Belt Drive Kits

Belt drive kits help to restore power loss caused by original timing gear wear and stretching. Helps reduce noises associated with valve train and dampens out certain harmonic noises generated by the three main bearing 'A' series engine. Also preserves exact timing where anything over 2° out causes power loss. The kits available contains everything to replace timing gears and cover. Mini Spares latest belt drive kits which have a plastic dust cover will be phased out and replaced by the alloy version owing to costs. Two options for crank pulleys are used. Rotoslide screw adjustment or dowel adjustment.

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

Timing Covers

6. Timing cover with completely round breather for pre-injection cars, A-plus cars without sensor or pickup. .............. CAM4868
7. Timing cover less breather for A Plus engines with single chain and tensioner. .................................. C42380
8. Timing cover with breather for twin point injection cars. ......... LJR0004
9. Timing cover with breather for single point injection cars 91on only with brackets for pick up points to provide timing/ignition sensors. .......... LJR0168
10. Simplex tensioner 6 piece kit to stop timing chain rattle on A plus engine with single row chain. Sold as kit .................. MSSK051
    Kit Contains:
    a. Timing chain ........... 3H2127
    b. Oil seal ................. 88G561
    c. Gasket .................. 12G2625
    d. Tensioner ............... 12G2629
    e. Plate to hold tensioner .... 12G2628
    f. Pin to hold tensioner/plate ... 12G2629
11. Gears if required are:
    a. For crankshaft .................. 8G725
    b. For camshaft .................. 12G4337

Uprated Duplex Gear Kits

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

Replacing the standard single row (simplex) system with a dual row (duplex) system greatly reduces the problem, use of a tooth belt system all but eliminates it. The belt system vastly reduces valve train noise and also helps damp out some of the odd harmonics generated by the 3 main bearing 'A' series engine. It is also extremely important to time any cam in to its required setting to obtain maximum performance, especially performance cams. The 'dot to dot' method can, because of manufacturing tolerances, be out by as much as 10° or more.

Anything over 2° out and power suffers; more in small bore engines. In race engines you probably lose 1 hp for every degree the cam timing is out, more if over 6°. However, all manufacturer figures are really a close guide line. Dyno tuning the engine is the only way to optimise cam timing.

12. Budget standard cast duplex gear and chain set, road use only. Genuine A.E. Hepolite parts .................. C-AJJ3323
14. Ultralight non-adjustable steel duplex gear and chain set .................. C-AJJ3325
15. Vernier adjustable steel duplex gear and chain set. Uses the dowel adjustment system similar to the belt drive kit .................. C-AJJ3327
16. a. Duplex chain .................. 2H4905
    b. Performance duplex chain .... 2H4905MS

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

Call to Order or Questions at 800-946-2642

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

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

   a. Ultra light steel flywheel ........................................... C-AEG619
   b. Ultra light flywheel with ring gear for pre-engaged starter. .............. C-AEG620

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

   a. Light steel road spec flywheel ..................................... C-AEG421
   b. Light steel road spec flywheel, with ring gear for pre-engaged starter ..... C-AEG420

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

   a. Verto flywheel for pre injection type carburettor models ...................... C-AEG422
   b. For single point injection. The ignition trigger points have been advanced by cnc milling the reluctor ring into the back of the flywheel to give an ignition timing of between 12-14º at 1000rpm, gives optimum power ................................................ C-AEG425
   c. For twin point injection ...................................................................... C-AEG424

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

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

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

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

8. Bolt for clutch cover to pressure plate.
   a. (torque to 19lbs). Sold individually .... 2A3657
   b. Race version. Sold individually ... C-A3657

   a. Sold individually ...... 2A3658
   b. Race version. Sold individually ...... 2A3659

    a. Sold individually ...... 2A3659
    b. Race version. Sold individually ...... C-A3659

11. Flywheel lock tab.
    Pre verto .................. 2A1155
    Flywheel bolt. Pre verto. ............................................. 2A747

12. Locking plate key.
    a. Pre verto .............. 88G508
    b. Verto .................. DAM5923

13. Flywheel locket and bolt.
    Verto .................. DAM5922

15. 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

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

16. a. Standard diaphragm for all pre verto types ................................ GCC103
    b. AP Orange clutch diaphragm ............................................... C-AEG481
    c. AP Grey clutch diaphragm ................................................ C-AEG482
    d. AP Double grey clutch diaphragm for race use only with sintered clutch plate. ................................................ C-AEG483
    e. AP Rally/race clutch plate 180mm wide ............................. C-AHT596
    f. Road/Rally plate pre verto 180mm wide ............................ C-AHT595
    g. AP Standard turbo/fast road new style clutch plate, good up to 7000RPM .GP204AF
    h. AP Heavy duty sintered paddle plate 180mm .................... C-AHT598

17. 190mm wide1990on ................................................. C-AHT594

18. 180mmmmwide1800on ................................................. C-AHT595

19. 190mmwide1990on ................................................. C-AHT598

21. Heavy duty race/rally 4 finger sintered plate190mm. ...................... C-AHT600

Easy on-line ordering at www.minimania.com
Clutch Kits

1. 3 Piece Clutch
   Kits AP stands for Automotive
   Products the original manufacturer for all Mini clutches until Valeo were introduced
to the 1275cc Verto range from 1990 on
   a. 3 piece diaphragm type AP clutch kit, Pre Verto... GCK100AF
   b. 3 piece diaphragm type clutch, but with Valeo plate, Pre Verto... GCK100MS

2. a. 3 piece AP clutch kit
   with 180mm wide plate, Verto to 1990... GCK150AF
   b. 3 piece AP clutch kit with 190mm wide plate, 1990-91... GCK152AF
   c. 3 piece Valeo kit with 190mm plate, 1990mm cover, Verto as standard from 1991 on but must be used on all injection models... GCK155AF
   d. Flywheel & clutch assembly with 190mm plate, for twin point 1996 on... GCU90123AF
   e. Flywheel & clutch assembly with 190mm plate, for single point 1992-96... GCU90121AF

Clutch Plates

3. a. Verto 190mm wide clutch plate, changed to Valeo type for 1275cc from 1990 on... GCP90832AF
   b. Verto 180mm wide clutch plate up to 1990... GCP204AF
   c. Diaphragm type, pre Verto clutch plate... GCP204AF

Clutch Release Bearings & Arms

4. Long pre verto clutch arm and plug for heavy duty diaphragms, includes rebushed internal pin and R-clip.

5. Long pre verto clutch arm.
   a. Genuine for performance... C-23A2204
   b. Standard use... C-23A2204MS
   c. Plunger... C-23A180MS
   d. Short verto clutch arm... DAM5355
   e. Verto plunger... DAM5353
   f. Release Bearing for use with long clutch arm. Pre verto.
      a. Standard... GR8201
      b. Performance... GR8201EY0
   g. Release Bearing. For use with short verto.
      a. Standard... GRB39
      b. Performance... GRB39EY0
   h. Anchor for clutch return spring... GRB39
   i. Clutch arm return spring... 2A3601
   j. Clutch arm lower large clevis pin... CLZ628
   k. Clutch arm upper small clevis pin... CLZ518

Slave Cylinders

15. For Long arm pre verto genuine.

16. For Long arm pre verto non-genuine... GSY118

17. Seal repair kit for GSY110... GRK4008

18. a. For Short arm verto... GSY118
    b. As above non genuine... GSY118MS
    c. Seal repair kit for GSY118... GRK4001

19. Bracket for slave cylinder on verto engines... DAM5992

20. Clutch arm push rod... 13H396

Turbo Parts

21. Bulkhead box, required when fitting a turbo... TURBO

22. Reinforced manifold gasket for turbo... GU0704063MG

23. Downpipe to fit turbo exhaust outlet... ET3

24. Block to turbo oil feed pipe... TURBO004

25. Turbo fuel pump... TURBO005

26. Fuel pressure regulator FPR002

27. K&N filter clamp onto existing turbo air pipe for use in Mini body... RU-0840

28. In car adjustable boost valve... TURBO006

29. Dump valve... TURBO007

30. Turbo boost gauge... SWG527

31. Hose and fitting kit for SWG527... LMA001

32. Camshaft for turbo... TURBO003

33. Oil pump for turbo engine... GLP100MS

Mini Spares Bushes

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

34. a. Mini Spares front fully floating bush. 1275cc... C-AEA3240
    b. Front Deva bush - requires machining after fitment. 1275cc... DAM8889

35. Rear top hat bush requires machining after fitment... 220109

Call to Order or Questions at 800-946-2642
### 3 Synchro Straight Cut Gears

**Gear Ratio Comparison (3 Synchro Gears)**

<table>
<thead>
<tr>
<th>Ratio</th>
<th>Primary Gear</th>
<th>Idler Gear</th>
<th>Input Gear</th>
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<tbody>
<tr>
<td>1-1</td>
<td>24 (30)</td>
<td>30 (24)</td>
<td>24 (30)</td>
</tr>
<tr>
<td>1-1</td>
<td>23 (30)</td>
<td>30 (23)</td>
<td>23 (30)</td>
</tr>
<tr>
<td>1.0416-1</td>
<td>24 (30)</td>
<td>24 (30)</td>
<td>24 (30)</td>
</tr>
<tr>
<td>1.0434-1</td>
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</tr>
<tr>
<td>1.045-1</td>
<td>22 (30)</td>
<td>22 (30)</td>
<td>22 (30)</td>
</tr>
<tr>
<td>1.0869-1</td>
<td>23 (30)</td>
<td>23 (30)</td>
<td>23 (30)</td>
</tr>
<tr>
<td>1.09-1</td>
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<td>0.958-1</td>
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<td>24 (30)</td>
<td>24 (30)</td>
</tr>
<tr>
<td>1.136-1</td>
<td>22 (30)</td>
<td>22 (30)</td>
<td>22 (30)</td>
</tr>
</tbody>
</table>

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.

### Evolution Gears

**Evolution Gears**

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

**Evolution Gear Kit**

- **A-plus** 7/8” shaft
- **A-plus 10” shaft**
- **23 tooth 1300cc type**
- **22 tooth 1300cc type**
- **C-22A1021 clubman 2nd Gear**
- **C-22A1047 Clubman 3rd Gear**
- **C-22G1049 Clubman 1st Motion Gear**
- **C-AEG313 Clubman Laygear**
- **C-22G1048 Clubman 2nd Gear**
- **C-22G1049 Clubman 3rd Gear**
- **C-22G1049 Clubman Idler Gear**

**Evolution Gears**

- **C-22A1021 clubman 2nd Gear**
- **C-22A1047 Clubman 3rd Gear**
- **C-22G1049 Clubman 1st Motion Gear**
- **C-22G1048 Clubman 2nd Gear**
- **C-22G1049 Clubman 3rd Gear**
- **C-22G1049 Clubman Idler Gear**

**Evolution Gears**

- **C-22A1021 clubman 2nd Gear**
- **C-22A1047 Clubman 3rd Gear**
- **C-22G1049 Clubman 1st Motion Gear**
- **C-22G1048 Clubman 2nd Gear**
- **C-22G1049 Clubman 3rd Gear**
- **C-22G1049 Clubman Idler Gear**

### Synchronesh Hubs

**Synchronesh Hubs**

- **1st/2nd synchronizing hub for 4 synchronesh gearboxes**
  - Complete hub assembly
  - DAM7456
- **3rd/4th synchronizing hub for 4 synchronesh gearboxes**
  - DAM7456
5 Speed Rod Change Gearboxes

The gearcase undergoes extensive modifications plus 58 new linkage and gear modification parts. Modified to a closer ratio by virtue of new redesigned laygear and 1st motion shaft producing 3.282 1st gear, 1.966 2nd gear, 1.283 3rd gear, 1.1 4th gear and a 5th gear ratio of 0.882. Straight cut versions using Evolution Clubman gears produces a 5th gear ratio of 0.865. See gears page for Clubman ratios. Used since 1994 on all applications up to 1380cc (except extra boosted turbos), the strength of the helical cut gear box is dependant on the torque capability of the original 2nd/3rd gears plus the final drive pinion (i.e. BD-950 ft. lb. of torque). Keith Dodd & others used these gear boxes on 1380's & 8port road cars.

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

Gear Levers, Gaiters & Mounts

2. Reverse gearlock for remote type gear levers to remove possibility of going into reverse in error ....................... MSG1
3. a. Chrome quick shift gear change for rod change gearbox. Nearly halves lever travel between gear changes. .................. C-22A1751
   b. New improved hi tech version Genuine K.A.D. supplied with an alloy gear knob .................. C-22A1752
5. Shift Bias Lever. (Rod change only). Makes second to third gear changes smoother and quicker, like most modern-day cars. Fitted to all 5 speeds. ........................................ MS012
6. Mounting for the remote control housing ......................... 21A996
7. Mounting for rod change gear lever housing ...................... 2262205
8. Remote control housing large rubber plug ....................... 22A274
9. Remote housing to gearbox plug ...................................... 22A285
10. Gaiter 1959 upto introduction of remote control type fits on gear lever base. .................. 22A1380
11. Magic wand gear lever rubber gaiter. 1959 upto introduction of remote control type. Fits onto floor .................................... MA9860
12. Remote type gear lever rubber gaiter. Upto 1973 when rod change type was introduced. .......... 22A608
13. Metal gaiter retainer for above ................................ ...... 14A9942
15. Metal Gaiter retainer for above .......................................... F210003
16. a. Gear lever black vinyl gaiter. Rod change only .................. BHH2002
     b. black with red stitching. ........................................... BHH20202AM

Gearbox Components

17. Over 12 years and 5000 sales have passed since an in-depth analysis was carried out to accumulate the contributing factors to the horrendous wear rates and failures, enabling Mini Spares to produce a new generation of pins that would almost eradicate the problem apart from those caused by poorly machined planet gears. Production tolerances were tied down to exacting specifications with a material and heat treatment upgrade. Planet gear contact area is increased as is the core strength of the pin combining with a finer ground surface to give a very tough and hard wearing component.
   a. Performance strength diff pin ........................................... C-BTA166
   b. Genuine Rover tuftrolled diff pin ................................. 22G2583
   c. Extra performance strength diff pin. For extra powerful road cars, autotesters and all types of racing where a standard diff has to be used we have developed the same exacting specification pin further by molybdenum coating the planet wheel contact areas. Must not be used with the bushed type planet gears as excessive wear will be created. .......... C-BTA164
18. Bushed Planet Wheel+Diff Pin Kit for specific performance use. This is the ultimate way of stopping diff pin wear for any use and especially when competition regulations do not allow use of X pin or LSD differential units. The kit contains 2 specially bushed planet gears with thrusts, diff pin and a new securing roll pin. .................................. C-BTA167
19. Current standard baulk rings produced in sintered metal are not tough enough to deal with the demands of performance usage, in many instances only lasting one race before breakage and other failures. The main reason is the incompatibility of the material specification with the usage to which it is being put. Basically it is too brittle. Mini Spares competition baulk ring is a replication of the steel version similar to those originally fitted and used in the 1960 era. Manufactured in iron, induction hardened and then finished by hand to give an exact fit on the baulk ring cone. 
   a. Steel competition baulk ring for use on Mini Spares Moly coated gears. Order individually C-22A1741
   b. Standard Rover sintered Order individually 22G2033
   c. Mini Spares sintered. Order individually 22G2033M5
20. Center 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 center 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 gauge size and efficiency, so it is now (approximately) double the filter area without restricting pick up flow or compromising fitting. This greatly reduces oil pump and engine damage caused by foreign particles being sucked up the pipe. It is recommended to fit the extended drain plug DPI. .......................... C-AM754
21. Rod Change Gear Box Leak Fix. Most engine / gearbox oil leaks originate from the gearchange rod seal. One remedy used to be fitting two seals, but this did not support the rod centrally. To overcome this problem an alloy spacer with an ‘O’ ring fitted centralises the gear change rod and helps restrict oil leaks. The original oil seal is then fitted to stop leaks and then a dust cover as final protection slides over the rod to stop road debris penetrating the seal.
   a. Gearbox leak fix complete kit ..................................... M550950
   b. Alloy spacer ................................................................. DAM8706
   c. Seal for above ............................................................. CDU563
   d. Rod change linkage oil seal ........................................... AHU6762
   e. Rod change seal gaitor .............................................. CMM2022
   f. Gearbox case linkage bush .................................... 13H7286
   g. Roll pin punch tool ..................................................... TOOL17

Call to Order or Questions at 800-946-2642
### Gearbox Bearings

All bearings are sold individually.

<table>
<thead>
<tr>
<th>Bearing Type</th>
<th>Code</th>
</tr>
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<tbody>
<tr>
<td>Bearing for 1st gear (4 synchro)</td>
<td>AAU1815</td>
</tr>
<tr>
<td>Bearing for 2nd/3rd gear (4 synchro)</td>
<td>AAU1816</td>
</tr>
<tr>
<td>65mm diameter main shaft</td>
<td>AAU1365</td>
</tr>
<tr>
<td>4 synchromesh 1st Motion shaft</td>
<td>ADU7619</td>
</tr>
</tbody>
</table>

### Layshafts

1. a. 4 synchro layshaft single step
   - Pre A-plus: 22G931
   - Competition version: C-22A1738
2. a. 4 synchro layshaft dual step
   - A-plus: DAM3187
   - Competition version: C-22A1739
3. 3 synchro hi-grade layshaft: C-22A1731

### Gearbox Rebuild Kits

Pre A-plus gearboxes have a 14mm wide end on the mainshaft to fit the 1st motion shaft where as A-plus have a 18mm wide end to fit the 1st motion shaft. Some early A-plus and all ST original ratio straight cut laygears were made to take 3 bearings, hence kit MSG24.

Complete gearbox rebuild kit less differential for a pre A-plus series: MSG20.

Complete gearbox rebuild kit with differential for a pre A-plus series: MSG21.

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

Complete gearbox rebuild kit less differential A-plus with 2 bearings on laygear: MSG22.

Complete gearbox rebuild kit with differential parts for A-plus as above: MSG23.

Complete gearbox rebuild kit less differential A-plus with 3 bearings on laygear: MSG24.

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

### Evolution Diffs

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

   a. Mini Race: C-AJJ3387
   b. Mini Rally: C-AJJ3387A
   a. Mini Road: C-AJJ3387B
   b. Sprite Race: C-BTA1226
   e. Sprite Rally: C-BTA1226A

Easy on-line ordering at www.minimania.com
**Diffs & Drive Couplings**

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

- Diff side plate for standard rod or remote gear box except automatics and Cooper 'S' where Hardy Spicer joints are fitted, fits item number 8. CHM85
- 'S' diff side plate - for original 'S' remote type and rod change gearbox when Hardy Spicer or limited slip differential are fitted, when using No. 5 or 9... 22G420
- Diff side cover flange gasket. 22A1611
- Diff side cover oil seal.
  - a. All Minis except S and automatic. ADU738
  - b. Cooper 'S' only. AHU082
  - c. Automatic only, pre pot joint. 22A1616
- Hardy Spicer shaft coupling assembly. When using no. 9 or 'S' output shafts. 27TH880
- Universal joint As supplied in no. 5. GUJ101
- Output flange stud. Order individually. 22A1139
- Special phillas nut for 22A1139. Order individually. GFR3431
- Inboard CV joint (pot joint) type output shaft for LSD. C-BTA1263
  - a. Hardy Spicer coupling type output shaft for LSD (uses 22G420 side plates) C-BTA1262
  - b. Spacer washer for C-BTA1262. (2 required, not shown) C-BTA1243
  - c. Retaining clip for C-BTA1262. (2 required) CCN122
- Original rubber coupling including 'U' bolts & nuts. Order individually. GCD1001
- Uprated needle roller type coupling. Plastic ends are resistant to oil which causes wear on the GCD101. Including 'U' bolts & nuts. Order as pair. 0LS900
- Pot joint (inboard CV).
  - a. Genuine gaiter kit for pot joint. GOC234
  - b. Non genuine gaiter kit for pot joint. BMH7012
- Driveshaft small yoke end gaiter pre pot joint. 2IA963

**Dynamos, Starters & Alternators**

New units are without exchange unless stated.

21. 16/17ACR type new alternator with pulleys upgraded to 45amps to cover all those extra lamps and sound systems you may have fitted. Fitted up to 1980. GEX2211

22. A127 type new alternator with pulleys upgraded to 70 amps to cover all the electrics already on your car plus any others you have fitted. Fits cars from 1980 to 1996. GEX2297

23. Original alloy heavy duty alternator bracket. Only fits Pre A-plus engines C-HNT32

24. Dynamo for those early cars.
  - a. Exchange rebuilt unit. GEX3101
  - b. New unit. GEX3101N
  - c. Starter, Inertia type, new. GEX4404
  - d. Exchange rebuilt unit. GEX4404F

26. Pre Engaged starter 1985 on, new. GEX4527

27. If you are looking for a lightweight starter with extra and more consistent cranking power taking up to less than 50% of the running current by the original this is what most motorsport participants use.
  - a. For inertia type starter GEX1000
  - b. For pre engaged type GEX1001

28. Lightweight alternator for motorsport with fitting brackets and tensioner for cars up to 1996. GEX1003

**Starter Solenoids / Switches**

  - a. 3 terminal fits most Minis 3HS952
  - b. 4 terminal fits 1983-85 ADU738
  - c. 3 terminal with integral starter push button BMK1727
- 16. Integral solenoid for pre engaged starter NAF1004
- 17. Floor start switch. ITH5260

Call to Order or Questions at 800-946-2642