

CLASSIC MINI PARTS IBÉRICA

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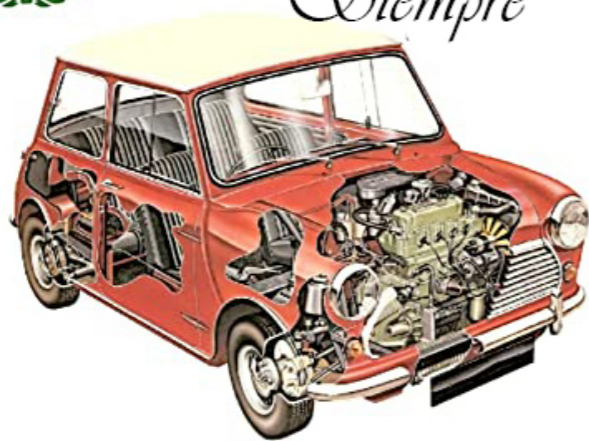
28015 MADRID; ESPAÑA

COMO COMPRAR?

Usted puede comprar llamandonos por teléfono, enviandonos un email a info@miniparts.es, por whatsapp o por nuestra página web. Gracias por su elección.



Un Clásico para Siempre



Catálogo de piezas y accesorios (Minispares)



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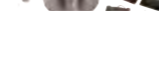
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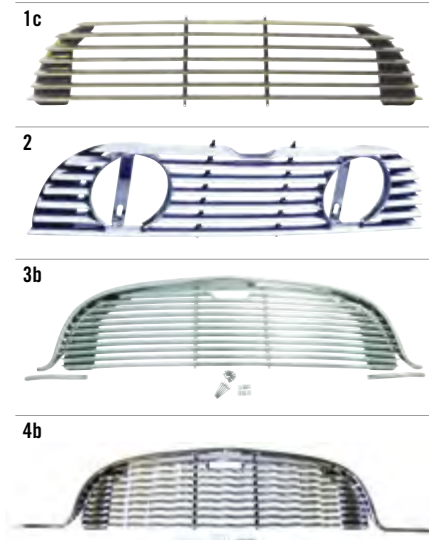
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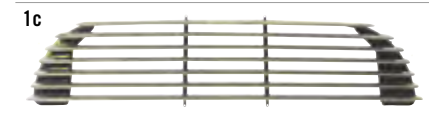
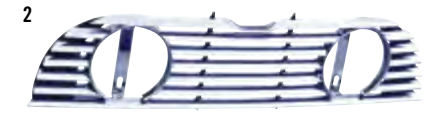




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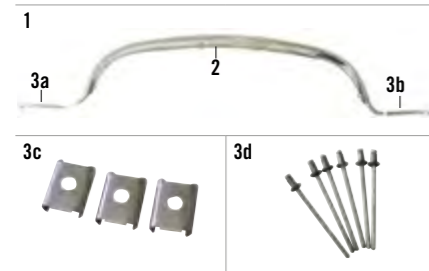


MK1 Grilles



- 1c  **24A2158**
- 2  **14A7780**
24A2158KIT
- 3b  **24A2159**
- 4b  **GS130273**
- 1a. **Stainless steel Morris Cooper grille** **24A2158**
- b. **Above grille 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** **GS130273**
- 2 **Stainless steel grille with 6" lamp hole** **8B12506**
- 3a. **Grille as fitted to Austin MK1 Cooper and 'S'** **24A198**
- b. **Above grille with retro surround kit** **14A7780**
24A198KIT
- c. **Full top slat for internal bonnet release.**
Retro look **24A199**
- d. **Full top slat with retro surround kit** **14A7780**
24A199KIT
- 4a. **Grille as fitted to Austin MK1 Minis, known as the wavy line grille** because of its shape **14A7299**
- b. **Above grilles with retro surround kit** **14A7780**
14A7299KIT

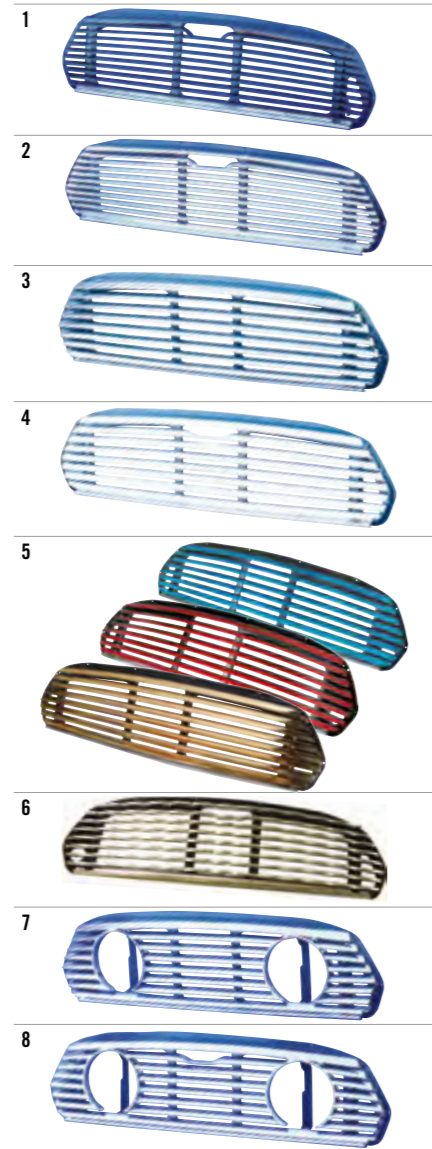
MK1 Grille Mouldings



- 1 **Complete MK1 surround and fitting kit.**
Includes No. 2 and all 3 **14A7780**
- 2 **Original chrome over brass MK1 moustache surround,** redesigned to also fit all current genuine front panels and our grilles for a retro look **14A7781RETRO**

- 3a. **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**

MK2/3 Grilles

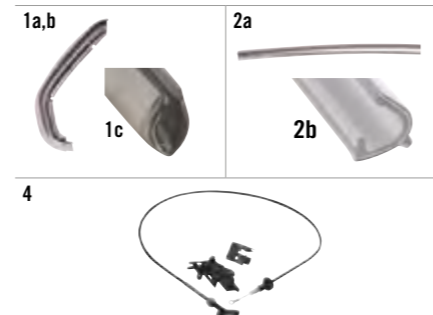


- All MK2/3 types are interchangeable and are supplied without surrounds. Mini Spares grilles & surrounds have been supplied to Rover as original equipment.
- 1a. **Black grille as fitted to early MK3/4 saloons** from 1970 onwards **CZH4015MS**
 - b. **Complete grille kit, black with external bonnet release.** Includes grille, surround mouldings, screws and seatings **GRILLE03**
 - 2 **Bright alloy grille.**
 - a. **With external bonnet release** **ALA6654MS**
 - b. **With internal bonnet release** **DHB102140MMM**
 - c. **Complete bright alloy grille kit, with external bonnet release.** Includes grille, surround mouldings, screws and seatings **GRILLE02**

- 3a. **Bright trim alloy grille** as original where internal bonnet release is used **ALA6669**
- b. **Stainless steel heavy-duty front grille** where internal bonnet release is used **8B12505**
- c. **Complete grille kit, Bright trim alloy for Cooper S with internal bonnet release.** Grille, surround mouldings, screws and seatings **GRILLE05**
- 4a. **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 car **8B12504**
- c. **Complete grille kit, Bright alloy for Cooper S with external bonnet release.** Grille, surround mouldings, screws and seatings **GRILLE04**
- 5 **Anodised grilles available in 3 colours.**

Bonnet release	Internal	External
Gold	ALA6669GOLD	ALA6668GOLD
Red	ALA6669RED	ALA6668RED
Blue	ALA6669BLUE	ALA6668BLUE
- 6 **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** **8B12508**
 - b. **Recessed slat for external bonnet opening** (as shown) **8B12507**
- 7 **Stainless steel grille with 6" lamp hole** when internal bonnet release is fitted **8B12503**
- 8 **Stainless steel grille with 6" lamp hole** when external bonnet release is fitted **8B12502**

MK2 on Grille Mouldings



- 1a. **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**
- 2a. **Grille top moulding** (fitted to bonnet) MK2 1967 on **ALA6559**
- b. **Plastic finisher to grille top moulding.** Order individually **24A2708**
- 3 **Grille surround kits MK2 on.**
 - a. **Complete car set of mouldings, trims & screws.** Includes all parts in No. 1 and 2 **GRILLE10**
 - b. **Car set of mouldings only.** Includes parts No. 1a,b and 2a **HMP841009**

- 4 **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). Modified bracket for easy fitment **GS130273**

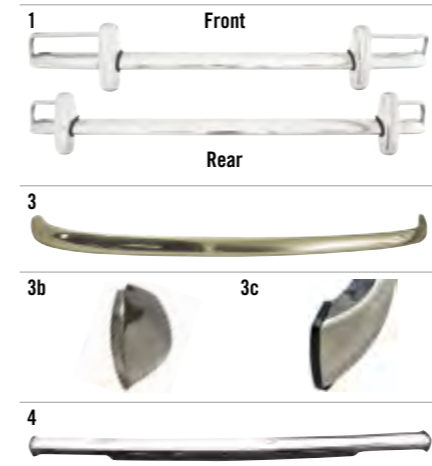
Grille Fixings



- 1 **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.

Blue alloy	Black	Chrome	Lightweight aluminium
 MS97B	 MS98	 MS99	 MS100

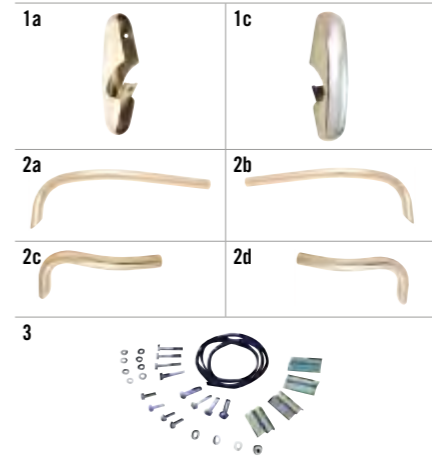
Bumpers



- Mini Spares manufacture all the classic overiders, corner bars and bumpers in stainless steel with the correctly pressed holes and shapes to original specification. Parts available separately or in kits.
- 1 **Original kit complete with bumpers, corner bars, overiders and all fittings** **MS25**
 - 2 **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**
- 3a. **Stainless steel bumper with holes for corner bars.** Can be ordered individually **14A9871**
- b. **Genuine Minispares stainless steel bumper with rolled edge ends for safety.** Order individually **DPB10166**
- c. **Genuine Minispares stainless steel bumper with open ends, fitted with protective rubber seal** Order individually **DPB10165**
- d. **Non genuine chrome bumper.** Order individually **14A6779MS**
- e. **Value stainless steel bumper.** Order individually **DPB10165MS**
- 4 **Clubman front bumper** **CZH600**

Overiders



- 1a. **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**
- 2a. **Left hand front corner bar stainless steel.** Order individually **14A9878**
- b. **Right hand front corner bar stainless steel.** Order individually **14A9877**
- c. **Left hand rear corner bar stainless steel.** Order individually **14A9920**
- d. **Right hand rear corner bar stainless steel.** Order individually **14A9919**
- 3a. **Fitting kit for MK1 corner bars and overiders.** (As supplied in MS25). Order individually **MSSK010**
- b. **Fitting kit for MK2 overiders only** **MSSK011**

Rose Petal Wheels











- 1 **Rose petal wheel. 4 3/4x10"**
From Mini Spares own tooling with Swiftune technical expertise for an exact fitting wheel for Historic racing and road use. Includes spacers, plus long and short stainless steel bolts for either use **C-21A1071**

Rover Alloy Wheels

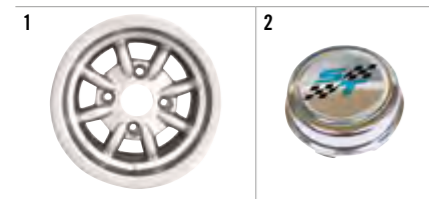


- 1 **Faithful reproductions of Rover factory wheels from the 1990's.** Order individually.

2a	2b	2c	2d
			
2e	2f	2g	2h
			

 - a. **6x13" Sportspack wheel** as fitted from 1996 on **RRC109640MS**
 - b. **4.5x12" main production wheel** except the RSP 1990 **RRC10339MS**
- 2 **Plastic centre caps for Rover 12" and 13" Cooper/Sportspack wheels with 52MM centre.** Order individually.
 - a. **Red Mini Cooper laurel** with silver outer rim **DTC100690MNH**
 - b. **Red Mini Cooper Wreath** stick on **BADGE0002**
 - c. **Red Mini Cooper laurel** sticker only **STICKER21**
 - d. **Black cap plain** **NAM9105PMD**
 - e. **White Mini Cooper laurel** with black cap **DTC100610RJS**
 - f. **White Mini Cooper laurel** sticker only **STICKER23**
 - g. **MINI on green back** with silver rim **DTC100680MNH**
 - h. **Latest MINI** stick on **BADGE0003**

Mini Spares Alloy Wheels



- 1 Flat front outer rim as per our 4.5 Mini Spares Wheel 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 cap. Order individually **WHL1000**
 - b. 6x10" Alloy 8 Spoke Wheel with 55mm cap. Order individually **WHL1001**
- 2 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. Order individually **WHL0999**

Special Tuning Alloys



- 1 The Original thick front rimmed 4 1/2 x 10" wheel as used by Abingdon Special Tuning designed by Tech Dell Minilite.** Fits within the body line 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**
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 with 67 mm centre cap. For 5x12" with nuts/cap **C-21A1967**
- 4 Wheel Nuts for all above wheels.** Order individually **C-21A1969**
- 5a. Chrome Plastic 67mm Centre Cap.** 50mm centre. Fits all Special Tuning wheels. Order individually **C-21A1962**
- b. Special Tuning 50mm Chrome /silver plastic sticker** fits C-21A1962 **STICKER25**
- 6 5x12 Special Tuning Money saver wheel.** Exactly the same as 3) but machined to accept standard CN5 chrome wheel nuts (included with cap) savings many £'s **C-21A1021**
- 7 Wheel Nuts for Special Tuning Wheels C-21A1021.** Order individually **CN5**

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

Genuine Minilite Wheels

Exclusive Distributor of Genuine Minilite Wheels



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.

- | | | |
|----|--|------------------|
| | GOLD | SILVER |
| a. | 4 1/2 x 10" Silver ('S' offset) C-21A1900GOLD | C-21A1900 |
| b. | 4 1/2 x 10" Silver (Drum offset) C-21A1900A | |
| c. | 5 x 10" Silver C-21A1901GOLD | C-21A1901 |
| d. | Cap for above C-21A1907 | |
| e. | 6 x 10" Silver C-21A1902GOLD | C-21A1902 |
| f. | 6 x 10" Silver deep dish C-21A1902A | |
| g. | 6 x 13" Silver C-21A1903 | |
| h. | 5 x 12" Silver C-21A1904GOLD | C-21A1904 |
| i. | Cap for f,g,h C-21A1908 | |

Genuine Revolution Wheels



- 1 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. 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**
- 2 Stainless steel Revo/Mamba wheel nut (except 13")** **REV09**
- 3 Chrome wheel nuts for Revo 13" (except RFX)** **REV10**
- 4 Revolution plastic front fitting cap**
 - a. 63mm diameter for all 4 spoke type plus 6x13 RFX. Order individually **REV06**
 - b. 55mm diameter for RFX 5 spoke 12" wheel only. Order individually **REV07**
- 5 Revolution plastic front fitting cap 2004 on 67mm diameter.** Order individually **REV13**

Mini-Light 13" Wheels



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

Classic Wheels



- 1 Reproduction Cooper S steel wheel 4 1/2 x 10"**
 - a. Silver finish. Order individually **21A1286**
 - b. Old English White finish. Order individually **21A1286WHITE**
- 2a. Dunlop 5x10" look alike wheel** **WHL1004**
 - b. Dunlop centre cap for above **WHL1023**
- 3 Mamba wheels.** A 2010 reproduction of the old 1960's classic style Mamba. In silver or black with silver edges and a different size centre cap and central hole. New style cap and nuts supplied.
 - a. 5x10 silver **WHL1012**
 - b. 5x10 black **WHL1016**
 - c. 6x10 silver **WHL1013**
 - d. 6x10 black **WHL1017**
 - e. 6x12 black **WHL1015**

Weller Centre Caps



- 1a. Weller steel wheel cap for 10" wheels.** 63mm back/rear fitting less badge. Logo face area of 45mm. Order individually **WELLACAPS**
- b. Weller steel wheel cap for 12" wheels.** 69mm back/rear fitting less badge. Face area of 45mm. Order individually **WELLACAPS12**

Valve Caps

Alloy Tyre Valve Caps. Available in four anodised colours. Order Set of 4 as:



Locknuts



- Locking nuts. Sold in Sets of 4
- 1a. For latest Mini/Cooper 8 Spoke Alloy** **LOCKNUT1**
 - b. Mini 12" steel** – 1984 on, Wella CN2/CN5 type 60 degree taper **LOCKNUT5**
 - c. Mini 10" steel** – Pre 1984. GB alloys CN1/4-type **LOCKNUT6**
 - 2a For Mamba/Revo 10" wheels** **LOCKNUT2**
 - b. For Minilife / ST and original Minilite wheel** Pre 1980 **LOCKNUT3**

Wheel Nuts

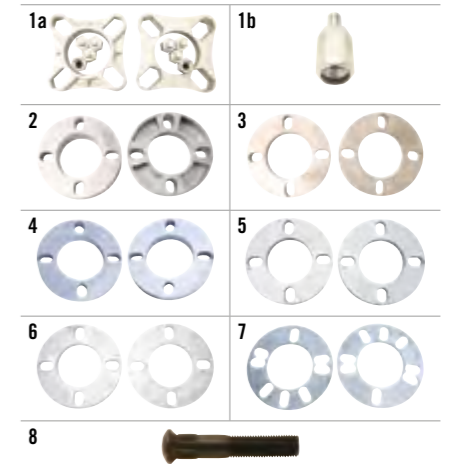


- 1 No. 6 Chrome long nut,** equivalent type fitted to Mini steel wheels pre 1984, round radius bottom **CN1**
- 2 No. 6 Chrome long nut with large round seat** as per steel wheel pre 1984. Can be used for CN1 if required **CN4**
- 3 No. 5 chrome long nut 60° angle seat,** equivalent to type fitted to all 12" steel wheels 1984 on, 60° angle bottom. Fits Weller and Minator **CN2**
- 4 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**
- 5 Sleeve nut and chamfered washer** in stainless steel for Minilife **C-21A1969**
- 6a. Sleeve nut in stainless steel** for Original Mamba/revolution with washer **REV09**
- b. Zinc plate original type Mamba / revolution wheel nut** **REV09C**
- 7a. Standard. Mini Wheel Nut,** round seating, used from 69-84 as shown **88G322**
- b. Standard. Mini Wheel Nut,** 60° seating for steel wheels, 84 on not shown **113087**

- 8 Basic Wheel Nut without cover** for Rover Cooper Alloys 1 1/16" nut size **AJM1139**
- 9 Rover cooper alloy fitted with stainless steel outer cover.** Now 17mm nut size, was 1 1/16". Use 6 sided socket to avoid damage. **S/steel NAM9075 Solid Chrome NAM9075MS**
- 10 Chrome Sleeve Nut & flat washer** for Wolfrace slot and original Minilite. Will also fit the later Minilite Company wheel 5x10 only **CN3**
- 11 Short wheel nut for minispares Rose Petal with washer.** Stainless steel **C-21A1073**
- 12 Long wheel nut for minispares Rose Petal with washer.** Stainless steel **C-21A1074**

All nuts Order individually

Wheel Spacers



- 1a. Pair of 1 1/4" (32mm) wheel spacers** with studded bolts (not for performance use) **BG4001**
- b. Studded bolt (as in above)** **BG4001BOLT**
- 2 Pair of 1" (25mm) wheel spacers** with ENJO-1039 studs **CW16**
- 3 Pair of 3/4" (19mm) wheel spacers** with ENJO-1039 studs **CW15**
- 4 Pair of 3/4" (19mm) wheel spacers** with ENJO-1040 studs **CW17**
- 5 Pair of 3/8" (10mm) wheel spacers** with 21A2064L studs **CW1**
- 6 Pair of 3/16" (5mm) wheel spacer shims** **SR4**
- 7 Pair of 3mm wide wheel spacer shims** **SR3**
- 8 Wheel stud's length starts from under head to end, not end to end:**

	Stud length	Thread length	
a.	35mm	22mm	21A2064
b.	50mm	26mm	21A2064L
c.	32mm	23mm	NAM5645
d.	55mm	22mm	21A1278
e.	58mm	19mm	ENJO-1039
f.	78mm	30mm	ENJO-1040

Tyres



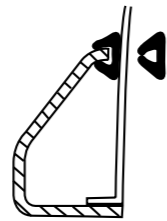
- 1 **Falken 165x70x10 (FK-07E Design)** TYRE07
- 2 **Falken 165x60x12 (ZE914)** TYRE04
- 3 **Yokohama A032-R 165x70x10.** Aqua tusk tread design to increase traction in the wet TYRE15
- 4 **Yokohama A008 165x70x10.** High performance tread Asymmetric pattern. Competition TYRE08
- 5 **Dunlop R7 165x70x10** reproduction of the 1960s racing CR65 tyre TYRE05
- 6 **Yokohama track tyre. Not road legal.**
 - a. **Yokohama A048R.** 165x55x12 TYRE19
 - b. **Yokohama A048R.** For 175x50x13 TYRE25
- 7a. **Yokohama A539 tyre.** For 165x60x12 TYRE17
- b. **Yokohama A539 tyre.** For 175x50x13 TYRE18
- 8 **Falken for all those old classic steel** 3 1/2x10" wheels 145x80x10 TYRE24
- 9 **Falken 145x70x12 (SN828).** For standard 12" wheels TYRE26

- 10 **Nankang 175/50/13** AS1 performance tyre TYRE16
- 11 **Nankang 145/70/12** SV-2 winter tyre TYRE27
- 12 **Digital tyre pressure gauge** with led light TOOL08
- 13 **Tyre pressure gauge.** Angled for easy use TOOL06

Wheel Arches and Flares

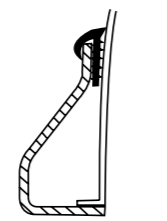
For edging trim that has only the edge butting up to bodywork.

Order per metre in black only 37H9871

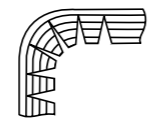


For edging trim that has a flat edge butting up against bodywork.

Order per metre in black only SPL0059



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



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.

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 GAW117/MS133MS are assumed to be fitable or have been fitted by customers.

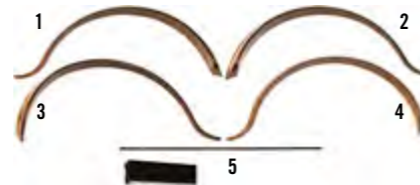
The schematic drawings also show method of screw fixing.

Never drill the bodywork until you are satisfied with the style, fitability, and trimming requirements for a good fit.

GAW117 - Plastic Arches



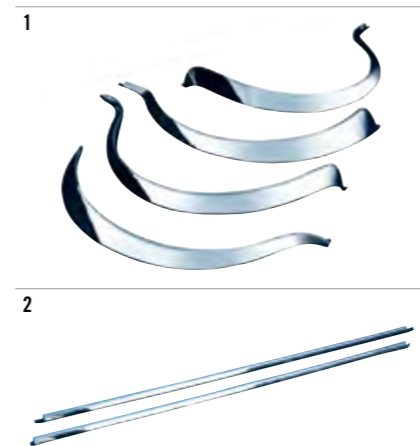
Mini Special Arches. Includes sill trim moulding between arches. This arch kit sticks out 1 3/4" when body line (wheel arch and moulding seam) are kept original. Originally fitted to Innocenti Minis and became standard equipment on all Minis from 1984. Screws are visible and rear arch extends beyond bumper seam line. These black plastic arches were originally known as Mini Special Arches GAW117



Black Arches in this kit are also available individually

- 1 R/H/Front arch CZH4312
- 2 L/H/Front arch CZH4313
- 3 R/H/Rear arch CZH4314
- 4 L/H/Rear arch CZH4315
- 5 Sill strip CZH4316

Stainless Steel Arch Cover



- 1 Set of four stainless steel covers to fit over the original plastic arches (GAW117) 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



1 **The last Rover arches, as fitted to the Sportspack Mini from 1997.** Moulded rubber and stick out 3 1/2". The body line has to be cut away to fit. Finished in correct rubber primer.

a. Available as set of 4 MS135

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 seal between arch and body (as supplied in Kit MS135 & ARCH001). Order individually DFP100400

2 **The finishing moulding between the front and rear arches** (not supplied in kits)

a. Genuine order individually DDJ10002

b. Non genuine order individually DDJ10002MS

3 **Rubber 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. Value Price! ARCH001

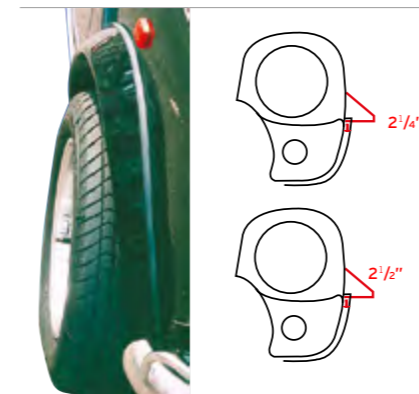
4 For similar set in fibreglass MS136

WP Style Arch

This design of wide profile arch sticks out 2 1/4"-2 1/2" when body line (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. Black.

a. Better fitting upgraded premium fibreglass kit 2 1/4" wide MS133MS

b. ABS Arches plastic 2 1/2" wide, less expensive MS134



Group 2 Arches in Fibreglass



a. **This arch kit sticks out 1 1/4", including lip,** when body lines (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 White only C-AJJ3316

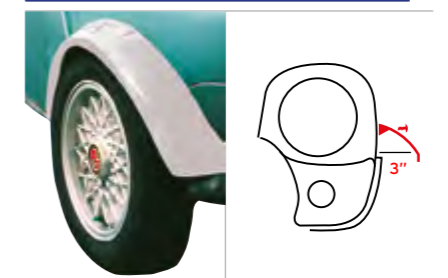
b. **Premium grade arch set** with black finish not requiring paint C-AJJ3316BLACK

C-STN71 Works Group 5 Arches In Fibreglass



This arch kit sticks out 2 1/2", including lip, when body lines (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. Black C-STN71

Group 5 Arch in Fibreglass



This arch kit sticks out 3" and is used when body line 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". White only MS128

MS128W Group 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 body line modifications and fairly inexpensive to replace. Rear arches stop at bumper seam line. White only MS128W

Mini Miglia 5.5" Arches



1 **Mini Miglia arches in black gel coat.** Approx. 4.8" wide which require fitting brackets for strength. Set of 4 MS127

2 **Fitting kit for MS127 wheel arches** MS127KF

Complete Body Shell



1 All body shells are zinc coated steel in 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 aerial 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 aerial hole. MK7 Sportspack has modified panels and holes for Sportspack arches.

- a. MK1 complete shell [HMP441050](#)
- b. MK4/5 complete shell 1976-90 [BMP343](#)
- c. MK6 complete shell 1991-96 [AAA36002](#)
- d. MK7 complete shell 1996 on [AAA360200](#)
- e. MK7 Sportspack complete shell 1996 on [AAA360210](#)

- 2 Clubman complete shell 1976 on [CZH594](#)



- 3 Motorsport Shell [CZH3247](#)

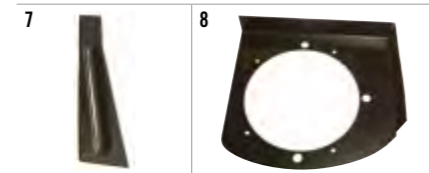
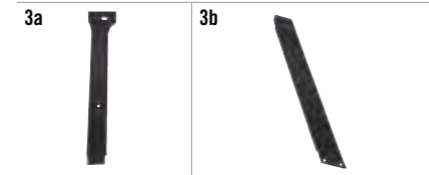
Body Panels

We recommend fitting genuine body panels where available for all repairs or restoration. We also offer Non Genuine panels which are the best or only alternatives available.

Front Panels



- 1 Front panel for: Genuine Non genuine
 - a. MK1/2/3 pre rubber mounted subframe
 - [14A8308](#) [MS4E](#)
 - Authentic reproduction [14A8308MS](#)
 - b. MK4 for rubber mounted subframe 1976 on
 - [ALA8619](#) [MS4L](#)
 - c. MK6 with AFU3389 side lamp and has 2 spot lamp holes
 - [ASJ36002](#) n/a
 - d. MK7 twin point injection with front mounted radiator
 - [ASJ360070](#) [ASJ360070MS](#)



- 2 Van / Pickup front panel non genuine.
 - a. Pre rubber mounted subframe [14A9566](#)
 - b. No valance cooling cut outs subframe [14A6480](#)
 - c. When rubber mounted subframe [AAM1106](#)

- 3 Front panel stiffeners.
 - a. Stiffener bracket as fitted to front panels is available if required [ALA4583](#)
 - b. Original angled stiffener to allow fitment of oil cooler as per Cooper 'S' [24A1918](#)

- 4 Clubman front panel built up
 - a. Pre 1976 [HMP441039](#)
 - b. Rubber mounted subframe 76 on [HMP441040](#)

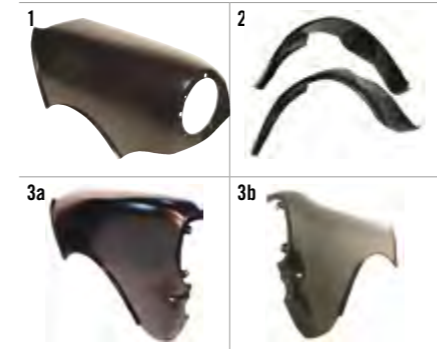
- 5 Clubman lower front panel
 - a. Pre 1976 [CZH563](#)
 - b. Rubber mounted subframe 76 on [AAM1022](#)

- 6 Clubman bonnet lander panel
 - a. Genuine [CZH149](#)
 - b. Non genuine [MS149](#)

- 7 Clubman stiffener panel between bonnet lander and lower panel [CZH155](#)

- 8 Clubman headlamp backing panel
 - a. Right hand Genuine [CZH120](#) Non Genuine [MS56R](#)
 - b. Left hand [CZH121](#) [MS56R](#)

Mini Wings



- 1a. MK1/2/3 R/H wing [14A7240](#) [MS1R](#)
- b. MK1/2/3 L/H wing [14A7241](#) [MS1L](#)

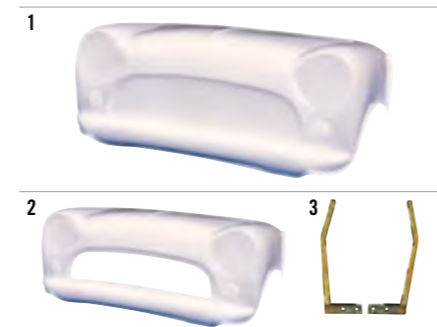
- Wing with side repeater hole 1984 on.
 - c. R/H wing [BMP454](#) [BMP454MS](#)
 - d. L/H wing [BMP455](#) [BMP455MS](#)

- Wing with side repeater, 1996 on, MPI only.
 - e. R/H wing. Genuine [ASB360009](#)
 - f. L/H wing. Genuine [ASB360010](#)

- 2 Front wing / wheel arch liner kit to stop rust. Does not fit Clubman / MPI. (1990 on needs slight modification for fan) [CAMLO1](#)

- 3a. Clubman R/H wing [CZH408](#)
- b. Clubman L/H wing [CZH409](#)

Fibreglass Front End

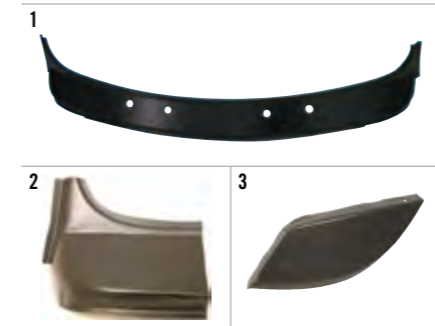


- 1 Mini, one piece full front end without any cut-outs. Multi purpose specification [MS104](#)

- 2 Mini, one piece full front end with grille cut out. For road use [MS105](#)

- 3 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. Use with above front ends [MS106](#)

Windscreen Surround



- 1 Windscreen lower surround panel suitable for all models.

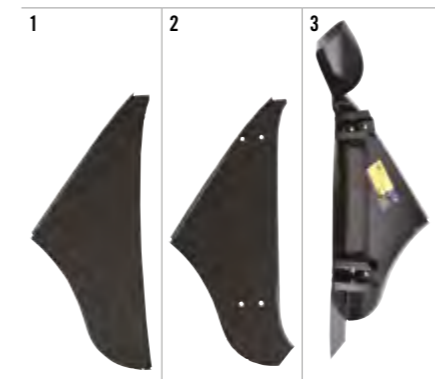
- a. Genuine [HMP441001](#)
- b. Non Genuine [HMP441001MS](#)

- 2 Corner repair section 8" wide
 - Right Hand [MS6R](#)
 - Left Hand [MS6L](#)

- 3. 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. Included as part of A panels 14A8346, 14A8347, 14A8346GEN, 14A8347GEN.

- a. Right hand [14A8348](#) [MS6XR](#)
- b. Left hand [14A8349](#) [MS6XL](#)

'A' Panels



- 1 'A' panel for cars with internal hinges MK3 on. Upgrade available, thicker metal and great fit.

- Genuine Non Genuine Upgrade
 - a. R/H [ALA5660](#) [ALA5660MS](#)
 - b. L/H [ALA5661](#) [ALA5661MS](#)

- 2 A panel with holes for cars with external hinges.
 - Genuine Non Genuine
 - a. Right hand [14A6901](#) [MS8R](#)
 - b. Left hand [14A6902](#) [MS8L](#)

- 3 Inner A panels with external hinge reinforcement brackets
 - Genuine Non Genuine
 - a. Right hand [14A8346GEN](#) [14A8346](#)
 - b. Left hand [14A8347GEN](#) [14A8347](#)

Inner Wings



Year and model	Full Inner wing	Inner wing A-panel fitted	Half Inner wing
Right Hand			
59-69 MK1/2	14A7900 (genuine)		14A8390 (non genuine)
69 on	ABD36006 (genuine)	ABD36004 (genuine)	CZH3064 (non genuine)
Clubman	CZH414 (genuine)	CZH410 (genuine)	CZH3062 (genuine)
Left Hand			
59-69 Mk1/2	14A7901 (genuine)		CZH3065 (non genuine)
69-91	ALA6475 (genuine)	ALA6279 (genuine)	CZH3065 (non genuine)
91-96	ABD36007 (genuine)	ABD36005 (genuine)	CZH3067 (non genuine)
96 on	ABD360180 (genuine)	ABD360200 (genuine)	
Clubman	CZH569 (genuine)	CZH567 (genuine)	CZH3063 (genuine)



- 1 Radiator cowling for inner wing. 1959-75
 - a. For non Clubman. Genuine [14A6498](#)
 - b. For Clubman. Genuine [CZH570](#)

- 2 Radiator cooling slat repair panel. 1959-91 Not for Clubman. Genuine [HMP441023](#)

Doors



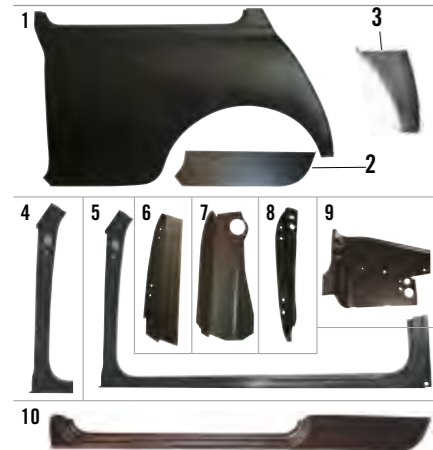
- 1 MK1/2 door for external hinges.
 - Right Hand Left Hand
 - a. Door genuine [14A8306](#) [14A8307](#)
 - b. Door skin genuine [14A5498](#) [14A5499](#)
 - c. Door skin non genuine [MS12R](#) [MS12L](#)
 - d. Door skin Aluminium [MS12AR](#) [MS12AL](#)
 - e. Door bottom repair. Only repair part available non genuine [MSP002R](#) [MSP002L](#)

- 2 MK3 Door 1970 on, wind up windows & internal hinges. Less hinges

- Right Hand Left Hand
 - a. Door genuine [BMP306MS](#) [BMP307MS](#)
 - b. Door with crash bar, 1996 on, interchangeable with above. genuine [BDA360100](#) [BDA360110](#)
 - c. Door skin genuine [CZH3300](#) [CZH3301](#)
 - d. Door skin non genuine [MS11R](#) [MS11L](#)
 - e. Door skin Aluminium [MS11AR](#) [MS11AL](#)
 - f. Door skin lower repair [MSP011R](#) [MSP011L](#)
 - g. Inner skin and door bottom repair [MS34R](#) [MS34L](#)

- h. Door frame bottom repair with curved ends for outer skin (MS33 and MS34 cannot be fitted together as they both have the bottom section) [MS33R](#) [MS33L](#)

Body Sides



- 1 **Rear half bodyside.** MK1/2 have external door hinges. MK3 on have wind up windows

	Right Hand	Left Hand
a. Non genuine MK1/2	MS17R	MS17L
b. Genuine MK3 on	HMP441014	HMP441015
c. Non genuine MK3on	MS18R	MS18L
- 2 **Door frame to rear wheel arch lower repair**

	Right Hand	Left Hand
Non genuine	MS62R	MS62L
- 3 **Body side rear lower wheel arch repair 7" high**

	Right Hand	Left Hand
Non genuine	MSP017R	MSP017L
- 4 **'A' post and part doorstep repair panel**

Non Genuine	Right Hand	Left Hand
A' post, doorstep	MSL43R	MSL43L
- 5 **'A' post with doorstep repair panel, for wind up window, internal hinge cars.**

Genuine	Right Hand	Left Hand
A' post, doorstep	HMP441012	HMP441013
- 6 **A' post, with hinge holes and inner wing repair 3" deep**

	Right Hand	Left Hand
	MSL41R	MSL41L
- 7a. **A' post and 6" inner wing repair for MK1/2**

Non genuine	MS64R	MS64L
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- b. **A' post, with hinge holes and 6" inner wing repair for MK3**

	Right Hand	Left Hand
	MSL42R	MSL42L
- 8 **A' post, door stay stiffener panel**

a. Genuine	ALA6472GEN	ALA6473GEN
b. Non genuine	ALA6472	ALA6473
- 9 **Rear Companion Box**

	Right Hand	Left Hand
a. w/ seat belt mount	ADO360020	ADO360030
a. MK1	14A6494	14A6495
- 10 **Door step and body rear lower repair sections**

a. MK1/2 saloon	MS28R	MS28L
b. Van/pick up and traveller	MS47R	MS47L
c. MK3 saloon	MSL28R	MS28L
d. Clubman estate	MS48R	MS48L

Commercial Body Side

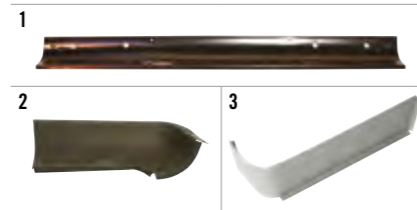


- 1 **Upper side van part repair or for converting estates to van sides**

	Right Hand	Left Hand
Non genuine	14A6895	14A6896
- 2 **Mini pickup rear side non genuine. Have been used for repairing van lower sections**

	Right Hand	Left Hand
Non genuine	14A7555MS	14A7556MS

Van, Estate, Pickup Valance



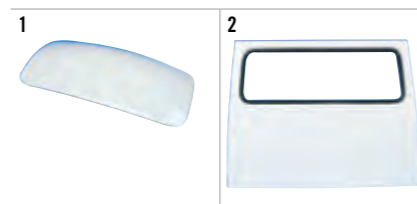
- 1 **Centre valance**

a. Genuine	14A8154
b. Non genuine	MS22
- 2 **Corner**

	Right Hand	Left Hand
a. Genuine	14A6908	14A6909
b. Non genuine	MS52R	MS52L
- 3 **Repair section for above corner valance and rear lower side**

	Right Hand	Left Hand
Non genuine	MS50R	MS50L

Fibreglass Boot / Van Door

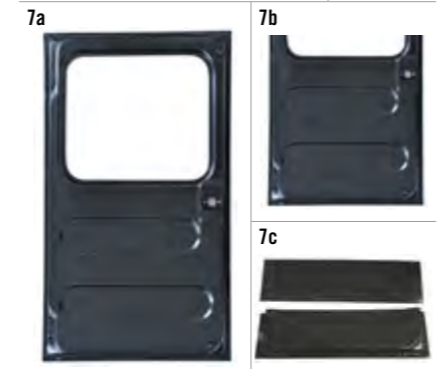


- 1 **Bootlid double skins or outer skins cannot be fitted using original fixings. Available in MK1/MK3 design.**

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
 - 2 **Minivan/ Estate one piece rear fibreglass door with window and seal fitted**

	MS109
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- We recommend all Fibreglass (with the exception of arches) should be collected by the customer.

Boot Lid, Tailgate, Rear Door



- 1 **Early type MK1 bootlid.** Pre 1967 with cross member support sections as per MK3 Minis

Non genuine	Single skin	28G110MS
	Double skin	8G9270MS
- 2a. **Bootlid for MK3** 1970 on, with holes for clips for boot seal (14A6584). Lamp fits above the number plate. Genuine

	BMP339
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- b. **Bootlid MK3 type,** Non Genuine with holes for clips for boot seal (14A6584)

	MS19
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- c. **Outer skin only.** For MK3 on. Genuine

	BMP102
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- d. **Bootlid MK3 shape** without clip holes because the seal (CKE10018) was fitted on the body from 1988 on. Genuine

	BMD36001
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- 3 **Mini pickup tailgate.** Genuine

	CZH3293
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- 4 **Boot seal fitted on boot lid** pre 1988

	14A6584
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- 5. **Boot seal clips for 14A6584**

a. Order 26 clip kit	14A6585KIT
b. Individual clips	14A6585
- 6 **Boot seal fitted on body** 1988 on
No clips needed

	CKE10018
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- 7 **Van rear doors.**

	Right Hand	Left Hand
a. Full door	Genuine 14A8096	14A8097
b. Door skin from window down	Non genuine MS21R	MS21L
c. Door lower inner and outer 7" repair sections	Non genuine MS32R	MS32L

Saloon Rear Panels/ Valance



- 1 **Complete upper and lower rear panel. MK2 on**

a. For MK1 lamp holes	HMP441046
b. Mk1 rear panel with correct size rear screen	14A6484
c. For MK2 rear panel complete	ALA6417
- 2 **Rear lower back panel** for MK2 1967 on.

	HMP441019
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- 3 **Boot hinge lower repair panel** suitable for all models

	HMP441009
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- 4 **Boot hinge lower repair panel center section 31"** non genuine

	MS20
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- 5 **Rear panel lower repair section**

	Right Hand	Left Hand
	MS028R	MS028L
- 6 **Rear lower valance for all saloons**

a. Valance with fog lamp fixing holes. Genuine	14A5497
b. Valance with out holes MK1 & 2. Genuine	14A6940
c. Valance without fog lamp fixing holes	Non genuine MS22
d. Valance with fog lamp fixing holes	Non genuine CZH3353MS

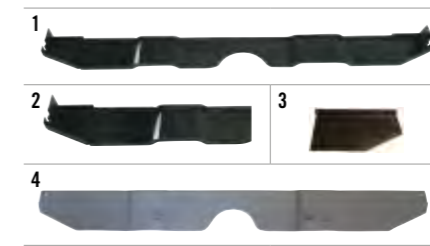
Tail Lamp Conversion



- 1 **If converting a late square lamp hole** Mini to fit MK1 rear lamps, these are the metal plates required for the conversion.

	Right Hand	Left Hand
	MS026R	MS026L

Subframe Mounting Panel



- 1 **Complete Subframe mounting and rear floor skirt panel.** 1991 on but fits all saloons
Genuine.

	HMP441008
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For pre 1991 original shape, see non genuine MS51
- 2 **Half panel only**

	Right Hand	Left Hand
Genuine	HMP441006	HMP441007
- 3 **Subframe mounting panel 11" repair section**

	Right Hand	Left Hand
For Saloon	MS51R	MS51L
Van, estate / pickup	MS51VANR	MS51VANL
- 4a. **Complete panel pre 1991 original shape**

	MS51
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- b. **Complete van panel original shape**

	MS51VAN
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Boot Floor & Repair Panels



- 1 **Rear seat and boot floor genuine panel suitable for all models.**

a. With battery box	HMP441016
b. Without battery box	ALA5513
- 2 **Boot inner repair panel Non Genuine.**

a. Right hand	MS24R
b. Left hand	MS24L
- 3 **Boot floor rear repair section.** Non genuine 10" deep

	MS54
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Battery Box



- 1a. **Original battery box.** Genuine

	14A6499
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- b. **Pattern battery box.** Non genuine

	MS31
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Rear Wheel Arches



- 1 **Complete arch**

	Right Hand	Left Hand
a. Genuine	14A9558	14A9559
- 2 **Top arch part only**

	Right Hand	Left Hand
a. Genuine	14A6617	14A6618
- 3 **Damper turret part**

	Right Hand	Left Hand
a. Genuine	HMP441010	HMP441011
b. Non genuine	MS46R	MS46L
- 4 **Inner rear wheel arch stiffener** to seat pan and boot floor.

	Right Hand	Left Hand
Genuine	ALA5532	ALA5533

Closing Panels



- 1 **Rear Valance closing panels.**

	Right Hand	Left Hand
Genuine	ALA5524	ALA5525
- 2 **Rear Valance closing and subframe mount panels.**

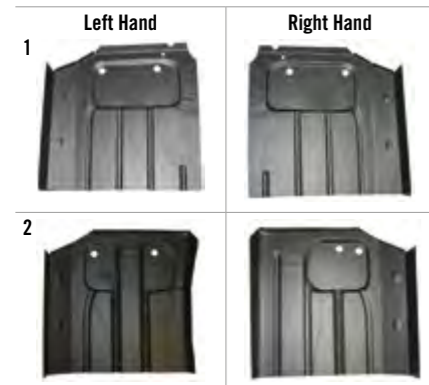
	Right Hand	Left Hand
a. Genuine	ALA5528	ALA8623
b. Non genuine	ALA5528MS	ALA8623MS
- 3 **Rear of rear wheel arch closing panel.**

	Right Hand	Left Hand
Non genuine	MS40R	MS40L
- 4 **Front of rear wheel arch closing panel.**

	Right Hand	Left Hand
Genuine	14A6611	14A6612
- 5 **Rear Subframe mount stiffener bracket.**

	Right Hand	Left Hand
Genuine	14A6609	14A6610

Floor & Floor Pans



1 Replacement floor pans to fit all Minis up to injection type cars before they ran a strengthening gusset front to rear on the passenger side to recess the extra pipes

	Right Hand	Left Hand
Front floor pan only pre injection		
Non genuine	MS25R	MS25L

2 Front floor pan only. Introduced in 1991 with strengthening gusset in floor pan.

	Left Hand	Right Hand
Non genuine	MSL25R	MSL25L



3 Rear floor pan repair only pre injection as per front description

	Right Hand	Left Hand
a. Saloon Non genuine	MS26R	MS26L
b. Van Non genuine	MS26RVAN	MS26LVAN

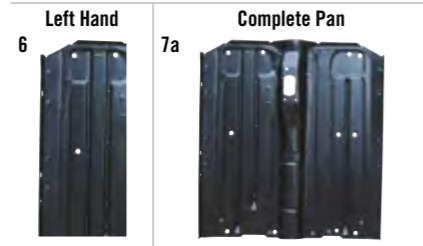
4 Rear floor pan only Introduced in 1991 with strengthening gusset in floor pan.

	Right Hand	Left Hand
Non genuine	MSL26R	MSL26L



5 Front to rear floor pan. Pre 1990

a. Non genuine Saloon	FS006R	FS006L
b. Non genuine Van	FS007R	FS007L

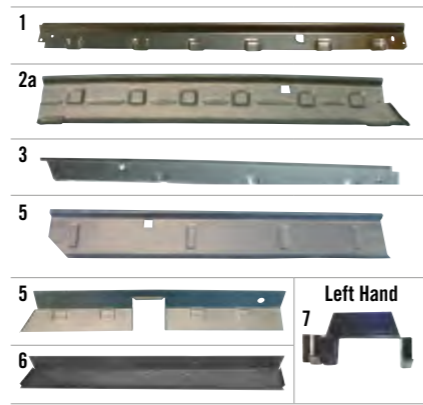


6 Front to rear floor pan with latest pressings Rod change tunnel

7 Floor pan. Complete with sills /cross member.

- a. Floor pan less cross member, rod change tunnel. Genuine (as shown) CZH2669
- b. Complete floor assembly MK4 with sills /cross member. Genuine ADA36002E
- c. Floor pan & xmember for rod change saloon 1997 onwards. Genuine ADA36002
- d. Complete floor assembly MK1 magic wand type gear box. Non genuine 14A9536
- e. Complete floor assembly MK1/2 remote type gear box. Non genuine 24A2615
- 8 Tunnel assembly ADA36002C

Sill Panels



1 Outer sill 6 flute MK3 Right Hand Left Hand

a. Saloon genuine	14A9534	14A9535
b. Saloon non genuine	MS63R	MS63L
c. Van genuine	14A9026	14A9027

2a. MK3 Outer sill 8" with 6 flute Non genuine MS55R MS55L

b. Van outer sill 8" with 6 flute Non genuine MS58R MS58L

3 Outer sill 4 flute Right Hand Left Hand

a. MK1/2 4" wide	MS30R	MS30L
b. Van 4 1/2" wide	MS49R	MS49L

4 MK1/2 8" wide MS29R MS29L

5 Inner sill repair Right Hand Left Hand

section all saloons	MS27R	MS27L
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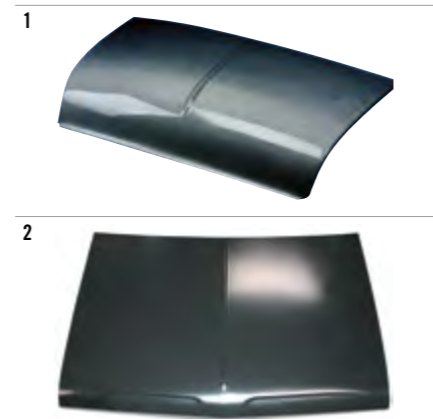
6 Full inner sill replacement with carpet brackets

a. For saloon	MSP001R	MSP001L
b. For van	MSP001VANR	MSP001VANL

7 Genuine jacking point hole and cross member extension reinforcement bracket

	Right Hand	Left Hand
	14A8374	14A8375

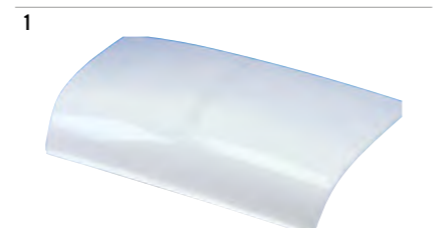
Bonnets



- 1a. 1971 on with grille moulding support lip. Non Genuine MSL2
- b. MK1 1960-67 No grille moulding support lip. Genuine 24A1182
- 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
- 2 Clubman genuine bonnet CZH2609

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

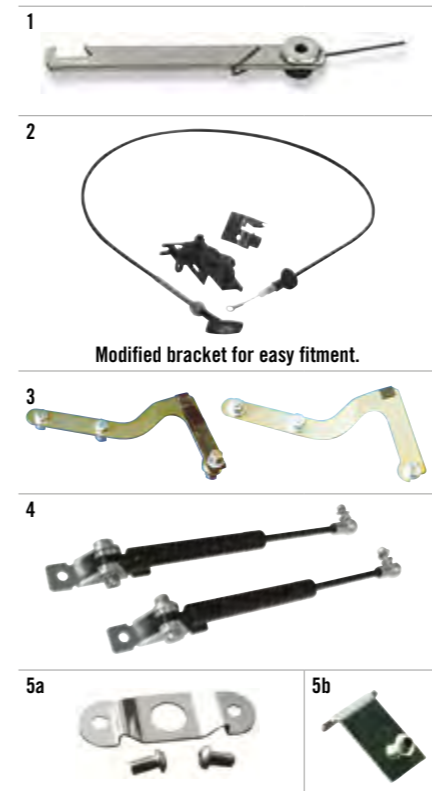
Fibreglass Bonnet



- 1a. Bonnet skin without lip as per MK1 Mini and Vans. No fixings MS114
- b. Bonnet skin with lip for moulding MS114A
- c. Clubman budget bonnet skin MS115

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.

Bonnet Fittings



Modified bracket for easy fitment.

1 Spring loaded bracket, bolts to original hinge and acts as safe auxiliary bonnet prop MSSK018

2 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

3 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 engine MSSK019

4 Gas bonnet lifting strut kit. Eliminates need for standard prop making engine access easier MSA5000

5 Bonnet lock guide plate Standard Stainless steel with screws

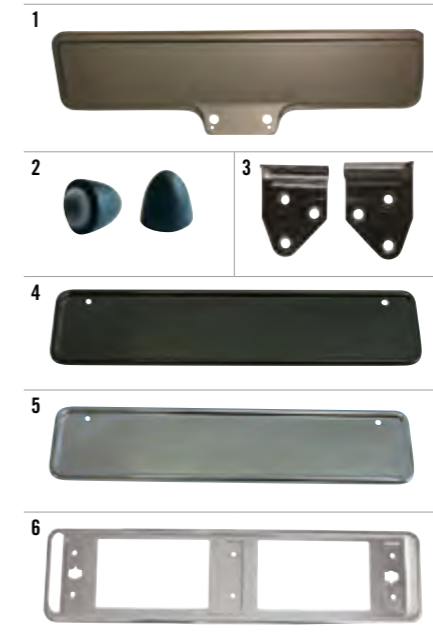
a. Up to 1996 pre MPI	AAM1223	AAM1223SS
b. 1966 on MPI only	ALR1441A	ALR1441SS

Bootlid Hinges



- 1a. Pair of chromed bootlid hinges 8B12601
- b. Pair of bootlid hinges non genuine 8B12602
- 2a. Lower gasket for hinge to body. Order Individually 24A2176
- b. Upper gasket for hinge to bootlid. Order Individually 24A2175

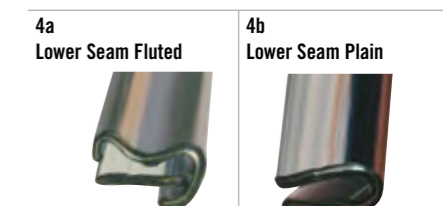
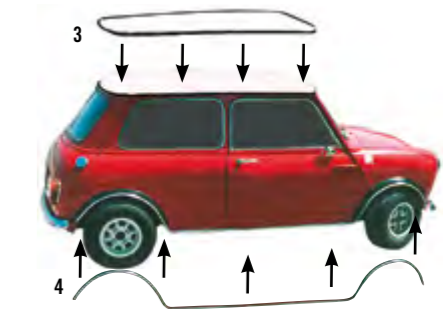
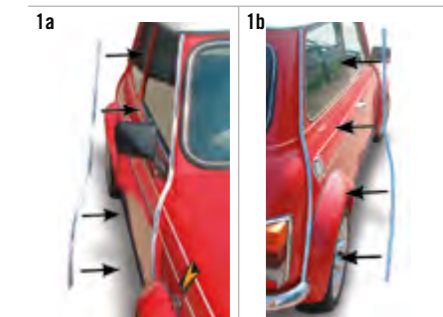
Number Plates



- 1 Original hanging number plate in black 14A6468
- 2 Number plate buffer. Only fitted on MK1/2 with 14A6468 14A7625
- 3a. Hinge bracket R/H for number plate 14A6466
- b. Hinge bracket L/H for number plate 14A6467
- 4 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
- 5 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 8B12390

6 Plastic number plate surround. Looks good but not as solid as using stainless steel above MSA0213

Body Seam Mouldings



Body Seam Mouldings in Stainless Steel

1 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 front. Stainless steel 8B12400
- b. For a pair of rear. Stainless steel 8B12401
- c. Front fits R/H & L/H BMP127 BMP127MS
- d. Rear R/H BMP124 BMP124MS
- e. Rear L/H BMP125 BMP125MS

2 Body seam moulding clips. Order individually.

- a. Stainless steel non rusting BMP128MS
- b. Mild steel BMP128

- 3 Roof trim. 1 Roll of after market plastic trim sufficient for one saloon/sedan roof.
- a. Silver MT632
- b. Black MT633
- c. Stainless steel joining clips (as required). Order individually DBE10006S
- d. Joining clips in black primer only (as required). Order individually DBE10006PMD

- 4 Chrome type lower plastic body seam moulding.
- a. Fluted type as MK1/2. Genuine GZF105A
- b. Plain type as MK3on. Genuine GZF107A
- c. Black fluted by metre. Non genuine GZF108MA

Classic Straps and Fixings



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

- 1 **Over centre clips**, chrome plated and sold in pairs only MS117
- 2 **Heavy duty bonnet pins** 3 1/2" long and 1/2" thick. Pairs only C247
- 3a. **Original tan leather bonnet strap**, thick top grade leather, alloy fastening, and sold complete with screws as used by ST Works cars. Order individually C-AJJ3381
- b. **Black leather bonnet straps** C-AJJ3380
- 4a. **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
- 5 **Rubber bonnet hook & fastenings, black rubber.**
 - a. **Short 2 1/2" in length**. In pairs only MS119
 - b. **Long 4 1/2" in length**. In pairs only MS118

- 6 **Bonnet and boot springs** available in pairs only.
 - a. **In black** BS258
 - b. **In chrome** MS122
- 7 **Black leather bonnet straps. Pairs only** MS121
- 8 **Lockable bonnet pins for competition** C402
- 9 **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 C-AJJ4005

Floor and Body Plugs



- 1 **Inner sill 1 1/4" x 1" rectangular plug** for 1" long 1 3/16" hole AYB10020
- 2 **Boot plug for fuel lines** on injection cars or new shells 3" long oval hole WYA10001
- 3 **Floor plug, 1 5/16" wide**. Fits holes just under or over 1" 14A7081
- 4 **Battery box, rear floor pan, wiper hole plug**. 1 1/8" wide Fits 1 3/16" hole 14A7090A
- 5 **Radius arm shroud, aerial hole and floor, steering column hole plug**. 1 1/4" wide. Fits 7/8" hole 14A7091
- 6 **Plug for hole in fliitch, MK1 door, bonnet platform. MK4 later panel.** 1 3/16" wide. Fits 1/2" hole 14A7031
- 7 **Floor plug.**
 - a. **Boot 5/8" wide to fit hole 5/16"** 13H1954
 - b. **Steering Column** BNP3894

- 8 **Rear valance fog lamp blanking plug**. 1" wide for 5/8" hole 14A7032
- 9 **Spot lamp bracket front valance plug**. Fits 1 1/16" wide Fits 3/8" hole 9.2mm hole ALA4466
- 10 **Plug for buffer fliitch plate (4), luggage strap hole(3)**. 1/2" wide for 5/16" hole 2H7274
- 11 **Wiper motor extra square hole** in dash white plastic plug CZG778
- 12 **Bonnet buffer** 1990 on stick on type. ADU2072
- 13 **Bonnet buffer** MK1/2/3. 14G6856
- 14 **"B" Post blanking plug 2" square** MK3 on. Order individually CZH628
- 15 **Boot lid number plate buffer** MK1/2. Order individually 14A7625

Grommets

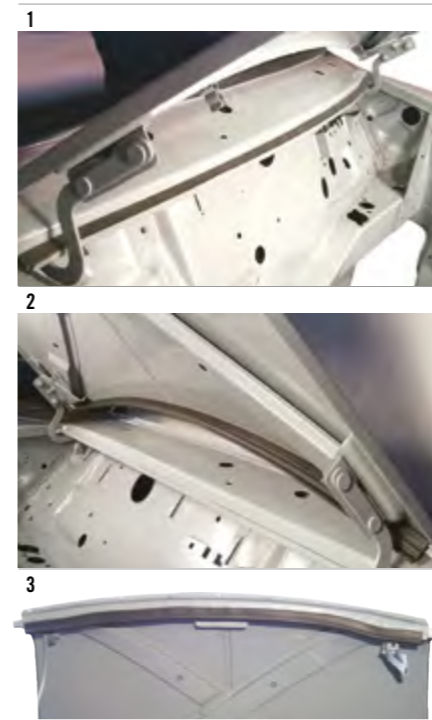


- Grommets with centre hole for wiring and control cables etc.
- 1a. **Grommet, 1/8" centre hole 1/2" wide and fits 1 1/32" hole, choke cable through body** CAM5969
 - b. **Grommet, 7/32" centre hole 1 1/4" wide and fits 1" hole** 5L23
 - c. **Grommet, 1/8" centre hole 1" wide and fits a 3/4" hole, boot 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" hole** RFN403
 - f. **Grommet, 1/8" centre hole 1 3/32" wide to fit 9/16" hole, bootlid and bulkhead wiring** RFN303
 - 2 **Door handle seal** ADA3817
 - 3 **Boot handle seal** CZH1747

Van Rear Door Seal

- 1 **Van/estate rear door seal.**
 - a. **Right hand** 14A7608
 - b. **Left hand** 14A7609
 - c. **Clips for above (57 required)**. Order individually 14A6585
- 2 **Van rear door window seal**. Order individually 14A7210

Bonnet & Bulkhead Seals



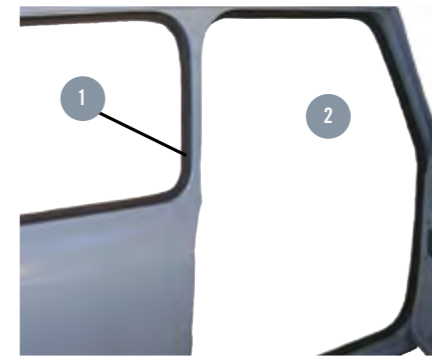
- All bonnet and bulkhead seals have dual purposes, mainly to keep electrics dry but also prevent rust.
- 1a. **Rear bonnet seal as fitted to 1990 in the windscreen scuttle panel**. Now made with adhesive backing for easier fitment 14A9010MS
 - b. **From 1990 a 3mm shorter in height seal with adhesive backing was fitted to scuttle with a change of stick on bonnet buffers (ADU2072)**. Also used on the underneath of the rear bonnet lip on some cars instead CJE10021
 - c. **Twin points use a moulding that sits on the edge of the windscreen 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



- 1a. **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

Window & Door Seals



- 1 **Rear Quarter Light Side Window**
 - 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.
- 2a. **MK1/2 door aperture seal**. Order individually XGA9934
 - b. **MK3 on - wind up window type door aperture seal**. Order individually CGA2835MS
 - 3 **Twin point injection cars - two piece door aperture seal.**
 - a. **Right hand lower** CFB101080
 - b. **Left hand lower** CFB101090
 - c. **Right hand upper** CFB101120
 - d. **Left hand upper** CFB101130

Windscreen and Rear Screen Rubber



- 1 **Screen seal kit**. Front and rear screen seal (CZH1719MS, JRC2674) and chrome plastic inserts. GS13463

- 2a. **Windscreen rubber for all Minis up to 1990** CZH1719MS
- b. **A wider profile Windscreen rubber which covers slightly more body work**. Was introduced in 1990 CCB10011MS
- 3 **Screen Rubber Fillet Finishing Strip** that inserts in windscreen and backlight seals (cut length to suit either). Order individually
 - a. **Chrome plastic finishing strip** 24A1466MS
 - b. **Chrome plastic finisher strip joining clip** JPC2017
 - c. **Black rubber insert** 37H8052
- 4
 - a. **Backlight (Rear screen) rubber** JRC2674
 - b. **MK1 Rear screen seal** 14A8744
- 5 **Heavy duty windscreen fillet tool** TOOL12
- 6 **Windscreen beading tool**. Required for fitting the chrome or black insert in the windscreen rubber or backlight rubber TOOL02

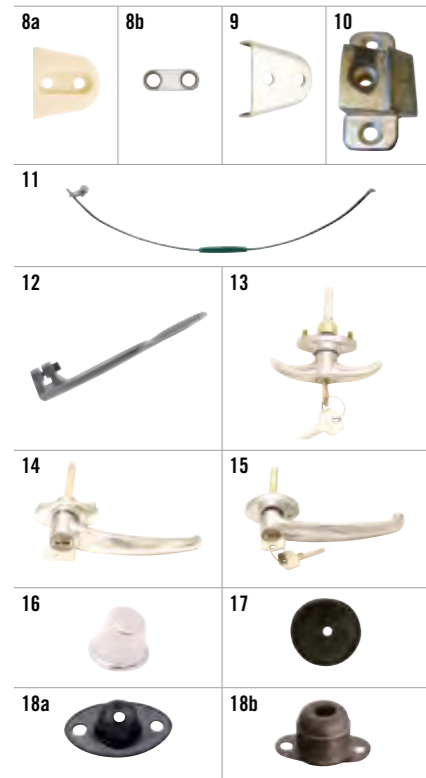
MK1/2 Classic Door Parts



- 1 **Door pocket alloy kick plate**
 - a. **R/H** 14A7176
 - b. **L/H** 14A7177
- 2 **Door check straps**. Order individually

Red	Grey	Black	Green
14E4289	14E4290	ALE1221	14E4291
- 3 **Check strap bracket on body**, two per car. Order individually. 14A6745
- 4 **Strap retainer**, recessed screw holes, four per car. Order individually. 14A764
- 5 **Door pocket stiffener plate**, two per car. Order individually 14A6744
- 6 **Check strap screws**, 8 per car less nuts. Order individually SG604073
- 7 **Door check strap fitting kit**, (1 car set of above fittings includes No. 3,4,5,6) ALE1221FK

MK1/2 Classic Door Parts



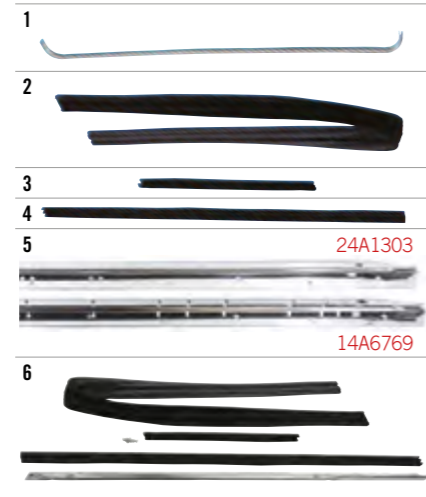
- 8a. Nylon dove tail guide for door.
Order individually [14A6833](#)
- b. Stainless steel plate to protect dovetail screws
[14A6834](#)
- 9 Retainer guide plate for dovetail on door frame.
Order individually [14A6835](#)
- 10 Door striker plate on body [14A6832](#)
- 11 Original type MK1/2 internal door pull cable for sliding window type doors.
Order individually [14A6889](#)
- 12 Interior door handle. Spoon handle [GLZ119A](#)

All door / boot handles have locking barrel & keys.
NOTE: No plain handles are available.

- 13 Original T-type boot or van rear door handle sometimes requires square shank to be shortened for correct fitment [14A7194](#)

- 14a. Pre 1966 door handle.
Order individually [24A1140](#)
- b. Pre 66 Kit 2 door 1 boot handle [24A1140KIT](#)
- 15a. Post 1966 door handle.
Order individually [24A2083](#)
- b. Post 66 Kit 2 door 1 boot handle [24A2083KIT](#)
- 16 Safety boss MK2 handle [24A1834](#)
- 17 Seal for safety boss [24A1835](#)
- 18a. Door handle seal. These very important seals should be renewed at regular intervals to prevent water getting into panel work ultimately causing rust. Order individually [ADA3817](#)
- b. For boot handle seal. Order individually [CZH1747](#)

MK1/2 Door Moulding & Seals



- 1a. MK1/2 door pocket moulding. Both Sides.
Order individually [24A1169](#)
- b. MK1 door pocket moulding. Both sides, early screw lug type, order individually. [14A6879](#)
- 2 The current correctly moulded rubber upper window channel [14A7167](#)
- 3 The vertical seal correct shape & cut out for the rear sliding window **Right Hand** **Left Hand**
[EAM8530](#) [EAM8531](#)
- 4 Lower solid cloth/rubber channel with drain and screw holes as originally fitted [24A88](#)
- 5 Stainless steel window runner that locates lower sliding channel. Early Minis pre 1961 had metal window catches so channels have extra holes.
Right Hand **Left Hand**
[MSSK022](#) [MSSK023](#)
- b. As above excluding chrome window catch runner includes 2,3 & 4 only **Right Hand** **Left Hand**
[MSSK020](#) [MSSK021](#)

- 7 Screws for No.4 & 5. Order individually [GHF400](#)

Sliding Window Catches



- 1a. Front plastic window catch R/H [24A1194](#)

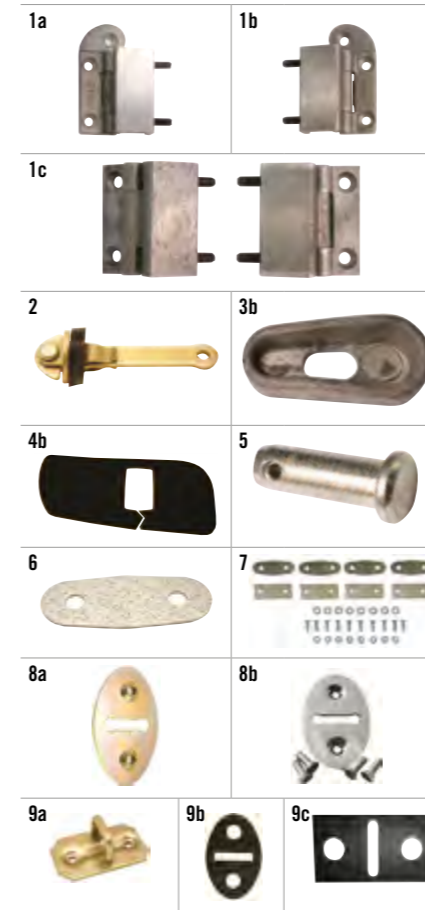
- b. Front plastic window catch L/H [24A1195](#)
- 2a. Rear plastic window catch R/H [24A1196](#)
- b. Rear plastic window catch L/H [24A1197](#)
- 3 Sealing gasket for window catch.
Order individually [24A1198](#)
- 4 Chrome boss to window catch.
Order individually [14A8151](#)
- 5 Fibre washer for chrome boss.
Order individually [14A7065B](#)
- 6 Chrome headed screw for boss.
Order individually [RMP307](#)
- 7 Complete car set. Above 4 catches and ancillaries [MSSK015](#)
- 8 S/steel after market replacement catch for estate/traveller rear windows.
Order individually [24A2391](#)

Stays & Hinges – MK1/2



- 1 Original 1960's accessory metal door stay kit.
Car set [BG5401](#)
- 2 Door hinges, bare (zinc alloy with stainless steel fittings) for all Minis with external door hinges
 - a. Set of four hinges [14A6818K](#)
 - b. Upper R/H hinge [14A6818](#)
 - c. Upper L/H hinge [14A6819](#)
 - d. Lower R/H hinge [14A6820](#)
 - e. Lower L/H hinge [14A6821](#)
 - f. Small gasket for hinges to 'A' Panel.
Order individually [BMP135](#)
 - g. Large gasket for hinges to door.
Order individually [ALA7844](#)
 - 3 Replacement door hinge bush.
Order individually [37H3043](#)
 - 4 Replacement door hinge pin.
Order individually [37H3044](#)
 - 5 Single hinge repair kit (one 3 & one 4 together) [MS15](#)
 - 6 Tool for fitting & removing the bush from the external hinges [TOOL15](#)
 - 7 Old hinge pin removing punch [TOOL16](#)

MK3 Door Parts



- MK3 fittings for doors with interior hinges and wind up windows 1970 on.
- 1 MK3 Interior Door Hinges. Non genuine
Order individually
 - a. Top right hand hinge [CZH202MS](#)
 - b. Top left hand hinge [CZH203MS](#)
 - c. Bottom door hinge either side [CZH212MS](#)
 - d. Complete car, door 4 hinge kit, (Money saving kit) [MSSK017B](#)
 - 2 Door stay for MK3 saloons 1970 on. Order individually [ADA5671](#)
 - 3 Door stay grommet. 1970 - 1985.
 - a. R/H [CZH4052](#) b. L/H [CZH4053](#)
 - 4 Door stay seal 1986 on. Order individually
 - a. R/H. [CGE10038](#) b. L/H. [CGE10039](#)
 - 5 Clevis pin for door stay Order individually [CLZ412](#)
 - 6 For door hinges you might need these shims to align your doors correctly or use as a template.
Order individually
 - a. Shim 1.2mm thick [ALA6382](#)
 - b. Shim 2.2mm thick as fitted by Rover [ALA6381](#)
 - c. 7mm Spacer for door adjustment [ALA6383](#)
 - 7 Door hinge fitting kit. Includes shims/spacers/washers and nuts plus screws [MSSK017FK](#)
 - 8a. Door striker plate. Original order individually [CZG5254](#)

- b. Door striker plate stainless steel.
Order as a pair with screws [CZG5254SS](#)
- 9a. Door striker plate. Original order individually [CZH627](#)
- b. Door striker gasket [FRG10001](#)
- a. Door striker gasket [FRG10002](#)

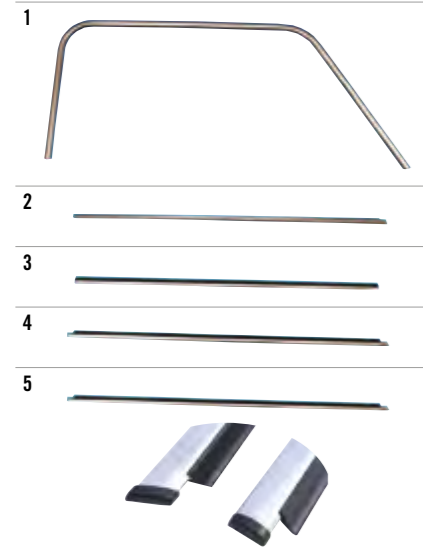
MK3 Door Handles



- 1 Ten piece bright alloy door set.
Car set [MSA507](#)
- 2 Complete car set of 6 handles in superior quality polished alloy. (Includes 3,4 and 5) [MSA1129](#)
- 3 Polished alloy window winder handle. Superior quality. Order pair [MSA1130](#)
- 4 Polished alloy door open handle. Superior quality. Order pair [MSA1131](#)
- 5 Polished alloy door pull/grab handle. Superior quality. Order pair [MSA1132](#)
- 6 Winder handle bezel.
 - a. Chrome type to replace OE black type.
Order individually [G281](#)
 - b. Black as original. Order individually [CZH701PA](#)
 - c. Alloy version. Sold as a pair [MSA1135](#)
- 7a. Original Mini plastic winder handle. Pre 1982
Order individually [CZA7109](#)
- b. Flanged screw for above [ZKC3317](#)
- c. Spring loaded knob winder handle, alternative to fitted as a safety spec from 1982 on [YXX3199PA](#)
- d. Screw for above [ADU8081](#)

- e. Black plug for above window winder [YXX3200PA](#)
- 8 Mini interior plastic door opening handle as fitted to models up to 1997.
Order individually [JPC8387PA](#)
- 9 Chrome plated metal window winder handle.
Order individually [G282](#)
- 10a. 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](#)
- 11 Door pull handle plastic part only [CZH762](#)
- 12 Handle and chrome bosses for MGB/Austin 1100/ Sprite/ Midget only (not mini) [GLZ118](#)
- 13 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 [8B12500](#)
- 14 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. Door handle & boot fitting and gasket kit [CZH1785FK](#)
 - c. R/H door handle and key [CZH886](#)
 - d. L/H door handle and key [CZH887](#)
- 15 Small gaskets for outer handle [CZH1729](#)
- 16 Large gaskets for outer handle [ALA5795](#)
- 17 Rear boot handle, MK3 from 1970, with barrel and key [JRC2844](#)
- 18a. 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. MK3 1970 on [BARRELSET](#)
- b. Replacement retaining clip for barrels [PFR109](#)
- 19 Key blank for doors and boot [17H2475](#)

Window and Door Mouldings



1a. Upper window moulding as per original Cooper and 'S' MK1/2 in stainless steel for sliding windows only, without fixings.

R/H	L/H
14A9773	14A9774

b. Upper window moulding manufactured to fit MK3 wind up window doors only in same original shape - supplied with 13H743 fixing rivets.

R/H	L/H	Set with Clips
MS67	MS68	MS66

2 Lower window outer moulding as per original for Cooper and 'S' MK1/2 in stainless steel for sliding window only.

R/H	L/H	Special Clip
24A341	24A342	13H525

3 Interior moulding and seal for all wind up window models. Fits both sides.

- a. Individual moulding and seal [EJU10003](#)
- b. Pair of EJU10003 with clips [MSSK2102](#)
- c. Clips for EJU10003 (5 required) Order individually [EYC10048](#)

4 Outer door moulding and seal for wind up windows 1970 on as original on Cooper 'S' and MK3 up to the introduction of black protective end caps. (Clips are ADH3809 4-5 required).

R/H	L/H	Set with Clips	Individual Clips
CZH1666	CZH1667	MSSK2100	ADH3809

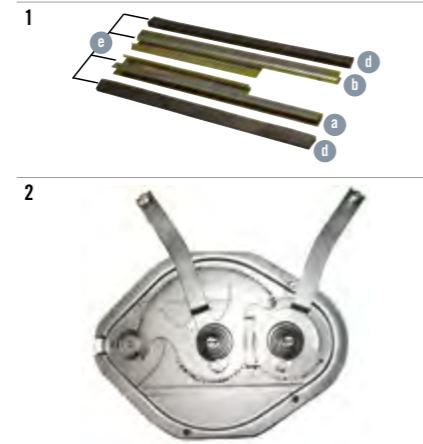
5 Same as No. 4 but with protective black ends from 1981 on, outer window moulding with seal. (Clips ADH3809. 4-5 needed)

R/H	L/H	Set with Clips	Individual Clips
PAM1014	PAM1015	MSSK2103	ADH3809

6 Complete car sets of door mouldings with clips.

- a. Pair of CZH1666/CZH1667, a pair of EJU10003 & clips MSSK2100 [MSSK2101](#)
- b. Pair of PAM1014/PAM1015, a pair of EJU10003 & clips MSSK2103 [MSSK2104](#)

Wind Up Window Parts



1 The wind up door window sits on two support rails.

- a. Right hand front and left hand rear [ALA5746](#)
- 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 rubbers [MSSK2105](#)

2 Window regulator mechanism

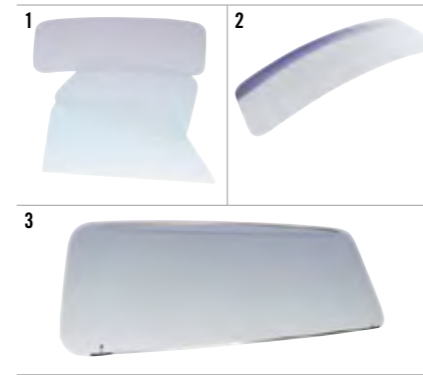
R/H	L/H
CZH646	CZH647

Wind Deflectors



1 Wind deflectors for front doors with wind up windows. In a tinted colour to stop reflections [MSA1102](#)

Windows



- 1a. To RAC specifications, 4mm Acrylic perspex kit, less windscreens, for 1970 on MK3 [C-WIN0001](#)
- b. Polycarb is stronger and more resilient (virtually indestructible). To RAC specifications 4mm Polycarb window kit, less windscreens for 1970 on MK3 [C-WIN0002](#)

2 Laminated Windscreens for pre 1997 Twin point.

- a. Clear glass [24A2236](#)
- b. Sundym light green tint [CZH4048](#)
- c. Sundym light green tint heavy top tint [MS85](#)

3a. 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](#)

4 Windscreens for twin point injection cars only. Thicker than any of its predecessors, 6mm thick, it also has the interior mirror locating pad/ slug built in [CMB100920](#)

5 Heated rear screen.

- a. MK1 only [14A7056HEATED](#)
- b. MK2/3 on [13H7323](#)
- c. Sundym MK2/3 on [CZH4013](#)

NOTE: Glass is for customer collection only

6 Door glass wind up windows

- a. Clear [ALA5723](#)
- b. Tinted sundym [CZH4007](#)

7 Front door sliding window glass. MK1/2 plus all mini commercials with two holes for the catch

- a. Front section of sliding door glass [14A7811](#)
- b. Rear square of sliding door glass [14A7810](#)

8 Rear door glass estate and van [14A7181](#)

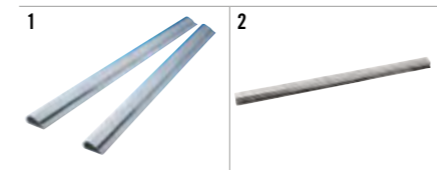
Window Channels MK3



1 Upper door channel seal for wind up windows only.

- | | | |
|------------|---------------------------|---------------------------|
| | Right Hand | Left Hand |
| a. Genuine | PAM3076 | PAM3077 |
| b. Budget | PAM3076MS | PAM3077MS |

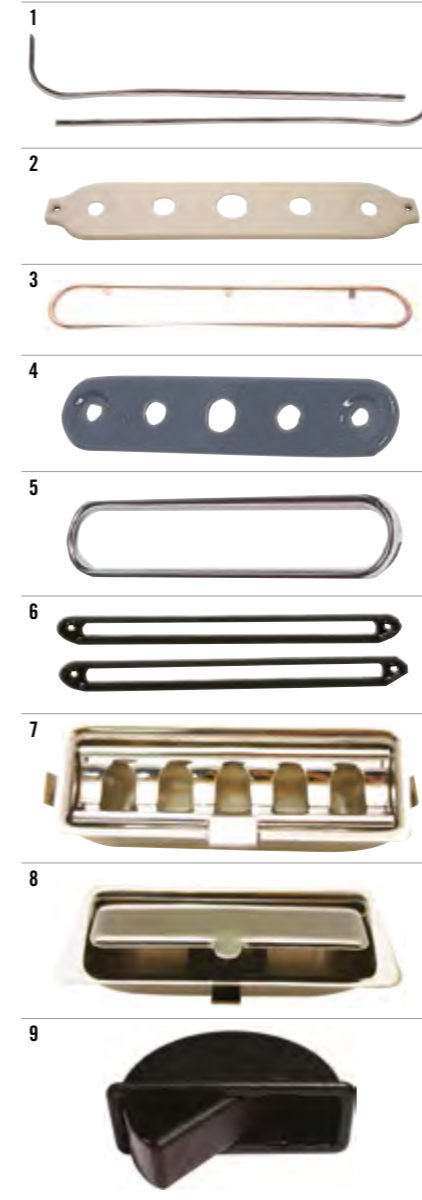
Door Sill Plates



1 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 below [14A7270](#)

2 Set of stainless steel plain sill guards [14A7271](#)

Interior Trim Fittings



1a. 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](#)

6a. Screen air vent bezels. Order individually. [14A9949](#)

b. Screen air vent bezels, chrome. Order individually. [14A9949CHROME](#)

7 Ashtray with fluted top, for rear glove boxes/ fascia. Order individually. [8D2490](#)

8 Ashtray with flat chrome lid usually fitted to fascia [24A1538](#)

9 Ashtray plastic for upper padded dash rail as fitted from 1970 [YGA4694](#)

Interior Mirrors



1 6" wide polished metal/chrome interior mirror for all pre 1997 Minis (not Twin Point Injection) [MSA1147](#)

2 Stick on Dipping Mirror except MPI 1996 on [CTB100060](#)

3 Grey mirror Mk1 from 1964 and cars to-1975 [24A1750](#)

4 White mirror 1969-75 alternative [24A2110](#)

5 Mirrors are fitted with collar but some had an alternative shape to those fitted

a. Grey in alternative shape [47H9649](#)

b. White in alternative shape [47H9649WHITE](#)

Standard Mirrors



1 Plastic Mirrors with Old English White back.

R/H	L/H	Car set
CRB10184MS	CRB10185MS	GS25320

2 Black plastic door mirrors as fitted from 1980 on. R/H [JPC9848MS](#) L/H [JPC9849MS](#) Car set [GS25319](#)

3 Mirror base screw covers. R/H [EAM4158](#) L/H [EAM4159](#)

4 Chrome option, slightly bigger alternative to JPC9848 and GAM215A style mirrors

- a. R/H [GAM110](#)
- b. L/H [GAM111](#)

Domed Mirrors



1 Stainless steel domed mirrors.

- a. R/H [GAM112](#)
- b. L/H [GAM113](#)
- c. Car set [GS25317](#)

2 Mirror glass [RGS03](#)

Tex Wing Mirrors



1 Original Tex round chrome mirror 1960's.

- a. With convex glass [8G8731](#)
- b. With flat glass [8G8710](#)

2 Original Tex classic alternative oval shape to the round mirror in the 1960's. In Chrome

- a. With convex glass [M50201](#)
- b. With flat glass [M50211](#)

3 Original Tex classic quadrangle shape from the 60's. [M50301](#)

4 Clip on overtaking mirror. [MQT3](#)

5 Tex chrome short straight arm. Fits either side. [M16007](#)

6 Tex chrome angled long straight arm. Closest to original MK1 arm 24B1541. Fits either sides [M16009](#)

7 Tex chrome long curved arm. Fits either side [M16008](#)

Torpedo Shaped Mirrors



- 1 Chrome classic shape torpedo mirror for wing fitment only.**
 - a. With flat glass GAM105
 - b. With convex glass GAM105C
- 2 Alloy classic shape torpedo mirror for wing fitment only.**
 - a. With flat glass GAM106
 - b. With convex glass GAM106C
- 3 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 glass GAM107C
 - c. L/H door with flat glass GAM108
 - d. L/H door with convex glass GAM108C
- 4a. This chrome plinth and escutcheon was fitted on production cars from 1970-80 with the GAM215A chrome mirrors fitted as standard, it also accepts the torpedo mirror.** CZH3521
- b. Body to plinth gasket only, as in CZH3521 1970-80** M99984

It is also used as a universal fitting kit and the hole centres for the plinth are 55mm wide.
- c. Body to plinth mirror fitting kit pre 70 for GAM107/108. Comes supplied with new mirrors** M99985
- 5 For cars between 1980-2000 which had plastic mirrors a fitting kit is available to use existing bolt holes which enables fitment of torpedo mirrors No. 3 and door mirrors.**
 - a. Fitting kit for R/H door M90999
 - b. Fitting kit for L/H door M90997

When buying new mirrors you only need the metal plate below as plastic parts are included with mirror.

- c. Metal plate & screw only R/H door M90999MS
- d. Metal plate & screw only L/H door M90997MS

Door Mirrors

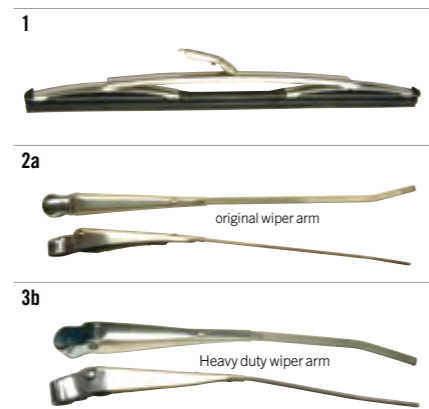
- 1 Polished stainless steel door mirror complete with plastic fittings, as fitted up to 1980.**
 - a. R/H mirror with flat glass GAM215A
 - b. L/H mirror with flat glass GAM216A
 - c. R/H mirror with convex glass GAM217A
 - d. L/H mirror with convex glass GAM218A
 - e. R/H mirror with flat glass, black metal body M68990E
 - f. L/H mirror with flat glass, black metal body M68991E

To fit these mirrors to cars 1980 onwards which had plastic mirrors, use fitting kit M90997/9



Chrome Wipers

All wipers & arms are Order individually unless stated.



- 1a. 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
- 2a. 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 original wiper arm 13H5627
- 3a. Stainless steel bayonet type wiper arms** that park on the left hand side as per all MK3 Mini's from 1970 on 13H5629
- b. Heavy duty upgrade of above.** Only fits GWB220 13H5630

Note: The wiper motor/cable and wheel boxes must be in good condition when fitting 11" upgrades.

Mini Spares Brightwork Kits



- 1 Brightwork kits include wiper arms, blades, escutcheons, nuts, twin jets and wiper hole plugs. See table below.**
- 2 Pair of uprated arms and blades only.** See table below.



L/H or R/H Drive	All LHD	MK1/2 RHD	MK3 RHD 1970on
Wiper Park	Right Park	Right Park	Left Park

10" Wipers and Arms			
Arm 10"	13H5626	13H5626	13H5629
Wiper 10"	GWB219	GWB219	GWB219

11" Wipers and Arms Upgrade			
Arm 11" Upgrade	13H5627	13H5627	13H5630
Wiper 11"	GWB220	GWB220	GWB220

Wiper and Arm Kits			
11" Blade & Arm kit	MSSK033 RIGHT	MSSK033 RIGHT	MSSK033 LEFT

Complete Wiper, Arm and Ancillary Kits			
10" Complete Wiper kit	MSSK030	MSSK030A	MSSK029
11" Complete Wiper kit	MSSK032	MSSK032	MSSK031

Black Wipers Hook Type



- 1 11" blade.** The best wiper to date. Order individually GWB911
- 2 Hook type arms in black as fitted from 1990 on,**
 - a. R/H/D DKB101480
 - b. L/H/D DKB101490
- 3 Black hooked wiper arm and blade kit mk3,**
 - a. R/H/D DKB101480KIT
 - b. L/H/D DKB101490KIT

Wiper Ancillaries



- 1 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
- 2 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
- 3 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. Order as pair 37H6042C
 - b. Plinth and the eight sided nut as fitted to MK3 Minis from 1970 on. Order as pair 37H7201C
- 4 Mechanical push button windscreen washer pump** as used on Minis and MG/Sprites GWW102
- 5 Chrome twin washer jet with nut fixings** (use 3/16" hose) GWW801
- 6 Chrome single jet with nut fixing** (use 1/8" hose) GWW810
- 7 Original Mk1/2 washer jet** (use 1/8" hose) GWW807
- 8 Black plastic twin jet with nut fixing** for MK1/2 (use 3/16" hose) MS389

- 9 Black plastic twin jet for round locating hole 1970-80** (use 1/8" hose) GWW812
- 10 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. (Use 3/16" hose) GWW1080
- 11 Stainless steel wiper arm hole plug** Thief proof, correct dome shape. Order individually 8B12396

Rain Repellent



- 1 Rain-X Rain Repellent and glass cleaner** dramatically improves wet weather driving visibility. Simply apply the treatment to exterior glass and watch the raindrops fly off your windscreen while driving. Rain-X helps improve visibility by repelling rain GS119556

Washer Hoses and T Pieces



- 1 Hose sold per metre**
 - a. 1/8" bore-small bore GWW201M
 - b. 3/16" bore known as 1/4" large bore GWW202M
- 2 T piece with 3 outlets for 3/16" hose** GWW401
- 3 T piece with 2 of 1/8" small outlets and one 3/16"** GWW404
- 4 T piece with valve for manual pump 2 of 1/8" and one 3/16"** GWW408

- 5 Non return valve in bottle, Winguard type** GWW504
- 6 Non return valve in bottle, Tudor type** GWW506
- 7 Non return valve when bottle in boot 1992on** GWW515

Wiper Motors & Gear



- 1 Windscreen wiper motor MK2** on including all twin speed and intermittent wiper configurations (includes parking switch no.3) GXE7708
- 2 Wiper motor mounting kit MK1 only** 17H5431
- 3 The plastic wiper motor parking switch** 520160A
- 4 Replacement socket and loom to fit 520160A** 520161
- 5 Ferrule between motor and cable tube** 37H3694
- 6 Windscreen wiper rack cable** for all Minis (MK1 was originally shorter) RTC202A
- 7 Outer casing for wiper cable.**
 - a. Fits Mk1/2 Minis AAU1909A
 - b. Fits Mk3 Minis AAU1908
- 8 Wiper wheel box MK2** on including all Clubmans, with 32 teeth, with spacers and metric 8 sided nut. Order individually 37H7200
- 9 Wiper wheel box for MK1/2 Minis** they used this longer shaped 22 tooth box requires 6 sided nut, not supplied 37H6100
- 10 Stainless steel wiper motor strap** and rubber 37H4836

Mk1/2 Washer Parts



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

Mk3 Washer Parts



- 1a. **1 Litre capacity MK3** (alternative to GWW907) GWW906
- b. **1.7 Litre capacity** will fit earlier cars if enough space GWW907
- c. **Windscreen remote electric washer pump** to 1980 GWW125
- 2a. **Washer bottle that has integral electric pump** as fitted under bonnet, 1989-92 pre injection cars (Uses pump GWW1192) GWW940
- b. **Windscreen electric washer pump** fits GWW935 except twin point injection GWW1192
- 3a. **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
- b. **Windscreen electric washer pump** for GWW935 twin point injections 1997 on GWW1116

Washer Bottle Caps



- 1 **Cap for bottle GWW906** GWW951
- 2 **Cap for bottle GWW907.** (Needs cap GWW951 to fit inside) GWW952
- 3 **Cap for bottle GWW935 / GWW940** GWW975

Adjustable 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.



- 1 **The only true original RAC homologated alloy HILOs plus tracking kit**
 - 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 **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

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 1) has a built in spacer as shown and should be replaced by item 2 the original when fitting HILOs.



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

Non Adjustable Damper Kit



- 1 **Kayaba Self adjusting Gas standard height dampers**
 - a. Kit with HILOs MSSK3004
 - b. Kit with budget C-STR644 MSSK3004A



- 2 **Kayaba Gas upgrade standard height dampers**
 - a. Kit with HILOs MSSK3003
 - b. Kit with budget C-STR644 MSSK3003A

Adjustable Suspension Cones

The improved Hilo with adjustment by either spanner or hexagon rod was conceived to overcome fitment on certain Mini derivatives and genuine subframe design changes. Apart from raising or lowering ride height it's other advantage is getting all four car corners the same height. Being cast alloy to a specific shape with a larger dished lip where the cone spring sits it slightly increases progressive spring rate improving road holding.

Mini Spares true HILOs are the only type ever RAC homologated for motor sport use.



- 1a. **2 suspension cones and 2 knuckle joint plastic cups** HILO
- b. Car set of 4 suspension cones & 4 knuckle joint with 2 alloy rods for rear fitment HILO-SET
- 2 **Pair rear alloy rods and 2 strut plugs** HILO-01
- 3 **Adjusting hexagonal rod (if required)**
 - a. Front 40cm long HILO-02
 - b. Rear 50.5cm long HILO-03
- 4 **Known as a budget adjustable suspension cone these are a compromise for the real original HILOs.**

Made by Mini Spares 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.

- 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

Eight Point Twin Tube Adjustable Dampers
Redesigned AGX Evolution easy to set up eight-point adjustable twin tube 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.



- 1 **Front.** Order individually 743039
- 2a. **Rear right hand** Order individually 743045
- b. **Rear left hand** Order individually 743046

Spax Performance Dampers



- 1 **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. Adjustable while on the car. All Order individually.

	Standard Height	Lowered
a. Front	C-STR306	C-STR304
b. Rear	C-STR307	C-STR305
c. Rear for van	C-STR308	n/a

	Front	Rear
2 Motorsport Clubman range damper with competition valving and internals to suit drivers preference. 28 point adjustment.	G3275	G3276

GMAX Gas Filled Dampers



- 1 **Gas road upgrade front.** Order individually GMAX-FRONT
- 2 **Gas road upgrade rear.** Order individually GMAX-REAR

Gaz Performance Dampers

GAZ on car adjustable dampers are used in the Mighty Minis race series. Further development for the Super Minis participants has brought about a twin knob adjustment for bump and rebound, a sealed unit, exclusive to Mini Spares customers.

All Gaz dampers are ordered individually.



- 1a. Front standard height. [C-STN231](#)
- b. Front lowered height. [C-STN236](#)
- 2a. Rear std height. [C-STN233](#)
- b. Rear lowered height. [C-STN237](#)



KYB Kayaba Dampers



Standard replacement dampers.

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.

- 1a. Kayaba standard oil filled front. Order individually [442001](#)
- b. Kayaba front gas upgrade. Order individually [342001](#)
- 2a. Kayaba standard oil filled rear. Order individually [442002](#)
- b. Kayaba rear gas upgrade. Order 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.

- 3a. Gas-a-just front. Order individually [552018](#)
- b. Gas-a-just rear. Order individually [552019](#)
- c. Gas-a-just car set [MSSK3015](#)

Damper Fittings



- 1 Damper eyelet bush for Spax / Gaz Order individually [SPAX-EYE](#)
- 2 Rear damper upper bush kit Order individually [C2542](#)
- 3 Rear damper top thread protection bush Order individually [21A640](#)
- 4 Standard replacement top damper bracket
 - a. R/H top bracket. [21A471](#)
 - b. L/H top bracket. [21A474](#)
- 5 Top damper bracket for cars with lowered suspension. Maintains near upright position required for retaining maximum efficiency, available in pairs only. [C-AJJ3359](#)
- 6 Upgraded EN8 lower damper pin Order individually [C-AJJ3361](#)

BILSTEIN Gas Filled Dampers



- Non adjustable B4 standard type
- 1 Front. Order individually [19-221694](#)
 - 2 Rear. Order individually [19-221700](#)
- 3 B36 performance upgrade-non adjustable
- 3 Front. Order individually [B36-0370](#)
 - 4 Rear. Order individually [B36-0380](#)

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.



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

Cone Springs



1 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 spax 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 since late 1990s, however Mini Spares offer them only for competition 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. Softer rate (Blue) [C-SRP100](#)
- b. Firm rate (Red) [C-SRP200](#)
- c. Competition rate (orange or green) [C-SRP250](#)

Rubber Suspension Cones

Pre mid 1970's there was one shape cones with UNF thread. BL's ST department developed a harder red and blue spot version to cope with the extra weight and abuse afflicted on works cars. All now obsolete. From 1975 the Innocenti 90-120 had an uprated, more progressive design cone to cope with weight and body roll but standard minis had a softer rubber and a metric thread. In 1990 the rubber was made softer again for smoother ride. Mini Spares enhanced the Innocenti design giving superior handling characteristics 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. Improved manufacturing makes these more expensive than standard cones.



- 1 This shaped cone has a progressive balanced spring rate and when fitted initially sits higher than the standard original cones, HILOs will be required. Racers favourite Mini Spares product.
- a. Road and rally - red spot [C-STR687](#)
- b. Tarmac race only - yellow spot [C-STR688](#)
- 2 Genuine standard cone spring [FAM3968](#)
- 3 Bump stop to fit nut on rear cone only required on late subframe 1992 on when rear wheels give clonking sound, fitted as standard on ERA cars with 13" wheels [ERA1190](#)
- 4 Nut for holding bump stop to cone spring [GM038P](#)

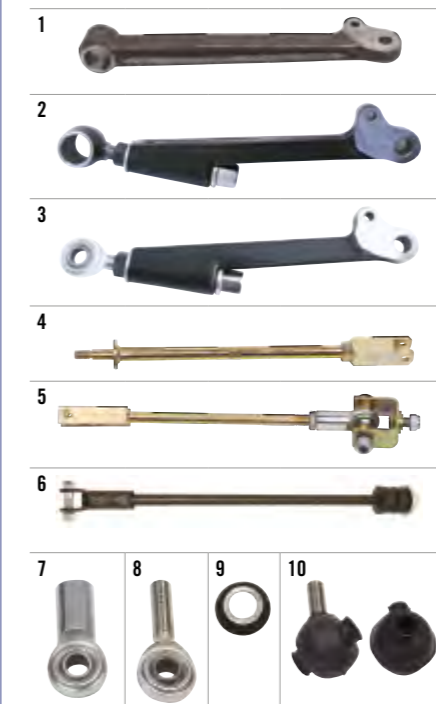
Tie Bar & Arm Geometry Set

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 plus Rear Camber Brackets						
Order Front Geometry Kit as	Adjustable forged lower arms	Adjustable tie rods	Adjustable camber and tracking brackets (See rear camber brackets for more details)	Bushes	Bushes	Extra fitting items
21A1092 Tie bar kit	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	MS73EVO	C-STR632	C-STR627	n/a
MSSK3007	C-AJJ3360	21A1091	MS73EVO	n/a	n/a	n/a
MSSK3013A	C-AJJ3360	21A1091	MS73EVO	n/a	C-STR627	Spherical joint MSRJM, Dust cover C-AJJ3368, Rose joint spacer AN1372
MSSK3014	C-AJJ3360	21A1091	MS70	C-STR632	C-STR627	Shims: CK17

Lower Arms & Tie Rods



- 1 Lower arms
 - a. Negative Camber, fixed 1.5°. Sold in pairs [C-AJJ3364](#)
 - b. Negative camber fixed 2°. Sold in pairs [C-AJJ3364A](#)
 - c. Standard right arm only [21A1879](#)
 - d. Standard left arm only [21A1881](#)

2 Adjustable one piece forged lower arm makes nearly every other arm produced redundant.

It is the correct I 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. Sold as pair [C-AJJ3360](#)

3a. New one piece forged lower arm same as C-AJJ3360 but with spherical rod joint, spacers and dust shields included. Sold as pair [C-AJJ3360A](#)

b. Spherical rod joint, spacers and dust shield kit, no lower arms, only extra parts to convert arms if you have No2 already [C-AJJ3360B](#)

4a. Uprated 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](#)

b. As above with bushes and fittings [21A1092](#)

5 Adjustable tie rods with Spherical jointed rod-ends 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](#)

6 Tie rod supplied with all standard nuts, bolts and bushes [8G4249](#)

7 Female spherical joints are available as a spare part as per those fitted to tie rods. Order individually [MSRJF](#)

8 Male spherical joints are available as a spare part as per those fitted to bottom arms. Order individually [MSRJM](#)

9 Small dust cover that fits over all rod end joints. (2 required per joint). Sold as pair [C-AJJ3368](#)

10 Original large boot to protect rod ends from foreign bodies. Order individually [C-AJJ3367](#)

Tie Bar Bushes



Mini Spares 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.

1 Our new kit therefore contains 2 hard outers (C-STR629) and 2 genuine standard softer inners (31G1155). 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

2 Poly hard tie rod bush in purple Order individually C-STR629

3 Original genuine rubber tie rod bush as also used on all our engine stabiliser kits. Order individually 31G1155

Upper Arm and 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



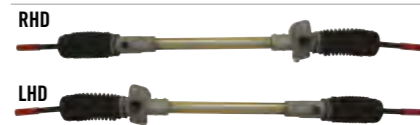
1 Longer track rod ends are for use on lowered cars or cars with negative camber where the original has insufficient thread for the standard rod end to screw safely onto steering rack. Also fits Midget and Sprite. Order individually C-AJJ1572

2 Track rod end for steering rack.

a. Genuine. Order individually GSV1106

b. Non genuine. Order individually GSJ734MS

Steering Racks



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

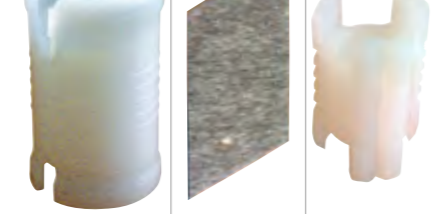
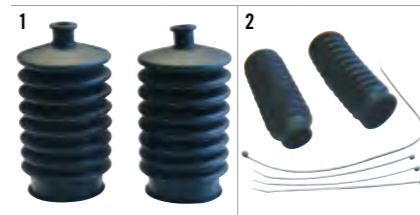
b. **New standard steering rack, MK2 on** R/H/D FAM7306 L/H/D FAM7307

c. **Sportspack 13" wheels - MPI** R/H/D GSR3386 L/H/D GSR1185

d. **Steering racking fitting kit** FAM7306FK

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.



1a. **4.5" long approx.** Non Genuine with plastic clips BHM7113

b. **7.5" long** as supplied on all new Mini Spares racks with plastic clips GSV1056

2 **6.5" long approx.** Where the two rack ends are different diameters with plastic clips GSV1004

3 **Upper steering column plastic bush** to 1996. Genuine GSV1095

4 **Lower steering felt bush** 1959-1985 GSV1127

5 **Lower steering column plastic bush** 1985-1996 NAM8563

Lower Arm Pin and Bushes



1a. **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 absorbercy 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.

2a. **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

3 **Standard production sleeved rubber bush.** Order individually 21A1882

4 **A collared upgraded poly bush** for cars where no geometry change has been made. Order individually 21A1882MS

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.



1a. **Standard steering arm R/H** BTA896

b. **Standard steering arm L/H** BTA897

2a. **Upgraded steering arm R/H** BTA894

b. **Upgraded steering arm L/H** BTA895

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. Old arms must be in a serviceable condition. Refundable surcharge of £55 plus VAT.

2 **New radius arm**
Radius arm only Kit with GSV1125

a. R/H NAM7162 NAM7162KIT

b. L/H NAM7163 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. Right hand 14A6615

b. Left hand 14A6616

Rear Hub



1 **Genuine rear hub** less studs RLH10021

2 **Grease cap** for hub as original ATB4098

3 **Grease cap** machined and polished in alloy ATB4098ALLOY

Bump Stops



1 **Bump stop fits on subframe under upper arm** 2A4267MS

2 **Rear hydroelastic large dome bump stop** 21A1520

3 **Rear hydroelastic flat dome rebound buffer** 21A1517

4 **Front hydroelastic bump stop** 21A1598

5 **Front dry bump stop pre 1976** (twin bolt) 2A4332

6 **Front bump stop 1976 on** (single bolt) FAM2764

7 **Front bump stop 1976 on** (made in poly with lower flat top) FAM2764MS

8 **Rubbers to fit either kit are available separately.** Same as the MGB AHH7074

9 **The rearward pitch under hard acceleration can be minimised by fitting a progressive bump stop kit.** Improves handling when fully laden. Developed for hydroelastic cars but often modified to fit dry suspension. Front bump stop kit C-AJJ4007

10 **Rear progressive bump stop kit.** Originally developed for hydroelastic cars but often modified by customers to fit dry suspension C-AJJ3313

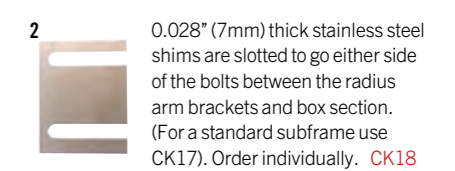
Alloy Rear Subframe Section



1 **This rear subframe replacement box section is manufactured from an extruded aluminium alloy for inherent strength and consistency of dimensions, whilst being as light as possible**

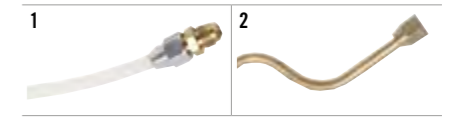
Its design also allows easy alterations to both camber and tracking. Supplied in its natural finish, it is possible to paint it or plastic coat it if desired. Using coil-over dampers specifically designed for the Mini with the offset-pin top mount, body modifications are generally not needed as this 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

2 **Rear tracking shims for above CK22**



2 0.028" (7mm) thick stainless steel shims are slotted to go either side of the bolts between the radius arm brackets and box section. (For a standard subframe use CK17). Order individually. CK18

Hydroelastic Pipes



1 **Nylon flexible hydroelastic pipe** tested to 1200 PSI replacement for genuine steel type which can be run inboard. Approximate length 10'9" FSP3

2a. **Original shape metal hydroelastic 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

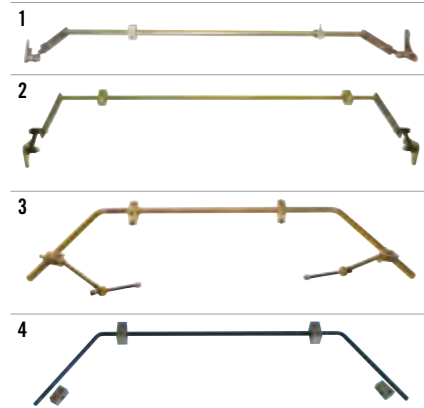
Anti Roll Bars

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.

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.



1 Adjustable rear anti-roll bar kit complete. Recommended for race use only **C-AJJ4008**

2 Fixed rear anti-roll bar kit complete Ideal for road/light rally use **C-AJJ4009**

3 Adjustable front anti roll bar, 3/4" race only specialist suspension setting up required **C-AJJ4006**

4 Fixed front anti roll bar.

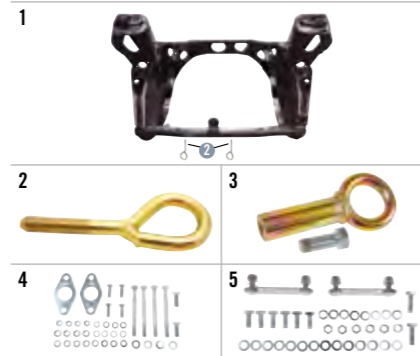
Since 1990, all production Minis were fitted with slightly softer rubber suspension springs. Although giving a slightly more comfortable ride in a straight line, they allow more body roll when cornering. To combat this and regain the status quo, we have developed this product to mount simply to the subframe 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 Front Subframes are only available as genuine

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 electro coat paint which is the only method of ensuring every internal and external part gets protection to provide longevity.



1a. Front subframe dry suspension cars 1959-76 **21A2570**

b. Front subframe for cars with rubber mountings from 1976 to 1990 **KGB10022**

c. Front subframe for 1275cc cars 1990 on Engine 1/2" forward **KGB10027**

d. Front subframe for front mounted radiator, twin points only **KGB100500**

2 Towing eye hooks, replaces bolt that holds front subframe to front panel. Order individually **21A1241**

3 Heavy duty towing eye hooks latest type Order individually **KPU100160**

4. Front subframe bolt fitting kit pre 1976 **21A2570FK**

5. Front subframe bolt fitting kit 1976 on **KGB10022FK**

Original Subframe Mounting



1 Rear of front subframe mounting
a. Genuine. Order individually **21A2599**
b. Non genuine. Order individually **21A2599MS**

2 Front tear drop mounting on front subframe
a. Genuine. Order individually **21A2624**
b. Non genuine. Order individually **21A2624MS**

3 Lower front subframe tower mount rubber centre bolt seal **KGE100050**

4 Upper front subframe tower mount rubber centre bolt seal **KGE100060**

Subframe Solid Mounting



1 Budget poly kit for tower and front of front subframe only **C-STR643**

2a. The set of four alloy top front tower 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**

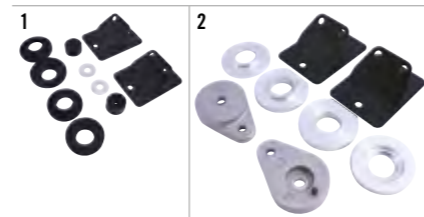
b. Super road subframe tower mounting kit. Car set of 2 alloy top and 2 poly lower to quieten the road noise but still reduce subframe movement, improving handling **C-STR640A**

3 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**

4 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**

5 Strap for rear of subframe mounting in stainless steel. Order individually **NAM3323**

Solid Mounting Kits



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

1 Poly bushes with solid rear brackets **MSSK3009**

2 All solid brackets **MSSK3010**

Rear Subframe



1 Rear subframes, Genuine are stamped MOWOG
a. Dry suspension rear subframe non genuine Pre 1992 **MS45D**

b. Dry suspension rear subframe which uses rubber hanging straps 1992 on. Non genuine **MS45LATE**

c. Dry suspension rear subframe. Pre 1992 Genuine **FAM6292**

d. Dry suspension rear subframe with exhaust hangers 1992 on, Genuine **KHB10024**

e. Dry suspension rear subframe powder coated for longevity and looks Pre 1992. Non genuine **FAM6292MS**

f. Hydroelastic suspension rear subframe Genuine **21A2160**

2 Exhaust hanger rod. For early cars to fit 1992 on exhaust systems.

a. Front of rear subframe **C-ARA670**

b. Rear of rear subframe **C-ARA671**

Rear Subframe Fittings



1a. Standard small rubber bush. Order individually **2A5818MS**

b. Poly bush for rear subframe, small bush sold as a set of four, competition only **C-STR638**

2a. Standard large rubber bush, 1976 on Order individually **21A2560**

b. Poly bush for rear subframe, large single bush 1976 on, competition only. Sold as a pair **C-STR639**

3 Bracket for small bushes. Genuine **2A5819** Mini Spares **2A5819MS**

4 Short bolt **GFK5184**

5 Long bolt **SH605181**

6 Bracket for large bush, fitted to front from 76 on Genuine **21A2558** Mini Spares **21A2558MS**

7 Rear support pin

a. Genuine. Order individually **21A1440**

b. Non-Genuine. Order individually **21A1440MS**

8 Essential Bolt and Bush Kit

a. 8 small rubber bush and bolt kit for pre 1976 **MS44**

b. As per 8a. But includes 4 each of no. 3 pre 1976 **MS42**

c. 4 small and 2 large rubber bushes and bolt kit for 1976 on. As shown **MS43**

d. As above 8b. But includes 2 each of no. 3 and no. 6, can fit all years **MS41**

9 Rear subframe bolt Kit

a. 1976 on **MS43BOLT**

b. pre 1976 **MS44BOLT**

Rear Camber Brackets



1 Pair of rear camber brackets to give extra 1.5° negative camber over the standard setting **MS69**

2 Pair of adjustable rear camber brackets to adjust camber on rear suspension to suit individual requirements **MS70**

3 Pair of adjustable rear camber and tracking brackets. Upgraded to 4mm thick to fit subframes we stock, providing the ultimate for correcting suspension geometry and infinite camber adjustment **MS73EVO**

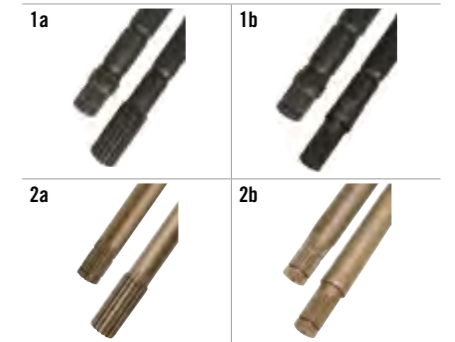
4 Rear tracking shims. An alternative to MS73EVO is to use MS70 adjustable brackets, camber only and use these specially manufactured 0.028" (7mm) stainless steel shim washers to alter the tracking. They insert between the vertical face of the outer radius arm bracket and the subframe giving permanent 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. Order individually **CK17**
For CK22 alloy rear subframe section use CK18 shims.

Driveshafts

A full range of upgraded and replacement driveshafts are available.

The picture shows 1a and 1b 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.



1a. The driveshaft with collar for pre-pot joint gearboxes when Hardy Spicer joints or rubber couplings are used. Sold in pair **C-BTA1267**

b. The same collared driveshafts but for pot joint gearboxes with inboard CV Joints (Pot Joints). Sold in pair **C-BTA1268**

2 Upgraded steel driveshafts with circlip grooves but upgraded to stop ends twisting are available for both pot joint and remote type (not shown).

a. For remote type. Sold in pair **C-BTA1265**

b. For pot joint type. Sold in pair **C-BTA1264**

Standard replacement driveshafts but upgraded to EN24WX for longevity and mild tuning. Available individually.

c. For pre pot joint Mini, Autos and 'S', R/H **27H4775** L/H **27H4776**

d. For pot joint Mini, R/H **MS1246**

e. For pot joint Mini, L/H **MS1247**

Swivel Pin Kit



1. 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. Each set is enough to do one hub only.

a. Genuine Mini Spares product since 2004 less extra 2 locktabs* **GSJ166MS**

b. Genuine Rover boxed, same kit as above with 2 extra different lock tabs* to hold drum type brake pipes pre 1984 **GSJ166**

2. Original lock tab only type available **2A4238**

3. Dust Cover. Order individually **BTA377**

4. Shim Kit (Quantity 6) **2A4242**

CV Joint & Gaiter Kits



- 1 Constant velocity joint kit for Cooper and all drum brake Minis.** 1 1/8" nut [GCV1105](#)
- 2 Constant velocity joint kit, 'S' GT or any Mini 1984 on.** Stamped GCV1013 1 5/16" nut size. Order individually [GCV1013](#)
- 3 CV gaiter kits with plastic clips & grease.** Order individually.
 - a. Universal kit.** Fits any CV [18G9027MS](#)
 - b. Genuine Mini Spares heavy duty gaiter kit** as supplied with our GCV1105 small joint and metal clips. [GDG233](#)
 - c. Genuine Mini Spares heavy duty gaiter kit** as supplied with our GCV1013 large joint and metal clips [GSV1055](#)
 - d. Genuine gaiter kit with metal clips & grease.** For GCV1013 large joint. [GSV1053](#)
- 4 Driveshaft small yoke end gaiter pre pot joint** [21A963](#)

Calipers for 7.5" disc



- Calipers for original Cooper S with 7.5" brake disc**
- a. Genuine AP caliper R/H** [27H4656](#)
 - b. Mini Spares own R/H** [27H4656MS](#)
 - c. Genuine AP caliper L/H** [27H4657](#)
 - d. Mini Spares own L/H** [27H4657MS](#)

Calipers for 8.4" disc



- Genuine Mini Spares calipers for standard non vented 8.4" brake disc**
- a. Caliper R/H** [37H8128](#)
 - b. Caliper L/H** [37H8129](#)

Alloy Calipers

FOUR POT Black Alloy billet calipers made in 6082T6

The advantage of alloy calipers is that they dissipate heat quicker, reducing fluid boiling. Now fitted with stainless steel pistons which albeit, have added 0.54g to the weight, they further improve performance by reducing heat 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.



- 1 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](#)
- 2 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](#)
- 3 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 - 7.5"	2.56kg
Late Mini caliper - 8.4" (post 85)	3.54kg
4 piston iron caliper	3.48kg

Caliper Pistons / Seals



- 1a, b, c, d**



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

	Order each piston individually	Caliper seal repair kit 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	Genuine GRK5008 Non Genuine GRK5008MS
d. Metro and Mini Spares 4 pot caliper	SAAS1022	GRK5003

2 Seal between caliper halves

- a. 7.5" disc caliper seal** [17H8764](#)
- b. 8.4" disc caliper seal** [17H7679](#)
- c. 4 pot caliper seal** [17H7680](#)

Brake Shields & Shoes



- 1 Right hand pair of disc shield covers**
 - a. Pair of 7.5" covers.** Genuine Mini Spares product less No3 [MSSK1400](#)
 - b. Pair of 8.4" covers.** Includes No3 [MSSK1402](#)
- 2 Left hand pair of disc shield covers**
 - a. Pair of 7.5" covers.** Genuine Mini Spares product less No3 [MSSK1401](#)
 - b. Pair of 8.4" covers.** Includes No3 [MSSK1403](#)
- 3 Shield to hub steady bracket**
 - a. R/H** [BTA1208](#)
 - b. L/H** [BTA1209](#)

Screws for joining disc shields together-use [SE910161](#) and nuts use [GFK3210](#).

4 Brake Shoes in axle sets of four.

- | | Mini Spares | Genuine Mintex |
|-----------------------------------|--------------------------|--------------------------|
| a. 1 1/2" wide front brake | GBS102MS | GBS733AF |
| b. 1 1/4" wide rear brake | GBS101MS | GBS834AF |

- 5 Protector plates** for protecting hose to calipers as used on works cars. Sold as pair [C-AJJ3369](#)

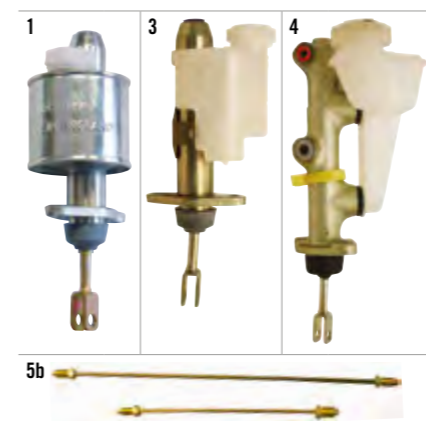
Brake Pads – Rover, Mintex, Carbon Metallic and EBC

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. EBC Ultimax Black and Green Stuff 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 special non asbestos lining produces less brake dust, which usually contaminates alloy wheels. If you have alloy wheels EBC pads are a must.

	Standard Material	C-TECH M1144 Material Race	Carbon Metallic Material	Ultimax Black Stuff Street pads for road/fast road use	Green Stuff for Competition, Fast Road light race/rally. Known as roadport
7" Diameter Disc 998cc Cooper only	Use GBP102ULTIMAX	C-AHT223 	N/A	GBP102ULTIMAX 	C-AHT223GREEN
7.5" Diameter Disc Cooper 'S', 1275GT	(Rover) GBP103AF 	C-8G8995 	C-8G8993 	GBP103ULTIMAX 	C-8G8995GREEN
8.4" Diameter Disc Late Mini	(Lockheed) GBP281MS 	C-AHT16 	Only substitute available. EBC as used by Mighty Mini Racers C-AHT16BLUE	GBP281ULTIMAX 	C-AHT16GREEN
Vented Disc Metro/Mini	(Mintex) GBP258AF 	C-8G8994 (M1144) C-8G8994A (M1155) 	C-STR987 	GBP258ULTIMAX 	C-8G8994GREEN

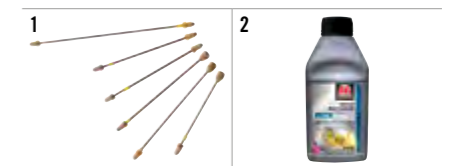
Master Cylinders



- 1 Original Lockheed metal type canister master cylinders.** "Lockheed made in England" is embossed into the surface, as supplied by the factory. Supplied with plastic cap.
 - a. Clutch master cylinder for all Minis** [AAU4969](#)
 - b. Brake master cylinder for standard Mini with 2 1/4" high canister** [GMC171ORIGINAL](#)
 - c. Brake master cylinder for Cooper S/1275GT with larger 3" high canister** [GMC172](#)

- 2 Master cylinder reservoir extension.** Made in translucent white nylon, enabling quick and easy fluid level checks. Also allows extra fluid to be carried [BHA4661](#)
- 3 Plastic container larger capacity type master cylinders**
 - a. For brake** [GMC171](#)
 - b. For clutch.** All models [GMC1008](#)
- 4 Brake master cylinder.**
 - a. Diagonal split** from 1975 to 82. Less switch Metric unions (switch discontinued) [GMC167](#)
 - b. Front to rear split** started in 1978 on with UNF unions but now replaced by metric unions. Cylinder now has yellow identity band. Pre 1985 master cylinders will require a metric union brake pipe kit [GMC227](#)
- 5 Metric union pipe kit** for GMC227.
 - a. Ready shaped pipe kit R/H/D** [BAU5654](#)
 - b. Easy bend pipe kit R/H/D** [BAU5654MS](#)
 - c. Easy bend pipe kit L/H/D** [BAU5655MS](#)
- 6 Brake master cylinder** for cars with factory built in servo. 1989 on [GMC90376](#)
- 7a. Original metal master cylinder cap** fits no. 1 [17H3723](#)
- b. Plastic master cylinder cap** as supplied with no. 1 & 3 [513123A](#)

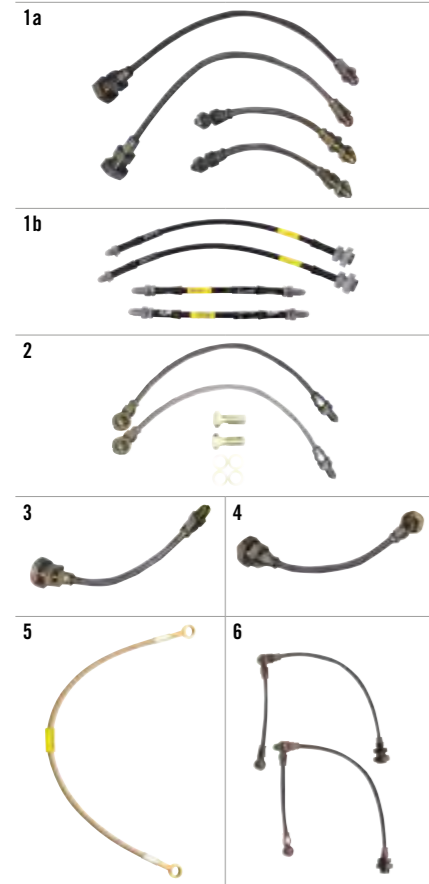
Brake Lines



- 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, hydrolastic suspension, disc or drum, no servo** [GB5001](#)
 - f. Single line, hydrolastic 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. Diagonal split 1976-80 Saloon** [GB5014](#)
 - j. Twin diagonal split, 4 way failure switch. Up to 1982** [GB5021](#)
- 2. Millers racing brake fluid 300 plus** 500ml [MILLER008](#)

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.



- 1a. Set of 4 brake hoses 2x front and 2x rear brake hoses **C-AJJ4026**
- b. Set of 4 black brake hoses **C-AJJ4026BLACK**
- c. Set of 4 brake as above for ERA Mini only **C-AJJ4026ERA**
- d. Set of 5 hoses, kit as above but with clutch hose included for pre Verto **C-AJJ4027**
- e. Set of 5 hoses, kit as above but with clutch hose included for Verto only **C-AJJ4027B**
- f. Pair of front braided hoses only **C-AJJ4030**
- g. Pair of rear braided hoses only **C-AJJ4031**
- 2. 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**
- 3. Braided clutch hose for pre Verto clutches **C-AJJ4025**
- 4. Banjo type braided clutch hose for Verto clutches **C-AJJ4025B**

- 5. Braided one piece long clutch hose. Replaces existing rubber hose and metal pipe. For Verto or Pre Verto. **C-AJJ4025COMP**
- a. R/H/D models **C-AJJ4025COMP**
- b. L/H/D models **C-AJJ4025COMPLH**
- 6. Set of braided hoses for Metro 4 pot calipers when converting for use on a Mini **C-AJJ4024**

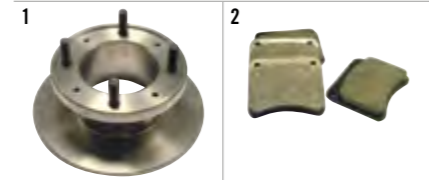
Rubber Brake Hoses



Rubber brake hose sets. Front & rear hoses are sold individually or buy a full car kit of 2 front & 2 rear hoses. Genuine AP (Caparo)

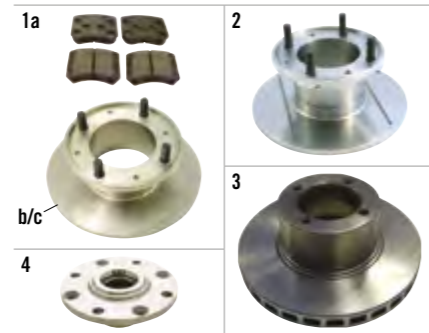
Front Hose	Rear Hose	Full Car Kit
a. Drum brake Mini (longer front hoses)		
GBH170	GBH250	GBH170KIT
b. Disc brake Mini		
GBH249	GBH250	GBH249KIT

7" Brake Discs



- 1. Cooper 7" diameter brake disc. Order individually **BTA193**
- 2a. Brake pads for 7" discs **GBP102ULTIMAX**
- b. Green stuff pads for 7" discs **C-AHT223GREEN**

7.5" Brake Discs



- 1a. Front set 7.5" brake discs (b) with Ultimax brake pads **MS35**
- b. Upgraded brake discs 7.5" diameter. Order individually. **GBD101**
- c. Standard brake disc 7.5". Included in kit MS35 Order individually. **GBD101MS**

- 2. 7.5" Brake disc with grooves to wipe brake pad clean to improve contact area and efficiency. Order individually. **C-21A1265**
- 3. Vented brake disc machined down to 7.5" for use with 4 pot callipers. Order individually. **GBD497**
- 4a. Drive flange in upgraded EN24T to reduce wear and cope with extra stress **21A1270**
- b. Drive flange in standard material EN8 **21A1270MS**

8.4" Brake Disc



- 1a. A car set of 8.4" brake discs and ULTIMAX pads **MSSK014**
- b. Budget non vented disc only as fitted to all Minis 1984 on. Included in kit MSSK014. Order individually **GBD90806MS**
- c. Standard non vented disc only as fitted to all Minis 1984 on. High quality. Order individually **21A2612MS**
- 2. Dimpled and grooved non vented discs performance use. Sold in pair **C-21A2612**
- 3a. A car set of 8.4" Diameter vented brake discs and ULTIMAX pads **MS39**
- b. Vented brake discs only. Order individually **GBD496**
- 4. Dimpled and grooved vented type for performance use with 4 pot calipers. 8.4" disc. Sold in pair **C-GBD496**
- 5a. Drive flange for vented discs only **NAM6450F**
- b. Drive flange, non vented discs upgraded EN24T **21A2695**
- c. Drive flange, non vented discs standard EN8 **21A2695MS**

7.5" Disc Conversion Kits

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

	Complete Kit	Complete Kit with Minispartes calipers	Complete Kit with brake disc shields	Uprated Kit with 4 pot Alloy calipers & parts	Disc, Flange, Caliper Kit from 12" to 10" wheels	Minispartes calipers in MSSK13 Kit 12" to 10" wheels
1 Brake pads	GBP103 ULTIMAX	GBP103 ULTIMAX	GBP103 ULTIMAX	GBP258 ULTIMAX	GBP103 ULTIMAX	GBP103 ULTIMAX
2 Calipers	27H4656 27H4657	27H4656MS 27H4657MS	27H4656 27H4657	C-AJJ4023	27H4656 27H4657	27H4656MS 27H4657MS
3 Brake discs	GBD101MS					
4 Drive flange	21A1270MS					
5 CV joint CV joint nut	GCV1013 BTA249					
6 Hub front R/H Hub front L/H	FAM2390 FAM2391					
7 Roller bearing	(Timken) GHK1140	GHK1140MS				
8 Hub nut split washer	FAM9270A					
9 Swivel pin kit	GJS166MS					
10 Grease nipple	LN10051					
11 Countersunk screw	SF604051					
12 Bolts & pins	53K1048, PS610241					
13 Steering arm locktab	2K5377					
14 Brake disc covers	Lower cover R/H - 21A1271 Lower cover L/H - 21A1272 Upper cover R/H - 21A1273 Upper cover L/H - 21A1274 Bracket L/H - BTA1209 Bracket R/H - BTA1208 Nut 3/16" - GFK3210 Screw - SE910161					

8.4" Non Vented Brake Disc Kit Less Disc Shields



- 1. Complete kit for upgrading to standard non vented 8.4" discs **C-AJJ4034**

8.4" Vented Disc Conversion Kits

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

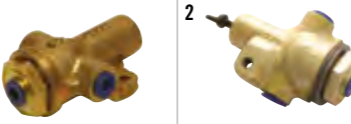
	8.4" Vented Disc Conversion Kits	4-POT VENTED BRAKE CONVERSION KIT WITH ALLOY CALIPERS C-AJJ4029	COMPLETE 4-POT VENTED BRAKE CONVERSION KIT WITH ALLOY CALIPERS C-AJJ4029A
1 Brake pads	GBP258ULTIMAX		
2 Alloy Calipers	C-AJJ4022		
3 Spacer Kit	C-AJJ4021		
4 Brake Discs	GBD496		
5 Drive Flange	NAM6450F		
6 CV Joint	GCV1013		
7 Hub front R/H Hub front L/H	FAM2390 FAM2391		
8 Wheel bearing	GHK1140		
9 CV washer	FAM9270A		
10 Swivel pin kit	GJS166MS		
11 Flange Bolts	SH110201M		
12 Braided Hoses	C-AJJ4030		
13 Pad Pins	PS610242		

Servos

- 1  **1 This is the only remote servo available for the Mini from Lockheed.** Only available with a universal fitting kit. It has the same 13H7939 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. Original Cooper 'S' fitting brackets only (not in kit) 21A2254
- 2  **2 The original repair kit for SEN43 / 13H7939 servo** 18G8938
- 3  **3 Servo for Cooper S Mk1/2**
For an authentic look this is a copy of (AP part 112756) Lockheed 5.5 type with cast body 21A1293
- 4a.  **4a. 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. Note: See item 8 for braided hoses GSM119
- b. **Repair kit for GSM119** GSM120
- c. **Grommet for servo vacuum** hose to body NAM8569

- d. **Seal between master cylinder and servo** NAM8570
- 5 **Servo fitting kit is for all single line brake pipe cars when using 13H7939 servo or SEN43 servo kit.** When this kit is used in conjunction with this servo it makes the set up that was used on the Cooper 'S' MK3. The Servo fixing brackets are also available separately, as a pair. MSSK007
- a. MK3 fixing brackets only, as shown in 4. Only fits 13H7939 MK3 Servo 21A2254
- b. MK1/2 fixing brackets. Only fits 21A1293 or original Servo. 21A1294
- 6 **Non return servo valve** that screws into 21A1293 MK1/2 servo 17H2646ORIGINAL
- 7 **In-line non return valve required to stop petrol coming back into the servo.** Not supplied in the SEN43 Lockheed servo kit. If the servo has a built in valve this is also required in the hose line to ensure against contamination 17H2646
- 8 **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


- 1  **1 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
- 2 **Adjustable for competition** MS72
- 3 **Pressure regulator valve.** Front to rear split systems. Fitted on bulk head FAM7821

Brake Drums

- 1  **1 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. UK made SUPERFINS
b. Better value alternative MINIFINS


- 2  **2 Standard cast mini brake drum for front or rear.** Order individually GDB105
- 3  **3 Rear cast brake drum** as fitted to Cooper 'S' 1275GT and all Minis from 1984 on. Characterised by the built in spacer. Order individually. GDB106

Front Drum Brake Parts

- 1  **1 Front single leading shoe** 0.9375" bore 1959-64 Genuine GWC101
- 2 **Front brake backplate** for cars with two wheel cylinders per backplate from 1968 on are made with the adjuster in place. Genuine AP part.
a. For the R/H Backplate 37H2013
b. For the L/H Backplate 37H2014
- 3 **Front brake shoe return springs,** car set of 4 GBK1733
- 4 **Front Twin leading shoe,** Sept 1964-67 MK1 Wheel cylinder less gasket
0.8125" bore

Right Hand	Left Hand
GWC102	GWC103
- 5 **Front Twin leading shoe, MK2 1967on** Wheel cylinder 0.9375" bore
Right Hand GWC126 Left Hand GWC127
a. Genuine AP with gasket
0.9375" bore GWC126MS GWC127MS
b. Non genuine less gasket
- 6 **Front wheel cylinder locating gasket** 37H3833
- 7 **Bleed screw** (except GWC101) with 3/8" unlf thread also fits mini standard production calipers. Sold individually 3H2428
- 8 **Wheel cylinder spring to brake shoe** must be fitted to ensure braking efficiency. 4 required, sold individually 27H3753



Rear Drum Brake Parts

- 1  **1 Genuine AP Rear brake backplate built up with shoes and GWC1102 cylinder**
a. For R/H 21A1058KIT
b. For L/H 21A1060KIT
- 2 **Genuine AP Rear brake backplate,** 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/H 21A1058
b. For L/H 21A1060
- 3 **Rear brake shoes return springs.** Car set of 4 GBK1834
- 4a. **One adjuster & 2 wedge kit** 17H7620
b. One adjuster only 17H7619
c. Single wedge only 17H7618
- 5 **Gaiter for backplate and brake lever arm**
a. Non Genuine 17H7612
b. Genuine 17H7612GENUINE
- 6 **Rear wheel cylinder clip** 17H7949
- 7 **Rear wheel cylinder locating gasket** 37H4642
- 8 **Rear wheel cylinder**
a. 0.75" Internal bore size. Genuine AP/ Rover Includes clip and gasket (6,7) GWC1102
Non Genuine includes clip GWC1102MS
b. 0.625" Internal bore size. Genuine AP/ Rover Includes clip and gasket (6,7) GWC1101
Non Genuine includes clip GWC1101MS
- 9 **Rear bleed screw (also fits GWC101 front)**
a. 1/4" unlf thread with original type 6.2mm head (adjuster spanner for 513118A) 513118A
BLM810
b. 1/4" unlf thread with current type 7mm head (adjuster spanner for 513118MS) 513118MS
660510


Handbrake

- 1  **1a. 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
- 2 **Handbrake 1976 on** NAM6491
- 2 **Handbrake Black Vinyl gaiter** CK989
- 3 **Original type handbrake plastic grip.** Pre 1976 13H5541
- 4 **Rubber handbrake grip.** 1976 on FAM8356
- 5 **Light weight handbrake cable quadrants for dry suspension.** Pre 1976. Sold as pair C-AJJ4018
- 6 **Original handbrake cable quadrants for dry suspension.** Pre 1976. Order individually 21A2454
- 7 **Fixing pin for quadrants 5 & 6** CLZ549
- 8 **Handbrake cable sector bracket.** 1976 on FAM621
- 9 **Cars with Twin Handbrake cables. Pre 1976.** Order individually
a. Van, Estate and Pickups only. GVC1020
b. Hydrolastic suspension cars only. GVC1021
c. Dry suspension cars only. GVC2022
- 10 **Dry suspension cars with Single Handbrake cable** from 1976
a. Rear wheel to wheel cross cable GVC2134
b. Front cable for saloons only, 25" long GVC2135
c. Front cable van, estate, pickup, 29.25 long FAM625

Radiator Caps

- 1  **1a. 7lb long neck 33.6mm tall, early 850cc** GRC101
- 2  **2. 7lb short neck 27.5mm tall, 850/998. 1965-69** GRC102
- 3 **13lb short neck 27.5mm tall, 1970-80** GRC1111
- 4 **15lb except rads with sender unit, 1980-92** GRC1110
- 5 **15lb rads with sender unit, has built in seal, 1992-96** GRC207
- 6 **Non pressurised cap** for some expansion tanks GRC126
- 2 **Plastic expansion tank cap** twin point cars GRC1184

Radiator Cowlings

- 1a  **1 2 piece cowling set - pre 1974**
a. Except Cooper and "S" ARA2769
b. Cooper and "S" only ARA2770
- 2 **One piece radiator cowling 1974 on** PGK10034

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.

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 with stands higher temperature and pressure.

Silicon Hose Kits include:

- 1 x bottom hose (no. 4)
- 1 x heater hose 1m (no. 6)
- 1 x heater hose 1.2m (no. 6)
- 1 x top hose as listed below

Radiator Hose Type and Description		Rubber	Kevlar		Silicon Blue	Silicon Red	Silicon Black	
1959-1989								
Top Hoses Small Bore Eng.	1	Original MK1 Mini Radiator plus all 998 / 1098 clubman. 6 1/2" long *	GRH467		Single hose C-GRH467	C-GRH467RED	C-GRH467BLACK	
	2	850/998 from 1967 or any new type radiator 5" long *	GRH245		Single hose C-GRH245	C-GRH245RED	C-GRH245BLACK	
	3	Copper 'S' and 1275cc Mini *	GRH247	GRH247KEVLAR	Single hose	C-GRH247	C-GRH247RED	C-GRH247BLACK
					As part of kit	C-GRH002	C-GRH002RED	C-GRH002BLACK
	Large Bore Eng.	4	1275GT Clubman 1/2" longer than 'S' *	GRH469KEVLAR	Single hose	C-GRH469	C-GRH469RED	C-GRH469BLACK
					As part of kit	C-GRH004	C-GRH004RED	C-GRH004BLACK
Bottom Hose	5	With heater outlet	GRH240KEVLAR		C-GRH240	C-GRH240RED	C-GRH240BLACK	
				Without heater outlet	GRH802			
Heater Hose	6	1/2" Heater hose [sold per metre except silicon]	GRH1006	GRH1006KEVLAR	1m length	C-GRH1006	C-GRH1006RED	C-GRH1006BLACK
					1.2m length	C-GRH1007	C-GRH1007RED	C-GRH1007BLACK
1989 on								
Top Hoses	7	Cooper with HIF44 13/4 carb. 1 1/4" bore hose one end. 1990-92	GRH1140		C-GRH1140			
	8	Mini HIF38 1 1/2" carb [1991-1994 plus all single point injections]	GRH1212	Single hose	C-GRH1212			
				As part of kit	C-GRH005	C-GRH005RED	C-GRH005BLACK	
	9	Twin point with front mounted radiator [1966 on]	GRH1465		Single hose	C-GRH1465		
Bottom Hoses	10	Mini HIF44 1 3/4" carb	GRH1159	11		C-GRH1159		
					Mini HIF38 1 1/2" carb [1991-1994]	GRH1289		
	12	Single point injection	GRH1242		Single hose	C-GRH1242		
	13	Twin point injection [fits 1996 only]	GRH1466	13	As part of kit only	C-GRH006	C-GRH006RED	C-GRH006BLACK
					As part of kit	C-GRH005	C-GRH005RED	C-GRH005BLACK
Heater Hose	12	5/8" Heater Hose [sold per metre]	GRH905					
Cylinder Head Outlet	14	Inline heater valve 998s		Single hose	NAM8677BLUE	NAM8677RED	NAM8677BLACK	
				As part of kit	C-GRH007BLUE	C-GRH007RED	C-GRH007BLACK	

* The hoses on small or large bore engines are available with different lengths so if you are not sure then buy the longer one and cut to length needed.

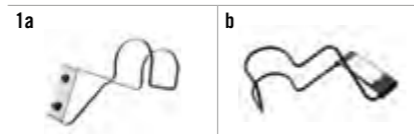
Heater Hose Grommet



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](#)

Hose Fixings



- 1 **Securing clip for MPI top hose GRH1465**
- a. **Stainless steel** [PEU10238OSS](#)
- b. **Black** [PEU102380](#)

2 Hose clips



- a. 12-20mm for 1/2" heater hose [GHC406](#)
- b. 12-22mm for 5/8" heater hose [GHC608](#)
- c. 23-25mm for top and bottom hose [GHC811](#)
- d. 20-32mm for top hose except GRH1140 [GHC709](#)
- e. 25-40mm for GRH1140 hose [GHC913](#)
- f. 10-16mm for general use [GHC405](#)

Radiator

In 1978 we introduced a 4 core type radiator with 25% increased water capacity which greatly improved cooling efficiency.

In 1992 a lightweight matrix with 2 large cores and V shaped fins designed for a Lotus was introduced as Super cool 2 core which made fitment to Mk1/2 cowlings easier. In 2013 a 3 core with V shaped fins was obtained for a few Historic racers. V shaped fins cool better but any heavy deluge of mud or muck can block or damage the fin, so not suitable for Autocross or Grass track racing.



All our radiators listed with a drain plug can be used for Mini Spares safer type screw in fan switch as fitted from 1991-1966 pre MPI.

- 1a. Super cool 2 core radiator with drain plug [C-ARA4442](#)
- b. 4 core larger capacity radiator [C-ARA4444](#)
- c. 4 core radiator with drain plug [C-ARA4444B](#)
- 2a. Super cool 2 core radiator plus fan switch included 1991-96 [C-ARA4443](#)
- b. 4 core radiator plus fan switch included 1991-96 [C-ARA4446](#)
- 3a. Standard 3 core radiator no drain plug [ARP2000](#)
- b. Upgraded 3 core large rad v shape gills - no drain plug, favoured by some historic racers [ARP1106](#)

Radiator Fans



- 4 Standard 3 core radiator with original click in fan switch hole 1991-96 [GRD172](#)
UK made version [PCC10397](#)
- 5 Radtec UK made fabricated aluminium radiators with drain holes. Super Cool
- a. 2 core fabricated pre 1990 [C-ARA4441](#)
- b. 2 core fabricated with screw in fan switch hole 1991 on [C-ARA4441A](#)
- 6 Mini Spares aluminium 2 core fabricated radiator designed for correct, easy fitment with drain plug [C-ARA5000](#)
- 7 Mini Spares screw in fan switch for C-ARA4441A / C-ARA4443 / C-ARA4446 / C-ARA5000 [C-ARA4445](#)
- 8a. Push click in fan switch with seal for GRD172 [GVS104](#)
- b. Seal for GVS104 available separately [CDU2334](#)
- c. Clip for GVS104 / CDU3374 [KTP9002](#)
- 9 Front mounted radiator as used on MPI injection Minis, now supplied with metal header tanks [GRD974](#)
- 10a. Original Expansion tank for MPI in plastic [PCF101240](#)
- b. In alloy for durability and engine bay cosmetics looks [PCF101240ALLOY](#)

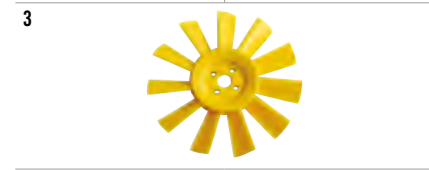
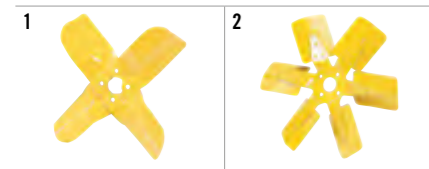
Radiators Brackets



- 1a. '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](#)
- d. 850/998 top radiator bracket [CAM4619](#)
- 2a. Top radiator bracket for 1990-96 Minis in stainless steel [PCU10135S](#)
- b. Top radiator bracket for 1990-96 Minis in black [PCU10135](#)
- 3 Radiator bracket seal. Fits all uppers plus lower pre 1974 [11G227](#)
- 4 Radiator bracket seal Lower only 1974 on (one piece cowling)
- a. Seal in poly [CAM4618POLY](#)
- b. Seal in rubber [CAM4618](#)
- 5 Original top shoulder bolt. Up to 1974 (two piece cowling) [11G228](#)

- 1 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](#)
- 2 Full electric fan kit includes fan, brackets, professional variable adjustable fan temperature switch (70-120c), sender unit & hose clips [C-ARA4401](#)
- 3a. Original 5 blade electric fan for the old Rover This radiator electric fan was fitted as standard on minis with the large round hole cut out in the inner wing from 1991 on [PGG10058](#)
- b. Replacement 5 blade electric fan for the old Rover Mini Spares new 10 blade, 10" 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 as above but for universal fitment. 10" sucking type fan [KLM1418](#)
- c. Twin point front mounted radiator fan kit. 9" blowing type fan [PGG100890MS](#)

Fan Blades



1 **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**

2 **Six blade metal fan** as used on export vehicles **2A998**

3a. **Eleven blade plastic yellow fan** as used on home market Minis. Genuine **12G2129**

b. Non genuine **12G2129MS**

Heater Hose Plates



Blanking plates on bulkhead for heater hoses.

1 **Two hole plate** **ALA7530**

2 **One hole plate** **ALA6592**

3 **No hole blanking plate** **ALA6593**

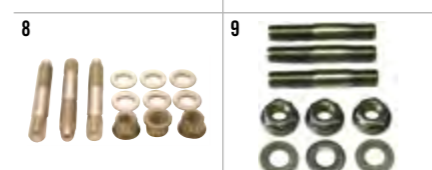
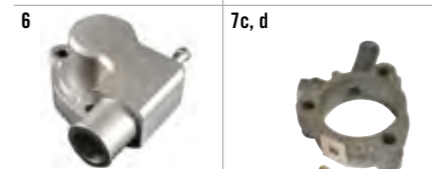
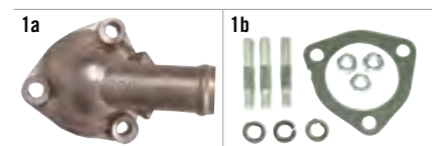
Thermostat/Blanking Sleeve



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 holes 1/8" should be drilled around the periphery of the thermostat.

- 1 **Thermostat blanking sleeve** **11G176**
- 2a. **74°C thermostat (165°F)** **GTS102**
- b. **82°C thermostat (180°F)** **GTS104**
- c. **88°C thermostat (192°F)** **GTS106**

Thermostat Housings

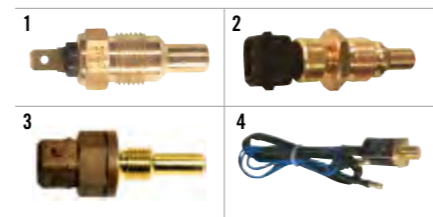


- 1a. **The most commonly fitted thermostat housing** (water elbow) up to 1990 before introduction of sandwich plates. Also fits most single point injection cars, without ancillary holes **12G103**
- b. **Thermostat fitting kit** **12G103FK**
- 2 **Thermostat & sandwich plate gasket** **GTG101MS**
- 3 **Same 12G103 casting shape but with a 8mm hole drilled for sensor unit on carb models 1990 on** **PEQ10010**
- 4 **Large bore (1.25" 32mm) elbow**
 - a. For small outlet pipe is not drilled as fitted to Mini from 1990 on carb models **PEQ10010**
 - b. For small outlet is drilled as overflow pipe for expansion tank as used on Mini Metros **CAM6117**
- 5 **Some late single point and autos** **PEQ100690**
- 6 **MPI front mount radiators only from billet** **PEQ100650**

- 7 **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
 - a. Metro and ERA Turbo where the outlet points straight at radiator and has 14-15mm bore outlet **12G3512**
 - b. Sandwich plate with 10mm bore outlet elbow but no threaded holes **PEG10002**
 - c. As per PEG10002 but with extra 8mm thread hole for YWL10010 sensor **PEM10036**
 - d. As per PEM10036 but with 12mm thread hole (1.5 fine pitch) to take sensor GTR206 for twin point injection only **PEG100030**

- 8 **Thermostat stainless steel studs and nut set.** Pre A + Studs **C-STR286**
- 9 **Mini Spares Thermostat stainless steel studs and nut set.** Pre A + Studs **C-STR281**

Temperature Transmitters



- 1 **Temperature transmitters that fit in cylinder head**
 - a. All Minis 1970 on **GTR101**
 - b. Cooper 'S' from 1964 and all Minis up to 1970 with voltage stabiliser fitted **GTR104**
- 2 **Single point injection fits in manifold.** Cars after 1991 **GTR307**
- 3 **Twin point injection cars, fitted in sandwich plate** **GTR206**
- 4 **Cooper SE sensor, fits in PEG10002 housing.** Fits Cars 1990-91. **YWL10010**
- 5 **Sensor (transducer) for oil temperature gauge on MPI only** **YCB100320**

Heater Unit



Universal lightweight heater unit with outlets ideal for track, race or more affordable unit for any Mini use. Original heater units are no longer available. **C-ARA3000**

Heater Radiator Matrix



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

- 1 **Heater matrix**
 - a. Mk1 mini, 5" gap between pipe hole centres pre 1963 **17H5019**
 - b. Mk1/2, 4 1/2" gap between pipe hole centres 1963 to 1969 **17H8608**
- 2 **Heater matrix MK3 on 1970-84** **37H7216**
- 3 **Heater matrix 1984-91 MK4 on** **BAU5043**
- 4 **Heater matrix 1991 on** **JEF10005**
- 5 **Heater matrix outlet pipe replacements parts**
 - a. Pipe part only for BAU5043 **JEP10007MS**
 - b. 'O' ring seals for JEP10007MS **22G1417**
- 6 **Heater matrix outlet pipe replacements parts.** Full kit for JEF10005 **JEP10008**

Heater Valves



- 1 **Heater Valve. Bolts directly onto cylinder head.** Pre 1989.
 - a. Straight (not shown) **13H5506**
 - b. Angled genuine Mini Spares to original design **ADU9102MS**
 - c. Gasket (not supplied with valve) **88G221**
- 2 **Plastic Body In-line Heater Valve** **JJB10011**

- 3 **Plastic Body Heater Valve** for twin point cars only **JJB100260**

- 4 **Heater valve blanking plate** for cylinder head when required **2A180**

- 5 **Heater tap stud.** Order individually **53K402**

- 6a. **Heater tap stud.** Stainless steel. Order individually **53K402S**

- b. **Heater tap stud & six sided nut.** Stainless steel 2 of each **C-STR285**

- 7 **Heater tap bolt** as fitted to later A+ engines in stainless steel. Sold as pair **C-STR283**

- 8 **Cylinder head take off for 5/8" hose**

- a. In alloy **12G2534ALLOY**

- b. Original **12G2534**

Water Pump By-Pass Hoses



- 1 **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**

- 2 **A source of misery to owners of earlier cars, the by-pass hose was eventually discontinued on late A plus engines**

- a. 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**

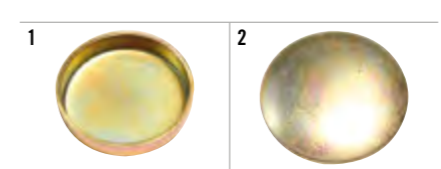
- b. Kevlar reinforced longer hose for cooper 'S' and all 1275Ccc engines **AEG484**

- c. Silicon hose for 1275cc, shorten for fitment on other applications **C-GZA2083**

- 3 **Fluted flexible hose** allowing fitment without removing cylinder head. Supplied with clips **12A1093MS**

- 4 **Original by-pass hose clip** **3H2963**

Engine Core Plugs



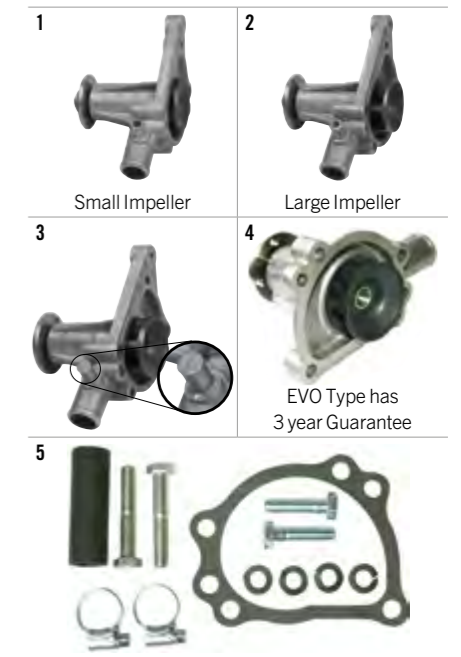
- 1a. **Core plug 41.4mm wide Cup type** for all Cooper 'S' engines only. Order individually **AEH592**

- b. **Core plug 33.6mm wide Cup type** for all A Plus engines and 1275cc non S Engines **AEC876**

- 2 **Core plug 41.4mm wide Flat dished type** for all early A series Pre A Plus **2K8169**

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. Superseal gasket is available as GUG705555GM.



- 1 **850cc and early cars** where large impeller will not fit **GWP132**

- 2. **High capacity water pump** with by-pass hose take off **GWP134**

- 3a. **High capacity water pump** no by pass hose take off **GWP187**

- b. **High capacity, one bolt hole less,** Twin point only **GWP188**

- 4 **Large impeller lightweight water pumps.** Mini Spares Evolution pumps are designed with modern technology for better longevity and improved flow characteristics. PPS impeller as used by Aston Martin and Jaguar. Evo pump are UK made and have a 3 year guarantee.

- a. **High capacity with by pass hose take off** hose with standard gasket **GWP134EVO**

- b. **High capacity less pass hose take off** hose with standard gasket **GWP187EVO**

- c. **High capacity one fitting bolt less** with standard gasket. MPI only 1966 on **GWP188EVO**

- 5 **Water pump fitting kits with super seal gasket.** **GUG705555GM**

- a. **For pump with by pass hose.** Fits GWP134, GWP134EVO pumps **GWP134FK**

- b. For pump less pass hose. Fits GWP187, GWP187EVO, GWP188, GWP188EVO pumps **GWP187FK**

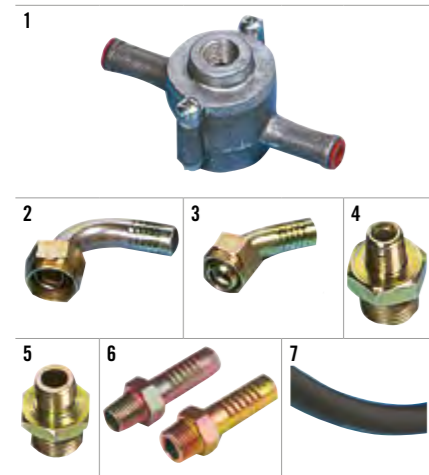
Oil Coolers



- 10 row cooler 21cm long by 9cm high with special filter GFE210
- 1 **10 row oil cooler** MOC10ROW
 - 2 **13 row oil cooler** as fitted to Cooper 'S' C-ARH221
 - 3 **16 row oil cooler** for competition use MOC16ROW
 - 4 **10 row oil cooler kit for MPI.** 21cm long and 9cm high with special filter GFE210 MOC2000
 - 5 **Original oil cooler brackets** to fit on front subframe. Order individually 21A1794
 - 6 **Special oil filter** for use with MPI oil cooler kit GFE210

(Before fitting cooler check clearance on latest cars)

Oil Cooler Connections



- 1 **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 MOCOT2

- 2 **1" long from bend push-fit 1/2" BSP thread union** to fit oil cooler with 90° bend. Order individually MOC207
- 3 **1" long from bend push-fit 1/2" BSP thread union** to fit oil cooler with 45° bend. Order individually MOC208
- 4 **Original oil cooler union for oil filter.** Supplied in complete kits MOC2
- 5 **Original block union for oil cooler hose.** Complete kits MOC1
- 6 **Equivalent to number MOC207 and MOC208 as a kit,** but with push-on ends for using oil cooler hose on special fitment in pairs only MOC3
- 7 **Rubber oil-cooler hose** sold per foot. i.e. 30cm. Order to length required C-AHH8537

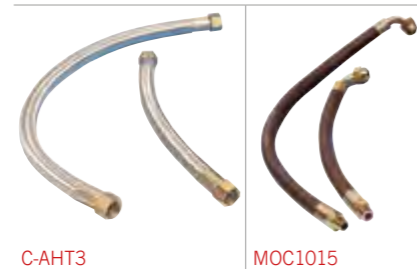
Oil Cooler Hose Kits

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.



MOC1013

See chart below for more part numbers:

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

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.

MOCOT1

Braided Oil Filter Hoses



- 1 **Braided pipe for oil gauge,** made to the required length of 4ft C-AHT9

- 2 **Engine blocks to oil filter housing braided pipe kit**

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

Spin On Type Oil Filters



- 1a. **Original filters as supplied and fitted by Rover/Unipart** but now branded Mini Spares MSF166
- b. **For twin point injection cars,** 97on MSF280
- c. **Oil filter for MPI** when running an oil cooler kit (shorter than standard) GFE210
- 2 **Spin on type oil filter heads.** Fits engines pre 1992 with 1/4"npt union thread size. TAM2097

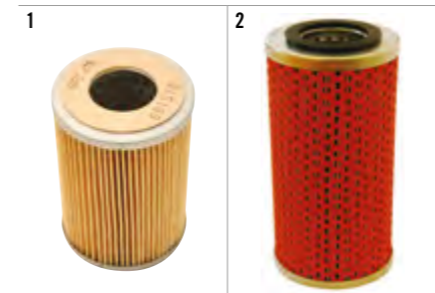
- 3 **Performance strengthened filter head in alloy to stop leaks through vibration**

- a. With 1/4"npt union thread size 12A2032RACE
- b. As above with oil temp hole 12A2032EVO
- c. With 11/16"unf thread size as fitted to 12A engines LPX10026RACE
- d. As above with oil temp hole LPX10026EVO

- 4 **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

Oil Filter Elements

These are the original filters sold and fitted by Rover/Unipart but since the demise of both companies, Mini Spares have taken over the supply & rebranded them.



- 1 **Oil filter element** to fit in metal canister pre spin on filter MSF103
- 2 **Oil filter element** to fit in metal canister all Mini automatics MSF104

Top Quality Oil

Good quality oil is very important in Minis as it has the dual function of lubricating the engine and gearbox. Some oils have a detergent base in them for keeping engines clean, but this in turn can cause wear on such items as layshaft, differential pins and baulk rings. Many performance, race engines benefit by using synthetic oils, which help by coating parts to prevent wear. They should not be used for running-in periods, as synthetic oil also puts a coating on rings, which prevents them from bedding in / sealing properly.



- 1a. **Classic Castrol 20W/50** oil supplied CASTROL in retro style 1 gallon metal tin
- b. **Castrol 1 litre top up** CASTROL01
- c. **Castrol metal pint jug** J105

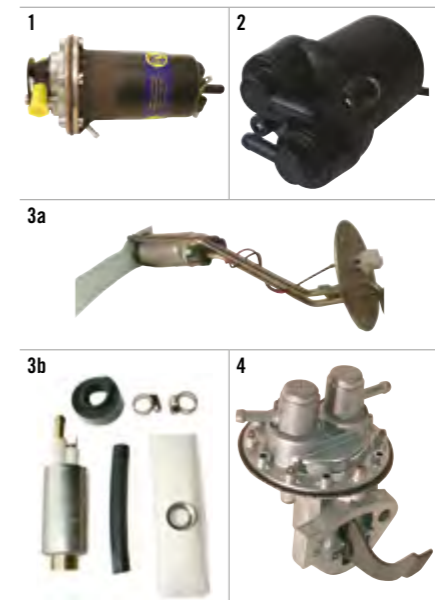


- 2 **Millers oil specially formulated for Mini engine & gearbox**

- a. 20W50, mineral MILLERS001
- b. 20W50, mineral with oil filter MSF166 SO1
- c. 20W50, mineral with MSF280 filter SO5
- d. 20W50, semi synthetic MILLERS002
- e. 250ml engine flush MILLERS005
- f. Fully synthetic Nanodrive Performance oil MILLERS007

- 3a. **Minispares own 20/50 oil** with greater Zinc content for overcoming oil consumption and good for running in engines GUL7005T
- b. **Minispares mineral oil & filter kit.** 20/50 5 litre oil plus oil filter MSF166 SO4

Original Fuel Pumps



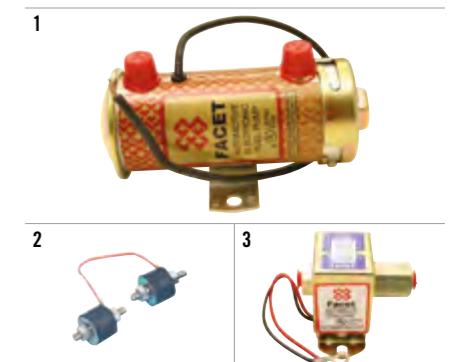
- 1a. **Original SU electric fuel pump** fitted up to 1970. Can be fitted to positive and negative earth AUF214
- AUF214 is also available with a solid state electric function in the same body.
- b. **Available for negative earth** AUF214EN
- c. **Available for positive earth** AUF214EP
- 2 **Electric plastic bodied fuel pump** AUF214MS
- 3a. **Fuel pump that fits in tank** for any injection engine WFX100810
- b. **Pump part only for SPI** WFX100811
- c. **Pump part only for MPI** WFX100812

- 4 **Mechanical fuel pumps**

- a. Pre 1990 AZX1818
- b. Minispares value version of AZX1818 Pre 1990 AZX1818MS
- c. For 1275cc 1990 on, cars with HIF44 carb AZX1817
- d. For 1275cc 1991 on, cars with HIF38 carb WND10005

Performance Fuel Pumps

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



- 1 **Interrupter pump with built in filter.** Transistorised switching device instead of points. All three should be used with a separate regulator.
- a. **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
- b. **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
- c. **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

- 2 **Facet fuel pump anti vibration and earth kit.** Dampens pump ticking noise FPA905

- 3 **Solid state fuel pump.** Must use separate filter.
- a. **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
- b. **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 1/4" twin SU carburettor set ups SS502
- c. **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 1/2"-1 3/4" twin SU carburettor set ups SS503

Fuel Filters/Regulators



1 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**

2 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**

3a. Purolator fuel filters. In line fuel filter toughened glass, cleanable, chrome finish ends 1/4" inlet/outlet unions. Any application except injection / turbo **PRO804**

b. Fuel filter, as per PRO804 but with 5/16" inlet/outlet unions **PRO805**

4a. Filter King regulator. 67mm glass bowl version of FPR005, 6-8mm outlets/inlets **FPR004**

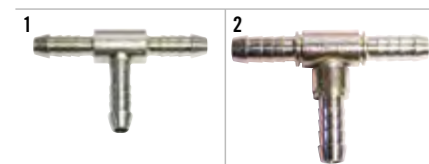
b. 85mm glass bowl filter to provide a steady and constant fuel flow under all driving conditions. 5/16" fitting only. Prevents overflowing of carb filters with higher fuel capacity **FPR006**

5 Fuel pressure regulator for turbos **FPR012**

6 Pro-Flow adjustable flow regulator **PRO69**

7 Power boost valve kit MPI only 1996on **FPR007**

Connections & T Pieces



1 1/4" fuel T-piece, various applications. Useful on twin carburettor petrol tank set ups **12H889**

2 5/16" fuel T-piece, various applications **MTP002**

3 1/4" straight fuel union for all solid state and silver top pumps 1/8" NPTF thread Order individually **FPA903**



4 5/16" straight fuel union. 1/8" NPTF thread. Order individually **FPA903A**

5 5/16" straight fuel union for red top pump. 1/4" NPTF thread. Order individually **FPA904**

6 Angled fuel union. 5/16" 90° union for red top. 1/4" NPTF thread, pair **FPA902**

7 Angled fuel union. 5/16" 90° union for all solid state and silver top pumps, 1/8" NPTF thread. Sold as pair **FPA901**

8 Hose reducers / connector

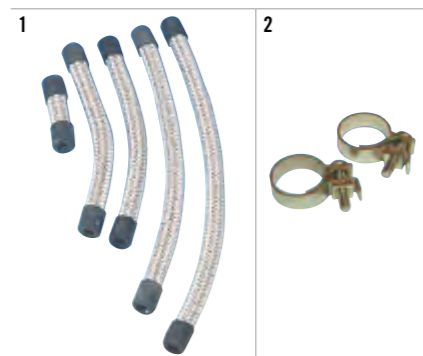
a. 1/2" - 1/2" **MOC211**

b. 5/8" - 1/2" **MOC210**

c. 5/8" - 5/8" **MOC212**

d. 5/16" - 1/4" **HM-4-5**

Braided Fuel Hoses



1 Original type SU braided hoses originally used on Minis and BMC vehicles

a. 22" long (55.88cm) **PPK7**

b. 15" long (38.1cm) **PPK6**

c. 12" long (30.48cm) **PPK5**

d. 10" long (25.40cm) **PPK4**

e. 7 1/2" long (19.05cm) **PPK3**

f. 5" long (12.70cm) **PPK2**

g. 2 1/2" long (6.35cm) **PPK1**

2 The original fuel hose clip as used on these hoses **ACH5854**

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**

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**

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**

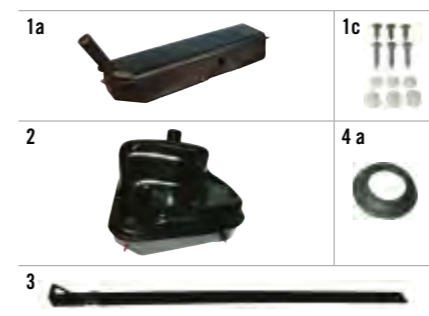
7a. Chrome petrol locking cap (non-vented) for saloons 1970 on **WLD100660**

b. Chrome petrol locking cap (vented) for saloons pre 1970 and all vans/estates **GSS154A**

8 Chrome petrol cap (vented, non locking) **WLD100350**

9 Original chrome classic 3" wide locking petrol cap by Wilmot Breedon (vented) **GSS215**

Fuel Tanks



1 Petrol tank for van/ estate and pickup

a. Genuine **21A291**

b. Non Genuine **21A292**

c. Stainless Steel Non genuine **21A291MS**

d. Fitting kit for Van tank **21A291FK**

2 Standard left hand fuel tanks

a. 5.5 gallon tank with twist in sender unit Up to 1974 **ARA359** (Use fitting straps **2A2226** & **2A2231**)

b. 7.5 gallons with twist in sender hole **ARP1043**

c. 7.5 gallons with twist in sender hole Non Genuine **ARP1043MS**

d. 7.5 gallon - injection only **WFE106090**

e. SPI 7.5 gallon - injection only Non genuine **WFE10401MS**

f. MPI 7.5 gallon tank Non genuine **WFE106090MS**

3 Long diagonal fitting strap for 7.5 gallon tank **21A2838**

4 Petrol tank neck seal.

a. Genuine **14A7057GENUINE**

b. Non Genuine **14A7057**

c. Petrol tank thin neck seal, MPI **WGG100010**

Right Hand Extra Fuel Tank



1 Perfect reproduction of the original Cooper S 5.5 gallon right hand tank as fitted from 1966. Tank only **21A2183**

2 Complete fitting kit for Cooper 'S' right hand tank (less tank) **MS82**

3 Long retaining strap for 5.5 gallon tank **2A2226**

4 Short retaining strap for 5.5 gallon tank **2A2231**

5 Right hand tank anchor bracket **ALA7905**

6 Petrol tank neck seal.

a. Genuine **14A7057GENUINE**

b. Non Genuine **14A7057**

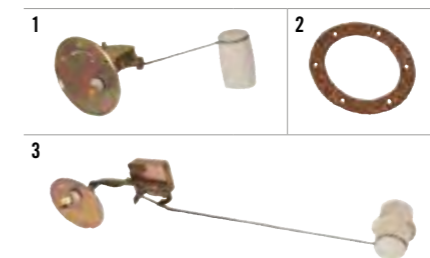
c. Petrol tank thin neck seal, MPI **WGG100010**

7 Joining pipe between two tanks **21A2331**

8 Braided petrol pipe 2 1/2" length, 5/16" bore size Order individually **21A2332**

9 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**

Fuel Tank Sender Units



1a. For Mini Van, estates, pick ups which are held in place by screws. (Including gasket) **AAU8340MS**

b. Fixing screws for sender unit Order individually **53K165**

2 Cork gasket for sender unit to Mini van tank. Also pre 1964 saloons **GUG705711GM**

3a. 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**

4a. Saloons sender unit seal Retainer ring **ARA1501**

b. Rubber seal **ARA1502**

Fuel Additive



1 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**

2 Octane booster and rust protection from Ethanol **MILLERS03**

3 Anti corrosion and vapour inhibition when storing car **MILLERS06**

Crankcase Breathers



For emission control – all have 13mm (1/2") neck

1 K&N breather filter, with metal neck and black plastic top. 47mm wide **62-1010**

2 Crankcase breather. 50mm wide

a. Blue top and rubber hose neck **62-1012**

b. Red top and rubber hose neck **62-1013**

c. Chrome top and rubber hose neck **62-1011**

Air Filter Elements



Original filters sold and fitted by Rover/Unipart but Mini Spares branded for identification since the demise of both companies

- 1 **HS2 carb type element** (use 2 for twin carb Cooper & S). Order individually [GFE1038](#)
- 2a. **HS4 carb type element** [MSF1008](#)
- b. **HIF carb type element** 1990 on Coopers and Metro [MSF1096](#)
- 3 **Fuel Injection oval shaped element**, single and twin point [MSF1143](#)
- 4 **Filter to manifold air duct hoses**
 - a. 5 1/2" long [12H4344](#)
 - b. 3" long [LKM10002](#)

K&N Long Life Elements

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



- 1 **MG Metro Turbo** [E2360](#)
- 2 **Mini and Metro HS4/HIF** [E2601](#)
- 3 **HS2 single**, or use a pair for Cooper or 1300GT twin HS2 carburettors [E9001](#)
- 4 **Latest Mini fuel injection version** [E9172](#)
- 5 **K&N Air filter cleaner** [SDCLEANER](#)

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.



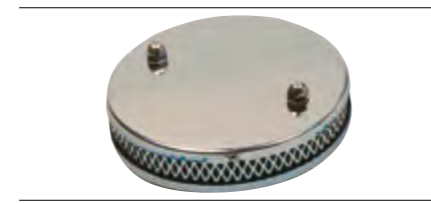
- 1 **Standard K & N filter, 1 7/8" deep, round type**
 - a. HS2 1 1/4" SU with offset hole [56-1630](#)
 - b. HS2 1 1/4" SU with central hole [56-9121](#)
 - c. HS4 1 1/2" SU with offset hole [56-9128](#)
 - d. HS4 1 1/2" SU with central hole [56-1390](#)
 - e. HS6 1 3/4" SU with offset hole [56-9132](#)
 - f. HS6 1 3/4" SU with central hole [56-1400](#)
 - g. HIF6/44 1 3/4" SU with central hole [56-9136](#)
- 2 **Oval filters**
 - a. 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](#)
 - b. Weber 40/45 DCOE 7 1/4" wide x 4 3/4" high x 2 1/2" deep [56-9147](#)
 - c. Weber 40/45 DCOE 7 1/4" wide x 4 3/4" high x 3 1/4" deep [56-9265](#)
 - d. Weber 40/45 DCOE 9" wide x 5 1/4" high x 1 3/4" deep [56-9109](#)
 - e. Weber 40/45 DCOE 9" wide x 5 1/4" high x 3 1/4" deep [56-1360](#)
- 3 **Special cone filters, designed for filters between 2-2 1/2" deep**
 - a. HS2 1 1/4" SU offset cone filter [56-9335](#)
 - b. HS4 1 1/2" SU offset cone filter [56-9320](#)
 - c. HS6 1 3/4" SU offset cone filter [56-9327](#)
 - d. HIF6/44 1 3/4" SU offset cone filter [56-9330](#)
- 4a. **Single point injection cone filter and single hose fitting kit**. Usually giving real power gains up to 6BHP. With fitting kit. Not Automatic [57-0082](#)
- b. **Twin (multi) point injection cone filter with 2 hose kit** as shown. Usually giving real power gains up to 6BHP. With fitting kit [57-0189](#)

K&N Filter Maintenance



- K&N six step air filter maintenance system**
- a. Air filter cleaner and oil [99-5000](#)
 - b. Air filter oil - spray 6.5 oz [SDOIL01](#)
 - c. Air filter cleaner [SDCLEANER](#)

Chrome Pancake Filter



- 1 **Original foam filled chrome pancake filter for offset holes for Mini**
 - a. HS2 1 1/4" carb [PF101A](#)
 - b. HS4 1 1/2" carb [PF102A](#)

Pipercross Air Filters

Pipercross full flow high capacity foam air filters.



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

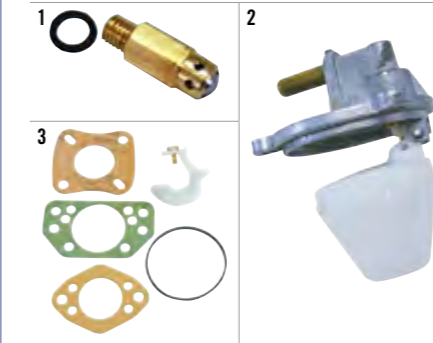
Carb Dashpots / Stub Stacks



- 10 **K&N Stub stack**. Increases airflow when used in conjunction with K&N filter. For HS4 1 1/2" filter [SS51](#)
- 11 **Mini Spares own carburettor stub stacks**. Greatly increases airflow into carburettor, for performance engines.
 - a. Short for HS2 [C-AHT245](#)
 - b. Long for HS2 [C-AHT246](#)
 - c. Short for H4/HS4 [C-AHT247](#)
 - d. Long for H4/HS4 [C-AHT248](#)

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

SU 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](#)
- 2a. **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



- 1a. **HS2 Single carb jet** [AUD9098A](#)
- b. **HS2/4 Twin carb Left hand jet** [AUD9141A](#)
- c. **HS2/4 Twin carb Right hand jet** [AUD9142A](#)
- 2 **HS4 Single carb red jet** (see table) [AUD9451A](#)
- 3 **HS4 Waxstat carb jet** (see table) [LZX1111A](#)
- 4 **Linkage set for Converting Standard Pre 74 HS4 carb to the later Waxstat type jet** [BFS701SUL](#)
- 5 **Return spring kit for HS4** [WZX1335](#)

SU Service Repair & Rebuild Kits



- 1 **Service repair kits** includes instructions and diagrams, the carb jet assembly if applicable (Not HIF), needle valve, gaskets and washers.
- 2 **Rebuild kits** include the same as No1 above plus the throttle shaft, disc, repair bushes and screws.

All kit parts are available individually.

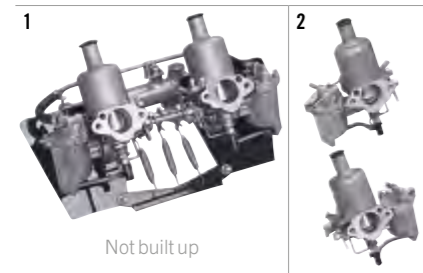
Carb Jets & Repair Kits	1. Service Repair Kit	2. Rebuild Kit	Spindle	Spindle Bushes	Throttle Disc
Single HS2 Carb	WZX1851	CRK104	WZX1310	AUD3079	WZX1320
Twin HS2 Carb	WZX1859	CRK101	WZX1310	AUD3079	WZX1320
Single HS4 Pre waxstat jet – plain throttle disc	WZX1852	CRK219	WZX1177	AUD3080	WZX1324
Single 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



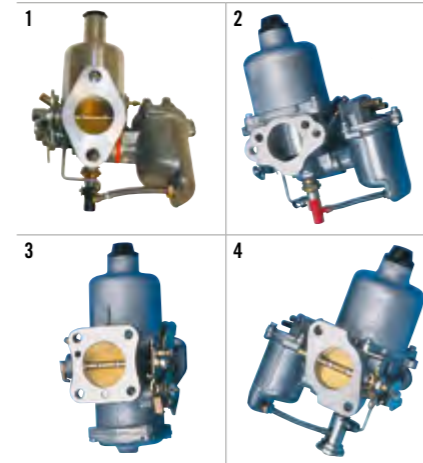
- 1 Dashpot spring for HS2/4/6
 - a. Red spring 4.5oz AUC4387
 - b. Blue spring 2.5oz AUC4587
- 2 Dashpot spring for HIF
 - a. Yellow 8oz AUD4398
 - b. Red 4.5oz AUD4355
- 3a. Dashpot damper HS2/4/6 AUC8103A
- b. Brass dashpot damper HS2/4/6 AUC8103HB
- 4a. Dashpot damper HIF38 LZX1511
- b. Dashpot damper HIF44 LZX2085
- c. Dashpot damper HIF44 Turbo LZX1505A
- 5 Original SU carburettor dash pot oil 125ml bottle BDR125

Twin Carburetors



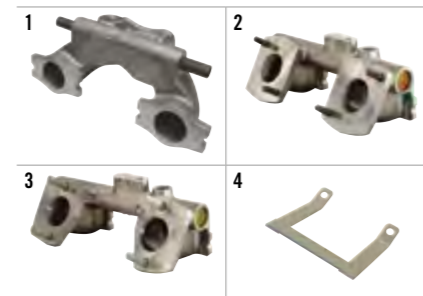
- 1 Pair of twin carburetors with manifold, linkage, heatshields etc, less air cleaners
 - a. Twin HS2 (1 1/4") carburettor kit FZX3052
 - b. Twin HS4 (1 1/2") carburettor kit FZX3054
- 2 Pair of twin carburetors only, without linkage
 - a. Twin HS2 (1 1/4") carburetors only AUD662
 - b. Twin HS4 (1 1/2") carburetors only C-AUD640
 - c. Twin H4 (1 1/2") for original works cars or historic events C-AUD178 (Special Order)
 - d. Twin HS6 (1 3/4") carburetors only C-AUD641

Single Carburetors



- 1 Single HS2 carburettor with emission breather tube as per last cars which can be blanked off HS2
- 2 Single HS4 (1 1/2") SU carb with red plastic jet, fitted up to introduction of waxstat type FZX3003
- 3a. Single HIF44 (1 3/4") 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 1/2") SU carb as used on 1275cc Mini Sprite and modern day improvement on HS4 carb FZX3004
- c. Single HIF6 (1 3/4") Metro Turbo only FZX1435
- 4 Single HS4 SU carb (1 1/2") with metal waxstat jet, fitted up to introduction of HIF range FZX3013

Mini Spares Inlet Manifolds



- 1 Flowbench designed inlet manifold for single HS4/6 and HIF SU carburettor up to 1380cc irrespective of state of tune. In standard form, outflowed everything available on the market C-AHT770
- 2 Inlet manifold to fit twin carburetors. HS4/6 C-AEG489
- 3 Inlet manifold to fit twin carburetors. HS2 C-AEG488
- 4 Bracket for HS4/6 carburettor throttle return springs. When no heatshields are fitted C-AHT239

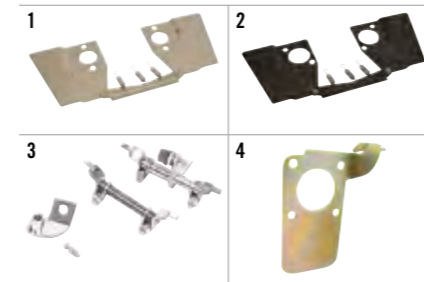
Manifold Spacers



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

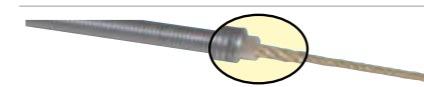
Heatshields

For HS2/HS4 Twin Carburetors, with link bar and springs



- 1 HS2 heatshields
 - a. Stainless steel twin MSSK1005
 - b. Black powder coated twin MSSK008
- 2 HS4 heatshields
 - a. Stainless steel twin MSSK1006
 - b. Black powder coated twin MSSK1004
- 3 Twin carburettor linkage kit, includes accelerator bracket for manifold, two cross bars and linkage, plus choke and throttle cable trunnions MSSK009
- 4 Carb HIF44 abutment bracket fits between the manifold and the HIF44 (1 3/4") carb CAM4942

Special Throttle Cable



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

Steel Manifolds



- 1 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, 2 3/4" 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

- 2a. 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. Throttle body standard 48mm. Alloy replacement for cracked or warped plastic units. MPI only. ABF622
- 2. Throttle body 52mm. 8% 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

Weber Twin Cable Linkage



Twin cable linkage kit for Weber carburetors 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



1 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

2 When using side draught twin choke carburetors, 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

Manifold Studs and Kits



- 1 Stainless steel kit with hexagonal nut C-STR282
- 2 Stainless steel kit with multipoint nut C-STR287
- 3a. Manifold stud Order individually 53K487
- b. Manifold stud stainless steel Order individually 53K487S
- 4a. Manifold nut short. Order individually GFK3436
- b. Manifold nut long. Order individually 51K1177

Exhaust Manifolds 1959-90



- 1a. 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 3/4" outside diameter, 1 5/8" internal diameter. Ideal for all road going Minis, particularly small bore engines. C-STR816
- b. Stainless steel version of above C-STR816S



2 Downpipe to convert freeflow manifold to LCB length. For exhausts designed for LCB L71

3 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.

a. Small bore LCB's for 850/998/1100cc have Y piece outlet end of 1 1/2" outside diameter, 1 3/8" internal diameter C-STR817

b. Standard bore LCB for all-round road use including tuned cars. Y piece outlet end is 1 7/8" outside diameter, 1 3/4" internal diameter. For rubber coupling models see 2d C-AEG365

c. Standard bore LCB as above in stainless steel C-AEG365S

d. LCB when rubber coupling fitted C-AEG362

e. Standard bore LCB with thick flanges suitable for MG Metro inlet manifold, 3/8" shorter to suit all Metro and non 1275cc Mini C-AEG366

f. Manifold stage 2 LCB with larger centre pipe C-AEG376

g. Stainless steel version of above C-AEG376S

h. Large bore LCB for competition use or large bore engines such as 1400cc. Y piece outlet end is 2" outside diameter, 1 7/8" internal diameter C-AHT289

4a. The only three into one adapted for the road with clamps for sealing the downpipe collector for quietness and efficiency, hence downpipes 3/8" 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 7/8" outside diameter, 1 3/4" internal diameter C-STR340

b. 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 7/8" outside diameter, 1 3/4" internal diameter C-STR332

c. 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 7/8" internal diameter C-STR336

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.

- a. Fits pre 1990 Minis [C-AEG364](#)
- b. For injection Minis [C-AEG363](#)

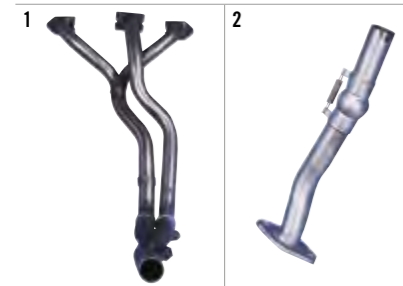
8 Port Head Ex-Manifold



- 1 **8 Port head exhaust manifold (4 exhaust ports)**
- a. **Original bore size** as Special Tuning [C-AHT343](#)
- b. **Large bore** for new race head [C-AHT344RACE](#)

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. Vehicles after 1990 & vehicles with catalysts from approx 1992 on. Y piece outlet end is 1 7/8" outside diameter, 1 3/4" internal diameter.

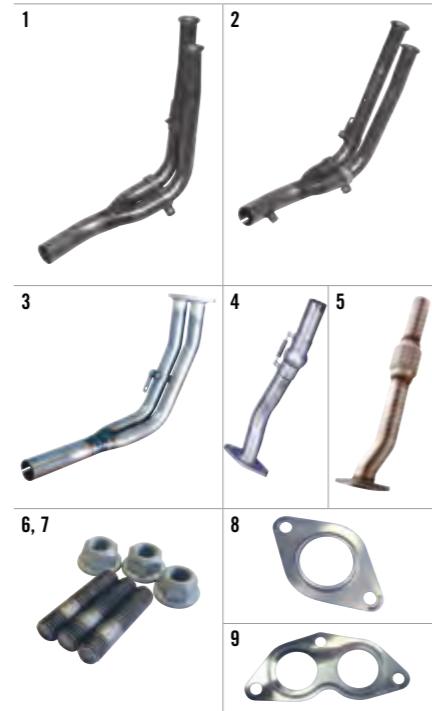


- 1a. **LCB exhaust manifold for fitting fuel injected cars with a Lamba sensor take off** and catalyst removed to fit RC40 complete system [C-AEG374](#)
- b. **Stainless steel version of above** [C-AEG374S](#)
- c. **LCB exhaust manifold for fitting carburettor version cars** - has sensor take off in Y piece, when catalyst removed to fit RC40 complete system [C-AEG373](#)
- d. **LCB exhaust manifold C-AEG374 (1a) but includes link pipe no.2** for fitting when catalyst is retained on fuel injected cars [C-AEG369](#)

- e. **Stainless steel version of item d** [C-AEG369S](#)
- f. **LCB exhaust manifold C-AEG373 (1b) but includes link pipe no.2** with a sensor in Y piece take off for use when retaining catalyst for carb versions [C-AEG368](#)
- 2 **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 1c and 1d above. [C-AEG375](#)

Downpipes 1990 on

Specially designed to fit the existing exhaust manifold for vehicles from 1990 onwards. Y piece outlet end is 1 7/8" outside diameter, 1 3/4" inside diameter.



- 1 **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](#)
- 2 **The same downpipes as No.1** but with a Lambda sensor take-off in Y piece, for use when retaining the catalyst. These downpipes bolt to the original exhaust manifold and come complete with item No.4. Order individually [C-AEG370](#)
- 3a. **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.3) used with pipe (item No.4)** when retaining the catalyst and fitting to the existing manifold on fuel injected cars. Sold as a pair [C-AEG371](#)
- 4 **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](#)

- 5 **The manifold to catalyst pipe in stainless steel with flexi joint.** Alternative to No.4 [RC40-016](#)
- 6 **Flanged Nut for exhaust stud.** For injection only cars. Order individually [FX108047](#)
- 7 **Stud for exhaust downpipe flange.** For injection only cars. Order individually [TD108051A](#)
- 8 **Catalyst gasket.** 2 required For 90/91 carb cooper 1 required for SPI/MPI, injection only cars. Order individually [GEX7761](#)
- 9 **Down pipe to manifold gasket.** For injection only cars. Order individually [GEX7779](#)

Y Pieces and Clamps



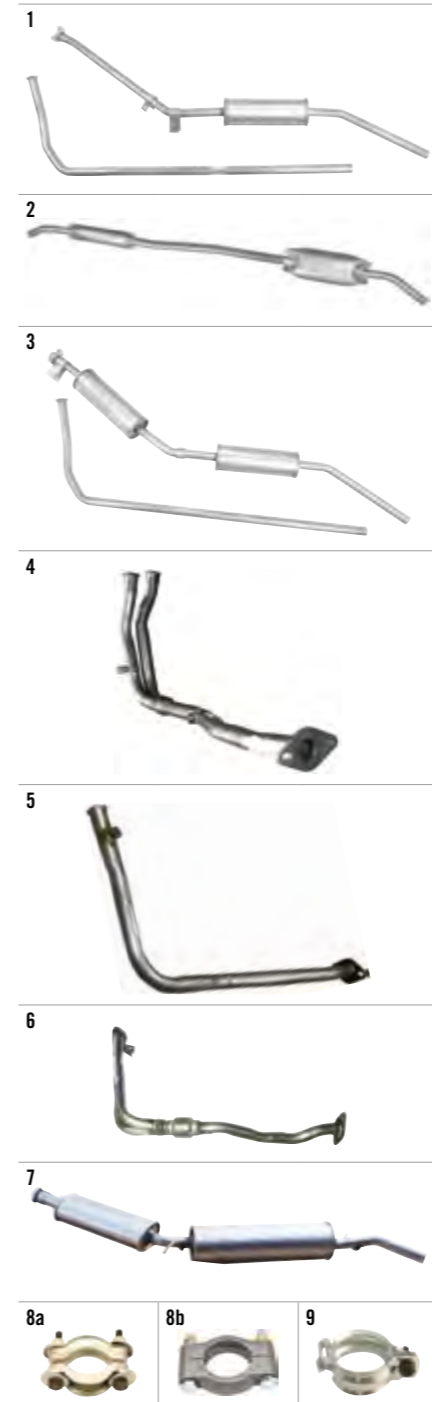
- 1 **'Y' piece for large bore LCB (C-AHT289)** with correct clamps [C-AHT198](#)
- 2a. **'Y' piece for Manifold LCB (C-AEG365)** with correct clamps [C-AHT197](#)
- b. In stainless steel [C-AHT197S](#)
- c. With sensor take off [C-AHT195](#)
- d. With sensor take off in stainless steel [C-AHT195S](#)
- 3 **Collector for 3 into 1 large bore manifold,** (C-STR336) does not have clamps [C-AHT199](#)
- 4a. **1 5/8" LCB manifold clamp** for C-AHT197 Order individually [C-AHT97](#)
- b. **1 1/2" LCB clamp for manifold to gearbox housing** preventing breakage, (supplied with manifolds) [C-AHT94](#)
- c. **1 7/8" manifold clamp** for C-AHT198 Order individually [C-AHT121](#)

Exhaust Conversion Parts



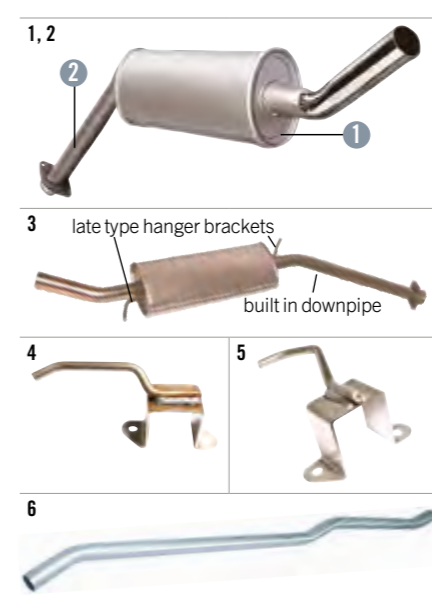
- 1 **Pipe to replace catalytic converter** [C-ARA664](#)
- 2 **Conversion neck for fitting an 1 3/4" rear box** to a standard bore front pipe of a 988cc Mini [LDP2](#)
- 3 **Conversion neck for fitting larger bore RC40 or 1 3/4" pipe** to original exhaust manifold [LDP1](#)

Standard Exhaust Systems



- 1 **Single box silencer for standard 850/998 split in 2 sections** to help fitment and transportation [GEX106](#)
- 2 **Crimped end twin silencer as originally fitted to Cooper S.** Split in 2 sections for easy fitment and transportation [GEX117](#)
- 3a. **Original twin box system** for 850/998/1100cc saloon. Split in 2 sections [GEX177](#)
- b. **Original twin box system** for 850/998cc van/estate. Split in 2 sections [GEX155](#)
- 4 **Downpipes for HIF44 carb cars** [GEX12017](#)
- 5 **Downpipes for HIF38 carb cars** [GEX12052](#)
- 8a **Manifold clamp** for 850/998/1100cc [GEX7046](#)
- 8b. **Original Cast Manifold clamp** for 850/998/1100cc [GEX7046CAST](#)
- 9 **Manifold clamp** for twin downpipes and HIF38 carb cars [GEX7801](#)

Classic Range RC40



- 1 **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 No.7 for single box exhaust system. Rear box only [C-STR809](#)
- 2 **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](#)
- 3a. **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](#)
- 4 **Bracket for front of rear subframe** when required [C-ARA670](#)
- 5 **Bracket for rear of rear subframe** when required [C-ARA671](#)
- 6 **Downpipes for fitting single rear silencer**
 - a. **Freeflow exhaust manifold to RC40 single box.** When using a LCB type manifold the flanged end piece will require cutting off [AN180V](#)
 - b. **Longer downpipe** for Van/Pick Up and Estate (also need to use No.11 - RC40-005) [RC40-004](#)



- 7 **RC40 rear box only** same as No1 but also used with long pipes No.6 for single silencer systems (pre catalyst cars) [C-STR809](#)
- 8 **Twin box only RC40 performance system** which does not include pipe item 9, 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 3/4" pipe size with internal diameter of 1 5/8" but entrance hole is flared to 1 3/4" internal to take item number 11 [RC40](#)

For stainless steel version use Millennium range.

- 9 **This downpipe is not part of the RC40 twin box system when ordered.** State type of pipe required.
 - a. **Short pipe that joins RC40 twin box system** to Freeflow exhaust manifold. If fitting to a LCB type manifold, the flared end with slots needs to be cut off. (see 9b for short pipe) [RC40-001](#)
 - b. **Short pipe that joins RC40 twin box system** to a standard bore LCB. To save cutting item 9a [RC40-002](#)
- 10 **RC40 twin box rear performance system** for cars with catalyst [C-STR812](#)
- 11 **Stainless steel tailpipe trim** with hanger, great to gain extra length on rear box especially for van / estate fitment [RC40-005](#)
- 12 **Fitting kit for RC40** when you are not using the rubber hanging straps as fitted from 1992 on [RC40FK](#)

Exhaust Mountings



- 1 **Competition middle exhaust mounting** as used on works cars. Shown apart to show modification carried out to make it much stronger **C-19G3257**
- 2 **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**
- 3 **Rubber middle exhaust mounting** **GEX7081**
- 4a. **Cotton reel mounting in rubber** **GEX7251**
- b. **Cotton reel mounting in poly** **GEX7251POLY**
- 5 **Rubber hanger strap** as used from 1992 on **DBP7104**

Millennium Range RC40



The Millennium range of RC40 exhaust systems all use the optimum size 1 3/4" (1 5/8" 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.

- 1 **S/steel side exit, standard bore tailpipe** **RC40-051**
- 2 **S/steel side exit DTM style 2" tailpipe** **RC40-052**
- 3a. **S/steel side exit single large bore 2 1/4" tailpipe** **RC40-053**
- b. **Mild steel single large bore 2 1/4" tailpipe** **RC40-010**
- 4a. **S/steel centre exit standard bore tailpipe** **RC40-054**
- b. **Mild steel centre exit standard bore tailpipe** **RC40-011**
- 5a. **S/steel centre exit large bore 2 1/4" tailpipe** **RC40-056**
- b. **Mild steel centre exit large bore 2 1/4" tailpipe** **RC40-012**
- 6 **S/Steel centre exit DTM style tailpipe** **RC40-055**
- 7 **Downpipes for rear single box silencer**
 - a. **Stainless steel downpipe from Freeflow manifold (C-STR816) to rear silencer** **RC40-058**
 - b. **Stainless steel downpipe from LCB manifold (C-AEG365) to rear silencer. (Shorter version of item 7a)** **RC40-059**
 - c. **Mild steel downpipe but shorten for LCB use (as item 7a)** **AN180V**
- 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. **1275cc 1990 On EU approved** **RV8009E**
 - c. **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 (item no.2 in classic range) **AN181T**

Manifold and Exhaust Kits

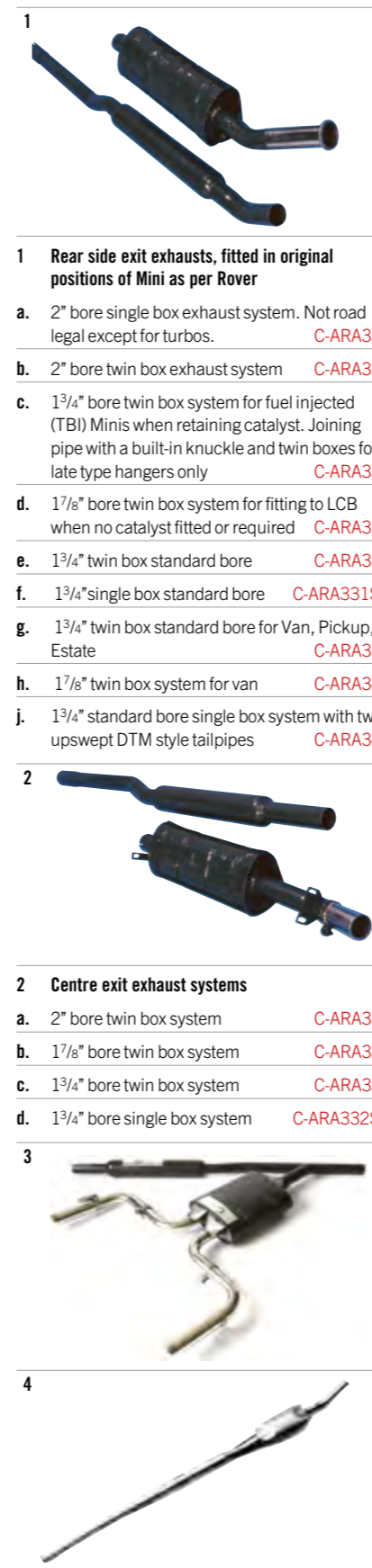


- 1a. **Original RC40 exhaust and fitting kit** (this kit includes, RC40, RC40-002, RC40FK) **RC40PACKAGE001**
- b. **As above with Millennium exhaust manifold (C-AEG364)** **RC40PACKAGE002**
- 2a. **Millennium RC40 centre exit exhaust and fitting kit** (RC40-011, RC40-013, RC40FK) **RC40PACKAGE003**
- 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**
- g. **For Van / Estate / Pickup . Single box only** (RC40-004, RC40-005, RC40FK, C-STR809) **RC40PACKAGE015**

All supplied with complete fitting kit **RC40FK**

Manifold Exhaust Systems

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



- 1 **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" twin box standard bore** **C-ARA331**
 - f. **1 3/4" single box standard bore** **C-ARA331SB**
 - g. **1 3/4" twin box standard bore for Van, Pickup, Estate** **C-ARA339**
 - h. **1 7/8" twin box system for van** **C-ARA342**
 - j. **1 3/4" standard bore single box system with twin upswept DTM style tailpipes** **C-ARA340**
- 2 **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**
 - d. **1 3/4" bore single box system** **C-ARA332SB**
- 3 **Early MK1 rally exhaust system** **C-ARA345**
- 4 **Arbath design exhaust with adjustable stainless steel end tailpipes** **C-ARA341**
- 5 **1 3/4" bore single box with twin tail pipes** **C-ARA350**

Stage One Plus Kit with LCB

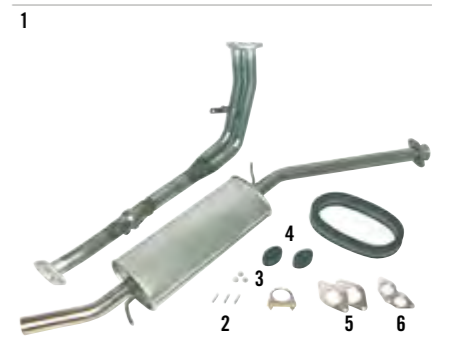


Millennium tuning package with LCB **C-STN16**

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

Stage One Kit Injection Cars

For all fuel injected cars



- 1 **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 catalyst and a single rear silencer box section from catalyst back plus all gaskets and fittings required **C-STN22**
- 2 **Stud for exhaust downpipe flange.** Order individually **TD108051A**
- 3 **Flanged Nut for exhaust stud.** Order individually **FX108047**
- 4 **Rubber hanger strap** **DBP7104**
- 5 **Catalyst gasket 2 required.** Order individually **GEX7761**
- 6 **Down pipe to manifold gasket.** Order individually **GEX7779**



- 1 **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 kit, 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**

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:

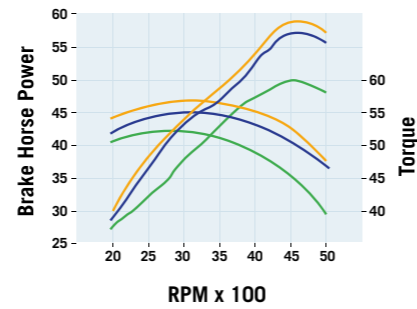
- Freeflow exhaust manifold.
- Mini Spares inlet manifold.
- RC40 / RC40-010 / RC40-012 exhaust system and fitting kit depending on kit. K&N filter element.
- Replacement carburettor needle (spring loaded BIAS type).
- Manifold gaskets and carburettor gaskets.
- Full fitting instructions.

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 1 KITS for Mini	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
Van / Estate / Pickup (single exhaust box only)	C-STN17V		
1275cc HIF38/HS4 carb	C-STN18	C-STN18B	C-STN18C
1275cc HIF44 carb	C-STN18A	C-STN18D	C-STN18E

Results Obtained From Fitting 998 Kit



Key

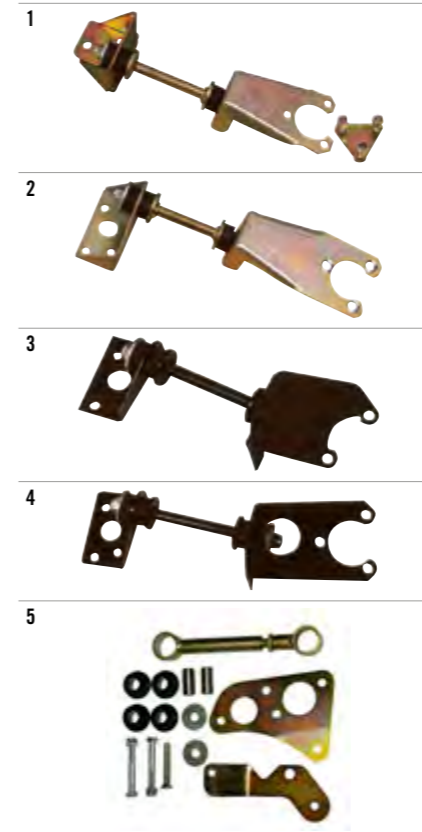
- Standard induction and exhaust system
- Modified system using MG Metro inlet manifold
- Modified system using Mini Spares inlet manifold

Results in:

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

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.

Engine Top 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](#)
- 3a. **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](#)
- 5 **Water pump to bulkhead stabilizer** made for MPI originally but fits all cars without a bypass hose [MSSK1304](#)

Gearbox Lower Stabilisers

- 1 **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](#)
- 2 **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 [MSSK](#)

Bushes



- 1a. **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 2 inserts plus a new spacer for the engine end [C-STR630](#)
- b. **As above but made from a harder poly for race/competition** [C-STR630RACE](#)
- c. **Lower poly stabiliser bush kit** [C-STR633](#)
- 2 **Original standard rubber bush and tapered collar kit** (4 of each)
 - a. With plastic inserts [SBK1](#)
 - b. With metal inserts [SBK2](#)
- 3 **Original standard rubber bush.** Order individually [CRC5329](#)
- 4 **Single type engine steady bar bush** as fitted on twin point, 1996 onwards. New performance alternative to above bushes. Fits all Minis. Made with our own performance grade rubber, independently tested and found to have competition or better, performance properties [KKF101320EVO](#)

Standard Heads



- 1 **Unleaded reconditioned heads**
 - a. 850/998cc with no temperature transmitter hole [GCG1001](#)
 - b. 850/998cc with temperature transmitter hole [GCG1007MS](#)
 - c. 1275cc with by pass hose, reconditioned [GCG1009MS](#)
 - d. 1275cc for MPI only 1996 - 2000 [GCG1009](#)
 - e. 1275cc using MPI casting modified for pre MPI cars with 35.6mm inlet, less by pass hose. Outright sale [GCG1009MG](#)

5 Port Alloy Head



Mini Spares own 5 port standard type alloy head casting based on the 12G1805 'S' casting with fully modified porting for fast road / rally / race use.

1. **35.6mm inlets with 29.3mm exhaust valves ported and flowed to performance spec with steel guides only.** Machined to use our C-AEA526 spring height valve spings with our shims underneath [C-AHT347](#)
2. **37mm inlets and 31mm exhaust plus titanium top caps** [C-AHT347RACE](#)

Road Sport Modified Heads



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

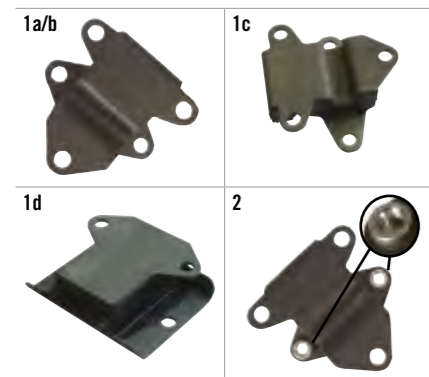
- 1 **35.6mm inlet valve and 29.3mm exhaust valve** with bypass hose pre 1992 [C-AHT135](#)
- 2 **35.6mm inlet and 29.3mm exhaust valve** for 1992 on cars without bypass hose [C-AHT134](#)
- 3 **35.6mm inlet valve and 29.3mm exhaust** and nominal 24-25 cc combustion chamber size for use with 7cc dish 73.5mm pistons [C-AHT133](#)
- 4 **Twin point injection cars only 35.6mm inlet and 29.3mm exhaust valve** [C-AHT136](#)

Refundable surcharge on all heads (unless otherwise stated)	998cc	£75
	1275cc	£150

NOTE: For refundable surcharge, heads must be returned complete and built up, including valves, springs, etc. in a condition suitable for reconditioning.

The premier stockist and supplier for Classic Mini parts

Engine Mounts



- 1a. **Genuine Mini Spares engine mounting** made to the original drawings and specifications [21A1902](#)
- b. **Engine mounting,** Mini Spares non genuine [21A1902MS](#)
- c. **Automatic left hand** [22A1018](#)
- d. **Automatic right hand** [22A917](#)
- 2 **Mini Spares engine mounting, easy-fit** fixed nuts [21A1902ST](#)



- 3 **All metal competition engine mountings** for racing only. Order individually [C-19G3256](#)
- 4 **Two piece poly engine mounting** using a pin to secure the two halves, for engine removal or replacement [21A1902POLY](#)

Adjustable Engine Stabiliser



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](#)

Bolt Repair Stabilisers



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](#)

Super Sport 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.



Unleaded with manganese bronze guides and race spec EN21 4N stainless steel heat treated valves to eradicate wear. £150 refundable surcharge (if head is in a condition suitable for reconditioning) unless stated otherwise

- 1a. 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 only **MSE8**
- 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 pistons **MSE9**
- 3a. 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**
- b. 35.7mm inlet valve and 29.5mm exhaust valve suitable for road sports use, using MPI casting but CNC machined spec as MSE4 without bypass hose (21.4cc). Outright sale **C-AHT463**
- 4a. 35.7mm inlet valve and 31mm exhaust valve with bypass hose (21.4cc) **MSE5**
- b. 35.7 mm inlet valve and 31mm exhaust valve CNC machined from new MPI cylinder head castings. Suitable for cars after 1992 or without bypass (22cc) **C-AHT464**
- 5 Twin point injection cars only 35.7mm inlet valve and 29.5mm exhaust valve **MSE7**
- 6a. 850/998/1100 modified head with largest valves 30.93mm inlet and 26.5mm exhaust (with 24.5 to 25.5cc (combustion chamber) **C-AHT87**
- b. 850/998/1100 modified head with largest valves 30.93mm inlet and 26.5mm exhaust (23.5cc) **C-AHT88**

Refundable surcharge on all heads (unless otherwise stated) 998cc £75
1275cc £150



Alex Comis - at Castle Combs

ARDEN 8 Port Cylinder Head



The original Jim Whitehouse head homologated by Special Tuning Abingdon, 50 years old in 2016 it instigated a revamp of tooling in 2012 using state of the art casting boxes which encompassed the original cores allowing for modifications to produce a high precision casting for road or race cars.

All heads now have a 21cc combustion chamber and extensive flow bench testing showed a larger 37mm valve plus new inlet port cores provided further increases in power if required. Fully assembled allowing cam lift up to .500" it is supplied with longer push rods, head studs and manifold gaskets.

Also required, 4 Port exhaust manifold, special cam-shaft and con rod modifications

A roller rocker kit is available as **C-AHT448**

- 1a. Original head with 35.6mm inlet and 30.88 exhaust **C-AJJ4064**
- b. Larger 37mm inlets and titanium top caps **C-AJJ4064RACE**

2 The Amal four carburettor kit was perhaps the most popular originally, as this compact kit fitted easily under the bonnet profile. This setup is best suited to smaller capacity engines (1000-1293cc) as choke size is restrictive over this.

- a. For the complete Amal kit. **C-AJJ4083**
- b. 4 Amal carbs only **C-AHT520**

Weber carburettors were fitted and claimed more power potential with the longer manifolds. Short and long fabricated steel manifolds are available.

- 3 Pair of 90mm long Weber inlet manifolds for power potential protruding bonnet **C-AHT507**
- 4 Pair of 60mm Short Weber inlet manifold which just squeeze under bonnet **C-AHT508**



- 5 Longer push rods for 8 port head, 1275cc only.
 - a. 6.3mm thick and 0.220" longer Order individually **C-AEG583**
 - b. 6.3mm with 8mm centre, javelin shape Order individually **C-AEG583EVO**

8 Port Fuel Injection Kit



8 Port fuel injection kit **C-AJJ4065**

Bespoke kit designed to compliment the 2012 on 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. Pre 2012 heads will require some modifications.

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.

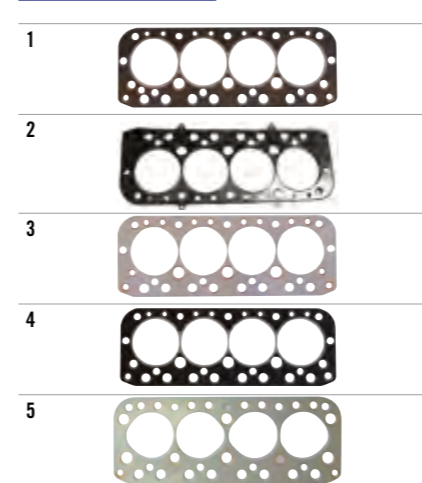
Head Gasket Sets



A range of top quality value 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

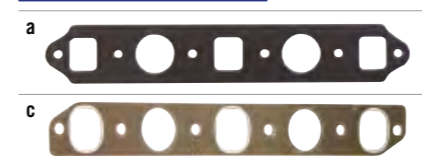
- a. 850/998/1100 Small bore engine **AJM1250MS**
- b. 1275cc head set with TAM1521 head gasket **AJM1140**
- c. 1275 with standard copper head gasket **AJM1140MS**
- d. 1275 with GEG300 super copper head gasket **AJM1141MS**
- e. Single point head gasket set genuine **GUG701187HS**

Head Gaskets



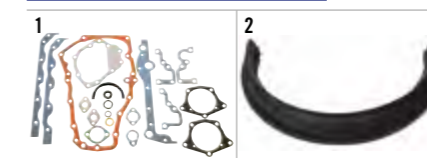
- 1 Group 'A' Metro Turbo head gasket has an extra reinforced fire ring to eliminate inter-chamber blowing. 3.1cc compressed volume. Necessitates modification of the block - details available from MSC. Not suitable for bores over +.040" **C-STR1057**
- 2 The ultimate 3 layer steel type head gasket for 1275cc to large bore or Mini Spares 8 port heads **C-AHT189**
- 3 Mini Spares own Copper/composite 1272cc head gasket. Manufactured by us with superior sealant rings as a cross over for the old C-AHT188 and AF460 from payen. 3.4cc compressed volume **GEG300**
- 4a. 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**
- b. 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**
- 5 Copper/composite head gasket for small bore. Original Rover - Payen high quality gasket. 2.8cc compressed volume. (was TAM2121) Asbestos free & special sealing ring **GUG702506HG**

Manifold Gaskets



- Large port competition manifold gasket, all 5 port heads
 - a. Large ports for modified heads **C-AHT381**
 - b. Standard manifold gasket **AJM601**
 - c. Injection cars **GUG704053MG**
 - d. Turbo manifold gasket with metal retainer rings on exhaust ports **GUG704063MG**

Gearbox Gasket Sets



- 1 Gearbox gasket set **AJM804B**
(This is not supplied with clutch seal or output shaft seals)
- 2a. Rigid half moon seal. Used by Rover for warranty work to cut down repair hours on powertrain. This rigid seal and can be pushed in without stripping engine from gearbox **CAM6548**
- b. Flexible half moon original seal as supplied in gasket sets **AHU1959**

Engine Block Gasket Sets



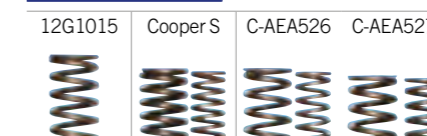
- a. Engines with side plate tappet chest covers **AJM202MS**
- b. Engines without side plate tappet chest covers 1300cc only **AJM206MS**

Block/gearbox gasket and seal kit



Complete block, gearbox gasket and seal kit suitable for all engine sizes **AJM100MS**

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.

- 1 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**
- 2 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**
- 3 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**
- 4a. Single outer spring Pre A-plus 850, 998, 1100cc. Order individually **AEA311**
- b. Single outer spring for all A-plus engines 998 and 1275cc. Order individually **12G1015**

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

Valve Shims / Collars



- 1 Spring seat shims when spring or valve seats have been over machined are available in following sizes
 - a. Set of four shims only 0.010" **SS2**
 - b. Set of four shims only 0.030" **SS3**
 - c. Set of four shims only 0.060" **SS4**

2 Lower locating collars designed by Leyland ST to prevent breakage caused by inner valve spring wander at high RPM - not required for our valve spring range **C-AEA526/527**

- a. Competition lower inner spring locator. Order individually. **C-AEA654**
- b. 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



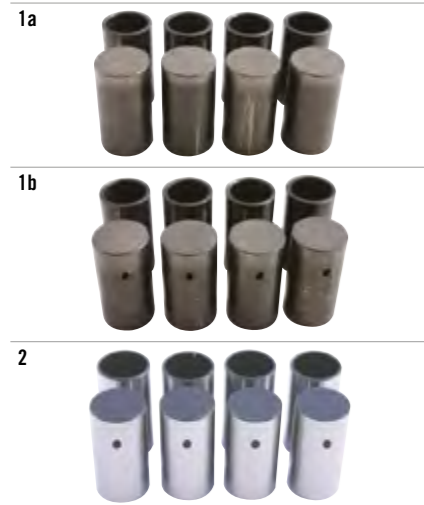
- 1 Original steel 'S' competition top cap. Order Individually **AEA653**
- 2 Race top caps – ultra light weight, hard anodised aircraft alloy top caps. Do not pull through at high rpm. Order Set **C-AEA528**
- 3 Titanium extra strong top cap set to suit all our valve springs **C-AEA530**

Valve Cutters



- 1 **For narrow single groove valve** - standard use sold as pair 88G459
- 2 **For narrow single groove valve** - performance use, sold as a pair 88G459EVO
- 3 **Triple groove valve** sold one half only CAM6975

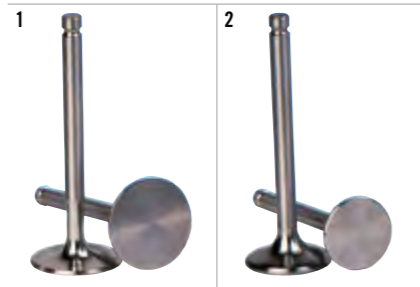
Cam Followers



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. Always use cam lube when fitting new cam followers

- 1a. **Standard weight cam follower.** Weighs 44 grams. Order individually 2A13
- b. **Standard weight cam follower with oil drain hole.** Weighs 44 grams. Order individually AEG584
- c. **Cam follower evolution, copy of AE original type.** Weighs 44 grams. Order individually 2A13EVO
- 2 **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.
 - a. **Light weight cam follower with oil hole. Standard height.** Order set C-AEG579
 - b. **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 unless stated and use 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 are heat treated to eradicate this problem.

- 1 **Inlet Valves. All valves Order individually.**
 - a. **37.2mm (1.464")** inlet valve for 12G940 casting 3.57" long C-AHT55
 - b. **35.7mm (1.406")** inlet valve: 3.57" long for 12G940 casting C-AEG544
triple grooved A-Plus valve * C-AEG543
 - c. **35.7mm (1.406")** inlet valve for AEG163 casting MK1'S'. 3.52" long AEG593
 - d. **33.3mm (1.311")** inlet valve for 12G940 casting 3.57" long C-AEG569
 - e. **30.93mm (1.218")** inlet valve all small bore head casting. 3.44" long * C-AEG588
 - f. **35.6mm (1.405")** inlet valve. 8 port head only. Pre 2012 new spec head. 3.87" long C-AHT376
 - g. **35.6mm (1.405")** Longer inlet valve. 8 port head 2012 on new spec head. 3.939" long C-AHT371
 - h. **37.0mm (1.457")** Longer inlet valve. 8 port head 2012 on new spec head. 3.939" long C-AHT370
- 2 **Exhaust Valves.** All valves Order individually.
 - a. **32mm (1.260")** chrome stemmed exhaust valve for 12G940 casting. Not heat treated. Order Individually. 3.57" long C-AEG570
 - b. **31mm (1.220")** exhaust valve for 12G940 casting. 3.57" long C-AEG107
 - c. **31mm (1.220")** exhaust valve for AEG163 casting. 3.52" long AEG594
 - d. **29.5mm (1.161")** exhaust valve. 3.57" long: for 12G940 casting C-AEG106
triple grooved A-Plus valve * C-AEG105
 - e. **26.5mm (1.043")** exhaust valve for all small bore castings. 3.44" long * C-AEG587
 - f. **30.93mm (1.218")** longer exhaust valve for 8 port head only. Pre 2012 new spec head. 3.87" long C-AHT377
 - g. **30.5mm (1.20")** longer exhaust valve for 8 port head only. 2012 on new spec head. 3.939" long C-AHT372

* Only available in late type triple collet groove.

Standard Production Valves



- 1 **Inlet Valves for 1275cc.** 3.57" long All valves Order individually.
 - a. **Single grooved valve** for 12G940 casting 35.6mm (1.484") inlet valve AEG592
33mm (1.311") inlet valve 12G941
 - b. **Triple grooved valve** for 12G940 casting 35.6mm (1.484") inlet valve TAM1059
33mm (1.311") inlet valve TAM1058
- 2 **Exhaust Valves for 1275cc.** 3.57" long All valves Order individually.
 - a. **Single grooved valve:** 29.3mm (1.15") exhaust valve for 12G940 casting AHU1049
 - b. **Triple grooved valve:** 29.3mm (1.15") exhaust valve for 12G940 casting TAM1061

3 **Valves for 850/998/1100cc see table below:**

All 3.4" long	Large 2A11 collet groove	Small 88G459 collet	Triple groove valve
INLET VALVES			
1.1" - 850/998	2A877	CAM6391	TAM1062
1.15" - 997/1100	AEA574	12G3036	
1.2" 998 Cooper	12G296	12G3034 (obsolete)	
EXHAUST VALVES - all 1"			
1" 850/ 998/ 1100	AEA434 (AEA400 upgrade)	12A1987	TAM1770
997/998 cooper	AEA400	12A1987	
SPRING TYPE	AEA311	AEA311	12G1015

- 4 **Lead free insert.** For exhaust valves.
 - a. **Large bore 1275** TAM2069
 - b. **Small bore 850/998** TAM2068

*Triple collet groove. 'Small bore' is classification for 850/998/1098cc 'Large bore' is Cooper 'S' and all 1275cc+ engines

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.

- 1 **Rimflo Inlet Valves.** All valves Order individually.
 - a. **36.6mm (1.44")** inlet valve for 12G940 casting C-RIM55
 - b. **35.7mm (1.405")** inlet valve for 12G940 casting C-RIM544
 - c. **33.3mm (1.311")** inlet valve for 12G940 casting C-RIM569
 - d. **31.8mm (1.252")** inlet valve for small bore casting C-RIM104
- 2 **Rimflo Exhaust Valves.** All valves Order individually.
 - a. **31.75mm (1.250")** exhaust valve for 12G940 casting C-RIM570
 - b. **30.9mm (1.217")** exhaust valve for 12G940 casting C-RIM107
 - c. **29.3mm (1.15")** exhaust valve for 12G940 casting C-RIM106
 - d. **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.

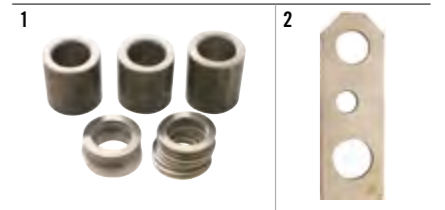
- 1 **Manganese bronze guides** specially heat treated. Set of 8 C-AJJ4037
- 2 **Iron guides are bullet shaped for better flow characteristics.** Type shown are 12G1963 which accept ADU4905 / LJQ101160 seals. Order individually 12G1963
- 3 **Top hat seals** are always fitted on inlet valves and also on the exhaust valves on standard Rover unleaded heads
 - a. **Standard replacement.** Order individually. ADU4905
 - b. **New improved performance type.** As fitted to twin point injection, made in original Dupont Viton. Order individually LJQ101160

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 last 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.
 - a. **Original blade screw type** AEG167
 - b. **Upgraded type with alan key head.** Fitted as standard on C-AHT446EVO AEG167EVO
- 5 **Lock nut for screws** 4a and 4b above. Order individually NT605061
- 6 **Forged rocker** 1.3 lift forged rockers were used on the Cooper S but this is the only alternative available now. Order individually 12G1221
- 7 **Original rocker bush.** Individually 2A21

Rocker Spacers & Shims

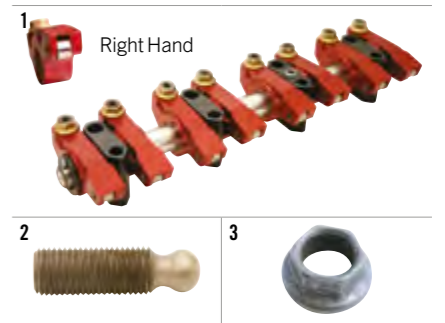


To help rocker pad to valve stem tip alignment and reduce friction the standard springs can be replaced by spacers and shims.

The spacer set is sold as a kit with special shims but extra 10 and 40 thou shims are available for standard uses also and Order individually.

- 1a. **Kit developed to fit most rocker configurations** with instructions. Order kit C-AEG392
- b. **Shims to adjust rocker alignment.** Order individually.
 - 10thou wide AEG169
 - 40thou wide AEG168
- 2 **Spacer for under rocker posts to rectify rocker geometry/alignment** when required. 1.42mm thick. Order individually 2A515

Full 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 1.3 ratio is optimum.

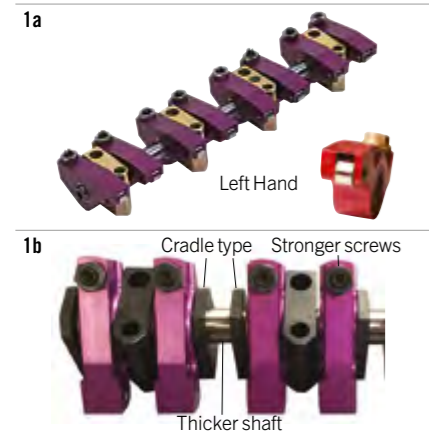
Hi-Lift Rocker Assembly

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.

- 1 **Full roller tip and roller bushed rocker assemblies with 5/8" rocker shaft**

	std lift 1.3 ratio	hi lift 1.5 ratio
For 1275cc engines	C-AHT437	C-AHT438
For 1000cc engines	C-AHT439	C-AHT440
- 2 **Adjuster screw.** Order individually C-AHT442
- 3 **Rocker assembly nut.** individually C-AHT443

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, upgraded 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.

You will need to use your existing spacer springs or spacers between the rockers (or see kit C-AEG392)

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)

- 1a. **1.5 Hi-Lift with roller tip rockers only and bronze bushes** for 1275cc big bore engines only (purple from 1998 on) **C-AHT446A**
- b. **The ultimate lightweight, cradle type rocker assembly** with upgraded shaft size to improve rigidity and cutting down side load on valve stems **C-AHT446EVO**
- 2 **Spare rockers for C-AHT446A** are available
 - a. Right hand **C-AHT447RIGHT**
 - b. Left hand (as shown) **C-AHT447LEFT**
- 3 **Standard lift 1.3 roller tip rockers** for 1275cc big bore engines only **C-AHT400**
- 4a. **R/H rocker for C-AHT400** **C-AHT401RIGHT**
- b. **L/H rocker for C-AHT400** **C-AHT401LEFT**

Thick Wall Rocker Shaft



- 1 **Standard 2.5mm wall thickness rocker shaft** **12A1950**
- 2 **Performance 3.7mm 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



- 1 **Replacement standard push rods**
 - a. For 998cc **2A14**
 - b. For 1275cc **AEG314MS**
- 2. **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 centre. Javelin shape type may require slight modification to block/head **C-AEG582EVO**

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. Polished alloy with Mini Spares emblem **FP25**
 - c. In red **FP26RED**
 - d. In blue **FP26BLUE**
 - e. Cap only for above **FP27**
- 2 **Slanted top design** similar to MG Metro with red cap included **CAM6822**

Mini Spares Rocker Covers



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.

- For Mini Spares Rocker Cover. Colour:
- Black** **ROCKERCVR**
 - Red** **ROCKERCVR02**
 - Blue** **ROCKERCVR03**
 - Polished Alloy** **ROCKERCVR01**

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

Engine Lifting Brackets



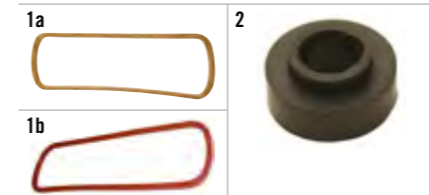
- Original type engine lifting hook**. Order individually (2 required) **12A1968**

Rocker Cover Caps



- 1 **Original 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 orange cap is an alternative
 - a. **Vented cap** genuine **GFE6003**
 - b. **Vented cap** non genuine **GFE6003MS**
 - c. **Non vented** **12A402**
- 2 **Orange cap**. Larger grip and better sealing qualities, this is as per the original MG Metro in the correct orange colour. Can be used on all
 - a. **Tube bolt**. Order individually **GM038P**
 - b. **Spacer**. Order individually **GM039K**
 - c. **Washer**. Order individually **GM040K**
- 3 **Chrome vented cap** fits all alloy rocker covers except Mini Spares shown above **FP27**

Rocker Cover Gasket & Seal



- 1 **Rocker cover gasket for all A series**
 - Standard 9 stud head** **Cooper S 11 stud**
 - a. Cork **GUG705009VC** **GUG5038VC**
 - b. Silicon **GUG705009EVO** **GUG5038EVO**
- 2 **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**

Rocker Cover T Bars



- 1 **Quick release T bars only**, to replace the standard bolt nuts.
 - a. **Chrome**. Order pair **SAC71**
 - b. **Blue anodised**. Order pair **SAC71BLUE**
 - c. **Red anodised**. Order pair **SAC71RED**
- 2 **Individual Chrome rocker cover fixings**.
 - a. **Tube bolt**. Order individually **GM038P**
 - b. **Spacer**. Order individually **GM039K**
 - c. **Washer**. Order individually **GM040K**
- 3 **Kits include 2 chrome washers & 2 chrome spacers and bolts**.
 - a. Chrome T bar kit **SAC71C**
 - b. Chrome bolt kit **SAC71L**
- 4 **Chrome spacers, washers and rubber seal kit** **SAC70**

Studs, Nuts and Washers



- 1a. **Special competition head stud kit**. 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. **C-AHT280**
- b. **Arp 11 stud head set** **C-AHT283**
- c. **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**
- 2a. **Short head to rocker studs**. **51K1473**
2 required per head. Order individually.
- b. **Long head to rocker studs**. **51K885**
2 required per head. Order individually.
- 3 **Competition head washer set of 10**. Original ST disc spring type especially required when using original 6 sided head nut. **C-AHT288**
- 4 **Latest flanged type 3/8unf nut with built in washer and 6 point shoulder, as per A-plus**
 - a. Set of 10 **C-AHT287**
 - b. Single nut **CAM4545**
- 5 **Individual 3/8unf multipoint head nut for head studs, and Cooper 'S' big ends**. Order individually. **EAC5541A**
- 6 **Extra 11th stud (head bolt)** as used on Cooper 'S' in competition quality **C-AHT281**
- 7 **Heater tap stud**. Original Material Studs. Order individually **53K402**
- 8a. **Heater tap stainless steel stud / nuts** **C-STR285**
- b. **Heater tap stainless steel bolts A+** **C-STR283**
- 9 **Heater tap stud nuts 1/4" UNF**. Order individually
Zinc plated nut. **GFK3211**
Stainless steel **GFK3211S**



- 10 **Thermostat stainless steel studs and multipoint nut set**. Pre A+ Studs **C-STR286**
- 11 **Mini Spares thermostat stainless steel studs and nut set**. Pre A+ Studs **C-STR281**
- 12 **Thermostat long bolt set for sandwich plate** A+ Long Bolts **C-STR284**
- 13 **Thermostat stud**. Original material studs. Order individually **CHS2515**
- 14 **Thermostat stud nuts 5/16" UNF**. Order individually
Zinc plated **GFK3212** Stainless steel **GFK3212S**
- 15 **Manifold stud & multipoint nut kit**. Stainless Steel - corrosion resistant **C-STR287**
- 16 **Manifold stud**. Original material studs. Order individually **53K487**
- 17 **Manifold nut short**. Order individually **GFK3436**
- 18 **Manifold nut long**. Order individually **51K1177**



- 19 **Manifold stud and nut set - Stainless steel** **C-STR282**
- 20 **Clutch cover and case to block bolt kit less gasket** **MSSK062**
- 21 **Engine to gearbox nut and bolt kit** **MSSK060**
- 22 **Cylinder head ancillary stud and nut kit pre 1990** **MSSK061**

Built-up Short / Part Engine Using A Plus Blocks Only



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

A plus Blocks only

Built by Mini racing Guru Bill Richards we offer built up HALF and PART engines.

All include Crankshaft, reground with new bearings and thrusts. Set of selected con rods with new pistons.

Block is bored and offset for 73.5 pistons with NPR rings, cleaned, refaced, oil and core plugs replaced. New camshaft bearings and main bearing housings line bored. Blocks are painted and stamped with CC to work out compression ratio

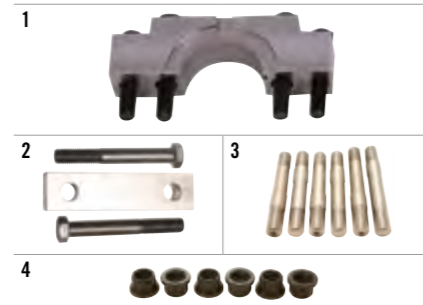


1. **Half engine.** Built up with oil pump, lightened cam followers, EVOLUTION001 camshaft as it gives a broad range of torque and power for fast road use with good acceptable economy and emission readings. Modified front plate to accept new duplex kit and dialed in with camshaft and distributor drive, so you will require an A Plus distributor. Your timing cover may require modifying to fit duplex or a new one can be supplied. £25.00 extra.
 - a. **Half engine +120 (73.5mm) 1380cc**
5/8" oil feed hole ENG001
 - b. **Half engine +120 (73.5mm) 12A engine 1380cc**
1 1/16" feed hole ENG002
 - c. **Half engine +20 for 1293cc**
5/8" oil feed hole ENG004
 - d. **Half engine +20 for 1293cc (12A engine)**
1 1/16" oil feed hole ENG005
 - e. **Half engine +40 for 1310**
5/8" oil feed hole ENG003
2. **Part engine block is built up with crank, rods & pistons only.**
 - a. **Part engine 73.5mm for 1380cc** ENG006
 - b. **Part engine +20 for 1293cc** ENG007

A surcharge of £500 is added which is refundable on return of old core if in a condition suitable for reconditioning.

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

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 offer a range of strengthening products, plus 'S' main bearing studs and nuts.

1. **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
- 2a. **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
- 3a. **'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
4. **Special 'S' mains nut**, sold as a set of 6 C-AJJ4013

Forged EN40B Crankshaft

1. **84mm stroke EN40B**, nitrided, 1.625" 'S' big end journal. For 1300cc block. C-AEG497
2. **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.
 - a. **1071cc 'S' steel billet crank**, stroke length 68.26mm C-AEG170
 - b. **970cc 'S' steel billet crank**, stroke length 61.91mm C-AEG329

Evolution EN40B Crankshafts



Our new range of forged crankshafts benefit from latest technology with larger counter balanced webs to compliment our Evolution con rods, considered the ultimate in specification over the billet type.

This is mainly because the grain pattern of a forging follows the shape of the webs and bearings whereas the billet type is machined across the grain. All are machined to fit 1275cc NON "S" centre main caps except C-AEG479 which is "S" type mains.

- Check crank rotation clearance on early gearboxes.
- 1a. **81.33mm stroke EN40B**, nitrided, 1.625" 'S' big end journal. For 'S' block. C-AEG479
 - b. **86mm stroke EN40B**, nitrided, 1.625" 'S' big end journal. For 1300cc block. C-AEG478
 - c. **81.33mm stroke EN40B**, nitrided, for 1300cc block with 1300cc big end journal diameter, = 1.7497" standard C-STR931
 - d. **81.33mm stroke EN40B**, nitrided, for 1300cc block with 'S' big end journal diameter, = 1.625" standard C-STR932
 2. **Crankshaft bare forging blank.** Allow you to machine your own cranks design. Suitable for 60-88mm stroke. CAM6292

	Stoke/ Bore capacity combinations in cc				
mm	.020"	.040"	.060"	73.5mm	74mm
76mm	1209	1226	1243	1290	1308
79mm	1256	1274	1297	1341	1359
81.33	1293	1312	1330	1379	1399
84mm	1336	1355	1374	1425	1445
86mm	1368	1387	1407	1459	1480

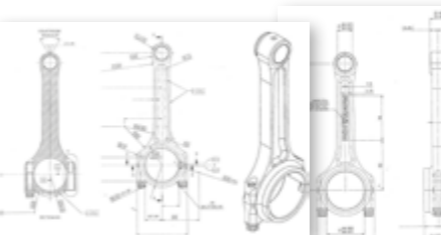
Connecting Rods and Bolts

Since the demise of our original Cooper S tooling for the I beam shaped rods we have looked into the best considered rod design in both the UK and USA for performance Engines and it became evident the H rod was just an alternative but the I Beam rod design had about twice the strength in compression, compared to a comparable H-Beam rod. With this in mind and the expertise of Arrow Precision we embarked on a lightweight replacement to suit every use including 8 port heads, with ARP bolts fitted.



1. **Set of forged steel rods standard fitment 5.75" long** 1.625" journal size with 20.66mm standard gudgeon pin C-AEG624
 2. **Set of forged steel rods 6" long** 1.625" journal size 18mm gudgeon pin C-AEG625
 3. **Set forged steel rods standard fitment 5.75" long** 1.75" journal size with 20.66mm standard gudgeon pin C-AEG626
 4. **Set forged steel rods 5.75" long** 1.625" journal size 18mm gudgeon pin C-AEG627
- Replacement stud set of ARP bolts for EVO con rods C-AEG518

- For original factory Con rods we have a range of upgraded bolts and nuts.
2. **ARP Hi-grade 'S' big end bolt and nut set.** Torque up to 40-42lb ft. Order set C-STR288
 3. **ARP Hi-grade 1300cc type big end bolt set.** Torque up to 38-40lb ft. Order set C-STR289
 4. **The Cooper 'S' big end nut** is now in all metal self locking material. Order individually AEG147
 5. **Alternative multi-point nut for 'S' big end bolt** - ex Jaguar nut. Order individually EAC5541A
 6. **Shouldered big end nut** for 1300cc rod bolts. Give better clamp down than standard 1300cc type. Order individually C-STR290



Small Bore Pistons



1. **998cc flat top piston with press fit gudgeon pins.** Low drag slipper pistons as fitted by Rover (TAM2052) in the last Minis and Metros. So reliable they have been used in race engines.

Obviously the correct type con rod must be used (can be modified by experts)

Sold per piston-available in +20/40/60

- a. **Piston.** Order individually P22463
 - b. **Ring set for P22463** available in Std/20/40/60 R43240
- 2a. **998cc flat top piston** with fully floating gudgeon pins and circlips. Available in Std + /20/40/60 Set of 4 pistons ADU3490
 - b. **Ring set for ADU3490** available in Std + /20/40/60 R34900
 3. **998cc dished piston** with fully floating gudgeon pin and circlips. Original 4 ring type giving 8.3 -9.1cr depending on block and head Available in +20/40/60
 - a. **Piston.** Order individually P20773
 - b. **Ring set for P20773** available in Std/20/40/60 R33636

New Performance Pistons



All the new Mini Spares Evolution range fills the gap in the market and equals anything available for Top quality high strength cast lightweight modern design pistons with NPR ring sets. 1.2mm and 4mm oil rings,

1. **1275 cast piston**
 - a. **Cast alloy range with 6.5cc offset dish.** Available /20/40/60 Set of 4 pistons C-STN100
 - b. **73.5mm with 7cc dish.** Order set C-STN100-120
 - c. **73.5mm with 11cc dish.** Order set C-STN101-120

Large Bore Pistons

Large Bore Pistons for all Cooper "S" and 1275cc Minis are manufactured by AE Heppolite pistons (Federal Mogul), the largest manufacturer of pistons in the world. These high quality pistons have been used in many successful competition applications.



1. **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. **8.8 - 9.4CR, 1275cc low drag slipper piston.** Available in Standard, +20, +40 and +60, 8cc dish. Sold individually 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, 8cc dish. When fitted to Cooper "S" and early 1300 blocks can equal 10:1CR. Sold individually P21253
 - d. **Ringsets for P21250** (one piece oil ring) Available in standard, +20, +40, +60 R41570
 - e. **As above with 3 piece oil ring** C1818.000 Available in standard, +20, +40, +60
- 2a. **73.5mm "Powermax" big bore 9cc dished piston** 1.5mm and 4mm oil rings Order individually P20659-00
- b. **Ring set with one piece oil ring.** For P20659 R39390-00
- c. **Mini spares 73.5 piston with 9cc dish** but fitted with NPR rings as used in our half engines. 1.2mm and 4mm oil rings Set of 4 pistons C-STR311
- d. **Ring set with 3 piece oil ring.** For C-STR311 C-STN96

- 3a. **Turbo 9.4CR with 9.38cc dish** available in +40 only, will not take excessive extra boost. Order individually P22357-40
- b. **Ringset for P22357** C-AJJ3379-40

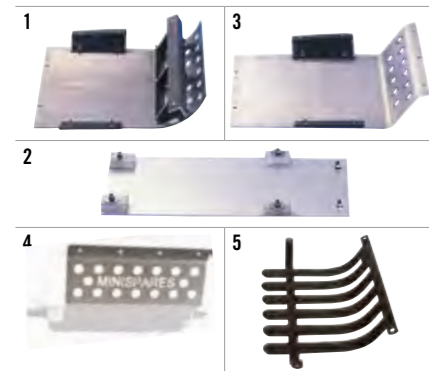
When ordering pistons or ring sets please state size required. Forged pistons available to order.

Dipsticks



- 1 **Stainless steel dipsticks with anodised knob**
 - a. Red knob MSA1125
 - b. Blue knob MSA1124
- 2 **With chrome T-handle knob** MSA1134
- 3 **Dipstick tube plastic** 12G107

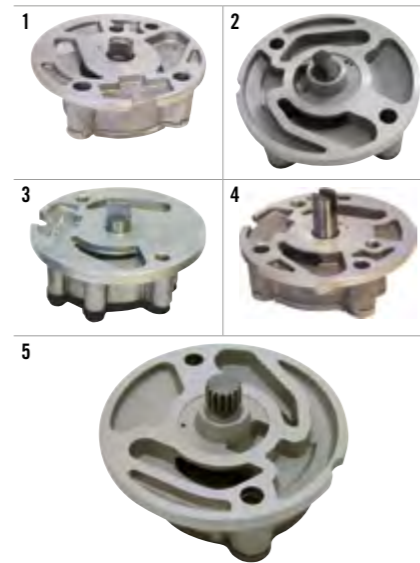
Sumpguards



- 1 **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
- 2 **Extension piece for either sumpguard 1 or 3** to give added protection. Weight 2.770 kilos C-AJJ3320EXT
- 3 **The square front type** is adequate for competition road use and is cheaper and lighter than item 1. Weight 4.885 kilos C-AJJ3321
- 4 **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 2.3 kilos SUMPGUARD
- 5 **Innocenti - original type of Italian Mini sumpguard** Very useful, inexpensive protection for the fins on the gearbox. Sturdy steel construction. Weight 4.23kilos MS96

Oil Pumps

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 **998 cc Slot drive (spade not allowed) A Plus only** GLP139
- 2 **1275 cc Slot drive A Plus only** GLP138
- 3 **1275cc Turbo A plus only, increased capacity and flow** GLP110MS
- 4 **850/998/1100 pin drive** GLP142
- 5 **1275cc multi-spline (star drive)** GLP141

Comparison of original to modern pump flow

Pump Type	Flow in litres per minute at 1000rpm
Original concentric 5 into 6 rotor/annulus	5.8 ltr/m
Holborn eaton steel backed	6.00 ltr/m
Turbo (GLP110MS)	9 ltr/m
Mini Spares Evolution	10 ltr/m

Evolution Oil Pumps



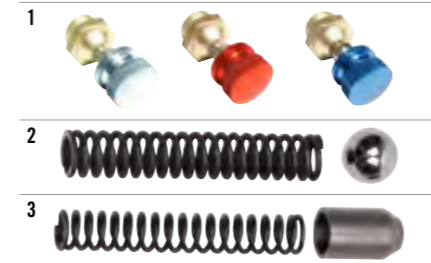
- The Evo Range of pumps are CNC machined from alloy billets with sintered internals finely engineered so that there is less oil drag giving potential for higher BHP. Manufactured in UK
- 1 **Cooper S pin drive (long pin)** C-AEG410
 - 2 **1275cc slot drive A plus** C-AEG412
 - 3 **998cc slot drive A plus** C-AEG413

Oil Switches & Transducers



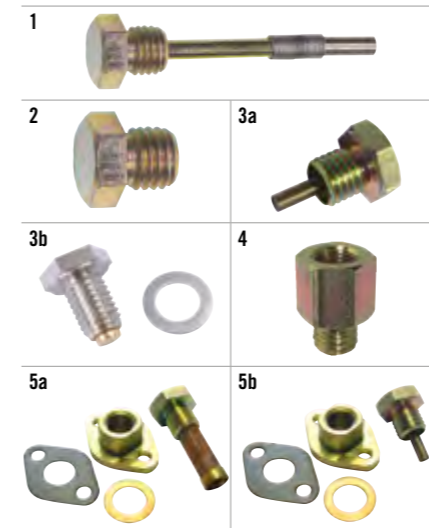
- 1 **A high pressure oil warning light switch** is available to help protect the engine. The standard one comes on at 7lb much too late a warning to avoid any damage. This is a 15-60lb high pressure adjustable oil warning light switch HPS1
- 2 **Low oil pressure switch** that activates at about 20LB HPS1
- 3 **Transducer oil temperature gauge switch.** Standard on all twin point cars from 1996 on YCB100320
- 4 **Standard oil switch** that activates at about 7-10LB GPS133
- 5 **Oil pressure switch** fitted from 1996 on GPS135

Oil Pressure Regulator Kit



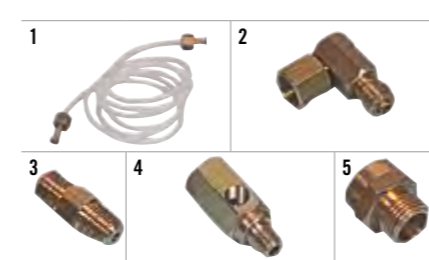
- 1 **Oil pressure regulator kit** is a simple way of increasing or decreasing oil pressure by the turn of a knob. You do not need high oil pressure; just consistent.
 - a. With filter HPS5
 - b. Without filter HPS6
- 2a. **Original Cooper 'S' oil release valve spring**, shorter and stronger than the standard mini spring AEA536
- b. **Ball bearing to replace standard valve cap.** Often used on performance engines where dirt or debris could get trapped around the standard valve (must use with AEA536) BLS916
- c. **Ball / oil release valve kit** AEA536KIT
- 3a. **Standard oil pressure spring** 6K853
- b. **Original type oil release valve cap.** Factory fitted 12H865
- c. **Standard oil release valve kit** 6K853KIT

Drain Plugs & Oil Traps



- 1 **Magnetic sump plug with extended magnet** to collect metal debris in the bottom of the gear box DP1
- 2 **Sump plug repair plug** with tapered cutting threads (must never be over-tightened!) DP2
- 3a. **Sump plug standard as originally fitted** DAM7335
- b. **Stainless steel magnetic sump plug** with latest super strong neodymium magnet DP3
- 4 **Transmission drain plug** with threaded hole when using Smiths small capillary type oil temperature gauge HPS8
- 5 **Magnetic oil trap.** Fits in place of oil pick up plate on the rear of gearbox to collect any metal debris from power unit.
 - a. With filter HPS5
 - b. Without filter HPS6

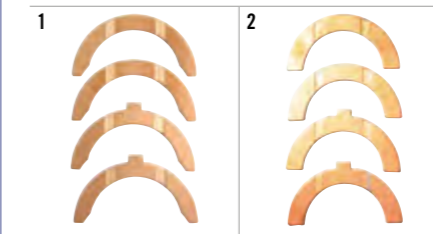
Oil Gauge Adapters



- 1 **5 ft plastic oil pipe** OL
- 2 **Angled oil pipe adaptor** for fitting in confined spaces to eradicate damaging oil pipe OAA
- 3 **Oil gauge adaptor** for fitting into block or T-piece OA
- 4 **'T' piece for fitting to block enabling oil gauge and switch to be used together** TP
- 5 **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

Thrust Washers

When refitting crankshafts, thrust washers should always be checked and replaced. Available as an engine set of 4 only.



- 1a. **For 1275 standard** AEW2136
- For ACL standard** ACL2136
- b. **For 1275 at 3 thou oversize** AEW2136-003
- For ACL standard** ACL2136-003
- c. **For 1275 at .30 thou oversize** VPW41-030
- For ACL standard** ACL2136-030
- 2a. **For 998 standard size** AEW2122

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.

Big End & Main Bearings



Minispares have now manufactured their own main and big end bearings. Manufactured in T-780 Tri-metal material, and available in oversizes through to +60 in the range.

* Please state oversizes when ordering bearings.

Big End and Main Bearing

Journal Type	Manufacturer	
	Mini Spares	ACL RACE
Big ends 850/998/1100 Cooper, 'S', 1.625" diam	AEB572	C-AEB572
Big ends 1275cc 1.749" diam	AEB1306	C-AEB91306
Mains 1300cc and all 'S'	AEM1120	C-AEB91120
Mains 1300cc A-plus, centre locating tab	AEM91886	C-AEM91886
Mains 998/1100cc	AEM3314	
Mains 998 A-plus, centre locating tab	AEM3427	

MPZ Engine Build Lubes



- 1 **MPZ Engine Assembly Lube.** 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
- 2 **MPZ Cam Lube.** As above but converted into a non-melting gel type grease. (1 fl oz) KCLUBE1

Cam Keys Offset & Standard

To aid accurate timing when using non adjustable timing gear systems, there is a range of offset cam keys available. 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.



- 1 **Standard camshaft key.** Always replace when fitting a new camshaft WKN505
- 2 **Offset camshaft key**, represents 1° offset. Change the number to order the required key, (ie. for 3°, WKN3 OSET). Available from 1° to 9° WKN10SET
- 3 **Crankshaft timing gear key** 6K836
- 4 **360° Protractor for timing camshaft** C-AJP337

Cam Bearings



It is useful to fit cam bearings in any 850cc block to prevent seizure of the camshaft. 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

- 1 **Large bore cam bearing set.** Slightly wider bearing at oil pump end MS3063
- 2 **Small bore cam bearing set** AEC3046

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.

- 1 **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**
- 2 **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**
- 3a. **Mild Road Cam.** Single point injection **MDM274**
- b. **Performance Road Cam.** Twin point injection **MDM274MPI**
- 4 **Road / Rally Cam.** Slightly lumpy at idle, especially in small bore units. Strong mid & top end power. Rev band 1,500/7,000 rpm **MDM276**
- 5 **Rally Cam.** Hottest road useable cam. Not a good traffic cam. Lumpy idle **MDM286**
- 6 **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**
- 7 **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**

Kent Scatter Pattern Cams

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.

- 1 **Street Cam.** Single point injection **MDM274SP**
- 2 **Ultimate Street Cam** **MDM286SP**
- 3 **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**
- 4 **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**
- 5 **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**

Mini Spares 'Evolution' Cams



- 1a. **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 in all our 1310-1380cc engines. A-plus only **EVOLUTION001**
- b. **As above camshaft but suitable for use with Hi-lift rockers** **EVOLUTION002**

Upgraded Duplex Gear Kits



Fitment of an upgraded 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.

- 1 **Budget standard cast duplex gear and chain set,** road use only. Genuine A.E. Hepolite parts **C-AJJ3323**

- 2 **Budget lightened cast duplex gear and chain set.** Not recommended for rally/race application **C-AJJ3324**

- 3a. **Ultralight non-adjustable steel duplex gear and chain set** **C-AJJ3325**

- b. **As above but with performance EVO chain** **C-AJJ3325EVO**

- 4 **Rota slide adjustable steel gear set gear and chain set** **S12**

- 5 **Duplex chain and vernier adjustable steel gear set** **C-AJJ3327**

- 6a. **Duplex chain** **2H4905**

- b. **Performance duplex chain** **2H4905EVO**

- 7 **Screw for front plate to main bearing cap holes need to be countersunk.**

- a. **Allen key type countersunk screw** as original supplied in all steel kits **AEA687**
- b. **Phillips type head countersunk screw** as supplied in all budget kits **CMZ407**

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

Simplex Tensioner Repair Kit



- 1 **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**

- 2 **Simplex tensioner 6 piece special kit** to stop timing chain rattle on A plus engine with single row chain. Sold as kit. **MSSK051EVO**

As above but with:

- Timing chain single row special **3H2127EVO**

- 3 **Gears & chain** available as a kit **SIMPLEX**

- a. **Crankshaft gear,** in kit **8G725**
- b. **Camshaft gear,** in kit **12G4337**
- c. **Standard timing chain,** in kit **3H2127**
- d. **Upgraded super strong limited stretch chain** to help maintain engine timing and tune (not as part of kit) **3H2127EVO**

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.

- 1 **Rotaslide Belt drive kit with screw type adjustment** **C-AJJ3326RACE**
- 2 **Replacement belt for above** **BELTBELT**

- 3 **Replacement small oil seal**
 - a. For 32mm wide gear **BELTSEAL1**
 - b. For plastic case type (as shown above) with upgraded 38mm wide gear **BELTSEAL3**
- 4 **Replacement large oil seal** **BELTSEAL2**

Timing Covers and Seals



- 1 **Timing cover with breather** for twin point injection cars with seal **LJR103470**
- 2 **Timing cover with breather** for single point injection cars with brackets for pick up points to provide timing /ignition sensors without seal. Modified to take duplex gears **LJR10168**

- 3a. **Timing cover oil seal** **88G561**
- b. **Timing cover oil seal.** 1991 on **LUF10006**

Pulleys, Belts & Dampers

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.



- 1 **Damper ring. For crank pulley.** **12A367**
- 2 **Crank pulley** **C-AEG454**
- 3 **One piece crank damper for all A series except MPI 1996 on** **AHU1878**
- 4 **Original ST Works locktab** for use with original hexagon bolt and split pulley. (Fits No. 1 & 2) **C-AHT146**

- 5 **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**

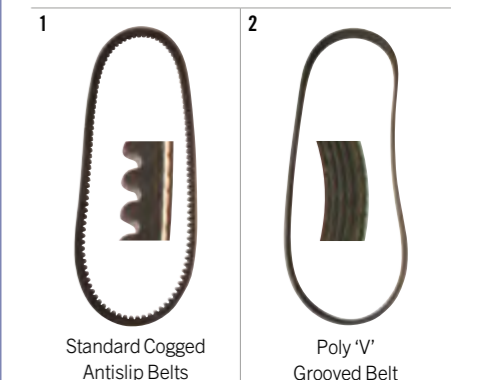
- 6a. **4 3/16" (4.2") alloy replacement water pump pulley.** Pre 1980 **CAM1116**
- b. **Large diameter 4 3/4" alloy water pump pulley** as fitted from 1980 on **CAM6408**

- 7 **Large 5" diameter alloy dynamo/alternator 'V' pulley** is available for reducing the speed of the charging system to prevent overcharging, on high rpm engines **C-AEA535**

See www.minispares.com for prices and fitting instructions

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



- 1a. **Original small water pump pulley less charging system.** This replaces C-AEA539 **GCB10685**
- b. **With CAM6408 large (4 3/4" 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 cars **GCB10825**
- e. **Longer alternative** with CAM6408 large pulley and alternator **GCB10838**
- f. **With C-AEA535 large charging pulley** and 3 7/8" pressed steel pulley **GCB10863**
- g. **With C-AEA535 large charging pulley** and CAM6408 large pulley **GCB10900**

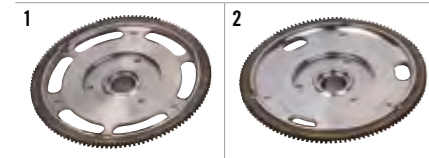
- 2 **Poly 'V' belts** on Twin point injection cars from 1996
 - a. Without air con compressor **GMB50920**
 - b. With air con compressor **GMB51005**

Lightened Steel Flywheel

Flywheel Weight Comparisons		
	KG	LB
Ultra light steel race flywheel	3.8	8.38
Steel Verto outer section only	4.4	9.7
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.

It is highly recommended to use 3 clutch straps (2A3658) 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 EN8 steel flywheel **C-AEG619**
- b. Ultra light EN8 steel flywheel with ring gear for pre-engaged starter **C-AEG620**
- c. Ultra light in EN24 steel upgrade for inertia starters only **C-AEG615**
- d. Ultra light in EN24 steel upgrade for pre-engaged starters only **C-AEG616**

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**



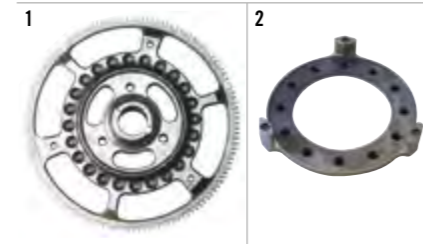
3 For Verto type clutch assemblies We have developed a replacement outer flywheel section in steel that is nearly 4lb lighter than the standard item. Verto is identified by a short clutch arm. Manufactured to increase the pressure plate clamping rate, for improved clutch performance.

- 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**

Evolution Ultralight



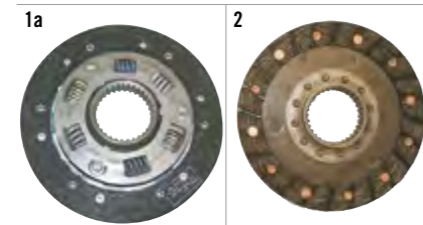
- 1 Race Only Superlight Flywheel** in EN24 steel with built in machined ring gear weighing 2.4kilos for use with pre-engaged starter only **C-AEG618EVO**
- 2 2 piece alloy backplate with steel insert** which weighs only 672 grams for race only **C-AHT230EVO**

Clutch Backplate Pre Verto



- 1 EN8 lightweight backplate** for performance use 1.387 kg (3.058lbs) **C-AHT230**
- 2 Minispares steel backplate** for standard road use. This replaces our old original 22G270 iron type as used on Cooper 'S' models and 22A598 standard diaphragm clutch **22A598**

Standard AP Clutch Plates



- 1a. Verto 190mm wide clutch plate,** AP for 1275cc from 1990 on **GCP90832AF**
- b. Verto 180mm wide clutch plate,** AP up to 1990 998 and 1275cc **GCP271AF**
- 2 Diaphragm type, pre verto clutch plate.** Superb fast road clutch plate **GCP204AF**

Verto Pressure Plate



Our pressures are designed to fit injection and non injection cars. Should be balanced as part of clutch.

- 1a. AP pressure plate with the best clamping pressure** apart from C-AEG485 **GCC679**
- b. 20% upgraded clamping pressure AP pressure plate** **C-AEG485**

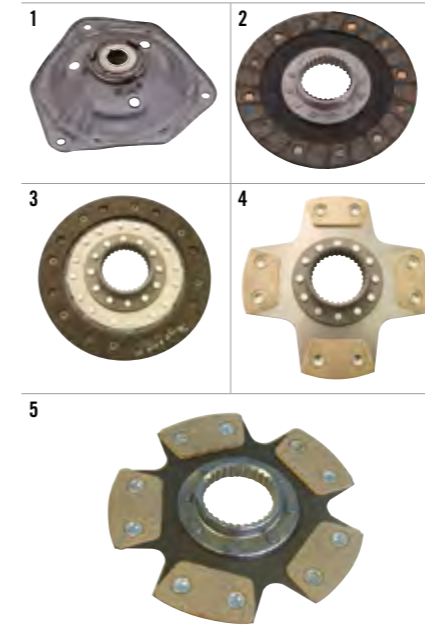
Clutch Kits



- 1 3 piece diaphragm type clutch kit.** Pre Verto. **GCK100MS**
- 2a. 3 piece AP verto clutch kit with 180mm plate** pre 1990 non genuine **CK9035**
- b. 3 piece AP verto clutch kit with 180mm clutch plate** to 1990 **GCK151MS**
- c. 3 piece AP verto clutch kit with 190mm plate** from 1991 **GCK152MS**
- d. 3 piece AP verto injection clutch kit with 190mm plate** for 1990 non genuine **CK9378**
- e. 20% uprated verto pressure plate kit** as per Turbo with 180mm plate **GCK371MS**

- 3 4 piece kit for Verto includes Mini Spares steel flywheel**
 - a. Pre 1990 cars with 180mm plate **GCU90115AF**
 - b. Turbo with 180mm clutch plate **GCU90116AF**
 - c. SPI 190mm plate (1991-96) **GCU90121AF**
 - d. Carb 190mm plate (1990-94) **GCU90122AF**
 - e. MPI only 190mm clutch plate **GCU90123AF**

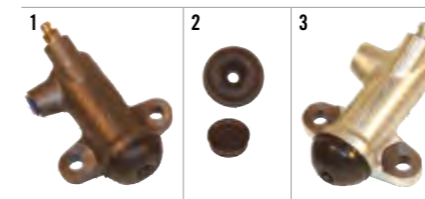
Competition Clutch



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

- 1a. Standard diaphragm** for all pre verto types AP product **GCC103**
- b. AP Orange clutch diaphragm** **C-AEG481**
- c. AP Grey clutch diaphragm** **C-AEG482**
- 2a. AP high performance clutch plate** 180mm wide road / rally **C-AHT596**
- b. Road/Rally plate** pre verto 180mm wide AP & Mini Spares collaboration **C-AHT595**
- c. AP Standard turbo/fast road new style clutch plate,** good up to 7000RPM **GCP204AF**
- 3 Road rally performance plate** 190mm wide 1990 on. Verto type. Mini Spares product **C-AHT594**
- 4 Heavy duty race/rally 4 finger sintered plate**
 - a. 180mm AP **C-AHT598**
 - b. 180mm Mini Spares version **C-AHT599**
 - c. 190mm verto type, Mini Spares **C-AHT600**
- 5 Mini Spares latest design/shape. 5 finger type with sintered pads** is available 180mm wide. **C-AHT597**

Clutch Slave Cylinders

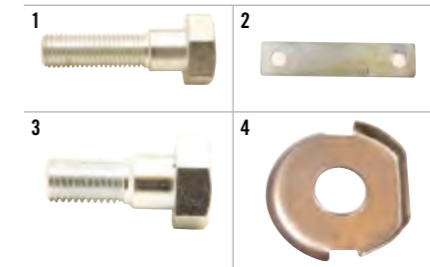


- 1 For Long arm pre verto genuine** **GSY110**
- 2 Seal repair kit for GSY110** **GRK4008**
- 3 For Long arm pre verto non-genuine** **GSY110MS**

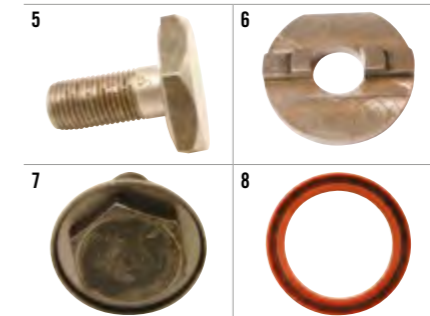


- 4 Slave cylinders**
 - a. For short arm verto **GSY118**
 - b. As above non genuine **GSY118MS**
 - c. Seal repair kit for GSY118 **GRK4001**
- 5 Bracket for slave cylinder** on verto engines **DAM5992**
- 6 Clutch arm push rod** **13H396**

Clutch Fittings



- 1 Bolt for clutch cover to pressure plate**
 - a. (Torque to 19lbs). Order individually. **2A3657**
 - b. Race version. Order individually. **C-2A3657**
- 2 Clutch Strap.** Order individually. **2A3658**
- 3a. Bolt – strap to flywheel.** (Needs 3 as standard or 6 for performance) Order individually **2A3659**
- b. Race version.** Order individually **C-2A3659**
- 4 Flywheel bolt lock tab.** Pre verto **22A1155**



- 5 Flywheel bolt.** Pre verto **22A747**
- 6a. Locking plate key** Pre verto (now in EN24T) **88G508**
- b. Locking plate key** Verto **DAM5923**
- 7 Flywheel locktab and bolt.** Verto **DAM5922**
- 8a. 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**

Release Bearings & Arms



- 1 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-2A2204**
- 2 Pre verto clutch arm heavy duty** **22A2204MS**
- 3 Clutch arm fitting kit** for 22A2204MS **22A2204FK**
- 4a. Plunger** **22A180MS**
- b. Upgraded plunger in EN24** **22A180**
- 5 Short verto clutch arm** **DAM5355**
- 6 Verto plunger** **DAM5353**
- 7 Clutch release bearing** for use with long clutch arm. Pre verto. Standard **GRB201**
- 8 Clutch release bearing.** For use with short clutch arm. Verto. **GRB239**
- 9 Clutch release bearing.** Heavy duty pre Verto. **GRB201EVO**
- 10a. Anchor for clutch return spring** **2A3601**
- b. Anchor for clutch return spring - fits 22A2204MS** **2A3601MS**
- 11 Clutch arm return spring** **1G5999**
- 12a. Clutch arm lower large clevis pin** **CLZ628**
- b. Clutch arm upper small clevis pin** **CLZ518**
- 13 Slave cylinder return spring anchor tab** **2A3600**

Primary Gear Backing Rings and Thrust Washers



- 1a. **Primary gear backing ring 0.163-0.165 thou"** 2 thou oversize to allow for wear **88G549**
- b. **Genuine Primary gear C ring** **88G549GENUINE**
- 2 **Primary gear C ring 0.124-0.126thou"** **22A319**
- 3 **Thrust washers for within one thou plus or minus**

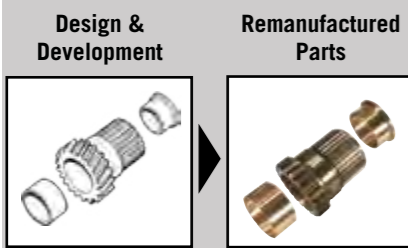
Thrust Washer Size	1275cc	850/998/1100
0.112-114"	DAM6490	22A322
0.114 to 0.116"	DAM6486	22A323
0.116 to 0.118"	DAM6487	22A324
0.118 to 0.120"	DAM6488	22A450
0.120 to 0.122"	DAM6489	22A451
0.122 to 0.124"	DAM6491	

Helical Drop Gears



- 1 **Primary gear** Pre A plus 24 teeth.
 - a. **1275cc** circlip type with floating front bush upgrade **C-22G1053**
 - b. **850/998cc** standard primary gear **22A1493**
- 2a. **Idler gear** Pre A plus 31 teeth **22G943**
- b. **Idler gear A plus** 37 teeth **TUB101310**
- 3a. **Lower input gear (Pre A plus)** synchro only 22G849. 24 teeth **22G849**
- b. **A plus 29 teeth** **DAM2925**

When demand is sufficient we try to remanufacture parts that have become unavailable



We developed a new helical A+ 1275cc drop gear with 29 teeth.
see parts **C-22G1053** and **DAM8889** on this page

Evolution Straight Cut Drop Gears

Ratio	Number of Teeth		
	Primary	Idler	Input
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).

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 - 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.

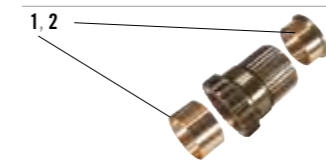
To alleviate undue pressure on standard idler gear bearings and thrust washers a single roller bearing kit is available using a special converted idler gear which requires specialist installation.



- 1a. **Primary Gears** 1300cc type
 - 22 tooth **C-STR122**
 - 23 tooth **C-STR123**
 - 24 tooth **C-STR124**
- b. **To convert above for 998cc change front bush to** **C-AEA3239**
- 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 with one large central roller bearing conversion**
 - Pre A-plus **C-STR31**
 - A-plus **C-STR31A**
- 4 **Input Gears**
 - 23 tooth extra strong **C-STR230**
 - 24 tooth **C-STR240**
 - 25 tooth **C-STR250**

Mini Spares Bushes

The original deva front bush often wears so Mini spares evolved the floating bush for standard Pre A plus gears only (original A plus have a different internal design). This saves machining costs and has been used in road and race since 1999. From 2014 straight cut and helical Cooper S primary gears have a circlip in place for extra endurance but these are a different part number.



- 1a. **Front bush original type** which requires reaming after fitment. 1275cc **DAM8889**
- b. **Mini Spares full floating bush 22.5mm wide** for 1275cc. Except 'A' Plus. As shown **C-AEA3240**
- c. **Minispares full floating bush 19.9mm wide** for using in 1275cc circlip type primary gear to fit a small bore crank **C-AEA3239**
- d. **Mini Spares full floating bush 19.9mm wide** for circlip type primary gear 1275cc **C-AEA3241**
- 2 **Rear top hat bush** - requires reaming (machining) after fitment **22G109**

Synchromesh Hubs



- 1 **1st/2nd synchronizing hub** Complete hub assembly
 - a. **4 synchromesh gearboxes** **DAM7455**
 - b. **3 synchromesh gearboxes** **22A1021**
- 2 **3rd/4th synchronizing hub** for 4 synchromesh gearboxes **DAM7456**

3 Synchromesh Straight Cut Gears and Ratios



Gear	Gear			
	1st	2nd	3rd	4th
850/997/998	3.627	2.172	1.412	1.0
'S' & 998 Cooper	3.2	1.916	1.357	1.0
Straight Cut	2.573	1.722	1.255	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.

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

4 Synchro Close Ratio Helical Pre A plus Conversion

For those with pre A plus (no groove markings) the standard ratio gearbox can be converted to the original "S" closer ratios by changing the laygear and 1st motion shaft-kit includes laygear and 1st motion shaft only

- 1
 - 1a. With early 14mm size mainshaft end **C-AJJ4032**
 - b. With later size 18mm A plus mainshaft **C-AJJ4032A**

Evolution Close Ratio Helical Ultra Strong Gear Kit



- 1 **Extra wide teeth and special laygear to fit 4 synchro** with A plus mainshaft making a stronger road quiet gear using the clubman straight cut close ratios **C-STN48**

	Gear			
	1st	2nd	3rd	4th
Helical				
Early 850/998/1100	3.52	2.21	1.43	1.0
'S' & 1275GT	3.32	2.09	1.35	1.0
A-Plus	3.64	2.18	1.42	1.0
C-STN48	2.583	1.711	1.250	1.0
Straight Cut				
Clubman Set C-STN39	2.583	1.711	1.250	1.0
'ST' Set	2.544	1.731	1.258	1.0



Evolution Straight Cut 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**

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

4 Synchromesh Special Tuning Straight Cut 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.



Kit part no.	Remote Type ST Ratio Gear Kit	Rod Change ST Ratio Gear Kit	Rod Change A-Plus Gear Kit
		C-AJJ4014	C-STN76
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

A gear kit C-STN75 is available with A plus laygear and 1st motion shaft but with REMOTE type reverse gear for those wishing to update their remote change gearbox.

Helical Gears



- 1 **2nd gear 4 synchro pre a plus** **22G1094**
- 2 **First gear 4 synchro all models** **22G1096**
- 3 **2nd gear for mpi & late spi 25 teeth** **DAM6240**
- 4 **Gear 2nd a plus 26 teeth** **DAM4932**

5 Speed Gearboxes



The rod change 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.

- a. 5 Speed complete A-plus rod change gearbox with 3.4 final drive **MSG04**
- b. As per above but with 3.2 final drive **MSG04-32**
- c. 5 Speed complete A-plus rod change gearbox with 3.4 cross pin diff **MSG05**
- d. As per above but with 3.1 final drive **MSG05-31**
- e. As per above but with 3.2 final drive **MSG05-32**
- f. 5 Speed complete Evolution Clubman straight cut rod change gearbox 3.4 final drive **MSG06**
- g. 5 Speed complete Evolution Clubman straight cut rod change gearbox with 3.4 crosspin diff **MSG07**

4 Speed Reconditioned Gearboxes



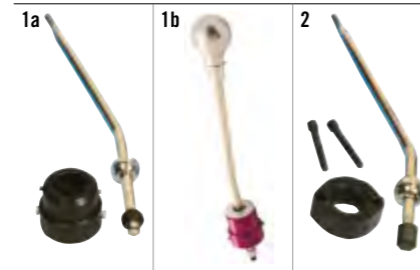
a. 4 Speed reconditioned A-plus rod change gearbox with 2.7 final drive **MSG27**

- b. As per above but with 2.9 final drive **MSG30**
- c. As per above but with 3.1 final drive **MSG31**
- d. As per above but with 3.1 final drive plus cross pin diff **MSG31X**
- e. As per above but with 3.2 final drive **MSG32**
- f. As per above but with 3.2 final drive **MSG34**

Straight Cut Gearbox

- a. 4 Speed A-plus straight cut gearbox with 3.1 final drive plus cross pin diff **MSG40**
- b. As per above but with 3.2 final drive **MSG41**
- c. As per above but with 3.4 final drive **MSG42**

Gear Levers, Gaiters, Mounts



Quick shifts are not recommended for 5/6 speed gear boxes.

- 1a **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**
- 2 **Chrome quick shift gear change for remote gearbox.** Nearly halves lever travel for gear changes **C-22A1750**
- 3 **Reverse gearlock for remote type gear levers** to remove possibility of going into reverse in error **MS71**



- 4 **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**
- 5 **Mounting for the remote control housing** **21A956**
- 6 **Mounting for rod change gear lever housing** **22G2205**
- 7 **Remote control housing large rubber plug** **22A271**
- 8 **Remote housing to gearbox plug** **22A285**

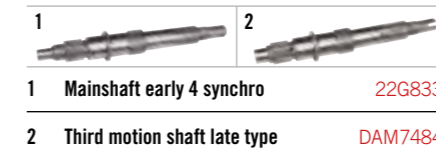
- 9 **Magic wand gear lever rubber gaiter.** 1959 up to introduction of remote control type. Fits onto floor **14A6860**
- 10 **Metal gaiter retainer for above** **14A6861**
- 11 **Remote type gear lever rubber gaiter.** Up to 1973 when rod change type was introduced **22A608**
- 12 **Metal gaiter retainer for above** **14A9942**
- 13 **Rod change type gear lever rubber gaiter.** From 1973 **CZH4278**
- 14 **Metal gaiter retainer for above** **FJN10003**
- 15a. **Gaiter 3.5" (90mm) over end of magic wand gear lever to case 1959-1968** **22A419**
- b. **Gaiter 21mm wide on remote box with magic wand lever 1968on** **22A1380**
- 16a. **Gear lever black vinyl gaiter.** Rod change only **BHH2002**
- b. **Black with red stitching** **BHH2002AM**
- 17 **Eye rod extension yoke for rod change gear lever** **22G2792**

Gearbox Components



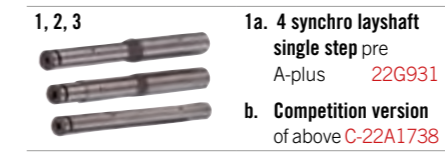
- 1 **In 1992 Mini Spares started to produce a new generation of pins that would almost eradicate wearing problems apart from those caused by poorly machined planet gears.** Production tolerances were tied down to exacting specifications with a material and heat treatment upgrade. Planet gear contact 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 tufridged 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**
- 2 **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 (DAM6624BUSHED) with thrusts, diff pin and a new securing roll pin. **C-BTA167**
- 3 **Current sintered baulk rings suffer from imperfect manufacture on grooves and surface angles.** To combat this we have produced an exact to drawing baulk ring using original fixtures and CNC machined for concentricity. The original sintered type are known to fail or break under arduous use, so for competition use we have produced a replication of the old steel ring as used in the early 60's to the same exact specification.
 - a. **Steel competition baulk ring** machined for concentricity **C-22A1741**
 - b. **Sintered CNC machined baulk ring** for concentricity **22G2033EVO**
 - c. **Non genuine sintered type** **22G2033MS**
- 4 **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 **C-AHT54**
It is recommended to fit the extended drain plug **DP1** or the super magnet type **DP3**
- 5 **Rod Change Gear Box Leak Fix.** Most engine / gearbox oil leaks originate from the gear change 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 kit** (includes b,c,d,e)**MSSK050**
 - b. **Alloy spacer** **DAM8706**
 - c. **Seal for above** **CDU1563**
 - d. **Rod change linkage oil seal** **AHU1672**
 - e. **Rod change seal gaiter** **DAM3022**
- 6 **Gearbox case linkage bush** **13H7286**
- 7 **Quick release rod change gear selector coupling** **MSG13**
- 8 **Roll pin punch tool** for original rod change gear selector **TOOL17**

Mainshafts



- 1 **Mainshaft early 4 synchro** **22G833**
- 2 **Third motion shaft late type** **DAM7484**

Layshafts



- 1, 2, 3 **4 synchro layshaft dual step. A-plus** **DAM3187**
- b. **Competition version of above** **C-22A1739**
- 3 **3 synchro hi-grade layshaft** **C-22A1731**

Gearbox Bearings



All bearings are Order individually.

- 1 **Bearing for 1st gear (4 synchro)** **AAU1815**
- 2 **Split bearing for 2nd/3rd gear (4 synchro)** **AAU1816**
- 3 **65mm diameter main shaft double roller bearing** **AAU1365**
- 4 **4 synchromesh 1st Motion shaft single roller bearing** **ADU7619**
- 5 **1st motion shaft needle roller bearing for 14mm mainshaft** **CHM172**
- 6 **1st motion shaft needle roller & layshaft bearing for 18mm shaft** **13H9513**
- 7 **Layshaft large needle roller bearing for 20mm shaft** **CHM141**
- 8 **Layshaft small needle roller bearing for 16mm shaft** **88G396**
- 9 **25.4mm diameter 3 synchromesh idler gear bearing** **88G302**
- 10 **27mm diameter 4 synchromesh idler gear bearing Pre A plus** **13H7848**
- 11 **35mm diameter 4 synchromesh idler gear Torrington bearing A plus, 1996 factory upgrade** **TUK100320**

- 12 **35mm diameter 4 synchromesh idler conversion bearing for A plus case to Pre A plus idler size** **DAM3745**
- 13 **1st motion shaft nose bearing and outer track for clutch case** **AAU8424**
- 14 **Clip for holding outer track of nose bearing in clutch case** **2A3643**
- 15 **Circlip to hold bearing on 1st motion shaft** **CCN110**
- 16 **Differential roller bearing except autos** **AHU1856**

Gearbox Rebuild Kits



- 1a. **Pre A-plus gearboxes have a 14mm wide end on the mainshaft to fit the 1st motion shaft whereas 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 (includes w only, no diff parts) **MSG24**
- b. **Complete gearbox rebuild kit less differential for a pre A-plus series** (includes w only, no diff parts) **MSG20**
- c. **Complete gearbox rebuild kit with differential parts for a pre A-plus series (includes w, x & y)** **MSG21**
- 2 **For 4 synchromesh gearboxes with 18mm wide mainshaft A-plus type**
 - a. **Complete gearbox rebuild kit less differential A-plus with 2 bearings on layshaft (includes w only, no diff parts)** **MSG22**
 - b. **As above (MSG22 includes w only, no diff parts) plus EVO baulk rings** **MSG22EVO**
 - c. **Complete gearbox rebuild kit with differential parts for A-plus (includes w, x & z)** **MSG23**
 - d. **As above (MSG23 includes w, x & z) plus EVO baulk rings** **MSG23EVO**
 - e. **Complete gearbox rebuild kit less differential A-plus with 3 bearings on layshaft (includes a only, no diff parts)** **MSG24**
- 3 **The small roller bearings are not included because they do not often get checked or changed and are expensive at nearly £15-£20 each. All supplied with competition lay shafts.**
 - a. **For under 1st gear** **AAU1815**
 - b. **For under 2nd or 3rd gear** **AAU1816**

Crown Wheels



- 1 Standard helical cut crown wheels and pinions**
- a. 2.76 ratio, teeth count 21/58 [CWP2-76](#)
 - b. 2.95 ratio, teeth count 20/59 [CWP2-9](#)
 - c. 3.1 ratio, teeth count 19/59 [CWP3-1](#)
 - d. 3.2 ratio, teeth count 19/61 [CWP3-2](#)
 - e. 3.44 ratio, teeth count 18/62 [CWP3-4](#)
 - f. 3.6 ratio, teeth count 17/62 [CWP3-6](#)

2 Straight cut competition EVOLUTION crown wheel & pinion set 20% wider (not for LSD)

- a. 3.47 ratio, teeth count 17/59 [C-BTA1001EVO](#)
- b. 3.75 ratio, teeth count 16/60 [C-BTA1002EVO](#)
- c. 3.875 ratio, teeth count 16/62 [C-BTA1003EVO](#)
- d. 4.066 ratio, teeth count 15/61 [C-BTA1004EVO](#)
- e. 4.2 ratio, teeth count 15/63 [C-BTA1005EVO](#)

3 Straight cut competition EVOLUTION crown wheel & pinion set (FOR Limited Slip Diff only) 20% wider

- a. 3.47 ratio, teeth count 17/59 [C-BTA1250EVO](#)
- b. 3.75 ratio, teeth count 16/60 [C-BTA1248EVO](#)
- c. 3.875 ratio, teeth count 16/62 [C-BTA1252EVO](#)
- d. 4.066 ratio, teeth count 15/61 [C-BTA1246EVO](#)
- e. 4.2 ratio, teeth count 15/63 [C-BTA1249EVO](#)
- f. 4.5 ratio, teeth count 14/63 [C-BTA1253EVO](#)

Evolution Diffs

1 Evolution cross pin differential, Mini Spares famous and unique X-Pin diff produced in 1994 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](#)



2 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.

- a. Mini Race [C-AJJ3387](#)
- b. Mini Rally [C-AJJ3387A](#)
- c. Mini Road [C-AJJ3387B](#)
- d. Sprite Race [C-BTA1226](#)
- e. Sprite Rally [C-BTA1226A](#)

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. 5/10a on rod and remote type gear boxes.



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 9 also

L/H	R/H
CHM84	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 10a [22G420](#)

- 3a. Diff side cover flange gasket [22A1611](#)
- b. Super seal gasket [GUG705567GM](#)

- 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 Hardy Spicer shaft coupling [27H7880](#)

6 Output shaft for pot joint [DAM3114](#)

- 7a. Super strong UJ as used in No5. [GUJ101EVO](#)
- b. Standard replacement UJ [GUJ101](#)

8 Output flange stud. Order individually [22A1139](#)

9 Special philidas nut for 22A1139. Order individually [GFK3431](#)



10 Inboard CV joint (pot joint) type output shaft for LSD [C-BTA1263](#)

11a. 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](#)

12 Original rubber coupling including 'U' bolts & nuts. Order individually [GCD101](#)

13 Up-rated needle roller type coupling. Plastic ends are resistant to oil which causes wear on the GCD101. Including 'U' bolts & nuts. Order as a pair

14 Pot joint (inboard CV) [GCV1102MS](#)

15a. Genuine gaiter kit for pot joint [GSV1073](#)

b. Non genuine gaiter kit for pot joint [BHM7012](#)

16 Driveshaft small yoke end gaiter pre pot joint [21A963](#)

Turbo Parts



1 Bulkhead box, required when fitting a turbo. [TURBO](#)

2 Reinforced manifold gasket for turbo [GUG704063MG](#)

3 Downpipe to fit turbo exhaust outlet [ET3](#)

4 Block to turbo oil feed pipe [TURB004](#)

5 Fuel pressure regulator [FPR012](#)

6 Turbo fuel pump [TURB005](#)

7 K&N filter clamps onto existing turbo air pipe for use in Mini body [RU-0840](#)

8 In car adjustable boost valve [TURB006](#)

9 Dump valve [TURB007](#)

10 Turbo boost gauge [TIM127](#)

11 Camshaft for turbo [TURB003](#)

12 Hose and fitting kit for SWG527 [LMA001](#)

13 Oil pump for turbo engine [GLP110MS](#)

Starter Solenoids / Switches



- 1 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](#)

2 Integral solenoid for pre engaged starter [NAF10004](#)

3 Floor start switch [17H5260](#)

4 Floor dip switch for headlamps on early cars [RTC432A](#)

Dynamo, Starter, Alternator



All are new units outright sale, no exchange needed.

1 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](#)

2 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](#)

3 Original alloy heavy duty alternator bracket. Only fits Pre A-plus engines [C-AHT32](#)

4 Dynamo original type [GXE3101N](#)



5 Alternator in a dynamo case. For cars where original look is required. Produces 75% more power, 40% lighter.

- a. Negative earth [GXE1006](#)
- b. Positive earth [GXE1007](#)
- c. Dummy control box for above [GXE1008](#)

6 Starter, Inertia type, correct 9 teeth [GXE4404](#)

7 Pre Engaged starter 1985 on, new [GXE4527](#)

8 BRISE Lightweight starters with extra and more consistent cranking power, taking up to 50% less of the running current this is what many Motorsport participants use.

- a. BRISE inertia type starter [GXE1000](#)
- b. BRISE pre engaged type [GXE1001](#)

9 Brise lightweight alternator, 50 amps. With fitting brackets and tensioner for all cars to 1996 (not MPI) [GXE1003](#)

10 POWERLITE performance parts

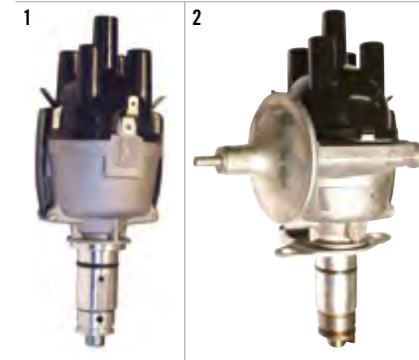
- a. High torque inertia starter [GXE1004](#)
- b. High torque inertia starter slimmer version with more power [GXE1004RACE](#)
- c. High torque pre engaged starter [GXE1005](#)
- d. High torque pre engaged starter slimmer version with more power [GXE1005RACE](#)

11 Light 3.2 kg alternator, 55amp output [GXE1002](#)

Standard Distributors

Mini Spares have developed a new range of standard distributors to replace the many originals. After extensive research and testing the following distributors replace and work as well or better than the originals.

A range of distributors with advance curves and vacuums fitted to suit standard and mildly tuned engines using the latest unleaded fuels.



- 1 Distributor less vacuum unit.
- | | | |
|---------------------------------------|----------------------|----------------------------|
| | Standard Distributor | Electronic Conversion |
| a Cooper S and 1275 Midget/Sprite 23d | 12G2140 | (Neg Earth only) 12G2140MS |

Ignition Service Items



Low tension pig tail for GDC102/3 - 37H2981

	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	45D / 59D side entry conversion	1980 on 59D type with blue points	Turbo 82-84 (originally blue cap)	Electronic distributor 1.3 1990 on	Ducellier red type cap distributor
Cap number	1 GDC102	2 GDC103	1 GDC102 2 GDC103	9 GDC136	16 GDC142	9 GDC136	9 GDC136	18 GDC156	20 GDC214
Contact set	3 GCS2101	3 GCS2101	4 GCS3001	10 GCS2118 (red)	N/A	11 GCS2261 (blue)	N/A	N/A	21 GCS119
Condenser	5 GSC2111	5 GSC2111	5 GSC2111	12 GSC2109	N/A	12 GSC2109	N/A	N/A	22 GSC2113
Performance condensers	6 47H5250	6 47H5250	6 47H5250	13 GSC110	13 GSC110	13 GSC110	N/A		
Standard Rotor	7 GRA2101	7 GRA2101	7 GRA2101	14 GRA2114	17 GRA2128	14 GRA2114	15 GRA2130	19 GRA2143	23 GRA2123
Performance Rotor	8 GRA101	8 GRA101	8 GRA101	15 GRA2130	N/A	15 GRA2130	15 GRA2130	N/A	N/A

2 Distributors with vacuum unit. The distributors with electronic conversions are cheaper and more efficient than buying an electronic ignition kit. (negative earth only)

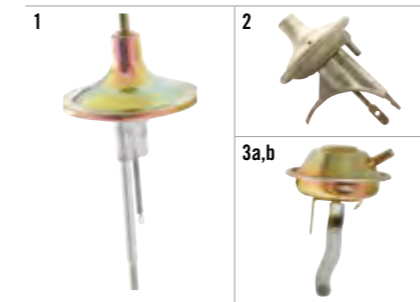
Distributor Type	Standard Distributor	Electronic Conversion	Our Vac Unit Fitted
850/998 25d type pre A plus	GEU930	GEU930MS	37H3840MS
998/1100 45d type pre A plus	BAU1962	BAU1962MS	37H8414MS
998 A plus 59d type	ADU5789	ADU5789MS	37H8414MS
1275cc pre A plus 45d type	12G4180	12G4180MS	37H8379MS
1275cc A plus 59d type	ADU3825	ADU3825MS	37H8379MS



- 3 Distributors For 1275cc with electric module
- a. When HIF44 carb fitted AUU1536
 - b. When HIF38 carb fitted NJC10038
 - c. Module only NJC10001
 - d. Loom - distributor to coil YMV10064
- 4 Distributor 1275cc SPI injection only NJC10034



Vacuum Advance Units



The Rover/Lucas part numbers denote the original replacement vacuum units for pre 1990 distributors, designed for the octane qualities available during that period. We have introduced our own range of distributors /vacuum units for use with modern day lead free fuels containing oxygenates and ethanol.

For best results please also see our new range of distributors with correct vacuum unit included.

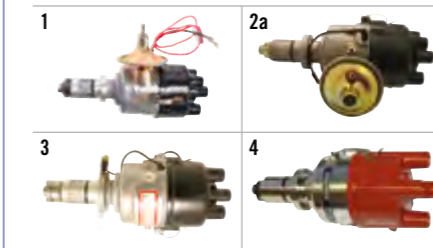
Distributor Type	Lucas REF No	Rover REF No	Fitted to Mini Spares Distributor
998cc			
1 25d	54414868	37H3840	37H3840MS
2a 45d to 1976	54424152	37H8225	37H8414MS
2b 45d 1976on	54425067	37H8414	37H8414MS
2c 59d	54424167	37H8226	37H8414MS
1275cc			
2d 45d	54425069	37H8379	37H8379MS
2e 59d		37H8226	37H8379MS
3a. For 1275cc with HIF44 carb		BAU5309	
b. For 1275cc with HIF38 carb		RTC3993	

Electronic Ignition Kits



- 1 The Ignitor electronic kit fits under the distributor cap. Easy to fit.
- a. For 23D/25D type. Negative earth LU142
 - b. For 23D/25D type. Positive earth LU142AP12
 - c. For 43/45D distributor with red points. Negative earth LU143
 - d. For 59D distributor with blue points. Negative earth LU144
- 2 Lumenition Magnetronic 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.
- a. For 23/25D type MTK003
 - b. For 45/59D type MTK007

Performance Distributors



- 1 Evolution electronic distributors. Pre A Plus
- a. Standard up 276 profile cams C-27H7698
 - b. Profiles 285/286/296 C-27H7699
- 2 Evolution electronic distributors. A Plus only with curves to match your camshaft profiles for maximum performance.
- a. Standard up 276 profile cams C-27H7701
 - b. Profiles 285/286/296 C-27H7702
 - c. Full race profile 310/315, vac unit disconnected C-27H7703
- 3 Aldon type for performance engines are converted from 45D non-vacuum type distributors. See table below.
- 4 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.

	ALDON		123 Electronic	
	2a Aldon Performance	2b Road cars	3 123 Electronic Ignitions	
	no vac unit	with vac unit	no vac unit	with vac unit
Road/Rally				
PreA+	ALDONY	C-27H7766		C-27H7771
PreA+ (for positive earth only)				C-27H7771P
A-plus	ALDONY+	C-27H7767		C-27H7773
Race				
PreA+	ALDONR			C-27H7770
A-plus	ALDONR+			C-27H7772
Programmable 123				
PreA+				C-27H7774
A-plus				C-27H7775

Distributor Service Items



- 1 Screw set for base plate, points and condenser for 23/25D distributor 17H5106
- 2 Screw set for base plate, points and condenser for 45D distributor 57H5135
- 3 Cooper S points original base plate 7H6949
- 4 Clip for 45d type distributor GDC136CLIP

Distributor Drive / Clamps



- 1 Distributor clamp pre A+ 501134
- 2 Distributor clamp pre A plus TAM1671
- 3 Distributor clamp bolt A plus TAM1706
- 4 Distributor drive A plus only 12G3560

Ignition Covers



- 1 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.
- 2 Rubber coil cover 8G727
- 3a. One piece electric shield as fitted 1989 on. Will fit earlier models BHM1675
- b. Plastic shield only as above NJT10004
- 4 Distributor shield clip. Order individually 13H6461

Ignition Coils



- 1a **High Energy Sports Coil** for non ballast cars up to 1984 (not Lucas) MSC105
- b For ballasted ignition system 998 from 1982 MSC110

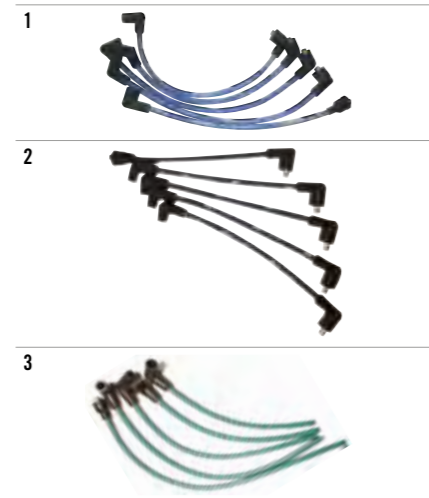
- 2 **High Energy Dry Coil** for a high spark with the traditional wet coil appearance making the ignition coil a versatile robust component that will provide modern technology for your classic car C-AHT269
- 3 **Standard coils with terminal connectors.**
 - a. **Coil for up to 1984 non ballast cars** GCL216
 - b. **Coil for ballast ignition 998cc 1984-1989** GCL217
 - c. **Coil for 1275cc ballast type with factory electronic ignition. From 1989on** GCL143
- 4. **High Energy Lumenition Sports Coil** for use with Lumenition Magnetronic ignition modules. It has a separate ballast supplied WHICH MUST BE USED and is suitable for all Minis except injection DLB111
- 5. **Twin point injection coil** GCL204

Coil Brackets / Covers



- 1 **Stainless steel coil bracket** 8B12397
- 2 **Stainless steel coil cover and bracket** 8B12398
- 3 **Black coil bracket for lucas type coil 1969-95** 12G2994
- 4 **Stainless steel coil bracket for lucas type coil 1969-95** 12G2994SS
- 5 **Stainless steel coil bracket for MPI 1996-2000** NEU100300SS

Silicon Lead Sets



- 1 **Lumenition silicon hi conductivity lead set**
 - a. **Blue 8mm, all cars except twin point car** BLS529
 - b. **Red 7mm, except twin point** HV22
 - c. **Blue for twin points only** BLS541
- 2 **Genuine Rover / Unipart lead sets**
 - a. **High performance 8mm thick silicon lead set**
Black Blue Red
C-27H7779 C-27H7779BLUE C-27H7779RED
 - b. **Double silicon 6mm lead set in black** GHT241
 - c. **Twin point ignition lead set. Genuine** GHT289
 - d. **Mini Spares own version of above** GHT289MS
- 3 **OE double silicon green leads to fit 23/25d distributor (fits side exit cap GDC102)** GHT101

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.



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 High Compression & Turbo
BP5ES	BP7ES	C8E	BP7EVX

850/998 Engine			
BP5ES	N/A	N/A	N/A
126295 Head only			
(use short nose only)	B6ES (std) B7ES (tuned)	N/A	N/A
998/1275 Engine			
BP6ES	N/A	BP6EV	N/A
Tuned Road Engine			
BP7ES	B7ES	BP7EVX	B8EVX
Highly tuned/ Road Rally Engine			
BP8ES	B8ES	N/A	B9EV
Race Engine			
BP9ES	B9ES	N/A	B9EV
Eight Port Engine			
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 original 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.

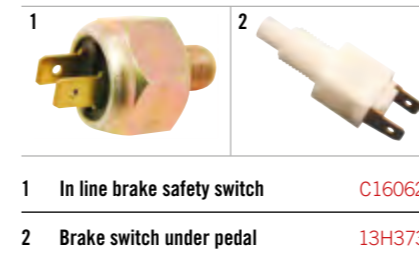
- a. **Single point Injection cars plus 998/1275cc standard use** BPR6ES
- b. **Tuned single point plus 998/1275cc tuned fast road** BPR7ES
- c. **Twin point injection plus V groove and 998/1275cc** BPR6EVG

Safety Switches and Panels



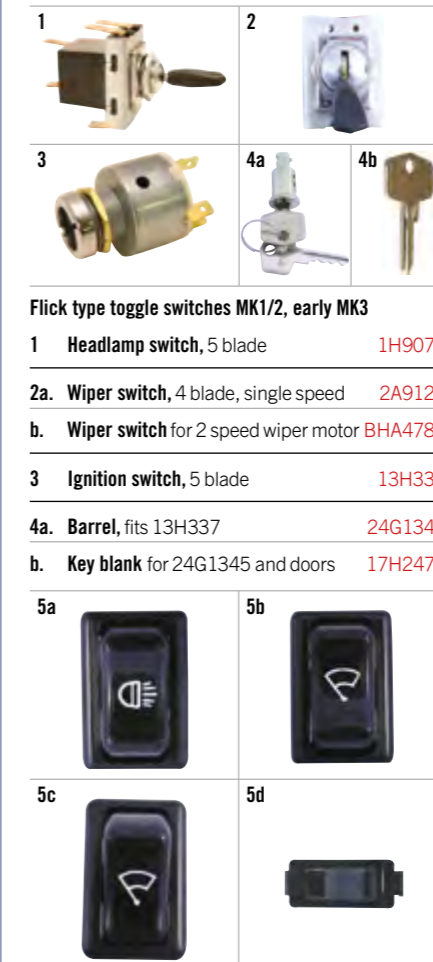
- 1 **On/off SAFETY ignition switch with starter button and switches.** Supplied with wiring.
 - a. With 1 accessory switch MSA344-1
 - b. With 2 accessory switches MSA344-2
 - c. With 3 accessory switches MSA344-3
 - d. Only On/off ignition switch and starter button MSA343
- 2 **On/off SAFETY switch with red safety cover only** MSA345
- 3 **Switch with LED end.** Available in yellow, green, blue and red.
 - a. Yellow MSA35LA
 - b. Green MSA35LG
 - c. Blue MSA35LB
 - d. Red MSA35LR
- 4a. **On/off SAFETY ignition switch with starter button and warning light.** Wiring not included MSA336
- b. **As above with extra accessory switch and green warning light.** Wiring not included MSA337

Brake Safety Switches

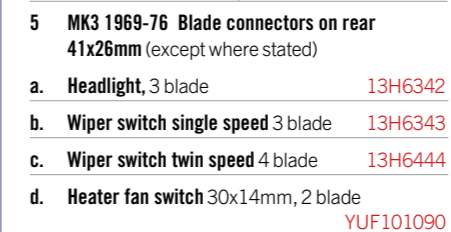


- 1 **In line brake safety switch** C16062A
- 2 **Brake switch under pedal** 13H3735

Switches



- 1 **Headlamp switch, 5 blade** 1H9077
- 2a. **Wiper switch, 4 blade, single speed** 2A9129
- b. **Wiper switch for 2 speed wiper motor** BHA4786
- 3 **Ignition switch, 5 blade** 13H337
- 4a. **Barrel, fits 13H337** 24G1345
- b. **Key blank for 24G1345 and doors** 17H2475



- 5 **MK3 1969-76 Blade connectors on rear 41x26mm (except where stated)**
 - a. **Headlight, 3 blade** 13H6342
 - b. **Wiper switch single speed 3 blade** 13H6343
 - c. **Wiper switch twin speed 4 blade** 13H6444
 - d. **Heater fan switch 30x14mm, 2 blade** YUF101090

- 6 **MK4 on 1976-2000 round pin connectors 32x24mm (except where stated)**
 - a. **Headlamp switch, 3 pin** YUF101030
 - b. **Repair loom and plug for headlamp switch 1976 on** PM07
 - c. **Hazard switch, 6 pin** YUF101660

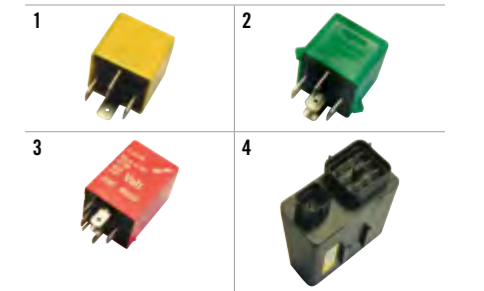
- d. **Fog lamp switch, 2 pin** YUF101690
- e. **Heated rear window switch, 2 pin** YUF101680
- f. **Brake system test switch, 2 pin** YUF101650
- g. **Heater fan switch.** Pre 1996 30x14mm, 2 blade YUF101090
- h. **Heater twin speed switch 1996 on 30x14mm 3 blade** YUF101410



- 7 **Switch repair plug for post 1976 switches** PM08
- 8 **Hazard switch plug for post 1976 switches** PM03
- 9 **The only courtesy light switch available** as fitted to saloons from 1996 on YUE100470

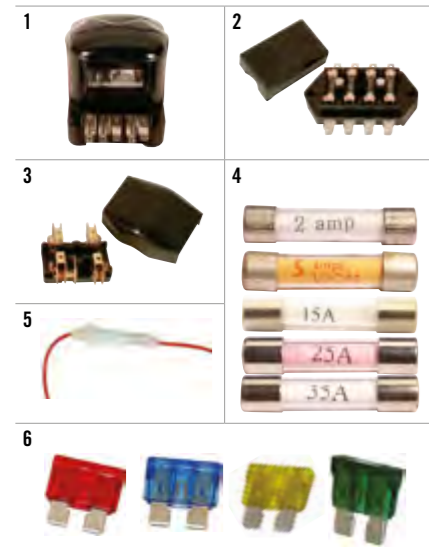
- 10a. **Steering/ignition lock as fitted from 1976 on** BHM7107
- b. **Key blank for BHM7107** AAU8276A
- 11 **Steering/ignition lock MPI cars when air bag fitted** QRF100750

Relay Switches



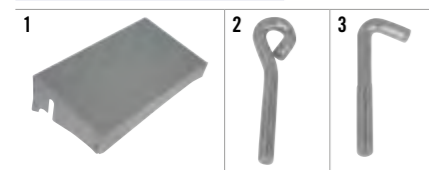
- 1 **Multi fitment relay to fit single point fog/spot lamps and alarm, twin point head light, fog/spot lamps, indicators, fan, oxygen sensor, starter and alarm. Fit as required. Now black** YWB10012
- 2 **Green relay, starter. Now black** YWB10032
- 3 **Pink relay, dim/dip control** YWC10050
- 4a. **Engine relay, single point injections** YWB10022
- b. **Engine relay, twin point injections** YWB100970

Fuses



- 1 **Control box** GEU6603
- 2a. **4 Fuse box square type 1976-96** (with cover, less fuses) RTC440A
- b. **Fuse box cover square** 518995A
- 3a. **2 Fuse box from 1959-76** (with cover less fuses) 606253A
- b. **Fuse box cover** 505158A
- 4 **Glass inline fuses to 1996**
 - a. 2amp GFS02
 - b. 5amp GFS05
 - c. 15amp GFS15
 - d. 25amp GFS25
 - e. 35amp GFS35
- 5 **Inline fuse holder** PM09
- 6 **Spade type fuses from 1996**
 - a. 10 amp DJP8799
 - b. 15 amp DJP8800
 - c. 20 amp DJP8801
 - d. 30 amp DJP8802

Battery Ancillaries

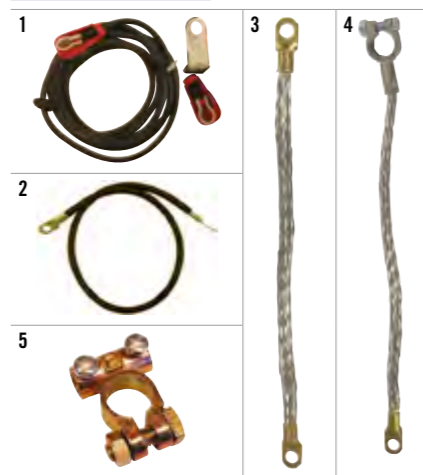


- 1 **Battery box cover** 5L877
- 2a. **Battery bolt 6mm long pre 1990** 5L1158
- b. **Battery bolt 8.5mm long extra thread 1990on** YJH100010
- 3a. **Battery bolt 5.5mm long pre 1990** 5L1159
- b. **Battery bolt 7.5mm long extra thread 1990 on** YJJ100040



- 4 **Strap for battery cover** 14A7776
- 5 **Battery bar** HAM2457
- 6a. **Battery strap clip plus bolt for boot floor made in Stainless steel to avoid corrosion** 14A7880
- b. **Nut for above if required** GFK3212SS

Battery Leads



- 1 **Battery cable lead**
 - a. 1985-90. 134" long AUU1089
 - b. 1990 on. 127" long YTA10037
- 2 **Solenoid to inertia starter cable** 5L925
- 3 **Engine to earth strap** 5L1137
- 4 **Battery earth strap** 5L888MS
- 5a. **Battery terminal positive** TERM-P
- b. **Battery terminal negative** TERM-N

Cigarette Lighter



- 1 **12v Cigarette lighter, ideal for running phone chargers etc.** L15166
- 2 **Cigarette lighter bracket** L2800

Repair Looms / Connectors



- 1 **Wing Side Repeater Loom 1986 on** AFU3358
- 2 **Repair loom for indicator lamp XBD100670 MPI 1996 on** XBD100671
- 3 **Single bullet wiring connector** 2H3406
- 4 **Double bullet wiring connector** 2H2617

Circuit Breakers

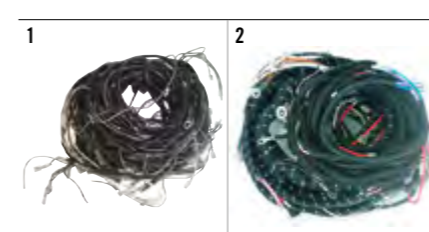


Fitment of a general circuit breaker which isolates the battery from all electrical equipment has become mandatory in nearly all forms of Motorsport.

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.

- 1 **Circuit breaker-battery line only** MW003
- 2 **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
- 3 **Safety stickers.** Required for competition especially indicating circuit breaker PP8
- 4 **Immobiliser and isolator kit for battery.** Ideal for leaving car standing with battery fitted, preventing discharge and a very effective immobiliser MW004

Wiring Looms



Wiring Looms	1 PVC	2 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 speedo, 3 clock 78-9	AN124	
1275GT pre 76 with alternator	5L1334	
1275GT 76 on	HAM1200	
Mayfair Side repeaters 85 on ballast coil	HAM3684	
Mini with no servo pre engaged starter no dim dip 86-88	HAM4385	
Mini with no servo pre engaged starter dim dip 86-88	HAM4626	
Checkmate & Mini with servo pre engaged starter 88-92	YMC10654	
HIF44 carb Cooper 1990-91 + others	YMC11428	
HIF38 Carb Mini no dim dip	YMC120890	
HIF38 Mini with dim dip	YMC12010	
SPI with dim dip + alarm	YMC11986	
For other SPI looms please enquire.		
Mini van 72-75	AN109C	

These are our popular stock items for restoration of early cars but we stock over 50 looms and more available to order

Indicator & Hazard Units



- 1 **Indicator MK1 & 2** GFU2103
- 2 **Indicator MK3 1970 on** GFU2218
- 3 **Plastic bracket for GFU2218** 5L433
- 4 **Hazard up to injection** GFU2507
- 5 **Indicator & hazard injection cars** GFU2208

Indicator / Wiper Stalk Units

	MK1 1959 - 1967	Indicator
		2A6215
	1967 - 1976	Indicator
		21A2658
MK2 1967-69 had bullet terminals now use 13H7779 with spade terminals and modify wires.		
Wiper	1976 - 1984 UK	Indicator
		21A2658
		37H8285
NOTE: In 1984 the UK became standardised with Europe. For 1985 - 89 use below		
Indicator	1976 - 1989 EURO	Wiper
		37H8286
		21A2660
Indicator	1989 -1996 all	Wiper
		BAU5346
		BAU5345
Indicator	1996 Twin point on	Wiper
		XPE100420PMP
		XPC100200PMP

Indicator Cowlings



- 1 **Cowling for MK1 with green end indicator arm** 8G6027
- 2 **Cowling for MK2/3 without steering lock hole** 8G6035
- 3 **Cowling for MK4 1976 on with steering locks** BHM7085

We view and test every part introduced to the market and, unlike some of our competitors, we only keep the best parts available, not the cheapest. All our parts are proven by the large quantities sold all over the world.

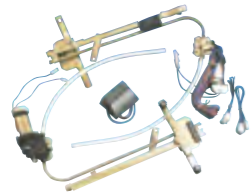
Horns

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.



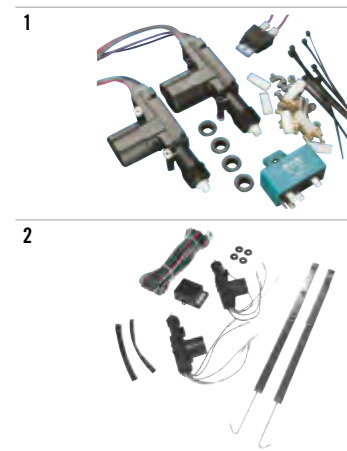
- 1 **Single spade terminal with open trumpet**
 - a. High tone GGE101
 - b. Low tone GGE102
- 2 **Twin spade terminal with open trumpet**
 - a. High tone GGE164
 - b. Low tone GGE165
 - c. High & low tone pair with relay (better sound) LMA782
- 3 **Air Horns with Red Trumpets** FD2P
- 4 **Original shape/type Rover horn bracket in stainless steel** GGE124

Electric Window Conversion



Electric Window Kit. Designed specifically for the Mini (pre door crash bar 1997on) where wind up 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



1 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**

2 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 (MSSK2006 attaches directly), will enable full remote control locking and unlocking of both doors. Suitable for all Minis with factory remote control alarm systems **MSSK2004**

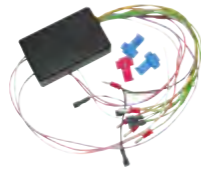
Wiper Delay



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. 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 **MSSK2007**

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.

Alarm Interface



Remote central locking upgrade for factory R/C Alarm. By adding this alarm interface kit to the central locking kit (MSSK2001 / MSSK2004) you can operate the central locking using your existing Rover alarm remote control **MSSK2006**

(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.

Keyless Entry & Alarm



1 Keyless entry kit. For use with the central locking kit (MSSK2001 / MSSK2004). 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**



2 Remote Control Alarm or Keyless Entry System when used with MSSK2001 (MSSK2001). 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**

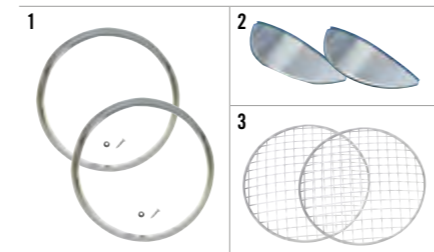
Alarm/Immobiliser



1 Remote Fob For Alarm/Immobiliser. O.E Alarm fob for late Alarm equipped Minis

Also fits; Rover 100, Rover 200, Rover 400, Rover 25, Rover 45, MGF & Early TF, Freelander 1, Discovery & Defender **YWX101220A**

Headlamp outer rims



1a. 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 cars **500929MS**

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**

2 60's style stainless steel headlamp peaks. Order as pair **8B12399**

3 Protect your lamps with stainless steel wire mesh guards. Order as pair **STONEGUARD**

Note: All rim are now supplied with fixing screws.

Headlight Kit



Quadoptic Halogen lamp kit with all parts required less backing bowls to convert to the brighter, safer later lamps used on Minis but have chrome backed dome for better reflective qualities.

	RHD with Left Hand Dip	LHD with Right Hand Dip
Complete kit	S4698B	S4699B
Replacement headlamp unit	S4700	S4701

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.



1 Sealed beam unit only with pilot light facility **13H3471A**

2 Wiring loom with pilot light holder for sealed beam **BAU2111**

3 Brand new Free Form light unit with clear Polycarbonate lens 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**

4 700 series L/H/D EURO bulb type lamp only uses GLB410 bulb **27H5981A**

Quadoptic halogen bulb units

	RHD (UK)	LHD (EURO)
5. Light unit	XBC104430	XBC103410
6. Lamp Assembly	XBC10197	use above
7. Self Level Lamp Assembly	XBC105220	XBC105230

8 Bulb holder sidelight for XBC104430/ XBC103410 **BAU4447**



9 Headlamp self level unit **XBS100140**

10 Bulbs for H4 quadoptic
a. Standard bulb **GLB472**
b. Xenon blue upgrade bulb **GLB472X**

11 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 type **S5400**

12 Headlamp bowl to body seal. Order Individually **9403**

13 Bowl for self level lamps 1996 **XBC105240**

14 Seal for above **XBC105250**

15 Headlamp bowl pop rivet **ADU4278**

Auxiliary Lighting



1 Original Rover driving lamp
Lamp with wire **XBN10008** **Lamp without wire** **XBN10008MS** **Wire only** **PM06**

2 Original Rover fog lamp
Lamp with wire **XBJ100280** **Lamp without wire** **XBJ100280MS** **Wire only** **PM06**

3 Original type Rover brackets when 2 lamps are fitted and for two central lamps on Twin point injection with 4 lamps **XBU10044**

4 Twin Point outer lamp bracket. Reinforced stop outer lamps vibrating on twin point cars. Caused by front panel valance vibrating.

a. Right Hand **XBU100640**

b. Left hand **XBU100650**



5 Chrome halogen lamps with plastic covers 135mm wide 60mm deep

a. Two driving lamps **S6007**

b. Two fog lamps **S6078**

c. Two driving lamp kit with stainless steel brackets XBU10046 **MONTE1**

d. Four driving lamp kit with stainless steel brackets XBU10046 **MONTE3**

6a. Two black halogen large driving lamps 170mm wide 58mm deep **LA1009**

b. Two lamp kit with stainless steel brackets XBU10046 **MONTE2**

c. Four lamp kit with stainless steel brackets XBU10046 **MONTE4**



7 Pair of black halogen lamps 160mm wide 63mm deep. Can be used as a budget replacements for items 17&18.

a. Driving lamps **RL020**

b. Fog lamps **RL021**

8 When fitting spot or fog lamps we recommend you use a wiring and relay kit for safety available as a kit with instructions **RLFK200**

9 Copy of the original heavy duty ST works lamp bar with all fittings but now in stainless steel for longevity. Consists of a central support bracket and 2 end supports to keep the lamps stable under any conditions-this reduces the vibration which would make the extra lights ineffective (other bars offered by competitors that straddle the 2 small single brackets are useless).


a. Stainless steel copy of original ST works bar **C-AJJ3329**

b. Lightweight version, black powder coated finish **MSA1101**





10 Stainless steel bracket for fitting auxiliary lamps **XBU10046**

11 Black painted bracket for fitting auxiliary lamps **XBU10045**

Lamp Covers

- 1  a b
- 1 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.
- a. Lucas Q 6" (152mm) **MSL2010**
7" (178mm) **MSL2040**
- b. Lucas Lion 6" (152mm) **MSL2025**
7" (178mm) **MSL2030**

Aerials

- 1  2 
- 3a  3b 
- 1 Wing mounting telescopic aerial **MSA1118**
- 2 Roof aerial for the 60's look. S/Steel **MSA1119**
- 3a. Replacement roof aerial antenna as fitted standard from 1996 **XUJ100070**
- b. Base for roof aerial from 1996 **XUF000020**

Front Indicators

- 1  2 
- 3  5 
- 4  7 
- 1a. Outer securing rim for pre 1986 indicator lamps **7H5182**
- b. Stainless steel version of 7H5182 **7H5182MS**
- 2 Rubber gaiter **508162**
- 3 Correct original clip to hold lamp to front panel **AK606021**
- 4 Screw to hold lamp to clip **GFK2256**

- 5a. Original glass orange front indicator lamp **2A9013**
- b. Plastic orange front indicator lamp **CHM13**
- 6a. Indicator front lamp white plastic **CHM13WHITE**
- b. Side lamp and Indicator front lamp combined with clear glass lens **1B9100**
- c. Side lamp and Indicator front lamp combined with clear plastic lens **1B9100MS**
- 7 These lenses all fit No. 5 & 6
- a. Original orange glass lens only **37H5520**
- b. Plastic orange lens only **37H8130**
- c. Clear glass lens **37H6928**
- d. Clear plastic lens **37H6928MS**
- e. Red glass lens **37H5531**
- 8a  8b 
- 8c  8d 
- 9 
- 10  10c 
- 11  
- 8 Front indicator lamp 1986-1996 (pre twin point)
- a. Complete lamp with orange lens & cable **AFU3389**
- b. Complete lamp with white lens & cable **AFU3389WHITE**
- c. LED type orange side lamp. Requires resistors. Order individually **AFU3389LED**
- d. Pair of resistors for AFU3389LED lamps **AFU3389RESISTOR**
- 9 Replacement lens for No. 8, with 2 screw holes
- a. Orange lens only **CDU3374**
- b. White lens only **CDU3374W**
- 10 Front indicator for twin point Cars (1996 on)
- a. Plastic twist-on lamp holder **XBD100670**
- b. Orange offset pin bulb for this lamp **GLB344**
- c. Repair loom for XBD100670 **XBD100671**

- 11 Front indicator chrome rim. Chrome over brass for better shine. Fits No.8 & 10. Order individually **8B12395**

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.
- a  b 
- c  d 
- a. Clear front lens **CDU3374W**
- b. Orange indicator bulb **GLB343**
- c. Side repeater lens **AHU2592W**
- d. Orange repeater bulb **GLB501A**
- e. Complete kit – for cars from 1986-1996 **MSSK028**
- f. Complete kit – for cars with early front lamps CHM13 **MSSK028E**



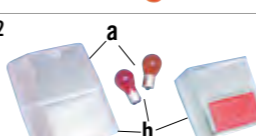


Side Repeaters

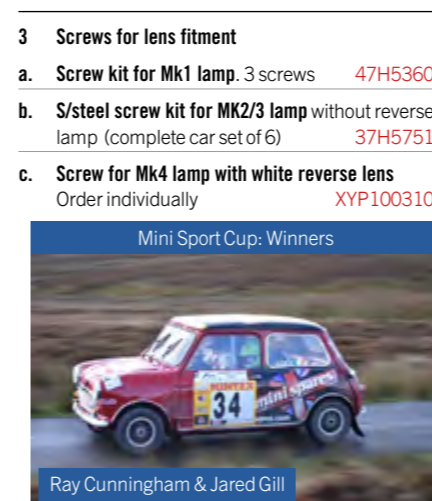
- 1  2  3b 
- 3a 
- 4 
- 1 Side repeater as fitted to Mini Special (and export Austin 1100/1300 models) **AAU3296**
- 2 Bulb holder, without wiring for side repeaters **DCP8004**
- 3a. Side repeater lamp, standard from 1986 on :
- Red **AHU2592R**
- Clear **AHU2592W**
- Amber **PRC9916A**
- Smoke **AHU2592S**
- b. Side repeater chrome rim. Chrome over brass for better shine. Order individually. **8B12394**
- 4 Wing Side Repeater Loom 1986 on **AFU3358**

Clubman Front Indicators

- 1a  1b 
- 1c 
- 1 Clubman front indicator lamp & lens
- a. Left hand indicator lamp **ADU3017**
- b. Right hand indicator lamp **ADU3018**
- c. Indicator lens **BAU1796**

Rear Lamp Lenses

- 1  3a 
- 2  3b 
- 3c 
- 1 Pair of upper white lens, correct bulbs and gaskets to stop water damage **MSSK034**
- 2 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 – 2 x lens rear upper, lens kit with bulbs **MSSK035**
- b. MK4 – 4 x lens rear upper & lower kit with bulbs **MSSK036**
- 3 Screws for lens fitment
- a. Screw kit for Mk1 lamp. 3 screws **47H5360**
- b. S/steel screw kit for Mk2/3 lamp without reverse lamp (complete car set of 6) **37H5751**
- c. Screw for Mk4 lamp with white reverse lens Order individually **XYP100310**



Rear Lamps

- Replacement rear lamps – complete with lenses, back plate, gasket and bulbs.
- 1  2 
- 3  4 

	Right Hand	Left Hand
1. MK1		
Rear lamps MK1	13H223	13H222
Indicator lens MK1	47H5362	47H5355
Brake lens MK1	47H5363	47H5358
Screws for lens per lamp (3)	47H5360	47H5360
2. MK2/3		
Rear lamps MK2/3	13H6479	13H6480
Replacement lens MK2/3 complete	37H4838	37H4837
3. MK4 on		
Rear lamps MK4 on	XFB101200	XFB101210
Brake & indicator lens MK4 on	XFJ10026	XFJ10027
Reverse lens MK4 on	XFJ10028	XFJ10029
4. MK4 White lamp		
White lamps MK4 on	XFB101200 WHITE	XFB101210 WHITE
White lens MK4 on	XFJ10026 WHITE	XFJ10027 WHITE

Lamp Seals

- 1  2 
- 1 MK2/3 base to body seal
- a. Right hand. Order individually **37H2690**
- b. Left hand. Order individually **37H2689**
- 2 MK2/3 lens to lamp base seal. Order individually **37H6778**





- 3  4 
- 5  6 
- 3 MK4 with reverse lens, lamp base to body seal
- a. Right hand. Order individually **37H2692**
- b. Left hand. Order individually **37H2691**
- 4 MK4 with reverse lens, lamp base to lens seal. Order individually **XFH100460**
- 5 Lamp Seal - MK1 base to body and base to lens kit per lamp MK1 only as shown **57H5399**
- 6 Headlamp bowl to body seal. Order Individually **9403**

Keith Dodd's MK3 Cooper 'S'



Rebuilt after a period of 22 years

Rear Fog Lights

- 1  1 
- 2  3 
- | | Lamp Only | Lamp with Bracket | Bracket Only |
|----------------|-----------|-------------------|--------------|
| For R/H of car | XFE10006 | XFE10006MS | XFU10002 |
| For L/H of car | XFE10006 | XFE10007 | XFU10003 |
- 1 Genuine Rover type fog lamp with bracket 115mm wide 75mm high
- 2 Universal fog lamp 140mm wide 75mm high **MSA1115**
- 3 Universal fog lamp 83mm wide 75mm high **RL014**

Reversing Lamps



- 1 **Universal reverse lamp** 140mm wide 75mm high **MSA1116**
- 2 **Universal reverse lamp** 83mm wide 75mm high **RL015**
- 3 **Reverse lamp switch** for pre rod change gearboxes **GAE131**
- 4 **Reverse lamp switch** for rod change models (72 on), fit into gear lever housing **GAE191**

Number Plate Lamps



- 1 **MK1 "D" type number plate lamp**
 - a. In chrome metal **BHA4153**
 - b. In plastic chrome **BHA4154**
- 2 **Black plastic number plate lamp** **83H335**
- 3a. **Chrome metal bootlid number plate lamp** **8B12501METAL**
- b. **Genuine number plate lamp to be painted** **13H6900**
- 4 **Lens and bulb holder for 3** **PCR1230A**

Pedals & Pads



- 1 **Race/Rally alloy pads for clutch and brake** sold as a pair. **A200017**
- 2 **Mini accelerator metal pedal** for vehicles pre 1976 **A200015**
- 3 **Latest 1997 specification Rover look-a-like bolt on accelerator pedal** for vehicles 1976 to 1996 **A200016**
- 4 **Clutch or brake pedal pad from 1976 on**
 - a. **Original inexpensive alternative** **GPR107**
 - b. **Better anti slip**, introduced in 1990 can be used for vehicles 1976 on **SZU10001**
- 5 **Accelerator rubber pedal pad** for vehicles pre 1976 **GPR105**

Pedal rubbers	6. Hexagonal Union Jack style 1976 on	7. Clutch/brake to 1976 Accelerator only 1976 on
Black	GPR107BLACK	GPR104
Blue	GPR107BLUE	GPR104BLUE
Yellow	GPR107YELLOW	GPR104YELLOW
Red	GPR107RED	GPR104RED

Gear Lever Knobs



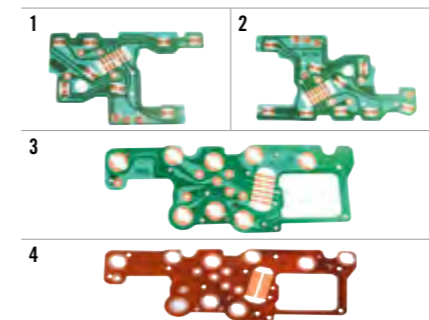
- 1 **Stick on emblems, suitable for any recessed gear knobs, key fobs or steering wheel bosses.**
 - a. **Union Jack** **MSA2004**
 - b. **BMC motif** **MSA2008**
 - c. **GT** **MSA2006**
 - d. **Austin** **MSA2005**
 - e. **Mini** **MSA2003**
 - f. **Cooper** **MSA2007**
 - g. **5 Speed** **MSA2000**
- 3a. **Black alloy gear lever knob** **BG8110**
- 3b. **Round alloy gear knob with recess to fit emblem** **BG8114**
- 4 **Plain wood gear lever knob 3 1/2" tall** **MSA0198**
- 5 **Wood gear lever knob, with recess for stick-on emblems** **BG2602**
- 6 **Leather gear lever knob, with recess for stick-on emblems** **BG2702**
- 7 **Series 500 gear knob** **BG8111**
- 8 **Speedwell gear knob** **BG8118**

Gear Knob / Keyfob Emblems



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

Printed Circuit Boards



- Printed circuit boards (PCB) for Mini gauges.** These attach to the back of the speedo on cars where 2/3 clock dials are in front of driver. From 1970 on
- 1 **Printed circuit board for pre 1989 Mini with Smith's type 2 gauge clusters** **37H4881**
 - 2 **Printed circuit board for pre 1989 Mini with Smith's type 3 gauge clusters** **BAU1930**
 - 3 **Printed circuit board for 1989 - 1996 Minis with Nippon Seiko type 3 gauge clusters** **CDU3247**
 - 4 **Printed circuit board for 1997 Nippon Seiko 1997 onwards MPI** **YAH100750**

Speedo Cables



- 1 **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.
 - a. **Early cars and L/H/D** where cable length is 33" or less **GSD102**
 - b. **Later cars** where 48" cable was fitted or required pre 1990 **GSD415**
- 2 **Innocenti speedo 26" cable** for Veglia or Jaegar clocks that have small union and nut **L362120**
- 3 **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).
 - a. **Original cable** with length of 26" **GSD101MS**
 - b. **Longer cable** with length of 30" as used when converting cars post 1990 to central speedo cowl assembly **0722-30**
 - c. **Cable with length of 36" when moving central speedo to a position in front of driver** **0722-36**
 - d. **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**

- e. **48" extra long cable for specials when required** **0722-48**
- f. **Super long cable for some rear engine specials** requiring 66" length. Also fits Austin Healey Sprites & MG Midgets **0722-66**
- 4 **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. The 2 piece split cables are no longer available so use a/b below.
 - a. **R/H/D 42.5" long - 1988 on** **GSD487**
 - b. **L/H/D 29" long - 1988 on** **GSD488**
- 5 **Electronic speedo drive adapter** pre 1980 **GSD1000** 1980 onwards **GSD1001**

Smith's Speedos



- 1 **Speedo & binnacle kit as fitted to Cooper 'S'. 3.4 final drive and 10" wheels.** Kit includes temperature and oil pressure gauge, binnacle and chrome surround (incl clips). Not built up.

	Speedo only	Speedo kit
a. Black 130mph	13H4442	13H4442KIT
b. Magnolia 130mph	13H4442MG	13H4442MGKIT
c. Black 200kph	13H4444	13H4444KIT
d. Magnolia 200kph	13H4444MG	13H4444MGKIT

Also available in 90mph & 140kph

- 2a. **Black plastic fascia casing, bare** **24A2702**
- b. **Oval beading** **14A9907**
- c. **Clips for oval beading** (14 required). Order individually **14A9796**
- d. **Clips for oval beading** (14 required). Order individually **14A9796**
- 3 **Temperature gauge, electrically operated with C.N.H reading**
 - a. **Black face** **13H4460**
 - b. **Magnolia face** **13H4460MG**
- 4 **Oil gauge, mechanical with 0-100 lb/sq.inch reading**
 - a. **Black face** **13H4459**
 - b. **Magnolia face** **13H4459MG**
 - c. **Electronic Gauge Magnolia face** **13H4462MG**
- 5 **Central clock conversion harness** **PM05**
- 6 **Fuel gauge for central speedo from 1964 on when voltage stabiliser is fitted**
 - a. **Black face** **13H2133**
 - b. **Magnolia face** **13H2133MG**
- 7 **2/3 clock speedo repair loom.** For later speedos, useful if you are converting from a centre speedo to later clocks or just repairing a standard loom **PM04**
- 8a. **Plastic bulb holder for all Smiths auxiliary gauges** **PM01**
- b. **Capless bulb** for above **GLB2132**

Digital Smith's Speedos



- 1 **Digital version of the Smith's central speedo gauge. Billet aluminium with chrome bezel.** Include a OLED display this unit fits as per original speedos. Features include:
 - Trip and total miles
 - Remote trip reset
 - Drive to set function for easy calibration (now you can easily re programme your speedo depending on wheel size/gear ratios etc)
 - Option to use different speed sensors, gearbox/wheel speed/GPS (sensors not included)
 - Ability to use different fuel sensors
 - Chrome bezel 125mm diameter

	Digital Programmable Smith's Speedo
a. Black 130mph	13H4443
b. Magnolia 130mph	13H4443MG
c. Black 200kph	13H4445
d. Magnolia 200kph	13H4445MG

Also available in 90mph & 140kph

Smith's Gauges

0 - 80 x 100 electronic impulse tachometer (80mm)
Negative earth only



0 - 80 x 100 electronic impulse tachometer (52mm)
Negative earth only



Ammeter with 60-60 Scale (52mm)



Oil temperature gauge mechanical fitting (52mm)
(racers fit to sump plug location using HPS8 union or See spin on oil filter housing)



0 - 100 x 100 electronic distributor/coil sensed tachometer (80mm) - fits 80mm pods



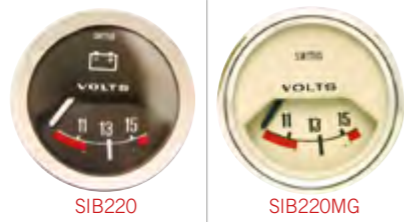
Oil pressure gauge 0 - 100lb/in" (52mm)
oil connecting pipe required



Water temperature 30 - 110° centigrade (52mm)
with 6" 6" capillary mechanical fittings



Voltmeter (52mm)



Electric clock (52mm)

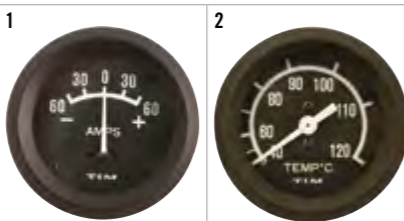


Dual oil pressure/water temperature gauge with capillary temp fittings (oil connecting pipe needed) (52mm)



Tim Gauges

Tim gauges have black rims (chrome accessory rim available) and glare free internal illuminations, 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. 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 water temperature gauge with 40-120°C centigrade scale. For negative earth only **TIM034**

7 Electrical oil temp gauge 50-150° **TIM015**

8 Turbo boost pressure gauge **TIM127**

9 Adaptor for oil gauge if a plastic hose is preferred to original metal type **LMA017**



Gauge Pods and Mounts



1 Chrome bezel to fit TIM 52mm gauges **TIM023**

2 A dash mounting pod to hold any 52mm gauge **TIM039**

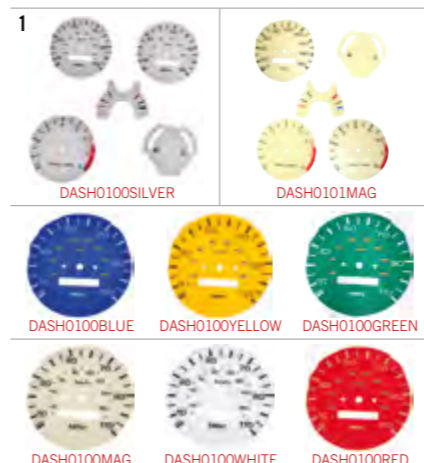
3 POD to fit 80mm tachometer.

a. Black **SIB800**

b. Chrome **SIB801**

4 Black metal bezel for holding 52mm gauges. Single hole **LMA049**

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.

Central Speedo Dash



1 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**

Wooden Dashboards & Trim



1 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
1 Wooden dashes		
a. 2 clock R/H/D	DASH019	DASH003
b. 2 clock dash L/H/D		DASH004
c. 3 clock dash R/H/D	DASH009	DASH005
d. 3 + 3 extra clock R/H/D	DASH010	DASH006
e. 3 clock L/H/D	DASH011	DASH007
f. 3 + 3 extra clock L/H/D	DASH012	DASH008
g. MPI 3 + 1 extra clock RHD		DASH013
h. MPI 3 + 1 extra clock LHD		DASH014
2 Door and rear side window cappings. (set of four)		
	MSA0200	MSA0191
3 Door pull handles Pair		
		MSA0192
4 Door opening handles. Pair		
		MSA0193
5 Door window winder handles Pair		
		MSA0194
6 Handbrake grip		
		MSA0195
7 3.5" tall gear lever knob		
		MSA0198

Wooden Switch Surround



Burr Walnut inserts to compliment dashboards.

1 For use when heater and manual choke are used.

a. With 5 rocker switches **YSP025**

b. With 4 rocker switches (not shown) **YSP024**

2 For use on fuel injected models with hole for heater cable only.

Brushed Alloy Dashboards



1 Wooden dash with a brushed alloy finish covering. Dark charcoal grey wood effect on clock housing.

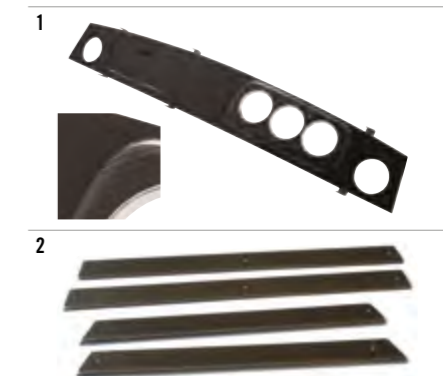
	Right Hand Drive	Left Hand Drive
a. 2 dials	DASH015	DASH021
b. 3 dials	DASH017	DASH022
c. 3 + 3 extra dials. Three extra dial holes above radio cutout, is only available on 3 clock versions	DASH018	DASH023

Air Vent Trims



1 Chrome on plastic 4 piece kit to fit air vents. Includes air vent knob covers. A favourite for cars with wooden dashes. Stick on **MSA0212**

Carbon Fibre Dash



1 Carbon Fibre faced dash. Only available in right hand drive with 3 clock cluster as shown

	Right Hand Drive	Left Hand Drive
a. 2 dials	n/a	DASH024
b. 3 dials	DASH020	DASH030
c. 3 + 3 extra dials. Three extra dial holes above radio cutout, is only available on 3 clock versions	DASH025	DASH031

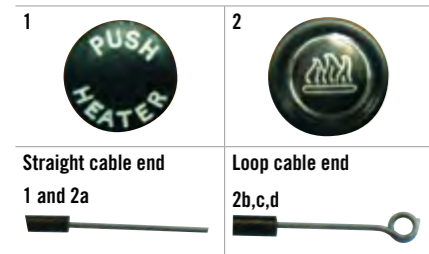
2 Carbon Fibre door cappings. **MSA0300**

Choke Cables



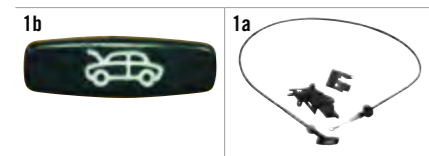
- 1 **Original early locking choke cable** - when twin carbs, as per Cooper
 Genuine 21A1204
 Non Genuine 21A1204MS
- 2 **Original early Mini choke cable**
 Genuine 21A1202
 Non Genuine 21A1202MS
- 3 **Rubber / plastic twist to lock cable** 21A2329
- 4a. **Rubber / plastic - ratchet type - locking choke cable** 31" long SBF10027
- b. **As above** but 36" long for 1300cc 1990 onwards SBF10031

Heater Cables



- 1 **Original early heater control cable** 14A9988
 Non Genuine 14A9988MS
- 2 **Rubber / plastic knob heater control cable** all supplied with flame emblem shown.
 - a. **From 1968 - 1988** 31" long CHM373
 - b. **From 1988** when plastic heater valve is fitted. 31 1/4" long JFF10003
 - c. **For SPI cars** 42 1/4" long JFF10051
 - d. **For MPI cars** 1996 on. 19" long JFF100910

Bonnet Release Cables



- 1 **Bonnet release cable, 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



- 1a. **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**

RHD	LHD
SBB10099	SBB10126
- d. **Single point injection cars**

SBB10187	SBB10186
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- e. **Twin point injection cars**

SBB103400	SBB103720
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Retro Cooper Wheel & Boss



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

Moto-Lita Wheel & Bosses



Classic wood rim 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 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
- 2 **Moto-Lita adaptor bosses**
 - a. **Moto-Lita horn push 1959-67 MK1** MLW1117B1HM
 - b. **Moto-Lita horn push 1967-69 MK2** MLW1117B1M
 - c. **Moto-Lita horn push 1970-75 MK3** MLW111725M
 - d. **Moto-Lita horn push 1976 on, MK4 twin stalk** For cars 1989 on there is only one indicator cancelling pin, match the boss to the existing wheel and remove the unwanted pin. MLW111745M

Mountey Boss



- 1 **Boss to fit Mountey Classic steering wheels** with black or brightwork screws for customer's own choice. Has a centre horn push facility for early cars SWABC
- 2 **Multi hole boss adaptor kit** to fit all Mountey 'M' range of steering wheels plus Momo, Jamex, BBS, Sparco and others SWABM
- 3 **Chrome horn push** for all Mountey classic steering wheels fit all SWABP

'Snap-off' Boss Assembly



- 1 **Genuine Raid snap off steering wheel boss.** Designed for instant removal of steering wheel as an effective anti theft device. No wheel, No steal! SWABS
- Fits M range wheels (M34M3P) plus Momo, Jamex, BBS and Sparko.
 Will not fit Mountney Classic wheels.

Mountney Classic Wheels



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

- 1 **Black centre 3 spoke 12" leather semi-dished wheel only** (less boss SWABC) 23SBLB
- 2 **Polished centre 3 spoke 12" semi-dished steering wheel** (less boss SWABC) 23SPLB
- 3 **Classic 1960's and 1970's look.** Black centre 3 spoke 13" with holes, leather semi-dished steering wheel (less boss SWABC) 33SBLBH
- 4 **As above with polished centre** (less boss SWABC) 33SPLBH
- 5 **13" diameter 3 spoke, semi dished steering wheel with dark wooden rim, polished centre.** (less boss SWABC) 353SPW
- 6 **mountney wood rim 13" semi dished slotted steering wheel** 33SPCW

- 7 **Leather/red stitching classic 13" steering wheel** 33SPLBRS

- 8 **M range black moulded 3 spoke black centre, with perforated hand grip areas** 340mm diameter. (uses boss SWABM only, but not included. This is the only wheel that can be used with the snap off boss SWABS) M34M3P

Horn Push Assembly MK1



- 1 **Horn push assembly** 27H6943
- Emblems are no longer available.

Steering Column Bracket



- 1 **Steering column lowering bracket.** Suitable for all pre air bag models (pre 1996) BG5101MS

Heavy Duty Overmats



- 2 **Black with Mini Spares logo** CARPET08
- 3 **Black with small Union Jack** CARPET11
- 4 **Complete Union Jack on luxury pile** CARPET14

Car set of heavy duty specially tailored overmats.

- 1 **Plain black** CARPET08
- 2 **Black with Mini Spares logo** CARPET10
- 3 **Black with small Union Jack** CARPET11
- 4 **Complete Union Jack on luxury pile** CARPET14

Deluxe Carpet Sets



- 1 Universal Carpet sets with two heel pads. (Gear lever hole needs cutting).
- a. Grey with edge beading CARPET03
 - b. Red with edge beading CARPET05
 - c. Black with edge beading MS126
 - d. Blue with edge beading CARPET06

Moulded Deluxe Carpet Sets

Heel pads either side on front and seat heel pads on rear. Soundproof backing attached where required plus fixing clips. Gear lever hole requires cutting for Pre rod change.



1. Deluxe shaped carpet sets for 1959-73 round front tunnel, pre rod change + handbrake gaiter

	SALOON	VAN	ESTATE
Black	CK960A	CK974A	CK970A
Red	CK960M	CK974M	CK970M
Green	CK960G	CK974G	CK970G
Powder Blue	CK960PB	CK974PB	CK970PB
Grey	CK960P	CK974P	CK970P
Biscuit	CK960Z	CK974Z	CK970Z



2. Deluxe Rod change moulded carpets from original tooling with square front tunnel carpet set. From 1973 on

	SALOON	VAN	ESTATE
Black	CK962A	CK973A	CK955A
Red	CK962M	CK973M	CK955M
Green	CK962G	CK973G	CK955G
Powder Blue	CK962PB	CK973PB	CK955PB
Grey	CK962P	CK973P	CK955P
Biscuit	CK962Z	CK973Z	CK955Z

Carpet Fixings



- 1 A car set of the original spiked ring, clip and floor studs to enable fitting the carpets properly CARPET01
- 2 Single floor bracket for carpet clips 14A9065
- 3 Carpet floor stud ADB4811
- 4 Spiked ring for carpet clip 14G8736

Soundproofing



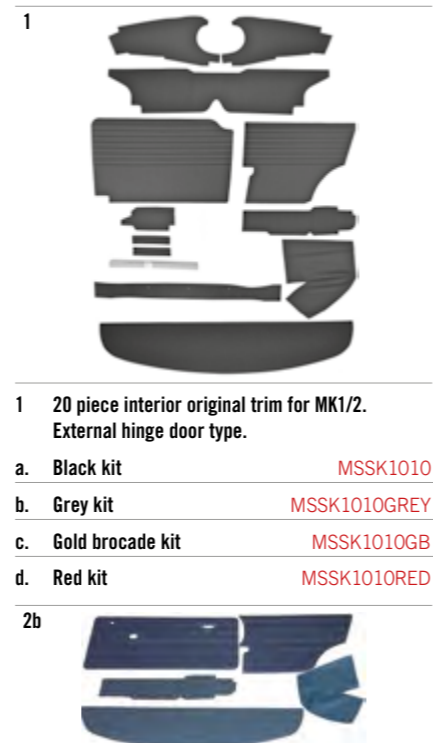
- Soundproofing for Mini firewall with fire retardant backing
- 1 Bulkhead fire wall sound deadening piece for MK3 cars, 1970 onwards CZH798
- 2 Bulkhead fire wall sound deadening piece for MK1/2 and vans etc. 24A280
- 3 Bulkhead insulation 1990 on carb models RHD KPC2359 LHD KPC2360
- Bulkhead insulation injections models RHD ETD101580 LHD ETD101590
- 4a. 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. Felt adhesive spray (500ml) FELT860
- 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) (not Clubman) MS91
- 6 Bonnet sound insulation kit Includes 4 segments to fit in between stiffener supports under bonnet to reduce engine noise in driving compartment (not Clubman) 47H9615
- 7 Sound proofing pads 8x19" approx. Stick on (commonly used in doors & roof). Order individually as PT4008
- 8a. Bonnet and bulkhead insulating pad PVC coated. With heat resistant glue for bonnet pad.
- a. Mini MK3 on CK975A
- b. Clubman only CK977A

Interior trim

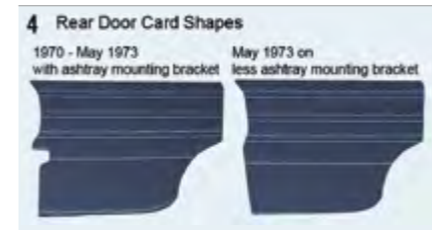
The RETRO type door cards with 8 vinyl weld lines was the original MK1/2 design but incorporated into the MK3 wind up window range of 4 and 9 piece kits. The true trim design for MK3 mini when introduced was 3 twin weld lines including Cooper 'S' MK3.

See AKM2 for all separate pieces of trim.



- 1 20 piece interior original trim for MK1/2. External hinge door type.
- a. Black kit MSSK1010
- b. Grey kit MSSK1010GREY
- c. Gold brocade kit MSSK1010GB
- d. Red kit MSSK1010RED
- 2b
- 2 9 piece kit with 3 twin line vinyl welds as fitted to first wind up window cars 1970 on including Cooper S, as shown
- a. To May 1973 with rear ashtray mount cut out Black MSSK1022 Navy MSSK1023
- b. No rear ashtray mount May 1973 on Black MSSK1024 Navy MSSK1025

- 3 13 piece kit with 3 twin line vinyl welds as fitted to first wind up window cars 1970 on including Cooper S, pre May 1973 with oval dash card and trimmings. Not shown.
- Black TK3007A Navy TK3007N
- 4 Wind up window 4 piece kit with door and rear sides only.
- a. To May 1973 with rear ashtray mount cut out Black MSSK1015 Navy MSSK1016
- b. May 1973 on, with no rear ashtray mount cut out Black MSSK1017 Navy MSSK1018



- 5 Retro 9 piece kits for MK3 on (with Mk1 design pattern). Wind up window type
- a. Black kit MSSK1007
- b. Grey kit MSSK1008
- c. Red kit MSSK1009



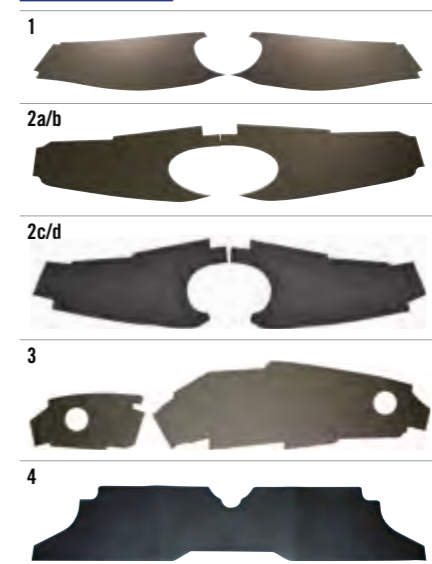
- 6 Retro 4 piece door and rear side kits for MK3 on (Mk1 design pattern). Wind up window type
- a. Black kit MSSK1011
- b. Grey kit MSSK1012
- c. Red kit MSSK1013



- 7 MK3 Mini plastic waterproof door liner membrane. Protects door card from water leaks, extends door card life & prevents warping. 1 kit does both doors. Sold as a pair DL3030

- 8 Front door trim clip MK3 on (9 per side) Order individually GFK7509
- 9 Rear parcel shelf in black
- a. Fine grain pre 1970 ALE3153
- b. Courser grain from 1970-95 WA3027A
- c. MPI twin point cars WA3025A
- d. Other colours can be special ordered

Dashliners



- 1 Central speedo, single clock as per van black painted without air vents VGA4187
- 2 For central speedo type pod with 2 gauges.
- a. Black painted without air vents VGA4192
- b. Black painted with air vents VGA4188
- c. Black vinyl covered with air vents ALE2928
- d. Black vinyl covered without air vents ALE2927
- 3a. Black painted for 2/3 clock type dash with the offset clocks. (Right Hand Drive) DT3047A
- b. Left Hand Drive DT3048A
- 4 Lower dash parcel shelf black liner VGA1995

NEWTON
CLASSICAL INTERIORS

We can also supply all Newton Commercial Trim Products.

See AKM2 for part numbers.

Lower Dash Rail

- 1, 3 Lower fascia trim metal moulding 1959-96 14A8009
- 2 Clip for lower dash rail moulding 14A8010
- 3 Lower black dash rail crash pad fitted from 1967-80 ALA6621

Speaker Board

- 1 Speaker Board with 6" x 9" oval cut outs in wood, carpeted completely. Fits under rear seat.
- a. Red CCC117
- b. Black CCC116

Spare Wheel, Battery Cover

- 1 Spare wheel cover, strong PVC with heavy felt backing - helps reduce noise in car. 10" and 12" wheels only CK902
- 2 Battery box cover 5L877
- 3 Strap for battery box cover 14A7776
- 4 Clip and bolt stainless steel, battery strap to boot floor 14A7880
- 5 Jack bag in black PVC felt backed CV721

Roof Rack

- 1 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

Boot Board & Liner



- 1 Boot Board, black carpet with edge piping.**
 - a. For 5.5 gallon single tank pre 1974** CCC110
 - b. For 7.5 gallon single tank pre injection** CCC111
 - c. For 5.5 gallon twin tank** CCC112
 - d. For all injection cars** CCC113
- 2. Boot board fixing kit. Brackets and rubber buffers**
 - a. For 5.5 gallon tank with 145 tyres** CCC115
 - b. For 5.5 gallon tank with 165 tyres** CCC115A
 - c. For 7.5 gallon tank with 145 tyres** CCC115B
 - d. For 7.5 gallon tank with 165 tyres** CCC115C
- 3 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
- 4 Boot liner kit.** Made from heavy duty board with hard wearing water & mud resistant carpet.
 - a. Red for 5.5 gallon tank. Pre 1974** CCC107
 - b. Black for 5.5 gallon tank. Pre 1974** CCC106
 - c. Red for 7.5 gallon tank. 1974 on** CCC119
 - d. Black for 7.5 gallon tank. 1974 on** CCC118
- 5 Bootlid internal liner panel for insulation and protection of bootlid from dents and scrapes.** Fittings included 14A9838

Custom Fit Car Covers



- 1 Heavy duty outdoor cover. Fully waterproof, 4 layer, vented with under body straps, double stitched & elasticated hems.** Comes with storage bag.

- 1a. Mini Saloon cover** CCC104
- b. Van / Estate / Traveller cover** CCC207

2 Lightweight breathable, water resistant, light weight vehicle cover for Indoor and light outdoor use.

- a. Mini Saloon cover** CCC103
- b. Van / Estate / Traveller cover** CCC203

Headlinings & Rails



Headlinings available in ready shaped material only.

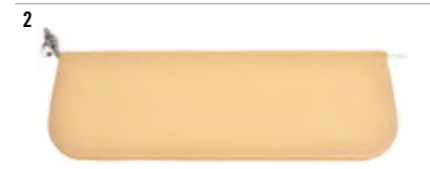
- 1a. Cream Headlining kit with rear corners for MK1/2** 5D4085
- b. Grey Kit** HL3000P
- c. Black Kit** HL3000A
- d. Headlining clips. Pack of 20** C707
- e. Headlining clip individually** 14A8094

- 2 Headlining kit with rear corners for MK3 1970 on**
 - a. In white** PAM5401AP
 - b. In grey** PAM5401LNG
 - c. In black** PAM5401BLACK

- 3 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
 - f. Complete 6 rail kit.** MSSK1020

- 4 Complete car set Includes all headlining, rails, visors & visor fittings.**
 - a. White kit** HL3035W
 - b. Grey kit** HL3035P

Sun Visors



- 1a. Sun visors with central pivot in cream crackle 1959-64** SV2000C
- b. Chrome bracket for above only** SV2004

- 2 Sun visor single swivel Cream crackle 1964-5**
 - a. Less mirror** SV732
 - b. With mirror** SV733
 - c. Main visor clip for SV732/733** GFK7344
 - d. Side visor clip for SV732/733** ADA4484

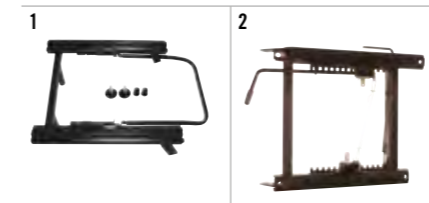
3 Sun visor 1965 on. Original drivers side did not have mirror. Both sides are interchangeable. Less fittings SV2021

- | | | |
|--|-------------|-------------|
| | Less mirror | With mirror |
| a. Cream crackle original 1965-70 | SV2016C | SV2017C |
| b. Black (not original) 1965 on | SV2016A | SV2017A |
| c. Grey 1969-77 | SV2016P | SV2017P |
| d. White with black back (optional) | SV2016W | SV2017W |
| e. White 1977 on | SV2016WW | SV2017WW |
| f. Sun visor fitting kit. Car set fits two sun visors | SV2021 | |

Visit our website for prices, availability and further technical information.

www.minispares.com

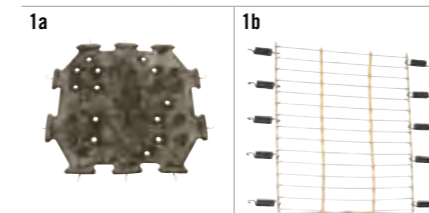
Cobra Seat Frames



- 1 Mini tailored seat subframe** SEAT09
- 2 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

Seat Trim Clips & Webbing



- 1 Seat webbings.**
 - a. Front seat base rubber. 1959-92** CZH3508
 - b. Front seat base. 1959-92** CZH3508MS
 - c. Front seat base. 1993 on** HGD100150
 - d. Front seat squab (back). 1959-80.** C708
- 2a. Seat upholstery to frame clips. Pack of 20** C707
- b. Single clip of above** 14A8094
- 3 Clip for seat base trim to frame. Larger D shape and claw spike** GHF1500

Seat Fittings



- 1 4mm road legal size seat adjuster brackets. Order pair** BG5001MS
- 2 Standard seat bracket. Mounts to the cross member for the fitment of original seats. Order individually** 24A1495
- 3 Seat locking hoop, bolts to floor for original seat 1976 on. Order individually** HFU10001



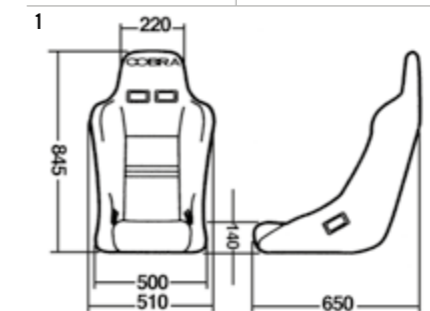
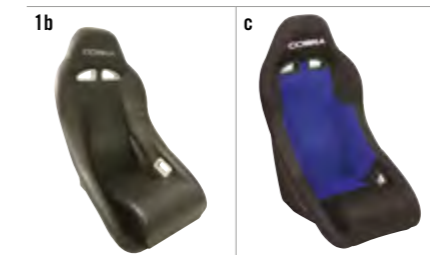
Cobra Seats

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.

Any Cobra product not stocked can supplied in a quick turn around (usually 14 days)

New Clubman Range

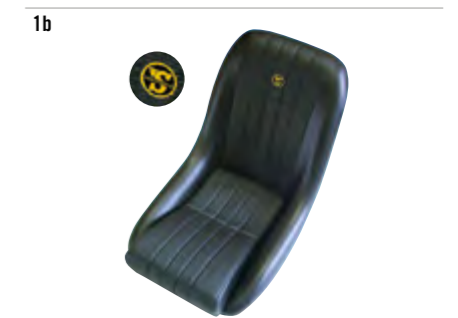
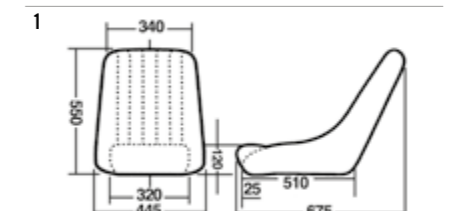


Fixed back, fast road, bucket seat. Styled by Jordan Bennett, the New Clubman is a massive leap in quality and style, yet still represents a true value for money sports seat. Improvements to the frame and cushioning ensure unparalleled comfort and support.

- 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

- 1a. Black and black cloth with vinyl armrests** SEAT03
- b. Black vinyl all over** SEAT03V
- c. Blue and black cloth with vinyl armrests** SEAT03BLUE
- d. Red and black cloth with vinyl armrests** SEAT03RED
- e. Grey and black cloth with vinyl armrests** SEAT03GREY

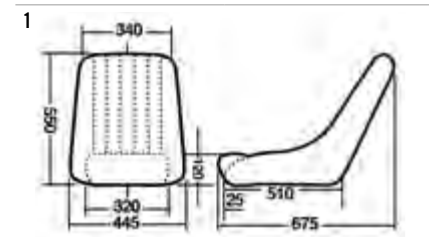
Speedwell Seats



- 1 Classic styled low back seats.**
 - a. Black nylon bucket seat with Speedwell logo embroidered onto the seat** SEAT12
 - b. Black vinyl bucket seat with Speedwell logo embroidered onto the seat** SEAT13

Available to special order with headrests.

Cub Range Seats



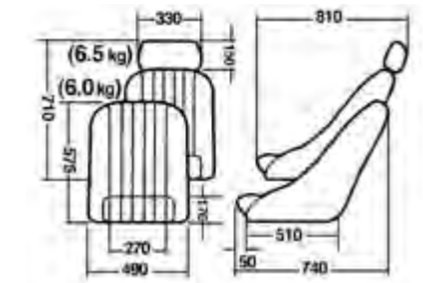
Special narrow traditional fixed back seat. Based upon classic theme, the Cub seat has been specially designed to work where space is at a premium.

- 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.

- 1a. Black nylon covered [SEAT02](#)
- b. Black vinyl covered [SEAT02V](#)
- c. Grey vinyl covered [SEAT02VGREY](#)
- d. Red vinyl covered (special order only) [SEAT02VRED](#)
- 2a. Black vinyl covered with head rest [SEAT04](#)
- b. Grey vinyl covered with head rest [SEAT04GREY](#)

Classic Range Seats



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.

- 1 Classic without headrest.
 - a. Black nylon & no piping [SEAT01](#)
 - b. Red vinyl & no piping [SEAT01RED](#)
 - c. Black vinyl & no piping [SEAT01V](#)
 - d. Black vinyl & black piping [SEAT01VPIPING](#)
 - e. Red vinyl & no piping [SEAT01REDV](#)
 - f. Grey vinyl & no piping [SEAT01VGREY](#)
- 2 Classic with headrest.
 - a. Black nylon & no piping [SEAT11](#)
 - b. Black nylon & red piping [SEAT11PIP-RED](#)
 - c. Black vinyl & no piping [SEAT11V](#)
 - d. Black vinyl & black piping [SEAT11VPIPING](#)

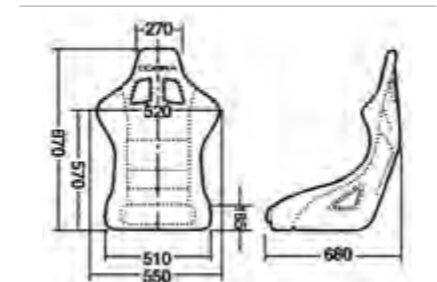
Classic Range Special Order

1 All colour and piping combinations are available to special order only. Please call or email for details of delivery times (2-3 weeks) and special order costs. Note: Leather seats available in all colours.

Available in any one or two colour combinations of colours below.

Nylon Colours	Vinyl Colours	
Black	Black	Navy Blue
Royal Blue	Red	Violet
Red	Grey	Burgundy
Grey	Yellow	White
Yellow	Royal Blue	Ivory
	Tan	Metallic Silver
	Magnolia	Purple
	Orange	British Racing Green

Monaco Competition Range



FIA Certified and approved for use in motorsport.

- Compact / Lightweight
- Reinforced shoulder and side pads
- Slotted for use with competition harnesses
- Mounts using Cobra competition seat mounts
- Ultra strong construction

- 1 Monaco competition seat cloth
 - Black [SEAT14](#) Grey [SEAT14GREY](#)
 - Red [SEAT14RED](#) Blue [SEAT14BLUE](#)

Seat Belts & Fixings



- 1 Static seat belt. Order individually
 - a. Front static seat belt. Black only [MSSB1112](#)
 - b. Rear static seat belt. Black [MSSB1113](#)
 - c. Rear static seat belt. Red [MSSB1113RED](#)
 - d. Rear static seat belt. Blue [MSSB1113BLUE](#)
 - e. Rear static seat belt. Beige [MSSB1113BEIGE](#)

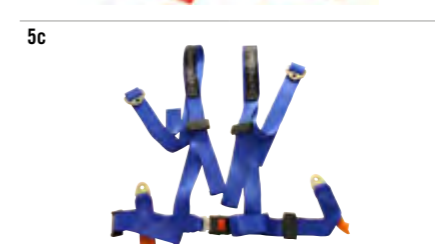


- 2 Automatic seat belts are also available in the following colours, blue, grey and red. Front automatic (inertia) seat belt. Order individually

	Standard Mini	45cm longer stalk (fits Moke)
Black	MSSB1111	MSA1111-45
Red	MSSB1111RED	MSA1111-45RED
Blue	MSSB1111BLUE	MSA1111-45BLUE
Grey	MSSB1111GREY	MSA1111-45GREY
Beige	MSSB1111BEIGE	MSA1111-45BEIGE

- 3 Rear automatic (inertia) seat belt.
 - Black. Order individually [MSSB1109](#)
 - Red. Order individually [MSSB1109RED](#)
 - Blue. Order individually [MSSB1109BLUE](#)
 - Grey. Order individually [MSSB1109GREY](#)

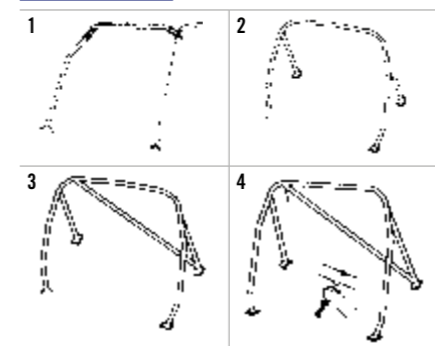
- 4 3 point fixing rally harness.
 - a. Black. Order individually [MSA1114](#)
 - b. Red. Order individually [MSA1114RED](#)
 - c. Blue. Order individually [MSA1114BLUE](#)



- 5 4 point fixing rally harness. 2" wide strap
 - a. Black. Order individually [MSA1110](#)
 - b. Red. Order individually [MSA1110RED](#)
 - c. Blue. Order individually [MSA1110BLUE](#)
- 6 Seat belt eye bolts, When fitting 3 or 4 point harnesses. Comes as a pair [681-1](#)

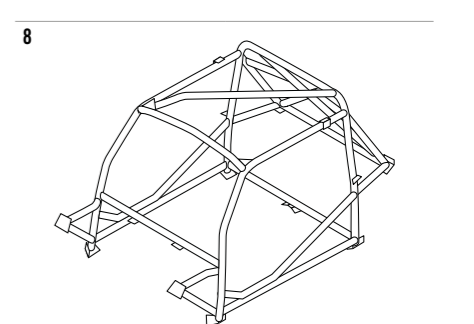
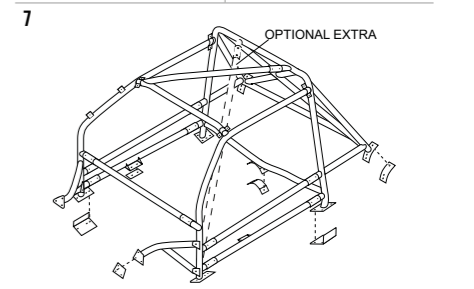
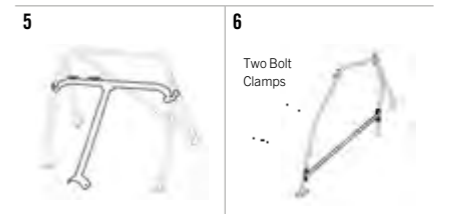
- 7 Seat belt threaded anchor plates for eye bolts, When fitting 3 or 4 point harnesses. Comes as a pair [681-4](#)

Roll Cages



All cages are by the leading manufacturer Safety Devices and are to FIA approved standard, except where stated.

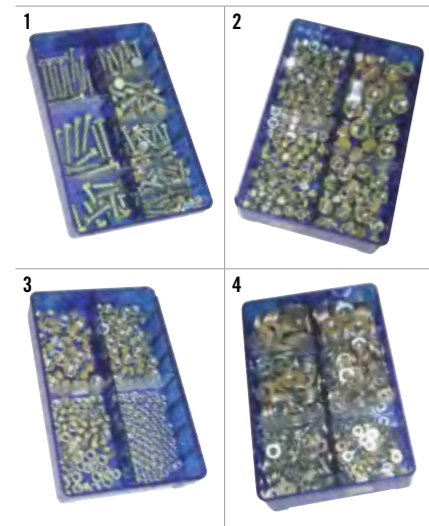
- 1a. Front Cage [C-STR237SD](#)
- b. Roll Cage Dash bar, an optional item can be fitted to above, as per Mighty Mini Spec [C-STR53SD](#)
- 2 Rear Cage. No Diagonal. NOT FIA approved [C-STR47SD](#)
- 3 Rear Cage Fixed Diagonal.
 - a. R/H drive [C-STR48SD](#)
 - b. L/H drive [C-STR50SD](#)
- 4 Rear Cage. Removable Diagonal. NOT FIA approved, so not suitable for Mighty Mini.
 - a. R/H drive [C-STR49SD](#)
 - b. L/H drive [C-STR51SD](#)



- 5 Harness bar has been developed for the Mighty Mini Race series. Fits No.3 or 4 cages above [C-STR52SD](#)
- 6 Door Bar Single with two bolt clamps [C-STR238SD](#)
- 7 Full bolt-in light weight multi point cage. MSA/FIA homologated [C-STR54SD](#)
- 8 Full weld in cage from safety devices. MSA/FIA homologated. [C-STR55SD](#)

Safety Devices Roll Cages utilise two bolt clamps.

UNF Nuts, Bolts & Washers



1. Assorted high tensile setscrews, UNF sizes 3/16" to 3/8". Zinc plated. Order box as **GMS114**

Description	Qty in Box	Single Bolt 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

2. Assorted "P" type nylon insert locknuts, UNF sizes 1/4" to 1/2". Zinc plated. Order box as **GMS116**

Description	Qty in Box	Single Locknut Code
1/4"	80	GFK3321
5/16"	60	GFK3322
3/8"	40	GFK3323
7/16"	20	GFK3224
1/2"	20	GFK3225

3. Assorted plain steel nuts, UNF sizes 3/16" to 3/8". Zinc plated. Order box as **GMS115**

Description	Qty in Box	Single Nut Code
3/16" UNF	110	GFK3210
1/4" UNF	80	GFK3211
5/16" UNF	70	GFK3212
3/8" UNF	40	GFK3213

4. Assorted flat washers, sizes 3/16" to 1/2". Zinc plated. Order box as **GMS126**

Description	Qty in Box	Single Washer 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

Engine / Gearbox Tools



- 1 **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**
- 2 **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**
- 3 **Carbalancer** allows both air intakes on twin and twin choke carburetors 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**
- 4a. The **valve grinding stick** is necessary for grinding in the valves when rebuilding cylinder heads **MSA1004**
- b. **Valve grinding paste** **MSA1005**
- 5 **Valve spring compressor** **TOOL05**
- 6 **Deep 3/8" drive 21mm socket for spark plug** **TOOL18**
- 7 **Tool for removing spin on oil filters.** From 65-120mm diameter and fits both 1/2" or 3/8" drive **TOOL09**
- 8 **Crankshaft tap 5/8"x16 tpi Whitworth** **TOOL20**
- 9 **1 1/2" AF deep socket, 1/2" drive** is specially made for changing swivel pin joints & will also fit the flywheel bolt **TOOL03**



- 10a. **30mm socket for verto type flywheel** **TOOL13**
- b. **1 15/16" AF socket, 1/2" drive AF socket** for use on the crankshaft bolt and camshaft nut when changing timing cover oil seal or timing gears, steering wheel & disc brake hub nuts **TOOL04**
- 11 **Flywheel puller that includes bolts for either early AF or metric type late flywheels** **CE1**
- 12 **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**
- 13 **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**
- 14 **1 1/2" AF flat spanner tool** for the flywheel bolt to change the clutch **BLM024**
- 15 **Tool for removing RPS1416 roll pin** from the gear selector mechanism **TOOL17**
- 16 **Bearing puller** for removing AAU8424 nose bearing only on 1st motion shaft-not outer track. Also used for small gears, pulleys and bearing on alternators **18G617**
- 17 **Socket for C-AHT147 special crank damper bolt** **TOOL22**
- 18 **Flywheel locking tool** **TOOL25**

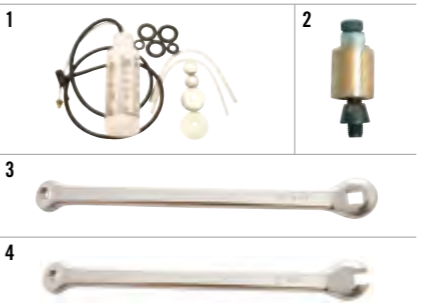
Suspension Tools



- 1a. This is the best reasonably priced pump for all hydrogas and hydrostatic suspensions **TOOL01**
- b. **Replacement valve** for TOOL01 **TOOL01VALVE**
- 2 **Hydrostatic fluid. 5 Litre can** **MORRIS05**
- 3 **A 'must' have for maximising steering geometry especially when components are changed or upgraded.** Super accurate and a 100% level floor is not required. The geometry angles are measured by a special scale and plumb line on the base board and supplied with easy to use instructions. Should be used in conjunction with TOOL11 wheel tracking tool **TOOL10**
- 4 **Rear hub puller for extracting rear hub** neatly when changing studs, wheel bearings or oil seal **660260**
- 5 **Simple and accurate tool for checking the wheel tracking.** Essential when suspension modifications or upgrades are carried out. Roller bearing platform and a completely flat and level floor is not necessary. Should also be used in conjunction with TOOL10 geometry tool **TOOL11**
- 6 **Cup type ball joint separator** **660310**
- 7 **Universal scissor type ball joint splitter** for swivel pins, to lower and upper arm joints, plus track rod ends. **660550**
- 8 **General purpose wedge type splitter for ball joints.** A cheaper alternative to above **660490**
- 9 **Suspension rubber cone compressor with one threaded metric pin** for vehicles from 1976 only, or any with latest metric cones **TOOL07**
- 10 **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**
- 11 **Universal grease gun** **0240**
- 12 **Wheel bearings should be torqued to the specified setting using this washer,** and then removed and replaced with the cone washer and torqued down again **TOOL21**
- 13 **1 1/2" AF deep socket, 1/2" drive** for swivel pin joints **TOOL03**

Brake 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 **Tool for fitting the rear wheel cylinder clip and early single front cylinder version** **TOOL14**
- 3 **Brake adjuster with long arm for leverage** 5/16 AF closed end for lower front and all rear drums and 7mm for late bleed screw **660510**
- 4 **Brake adjuster with long arm for leverage** 5/16 AF open end especially for upper front and fits others and 1/4" AF original bleed screw **BLM810**

Body Tools



- 1 **Heavy duty windscreen fillet tool** **TOOL12**
- 2 **Windscreen beading tool.** Required for fitting the chrome or black insert in the windscreen rubber or backlight rubber **TOOL02**
- 3 **Tool for fitting & removing the bush from the**

- external hinges** as fitted to MK1/2 and Vans etc **TOOL15**
- 4 **Tool for removing the pin from external hinges** on MK1/2 & Vans. The correct shape and length centre punch **TOOL16**
- 5 **Poly coated tape 50mm wide-extra strong** for repairs or tidying up wires/body edges, hoses etc..
 - a. **Black** **MSA1100BLACK**
 - b. **Silver** **MSA100SILVER**
 - c. **White** **MSA1100WHITE**

Wheel Nut Impact Sockets

- 1a **1/2" drive, six sided socket for wheel nuts. Reduces damaged to wheel nuts.**
- a. **1 1/16" UNF** for original wheels nuts **TOOL23**
- b. **17mm** for many non genuine wheel nuts **TOOL24**

General Tools

- 1a **1/4" af imperial socket set 8pc**
Sizes 1/4", 9/32", 5/16", 11/32", 3/8", 13/32", 7/16", 15/32", 1/2"
a Shallow **TOOL26**
b Deep **TOOL27**
- 2 **3/8" af imperial socket set 8pc**
Sizes 3/8", 7/16", 1/2", 9/16", 5/8", 11/16", 3/4", 13/16"
a Shallow **TOOL28**
b Deep **TOOL29**
- 3 **Imperial/metric offset feeler gauge set** **TOOL30**
- 4 **Castrol classic oil pump can** **J106**
- 5 **AF/imperial & metric combination spanner set 32pc** **TOOL31**

Decal Kits

For the full range of decal kits please see our website www.minispares.com

1		City E MSSK2232
2		Mayfair - Script MSSK2230
3		City MSSK2233
4		Mayfair - Block MSSK2231
5		Mini 25 MSSK2234
6		Ritz MSSK2235
7		Park Lane MSSK2236
8		Piccadilly MSSK2229
9		Designer - Mary Quant Black car kit MSSK2219 White car kit MSSK2218
10		Jet Black MSSK2221
11		Red Hot MSSK2220

12		Check Mate MSSK2208
13		Flame Red MSSK2209
14		Racing Green MSSK2207
15		Rose MSSK2215
16		Sky MSSK2216
17		Studio 2 MSSK2214
18		Mini Thirty Red car kit MSSK2202 Black car kit MSSK2203
19		Mini Cooper kit White MSSK2110 Black MSSK2111 Silver MSSK2109 See kits & stickers on page opposite.
20		Neon by Mini MSSK2217
21		British Open Classic MSSK2204
22		The Italian Job White car kit MSSK2201 Non white car kit MSSK2200

23		Sprite MSSK2222
24		Mini 35 MSSK2206
25		35 Anniversary Classic LE MSSK2224
26		Mini Cooper Rallye Monte-Carlo MSSK2205
27		Rio MSSK2223
28		Side Walk Blue car kit MSSK2225 White/grey car kit MSSK2225A
29		Mini Cooper 35 MSSK2211
30		Balmoral Edition MSSK2237
31		Works 'S' MSSK2228
32		Tahiti MSSK2226
33		Equinox MSSK2227

34		Mini 40 Gold (UK) MSSK2210 Silver MSSK2238 Black MSSK2239
35		Cooper 'S' MSSK2213
36		Brooklands MSSK2240
36		Silverstone MSSK2241
37		Brooklands MSSK2242
38		Brooklands MSSK2243
39		Monza MSSK2244
40		Brooklands MSSK2245

Bonnet Stripes

1a		1 Bonnet stripes as fitted to latest Coopers. Available in pairs only (one car set).
1d		a. Plain white MSA1120
1e		
1f		

- b. Plain black MSA1121
- c. Plain silver MSA1123
- d. Union Jack MSA2221
- e. Black & white check MSA2220
- f. White & clear check MSA2219

Roof Decals



- 1 Union Jack roof decals. (only red and blue sections supplied) DAF105120
- 2a. Checkered white squares DAF105090NMN
- b. Checkered black squares DAF105090PMA

Sportspack Decal Kits



- 1 / 2 Sports pack decal kit less badges. Side strips, laurels & bonnet stripes
- a. White decals only MSSK2110
- b. Black decals only MSSK2111
- c. Silver decals only MSSK2109

- 2 Sportspack decal kit with 2 badges
- a. White decal kit & 2 Mini emblem winged badges MSSK2112
- b. Black decal kit & 2 Mini emblem winged badges MSSK2113
- c. White decal kit & 2 Cooper emblem winged badges MSSK2114
- d. Black decal kit & 2 Cooper emblem winged badges MSSK2115

Authentic Stickers



- 1. Cooper laurel decal as used on late Coopers. Not original
- a. White decal. Order individually MSA1127
- b. Black decal. Order individually MSA1128
- 2a. Safety Fast rosette external TR205
- b. Safety Fast rosette for windscreen only TR206
- 3 Special Tuning transfer external TR207
- 4a. BMC rosette for windscreen only TR204
- b. BMC rosette external TR208
- 5. ST tuning Abingdon badge green and white external ST153

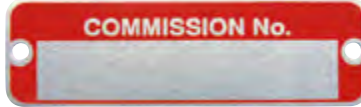
GB Badges



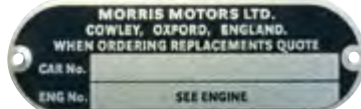
- 1 British Isles badge. Stainless steel stick on DAM100691MS
- 2 Union Jack badge. Chrome look plastic stick on DAM100693MS
- 3 GB oval badge. Chrome look plastic stick on DAM100692MS
- 4 GB badge. Stainless steel stick on shaped to fit boot lid DAM100690MS
- 5 Resin enamel Union Jack badge screw on type MSA2120
- 6 Union jack stick on version no lugs MSA2119
- 7 Union Jack & checkered flag badge stick on BADGE0001

Metal chassis, engine and rocker cover plates

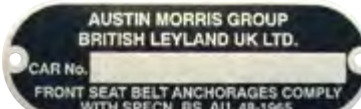
Commission number plates (red) **CP301**



Morris motors chassis plate **CP316**



Austin/Morris chassis plate **CP339**



Engine number plate **CP343**



Engine number plate fixing rivet, 2 required. Order individually **CP343**



Austin rocker cover plate **CP348**



Weslake rocker cover plate **CP350**



Morris rocker cover plate **CP364**



Chassis plate Austin Mini all MK1/2 **CP379**



Chassis plate Rover Group **CP477**



Original Stick-on Labels

Tudor screen wash bottle sticker **ST124**



Mini Cooper rocker cover sticker **DAF10397**



Leyland ST rocker cover label **ST110**



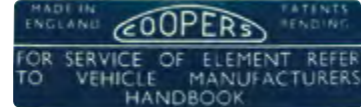
Negative earth label silver/black **ST113**



Negative earth label red **ST115**



Cooper air filter sticker **ST120**



British Leyland Logo (32 x 40mm) for Rocker Cover **ST126**



Morris rocker cover sticker **ST135**



Austin rocker cover sticker **ST136**



Weslake patents **ST137**



Healey valve clearance sticker **ST154**



Mini Front Badges

Austin Mini MK1 Surround **14A6837**



Austin Mini MK1 Insert **24G1201**



Morris Mini MK1 badge **ADA3580**



Morris Cooper & "S" MK1 badge **24A72**



Austin Cooper & "S" MK1 badge **24A71**



Austin Cooper MK2 Insert **ALA6513**



Austin Cooper MK2 Surround **ALA6517**



New Mini Cooper in plastic **DAH10036**



Late type winged Mini emblem **DAH100590MMM**



Bonnet Surround Cooper "S" MK2 **ALA6519**



Austin Cooper "S" plastic insert **ALA6514**



Morris Cooper "S" plastic insert **ALA6515**



Italian Job **DAB101130**



Mini **DAB10076**



Leyland A panel side **CZH2717**



Checkmate flag **DAB10038**



Mini silver on black **CZH4378**



Mini **CZH1305**



Mary Quant **DAB10001**



1959-1989 **DAB10048**



MINI 40th Bonnet Badge **DAB101600**



Mini Rear Badges

Surround MK2 for rear badge **ALA6542**



Cooper "S" MK2 plastic insert **ALA6536**



Austin Cooper MK2 plastic insert **ALA6538**



Morris Cooper MK2 plastic insert **ALA6537**



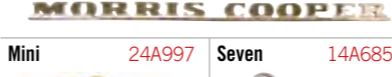
"Austin Mini" rear badge **ALA6622**



"Mini Minor" rear badge **ADA3730**



"Morris Cooper" rear badge **24A24**



Mini **24A997**



Wolseley **ALG571**



Riley **ALA6748**



MK **AVB191**



Austin **14A6802**



Cooper **24A23**



"Automatic" rear badge **24B2639**



850 **ALA6694**



1000 **ALA6695**



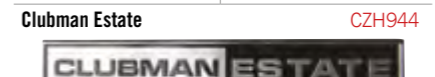
1275 **ALA6696**



1.3i **DAL10237**



Speedwell **AXE4243**



Small "s" **24A1401**



Large "S" **24A1402**



Clubman Estate **CZH944**



Mini 1275 GT **CZH1269**



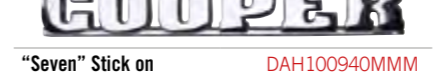
Mini 1275 GT (Late) **CZH4154**



Mini Cooper S **CZH1381**



Mini Special **CZH4016**



Mini Clubman **CZH4153**



Mini **DAH100630MMM**



"Cooper" Stick on **DAH100950MMM**



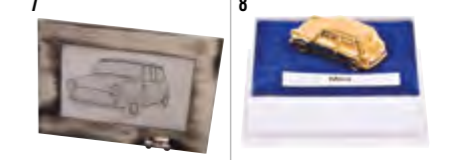
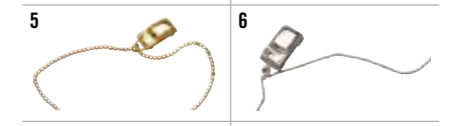
"Seven" Stick on **DAH100940MMM**



"Cooper Sport" Stick on. **DAH100920MMM**

Mini stick on. Chrome face 1992 on **DAH10037**

Jewellery



1 Mini tie bar, gold plated costume jewellery **JWL1002**

2 Mini earrings, gold plated **JWL1009**

3 Mini cuff links, gold plated **JWL1004**

4 Large Mini badge with 2 studs, gold plated **JWL1001**

5 Mini 52cm necklace, gold plated **JWL1008**

6 Mini necklace, hallmarked silver **JWL1010**

7 Mini picture/photo frame, antique pewter **JWL1014**

8 Mini tie pin, gold plated **JWL1000**

Keyrings



1 Mini gold plated keyring **JWL1006**

2 Mini antique pewter keyring **JWL1007**

3 Union jack keyring **MSA2128**

4 Mini Spares leather keyring **KEYRING03**

5 Black leather keyfob to attach any of the Emblems. Sold separately (page 85) **MSA2105**

Our focus is keeping your Mini where it should be, on the road.

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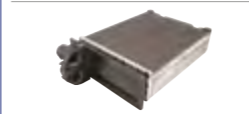
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