### 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
5. Manifold spacer with facility for vacuum gauge 0.295" thick (7.5mm) for 1¼" SU HS2 or H2. ........................................... MFA132
6. Manifold spacer with facility for vacuum gauge 0.295" thick (7.5mm) for 1¼" SU HS4. ........................................... MFA338
7. Manifold spacer with facility for vacuum gauge breather 0.250" (6.3mm) thick for HIF44 HS6 1¼" SU ........................................... MFA446

### Heatshields

- a. A pair of split Weber heatshields ........................................... MSSK1005
- b. Black powder coated twin HS2 heatshields ........................................... MSSX008
- c. Stainless steel twin HS4 heatshields ........................................... MSSK1006
- d. Black powder coated twin HS4 heatshields ........................................... MSSK1004
- e. 48 DCOE/DHLA, 7½" long ........................................... C-AHT778
- f. 48 DCOE/DHLA, 5" long ........................................... C-AHT779
- g. 48 DCOE/DHLA, 6" long ........................................... C-AHT780

Note: e, f and g are customer’s order only
15. a. HS4/6, H4 twin SU manifold. 1½" bore carb size. With narrow balance pipe ........................................... C-AEG490
- b. HS4/6, H4 twin SU manifold. 1½" bore carb size. With narrow balance pipe ........................................... C-AEG491

### 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.
- 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.

### Steel Manifolds

   a. A pair of split Weber manifolds, 3½" long, upswept ........................................... C-AHT775
   b. 45 DCOE/DHLA, 5" long ........................................... C-AHT776
   c. 45 DCOE/DHLA, 7½" long ........................................... C-AHT776A
   d. 45 DCOE/DHLA, 3½" long ........................................... C-AHT777
   e. 48 DCOE/DHLA, 3½" long ........................................... C-AHT778
   f. 48 DCOE/DHLA, 5" long ........................................... C-AHT779
   g. 48 DCOE/DHLA, 7½" long ........................................... C-AHT780

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   b. HS4/6, H4 twin SU manifold. 1½" bore carb size. With narrow balance pipe ........................................... C-AEG491

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**Call to Order or Questions at 800-946-2642**
Throttle Body

1. a. Throttle body standard
   48mm. Alloy replacement for cracked or warped plastic units, MPI only. ... ABF622
   b. 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

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

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

4. 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-AHT43

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.

7. 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

8. 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

9. 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
   a. 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-AEG375
   b. LCB exhaust manifold C-AEG374 (16a) but includes link pipe
      when deleting the catalyst on fuel injected cars.

10. The manifold to catalyst pipe has a stainless steel ball for easy
    fitting, flexibility, and must be used on the fuel injected, (T.B.I)
    cars to alleviate damage to manifold neck ................. C-AEG375

11. The manifold to catalyst pipe in stainless steel with flexi joint.
    For fuel injected cars ................................... RC40-016

12. Flanged Nut for exhaust stud. Order individually ........ FX08047

13. Stud for exhaust downpipe flange. Order individually. TD08051A

14. Catalyst gasket 2 required. Order individually ............. GEX716

15. Down pipe to manifold gasket. Order individually ........ GEX779

16. a. LCB exhaust manifold for fitting
      fuel injected cars with a sensor take
      off and catalyst removed to fit RC40
      complete system ................................... C-AEG374
     b. LCB exhaust manifold for fitting
        carburettor version cars when catalyst
        removed to fit RC40 complete system .......... C-AEG373
     c. LCB exhaust manifold C-AEG374 (16a) but includes link pipe
        No.17 with a sensor take off when retaining catalyst for
        carb versions ........................................... C-AEG369
     d. LCB exhaust manifold C-AEG373 (16b) but includes link pipe
        No.17 with a sensor take off when retaining catalyst for
        carb versions ........................................... C-AEG368

17. 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

Throttle Cable

6. a. Sprite standard bore freeflow exhaust manifold which has
   exit pipe dimensions of 1.625" outside diameter and 1.5" internal
   diameter ................................................ C-AHT11
   b. Sprite large bore freeflow exhaust manifold which has exit
   pipe dimensions of 2" outside diameter and 1.875" internal
   diameter ................................................ C-AHT12

5. a. 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
   b. 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

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

45 DCOE CARBURETTOR

4. For ultimate power many engine
   tuners use the weel 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-AHT43

Manifolds - A Series In-line

5. a. Sprite standard bore freeflow exhaust manifold which has
   exit pipe dimensions of 1.625" outside diameter and 1.5" internal
   diameter ................................................ C-AHT11
   b. Sprite large bore freeflow exhaust manifold which has exit pipe dimensions of 2" outside diameter and 1.875" internal
   diameter ................................................ C-AHT12

6. a. Morris Minor standard bore freeflow exhaust manifold which has exit pipe dimensions of 1.625" outside diameter and 1.5" internal
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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.

16. a. LCB exhaust manifold for fitting
      fuel injected cars with a sensor take
      off and catalyst removed to fit RC40
      complete system ................................... C-AEG374
     b. LCB exhaust manifold for fitting
        carburettor version cars when catalyst
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     c. LCB exhaust manifold C-AEG374 (16a) but includes link pipe
        No.17 with a sensor take off when retaining catalyst for
        carb versions ........................................... C-AEG369
     d. LCB exhaust manifold C-AEG373 (16b) but includes link pipe
        No.17 with a sensor take off when retaining catalyst for
        carb versions ........................................... C-AEG368

17. 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

Easy on-line ordering at www.minimania.com
2. a. 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. 

b. Downpipe to convert freeflow manifold to LCB length. For fitting exhausts designed for LCB

3. 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.

a. Small bore LCB's for 850/998/1100cc have Y piece outlet end of 1.5" outside diameter, 1.375" internal diameter. 

b. 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. Standard bore LCB as above in stainless steel.

d. Standard bore LCB for the Metro, same as (b) but 0.375" shorter to suit metro engine bay and Mini small bore engines.

e. Standard bore LCB with larger center pipe. Maniflow stage 2.

f. 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.

4. a. 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.

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 1.875" outside diameter, 1.75" internal diameter.

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, 1.875" internal diameter.

Exhaust Mounts

11. Competition middle exhaust mounting as used on works cars. Shown apart to show modification carried out to make it much stronger.

12. 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.

13. Rubber middle exhaust mounting.


15. Rubber hanger strap as used from 1992 onwards.

Peco Exhausts

Small and large bore denotes size of inlet pipe. All tailpipes on Peco are the same size. All have 2½" chrome tailpipes.

Small bore Peco silencers are for, 850/998/1100cc engines and have a 1½" outside diameter and 1¼" internal diameter inlet.

Large bore Peco silencers are for 1275cc upwards and have a 1¾" outside diameter and 1¾" internal diameter inlet.

19. Small bore with twin upswept chrome pipes.

20. Single rear box from catalyst back.