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 1³/₄" SU HS2 or H2. MFA132
6. Manifold spacer with facility for vacuum gauge 0.295" thick (7.5mm) for 1³/₄" SU HS4. MFA338
7. Manifold spacer with facility for vacuum gauge breather 0.250" (6.3mm) thick for HIF44 HS6 1³/₄" SU MFA446

Manifold Spacers

5. Manifold spacer with facility for vacuum gauge 0.295" thick (7.5mm) for 1³/₄" SU HS2 or H2. MFA132
6. Manifold spacer with facility for vacuum gauge 0.295" thick (7.5mm) for 1³/₄" SU HS4. MFA338
7. Manifold spacer with facility for vacuum gauge breather 0.250" (6.3mm) thick for HIF44 HS6 1³/₄" SU MFA446

Heatshields

For HS2/HS4 Twin Carburettors, with link bar and springs.
8. a. Stainless steel twin HS2 heatshields MSSF1005
   b. Black powder coated twin HS2 heatshields MSSF1008
9. a. Stainless steel twin HS4 heatshields MSSF1006
   b. Black powder coated twin HS4 heatshields MSSF1004
10. Twin carburettor linkage kit, includes accelerator bracket for manifold, two cross bars and linkage, plus choke and throttle cable trunnions MSSF0009
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.

<table>
<thead>
<tr>
<th>Size</th>
<th>STEEL CFM</th>
<th>MINI SPARES CFM</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.75&quot;</td>
<td>116.2</td>
<td>116.8</td>
</tr>
<tr>
<td>6.00&quot;</td>
<td>116.6</td>
<td>117.4</td>
</tr>
</tbody>
</table>

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.

Steel Manifolds

   a. A pair of split Weber manifolds, 3¹/₂" long, upswept. C-AHT775
   b. 45 DCOE/DHLA, 5" long. C-AHT776
   c. 45 DCOE/DHLA, 7" long. C-AHT787
   d. 45 DCOE/DHLA, 3¹/₂" long. C-AH777
   e. 48 DCOE/DHLA, 3¹/₂" long. C-AH778
   f. 48 DCOE/DHLA, 5" long. C-AH779
   g. 48 DCOE/DHLA, 7" long. C-AH780

Note: e, f and g are customer’s order only
15. a. HS4/6, H4 twin SU manifold. 1¹/₂" bore carb size. With narrow balance pipe. C-AEG490
   b. HS4/6, H4 twin SU manifold. 1¹/₂" bore carb size. With narrow balance pipe. C-AEG491

For HS2/HS4 Twin Carburettors, with link bar and springs.
8. a. Stainless steel twin HS2 heatshields MSSF1005
   b. Black powder coated twin HS2 heatshields MSSF1008
9. a. Stainless steel twin HS4 heatshields MSSF1006
   b. Black powder coated twin HS4 heatshields MSSF1004
10. Twin carburettor linkage kit, includes accelerator bracket for manifold, two cross bars and linkage, plus choke and throttle cable trunnions MSSF0009
11. Carb HIF44 abutment bracket fits between the manifold and the HIF44 (1.75") carb. CAM4942

Call to Order or Questions at 800-946-2642