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

2. **Spax Performance Dampers**
   a. Front standard height ............... 158-M1GAS
   b. Front lowered height ............... 158-M2GAS
   c. Rear standard height ............... 158-M1GAS
   d. Rear Lowered height ............... 158-M2GAS
   e. Rear std height for van .......... 158-M3
   f. Motorsport Clubman range damper

3. **Gaz Performance Dampers**
   a. Front Spax ........................................ NGM1A
   b. Rear Spax ......................................... NGM2A

4. **Standard Dampers**
   a. Kayaba front. Sold individually .... 442001
   b. Unipart front. Sold individually ... 451388
   c. Kayaba front gas upgrade. Sold individually 342001
   d. Kayaba rear. Sold individually ... 442002
   e. Unipart rear. Sold individually ... 451389
   f. Kayaba rear gas upgrade. Sold individually 342002

5. **Standard replacement dampers, either Unipart or Kayaba premium upgrade.** Kayaba are the largest and probably best suppliers of original equipment to car manufacturers in the world. It is recommended to fit dampers in pairs.
   a. Kayaba front. Sold individually .... 442001
   b. Unipart front. Sold individually ... 451388
   c. Kayaba front gas upgrade. Sold individually 342001
   d. Kayaba rear. Sold individually ... 442002
   e. Unipart rear. Sold individually ... 451389
   f. Kayaba rear gas upgrade. Sold individually 342002

6. **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.
   a. Gas adjust front. Sold individually .... 552018
   b. Gas adjust rear. Sold individually ... 552019
   c. Gas adjust. Sold as car set .......... MSK3015

7. **Evo Performance Dampers.**
   a. Bump stop fits on subframe under upper arm .......... 2A4267
   b. Rear hydrolic large dome bump stop .......... 2A1520
   c. Rear hydrolic flat dome rebound buffer .......... 2A1517
   d. Front hydrolic bump stop .......... 2A1598
   e. Front dry bump stop pre 1976 (twin bolt) .......... 2A4332
   f. Front bump stop 1976 on (made in poly with lower flat top) .......... FAM2764MS
   g. Rear progressiv bump stop kit. Originally developed for hydrolastic cars but often modified by customers to fit dry suspension. .......... C-AJJ3313
   h. Rubbers to fit either kit are available separately. Same as the MGB .......... AHH7074

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

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

15. **Rubber Suspension Cones**
   a. Road and rally - red spot. .......... C-STR687
   b. Tarmac race only - yellow spot. .......... C-STR688
   c. Standard cone spring. .......... FAM3968
   d. Bump stop to fit nut on rear cone, only required on late subframe 1992 on when rear wheels fool or ERA cars. .......... ERA1190

16. **Bump stop fits on subframe under upper arm.**

17. **Rearward pitch under hard acceleration can be minimised by fitting a progressive bump stop kit.** Improves handling when fully laden. Developed for hydrolastic cars but often modified to fit dry suspension. Front bump stop kit C-AJJ400?

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

19. **Rubber bump stops to fit lower on rear cone.**

20. **Bump stop upper buffer.**

21. **Front progressive bump stop kit.** Developed for hydrolastic cars but often modified by customers to fit dry suspension. .......... C-AJJ3313

22. **Bump stop lower on rear cone.**

23. **Rearward pitch under hard acceleration can be minimised by fitting a progressive bump stop kit.** Improves handling when fully laden. Developed for hydrolastic cars but often modified to fit dry suspension. Front bump stop kit C-AJJ400?

24. **Bump stop fits on subframe under upper arm.**

25. **Rearward pitch under hard acceleration can be minimised by fitting a progressive bump stop kit.** Improves handling when fully laden. Developed for hydrolastic cars but often modified to fit dry suspension. Front bump stop kit C-AJJ400?

26. **Bump stop lower on rear cone.**

27. **Rubber bump stops to fit lower on rear cone.**

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