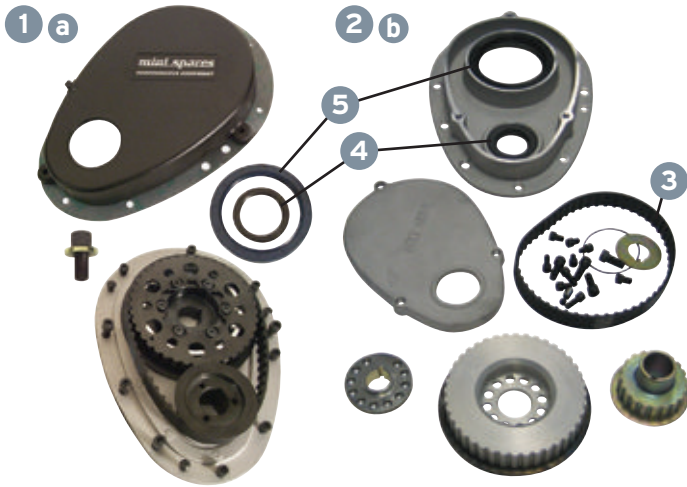




Belt Drive Kits



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. Rotaslide screw adjustment or dowel adjustment.

- Rotaslide Belt drive kit with screw type adjustment.**
 - Plastic cover (38mm wide crank gear boss) C-AJJ3326RACE
 - Alloy cover (not shown) C-AJJ3326
- 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°.**
 - Plastic cover (38mm wide crank gear boss) C-AJJ3328RACE
 - Alloy cover (32mm wide crank gear boss) C-AJJ3328
- Replacement belt for above BELTBELT**
- Replacement small oil seal.**
 - For 32mm wide gear BELTSEAL1
 - For plastic case type (as shown above) with upgraded 38mm wide gear BELTSEAL3
- Replacement large oil seal BELTSEAL2**

Timing Covers

- Timing cover with completely round breather for pre injection cars, A-plus cars without sensor or pickup. CAM4868**
- Timing cover less breather for A Plus engines with single chain and tensioner. CAM4904**
- Timing cover with breather for twin point injection cars. LJR103470**
- Timing cover with breather for single point injection cars 910n only with brackets for pick up points to provide timing /ignition sensors. LJR10168**



Note: All covers come complete with seals

Simplex Tensioner Repair Kit

- Simplex tensioner 6 piece kit to stop timing chain rattle on A plus engine with single row chain. Sold as kit MSSK051**
Kit Contains:
 - Timing chain 3H2127
 - Oil seal 88G561
 - Gasket 12G2625
 - Tensioner 12G2621
 - Plate to hold tensioner 12G2628
 - Pin to hold tensioner/plate . 12G2629
- Gears if required are:**
 - For crankshaft 8G725
 - For camshaft 12G4337



Upated Duplex Gear Kits



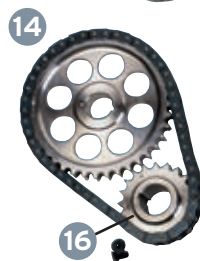
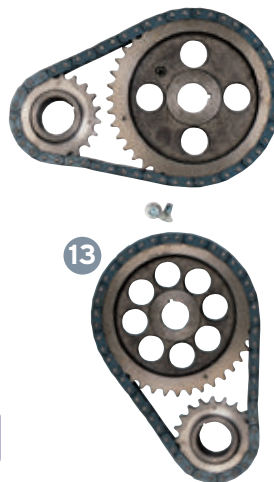
Fitment of an uprated cam drive system is essential when building a performance orientated engine. Timing scatter induced by the standard set up can reach up to 15° once the single row chain has stretched, which it does after only a few miles. This scatter not only affects the cam timing, but also the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

- Budget standard cast duplex gear and chain set, road use only. Genuine A.E. Hepolite parts C-AJJ3323**
- Budget lightened cast duplex gear and chain set. Not recommended for rally/ race application C-AJJ3324**
- Ultralight non-adjustable steel duplex gear and chain set C-AJJ3325**
- Vernier adjustable steel duplex gear and chain set. Uses the dowel adjustment system similar to the belt drive kit C-AJJ3327**
- 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.



Dyno tuning the engine is the only way to optimise cam timing to achieve maximum BHP possible.

