

## 3 Suspension



### Coil Over Kits

SPAX coil over kit parts are available separately, dampers, springs or front brackets. The cheapest way to purchase the SPAX complete car set is by ordering as RSX519 or RSX520 kits, for road/competition.

Mini Spares Spax dampers/coil spring sets are for road use and limited tarmac competition events. If used for off road or rough terrain, strengthening modifications will need to be made. Fits most standard 10", 12" and 13" wheels but wide tires must be checked for clearance and spacers added when required. Full fitting instructions with complete kits.

1. a. **Standard height kit. Full car set.** ..... **RSX519**  
 b. **Rear damper/coil set standard. 2 x rear.**..... **CK23**  
 c. **Front bracketry kit. 2 x brackets.**..... **CK25**  
 d. **Front damper/coil standard. kit. 2 x front.**..... **CK26**  
 e. **Cars 1" (25mm) lowered kit. Full car set.** ..... **RSX520**  
 f. **Rear damper/coil set lowered. 2 x rear.** ..... **CK24**  
 g. **Front bracketry kit. 2 x brackets.**..... **CK25**  
 h. **Front damper/coil lowered kit. 2 x front.**..... **CK27**

2. When the Mini suspension was designed over 50 years ago with rubber cones it was innovative and successful but not very suitable for today's driving. Softer cones in different shapes have proven to give a more comfortable ride but at detriment to the handling. Within the confines of the Mini suspension the Mini Spares full coil over kit eliminates the rubber cones and provides a good alternative. Another alternative is the coil spring cone conversion, which is a direct replacement for the rubber cone. Made out of top quality spring wire to eliminate compressing after a few years usage they have been used on the road in Japan and

the USA for some time, however Mini Spares offer them only for Race use on tarmac where the suspension must be professionally set up. Not suitable for undulating tarmac (rough roads)

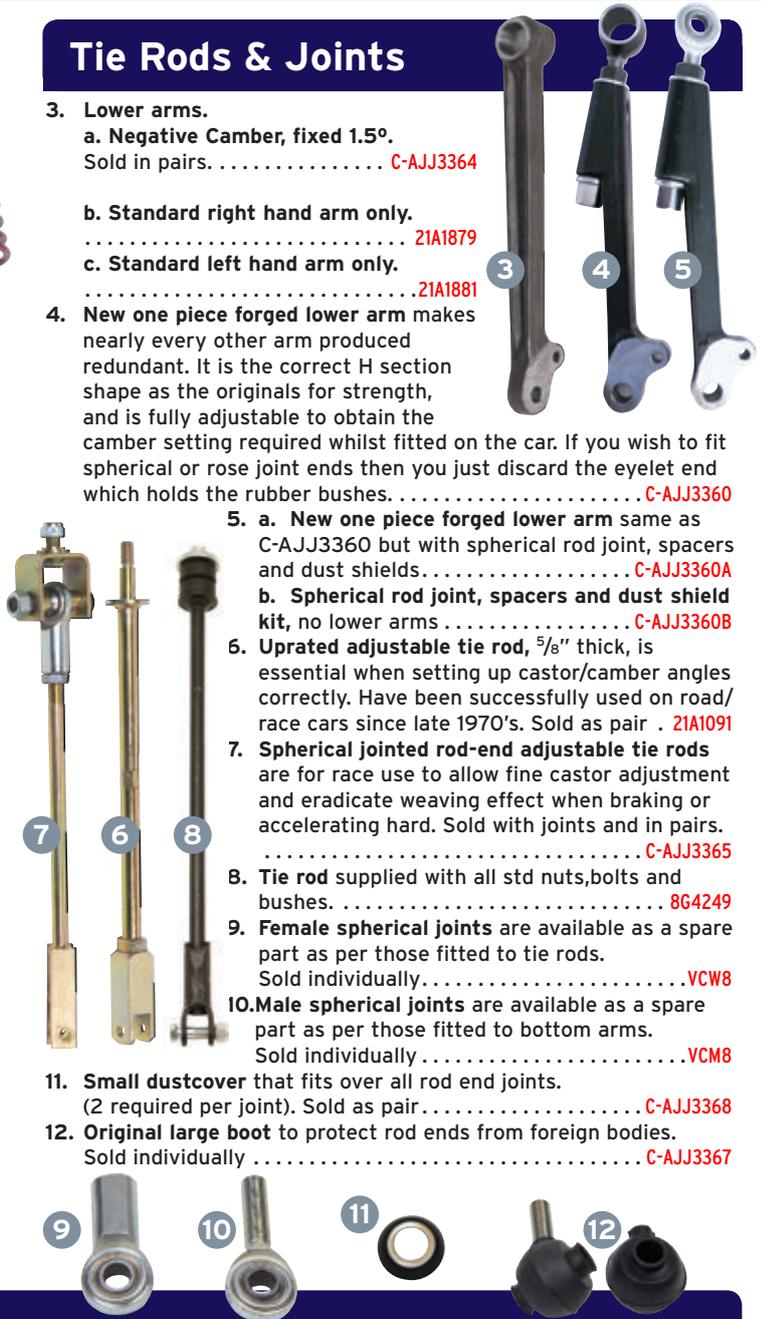
Coil spring cone conversion. Available in three spring rates.

- a. **For softer rate (Blue).**..... **C-SRP100**
- b. **For firm rate (Red).**..... **C-SRP200**
- c. **For competition spec rate. (orange or green)** ..... **C-SRP250**



### Tie Rods & Joints

3. **Lower arms.**
  - a. **Negative Camber, fixed 1.5°.**  
Sold in pairs. .... **C-AJJ3364**
  - b. **Standard right hand arm only.** ..... **21A1879**
  - c. **Standard left hand arm only.** ..... **21A1881**
4. **New one piece forged lower arm** makes nearly every other arm produced redundant. It is the correct H section shape as the originals for strength, and is fully adjustable to obtain the camber setting required whilst fitted on the car. If you wish to fit spherical or rose joint ends then you just discard the eyelet end which holds the rubber bushes. .... **C-AJJ3360**
  5. a. **New one piece forged lower arm same as C-AJJ3360 but with spherical rod joint, spacers and dust shields.** ..... **C-AJJ3360A**  
 b. **Spherical rod joint, spacers and dust shield kit, no lower arms** ..... **C-AJJ3360B**
6. **Uprated adjustable tie rod, 5/8" thick,** is essential when setting up castor/camber angles correctly. Have been successfully used on road/race cars since late 1970's. Sold as pair . **21A1091**
7. **Spherical jointed rod-end adjustable tie rods** are for race use to allow fine castor adjustment and eradicate weaving effect when braking or accelerating hard. Sold with joints and in pairs. .... **C-AJJ3365**
8. **Tie rod supplied with all std nuts, bolts and bushes.** ..... **8G4249**
9. **Female spherical joints** are available as a spare part as per those fitted to tie rods. Sold individually. .... **VCW8**
10. **Male spherical joints** are available as a spare part as per those fitted to bottom arms. Sold individually ..... **VCM8**
11. **Small dustcover** that fits over all rod end joints. (2 required per joint). Sold as pair. .... **C-AJJ3368**
12. **Original large boot** to protect rod ends from foreign bodies. Sold individually ..... **C-AJJ3367**



### Tie Bar & Arm Geometry Set

13. To get the best handling from your car it is imperative to equalise any setting side to side. Adjustable heavy duty tie rods are for getting castor angles correct and lower adjustable arms will correct or change camber angles. There is no point fitting rear alignment brackets unless the front geometry as stated is corrected.

Contents of Front Geometry Kits

Order Front Geometry Kit as	Forged lower arms	Adjustable tie rods	Adjustable camber and tracking brackets See page 6 for more details	Bushes	Bushes	Extra fitting items
21A1092	n/a	21A1091	n/a	n/a	C-STR627	All nuts & washer required 53K1031 PWZ207 2A4328 GFK3224 GFK3212 GFK1125
MSSK3008	C-AJJ3360	21A1091	n/a	C-STR632	C-STR627	n/a
MSSK3013	C-AJJ3360	21A1091	MS73	C-STR632	C-STR627	n/a
MSSK3007	C-AJJ3360	21A1091	MS73	n/a	n/a	n/a
MSSK3013A	C-AJJ3360	21A1091	MS73	n/a	C-STR627	Spherical joint MSRJM Dust cover C-AJJ3368 Rose joint spacer AN1372
MSSK3014	C-AJJ3360	21A1091	MS70	C-STR632	C-STR627	Shims CK18

