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IMPORTANT INFORMATION

This concise parts catalog of the standard manual drive Mini has been depicted as a guide on parts and features to help fitment and decide which parts can be replaced. Some parts no longer available are not shown, but some which might have been required for restoration are shown as a guide only. Parts marked CWE means there are minimum stocks available and when depleted will become unobtainable.

This parts catalog includes mechanical parts, performance parts, body parts and a limited list of accessories. This catalog format (with spiral binding) was chosen since it is assumed that periodic updates will be available. Most part numbers used are those commonly used throughout the industry and are for the most part O.E.M. numbers. Our Monthly Newsletters should be considered a supplement to this complete catalog

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By reading through this parts catalogue and cross referencing pages all relevant information required should be obtainable. Mini Mania has no control over parts being made obsolete by the manufacturer, but will try and reintroduce the parts from original drawings and specifications when possible and viable. Mini Mania reserve the right to make changes or improvements in the construction or equipment of their products at any time.

Mini Mania continues to be the lowest price supplier in this country. Our costs are reviewed monthly to insure that your costs are maintained at the minimum **and thus a price sheet for this catalog is not available.**

Our TOLL FREE telephone line provides a cost effective way to either order your parts or get a price quote for your specific needs. (good for the 30 days)! See all our ordering information on the last page of this catalog.

Standard Abbreviations, Terms & Conversions

A/R	=	QUANTITY AS REQUIRED
∅	=	INTERNAL DIAMETER
C.W.E.	=	CEASE WHEN STOCKS EXHAUSTED
HC	=	HIGH COMPRESSION
LC	=	LOW COMPRESSION
L/H	=	LEFT HAND
R/H	=	RIGHT HAND
LHD	=	LEFT HAND DRIVE
RHD	=	RIGHT HAND DRIVE
M	=	METRES
MPH	=	MILES PER HOUR
KPH	=	KILOMETRES PER HOUR
NLA	=	NO LONGER AVAILABLE
NO.	=	NUMBER
PR	=	PAIR
STD	=	STANDARD
O/S	=	OVERSIZE
R/H/T	=	RIGHT HAND THREAD
L/H/T	=	LEFT HAND THREAD
O/D	=	OUTSIDE DIAMETER
RELUCTOR	=	ELECTRONIC MANAGEMENT TRIGGER
CR	=	COMPRESSION RATIO
COOPER	=	ORIGINAL COOPER TO 1970
NEW COOPER	=	1990 LATEST TYPE
T.B.I.	=	THROTTLE BODY INJECTION 1991 ON
'S'	=	COOPER S PRE 1971
S.E.	=	SPECIAL EDITION COOPER, 1000 MADE JULY 1990
FUEL INJ	=	FUEL INJECTION AS PER T.B.I.
P.D.W.A.	=	PRESSURE DIFFERENTIAL WARNING ACTIVATOR
ADO16	=	AUSTIN/MORRIS 2/4 DOOR SALOON 1963-74 (ROVERS INT. REF)
ADO20	=	MINI SALOON AND VARIANTS (ROVER'S INTERNAL REFERENCE)
MS	=	MINI SPARES PRODUCT PART NUMBER
VIN	=	VEHICLE IDENTIFICATION NUMBER

CONVERSION CHART - FROM FRACTIONS TO DECIMALS

1/16"	=	.0625"
1/8"	=	.1250"
1/4"	=	.250"
3/8"	=	.375"
5/16"	=	.3125"
7/16"	=	.4375"
1/2"	=	.500"
9/16"	=	.5625"
11/16"	=	.6875"
3/4"	=	.7500"
13/16"	=	.8125"
7/8"	=	.8750"
15/16"	=	.9375"
1"	=	1.000"

IDENTIFICATION NUMBERS

ORIGINAL ENGINE IDENTIFICATION NUMBERS

850CC

8A Austin up to 25000
8MB Morris up to 25000
8AM Austin/Morris 25000 on
8AH Austin/Morris automatic
8AJ Austin/Morris closed circuit breathing
8AK Austin/Morris auto with
closed circuit breathing

8WR Wolseley Hornet, Riley Elf

8AC Moke

85H/101 1969 on

On 850cc the 3rd suffix letter 'L' or 'H' denotes low or high compression, eg. 8AM/U/H101 denotes high compression.

998 MINI

9WR/ Wolseley Hornet/Riley Elf MKII pre
closed circuit breathing

9AD/ Austin, Wolseley Hornet/Riley MKII with
remote gearbox, closed circuit breathing

9AE/ Wolseley Hornet/Riley Elf MKIII

99H-/101 on Wolseley/Riley Mini Clubman,
Mini 1000cc 1970 on MKIII dished piston

99H/791 Mini 1974 on dished piston

99H/997 A plus block 1980 on flat top piston,
economy 2.95 ratio

99H/A97P A plus, dished, pre A plus gears, 3.44
final drive, 12 wheels

998 A-PLUS BLOCK

WITH CENTER LOCATING GROOVE ON MAINCAP

1985 ON FLAT TOP WITH CIRCLIP TYPE PISTON

99H/B81 to engine 127431

99H/C20 to engine 105023

99H/997 from engine 127422, 2.9 final

99H/A53P

FLAT TOP WITH PRESS FIT GUDGEON PIN

99H/B81 from engine 127432

99H/C20 from engine 105024

99H/D80

998 A-PLUS BLOCK

WITH CENTER LOCATING GROOVE ON MAINCAP 1985 ON

FLAT TOP WITH PRESS FIT GUDGEON PIN PISTONS (LEAD FREE)

99H/G30/G32/G33

99H/F15/16

99H/E20/E21

99H/D81

LBB10089

DISHED PISTONS W/PRESSFIT GUDGEON PIN

99H/D83P from engine 102909

99H/D84P from engine 100217

DISHED PISTONS W/ PRESS FIT GUDGEON PIN

99H/G31

(LEAD FREE)

99H/E22

LBB10175

1100CC

10AMW/Ta Clubman Estate plus Austin 1100
(AD016)

10H791 Clubman Saloon

10H-/H All Austin 1100cc 2/4 door derivatives
Saloons (ADO16)

10GR/Ta/H MG1100

10GRB/Ta/H MG1100/Wolseley 1100cc

10V/Ta/H Vander Plas 1100cc

1275CC WITH SOLID WALL BLOCK

12G/Ta/H 1275 'S' rods Wolseley/MG/Riley/
VP1300(ADO16)

12H379 1275GT, dynamo, neg. earth, electric fuel
pump

12H380 1275GT, alternator, electric fuel pump,
remote gearbox

12H389 1275GT, dynamo, mechanical pump,
remote gearbox

12H390 1275GT, alternator, mechanical pump,
remote gearbox

12H706 1275GT alternator, mechanical pump,
rod change

12H397 Cooper 'S' MKIII, dynamo negative earth

1275CC WITH SOLID WALL BLOCK

12H398 Cooper 'S' MKIII with alternator

12H-/ 1275, Allegro, Austin 1300cc

12H610/635 Innocenti Mini with Duplex,
with 11 stud head

12H719/832 Innocenti Mini with Simplex,
with 11 stud head

997 COOPER

9F/Sa/H 101 to 26376 (except 19201 to 20410,
which became 1071)

DISHED PISTONS WITH CIRCLIP TYPE PISTONS

99H/B83P to engine 102908

99H/B84P to engine 100216

998 COOPER (January 1964 on)

9FA/Sa/H MK1 Austin pre closed circuit breathing
9FD/Sa/H MK1 Morris up to engine no.1934, all Austin MKII
closed circuit breathing
9FD/Sa/H Morris MKII from engine number 1935 - 33660, closed circuit breathing
9FD/Xe/H4 synchro gearbox introduced
99H/-/H Last of manufacture 1969

1275, 1990 ON 12A

12A/2A Carburettor

12A/2B Carburettor and catalyst

12A/2D TBI fuel injection 9.4CR

12A/2E TBI fuel injection 10.1CR

Following suffix:

G01 10.1CR, 3.1 final drive/catalyst, no oil cooler

G03 9.4CR, 3.1 final drive/catalyst, May 1992 on

G04 9.4CR, 2.76 final drive/catalyst, France only

G05 9.4CR, Auto/catalyst

F53 10.1CR, 3.1 final drive/catalyst with oil cooler

F75 9.4CR, TBI, 3.1 final drive (non open loop catalyst)

F76 9.4CR, Auto (non open loop catalyst)

F77 10.1CR, TBI Cooper, 3.2 final drive (non open loop catalyst)

COOPER 'S' VARIANTS

970CC

9F/Sa/X 29001-29003 Tecalemit filter

9FD/Sa/X Closed circuit breathing introduced, Tecalemit filter

9FE/Sa/X Closed circuit, filter with oil switch introduced

9F/Sa/X 29039-30029 Purolator filter with switch, closed circuit breathing

1071CC

9F/Sa/H 26501 to 33660 plus 19201 to 20410

9FD/Sa/H 33661 to 33948 closed circuit breathing with oil switch filter

1275CC

9F/Sa/Y 31001 to 31405 pre closed circuit breathing, Purolator filter

9FD/Sa/Y Closed circuit breathing, oil switch on filter after 32178

9FE/Sa/Y Closed circuit breathing, Purolator filter with oil switch, piston change

9F/Sa/Y 32378 on, closed circuit Purolator filter

with oil switch. AEG510 camshaft introduced at 40,006. Cross drilled EN40B crank at 42,730, metal dipstick and tube, 42548 on

12H397 MKIII 'S' with dynamo EN16 crank tufrided

12H398 MKIII 'S' with alternator EN16 crank tufrided

Only Cooper 'S' with 9F prefix engines had EN40B forged steel nitrided crankshafts. All other A series had EN16 which was only tufrided on MKIII 'S' and 1300GT (ADO16) with 12G1683 stamping number on crank.

CRANKSHAFT IDENTIFICATION CHART

(CASTING OR STAMPING NUMBER)

22A62/63	Early 850 with oil feed for primary gear, 1.375" tail	850cc
22A298	Early 850 thin nose crank, 1.375" diameter tail	850cc
12A670	850 crank with 1.5" diameter tail	850cc
12A298		997cc
12A375	Oil feed hole for primary gear	997cc
12A595	Early crankshaft casting	998cc
12A1451	Later specification casting	998cc
BHM1436	A plus 1985 on (12A1451 casting)	998cc
12G82		1100cc
AEG330	EN40B not cross drilled	970cc
AEG171	EN40B not cross drilled	1071cc
12G1287/8	EN16 1.625" con rod journal	1275cc not 'S'
12G1505	EN16 1.75" con rod journal	1275cc not 'S'
12G1683	12G1505 casting tufttrided 1.75" con rod journal	1275cc not 'S'
CAM6232	Rolled fillet radius on bearing journals, A-Plus, 1.75"	1275cc not 'S'
AEG315/6	EN40B not cross drilled, nitrided, 1.625"	1275 Cooper 'S'
AEG479/480	EN40B cross drilled, nitrided, 1.625"	1275 Cooper 'S'
AEG623	EN16 tufttrided 1.625" con rod journal	1275 Cooper 'S'

CASTING NUMBERS ON CYLINDER HEADS

NUMBER	INLET	EXHAUST	CC	NORMAL APPLICATION
2A628	1.0625"	1.000"	24.5cc	848, 998 Mini and 948 Sprite
12A1456	1.0625"	1.000"	24.5cc	848, 998 Mini and 948 Sprite
CAM4180	1.0625"	1.000"	25.5cc	998 Mini A-Plus and lead free
2A629	1.0625"	1.000"	24.5cc	948, A35 and Minor
12G202	1.156"	1.000"	26.1cc	997 Cooper, 1100 MK1
12G206	1.218"	1.000"	28.3cc	998 Cooper, MG1100
12G295	1.218"	1.000"	28.3cc	998 Cooper, MG1100
12A185	1.401"	1.218"	21.4cc	MK1 Cooper 'S'
AEG163	1.401"	1.218"	21.4cc	MK1 and 2 Cooper 'S'
12G940 inc Turbo	1.3125"	1.156"	21.4cc	1300, 1275GT, all late A-Plus variants
12G1805	1.401"	1.156"	21.4cc	MG1300, 1300GT, Cooper 'S' MK3
12G940	1.401"	1.156"	21.4cc	As line above plus MG Metro

CC = Original Combustion Chamber size.

All engines with prefix GSE or RKM were of UNIPART origin when BL split its parts organisation.

'E' at the end of part numbers denotes that it is a reconditioned service unit only.

Engine number followed by 'N' indicates a new unit.

ENGINE NUMBER REFERENCE ON FACTORY REPLACEMENTS MANUAL UNITS

8G28	Oil feed to primary gear crank, 1.375" tail	850cc
8G35	Deva conversion crank, 1.375" tail	850cc
8G45	Gold seal, 1.5" diameter tail	850cc
GSE1101E	Gold seal	850cc
RKM1101E	Silver seal	850cc
BHM1307E	Gold seal 85H Prefix replacement	850cc
8G18	Oil feed to primary gear crankshaft	997cc Cooper
8G36	Oil feed converted crankshaft and primary gear	997cc Cooper
8G29	Deva bush	997cc Cooper
8G33	Fitted with 28G193 cylinder head (12G202)	998cc Cooper
8G40	28G222 cylinder head introduced (12G295)	998cc Cooper
8G42	Closed circuit breathing rocker cover/sideplates	998cc Cooper
8G49	Purolator oil filter pressure switch introduced	998cc Cooper
GSE1103E	Gold seal, was RKM1120E silver seal	998cc Cooper
RKM1103E	Silver seal	998cc Cooper
8G156E	Mini and Austin 1100 (ADO16)	1100cc Clubman and Special
RKM1150E	Mini Clubman silver seal unit	1100cc Clubman and Special
RKM1151E	Mini Clubman silver seal unit	1100cc Clubman and Special
BHM1042	New and gold seal 1974 to 1980	1100cc Clubman and Special
BHM1229	New and gold seal, A plus block 1980 on	1100cc Clubman and Special
8G57	998 new from 1969 and exchange for all pre A plus	998cc Mini pre A plus to 1981
GSE1102E	Gold seal, was RKM1119E silver seal	998cc Mini pre A plus to 1981
RKM1102E	Silver seal	998cc Mini pre A plus to 1981
RKM1119E	Silver seal, replaced by RKM1102E	998cc Mini pre A plus to 1981
BHM1232	LC piston/CAM6267 cam, early cyl/head crank	998cc Mini A plus
BHM1377	HC piston/CAM4717 cam, early cyl/head crank	998cc Mini A plus
BHM1458	LC piston/CAM6267 cam, late A-PLUS mains/cyl head	998cc Mini A plus
BHM1460	HC piston/CAM4717 cam, late A-PLUS mains/cyl head	998 Mini A-PLUS press fit pin piston introduced
LBB10089	LC lead free/CAM6267 cam, late A-PLUS mains/cyl head	998 Mini A-PLUS press fit pin piston
8G200	New and gold seal	Mini 1275GT
38G527	New and gold seal, for 12H706/707/831	Mini 1275GT
RKM1130E	Silver seal, was RKM1112E	Mini 1275GT
RKM1152E	Silver seal	Mini 1275GT
RKM1112E	Silver seal	Mini 1275GT
BHM1220	A-Plus	Mini 1275GT
8G199E	Gold seal, with Duplex	1300GT Innocenti Mini, 11 stud cyl head
38G559E	Gold seal, with Simplex, 12H719/832	1300GT Innocenti Mini, 11 stud cyl head
GSE1109E	Gold seal	1300GT Innocenti Mini, 11 stud cyl head
RKM1133E	Silver seal	1300GT Innocenti Mini, 11 stud cyl head
BHM1209E	Gold seal, replaced all Innocenti 12H610/635/719/832	1300GT Innocenti Mini, 11 stud cyl head
8G38	Gold seal pre-closed circuit breathing	970cc
8G41	Closed circuit breathing sideplates introduced	970cc
8G46	Gold seal oil filter with pressure switch	970cc
8G133	Gold seal pre-closed circuit breathing	1071cc 'S'
8G153	Closed circuit breathing sideplates introduced	1071cc 'S'
8G145	Pre-closed circuit breathing	1275cc
8G154	Closed circuit breathing sideplates introduced	1275cc
8G155	Oil filter with pressure switch introduced	1275cc
8G174	Fitted with AEG510 Cam	1275cc
38G464	Introduced in 1970 most with EN16 crank	1275cc