Head Gaskets

1. Group ‘A’ Metro Turbo head gasket. This gasket has an extra reinforced fire ring to eliminate inter-chamber blowing. 3.1cc compressed volume. Necessitates modification of the block - details available from MSC. Not suitable for bores over +0.040". Beware TAM521 is stamped on this gasket which is also the standard gasket number on which it is based. C-STR057

2. Original competition copper/composite head gasket. Manufactured by Payen to their latest specifications. Essentially used on 1275cc plus engines, but also for small bore engines when using 12G940 head casting. Has a 3.8cc compressed volume, 3 waterway holes are larger. C-AHT188

3. Copper/composite Payen AF460 head gasket. Suitable for all large bore modified engines. 3.6cc compressed volume. C-STR067

4. a. Standard black in color composite steel reinforced gasket, all 5 port heads. c. Original competition copper/composite head gasket. f. Unipart high quality gasket. 2.8cc compressed volume, 3 waterway holes. Stamped AF470 as standard is also asbestos free stamped as BK450. This is the superior gasket. Has a 4cc compressed volume. TAMI521

5. Performance head gasket made from black fiber composite, for all small bore especially large over bores. 2.8cc compressed volume. C-AEA647

6. Copper/composite head gasket for small bore. Original Rover 12G940 head casting. Has a 3.8cc compressed volume. C-AEA529

Engine Block Sets

10. a. Engines with side plate tappet chest covers AJM201MS b. Engines without side plate tappet chest covers AJM206MS

Valve Springs

A number of years ago modern hi-lift, short cam designs were used with hi-ratio rockers posed quite a few problems. Widely available performance valve springs were outdated over night as it became necessary to reduce spring crush valves. This, in turn, caused low valve seat pressures leading to valve float at high rpm levels and insufficient full lift and flank pressures causing the cam follower to lose contact with the lobe. Consequently performance losses resulted.

The latest cam designs, bring with it a more difficult set of criteria for the valve spring to meet. But again Mini Spares stepped in to solve the problem by a re-design on their phenomenally successful springs, adding a third spring pair to their range. Manufactured from superior quality Otava silicone steel wire from Sweden and specific heat treatments during processing they retain high resistance to rate deterioration and breakage. Sensible design makes them compatible with standard fitment type top caps. Fitted as described in the instructions supplied they will not crush even with lifts up to 0.500-inch at the valve - common on race engines with 1.5 ratio rockers. Used on our own modified heads they have proven ultra-reliable.

Valve Shims / Collars

11. Race valve springs for use in excess of 8,000rpm and will take 0.500-inch lift at the valve, nominal rate 280lb on the nose. C-AEA527

12. High performance road springs will take up to 8,000rpm and valve lifts up to 0.500-inch, nominal rate 200lb on the nose. C-AEA526

13. Dual valve springs for standard and mild performance road use will take up to 7,000rpm and valve lifts to 0.490-inch, nominal rate 160lb on the nose. C-AEA525

14. ISKEY type race springs are used by some racers or for specific applications. (Special top caps required. No longer stocked). for high lift camshafts.

15. a. Single outer spring Pre A-plus 850,998,1100cc. Order individually. AEAS1

b. Single outer spring for all A-plus engines 998 and 1275cc. Order individually. AEAS1

Valve Top Caps

18. Original steel ‘S’ competition top cap. Order Individually AEAS5

19. Race top caps - ultra lightweight, hardened aircraft alloy top caps. Do not pull through at high rpm. Order Set. C-AEA528

Manifold Gaskets

8. Large port competition manifold gasket, all 5 port heads. a. Large Port etc. AJM204 b. Standard manifold gasket AJM203 c. Injection Cars AJM205 d. Turbo manifold gasket with metal retainer rings on exhaust ports. AJM206

9. Gearbox gasket set pre 1996. AJM208 (This is not supplied with clutch seal or output shaft seals)

Call to Order or Questions at 800-946-2642