



CLASSIC MINI JANUARY SPECIALS

SALE PRICES EXPIRE FEBRUARY 18, 2007

Buy Online Click on product descriptions to learn more about an item or to order it from **minimania.com**.

850 GEAR SHIFT BOOT



Magic Wand rubber shift boot. The first Minis had a very simple gearchange; the lever exits the transmission directly thru the floor, well forward. This requires a special boot to accommodate the curves in the floor and tunnel, and being rubber it eventually cracks

with age and flexing. Replace it with the real thing to keep wet or dry road crud out of the car!

14A6860 Reg. \$39.25 **\$31.40**

TOWING EYE HEAVY DUTY MINI & MINI COOPER S



Most cars, sometime in their life will need a towing eye that works. These are special heavy duty versions that mount in the stock Mini location.

FAM1785 Reg. \$49.95 **\$39.96**

MINI & MINI COOPER BOOT HINGE RIGHT SIDE



A special purchase allows us to slash the cost of boot lid hinges. These fit all years of Minis!

CZH3272/RH Reg. \$59.95 **\$47.96**

HANDLE MK3 OUTSIDE LH



CZH887 Reg. \$39.95 **\$31.96**



BONNET SAFETY CATCH

ALA7608 Reg. \$49.95 **\$39.96**

ANTENNA RADIO LATE MINI & MINI COOPER BY ROVER



Late model (after 1985ish) Rover telescoping radio antenna. Extends to 39.5 inches. Best suited for fender mounting and fits all Mini.

XUC10037 Reg. \$59.95 **\$47.96**



MINI DVD THE COMPLETE STORY

A combination of the popular "Best of British: Mini" and "Mini @ 40" videos, with additional footage including the New MINI, this DVD is a great addition to any Mini-lover's library.

DVD001 Reg. \$39.95 **\$31.96**

MINI WORKSHOP MANUAL 1980-ON ROVER FACTORY MANUAL REPRINT

This reprint of the actual Rover Repair Manual you'd buy from the Rover dealer covers all models of the Mini from 1980, including the ERA Turbo, up to but not including the fuel injected models.

AKM6353 Reg. \$65 **\$52.00**


HAYNES 59-69 MINI WORKSHOP MANUAL

Essential shop manual for EARLY Mini owners. For Minis 1959 to 1969, and covers the following models: Saloon Mk I & II; Countryman/Traveller Mk I & II; Van and Pickup Mk I & II; Cooper and Cooper S Mk I & II; Riley Elf Mk I, II & III; Wolseley Hornet Mk I, II & III; 848, 970, 997, 998, 1071, and 1275cc. Softcover.

527 Reg. \$49.95 \$39.96

BRAKE DISC / ROTOR 8.4" DIAMETER FOR MINI 12" WHEELS


8.4" diameter as used on all late model Minis with 12 or 13 inch wheels. It is also the rotor that can be turned down for use with 4-piston calipers inside 10 inch wheels. Note: not for use with Metro brakes.

21A2612 Reg. \$39.95 \$31.96

HAYNES 1969-2001 MINI & MINI COOPER WORKSHOP MANUAL


This volume (646) describes later Minis from 1969 to 2001 (up to X registration) and covers the following models: Mini Saloon, Estate, Van & Pick-up, Clubman, Cooper S Mk III, 1275GT, 1.3i, Cooper and special/limited editions; 848, 998, 1098, and 1275cc; and major mechanical features of Cabriolet. Hardcover.

646 Reg. \$39.95 \$31.96

MINI & COOPER BRAKE SHOES 1.25" COMPETITION SET


Competition 1.25" wide drum brake shoes are NOT an oxymoron, you need the rear brakes to help stop the car also! While the front brakes do the majority of the work, when you drive at the limit you need everything possible going for you. These "competition" rear shoes will last longer, tolerate heat build-up and give that added edge of safety.

C-8G8997 Reg. \$69.95 \$55.96

REPRINT OF FACTORY ROVER SERVICE MANUAL LATE MINI


This repair manual covers all Mini models manufactured from VIN 049349. 1993 publication. Includes HIF38 carbureted, through SPI (Single Point Injected) Minis.

AKM7169ENG Reg. \$59.95 \$47.96

CARBON KEVLAR BRAKE PADS

Carbon Kevlar brake pad set for Metro Turbo, or alloy 4-piston calipers.

C-8G8998 Reg. \$79.95 \$63.96

MINI RESTORATION MANUAL


Porter/Haynes. The restorer will appreciate the chapter on paint and interior combinations, the mechanics will like the sections on maintenance, and everyone will get something out of the technical specs. Written by automotive expert Lindsay Porter. A great book for the D.I.Y.er.

BOOK02 Reg. \$49.95 \$39.96

ROVER WORKSHOP MANUAL FOR TWIN POINT MPI MODELS

Reprint of the Rover Workshop Manual for all 97 on Twin Point Injected models. Covers models manufactured from VIN SAXXNNAZEBD 134455. The most comprehensive manual for twin point cars currently available. Does not include information on automatics.

RCL0193ENG Reg. \$79.95 \$63.96

DISC BRAKE SWIVEL HUB


Call it a hub, bearing carrier, upright or swivel pin; on the Mini it's all the same thing. You'll need these new hubs if you are converting to disc, or if your old hubs will no longer support the bearings properly. All new and ready to use. Either replace your old one or start a kit to convert to disc. You need bearing kit GHB143K per hub to finish it off.

FAM2390 Right, Reg. \$249.95 \$199.20

FAM2391 Left, Reg. \$249.95 \$199.96

MASTER CYLINDER CAP WITH SWITCH


AEU1796 Reg. \$44.95 \$35.96

VENTED 8.4" BRAKE ROTOR TURBO METRO


If you are now using - or are planning to use - the vented 8.4" rotor (as used on the Metro Turbo), these are the stock rotors you will need. Note: While these rotors are sold individually it is highly recommended that they be replaced in pairs for safety reasons.

GBD496 Reg. \$69.95 \$55.96

Buy Online

Click on product descriptions to learn more about an item or to order from **minimania.com**.


**BRAKE PAD 8.4" DISC MINI
SPRITE MIDGET KEVLAR EBC**

The is the latest brake technology on the market from EBC (Black Stuff). Kevlar will stop faster, is fade resistant and gives immediate pedal response with no warm up required. Not only do they give low brake disc wear, the non-asbestos Kevlar produces less brake dust, which usually contaminates alloy wheels. If you have alloy wheels EBC pads are a must!

GBP281KEVLAR Reg. \$39.95 **\$31.96**

FLANGED BUSH PRIMARY GEAR - REAR


This bronze bush is used in all primary gears and has a integral thrust surface for controlling end float on the primary gear. Thus not only is the ID critical but the thrust face must also be in spec in order to achieve the proper critical control of end float. Replacing the bushing in a gear is much more cost effective than replacing the entire gear. The gear itself rarely wears out- only the bushes! The gear for the pre A+ 1275cc engines are no longer available and thus bush replacement is the only answer.

22G109 Reg. \$42.95 **\$34.36**

**BRAKE WHEEL CYLINDER .80"
RIGHT FRONT TWIN LEADING**


Many early Minis with drum brakes were fortunate enough to have twin leading set-ups. This size cylinder was the first twin leading shoe type and were fitted up to 1967 (pre MK2). Two wheel cylinder required on each side. Order two of these for each side.

GWC102 Right, Reg. \$49.95 **\$39.96**

GWC103 Left, Reg. \$49.95 **\$39.96**

**MOUNTING PLATE LATE
VERTO SLAVE CYLINDER**


This is the stock bracket for supporting the verto slave cylinder as fitted to ALL Minis with verto clutch. It often fractures around the bolt hole areas as well as across its main body. This bracket must be fitted when using a verto clutch system on pre-vertos Minis.

DAM5992 Reg. \$36.95 **\$29.56**

QUENTIN HAZEL VERTO CLUTCH PLATE


If your late model Mini has a short clutch arm (3" or so), you have a "Verto" clutch. This is your clutch disc (180mm diameter). If for any reason you have your clutch apart then it only makes sense to install a new disc - why go through the effort twice! This disc is for cars made between 1982 and 1990. For post May-1990 see GCP90832AF.

GCP293 Reg. \$89.95 **\$71.96**

**DUAL MASTER
REPAIR - LATE**


Repair kit for late front/rear split master cylinders. Not for early round reservoir master or last square reservoir master, GMC227. See LSSB927 for round reservoir master and GRK1035 for last square master.

GRK1016 Reg. \$79.95 **\$63.96**

VALVE SPRING SET 850-1100


Singles valve springs are more than adequate for stock 850, 998 and even 1098cc engines. These new springs will insure you maintain performance without the higher seat wear from dual springs. Set of 8 springs.

AEA311 Reg. \$39.95 **\$31.96**

**BRAKE WHEEL CYLINDER
REAR LATE 11/16"**


GWC1129 Reg. \$49.95 **\$39.96**

'ST' DUAL VALVE SPRING SET


If you want performance you have to control your valves, and dual valves springs are the best answer. Always have yours checked before asking the motor to produce more horsepower. They should all have the same unloaded height and should exert the same pressure when depressed a uniform amount. These "Special Tuning" dual springs are designed with the ideal balance of enough pressure (170 lbs.) to keep the valves from bouncing and not so much pressure as to cause premature camshaft or lifter failure.

C-AEA524 Reg. \$59.95 **\$47.96**

**BRAKE MASTER KIT FOR
EARLY DUAL GMC159**


This kit includes the rubber parts need to rebuild a GMC159 master cylinder.

LSSB927 Reg. \$89.95 **\$71.96**

Buy Online

Click on product descriptions to learn more about an item or to order from **minimania.com**.

WATER PUMP – 998 AND 1275CC


These higher capacity water pumps have much larger impellers than stock, which move more coolant than the stock one – just what we need in our warmer climate. GWP134 has by-pass hose take off, GWP154 is without take off. This water pump will fit all 1275cc blocks and all 998cc blocks after 1969, and with a slight amount of work on the impeller can be made to fit a small bore block. Use of a high capacity water pump helps to reduce cavitation in the water jacket, particularly at high RPM, as well as circulating a greater volume of coolant.

GWP134 Reg. \$44.95 **\$35.96**
GWP154 Unipart, Reg. \$79.95 **\$63.96**

WATER PUMP SMALL BORE ENGINES - 850CC & 948CC


In the earliest days of British cars in America, it was not uncommon to find a rebuild kit for your water pump! Today it's a thing of the past; replacements are easy to find and cheap. These standard capacity water pumps with steel impellers in aluminum bodies will fit all Morris Minors, Minis and Sprites and Midgets before the 1500cc.

10M294 Reg. \$49.95 **\$39.96**

1275 HEAD GASKET SET "S" W/COPPER

Complete head gasket sets for the 1275cc engine are easy to find, but typically they include a stock paper type head gasket. This head gasket set for 1275cc engines includes a COPPER head gasket, valve cover gasket, manifold gasket, thermostat gasket, all carb gaskets, and valve stem seals.

GEG1140/COPPER Reg. \$39.95 **\$31.96**

"S" TYPE DUAL VALVE SPRING SET


Dual valve spring upgrade kit. All 850 engines, most 998 and indeed some 1275 engines had single valve springs. Besides acting as a rev. limiting governor, you also run the risk that if one breaks, the valve crashes down into the piston. Dual valve springs should not only be considered a must for a performance engine, they are also engine insurance for a standard engine. Use with upper spring retainers AEA653 (sold each) or Iskys SP007 (set of 8). These are Cooper S equivalent parts and hence are ideal for rebuilding a stock Cooper S.

VSP3964 Reg. \$39.95 **\$31.96**

NUMBER PLATE HOUSING MK3 ON


The license number plate light on the rear of MK3 and later Minis is a large rectangular piece that bolts to boot lid directly above the # plate. The black metal housing is often found painted in the color of the car. The lamp and lens that screws into this is not included.

13H6900 Reg. \$89.95 **\$71.96**

LEFT REAR AMBER RED TAIL LIGHT LENS MKII/III


Lens only for lamp 13H6479. One piece rear lens. Fitted from Mk2 up until introduction of built-in reverse lights as standard from 1976 on.

37H4837 Reg. \$49.95 **\$39.96**

RIGHT REAR AMBER RED TAIL LIGHT LENS MKII/III


Lens only for lamp 13H6480 (right rear; photo shows left rear). One piece rear lens. Fitted from Mk2 up until introduction of built-in reverse lights as standard from 1976 on.

37H4838 Reg. \$49.95 **\$39.96**

HIF6 & HIF44 CARB ABUTMENT BRACKET


3A0035 Reg. \$49.95 **\$39.96**

FUEL SENDING UNIT MINI SALOON


Fits Saloon tank. See AAU8340 for under floor tanks. Locking ring type, not held on by screws. If your gas gauge is not working it could be only a few things. If you can take the single wire that is attached to the sending unit and touch it to ground with the key in the on position it should make the gauge needle swing to the other extreme. If it does not move at all then the sending unit is defective!

AHU1029 Reg. \$59.95 **\$47.96**

RELAY – MINI & MINI COOPER


AR201 Reg. \$39.95 **\$31.96**

WIPER SWITCH COLUMN LHD MINI & MINI COOPER 89 ON RH MOUNT


From about 1980 on (VIN#290003) the Mini wiper switch is mounted on the RH side of the steering column. This Lucas made switch also includes the washer control. It has a five wire pin plug and is easy to replace!

BAU5346 Reg. \$119.95 **\$95.96**

THERMOSTAT SANDWICH PLATE W/LUG


Cooper with carb fitted, engine numbers F53/G01. Same as PEG10002 but with hole drilled for sender unit YWL10010.

PEM10036 Reg. \$69.95 **\$55.96**

Buy Online

Click on product descriptions to learn more about an item or to order from **minimania.com**.

ULTRIK 8MM SPARK PLUG WIRE SET


Lots of things have been written about performance plug wires but regardless of what you believe, we all know that good wires are a must! This special competition wire set from ULTRIK has 8mm spiral core wires, silicone jackets and the highest performance – no bragging, just the facts! Fits all classic Mini except those with side entry distributor caps and MPI Models. Available in Black, Blue, Green, Red and Yellow.

- ULT0150** *Black, Reg. \$39.95* **\$31.96**
- ULT0153** *Blue, Reg. \$39.95* **\$31.96**
- ULT0154** *Green, Reg. \$39.95* **\$31.96**

QUADOPTIC HEADLAMP UNIT - LHD

These headlamp and bucket assemblies are easy to install and a lot easier to cope with than trying to repair that rusty or bent old unit. High beam Wipac lamps are installed in plastic buckets, complete with wiring loom, seating ring for light unit and retainer rim for light bulb. They even have English-style pilot lamps in the bulbs. Importing a car form the UK? You may need a pair of Left Hand Drive headlamps.

- XBC103410** *Reg. \$95.76* **\$76.61**

CRANK PULLEY VIBRATION DAMPER ONE PIECE NEW


It might surprise you to know that the A-Series engine has a vibration problem! But the factory has known it for years and designed a "dampener" to help absorb or counter balance this problem. The nature of the engine results in vibration that can result in crank bearing being knocked out! The uncomfortable feeling of the engine vibration is a problem, but losing the bearing can be a disaster. The most common dampener is a "one-piece" affair that is actually a pulley with a outer metal ring connected to it with a special vulcanized rubber. Great, simple design. But this same design has an inherent problem – as the rubber dries up and/or is exposed to oil, dirt, etc. it cracks and stops "dampening". In severe cases this one piece affair has actually separated at the rubber resulting in all kinds of destruction! Check the back side of your dampener the next time you are in the engine bay – it could scare you!

- CAM4929** *Reg. \$349.95* **\$279.96**
- C-CAM4929R** *Rebuilt, thin, Reg. \$159.95* **\$127.96**

SS CRANK PULLEY VIBRATION DAMPER


The latest evolution of this design is built to better tolerances and with better material. Machined from billet steel (instead of the stock cast iron) this dampener will work better and last a lot longer! The outer ring has degree marks already engraved from 10 to 50 degrees.

- CAM4929RACE** *Reg. \$289.95* **\$231.96**


REMOTE HOUSING BRACKET

- 21A745** *Reg. \$69.95* **\$55.96**

BRAIDED HOSE FOR OIL GAUGE


With this large diameter line to the oil pressure gauge you can actually see minor fluctuations in the pressure at idle or when the relief valve bounces open and closed. Because the braided steel line is one piece from the block to the gauge there is less chance of leaks or failure. 49" long. If you need the block to line adaptor, use 2A269.

- C-AHT9** *Reg. \$59.95* **\$47.96**

ROD BEARINGS

Rod bearings, 850-1275 1 5/8" journals. Fits all small bore (A or A+) and all Cooper S. For non-S 1275 see VP91306 below. AE/Glacier brand engine bearings can be had for much less than the other brand, and common sense says they're more than adequate for road use.

- VP572/STDR** *Standard, Reg. \$39.95* **\$31.96**
- VP572/10R** *+ .010, Reg. \$39.95* **\$31.96**
- VP572/20R** *+ .020, Reg. \$39.95* **\$31.96**
- VP572/30R** *+ .030, Reg. \$39.95* **\$31.96**

ROD BEARINGS +.010 1275 A AND A+ EXCEPT S

The rod bearings on all later model 1275cc (including Austin Americas) and the latest A+ block were all increased in diameter for longer life and reliability. The original "S" and Sprite 1275cc engines only have a rod journal diameter of 1.625. These later motors have a journal size of 1.750"; bigger bearing – longer life! AE/Glacier brand.

- VP91306/STDR** *Standard, Reg. \$39.95* **\$31.96**
- VP91306/10R** *+ .010, Reg. \$39.95* **\$31.96**
- VP91306/20R** *+ .020, Reg. \$39.95* **\$31.96**
- VP91306/30** *+ .030, Reg. \$59.95* **\$47.96**

MAIN BEARINGS ALL 1275

- VP91120/10R** *+ .010, Reg. \$39.95* **\$31.96**
- VP91120/20R** *+ .020, Reg. \$39.95* **\$31.96**

MAIN BEARINGS 1275/1300

AE/Glacier brand rod and main bearings are the choice of many rebuilders. They typically cost much less than the other brands, and common sense says they're more than adequate for road use.

- VP91120/STDR** *Standard, Reg. \$39.95* **\$31.96**
- VP91120/20** *+ .020, Reg. \$59.95* **\$47.96**

MAIN BEARINGS, 2" 1275 A+ W/CTR TAB STD

- VPM91886/STDR** *Standard, Reg. \$44.95* **\$35.96**
- VPM91886/10R** *+ .010, Reg. \$44.95* **\$35.96**
- VPM91886/20** *+ .020, Reg. \$49.95* **\$39.96**
- VPM91886/20R** *+ .020, Reg. \$44.95* **\$35.96**

[Buy Online](#)

 Click on product descriptions to learn more about an item or to order from **minimania.com**.

IDLER GEAR - LATE BIG SHAFT


The later model Minis (mostly after the intro of the rod change gearbox) all have the advantage of the larger diameter shaft on the idler gear. Not only is the shaft diameter much bigger than original but the angle and the number of teeth have been optimized for long life.

DAM2924 Reg. \$279.95 **\$223.96**

EXHAUST DOWNPIPE FOR LATE MINI W/CATALYST


Downpipe to fit the original exhaust manifold on the late (from 1990) Mini Cooper and MG Metros when using HIF6/44 carburetors. Y piece outlet end is 1.875" outside diameter, 1.75" inside diameter. This allows you to RETAIN the catalyst and fit an RC40 complete system.

C-AEG370 Reg. \$225 **\$180.00**

THRUST WASHER FOR 1275 PRIMARY GEAR .119


DAM6488 0.119", Reg. \$59.95 **\$47.96**
DAM6489 0.120", Reg. \$59.95 **\$47.96**

998 TWIN BOX EXHAUST SYSTEM

Made by the original supplier to Unipart and our own RC40. This is now made to also fit the early floor start type as well as every later car. Will work on 848cc saloon, too. See GEX9551 for complete fitting kit.

GEX189 Reg. \$149.95 **\$119.96**

OIL FILTER HEAD 1992 ON W/ 12A ENGINE


Fitted from 1990 on 1275 engines that have a 12A prefix engine number. The part numbers are stamped on the casting for identification. The earlier spin on filter head had TAM2097 embossed on it which was its part number.

This later type which has 11/16" unions has the part number LPZ10027 embossed on it, but the part number is LPX10026. See TAM2097 for the filter head for earlier cars using a spin on oil filter.

LPX10027 Reg. \$69.95 **\$55.96**

UPPER STABILIZER ROD


This is the original Mini upper engine steady which always seems to need new bushes. The rubber bushings are 2A5875, and the longer of the two securing bolts is BH605151. From 1990

on when the 1275 engines were fitted, the 21A1817 bar from the old Austin Morris 1100/1300 range was fitted which, along with different engine mount positions on the subframe, pushed the engine half an inch further forward. From 1996 cars were fitted with a one-piece bush on the engine which is interchangeable with the two-piece version (see KKF101320). Bushes not included with this part number.

21A1109 Reg. \$64.5 **\$51.60**

ENGINE STEADY BRACKET REPAIR/REINFORCE KIT


The stock top engine stabilizer on the Mini takes real abuse even under normal driving and when anything like spirited driving is involved it can be devastating. The problem is the bottom half of the stabilizer assembly: the factory simply spot welds a simply 'L' bracket to the bulkhead! This might have worked fine on stock 850's, but close inspection often reveals that this bracket has snapped at the bend thus putting all the load on the top. Our easy to use kit not only can be used as a repair piece if you find your's broken but more importantly it should be used on all cars to strengthen the stock version and keep it from breaking!

MSSK1500 Reg. \$39.95 **\$31.96**

K&N EFI AIR FILTER ELEMENT


On any of the fuel injected Minis the most common question is how to get better performance. The simplest yet most often overlooked upgrade is the change to a much improved air filter. Better breathing will ALWAYS improve performance. Fits both single and twin point injection vehicles.

E-9172 Reg. \$89.95 **\$71.96**

SERVICE KIT FOR HS2 CARB


This kit services a single or left/front HS2 carb. Includes Gaskets, Needle & Seat and Jet Assembly. See CSK59 for the twin carb service kit.

CSK51 Reg. \$59.95 **\$47.96**

SERVICE KIT FOR HS4 CARB


Includes Gaskets, Needle & Seat and Jet Assembly.

CSK52 Reg. \$69.95 **\$55.96**

SERVICE KIT FOR DUAL HS2 (1.25") CARBS


Complete service kit from "SU" for dual HS2 (1.25") carbs. For the complete repair kit, see CRK101

CSK59 Reg. \$99.95 **\$79.96**

SERVICE KIT HIF6 HIF44 CARB, REBUILD


Service kit for the following carbs: FZX1306, FZX1307, FZX1280, FZX1281, FZX1409, FZX1412, FZX1429, FZX1433, FZX1462, FZX1524, FZX1526, FZX1525, FZX1531, FZX1469, FZX1312, FZX1366, FZX1422, FZX1428, FZX1443, FZX1468, FZX1529, FZX1419

CSK75 Reg. \$69.95 **\$55.96**

Buy Online

Click on product descriptions to learn more about an item or to order from **minimania.com**.

4 SYNC IDLER GEAR


If the Mini drive train has a weak link, it's the connection between the engine and the transmission. The idler gear often takes the abuse caused by wear and/or poor assembly techniques. We see more of these go bad than any other engine component! In stock for the 4-synchro pre A+ transmission – keep a spare!

22G943 Reg. \$159.95 **\$127.96**

COUPLER ROD CHANGE GEARBOX


This very heavy duty sleeve connects the rod change shift linkage to the shift lever out of the transmissions. While it is very heavy duty, it also holds that keep it all together. When it wears out the shifting gets sloppy and it could actually fall apart on the road!

42H1116 Reg. \$69.95 **\$55.96**

BEARING DIFFERENTIAL OUTPUT SHAFT – REPRO


Most of us expect a Mini to torque steer. This tendency to steer to one side or the other under hard quick acceleration is inherent in many front wheel drive cars. BUT it can be somewhat controlled by condition of the differential. Keeping

good output shaft bearing in the assembly will preserve the life of many of the internal components! Sold individually; you need two of these to install your diff assembly.

AHU1856/MS Reg. \$39.95 **\$31.96**

PINION PIN


BTA166 Reg. \$59.95 **\$47.96**

ROD CHANGE QUICK SHIFT KIT


Quick-shift kit for Rod Change shifters. (See C-22A1750 for remote shifters.) By raising the pivot point on the shift lever, the amount of throw is reduced considerably. That means you get shorter, quicker shifts! Kit includes a new chrome shift lever, a special machined aluminum adapter that bolts to your existing shift housing, plus hardware and instructions. Not recommended for 5/6-speed gearboxes.

C-22A1751 Reg. \$139.95 **\$111.96**

VERTO THROW OUT BEARING PLUNGER


The late model Minis were converted over to a much smoother operating clutch setup. The 'verto' clutch as it is called also uses a different plunger in the flywheel housing to hold the throw out bearing.

DAM5353 Reg. \$99.95 **\$79.96**

STAINLESS SUMP GUARD


Provides protection for the alloy cooling fins on the gearbox. This CNC designed item is made in stainless steel and hangs 5mm below gearbox case. It's not suitable for automatics.

SUMPGUARD3 Reg. \$144.95 **\$115.96**

FINAL DRIVE PINION GEAR FOR 2.76


TCC10001 Reg. \$99.95 **\$79.96**

CLEAR WINDSHIELD FOR ALL MINIS UP TO TWIN POINT


Clear laminated windscreen for all Minis, except TPi, which had a special screen with a built in interior mirror base.

24A2236 Reg. \$195 **\$156.00**

TINTED MINI WINDSHIELD

This windshield has a very slight tint all over, barely noticeable but enough to reduce glare and make the car cooler inside. Fits all years and models of Mini except twin point cars which have built in mirror base.

CZH4048 Reg. \$239.95 **\$191.96**

MINI COOPER S GEAR SHIFT BOOT


Some of the Minis produced from '61 thru '73 had a "remote" shift assembly. This big aluminum housing extended under the car from the differential towards the rear to project the gearshift through a hole in the floor right in front of the seats. This hole should be covered by a rubber boot to keep the noise, smell and weather out of the drivers compartment. If yours is torn or missing, you should absolutely replace it! The metal retainer to hold it in place is 14A9942.

22A608/ORI Reg. \$69.95 **\$55.96**

MK1 SWITCH PANEL


If you are restoring your MK1 Mini, you probably need one of these! Brand new, perfect reproduction. Holds ignition switch, light switch, and more.

14E3386 Reg. \$49.95 **\$39.96**

BRUSHED ALUMINUM DASHBOARD 3 CLOCK LHD


If your Mini is the later style (after '85) with the upper moulded dash then this super quality that has a wood base similar to the DAS007 has the added feature of a perfect aluminum cover over the entire dash. Stunning looking, this dash fits in Minis of any color.

DASH007A Reg. \$399.95 **\$319.96**

Buy Online

Click on product descriptions to learn more about an item or to order from **minimania.com**.

BURL WALNUT 3-PIECE DASH


Rokee burl dashboards were the quality leader during the heyday of the Mini. Our new Mini Mania (Rokee style) wooden dash takes all the best features of the original and makes them better. We use only the highest quality wood veneer; the color is fantastic and the grain on the three pieces matches. Both the hinges and handles are brass color. Available for the Mini with the center 3 instruments as found on the "Deluxe" MK1 & MK2. Best of all, this 3-piece dash is also easy to install.

DASH301V Reg. \$369.95 **\$295.96**

CANNON RUBBER FLOOR MATS


These rubber floor mats are made by Cannon, the original manufacturer of Mini floor mats for Rover. They are contoured to fit the front floor of the Mini and Metro. Driver's side (RHD) has carpet heel pad for comfort. These are the last ones made specifically for Mini range, and can work for either LHD or RHD. Trim to fit. Set of four mats.

EAH104380 Reg. \$39.95 **\$31.96**

BOOT FLOOR LINER >74


This plastic boot liner is sturdy yet lightweight, and is easily removable. Tailor made for Minis 1974 on, or any with the 7.5 gallon tank. Covers the spare tire, making the storage clean and tidy. There's a small bin built in to hold small items.

EBF100150 Reg. \$149.95 **\$119.96**

HEADLINER >80 ESTATE

Gray headliner for '80 and later Mini Estate model. Pebbly textured "fabric" only headliner kit, you supply the "bows".

HL3023 Reg. \$149.95 **\$119.96**

BURL WALNUT INSIDE DOOR HANDLES


Burl Walnut has for year been associated with quality. Adding it to your Mini will continue to enhance the image. The factory original handles not only look great but fit easily to all models of the Mini with roll-up windows, from the MK3 to the latest fuel injected models.

MSA0193 Pair, Reg. \$129.95 **\$103.96**

BURL WALNUT WINDOW CRANKS


MSA0194 Pair, Reg. \$129.95 .. **\$103.96**

3-POINT SEATBELT


Stock type non-retractable 2" wide one piece lap and shoulder belt as used in many late model Minis. Black.

SEATBELT04 Reg. \$89.95 **\$71.96**


MOKE GEAR SHIFT BOOT

Reproduction stock Moke shift rubber boot. Easy to install and VERY limited quantity!

21A1443 Reg. \$89.95 **\$71.96**


WING FRONT TRUNKING DIAGONAL TOP CAPPING

ALA7032 Left (shown), Reg. \$79.42 **\$63.54**

ALA7033 Right, Reg. \$69.95 **\$55.96**

MOKE LOWER WINDSCREEN RUBBER


Replacing the windshield rubber in a Moke is one of the easier jobs. The frame for the glass is bolted together and thus easy to disassemble. The rubber seal for the glass is actually in two pieces, the straight bottom piece and U-shaped piece that goes up the sides and across the top.

This part number is for the bottom only and is in very limited supply! See also ALA7229/30 and ALA7230.

ALA7230 Reg. \$49.95 **\$39.96**

MOKE SIDE PANEL - RIGHT HAND


The side panels of the any Moke are very prone to rust and thus a complete replacement from any model is step in the right direction. These right side panels can with a little work be fitted to any model of the Moke!

ALA7310 Reg. \$269.95 **\$215.96**

MOKE REAR FLOOR


When restoring a Moke the ability to replace any single panel is a real plus. This is the panel that holds the two rear seats. Not difficult to replace considering the size!

HYE1144B Reg. \$229.95 **\$183.96**

ORIGINAL MK3 SEDAN SILL


These 4" wide sills are genuine Rover replacement parts. If you want it to look right, you've got to use the right parts.

14A9534 Right, Reg. \$69.95 **\$55.96**

14A9535 Left, Reg. \$69.95 **\$55.96**

"A" HINGE PANEL MK3 ON


All Minis with internal hinges use this panel, often called the "A" panel. Although it is a single wall panel it still has a tendency to develop rust spots! It is probably one of the most commonly replace panels on the Mini. Fits MK3 and later. This is a **factory original panel** that thus has the best chance of fitting without problems.

ALA5660 Reg. \$59.95 **\$47.96**

ALA5661 Left, Reg. \$59.95 **\$47.96**

Buy Online

Click on product descriptions to learn more about an item or to order from **minimania.com**.

OVERSILL MK1/2 - 6" WIDE

- BHM3** Reg. \$42.95 **\$34.36**
BHM4 Left, Reg. \$42.95 **\$34.36**

MK4 STEERING COLUMN SHROUD


Over the years of production of the Mini many changes were made in various parts, including the plastic cowling that surrounds the steering column. As the various turn signal and headlight stalks were changed, this cowling was changed, too. These plastic pieces suffer from not only deterioration from the sun but also seemed to crack and break often. This cowling fits the MK4, '76 and later models but we suggest you compare yours to the picture to be sure! The biggest "key" is that the ignition key fits into the lock at a slight angle to the steering column, not at right angles to the column.

- BHM7085** Reg. \$99.95 **\$79.96**

MK1 9" OVERSILL


The oversill panel includes the horizontal external seam and wraps all the way down with a lip that meets the horizontal part of the floor.

- MS29R** Right side, Reg. \$36.95 **\$29.56**

MINI BONNET WITH LIP


This aftermarket bonnet is the one bonnet available that has multiple applications. It has the front lip as used on most MK2 and all later models. It has the unique feature of being able to accept both early hinges that are about 6" in from the edge, and the later models that have their hinges 1.25" from the edge.

- MSL2** Reg. \$159.95 **\$127.96**

REAR SIDE STIFFNER FOR MINI PICKUP BED

- REPAN163** Reg. \$79.95 **\$63.96**

998 +30 DISHED PISTON WITH RINGS & PINS - SINGLE


If you are looking for great longevity from your 998cc engine, try these 4-ring dished pistons at rebuild time. Compression 9:1.

- 20773/30/EA** Reg. \$89.95 **\$71.96**

1275 S STANDARD SIZE PISTON

Best performance stock pistons have a possible compression ratio of 10.0:1. Current pistons differ from the 60s originals, improved with a "low drag" slipper skirt design and a shorter lighter wrist pin. Wrist pin height is 1.5276", top dish is 8.4cc. Performance is enhanced by the use of 3mm oil rings and the smaller drain slot behind this ring decreases the risk of breakage. Sold individually, includes pin and rings.

- 21253/STD/EA** Reg. \$349 **\$279.20**

1275 +.040 8.8:1 METRO PISTON


If you are running today's regular unleaded gas you must pay attention to compression. These new design AE pistons are designed for modern fuels and compression. Typically installation will result in 8.8:1 compression (the original "S" was 9.75:1 and would never last without special efforts). Current pistons differ from the 60s originals, improved with a "low drag" slipper skirt design and a shorter, lighter wrist pin. Wrist pin height is 1.4689", top is dished 8.4cc, and they have a 4mm oil ring and two 1.5mm compression rings. Sold individually with pin and rings.

- 21251/40/EA** Reg. \$89.95 **\$71.96**

1275 +030 8.1 SINGLE PISTON


With a pin height of only 1.422" these pistons are ideal for a economy motor with low compression or a good starting point for a supercharged or turbo motor! Sold individually, with pin and rings.

- 21252/30/EA** Reg. \$79.95 ... **\$63.96**

DEVES PISTON RINGS FOR 21268/21031

- R33646/20** Reg. \$89.95 **\$71.96**

DEVES PISTON RINGS FOR 21250:1.588X4.000

- R33646/30** Reg. \$89.95 **\$71.96**

DEVES PISTON RINGS 998 +020 3-RINGS

- RA20216/20** Reg. \$79.95 **\$63.96**

IGNITION SWITCH LOCKING ASSEMBLY '76 ON


Later model & Canadian version. This complete assembly includes lock, ignition switch and barrel assembly and even a spare key. Wiring loom has a four-pin gang plug; fits MK3 Mini in the USA. Also fits MK4 Mini (1976 on) up to the introduction of MPi and air bags which appeared on 1997 models.

- BHM7107** Reg. \$149.95 **\$119.96**

USED REAR HUB FITS ALL YEARS


All models of the Mini use the same rear hub (this piece holds the rear wheel bearings). The Mini's rear wheel bearings are more than adequate, usually requiring only occasional repacking with grease. The weak link may be the cast iron hub; it is not uncommon to damage a hub beyond salvage when removing the bearing. For new bearings see GHK1088. Stock studs are 21A2064, long studs as used in the "S" are 21A1278.

- 21A1277** Reg. \$49.95 **\$39.96**

Buy Online

Click on product descriptions to learn more about an item or to order from **minimania.com**.


BUMP STOP FOR HYDRO SUSPENSION
21A1598 Reg. \$39.95 **\$31.96**
TRUMPET STRUT REAR EARLY MINI
21A1683 Reg. \$59.95 **\$47.96**
DRIVE FLANGE FRONT DRUM BRAKE


All early models of the Mini with drum brakes use this same drive flange! The front hub bearing in this version use the shaft that is part of this flange as the surface for the inner race. The later cars have the race directly on the very hard surface of the larger CV joint. In this version the splined smaller CV joint slides into the shaft. The problem with this is

that if the wheel bearing end float is not tight enough then the bearing will spin on the shaft and destroy it. The shaft of the flange should be perfectly smooth with no steps or grooves. But the biggest problem is that this drive flange/shaft affair is in very limited supply!

21A231 Reg. \$79.95 **\$63.96**
STUB AXLE REAR SWING ARM DRY WITH SHOCK MOUNT


Although the axle sticking out of rear swing arm might look as though it is not replaceable, it is and often should

be! While the swing arm will bend more often than the axle, it does happen. And if you spin your bearing on the axle it will also wear a groove that replacement is the only answer. AND if you are converting from wet to dry suspension then axle replacement could be an easy solution to the lower mounting of the rear shocks!

2A7351 Right, Reg. \$129.95 **\$103.96**
2A7364 Left, Reg. \$129.95 **\$103.96**
INNER CV POT JOINT


Later model Minis have CVs on both ends of the axle; this is the joint that extends from the differential. And while this inner joint is not something that takes the abuse of the outer, more commonly replaced one, it is something

that you should consider replacing whenever you have the motor out of the car. See BHM7012 for the replacement gear.

DAM667 New, Reg. \$149.95 **\$119.96**
DAM667/REBUILT Rebuilt, Reg. \$110 **\$88.00**

SWIVEL HUB/UPRIGHT LEFT DRUM BRAKES
21A372 Reg. \$199.95 **\$159.96**

TOP FRONT SHOCK MOUNT - STANDARD RIDE HEIGHT

If you are restoring your car or converting from wet to dry, you could use these mounts! Pictured on the left is this stock version, on the right is an example of the lowered type. (C-AJJ3359). Sold individually.

21A471 Right, Reg. \$49.95 **\$39.96**
21A474 Left, Reg. \$49.95 **\$39.96**

ADJUSTABLE REAR CAMBER & TOE BRACKETS

The amount a wheel leans in or out at the top is called "camber". As the car turns and the body leans, the tire can

lose traction as it no longer is making full contact with the road. When the top of the wheel leans in toward the center of the car it's called negative camber; typically a necessary set-up for competition or hard driving. Negative camber at the rear can be just as important as the front and stock rear is often at 0° or even positive! The control of rear camber is by the outer bracket for the rear radius arm which is bolted to the rear subframe. We offer two methods for changing the rear camber; MS69 is a pair of fixed brackets that only require bolting in place to provide an extra 1.5° of negative camber from the original setting. MS73, the ultimate option, allows for completely adjustable camber AND rear toe-in. This is done by manipulating an eccentric washer on the outer pivot point of the trailing arm pin. Camber is still adjusted with a turn bolt.

MS73 Reg. \$129.95 **\$103.96**
BUMP STOP FRONT COMPETITION HYDROLASTIC MINI COOPER


Front progressive bump stop kit for hydroelastic cars. Mounting brackets and rubbers. Improves car handling; especially under braking and when fully loaded. Rubbers are available separately, AHH7074. See C-AJJ3313 for rear kit.

C-AJJ4007 Reg. \$49.95 **\$39.96**
POT JOINT REMOVER TOOL


Inboard CV (pot joint) splitting tool used to remove the constant velocity joint from the gearbox by way of driving this wedge-like tool between joint and gearbox. Does not remove joint from driveshaft.

18G1240 Reg. \$79.95 **\$63.96**

EEZE BLEED AUTOMATIC BRAKE BLEEDER KIT

Auto brake bleeder. A spare tire provides all the power you'll need to bleed brakes like a professional. A hose connects the spare tire to the master cylinder via a special cap. Simply open the bleed valve and old fluid/air is forced into the drain bottle (included). Caps are included to fit most British cars.

EEZE-BLEED Reg. \$49.95 **\$39.96**
[Buy Online](#)

 Click on product descriptions to learn more about an item or to order from **minimania.com**.

CLEAR GLASS AND CHROME FUEL FILTER 1/4"


An ounce of protection is certainly worth a pound of cure when deciding whether to use a fuel filter. None of the early cars (until those with fuel injection) have fuel filters as stock. Our special filters have the unique small ends to allow for easy in-line installation in the small hose Mini fuel system.

PRO804 Reg. \$39.95 **\$31.96**

FIXED QUARTER WINDOW SEAL

Not every Mini has hinged rear quarter windows (rear side windows). This is the seal for the ones that don't open. The original rubber is prone to being baked by the sun, and they dry out and crack. The other problem comes from having the car painted without removing the window seals, and so they are often covered with paint. Made for the larger Mk3 window, this can be cut and shortened along the top horizontal for earlier models, since the correct one was discontinued 20 years ago.

JRC2673 Reg. \$39.95 **\$31.96**


SEAL RR-DOOR MINI WAGON LH

14A7609 Reg. \$59.95 **\$47.96**

FRONT WINDSHIELD SEAL


Rubber seal for all Mini windshields; uses locking strip 24A1466 (chrome) with JPC2017 finisher or 37H8052 (black). You could also upgrade to the later slightly wider version CCB10011MS that helps to stop water leaks and therefore rusting. Can be used for front or rear (saloon) and cut to length.

CZH5342 Reg. \$39.95 **\$31.96**


REAR WINDOW SEAL

Rubber seal for all Mini saloon rear glass; uses locking strip 24A1466 (chrome) and finisher clip JPC2017, or 37H8052 (black). Cut to fit smaller Mk1 rear opening.

JRC2674 Reg. \$39.95 **\$31.96**

LATE REAR BONNET SEAL


All late model Minis (up to '92) use a seal at the rear edge of the bonnet to decrease the amount of water and dirt that could reach the carb area. This special black factory original seal is a must for those who want to keep their car original and running great!

JRC7008 Reg. \$54.95 **\$43.96**

870 Gold Flat Road, Suite A
Nevada City, Ca. 95959

Business Hours:
Mon.-Fri., 6 a.m. to 5 p.m. (Pacific)

(530) 470-8300
(800) 94MANIA
(800) MANIA01
(530) 470-8388
(530) 470-8300

Info@Minimania.com

Tech Support/Orders
Orders only please
Toll free FAX line
Local/Intn'l FAX
Local/Intn'l Voice
E-mail

SATISFACTION GUARANTEED!

We back up every sale with our Satisfaction Guarantee: If you're not fully satisfied with our products or service, we'll refund the purchase price. A full refund is available for qualified items returned within 15 days of order receipt. Electrical Components, VHS Tapes, DVDs, Software or Software Devices, Books and Special Order or Custom Built Items cannot be accepted for return. Visit our website or call for full [Return Policy](#) details.

Prices in this supplement are current as of November 2006, but are subject to change without notice. Sale prices expire December 31, 2006. All prices are in US dollars.

Shipping: By the least expensive way, usually UPS, unless otherwise specified. All shipping costs are paid by the customer.

Payment: VISA, Mastercard, Discover, check, or money order. Returned checks will be subject to a \$25.00 service charge, plus additional fees if the check is not satisfied within 30 days.

Warranty: All parts are warranted against defects in material and workmanship. In most cases, warranty will not cover labor, failure of related components, failure from faulty installation or misuse, nor will liability exceed the cost of the original component.