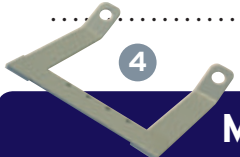
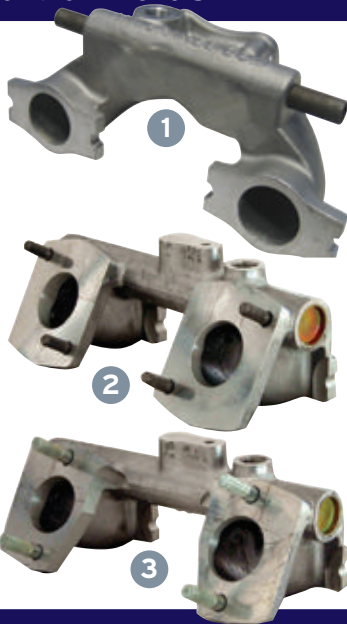




Mini Spares Inlet Manifolds

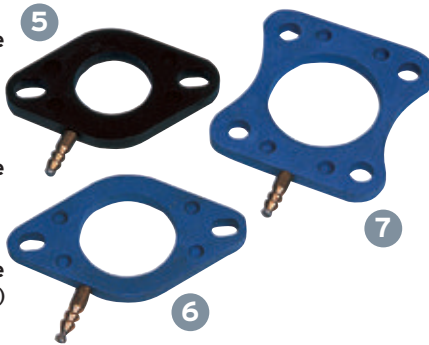
Flowbench Designed Manifolds which, in standard form, outflowed everything available on the market.

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



Manifold Spacers

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



Heatshields



For HS2/HS4 Twin Carburettors, with link bar and springs.

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

Inlet Manifolds (Weber)

Mini Spares designed an alloy manifold that outflows the steel ones off the shelf, is extremely consistent port to port, and greatly reduces port-biasing of the mixture.

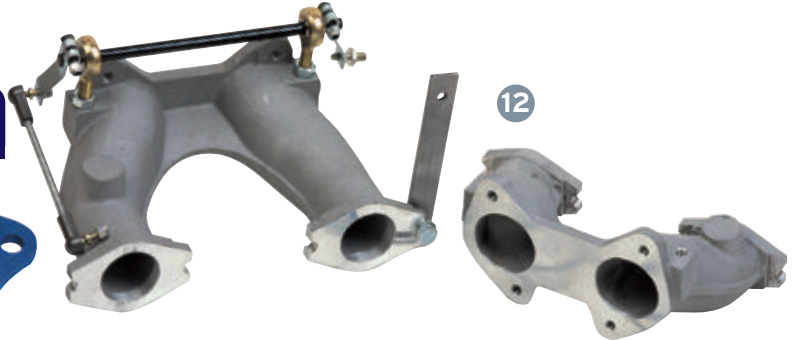
The performance test results were as follows:-

Tested by Mike Parry at Race Techniques at 25" pressure drop. Bare head used flowed 124CFM.

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

The higher the CFM, the better the flow

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



12. The manifolds come complete with a spherical rod end jointed linkage, which mounts directly to the manifold to eliminate flexing. The low line of the linkage makes it ideal for Sprite and Midget applications.
 - a. 3.75" long 40/45/48 DCOE/DHLA. **C-AHT772**
 - b. 5.00" long 40/45/48 DCOE/DHLA. **C-AHT773**
 - c. 6.00" long 40/45/48 DCOE/DHLA. **C-AHT774**
13. When using side draught twin choke carburettors, it is essential



to mount them to the inlet manifold correctly to avoid fuelling problems caused by engine harmonics. These Swedish made Misab plates are considered the absolute best. Carburettor mounting plate for 40/45 Weber. Order individually **MAG230**

Steel Manifolds

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



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






Throttle Body


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




Throttle Cable

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

Twin Cable Linkage for Webers

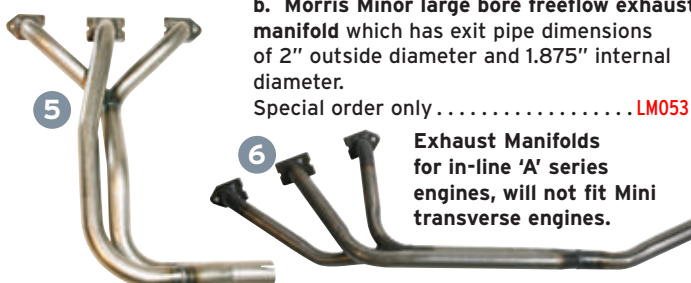
- 
- Twin cable linkage kit** for Weber carburetors on any manifold that does not have its own specific linkage points such as Manifold. Ideal for racing, offering fail safe twin cable **LP403**

45 DCOE CARBURETTOR

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

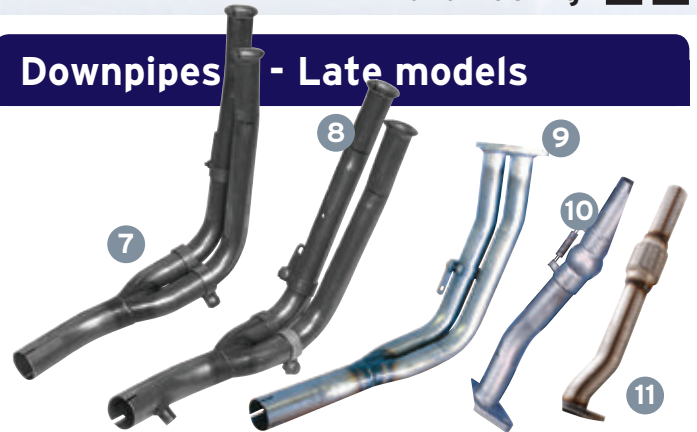
Manifolds - A Series In-line

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



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

Downpipes - Late models



Specially designed to fit the existing exhaust manifold for vehicles from 1990 onwards. Y piece outlet end is 1.875" outside diameter, 1.75" inside diameter.

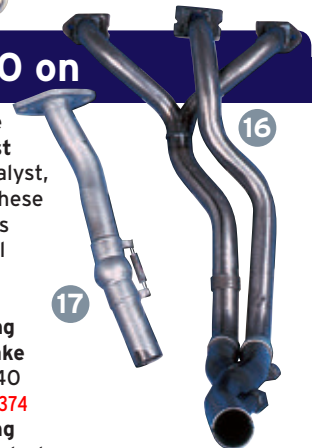
- These are the downpipes to fit the original exhaust manifold on Mini Cooper and MG Metros when using HIF6/44 carburetors. This allows you to delete the catalyst and fit an RC40 complete system **C-AEG367**
- The same downpipes as No.7 but with a Lambda sensor take-off for use when retaining the catalyst. These downpipes bolt to the original exhaust manifold and come complete with item No. 10. Order individually **C-AEG370**
- 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**
 - The same downpipes (item No. 9) used with pipe (item No. 10) when retaining the catalyst and fitting to the existing manifold on fuel injected cars. Sold as a pair **C-AEG371**
- 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**
- The manifold to catalyst pipe in stainless steel with flexi joint. For fuel injected cars **RC40-016**
- Flanged Nut for exhaust stud. Order individually **FX108047**
- Stud for exhaust downpipe flange. Order individually... **TD108051A**
- Catalyst gasket 2 required. Order individually..... **GEX7761**
- Down pipe to manifold gasket. Order individually **GEX7779**



LCB Manifolds 1990 on

Long center branch system to replace existing exhaust manifolds on catalyst type vehicles. When retaining the catalyst, the knuckle jointed pipe is included. These are for vehicles after 1990 and vehicles with catalysts from approx 1992 on. All Y piece outlet ends are 1.875" outside diameter, 1.75" internal diameter.

- LCB exhaust manifold for fitting fuel injected cars with a sensor take off and catalyst removed** to fit RC40 complete system..... **C-AEG374**
 - LCB exhaust manifold for fitting carburettor version cars** when catalyst removed to fit RC40 complete system **C-AEG373**
 - LCB exhaust manifold C-AEG374 (16a) but includes link pipe no.17** for fitting when catalyst is retained on fuel injected cars **C-AEG369**
 - LCB exhaust manifold C-AEG373 (16b) but includes link pipe no.17** with a sensor take off for use when retaining catalyst for carb versions..... **C-AEG368**
- Link pipe from catalyst to LCB with stainless steel knuckle to prolong life. Also gives that extra bit of ease when fitting and flexibility in the system to overcome movement damage. This pipe is included in kits 16c and 16d **C-AEG375**



23 Exhausts and Exhaust Manifold



Millennium Manifold

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



Exhaust Manifolds - Pre 90 & Race

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



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

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

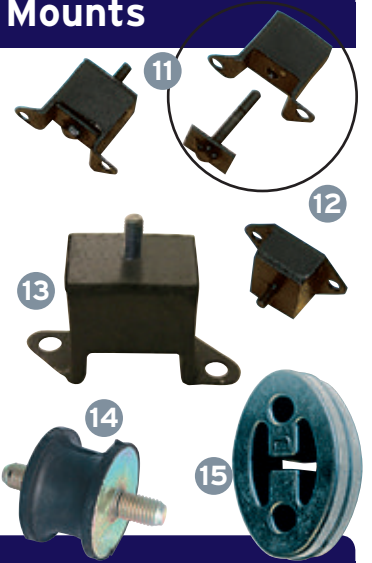
Exhaust Components

- 'Y' piece for large bore LCB (C-AHT289) with correct clamps.....C-AHT198
- 'Y' piece for Manifold LCB (C-AEG365) with correct clamps.....C-AHT197
- Collector for 3 into 1 large bore manifold, (C-STR336) does not have clamps.....C-AHT199
- Catalytic Converter Replacement Pipe....C-ARA664
- 1 5/8" (1.625") LCB manifold clamp for C-AHT197.....C-AHT97
 - 1/2" (1.5") LCB clamp for manifold to gearbox housing preventing breakage, (supplied with manifolds).....C-AHT94
 - 1/8" (1.875") manifold clamp for C-AHT198.....C-AHT121
- Conversion neck for fitting larger bore RC40 or 1 3/4" pipe to original exhaust manifold.....LDP1
 - Conversion neck for fitting an 1 3/4" rear box to a standard bore front pipe of a 988cc Mini.....LDP2



Exhaust Mounts

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



Peco Exhausts

- Small and large bore denotes size of inlet pipe. All tailpipes on Peco are the same size. All have 2 1/4" chrome tailpipes. Small bore Peco silencers are for, 850/998/1100cc engines and have a 1 3/8" outside diameter and 1 1/4" internal diameter inlet. Large bore Peco silencers are for 1275cc upwards and have a 1 7/8" outside diameter and 1 3/4" internal diameter inlet.
- Large bore with upswept single chrome tail pipe.....PECO-BB1-7
 - Small bore with upswept single chrome tail pipe.....PECO-BB1-6
 - Large bore with twin upswept chrome pipe.....PECO-BB1-4T
 - Small bore with twin upswept chrome pipes.....PECO-BB1-3T
 - Single rear box from catalyst back.....PECO-BB2

