Plastic copy which has not got such a perfect finish - the coating needs proper etch primer for application of paint, but fits equally well as the original. Budget Price! ARCH001
 6. For similar set in fibreglassMS136

RGM Mini Styling

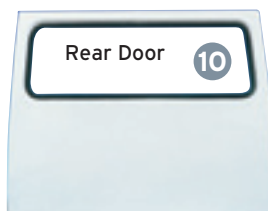
7. RGM black ABS plastic styling kit includes front, rear spoilers and wheel arch extensions with sill trims built in. Has full fitting instructions and parts required. Can be painted using two pack acrylic paint. Has a cut out in the rear valance for a fog lamp which was fitted from 1982 SK200



Fibreglass Panels



8. a. Budget quality bonnet skin without lip as per MK1 Mini and Vans. No fixings.MS114
 - b. Budget quality bonnet skin with lip for moulding.MS114A
 - c. Clubman budget bonnet skin. MS115
9. Bootlid double skins or outerskins cannot be fitted using original fixings. Available in MK1/MK3 design.
 - a. Bootlid outer skin only MK1.MS110
 - b. Bootlid outer skin only MK3.MS111
 - c. Bootlid inner and outer skin MK1.MS112
 - d. Bootlid inner and outer skin MK3.MS113
 10. Minivan/ Estate one piece rear Fibreglass door with window and seal fittedMS109



Quality of Fibreglass panels are commensurate with prices, obviously the more expensive parts are better to fit and require less trimming and repair of minor flaws. All Fibreglass (with the exception of arches) must be collected by customer.

Fibreglass Front End

11. Mini, one piece full front end without any cut-outs. Multi purpose specification.MS104
12. Mini, one piece full front end with grille cutout. For Road use.MS105



13. Pair of brace bars which bolt to front subframe, using one of the existing holes where front panel originally mounted and then bolted to the inner wings. For use with front end shown as item No. 11 & 12MS106



Proud sponsors of the London to Brighton Mini Run



Mini Spares are proud sponsors of the London to Brighton Mini Run. For more details see www.minispares.com or www.london-to-brighton.co.uk

67 Speedos and Gauges



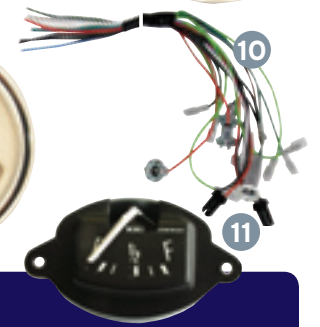
Speedo Cables



- Speedo cables with grey plastic ends were fitted to all Clubman body shape Minis and also 1980-88 Minis with Smiths twin type clock, positioned in front of the driver. No.1 ends are interchangeable with No.4 and used on many of our cables.
 - Early cars and L/H/D where cable length is 33" or less. GSD102
 - Later cars where 48" cable was fitted or required pre 1990. GSD415
- Innocenti speedo 26" cable for Veglia or Jaegar clocks that have small union and nut L362120
- Speedo cable for cars that have the original Smiths centre positioned clock with built in fuel gauge such as Minis pre 1979 and any vans. (Not Clubman).
 - Original cable with length of 26" GSD101MS
 - Longer cable with length of 30" as used when converting cars post 1990 to central speedo cowl assembly .0722-30
 - Cable with length of 36" when moving central speedo to a position in front of driver .0722-36
 - Mini Moke speedo cable and also used when moving central speedo to a new location. 39" long also used on old Austin, Morris 1100/1300 style vehicles .0722-39
 - 48" extra long cable for specials when required. .0722-48
 - Super long cable for some rear engine specials requiring 66" length. Also fits Austin Healey Sprites & MG Midgets. .0722-66
- Cables with white plastic ends were introduced by Rover when they started fitting the Nippon Seiki range of speedos and gauges in 1988. The grey type are interchangeable and are commonly used when looking for different lengths.
 - R/H/D 42.5" long GSD487
 - L/H/D 29" long GSD488
 - Lower section of 2 part cable 1999 on GSD545
 - Upper part of 2 part cable R/H/D 1999 on GSD546
 - Upper part of 2 part cable L/H/D 1999 on GSD547

Smith's Speedos

- Original Cooper "S" speedo housing and parts.
- Black plastic fascia casing, bare. .24A2702
 - Oval beading .14A9907
 - Clips for oval beading (qty 14 required). 14A9796
 Order individually 14A9796
 - Black face 130mph speedo with fuel gauge and voltage stabiliser fitted for 3.4 final drive ratio 13H4442
 - Magnolia face 13H4442MG
 - Black face 200kph speedo with fuel gauge and voltage stabiliser fitted for 3.4 final drive ratio 13H4444
 - Magnolia face 13H4444MG
 - Black face - Temperature gauge, electrically operated with C.N.H reading 13H4460
 - Magnolia face 13H4460MG
 - Black face - Oil gauge, mechanical with 0-100 lb/sq.inch reading 13H4459
 - Magnolia face 13H4459MG
 - Central clock conversion harness PM05
 - Black face - Fuel gauge for central speedo from 1964 on when voltage stabiliser is fitted 13H2133
 - Magnolia face 13H2133MG
- Note: Speedo calibration set for original 10" wheel Cooper 'S' transmissions



Smith's Gauges

0 - 80 x 100 electronic impulse tachometer (fits 80mm Pod No. 12)



Ammeter with 60-60 Scale



Oil temperature gauge mechanical fitting (racers fit to sump plug location using HPS8 union. P68 No.23)



0 - 100 x 100 electronic distributor/coil sensed tachometer (fits 80mm Pod No. 12)



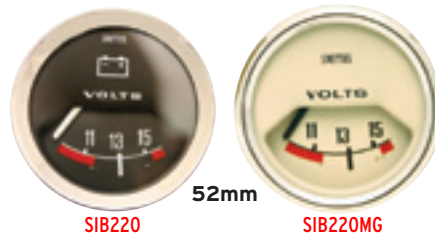
Oil pressure gauge 0 - 100lb/in" oil connecting pipe required



Water temperature 30 - 110° centigrade, with 6" capillary mechanical fittings



Voltmeter



Electric clock



Dual oil pressure/water temperature gauge with capillary temp fittings (oil connecting pipe needed)





Tim Gauges

Tim gauges have black rims (chrome accessory rim available) and glare free internal illuminations, complete with fitting instructions. All gauges are 52mm (2 1/16") diameter except 80mm diameter tachometers.

1. **Ammeter gauge with 60-60 amps grading** for use with alternator only. Can be used for 6 or 12 volt systems with either positive or negative earth. **TIM004**
2. **Water temperature gauge with 40-120 degree centigrade calibration.** This is a mechanical movement gauge which comes complete with 57" long metal capillary tube **TIM005**
3. **Oil pressure gauge with 0-100 lbs calibration,** complete with copper pipeline and 'T' piece fittings. **TIM006**



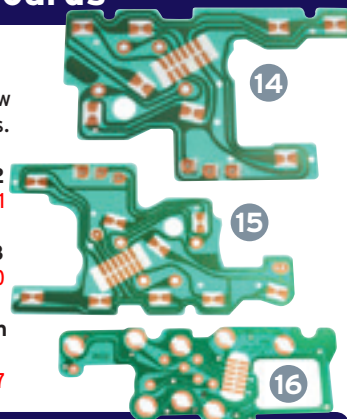
4. **Battery voltmeter gauge,** warns you of electrical or charging defects, low battery condition **TIM007**
5. **Vacuum performance gauge,** mechanical movements and coloured segments indicating performance with 0-30 ins/hg scale **TIM008**
6. **Electrically operated temperature gauges with 40-120°C centigrade scale.** For negative earth only **TIM034**
7. **Adaptor for oil gauge** if a plastic hose is preferred to original metal type. **LMA017**
8. **Tachometer with 0-80 RMP x 1000 scale 80mm (3 1/8") diameter pod mounted** for fitting on or under dash. Suitable for 4, 6, 8 cylinder petrol engines with negative earth. **TIM011**
9. **Tachometer 0-8 RMP x 1000 scale.** But this is the small 52mm diameter for dash installation. Easy to fit suitable for 4, 6, 8 cylinder with negative earth for petrol engines only **TIM014**
10. **Chrome bezel to fit all 52mm gauges only** **TIM023**
11. **A dash mounting pod to hold any 52mm gauge.** **TIM039**
12. **POD to fit 80mm tachometer.**
 - a. Black **SIB800**
 - b. Chrome **SIB801**
13. **Black metal bezel for holding 52mm gauges.** Single hole **LMA049**



Printed Circuit Boards

Printed circuit boards (PCB) for Mini gauges. These have been unavailable for many years are now being manufactured for Minispares.

14. **Printed circuit board for pre 1989 Mini with Smith's type 2 gauge clusters** **37H4881**
15. **Printed circuit board for pre 1989 Mini with Smith's type 3 gauge clusters** **BAU1930**
16. **Printed circuit board for 1989 - 1996 Minis with Nippon Seiko type 3 gauge clusters.** **CDU3247**



Capillary Pipes & Fittings



17. **5 ft plastic oil pipe** **OL**
18. **Angled oil pipe adaptor for fitting in confined spaces to eradicate damaging oil pipe** **OAA**
19. **Oil gauge adaptor for fitting into block or T-piece** **OA**
20. **'T' piece for fitting to block enabling oil gauge and switch to be used together** **TP**
21. **Temperature gauge adapter for fitting cylinder head or thermostat housing with take off.** Already supplied with TIM gauges, but useful for SMITHS and other makes **TE5**
22. **Capillary take-off sump plug.** This is the sump plug required to fit a capillary type Smiths oil temperature gauge, as used by racers **HPS8**
23. **Magnetic sump plug with extension to collect all magnetic debris in the gearbox.** **DPI**

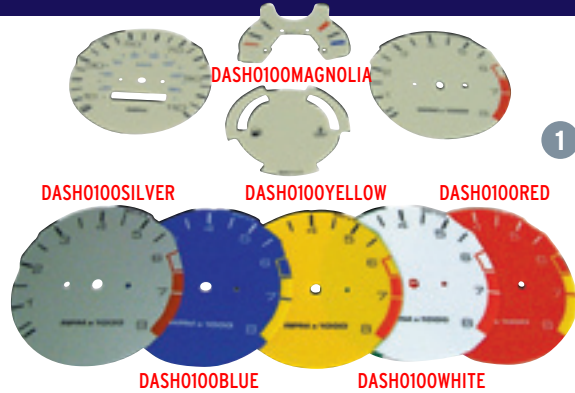
Oil Switches

24. **a. Standard replacement oil switch that activates between 7-10LB** **GPS133**
 - b. Oil pressure switch that triggers off when oil pressure drops below 22LB.** **HPS1**
25. **Oil pressure adjustable switch that activates between 15-60lb as required.** **HPS3**
 26. **Oil pressure switch fitted from 1996 on** **GPS135**
 27. **Oil temperature transducer.** Fitted as standard on all twin point cars from 1996 which have electrical oil temperature gauge, this transducer switch replaces the oil pressure release cap on the engine block. **YCB100320**





Coloured Dial Kits



1. Coloured dial kits. Brighten up your dash with these dial colour conversion kits, available for 2 or 3 clock versions in magnolia silver, blue, yellow, white and red. Fits Nippon Seiki clocks only from 1988 on. Also available in green. **DASH0100+COLOUR**

Wooden Dashboards & Trim



2. Wooden dashes are available in burr walnut or charcoal grey with 2 or 3 clock holes and R/H/D or L/H/D. The 3 clock versions are also available with 3 extra gauge holes above the radio blanking cover.
- | | Charcoal Grey | Burr Walnut |
|----------------------------------|----------------|----------------|
| a. 2 clock R/H/D | DASH019 | DASH003 |
| b. 2 clock dash L/H/D | | DASH004 |
| d. 3 clock R/H/D | DASH009 | DASH005 |
| e. 3 + 3 extra clock R/H/D | DASH010 | DASH006 |
| f. 3 clock L/H/D | DASH011 | DASH007 |
| g. 3 + 3 extra clock L/H/D | DASH012 | DASH008 |
3. Door and rear side window cappings. Charcoal Burr
Sold as a set of four only **MSA0200** **MSA0191**
4. Door pull handles, burr walnut finish. Pair..... **MSA0192**
5. Door opening handles, burr walnut finish. Pair..... **MSA0193**
6. Door window winder handles, burr walnut finish. Pair... **MSA0194**
7. Handbrake grip, burr walnut finish..... **MSA0195**
8. Gearlever knob, burr walnut finish..... **MSA0196**

Wooden Switch Surround



- Burr Walnut inserts to compliment dashboards.
9. For use when heater and manual choke are used.
- a. With 5 rocker switches..... **YSP025**
- b. With 4 rocker switches(not shown)..... **YSP024**
10. For use on fuel injected models with hole for heater cable only.
- a. With 5 rocker switches
- b. With 4 rocker switches(not shown)..... **YSP027**

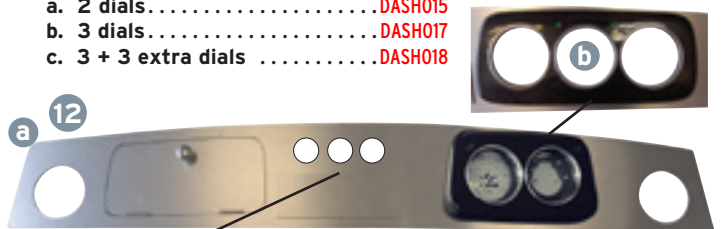
Central Speedo Dash



11. Dash with central speedo hole and 2 gauges as per original Cooper's made to only fit with wide top dash pads as fitted to all late cars, ie. When changing from speedo cluster in front of driver to central position but converting to old type speedo.
- a. Central speedo burr dash 1985 on **DASH001**
- b. Central speedo charcoal grey 1985 on **DASH002**

Brushed Alloy Dashboards

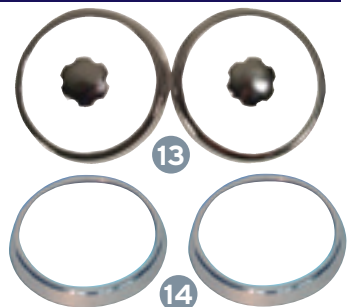
12. Wooden dash with a brushed alloy finish covering. Dark charcoal grey wood effect on clock housing. Only available in R/H/D.
- a. 2 dials..... **DASH015**
- b. 3 dials..... **DASH017**
- c. 3 + 3 extra dials **DASH018**



Three extra dial holes above radio cutout, is only available on 3 clock versions of No. 2, 12 (for Smiths gauges see page 67)

Air Vent Trims

13. Chrome on plastic 4 piece kit to fit air vents. Includes air vent knob covers. A favourite for cars with wooden dashes. **MSA0212**
14. Set of two stainless steel air vent covers. These will enhance any dash board and can be used on either wooden or brushed alloy dashes. **MSA0210**



NOTE: All have to be stuck on

Carbon Fibre Dash

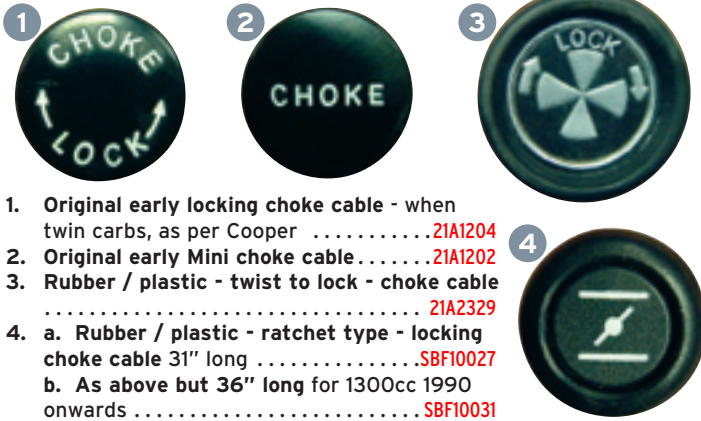


15. Carbon Fibre faced dash. Only available in right hand drive with 3 clock cluster as shown **DASH020**
16. Carbon Fibre faced cappings **MSA0300**



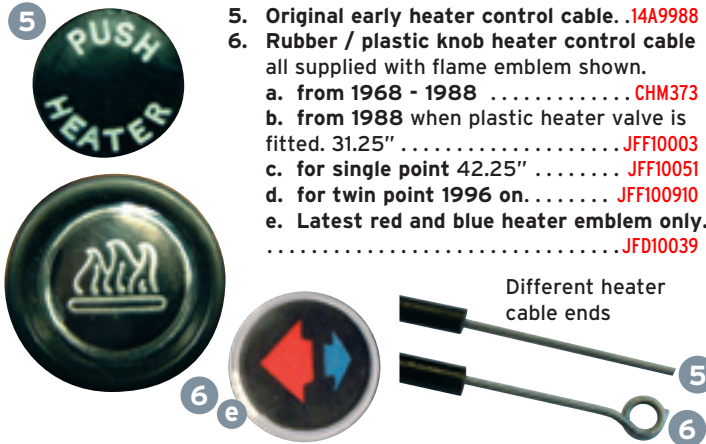


Choke Control Cables & Knob



1. Original early locking choke cable - when twin carbs, as per Cooper **21A1204**
2. Original early Mini choke cable **21A1202**
3. Rubber / plastic - twist to lock - choke cable **21A2329**
4. a. Rubber / plastic - ratchet type - locking choke cable 31" long **SBF10027**
 b. As above but 36" long for 1300cc 1990 onwards **SBF10031**

Heater Control Cable & Knob



5. Original early heater control cable. **14A9988**
6. Rubber / plastic knob heater control cable all supplied with flame emblem shown.
 - a. from 1968 - 1988 **CHM373**
 - b. from 1988 when plastic heater valve is fitted. 31.25" **JFF10003**
 - c. for single point 42.25" **JFF10051**
 - d. for twin point 1996 on. **JFF100910**
 - e. Latest red and blue heater emblem only. **JFD10039**

Bonnet Release Cables



7. Bonnet release cable. Fitted as standard, injection cars on.
 - a. Bonnet release cable & knob. **FSE10020**
 - b. Internal bonnet release kit, as fitted to all the late Minis. The kit includes a new catch with bolts, correct length cable and bracket to fit under the end of the parcel shelf. (Not Clubman). **GS130273**

Accelerator Cables



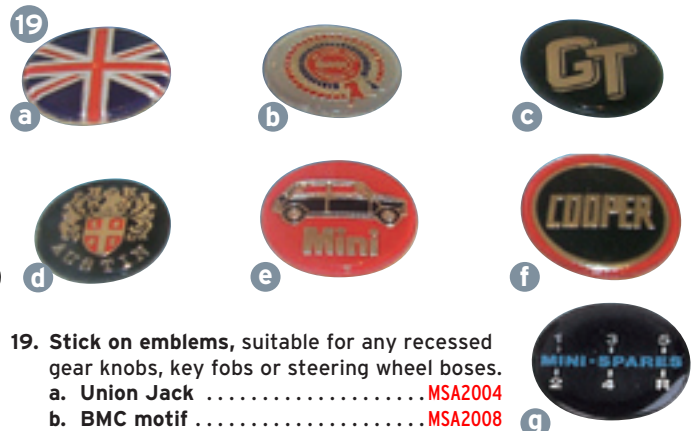
8. a. ST single throttle cable, over 5" longer than standard with a nylon inner sleeve to prevent sticking. Inner cable has a crimped ends to prevent fraying. Ideal for Weber or SU fittings.... **C-AHT85**
 b. Standard production accelerator cables all Minis up 1990 with plain cable R/H/D **NAM7914**
 c. Minis 1990 on with white plastic fixing shroud R/H/D **SBB10099**
 d. Minis 1990 on with white plastic fixing shroud L/H/D **SBB10126**
 e. Single point injection cars R/H/D **SBB10187**
 f. Single point injection cars L/H/D **SBB10186**
 g. Twin point injection cars R/H/D **SBB103400**
 h. Twin point injection cars L/H/D **SBB103720**

Gear Lever Knobs



10. Round alloy gear lever knob **BG8110**
11. Round alloy gear knob with recess to fit emblem. **BG8114**
12. Original Mini gear lever knob pre 1973 **22G110**
13. Plain wood gear lever knob **MSA0198**
14. Wood gear lever knob, with recess for stick-on emblems. **BG2602**
15. Leather gear lever knob, with recess for stick-on emblems **BG2702**
16. Series 500 gearknob fits all manual Minis **BG8111**
17. Speedwell gearknob. **BG8118**
18. Speedwell gear lever extension supplied complete with locking nut as shown. **BG8119**

Gear Knob & Keyfob Emblems



19. Stick on emblems, suitable for any recessed gear knobs, key fobs or steering wheel boses.
 - a. Union Jack **MSA2004**
 - b. BMC motif **MSA2008**
 - c. GT **MSA2006**
 - d. Austin **MSA2005**
 - e. Mini **MSA2003**
 - f. Cooper **MSA2007**
 - g. 5 Speed **MSA2000**

Keyfob

20. Black leather keyfob to attach any of the motifs shown above. Motifs sold separately. **MSA2105**



Mini Spares are sponsors of the Mighty Mini Racing Championship. For more details see www.mightyminis.co.uk or www.minispares.com





71 Steering Wheels & Bosses

Moto-Lita Wheel

Classic Woodrim Wheels.
Since the 1950's MOTO-LITA have been designing and hand building custom steering wheels. Aston-Martin, Cooper Car Co, Caterham, MG Car Co and Rover are just a few of the companies who have chosen MOTO-LITA steering wheels for their handmade, enhanced driving comfort, and functional good looks.
MOTO-LITA steering wheels are designed and handbuilt in England by British craftsman. Are all completely hand finished with finger notches carved into the under side.



1. 13" dished spoke MK3 with holes (without boss) MLW1116-13

Retro Cooper Wheel

2. **Retro 13" Steering Wheel.**
Has billet centre boss reminiscent of the old classic Cooper type (supplied with boss) SWAB001



Bosses

3. **Boss to fit Mountney steering wheels.** One black centre boss to fit all our Mountney Classic range with black or brightwork screws for customer's own choice. Has a centre horn push facility for early cars SWABC
4. **Mota-Lita adaptor bosses**
a. Mota-Lita horn push 59-67 MK1 MLW1117B1HM
b. Mota-Lita horn push 67-69 MK2 MLW1117B1M
c. Mota-Lita horn push 70-75 MK3 MLW111725M
d. Mota-Lita horn push 76> MK4 twin stalk MLW111745M
- For cars 1989 on there is only one indicator cancelling pin, match the boss to the existing wheel and remove the unwanted pin.



5. **Multi hole boss adaptor kit to fit all Mounstney 'M' range of steering wheels plus Momo, Jamex, BBS, Sparco and others.**SWABM

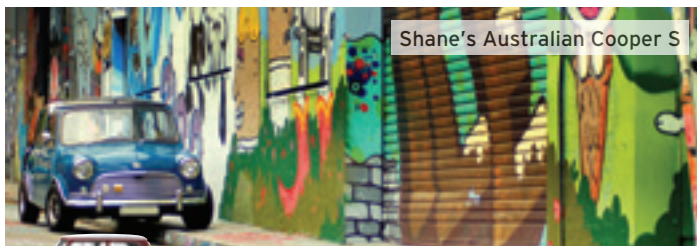


'Snap-off' Boss Assembly

6. **Genuine Raid snap off steering wheel boss.** Designed for instant removal of steering wheel as an effective anti theft devise. No wheel, No steal!
Will fit M range wheels (No.14), Momo, Jamex, BBS and Sparko. Will not fit Mounstney Classic wheels. SWABS



Please note that none of the steering wheels shown here are suitable for use on Air Bag Steering Wheels (1996 on)



Shane's Australian Cooper S

Mountney Classic Wheels

7. **Black centre 3 spoke 12" leather semi-dished wheel only (without boss)**23SBLB
8. **Polished centre 3 spoke 12" semi-dished steering wheel (without boss)**23SPLB



9. 13" diameter 3 spoke, semi dished steering wheel with dark wooden rim, polished centre. (without boss). 353SPW
10. a. **Black centre 3 spoke 13" with slots, leather semi-dished steering wheel (without boss)**33SBLB
b. **Polished centre 3 spoke 13" with slots, leather semi-dished steering wheel (without boss)**33SPLB
11. a. **Classic 1960's and 1970's look. Polished centre 3 spoke 13" with holes, leather semi-dished steering wheel (without boss)** 33SPLBH
b. **With black centre (without boss)**33SBLBH



12. a. **Black centre 4 spoke 13" leather semi-dished steering wheel (without boss)** 34SBLB
b. **Black centre 4 spoke 14" leather semi-dished steering wheel (without boss)** 44SBLB

Mountney M Range

13. **M range black moulded 3 spoke black centre, with perforated hand grip areas 340mm diameter.** (without boss) M34M3P
This is the steering wheel required to use the snap off boss assembly (No.6) or can be used with original M Range boss (No.5)



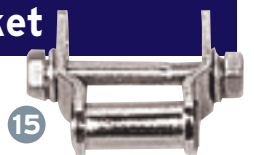
Horn Push Assembly MK1

14. a. **Horn push assembly with Austin emblem** 27H6943
b. **Horn push assembly.** Note, Morris horn push is no longer available but for horn push less the centre motif 27H6944



Steering Column Bracket

15. **Steering column lowering bracket.** Suitable for all pre airbag models (pre 1996).BG510IMS





Soundproofing



Soundproofing for Mini firewall with fire retardant backing

1. Bulkhead fire wall sound deadening piece for MK3 cars, 1970 onwards **CZH798**

2. Bulkhead fire wall sound deadening piece for MK1/2 and vans etc. **24A280**



3. a. Front and rear set of shaped floor sound deadening felts with the front wheel arches. **FELT01**

b. Roll of fire retardant felt (1 x 1.37 metre). **FELT**

c. Tub of felt adhesive (250ml) **FELT860**

4. Bonnet insulation kit Includes 4 segments to fit in between stiffener supports under bonnet sound insulation keeps engine noise from entering driving compartment. **47H9615**

5. Three part soundproof kit. Includes the tailored floor kit with front wheel arches, plus the bonnet and bulk head pieces, great for reducing road noise on old cars or replacing lost or worn out pieces.

a. For MK1/2 Minis pre 1970 (items no. 2,3a&4) **MS90**

b. For MK3 Minis 1970 on (items no. 1,3a&4) **MS91**

6. Sound proofing pads 8x19" approx. Stick on (commonly used in doors & roof). **Order individually as PT4008**

Car Covers



7. Custom fitted car covers with under body straps, double stitched & elasticated hems. Comes with storage bag.

a. Heavy duty Outdoor Mini Saloon car cover. Totally waterproof, vented, soft lined vehicle cover with ultimate weather protection. **CCC101**
b. Indoor Mini Saloon tailored car cover. Breathable, water resistant, light weight vehicle cover **CCC103**

Boot Board & Liner



8. Boot Board, black carpet with edge piping.

- a. fits with 5.5 gallon single tank pre 1974 **CCC110**
- b. fits with 7.5 gallon single tank 1974 to injection . **CCC111**
- c. fits with 5.5 gallon twin tank. **CCC112**
- d. fits all injection cars. **CCC113**
- e. original type boot board brackets and rubber buffers. **CCC115**



9. Plastic boot load liner, sturdy, lightweight and easily removable. This liner is tailor made for cars from 1974 on with larger 7.5 gallon petrol tanks. Keeps your luggage clean and helps to stop small items rolling around, by having a box section for de-icer, tools and polish, etc. **EBF100150**

10. Boot liner kit. Made from heavy duty board with hard wearing water & mud resistant carpet. Fits 7.5 gallon fuel tank. 1974 on.

a. Red **CCC119**

b. Black **CCC118**



11. Bootlid internal liner panel for insulation and protection of bootlid from dents and scrapes. Fittings included. **14A9838**

Speaker Board



12. Speaker board with 6" x 9" oval cut outs in wood, carpeted completely. Fits under rear seat.

a. Red **CCC117**

b. Black **CCC116**



Load Cover

13. Mini pickup flat tilt cover. Supplied with eyelets & fittings for custom installation. Black only **14E3062**



Spare Wheel Cover



14. Soft material. For cars with wheel well for carrying spare in horizontal position. 10" and 12" wheels only. **CK902**

15. Battery box cover **5L877**

16. Strap for battery box cover **14A7776**





73 Carpets, Mats and Trim

Heavy Duty Overmats



1. Heavy duty specially tailored overmats with either Mini, Mini Cooper or Mini Spares Logo as shown. Complete set front and rear.
- 'Mini Cooper' emblem. Order pair as CARPET13
 - No longer available
 - 'Mini Spares Logo' emblem. Order pair as CARPET11



- Cannon Rubber Overmats. Non slip back for extra safety. Set of low cost rubber overmats to protect carpets. Grey carpet has heel pad on drivers side, front mats are tailored for 2 sizes with easy cutting grooves for exact fit. Sold as a set of 4 (as shown). EAH104380
- Square rubber mats for rear (not shown). Order Individually GAC181

Carpet Sets

- Universal Carpet sets with two heel pads. (gear lever hole needs cutting).
 - Grey with edge beading Carpet03
 - Red with edge beading Carpet05
 - Black with edge beading MS126
 - Blue with edge beading Carpet06
 - Dark grey carpet without edge beading Carpet02



Carpet Fixings

- A car set of the original prongs, plates and floor studs to enable fitting the carpets properly. CARPET01



Deluxe Carpet Sets

Complete deluxe carpet sets containing shaped and contoured front and rear carpets complete with heel pads either side, seat rubbing strips and handbrake gaiter in colour keyed material. Also contains wheel arch carpet and side panels. With Soundproof backing already attached where needed.

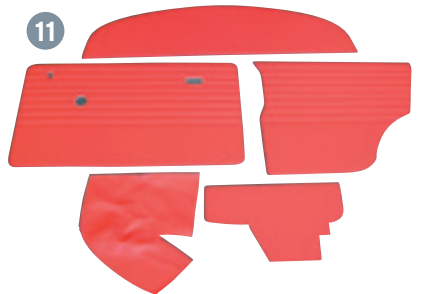


- For cars 1959-1973 pre rod change gearbox. Gear lever hole needs cutting.
 - Black CK960A
 - Red CK960M
- Pre shaped for cars 1973 on with rod change gearbox tunnel.
 - Black CK962A
 - Red CK962M
 - Grey CK962P



Interior trim

- MK1/2 Interior trim for Mini (not shown. As No. 11 with dash trim)
 - MK1/2 13 piece interior trim kit in black MSSK1010
 - MK1/2 13 piece interior trim kit in grey. MSSK1010GREY
- MK3 Interior trim in old classic Mini style (as shown).
 - MK3 Windup window 9 piece trim black kit MSSK1007
 - MK3 Windup window 9 piece trim grey kit MSSK1008
 - MK3 Windup window 9 piece trim red kit MSSK1009



- MK3 Windup window 4 piece black, door and rear sides only trim kit. Black only. MSSK1011
- Rear parcel shelf in black only .. ALE3153



Dashliners



- For central speedo type with 2 gauges pod.
 - Black painted without air vents VGA4192
 - Black painted with air vents VGA4188
 - Black vinyl covered with air vents ALE2928
 - Black vinyl covered without air vents ALE2927
 - Central speedo, single clock as per van black painted without air vents. VGA4187
 - Black painted for 3 clock type dash with the offset clocks. (Right Hand Drive) DT3047A
- Lower dash parcel shelf black liner VGA1995





Interior Trim Pads

1. Handbrake black vinyl gaiter. **CK989**
2. Lower black dash rail crash pad fitted from 1967-80. **ALA6621**
3. Lower black dash rail crash pad. 1980 on. **FCS100030PMA**

NOTE: We can also supply all Newton Commercial Trim Products. Please phone for details

Visors, Headlinings & Rails

- Headlinings (ready shaped material only) (Not shown).
4. a. Headlining kit with rear corners for MK1/2. **5D4085**
 - b. Headlining clips. Pack of 20. **C707**
 5. Headlining kit with rear corners for MK3 1970 on.
 - a. In white. **PAM5401AP**
 - b. In grey. **PAM5401LNG**
 - c. In black. **PAM5401BLACK**
 6. Headlining support rails for MK3 1970 on. Colour coded.
 - a. No. 1 rod. Red ends. **EEB100060**
 - b. No. 2 & 3 rod. White ends. **EEB100070**
 - c. No. 4 rod. Black ends. **EEB100080**
 - d. No. 5 rod. Blue ends. **EEB100090**
 - e. No. 6 rod. Yellow ends. **EEB100100**
 7. Sun visor. All have black internal side.
 - a. White external and mirror. **SV2017W**
 - b. White external no mirror. **SV2016W**
 - c. Grey external and mirror. **SV2017P**
 - d. Grey external no mirror. **SV2016P**
 - e. Sun visor fitting kit. Car set. **SV2021**
 8. Complete car set Includes all headlining, rails, visors & visor fittings above.
 - a. White kit. **HL3035W**
 - b. Grey kit. **HL3035P**
 9. Sunvisor for early Minis. Cream crackle finish for 1962-1964 Minis. **SV2000C**

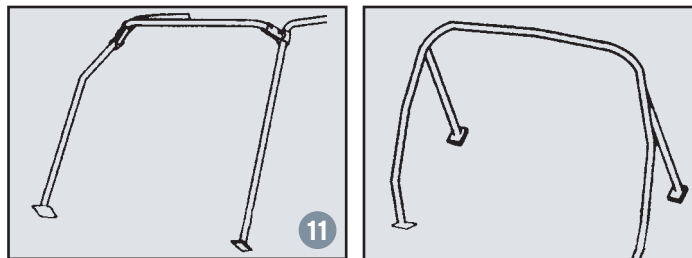
Roof Rack

10. Roof rack by Paddy Hopkirk. Two cross bars clamp to the rain gutters for easy installation. High quality modern design will not work loose or damage paintwork while carrying bulky items. **405U**

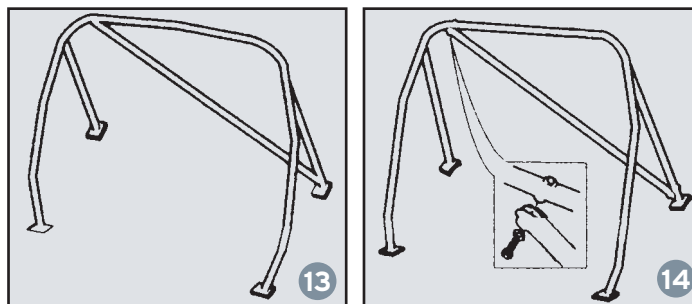


Roll Cages

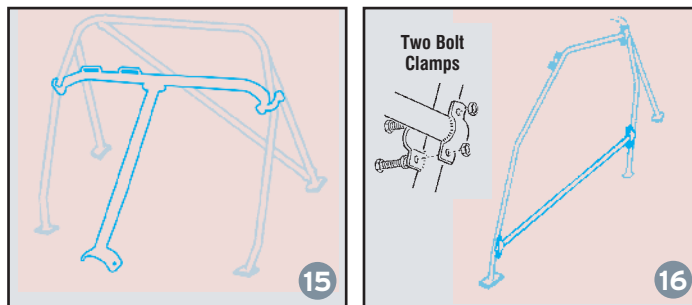
All cages are by the leading manufacturer Safety Devices and are to FIA approved standard, except where stated.



11. a. Front Cage. **C-STR237SD**
 b. Roll Cage Dash bar, an optional item can be fitted to above, as per Mighty Mini Spec. **C-STR53SD**
12. Rear Cage. No Diagonal. NOT FIA approved. **C-STR47SD**



13. Rear Cage Fixed Diagonal.
 - a. R/H drive. **C-STR48SD**
 - b. L/H drive. **C-STR50SD**
14. Rear Cage. Removable Diagonal.
 - a. R/H drive. **C-STR49SD**
 - b. L/H drive. **C-STR51SD**



15. Harness bar has been developed to fit 13 & 14 Roll Cage for the Mighty Mini Race series. **C-STR52SD**
16. Door Bar Single with two bolt clamps. **C-STR238SD**
 Safety Devices Roll Cages utilise two bolt clamps.

Fixings, Fasteners, Nuts & Bolts

All nuts, bolts and washers are also available separately. See individual item code listed below.



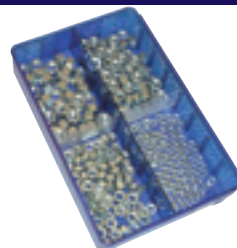
Assorted high tensile setscrews, UNF sizes 3/16" to 3/8". Zinc plated. Order box as **GMS114**

Description	Box Qty	Item Code
3/16" UNF x 1"	30	N/A
1/4" UNF x 3/4"	25	GFK5179
1/4" UNF x 1"	20	GFK5180
1/4" UNF x 1 1/2"	15	GFK5181
5/16" UNF x 3/4"	25	GFK5184
5/16" UNF x 1"	15	GFK5185
5/16" UNF x 1 1/2"	10	GFK5186
3/8" UNF x 1"	10	GFK5191



Assorted "P" type nylon insert locknuts, UNF sizes 1/4" to 1/2". Zinc plated. Order box as **GMS116**

Description	Box Qty	Item Code
1/4"	80	GFK3321
3/16"	60	GFK3322
3/8"	40	GFK3323
7/16"	20	GFK3324
1/2"	20	GFK3325



Assorted plain steel nuts, UNF sizes 3/16" to 3/8". Zinc plated. Order box as **GMS115**

Description	Box Qty	Item Code
3/16" UNF	110	GFK3210
1/4" UNF	80	GFK3211
5/16" UNF	70	GFK3212
3/8" UNF	40	GFK3214



Assorted flat washers, sizes 3/16" to 1/2". Zinc plated. Order box as **GMS126**

Description	Box Qty	Item Code
3/16"	200	GFK1112
1/4"	200	GFK1113
5/16"	200	GFK1114
3/8"	100	GFK1115
7/16"	50	GFK1116
1/2"	50	GFK1117





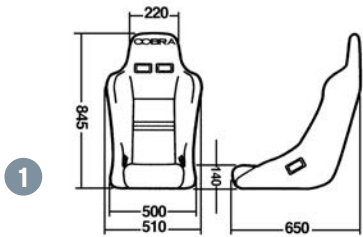
COBRA SEATS

Minispares only stock seats from the Cobra seating range. As Cobra have over 20 years experience making them the market leader in producing original and after market Mini seats. Black cloth and black vinyl seats are usually held in stock, but other colours and different piping can be specially ordered. All vinyl seats are more expensive. Note: Seat prices do not include subframes or headrests unless stated.

New Clubman Range



CLUBMAN

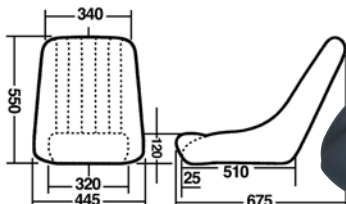


Fixed back, fast road, bucket seat. styled by Jordan Bennett, the New Clubman is a massive leap in quality and style, yet still represents a true value for money sports seat. Improvements to the frame and cushioning ensure unparalleled comfort and support.

- Tubular steel construction
- Integral headpad and shoulder supports
- Deep sided bucketed support
- Silver coloured harness slots
- Perforated vinyl headpad and side patches
- Integral lumbar support cushion
- Four point harness facility
- Outline embroidered badge in silver on headpad
- Base mounted using Cobra base frames

- Black and black cloth with vinyl armrests..... SEAT03
 - Black vinyl all over SEAT03V
 - Blue and black cloth with vinyl armrests..... SEAT03BLUE
 - Red and black cloth with vinyl armrests SEAT03RED
 - Grey and black cloth with vinyl armrests SEAT03GREY

Speedwell Seats



- Classic styled low back seats.
 - Black nylon bucket seat with Speedwell logo embroidered onto the seat SEAT12
 - Black vinyl bucket seat with Speedwell logo embroidered onto the seat SEAT13

Available to special order with headrests.



Cub Range

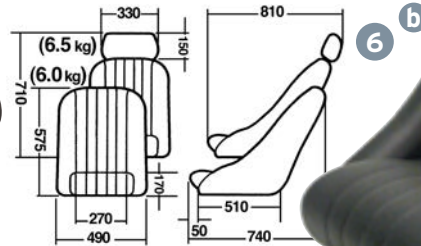


Special narrow traditional fixed back seat. Based upon classic theme, the Cub seat has been specially designed to work where space is at a premium.

- Retro compact styling
 - Extra narrow for specialised fittings
 - Lower base cushion for height restricted vehicles
 - Tubular steel construction
 - Low back for traditional sports and vintage cars
 - Mounts to Cobra slides or directly to floorpan
- Head rest is an optional extra.

- For black nylon covered SEAT02
 - For black vinyl covered SEAT02V
 - For grey vinyl covered SEAT02VGREY
 - For red vinyl covered (special order only)..... SEAT02VRED
- For black vinyl covered with head rest..... SEAT04

Classic Range



Fixed back traditional bucket seat. A low cost, entry level bucket seat, styled and constructed in a traditional manner. Deep sides and a low back ensure good comfort and support without the restrictions of a larger seat.

- Traditional fixed back bucket seat for fast road use
- Deep sided bucketed support
- Retro compact styling
- Tubular steel construction
- Deep cushioning for comfort
- Low back for traditional sports and vintage cars
- Based mounted using Cobra base frames.

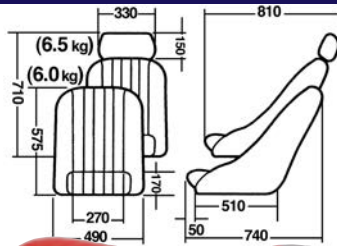
- Head rest is an optional extra.
- Classic without headrest.
 - Black nylon & no piping. SEAT01
 - Black vinyl & no piping. SEAT01V
 - Black vinyl & black piping. SEAT01VPIPING
 - Red vinyl & no piping. SEAT01REDV
 - Grey vinyl & no piping. SEAT01VGREY
 - Classic with headrest.
 - Black nylon & no piping..... SEAT11
 - Black vinyl & no piping SEAT11V
 - Black vinyl & black piping..... SEAT11VPIPING



Classic Range - Special Order Trim

1. Other colours and piping combinations are available to special order only. Please call or email for details of delivery times and special order costs.

Note: Leather seats available in all colours.



Black vinyl with red piping and headrest

Red vinyl with red piping and no headrest

Red and Grey vinyl with grey piping and no headrest

Available in any one or two colour combinations of colours below.

Nylon colours:	Vinyl Colours:			
• Black	• Black	• Red	• Grey	• Yellow
• Royal Blue	• Royal Blue	• Tan	• Magnolia	• Purple
• Red	• Navy Blue	• Ivory	• White	• Violet
• Grey	• British Racing Green	• Burgundy		
• Yellow	• Metallic Silver	• Orange		

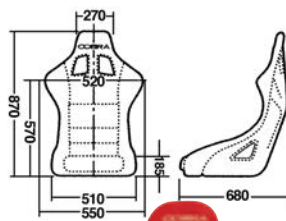
Monaco Competition Range



2



FIA Approved



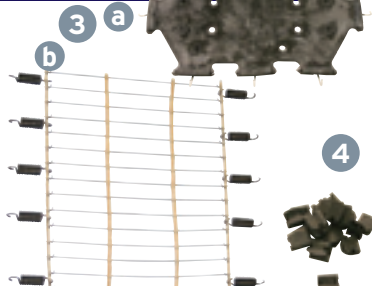
FIA Certified and approved for use in motorsport.

- Compact styling
- Lightweight
- Slotted for use with competition harnesses
- Ultra strong construction
- Reinforced shoulder and side pads
- Mounts using Cobra competition seat mounts

2. Monaco competition seat cloth black SEAT14
Available to special order in grey or red.

Seat Webbing

3. Seat webbings.
- Front seat base rubber. 1959-92 CZH3508
 - Front seat base. 1959-92 CZH3508MS
 - Front seat base, 1993 on HGD100150
 - Front seat squab, (back). 1959-80. C708
4. Seat upholstery to frame clips. Pack of 20. C707



Cobra Seat Frames

- Mini tailored seat subframe. SEAT09
- Mini tailored seat subframe with locking mechanism to fit floor loops as fitted from 1976 and is now considered a legal requirement by some MOT testing stations.
 - L/H SEAT10LEFT
 - R/H SEAT10RIGHT
- 4mm road legal size seat adjuster brackets. Order pair. BG5001MS
- Standard seat bracket. Mounts to the cross member for the fitment of original seats. Order individually 24A1495



Seat Belts

- Automatic seat belts are also available in the following colours, blue, grey and red.
 - Front automatic (inertia) seat belt.
 - Black. Order individually MSA111
 - Red. Order individually MSA111RED
 - Blue. Order individually MSA111BLUE
 - Grey. Order individually. MSA111GREY
 - Rear automatic (inertia) seat belt.
 - Black. Order individually MSA1109
 - Red. Order individually MSA1109RED
 - Blue. Order individually MSA1109BLUE
 - Static Securon seat belt. In black.
 - Front static seat belt. Order individually MSA1112
 - Rear static seat belt. Order individually MSA1113
 - 3 point fixing rally harness.
 - Black. Order individually MSA1114
 - Red. Order individually 1114RED
 - Blue. Order individually MSA1114BLUE
 - 4 point fixing rally harness. 2" wide strap
 - Black. Order individually MSA1110
 - Red. Order individually MSA1110RED
 - Blue. Order individually MSA1110BLUE
 - Seat belt eye bolts, When fitting 3 or 4 point harnesses. Comes as a pair ... 681-1
 - Seat belt threaded anchor plates for eye bolts, When fitting 3 or 4 point harnesses. Comes as a pair. 681-4
 - 4 point fixing rally harness. 3" wide strap
 - Red C-SSB1002
 - Blue. C-SSB1000



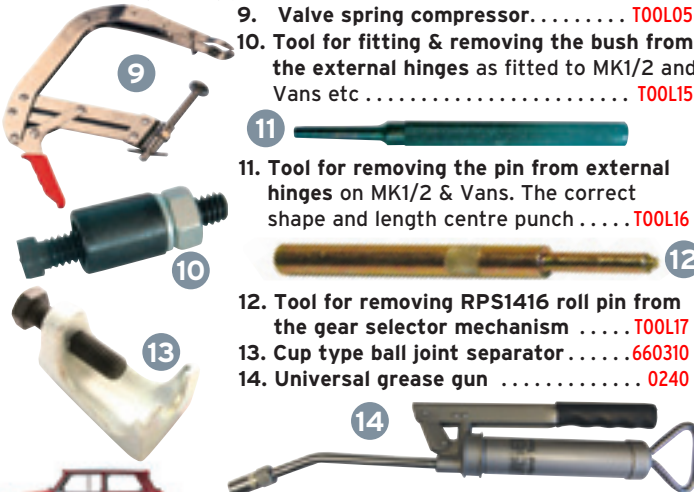


Specialist Tools

1. **Easy bleed, one person brake and clutch bleed kit.** Includes container to hold new fluid, interchangeable caps and pipe which connects to a tyre for pressure. With fitting instructions. This kit fits many cars. Ideal for changing fluid throughout the system, it makes life really easy **MSA1000**
2. **Clickadjust is a tool made to simplify the job of adjusting valve clearance.** By using the correct size socket on the tool, clearances can be set by turning the clickadjust the amount of turns that correspond to the instructions for the clearance needed **MSA1001**



3. **Colourtune is a glass topped spark plug which allows you to see the colour of the combustion in the chamber.** Colourtune takes the guess work out of the mixture adjustment because different fuel/air mixtures burn with different colours. Kit includes everything you need, instructions and wall chart **MSA1002**
4. **Carbalancer allows both air intakes on twin and twin choke carburettors to be balanced so they flow exactly the same amount of air.** This in turn will give you better performance with a smoother engine and better economy. **MSA1003**
5. **Brake adjusting and bleed spanner with longer handle for improved leverage** has $\frac{5}{16}$ " AF and $\frac{1}{4}$ " AF closed ends. This will adjust the rear brake shoes on all Minis. **660510**
6. **Brake adjusting and bleed spanner with longer handle for improved leverage** has a $\frac{5}{16}$ " AF open end for adjusting front brake shoes where the closed end type will not fit easily, plus a $\frac{1}{4}$ " AF hexagon closed end for the common sized rear bleed screw **BLM810**
7. **Windscreen beading tool.** This tool is required for fitting the chrome or black insert in the windscreen rubber or backlight rubber. See page 64 for heavy duty tool. **TOOL02**
8. a. **The valve grinding stick is necessary for grinding in the valves when rebuilding cylinder heads** **MSA1004**
b. **Valve grinding paste** (not shown) **MSA1005**
9. **Valve spring compressor** **TOOL05**
10. **Tool for fitting & removing the bush from the external hinges as fitted to MK1/2 and Vans etc** **TOOL15**
11. **Tool for removing the pin from external hinges on MK1/2 & Vans.** The correct shape and length centre punch **TOOL16**
12. **Tool for removing RPS1416 roll pin from the gear selector mechanism** **TOOL17**
13. **Cup type ball joint separator** **660310**
14. **Universal grease gun** **0240**



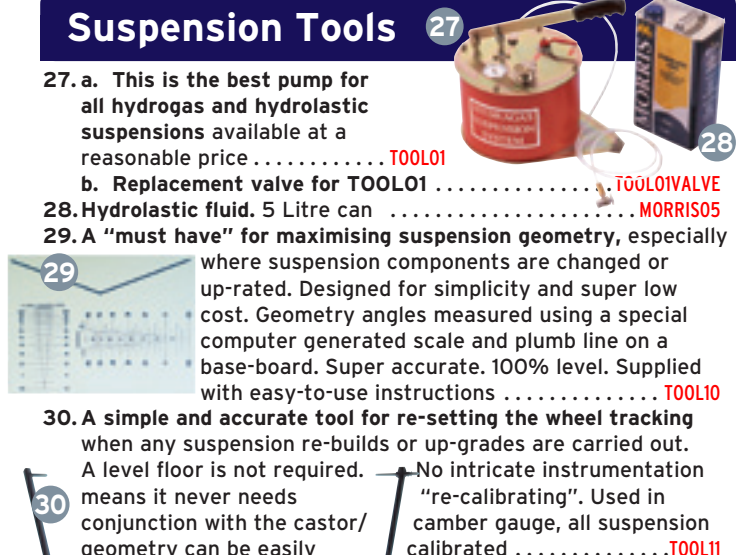
Service Tools



15. **Universal scissor type ball joint splitter for swivel pins, to lower and upper arm joints, plus track rod ends.** **660550**
16. **Suspension rubber cone compressor with one threaded metric pin for vehicles from 1976 only, or any with latest metric cones** **TOOL07**
17. **Suspension rubber cone compressor with two threaded pins, an AF threaded pin for suspension cones made before 1974 and a metric threaded pin for all suspension cones after 1976.** Take care on early models, where the suspension cone might already have been changed to metric, as it is easy to crossthread the tool. Only the later metric type cone is available from Rover as a spare part **660330**
18. a. **$\frac{1}{2}$ " AF deep socket, $\frac{1}{2}$ " drive is specially made for changing swivel pin joints & will also fit the flywheel bolt** **TOOL03**
b. **30mm socket for verto type flywheel** **TOOL13**
19. **$\frac{15}{16}$ " AF socket, $\frac{1}{2}$ " drive AF socket for use on the crankshaft bolt and camshaft nut** when changing timing cover oilseal or timing gears, steering wheel & disc brake hub nuts. **TOOL04**
20. **Two piece primary gear oil seal tool, (known as clutch seal tool).** It includes the sleeve that slides over the primary gear to protect the seal membrane on the gear splines, plus the outer body that pushes the seal home square. This is achieved by using the flywheel bolt in the end and tightening. (Does not remove seal)..... **CE12**
21. **Flywheel puller that includes bolts for either early AF or metric type late flywheels** **CE1**
22. **Inboard CV (pot joint) splitting tool for removing the constant velocity joint from the gearbox by way of driving it between as a wedge.** Does not remove joint from driveshaft. **18G1240**
23. **General purpose wedge type splitter for ball joints.** A cheaper alternative to the scissor type 660550. **660490**
24. **$\frac{1}{2}$ " AF flat spanner tool for the flywheel bolt to change the clutch.** **BLM024**
25. **Rear hub puller for extracting rear hub neatly when changing studs, wheel bearings or oil seal** **660260**
26. **Tool for fitting the rear wheel cylinder clip and early single front cylinder version** **TOOL14**

Suspension Tools

27. a. **This is the best pump for all hydrogas and hydrostatic suspensions available at a reasonable price** **TOOL01**
b. **Replacement valve for TOOL01** **TOOL01VALVE**
28. **Hydrostatic fluid. 5 Litre can** **MORRIS05**
29. **A "must have" for maximising suspension geometry, especially where suspension components are changed or up-rated.** Designed for simplicity and super low cost. Geometry angles measured using a special computer generated scale and plumb line on a base-board. Super accurate. 100% level. Supplied with easy-to-use instructions **TOOL10**
30. **A simple and accurate tool for re-setting the wheel tracking when any suspension re-builds or up-upgrades are carried out.** A level floor is not required. No intricate instrumentation means it never needs "re-calibrating". Used in conjunction with the castor/camber gauge, all suspension geometry can be easily calibrated **TOOL11**





Mini Spares Stickers

- Mini Spares stickers "Union Jack Love Your Mini Logo." Black text on white vinyl. External use only.
 - 930 x 111mm... **STICKER05**
 - 465 x 57mm... **STICKER04**
 - 310 x 40mm... **STICKER03**
 - 232 x 33mm... **STICKER02**
 - 185 x 27mm... **STICKER01**
- External union jack Love Heart 93x85mm **STICKER07**



Jewellery



- Mini tie bar, gold plated costume jewellery **JWL1002**
- Large Mini badge with 2 studs, gold plated **JWL1001**
- Mini cuff links, gold plated **JWL1004**
- Tie bar/ Cuff link set, gold plated **JWL1005**
- Mini 52cm necklace, gold plated **JWL1008**
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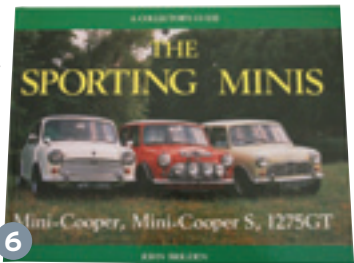
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Index

- Accelerator Cables 70
- Aerials 58
- Alarm Interface 50
 - Keyless Entry 50
 - Remote Control 50
- Alternators 45
- Badges 78, 79
- Battery 48
 - Ancillaries 48
 - Box 62
 - Box cover 72
 - Cable 48
- Belt Drive Kits 38, 39
- Body Shells 62
- Bodywork 61 - 66
 - Plugs 63
 - Seam mouldings 58
 - Styling kits 66
- Bonnets 63, 66
 - Badges 78, 79
 - Insulation 72
 - Seals 64
 - Straps 63
 - Stripes 78
- Books 81
- Boot 61, 66
 - Board 72
 - Hinges 63
 - Lids 61, 66
 - Liner 72
 - Seal 64
- Brakes 7 - 11
 - Alloy Calipers 7
 - Backplates 11
 - Caliper Pistons 8
 - Discs 9
 - Drums 11
 - Hoses 10
 - Kits 9
 - Lines 10
 - Pads & Shoes 8, 9
 - Safety switches 47
 - Shields 8
- Bumpers 58
 - Overriders 58
- Cables 70
 - Battery 48
 - Bonnet release 59,63,70
 - Choke 70
 - Handbrake 11
 - Heater 70
 - Speedo 67
 - Throttle 22
 - Wiper 53
- Calipers 7, 9
- Cam Followers 30
- Cam Shafts 37
- Cams 37
 - Bearings 37
- Car Cover 72
- Carburettor 19, 20, 22
 - Dashpots & Stubstacks 19, 20
 - Jet 20
 - Rebuild kits 20
- Carpets 73
- Central Locking 49
- Circuit Breakers 49
- Clutch 40, 41
- Cooling 14
 - Hoses 14
 - Temperature Transmitters 16
- Cowlings 49
- Crankshaft 33, 36
 - Bearing 36
 - Belts 38
 - Bolts 33
 - Connecting Rods 33
 - Dampers 38
 - Key 36
 - Main straps 33
 - Pulleys 38
- Crownwheels 45
- Cylinder Heads 25, 28
 - Gaskets 29
 - Studs, Nuts and Washers 32
- Dampers 1-3
- Dash Illumination 50
- Dashes 69
- Decal 78
- Differentials 43-45
- Dipsticks 33
- Distributors 46
 - Cap 46
 - Condenser 46
 - Contact set 46
 - Rotor Arm 46
- Door 61, 66
 - Accessories 54
 - Handles 54, 55, 69
 - Hinges 54, 55
 - Mouldings 54
 - Seal 64
 - Sill plates 56
- Driveshafts 7
 - CV Joint 7
 - Gaiter Kits 7
- Duplex Gear Kits 39
- DVD 80
- Dynamos 45
- Electric Window Kit 49
- Engine 33
 - Built-up Short Engine 33
 - Bushes 27
 - Core Plugs 16
 - Crankcase Breathers 19
 - Mounts 27
 - Stabilisers 27
- Exhaust 23-26
 - Fitting kit 24
 - Kits 25, 26
 - Millennium Range 24
 - Mountings 23
 - Peco 23
 - RC40 24, 25, 26
- Exterior Trim 54, 58
- Fan Belts 38
- Fibreglass 65, 66
- Filters 17, 18, 19
 - Air 19
 - Fuel 18
 - Oil 17
- Floor Panel 62
 - Plugs 63
- Flywheel 40
- Front Panels 61
- Fuel 18
- Fuel Tank 60
 - Sender units 60
- Fuse Box 49
- Gaskets 29
 - Sets 28, 29
- Gauges 67, 68
 - Dial Kits 69
 - Pods 67, 68
 - Speedo Cables 67
 - Speedos 67
- Gear Knob Emblems 70
- Gearbox 43
 - 5 Speed 43
 - Baulk ring 43
- Bearings 44
- Gaitors 43
- Leak fix kit 43
- Lever 43
- Mounts 43
- Oil pick up pipe 43
- Rebuild Kits 44
- Stabilisers 27
- Gearlever Knob 69, 70
- Gears 41, 42
- Grilles 59
- Grommets 63
- Handbrake 11
- Headlamp see
 - Lenses & lamps
- Headlining & Rails 74
- Heater Matrix 16
- Heater Valves 16
- Heatshields 21
- Horns 49
- Hoses 14, 16, 17, 18
- Ignition 47
 - Switch 47, 48
- Ignition Coils 46
 - Covers 46
- Indicator 51
- Indicator & Hazard Units 49
- Interior Trim 55, 69, 73, 74
- Jacking point 62
- Jewellery 80
- Key Fobs 70, 79
- Knobs 70
- Layshafts 44
- Lead Sets 47
- Lighting 50, 51
 - Auxiliary 52
 - Covers 52
 - Fog 51, 52
 - Halogen 51, 52
 - Headlamp 51, 52
 - Headlight Kit 51
 - Indicators 51
 - Lamp bar 52
 - Lamp Conversion 52
 - Lenses 50, 51
 - Number plate 51
 - Rear Lamps 50
 - Reversing 51
- Seals 64
- Manifolds 21 - 23, 25, 26
 - Exhaust 22, 23
 - Gaskets 29
 - Inlet 21
 - Spacers 21
- Master Cylinders 8
- Mats 73
- Mirrors 57
- Model Kits 80
- Mouse Mats 79
- Mudflaps 58
- Number Plates 57
- Nuts & bolts 74
- Oil 17
 - Capillary Pipes 68
 - Drain Plugs 35
 - Magnetic Oil Traps 35
 - Pressure regulator 35
 - Pumps 35
 - Sump plug 68
 - Switches 35, 68
 - Transducers 35, 68
 - Valves 35
- Oil Coolers 17
- Oil Filter 17
- Pedals & Pads 56
- Performance Kits 25, 26
- Petrol Caps 60
- Pistons 34
- Pushrods 31
- Radiators 14, 15, 16
 - Fans 15
- Radius Arms 5
- Rockers 31, 32
 - Covers 32
- Roll Cages 74
- Seats 75, 76
 - Belts 76
 - Frames 76
 - Webbing 76
- Servos 10
- Slave cylinder 41
- Soundproofing 72
- Spark Plugs 47
- Speaker Board 72
- Speedos 67
- Spoiler 66
- Stage One Kit 26
- Stalks 49
 - Indicator 49
 - MK1 55
 - Wipers 49
- Starter Solenoid 45
- Starters 45
- Steering 4
 - Bushes 4
 - Gaiter Kits 4
 - Lower Arm Pin 4
 - Lower arms 3
 - Racks 4
 - Track Rod Ends 4
- Steering wheels 71
 - Bosses 71
 - Horn push assembly 71
- Stickers 78, 79, 80
- Subframe 5 - 7
- Sumpguards 33
- Suspension 1, 2, 3, 5
 - Anti Roll Bars 5
 - Bump stop 2
 - Camber Brackets 6
 - Coil Over Kits 3
 - Cones 2
 - Dampers 1, 2, 3
 - HILO 1
 - Hydroelastic Pipes 5
 - Kits 1
 - Knuckle 1
 - Swivel Pin Kit 7
 - Tie Rods 3
 - Tools 77
- Switches 47, 48, 49
 - Headlamp 48
 - Ignition 48
 - Relay 48
 - Stalks 49
 - Wiper 48
- T-Shirts 80
- Tachometer Kit 68
- Tax Disc Holders 79
- Thermostats 15, 16, 17
 - Blanking Sleeves 15
 - Housings 16
 - Oil 17
- Throttle 22
- Thrust washers 36
- Turbo Parts 41
- Tyres 12
 - Valve Caps 11
- Upper Arm Rebuild Kit 4
- Valve 29, 30
 - Guides/Seals 30
 - Shims 29
 - Springs 29
 - Top caps 29
- Water Pumps 16
 - pulley 38
- Wheel Arches 65, 66
- Wheel Cover 72
- Wheels 12-14
 - Centre Caps 12, 13
 - Locknuts 11
 - Nuts & studs 12, 13
 - Spacers 12
- Windows 56
- Mouldings 56
- Rubber 64
- Seals 64
- Support rail 56
- Windscreen washer 53, 54
- Bottles 53, 54
- Jet 53
- Pumps 53, 54
- Wings 61
- Wiper 50, 53
 - Blades 53
 - Delay 50
 - Motors 53
- Wheel box 53
- Wiring Looms 48





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