



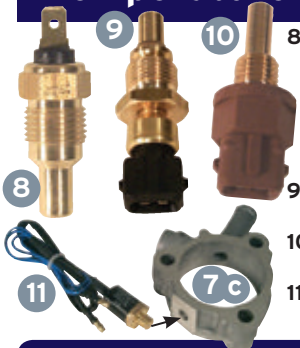
Thermostats Housings

- The most commonly fitted thermostat housing (water elbow) up to 1990 before introduction of sandwich plates. Also fits most single point injection cars, without ancillary holes. **12G103**
 - Thermostat fitting kit. **12G103FK**
- Thermostat & sandwich plate gasket . . . **GTG101MS**
- Same 12G103 casting shape but with a 8mm hole drilled for sensor unit on carb models 1990 on. **PEQ10010**
- Large bore (1.25" 32mm) elbow.
 - For small outlet pipe is not drilled as fitted to Mini from 1990 on carb models. **PEQ10019**
 - For small outlet is drilled as overflow pipe for expansion tank as used on Mini Metros. . . **CAM6117**
- Some late single point and autos. . . . **PEQ100690**
- Twin point front mount radiators only **PEQ100650**
- Thermostats must be fitted in the sandwich plates when used and there were 3 different types fitted from 1990, plus one for the Metros which also fitted the ERA Turbo.
 - Metro and ERA Turbo where the outlet points straight at radiator and has 14-15mm bore outlet **12G3512**
 - Sandwich plate with 10mm bore outlet elbow but no threaded holes **PEG10002**
 - As per PEG10002 but with extra 8mm thread hole for YWL10010 sensor **PEM10036**
 - As per PEM10036 but with 12mm thread hole (1.5 fine pitch) to take sensor GTR206 for twin point injection only. **PEG100030**



Temperature Transmitters

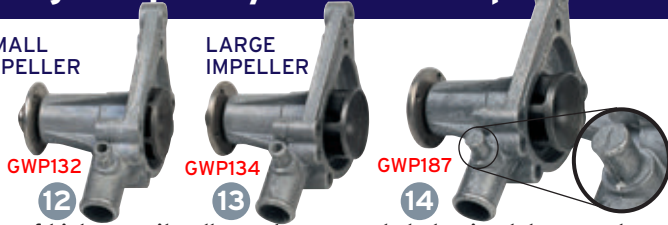
- Temperature transmitters that fit in cylinder head.
 - All Minis 1970 on **GTR101**
 - Cooper 'S' from 1964 and all Minis up to 1970 with voltage stabiliser fitted **GTR104**
- Single point injection fits in manifold. Cars after 1991. **GTR307**
- Twin point injection cars, fitted in sandwich plate. **GTR206**
- Cooper SE sensor, fits in sandwich plate. Fits Cars 1990-91 **YWL10010**



High Capacity Water Pumps

SMALL IMPELLER

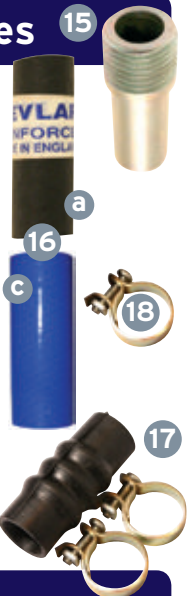
LARGE IMPELLER



- Use of high capacity alloy water pumps help to circulate a greater volume of water. Cavitation reduction is achieved by using a large diameter water pump pulley as originally fitted to the 'S' and reintroduced on the A-plus engines, further improving cooling. It is necessary to check clearances in the block as well as between the pump and the cylinder head. Early small bore blocks do not have the water jacket machined around No.1 bore for the deeper impeller, because if a lot of material has been machined from the head face it may foul the pulley. If the 12G940 head is fitted to a small bore engine, it is necessary to modify the top edge of the water pump otherwise the head will sit on this and not seal properly. Look to get at least a 1/16" gap. Superseal gasket is available as GUG705555GM.
- 850cc and early cars where large impeller will not fit . . . **GWP132**
 - High capacity water pump with by-pass hose take off . . . **GWP134**
 - Water pump fitting kit. **GWP134FK**
 - High capacity water pump - no by pass hose take off. . . . **GWP187**
 - High capacity, one bolt hole less, Twin point only. . . . **GWP188**

Water Pump By-Pass Hoses

- This longer By-Pass tube enables the hose to be changed without removing the cylinder head. Slide the shortened hose up the tube and then back down on the water pumps **12A2075**
- A source of misery to owners of earlier cars, the by-pass hose was eventually discontinued on late A plus engines.
 - Kevlar reinforced hose fits all except 1275cc engines but will need shortening by 8-10mm when used with the longer cylinder head by-pass tube 12A2075 **GZA2083**
 - Kevlar reinforced longer hose for cooper 'S' and all 1275cc engines **AEG484**
 - Silicon hose for 1275cc, shorten for fitment on other applications **C-GZA2083**
- Fluted flexible hose allowing fitment without removing cylinder head. Supplied with clips **12A1093MS**
- Original by-pass hose clip **3H2963**



Heater Valves

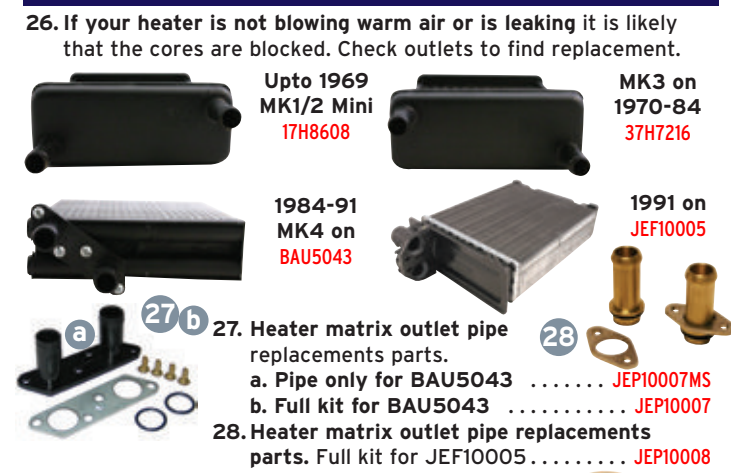
- Heater Valve. Bolts directly onto cylinder head. Pre 1989.
 - Straight (not shown) **13H5506**
 - Angled genuine **ADU9102**
 - Angled Non genuine. **ADU9102MS**
 - Gasket **88G221**
- Plastic Body In-line Heater Valve. **JB10011**
- Plastic Body Heater Valve for twin point cars only. **JB100260**
- Heater valve blanking plate for cylinder head when required **2A180**
- Heater tap stud. Sold individually **53K402**
- Heater tap stud. Stainless steel. Sold individually **53K402S**
 - Heater tap stud & six sided nut. Stainless steel (2 of each). . . . **C-STR285**
- Heater tap bolt as fitted to later A+ engines in s/steel. (Sold in pair) **C-STR283**



Heater Radiator Matrix

- If your heater is not blowing warm air or is leaking it is likely that the cores are blocked. Check outlets to find replacement.

Upto 1969 MK1/2 Mini 17H8608	MK3 on 1970-84 37H7216
1984-91 MK4 on BAU5043	1991 on JEF10005
- Heater matrix outlet pipe replacements parts.
 - Pipe only for BAU5043 **JEP10007MS**
 - Full kit for BAU5043 **JEP10007**
- Heater matrix outlet pipe replacements parts. Full kit for JEF10005. **JEP10008**



Engine Core Plugs

- Core plug 41.4mm wide Cup type for all Cooper 'S' engines only. Sold individually . **AEH592**
 - Core plug 33.6mm wide Cup type for all A Plus engines and 1275cc non S engines . . . **AEC876**
- Core plug 41.4mm wide Flat dished type for all early A series Pre A Plus **2K8169**

