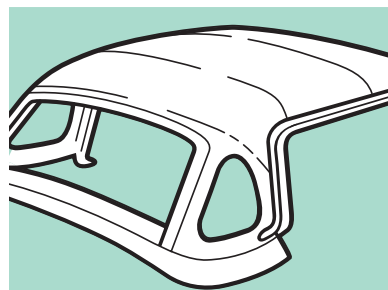
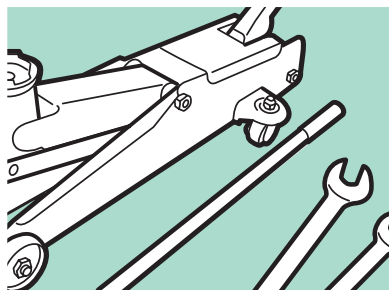
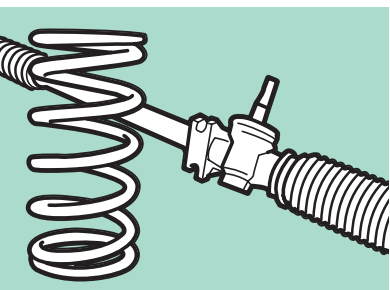
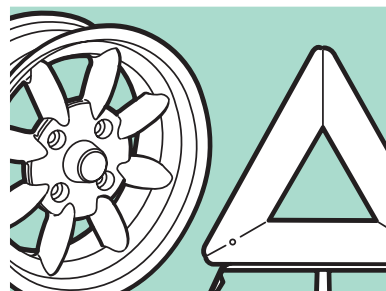
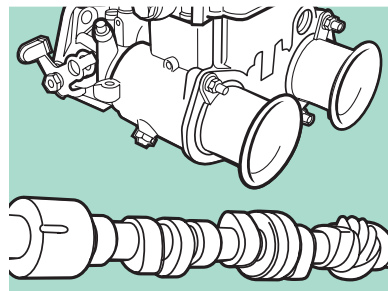
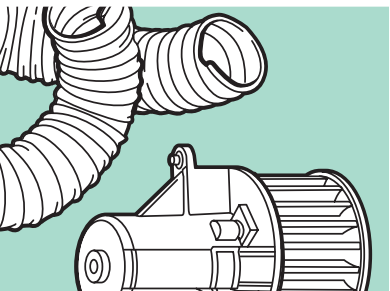
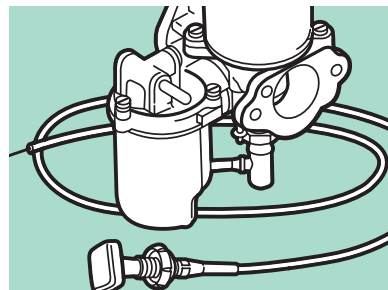
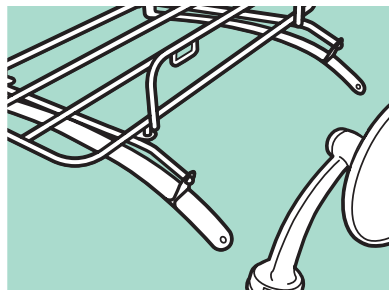
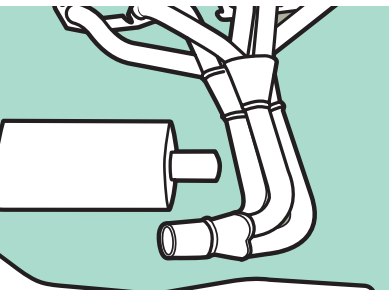
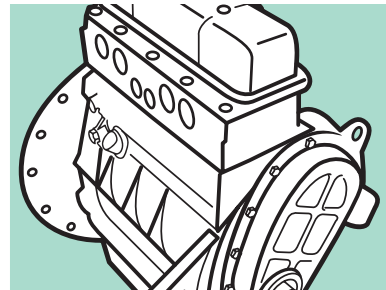
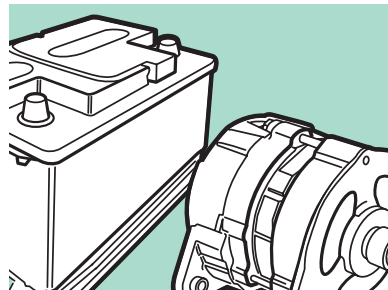
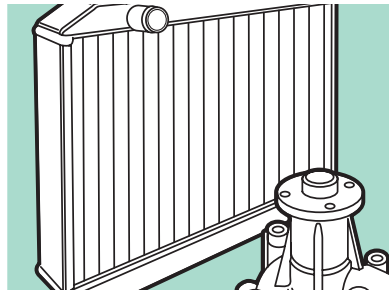
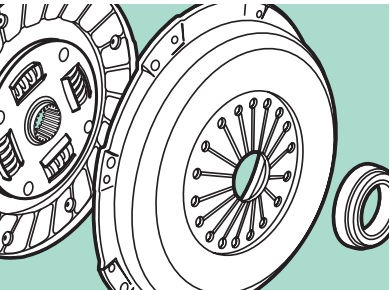
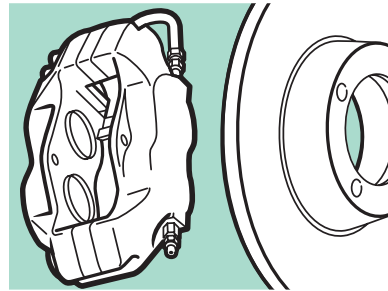
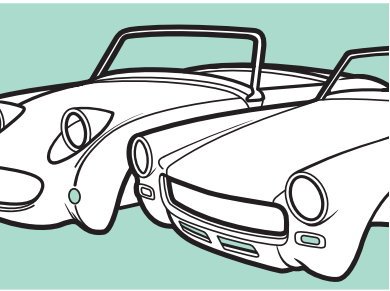


ISSUE 24

PARTS & ACCESSORIES FOR YOUR  
**SPRITE & MIDGET**  
including technical advice and detailed schematics



PARTS · ACCESSORIES · TOOLS

**HOW TO ORDER**

**ORDER ONLINE**

Ordering online is quick and straight forward. Simply search by part number or browse by model and component categories. Our site features detailed schematics so identifying the correct part is easy, right down to the last nut and bolt. Should you get stuck, our knowledgeable sales staff are ready to help using our live-chat feature.

Add the parts that you need to your basket and head to the checkout for delivery and payment options. Once checked out, you will receive a confirmation of your order via email, by which time your parts will be being picked and packed, ready to be sent to your door.

**ORDER THROUGH A BRANCH**

Whether you are visiting, calling or emailing, our knowledgeable branch staff will be happy to help you get the parts that you need. They are car enthusiasts too and understand the challenges that sometimes come with identifying the right parts for rare and classic cars. Of course, the more information about your vehicle that you have to hand, the quicker and easier it will be for us to help.

Arranging to collect parts from our branches is easy, our teams will let you know once your order is ready. Alternatively, they can dispatch your order directly to you.

**PRICING**

Due to constant variations of world markets and currency fluctuations the prices in this catalogue are subject to change. We make every attempt to keep prices competitive and stable, however in common with all other suppliers in our industry, we reserve the right to alter prices without prior notice. For the latest prices, please call or visit [moss-europe.co.uk](http://moss-europe.co.uk). All prices are per unit (unless otherwise stated).

Value Added Tax (VAT) at the current UK rate of 20% will be levied on all orders being dispatched to countries within the UK, including Northern Ireland. Shipments to countries outside the UK, including all EU countries, will not be charged VAT. Prices are correct at the time of going to print, postage & packaging is not included. E&OE.

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Orders for delivery in the UK may be dispatched by regular post for small/lightweight items, larger items may be dispatched via a courier. Please call us for the best delivery option for your order and the latest delivery prices.

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**ORDERING FROM OUTSIDE THE UK**

Export orders may be subject to local import duties, taxes and Customs clearance fees, which must be paid before receipt of the goods. These charges are NOT included in the price of the goods or the delivery. These charges are normally managed by our carrier & freight forwarder agents. If you use your own shipping agent, please consult them for details. All relevant Customs forms and documentation required to ensure the order arrives with the minimum of delay will be included with your shipment.

**90 DAY MONEY BACK PEACE OF MIND WARRANTY**

It's simple, if you change your mind for any reason, all uninstalled parts still in their original condition and packaging may be returned to us within 90 days from the date of purchase for a full refund. A copy of the original invoice or picking label must accompany the return. Return freight is paid by the customer, unless returned due to our error.

In the event of a part failing in use, all parts are warranted against defects in materials and workmanship for 12 months from the date of purchase. Please remember that all returns must be accompanied by the original invoice, return freight will be reimbursed. For more details see our website or contact your local branch.

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LONDON

**LONDON**

Unit 16, Hampton Business Park  
Bolney Way, Feltham  
**TW13 6DB**

London Tel  
**+44 (0)20 8867 2020**

Email  
[sales@moss-europe.co.uk](mailto:sales@moss-europe.co.uk)

Fax  
**+44 (0)20 8867 2030**



BRADFORD

**BRADFORD**

Unit 12-13, Acorn Park Ind. Est.  
Otley Road, Shipley  
**BD17 7SW**

Bradford Tel  
**+44 (0)1274 539 999**

Email  
[bradford@moss-europe.co.uk](mailto:bradford@moss-europe.co.uk)

Fax  
**+44 (0)1274 539 990**



BRISTOL

**BRISTOL**

Unit 14 Avonside Ind. Park  
Avonside Road, Bristol  
**BS2 0UQ**

Bristol Tel  
**+44 (0)117 923 2523**

Email  
[bristol@moss-europe.co.uk](mailto:bristol@moss-europe.co.uk)

Fax  
**+44 (0)117 300 9164**



MANCHESTER

**MANCHESTER**

111-117 Stockport Road  
Stockport, Cheshire  
**SK3 0JE**

Manchester Tel  
**+44 (0)161 480 6402**

Email  
[manchester@moss-europe.co.uk](mailto:manchester@moss-europe.co.uk)

Fax  
**+44 (0)161 429 0349**



PARIS

**PARIS**

7 rue Chaponval  
ZAC du Cornouiller  
78870 Bailly, France

Paris Tel  
**+33 (0)1 30 80 20 30**

Email  
[sales@moss-europe.fr](mailto:sales@moss-europe.fr)

Sav  
**+33 (0)1 30 80 21 50**

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The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road.

Where the price is replaced with NCA this part is Not Currently Available. Please visit our website ([moss-europe.co.uk](http://moss-europe.co.uk)) or call our sales staff for the latest availability information or to enquire if we can offer an alternative part.

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**PERFORMANCE & TUNING**

These pages contain a range of quality components that will generally improve the performance and handling of your Abingdon classic. Remember, before increasing the power output and speed of any vehicle, you should ensure that your brakes, steering, chassis etc... can cope with the modifications.



TMK30950

**MOSS SPECIAL TUNING HANDLING KITS**

The standard front suspension design allows body roll that induces instability. This can be rectified by fitting one of our well proven handling kits.

This kit includes a stronger front anti-roll bar with uprated centre mountings, plus uprated rear shackle bushes to reduce rear end steer caused by lateral spring movement.

**Sprite and Midget (semi-elliptic rear springs)**

- Sprite III-IV, Midget II-III, 11/16" dia. bar . . . . TMK30850 . . . £93.00
- Midget 1500cc, rubber bumper, 3/4" dia. bar . . . TMK30950 . . £112.40

TMG3769



**FRONT ANTI-ROLL BAR MOUNTS**

The degree of control the bar has over the vehicles behaviour can be adjusted by the use of different types of mounting for connecting the anti-roll bar to the chassis legs. We offer hard rubber or polyurethane bushes, depending upon the bar diameter and the use for which the vehicle is intended.

These hard rubber and polyurethane bushes fit with the original mounting straps, BHH2000 x2, available if required. For further detailed information please contact your nearest Moss branch.

**Hard rubber centre mounts**

- Bush, anti-roll bar, front, 5/8", each . . . . . TMG3767 . . . . £2.74

1B4526SPK



**Polyurethane centre mounts**

- Bush kit, anti-roll bar, front, 9/16" . . . . . AHH6541SPK. £16.15
- Bush kit, anti-roll bar, front, 5/8" . . . . . 1B4526SPK. . . £16.15
- Bush kit, anti-roll bar, front, 11/16" . . . . . AHH7921SPK. £16.15
- Bush kit, anti-roll bar, front, 3/4" . . . . . AHH7927SPK. £16.15
- Bush kit, anti-roll bar, front, 7/8" . . . . . TMG30738SPK £16.15



AHA7029Z

**FRONT ANTI-ROLL BAR KIT**

**Sprite I-II and Midget I (drum brake models)**

The under-steer on these models can be reduced by fitting the front anti-roll bar from the later disc brake models, however, this will require (if not already fitted) that you fit the later reinforced wishbones (listed here) along with the connecting links.

The connection to the chassis leg is a little difficult, but can be overcome with a little ingenuity. For a choice of anti-roll bars please refer to Sprite III-IV and Midget II-1500cc front anti-roll bars listed below.

**Anti-roll bar conversion parts**

- Wishbone pan, each. . . . . AHA7029Z . . . £73.40

AHA7012A

AHA7011A



- Link to wishbone pan bracket, each (2 required) . AHA7028 . . . . £4.60
- Screw for bracket to wishbone, each (6 required) SH605061 . . . . £0.22
- Nut, each (6 required) . . . . . GHF201 . . . . . £0.17
- Washer, each (6 required) . . . . . GHF332 . . . . . £0.40
- Link, anti-roll bar, RH. . . . . AHA7011A . . . £18.70
- Link, Anti-roll bar, LH . . . . . AHA7012A . . . £18.70

**FRONT ANTI-ROLL BARS**

**Sprite III-IV and Midget II-1500cc**

An uprated front anti-roll bar will help you get the full cornering benefit from your classic, even if you haven't modified the suspension. It is important not to fit too stiff a bar, as it will ruin the ride comfort.

Late cars were fitted with a 9/16" diameter bar as standard. We have found that the ideal anti-roll bar for a standard road car is 5/8" diameter, a modified car will handle better with a 11/16" diameter bar.

Our experience has shown that the original bar end stops are not required for competition bars, though they should be used on road bars. For further detailed information please contact your nearest Moss branch.

- Anti-roll bar, 9/16" diameter, standard . . . . . AHA7013 . . . £61.80
- Anti-roll bar, 5/8" diameter, fast road . . . . . AHT56 . . . . . £61.80
- Anti-roll bar, 11/16" diameter, fast road/sprint . . AHT57 . . . . . £60.90
- Anti-roll bar, 3/4" diameter, competition . . . . . TMG30981 . . . £63.90



11H462K

- End stops, anti-roll bar, 9/16"-5/8" dia. (2 required). AHH6546K . . £10.50
- End stops, anti-roll bar, 11/16" dia. (2 required.) 11H462K . . . £16.50

### SUPERPRO UPRATED SUSPENSION BUSH KITS

The first stage in improving your suspension is to check all your bushes - there's no point buying springs and dampers if the bushes are worn out.

These suspension bushes improve the handling by reducing the amount of unwanted flex in the standard type of bush, leaving the suspension to move in the direction intended by the designers.

Polyurethane is the best solution for road use. It gives improved location without having a detrimental effect on noise levels or a harsh ride. Added advantages are improved longevity and unlike rubber it is not affected by ultra violet light, water, salt, oil or petrol. The Superpro bushes come with a steel sleeve and grease where necessary and are available either individually, as either front or rear sets or as a complete car set for your classic.



SPK21CK

### SUPERPRO BUSH KITS



Save money and buy a Superpro bush kit for your car. Available as a complete car kit, front, rear or running gear kits. For vehicles with standard/original suspension layout.

#### Sprite and Midget (1/4 elliptic rear spring)

Currently under development, please contact your nearest Moss branch.

#### Sprite and Midget (1964 on 1/2 elliptic rear spring)

- Car bush kit . . . . . SPK21CK . . . . .£135.90
- Front bush kit . . . . . SPK21CF . . . . .£70.80
- Rear bush kit . . . . . SPK21CR . . . . .£68.00

### UPRATED LEVER ARM DAMPERS

We supply new uprated dampers (as original fitment) outright which are built on the original Armstrong equipment. Each unit is tested to check its performance against the design parameters, and the valves are individually set to provide the correct hydraulic characteristics for the application. For some models, we also supply reconditioned units on a exchange basis.

If your standard lever arm damper units are in good condition, we stock competition valves should you wish to uprate them, as well as Dynolite shock absorber oils so you can tweak your damping rates. Units are sold individually but should be fitted in pairs. The 25% uprated shocks work well on a road/fast road car.

- Damper, uprated, front, 25%, RH, new . . . . . TMG30905RN .£146.10
- Damper, uprated, front, 25%, LH, new . . . . . TMG30905LN .£146.10
- Damper, uprated, front, 25%, RH, recon. . . . . TMG30905R . . .£76.30
- Damper, uprated, front, 25%, LH, recon. . . . . TMG30905L . . .£76.30
- Damper, uprated, rear, 25%, RH, new . . . . . TMG30914RN .£132.90
- Damper, uprated, rear, 25%, LH, new . . . . . TMG30914LN .£132.90



SPCK5

### REAR TELESCOPIC DAMPER CONVERSION KITS

Our renowned Spax adjustable telescopic conversion with its inclined fit helps locate the rear axle. This conversion offers the ultimate in damping for fast road/sprint use. Many competition regulations do not allow this conversion.

- Damper conversion kit, Spax, rear, 1959-64\* . . . . . SPCK5 . . . . .£295.00
- Damper conversion kit, Spax, rear, 1964-75\*\* . . . . . SPCK6 . . . . .£295.00
- Damper conversion kit, Spax, rear, 1975 on . . . . . SPCK7 . . . . .£295.00

\* - 1/4 elliptic springs

\*\* - 1/2 elliptic springs

Note: For front telescopic damper kit please see page A09.

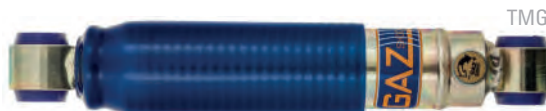


SPG736PR

### REPLACEMENT TELESCOPIC DAMPERS

These units can only be used when the lever arm units have been replaced.

- Replacement damper, Spax, pair 1959-64\* . . . . . SPG892PR . .£200.00
- Replacement damper, Spax, pair 1964-75\*\* . . . . . SPG736PR . .£195.00
- Replacement damper, Spax, pair (1975-on) . . . . . SPG947PR . .£190.00



TMG30917

- Replacement damper, Gaz, each, 1959-64\* . . . . . TMG30918 . .£78.00
- Replacement damper, Gaz, each, 1964-75\*\* . . . . . TMG30916 . .£78.00
- Replacement damper, Gaz, each, 1975 on . . . . . TMG30917 . .£78.00



TMG30914RN

TMG30914LN

- Damper, uprated, rear, 25%, RH, recon. . . . . TMG30914R . .£78.90
- Damper, uprated, rear, 25%, LH, recon. . . . . TMG30914L . .£78.90
- Valve, uprated, front, 25%. . . . . TMG30915 . .£33.90
- Valve, uprated, rear, 25% . . . . . AHH7218. . .£30.30



## MOTO-LITA STEERING WHEELS

Moto-Lita are among the finest replacement steering wheels available. Designed to enhance the appearance of the cockpit and provide an improved feel for the driver.

Available in a variety of styles, including polished or black painted spokes, with the option of polished wood or black leather rims.

Available in 13" to 15" diameters. Boss kits for each specified model of car are required for fitting (available separately).

*Moto-Lita*

See page A51 for more information



## SMITHS GAUGES

**A superb range of gauges in the 'Smiths' style with chrome bezel, and classic black faces with white numerals or magnolia with black numerals.**

The following gauges are available:

- Clock (full face)
- Capillary oil pressure (half face)
- Electric water temp (half face)
- Dynamo ammeter (half face)
- Volt meter (half face)

- Boost gauge (full face)

All gauges come with bulb holders and retaining brackets.

The bezel (available separately) can be used to make the new gauges look as original as possible.

**SMITHS**

See page A49 for more information

MGS40904



TMG40901PR

### UPRATED FRONT COIL SPRINGS

After fitting an uprated anti-roll bar and/or a telescopic damper conversion, the next stage of suspension tuning is to improve the springs. The Sprite and Midget range will benefit from an increase in front spring rate and lowering. The Frogeye Sprite is lighter at the front and will sit slightly higher on the springs listed here (standard springs are approx. 270lbs). The ride height can be fine tuned using spacers. It can be lowered by approx. 12mm with spacers between the spring seat and the wishbone (Part No: AJJ3322). It can be raised up to 10mm, in 5mm increments, using spring spacers.

We now offer our range of coil springs in a new modern specification

material, silicon chrome steel. This material is used in many current production cars and is lighter than the original chrome vanadium steel, which will help reduce the 'un-sprung' weight, ideal for fast road & competition cars. These new springs are only supplied in matched pairs.

#### How to measure ride height?

With your car on level ground, measure vertically from the centre point of each front wheel hub to the underneath of the wheel arch lip on each side and take an average value midway between the two in centimetres.

#### Chrome bumper models

Spring, slightly lowered, fast road, 340lbs . . . . . TMG40901PR £78.00  
 Spring, standard height, fast road/sprint, 400lbs . MGS40906PR. . .NCA  
 Spring, lowered, 1", competition, 400lbs. . . . . TMG40906PR . .NCA

#### Rubber bumper models

Spring, lowered, 1.25", fast road/sprint, 340lbs . TMG40901PR £78.00  
 Spring, lowered, 1.3", competition, 400lbs . . . . . MGS40906PR. . .NCA

#### Spring spacers

Spring spacer rings, 3mm (max 2 per side) . . . . . MGS40904 . . .£12.80  
 Front lowering spacer kit . . . . . AJJ3322 . . . . .£13.30



### UPRATED REAR LEAF SPRINGS

#### Sprite I-II, Midget I rear springs

As the original factory units are no longer available, we supply heavy duty replacement springs, which must be fitted in matching pairs.

Standard uprated original 1/4 elliptic spring . . . . . AHA5468 . . . . .£66.70

#### Sprite III-IV, Midget II-1500cc rear springs

We offer 1" lowered springs to reduce the tendency for the car to oversteer and to help level the car when lowered front springs have been fitted. For competition cars use a lowered and reversed rear spring dropping the car 2.5".

#### Sprite III-IV, Midget II-III (chrome bumper) rear springs

Leaf spring, lowered, rear, 1", fast road/sprint. . . MGS40820 . .£108.90  
 Leaf spring, lowered, rear, 2.5", competition. . . . MGS40821 . .£119.90

#### Midget 1500cc (rubber bumper) rear springs

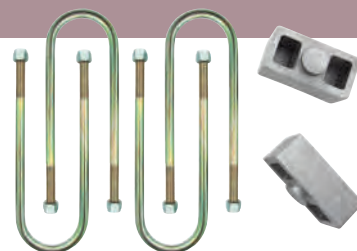
Leaf spring, lowered, rear, 1", fast road/sprint. . . MGS40920 . .£150.40  
 Leaf spring, lowered, rear, 2.5", competition. . . . MGS40921 . .£125.10



### ANTI-TRAMP BARS

The use of anti-tramp bars is highly recommended for cars which have more than standard power available. They are fitted between the rear spring front eye bushes and the centre spring mountings on the axle by special brackets - which are supplied as part of the conversion. When power is applied suddenly, usually from a standing start, the rear leaf springs tend to wind up into an S shape, and then revert to normal in a series of hops, referred to as tramping.

Anti-tramp bar, fast road/sprint, 1/2 elliptic . . . . . TMG30930 . .£288.06



### REAR SPRING LOWERING KITS

#### Sprite III-IV, Midget II-1500cc lowering kits (standard springs)

Lower your car with our lowering block kit. It fits between the spring and axle, effectively lowering the car by 1.5".

Lowering block kit, set. . . . . TMG30920 . . .£62.10



### UPRATED SUSPENSION BUSHES

These uprated suspension bushes are suitable for original suspension layouts. A much tighter feel for the handling can be achieved by fitting uprated suspension bushes, they can be a harder grade of rubber or polyurethane. Nylatron bushes are for competition only, they must also be fitted carefully to ensure the correct working clearance is obtained - and they must be inspected on a regular basis.

#### Sprite and Midget front suspension bushes

Nylatron's strength means for Sprite and Midgets we are able to offer the top trunnion bush with an offset drilled centre hole, this allows the suspension camber to be adjusted.

Busk kit, wishbone inner pivot, front, poly. . . . . 8G621SPK8. . .£48.00  
 Bush kit, top trunion to damper, poly . . . . . 88G274SPK. . .£14.90  
 Bush, wishbone inner pivot, nylatron, each . . . . . TMG30762 . . .£4.03  
 Bush, top trunion to damper, nylatron, each . . . . . TMG30962 . . .£12.00  
 Bush, negative camber top trunion, nylatron, each . TMG309621 . .£16.00

#### Sprite & Midget rear suspension bushes

Bush kit, rear radius arm, poly, 1/4 elliptic . . . . . 2A7278SPK. .£108.74  
 Bush kit, rear spring shackle, poly . . . . . AHA7182SPK. £34.90  
 Bush, rear spring shackle, nylatron, each . . . . . TT30765. . . . .£5.12  
 Pad set, spring locating, poly . . . . . ACA5138SPK. £43.20  
 Pad, spring locating, nylatron, each . . . . . TMG30766. . . . .NCA  
 Half bush, spring eye, nylatron, each. . . . . TMG30967. . .£12.90

**UPRATED BRAKE PADS**

When uprating your car one of the first steps is to uprate the brake pads. We stock a range of uprated brake pads for road and competition applications.



**UPRATED FRONT BRAKE PADS**

EBC Greenstuff brake pads are a high efficiency upgrade pad which will increase your car's stopping power by 20% over standard replacement pads. Tested in rally cars, these pads are high friction, fade resistant with immediate pedal response. The Kevlar based formulation is guaranteed to meet or exceed performance of all original equipment pads with strong progressive braking, reduction of dust on wheels and fantastic wear life.

Brake pads, EBC Green Stuff, fast road. . . . .STR505G. . . . £38.40

**Mintex brake pads**

Mintex M1144 is a hard wearing material ideal for fast road and track day use, giving good wear resistance and reduced fade under hard braking.

Brake pads, Mintex 1144, fast road. . . . .STR5051 . . . . £48.00

**COPPER BRAKE PIPE KITS**



These non-rust copper brake pipe sets are ready assembled with brass end fittings. The pipes are pliable for easy installation.

**Sprite I-II & Midget I with drum brakes**

Brake pipe kit, copper, RHD . . . . . GAC5006 . . . £96.50  
 Brake pipe kit, copper, LHD . . . . . GAC6006 . . . £94.90

**Sprite II-IV & Midget I-III with disc brakes**

Brake pipe kit, copper, RHD. . . . . GAC5032 . . . £74.30  
 Brake pipe kit, copper, LHD. . . . . GAC6032 . . . £74.30

**Midget 1500 with disc brakes**

Brake pipe kit, copper, RHD to G-AN6-212000\*. GAC5033 . . . £90.50  
 Brake pipe kit, copper, RHD G-AN6-212000 on\*\*GAC5061 . . . £93.50  
 Brake pipe kit, copper, LHD to G-AN6-212000\*. GAC5033L . . £90.50

\* - single line  
 \*\* - dual line



**BRAKE CALIPER SET**

Brake calipers can corrode or rust over time or due to excessive use. Frequent on-off braking can also generate a lot of heat which will further reduce the lifespan of the brake calipers and other related brake parts. Old and worn brakes can seize up, which is highly dangerous on the road and a reason for MOT failure. These replacement calipers are an ideal solution to renew worn out calipers and restore efficient braking. Supplied in pairs.

Caliper set, front, pair . . . . .17H9438/9. . £100.00



**UPRATED BRAKE DISCS**

DBD105

Heavy braking can tax even disc brakes. Our cross-drilled discs are suitable for standard 2-pot calipers. They run considerably cooler than standard discs because they dissipate heat quicker than the solid versions. They also give more consistent braking under all conditions, therefore they are ideal for really hard driving or competition use.

**Important note:** If fitting grooved or cross-drilled discs to replace standard solid discs, they must be fitted as a pair.

Brake disc, front, cross drilled, steel wheel, each. . . . DBD104 . . . . £82.10  
 Brake disc, front, cross drilled, wire wheel, each. . . . DBD105 . . . . £64.70



TT3949

**REMOTE BRAKE SERVO KIT**

For those who find the brake pedal rather hard after driving more modern vehicles, these remote servo kits make braking easier by reducing pedal effort. Suitable for all single line brake circuits they are remote mounted and easily plumbed into the hydraulic and vacuum systems of the car. We offer both a Lockheed and aftermarket kit, both are supplied with mounting brackets and hardware.

Remote brake servo kit, Lockheed . . . . . TT3949. . . . £229.50  
 Remote brake servo kit, aftermarket . . . . . TT3949Z . . . . £97.50



GBL202120

GBL202190

GOODRIDGE

**BRAIDED BRAKE HOSES**

These race inspired steel braided brake hoses not only look fantastic but because they don't swell under pressure they provide a much firmer feel to the brake pedal and more pressure at the caliper.

**Goodridge braided hose sets**

All Goodridge braided hoses are made from stainless steel. The sets are supplied either clear, or for a more original look the Classic sets are supplied in black. All supplied with mild steel fittings.

Brake hose set, black, drum brakes . . . . . GBL202190. . . £52.60  
 Brake hose set, clear, drum brakes . . . . . GBL202120. . . £52.60  
 Brake hose set, black, disc brakes. . . . . GBL212190. . . £52.60  
 Brake hose set, clear, disc brakes . . . . . GBL212120. . . £52.60



GBH110SS

**Aeroquip braided single hoses**

These high quality Aeroquip hoses are stainless braided with bright plated mild steel end fittings.

Brake hose, front, drum brakes, each. . . . . GBH110SS . . . £32.30  
 Brake hose, front, disc brakes, each . . . . . GBH157SS . . . £24.80  
 Brake hose, rear, each . . . . . GBH158SS . . . £25.60



**FRONTLINE**  
Developments

TMK30908



TMK30908A

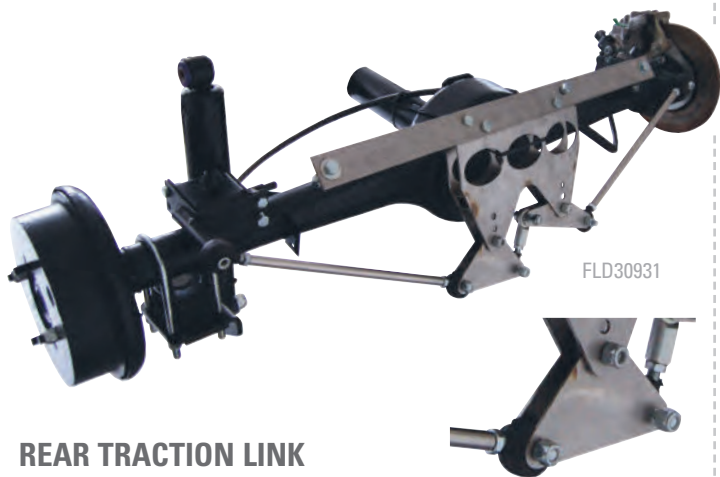
### FRONT TELESCOPIC DAMPER KIT

This renowned kit transforms the ride and handling of the Spridget. The suspension kit has been designed to overcome some of the weaknesses of the original suspension arrangement and give a more positive controlled movement of the suspension.

The kit includes a top arm assembly which replaces the lever arm damper, providing more torsional and lateral rigidity which has an immediate steadying effect on the handling of the car. This rigidity also improves the braking effect as the 'twisting' effect usually experienced under heavy braking is eliminated by the top arm.

The top arm has also been designed to give approximately 1 degree of negative camber to tighten up your Spridget's handling. The negative camber reduces understeer giving quicker cornering response and superior road holding. The telescopic damper unit has been chosen for its progressive damping, as the suspension movement increases the damping increases - this is not possible with a lever arm damper.

Telescopic damper kit . . . . . TMK30908 . . .£720.00  
Dampers, AVO, replacement, pair. . . . . TMK30908A .£281.60



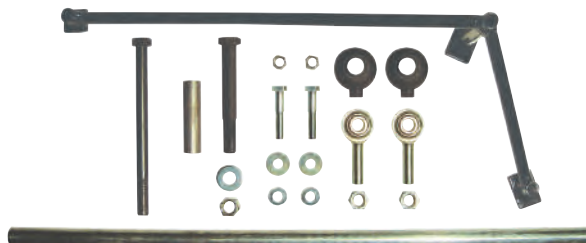
FLD30931

### REAR TRACTION LINK

The RTL has been designed to meet the need for more axle control. This unique and innovative design provides three distinct benefits; improved traction, control of lateral movement and lower roll centre. The main bracket mounts to the underside of the car with rose-jointed outer arms locating on special mounts at the extremities of the axle.

Once installed and correctly set up the performance gains will be noticeable immediately. The car feels more stable, power can be applied earlier in the corner and traction is considerably improved. The RTL works well with the anti-tramp bar kit to give excellent axle location.

Rear traction link 'RTL', semi-elliptic springs . . . FLD30931 . . .£594.30  
Rear traction link 'RTL', quarter-elliptic springs. FLD30932 . . .£594.30



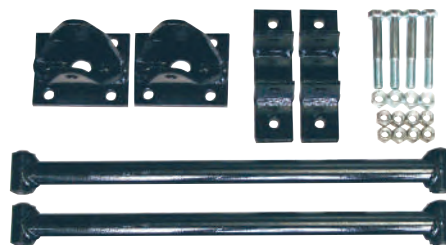
FLD30933

### PANHARD ROD KIT

The Panhard rod is designed to control the lateral movement of the axle relative to the body. This gives improved traction, no more tyre rub and an axle located in the centre of the car making a big difference to the driving experience. The car feels more positively located and easier to control, especially through the twisty bits.

This unique kit features a bespoke bracket that mounts to the boot floor clearing the fuel tank to give a rigid body mounting position and necessary brackets to mount to the axle. The Panhard rod works well with the anti-tramp bar kit to give excellent axle location.

Panhard rod kit, semi-elliptic springs . . . . . FLD30933 . . .£230.70  
Panhard rod kit, quarter-elliptic springs . . . . . FLD30934 . . .£230.70



### ANTI-TRAMP BAR KIT

This kit is designed to mount between the front spring hanger and the axle spring plate to prevent the axle 'tramping'. Tramping is when the axle twists the spring as drive is taken up, the springs then react and try to unwind causing a loss of traction and grip. Anti-tramp bars also ensure that the vertical movement of the axle is controlled. Anti-tramp bars work well with either the RTL or Panhard rod kit to give excellent axle location.

Anti-tramp bar kit, semi-elliptic springs . . . . . FLD30930 . . .£195.30



### REAR DAMPER CONVERSION KIT

This rear damper conversion is like no other as it mounts the rear damper unit in a near vertical position. This puts the shock in the optimum position to absorb uneven ground while producing a smooth ride and far more rear end control.

To maintain front and rear continuity, adjustable AVO dampers are used allowing you to adjust the ride to your personal requirements and driving style. Combine this with our front telescopic conversion and you will experience a far superior and confidence inspiring car. Note: Requires welding.

Conversion kit, rear, 1/4 elliptic spring, 1958-64 . . . FLD30937 . . .£357.50  
Conversion kit, rear, semi-elliptic springs, 1964-75. FLD309371 . .£325.60  
Conversion kit, rear, 1500cc. . . . . FLD309372 . .£357.50  
Dampers, Avo, replacement, pair . . . . . FLD30937A .£222.30



## RETRO SOUND RADIOS

### Combining classic style with modern digital music capabilities

The RetroSound range of radio and MP3 players feature the original 'twin knob' style mounting required for many classic cars.

Music can be played from external sources such as iPods, USB flash drives, and SD cards, all connected out of sight. Some models offer iPhone play and charging, hands free communication and Bluetooth connectivity. There are a variety of Faceplates and knob kits

available in different finishes to enhance your look and a great selection of speakers.

**RetroSound**  
Modern Sound for your Classic

see page A58 for more information



## TONNEAU COVERS & HOODS

### Made to original specifications

Moss supply quality tonneau covers made to the original specifications. Protecting your interior from the elements.

Hoods supplied by Moss are made by staff with over 100 years experience of hood manufacturing between them. They are built on jigs matching those used by the factory, using vinyl from the same supplier. They are the closest you will get to an original hood in

terms of quality, fit and appearance. Hoods can be made in Double duck, a canvas based material or in Mohair.

Tonneaus and hoods are available in a choice of colours.

See page A43 for more information

**FRONTLINE**  
Developments



**UPGRADED FRONT BRAKE KITS**

FLD30948X

With a wide variety of kits your Spridget's brakes can be easily improved to suit your requirements. See our website for full details.

**4-pot brake kit**

Using Frontline's own 4-pot billet alloy calipers with either solid or cross-drilled discs allows you to rein in your Spridget more consistently and more safely than ever before. 4-pot calipers allow you to apply more pressure to a larger pad than standard calipers. The cross-drilled discs improve performance

by dissipating the build up of gasses between the pad and disc, reducing the tendency for brake fade, maintaining braking efficiency, even under hard braking. Supplied with EBC Ultimax brake pads.

This brake kit is suitable for all wheel sizes and is also available for bolt-on and knock-on wheel options. The calipers include full dust seals making this an ideal conversion for fast road cars.

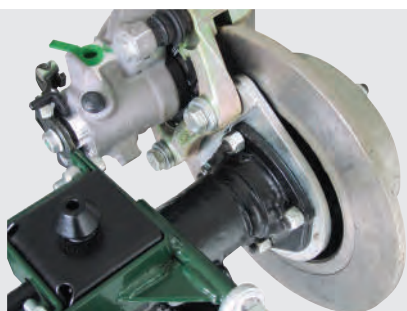
- Brake kit, 4-pot, plain discs, bolt-on wheels . . . . FLD30950. . . £892.00
- Brake kit, 4-pot, cross-drilled discs, bolt-on wheels FLD309501. . . £967.60
- Brake kit, 4-pot, solid discs, knock-on wheels . . . FLD30951. . . £892.00
- Brake kit, 4-pot, cross-drilled discs, knock-on wheels FLD309511. . . £967.60

**9" disc brake kit**

With 9" discs and cast iron calipers this conversion brings Spridget braking right up to date at an affordable price. The kit is supplied with a pair of discs, brake calipers, pads, adaptor hubs, fitting kit and instructions.

Available with a choice of plain or cross-drilled discs. The cross-drilled discs improve performance by dissipating the build up of gasses between the pad and disc, reducing the tendency for brake fade, maintaining braking efficiency even under hard braking. Supplied with fast road pads. This kit is only compatible with bolt-on wheels.

- Disc brake kit, 9", solid discs. . . . . FLD30948. . . . .NCA
- Disc brake kit, 9", cross-drilled discs. . . . . FLD30948X. . . . .NCA



FLD30949

**REAR DISC BRAKE KIT**

This kit delivers the ultimate braking for the rear of your Spridget! The kit uses 8" discs with alloy calipers to allow rapid heat dissipation and reduced fade under continued heavy use and eliminates wheel lock under heavy braking.

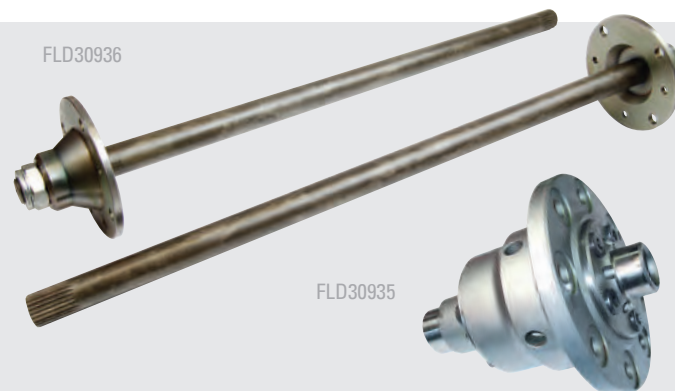
The system has been designed to work in conjunction with any of Frontline's front brake conversions to give the optimum and most balanced braking set-up for your car. We would highly recommend the use of an upgraded master cylinder kit to realise the full benefits of the rear disc brake conversion.

- Disc brake kit, rear, semi elliptic, 13" wheels. . . FLD309491 . £1,307.30
- Disc brake kit, rear, semi elliptic, 14" wheels. . . FLD30949 . £1,169.30
- Disc brake kit, rear, 1/4 elliptic, 13" wheels . . . FLD309492 . £1,208.20
- Disc brake kit, rear, 1/4 elliptic, 14" wheels . . . FLD309493 . £1,346.00

**Upgraded master cylinder conversion kit**

This kit is designed to provide the extra fluid required with the rear brake conversion. If cars are being converted from drums all round to discs then this kit is not required. However, cars with front disc brakes will require this kit to reduce pedal travel, giving more confident braking.

- Master cylinder conversion kit, upgraded. . . . . FLD30952. . . . .NCA



FLD30936

FLD30935

**LSD & UPGRADED HALF SHAFTS**

**Limited slip differential (LSD)**

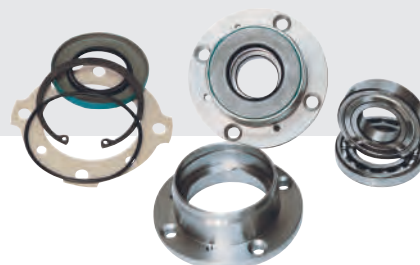
The limited slip diff allows you to drive normally around corners under light power conditions transferring power to the wheels as required. When extra power is passed through the differential and a wheel starts to spin, the LSD uses a system of plates and gears inside the unit to transfers more power to the wheel with more grip, reducing the 'free' wheel's tendency to want to spin. This gives you maximum traction and controllability all the time.

- Limited slip differential . . . . . FLD30935. £1,001.70

**Upgraded half shafts**

These upgraded half shafts are made from EN40B steel, a very tough material which is well suited to the punishment the more enthusiastic drivers among us give these cars. Both the LSD and the upgraded half shafts use fine splines to greatly improve half shaft strength thus reducing the risk of failure.

- Half shaft, upgraded, each . . . . . FLD30936. . . £402.20

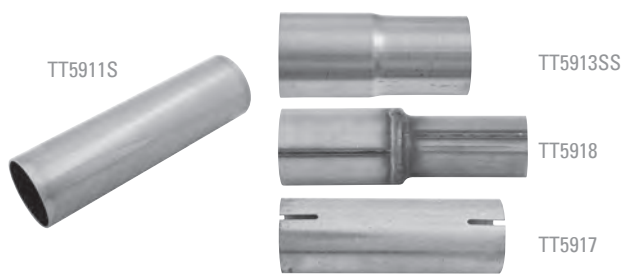


FLD30938

**REAR HUB DOUBLE BEARING KIT**

This kit increases the strength and reliability of the rear hub by spreading the load over twin bearings as opposed to the standard single item. Highly recommended when upgrading engines and brakes.

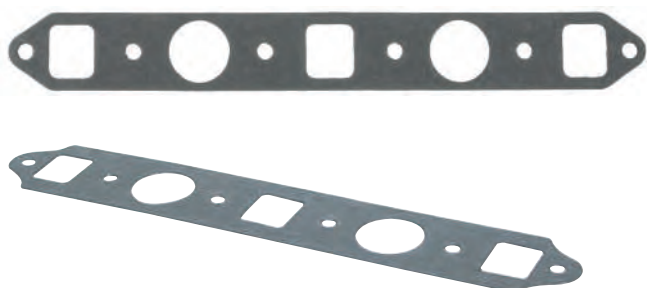
- Double bearing kit, rear hub . . . . . FLD30938. . . £654.00



**EXHAUST ADAPTORS**

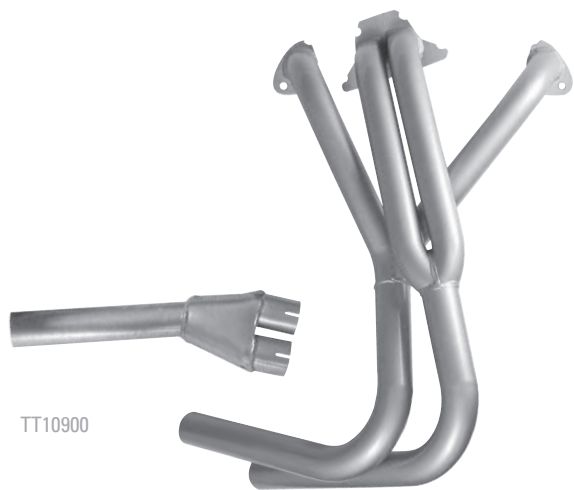
These adaptors are for use if trying to match up different sized sections of exhaust. External diameters are listed, for internal diameter deduct 1/8".

- Adaptor, mild steel, 1.5 x 1.875" . . . . . TT5917. . . . . **£14.50**
- Sleeve, stainless steel, 1.75" . . . . . TT5911S. . . . . **£19.40**
- Adaptor, stainless steel, 1.875 x 1.75" . . . . . TT5913SS. . . . . **£13.80**
- Sleeve, stainless steel, 1.625" . . . . . TT5918. . . . . **£7.60**



**MANIFOLD GASKETS**

- Gasket, manifold to head, standard, 948-1275cc . . . . . AJM601 . . . . . **£2.40**
- Gasket, manifold to head, uprated, 948-1275cc . . . . . TMG10836 . . . . . **£4.70**
- Gasket, manifold to head, standard, 1500cc . . . . . AJM681 . . . . . **£5.60**



**MOSS SPORTS EXHAUST MANIFOLD - 1500cc**



This large bore manifold is a 4 into 2 into 1 layout, and is specially designed for our Midget 1500cc sports exhaust system (MGS50901). It follows the line of the standard system but uses a clamp fitting on the Y piece making it suitable for sports or standard systems. If fitting to standard system you will need clamp TT9932S. The manifold is supplied in three parts for easy installation.

- Sport manifold, 4-2-1, mild steel, 1500cc . . . . . TT10900. . . . . **£300.00**
- Gasket, manifold to head, 1500cc . . . . . GUG4041MG. . . . . **£3.00**
- Y piece, mild steel, 1500cc . . . . . TT109001. . . . . **£63.00**
- Clips, Y piece fitting, 1500cc, 2 required . . . . . TT9932S. . . . . **£3.80**

**MOSS SPORTS EXHAUST MANIFOLDS - 948-1275cc**



Sports extractor manifolds improve gas flow by allowing the engine to breathe far more efficiently. Our sports exhaust manifolds are produced using mandrel bending equipment to give full diameter pipe bends. All our stainless steel manifolds are made in 304 grade stainless.



**948cc**

The A series 948cc engine does not work too well with a large bore manifold, we supply a suitable tubular performance version giving a welcome power boost whilst retaining torque. The area close to the chassis will need relieving to allow the manifold to clear.

The standard type exhaust can easily be shortened and fitted into the end of the manifold and clamped. Please see the Restoration section for exhaust system details and fittings.

- Sports manifold, mild steel, 948cc. . . . . 12A191B. . . . . **£288.40**
- Gasket, manifold to head, 948cc . . . . . TMG10836. . . . . **£4.70**



**1098-1275cc**

These A series engines respond well to a large bore sports exhaust giving improvements to both performance and torque. Our one piece manifold is the same as the original Leyland competition unit. The area close to the 1098cc chassis will need relieving to allow the manifold to clear.

To obtain maximum power we suggest you use our sports exhaust system MGS50801. If fitting to a standard exhaust it is necessary for the down pipe of the system to be cut to suit the new joint position.

- Sport manifold, mild steel, 1098-1275cc. . . . . GAC7018 . . . . . **£257.50**
- Manifold, stainless steel, polished, 1098-1275cc. . . . . TMG10862. . . . . **£517.00**
- Gasket, manifold to head, competition, 1098-1275cc TMG10836. . . . . **£4.70**



BSSM948

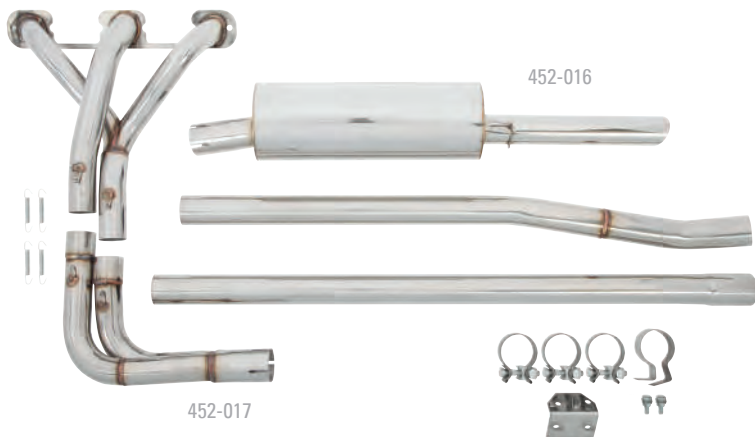
BSSM1500

### BELL STAINLESS STEEL EXHAUST SYSTEMS

Bell stainless steel exhaust systems have stood the test of time and are the perfect upgrade for your classic cars mild steel exhaust system. Made from high quality stainless steel, right here in the U.K. these exhaust systems feature an improved exhaust note and increased longevity and will last for years to come. Note: These systems do not come with the exhaust manifold.

#### Bell Standard Stainless Steel Exhaust Systems

- Exhaust system, stainless steel, 948cc, 1958-63 . . BSSM948 . . .£148.00
- Exhaust system, stainless steel, 1098cc, 1964-67 . BSSM1098 . .£134.00
- Exhaust system, stainless steel, 1275cc, 1967-73 . BSMS1275E .£237.00
- Exhaust system, stainless steel, 1275cc, 1973-74 . BSMS1275L .£237.00
- Exhaust system, stainless steel, 1500cc, 1974-80 . BSSM1500 . .£298.50



### STAINLESS STEEL SPORTS EXHAUST - 1275CC

This durable stainless steel performance exhaust system was designed specifically for the 1275cc Sprite/Midget using the highest quality materials and workmanship. It uses stock rubber mounts and the stock manifold gasket. Constructed from 1.5mm 201 grade stainless steel. Comes as a complete system with a 3-in-1 tubular manifold with a centre primary tube that measures 1 5/8" and outside tubes measuring 1 1/2" which transition to 1 5/8" with the collector being flared to accept 1 7/8" pipe. Silencer packing is made with 409 stainless steel wool and fibreglass. Manifold can be bought separately.

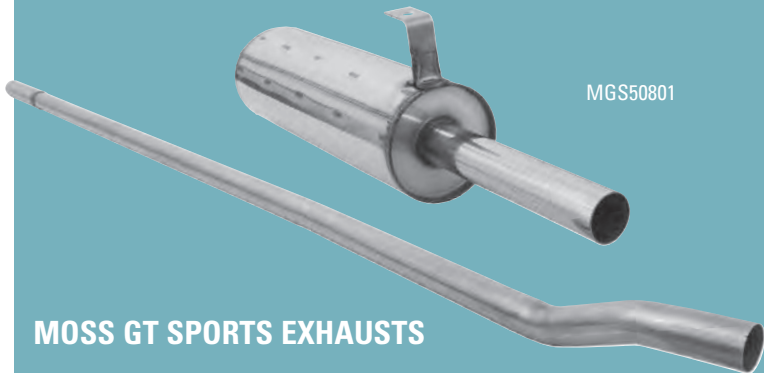
- Sports exhaust system, stainless steel, 1275cc . . . 452-016 . . .£340.00
- Sports exhaust manifold, stainless steel, 1275cc. . . 452-017 . . .£190.00

## MOSS PERFORMANCE EXHAUST SYSTEMS



These performance exhaust systems are specifically designed for each model. To get the best out of them they should be used with one of our tubular extractor manifolds. Not only do they help improve your cars performance, they also look and sound better.

For replacement parts or fitting kits please see the Restoration section or contact your nearest Moss branch. If fitting a sports system to standard cast iron manifold/down-pipe, the full potential and effect of a sports system will not be utilised. All our stainless steel exhausts are made in 304 grade stainless.



MGS50801

### MOSS GT SPORTS EXHAUSTS

#### 1098-1275cc

To get the best of the A series engine, this large bore single box system is designed to be fitted with one of our tubular extractor manifolds GAC7018.

- Exhaust system, sports, stainless steel . . .MGS50801 . . .£275.40
- Fitting Kit for MGS50801 . . . . .MGS50801FK . . . . .£11.20

#### 1500cc

This system is primarily designed for use with our 4-2-1 extractor manifold (TT10900) to maximize its full potential, uses a single in-line rear silencer. It will connect to a standard system down pipe and standard cast manifold if the flange is removed from the down pipe.

- Exhaust system, sports, stainless steel . . .MGS50901 . . .£287.10
- Fitting Kit for MGS50901 . . . . .TT50901FK . . . . .£5.40



TT9930S

GEX7070K

### FALCON & STANDARD SYSTEM FITTING KITS

- Mounting kit, centre, 948-1098cc . . . . . GEX7070K . . .£10.80
- Mounting kit, rear, 948-1098cc. . . . . GEX7151K . . .£4.80
- Bolt kit, 948cc . . . . . GBK2001 . . .£9.60
- Bolt kit, 1098cc . . . . . GBK1004X . . .£3.50

- Fitting kit, single box system, 948cc, to 1964 . . . GEK1011 . . .£19.40
- Fitting kit, single box system, 1275cc, to 1969 . . HMP815003 . .£32.20
- Fitting kit, cross box system, 1275cc, 1970-72 . . HMP815004 . .£45.00
- Fitting kit, cross box system, 1275cc, 1973-74 . . HMP815005 . .£51.10
- Fitting kit, cross box system, 1500cc, 1975-79 . . HMP815006 . .£60.00

#### Replacement stainless steel exhaust clamps

- Exhaust clamp, 1 1/2" . . . . . TT9930S . . .£2.50
- Exhaust clamp, 1 5/8" . . . . . TT9931S . . .£2.75
- Exhaust clamp, 1 3/4" . . . . . TT9932S . . .£3.80
- Exhaust clamp, 1 7/8" . . . . . TT9933S . . .£2.56



CSD6014671



### CSI-IGNITION DISTRIBUTORS

CSI-Ignition distributors offer a fully electronic ignition system built into the correct type of Lucas distributor housing to suit your car, keeping the original appearance in the engine bay. You can only tell the difference when you remove the distributor cap!

Gone are the points and condenser and mechanical advance mechanism, all replaced with a high quality electronic ignition system manufactured using military specification components for durability and reliability. These distributors are maintenance free (no points to adjust), and offer the benefits of, easier starting & smoother running, more torque & power, reduced fuel consumption & emissions. They also eliminate the weaknesses of mechanical timing advance and problems such as points bounce ensuring correct ignition timing throughout the rev range.

**“The new range of CSI-Ignition distributors is a breakthrough for classic car ignition systems”.**

Each CSI-Ignition distributor features 16 easily switchable, optimised ignition curves to allow timing adjustment to suit your car’s engine and fuel specifications. Alternative advance curves can be selected to suit your engine’s state of tune making them ideal for modified engines. Curves are easily selected using a screwdriver in a rotary switch, with a bright flashing LED indicator to show the selected curve all concealed underneath the distributor cap. The distributors are also available with an electronic immobiliser system to prevent unwanted starting of the engine. Installation is straightforward. As the CSI-Ignition distributor uses the correct type of distributor body for the application it is a direct swap. Full instructions and ignition curve selection guidance is included.

We offer a wide range of CSI-Ignition distributors for a variety of applications. They are available Optimised with vacuum advance to suit road or uprated cars running on SU carburettors, or Tuned without vacuum advance for cars running Weber type carburettors. Please note: Some units may only be available To Order. More details are available on our website. Search for CSI-Ignition Distributor.

#### Distributors for A Series - 948-1275cc

- 25D4, optimised, positive earth . . . . . CSD2014571 . £297.00
- 25D4, optimised, negative earth . . . . . CSD2014581 . £297.00
- 25D4, optimised, immobiliser, positive earth . . . . . CSD2014671 . £448.90
- 25D4, optimised, immobiliser, negative earth . . . . . CSD2014681 . £339.20
- 23D4, tuned, positive earth . . . . . CSD2023571 . £280.10
- 23D4, tuned, negative earth . . . . . CSD2023581 . £260.60
- 23D4, tuned, immobiliser, positive earth . . . . . CSD2023671 . £280.10
- 23D4, tuned, immobiliser, negative earth . . . . . CSD2023681 . £432.00

#### Distributors for Midget 1500

- 45D4, optimised, negative earth . . . . . CSD3214581 . £276.30
- 45D4, optimised, immobiliser, negative earth . . . . . CSD3214681 . £448.90
- 43D4, tuned, negative earth . . . . . CSD3223581 . £280.10
- 43D4, tuned, immobiliser, negative earth . . . . . CSD3223681 . £432.00

You must use the conventional (non transformer) type coil with a minimum resistance of 2.5 Ohms, such as our sports coil TT2981 (3.0 Ohms) Bypass the ballast resistor if fitted. The use of a transistor type coil will damage the CSI distributor and invalidate any warranty.

Sport coil, 3 ohms . . . . . TT2981 . . . . . £24.60



### LUMENITION IGNITION

Lumenition electronic ignition kits are well known as being among the finest aftermarket electronic ignition systems available. This system basically replaces both the contact points and condenser with an optical switch and power module. The power module is an electronic device that receives a pulse from the optical trigger which switches the coil. The trigger eliminates contact bounce, arcing, mechanical wear and spark scatter, reducing maintenance and increasing reliability. With minimal wiring and modifications this kit is very discreet. **Note: Installation of a power module requires a distributor fitting kit.**

A performance ignition kit is available, it includes a power module and a high output coil. The microcircuit control of the coil current gives optimum performance across high engine speed ensuring maximum spark energy at the coil. A fitting kit, to suit the distributor application, is also required. Positive earth wiring instructions are available from your nearest Moss branch. Please check your distributor type before ordering the fitting kit as many cars have non-original distributors fitted. The identification number is cast on the distributor body.

**Ignition kit:** Includes high energy coil and performance power module.

- Ignition kit, performance . . . . . CEK150 . . . . . £291.60
- Coil, replacement for CEK150 . . . . . CEC . . . . . £63.70

#### Power module and performance ignition coil

- Power module . . . . . PMA50 . . . . . £206.40
- Performance ignition coil, MegaSpark 4 . . . . . LMS4 . . . . . £37.20

**Mounting bracket:** Designed to mount the power module neatly using coil bracket screws. Suitable for all power modules.

Mounting coil, power module . . . . . MK006 . . . . . £12.60

**Fitting kits:** Use these fitting kits with your choice of ignition kit.

- Lucas 22D4/25D4 distributor . . . . . LFK116 . . . . . £21.60
- Lucas 45D4 distributor . . . . . LFK117 . . . . . £21.60



### SPORTS COILS

Sports coils are designed to improve ignition performance. They give more reliable starting power and greater performance at high revs thanks to the 40,000 volt output. Don't forget to renew the plugs and leads to optimise the power.

**Note:** Your HT lead will need to be push-in type.

- 12 volt sports ignition coil . . . . . TT2981 . . . . . £24.60
- 12 volt sports ignition coil, with ballast resistor . . . . . TT29812 . . . . . £24.60
- End kit, ignition lead . . . . . GCL1110 . . . . . £2.52



222-555

**PERTRONIX**

## PERTRONIX IGNITION

### Ignitor I

These completely self-contained electronic ignition units offer a simple alternative to traditional points and condenser arrangement. They are easy to install with no external control boxes to mount and only two wires to hook up and no permanent modifications involved. The unit uses a sealed Hall Effect sensor that is impervious to dirt, dust, moisture, or vibration, and retains standard advance curve. Unaffected by distributor shaft wear, maintains firing accuracy to within 1/4 degree, reduces spark scatter over the full rpm range. One year warranty.

- Pertronix ignition, Lucas 25D4, neg. earth . . . . . 222-405 . . . . . **£184.40**
- Pertronix ignition, Lucas 25D4, pos. earth . . . . . 222-555 . . . . . **£131.00**
- Pertronix ignition, Lucas 43/44/45D4, neg. earth 222-435 . . . . . **£184.40**
- Pertronix ignition, Lucas 43/44/45D4, pos. earth LU-143AP12. **£169.40**



143-321

**PERTRONIX**

### Ignitor II

The Ignitor II has many of the same great features that the Ignitor has, but even more. The Ignitor II units sense the coil current level and use a powerful micro controller to adjust the dwell. Variable dwell helps to maintain peak energy throughout the entire RPM range. Ignitor II systems develop significantly more energy between 3000 and 5000 RPM than standard ignition systems. Built in reverse polarity and over current protection shuts down the system, preventing component damage.

- Pertronix ignition, Lucas 25D4, neg. earth . . . . . 143-321 . . . . . **£240.00**
- Pertronix ignition, Lucas 43/44/45D4, neg. earth 143-323 . . . . . **£229.40**



TMG10872

## COBALT PERFORMANCE HT LEAD SETS

Get the spark from your coil with silicone HT leads that are designed to perform. These Cobalt leads use a high performance conductor to transmit greater energy to the spark plug creating a stronger spark for improved combustion.

They also feature multi-layer reinforcing and insulation with protective silicone outer sleeve and terminal boots for improved reliability. A Series engines with a Lucas 25D distributors require a top entry distributor cap GDC103. Also check clearance between distributor cap and steering column.

- HT lead set, Cobalt, silicone, 948-1275cc . . . . . TMG10872 . . . **£24.50**
- Distributor cap, top entry, push-in, 948-1275cc . . GDC103 . . . . . **£6.10**
- HT lead set, Cobalt, silicone, 1500cc . . . . . TT1472 . . . . . **£24.50**



GDC142



GDC134



## UPDATED PERFORMANCE LUCAS DISTRIBUTORS

Our performance distributors feature a modified advance curve and updated points to suit a tuned engine, particularly with a performance camshaft fitted. If you have a modified engine using Weber carburetors we recommend using the no-vacuum type. We also recommend you change your plugs to a higher heat range, see page A16. For further details please contact a Moss branch.

### A series modified distributors

- Distributor, 45D, with vacuum, SU carbs . . . . . TMG10871 . . **£204.00**
- Distributor, 45D, no vacuum, Weber carbs . . . . . TMG10873 . . **£173.40**

### Midget 1500cc modified distributors

- Distributor, 45D, no vacuum Weber carbs . . . . . TT1471A . . . **£155.80**

### Modified distributor parts

- Distributor cap, side entry push in leads . . . . . GDC142 . . . . . **£7.20**  
(For A series cars to clear steering column. The cap requires slight modification - screws should be removed and grooves filed in for retainer clips).
- Distributor cap, side entry screw in leads . . . . . GDC134 . . . . . **£27.10**  
(Use with 'bumblebee' leads. The cap requires slight modification - screws should be removed and grooves filed in for retainer clips).
- Distributor cap, top entry, Midget 1500 . . . . . GDC136 . . . . . **£5.10**
- Rotor arm to suit GDC142 . . . . . GRA2114 . . . . . **£3.85**
- Rotor arm to suit GDC134 . . . . . GRA2115 . . . . . **£20.10**
- Contact points, 45D . . . . . GCS118 . . . . . **£4.00**
- Contact points, 59D . . . . . GCS124 . . . . . **£4.30**
- Condenser, all models . . . . . GSC2118 . . . . . **£5.30**
- Vacuum unit, if fitted . . . . . RTC1775 . . . . . **NCA**



### HT LEAD NUMBERING SET

Keep track of which HT lead is which with a set of four numbered sleeves.

Numbering set, HT leads, 4 cylinder. . . . . CRST255 . . . . . **£4.60**



TT2982M

### COMPETITION HT LEAD

If you want a performance HT lead with the correct period look then this 'bumblebee' lead is a must. As per the original 'Lucas' type it features a high conductivity copper core with a yellow insulator featuring a black stripe. Alternatively, use the standard black lead for an 'OE' look. We recommend you assemble leads with NGK suppressed plug caps.

HT lead, bumblebee, per metre. . . . . TT2982M. . . . . **£6.30**

HT lead, black, per metre . . . . . AAA5981M. . . . . **£2.75**

GAC8470X



GAC8470CC



### STAINLESS STEEL COIL CLAMP & COVER

Brighten up the engine bay with our coil clamp and cover, suitable for standard coils only.

Coil clamp, stainless steel. . . . . GAC8470X . . . . . **£9.70**

Coil clamp and cover, stainless steel . . . . . GAC8470CC. . **£14.80**



### ADVANCE SPRING SET

This set of 5 specially selected distributor advance springs will allow you to adjust your unit to suit your engines requirements. Lucas distributors only.

Spring set, timing advance, Lucas distributors. . . TT1903. . . . . **£18.00**

### STAY INFORMED

Simply the quickest way to be kept up to date with news of our special offers and information on new and relevant products as they become available...

Visit [moss-europe.co.uk](http://moss-europe.co.uk) and subscribe to our Newsletter e-mails.



## BATTERY CUT-OFF SWITCHES

Battery cut-off switches are a good idea for all cars. Fitting one enables you to quickly isolate the battery and immobilise the car; ideal when working on your car, or if you intend to put your car into storage. Use with a battery conditioner, see our website at [moss-europe.co.uk](http://moss-europe.co.uk)



GAC3192X



GAC31921

### Battery mounted cut-off switches

These cut-off switches simply mount to the battery post and feature a screw-in knob to break the circuit. Available with a bypass fuse to allow sufficient current to pass to operate clocks, alarms and coded radios, but if any attempt is made to start the car the fuse will blow.

Cut-off switch, battery mounted . . . . . GAC3192X . . . . . **£8.00**

Cut-off switch, battery mounted, with bypass fuse GAC31921 . . . **£13.80**



1B2804



1B2804L

### In-line cut-off switches

These cut off switches need to be fitted into the main battery to starter cable. The body of the switch should be mounted securely to the car and cables fitted using the terminal kit.

### Period cut-off switch

These are reproductions of the Lucas 'Battery Master Switch' which was a popular accessory on many British classics.

Cut-off switch, period, short knob . . . . . 1B2804 . . . . . **£37.20**

Cut-off switch, period, long knob . . . . . 1B2804L . . . . . **£37.20**



TT7962



TT7964



TT7964TK

### Motorsport cut-off switches

Battery cut-off switches are obligatory for competition cars and should be fitted with a cable for remote access.

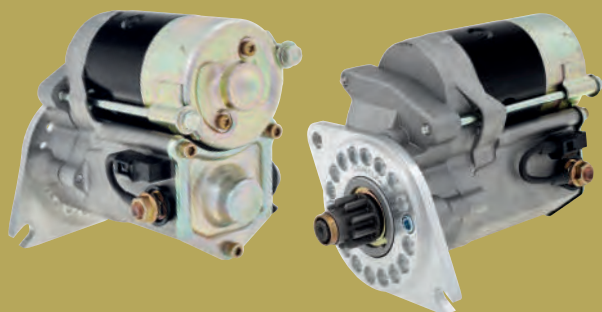
Battery cut-off switch . . . . . TT7964 . . . . . **£8.30**

Battery cut-off switch, race spec, FIA approved . . . . . TT7962 . . . . . **£31.40**

Remote cable, 6 foot . . . . . TT79621 . . . . . **£13.20**

Spare key for switches TT7964 and TT7962 . . . . . TT79641 . . . . . **£2.20**

Terminal kit for battery cable . . . . . TT7964TK . . . . . **£10.80**



## HIGH TORQUE STARTER MOTORS

These brand new powerful, lightweight starter motors are high torque. This means they are less likely to burn out under the strain of cranking your engine over, especially with high compression engines. They are a direct replacement. No more costly motor rebuilds or excessive battery drain.

Starter moto, high torque, 948-1275cc . . . . . GXE4405X . . **£222.80**



**WOSP**

## DYNATOR CHARGING SYSTEM

PT10802

For owners wishing to fit an alternator but prefer to keep the original appearance for aesthetic reasons, or for competition scrutineering rules, the Dynator is the answer. Basically, it's an alternator in a dynamo casing, and comes complete ready to fit, available for positive and negative earth. Instructions provided.

Dynator alternator, with tacho, negative earth . . . . . PT10802T . . **£603.00**

Dynator alternator, with tacho, positive earth . . . . . PT10802TP . **£693.00**

Dynator alternator, negative earth . . . . . PT10802 . . . . . **£450.00**

Dynator alternator, positive earth . . . . . PT10802P . . . . . **£540.00**



## NGK SPARK PLUGS & PLUG CAPS

Now your ignition system is working at its best, it is time to fit the right plugs. All plugs are sold individually.

### 948-1098cc

Spark plug, standard, 948-1098cc . . . . . BP5ES . . . . . **£3.90**

Spark plug, fast road, 948-1098cc . . . . . BP6ES . . . . . **£3.20**

Spark plug, fast road/sport, 948-1098cc . . . . . BP7ES . . . . . **£4.00**

Spark plug, platinum, competition, 948-1098cc . . . . . BPR7EIX . . . . . **£15.00**

### 1275-1500cc

Spark plug, standard, 1275cc . . . . . BP6ES . . . . . **£3.20**

Spark plug, standard, 1500cc . . . . . BP5ES . . . . . **£3.90**

Spark plug, fast road/sport, 1275-1500cc . . . . . BP7ES . . . . . **£4.00**

### Plug caps and ignition lead terminals

Waterproof NGK plug caps in a choice of three different angles to suit various applications and a HT terminal kit to fit push-in coils and distributor caps.

Spark plug cap, straight, red, each . . . . . NSB5 . . . . . **£3.90**

Spark plug cap, straight, black, each . . . . . NSB5BLK . . . . . **£3.70**

Spark plug cap, 60° red, each . . . . . NYB5 . . . . . **£3.90**

Spark plug cap, 60°, black, each . . . . . NYB5BLK . . . . . **£5.20**

Spark plug cap, 90°, red, each . . . . . NLB5 . . . . . **£5.50**

Spark plug cap, 90°, black, each . . . . . NLB5BLK . . . . . **£3.16**

End kit, ignition lead, each . . . . . GCL1110 . . . . . **£2.52**



**SMOOTH CUT REV LIMITERS**

These rev limiters could save you from an expensive bill. Designed to allow full use of power up to maximum revs, where they will not exceed the preset limit. They work by progressively miss-timing the spark preventing an increase in engine speed from over revving due to missed gears or over exuberance.

- Rev limiter, SmoothCut, 4 cylinder, 600rpm preset TT2987 . . . . .£109.20
- Rev limiter, SmoothCut, adjustable limit . . . . . RL5 . . . . .£148.20



**NON-LEAK BATTERY**

Suitable for most 12 volt applications it is a totally sealed, maintenance free battery that will not leak, even if split. The acid is completely absorbed into glass mat separators between the plates. Other advantages are that as there is less internal resistance it offers more cold cranking capacity than a conventional wet battery. It is also more resistant to heat and vibration and has a slower self discharge rate than a wet battery (loses 2-3% a month as opposed to a wet battery losing about 15% a month).

Great in any car, particularly good for sports or competition due to its small size (20cm x 20cm x 13cm). Its unique design means that it can be shipped by mail order.

- Battery, Westco, non-leak . . . . . MXV1129X . £143.20



**BATTERY TRAY/LINER**

This clever item, completely hides all but the most terminal symptoms of battery box plague. Ribbed for extra strength, this battery tray not only protects against corrosion, but also makes cleaning around the battery easier. This will only fit early models due to the different heater arrangement in later cars.

- Battery tray/liner, to 1967 . . . . . AM7301 . . . . .£41.40



**KLINGERSIL GASKET**

Manufactured from a modern high performance synthetic material these gaskets can withstand much higher temperatures (up to 400°F) and extreme pressures (up to 750psi) making them ideal for fast road and competition engines.

- Gasket, thermostat housing uprated, 998-1275cc . GTG101X . . . . £1.60
- Gasket, thermostat housing uprated, 1500cc . . . . . 115467X . . . . £1.50



**REVOTEC COOLING FAN KITS**

Keeping your Spridget's engine running at optimum temperature will ensure you get the best performance and economy. Revotec and Moss Europe have co-designed these high quality bespoke fan kits for the Sprite & Midget range.

**“High quality bespoke fan kits for the Sprite & Midget”**

Using the latest high efficiency fans with adjustable electronic controllers these kits are designed to replace the standard original mechanical fan, reducing the load on the engine, noise and improving both power and mpg.

Unlike other fan kits that use universal mounting systems, these kits fit using bespoke laser cut brackets that mount directly to the radiator cowling using existing mounting bolts. A manual override switch is also available separately, enabling manual control of either On, Off or Automatic. Kits include: High efficiency fan assembly, electronic controller, bespoke brackets, hardware & wiring and full instructions.

The kit for early Spridgets with a vertical flow radiator, uses Revotec's special 'pull through' mounting system. This kit includes special ties that pass through the radiator core to hold the fan assembly in place. Foam pads are included that prevent damage to the radiator core. All kits also use a precise electronic controller to enable easy adjustment to suit your car.

**Negative earth only**

- Cooling fan kit, Revotec, vertical flow . . . . . RFK20 . . . . .£179.90
- Cooling fan kit, Revotec, cross-flow . . . . . RFK21 . . . . .£215.00
- Cooling fan kit, Revotec, 1500cc . . . . . RFK22 . . . . .£215.50

**Positive earth only**

- Revotec cooling fan kit, vertical flow . . . . . RFK20P . . . . £262.00
- Revotec cooling fan kit, cross-flow . . . . . RFK21P . . . . £262.00
- Override switch, manual . . . . . RFC020 . . . . .£36.00



**THERMOSTAT/BYPASS HOSE BLANKING KIT**

The thermostat can be removed to aid cooling but it is essential that a blanking sleeve is fitted in its place or the change in water flow may cause local overheating in the cylinder block. For A series engines, improved water flow can be achieved by fitting our bypass hose blanking kit, this will help to keep your cylinder head cool.

- Blanking kit, thermostat . . . . . AJJ4012 . . . . .£6.50
- Blanking kit, bypass hose, A-series only . . . . . AJJ4013 . . . . £18.00



ARA318AL

### ALLOY RADIATORS

Our range of high quality alloy radiators is a must for competition and fast road use. Designed to fit original mounting positions they are a direct replacement for the original radiator, and manufactured to exact standards from the highest quality materials. Using an alloy radiator gives approximately a 40% improvement in cooling efficiency making them ideal for competition, track days and fast road use where the engine is working hard for extended periods. The radiators are fitted with a 22mm threaded boss to allow easy installation of electric fan controllers and switches, a blanking plug is supplied with the radiator.

- Radiator, alloy, vertical flow, 948-1275cc . . . ARA241AL . . . . .£507.10
- Radiator, alloy, cross-flow, 1275cc. . . . . ARA318AL . . . . .£406.90
- Radiator, alloy, cross-flow, 1500cc. . . . . NRP1028AL . . . . .£466.10



### SAMCO CLASSIC SILICONE HOSES

Samco Classic offers a range of silicone hoses that maintain an original look but give excellent performance. With matt black finish and featuring a discreet embossed Samco logo.

- Hose set, silicone, MkIII, 1275cc, 1966-74. . . SAMTCS446C . . .£175.90



GRH313SK

### SILICONE HOSE SETS

Our high quality silicone coolant hoses are a must for the performance enthusiast. Silicone is a durable material that will not deteriorate and is unaffected by oil or fuel spills. The integral reinforcing material ensure that they do not deform in service. Each kit includes a set of hoses and high quality stainless steel clips giving a touch of performance style for your engine bay.

- Hose set, silicone, vertical flow radiator. . . . . GRH313SK . . . . .£67.00
- Hose set, silicone, cross flow radiator . . . . . GRH509SK . . . . .£78.00



GRC101SS

### STAINLESS STEEL RADIATOR CAPS

These stainless steel radiator caps won't degrade over time like standard caps and will also smarten up the engine bay. They are available in standard pressure rating and fit to suit your classic.

- Radiator cap, stainless steel, 7 psi . . . . . GRC101SS . . . . .£6.60
- Radiator cap, stainless steel, 15 psi . . . . . GRC1110SS . . . . .£6.60



GFK1001

### SPIN-ON OIL FILTER ADAPTORS/CONVERSIONS

Fitting a spin-on filter adaptor makes changing the oil much easier and cleaner, it also prevents oil draining out of the filter giving better oil pressure on start up. Oil filters supplied separately.

- Conversion kit, oil filter, spin-on, 948-1275cc . . GFK1001 . . . . .£86.00  
(Suitable for all Tecalmit heads and all Purolator heads except with casting number MIC90020).
- Oil filter, K&N Performance Gold . . . . . 235-830. . . . .£17.80
- Oil filter, standard fits GFK1001 only. . . . . GFE166. . . . .£2.40



235-875

- Spin-on oil filter conversion & hose - 948-1275cc. . 235-875. . . . .£57.10  
(This spin-on conversion is suitable for all models as it replaces the filter head and pipe assembly. Ideal if filter head or pipe is damaged or missing).
- Oil filter, K&N, Performance Gold. . . . . 235-830. . . . .£17.80
- Oil filter, standard, fits 235-875 only. . . . . GFE173. . . . .£4.56



TT9401

GFE173

### ANTI-DRAIN FILTER CONVERSION - 1500cc

This conversion uses a special adaptor bolt to allow a filter with a 3/4" UNF thread and an internal stack pipe and non return valve to stop the oil draining out of the filter. This means the oil is pumped around the engine immediately on start up without having to fill the filter first. Only for use with a Moss oil cooler kit. (RHD models only).

- Adaptor bolt, 3/4" UNF . . . . . TT9401. . . . .£18.20
- Cartridge, oil filter. . . . . GFE173. . . . .£4.56

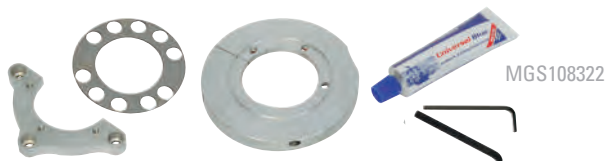


### K&N PERFORMANCE GOLD OIL FILTERS

Developed by K&N for race applications these high quality filters are becoming a favourite among consumers who want only the best products for their cars. These K&N oil filters feature a number of improvements over standard oil filters:

- Thicker canister wall
- Higher flow rates
- Improved filtration
- Nut for ease of removal
- Anti-drain valve

- Oil filter, K&N, Performance Gold . . . . . 235-830. . . . .£17.80  
(Suitable for 948-1275cc spin-on adaptor GFK1001. Suitable for 1500cc when used with TT9401 adaptor bolt and Moss oil cooler kit).



MGS108322

**CRANKSHAFT OIL SEAL CONVERSION KIT**

To overcome the problem of oil leaks from the rear crankshaft scroll seal, we offer this modern 'lip type' oil seal conversion kit for the venerable A series engine. The kit includes specially machined housings, fittings and full instructions.

- Crankshaft oil seal conv., 948cc and 1098cc (10CG) . MGS108322 . . .£95.40
- Replacement oil seal, MGS108322 . . . . . MGS108322S . £15.90
- Crankshaft oil seal conversion, 1098cc (10CC) . . MGS108321 . .£98.00
- Replacement oil seal for MGS108321 . . . . . MGS108321S .£17.10
- Crankshaft oil seal conversion, 1275cc . . . . . MGS10832 . .£91.50
- Replacement oil seal for MGS10832 . . . . . MGS10832S .£17.40



ARO9888

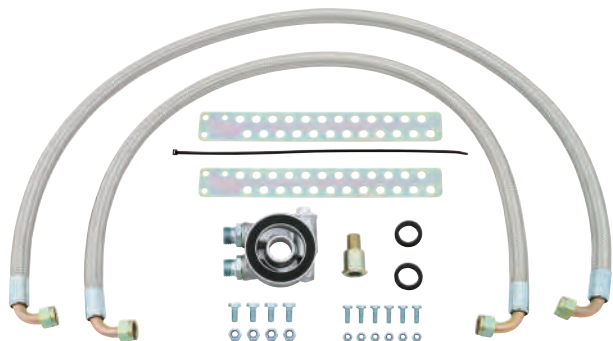
ARO9875

ARO9807

**OIL COOLER RADIATORS**

The oil should be allowed to operate at its optimum temperature, not too hot and not too cold. Choose the one that best suits your purposes.

- Oil cooler, 10 row, road use. . . . . ARO9807 . . .£73.50
- Oil cooler, 13 row, fast road . . . . . ARA221. . . .£60.00
- Oil cooler, 13 row, fast road/sport. . . . . ARO9809 . . .£91.20
- Oil Cooler, 16 row, fast road/sprint . . . . . ARO9875 . . .£98.40
- Oil cooler, 19 row, race . . . . . ARO9888 . . .£117.85



TT10969S

**OIL COOLER INSTALLATION KITS**

Oil thins as the temperature increases, thinner oil reduces oil pressure and is less effective at preventing metal to metal contact. Longer journeys or driving at sustained high speeds, tends to exacerbate the problem. Fitting an oil cooler minimises this effect and helps prevent engine damage. Kits come with mounting brackets and unions in a variety of styles. Thermostatic kits include a thermostat so the oil does not go through the cooler until it reaches operating temperature, giving quicker warm up. The radiator is supplied separately so you can choose the most appropriate size for you.

- Non-thermostatic, rubber hoses, A series . . . . . TT10965A . . .£69.90
- Thermostatic, braided hoses, A series . . . . . TMG10875S .£220.40
- Non-thermostatic, rubber hoses, 1500cc . . . . . TT10965. . .£110.70
- Thermostatic, braided hoses, 1500cc . . . . . TT10969S. . .£140.50



GAC4091



AHA8778SS

**REPLACEMENT OIL COOLER HOSES**

Use these hoses either to replace your existing ones if you already have an oil cooler fitted, or to install your own system. If your model is not listed here please contact your nearest Moss branch. For 1275cc models only.

- Hose, oil cooler to filter, 33.5", rubber . . . . . AHA8778 . . .£22.00
- Hose, oil cooler to filter, 33.5", stainless steel braided AHA8778SS . .£37.70
- Hose, oil cooler to filter, 45", rubber. . . . . AHA8777 . . .£19.50
- Hose, oil cooler to filter, 45", stainless steel braided AHA8777SS . .£38.65

TT1229



TT2998

**UPGRADED OIL PRESSURE SWITCH & VALVE**

This 20lb oil pressure switch will give earlier warning of any oil pressure problems. When fitting an oil cooler a stiffer oil pressure relief valve spring provides improved oil pressure. You should replace the valve at the same time.

- Oil pressure switch, 20lb . . . . . TT2998. . . .£31.00
- Upgraded relief valve spring, - 1500cc . . . . . TT1229. . . .£2.80
- Oil pressure relief valve, 1500cc. . . . . 132107 . . . .£4.40



TT2960

TT29691

TT29602

**OIL THERMOSTATS & GAUGE ADAPTORS**

Use one of these thermostats if you already have an oil cooler kit fitted without one. The standard thermostat has push fit connections for use with rubber hoses. It completely seals off the oil radiator until the oil temperature reaches 74°C. The full flow thermostat has 1/2" screw in connections for use with stainless hoses. It works by diverting the oil through the thermostat until it reaches 74°C. The temperature gauge adaptors fit into an oil line and allow the fitment of an oil temperature gauge. You can choose between push on connections for rubber hoses or screw in connections for braided stainless steel hoses.

- Oil thermostat, standard, push on . . . . . TT2960. . . .£53.00
- Oil thermostat, full flow, screw on . . . . . TT29602. . .£153.00
- Union, straight, 1/2", pair . . . . . TT9961. . . .£9.60
- Temperature adaptor, push on. . . . . TT2969. . . .£52.00
- Temperature adaptor, screw on . . . . . TT29691. . . .£83.60



**ROCKER OIL FEED KIT - 1500cc**

Oil supply to the rocker gear is a known weak spot on 1500cc push rod engines. This stainless steel braided hose connects to a plug (already in the back of the cylinder head) to supply oil where it is needed. This kit must be used when using roller rockers.

Rocker oil feed kit, 1500cc . . . . . TT1226. . . . . £44.40



**BRAIDED CLUTCH HOSE**

These steel braided clutch hoses look great and will not swell under pressure.

Braided hose, Goodridge, 1275cc . . . . . GBL608120. . . £37.50  
 Braided hose, Aeroquip, 1275cc. . . . . TT3041. . . . . £41.20



MGS20815

**LIGHTWEIGHT FLYWHEELS**

Reducing the rotational mass of the engine gives improved engine response, it can pick up or lose revs quicker, meaning quicker acceleration. We offer a choice of lightweight flywheels depending on your engine type. Both flywheels require the fitting of a standard ring gear.

**Sprite and Midget A Series**

For 1275cc A series engines we offer a machined billet alloy flywheel with a steel friction face insert. This weighs 4 kgs, and should be used with the 6.5" clutch kit HP1232. **Note: Supplied with ring gear fitted.**

Flywheel, lightweight, alloy, A-series . . . . . MGS20815 . . £438.00

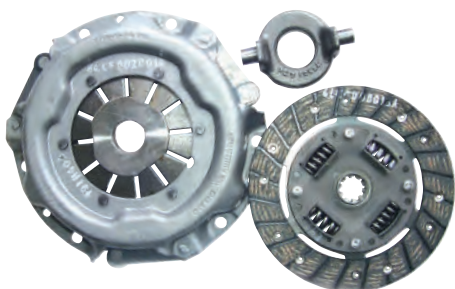


TKC1840X

**Midget 1500cc**

For Midget 1500cc's we offer a lightweight steel flywheel, machined with cut-outs around the perimeter. This weighs 4.1kgs and should be used with the 7.25" clutch cover and plate.

Flywheel, steel, light weight, 1500cc . . . . . TKC1840X . . £344.80  
 Ring gear, standard, 1500cc. . . . . 201350 . . . . . £21.50



HP1232

**UPRATED CLUTCHES**

The clutch should be improved if engine power is to be increased. We recommend using our uprated centre plate which features stronger springs and diaphragm with a harder wearing lining material with standard clutch covers for fast road use.

**Sprite and Midget A Series**

This application uses a 6.5" clutch centre plate for around 100bhp, including cars fitted with our supercharger system. Suitable for all rib-case gearboxes only.

Clutch kit, 3 piece . . . . . HP1232. . . . . £235.00  
 Clutch cover, standard. . . . . GCC115 . . . . . £86.86  
 Clutch plate, uprated. . . . . TMG20802. . . . . NCA  
 Release bearing, standard. . . . . GRB107 . . . . . £13.90

**Midget 1500cc**

This application uses a 7.25" clutch centre plate for around 125bhp.

Clutch cover, standard. . . . . GCC196 . . . . . £93.50  
 Release bearing, standard. . . . . GRB207 . . . . . £18.50



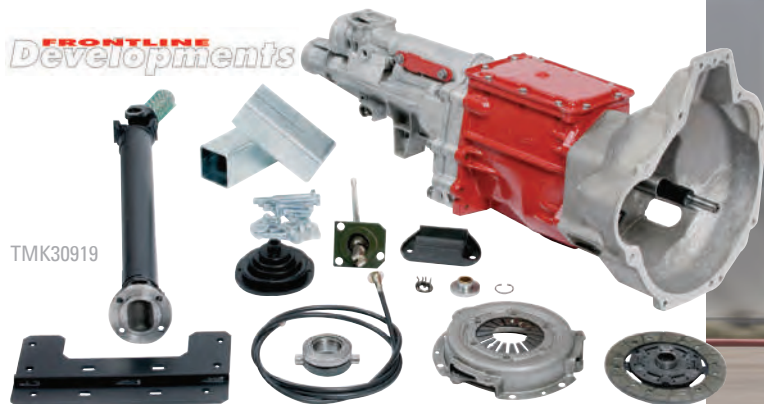
**ALLOY BACKPLATE**

These alloy engine back plates are stronger and lighter than a standard steel unit, offering a worthwhile weight saving especially for competition cars. Pre-drilled for easy installation.

Engine backplate, alloy, 1275cc. . . . . MGS20817 . . £142.15

FRONTLINE  
Developments

TMK30919



### 5 SPEED GEARBOX CONVERSION

Frontline Spridget five-speed conversion for all Sprite & Midget models is a complete replacement kit with every-thing you need to achieve modern day driver comfort and performance. The ultra-smooth action of the five-speed gearbox is an instant benefit.

With a synchromesh first gear and quieter reverse the vibration and hassle are taken out of town driving. With similar ratios from first to fourth, the performance through the gears is unaffected, and the added benefit of a 0.82:1 fifth gear gives a reduction of 1,200rpm at maximum speeds, giving faster and more relaxed cruising.

**“The ultra-smooth action of the five-speed gearbox is an instant benefit.”**

The robust gearbox and roller release bearing clutch arrangement replace the weaker original system, giving an almost maintenance free transmission. The conversion involves minimal cosmetic or structural changes and the specially modified gear change puts the gear lever in the original position, with no modifications required to the upper area of the tunnel.

Kit includes: Fully reconditioned gearbox, replacement bell housing, clutch mechanism, chassis crossmember, speedo cable, hardware and instructions. Please see website for replacement parts.

Gearbox conversion, 5 speed, 948cc. . . . . TMK30919.. £3,212.10

Gearbox conversion, 5 speed, 1098cc. . . . . TMK30920.. £3,239.00

Gearbox conversion, 5 speed, 1275cc. . . . . TMK30921.. £3,176.65

Gearbox conversion, 5 speed, 1500cc\*. . . . . TMK30922.. £3,088.00

(For models with screw on speedo cable to speedometer).

Geabox conversion, 5 speed, 1500cc\*\*. . . . . TMK30923.. £3,088.00

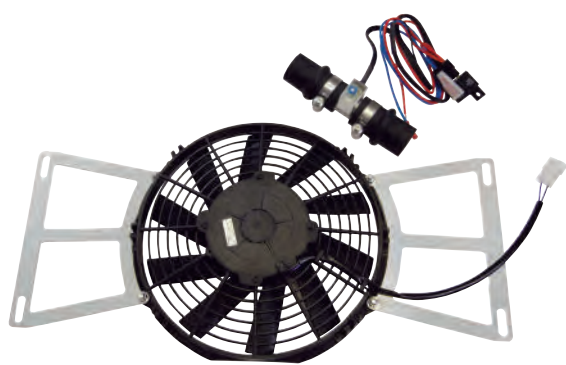
(For models with clip on speedo cable to speedometer).

Speedo cable, 5 speed conversion, screw on . . . TMK3092SC . . . £35.80

Speedo cable, 5 speed conversion, clip on . . . TMK3092SCL . . £35.80

\* - to August 1977

\*\* - August 1977 on



### REVOTEC COOLING FAN KITS

**Keeping your engine running at it's optimum temperature will ensure the best performance and economy.**

Revotec and Moss Europe have co-designed these high quality bespoke fan kits using the latest high efficiency fans with adjustable electronic controllers. These kits are designed to replace the standard original mechanical fan, reducing the load on the engine, noise and improving both power and mpg.

Unlike other fan kits that use universal mounting systems, these kits fit using bespoke laser cut brackets that mount directly to the radiator cowling using existing mounting bolts.



See page A18 for more information

C-AJJ3319



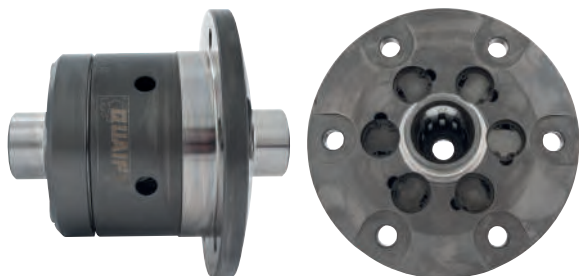
### CLOSE RATIO GEAR SET

Close ratio gears are designed to keep the engine working in the power band curing the problem of the engine coming 'off cam' between the ratios, keeping the engine speed in the power band.

These straight cut gears provide increased reliability through being substantially stronger and it takes less power to drive than helical gears. Being straight cut makes them considerably noisier than helical gears so they are recommended primarily for track use. The standard first and reverse gears are retained. Available for rib-case gearboxes only.

Gear ratios	1st	2nd	3rd	4th
Standard ratios	std	1.916:1	1.357	1.0:1
Close ratios	std	1.722:1	1.255	1.0:1

Gear set, straight cut, 1275cc. . . . . C-AJJ3319. . . £512.00



### QUAIFE LIMITED SLIP DIFFERENTIAL

Quaife limited slip differentials allow maximum drive to the wheels, giving more grip under hard acceleration and cornering. Power is distributed to both wheels, rather than wasting energy spinning the wheel under the least load.

The Quaife differential is gear operated, so it has no plates to wear, and automatically transfers power to the wheel with the most grip. The plate type is a traditional Salisbury type differential, it has a set of clutch plates inside the housing that divert power to the wheel with the most grip.

Limited slip differential, Quaife. . . . . TMG20820 . . £1,035.30



### SUPERCHARGER HEAT SHIELD - 1275cc

Help keep your Supercharger (150-080) keep cool for greater efficiency and longer life. Three piece kit of high tech reflective material protects the supercharger and manifold from exhaust heat. Lower temperatures mean more power and fewer tendencies for detonation to occur at higher boost pressures.

Heat shield, supercharger, set . . . . . 150-086. . . . . £137.10



### SUPERCHARGER KIT - 1275cc

The new Sprite/Midget supercharger system uses the same Eaton positive displacement roots-type supercharger found on contemporary OE applications such as Mercedes Benz and Jaguar. In spite of its modern origin, Moss was careful to design the system to look like it was a factory-installed option that complements the classic Sprite/Midget image. The supercharger features helical rotors and an internal vacuum controlled bypass valve for high efficiency and economic cruising.

The kit will install on any 1275cc Sprite/Midget in-line engine and will fit with either a generator or alternator. We do recommend upgrading to an alternator as the generator bearings will wear quickly with the increased belt loading. We also offer an alternator conversion kit that will fit any of the A-Series engines (no provision for Frogeye mechanical rev counter).

Note: The installation of a supercharger will exploit all the strengths of your engine to give you maximum power. However, it will also exploit any weaknesses of your engine. These systems are designed to supplement an engine in good condition, not make up for lost power in a tired one. If your car has an old, tired engine you will want to overhaul it first.

Supercharger kit, 1275cc . . . . . 150-080 . . . . £4,339.00  
 Alternator conversion. . . . . 130-108 . . . . . £120.00



BTA939

### UPRATED HALF SHAFTS

The weak spot on the back axle is the half shaft, we can supply uprated EN40B Nitrided steel half shafts, so broken shafts should now be a thing of the past.

Half shaft, uprated, steel wheels, pair . . . . . BTA940 . . . . £298.70  
 Half shaft, uprated, wire wheels, pair . . . . . BTA939 . . . . £135.60



TMG2930K

### HIGH CAPACITY FUEL PUMPS

The standard fuel pump may not be able to maintain adequate fuel flow and pressure at higher engine speeds, particularly with a tuned engine. The Facet range of fuel pumps will suit all standard and modified engines fitted with carburettors. They give constant fuel flow and pressure, even at high temperatures eliminating the problems associated with vapour lock. The pumps are available in a variety of specifications to suit the engine's fuel pressure and flow requirements. Further fine tuning of the fuel pressure can be easily achieved by the use of a separate fuel regulator, see right. With safety in mind we recommend fitting a fuel pump inertia switch kit, so that in the event of an accident fuel delivery is automatically cut-off. Fuel lines may require adapting to install the new pump, check pipe sizes to select the correct unions, additional unions may be required.

#### Cylindrical fuel pumps

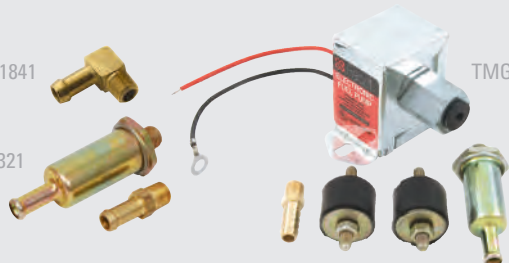
Formerly known as interrupter type pumps, these heavy duty pumps can be fitted at the front or rear of the car and up to 600mm above the bottom of the fuel tank. Kits are supplied with mounting & 8mm unions, alternative size unions available.

- Cylindrical fuel pump kit - road Silver Top . . . . TMG2930K . **£104.00**  
(Up to 150bhp, flow rate: 30 gal/hr, 4.0-5.50 psi, unions: 8mm x 1/8 npt)
- Cylindrical fuel pump kit - fast road Silver Top . MGS2930K. . **£106.00**  
(Up to 200bhp, flow rate: 35 gal/hr, 6.0-7.0 psi, unions: 8mm x 1/8 npt)
- Cylindrical fuel pump kit - competition Red Top MGS2932K. . **£108.00**  
(Above 200bhp, flow rate: 40 gal/hr, 6.0-8.0 psi, unions: 8mm x 1/8 npt).
- Cylindrical fuel pump only - competition Red Top TT2930. . . . . **£96.70**  
(Above 200bhp, flow rate: 40 gal/hr, 6.0-8.0 psi, 1/4 npt threads).

MOC1841

TT29321

TMG2931K



#### Solid state fuel pumps

These pumps should be mounted at the rear of the car (as they are designed to push fuel rather than draw fuel) and ideally below fuel tank level, although they will work up to 300mm above the bottom of the fuel tank. Kits are supplied with mounting & 8mm unions, alternative size unions available.

- Fuel pump, solid state, fast road, kit . . . . . TMG2931K . **£60.00**  
(Up to 150bhp, flow rate; 32 gal/hr, 4.5-7 psi, unions: 8mm x 1/8 npt).
- Fuel pump, solid state, fast road, pump only. . . . MGS2931 . . . **£50.00**  
(Up to 180bhp, flow rate: 34 gal/hr, 7.0-10.0 psi, 1/8 npt threads).

#### Fuel pump unions

Use with the listed fuel pumps, please check thread and pipe size before ordering.

- Union, straight, 1/4" (6mm), 1/8 npt . . . . . FPA903B. . . . . **£1.80**
- Union, straight, 5/16" (8mm), 1/8 npt . . . . . MOC1604. . . . **£3.70**
- Union, straight, 3/8" (10mm), 1/4 npt . . . . . FPA904/B . . . . **£3.10**
- Union, 90°, 5/16" (8mm), 1/8 npt . . . . . MOC1841. . . . . **£7.20**
- Union, 90°, 5/16" (8mm), 1/4 npt, pair . . . . . TT2930A . . . . **£6.85**
- Union, 90°, 3/8" (8mm), 1/4 npt, pair . . . . . FPA902B. . . . . **£7.20**

#### Fuel filter union

- Union, 1/4" (6mm), 1/8 npt, pair . . . . . TT29321. . . . . **£7.20**

TT2927



TT2926



### FUEL REGULATORS

We recommend the fitment of a fuel regulator which allows fine adjustment to the fuel pressure to suit your requirements. Use a filter/regulator unless you already have a fuel filter fitted.

- Filter/regulator, 1/4" union, 67mm deep, each . . . . TT2927. . . . . **£64.80**
- Filter/regulator, 5/16" union, 85mm deep, each . . . . TT2928. . . . . **£74.50**
- Fuel pressure regulator, 1/4" union, each . . . . . TT2925. . . . . **£60.00**
- Fuel pressure regulator, 5/16" union, each . . . . . TT2926. . . . . **£60.00**



HFFK4

### FUEL LINE KITS

Traditional type fuel pipes (Bundy tubing) tend to rust from both sides, and rust in fuel and fuel lines can cause all sorts of problems. Our fuel line kits come with all fittings and unions, are easy to fit and will not rust.

- Fuel line kit, 1098-1275cc . . . . . HFFK4 . . . . . **£101.20**
- Fuel line kit, 1500cc . . . . . HFFK5 . . . . . **£123.20**



### FUEL INERTIA SWITCH

This inertia switch is a good safety feature when using an electric fuel pump. The switch unit mounts to a vertical surface in the engine bay and in the unfortunate event of a crash cuts the power to the fuel pump preventing fuel spillage. Supplied with multi connector and tail leads to allow easy connections.

- Fuel pump inertia switch, kit. . . . . C41220AX. . . . . **£38.00**



### BRASS FLOAT

These brass fuel float alternatives will work with original Smith's sending units (will not work with early Smith units with soldered metal floats). They replace the original plastic ones and do not react to the additives used in fuels nowadays.

- Brass float, fuel tank sending unit 360-646. . . . . **£11.20**



147876K

### FUEL PUMP BLANKING PLATE KIT

Use this blanking plate kit to replace the block mounted fuel pump if you are fitting an electric fuel pump. Kit includes blanking plate, gasket and hardware.

- Blanking kit, fuel pump, 948-1275cc . . . . . 2A265K. . . . . **£6.30**
- Blanking kit, fuel pump, 1500cc . . . . . 147876K. . . . . **£11.45**

AHH6708



AHA7384/5SS



### STAINLESS PUMP BRACKET

A replacement for the standard SU fuel pump bracket, manufactured in stainless steel with stainless steel hardware. Mounting rubber supplied separately.

- Bracket set, fuel pump, stainless steel . . . . . AHA7384/5SS . **£26.10**
- Mounting rubber. . . . . AHH6708. . . . . **£2.20**





### STELLING & HELTINGS AIR FILTERS

Stelling & Hellings air filters were a popular aftermarket air filter used on many American hot rods & sports cars. Their filters were supplied as original equipment on the 427 Cobra. These exact reproductions are chrome plated with a mesh filter. A smart accessory for your Sprite or Midget.

- Air filter, Stelling & Hellings, SU carbs, 1 1/4", each . 223-100 . . . . . £45.10
- Air filter, Stelling & Hellings, SU carbs, 1 1/2", each . 223-200 . . . . . £45.10



### LOGO AIR FILTERS

Enhance the appearance of your SU carburettors and engine bay with these chromed MG & SU logo'd air filters. Fit 1 1/2" carburettors.

- Air filter, MG logo, 1500cc, each . . . . . GAC1055X . . . £63.30
- Air filter, SU logo, 1500cc, each . . . . . GAC1078X . . . £63.90



### BREATHER FILTERS

Engine breather filters are an alternative to running pipes from crankcases, clutch housings and timing cover breathers to the inlet manifold, they are particularly useful if induction set ups have been changed. Filters simply push on and are retained by a hose clip. Just remember to block off the other fitting on the carburettor or air filter where the original pipe was attached.

#### K&N crankcase breather filters

- 1 Breather filter, 2" diameter 1/2" external inlet KN62-1010 . . . £25.70 (Filter has 1/2" (12mm) OD metal inlet stub to fit into 1/2" (12mm) ID breather hose).
- 2 Breather filter, 2" diameter 1/2" internal inlet KN62-1330 . . . £24.90 (Filter has 1/2" (12mm) ID rubber inlet to fit onto 1/2" (12mm) OD breather pipes).

#### Aftermarket crankcase breather filters

- 3 Breather filter, 12mm inlet, blue . . . . . MT1200 . . . . . £7.60
- 4 Breather filter, 12mm inlet, chrome . . . . . MT1201 . . . . . £7.60
- 5 Breather filter, 12mm inlet, red . . . . . MT1202 . . . . . £7.60 (These filters have 1/2" (12mm) ID rubber inlet to fit onto 1/2" (12mm) OD breather pipes).



#### K&N cleaning and oil kit

- Air filter cleaning kit, K&N. . . . . 001-130 . . . . . £18.20 (250ml oil and 400ml cleaner).

## K&N FILTERS



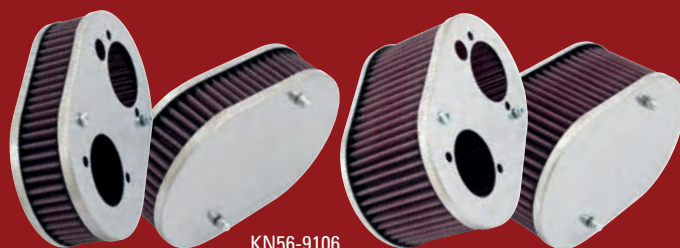
The last air filter you will ever need. K&N filters have a 1,000,000 mile guarantee, they just need cleaning and re-oiling periodically. K&N cotton gauze filters give virtually unrestricted air flow, whilst still providing very high levels of filtration to protect your engine.



KN56-9057

#### K&N marque sports filters for SU carburettors

- Austin Healey Sprite, HS2, 1961-71 . . . . . KN56-9057 . . £239.70
- Midget, HS2, to 1974 . . . . . KN56-9055 . . . . . NCA



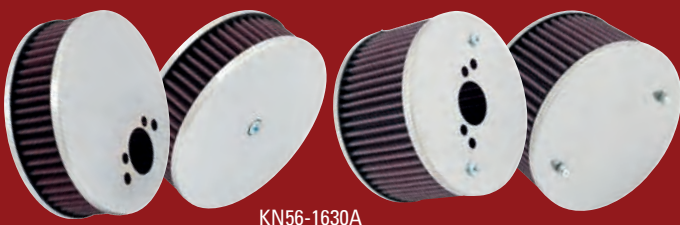
KN56-9106

KN56-9265

#### K&N sports air filters for Weber carburettors

The following filters are all 180 x 120mm.

- DCOE fitting, 45mm, 1.3/4" deep . . . . . KN56-1270 . . £92.50 (Not suitable for ram pipes).
- DCOE fitting, 45mm, 1.3/4" deep . . . . . KN56-9106 . . £86.90
- DCOE fitting, 63mm, 2.1/2" deep . . . . . KN56-9104 . . £121.00
- DCOE fitting, 83mm, 3.1/4" deep . . . . . KN56-9265 . . £83.30



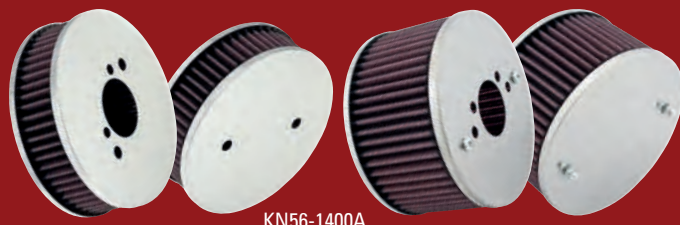
KN56-1630A

KN56-9095

#### K&N sports air filters for SU carburettors

Choose the filter that best suits your application.

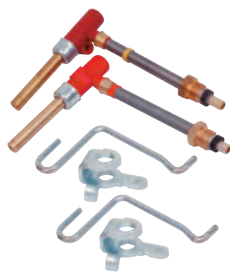
- HS2, centre mounting, 45mm, 1 3/4" deep . . . . . KN56-9121 . . £107.40
- HS2, offset mounting, 45mm, 1 3/4" deep . . . . . KN56-1630A. £105.80
- HS/HIF4, centre mounting, 45mm, 1 3/4" deep . . . . . KN56-1390A. . £90.40
- HS/HIF4, centre mounting, 54mm, 2 1/8" deep . . . . . KN56-9093 . . £115.70
- HS4, centre mounting, 83mm, 3 1/4" deep . . . . . KN56-9095 . . £78.00
- HS4, offset mounting, 45mm, 1 3/4" deep . . . . . KN56-9128 . . £112.30



KN56-1400A

KN56-9098

- HS/HIF6, centre mounting, 45mm, 1 3/4" deep . . . . . KN56-1400A. . £91.40
- HS6, centre mounting, 54mm, 2 1/8" deep . . . . . KN56-9096 . . £115.30
- HS6, centre mounting, 83mm, 3 1/4" deep . . . . . KN56-9098 . . £96.00
- HS6, offset mounting, 45mm, 1 3/4" deep . . . . . KN56-9132 . . £114.30



TT1559

**SU JET CONVERSION KITS - 1500cc**

The Waxstat jets used on some 1500cc carburettors can give major problems in warm weather and heavy traffic as they weaken the mixture too much, causing rough idling. This can be cured by converting to standard fixed jets. The conversion kits consist of a set of fixed jets and a pair of choke linkages to suit, for use with horizontal float chambers.

- Jet conversion kit, HS4, 90 thou jets . . . . . TT1459 . . . . . £65.00
- Jet conversion kit, HS6, 100 thou jets . . . . . TT1559 . . . . . £60.00



WZX1323

**SU PLAIN THROTTLE DISCS**

If your throttle discs are fitted with a pop valve these should be replaced with plain discs to maximize air flow through the carburettors on full throttle.

- Throttle disc, plain, HS2 . . . . . WZX1320 . . . . . £18.00
- Throttle disc, plain, HS4 . . . . . WZX1323 . . . . . £13.40
- Throttle disc, plain, HS6 . . . . . WZX1321 . . . . . £12.40



WZX1849X

**SU CARBURETTOR SERVICE KITS**

- Service/repair kit, H1, 948cc . . . . . CRK226 . . . . . £89.00
- Service kit, HS2, 1098-1275cc. . . . . WZX1859X. . . £71.40
- Service kit, HS4, AUD665, front, 1500cc. . . . . WZX1852X. . . £47.90
- Service kit, HS4, AUD665, rear, 1500cc. . . . . WZX1853X. . . £47.90
- Service kit, HS4, FZX1258, front, 1500cc. . . . . WZX1890X. . . £69.60
- Service kit, HS4, FZX1258, rear, 1500cc. . . . . WZX1889X. . . £69.60
- Service kit, HS4, FZX1122/FZX1327, 1500cc . . WZX1849X. . £118.40



**GROSE JETS FOR SU CARBURETTORS**

Grose jets use a more modern ball valve so they won't stick open.  
 Grose jets, SU H/HS carburettors . . . . . GAC9201X . . . . £9.10

**SU CARBURETTORS & COMPONENTS**

Increasing the size of your carburettors can give improved power if the right combination is used. The range of needle used through the years for A series and 1500cc models is quite extensive. Choice of needle will depend on the range of modifications and can only be done on a rolling road with a gas analyser. For further help, please contact your nearest Moss branch.

The Sprite I was originally equipped with 1 1/8" H1 SU's, fitting 1 1/4" HS2 SU's (including manifold/fittings etc) from the 1098cc engine will give a useful power boost. Please see our Restoration section for detailed carburettor parts listings and components.



**SU CARBURETTOR NEEDLE CHART**

This needle chart gives full range of needles and their dimensions to help guide you in your choice of needles.

- SU carburettor needle chart . . . . . ALT9501 . . . . . £10.00



**SU CARBURETTOR NEEDLES**

- 948-1098cc needle suggestions (SU H1 and SU HS2)**
- Needle, standard, 948cc, 'V3' . . . . . AUD1411 . . . . £15.80
  - Needle, rich, 948cc, 'V2' . . . . . AUD1410 . . . . £15.80
  - Needle, weak, 948cc, 'GX' . . . . . AUD1227 . . . . £16.00
  - Needle, standard, early, CG, 1098cc, 'GY' . . . . . AUD1468 . . . . £16.00
  - Needle, rich, early, CG, 1098cc, 'M' . . . . . AUD1261 . . . . £16.00
  - Needle, weak, early or late, CG, 1098cc, 'GG' . . . . . AUD1211 . . . . £16.00
  - Needle, standard, late, CC, 1098cc, 'AN' . . . . . AUD1478 . . . . £16.00
  - Needle, rich, late, CG, 1098cc, 'H6' . . . . . AUD1242 . . . . £16.00

- 1275cc needle suggestions (SU HS2 fixed)**
- Needle, standard, 'AN' . . . . . AUD1478 . . . . £16.00
  - Needle, With K&N filters, 'H6' . . . . . AUD1242 . . . . £16.00
  - Needle, as above + tuned exhaust, 'H6' . . . . . AUD1242 . . . . £16.00
  - Needle, as above + modified head, 'AH2' . . . . . AUD1059 . . . . £16.00
  - Needle, as above + camshaft, 'AF' . . . . . AUD1037 . . . . £15.80

- 1275cc needle suggestions (SU HS2 biased)**
- Needle, standard, 'AAC' . . . . . CUD1002 . . . . £17.30
  - Needle, with K&N filters, 'AAN' . . . . . CUD1012 . . . . £17.30
  - As above + tuned exhaust, 'AAQ' . . . . . CUD1014 . . . . £17.30

- 1275cc needle suggestions (SU HS4 biased)**
- Needle, as above + modified head, 'AAQ' . . . . . CUD1014 . . . . £17.30
  - Needle, as above + camshaft, 'ABY' . . . . . CUD1016 . . . . NCA

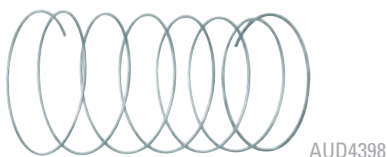
- 1500cc needle suggestions (SU HS4)**
- Needle, standard, early, 'ABT' . . . . . CUD1104 . . . . £17.30
  - Needle, standard late, 'ADT' . . . . . NZX4013 . . . . £17.30
  - Needle, K&N and tuned exhaust, 'AAQ' . . . . . CUD1014 . . . . £17.30
  - Needle, K&N and tuned exhaust lean, 'AAT' . . . . . CUD1017 . . . . £17.30
  - Needle, as above + modified head, 'AAM' . . . . . CUD1011 . . . . £17.30
  - Needle, lean, as above + modified head, 'AAB' . . . . . CUD1001 . . . . £17.30
  - Needle, as above + cam road 83, 'AAB' . . . . . CUD1001 . . . . £17.30
  - Needle, as above + cam fast road 83, 'AAL' . . . . . CUD1010 . . . . £17.30



**PIPER AIR SOCKS**

These air socks can be used with our piper ram pipes. They are supplied in pairs at 100mm long. They can be cut to size, though you must leave a minimum of 30mm between the inner face and the ram pipe mouth. Use with Piper ram pipes.

Piper air socks, pair . . . . . PXC1050. . . . . **£28.20**



**DAMPER SPRINGS (SU HS4) - 1500cc**

When fitting sports air filters the red carburettor damper springs should be changed for the heavier 8oz yellow springs.

Damper spring, 8oz, small, 1" diameter . . . . . AUC1167 . . . . . **£4.80**  
(For carburettor numbers AUD665 and FZX1258).

Damper spring, 8oz, large, 2" diameter . . . . . AUD4398 . . . . . **£3.80**  
(For carburettor numbers FZX1122 and FZX1327).



**MG CARBURETTOR CAPS & FLOAT BOWL BOLT**

These very distinctive solid brass dashpot damper caps for SU carburetors will improve your engine compartment. Your original damper rod must be re-used and pressed into the new cap. The solid brass float bowl bolt with MG logo complements the MG logo carburettor caps.

Carburettor caps, MG logo, pair . . . . . 370-735. . . . . **£53.30**

Float bowl bolt, H1 carburettor only, each . . . . . GAC4149X. . . . . **£38.30**



**OVERSIZED SHAFTS FOR SU CARBURETTORS**

Worn throttle shafts and carburettor bodies cause bad idle and uneven running. This can be remedied by replacing your carburetors or by reaming out your carburettor bodies and fitting oversize throttle shafts.

Throttle shaft, oversize, HS4 . . . . . WZX1177RP . . . . . **£19.80**

Throttle shaft, oversize, HS6 . . . . . WZX1178RP . . . . . **£19.80**

Reamer, carburettor. . . . . 386-385. . . . . **£225.90**



**RAM PIPES**

Ram pipes (except period style) are fitted inside the air filter to help smooth the air flow into the carburettor. The shorter the ram pipe the higher up the rev range power is produced.

If using with an air filter, a minimum clearance of 1 1/2" between the ram pipe and the filter case is recommended to ensure maximum air flow.

**Ram pipes for SU carburetors**

- 1 Ram pipe, K&N, HS4 . . . . . KN85-5039 . . . . . **£29.70**
- Ram pipe, Piper, 30mm, HS2 . . . . . SFR230 . . . . . **£31.10**
- 2 Ram pipe, Piper, 30mm HS4 . . . . . SFR430 . . . . . **£33.00**
- 3 Ram pipe, Piper, 30mm, HIF44. . . . . SFR4430 . . . . . **£35.20**
- 4 Ram pipe, Piper, 50mm, HS6 . . . . . SFR650 . . . . . **£31.10**



- 5 Ram pipe, period, short, HS2 . . . . . SFR1 . . . . . **£20.80**
- Ram pipe, period, short, HS4. . . . . SFR2 . . . . . **£20.80**
- 6 Ram pipe, period, short, HS6 . . . . . SFR3 . . . . . **£20.80**
- Ram pipe, period, long, HS2 . . . . . SFR4 . . . . . **£20.80**
- 7 Ram pipe, period, long, HS4 . . . . . SFR8 . . . . . **£20.80**
- 8 Ram pipe, period, long, HS6 . . . . . SFR9 . . . . . **£20.80**



**Ram pipes for Weber carburetors**

These ram pipes are genuine Weber replacement products.

- 9 Ram pipe, 40 DCOE, 16mm . . . . . KNSS1640 . . . . . **£41.50**
- 10 Ram pipe, 40 DCOE, 26mm . . . . . KNSS2640 . . . . . **£41.50**
- 11 Ram pipe, 40 DCOE, 39mm . . . . . KNSS3940 . . . . . **£41.50**
- Ram pipe, 45 DCOE, 16mm . . . . . KNSS1645 . . . . . **£41.50**
- 12 Ram pipe, 45 DCOE, 26mm . . . . . KNSS2645 . . . . . **£41.50**
- Ram pipe, 45 DCOE, 39mm . . . . . KNSS3945 . . . . . **£41.50**
- Ram pipe, 45 DCOE, 60mm . . . . . KNSS6045 . . . . . **£33.70**

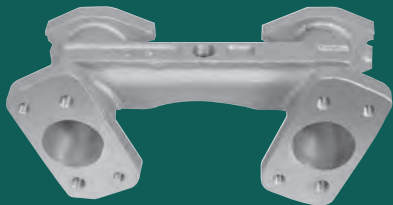


**DASHPOT COVERS FOR SU CARBURETTORS**

Dashpot covers are an ideal way to enhance and brighten the engine bay.

- Dashpot cover, alloy, HS2 . . . . . SFR22 . . . . . **£17.15**
- Dashpot cover, alloy, HS4/6 . . . . . SFR23 . . . . . **£18.40**
- Dashpot cover, anodised blue, HS4/6 . . . . . SFR23B. . . . . **£18.40**
- Dashpot cover, anodised red, HS4/6 . . . . . SFR23R. . . . . **£18.40**
- Dashpot cover, chrome, HS4/6 . . . . . SFR150 . . . . . **£11.80**
- Dashpot cover, chrome, HS/HIF 4/6, short type . . . . . SFR175 . . . . . **£11.30**

**SU CARBURETTOR INLET MANIFOLDS**

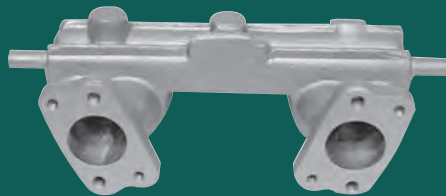


LP4012

**1098-1275cc**

Cast aluminium inlet manifolds, supplied complete with studs and nuts. For further details please contact your nearest Moss branch.

- Inlet manifold, twin HS2/4, 1098-1275cc. . . . . LP4012 . . . . .£208.10
- Inlet manifold, Single HS6, 1098-1275cc . . . . . MT3603 . . . . .£66.00



**1500cc**

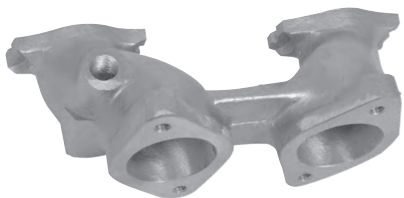
Cast aluminium inlet manifold with water heated pipe, supplied complete with studs and nuts to mount a pair of HS4's.

- Inlet manifold, twin HS4, 1500cc . . . . . TT1458. . . . .£244.80

**WEBER CARBURETTORS & COMPONENTS**



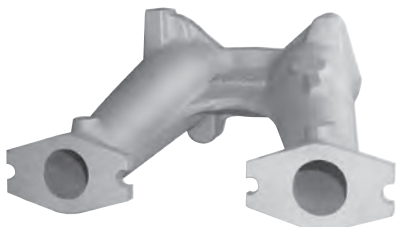
Increasing the size and number of carburettors can unleash a lot more power if the right combination is chosen. For maximum power and performance Weber side-draught carburettors are the best option. The improvement in mid to top end breathing is considerable. The jetting may need some adjustment, depending on the engine specification, this is best achieved on a rolling road. With some installations when using Weber carburettors, the inlet manifold no longer supports a closed circuit engine breather system. All our Weber carburettor inlet manifolds are supplied with fittings and seal plates. For full details please contact your nearest Moss branch.



**A series engine**

The inlet manifolds here, allow space for the fitment of either deep or slim K&N air filters and are long enough to greatly improve breathing.

- Manifold, medium, 10cm . . . . . TT10850. . . . .£196.36
- (10cm is the popular length for RHD cars with deep K&N filters, LHD models, and most road cars in general).



**A series engine**

Manifold, long . . . . . TWM0071 . . . . .£379.40  
(Made by TWM and supplied complete with direct action throttle linkage).



**Midget 1500cc**

A single 45 DCOE will give a good power increase across the rev range. A twin 40 DCOE set up gives more top end power at the expense of bottom end tractability. Twin 45 DCOE's are for full race use only as there will be no bottom end torque.

- Manifold, parallel, single carburettor. . . . . TWM0088 . . . . .£350.10
- (This parallel TWM manifold gives maximum flow so will give more power at the top end. This manifold is 12cm long so you can use up to a 63mm deep air filter. Supplied as a ready to fit kit with necessary linkages).



**Midget 1500cc**

Manifold, cross-over, single carburettor. . . . . TT10549. . . . .£130.96  
(This manifold will give improved mid range due to the better distribution of gases. This manifold 15cm long only allowing a 45mm deep air filter).



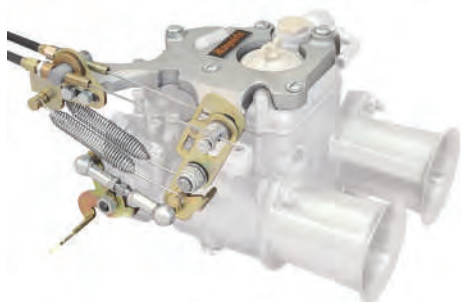
**Midget 1500cc**

Manifold, short tract, twin carburettor . . . . . TT1450. . . . .£252.30  
(This pair of manifolds is designed where space is limited or when using deep air filters. K&N filters KN56-9265 may be fitted, space allowing, along with 26mm ram pipes. This set up produces a wide usable power range).



**Midget 1500cc**

Manifold, long tract, twin carburettor, pair. . . . . TT1350. . . . .£162.00  
(This pair of long tract inlet manifolds allow for maximum power. They can only be used with 45mm deep air filters).



### WEBER DCOE THROTTLE LINKAGES - MANGOLETSI

This new simple design, for DCOE carburettors, features a cast bracket which fits over the top of the carburettor, holding the linkage neatly to the side of the carburettor. This unique design has an ultra-low profile - the highest point of the linkage is only 10mm higher than the carburettor, ideal if clearance is limited. Each kit is suitable for single or twin carburettor set-ups for in-line engines.

The unique design also gives a wide range of throttle adjustment. Cable travel and spring tension can be adjusted independently. The adjuster can be set to give the desired cable travel, the spring tension can then be set to give the correct throttle shut off. This allows the throttle feel to be fine tuned to the driver's requirements.

- Throttle linkage, DCOE, twin cable . . . . . LP42451 . . . . .**£131.45**
- Throttle linkage, DCOE, single cable . . . . . LP42411 . . . . .**£116.75**



### WEBER DCOE THROTTLE LINKAGES - WEBCON

These high quality linkages are available for Weber DCOE side draught carburettor. The main bracket, lever and fittings are manufactured from zinc plated steel which gives excellent corrosion resistance and matches other components on the carburettor. They feature a self-lubricating bronze pivot bush, twin return springs and high quality ball joints, giving a smooth operation. They are suitable for single or twin carb set ups and are fully adjustable. Kits are available for top or bottom mounting, with a choice of single or twin cables. Single cable kits are supplied with a ferule to attach to existing throttle cable. Twin cable kits include a pair of cables, with pedal end fitting block.

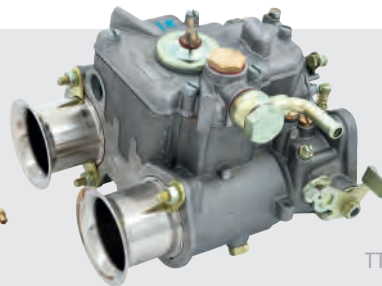
- T/linkage, DCOE, top mount/single cable . . . . . LP4100 . . . . .**£105.00**
- T/linkage, DCOE, top mount/twin cable . . . . . LP4101 . . . . .**£119.40**
- T/linkage, DCOE, bottom mount/single cable . . LP4102 . . . . .**£105.00**
- T/linkage, DCOE, bottom mount/twin cable . . . LP4103 . . . . .**£119.40**



### WEBER MOUNTINGS

These competition mounting rubbers and sealing plates with integral rubber o-rings help to dampen vibration giving more consistent idling and fuel supply.

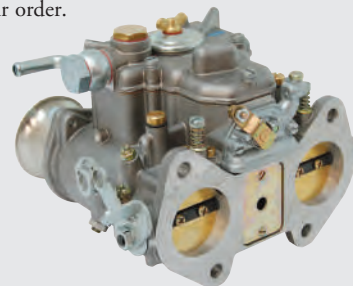
- Seal plate, 40-45 DCOE, each . . . . . TT2937A . . . . . **£7.00**
- Bush kit, carburettor mounting, per carburettor . . . TT2939 . . . . . **£12.50**
- Thackery washers, each . . . . . AJD7731 . . . . . **£0.77**



TT29343308

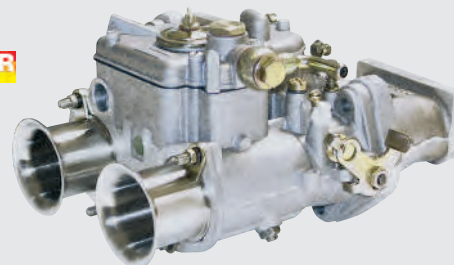
### WEBER CARBURETTORS

These are some of the Weber carburettors that we have available. A single Weber set up is ideal for road use giving a good power increase, twin Weber's will give you a substantial increase in power. We can supply different jet set ups according to your needs, please discuss this with us when placing your order.



TT2934304

- 40 DCOE, fast road, single fitment, 1275cc . . . . . TT29343308 . **£492.00**
  - 40 DCOE, road, single fitment, 1500cc . . . . . TT2934333 . **£468.00**
  - 40 DCOE, fast road, single fitment, 1500cc . . . . . TT2934304 . **£439.60**
  - 45 DCOE, fast road, single fitment, 1500cc . . . . . TT2935344 . **£504.00**
  - 40 DCOE, road, twin fitment, 1500cc . . . . . TT2934283 . **£507.60**
  - 40 DCOE, fast road, twin fitment, 1500cc . . . . . TT2934304 . **£439.60**
  - 40 DCOE, fast road/sport, twin fitment, 1500cc . . . TT2934333 . **£468.00**
  - 45 DCOE, full race, twin fitment, 1500cc . . . . . TT2935344 . **£504.00**
- (Full race not suitable for road use as low speed torque will be non existent).

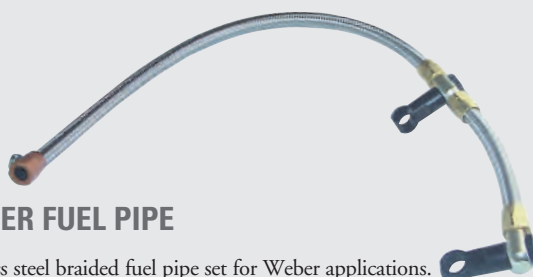


### SIDE DRAUGHT WEBER CONVERSION - 1500cc

Our Weber conversion kits include: Inlet manifold, carburettors with suitable jets, throttle linkage and fittings. Alternative settings can be provided, please enquire when ordering.

- Weber 40 DCOE carburettor kit, 1500cc, twin . . . TTK10959 **£1,140.00**
- (For maximum power and performance, twin side draught carburettors are the best option).

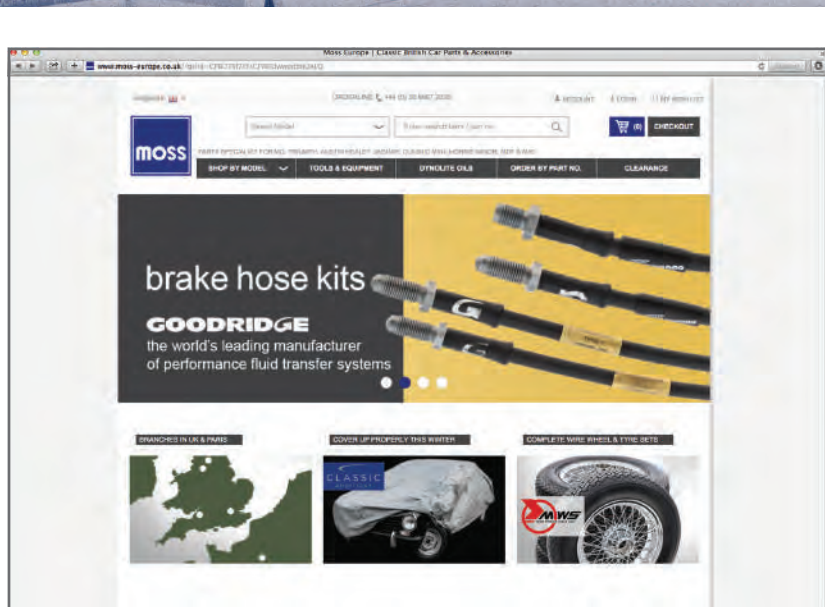
Note: Our Weber carburettor kits are set up as a starting point to get your car running. For the best results always have the car set up on a rolling road.



### WEBER FUEL PIPE

Stainless steel braided fuel pipe set for Weber applications.

- Fuel pipe, 1500cc . . . . . TT1455 . . . . . **£175.20**



## HARNESS THE POWER

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information about our sale offers and clearance sale items. All this and more... available on your computer, smartphone, ipad and tablet.





### UPDATED CYLINDER HEAD FASTENERS

You should consider the strength and reliability of all critical fasteners used on your engine. Increased reliability can be obtained for mild states of tune by replacing the head studs and nuts with uprated versions.

The greater strength of these studs will restrict stretching under pressure and therefore keep the head and gasket securely in place. Remember, just a simple nut and bolt check could prevent "shake, rattle and break"! Use these to help keep your cylinder head gasket in one piece.

- Flanged nut, cyl. head, uprated, each. . . . . 51K1193B. . . . £1.96
- Nut & stud set, cyl. head, uprated, 9 stud. . . . . TMG10864. .£186.00
- Nut & stud set, cyl. head, ARP, 11 stud. . . . . MGS10864 . .£250.00
- Nut & stud set, cyl. head, uprated, 11 stud, EN24 . . . . . AHT280 . . . . £80.90



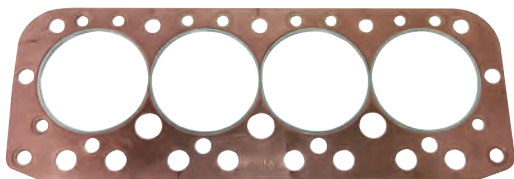
### ALUMINIUM CYLINDER HEADS (STANDARD)

Working to original drawings, these brand new cylinder heads are designed to the original factory specification.

When fitting an aluminium head, you must run with 100% summer coolant that contains the correct inhibitors to prevent corrosion and electrolytic reaction. We recommend you use new hardware, nuts, studs, etc... when fitting these heads to ensure a good fit.

All our 5-port heads are supplied as fully machined bare heads, with bronze valve guides and lead free valve seats. Heads can be modified to a higher specification. For detailed specifications please call your nearest Moss branch.

- Cylinder head, aluminium, standard ,1275cc. . . . 451-875. . . £1,235.90



MST208

### UPDATED HEAD GASKETS

- Head gasket, uprated, 1275cc . . . . . MST208 . . . . £17.10
- Head gasket, competition, 1275cc. . . . . AHT188 . . . . £19.00
- Head gasket, Metro turbo, 1275cc. . . . . GUG702560HG £20.30



387-520

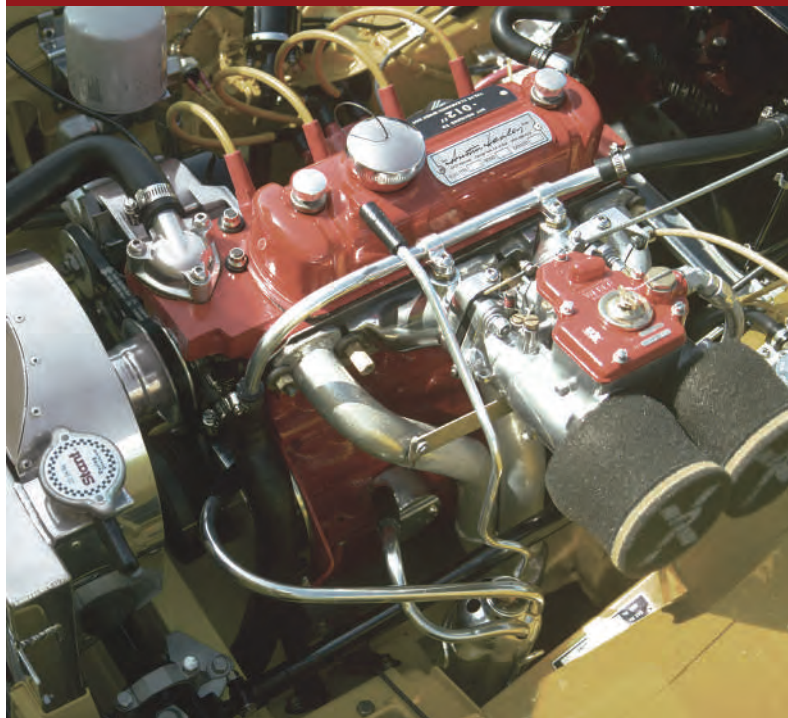
- Head gasket, solid copper, 1275cc. . . . . 387-520. . . . £116.60

## PERFORMANCE ENGINE UNITS

If you don't have the inclination to prepare, modify or build the engine yourself, we can build it for you. We also offer a wide range of high quality standard engines for all Abingdon classics. Please see the Restoration section or contact your nearest Moss branch for full details.

Here are some of the more popular options, although we can build an engine to your exact specification. Please talk to your nearest Moss branch for details. (All our engines are fully balanced complete with clutch and flywheel).

Note: A refundable surcharge will apply to all units unless the customers own unit is supplied for modification.



### 1275cc stage 2 performance engine

If you wish to improve performance, then our stage 2 engine is your answer. Cylinder head modifications include gas flowing of the ports and chambers, standard size reshaped valves, re-cut valve seats, new guides and double valve springs. Engines are supplied less rear engine plate, water pump and front pulley. All engine units come with slave rocker cover.

- Engine, performance, stage 2, 1275cc . . . . . RKM1126ST2. £2,676.00

### 1500cc performance engines

This really is the easy way to give your Midget 1500cc extra performance. We offer a standard balanced engine as well as a stage 2 fully balanced engine. Both units are lead free. All work is carried out to the customers own unit. Price quoted excludes external ancillaries.

- Engine, standard, balanced, 1500cc. . . . . GSE2459BFC £2,160.00
- Engine, performance, stage 2, 1500cc . . . . . GSE2459ST2 £2,640.00



### ROCKER COVER NUT WITH MG LOGO

Our polished rocker cover securing nuts feature the MG logo in solid brass. They are the perfect finishing detail to any engine bay and look great on any rocker cover.

- Nut, rocker cover, each . . . . . 460-119. . . . . £29.10

### MODIFIED CAST IRON CYLINDER HEADS



TMG10803B

Our range of gas flowed heads are available to suit all needs. On some heads the work is carried out to the customers own unit, the more popular heads may be available on an exchange basis. All heads are supplied with bronze-alloy valve guides and valve seats suitable for use with unleaded petrol unless requested otherwise. Please advise us of the engine capacity and any planned improvements/changes at the time of ordering.

#### Stage II

Fast road heads include gas flowed ports and reshaped combustion chambers. New reshaped standard valves are fitted with new guides and uprated valve springs.

#### Stage III

Fast road/sport heads have further modifications to the ports and chambers. Large inlet valves are fitted with new guides, uprated valve springs and alloy valve caps.

#### Stage IV

Race heads are competition based heads with extensive modifications to ports, valve seats and chambers. New large inlet and exhaust valves with Moss ST valve springs and alloy caps. Not available with lead free valve seats. Work is carried out to customers own head, we will need full details of your engine to achieve the optimum compression ratio.

#### Sprite and Midget 1275cc

For A series engines the best head is the 1275cc Mini Cooper S 12G940 casting with 11 stud configuration giving improved engine reliability, the block will need drilling and tapping to suit. The head gasket will also need changing, use a traditional competition gasket, or Metro Turbo head gasket.

Cylinder head, stage III, lead free . . . . . TMG10803B . **£866.40**  
 Cylinder head, stage IV, race specification. . . . . TMG10824B . **£867.00**

#### Midget 1500cc

Cylinder head, stage II, lead free . . . . . TT1402BUL . **£774.00**  
 Cylinder head, stage III, lead free . . . . . TT1403B . . **£897.00**

### ALLOY ROCKER COVER & FITTINGS - 1500CC

Rocker covers for Midget 1500cc are supplied with a chrome oil filler cap and two chrome nuts.

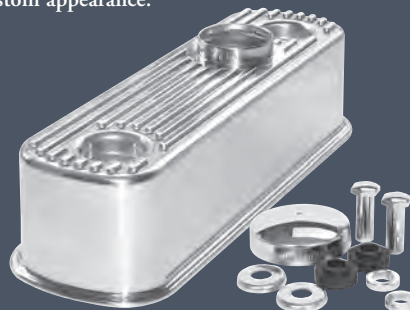


Rocker cover, alloy, polished . . . . . GAC4067 . . . **£38.40**  
 Rocker cover, alloy, black . . . . . GAC4067BLK. **£47.10**  
 Gasket, rocker cover. . . . . GUG5036VC . . **£2.40**  
 Stud, long, for alloy covers, 2 required . . . . . 105123 . . . . . **£2.50**  
 Domed nuts, chrome, 2 required. . . . . 14B2685 . . . . . **£2.20**  
 Oil filler cap, chrome, for GAC4067. . . . . 8G612CP . . . . . **£8.70**  
 Oil filler cap, chrome, for TT1437. . . . . TT9920. . . . . **£27.90**

### ALLOY ROCKER COVER & FITTINGS - 948CC - 1275CC

An alloy rocker cover will improve the appearance of your engine bay and, as an added advantage, will help to muffle valve train noise. Always fit a new gasket when replacing your rocker cover, and do not over tighten rocker cover nuts.

We offer a range of accessories for the rocker cover including anodised T bars for a custom appearance.



WPA9007X

Our rocker cover kit includes alloy cover, gasket, seals, chrome spacers, nuts, washers, and chrome filler cap.

Rocker cover, ribbed, kit . . . . . WPA9007X . . . . . **£48.00**  
 (Kit includes: Rocker cover GAC4068P and fitting kit GAC4069FK).



Rocker cover, ribbed, polished. . . . . GAC4068P . . . . . **£34.00**  
 Rocker cover, ribbed, red . . . . . GAC4068R . . . . . **£47.20**  
 Rocker cover, ribbed, blue . . . . . GAC4068B . . . . . **£47.20**

Fitting kit for rocker cover. . . . . GAC4069FK . . . . . **£19.20**  
 (Kit includes: Oil cap, seals and chrome spacers/nuts/washers).

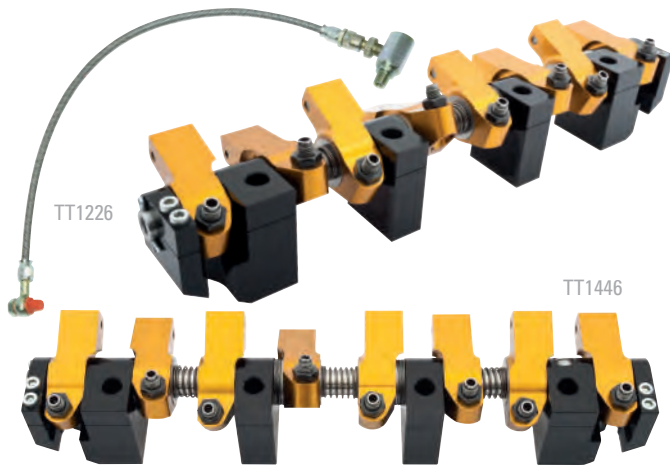
Spacer and chrome washer kit . . . . . GAC4069WK . . . . . **£7.80**  
 (Kit includes: Chrome washers, chrome spacer kit and rubber grommets).

Gasket, rocker cover, all. . . . . GUG705009VC. . . . . **£1.80**  
 Rubber seals, 2 required. . . . . 12A1358 . . . . . **£0.70**



Knurled nuts for rocker cover, pair . . . . . WPA9029X . . . . . **£10.30**  
 (These knurled thumb nuts replace the standard nut/studs).  
 Oil filler cap, chrome. . . . . 8G612CP. . . . . **£8.70**  
 Oil filler cap, steel/matt finish . . . . . 8G612 . . . . . **£7.80**  
 T bars, rocker cover, chrome, pair . . . . . WPA9039X . . . . . **£5.70**  
 T bars, rocker cover, anodised red, pair . . . . . WPA9039R . . . . . **£8.40**  
 T bars, rocker cover, anodised blue, pair . . . . . WPA9039B . . . . . **£8.40**





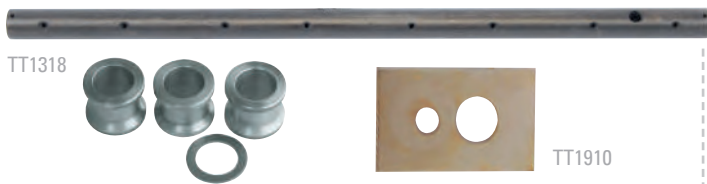
### HIGH PERFORMANCE ROLLER ROCKERS

The roller rocker kit replaces the complete rocker assembly. The advantages of having roller tips are lower friction, less side loading on the valves and the ability to withstand the stresses of high rpm without breaking. Using a higher rocker ratio is ideal for increasing the valve lift and improving torque, best combined with a hi-lift camshaft.

The ratio of our roller rockers means the valves are opened earlier for a longer duration, making breathing far more efficient. If using rockers with a higher ratio it is vital to check the valve springs for coil binding when a high lift camshaft is fitted.

Note: Tubular push rods must be used with roller rockers, and for Midget 1500cc a rocker oil feed kit (TT1226) must definitely be fitted.

Roller rocker set, 1.5:1, 948-1098cc . . . . .	AHT440 . . . . .	NCA
Roller rocker set, 1.3:1, 1275cc . . . . .	AHT437 . . . . .	NCA
Roller rocker set, 1.5:1, 1275cc . . . . .	AHT438 . . . . .	NCA
Roller rocker set, 1.5:1, 1275cc . . . . .	TMG10848 . . . . .	NCA
Roller rocker set, high lift, 1.5:1, 1275cc . . . . .	CAHT436 . . . . .	£172.60
Roller rocker set, high lift, 1.55:1, 1500cc . . . . .	TT1445 . . . . .	£816.10
Roller rocker set, high lift, 1.65:1, 1500cc . . . . .	TT1446 . . . . .	£816.10
Rocker oil feed kit, 1500cc . . . . .	TT1226 . . . . .	£44.40



### UPRATED ROCKER SHAFTS & FITTINGS

All cars will benefit from a tufridged rocker shaft, particularly tuned cars using higher revs. They are stronger, so will resist wear and prove more reliable. Tufridged rocker shafts must be thoroughly cleaned of the salts used during the hardening process.

As with all rocker shafts check the end plugs are in place before fitting. The friction and side loads on the rockers can be reduced and the location improved by using a steel spacer set instead of the rocker shaft springs.

Midget 1500cc need pedestal shims with standard rockers enabling the correct rocker angles to be obtained. They have a nominal thickness of 0.032" and are supplied individually.

Rocker shaft, tufridged, A series . . . . .	TMG10817 . . . . .	£36.90
Steel spacer set, A series . . . . .	CAEG392 . . . . .	£14.40
Rocker shaft, tufridged, 1500cc . . . . .	TT1317 . . . . .	£40.60
Spacer set, steel, 1500cc . . . . .	TT1318 . . . . .	£16.00
Pedestal shims, 1500cc, as required . . . . .	TT1910 . . . . .	£2.40



### UPRATED VALVES & VALVE GUIDES

Our high-flow and gas-flow valves, made from EN21/4N stainless steel, are essential to maximize the flow of gases through the head. These valves should be fitted with our bronze alloy valve guides for improved reliability with less friction, especially when running with unleaded petrol.

Rimflow valves are considered to be the best valves on the market. Also produced in EN21/4N steel, they have chromed plated stems to enable them to be installed with iron guides, we recommend bronze guides as these help with heat dissipation. Rimflow valves use single groove collets (88G459). Choice of valve size will depend upon the torque or high revs required, this must be considered with camshaft and rocker gear choice. Larger valves with suitable modifications can increase power output by up to 8 bhp.

Valve, inlet, large, high-flow, 35.6mm, 1275cc . . . . .	CAEG544 . . . . .	£12.30
Valve, inlet, large, high-flow, 37.2mm, 1275cc . . . . .	CAHT55 . . . . .	NCA
Valve, exhaust, large, high flow, 29.4mm, 1275cc . . . . .	CAEG106 . . . . .	£18.05
Valve, exhaust, large, high-flow, 31mm, 1275cc . . . . .	CAEG107 . . . . .	£12.30
Valve, inlet, large, Rimflow, 35.6mm, 1275cc . . . . .	MST2021 . . . . .	£40.45
Valve, exhaust, large, Rimflow, 29mm, 1275cc . . . . .	MST2011 . . . . .	£40.45
Valve, exhaust, large, Rimflow, 31mm, 1275cc . . . . .	MST2012 . . . . .	£40.45
Valve guide, bronze, 1275cc, set . . . . .	TMG10819 . . . . .	£61.50
Valve, inlet, large, high-flow, 1.475", 1500cc . . . . .	TT1434 . . . . .	£41.20
Valve, exhaust, standard, high-flow, 1500cc . . . . .	TT1315 . . . . .	£41.20
Valve, exhaust, large, high-flow, 1.30", 1500cc . . . . .	TT1435 . . . . .	£41.20
Valve guide, bronze, 1500cc, set . . . . .	TT1419 . . . . .	£75.00



### UPRATED VALVE SPRINGS & CAPS

Competition valve springs work well with either a tufridged rocker shaft or high ratio rocker gear, as well as performance camshafts and, depending on specification, are good to 8000rpm, but they must be used with our alloy caps. Half the weight of steel, our lightweight alloy valve caps will help minimise wear on the valve gear and cam. For Sprite, Midget 1275cc engines alloy valve caps must be shimmed (with MGS101861 spacers) to the correct fitted height.

Valve spring, uprated, fast road, 1275cc, set . . . . .	TMG10807 . . . . .	£43.10
Spacer, valve spring, 1275cc, set . . . . .	MGS108161 . . . . .	£53.70
Valve cap, alloy, 1275cc, set . . . . .	TMG10816 . . . . .	£19.30
Valve spring, uprated, fast road, 1500cc, set . . . . .	TT1307 . . . . .	£30.20
Valve cap, alloy, 1500cc, each . . . . .	TT1216 . . . . .	£6.10



### UPRATED PUSHRODS & CAM FOLLOWERS

Our lightweight (40g) cam followers are the type with extra drain holes, they allow high revs while reducing loads on the camshaft. Our lightweight tubular pushrods are stronger than the originals and are made to suit a high compression cylinder head. When fitting uprated push rods and cam followers you are advised to fit them in engine sets.

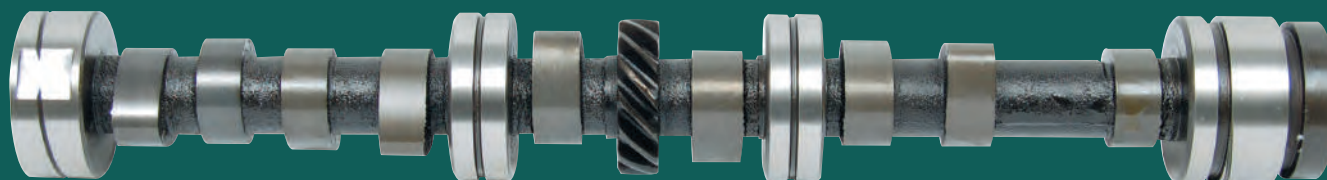
Pushrod, uprated, 1275cc, each . . . . .	AEG314 . . . . .	£3.50
Cam follower, lightened/tufridged, 1275cc, set . . . . .	CAEG579 . . . . .	£57.60
Cam follower, lightened/tufridged, 1275cc, each . . . . .	TMG10709 . . . . .	£8.40
Push rods, tubular, 1500cc, each . . . . .	TT1433 . . . . .	£12.10

## UPDATED CAMSHAFTS



To assist in selecting a suitable camshaft we have prepared tables showing their various characteristics, these will change from engine to engine and with other modifications such as carburettor or valve size. A scatter profile is where the cam timing on No.2 and 3 cylinders has been altered slightly to combat the poor scavenging of the Siamese port design. This will benefit both the tickover and high end performance.

Care must be taken when choosing your camshaft and other components, to ensure you get the best out of them. For the more extreme camshafts you will need a flowed head with bigger valves and the fuelling will have to be modified to suit, either with SU's or Weber carburettors. If you want to minimise other modifications use a mild camshaft. If you are considering fitting one of our supercharger kits, please contact our Research and Development department at our London branch.



### 948-1098cc

All the Kent camshaft applications/part numbers here for 948cc and 1098cc have the suffix 'P', they are for the original Pin drive oil pump/camshaft as used on 948cc and 1098cc models. If you have changed your camshaft and oil pump to either Star drive or Metro slot, use the suffix 'S' or 'M' on the part number.

948-1098cc camshaft type	Part No	Price	Inlet timing	Exhaust timing	Duration inl. - exh.	Cam Lift	Install setting
Fast road	KMD266P	£162.00	24/56	61/29	260-270°	0.263"-0.270"	-4°
Fast road/rally	KMD276P	£162.00	29/61	66/34	270-280°	0.293"-0.315"	-4°
Rally	KMD286P	£162.00	34/66	71/39	280-290°	0.315"-0.324"	-4°
Race	KMD296P	£162.00	39/71	76/44	296-300°	0.324"-0.340"	-4°

### 1275cc

All the Kent camshaft applications/part numbers here for 1275cc have the suffix 'S', they are for the original Star drive oil pump/camshaft as used on all 1275cc models. If you have changed your camshaft and oil pump to Metro Slot, use the suffix 'M' on the part number.

1275cc camshaft type	Part No	Price	Inlet timing	Exhaust timing	Duration inl. - exh.	Cam Lift	Install setting
Fast road	KMD266S	£162.00	24/56	61/29	260-270°	0.263"-0.270"	-4°
Fast road/rally	KMD276S	£162.00	29/61	66/34	270-280°	0.293"-0.315"	-4°
Rally	KMD286S	£162.00	34/66	71/39	280-290°	0.315"-0.324"	-4°
Rally scatter	KMD286SPS	£267.40	34/66	71/39	280-290°	0.324"-0.340"	-4°
Race	KMD296S	£162.00	39/71	76/44	296-300°	0.324"-0.340"	-4°
Race scatter	KMD296SPS	NCA	39/71	76/44	296-300°	0.324"-0.340"	-4°
Full race scatter	KMD310S	NCA	49/81	81/49	310°	0.340"	-4°

### 1500cc

1500cc camshaft type	Part No	Price	Inlet timing	Exhaust timing	Duration inl. - exh.	Cam Lift	Install setting
Road 83	TT10504N	£249.00	30-56	74-28	266°	0.288"	103°
Road 89	TT14041N	£240.00	22-70	62-26	272°	0.276"	112°
Fast road	TT1405N	£249.60	30-70	70-30	280°	0.270"	108°
Fast road 83	TT10505N	£252.00	37-63	74-28	280°	0.288"	103°
Fast road 89	TT14051N	£258.00	34-76	58-34	290°	0.293"	108°
Sprint 83	TT10506N	NCA	34-74	74-34	288°	0.275"	110°
Sprint 90	TMG10506	£119.00	39-71	81-29	290°	0.302"	110°
Race 83	TT10906N	£264.00	42-68	78-32	295°	0.302"	103°
Race 96	TT14062N	NCA	49-81	81-49	310°	0.340"	106°
Race 97	TT14063N	NCA	49-77	77-49	320°	0.347"	106°



**CAMSHAFT & ENGINE BUILDING ESSENTIALS**

Timing disc .....	TT2929.....	£7.20
Cam lube 250ml .....	KEN2 .....	£9.40
Loctite loc 'n' seal .....	GGL1021 .....	NCA
Graphogen engine assembly lube 125g .....	GGL9122X .....	£32.50
Penrite cam lube 40g.....	GGL9031X .....	NCA
Wellseal 100ml .....	600569A .....	£16.00
Silicone sealant 200ml.....	GGL1009 .....	£16.80

**DUPLEX CHAIN KIT & VERNIER TIMING GEARS**

It is preferable to change from a single row chain (simplex) to twin row chain (duplex) as the twin chain is less prone to stretching. The cam timing can also be optimised via an adjustable vernier cam gear, or by using offset cam keys. Please see manufacturers data for correct timing figures.

Advancing camshaft timing - making the full inlet valve lift occur before the rotation angle specified by the manufacturer, makes the engine produce more torque lower down the rev range while losing very little top end power.



Duplex conversion kit, 948-1275cc .....	AJJ3325.....	£29.00
Vernier camshaft gear, 948-1275cc .....	TMG10828..	£119.40
Duplex conversion kit, 1500cc.....	TT1428.....	£82.00
Vernier duplex conversion kit, 1500cc.....	TT14281....	£168.00
Replacement vernier camshaft gear, 1500cc.....	TT1225.....	£131.20



**OFFSET CAMSHAFT TIMING KEYS**

These keys are required by most performance cams, they must be used in some race classes if vernier gears are not permitted. The kit of three keys with 2°, 4° or 7° offsets, permits a choice of angle of fitment. The individual keys offer angles of offset from 1° through to 9°. Please see manufacturers data for correct timing figures.

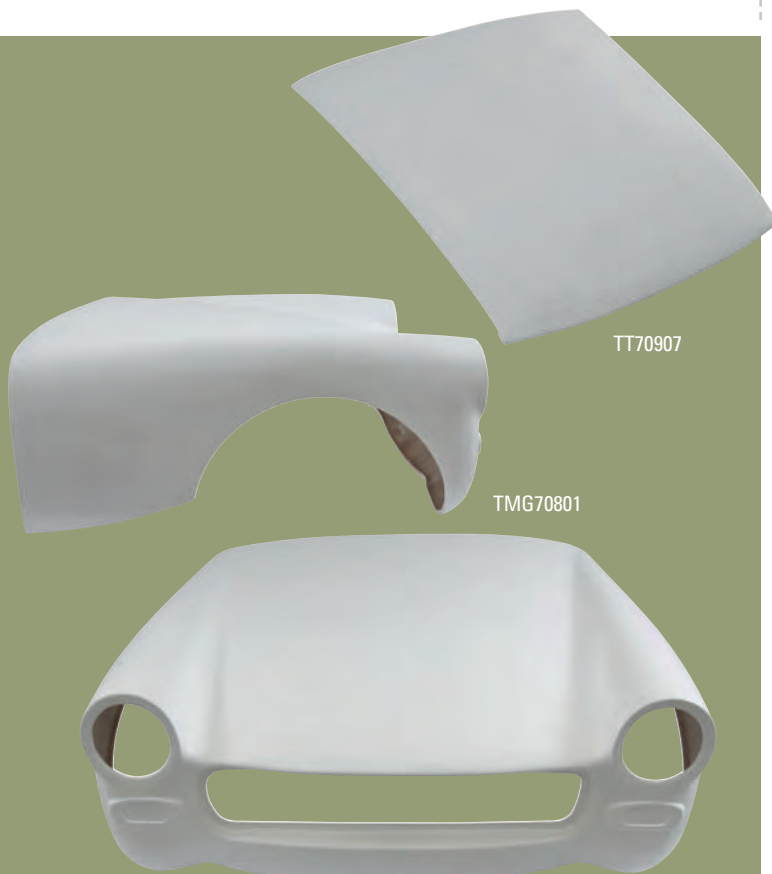
Note: These timing keys are not suitable for Midget 1500cc engines.

Cam gear locating key, 2°, 4° and 7° offset, kit. .	MGS10725 ..	£33.60
Cam gear locating key, 1° offset .....	MGS108251 ..	£12.90
Cam gear locating key, 2° offset .....	MGS108252 ..	£12.30
Cam gear locating key, 3° offset .....	MGS108253 ..	£12.30
Cam gear locating key, 4° offset .....	MGS108254 ..	£12.30
Cam gear locating key, 5° offset .....	MGS108255 ..	£10.20
Cam gear locating key, 6° offset .....	MGS108256 ..	£12.30
Cam gear locating key, 7° offset .....	MGS108257 ..	£11.00
Cam gear locating key, 8° offset .....	MGS108258 ..	£9.70
Cam gear locating key, 9° offset .....	MGS108259 ..	£9.30
Timing degree plate.....	TT2929.....	£7.20



**UPRATED ENGINE FASTENERS**

Bolt, big end, 1275cc, set.....	MGS10880 ..	£150.60
Bolt, main cap, 1275cc, set .....	TMG10881..	£121.10
Bolt, flywheel, 1275cc, set .....	MGS20823K..	£45.00
Bolt, big end, 1500cc, each .....	TT1280.....	£15.90
Bolt, main cap, 1500cc, each .....	BH607241X ..	£4.20
Bolt, flywheel, 1500cc, set.....	TT2223S....	£41.00



**LIGHTENED BODY PANELS**

Jim Clark was probably the quickest Grand Prix driver of the early 1960s. When asked how he drove so quickly, one word was adequate "concentration". His boss, Colin Chapman might have hoped it was his lightweight Lotus F1 cars.

These fibreglass body panels are suitable for all Sprite & Midget models except for Sprite I.

Complete front end, one piece.....	TMG70801..	£441.60
Bonnet unit with inner frame .....	TT70907....	£261.60
Wing, front, RH .....	TT70906....	£159.00
Wing, front, LH .....	TT70905....	£159.00



**DECALS**

Here is a small selection from our range of decals available for your car, please refer to the main catalogue for a listing of the exact requirements for your model.

- 1 BMC rosette, external . . . . . CRTR208 . . . . . **£5.90**  
 BMC rosette, internal . . . . . CRTR204 . . . . . **£5.90**
- 2 BMC rosette, special tuning, external . . . . . CRTR207 . . . . . **£5.90**  
 BMC rosette, special tuning, internal . . . . . CRTR207A . . . . . **£5.90**
- 3 Leyland Special Tuning Abingdon - green . . CRST153 . . . . . **£2.50**  
 Negative earth sticker . . . . . CRST113 . . . . . **£1.43**  
 Unipart filter sticker . . . . . CRST119 . . . . . **£1.60**  
 Tudor water bottle sticker . . . . . CRST124 . . . . . **£2.20**  
 Triplex screen sticker . . . . . CRST125 . . . . . **£1.80**
- 4 British Leyland house sticker . . . . . CRST126 . . . . . **£1.31**  
 Lucas coil sticker . . . . . CRST156 . . . . . **£1.70**  
 Leyland Special Tuning sticker . . . . . CRST110 . . . . . **£1.52**



**BONNET STRAPS & PIN SET**

Works style bonnet straps add a classic race & rally look and prevent unwanted opening of the bonnet. Manufactured from high quality leather with stainless steel end plates.

- Bonnet strap, black, each . . . . . 222-601 . . . . . **£20.00**
- Bonnet strap, black, pair . . . . . 222-602 . . . . . **£38.10**
- Bonnet strap, tan, each . . . . . 222-729 . . . . . **£20.00**
- Bonnet strap, tan, pair . . . . . 222-728 . . . . . **£38.10**



The stainless steel bonnet pins to give a modern competition look, bodywork modification is required.

- Bonnet Pin, stainless steel, set . . . . . MRAC801S . . . **£18.00**



**H4 HALOGEN HEADLAMP CONVERSION**

**For a powerful superior light beam and pattern, fitting modern halogen headlamps is one of the most worthwhile upgrades you can make to your classic.**

Our kits include two light units and two 60/55w halogen bulbs. You can fit standard H4 bulbs, or replace them with blue tinted, or

super white xenon. Super white xenon are approx. 30% brighter.



**See page A41 for more information**



**FUEL CAPS**

**Tourist Trophy MG locking fuel cap**

These beautifully chromed stainless steel fuel caps feature a swivelling 'MG' emblem to reveal the lock. They are designed and made from superb quality materials giving security and style.

Tourist Trophy 'MG' swivel fuel cap - chrome . . 202-775 . . . . . £59.30



**Period fuel filler caps**

Our range of filler caps is suitable for all Sprite & Midgets. All caps are vented

- Fuel cap, original, chrome, non-locking . . . . . 18G8601A . . . . . £7.00
- Fuel cap, original, stainless steel, non-locking . . . 18G8601SS . . . £13.20
- Fuel cap, period, chrome, locking . . . . . AKF1439 . . . . . £23.60
- Fuel cap, slimline, stainless steel, locking . . . . . GSS154 . . . . . £18.00
- Fuel cap, raised, stainless steel, locking . . . . . GSS154Z . . . . . £12.30
- Fuel cap, flat top, stainless steel, locking . . . . . GSS1541 . . . . . £12.40
- Fuel cap, plastic, black, locking . . . . . GSS196A . . . . . £32.40



**CLASSIC BADGES**

A range of quality badges for your British classic. Suitable for both grille and badge bar mounting.

- 1 BMC Drivers Club . . . . . GAC9967X . . . . . £98.90
- 2 British Motor Racing Marshalls Club . . . . . GAC9987X . . . . . NCA
- 3 British Racing and Sports Car Club . . . . . GAC9969X . . . . . £28.60
- 4 BARC Brooklands . . . . . GAC9966X . . . . . £28.60
- 5 England Union flag toothed . . . . . GAC8043X . . . . . £36.20
- 6 St. Christopher . . . . . GAC9970X . . . . . £74.10
- 7 RAC diamond . . . . . GAC9971X . . . . . £40.20
- 8 RAC round laurel . . . . . GAC1028X . . . . . £66.00
- 9 RAC toothed . . . . . GAC8045X . . . . . £36.40
- 10 UK mainland . . . . . 105-432 . . . . . £8.20
- 11 Union chequered flag (42 x 24mm) . . . . . DAG000070MMM £10.50
- 12 Union flag screw fit (30 x 50mm) . . . . . GAC4100 . . . . . £9.20
- 13 Union flag screw fit (35 x 57mm) - chrome . . . . . GAC4101 . . . . . £15.80
- 14 Union flag stick on, pair . . . . . CRST186 . . . . . £5.20
- 15 Union flag magnetic . . . . . MM215-330 . . . . . £11.80
- 16 Union flag 'flying' . . . . . DAG000080MMM £22.30
- 17 Union flag stick on - chrome . . . . . GAC4100CR . . . . . £13.70
- 18 GB letters stick on - chrome . . . . . MRD1034SA . . . . . £13.90
- 19 GB letters set 3 piece - chrome . . . . . MRD1034A . . . . . £11.80



**Aston locking fuel caps**

These quality locking fuel caps are a direct replacement for the original cap.

- Fuel cap, Aston, vented, locking, 90mm . . . . . GAC41271 . . . £38.50
- Fuel cap, Aston, non-vented, locking, 90mm . . . . . GAC41272 . . . £38.00



**Aston fuel cap covers**

These fuel cap covers are designed to fit to our slim line style filler cap (Part No: GSS154) and fixed by grub screws to the cap. The flap is lifted to reveal the lock and the cap & cover are removed together. The covers and caps are sold separately.

- Fuel cap cover, Aston, chrome, large, 90mm . . . . . GAC4127X . . . £33.00
- Fuel cap cover, Aston, alloy, small, 75mm . . . . . MCC299 . . . . . £46.60



**BADGE/LAMP BAR & MOUNTING CLIPS**

These badge and lamp bars really will give your classic that true period look.

- Badge bar (1961-74) . . . . . GAC3001X . . . . . £51.30
- Badge bar, with lamp brackets . . . . . GAC3002X . . . . . £96.80
- Clip, badges to bar . . . . . GAC8041X . . . . . £4.70
- Plate, mounting badges to bar . . . . . GAC8042X . . . . . £6.20



GAM215A

**DOOR MIRRORS**

Choose from our selection of door mirrors, they give excellent rear vision and are as originally supplied by Austin Healey, MG and British Leyland.

**MG/British Leyland style**

- Stainless steel, convex glass, RH, each . . . . . GAM215A. . . £34.00
- Stainless steel, convex glass, LH, each . . . . . GAM216A. . . £34.00
- Stainless steel, flat glass, RH, each . . . . . GAM217X. . . £32.00
- Stainless steel, flat glass, LH, each . . . . . GAM218X. . . £32.00

**WING MIRRORS**



WM1904

GAM117

Whether you fit the early Lucas type, round mirrors or the later Leyland, rectangular style, these accessories will add that finishing touch.

**Early Lucas long arm style (fixed type)**

- Chrome, convex glass, RH. . . . . WM1904. . . £16.60
- Chrome, convex glass, LH. . . . . WM1905. . . £16.60
- Chrome, flat glass, RH. . . . . WM1906. . . £16.60
- Chrome, flat glass, LH. . . . . WM1907. . . £16.60

**Late Lucas style (spring back type)**

- Chrome, flat glass . . . . . GAM118. . . £38.40
- Chrome, convex glass. . . . . GAM117. . . £38.40



GAM1001X

GAM1001

- Chrome, flat glass, curved arm, RH/LH, each . . . . . GAM1001. . . £34.80
- Chrome flat, glass, cranked arm, RH/LH, each. . . . . GAM1001X. . . £35.80



GAM115

GAM300

GAM301

**DOOR 1/4 LIGHT MIRRORS**

These chrome, universal fit door mirrors are a great accessory as they clamp neatly to the 1/4 light and are available with a choice of rectangular or round heads. Suitable for righthand or lefthand mounting.

- Rectangular, each. . . . . GAM115. . . £23.80
- Round, 3" diameter, each . . . . . GAM300. . . £14.10
- Round, 4" diameter, each . . . . . GAM301. . . £12.40

**BULLET STYLE MIRRORS**



**Raydyot Reproduction Mirrors**

Raydyot mirrors were often bolted to racing and performance cars in the 1950s and 1960s. Their brushed aluminium design was extremely lightweight and strong. Moss has captured not only the distinctive look and character of the original Raydyot mirror, our aluminium reproductions also share the same performance advantages.

- Raydyot, alloy, flat glass. . . . . 222-355. . . £27.60
- Raydyot, alloy, convex glass. . . . . 222-356. . . £27.60



GAM105

**Long base mirrors**

These feature a 3.75" long base and are fixed with two screws from inside the door at 2" centres. Suitable for left or righthand mounting.

- Chrome, flat glass . . . . . GAM105. . . £16.40



222-390

**Long base racing mirror**

This mirror features a larger 4.25" lens with a 3" base. It is externally fitted to the mounting bracket. Suitable for left hand or right hand mounting.

- Chrome, flat glass . . . . . 222-390. . . £36.60



GAM107

**British Leyland style mirrors**

These feature a 3.75" long base and are plinth mounted as per British Leyland style door mirror. They are interchangeable with British Leyland type door mirror. Use adaptor plates to fit to doors with late type captive nuts.

- Chrome, flat glass, RH . . . . . GAM106. . . £42.00
- Chrome, flat glass, LH. . . . . GAM107. . . £42.00
- Adaptor plate kit, RH . . . . . CZH1626 . . . £4.50
- Adaptor plate kit, LH . . . . . CZH1625 . . . £4.50



222-372

**Dual base mirror**

Dual base mirror is supplied with two bases; the short base is 2.25" long and the large is 4.5" long, the mirror can be fixed to the car using either base to cover previous mirror fixing holes. Suitable for left or righthand mounting.

- Dual base, chrome, flat glass. . . . . 222-372. . . £42.10



**BOOT-BAG LUGGAGE**



This unique luggage bag lets you have the extra luggage capacity that you can get from a boot rack without having to use a boot rack. It mounts neatly on the boot of most convertible cars. It is fully waterproof and has a 50 litre capacity.

The boot-bag sits on a soft non-slip mat to protect your paintwork and attaches using soft webbing straps. For more detailed information please see our website.

Boot-bag luggage system . . . . . GAC9155 . . . £120.00

GAC4005X



**BOOT RACKS**

Boot racks are an extremely useful accessory, particularly when touring providing invaluable extra luggage space. Bolt-on racks are designed to be permanently fitted, these high quality racks will give your classic that true British sports car look. Our clamp-on boot racks are a universal fitment that have rubber mounting pads and clamp to the sides of the boot lid, fittings included.

**Bolt-on boot racks**

Sprite MkI, chrome . . . . . AHA5467 . . . £239.50  
 Sprite MkI, stainless steel . . . . . AHA5467 . . . £239.50  
 Sprite and Midget, chrome . . . . . AHA6252 . . . £200.60  
 Sprite and Midget, stainless steel . . . . . GAC4002SS . £218.60

**Clamp-on boot racks**

Alloy . . . . . GAC4001 . . . £88.20  
 Alloy, wood slats . . . . . GAC4005X . £112.00  
 Stainless steel . . . . . GAC4004SS . £130.00  
 Stainless steel, wood slats . . . . . GAC4005SS . £138.85



**AEROSCREENS**

Create the ultimate classic sporting look with these period style aeroscreens. They feature a polished cast aluminium frame, chrome fittings complete with mounting brackets and laminated safety glass.

Aeroscreen and brackets, each . . . . . 700896 . . . £93.00  
 Fitting kit, aeroscreen . . . . . 700896FK . . . £11.10  
 Fixing screw, each . . . . . AD608063 . . . £0.47



GAC4611

WPS6007

GAC4619

**SPOT & FOG LAMPS**

Give your Sprite or Midget a classic rally look with our range of lamps, and see where you're going at night! The spot & fog lamps can be fitted with the lamp bar GAC3002X. All use an H3 replacement bulb GLB453 and can be fitted using the universal wiring kit GAC4027.

Driving lamps, stainless steel, 5", pair . . . . . GAC4619 . . . £54.60  
 Spot lamps, standard pattern, chrome, 5", pair . . . . . GAC4610 . . . £49.30  
 Fog lamps, standard pattern, chrome, 5", pair . . . . . GAC4611 . . . £54.00  
 Replacement bulb, H3 . . . . . GLB453 . . . £4.20  
 Replacement bulb, H3 Xenon 30% brighter, each . . . . . GLB453X . . . £9.90  
 Wiring fitting kit, universal . . . . . GAC4027 . . . £12.30  
 Wipac 5.5" chrome plated driving & fog lamps, with tough plastic lens covers.

Driving lamp, Wipac, pair . . . . . WPS6007 . . . £31.30  
 Fog lamp, Wipac, pair . . . . . WPS6078 . . . £31.30



BHA4399

MM162-800

MM162-700

**PERIOD STYLE LAMPS**

These outstanding reproductions of the original Lucas L576 units are available as either a driving lamp with a clear lens or a fog lamp with a fluted lens in either a base or back mounting. Use a back mounted fluted lamp as a works style reverse lamp.

Driving lamp, clear lens, each . . . . . MM162-700 . . £85.00  
 Fog lamp, front, fluted lens, each . . . . . MM162-800 . . £85.00  
 Lamp, rear mounted, fluted lens, each . . . . . BHA4399 . . . £85.00  
 Lamp, rear mounted, clear lens each . . . . . 57H5322 . . . £85.00

Don't worry if your spot or fog lamp gets damaged we stock replacement glass lamp units, so you don't have to buy the whole lamp again.

Replacement lamp unit, fluted lens, each . . . . . ACG5179 . . . £39.40  
 Replacement lamp unit, clear lens, each . . . . . 57H5015 . . . £41.10  
 Replacement bulb, driving lamp, each . . . . . GLB185 . . . £8.30  
 Replacement bulb, fog lamp, each . . . . . GLB323 . . . £5.20



162-705

162-706

**SPOT/FOG LAMP COVER WITH LUCAS LOGO**

This authentic 1950-60's style, vinyl spot/fog lamp cover features the Lucas lion logo, with a clear viewing window.

Cover, fog/spot lamp, Lucas, 6", black, each . . . . . 162-705 . . . £47.40  
 Cover, fog/spot lamp, Lucas, 7", black, each . . . . . 162-706 . . . £47.40



**LED HEADLAMP CONVERSION**

Producing light levels of 3000 lumens per bulb, this LED conversion kit is 3 times brighter than a standard Halogen H4 bulb, meaning vastly improved visibility and safety when driving your classic car at night. Emitting a bright white 6000K colour and a 10,000+ hour lifespan, you'll never worry about visibility in low light conditions again. Features; A pair of premium quality 25W LUMILED LUXEON Z ES LED H4 light units and low load plug and play dual polarity drivers. Note: Suitable for H4 light units only and not suitable for sealed beam lamps.

H4 LED conversion . . . . . 171-250 . . . . . **£89.95**



**LED TAIL LIGHT KIT**

This LED kit means classic cars no longer need to compromise on safety and visibility. The immediate, intense light the LED's produce transforms your brake lights from wispy candles to high-powered beams. The design intentionally places the individual LED's so that they replicate the original pattern as closely as possible, in respect to the heritage of these classics. Fitting requires drilling of a couple of small holes and this is for negative earth cars only.

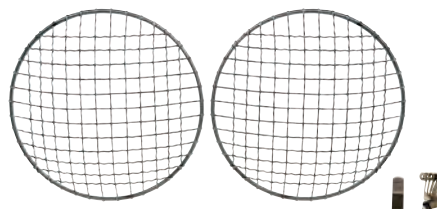
LED tail light kit . . . . . 143-810 . . . . . **£100.80**



**HEADLAMP PROTECTORS**

A thin, invisible layer of Lamin-X protects headlamps from stone chips and scratches, and keeps your lights looking new for years to come. Fits all 7" round headlamps. Sold as a pair. Lamp unit not included.

Headlamp protectors, pair . . . . . 162-695 . . . . . **£18.70**



**CHROME HEADLAMP STONE GUARDS**

Add some protection to your headlamps with these period chrome guards.

Stone guard, clip fit, chrome, pair . . . . . GAC8000X . . . **£13.10**



**ALLOY HEADLAMP RIMS**

Save a gram or two with these anodised aluminium rims. Not Sprite MkI.

Headlamp rim, alloy, each . . . . . 500929ALLOY. **£30.20**



37H7512CRK

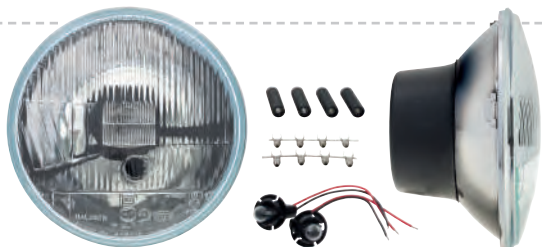
**CHROME REVERSE LAMP RIMS**

Enhance the rear of your classic with these chrome plated brass rims, they fit over the reversing lamp lens. Available as a lamp kit or individually.

Reverse lamp rim, chrome, each . . . . . 37H7512CR . . **£11.90**  
Reverse lamp rim and lens kit, chrome, car set . . 37H7512CRK. **£34.66**







**WIPAC**

### H4 HALOGEN HEADLAMP CONVERSIONS

Fitting modern halogen headlamps is one of the most worthwhile safety improvements you can make to your classic. Powerful halogen bulbs combined with improved lens design, result in a superior light beam and pattern. Replacement lens units are available, please see page 64 in the Restoration section.

#### Wipac quad optic kits

- No pilot, RHD, pair ..... GAC4022 .... **£44.50**
- No pilot, LHD, pair ..... MGE203 .... **£61.90**
- With pilot, RHD, pair..... GAC4023Z... **£54.60**
- With pilot, LHD, pair..... WPS4699 .... **£63.00**

#### Lucas H4 asymmetric kits

These are genuine Lucas H4 asymmetric halogen lamp units, only available with a pilot light.

- With pilot, RHD, pair..... GAC4023 ... **£110.00**
- With pilot, LHD, pair..... LULUB802 .. **£102.00**

#### Replacement bulbs

You can choose to fit the standard 60/55W H4 bulbs, or replace them with either uprated H4 100/90W or super white xenon bulbs. The super white xenon bulbs are approximately 30% brighter than halogen.

- H4, 60/55 watts, each ..... GLB472..... **£5.40**
- H4, 100/90 watts (check regulations), each ..... GLB484..... **£6.40**
- Xenon, H4, 60/55 watts, pair ..... GLB472X .... **£10.80**
- Xenon, H4, 60/55 watts, blue tint, pair..... GLB472BLU.. **£10.80**



GAC4609

GAC4608

### AUXILIARY REVERSE & FOG LAMPS

Many classics were not originally fitted with reverse or rear fog lamps. These universal polished stainless steel lamps measure 55mm x 110mm (2" x 4.5" approx.) and can be easily fitted, ideal for mounting under bumpers etc... Fog lamps require an illuminated switch mounted visibly on the dashboard.

- Auxiliary fog lamp ..... GAC4608 .... **£20.00**
- Auxiliary reverse lamp ..... GAC4609 .... **£21.90**
- Bulb replacement, 12V, 20W, each ..... GAC4608B .... **£3.50**



### GENERAL SWITCHES

A range of period looking switches for general purpose use. Use a momentary switch for starters, horns, washers, and the 1 position for auxiliary lamps.

- 1 Push button switch, momentary..... 3H3058..... **£27.60**
- 2 Toggle switch, momentary ..... GWW102X... **£18.40**
- 3 Toggle switch, on/off ..... RTC430A .... **£4.90**
- Pull switch, on/off, white illumination..... GAE132 .... **£20.00**
- 4 Pull switch, on/off, green illumination..... GAE132G .... **£19.50**
- Pull switch, on/off, red illumination..... GAE132R .... **£19.50**
- Pull switch, on/off, yellow illumination ..... GAE132Y .... **£20.00**
- Fuse holder, inline ..... UKC4446 .... **£2.05**



506370X

LU554308

### TRIPOD HEADLAMPS

Original equipment on early British cars. These Tripod style headlamps can be retro fitted to any suitable classic, but expect a reduction in light output. Suitable for period drives in the country on a warm summers evening. Tripod headlamps use BPF bulbs.

- Headlamp assembly, tripod, RHD, each ..... 506370X..... **£132.00**
- Headlamp assembly, tripod, LHD, each ..... 506372X..... **£96.00**
- Lamp unit, tripod, RHD, each ..... LU554308... **£102.00**
- Lamp unit, tripod, LHD, each..... LU555296.... **£89.10**
- Replacement bulb, RHD, each ..... GLB414..... **£3.80**
- Replacement bulb, LHD, each..... GLB415..... **£7.10**



GAC4600

GAC4022X

### CRYSTAL HALOGEN HEADLAMP KITS

These crystal lamps give your car a modern look with the beam pattern moulded into the reflector rather than the lens. Manufactured with a tough polycarbonate clear lens they are available with or without pilot lamp, and are a direct replacement for original 7" sealed beam or H4 conversion lamp units. Headlamp bulbs are supplied separately.

- Crystal halogen, without side light kit, pair\*\* .... GAC4022X... **£62.00**
- Crystal halogen, with side light kit, pair\*\* ..... GAC4023X... **£50.00**
- (\*\*'E' marked for legal road use, use dipping H4 bulbs. RHD only).
- Crystal halogen with angel eye kit, pair\* ..... GAC4600 .... **£59.60**
- Crystal halogen kit, pair\*..... GAC4615 .... **£40.70**
- (\*NOT 'E' marked for legal road use, no dip pattern).



117-515

### HEADLAMP RELAY KITS

Fitting halogen headlamps puts high loads on electrical components. These kits allow easy installation of relays into the headlamp circuit allowing for the high current circuit to be run through the relay. Fitting relays in headlamp circuits protects your wiring and reduces the resistance in the circuit allowing full power to the lamps. Kits include relays and fittings. The single relay kit can also be used for wiring spotlamps, horns and other electrical accessories.

- Headlamp relay kit, 2 relay ..... 117-515..... **£37.90**
- (Inc: 2 relays, pre-wired relay holders, fitted terminals, fittings & instructions).
- Relay kit, 1 relay ..... GAC4027 .... **£12.30**
- (Inc: 1 relay, non-assembled wiring, terminals & fittings).
- PVC tubing, black, pre cut, metre..... 504806 ..... **£2.20**

237-460



Note: All car covers must only be used on a dry car.

**CAR COVERS**

Protecting your cherished classic with a car cover will help to keep the paint, hood and brightwork in the best possible condition and safe from the elements.

Whether you need a cover to keep the dust off your car whilst in your garage, a lightweight cover to take to the shows and occasional use, or a cover that provides excellent weather protection for cars kept outside all year round. Moss have the perfect car cover to fit your car!

**Weatherproof outdoor covers**

Our range of outdoor weatherproof car covers are manufactured from breathable fabrics. They feature double-stitched seams throughout, with neoprene elastic sewn into the front and rear hems. Fitted with reinforced, scratch-proof grommets for tying down. Car covers must only be used on a dry car.

Note: No car cover is completely waterproof. Simply choose the fabric to suit your requirements: Mosom Plus or Stormproof.

**Mosom Plus outdoor cover**

Our range of Mosom outdoor weatherproof car covers are manufactured from breathable fabrics with double-stitched seams. The Mosom Plus is rain resistant, yet breathable and features a multi-layer polypropylene fabric which remains soft and pliable in all weather conditions with a soft lining. Fitted with reinforced, scratch-proof grommets for tying down. Recommended for short-term outdoor use. Note: No car cover is completely waterproof. Car covers must only be used on a dry car.

Car cover, Mosom Plus, 948-1275cc . . . . . 237-460 . . . . £108.00  
 Car cover, Mosom Plus, 1500cc . . . . . 237-470 . . . . £108.00

**Ultimate outdoor cover**

Ultimate car covers by Classic Additions use a specially formulated advanced nanotechnology formula which gives a unique water resistant coating ensuring long term protection for your classic. Fully waterproof, fully breathable, strong and stretchy. Manufactured in a discrete grey colour these car covers are suitable for use both indoors and outdoors. Note: No car cover is completely waterproof. Car covers must only be used on a dry car.

Car cover, Ultimate Outdoor, Sprite I. . . . . GAC95031 . . £236.00

**Cockpit cover**

Hot sun, wind and dirt will slowly but surely destroy your interior. Our cockpit cover serves the vital function of protecting your interior without the bulk of a full tonneau or car cover. Car covers must only be used on a dry car.

Cockpit cover. . . . . 237-815 . . . . £53.80



**CABLE LOCK**

Make your cover secure and keep prying eyes away with this cable and lock.

Car cover cable and lock . . . . . GAC2022X . . £16.10



MGH004W

**HARDTOPS**

Our superb hardtops are manufactured from high quality fibreglass with a black 'flocked' interior lining to finish them off. These well fitting tops are a great way to make your Spridget a warmer place to be in the winter and they give that 'works' look for race cars or race replicas. The Sprite MkI top is based on the original Healey style, and the later top, which fits MkIV Sprite and MkIII Midgets, are based on the BMC competitions design. Gloss gel-coat finish with perspex windows.



MGH002

- Hardtop, black, Sprite I. . . . . MGH004 . £1,050.00
- Hardtop, white, Sprite I. . . . . MGH004W £1,050.00
- Hardtop catch, over-centre, Sprite I, 2 req. . . . . 37H9799 . . . . £40.50
- Hardtop, black, Sprite IV & Midget III-1500 . . . . MGH002 . £1,050.00



**WINDSTOP**

Keep your hair style when driving with the top down with one of our windstops.

Windstop, mesh type. . . . . GAC4095X . . £308.90



**HEATED WINDSCREENS**

These excellent quality heated windscreen are the easy way to demist your windscreen - perfect for motorsport applications and those damp mornings. Manufactured to the latest British Standard these laminated windscreens feature a virtually invisible micro-wire element within the screen to effectively demist without impairing vision, it's the type of element used in many modern luxury cars.

Our wiring kit includes relay, fuse, warning lamp & cable to allow for easy installation. Switches supplied separately, choose the one to suit your car.

- Windscreen, heated, clear, 1964-79. . . . . AHA8008H . . £315.30
  - Wiring kit . . . . . GAC4025 . . . . £33.30
- (Use with single zone heated windscreen).

## VINYL, DOUBLE DUCK & MOHAIR HOODS

The hoods supplied by Moss are made on jigs matching those used by the factory. The vinyl we use is from the same supplier that originally supplied the factory, these are the closest you will get to an original hood in terms of quality, fit and appearance. Double duck material is a canvas based material which whilst being durable, is prone to fading in direct sunlight. We also make hoods in Mohair, a high quality material that gives a fade free look but can be more difficult to fit as it has less stretch than vinyl based materials. Mohair and double duck hoods have their windows sewn in, this laborious process is the only reliable way of attaching a window to these materials.

All these listings are for black hoods (except for AHA5902MMH), other colours are available. For full details and hood frame/fixings please see the Restoration section. Special requirements may be available to order, please contact your nearest Moss branch.



### Sprite I hoods

- Hood, vinyl, 9 stud fixing, black . . . . . 14A4806Z . . . . .£285.40
- Hood, vinyl, 2 stud fixing, black . . . . . AHA5323Z . . . . .£302.80
- Hood, Stayfast, vinyl, 2 stud fixing, black . . . . . AHA7371WO . . . . .£266.20

### Sprite II, Midget I hoods

- Hood, vinyl, black . . . . . AHA5902Z . . . . .£265.10
- Hood, vinyl, red. . . . . AHA5902MMH . . . . .£528.70

### Sprite III, Midget II hood (supplied less header rail)

- Hood, O.E., vinyl, black . . . . . AHA7371WO . . . . .£266.20

### Sprite IV, Midget III-1500cc hoods (supplied less header rail)

- Hood, vinyl, black . . . . . CHA87 . . . . .£300.70
- Hood, zip-out window, vinyl, black. . . . . CHA87ZWZ . . . . .£376.10
- Hood, double duck, black . . . . . CHA87DD . . . . .£534.40
- Hood, zip-out window, double duck, black . . . . . CHA87ZWDD . . . . .£525.30
- Hood, mohair, black . . . . . CHA87MH . . . . .£571.40

### Sprite IV, Midget III-1500cc hoods (supplied with header rail)

- Hood, vinyl, black . . . . . CHA86 . . . . .£630.00
- Hood, mohair, black . . . . . CHA86MH . . . . .£900.00

## TONNEAU COVERS

Protect your interior from prying eyes and the harmful effects of the sun's rays when parked with the hood down with a quality tonneau cover made to the original specifications. For full details and hood frame/fixings please see the Restoration section. All these listings are for black covers, other colours and special requirements may be available to order, please contact your nearest Moss branch.

### Sprite I tonneau

- Vinyl, black, RHD. . . . . AHA5256 . . . . .£291.80
- Double duck, black, RHD. . . . . AHA5256DD . . . . .£322.90
- Vinyl, black, LHD . . . . . AHA5257 . . . . .£291.80
- Double duck, black, LHD . . . . . AHA5257DD . . . . .£322.90

### Sprite II, Midget I tonneau

- Vinyl, black, RHD. . . . . 8G9112 . . . . .£268.20
- Vinyl, black, LHD . . . . . 8G9115 . . . . .£268.20
- Mohair, black, LHD . . . . . VT105LAMH . . . . .£469.00

### Sprite III, Midget II tonneau

- Vinyl, black, RHD. . . . . AHA7783 . . . . .£301.70
- Vinyl, black, LHD . . . . . AHA7786 . . . . .£301.70



### Sprite IV, Midget III-1500cc tonneau

- Vinyl, black, RHD, 1967-69 . . . . . AHA8293 . . . . .£227.70
- Vinyl, black, no headrest, RHD, 1970 on . . . . . CHA119 . . . . .£319.70
- Vinyl, black, D-headrests, RHD, 1970 on . . . . . CHA123 . . . . .£322.30
- Vinyl, black, oval headrests, RHD, 1970 on . . . . . CHA675 . . . . .£317.60
- Vinyl, black, LHD, 1967-69 . . . . . VT107L . . . . .£250.00
- Vinyl, black, no headrest, LHD, 1970 on . . . . . CHA121 . . . . .£311.00
- Vinyl, black, D-headrests, LHD, 1970 on . . . . . CHA70 . . . . .£311.00
- Vinyl, black, oval headrests, LHD, 1970 on . . . . . CHA677 . . . . .£311.00



## HOOD STOWAGE COVER

Keep the folded hood and hood sticks tidy and protected by using a cover. All these listings are for black covers, other colours may be available.

- Vinyl, black, Sprite IV & Midget III-1500 1969-80 . . . . . CHA93 . . . . .£306.90

## SIDESCREENS

Made in the U.K, these aluminium sidescreens are exact reproductions of the original units and fit all Mki & II Sprites and Mki Midgets.

- Sidescreen Assembly, RH. . . . . AHA5414 . . . . .£160.00
- Sidescreen Assembly, LH. . . . . AHA5415 . . . . .£160.00

## TONNEAU STOWAGE BAGS

Keep your tonneau and tonneau sticks tidy and protected using a cover.

- Stowage bag, tonneau cover. . . . . 242-605 . . . . .£38.50  
(All models except Sprite III, Midget II).
- Stowage bag, tonneau rail . . . . . AHA9160 . . . . .£32.10  
(Sprite III, Midget II models only).



**MINILITE REPLICA BOLT-ON ALLOY WHEELS**

These stunning looking eight spoke, MiniLite replica bolt-on alloy wheels are a timeless classic design, adding a period charm to your classic. They are manufactured using the latest techniques and testing procedures to ensure the highest quality and reliability.

These 13" wheels are sold individually and are supplied with centre caps. Before fitting your tyre choice, please ensure there is adequate clearance between tyres and wheel arches. Do not fit with standard wheel nuts, please contact your nearest Moss branch for advice.

- Alloy, 13" x 5", 8 spoke, silver. . . . . GAC8203X . . . £84.85
- Alloy, 13" x 5", 8 spoke, anthracite. . . . . GAC8213X . . . £113.10
- Wheel nut, each. . . . . TT6320. . . . . £3.70



**Replacement hub caps**

Minor alloy wheel hub caps are available in two different types to suit different size centre holes in the wheels. For wheels with a 59mm centre hole, the cap is made from spun aluminium and available silver painted or polished. For wheels with 61mm centre holes the cap is made from plastic and painted silver.

- Hub cap, metal, silver, 59mm, each. . . . . GAC8201XP . . £10.20
- Hub cap, plastic, silver, 61mm, each. . . . . GAC8201XPP . . £5.10
- MG centre badge. . . . . GBC101B . . . . . £2.17



**WHEEL TRIMS**

Another popular accessory from days past were wheel embellisher trims. Fitted in seconds, these polished stainless steel trims instantly improve the appearance of steel wheels, without breaking the bank.

- Wheel trim, 13", each. . . . . GLZ225Z . . . . . £24.00
- Wheel trim, 13", set. . . . . GAC2254X . . . . . £78.00



**TYRE VALVE CAPS**

These locking tyre valve cap sets feature the Austin Healey logo and can only be removed with the tools provided. Alternatively the subtle and elegant nickel plated steel valve caps have an embossed MG logo.

- Valve caps, MG logo, nickel plated, each. . . . . GAC1054X . . . . . £8.00



**Please note:**  
All wheels are sold individually unless otherwise stated, ensure you use the correct wheel nuts for each wheel.

**REVOLUTION ALLOY 4 SPOKE**

These classic 4 spoke revolution alloy wheels feature black centres with a diamond cut polished rims and look great on a Sprite & Midget. Supplied individually with centre cap. Wheel nuts sold separately.

- Alloy, Revolution, 13" x 5", each. . . . . GAC8280 . . . £110.90
- Replacement centre cap. . . . . GAC8277X . . . . . £9.60
- Wheel nut, stainless steel, bulge, each. . . . . TT6320. . . . . £3.70



**WIRE WHEEL TOOLS**

The use of a soft-faced hammer is essential if you do not want to damage chrome plated spinners when removing or fitting centre lock wheels. We have a choice of three soft hammers. Extra long spanners are also available, providing much greater leverage for spinners and therefore easier fitting. To help keep your wire wheels looking like new we recommend you use our specialist cleaning kit. We also supply a special lubricant to help keep the splines in good condition.



- Copper and hide hammer . . . . . C27290 . . . . . £30.00
  - Copper faced hammer . . . . . 11B5166 . . . . . £25.30
  - Spoke adjusting spanner . . . . . MM385-800 . . £11.90
  - Short octagonal spanner. . . . . AHH5839 . . . . . £6.05
  - Long octagonal spanner . . . . . MM386-120 . . £58.60
  - Long spanner 2-eared. . . . . MM386-125 . . £57.70
  - Wooden wrench 2-eared . . . . . AHH5839W . . £23.00
- (This unique double ended knock-off wrench, made from plywood, slips over the spinner for easy tightening and removal of spinners. Will not work with centre laced wheels.)
- Wire wheel cleaning kit . . . . . GAC4134X . . . £36.00
  - Spline lubricant, copper-eze 50g . . . . . GGL9205X . . . £4.00
- (Essential for maintaining the splines and threads of hubs, wheels and spinners.)



**WIRE WHEEL ESSENTIALS**

Creating an air tight seal on a wire wheel can be somewhat difficult, making the use of inner tubes necessary and, to prevent the inner tube chaffing against the spoke nipples, the fitting of a rim band is highly recommended.

- Inner tube, 13" x 135-145 tyres. . . . . 452-766. . . . . £19.10
- Rim band, 13" wheels . . . . . 452-730. . . . . £15.60



**CENTRE LOCK CONVERSION KITS**

Convert your conventional steel wheel front and rear hubs to accept splined hubs, enabling the fitting of 'centre lock' alloy or wire wheels. Our kits contain everything you need to convert to centre lock wheels, including full instructions, splined hubs and all the necessary hardware, chrome spinners and a copper hide mallet. Our hub conversion kits do not contain road wheels. Check local regulations for eared spinners.

- 2-eared spinner conversion kit . . . . . GAC7017 . . . £340.80
- Octagonal spinner conversion kit . . . . . GAC7027 . . . £337.50



**CENTRE LOCK SPINNERS**

Our centre lock spinners are made from the highest quality materials and are precision engineered to ensure an accurate fit. We have three styles of spinner: octagonal, two or three eared. Two and three eared spinners can be fitted with either a hammer or a spanner, octagonal spinners require a spanner. The basic rule for threads-per-inch (tpi) is, if you have replaced your splined hubs with new ones, you probably need 8 tpi spinners. However, just so you can be sure, here is the original model production (tpi) information. Sprite I-II and Midget I were fitted with 12 tpi hubs, Sprite III, Midget II and future models were all 8 tpi.

Note: Please check local regulations for eared spinners.

- Spinner, 2 eared, plain, 12 tpi, RH . . . . . AHH7317 . . . £28.40
- Spinner, 2 eared, plain, 12 tpi, LH . . . . . AHH7318 . . . £28.40
- Spinner, 2 eared, MG logo, 12 tpi, RH . . . . . AHH7317A . . . £27.00
- Spinner, 2 eared, MG logo, 12 tpi, LH . . . . . AHH7318A . . . £27.00
- Spinner, 2 eared, plain, 8 tpi, RH . . . . . AHA7373 . . . £27.80
- Spinner, 2 eared, plain, 8 tpi, LH . . . . . AHA7374 . . . £27.80
- Spinner, 2 eared, MG logo, 8 tpi, RH . . . . . AHA7373A . . . £27.80
- Spinner, 2 eared, MG logo, 8 tpi, LH . . . . . AHA7374A . . . £27.80
- Spinner, 3 eared, plain, 12 tpi, RH . . . . . AHH73173 . . . £50.00
- Spinner, 3 eared, plain, 12 tpi, LH . . . . . AHH73183 . . . £50.00
- Spinner, 3 eared, plain, 8 tpi, RH . . . . . 107948/3 . . . £50.00
- Spinner, 3 eared, plain, 8 tpi, LH . . . . . 107949/3 . . . £50.00
- Spinner, octagonal, plain, 12 tpi, RH . . . . . AHH7315 . . . £27.90
- Spinner, octagonal, plain, 12 tpi, LH . . . . . AHH7316 . . . £27.90
- Spinner, octagonal, MG logo, 12 tpi, RH . . . . . AHH7315A . . . £27.50
- Spinner, octagonal, MG logo, 12 tpi, LH . . . . . AHH7316A . . . £27.50
- Spinner, octagonal, plain, 8 tpi, RH . . . . . 88G606 . . . £25.60
- Spinner, octagonal, plain, 8 tpi, LH . . . . . 88G607 . . . £25.60
- Spinner, octagonal, MG logo, 8 tpi, RH . . . . . 88G606A . . . £26.70
- Spinner, octagonal, MG logo, 8 tpi, LH . . . . . 88G607A . . . £26.70



WWC458



WWP458

**WIRE WHEELS**

An essential part of a British classic sports car's styling was the fitment of wire wheels. Whether fitted as standard or not, a set of chrome wire wheels will not only enhance the appearance of your car, but also the value. Our wire wheel spokes and nipples are manufactured from stainless steel, with the chrome wire wheel spokes and nipples finished by chroming over the top in keeping with the rest of the wheel. They are available in different specifications; 48, 60 or 72 spokes, and a choice of classic chrome finish, or painted in wheel silver. Depending on how you are intending to use your car, these wheels are available in standard or uprated specification. Before fitting your tyre choice, please ensure there is adequate clearance between the tyres and wheel arches.

- Standard, 13" x 4", 60 spoke, chrome . . . . . WWC458 . . . £238.66
- Standard, 13" x 4", 60 spoke, painted . . . . . WWP458 . . . £209.30

Note: A few Sprite I models were converted to wire wheels and disc brakes by the Donald Healey Motor Co. We cannot supply any of the components for these vehicles, and the later Lockheed discs and calipers are not directly interchangeable. Wire wheels were only offered as an optional extra from 1963 after the introduction of disc brakes and the 1098cc engine.



**CENTRE LOCK ALLOY WHEELS**

An alternative to wire wheels, these 8 spoke MiniLite replica alloys are an ideal way to add period sporting style to your classic. The wheels are sold individually and are for fitment to splined hubs only, they can be used in conjunction with our centre lock hub conversion kits. Before fitting your tyre choice, please ensure there is adequate clearance between the tyres and wheel arches.

- Wheel, alloy, 13" x 5", 8 spoke, silver . . . . . GAC8253XM £250.90

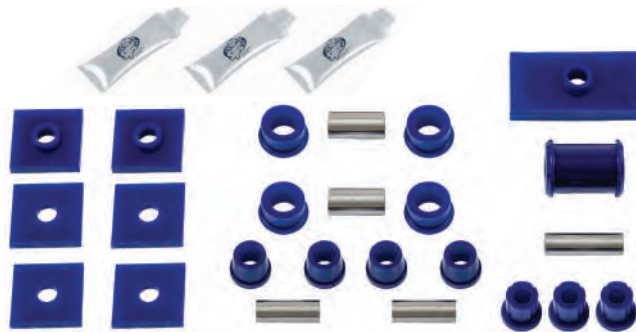


GAC7041X  
Excludes wheel

**ROSTYLE WHEEL PAINT KIT**

The paint and masking kit contains everything you need to renovate a complete set of 13" wheels, a specially moulded wheel mask, silver and satin black paint and wet and dry paper.

- 13" Rostyle masking and wheel paint kit . . . . . GAC7041X . . . £73.36
- Wheel mask, 13" . . . . . GAC7042X . . . £18.76
- Wheel paint, aerosol, 300ml, silver . . . . . CCWP1 . . . £15.00
- Wheel paint, aerosol, 300ml, satin black . . . . . CCSB2 . . . £15.00



## SUPERPRO POLYURETHANE BUSHES

With an extensive range of high quality polyurethane bushes and suspension bush kits. SuperPro bushes offer a quieter and longer lasting upgrade to standard rubber bushes.

SuperPro has developed a unique polyurethane formulation exclusively for suspension bushes resulting in an extremely durable product with superior properties to rubber.

- Superior abrasion resistance
- Unaffected by extreme temperature, oils and coolant
- Superior control of noise and vibration



See page A05 for more information



## CLASSIC HORNS

All cars require a horn for MOT regulations, so why not fit one that suits you the most? A replacement chrome classic horn is suitable for most classic cars, or you can go for the distinctive sounding Lucas style windtone horn set.

Chrome classic horn. . . . . MT9143 . . . . . £18.55  
Windtone horn set. . . . . 1B9007/8 . . . . . £69.00



Our twin air horn kit includes two tone horns, a heavy duty die cast compressor and all the necessary fittings and full instructions.

Twin air horn kit. . . . . GAC9978X . . . . . £43.40  
(Note: The twin air horn kit may not be legal for road use, please check local regulations).



## CENTRE ARMREST

Black grained ABS thermoplastic storage base with lift-up leather armrest.

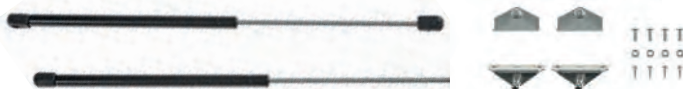
Centre console armrest . . . . . GAC9977X . . . £115.10



## DASH TOP COVER

Revitalize your old cracked dash top pad with this molded ABS cover. Comes complete with adhesive and instructions. Please note these are for US spec models only, where cars are fitted with the larged padded 'Abingdon Pillow' dashboard.

Dash top cover. . . . . CHA726TOP . £62.40



## BONNET GAS STRUT KITS

Replace the original mechanical strut assembly with this self-raising gas strut kit.

Bonnet strut kit . . . . . 900-072. . . . . £90.00



TT6901

## WHEEL SPACERS

These spacers allow small adjustments to be made to the offset when fitting alternative wheels. They can also be used if you don't wish to shorten your wheel studs when fitting a wire wheel conversion.

- Wheel spacer, 3mm, pair . . . . . TT6901 . . . . . **£18.50**
- Wheel spacer, 6mm, pair . . . . . TT6902 . . . . . **£20.10**



## TYRE TRIMS

A popular accessory in the past were white wall tyres, unfortunately if you can find them now they tend to be made for the US market and of a much harder compound than European tyres. However, we are able to supply a rubber ring which is sandwiched between the wheel rim and the tyre wall, recreating the look of white wall tyres but allowing the use of quality modern tyres.

- White wall trim, 13" wheels, set of 4. . . . . GLZ225WWX4. **£58.30**



AHA8785

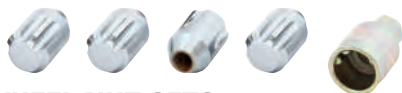


TT6320

## NON-LOCKING WHEEL NUTS

These wheel nuts are only for use with our replacement alloy wheels. They must not be used with original steel wheels.

- Chrome for alloy wheel GAC8203X/8213X, each . . . . . TT6320 . . . . . **£3.70**
- Chrome plain, each . . . . . AHA8785 . . . . . **£1.70**
- Chrome, MG logo, each . . . . . AHA8785MG . . . . . **£3.10**
- Stainless steel, plain, each . . . . . AHA8785SS . . . . . **£4.20**
- Stainless steel, plain, set of 16 . . . . . GAC4113X . . . . . **£54.90**



## LOCKING WHEEL NUT SETS

The TriLock system uses a socket with 3 pins that are uniquely matched to the locking nuts, and are supplied with a security socket for removal. Supplied in sets of 4, they must not be used with original steel wheels, only suitable for use with replacement alloy wheels.

- TriLock nut, set of 4 . . . . . MLN007 . . . . . **£22.30**



## MUDFLAPS

Suitable for both front and rear fitting to help protect your paintwork.

- Mudflaps, white Sprite logo, pair . . . . . GAC4010 . . . . . **£10.20**
- Mudflaps, white Midget logo, pair . . . . . GAC4006 . . . . . **£10.20**
- Mudflaps, white MG logo, pair . . . . . GAC4009 . . . . . **NCA**
- Mudflaps, moulded/raised MG logo, pair . . . . . SCM101 . . . . . **£20.80**



GAC9224X

## SMARTSCREEN WASH/WIPER SYSTEM

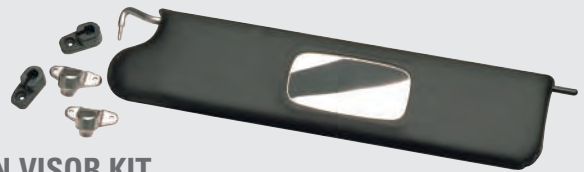
These SmartScreen wiper kits allow intermittent wiper delay of between three and thirty seconds, programmed using your existing wiper switch. SmartScreen wash/wiper kit allows you to have an automatic wiper system when using your electric screen-wash. All kits are easy to fit and come with full instructions.

### SmartScreen wiper system

- Positive earth, to 1967 . . . . . GAC9222X . . . . . **£31.20**
- Negative earth, converted, to 1967 . . . . . GAC9224X . . . . . **£31.20**
- Negative earth, 1967 on . . . . . GAC9221X . . . . . **£31.20**

### SmartScreen wash/wiper system

- Negative earth, 1967 on . . . . . GAC9225X . . . . . **£52.50**



## SUN VISOR KIT

Our Sprite and Midget sun visors are original North American specification, but can be fitted to all 1275cc or 1500cc models. Please see the Restoration section for full listings and fittings.

- Sun visor kit, pair . . . . . GAC4020 . . . . . **£59.45**



## PADDY HOPKIRK PEDAL

The Paddy Hopkirk pedal (extension) is designed to help heel & toe gear changing. Installation will require hand tools. (Not suitable for floor mounted pedals).

- Paddy Hopkirk pedal extension GAC84281 . . . . . **£13.30**



## ENGINE START BUTTON

Add that race car feel to starting your classic with the pro start push button starter switch. Easy to fit with no cutting of wires required.

- Pro start push button GAC0060 . . . . . **£39.00**



## WINDOW DROP STOP

You can now stop your windows from dropping too far into your door skin with these drop stop bracket kits. Made from stainless steel they fit in minutes and allow for less hassle when winding the windows up or down.

- Window drop stop bracket kit AHA7431SSK . . . . . **£9.90**



## IMPROVED DOOR LOCKS

Our Nutfix lock sets are direct replacements for the original locks but are located using a large nut instead of the flimsy clip used originally. The security door lock sets use a round key that helps to keep light fingers at bay. Suitable for models 1964 on.

- Nutfix lock set 2 door 1 boot lock AHA6357CX . . . . . **£122.04**
- Secure lock kit 2 door locks BHH973S . . . . . **£79.60**

## DYNAMAT HEAT & SOUND INSULATION

Dynamat is a revolutionary range of insulation products designed to keep your classic cool and quiet.

- Non absorbent materials
- Self adhesive 'peel & stick'
- Easily cut & moulded to fit
- Isolates panel vibration
- Reduces road noise
- Reduces heat soak from engine & exhaust

### Dynamat Xtreme

A highly efficient, composite material designed to reduce noise, vibration & heat soak through panel work.



Dynamat Xtreme, speaker pack . . . . . GAC90511 . . . £15.00  
(2 sheets of 254mm x 254mm (10" x 10").



Dynamat Xtreme, wedge pack . . . . . GAC90512 . . . £30.00  
(1 sheet of 457mm x 812mm (18" x 32").



Dynamat Xtreme, door pack . . . . . GAC90513 . . . £80.00  
(4 sheets of 305mm x 914mm (12" x 36").



Dynamat Xtreme, bulk pack . . . . . GAC90514 . . £210.00  
(9 sheets of 457mm x 812mm (18" x 32").



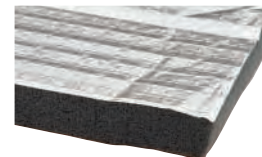
### Dynaliner

Dynaliner is an ultra-light weight, durable single layer insulation material that can be used as an alternative to traditional underfelt. It provides acoustic isolation and excellent thermal insulation.

Dynaliner, 1/8" thick. . . . . GAC90531 . . . £58.00  
(1 sheet of 813mm x 1372mm (32" x 54").

Dynaliner, 1/4" thick. . . . . GAC90532 . . . £85.00  
(1 sheet of 813mm x 1372mm (32" x 54").

Dynaliner, 1/2" thick. . . . . GAC90534 . . £110.00  
(1 sheet of 813mm x 1372mm (32" x 54").



### Hoodliner

Designed specifically for under bonnet insulation, hoodliner absorbs engine noise to help keep your car quieter. The aluminised skin creates a water and oil barrier that reflects up to 97% of heat to protect the bonnet's paint.

Hoodliner . . . . . GAC90541 . . . £85.00  
(1 sheet of 813mm x 1372mm (32" x 54").



WDB111W

## WALNUT VENEER KITS

Transform the interior of your classic with our hand crafted walnut veneer kits. Made individually by skilled craftsmen, using traditional coach building methods, with modern laser technology to ensure a perfect fit. Our burr walnut dash kits for Sprite and Midget are designed to fit neatly over the existing dash board without the removal of the gauges and, because the veneer kits are only 1.5mm thick, they still allow the bezels to protrude, giving a factory fit look.

### Burr walnut veneer dashboard kits

Sprite III-IV Midget II-III, toggle switches . . . . . WDB111W . . £246.00  
(1098cc and early 1275cc models).

Sprite III-IV Midget II-1500cc, rocker switches . WDB112W . . £246.00  
(late 1275cc and 1500cc models).



### Burr walnut veneer door capping kit

Sprite III-IV Midget II-1500cc . . . . . DCW103 . . . £295.80



### Burr walnut veneer parcel shelf kit

Sprite III-IV Midget II-1500cc . . . . . WDB113W . . £153.00





GAC8460X (Gauge not inc.)



GAE166



GAE150M



GAE130A



GAE124X



GAE129M



GAC8461X



GAE127X



GAE120



GAE122



GAE128X



GAE128M

## AUXILIARY GAUGES

Custom build your own dash assembly with these gauges or add them as auxiliary instruments to a wooden dash board. Gauges are supplied with bulb holders and retaining brackets. We offer a range of new gauges in the classic Smiths style with either black or magnolia face with contrasting lettering and an angle section chrome bezel.

### Tachometers (80mm dia)

- Tachometer, 0-7000rpm, full face, black . . . . . GAE166 . . . . £168.00
- Tachometer, 0-8000 rpm, full face, magnolia . . . GAE130M . . . £180.00
- Tachometer, 0-10000 rpm, full face, black . . . . GAE130A . . . £186.00

### Water temperature and oil pressure gauges (52mm dia)

- Water temperature, °C, black, electric . . . . . GAE124X . . . £58.40
- Water temperature, °C, magnolia, electric. . . . GAE124M . . . £59.50
- Thermal transmitter, for electric gauges . . . . . GTR101 . . . . £7.00
- Oil pressure psi, black . . . . . GAE123X . . . £94.00
- Oil pressure psi, magnolia . . . . . GAE123M . . . £101.00
- Oil pressure switch, standard . . . . . GPS133 . . . . £3.90
- Oil pressure switch, early warning, 20psi. . . . . TT2998 . . . . £31.00
- Oil temperature, °C, black . . . . . GAE129X . . . £70.00
- Oil temperature, °C, magnolia. . . . . GAE129M . . . £78.70

### Dual gauges (52mm dia)

Dual gauges are full face with oil pressure and water temperature shown. They use a capillary transmitter pipe (supplied with Gauge) for water temperature and nylon hose for oil pressure.

- Dual gauge, °F and psi, black . . . . . GAE127X . . . £227.00
- Dual gauge, °C and psi, black . . . . . LUSJB100 . . . £113.40

### Oil pressure gauge fittings

- Y piece, on engine block . . . . . LUSIB748 . . . . £5.50
- Hose, oil pressure gauge, nylon . . . . . LUSIB703 . . . £14.40
- Hose, oil pressure gauge, braided, stainless steel . . GLL995120 . . £38.50
- Oil hose sealing washer, 2 required . . . . . 2K4936 . . . . £0.30

### Ammeters and volt meters (52mm dia)

- Ammeter, dynamo models, black . . . . . GAE120 . . . . £81.30
- Ammeter, alternator models, black . . . . . GAE121 . . . . £61.00
- Voltmeter, black . . . . . GAE122 . . . . £73.00
- Voltmeter, magnolia . . . . . GAE122M . . . £60.60

### Time clocks (52mm dia)

- Clock, black . . . . . GAE128X . . . £98.40
- Clock, magnolia . . . . . GAE128M . . . £93.40

### Lucas auxiliary gauges (52mm dia)

- Water temperature gauge, full face, capillary . . . . LUSIB422 . . . £91.80

### Boost gauge (52mm dia)

- Boost gauge, -15 to +30 psi, black . . . . . GAE150X . . . £98.70
- Boost gauge, -15 to +30 psi, magnolia . . . . . GAE150M . . . NCA

### Gauge mounting pods and plinths

A neat way to fit these gauges into your car. The gauge plinths are pressed steel finished with a crackle finished paint.

- Gauge plinth, tacho only . . . . . GAC8460X . . . £8.70
- Gauge plinth, tacho and single gauge . . . . . GAC8461X . . . £10.80
- Gauge plinth, single gauge. . . . . GAC8468X . . . £11.00

## SMITHS CLASSIC ELECTRONIC GAUGES

These new Smiths Classic digital speedos and tachos are designed for heritage cars and are the perfect way to bring modern technology into your much loved classic. If your car does not have an electronic speedo output, our speedo sensor kit (GAE1551) will also be required, which sense a magnetic object, such as a bolt head or a nut, moving past the end of the sensor creating a 'pulse' which is sent to the gauge and then translated. Please note: Suitable for negative earth cars only.

- Gauge, speedo, electronic, 0-140mph, 100mm . . GAE155 . . . £229.50
- Gauge, speedo, electronic, 0-240kph, 100mm . . GAE157 . . . £229.50
- Gauge, tacho, electronic, 0-7000rpm, 100mm . . GAE156 . . . £178.50
- Gauge, speedo, electronic, 140mph, 80mm . . . GAE165 . . . £288.00
- Gauge, speedo, electronic, 0-240kph, 80mm . . . GAE167 . . . £288.00
- Gauge, tacho, electronic, 0-7000rpm, 80mm . . . GAE166 . . . £168.00
- Sensor, speedo, electronic . . . . . GAE1551 . . . £75.50



GAE155



GAE157



GAE156



GAE165



GAE167



GAE166



1 2 3



4 5 6

**WOOD & LEATHER GEAR KNOBS**

Choose either our varnished wood, or comfortable leather gear knob, both featuring a smart 'MG' or 'Austin Healey' emblem. Supplied with a nylon, self threading insert to enable easy fitting.

- 1 Gear knob, wood, Austin Healey. . . . . GAC4130X . . . £17.30
- 2 Gear knob, leather, Austin Healey. . . . . GAC4131X . . . £22.00
- 3 Gear knob, wood, Sprite . . . . . GAC4047 . . . £17.30
- 4 Gear knob, Leather, Sprite . . . . . GAC4046 . . . £22.00
- 5 Gear knob, wood, MG . . . . . GAC4048 . . . £17.30
- 6 Gear knob, leather, MG . . . . . GAC4045 . . . £22.00



**GEAR STICK GAITER FINISHER KIT**

Smarten up your gear stick with this easy to fit universal gaiter finisher kit. Some gaiters may require modification to fit. (Gaiter not included).

- Finishing kit, gear gaiter, chrome . . . . . GAC9540 . . . £19.60



**MG ALLOY GEAR KNOB**

This anodised staybrite alloy gear knob featuring the MG logo is suitable for all MG models with it's unique grub screw locating system.

- Gear knob, alloy, MG . . . . . GAC0053 . . . £39.70



**MG GRAB HANDLE**

Add a touch of class with these elegant MG logo'd chrome plated handles.

- Grab handle, MG, each . . . . . 229-101. . . . . £28.36



**TOURIST TROPHY STEERING WHEELS**

Designed to complement your classic, these wheels are handcrafted to high standards. Available with the choice of either a sporty leather rim or a classic riveted wood rim with a variety of spoke designs and finishes; drilled or slotted in either matt alloy or black. The frames are made from high strength aluminium.

**Leather rimmed steering wheels**

- Leather rim, black, drilled spokes, 14" . . . . . 489-040 . . £135.00
- Leather rim, matt alloy, drilled spokes, 15" . . . . . 489-020 . . £135.00
- Leather rim, matt alloy, drilled spokes, 14" . . . . . 489-030 . . £135.00
- Leather rim, black, slotted spokes, 15" . . . . . 489-050 . . £135.00

**Laminated wood rimmed steering wheels**

- Laminated wood rim, matt alloy, drilled spokes, 14" 489-070 . . £170.00
- Laminated wood rim, matt alloy, drilled spokes, 15" 489-060 . . £170.00
- Laminated wood rim, matt alloy, slotted spokes, 14" 489-085 . . £170.00
- Laminated wood rim, matt alloy, slotted spokes, 15" 489-080 . . £170.00

**Solid wood rimmed steering wheels**

- Solid thick wood rim, alloy, drilled spokes, 14" . . . . . 489-095 . . £170.00
- Solid thick wood rim, alloy, drilled spokes, 15" . . . . . 489-090 . . £170.00

**Adaptor bosses**

These boss kits include a die cast alloy boss, and a horn push with a high quality chrome and enamel badge bearing a marque emblem. The centre cap/horn push is used for all applications. If your car has the horn push on the stalk simply use as a centre cap.

- Boss kit, Midget, 1961-63 . . . . . 905-348 . . £58.00
- Boss kit, Midget, 1964-69 . . . . . 454-366 . . £67.90
- Boss kit, Midget, 1970-77 . . . . . 905-482 . . £58.00
- Boss kit, Midget, 1977 on . . . . . 905-486 . . £58.00

- Boss kit, Sprite, 1958-63 . . . . . 905-346 . . £67.90
- Boss kit, Sprite, 1964-67 . . . . . 454-368 . . £67.90
- Boss kit, Sprite, 1968-69 . . . . . 905-478 . . £83.10

The Tourist Trophy horn push is available separately to fit Moto-Lita bosses.

- Horn push, MG logo, plastic. . . . . 905-646 . . £30.10
- Horn push, AH logo, plastic . . . . . 905-648 . . £30.10
- Horn push, MG logo, billet aluminium. . . . . 905-653 . . £76.00
- Horn push, AH logo, billet aluminium . . . . . 905-654 . . £76.00



MLW1115-13



MLW1120-14



MLW1113-13



MLW1112-13

## MOTO-LITA STEERING WHEELS

Moto-Lita are among the finest replacement steering wheels available. Designed to enhance the appearance of the cockpit and provide an improved feel for the driver. Available in a variety of styles, materials and sizes to suit, please see our website for the full list of options. All steering wheels listed feature drilled spokes, except where detailed.

### Wood rimmed steering wheels

- Mk3, flat, polished spokes 13" . . . . . MLW1115-13 . .£198.00
- Mk3, flat, polished spokes 14" . . . . . MLW1115-14 . .£198.00
- Mk3, flat, polished spokes 15" . . . . . MLW1115-15 . .£198.00

- Mk3, dished, polished spokes 13" . . . . . MLW1116-13 . .£198.00
- Mk3, dished, polished spokes 14" . . . . . MLW1116-14 . .£198.00
- Mk3, dished, polished spokes 15" . . . . . MLW1116-15 . .£198.00

- Mk3, flat, polished spokes, thin slot 14" . . . . MLW1120-14 . .£198.00
- Mk3, flat, polished spokes, thin slot 15" . . . . MLW1120-15 . .£198.00

- Mk3, flat, polished spokes, wide slot 13" . . . . MLW1122-13 . .£198.00
- Mk3, flat, polished spokes, wide slot 14" . . . . MLW1122-14 . .£198.00
- Mk3, flat, polished spokes, wide slot 15" . . . . MLW1122-15 . .£198.00

- Mk3, dished, polished spokes, thin slot 13" . . MLW1125-13 . .£198.00
- Mk3, dished, polished spokes, thin slot 14" . . MLW1125-14 . .£198.00
- Mk3, dished, polished spokes, thin slot 15" . . MLW1125-15 . .£198.00

### Leather rimmed steering wheels

- Mk4, flat, polished spokes 12" . . . . . MLW1111-12 . .£198.00
- Mk4, flat, polished spokes 13" . . . . . MLW1111-13 . .£198.00



MLW111725D

## MOTO-LITA ADAPTOR BOSSES

Where specified the boss kits are supplied with a plastic centre cap/horn push.

- Adaptor boss, Midget, 1961-63 . . . . .MSB001E . . . .£75.00
- Adaptor boss, Midget, 1964-69, with horn . . . .MLW1117B25 .£75.00
- Adaptor boss, Midget, 1970-71, no horn . . . .MLW111725B .£75.00
- Adaptor boss, Midget, 1972-76, with horn . . . .MLW111725C .£75.00
- Adaptor boss, Midget, 1976-79, no horn . . . .MLW111725D .£75.00
- Adaptor boss, Sprite, 1959-63 . . . . .MLW1117B4 . .£75.00
- Adaptor boss, Sprite, 1964-69, with horn . . . .MLW1117B25 .£75.00
- Adaptor boss, Sprite IV, 1971 on . . . . .MSB001G . . . .£75.00

- Mk4, flat, polished spokes 14" . . . . . MLW1111-14 . .£198.00
- Mk4, flat, polished spokes 15" . . . . . MLW1111-15 . .£198.00

- Mk4, flat, black spokes 13" . . . . . MLW1112-13 . .£198.00
- Mk4, flat, black spokes 14" . . . . . MLW1112-14 . .£198.00
- Mk4, flat, black spokes 15" . . . . . MLW1112-15 . .£198.00

- Mk4, dished, polished spokes 12" . . . . . MLW1113-12 . .£198.00
- Mk4, dished, polished spokes 13" . . . . . MLW1113-13 . .£198.00
- Mk4, dished, polished spokes 14" . . . . . MLW1113-14 . .£198.00
- Mk4, dished, polished spokes 15" . . . . . MLW1113-15 . .£198.00

- Mk4, dished, black spokes 13" . . . . . MLW1114-13 . .£198.00
- Mk4, dished, black spokes 14" . . . . . MLW1114-14 . .£198.00
- Mk4, dished, black spokes 15" . . . . . MLW1114-15 . .£198.00

- Mk4, flat, polished spokes, thin slot 13" . . . . MLW1121-13 . .£198.00
- Mk4, flat, polished spokes, thin slot 14" . . . . MLW1121-14 . .£198.00
- Mk4, flat, polished spokes, thin slot 15" . . . . MLW1121-15 . .£198.00

- Mk4, dished, polished spokes, thin slot 13" . . MLW1126-13 . .£198.00
- Mk4, dished, polished spokes, thin slot 14" . . MLW1126-14 . .£198.00
- Mk4, dished, polished spokes, thin slot 15" . . MLW1126-15 . .£198.00

### Mahogany rimmed steering wheels

- Mk9 flat, polished spokes, thin slot 14" . . . . MLW1119-14 . .£300.00
- Mk9 flat, polished spokes, thin slot 15" . . . . MLW1119-15 . .£300.00
- Mk9 flat, polished spokes, holes 14" . . . . . MLW1119-14H £300.00
- Mk9 flat, polished spokes, holes 15" . . . . . MLW1119-15H £300.00



Replacement plastic centre cap/horn pushes are available, or you can upgrade to a polished aluminium centre cap/horn push to enhance the look of your steering wheel, all feature a recess for a badge. Replacement ring and screw kits are also available.

- 1 Plastic centre cap . . . . .MLW1117X1 . .£13.40
- 2 Plastic centre cap/horn push . . . . .MLW1117X2 . .£22.90
- Polished alloy centre cap . . . . .MLW1117BCC .£54.00
- 3 Polished alloy centre cap/horn push . . . . .MLW1117BHP .£99.00
- Polished ring kit . . . . .MLW1117X3 . .£16.20
- Black ring kit . . . . .MLW1117X3 . .£16.20

## SECURON SEAT BELT KITS



All Securon seat belt products are 'E' approved for road use.



### Static seat belts

We offer Securon's 3 point mounting static seat belt (Part No SBS300). This can be bolted to the existing seat belt bosses on the lower side of the wheel arch, just above the battery cover. The end of the webbing is retained at the sill mounting, and the stalk is fitted to the tunnel.

- Seat belt, static, 30cm stalk, black . . . . . SBS300/30 . . . . .£33.10
- Seat belt, static, 30cm stalk, red. . . . . SBS300/30RED . £39.90
- Seat belt, static, 30cm stalk, beige . . . . . SBS300/30BGE. . £39.90
- Seat belt, static, 30cm stalk, grey. . . . . SBS300/30GREY £39.90
- Seat belt, static, 30cm stalk, blue. . . . . SBS300/30BLU. . £39.90



### Automatic seat belts

We offer Securon's adjustable reel position seat belt (Part No. SBS514). The reel of this belt can be bolted to the existing seat belt bosses on the lower side of the wheel arch, just above the battery cover. The end of the webbing is retained at the sill mounting, and the stalk is fitted to the tunnel.

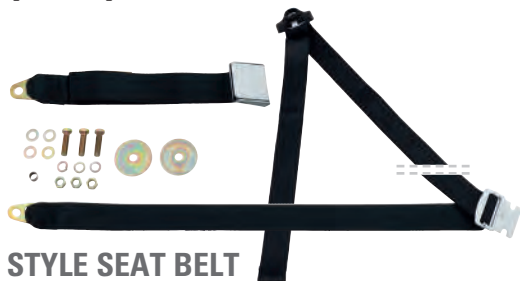
- Seat belt, adjustable, 30cm stalk, black . . . . . SBS514/30 . . . . .£59.60
- Seat belt, adjustable, 30cm stalk, red. . . . . SBS514/30RED . £59.60
- Seat belt, adjustable, 30cm stalk, beige . . . . . SBS514/30BGE. . £59.60
- Seat belt, adjustable, 30cm stalk, grey . . . . . SBS514/30GREY £59.60
- Seat belt, adjustable, 30cm stalk, blue . . . . . SBS514/30BLU. . £59.60



## VINTAGE COMPETITION LAP BELT

The ultimate sporting accessory, ideal for early MG classics, it features a quick release buckle and includes fittings. This belt is not type approved therefore should only be used in cars that pre-date seat belt regulations.

Vintage competition lap belt, each. . . . . 222-211 . . . . .£111.30



## PERIOD STYLE SEAT BELT

This period style seat belt features a chrome catch and fittings. Note: Not 'E' marked, requires plates TT7968 and bolt spacer kit TT7969).

Period style seat belt, each . . . . . 222-205 . . . . .£36.00



### Seat belt extender

This can be used to safely extend the seat belt if required. It should only be bolted to the sill mounting position and then bolted to the eyelet on the end of the seat belt. It must not be used at any other mounting point.

Seat belt extender - red . . . . . SBS227 . . . . .£21.40



## SECURON HARNESS KITS

### Harness kits for road use - 'E' approved

These belts feature 2" webbing with bolt through plate mountings (use with bolts TT7969). Fully adjustable lap and shoulder straps with compact buckle catch. 'E' approved for road use.

- Harness kit, 3 point, black . . . . . SBH628BLACK.. £41.50
- Harness kit, 3 point, red. . . . . SBH628RED . . . £41.50
- Harness kit, 3 point, blue . . . . . SBH628BLUE . . . £41.50
- Harness kit, 4 point, black . . . . . SBH629BLACK.. £40.30
- Harness kit, 4 point, red. . . . . SBH629RED . . . £40.30
- Harness kit, 4 point, blue . . . . . SBH629BLUE . . . £40.30

These belts feature 2" webbing with clip-in snap hook mountings (use with eye bolts TT7967). Fully adjustable lap and shoulder straps with load spreaders on lap belts and a compact buckle catch. 'E' approved for road use.

- Harness kit, 3 point, black . . . . . SBH605BLACK.. £49.60
- Harness kit, 3 point, red. . . . . SBH605RED . . . £49.60
- Harness kit, 3 point, blue . . . . . SBH605BLUE . . . £49.60
- Harness kit, 4 point, black . . . . . SBH655BLACK.. £56.40
- Harness kit, 4 point, red. . . . . SBH655RED . . . £56.40
- Harness kit, 4 point, blue . . . . . SBH655BLUE . . . £56.40



### Harness fittings

- Harness back strap adapter, pair. . . . . TT7972 . . . . .£9.80  
(allows harness strap to wrap around roll cage)
- Eye bolts, pair, use with clip-in mountings. . TT7967 . . . . . £13.30
- Bolt and spacer, pair, use with plate mountings . TT7969 . . . . .£7.10
- Nut plates, pair, reinforced for fixing bolts. . TT7968 . . . . .£11.00



**NYLON CARPET OVERMATS**

These nylon carpet footwell overmats are mud and water resistant and include an anti-slip backing. They are supplied as a pair, with rubber heel mats sewn on to both to allow fitment to RHD and LHD models.

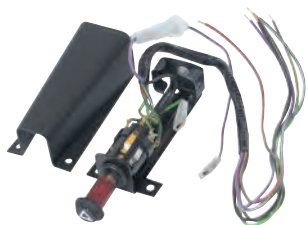
- Overmats, nylon, Sprite & Midget, pair . . . . . MAT5 . . . . . **£31.50**
- Overmats, nylon, Midget 1500cc, pair. . . . . MAT6 . . . . . **NCA**



**CROSSMEMBER COVER SET**

These sets of smart, ribbed aluminium trim covers the chassis crossmembers that are visible within the cockpit of your Spridget. As well as looking smart they provide durable covering instead of carpet that can wear heavily at these points.

- Crossmember cover set, 1/4 elliptic springs . . . . . 240-510 . . . . . **£86.40**
- Crossmember cover set, 1/2 elliptic springs . . . . . 240-550 . . . . . **£81.40**



**HAZARD WARNING LIGHT KIT**

If your classic pre-dates the fitting of hazard lights as standard, you can now be that little bit safer with our easy to install hazard warning light kit that includes all fittings. (Suitable for models with standard negative earth system).

- Hazard warning light kit, negative earth . . . . . GSS159 . . . . . **£33.20**

**IGNITION KEY BLANKS**



Keys are blank ready to be cut (sorry we can not cut keys). Order by the series number of your original lock.

- MRN series . . . . . GAC1049X . . . . . **£13.00**
- FA series. . . . . GAC1050X . . . . . **£13.00**
- FS series. . . . . GAC1051X . . . . . **£13.00**
- FP series. . . . . GAC1052X . . . . . **£13.00**
- RV series . . . . . GAC1053X . . . . . **£13.00**

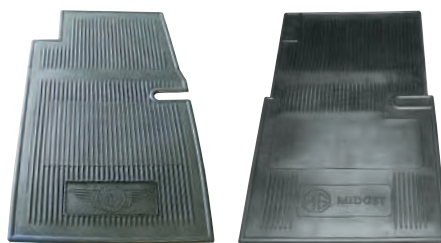


GAC4028

**DOOR THRESHOLD PLATES**

Protect your paint from scuffs and scratches and add a finishing touch of class to your MG. Our polished stainless steel door step threshold plates can be fitted by screws, rivets, glue, or double sided tape. Fittings not included.

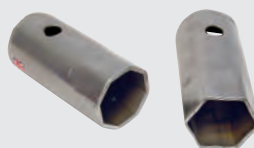
- Door threshold plates, stainless steel, Sprite, pair . . . . . GAC4029 . . . . . **£40.80**
- Door threshold plates, stainless steel, Midget, pair . . . . . GAC4028 . . . . . **£22.20**



**RUBBER OVERMATS**

These high quality injection moulded rubber mats each feature a specific logo. Keep carpet wear to a minimum and easily cleaned with soap and water.

- Rubber mats, Sprite, pair. . . . . GAC6822 . . . . . **£24.00**
- Rubber mats, Midget, pair. . . . . GAC6821 . . . . . **£24.00**



**MG HUB NUT BOX SPANNER**

A must for any MG owner. Remanufactured original tools for Sprite & Midget rear hub nuts.

- Box spanner rear hub, 1 7/8". . . . . 18G152A . . . . . **£43.50**



**SILL JACK**

Reproduction of original sill jack for MG models.

- Sill jack assembly BHA5329 . . . **£118.50**



230-555



MRA001 AJM1112X EEP11Z

**RADIO AERIALS**

Our range of aerials offers a variety of fitting options from wing to roof mountings. The wing mount aerial features adjustable bases to compensate for slight angles off horizontal. The roof mounted aerial features a removable stainless steel mast with a chrome base plate. Aerial extension cable is also available. This hide-away amplified aerial can be mounted hidden away, almost anywhere inside the car. Ideal if you don't want to install a wing or roof aerial to keep your classic original.

- Aerial, amplified, hideaway . . . . . 230-555 . . . . . **£25.10**
- Aerial, wing mount, manual . . . . . MRA001 . . . . . **£11.10**
- Aerial, wing mount, electric. . . . . AJM1112X . . . . . **£45.00**
- Aerial, roof mount . . . . . EEP11Z. . . . . **£12.90**
- Extension lead, aerial, 3 metre. . . . . ZKC533 . . . . . **£15.00**



**EXPANDABLE CUP HOLDER**

This extremely useful folding cup holder can be mounted almost anywhere inside your car. The arms adjust in or out to suit the size of your container and folds up when not in use.

Expandable cup holder. . . . . 222-090. . . . . **£11.60**



**BAR STOOLS WITH LOGO**

Ideal for non-darts players or when you're having a well earned 'cuppa' in the garage. 14" easy clean vinyl seats with 30" high chrome plated legs.

Bar stool with MG logo. . . . . 231-800. . . . . **£84.70**

Bar stool with Austin Healey logo. . . . . 231-810. . . . . **£84.70**



GAC9929X



GAC8032X

**GARAGE SIGNS**

High quality multi-coloured screen printed signs, perfect replicas of the originals.

BMC authorised dealer sign - 18" x 27" . . . . . GAC9929X . . . . . **£79.90**

Parking sign with MG logo . . . . . GAC8032X . . . . . **£32.70**



**EMBROIDERED PATCHES**

- Austin Healey - wings. . . . . GAC9953X . . . . . **£5.70**
- 1 Austin Healey Sprite. . . . . GAC9954X . . . . . **£5.70**
- 2 Union flag . . . . . 229-510 . . . . . **£2.70**
- 3 BMC. . . . . GAC9961X . . . . . **£5.70**
- British Leyland. . . . . GAC9960X . . . . . **£5.70**
- 4 MG Octagon - small. . . . . 229-500 . . . . . **£4.50**
- MG Octagon - large. . . . . 229-505 . . . . . **£11.20**
- 5 MG Octagon, red/black . . . . . GAC6078X . . . . . **£2.70**
- 6 MG Octagon, red/white. . . . . GAC6079X . . . . . **£2.70**



231-370

**WATERPROOF BLANKET**

These waterproof blankets bring a touch of comfort to any roadside picnic. Neatly folded into a parcel, it can be easily stored and carried with its durable handle. They are manufactured from grey acrylic with a foam layer and waterproof PEVA backing. Size 51" x 70".

Waterproof blanket, grey, Moss logo . . . . . 231-370. . . . . **£29.60**

Waterproof blanket, grey, MG logo. . . . . 231-375. . . . . **£29.60**

Waterproof blanket, grey, AH logo . . . . . 231-385. . . . . **£29.60**



**INSULATED COOL BAGS**

Keep your sandwiches and drinks cool with our insulated cool bag displaying your favourite classic marques logo.

Cool Bag, MG logo. . . . . 214-690. . . . . **£12.00**

Cool Bag, Austin-Healey logo . . . . . 214-692. . . . . **£12.00**



**LEATHER KEY FOBs**

Made in England, with a stitched leather fob and a high quality enamelled badge, featuring the various logos.

- 1 Union flag. . . . . GAC4042 . . . . . **£4.40**
- 2 BMC Rosette. . . . . CRSP401 . . . . . **£4.40**
- 3 Austin Healey . . . . . GAC4041 . . . . . **£4.40**
- 4 Austin Healey logo - black . . . . . 915-315. . . . . **£10.60**
- 5 Sprite - red . . . . . GAC4036RR. . . . . **£4.40**
- 6 Sprite - green. . . . . GAC4036GR . . . . . **£4.40**
- 7 MG Midget. . . . . GAC4035 . . . . . **£4.40**
- 8 MG - brown/cream. . . . . GAC4037BRC . . . . . **£4.40**
- 9 MG - black/chrome. . . . . GAC4037BLC. . . . . **£4.40**
- 10 MG - red/chrome . . . . . GAC0055 . . . . . **£9.40**
- 11 MG - black/white . . . . . GAC4037BW . . . . . **£4.40**
- 12 MG - red/cream . . . . . GAC4037RC. . . . . **£4.40**



**PISTON & TYRE T-SHIRTS & HOODIES**

Exclusive to Moss and originally designed for our staff, we've had so many customers ask for them that we had to make more. Featuring a 'retro style' piston and tyre design and Moss logo, the t-shirts are made from 100% cotton and are available in three different colours in various sizes.

**T-shirts**

- Piston & Tyre T-shirt, black, medium . . . . . GAC44911 . . . £12.00
- Piston & Tyre T-shirt, black, large . . . . . GAC44912 . . . £12.00
- Piston & Tyre T-shirt, black, x-large. . . . . GAC44913 . . . £12.00
- Piston & Tyre T-shirt, black, xx-large. . . . . GAC44914 . . . £12.00
- Piston & Tyre T-shirt, dark red, medium . . . . . GAC44921 . . . £12.00
- Piston & Tyre T-shirt, dark red, large. . . . . GAC44922 . . . £12.00
- Piston & Tyre T-shirt, dark red, x-large . . . . . GAC44923 . . . £12.00
- Piston & Tyre T-shirt, dark red, xx-large . . . . . GAC44924 . . . £12.00
- Piston & Tyre T-shirt, dark grey, medium . . . . . GAC44931 . . . £12.00
- Piston & Tyre T-shirt, dark grey, large . . . . . GAC44932 . . . £12.00
- Piston & Tyre T-shirt, dark grey, x-large . . . . . GAC44933 . . . £12.00
- Piston & Tyre T-shirt, dark grey, xx-large. . . . . GAC44934 . . . £12.00



**Hoodies**

- Piston & Tyre hoodie, dark grey, medium . . . . . GAC54941 . . . £24.00
- Piston & Tyre hoodie, dark grey, large . . . . . GAC54942 . . . £24.00
- Piston & Tyre hoodie, dark grey, x-large. . . . . GAC54943 . . . £24.00
- Piston & Tyre hoodie, dark grey, xx-large. . . . . GAC54944 . . . £24.00



**THERMAL MUGS**

Our stylish new range of thermal mugs will maintain your drinks temperature whether hot or cold. Desk mugs feature a wider design with handle. Travel mugs are a slimmer design to suit most in-car cup holders. Both types feature a non-slip base and a removable cap.

- Travel mug - MG logo. . . . . 230-856. . . . . £17.30
- Desk mug - MG logo. . . . . 230-857. . . . . £17.30
- Travel mug - AH logo . . . . . 230-926. . . . . £17.30
- Desk mug - AH logo . . . . . 230-927. . . . . £19.20
- Travel mug - Union Jack. . . . . 230-946. . . . . £17.30
- Desk mug - Union Jack. . . . . 230-947. . . . . £17.30



**BMC SERVICE & SALES T-SHIRT**

The retro style is in fashion so show off your BMC loyalties with this 100% cotton t-shirt that features a logo based on the vintage dealership sign.

- BMC Service & Sales T-shirt, navy, medium . . . 013-705. . . . . £16.00
- BMC Service & Sales T-shirt, navy, large . . . . . 013-706. . . . . £16.00
- BMC Service & Sales T-shirt, navy, x-large. . . . . 013-707. . . . . £16.00
- BMC Service & Sales T-shirt, navy, xx-large. . . . . 013-708. . . . . £16.00



**MG LOGO CAP**

These high-quality caps feature a puff embroidered MG Octagon logo. The tan and black caps have a seamed front panel that creates a firm formed appearance, while the white hat has a soft crown for a more rounded soft appearance. All three caps provide a deep low fit that allows them to stay on at high speed, and feature an adjustable Velcro closure. 100% cotton.

- Cap, soft crown, MG logo white/navy. . . . . 219-816. . . . . £17.90
- Cap, firm front panel, MG logo, tan/green . . . . . 219-817. . . . . £17.90
- Cap, firm front panel, MG logo, black/white . . . 219-818. . . . . £17.90



**CLASSIC FLYING HELMET & GOGGLES**

Reproductions of the helmets and flying goggles worn by WWII pilots of the Royal Air Force. The pilot helmets are a premium grade brown leather, with a soft brown cotton lining. Featuring a forehead buckle and strap adjuster to ensure a close fit, opening ear flaps secured with a press stud fastening, and an under-chin strap, secured with a metal buckle.

The motoring helmets are a premium grade brown leather, with a soft brown cotton lining. Built-in peak to shade the sun and neck protector to stop the wind chills, with under-chin strap, secured with a metal buckle. The original RAF specification goggles are made with polycarbonate glass lens, grey/blue enamel frames, brown leather padding and elasticated headband.

- 1 Pilot helmet, leather, small, brown . . . . . ALCFHL/S . . .£108.00
- Pilot helmet, leather, medium, brown . . . . . ALCFHL/M . . .£108.00
- Pilot helmet, leather, large, brown . . . . . ALCFHL/L . . .£108.00
- Pilot helmet, leather, x-large, brown . . . . . ALCFHL/XL . .£108.00
- 2 Motoring helmet, leather, small, brown . . . . . ALCFHLL/S . .£111.00
- Motoring helmet, leather, medium, brown . . . . . ALCFHLL/M . .£111.00
- Motoring helmet, leather, large, brown . . . . . ALCFHLL/L . .£111.00
- Motoring helmet, leather x-large - brown . . . . . ALCFHLL/XL .£111.00
- 3 RAF vintage goggles, MK8 . . . . . ALCGMK8 . . . .£96.40



**SOFTEK KNEELING PADS**

The perfect size for behind the seat or in the garage, protect your knees from the discomfort of gravel and hard floors with this kneeling pad displaying the MG or Austin-Healey logo. Measures 11" x 15".

- Kneeling pad, MG logo . . . . . 214-700 . . . .£14.50
- Kneeling pad, Austin-Healey logo . . . . . 214-702 . . . .£15.20



**WINE & BEER GLASSES**

Enjoy your favourite drink from these glasses bearing the MG Octagon logo. Perfect for those show picnics and summer evening barbecues.

- Pint glass set, MG, set of 4 . . . . . 230-951 . . . .£19.20
- Wine glass set. MG, set of 4 . . . . . GAC1056X . . .£23.00



**UMBRELLAS**

Stay dry and show off your favourite classic car marque with our umbrellas.

- Umbrella, MG Logo . . . . . 214-740 . . . .£21.00
- Umbrella, Austin-Healey Logo . . . . . 214-742 . . . .£21.00



**SUN CATCHERS**

Decorate your home and show off your favourite classic car marque with one of our sun catches showing the manufacturers logo.

- Sun Catcher, MG Octagon Logo . . . . . 214-720 . . . .£3.90
- Sun Catcher, MG Safety Fast logo . . . . . 214-721 . . . .£3.10
- Sun Catcher, Austin-Healey Round Logo . . . . . 214-724 . . . .£2.30
- Sun Catcher, Austin-Healey Script Logo . . . . . 214-725 . . . .£3.20



**MOSS DRIVERS CAP**

Get your style on with a Moss driving cap. Sporting a Moss block logo, this flex-to-fit cap has a knitted construction and offers a snug fit on your head.

- Moss Drivers Cap . . . . . 217-246 . . . .£14.60



**SEAT BELT PADS**

These shoulder pads add both comfort and flair. Sold as a pair.

- Seat belt shoulder pads, MG logo . . . . . 231-300 . . . .£27.00



**MG LOGO EARRINGS**

Quality enamelled miniature earrings, with the marque logo make a perfect gift.

- Earrings, MG logo . . . . . GAC9940X . . . .£17.80



**FLAGS**

Whether you want to be able to show off your favourite marque, or fly the union flag on continental road trips. Our flags are made from lightweight polyester complete with metal grommets and measure 3' x 5'.

- Flag, MG logo, red/white . . . . . 214-710 . . . .£26.10
- Flag, Austin-Healey logo, red/white . . . . . 214-712 . . . .£26.10
- Union Flag . . . . . GAC9939X . . .£23.90



**BOOKS, MANUALS & DVDS**

**Owners handbooks**

As supplied with the car from new, essential for day to day maintenance.

- Sprite, 1959-61 . . . . . 97H1583A. **£10.50**
- Midget 1275cc, 1967-74 . . . . . AKD7596 **£10.50**
- Midget 1500cc, 1978 on . . . . . AKM3229 **£10.50**
- Midget, 1967-74 USA . . . . . AKD7883 **£10.50**
- Midget, USA . . . . . AKM3436 **£10.50**

**Factory workshop manuals**

Reprints of genuine factory workshop manuals packed with essential information for all aspects of vehicle maintenance and repairs.

- Sprite I. . . . . AKD4884 **£29.50**
- Sprite and Midget, 1964-74. . . . . AKD4021 **£32.50**
- Midget 1500cc. . . . . AKM4071 **£29.50**

**Glovebox manuals**

Handy, compact versions of the genuine manuals, a must for the glove box.

- Sprite and Midget . . . . . MGL3001 **£13.50**

**Haynes manuals**

Probably the most commonly found workshop manual in any home garage. The Haynes range provide useful information on stripping and rebuilding anything from a master cylinder to a complete differential assembly.

- Sprite and Midget . . . . . MGL2005X **£25.00**

**Haynes carburettor manual**

This manual covers SU, Stromberg, Weber and Dellorto carbs. Giving an insight into the way they operate and how to maintain and tune them, as well as detailed overhaul procedures.

- Haynes carburettor manual . . . . . MGL0279 **£28.00**

**Weber carburetors: Tuning tips and techniques, by John Passini**

This book is the distillation of many years experience of working with Weber carbs. The mysteries of why and how they work and the practicalities of getting the best from them. Also setting-up, fault-finding, maintenance and repair are all covered.

- Tuning tips and techniques . . . . . 213-431. . . **£11.50**
- Lucas fault diagnosis manual**

This Lucas guide presents a logical sequence of tests that may be carried out on starters, generators, regulators, ignition and lighting systems. Written for technicians, this book can be easily understood by the amateur mechanic/owner.

- Lucas manual. . . . . GAC1029X **£4.50**
- Tuning SU carburetors**

This book looks into the basic design of the SU carburettor. It covers many areas including overhaul, tuning mixtures, jet and needle identifications and SU fuel pumps.

- Tuning SU carburetors. . . . . MGL0070 **£13.50**

**SU workshop manual**

Factory workshop manual covering both carbs and fuel pumps.

- SU workshop manual. . . . . GAC1044X **£17.60**

**SU needle chart**

The chart identifies the correct replacement SU needle when modifications have been carried out to the engine or induction.

- SU needle chart . . . . . ALT9501. . . **£10.00**
- SU parts catalogue . . . . . ALT9524. . . **£0.00**

**Tuning BL's A-series engine, by David Vizard**

This is the Bible for anyone wanting to improve their A-series engine, be it for performance or economy.

- Tuning BL's A-series engine . . . . . MGL0063 **£25.00**

**Original Series Book - Sprite & Midget, by Terry Horler**

This book is the definitive guide to one of Britain's best-loved sports car, the 'Original' series books are indispensable for all owners, restorers, buyers and enthusiasts.

- Original series book. . . . . MGL0260 **£35.00**

**Sprite & Midget High Performance Manual**

The complete guide to building a fast MG Midget or Austin-Healey Sprite for road or track. Daniel has been continuously developing his own 'Spridget' for years and he really does know what works and what doesn't when it comes to building a fast Midget or Sprite. Best of all, this book covers every aspect of the car from the tyre contact patch up to the rollover bar and from radiator back to exhaust tailpipe.

- High Performance Manual . . . . . MGL0363 **£35.00**

**Rule Britannia By John Nikas**

With authoritative text from John Nikas and his team of dedicated researchers and contributors; historic imagery from archives maintained by marque clubs, manufacturers and museums; and modern portraits artfully captured in a studio setting by Michael Furman, the worlds most renowned automotive photographer.

- Rule Britannia . . . . . MGL0360 **£75.00**

**SU carburettor rebuild DVD**

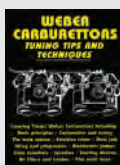
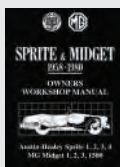
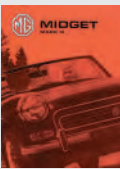
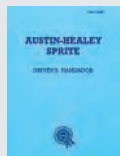
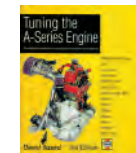
This 2 hour, 40 minute video explains how to rebuild SU carburetors.

- SU carburettor rebuild DVD . . . . . 211-036. . . **£33.50**

**Original Technical Publications Heritage USB & EBooks**

These publications have been carefully reproduced from the extensive historical archives in both England and the USA, meaning you can have access to the original Heritage publications needed to run and maintain your Heritage vehicle. Including parts catalogues, service manuals and owner's literature. This product either comes as an EBook, or as a portable USB device. As an EBook, access is limited to one device (PC/Tablet/Smart Phone etc.) as the product licence is tied to the device. For the ultimate portability there is no replacement for the OTP Portable USB, unlike the EBook, the Portable USB has its own product licence, meaning total offline capabilities and the ability to be used across multiple PC's (providing the USB is attached).

- OTP, AH Sprite & MG Midget, USB Portable . . . **£46.75**
- OTP, AH Sprite & MG Midget, USB . . . . . HTP2004E . . . . . **£33.58**
- OTP, AH Collection Set, USB Portable . . . . . HTP2015USB . . . **£87.50**
- OTP, AH Collection Set, USB . . . . . HTP2015E . . . . . **£67.08**
- OTP, MG Collection Set, USB Portable. . . . . HTP2013USB **£175.00**
- OTP, MG Collection Set, USB. . . . . HTP2013E. . . . . **£134.17**





230-390



230-355



230-388

**Fitment: Cars must be negative earth. Units supplied without faceplate or knobs.**

## RETRO SOUND RADIOS

The RetroSound range of radio & MP3 players maintain the original 'twin knob' (DIN-D) style mounting required for many classic cars. Music can be played from external sources such as iPods, USB flash drives & SD cards, all connected out of sight.

### San Diego

DAB/DAB+ Tuner (DAB antenna or DAB Antenna Adaptor required), AM/FM Tuner, iPod/iPhone & Android compatible, Bluetooth, x2 rear USB ports & x2 rear Auxiliary inputs. 32,000 colour LCD with built in amp (45 watts peak/25 watts RMS x 4 channels).

RetroSound San Diego, chrome. . . . . 230-383. . . . . **£330.00**

RetroSound San Diego, black . . . . . 230-388. . . . . **£330.00**

### Hermosa

AM/FM Tuner, iPod/iPhone & Android compatible, x1 rear USB port & x2 rear Auxiliary inputs. Dual colour LCD display (white and green) with built in amp (45 watts peak/24 watts RMS x 4 channels).

RetroSound Hermosa, chrome. . . . . 230-390. . . . . **£267.00**

RetroSound Hermosa, black . . . . . 230-395. . . . . **£267.00**

### Long Beach

AM/FM Tuner, iPod/iPhone & Android compatible, Bluetooth, x2 rear USB ports & x2 rear Auxiliary inputs. 32,000 colour LCD with built in amp (45 watts peak/25 watts RMS x 4 channels).

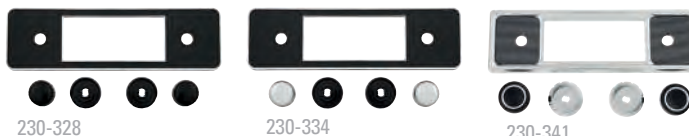
RetroSound Long Beach, chrome. . . . . 230-381. . . . . **£357.00**

RetroSound Long Beach, black . . . . . 230-386. . . . . **£357.00**

### Laguna

Back to the basics with this AM/FM tuner with x1 rear auxiliary input. Adjustable-angle LCD display with built-in amp (40 watts peak/18 watts RMS x 4 channels).

RetroSound Laguna, chrome . . . . . 230-355. . . . . **£172.60**



### Faceplate and knob kits (F&K kits)

These kits let you finish off your RetroSound radio with the faceplate and knobs that match the original trim of your classic car. Knobs are available on their own as replacements. Please see our website for full range.

F&K kit, chrome faceplate/chrome knobs . . . . . 230-326. . . . . **£42.00**

F&K kit, black faceplate/black knobs . . . . . 230-327. . . . . **£42.00**

F&K kit, black/black faceplate/chrome knobs . . . . . 230-329. . . . . **£42.00**

F&K kit, black/chrome faceplate/black knobs . . . . . 230-328. . . . . **£42.00**

F&K kit, black/chrome faceplate/chrome knobs . . . . . 230-333. . . . . **£42.00**

F&K kit, black/chrome faceplate/black/chrome knobs . . . . . 230-334. . . . . **£42.00**

F&K kit, Becker pinstripe . . . . . 230-341. . . . . **£41.00**

F&K kit, Blaupunkt black . . . . . 230-342. . . . . **£41.00**

F&K kit, Blaupunkt black/chrome . . . . . 230-346. . . . . **£42.00**

F&K kit, VW ivory . . . . . 230-343. . . . . **£41.00**

F&K kit, Ghia chrome. . . . . 230-344. . . . . **£41.00**

Knob set only, chrome. . . . . 230-331. . . . . **£17.90**

Knob set only, black . . . . . 230-332. . . . . **£18.00**



230-505



230-545



230-530



230-550

## RETROMOD SPEAKERS BY RETRO SOUND

The RetroMod range of speakers from RetroSound has been designed to compliment their range of Classic radios and have been manufactured to meet the demands of modern high performance amplifiers.

### Dual voice coils (DVC) speakers

This system allows for 2 stereo channels (left & right) to be connected to the same single speaker. This means that originality can be maintained on cars where a single speaker was fitted in the centre of the dash or rear shelf. These speakers are supplied individually without mesh grilles, to fit existing mountings.

6.5" dia 3 way, DVC, no grilles (each) . . . . . 230-505. . . . . **£56.90**

5" x 7" 3 way, DVC, no grilles (each) . . . . . 230-545. . . . . **£62.50**

### Single voice coils (SVC) speakers

The SVC range of speakers is a standard configuration single channel speaker for normal installations (left & right mounted speakers, such as doors or dash). These speakers are available in a range of sizes and specifications, see our website.

4.5" dia 2 way, 40W max, with grilles, pair . . . . . 230-535. . . . . **£82.00**

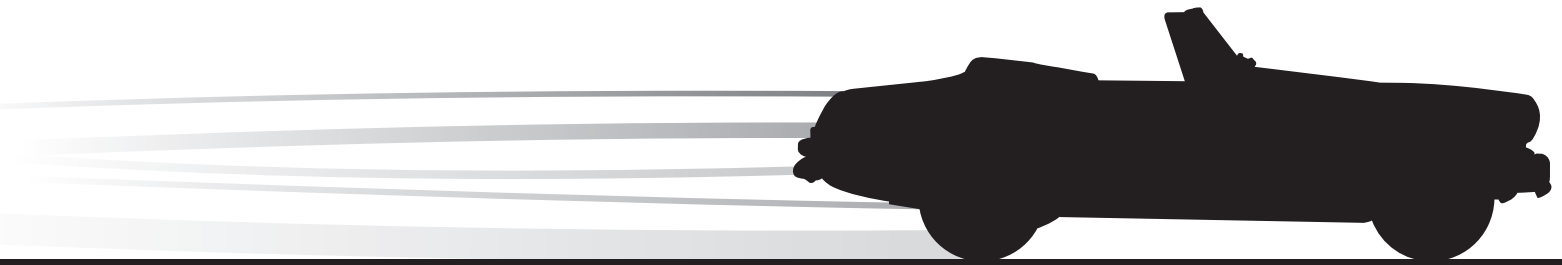
5" x 7" 3 way, 60W max, with grilles, pair . . . . . 230-540. . . . . **£84.30**

6" x 9" 3 way, 100W max, with grilles, pair . . . . . 230-531. . . . . **£121.10**

### RetroMod 8" Subwoofer

The compact design and powerful bass response make this ideal for under seat mounting and numerous other in-car applications. The rigid die cast aluminium chassis and powerful Class D amplifier allows this sub to reproduce low frequencies as low as 35Hz.

8" Subwoofer with internal amplifier . . . . . 230-550. . . . . **£190.80**



Early Sprite & Midget 1958-66 **Restoration Parts**



## Ordering Information

### Notification of prices

Due to the volatility of world markets and currency fluctuations the prices in this catalogue are subject to change. Moss make every attempt to keep prices competitive and stable, however in common with all other suppliers in our industry, we reserve the right to alter these prices without prior notice.

For the latest prices, please visit our website [www.moss-europe.co.uk](http://www.moss-europe.co.uk). All prices are per unit (unless otherwise stated) and include (UK) VAT at 20% (where applicable) and are correct at the time of going to print. Postage and packaging is not included. E&OE. Where the price is replaced with NCA this part is Not Currently Available. Please visit our website ([moss-europe.co.uk](http://moss-europe.co.uk)) or call our sales staff for the latest availability information or to enquire if we can offer an alternative part.

### Product supersessions

Moss Europe's policy is to detail the most up to date part information in our catalogues. Where possible parts are kept to original specification. However, in some instances we have to supersede to the most viable alternative product to maintain supply and keep cars on the road. Every effort is made to ensure high quality products.

### UK ordering

We accept orders by mail, telephone, e-mail, fax and on-line at [www.moss-europe.co.uk](http://www.moss-europe.co.uk). If you have the opportunity, we invite you to visit one of our branches. Remember, supplying details of your car, (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications) saves time and helps us to help you. Please inform us of your customer number, as this will speed up the processing of your order.

### Overseas ordering

We accept orders by mail, telephone, e-mail, fax and on-line at [www.moss-europe.co.uk](http://www.moss-europe.co.uk). If you visit the U.K. please come and visit one of our branches. When ordering, please ensure that you enclose full details of your name, address and customer number, plus details of your car (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications).

Please note: Overseas orders are often subject to local import duties, taxes and Customs clearance, which will need to be paid for at the point of entry. These charges are NOT included in the price of the goods or delivery prices. All relevant Customs forms and documentation needed to ensure the order arrives with the minimum of delay, will be included with your shipment. If you have any special requirements, please contact us to discuss them. Delivery charges are dependent upon the size and weight of the shipment. If a quotation is required prior to placing an order, please contact the export department at your chosen branch and they will be pleased to supply a full quotation.

### Parts back-order system

A back-order system is used when a part is not in stock at the time of ordering. If the item is expected to become available within 6 months, then it will be put on back-order, unless the customer instructs us otherwise. When we have the parts in stock, the back-order will be processed automatically and the item will be dispatched to the customer. If the particular part becomes No Longer Available (NLA) or does not become available within 6 months the back-order will be cancelled. If you are unsure when you placed a back-order contact your local branch.

### Dispatch & delivery methods

Orders for delivery in the UK may be dispatched by regular post for small/lightweight items, larger items may be dispatched via a courier. Please call us for the best delivery option for your order and the latest delivery prices. For delivery outside the UK we offer the following services.

- **Economy delivery (by road):** 2 to 5 days (approximately).
- **Express delivery (by air):** 1 to 2 days (Guaranteed) - next day service to most countries.
- **For small and low value orders we also use airmail.**

For these services, please ask for prices and the best delivery option when you place your order. Most deliveries (except airmail) are 'trackable', (inc: e-mail updates and internet access for selected carriers). Please remember, all carriage charges are dependent on weight band, volume, destination and delivery time. If a quotation is required prior to placing your order, please contact a member of the sales department. Alternatively, you can arrange your own delivery and dispatch.

### Windscreen delivery information

We always suggest that windscreens should be collected from one of our branches to ensure you are able to transport your glass with the utmost of care. However, we understand that this is not always possible.

To minimise the possibility of damage to the windscreen in the shipping process, it is now Moss Europe's policy to ship windscreens packed in a specially designed heavy duty 'Tri-Wall' cardboard box. The price of this box is £35.00 (inc VAT), non-refundable and is not included in the price of the product. The crate's dimensions will also increase shipping costs, particularly in EU countries. The crate dimensions are 150cm x 33cm x 74cm. The maximum volumetric weight is 92kgs. For more information please contact your nearest Moss branch.

### Hazardous goods delivery information

At the time of going to print, Moss Europe Ltd conforms to international shipping regulations regarding packaging and transportation of Hazardous Goods by road and sea freight (only). Due to these international shipping regulations and licencing rules all goods deemed as Hazardous are currently available for shipping to the UK and Europe only. If you place an order containing Hazardous goods and your shipping address is not in the UK or Europe, we will not be able to ship this item to you. Please contact your local branch or visit our website [moss-europe.co.uk](http://moss-europe.co.uk) for the latest delivery information of Hazardous goods.

### Quotations & payment methods

We will be pleased to provide a full parts quotation detailing price, availability and relevant shipping costs. Payment may be made by cash, personal cheque (to the card guarantee limit), Certified Bank Draft, Sterling Travellers Cheques and credit or debit card including: Mastercard, Visa, Delta. If you intend to make payment by Cheque or Bankers Draft when

using our fast mail-order parts service, please confirm parts availability and carriage charges. We can accept payments using PayPal for website, email and phone orders.

### Value added tax (VAT)

Value Added Tax (VAT) at the current UK rate of 20% will be levied on all orders being dispatched to countries within the UK, including Northern Ireland. Shipments to countries outside the UK, including all EU countries, will not be charged VAT.

Our UK website will only take payment in GB pounds (£).

### Exchange units

We are able to offer a full rebuild service on numerous major components in our product range. We offer this service as an alternative to direct replacement parts, or when a brand new item is no longer available. However, the continuity of this exchange scheme needs the understanding and co-operation of our customers in relation to several important points: It is important to remember that "rebuild" does not mean "brand new". Rebuilding a unit involves stripping, cleaning, inspecting and re-assembling the unit. During this process, parts showing signs of wear will either be completely replaced or suitably renovated. However, it is not always feasible for major sub-components to be replaced with brand new ones, for example, an exchange engine will not have a new block. Due to the nature of certain product lines, some items can only be offered on a "one for one" exchange basis. This effectively means that you must offer us a viable unit before we can release a fully rebuilt item from our stock. In some instances we can only carry out reconditioning of your own unit. Our staff will inform you if this is the case.

All exchange units are subject to a surcharge. This surcharge serves two purposes; firstly, it acts as an incentive for you to return your old unit, and secondly it provides us with financial cover if your returned unit proves unsuitable for exchange purposes.

Whether or not your returned unit is suitable for exchange purposes cannot be ascertained until it is made available to us for inspection. As a general rule, suitable for exchange basically excludes any items that are beyond reasonable repair (e.g. crankcases pierced by a connecting rod) or units irrevocably damaged. We are also unable to accept units unless they are returned in whole, complete form (i.e. differential units which are returned partly stripped with no bearings and all the shims missing are not generally accepted), nor do we accept a "box of bits".

Surcharges will only be refunded once our core department has passed the item as serviceable. Under no circumstances can any exchange unit be shipped overseas until we receive your original unit. We have predetermined prices for our exchange units based on our experience of repair costs for a gearbox, axle or engine. Occasionally, however, the damage to the unit is so great that we will contact you before beginning work on your unit to advise you of any additional cost that may be incurred during the rebuild of the unit. We can return the unit (at your cost) if this proves unacceptable.

### 'Old unit' returns

Exchange items including reconditioned engines are subject to a surcharge that is refunded when a rebuildable unit (core) is returned. When you receive the rebuilt unit, attached to it will be a Core Return Authorisation Tag. This tag must be removed from the rebuilt unit and attached to the returned core in order to receive credit. Cores must be returned within 90 days of purchase in the original box, carton or engine cradle supplied with the rebuilt unit. Cores must be shipped clean and empty of fluids. Cores must be complete, assembled and rebuildable to receive credit or refund. You must pay all shipping charges for the return of the core and these charges are not refundable.

### Warranty

All parts are warranted against defects in materials and workmanship for a period of twelve (12) months from the date of purchase. The warranty does not cover failure resulting from incorrect installation or misuse; failure during any competition, motorsports or track events; failure of any, or caused by any, related component. The warranty does not cover labour charges, nor will a warranty settlement be greater than the cost of the original component. Should you need to make a warranty claim, please contact us immediately at the branch of purchase. We will then advise you as to the best course of action. With all warranty claims a copy of the original purchase invoice must be produced.

### Warranty returns

Parts that fail in use may be returned for 12 months from the date of purchase. Returns must be accompanied by the original invoice - no warranty claims will be paid without a copy of the original invoice. Return freight will be reimbursed. Electrical parts returned for warranty will be tested and if found functional, no return credit will be given and the part will be returned. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

### Non-warranty returns

All uninstalled parts, in their original packaging may be returned within 90 days for any reason. A copy of the original invoice or the picking label (which is generally attached to the original packaging) must accompany the return. Return freight is paid by the customer. If the return is due to our error, the return freight will be reimbursed. Parts returned outside of this policy or in non-resalable condition may not be accepted or may be assessed a 15% handling fee. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

### Customer service

We value your custom and wish to ensure that you receive the very best service. Every effort will be made to provide you with Quality Parts and Expertise in a relaxed, helpful and friendly manner. Should you consider the service you receive from us to be unsatisfactory, or you have any problems with the part(s) purchased, please advise a member of the sales team at the originating branch. If the matter is not resolved to your satisfaction, please contact our Customer Services Department and we will do our very best to resolve the issue, either email: [customerservices@moss-europe.co.uk](mailto:customerservices@moss-europe.co.uk) or write to: Customer Services, Moss Europe Ltd Unit 16, Hampton Business Park, Bolney Way, Feltham TW13 6DB England.

### British Motor Heritage

Moss Europe Ltd is a British Motor Heritage approved specialist. Our agreement with British Motor Heritage allows us the use of marque logos and some of the artwork contained within this catalogue.



**Quick & Easy Parts Guide**

**Engine Unit, Cylinder Block & Fittings**

**948cc 9C Engines Only, (Early)**

AEA630 CAMSHAFT, Exchange .....1

BHM1210 BEARING SET, Camshaft, (3 Bearings) .....1

**948cc 9CG Engines Only, (Late)**

AEA630 CAMSHAFT, Exchange .....1

BHM1211 BEARING SET, Camshaft, (3 Bearings) .....1

**All 948 Models**

2A828E CRANKSHAFT, Reground/Exchange .....1  
Supplied With Bearings & Thrust Washers

**1098cc 10CG Engines Only, (Early)**

AEA630 CAMSHAFT, Exchange .....1

BHM1211 BEARING SET, Camshaft, (3 Bearings) .....1

8G2737E CRANKSHAFT, Reground/Exchange .....1  
Supplied With Bearings & Thrust Washers

**1098cc 10CC Engines Only, (Late)**

AEG148E CAMSHAFT, Exchange .....1

BHM1211 BEARING SET, Camshaft, (3 Bearings) .....1

12G429E CRANKSHAFT, Reground/Exchange .....1  
Supplied With Bearings & Thrust Washers

**All Models**

12H865 VALVE, Oil Pressure Relief .....1

6K853 SPRING, Oil Pressure Relief Valve, (Standard) .....1

6K853C SPRING, Oil Pressure Relief Valve, (Uprated) .....1

2A13 CAM FOLLOWER .....8

12G4337 GEAR, Camshaft .....1

3H2127 TIMING CHAIN .....1

8G725 GEAR, Crankshaft .....1

AJJ3325 GEAR SET, 'DUPLIX' .....1  
(Gear sets inc: camshaft gear, crankshaft gear, duplex chain & screws).

**Oil System - Sump & Cover Plates**

Note: For engine side plate covers/gaskets, please refer to page 17.

**948cc 9C Engines Only, (Early)**

2K7140 OIL SEAL, (felt), Crank/Timing Cover .....1  
(Early engines can be converted to the later neoprene seal by using the later timing chain cover (12G2506) & oil thrower (112A 1148).

**948cc 9CG Engines Only, (Late)**

88G561 OIL SEAL, (Neoprene), Crank/Timing Cover .....1

**All 1098cc Models**

88G561 OIL SEAL, (Neoprene), Crank/Timing Cover .....1

**All Models**

12G2506 TIMING COVER COVER .....1

12A956B GASKET, Timing Cover .....1

8G684 OIL FILTER, Felt Type .....1

GFE103 OIL FILTER, Paper Type .....1

GFK1001 OIL FILTER KIT, (Spin-On Conversion) .....1

GFE166 OIL FILTER Only, (Spin-On Canister Type) .....1

GEG501 GASKETS, Sump, (Use With LZB10005) .....1

LZB10005 SEAL, Sump End, (Use With GEG501) .....2

GBK0051 SCREW KIT, (Oil Sump) .....1

88G257 PLUG, Sump Drain, (Standard) .....1

88G257X PLUG, Sump Drain (Magnetic) .....1

6K638 WASHER/SEAL, Sump Plug .....1

**Cylinder Head & Gasket Sets**

Note: Cyl. heads are reconditioned/exchange c/w valves & springs.

**948cc 9C Engines Only, (Early)**

12A145LFE CYLINDER HEAD, Unleaded .....1

**948cc 9CG Engines Only, (Late)**

28G193LF CYLINDER HEAD, Unleaded .....1

**1098cc 10CG Engines Only, (Early)**

28G191LF CYLINDER HEAD, Unleaded .....1

**1098cc 10CG Engines, (Late) & 10CC Engines**

28G222LF CYLINDER HEAD, Unleaded .....1

**All Models**

GEG401 GASKET, Rocker Cover .....1

GTS102 THERMOSTAT, 74°C, (Hot Climates) .....1

GTS104 THERMOSTAT, 82°C, (Standard) .....1

GTS106 THERMOSTAT, 88°C, (Cold Climates) .....1

GZA2083Z BYPASS HOSE REPAIR KIT .....1

AJM101 HEAD GASKET SET, (Sprite I) .....1

AJM102 HEAD GASKET SET, (All Other Models) .....1

GEG201 SUMP GASKET SET .....1

88G215 GASKET, Water Pump .....1

Please note: In most circumstances Moss can supply both an OE (Original Equipment) part or an Aftermarket part. The Aftermarket part offers a high quality part but usually at a reduced price and in certain circumstances replaces the OE part when no longer available. The Aftermarket part is indicated by a letter "Z" at the end of the part number.

**Cooling**

**All Models**

GWP132 WATER PUMP, (Alloy), (Standard) .....1

GWP134 WATER PUMP, Uprated .....1

GCB10900 FAN BELT, 948cc Engines .....1

GCB10863 FAN BELT, 1098cc Engines .....1

ARA73E RADIATOR, Without Shroud, Recon/Exchange .....1

ARA241 RADIATOR, with Shroud, Recon/Exchange .....1

GRC101 FILLER CAP .....1

GRH313 TOP HOSE .....1

GRH315 BOTTOM HOSE .....1

GAC4091 OIL COOLER KIT .....1

**Clutch**

Note: For clutch drive components please refer to page 23.

**948cc Models, (Drum Brakes)**

GMC109 MASTER CYLINDER ASSEMBLY, (7/8") .....1

8G8224 REPAIR KIT, (7/8") .....1

**1098cc Models, (Disc Brakes)**

GMC112 MASTER CYLINDER ASSEMBLY, (3/4") .....1

GRK1025Z REPAIR KIT, (3/4") .....1

GSY110 SLAVE CYLINDER .....1

GRK4008 REPAIR KIT .....1

**Fuel System**

**Sprite I, (Twin (1 1/8") H1 SU's)**

AUC863T CARBURETTORS, (New), (Pair) .....1

17H98 FUEL PUMP, (Manual) .....1

3H2687 GASKET, Carb To Manifold .....6

2A848 AIR FILTER, Front, (Standard) .....1

2A849 AIR FILTER, Rear, (Standard) .....1

AJM601 GASKET, Manifolds To Head .....1

**Sprite II, III & Midget I, II, (Twin (1 1/4") HS2 SU's)**

**Sprite II & Midget I, (948cc)**

AUC990T CARBURETTORS, (New), (Pair) .....1

17H98 FUEL PUMP, (Manual) .....1

**Sprite II & Midget I, (1098cc 10CG)**

AUD73E CARBURETTORS, (Exchange), (Pair) .....1

17H98 FUEL PUMP, (Manual) .....1

**Sprite III & Midget II (1098cc 10CC)**

AUD136T CARBURETTORS, (New), (Pair) .....1

AUD136E CARBURETTORS, (Exchange), (Pair) .....1

AUF214 FUEL PUMP, (Electric) .....1

**All Models, (For K&N Sports Filters See Section)**

GEG601 GASKET, Manifolds To Head .....1

GFE1004 AIR FILTER ELEMENT .....2

SGPF101 AIR CLEANER, 'Pancake' .....2

**Brakes**

Note: For Brake Master Cylinder please refer to 'Clutch' on this page. For full range of Brake Pipe Kits/Hoses refer to pages 41.

**Silicone Brake/Clutch Fluid, (DOT5)**

ABF3 (500ml) ..... a/r

ABF4 (1 Litre) ..... a/r

**Front Drum Brakes, (948cc)**

GBS704AF BRAKE SHOES, (Set Of 4) .....1

GWC110 WHEEL CYLINDER, RH .....2

GWC111 WHEEL CYLINDER, LH .....2

**Front Disc Brakes, (1098cc)**

GBP281 BRAKE PADS, (Set Of 4) .....1

**Rear Brakes**

Single Acting Piston. To No HAN6 20544, GAN1 13554:

GBS819AF BRAKE SHOES, (Set Of 4) .....1

GWC1114 WHEEL CYLINDER .....2

Double Acting Piston. From chassis No HAN6 20792, GAN1 13555:

GBS834AF BRAKE SHOES, (Set Of 4) .....1

When Fitted With Front Drum Brakes:

GWC1115Z WHEEL CYLINDER .....2

GRK2011Z REPAIR KIT, Wheel Cylinder .....2

When Fitted With Front Disc Brakes:

GWC1102 WHEEL CYLINDER .....2

GRK2014Z REPAIR KIT, Wheel Cylinder .....2

**Front Hub & Kingpin**

**Models With Drum Brakes**

8G4208Z KING PIN KIT .....2

**Models With Disc Brakes**

8G4220Z KING PIN KIT, (Per Car) .....1

**Rear Suspension**

**1/4 Elliptic, (Sprite I, II & Midget I)**

AHA5468 LEAF SPRING, (1/4 Elliptic) .....2

88G278 BUSH, Rear Spring .....2

AHA5221 U BOLT, Spring Mounting .....2

**Semi Elliptic, (Sprite III & Midget II)**

AHA7184 REAR SPRING, (Semi Elliptic) .....2

SFK103 FITTING KIT, Rear Spring .....1

GBK1009X BOLT KIT, (Holds Spring Mounting Plates) .....1

AHA8097 U BOLT, Spring Mounting .....4

GHF223 NUT, (U Bolt) .....8

**Electrical**

Note: Please verify whether your car has Positive or Negative Earth. For full range of Distributors/Points please see page 57.

GDC102 DISTRIBUTOR CAP, Side Entry .....1

GDC103 DISTRIBUTOR CAP, Vertical Entry .....1

GSC111 CONDENSER .....1

GCL101 IGNITION COIL, With Screw On HT .....1

GCL110 IGNITION COIL, With Push In HT .....1

AAA5981M H.T. LEAD, Black, (Standard) ..... 2m Length

TT2982M H.T. LEAD, Yellow/Black, (Sports) ..... 2m Length

GHT102 H.T. LEAD SET, (Carbon), Green .....1  
(Push-On Coil Connector).

GHT241 H.T. LEAD SET, (Carbon), LHD .....1  
(Use With Side Entry Cap).

N5C SPARK PLUG, Original Champion .....4

N9Y SPARK PLUG, Champion .....4

GSP163 SPARK PLUG, Unipart .....4

BP6ES SPARK PLUG, NGK .....4

TT2970/P0 NEWTRONIC Electronic Ign., (Positive Earth) .....1

TT2970 NEWTRONIC Electronic Ign., (Negative Earth) .....1

LULRW113R WIPER MOTOR, (Less Gear), (Sprite I Only) .....1

GXE7714 WIPER MOTOR, (Less Gear), (Not Sprite I) .....1

13H66 WIPER ARM, RHD, (Spoon Type RH Crank) .....2

13H68 WIPER ARM, LHD, (Spoon Type LH Crank) .....2

GWB215 WIPER BLADE, (8"), (Sprite I, II Midget I) .....2

GWB145 WIPER BLADE, (9"), (Sprite III, Midget II) .....2

BAU1465 BEZEL & SEAL KIT .....2

GEU9405 STARTER MOTOR, New, (All Models) .....1

GXE3101Z DYNAMO, (1098cc Engines), New .....1

**Switches, Fuse Box & Control Box**

Note: For full range of switches please refer to pages 61-63.

**Sprite I Only**

3H1835 CONTROL BOX, (Screw Connectors) .....1

1G2613 FUSE BOX, (Screw Connectors) .....1

GFS35X FUSE, 35 Amp, (17.5 Amp Continuous) .....4

GFU2101 FLASHER UNIT .....1

3H1557 SWITCH, Ignition & Light .....1

3H1558 KNOB, (Ignition/Light Switch) .....1

24G1345 BARREL & KEY, Ignition .....1

**Sprite II & Midget I**

GEU6603 CONTROL BOX, ('Spade' Connectors) .....1

606253A FUSE BOX, ('Spade' Connectors) .....1

GFS35X FUSE, 35 Amp, (17.5 Amp Continuous) .....4

GFU2103 FLASHER UNIT .....1

107936 SWITCH, Ignition .....1

24G1345 BARREL & KEY, Ignition .....1

**Sprite III & Midget II**

GEU6603 CONTROL BOX .....1

606253A FUSE BOX .....1

GFS35X FUSE, 35 Amp, (17.5 Amp Continuous) .....4

GFU2103 FLASHER UNIT .....1

13H337 SWITCH, Ignition .....1

24G1345 BARREL & KEY, Ignition .....1

**Headlamps**

Note: For full range of lamps & bulbs please see pages 64-66. Headlight, (Halogen), Conversion Sets, inc. 2 light units & 2 halogen bulbs. (may require 2 BHA4235 adaptors).

GAC4022 HALOGEN H4 Conversion, (Lucas), RHD .....1

MGE203 HALOGEN H4 Conversion, (Lucas), LHD .....1

## Production & Development History

### Sprite Mkl (AN5 model)

The relationship built up between the British Motor Corporation (BMC) and motor sport celebrity Donald Healey in the 1950's resulted in the creation of the Austin Healey 100 sports car, a vehicle which enjoyed considerable sales success, particularly in the important North American market. A potential market for a smaller 'budget' alternative was soon identified, and this led to an 'informal decision' between BMC's chairman, Leonard Lord, and Healey to develop a small sports car based on Austin parts, mostly centered around the Austin A35 saloon car. The engine, transmission, rear axle and front suspension were all to be used, but steering would come from the Morris Minor and better, hydraulically operated, brakes were needed. MG derived manifolds and twin 1 1/8" carburettors would boost power. The engine was developed by Morris engines, and they later supplied the units since Austin's engine department was at the time overrun with work.

The new car, eventually named the Austin Healey Sprite, was to do away with a separate chassis and bodyshell. Instead, it was designed around a monocoque frame consisting of front and rear bulkheads, joined by 'top hat' sill sections and body stiffeners, all mounted onto a floorpan. Extra rigidity came from the central gearbox tunnel. In many places, the body utilised flat panels and simple formed sections to keep construction costs down to a minimum. The bonnet and front wings hinged upwards as one assembly from the bulkhead, and the upwards curve of the front top edge of the sill panels accentuated this feature.

This characteristic sill line was to last until the end of production of the last descendant of the Sprite family tree, the MG Midget 1500, twenty one years later. The first prototype Sprite incorporated external hinges to reduce costs, but expensive pop-up headlamps. By prototype number two, the headlamps had become fixed providing the 'frog-eye' appearance so well known and loved today.

The little Sprite, built in the MG factory in Abingdon, was launched in 1958. It was a hoot to drive, if somewhat cramped inside (another feature which would see out production twenty one years later). It quickly established itself in the motoring world, aided by a low price of £455 (less tax) and a successful motor sport career in the hands of BMC works team drivers, most particularly John Sprinzel.

### Sprite MkII and Midget Mkl

(H-AN6 and G-AN1 models)

For 1961 it was decreed that something of a revamp was necessary, and to this end the Austin Healey Sprite MkII was launched, together with a new, slightly more lavishly finished stable mate, the MG Midget. These two models offered a radically altered, more square body profile wrapped around essentially the same under-frame. The rear of the body now had a boot lid for the first time, while at the front out went the charismatic (or ugly, if you prefer) frog-eye look, to be replaced with the conventional set up of separate wings housing the headlamps. Between the wings a narrower, and certainly lighter, bonnet panel gave rather poorer access to the engine bay. The little 948cc engine became more willing, thanks to the fitment of 1 1/4" carburettors and improved cam timing. Steering, suspension and brakes remained largely unaltered.

### Sprite MkII 1100 and Midget Mkl 1100

(H-AN7 and G-AN2 models)

The next milestone was the introduction of a 1098cc variant of the trusty BMC 'A' Series engine in 1963. Along with the improved performance, the brakes were duly updated with front disc brakes appearing for the first time in production on the cars - prior to this, a disc brake conversion kit had been independently marketed by the Healey Motor Company of Warwick. Otherwise virtually unchanged, the new models were known simply as the Sprite MkII 1100 and Midget 1100; they are now often colloquially referred to as the 'Mk 2 1/2' and 'Mk 1 1/2' respectively.

### Sprite MkIII and Midget MkII

(H-AN8 and G-AN3 models)

Many aspects of the design were changed at the next revamp, which occurred in 1964. The body of the Sprite MkIII and Midget MkII, largely unchanged in silhouette, received an all new dash layout, fitted carpets in all models, a new windscreen with easier to fit hood attachments, plus wind up windows to replace the sidescreens. These were all improvements inspired by the marketplace (America in particular), which was beginning to lean towards less spartanly equipped, more comfortable cars.

For the same reasons, the beautifully handling but harsh riding rear suspension lost its quarter elliptic springs, gaining instead a more conventional semi-elliptical spring layout which lost a little of the accuracy and sharpness but improved the ride enormously. A benefit not seen at the time, but in the cars' old age now greatly appreciated, is the fact that the new suspension did not impose so much stress on the monocoque body, with the result that split seams, cracks and corrosion around the rear floor and bulkhead were (and are) on the whole much less common on post 1964 cars. In answer to misgivings about the bottom end durability of the engine, larger main bearings were fitted. A larger clutch and strengthened ('Ribbed Case' as opposed to the previous 'Smooth Case') gearbox were also introduced, keeping the model range in line with the other BMC products using that basic type of gearbox, the Morris Minor, Austin A40 and A35 van.

### Sprite MkIV and Midget MkIII

(H-AN9 and G-AN4 models)

By 1966, Sprite and Midget performance figures were beginning to look a little feeble when compared with contemporary saloon cars - not an ideal situation for a sports car to be in. Indeed, the immensely popular Mini Cooper 'S', which was also a product of BMC, was taking the limelight and eating into potential sales. In an effort to counter this, a slightly de-tuned version (apparently for reliability's sake) of the 1275cc Cooper 'S' engine was fitted to the Sprite MkIV and Midget MkIII from October 1966.

Along with the improved performance, the new models also benefited from a new, convenient, fold down hood design. It was at this time that cars destined for North America began to seriously deviate in their specification from those built for markets in the rest of the world, due to increasingly stringent safety and emissions regulations there. Also during this period, Midgets bound for Australasia were built there from completely knocked down (CKD) kits supplied from England.

### Sprite MkIV and Midget MkIII

(H-AN10/A-AN10 and G-AN5 models)

'Leylandised' versions of the cars arrived for the 1970 model year, in fact some eighteen months after MG, Austin and their parent companies had become part of the massive British Leyland Motor Corporation. The nomenclature - Sprite MkIV and Midget MkIII - remained the same as before, as did the mechanical and sheet metal specifications.

However, the car now had a much more upbeat contemporary appearance, due to a myriad of trim changes both outside and in. Gone was the 1960's style bright-work. A new radiator grille (effectively a blacked out and jazzed up version of the previous Sprite grille) was complemented by slim-line bumpers, fashionably quartered at the rear. Completing the slim-line effect, the sills were also painted satin black, giving the car a sleeker side profile. New spoked steel wheels ('Rostyles') aesthetically matched the car as well as the optional, more traditional, wire wheels, demand for which began to fade. Inside the car, heat welded vinyl abounded, instead of stitched pleat upholstery; this style of interior trim was to remain with the vehicle up to the end of production.

Towards the end of 1971, the Sprite disappeared quietly from the new car showrooms. Sales had slowly slipped away and had latterly been confined to the home market. The last 1022 Sprites were simply badged as 'Austin', since the agreement between Leyland and Healey had lapsed.

The Midget MkIII, however, remained comfortably in production, seeing in 1972 with new rear wings with the square topped wheel arches replaced by round ones (not seen on Sprites and Midgets since the 'Frogeye'). As a result it became easier to fit fatter tyres and alloy wheels, which were popular aftermarket accessories at the time. If the urge to fit them was resisted, the car would definitely be sitting on radial ply tyres: they became standard fitment alongside a much needed alternator (which replaced the by then archaic dynamo). As a sop to forthcoming home market safety regulations rocker switches found their way onto the dashboard, replacing the more satisfying but apparently less safe toggle switches. By 1974, Midget sales in mainland Europe had ceased, basically leaving Britain, the USA, Canada and Japan taking the car.

### Midget 1500

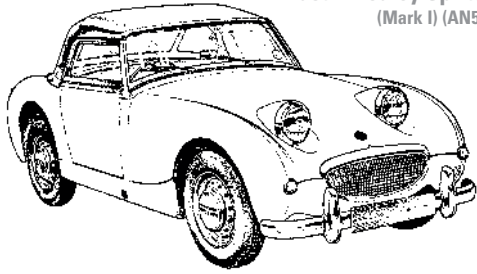
(G-AN6 model)

As an attempt to rationalise on the build specification, many of the safety and emissions changes necessary for the 1975 North American specification models were also implemented on home market vehicles. These included the well known 'rubber' bumpers (actually plastic), a ride height increase of one inch to meet bumper height regulations, a return to square rear wheel arches and a whole new power train.

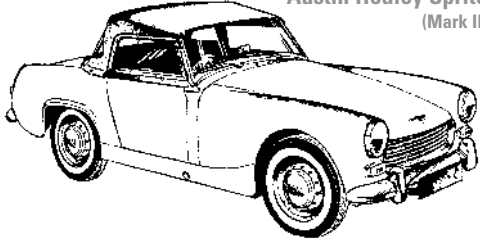
As USA emission control equipment had progressively strangled the 1275 engine, the performance maintaining solution was to replace it with the engine out of its closest rival - the Triumph Spitfire. The Spitfire engine had already had its capacity enlarged from 1296 to 1491cc for the same emissions related reasons, while the old BMC 'A' Series unit could not reliably be taken any larger than its current 1275cc. As a result, the entire Triumph engine and gearbox assembly, with only a couple of detail changes, was fitted into the Midget engine bay. This car became known as the Midget 1500, although actually it was still a Midget MkIII officially (and in most respects under the skin was very similar to the outgoing 1275 engine MkIII). While it certainly lacked the keener, sportier edge of the earlier cars, it was undeniably a better cruising vehicle (though sadly it never benefited from the overdrive which was optional on the same gearbox when fitted in a Spitfire).

Sprite and Midget production finally finished in 1979, when the last Midget 1500's rolled off the line. Ironically, amongst the last cars built were five hundred special black models, celebrating fifty years of MG Midget production. In total, 355,888 Sprites and Midgets were built between 1958 and 1979.

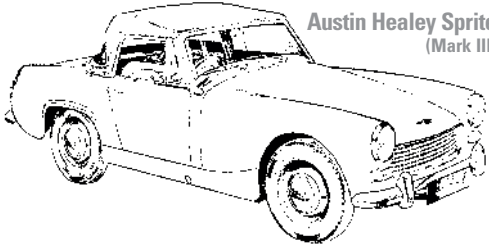
**Austin Healey Sprite**  
(Mark I) (AN5)



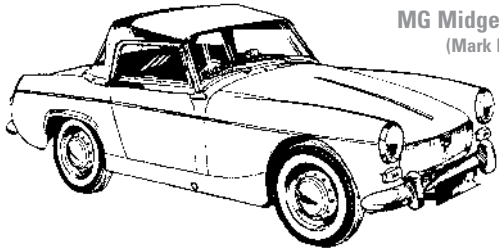
**Austin Healey Sprite**  
(Mark II)



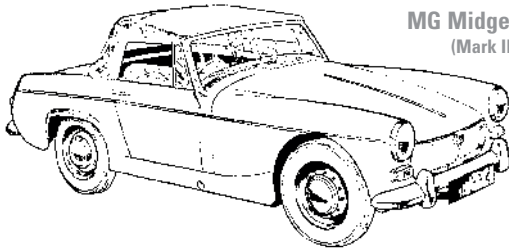
**Austin Healey Sprite**  
(Mark III)



**MG Midget**  
(Mark I)



**MG Midget**  
(Mark II)

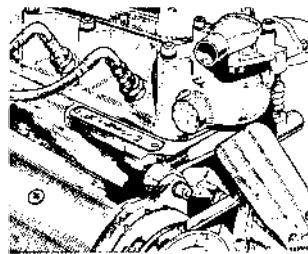


**Austin-Healey Sprite**

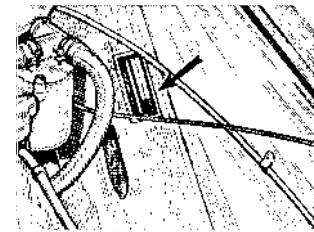
Model		Commencing	Finishing
Sprite Mark I (Frogeye)	Engine No. Car No.	9C/U/H101 AN5-501	9C/U/H49210 AN5-50116
Sprite Mark II	Engine No. [ ] Car No. [ ]	9CG/- [ Da/H ] -101 [ Da/L ] 10CG/- [ Da/H ] -101 [ Da/L ] H-AN6-101 H-AN6-24732	9CG/- [ Da/H ] -21048 [ Da/L ] 10CG/- [ Da/H ] -21048 [ Da/L ] H-AN6-24731 H-AN7-38828
Sprite Mark III	Engine No. Car No. Body No.	10CC/Da/H101 H/AN8-38829 ABL 030580	10CC/Da/16300 H-AN8-647354 Not Available

**M.G. Midget**

Model		Commencing	Finishing
Midget Mark I	Engine No. [ ] Car No. [ ]	9CG/- [ Da/H ] -101 [ Da/L ] 10CG/- [ Da/H ] -101 [ Da/L ] G-AN1-101 G-AN2-16184	9CG/- [ Da/H ] -36711 [ Da/L ] 10CG/- [ Da/H ] -21048 [ Da/L ] G-AN1-16183 G-AN2-25787
Midget Mark II	Engine No. Car No. Body No.	10CC/Da/H101 G/AN3-25788 GBE025654	10CC/Da/H16300 G-AN3-52369 GBE052153



The engine number is stamped on a plate secured to the right hand side of the cylinder block, above the dynamo.



The car number is stamped on a plate secured to the left hand inner wheel arch valance, under the bonnet.

**Engine Identification**  
**Serial Number Prefix Letter Code**

The engine number prefix comprises a series of letters and numbers, presenting in code the cubic capacity and make, the ancillaries fitted, and the type of compression.

1st PREFIX GROUP- cubic capacity, make and type.

1st Prefix Number    9- 950 cc  
                          10- 1098 cc

Prefix Letter        C- Austin Healey  
                          CG- Austin Healey & M.G.

2nd PREFIX GROUP- Gearbox and ancillaries  
                          U- Centre change gearbox  
                          Da- Close ratio centre change gearbox

3rd GROUP- Compression and serial number.  
                          H- High compression    ] and serial number of unit  
                          L- Low compression     ]

CODE EXAMPLE  
9CG / Da / H / 101

                          Serial number  
                          High compression  
                          Close ratio centre change gearbox  
                          950 cc Austin Healey or M.G.

Always quote these prefixes with Engine Serial Numbers

**Vehicle Identification**  
**Serial Number Prefix Letter Code**

The car number prefix comprises a series of letters and numbers, presenting in code the mak, the engine type, the body type, the series, and where applicable, left-hand drive.

1st PREFIX LETTER- Name  
                          C- Austin Healey  
                          CG- Austin Healey & M.G.

2nd PREFIX LETTER- Engine Type  
                          A-

3rd PREFIX GROUP- Body Type  
                          N-2-seater Tourer

4th PREFIX- Series of Model  
                          1- 1st series (M.G.)  
                          2- 2nd series (M.G.)  
                          5- 5th series (Austin-Healey)  
                          6- 6th series (Austin-Healey)  
                          7- 7th series (Austin-Healey)

5th PREFIX- (denotes car is different to standard right-hand drive)  
                          L- Left-hand Drive

H / A N 5 / 101

                          Serial number  
                          5th Series  
                          2-seater Tourer  
                          'A'-type engine  
                          Austin-Healey

Always quote these prefixes with Car Serial Numbers

**Please use this section for your personal reference.**

Recording your car details here may assist you when using this catalogue, but please note; there have been many instances where the registration document has proved to be at odds with the cars serial numbers (e.g. a second hand engine may have been fitted without the registration document being amended). Be sure to order correct parts by examining the serial numbers on the vehicle itself.

Chassis No. \_\_\_\_\_

Body No. \_\_\_\_\_

Engine No. \_\_\_\_\_

Model/Year \_\_\_\_\_



## Performance & Tuning

### What can I do to make my Sprite/Midget go faster?

There really isn't a simple answer to this question. For instance: 1. Do you want higher speeds on the motorway or do you want more mid-range torque? 2. Do you drive your car fairly hard on a daily basis, or just use it on weekends? 3. Would you like that little bit more power, or do you want maximum BHP? 4. Do you just want the car to be quicker through bends? 5. Then we could ask, have you, or are you going to, upgrade the brakes? 6. Are your suspension and steering bushes/components OK? 7. Will your transmission and drive train handle more power/speed? 8. Is your car standard, or has it been previously overhauled/ uprated?

On the following pages, you will find a range of quality components that will improve engine performance, braking, steering and the handling of your classic and, if you want to make it a real head turner, complete the transformation by fitting a set of wide section alloy wheels. Don't forget, before increasing the power output and speed of any vehicle, you should ensure that your brakes, steering, chassis etc can cope with the modifications, and, a roll bar is a very sensible investment... for all open top sports cars.

### A Brief Summary

The Frogeye Sprite I, Sprite II and the Midget I were originally fitted with drum brakes all round as standard equipment and, for the period that the cars were in production they proved to be (just) adequate. When the models were improved and uprated to 1098cc they were fitted with disc brakes to cope with the extra performance. Early models can be modified with later components - many have already benefited from this, however, on this page we will concentrate on modifications to the later type standard setup.. The braking system is vital on any car, more so on your classic as driving conditions and speeds make it more difficult on modern roads, so please, ensure that your brakes are always in tip top condition.



### High Capacity Fuel Pumps

The standard mechanical fuel pump on the 948cc models may not be able to maintain adequate fuel pressure at higher engine speeds or indeed, the electric pump fitted to the 1098cc models. The range of Facet high pressure electric fuel pumps however, suit all modified applications, the position in the car where the pump is mounted will determine which model is used.

The cylindrical interrupter pumps can be fitted to the front or rear of the car and can pull fuel up to 18 inches from the bottom of the fuel tank.

The cuboid solid state pumps must be mounted close to the tank and below the fuel level the installation instructions must be adhered to. They can pull fuel up to 12" from the bottom of the fuel tank and the filter union must be fitted to the suction side of the pump.

Both types of pump are supplied in negative earth only, they come complete with mounting bobbins and unions, you will have to re-plumb the fuel system around the new pump using a combination of standard pipes and hoses. Fine-tuning of the fuel pressure can be easily achieved by installing a pressure regulator, we can supply either a simple regulator or a filter regulator with a replaceable filter. We have the road competition version with  $\frac{1}{4}$ " and  $\frac{3}{16}$ " connections and the larger competition version with all  $\frac{7}{16}$ " connections. With safety in mind, we also supply an Inertia fuel cut off switch, so that in the event of an accident, fuel delivery is cut-off.

### Weber & SU Carburettors & Inlet Manifolds

Increasing the size of carburettors on your engine can give a lot more power if the right combination is chosen. The Frogeye Sprite I was originally fitted with twin H1 SU  $1\frac{1}{8}$ " carburettors, which were often replaced with HS2 SU  $1\frac{1}{4}$ " carburettors from the later cars. This relatively simple conversion provides the 948cc engine with a useful power boost, use a complete installation including manifold and linkages.

For those wishing to experiment with the 948cc or 1098cc engine we supply an inlet manifold to suit a single HS4 SU  $1\frac{1}{2}$ ", a single HS6  $1\frac{3}{4}$ " and one to suit Twin HS2 or HS4 carbs. Many enthusiasts prefer to use the Weber DCOE for competition applications. We offer a range of manifolds and carburettors including one to suit 2 split twin choke carbs - for the serious racer. All our manifolds include gaskets, studs and nuts; the TWM manifold also includes a neat linkage. Weber carbs come with 35mm long ram pipes as standard.

With some SU installations and, when using a Weber carburettor, the inlet manifold no longer supports the closed circuit engine breather system, we supply an alloy catch tank to divert the breathers to, this is essential for all competition cars. Carburettors need to be matched to your engine specification - please contact us for further details.

### K&N Filter Ram Pipes For Twin Choke Carbs

Ram pipes, sometimes known as stub stacks are essential to improve air flow into the carburettor. They feature full radiused mouths that help reduce turbulence at the mouth of the carburettor, allowing a much smoother air flow. Ram pipes produce a measurable improvement in performance. The length of the ram pipe slightly changes the engine speed at which power is developed - the shorter the pipe, the higher the speed. These ram pipes can be used on their own, or with a K&N sports air filter, providing there is sufficient clearance from the end of the ram pipe to the case. All ram pipes are sold individually. If unsure as to fitment please contact your local Moss branch.

### An Introduction To Moss Special Tuning Front Anti-Roll Bar Handling Kits

The simplest - and most cost effective way to improve your vehicles handling is to fit one of our front anti-roll bar handling kits. All Sprites & Midgets suffer from an inherent handling problem, the standard front suspension design allows body roll which induces understeer. This is the tendency of the car to go straight on when steered into a corner because the slip angle of the front tyres is less than that of the rear tyres. With its rear wheel drive design, the Spridget is more comfortable and stable when this understeer has been reduced towards what is known as Oversteer. This is the tendency of the car to turn into the corner because the slip angle of the front tyres has become greater than the rears.

Moss Special Tuning anti-roll bar handling kits have been very carefully produced as complete packages to suit each model - research has shown that the requirements for each model are different. Because the anti-roll bar provides the key to improved handling, we focused our research and testing on all the production anti-roll bars, as well as testing many experimental units. From this work, the correct components were selected to provide excellent roadholding while preserving the ride quality - without the need for other modifications. Please Note: When carrying out any suspension modifications, it is vital to ensure that all other components are in good working order to handle the increased cornering speeds and, to maximize the benefit of any modification.



### Moss Front Anti-Roll Bar Handling Kits

For semi-elliptic rear springs. The standard front suspension design allows body roll that induces instability. Fortunately this situation can be easily rectified by fitting one of our well proven handling kits. The inherent problem with the handling of these models is roll-induced understeer



making high speed driving somewhat difficult.

Our handling kits are designed to reduce body roll, whilst retaining good ride quality. Each kit includes a stronger front anti-roll bar with uprated centre mountings, plus, uprated rear shackle bushes to reduce rear end steering caused by lateral spring movement.



### An Introduction To The Front Anti-Roll Bar

As mentioned earlier, the handling is mainly controlled by the front anti-roll bar. For those owners who wish greater control of their vehicles, here we list the full range of bars together with the basic recommendations. Increasing the diameter of the bar will progressively reduce body roll and understeer tendencies. Too strong a bar will allow understeer to develop and will increase the harshness experienced on bumpy roads -making the car twitchy. Larger wheels and tyres may allow a stronger bar to be used due to the increase in unsprung weight.

The amount of load transferred by the bar is proportional to the square of the bars diameter. Competition cars will usually benefit from the fast road bar when using Slick or Competition tyres, they are usually much lighter than standard, so may benefit from a smaller bar which can be selected from the table.

### Front Anti-Roll Bars And Front Suspension Conversions

An uprated front anti-roll bar will help you get the full cornering benefit from your classic, even if you haven't modified the suspension, but, if you are considering increasing the engine power and performance, it is a very wise investment.

### Front Suspension

As well as fitting an anti-roll bar handling kit, many owners want to further modify their car for fast road or even competition use. On Sprite & Midget sports cars the front suspension should be stiff and the rear pliable; this reduces body roll at the front, lessening the chance of 'lifting' the rear inner wheel when cornering hard. Please Note: When carrying out any suspension modifications, it is vital to ensure that all other components are in good working order to handle the increased cornering speeds and, to maximize the benefit of any modification.

### Front Suspension Bushes

Handling improvements can be obtained from the better location of the wishbone arms, and other areas of the suspension that are fitted with standard (soft type) bushes as originally fitted. These can be replaced by using a harder grade of rubber, polyurethane, or for competition, nylatron. Nylatron bushes are not recommended for road use unless you are willing to accept an increase road noise and a harsher ride, they must also be fitted carefully to ensure the correct working clearance is obtained - and they must be inspected on a regular basis. Please contact your local Moss branch for fitting details.

Nylatron has been used on competition cars for many years, it is hard and unforgiving, whereas the modern polyurethane bush has a softer edge and is more easily installed. Road cars can benefit greatly from polyurethane bushes without the harsh ride associated with nylatron. Nylatron's strength does mean that we are able to offer the top trunion bush with an offset drilled centre hole, this allows the suspension camber to be adjusted. The fitting of nylatron bushes is best left to someone with engineering experience.

### IMPORTANT Descriptions & Dimensions

As we have no control over installations/modifications (whether previous or current), it is the sole responsibility of the user to ensure safe and correct fitment, tolerances and clearances. Manufacturers/suppliers descriptions and dimensions are given in good faith at the time of publication. Errors and Omissions Excepted.

### Uprated Front Lever Shock Absorbers

One of the most popular modifications to the Sprite and Midget range has been the fitting of uprated shock absorbers, especially to the front where they have great effect controlling the road undulations. It is essential for good roadholding that the shock absorbers are in good condition, you might note that they are also the top wishbone, so wear here can really upset your handling. We offer a choice of new units with a competition valve, reconditioned exchange units or, we can supply a new competition valve to uprate your own units.

The recon' units are a budget solution and due to the age of the components will be unlikely to last as long as new ones. We also stock shock absorber fluids for those who wish to tinker with damping rates. Please note that an exchange shock absorber will be subject to a surcharge, which will be refunded when the old unit is returned to us. Note: Units sold individually, but should only be fitted in axle pairs.

### Front Road Springs

The Sprite and Midget range will benefit from an increase in front spring rate and, from lowering. The Frogeye Sprite is a little lighter at the front and will sit slightly higher on the springs listed below than the other models.

We can supply an uprated spring for fast road use at approximately standard ride height, an uprated rally

spring with an increase in ride height by 24mm and, a uprated road/competition spring with a reduction in ride height of 20mm. These measurements are based on the same car weight and can vary from car to car, especially on competition vehicles. The ride height can be adjusted up in increments of 5mm using 3mm spacer rings, or lowered using the lowering spacer set which can lower the car 12mm.

### Rear Leaf Spring

#### 1/4 Elliptic, Sprite I, II & Midget I

These models are fitted with 1/4 elliptic rear springs - quite unlike the semi-elliptic units on the later disc brake cars. We supply heavy duty replacement springs as the original factory units are no longer available.

#### Semi-Elliptic, Sprite III & Midget II

These models were fitted with the semi-elliptic full length rear spring suspension, we can offer 1" lowered springs to reduce the tendency for the car to oversteer and to help level the car when lowered front springs have been fitted. For the competition enthusiast we can supply a lowered and reversed rear spring dropping the car 2" although these cars are usually lighter than standard, reducing this effect. All new rear springs are supplied with a new standard front eye bush.



A much tighter feel for the handling can be achieved by replacing the standard suspension bushes with either polyurethane or nylatron. Nylatron has been used on competition cars for many years, it is hard and unforgiving, whereas the modern polyurethane bush has a softer edge and is more easily installed.

Road cars can benefit greatly from polyurethane bushes without the harsh ride associated with nylatron. The fitting of nylatron bushes is best left to someone with engineering experience.

### An Introduction To Anti-Tramp Bars

The use of anti tramp bars is highly recommended for cars which have more than standard power available. They are fitted between the rear spring front eye bushes and the centre spring mountings on the axle by special brackets which are supplied as part of the conversion. When power is applied suddenly, usually from a standing start, the rear leaf springs tend to wind up into an 'S' shape, and then revert to normal in a series of hops, referred to as tramping. Anti tramp bars restrict flexing of the front half of the leaf spring when under extreme loadings, by allowing only vertical movement of the axle; thus deprived of its natural twisting motion the axle can no longer tramp.



### Uprated Half Shafts And Quaife Limited Slip Differential

The weak spot on the back axle is the half shaft, we can supply uprated EN40B nitrided steel half shafts, so broken shafts should be a thing of the past. There is a tendency for the inside rear wheel to spin during hard cornering or when pulling away from a greasy junction, so we supply the Quaife limited slip torque-sensing differential to control this. The smooth action of this unit spreads the torque between the rear wheels; optimising traction at all times. The unit fits in place of the standard differential cage and gears, the crown wheel bolts to it, then the unit must be very correctly assembled into the housing, this job is best left to a professional.

### Crankshaft Oil Seal Conversion Kit

All Modern engines use lip type crankshaft oil seals and generally have little trouble emanating from this area. Older engines often used scroll or oil thrower type seals which seem to be both difficult to fit and unpredictable in life span. There is now a range of lip seal conversions for these older engines, which are quite easy to fit and have reasonably long lives. If they ever fail in the future they are cheap and easy to replace. Fitting varies according to the engine type so instructions for each are included. All conversion kits require the scroll to be ground off the original crankshaft to a precise spigot size and there are no other special requirements. These really are one of those fit and forget conversions.



### Flywheel & Clutch

The same flywheel was used for all 948cc models up to the arrival of the 1098cc engine, it changed again when the 1098cc engine went to 2" main bearings. The flywheels cannot be interchanged. The flywheel can be lightened easily by 3lbs or more, this work is best left to an experienced engineer. The four bolt flywheel can escape on high revving engines, so it is a good idea to have 2 dowels fitted, this will aid location too. With the original smooth case gearbox the 948cc engine coil spring clutch cover can easily be replaced with a diaphragm cover to give greater clamping pressure and improved reliability. For harder use the larger 1275cc clutch cover can be fitted to the flywheel if the lugs are ground back to clear the bell housing and the flywheel holes re-pitched for the cover. It will still be necessary to grind some material off the inside of the bell housing to clear the cover; this is best done with a trial fitting.

The front cover and fork from the ribbed box must be fitted to the early box as the clutch operating fork has a different pivot point. It is not a direct swap but will fit with a little light engineering, the 1275cc release bearing can then be used. If the ribbed case gearbox has been used you can use either of the above clutches and their operating mechanisms. We do not have any alternative clutch applications for the 1098cc engine although your best bet would be to utilise and modify components from the 1275cc clutch.

We have listed the three release bearings to help you select the correct one if fitting an unusual clutch combination. It would be worth checking the geometry of the installation to ensure smooth clutch action, it is not uncommon for the operating arm to need tweaking a little to achieve concentricity. You should note that the 1275cc slave cylinder has a 1" bore diameter, not the earlier  $\frac{7}{8}$ ", a different hydraulic connection and a 69mm push rod length.



### Gearbox Upgrades

Gears for the 948cc smooth case gearbox are no longer available, the alternative is to machine the 948cc casing to utilise the internals from the 1098cc Morris Minor 1000 gearbox, this gives improved synchromesh on 2nd, 3rd and top gears. The individual internal components from the Morris Minor are not interchangeable with the Spridget parts. The gears for the 1098cc Spridget ribbed gearbox are also no longer available and it is common to replace the gearbox with the later 1275cc ribbed gearbox.

This will at least allow you to use the SCCR (straight cut/close ratio) gears for racing. Careful assembly and maintenance will keep this reliable. The SCCR set does not include 1st or reverse gear, as it works with the originals, we would recommend fitting a new 1st gear ring and reverse gear along with the set. It will require that you have a 1275cc box to work with, the components that you will require for this will be in our 1275/1500 Midget catalogue.

### Performance Camshafts

All the Kent camshaft applications/part numbers below with the suffix 'P' are for the original pin drive oil pump/camshaft as used on 948cc and 1098cc models. If you have changed your camshaft and oil pump to either star drive or metro slot, use the suffix 'S' or 'M' on the part number. All Piper cams with the suffix 'E' are star drive unless otherwise stated.

To assist in selecting a suitable camshaft we have prepared a table showing their various characteristics, these will change from engine to engine and with other modifications such as carburettor or valve size. A scatter profile is where the cam timing on No.2 and 3 engine cylinders has been altered slightly to combat the poor scavenging of the siamese port design. This will benefit both the tickover and high end performance. The effect of a larger engine is to lower the camshaft's power range slightly, the power range below is applicable to 948cc engines. 1098cc engines will tend to use one range 'hotter' than below for the same effect.

Care must be taken to ensure that installation is carried out correctly and that components all work together or you will not get the expected power output or reliability. It is essential that the new cam is fitted with new followers as they mate with the lobe that they run on and should never be used on another lobe.

Lightened and tufrided followers wear more slowly and put less load on high lift cam lobes; they are also manufactured with a drainage hole. Another essential is the special lubricant that must be used with all new cams, it provides vital lubrication during initial starting and protects your cam from extreme wear in its first minute of use. (S/T = Special Tuning). Don't forget the cam timing degree disc, TT2929, you will need this to set your cam timing, or, camshaft assembly lubricant.

### Camshafts Drives

The correct cam timing is very important when fitting a high performance cam. There are several ways to ensure that the timing is as it should be. Offset keys allow adjustment of the standard cam gear and come either singly to size or in a set of three assorted sizes.

It would be preferable to convert to duplex gears rather than the standard single row as the duplex chain is less prone to stretching. The cam timing can also be easily adjusted using a duplex conversion with vernier cam gear, the outer gear ring is attached to the inner boss through slots with screws.

The timing can easily be adjusted and the screws then tightened up to lock the gear in position, we would recommend working around these again individually, applying a thread locking compound.

Duplex just means it features a double row timing chain which is much stronger and therefore more reliable than the single row chain system fitted as standard. Kit includes a timing disc which allows precise fitment of camshaft. Also available is a set of improved cam followers.



### Modified Cylinder Heads

The A series engine responds well to improvements to the cylinder head, both in porting and gas flow. It is possible to interchange heads from other models but check carefully the combustion chamber capacity for the compression ratio and the clearance between the fully open valves and the block. The best head to use is the 12G940 casting with an 11 stud configuration, this is from the 1275cc Mini Cooper S. Engine reliability will benefit from fitting the extra two studs although the block will need drilling and tapping to suit.

The head gasket will need changing too for the extra studs, the traditional competition gasket needs soaking in water before use or we can highly recommend the Metro Turbo head gasket for all applications. When swapping components between models care should be taken to ensure compatibility. Fuel is predominantly lead free now and although you can use octane boosting additives all our heads are modified for lead free fuel. We would suggest that you keep compressions down to 9.5:1 for road use.

We supply Stage 2 and Stage 3 heads for road use. They both have fully worked ports, reshaped chambers, new guides and uprated valve springs. Valves are reprofiled on both heads, but Stage 3 units have larger inlet valves. The shortage of original heads will require that the work is carried out on your own unit. We will also need to know details of your engine cyl bore size and piston type, to enable us to arrive at the correct compression ratio when working on your own unit.

We can supply a new alloy replacement head, this is based on 1275cc spec' and comes bare, or with 33.3mm inlet valves and 29.4mm exhaust valves, the chamber is 23cc and the head has a thick deck to allow room for skimming. Heads can be modified to a higher specification, please contact your local Moss branch for full details.



### Gas Flowed Cylinder Heads

Note: For original standard and uprated valves/valve springs/guides and technical notes please see pages 18-19 (cylinder head) in the Restoration section. The A Series cylinder head, having siamese ports, produces a poor breathing engine; this can be improved by gas flowing the cylinder head. To achieve further improvements larger gas flowed valves are also installed.

All of the heads listed are only available on exchange for an old serviceable unit. For more information please contact your nearest Moss branch.



#### Stage 2 Heads

Modifications include more detailed gas flowing of the ports and chambers, standard size reshaped valves, re-cut valve seats, new guides and double valve springs.

#### Stage 3 Heads

These heads are for tuned engines requiring flow capability to match the relevant camshaft and carburettor modifications. Recommended for all fast road engines, the inlet valve size is increased along with the ports and chambers to produce the special flow profile. All heads are supplied with new valves, road uprated valve springs and new valve guides.

#### Stage 4 Heads

This stage offers the ultimate in flow capacity for road/competition use where the full potential of the modifications can be realised. The specification is as per stage 3, plus larger exhaust valves and further extensive shaping of the ports and chambers. The compression ratio will depend on the customer's use of the engine; for road use up to 9.75:1 is recommended, for fast road and sprint use up to 10.5:1, whilst for racing up to 11.5:1 may be required. The preferred ratio should be specified at the time of ordering so that the correct compatibility with the engine build can be ensured.



### Uprated Rocker Gear, Cam Followers And Timing Degree Disc

All cars can benefit from a replacement tufrided rocker shaft, they will resist wear and breakage especially when using high revs. The friction and the rocker side loads normally associated with the standard rocker gear can be reduced and the location made more positive, by fitting the three piece steel spacer set instead of the standard shaft springs.

Higher ratio rocker assemblies in steel are available taking the ratio from 1.245:1 to 1.5:1 and also the alloy roller tipped versions. The roller rocker version increases the ratio to 1.5:1 and is also available at 1.3 and 1.7 to special order. The roller tips reduce the side loads on the valve stems and associated wear. The higher ratio is ideal for increasing the valve lift and improving the torque and is best combined with a suitable camshaft as listed in our camshaft table.

### Uprated Valves, Springs And Pushrods

You will probably find yourself working on a 1275cc head to fit to your early engine; we have listed

some components that will interest you for use with the 1275cc head. As we mentioned before, care must be taken when interchanging components, the 1275cc push rod is approximately 9mm longer than the earlier versions and the valves are 3mm longer with different collets and caps.

We can supply carbon fibre push rods for race applications but, extreme care must be taken when installing them. Please call your local Moss branch for details. Uprated valve springs will work well with all road camshafts with standard ratio rockers and are good to around 7000rpm.

Competition valve springs are good with either high ratio rocker gear or race camshafts and, depending on specification, are good to 8000rpm. They must be used with our alloy caps and be shimmed to the correct fitted height. Alloy caps and 1275cc type valves and collets can be used with either set of springs, their light-weight will help minimise wear on the valve gear and cam.

The selection of valve size will depend upon the torque or high revs required, this must be considered along with the camshaft and rocker gear selected. In general, larger valves are not required unless high revs are needed. Larger inlet valves with suitable port mods can improve mid-range and upwards, power output by up to 8bhp.

All these valves improve the flow to increase performance and are made in 214N stainless steel for high strength and reliability. Bronze valve guides will help reduce wear and will resist sticking on high performance engines.

### Performance Information

This section will give you further information on tuning theories and rules for the Sprite & Midget.

#### Suspension Characteristics

Modifications to the suspension are aimed at improving handling and road holding. The primary way of changing these characteristics is to alter the car's tendency to over steer or under steer. The latter two terms are defined thus:

#### Under Steer

The car still tends towards the straight ahead, even after the front wheels have been turned into a bend.

#### Over Steer

When the car is steered into a bend, the rear end of the car will increase the turn in angle by tending towards the outside of the bend. There are many reasons for these two situations and hopefully as many ways of changing them. The aim, certainly on a road car, is to produce a 'neutral' chassis, which is easy to drive quickly and safely.

#### Front Coil Springs

One car can vary considerably from the next; it may be found that on some cars the road springs do not reduce the height, because the originals have sagged to a lower ride height through old age or damage. For this reason, quoting '1" lowered' springs has no real meaning unless the original factory specified ride height of the car is known.



The relationship between the new springs fitted length and the resulting ride height is a ratio of approximately 5:8; i.e. if the springs fitted length is 5 units shorter, the reduction in ride height will be 8 units, the amount increasing because the lower wishbones do not sit horizontally on the car.



### Nylatron Bushes

Nylatron, a compound of nylon and molybdenum disulphide, is an extra tough material designed for high load conditions with low rotational movement. Its main advantage is that, due to the molybdenum disulphide, it requires very little lubrication. The use of a copper based grease on the pivot pin inside the bush is all that is usually required.

### What Problems Might Nylatron Cause?

As it is a great deal harder than standard rubber bushes, road noise and any harsh surface vibrations will be transmitted more readily into the car. A nylatron bush will alter the way a joint works; a rubber bush, gripping both the pivot within it and the sleeve around it, will allow its outer surface to twist over itself. The nylatron equivalent, having no obvious elasticity must be given clearance between itself and the pivot to allow free rotation.

The amount of clearance has to be judged while fitting the component; it must not be excessive, or the benefits of the bush will be lost. As an example, nylatron rear spring shackle bushes should allow an otherwise unattached spring to swing easily under its own weight. In an instance when a pivot nut would normally be nipped up to hold a rubber bush tightly, but now gently secures a nylatron item instead, it is suggested that an extra lock nut may be required.

As the bushes are primarily designed for competition use, they may require slightly modifying to suit the customer's own pivot pin or bolt. The bushes supplied by Moss Special Tuning are injection

moulded for consistent quality; this therefore means that 'adapt to fit' operations should be kept to a minimum, but may still be occasionally needed to obtain the best results. Nylatron bushes should be checked over regularly and re-tensioned or replaced as necessary.

### Wheels And Tyres

Even different makes of tyre, let alone different widths or profiles (aspect ratios), tend to affect road holding of the car much more than most owners realise; just by changing to another brand the handling of the car can be transformed.

### 13" Diameter

The standard car used 4" rims; for fast road use 5" is ideal, though wheels as large as 6" wide can be fitted, having carried out minor body modifications. When used purely for racing, the choice of width falls much more to the regulations of the class competed in.

### Brakes

Remember, some, but not all brake pads and linings may still be made from asbestos; for personal safety do not use a brush or air line to remove brake dust, but instead use a vacuum cleaner or a damp cloth together with a can of brake cleaner. Make sure the dust or cloths are disposed of properly.

### Brake Discs

Discs need bedding-in on low speed gentle braking for about 10 miles; gradually raise the speeds, but maintain the gentle braking application. Then make 2 to 3 heavy braking applications, which should complete the bedding in.

### Engine

Here we shown some formulae which are useful when modifying an engine:

Swept Volume	=	$\pi r^2 h = 3.142 \times (\frac{1}{2} \text{ bore diameter})^2 \times \text{stroke}$
Cubic Capacity	=	swept volume x no. of cylinders
Compression Ratio	=	$\frac{\text{swept volume} + \text{chamber volume}}{\text{chamber volume}}$

Where chamber volume includes gasket, piston (if dished) and amount of deck height as well. All dimensions should be in centimetres.

### Is Your Engine Standard?

Before you start installing modified engine parts please take a few moments and check to see if your engine unit is standard. It may be that the cylinder head has been skimmed and/or the cylinder block has been bored-out.

### Cylinder Block

Cylinder block modifications nearly all take the form of normal engineering practices, the only exception being the work required to fit a longer throw crankshaft. Steel strengthening straps for the main bearings can be very worthwhile in an engine rebuild if it is envisaged that the unit will be used to the limit. It is suggested that all main studs and bolt threads should be bottom tapped; for the head studs, the top threads should be slightly countersunk to ensure that the head is secured flat to the block and all loads are spread through the block.

If an increase in the engine's capacity is sought, ensure that all of the new components are compatible with each other and specifically designed for the new capacity; this is especially important when matching the cylinder head and pistons.



### Carbon Fibre Push Rods

When installing these push rods, it is of the utmost importance to ensure that the rods do not rub or touch the side of the cylinder head or block during the engine's rotation. Due to the production variations in the block castings, it is recommended that all the push rod apertures are elongated by at least one millimetre at right angles to the rocker shaft.

Then, with the camshaft and rocker gear in position, ensure that full clearance has been obtained. It is advised that all the push rods are painted up to the end caps in a light colour, then installed dry with zero tappet clearances. Rotate the engine by hand a number of times, without the spark plugs fitted, then check the push rods individually for abrasions in the paint. If any are marked, ensure that the offending block material is removed, then recheck.

Having cleaned the paint from the rods, they are then ready for final assembly. It is possible to go through the process described above and only open up those apertures that need modifying, but it is safer to assume that all holes will need to be opened out. Also remember if a camshaft profile is subsequently changed or high lift rockers are installed, the clearance checking will have to be repeated.

### 1098cc Cylinder Head

The compression ratio is best kept to 9.5:1 for fast road use; a slightly lower ratio may be necessary if 99 octane fuel is not available. If using larger exhaust valves, it is recommended that the exhaust guides are slightly offset to reduce the heat in the hot spot area between the valve seats. For road use, larger inlet valves will give better performance and a wider power range than that of the stage 2 head with standard valves. Bronze alloy valve guides are always recommended for improved reliability.

Valve spring rates depend on the camshaft and rocker ratio being used; for a road car using up to 1.5:1 ratio rockers, uprated springs are normally more than adequate. Competition springs are only required if higher lifts are used. If the copper AHT188 head gasket is used, remember that it should be soaked in water before fitting. The joint surfaces of both head and block must be checked for distortion and finely surface ground if necessary, using engineer's marking blue for final checking.

The tops of the cylinder head stud threaded holes in the block may be slightly countersunk, helping the head to pull down around the studs more effectively. Improved flanged head nuts (53K1193B) help further by guaranteeing the clamping pressure on the head. Finally, competition head studs may be fitted if an increase in the torque setting is required; these studs may be tightened to 55lbs ft.

### Camshafts

There are three types of oil pump drive and subsequently three oil pumps for the A Series engines:

Pin.	Using a small slot in the rear of the cam; fitted originally to 948/1098cc engines.
Star.	Fitted in all 1275cc Sprite and Midget engines as standard.
Metro.	Using a slot drive cam; never originally fitted to Sprites or Midgets.

The standard oil pump is perfectly suitable, although for late 1098 models the late Metro Turbo unit (CAM6614) has a substantially increased capacity and can be fitted if the camshaft is changed at the same time.

The range of profiles available for this engine is seemingly infinite and comes from many suppliers around the world. Moss has chosen several, which have proved to be competitive in terms of both performance and reliability, with profile working ranges producing a driveable car in road use, which is where most uprated engines will operate. For full race applications, special profiles are made on blank camshafts which offer much better power and range than re-profiled units.

### Rocker Gear

The easy way of increasing performance on the 1098cc engine, once the head has been flowed, is to use high lift rocker gear which may be fitted easily as a bolt-on component. There are two versions, both at a ratio of 1.5:1, either with or without needle roller bearings, the former being recommended more for competition purposes. High lift rockers maintain the opening and closing details of the camshaft profile, but will open the valve further to improve breathing; this is especially effective when used with a flowed head and improved carburation.

Solid spacers ensure accurate alignment of the rocker arms and valves, while strengthened rocker pedestals are essential if a standard rocker shaft is used with stronger valve springs.

### Timing Chain

The standard chain may either be single or duplex; whenever a performance camshaft is fitted, a duplex chain must be used, preferably with a vernier adjustable cam gear, which makes correct and accurate installation of a performance camshaft much easier.

The camshaft timing belt conversion kit will make the engine much quieter as well as reducing the power loss suffered when using a duplex chain. A timing belt must be checked religiously every 10,000 miles and replaced at 20,000 miles.

### And Finally...

As well as lightened flywheels and other products, we also offer a full balancing service for crankshafts, con rods and flywheels, and tufriding for crankshafts. Please contact your nearest branch for details.



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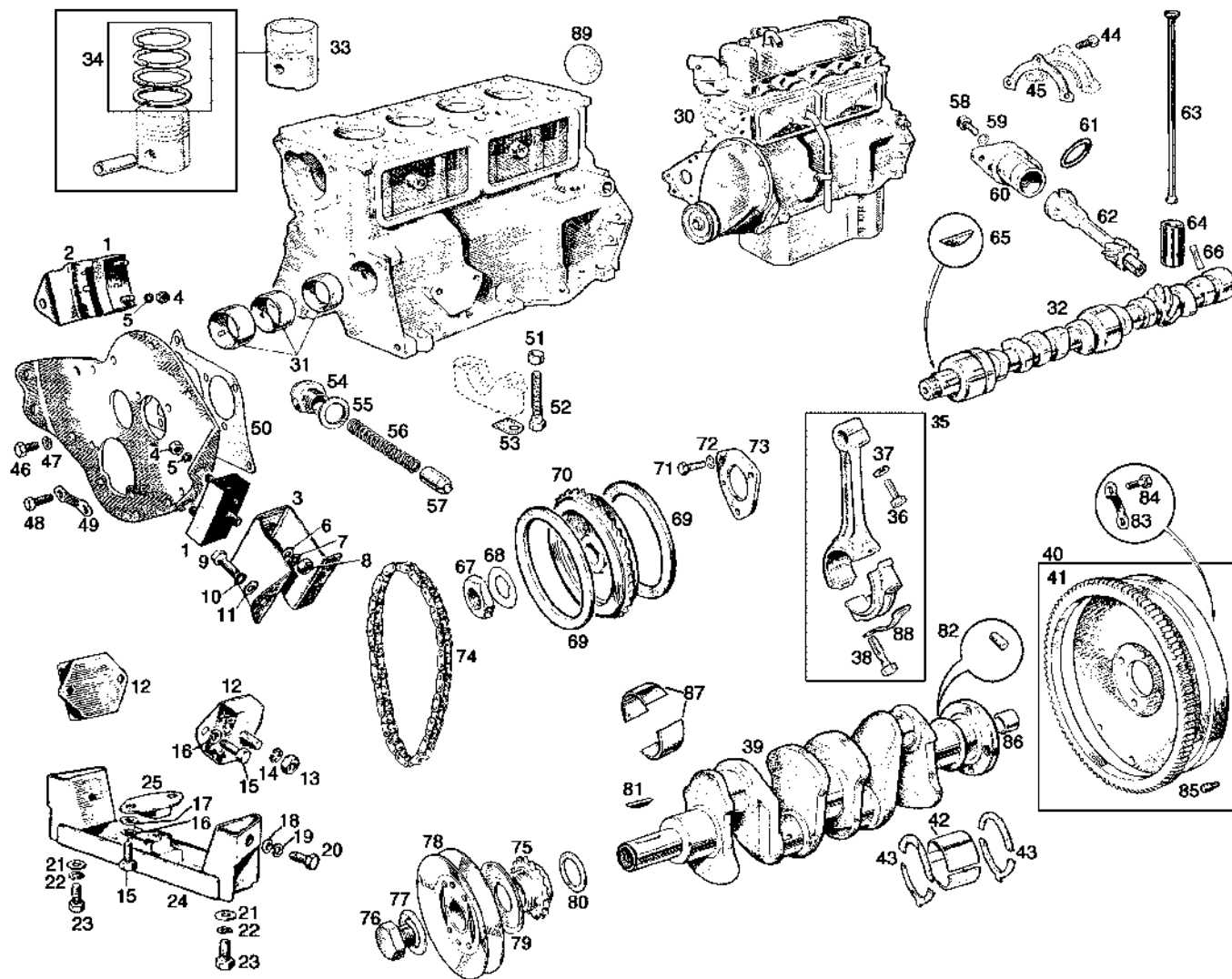
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**Engine & Gearbox Mountings**

**Engine Mountings**

ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA5484Z	£5.00	ENGINE MOUNTING	2	
2	CHA218	NCA	BRACKET, engine mounting, RH	1	
3	CHA219	NCA	BRACKET, engine mounting, LH	1	
4	GHF201	£0.17	NUT, (5/16")	4	
5	GHF332	£0.40	WASHER, spring, (5/16")	4	
6	GHF302	£1.00	WASHER, flat, (3/8")	2	
7	GHF333	£0.30	WASHER, spring, (3/8")	2	
8	GHF202	£0.22	NUT, (3/8")	2	
9	GHF120	£0.30	SCREW, (5/16")	6	
10	GHF332	£0.40	WASHER, spring, (5/16")	6	
11	GHF301	£0.24	WASHER, flat, (5/16")	6	

**Gearbox Mountings**

12	AHA9307	£4.15	GEARBOX MOUNTING	2	
13	GHF202	£0.22	NUT, (3/8")	2	
14	GHF333	£0.30	WASHER, spring, (3/8")	2	
15	SH505061	£0.64	SCREW, (coarse thread), (5/16")	6	
16	GHF332	£0.40	WASHER, spring, (5/16")	6	
17	GHF301	£0.24	WASHER, flat, (5/16")	2	
18	PWZ205	£0.30	WASHER, flat, (5/16")	2	gearbox tunnel to
19	GHF332	£0.40	WASHER, spring, (5/16")	2	crossmember
20	GHF120	£0.30	SCREW, (5/16")	2	
21	GHF302	£1.00	WASHER, flat, (3/8")	2	
22	GHF333	£0.30	WASHER, spring, (3/8")	2	floor to crossmember
23	BH606261	£1.48	BOLT, (3/8")	2	
24	2A5552	NCA	CROSSMEMBER, (gearbox)	1	
25	2A5420	£4.30	MOUNTING, (gearbox steady)	1	

**Reconditioned Exchange Engines**

All our 'lead free' full engines are rebuilt by a major engine re-conditioner.

Due to the scarcity of suitable/reconditionable engine units for some 948 & 1098 models, we offer a full reconditioning service for your own unit. This is particularly useful if you wish to retain originality. For some 1098 models we can supply reconditioned engines from stock on a exchange basis.

For all models we advise you to verify the exact type of engine fitted by checking engine number to chassis number.

Old units returned under the exchange scheme should be drained of oil and be externally clean with no irreparable damage (like a hole in the block). If you are unsure please call to determine exactly what should be returned as an old unit. For example, you will have to remove the water pump, inlet & exhaust manifolds, distributor, starter motor, sparking plugs, oil filter, flywheel, rear engine mounting plate, front crankshaft pulley, (harmonic damper where fitted), thermostat and housing from your old engine.

Moss Reconditioned Engine Assemblies include a fully built 'lead free' cylinder head, re-bored engine block, pistons, connecting rods, re-ground crankshaft and camshaft, new bearings, front engine plate, timing chain and gears, rocker cover, timing cover, cam followers, rear seal housing, oil pump, sump, and gaskets. They do not include the oil filter, oil filter housing, back plate, engine or alternator mounting brackets, dipstick, front pulley or flywheel.

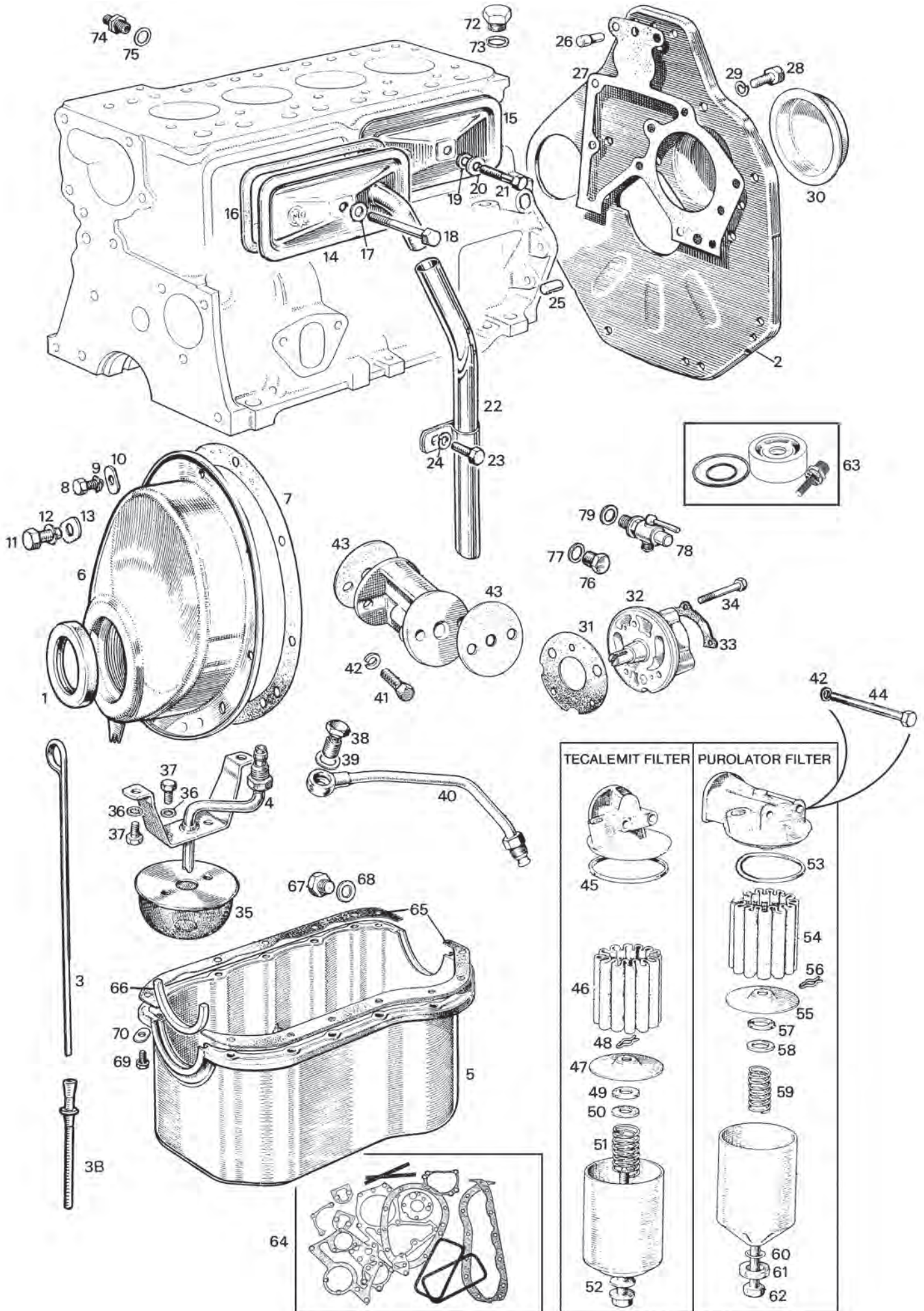
'Old Exchange Engine Units' MUST be returned in a 'Re-conditionable' state which means, Complete, Assembled, Clean and Fully Drained of Oil & Water. All Slave components MUST BE correctly attached. A Deposit/Surcharge is applied when an exchange reconditioned engine unit is sold. This is refundable once the 'Old Unit' has been returned, stripped and inspected by us.

If the worn unit fails to comply with the conditions, or, if the components are damaged, unrepairable or missing due to reasons other than 'Fair Wear & Tear', a charge may be deducted from the deposit.

Note: When fitting the rings to the 5 ring 1098cc pistons, take care when fitting the bottom (1 piece) oil control ring. You will notice that there is a square peg in the bottom locating channel, and it is important that this peg is lined up with the gap in the oil ring. If the ring is not positioned correctly it will break when compressing the rings prior to fitment.









Cylinder Head & Gasket Sets

Note: Please see the Accessories section for full details of cylinder heads and gasket sets.

948cc Models

Part Number Price £ea. Description Req. Details

9C Engines Only, (Early)

1	8G612	£7.80	FILLER CAP, (metal)	1
2	2A608	£3.60	GUIDE, inlet & exhaust valve	8
3	2A877	£10.10	INLET VALVE (27.8mm)	4
4	2A639	NCA	SEAT INSERT, inlet valve, (standard)	4
	AEAT62	NCA	SEAT INSERT, inlet valve, oversize	4 (1.58mm)
5	12A1455LFE	£384.00	CYLINDER HEAD, unleaded (Reconditioned/exchange with valves & springs).	1
6	AEA306	£24.90	HOUSING, thermostat	1
7	53K530	£1.43	STUD, (5/16"), thermostat housing	3

9CG Engines Only, (Late)

2	12A186	£2.20	GUIDE, inlet & exhaust valve	8
3	AEA574	£6.30	INLET VALVE, (29.4mm)	4
4	2A639	NCA	SEAT INSERT, inlet valve, (standard)	4
	AEAT62	NCA	SEAT INSERT, inlet valve, oversize	4 (1.58mm)
5	28G193LF	£357.00	CYLINDER HEAD, unleaded (Reconditioned/exchange with valves & springs).	1
6	AEA306	£24.90	HOUSING, thermostat	1
7	53K530	£1.43	STUD, (5/16"), thermostat housing	3
8	AEA401	£1.90	VALVE SPRING, inner	8
	AEA401K	£19.50	VALVE SPRING SET	1 includes 8 inner springs
9	AEA403	£1.96	COLLAR, valve spring, lower	8
10	ADP210	£6.60	PLUG, blanking	1
11	1B3664	£0.50	WASHER, blanking	1

1098cc Models

10CG Engines Only, (Early)

2	12A186	£2.20	GUIDE, inlet & exhaust valve	8
3	AEA574	£6.30	INLET VALVE, (29.4mm)	4
4	159904	£6.00	SEAT INSERT, inlet valve, (standard)	4 to eng no. 10CGDAH 14877
5	28G191LF	£416.20	CYLINDER HEAD, unleaded (Reconditioned/exchange with valves & springs).	1

10CG Engines (Late) & 10CC Engines

3	12G296	£4.70	INLET VALVE, (31mm)	4
4	12G721	NCA	SEAT INSERT, inlet valve, (standard)	4 from engine
5	28G222LF	£416.20	CYLINDER HEAD, unleaded (Reconditioned/exchange with valves & springs).	1 no. 10CGDAH 14878

All 10CG & 10CC Engines

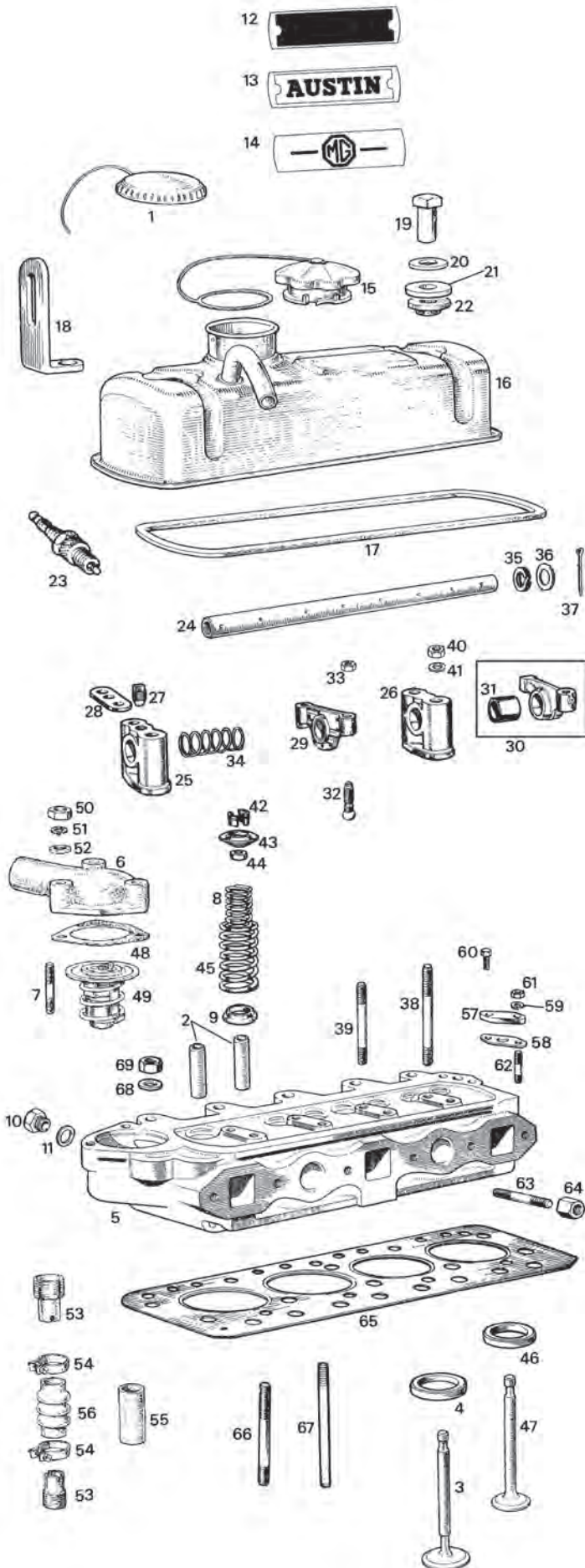
2	12A186	£2.20	GUIDE, inlet & exhaust valve	8
6	12G243	£19.30	HOUSING, thermostat	1
7	CHS2515	£1.43	STUD, thermostat housing, (5/16")	3
8	AEA401	£1.90	VALVE SPRING, inner	8
	AEA401K	£19.50	VALVE SPRING SET	1 includes 8 inner springs
9	AEA403	£1.96	COLLAR, valve spring, lower	8
10	ADP210	£6.60	PLUG, blanking	1
11	1B3664	£0.50	WASHER, blanking	1

All 948cc & 1098cc Models

6	AEA306	£24.90	HOUSING, thermostat	1	948cc engines
	12G243	£19.30	HOUSING, thermostat	1	1098cc engines
48	GTG101	£0.41	GASKET, thermostat housing, cork	1	standard material
	GTG101X	£1.60	GASKET, thermostat housing, Klingersil	1	uprated material
49	GTS102	£5.00	THERMOSTAT, 74°C, hot climates	1	
	GTS104	£5.40	THERMOSTAT, 82°C, standard	1	
	GTS106	£6.20	THERMOSTAT, 88°C, cold climates	1	
12	CRCP350	£3.50	PLATE, 'patent', (metal)	1	
	CRST137	£1.90	PLATE, 'patent', (self adhesive)	1	
13	CRCP348	£5.20	PLATE, 'Austin', (metal)	1	
	CRST136	£2.26	PLATE, 'Austin', (self adhesive)	1	
14	CRCP349	£3.60	PLATE, 'MG', (metal)	1	
	CRST134	£1.52	PLATE, 'MG', (self adhesive)	1	
15	12A402	£5.10	CAP, oil filler, plastic	1	for standard rocker cover
	8G612CP	£8.70	CAP, oil filler, chrome	1	for replacement alloy
	8G612	£7.80	CAP, oil filler, steel, (matt finish)	1	rocker covers
16	12A501	NCA	ROCKER COVER, (standard)	1	
	WPA9007X	£48.00	ROCKER COVER KIT*, alloy, ribbed	1	kits inc. cover, cap, gasket

\*Note: Please see the Accessories section for full details.

17	GUG705009VC	£1.80	GASKET, rocker cover	1	
	296-006	£14.60	GASKET, rocker cover, silicone	1	standard cover
	296-007	£17.20	GASKET, rocker cover, silicone	1	alloy cover



18	12A1968	£5.90	BRACKET, engine lift	2	remove after use
19	2A150	£1.48	NUT/STUD, rocker cover retaining	2	
	2A150CP	£3.40	NUT/STUD, rocker cover retaining, chrome	2	
20	1B2925	£1.31	SPACER	2	
	CAM6921	£1.80	SPACER, chrome	2	
21	1A2156	£1.10	CUP WASHER	2	
	12G679	£1.21	CUP WASHER, chrome	2	
22	12A1358	£0.70	SEAL, rubber	2	
23	N9YCC	£5.60	SPARK PLUG, (N9Y)	4	champion N5 originally fitted

Note: Original rocker shafts were located by the front pedestal. This front pedestal also acts as an oil feed pipe to the rockers. Modified rocker shafts are located by the second pedestal, this means the front pedestal is moved to the second pedestal position, the original second pedestal is discarded, and a new front pedestal with only an oil way is fitted (121926).

24	12A1950	£13.50	ROCKER SHAFT	1	with modified screw location
	12A1950Z	NCA	ROCKER SHAFT, aftermarket	1	
	12A1950K	£145.20	ROCKER ASSEMBLY, recon/exchange	1	
25	12G1927	NCA	PEDESTAL, rocker shaft	3	
26	12G1926	NCA	PEDESTAL, rocker shaft, with oil-way	1	
27	2A258	£1.30	SCREW, pedestal locating	1	
28	2A515	NCA	LOCK PLATE	1	

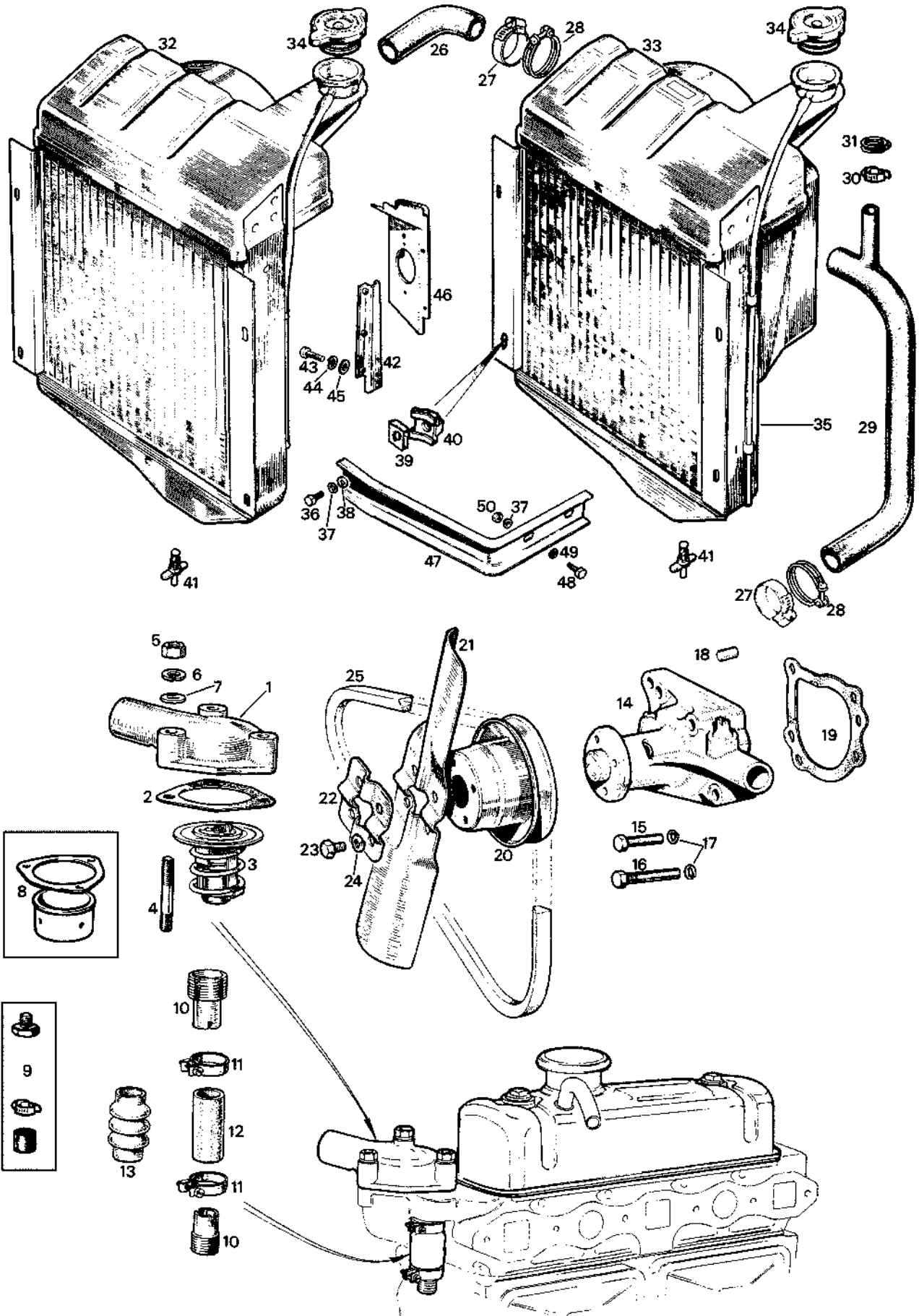
Note: Original rockers are no longer available, they were either cast (2A553), or pressed steel (2A964). They can be replaced by using a sintered steel rocker (CAM289), or a forged rocker (12G1221). It is advisable to replace them in sets due to the difference in weight compared with the original rocker.

29	2A964	NCA	ROCKER ARM, pressed steel	8	not available,
30	2A533	NCA	ROCKER ARM, cast	8	see above note
31	2A21	£2.40	BUSH, rocker arm	8	for 2A533
32	12A1215	£5.70	SCREW, adjusting	8	cast rockers only
33	6K654	£1.54	LOCK NUT	8	
29	CAM289	£11.20	ROCKER ARM, sintered steel	8	bush not required
32	12H3376	£1.50	SCREW, adjusting	8	for sintered rocker
33	51K1178	£0.47	LOCK NUT	8	CAM289 only
30	12G1221	£13.20	ROCKER ARM, forged steel	8	Ideal for tuned engines
			(Must be reamed to suit rocker shaft).		
31	2A21	£2.40	BUSH, rocker arm	8	
32	12H3376	£1.50	SCREW, adjusting	8	for forged rocker 12G1221
33	51K1178	£0.47	LOCK NUT	8	
34	6K556	£2.10	SPRING, spacer	3	
	AEG392	NCA	SPACER, solid	3	replaces 6K556 on tuned engines
35	2A18	£2.00	WASHER, spring	2	
36	6K555	£1.30	WASHER, flat	2	
37	GHF502	£0.22	SPLIT PIN	2	
38	51K885	£2.40	STUD, long, (rocker shaft), (5/16")	2	
39	51K1473	£1.80	STUD, short, (rocker shaft), (5/16")	2	
40	GHF201	£0.17	NUT, (5/16")	4	
41	GHF332	£0.40	WASHER, spring, (5/16")	4	
42	2A11	NCA	COLLET, valve	16	
43	88G616	£3.00	COLLAR, upper, valve spring	8	
44	2A879	£0.55	SEAL, valve stem	8	
45	AEA311	£2.05	VALVE SPRING, outer	8	
	AEA311K	NCA	VALVE SPRING SET	1	includes 8 outer springs
46	AEA763	£17.70	SEAT INSERT, exhaust valve	4	(oversize 1.5mm) lead free
47	AEA434	£6.00	EXHAUST VALVE (25.4mm)	4	lead free
48	GTG101	£0.41	GASKET, thermostat housing, cork	1	standard material
	GTG101X	£1.60	GASKET, thermostat housing, Klengersil	1	uprated material
49	GTS102	£5.00	THERMOSTAT, 74°C, (hot climate)	1	
	GTS104	£5.40	THERMOSTAT, 82°C, (standard)	1	
	GTS106	£6.20	THERMOSTAT, 88°C, (cold climate)	1	
50	GHF201	£0.17	NUT, (5/16")	3	
51	GHF332	£0.40	WASHER, spring, (5/16")	3	
52	GHF301	£0.24	WASHER, flat, (5/16")	3	
53	12A2075	£6.40	ADAPTOR, bypass hose	2	
54	3H2963	NCA	CLIP, hose, jubilee type	2	
55	GZA2083	£1.49	HOSE, straight, bypass	1	
	GZA2083X	£2.80	HOSE, straight, bypass, silicone	1	
56	GZA2083Z	£5.40	HOSE REPAIR KIT	1	fits without disturbing head and water pump
			(Convulated hose & 2 clips).		
57	2A180	£5.00	BLANKING PLATE, heater tap	1	use when heater is not fitted
58	88G221	£0.70	GASKET	1	
59	GHF331	£0.38	WASHER, spring, (1/4")	2	
60	GHF117	£0.30	SCREW, (1/4")	2	alternative to items 61 & 62
61	GHF200	£0.22	NUT, (1/4")	2	alternative to item 60
62	53K402	£1.57	STUD, (1/4")	2	alternative to item 60
63	FHS2513	£1.10	STUD, manifold, (5/16")	6	
64	GHF261	£0.47	NUT, BRASS, length, (5/16"), (standard)	6	
	GHF261A	£2.50	NUT, BRASS, 'Double' length, (5/16")	4	easy fitting on centre 4 studs
65	GUG197HG	£12.00	GASKET, cylinder head, (standard)	1	
	MST207	£11.40	GASKET, cylinder head, (competition)	1	(copper/asbestos)
66	CAM151	£3.50	STUD, short, cylinder head, (3/8")	5	
67	CAM150	£5.80	STUD, long, cylinder head, (3/8")	4	
68	GHF302	£1.00	WASHER, flat, (3/8")	5	

	AHT288	£3.80	WASHER SET, special, (3/8")	1	for tuned engines
69	51K1193	£1.48	NUT, cylinder head, (3/8")	9	(standard)
	51K1193B	£1.96	NUT, flanged, cylinder head, (3/8")	9	uprated

### Gasket Sets, Gaskets & Lock Tab Kit

ill	Part Number	Price £ea.	Description	Req.	Details
NI	AJM101	£21.50	GASKET SET, cylinder head, (standard)*	1	Sprite I engines
NI	AJM102	£21.00	GASKET SET, cylinder head, OE*	1	Sprite II, III & Midget I, II
NI	AJM102Z	£9.30	GASKET SET cylinder head, (alternative)*	1	Sprite II, III & Midget I, II
			*(All supplied with cork side plate gaskets, (12A1139).		
NI	3H2687	£0.77	GASKET, carburettors, (1 1/8" SU's)	6	Sprite I engines
NI	1G2624	£0.54	GASKET, carburettors, (1 1/4" SU's)	6	Sprite II, III & Midget I, II
17	GUG705009VC	£1.80	GASKET, rocker cover	1	
	296-006	£14.60	GASKET, rocker cover, silicone	1	standard cover
	296-007	£17.20	GASKET, rocker cover, silicone	1	alloy cover
44	2A879	£0.55	SEAL, valve stem	8	
48	GTG101	£0.41	GASKET, thermostat housing, cork	1	standard material
	GTG101X	£1.60	GASKET, thermostat housing, Klengersil	1	uprated material
58	88G221	£0.70	GASKET, heater tap	1	
65	GUG197HG	£12.00	GASKET, cylinder head, (standard)	1	
	MST207	£11.40	GASKET, cylinder head, (competition)	1	(copper/asbestos)
NI	AJM601	£2.40	GASKET, manifold	1	
NI	AJM201	£14.80	GASKET SET, bottom end, (sump)	1	all models
NI	AJM501	£4.60	GASKET, sump, pair	1	all other models
NI	LZB10005	£3.50	SEAL, sump end	2	
NI	2K7140	£3.10	OIL SEAL, (felt), crank/timing cover	1	Sprite I only
NI	88G561	£2.15	OIL SEAL, (neoprene), crank/timing cover	1	
NI	12A956B	£1.48	GASKET, timing cover	1	
NI	12G619B	£1.43	GASKET, front engine plate	1	
NI	AEG554B	£1.31	GASKET, rear engine plate	1	
NI	12A1139	£1.10	GASKET, side plate, (cork)*	2	for original front/rear covers
NI	GUG5505GM	£1.36	GASKET, side plate, (rubber)*	1	use with 12A1386 side cover
			*(Refer to 'Oil Pump, Sump & Engine Plates').		
NI	AEG240B	£0.96	GASKET, oil restrictor	1	
NI	88G402B	£0.46	GASKET, oil filter	2	
NI	GUG705560GM	£0.83	GASKET, oil pump	1	
NI	2A113	£0.62	GASKET, fuel pump	1	
NI	88G215	£0.64	GASKET, water pump	1	
NI	6K464B	£1.00	WASHER, priming plug	1	
NI	2K4975	£0.50	WASHER, drain tap	1	
NI	6K638	£0.30	WASHER, sump plug	1	
NI	GFK1002	£22.70	LOCK TAB KIT, engine	1	
NI	GGC102	£6.90	HYLOMAR, gasket sealant	1	



Radiator, Water Pump, Thermostat & Hoses

ill	Part Number	Price £ea.	Description	Req.	Details
1	AEA306	£24.90	HOUSING, thermostat	1	948cc engines
	12G243	£19.30	HOUSING, thermostat	1	1098cc engines
2	GTG101	£0.41	GASKET, thermostat housing, cork	1	standard material
	GTG101X	£1.60	GASKET, thermostat housing, Klingersil	1	uprated material
3	GTS102	£5.00	THERMOSTAT, 74°C, (hot climates)	1	
	GTS104	£5.40	THERMOSTAT, 82°C, (standard)	1	
	GTS106	£6.20	THERMOSTAT, 88°C, (cold climates)	1	
4	53K530	£1.43	STUD, (5/16"), thermostat housing	3	948cc engines
	CHS2515	£1.43	STUD, (5/16"), thermostat housing	3	1098cc engines
5	GHF201	£0.17	NUT, (5/16")	3	
6	GHF332	£0.40	WASHER, spring, (5/16")	3	
7	GHF301	£0.24	WASHER, flat, (5/16")	3	
8	AJJ4012	£6.50	BLANKING SLEEVE KIT, (thermostat)	1	] for competition use only to
9	AJJ4013	£18.00	BLANKING KIT, bypass hose	1	] improve cyl. head water flow
Warning note: (1) Do not run engine without the thermostat or blanking sleeve as localised overheating can occur between cylinders 2 & 3. (2) Engines with blanking sleeve take longer to reach running temperature.					
10	12A2075	£6.40	ADAPTOR, bypass hose	2	
11	3H2963	NCA	CLIP, hose, jubilee type	2	
12	GZA2083	£1.49	HOSE, straight, bypass	1	
	GZA2083X	£2.80	HOSE, straight, bypass, silicone	1	
13	GZA2083Z	£5.40	HOSE REPAIR KIT, bypass hose (Convoluted hose & 2 clips).	1	] fits without disturbing head and water pump
14	GWP132	£25.10	WATER PUMP, (standard)	1	aluminium body
	GWP134	£24.60	WATER PUMP, (uprated)	1	] check clearance between vane & block before fitting
15	SH605101	£0.89	SCREW, short, (5/16")	2	
16	BH605151	£1.10	BOLT, long, (5/16")	2	
17	GHF332	£0.40	WASHER, spring, (5/16")	4	
18	12A1344	£0.83	DOWEL	2	
19	88G215	£0.64	GASKET	1	
20	CAM6239	NCA	PULLEY, water pump & cooling fan	1	
	CAM6239A	£68.00	PULLEY, water pump & cooling fan	1	aluminium
21	AEA301	£21.70	FAN BLADE	a/r	1 or 2 as required
22	2A803	£6.80	STIFFENER, fan	1	
23	GHF117	£0.30	SCREWS, (1/4")	4	
24	GHF331	£0.38	SPRING WASHER, (1/4")	4	
25	GCB10900	£5.80	FAN BELT, 948cc engines	1	] do you carry
	GCB10863	£6.60	FAN BELT, 1098cc engines	1	] a spare belt?
(Belts are correct length for vehicles with standard equipment).					
26	GRH313	£5.70	HOSE, top	1	
	GRH313X	£8.40	HOSE, top, silicone	1	
	GRH313SK	£67.00	HOSE SET, silicone	1	
27	GHC11035	£2.90	CLIP, jubilee type	4	alternative
28	CS4020	£1.40	CLIP, wire type	4	alternative
29	GRH315	£13.60	BOTTOM HOSE, with heater take-off	1	
30	GHC11022	£2.30	CLIP, band type	1	alternative
31	CS4013	£1.20	CLIP, wire type	1	alternative
32	ARA73E	NCA	RADIATOR, without shroud, recon/exch	1	to AN5 6888
(Our reconditioned radiators are fitted with new cores and pressure tested).					
33	ARA241	£191.10	RADIATOR, with shroud, new	1	from AN5 6889
34	GRC101	£3.20	CAP, filler, 7 psi	1	
	GRC101SS	£6.60	CAP, filler, 7 psi, stainless steel	1	
35	GRH1001M	£2.26	HOSE, overflow	1	per metre
36	SH604051	£0.30	SCREW, (1/4")	4	
37	GHF331	£0.38	WASHER, spring, (1/4")	8	
38	WM57	£0.24	WASHER, flat, (1/4")	4	
39	CN1	£0.36	CAGED NUT, (1/4"), (on radiator)	4	1/4" fixings on radiator case
40	CN2	£0.55	'CAGE', (1/4")	4	1/4" fixings on radiator case
41	88G291	£6.90	DRAIN TAP	1	
42	2A5612	£16.00	BRACKET, radiator support, RH	1	Sprite I
	AHA5390	£17.70	BRACKET, radiator support, LH	1	
42	AHA5624	£10.30	BRACKET, radiator support, RH	1	
	AHA5626	£10.30	BRACKET, radiator support, LH	1	
43	GHF117	£0.30	SCREW, (1/4"), support to front panel	6	Sprite II, III
44	GHF331	£0.38	SPRING WASHER, (1/4")	6	& Midget I, II
45	GHF300	£0.22	FLAT WASHER, (1/4")	6	
46	CHA224	£65.35	SPLASH PANEL, (illustrated), RH	1	
	CHA225	£65.35	SPLASH PANEL, LH	1	
47	2A5591	£8.60	BRACKET, support, RH	1	
	2A5592	£8.60	BRACKET, support, (illustrated), LH	1	
48	GHF117	£0.30	SCREW, (1/4")	4	
49	GHF300	£0.22	WASHER, flat, (1/4")	4	
50	GHF200	£0.22	NUT, (1/4")	4	
NI	RMK101	£5.15	BOLT KIT, radiator mounting	1	all models

Consumables

ill	Part Number	Price £ea.	Description	Req.	Details
NI	GAC110	£4.31	WD40, 300ml		a/r
	GAC111	£8.00	WD40, 400ml		a/r
NI	600569A	£16.00	WELLSEAL, jointing compound, 100ml		a/r
NI	153317	NCA	GREASE, copper, anti-seize, 10fl oz		a/r
NI	LKLPK104	£1.66	GREASE, copper, anti-seize, 25ml		a/r

Note: Water is a most efficient liquid for cooling engines, but it has two distinctive drawbacks. Firstly it freezes in winter, and secondly it does nothing to stop corrosion. Classic cars can feature large amounts of aluminium, copper, brass and bronze, so it is imperative that a corrosion inhibitor be used to protect the engine's cooling system.

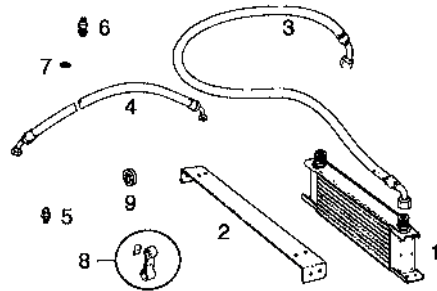
There are four types of corrosion;

- Deposits:** Calcium carbonates that form hard deposits and adhere to radiator tubes etc...
- Oxidation:** The combining of oxygen and iron to form rust.
- Electrolysis:** A chemical reaction between dissimilar metals which react with one another via water thus conducting electricity and deposits on the negative (cathode to anode) area.
- Erosion:** A mechanical problem caused by water turbulence and flow.

NI	GEC2001	£3.60	ANTI FREEZE, Unipart, (1 litre)	a/r
	GEC2002	NCA	ANTI FREEZE, Unipart, (2 litre)	a/r
	GEC2005	NCA	ANTI FREEZE, Unipart, (5 litre)	a/r

It's not just during the winter that you need protection for your engine and radiator. The inclusion of the glycol based Anti Freeze not only stops the water from freezing up during the winter, during the summer it also acts as an extra coolant by removing the heat more efficiently from the block and dispersing it even in the worst traffic jam. It also helps to protect from corrosion.

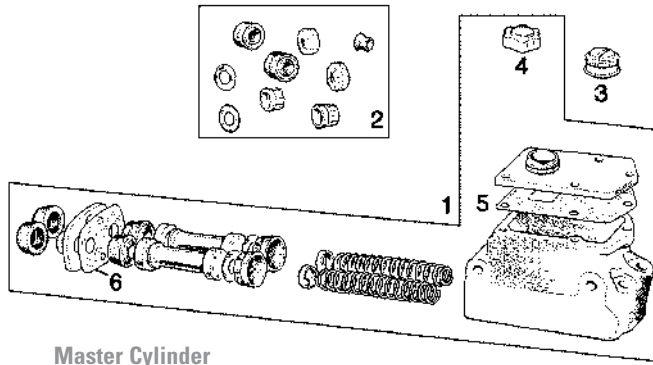
NI	GGL852104	£12.60	Dynolite Supercool coolant (473ml)	a/r
NI	GAC6073	£2.32	'BARS' SEAL, (Pellet)	a/r
NI	MRD1031	£3.83	'BARS' LEAK, (135ml)	a/r
NI	MRD1032	£3.50	'BARS' FLUSH, (100gm)	a/r
NI	CCEP2	£15.00	PAINT, green metallic, (aerosol)	a/r
NI	CCEP2BR	£21.00	PAINT, green metallic, (500ml)	a/r
NI	CCEP4	£15.00	PAINT, black satin, (aerosol)	a/r
NI	CCEP4BR	£21.00	PAINT, black satin, (500ml)	a/r



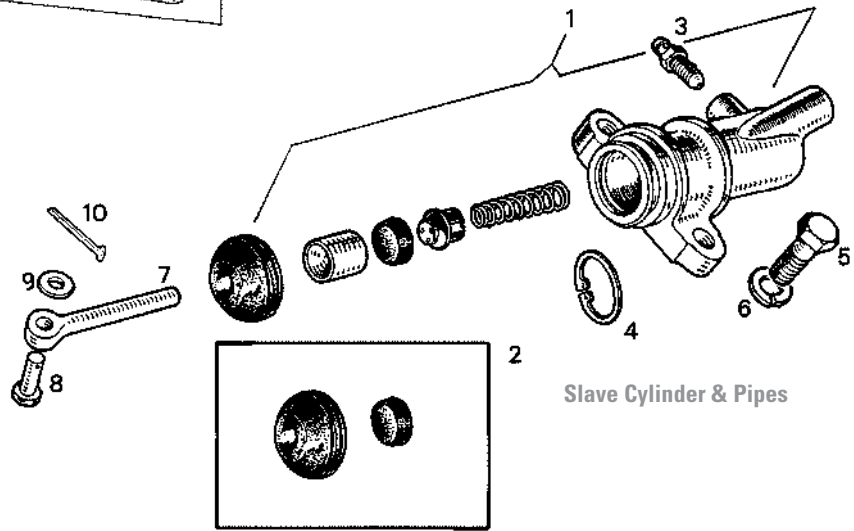
Oil Cooler Kit & Fittings (Engine)

Note: Please see the Accessories section for uprated oil cooler kits.

NI	GAC4091	£155.30	OIL COOLER KIT	1
1	AR09807	£73.50	OIL COOLER	1
2	AHA8386	£15.00	BRACKET, oil cooler	1
3	AHA8778	£22.00	HOSE, oil cooler to filter	1
	AHA8778SS	£37.70	HOSE, oil cooler to filter	1 stainless steel
4	AHA8777	£19.50	HOSE, oil cooler to block	1
	AHA8777SS	£38.65	HOSE, oil cooler to block	1 stainless steel
5	AHA6423	£6.20	ADAPTOR, hose to filter	1
6	AHA6424	£5.10	ADAPTOR, hose to block	1
7	12A1768	£1.31	COPPER WASHER	1
8	AHH6866K	£4.40	STRAP KIT, (hoses)	1
9	AHA8401	£1.20	GROMMET, (hoses)	4



Master Cylinder



Slave Cylinder & Pipes

Clutch Hydraulics

Master Cylinder

Note: For full details & illustration of clutch/brake pedal please see page 38.

Ill	Part Number	Price £ea.	Description	Req.	Details
1	GMC109	£152.30	MASTER CYLINDER, (7/8")	1	1098cc disc brakes
	GMC109CG	£60.10	MASTER CYLINDER, Classic Gold	1	
	GMC109Z	£76.80	MASTER CYLINDER, (7/8"), aftermarket	1	
2	8G8224	£32.50	REPAIR KIT, (7/8")	1	
	8G8224Z	£12.00	REPAIR KIT, (7/8"), aftermarket	1	
1	GMC112	£129.90	MASTER CYLINDER ASSEMBLY, (3/4")	1	
2	GRK1025Z	£15.00	REPAIR KIT, (3/4")	1	
3	17H3723	NCA	FILLER CAP, metal	1	alternative
4	513123A	£3.85	FILLER CAP, plastic	1	
5	37H2496	£1.70	GASKET, top	1	
6	AAA4757	£1.90	GASKET, side	1	

Slave Cylinder & Pipes

1	GSY110	£30.50	SLAVE CYLINDER	1	spring clutch
2	8G8446	£6.90	REPAIR KIT	1	AP Caparo
	GRK4008	£7.40	REPAIR KIT	1	alternatives
	GRK4008Z	£3.20	REPAIR KIT, aftermarket	1	
3	3H2428	£1.20	BLEED SCREW	1	
4	CCN214	NCA	CIRCLIP	1	only fitted to original slave cylinders
5	SH506091	£1.96	SCREW, UNC, 3/8"	2	
6	GHF333	£0.30	WASHER, spring, 3/8"	2	
7	13H21	£4.30	PUSH ROD	1	
8	2K5622	£1.62	CLEVIS PIN	1	
9	GHF301	£0.24	WASHER, flat, 5/16"	1	
10	GHF502	£0.22	SPLIT PIN	1	
11	GPP56AA	£17.60	CLUTCH PIPE, RHD	1	alternatives
	2A5615C	£24.70	CLUTCH PIPE, RHD, copper	1	
	GPP90AA	£23.50	CLUTCH PIPE, LHD	1	
	AHA5508C	£30.60	CLUTCH PIPE, LHD, copper	1	

Clutch & Brake Fluids

When did you last change your Clutch/Brake fluid?

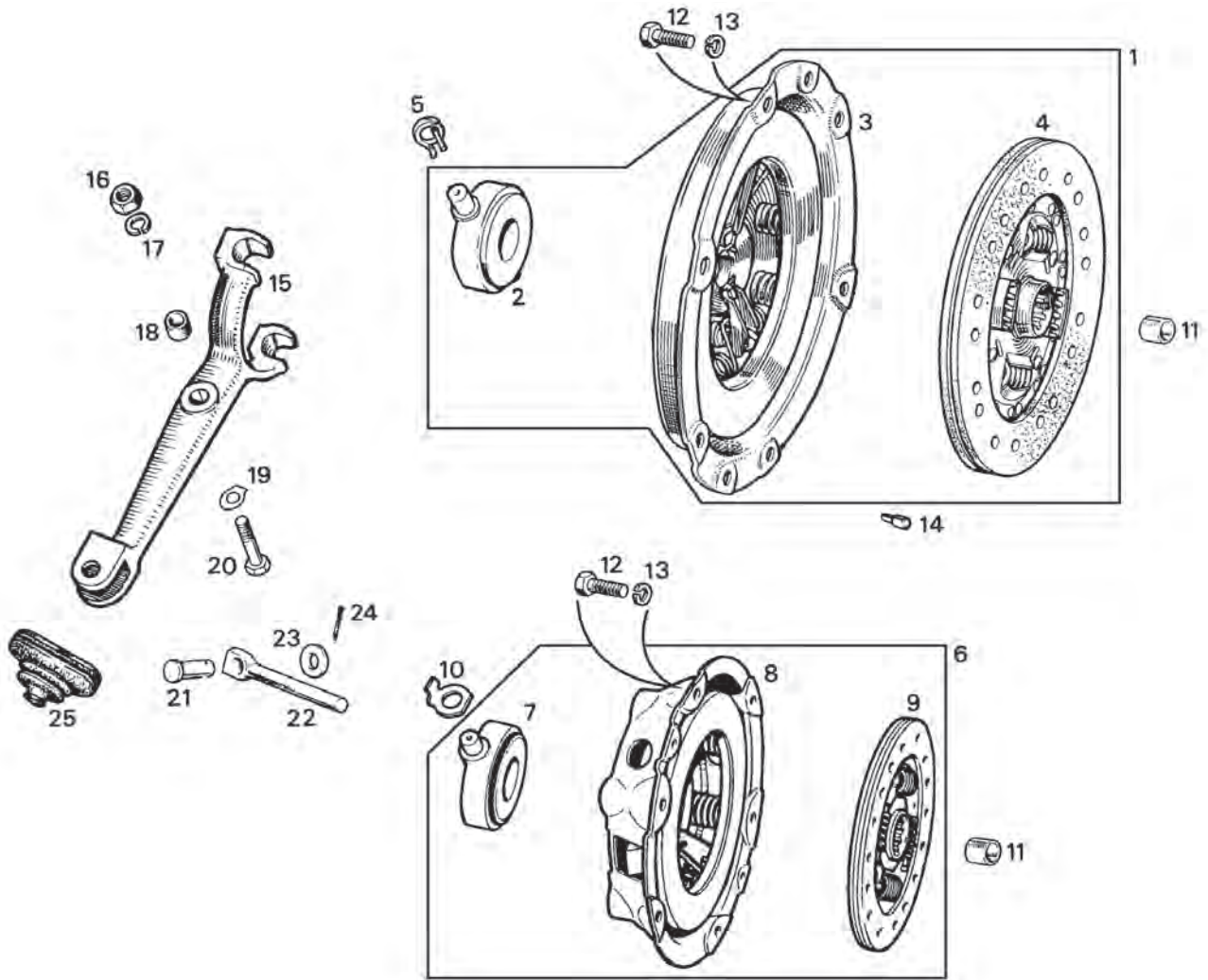
DOT3 fluid ought to be completely discarded, DOT4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers. An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT5 'ABF'), which is 'Non-Hygroscopic', so it doesn't promote rust problems in the hydraulic system. The bonus is that it won't damage paint work.

When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components. Racing Fluid (DOT5.1 'GBF5') really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT5.1 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.

Brake/Clutch Fluid

Ill	Part Number	Price £ea.	Description	Req.	Details
	NI GBF4102	£6.80	BRAKE/CLUTCH FLUID, DOT4	a/r	500ml
	NI GBF4103	£12.50	BRAKE/CLUTCH FLUID, DOT4	a/r	1 litre
	NI GBF4104	£48.50	BRAKE/CLUTCH FLUID, DOT4	a/r	5 litre
	NI ABF3	£27.60	BRAKE/CLUTCH FLUID, DOT5	a/r	silicone, 500ml
	NI ABF4	£48.30	BRAKE/CLUTCH FLUID, DOT5	a/r	silicone, 1 litre
	NI GBF5102	£11.70	BRAKE/CLUTCH FLUID, DOT5.1	a/r	racing, 500ml
	NI GBF5103	£16.80	BRAKE/CLUTCH FLUID, DOT5.1	a/r	racing, 1 litre





**Clutch Drive Components**

**948cc Models**

ill	Part Number	Price £ea.	Description	Req.	Details
1	GCK254AF	NCA	CLUTCH KIT (Contains items: 2, 3 & 4).	1	
	GCK254BB	£118.80	CLUTCH KIT, B&B aftermarket (Contains items: 2, 3 & 4).	1	
2	GRB101	£21.00	RELEASE BEARING	1	
3	GCC132	NCA	CLUTCH COVER	1	
4	GCP102	£50.30	CLUTCH PLATE	1	
5	7H3048	£1.21	CLIP, release bearing	2	

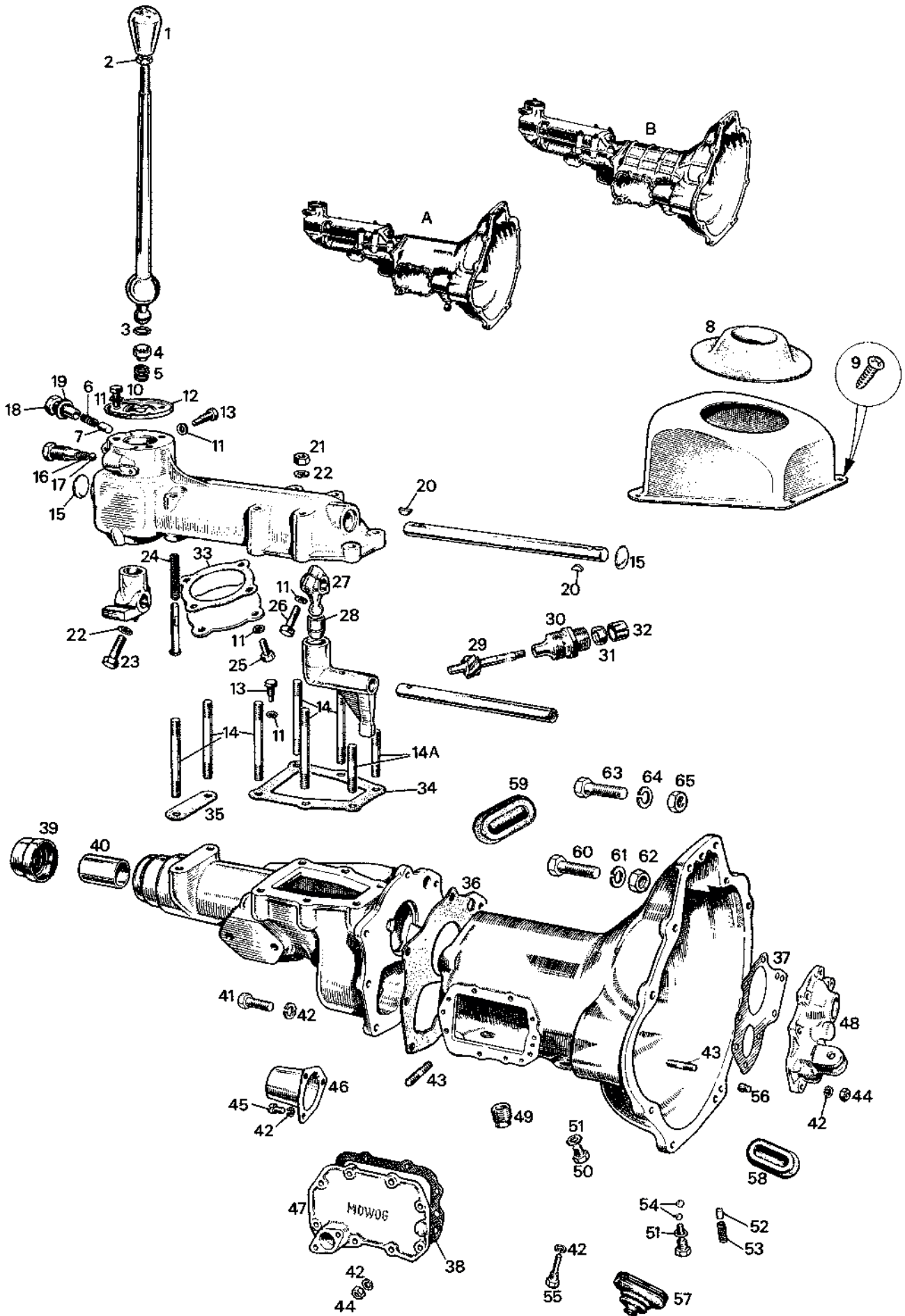
**1098cc Models**

6	GCK260	NCA	CLUTCH KIT (Contains items: 7, 8 & 9).	1	
	GCK260BB	£108.00	CLUTCH KIT, B&B aftermarket (Contains items: 7, 8 & 9).	1	
	GCK260Z	£72.20	CLUTCH KIT, aftermarket (Contains items: 7, 8 & 9).	1	
7	GRB102	£19.50	RELEASE BEARING	1	
8	GCC114	NCA	CLUTCH COVER	1	
	GCC114BB	£132.00	CLUTCH COVER, B&B	1	aftermarket
9	GCP103AF	£44.10	CLUTCH PLATE	1	
10	13H783	£1.39	CLIP, release bearing	2	

**All Models**

11	1A1559	£2.26	SPIGOT BUSH	1	
12	GHF120	£0.30	SCREW, cover to flywheel	6	
13	GHF332	£0.40	WASHER, spring	6	
14	1G2984	£2.05	DOWEL	2	
15	2A3406	NCA	CLUTCH FORK	1	948cc to (e) 9CG DAH2139
	22A219	NCA	CLUTCH FORK	1	948cc from (e) (CG DAH2140

22G168	£56.40	CLUTCH FORK	1	1098cc
16	GHF201	£0.17	NUT, plain	1
17	GHF332	£0.40	WASHER, spring	1
18	2A3006	£2.40	BUSH, clutch fork	1
19	2K5813	NCA	LOCKTAB	1
20	2A3289	£5.20	BOLT, clutch fork pivot	1
21	2K5622	£1.62	CLEVIS PIN	1
22	13H21	£4.30	PUSH ROD	1
23	GHF301	£0.24	WASHER, plain	1
24	GHF502	£0.22	SPLIT PIN	1
25	22H1337	£2.70	GAITER, clutch fork	1



**Gearbox Identification**

**948cc Sprite I, II & Midget I (Gearbox 9CC/9CG)**

As the original 948cc gears for the 9C & 9CG gearbox are no longer available, an alternative has had to be found. This is achieved by machining the 948cc gearbox casing and utilising the internals from the 1098cc Morris Minor Gearbox, with the improved baulk ring synchromesh on 2nd, 3rd & top.

**1098cc Sprite II, III & Midget I, II (Gearbox 10CG/10CC)**

The internal gears in the 1098cc Sprite/Midget gearbox are also no longer available, therefore the later 1275cc Midget gearbox assembly has to be used if the gears in the original gearbox are damaged.

The following components are for original 948cc & 1098cc Sprite & Midget gearboxes. We have listed parts that are currently available, plus components that we intend to manufacture in the near future. Some cars have had their original gearboxes replaced with 1098cc Morris Minor units. The individual components from these gearboxes are NOT interchangeable with Sprite/Midget internals. When stripped, the gearboxes can be easily identified.

**Sprite I gearbox**

- Smooth gearbox case
- Brass bearings for 2nd & 3rd gears
- Brass interlock collar between 2nd & 3rd gears

**Sprite II & Midget I gearbox**

- Smooth gearbox case, (948cc only)
- Ribbed gearbox case, (1098cc only)
- Roller bearings for 2nd & 3rd gears
- Steel collar between 2nd & 3rd gears

**Gearbox Units**

ill	Part Number	Price £ea.	Description	Req.	Details
A	AEA3031R	£562.10	GEARBOX, recon/exchange, (less remote)	1	948cc smooth case
B	RJM1109R	£590.00	GEARBOX, recon/exchange, (less remote)	1	1098cc ribbed case

**Gearbox Casing & Gear Lever Fittings**

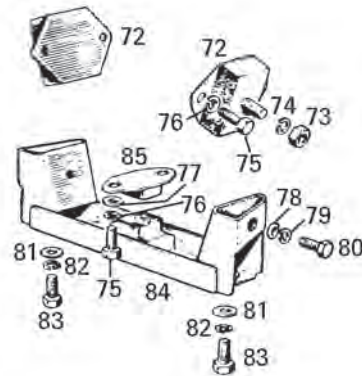
**All 948 & 1098 Gearboxes**

1	22G110	£10.50	KNOB, gear lever, (standard)	1	
	GAC4046	£22.00	KNOB, leather, 'Sprite'	1	
	GAC4045	£22.00	KNOB, leather, 'MG'	1	
	GAC4047	£17.30	KNOB, wood, 'Sprite'	1	
	GAC4048	£17.30	KNOB, wood, 'MG'	1	
2	53K1722	£0.47	LOCK NUT	1	
3	TRS710	£1.66	'O' RING	1	
4	2A3467	£4.00	BUTTON	1	
5	2A3390	£2.50	SPRING	1	
6	AEG3123	£1.26	SPRING	2	
7	AEG3124	NCA	PLUNGER	2	to eng. No. 9C UH 25508
7a	22A84	£0.80	PLUNGER	2	from eng. No. 9C UH 25509
NI	SGB0002	£7.00	ANTI-RATTLE KIT, late	1	Inc's items 3 to 5 and 1 of 6 & 7a
8	ACA5208	£4.20	GAITER, rubber	1	excessive wear occurs if fitted upside down
9	AB608031	£0.22	SCREW, (self tapping)	4	
10	SH604051	£0.30	SCREW, (1/4")	3	
11	GHF331	£0.38	WASHER, spring, (1/4")	10	
12	2A3339	NCA	PLATE, retaining	1	
13	1H3101	NCA	LOCATOR, (1/4")	2	
14	53K535	£2.10	STUD, long, (5/16")	6	
	53K528	£2.86	STUD, short, (5/16")	2	
15	ACA4010	NCA	CORE PLUG	2	
16	22A75	£2.10	SPRING	1	
17	BLS110	£0.41	BALL BEARING, reverse gear plunger	1	
18	22A85	NCA	CAP	1	
19	AEG3122	£1.21	WASHER	1	
20	WKN404	£1.04	WOODRUFF KEY	2	
21	GHF201	£0.17	NUT, (5/16")	8	
22	GHF332	£0.40	WASHER, spring, (5/16")	9	
23	2A3335	£0.30	SCREW	1	
24	1G3863	NCA	SPRING, reverse gear plunger	1	
25	SH604041	£0.41	SCREW, (1/4")	4	
26	GHF101	£0.30	SCREW, (1/4")	1	
27	2A3385	NCA	LEVER, selector	1	
28	2A3468	£2.86	BUSH	1	
29	2A3420	£83.90	SPEEDO PINION	1	
30	22A71	NCA	RETAINER, speedo pinion	1	
31	NKC105A	£3.64	OIL SEAL	1	
32	2A3255	NCA	RETAINER, oil seal	1	
33	2A3341	£1.40	GASKET, plate to remote housing	1	
34	2A3344	£0.62	GASKET, remote housing, (front), to casing	1	
35	2A3345	£0.68	GASKET, remote housing, (rear), to casing	1	
36	22A481	£1.30	GASKET, rear extension to main case	1	
37	2A3007	£0.84	GASKET, front cover plate to case	1	948cc gearbox
	22G165	£0.68	GASKET, front cover plate to case	1	1098cc gearbox
38	2A3286	£0.94	GASKET, side cover	1	
NI	BGK106	£6.80	GASKET SET, gearbox	1	all models

39	2A3061	£4.86	OIL SEAL, rear	1	
40	2A3325	£8.00	BUSH	1	
41	SH604071	£0.72	SCREW, (1/4")	9	
42	GHF331	£0.38	WASHER, (1/4")	28	
43	53K463	£3.00	STUD, (1/4")	15	
44	GHF200	£0.22	NUT, (1/4")	15	
45	53K1435	£1.48	SCREW, (1/4")	3	
46	1B3346	NCA	COVER, starter pinion	1	
47	88G214	NCA	SIDE PLATE	1	
48	2A3087	NCA	COVER, front	1	948cc 9C & early 9CG to (e) DAH2139 DAH2140
	22A224	NCA	COVER, front	1	
	22G118	NCA	COVER, front	1	
	22G118X	£99.00	COVER, front, improved (Improved specification with renewable oil seal).	1	1098cc
	22G118XOS	£2.40	OIL SEAL, front cover, replacement	1	

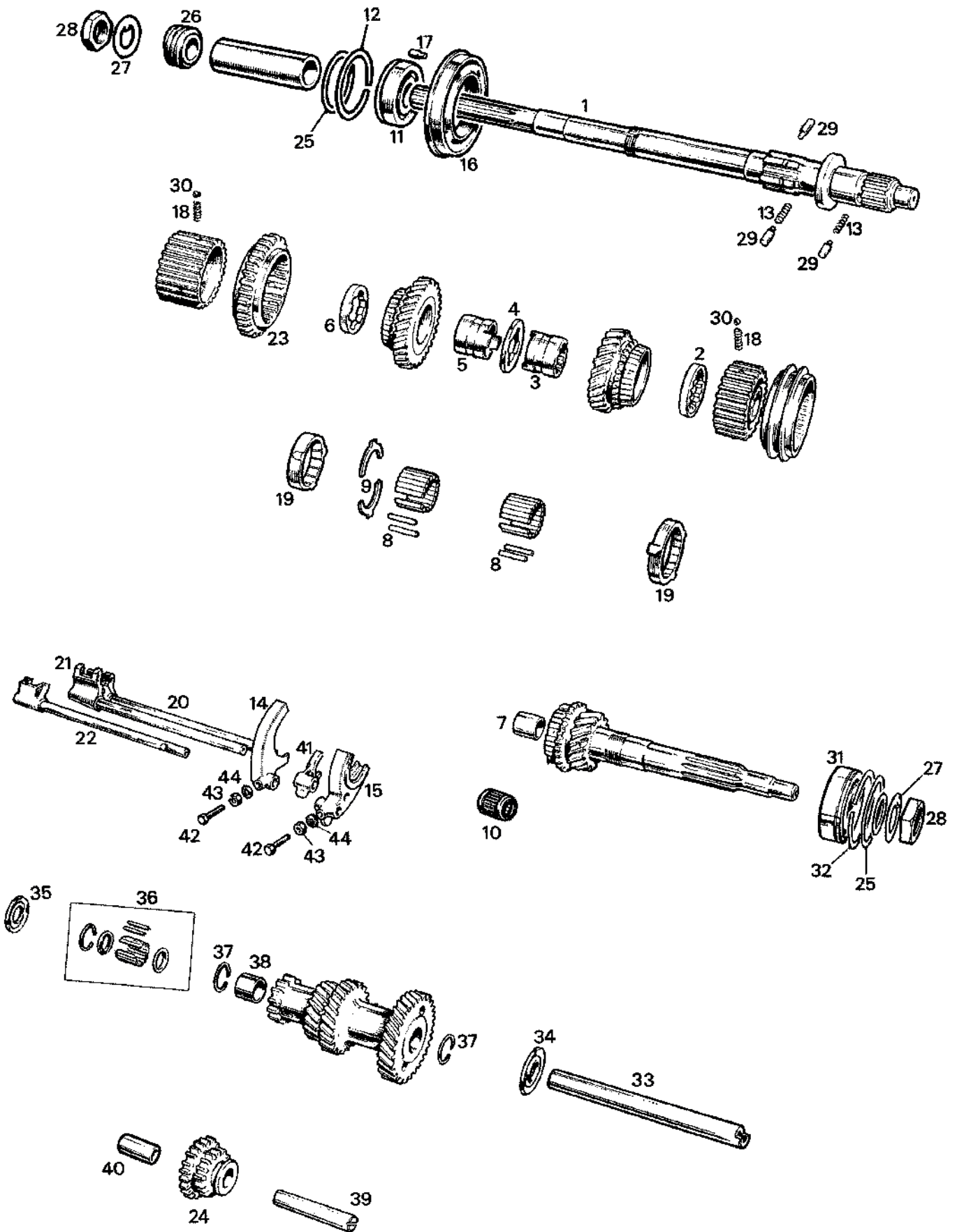
Note: The original front cover for 1098cc gearboxes (Part No: 22G118) relied on an 'Archimedes' screw to keep the oil in the gearbox, simple, but not totally effective. Our improved front cover (Part No: 22G118X) is machined to accommodate a modern, replaceable, lip type oil seal.

49	2K5830	£8.00	PLUG, filler and drain	2	
	2K5830X	£19.30	PLUG, filler and drain	2	magnetic
50	6K643	NCA	PLUNGER PLUG, reverse gear	1	
51	2K4956	£0.41	WASHER	2	
52	2A3108	NCA	PLUNGER	3	
53	22A75	£2.10	SPRING, plunger	3	
54	BLS110	£0.41	BALL BEARING, selector shaft	2	
55	2A3028	£2.80	SCREW, locking, reverse shaft	1	
56	1G752	£1.40	DOWEL	2	
57	22H1337	£2.70	RUBBER, clutch fork	1	
58	2A3076	£3.00	RUBBER, dust, (left hand)	1	
59	22G199	£5.80	RUBBER, top dust plug	1	1098cc gearbox only
60	BH605111	£0.77	BOLT, gearbox to back plate, (5/16")	8	1098cc engines
	SH605091	£1.00	SCREW, gearbox to back plate, (5/16")	8	948cc engines
61	GHF332	£0.40	WASHER, spring, (5/16")	8	
62	GHF201	£0.17	NUT, (5/16")	3	
63	BH606131	£1.04	BOLT, starter, (3/8")	2	
64	GHF333	£0.30	WASHER, spring, (3/8")	2	
65	GHF202	£0.22	NUT, (3/8")	2	
NI	GBK2002	£7.70	BOLT KIT, engine to gearbox, 948cc	1	Inc. items 60A, & 61 to 65
NI	MBK116	£7.60	BOLT KIT, engine to gearbox, 1098cc	1	Inc. items 60 to 65



**Gearbox Mountings**

72	AHA9307	£4.15	GEARBOX MOUNTING	2	
73	GHF202	£0.22	NUT, (3/8")	2	
74	GHF333	£0.30	WASHER, spring, (3/8")	2	
75	SH505061	£0.64	SCREW, (coarse thread), (5/16")	6	
76	GHF332	£0.40	WASHER, spring, (5/16")	6	
77	GHF301	£0.24	WASHER, flat, (5/16")	2	
78	PWZ205	£0.30	WASHER, flat, (5/16")	2	gearbox tunnel to crossmember
79	GHF332	£0.40	WASHER, spring, (5/16")	2	
80	GHF120	£0.30	SCREW, (5/16")	2	
81	GHF302	£1.00	WASHER, flat, (3/8")	2	
82	GHF333	£0.30	WASHER, spring, (3/8")	2	floor to crossmember
83	BH606261	£1.48	BOLT, (3/8")	2	
84	2A5552	NCA	CROSSMEMBER, (gearbox)	1	
85	2A5420	£4.30	MOUNTING, (gearbox steady)	1	



## Gearbox Internals

## Sprite I

## 9CC Gearbox Only

Ill	Part Number	Price Eea.	Description	Req.	Details
1	22A213	NCA	MOTION SHAFT, 3rd	1	
2	22A550	NCA	THRUST WASHER, front, (0.212"/0.213")	1	} use as required
	22A536	NCA	THRUST WASHER, front, (0.214"/0.215")	1	
	22A537	NCA	THRUST WASHER, front, (0.216"/0.217")	1	
	22A538	NCA	THRUST WASHER, front, (0.218"/0.219")	1	
3	2A3290	£16.80	BUSH, 3rd gear	1	
4	22G374	£7.50	INTERLOCK	1	
5	2A3298	£17.00	BUSH, 2nd gear	1	
6	2A3042	NCA	THRUST, rear	1	
7	2A3034	£6.30	BUSH, 1st/3rd gear motion	1	

## Sprite II &amp; Midget I (948cc)

## 9CG Gearbox only

8	AEA3201	NCA	ROLLER, (28 per gear)	56	
9	AEA3200	NCA	WASHER, half	2	
10	CHM172	£5.70	BUSH/BEARING, 1st/3rd motion shaft	1	caged roller

## All 948cc, 9C &amp; 9CG Gearboxes

11	2A3245	£11.70	BEARING, 3rd motion shaft	1	
12	6K558	NCA	CIRCLIP	1	
13	22A528	NCA	SPRING	a/r	
14	2A3019	NCA	SELECTOR FORK, 1st/3rd	1	
15	2A3021	NCA	SELECTOR FORK, 3rd/4th	1	

## Sprite III &amp; Midget II (1098cc)

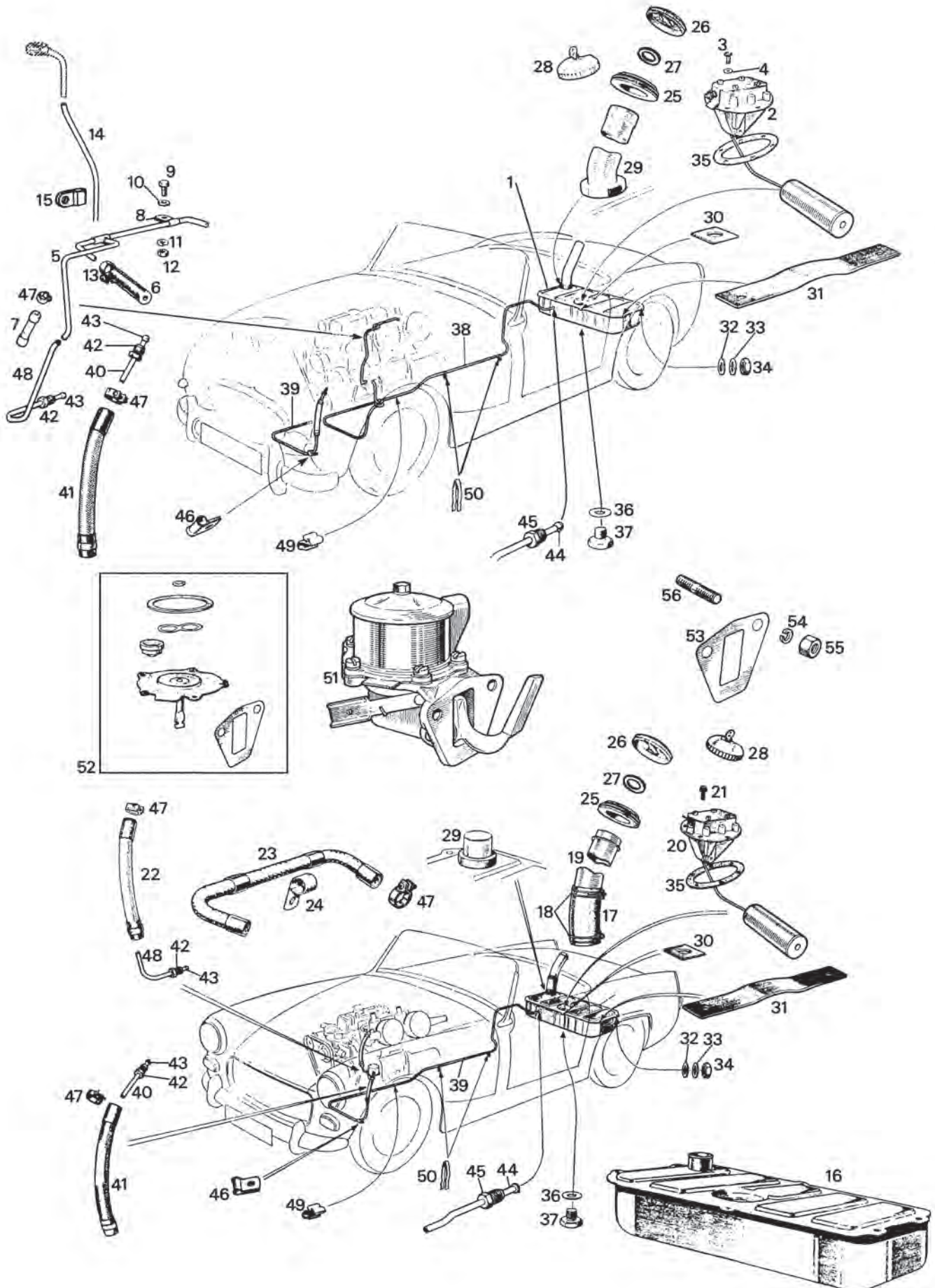
## 10CG &amp; 10CC Gearboxes Only

1	22G146	£216.00	MOTION SHAFT, 3rd	1	
8	22G149	£0.66	ROLLER, (26 per gear)	52	
9	22G157	NCA	WASHER, half	2	
10	CHM172	£5.70	BUSH/BEARING, 1st/3rd motion shaft	1	caged roller
11	22A465	£15.20	BEARING, 3rd motion shaft	1	
13	22G154	NCA	SPRING	2	
14	22A469	£28.00	SELECTOR FORK, 1st/2nd	1	
15	22A471	NCA	SELECTOR FORK, 3rd/4th	1	
16	22A463	NCA	HOUSING, bearing	1	
17	1G3530	NCA	LOCATING PEG	1	
18	22G317	£0.72	SPRINGS, syncromesh	6	
19	22G2033	£15.16	BAULK RING	3	
20	22A468	NCA	SELECTOR ROD, reverse	1	
21	22A472	NCA	SELECTOR ROD, 3rd/4th	1	
22	22A470	NCA	SELECTOR ROD, 1st/2nd	1	
23	22A460	£100.00	GEAR, 1st speed, outer ring only	1	
24	22A453	£68.70	GEAR, reverse idler	1	

## All Gearboxes (948 &amp; 1098cc)

25	2K8737	£1.43	SHIM, (0.004")	a/r	
	2K8738	£1.31	SHIM, (0.006")	a/r	
	2K8739	£1.75	SHIM, (0.010")	a/r	
26	2A3371	£7.40	SPEEDO GEAR	1	
27	2A3035	£3.90	WASHER, (lock)	2	
28	2K6677	£0.83	NUT	2	
29	22A495	£18.76	LOCATING PEG	a/r	1, 2 or 3, as required
30	BLS107	£0.41	BALL BEARING, syncromesh	6	
31	2A3245	£11.70	BEARING	1	
32	6K558	NCA	CIRCLIP	1	
33	22G673Z	NCA	LAYSHAFT	1	
34	2A3023	£10.00	THRUST WASHER, front, (0.125")	1	} use as required
35	2A3024	£10.00	THRUST WASHER, rear, (0.123"/0.124")	1	
	2A3025	£10.00	THRUST WASHER, rear, (0.125"/0.126")	1	
	2A3026	£10.00	THRUST WASHER, rear, (0.127"/0.128")	1	
	2A3027	£10.00	THRUST WASHER, rear, (0.130"/0.131")	1	
36	88G396	£4.50	ROLLER BEARING	1	
37	22G278	£0.66	CIRCLIP	2	
38	22G277	NCA	DISTANCE PIECE	1	
39	88G216	NCA	SHAFT, reverse	1	
40	2A3282	£2.26	BUSH, reverse	1	
41	2A3284	£27.00	SELECTOR FORK, reverse	1	
42	2A3492	£3.05	SCREW, locating, (1/4")	3	
43	FNZ504	£1.30	NUT, (lock), (1/4")	3	
44	GHF321	£0.22	WASHER, spring, (1/4")	3	

## Fuel Tank, Pump &amp; Fittings



## Sprite I Only

Ill	Part Number	Price £ea.	Description	Req.	Details
1	ARA77		NCA FUEL TANK	1	
	ARA77K	£100.00	FUEL TANK KIT	1	with detachable filler neck
2	2A404		NCA SENDER UNIT	1	
	21A168	£42.10	SENDER UNIT	1	alternative
3	53K165	£0.94	SCREW	6	
4	2A2088	£1.10	WASHER	6	
5	AEA393		NCA FUEL PIPE	1	
6	AEC992	£0.98	HOSE, (flexible), pipe to carburettor	2	
7	GGT102	£4.75	HOSE, (flexible), fuel pump to carb.	1	
8	PCR409	£1.10	CLIP	a/r	
9	SH604041	£0.41	SCREW, (1/4")	2	
10	GHF300	£0.22	WASHER, flat, (1/4")	2	
11	GHF331	£0.38	WASHER, spring, (1/4")	2	
12	GHF200	£0.22	NUT, (1/4")	2	
13	AEC2003		NCA CLIP	4	
14	AEC985		NCA PIPE, fuel overflow	2	
15	AEH550		NCA CLIP	1	
38	AHA5469Z	£49.10	PIPE, tank to pump, (c/w olive/nut)	1	to AN5 41014
39	AHA5536Z	£37.30	PIPE, tank to flexible hose, (c/w olive/nut)	1	AN5 41015 on & future, shape to suit application
40	AHA5535	£17.50	PIPE, flexible, pipe to pump	1	
41	GGT102	£4.75	HOSE, flexible, to pump	1	
42	060176	£3.50	NUT, pipe fuel pump	2	
43	TL7	£1.20	OLIVE, pipe fuel pump	2	
44	21A2771		NCA OLIVE, main pipe to fuel tank	1	
45	21A2770	£5.20	NUT, main pipe to fuel tank	1	
46	PCR411	£1.10	CLIP, main fuel pipe, (front)	1	
48	AHA5535	£17.50	PIPE, pump outlet to flexible hose	1	bend to suit
51	17H98	£50.50	FUEL PUMP, (manual)	1	
52	BAU5077		NCA REPAIR KIT	1	
53	2A113	£0.62	GASKET, (pump to block)	1	
54	GHF332	£0.40	WASHER, (5/16")	2	
55	GHF201	£0.17	NUT, (5/16")	2	
56	CHS2510	£2.05	STUD, (5/16")	2	

## Sprite II &amp; Midget I

16	NRP9Z	£124.15	FUEL TANK, (7 gallons)	1	replacement tanks have no provision for drain plugs
17	AHA5663	£17.40	HOSE, fuel filler, rubber	1	
18	CS4042	£1.20	CLIP, wire type	2	alternatives
	GHC11080	£3.80	CLIP, jubilee type	2	alternatives
19	AHA5662		NCA TUBE, fuel filler	1	
20	21A168	£42.10	SENDER UNIT	1	
21	53K165	£0.94	SCREW	6	
22	GGT105	£6.50	HOSE, (flexible), (to front carburettor)	1	
23	GGT106	£6.30	HOSE, (flexible), (carb. to carb.)	1	
24	12H1001SS	£3.30	CLIP, (flexible hose support)	2	
39	AHA5536Z	£37.30	PIPE, tank to flexible hose, (c/w olive/nut)	1	shape to suit application
40	AHA5535	£17.50	PIPE, flexible pipe to pump	1	
41	GGT102	£4.75	HOSE, flexible, to pump	1	
42	060176	£3.50	NUT, pipe fuel pump	2	
43	TL7	£1.20	OLIVE, pipe fuel pump	2	
44	21A2771		NCA OLIVE, pipe to fuel tank	1	
45	21A2770	£5.20	NUT, pipe to fuel tank	1	
46	PCR411	£1.10	CLIP, main fuel pipe, (front)	1	
48	AHA5535	£17.50	PIPE, pump outlet to flexible hose	1	bend to suit
51	17H98	£50.50	FUEL PUMP, mechanical	1	
52	BAU5077		NCA REPAIR KIT	1	
53	2A113	£0.62	GASKET	1	
54	GHF332	£0.40	WASHER, (5/16")	2	
55	GHF201	£0.17	NUT, (5/16")	2	
56	CHS2510	£2.05	STUD, (5/16")	2	

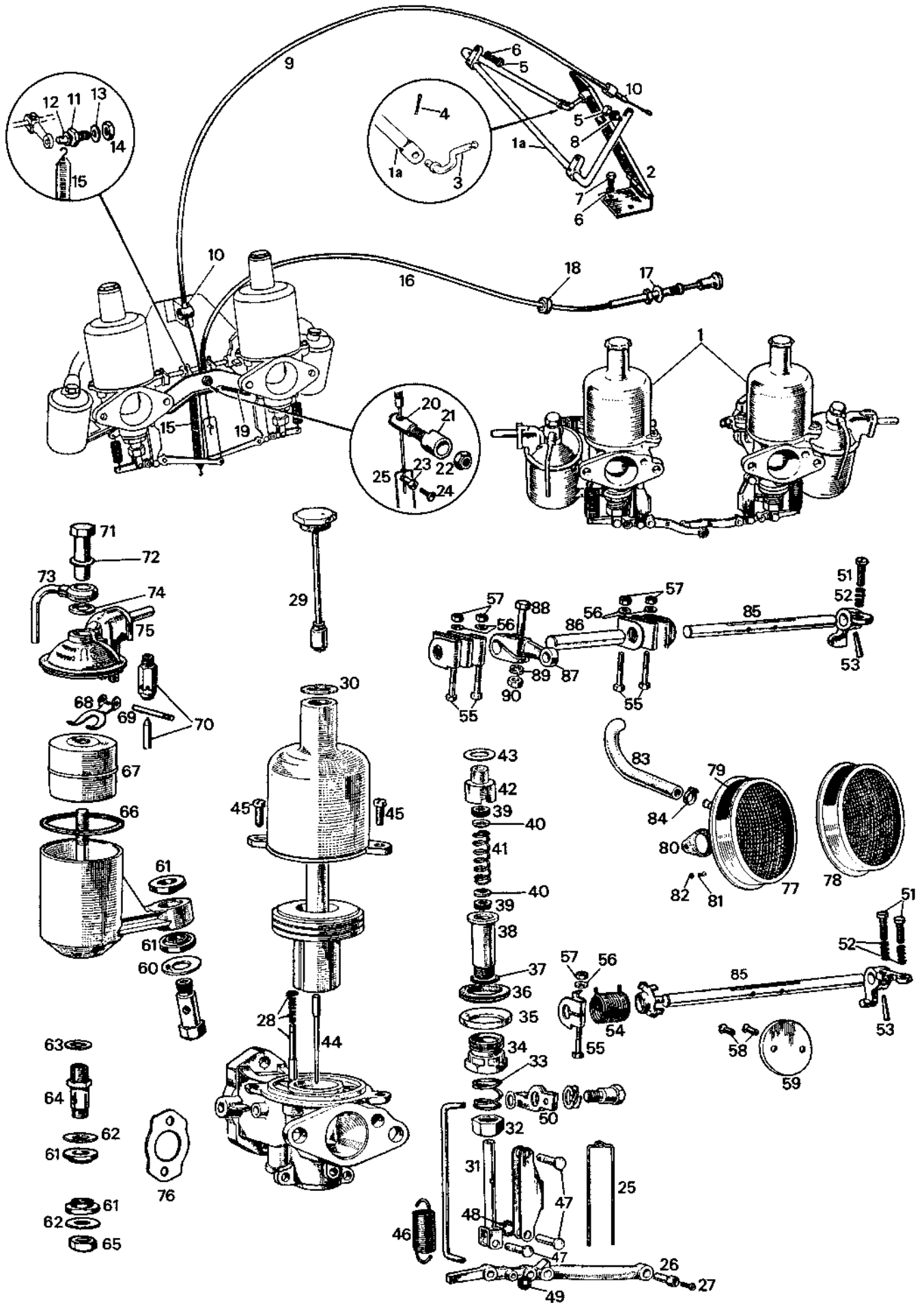
## Sprite III &amp; Midget II

16	NRP9Z	£124.15	FUEL TANK, (7 gallons)	1	replacement tanks have no provision for drain plugs
NI	HFFK4	£101.20	FUEL PIPE KIT	1	
39	AHA7381Z	£36.20	PIPE, flexible, tank to pump	1	
41	GGT102	£4.75	HOSE, flexible, pipe to pump	1	
44	21A2771		NCA OLIVE, pipe to fuel tank	1	
45	21A2770	£5.20	NUT, pipe to fuel tank	1	
NI	AUF214EP	£150.00	FUEL PUMP, (electric)	1	positive earth
NI	AUF214EN	£150.00	FUEL PUMP, (electric)	1	negative earth
NI	AUB6106A	£14.50	POINTS/CONTACTS	1	
NI	AUB663	£6.30	BANJO	2	
NI	AUB676	£0.70	WASHER, banjo sealing	2	
NI	AHA7384		NCA BRACKET, fuel pump mounting	1	
NI	AHH6708	£2.20	RUBBER, fuel pump mounting	1	

NI	GWW201M	£1.10	BREATHER PIPE, fuel pump, (22")	1	
NI	GWW404	£1.75	'T' PIECE, end of breather pipe	1	
NI	GGT104	£6.20	HOSE, (flexible/outlet), pump to pipe	1	
NI	37H7148M		NCA PIPE, (pump to flexible hose GGT105)	1	
22	GGT105	£6.50	HOSE, flexible, to front carburettor	1	
23	GGT106	£6.30	HOSE, flexible, carb to carb	1	
24	12H1001SS	£3.30	CLIP, flexible hose support	2	stainless steel
17	AHA5663	£17.40	HOSE, fuel filler, rubber	1	
18	CS4042	£1.20	CLIP, wire type	2	alternatives
	GHC11080	£3.80	CLIP, jubilee type	2	alternatives
19	AHA5662		NCA TUBE, fuel filler	1	
20	21A168	£42.10	SENDER UNIT	1	
21	53K165	£0.94	SCREW	6	

## All Models

25	AHA5445	£3.60	SEAL, filler neck	1	
26	18G8601A	£7.00	FUEL CAP, non-locking	1	
	18G8601SS	£13.20	FUEL CAP, non-locking, stainless steel	1	
27	27H3573		NCA SEAL, filler cap	1	NCA, use item 26
28	AKF1439	£23.60	FUEL CAP, locking	1	period style
	GSS154	£18.00	FUEL CAP, locking, slimline	1	alternatives
	GSS154Z	£12.30	FUEL CAP, locking, raised	1	
	GSS196A	£32.40	FUEL CAP, locking, plastic, black	1	
29	2A2069	£1.70	SEAL, filler neck to floor	1	
30	2A2070	£1.26	SEAL, tank mounting	2	small
31	2A2071	£2.05	SEAL, tank mounting	2	large
32	GHF301	£0.24	WASHER, flat, (5/16")	6	
33	GHF322	£0.22	WASHER, star, (5/16")	6	
34	GHF201	£0.17	NUT, (5/16")	6	
35	2H1082	£0.48	GASKET, sender unit	1	
	293-401	£4.50	Gasket Set, Viton	1	
36	ARA967		NCA WASHER, drain plug sealing	1	used only on
37	ARH672	£3.46	DRAIN PLUG	1	original tanks
47	GGT1117X	£1.57	CLIP, flexible hoses	a/r	use as required
49	17H9603	£0.77	CLIP, fuel pipes	3	
50	6K35	£0.53	CLIP, fuel pipes	2	





**Carburettors & Components**

Note: Please see the Accessories section for full details of carburettors & components.

**Twin (1 1/8") H1 SU's**

**Sprite I (948cc)**

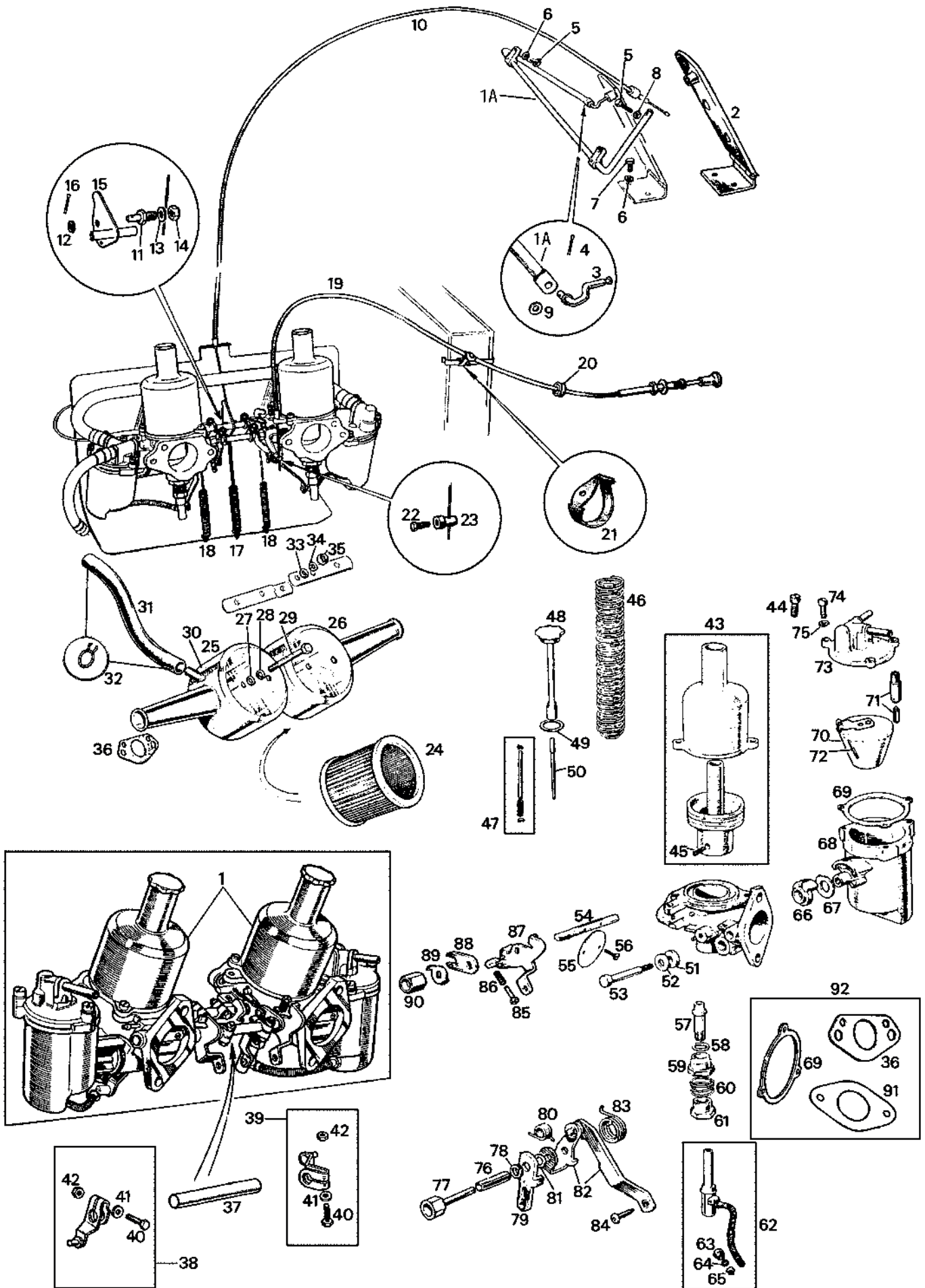
The Sprite Mk1 was originally fitted with SU's H1 type (1 1/8") carburettors, which are identified by having a single bolt securing the float chamber lid. The tag attached to the lid (if still there!) should say AUC863.

Frequently, the H1 carburettors are replaced by the later HS2 (1 1/4") types. These later carburettors have a float chamber lid retained by 3 screws around the circumference. The tag number (again if still there!) should be either AUC990 or AUD73.

Note: Before ordering parts/service kits, please verify type of carburettor fitted to your vehicle.

Ill	Part Number	Price £ea.	Description	Req.	Details
1	AUC863T	NCA	CARBURETTORS, new, (pair)	1	
	CRK226	£89.00	SERVICE/REPAIR KIT	2	
1a	2A2077	NCA	CROSS LINKAGE	1	
2	AHA6256	£10.90	PEDAL, accelerator	1	use with AHA6255 link
3	AHA6255	£21.00	LINK	1	use with AHA6256 pedal
4	GHF500	£0.22	SPLIT PIN	1	
5	SH604071	£0.72	SCREW, (1/4")	3	
6	GHF331	£0.38	WASHER, (1/4")	4	
7	SH604041	£0.41	SCREW, (1/4")	2	
8	JN2107	£0.43	LOCK NUT, (1/4")	1	
9	21G5077	£11.40	CABLE, accelerator	1	
10	88G349	NCA	FERRULE	2	
11	ACC5062	£2.40	LINK PIN	1	
NI	ACC5062K	£2.80	LINK PIN KIT	1	inc. link, nut & washer
12	PWZ203	£0.19	WASHER, (3/16")	1	
13	GHF300	£0.22	WASHER, (1/4")	1	
14	GHF200	£0.22	NUT, (1/4")	1	
NI	GHF500	£0.22	SPLIT PIN	1	
15	ACH8393	£2.80	SPRING, accelerator return	1	
16	2A2086	£10.20	CHOKE CABLE	1	
17	GHF302	£1.00	WASHER, (3/8")	1	
18	RFN303	£0.80	GROMMET	1	
19	2A850	£7.00	BRACKET, choke	1	
20	11B542	£11.90	PIN, locating	1	
21	11B543	£21.60	COLLAR, collar	1	
22	53K1392	NCA	NUT	1	
23	ACH9042	£1.60	TRUNNION, choke cable	1	
24	53K3503	£0.85	SCREW	1	
25	AUC1025	£8.40	STIRRUP	1	
26	AUE35	£8.00	TRUNNION	2	
27	AUC5047	£2.30	SCREW	2	
28	WZX1105	£5.90	LIFTING PIN KIT	2	
29	AUC8114A	£21.30	DAMPER, (with plastic cap)	2	
30	AUC2141	£0.50	GASKET/WASHER, fibre	2	
31	WZX1595	£15.10	JET ASSEMBLY KIT, 0.90	1	inc. items 35, 36 & 39
	AUC8182	£12.00	JET ASSEMBLY, 0.90	2	
32	AUC2121	£3.00	NUT, adjusting	2	
33	AUC2114	£1.40	SPRING	2	
34	AUC3232	£5.00	GLAND NUT	2	
35	AUC2117	£3.20	SEAL, aluminium	2	
36	AUC2118	£0.90	SEAL, cork	2	
37	AUC3233	£1.40	WASHER, copper	2	
38	AUC3231	£6.00	BEARING, lower, jet	2	
39	AUC2120	£1.21	CORK, gland	4	
40	AUC2119	£2.10	WASHER, brass	4	
41	AUC1158	£2.80	SPRING	2	
42	AUC3230	£7.80	BEARING, upper, jet	2	
43	AUC2122	£0.90	WASHER, copper	2	
NI	WZX1593	£27.00	BEARING KIT, jet	2	inc. items 32 to 43
44	AUD1149	£16.00	NEEDLE - EB, (rich)	2	
	AUD1211	£16.00	NEEDLE - GG, (standard)	2	
	AUD1266	£15.80	NEEDLE - MOW, (weak)	2	
45	JZX1394	£0.95	SCREW, retaining	4	
46	AUC4667	£5.30	SPRING, choke return	2	
47	AUC5009	£2.16	CLEVIS PIN	6	
48	AUC5004	£0.83	CLIP	6	
49	AUC5002	£1.04	STAR LOCK	1	
50	AUC3503	NCA	CAM, fast idle	1	
51	AUC3464	£0.90	SCREW, adjusting	3	
52	AUC3465	£0.90	SPRING, adjusting	3	
53	AUC2106	£1.00	TAPER PIN	2	
54	AUC4781	£6.20	SPRING	1	front carburettor only
55	AUC2669	£1.21	SCREW	5	
56	PWZ102	£0.22	WASHER	5	
57	AJD8014Z	£0.30	NUT	5	
58	AUC1358	£0.90	SCREW, butterfly	4	

59	AUC2103	NCA	BUTTERFLY	2	
60	AUC1337	£4.90	WASHER	2	
61	AUC1534	£2.20	SEAL	4	
62	AUC1389	£4.50	WASHER	4	
63	AUC1384	£0.60	WASHER	2	alternative type
64	AUC1387	£10.20	BANJO/UNION	2	float mounting
65	AJD8206Z	£0.66	NUT	2	
66	AUC1412	£0.70	SEAL	2	
67	WZX1302	£27.30	FLOAT	2	
68	AUC1981	£18.70	LEVER	2	
69	AUC1152	£0.60	SUPPORT PIN	2	
70	WZX1101A	£11.40	NEEDLE & SEAT	2	
71	AUC1867X	£6.50	BANJO BOLT	2	
72	AUC1557	£0.48	WASHER	2	
73	AUC1866	£16.00	PIPE, overflow	2	
74	AUC1928	£0.80	WASHER, fibre	2	
75	AUE253	£28.30	LID, float chamber	2	
76	3H2687	£0.77	GASKET, carb to manifold	6	
77	2A848	£24.00	AIR FILTER, front, (standard)	1	with breather pipes
78	2A849	£24.00	AIR FILTER, rear, (standard)	1	with breather pipes
79	215-691	£2.20	LABEL, 'Cooper'	2	
80	ACA5071	£0.80	GASKET, filter to carb	2	
81	SH605061	£0.22	SCREW, (5/16")	4	
82	GHF332	£0.40	WASHER, spring, (5/16")	4	
83	149994Z	£7.80	HOSE, breather	1	
84	GHC11022	£2.30	CLIP, hose type	2	alternative
	CS4013	£1.20	CLIP, wire type	2	alternative
85	AUC1045	£19.00	SPINDLE	2	trim to length
86	AUC2411	NCA	CONNECTING ROD	1	
87	AUE180	£12.20	ARM, accelerator	1	
88	AUC2694	£0.84	BOLT, (3/16")	1	
89	WL700101	£0.25	SPRING WASHER, (3/16")	1	
90	AJD8012Z	£0.30	NUT, (3/16")	1	
NI	AUE18	£11.00	SEAL AND WASHER KIT	2	
NI	GGL9035X	£5.80	DASH POT OIL, (SU)	a/r	
NI	MM386-200	£40.30	SYNCHRONISER TOOL	1	
NI	GAC6101X	£20.00	JET CENTERING TOOL	1	
NI	AUD2693	£3.20	JET ADJUSTING SPANNER	1	
NI	ALT9501	£10.00	SU NEEDLE CHART	a/r	



**Twin (1 1/4") HS2 SU's**

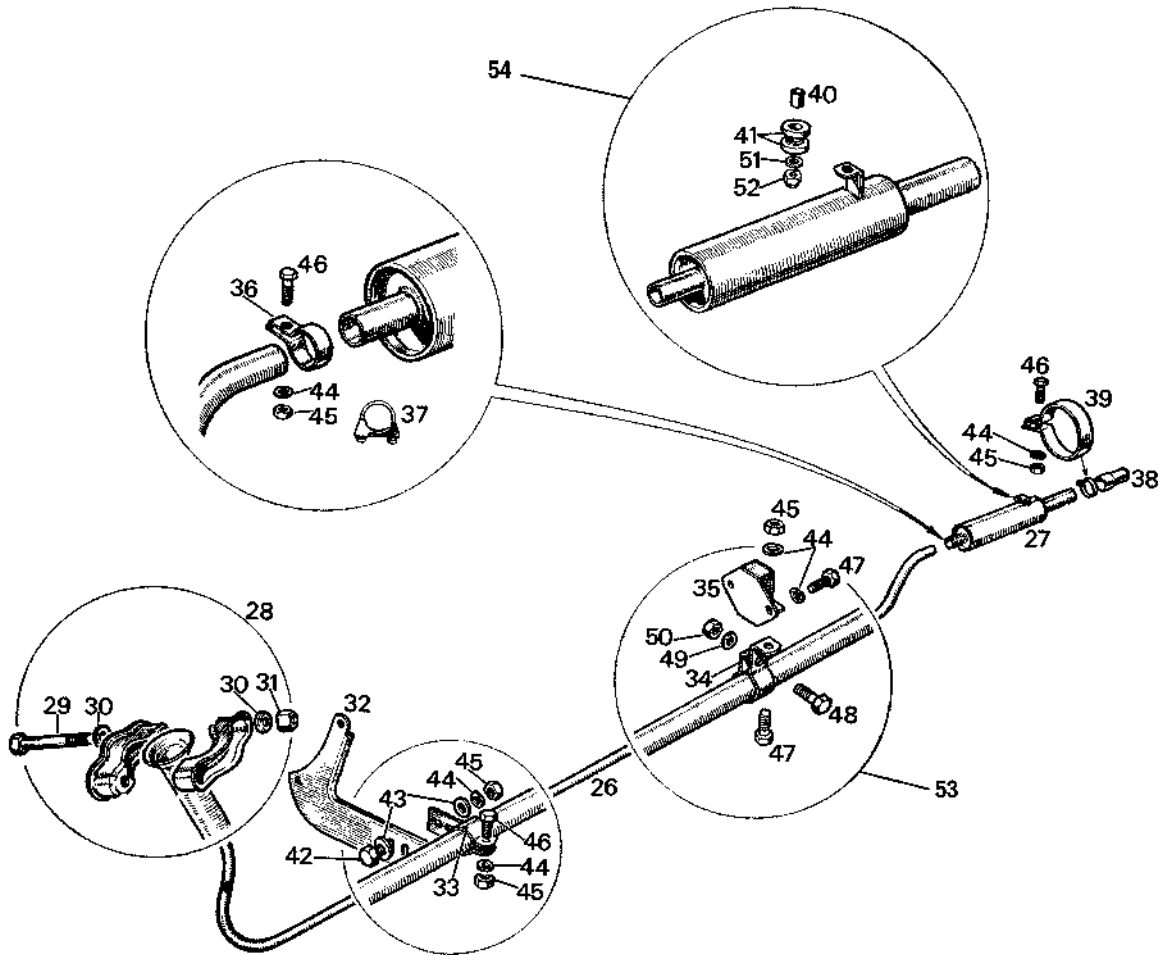
Note: Please see the Accessories section for full details of Twin (1 1/4") HS2 SU's.

**Sprite II, III & Midget I, II (948cc & 1098cc)**

**Sprite II & Midget I (948cc)**

Ill	Part Number	Price Eea.	Description	Req.	Details
1	AUC990T	£834.00	CARBURETTORS, new, (pair)	1	
	AUC990E	NCA	CARBURETTORS, exchange, (pair) (Supplied less rods 37, 38 & 39).	1	
<b>Sprite II &amp; Midget I (1098cc 10CG)</b>					
1	AUD73E	£323.40	CARBURETTORS, exchange, (pair) (Supplied less rods 37, 38 & 39).	1	
<b>Sprite III &amp; Midget II (1098cc 10CC)</b>					
1	AUD136T	£834.00	CARBURETTORS, new, (pair)	1	
	AUD136E	£468.50	CARBURETTORS, exchange, (pair) (Supplied less rods 37, 38 & 39).	1	
1a	2A2077	NCA	CROSS LINKAGE	1	
2	AHAG256	£10.90	PEDAL, accelerator	1	
3	AHA6255	£21.00	LINK	1	
4	GHF500	£0.22	SPLIT PIN	1	
5	SH604071	£0.72	SCREW, (1/4")	3	
6	GHF331	£0.38	WASHER, (1/4")	4	
7	SH604041	£0.41	SCREW, (1/4")	2	
8	JN2107	£0.43	LOCK NUT, (1/4")	1	
9	GHF300	£0.22	WASHER, flat, (1/4")	1	
10	AHA5746	£7.50	CABLE, accelerator	1	
11	ACC5062	£2.40	LINK PIN	1	
12	PWZ203	£0.19	WASHER, (3/16")	1	
13	GHF300	£0.22	WASHER, (1/4")	1	
14	GHF200	£0.22	NUT, (1/4")	1	
15	AEA597	£11.70	LEVER	1	
16	GHF503	£0.30	SPLIT PIN	1	
17	AEA602	£1.50	SPRING, long	1	middle spring
18	AEC2075	£1.30	SPRING, short	2	end springs
19	AHA7748	£13.20	CHOKE CABLE, (RHD)	1	
	2A2086	£10.20	CHOKE CABLE, (LHD)	1	
20	RFN303	£0.80	GROMMET	1	
21	13H6107	£2.26	STRAP, to heater	1	
22	53K3503	£0.85	SCREW	1	
23	ACH9042	£1.60	TRUNNION, choke	1	
24	GFE1004	£4.80	AIR FILTER ELEMENT	2	
25	AHA8419	NCA	AIR CLEANER, front, (standard)	1	
26	AHA8420	NCA	AIR CLEANER, rear, (standard)	1	
NI	SGPF101	£10.40	AIR CLEANER, 'Pancake' (Chrome replacement).	2	
NI	KN56-9121	£107.40	K&N, FILTER	2	
NI	KN56-9055	NCA	K&N, FILTER ASSEMBLY, (Midget)	1	
NI	KN56-9057	£239.70	K&N, FILTER ASSEMBLY, (Sprite)	1	
27	GHF301	£0.24	WASHER, flat, (5/16")	4	
28	GHF332	£0.40	WASHER, spring, (5/16")	4	
29	BH505361	£1.26	BOLT, (5/16")	4	
30	CRTR202A	£3.50	LABEL, Cooper	2	
31	149994Z	£7.80	HOSE, breather	1	
32	ACA5290	£1.31	CLIP, wire type	2	
33	PWZ205	£0.30	WASHER, flat, (5/16")	1	
34	GHF332	£0.40	WASHER, spring, (5/16")	1	
35	GHF222	£0.55	LOCK NUT, (5/16")	1	
36	ACA8014	£0.53	GASKET, carburettor to filter	2	
37	AUC1457	£2.95	CONNECTING ROD, choke	1	
38	AUE586	£2.90	LEVER & PIN, (front)	2	
39	AUE587	£2.90	LEVER & PIN, (rear)	2	
40	AUC2694	£0.84	SCREW	4	
41	AUC8396	£0.53	WASHER	4	
42	AJD8012Z	£0.30	NUT	4	
43	AUD9181	£364.00	PISTON & COVER	2	
44	JZX1394	£0.95	SCREW	4	
45	AUC2057	£2.40	SCREW, locking	2	
46	AUC4587	£4.70	SPRING, damper, (blue)	2	
47	WZX1108	£5.50	PISTON LIFT KIT	2	
48	AUC8114A	£21.30	DAMPER	2	
49	AUC2141	£0.50	SEALING RING	2	
50	AUD1410	£15.80	NEEDLE - V2, (rich)	2	948cc
	AUD1411	£15.80	NEEDLE - V3, (standard)	2	
	AUD1227	£16.00	NEEDLE - GX, (weak)	2	early 1098cc (CG)
	AUD1261	£16.00	NEEDLE - M, (rich)	2	
	AUD1468	£16.00	NEEDLE - GY, (standard)	2	
	AUD1211	£16.00	NEEDLE - GG, (weak)	2	

AUD1242	£16.00	NEEDLE - H6, (rich)	2	] late 1098cc (CC)	
AUD1478	£16.00	NEEDLE - AN, (standard)	2		
AUD1211	£16.00	NEEDLE - GG, (weak)	2		
51	AUC1318	£3.00	WASHER, rubber	2	
52	AUC1317	£0.90	WASHER, steel	2	
53	AUD2891	£10.00	BOLT	2	
54	WZX1310	£13.50	SPINDLE KIT	2	
55	WZX1320	£18.00	BUTTERFLY KIT	2	also includes item 56
56	AUC1358	£0.90	SCREW	4	
57	WZX1341	£11.40	BEARING KIT, jet	2	
58	AUC8478	£1.26	WASHER	2	
59	AUC2002	£4.70	SCREW ADJUSTER	2	
60	AUC2114	£1.40	SPRING	2	
61	AUC8461	£2.30	NUT, mixture adjusting	2	
NI	WZX1341	£11.40	BEARING KIT, jet	2	contains items 57 to 61
62	AUD9141A	£16.80	JET, front	1	green ring colour code
	AUD9142A	£16.80	JET, rear	1	pink ring colour code
63	AUD2129	£2.26	NUT	2	
64	AUD2193	£0.41	WASHER	2	
65	AUD2194	£1.26	GLAND, rubber	2	
66	AUC1367	£10.40	ADAPTOR, front	1	
	AUD2676	£7.10	ADAPTOR, rear	1	
67	AUC1329	£2.30	WASHER	2	
68	AUC1310	£78.20	FLOAT CHAMBER	2	
69	AUC8459A	£1.43	GASKET	2	
70	WZX1300	£14.40	FLOAT	2	
71	WZX1101A	£11.40	NEEDLE VALVE & SEAT	2	
72	AUC1152	£0.60	PIVOT PIN	2	
73	AUE269	£72.00	LID, float chamber, front	1	
	AUE266	£72.00	LID, float chamber, rear	1	
74	JZX1394	£0.95	SCREW	6	
75	WL700101	£0.25	WASHER, (3/16")	6	
76	AUC8473	£1.50	PIVOT TUBE	2	
77	AUC1426	£11.30	BOLT, pivot tube	2	or use WZX1330 pivot kit
	WZX1330	NCA	PIVOT KIT, (inc. 1 each of 76 & 77)	2	1 kit per carb
78	AUC8474	£0.90	WASHER, spring	2	
79	AUC8456	NCA	CAM LEVER, front	1	
	AUC1371	£7.10	CAM LEVER, rear	1	
80	AUC8463	NCA	SPRING, cam lever, front	1	
	AUC1520	NCA	SPRING, cam lever, rear	1	
81	AUC5032	£2.20	DISTANCE WASHER	2	
82	AUD9004	NCA	LEVER & LINK, front pick-up	1	
	AUD9005	NCA	LEVER & LINK, rear pick-up	1	
83	WZX1336	£6.00	SPRING, front pick-up lever	1	
	WZX1335	£6.00	SPRING, rear pick-up lever	1	
84	AUD2104	£0.60	SCREW, link to jet	2	
85	AUC3464	£0.90	SCREW, adjusting	4	
86	AUC2451	£1.00	SPRING	4	
87	WZX1370	NCA	THROTTLE LEVER, front	1	
	AUD2101	NCA	THROTTLE LEVER, rear	1	
88	JZX1328	£10.30	LOST MOTION LEVER	2	
89	AUC1206	£1.04	TAB WASHER	2	
90	AUC1424	£2.80	NUT, (special)	2	
91	1G2624	£0.54	GASKET, manifold	6	
92	AUE810A	£4.20	GASKET PACK	2	
NI	WZX1859X	£71.40	OVERHAUL KIT	1	(Includes main jets, needle valves & seats. Metering needles (item 50) not included).
NI	GGL9035X	£5.80	DASH POT OIL, (SU)	a/r	
NI	MM386-200	£40.30	SYNCHRONISER TOOL	1	
NI	GAC6101X	£20.00	JET CENTERING TOOL	1	
NI	AUD2693	£3.20	JET ADJUSTING SPANNER	1	
NI	ALT9501	£10.00	SU NEEDLE CHART	a/r	



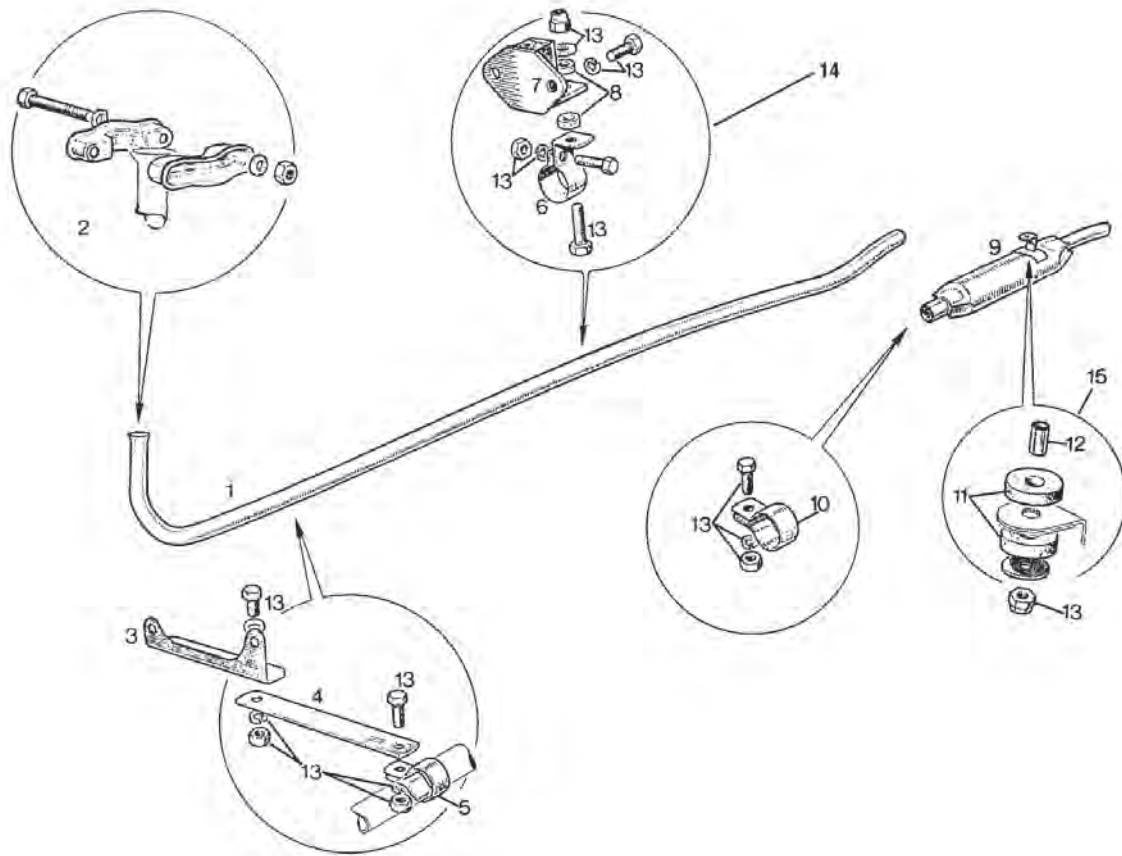
**Exhaust System**

Note: Please see the Accessories section for full details of exhaust systems.

**All 948cc Models**

ill	Part Number	Price £ea.	Description	Req.	Details
26	GEX1304	£39.90	FRONT PIPE, mild steel	1	from AN5 5477
	BSAN56	£65.00	FRONT PIPE, stainless steel	1	
27	GEX3252	£40.90	SILENCER, mild steel	1	
	BSAN219	£90.00	SILENCER, stainless steel	1	
NI	GEK1011	£19.40	FITTING KIT	1	
NI	GAC2054	£2.50	JOINTING COMPOUND	1	
28	GEX7046	£2.66	CLAMP ASSEMBLY, pipe to manifold	1	includes 29, 30 & 31
29	BH605181	£1.10	BOLT, (5/16")	2	
30	2K5806	NCA	WASHER, flat, (5/16")	4	
31	GHF261	£0.47	NUT, brass, (5/16")	4	
32	GEX7148	£46.80	BRACKET, gearbox steady	1	
33	GEX7069	£5.30	BRACKET, front pipe to steady bracket	1	
34	GEX7070	£4.90	BRACKET, front pipe support	1	
35	GEX7155	£4.50	MOUNTING RUBBER	1	
36	GEX7167	NCA	CLAMP, rear, original type	1	
37	GEX9003	£0.72	CLAMP, rear, 'U' bolt type	1	alternative to 36
38	GEX1305	£10.90	EXTENSION PIPE, (tail pipe)	1	
39	GEX7071	NCA	CLAMP, (for tail pipe extension)	1	
40	GEX7152	£1.60	SPACER	1	
41	GEX7151	£0.90	BUSH, rubber	2	
42	SH605061	£0.22	SCREW, (5/16")	2	
43	GHF301	£0.24	WASHER, (5/16")	4	

44	GHF332	£0.40	WASHER, spring, (5/16")	8	
45	GHF201	£0.17	NUT, (5/16")	8	
46	GHF103	£0.60	SCREW, (5/16")	3	
47	SH605051	£1.00	SCREW, (5/16")	3	
48	SH604071	£0.72	SCREW, (1/4")	1	
49	GHF331	£0.38	WASHER, spring, (1/4")	1	
50	GHF200	£0.22	NUT, (1/4")	1	
51	PWZ205	£0.30	WASHER, flat, (5/16")	2	
52	LNZ105	£0.95	NUT, (stiff), (5/16")	1	
53	GEX7070K	£10.80	MOUNTING KIT, centre	1	
54	GEX7151K	£4.80	MOUNTING KIT, rear	1	silencer not included
NI	GBK2001	£9.60	BOLT KIT, exhaust	1	

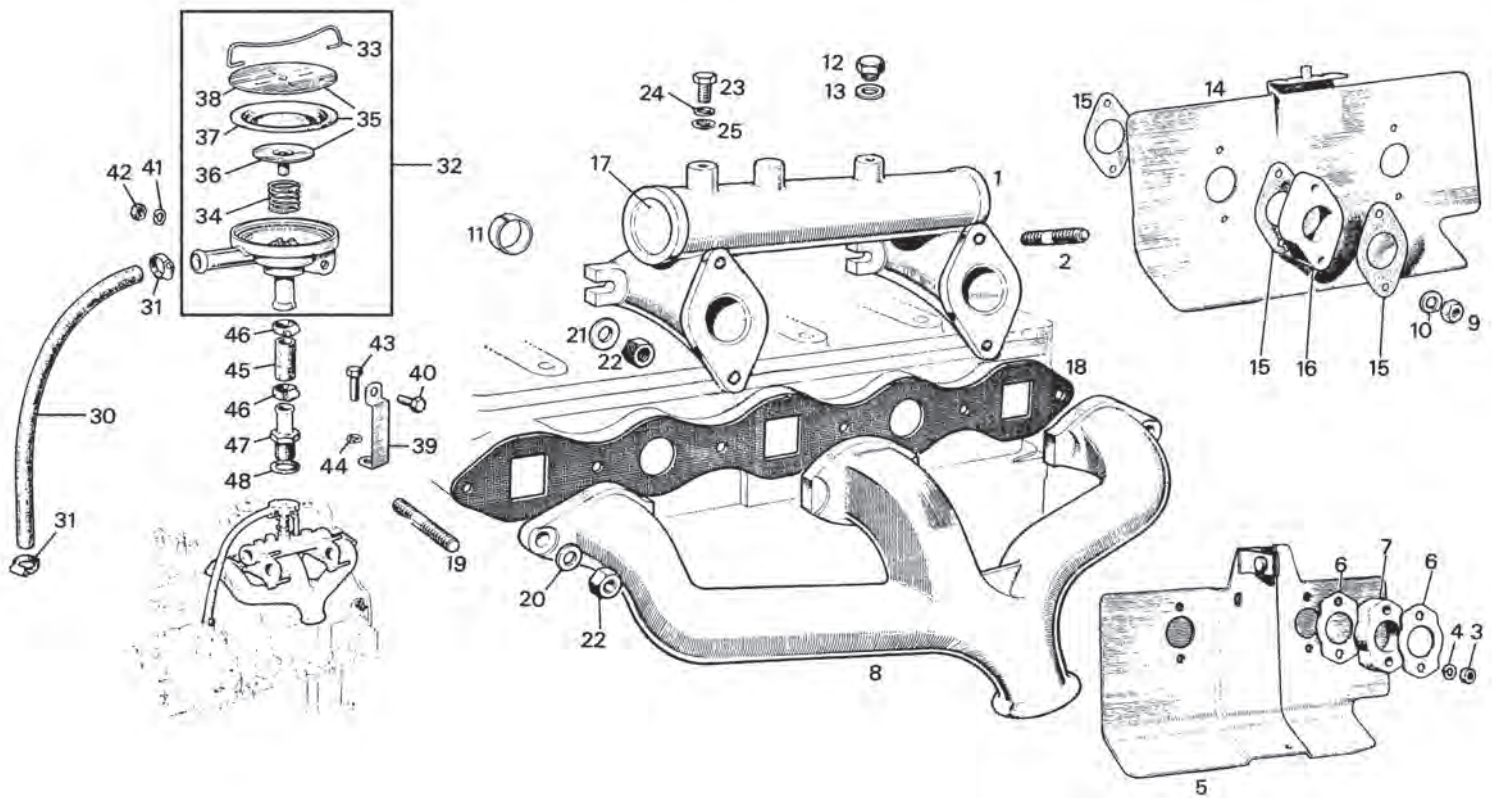


## Exhaust System

Note: Please see the Accessories section for full details of exhaust systems.

### All 1098cc Models

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	GEX1306	£37.00	FRONT PIPE, mild steel	1	
	BSAN290	£59.40	FRONT PIPE, stainless steel	1	
2	GEX7049	£4.30	CLAMP, front pipe to manifold	1	
3	GEX7153	£7.50	BRACKET, gearbox	1	
4	GEX7154	£2.10	STRAP, front pipe to gearbox	1	
5	GEX7072	£5.00	CLIP, front pipe to strap	1	
6	GEX7073	£5.00	CLIP, intermediate	1	
7	GEX7155	£4.50	MOUNTING, intermediate pipe	1	
8	AHC442	£1.00	WASHER/INSULATOR	2	fits each side of GEX7155
9	GEX3365	£33.90	SILENCER, mild steel	1	
	BSAN233	£90.00	SILENCER, stainless steel	1	
10	GEX7074	£5.00	CLIP, front pipe to silencer	1	
11	GEX7151	£0.90	BUSH, rubber	2	
12	GEX7152	£1.60	SPACER	1	
13	GBK1004X	£3.50	BOLT MOUNTING KIT	1	
14	GEX7073K	£12.50	MOUNTING KIT, centre	1	
15	GEX7151K	£4.80	MOUNTING KIT, rear	1	



**Manifolds & Heatshields**

Note: Please see the Accessories section for full details of manifolds.

**Sprite I (948cc)**

Part Number	Price £ea.	Description	Req.	Details
1 AEA19	NCA	INLET MANIFOLD, (for 1 1/8" carbs)	1	
2 CHS415	£2.95	STUD, carb to manifold, (1/4")	4	
3 GHF200	£0.22	NUT, (1/4")	4	
4 GHF331	£0.38	WASHER, spring, (1/4")	4	
5 AEA395	£39.00	HEAT SHIELD	1	
6 3H2687	£0.77	GASKET	6	
7 3H2686	NCA	SPACER	2	
8 12A191B	£288.40	EXHAUST MANIFOLD	1	

**Sprite II & Midget I (948cc 9CG) & early 1098cc 10CG)**

1 AUE1020	£275.00	INLET MANIFOLD, (for 1 1/4" carbs)	1	
2 CHS2620	£1.80	STUD, carb to manifold, (3/8")	4	
8 12A191	NCA	EXHAUST MANIFOLD	1	
9 NT606041	£0.60	NUT, thin, (3/8")	4	
10 GHF302	£1.00	WASHER, flat, (3/8")	4	
11 12G297	£1.43	RING, locating	2	from 10CG DAH 18628
12 ADP210	£6.60	PLUG, blanking	1	
13 1B3664	£0.50	WASHER, sealing	1	
14 12G1460	£15.00	HEAT SHIELD	1	
15 1G2624	£0.54	GASKET	6	
16 AEA586	£24.40	SPACER	2	

**Sprite III & Midget II (Late 1098cc 10CC engines)**

1 AUE1020	£275.00	INLET MANIFOLD, (for 1 1/4" carbs)	1	
2 CHS2620	£1.80	STUD, carb to manifold, (3/8")	4	
8 12G420	£176.60	EXHAUST MANIFOLD	1	
9 NT606041	£0.60	NUT, thin, (3/8")	4	
10 GHF302	£1.00	WASHER, flat, (3/8")	4	
11 12G297	£1.43	RING, locating	2	
12 ADP210	£6.60	PLUG, blanking	1	

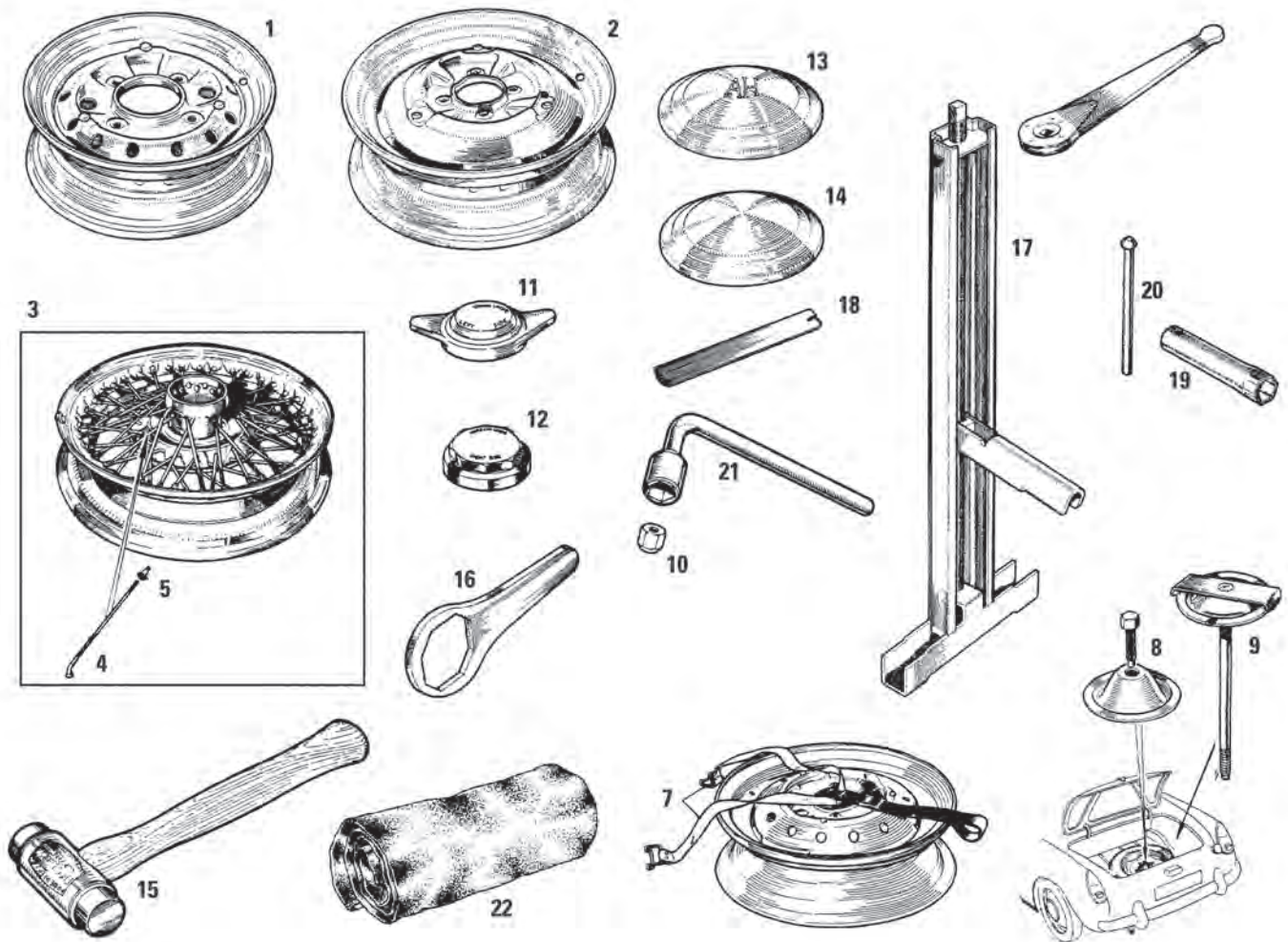
13 1B3664	£0.50	WASHER, sealing	1
14 12G1460	£15.00	HEAT SHIELD	1
15 1G2624	£0.54	GASKET	6
16 AEA586	£24.40	SPACER	2

**All Models (948cc & 1098cc)**

17 2K8159	£1.20	CORE PLUG	2	to 9CG DAH 3169
AEAG35	£1.40	CORE PLUG	2	from 9CG DAH 3170
18 AJM601	£2.40	GASKET, manifold to head	1	
19 FHS2512	£1.57	STUD, manifolds to head, (5/16")	6	
20 GHF301	£0.24	WASHER, flat, (5/16")	2	for outer studs
21 12A1211	£0.90	WASHER, flat, (5/16")	4	for inner studs
22 GHF261	£0.47	NUT, brass, (5/16")	6	
23 SH504041	£0.47	SCREW, (1/4")	2	
24 GHF331	£0.38	WASHER, spring, (1/4")	2	
25 GHF300	£0.22	WASHER, flat, (1/4")	2	

**Breather Control Valve & Fittings**

30 BAU5065M	£10.00	HOSE, breather	1	(Timing cover separator to breather control valve).
31 GHC11022	£2.30	CLIP, hose to separator & valve	2	
32 13H5191	£78.00	VALVE ASSEMBLY, breather control	1	
33 27H7760	£1.75	CLIP, cover	1	
34 27H7756	NCA	SPRING	1	
35 517582	NCA	SERVICE KIT, valve	1	
36 149342	£6.00	PLUNGER SUB-ASSEMBLY	1	
37 27H7758	£5.00	DIAPHRAGM	1	
38 27H7759	£4.40	COVER	1	
39 12G1654	£3.85	SUPPORT BRACKET, valve to manifold	1	
40 GHF117	£0.30	SCREW, valve to support bracket	1	
41 GHF331	£0.38	WASHER, locking	1	
42 GHF200	£0.22	NUT	1	
43 SH504051	£0.50	SCREW, support bracket to manifold	1	
44 GHF331	£0.38	WASHER, locking	1	
45 BAU5065M	£10.00	HOSE, valve to adaptor	1	
46 GHC11022	£2.30	CLIP, hose to valve & adaptor	2	
47 12H1405	£9.30	ADAPTOR, hose to manifold	1	
48 1B3664	£0.50	WASHER, sealing	1	



**Road Wheels & Fittings**

Note: Please see the Accessories section for our full range of alloy wheels.

Ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA5539E	NCA	WHEEL, steel, 13" x 3.5"	5	ventilated
2	AHA6455E	NCA	WHEEL, steel, 13" x 3.5"	5	from GAN2 17166, HAN7 26240
3	WWP458	£209.30	WIRE WHEEL, painted, 13" x 4"	5	
	WWC458	£238.66	WIRE WHEEL, chrome, 13" x 4"	5	
4	17H3613	£4.80	SPOKE, long, mild steel	a/r	60 spoke painted
	17H3984	£4.80	SPOKE, short, mild steel	a/r	wire wheels
	37H4967	£8.70	SPOKE, long, chromed stainless	a/r	60 spoke chrome
	37H4968	£3.50	SPOKE, short, chromed stainless	a/r	wire wheels
5	7H1709	£0.65	NIPPLE, mild steel	a/r	painted wire wheels
	37H3651	£1.20	NIPPLE, chromed stainless	a/r	chrome wire wheels
7	AHA5217K	£32.80	STRAP KIT, spare wheel, (3 piece)	1	Sprite I
NI	242-856	£48.50	COVER, spare wheel	1	
8	24A1032	NCA	CLAMP, spare wheel, (steel wheels)	1	
9	AHA6664	NCA	CLAMP, spare wheel, (wire wheels)	1	
10	88G322	£0.90	NUT, wheel, (steel wheels)	16	
11	AHH7317	£28.40	KNOCK-ON '2 EAR', RH, (LH thread)	2	12 TPI, use only
	AHH7318	£28.40	KNOCK-ON '2 EAR', LH, (RH thread)	2	with original hubs
	AHA7373	£27.80	KNOCK-ON '2 EAR', RH, (LH thread)	2	8 TPI, use when replacement
	AHA7374	£27.80	KNOCK-ON '2 EAR', LH, (RH thread)	2	hubs BTA 688/9 are fitted
12	AHH7315	£27.90	OCTAGONAL NUT, RH, (LH thread)	2	12 TPI, use only
	AHH7316	£27.90	OCTAGONAL NUT, LH, (RH thread)	2	with original hubs
	88G606	£25.60	OCTAGONAL NUT, RH, (LH thread)	2	8 TPI, use when replacement
	88G607	£25.60	OCTAGONAL NUT, LH, (RH thread)	2	hubs BTA 688/9 are fitted
13	2A8055	£45.00	HUB CAP	4	'Austin Healey' motif
14	AHA5660	£45.00	HUB CAP	4	plain

Note: TPI = Threads Per Inch, the lower the number (IE '8') the coarser the threads.

**Wire Wheel Hub Conversion Kits (all models)**

**Wheels NOT included**

Ill	Part Number	Price £ea.	Description	Req.	Details
NI	GAC7017	£340.80	HUB CONVERSION KIT	1	2-eared knock-on type (Kit includes 4 hubs, fittings & precise installation/fitting instructions).
NI	GAC7027	£337.50	HUB CONVERSION KIT	1	octagonal nut type (Kit includes 4 hubs, fittings & precise installation/fitting instructions).

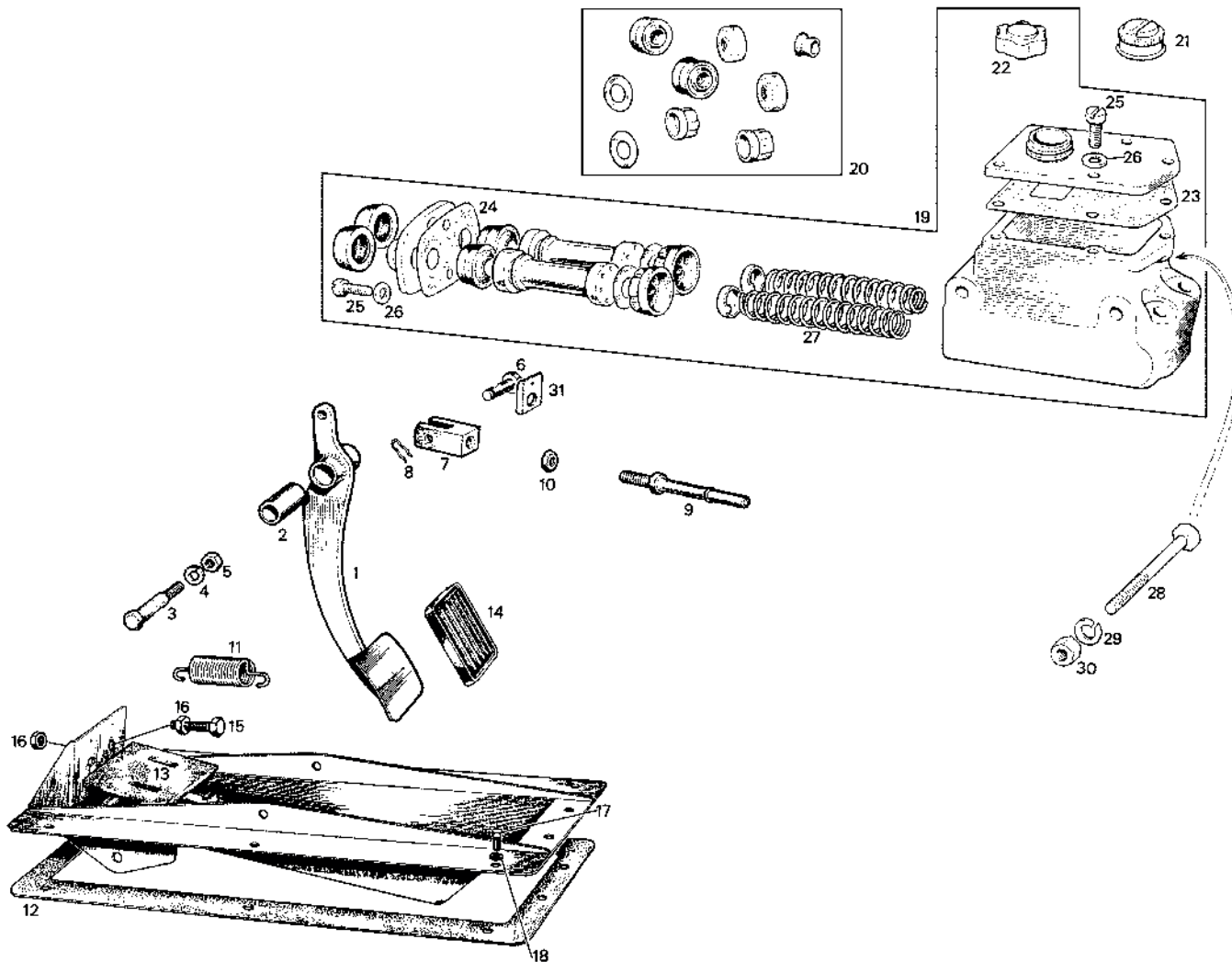
Note: A few Sprite I models were converted to wire wheels and disc brakes by the Donald Healey Motor Co. They used special discs and Dunlop/Girling calipers at the front. We are unable to supply any of the components for these vehicles, the later Lockheed discs and calipers are not directly interchangeable either.

Wire wheels for Sprites & Midgets were only offered by the factory as an optional extra in 1963 after the introduction of Disc Brakes and, the 1098cc engine, however, we have recently come across what we believe to be a factory prototype (circa 1962-63) equipped with wire wheels, but with slightly smaller calipers & pads!

**Roadside Tools & Equipment**

Note: Please see the Accessories section for our full range of wire wheel tools & spanners.

15	C27290	£30.00	HAMMER, copper/hide	1	
16	AHH5839	£6.05	SPANNER, for octagonal hub nuts)	1	
17	BHA5329	£118.50	JACK	1	
Note: The original sill jack (BHA4964) and ratchet handle (13H6692) are no longer available. Use BHA5329.					
18	11H1051	£5.40	TOOL, hub cap removal	1	
19	1B8995	NCA	SPANNER, spark plug	1	
20	001403	NCA	BAR/HANDLE	1	
21	2A5626	£15.05	SPANNER, wheel nut	1	steel wheel only
22	AHA5506	£43.30	TOOL ROLL	1	
NI	GAC4089	£11.30	BRUSH, wire wheel	1	



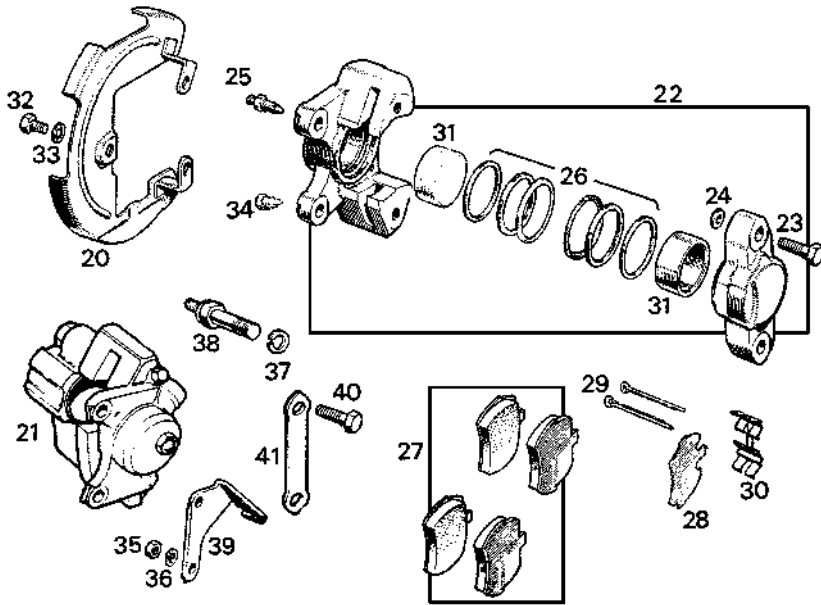
**Master Cylinder & Brake/Clutch Pedal**

Part Number	Price Eea.	Description	Req.	Details
1 AHA6407	NCA	BRAKE PEDAL	1	
1 AHA6408	NCA	CLUTCH PEDAL	1	
NI C16062A	£4.85	SWITCH, brake light, (spade connectors)	1	
2 2A5564	NCA	BUSH, pivot	2	
3 2A5568	£5.10	BOLT, pivot	1	
4 GHF332	£0.40	WASHER, spring, (5/16")	1	
5 GHF201	£0.17	NUT, (5/16")	1	
6 2A5575	£2.30	CLEVIS PIN	2	original
PJ8808	£1.25	CLEVIS PIN	2	alternative
7 2A5576	£17.80	FORK END	2	
8 1B3498	NCA	WIRE CLIP	2	original
GHF502	£0.22	SPLIT PIN	2	alternative
9 AHA6409	£5.80	ROD, actuating	2	
10 NT605041	£0.30	NUT, locking, (5/16")	2	
11 2A5574	£1.56	SPRING, return	2	
12 AHA6366	£1.57	SEAL, pedal box aperture	2	
13 2A5572	£1.52	DRAUGHT EXCLUDER	1	
14 AHA5326	£1.60	PEDAL RUBBER	2	
15 GHF101	£0.30	SCREW, adjusting	2	
16 JN2107	£0.43	NUT, locking, (1/4")	4	
17 SH604051	£0.30	SCREW, pedal box retaining, (1/4")	9	
GHF101	£0.30	SCREW, long, (1/4")	1	
SH604051	£0.30	SCREW, blanking plate, (1/4")	8	
18 GHF331	£0.38	WASHER, spring, (1/4")	18	
19 GMC109	£152.30	MASTER CYLINDER, (7/8")	1	948cc drum brakes
GMC109CG	£60.10	MASTER CYLINDER, (7/8"), Classic Gold	1	
GMC109Z	£76.80	MASTER CYLINDER, (7/8"), aftermarket	1	
20 8G8224	£32.50	REPAIR KIT, (7/8")	1	
8G8224Z	£12.00	REPAIR KIT, (7/8"), aftermarket	1	
19 GMC112	£129.90	MASTER CYLINDER, (3/4")	1	1098cc disc brakes
20 GRK1025Z	£15.00	REPAIR KIT, (3/4")	1	
21 17H3723	NCA	FILLER CAP, metal	1	alternative
22 513123A	£3.85	FILLER CAP, plastic	1	alternative

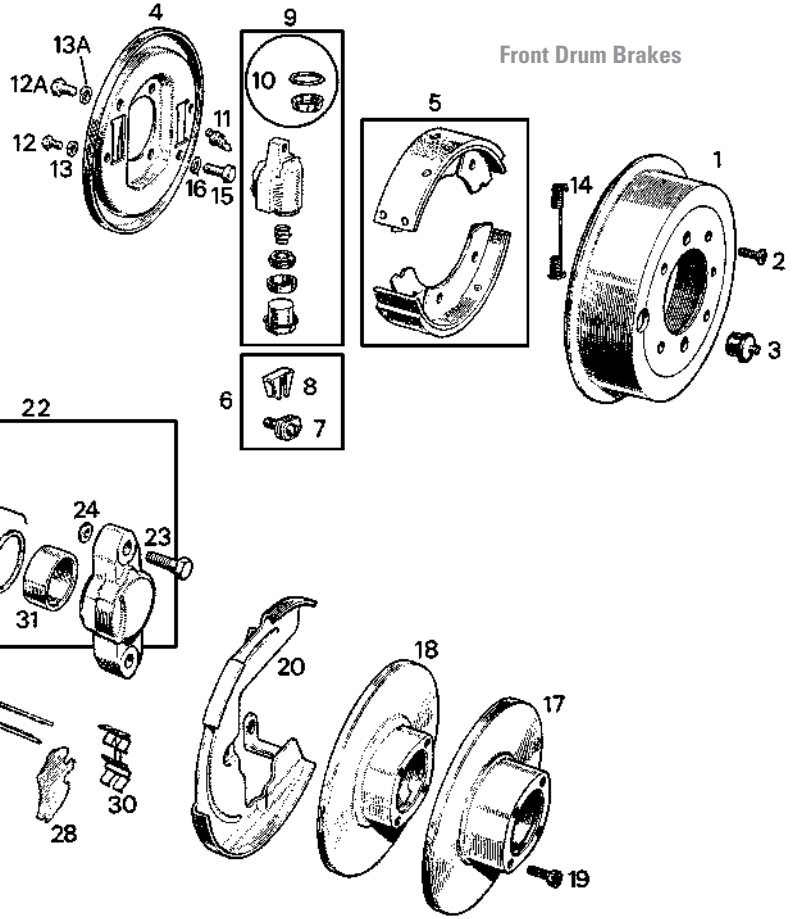
23 37H2496	£1.70	GASKET, top	1
24 AAA4757	£1.90	GASKET, side	1
25 AAA4758	£1.30	SCREW, retaining, (1/4")	7
26 GHF321	£0.22	WASHER, spring, (1/4")	7
27 AJH5083	£2.40	SPRING	2
28 GHF126	£1.44	BOLT, mounting, short, (3/8")	1
BH606261	£1.48	BOLT, mounting, long, (3/8")	1
29 GHF333	£0.30	WASHER, spring, (3/8")	2
30 GHF202	£0.22	NUT, (3/8")	2
31 2A5573	£2.05	RETAINER, spring	2



Front Disc Brakes



Front Drum Brakes



Front Brakes

Note: Please see the Accessories section for full details of performance front brake parts.

Drum Brakes (948cc)

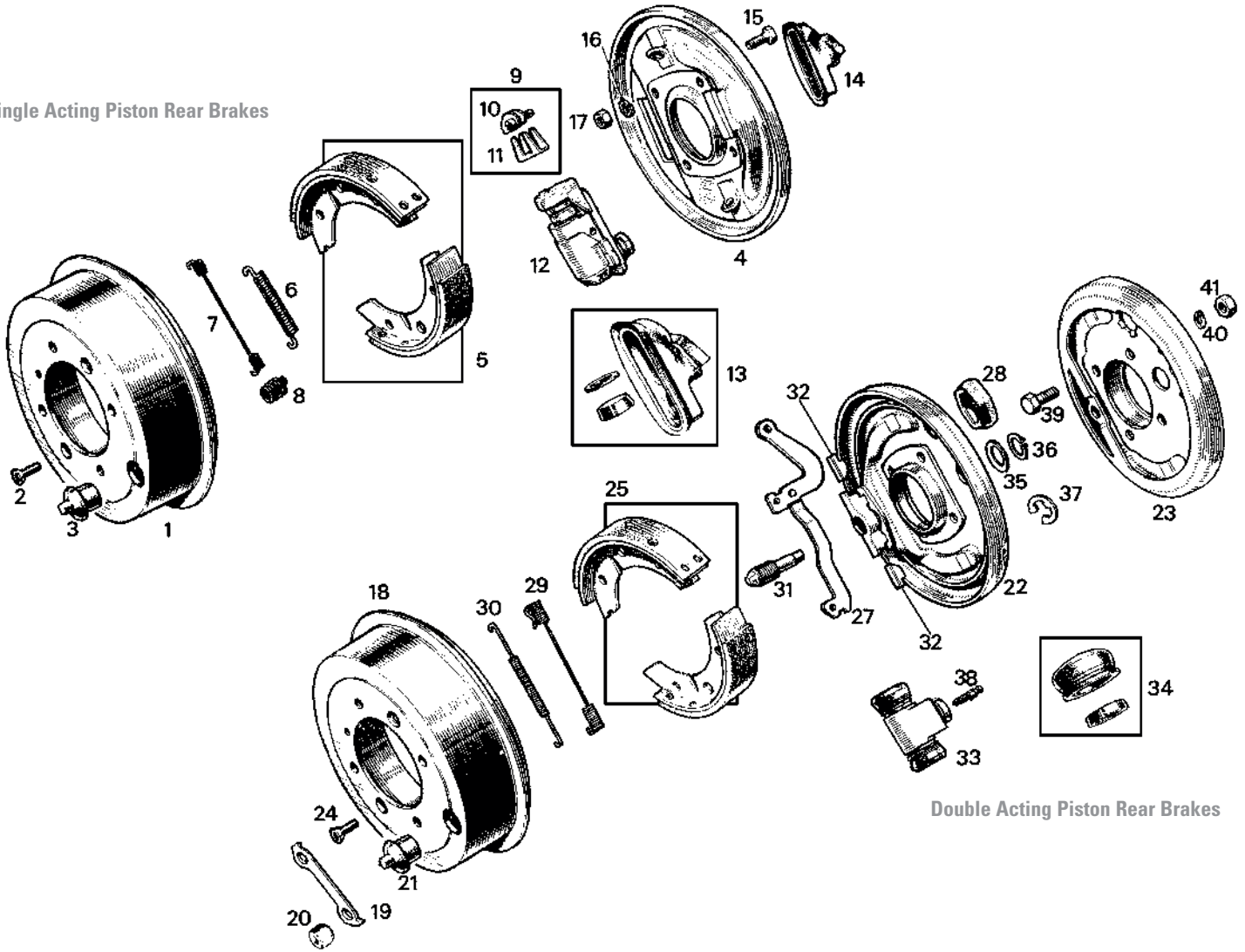
Ill	Part Number	Price £ea.	Description	Req.	Details
1	2A7168	£12.30	BRAKE DRUM	2	
NI	GBH110	£10.20	BRAKE HOSE, front	2	
2	CMZ407	£0.80	SCREW, drum to hub, (1/4")	4	
3	2A7228	£1.13	PLUG, brake drum	2	
4	17H7543	NCA	BACK PLATE, RH	1	
	17H7544	NCA	BACK PLATE, LH	1	
5	GBS704AF	£14.60	BRAKE SHOES, (set of 4)	1	
6	AAA423K	£25.50	ADJUSTER KIT	4	
7	AAA423	£21.40	CAM, adjuster	4	
8	AAA421	£5.12	MASK, adjuster	4	
9	GWC110	£22.00	WHEEL CYLINDER, front, RH	2	
	GWC110Z	£11.80	WHEEL CYLINDER, front, RH, aftermarket	2	
	GWC111	£22.00	WHEEL CYLINDER, front, LH	2	
	GWC111Z	£11.80	WHEEL CYLINDER, front, LH, aftermarket	2	
10	8G8245	£7.80	SEAL KIT, wheel cylinder	4	
	8G8245Z	£4.30	SEAL KIT, wheel cylinder	4	aftermarket
11	3H2428	£1.20	BLEED SCREW	2	
12	7H7520	£3.10	SCREW, (1/4")	4	
13	GHF331	£0.38	WASHER, spring, (1/4")	4	
12A	SH605051	£1.00	SCREW, (5/16")	4	
13A	GHF332	£0.40	WASHER, spring, (5/16")	4	
14	AAA4776	£2.95	SPRING, shoe return	4	
15	51K1368	NCA	SCREW, back plate to stub axle, (1/4")	8	
16	GHF322	£0.22	Spring Washer, (5/16")	8	

Note: A few Sprite I models were converted to wire wheels and disc brakes by the Donald Healey Motor Co. They used special discs and Dunlop/Girling calipers at the front. We are unable to supply any of the components for these vehicles, the later Lockheed discs and calipers are not directly interchangeable either. Wire wheels for Sprites & Midgets were only offered by the factory as an optional extra in 1963 after the introduction of Disc Brakes and, the 1098cc engine, however, we have recently come across what we believe to be a factory prototype (circa 1962-63) equipped with wire wheels, but with slightly smaller calipers & pads!

Disc Brakes (1098cc)

17	BTA383	£9.90	BRAKE DISC,	2	(for steel wheels)
18	BTA469	£9.90	BRAKE DISC,	2	(for wire wheels)
	BTA469GEO	£12.40	BRAKE DISC, geomet finish	2	
19	BTA370	£1.80	BOLT, brake disc	8	
NI	GBH157	£8.20	BRAKE HOSE, front	2	
20	BTA472	£15.40	COVER, dust, RH brake disc	1	
	BTA473	£15.40	COVER, dust, LH brake disc	1	
21	17H9439	£54.80	CALIPER, new, RH	1	calipers should not be
	17H9438	£54.80	CALIPER, new, LH	1	separated into two halves
23	27H4353	£2.66	BOLT	4	
24	17H7679	£0.50	SEAL	2	not included in kit GRK5008
25	3H2428	£1.20	BLEED NIPPLE	2	
26	GRK5008	£14.20	SEAL KIT, caliper	2	item 24 not included
27	GBP281	£15.70	BRAKE PADS, (set of 4)	1	
28	17H2460	£1.80	SHIM, (metal), (anti-squeal)	4	
29	PS610241	£0.40	PIN, pad retaining	4	
	GBK1010	£0.95	SLIT PIN SET, 4 pieces	1	
30	17H7963	£1.70	PLATE, pad retaining	2	
31	17H7960	£12.70	PISTON	4	
32	SH605031	£0.84	SCREW, (5/16")	2	
33	WE600051	£0.53	WASHER, spring, (5/16")	2	
34	17H7917	£6.00	PLUG, blanking	2	
35	GHF201	£0.17	NUT, (5/16")	4	
36	GHF332	£0.40	WASHER, spring, (5/16")	4	alternative to
37	GHF334	£0.73	WASHER, spring, (5/16")	4	items 39A to 41,
38	BTA444	NCA	BOLT, caliper mounting	4	change point not available
39	BTA442	NCA	BRACKET, RH brake hose	1	
	BTA443	NCA	BRACKET, LH brake hose	1	
NI	BTA792	£17.70	BRACKET, RH brake hose	1	alternative to
	BTA793	£17.70	BRACKET, LH brake hose	1	items 35 to 39,
40	BTA789	£3.35	BOLT, caliper mounting	4	change point not available
41	BTC114	£0.65	LOCK TAB	2	

Single Acting Piston Rear Brakes



Double Acting Piston Rear Brakes

Rear Brakes

Single Acting Piston type, (To chassis No HAN6 20544, GAN1 13554)

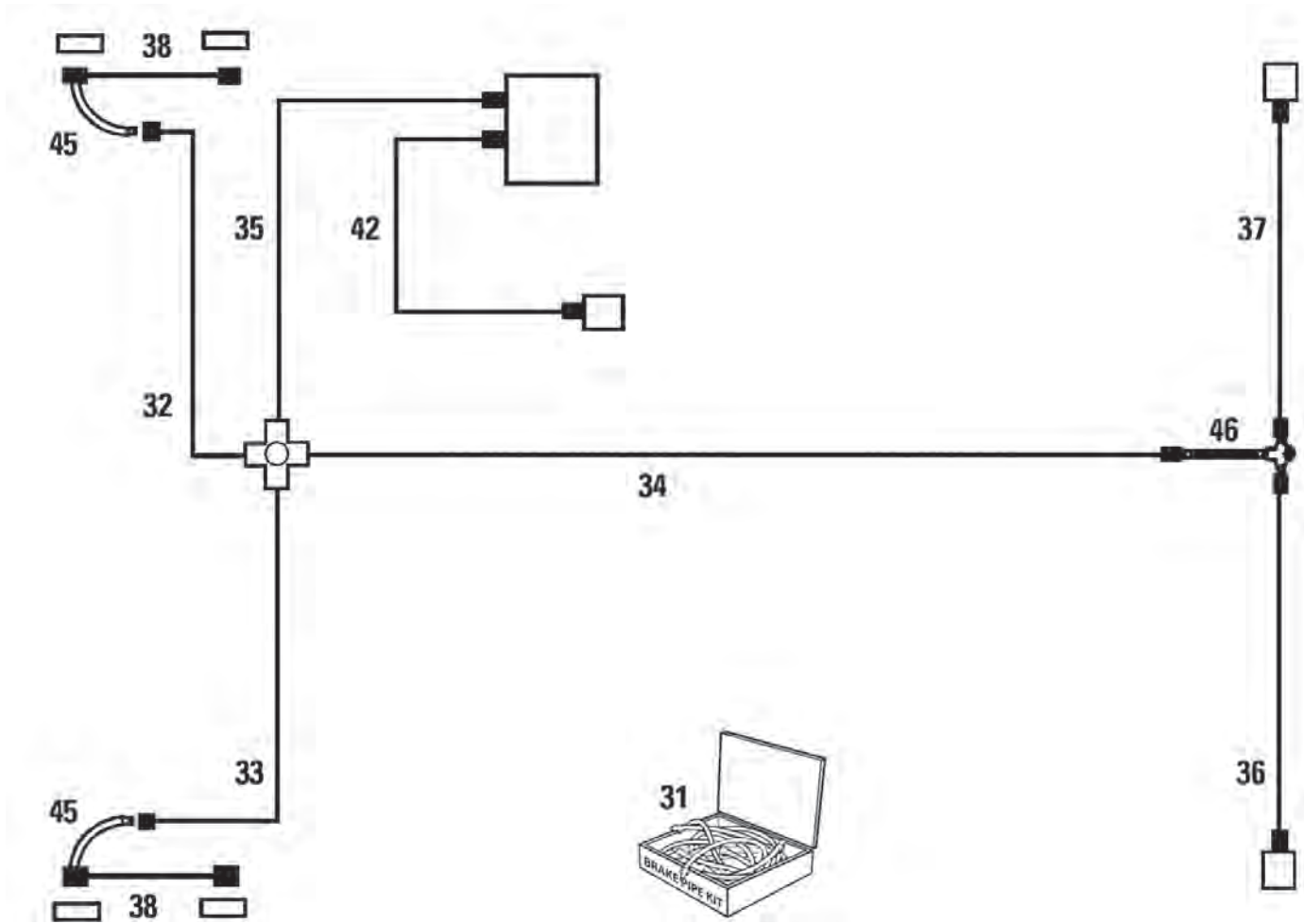
ill	Part Number	Price £ea.	Description	Req.	Details
1	2A7168	£12.30	BRAKE DRUM	2	
2	SF604051	£0.30	SCREW, drum to hub, (1/4")	4	
3	2A7228	£1.13	PLUG, brake drum	2	
4	ATA7076	NCA	BACK PLATE, RH	1	
	ATA7077	NCA	BACK PLATE, LH	1	
NI	GBH158	£7.06	BRAKE HOSE, rear	1	
5	GBS819AF	£18.60	BRAKE SHOES, (set of 4)	1	
6	AAA4777	£2.95	SPRING, shoe return	2	abutment end
7	AAA4778	£2.75	SPRING, shoe return	2	cylinder end
8	AAA4714	£1.88	SPRING, shoe steady	4	
9	AAA423K	£25.50	ADJUSTER KIT	2	
10	AAA423	£21.40	CAM, adjuster	2	
11	AAA421	£5.12	MASK, adjuster	2	
12	GWC1114	£28.30	WHEEL CYLINDER	2	
13	8G8243	£6.90	REPAIR KIT, wheel cylinder	2	
14	7H7943	£7.00	DUST COVER, lever	2	
15	GHF120	£0.30	SCREW, (5/16")	8	
16	GHF332	£0.40	WASHER, spring, (5/16")	8	
17	GHF201	£0.17	NUT, (5/16")	8	
NI	GAC5051	NCA	SPANNER, brake adjusting	1	
NI	MTR44211	£5.80	SPANNER, brake adjusting	1	

Double Acting Piston Type, (From chassis No HAN6 20792, GAN1 13555)

18	2A7168	£12.30	BRAKE DRUM	2
19	BTA493	£1.10	LOCK TAB, (wire wheels only)	4
20	FNZ506	£0.70	NUT, (wire wheels only)	4
21	2A7228	£1.13	PLUG, brake drum	2
22	BTA566	NCA	BACK PLATE, RH	1

23	BTA567	NCA	BACK PLATE, LH	1
NI	GBH158	£7.06	BRAKE HOSE, rear	1
24	SF604051	£0.30	SCREW, brake drum, (1/4")	4
25	GBS834AF	£17.00	BRAKE SHOES, (set of 4)	1
27	17H2824	£11.30	LEVER, hand brake, RH	1
	17H2825	£11.30	LEVER, hand brake, LH	1
28	17H8057	£2.60	DUST COVER, handbrake lever	2
29	17H7947	£4.80	SPRING, shoe return, RH	1
	17H7948	£4.80	SPRING, shoe return, LH	1
30	17H7621	£2.66	SPRING, shoe return	2
31	17H7619	£5.30	WEDGE, brake adjuster	2
32	17H7620	£8.50	ADJUSTER KIT, (per side)	2
33	GWC1115	£33.00	WHEEL CYLINDER	2
	GWC1115Z	£18.20	WHEEL CYLINDER, (aftermarket)	2
34	GRK2011	£6.90	REPAIR KIT, wheel cylinder	2
	GRK2011Z	£5.00	REPAIR KIT, wheel cylinder, (aftermarket)	2
33A	GWC1102	£10.20	WHEEL CYLINDER	2
	GWC1102Z	£7.20	WHEEL CYLINDER, (aftermarket)	2
34A	GRK2014	£6.90	REPAIR KIT, wheel cylinder	2
	GRK2014Z	£7.30	REPAIR KIT, wheel cylinder, (aftermarket)	2
35	17H7613	NCA	WASHER, belleville	2
36	17H7622	£0.40	CIRCLIP	2
37	17H7949	£0.68	CLIP	2
38	513118A	£1.70	BLEED SCREW	2
39	GHF120	£0.30	SCREW, (5/16")	8
40	GHF332	£0.40	WASHER, spring, (5/16")	8
41	GHF201	£0.17	NUT, (5/16")	8
NI	GAC5051	NCA	SPANNER, (brake adjusting)	1
NI	MTR44211	£5.80	SPANNER, brake adjusting	1

1 ] cylinder end  
 1 ]  
 2 ] adjuster end  
 2 ]  
 2 ] when fitted with front  
 2 ] drum brakes  
 2 ]  
 2 ] when fitted with front  
 2 ] disc brakes  
 2 ]  
 2 ] alternative to item 37  
 2 ] alternative to items 35/36



**Brake Pipes, Kits & Clutch Pipes**

**Brake Pipes**

ill Part Number Price £ea. Description Req. Details

**Brake Pipe Kits**

31	GAC5006	£96.50	BRAKE PIPE KIT, RHD	1	948cc
	GAC6006	£94.90	BRAKE PIPE KIT, LHD	1	drum brake models
	GAC5032	£74.30	BRAKE PIPE KIT, RHD	1	1098cc
	GAC6032	£74.30	BRAKE PIPE KIT, LHD	1	disc brake models

**Brake Pipes**

32	GPP14AC	£13.80	PIPE, 4 way to RH front hose	1	
33	GPP50AC	£17.60	PIPE, 4 way to LH front hose	1	
34	GPP72AC	£19.30	PIPE, 4 way to rear hose	1	
35	GPP28AA	£14.60	PIPE, master cylinder to 4 way, (RHD)	1	
	GPP66AA	£19.60	PIPE, master cylinder to 4 way, (LHD)	1	
36	GPP32AA	£16.10	PIPE, 3 way to LH rear w/cylinder	1	
37	GPP26AA	£15.50	PIPE, 3 way to RH rear w/cylinder	1	
38	GPP10AA	£13.50	PIPE, bridge, front cylinder to cylinder	2	drum brakes only

**Clutch Pipes**

42	GPP56AA	£17.60	CLUTCH PIPE, RHD, kunifer	1	
	2A5615C	£24.70	CLUTCH PIPE, RHD, copper		
	GPP90AA	£23.50	CLUTCH PIPE, LHD, kunifer	1	
	AHA5508C	£30.60	CLUTCH PIPE, LHD, copper	1	

**Brake Hoses (Flexible)**

45	GBH110	£10.20	BRAKE HOSE, front, (standard)	2	drum brake models
	GBH110Z	£10.20	BRAKE HOSE, front, (aftermarket)	2	
	GBH110SS	£32.30	BRAKE HOSE, front, (*AeroQuip/braided)	2	
	GBH157	£8.20	BRAKE HOSE, front, (standard)	2	disc brake models
	GBH157Z	£5.30	BRAKE HOSE, front, (aftermarket)	2	
	GBH157SS	£24.80	BRAKE HOSE, front, (*AeroQuip/braided)	2	
46	GBH158	£7.06	BRAKE HOSE, rear, (standard)	1	
	GBH158Z	£6.00	BRAKE HOSE, rear, (aftermarket)	1	
	GBH158SS	£25.60	BRAKE HOSE, rear, (*AeroQuip/braided)	1	

\*Note: AeroQuip hoses are stainless steel braided.

**Clutch & Brake Fluids**

**When did you last change your Clutch/Brake fluid?**

DOT3 fluid ought to be completely discarded, DOT4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers. An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT5 'ABF'), which is 'Non-Hygroscopic', so it doesn't promote rust problems in the hydraulic system. The bonus is that it won't damage paint work.

When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components. Racing Fluid (DOT5.1 'GBF5') really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT5.1 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.

**Brake/Clutch Fluid (DOT4 Specification)**

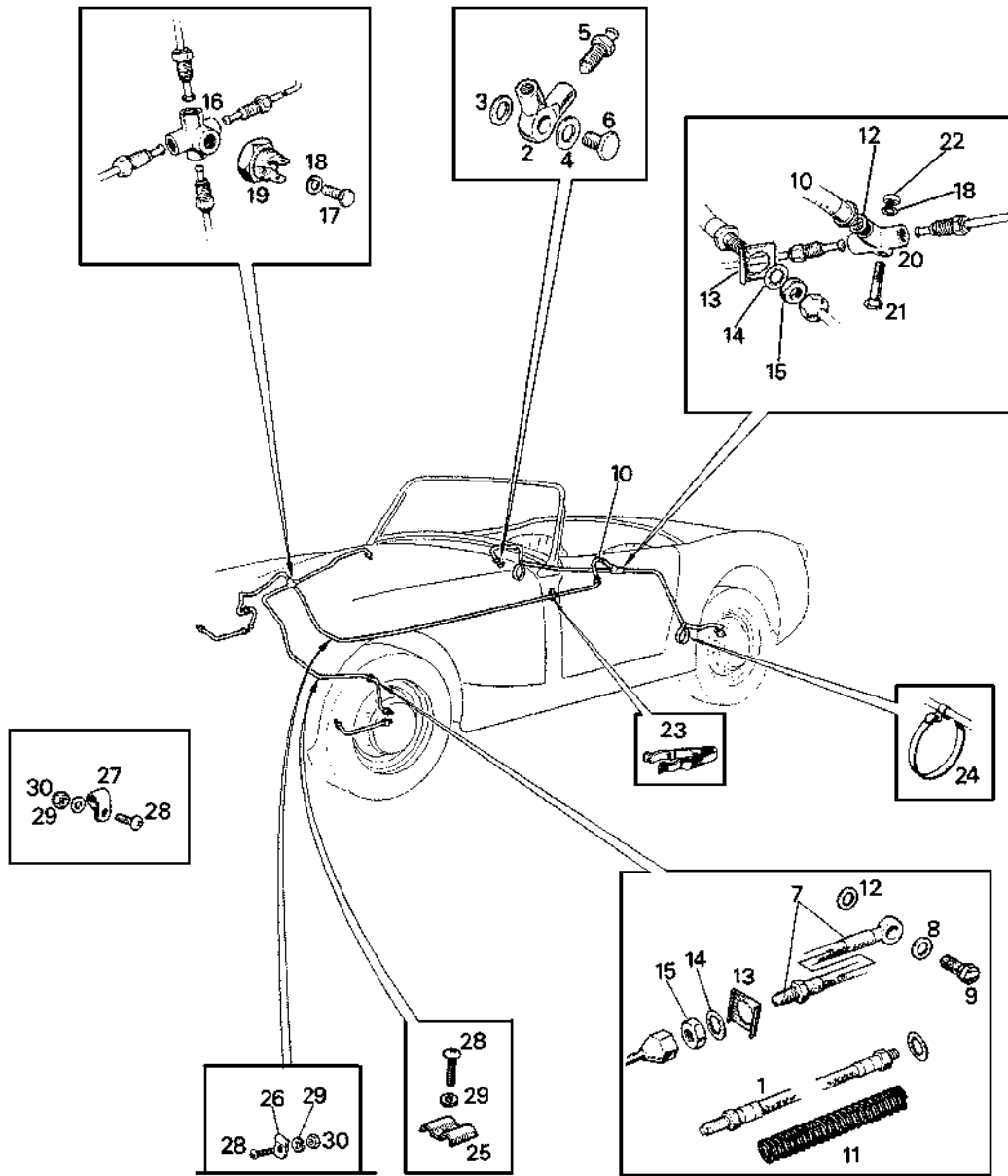
ill	Part Number	Price £ea.	Description	Req.	Details
	NI GBF4102	£6.80	BRAKE/CLUTCH FLUID, DOT4	a/r	500ml
	NI GBF4103	£12.50	BRAKE/CLUTCH FLUID, DOT4	a/r	1 litre
	NI GBF4104	£48.50	BRAKE/CLUTCH FLUID, DOT4	a/r	5 litre

**Silicone Brake/Clutch Fluid (DOT5 Specification)**

	NI ABF3	£27.60	BRAKE/CLUTCH FLUID, DOT5	a/r	silicone, 500ml
	NI ABF4	£48.30	BRAKE/CLUTCH FLUID, DOT5	a/r	silicone, 1 litre

**Racing Brake/Clutch Fluid (DOT5.1 Specification)**

	NI GBF5102	£11.70	BRAKE/CLUTCH FLUID, DOT5.1	a/r	racing, 500ml
	NI GBF5103	£16.80	BRAKE/CLUTCH FLUID, DOT5.1	a/r	racing, 1 litre



**Brake Hoses & Pipe Fixings**

**Drum Brake Models (948cc)**

ill	Part Number	Price £ea.	Description	Req.	Details
1	GBH110	£10.20	BRAKE HOSE, front, (standard)	2	to chassis Nos.
	GBH110Z	£10.20	BRAKE HOSE, front, (aftermarket)	2	
	GBH110SS	£32.30	BRAKE HOSE, front, (*AeroQuip/braided)	2	
2	AHH5634	£27.30	UNION, (2 way)	2	HAN6 20791,
3	233220A	£0.89	WASHER, copper, (small)	2	GAN1 13554
4	3H550	£0.64	WASHER, copper, (large)	2	with single piston
5	3H2428	£1.20	BLEED SCREW	2	wheel cylinders
6	7H7847	£5.20	BOLT	2	

**Disc Brake Models (1098cc)**

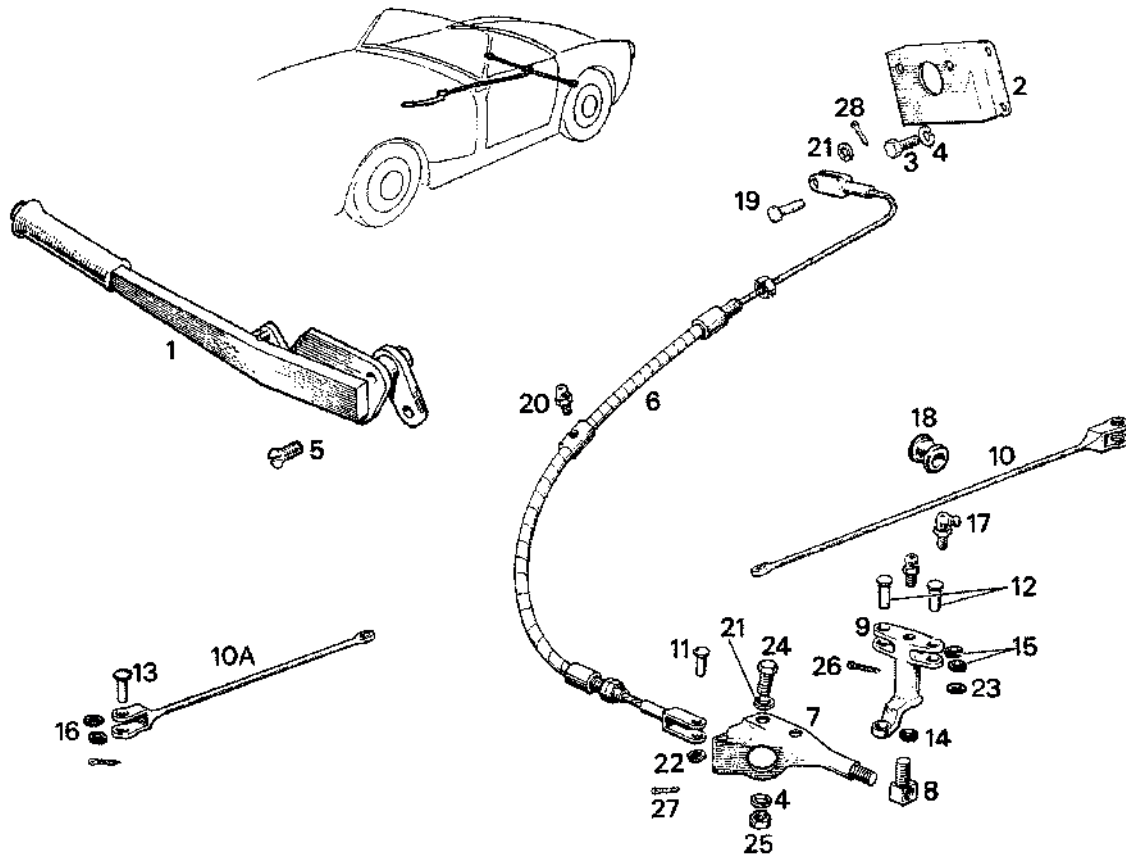
7	GBH157	£8.20	BRAKE HOSE, front, (standard)	2	
	GBH157Z	£5.30	BRAKE HOSE, front, (aftermarket)	2	
	GBH157SS	£24.80	BRAKE HOSE, front, (*AeroQuip/braided)	2	
8	3H550	£0.64	WASHER, copper, (large)	2	
9	C5192A	£6.76	BANJO BOLT	2	

\*(AeroQuip hoses are stainless steel braided).

**All Models**

10	GBH158	£7.06	BRAKE HOSE, rear, (standard)	1	
	GBH158Z	£6.00	BRAKE HOSE, rear, (aftermarket)	1	
	GBH158SS	£25.60	BRAKE HOSE, rear, (*AeroQuip/braided)	1	

11	GBH999	NCA	PROTECTOR, hose, (spring)	3	
12	233220A	£0.89	WASHER, copper	3	
13	1G9198	£2.26	PLATE, locking	3	
14	GHF323	£0.22	WASHER, 'star', (3/8")	3	
15	GHF202	£0.22	NUT, (lock), (3/8")	3	
16	17H7108	£22.90	UNION, (4 way), (front)	1	fits on RH front inner wing
17	GHF101	£0.30	SCREW, (1/4")	1	
18	GHF331	£0.38	WASHER, spring, (1/4")	2	
19	C16062A	£4.85	SWITCH, brake light, (spade connectors)	1	
20	3H2424	£9.30	UNION, (3 way), rear	1	locates on back axle
21	SH604091	£0.83	SCREW, (1/4")	1	
22	GHF200	£0.22	NUT, (1/4")	1	
23	6K35	£0.53	CLIP, brake pipe	4	
24	ACH8650	£2.40	STRAP, pipe to back axle	2	
25	2H400	£1.80	CLIP, clutch & brake pipe	1	RHD only
26	CHR307	NCA	CLIP, clutch & brake pipe	4	LHD only
27	PCR311	£1.25	CLIP, clutch & brake pipe	3	LHD only
28	PMZ305	£0.36	SCREW, (3/16")	a/r	
29	WL700101	£0.25	WASHER, spring, (3/16")	a/r	
30	GHF206	£0.16	NUT	a/r	LHD only



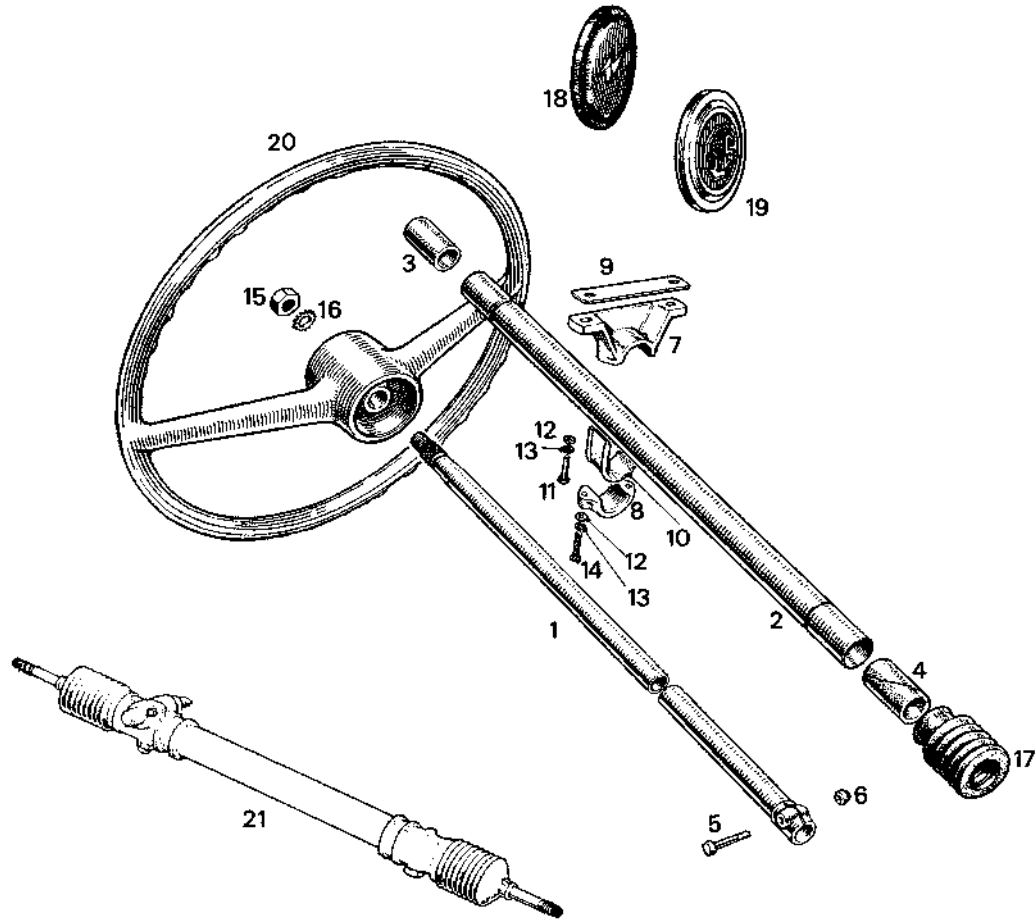
**Handbrake**

Part Number	Price £ea.	Description	Req.	Details
1 CHA567	NCA	HANDBRAKE LEVER	1	matt black
2 2A7291	£7.50	PLATE, mounting	1	
3 SH605051	£1.00	SCREW, mounting plate to body, (5/16")	3	
4 GHF332	£0.40	WASHER, spring, (5/16")	5	
5 SF605051	£1.10	SCREW	2	handbrake to bracket
6 GVC1019	£18.40	CABLE, handbrake	1	
7 ATA7320	£50.20	BRACKET, handbrake lever support	1	
8 2A7058	£6.50	CARRIER/SUPPORT	1	
9 2A7057	NCA	LEVER, balance	1	
10 ATA7458	NCA	LINK ROD, RH	1	to HAN6 20544, GAN1 13554
ATA7459	£9.20	LINK ROD, LH	1	
ATA7458K	£35.00	LINK ROD KIT, (2 rods)	1	

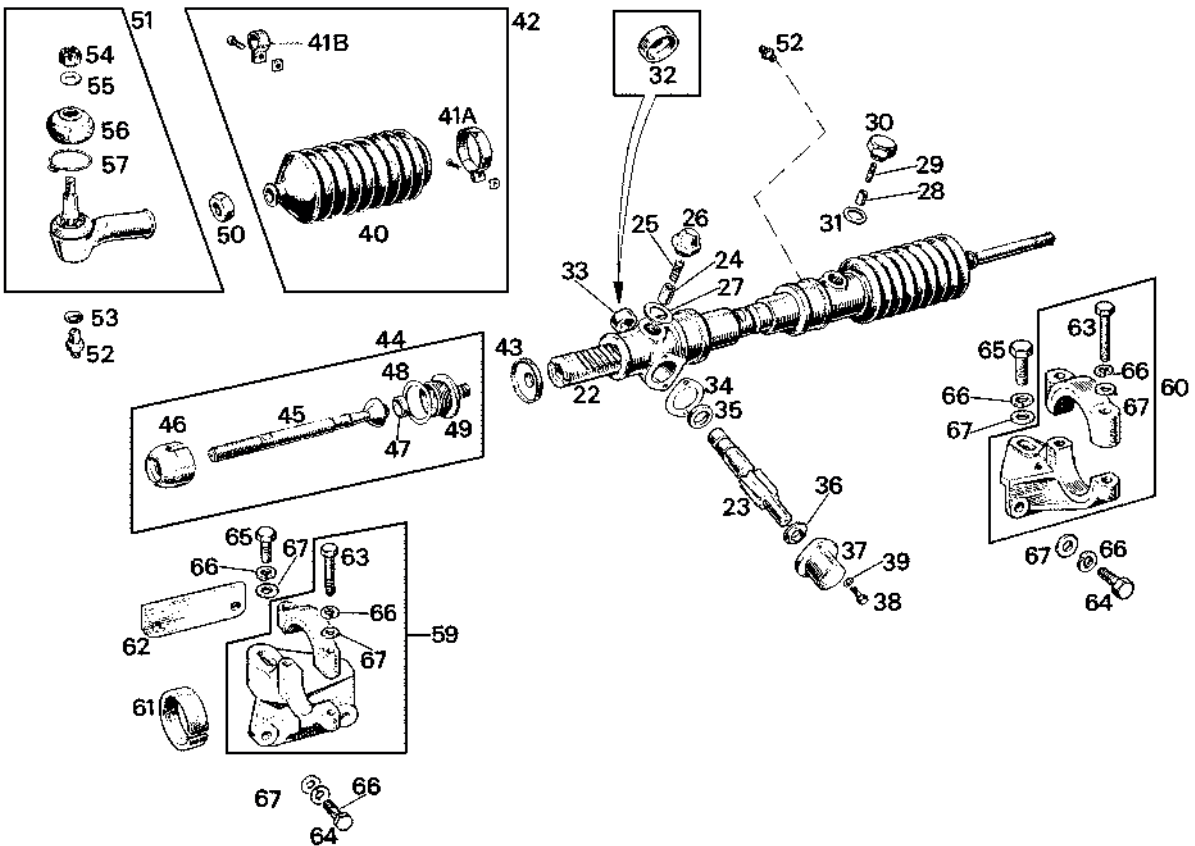
18 ACH8529	£3.50	FERRULE, cross rod steady	1
19 CLZ515	£1.48	CLEVIS PIN	1
20 UHN305	£2.32	GREASE NIPPLE	1
21 GHF301	£0.24	WASHER, flat, (5/16")	3
22 GHF300	£0.22	WASHER, flat, (1/4")	1
23 GHF306	£0.30	WASHER, flat, (3/16")	2
24 GHF120	£0.30	SCREW, (5/16")	2
25 GHF201	£0.17	NUT, (5/16")	2
26 GHF500	£0.22	SPLIT PIN	2
27 GHF501	£0.47	SPLIT PIN	1
28 GHF502	£0.22	SPLIT PIN	3

Note: Some handbrake link rods are NCA. We recommend using BTA497K if a complete set is required.

10A BTA497K	£35.00	LINK ROD KIT, (2 adjustable rods) (Suitable for both steel & wire wheels).	1	from HAN6 20793, GAN1 13555
11 CLZ414	£1.16	CLEVIS PIN	1	cable to balance lever
12 CLZ314	£1.43	CLEVIS PIN	2	cross rod to balance lever
13 CLZ514	£0.64	CLEVIS PIN, (for rod ATA7458-9)	2	rod to brake lever
2K6930	£1.75	CLEVIS PIN, (for rod BTA494-8)	2	rod to brake lever
14 2K5820	£0.60	FELT WASHER	1	
15 6K690	£1.00	FELT WASHER	4	
16 2K5291	£0.60	FELT WASHER	4	
17 LN30041	£1.10	GREASE NIPPLE	1	



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## Steering Column &amp; Wheel

Ill	Part Number	Price Eea.	Description	Req.	Details
1	2A6136	NCA	COLUMN, inner	1	Sprite I, II, Midget I
	17H9185	NCA	COLUMN, inner	1	Sprite III, Midget II
2	AHA5967	NCA	COLUMN, outer	1	Sprite I, II, Midget I
	17H9184	NCA	COLUMN, outer	1	Sprite III, Midget II
3	AHA5893	£2.50	BUSH, column upper	1	
4	17H6565	£2.70	BUSH, column lower	1	
5	53K1013	£2.40	'PINCH' BOLT, (1/4")	1	
6	LNZ104	£1.80	NUT, (stiff nut), (1/4")	1	
7	2A6132	NCA	BRACKET, top	1	
8	2A6133	NCA	CAP, bracket	1	
9	2A6144	NCA	PACKING PIECE	a/r	
10	667-795	£2.80	SEATING RUBBER	1	
11	GHF101	£0.30	SCREW, (1/4")	2	
12	GHF300	£0.22	WASHER, (1/4")	4	
13	GHF331	£0.38	WASHER, spring, (1/4")	4	
14	53K2599	NCA	SCREW, (1/4")	2	
15	2A6142	£4.50	NUT, wheel to column	1	Sprite I, II, Midget I
	ACH6001	£5.40	NUT, wheel to column	1	Sprite III, Midget II
16	WE600091	NCA	WASHER, star	1	Sprite I, II, Midget I
17	AHA5435	£3.70	DUST EXCLUDER, footwell	1	
18	AHA6481	£42.00	HORN PUSH, (Sprite)	1	Sprite I, II
	BHA4441X	NCA	HORN PUSH, (Sprite)	1	Sprite III
19	AHA6371	£48.00	HORN PUSH, (Midget)	1	Midget I
	BHA4442X	NCA	HORN PUSH, (Midget)	1	Midget II
NI	613766	£1.06	CLIP, horn push retaining	2	
NI	142534	£12.10	BRUSH, (pencil), horn push contact	1	Sprite I, II, Midget I
NI	BHA5041	£6.20	BRUSH, (pencil), horn push contact	1	Sprite III, Midget II
NI	2A6158	£150.00	SLIP RING & MOULDING, horn contact*	1	RHD, Sprite I, II, Midget I
	2A6161	£150.00	SLIP RING & MOULDING, horn contact* (*Also acts as steering column cowl).	1	LHD, Sprite I, II, Midget I
NI	BHA5042	£19.20	SLIP RING, horn contact	1	Sprite III, Midget II
NI	18G8713	£25.80	COWL, steering column, (pair)	1	Sprite III, Midget II
NI	RMP214	£1.75	SCREWS, (for 18G8713 cowls)	4	polished chrome
NI	BHA4628	£45.70	INDICATOR SWITCH, (column mounted) (Also incorporates headlamp flash).	1	Sprite III, Midget II
20	2A6156	NCA	STEERING WHEEL	1	Sprite I, II
	AHA6372	NCA	STEERING WHEEL	1	Midget I
	AHA9193	NCA	STEERING WHEEL	1	Sprite III, Midget II

Note: For dash mounted switches please see pages 61-63.

## Steering Rack &amp; Fittings

21	ACG6010	£148.40	STEERING RACK, RHD, new	1	1958-68,
	ACG6010E	NCA	STEERING RACK, RHD, recon/exchange	1	to G-AN4-61165
	ACG6009	£148.40	STEERING RACK, LHD, new	1	to H-AN9-72528
	ACG6009E	NCA	STEERING RACK, LHD, recon/exchange	1	
			(Steering rack oil GGL9023X: Hypoid EP90, 0.28 litres).		
22	ACA6026	NCA	RACK	1	
23	ACA6028	NCA	PINION, RHD	1	
	ACA6027	£15.30	PINION, LHD	1	
24	ACA5244	£11.30	DAMPER, pinion housing	1	pinion end
25	ACA5248	£6.30	SPRING, pinion housing	1	
26	ACA5245	£18.50	CAP, pinion housing	1	
27	ACA5275	NCA	SHIM, (0.010"), pinion housing	a/r	
28	ACA5284	£4.50	DAMPER, secondary	1	
29	ACA5286	NCA	SPRING, secondary	1	
30	ACA5285	£8.10	CAP, secondary	1	
31	ACA5283	NCA	WASHER, secondary	1	
32	AHA5496	NCA	COVER, pinion seal	1	
33	ACA5261	£2.10	SEAL, pinion	1	
34	ACA5260	NCA	SHIM, (0.005")	a/r	as required
	ACA5320	NCA	SHIM, (0.010")	a/r	
35	ACA5257	£2.80	THRUST, top	1	
36	ACA5258	NCA	THRUST, lower	1	
37	ACA5307	NCA	COVER, bottom	1	
38	AJD6155Z	£0.89	SCREW, (1/4")	2	
39	GHF331	£0.38	WASHER, spring, (1/4")	2	
40	ACA6029	£7.50	GAITER	2	
41a	BMK924A	£1.64	CLIP, large	2	
41b	3H2963	NCA	CLIP, small	2	
42	ACA6029K	£8.80	GAITER KIT, rack, (per side)	2	includes 1 gaiter
	ACA6029KZ	£10.00	GAITER KIT, repro, rack, (per side)	2	& 2 clips
	ACA6029KX2	£17.40	GAITER KIT, rack, (car set)	1	includes 2 gaiters & 4 clips
43	ACA5247	£5.50	LOCK TAB/WASHER, (tie rod)	2	
45	ACA6015	NCA	TIE ROD, (5/8")	2	
46	ACA5304	£50.40	HOUSING, ball, (female)	2	
47	ACA5246	£15.20	SEAT, ball	2	
48	ACA6017	NCA	SHIM, (0.002")	a/r	
	ACA5301	NCA	SHIM, (0.003")	a/r	as required
	ACA5302	NCA	SHIM, (0.005")	a/r	
	ACA5303	NCA	SHIM, (0.010")	a/r	

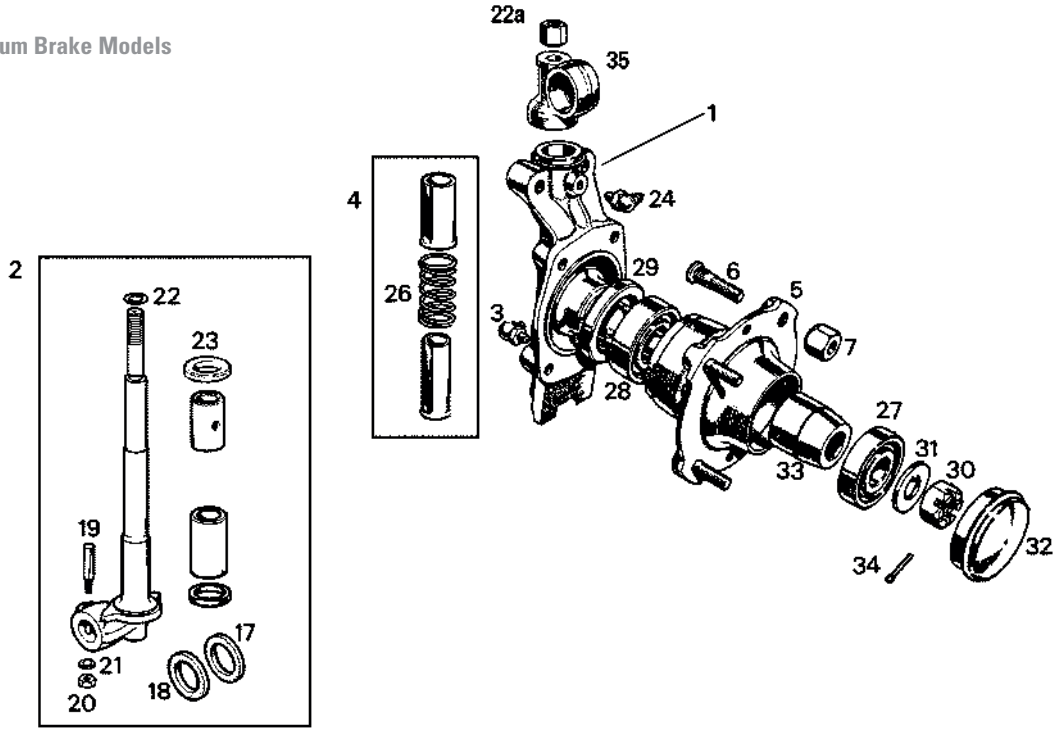
49	ACA6031	£43.60	HOUSING, ball, (male)	2	
50	NT610041	£0.95	LOCK NUT, (5/8")	2	
51	GSJ169	£10.30	TRACK ROD END, sealed type	2	
52	UHN305	£2.32	GREASE NIPPLE	3	for original track rod end
53	ACH6173	£0.25	WASHER, fibre	3	
54	NL607041	£1.80	NUT, castle head, (7/16")	2	alternatives
	GHF274	£0.89	NUT, nyloc, (7/16")	2	
55	GHF303	£0.30	WASHER, flat, (7/16")	2	for OE track rod end only
56	7H3762	£4.00	GAITER	2	
57	7H3565	£2.80	CLIP	2	
58	GHF504	£0.22	SPLIT PIN	2	
59	AHA5391	NCA	BRACKET, rack mounting, RH	1	aluminium
60	AHA5392	NCA	BRACKET, rack mounting, LH	1	

Note: Rack Mounting Caps are not available separately as they are machined 'as one' with the Rack Mounting Bracket.

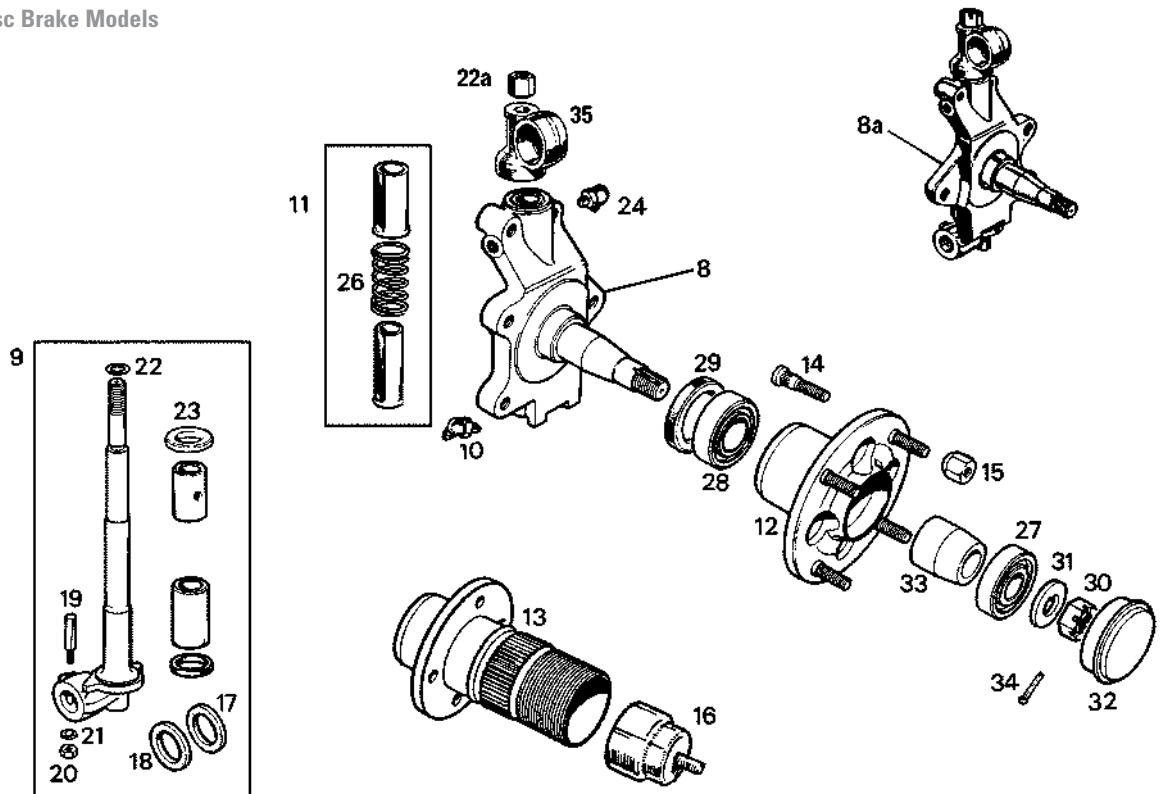
WARNING Note: If over-tightened, the 'Caps' will crack.

61	2A6128	£1.80	SEATING, rack to bracket	2	
62	AHA8718	NCA	SHIM, packing, (nearside)	a/r	
63	BH505121	£1.25	CAP BOLT, steering rack, (5/16")	4	
64	GHF120	£0.30	SCREW, (horizontal), (5/16")	4	
65	GHF103	£0.60	SCREW, (vertical), (5/16")	2	
66	GHF332	£0.40	WASHER, spring, (5/16")	10	
67	GHF301	£0.24	WASHER, flat, (5/16")	10	
NI	GAC1002	NCA	TOOL, track rod end separator	1	

Drum Brake Models



Disc Brake Models





Front Hub & King Pin

Drum Brake Models only

Ill	Part Number	Price £ea.	Description	Req.	Details
1	2A4304BE	£69.20	STUB AXLE & KING PIN, exchange (Not illustrated as a complete unit).	2	assembled c/w top trunnion
2	8G4208Z	£57.00	KING PIN KIT	2	
	QHQP314TCF	£80.70	KING PIN KIT	1	car set
3	LN30041	£1.10	GREASE NIPPLE, bottom, (90°)	2	
4	2A4011K	£10.50	DUST TUBE KIT, upper/lower, (per side)	2	including upper and lower bush and spring
5	2A4348	NCA	HUB	2	
6	2A4066	£2.80	STUD, wheel	8	
7	88G322	£0.90	NUT, wheel	8	for vented wheel AHA5539

Note: A few Sprite I models were converted to wire wheels and disc brakes by the Donald Healey Motor Co. They used special discs and Dunlop/Girling calipers at the front. We are unable to supply any of the components for these vehicles, the later Lockheed discs and calipers are not directly interchangeable either. Wire wheels for Sprites & Midgets were only offered by the factory as an optional extra in 1963 after the introduction of Disc Brakes and, the 1098cc engine.

Note: For full details of road wheels please see page 37.  
 Note: For full details of front brakes please see page 39.  
 Note: For full details of rear brakes please see page 40.  
 Note: For full details of brake pipes & hoses please see page 41-42.  
 Note: For full details of handbrake & fittings please see page 43.

Disc Brake Models

HAN7 - GAN2 & future

8	BTA744	NCA	STUB AXLE, RH, new	1	complete with brass bush
	BTA745	NCA	STUB AXLE, LH, new	1	
8a	BTA744BE	£63.10	STUB AXLE & KING PIN, RH, exchange	1	assembled c/w top trunnion
	BTA745BE	£63.10	STUB AXLE & KING PIN, LH, exchange	1	
	BTA744ASSY	£147.00	STUB AXLE & KING PIN, RH, new	1	
	BTA745ASSY	£147.00	STUB AXLE & KING PIN, LH, new	1	
9	8G4220Z	£36.60	KING PIN, each	2	
	QHQP624TCF	£90.05	KING PIN KIT, car set	1	includes fulcrum pins
	GSJ783	£49.20	KING PIN KIT, car set	1	no fulcrum pins
10	UHN445	£1.60	GREASE NIPPLE, bottom, (45°)	2	
11	BTA606K	£8.10	DUST TUBE KIT, upper/lower, (per side)	2	inc. upper and lower bush and spring
12	BTA1254	£86.20	HUB, (for steel wheels only)	2	
13	BTA470	£86.30	HUB, splined, wire wheels, RH, (12 TPI)	1	lefthand thread
	BTA471	£86.30	HUB, splined, wire wheels, LH, (12 TPI)	1	righthand thread
	BTA686	£75.90	HUB, splined, wire wheels, RH, (8 TPI)	1	lefthand thread
	BTA687	£75.90	HUB, splined, wire wheels, LH, (8 TPI)	1	righthand thread

Note: TPI = Threads Per Inch, the lower the number (IE '8') the coarser the threads.

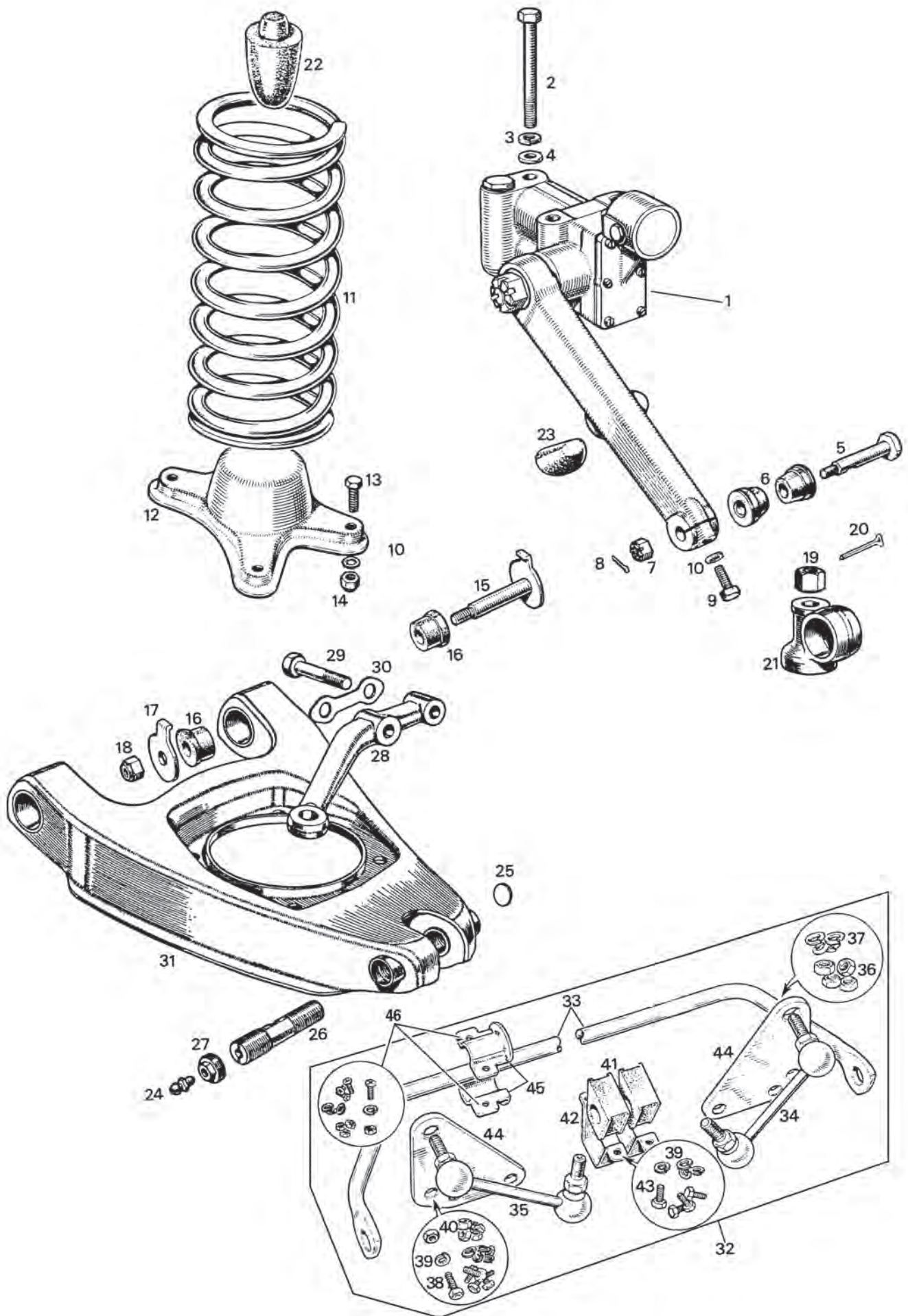
14	NAM5645	£2.70	WHEEL STUD, (for steel wheels only)	8	
	BTA370	£1.80	BOLT, (splined, hub to disc)	8	wire wheels only
15	88G577	£2.16	WHEEL NUT	8	for non-vented wheel AHA6455
16	BTC392	£4.20	GREASE CAP, wire wheels	2	

All Models

17	2A4205	£0.66	SEAL, cork	2	small internal diameter
18	2A4206	£0.60	SEAL, cork	2	large internal diameter
19	51K1769	£1.50	COTTER PIN	2	file to suit
20	GHF206	£0.16	NUT, cotter pin, (3/16")	2	
21	WL700101	£0.25	WASHER, spring, (cotter pin), (3/16")	2	
22	2A4007	£0.90	SHIM	a/r	
22a	GHF224	£0.66	NUT, nyloc, (7/16")	2	alternative
	ND607041	£2.80	NUT, castle headed, (7/16")	2	alternative
NI	GHF503	£0.30	SPLIT PIN	2	use with castle headed nut
23	2A4006	£2.86	THRUST WASHER	2	
24	LN30041	£1.10	GREASE NIPPLE, top, (90°)	2	
26	6K653	NCA	SPRING	2	
NI	GHK1142	£13.80	WHEEL BEARING KIT	2	includes 27, 28 & 29
	GHK1142X	£28.60	WHEEL BEARING KIT, tapered roller (Includes: bearings, oil seal, spacer and castle nut)	2	
27	GHB128	£12.30	BEARING, outer	2	
28	GHB129	£13.50	BEARING, inner	2	
29	GHS142	£2.40	OIL SEAL	2	
30	51K328	£3.05	NUT, hub	2	
31	2A4003	£3.25	WASHER, (bearing)	2	
32	2A4067	£7.20	GREASE CAP, steel wheels	2	
33	88G321	£6.50	SPACER, bearing	2	
34	GHF504	£0.22	SPLIT PIN	2	
35	2A4005	£23.20	TRUNNION, top	2	

Vehicles with wire wheels only

NI	AHH7317	£28.40	KNOCK-ON '2 EAR', RH, (LH thread)	2	12 TPI, use only with original hubs
NI	AHH7318	£28.40	KNOCK-ON '2 EAR', LH, (RH thread)	2	
NI	AHA7373	£27.80	KNOCK-ON '2 EAR', RH, (LH thread)	2	8 TPI, use when replacement hubs BTA 688/9 are fitted
NI	AHA7374	£27.80	KNOCK-ON '2 EAR', LH, (RH thread)	2	
NI	107948/3	£50.00	KNOCK-ON '3 EAR', RH, (LH thread)	2	12 TPI, use only with original hubs
NI	107949/3	£50.00	KNOCK-ON '3 EAR', LH, (RH thread)	2	
NI	AHH73183	£50.00	KNOCK-ON '3 EAR', RH, (LH thread)	2	8 TPI, use when replacement hubs BTA 688/9 are fitted
NI	AHH73173	£50.00	KNOCK-ON '3 EAR', LH, (RH thread)	2	
NI	AHH7315	£27.90	OCTAGONAL NUT, RH, (LH thread)	2	12 TPI, use only with original hubs
NI	AHH7316	£27.90	OCTAGONAL NUT, LH, (RH thread)	2	
NI	88G606	£25.60	OCTAGONAL NUT, RH, (LH thread)	2	8 TPI, use when replacement hubs BTA 688/9 are fitted
NI	88G607	£25.60	OCTAGONAL NUT, LH, (RH thread)	2	
NI	AHH5839	£6.05	SPANNER, (for octagonal hub nuts)	1	
NI	C27290	£30.00	HAMMER, 'copper/hide'	1	



## Front Spring & Shock Absorber

Note: Please see the Accessories section for details of front springs and shock absorbers.

Ill	Part Number	Price £ea.	Description	Req.	Details
1	GSA102	£123.60	SHOCK ABSORBER, (damper), RH	1	new
	GSA103	£123.60	SHOCK ABSORBER, (damper), LH	1	new
	GSA102E	£34.30	SHOCK ABSORBER, (damper), RH	1	recon/exchange
	GSA103E	£34.30	SHOCK ABSORBER, (damper), LH	1	recon/exchange
NI	AAA149M	£16.40	FLUID, shock absorber/damper	a/r	500ml
2	53K1364	£2.66	BOLT, shock absorber/damper, (3/8")	6	
3	GHF333	£0.30	WASHER, spring, (3/8")	6	
4	GHF302	£1.00	WASHER, flat, (3/8")	6	
5	2A4028	£3.10	PIN/BOLT, fulcrum, top trunnion bush	2	
	2A4028K	£6.90	TRUNNION KIT, top, (per side)	2	inc. 1 each of 5,7,8 & 2 of 6
6	88G274	£1.70	BUSH, top trunnion	4	
	88G274SPK	£14.90	BUSH KIT, top trunnion, poly (Kit includes: 4 bushes & 4 washers).	1	
7	ND606041	£1.21	NUT, (3/8")	2	
8	GHF502	£0.22	SPLIT PIN	2	
9	53K1389	£1.10	'PINCH' BOLT, damper fulcrum, (5/16")	2	
10	GHF322	£0.22	WASHER, shakeproof, (5/16")	10	
11	2A4214PR	£80.70	ROAD SPRING SET, front, pair (Silicon chrome).	1	
	AJJ3322	£13.30	SPRING LOWERING KIT, (per car)	1	
12	2A4031	£30.90	SEAT, spring	2	
13	53K1368	£0.53	BOLT, spring seat, (5/16")	8	
14	GHF201	£0.17	NUT, (stiff), (5/16")	8	alternative
	GHF222	£0.55	NUT, (nyloc), (5/16")	8	
15	2A4272	£5.50	PIN/BOLT, inner fulcrum	4	wishbone to chassis
16	8G621Z	£1.70	BUSH, wishbone to chassis	8	
	8G621SPK8	£48.00	BUSH KIT, wishbone to chassis, poly (Kit includes: 8 bushes & 4 tubes).	1	
		£2.10	WASHER, inner fulcrum	4	
18	GHF223	£0.53	NUT, nyloc, (3/8")	4	
19	GHF224	£0.66	NUT, nyloc, (7/16")	2	alternative
	ND607041	£2.80	NUT, castle headed, (7/16")	2	
20	GHF503	£0.30	SPLIT PIN	2	use with castle headed nut
21	2A4005	£23.20	TRUNNION, top	2	
22	AHA6378	£4.40	BUFFER, suspension	2	(fit in pairs)
23	2A4082	£1.80	BUFFER, rebound	2	
24	UHN400	£0.90	GREASE NIPPLE, straight	2	
25	51K3424	£0.60	PLUG, blanking	2	
26	2A4020X	£10.20	FULCRUM PIN	2	
27	8G589	£4.50	PLUG, grease, screwed	2	
28	BTA649	NCA	STEERING ARM, (fit in pairs), LH	1	to HAN7 28368,
	BTA648	NCA	STEERING ARM, (fit in pairs), RH	1	& GAN2 18472
29	53K1370	£2.34	BOLT, Short, (steering arm)	2	
	ATA4132	£2.90	BOLT, Long, (steering arm)	2	
30	2K5377	£1.70	LOCK TAB, (steering arm)	2	
31	21A153E	NCA	WISHBONE, (early), recon, exchange	2	no anti-roll bar bracket holes
	AHA7029	£160.80	WISHBONE, (late), new, (BMH)	2	with anti-roll
	AHA7029Z	£73.40	WISHBONE, (late), new, (aftermarket)	2	bar bracket holes

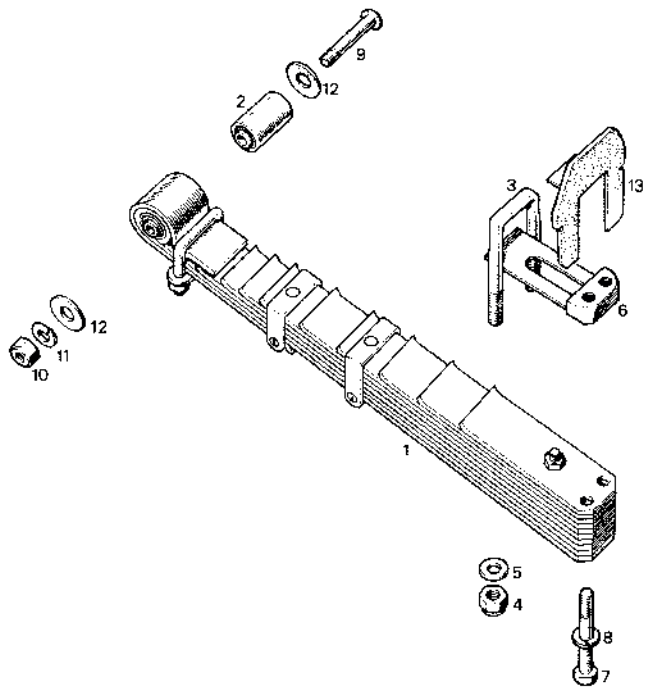
## Anti-Roll Bar & Fittings

Please Note: Will only fit cars fitted with AHA7029 type wish bones.

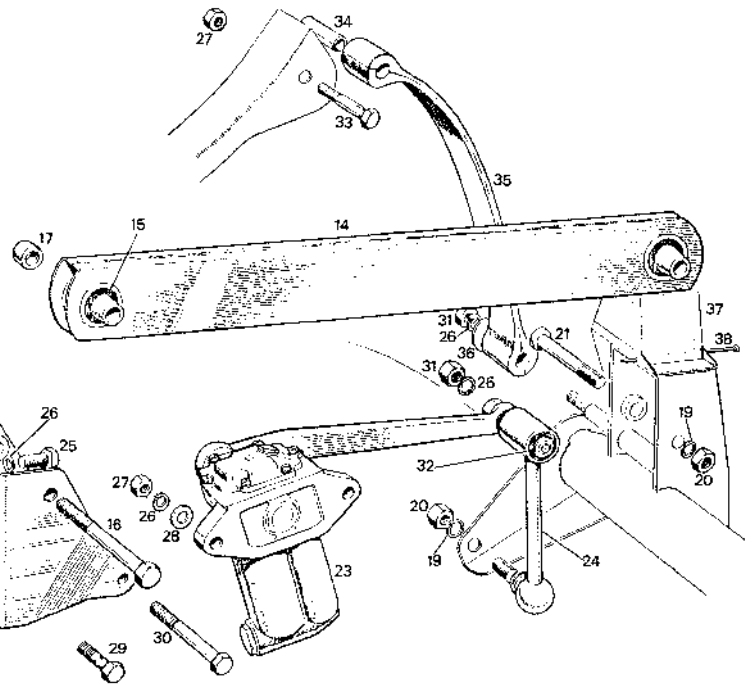
32	AJJ3314	£126.00	ANTI-ROLL BAR KIT, standard, (9/16")	1	inc. bar/links/bushes
	AJJ3357	£116.50	ANTI-ROLL BAR KIT, fast road, (5/8")	1	& fittings
	AJJ3358	£132.00	ANTI-ROLL BAR KIT, race, (11/16")	1	
33	AHA7013	£61.80	ANTI-ROLL BAR, standard, (9/16")	1	
	AHT56	£61.80	ANTI-ROLL BAR, fast road, (5/8")	1	
	AHT57	£60.90	ANTI-ROLL BAR, race, (11/16")	1	
34	AHA7011A	£18.70	LINK, anti-roll bar, RH	1	
35	AHA7012A	£18.70	LINK, anti-roll bar, LH	1	
36	GHF203	£0.30	NUT, anti-roll bar link, (7/16")	4	
37	GHF334	£0.73	WASHER, spring, (7/16")	4	
38	GHF120	£0.30	SCREW, (5/16")	6	
39	GHF332	£0.40	WASHER, spring, (5/16")	10	
40	GHF201	£0.17	NUT, (5/16")	6	
41	AHH6541	£1.80	BUSH, mounting, (9/16")	2	
	1B4526	£1.90	BUSH, mounting, (5/8")	2	
	AHH7921	£1.70	BUSH, mounting, (11/16")	2	

Note: Uprated bushes are also available, please see the Accessories section.

42	BHH2000	£1.80	STRAP, mounting	2	
43	SH605051	£1.00	SCREW, (5/16")	4	
44	AHA7028	£4.60	BRACKET, anti-roll bar mounting	2	
45	AHH6546	£5.50	BRACKET ONLY, end stop, (9/16" only)	2	
46	AHH6546K	£10.50	END-STOP BRACKET KIT, (9/16")	2	
	AHH6546K	£10.50	END-STOP BRACKET KIT, (5/8")	2	2 kits required per car
	11H462K	£16.50	END-STOP BRACKET KIT, (11/16")	2	



1/4 Elliptic Leaf Spring



Rear 1/4 Elliptic Spring & Shock Absorber

Note: Please see the Accessories section for full details of rear springs, shock absorbers and full range of lubricants.

Sprite I, II and Midget I

Ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA5468	£66.70	LEAF SPRING	2	
2	88G278	£6.40	BUSH, rear spring	2	
3	AHA5221	£19.80	U BOLT, spring mounting	2	
4	LNZ108	£2.00	NUT, (Aero stiff nut), (1/2")	4	
5	GHF304	£0.34	WASHER, flat, (1/2")	8	
6	AHA5222	£14.50	PLATE, locating	2	
7	BH606261	£1.48	BOLT, Spring to frame, (3/8")	4	
8	GHF333	£0.30	WASHER, spring, (3/8")	4	
9	2A7279	£4.20	BOLT, (spring rear)	2	
10	GHF203	£0.30	NUT, (3/8")	2	
11	GHF334	£0.73	WASHER, spring, (3/8")	2	
12	AHA7179	£0.55	WASHER, special	4	from (c) HAN6 12068, GAN1 7442
13	AHA6418	NCA	SEAL, spring housing	2	from (c) HAN6 22907, GAN1 14527
14	2A7310	£37.00	RADIUS ARM	2	
15	2A7278	£10.00	BUSH, radius arm	4	
	2A7278SPK	£108.74	BUSH KIT, radius arm, poly (Kit includes: 4 bushes, 4 sleeves & 4 tubes).	1	
16	BH607321	£2.50	BOLT, front pivot, (7/16")	2	
17	AHA5224	£2.95	SPACER	4	
18	GHF303	£0.30	WASHER, flat, (7/16")	2	
19	GHF334	£0.73	WASHER, spring, (7/16")	6	
20	GHF203	£0.30	NUT, (7/16")	6	
21	2A7279	£4.20	BOLT, link to axle	2	
22	AHA5306	£28.20	BRACKET, LH front mounting	1	

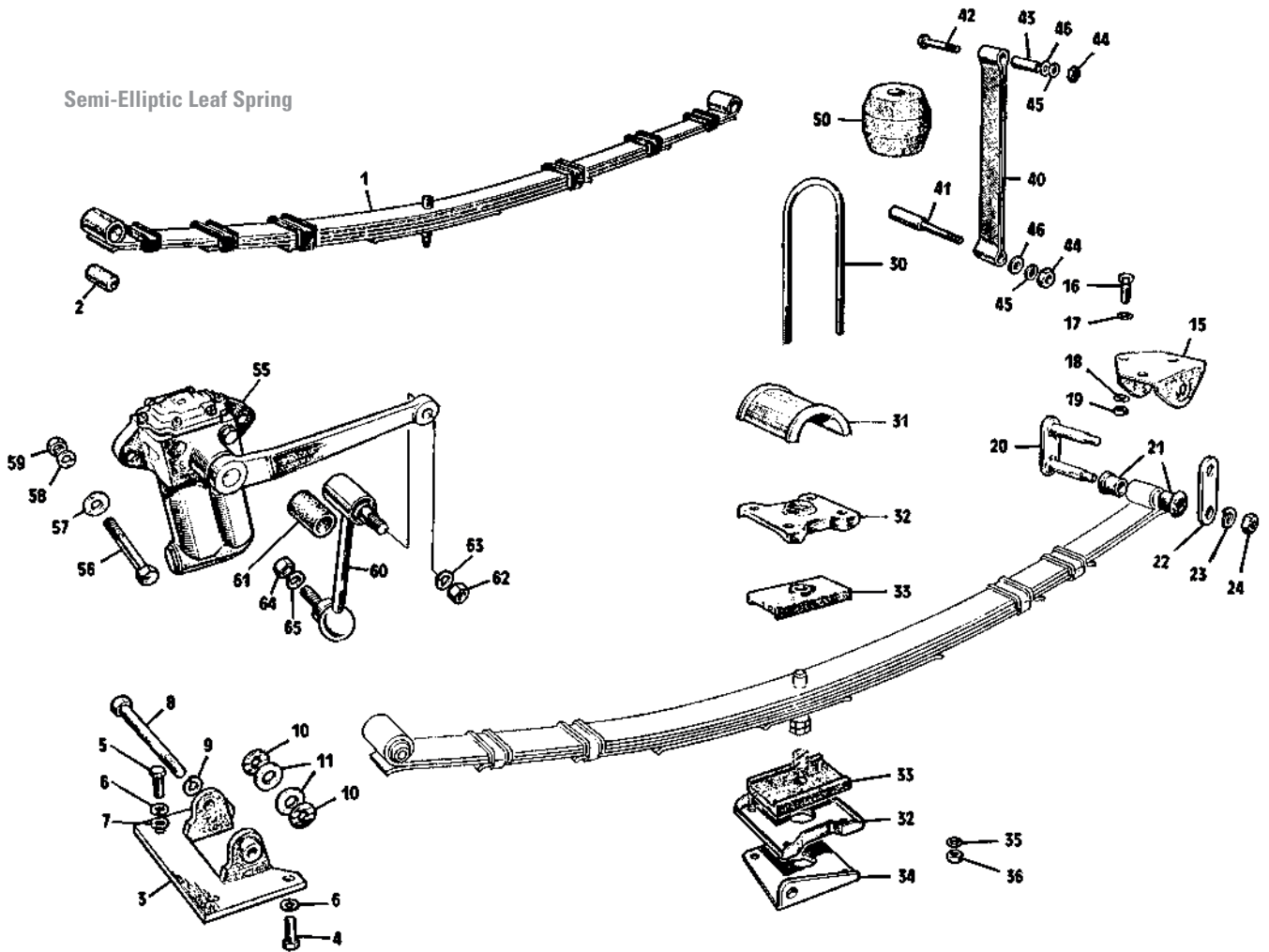
AHA5305	£28.20	BRACKET, RH front mounting	1
23	GSA147	£126.10	SHOCK ABSORBER, RH, new
	GSA148	£126.10	SHOCK ABSORBER, LH, new
	GSA149	£126.10	SHOCK ABSORBER, RH, new
	GSA150	£126.10	SHOCK ABSORBER, LH, new
	GSA149E	£33.00	SHOCK ABSORBER, RH, recon/exchange
	GSA150E	£33.00	SHOCK ABSORBER, LH, recon/exchange

Note: We are able to supply both the early and later type damper units with the correct type of arm for each application. Although the arms are different the units are interchangeable. Reconditioned dampers may be of either type.

24	AHA5313	£22.20	LINK, shock absorber	2
	SFK108	NCA	FITTING KIT, shock absorber	1
	25	SH606101	£0.60	SCREW, mounting bracket, (3/8")
	26	GHF333	£0.30	WASHER, spring, (3/8")
	27	GHF223	£0.53	NUT, nyloc, (3/8")
		LNZ106	£1.64	NUT, (stiff nut), (3/8")
	28	GHF302	£1.00	WASHER, flat, (3/8")
	29	GHF106	£0.53	BOLT, short, shock absorber, (3/8")
	30	BH606301	£1.40	BOLT, long, shock absorber, (3/8")
	31	GHF202	£0.22	NUT, (3/8")
	32	97H222	£2.40	BUSH, rubber
	33	BH606181	£0.40	BOLT, check strap top, (3/8")
	34	2A7306	£1.90	TUBE/SPACER, check strap
	35	AHH5081	£4.50	CHECK STRAP
		AHH5081X	£18.90	CHECK STRAP, nylon, pair
	36	PWZ206	£0.66	WASHER, flat, (3/8")
	37	2A7142	£4.40	BUMP STOP
	38	PS610241	£0.40	PIN, bump stop retaining
	NI	AAA149M	£16.40	OIL, shock absorber

1 } Sprite I up to chassis No AN5 4332,  
 1 } Sprite I from chassis No. AN5 4333  
 1 } and all Sprite II & Midget I  
 1 } all models  
 1 }  
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 1 } alternatives  
 1 } 500ml

Semi-Elliptic Leaf Spring



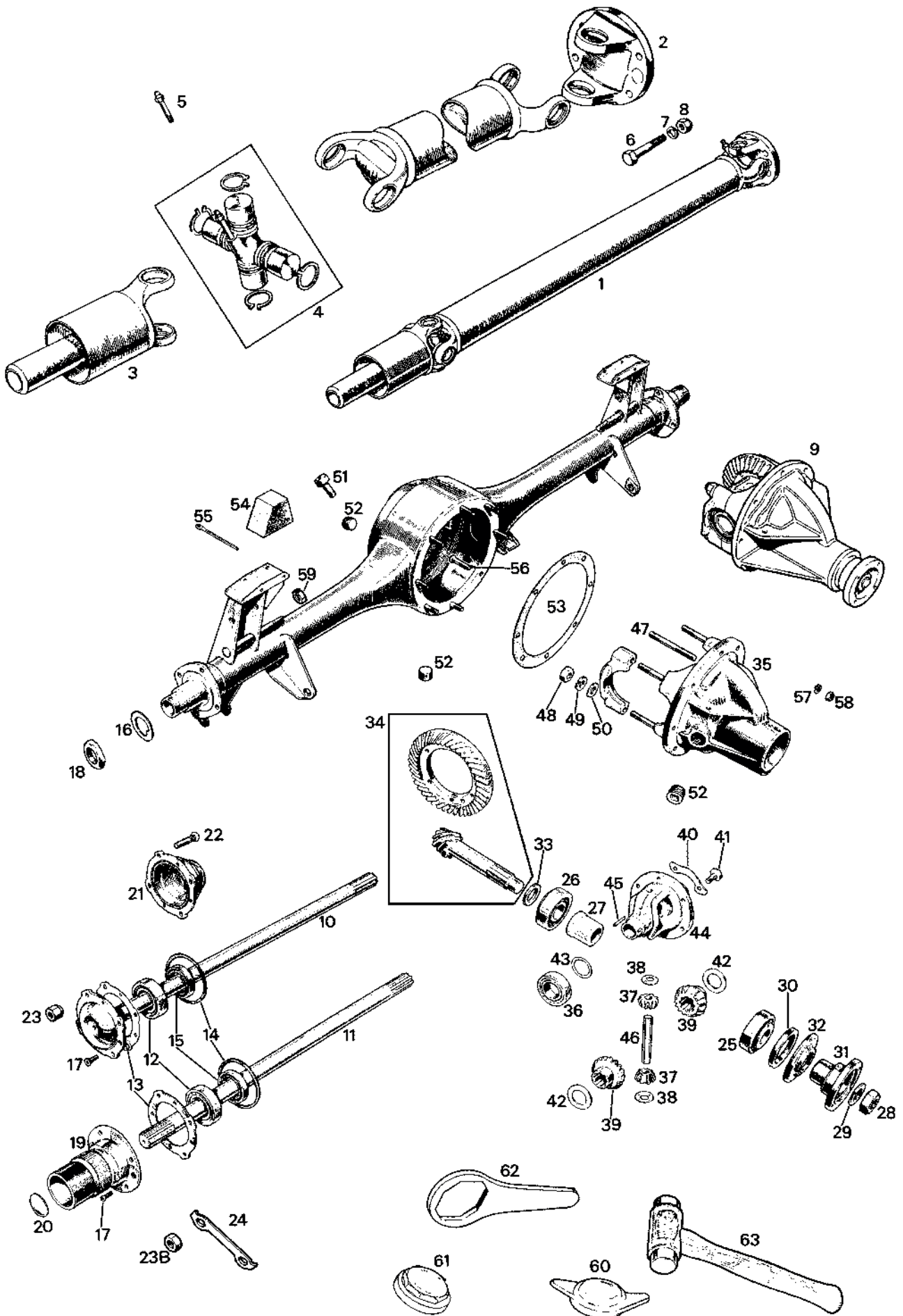
Rear 'Semi-Elliptic' Spring & Shock Absorber

Note: Please see the Accessories section for full details of rear springs, shock absorbers telescopic conversion kits.

Sprite III & Midget II

ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA8093	£68.40	ROAD SPRING, rear	2	
	SFK103	£26.50	FITTING KIT, rear springs	1	Inc. items 8, 10, 11, 21, 24, 30, 33 & 36 for two springs
	SFK106	£16.00	FITTING KIT, rear springs	1	Includes items 21, 24, 30, 33 & eye bolt kit for one spring
NI	GBK1009X	NCA	BOLT KIT, spring mounting plates	1	complete kit holds mounting plates
2	AAA629	£3.30	EYE BUSH	2	
3	AHA7174	£12.90	FRONT BRACKET	2	rear spring mounting
4	SH606101	£0.60	SCREW, bracket to floor, rear	4	
5	SH606071	£0.41	SCREW, bracket to floor, front	4	
6	GHF333	£0.30	WASHER, locking	8	
7	GHF302	£1.00	WASHER, plain	4	
8	AHA7180	£1.49	BOLT, spring to front bracket	2	
9	GHF334	£0.73	WASHER, locking	2	
10	AHA7178	£1.04	WASHER, spacing, metal	4	
11	AHA7179	£0.55	WASHER, nylon	4	
15	AHA7201	£28.20	REAR BRACKET	2	rear spring mounting
16	SH605071	£0.64	SCREW, bracket to boot floor	6	
17	GHF301	£0.24	WASHER, plain	6	
18	GHF332	£0.40	WASHER, locking	6	
19	GHF201	£0.17	NUT	6	
NI	MSK101	£9.83	SHACKLE KIT, (per side)	2	inc items 20, 22, 23& 24
20	AHA7686	£6.20	PLATE & PINS, shackle	2	
21	AHA7182	£0.98	BUSH, spring shackle	8	

AHA7182SPK	£34.90	BUSH KIT, spring shackle, poly (Kit includes: 8 bushes).	1		
22	AHA7687	£3.80	PLATE, shackle	2	
23	GHF333	£0.30	WASHER, locking	4	
24	GHF202	£0.22	NUT	4	
30	AHA8097	£1.80	U BOLT, spring to axle	4	
31	AHA8372	£2.00	SADDLE, U bolt	2	
32	ACA5139	£3.30	PLATE, locating	4	
33	ACA5138	£1.60	PAD, seating	4	
34	AHA7172	£13.50	BRACKET, shock absorber link, RH	1	
	AHA7173	£13.50	BRACKET, shock absorber link, LH	1	
35	GHF302	£1.00	WASHER, plain	8	
36	GHF223	£0.53	NUT, nyloc	8	
40	AHH5081	£4.50	STRAP, rebound	2	
	AHH5081X	£18.90	CHECK STRAP, nylon, pair	1	alternatives
41	HMP215014	NCA	PIN, mounting strap to axle	2	weld to axle casing
42	BH606301	£1.40	BOLT, strap to shock absorber bracket	2	
43	2A7306	£1.90	TUBE, spacer	2	
44	GHF202	£0.22	NUT	4	
45	GHF333	£0.30	WASHER, locking	4	
46	PWZ206	£0.66	WASHER, plain	4	
50	AHH9158	£4.75	BUMP STOP, rubber	2	
55	GSA149	£126.10	SHOCK ABSORBER, RH, (new)	1	
	GSA150	£126.10	SHOCK ABSORBER, LH, (new)	1	
	GSA149E	£33.00	SHOCK ABSORBER, RH, (recon/exch)	1	
	GSA150E	£33.00	SHOCK ABSORBER, LH, (recon/exch)	1	
56	SH606121	£0.66	BOLT, shock absorber to bracket	4	
57	GHF302	£1.00	WASHER, plain, (small diameter)	4	
58	PWZ206	£0.66	WASHER, plain, (large diameter)	4	
59	GHF223	£0.53	NUT, nyloc	4	
60	AAU1949A	£17.50	LINK ASSEMBLY	2	shock absorber to spring
61	97H222	£2.40	BUSH, upper, link	2	
62	FNZ507	£0.95	NUT, link to shock absorber arm	2	
63	GHF334	£0.73	WASHER, locking	2	
64	FNZ508	£1.49	NUT, link to bracket	2	
65	GHF335	£0.46	WASHER, locking	2	



Propshaft & Rear Axle

Sprite I, II, III & Midget I, II were fitted with 4.2:1 ratio differentials as standard.

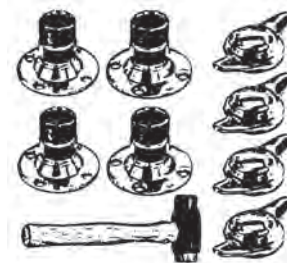
Table with columns: ill, Part Number, Price £ea., Description, Req., Details. Lists various propshaft and axle components like bearings, shafts, and differentials.

Table with columns: Part Number, Description, Price, Req., Details. Lists crown wheel & pinion, carriers, bearings, and shims.

Vehicles with wire wheels only

Note: For our full range of wire wheel tools and spanners see our website or Restoration Tools catalogue.

Table with columns: Part Number, Description, Price, Req., Details. Lists spinner '2 EAR' and '3 EAR' wheels for different TPI.



Wire Wheel Hub Conversion Kits (all models)

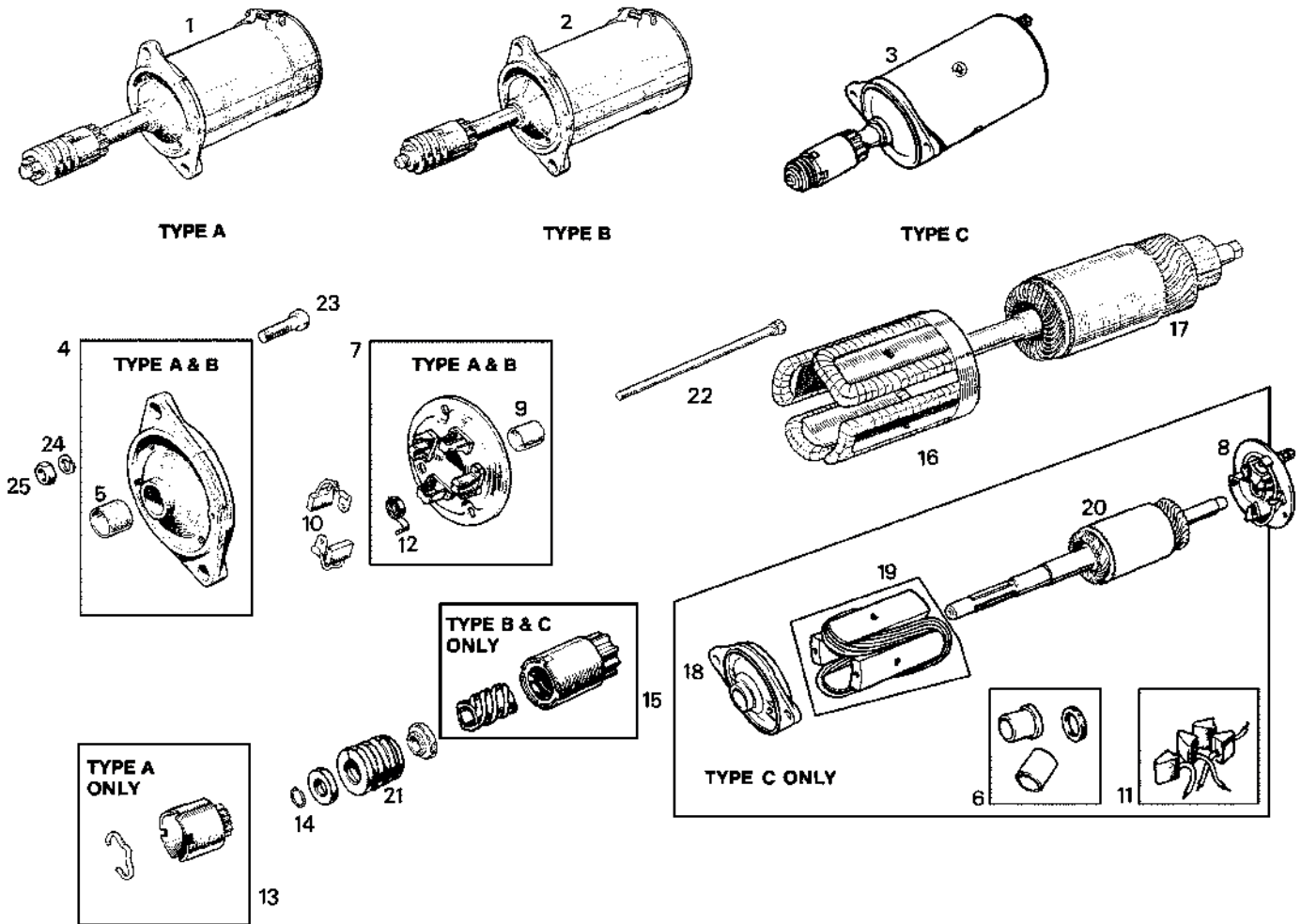
Wheels NOT included

Note: See 'Road Wheels and Tools' for full details.

Table with columns: Part Number, Description, Price, Req., Details. Lists hub conversion kits for GAC7017 and GAC7027.

Note: A few Sprite I models were converted to wire wheels and disc brakes by the Donald Healey Motor Co. They used special discs and Dunlop/Girling calipers at the front. We are unable to supply any of the components for these vehicles, the later Lockheed discs and calipers are not directly interchangeable either.

Wire wheels for Sprites & Midgets were only offered by the factory as an optional extra in 1963 after the introduction of Disc Brakes and, the 1098cc engine, however, we have recently come across what we believe to be a factory prototype (circa 1962-63) equipped with wire wheels, but with slightly smaller calipers & pads!



**Starter Motor (Standard)**

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	TYPE A		STARTER WITH THREADED PINION (Lucas No. 25022).		alternative types for reference only. all replaced by (3A), GEU9405.
2	TYPE B		STARTER WITH CIRCLIP PINION (Lucas No. 25079).		
3	TYPE C		STARTER WITHOUT INSPECTION BAND (Lucas No. 25149).		
3	GEU9405	£78.00	STARTER MOTOR, new	1	9 tooth - all models
	67H5010	£23.95	BENDIX, (pinion & barrel)	1	all models

Note: For Sprite I starter switches see page 61, for Sprite II & Midget I switches see page 62 and for Sprite III & Midget II switches see page 63.

**Components for 'Type A' Starter**

4	7H5048	NCA	PLATE, front	1
5	7H5049	£3.10	BUSH, drive end	1
7	27H6768	NCA	PLATE, rear	1
9	511141	£2.40	BUSH, rear	1
10	GSB102	£3.30	BRUSH SET, rectangular type	1
12	47H5341	NCA	SPRING SET, brush set	1
13	67H5010	£23.95	PINION & BARREL	1
16	7H5051	NCA	FIELD COIL	1
17	7H5050	NCA	ARMATURE	1

**Components for 'Type B' Starter**

4	67H5014	NCA	PLATE, front	1
5	47H5346	£1.60	BUSH, drive end	1
7	27H6768	NCA	PLATE, rear	1
9	47H5340	£2.10	BUSH, rear	1
10	GSB102	£3.30	BRUSH SET, rectangular type	1
12	47H5341	NCA	SPRING SET, brush set	1
14	7H6887	NCA	CIRCLIP	1
15	67H5010	£23.95	PINION & BARREL	1

16	7H5051	NCA	FIELD COIL	1
17	514026	NCA	ARMATURE	1

**Components for 'Type C' Starter**

6	519812	NCA	BUSH KIT	1
8	37H4672	NCA	PLATE, rear	1
11	GSB105	£6.00	BRUSH SET, wedge type	1
14	7H6887	NCA	CIRCLIP	1
15	67H5010	£23.95	PINION & BARREL	1
18	37H4675	NCA	PLATE, front	1
19	37H4670	NCA	FIELD COIL	1
20	37H4674	NCA	ARMATURE	1

**Components for all Starters**

21	7H5045	£4.90	SPRING, main	1
22	17H5444	NCA	SCREW	2
23	BH606131	£1.04	BOLT, starter mounting, (3/8")	2
24	GHF333	£0.30	WASHER, spring, (3/8")	2
25	GHF202	£0.22	NUT, (3/8")	2
NI	AHA7776	£9.50	CABLE, starter	1 solenoid to starter

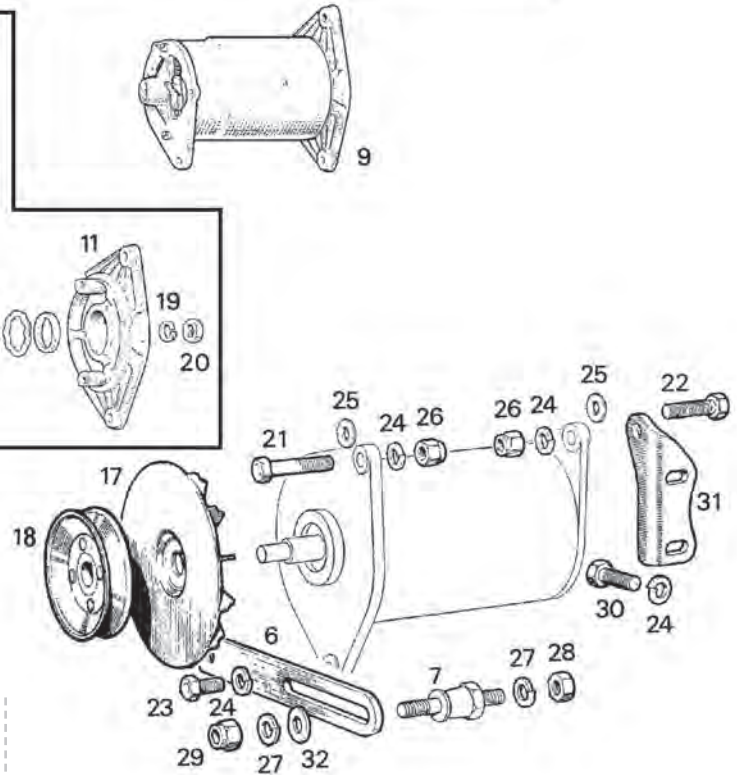
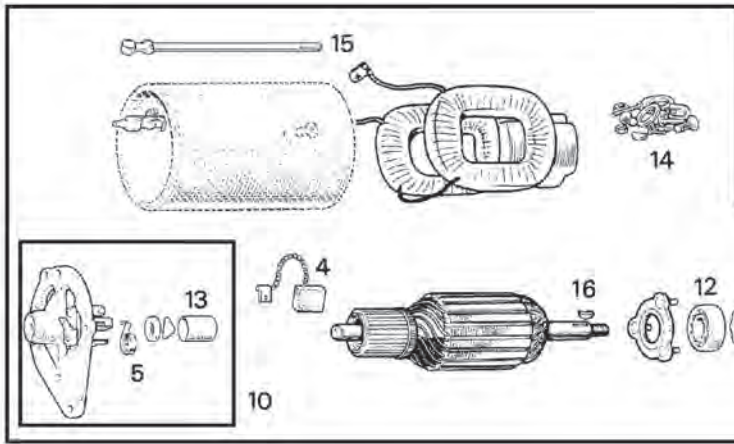
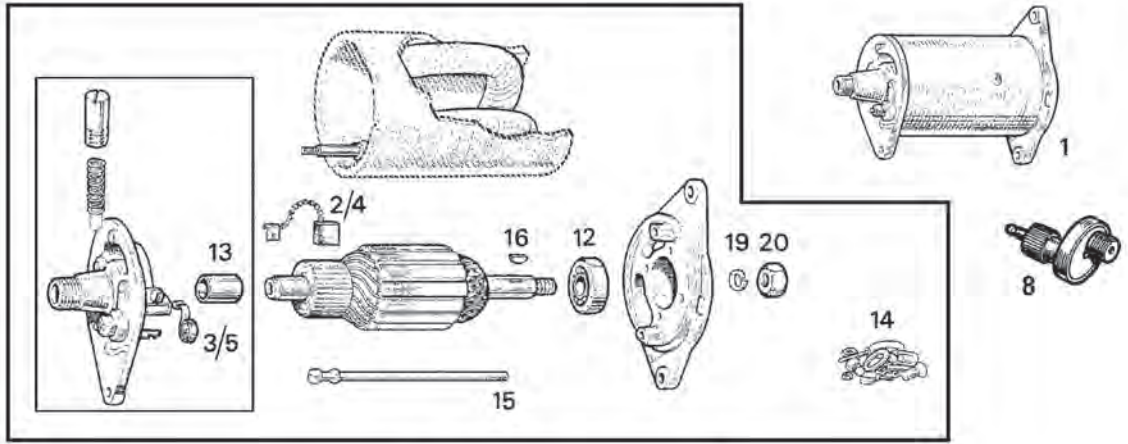


**Pre-Engaged (Geared) Starter Motor**

These brand new (non-exchange) powerful starter motors are High Torque, meaning they will not suffer the same fate as the original 'Inertia' type, especially on high compression engines and, they are a direct replacement. No more costly motor rebuilds or excessive battery drain.

GXE4405X	£222.80	PRE-ENGAGED STARTER MOTOR	1
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**Dynamo**

**POLARISATION: Negative or Positive Earth system?**

Note: When fitting a replacement dynamo, it must be polarised to suit your vehicles electrical system. Polarisation can be effected as follows; Fit the dynamo - without connecting it to the vehicles electrical system. Connect one end of a length of wire to either the 'live' (not earth) terminal of the battery, or the battery lead terminal (Not the starter lead) on the starter solenoid. Hold the other end of the wire against the 'field' terminal (the smaller of the 2) on the back of the dynamo for 'three to five seconds'. Polarisation is now complete. Remove the temporary wire and connect the dynamo to the electrical circuit.

**948cc Engines (Mechanical Tachometer)**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	AEJ49	£150.00	DYNAMO, new	1	
2	GGB105	£2.26	BRUSH SET	1	fitted to engine
3	7H5031	NCA	SPRING	2	no. 9CG/-/36711
4	GGB102	£2.30	BRUSH SET	1	fitted from engine no.
5	RTC466A	NCA	SPRING	2	9CG/-/36712
6	12H67	£8.40	LINK, adjusting	1	
7	2A128	£10.90	PILLAR, mounting	1	
8	13H632	£119.70	REDUCTION BOX, tachometer	1	see page 68 for drive cable
	27H5420	£20.10	Rear Plate, dynamo	1	

**1098cc Engines (Electrical Tachometer)**

9	GEU3101	£70.80	DYNAMO, new	1	
4	GGB102	£2.30	BRUSH SET	1	
5	RTC466A	NCA	SPRING	2	
6	12H67	£8.40	LINK, adjusting	1	
7	12G289	£6.70	PILLAR, mounting	1	
10	47H5395	NCA	BRACKET, commutator end	1	for Lucas dynamo
11	27H7647	NCA	BRACKET, drive end	1	No. 22700
10A	17H6821	NCA	BRACKET, commutator end	1	for Lucas dynamo
11A	37H3348	NCA	BRACKET, drive end	1	No. 22742

**All Models**

12	529221A	NCA	BEARING, front	1	
13	7H5390	£6.70	BUSH, rear	1	
14	37H6836	NCA	SUNDRY KIT	1	
15	242675A	NCA	BOLT, long	2	
16	WKN404	£1.04	WOODRUFF KEY	1	
17	17D11	£13.60	FAN	1	
18	12G2102	NCA	PULLEY, dynamo	1	
19	GHF334	£0.73	WASHER, spring, 7/16"	1	
20	NT607041	£1.00	NUT, 7/16"	1	use with original dynamo
	AEJ49NUT	NCA	NUT, M12	1	use with AEJ49 & GEU3101 dynamos
21	BH605151	£1.10	BOLT, front mounting, 5/16"	1	
22	SH605101	£0.89	BOLT, rear, 5/16"	1	
23	SH505051	£0.66	SCREW, front mounting, 5/16"	1	
24	GHF332	£0.40	WASHER, spring, 5/16"	5	
25	GHF301	£0.24	WASHER, flat, 5/16"	2	
26	GHF222	£0.55	NUT, nyloc, 5/16"	2	
27	GHF333	£0.30	WASHER, spring, 3/8"	2	
28	GHF202	£0.22	NUT, 3/8"	1	
29	GHF223	£0.53	NUT, nyloc, 3/8"	1	
30	SH605071	£0.64	SCREW, mounting bracket, 5/16"	2	
31	12A526	£18.90	MOUNTING BRACKET, rear	1	
32	GHF302	£1.00	WASHER, flat, 3/8"	1	
NI	3H1835	£26.10	CONTROL UNIT, screw terminals	1	Sprite I only
NI	GEU6603	£26.10	CONTROL UNIT, spade fittings	1	Sprite II, III Midget I, II

Note: For full details of control units please see pages 61-63.

**Battery & Fittings**

**Vehicles with 'Positive' Earth**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	14G5508	£4.70	CLAMP BAR, battery	1	] to chassis No HAN7 27755, ] GAN2 18219
2	88G294	£3.20	ROD, battery	2	
1	14G5508	£4.70	CLAMP BAR, battery	1	] from chassis HAN7 27756 ] GAN2 18220
2	AHA7769	£1.57	ROD (J), clamp bar	2	
3	GHF331	£0.38	WASHER, spring, (1/4")	2	
NI	WP127	£0.52	WASHER, plain, (1/4")	2	
4	GHF200	£0.22	NUT, (1/4")	2	alternative
	JN2107	£0.43	NUT, (half), (1/4")	4	alternative
	132068	£0.98	NUT, (wing), (1/4")	2	alternative
5	37H3743	£2.26	PACKING STRIP	1	
6	2K8645	£0.40	SCREW, terminal	2	
7	131113	£14.80	CABLE, battery, positive, earth	1	clamp type (not as shown)
8	SH605041	£0.43	SCREW, earth, (5/16")	1	
9	GHF332	£0.40	WASHER, spring, (5/16")	1	
10	2K6167	£10.40	CABLE, earth, (engine to chassis)	1	slave cylinder to chassis
11	SH606051	£0.92	SCREW, (earth cable), (3/8")	1	chassis end
	SH506091	£1.96	SCREW, UNC, (earth cable), (3/8")	1	slave cylinder earth
12	GHF333	£0.30	WASHER, spring, (3/8")	2	
13	BHA4257	£15.50	CABLE, battery, negative, (live)	1	
14	AHA7776	£9.50	CABLE, starter	1	] ign switch to starter motor ] or solenoid to starter motor
15	ACA9673	£16.50	TRAY, battery	1	
	ACA9673A	£42.00	TRAY, battery	1	alternative
16	GBY5601D	NCA	BATTERY, 12 volt, 30 A/hr, dry	1	
	GBY5601W	£96.00	BATTERY, 12 volt, 30 A/hr, wet	1	
	GBY015	£96.00	BATTERY, 12 volt, 36 A/hr, wet	1	

Note: Due to delivery restrictions of hazardous goods, wet batteries can only be delivered by road and sea carrier to UK and mainland Europe. Dry batteries can be delivered worldwide, customers must arrange their own filling of dry batteries with suitable electrolyte and initial charge.

**Vehicles converted to 'Negative' Earth**

10	2K6167	£10.40	CABLE, earth, (engine to chassis)	1	slave cylinder to chassis
11	SH606051	£0.92	SCREW, (earth cable), (3/8")	1	chassis end
	SH506091	£1.96	SCREW, UNC, (earth cable), (3/8")	1	slave cylinder earth
12	GHF333	£0.30	WASHER, spring, (3/8")	2	
NI	5L734	£31.60	CABLE, battery, positive, (live)	1	] clamp type ] terminals
NI	5L924	£13.30	CABLE, battery, negative, earth	1	
14	AHA7776	£9.50	CABLE, starter	1	ign switch to starter motor or solenoid to starter motor
NI	GHF331	£0.38	WASHER, spring, (1/4")	2	
NI	WP127	£0.52	WASHER, plain, (1/4")	2	
NI	GBY015	£96.00	BATTERY, 12 volt, 36 A/hr, wet	1	
NI	GBY137	NCA	BATTERY, 12 volt, 38 A/hr, wet	1	

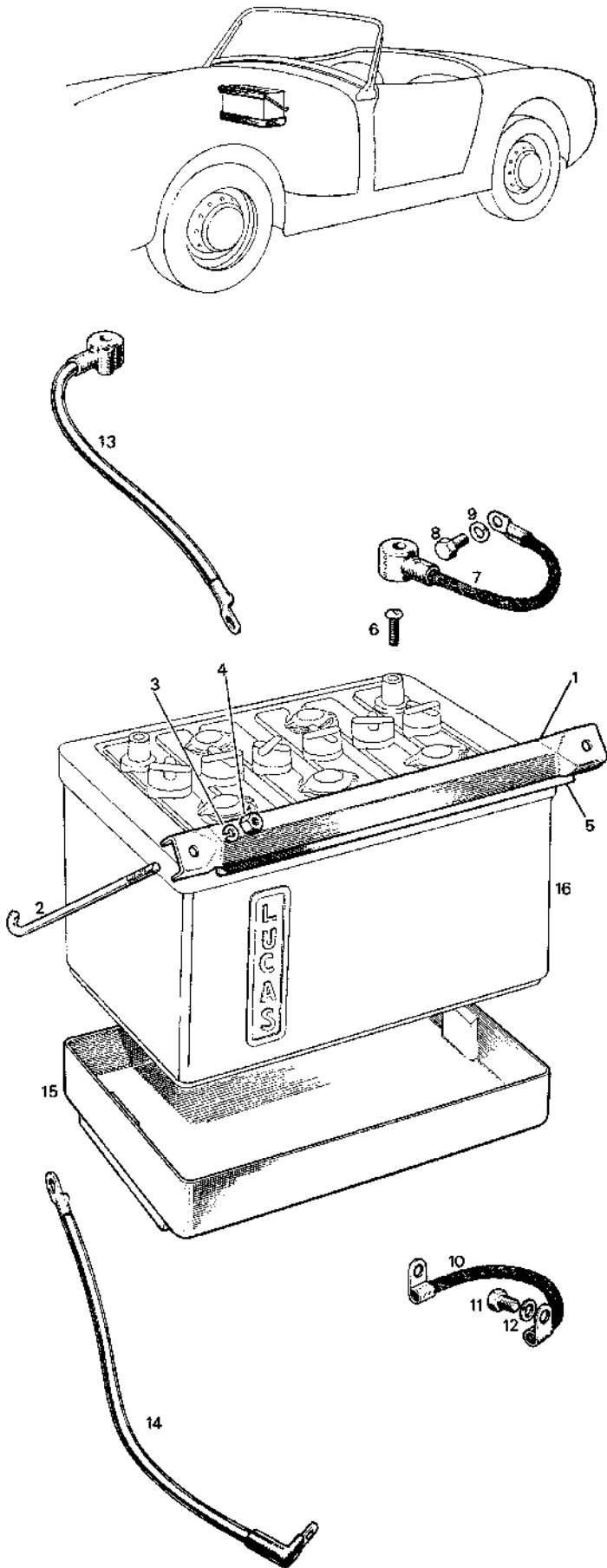
Note: Due to delivery restrictions of hazardous goods, wet batteries can only be delivered by road and sea carrier to UK and mainland Europe. Dry batteries can be delivered worldwide, customers must arrange their own filling of dry batteries with suitable electrolyte and initial charge.

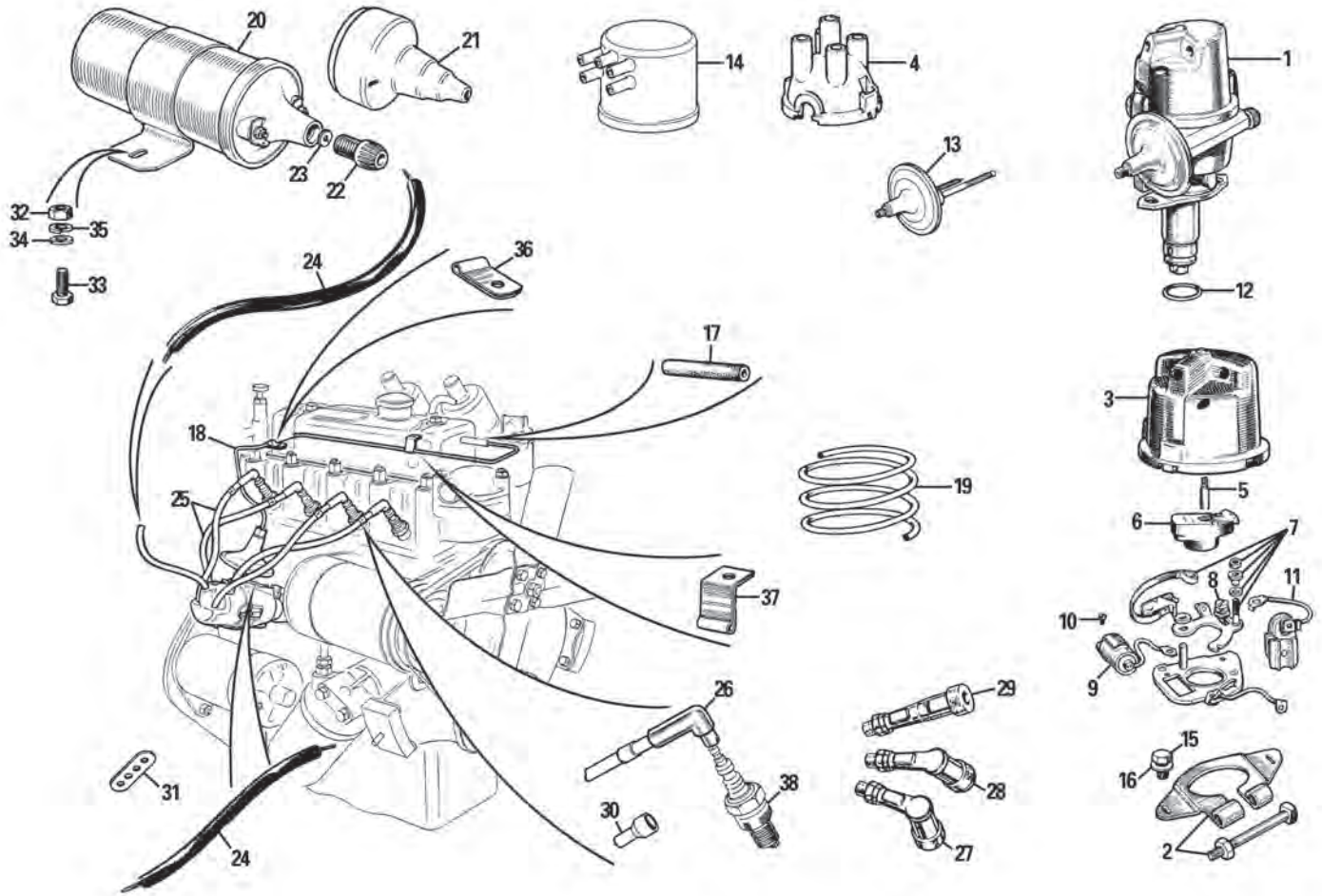
**All Models (Replacement Battery Terminal Clamps)**

NI	GHF2750	£5.00	CLAMP, negative	1
NI	GHF2755	£5.00	CLAMP, positive	1
NI	518903	£3.05	BOLT, square head	2
NI	GHF208	£0.30	NUT	2

**Battery & Battery Terminal Position**

The body earth point for the battery is always on the left side of the bulkhead. When the correct battery is fitted, the fitted terminals should be nearer the bulkhead than the heater.





**Ignition System**

Note: Please see the Accessories section for full details of ignition system. Exchange distributors come complete with distributor cap (item 3), but less clamp (item 2). They have push-on connectors for use with items 17a or 17b.

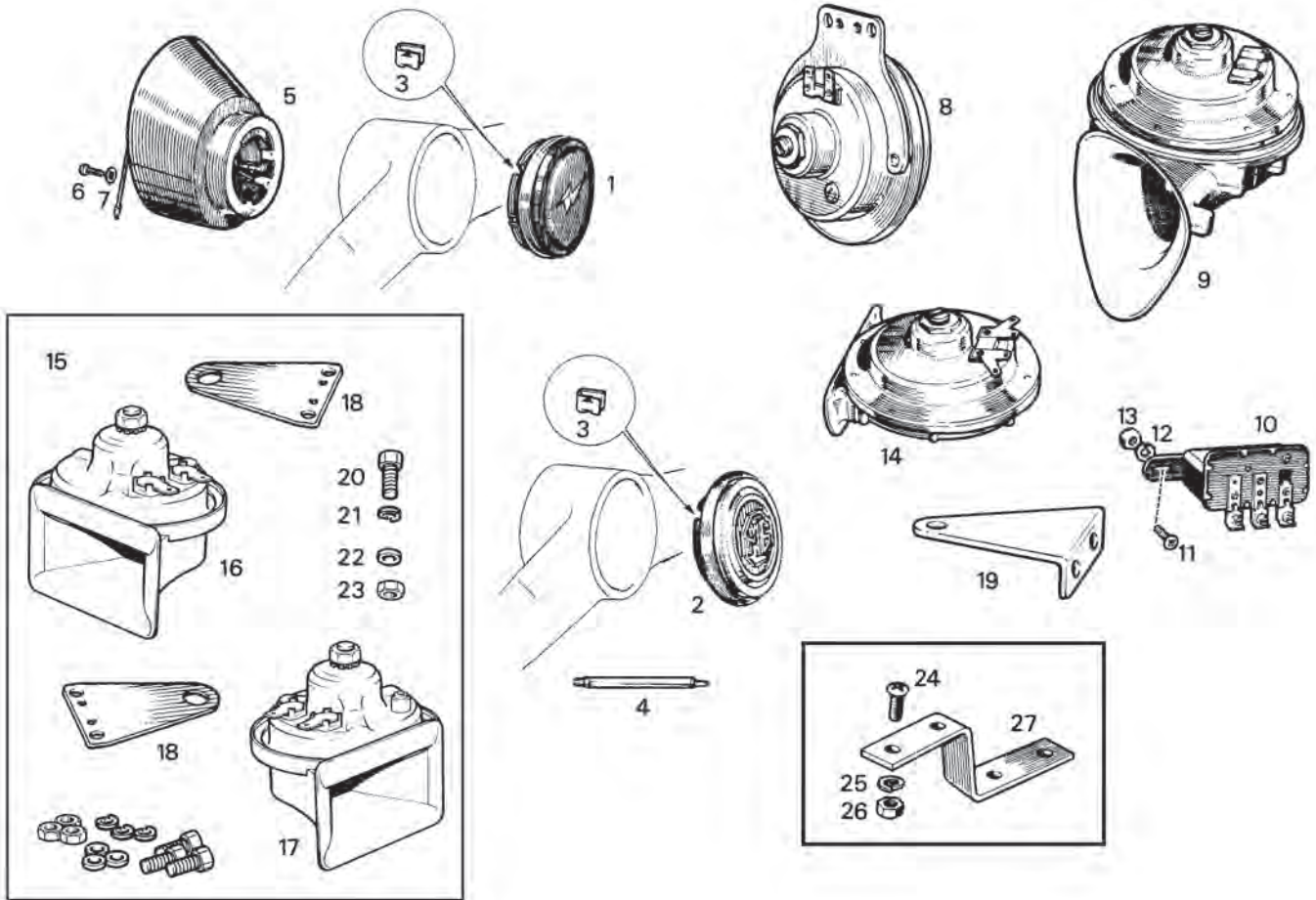
Ill	Part Number	Price £ea.	Description	Req.	Details
1	12A415	£123.70	DISTRIBUTOR, (LU 40772), 25D4	1	948cc Sprite I
	AEJ78	£110.20	DISTRIBUTOR, (LU 40773), 25D4	1	948cc Sprite II, Midget I
	12G811	£117.00	DISTRIBUTOR, (LU 40919), 25D4	1	1098cc Sprite II, III, Midget I, II
	12G811X	£122.60	DISTRIBUTOR, (LU 40919), 45D	1	1098cc Sprite II, III, Midget I, II
2	3H2138	£13.80	PLATE, clamping distributor to block	1	nut and bolt no longer supplied with clamp. (bolt: BH604141, nut CN1)
3	GDC102	£10.90	CAP, side entry	1	screw fitting
4	GDC103	£6.10	CAP, vertical entry	1	push fitting, alternative on LHD
5	262703A	£6.50	BRUSH & SPRING	1	
6	GRA2101	£3.70	ROTOR ARM	1	
	GRA2101HQ	£9.90	ROTOR ARM	1	high quality
7	GCS107	£6.50	POINTS SET	1	
	GCS107HQ	£10.90	POINTS SET, high quality	1	
	GCS2101	£3.25	POINTS SET, one piece type	1	
	GCS111	£12.80	POINTS SET, competition	1	
8	GCS1001S	£1.00	SCREW, contact points	1	
9	GSC111	£3.25	CONDENSER	1	
10	GSC1001S	£0.66	SCREW, condenser	1	
11	37H2981	£12.50	TERMINAL, low tension	1	
12	513682A	£1.25	'O' RING	1	
13	520911	NCA	VACUUM UNIT, 948cc	1	replacement unit with push
	17H6656	NCA	VACUUM UNIT, 1098cc	1	on vacuum pipe connector,
14	8G726	£14.40	COVER, waterproof	1	side entry distributor cap
15	SH604041	£0.41	SCREW, distributor mounting, (1/4")	2	
16	GHF321	£0.22	WASHER, (1/4")	2	
17	ACH9041	£2.50	CONNECTOR, vacuum pipe, straight	1	use with steel pipe
	12B2062	£1.57	CONNECTOR, vacuum pipe, 90°	1	use with steel or nylon pipe
	12B2095	£2.00	CONNECTOR, vacuum pipe, straight	1	use with nylon pipe

18	12H733	£25.50	VACUUM PIPE, metal	1	alternative
19	37H4229M	£1.70	VACUUM PIPE, nylon, (1 metre)	1	
20	GCL101	£14.70	COIL, with screw on HT	1	screw on connectors
	GCL110	£13.50	COIL, with push in HT	1	spade connectors
21	8G727	£6.90	COVER, waterproof, coil	1	
22	105036	£1.60	CONNECTOR, screw-in	1	use with GCL101 coil
	GCL110	£2.52	CONNECTOR, push-in	1	use with GCL110 coil
23	214279A	£0.43	COPPER WASHER, special	1	screw in type HT lead only
24	AAA5981M	£2.75	H.T. LEAD, black, (cut to fit)	2m	copper core
	TT2982M	£6.30	H.T. LEAD, yellow/black, (cut to fit)	2m	competition HT lead

**Approx. Lengths of HT Leads**

Coil to distributor	..... 11"	Distributor to No 3 plug	..... 10"
Distributor to No 1 plug	..... 14"	Distributor to No 4 plug	..... 10"
Distributor to No 2 plug	..... 14"		

25	GHT102	£13.20	HT LEAD SET, (silicone core), green	1	push on coil connector
25	GHT102Z	£9.10	HT LEAD SET, (silicone core), green	1	reproduction, push on connector
	GHT241	£21.46	HT LEAD SET, (silicone core), LHD	1	use with item 4
26	3H1422	£7.80	SUPPRESSOR CAP, 90° angled	4	'Lucas' period style
	WCX600	£6.90	SUPPRESSOR CAP, 90° angled	4	'Champion'
27	NLB5	£5.50	SUPPRESSOR CAP, 90° angled, red	1	
	NLB5BLK	£3.16	SUPPRESSOR CAP, 90° angled, black	1	
28	NYB5	£3.90	SUPPRESSOR CAP, 60° angled, red	1	NGK, aftermarket
	NYB5BLK	£5.20	SUPPRESSOR CAP, 60° angled, black	1	
29	NSB5	£3.90	SUPPRESSOR CAP, straight, red	1	
	NSB5BLK	£3.70	SUPPRESSOR CAP, straight, black	1	
30	12G1040	£1.31	PLUG COVER, waterproof	4	
31	1G2673	£2.50	SPACER, HT leads	4	
32	GHF200	£0.22	NUT, (1/4")	2	
33	SH604051	£0.30	SCREW, (1/4")	2	
34	WM57	£0.24	WASHER, flat, (1/4")	2	
35	GHF331	£0.38	WASHER, spring, (1/4")	2	
36	AEA581	NCA	CLIP, for steel vacuum pipe	1	
37	ACH9009	NCA	CLIP, for steel vacuum pipe	1	
38	N5C	£5.60	SPARK PLUG, original Champion	4	
	N9YCC	£5.60	SPARK PLUG, Champion	4	



**Horn & Fittings**

**Horn Push**

Note: For full details of steering column and fittings see page 45.

Ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA6481	£42.00	HORN PUSH, (Sprite)	1	Sprite I, II Sprite III, no cup & spring on back
	BHA4441X	NCA	HORN PUSH, (Sprite)	1	
2	AHA6371	£48.00	HORN PUSH, (Midget)	1	Midget I Midget II, no cup & spring on back
	BHA4442X	NCA	HORN PUSH, (Midget)	1	
3	613766	£1.06	CLIP, horn push retaining	2	
4	142534	£12.10	BRUSH, (pencil), horn push contact	1	Sprite I, II, Midget I
	BHA5041	£6.20	BRUSH, (pencil), horn push contact	1	Sprite III, Midget II
5	2A6158S	£18.30	SLIP RING ONLY, horn contact	1	RHD/LHD, Sprite I, II, Midget I
	2A6158	£150.00	MOULDING/COWL, column	1	RHD, Sprite I, II, Midget I
	2A6161	£150.00	MOULDING/COWL, column	1	LHD, Sprite I, II, Midget I
6	PM2205	£0.53	SCREW, (for 2A6158)	3	
7	6K9388	NCA	WASHER, (for 2A6158)	3	
NI	BHA5042	£19.20	SLIP RING, horn contact	1	Sprite III, Midget II
NI	18G8713	£25.80	COWL, steering column, (pair)	1	RHD, Sprite III, Midget II
NI	18G8714	£36.10	COWL, steering column, (pair)	1	LHD, Sprite III, Midget II
NI	RMP214	£1.75	SCREWS, (for 18G8713 cowls)	4	polished chrome

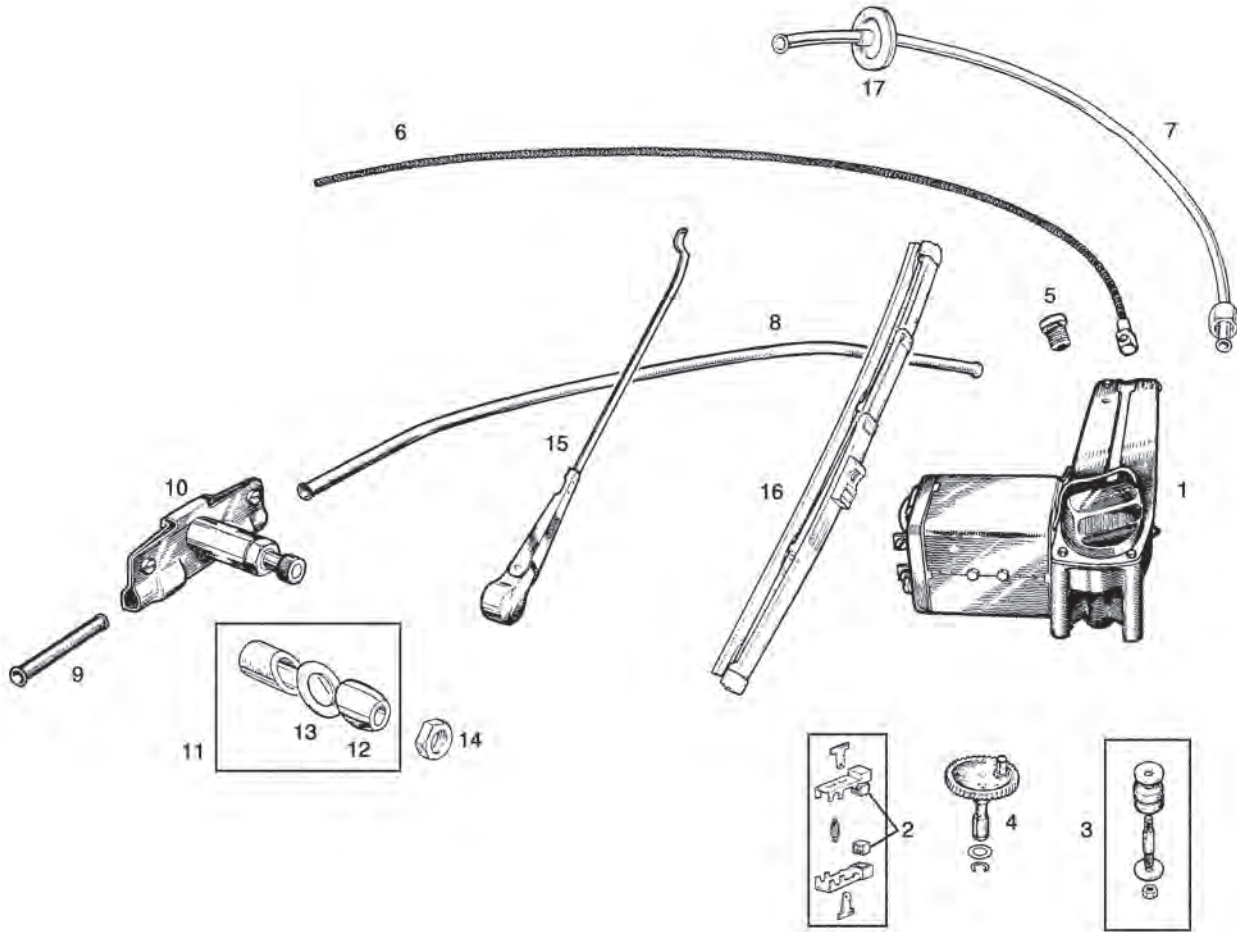
**Horns**

**Sprite I**

Ill	Part Number	Price £ea.	Description	Req.	Details
8	13H2782	NCA	HORN	1	not original, but period
9	1B9008	£38.40	HORN, high note	1	wind tone horns
	1B9007	£38.40	HORN, low note	1	
10	CHM68SQ	£7.60	RELAY	1	factory optional extra,
11	PMZ306	£0.47	SCREW, (3/16")	2	(alternative to item 8)
12	WL700101	£0.25	WASHER, spring, (3/16")	2	
13	GHF206	£0.16	NUT, (3/16")	2	

**Sprite II, III & Midget I, II**

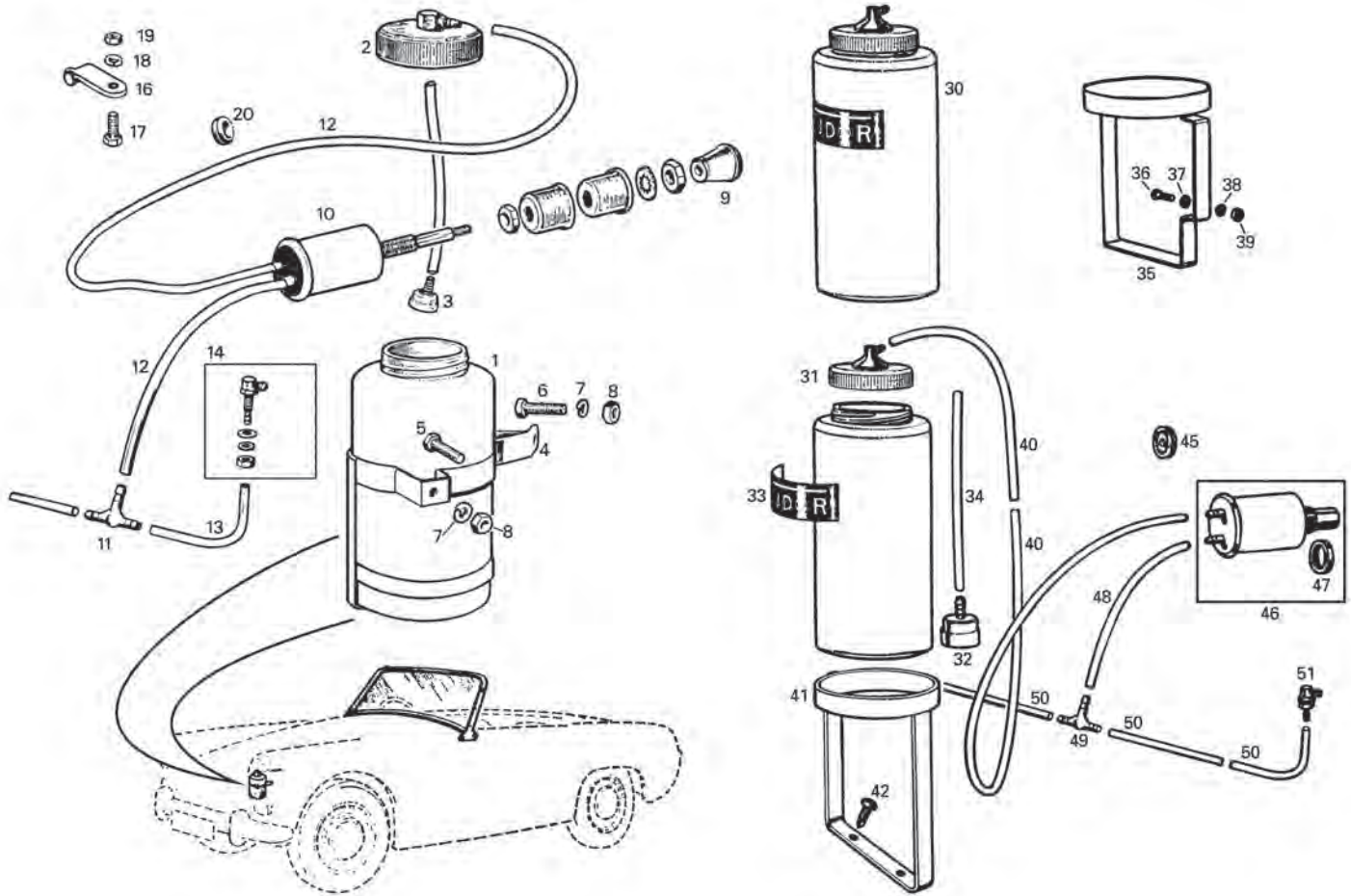
14	BHA4515	£42.60	HORN, high note	1	Sprite II, Midget I
	BHA4514	£42.60	HORN, low note	1	
15	GGE164K	£30.30	HORN, high/low note, (1 pair) (Including brackets).	1	Sprite III, Midget II
16	GGE164	£10.40	HORN, high note	1	
17	GGE165	£10.40	HORN, low note	1	
NI	GGE164/5	£15.90	HORN, high/low note, (1 pair)	1	
18	57H5309	£2.60	BRACKET, horn mounting, straight	2	
19	GGE110	£5.26	BRACKET, horn mounting, angled	2	
	GGE110SS	£9.40	BRACKET, horn mounting, stainless steel	2	
20	SH604041	£0.41	SCREW, horn to bumper iron	4	
21	GHF331	£0.38	WASHER, locking	4	
22	GHF300	£0.22	WASHER, plain	4	
23	GHF200	£0.22	NUT	4	
24	SE604051	£0.47	SCREW, (1/4")	4	
25	GHF331	£0.38	WASHER, spring, (1/4")	8	
26	GHF200	£0.22	NUT, (1/4")	4	
27	AHA6657	£27.50	BRACKET, to body, RH	1	
	AHA6658	£27.50	BRACKET, to body, LH	1	
NI	HU706P	£1.06	SCREW, (1/4")	4	



**Windscreen Wiper Motor, Arm & Blades**

**All Models**

Part Number	Price £ea.	Description	Req.	Details
1 LULRW113R	£209.10	WIPER MOTOR, less gear, exchange	1	Sprite I
GXE7714	£213.30	WIPER MOTOR, less gear, exchange	1	Sprite II, III, Midget I, II
2 508170	£8.20	BRUSH SET, carbon, pair	1	
3 17H5431	£6.00	BUSH KIT, (wiper motor mounting)	3	3 kits per wiper motor
4 47H5315	NCA	DRIVE GEAR	1	Sprite I
511007	£66.00	DRIVE GEAR	1	Sprite II, III, Midget I, II
5 37H3694	£2.40	FERRULE, (male)	1	
6 RTC202A	£8.70	RACK	1	trim to length
7 14A4801	£13.30	TUBING, (motor to wheelbox)	1	
8 14A4802	£9.60	TUBING, (wheelbox to wheelbox)	1	
9 575047A	£5.10	TUBING, (wheelbox end)	1	
10 37H6316	£35.20	WHEELBOX	2	includes nut & bush
11 BAU1465	£18.10	BEZEL & SEAL KIT	2	
BAU1465Z	£5.10	BEZEL, NUT & SEAL KIT	2	includes nut
12 ADB826	£5.20	BEZEL, chrome	2	
13 ADC560X	£0.70	SEAL	2	
14 ANK3459	£1.80	NUT, hexagonal	2	
15 13H66	£15.10	WIPER ARM, RHD	2	spoon type RH crank
13H68	£16.40	WIPER ARM, LHD	2	spoon type LH crank
16 GWB215	£9.30	WIPER BLADE, 8"	2	Sprite I, II Midget I
GWB145	£9.30	WIPER BLADE, 9"	2	Sprite III, Midget II
GWB145Z	£7.20	WIPER BLADE, 9", (aftermarket)	2	Sprite III, Midget II
17 C5574A	£4.30	GROMMET, (tubing through bulkhead)	1	



**Windscreen Washers**

**Sprite I, II, Midget I**

Note: Two washer systems were used on Sprite I, II and Midget I. Tudor two jet system and, the Trafalgar single jet system. We are only able to supply parts for the Tudor system

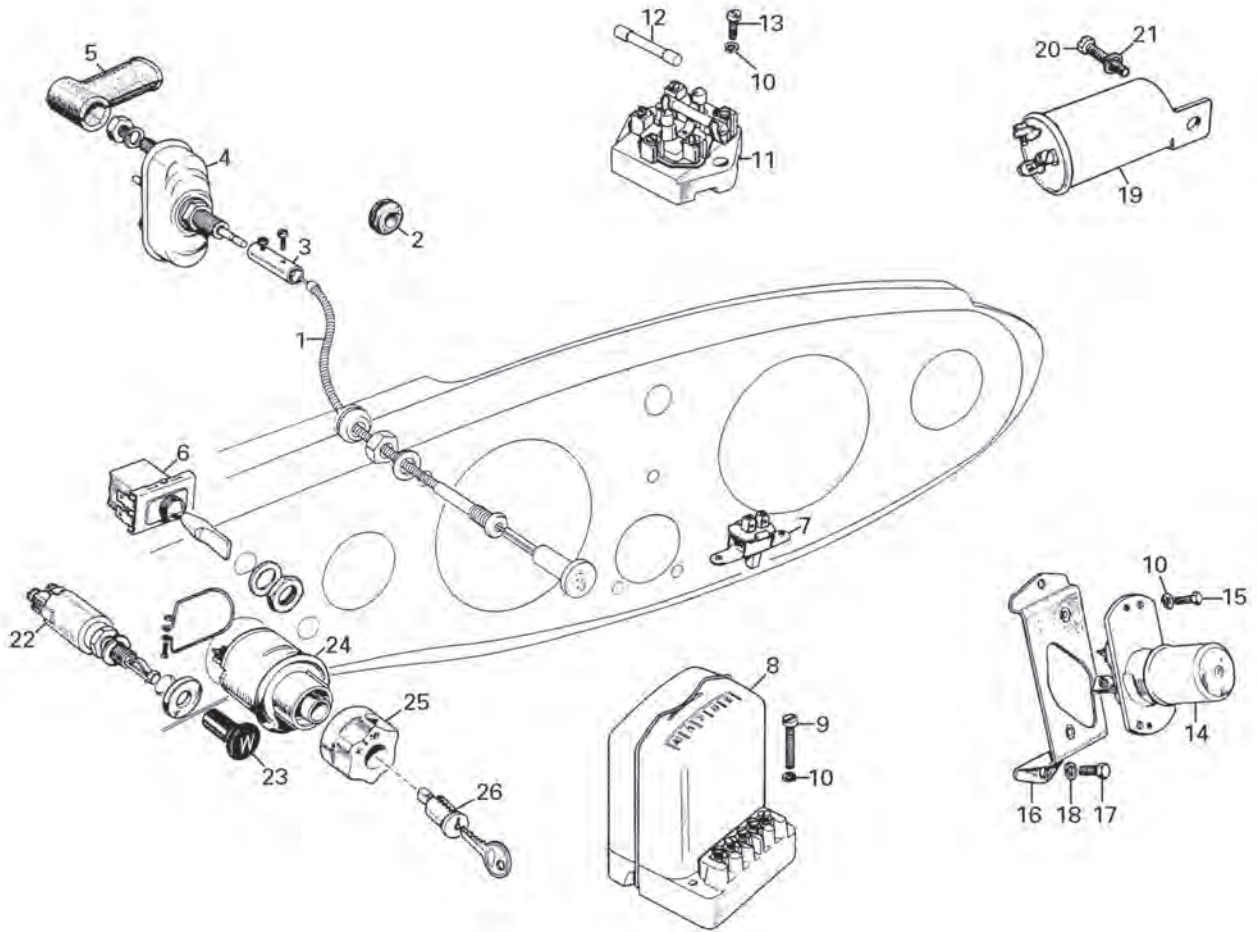
Ill	Part Number	Price £ea.	Description	Req.	Details
1	37H729	£24.00	BOTTLE, washer	1	use together when fitting prior to AN5 26724
2	AHH6848	NCA	CAP, washer bottle	1	
3	GWV506	£1.57	VALVE, foot	1	
4	27H9657	£29.40	BRACKET, washer bottle	1	
5	SH604041	£0.41	SCREW, (1/4")	1	
6	GHF101	£0.30	SCREW, (1/4")	1	
7	GHF331	£0.38	WASHER, spring, (1/4")	2	
8	GHF200	£0.22	NUT, (1/4")	2	
9	27H9625	£6.70	KNOB, pump	1	
10	17H2672	NCA	PUMP, manually operated	1	
11	GWV404	£1.75	T PIECE	1	use with T piece (item 11) when fitting prior to HAN6 20105, GAN1 13448
12	GWV202M	£1.80	TUBING, plastic, (1/4" x 1 metre)	2	
	GWV202M	£1.80	TUBING, plastic, (1/4" x 1 metre)	1	pump to T piece (4mm ID)
13	GWV201M	£1.10	TUBING, plastic, (3/16" x 1 metre)	1	T piece to jets (3mm ID)
14	GWV802	£3.70	JET ASSEMBLY, chrome	2	
16	PCR409	£1.10	CLIP	1	
	PCR407	£1.10	CLIP	2	
17	PMZ306	£0.47	SCREW, (3/16")	3	
18	WL700101	£0.25	WASHER, spring, (3/16")	3	
19	GHF206	£0.16	NUT, (3/16")	3	
20	RFN1303	£1.55	GROMMET, bulkhead	1	

**Sprite III, Midget II**

30	GWV918K	£12.50	BOTTLE & LID	1	replacement*
31	AHH6848	NCA	LID, original	1	fits OE bottle only*
32	GWV506	£1.57	NON-RETURN VALVE, 'foot valve'	1	
33	CRST124	£2.20	LABEL, self adhesive, 'Tudor'	3	
34	GWV202M	£1.80	TUBING, in bottle, sold per metre	1	cut to 6" length

\*Note: The replacement bottle assembly includes bottle, lid, valve and 'Tudor' labels. In this instance, 'replacement' and 'original' parts cannot be interchanged.

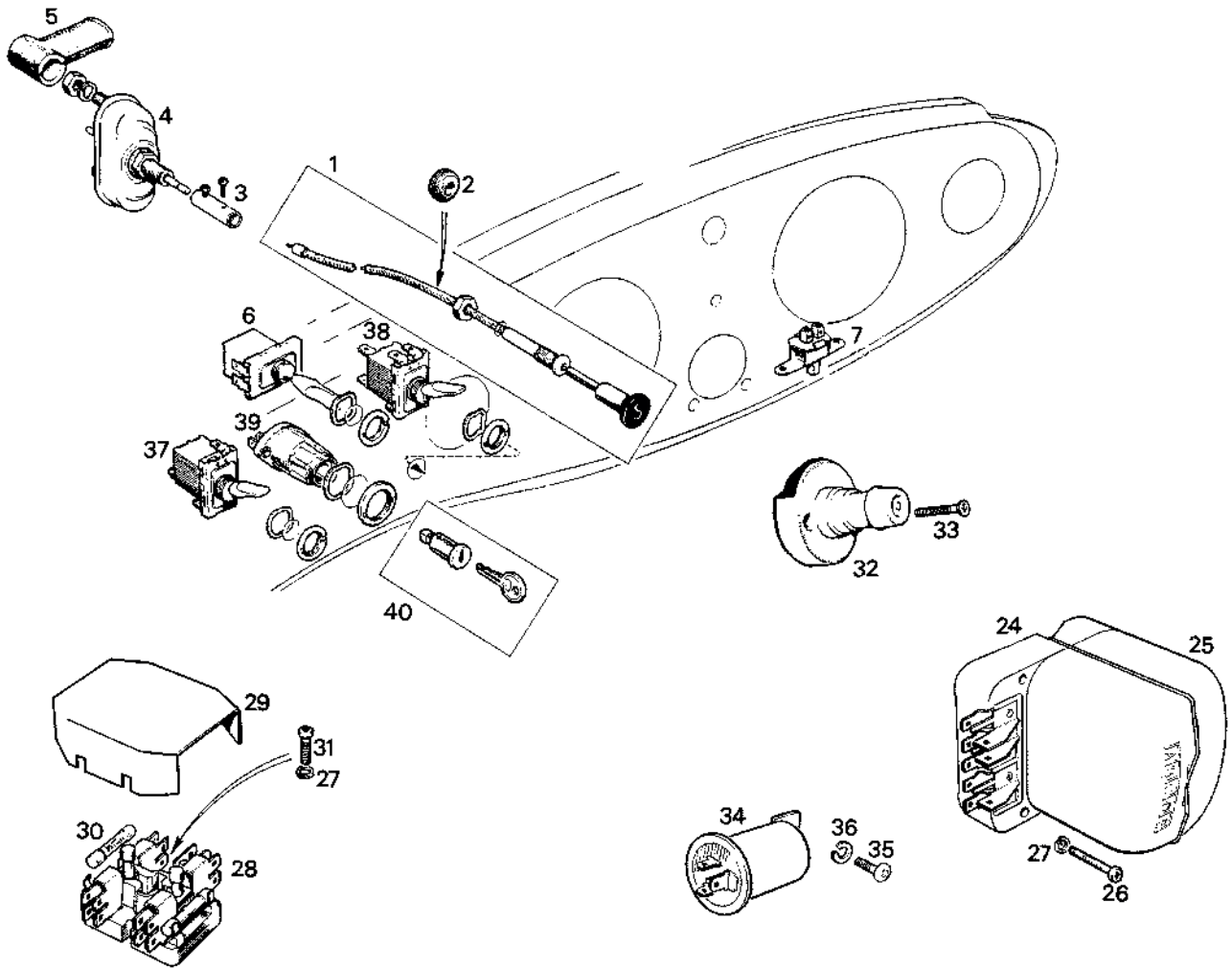
35	13H232	£6.60	BRACKET, container mounting	1	To G-AN4-66225, To H-AN9-77590, (vertical flow radiator)
	13H232SS	£9.60	BRACKET, container mounting, s/steel	1	
36	PMZ306	£0.47	SCREW, bracket to radiator splash shield	2	To H-AN9-77590, (vertical flow radiator)
37	PWZ103	£0.22	WASHER, plain	2	
38	WL700101	£0.25	WASHER, locking	2	
39	GHF206	£0.16	NUT	2	
40	GWV202M	£1.80	TUBING, bottle to pump (Sold per metre, cut to 63" length).	2	G-AN4-66226 On, G-AN5, H-AN9-77591 On, H-AN10, A-AN10, (cross flow radiator)
41	AHA8729	NCA	BRACKET, container mounting	1	
	AHA8729SS	£8.20	BRACKET, container mounting, s/steel	1	
42	GHF425	£0.22	SCREW, bracket to footwell top	2	
	GWV202M	£1.80	TUBING, bottle to pump (Sold per metre, cut to 30" length).	2	
45	RFN1303	£1.55	GROMMET, bulkhead	1	
46	GWV102	£18.40	WASHER PUMP, manual	1	
	GWV102B	£21.90	WASHER PUMP, manual, plastic	1	
47	17H2669	NCA	NUT, pump securing	1	
48	GWV202M	£1.80	TUBING, pump to 'T', sold per metre	1	cut to 6" length
49	GWV404	£1.75	'T' PIECE, 4mm inlet, 3mm outlets	1	
50	GWV201M	£1.10	TUBING, 'T' to jets, sold per metre	1	cut to two 6" lengths
51	GWV802	£3.70	JET ASSEMBLY, chrome	2	



Switches, Fuse Box & Control Box

Sprite I Only

Ill	Part Number	Price £ea.	Description	Req.	Details
1	2A2085	£12.80	CABLE, starter switch, RHD/LHD	1	
2	RFN303	£0.80	GROMMET, bulkhead	1	
3	3H950	£13.10	CONNECTOR	1	
4	3H949	£35.30	SWITCH, starter	1	
5	8G548	£1.50	BOOT, rubber, cable	2	
6	2A9074	£18.00	SWITCH, indicator	1	
7	BHA4698	£25.00	SWITCH, panel light	1	
8	3H1835	£26.10	CONTROL BOX	1	screw connectors
9	PMZ320	£0.64	SCREW, (3/16")	2	
10	WL700101	£0.25	WASHER, (3/16")	6	
11	1G2613	£21.20	FUSE BOX	1	screw connectors
12	GFS35X	£0.60	FUSE, 35 amp	4	17.5 amp continuous
13	SE910201	£0.66	SCREW, (3/16")	2	
14	11G2007	£33.90	SWITCH, headlight dipping	1	
15	PMZ307	£0.61	SCREW, (3/16")	2	
16	2A9102	£14.40	BRACKET, headlight dipping	1	
17	SE604041	£0.47	SCREW, (1/4")	2	
18	GHF331	£0.38	WASHER, (1/4")	2	
19	GFU2101	£7.50	FLASHER UNIT	1	screw on connectors
20	SE604031	£0.66	SCREW, (1/4")	1	
21	GHF331	£0.38	WASHER, (1/4")	1	
22	2H4841	£15.00	SWITCH, wiper	1	
23	11K9101	£8.80	KNOB	1	
24	3H1557	£67.20	SWITCH, ignition & lights	1	
25	3H1558	£8.28	KNOB, ignition/light switch	1	
26	24G1345	£9.00	BARREL & KEY, ignition	1	
	24G1345Z	£8.20	BARREL & KEY, ignition, aftermarket	1	

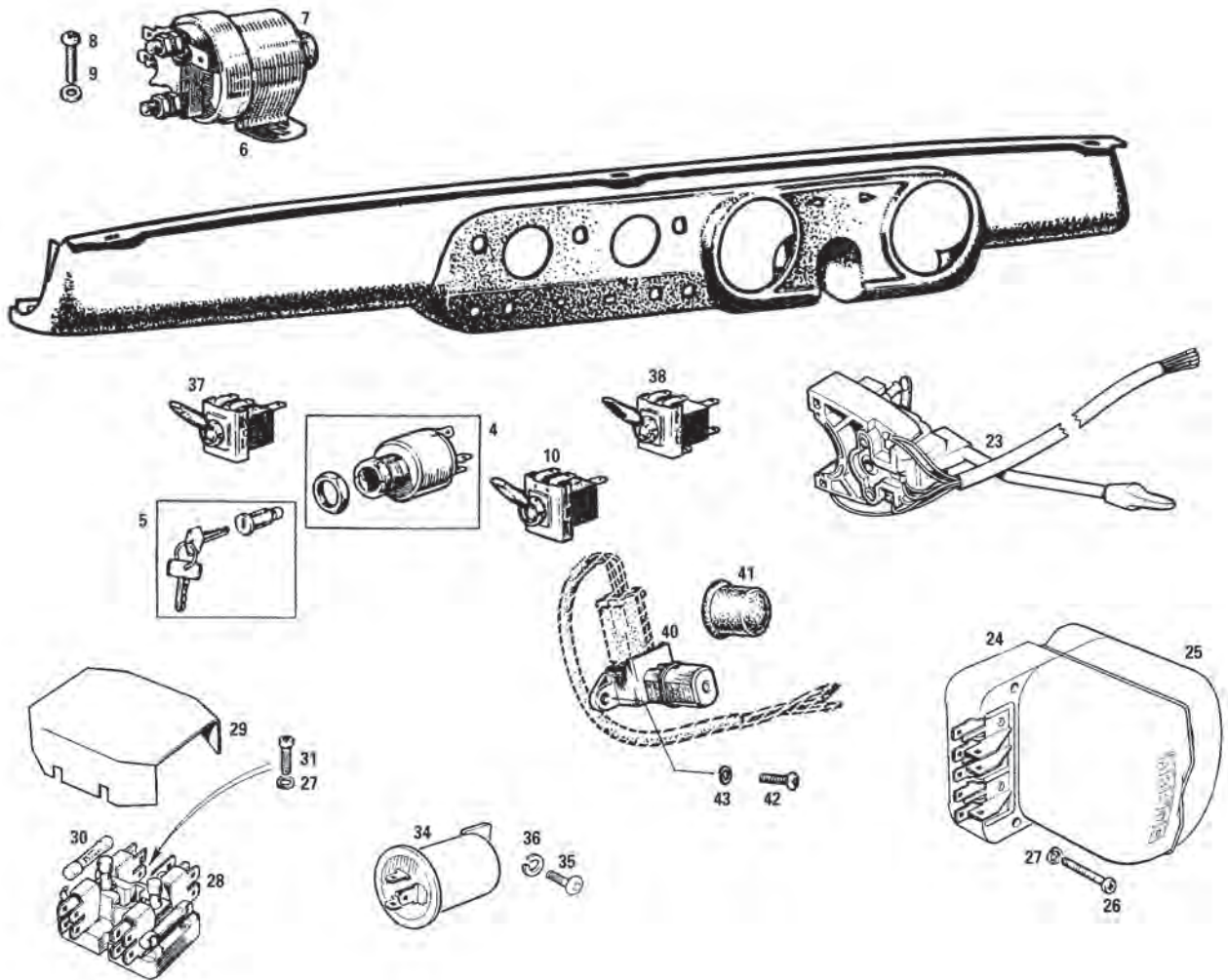


Switches, Fuse Box & Control Box

Sprite II & Midget I

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	2A2085	£12.80	CABLE, starter switch, RHD	1	
	AHA6202	£13.30	CABLE, starter switch, LHD	1	
2	RFN303	£0.80	GROMMET, bulkhead	1	
3	3H950	£13.10	CONNECTOR	1	
4	3H949	£35.30	SWITCH, starter	1	
5	8G548	£1.50	BOOT, rubber, (cable)	2	
6	2A9074	£18.00	SWITCH, indicator	1	
7	BHA4698	£25.00	SWITCH, panel light	1	
24	GEU6603	£26.10	CONTROL BOX	1	'spade' connectors
25	7H5522	N/A	COVER, control box	1	
26	PMZ320	£0.64	SCREW, (3/16")	2	
27	WL700101	£0.25	WASHER, (3/16")	3	
28	606253A	£12.60	FUSE BOX	1	'spade' connectors
29	505158A	£4.70	COVER, fuse box	1	
30	GFS35X	£0.60	FUSE, (35 amp)	4	17.5 amp continuous
31	SE910201	£0.66	SCREW, (3/16")	1	
32	502087A	£21.90	SWITCH, headlight dipping	1	
33	CMZ320	£0.80	SCREW, (3/16")	2	
34	GFU2103	£9.10	FLASHER UNIT	1	push-on 'spade' connectors
35	SE604041	£0.47	SCREW, (1/4")	1	
36	GHF331	£0.38	WASHER, spring, (1/4")	1	
37	149011A	£24.20	SWITCH, wiper, original	1	
	149011	£11.40	SWITCH, wiper, replacement	1	
38	BCA4294	£11.70	SWITCH, side & headlight	1	
39	107936	£20.40	SWITCH, ignition	1	
40	24G1345	£9.00	BARREL & KEY, ignition	1	original
	24G1345Z	£8.20	BARREL & KEY, ignition	1	replacement



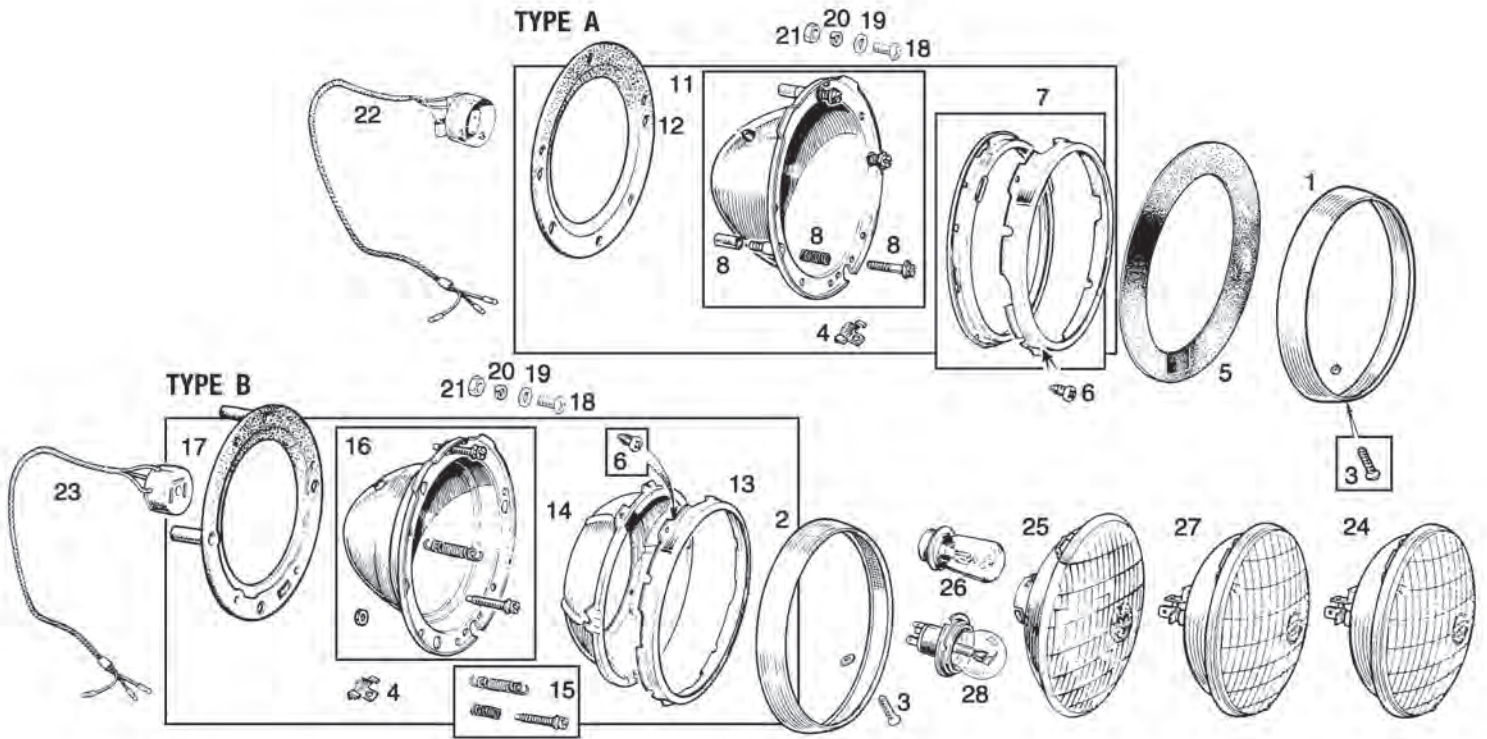


**Switches, Fuse Box & Control Box**

**Sprite III & Midget II**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	13H337	NCA	SWITCH, ignition & starter	1	] less barrel & keys
	13H337Z	£11.60	SWITCH, ignition & starter, aftermarket	1	
5	24G1345	£9.00	BARREL & KEY, ignition	1	original unit
	24G1345Z	£8.20	BARREL & KEY, ignition	1	replacement
6	BCA4501	£31.80	SOLENOID, starter	1	
7	27H5576	£3.20	COVER/BOOT, rubber	1	
8	PMZ306	£0.47	SCREW, (3/16")	1	
9	WL700101	£0.25	WASHER, spring (3/16")	1	
10	149011A	£24.20	SWITCH, panel lights, original	1	
	149011	£11.40	SWITCH, panel lights, replacement	1	
23	BHA4628	£45.70	INDICATOR SWITCH, (column mounted)	1	c/w brackets (Also incorporates headlamp flash if wired correctly, check for clearance with column cowl).
24	GEU6603	£26.10	CONTROL BOX	1	'spade' connectors
25	7H5522	NCA	COVER, control box	1	
26	PMZ320	£0.64	SCREW, (3/16")	2	
27	WL700101	£0.25	WASHER, (3/16")	3	
28	606253A	£12.60	FUSE BOX	1	'spade' connectors
29	505158A	£4.70	COVER, fuse box	1	
30	GFS35X	£0.60	FUSE, (35 amp)	4	17.5 amp continuous
31	SE910201	£0.66	SCREW, (3/16")	1	
34	GFU2103	£9.10	FLASHER UNIT	1	push-on 'spade' connectors
35	SE604041	£0.47	SCREW, (1/4")	1	
36	GHF331	£0.38	WASHER, spring, (1/4")	1	
35	SE604041	£0.47	SCREW, (1/4")	1	
36	GHF331	£0.38	WASHER, spring, (1/4")	1	
37	149011A	£24.20	SWITCH, wipers, original	1	
	149011	£11.40	SWITCH, wipers, replacement	1	
38	BCA4294	£11.70	SWITCH, side & headlight	1	
40	RTC432A	£12.10	SWITCH, headlight dipping	1	

41	RTC432CAP	NCA	BOOT/CAP, rubber	1
42	SE910201	£0.66	SCREW, (3/16")	2
43	WL700101	£0.25	WASHER, locking	2



**Headlamps & Fittings**

**All Models**

**Headlight Components - All Types**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	142001	£17.40	RIM, headlight	2	to HAN6 11768,
	142001Z	£9.60	RIM, headlight, aftermarket	2	GAN1 6737
2	500929	£19.20	RIM, headlight, (original)	2	from HAN6 11769,
	500929ALLOY	£30.20	RIM, headlight, (alloy)	2	GAN1 6738
3	RTC465	£0.60	SCREW, rim retaining	2	
4	37H7421A	£2.10	CLIP, rim retaining	2	
5	3H2962	£4.00	SEAL, dust	2	
6	AB606021	£0.36	SCREW, rim retaining	6	

**Headlight Components - Type A only**

7	17H5205	£26.00	MOUNTING RING, headlight	2	
8	17H5394K	£4.25	ADJUSTER KIT, (per headlamp)	2	inc. 3 screws/springs/ sleeves
11	7H6838	£15.90	'BUCKET', headlight	2	
12	3H1031	£3.40	SEAL, bucket to body	2	

**Headlight Components - Type B only**

13	515218A	£7.00	MOUNTING RING, outer	2	
14	SML4	£9.50	MOUNTING RING, inner	2	
15	BHM7058	£4.40	ADJUSTER KIT, per headlamp	2	
16	SML3	£15.20	'BUCKET', headlight	2	original
	SML3P	£17.10	'BUCKET', headlight, (plastic)	2	replacement
17	13H565	£3.80	SEAL, bucket to body	2	to HAN6 11768, GAN1 6737
	009403	£3.80	SEAL, bucket to body	2	from HAN6 11769, GAN1 6738

**Headlamp Fixings**

18	PMZ312	£0.76	SCREW, (3/16")	8	
19	GHF306	£0.30	WASHER, flat, (3/16")	8	
20	WL700101	£0.25	WASHER, spring, (3/16")	8	
21	GHF206	£0.16	NUT, (3/16")	8	
22	27H2333	£13.00	ADAPTOR & LOOM	2	for BPF type bulb
23	BAU2110	£6.00	ADAPTOR & LOOM	2	for spade type bulb

**Headlamps & Bulbs - RHD Vehicles**

Note: Bulb type headlight assemblies are supplied with bulbs.

24	27H8495	£66.60	HEADLIGHT, original BPF	2	Sprite I only to AN 5 10489 bulb type headlamps
25	GLU501	£33.40	LIGHT UNIT, BPF fitting	2	
26	GLB414	£3.80	BULB, 50/40 watt BPF	2	Sprite II, III & Midget I, II sealed beam headlamps
	GLBH414	NCA	BULB, 65/55 watt, halogen	2	
24	27H8499	NCA	HEADLIGHT, steel bucket	2	Sprite II, III & Midget I, II sealed beam headlamps
	BHM7198	£49.00	HEADLIGHT, plastic bucket	2	
27	GLU101	NCA	SEALED BEAM UNIT	2	

**Headlamps & Bulbs, LHD - Europe**

24	AEU1061A	£58.00	HEADLIGHT, P45 type	2	Sprite I only bulb type headlamps
25	27H4146A	£28.90	LIGHT UNIT	2	
26	GLB370	£9.30	BULB, 45/40 watt BPF	2	Sprite I from AN5 10489 & Sprite II, III & Midget I, II bulb type headlamps
24	AEU1061A	£58.00	HEADLIGHT, P45 type	2	
25	27H4146A	£28.90	LIGHT UNIT	2	
28	GLB410	£3.05	BULB, clear, 45/40 watt P45	2	
	GLB411	NCA	BULB, yellow, 45/40 watt P45	2	
	GLB2983	£7.20	BULB, halogen, clear, 60/55 watt P45	2	

**Headlamps & Bulbs, LHD - NOT Europe or North America**

24		NCA	HEADLIGHT, (original BPF)	2	use AEU1061A P45 type
25	27H4146A	£28.90	LIGHT UNIT, (original BPF)	2	
26	GLB415	£7.10	BULB, (50/40 watt BPF)	2	
	AEU1061A	£58.00	HEADLIGHT, (P45 type)	2	
	27H4146A	£28.90	LIGHT UNIT	2	
	GLB410	£3.05	BULB, clear, (45/40 watt P45)	2	
	GLB2983	£7.20	BULB, halogen, (clear), (60/55 watt P45)	2	

**Headlamps & Bulbs, LHD - North America**

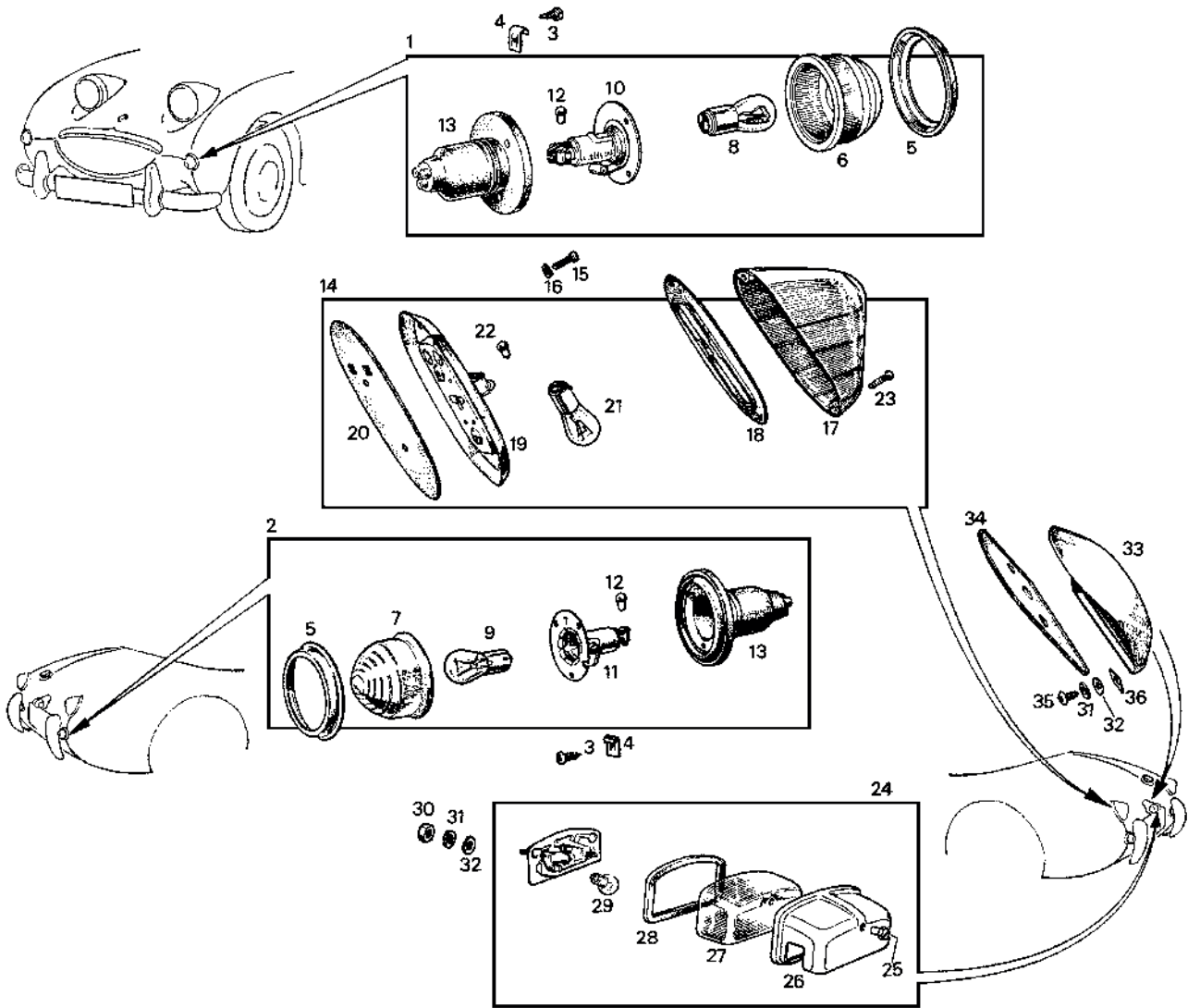
24	144-800	£96.80	HEADLIGHT	2	Sprite I from AN5 19015, Sprite II, III & Midget I, II
27	BMK2508	NCA	LIGHT UNIT, sealed beam, 60/50w	2	
	BMK2508H	£20.10	LIGHT UNIT, sealed beam, 60/50w, halogen	2	
28	GLB410	£3.05	BULB, clear, 45/40 watt P45	2	
	GLB2983	£7.20	BULB, halogen, clear, 60/55 watt P45	2	

**Headlight (Halogen) Conversion Sets**

Note: Includes: 2 light units & 2 halogen bulbs.

29	GAC4022	£44.50	HALOGEN H4 conversion, RHD (May require 2 BAU2110 adaptors).	1	Lucas
	MGE203	£61.90	HALOGEN H4 conversion, LHD (May require 2 BAU2110 adaptors).	1	Lucas

Note: Please see the Accessories section for full details of spotlights.



**Front Side/Indicator & Rear Lamps - Sprite**

**Side/Indicator Lamps & Fittings**

ill	Part Number	Price £ea.	Description	Req.	Details
1	1B9100	£18.65	SIDE & FLASHER LAMP, front	2	clear lens
2	2A9013	£16.30	FLASHER LAMP, rear, amber	2	alternatives to meet
	2A9040	£16.30	FLASHER LAMP, rear, red, (not UK)	2	local requirements
	CHM13	£9.40	FLASHER LAMP, rear, amber	2	as item 2 but plastic lens
3	GHF421	£0.14	SCREW, self tapping	12	
4	AK606021	£0.95	SPIRE CLIP	12	
5	7H5182	£2.40	RIM, front & rear	4	
6	37H6928	£12.00	LENS, front, clear, glass	2	
	37H6928Z	£5.40	LENS, front, clear, glass	2	aftermarket
7	37H5520	£12.00	LENS, rear, amber, glass	2	
	37H5520Z	£5.40	LENS, rear, amber, glass	2	aftermarket
	37H8130	£3.00	LENS, rear, amber, plastic	2	alternatives
	37H5531	£12.00	LENS, rear, red, glass	2	US spec
	37H5531Z	£5.40	LENS, rear, red, glass	2	aftermarket
8	GLB380	£0.48	BULB, front, (5/21 watt)	2	
9	GLB382	£0.48	BULB, rear, (21 watt)	2	
10	27H5545	£8.10	BULB HOLDER, front	2	
11	37H5528	£6.30	BULB HOLDER, rear	2	
12	27H6713	£1.70	CONNECTOR, push	10	
13	508162	£2.70	BODY RUBBER	4	

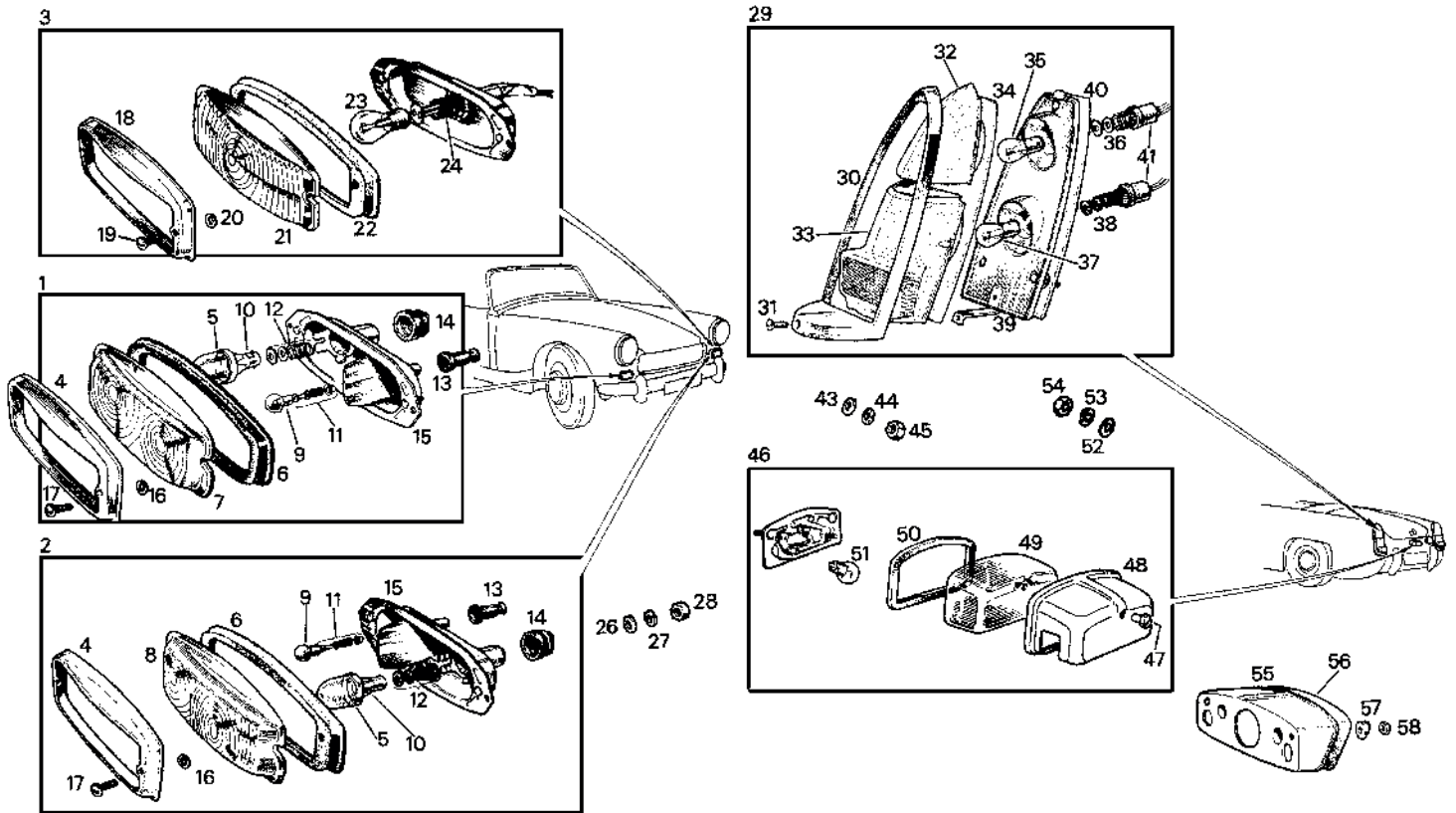
**Stop/Tail Lamps & Fittings**

14	13H23	£32.10	STOP/TAIL LAMP	2	
15	PMZ308	£0.30	SCREW, (3/16")	4	
16	WL700101	£0.25	WASHER, spring, (3/16")	4	
17	AJA5069	£8.40	LENS, red	2	
	AJA5069Z	£6.80	LENS, red, aftermarket	2	

18	AJA5071	£2.90	SEAL, rubber	2	lens to base plate
19	AJA5072	£23.80	BASE PLATE, chrome	2	
20	AJA5073	£3.20	BASE, rubber	2	base to body
21	GLB380	£0.48	BULB, rear, (21 watt)	2	
22	27H6713	£1.70	CONNECTOR, wire	6	
23	57H5569	£0.90	SCREW, lens	4	

**Number Plate Lamps & Fittings**

24	127916X	£49.55	NUMBER PLATE LAMP	1	original Lucas unit
	127916	£26.40	NUMBER PLATE LAMP	1	chrome cover, (alternative)
	127916Z	£14.70	NUMBER PLATE LAMP	1	plastic cover, (alternative)
25	17H5385	£2.20	SCREW, cover	1	
26	502264	£12.10	COVER, chrome	1	
27	601721A	£5.60	LENS, (glass)	1	
28	57H5368	£3.90	GASKET, rubber	1	
29	GLB989	£0.90	BULB, (6 watt)	a/r	
30	GHF206	£0.16	NUT, fixing, (3/16")	2	
31	WL700101	£0.25	WASHER, spring, (3/16")	4	
32	GHF306	£0.30	WASHER, flat, (3/16")	4	
33	14A4615	£71.50	PLINTH, mounting	1	
34	14A4743	£5.45	GASKET, plinth to body	1	
35	GHF426	£0.22	SCREW, cover	2	
36	PFS510	£1.16	SPIRE CLIP	2	



**Front Side/Indicator & Rear Lamps, (Sprite II, III & Midget I, II)**

**Front Side/Flasher Lamps & Fittings**

Ill	Part Number	Price Eea.	Description	Req.	Details
1	13H428	£32.70	SIDE & FLASHER LAMP, LH	1	
2	13H429	£32.70	SIDE & FLASHER LAMP, RH	1	
Note: The side & flasher lamps are fitted with the indicator outermost, to the side of the car.					
3	BHA4204	NCA	SIDE/FLASHER LAMP*, (all white)	2	not for UK check local regulations
	BHA4905	£45.70	SIDE/FLASHER LAMP, (all amber)	2	not for UK check local regulations

\*Note: The original all white lamp for export markets is no longer available. Use the amber lamp BHA4905.

**Components For 13H428/9 Front Side/Flasher Lamps**

4	57H5155	£11.40	RIM	2	
5	57H5156	£8.80	LENS/SHROUD, amber, (glass)	2	
6	57H5157	£4.80	SEAL	2	
7	57H5159	£7.00	LENS, LH, clear, (glass)	1	
8	57H5158	£7.00	LENS, RH, clear, (glass)	1	
9	GLB989	£0.90	BULB, side lamp	2	
10	GLB382	£0.48	BULB, indicator	2	
11	244700A	£2.40	CONTACT & SPRING, side lamp	2	
12	37H5452	£4.40	CONTACT & SPRING, flasher lamp	2	
13	37H5294	£1.48	SLEEVE/BOOT, sidelight	2	
14	17H5216	£1.04	SLEEVE/BOOT, indicator	2	
15	SML1	£9.80	BACK PLATE	2	divider plate not fitted
	SML101	£23.80	BACK PLATE, (assembled, with wiring)	2	contains items 11 - 15
16	21G9057	£0.48	SEAL, rubber	2	
17	57H5569	£0.90	SCREW, rim	2	

**Components For BHA4204 Front Side/Flasher Lamps (Not UK)**

18	57H5155	£11.40	RIM	2	
19	57H5569	£0.90	SCREW, rim	2	
20	21G9057	£0.48	SEAL, rubber	2	
21	57H5307	NCA	LENS, clear, (plastic)	2	
22	57H5157	£4.80	GASKET/SEAL	2	
23	GLB380	£0.48	BULB	2	

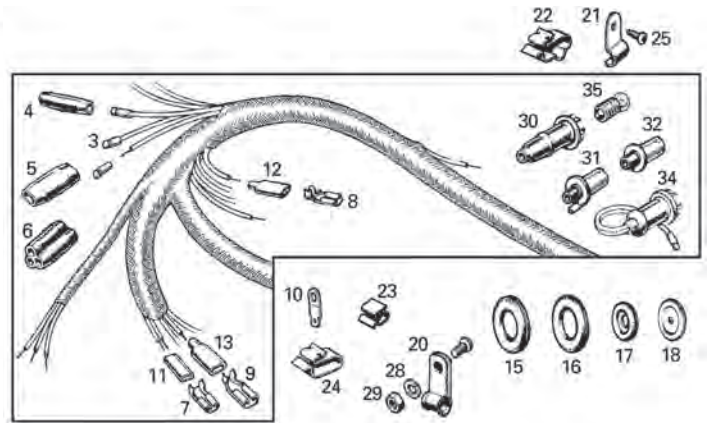
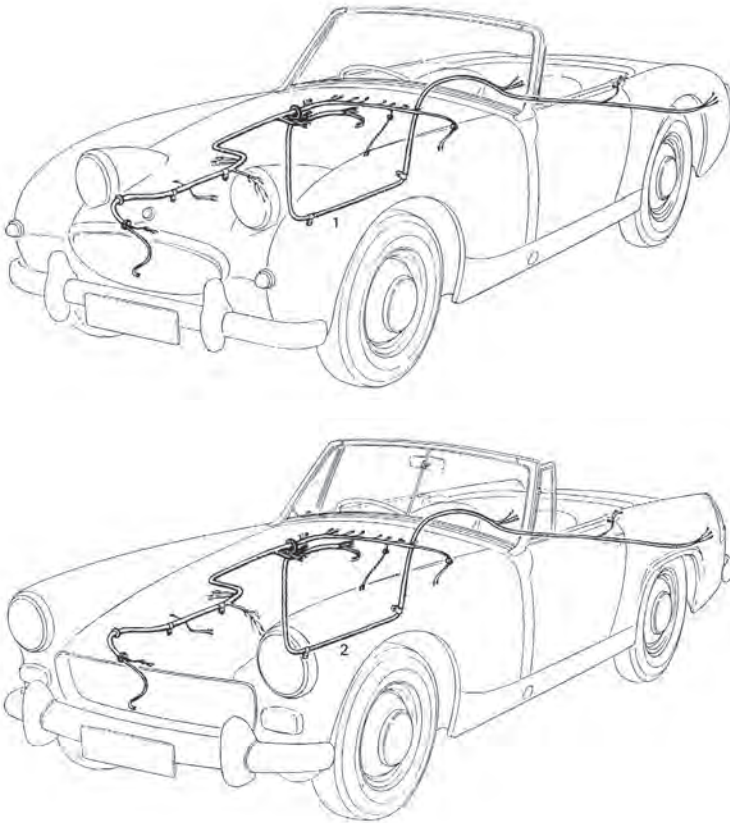
24	37H5459	£3.70	TERMINAL KIT, bulb socket	2	twin contact
26	PWZ203	£0.19	WASHER, flat, (3/16")	4	
27	WL700101	£0.25	WASHER, spring, (3/16")	4	
28	GHF206	£0.16	NUT, (3/16")	4	

**Rear Stop/Tail & Flasher Lamps**

29	BHA4175	£62.40	REAR LAMP, amber & red lens	2	
	BHA4176	£72.35	REAR LAMP, red lens	2	not for UK
30	57H5355	£11.40	RIM	2	
31	RMP308	£0.48	SCREW, chrome plated, (3/16")	2	
32	57H5354	£4.80	LENS, flasher, amber	2	
	57H5359	£9.30	LENS, flasher, red	2	not for UK
33	57H5357	£10.00	LENS, stop/tail, red	2	
34	57H5356	£0.95	GASKET, lens to base plate	2	
35	GLB382	£0.48	BULB, indicator	2	
36	37H5452	£4.40	TERMINAL KIT, bulb socket	2	single contact
37	GLB380	£0.48	BULB, stop/tail	2	
38	37H5459	£3.70	TERMINAL KIT, bulb socket	2	twin contact
39			BASE PLATE, non-serviceable part	2	used for reference only
40	57H5358	£1.30	GASKET, base plate to body	2	
41	37H5525	£1.70	SLEEVE/BOOT, cable	4	
43	GHF306	£0.30	WASHER, flat, (3/16")	6	
44	WL700101	£0.25	WASHER, spring, (3/16")	6	
45	GHF206	£0.16	NUT, (3/16")	6	

**Number Plate Lamp & Components**

46	127916X	£49.55	NUMBER PLATE LAMP	1	original Lucas unit
	127916	£26.40	NUMBER PLATE LAMP	1	chrome cover, (alternative)
	127916Z	£14.70	NUMBER PLATE LAMP	1	plastic cover, (alternative)
47	17H5385	£2.20	SCREW, cover	1	
48	502264	£12.10	COVER, chrome	1	
49	601721A	£5.60	LENS	1	
50	57H5368	£3.90	SEAL/GASKET	1	
51	GLB989	£0.90	BULB	a/r	
52	GHF306	£0.30	WASHER, flat, (3/16")	2	
53	WL700101	£0.25	WASHER, spring, (3/16")	2	
54	GHF206	£0.16	NUT, (3/16")	2	
55	AHA9200	NCA	PLINTH, mounting	1	
56	AHA9202	£1.36	GASKET, plinth to body	1	
57	AHA5805	NCA	WASHER, (packing)	2	
58	GHF222	£0.55	NUT, Nyloc, (5/16")	2	



**Wiring Harness, Connectors, Bulb Holders & Clips**

**Wiring Harness**

Part Number	Price £ea.	Description	Req.	Details
1 SML721	£198.00	WIRING LOOM, main, cloth	1	Sprite I, 1958-61
SML701	£163.50	WIRING LOOM, main, PVC	1	
2 SML722	£220.70	WIRING LOOM, main, cloth	1	Sprite II HAN6 & Midget I
SML702	£173.60	WIRING LOOM, main, PVC	1	
SML723	£220.70	WIRING LOOM, main, cloth	1	Sprite II HAN7 & Midget I
SML703	£177.00	WIRING LOOM, main, PVC	1	
SML724	£265.00	WIRING LOOM, main, cloth	1	Sprite III H-AN7 to H-AN9-
SML704	£218.00	WIRING LOOM, main, PVC	1	
				72040 & Midget II G-AN3-
				G-AN4-60460, 1963-67

**Electrical Connectors**

3 MQC412111	£0.70	BULLET, single, male, solder/crimp, 1mm	a/r	9/0.3 cable
MQC412112	£0.70	BULLET, single, male, solder/crimp, 1.5mm	a/r	14/0.3 cable
MQC412113	£0.70	BULLET, single, male, solder/crimp, 2mm	a/r	28/0.3 cable
MQC412114	£0.70	BULLET, single, male, solder/crimp, 3mm	a/r	44/0.3 cable
4 104618	£0.43	BULLET, single, female	a/r	
5 RTC603A	£0.64	BULLET, double, female	a/r	
6 2H4992	£7.90	BULLET, triple, female	a/r	
BHA4460	£7.00	BULLET, sextuple, female	a/r	
7 RTC220A	£0.53	SPADE, single, female, 1/4"	a/r	17.5 amp
13H2050	£0.94	SPADE, single, female, 3.16"	a/r	6 amp
8 47H5496	£0.30	SPADE, single, female, 1/4"	a/r	17.5 amp
9 47H5419	£0.82	SPADE, single, female, 3/8"	a/r	35 amp
10 BHA4552	£0.43	SPADE, single, male, 1/4"	a/r	17.5 amp

**Sleeves (Insulator Covers)**

11 5L287	£0.55	SLEEVE, double, (17.5 amp)	a/r	1/4"
12 511269	£0.70	SLEEVE, single, (17.5 amp)	a/r	1/4"
13 515399	£0.50	SLEEVE, single, (35 amp)	a/r	3/8"

**Grommets**

15 RFN303	£0.80	HARNESS THROUGH DASH	1
RFN303	£0.80	SENDER UNIT FEED CABLE	1
RFN303	£0.80	NUMBER PLATE LAMP CABLE	2

16 RFN305	£1.00	WIPER MOTOR CABLE	1
RFN305	£1.00	DIP SWITCH CABLE	1
17 RFN110	£2.40	HARNESS THROUGH BAFFLE	2
RFN110	£2.40	HARNESS THROUGH MUDSHIELD	1
18 5L489	£2.66	MAIN HARNESS/BULKHEAD	1

**Cable Clips**

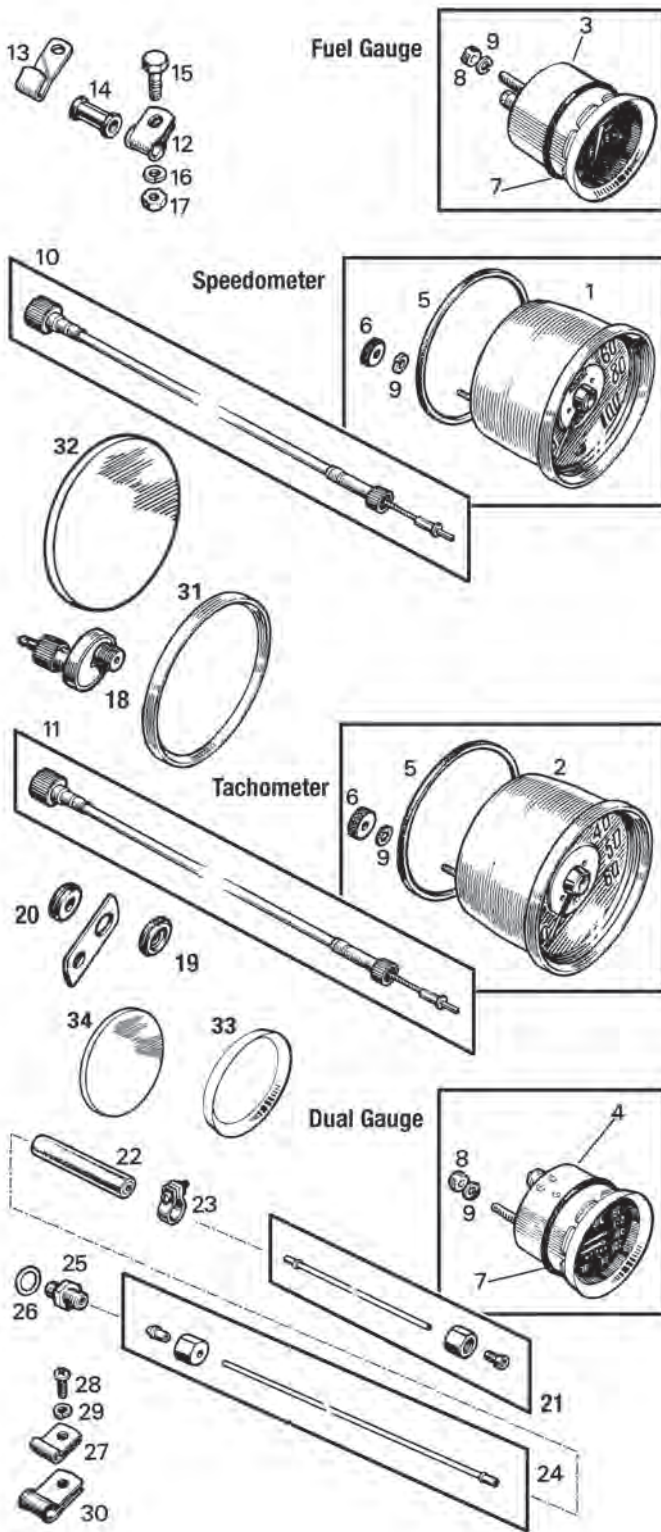
20 PCR407	£1.10	CLIP, 1/4" cable diameter	a/r	7/32" fixing diameter
PCR409	£1.10	CLIP, 1/4" cable diameter	a/r	9/32" fixing diameter
PCR607	£1.33	CLIP, 3/8" cable diameter	a/r	7/32" fixing diameter
PCR609	£1.26	CLIP, 3/8" cable diameter	a/r	9/32" fixing diameter
PCR1007	£1.10	CLIP, 5/8" cable diameter	a/r	7/32" fixing diameter
PCR1009	£1.10	CLIP, 5/8" cable diameter	a/r	9/32" fixing diameter
21 CHR405	NCA	CLIP, harness to sill	a/r	
22 6K490	NCA	CLIP, cable to bonnet flange	2	Sprite I only
23 BMK385	£0.77	CLIP, horn harness	3	
24 BHA4473	£0.94	CLIP, harness to bonnet lock platform	a/r	Sprite II & Midget I only

**Screws & Fixings**

25 AB606031	£0.36	SCREW, (for item 19)	a/r	
26 PMZ306	£0.47	SCREW, (3/16")	a/r	for PCR 407/607/1007
PMZ308	£0.30	SCREW, (3/16")	a/r	
SE910201	£0.66	SCREW, (3/16")	a/r	
28 WL700101	£0.25	WASHER, spring, (3/16")	a/r	
29 GHF206	£0.16	NUT, (3/16")	a/r	

**Bulb Holders**

30 37H5181	£10.50	INSTRUMENT, illumination	a/r	claw fit
31 13H1927	£5.40	IGNITION, warning	a/r	push-in fit
32 13H1927	£5.40	MAIN BEAM, warning	a/r	
33 13H1924	£4.40	TACHOMETER, illumination	NI	claw fit
34 27H5596	£5.40	INDICATOR, warning lamp	a/r	claw fit
35 GLB987	£0.66	BULB, (dash warning lights)	a/r	



**Instruments**

As new and second-hand units are now almost impossible to obtain, we offer a overhaul & repair service for all gauges. On receipt of your own old unit, it will be checked, dismantled, reconditioned, and then tested. If, at any stage, it is found that your unit is not repairable, we will notify you. The correct specification gauge for each vehicle is shown here.

**Sprite I (Drum Brakes - Smiths)**

ill	Part Number	Price £ea.	Description	Req.	Details
1	2A9067E	£86.70	SPEEDOMETER, MPH, (SN 6155/10)	1	
	2A9077E	£88.20	SPEEDOMETER, KPH, (SN 6155/11)	1	
2	2A9068E	£86.70	TACHOMETER, (RN 2351/02)	1	mechanical
3	2A9069E	£54.10	FUEL GAUGE, (FG 2530/31)	1	externally illuminated
4	2A9070E	£104.10	DUAL GAUGE °F, (GD 1502/01)	1	externally illuminated

**Sprite II 948cc (Drum Brakes - Smiths)**

1	BHA4210E	£63.30	SPEEDOMETER, MPH, (SN 6126/00)	1	
	BHA4211E	£88.20	SPEEDOMETER, KPH, (SN 6126/01)	1	
2	BHA4213E	£82.20	TACHOMETER, (RN 2313/00)	1	mechanical
3	BHA4215E	NCA	FUEL GAUGE, (FG 2530/064)	1	externally illuminated
4	BHA4216E	£93.70	DUAL GAUGE °F, (GD 1502/06)	1	externally illuminated
	BHA4249E	NCA	DUAL GAUGE °C, (GD 1502/08)	1	externally illuminated

**Midget I 948cc (Drum Brakes - Jaeger)**

1	BHA4208E	NCA	SPEEDOMETER, MPH, (SN 6125/02)	1	
	BHA4209E	£87.60	SPEEDOMETER, KPH, (SN6125/03)	1	
2	BHA4212E	£102.00	TACHOMETER, (RN 2312/01)	1	mechanical
3	BHA4214E	£81.70	FUEL GAUGE, (FG 2530/63)	1	externally illuminated
4	BHA4217E	£74.50	DUAL GAUGE °F, (GD 1501/10)	1	externally illuminated
	BHA4250E	NCA	DUAL GAUGE °C, (GD 1501/11)	1	externally illuminated

**Sprite II, Midget I 1098cc (Disc Brakes - Smiths)**

1	BHA4372E	£44.90	SPEEDOMETER, MPH, (SN 6135/00)	1	
	BHA4373E	NCA	SPEEDOMETER, KPH, (SN 6135/01)	1	
2	BHA4380E	£94.90	TACHOMETER, (RV1 2401/00)	1	electrical - positive earth
3	BHA4381E	£118.70	FUEL GAUGE, (FG 2530/70)	1	externally illuminated
4	BHA4382E	NCA	DUAL GAUGE °F, (GD 1501/12)	1	externally illuminated
	BHA4383E	£75.50	DUAL GAUGE °C, (GD 1501/13)	1	externally illuminated

**Sprite III, Midget II 1098cc (Disc Brakes - Smiths)**

1	BHA4436E	£74.70	SPEEDOMETER, MPH, (SN 6142/00)	1	
	BHA4437E	£84.70	SPEEDOMETER, KPH (SN 6142/01)	1	
2	BHA4380EN	£102.00	TACHOMETER, (RV1 2401/00B)	1	electrical - negative earth
3	BHA4381E	£118.70	FUEL GAUGE, (FG 2530/70)	1	externally illuminated
4	BHA4587E	£104.10	DUAL GAUGE °F, (GD 1501/15)	1	externally illuminated
	BHA4586E	£75.50	DUAL GAUGE °C, (GD 1501/14)	1	externally illuminated

**Cables & Instrument Fittings**

5	AJH5178	£1.10	SEALING RING, large	2	tacho/speedo
6	17H1304	£1.31	THUMB, NUT	4	tacho/speedo
7	17H1642	£0.66	SEALING RING, small	2	dual/fuel
8	17H932	£1.31	THUMB, NUT	4	dual/fuel
9	WL700101	£0.25	WASHER, spring	8	
10	GSD109	£12.00	CABLE, speedo, (62"), RHD	1	
	GSD104	£15.00	CABLE, speedo, (54"), LHD	1	
11	GSD152	£13.50	CABLE, tachometer, (25"), RHD	1	mechanical tachometer
	GSD105	£14.00	CABLE, tachometer, (36"), LHD	1	mechanical tachometer
12	PCR809	£1.10	CLIP, cable	1	
13	1B9132	NCA	CLIP, speedo cable	1	
14	ACH8529	£3.50	SLEEVE, rubber	1	RHD only
15	GHF101	£0.30	SCREW, (1/4")	1	
16	GHF331	£0.38	WASHER, spring, (1/4")	1	
17	GHF200	£0.22	NUT, (1/4")	1	
18	13H632	£119.70	REDUCTION BOX, tachometer	1	
19	RFN305	£1.00	GROMMET, speedo cable	1	through footwell
	RFN305	£1.00	GROMMET, tachometer cable	1	through dash
20	3H822	£3.00	GROMMET, tachometer cable	1	through bracket
21	2A5635	£17.20	PIPE, (oil gauge to rubber hose)	1	RHD
	2A5640	£20.10	PIPE, (oil gauge to rubber hose)	1	LHD
22	CHA600	£5.00	RUBBER HOSE	1	
23	GGT1108X	£1.90	CLIP, (rubber hose)	2	for original hose only
24	AHA6392	£7.90	PIPE, oil, (rubber hose to block)	1	
25	CAM6431	£6.00	ADAPTOR, oil pipe to block	1	screws into block
26	6K464B	£1.00	WASHER, (sealing)	1	
27	PCR307	£1.25	CLIP, oil pipe	1	on footwell
28	PMZ306	£0.47	SCREW, (3/16")	1	
	PMZ308	£0.30	SCREW, (3/16")	4	
29	WL700101	£0.25	WASHER, spring, (3/16")	5	
30	PCR307	£1.25	CLIP, capillary tube	4	
31	27H397	£14.40	BEZEL, replacement 4"	a/r	speedo & tacho
32	AJH5177	£8.40	GLASS, replacement 4"	a/r	speedo & tacho
33	AJH5182	£11.70	BEZEL, replacement 2"	a/r	fuel & temp. gauges
34	502269F	£5.80	GLASS, replacement 2"	a/r	fuel & temp. gauges

**General Hardware & Fixings**

Following is a listing of the common fasteners used on Sprite & Midget cars. These fasteners are for general use and are not intended to replace those listed for specific applications elsewhere in this catalogue. To aid identification by terminology, a screw is threaded for its full length. A bolt is only part threaded with a plain unthreaded shank area between the head and the thread. The part number two letter prefix of SH means that the item is a Screw with a Hexagon head. The prefix BH means a Bolt with a Hexagon head. The first number defines the thread type, UNF = 6, UNC = 5. The second and third numbers give the thread diameter in increments of 1/16", e.g. 04 = 1/4", 05 = 5/16", 10 = 5/8". The fourth and fifth digits show the length in increments of 1/8", e.g. 04 = 1/2", 16 = 2", 23 = 2 7/8". The last digit defines finish, 1 = zinc plated. This coding system is only applicable to bolts and screws; nuts & washers are coded by a similar system that follows some of the above principles.

**Bolts and Set Screws**

**3/16" UNF**

Hexagon Headed 3/8" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	HU503
	1/2"	HU504
	5/8"	HU505
	3/4"	HU506
	7/8"	HU507
	1"	HU508

**1/4" UNF**

Hexagon Headed 7/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH604031
	1/2"	SH604041
	5/8"	SH604051
	3/4"	GHF117
	7/8"	SH604071
BH604081	1"	SH604081
BH604091	1 1/8"	SH604091
BH604101	1 1/4"	SH604101
BH604111	1 3/8"	SH604111
BH604121	1 1/2"	SH604121
BH604141	1 3/4"	SH604141
BH604161	2"	SH604161
BH604181	2 1/4"	
BH604201	2 1/2"	
BH604241	3"	

**5/16" UNF**

Hexagon Headed 1/2" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH605031
	1/2"	SH605041
	5/8"	SH605051
	3/4"	SH605061
	7/8"	SH605071
	1"	SH605081
BH605091	1 1/8"	SH605091
BH605101	1 1/4"	SH605101
BH605111	1 3/8"	SH605111
BH605121	1 1/2"	SH605121
BH605141	1 3/4"	SH605141
BH605151	1 7/8"	SH605151
BH605161	2"	SH605161
BH605181	2 1/4"	SH605181
BH605201	2 1/2"	SH605201
BH605221	2 3/4"	SH605221
BH605241	3"	SH605241

**3/8" UNF**

Hexagon Headed 9/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH606031
	1/2"	SH606041
	5/8"	SH606051
	3/4"	SH606061
	7/8"	SH606071
BH606081	1"	SH606081
BH606091	1 1/8"	SH606091
BH606101	1 1/4"	SH606101
BH606111	1 3/8"	SH606111
BH606121	1 1/2"	SH606121
BH606141	1 3/4"	SH606141
BH606161	2"	SH606161
BH606181	2 1/4"	SH606181
BH606201	2 1/2"	SH606201

**3/8" UNF (continued)**

Hexagon Headed 9/16" A.F. Spanner Size		
Bolt	Length	Set Screw
BH606221	2 3/4"	
GHF126	3"	
BH606281	3 1/2"	
BH606321	4"	

**7/16" UNF**

Hexagon Headed 5/8" A.F. Spanner Size		
Bolt	Length	Set Screw
	5/8"	SH607051
	3/4"	SH607061
	7/8"	SH607071
	1"	SH607081
	1 1/8"	SH607091
	1 1/4"	SH607101
	1 3/8"	SH607111
BH607121	1 1/2"	SH607121
BH607141	1 3/4"	SH607141
BH607161	2"	SH607161
BH607181	2 3/4"	SH607181
BH607201	2 1/2"	
BH607241	3"	

**1/2" UNF**

Hexagon Headed 3/4" A.F. Spanner Size		
Bolt	Length	Set Screw
	1/2"	SH608041
	5/8"	SH608051
	1"	SH608081
	1 1/2"	SH608121
	1 3/4"	SH608141
BH608141	2"	
BH608161	2 1/4"	
BH608181	2 1/2"	SH608201
BH608201	3"	

**1/4" UNC**

Hexagon Headed 7/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH504031
	1/2"	SH504041
	5/8"	SH504051
	3/4"	SH504061
	7/8"	SH504071
	1"	SH504081
BH504091	1 1/8"	SH504091
	1 1/4"	SH504101
BH504111	1 3/8"	SH504111
BH504121	1 1/2"	SH504121
BH504141	1 3/4"	SH504141
BH504161	2"	
BH504181	2 1/4"	SH504181
BH504201	2 1/2"	

**5/16" UNC**

Hexagon Headed 1/2" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH505031
	1/2"	SH505041
	5/8"	SH505051
	3/4"	SH505061
	7/8"	SH505071
	1"	SH505081
	1 1/8"	SH505091
	1 1/4"	SH505101
BH505101	1 3/8"	SH505111
BH505111	1 1/2"	SH505121
BH505141	1 3/4"	SH505141
BH505161	2"	
BH505181	2 1/4"	
BH505201	2 1/2"	SH505201
BH505241	3"	

**3/8" UNC**

Hexagon Headed 9/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	1/2"	SH506041
	3/4"	SH506061
	7/8"	SH506071
BH506081	1"	SH506081
	1 1/8"	SH506091
	1 1/4"	SH506101
BH506111	1 3/8"	SH506111
BH506121	1 1/2"	SH506121
BH506141	1 3/4"	
BH506161	2"	SH506161
BH506181	2 1/4"	
BH506201	2 1/2"	
BH506241	3"	SH506241

**Screws (Cross Slot)**

Pan Headed	Size	Length	Countersunk
PMZ204	No.6 UNC	1/4"	CMZ204
PMZ208	No.6 UNC	1/2"	CMZ208
PMZ304	No.10 UNF	1/4"	CMZ304
PMZ305	No.10 UNF	5/16"	CMZ305
PMZ306	No.10 UNF	3/8"	CMZ306
PMZ307	No.10 UNF	7/16"	CMZ307
PMZ308	No.10 UNF	1/2"	CMZ308
PMZ310	No.10 UNF	5/8"	CMZ310
PMZ312	No.10 UNF	3/4"	CMZ312
PMZ314	No.10 UNF	7/8"	
PMZ316	No.10 UNF	1"	CMZ316
SE604041	1/4" UNF	1/2"	SF604041
SE604051	1/4" UNF	5/8"	SF604051
SE604061	1/4" UNF	3/4"	SF604061
SE604071	1/4" UNF	7/8"	SF604071
SE604081	1/4" UNF	1"	SF604081
SE604121	1/4" UNF	1 1/2"	SF604121
SE605061	5/16" UNF	3/4"	SF605061
SE605081	5/16" UNF	1"	SF605081

**Nuts**

**Plain**

Full Nut	Thread Size	Spanner Size	Half Nut
HN2003	No.6 UNF	5/16"	
HN2005	3/16" UNF	3/8"	
GHF206	3/16" UNF	5/16"	
HN2007	1/4" UNF	7/16"	NJ2107
HN2008	5/16" UNF	1/2"	JN2108
HN2009	3/8" UNF	9/16"	JN2109
HN2010	7/16" UNF	5/8"	JN2110
HN2011	1/2" UNF	3/4"	JN2111
HN2012	9/16" UNF	7/8"	JN2112
HN2013	5/8" UNF	15/16"	JN2113
HN2057	1/4" UNC	7/16"	JN2157
HN2058	5/16" UNC	1/2"	JN2158
HN2059	3/8" UNC	9/16"	JN2159

**Nyloc Self Locking**

Full Nut	Thread Size	Spanner Size	Half Nut
YN2905	3/16" UNF	5/16"	
YN2907	1/4" UNF	7/16"	GHF271
YN2908	5/16" UNF	1/2"	TN3208
YN2909	3/8" UNF	9/16"	TN3209
YN2910	7/16" UNF	5/8"	TN3210
YN2911	1/2" UNF	3/4"	TN3211
YN2912	9/16" UNF	7/8"	TN3212
YN2913	5/8" UNF	15/16"	TN3213

**Self Locking, 'Aero' or all metal, 'Phillidas'**

Full Nut	Thread Size	Spanner Size	Half Nut
AN3507	1/4" UNF	7/16"	
AN3508	5/16" UNF	1/2"	
AN3509	3/8" UNF	9/16"	
AN3510	7/16" UNF	5/8"	
AN3511	1/2" UNF	3/4"	

**Slotted**

Full Nut	Thread Size	Spanner Size	Half Nut
ND606041	3/8" UNF	9/16"	LN2209
ND607041	7/16" UNF	5/8"	NL607041
ND608041	1/2" UNF	3/4"	LN2211
ND609041	9/16" UNF	7/8"	LN2212
ND610041	5/8" UNF	15/16"	NL610041

**Washers**

**Shake-proof Washers**

Internal Star	Hole Size	External Star
WF704061	No.6	WE704061
WF702101	3/16"	WE702101
WF600041	1/4"	WE600041
WF600051	5/16"	WE600051
WF600061	3/8"	WE600061
WF600071	7/16"	WE600071
WF600081	1/2"	WE600081
WF600091	9/16"	WE600091
WF600101	5/8"	WE600101

**Locking Washers (Spring Type)**

Single Coil	Hole Size	Double Coil
WL700061	No.6	
WL700081	No.8	
WL700101	3/16"	AJD7721
GHF331	1/4"	AJD7722

**Locking Washers (Spring Type) (cont.)**

Single Coil	Hole Size	Double Coil
GHF332	5/16"	AJD7731
GHF333	3/8"	AJD7742
GHF334	7/16"	
GHF335	1/2"	
GHF336	5/8"	

**Plain Washers**

Standard Type	Hole Size	Repair Type
	No.6	WP3
	No.8	WP4
GHF306	3/16"	WP5
GHF300	1/4"	WP120
GHF301	5/16"	WP105
GHF302	3/8"	WP130
GHF303	7/16"	WM69
GHF304	1/2"	
	9/16"	WP12
	5/8"	PWZ110

**Sealing Washers**

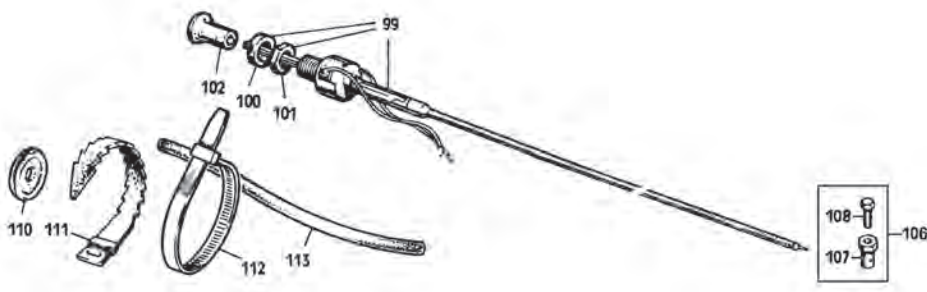
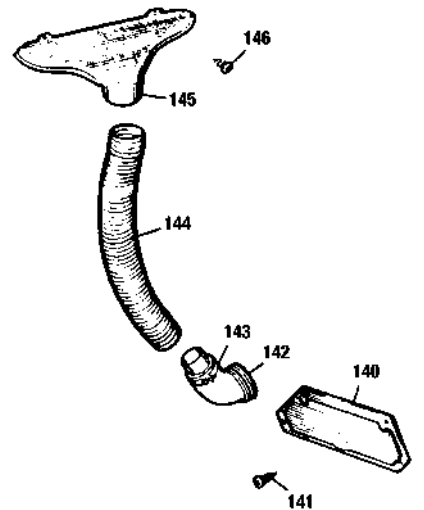
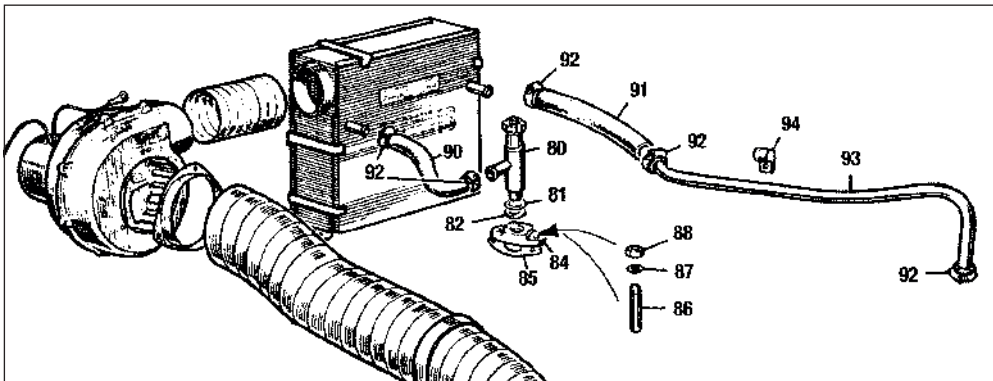
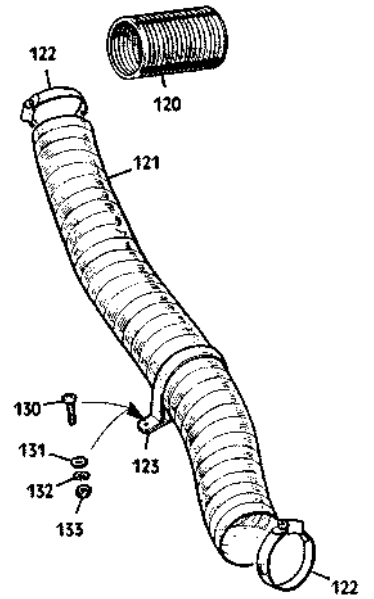
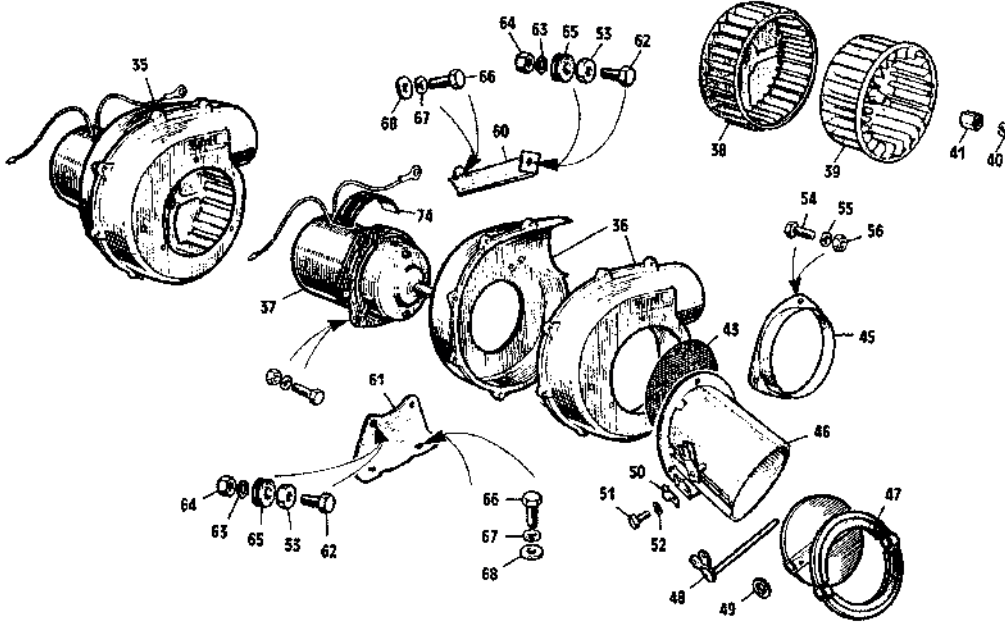
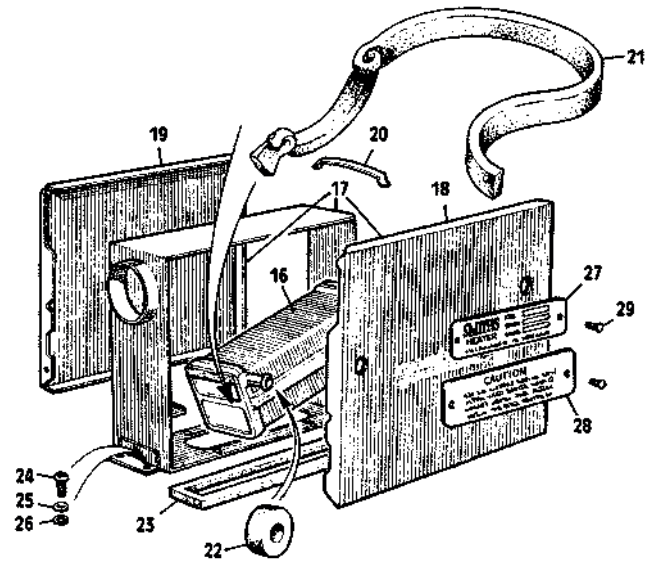
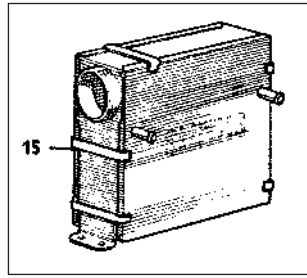
Fibre Washer	Hole Size	Copper Washer
WF505		3/16"
GHF342	1/4"	GHF361
GHF343	5/16"	GHF362
GHF344	3/8"	GHF363
GHF345	7/16"	GHF364
GHF346	1/2"	GHF365
GHF347	9/16"	
GHF348	5/8"	

**Pipe Nuts**

**Male, Steel**

Part Number	Thread Size	Pipe Bore
TM606031	3/8" UNF	3/16"
TM110051	10mm x 1mm	3/16"
LK21994	3/8" BSF	3/16"
BCA4370	7/16" UNF	1/4"
BHA4706	7/16" UNF	3/16"
AUSU40A	1/2" UNF	5/16"

**Male, Brass**





**Heater Unit & Radiator (Matrix)**

ill	Part Number	Price Eea.	Description	Req.	Details
15	AHA8090	£176.40	HEATER UNIT	1	
16	37H7914	£61.80	MATRIX, (radiator)	1	standard
17	AHA8090NF	£111.60	CASING, heater	1	
NI	17H1592	NCA	INLET PIPE, extension	1	hose to main case
NI	AB606021	£0.36	SCREW, extension to case	1	
18	17H1594	£23.80	FRONT CASE	1	
19	17H1596	£21.10	REAR CASE	1	
20	17H1595	£1.40	CLIP	5	
21	17H1797	£2.10	SEAL, foam	1	
22	7H1993	£1.20	GROMMET, locate in front case	2	water tubes to front plate
23	AHA9727GM	£7.90	SEAL, foam to bulkhead	1	cut to length
24	SE604051	£0.47	SCREW	4	
25	GHF331	£0.38	WASHER, locking	4	
26	GHF300	£0.22	WASHER, plain	4	
27	CRCP302	£3.50	LABEL, (Smiths), heater ID	1	metal, (To 1962)
	CRST130	£1.00	LABEL, (Smiths), heater ID	1	vinyl, (From 1962)
28	CRCP303	£3.60	LABEL, (Smiths), heater drain	1	metal, (To 1962)
28	CRST127	£1.50	LABEL, (Smiths), heater drain (Labels locate on front heater case).	1	vinyl, (From 1962)
29	RU608123	£0.47	POP RIVET	a/r	for metal labels

**Heater Fan & Motor**

35	13H51	NCA	FAN & MOTOR UNIT	1	(1959-1961)
	AHA8091	NCA	FAN & MOTOR UNIT	1	(1961-1964)
	AHA8415	NCA	FAN & MOTOR UNIT	1	(1964-1966)
36	17H819	£75.00	CASING, (2 halves)	1	
37	17H1455	NCA	MOTOR & FAN	1	(plastic fan)
38	515825	£11.10	FAN ONLY, (plastic)	1	for original motors
39	17H8108	£11.10	FAN ONLY, (plastic)	1	replacement
40	17H6836	NCA	CLIP, fan to motor	1	alternatives
41	27H602	NCA	COLLET, fan to motor	1	
NI	MGP2104	NCA	LABEL, (Smiths), motor	1	
NI	MGP2105	NCA	LABEL, (Smiths), fan	1	
43	17H1597	£4.20	MESH, air intake	1	
45	HMP290049	£8.50	FLANGE, air intake tube	1	(To approx. 1961)
46	AHA8416	£97.40	ADAPTOR/INLET	1	
47	17H1607	£9.30	SEAL, air valve	1	
48	17H1609	£8.10	ARM & SPINDLE, valve operating	1	
49	17H1608	NCA	WASHER, bearing	2	(approx. 1961-1966)
50	27H1193	£1.90	CLAMP, operating cable to tube	1	
51	53K126	£0.60	SCREW, clamping	1	
52	WF702101	£0.36	WASHER, shake-proof	1	
53	27H1258	£0.89	SPACER, motor mounting	3	
54	53K126	£0.60	SCREW, tube/flange & motor to casing	6	
55	WL700101	£0.25	WASHER, locking	6	
56	GHF206	£0.16	NUT, (2 BA)	6	
60	HMP215027	£8.40	BRACKET, upper	1	
61	HMP215028	NCA	BRACKET, lower	1	
62	53K126	£0.60	SCREW, bracket to fan casing	3	
63	WL700101	£0.25	WASHER, locking	3	
64	GHF206	£0.16	NUT	3	
65	27H1232	£2.40	GROMMET, insulating	3	brackets & motor to casing
66	GHF101	£0.30	SCREW, blower bracket to footwell	3	
67	GHF331	£0.38	WASHER, locking	3	
68	WM57	£0.24	WASHER, plain	3	
74	CRST128	£1.40	LABEL, (direction of rotation)	1	

**Heater Hoses, Valve & Fittings**

80	88G588	£16.10	TAP, water control	1	
81	ACA5173	NCA	SHIM, 0.35mm	a/r	tap angle adjustment
	ACA5172	NCA	SHIM, 0.70mm	a/r	
82	AAA836	£0.90	WASHER, fibre	1	tap to adaptor base
84	ACA5456	£5.00	BASE PLATE	1	tap to cylinder head
85	88G221	£0.70	GASKET, base plate	1	
86	53K402	£1.57	STUD, base plate	2	alternatives
	GHF117	£0.30	SET SCREW, base plate	2	
87	GHF331	£0.38	WASHER, locking	2	
88	GHF200	£0.22	NUT	2	
90	GZA2052	NCA	HOSE, tap to heater inlet	1	
	GZA2052X	£4.66	HOSE, tap to heater inlet, silicone	1	
91	AHA5212	£1.70	HOSE, heater outlet to return pipe	1	
	AHA5212X	£11.70	HOSE, heater outlet to return pipe, silicone	1	
	CS4012	£1.20	HOSE CLIP, wire type	5	alternatives
92	GHC11020	£2.05	HOSE CLIP, band type	5	
93	AHA5215	£23.50	PIPE, return	1	heater to radiator hose
94	PCR809	£1.10	CLIP, (pipe to inlet manifold)	1	

**Heater Control Cable**

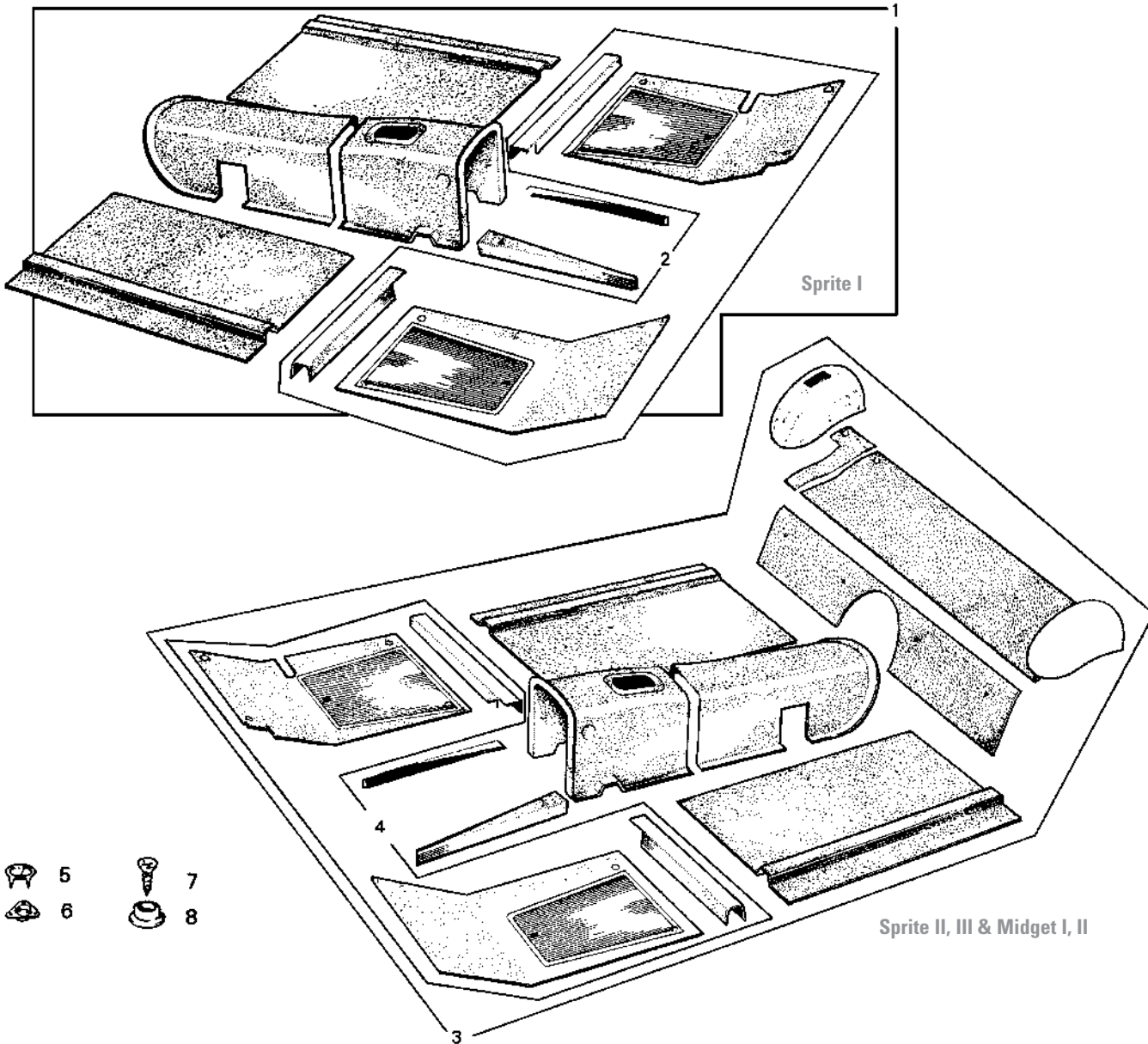
99	13H55	NCA	CONTROL CABLE	1	Sprite I only
	BHA4205	NCA	CONTROL CABLE, RHD	1	Sprite II, III &
	BHA4245	NCA	CONTROL CABLE, LHD	1	Midget I, II
100	17H823	NCA	LOCKNUT, round	1	
101	17H824	NCA	LOCKNUT, hexagon	1	
102	17H1602	£8.30	KNOB	1	
106	24G1482K	£1.50	TRUNNION KIT, cable end	1	
107	24G1482	NCA	TRUNNION, cable end	1	
108	53K1016	£0.64	SCREW, clamping, cable trunnion	1	
110	RFN303	£0.80	GROMMET, cable through bulkhead	1	
111	13H6107	£2.26	CABLE TIE, fir tree type	a/r	
112	GHF1266	£0.28	CABLE TIE, ratchet type	a/r	
113	21A1203	NCA	RUBBER SLEEVE, insulating	a/r	
NI	17H1601	£3.35	CLIP, knob	1	
NI	17H1603	£1.57	PIN, knob	1	
NI	27H1193	£1.90	CLAMP, cable locating	1	
NI	53K126	£0.60	SCREW, (cable clamp)	1	

**Air Hose & Fittings**

120	AHA6429	£3.90	HOSE, fan to heater	1	plastic,
121	13H58X	£32.80	HOSE, heater or fresh air intake	1	wire reinforced
	14A4763	£31.20	INLET FLANGE, (air intake hose)	1	Sprite I only
122	GHC11120	£4.80	CLIP, hose securing	a/r	
123	AHH5714	£3.70	CLIP, hose to wheel arch	1	
130	PMZ316	£0.66	SCREW, clip to wheel arch	1	
131	GHF306	£0.30	WASHER, plain	1	
132	WL700101	£0.25	WASHER, locking	1	
133	GHF206	£0.16	NUT	1	

**Heater & Demister Vents**

140	13H59SS	£27.90	FLAP/DOOR, heater outlet on footwell side	2	stainless steel
141	GHF421	£0.14	SCREW, door to footwell side	8	
142	14G3499	£8.90	ELBOW, heater outlet to hose	2	
143	BMK924A	£1.64	CLIP, securing tube in elbow	2	
144	AHH8394	NCA	HOSE, elbow to nozzle	2	
145	14A1162	NCA	NOZZLE, screen demister	2	
146	AB606043	£0.60	SCREW, nozzle to fascia top vent	4	



**Carpet Kits**

**Sprite I**

Carpet kits contain the following pieces:  
Front & rear footwells, cross member, gearbox tunnel chassis rail, gearbox tunnel & propshaft tunnel.

ill	Part Number	Price £ea.	Description	Req.	Details	
1	CSA3000	£135.00	CARPET KIT, complete, black	1	} RHD	
	CSR3000	£153.00	CARPET KIT, complete, red	1		
	CSG3000	£145.90	CARPET KIT, complete, green	1		
	CSN3000	£153.00	CARPET KIT, complete, navy blue	1		
	CSA3000L	£135.00	CARPET KIT, complete, black	1		} LHD
	CSR3000L	£153.00	CARPET KIT, complete, red	1		
	CSG3000L	£145.90	CARPET KIT, complete, green	1		
	CSN3000L	£153.00	CARPET KIT, complete, navy blue	1		
2	242-576	£66.00	CARPET KIT, footwell, black (Includes footwell & chassis rail carpets).	1		

**Sprite MkII (H-AN6) & Midget MKI (G-AN1/2)**

Carpet kits contain the following pieces:  
Front & rear footwells, cross member, tunnel chassis rail, gearbox tunnel, propshaft gearbox, heel board, rear shelf & wheel arches.

3	CSA3002	£189.00	CARPET KIT, complete, black	1	} RHD	
	CSR3002	£189.00	CARPET KIT, complete, red	1		
	CSG3002	£189.00	CARPET KIT, complete, green	1		
	CSA3002L	£189.00	CARPET KIT, complete, black	1		} LHD
	CSR3002L	£189.00	CARPET KIT, complete, red	1		
	CSG3002L	£189.00	CARPET KIT, complete, green	1		
4	242-576	£66.00	CARPET KIT, footwell, black (Includes footwell & chassis rail carpets).	1		

**Sprite MkIII (H-AN8) & Midget MkII (G-AN3)**

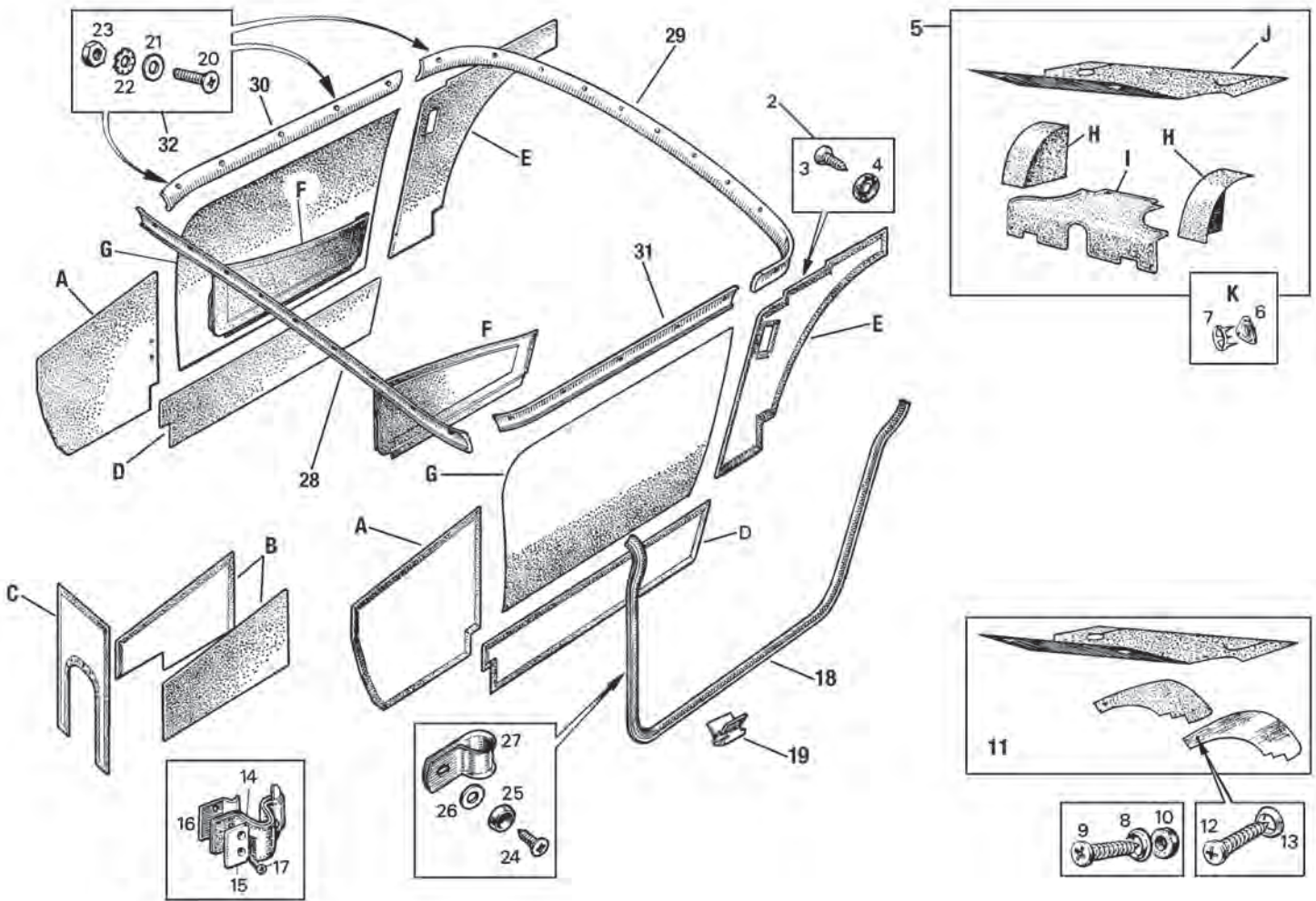
Carpet kits contain the following pieces:  
Front & rear footwells, cross member, tunnel chassis rail, gearbox tunnel, propshaft gearbox, heel board, rear shelf & wheel arches.

3	CSA1001	£189.00	CARPET KIT, complete, black	1	} RHD	
	CSR1001	£189.00	CARPET KIT, complete, red	1		
	CSN1001	£189.00	CARPET KIT, complete, navy blue	1		
	CSA1001L	£189.00	CARPET KIT, complete, black	1		} LHD
	CSR1001L	£189.00	CARPET KIT, complete, red	1		
	CSN1001L	£189.00	CARPET KIT, complete, navy blue	1		
4	242-576	£66.00	CARPET KIT, footwell, black (Includes footwell & chassis rail carpets).	1		

**Carpet Fasteners**

**All Models**

5	14G8736	£0.30	SPIKE RING	a/r
6	2H8445	£0.41	SOCKET	a/r
7	GHF400	£0.19	SCREW, self tapping	a/r
8	610624	£0.62	STUD, fixing, floor mounted	a/r



**Interior trim kits**

**Sprite Mkl**

Interior trim kits contain the following panels:

Footwell side panels (A), gearbox tunnel side panels (B), gearbox tunnel end panel (C), sill panels (D), wheel arch panels (E), door pocket panels (F), material for dash & doors (G).

Ill	Part Number	Price £ea.	Description	Req.	Details
1	645-500	£360.00	TRIM KIT, black	1	
	645-510	£360.00	TRIM KIT, red	1	
	645-520	£360.00	TRIM KIT, blue	1	
	645-530	£360.00	TRIM KIT, navy blue	1	
	645-535	£374.40	TRIM KIT, green	1	
	645-537	£360.00	TRIM KIT, honey tan	1	
2	RTP1001	£7.80	SCREW & WASHER SET, trim boards (Includes: 50 screws & washers).	1	
3	AD606041	£0.30	SCREW, trim boards	a/r	
4	FWP206	£0.43	CUP WASHER, trim boards	a/r	
5	242-501	£182.70	BOOT LINER & SHELF KIT, black	1	hardura
	242-502	£182.70	BOOT LINER & SHELF KIT, red	1	hardura
	242-503	£182.70	BOOT LINER & SHELF KIT, navy blue	1	hardura
	242-504	NCA	BOOT LINER & SHELF KIT, blue	1	hardura
	242-505	NCA	BOOT LINER & SHELF KIT, green	1	hardura

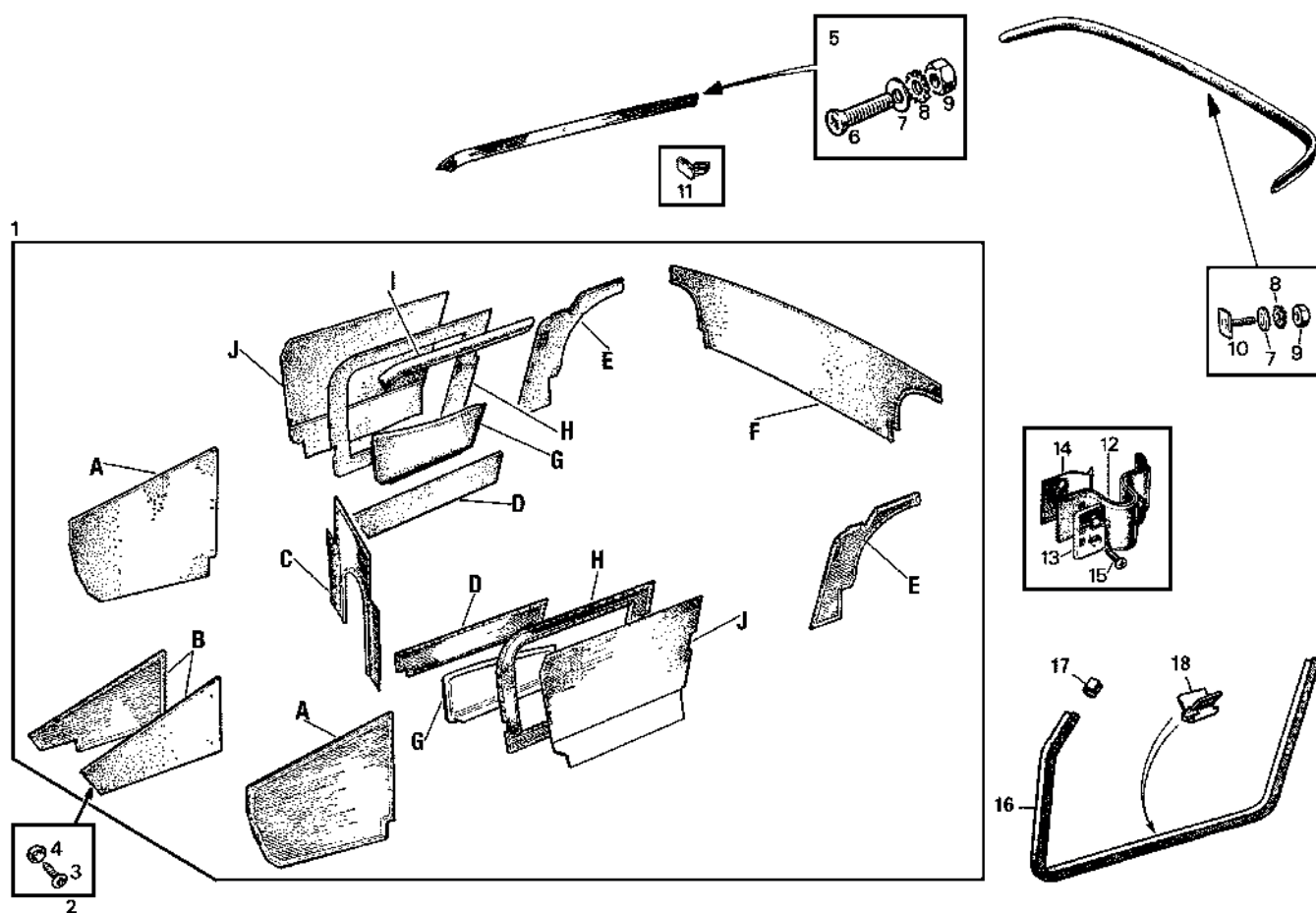
Note: Boot liner & shelf kits include the side panels, hardura boot floor mat and a hardura shelf/heel board mat.

6	2H8445	£0.41	FASTENER, female, boot liner	a/r	
7	14G8736	£0.30	FASTENER, spiked ring, boot liner	a/r	
8	610624	£0.62	SOCKET, male	a/r	
9	GHF400	£0.19	SCREW	a/r	
10	ADA2765	£1.21	WASHER, fibre	a/r	
11	242-500	£62.90	BOOT LINER KIT, black (Includes: side panels and hardura boot floor mat).	1	hardura
12	AD606043	£0.30	SCREW	a/r	

13	FWP106	£0.41	CUP WASHER	a/r	
14	X3A3220	£13.30	CHECK STRAP, black	2	
	X3R3220	£13.30	CHECK STRAP, red	2	
	X3L3220	NCA	CHECK STRAP, blue	2	
	X3N3220	£13.30	CHECK STRAP, navy blue	2	
	X3G3220	£13.30	CHECK STRAP, green	2	
	240-673	£21.40	CHECK STRAP, honey tan	2	
15	14A764	£2.00	BRACKET, outer	2	
16	14A6745	£2.40	BRACKET, inner	2/3	as required
17	RMP2312	£1.20	SCREW, black	4	
18	DEA3220	£15.30	SEAL, woven, door, black	2	
	DER3220	£15.30	SEAL, woven, door, red	2	
	DEL3220	£15.30	SEAL, woven, door, blue	2	
	DEG3220	£15.30	SEAL, woven, door, green	2	
19	613766	£1.06	CLIP, woven door seal	20	
20	RMP310	£0.77	SCREW, 3/16" x 1 1/4"	a/r	inc. in screw kit RTP1003
	RMP2312	£1.20	SCREW, 3/16" x 1 1/2"	a/r	
	RMZ316	£0.55	SCREW, 3/16" x 2"	a/r	
21	PWZ203	£0.19	WASHER, flat, 3/16"	30	
22	WE702101	£0.30	WASHER, 'star', 3/16"	30	
23	GHF206	£0.16	NUT	30	
24	AD606063	£0.47	SCREW	2	
25	FWP106	£0.41	WASHER, cup	2	
26	PWZ205	£0.30	WASHER, flat	2	
27	PCR811	£1.21	RETAINER, door seal	2	

**Cockpit & Door Cappings**

NI	14A4823SET	NCA	SET CAPPING RAIL SET, 3 piece (Door cappings are supplied in one piece & require cutting to length).	1	
28	14A4820	£52.50	CAPPING/RAIL, front cockpit	1	
29	14A4823	NCA	CAPPING/RAIL, rear cockpit	1	
30	AHA5268	£41.00	CAPPING/RAIL, door, RH	1	cut to fit
31	AHA5269	£41.00	CAPPING/RAIL, door, LH	1	cut to fit
32	RTP1003	£8.40	SCREW KIT, cockpit cappings	1	



**Interior Trim Kits & Fittings - Sprite II & Midget I**

**Interior Trim Kits**

Interior trim kits contain the following panels:

Footwell side panels (A), gearbox tunnel side panels (B), gearbox tunnel end panel (C), sill panels (D), wheel arch panels (E), rear cockpit panel (F), door pocket panels (H), door surround panels - disc brake models (H), material for dash, doors & cockpit cappings (I & J).

**Sprite MkII (H-AN6), Midget MkI (G-AN1) 948cc with drum brakes**

ill	Part Number	Price £ea.	Description	Req.	Details
1	645-540	£330.00	TRIM KIT, black	1	
	645-550	£330.00	TRIM KIT, red	1	
	645-560	£330.00	TRIM KIT, cornflower blue	1	
	645-565	£330.00	TRIM KIT, navy blue	1	
	645-566	£343.20	TRIM KIT, green	1	
	645-567	£330.00	TRIM KIT, honey tan	1	
2	RTP1001	£7.80	SCREW & WASHER SET, trim panels (Includes: 50 screws & washers).	1	
3	AD606041	£0.30	SCREW, trim board	a/r	
4	FWP206	£0.43	CUP WASHER, trim panel	a/r	
5	RTP1003	£8.40	SCREW KIT, cockpit cappings	1	
6	RMP310	£0.77	SCREW, 3/16" x 1 1/4"	a/r	included in screw kit RTP1003
	RMP312	£1.40	SCREW, 3/16" x 1 1/2"	a/r	
	RMZ316	£0.55	SCREW, 3/16" x 2"	a/r	
7	PWZ203	£0.19	WASHER, flat, 3/16"	30	
8	WE702101	£0.30	WASHER, 'star', 3/16"	30	
9	GHF206	£0.16	NUT, 3/16"	30	
10	AHH6360	£0.90	PLATE, retaining, cockpit capping	a/r	
11	GHF1232	£0.50	CLIP, door panel	a/r	

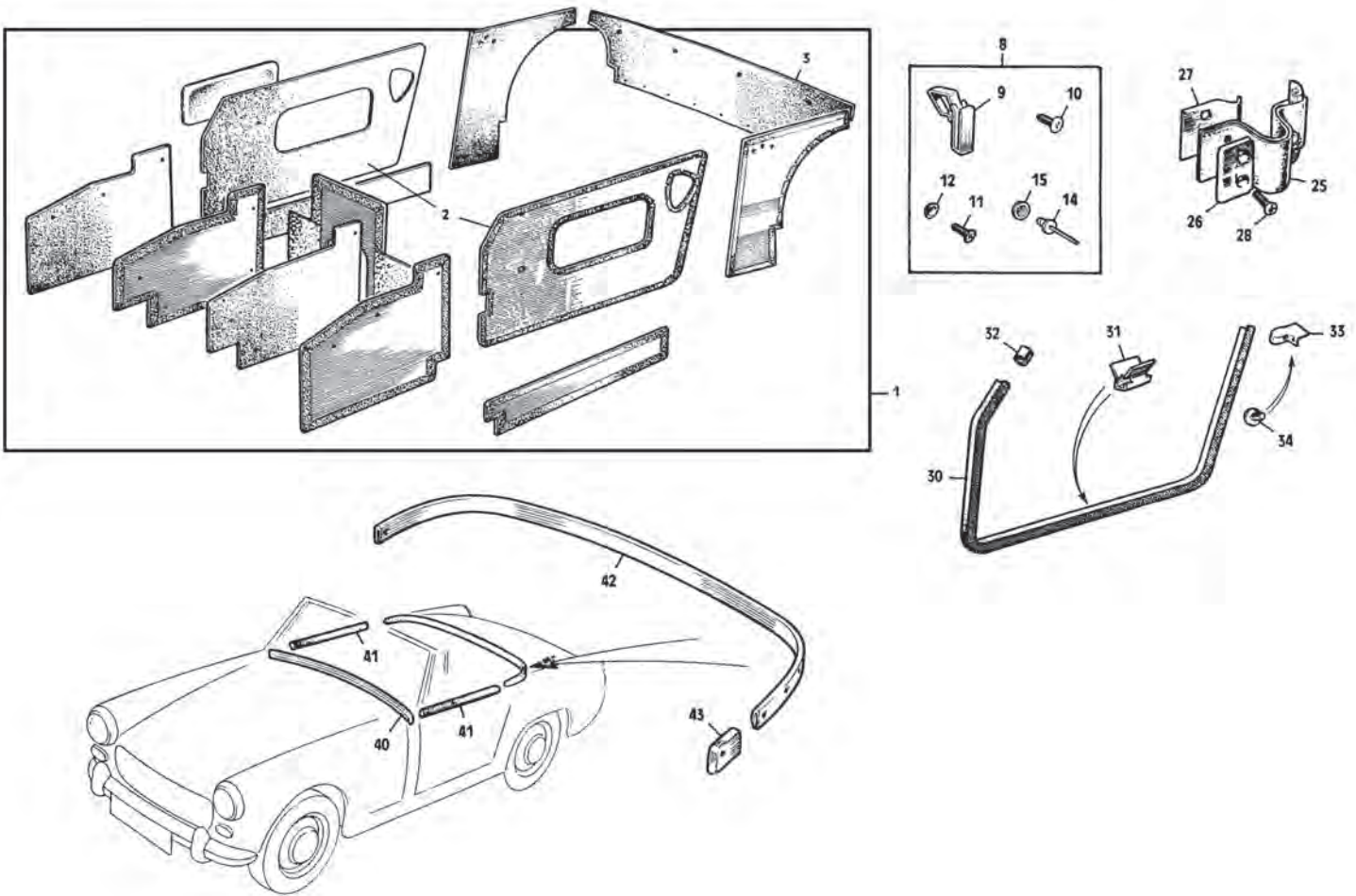
**Sprite II (H-AN7), Midget I (G-AN2) 1098cc with disc brakes**

1	645-620	£416.00	TRIM KIT, black	1
	645-630	£416.00	TRIM KIT, red	1
	645-645	£416.00	TRIM KIT, cornflower blue	1
	645-640	£416.00	TRIM KIT, navy blue	1
	645-642	£416.00	TRIM KIT, honey tan	1
2	RTP1002	£9.90	SCREW & WASHER SET, trim panels	1

3	AD606044	£0.41	SCREW, trim panel	a/r
4	FWP906	£0.30	CUP WASHER, trim panel	a/r
7	PWZ203	£0.19	WASHER, flat, 3/16"	a/r
8	WE702101	£0.30	WASHER, 'star', 3/16"	a/r
9	GHF206	£0.16	NUT	a/r
10	AHH6360	£0.90	PLATE, cockpit capping retaining	a/r
11	GHF1232	£0.50	CLIP, door panel	a/r

**Door Check Strap & Door Seal**

12	X3A3220	£13.30	CHECK STRAP, black	2
	X3R3220	£13.30	CHECK STRAP, red	2
	X3L3220	NCA	CHECK STRAP, cornflower blue	2
	X3N3220	£13.30	CHECK STRAP, navy blue	2
	X3G3220	£13.30	CHECK STRAP, green	2
	240-673	£21.40	CHECK STRAP, honey tan	2
13	14A764	£2.00	BRACKET, outer	2
14	14A6745	£2.40	BRACKET, inner	2
15	RMP2312	£1.20	SCREW, black	4
16	DEA3220	£15.30	SEAL, woven, door, black	2
	DER3220	£15.30	SEAL, woven, door, red	2
	DEL3220	£15.30	SEAL, woven, door, blue	2
	DEG3220	£15.30	SEAL, woven, door, green	2
17	AHB9656	£1.60	FINISHER, door seal	2
18	613766	£1.06	CLIP, woven door seal	20



**Interior Trim Kits & Fittings - Sprite III & Midget II**

**Interior Trim Kits**

Interior trim sets for these models contain the following items:

Footwell side panels, gearbox tunnel side panels, gearbox tunnel end panel, sill panels, wheel arch panels, rear cockpit panel, door panels and insert panels, material for dash top & door cappings.

Ill	Part Number	Price £ea.	Description	Req.	Details
1	645-690	£411.90	TRIM KIT, black/white piping	1	
	645-691	£411.90	TRIM KIT, red/white piping	1	
	645-692	£411.90	TRIM KIT, dark blue/white	1	
	645-693	£414.00	TRIM KIT, bright blue/white piping	1	
	645-590	£360.00	TRIM KIT, honey tan	1	

**Door Trim Panels (Supplied in Pairs)**

2	DP222AW	£124.80	TRIM PANEL, door, black/white piping, pair	1	included in trim sets
	DP222MW	NCA	TRIM PANEL, door, red/white piping, pair	1	
	DP222LW	NCA	TRIM PANEL, door, blue/white piping, pair	1	

**Rear Cockpit Trim Panel (Supplied Individually)**

3	TBA0040	NCA	TRIM PANEL, rear cockpit, black/white piping	1	included in trim sets
	TBR0041	NCA	TRIM PANEL, rear cockpit, red/white piping	1	
	TBL0042	NCA	TRIM PANEL, rear cockpit, blue/white piping	1	

**Fasteners**

8	HMP815012	£21.60	TRIM FITTING KIT	1
9	GHF1232	£0.50	CLIP, door, footwell & sill panels	a/r
10	AB606033	£0.60	SCREW	a/r
11	AD606044	£0.41	SCREW	a/r
12	FWP906	£0.30	CUP WASHER	a/r
14	GHF600	£0.16	RIVET, rear cockpit panel	8
15	FWP906	£0.30	CUP WASHER, rear cockpit panel	8

**Door Check Straps & Door Seals**

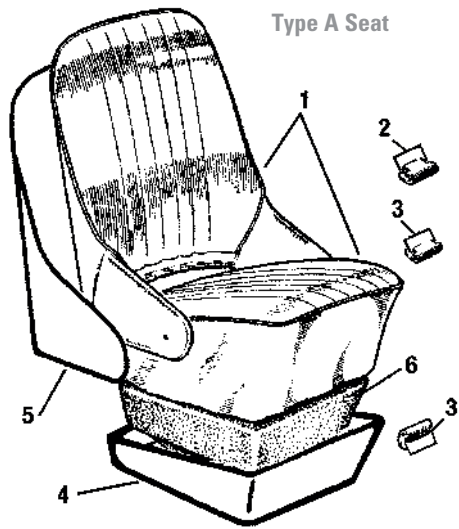
25	X3A3220	£13.30	CHECK STRAP, black	2
	X3R3220	£13.30	CHECK STRAP, red	2
	X3N3220	£13.30	CHECK STRAP, blue	2
	240-673	£21.40	CHECK STRAP, honey tan	2
26	14A764	£2.00	RETAINER, outer	2
27	14A6745	£2.40	BRACKET, inner	2
28	RMZ316	£0.55	SCREW	4
30	DEA3220	£15.30	SEAL, woven, door, black	2
	DER3220	£15.30	SEAL, woven, door, red	2
	DEL3220	£15.30	SEAL, woven, door, blue	2
	KGA817	£7.50	SEAL, door, black	2
31	613766	£1.06	CLIP, for woven seal only	20
32	AHB9656	£1.60	FINISHER, door seal front	2
33	AHA8162	£10.30	FINISHER, 'B' post, RH	1
	AHA8163	£10.30	FINISHER, 'B' post, LH	1
34	AB606033	£0.60	SCREW, finisher	2

**Cockpit & Door Mouldings**

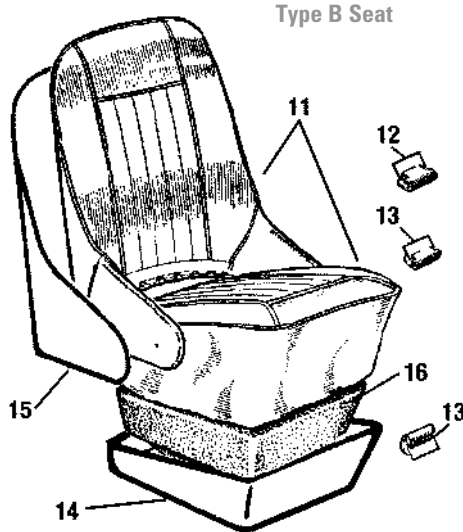
40	AHA7487	NCA	CRASH RAIL, padded, top, bare	1	material to re-cover these items is included in our trim kits
41	AHA7412	NCA	MOULDING, door top, RH, bare	1	
	AHA7413	NCA	MOULDING, door top, LH, bare	1	
42	AHA9167	£13.40	MOULDING, rear cockpit, black	1	

Note: For fasteners please see Hood & Tonneau, pages 98-101.

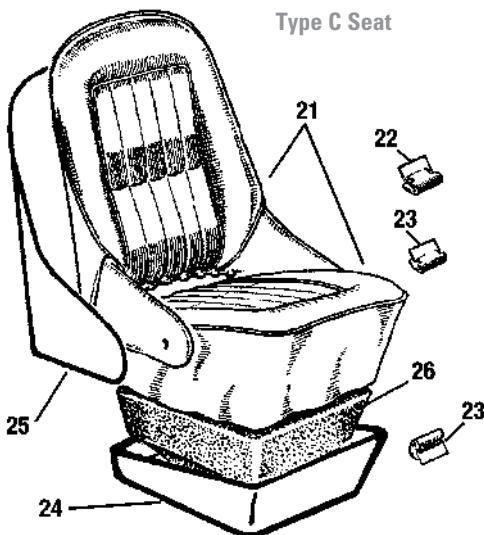
43	AHA8141	£10.10	FINISHER, RH	1
	AHA8140	£10.10	FINISHER, LH	1



Type A Seat



Type B Seat



Type C Seat

Seats & Fittings

Type A Seats, Sprite I (HAN5) & Sprite II (to HAN7 24731) (948cc)

Ill	Part Number	Price Eea.	Description	Req.	Details
<b>Seat Covers, Frame &amp; Foam Kit</b>					
1	640-777	£378.00	SEAT COVER KIT, vinyl	1	black/white piping
	640-781	£566.00	SEAT COVER KIT, leather	1	black/white piping
	640-771	£378.00	SEAT COVER KIT, vinyl	1	black/black piping
	640-783	£566.00	SEAT COVER KIT, leather	1	black/black piping
	640-778	£378.00	SEAT COVER KIT, vinyl	1	red/white piping
	640-782	£566.00	SEAT COVER KIT, leather	1	red/white piping
	640-776	£378.00	SEAT COVER KIT, vinyl	1	navy/light blue piping
	640-784	£566.00	SEAT COVER KIT, leather	1	navy/light blue piping
	640-772	£378.00	SEAT COVER KIT, vinyl	1	navy/navy
	640-790	£365.40	SEAT COVER KIT, vinyl	1	blue/blue piping
	640-779	£378.00	SEAT COVER KIT, vinyl	1	blue/light blue piping
	640-786	£566.00	SEAT COVER KIT, leather	1	blue/light blue piping
	640-773	£378.00	SEAT COVER KIT, vinyl	1	blue/white piping
	640-774	£327.00	SEAT COVER KIT, vinyl	1	green/green piping
2	GHF1500	£0.19	CLIP, large, seat back	20	10 per seat
3	ANK5046A	£0.25	CLIP, small, covers	56	28 per seat
4	AHA5030MET	£138.40	BASE, metal	2	
5	AHA5040MET	£160.30	BACK, metal	2	
6	SFK201	£120.70	FOAM KIT, per seat	2	inc. pads, felt & foams

Type B Seats, Midget I (GAN1) (948cc)

Ill	Part Number	Price Eea.	Description	Req.	Details
<b>Seat Covers, Frame &amp; Foam Kit</b>					
11	640-700	£353.70	SEAT COVER KIT, vinyl	1	black/white piping
	640-710	£566.00	SEAT COVER KIT, leather	1	black/white piping
	640-701	£353.70	SEAT COVER KIT, vinyl	1	black/black piping
	640-711	£566.00	SEAT COVER KIT, leather	1	black/black piping
	640-887	£767.20	SEAT COVER KIT, leather	1	black/red piping
	640-702	£353.70	SEAT COVER KIT, vinyl	1	red/white piping
	640-712	£566.00	SEAT COVER KIT, leather	1	red/white piping
	640-883	£327.00	SEAT COVER KIT, vinyl	1	red/black piping
	640-888	£767.20	SEAT COVER KIT, leather	1	red/black piping
	640-703	£353.70	SEAT COVER KIT, vinyl	1	dark blue/light blue piping
	640-713	£566.00	SEAT COVER KIT, leather	1	dark blue/light blue piping
	640-704	£353.70	SEAT COVER KIT, vinyl	1	dark blue/dark blue piping
	640-714	£566.00	SEAT COVER KIT, leather	1	dark blue/dark blue piping
	640-705	£353.70	SEAT COVER KIT, vinyl	1	bright blue/white piping
	640-706	£353.70	SEAT COVER KIT, vinyl	1	bright blue,light blue piping
	640-884	£327.00	SEAT COVER KIT, vinyl	1	green/green piping
	640-889	£865.60	SEAT COVER KIT, vinyl	1	honey tan/honey tan piping
12	GHF1500	£0.19	CLIP, large, seat back	20	10 per seat
13	ANK5046A	£0.25	CLIP, small, covers	56	28 per seat
14	AHA5030MET	£138.40	BASE, metal	2	Sprite I, II units can
15	AHA5040MET	£160.30	BACK, metal	2	be used for these seats
16	SFK201	£120.70	FOAM KIT, per seat	2	inc. pads, felt & foams

Type C Seats, Sprite II & Sprite III (from HAN7 24732 to HAN8 55500) (1098cc)

Midget I & Midget II (from GAN2 to GAN3) (1098cc)

Ill	Part Number	Price Eea.	Description	Req.	Details
<b>Seat Covers, Frame &amp; Foam Kit</b>					
21	640-720	£353.70	SEAT COVER KIT, vinyl	1	black/white piping
	640-740	£480.00	SEAT COVER KIT, leather	1	black/white piping
	640-721	£353.70	SEAT COVER KIT, vinyl	1	black/black piping,
	640-741	£480.00	SEAT COVER KIT, leather	1	black/black piping,
	640-722	£353.70	SEAT COVER KIT, vinyl	1	red/white piping
	640-742	£480.00	SEAT COVER KIT, leather	1	red/white piping,
	640-723	£353.70	SEAT COVER KIT, vinyl	1	dark blue/light blue piping
	640-743	£480.00	SEAT COVER KIT, leather	1	dark blue/light blue piping
	640-724	£353.70	SEAT COVER KIT, vinyl	1	dark blue/dark blue piping
	640-744	£480.00	SEAT COVER KIT, leather	1	dark blue/dark blue piping
	640-725	£353.70	SEAT COVER KIT, vinyl	1	bright blue/white piping
	640-726	£353.70	SEAT COVER KIT, vinyl	1	bright blue/light blue piping
	640-827	£883.10	SEAT COVER KIT, vinyl	1	honey tan/honey tan piping
22	GHF1500	£0.19	CLIP, large, seat back	20	10 per seat
23	ANK5046A	£0.25	CLIP, small, covers	56	28 per seat
24	AHA5030MET	£138.40	BASE, metal	2	Sprite I, II units can
25	AHA5040MET	£160.30	BACK, metal	2	be used for these seats
26	SFK203	£199.50	FOAM KIT, per seat	2	inc. pads, felt & foams

**Type D Seats, Sprite III only (from HAN8 55501) (1098cc)**

ill Part Number Price Eea. Description Req. Details

**Seat Covers, Frame & Foam Kit**

31	640-910	NCA	SEAT COVER KIT, vinyl	1	black/white piping
	640-965	£575.00	SEAT COVER KIT, leather	1	black/white piping
	640-931	£360.00	SEAT COVER KIT, vinyl	1	black/black piping
	640-964	£575.00	SEAT COVER KIT, leather	1	black/black piping
	640-936	£360.00	SEAT COVER KIT, vinyl	1	red/white piping
	640-966	£575.00	SEAT COVER KIT, leather	1	red/white piping
	640-932	£360.00	SEAT COVER KIT, vinyl	1	dark blue/light blue piping
	640-963	£575.00	SEAT COVER KIT, leather	1	dark blue/light blue piping
	640-933	£360.00	SEAT COVER KIT, vinyl	1	dark blue/dark blue piping
	640-962	£575.00	SEAT COVER KIT, leather	1	dark blue/dark blue piping
	640-934	£360.00	SEAT COVER KIT, vinyl	1	bright blue/white piping
	640-937	£360.00	SEAT COVER KIT, vinyl	1	bright blue/light blue piping
	640-846	NCA	SEAT COVER KIT, vinyl	1	honey tan/honey tan piping
32	HMP215067	£200.90	SEAT FRAME, RH	1	
	HMP215068	£200.90	SEAT FRAME, LH	1	
33	HMP215060	£207.60	FOAM KIT, per seat	1	
34	HMP215064	£25.60	BOARD, squab foam support	2	
35	AHA7878	£15.20	DIAPHRAGM	2	
36	BHA5097	£0.65	HOOK	20	
37	GHF103	£0.60	PIVOT BOLT, 5/16"	4	
38	GHF301	£0.24	WASHER, flat, 5/8" OD	4	
39	PWZ305	£0.64	WASHER, 7/8" OD	4	
40	GHF222	£0.55	NUT, 5/16"	4	
41	BHA4339	£0.64	CLIP	a/r	

**Seat Runners & Fittings**

(For Seat Types A, B & C)

2	14A4860	£17.70	BRACKET, seat support	4	Sprite I only
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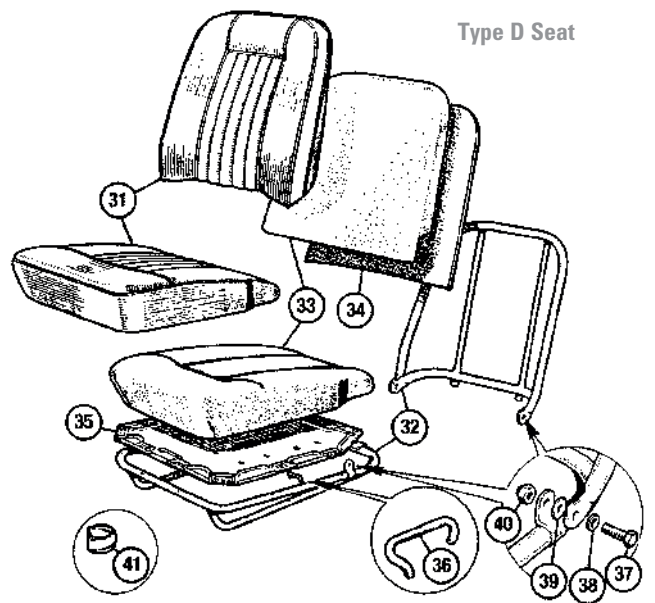
Note: These brackets were used in place of runners for the passenger seat on Sprite I. The brackets were riveted to the seat frame, use item 16 for floor mounting. Sprite II (HAN6) models could be had with either brackets or runners.

6	LNZ105	£0.95	NUT, stiff nut, squab	4	2 per seat
7	PWZ205	£0.30	WASHER, squab	8	4 per seat
8	14A5519	NCA	RUNNER, upper with catch, RH	1	RHD Sprite I only
9	14A5520	NCA	RUNNER, upper with catch, LH	1	LHD Sprite I only
10	4G877	NCA	RUNNER, upper, no catch	2	1 only for Sprite I
11	AHA5499	£32.30	RUNNER, lower	4	2 only for Sprite I
13	SE604051	£0.47	SCREW, seat to upper runner, 1/4"	8	
14	GHF331	£0.38	WASHER, spring, 1/4"	8	alternative to rivets
15	GHF200	£0.22	NUT, 1/4"	8	
16	SH604051	£0.30	SCREW, lower runner to floor, 1/4"	8	
	SH604091	£0.83	SCREW, lower runner to floor, 1/4"	8	fitted with wooden packing
17	GHF331	£0.38	WASHER, spring, 1/4"	8	
18	GHF300	£0.22	WASHER, flat, 1/4"	8	
19	GHF200	£0.22	NUT, 1/4"	8	
20	14A4778	£141.50	SEAT BASE, metal	2	
21	AHA5223	£8.70	PACKING, wood	4	

**Seat Runners & Fittings**

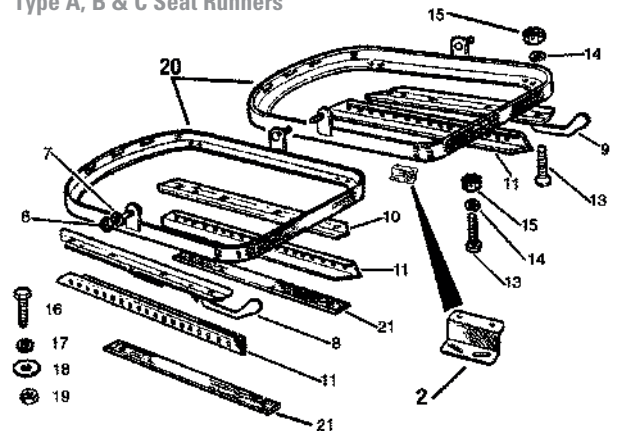
(For Seat Type D)

1	14A5519	NCA	RUNNER, upper with catch, RH	1	
	14A5520	NCA	RUNNER, upper with catch, LH	1	
2	4G877	NCA	RUNNER, upper, no catch	2	
3	SE604101	NCA	SCREW, seat to upper runner, 1/4"	8	
4	LNZ104	£1.80	NUT, nyloc, 1/4"	8	
5	AHA7883	£9.70	RUNNER, lower, RH	2	
6	AHA7884	£9.70	RUNNER, lower, LH	2	
7	GHF117	£0.30	SCREW, lower runner to floor	4	
8	GHF300	£0.22	WASHER, flat, 1/4"	4	
9	GHF331	£0.38	WASHER, spring, 1/4"	4	
10	GHF200	£0.22	NUT, 1/4"	4	
11	GHF301	£0.24	WASHER, flat, 5/16"	4	
12	GHF332	£0.40	WASHER, locking, 5/16"	4	
13	GHF201	£0.17	NUT, 5/16"	8	

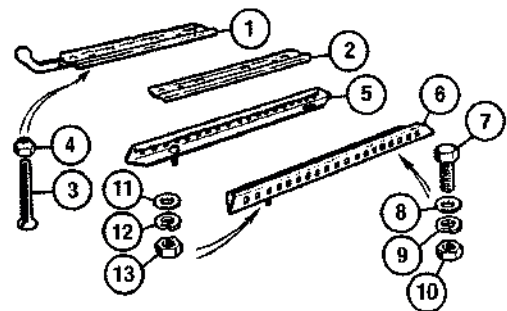


Type D Seat

**Type A, B & C Seat Runners**

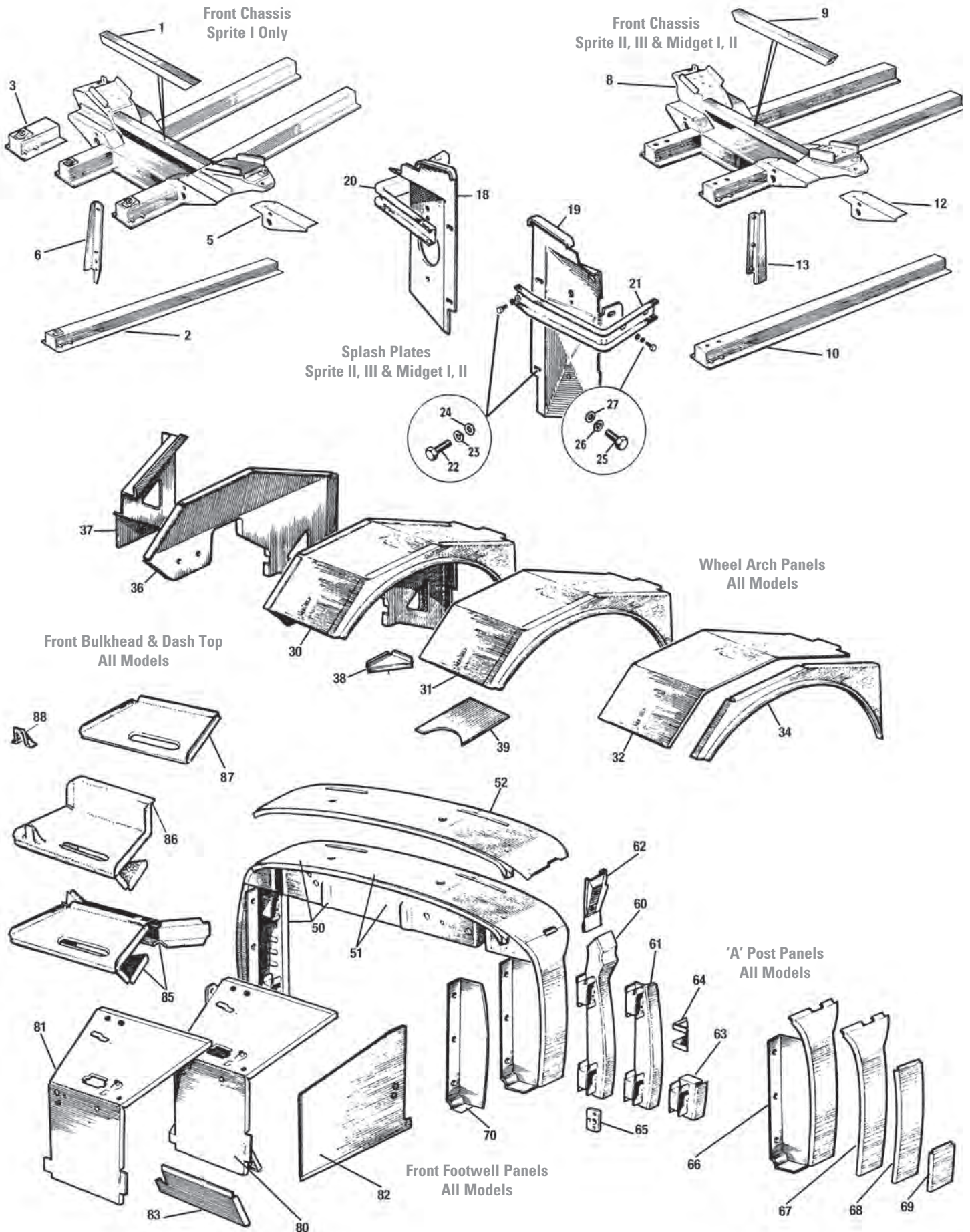


**Type D Seat Runners**



**Seat Belts & Harness**

Please see the Accessories section for our full range of seat belts & seat harnesses.





**Front Chassis Sections****Sprite I only**

ill	Part Number	Price £ea.	Description	Req.	Details
			NCA CHASSIS FRAME	1	
1	BMH8007	£39.00	MOUNTING BAR, steering rack	1	
2	28G102RH	£45.10	CHASSIS RAIL, RH, full length	1	
	28G102LH	£45.10	CHASSIS RAIL, LH, full length	1	
3	MS40AR	£54.00	CHASSIS REPAIR, RH, front extension	1	
	MS40AL	£54.00	CHASSIS REPAIR, LH, front extension	1	
NI	28G102B	NCA	CENTRE REPAIR SECTION, (H frame)	1	
5	2A5462	£25.80	BRACKET, front suspension	2	(RH front, LH rear)
	2A5463	£25.80	BRACKET, front suspension	2	(LH front, RH rear)
6	2A5612	£16.00	SUPPORT PANEL, radiator, RH	1	
	AHA5390	£17.70	SUPPORT PANEL, radiator, LH	1	
NI	AHA5150	£20.40	STRIKER, bonnet rod, RH	1	located on
NI	AHA5151	£20.40	STRIKER, bonnet rod, LH	1	chassis leg

**Sprite II, III & Midget I, II**

8	28G118	£658.80	CHASSIS FRAME	1	
9	BMH8007	£39.00	MOUNTING BAR, steering rack	1	
10	AHA5628	£75.00	CHASSIS RAIL, RH, full length	1	
	AHA5630	£75.00	CHASSIS RAIL, LH, full length	1	
12	2A5462	£25.80	BRACKET, front suspension	2	(RH front, LH rear)
	2A5463	£25.80	BRACKET, front suspension	2	(LH front, RH rear)
13	AHA5624	£10.30	BRACKET, RH, radiator mounting	1	
	AHA5626	£10.30	BRACKET, LH, radiator mounting	1	
18	CHA224	£65.35	SPLASH PLATE, RH	1	
19	CHA225	£65.35	SPLASH PLATE, LH	1	
20	2A5591	£8.60	BRACKET, splash plate/radiator, RH	1	
21	2A5592	£8.60	BRACKET, splash plate/radiator, LH	1	
22	GHF117	£0.30	SET SCREW, radiator & cowl mounting	4	
23	GHF331	£0.38	WASHER, locking	4	
24	WM57	£0.24	WASHER, plain	4	
25	SH604051	£0.30	SET SCREW, bracket to wheel arch	4	
26	GHF331	£0.38	WASHER, locking	4	
27	WM57	£0.24	WASHER, plain	4	

**Wheel Arch Panels****All Models**

30	28G105	£159.90	WHEEL ARCH ASSEMBLY, RH	1	Sprite I only
	28G106	£159.90	WHEEL ARCH ASSEMBLY, LH	1	
	CZJ432	£204.00	WHEEL ARCH ASSEMBLY, RH	1	Sprite II, III, Midget I, II
	CZJ433	£204.00	WHEEL ARCH ASSEMBLY, LH	1	
31	SRP1105	£43.90	WHEEL ARCH REPAIR, RH	1	Sprite I only
	SRP1106	£43.90	WHEEL ARCH REPAIR, LH	1	
	MS51R	£46.00	WHEEL ARCH REPAIR, RH, (aftermarket)	1	Sprite II, III, Midget I, II
	MS51L	£46.00	WHEEL ARCH REPAIR, LH, (aftermarket)	1	
	BMH8012	£59.40	WHEEL ARCH REPAIR, RH, (original)	1	Sprite II, III, Midget I, II
	BMH8013	£59.40	WHEEL ARCH REPAIR, LH, (original)	1	
32		NCA	ARCH REPAIR, RH, (top)	1	Sprite I only
		NCA	ARCH REPAIR, LH, (top)	1	
	CZJ194	£47.40	ARCH REPAIR, RH, (top)	1	Sprite II, III, Midget I, II
	CZJ189	£47.40	ARCH REPAIR, LH, (top)	1	
34	SRP105	£22.00	ARCH REPAIR, RH, (outer)	1	Sprite I only
	SRP106	£22.00	ARCH REPAIR, LH, (outer)	1	
	SRP119	NCA	ARCH REPAIR, RH, (outer), (aftermarket)	1	Sprite II, III, Midget I, II
	SRP120	NCA	ARCH REPAIR, LH, (outer), (aftermarket)	1	
	AHA5715	£22.20	ARCH REPAIR, RH, (outer), (original)	1	Sprite II, III, Midget I, II
	AHA5716	£22.20	ARCH REPAIR, LH, (outer), (original)	1	
36	SRP2105	£54.90	INNER SIDE PANEL, RH	1	Sprite I only
	SRP2106	NCA	INNER SIDE PANEL, LH	1	
	CZJ192	£51.00	INNER SIDE PANEL, RH	1	Sprite II, III, Midget I, II
	CZJ193	£51.00	INNER SIDE PANEL, LH	1	
37	SRP3105	NCA	TRIANGULAR WEB, RH	1	Sprite I only
	SRP3106	NCA	TRIANGULAR WEB, LH	1	
	AHA5436	£51.00	TRIANGULAR WEB, RH	1	Sprite II, III, Midget I, II
	AHA5403	£51.00	TRIANGULAR WEB, LH	1	
38	AHA5404	£9.00	CORNER, RH, (inside arch)	1	all models
	AHA5405	£9.00	CORNER, LH, (inside arch)	1	
39	AHA5465	£3.10	SPLASH PLATE, RH	1	triangular web
	AHA5466	£3.10	SPLASH PLATE, LH	1	to chassis rail

**Front Bulkhead, 'A' Post & Footwell****Front Bulkhead & Dash Top**

50	28G123X	NCA	DASH TOP, BULKHEAD & 'A' POST	1	Sprite I, II, & Midget I
	AHA8809	£540.00	DASH TOP, BULKHEAD & 'A' POST	1	Sprite III, & Midget II
51	28G123	NCA	DASH TOP & BULKHEAD	1	Sprite I, II, & Midget I

52	28G123A	NCA	DASH TOP	1	Sprite I, II, & Midget I
	AHA7954	£94.80	DASH TOP	1	Sprite III, & Midget II
NI	28G123B	NCA	HINGE MOUNTING PANEL, bonnet	2	Sprite I, II, & Midget I

**'A' Post Panels**

60	AHA5176	NCA	'A' POST INNER, RH, (original)	1	Sprite I, II, & Midget I
	AHA5177	NCA	'A' POST INNER, LH, (original)	1	
	AHA7238	£87.00	'A' POST INNER, RH, (original)	1	Sprite III, & Midget II
	AHA7239	£87.00	'A' POST INNER, LH, (original)	1	
61	MS21AR	£27.30	'A' POST INNER, RH, (aftermarket)	1	Sprite I, II, & Midget I
	MS21AL	£27.30	'A' POST INNER, LH, (aftermarket)	1	
	MS21R	£31.20	'A' POST INNER, RH, (aftermarket)	1	Sprite III, & Midget II
	MS21L	£31.20	'A' POST INNER, LH, (aftermarket)	1	
62	14A4635	NCA	EXTENSION, RH, 'A' post to dash top	1	Sprite I, II, & Midget I
	14A4636	NCA	EXTENSION, LH, 'A' post to dash top	1	
	AHA7422	£18.00	EXTENSION, RH, 'A' post to dash top	1	Sprite III, & Midget II
	AHA7423	£18.00	EXTENSION, LH, 'A' post to dash top	1	
63	MS20R	£14.70	HINGE PANEL REPAIR, RH, lower	1	
	MS20L	£14.70	HINGE PANEL REPAIR, LH, lower	1	all models
64	BMH8110	£8.28	REINFORCEMENT, check strap	2	
65	14A4882	£1.75	TAPPED PLATE, door hinge	4	
66	MS18AR	£24.60	'A' POST OUTER, RH*	1	Sprite I, II, & Midget I
	MS18AL	£24.60	'A' POST OUTER, LH*	1	
	MS18R	£25.30	'A' POST OUTER, RH*	1	
	MS18L	£25.30	'A' POST OUTER, LH*	1	Sprite III, & Midget II
	AHA7955	£34.80	'A' POST OUTER, RH*	1	
	AHA7956	£34.80	'A' POST OUTER, LH*	1	

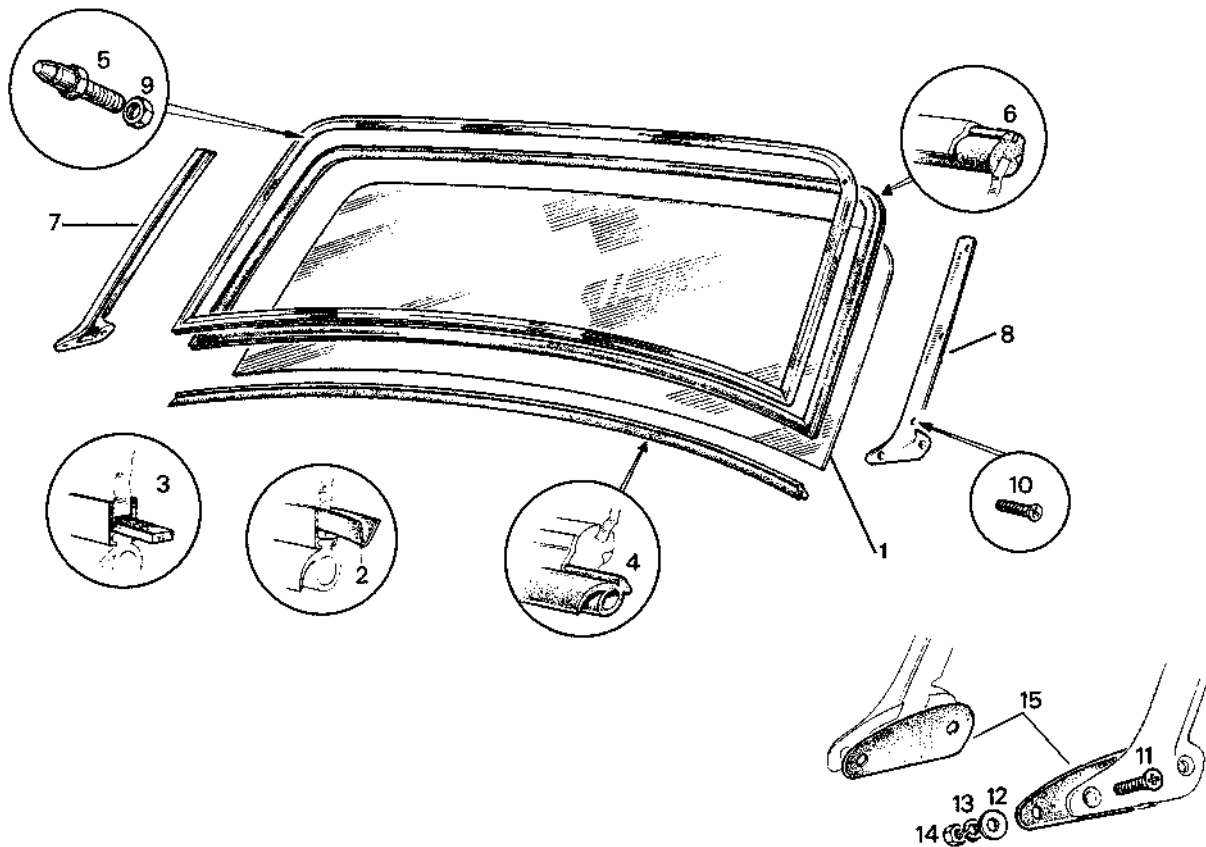
\*(All outer 'A' post panels are flanged).

67	MS17AR	£25.50	OUTER SKIN, 'A' Post, RH	1	Sprite I, II, & Midget I
	MS17AL	£25.50	OUTER SKIN, 'A' Post, LH	1	
	AHA7957	£34.80	OUTER SKIN, 'A' Post, RH	1	Sprite III, & Midget II
	AHA7958	£34.80	OUTER SKIN, 'A' Post, LH	1	
68	MRP23	£9.30	SKIN, 'A' post pillar, 3/4 outer	2	all models
69	MS19	£4.15	SKIN, 'A' post pillar, 1/4 outer	2	
70	AHA5558	£7.60	FLANGE, 'A' post repair, RH	1	all models
	AHA5559	£7.60	FLANGE, 'A' post repair, LH	1	

**Front Footwell**

80	SRP53	£108.20	BOX, RH footwell, (inc. outer side panel)	1	Sprite I, II, & Midget I
	SRP54	£108.20	BOX, LH footwell, (inc. outer side panel)	1	
	AHA8284	£234.00	BOX, RH footwell, (inc. outer side panel)	1	Sprite III, & Midget II
	AHA8285	£234.00	BOX, LH footwell, (inc. outer side panel)	1	(aperture requires modifying)
81	SRP55	£89.10	FRONT & TOP PANEL, footwell, RH	1	Sprite I, II, & Midget I
	SRP56	£89.10	FRONT & TOP PANEL, footwell, LH	1	
	CZJ170	£100.80	FRONT & TOP PANEL, footwell, RH	1	Sprite III, & Midget II
	CZJ171	£100.80	FRONT & TOP PANEL, footwell, LH	1	
82	AHA5620	£33.00	OUTER SIDE PANEL, footwell, RH	1	all models
	AHA5622	£33.00	OUTER SIDE PANEL, footwell, LH	1	original
	MS47R	£15.40	OUTER SIDE PANEL, footwell, RH	1	all models
	MS47L	£15.40	OUTER SIDE PANEL, footwell, LH	1	aftermarket
83	2A5550	£14.00	TOE PANEL, footwell, RH	1	all models
	2A5551	£14.00	TOE PANEL, footwell, LH	1	
85	BMH8019	£59.40	SHELF, battery & heater*	1	positive earth
86	2A5533	£72.90	TRAY, battery shelf	1	cars
87	CZJ174	£27.90	TRAY, battery shelf repair*	1	
85	BMH8010	£59.40	SHELF, battery & heater*	1	negative earth
	86	NCA	TRAY, battery shelf	1	cars87
	CZJ174	£27.90	TRAY, battery shelf repair*	1	
88	HMP415046	£8.20	BRACKET, starter solenoid mounting	1	
NI	CRCP312	£4.66	PLATE, 'Austin', chassis plate	1	metal
	CRCP311	£5.30	PLATE, 'MG', chassis plate	1	metal

\*Note: Shelf & battery tray repair panels DO NOT inc. the solenoid mounting bracket.



**Windscreen & Fittings**

**Sprite I, II & Midget I**

Part Number	Price £ea.	Description	Req.	Details
1 14A4719LAM	£146.70	WINDSCREEN GLASS, laminated	1	Sprite I to AN5 5476
2 14A4728	NCA	RUBBER, glazing	1	
3 14A4727	NCA	RUBBER, packing	1	
4 14A4729	£11.70	RUBBER, (under screen frame)	1	
5 97H717	£0.89	PEG, 'Lift the Dot'	9	

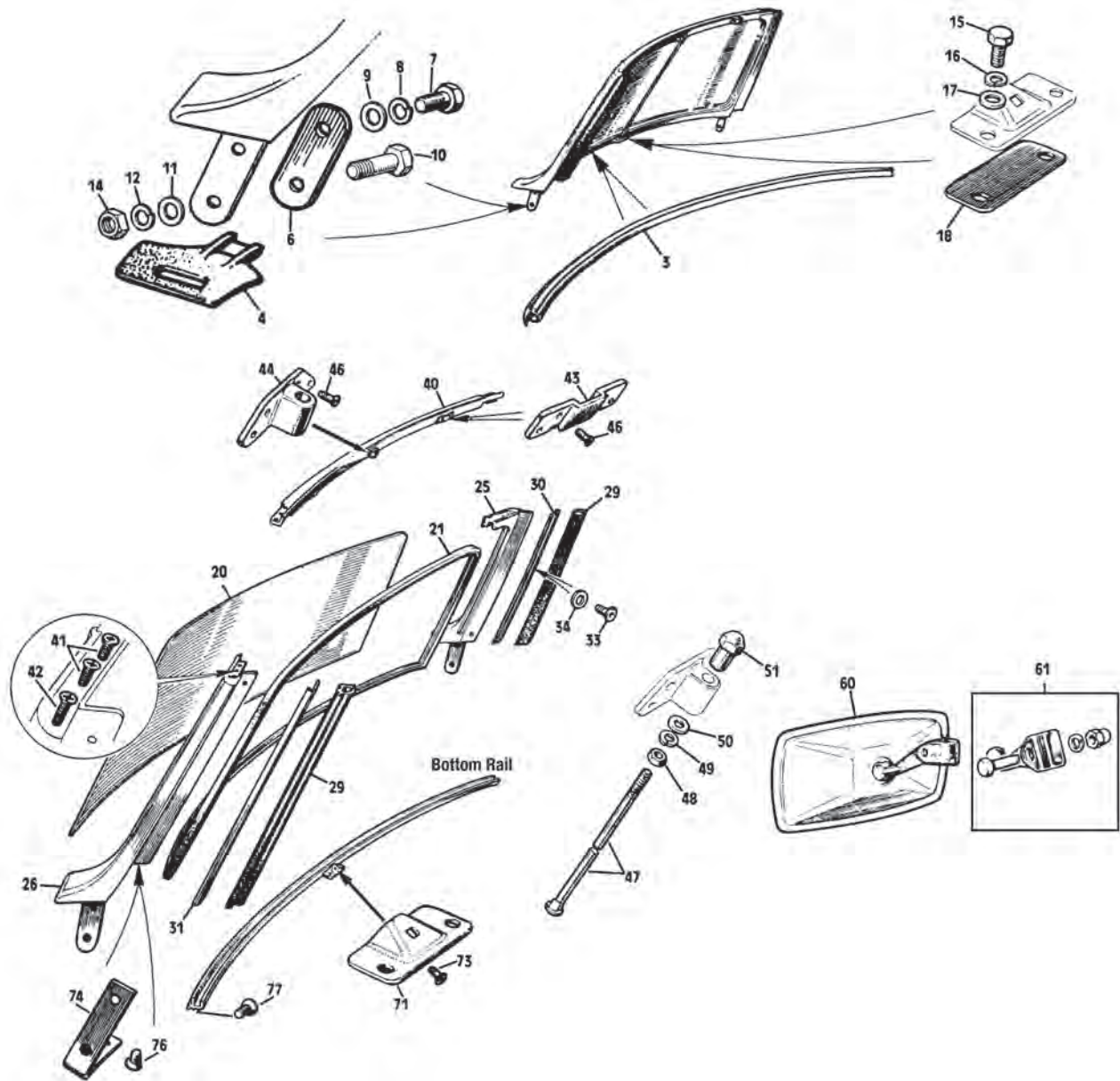
Note: Special shipping applies to all windscreens. Please see page 02 for more information.

1 AHA5317	£90.30	WINDSCREEN GLASS, laminated	1	Sprite I from AN5 5477, Sprite II & Midget I
4 AHA5322	£12.60	RUBBER, (under screen frame)	1	
5 97H717	£0.89	PEG, 'Lift the Dot'	2	
6 AHA5321	£42.30	RUBBER, screen seal filler strip	1	
7 AHA5319	£46.70	PILLAR, screen, RH	1	
8 AHA5320	£46.70	PILLAR, screen, LH	1	
9 AJD8012Z	£0.30	NUT	2	

Note: Special shipping applies to all windscreens. Please see page 02 for more information.

10 RMZ308	£0.60	SCREW, pillar to frame, (3/16")	6	all Sprite I, II, Midget I
11 AHA5486	£0.98	SCREW, pillar to body, (5/16"), zinc	4	
11 AHA5486P	£3.10	SCREW, pillar to body, (5/16"), chrome	4	
12 PWZ205	£0.30	WASHER, flat, (5/16")	4	
13 GHF332	£0.40	WASHER, spring, (5/16")	4	

14 GHF201	£0.17	NUT, (5/16")	4
15 14A4730	£2.81	PAD, pillar, RH & LH	2
NI CMZ204	£0.52	SCREW, angle bracket	8
NI 385-727	£21.80	TAP, tapered, (6/32" UNC) (Restores threads in screen angle bracket).	1



**Windscreen & Fittings**

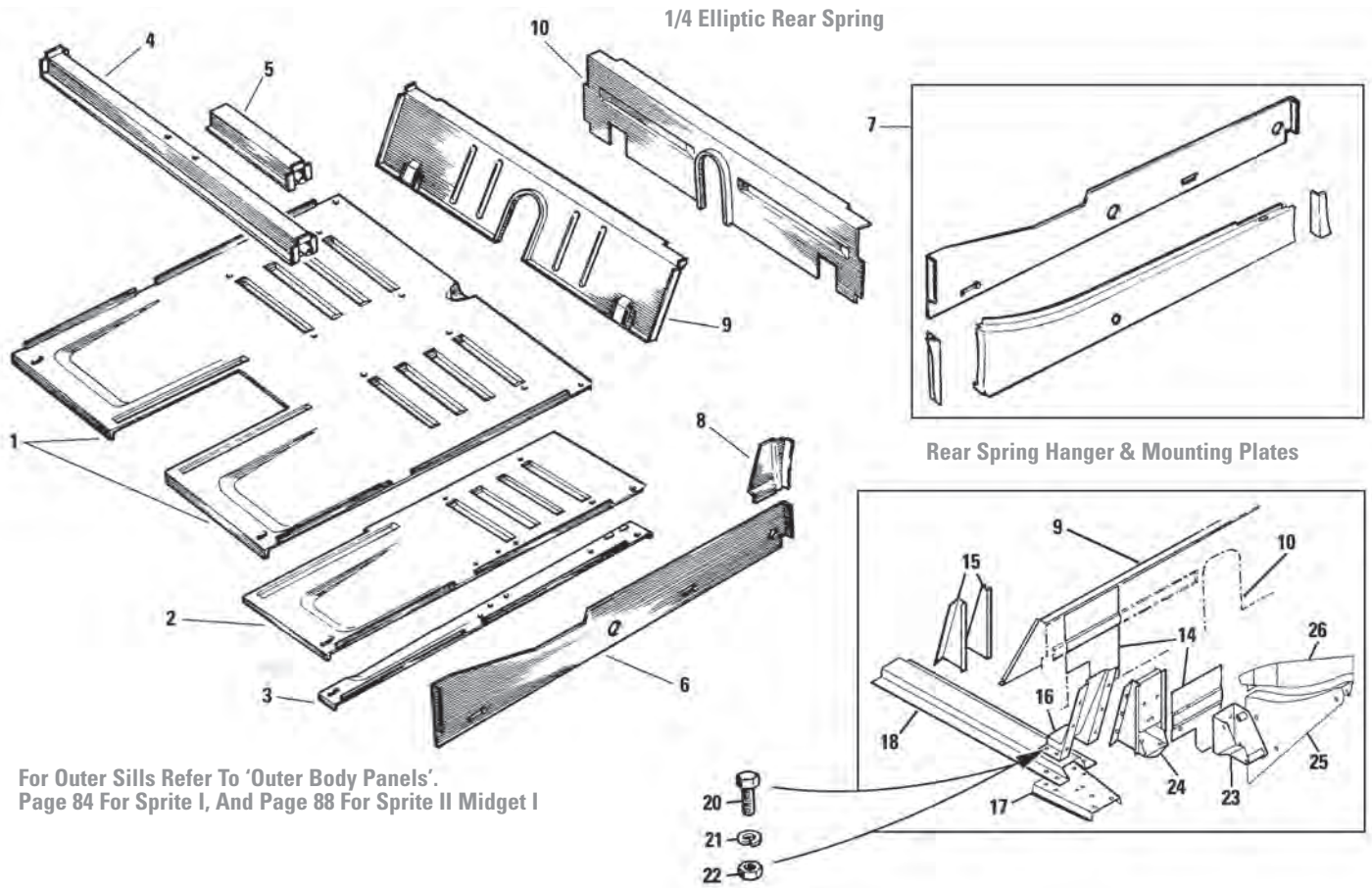
**Sprite III & Midget II**

Ill	Part Number	Price £ea.	Description	Req.	Details
3	AHA7698	£11.50	SEAL, windscreen to body	1	
4	AHA7094	£8.90	SEAL, windscreen pillar to body, LH	1	
	AHA7093	£8.90	SEAL, windscreen pillar to body, RH	1	
6	AHA7086	£2.50	SHIM, pillar leg to 'A' post	a/r	
7	SH506091	£1.96	SCREW, pillar leg to 'A' post, upper	2	
8	GHF333	£0.30	WASHER, locking	2	
9	PWZ306	£0.47	WASHER, plain	2	
10	GHF106	£0.53	BOLT, pillar leg to 'A' post, lower	2	
11	PWZ306	£0.47	WASHER, plain	2	
12	GHF333	£0.30	WASHER, locking	2	
14	GHF202	£0.22	NUT, pillar leg to 'A' post, lower	2	
15	HPP408	£1.80	SCREW, centre rod bracket to body	2	
16	GHF331	£0.38	WASHER, locking	2	
17	PWP104	£0.77	WASHER, plain	2	
18	AHA7779	£1.31	SHIM, centre rod bracket to body	a/r	
20	AHA8008	£73.10	WINDSCREEN GLASS, laminated	1	clear
	AHA8008OE	£489.60	WINDSCREEN GLASS, laminated, Triplex	1	clear
	AHA8008T	£78.00	WINDSCREEN GLASS, laminated	1	tinted
	AHA8008H	£315.30	WINDSCREEN GLASS, laminated	1	heated

Note: Special shipping applies to all windscreens. Please see page 02 for more information.

21	88G455	£25.20	GLAZING SEAL	1
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25	AHA7063	NCA	PILLAR, RH	1
26	AHA7064	NCA	PILLAR, LH	1
29	AHA7092	£4.30	SEAL, pillar to quarter light	2
30	AHA7080	NCA	RETAINER, seal to pillar, RH	1
31	AHA7081	NCA	RETAINER, seal to pillar, LH	1
	CHA668	£5.70	SEAL, pillar to quarter light	2
	CHA667	NCA	RETAINER, seal to pillar	2
33	GHF600	£0.16	RIVET, (1/8"), seal & retainer to pillar	12
	GHF601	£0.30	RIVET, (5/32"), seal & retainer to pillar	12
34	PWZ202	£0.23	WASHER, plain	12
41	CMP308	£1.00	SCREW, top rail to pillar, (inner)	4
42	CMP310	£0.77	SCREW, top rail to pillar, (outer)	2
43	AHA8483	£8.10	BRACKET, hood fastening, (original)	2
44	AHH6390	NCA	BRACKET, centre rod, upper	1
46	AHH7138	NCA	RIVET, brackets to top rail	12
47	AHA7061	£5.30	CENTRE ROD, chrome	1
48	FNP103	£0.72	NUT, locking centre rod	1
49	WL700101	£0.25	WASHER, locking	1
50	PWP203	£0.98	WASHER, plain	1
51	AHH6495	£2.40	NUT, domed	1
60	BHA4806	£21.80	INTERIOR MIRROR, metal	1
61	AHH6940	NCA	STEM, interior mirror	1
70	AHA7067	NCA	BOTTOM RAIL	1
71	AHA8486	NCA	BRACKET, centre rod, lower	1
73	GHF600	£0.16	RIVET, (1/8"), bracket to bottom rail	12
	GHF601	£0.30	RIVET, (5/32"), bracket to bottom rail	12
74	AHA7071SET	NCA	BRACKET SET, lower corner	1
76	CMZ305	£0.66	SCREW, bottom rail to reinforcement	4
77	CMZ307	£0.47	SCREW, pillar to reinforcement	4



For Outer Sills Refer To 'Outer Body Panels'.  
Page 84 For Sprite I, And Page 88 For Sprite II Midget I

**Floor Panels, Inner Sills & Rear Bulkhead**

**Floor Panels & Inner Sills, Sprite I, II & Midget I**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA7202	£238.80	FLOOR PAN ASSEMBLY, late type	1	requires small modification
2	MS23AR	£115.00	FLOOR PAN REPAIR, RH	1	for original floor pan
	MS23AL	£115.00	FLOOR PAN REPAIR, LH	1	
3	MS35R	£54.40	FLOOR EDGE REPAIR, RH	1	
	MS35L	£54.40	FLOOR EDGE REPAIR, LH	1	
4	2A5478	£55.90	CROSSMEMBER	1	with jacking points
5	2A5478H	£39.00	CROSSMEMBER REPAIR	a/r	jacking point
6	CZJ176	£30.00	INNER SILL, RH, original	1	
	CZJ177	£30.00	INNER SILL, LH, original	1	
	MS32R	£20.00	INNER SILL, RH, aftermarket	1	
	MS32L	£20.00	INNER SILL, LH, aftermarket	1	
7	MBK1003R	£69.00	SILL PANEL KIT, RH, aftermarket	1	kits inc. 1 inner & 1 outer sill and 2 end caps
	MBK1003L	£69.00	SILL PANEL KIT, LH, aftermarket	1	
8	AHA7304	£13.80	REINFORCEMENT, RH	1	'B' post to inner sill and wheel arch
	AHA7305	£13.80	REINFORCEMENT, LH	1	
9	MS82A	£72.10	BULKHEAD PANEL, rear, inner	1	
10	BMH8006	£75.00	BULKHEAD PANEL, rear, outer	1	

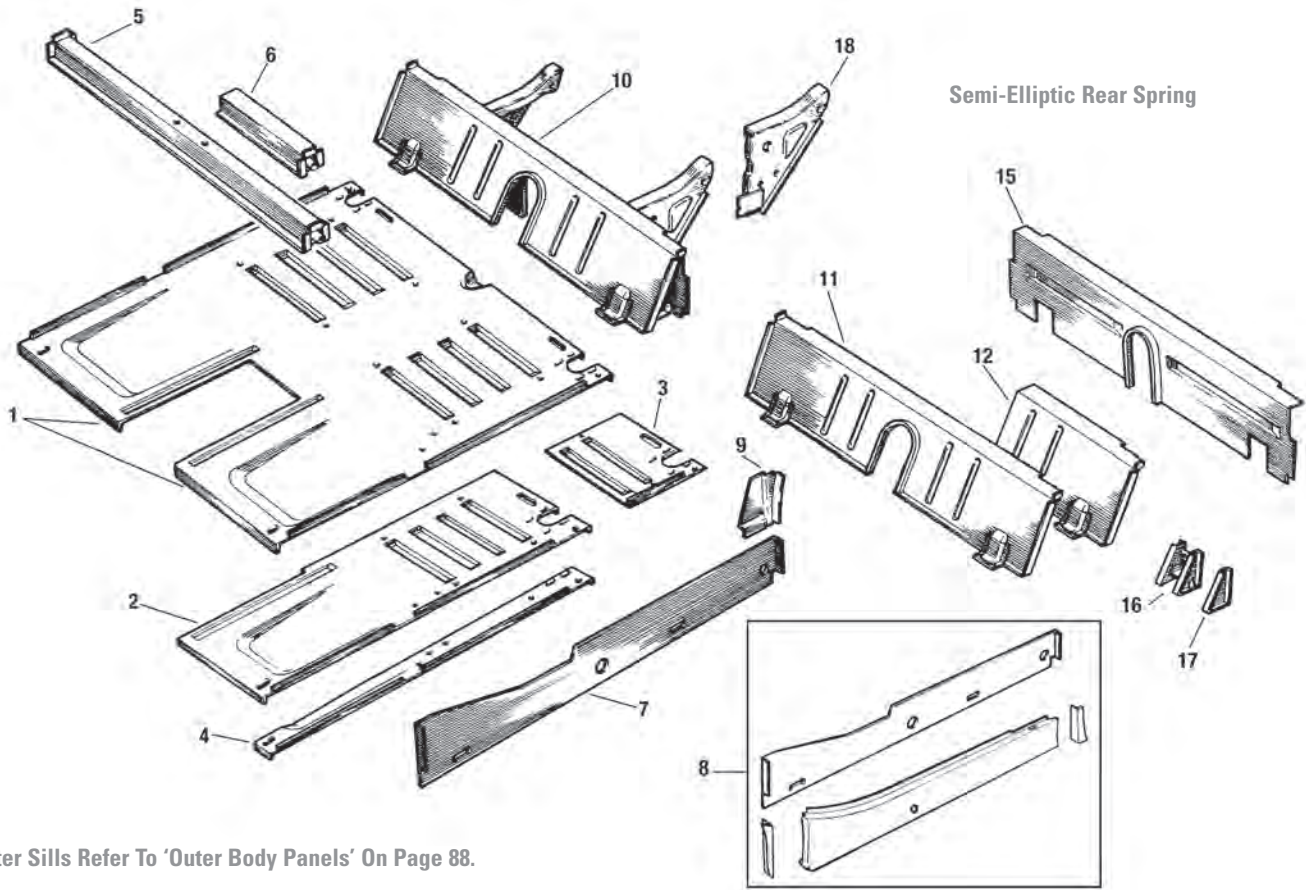
20	GHF105	£0.41	BOLT	8	strengtheners (SJK1022) to base plate (SJK106) & to strengtheners (SJK1021)
21	GHF333	£0.30	WASHER, spring	8	
22	GHF202	£0.22	NUT, plain	8	
23	AHA5305	£28.20	BRACKET, RH, front mounting	1	
	AHA5306	£28.20	BRACKET, LH, front mounting	1	
24	SJK1011	£59.40	BOX, spring hanger	2	Sprite I
	SJK1012	£59.40	BOX, spring hanger	2	Sprite II & Midget I
25	SJK1051	NCA	BRACKET, RH, damper support	1	
	SJK1052	NCA	BRACKET, LH, damper support	1	
26	SJK1091	NCA	REPAIR PANEL, RH, wheel arch/chassis	1	
	SJK1092	NCA	REPAIR PANEL, LH, wheel arch/chassis	1	

**Rear Spring Hanger & Mounting Plates**

**Sprite I, II & Midget I**

14	SJK108X	£41.10	SHUT PLATE, full width	2	sill to sill
	SJK108	NCA	SHUT PLATE, half width	2	
	SJK1031	£18.00	SHUT PLATE, RH	1	outer to spring mount
	SJK1032	£18.00	SHUT PLATE, LH	1	
15	SJK116MK1	£16.80	CLOSING PANEL, rear bulkhead, pair	1	Sprite I
	SJK116MK2	£40.00	CLOSING PANEL, rear bulkhead, pair	1	Sprite II & Midget I
16	SJK1022	£62.40	STRENGTHENER, rear bulkhead*	2	
17	SJK106	£29.40	BASE PLATE, spring hanger box*	2	
18	SJK1021	£43.20	STRENGTHENER, floor*	2	

\*Note: These parts are designed to be bolted together (as sets) to allow correct alignment PRIOR to welding. They are NOT meant to be bolted and fitted without being welded.

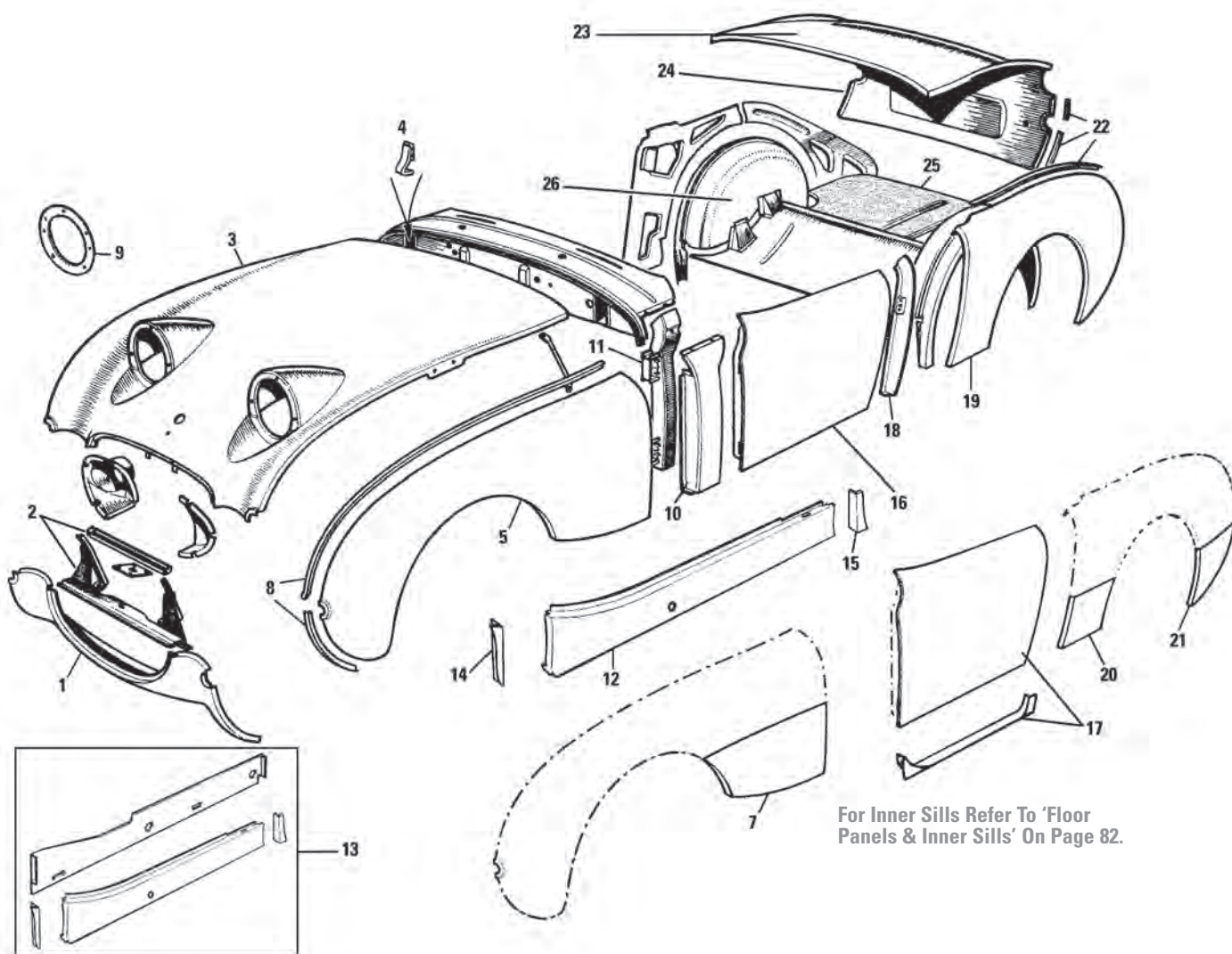


For Outer Sills Refer To 'Outer Body Panels' On Page 88.

**Floor Panels, Inner Sills & Rear Bulkhead**

**Sprite III & Midget II**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA7202	£238.80	FLOOR PAN ASSEMBLY	1	
2	HMP415033	NCA	FLOOR PAN REPAIR, RH, original	1	
	HMP415032	NCA	FLOOR PAN REPAIR, LH, original	1	
	MS23R	£85.00	FLOOR PAN REPAIR, RH, aftermarket	1	
	MS23L	£85.00	FLOOR PAN REPAIR, LH, aftermarket	1	
3	MS24R	£16.00	FLOOR REPAIR, RH, rear 1/4 section	1	} spring hanger } repair panel
	MS24L	£16.00	FLOOR REPAIR, LH, rear 1/4 section	1	
4	MS35R	£54.40	FLOOR EDGE REPAIR, RH	1	
	MS35L	£54.40	FLOOR EDGE REPAIR, LH	1	
5	2A5478	£55.90	CROSSMEMBER	1	with jacking points
6	2A5478H	£39.00	CROSSMEMBER REPAIR	a/r	jacking point
7	CZJ176	£30.00	INNER SILL, RH, original	1	
	CZJ177	£30.00	INNER SILL, LH, original	1	
	MS32R	£20.00	INNER SILL, RH, aftermarket	1	
	MS32L	£20.00	INNER SILL, LH, aftermarket	1	
8	MBK1003R	£69.00	SILL PANEL KIT, RH, aftermarket	1	} kits inc. 1 inner & 1 outer } sill and 2 end caps
	MBK1003L	£69.00	SILL PANEL KIT, LH, aftermarket	1	
9	AHA7304	£13.80	REINFORCEMENT, RH	1	} 'B' post to inner sill } and wheel arch
	AHA7305	£13.80	REINFORCEMENT, LH	1	
10	AHA7203	£270.00	BULKHEAD PANEL, assembly	1	
11	BMH8005	£75.00	BULKHEAD PANEL, rear, inner	1	
12	MS25R	£19.20	INNER BULKHEAD REPAIR, RH	1	
	MS25L	£19.20	INNER BULKHEAD REPAIR, LH	1	
15	BMH8006	£75.00	BULKHEAD PANEL, rear, outer	1	
16	AHA7208	£45.00	REINFORCEMENT, rear bulkhead	2	
17	2A5491	£22.20	CLOSING PANEL, triangle, RH	1	
	2A5492	£22.20	CLOSING PANEL, triangle, LH	1	
18	AHA7879	£41.40	BRACKET, RH, shock abs mounting	1	
	AHA7880	£41.40	BRACKET, LH, shock abs mounting	1	

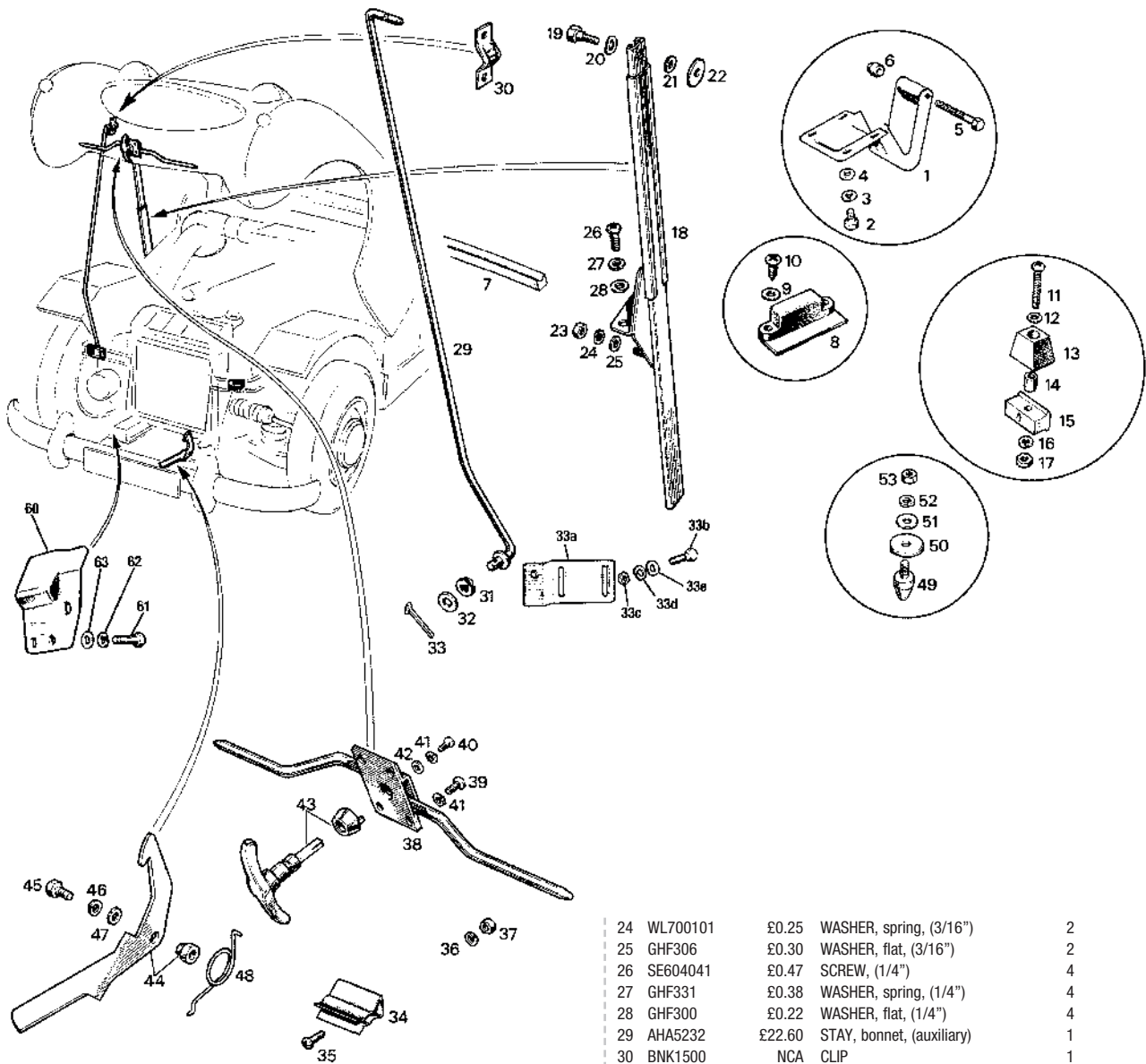


Front & Rear Outer Body Panels

Sprite I

Ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA5155	NCA	VALANCE, front lower	1	
2	AHA5155X	£204.00	AIR BOX ASSEMBLY	1	
3	14A84Z	£4,320.00	BONNET ASSEMBLY	1	
4	14A4684X	NCA	HINGE SUPPORT PANEL, bonnet (rear)	1	
5	AHA5162	£678.00	WING, front, RH	1	
	AHA5163	£678.00	WING, front, LH	1	
6	AHA5162X	NCA	STIFFENER, wing/rear edge, RH	1	
	AHA5163X	NCA	STIFFENER, wing/rear edge, LH	1	
7	MS15AR	£21.00	WING REPAIR, lower rear, RH	1	
	MS15AL	£21.00	WING REPAIR, lower rear, LH	1	
8	MB38	£22.00	BEADING, wing	a/r	comes in 5.5 ft lengths
9	CZA81	£18.40	REPAIR PANEL, headlamp ring	2	
10		NCA	'A' POST PANELS, outer	1	} see page 79 } for full details
11		NCA	'A' POST PANELS, inner	1	
12	AHA5552	£69.00	OUTER SILL, RH, original	1	} single jacking point
	AHA5553	£69.00	OUTER SILL, LH, original	1	
	MS37R	£52.60	OUTER SILL, RH, aftermarket	1	
	MS37L	£52.60	OUTER SILL, LH, aftermarket	1	
13	MBK1003R	£69.00	SILL PANEL KIT, RH, aftermarket	1	} kits inc. 1 inner & 1 outer } sill and 2 end caps
	MBK1003L	£69.00	SILL PANEL KIT, LH, aftermarket	1	
14	14A4620	£13.80	END CAP, FRONT, RH, original	1	
	14A4621	£13.80	END CAP, FRONT, LH, original	1	
	14A4620Z	£2.50	END CAP, FRONT, RH, aftermarket	1	
	14A4621Z	£2.50	END CAP, FRONT, LH, aftermarket	1	
15	14A4623	£13.80	END CAP, REAR, RH, original	1	
	14A4624	£13.80	END CAP, REAR, LH, original	1	
	14A4623Z	£2.95	END CAP, REAR, RH, aftermarket	1	
	14A4624Z	£2.95	END CAP, REAR, LH, aftermarket	1	

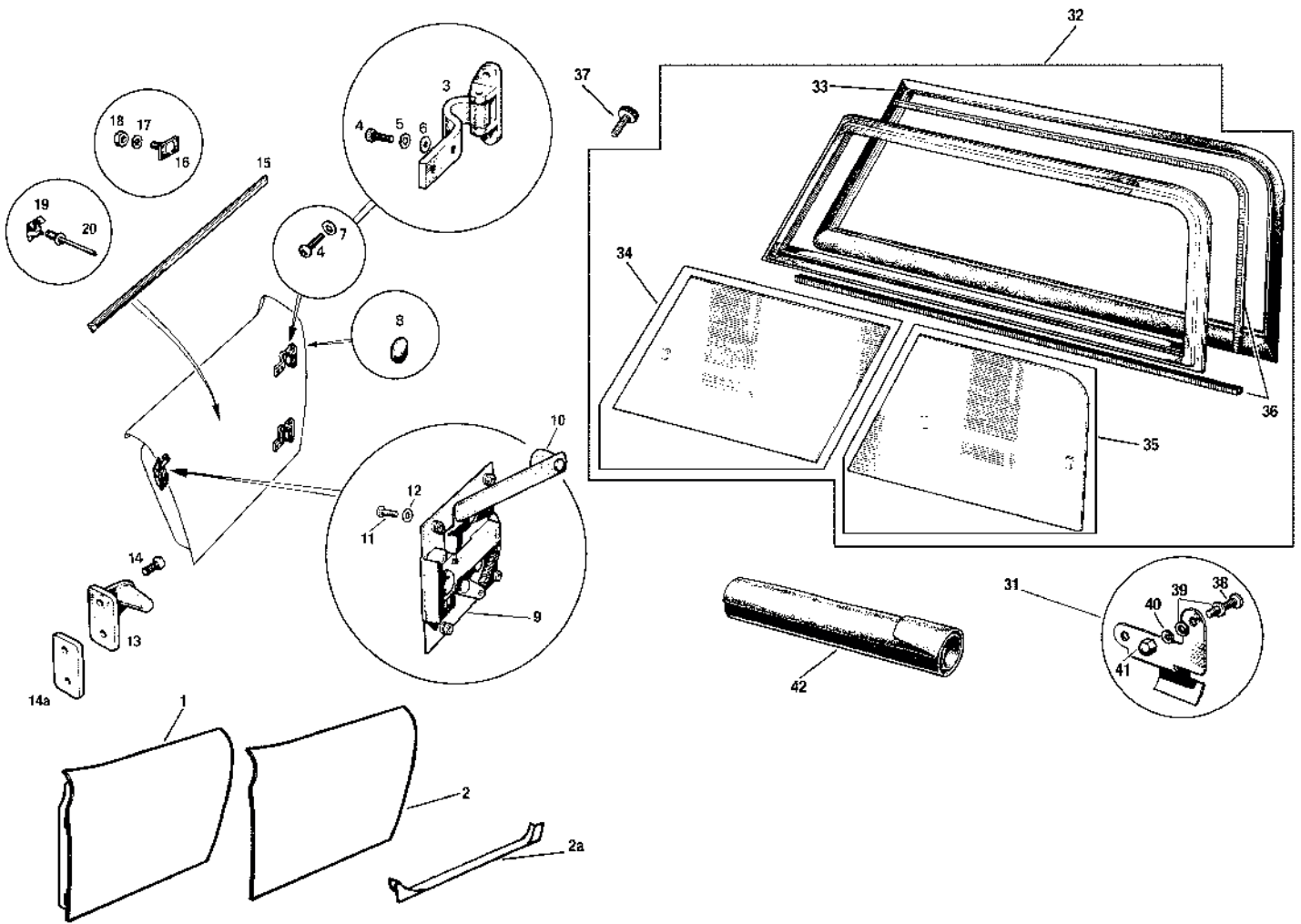
16	NCA	DOORS & PANELS			} see page 86
17	NCA	DOOR REPAIR PANELS			} for full details
18	AHA5184	£39.00	'B' POST, RH	1	
	AHA5185	£39.00	'B' POST, LH	1	
19	AHA5182	£780.00	WING, rear, RH	1	
	AHA5183	£780.00	WING, rear, LH	1	
20	MS30AR	£16.00	WING REPAIR, front lower 1/4, RH	1	
	MS30AL	£16.00	WING REPAIR, front lower 1/4, LH	1	
21	MS29AR	£150.00	WING REPAIR, rear lower 1/4, RH	1	
	MS29AL	£150.00	WING REPAIR, rear lower 1/4, LH	1	
22	MB38	£22.00	BEADING, wing	a/r	comes in 5.5 ft lengths
23	AHA5179	NCA	REPAIR PANEL, rear, shroud/boot	1	
24	AHA5179X	£80.00	REPAIR PANEL, rear, shroud/boot lower	1	
25		NCA	BOOT FLOOR PANELS		} see page 93
26		NCA	WHEEL ARCH PANELS		} for full details



**Bonnet Fittings & Fixings**

**Sprite I**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	14A4684	£51.00	HINGE	2	
2	SH604051	£0.30	SCREW, (1/4")	8	
3	GHF331	£0.38	WASHER, spring, (1/4")	8	
4	GHF300	£0.22	WASHER, flat, (1/4")	8	
5	BH605241	£1.31	PIN/BOLT, hinge, (5/16")	2	
6	LNZ105	£0.95	NUT, ('stiff nut'), (5/16")	2	alternative
	GHF222	£0.55	NUT, (nyloc), (5/16")	2	alternative
7	AHA5225	£12.90	SEAL, bonnet rear	1	
8	14A4874	£2.05	BUFFER, bonnet	4	
9	PWZ102	£0.22	WASHER, flat, (1/8")	8	
10	AB606051	£0.41	SCREW	8	
11	PMZ328	£1.04	SCREW, (3/16")	2	
12	PWZ203	£0.19	WASHER, flat, (3/16")	2	
13	ADA804	£1.70	BUFFER, wheel arch	2	
14	AHA5399	£4.00	DISTANCE TUBE	2	
15	AHA5400	£9.60	SPACER	2	
16	WL700101	£0.25	WASHER, spring, (3/16")	2	
17	GHF206	£0.16	NUT, (3/16")	2	
18	14A4691	£40.00	STAY, bonnet	2	
19	14A4705	£5.00	BOLT, bonnet stay	2	
20	AWZ105	£0.47	WASHER 'anti-rattle', (5/16")	a/r	
21	GHF301	£0.24	WASHER, flat, (5/16")	2	
22	WP129	£0.77	WASHER, flat	2	
23	GHF206	£0.16	NUT, (3/16")	2	
24	WL700101	£0.25	WASHER, spring, (3/16")	2	
25	GHF306	£0.30	WASHER, flat, (3/16")	2	
26	SE604041	£0.47	SCREW, (1/4")	4	
27	GHF331	£0.38	WASHER, spring, (1/4")	4	
28	GHF300	£0.22	WASHER, flat, (1/4")	4	
29	AHA5232	£22.60	STAY, bonnet, (auxiliary)	1	
30	BNK1500	NCA	CLIP	1	
31	AJD7731	£0.77	WASHER, spring	1	
32	GHF301	£0.24	WASHER, flat	1	
33	GHF502	£0.22	SPLIT PIN	1	
33a	AHA5234	£5.50	BRACKET, bonnet prop mount, lower	1	
33b	SH604051	£0.30	SET SCREW, (1/4")	2	
33c	GHF300	£0.22	WASHER, flat, (1/4")	2	
33d	GHF331	£0.38	WASHER, spring, (1/4")	2	
33e	GHF200	£0.22	NUT, (1/4")	2	
34	AHH5460	£3.80	CLIP	1	
35	PMZ306	£0.47	SCREW, (3/16")	2	
36	WL700101	£0.25	WASHER, spring, (3/16")	2	
37	GHF206	£0.16	NUT, (3/16")	2	
38	14A4712	£105.00	RODS, bonnet lock	1	
39	PMZ308	£0.30	SCREW, (3/16")	4	
40	6K9833	NCA	SCREW, (3/16")	1	for original handle
	576156	NCA	SCREW, (3/16"), (self lock)	1	for replacement handles
41	WL700101	£0.25	WASHER, spring, (3/16")	5	
42	GHF306	£0.30	WASHER, flat, (3/16")	5	
43	14A4891	£48.00	HANDLE & ESCUTCHEON	1	
44	14A4707	£13.90	BUSH & SAFETY CATCH	1	
45	GHF101	£0.30	SCREW, (1/4")	1	
46	GHF331	£0.38	WASHER, spring, (1/4")	1	
47	GHF300	£0.22	WASHER, flat, (1/4")	1	
48	AHA5472	£2.80	SPRING	1	
49	14A4733	£6.40	PEG, locating	2	
50	AHA5442	NCA	WASHER, (rubber)	2	
51	53K3427	£0.41	WASHER, flat, (5/16")	2	
52	GHF332	£0.40	WASHER, spring, (5/16")	2	
53	GHF201	£0.17	NUT, (5/16")	2	
60	AHA5150	£20.40	BRACKET, RH, bonnet lock retainer	1	
	AHA5151	£20.40	BRACKET, LH, bonnet lock retainer	1	
61	SH604051	£0.30	SET SCREW, (1/4")	2	
62	GHF300	£0.22	WASHER, flat, (1/4")	2	
63	GHF331	£0.38	WASHER, spring, (1/4")	2	
NI	GHF200	£0.22	NUT, (1/4")	2	



**Doors & Fittings**

**Door, Locks & Fittings, Sprite I, II & Midget I**

ill	Part Number	Price £ea.	Description	Req.	Details
1	14A81	NCA	DOOR, RH	1	
	14A82	NCA	DOOR, LH	1	
2	14A81A	£149.40	DOOR SKIN, RH	1	
	14A82A	£149.40	DOOR SKIN, LH	1	
2a	MS43R	£26.20	REPAIR PANEL, inner door bottom, RH	1	
	MS43L	£26.20	REPAIR PANEL, inner door bottom, LH	1	
3	14A4677	£65.00	HINGE	4	
4	SE604041	£0.47	SCREW, (1/4")	20	
5	WE600041	£0.47	WASHER, star, (1/4")	8	
6	GHF300	£0.22	WASHER, flat, (1/4")	8	
7	GHF321	£0.22	WASHER, spring, (1/4")	12	
8	14A716	£1.26	BLANKING PLUG, (hinge)	8	inner door panel
9	AHA5455	£31.50	LOCK MECHANISM, RH	1	
	AHA5456	£31.50	LOCK MECHANISM, LH	1	
10	AHA5455A	£7.90	KNOB, (replacement)	2	comes with lock mechanism
11	PMZ308	£0.30	SCREW, retaining, (3/16")	8	
12	WF702101	£0.36	WASHER, spring, (3/16")	8	
13	AFH1684	£10.10	STRIKER	2	
14	SF604051	£0.30	SCREW, (1/4")	4	
14a	14A4673	£1.40	PACKING/SHIM, striker adjustment	2	

**Door Mouldings, Midget I only**

15	AHA5823	£24.00	MOULDING, RH door	1	
	AHA5824	£24.00	MOULDING, LH door	1	
16	AHA9447	£1.43	PLATE, locating stud (The stud plate is located in the middle of the door moulding).	2	1 per moulding
17	WL700101	£0.25	WASHER, spring, (3/16")	6	
18	GHF206	£0.16	NUT, (3/16")	6	
19	ALA3647	£0.47	CLIP, moulding	10	5 per moulding
20	RA607096	£0.47	POP RIVET	10	

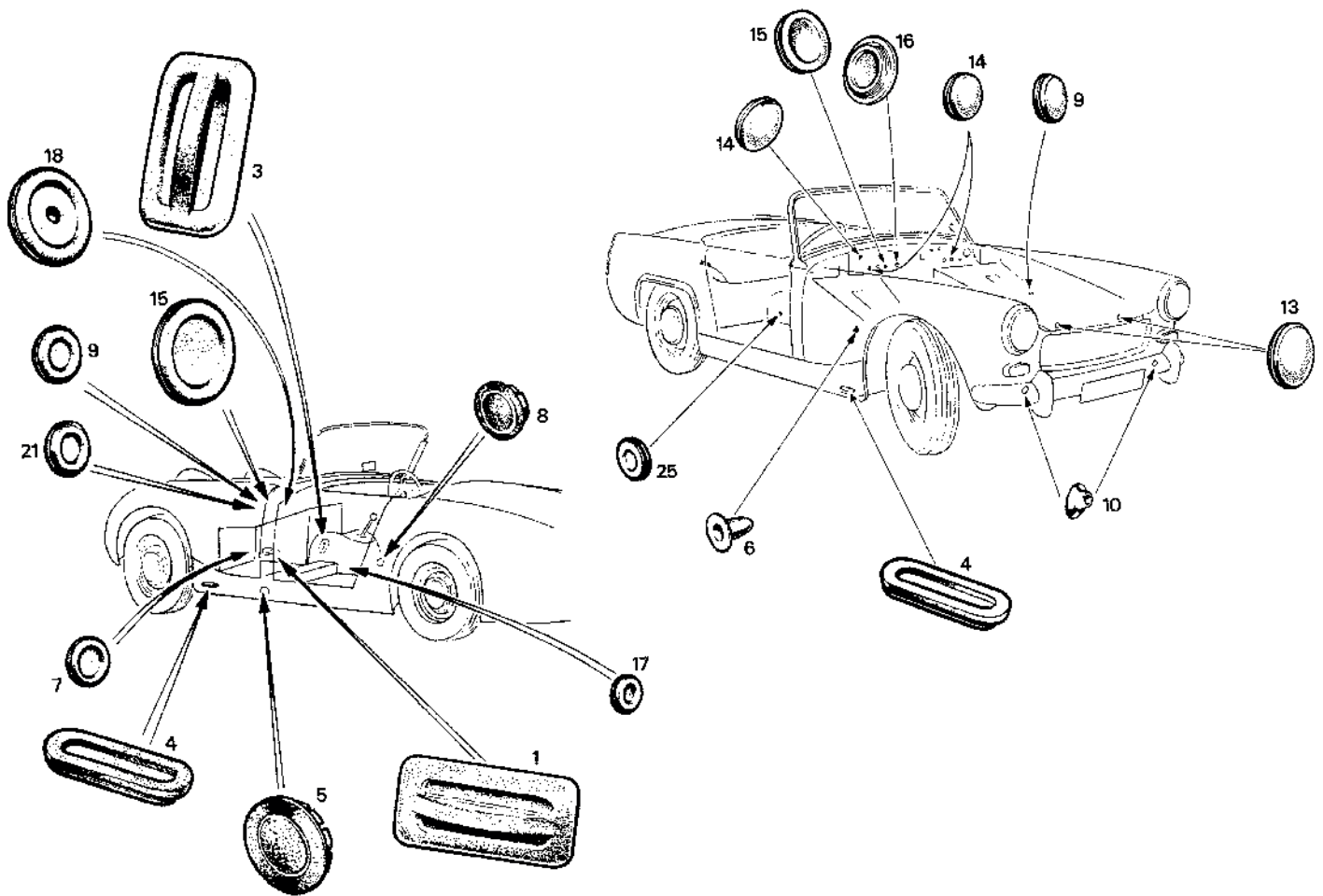
**Sidescreens & Fittings**

**Sprite I, II & Midget I**

Although side curtains were listed as standard equipment, 99% of Sprite I's were fitted with sidescreens. Parts for the side curtains are unobtainable.

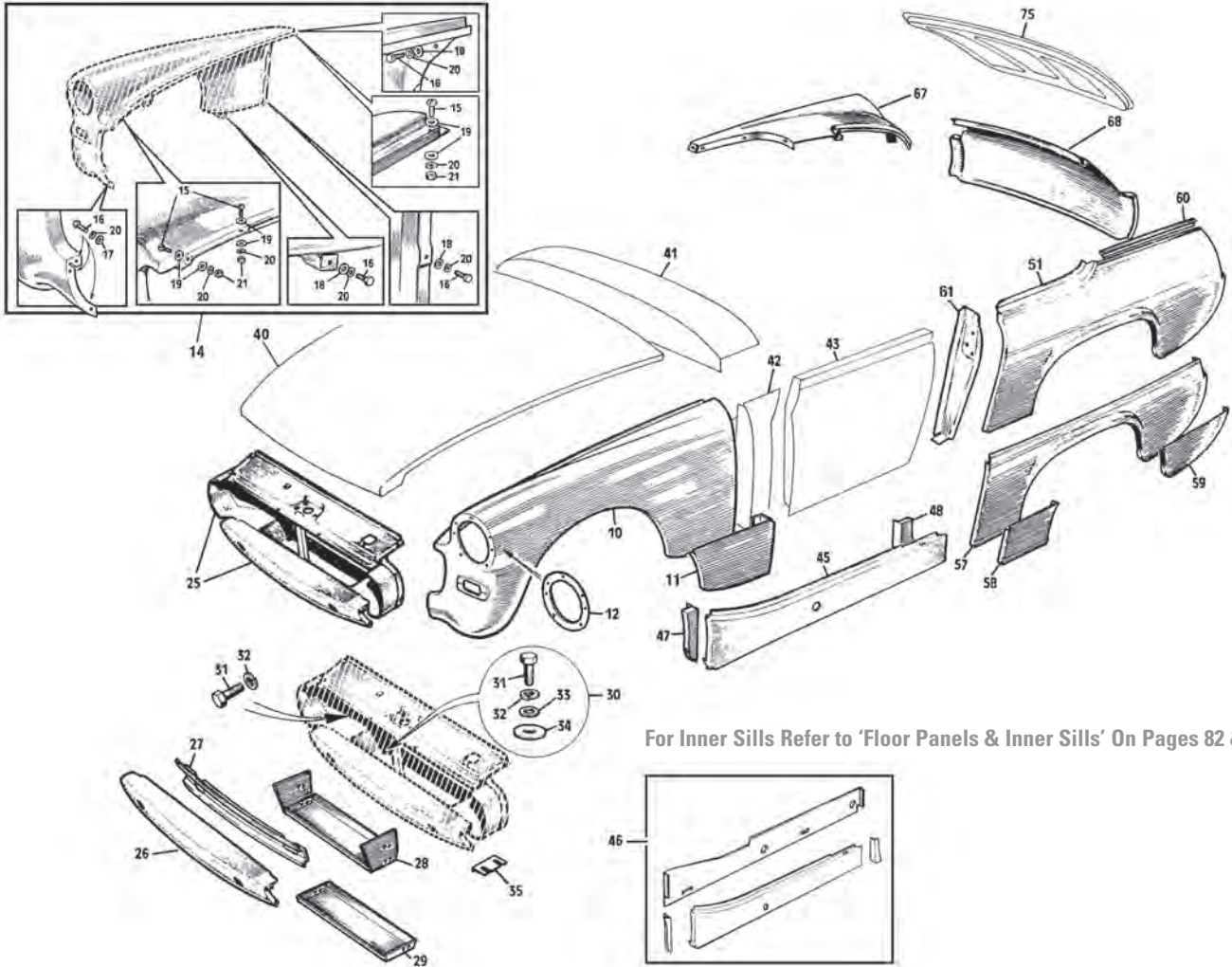
ill	Part Number	Price £ea.	Description	Req.	Details
31	AHA5894SET	£26.00	BRACKET SET, sidescreens	1	inc 4 brackets & fixings
32	AHA5414	£160.00	SIDESCREEN UNIT, RH	1	less brackets
	AHA5415	£160.00	SIDESCREEN UNIT, LH	1	
33	AHA5418	£15.00	SEAL, outer RH	1	
	AHA5419	£15.00	SEAL, outer LH	1	
34	AHA5422KIT	£12.40	PERSPEX, front	2	
35	AHA5424KIT	£13.80	PERSPEX, rear	2	
36	AHA5420	£5.30	FELT TRACK, (length)	2	cut to fit
37	AHA5263	£6.30	THUMB SCREW, short	4	
38	PMZ314	£0.30	SCREW, (3/16")	8	
39	GHF306	£0.30	WASHER, flat, (3/16")	16	included in item 1
40	WL700101	£0.25	WASHER, spring, (3/16")	8	
41	14B7889	£1.36	NUT, domed, (3/16")	8	
42	AHA5216	£39.00	BAG, stowage	1	





**Grommets, Plugs & Covers**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	4G4920	£2.30	COVER, toe box side RH	1	
3	4G4920	£2.30	COVER, gearbox filler plug	1	
4	4G6957	£1.36	PLUG, sill & sling	2	
5	2H8198	£1.70	GROMMET, jacking point	2	
6	ADA2493	£0.47	PLUG, footwell side	2	not Sprite I
7	BHA4536	£1.43	PLUG, steering column	1	
8	4G1851	£1.45	GROMMET, propshaft inspection	1	
9	RFN210	£0.84	GROMMET, footwell, LH	1	
10	AAA1645	£0.86	GROMMET, bumper Iron	2	not Sprite I
NI	RFR103	£2.40	GROMMET (Bonnet cable through footwell).	1	
NI	600395	£1.60	GROMMET, (1" od x 1/8" id) (Various bulkhead applications such as bonnet cable).	a/r	not Sprite I
13	600399	£2.10	GROMMET, mudshield	2	not Sprite I
14	RFN210	£0.84	BLANKING PLUG	3	if required, see also 20, 24
15	4G2541	NCA	BLANKING PLUG	1	
16	CFP625	£0.64	BLANKING PLUG, tachometer cable	1	only fitted to cars with electric tachometer
17	GHF822	£0.47	GROMMET, rear cross member	2	
18	5L489	£2.66	GROMMET, main harness	1	
NI	14A716	£1.26	GROMMET, door hinge	8	not fitted to GAN2 HAN7 cars
NI	RFN303	£0.80	GROMMET, choke & starter cable	2	
21	C5574A	£4.30	GROMMET, wiper rack	1	
NI	RFN303	£0.80	GROMMET, heater cable/harness	2	
NI	RFN303	£0.80	GROMMET, tank unit/rear panel harness	2	
NI	RFN305	£1.00	GROMMET, w/motor/dip switch harness	2	
25	24K6821	£2.40	BLANKING PLUG, seat belt	2	
NI	RFN110	£2.40	GROMMET, front lamps	3	not Sprite I



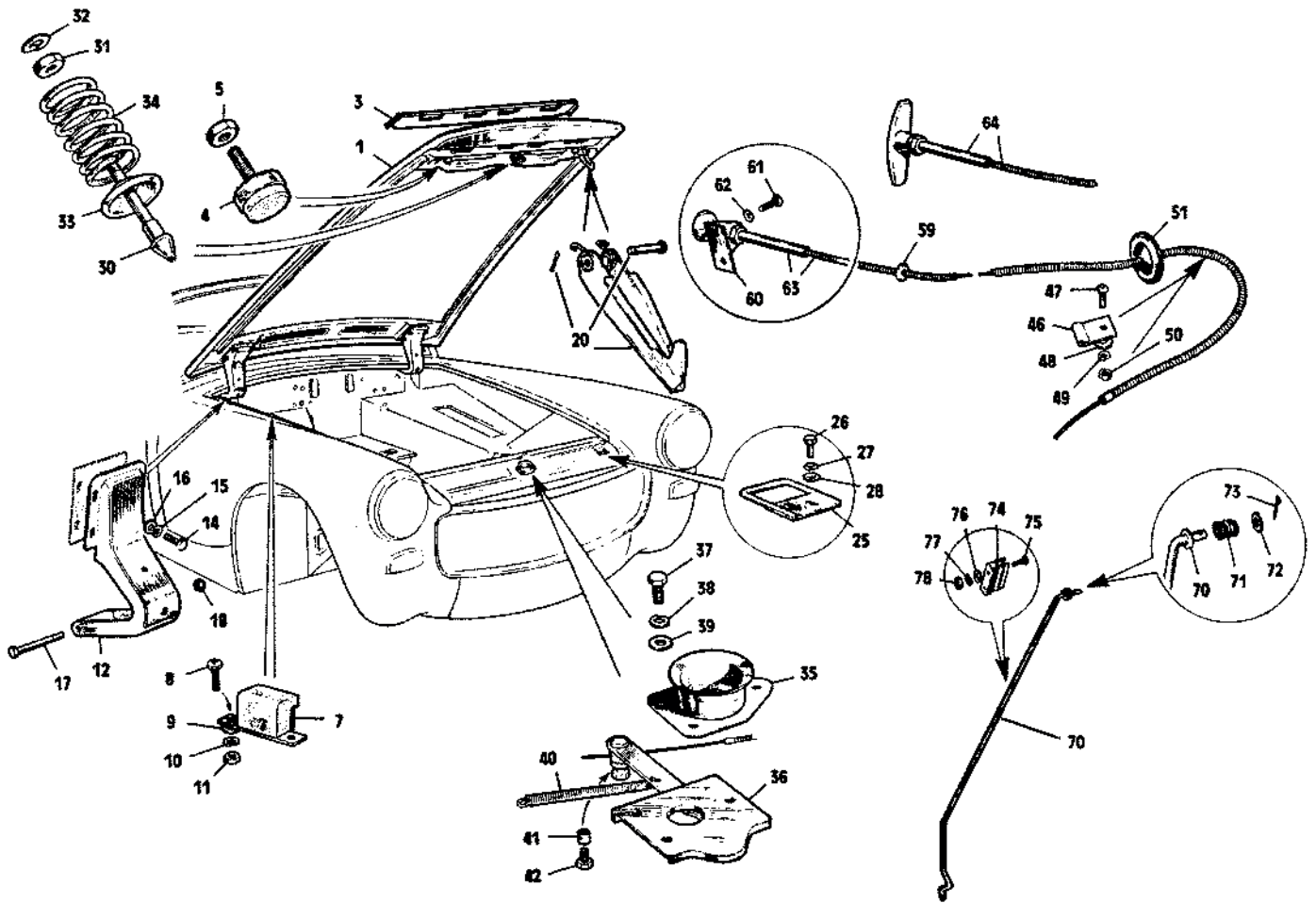
For Inner Sills Refer to 'Floor Panels & Inner Sills' On Pages 82 & 83.

Front & Rear Outer Body Panels

Sprite II, III & Midget I, II

ill	Part Number	Price £ea.	Description	Req.	Details
10	AHA7393	£618.00	WING, front, RH	1	
	AHA5546	£618.00	WING, front, LH	1	
11	MS15R	£21.00	WING REPAIR, lower rear, RH	1	
	MS15L	£21.00	WING REPAIR, lower rear, LH	1	
12	CZA81	£18.40	RIM, headlamp fixing	2	
14	GBK0014	£6.90	FIXING KIT, front wing, (per side)	2	contains items 15 to 21
15	AHA6352	£0.72	SCREW, round headed, (1/4")	6	3 per wing
16	SH604051	£0.30	SCREW, (1/4")	16	8 per wing
17	GHF300	£0.22	WASHER, flat small, (1/4")	6	3 per wing
18	PWZ404	£0.53	WASHER, flat large, (1/4")	10	5 per wing
19	WM57	£0.24	WASHER, flat intermediate, (1/4")	12	6 per wing
20	GHF331	£0.38	WASHER, spring, (1/4")	22	11 per wing
21	GHF200	£0.22	NUT, (1/4")	6	3 per wing
25	AHA5549	£346.80	FRONT END ASSEMBLY	1	
	AHA5549Z	NCA	FRONT END ASSEMBLY, aftermarket	1	
	MS85A	£65.00	LANDING PANEL, bonnet, aftermarket	1	
26	BMH8026	£90.00	VALANCE, front lower, original	1	part of AHA5549 (item 25)
	MS10	£79.10	VALANCE, front lower, aftermarket	1	
	BMH8027	£156.00	VALANCE, front lower, with stiffener	1	BMH8026 + MS10A
27	MS10A	£14.40	STIFFENER	1	
28	MS42	£20.40	MOUNTING PANEL, valance, with ends	1	part of AHA5549
29	MS41	£5.70	MOUNTING PANEL, valance, without ends	1	
30	MBK122	£6.00	BOLT KIT, front valance	1	inc items 31 to 34
31	GHF117	£0.30	SCREW	10	(Front end to chassis rail & radiator mounting bracket).
32	GHF331	£0.38	WASHER, locking	10	
33	WM57	£0.24	WASHER, plain	4	
34	GHF300	£0.22	WASHER, plain	6	
35	AHA5642	NCA	SHIM, front end to chassis rails	a/r	use maximum of 4
40	NCA	NCA	BONNET		see page 89
41	NCA	NCA	TOP SHROUD, scuttle		

42	NCA	'A' POST			see page 79
43	NCA	DOORS & FITTINGS, (Sprite II & Midget I)			see page 86
	NCA	DOORS & FITTINGS, (Sprite III & Midget II)			see page 90
45	AHA5552	£69.00	OUTER SILL, RH, original	1	single jacking hole
	AHA5553	£69.00	OUTER SILL, LH, original	1	
	MS37R	£52.60	OUTER SILL, RH, aftermarket	1	
	MS37L	£52.60	OUTER SILL, LH, aftermarket	1	
46	MBK1003R	£69.00	SILL PANEL KIT, RH, aftermarket	1	kits inc. 1 inner & 1 outer
	MBK1003L	£69.00	SILL PANEL KIT, LH, aftermarket	1	sill and 2 end caps
47	14A4620	£13.80	END CAP, FRONT, RH, original	1	
	14A4621	£13.80	END CAP, FRONT, LH, original	1	
	14A4620Z	£2.50	END CAP, FRONT, RH, aftermarket	1	
	14A4621Z	£2.50	END CAP, FRONT, LH, aftermarket	1	
48	14A4623	£13.80	END CAP, REAR, RH, original	1	
	14A4624	£13.80	END CAP, REAR, LH, original	1	
	14A4623Z	£2.95	END CAP, REAR, RH, aftermarket	1	
	14A4624Z	£2.95	END CAP, REAR, LH, aftermarket	1	
51	AJA5115	£556.90	WING, rear, square arch, RH	1	Sprite II, Midget I
	AJA5116	£556.90	WING, rear, square arch, LH	1	
	AHA7212	£499.40	WING, rear, square arch, RH	1	Sprite III, Midget II
	AHA7213	£499.40	WING, rear, square arch, LH	1	
57	MS28R	£168.00	REPAIR SECTION, rear wing, lower 1/2, RH	1	Sprite II-III & Midget I-II
	MS28L	£168.00	REPAIR SECTION, rear wing, lower 1/2, LH	1	
58	MS30R	£20.40	REPAIR SECTION, rear wing, front 1/4, RH	1	square wheel arch
	MS30L	£20.40	REPAIR SECTION, rear wing, front 1/4, LH	1	
59	MS29R	£39.60	REPAIR SECTION, rear wing, rear 1/4, RH	1	
	MS29L	£39.60	REPAIR SECTION, rear wing, rear 1/4, LH	1	
60	MB38	£22.00	BEADING, wing	2	comes in 5.5 ft lengths
61	AHA5184	£39.00	'B' POST, RH	1	Sprite II, Midget I
	AHA5185	£39.00	'B' POST, LH	1	
	AHA7229	£31.80	'B' POST, RH	1	Sprite III, Midget II
	AHA7230	£31.80	'B' POST, LH	1	
67	AHA5756	NCA	SHROUD SIDE REPAIR PANEL, RH	1	
	AHA5757	NCA	SHROUD SIDE REPAIR PANEL, LH	1	
68	BMH8502	£138.00	REAR LOWER PANEL	1	no holes for reverse lamps
75	NCA	NCA	BOOT LID		see page 92



**Bonnet & Fittings**

**Sprite II, III & Midget I, II**

Part Number	Price £ea.	Description	Req.	Details
1 CZJ380	£660.00	BONNET	1	
MS56	NCA	BONNET, aftermarket	1	
3 MS12A	NCA	FRONT EDGE REPAIR, bonnet, inner	1	
4 AHA5654	£4.30	BUFFER, front corner	2	
5 NT605041	£0.30	NUT, locking	2	
6 AAU5486A	NCA	BUFFER, front corner	2	
7 AHA5674	£3.30	BUFFER, side	2	
8 PMZ308	£0.30	SCREW,	4	buffer to wing channel
9 GHF306	£0.30	WASHER, plain	4	
10 WL700101	£0.25	WASHER, locking	4	
11 GHF206	£0.16	NUT	4	
12 14A4684	£51.00	HINGE, bonnet	2	
14 SH604051	£0.30	SCREW, hinge to bonnet	8	
15 GHF331	£0.38	WASHER, locking	8	
16 GHF300	£0.22	WASHER, plain	8	
17 BH605241	£1.31	BOLT, hinge to bulkhead	2	
18 GHF242	£1.57	NUT, nyloc	2	

**Safety Catch**

20 14A366	£11.70	HOOK, safety catch	1	
25 AHA5617	£4.00	BRACKET, safety catch	1	
AHA5617SS	£13.60	BRACKET, safety catch	1	stainless steel
26 53K126	£0.60	SCREW	2	bracket to bonnet landing panel
27 WL700101	£0.25	WASHER, locking	2	
28 GHF306	£0.30	WASHER, plain	2	

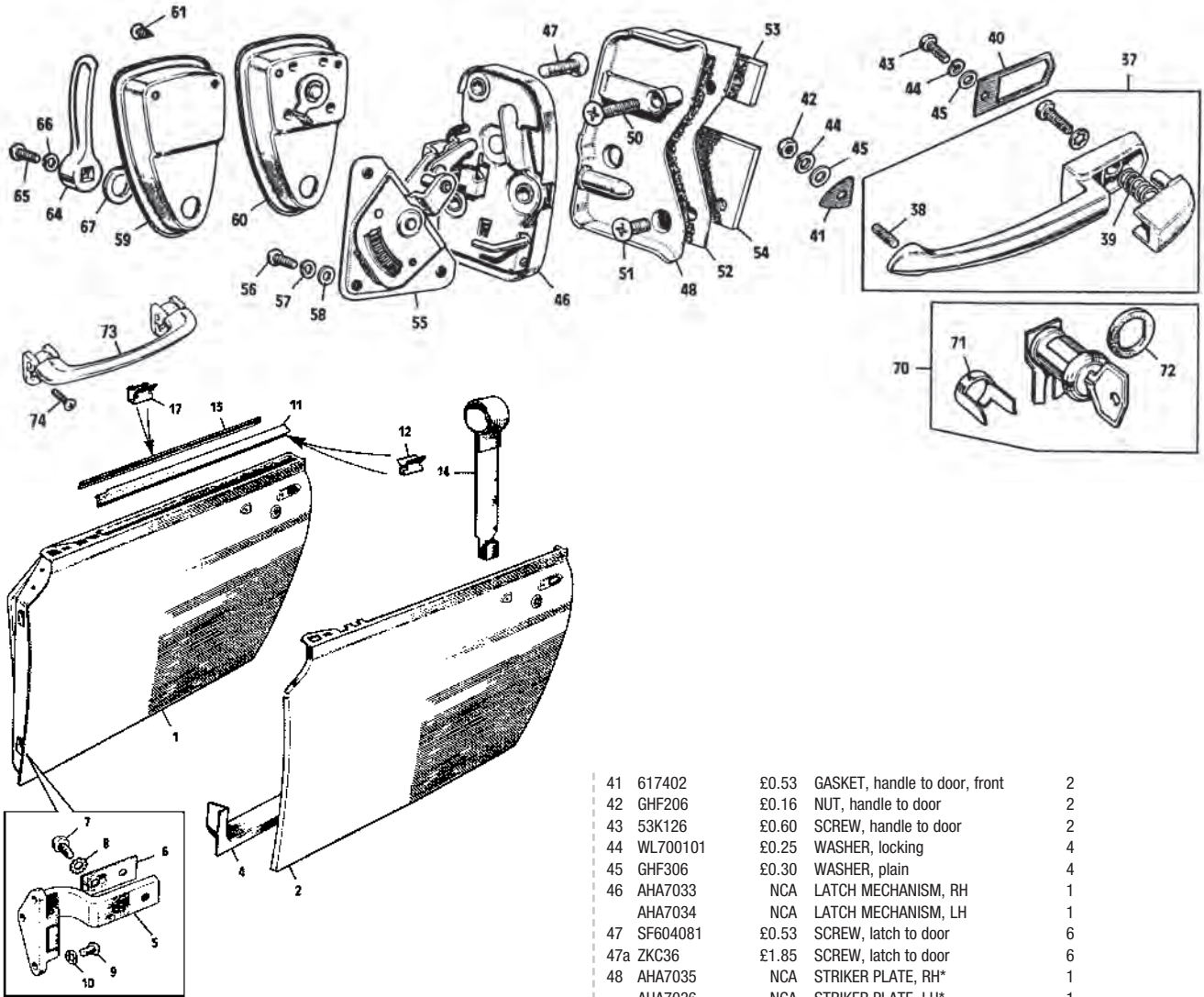
**Bonnet Lock**

30 14G2444	£5.70	PIN, bonnet locking	1	
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31 NT606041	£0.60	NUT, locking pin	1	
32 GHF333	£0.30	WASHER, locking	1	
33 4G3676	£5.90	THIMBLE, pin	1	
34 4G1588	£5.00	SPRING, bonnet lock	1	
35 AHA5543	£13.06	CUP, locating	1	
AHA5543SS	£13.80	CUP, locating	1	stainless steel
36 4G3035	£51.00	CATCH PLATE	1	
37 SH604051	£0.30	SCREW, cup & plate to landing panel	3	
38 GHF331	£0.38	WASHER, locking	3	
39 GHF300	£0.22	WASHER, plain	3	
40 4G2494	£3.10	SPRING, catch return	1	
41 24G1052K	£2.40	NIPPLE & SCREW	1	
42 53K1016	£0.64	SCREW, trunnion	1	
46 PCR307	£1.25	CLIP, underside of landing panel	1	
47 PMZ308	£0.30	SCREW, clip to landing panel	1	
48 GHF306	£0.30	WASHER, plain	1	
49 WL700101	£0.25	WASHER, locking	1	
50 GHF206	£0.16	NUT	1	
51 600395	£1.60	GROMMET, mud shield	1	
59 RFR103	£2.40	GROMMET, LH toe board	1	
60 AHA5517	£7.80	BRACKET, cable to footwell side	1	
61 PMZ306	£0.47	SCREW, bracket to footwell side	2	
62 WL700101	£0.25	WASHER, locking	2	
63 AHA5653B	£12.00	CABLE, bonnet release, round knob	1	alternative
64 CHA460	£12.70	CABLE, bonnet release, 'T' handle	1	

**Bonnet Stay**

70 AHA7640	£16.40	STAY ROD, bonnet	1	
71 AAA2398	NCA	SPRING, anti rattle	1	
72 GHF301	£0.24	WASHER, plain	1	
73 GHF502	£0.22	SPLIT PIN	1	
74 AHH5460	£3.80	CLIP, stay rod stowage	1	
75 PMZ306	£0.47	SCREW, clip to bonnet	2	
76 GHF306	£0.30	WASHER, plain	2	
77 WL700101	£0.25	WASHER, locking	2	
78 GHF206	£0.16	NUT	2	



41	617402	£0.53	GASKET, handle to door, front	2
42	GHF206	£0.16	NUT, handle to door	2
43	53K126	£0.60	SCREW, handle to door	2
44	WL700101	£0.25	WASHER, locking	4
45	GHF306	£0.30	WASHER, plain	4
46	AHA7033	NCA	LATCH MECHANISM, RH	1
	AHA7034	NCA	LATCH MECHANISM, LH	1
47	SF604081	£0.53	SCREW, latch to door	6
47a	ZKC36	£1.85	SCREW, latch to door	6
48	AHA7035	NCA	STRIKER PLATE, RH*	1
	AHA7036	NCA	STRIKER PLATE, LH*	1
50	ZKC37	£2.40	SCREW, locking, long	2
	SF604101	£0.66	SCREW, locking, long	2
51	ZKC38	£3.05	SCREW, locking, short	4

\*Note: Illustration shows later type striker plate.

52	BHH341	£1.31	SHIM, 0.064"	a/r	} striker plate to 'B' post
	BHH342	£1.04	SHIM, 0.032"	a/r	
	ZKC6167	NCA	SHIM, 0.010"	a/r	
53	AHA7085	£4.00	TAPPED PLATE, upper, (in 'B' post)	2	
54	AHH8589	£2.50	TAPPED PLATE, lower, (in 'B' post)	2	
55	AHA7145	NCA	REMOTE CONTROL, latch, LH	1	
	AHA7144	NCA	REMOTE CONTROL, latch, RH	1	
56	PMZ308	£0.30	SCREW, remote control to door	6	
57	WL700101	£0.25	WASHER, locking	6	
58	GHF306	£0.30	WASHER, plain	6	
59	AHA7140	NCA	ESCUTCHEON, non-locking	1 (driver's side)	
60	AHA7040NF	NCA	ESCUTCHEON, locking type, (bare)	a/r	
61	AB604023	£0.53	SCREW, escutcheon to door	2	
64	AHA7037	£21.00	HANDLE, remote control	2	
	AHA7037	£21.00	HANDLE, remote control	2 late type alternative	
65	54K205	£1.39	SCREW, handle to remote control	2	
	PMZ308	£0.30	SCREW, handle to remote control	2 late type alternative	
66	WL700101	£0.25	WASHER, locking	2	
67	AHA7377	NCA	WASHER, bearing	2	
70	AHA8531	£31.80	DOOR LOCK & 2 KEYS, RH*	1	
	AHA8532	£31.80	DOOR LOCK & 2 KEYS, LH*	1	

\*Note: Can also be purchased as a complete lock set that includes the boot lid, see lock & key sets.

71	37H3387	NCA	CLASP, lock to door	2
72	BHH972G	£0.66	GASKET, lock to door	2
73	650306	£18.40	HANDLE, door pull, chrome	2
74	RMP310	£0.77	SCREW, chrome, handle to door	4

**Lock & Key Sets**

NI	AHA8531P	£54.72	DOOR LOCK SET, (doors only)	1	} with two keys
NI	BHH973S	£79.60	SECURITY DOOR SET, (doors only)	1	
NI	AHA6357C	£94.56	CAR LOCK SET, (doors & boot lid)	1	

**Door Panels, Hinges & Seals**

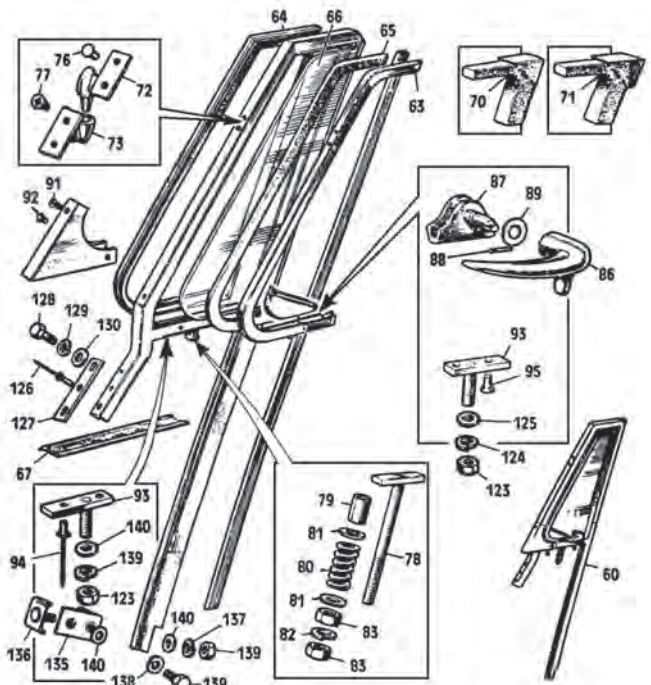
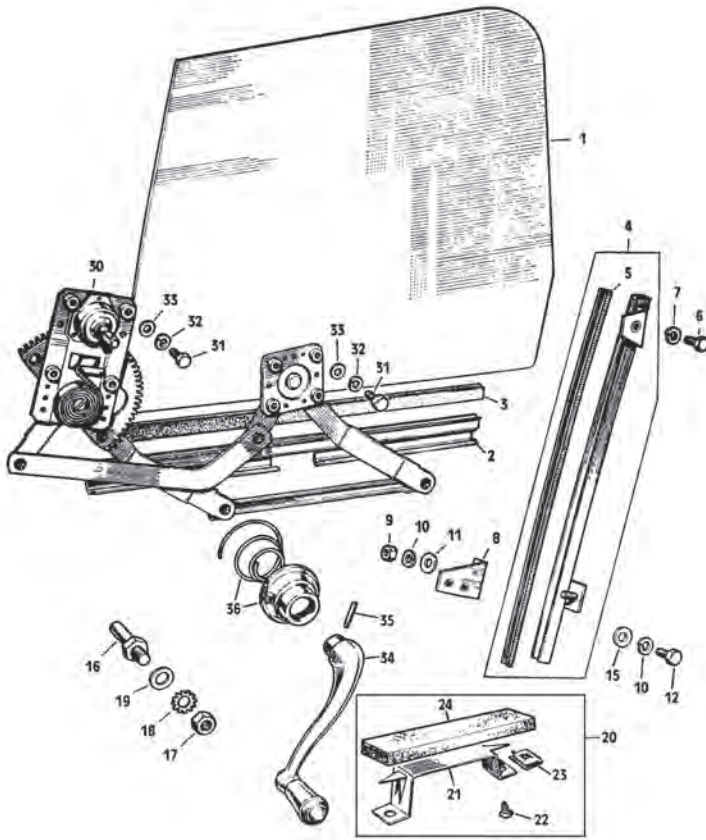
**Sprite III & Midget II**

ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA8519	NCA	DOOR, LH	1	
	AHA8518	NCA	DOOR, RH	1	
2	CZJ707	£84.00	OUTER SKIN, door, RH	1	
	CZJ708	£84.00	OUTER SKIN, door, LH	1	
4	MS43R	£26.20	LOWER REPAIR, door frame, RH	1	
	MS43L	£26.20	LOWER REPAIR, door frame, LH	1	
5	AHA7428	£70.80	HINGE, door	4	
6	AHA7429	NCA	PLATE, hinge	4	
NI	GBK0015	£3.60	BOLT KIT, holds 2 hinges to door	2	} 1 kit per side
NI	GBK0016	£2.60	BOLT KIT, holds 2 hinges to 'A' post	2	
8	WE600051	£0.53	WASHER, shakeproof	8	
9	SE604041	£0.47	SCREW, hinge to 'A' post	12	
10	GHF321	£0.22	WASHER, shakeproof	12	
11	AHA7635	£6.00	WEATHER STRIP, door, outer, LH	1	
	AHA7634	£6.00	WEATHER STRIP, door, outer, RH	1	
12	GHF1560	£0.36	CLIP, outer weather strip to door	14	
14	GAC9994X	£30.60	HOOKED TOOL, clip fitting	1	} save your temper & paintwork
15	AHA7720	£5.30	WEATHER STRIP, door, inner, LH	1	
	AHA7719	£5.30	WEATHER STRIP, door, inner, RH	1	
17	AHA7838	£0.86	CLIP, inner weather strip to door	12	

**Door Handles & Locks**

**Sprite III & Midget II**

37	AHA7157	NCA	EXTERIOR HANDLE	2
38	27H9510	NCA	STUD, handle to door	2
39	27H9509	NCA	SPRING, button return	2
40	617403	£0.53	GASKET, handle to door, rear	2



**Drop Glass, Regulator, Seals & Fittings**

**Sprite III & Midget II**

ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA8431	£75.30	DROP GLASS, door, RH	1	
	AHA8432	£75.30	DROP GLASS, door, LH	1	
2	AHA7042	£17.70	CHANNEL, lower	2	
3	37H4297	£3.35	GLAZING STRIP, rubber	2	cut to fit
4	AHA8405	£24.90	CHANNEL, rear, RH	1	
	AHA8406	£24.90	CHANNEL, rear, LH	1	
5	AHH7448	£4.00	STRIP, felt & rubber	2	
6	SH604041	£0.41	SCREW, channel top to door	2	
7	GHF331	£0.38	WASHER, locking	2	
8	AHA7326	£6.10	BRACKET, channel bottom to door, RH	1	
	AHA7327	£6.10	BRACKET, channel bottom to door, LH	1	
9	GHF200	£0.22	NUT, bracket to channel bottom	2	
10	GHF331	£0.38	WASHER, locking	6	
11	GHF300	£0.22	WASHER, plain	2	
12	SH604041	£0.41	SCREW, bracket to door	4	
15	GHF300	£0.22	WASHER, plain	4	
16	AHA7703	NCA	STOP, regulator	2	
17	GHF201	£0.17	NUT, stop to door	2	
18	WE600051	£0.53	WASHER, shakeproof	2	
19	GHF301	£0.24	WASHER, plain	2	
20	AHA7431SSK	£9.90	STOP KIT, window drop bracket	2	
21	AHA7431	NCA	STOP, lower	2	
22	GHF425	£0.22	SCREW, lower stop to door bottom	4	
23	PFS410	£0.64	SPIRE NUT	4	
24	AHH6434	£2.40	FELT PAD, lower stop	2	
30	AHA7038	NCA	REGULATOR, drop glass, RH	1	
	AHA7039	NCA	REGULATOR, drop glass, LH	1	
31	SH604041	£0.41	SCREW, regulator to door	16	
32	GHF331	£0.38	WASHER, locking	16	
33	WM57	£0.24	WASHER, plain	16	
34	ADH5481	£31.30	HANDLE, window regulator	2	
35	ALH1527	£1.20	PIN, handle to regulator	2	
36	ADB709	£20.40	ESCUTCHEON & SPRING, handle	2	

**Quarter Light & Fittings**

**Sprite III & Midget II**

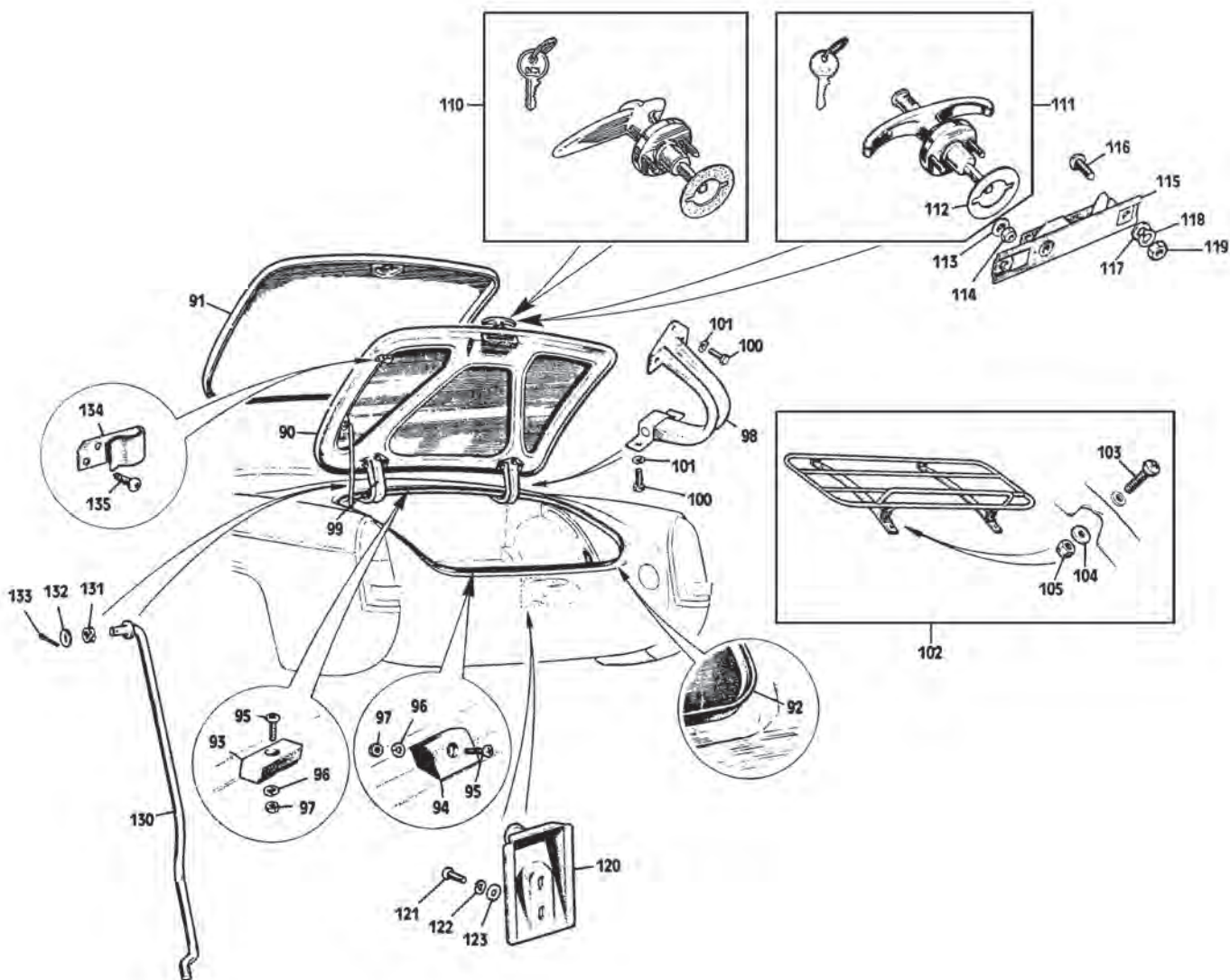
60	AHA9973	£490.10	QUARTER LIGHT, RH	1	
	AHA9974	£490.10	QUARTER LIGHT, LH	1	(Quarter lights with 'hooked' handles are no longer available).

**Quarter Light Glass & Seals**

63	AHH7480	£13.20	FRAME, inner, RH	1	
	AHA7481	NCA	FRAME, inner, LH	1	
64	AHA7416	£12.00	SEAL, quarter light, RH	1	
	AHA7417	£12.00	SEAL, quarter light, LH	1	
65	27H8705	£3.10	GLAZING RUBBER	2	
66	AHA7482	£62.00	GLASS, RH	1	
	AHA7483	£62.00	GLASS, LH	1	
67	AHA7746	£2.20	SEAL, quarter light to door, RH	1	
	AHA7747	£2.20	SEAL, quarter light to door, LH	1	

**Quarter Light Components**

70	17H2530	£1.80	CORNER BLOCK, original style	2	
71	AHH8935	£1.70	CORNER BLOCK, modified alternative	2	
72	AHA7463	NCA	TOP PIVOT, upper half, RH	1	
73	AHA7465	NCA	TOP PIVOT, lower half, RH	1	
	AHA7464	NCA	TOP PIVOT, upper half, LH	1	
	AHA9985	£3.50	TOP PIVOT, lower half, LH	1	
76	AHA7774	NCA	RIVET, upper half of pivot to outer frame	4	
77	CMZ204	£0.52	SCREW, lower half of pivot to inner frame	4	
78	AHA9981	£9.30	PIVOT, bottom	2	
79	AHA7467	NCA	DISTANCE TUBE, bottom pivot	2	
80	AHA7544	£1.20	SPRING, bottom pivot	2	
81	GHF300	£0.22	WASHER, plain	4	
82	GHF331	£0.38	WASHER, locking	2	
83	GHF200	£0.22	NUT	4	
86	AFH6532	£25.75	LOCKING HANDLE, curved, RH	1	
	AFH6533	£25.75	LOCKING HANDLE, curved, LH	1	
87	37H2975	£14.00	BRACKET & PIVOT	2	
88	AHA7474	£1.80	PIN, handle to pivot	2	
89	AHA7473	£0.66	WASHER, waved	2	
90	AHA7554	£1.60	RIVET, bracket to inner frame	4	
91	CZP404	£0.80	SCREW, corner finisher to frame, upper	2	
92	17H2503	£1.04	SCREW, corner finisher to frame, lower	4	
93	AHA7543X	NCA	STUD PLATE, quarter light to door	4	
94	AHA7774	NCA	RIVET, front stud plate to frame	4	
95	AHA7773	NCA	RIVET, rear stud plate and latch to frame	4	
123	AHH6343	£2.05	NUT, stud plate to door	4	
126	AHA7696	NCA	SHIM, front frame foot to door	a/r	1/16" thick
127	KXR416	NCA	RIVET, shim to front frame foot	2	
128	SH605071	£0.64	SCREW, front frame foot to door	4	
129	GHF332	£0.40	WASHER, locking	4	
130	PWZ305	£0.64	WASHER, plain	4	
135	AHA7315	£9.40	BRACKET, drop glass channel to door	2	
136	AHA7553X	£1.04	STUD PLATE, (for bracket AHA7315)	2	
137	GHF200	£0.22	NUT, (for stud plate)	2	
138	SH604041	£0.41	SCREW, bracket to door	4	
139	GHF331	£0.38	WASHER, locking	10	
140	GHF300	£0.22	WASHER, plain	10	



**Boot Lid & Fittings**

**Sprite II, III & Midget I, II**

ill	Part Number	Price Eea.	Description	Req.	Details
90	CZJ351	£300.00	BOOT LID	1	
91	BMH9909	NCA	OUTER SKIN, boot lid	1	
92	CHA797	£11.60	SEAL, boot lid	1	
93	AHA6213	£2.95	BUFFER, boot lid, front	2	
94	AHA6207	£4.40	BUFFER, boot lid, rear	2	
95	PMZ210	£0.53	SCREW, buffer to drainage channel	4	
96	WL700061	£0.30	WASHER, locking	4	
97	NH806011	£0.18	NUT	4	
98	AHA6314	£52.20	HINGE, boot lid, RH	1	
99	AHA6315	£52.20	HINGE, boot lid, LH	1	
100	SH604051	£0.30	SCREW, hinge to boot lid & rear deck	10	
101	GHF331	£0.38	WASHER, locking	10	
102	AHA6252	£200.60	BOOT RACK, chrome, bolt-on	1	OE style
	AHA6252FIX	NCA	FITTING KIT, boot rack	1	replacement kit for AHA6252
103	PMP514	£1.90	SCREW, chrome	4	
104	GHF301	£0.24	WASHER, plain	4	
105	GHF222	£0.55	NUT, nyloc	4	

**Boot Lock**

110	ALH2573	£44.04	HANDLE & LOCK, boot, with two keys	1	to HAN6 8691, GAN1 4581
111	AHA6357	£46.32	HANDLE & LOCK, boot, with two keys*	1	from HAN6 8692, GAN1 4582

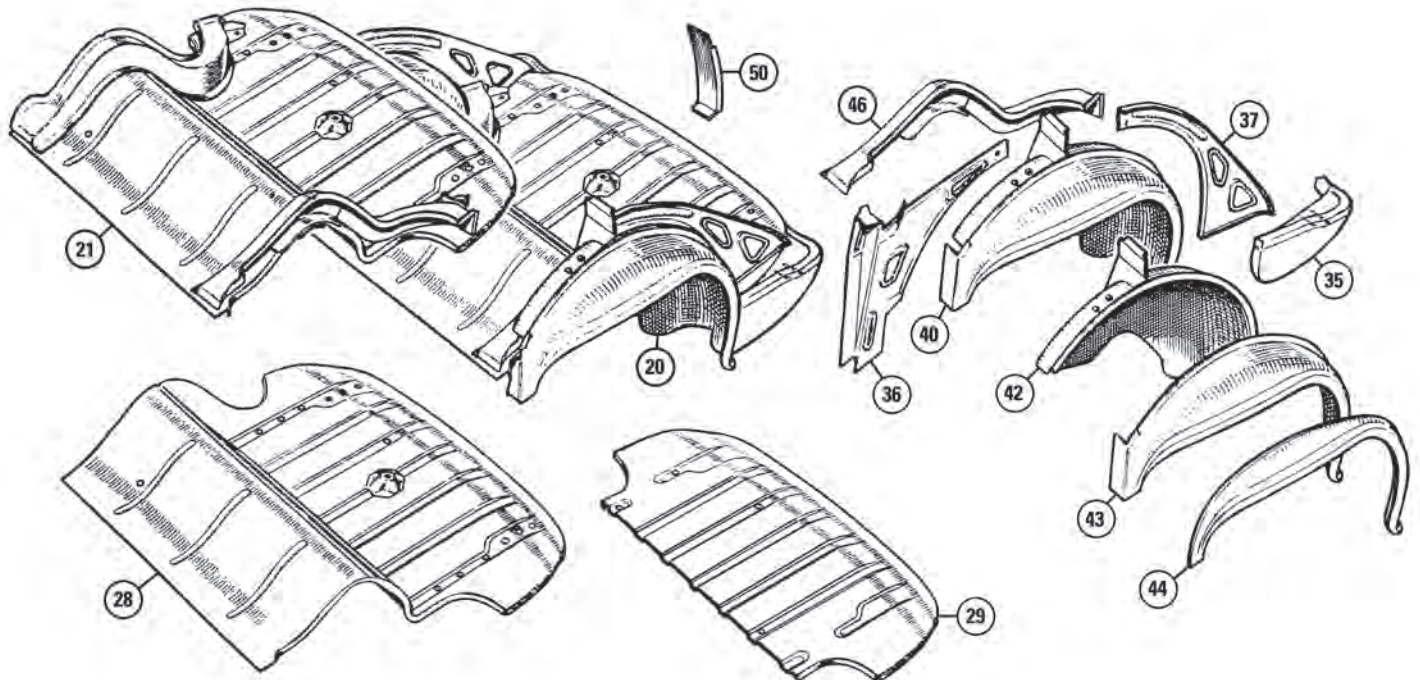
\*Note: See page 90 for lock & key sets. Lock & key sets are for Sprite III & Midget II only.

112	ALA2466	£0.94	GASKET, handle to boot lid	1
113	GHF306	£0.30	WASHER, plain	2

114	53K1420	£0.66	NUT, securing handle to boot lid	2
115	AHA5807	£11.30	LATCH, boot lid	1
116	SH605051	£1.00	SCREW, latch to boot lid	2
117	GHF300	£0.22	WASHER, plain	2
118	GHF331	£0.38	WASHER, locking	2
119	GHF200	£0.22	NUT	2
120	AHA5810	£16.75	STRIKER PLATE	1
121	PMZ308	£0.30	SCREW	2
122	WL700101	£0.25	WASHER, locking	2
123	GHF306	£0.30	WASHER, plain	2

**Boot Lid Stay**

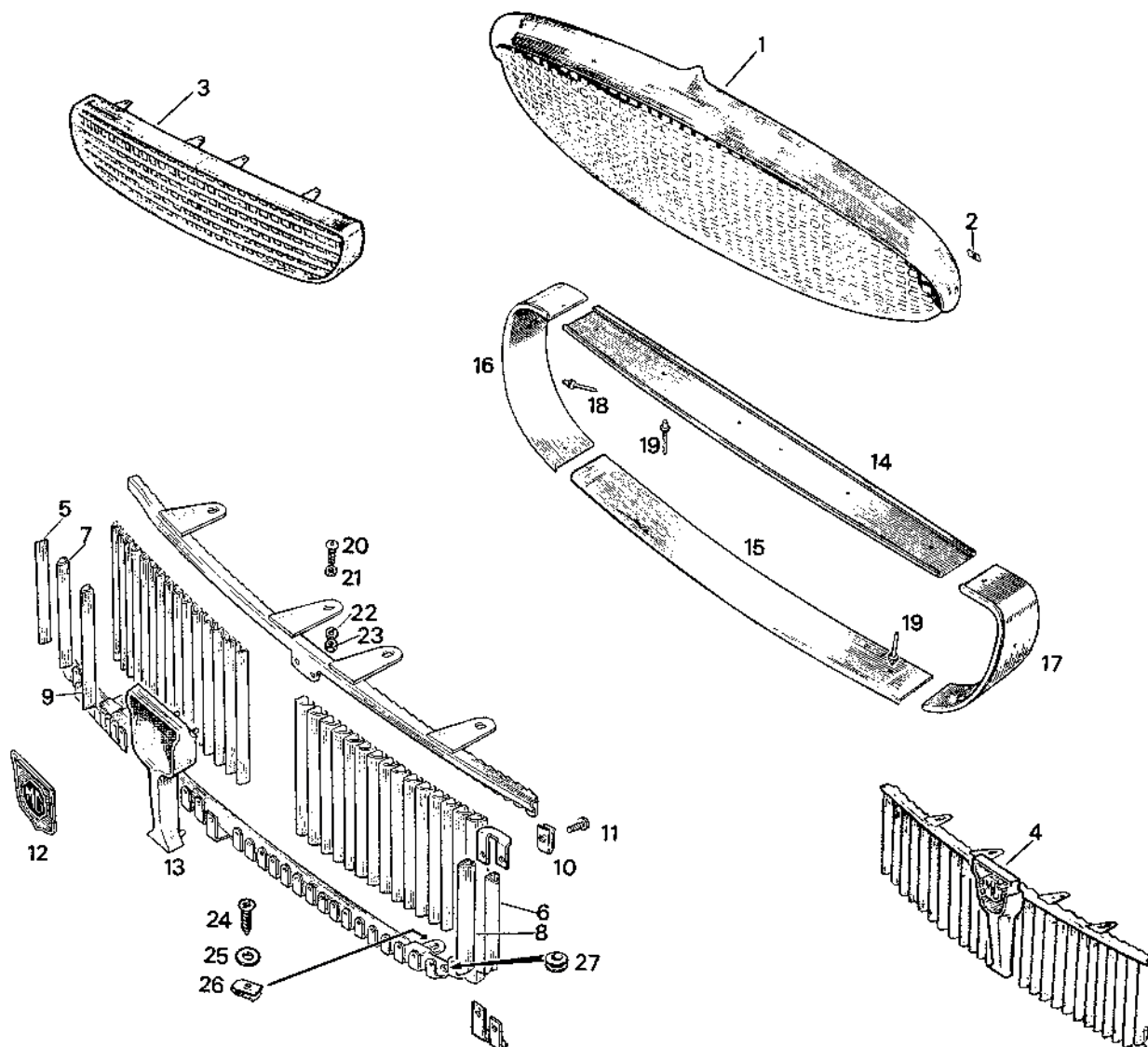
130	AHA5811	£10.30	STAY ROD, boot lid	1
131	AJD7722	£0.40	WASHER, thackery	1
132	GHF300	£0.22	WASHER, plain	1
133	GHF502	£0.22	SPLIT PIN	1
134	AAA1524	£6.20	CLIP, stay rod stowage	1
135	AB606031	£0.36	SCREW, clip to boot lid	2



**Boot Floor, Chassis Member & Wheel Arches**

ill	Part Number	Price £ea.	Description	Req.	Details
20	AHA8013	£900.00	UNDERFRAME ASSEMBLY, rear	1	}
21	BMH8016	£450.00	BOOT FLOOR & AXLE COVER ASSEMBLY (Supplied complete with chassis rails, tank studs, spare wheel bracket. All ribs & holes stamped).	1	
28	BMH8058	£166.80	BOOT FLOOR & AXLE COVER PANEL (Supplied with tank studs, spare wheel bracket. All ribs & holes stamped).	1	Sprite II, III, Midget I, II
	BMH8017	£154.80	BOOT FLOOR & AXLE COVER PANEL (Supplied as bare panel without tank studs or spare wheel bracket. All ribs & holes stamped).	1	}
29	MS79	£95.40	BOOT FLOOR, repair panel	1	
30	AHA5741	£11.88	MOUNTING BRACKET, spare wheel	1	}
35	MS44AR	£18.90	BOOT FLOOR EXTENSION, rear, RH	1	
	MS44AL	£18.90	BOOT FLOOR EXTENSION, rear, LH	1	}
	AHA5837	£39.00	BOOT FLOOR EXTENSION rear, RH	1	
	AHA5838	£39.00	BOOT FLOOR EXTENSION rear, LH	1	}
	MS44R	£16.00	BOOT FLOOR EXTENSION rear, RH	1	
	MS44L	£15.30	BOOT FLOOR EXTENSION rear, LH	1	aftermarket
36	14A89	NCA	REINFORCEMENT, RH, arch to 'B' post	1	}
	14A90	NCA	REINFORCEMENT, LH, arch to 'B' post	1	
	AHA8014	£42.00	REINFORCEMENT, RH, arch to 'B' post	1	}
	AHA8015	£42.00	REINFORCEMENT, LH, arch to 'B' post	1	
37	AHA8035	£39.00	REINFORCEMENT, RH, arch to boot floor	1	}
	AHA8036	£39.00	REINFORCEMENT, LH, arch to boot floor	1	
40	AHA8033	£270.00	WHEEL ARCH ASSEMBLY, RH	1	}
	AHA8034	£270.00	WHEEL ARCH ASSEMBLY, LH	1	
42	AHA5148B	NCA	INNER ARCH, (repair), RH	1	}
	AHA5149B	NCA	INNER ARCH, (repair), LH	1	
	BMH8014	£126.00	INNER ARCH PANEL, RH	1	Sprite II, III & Midget I, II

	BMH8015	£126.00	INNER ARCH PANEL, LH	1	}
43	AHA5735	£118.80	OUTER ARCH PANEL, RH	1	
	AHA5736	£118.80	OUTER ARCH PANEL, LH	1	}
44	MS45AR	£101.40	OUTER ARCH, (repair), RH	1	
	MS45AL	£101.40	OUTER ARCH, (repair), LH	1	}
	MS45R	£45.90	OUTER ARCH, (repair), RH	1	
	MS45L	£45.90	OUTER ARCH, (repair), LH	1	}
46	AHA7240	£90.00	CHASSIS MEMBER, RH	1	
	AHA7241	£90.00	CHASSIS MEMBER, LH	1	Sprite II, III & Midget I, II
50	AHA5834	£19.80	SUPPORT PANEL, boot latch/striker	1	



**Grilles & Fittings**

**Sprite I (Grille)**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	14A4715	£286.20	GRILLE ASSEMBLY, (chrome)	1	
2	PFS104	£0.23	SPIRE CLIP	13	

**Sprite II, III (Grille)**

3	AHA8098	£209.70	GRILLE ASSEMBLY	1	
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**Midget I, II (Grille)**

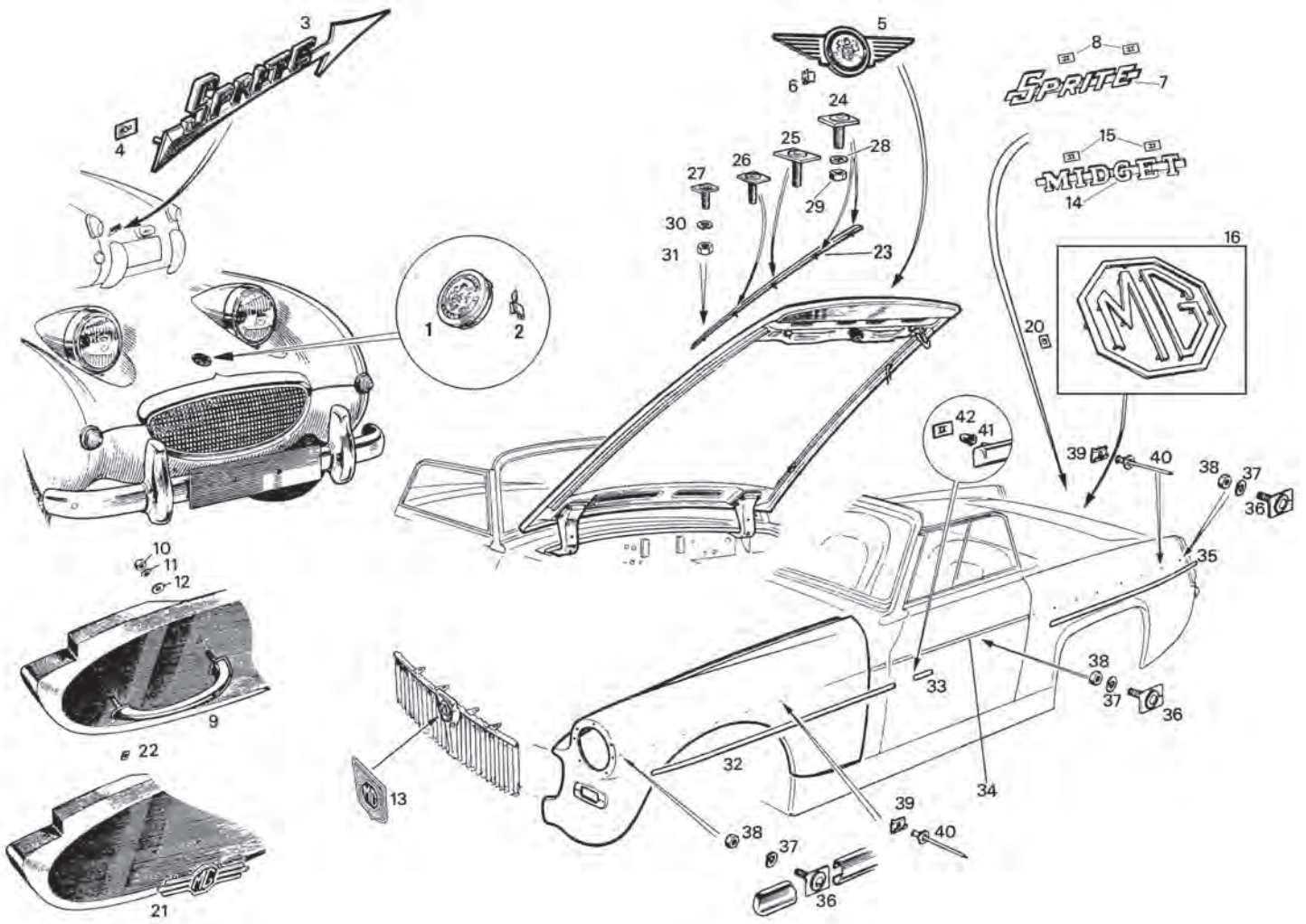
4	ARA249	NCA	GRILLE ASSEMBLY	1	
5	ARA1208	NCA	SLAT, outer grille RH	1	
6	ARA1209	NCA	SLAT, outer grille LH	1	
7	ARA1215	NCA	SLAT, (2nd), outer grille, RH	1	
8	ARA1216	£3.20	SLAT, (2nd), outer grille, LH	1	
9	ARA1210	NCA	SLATS, inner	32	
10	ARH596	£1.20	CLIP, slats	76	
11	AB606031	£0.36	SCREW	76	
12	ARA2148	£10.80	BADGE, grille	1	
13	ARA2069	£60.00	PLINTH, badge	1	

**Grille Surround & Fixings**

**Sprite II, III, Midget I, II**

Ill	Part Number	Price £ea.	Description	Req.	Details
14	AHA5514	£24.00	FINISHER, bonnet/upper grille	1	
15	AHA5515	£27.60	FINISHER, lower grille	1	
16	AHA5512	£18.80	FINISHER, (side), RH	1	
17	AHA5513	£18.80	FINISHER, (side), LH	1	
18	RA608176	£1.04	RIVET, side finishers	6	
19	DMP819	£0.40	RIVET, upper & lower finishers	10	
20	SE604041	£0.47	SCREW, (upper grille), (1/4")	4	
21	GHF300	£0.22	WASHER, flat, (1/4")	8	
22	GHF331	£0.38	WASHER, spring, (1/4")	8	
23	GHF200	£0.22	NUT, (1/4")	4	
24	GHF425	£0.22	SCREW, (lower grille), (1/4")	2	
25	PWZ404	£0.53	WASHER, flat, (1/4")	2	
26	GHF713	£0.43	SPIRE NUT	2	
27	ARA1259	NCA	GROMMET	4	





**Badges & Mouldings**

**Sprite I**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	14A4898	£25.60	BADGE, bonnet, (plastic)	1	
2	14A5542X	£0.64	CLIP, badge	3	
3	14A4859	£21.30	BADGE, Sprite, boot, (metal)	1	
4	PFS104	£0.23	CLIP, badge	2	

**Sprite II, III**

5	AHA5518	£31.20	BADGE, winged, bonnet, (plastic)	1	
6	14A5542X	£0.64	CLIP, badge	4	
7	AHA5699	£15.00	BADGE, Sprite, boot, (metal)	1	
8	PFS104	£0.23	CLIP, badge	2	

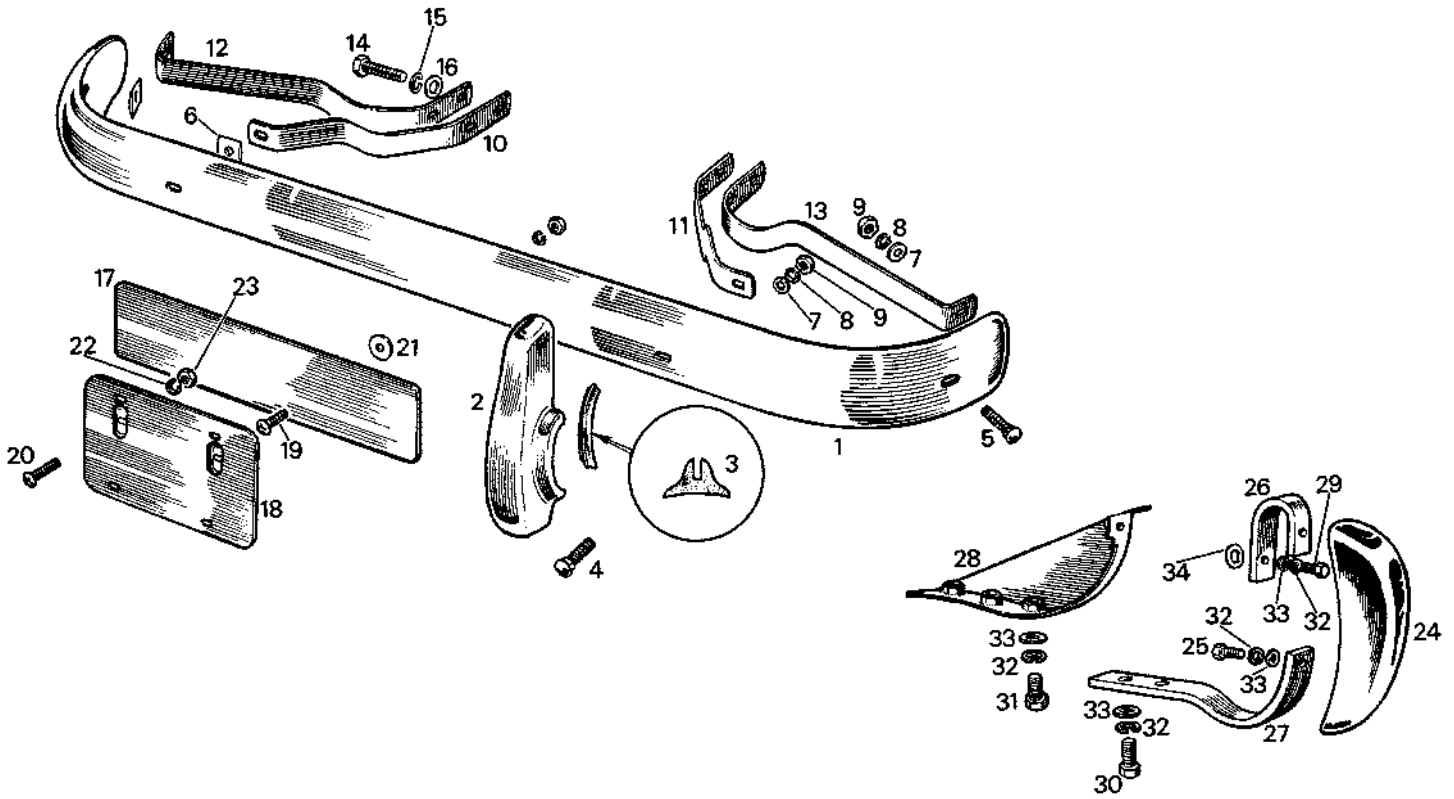
**Sprite I & II Only**

9	14B1729	£30.00	HANDLE, dash	1	
10	GHF200	£0.22	NUT, (1/4")	2	
11	GHF331	£0.38	WASHER, spring, (1/4")	2	
12	GHF300	£0.22	WASHER, flat, (1/4")	2	

**Midget I, II**

13	ARA2148	£10.80	BADGE, MG, grille, (plastic)	1	
14	AHA5683	£9.20	BADGE, Midget, boot	1	
15	PFS104	£0.23	CLIP	2	
16	AHH5261C	£11.70	BADGE SET, MG Octagon	1	
20	PFS103	£0.47	CLIP	13	
21	AHH5258	£13.50	BADGE, MG, dashboard	1	
22	ADB509	£0.36	CLIP	2	
23	14A7074	£73.06	MOULDING, bonnet centre	1	

14A7074FK	£12.40	FITTING KIT, bonnet moulding	1	
24	AHA5700	£2.75	CLIP, no. 1 & 2	2
25	AHH6360	£0.90	CLIP, no. 3	1
26	AHA6257	£3.85	CLIP, no. 4	1
27	AHA5702	£2.40	CLIP, no. 5	1
28	WL700101	£0.25	WASHER, spring, (3/16")	3
				} for clips 1-3 (items 24/25)
29	GHF206	£0.16	NUT, (3/16")	3
30	WL700061	£0.30	WASHER, spring, (1/8")	2
31	NH806011	£0.18	NUT, (1/8")	2
				} (items 26/27)
32	AHA5825	£21.05	MOULDING, front wing, (1/8")	2
				8 clips req. per moulding
	AHA5825SFK	£37.00	FITTING KIT, wing moulding set	1
33	AHA5822	£11.56	MOULDING, 'A' post	2
34	AHA5823	£24.00	MOULDING, door, RH	1
				} 5 clips req.
	AHA5824	£24.00	MOULDING, door, LH	1
				per moulding
35	AHA5818	£23.50	MOULDING, rear wing	2
				7 clips req. per moulding
36	AHA9447	£1.43	STUD PLATE	6
(The stud plates are fitted at the front of the front wings, middle of the doors, and at the rear of the rear wings).				
37	WL700101	£0.25	WASHER, spring, (3/16")	6
38	NH105041	£0.41	NUT, (3/16")	6
39	ALA3647	£0.47	CLIP, (moulding)	40
40	RA607096	£0.47	POP RIVET, (moulding)	40
41	GHF1531	£0.30	CLIP, 'A' post moulding	2
42	PFS104	£0.23	CLIP, 'A' post moulding	2
NI	GAC4101	£15.80	UNION FLAG BADGE, enamel, pair	1



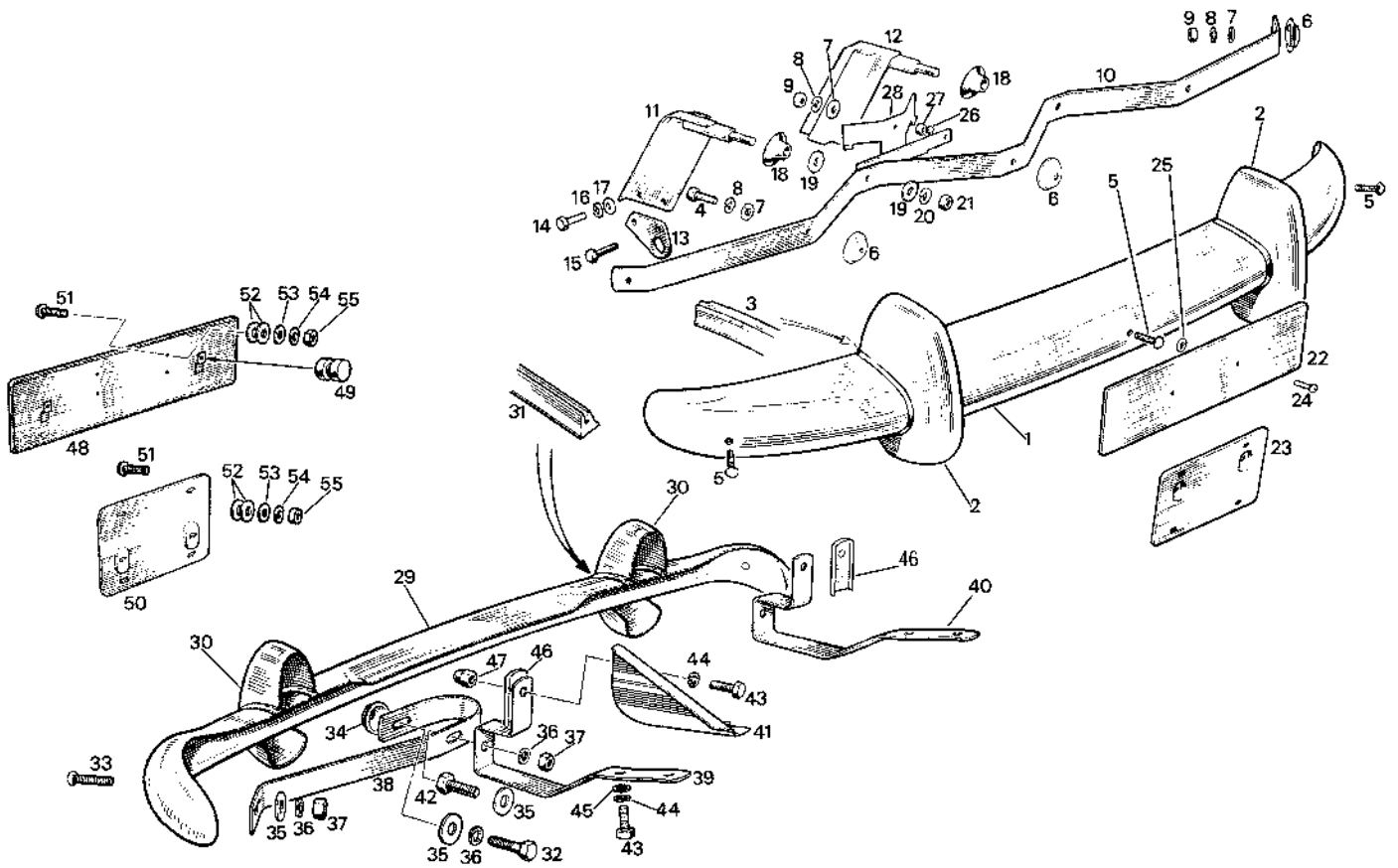
**Bumpers & Number Plate fittings**

**Front Bumper, Sprite I**

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	27H9607	£281.70	BUMPER BAR, (front)	1	where fitted
2	27H9612	£64.50	OVERRIDE	2	
3	552218	£0.47	STRIP, seating, (plastic)	4	
4	554700K	£1.70	BOLT KIT, per override	2	includes items 7, 8, 9
5	1G9872	£1.60	BOLT, bumper	2	
6	ACC5811	£2.50	PACKING PIECE	4	
7	GHF302	£1.00	WASHER, flat, (3/8")	4	
8	GHF333	£0.30	WASHER, spring, (3/8")	4	
9	GHF202	£0.22	NUT, (3/8")	4	
10	27H9608	£19.50	MOUNTING BAR, inner, RH	1	
11	27H9609	£19.50	MOUNTING BAR, inner, LH	1	
12	27H9610	£16.70	MOUNTING BAR, outer, RH	1	
13	27H9611	£16.70	MOUNTING BAR, outer, LH	1	
14	GHF106	£0.53	BOLT, mounting bars, (3/8")	4	
15	GHF333	£0.30	WASHER, spring, (3/8")	4	
16	GHF302	£1.00	WASHER, flat, (3/8")	4	
17	ALK3268	£6.30	BACK PLATE, (no. plate)	1	not for U.S.A.
	ALK3268SS	£13.90	BACK PLATE, (no. plate), (stainless steel)	1	
18	AHA5211	£8.90	BACK PLATE, number plate	1	U.S.A. only
	AHA5211SS	£27.00	BACK PLATE, number plate, s/steel	1	
19	SE604061	£0.66	SCREW, (1/4")	2	not for U.S.A.
20	SE604051	£0.47	SCREW, (1/4")	2	U.S.A. only
21	AHH5712	£0.98	SPACER	6	not for U.S.A.
22	GHF331	£0.38	WASHER, spring, (1/4")	2	
23	GHF200	£0.22	NUT, (1/4")	2	

**Rear Bumper, Sprite I**

24	14A4734	£89.50	OVERRIDE	2	
25	SH605061	£0.22	BOLT, 'U' bracket, (5/16")	4	
26	14A4738	£6.00	BRACKET, upper	2	
27	14A4739	£9.50	BRACKET, lower	2	
28	14A3411	£15.60	BRACKET, inner	2	
29	SH605071	£0.64	SCREW, upper, (5/16")	2	
30	SH605061	£0.22	SCREW, lower, (5/16")	4	
31	SH605041	£0.43	SCREW, (locating), (5/16")	2	
32	GHF332	£0.40	WASHER, spring, (5/16")	12	
33	GHF301	£0.24	WASHER, flat, (5/16")	12	
34	2K9679	£1.15	PAD, seating, (rubber)	2	



**Bumpers & Number Plate fittings**

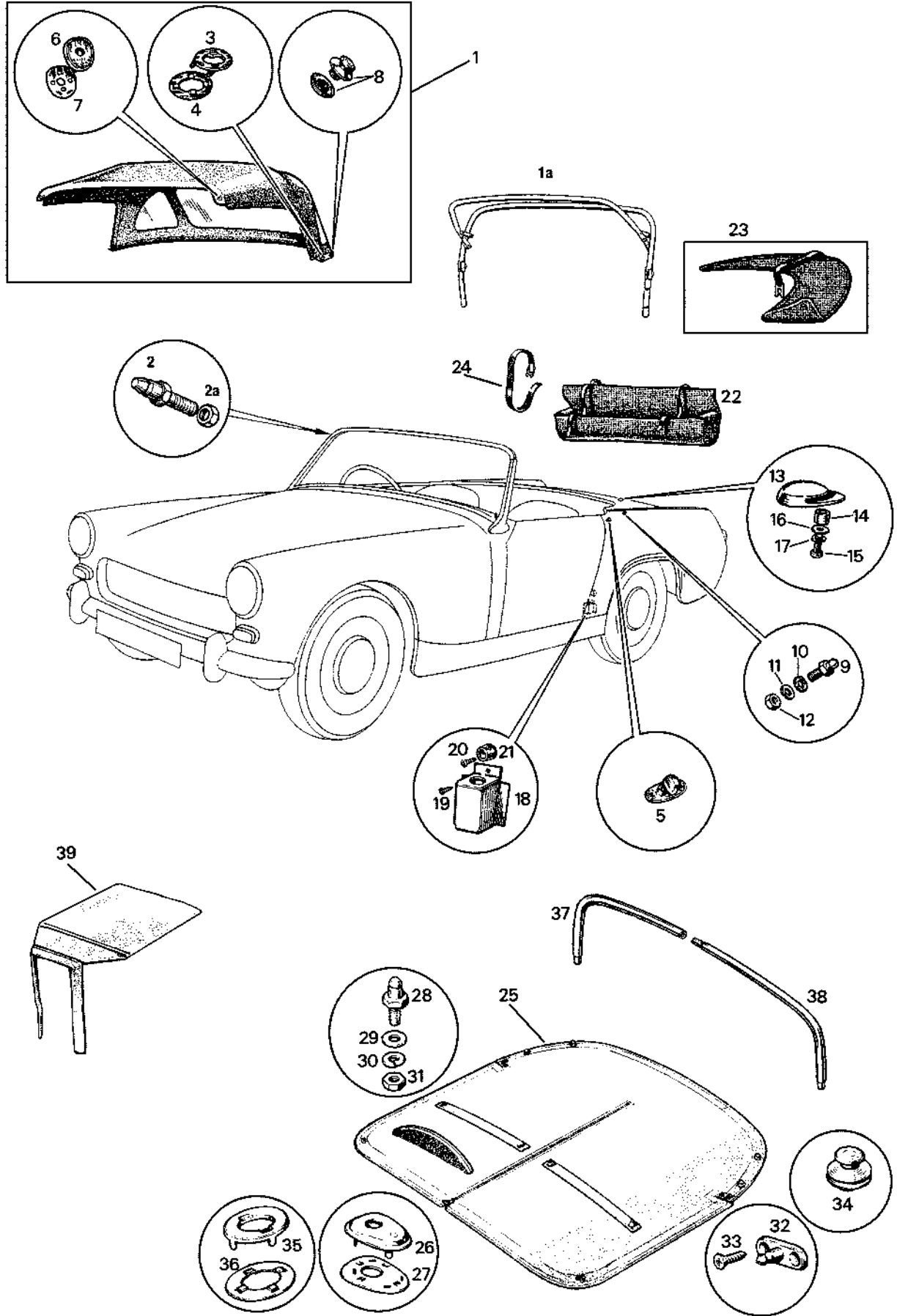
**Front Bumper, Sprite II, III & Midget I, II**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	AHA5695	£150.00	BUMPER BAR, (front)	1	
2	AHA5686	£37.90	OVERRIDE	2	
3	552218	£0.47	PACKING, override	4	
4	BH606111	£1.39	BOLT, override, 3/8"	2	
5	554700K	£1.70	BOLT KIT, per override	2	includes items 8 & 9
6	11B5721	£1.13	SPACER/WASHER	5	
7	GHF302	£1.00	WASHER, flat, (3/8")	5	
8	GHF333	£0.30	WASHER, spring, (3/8")	5	
9	GHF202	£0.22	NUT, (3/8")	3	
10	AHA5696	£42.00	SPRING BAR, bumper	1	
11	AHA5521	£31.80	MOUNTING, bumper, RH	1	
12	AHA5522	£31.80	MOUNTING, bumper, LH	1	
13	AHA6498	£11.40	EYE, (towing eye)	2	optional
14	SH606061	£0.77	SCREW, (3/8")	4	
15	GHF105	£0.41	SCREW, (3/8")	4	when towing eye fitted
16	GHF333	£0.30	WASHER, spring, (3/8")	4	
17	GHF302	£1.00	WASHER, flat, (3/8")	4	
18	AAA1645	£0.86	GROMMET, front valance	2	
19	PWZ208	£1.04	WASHER, flat, (1/2")	4	
20	GHF335	£0.46	WASHER, spring, (1/2")	2	
21	GHF204	£0.42	NUT, (1/2")	2	
22	ALK3268	£6.30	BACK PLATE, (no. plate)	1	not for U.S.A.
23	AHA5211	£8.90	BACK PLATE, number plate	1	U.S.A. only
	AHA5211SS	£27.00	BACK PLATE, number plate, s/steel	1	
24	SE604051	£0.47	SCREW, (1/4")	2	
25	AHH5712	£0.98	WASHER, packing	2	
26	GHF331	£0.38	WASHER, spring, (1/4")	2	
27	GHF200	£0.22	NUT, (1/4")	2	
28	AHH8177	£5.30	BRACKET, mounting	1	backplates (22/23) to bumper

**Rear Bumper**

At the factory, some Sprite II models were fitted with Sprite I rear overrides ('Bumperettes'). As the brackets and fixings for these parts are no longer available, we have not listed them.

Ill	Part Number	Price £ea.	Description	Req.	Details
29	AHA5673	£188.80	BUMPER BAR, (rear)	1	
30	AHA5686	£37.90	OVERRIDE	2	
31	552218	£0.47	PACKING, override	4	
32	BH606111	£1.39	BOLT, override, 3/8"	2	
33	554700K	£1.70	BOLT KIT, per override	2	includes items 36 & 37
34	11B5721	£1.13	SPACER/WASHER	4	
35	GHF302	£1.00	WASHER, flat, (3/8")	6	
36	GHF333	£0.30	WASHER, spring, (3/8")	6	
37	GHF202	£0.22	NUT	4	
38	AHA5675	£12.70	SPRING BAR, bumper	2	
39	AHA5677	£10.70	SUPPORT BAR, RH	1	
40	AHA5678	£10.70	SUPPORT BAR, LH	1	
41	AHA5765	£16.20	BRACKET, inner	2	
42	GHF105	£0.41	SCREW, (3/8")	2	
43	SH605061	£0.22	SCREW, (5/16")	8	
44	GHF332	£0.40	WASHER, spring, (5/16")	8	
45	GHF301	£0.24	WASHER, flat, (5/16")	6	
46	AHA5679	£11.80	FINISHER, support bracket	2	
47	14B2685	£2.20	NUT, dome, (chrome), (5/16")	2	
48	AHA5791	£6.50	BACK PLATE, (no. plate)	1	not U.S.A.
	AHA5791SS	£17.50	BACK PLATE, (no. plate), (stainless steel)	1	
49	AHA5804	£3.95	BUFFER	2	U.S.A. only
50	AHA5211	£8.90	BACK PLATE, number plate	1	
	AHA5211SS	£27.00	BACK PLATE, number plate, s/steel	1	
51	SE604061	£0.66	SCREW	a/r	
52	AHH5712	£0.98	PACKING	a/r	
53	GHF300	£0.22	WASHER, flat, (1/4")	a/r	
54	GHF331	£0.38	WASHER, spring, (1/4")	a/r	
55	GHF200	£0.22	NUT, (1/4")	a/r	



**Hood, Frame & Tonneau Cover**

**Hood, Sprite I, II & Midget I**

ill	Part Number	Price £ea.	Description	Req.	Details
NI	14A4806Z	£285.40	HOOD, (vinyl), black	1	Sprite I to AN5 5476 (9 stud screen fixing)
NI	AHA5323Z	£302.80	HOOD, (vinyl), black	1	
NI	AHA5323BISC	£302.80	HOOD, (vinyl), biscuit	1	
NI	AHA5323C	£302.80	HOOD, (vinyl), cream	1	Sprite I from AN5 5477
NI	AHA5323M	£302.80	HOOD, (vinyl), red	1	(2 stud screen fixing)
NI	AHA5323N	£302.80	HOOD, (vinyl), navy	1	
1	AHA5902Z	£265.10	HOOD, (vinyl), black	1	Sprite II & Midget I
	AHA5902MMH	£528.70	HOOD, (mohair), red	1	

**Hood Frame, Fittings & Hood Fasteners**

NI	AHA5323FBR	£12.10	BAR, hood locating, front	1	Sprite I from AN5 5477, Sprite II & Midget I
NI	14A4806BAR	£18.40	BAR, hood locating, rear	1	all models
1a	AHA5324	£276.40	FRAME ASSEMBLY, (not illustrated)	1	Sprite I
	AHA5768/9	£223.90	FRAME ASSEMBLY, (2 piece)	1	Sprite II & Midget I
2	97H717	£0.89	PEG, 'Lift the Dot'	a/r	screen fixing

Note: 9 required for Sprite I to AN5 5476, 2 required for other models.

2a	AJD8012Z	£0.30	NUT	2	Sprite II & Midget I
3	14A6537	£0.55	EYELET, ('B' post, inner)	2	
4	14A6538	£0.65	WASHER, eyelet	2	
5	14A6536	£1.43	TURN BUTTON	2	
6	552650	£0.72	FASTENER, socket, 'Lift the Dot' (outer)	a/r	9 required for early Sprite I, 2 required for other models
7	552651	£0.76	PLATE, 'clinch'	a/r	
8	TFS106	£2.90	FASTENER & WASHER, 'Tenax'	4	
9	TFP1006	£1.00	PEG, 'Tenax'	4	
10	2K4936	£0.30	WASHER, leather	4	
11	WL700101	£0.25	WASHER, spring, (3/16")	4	
12	GHF206	£0.16	NUT, (3/16")	4	
13	14B1730	£5.00	RETAINER, hood bar	2	chrome
14	11K5564	£2.60	COLLAR, (spacer)	2	
15	PMZ305	£0.36	SCREW, (3/16")	4	
16	PWZ203	£0.19	WASHER, flat, (3/16")	4	
17	WL700101	£0.25	WASHER, spring, (3/16")	4	
18	14A4879	£13.80	BRACKET, hood frame stowage	2	
19	GHF423	£0.30	SCREW	6	Sprite I only
20	AB608051	£0.41	SCREW	2	
21	2H5905	£2.30	BUFFER	2	
22	AHA5884	NCA	BAG, hood cover	1	
23	AHA5698	NCA	BAG, hood frame	1	Sprite II & Midget I only
24	AHA5217K	£32.80	STRAP & BUCKLE, stowage	1	

**Tonneau Cover, Fittings & Fasteners**

**Sprite I**

25	AHA5256	£291.80	TONNEAU, vinyl, black	1	RHD
	AHA5256N	£263.10	TONNEAU, vinyl, blue	1	
	AHA5482	NCA	TONNEAU, vinyl, white	1	LHD
	AHA5256DD	£322.90	TONNEAU, double duck, black	1	
	AHA5257	£291.80	TONNEAU, vinyl, black	1	
	AHA5483	£291.80	TONNEAU, vinyl, white	1	
	AHA5257DD	£322.90	TONNEAU, double duck, black	1	

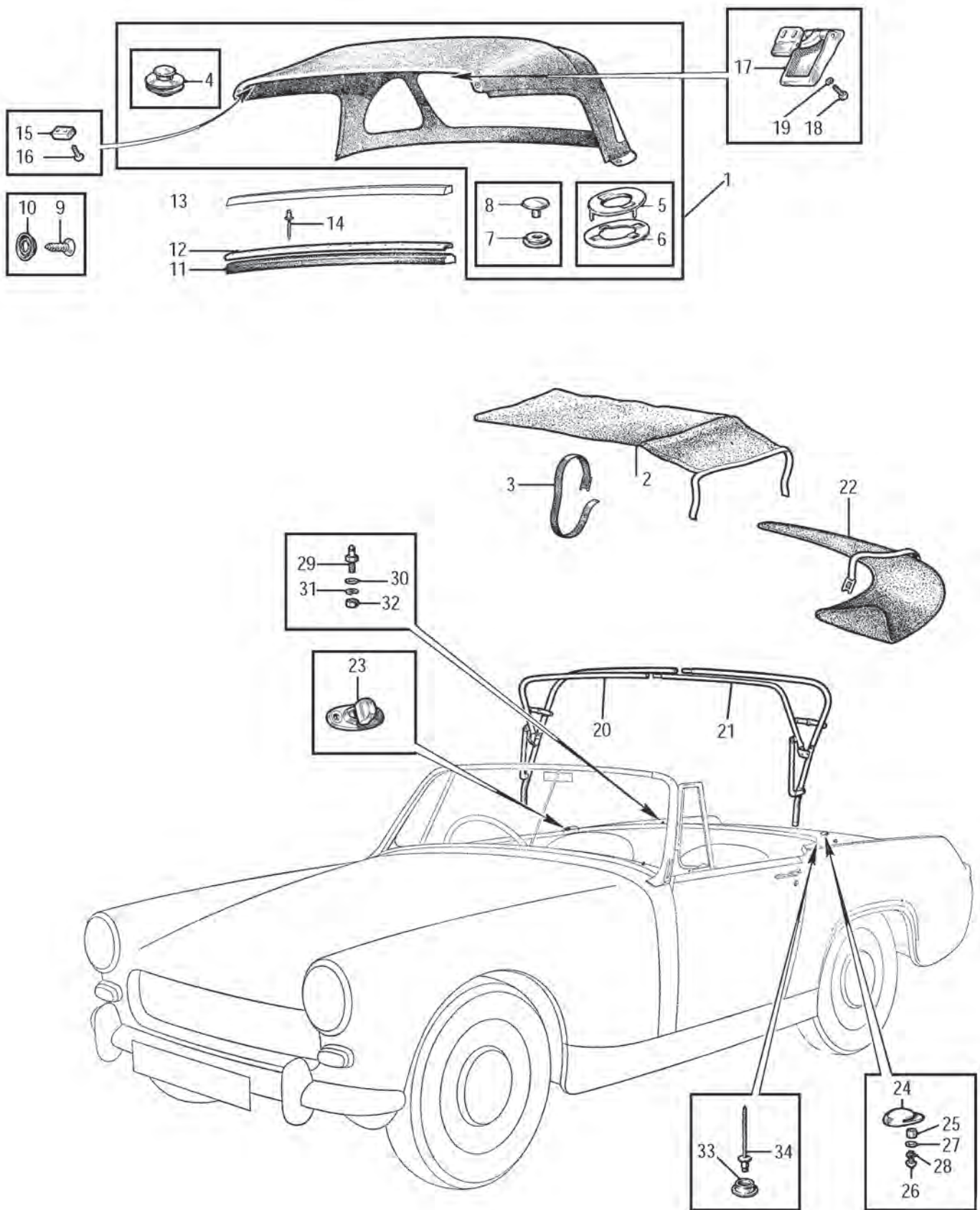
**Sprite II & Midget I**

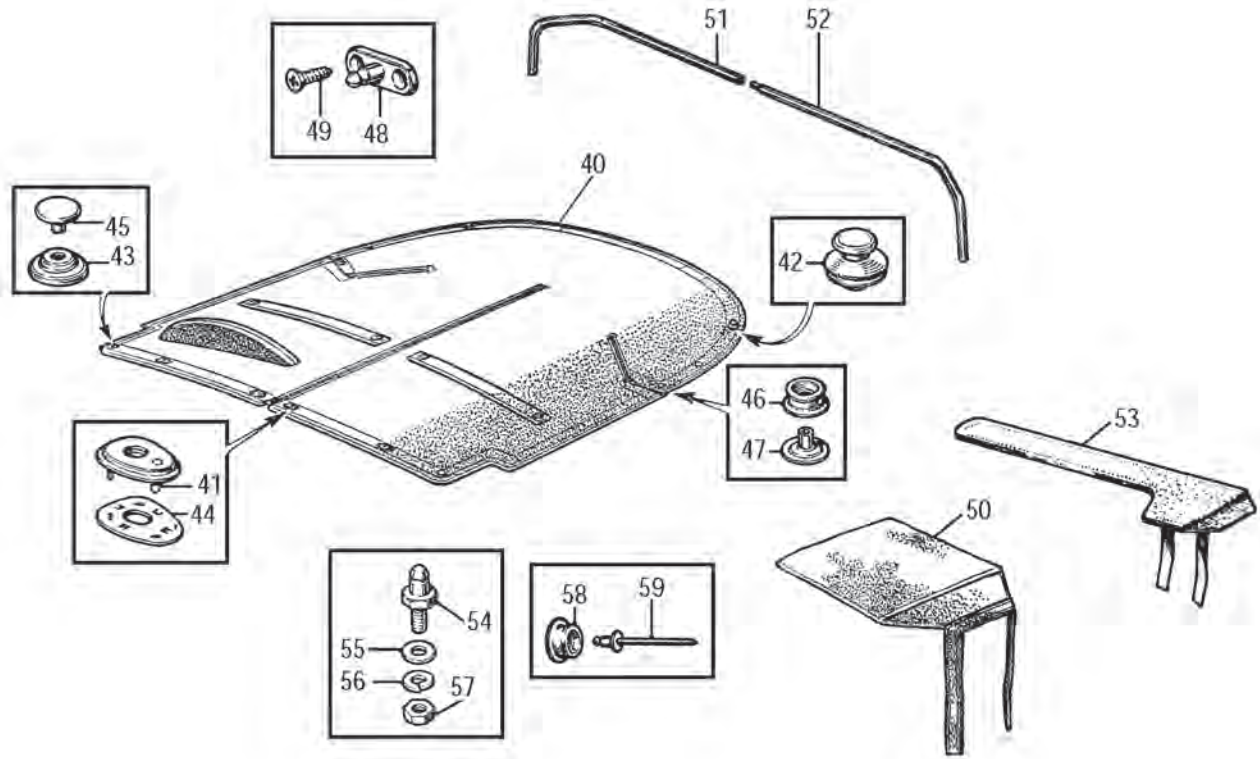
25	8G9110	£268.20	TONNEAU, vinyl, red	1	RHD
	8G9111	NCA	TONNEAU, vinyl, blue	1	
	8G9112	£268.20	TONNEAU, vinyl, black	1	
	8G9116	NCA	TONNEAU, vinyl, white	1	LHD
	8G9113	£262.60	TONNEAU, vinyl, red	1	
	8G9114	NCA	TONNEAU, vinyl, blue	1	
	8G9115	£268.20	TONNEAU, vinyl, black	1	
	8G9117	NCA	TONNEAU, vinyl, beige	1	

**Sprite I, II & Midget I**

26	552650	£0.72	FASTENER, socket, 'Lift the Dot' (outer)	a/r	
27	552651	£0.76	BASE PLATE	a/r	
28	97H717	£0.89	PEG, 'Lift the Dot'	3	dash top
29	2K4936	£0.30	WASHER, leather	3	
30	WL700101	£0.25	WASHER, spring, (3/16")	3	
31	GHF206	£0.16	NUT, (3/16")	3	
32	LFP116	£2.40	PEG, 'Lift the Dot' (rear heel board)	4	Sprite II & Midget I
33	AD606043	£0.30	SCREW	8	

34	TFS106	£2.90	FASTENER 'tenax'	4	
35	14A6537	£0.55	EYELET	2	
36	14A6538	£0.65	BACK PLATE, eyelet	2	
37	AHA6011	£37.50	RAIL, tonneau, RH	1	Sprite II & Midget I
38	AHA6012	£37.50	RAIL, tonneau, LH	1	
NI	AHH6757	£39.60	BAG, tonneau rails	1	
39	242-605	£38.50	BAG, tonneau cover	1	





**Hood, Frame & Tonneau Cover**

**Hood, Sprite III & Midget II**

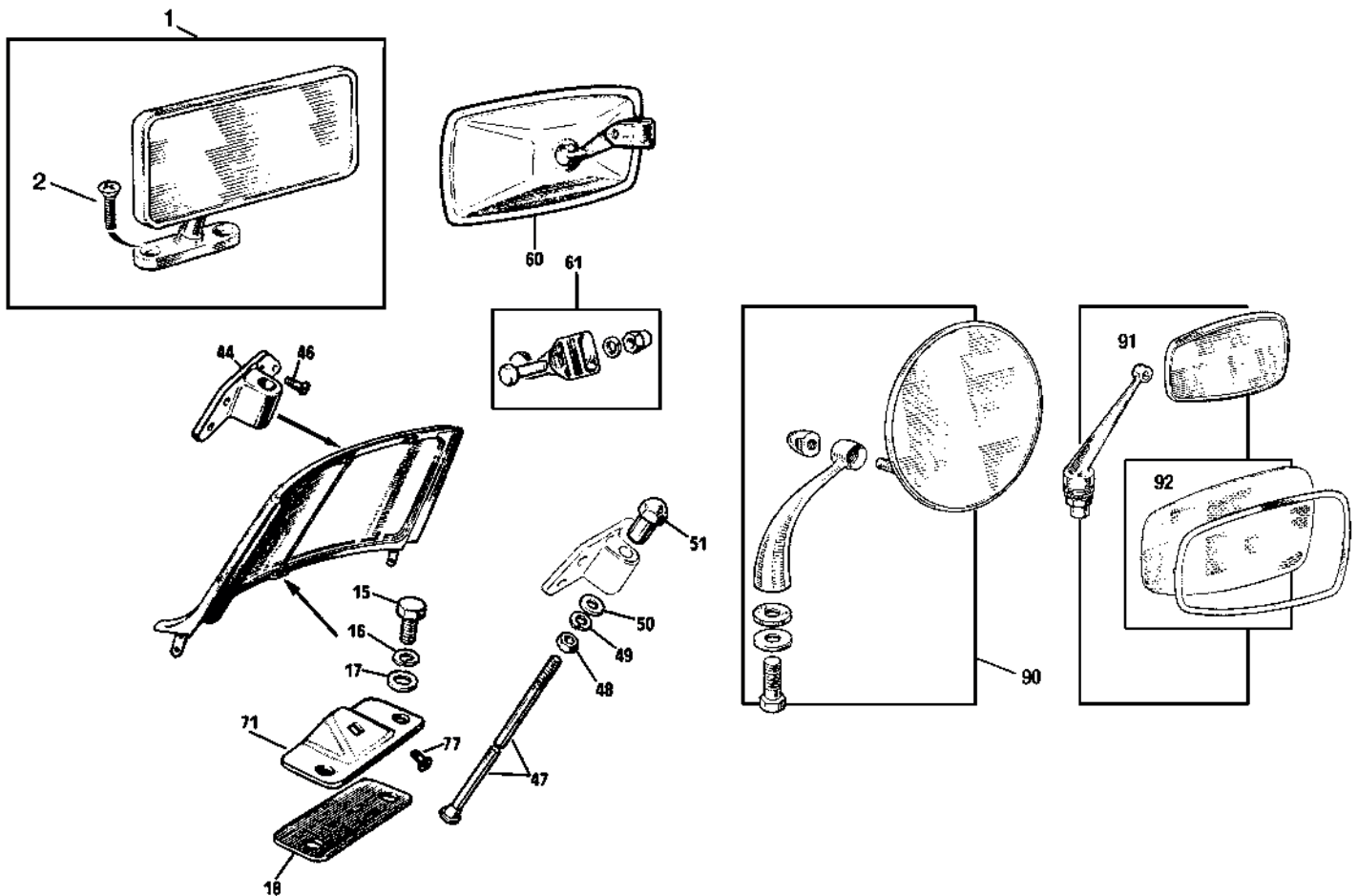
II	Part Number	Price £ea.	Description	Req.	Details
1	AHA7371W0	£266.20	HOOD, vinyl, black, OE	1	less header rail
2	NCA		BAG, hood cover	1	
3	AHA5217	£9.20	STRAP & BUCKLE, stowage	1	

**Hood Frame, Fittings & Hood Fasteners**

4	TFS106	£2.90	FASTENER, 'Tenax'	2	
5	14A6537	£0.55	EYELET, 'B' post, inner	2	
6	14A6538	£0.65	WASHER, eyelet	2	
7	7H9868	£0.24	SOCKET, durable dot	4	
8	7H9864	£0.28	BUTTON, durable dot	4	
9	GHF400	£0.19	SCREW, self tapping	2	
10	610624	£0.62	STUD, socket, durable dot	2	
11	BHH2273	£6.60	SEAL, header rail	1	
12	AHA7350	£8.30	RETAINER, header seal	1	
13	AHA9052	£284.40	HEADER RAIL, black	1	
14	GHF600	£0.16	RIVET, retainer to header rail	15	
15	AHH6439	£1.50	PAD, header rail	2	
16	GHF400	£0.19	SCREW, pad to header rail	6	
17	AHA7709	£35.60	CATCH, 'over centre', chrome	2	
18	53K126	£0.60	SCREW, catch to header rail	4	
19	WL700101	£0.25	WASHER, spring	4	
20	AHA7645	£173.00	FRAME, RH	1	
21	AHA7646	£173.00	FRAME, LH	1	
22	NCA		BAG, frame stowage	1	
23	14A6536	£1.43	TURN BUTTON	2	
24	14B1730	£5.00	RETAINER, hood bar, chrome	2	on rear deck
25	11K5564	£2.60	COLLAR, spacer	2	
26	PMZ305	£0.36	SCREW, (3/16")	4	
27	PWZ203	£0.19	WASHER, flat, (3/16")	4	
28	WL700101	£0.25	WASHER, spring, (3/16")	4	
29	TFP1006	£1.00	PEG, 'Tenax'	2	
30	2K4936	£0.30	WASHER, insulating, hood peg	2	
31	WL700101	£0.25	WASHER, spring (3/16")	2	
32	GHF206	£0.16	NUT, (3/16")	2	
33	610624	£0.62	SOCKET, 'B' post, inner	2	
34	RA608236	£0.34	RIVET, 'B' post, inner	2	

**Tonneau Cover, Fittings & Fasteners**

40	AHA7783	£301.70	TONNEAU, vinyl, black	1	RHD
	AHA7784	£291.90	TONNEAU, vinyl, red	1	L
	AHA7786	£301.70	TONNEAU, vinyl, black	1	LHD
	AHA7787	NCA	TONNEAU, vinyl, red	1	L
41	552650	£0.72	FASTENER, socket, 'Lift the Dot' (outer)	8	dash top & heelboard
42	TFS106	£2.90	FASTENER, 'Tenax'	2	rear deck
43	7H9866	£0.34	SOCKET, durable dot	10	
44	552651	£0.76	PLATE, 'clinch'	8	
45	7H9864	£0.28	BUTTON	10	
46	610624	£0.62	STUD, socket, durable dot	2	
47	7H9868	£0.24	BASE, durable dot	2	
48	LFP116	£2.40	PEG, 'Lift the Dot', rear heel board	4	
49	AD606043	£0.30	SCREW	8	
50	242-605	£38.50	BAG, tonneau cover	1	
51	AHA7701	£28.00	RAIL, tonneau, RH	1	
52	AHA7702	£28.00	RAIL, tonneau, LH	1	
53	AHA9160	£32.10	BAG, tonneau rails	1	
54	97H717	£0.89	PEG, 'Lift the Dot', dash top	4	
55	2K4936	£0.30	JOINT/WASHER, leather	4	
56	WL700101	£0.25	WASHER, spring, (3/16")	4	
57	GHF206	£0.16	NUT, (3/16")	4	
58	610624	£0.62	STUD, socket, durable dot	4	
59	RA608236	£0.34	RIVET	4	



**Mirrors & Fittings**

**Interior Mirror, Sprite I, II & Midget I**

Ill	Part Number	Price £ea.	Description	Req.	Details
1	14A5473	£43.40	MIRROR & STEM	1	
2	RMP308	£0.48	SCREW, (3/16")	2	

**Interior Mirror, Sprite III & Midget II**

15	HPP408	£1.80	SCREW, centre rod bracket to body	2	
16	GHF331	£0.38	WASHER, locking	2	
17	PWP104	£0.77	WASHER, plain	2	
18	AHA7779	£1.31	SHIM, centre rod bracket to body	a/r	
44	AHH6390	NCA	BRACKET, centre rod, upper	1	
46	AHH7138	NCA	RIVET, bracket to top rail	4	
47	AHA7061	£5.30	CENTRE ROD, chrome	1	
48	FNP103	£0.72	NUT, locking centre rod	1	
49	WL700101	£0.25	WASHER, locking	1	
50	PWP203	£0.98	WASHER, plain	1	
51	AHH6495	£2.40	NUT, domed	1	
60	BHA4806	£21.80	INTERIOR MIRROR, metal	1	
61	AHH6940	NCA	STEM, interior mirror	1	
71	AHA8486	NCA	BRACKET, centre rod, lower	1	
77	GHF600	£0.16	RIVET, (1/8"), bracket to bottom rail	12	alternatives
	GHF601	£0.30	RIVET, (5/32"), bracket to bottom rail	12	

**Exterior Mirror, All Models**

Note: Please see the Accessories section for more mirror options.

90	GAM1001	£34.80	WING MIRROR, period, (flat glass)	2	(Sprite I) RH & LH fitting
91	GAM118	£38.40	WING MIRROR, boomerang, (flat glass)	2	RH & LH fitting
	GAM117	£38.40	WING MIRROR, boomerang, (convex)	2	RH & LH fitting
92	GAM207T	£7.20	GLASS, flat, (for GAM118)	2	
	GAM113	£10.50	GLASS, convex, (for GAM117)	2	
NI	GAM105	£16.40	MIRROR, 'Bullet', (flat glass)	2	universal fitting
NI	622352	£53.90	DOOR MIRROR, 'Triumph style'	2	alternative (TR5 60's style)

**Labels, Plates & Decals**

**Rocker Cover**

Ill	Part Number	Price £ea.	Description	Req.	Details
NI	CRCP350	£3.50	PLATE/DECAL, 'Patent', (metal)	1	
NI	CRST137	£1.90	PLATE/DECAL, 'Patent', (self adhesive)	1	
NI	CRCP348	£5.20	PLATE/DECAL, 'Austin', (metal)	1	
NI	CRST136	£2.26	PLATE/DECAL, 'Austin', (self adhesive)	1	
NI	CRCP349	£3.60	PLATE/DECAL, 'MG', (metal)	1	
NI	CRST134	£1.52	PLATE/DECAL, 'MG', (self adhesive)	1	

**Air Cleaner**

NI	215-691	£2.20	LABEL, 'Cooper'	2	Sprite I
NI	CRTR202A	£3.50	LABEL, 'Cooper'	2	Sprite II, III & Midget I, II

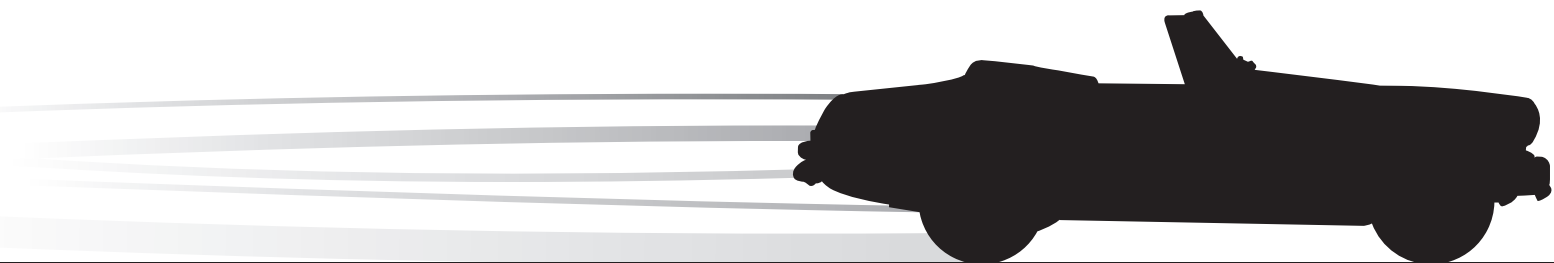
**Heater**

NI	CRCP302	£3.50	LABEL, (Smiths), heater ID	1	(metal), (To 1962)
NI	CRST130	£1.00	LABEL, (Smiths), heater ID	1	(vinyl), (From 1962)
NI	MGP2104	NCA	LABEL, (Smiths), motor	1	
NI	MGP2105	NCA	LABEL, (Smiths), fan	1	
NI	CRCP303	£3.60	LABEL, (Smiths), heater drain	1	(metal), (To 1962)
NI	CRST127	£1.50	LABEL, (Smiths), heater drain	2/3	(vinyl), (From 1962)

**Chassis Plates**

NI	CRCP312	£4.66	PLATE, 'Austin', (metal)	1	
NI	CRCP311	£5.30	PLATE, 'MG', (metal)	1	
NI	AHA9999	£0.40	RIVET	a/r	for all metal plates/decals





Late Sprite & Midget 1967-79 **Restoration Parts**



## Ordering Information

### Notification of prices

Due to the volatility of world markets and currency fluctuations the prices in this catalogue are subject to change. Moss make every attempt to keep prices competitive and stable, however in common with all other suppliers in our industry, we reserve the right to alter these prices without prior notice.

For the latest prices, please visit our website [www.moss-europe.co.uk](http://www.moss-europe.co.uk). All prices are per unit (unless otherwise stated) and include (UK) VAT at 20% (where applicable) and are correct at the time of going to print. Postage and packaging is not included. E&OE. Where the price is replaced with NCA this part is Not Currently Available. Please visit our website ([moss-europe.co.uk](http://moss-europe.co.uk)) or call our sales staff for the latest availability information or to enquire if we can offer an alternative part.

### Product supersessions

Moss Europe's policy is to detail the most up to date part information in our catalogues. Where possible parts are kept to original specification. However, in some instances we have to supersede to the most viable alternative product to maintain supply and keep cars on the road. Every effort is made to ensure high quality products.

### UK ordering

We accept orders by mail, telephone, e-mail, fax and on-line at [www.moss-europe.co.uk](http://www.moss-europe.co.uk). If you have the opportunity, we invite you to visit one of our branches. Remember, supplying details of your car, (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications) saves time and helps us to help you. Please inform us of your customer number, as this will speed up the processing of your order.

### Overseas ordering

We accept orders by mail, telephone, e-mail, fax and on-line at [www.moss-europe.co.uk](http://www.moss-europe.co.uk). If you visit the U.K. please come and visit one of our branches. When ordering, please ensure that you enclose full details of your name, address and customer number, plus details of your car (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications).

Please note: Overseas orders are often subject to local import duties, taxes and Customs clearance, which will need to be paid for at the point of entry. These charges are NOT included in the price of the goods or delivery prices. All relevant Customs forms and documentation needed to ensure the order arrives with the minimum of delay, will be included with your shipment. If you have any special requirements, please contact us to discuss them. Delivery charges are dependent upon the size and weight of the shipment. If a quotation is required prior to placing an order, please contact the export department at your chosen branch and they will be pleased to supply a full quotation.

### Parts back-order system

A back-order system is used when a part is not in stock at the time of ordering. If the item is expected to become available within 6 months, then it will be put on back-order, unless the customer instructs us otherwise. When we have the parts in stock, the back-order will be processed automatically and the item will be dispatched to the customer. If the particular part becomes No Longer Available (NLA) or does not become available within 6 months the back-order will be cancelled. If you are unsure when you placed a back-order contact your local branch.

### Dispatch & delivery methods

Orders for delivery in the UK may be dispatched by regular post for small/lightweight items, larger items may be dispatched via a courier. Please call us for the best delivery option for your order and the latest delivery prices. For delivery outside the UK we offer the following services.

- **Economy delivery (by road):** 2 to 5 days (approximately).
- **Express delivery (by air):** 1 to 2 days (Guaranteed) - next day service to most countries.
- **For small and low value orders we also use airmail.**

For these services, please ask for prices and the best delivery option when you place your order. Most deliveries (except airmail) are 'trackable', (inc: e-mail updates and internet access for selected carriers). Please remember, all carriage charges are dependent on weight band, volume, destination and delivery time. If a quotation is required prior to placing your order, please contact a member of the sales department. Alternatively, you can arrange your own delivery and dispatch.

### Windscreen delivery information

We always suggest that windscreens should be collected from one of our branches to ensure you are able to transport your glass with the utmost of care. However, we understand that this is not always possible.

To minimise the possibility of damage to the windscreen in the shipping process, it is now Moss Europe's policy to ship windscreens packed in a specially designed heavy duty 'Tri-Wall' cardboard box. The price of this box is £35.00 (inc VAT), non-refundable and is not included in the price of the product. The crate's dimensions will also increase shipping costs, particularly in EU countries. The crate dimensions are 150cm x 33cm x 74cm. The maximum volumetric weight is 92kgs. For more information please contact your nearest Moss branch.

### Hazardous goods delivery information

At the time of going to print, Moss Europe Ltd conforms to international shipping regulations regarding packaging and transportation of Hazardous Goods by road and sea freight (only). Due to these international shipping regulations and licencing rules all goods deemed as Hazardous are currently available for shipping to the UK and Europe only. If you place an order containing Hazardous goods and your shipping address is not in the UK or Europe, we will not be able to ship this item to you. Please contact your local branch or visit our website [moss-europe.co.uk](http://moss-europe.co.uk) for the latest delivery information of Hazardous goods.

### Quotations & payment methods

We will be pleased to provide a full parts quotation detailing price, availability and relevant shipping costs. Payment may be made by cash, personal cheque (to the card guarantee limit), Certified Bank Draft, Sterling Travellers Cheques and credit or debit card including: Mastercard, Visa, Delta. If you intend to make payment by Cheque or Bankers Draft when

using our fast mail-order parts service, please confirm parts availability and carriage charges. We can accept payments using PayPal for website, email and phone orders.

### Value added tax (VAT)

Value Added Tax (VAT) at the current UK rate of 20% will be levied on all orders being dispatched to countries within the UK, including Northern Ireland. Shipments to countries outside the UK, including all EU countries, will not be charged VAT.

Our UK website will only take payment in GB pounds (£).

### Exchange units

We are able to offer a full rebuild service on numerous major components in our product range. We offer this service as an alternative to direct replacement parts, or when a brand new item is no longer available. However, the continuity of this exchange scheme needs the understanding and co-operation of our customers in relation to several important points: It is important to remember that "rebuild" does not mean "brand new". Rebuilding a unit involves stripping, cleaning, inspecting and re-assembling the unit. During this process, parts showing signs of wear will either be completely replaced or suitably renovated. However, it is not always feasible for major sub-components to be replaced with brand new ones, for example, an exchange engine will not have a new block. Due to the nature of certain product lines, some items can only be offered on a "one for one" exchange basis. This effectively means that you must offer us a viable unit before we can release a fully rebuilt item from our stock. In some instances we can only carry out reconditioning of your own unit. Our staff will inform you if this is the case.

All exchange units are subject to a surcharge. This surcharge serves two purposes; firstly, it acts as an incentive for you to return your old unit, and secondly it provides us with financial cover if your returned unit proves unsuitable for exchange purposes.

Whether or not your returned unit is suitable for exchange purposes cannot be ascertained until it is made available to us for inspection. As a general rule, suitable for exchange basically excludes any items that are beyond reasonable repair (e.g. crankcases pierced by a connecting rod) or units irrevocably damaged. We are also unable to accept units unless they are returned in whole, complete form (i.e. differential units which are returned partly stripped with no bearings and all the shims missing are not generally accepted), nor do we accept a "box of bits".

Surcharges will only be refunded once our core department has passed the item as serviceable. Under no circumstances can any exchange unit be shipped overseas until we receive your original unit. We have predetermined prices for our exchange units based on our experience of repair costs for a gearbox, axle or engine. Occasionally, however, the damage to the unit is so great that we will contact you before beginning work on your unit to advise you of any additional cost that may be incurred during the rebuild of the unit. We can return the unit (at your cost) if this proves unacceptable.

### 'Old unit' returns

Exchange items including reconditioned engines are subject to a surcharge that is refunded when a rebuildable unit (core) is returned. When you receive the rebuilt unit, attached to it will be a Core Return Authorisation Tag. This tag must be removed from the rebuilt unit and attached to the returned core in order to receive credit. Cores must be returned within 90 days of purchase in the original box, carton or engine cradle supplied with the rebuilt unit. Cores must be shipped clean and empty of fluids. Cores must be complete, assembled and rebuildable to receive credit or refund. You must pay all shipping charges for the return of the core and these charges are not refundable.

### Warranty

All parts are warranted against defects in materials and workmanship for a period of twelve (12) months from the date of purchase. The warranty does not cover failure resulting from incorrect installation or misuse; failure during any competition, motorsports or track events; failure of any, or caused by any, related component. The warranty does not cover labour charges, nor will a warranty settlement be greater than the cost of the original component. Should you need to make a warranty claim, please contact us immediately at the branch of purchase. We will then advise you as to the best course of action. With all warranty claims a copy of the original purchase invoice must be produced.

### Warranty returns

Parts that fail in use may be returned for 12 months from the date of purchase. Returns must be accompanied by the original invoice - no warranty claims will be paid without a copy of the original invoice. Return freight will be reimbursed. Electrical parts returned for warranty will be tested and if found functional, no return credit will be given and the part will be returned. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

### Non-warranty returns

All uninstalled parts, in their original packaging may be returned within 90 days for any reason. A copy of the original invoice or the picking label (which is generally attached to the original packaging) must accompany the return. Return freight is paid by the customer. If the return is due to our error, the return freight will be reimbursed. Parts returned outside of this policy or in non-resalable condition may not be accepted or may be assessed a 15% handling fee. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

### Customer service

We value your custom and wish to ensure that you receive the very best service. Every effort will be made to provide you with Quality Parts and Expertise in a relaxed, helpful and friendly manner. Should you consider the service you receive from us to be unsatisfactory, or you have any problems with the part(s) purchased, please advise a member of the sales team at the originating branch. If the matter is not resolved to your satisfaction, please contact our Customer Services Department and we will do our very best to resolve the issue, either email: [customerservices@moss-europe.co.uk](mailto:customerservices@moss-europe.co.uk) or write to: **Customer Services, Moss Europe Ltd Unit 16, Hampton Business Park, Bolney Way, Feltham TW13 6DB England.**

### British Motor Heritage

Moss Europe Ltd is a British Motor Heritage approved specialist. Our agreement with British Motor Heritage allows us the use of marque logos and some of the artwork contained within this catalogue.



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## What can I do to make my Sprite or Midget go faster?

There really isn't a simple answer to this question. For instance: Do you want higher speeds on the motorway or do you want more mid-range torque? Do you drive your car fairly hard on a daily basis, or just use it on weekends? Would you like that little bit more power, or do you want maximum BHP? Or, do you just want the car to be quicker through bends? Then we could ask, have you, or are you going to, upgrade the brakes? Are your suspension and/or steering bushes/components OK? Will your transmission and drive train handle more power/speed? Is your car standard, or has it been previously overhauled/uprated?

On the following pages, you will find a range of quality components that will improve engine performance, braking, steering and the handling of your classic and, if you want to make it a real head turner, complete the transformation by fitting a set of wide section alloy wheels. Please don't forget, before increasing the power output and speed of any vehicle, you should ensure that your brakes, steering, chassis etc. can cope with the modifications, and, a roll bar is a very sensible investment... for all open top sports cars.

Note: Descriptions And Dimensions.

As we have no control over installations/modifications (whether previous or current), it is the sole responsibility of the user to ensure safe and correct fitment, tolerances and clearances. Manufacturers/suppliers descriptions and dimensions are given in good faith at the time of publication. Errors and Omissions Excepted.

## Moss Special Tuning Front Anti-Roll Bar Handling Kits

The simplest and most cost effective way to improve your vehicle's handling is to fit one of our front Anti-roll bar handling kits. All Sprites and Midgets suffer from an inherent handling problem. The standard front suspension design allows body roll which induces understeer. This is the tendency of the car going straight on when steered into a corner because the slip angle of the front tyres is less than that of the rear tyres. With it's rear wheel drive design, the Spridget is more comfortable and stable when this understeer has been reduced towards what is known as Oversteer. This is the tendency of the car to turn into the corner because the slip angle of the front tyres has become greater than the rear tyres.

Moss Special Tuning anti-roll bar handling kits have been very carefully produced as complete packages to suit each model. Research has shown that the requirements for each model are different, because the anti-roll bar provides the key to improved handling. We focused our research and testing on all the production anti-roll bars, as well as testing many experimental units. From this work, the correct components were selected to provide excellent roadholding while preserving the ride quality, without the need for other modifications.

Note: When carrying out any suspension modifications, it is vital to ensure that all other components are in good working order to handle the increased cornering speeds and, to maximize the benefit of any modification.

## Front Anti-Roll Bar Handling Kits

The standard front suspension design allows body roll that induces instability. Fortunately this situation can be easily rectified by fitting one of our well proven handling kits. The inherent problem with the handling of these models is roll-induced understeer making high speed driving somewhat difficult. Our handling kits are designed to reduce body roll, whilst retaining good ride quality. Each kit includes a stronger front anti-roll bar with uprated centre mountings, plus, uprated rear shackle bushes to reduce rear end steering caused by lateral spring movement. The chrome bumper models use our 11/16" anti-roll bar, and the rubber bumper models require our 3/4" anti-roll bar.



ill.	Part Number	Description	Req.	Details
1	TMK30850	£93.00	1	11/16" dia, Chrome Bumper
NI	TMK30950	£112.40	1	3/4" dia, Rubber Bumper

## An Introduction to the Front Anti-Roll Bar

As mentioned earlier, the handling is mainly controlled by the front anti-roll bar. For those owners who wish greater control of their vehicles, here we list the full range of bars together with the basic recommendations. Increasing the diameter of the bar will progressively reduce body roll and understeer tendencies. Too strong a bar will allow understeer to develop and will increase the harshness experienced on bumpy roads, making the car twitchy. Larger wheels and tyres may allow a stronger bar to be used due to the increase in unsprung weight. The amount of load transferred by the bar is proportional to the Square of the bars diameter. Competition cars will usually benefit from the fast road bar when using slick or competition tyres, they are usually much lighter than standard, so may benefit from a smaller bar which can be selected from the tables.

## Front Anti-Roll Bar

An uprated front anti-roll bar will help you get the full cornering benefit from your classic, even if you haven't modified the suspension, but, if you are considering increasing the engine power and performance, it is a very wise investment. It is important not to fit too stiff a bar, as this will ruin the ride comfort, transmitting road shocks through to the driver and passenger.

The later cars were fitted with a 9/16" diameter bar as standard, we have found the ideal anti roll bar for a standard road car is 5/8" diameter, a modified car will handle better with the 11/16" diameter bar. Competition cars benefit most from the 3/4" or 7/8" bars depending upon their specification, but, these bars can prove to be too stiff for road use and will push the handling towards understeer again. Our experience has shown that the original bar end stops are not required for the competition bars, though they should be used on road bars.



ill.	Part Number	Description	Req.	Details
2	AHA7013	£61.80	1	standard
NI	AHT56	£61.80	1	fast road
NI	AHT57	£60.90	1	fast road/competition
NI	TMG30981	£63.90	1	competition
NI	TT30984	FRONT ANTI-ROLL BAR, 7/8" dia	1	competition
NI	AHH6546K	£10.50	1	
NI	11H462K	£16.50	1	

## General Front & Rear Suspension

As well as fitting an anti-roll bar handling kit, many owners want to modify their cars further for fast road or even competition use. On Sprite and Midget sports cars the front suspension should be stiff and the rear pliable, this reduces body roll at the front, whilst also lessening the chance of lifting the rear inner wheel when cornering hard.

Note: When carrying out any suspension modifications, it is vital to ensure that all other components are in good working order to handle the increased cornering speeds and to maximize the benefit of any modification.

## Semi-Elliptic Rear Leaf Spring

These Sprite and Midget models are fitted with a semi-elliptic full length rear spring. We can offer 1" lowered springs to reduce the tendency for the car to oversteer and to help level the car when lowered front springs have been fitted. For the competition enthusiast we can supply a lowered and reversed rear spring dropping the car 2.5" although these cars are usually lighter than standard, reducing this effect.

All new rear springs are supplied with a new standard front eye bush. A much tighter feel for the handling can be achieved by replacing the standard suspension bushes with either polyurethane or nylon. Nylon has been used on competition cars for many years, it is hard, whereas the modern polyurethane bush has a softer edge and is more easily installed. Road cars can benefit greatly from polyurethane bushes without the harsh ride associated with nylon. The fitting of nylon bushes is best left to someone with engineering experience.

ill.	Part Number	Description	Req.	Details
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### Chrome Bumper Models

NI	MGS40820	£108.90	1	fast road/sport
NI	MGS40821	£119.90	1	competition

### Rubber Bumper Models

NI	MGS40920	£150.40	1	fast road/sport
NI	MGS40921	£125.10	1	competition

Note: Uprated Rear Spring, must be fitted in pairs.

## An Introduction To Anti-Tramp Bars

The use of anti tramp bars is highly recommended for cars which have more than standard power available. They are fitted between the rear spring front eye bushes and the centre spring mountings on the axle by special brackets which are supplied as part of the conversion. When power is applied suddenly, usually from a standing start, the rear leaf springs tend to wind up into an S shape, and then revert to normal in a series of hops, referred to as tramping. Anti tramp bars restrict flexing of the front half of the leaf spring when under extreme loadings, by allowing only vertical movement of the axle. Thus deprived of its natural twisting motion the axle can no longer tramp.

Note: When carrying out any suspension modifications, it is vital to ensure that all other components are in good working order to handle the increased cornering speeds and, to maximize the benefit of any modification.

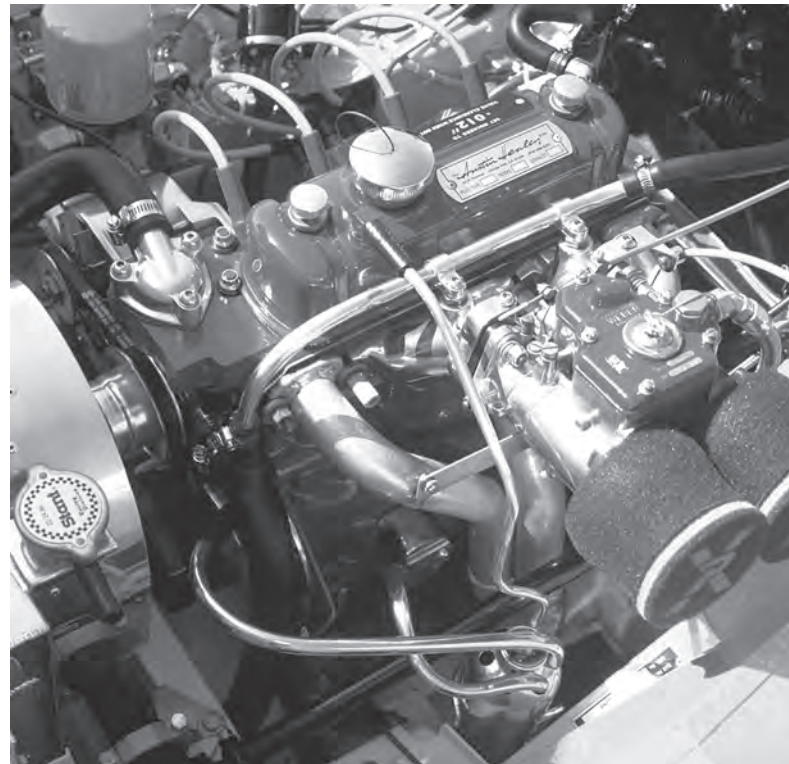
### High Capacity Fuel Pumps, Filters & Regulator

The standard fuel pump may not be able to maintain adequate fuel pressure at higher engine speeds. The range of Facet high pressure electric fuel pumps however, suit all modified applications, the position in the car where the pump is mounted will determine which model is used.

The cylindrical Interrupter pumps can be fitted to the front or rear of the car and can pull fuel up to 18" from the bottom of the fuel tank.

The Cuboid Solid State pumps must be mounted close to the tank and below the fuel level, the installation instructions must be adhered to. They can pull fuel up to 12" from the bottom of the fuel tank and the filter union must be fitted to the suction side of the pump.

Both types of pump are supplied in negative earth only, they come complete with mounting bobbins and unions, you will have to re-plumb the fuel system around the new pump using a combination of standard pipes and hoses. Fine-tuning of the fuel pressure can be easily achieved by installing a pressure regulator, we can supply either a simple regulator or a filter regulator with a replaceable filter. We have the road competition version with 1/4" and 5/16" connections and the larger competition version with all 5/16" connections. With safety in mind, we also supply an inertia fuel cut off switch, so that in the event of an accident, fuel delivery is cut-off.



### Engines & Components 1275cc

#### Tuning the A Series Engine

Tuning the A series engine is a fairly simple procedure with no really difficult areas or particular vices. All recommendations given must be taken in line with the projected type of engine specification desired, therefore only the general lines to be followed have been roughed out.

Standard SU HS2 carburettors will be improved by the use of K&N filters. The next area for attention is the exhaust system where reasonable results can be gained. Cylinder head gas flowing is very important on this engine. Carburation is an important improvement area and depending on the customer's proposed use for the car there is a wide range of conversion kits to choose from. Changing the camshaft profile will obviously improve top end breathing considerably, but it is a major exercise as engine removal is usually required to complete an installation. Alternatively, you could fit one of our Stage 2 Full engines.

#### Is Your Engine Standard?

Before you start installing modified engine parts please take a few moments and check to see if your engine unit is standard. It may be that the cylinder head has been skimmed and/or the cylinder block has been bored-out. This is especially important when fitting any modified cylinder head, as the compression ratio has to be matched to the engine specification.

### Performance Camshafts 1275cc

All the Kent Camshaft applications/part numbers below with the suffix 'S' are for the original Star drive oil pump/camshaft as used on all 1275cc models. If you have changed your camshaft and oil pump to Metro Slot, use the suffix 'M' on the part number. All Piper Camshafts with the suffix 'E' are Star Drive unless otherwise stated.

Note: 1098cc models used a pin drive oil pump/camshaft.

To assist in selecting a suitable camshaft we have prepared a table (below) showing their various characteristics, these will change from engine to engine and with other modifications such as carburettor or valve size. A scatter profile is where the cam timing on No. 2 and 3 engine cylinders has been altered slightly to combat the poor scavenging of the siamese port design. This will benefit both the tickover and high end performance. Care must be taken to ensure that installation is carried out correctly and that all components work together or you will not get the expected power output or reliability. It is essential that the new cam is fitted with new followers as they mate with the lobe that they run on and should never be used on another lobe.

Lightened and Tuftrided followers wear more slowly and put less load on high lift cam lobes, they are also manufactured with a drainage hole. Another essential is the special lubricant that must be used with all new cams, it provides vital lubrication during initial starting and protects your cam from extreme wear in its first minute of use. Don't forget the cam timing degree disc, TT2929, you will need this to set your cam timing, or, camshaft assembly lubricant. (S/T = Special Tuning)

1275cc KENT CAMSHAFT	PART NO.	INLET	EXHAUST	DURATION INL - EXH	CAM LIFT	HI RATIO ROCKERS?	INSTALL SETTING	POWER RANGE
FAST ROAD	KMD266S	24/56	61/29	260-270°	0.263"-0.270"	YES	-4	1000-6500
ROAD RALLY	KMD276S	29/61	66/34	270-280°	0.293"-0.315"	YES	-4	1500-7000
RALLY	KMD286S	34/66	71/39	280-290°	0.315"-0.324"	YES	-4	2000-7500
RALLY SCATTER	KMD286SPS	34/66	71/39	280-290°	0.324"-0.340"	YES	-4	2200-7000
RACE	KMD296S	39/71	76/44	296-300°	0.324"-0.340"	YES	-4	3250-8000
RACE SCATTER	KMD296SPS	39/71	76/44	296-300°	0.324"-0.340"	YES	-4	3200-8000
FULL RACE SCATTER	KMD310SS	49/81	81/49	310°	0.340"	YES	-4	4000-8500
S/T ROAD	STA600S	33/65	63/31	278-274°	0.293"	NO	-3	2000-7000
S/T ROAD RALLY	STA800S	24/64	59/29	268°	0.263"	NO	0	2500-6500
1275cc PIPER CAMSHAFT	PART NO.	INLET	EXHAUST	DURATION INL - EXH	CAM LIFT	HI RATIO ROCKERS?	INSTALL SETTING	POWER RANGE
FAST ROAD (Stage 2)	AHR2702E	39/73	73/39	292°	0.288"	NO	-3	1800-6500
FAST ROAD	AHR270E	37/71	73/39	288°	0.277"	NO	-3	2000-6500
ROAD RALLY	AHR2852E	39/73	66/32	292-278°	0.299"	NO	-3	2200-7000
RALLY	AHR300E	46/74	74/46	300°	0.316"	NO	-6	3500-7500
SPRINT	AHR320E	54/82	82/54	316°	0.316"	NO	-6	4500-8500
RACE 2	AHR3202E	62/86	86/62	328°	0.322"	NO	-8	4250-8500

## Modified Cylinder Heads 1275cc

The A series engine responds well to improvements to the cylinder head, both in porting and gas flow. It is possible to interchange heads from other models but check carefully the combustion chamber capacity for the compression ratio and the clearance between the fully open valves and the block. The best head to use is the 12G940 casting with an 11 stud configuration, this is from the 1275cc Mini Cooper S.



Engine reliability will benefit from fitting the extra two studs although the block will need drilling and tapping to suit. The head gasket will need changing too, for the extra studs, the traditional competition gasket needs soaking in water before use or we can highly recommend the Metro Turbo head gasket for all applications. When swapping components between models care should be taken to ensure compatibility. Fuel is predominantly unleaded now and all our heads are modified for lead free fuel. We suggest that you keep the compression ratio to 9.5:1. The shortage of original heads may require that the work is carried out on your own unit.

We will also need to know details of your engine cylinder bore size and piston type, to enable us to arrive at the correct compression ratio when working on your own unit. We can supply a new Alloy replacement head, this comes bare, or with 33.3mm inlet valves and 29.4mm exhaust valves, the chamber is 23cc and the head has a thick deck to allow room for skimming. Heads can be modified to a higher specification, please contact your local Moss branch for full details.

## Tuning the Midget 1500cc Engine

The order of priority when tuning the 1500cc engine is to first improve gas flow through the engine before altering the camshaft profile. This is because the Midget 1500cc uses a Triumph engine, the listings in this section are based on the expertise and wide range of products from the long established TriumphTune side of the Moss tuning division. Due to the engine bay design of the Midget 1500cc, the engine tends to run very hot, and, it also tends to be over-revved in modern day traffic conditions.

The engine is a long stroke design best suited to a maximum cruising rev range of between 4500 to 5000 rpm. When Cruising on the motorway the engine is likely to be turning at the top of its ideal rev range, if not over the top! Over-revving combined with lack of sufficient cooling create reliability problems with 1500cc engine installation. The engine can be made to produce reasonable power with reliability if the cooling is improved and the unit modified to run safely at higher revs. An oil cooler is essential for any Midget 1500cc.

With regard to improving performance on UK and European cars the first modification is the fitment of K&N filters, which when combined with the sports exhaust becomes the first stage of tuning, this will produce an increase of approximately 10bhp at the wheels.

Breathing improvements are always most important on this engine, so the next item is a gas flowed cylinder head, followed by a change of camshaft profile. When carrying out any of the latter modifications, the bottom end, crankshaft etc... must be checked to ensure its condition is sound. If renovating the bottom end of the engine, the crankshaft may be reground and balanced, together with a +60 thou. overbore and careful re-assembly of the unit, a good, powerful engine with reliability may be obtained.

## Up-rated Rocker Gear & Cam Followers 1500cc

All cars can benefit from a replacement tufrided rocker shaft, they will resist wear and breakage especially when using high revs.

**Note:** The Tufrided hardened shaft must be thoroughly purged of the salts used in the hardening process, before it is fitted.

Before fitting any rocker shaft it is essential to make sure that the end plugs are in position. The friction and the rocker side loads normally associated with the standard rocker gear can be reduced and the location made more positive, by fitting the three piece steel spacer set instead of the standard shaft springs.

Pedestal Shims are for use with standard rockers in conjunction with a higher compression cylinder head, enabling the correct rocker angles to be obtained. They have a nominal thickness of 0.040" and are supplied individually.

Roller Rockers are designed to operate the valves with less resistance and more efficiency. The power increase with the use of these rockers is approximately an extra 10 bhp, the power band can also be extended. It is preferable to maintain 108° to 110° peak to peak centres on cam profiles if these rockers are fitted. The steel rockers are made with needle roller inserts and have solid spacers ready fitted.

The end roller tips are made in high quality steel for long life. The Roller rockers are also designed

to give a higher lift ratio, 1.65:1 against the standard ratio of 1.5:1. The design is also specially strengthened against deflection at any time in the operating sequence. TT1408 valve springs must be used with this rocker assembly.

ill.	Part Number	Description	Req.	Details
NI	TT1317	TUFRIDED ROCKER SHAFT	1	
NI	TT1318	STEEL SPACER SET	1	
NI	TT1910	PEDESTAL SHIMS	a/r	
NI	TT1448	ROLLER ROCKER SET	1	1.65:1

## Valve Springs-Double (Set of 8)

NI	TT1408	LARGE DIAMETER	1	
NI	TT1226	ROCKER OIL FEED KIT	1	
(This rocker oil feed kit must be used when fitting Roller Rockers).				
NI	TT1209	LIGHTENED & TUFRIDED CAM FOLLOWER	8	
(Cam followers are supplied individually, 8 required).				
NI	KEN2	KENT CAMSHAFT LUBRICANT, 250ml	a/r	
NI	TT2929	CAM TIMING DEGREE DISC	1	

## Are You considering fitting our High Lift Roller Rocker Conversion?

Before fitting the high lift rocker conversion, you will need to verify the profile of your camshaft and valve springs. The higher the lift of the camshaft, the less likely you will need to fit this conversion without further advice. If in doubt, please contact your local Moss branch.



## Up-rated Valves, Springs & Pushrods 1500cc

The standard type of push rod is adequate for road use. The tubular type is recommended for racing as they are stronger and are supplied shorter to suit a high compression cylinder head. They are also essential if using roller rockers.

It is essential to check the valve springs for coil binding, being solid at maximum lift, when using higher valve lifts. TriumphTune springs are designed for high lift cams. Remove lower spring collars if the TT springs are used - they are not required. The TT1307 springs are for road and sprint use, for greater lift and full competition TT1308 springs can be used. The large diameter set TT1408 should be used with the high lift rocker kit.

Up-rated valve springs are designed for TriumphTune and are suitable for all performance profile camshafts using the standard rocker ratio. Our competition springs are available in 2 specifications, standard diameter are an interference fit, allowing up to 9000 rpm and a maximum of 0.490" valve lift. Larger diameter springs allow better control of the valve for high lift and high rev. applications. Standard valve caps are strong enough for all applications, however TriumphTune light-weight alloy caps with a weight saving of approximately 25:1 also reduce valve loading and therefore wear on cam lobes.

Our Bronze alloy valve guides reduce friction and improve reliability, especially when the engine is under heavy load. They are highly recommended for all heads, especially on competition engines. They are shortened and reshaped for improved flow, the inlet guides are bullet nosed and the exhaust guides square ended to suit the head design. Moss TriumphTune competition valves are specially reshaped and gas flowed to give maximum flow once the seats and throats in the heads have been shaped to suit. All valves are made in EN21/4N stainless steel, for long life and maximum reliability. and are sold individually.

iii.	Part Number	Description	Req.	Details
NI	TT1433	TUBULAR PUSH ROD, each,	8	
NI	TT1307	COMPETITION VALVE SPRINGS-DOUBLE (Standard diameter uprated, fast road).	1	
NI	TT1308	COMPETITION VALVE SPRINGS, std. dia.	1	
NI	TT1408	COMPETITION VALVE SPRINGS, large dia.	1	
NI	TT1216	ALLOY VALVE CAPS, standard dia. springs	1	
NI	TT1116	ALLOY VALVE CAPS, large diameter springs	1	
NI	TT1419	BRONZE VALVE GUIDES, engine set	1	
NI	TT1319A	BRONZE VALVE GUIDES, Inlet, each	4	
NI	TT1219A	BRONZE VALVE GUIDES, exhaust, each	4	
NI	TT1434	COMPETITION INLET VALVE, 1.475", each	4	
NI	TT1315	COMPETITION EXHAUST VALVE, 1.17"	4	
NI	TT1435	COMPETITION EXHAUST VALVE, 1.30", each	4	

### Performance Camshafts 1500cc

Camshafts are available as reprofiled/exchange units or New, please state preference when ordering. To assist in selecting a suitable camshaft we have prepared a table showing their various characteristics, these will change from engine to engine and with other modifications such as carburettor(s), cylinder head, valve gear or valve size.

Care must be taken to ensure that installation is carried out correctly and that all components work together or you will not get the expected power output or reliability. It is essential that the new cam is fitted with new followers as they mate with the lobe that they run on and should never be used on another lobe. Lightened and Tuffrided followers wear more slowly and put less load on high lift cam lobes, they are also manufactured with a drainage hole. Another essential is the special lubricant that must be used with all new cams, it provides vital lubrication during initial starting and protects your cam from extreme wear in its first minute of use. Don't forget the cam timing degree disc, TT2929, you will need this to set your cam timing, or, camshaft assembly lubricant.

**IMPORTANT NOTE:** All TriumphTune camshafts are profiled on new blanks. For fast road profiles, existing camshafts may be reground using the customers own unit (CUT), but this is entirely at the customers risk as we cannot guarantee the integrity of the original Triumph camshaft during the re-profiling process.

Note: The power range and upper rev limit for race camshafts is dependent on individual engine preparation and reciprocating parts.

### Camshafts Explained 1500cc

The 1500cc unit is designed more for low speed power. For this reason most of the profiles are designed for torque improvement rather than greater power output at high engine revs. However the Midget 1500cc suffers from having the wrong gearing for the engine so it is necessary for some degree of compromise to be made for modern traffic conditions. Remember that with a standard capacity engine the power band will be effective higher up the rev range than would be the case with an enlarged capacity unit. All camshaft profiles must use TT valve springs, and we strongly recommend you fit a Duplex Chain Kit. Be aware that road and race cams mean just that. Road cams will not produce any results whatsoever on the race track - rainy days excepted!

<b>Blueprint</b>	<b>Ideal for standard class competition.</b>
<b>Road 83 &amp; 89</b>	<b>These are a very good stage 1 camshaft suitable for road cars equipped with SU HS4 carburettors.</b>
<b>Fast Road 83</b>	<b>For owners who, as a result of a fair amount of town driving, require a very good all round profile for use with either SU or Weber carburettors.</b>
<b>Fast Road</b>	<b>Best used with Webers, recommended more for open road driving, where the engine may be used more at high revs.</b>
<b>Fast Road 89</b>	<b>A new profile for open road use with Weber carburettors giving more mid to top end power.</b>
<b>Sprint 83 &amp; 90</b>	<b>Although these cams can be used with modified road engines, they are primarily intended for track work.</b>
<b>All Race Cams</b>	<b>Suitable for full race engines, only where maximum power - not tractability, is required.</b>

### Valve Spring (When using Standard Rocker Shaft)

- A) Use TT1307 double springs, without any lower collars or spacers. (Installed Height: 33 < 34mm).
- B) Use TT1307 or TT1308 depending on application or intended use. (Installed Height: 33 < 34mm).
- C) Use TT1408 double springs, without any lower collars or spacers. (Installed Height: 32 < 34mm).

1500cc TRIUMPH TUNE CAMSHAFTS	PART NO.	VALVE SPRINGS	INLET TIMING	EXHAUST TIMING	DURATION INL - EXH	CAM LIFT	HI RATIO ROCKERS?	INSTALL* SETTING	POWER RANGE
BLUEPRINT (1500cc)	TT1483	A	(18/58)	(58/18)	256°	0.240"	N/A	110°	1500-5500
ROAD 83	TT10504	A	30-56	74-28	266°	0.288"	YES	103°	2200-5200
ROAD 89	TT14041	A	22-70	62-26	272°	0.276"	YES	112°	2200-5200
FAST ROAD	TT1405	A	30-70	70-30	280°	0.270"	YES	108°	2500-5500
FAST ROAD 83	TT10505	A	37-63	74-28	280°	0.288"	YES	103°	2500-5500
FAST ROAD 89	TT14051	A	34-76	58-34	290°	0.293"	YES	108°	2750-6250
SPRINT 83	TT10506	A	34-74	74-34	288°	0.275"	YES	110°	2700-5750
SPRINT 90	TMG10506	B	39-71	81-29	290°	0.302"	NO	110°	3000-6000
RACE 83	TT10906	C	42-68	78-32	295°	0.302"	NO	103°	3300-6500
RACE 96	TT14062N	C	49-81	81-49	310°	0.340"	NO	106°	3500-6500
RACE 96	TT104063N	C	49-77	77-49	320°	0.347"	NO	106°	3500-6500

(\*Install settings/full lift: When No.1 inlet valve is fully open ATDC (After Top Dead Centre).

1500cc PIPER CAMSHAFTS	PART NO.	VALVE SPRINGS	INLET TIMING	EXHAUST TIMING	DURATION INL - EXH	CAM LIFT	HI RATIO ROCKERS?	INSTALL* SETTING	POWER RANGE
FAST ROAD	THR270E	A	26/62	60/22	268°	0.284"	YES	106°	
RACE	THR300E	C	54/86	86/54	290°	0.290"	NO	104°	

### Engine Cylinder Block Modifications (1500cc)

#### Engine Block

All work must be carried out in clean conditions if reliability is to be expected. Specialist work that may be required includes polishing and smoothing main bearing caps, plus shot peening to relieve surface stress, they can then be reshaped to give a uniform cross section. For racing use, fit 1/4" longer high tensile bolts to the centre main cap, bottom tap the holes to ensure the bolts do not bottom out. Remove the top three threads from the centre main by counter boring, to spread the load deeper into the block. Remove excess casting flash from inside the block, do not grind any machined areas. Steel centre main caps can be supplied, but are not normally required, it is possible for racing to increase oil supply to the centre main, as this in turn supplies the connecting rods. Drill out the feed hole to 5/16", entry is made from the oil gallery end. The distributor bush will also require removal. Ensure all oil ways are clear, not only of deposits, but also of swarf from production machining.

#### Pistons

For any competition or fast road engine, use only solid skirt three ring pistons. Moss can offer standard production pistons, plus over sizes, or alternatively Triumph TR6 pistons, standard TR6 pistons may be used in a +.040" bore 1500 block, +0.020" in a +0.060" over bored block. The TR6 piston is very sturdy and quite light, as it is shorter in pin to deck height. It is necessary to machine the block (approx. 0.0165") to suit these pistons, this then gives zero piston height. Then counter bore the block as original (if the later type of head gasket is being used). Counter bore dimensions are 3.175" x 0.030" deep. Each piston will require 0.020" to be removed above the top ring and then radiused to the piston top to give clearance with the head gasket if using zero deck height.

#### Crankshaft

In engines for fast road use, standard bearings are adequate. For racing use MGB bearings, part no. AEB4512, +0.010" oversize, which necessitates regrounding the crank to 1.8665" - 1.867" diameter.

## Engine Cyl. Block Modifications (1500cc) (Cont.)

### Crankshaft

These bearings easily fit the journals and only require the edge of the tags to be filed to locate in the con rod properly, use a radiused edge on the crankshaft grind. The rotating assembly must be balanced, Tuftride hardening is also recommended. For racing, the crank can be micro polished an extra 0.001" under-size for clearance, thereby assisting in oil supply to the surfaces. The main bearing oil supply holes can be tear drop shaped in the direction of rotation, again to assist oil supply, this is only really needed for sprint and race engines.

### Connecting Rods

Always rebuild an engine using new con rod bolts, preferably higher grade material and renew the little end bushes, reaming to size.



## Replacement Engine Parts

### Modified Blocks 1500cc

Ill.	Part Number	Description	Req.	Details
NI	UKC2460	INLET VALVE	4	
NI	144965	EXHAUST VALVE	4	
NI	058923	INLET VALVE GUIDE	8	
NI	111869	EXHAUST VALVE GUIDE	4	
NI	105121	SHORT CYL. HEAD STUD, (8 REQ.)	8	
NI	121217	LONG CYL. HEAD STUD, (2 REQ.)	2	
NI	110748	STANDARD CYLINDER HEAD NUT	4	
NI	51K1193B	UPRATED CYLINDER HEAD NUT	4	
NI	144962	ROCKER SHAFT	1	
NI	143552	CAM FOLLOWER	8	
NI	119389	CRANKSHAFT GEAR	1	
NI	035960	CAMSHAFT GEAR	1	
NI	105131	SIMPLEX TIMING CHAIN	1	
NI	042425	SIMPLEX CHAIN TENSIONER	1	
NI	AJM1209	TOP GASKET SET	1	
NI	AJM279	BOTTOM GASKET SET	1	
NI	UKC1110	FRONT OIL SEAL	1	
NI	143456	REAR OIL SEAL	1	
NI	BH607241X	MAIN BEARING BOLT, UPRATED	8	
NI	AEM3385STD	MAIN BEARING SHELLS (Oversize main bearings also available).	4	
NI	AEB4511STD	CON ROD BEARINGS (Oversize con-rod bearings also available).	4	
NI	AEW2171STD	THRUST WASHERS, pair (Oversize t/washers also available).	a/r	
NI	AE20139STD	PISTON ASSEMBLY (With rings and gudgeon pin, Oversize pistons also available).	4	
NI	RA28656STD	PISTON RING SET (Oversize piston ring sets also available).	1	

## General Information for Sprites & Midgets

This section will give you further information and specific details on tuning theories and rules for the Sprite and Midget.

### Suspension Characteristics

Modifications to the suspension are aimed at improving handling and road holding. The primary way of changing these characteristics is to alter the car's tendency to over steer or under steer. The latter two terms are defined thus:

#### Under Steer

The car still tends towards the straight ahead, even after the front wheels have been turned into a bend, the slip angle of the front wheels is less than that of the rear wheels.

#### Over Steer

When the car is steered into a bend, the rear end of the car will increase the turn in angle by tending towards the outside of the bend, the slip angle of the rear wheels is therefore greater than that of the front wheels. There are many reasons for these two situations and hopefully as many ways of changing them. The aim, certainly on a road car, is to produce a 'neutral' chassis, which is easy to drive quickly and safely.

### Front Coil Springs

One car can vary considerably from the next, it may be found that on some cars the road springs do not reduce the height, because the originals have sagged to a lower ride height through old age or damage. For this reason, quoting, 1" lowered springs has no real meaning unless the original factory specified ride height of the car is known.

The relationship between the new spring's fitted length and the resulting ride height is a ratio of approximately 5:8, i.e. if the spring's fitted length is 5 units shorter, the reduction in ride height will be 8 units, the amount increasing because the lower wishbones do not sit horizontally on the car.

### Nylatron Bushes

Nylatron, a compound of nylon and molybdenum disulphide, is an extra tough material designed for high load conditions with low rotational movement. It's main advantage is that, due to the molybdenum disulphide, it requires very little lubrication. The use of a copper based grease, part No. 153317 on the pivot pin inside the bush, is all that is usually required.



### What Problems might Nylatron cause?

As it is a great deal harder than standard rubber bushes, road noise and any harsh surface vibrations will be transmitted more readily into the car. A nylatron bush will alter the way a joint works, a rubber bush, gripping both the pivot within it and the sleeve around it, will allow its outer surface to twist over itself. The nylatron equivalent, having no obvious elasticity must be given clearance between itself and the pivot to allow free rotation. The amount of clearance has to be judged while fitting the component, it must not be excessive, or the benefits of the bush will be lost.

As an example, nylatron rear spring shackle bushes should allow an otherwise unattached spring to swing easily under its own weight. In an instance when a pivot nut would normally be nipped up to hold a rubber bush tightly, but now gently secures a nylatron item instead, it is suggested that an extra lock nut may be required.

As the bushes are primarily designed for competition use, they may require slightly modifying to suit the customer's own pivot pin or bolt. The bushes supplied by Moss Special Tuning are injection moulded for consistent quality, this therefore means that adapt to fit operations should be kept to a minimum, but may still be occasionally needed to obtain the best results. Nylatron bushes should be checked over regularly and re-tensioned or replaced as necessary.

### Wheels

Even different makes of tyre, let alone different widths or profiles, aspect ratios, tend to affect road holding of the car much more than most owners realise, just by changing to another brand the handling of the car can be transformed.

### 13" Diameter

The standard car used 4" rims, for fast road use 5" is ideal, though wheels as large as 6" wide can be fitted, having carried out minor body modifications. When used purely for racing, the choice of width falls much more to the regulations of the class competed in.

### Brakes

When fitting new harder linings it is essential that they are bedded in correctly for them to work efficiently and give the best results. Remember, some, but not all brake pads and linings are still made from asbestos, for personal safety do not use a brush or air line to remove brake dust, but instead use a vacuum cleaner or a damp cloth together with a can of brake cleaner. Make sure the dust or cloths are disposed of properly.



### Brake Discs

Discs need bedding in on low speed gentle braking for about 10 miles, gradually raise the speeds, but maintain the gentle braking application. Then make 2 to 3 heavy braking applications where safe to do so, which should complete the bedding in.

### Engine Preparation

When carrying out any engine rebuild, it is very important to use an accurate workshop manual,



this should be a genuine version as these tend to give the various model changes and the correct torque settings. When building any engine, the only correct way is to make sure that the area being used for assembly is clean, not to mention the components themselves prior to assembly, so that there is no chance of unwanted bits getting into the engine.

If you are not sure of the correct assembly procedure, follow the workshop manual closely. Full engine preparation will include some or all of the following modifications, depending on your own requirements. Here we show some formulae which are useful when modifying an engine:

**Swept Volume** =  $\pi r^2 h = 3.142 \times (\frac{1}{2} \text{ Bore Diameter})^2 \times \text{Stroke}$ .  
(All dimensions should be in centimetres).

**Cubic Capacity** = Swept Volume x Number of Cylinders.  
**Compression Ratio** = Swept Volume + Chamber Volume.  
**Chamber Volume** = Where Chamber Volume includes Gasket, Piston (if Dished) and Amount of Deck Height as well.

## Cylinder Block & Components

The block must be cleaned thoroughly before any machining work is carried out and again afterwards. The cleaning should cover the oilways and waterways to make sure that the fluids will flow correctly.

### Oilways

The cleaning of the oilways will require the removal of the screwed plugs in the engine block and when re-assembling use a suitable thread sealant. The machining left-overs or fazes, need to be removed whilst this work is carried out.

### Waterways

Make sure that all deposits are removed to ensure adequate water flow, this is essential if larger capacity is being used.

### Cylinder Bores

When carrying out re-boring work make sure that the piston supplier's recommendations are complied with.

### Thrust Washers

These normally can be doweled into position once the required size has been found. This ensures that the washers cannot revolve or move during arduous applications.

### Main Bearing Caps

The standard cap does not normally require any change although the 'smoothing' of the surface will tend to strengthen the unit. Polish, smooth and shot-peen the caps to relieve surface stress and reshape to give a uniform cross section. For hard road/racing use, fit 1/4" longer high tensile bolts to the centre main cap and bottom-tap the holes to ensure they do not bottom-out. Remove the top three threads from the centre main by counter boring to put the load deeper into block. Remove all excess flashings from inside the cylinder block but **DO NOT** grind any machined areas. It is possible - especially for racing use, to increase the oil supply to the centre main as this in turn supplies the con-rods.

Drill out the feed hole to 5/16", entry is made from oil gallery end. Ensure all oil ways are clear not only of deposits, but also of excess swarf from production machining.

### Oil Pump

Always use a new oil pump and preferably improve it's capacity - especially for competition work, by carrying out the following:

- Reduce the end float of the spindle/base plate, this will then restrict pressure loss.
- Make sure that the rotor clearances are as small as possible, as again this will improve the pumps performance.
- Always check that the rotor edges are smooth to reduce the chances of them picking up on the top or bottom plates.
- Check that the new pump outlet aligns with the cylinder block inlet aperture, amend as necessary.

### Oil Pressure Relief Valve

The valve itself is recommended to be seated into the block, so that the oil will not leak past easily. The pressure spring can be increased to improve the overall oil pressure, especially when an oil cooler is being used. If the TriumphTune uprated spring is fitted to 1500 units, make sure that there are no extra washers also installed.

### Crankshaft

If you are re-using your old crankshaft it is recommended for the oilways to be cleaned out properly - a pipe cleaner is very good for this. If the plugs are removed use a thread sealant when refitting. Tuffride hardening of the crankshaft is highly recommended to improve the life of the unit

at a reasonable cost, this can be for road or competition use. When Tuffriding is carried out, the crankshaft must then be re-machined or polished back to the correct journal size. Normally the journals are micro polished to give a good oil surface.

### Flywheel

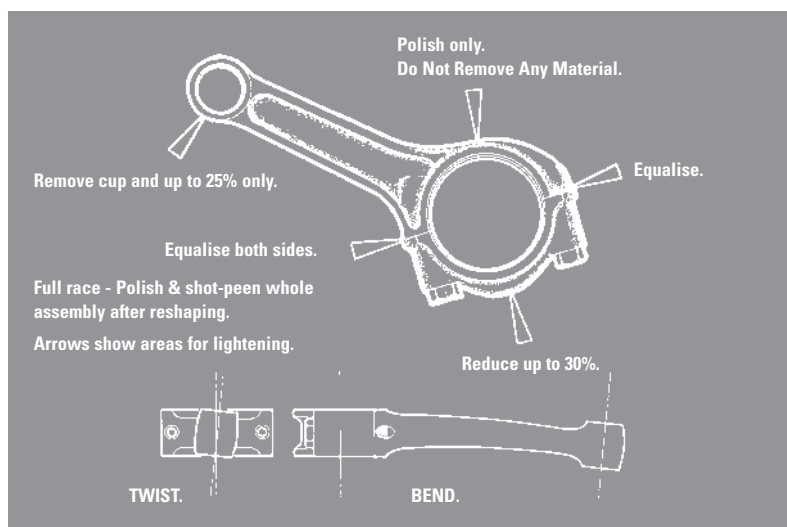
Lightening of the flywheel to reduce the rotating weight will enable the engine to pick up and rev easier which is highly recommended for all fast road cars. This work is usually carried out to your own unit at the same time as balancing. The amount of weight saving will depend on the actual flywheel design.



### Con Rods

When rebuilding an engine always use new con rod bolts, replace the little end bushes and ream to size. For normal use, the standard con-rods are maintained, although they can be lightened to improve the strength as illustrated. Unfortunately, the cost of us carrying out this modification is prohibitive as a service because of the labour time required.

- Check the rod for twist and bend defects, and also the big end for an out-of-round condition, replace any that are faulty.
- Check the overall length to make sure they are all equal.
- Check the little end bushes and replace, line bore to size.



## Pistons

For racing use, there are a number of different sizes on some models, which require special treatment of the block and clearances, check carefully before re-boring.

Pistons can be radiused on the lower edges to assist in reducing bore problems, also the whole unit can be polished after ensuring that the heights have been equalised.

## Piston Rings

Before final installation check that the width of ring is correct for your piston. Modify the ring ends after the gaps have been set, so that the edges do not dig into the bores.

## Oil Seals

The standard oil seals, front and rear, should be replaced at any rebuild. The rear unit should be centralised carefully to stop oil leaks at high engine speeds.



## Push Rods

The standard push rod is adequate for road use, however, we would recommend using performance type push rods for sprint/racing. Also essential if using roller rockers.

## Cam Followers

When changing the camshaft, you must fit new cam followers, otherwise your new camshaft will not last very long. The amount of weight that the camshaft has to lift each time restricts the revving capabilities of the engine, therefore the use of the lighter cam follower is recommended. The lighter variety will also reduce loading on the camshaft lobes for extended life.

## Timing Chain and Gears - Crankshaft and Camshaft

If a performance camshaft profile is being used, we recommend that you fit the Duplex timing chain and gear set.

## Vernier Cam Gear

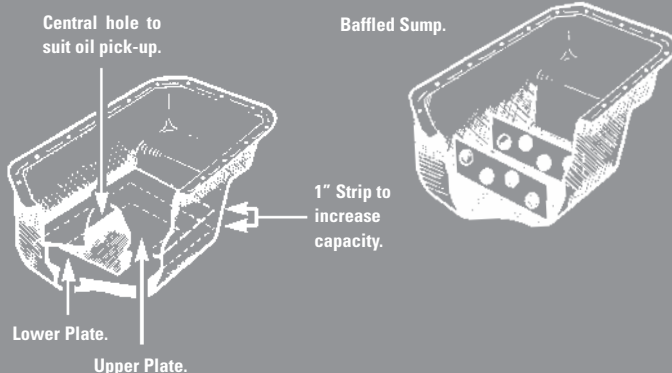
This adjustable cam gear allows easier correct timing of the camshaft for maximum performance. Only available as a duplex gear, the gear is made in two halves, which allows the adjustment to be made to suit your particular camshaft requirements.

## Tensioner

The standard tensioner needs to be replaced if a new chain or gear set is being fitted.

## Sump

For a road car it is not essential to carry out any changes, but for competition use the sump must be baffled to stop the oil surging away from the oil pump when cornering. Details as per the diagrams, if the capacity is increased, then extend the oil pickup pipe to suit.



## General Rocker Gear

For a road car the standard rocker gear only requires minor alterations. For competition use or maximum power then the use of the roller rockers will be a major benefit.

By reducing the weight of the moving components in the rocker gear, followers, valves, caps etc... and also the resistance of the rockers, the rev range can be improved without increasing the loading on the camshaft.

## Bronze Valve Guides

Our bronze alloy valve guides are for improved reliability and longer life, especially when being used under duress. Highly recommended for all heads and especially for any competition engine. Specially shortened and reshaped for improved flow.

## Valve Springs

It is essential to check the springs for coil binding or being solid at maximum lift. Our valve springs are specially made for our high-lift cams. Note: On 1500cc engines remove lower spring collars if TriumphTune springs are used, as they are no longer required.

## Alloy Valve Spring Caps

Standard caps are adequate in strength for all applications, but our light alloy caps reduce valve loading and therefore wear on cam lobes. Weight saving is approximately 25%.

## Rocker Arm Action

The rocker arm is designed to move across the valve tip in a wiping motion, this leaves a witness mark on the stem top. To be certain your engine geometry is correct, remove the rocker arm and apply some Engineers Blue to the valve tip and rotate the engine through one revolution with the rockers correctly adjusted and the engine in its final specification. Remove the rockers and the valve tip will show the offset of the rocker geometry.

## Centre

This is correct equally offset, so no excessive wear on either side of the guide will be found.

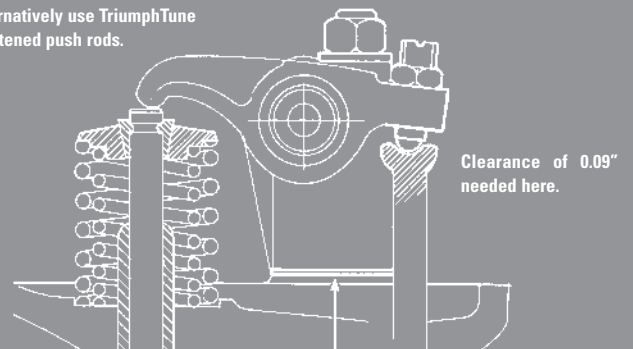
## Manifold Side

If the mark is predominantly on this side, then the push rods and/or the pedestals must be shortened to correct this. With the wear on this side there will be excessive loading on the valve guide that will cause premature failure.

## Rocker Side

On 1500cc engines, if it is to this side slightly, then this is no problem. But, if it is a long way off, then you can fit a pedestal spacer shim, TT1910 to compensate.

Alternatively use TriumphTune shortened push rods.



Pedestal Shim - TT1910.

Note: Do Not use lower spring collars with the inner springs when fitting TriumphTune valve springs.

## Rocker Pedestal Shims - TT1910

These are available at a set depth to allow for a nominal skim of the cylinder head. The shim is specially designed to allow for the oil supply to the rear rocker pedestal.

## Rocker Arm Lightening

For race engines, these can be reshaped as illustrated to improve the strength and reduce the weight. As this work is very labour intensive we would suggest that you carry out these alterations yourself.

Remove the shaded areas to lighten standard rockers, it's also useful to polish them.



## Rocker Shaft

Although the standard rocker shaft is strong enough for most applications, the Tuftride hardening

process will provide improved reliability as well as being more resistant to wear.

Before installation clear the internal bore of any residual material and install new end plugs. Before fitting any shaft check that the end-plugs are in position, otherwise the shaft will not last long.

### Rocker Arm Spacers

These spacers replace the side tension springs and allow the rocker arms to rotate easier, thereby reducing the loading, whilst also keeping the arms more centrally in position.



### Roller Rocker Conversion

This specially manufactured assembly is designed to operate valves with less resistance and with more efficiency. The power increase with the use of these rockers is approximately an extra 10 bhp, and the power band can also be extended. We have found it preferable to maintain 108 > 110° peak to peak centres on cam profiles.

The steel rockers are made with needle roller inserts and have solid spacers already fitted. The end roller tips are specially made in high quality steel for long life. The Roller rockers are also designed to give a higher lift ratio of 1.65:1 against the standard of 1.5:1. The design is also specially strengthened so as not to deflect at any time through the operating sequence.

This conversion requires the use of the high pressure external rocker oil feed kit. When fitting this conversion it is essential for the valve lift to be checked carefully, to ensure that there is at least a total of 0.040" clearance between the valve spring coils, at full lift.

1. On installation Check Maximum Valve Lift to ensure adequate clearance of valve springs.
2. Before starting the engine, the clearance of the rocker cover must also be checked.
3. Check the push-rods for flexing and replace with tubular type if necessary.

### 1275cc Models

#### Cylinder Block

Cylinder block modifications nearly all take form of normal engineering practices, the only exception being the work required to fit a longer throw crankshaft. Steel strengthening straps for the main bearings can be very worthwhile in an engine rebuild if it is envisaged that the unit will be used to the limit. It is suggested that all main studs and bolt threads should be bottom tapped, for the head studs, the top threads should be slightly countersunk to ensure that the head is secured flat to the block and all loads are spread through the block.

If an increase in the engine's capacity is sought, ensure that all of the new components are compatible with each other and specifically designed for the new capacity, this is especially important when matching the cylinder head and pistons.

#### Carbon Fibre Push Rods

When installing these push rods, it is of the utmost importance to ensure that the rods do not rub or touch the side of the cylinder head or block during the engine's rotation. Due to the production variations in the block castings, it is recommended that all the push rod apertures are elongated by at least one millimetre at right angles to the rocker shaft. Then, with the camshaft and rocker gear in position, ensure that full clearance has been obtained. It is advised that all the push rods are painted up to the end caps in a light colour, then installed dry with zero tappet clearances.

Rotate the engine by hand a number of times, without the spark plugs fitted, then check the push rods individually for abrasions in the paint. If any are marked, ensure that the offending block material is removed, then re-check. Having cleaned the paint from the rods, they are then ready for final assembly. It is possible to go through the process described above and only open up those apertures that need modifying, but it is safer to assume that all holes will need to be opened out. Also remember if a camshaft profile is subsequently changed or high lift rockers are installed, the clearance checking will have to be repeated.

### Cylinder Head

The compression ratio is best kept to 9.65:1 for fast road use, a slightly lower ratio may be necessary if 99 octane fuel is not available. If using larger exhaust valves, it is recommended that the exhaust guides are slightly offset to reduce the heat in the hot spot area between the valve seats.

For road use, larger inlet valves will give better performance and a wider power range than that of the stage 2 head with standard valves. Bronze alloy valve guides are always recommended for improved reliability. Valve spring rates depend on the camshaft and rocker ratio being used, for a road car using up to 1.5:1 ratio rockers, uprated springs are normally more than adequate. Competition springs are only required if higher lifts are used.

If the copper, AHT188 head gasket is used, remember that it should be soaked in water before fitting. The joint surfaces of both head and block must be checked for distortion and finely surface ground if necessary, using engineer's marking blue for final checking. The tops of the cylinder head stud threaded holes in the block may be slightly countersunk, helping the head to pull down around the studs more effectively. Improved flanged head nuts, 53K1193B help further by guaranteeing the clamping pressure on the head. Finally, competition head studs may be fitted if an increase in the torque setting is required, these studs may be tightened to 55lbs ft.

### Camshaft

There are three types of oil pump drive and subsequently three oil pumps for the A Series engines:

<b>Pin</b>	Using a small slot in the rear of the cam, fitted originally to 948/1098cc engines.
<b>Star</b>	Fitted in all 1275cc Sprite and Midget engines as standard.
<b>Metro</b>	Using a slot drive cam, never originally fitted to Sprites or Midgets.

The standard oil pump is perfectly suitable, although the late Metro Turbo unit, CAM6614 has a substantially increased capacity and can be fitted if the camshaft is changed at the same time. The range of profiles available for this engine is seemingly infinite and comes from many suppliers around the world. Moss has chosen several which have proved to be competitive in terms of both performance and reliability, with profile working ranges producing a derivable car in road use, which is where most uprated engines will operate. For full race applications, special profiles are made on blank camshafts which offer much better power and range than re-profiled units.

### Rocker Gear

The easy way of increasing performance on the 1275cc engine, once the head has been flowed, is to use high lift rocker gear which may be fitted easily as a 'bolt on' component. There are two versions, both at a ratio of 1.5:1, either with or without needle roller bearings, the former being recommended more for competition purposes.

High lift rockers maintain the opening and closing details of the camshaft profile, but will open the valve further to improve breathing, this is especially effective when used with a flowed head and improved carburation. Solid spacers ensure accurate alignment of the rocker arms and valves, while strengthened rocker pedestals are essential if a standard rocker shaft is used with stronger valve springs.



### Timing Chain

The standard chain may either be single or duplex, whenever a performance camshaft is fitted, a duplex chain must be used, preferably with a vernier adjustable cam gear, which makes correct and accurate installation of a performance camshaft much easier. The camshaft timing belt conversion kit will make the engine much quieter as well as reducing the power loss suffered when using a duplex chain. The timing belt must be checked religiously every 10,000 miles and replaced at 20,000 miles.

#### Sprite & Midget 1275cc - Weber DCOE Jet Settings

	40 DCOE Road	40 DCOE Fast Road	45 DCOE Race
Choke	30	32	40
Aux Vent	45	45	45
Main Jet	120	145	190
Emulsion Tube	F16	F16	F2
Air Jet	155	180	170
Pump	35	40/45	60
Idler Jet	40F8	50F8	50F6



## 1500cc Models

### Cylinder Head & Components

On all Sprite & Midget engines, the cylinder head must be gas flowed properly to maximize the performance and efficiency from the engine. Work on the cylinder head centres around making the best diameter of the inlet port to suit and give maximum power potential. We have found that increasing the size of the Inlet Valve to 1.475" and very careful flowing of chamber/valve throat area will produce good torque and allow top-end breathing for sprint/racing use. The increase in exhaust valve size improves the flow of the port for maximum power.

The cylinder head modifications have been designed using a flow-rig to obtain the maximum from the head casting. Valve springs fitted to all our cylinder heads are the best uprated road specification. They are designed to allow the maximum lift from our performance camshaft profiles without excessive loads on the cam-lobes.

Spring retainers must be checked - especially the two part version for cracks. Alloy types are available to save weight, whilst still being strong enough for all applications. Valves, these are recommended to be gas flowed in the slim design, as this will improve the efficiency of the modified cylinder head substantially.

### Rocker Gear - General

For a road car the standard rocker gear only requires minor alterations. For competition use or maximum power then the use of the roller rockers will be a major benefit. By reducing the weight of the moving components in the rocker gear, followers, valves, caps etc. and also the resistance of the rockers, the rev range can be improved without increasing the loading on the camshaft.

### Rocker Arms

Standard rockers can be lightened, combined with the use of the spacer set they will reduce the loading on camshaft lobes, which will help to increase the rev range. Standard rocker pedestals do not need modification.

### Baffled Sump

Though not essential, the sump may be baffled. Consistent oil pick up is then possible, even under hard cornering. For fast road use, a single vertical plate in the sump will suffice. For race use, increase the depth by 1" using the illustrations, on page 112 as a guide.

### Choke Settings For Weber DCOE & Dellorto DHLA

45 DCOE or DHLA carburettors can be used on a racing 1500cc, there will be some loss of low speed torque from a twin carburettor arrangement, but not when using a single unit. The 40 DCOE/DHLA is recommended for most applications, set up to the following specifications:

1. 28mm Chokes for mild modification and road Use.
2. 30mm Chokes for fast road.
3. 33mm Chokes are used for maximum power\*.  
(\*1500cc models using a sprint 83 camshaft and modified heads will only gain about 5 bhp at 5000 rpm).

### Jet Settings For Weber DCOE & Dellorto DHLA

The settings given below are merely suggestions to be used as a starting point when setting up a car, it is very likely that there will be further adjustments necessary to get the carburation absolutely correct for the customer's requirements. These adjustments can only be carried out accurately by putting the car on a rolling road.

Sprite & Midget 1500cc - Weber DCOE & Dellorto DHLA Jet Settings

	40 DCOE Road	40 DCOE Fast Road	45 DCOE Sprint/Race	45 DCOE Single
Choke	28	30	33	33
Auxiliary Venturi	4.5	4.5	4.5	4.5
Main Jet	115	115	125	190
Emulsion Tube	F16	F16	F16	F9
Air Jet	165	155	165	175
Pump	35	35	35	40
Idle Jet	45F8	45F8	45F9	45F9
Back Bleed	0	0	N/A	0

### 1500cc Gearbox

The Midget 1500cc uses slightly higher ratios in its gearbox than the mechanically similar Triumph Spitfire 1500cc. The different gearbox ratios are as follows:

	1st	2nd	3rd	4th
Spitfire 1500cc	3.5	2.16	1.39	1
Midget 1500cc	3.41	2.11	1.43	1

### 5 Speed Gearbox

See the Accessories section for our 5 speed gearbox conversion for Midget 1500cc models.

## Midget (& Spitfire) 1500cc Engine

There are 2 ways of looking at the 1500cc (1493cc) engine used in the last of the Midgets and Spitfires. You can justifiably regard it as the last gasp of an ancient saloon car design from the early 50's that produces a mediocre 71 bhp at 5500rpm, looks totally uninspiring and sounds the same.

More positively you can consider it a very well, and proven design that's long since had the bugs ironed out, has remarkably few weaknesses that can be safely and easily tuned to give the sort of output that one expects from a modern 1500cc engine.

**"Did you know that the Triumph 1500cc engine can trace its roots back to 1953 and the Standard 8, yet it has surprising tuning potential."**

A casual glance at the engine specification is a little misleading, its bore and stroke of 73.7mm x 87.5mm suggests a slogging old fashioned long-stroke design but in fact the long stroke was introduced in 1974 when the engine received its ultimate stretch, from 1296cc to 1493cc. By that stage the block had long since reached its limit for bore size and, the only way to get the extra displacement needed to overcome the power sapping US emissions control equipment, was to lengthen the stroke.

Regardless of how the long stroke came about - it is there, and engine tuning has to be approached accordingly. With the 1500cc unit, 6000 rpm is a far more realistic ceiling, but even within that modest rev limit the one fundamental problem is the oil system.

Even moderately hard use sends the oil temperature soaring past 100 degrees centigrade - excessively thinning the oil and dropping the oil pressure to the point where bearings will suffer. These engines were certainly NOT designed for motorway use and sustained high speeds.

It may sound odd, but the very first requirement is an engine oil cooler - but believe us, that's the way it is. In contrast, there is no problem with water cooling and, the standard water pump and radiator are perfectly adequate. The oil cooler is required even in temperate, cold Britain, with the proviso that it really should be thermostatically controlled, allowing the engine to warm up quickly to its correct operating temperature, which also avoids bearing wear. With an oil cooler in place the oil pressure should, all things being equal, always be adequate, but, to be on the safe side you can increase the oil pressure slightly by fitting an uprated Oil Pressure Relief Valve Spring.

Note: Terry Hurrell's famous Spitfire 1500cc used to run a pressure of 90psi when cold, dropping to 60psi when hot, and really, that's as much as you need.

Fitting an oil cooler is a simple enough operation, our thermostatically controlled oil cooler radiators mount below the water radiator and the pipe housing (that holds the thermostat) spins on to the oil filter mounting, the oil filter in turn screws on to the new housing.

Curiosity will, if nothing else, lead you to want monitor the oil temperature - good job we have included them in the Interior part of the Accessories section. We offer a dual oil/water temperature gauge and, a dedicated oil temperature gauge.

The other important modification that should be made to the 1500cc engine oil flow system, especially to the cylinder head, which was marginal when the engine was new, is to fit our Oil Rocker Feed kit, part number TT1226. This kit, with its Stainless Steel braided hose supplies much needed oil directly to the rocker assembly and minimises wear and damage. The adaptor fits neatly in-line with the oil pressure switch, and the banjo connects to an existing hole in the rear of the cylinder head.

Attention to the oil system should protect the bearings, and here the 1500cc has one advantage over its Triumph 1300cc predecessor, when the engine was re-stroked to 1493cc the width of the main bearings was increased (in round terms) from 2" to 2.3". That should allay any fears about the bottom end.

Despite the bad press three-bearing crank's have suffered, this one is not prone to flexing or undue vibration, so attention can now be switched to where it's needed - which is the engines breathing - both to getting the air/fuel mixture in and, the gasses out. A glance at the standard four-into-one cast-iron manifold suggests that it wasn't designed with performance in mind! So, the first stage of tuning is to discard it and fit a sports extractor manifold coupled to a Sports Exhaust System.

Terry Hurrell found that just by fitting a sports manifold and exhaust system to his Spitfire 1500cc, and by fitting richer carb needles, such as AAQ's in conjunction with Yellow carb damper springs and K&N sports air filters, that an increase of 15bhp could be achieved. An increase of 15bhp from 71 is significant, and shows the potential. With any tuning however, you should bear in mind the laws of diminishing returns, the first stages of tuning are often easy and economical, but the further you go the more you spend for smaller increases.

**The exhaust modification is bolt-on, now you have to tackle the cylinder head.**

The original design of the combustion chambers is a classic bath-tub shape, simply a matter of accommodating two valves side by side with space for the spark plug in the middle to one side. Port design is similarly unsophisticated.

With the development of the 8 port head in 1964 by the Triumph engineers, the flow to the combustion chambers was improved significantly leaving the initial tuning focus on the valves and their immediate area. The standard inlet valves are comparatively small at 1.38" (33mm to 35mm) for a 1500cc engine. The exhaust valves at, 1.17" (29mm), are more than adequate unless you are aiming to achieve 110bhp+ by fitting a stage 4 head.

To begin with, valve shape is more fundamental than size. The standard valves are very strong with thick stems that gently broaden out to a thick base with deep seats - a true mass production item with mass production tolerances, in other words, margin for error.

Our TriumphTune valves are cut-away at the stem to allow better gas flow, and the top of the valve is cut away, making the valve almost flat in cross-section. At the same time this makes the valves lighter, lessening the reciprocating weight in the valve train thus making higher rpm easier. For the same reason you can fit lighter cam followers and Alloy valve spring caps (retainers).

Inlet valve design is more crucial than exhaust, as ideally the inlet should flow approximately 40% more. That also accounts for the chamfering of the inlet valve guide where it enters the inlet port. Exhaust valve guides could be similarly shaped but that is only necessary for full race engines.

In theory, TriumphTune heads do not overcome the problem of valve shrouding - steep sides to the combustion chamber, with the valves taken out as close as possible to the chamber wall, often slows the fuel mixture a little entering the chamber. However, according to Terry Hurrell, this is not a problem once the head has been flowed. As for the ports, the major work centres on removing the metal around the valve guide - which is a high-flow area, and opening out the port where it turns down to the combustion chamber, as the mixture flow is normally restricted where it changes course.

**The stages of combustion chamber & valve modification are quite logical.**

Stage 1 is a general tidying up of the gas flow. Stage 2 follows on when the standard valves are reshaped along with the ports and chambers. Stage 3 also sees the standard (larger 1.38") inlet valve replaced with 1.475" valves. It is only at 'Stage 4' that the larger standard 1500cc exhaust valves (1.17") are replaced 1.25" valves, and, when you get to this stage further re-working of the exhaust side of the head is carried out.

Some engines can be transformed with only a camshaft change - the 1500cc engine is not one of them, and the full benefits of more radical cams can only be reaped after the cylinder head has been tuned. For any but the mildest new cam, the approach should be to take the cylinder head to stage 3, ie: gas flowed with larger inlet valves and uprated valve springs with alloy valve caps.

Valve timing of the standard 1500cc camshaft is a mild 18-85, 58-18. Clearly biasing it to torque rather than high rpm power. To take the fast road 83 cam as an example, that should give 105 to 110bhp at 5500rpm. There's a penalty of a lack of low speed torque but an obvious gain in power above 2700rpm. Such a camshaft could still be used with the 11/2" SU's with suitable needles and springs, not to mention replacing the Waxstat jets and fitting Grose jets, but Dellorto or Weber's would be better.

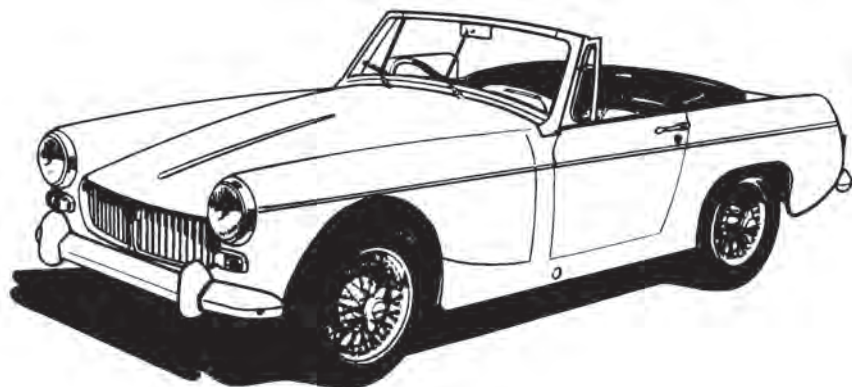
One thing with such an exercise is it assumes that the engine is in a sound enough state to stand or benefit from the tuning. Regrinding the crankshaft and the fitting of new shell bearings would obviously add to the cost, while a re-bore with new pistons would cost even more. If you are going to stay with the standard pistons, the very least you should do is a compression test. Acceptable figures would be around 140psi, assuming of course that you are not losing compression through poor valve seating!

We recommend using 3-ring pistons if you are building an engine to fast road/sprint (or beyond) specification. Hepolite Powermax used to be the easiest option when they were available, but you can use TR6 pistons if you are prepared to machine both the piston and the block.

The state of your engine may well depend on whether its in, or came from a Spitfire or a Midget. The problematical oil cooling is made worse by the Midgets cramped engine bay and, its final drive ratio is significantly lower, so that at any given road speed the Midgets engine is spinning faster. That combination can lead to a tired old engine in as little as 40,000 miles, while the Spitfire version will soldier on for some 70,000 miles or so - all things again, being equal.

Whatever the mileage however and, to be on the safe side, you should be prepared to strip the engine down completely to check that all is as it should be, before embarking on any performance tuning.

**Finally, I know we keep saying this, but please do make sure that your brakes, suspension, steering, chassis etc can cope with the modifications.**



## Production & Development History

### Sprite MkI (AN5 model)

The relationship built up between the British Motor Corporation (BMC) and motor sport celebrity Donald Healey in the 1950's resulted in the creation of the Austin Healey 100 sports car, a vehicle which enjoyed considerable sales success, particularly in the important North American market. A potential market for a smaller 'budget' alternative was soon identified, and this led to an 'informal decision' between BMC's chairman, Leonard Lord, and Donald Healey to develop a small sports car based on Austin parts, mostly centred around the Austin A35 saloon car.

The engine, transmission, rear axle and front suspension were all to be used, but steering would come from the Morris Minor and better, hydraulically operated, brakes were needed. MG derived manifolds and twin 1 1/8" carburettors would boost power. The engine was developed by Morris engines, and they later supplied the units since Austin's engine department was at the time overrun with work. The new car, eventually named the Austin Healey Sprite, was to do away with a separate chassis and bodysheet. Instead, it was designed around a monocoque frame consisting of front and rear bulkheads, joined by 'top hat' sill sections and body stiffeners, all mounted onto a floorpan. Extra rigidity came from the central gearbox tunnel. In many places, the body utilised flat panels and simple formed sections to keep construction costs down to a minimum. The bonnet and front wings hinged upwards as one assembly from the bulkhead, and the upwards curve of the front top edge of the sill panels accentuated this feature. This characteristic sill line was to last until the end of production of the last descendant of the Sprite family tree, the MG Midget 1500cc, twenty one years later. The first prototype Sprite incorporated external hinges to reduce costs, but expensive pop-up headlamps. By prototype number two, the headlamps had become fixed providing the 'frog-eye' appearance so well known and loved today. The little Sprite, built in the MG factory in Abingdon, was launched in 1958. It was a hoot to drive, if somewhat cramped inside (another feature which would see out production twenty one years later). It quickly established itself in the motoring world, aided by a low price of £455 (less Purchase Tax) and a successful motor sport career in the hands of BMC works team drivers, most particularly John Sprinzel.

### Sprite MkII & Midget MkI

#### (H-AN6 and G-AN1 models)

For 1961 it was decreed that something of a revamp was necessary, and to this end the Austin Healey Sprite MkII was launched, together with a new, slightly more lavishly finished stable mate, the MG Midget. These two models offered a radically altered, more square body profile wrapped around essentially the same under-frame. The rear of the body now had a boot lid for the first time, while at the front out went the charismatic (or ugly, if you prefer) frog-eye look, to be replaced with the conventional set up of separate wings housing the headlamps. Between the wings a narrower, and certainly lighter, bonnet panel gave rather poorer access to the engine bay. The little 948cc engine became more willing, thanks to the fitment of 1 1/4" carburettors and improved cam timing. Steering, suspension and brakes remained largely unaltered.

### Sprite MkII 1100 & Midget MkI 1100

#### (H-AN7 and G-AN2 models)

The next milestone was the introduction of a 1098cc variant of the trusty BMC 'A' Series engine in 1963. Along with the improved performance, the brakes were uprated with front disc brakes appearing for the first time in production on the cars - prior to this, a disc brake conversion kit had been independently marketed by the Healey Motor Company of Warwick. Otherwise virtually unchanged, the new models were known simply as the Sprite MkII 1100 and Midget 1100; they are now often colloquially referred to as the 'Mk 2 1/2' and 'Mk 1 1/2' respectively.

### Sprite MkIII & Midget MkII

#### (H-AN8 and G-AN3 models)

Many aspects of the design were changed at the next revamp, which occurred in 1964. The body of the Sprite MkIII and Midget MkII, largely unchanged in silhouette, received an all new dash layout, fitted carpets in all models, a new windscreen with easier to fit hood attachments, plus wind up windows to replace the sidescreens. These were all improvements inspired by the marketplace (America in particular), which was beginning to lean towards more comfortable cars. For the same reasons, the beautifully handling - but harsh riding, rear suspension lost its quarter elliptic springs, gaining instead a more conventional semi-elliptical spring layout which lost a little of the accuracy and sharpness but improved the ride enormously. A benefit not seen at the time, but in the cars' old age now greatly appreciated, is the fact that the new suspension did not impose so much stress on the monocoque body, with the result that split seams, cracks and corrosion around the rear floor and bulkhead were (and are) on the whole, much less common on post 1964 cars. In answer to misgivings about the bottom end durability of the engine, larger main bearings were fitted. A

larger clutch and strengthened ('Ribbed Case' as opposed to the previous 'Smooth Case') gearbox was also introduced, keeping the model range in line with the other BMC products using that basic type of gearbox, the Morris Minor, Austin A40 and A35 van.

### Sprite MkIV & Midget MkIII

#### (H-AN9 and G-AN4 models)

By 1966, Sprite and Midget performance figures were beginning to look a little feeble when compared with contemporary saloon cars - not an ideal situation for a sports car to be in. Indeed, the immensely popular Mini Cooper 'S', which was also a product of BMC, was taking the limelight and eating into potential sales. In an effort to counter this, a slightly de-tuned version (apparently for reliability's sake) of the 1275cc Cooper 'S' engine was fitted to the Sprite MkIV and Midget MkIII from October 1966. Along with the improved performance, the new models also benefited from a new, convenient, fold down hood design. It was at this time that cars for North America began to seriously deviate in their specification from those built for markets in the rest of the world, due to increasingly stringent safety and emissions regulations there. Also during this period, Midgets bound for Australasia were built there from completely knocked down (CKD) kits supplied from England.

### Sprite MkIV & Midget MkIII

#### (H-AN10/A-AN10 and G-AN5 models)

'Leylandised' versions of the cars arrived for the 1970 model year, in fact some eighteen months after MG, Austin and their parent companies had become part of the massive British Leyland Motor Corporation. The nomenclature - Sprite MkIV and Midget MkIII - remained the same as before, as did the mechanical and sheet metal specifications. However, the car now had a much more upbeat contemporary appearance, due to a myriad of trim changes both outside and in. Gone was the 1960's style bright-work. A new radiator grille (effectively a blacked out and jazzed up version of the previous Sprite grille) was complemented by slim-line bumpers, fashionably quartered at the rear. Completing the slim-line effect, the sills were also painted satin black, giving the car a sleeker side profile. New spoked steel wheels ('Rostyles') aesthetically matched the car as well as the optional, more traditional, wire wheels, demand for which began to fade. Inside the car, heat welded vinyl abounded, instead of stitched pleat upholstery; this style of interior trim was to remain with the vehicle up to the end of production.

Towards the end of 1971, the Sprite disappeared quietly from the new car showrooms. Sales had slowly slipped away and had latterly been confined to the home market. The last 1022 Sprites were simply badged as 'Austin', since the agreement between Leyland and Healey had lapsed.

The Midget MkIII, however, remained comfortably in production, seeing in 1972 with new rear wings with the square topped wheel arches replaced by round ones (not seen on Sprites and Midgets since the 'Frogeye'). As a result it became easier to fit fatter tyres and alloy wheels, which were popular aftermarket accessories at the time. If the urge to fit them was resisted, the car would definitely be sitting on radial ply tyres: they became standard equipment alongside a much needed alternator (which replaced the by then archaic dynamo). As a sop to forthcoming home market safety regulations rocker switches found their way onto the dashboard, replacing the more satisfying but apparently less safe toggle switches. By 1974, Midget sales in mainland Europe had ceased, basically leaving Britain, the USA, Canada and Japan taking the car.

### Midget 1500cc

#### (G-AN6 model)

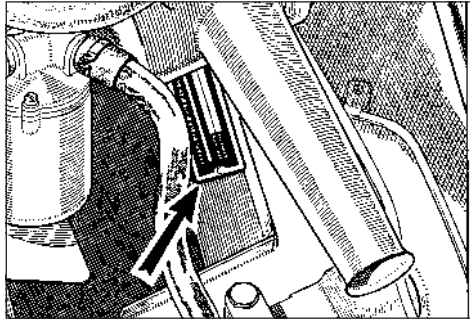
As an attempt to rationalise on the build specification, many of the safety and emissions changes necessary for the 1975 North American specification models were also implemented on home market vehicles. These included the well known 'rubber' bumpers (actually plastic), a ride height increase of one inch to meet bumper height regulations, a return to square rear wheel arches and a whole new power train.

As North American emission control equipment had progressively strangled the 1275cc engine, the performance maintaining solution was to replace it with the engine out of its closest rival - the Triumph Spitfire. The Spitfire engine had already had its capacity enlarged from 1296 to 1491cc for the same emission related reasons, while the old BMC 'A' Series unit could not reliably be taken any larger than its current 1275cc. As a result, the entire Triumph engine and gearbox assembly, with only a couple of detail changes, was fitted into the Midget engine bay. This car became known as the Midget 1500cc, although it was still a Midget MkIII officially (and in most respects under the skin was very similar to the outgoing 1275cc engined MkIII).

While it certainly lacked the keener, sportier edge of the earlier cars, it was undeniably a better cruising vehicle (though sadly it never benefited from the overdrive which was optional on the same gearbox when fitted in a Spitfire).

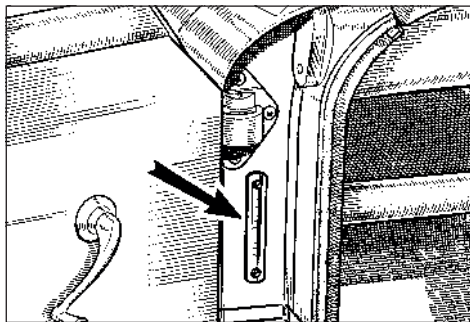
Sprite & Midget production finally finished in 1979, when the last Midget 1500cc's rolled off the line. Ironically, amongst the last cars built were five hundred special black models, celebrating fifty years of MG Midget production. In total, 355,888 Sprites and Midgets were built between 1958 and 1979.

**Location Of Unit Numbers**



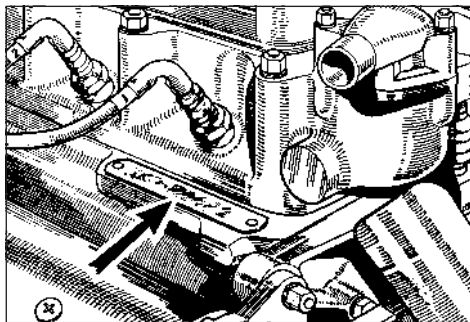
**Chassis Number (All Models)**

The chassis number is stamped on a plate secured to the support step on the LH inner wheel arch under the bonnet.



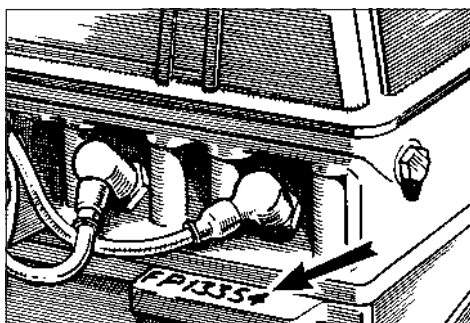
**Body Number (All Models)**

The Body Number is stamped on a plate secured to the LH front door pillar.



**Engine Number (1275cc)**

The Engine Number is stamped on a plate that is secured to the RH side of the cylinder block.



**Engine Number (1500cc)**

The Engine Number is stamped on a flange on the LH side of the cylinder block.

**Car Identification**

**Model Years**

A model year does not necessarily coincide with the year in which the car was built. For example, it may be seen from the following chart that while a car built in January 1972 is indeed a 1972 model year car, another one built in August of that year is a 1973 model year car. There are several different reasons for this. One reason is that it is easier to bring in changes in a model's specification when production has been halted already for a holiday shut down. Another reason is that motor shows usually took place in the Autumn and Winter, displaying the following year's new or updated models. Detailed here are the Sprite and Midget model years relevant to this catalogue.

Model	Model Year	First chassis no.	Start Date
MG Midget MkIII	1967	G-AN4-52390	October 1966
Austin Healey Sprite MkIV	1967	H-AN9-64735	October 1966
MG Midget MkIII	1968	G-AN4-60460	November 1967
Austin Healey Sprite MkIV	1968	H-AN9-72041	November 1967
MG Midget MkIII	1969	G-AN4-66226	December 1968
Austin Healey Sprite MkIV	1969	H-AN9-77591	December 1968
MG Midget MkIII	1970	G-AN5-74886	September 1969
Austin Healey Sprite MkIV	1970	H-AN10-85287	September 1969
MG Midget MkIII	1971	G-AN5-96273	December 1970
Austin Healey Sprite MkIV	1971	H-AN10-86766	December 1970
Austin Sprite MkIV	1971	A-AN10-86803	January 1971
MG Midget MkIII	1972	G-AN5-105501	October 1971
MG Midget MkIII	1973	G-AN5-123731	July 1972
MG Midget MkIII	1974	G-AN5-138801	August 1973
MG Midget 1500cc	1975	G-AN6-154101	September 1974
MG Midget 1500cc	1976	G-AN6-166301	October 1975
MG Midget 1500cc	1977	G-AN6-182001	August 1976
MG Midget 1500cc	1978	G-AN6-200001	August 1977
MG Midget 1500cc	1979	G-AN6-212001	May 1978
MG Midget 1500cc	1980	G-AN6-229001	October 1979

**Serial Number Prefixes**

<b>Midget chassis numbers:</b>	G-AN4	(1967 - 1969)
	G-AN5	(1970 - 1974)
	G-AN6	(1975 - 1979)
<b>Sprite chassis numbers:</b>	H-AN9	(1967 - 1969)
	H-AN10	(1970)
	A-AN10	(1971)
<b>1275cc engine numbers:</b>	12CC/Da/H	(1967)
	12CE/Da/H	(1968 - 1971)
	12V586F	(1972)
	12V588F	(1973)
	12V778F	(1974)
<b>1500cc Engine numbers:</b>	FP	(1975 - 1979)
<b>Midget body numbers:</b>	GBE	(throughout)
<b>Sprite body numbers:</b>	ABL	(throughout)

Please Note: These pages list only the major items in each area, such as body work, electrical and brake components. In many cases minor fittings, clamps and linkages etc. are not shown.

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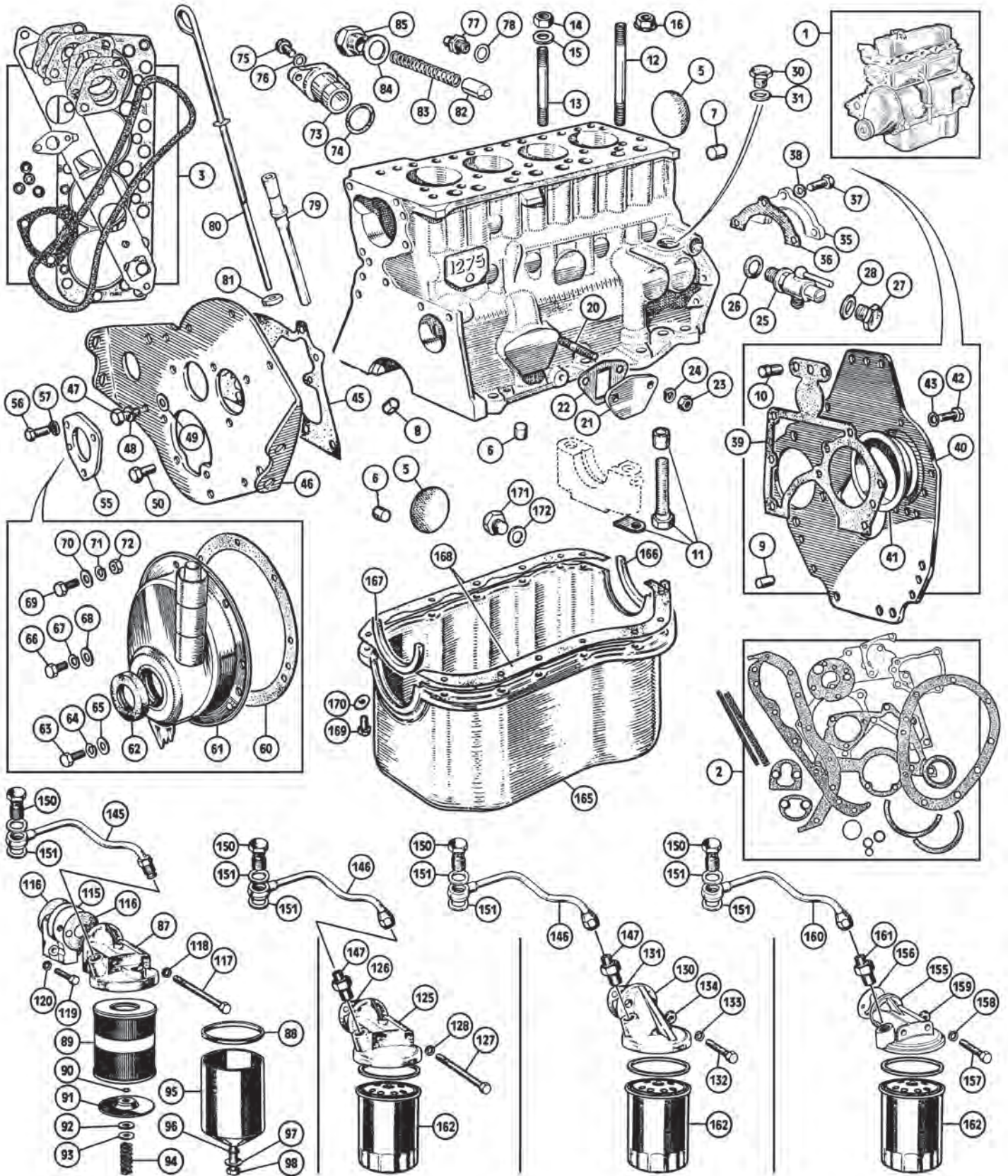


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**Engines & External Components 1275cc**

**Engine Unit Identification (1967-74)**

For the 1967 model year, the Sprite & Midget were given the 1275cc version of Austin's 'A' series engine. On non USA Sprite MkIV's & Midget MkIII's, five different versions of the ubiquitous 'A' series were used, identified by their serial number prefixes (dates given as model years, approximately); 12CC (1967), 12CE (1968 - 71), 12V586F (1972), 12V588F (1973), 12V778F (1974).

If your car has a reconditioned or remanufactured engine, it may not display an engine number; in the case of a genuine factory replacement unit ('Gold Seal' or 'Silver Seal') the engine number plate will show the unit's part number (8G179, 8G180, RKM1108E or GSE1106E) rather than serial number. In any instance, a glance at your vehicle registration document will reveal the engine serial number appropriate for your car (and thus will give you a clue after studying these pages as to which oil filter assembly you have, etc.).

**Full Engine Assemblies (1967-1974)**

Our exchange engines are reconditioned and the cylinder heads are converted to lead free. They are supplied without water pump, front crank pulley or black plate. You will need to retain these from your old engine.

Note: A refundable surcharge will apply to all units unless the customers own unit is supplied to be reconditioned.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	RKM1126E	£1,740.00	ENGINE, recon, exchange, standard	1	
	RKM1126ST2	£2,676.00	ENGINE, recon, exchange, stage 2	1	

Note: See Accessories section for details of our 'stage 2' full engines and other tuning components.

	RKM1108E	£2,025.60	ENGINE, recon, exchange, standard	1	alternative
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**Engine Components & Gasket Sets (1967-1974)**

ill.	Part Number	Price £ea.	Description	Req.	Details
2	AJM225	£40.60	CONVERSION GASKET SET	1	} bottom end set
	AJM225Z	£14.40	CONVERSION GASKET SET, aftermarket	1	
3	AJM1140	£20.40	GASKET SET, top end	1	} alternative
	AJM1140Z	£12.30	GASKET SET, top end	1	
5	AEC876	£1.70	CORE PLUG	5	} Includes item 2 plus } cylinder head core plugs
	GAC7202X	£6.20	CORE PLUG SET	1	
6	2K1345	NCA	PLUG	2	} oil pressure relief } valve passage
7	12G3503	£2.30	PLUG, oil gallery	4	
8	1A1964	£2.80	RESTRICTOR, camshaft oil feed	1	
9	1G752	£1.40	DOWEL, lower	1	} rear engine plate
	12G422	NCA	DOWEL, upper	1	
11		NCA	HARDWARE, main bearing cap		

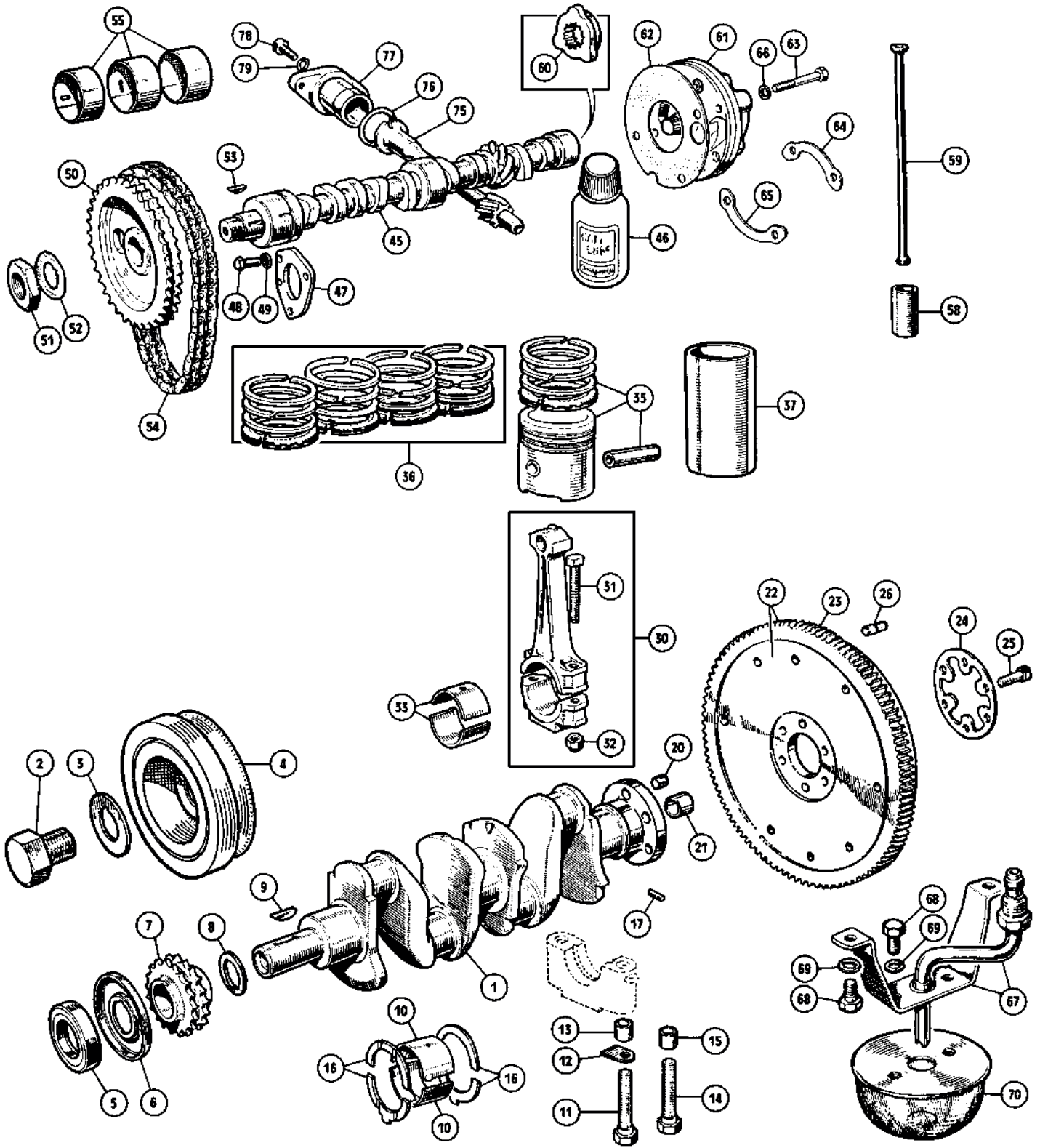
Note: See Internal Engine on page 122.

12	CAM150	£5.80	STUD, cylinder head	4	} long
13	CAM151	£3.50	STUD, cylinder head	5	
14	51K1193	£1.48	NUT, cylinder head	9	} standard (see item 15)
15	GHF302	£1.00	WASHER, plain	9	
16	51K1193B	£1.96	NUT, cylinder head, heavy duty	10	} flanged, washer not } required
20	CHS2515	£1.43	STUD, fuel pump drive aperture	2	
21	2A265	£4.50	BLANKING PLATE, fuel pump	1	}
	2A265K	£6.30	BLANKING PLATE KIT, fuel pump (Includes blanking plate, gasket & hardware).	1	
22	2A113	£0.62	GASKET, blanking plate	1	} 12V778F units only
23	GHF201	£0.17	NUT	2	
24	GHF332	£0.40	WASHER, locking	2	}
25	3H576	£21.70	DRAIN TAP, cooling system	1	
26	ARH517	£0.30	WASHER, drain tap*	a/r	

\*Note: This washer not only seals the joint, but also (when used in multiples) shims out the distance between the tap body and the engine block, so that the spout of the tap will point vertically downwards when the tap is screwed tightly into the block).

27	53K2853	£6.90	PLUG, drain tap aperture	1	} alternative to } items 25 & 26
28	6K638	£0.30	WASHER, copper	1	
30	2K4994	£4.36	PLUG, (oil priming hole)	1	} not required on } 12V778F units
31	6K464B	£1.00	WASHER, copper	1	
35		NCA	REAR COVER, crankcase	1	} not supplied separately
36	AEG240B	£0.96	GASKET, rear cover	1	
37	GHF117	£0.30	SCREW, (rear cover to block)	3	}
38	GHF331	£0.38	WASHER, locking	3	
39	AEG554B	£1.31	GASKET, (engine back plate)	1	}
40	AEG552	£165.10	ENGINE PLATE, rear	1	
41	AEG553	£14.20	COVER, oil pump	1	}
42	SH605071	£0.64	SCREW, (engine back plate to block)	7	
43	GHF332	£0.40	WASHER, locking	7	

45	12G619B	£1.43	GASKET, engine plate	1	}
46	12G1309	NCA	ENGINE PLATE, front	1	
47	GHF120	£0.30	SCREW, (engine plate to block)	2	}
48	GHF332	£0.40	WASHER, locking	2	
49	GHF301	£0.24	WASHER, plain	2	}
50	AEA687	£1.04	SCREW, (engine plate to main bearing cap)	2	
55	AHU2379	£12.00	LOCK PLATE, camshaft	1	}
56	GHF117	£0.30	SCREW, (lock plate to engine plate)	3	
57	GHF321	£0.22	WASHER, shakeproof	3	}
60	12A956B	£1.48	GASKET, timing cover	1	
61	12G2507	NCA	TIMING COVER	1	}
62	88G561	£2.15	OIL SEAL, crankshaft front	1	
63	SH604031	£1.10	SCREW, (timing cover to engine plate)	6	}
64	GHF331	£0.38	WASHER, locking	6	
65	GHF300	£0.22	WASHER, plain	6	}
66	SH605051	£1.00	SCREW, (timing cover to block)	4	
67	GHF332	£0.40	WASHER, locking	4	}
68	2K7440	£1.18	WASHER, plain	4	
69	SH604071	£0.72	SCREW	1	} heat shield bracket } to timing cover
70	GHF300	£0.22	WASHER, plain	1	
71	GHF331	£0.38	WASHER, locking	1	}
72	GHF200	£0.22	NUT	1	
73	12A1136	NCA	HOUSING, distributor	1	}
74	13H2792	£0.90	'O' RING	1	
75	GHF117	£0.30	SCREW, housing to block	2	}
76	GHF321	£0.22	WASHER, shakeproof	2	
77	CAM6431	£6.00	UNION, (oil pressure gauge pipe)	1	}
78	6K464B	£1.00	WASHER, sealing	1	
79	12G107	£8.30	TUBE, dipstick	1	}
80	12G175	NCA	DIPSTICK	1	
81	AEC671	£0.53	WASHER, rubber	1	}
82	12H865	£4.80	PLUNGER, (oil pressure relief valve)	1	
83	6K853	£1.50	SPRING, oil pressure regulating	1	}
84	6K431B	£0.77	WASHER, copper	1	
85	12A1851	£5.60	CAP, threaded	1	}
		NCA	OIL FILTER, bowl type, original	1	
87	37H1528	NCA	HEAD, with filter condition sensor	1	}
88	12A1591	£1.44	SEAL, bowl to head	1	
89	8G684	£8.80	OIL FILTER, felt element	1	}
	GFE103	£3.60	OIL FILTER, paper element	1	
90	27H2573	NCA	CIRCLIP, centre bolt retaining	1	} original fitment 'bowl' } type filter with filter } condition sensor:
91	17H846	£12.00	PLATE, pressure	1	
92	7H28	£1.85	SEAL, pressure plate	1	} 12CC units & up to } 12CE/Da/H10308
93	GHF302	£1.00	WASHER, plain	1	
94	500319	£1.25	SPRING, pressure plate	1	}
95	17H1169	NCA	BOWL	1	
96	508380	£2.15	SEAL, centre bolt	1	}
97	17H1172	£9.90	COLLAR, centre bolt	1	
98	37H689	NCA	BOLT, centre	1	}
115	AEA657	NCA	ADAPTOR, filter head to block	1	
116	88G402B	£0.46	GASKET	2	} head to adaptor/adaptor } to block for 'bowl' type } filters only
117	BH506301	£2.05	BOLT, filter head to adaptor	2	
118	GHF333	£0.30	WASHER, locking	2	}
119	GHF165	£0.41	SCREW, adaptor to block	2	
120	GHF333	£0.30	WASHER, locking	2	}
125	37H7078	NCA	OIL FILTER HEAD, (original)	1	
126	88G402B	£0.46	GASKET, filter head to block	1	} original fitment } 'spin on' filter
127	BH506301	£2.05	BOLT, filter head to block, (3 3/4" long)	2	
128	GHF333	£0.30	WASHER, locking	2	} 12CE/Da/H10309 On, } 12V586F and 12V588F, } up to 12V778F392
130	12A2032	NCA	OIL FILTER HEAD, (original)	1	
131	GUG705553GM	£1.90	GASKET, filter head to block	1	} original fitment } 'spin on' filter, } 12V778F393 On
132	SH506091	£1.96	SCREW, filter head to block, (1 1/8" long)	2	
133	GHF333	£0.30	WASHER, locking	2	}
134	GHF302	£1.00	WASHER, plain	2	
145	AEA658	NCA	PIPE, oil filter head to block	1	} for 'bowl' type filters only } for 'spin on' filter
146	TAM2106	NCA	PIPE, oil filter head to block	1	
147	TCZ106	£2.40	ADAPTOR, pipe to oil filter head	1	}
150	2A715	£22.40	BOLT, banjo	1	
151	12A1768	£1.31	WASHER, copper	2	}
155	TAM2097	£24.90	OIL FILTER HEAD, (replacement)	1	
156	GUG705553GM	£1.90	GASKET, filter head to block	1	} replacement 'spin on' } filter will substitute } for all above oil filter } assemblies
157	SH506091	£1.96	SCREW, filter head to block	2	
158	GHF333	£0.30	WASHER, locking	2	}
159	GHF302	£1.00	WASHER, plain	2	
160	TAM2106	NCA	PIPE, oil filter head to block	1	}
161	TAM2119	NCA	ADAPTOR, pipe to oil filter head	1	
162	GFE166	£2.40	OIL FILTER, spin on cartridge, (with seal)	1	}
165	CAM4313	NCA	SUMP, oil	1	
166	TAM1089	£5.30	SEAL, (rear of crankshaft to sump)	1	} rubber type seal OE } rubber type seal OE
167	TAM1171	£7.00	SEAL, (front of crankshaft to sump)	1	
168	AJM528	£5.60	GASKETS, sump to block, pair	1	}
169	SH604041	£0.41	SCREW, sump securing	14	
170	2K5197	£0.38	WASHER, special	14	}
171	88G257	£2.00	DRAIN PLUG, sump	1	
172	6K638	£0.30	WASHER, copper, (drain plug)	1	



**Internal Engine Components 1275cc (1967-74)**

Note: Please see the Accessories section for performance parts.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	8G2741E	£237.00	CRANKSHAFT, exchange (Complete with shells).	1	1275cc (1967-74)
2	AEA312	£10.50	BOLT, crankshaft	1	
3	12A398	£1.25	LOCK TAB, front pulley	1	
Nl	GFK1002X	£16.80	LOCK TAB SET, engine	1	
4	88G305Z	£77.20	PULLEY, crankshaft	1	
5	88G561	£2.15	OIL SEAL, timing cover	1	
	MGS10832	£91.50	REAR CRANKSHAFT OIL SEAL CONV. KIT	1	1275cc

	MGS10832S	£17.40	REPLACEMENT OIL SEAL, (for MGS10832)	1	
6	12A1148	£3.80	OIL THROWER	1	
7	12G1699	£8.90	GEAR, crankshaft, double row	1	
8	6K628	NCA	WASHER, spacing	1	
9	6K836	£10.40	WOODRUFF KEY, crankshaft	1	
10	8G2391	£26.70	MAIN BEARING SET, standard size	1	
	8G2391/10	£26.70	MAIN BEARING SET, 0.010" oversize	1	
	8G2391/20	£26.70	MAIN BEARING SET, 0.020" oversize	1	
	8G2391/30	£26.70	MAIN BEARING SET, 0.030" oversize	1	standard diameter of main-end is 2.00"
	8G2391/40	£26.70	MAIN BEARING SET, 0.040" oversize	1	
	8G2391/60	NCA	MAIN BEARING SET, 0.060" oversize	1	
11	12A1002	NCA	BOLT, (main bearing cap)	6	
12	6K927	£1.20	LOCK TAB, (main bearing bolts)	6	very early 12CC units only
13	2A54	£0.68	DOWEL, (main bearing cap)	6	

14	12G1398	£3.20	BOLT, (main bearing cap)	6	late 12CC, all 12CE
15	12G1268	£5.30	DOWEL, main bearing	6	and 12V units
16	BHM1293	£12.90	THRUST WASHERS, pair	a/r	standard
	BHM1293/5	£12.90	THRUST WASHERS, pair	a/r	0.003" o/size
	BHM1293/30	£20.40	THRUST WASHERS, pair	a/r	0.030" o/size
17	1G1167	NCA	RESTRICTOR, oil feed to crankshaft	4	
20	51K3575	NCA	DOWEL, crankshaft to flywheel	2	
21	1A1559	£2.26	SPIGOT BUSH, crankshaft	1	very early 12CC units only
	AHU1026A	£15.60	SPIGOT BUSH, crankshaft	1	late 12CC, all 12CE and 12V units
22	12G1401	NCA	FLYWHEEL	1	with ring gear
	12G1401E	£155.10	FLYWHEEL, recon, exchange	1	
23	12G1444	£25.00	RING GEAR, flywheel	1	
24	12G982	£3.70	LOCK TAB, flywheel	1	
25	51K1029	£2.05	BOLT, flywheel to crankshaft	6	
	MG520823K	£45.00	BOLT SET, flywheel to crankshaft, uprated	1	(Up-rated bolt set contains 6 high tensile ARP bolts. Lock tab (12G982) is not required with these ARP stretch bolts).
26	1G2984	£2.05	DOWEL, clutch to flywheel	3	
30	AEG624	NCA	CON ROD, new	4	
	AEG624E	NCA	CON ROD, recon, exchange	4	
31	AEG519	NCA	BOLT, con rod	8	tighten to 40-42lbs
32	AEG147	£2.21	NUT, con rod	8	
33	8G2198	£18.40	BEARING SET, con rod, standard size	1	
	8G2198/10	£18.40	BEARING SET, con rod, 0.010" oversize	1	
	8G2198/20	£18.40	BEARING SET, con rod, 0.020" oversize	1	
	8G2198/30	£18.40	BEARING SET, con rod, 0.030" oversize	1	
	8G2198/40	£18.40	BEARING SET, con rod, 0.040" oversize	1	
	8G2198HD	£60.00	BEARING SET, con rod, standard size	1	
	8G2198/10HD	£60.00	BEARING SET, con rod, 0.010" oversize	1	
	8G2198/20HD	£60.00	BEARING SET, con rod, 0.020" oversize	1	
	8G2198/30HD	£60.00	BEARING SET, con rod, 0.030" oversize	1	
	8G2198/40HD	£60.00	BEARING SET, con rod, 0.040" oversize	1	
35	BHM1298	£126.00	PISTON SET, standard size*	1	
	BHM1298/20	£126.00	PISTON SET, 0.020", oversize*	1	standard
	BHM1298/30	£126.00	PISTON SET, 0.030", oversize*	1	compression, (8.8:1 CR)
	BHM1298/40	£126.00	PISTON SET, 0.040", oversize*	1	
	BHM1298/60	£126.00	PISTON SET, 0.060", oversize*	1	
	AE21253STD	£65.00	PISTON, standard size	4	
	AE21253020	NCA	PISTON, 0.020", oversize	4	high compression
	AE21253030	NCA	PISTON, 0.030", oversize	4	(9.75:1 CR)
	AE21253040	£106.20	PISTON, 0.040", oversize	4	late design
	AE21253060	£106.20	PISTON, 0.060", oversize	4	
	AE21251STD	NCA	PISTON SET, standard size*	4	
	BHM1299/30	NCA	PISTON SET, 0.030", oversize*	4	low compression
	BHM1299/40	NCA	PISTON SET, 0.040", oversize*	4	(8.1:1 CR)
	BHM1299/60	NCA	PISTON SET, 0.060", oversize*	4	

\*Note: Although Pistons should be fitted in engine sets, we may be able to supply pistons individually.

36	BHM1284	£49.50	RING SET, standard size	1	engine set for 4 ring pistons
	BHM1284/20	£49.50	RING SET, 0.020" oversize	1	
	BHM1284/30	£49.50	RING SET, 0.030" oversize	1	
	BHM1284/40	£49.50	RING SET, 0.040" oversize	1	
	BHM1284/60	£49.50	RING SET, 0.060" oversize	1	
	BRS1275	£42.90	RING SET, standard size	1	
	BRS1275/20	£42.90	RING SET, 0.020" oversize	1	
	BRS1275/30	£42.90	RING SET, 0.030" oversize	1	
	BRS1275/40	£42.90	RING SET, 0.040" oversize	1	
	BRS1275/60	£42.90	RING SET, 0.060" oversize	1	
37	AEG428	£19.80	LINER, cylinder block	4	
45	AEG523E	£110.00	CAMSHAFT, exchange	1	standard, see Accessories
46	KEN2	£9.40	CAMSHAFT LUBRICANT	a/r	250ml bottle
			(Statistics abound concerning the proportion of the total wear in a camshaft's life which actually occurs in the first few minutes of running the engine. A newly built engine needs as good a quality of lubrication as you can give it during those vital, first few thousand revolutions of its life. Camshaft lubricant, applied correctly during assembly, goes a long way towards preserving both your engine and your peace of mind).		
47	AHU2379	£12.00	LOCK PLATE, camshaft	1	
48	GHF117	£0.30	SCREW, lock plate to crankcase	3	
49	GHF321	£0.22	WASHER, shakeproof	3	
50	12G1397	£16.90	GEAR, camshaft, double row	1	
51	6K629	£5.00	NUT, camshaft gear	1	
52	2A759	£2.40	LOCK TAB, camshaft gear	1	
53	WKN505	£1.50	WOODRUFF KEY, camshaft	1	
54	2H4905	£7.00	TIMING CHAIN, 'Duplex'	1	
	2H4905Z	£6.00	TIMING CHAIN, 'Duplex', aftermarket	1	
	2H4905UR	£32.80	TIMING CHAIN, 'Duplex', high quality	1	
55	BHM1210	£16.90	BEARING SET, camshaft	1	
58	2A13	£2.70	CAM FOLLOWER, standard	8	
	2A13/10	NCA	CAM FOLLOWER, 0.010", (oversize)	8	
59	AEG314	£3.50	PUSH ROD	8	
60	CHM108	NCA	FLANGE, oil pump driving	1	
61	GLP141	£22.80	OIL PUMP*	1	

\*Note: There are two different oil pumps for the 1275cc engine, confusingly under the same part number GLP141. The 'concentric' pump is fixed in place by four bolts, whereas the 'Hobourn Eaton' pump uses two bolts. On the four bolt pump, a pair of lock tabs are used under the bolt heads, the two bolt pump simply uses two locking washers.

Note: By the way, unless you are intending to replace it, don't dismantle your oil pump to inspect it. The rubber 'O' ring which seals the pump casing expands through oil impregnation and upon disassembly of the pump will, as surely as night follows day, pop out of its groove. After a half an hour of your blood pressure rising and your hopes of achieving successful re-assembly falling just as rapidly, you'll probably phone your specialist to be told that the 'O' ring is not, (and was never) available as a service part.

62	GUG705560GM	£0.83	GASKET, oil pump to block	1	
63	BH604131	£1.04	BOLT, pump to block	4/2	see notes above
64	12G2098	£1.00	LOCK TAB, upper	1	
65	12G2097	£3.70	LOCK TAB, lower	1	four bolt fixing pump
66	GHF331	£0.38	WASHER, locking	2	two bolt fixing pump
67	12A451	£16.50	PIPE & BRACKET, oil pick up	1	
68	SH604041	£0.41	SCREW	4	(Strainer to bracket & bracket to block).
69	GHF321	£0.22	WASHER, shakeproof	4	
70	2A668	NCA	STRAINER	1	
75	12G4499	£49.80	DISTRIBUTOR DRIVE	1	
76	13H2792	£0.90	'O' RING, distributor drive	1	
77	12A1136	NCA	DISTRIBUTOR HOUSING	1	
78	GHF117	£0.30	SCREW, distributor drive to block	1	
79	GHF321	£0.22	WASHER, shakeproof	1	

### Cam Bearing Fitment

When new cam bearings are installed, their finished bore size should be checked prior to installing the camshaft. This will ensure that the cam rotates freely in its new bearing set. The replaceable cam bearings are a push fit into the cylinder block. There is no positive location method for them other than friction. To prevent any possibility of them migrating axially along the camshaft in service, it is recommended that they are installed using an engineering adhesive such as 'Loctite'. You will know if a cam bearing has moved along the length of the camshaft as it will invariably foul one of the cam followers, holding one of the valves open.

NI	GGL1020	£24.00	LOCTITE, 'Stud-Loc'	a/r	10 ml
NI	KEN2	£9.40	CAMSHAFT LUBRICANT	a/r	250ml bottle

### Flywheel Ring Gear Replacement

Flywheel ring gears are manufactured from a heat treated steel. Since the installation of a ring gear involves heating and expanding the item to subsequently 'shrink' it on to the flywheel, great care must be taken to preserve the heat treatment to maintain the wear resistance properties of the teeth.

The flywheel ring gear may be removed and fitted in the following manner:

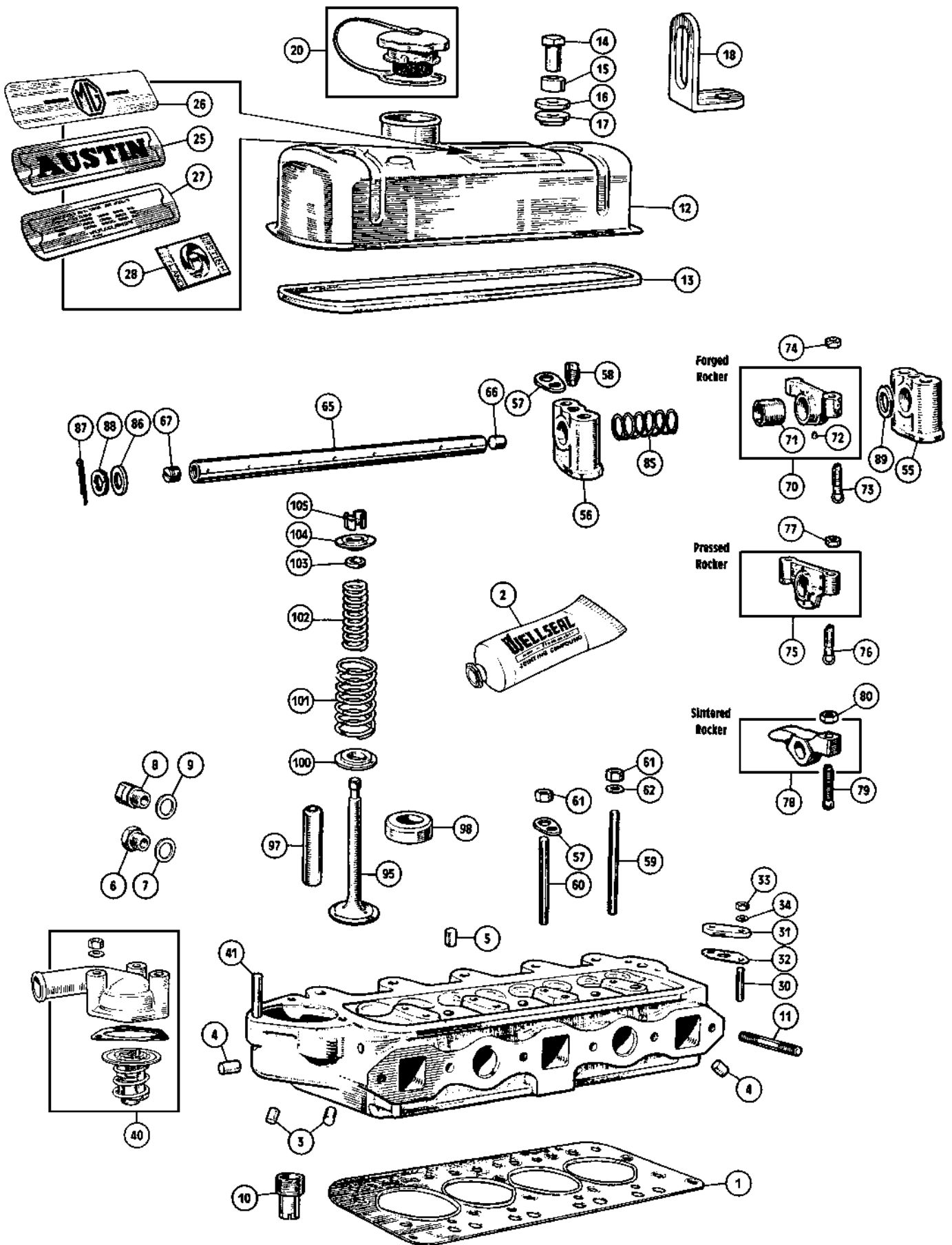
#### Removal

Take note of whether the chamfers on the old ring gear teeth are on the engine or gearbox side of the flywheel, the replacement ring must be fitted in this manner.

1. With the flywheel assembly removed from the engine secure it in a vice fitted with jaw protectors. Drill a 3/16" diameter hole axially between the root of any tooth and the inner diameter of the starter ring. Care should be taken to prevent the drill entering the flywheel.
2. Place a cold chisel in the tooth root immediately above the drilled hole and strike it sharply. Note: The starter ring will normally split harmlessly, but on remote occasions rings have been known to fly when severed. It is important that adequate protection, particularly for the eyes, be utilised. The whole assembly should be covered with a cloth to restrain and prevent injury from flying fragments.

#### Refitting

3. Before attempting to fit the new starter ring gear to the flywheel, ensure that any 'nicks or burrs' have been removed from the mating surfaces. Remember, 'nicks & burrs' are the enemy of the engineer!
4. Heat the replacement starter ring gear uniformly to a maximum of 200°C (392°F). Exceeding this will draw the metal's 'temper'. Note: The temperature to which the ring gear is heated (if using oxyacetylene equipment or similar) can be checked with the use of a thermo-melt crayon, available from specialist tool suppliers. Alternatively, putting the ring gear in a domestic oven set to the correct temperature should guarantee that no harm is done.
5. With the flywheel placed on a suitable flat surface, position the ring on the flywheel (ensuring that the chamfer of the teeth are on the correct side of the flywheel). The ring may need to be drifted on until it abuts the location flange of the flywheel. Hold the ring against the flange until the ring contracts sufficiently to grip the flywheel.
6. Allow the flywheel assembly to cool gradually, do not hasten the cooling in any way (thereby avoiding the creation of internal stresses in the ring which may cause fracture or failure in some respect).



## Cylinder Head 1275cc (1967-1974)

ill.	Part Number	Price Eea.	Description	Req.	Details
NI	GCG1009	£436.60	CYLINDER HEAD, recon, exchange (With valves, guides & springs).	1	lead free
NI	AJM1140	£20.40	GASKET SET, top end	1	
NI	AJM1140Z	£12.30	GASKET SET, top end	1	alternative
1	TAM1521	£27.30	GASKET, cylinder head, aftermarket	1	
	TAM1521Z	£5.30	GASKET, cylinder head	1	
2	600569A	£16.00	JOINTING COMPOUND, 'Wellseal'	a/r	100ml tube
3	12G2092	NCA	PLUG, water holes	3	jointing face of head
4	AEA771	£6.00	PLUG, water holes	2	at either end of head
5	12G3503	£2.30	PLUG	5	
6	ADP210	£6.60	PLUG, blanking, (vertical flow radiator)	1	To G-AN4-66225
7	1B3664	£0.50	WASHER, sealing	1	and H-AN9-77590
8	11K2846	£3.60	ADAPTOR, temperature transmitter (Cross flow radiator).	1	From G-AN4-66226 and H-AN9-77591,
9	AED172	£1.21	WASHER, sealing	1	all G-AN5, H-AN10 and A-AN10 cars
10	12A2075	£6.40	ADAPTOR, bypass hose to head	1	
11	FHS2512	£1.57	STUD, manifolds to head	6	
12	GAC4068P	£34.00	ROCKER COVER	1	see Accessories section
13	GUG705009VC	£1.80	GASKET, rocker cover	1	
	296-006	£14.60	GASKET, rocker cover, silicone	1	standard cover
	296-007	£17.20	GASKET, rocker cover, silicone	1	alloy cover
14	2A150	£1.48	TUBE NUT, (rocker cover to head)	2	
15	1B2925	£1.31	SPACER, bush	2	
16	1A2156	£1.10	WASHER, cupped	2	
17	12A1358	£0.70	BUSH, sealing	2	
18	12A1968	£5.90	LIFTING EYE	2	
			(Fit lifting eyes for engine removal/replacement only, should not be left on the engine once work is completed).		
20	GFE6003	£3.50	OIL FILLER CAP	1	with filter
25	CRST136	£2.26	DECAL, 'Austin', (Sprite)	1	12CC/CE engines
26	CRST134	£1.52	DECAL, 'MG', (Midget)	1	
27	CRST137	£1.90	DECAL, 'Weslake Patents'	1	
28	CRST126	£1.31	DECAL, 'British Leyland'	1	12V engines
30	53K402	£1.57	STUD, heater tap	2	
31	2A180	£5.00	BLANKING PLATE	1	when heater not fitted
32	88G221	£0.70	GASKET	1	heater tap or blanking plate
33	GHF200	£0.22	NUT	2	
34	GHF331	£0.38	WASHER, locking	2	
40	NCA		THERMOSTAT & WATER ELBOW		see Cooling on page 134
41	CHS2515	£1.43	STUD, elbow to head (Vertical flow radiator).	3	To G-AN4-66225 and H-AN9-77590
	CHS2518	£2.26	STUD, elbow to head (cross flow radiator).	3	From G-AN4-66226 and H-AN9-77591, all G-AN5, H-AN10 and A-AN10 cars

## 'Torqueing Down' The Cylinder Head

The hardware (studs, washers, nuts) to hold the cylinder head to the block are all listed in the external engine section on pages 120 & 121.

Note: There are two alternative materials from which the cylinder head studs are made. Thus, because of variable material characteristics, there is a choice of torque settings for tightening the nuts down on different head studs. On studs with '22' or a small drill point on the end, the nuts should be tightened to 50 lb. ft. (6.91 kg.m.), on studs with plain ends, the nuts should only be tightened to 42 lb. ft. (5.81 kg.m.).

55	12G1926	NCA	PEDESTAL, plain	3	rocker shaft
56	12G1927	NCA	PEDESTAL, with tapped hole	1	
57	2A259	£4.30	LOCATING PLATE, pedestal	1	
58	2A258	£1.30	SCREW, shaft locating	1	
59	51K885	£2.40	STUD, outer rocker pedestals	2	long
60	51K1473	£1.80	STUD, inner rocker pedestals	2	short
61	GHF222	£0.55	NUT	4	
62	GHF301	£0.24	WASHER, plain	3	
65	12A1950	£13.50	ROCKER SHAFT	1	with modified screw location
	12A1950Z	NCA	ROCKER SHAFT, aftermarket	1	
	12A1950K	£145.20	ROCKER ASSEMBLY, recon/exchange	1	
66	6K878	NCA	END PLUG, plain	1	
67	2K4608	NCA	END PLUG, screwed	1	

## Information on Valve Rockers

If you need to order rockers, please read the following notes carefully. There are three different types of rocker which may be found on an 'A' Series engine:

**12G1221 Forged Rocker:** This is the one fitted in preference by BMC to MG engines (and is also, out of the three standard types, the one favoured for competition work). Reasonably light and strong, it has the added bonus of having a replaceable bush unlike the other two types of rocker listed here. They should not be difficult to obtain.

**2A964 Pressed Steel Rocker:** The least attractive of the three types, due to its lack of strength. Fitted as an alternative to the forged rocker during production. Not easy to find today. They can be replaced by using a sintered steel rocker (CAM289), or a forged rocker (12G1221).

**CAM289 Sintered Rocker:** To be found on all factory replacement 1275cc engines from the late 1970's onwards (and still used in new 'A' Series engines today). Commonly available. All rockers are interchangeable in sets of eight only. Care must be taken to use the appropriate tappet adjusting screws & lock nuts. When substituting CAM289 rockers for either of the older types, note that a pair of Thackery (double coil) washers will have to be added to the rocker shaft assembly and that the six spacer washers at the ends of the springs will have to be removed. Incidentally, long ago, there was a cast rocker (2A533) which was also used on 'A' Series engines - luckily not the 1275cc Sprite & Midget unit.

70	12G1221	£13.20	ROCKER, forged (Must be reamed to suit rocker shaft).	8	forged rockers
71	2A21	£2.40	BUSH	8	
72	5C2436	NCA	RIVET	8	
73	12H3376	£1.50	SCREW, tappet adjusting	8	
74	51K1178	£0.47	NUT, locking screw	8	
75	2A964	NCA	ROCKER, pressed steel	8	pressed rockers
76	12A1215	£5.70	SCREW, tappet adjusting	8	
77	6K654	£1.54	NUT, (locking screw)	8	
78	CAM289	£11.20	ROCKER, sintered	8	sintered rockers
79	12H3376	£1.50	SCREW, (tappet adjusting)	8	
80	51K1178	£0.47	NUT, locking screw	8	
85	6K556	£2.10	SPRING, rocker tensioning	3	
86	6K555	£1.30	WASHER, (plain, outer ends of shaft)	2	
87	GHF502	£0.22	SPLIT PIN, outer ends of shaft	2	
88	2A18	£2.00	WASHER, (Thackery), outer ends of shaft	2	for sintered rockers only
89	AE6168	£0.22	WASHER, (spacing tension springs)	6	not for sintered rockers
95	12G941	£6.80	VALVE, inlet	4	
	AHU1049	£8.70	VALVE, exhaust	4	
97	12G1111	£3.30	GUIDE, valve	8	
98	AE6477	NCA	INSERT, inlet valve seat	4	
	UKC2644	£6.30	INSERT, exhaust valve seat	4	
100	AEA403	£1.96	COLLAR, (lower), valve spring	8	
101	12G1136	£1.84	VALVE SPRING, outer	8	
102	12G1137	£3.00	VALVE SPRING, inner	8	
	12G1137K	£40.80	VALVE SPRING SET, (inner/outer)	1	8 inner & 8 outer springs
103	ADU4905	£0.80	OIL SEAL, valve stem	8	
104	88G617	£5.30	CAP, (upper), valve spring	8	
105	88G459	£1.90	SPLIT COLLET	16	2 per valve

## 1275cc A Series Engine Colour Schemes

Only engines bearing a 12CC engine no. prefix were painted in British Motor Corporation Engine Green (the colour somewhere between Sage Green and Olive Green) applied to the power units in most BMC motor vehicles, including all the Sprite & Midget variants prior to 1967. This equates to roughly the first year of 1275cc production. Following this (from 1968 to 1971) came the 12CD and subsequent 12CJ units, both peculiar to 'emission controlled' cars bound for the North American market; during this period the rest of the world received Sprites & Midgets with 12CE engines. All three of these engine types were painted in a very pale silvery-green; the colour was the same as that which was then being applied to engines in MGC's and the Austin Healey 3000's.

From late 1971 to the end of 1275cc Midget production (the manufacture of Sprites by this point had finished), all cars were fitted with variants of the 12V engine range. The 12V engines were a fairly successful attempt by British Leyland to rationalise the build specifications of the myriad of 1275cc engine variants currently being used. In true Henry Ford tradition, from late 1971 onwards, all engines were black. This state of affairs continued past the end of Midget production until the beginning of the 1980's and the introduction of the considerably modified 'A+' engines for use in the Metro, Mini, Ital, etc.

It's also a fact that whatever the colours or natural unpainted finishes of the engine ancillaries were when they left their respective manufacturers, once they were fitted to a new engine they were at least unintentionally over-sprayed - if not deliberately, painted the same colour as the engine.

This statement applies to thermostat housings ('elbows'), inlet manifolds, water pumps, heater taps, starter motors, oil filter heads, dynamos, alternators and distributors. Even the distributor cap, plug leads, spark plugs, oil filler cap and spin on oil filter cartridges were sometimes camouflaged, although of course they reverted to their more contrasting colour schemes as the vehicle was serviced.

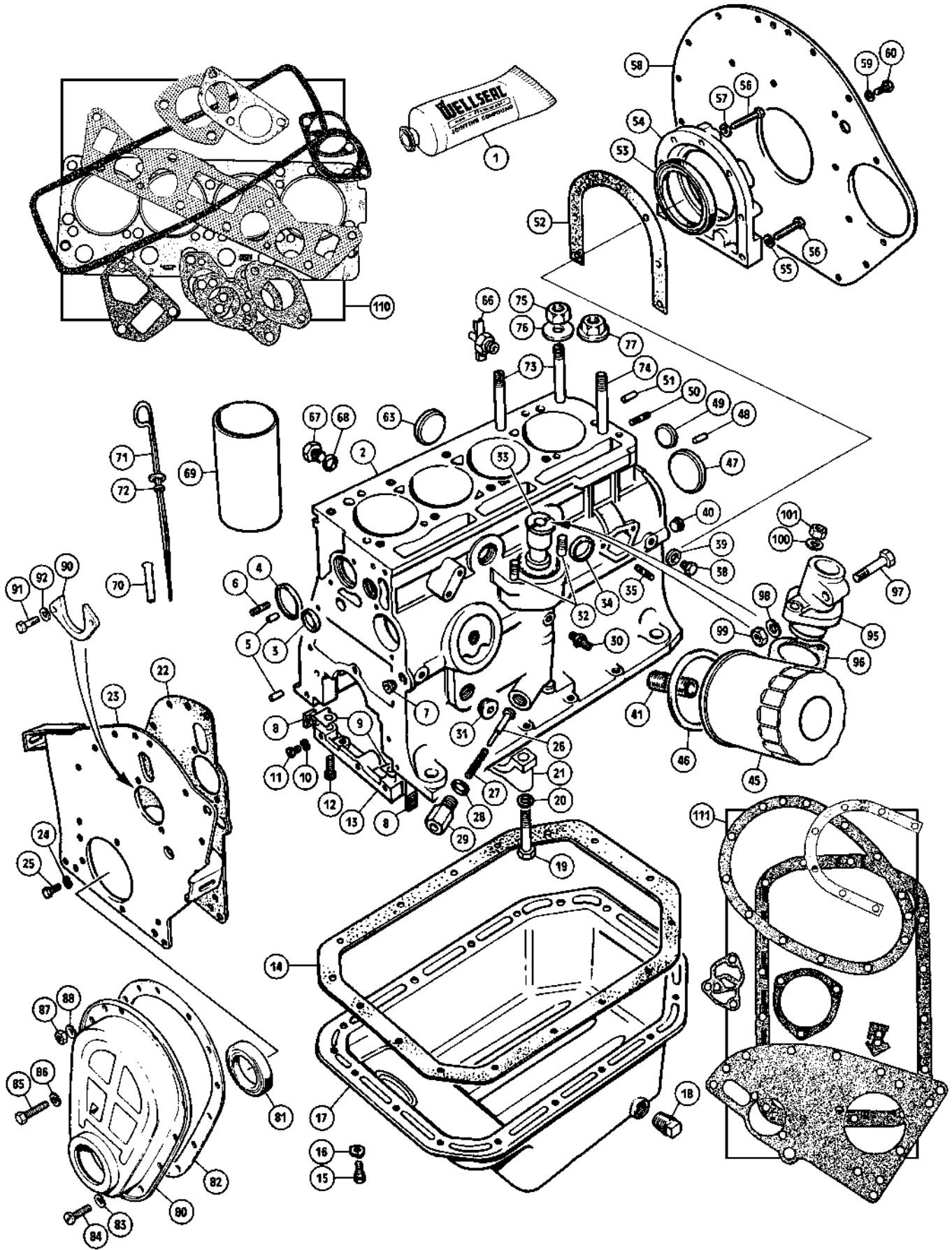
The only power unit item over which care was taken to preserve its colour was the cooling fan.

For safety reasons, naturally, the cooling fan was always finished in a high visibility chromium yellow: early vehicles carried a painted metal fan, later vehicles having a self coloured plastic item. The gearbox, which was also attached to the engine on the power unit production line, more often than not also left the line in the same colour as the engine.

Two more colour schemes should probably be discussed here:

Factory remanufactured (it gave a better impression than calling them 'reconditioned') exchange units were for many years, in fact back through BMC days, known as Gold Seal units and therefore painted...metallic gold. At the end of the 1970's a range of second condition remanufactured units were launched under the banner of Silver Seal. Units offered in the Silver Seal scheme were (wait for it...) silver, which looked very similar in texture to the ubiquitous hammered finish enamel you see in your local accessory shop.

The major units (engines and gearboxes) were completely painted in gold or silver, while lesser units (starter motors, dynamos, etc.) were finished in gold and satin black for Gold Seal, or natural metal and satin black for Silver Seal.



**Engines & External Components 1500cc (1975-1979)**

**The 1500cc Engine**

The Standard Triumph 'Small Car' engine was first seen in the Standard Eight of 1953. By coincidence, its capacity of 803cc was the same as that of BMC's 'A' series engine, introduced a year earlier in the diminutive Austin A30 saloon. Both engines were developed and increased in capacity through the years, as market forces dictated more performance and, the cars that the engines were put into became larger and heavier.

The 'A' series of course powered all Sprites & Midgets from 1958 to 1974, from 948cc guise through 1098cc and finally 1275cc. With impending USA market emission regulations set to curtail performance of the Midget (the Sprite by this time was no longer produced) to an unacceptably low level, something had to be done to enable sales of the car to continue in its biggest market place. By 1974, the 'Small Car' engine had similarly been taken out to bigger capacities, the largest being the 1493cc units to be found in the Triumph 1500cc saloon (later part of the Dolomite range) and certain export market Triumph Toledo saloons. This engine was also used in the USA market Spitfire MkIV, because early 1970's USA emissions regulations had already precluded the fitment of the 1296cc 'Small Car' unit, used in Spitfire MkIV's in all other market places.



The 1493cc unit (rounded up to 1500cc for model nomenclature) would be easier to adapt than BMC's 1275cc 'A' series to meet ever more stringent regulations, so the Midget was re-engineered to accept the Triumph 1500cc engine, along with the Triumph 'single rail' gearbox (which was by now British Leyland's standard rear wheel drive sub-2000cc car gearbox). The Midget 1500cc is certainly a more tractable vehicle than its 'A' series engine predecessors, even if some feel it to be a little less sporting or zestful. Over the years it has developed something of a reputation for unreliability; it has to be acknowledged that there is an 'Achilles Heel' in its design, namely the supply of lubricant around the unit. There are two useful modifications on the market which deal with the problem. If the external rocker feed kit (see page 130) and an oil cooler kit (see page 132) are both fitted (and they are easy to install) there is no reason why a Midget 1500cc should be any less reliable than its counterparts.

**'Lead Free' 1500cc Full Engines (Reconditioned)**

Our 'lead free' 1500cc full engines are rebuilt by a major engine re-conditioner.

Note: All work is carried out to customers own unit. Price quoted excludes external ancillaries. Please contact your local Moss branch for full details.

Ill.	Part Number	Price £ea.	Description	Req.	Details
	GSE2459E	£1,761.60	FULL ENGINE, (1500cc), recon/exchange	1	standard
	GSE2459BF2	£2,160.00	FULL ENGINE, (1500cc), recon/exchange	1	standard, balanced unit (clutch & flywheel balanced)
	GSE2459ST2	£2,640.00	FULL ENGINE, (1500cc), recon/exchange	1	stage 2, balanced unit (clutch & flywheel balanced)

**Short Engines (Reconditioned)**

Our short engines are rebuilt by a major engine re-conditioner.

Note: All work is carried out to customers own unit. Price quoted excludes external ancillaries. Please contact your local Moss branch for full details.

Comprising reground crankshaft and camshaft, re-bored cylinder block, new bearings, oil pump, timing chain, seals and gaskets. The unit is fully assembled up to the head face.

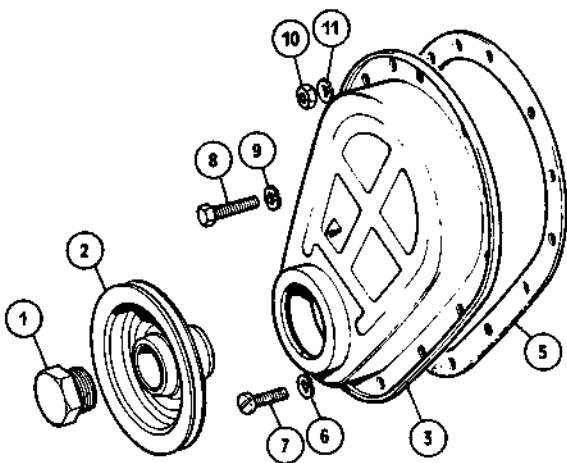
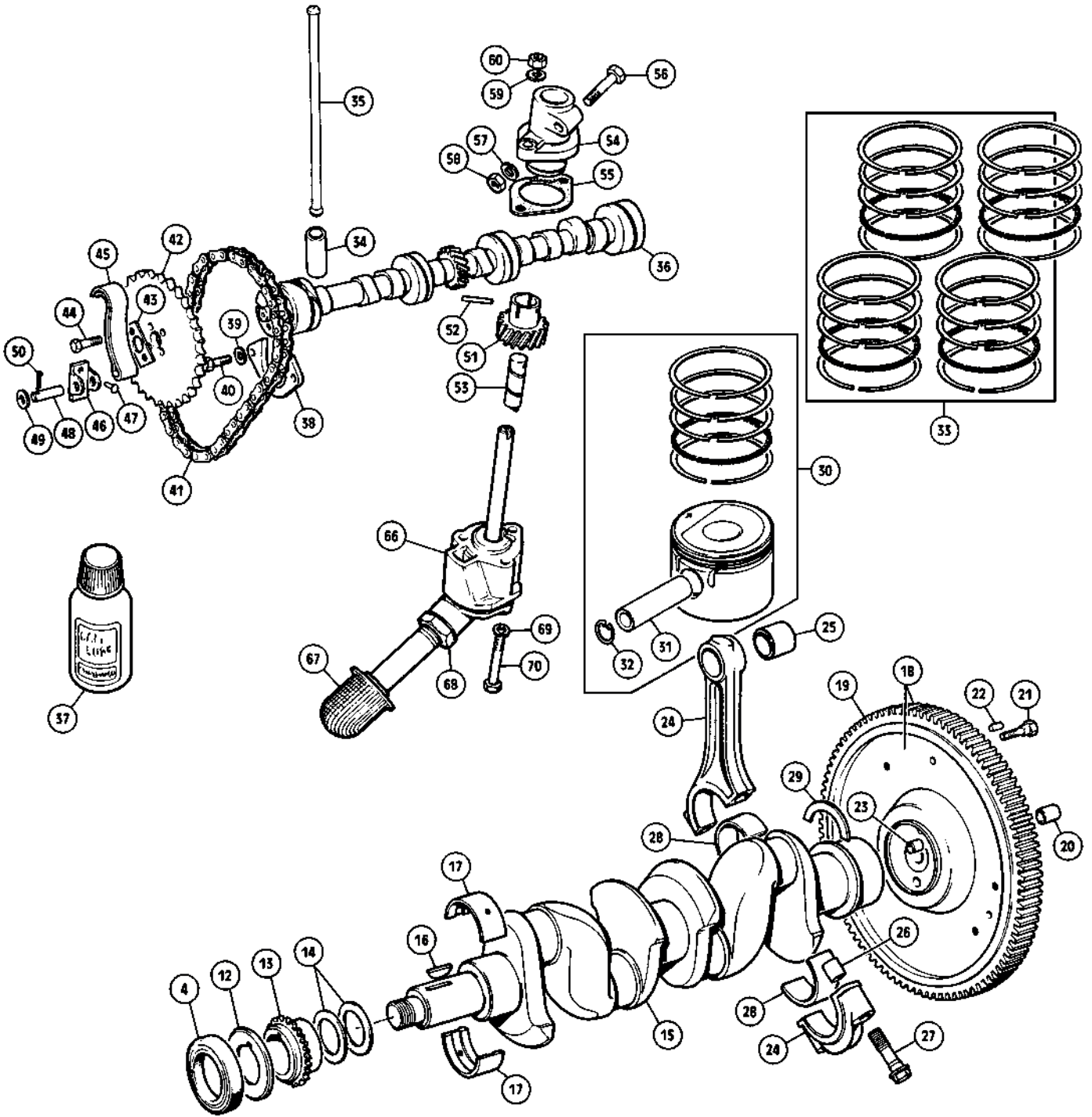
	ENG1450	NCA	SHORT ENGINE, (1500cc), recon/exchange	1	
	ENG1451	NCA	SHORT ENGINE, (1580cc), recon/exchange	1	bored out to 1580cc
1	600569A	£16.00	JOINTING COMPOUND, 'Wellseal'	a/r	100ml tube
2	520245	NCA	CYLINDER BLOCK, bare	1	
3	AEA635	£1.40	CORE PLUG	1	
	GAC7201X	£12.40	CORE PLUG SET	1	Inc: 3, 4, 34, 47, 49 & 63
4	144688	£1.21	CORE PLUG	1	
5	DP514	£1.48	DOWEL, bearer plate locating	2	
6	TE605105	£2.30	STUD, timing cover to block	1	
7	118632	£2.70	PLUG, screwed, oil gallery	1	
8	036234	£1.32	FILLER PIECE, wood	2	Included in conversion set
9	UKC8321	£0.37	GASKET, front sealing block	2	
10	GHF332	£0.40	WASHER, locking	2	
11	SE605061	£1.48	SCREW, pan head	2	
12	GHF103	£0.60	SCREW, hexagon head	2	
13	151134	£21.90	SEALING BLOCK, front	1	
14	AJM517	£3.40	GASKET, sump	1	
15	SH605051	£1.00	SCREW, short, sump to block	12	
	SH605061	£0.22	SCREW, long, rear of sump to block	4	
16	GHF332	£0.40	WASHER, locking	16	
17	213863	NCA	SUMP	1	
18	114774	£3.00	DRAIN PLUG, tapered, square head	1	alternatives
	155660	£10.00	DRAIN PLUG, magnetic	1	
19	BH607241	£1.04	BOLT, main bearing cap	6	
20	GHF334	£0.73	WASHER, locking	6	
21		NCA	MAIN BEARING CAP (Part of cylinder block assembly).	3	not available separately
22	215350	£1.70	GASKET, engine bearer plate	1	
23	215372	NCA	ENGINE PLATE, front	1	
24	GHF332	£0.40	WASHER, locking	3	
25	SH605061	£0.22	SCREW, (engine plate to block)	3	
26	132107	£4.40	PISTON, (oil pressure relief valve)	1	
27	131535	£4.45	SPRING	1	
28	6K433	£1.15	WASHER, copper, (sealing housing)	1	
29	107246	£14.00	HOUSING, (oil pressure relief valve)	1	
30	143943	£9.90	ADAPTOR, oil pressure gauge pipe	1	To G-AN6-200000
31	116516	£2.10	PLUG, screwed	1	
32	TE605105	£2.30	STUD, (distributor pedestal)	2	
33	131786B	£58.50	BUSH	1	oil pump & distributor drive shaft
34	144686	£2.10	CORE PLUG	2	
35		NCA	STUD, fuel pump mounting (See Fuel System section on page 148).	2	
38	SH605041	£0.43	PLUG, screwed, oil gallery	4	
39	500469	£0.85	WASHER, copper	4	
40	118632	£2.70	PLUG, screwed, oil gallery	1	
41	12G2518	£3.90	ADAPTOR, oil filter to block	1	
45	GFE150	£4.80	OIL FILTER, (with seal)	1	
	GFE24	NCA	OIL FILTER, 'Sure-flow' type, (with seal)	1	alternative to item 45

46	157409	£1.30	SEAL, oil filter	1	
47	148353	£0.90	CORE PLUG	1	
48	DP619	£2.10	DOWEL, (longer than required)	1	cut to fit
49	144686	£2.10	CORE PLUG	1	
50	FHS2513	£1.10	STUD, (back plate & bell housing to block)	3	
51	DP619	£2.10	DOWEL, (longer than required)	1	cut to fit
52	105321	£0.60	GASKET, seal housing to block	1	
53	143456	£3.60	OIL SEAL	1	
54	156530	NCA	HOUSING, oil seal	1	
55	GHF332	£0.40	WASHER, locking	6	
56	SH605091	£1.00	SCREW, housing to block	7	
57	500469	£0.85	WASHER, copper	1	(top position only)
58	201344	NCA	BACK PLATE, engine	1	
59	GHF332	£0.40	WASHER, locking	7	
60	SH605061	£0.22	SCREW, back plate to block	7	
63	144688	£1.21	CORE PLUG	3	
66	602915A	£14.80	DRAIN TAP	1	
67	129077	£6.60	DRAIN PLUG	1	alternative to tap
68	GHF346	£0.60	WASHER, fibre	1	
69	158941	£25.80	CYLINDER LINER	4	
70	121831	NCA	TUBE, dipstick	1	
71	134933	NCA	DIPSTICK	1	
72	032307	£1.50	WASHER, felt	1	
73	121217	£7.80	STUD, cylinder head	2	4 3/8" overall length
74	105121	£6.60	STUD, cylinder head	8	4 1/4" overall length
75	110748	£3.20	NUT, cylinder head	10	
76	GHF302	£1.00	WASHER, plain	10	
77	51K1193B	£1.96	NUT, cylinder head, (heavy duty)	10	flanged, washer not req.
80	207492	NCA	TIMING COVER	1	single timing mark
	217790	NCA	TIMING COVER	1	multiple timing mark
81	UKC1110	£2.80	SEAL, timing cover	1	
82	211126	£1.62	GASKET, timing cover	1	
83	GHF332	£0.40	WASHER, locking	5	
84	SE605031	£1.31	SCREW, (pan head)	5	timing cover to block
85	SH605071	£0.64	SCREW, (hex head)	6	
86	GHF332	£0.40	WASHER, locking	6	
87	GHF201	£0.17	NUT	1	
88	GHF332	£0.40	WASHER, locking	1	
90	105114	£18.00	LOCK PLATE, camshaft	1	
91	SH605071	£0.64	SCREW, lock plate to engine	2	
92	GHF332	£0.40	WASHER, locking	2	
95	121530	NCA	PEDESTAL, distributor	a/r	
96	104939	£0.48	GASKET, pedestal, (0.006" thick)	1	
97	BH605161	£1.04	BOLT	1	distributor to pedestal
98	GHF332	£0.40	WASHER, locking	1	
99	GHF201	£0.17	NUT	1	
100	GHF332	£0.40	WASHER, locking	2	
101	GHF201	£0.17	NUT	2	
110	AJM1212	£28.10	HEAD GASKET SET	1	top end set
111	AJM279	£19.50	CONVERSION GASKET SET	1	bottom end set

**Timing Cover Fitting Hardware Locations**

The positioning for all the nuts, bolts, screws, washers and dowels on the timing cover is crucial. Get it wrong and stripped threads and oil leaks may result. Here are all of the fasteners & their relevant washers, listed in clockwise order (A to P) when viewed from the front of the engine. Position A is the uppermost, centrally located 5/16" diameter dowel.

A	DP514	£1.48	DOWEL	1	5/16" diameter
B1	SH605071	£0.64	SCREW, hexagon headed	1	5/16" UNF x 7/8" long
B2	GHF332	£0.40	WASHER, locking	1	5/16" ID
C1	SE605031	£1.31	SCREW, pan head slotted	1	5/16" UNF x 3/8" long
C2	GHF332	£0.40	WASHER, locking	1	5/16" ID
D1	SE605031	£1.31	SCREW, pan head slotted	1	5/16" UNF x 3/8" long
D2	GHF332	£0.40	WASHER, locking	1	5/16" ID
E1	SE605031	£1.31	SCREW, pan head slotted	1	5/16" UNF x 3/8" long
E2	GHF332	£0.40	WASHER, locking	1	5/16" ID
F1	SE605031	£1.31	SCREW, pan head slotted	1	5/16" UNF x 3/8" long
F2	GHF332	£0.40	WASHER, locking	1	5/16" ID
G1	SH506071	£1.39	SCREW, hexagon headed	1	5/16" UNF x 7/8" long
G2	GHF332	£0.40	WASHER, locking	1	5/16" ID
H1	SH506071	£1.39	SCREW, hexagon headed	1	5/16" UNF x 7/8" long
H2	GHF332	£0.40	WASHER, locking	1	5/16" ID
J1	SE605031	£1.31	SCREW, pan head slotted	1	5/16" UNF x 3/8" long
J2	GHF332	£0.40	WASHER, locking	1	5/16" ID
K	DP514	£1.48	DOWEL	1	5/16" diameter
L1	SH506071	£1.39	SCREW, hexagon headed	1	5/16" UNF x 7/8" long
L2	GHF332	£0.40	WASHER, locking	1	5/16" ID
M1	SH506071	£1.39	SCREW, hexagon headed	1	5/16" UNF x 7/8" long
M2	GHF332	£0.40	WASHER, locking	1	5/16" ID
N1	SH506071	£1.39	SCREW, hexagon headed	1	5/16" UNF x 7/8" long
N2	GHF332	£0.40	WASHER, locking	1	5/16" ID
P1	TE605105	£2.30	STUD	1	5/16" UNF x 1 1/4" long
P2	GHF332	£0.40	WASHER	1	locking, 5/16" ID
P3	GHF201	£0.17	NUT, hexagon	1	5/16" UNF



**Internal Engine 1500cc (1975-1979)**

Note: Please see the Accessories section for performance parts.

Part Number	Price £ea.	Description	Req.	Details
1	£18.40	NUT, pulley retaining	1	
2	£130.00	PULLEY	1	
3	207492	NCA TIMING COVER	1	single timing mark
4	217790	NCA TIMING COVER	1	multiple timing mark
4	UKC1110	£2.80 SEAL, timing cover	1	
5	211126	£1.62 GASKET, timing cover	1	
6	GHF332	£0.40 WASHER, locking	5	
7	SE605031	£1.31 SCREW, (pan head)*	5	timing cover
8	SH605071	£0.64 SCREW, (hex head)*	6	to block
*Note: For screw positions, please see 'Timing Cover Fitting Hardware Location' notes on page 127.				
9	GHF332	£0.40 WASHER, locking	6	
10	GHF201	£0.17 NUT	1	
11	GHF332	£0.40 WASHER, locking	1	
12	119390	£6.20 OIL THROWER	1	
13	119389	£26.10 TIMING GEAR, crankshaft	1	
14	145275	£0.94 SHIM, crankshaft, 0.004"	a/r	
	145276	£1.21 SHIM, crankshaft, 0.006"	a/r	
15	RKC918E	£270.00 CRANKSHAFT, recon/exchange	1	
	RKC918E	£270.00 CRANKSHAFT, recon, exchange	1	

16	105115	£10.60	WOODRUFF KEY	1	
17	RTC1753	£22.20	MAIN BEARING SET, standard size	1	
	RTC1753/10	£22.20	MAIN BEARING SET, 0.010", oversize	1	
	RTC1753/20	£22.20	MAIN BEARING SET, 0.020", oversize	1	
	RTC1753/30	£22.20	MAIN BEARING SET, 0.030", oversize	1	
	RTC1753/40	£22.20	MAIN BEARING SET, 0.040", oversize	1	
	RTC1753/HD	£60.00	MAIN BEARING SET, standard size	1	
	RTC1753/10/HD	£60.00	MAIN BEARING SET, 0.010", oversize	1	
	RTC1753/20/HD	£60.00	MAIN BEARING SET, 0.020", oversize	1	
	RTC1753/30/HD	£60.00	MAIN BEARING SET, 0.030", oversize	1	
	RTC1753/40/HD	£60.00	MAIN BEARING SET, 0.040", oversize	1	

Note: When the crankshaft has been reground (undersize), an oversize bearing set will be required to suit. Be sure to check this BEFORE ordering bearings. Bearing sets that have been opened and used to "check" the crank size will not be acceptable for exchange as this process invariably damages the precision finished soft face of the bearing. This also applies to big end (con rod) bearings.

18	TKC1840E	£138.00	FLYWHEEL, (standard)	1	includes ring gear
	TKC1840X	£344.80	FLYWHEEL, (lightweight/steel)	1	

Note: Please see the Accessories section for details of lightweight flywheels.

19	201350	£21.50	RING GEAR*	1	
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\*Note: Please see page 123 for advice on replacing the starter ring gear on a flywheel.

20	105143	£3.35	SPIGOT BUSH	1	
21	UKC4254	£3.30	BOLT, flywheel	4	
22	DP408	£1.26	DOWEL, (locating clutch cover)	3	in flywheel
23	DP619	£2.10	DOWEL, (locating flywheel)	1	in crankshaft
24	146454	£72.00	CON ROD, standard/reconditioned	4	
	146454	£72.00	CON ROD, (steel billet type)	4	high performance rods
25	119813	£2.50	BUSH, connecting rod	4	(small end)
26	107401	NCA	LOCATING TUBE, (in con rod)	8	
27	UKC2598	£4.15	BOLT, connecting rod*	8	

\*Note: Always fit new connecting rod bolts, - they are a 'stretch bolt' design & the manufacturers recommend they are only used once.

28	RTC1754	£18.90	BEARING SET, con rod*	1	standard size
	RTC1754/10	£18.90	BEARING SET, con rod*	1	0.010" oversize
	RTC1754/20	£18.90	BEARING SET, con rod*	1	0.020" oversize
	RTC1754/30	£18.90	BEARING SET, con rod*	1	0.030" oversize
	RTC1754/40	£18.90	BEARING SET, con rod*	1	0.040" oversize
	RTC1754/60	£18.90	BEARING SET, con rod*	1	0.060" oversize
	RTC1754/HD	£60.00	BEARING SET, con rod*	1	standard size
	RTC1754/10/HD	£60.00	BEARING SET, con rod*	1	0.010" oversize
	RTC1754/20/HD	£60.00	BEARING SET, con rod*	1	0.020" oversize
	RTC1754/30/HD	£60.00	BEARING SET, con rod*	1	0.030" oversize
	RTC1754/40/HD	£60.00	BEARING SET, con rod*	1	0.040" oversize

\*Note: See information notes for item 17 relating to bearing sets.

29	BHM1366	£6.90	THRUST WASHER, pair	a/r	standard size
	BHM1366/2	NCA	THRUST WASHER, pair	a/r	0.002" oversize
	BHM1366/5	£6.90	THRUST WASHER, pair	a/r	0.005" oversize
	BHM1366/10	£6.90	THRUST WASHER, pair	a/r	0.010" oversize
	BHM1366/15	£6.90	THRUST WASHER, pair	a/r	0.015" oversize
	BHM1366/25	NCA	THRUST WASHER, pair	a/r	0.025" oversize
	BHM1366/30	£6.90	THRUST WASHER, pair	a/r	0.030" oversize

30	155169	£150.00	PISTON Set, standard size	1	engine set
	155169/20	£150.00	PISTON Set, 0.020" oversize	1	
	155169/30	£150.00	PISTON Set, 0.030" oversize	1	
	155169/40	£150.00	PISTON Set, 0.040" oversize	1	
	155169/60	£150.00	PISTON Set, 0.060" oversize	1	
			(Hepolite pistons are supplied in matched sets and include rings, gudgeon pins & circlips. (Single replacement pistons may also be available, please enquire).		

Note: It is always advisable to replace pistons in sets, though not compulsory. If the block is to be rebored it is essential to complete this process before ordering pistons as the bores may not 'clean up' at the next oversize. Where performance is significant however, use the largest size available because even a 0.040" bore oversize will produce a measurable power difference.

31	146485	NCA	GUIDGEON PIN	4	
32	508978	£0.83	CIRCLIP	8	
33	BHM1175	£36.00	RING SET, standard size	1	engine set
	BHM1175/20	£36.00	RING SET, 0.020" oversize	1	
	BHM1175/30	£36.00	RING SET, 0.030" oversize	1	
	BHM1175/40	£36.00	RING SET, 0.040" oversize	1	
	BHM1175/60	£36.00	RING SET, 0.060" oversize	1	
			(Hepolite pistons are supplied in matched sets and include rings, gudgeon pins & circlips. (Single replacement pistons may also be available, please enquire).		
34	143552	£3.60	CAM FOLLOWER	8	
35	157508	£4.60	PUSH ROD	8	
36	RKC3305	£140.40	CAMSHAFT, new	1	
	RKC3305E	£142.40	CAMSHAFT, exchange, reconditioned	1	
37	KEN2	£9.40	CAMSHAFT LUBRICANT*	a/r	250ml bottle

\*Note: See notes on page 123 concerning camshaft lubricant.

38	105114	£18.00	LOCK PLATE, camshaft	1	
39	GHF332	£0.40	WASHER, locking	2	
40	SH605071	£0.64	SCREW, lock plate to engine	2	

41	105131	£5.20	CHAIN, timing	1	
42	035960	£33.00	GEAR, camshaft	1	
43	036411	£0.96	LOCK TAB, camshaft	1	
44	100500	£2.40	BOLT, gear to camshaft	2	
45	042425	£6.00	TENSIONER, timing chain	1	
46	043752	NCA	ANCHOR PLATE, tensioner	1	
47	RR610040	NCA	RIVET	2	
48	033214	£5.40	PIN, tensioner retaining	1	
49	WP18	£0.47	WASHER, plain	2	
50	PS103121	£1.10	SPLIT PIN	2	
51	104860	NCA	GEAR, driving	1	distributor & oil pump
52	500974	£0.43	PIN, mills, gear to shaft	1	
53	104861	NCA	SHAFT	1	oil pump & distributor drive
54	121530	NCA	PEDESTAL, distributor	1	
55	104939	£0.48	GASKET, pedestal	a/r	0.006" thick
56	BH605161	£1.04	BOLT, (distributor to pedestal)	1	
57	GHF332	£0.40	WASHER, locking	1	
58	GHF201	£0.17	NUT	1	
59	GHF332	£0.40	WASHER, locking	2	
60	GHF201	£0.17	NUT	2	
66	GLP118	£72.00	OIL PUMP ASSEMBLY	1	
67	TKC2006	NCA	STRAINER	1	
68	155371	NCA	NUT, locking strainer to pump body	1	
69	GHF331	£0.38	WASHER, locking	3	
70	BH604221	£0.83	BOLT, pump to block	3	

### Duplex (twin row) Timing Chain Modification for 1500cc engines

Timing chain stretch or tensioner breakage are not unknown on the 'simplex' (single row) chain and gear installation in the MG Midget 1500cc engine. The timing gear set can easily be modified when chain or tensioner renewal becomes necessary, to a more robust 'duplex' design. Duplex timing gear sets include a twin row chain, modified timing gears and wider spring tensioner (duplex timing gear sets are, of course, standard fitment on 1275cc Sprites & Midgets). A 1500cc engine may be modified only by using all of the components listed below. Actually, the components are sourced from the 1500cc engine's very close (in component design & dimensions) bigger brother, the Triumph 'large car' model PE156 engine, as fitted in the Triumph TR5 Pi & TR6 Pi.

145864	£36.70	TIMING GEAR, crankshaft, duplex	1
145865	£44.35	TIMING GEAR, camshaft, duplex	1
2H4286	£8.40	CHAIN, timing, duplex	1
145866	£6.00	TENSIONER, timing chain, duplex	1
036411	£0.96	LOCK TAB, camshaft	1
PS103121	£1.10	SPLIT PIN	2
211126	£1.62	GASKET, timing cover	1
UKC1110	£2.80	SEAL, timing cover	1

The fitting method of duplex timing gears is as per the original installation. The factory workshop manual should be consulted where applicable to ensure the engine valve timing is correctly maintained.

### Distributor Drive & Pedestal Clearance

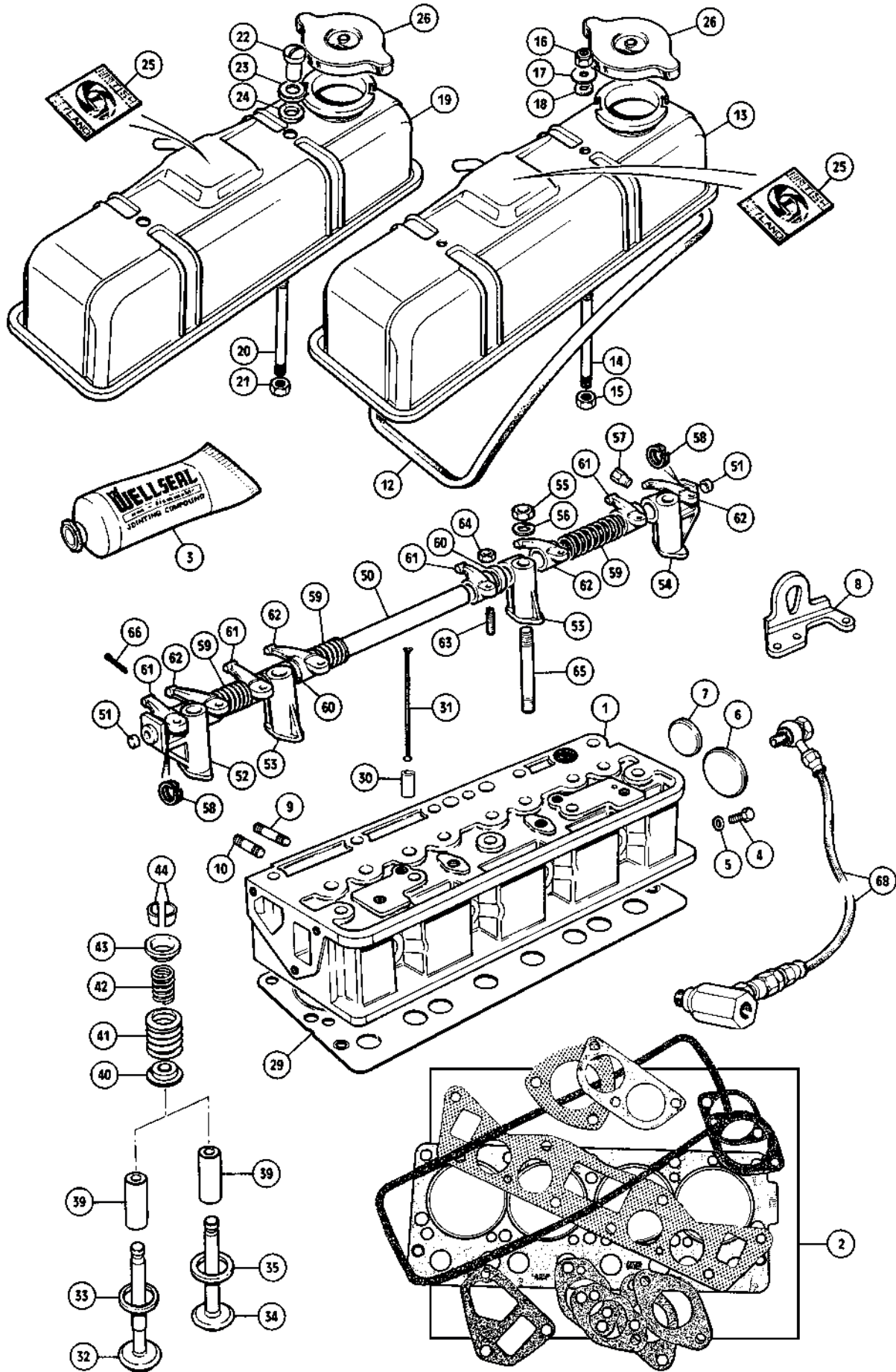
When fitted, a running clearance or end float of 0.003" to 0.007" (0.005" +/- 0.002") is required between the distributor drive spindle & gear, and the distributor pedestal housing. Too much end float and the drive will chatter between the bush in the block and the pedestal housing lower running face. Too little clearance and it may bind and damage its driving gear on the cam shaft. Either of these conditions will result in rapid and excessive wear. The clearance is adjusted by varying the quantity of gaskets fitted between the base of the pedestal housing and the cylinder block. The gasket, (part number 104939), has a nominal thickness of 0.006". However, gasket thickness should be checked for each application.

To check the clearance when components have been replaced, the following procedure should be used:

1. Install the drive in the cylinder block bush with a washer of known thickness on the shaft between the base of the gear and the bush end face. The washer should be of 1/2" internal diameter to fit the shaft.
2. Fit the pedestal housing over the drive without any gaskets, using nuts to retain it. Measure with feeler gauges all the way round the gap between the pedestal housing and the cylinder block. The measurement should be noted.
3. Disassemble the pedestal housing and extract the drive with the known thickness spacer washer from the cylinder block.
4. Calculate the existing clearance without gaskets by subtracting the dimension of thickness of the spacer washer from the figure obtained with feeler gauges. This figure should be a negative amount. Find the correct quantity of gaskets required to obtain the running clearance of 0.003" to 0.007".

Example:	Washer thickness	=	0.125"
	Gap measured with feelers	=	0.142"
	Subtract gap dimension from washer thickness	=	0.017"
	Add the thickness of gaskets	=	0.024"
	Clearance obtained with 4 gaskets	=	0.007"

In the event of the difference between the gap and the known washer thickness being a positive amount in excess of 0.003", remedial action will be required to reduce it. This can be achieved by selective assembly using other drives or pedestal housings. If, even with new components, the correct figure can not be obtained, the bush height in the cylinder block must be adjusted. Remove, inspect for serviceable condition and refit the bush with a suitable thickness shim between its mating face and the cylinder block. The bush should be either carefully driven out from below using a suitable spigoted drift, or pulled out from above with a bushing extractor. With the bush replaced securely, the above end float checking procedure should be adopted. The method of completing this job by fitting the distributor drive and setting its timing is detailed in the workshop manual.



Cylinder Head 1500cc (1975-1979)

Notes: Please see the Accessories section for performance parts.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	TKC1155	NCA	CYLINDER HEAD, bare, new	1	
	TKC1155LFE	£392.70	CYLINDER HEAD, lead free, recon. (With valves, guides & springs).	1	exchange
2	AJM1212	£28.10	HEAD GASKET SET	1	top end set
3	600569A	£16.00	JOINTING COMPOUND, 'Wellseal'	a/r	100ml tube
4	SH605031	£0.84	SCREW, rear of cylinder head	1	
5	500469	£0.85	WASHER, copper	1	
6	AEH592	£1.26	CORE PLUG	1	
7	144686	£2.10	CORE PLUG	1	
8	UKC3653	NCA	LIFTING EYE	1	
9	105125	£1.62	STUD, manifolds, long	6	
10	105124	£1.26	STUD, manifolds, short	2	
12	GUG5036VC	£2.40	GASKET, rocker cover	1	
	694-101	£15.70	GASKET, rocker cover, silicone	1	standard cover
	694-102	£21.30	GASKET, rocker cover, silicone	1	alloy cover
13	214814	NCA	ROCKER COVER (See also Accessories section).	1	
14	105123	£2.50	STUD, rocker cover	2	
15	GHF201	£0.17	NUT, locking stud	2	(To 1976)
16	GHF272	£0.66	NUT, nylon, retaining rocker cover	2	
17	GHF301	£0.24	WASHER, plain	2	
18	WF508	£0.70	WASHER, fibre	2	
19	TKC3702	NCA	ROCKER COVER (See also Accessories section).	1	
20	ULC1578	£2.40	STUD, rocker cover	2	
21	GHF201	£0.17	NUT, locking stud	2	(1977-On)
22	147737	£3.00	TUBE NUT, retaining rocker cover	2	
23	147738	£2.05	WASHER, cup	2	
24	148090	£0.77	WASHER, rubber	2	
25	CRST126	£1.31	DECAL, 'British Leyland'	1	(To approx. 1977)
26	GRC126	£3.20	OIL FILLER CAP, zinc plated	1	
29	GUG2546HG	£16.80	GASKET, cylinder head	1	
30	143552	£3.60	CAM FOLLOWER	8	
31	157508	£4.60	PUSH ROD	8	
32	144965	£6.30	EXHAUST VALVE	4	standard
	TT1315	£41.20	EXHAUST VALVE*	4	stellite tipped
33	UKC2644	£6.30	EXHAUST VALVE SEAT, insert*	4	hardened
*Note: These are designed for running with lead free fuel.					
34	UKC2460	£4.70	INLET VALVE	4	
35	UKC2645	NCA	INLET VALVE SEAT, insert	4	
39	058923	£1.70	GUIDE, valve, standard	8	supplied individually
	TT1419	£75.00	GUIDE, valve, bronze	1	supplied in engine set
40	157510	£3.80	SPRING SEAT	8	
41	157229	£2.16	VALVE SPRING, twin, outer	8	
42	157476	£1.84	VALVE SPRING, twin, inner	8	
	VS536	£18.40	VALVE SPRING SET, (inner/outer)	1	
43	111870	£3.80	VALVE CAP, (original)	8	standard
	TT1216	£6.10	VALVE CAP, lightweight (This is a Moss replacement part and machined from aluminium. It is recommended that these caps are replaced in sets).	8	alloy
44	106663	£2.40	SPLIT COLLET	16	
50	144962K	£106.10	ROCKER SHAFT ASSEMBLY	1	rebuilt/exchange
	144962XK	£145.50	ROCKER SHAFT & ROCKERS (Includes: 8 honed/bushed rockers).	1	no pedestals
	144962Z	£26.00	ROCKER SHAFT	1	aftermarket
51	137811	NCA	END PLUG	2	
52	144973	NCA	ROCKER PEDESTAL, front	1	
53	144974	NCA	ROCKER PEDESTAL, intermediate	2	
54	144975	NCA	ROCKER PEDESTAL, rear	1	
55	110748	£3.20	NUT, securing rocker shaft assembly	4	
56	GHF302	£1.00	WASHER, plain	4	
57	104859	£6.10	SCREW, locating	1	rocker shaft in pedestal
58	2A18	£2.00	WASHER, Thackery	2	for pedestals 1 & 4
59	105120	NCA	SPRING, spacing rockers	3	
60	146914	NCA	WASHER, spacer	2	
61	109024Z	£10.50	ROCKER ARM, No 1, 3, 5, 7	1	
	109024X	£14.40	ROCKER ARM, No 1, 3, 5, 7, bushed	1	uprated
62	109023Z	£10.50	ROCKER ARM, No 2, 4, 6, 8	1	
	109023X	£14.40	ROCKER ARM, No 2, 4, 6, 8, bushed	1	uprated
63	109495	£2.80	BALL PIN	8	for rocker arm adjustment
64	51K1178	£0.47	NUT, jam, locking ball pin	8	
65	132495	£2.66	STUD	4	rocker shaft to cyl. head
66	PC10	£0.28	SPLIT PIN	1	front end of rocker shaft
68	TT1226	£44.40	EXTERNAL ROCKER FEED KIT (This bolt-on, easy-to-fit kit improves the oil supply to the most distant parts of the engine, so insuring against rocker & shaft wear).	1	

Curing Oil Consumption and easy Valve Spring Removal

Excessive rocker shaft wear is a classic complaint about Triumph push rod engines, of which the Midget 1500cc unit is one. The rocker feed kit is an effective (and easy to fit) solution to the problem. It works by piping oil directly from a plug hole in the cylinder block main oil gallery up to the cylinder head, thereby maintaining a higher pressure oil supply than standard. No drilling or tapping is required for installation.

If a rocker feed kit is fitted to the engine, an increase in oil consumption may be encountered. The extra amount of lubricating oil flowing through the valve & rocker chamber, as supplied by the feed kit, exaggerates any tendency for oil to be sucked down worn valve guides past worn valve stems. The best solution is to fit new valves & guides, but this is not always on the top of the repair priority list. To assist in the reduction of oil being sucked down the guides a method of sealing the valve stems is required. The simple rubber rings that are used so successfully on other MG sports cars - part number AEK113 (8 are required, one per valve stem), will service an engine. Each seal fits on the valve stem above the valve guide but below the valve spring retaining cap.

Now the clever bit... how to fit them without removing the cylinder head from the car. Remove the rocker cover, rocker gear and the spark plugs. Cover the holes that the push rods come up through so nothing can be dropped down into the engine. Turn the crankshaft so that number one piston is at Bottom Dead Centre (BDC). Feed a length of clean, pliable rope down the spark plug hole of number one cylinder, leaving a bit hanging out so you can retrieve it. Now carefully turn the crankshaft clockwise by hand; resistance will be felt as the rising piston in number one cylinder compresses the rope against the two valves in that cylinder, holding them against their seats.

The collets and spring caps of the valves in that cylinder can now be removed without the fear of losing the valves down the bore. The valve stem oil seals can be fitted to the two valve stems (perhaps new valve springs as well, while everything is apart). Once the valve stem oil seals, valve spring caps and collets have been refitted to this first pair of valves satisfactorily, simply turn the crank anti-clockwise to BDC, withdraw the rope and repeat the process on the remaining three cylinders and three pairs of valves. Be honest, this tip saves the cost of a head gasket set!

To be sure that the rope has compressed sufficiently against the faces of the valves, attempt to push the valves by hand (as if being acted on by the rockers) before removing the spring caps or collets, this is the fail safe check. This method can be adopted anywhere as it does not require the use of compressed air, special tools or luck.

1500cc Triumph 'PE94' Engine Colour Schemes

Unlike the 1275cc 'A' series engine, the 1500cc engine was always black. The only component of the engine which differed from this rule was the rocker cover, which for anything other than North American markets was always silver (in America, a red rocker cover signified a car built to comply with Californian emissions regulations, whereas light blue indicated compliance with the marginally less severe general or 'Federal' regulations).

Again, contrary to the 1275cc engine, ancillary items on the 1500cc engine remained in the colour scheme or finish given to them by their respective manufacturers. No over-spray of engine colour onto the ignition equipment, alternator or manifold to be seen here. In fact a much more quality inspired presentation of the engine bay than on previous Sprites & Midgets.

Oil leakage from the Rocker Cover

Do you suffer with a permanent puddle of oil in the recess around the mounting flange of your rocker cover? If so, it is either because you have spilled oil when topping up the engine, or the oil fairy has been around. This malevolent character is the one that always drips oil onto an area that you have scrupulously cleaned previously. The truth is that the oil is leaking from an unseen joint on your engine (unless you do believe in bad fairies).

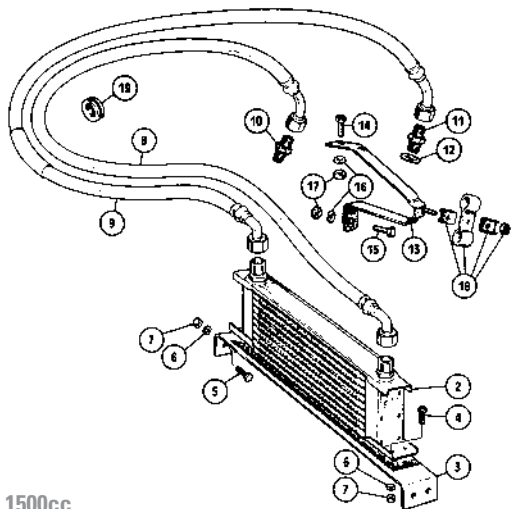
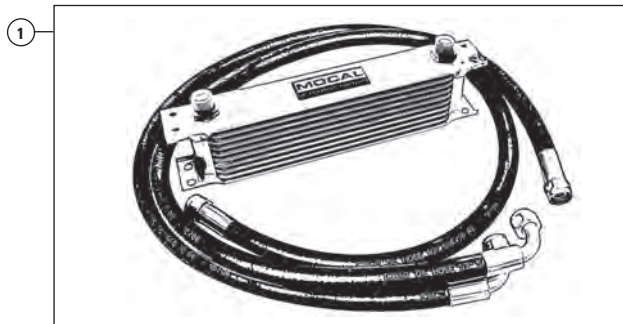
The items that create the oil puddle on the rocker cover are the oil filler cap and the sealing washers under the fasteners holding the rocker cover. A quick look at the rocker cover oil filler cap's seal will eliminate one possible cause. If it is in any way perished, torn or otherwise damaged, renew the cap and seal assembly (part no. GRC126).

The seal is important on two counts: It should not leak oil, nor should any air be drawn into the engine past it. This is because the inlet manifold is connected directly to the engine breather on the rocker cover. The nuts or screws that retain the rocker cover are not quite so easy to attend to, unless of course they are obviously loose or there are no sealing washers present.

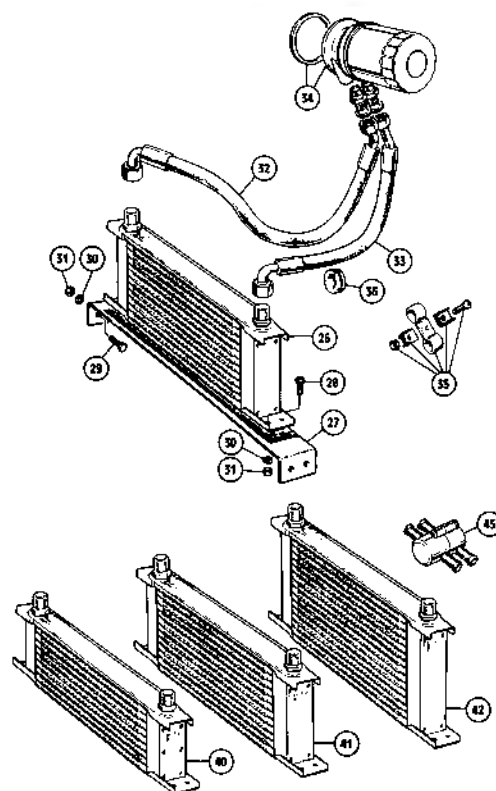
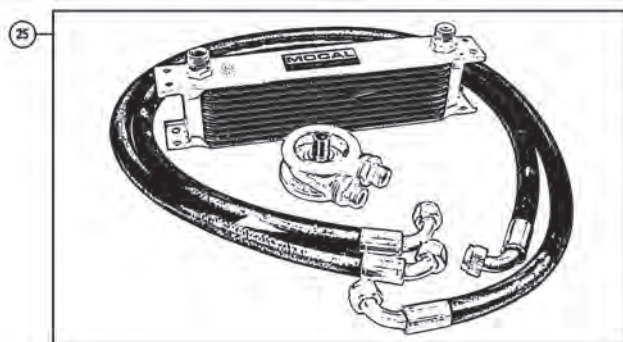
Over tightening the fasteners will end up distorting the top of the rocker cover rather than curing the leak. The area of rocker cover around the holes where the attachment studs pass should be inspected. This area should be flat, so that a sealing washer can work effectively on it. If it is not flat, the rocker cover should be removed from the engine, and the area around the stud hole dressed flat with a hammer & block.

(A suitable block or dolly to assist in the repair of an original, pressed steel rocker cover would be a length of flat ended one inch round bar held vertically in a vice). The rocker cover can be placed over the bar with the stud hole concentric to the bar and dressed back to shape with a smooth faced hammer. If care is exercised when hammering, the painted finish of the rocker cover will not be damaged. The latter repair scheme is only relevant, as previously stated, to original pressed steel rocker covers. If a replacement alloy rocker cover is distorted in this area by over tightening, the cover should be inspected for cracks and if none are present the sealing area could be re-machined. If not, a replacement should be sought.

Oil Cooler 1275cc



Oil Cooler 1500cc



Oil Cooler (Engine)

A hot engine will suffer, depending on its mechanical condition, a greater or lesser degree of oil pressure loss without the aid of an oil cooler. This is most apparent in heavy traffic congestion or on long motorway journeys. A correctly positioned oil cooler (you can't go wrong - the mounting holes are present in every front valance, whether you previously had an oil cooler fitted or not) maintains lower oil temperatures and thus higher oil viscosity, resulting in higher pressure. This all amounts to longer engine life and freedom from being transfixed by the needle of your oil pressure gauge.

Oil coolers were offered as an optional extra by the factory on 1275cc Sprites & Midgets. They were also available with installation kits from BMC/BL Special Tuning. Ironically, British Leyland never offered an oil cooler for the Midget 1500cc (which benefits from one more than any previous Sprite or Midget). Kits and components are offered here for all models, based where possible on original factory equipment.

Oil Cooler Kit 1275cc

(G-AN4, G-AN5, H-AN9, H-AN10 and A-AN10 models)

Part Number	Price £ea.	Description	Req.	Details
1	GAC4091	£155.30 OIL COOLER & INSTALLATION KIT	1	(Our oil cooler kits include a ten row oil radiator, hoses and universal mounting brackets and hardware).
2	AR09807	£73.50 OIL COOLER, ten row	1	
3	AHA8386	£15.00 BRACKET, oil cooler support	1	
4	SE604051	£0.47 SCREW, cooler to bracket	4	
5	SH604041	£0.41 SCREW, bracket to body	4	
6	GHF331	£0.38 WASHER, locking	8	
7	GHF200	£0.22 NUT	8	
8	AHA8778	£22.00 HOSE, cooler to filter, 33.5"	1	rubber
	AHA8778SS	£37.70 HOSE, cooler to filter, 33.5", braided	1	stainless steel
9	AHA8777	£19.50 HOSE, cooler to block, 45"	1	rubber
	AHA8777SS	£38.65 HOSE, cooler to block, 45", braided	1	stainless steel
10	AHA6423	£6.20 ADAPTOR	1	hose to oil filter head
11	AHA6424	£5.10 ADAPTOR	1	hose to block
12	12A1768	£1.31 WASHER, sealing	1	
13	AHA8779	£11.50 BRACKET	1	hoses to wheel arch
14	SE604041	£0.47 SCREW	1	bracket to wing drain channel
15	SH604071	£0.72 SCREW	1	bracket to wheel arch
16	GHF331	£0.38 WASHER, locking	2	
17	GHF200	£0.22 NUT	2	
18	AHH6866K	£4.40 STRAP KIT	2	
19	AHA8401	£1.20 GROMMET	4	mud shield & front panel

Oil Cooler Kit 1500cc

(G-AN6 models)

25	GAC4092	£154.10 OIL COOLER & INSTALLATION KIT	1	(Our oil cooler kits include a ten row oil radiator, hoses and universal mounting brackets and hardware).
26	AR09807	£73.50 OIL COOLER, ten row	1	
27	AHA8386	£15.00 BRACKET, oil cooler support	1	
28	SE604051	£0.47 SCREW, cooler to bracket	4	
29	SH604041	£0.41 SCREW, bracket to body	4	
30	GHF331	£0.38 WASHER, locking	8	
31	GHF200	£0.22 NUT	8	
32	HMP215001	NCA HOSE, long	1	oil cooler to
33	HMP215002	NCA HOSE, short	1	oil filter adaptor
34	TT1369A	£75.16 ADAPTOR, with seal	1	(use standard oil filter)
35	AHH6866K	£4.40 STRAP KIT	2	
36	AHA8401	£1.20 GROMMET, front panel	4	

Oil Coolers & Thermostat

Oil cooler sizes can be changed to suit different climates or type of vehicle use (road or competition). Choose carefully, though - keeping oil too cool also harms the engine.

40	AR09807	£73.50 OIL COOLER, ten row	1
41	ARA221	£60.00 OIL COOLER, thirteen row	1
42	AR09875	£98.40 OIL COOLER, sixteen row	1
45	TT2960	£53.00 OIL THERMOSTAT, push fitting	1

As an extension of the above point, a thermostat installed in the oil cooler system will help to preserve the optimum running temperature. Fitting involves very easy modification of the oil cooler hoses.

Points to Remember about Oil Coolers

If an oil cooler has just been fitted to a car, check the oil level in the sump and top up as necessary. The oil cooler circuit increases the oil capacity of the engine by well over a pint. However, in future when draining the engine to change the oil, note that the old oil will remain in the cooler circuit unless both radiator & hoses are removed from the car to upturn and empty them. Thus the quantity of oil required to effect an oil change on a car with an oil cooler will still be the same as that for a car without one. To prevent over cooling of the oil in cold weather, tin foil can be used to temporarily cover the oil radiator, in the same age old manner that it has always been used by people to cover the water radiator. If an oil thermostat is fitted to the car, there is of course no need to do this. Remember when undoing a hose from the radiator to use two spanners; one to undo the tube nut on the hose, the other to put on the hexagon of the radiator union to stop it turning with the nut. It's surprising how easily a union can be twisted out of the radiator, rendering the item scrap.

### Engine & Gearbox Mountings

The following procedure is suggested when removing the engine:

On the side of the engine bay with the steering column in it, undo the mounting from the engine (leaving the mounting and bracket on the car body). On the other side, undo the bracket from the body, (leaving the mounting and bracket on the engine). The result will be:

- A) You only undo the bits you can see and get at (have a look and you will understand).
- B) Upon re-assembly, you don't tear the thread off the studs on the mountings as you try to jam the engine down into the 'V' cradle formed by the brackets.

#### Engine & Gearbox Mountings 1275cc (G-AN4, G-AN5, H-AN9, H-AN10 and A-AN10 models)

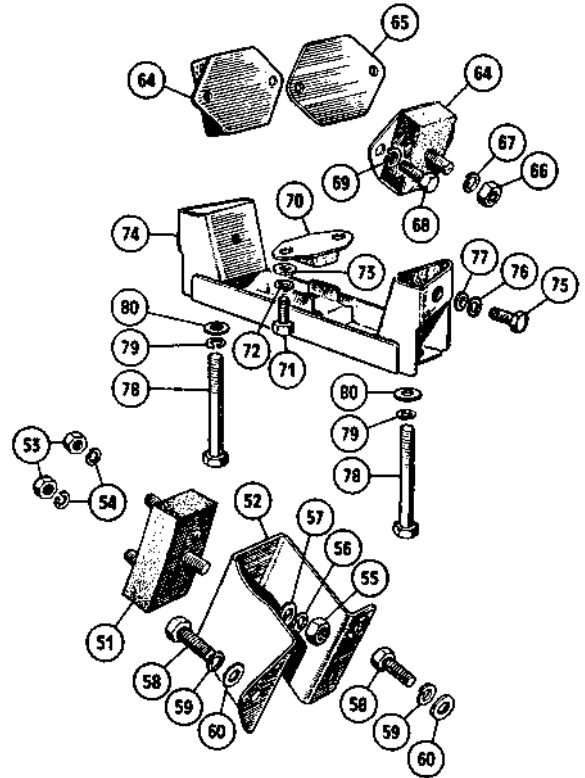
Ill.	Part Number	Price £ea.	Description	Req.	Details
51	AHA5484Z	£5.00	ENGINE MOUNTING	2	
52	CHA219	NCA	BRACKET, engine mounting LH	1	
	CHA218	NCA	BRACKET, engine mounting RH	1	
53	GHF201	£0.17	NUT, mounting to bearer plate	4	
54	GHF332	£0.40	WASHER, locking	4	
55	GHF202	£0.22	NUT, mounting to bracket	2	
56	GHF333	£0.30	WASHER, locking	2	
57	GHF302	£1.00	WASHER, plain	2	
58	GHF120	£0.30	SCREW, bracket to body	6	
59	GHF332	£0.40	WASHER, locking	6	
60	GHF301	£0.24	WASHER, plain	6	
64	AHA9307	£4.15	MOUNTING, gearbox	2	
65	2A5423	NCA	SHIM, for RH mounting	1	if fitted
66	GHF202	£0.22	NUT, mounting to support bracket	2	
67	GHF333	£0.30	WASHER, locking	2	
68	SH505061	£0.64	SCREW, mounting to gearbox	4	
69	GHF332	£0.40	WASHER, locking	4	
70	2A5420	£4.30	STEADY BLOCK, (tie rubber)	1	
71	SH505061	£0.64	SCREW, steady block to gearbox	2	
72	GHF332	£0.40	WASHER, locking	2	
73	GHF301	£0.24	WASHER, plain	2	
74	2A5552	NCA	BRACKET, mounting support	1	
75	GHF120	£0.30	SCREW (Bracket to gearbox tunnel side).	2	
76	GHF332	£0.40	WASHER, locking	2	
77	PWZ205	£0.30	WASHER, plain	2	
78	BH606261	£1.48	BOLT, bracket to floor	2	
79	GHF332	£0.40	WASHER, locking	2	
80	GHF302	£1.00	WASHER, plain	2	

#### Engine & Gearbox Mountings 1500cc (G-AN6 models)

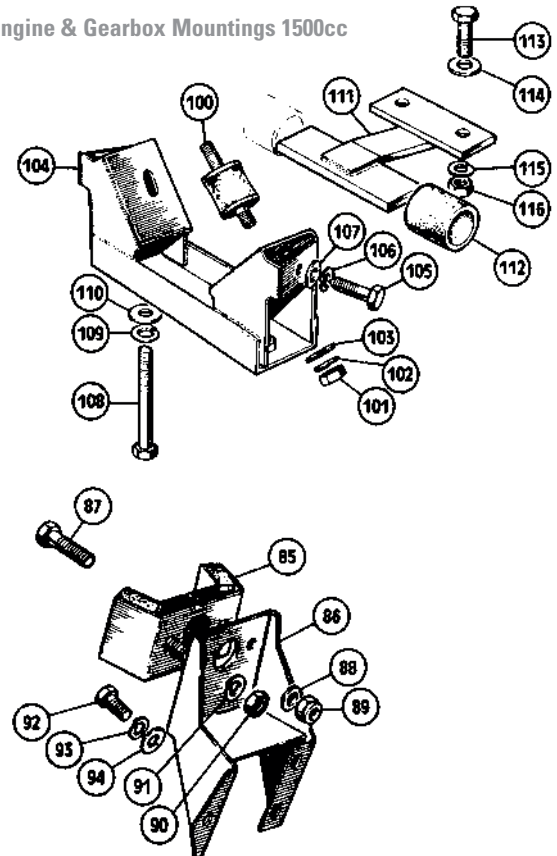
85	CHA565	£14.70	ENGINE MOUNTING	2	
86	CHA258	NCA	BRACKET, engine mounting LH	1	
	CHA257	NCA	BRACKET, engine mounting RH	1	
87	SH606101	£0.60	SCREW, mounting to bearer plate	2	
88	WC110061	£1.57	WASHER, plain	2	
89	GHF273	£0.55	NUT, mounting to bearer plate	2	
90	GHF201	£0.17	NUT, mounting to bracket	4	
91	GHF332	£0.40	WASHER, locking	4	
92	SH605071	£0.64	SCREW, mounting to bracket	6	
93	GHF332	£0.40	WASHER, locking	6	
94	GHF301	£0.24	WASHER, plain	6	
100	22G2205	£3.30	MOUNTING, gearbox	2	
101	GHF201	£0.17	NUT, mounting to support	2	
102	GHF332	£0.40	WASHER, locking	2	
103	GHF301	£0.24	WASHER, plain	2	
104	CHA266	NCA	BRACKET, mounting support	1	
105	SH605061	£0.22	SCREW (Bracket to gearbox tunnel side).	2	
106	GHF332	£0.40	WASHER, locking	2	
107	PWZ205	£0.30	WASHER, plain	2	
108	BH606281	£1.52	BOLT, bracket to floor	2	
109	GHF333	£0.30	WASHER, locking	2	
110	GHF302	£1.00	WASHER, plain	2	
111	CHA487	NCA	RESTRAINT BRACKET	1	not fitted (To early 1975 models*)
112	CHA488	NCA	BUSH, restraint	2	
113	BH605101	£0.95	BOLT, restraint bracket to gearbox	2	
114	GHF301	£0.24	WASHER, plain	2	
115	GHF332	£0.40	WASHER, locking	2	
116	GHF201	£0.17	NUT	2	

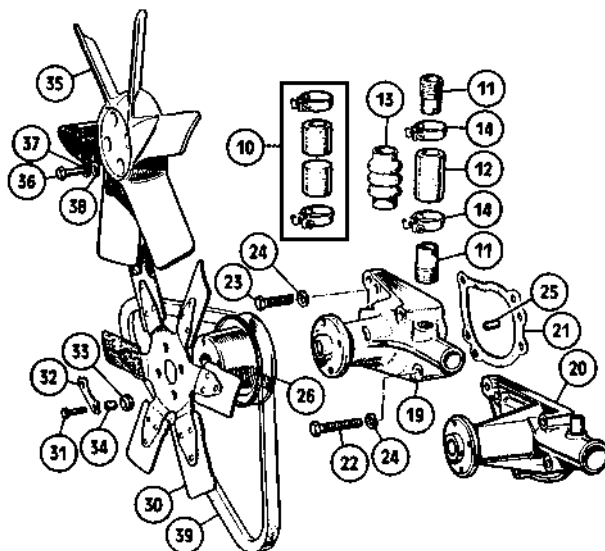
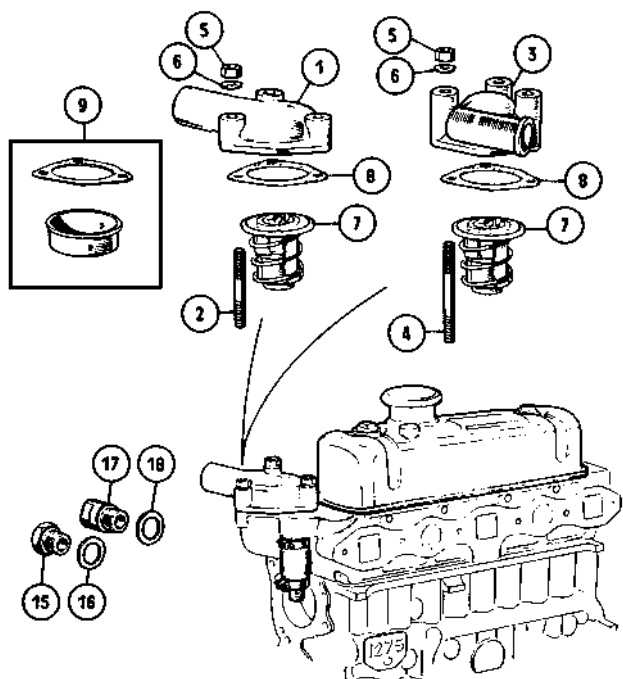
\*Note: This restraint, stopping the gearbox hitting the tunnel, was introduced soon after the beginning of 1500cc production. If your early 1500cc has a vibration/knock through the floor, see if the restraint is fitted. If not, acquire one and fit it next time the gearbox comes out. If the restraint is in place and you still have a knock, the bushes have chafed through (or you have a broken exhaust mounting or propshaft joint).

#### Engine & Gearbox Mountings 1275cc



#### Engine & Gearbox Mountings 1500cc





**Over-Cooling Problems?**

The vertical flow radiator and cooling system on earlier Sprites & Midgets always seems, when in a good state of repair, to be perfectly balanced; never too cool in cold weather (in fact the warmth from the heater is particularly comfortable, even in the harshest of winter weather) and only grudgingly too warm in the heaviest of August bank holiday traffic. So why was the system changed? The cross flow radiator was introduced in 1968 to allow clearance for the emission control equipment then required for the American markets. In the interests of standardisation, all markets got the new radiator (though thankfully not the anti-smog gear as well). While it is a great success in the hot American west coast region, the intended market place for the lion's share of sports cars at that time, it is in truth a little too efficient in lukewarm European climates. The temperature gauge usually errs on the cold side of normal and in winter weather the engine sometimes doesn't warm up properly, running lean and requiring the occasional tug on the choke control to pull away from a junction. Not to mention that the heater doesn't roast your toes as you would like it to.

When you prepare your car for the winter, flushing out the old and filling the system with new anti-freeze, try fitting an 88° C thermostat (part no. GTS106) at the same time. It will let the water get that little bit warmer and thus work wonders on the running of the engine and the heater.

**Cooling System 1275cc (1967-1974)**

(All G-AN4, G-AN5, H-AN9, H-AN10 and A-AN10 models)

**Thermostat**

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	12G243	£19.30	ELBOW, water outlet	1	To G-AN4-66225
2	CHS2515	£1.43	STUD, elbow to head (Vertical flow radiator).	3	and H-AN9-77590
3	12G1902	NCA	ELBOW, water outlet	1	all later G-AN4,
4	CHS2518	£2.26	STUD, elbow to head (Cross flow radiator).	3	H-AN9, G-AN5, H-AN10 and A-AN10 models
5	GHF201	£0.17	NUT	3	
6	GHF332	£0.40	WASHER, locking	3	
7	GTS102	£5.00	THERMOSTAT, 74°C, 160°F	1	hot climate
	GTS104	£5.40	THERMOSTAT, 82°C, 180°F	1	standard
	GTS106	£6.20	THERMOSTAT, 88°C, 195°F	1	cold climate
8	GTG101	£0.41	GASKET, thermostat housing, cork	1	standard material
	GTG101X	£1.60	GASKET, thermostat housing, Klingsil	1	uprated material
9	AJJ4012	£6.50	BLANKING SLEEVE KIT, thermostat*	1	competition
10	AJJ4013	£18.00	BLANKING KIT, bypass hose*	1	use only

\*Note: Fitting a blanking sleeve to replace a thermostat is conceivable for a road car, but it does (except in extreme conditions) stop the engine getting to normal working temperature. If using a blanking sleeve, also remove the bypass hose and blank off its unions. Never omit the thermostat from the system without fitting a blanking sleeve instead.

11	12A2075	£6.40	ADAPTOR, bypass hose	2/1	see note before item 19
12	GZA2083	£1.49	HOSE, straight, bypass	1	
	GZA2083X	£2.80	HOSE, straight, bypass, silicone	1	
13	GZA2083Z	£5.40	BYPASS HOSE, temporary repair	1	may be fitted without removing pump
14	3H2963	NCA	CLIP, bypass hose	2	
15	ADP210	£6.60	PLUG, blanking, (vertical flow radiator)	1	To G-AN4-66225
16	1B3664	£0.50	WASHER, sealing	1	and H-AN9-77590
17	11K2846	£3.60	ADAPTOR, temperature transmitter (Cross flow radiator).	1	From G-AN4-66226 and H-AN9-77591, all G-AN5, H-AN10 and A-AN10 cars
18	AED172	£1.21	WASHER, sealing	1	

**Water Pump & Fan**

Until early 1968 a cast iron pump was fitted, after that an alloy pump. The major differences are (a) diameter of the bottom hose connection (necessitating different hoses) and (b) the cast iron pump has a screw in bypass hose adaptor, where the alloy pump has a boss in its casting. The pumps are interchangeable only if the correct bottom hose is used.

19	GWP132	£25.10	WATER PUMP, cast iron body	1	12CC, To 12CE/Da/H873
20	GWP134	£24.60	WATER PUMP, alloy body	1	all later 12CE & 12V engines
21	88G215	£0.64	GASKET, water pump	1	
22	BH605151	£1.10	BOLT, pump attachment, long	2	
23	SH605101	£0.89	SCREW, pump attachment, short	2	
24	GHF332	£0.40	WASHER, locking	4	
25	12A1344	£0.83	DOWEL, pump locating	2	use with cast iron water pump
	12G2077	NCA	DOWEL, pump locating	2	use with alloy water pump
26	CAM6239	NCA	PULLEY, water pump & cooling fan	1	
	CAM6239A	£68.00	PULLEY, water pump & cooling fan	1	aluminium
30	AE6559	NCA	COOLING FAN, metal	1	
31	SH604111	£1.36	SCREW, (fan & pulley to water pump)	4	
32	12H1388	£0.70	LOCK TAB	2	all 12CC, To 12CE/Da/H898
33	12H1060	£0.84	GROMMET, fan mounting	4	
34	12H1062	£0.66	DISTANCE PIECE	4	
35	12G1597	£39.00	COOLING FAN, plastic	1	
36	SH604111	£1.36	SCREW, (fan & pulley to water pump)	4	all later 12CE and 12V engines
37	GHF331	£0.38	WASHER, locking	4	
38	GHF300	£0.22	WASHER, plain	4	
39	GCB10863	£6.60	FAN BELT	1	all 12CC, 12CE and 12V/586F
	GCB10838	£5.30	FAN BELT	1	12V/588F/101 To 3192
	GCB10813	£5.95	FAN BELT	1	12V/588F/3193 On, 12V/778F



**Radiator Mountings (All Models)**

40	2A5591	£8.60	BRACKET, RH	1	} radiator and splash shield
41	2A5592	£8.60	BRACKET, LH	1	
42	GHF117	£0.30	SCREW (radiator/radiator cowl mounting)	4	
43	GHF331	£0.38	WASHER, locking	4	
44	WM57	£0.24	WASHER, plain	4	
45	SH604051	£0.30	SCREW, bracket to wheel arch	4	
46	GHF331	£0.38	WASHER, locking	4	
47	WM57	£0.24	WASHER, plain	4	
48	CHA224	£65.35	SPLASH SHIELD, RH*	1	
49	CHA225	£65.35	SPLASH SHIELD, LH*	1	

\*Note: For other splash shield details, please see pages 212.

**'Vertical Flow' Radiator & Hoses**  
(Up to G-AN4-66225 and H-AN9-77590)

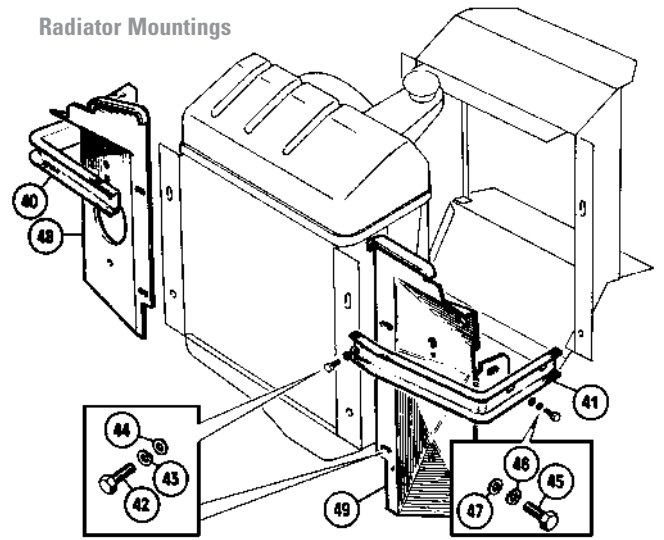
50	ARA241	£191.10	RADIATOR, new	1	
	ARA241AL	£507.10	RADIATOR, new, alloy	1	
51	CN1	£0.36	NUT, caged	4	
52	CN2	£0.55	CAGE, for nut	4	
53	GRC101	£3.20	CAP, filler, 7 psi	1	
	GRC101SS	£6.60	CAP, filler, 7 psi, stainless steel	1	
54	GRH1001M	£2.26	HOSE, overflow	1	
55	88G291	£6.90	TAP, drain	1	
60	GRH313	£5.70	RADIATOR HOSE, top	1	
	GRH313X	£8.40	RADIATOR HOSE, top, silicone	1	
	GRH313SK	£67.00	RADIATOR HOSE SET, silicone	1	
61	GRH315	£13.60	RADIATOR HOSE, bottom	1	} use with cast iron water pump
			(Vehicles fitted with heater).		
62	AHA8728	NCA	RADIATOR HOSE, bottom	1	} use with alloy water pump
			(Vehicles without heater).		
	GRH315	£13.60	RADIATOR HOSE, bottom	1	} use with alloy water pump
			(Vehicles fitted with heater).		
	AHA8750	NCA	RADIATOR HOSE, bottom	1	} use with alloy water pump
			(Vehicles without heater).		
63	GHC11035	£2.90	CLIP, radiator hose	4/3	lower qty. for alloy pump
	GHC11055	£3.20	CLIP, (bottom hose to pump)	1	for alloy pump only
64	GHC11022	£2.30	CLIP, (bottom hose to heater return pipe)	1	

**'Cross Flow' Radiator & Hoses**  
(G-AN4-66226 and H-AN9-77591 on; all G-AN5, H-AN10 and A-AN10 models).

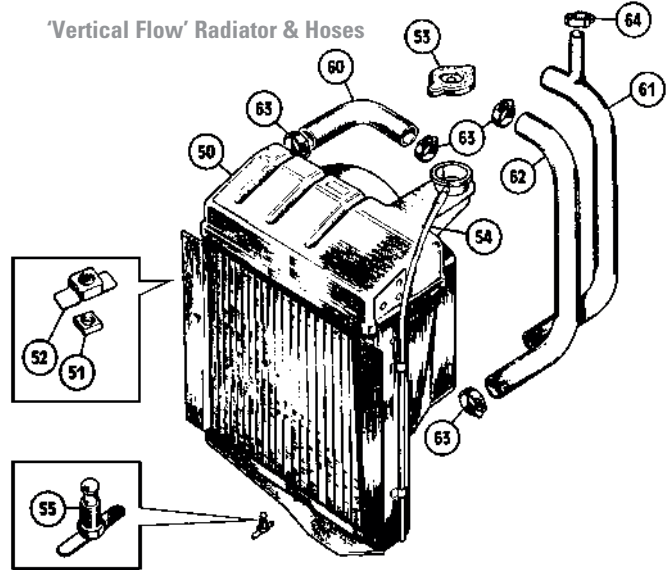
Note: For instructions on filling cross flow systems please see technical hints on page 137.

65	ARA318	£159.30	RADIATOR, new	1	
66	KTP9401	£6.50	PLUG, brass	1	system filling/bleeding
67	TRS1418	£0.50	'O' RING	1	
68	AHA8732	£160.70	COWL, radiator	1	
69	SH605041	£0.43	SCREW, radiator to cowl	4	
70	GHF332	£0.40	WASHER, locking	4	
71	PMZ308	£0.30	SCREW	4	} cowl to landing panel & valance tray
72	WL700101	£0.25	WASHER, locking	4	
73	GHF306	£0.30	WASHER, plain	4	
74	GRH1005M	£7.60	HOSE, (radiator to expansion tank)	1	cut to 8"
75	GHC11016	£2.20	CLIP, expansion tank hose	2	
76	GRH1001M	£2.26	HOSE, overflow	1	cut to 20" approx.
77	ARH250	£104.60	TANK, expansion	1	
78	GRC1110	£3.20	CAP, filler, 15 psi	1	
	GRC1110SS	£6.60	CAP, filler, 15 psi, stainless steel	1	
79	BHH2132	£14.30	BRACKET	1	} expansion tank to splash shield
80	ACA9872	£3.35	PAD, rubber	1	
81	GHF201	£0.17	NUT	2	
82	GHF332	£0.40	WASHER, locking	2	
83	GHF301	£0.24	WASHER, plain	2	
84	GRH509	£5.20	RADIATOR HOSE, top	1	
	GRH509X	£8.70	RADIATOR HOSE, top, silicone	1	
	GRH509SK	£78.00	RADIATOR HOSE SET, silicone	1	
85	AHA8748	NCA	RADIATOR HOSE, (tube to water pump)	1	cars without heater
86	GRH510	£12.20	RADIATOR HOSE, (tube to water pump)	1	cars with heater
87	AHA8730	£3.55	RADIATOR HOSE, (tube to radiator)	1	
88	GHC11035	£2.90	CLIP, (hoses to tube, radiator & elbow)	5	
89	GHC11055	£3.20	CLIP, (hose to water pump)	1	
90	GHC11022	£2.30	CLIP, (hose to heater return pipe)	1	
91	AHA8731	£25.80	TUBE, lower	1	
92	ARA1618	£4.20	PLUG, drain	1	
93	GHF103	£0.60	SCREW, lower tube to crossmember	2	} also holds steering rack mounting bracket to crossmember
94	GHF332	£0.40	WASHER, locking	2	
95	GHF301	£0.24	WASHER, plain	2	

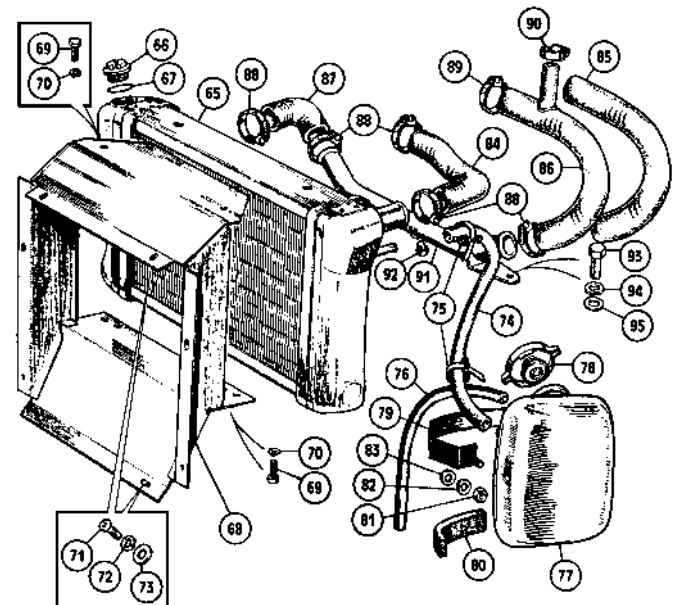
**Radiator Mountings**

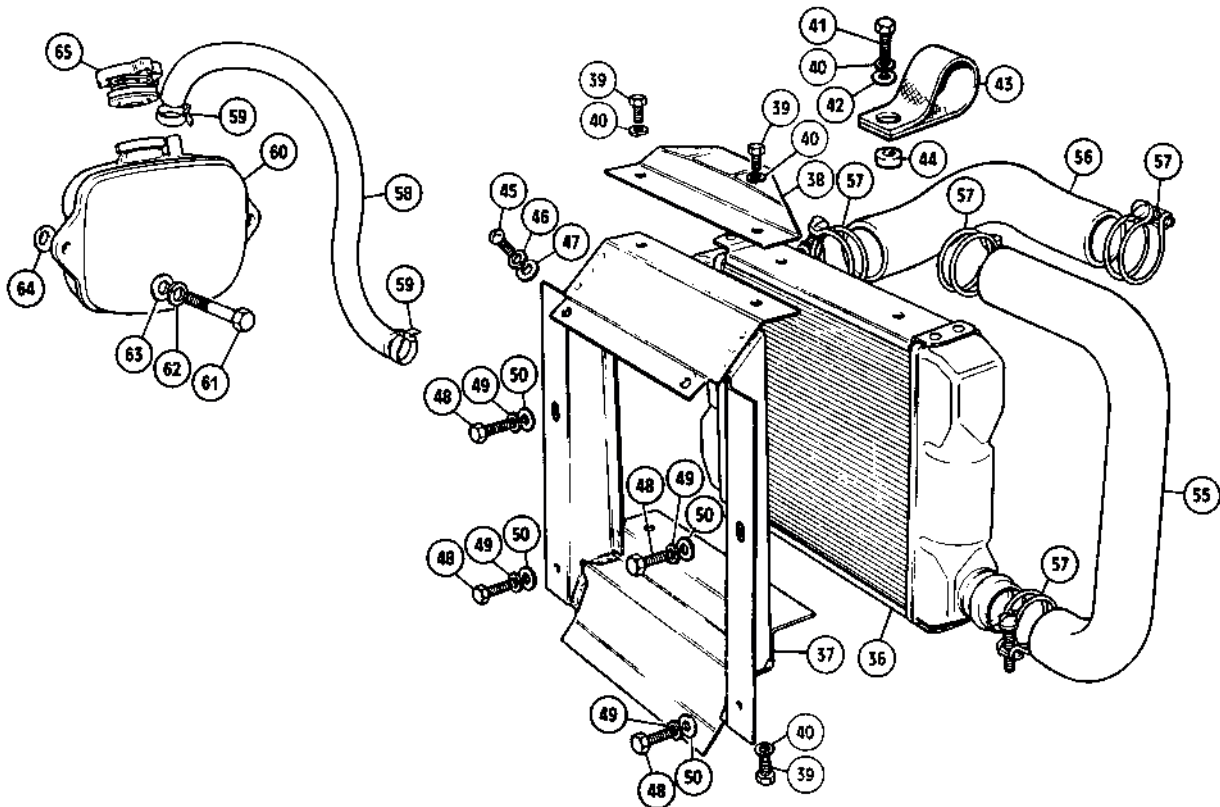
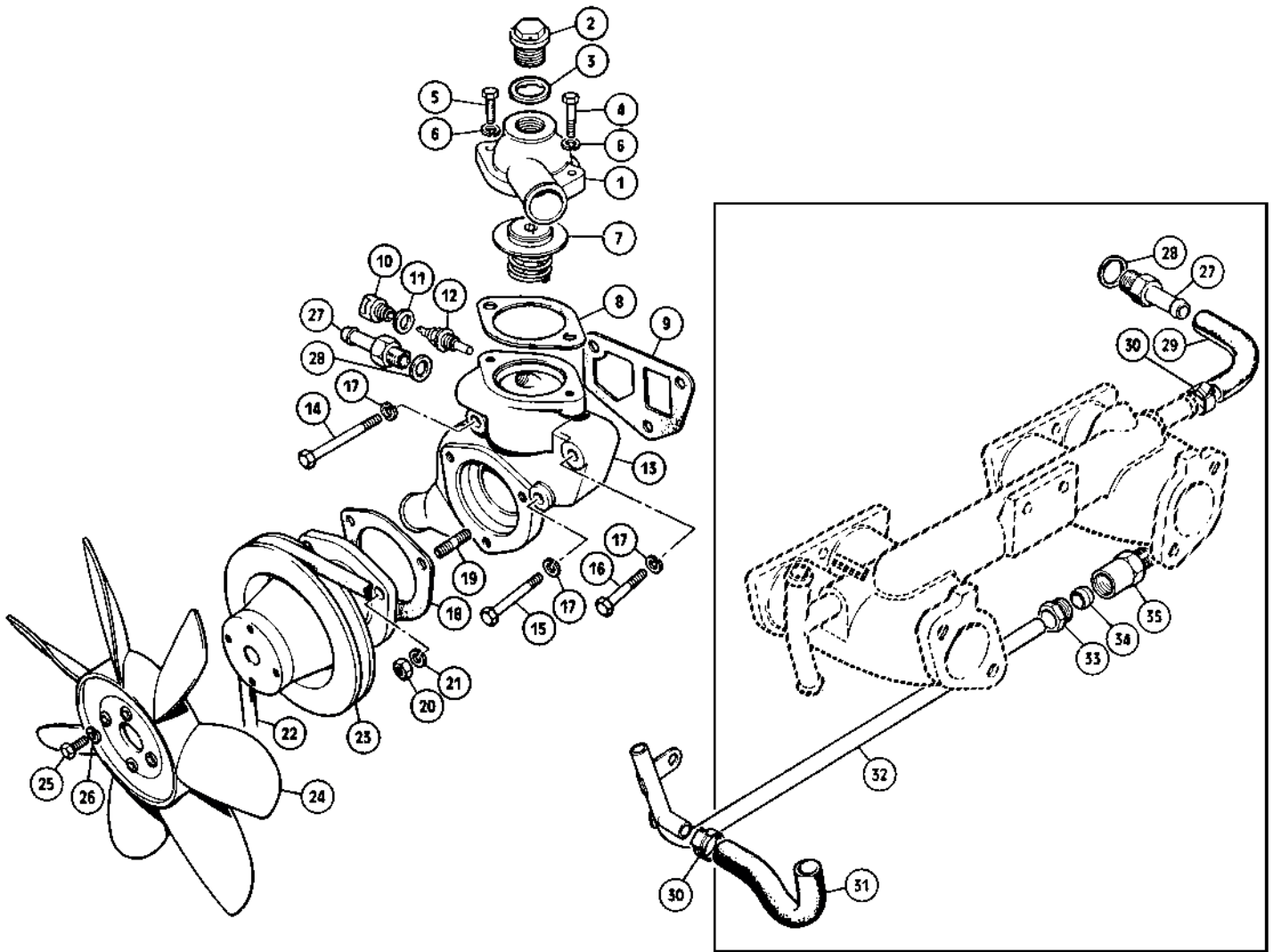


**'Vertical Flow' Radiator & Hoses**



**'Cross Flow' Radiator & Hoses**





**Cooling System 1500cc (1975-79)**

(All G-AN6 models)

ill.	Part Number	Price £ea.	Description	Req.	Details
1	CHA343	£68.60	ELBOW, water outlet to radiator	1	
2	KTP9401	£6.50	FILLER PLUG, brass	1	
	ARA2634	£5.40	FILLER PLUG, plastic	1	
3	607025B	£1.49	SEAL, plastic	1	Use with KTP9401
	TRS1418	£0.50	SEAL, rubber	1	Use with ARA2634
4	BH605101	£0.95	SCREW, elbow to housing, long	1	
5	CHA441	NCA	SCREW, elbow to housing, short	1	
6	GHF332	£0.40	WASHER, locking	2	
7	GTS102	£5.00	THERMOSTAT, 74°C, 160°F	1	hot climate
	GTS104	£5.40	THERMOSTAT, 82°C, 180°F	1	standard
	GTS106	£6.20	THERMOSTAT, 88°C, 195°F	1	cold climate
8	115467	£0.42	GASKET, thermostat housing, cork	1	standard material
	115467X	£1.50	GASKET, thermostat housing, Klingersil	1	uprated material
9	138702	£0.68	GASKET, housing to cylinder head	1	
10	11K2846	£3.60	ADAPTOR	1	temp' gauge capillary bulb
11	AED172	£1.21	WASHER, sealing	1	To G-AN6-200000
12	GTR108	£6.50	TEMPERATURE TRANSMITTER	1	From G-AN6-200001
13	144297X	£135.90	HOUSING	1	water pump & thermostat
14	BH605221	£1.00	BOLT, (2 3/4" long)	1	
15	BH605191	£0.89	BOLT, (2 3/8" long)	1	housing to cylinder head
16	BH605181	£1.10	BOLT, (2 1/4" long)	1	
17	GHF332	£0.40	WASHER, locking	3	
18	138701	£0.62	GASKET, water pump to housing	1	
19	100433	£2.86	STUD, (pump to housing)	3	alternatives
	TE605105	£2.30	STUD, (pump to housing)	3	
20	GHF201	£0.17	NUT	3	
21	GHF332	£0.40	WASHER, locking	3	
22	GCB11088	£5.30	FAN BELT	1	
23	GWP128	£33.40	WATER PUMP & PULLEY	1	
24	RKC2126	£48.50	COOLING FAN*, natural	1	
*Note: There were originally 3 types of fan fitted; light green (Part No: 309141), orange (Part No: 311702), and a natural (Part No: RKC2126). Only the natural type is available. This is a suitable replacement for the other types.					
25	GHF117	£0.30	SCREW, (fan to water pump pulley)	4	
26	GHF331	£0.38	WASHER, locking	4	
27	138530	£6.90	ADAPTOR, thermostat to hose	1	
28	AUC2141	£0.50	WASHER, fibre, (adaptor to housing)	1	
29	GZA2052	NCA	HOSE, tap to heater inlet	1	
	GZA2052X	£4.66	HOSE, tap to heater inlet, silicone	1	
30	GHC11020	£2.05	HOSE CLIP, band type	4	
31	154149	£20.40	HOSE	1	inlet manifold to return pipe
32	212935	£20.00	TUBE, water return	1	
	212935SS	£20.30	TUBE, water return, stainless steel	1	
33	101302	£2.45	TUBE NUT	1	
	101302SS	£12.30	TUBE NUT, stainless steel	1	
34	TL11	£1.70	OLIVE, sealing tube	1	
35	101343	£6.50	ADAPTOR	1	return tube to pump housing
36	NRP1028	£133.20	RADIATOR, new	1	
	NRP1028AL	£466.10	RADIATOR, alloy	1	
37	CHA281	£119.30	COWLING, radiator	1	
38	CHA420	£11.80	GUARD, fan	1	
39	SH605041	£0.43	SCREW, (radiator & guard to cowling)	4/3	lower qty. (From mid 1976)
40	GHF332	£0.40	WASHER, locking	4	
41	SH605061	£0.22	SCREW, (radiator guard & strap to cowling)	1	
42	WC108051	£0.30	WASHER, plain	1	(From mid 1976)
43	CHA672	NCA	STRAP, top hose restraint	1	
44	CHA673	NCA	SPACER, strap	1	
45	PMZ308	£0.30	SCREW, cowling to bonnet landing panel	2	
46	WL700101	£0.25	WASHER, locking	2	
47	PWZ203	£0.19	WASHER, plain	2	
48	GHF117	£0.30	SCREW, cowling to body	4	
49	GHF331	£0.38	WASHER, locking	4	
50	GHF300	£0.22	WASHER, plain	4	
55	GRH525	£13.80	BOTTOM HOSE	1	
56	GRH534	£7.20	TOP HOSE	1	
57	GHC11055	£3.20	HOSE CLIP, radiator hoses	4	
58	GRH1005M	£7.60	HOSE, (radiator to expansion tank)	1	(11"), sold per metre.
59	GHC11016	£2.20	HOSE CLIP, expansion hose	2	
60	ARA326	£37.10	EXPANSION TANK	1	
61	BH604201	£0.72	BOLT, tank securing	2	
62	GHF331	£0.38	WASHER, locking	2	
63	GHF300	£0.22	WASHER, plain	2	
64	ACA5374	£0.50	WASHER, (countersunk)	2	
65	GRC1110	£3.20	CAP, filler, 15 psi	1	
	GRC1110SS	£6.60	CAP, filler, 15 psi, stainless steel	1	

**Filling the Radiator**

To fill the cooling system with water is not a simple 'cap off & top up' job if there is a 'cross flow' radiator present, as on later 1275cc cars & all the 1500cc cars.

The best time to check & replenish the system is when it is cool. Servicing a hot, pressurised water system is

hazardous and should obviously be avoided if at all possible. To fill the system, the screwed filler plug (situated either in the top corner of the radiator on 1275cc cars, or in the top of the thermostat housing on 1500cc cars) must be removed. Prior to undoing this plug, ensure no pressure exists in the system by having first removed the pressure cap from the expansion tank. With the screwed plug removed, a water/anti freeze mixture can be slowly added until the system has been filled. When absolutely no more liquid can be added, the plug can be refitted with a new sealing washer (part no. TRS1418 for a brass plug, - 607025A for a plastic plug) and tightened. It may be beneficial to squeeze the top radiator hose while filling is taking place to help the system purge itself of air more quickly & completely. If a brass plug is used, lightly smear an anti seize compound on the threads of the plug; this will aid removal at a later date. With the plug refitted, the expansion tank can be filled half way with the same liquid mixture. The pressure cap may then be replaced on the expansion tank and the cooling system will be correctly filled.

Regular checks should be made (and top-ups if necessary) on the level of fluid in the expansion tank, but refilling after a water system evacuation or overboil can only be done as described above. Just one more problem to address: the hexagon size of the screwed plug usually proves difficult to match a spanner to... unless of course you have already tried your spark plug spanner.

**Anti Freeze: Winter Protection and Summer Coolant**

Today's anti freezes are of a high quality chemical mix and will no longer deteriorate within 6 months and ruin the cooling system of the engine. However, anti freeze should always be used in the way recommended by the manufacturer and any instructions given should be adhered to.

The hidden benefit of using anti freeze throughout the year is that not only does it protect the cooling system from freezing in cold weather, as the name suggests, but it also increases the boiling point of the water; this is ideal for the hotter conditions of summer driving. Most high grade anti freeze solutions also contain an inhibitor that will reduce or eliminate cooling system corrosion. That will stop, for example, thermostat housings and other alloy components from disintegrating.

**Triumph Cooling Fans and the 'BOW' Test**

Standard Triumph (suppliers of the Midget 1500cc engine and its ancillaries) in the 1960's had a series of unexplained blade failures on plastic cooling fans. Their development department was confused by this, as the fans fitted were of a material and construction which made them capable of rotating a whole lot faster than the engines could, before they failed.

The cause of blade breakage was traced to shock loading, caused by rain water thrown up from the test track or road, when puddles were driven over at speed. Those ever resourceful Triumph chaps at Fletchamstead Highway would have to quickly find a method of viewing the phenomena of fan blade breakage, when the speeding car passed over a puddle. Enter the 'BOW' test. This very expensive piece of test equipment duplicated the conditions of wet roads, providing visual proof of the occurrence. Armed with the results of the test, plastic technology and air duct design could be amended to completely alleviate the problem. What was 'BOW'? Simply a 'Bucket Of Water' thrown at the rotating fan from different angles to study the effect.

**Why is a Pressure Cap Used On a Radiator?**

By sealing the cooling system, pressure up to a certain given value is built up and the boiling point of the water is raised. This enables a smaller quantity of water to be used and rather higher (and therefore more efficient) engine temperatures, without the risk of the water boiling. The system is sealed by the radiator cap. The cap consists of two halves, namely a pressure valve and vacuum valve. The pressure valve is a spring which holds the cap's large seal against the inside surface of the filler neck. It will allow pressure to build up to a given value (usually stamped into the top of the cap) and be maintained in the sealed system. The vacuum valve is a small 'popet valve' that, as the radiator water cools & contracts admits air and restores pressure to atmospheric. Throughout its life, the engine passes through countless temperature cycles that will cause pressure increases and decreases in the cooling system. The radiator cap is therefore working constantly. So when you are seeking solutions to overheating problems...you might just have a worn out radiator cap, not a blown head gasket and cracked block, as friends cheerfully suggested.

**Fan Belt Tension**

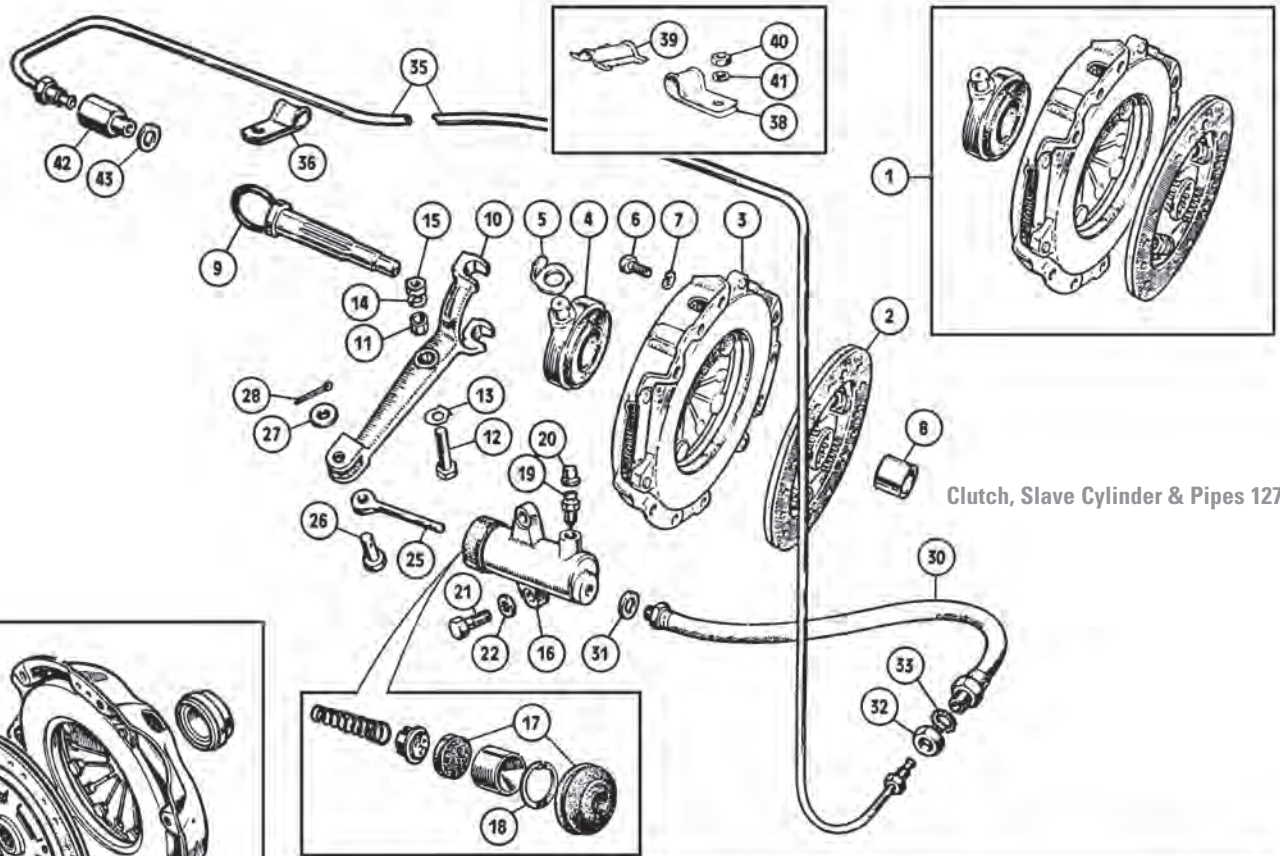
The question of how tight a fan belt should be is not as easy to answer as would first seem; certainly it should be tight enough to drive the engine ancillaries to which it is attached, but not so tight that the bearings of the ancillaries are overloaded. A fan belt that is fitted too tightly will also absorb extra engine power. Fitted too loosely, the belt will slip when accelerating, or, an electrical load is applied to the generating system. Slippage wears out the belt and, the pulleys.

The handbooks and service manuals give instructions about belt tension. Maintenance of the belt and its periodic replacement will eradicate one of the most frustrating causes of breakdowns. If the fan belt is replaced before it breaks, the old item could be kept in the boot 'just in case'.

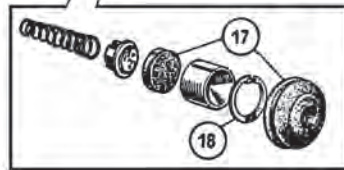
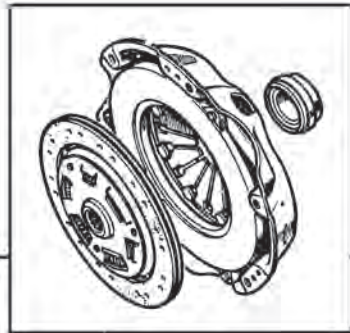
**Cooling System Leak Stoppers**

The use of proprietary leak stoppers (whether of the fluid type or the stick of material which is designed to be crumbled, stock cube fashion, into the radiator) is often the focus of derision from the motoring enthusiast fraternity. Blocked radiator cores and other maladies are said to result from using leak stopper to 'bodge' a repair on an errant cooling system. Well, read on. There is a Leyland Cars publication, for internal use called 'Parts List Schedules or Modifications - AD047 MG 1500cc'. In the section entitled 'Fuel, Oils & Grease' (you wouldn't believe the variety of lubricants applied to each car when it was built) is the following statement; 'Bars Seal Leak Stopper (insert cylinder of Bars Seal in top radiator hose). Routes: All. Modification Date: 27/05/76.' In other words, from that date onwards, every car that came down the line had a stick of leak stopper in it!

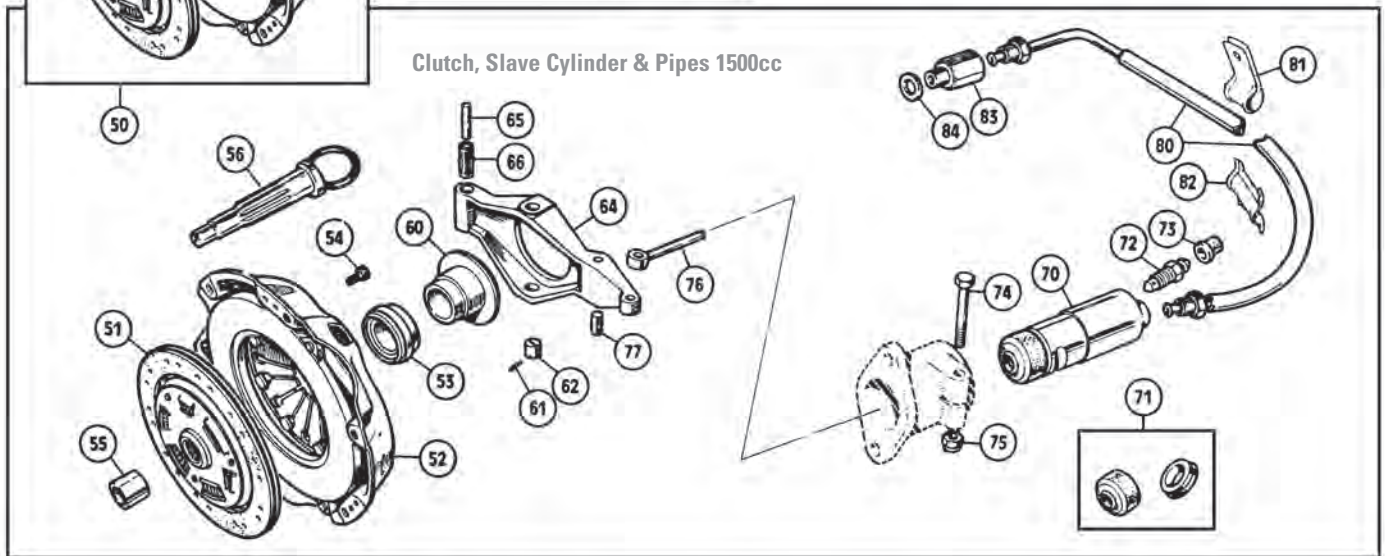
Presumably this was to guarantee against small weeps from a newly assembled system. Continual use of the product to shore up an ailing cooling system might impede water flow (although in theory this shouldn't take place, since leak stopper will only cure in air - i.e. when it finds a leak out of the sealed system), but the product is acceptable when used in moderation.



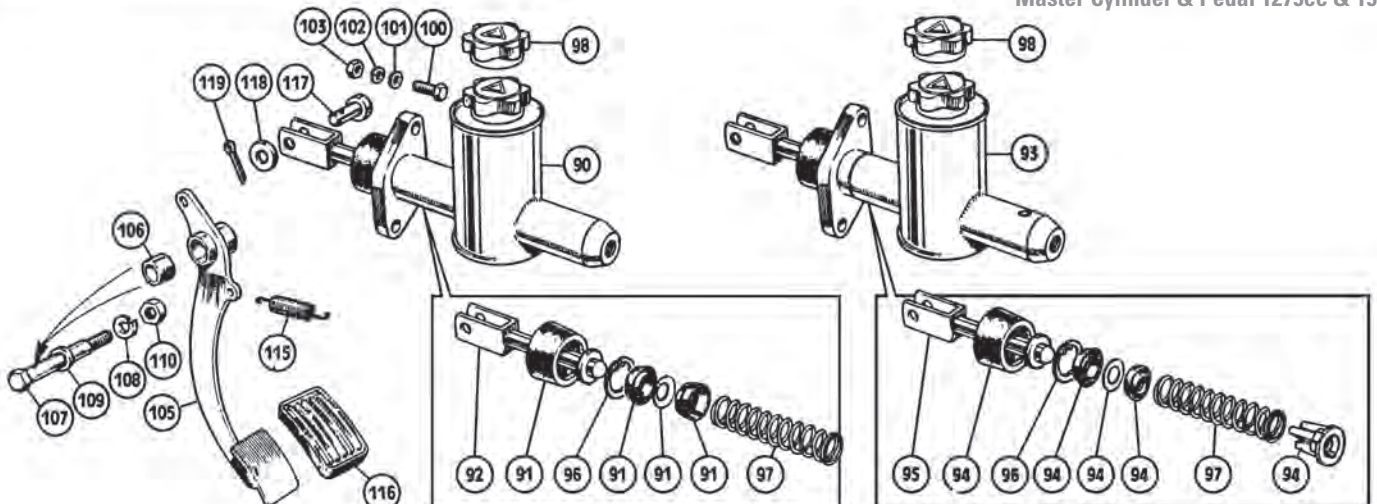
Clutch, Slave Cylinder & Pipes 1275cc



Clutch, Slave Cylinder & Pipes 1500cc



Master Cylinder & Pedal 1275cc & 1500cc



**Clutch System 1275cc & 1500cc**

**Clutch, Slave Cylinder & Pipes 1275cc**

(G-AN4, G-AN5, H-AN9, H-AN10, A-AN10)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	GCK261	NCA	CLUTCH KIT	1	(3 piece)
	GCK261BB	£131.10	CLUTCH KIT, B&B aftermarket	1	(3 piece)
	GCK261Z	£105.00	CLUTCH KIT, aftermarket	1	(3 piece)
2	GCP212	£39.90	DRIVE PLATE	1	
3	GCC115	£86.86	COVER	1	
4	GRB107	£13.90	RELEASE BEARING	1	
5	13H783	£1.39	CLIP, (release bearing to arm)	2	
6	SH605061	£0.22	SCREW, (clutch cover to flywheel)	6	
7	GHF332	£0.40	WASHER, locking	6	
8	1A1559	£2.26	SPIGOT BUSH, crankshaft	1	very early 12CC engines only
	AHU1026A	£15.60	SPIGOT BUSH, crankshaft	1	late 12CC, all 12CE & 12V engines
9	GAC5053A	£6.40	ALIGNMENT TOOL, (clutch)	1	
10	22G168	£56.40	RELEASE ARM, with bush	1	new
11	2A3006	£2.40	BUSH, release arm	1	
12	2A3289	£5.20	BOLT, release arm pivot	1	
13	2K5813	NCA	LOCK TAB, pivot bolt	1	
14	GHF332	£0.40	WASHER, locking	1	
15	GHF201	£0.17	NUT	1	
16	GSY113	£56.70	SLAVE CYLINDER	1	
17	GRK4005	£8.90	REPAIR KIT, slave cylinder	1	
	GRK4005Z	£6.00	REPAIR KIT, slave cylinder, aftermarket	1	
18	CCN214	NCA	CIRCLIP	1	
19	3H2428	£1.20	BLEED NIPPLE	1	
20	SMP100030	£0.64	CAP, bleed nipple	1	
21	SH506091	£1.96	SCREW, (cylinder to gearbox)	2	
22	GHF333	£0.30	WASHER, locking	2	
25	13H3655	£6.20	PUSH ROD	1	
26	2K5622	£1.62	CLEVIS PIN	1	push rod to release arm
27	GHF301	£0.24	WASHER, plain	1	
28	GHF502	£0.22	SPLIT PIN	1	
30	GVP1001	£11.40	HOSE, flexible, (pipe to slave cylinder)	1	standard
	TT3041	£41.20	HOSE, flexible, (uprated)	1	stainless steel, (braided)
31	3H550	£0.64	WASHER, sealing	1	hose to slave cylinder
32	2K8686	£1.40	NUT	1	hose to chassis rail bracket
33	WE600101	£0.47	WASHER, shakeproof	1	
35	AHH6362C	£13.70	PIPE, copper	1	RHD
36	PCR409	£1.10	CLIP, pipe to pedal box	1	
	BHH1240	£17.50	PIPE, copper	1	
38	AHA8161	NCA	CLIP, pipe to bulkhead	1	LHD
39	AHC449	NCA	CLIP, pipe to footwell	1	
40	GHF200	£0.22	NUT	1	
41	GHF331	£0.38	WASHER, locking	1	
42	21K8564	£7.80	ADAPTOR, (master cylinder to pipe)	1	
43	233220A	£0.89	WASHER, sealing	1	adaptor to master cylinder

**Clutch, Slave Cylinder & Pipes 1500cc**

(G-AN6)

While the Midget 1500cc was manufactured (like its predecessors) in both RHD & LHD versions, the latter were exclusively North American specification cars. This catalogue does not cover North American vehicles. If you require a clutch pipe (or any other component) for a LHD Midget 1500cc, please contact your local Moss branch for details.

50	GCK160	£94.70	CLUTCH KIT, (3 piece)	1	cover, plate & bearing
51	GCP230	£57.70	DRIVE PLATE	1	
52	GCC196	£93.50	COVER	1	
53	GRB207	£18.50	RELEASE BEARING	1	
54	146176	£0.53	SCREW, clutch cover to flywheel	6	
55	105143	£3.35	SPIGOT BUSH, crankshaft	1	
56	GAC5053B	£6.40	ALIGNMENT TOOL, clutch	1	
60	139563	NCA	SLEEVE, (clutch release bearing)	1	
61	DS916	£0.47	ROLL PIN	2	
62	112509	£11.20	THRUST PLUG	2	
64	207887	NCA	RELEASE ARM	1	
65	129410	£2.50	PIVOT PIN, release arm	1	
66	129412	£9.00	TOLERANCE RING	1	
70	GSY107	£53.10	SLAVE CYLINDER	1	
71	BHM7055	£7.40	REPAIR KIT, slave cylinder	1	
72	606733A	£2.50	BLEED NIPPLE	1	
73	SMP100030	£0.64	CAP, bleed nipple	1	
74	BH605181	£1.10	BOLT, (slave cylinder to housing)	1	
75	GHF222	£0.55	NUT, nyloc	1	
76	22B65	£4.50	PUSH ROD	1	
77	112516	£2.30	PIN, (push rod to release arm)	1	
80	GVP1010	£30.80	PIPE, master cylinder to slave cylinder	1	To G-AN6-212000
	GVP1010X	NCA	PIPE, master cylinder to slave cylinder	1	G-AN6-212001 On
81	AHA8161	NCA	CLIP, pipe to bulkhead	1	
82	AHC449	NCA	CLIP, pipe to footwell	1	

83	ACB9641	£10.60	ADAPTOR	1	master cylinder to pipe
84	233220A	£0.89	WASHER, sealing	1	adaptor to master cylinder

**Master Cylinder & Pedal**

(All models)

Note: Although the master cylinder was ostensibly the same from 1967 through to the last car in 1979, in fact the internal details were changed at approximately G-AN6-169643, Midget 1500cc production; the later type, only identifiable by circular marks on the cylinder casting, was henceforth supplied as a service replacement for earlier cars. The moral is that replacing the master cylinder is easy; however if you intend to rebuild your old cylinder you must clearly establish which one you have before ordering components for it.

90	AAU2298	£63.00	MASTER CYLINDER, plastic reservoir	1	plain body
	AAU2298OE	£100.00	MASTER CYLINDER, metal reservoir	1	
91	GRK3005	NCA	REPAIR KIT	1	(no circle or groove)
	GRK3005Z	£6.90	REPAIR KIT, aftermarket	1	
92	AAU3469	£11.60	PUSH ROD	1	
93	GMC1005	£68.90	MASTER CYLINDER	1	circle or groove on body
	GMC1005Z	£33.60	MASTER CYLINDER, aftermarket	1	
94	GRK3008	£12.10	REPAIR KIT	1	
	GRK3008Z	£6.00	REPAIR KIT, aftermarket	1	
95	AAU3469	£11.60	PUSH ROD	1	
96	17H7560	£1.31	CIRCLIP	1	
97	27H7751	NCA	SPRING	1	
98	513123A	£3.85	CAP, filler	1	
100	SH605071	£0.64	SCREW	2	master cylinder to pedal box
101	GHF301	£0.24	WASHER, plain	2	
102	GHF332	£0.40	WASHER, locking	2	
103	GHF201	£0.17	NUT	2	
105	AHA8071	NCA	PEDAL, clutch	1	G-AN4, G-AN5, To G-AN6-212000, H-AN9, H-AN10, A-AN10
	CHA792	NCA	PEDAL, clutch	1	G-AN6-212001 On
106	LBS810	NCA	BUSH, clutch pedal	2	
107	AHA8075	£9.00	BOLT, pivot	1	brake & clutch pedals
108	GHF333	£0.30	WASHER, locking	1	
109	GHF304	£0.34	WASHER, plain	1	
110	FNZ506	£0.70	NUT	1	
115	AAA1628	£1.45	RETURN SPRING, clutch pedal	1	
116	AHA5326	£1.60	PAD, pedal rubber	1	
117	CLZ513	£0.73	CLEVIS PIN	1	pedal to master cyl. push rod
118	GHF301	£0.24	WASHER, plain	1	
119	GHF502	£0.22	SPLIT PIN	1	

(For pedal box details, see page 163).

**Bleeding New Clutch Hydraulics**

Priming the cylinder (manually filling the cylinder with fluid as well as the reservoir) before fitting doesn't seem to work; in fact, in the struggle to fit the cylinder, a lot of fluid is lost anyway. The only route to sure-fire success is to use a pressure or vacuum bleeding tool to push or draw, the fluid, displacing the air as it goes.

Gunson's Eezibled is an ingeniously cost effective kit consisting of the basic tools plus a selection of adaptors for different motor cars; it uses air from a spare tyre to propel the fluid under pressure into the system. The only cautionary note is to follow the manufacturer's instructions religiously; seat the adaptors correctly on both the Eezibled reservoir and the master cylinder, and don't have too high a pressure in the spare tyre.

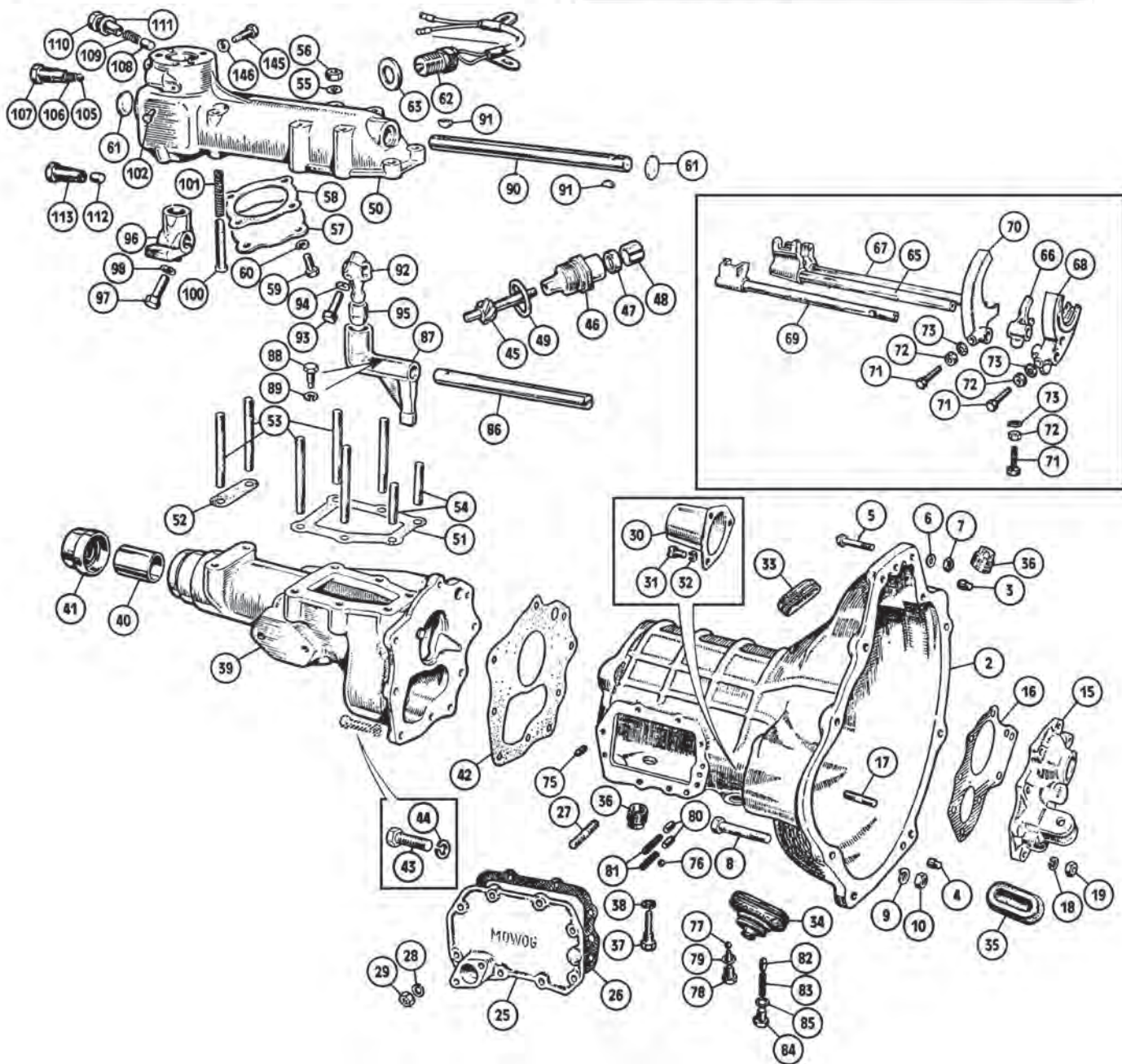
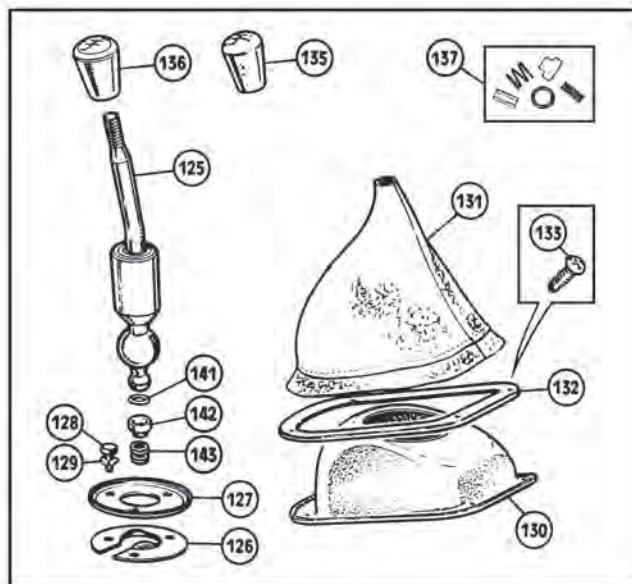
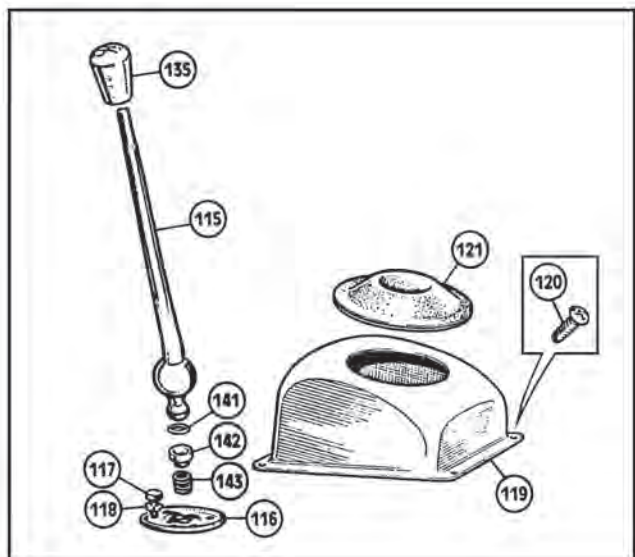
Another tool, like the hand operated vacuum pump from 'Mityvac' attaches to the bleed nipple on the slave cylinder to draw fluid down the line, collecting waste fluid in its own reservoir. While more expensive than Eezibled, the Mityvac has the added advantage of a host of other uses, for example checking vacuum systems on distributors, brake servos, etc.

**Poor Clutch Disengagement**

Remember that the mechanical throw required to disengage the clutch is only very short (about a quarter of an inch), so if you are having problems in engaging the gears (or if you really have to tug on the gear lever to get the car out of gear), there are several reasons which (when added together) will conspire to make your life a misery. In other words, it isn't necessarily just down to defective seals in the master or slave cylinder, or a broken/worn out clutch release bearing.

Check for elongation of the clevis pin holes in the fork ends of the master and slave cylinder push rods; in fact check the clevis pin holes on the pedal and clutch release arm too, as well as the clevis pins themselves (a couple of worn or incorrect diameter clevis pins in elongated holes can certainly amount to all your clutch disengagement problems).

Over many years, or as a result of acting at some time against a heavily sprung (i.e. worn out) clutch cover, the clutch release arm may have bent slightly. Alternatively, the release arm pivot bush may be badly worn. Unfortunately these can only really be checked if the engine is removed from the car, but a common tell-tale of problems in this area is a slave cylinder push rod lengthened (by someone unwilling to remove the engine) with a blob of weld or similar on its inner end. Finally, watch out for a weakened hydraulic hose absorbing fluid pressure by expanding!



**Gearbox Units & External Components**  
1275cc (1967-74)

**External Gearbox 1275cc**  
(G-AN4, G-AN5, H-AN9, H-AN10, A-AN10)

Ill.	Part Number	Price £ea.	Description	Req.	Details
NI	RJM1109R	£590.00	GEARBOX, exchange, reconditioned	1	
NI	BGK106	£6.80	GASKET KIT, gearbox	1	includes items 16, 26, 42, 49, 51, 52, 58

**Gearbox Case & Fittings**

2	38G313	NCA	GEAR CASE	1	
3	12G422	NCA	DOWEL, upper	1	locating gearbox to engine
4	1G752	£1.40	DOWEL, lower	1	
5	BH605111	£0.77	BOLT, gearbox to engine back plate	8	
6	GHF332	£0.40	WASHER, locking	8	
7	GHF201	£0.17	NUT	3	
8	BH606131	£1.04	BOLT	2	starter & gearbox to back plate
9	GHF333	£0.30	WASHER, locking	2	
10	GHF202	£0.22	NUT	2	
15	22G118X	£99.00	COVER, front	1	Improved specification with
	22G118X0S	£2.40	OIL SEAL, front cover	1	renewable oil seal
(The original front covers (22G118) relied on a 'Archimedes' screw to keep the oil in the gear box, simple, but not totally effective. Our redesigned covers are machined to accommodate a modern (replaceable) oil seal).					
16	22G165	£0.68	GASKET, front cover to gearbox	1	
17	53K463	£3.00	STUD, front cover to gearbox	7	
18	GHF331	£0.38	WASHER, locking	7	
19	GHF200	£0.22	NUT	7	
25	88G214	NCA	SIDE COVER, gearbox	1	
26	2A3286	£0.94	GASKET, side cover	1	
27	53K463	£3.00	STUD, side cover to gearbox	8	
28	GHF331	£0.38	WASHER, locking	8	
29	GHF200	£0.22	NUT	8	
30	1B3346	NCA	COVER, starter pinion	1	
31	53K1435	£1.48	SCREW, cover to gearbox	3	
32	GHF331	£0.38	WASHER, locking	3	
33	22G199	£5.80	PLUG, rubber	1	top of bell housing
34	22H1337	£2.70	GAITER, clutch arm	1	RH side of bell housing
35	2A3076	£3.00	PLUG, rubber	1	LH side of bell housing
36	2K5830	£8.00	PLUG, filler and drain	2	
	2K5830X	£19.30	PLUG, filler and drain	2	magnetic
37	2A3028	£2.80	SCREW, reverse shaft locating	1	
38	GHF331	£0.38	WASHER, locking	1	

**Rear Extension, Remote Housing and Fittings**

39	22A474	NCA	REAR EXTENSION, gearbox	1	
40	2A3325	£8.00	BUSH, rear	1	
41	2A3061	£4.86	OIL SEAL, rear	1	
42	22A481	£1.30	GASKET, rear extension to gearbox	1	
43	SH604071	£0.72	SCREW, rear extension to gearbox	9	
44	GHF331	£0.38	WASHER, locking	9	
45	2A3420	£83.90	PINION, speedometer	1	
46	22A71	NCA	HOUSING ASSEMBLY, pinion	1	
47	NKC105A	£3.64	OIL SEAL	1	
48	2A3255	NCA	RETAINER, oil seal	1	
49	88G208	£4.40	GASKET, pinion housing	1	
50	22A480	NCA	REMOTE HOUSING	1	To G-AN4-58111, To H-AN9-70267
			(No provision for reversing light switch).		
	22A480SR	£64.20	REMOTE HOUSING ASSEMBLY	1	To G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
			(Without the gear lever or the provision for reversing light switch).		
	22G671	NCA	REMOTE HOUSING	1	G-AN4-58112 On, G-AN5, H-AN9-70268 On, H-AN10, A-AN10
			(With provision for reversing light switch).		
	22G671SR	NCA	REMOTE HOUSING ASSEMBLY	1	G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
			(Without the gear lever but with provision for reversing light switch).		
51	2A3344	£0.62	GASKET, front	1	
52	2A3345	£0.68	GASKET, rear	1	remote to
53	53K535	£2.10	STUD, long	6	rear extension
54	53K528	£2.86	STUD, short	2	
55	GHF332	£0.40	WASHER, locking	8	
56	GHF201	£0.17	NUT	8	
57	2A3340	NCA	COVER, lower	1	under remote case
58	2A3341	£1.40	GASKET, lower cover	1	
59	SH604041	£0.41	SCREW, lower cover to remote	4	
60	GHF331	£0.38	WASHER, locking	4	
61	ACA4010	NCA	CORE PLUG, remote housing	2	
62	13H4216Z	£20.70	SWITCH, reversing lights	1	G-AN4-58112 On, G-AN5, H-AN9-70268 On, H-AN10, A-AN10
63	3H693	£0.90	WASHER, copper	a/r	

**Selector Mechanism**

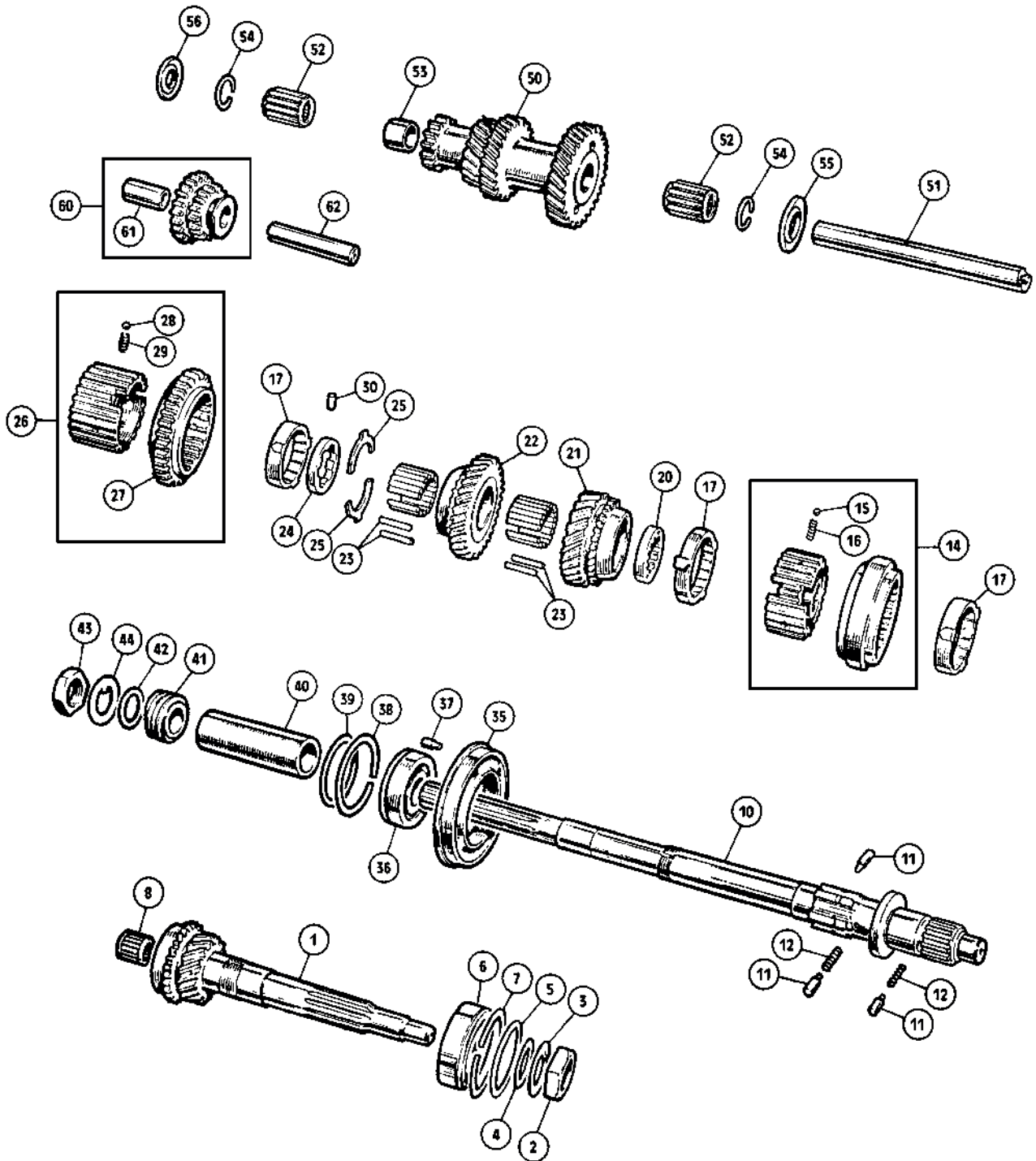
65	22A468	NCA	SELECTOR ROD, reverse	1	
66	2A3284	£27.00	SELECTOR FORK, reverse	1	
67	22A472	NCA	SELECTOR ROD, 3rd/4th speed	1	
68	22A471	NCA	SELECTOR FORK, 3rd/4th speed	1	
69	22A470	NCA	SELECTOR ROD, 1st/2nd speed	1	
70	22A469	£28.00	SELECTOR FORK, 1st/2nd speed	1	
71	2A3492	£3.05	SCREW, locating fork on rod	3	
72	JN2107	£0.43	NUT, locking	3	
73	GHF321	£0.22	WASHER, shakeproof	3	
75	2A3110	£2.80	PLUNGER, interlock	1	behind LH of side cover
76	BLS110	£0.41	BALL, interlock	1	behind RH of side cover
77	BLS110	£0.41	BALL, interlock	1	
78	2A3253	NCA	PLUG, interlock ball	1	underside of gear case
79	2K4956	£0.41	WASHER, sealing	1	
80	2A3108	NCA	PLUNGER, 1st/2nd & 3rd/4th selectors	2	behind RH end of
81	22G327	£0.70	SPRING, plunger	2	side cover
82	2A3108	NCA	PLUNGER, reverse selector	1	
83	22G327	£0.70	SPRING, plunger	1	underside of gear case
84	6K643	NCA	PLUG, reverse selector plunger	1	
85	2K4956	£0.41	WASHER, sealing	1	
86	22A475	NCA	SHAFT, control	1	
87	22A476	NCA	LEVER, control	1	
88	1H3101	NCA	SCREW, lever to shaft	1	
89	GHF331	£0.38	WASHER, locking	1	
90	2A3375	NCA	SHAFT, remote control	1	
91	WKN404	£1.04	KEY	2	levers to remote control shaft
92	2A3385	NCA	LEVER, selector, front	1	
93	GHF101	£0.30	SCREW, pinch	1	
94	GHF331	£0.38	WASHER, locking	1	
95	2A3468	£2.86	BUSH, front selector lever	1	
96	2A3388	NCA	LEVER, selector, rear	1	
97	2A3335	£0.30	SCREW, pinch	1	
98	GHF331	£0.38	WASHER, locking	1	
100	1G3707	NCA	PLUNGER, reverse protection	1	To G-AN4-58111,
101	1G3863	NCA	SPRING, plunger	1	To H-AN9-70267
	22G668	NCA	PLUNGER, reverse protection	1	G-AN4-58112 On, G-AN5,
	22G669	NCA	SPRING, plunger	1	H-AN9-70268 On, H-AN10, A-AN10
102	2A3378	NCA	PIN, plunger locating	1	
105	BLS110	£0.41	BALL, reverse selector	1	
106	22A75	£2.10	SPRING, ball	1	
107	2A3379	NCA	PLUG, reverse selector ball	1	
108	22A84	£0.80	PLUNGER, control shaft damping	1	
109	AEG3123	£1.26	SPRING, plunger	1	
110	22A85	NCA	PLUG, control shaft damper	1	
111	AEG3122	£1.21	WASHER, copper	1	
112	BLS110	£0.41	PLUNGER, reverse detent	1	
113	22B612	NCA	PLUG, reverse detent plunger	1	

**Gear Lever**

115	22G328	NCA	GEAR LEVER	1	
116	2A3339	NCA	COVER, gear lever seat	1	
117	SH604051	£0.30	SCREW, cover to remote housing	3	
118	GHF331	£0.38	WASHER, locking	3	G-AN4, H-AN9
119	BLA768	NCA	COVER, remote housing	1	
120	AB608031	£0.22	SCREW, cover to g/box tunnel	4	
121	ACA5208	£4.20	GROMMET, gear lever	1	
125	22G1397	NCA	GEAR LEVER	1	
126	22G1519	NCA	COVER, gear lever seat	1	gaiter support to remote
127	22G1518	NCA	PLATE	1	housing, cover & plate
128	SH604051	£0.30	SCREW	3	to remote housing
129	GHF331	£0.38	WASHER, locking	3	G-AN5, H-AN10, A-AN10
130	AHA9722	NCA	SUPPORT, gear lever gaiter	1	
131	CHA69	£13.60	GAITER, gear lever	1	
132	AHA9487	NCA	RING, gaiter & support to g/box tunnel	1	
133	AB608051	£0.41	SCREW, ring to g/box tunnel	4	
135	22G110	£10.50	KNOB, gear lever	1	G-AN4, up to G-AN5-105500, H-AN9, H-AN10, A-AN10
136	22G1860	NCA	KNOB, gear lever	1	G-AN5-105501 On
137	SGB0002	£7.00	ANTI RATTLE KIT, gear lever	1	Inc. items 108-9 & 141-3
141	TRS710	£1.66	'O' RING	1	
142	2A3467	£4.00	BUTTON, thrust	1	
143	2A3390	£2.50	SPRING, button	1	
145	1H3101	NCA	PEG, gear lever locating	1	
146	GHF331	£0.38	WASHER, locking	1	

**Puddles of Oil!**

If, in order to carry out remedial work, you only jack up the back end of your 1275cc Sprite or Midget and subsequently notice a puddle of oil on the floor under the engine, DON'T PANIC! The front cover of the gearbox is not oil tight around a stationary input shaft. Consequently if the gearbox is tipped front end down, oil will dribble out, down the bell housing and on to the floor. Two pieces of advice: Firstly, if you wish to work under the back end of the car, jack up the front end, secure it with axle stands, then jack up the back. Secondly, check your gearbox oil level periodically.



**Internal Gearbox 1275cc (1967-74)**

**Internal Gearbox 1275cc**

(G-AN4, G-AN5, H-AN9, H-AN10, A-AN10)

The components listed below are those fitted to all original 1275cc Sprite & Midget gearboxes, which used what were termed 'B' type gears. However, a number of different gearboxes and sets of internal components have been offered as replacements over the years. Please read the technical note on 'A' Series gearboxes on this page before ordering parts.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	22G229	£179.40	INPUT SHAFT, ('1st motion shaft')	1	
2	2K6677	£0.83	NUT, input shaft	1	
3	2A3035	£3.90	LOCK TAB	1	
4	6K559	NCA	WASHER, plain	1	if fitted
5	2K8737	£1.43	SHIM, 0.004"	a/r	
	2K8738	£1.31	SHIM, 0.006"	a/r	
	2K8739	£1.75	SHIM, 0.010"	a/r	
6	2A3245	£11.70	BEARING, input shaft	1	
7	6K558	NCA	CIRCLIP, bearing	1	
8	CHM172	£5.70	BEARING, input shaft to mainshaft	1	

10	22G146	£216.00	MAINSHAFT, ('3rd motion shaft')	1	
11	22A495	£18.76	PEG	3	
12	22G154	NCA	SPRING	2	
14	AEG3009	NCA	SYNCHRO ASSEMBLY	1	3rd & 4th speed
NI	AEG3009OUT	£93.60	OUTER HUB, synchro assembly	1	3rd & 4th speed
15	BLS107	£0.41	BALL	3	
16	22G317	£0.72	SPRING	3	
17	22G2033	£15.16	BAULK RING	3	3rd/4th & 2nd speed
20	22G185	NCA	COLLAR, locking	1	
21	22G1121	£131.40	GEAR, 3rd speed	1	
22	22G1120	£84.00	GEAR, 2nd speed	1	
23	22G149	£0.66	NEEDLE ROLLER, (26 per gear)	52	
24	22G156	NCA	COLLAR, locking	1	
25	22G157	NCA	THRUST WASHER, locking collar	2	
26	22G1118	£141.80	WHEEL, 1st speed	1	with 2nd speed synchro
27	22G1119	£83.70	WHEEL, 1st speed*	1	
28	BLS107	£0.41	BALL	3	
29	22G317	£0.72	SPRING	3	

\*Note: 22G1119 (wheel, 1st speed) is a repair part; its compatibility with a used 2nd speed synchro mesh hub cannot be fully guaranteed, since both items were originally intended to be supplied as an assembly of a matched pair of gears (22G1118). Assuming it is available, you should always use the assembly in preference to individual components.



30	22G89	NCA	PLUNGER	1	
35	22A463	NCA	HOUSING, mainshaft bearing	1	
36	22A465	£15.20	BEARING, mainshaft	1	
37	1G3530	NCA	PEG, locating bearing housing	1	
38	6K558	NCA	CIRCLIP, bearing	1	
39	2K8737	£1.43	SHIM, 0.004"	a/r	
	2K8738	£1.31	SHIM, 0.006"	a/r	
	2K8739	£1.75	SHIM, 0.010"	a/r	
40	22A466	NCA	DISTANCE TUBE	1	
41	2A3371	£7.40	DRIVE GEAR, speedometer	1	
42	6K559	NCA	WASHER, plain	1	If fitted
43	2K6677	£0.83	NUT, mainshaft	1	
44	2A3035	£3.90	LOCK TAB	1	
50	22G1100	£132.00	LAYGEAR	1	
51	22G673Z	NCA	LAYSHAFT	1	
52	88G396	£4.50	CAGED BEARING ASSEMBLY, laygear	2	
53	22G277	NCA	DISTANCE TUBE	1	
54	22G278	£0.66	CIRCLIP, bearing retaining	2	
55	2A3023	£10.00	THRUST WASHER, laygear, front	1	
56	2A3024	£10.00	THRUST WASHER, rear, 0.123"-0.124"	1	} alternatives
	2A3025	£10.00	THRUST WASHER, rear, 0.125"-0.126"	1	
	2A3026	£10.00	THRUST WASHER, rear, 0.127"-0.128"	1	
	2A3027	£10.00	THRUST WASHER, rear, 0.130"-0.131"	1	
60	22G1114	£60.00	GEAR ASSEMBLY, reverse idler	1	
61	2A3282	£2.26	BUSH, reverse idler gear	1	
62	88G216	NCA	SHAFT, reverse idler	1	

### Variations on an 'A' Series Gearbox Theme

The gearbox used on Sprites and Midgets up until the advent of the Midget 1500cc in the mid 1970's was the mainstay transmission for the British Motor Corporation's smaller motor cars from the early 1950's onwards. Having four forward speeds, the top three blessed with synchromesh, it was fitted initially to the rear wheel drive Austin A30/A35 models, then to the Morris Minor in 1956, followed by the Austin A40 'Farina' and the Austin Healey 'Frogeye' Sprite. This early version of the gearbox is known as the 'smooth case gearbox'.

For 1959 the 'A' Series gearbox internals were re-housed for use in the radical transverse engine front wheel drive Mini and later the Austin/Morris 1100 saloon. After a long series of developments, including the addition of synchromesh to first gear and several change speed linkage designs, it was still being fitted in new Minis over thirty five years later!

A revamp of the rear wheel drive gearbox made production in 1964, fitted in the latest Morris Minor, Austin A35 van, Austin A40 MkII and (with a different set of ratios) in the new Austin Healey Sprite MkIII/ MG Midget MkII. Externally identifiable by the new rib-strengthened gear casing, fundamental changes to the bearings and synchromesh components had taken place within. Finally, a few thousand units later, the last significant change to the rear wheel drive 'A' Series gearbox was to be made.

Something had to be done to counter the rising number of complaints from Sprite and Midget owners about the operational noise level when compared to the newer gearboxes in cars built by BMC's competitors. The solution was to slightly increase the angle of the teeth on the helical cut gears (nothing could really be done to quieten the straight cut gears).

The older design of gears became known retrospectively as the 'A' Type gears as the newer, quieter items were christened 'B' Type. It is impossible to mix and match 'A' and 'B' type gears.

So, as the ultimate development of the rear wheel drive unit, it was the ribbed case, 'B' Type geared 'A' series gearbox which was fitted to all Sprite MkIV's and Midget MkIII's (i.e. all 1275cc models) when new.

As the years went by, Sprites and Midgets plummeted to the bargain basement end of the second hand car market (prior to being bestowed with their current classic status). It became quite common to see all manner of engine and gearbox combinations shovelled in under the bonnet, either in ignorance of what should have been fitted, or in a desperate attempt to keep the car running on the typical student shoestring budget.

The situation has not been helped at all in more recent years by gearbox re-conditioners. Leyland, for example, under just one part number, would supply an exchange reconditioned gearbox with one of three different sets of internals ('A' Type gears, 'B' Type gears or Morris Minor type ratios).

In other words, they rebuilt them with whatever was most commonly available at the time. Consequently the customer got what he or she was given, and was usually blissfully unaware that the new gearbox might not be the right one for the car, or of the problems which might crop up in the future when parts replacement in the gearbox became necessary.

Note: Individual gears are not interchangeable between the gear sets.

### So Which Gearbox is Fitted to Your Car?

You definitely won't, of course, find a Mini transverse unit, and it is most unlikely that any one would have fitted a smooth case gearbox: there are too many modifications required to fit what is essentially an inferior gearbox to the 1275cc engine. Plus, 'spare' smooth case gearboxes have been thin on the ground for many years. Therefore, you will have a ribbed case gearbox, with one of three distinct gear sets in it:

1. Minor/A35 van/A40 MkII ratios.
2. Sprite/Midget 'A' Type gears.

### 3. Sprite/Midget 'B' Type gears.

The principal way to ascertain which of the three you have is to open the gearbox and look at the laygear, which is only just visible behind the mainshaft gear cluster. Normally the part number is stamped on the waist between the largest and second largest gears: 22G83 for a Minor gear set, 22G76 for an 'A' Type Sprite/Midget gear set and either 22G232 or (more likely) 22G1100 for a 'B' Type Sprite/Midget gear set.

To further confirm whether you have a Minor or Sprite/Midget gear set, count the number of teeth on either first, second or third gear, plus the number of teeth on the corresponding cog on the laygear. Divide the former number by the latter and you will have the ratio of that gear.

#### Sprite & Midget Ratios:

First Gear	3.2:1
Second Gear	1.916:1
Third Gear	1.357:1

#### Morris Minor Ratios:

First Gear	3.618:1
Second Gear	2.173:1
Third Gear	1.41:1

### The Plastic Gearbox

There was seemingly one more major development of the rear wheel drive 'A' Series gearbox, which never made it into mass production. In the early 1960's, BMC made a promotional film, the subject of which was the research being carried out at that time into alternative methods of manufacturing motor car components. During the course of the film, a clip detailing 'lost wax' casting and sprue casting valve rockers was followed by a view of...a nylon 'A' Series gear case. Raymond Baxter's commentary ran something similar to:

'...and here we see an experiment to determine the feasibility of mass producing injection moulded plastic gearboxes...'

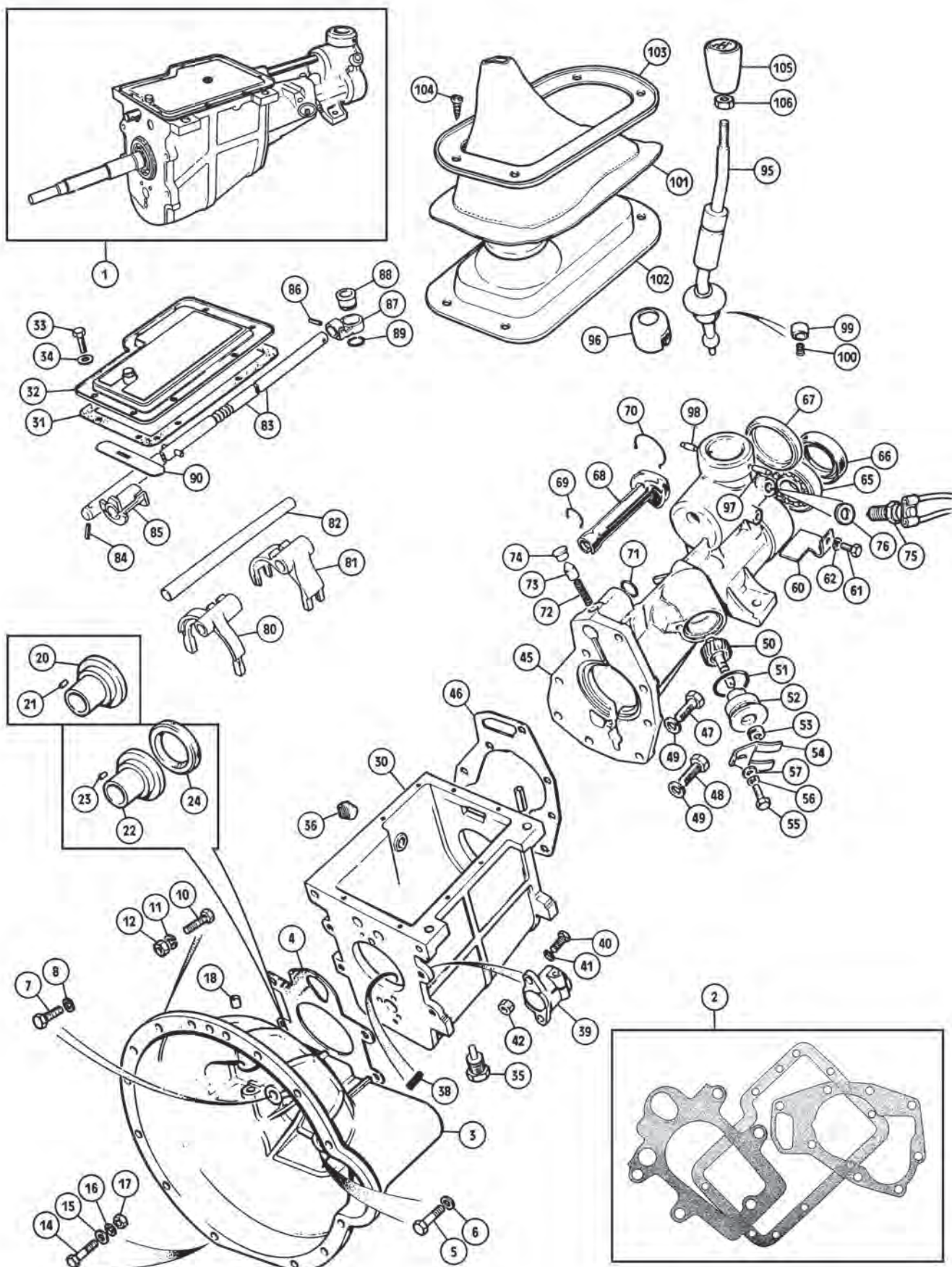
Evidently it must have turned out not to be feasible; maybe the finished product wasn't strong enough? Who knows?

### The Zizzle Kit

The BMC 'A' Series gearbox when fitted with a remote selector mechanism (as is the case with Sprites and Midgets) often emits a fine, vibration rattle (the 'zizzle') at cruising speeds or upon engine overrun. It is, it must be said, a particularly annoying feature.

The antidote is simple: the gear lever is supposed to be damped by an arrangement of bushes, plungers and springs, all of which tire quite quickly.

The anti rattle kit (part no. SGB0002) detailed under item 136 on page 141 is inexpensive, it provides all the components needed and is quick and easy to fit - the only part of the gearbox you will need access to is the rear of the remote housing, which protrudes from the gearbox tunnel into the passenger compartment.



**Gearbox Units & External Components  
1500cc (1975-79)**

**External Gearbox 1500cc  
(G-AN6)**

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	BHM5003R	£675.30	GEARBOX, exchange	1	} to gearbox 59162 and from 60001 to 65224
NI	BHM5060R	£675.30	GEARBOX, exchange	1	
2	HMP290020	£4.10	GASKET KIT, gearbox	1	Includes items 4, 31, 46

<b>Bell Housing, Gear Case &amp; Fittings</b>					
3	312151A	£324.90	BELL HOUSING, alloy	1	
4	157690	£1.36	GASKET, bell housing to gear case	1	
5	GHF105	£0.41	BOLT, bell housing to gear case	1	
6	500464	£2.00	WASHER, copper	1	
7	SH606091	£1.26	SCREW, bell housing to casing	4	
8	GHF333	£0.30	WASHER, locking	4	
10	SH605091	£1.00	SCREW, gearbox to engine attachment	6	
11	GHF332	£0.40	WASHER, locking	6	
12	GHF201	£0.17	NUT	6	
14	132872	£1.50	DOWEL BOLT	1	
15	GHF301	£0.24	WASHER, plain	1	
16	GHF333	£0.30	WASHER, locking	1	
17	GHF202	£0.22	NUT	1	
18	129358	£6.00	BUSH, clutch pivot	2	
20	122566	£34.30	FRONT COVER, scroll seal type	1	} to gearbox 59162 and from 60001 to 65224
21	DP205	£0.66	DOWEL	1	
22	UKC7926	£48.10	FRONT COVER, oil seal type	1	} gearbox 59163 to 60000 and from 65225
23	DP205	£0.66	DOWEL	1	
24	132292	£3.85	SEAL, in front cover	1	
30	22G1553	NCA	GEAR CASE	1	
31	22G1911	£1.00	GASKET, top cover	1	
32	22G1884	NCA	TOP COVER	1	
33	SH604041	£0.41	SCREW, securing cover	9	
34	GHF331	£0.38	WASHER, locking	9	
35	155660	£10.00	DRAIN PLUG, magnetic	1	
36	22G2115	£2.32	PLUG, filler, (hexagonal head)	1	
	114774	£3.00	PLUG, filler or drain, (square head)	a/r	alternative to 22G2115
38	137532	£0.60	SPRING	3	
39	206175	£74.60	HOUSING, locating clutch slave cylinder	1	
40	SH605071	£0.64	SCREW, fixing housing	2	
41	GHF332	£0.40	WASHER, locking	2	
42	GHF222	£0.55	NUT	1	if fitted

**Rear Extension & Fittings**

45	DAM1650	NCA	REAR EXTENSION*	1	replacement item
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\*Note: This component may require drilling and tapping to accept the gearbox mountings. It will definitely require the components listed under item 74 on this page to convert it to the Midget 1500cc application.

46	22G1420	£0.89	GASKET, rear	1	
47	112653	£2.05	BOLT, rear extension to gear case	2	
48	GHF103	£0.60	SCREW, rear extension to gear case	6	
49	GHF332	£0.40	WASHER, locking	8	
50	22G1784	NCA	SPEEDOMETER PINION	1	20 teeth
	22G2013	NCA	SPEEDOMETER PINION	1	21 teeth
	22G2015	£35.40	SPEEDOMETER PINION	1	22 teeth
51	TRS1620	£1.10	'O' RING, speedometer drive bush	1	
52	22G1486	£13.60	BUSH, locating drive gears	1	
53	NKC105A	£3.64	OIL SEAL	1	
54	22G1711	NCA	RETAINER, speedometer pinion	1	
55	GHF117	£0.30	SCREW	1	
56	GHF331	£0.38	WASHER, locking	1	
57	GHF300	£0.22	WASHER, plain	1	
60	22G1425	NCA	REVERSE LIFT PLATE	1	
61	SH604051	£0.30	SCREW	1	
62	GHF331	£0.38	WASHER, locking	1	
65	157732	£11.10	BEARING, rear	1	
66	22G2353	£1.80	SEAL, rear	1	
67	22G1422	NCA	END COVER	1	
68	DAM518	NCA	SELECTOR SHAFT GAITER	1	
69	DAM1723	NCA	CLEAT, front	1	
70	DAM671	NCA	CLEAT, rear	1	
71	TRS912	£0.41	'O' RING	1	
72	22G2198	£0.70	SPRING	1	for original selector shaft
73	22G1421	NCA	PLUNGER	1	} for original rear extension
74	22G1947	£0.80	PLUG, plunger securing	1	

Note: The following two components will be needed if using 72 & 73 in a replacement rear extension.

DAM3632	NCA	NYLON PLUG	1	for replacement
DAM2959	NCA	INSERT	1	rear extension

Note: The following three components will be needed when using a replacement selector shaft.

DAM4804	NCA	SPRING	1	} for replacement selector shaft	
DAM4968	NCA	PLUNGER	1		
DAM6892	NCA	INSERT	1		
75	GAE191A	£8.40	SWITCH, reversing lights	1	
76	GHF302	£1.00	WASHER, plain	a/r	

**Selector Mechanism**

80	22G1584	NCA	SELECTOR FORK, 3rd & 4th	1	
81	22G1406	NCA	SELECTOR FORK, 1st & 2nd	1	
82	22G1408	NCA	SELECTOR FORK SHAFT	1	
83	DAM4964	NCA	SELECTOR SHAFT	1	replacement
84	RPS1012	NCA	ROLL PIN, shaft to interlock spool	1	
85	22G1418	NCA	INTERLOCK SPOOL	1	
86	RZS1216	NCA	PIN	1	
87	22G2291	NCA	YOKE	1	
88	22G1424	NCA	YOKE SEAT	1	
	DAM3045	£10.50	YOKE SEAT	1	} alternative to 22G1424
89	13H6762	£0.85	CIRCLIP	1	
90	22G1419	NCA	PLATE, interlock spool	1	

**Gear Lever**

95	22G2797	NCA	GEAR LEVER	1	
96	22G1434	NCA	RETAINER, gear lever	1	
97	DAM2670	£3.40	PIN, locating cap, long	1	
98	22G2277	NCA	PIN, locating cap, short	1	
99	22G2286	£0.64	PLUNGER, nylon, anti-rattle	1	
100	106388	£0.98	SPRING, anti-rattle	1	
	DAM2768	NCA	SPRING, anti-rattle	1	alternative to 106388
101	CHA466	£15.50	GEAR LEVER GAITER, upper, cloth	1	
102	CHA431	NCA	GEAR LEVER GAITER, lower, rubber	1	
103	AHA9487	NCA	RETAINER PLATE	1	
104	GHF424	£0.22	SCREW, securing gaiters, long	3	
	AB608051	£0.41	SCREW, securing gaiters, short	1	
105	22G1755	NCA	GEAR KNOB	1	
106	JN2158	£0.47	LOCK NUT, lever to knob	1	If required

Note: For gearbox mountings, see the engine mountings section on page 133.

**Bell housing drainage**

Some (but apparently not all) 1500cc gearbox bell housings have a small hole at the bottom, in which is a loosely fitted split pin, seemingly serving no purpose. In fact, this split pin (part no. PC39) is sitting in a drainage hole, and its mere presence dangling in the hole helps oil or water which may have found its way into the bell housing to drain out again, thus avoiding fluid build up in the environs of the clutch. Omit the split pin and the hole, devoid of the rattling bit which kept it clear, will quickly block up and fail to serve its purpose.

**Interchangeability of gearboxes**

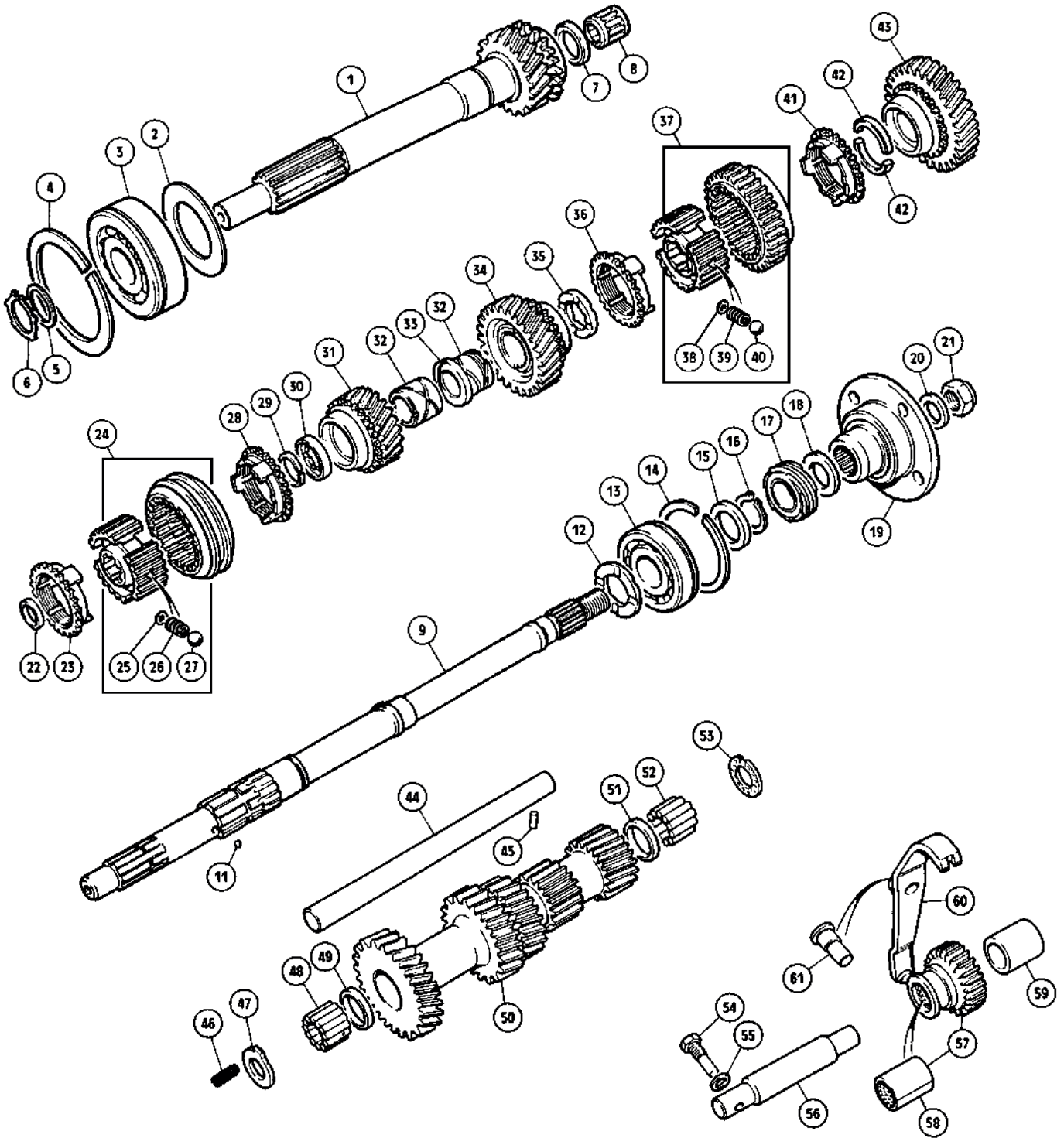
It would seem to be fairly easy to source a replacement gearbox for a Midget 1500cc from one of several other British Leyland motor cars produced in the 1970's. Unfortunately there are sufficient detail differences between the Midget 1500cc gearbox and the visually similar Morris Marina and Triumph Spitfire units (and any other members of that gearbox family, known as the Triumph 'single rail' gearbox) to make interchangeability too much of a headache.

Unless transmission tunnel modifications and propshaft shortening are amongst your skills, don't contemplate trying to fit a Spitfire overdrive gearbox either, nice idea that it may seem. It must be admitted, however, that the Midget 1500cc is very well suited to higher gearing (it has more torque than its 1275cc predecessors), becoming endowed with a much more comfortable cruising ability; this statement is verified by the fact that from 1978 all Midget 1500cc's were fitted with a higher 3.7:1 differential - previously a 3.9:1 unit was used, and before that 4.2:1 on very early 1275cc's. Earlier 1500cc's would benefit greatly from the fitment of the 3.7:1 final drive, and unlike an overdrive gearbox conversion, the task of swapping differentials would be a relatively simple one. The only hang up would be in either getting the speedometer recalibrated or exchanging it for another instrument displaying the correct TPM (turns per mile) rating on its face.

**Splitting the gearbox from the engine**

It is, for a start, considerably easier to remove the engine and gearbox as one from the car. Having done so, make sure that the gearbox is supported adequately while the nuts and bolts holding it to the engine back plate are removed. Failure to do so will stress the mounting flange on the bell housing local to the remaining nuts and bolts as others are removed (if you're really unlucky, the flange may even crack there and then). Once all the fasteners have been removed, the gearbox should still be carefully supported until it has been moved away from the engine.

The gearbox (which is fairly heavy) will otherwise be held in the air by its input shaft, this in turn will be cantilevering from the end of the crankshaft, damaging bearings, the front cover seal or even the shaft itself.



**Internal Gearbox 1500cc (1975-79)**

**Internal Gearbox 1500cc**  
(All G-AN6 models)

Note: Please see the Accessories section for performance parts.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	DAM1005	NCA	CONSTANT PINION SHAFT* (1st motion shaft).	1	to gearbox 59162 and from 60001 to 65224
	DAM2818	NCA	CONSTANT PINION SHAFT* (1st motion shaft).	1	from gearbox 59163 to 60000 and from 65225

\*Note: The constant pinion shaft DAM1005 uses a scroll between itself and the front cover to prevent oil loss from the gearbox. Shaft no. DAM2818 however employs a rubber lip oil seal for the same purpose; the oil seal is housed in a different design of front cover. Care must be taken when ordering replacement parts for this area of the gearbox, since front covers and constant pinion shafts cannot be interchanged. For details of the front cover assemblies, please see pages 144. When reassembling a gearbox which has the rubber oil seal design, ensure that the splines on the constant pinion shaft are

completely covered in adhesive tape before fitting the cover and shaft together. This will guarantee that the delicate lip on the rubber seal is not damaged by the passage of the splines.

2	106365	NCA	OIL THROWER	1	
3	104433	£13.30	BEARING, front main	1	
4	112654	NCA	CIRCLIP	1	
5	22G1869	NCA	SPACER WASHER	1	to gearbox 59162 and from 60001 to 65224
6	CCN116	£0.50	CIRCLIP	1	
7	22G2840	£1.36	SPACER, shaft	1	
8	13H9513	£4.70	BEARING, constant pinion	1	1st to 3rd motion shaft
9	DAM738	NCA	MAINSHAFT, (3rd motion shaft)	1	
11	BLS106	£0.28	BALL	1	
12	22G2210	NCA	WASHER, grooved	1	
13	104433	£13.30	BEARING, centre main	1	
14	112654	NCA	CIRCLIP	1	
15	155805	NCA	WASHER, thrust, 0.120"	a/r	
	155806	NCA	WASHER, thrust, 0.123"	a/r	
	155807	NCA	WASHER, thrust, 0.126"	a/r	
	155808	NCA	WASHER, thrust, 0.129"	a/r	

16	CCN116	£0.50	CIRCLIP	1	
17	22G1752	£4.70	DRIVE GEAR, speedometer	1	
18	155756	NCA	THRUST WASHER, locating drive	1	flange on mainshaft
19	155755	NCA	FLANGE, to propshaft	1	
20	2A7323	£3.20	WASHER, plain	1	
21	510618A	£1.16	NUT, nyloc	1	
22	DAM3908	NCA	SPACER	1	
23	150328	£12.30	BAULK RING, 4th gear	1	
24	156968	NCA	SYNCHRO HUB	1	3rd/4th gears
25	037948	£0.53	SHIM, (under synchro spring)*	a/r	

\*Note: This shim is selectively fitted under each of the springs and balls in the two synchro hubs in the gearbox. Its use is to equalise the outward pressure of the balls in the hub. Equalising the pressure can only be achieved with special spring balance equipment, so it only remains to be said that if you have to take a hub apart for inspection or cleaning, make sure (by means of scribing identifying marks on non-working surfaces of the gear) that the correct shims go back in their respective holes.

Along the same lines as the above, use corresponding scribed marks on the hub and outer ring to ensure that the ring is slipped back in place exactly as it was before (and the same way round!).

26	104445	£0.36	SPRING, in synchro hub	3	
27	BLS108	£1.20	BALL, in synchro hub	3	
28	150328	£12.30	BAULK RING, 3rd gear	1	
29	TKC6444	£1.50	CIRCLIP, mainshaft	1	
30	159978	NCA	THRUST WASHER	1	
31	22G1643	£95.90	GEAR, 3rd speed	1	
32	147354	£19.00	BUSH, 2nd and 3rd gear	2	
33	111422	NCA	WASHER, thrust, 0.153"	a/r	
	149963	£0.68	WASHER, thrust, 0.157"	a/r	
	131843	NCA	WASHER, thrust, 0.162"	a/r	
	156084	NCA	WASHER, thrust, 0.166"	a/r	
	UKC769	NCA	WASHER, thrust, 0.170"	a/r	
34	22G1816	NCA	GEAR, 2nd speed	1	
35	106262	NCA	WASHER, 2nd gear	1	
36	150328	£12.30	BAULK RING, 2nd gear	1	
37	156911W0	£104.00	SYNCHRO HUB, 1st/2nd gear*	1	to gearbox 241363
	DAM6828SR	NCA	SYNCHRO HUB, 1st/2nd gear*	1	from gearbox 241364

\*Note: It may be seen from scanning the remarks column on this page that the 1st/2nd gear synchro assembly, laygear and reverse idler all changed in specification at the same time. This means that the only way of converting one of these components in your gearbox to the alternative specification is to replace all three.

Bear in mind the relatively high cost before embarking on this route. When the 'matter of course' replacement bearings, thrust washers and the sundry components required to reassemble the gearbox are also taken into account, it's almost certain that it will be more economical to opt instead for a good quality reconditioned exchange gearbox (see 'Assessment for Overhaul' on this page).

38	037948	£0.53	SHIM, in synchro hub	a/r	
39	106388	£0.98	SPRING, synchro	3	
40	BLS108	£1.20	BALL, in hub	3	
41	150328	£12.30	BAULK RING, 1st gear	1	
42	137834	£4.06	SPLIT COLLAR	2	
43	22G1641	£64.00	GEAR, 1st speed	1	
44	144595	£30.84	LAYSHAFT	1	
45	DS1908	£0.31	ROLL PIN	1	
46	137532	£0.60	SPRING*	3	

\*Note: These springs control the end float of the laygear on its shaft, by pushing the front thrust washer against the laygear. Placing the springs in their respective holes in the gear case is the last job to be done prior to refitting the bell housing; it's very easy to forget them. Be warned).

47	113229	£4.75	THRUST WASHER, front	1	
48	119893	£0.53	NEEDLE ROLLER, front	25	
49	119891	£6.50	RETAINING RING, front	2	
50	22G1818	NCA	LAYGEAR CLUSTER	1	to gearbox 241363
			(21 tooth reverse gear).		
	DAM6475	NCA	LAYGEAR CLUSTER	1	from gearbox 241364
51	119891	£6.50	RETAINING RING, rear	2	
52	119893	£0.53	NEEDLE ROLLER, rear	25	
53	106270	£10.30	THRUST WASHER, rear	1	
54	106477	NCA	SCREW, locating reverse idler shaft	1	
55	GHF332	£0.40	WASHER, locking	1	
56	113071	NCA	SHAFT, reverse gear	1	
57	144580	£48.00	REVERSE IDLER GEAR, (21 tooth gear)	1	to gearbox 241363
	DAM6826	£43.30	REVERSE IDLER GEAR	1	from gearbox 241364
58	129862	£9.90	BUSH, in reverse gear	1	
59	22G1435	NCA	SPACER	1	
60	CHM63	NCA	REVERSE LEVER	1	
61	DAM1714	NCA	REVERSE LEVER PIVOT PIN	1	

**Assessment for Overhaul**

Oil in any machinery collects particles from the operating parts it comes into contact with. Many engineering concerns use lubricating oil analysis at regular intervals to monitor the machinery's

condition. In fact, with the oil laboratory's help and the applied knowledge of the mechanical engineer, machinery life expectancy and time period between overhauls can be established. Economically speaking, a piece of machinery can be withdrawn from service for bearing replacement before it actually fails and destroys other more expensive parts within the whole.

This, in the case of an aircraft engine for example, will minimise in-service break downs and unscheduled power plant changes. Some motor car oil manufacturers offer lubricant analysis to users of their product.

Impending failures can be noted by increases of certain deposits in the analysed oil. The oil drained from your gearbox can be viewed in a less scientific manner, but still with an accent towards indicating any potential failure, or to give an idea of which item has failed within the gearbox and how it has failed. A damaged component such as a synchro ring may prove relatively cheap to replace. The complete collapse of the mainshaft tip bearing or layshaft needle roller bearings is not. A magnetic drain plug in the sump of the gearbox is recommended, as it will collect all the metallic particles that otherwise would circulate with the oil and further erode the wearing surfaces of all components.

So what do you look for in your oil when you have drained it into a clean container? A light brassy 'coloured' oil is nothing to worry about. However, brassy coloured lumps or pieces of yellow coloured metal indicates the failure of synchro rings, the plain bushes on the mainshaft or the thrust washers at each end of the laygear countershaft.

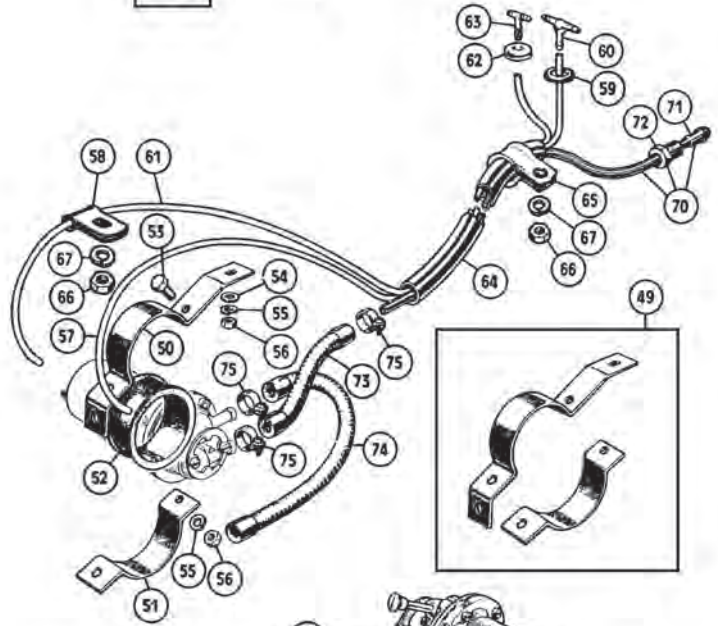
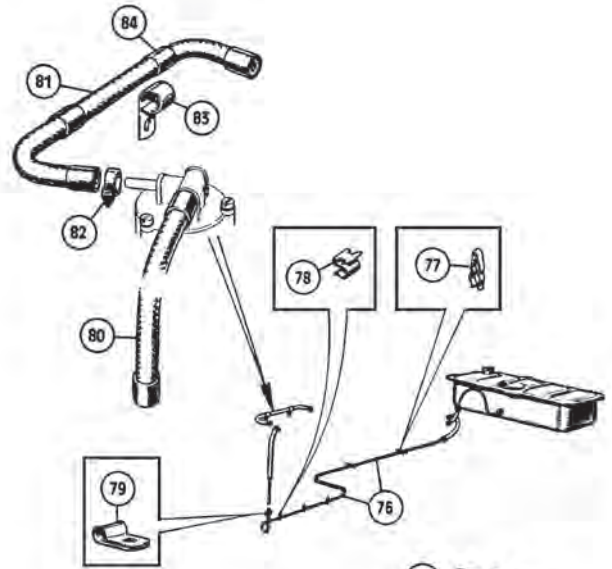
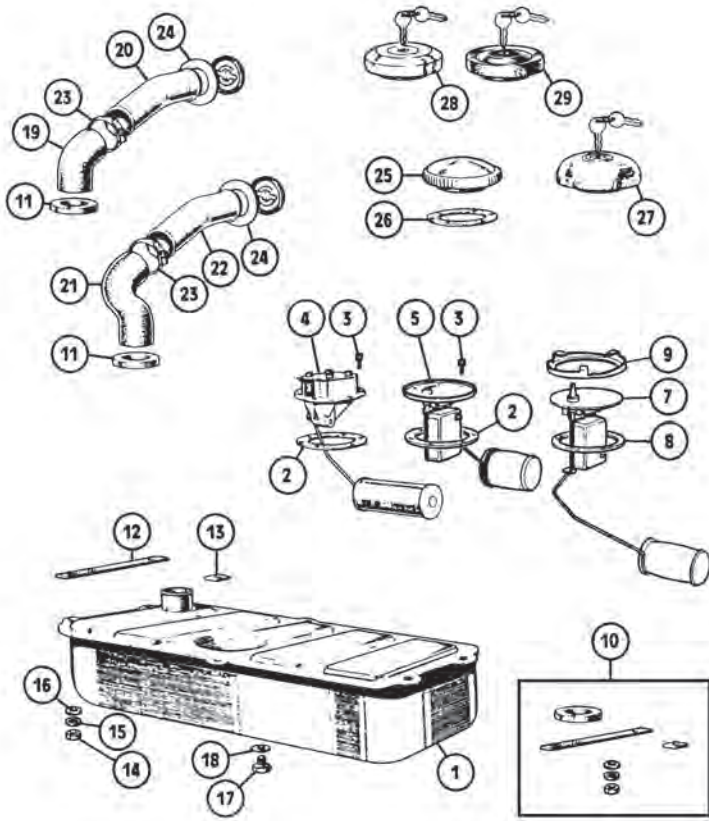
A thick grey coloured oil will indicate the start of or the actual failure of steel components such as the laygear bearings, or the mainshaft tip bearing in the first motion shaft. This coloured deposit can be tested with a magnet; steel fragments will of course be attracted to it.

If the reason you have drained your oil is because of a nasty noise from the gearbox when it is driven, this information may assist you in planning the repair route you choose. Once the gearbox is removed from the car, the exterior of the gearbox should be cleaned. It is important that no extra dirt be deposited inside the gearbox while an internal examination is carried out through the removed top cover. Physically moving parts about and checking for excessive play in bearings will give a good indication whether it is cheaper to 'chop the box in' for a reconditioned item, or tackle the repair yourself. Often it is cheaper to tackle the task yourself.

As with all things in life you get what you pay for. A cheap reconditioned exchange gearbox is not necessarily as good as your own with the same amount spent on spares. This said, if you are expecting to have to renew gear assemblies or sets of gears it may well prove economically more prudent to obtain a quality reconditioned exchange unit. Often, when gear set and shaft replacement is required the sum of the cost of the parts far exceeds the cost of the whole. The quality gearbox repairer knows what goes wrong and will replace items regardless of their condition, as he has to guarantee the finished unit. Similarly an experienced re-conditioner will have spares available to himself which are not always obtainable by the public. This is his trade and he will protect it to retain his position in the marketplace.

When fitting a reconditioned exchange gearbox assembly do not forget that the unit is delivered without lubricating oil. The oil recommended is Hypoid 90 grade, as used in the rear axle assembly. A gearbox from dry requires approximately 1 1/2 pints (0.85 litres) of such oil.

As a useful tip, remember to slacken both the oil drain plug and filler plug prior to installation of the unit in the car. There is nothing more irritating than wanting to fill (or drain) a gearbox and then discovering that the plugs on the freshly fitted and now inaccessible unit were apparently installed by the world's strongest man! Afterwards, re-tighten both plugs to your chosen torque.

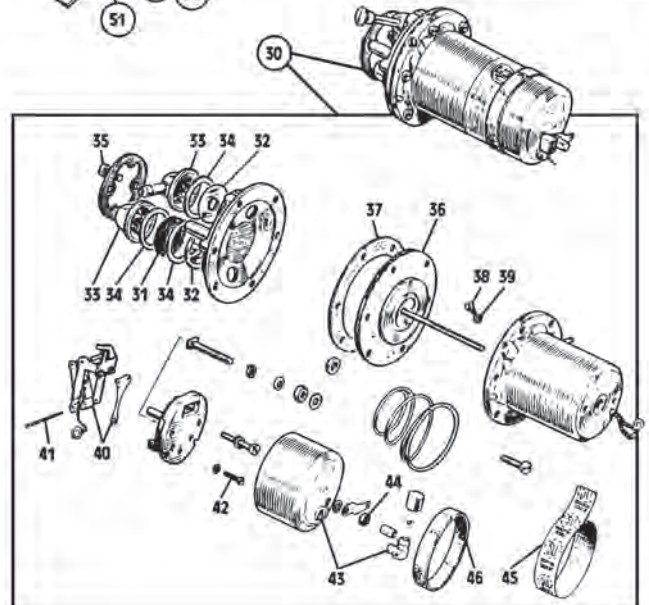


Fuel Tank, Pipes & Pumps

Fuel Tank

Note: Please see the Accessories section for performance fuel pumps.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	NRP9Z	£124.15	FUEL TANK	1	G-AN4, To G-AN5-105500
2	2H1082	£0.48	GASKET, sender unit	1	H-AN9, H-AN10, A-AN10
	293-401	£4.50	Gasket Set, Viton	1	
3	53K165	£0.94	SCREW AND WASHER, sender unit	6	
4	21A168	£42.10	SENDER UNIT, fuel tank	1	To G-AN4-60459, To H-AN9-72040
5	BHA4711	£22.50	SENDER UNIT, fuel tank	1	G-AN4-60460 On, To G-AN5-105500, H-AN9-72041 On, H-AN10, A-AN10
	NRP8Z	£129.30	FUEL TANK	1	G-AN5-105501 To
7	BRA960	£21.00	SENDER UNIT, fuel tank	1	G-AN5-154100,
8	ARA1502	£2.60	SEALING RING, sender unit	1	G-AN6-154101 To
9	ARA1501	£1.20	LOCKING RING, sender unit	1	G-AN6-182000
	NRP1199	£264.00	FUEL TANK	1	
	BRA960	£21.00	SENDER UNIT, fuel tank	1	
	ARA1502	£2.60	SEALING RING, sender unit	1	From G-AN6-182001
	ARA1501	£1.20	LOCKING RING, sender unit	1	
10	HMP815008	£9.20	MOUNTING KIT, fuel tank	1	
11	2A2069	£1.70	SEALING RING, tank to boot floor	1	
12	2A2071	£2.05	RUBBER STRIP, tank mounting	2	long
13	2A2070	£1.26	RUBBER STRIP, tank mounting	2	short
14	GHF201	£0.17	NUT	6	
15	GHF322	£0.22	WASHER, shakeproof	6	
16	GHF301	£0.24	WASHER, plain	6	
17	ARH672	£3.46	DRAIN PLUG, fuel tank	1	not fitted to NRP1199 tank
18	ARA967	NCA	WASHER, sealing	1	
19	AHA5663	£17.40	HOSE, filler tube to tank	1	G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
20	AHA5662	NCA	FILLER TUBE	1	
21	CHA452	£30.60	HOSE, filler tube to tank	1	all G-AN6 models
22	CHA444	£67.50	FILLER TUBE	1	
23	GHC11080	£3.80	CLIP, hose	2	
24	AHA5445	£3.60	GROMMET, (filler tube to rear panel)	1	
25	18G8601A	£7.00	FILLER CAP, non locking	1	
	18G8601SS	£13.20	FUEL CAP, non locking, stainless steel	1	
26	27H3573	NCA	SEAL, filler cap	1	NCA, use item 25
27	AKF1439	£23.60	FUEL CAP, locking, chrome	1	60s style
28	GSS154	£18.00	FUEL CAP, locking, stainless, slimline	1	
	GSS154Z	£12.30	FUEL CAP, locking, stainless, raised	1	70s style
29	GSS196A	£32.40	FUEL CAP, locking, plastic, black	1	



**Fuel Pump (Electric) 1275cc**

(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

Ill.	Part Number	Price £ea.	Description	Req.	Details
30	AUF214	£110.40	FUEL PUMP, electric	1	
	AUF214Z	£84.40	FUEL PUMP, electric, (aftermarket)	1	alternative
	AUF214EN	£150.00	FUEL PUMP, electronic, negative earth	1	alternative
	AUF214EP	£150.00	FUEL PUMP, electronic, positive earth	1	alternative
(Electronic pumps use solid state electronics that replace the points in original pumps, giving more reliable operation).					
31	519464	NCA	FILTER, inlet	1	
32	WZX1701	£17.20	VALVES, one way, pair	1	
33	AUB663	£6.30	BANJO UNION	2	
34	AUB676	£0.70	WASHER, sealing	3	
35	AUB660	NCA	SCREW, banjo clamping plate	2	
36	WZX1710	£39.30	DIAPHRAGM	1	
37	AUB809	£1.30	GASKET, pump body	1	
38	AUA699	£0.60	SCREW, earth	1	
39	AUA585	NCA	WASHER, locking	1	
40	AUB6106A	£14.50	CONTACT SET, 'points'	1	
41	AUA1435	NCA	SPINDLE, contact set	1	
42	AUC5047	£2.30	SCREW, for points	1	
43	AUE399	NCA	COVER, with ventilator	1	
44	AUE878	NCA	NUT, cover	1	
45	CRST212	£2.70	TAPE, sealing	1	with 'SU' motifs
46	AUB716	NCA	SLEEVE, weatherproof	1	
49	AHA7384/5SS	£26.10	BRACKET & STRAP SET	1	stainless steel
50	AHA7384	NCA	BRACKET, pump to body	1	
51	AHA7385	NCA	STRAP, pump to bracket	1	
52	AHH6708	£2.20	SLEEVE, rubber	1	
53	SH604051	£0.30	SCREW, strap to bracket	2	
54	GHF300	£0.22	WASHER, plain	2	
55	GHF331	£0.38	WASHER, locking	4	
56	GHF200	£0.22	NUT	4	
57	GWW201M	£1.10	HOSE, (side breather to boot floor)	1	supplied per metre (22" req.)
58	PCR409	£1.10	CLIP, (hose to stud under floor)	1	(over axle)
59	RFR103	£2.40	GROMMET, boot floor	1	
60	GWW404	£1.75	'T' PIECE	1	
61	GWW202M	£1.80	HOSE, (end breather to boot floor)	1	supplied per metre (22" req.)
62	061917	£0.80	GROMMET, boot floor	1	
63	GWW404	£1.75	'T' PIECE	1	
64	504806	£2.20	SHEATH	1	supplied per metre (6" req.)
(Breather hoses & fuel pipe over axle).					
65	PCR1009	£1.10	CLIP, sheath to stud under floor	1	(over axle)
66	GHF200	£0.22	NUT, clip to stud	2	
67	GHF331	£0.38	WASHER, locking	2	

**Fuel Line 1275cc**

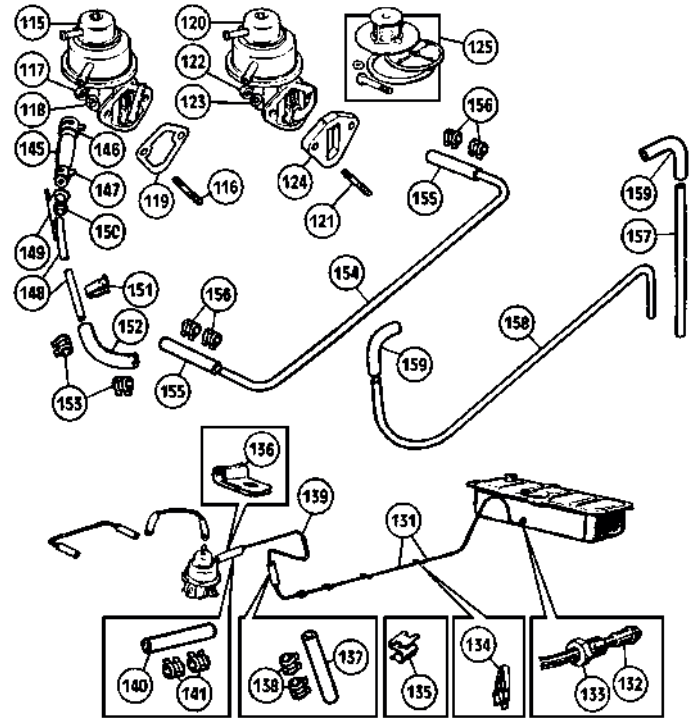
(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

	HFFK4	£101.20	FUEL PIPE KIT, (pre-cut copper pipes)	1	includes clips & fittings.
70	AHA7381Z	£36.20	FUEL PIPE	1	tank to pump inlet hose
71	ACA5129	£3.80	NIPPLE, (pipe to tank connection)	1	
72	ACA5128	£4.20	TUBE NUT, (pipe to tank connection)	1	
73	GGT102	£4.75	HOSE, 'Petroflex'	1	pipe to pump inlet
74	GGT104	£6.20	HOSE, 'Petroflex'	1	pump outlet to main feed
75	GGT1117X	£1.57	CLIP, hoses	4	
76	AHA7383	£36.20	FUEL PIPE, main feed	1	
77	6K35	£0.53	CLIP, (main feed pipe to floor support rail)	2	
78	17H9603	£0.77	CLIP, (main feed pipe to chassis rail)	3	
79	PCR411	£1.10	CLIP, (main feed pipe to engine mtg.)	1	
80	GGT105	£6.50	HOSE, 'Petroflex'	1	main feed to front carb
81	GGT106	£6.30	HOSE, 'Petroflex'	1	carb to carb
82	GGT1117X	£1.57	CLIP, (hoses)	4	
83	12H1001SS	£3.30	CLIP, (hose to carburettor)	2	upper mounting stud
84	HMP215007	£1.04	FERRULE, hose to hose clip	2	

**Fumes & Mess in The Boot**

It's a common scenario; there's a dark sticky mess in the dip at the back edge of the boot floor, a constant whiff of stale petrol every time the boot is opened, and yet you've already tightened the clips on the fuel filler hose (that's the only place it could be leaking from, isn't it?). The likelihood is that the fuel tank has a rust hole near the filler neck, the foam seal around which is busy soaking up escaping petrol and dribbling it from the hole in the boot floor, through which it just protrudes. Carefully coax off the rusty nuts and studs holding the tank to remove it (unless whoever last fitted it thoughtfully greased them). It's an easy decision:

If the tank is perforated in one place, it's about to do the same elsewhere and needs replacing, not repairing. When you fit a new tank, apply rust inhibitor to the top surface first, especially around the neck. Don't forget the rubber strips which prevent the tank chafing on the boot floor (to stop a repeat performance in future). See our website for Fuel tank Treatment products.



**Fuel Pump (Mechanical) 1500cc**

(G-AN6)

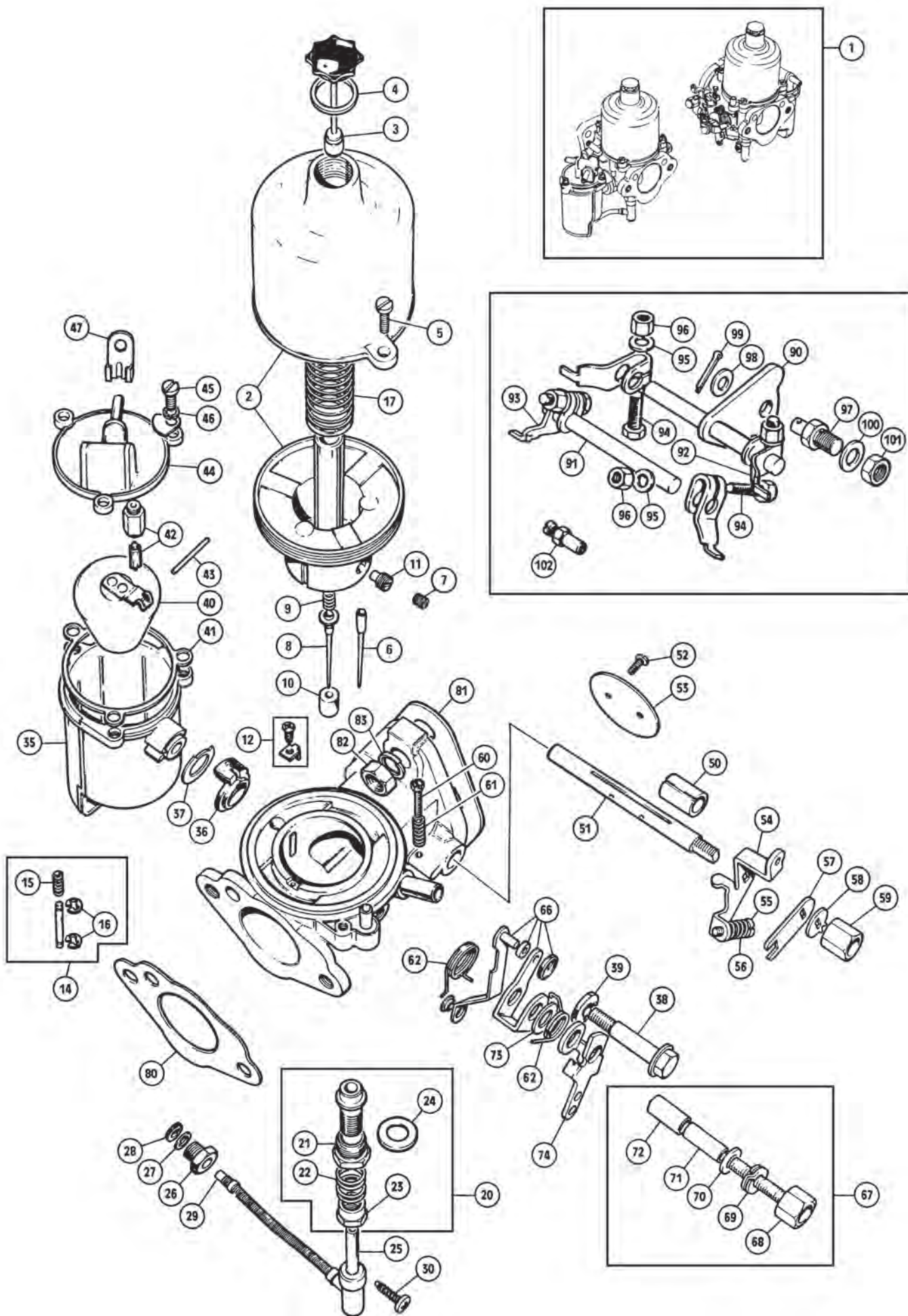
There were two types of fuel pump used on the Midget 1500cc, the earlier style (used on engines up to engine no. FP50967) mounted via a gasket on the engine block, with 11/4" long studs - the later pump (engine no. FP50968 onwards) mounted on a 1/2" thick spacer block and used 13/4" long studs. The pumps may only be interchanged if used with their corresponding mounting hardware.

115	RKC1624Z	£19.90	FUEL PUMP	1	to engine FP50967
116	TE605105	£2.30	STUD, 11/4" long, pump to engine block	2	
117	GHF201	£0.17	NUT	2	
118	GHF332	£0.40	WASHER, locking	2	
119	138791	£0.60	GASKET	1	to engine FP50968
120	TKC3417	NCA	FUEL PUMP	1	
	TKC3417Z	£23.70	FUEL PUMP, aftermarket	1	
121	TE605141	£1.90	STUD, 13/4" long, pump to cylinder block	2	
122	GHF201	£0.17	NUT	2	
123	GHF332	£0.40	WASHER, locking	2	
124	UKC8523	£18.90	SPACER BLOCK, 1/2" thick	1	

**Fuel Line 1500cc**

(G-AN6)

	HFFK5	£123.20	FUEL PIPE KIT, (pre-cut copper pipes)	1	includes clips & fittings
131	CPP7148	£33.10	FUEL PIPE, main feed	1	
132	ACA5129	£3.80	NIPPLE, (pipe to tank connection)	1	
133	ACA5128	£4.20	TUBE NUT, pipe to tank connection	1	
134	6K35	£0.53	CLIP, (main feed pipe to floor support rail)	2	
135	17H9603	£0.77	CLIP, (main feed pipe to chassis rail)	2	
136	PCR409	£1.10	CLIP, (pipe to gearbox cover)	1	
137	GFH1025X	£6.60	HOSE, intermediate	1	supplied per metre 10" req.
138	UKC3793	£0.72	CLIP, (intermediate hose to pipes)	2	
139	310221	£15.70	FUEL PIPE, intermediate to pump hose	1	
140	GFH1025X	£6.60	HOSE, connecting pipe to pump	1	
141	UKC3794	£1.16	CLIP, (hose to pipe and pump)	2	
145	153300	NCA	HOSE, (pump to carburettor feed pipe)	1	
	153300Z	£6.80	HOSE, (pump to carburettor feed pipe)	1	aftermarket
146	UKC3795	£0.66	CLIP, (hose to fuel pump)	1	
147	UKC3794	£1.16	CLIP, (hose to carburettor feed pipe)	1	
148	310221	£15.70	FUEL PIPE, carburettor feed	1	
149	155959	NCA	BRACKET, fuel pipe support	1	
150	061917	£0.80	GROMMET	1	
151	138892	£0.66	CLIP, (fuel pipe to vacuum pipe)	2	
152	120331	£1.00	HOSE	1	carb feed pipe to rear carb
153	UKC3795	£0.66	CLIP, (hose to pipe and carburettor)	2	
154	310221	£15.70	FUEL PIPE	1	carburettor to carburettor
155	120331	£1.00	HOSE, fuel pipe to carburettors	2	
156	UKC3793	£0.72	CLIP, (hoses to fuel pipe)	4	
157	215924	NCA	OVERFLOW TUBE, front	1	(From late 1978-On)
158	215938	NCA	OVERFLOW TUBE, rear	1	
159	125170	NCA	CONNECTOR, overflow tube to carb	2	





**HS2 SU Carburettors 1275cc (1967-74)**

Note: Please see the Accessories section for performance carburettors.

**Carburettors 1275cc (SU type HS2)**

Your carburettors can be identified by the number on the aluminium tag attached to one of the float chamber lid screws. The number, suffixed by 'R' or 'F' (rear or front carburettor), will be AUD136, AUD327 or AUD662T. If the tag numbers are missing or illegible, the following features will help to determine the specification of your carburettors:

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	AUD136T	£834.00	CARBURETTORS, HS2, pair, new	1	12CC engine
	AUD136E	£468.50	CARBURETTORS, HS2, pair, recon	1	
	AUD327T	£834.00	CARBURETTORS, HS2, pair, new	1	12CE, 12V586F &
	AUD327E	NCA	CARBURETTORS, HS2, pair, recon	1	12V588F engines
	AUD662T	£834.00	CARBURETTORS, HS2, pair, new	1	12V778F engines
	AUD662E	NCA	CARBURETTORS, HS2, pair, recon	1	
2	AUD9181	£364.00	SUCTION CHAMBER & PISTON	2	AUD136 & AUD327
3	AUC8114A	£21.30	DAMPER PISTON ASSEMBLY	2	carburettors
	AUD9998	NCA	SUCTION CHAMBER & PISTON	2	AUD662T carburettors
	AUC8103A	£21.30	DAMPER PISTON ASSEMBLY	2	
4	AUC2141	£0.50	WASHER, fibre	2	If required
5	JZX1394	£0.95	SCREW, chamber to body	6	
6	AUD1242	£16.00	NEEDLE, type H6, (rich)	2	
	AUD1478	£16.00	NEEDLE, type AN, (standard)	2	AUD136 and AUD327
	AUD1211	£16.00	NEEDLE, type GG, (lean)	2	carburettors
7	AUC2057	£2.40	SCREW, needle securing	2	
8	CUD1002	£17.30	NEEDLE, type AAC	2	
9	AUD3306	£0.90	SPRING	2	AUD662T carburettors
10	AUD4288	£4.90	NEEDLE GUIDE	2	
11	AUD4250	£2.30	SCREW, needle guide securing	2	
12	WZX1259	£5.40	PISTON GUIDE & SCREW KIT	2	
14	WZX1108	£5.50	PISTON LIFTING PIN KIT	2	'tickler pin'
15	AUC1151	£0.80	SPRING	2	
16	AUD4150	£0.70	CIRCLIP, pin securing	4	
17	AUC4587	£4.70	PISTON SPRING, blue, 2 1/2 oz.	2	
20	WZX1442	£19.70	JET BEARING KIT	2	
21	AUC2002	£4.70	TUBE NUT, jet securing	2	
22	AUC2114	£1.40	SPRING	2	
23	AUC8461	£2.30	TUBE NUT, mixture adjustment	2	
24	AUD2987	£0.90	WASHER, sealing, jet bearing	2	
25	AUD9141A	£16.80	JET ASSEMBLY, front, 0.090" jet	1	
	AUD9142A	£16.80	JET ASSEMBLY, rear, 0.090" jet	1	
26	AUD2129	£2.26	TUBE NUT, jet to float chamber	2	
27	AUD2193	£0.41	WASHER, seal supporting	2	
28	AUD2194	£1.26	SEAL, rubber	2	
29	AUD2195	£1.00	FERRULE, brass	2	
30	AUC2104	NCA	SCREW, jet to lever	2	
35	AUD2140	£84.00	FLOAT CHAMBER	2	
36	AUD2677	£7.10	ADAPTOR, float chamber, front	1	
	AUD2676	£7.10	ADAPTOR, float chamber, rear	1	
37	AUC1329	£2.30	WASHER, support	2	
38	AUD2891	£10.00	BOLT, flanged head, float chamber	2	
	AUD3017	£3.60	BOLT, to mount float chamber	2	alternative to AUD2891
	AUC1317	£0.90	WASHER, plain	2	
39	AUC1318	£3.00	WASHER, rubber	2	
40	WZX1300	£14.40	FLOAT	2	
41	AUC8459A	£1.43	GASKET, float chamber lid	2	
42	WZX1101A	£11.40	NEEDLE & SEAT	2	includes gasket item 41
	GAC9201X	£9.10	GROSE JET, (superior valve design)	2	alternative to WZX11001A
43	AUC1152	£0.60	PIN, float pivot	2	
44	AUE269	£72.00	FLOAT LID, front	1	
	AUE266	£72.00	FLOAT LID, rear	1	

Note: Float lid kits contain items 40, 42 & 43.

45	JZX1394	£0.95	SCREW, float lid	6
46	WL700101	£0.25	WASHER, locking	6
47	AUC1215	£3.60	BAFFLE, float lid	2
50	37H3043	£1.90	STEEL INSERT, (throttle shaft bush)	a/r
51	WZX1310	£13.50	THROTTLE SPINDLE KIT	2

Note: Spindle kit includes items 52, 58, 80 & 81.

52	AUC1358	£0.90	SCREW, throttle disc to spindle	4
53	WZX1320	£18.00	THROTTLE DISC KIT, plain disc	2

Note: Disc kit includes items 52, 80 & 81.

54	AUC1145	NCA	THROTTLE LEVER, front	1
	AUD2101	NCA	THROTTLE LEVER, rear	1
	WZX1140	£7.20	THROTTLE LINKAGE SUNDRIES KIT	2

Note: Sundries kit includes items 55, 56, 60 & 61.

55	AUC3464	£0.90	SCREW, fast idle adjustment	2
56	AUC2451	£1.00	SPRING	2
57	JZX1328	£10.30	LEVER, lost motion	2
58	AUD3323	£0.80	LOCK TAB	2
59	AUC1424	£2.80	PIVOT NUT	2
60	AUC3464	£0.90	SCREW, (throttle stop & idle adjustment)	2
61	AUC2451	£1.00	SPRING	2
62	WZX1336	£6.00	CHOKE SPRING KIT, front carburettor	1
	WZX1335	£6.00	CHOKE SPRING KIT, rear carburettor	1
66	AUD9004	NCA	LEVER & JET LINK, front	1
	AUD9005	NCA	LEVER & JET LINK, rear	1
	CUD2686	NCA	LEVER & JET LINK, front	1
	CUD2687	NCA	LEVER & JET LINK, rear	1
67	WZX1331	£12.20	PIVOT BOLT KIT	2
68	AUC1426	£11.30	BOLT, pivot	2
69	AUD2429	NCA	WASHER, anti rattle	2
70	AUC5032	£2.20	WASHER, spacing	2
71	AUC8473	£1.50	DISTANCE TUBE, inner	2
72	AUD2430	£2.20	DISTANCE TUBE, outer	2
73	AUD2433	£0.30	WASHER, spacing	2
74	AUC8456	NCA	CHOKE LEVER, front	1
	AUC1371	£7.10	CHOKE LEVER, rear	1
	AUD4410	NCA	CHOKE LEVER, front	1
	AUD4411	NCA	CHOKE LEVER, rear	1
80	ACA8014	£0.53	GASKET, carburettor to air filter	4
81	1G2624	£0.54	GASKET	6

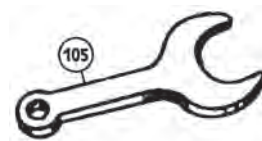
Note: For insulating blocks & heat shield, see Manifolds & Air Cleaners on page 156.

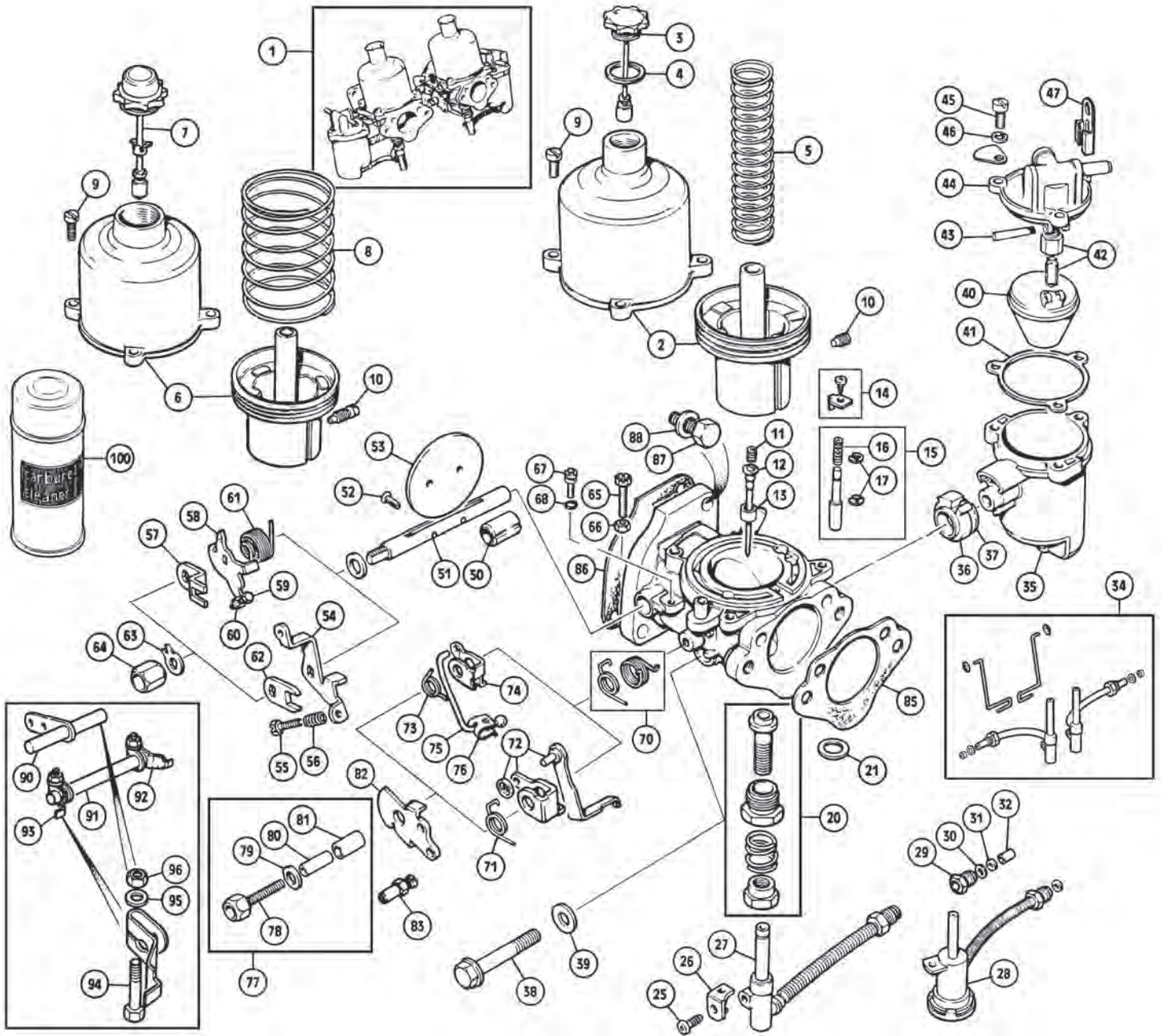
82	GHF202	£0.22	NUT, securing carburettor to manifold	4
83	GHF333	£0.30	WASHER, locking	4
90	AEA597	£11.70	LINK ROD & LEVER, throttle	1
91	AUC1457	£2.95	LINK ROD, choke	1
92	AUE587	£2.90	LOST MOTION LEVER ASSEMBLY	2 rear
93	AUE586	£2.90	LOST MOTION LEVER ASSEMBLY	2 front
94	AUC2694	£0.84	SCREW, (in lever)	4
95	AUC8396	£0.53	WASHER, plain	4
96	AJD8012Z	£0.30	NUT	4
97	ACC5062	£2.40	TRUNNION, accelerator cable	1
98	PWZ203	£0.19	WASHER, plain	1
99	GHF502	£0.22	SPLIT PIN	1
100	GHF300	£0.22	WASHER, plain, (cable locking)	1
101	GHF200	£0.22	NUT, (cable locking)	1
102	AUE34	£2.40	TRUNNION, (choke cable)	1
	GGL1011	£4.30	SPRAY CLEANER	a/r
	AUE810A	£4.20	GASKET KIT	2
	WZX1391	£4.80	FLOAT CHAMBER SUNDRIES KIT	2
	WZX1859X	£71.40	SERVICE KIT	1
	CRK101	£109.70	REBUILD KIT	1

**The Right Tools For The Job**

If you have ever noticed how difficult it is to find a spanner short enough, yet with jaws wide enough, to adjust the jet nut under the carburettor, then take heart from the knowledge that SU identified the problem and came up with a special spanner, AUD2693, for the task. While being short to allow sufficient clearance to rotate it under the carburettor, there is still enough leverage available through the handle for controlled, gentle movement of the jet nut. You may not need it now, but you'll certainly be glad of it when the occasion arises. Please see our website or Restoration Tools catalogue for full range of tools & workshop equipment.

105	AUD2693	£3.20	SPANNER, jet adjusting	1
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**HS4 SU Carburettors 1500cc (1975-79)**

**Carburettors 1500cc**  
(SU type HS4)

The carburettors fitted to Midget 1500cc's follow the same evolutionary changes as those fitted concurrently to the cars' stable-mate, the Spitfire 1500cc's. Unfortunately the change points are not really documented adequately for the Midget, so only very approximate dates can be given to show when the changes occurred (by working the dates out from the more concise Spitfire documentation). The best way to identify your carburettors, therefore, is to read the number on the aluminium tag attached to one of the float chamber lid screws. The number, suffixed by 'R' or 'F' (rear or front carburettor), will be AUD665, FZX1258, FZX1122 or FZX1327. If the tag numbers are missing or illegible, the following features may help identification of your carburettors:

AUD665	NCA	Flat damper piston cap (see item 2), with plain jets (see item 27)
FZX1258	NCA	Flat damper piston cap (see item 2), with 'Waxstat' (see item 28)
FZX1122	NCA	Raised damper piston cap (see item 6) 'LZX1313' moulded into cap, with 'Waxstat' jets (see item 28)
FZX1327	NCA	Raised damper piston cap (see item 6) 'LZX1506' moulded into cap, with 'Waxstat' jets (see item 28)

These original carburettor types have been replaced with items detailed below:

AUD665	NCA	1975 & early 1976 cars	Use AUD665T
FZX1258	NCA	Late 1976 & 1977 cars	Use AUD665T
FZX1122	NCA	1978 & most 1979 cars	Use FZX1327T
FZX1327	NCA	Very last 1979 cars	Use FZX1327T

ill.	Part Number	Price £ea.	Description	Req.	Details
	1	AUD665T £870.00	CARBURETTORS, HS4, new, pair (Supplied with plain jets).	1	
		FZX1327T £880.00	CARBURETTORS, HS4, new, pair (Supplied with 'Waxstat' jets).	1	
	2	LZX1968 NCA	SUCTION CHAMBER & PISTON	2	for AUD665 and FZX1258 carburettors
	3	AUC8114A £21.30	DAMPER PISTON	2	
	4	AUC2141 £0.50	WASHER, fibre	2	('sliding bush' type suction chamber)
	5	AUC4387 £8.50	SPRING, red, 4 1/2 oz. (1" dia.)	2	
	6	LZX1025 NCA	SUCTION CHAMBER & PISTON	1	for FZX1122 carbs ('ball bearing' suction chamber)
	7	LZX1313 NCA	DAMPER PISTON	1	
		LZX1523 NCA	SUCTION CHAMBER & PISTON	1	for FZX1327 carbs ('ball bearing' suction chamber)
		LZX1506 NCA	DAMPER PISTON	1	
	8	AUD4355 £4.70	SPRING, red, 4 1/2 oz. (2 1/4" dia.)	1	for FZX1122 & FZX1327 carbs
	9	JZX1394 £0.95	SCREW, chamber to body	6	
	10	AUD4251 £1.10	SCREW, needle guide securing	2	
	11	AUD3306 £0.90	SPRING	2	
	12	CUD1041 £17.30	NEEDLE, type ABT	2	for AUD665 & FZX1258 carbs
		NZX4013 £17.30	NEEDLE, type ADN	2	for FZX1122 & FZX1327 carbs
	13	AUD4288 £4.90	NEEDLE GUIDE	2	
	14	WZX1259 £5.40	PISTON GUIDE & SCREW SET	2	
	15	WZX1108 £5.50	PISTON LIFTING PIN KIT	2	
	16	AUC1151 £0.80	SPRING	2	If fitted
	17	AUD4150 £0.70	CIRCLIP, pin securing	4	
	20	WZX1442 £19.70	JET BEARING KIT	2	for AUD665 carburettors
		WZX1443 £19.10	JET BEARING KIT	2	for FZX1258, FZX1122 & FZX1327 carburettors

21	AUC8478	£1.26	WASHER, sealing, jet bearing	2	
25	AUD2104	£0.60	SCREW, jet to bracket	2	
26	AUD2427	NCA	BRACKET, jet to lever, front	1	for AUD665 carburettors
	AUD2428	NCA	BRACKET, jet to lever, rear	1	(standard jets)
27	AUD9451A	£23.90	JET ASSEMBLY, front, (0.090"), jet	1	for AUD665 carburettors
	AUD9450A	£23.90	JET ASSEMBLY, rear, (0.090"), jet	1	(standard jets)
28	LZX1323A	£50.50	JET ASSEMBLY, front, (0.090"), jet	1	for FZX1258 carburettors
	LZX1322A	£50.50	JET ASSEMBLY, rear, (0.090"), jet	1	(capstat jets)
	LZX1331	£50.50	JET ASSEMBLY, front, (0.090"), jet	1	for FZX1122 and FZX1327
	LZX1330	£50.50	JET ASSEMBLY, rear, (0.090"), jet	1	carburettors, (capstat jets)
29	AUD2129	£2.26	TUBE NUT, jet to float chamber	2	
30	AUD2193	£0.41	WASHER, (seal supporting)	2	
31	AUD2194	£1.26	SEAL, rubber	2	
32	AUD2195	£1.00	FERRULE, brass	2	
34	TT1459	£65.00	JET CONVERSION KIT	1	converts capstat jets to standard jets

65	AUC3464	£0.90	SCREW, (throttle stop & idle adjustment)	2	
66	AJD8014Z	£0.30	NUT, locking	2	for AUD665 carburettors
	AUC2451	£1.00	SPRING, (alternative to AJD8014Z nut)	2	(Alternative to AUC2451 spring).
67	JZX1180	NCA	SCREW (throttle stop & idle adjustment)	2	for FZX1258, FZX1122
68	AUD3586	£0.90	'O' RING	2	& FZX1327 carburettors
70	WZX1335	£6.00	CHOKE SPRING KIT, front	1	for AUD665 carburettors
	WZX1336	£6.00	CHOKE SPRING KIT, rear	1	
	WZX1338	£4.10	CHOKE SPRING KIT, rear	1	for FZX1258, FZX1122
	WZX1339	£6.00	CHOKE SPRING KIT, front	1	& FZX1327 carburettors
71	AUD2431	£2.20	SPRING, choke cam, front	1	
	AUD2432	£2.20	SPRING, choke cam, rear	1	for AUD665 carburettors
72	CUD3073	NCA	LEVER & JET LINK, front	1	
	CUD3072	NCA	LEVER & JET LINK, rear	1	
73	JZX1353	NCA	SPRING, choke cam, front	1	
	AUD4867	NCA	SPRING, choke cam, rear	1	

Note: If your car has Capstat type carburettors (FZX1258, FZX1122 or FZX1327) then read on. It's possible that your engine - when hot, dies on idle, or idles unevenly. If these maladies can be definitely traced back to the carburettors, our TT1459 'Capstat' conversion kit can be fitted. The kit replaces the dubious Capstat jets with standard items and also effects the necessary choke linkage changes. One kit services both carburettors.

Note: These cam springs are no longer available, use cam springs below.

35	AUC2140	NCA	FLOAT CHAMBER	2	
36	AUD2178	£9.20	ADAPTOR, float chamber, front	1	
	AUD2179	£9.20	ADAPTOR, float chamber, rear	1	
37	AUC1329	£2.30	WASHER, support	2	
38	AUD2891	£10.00	BOLT, flanged head	2	float chamber
	AUD3017	£3.60	BOLT, to mount float chamber	2	alternative to
	AUC1317	£0.90	WASHER, plain	2	item 38
39	AUC1318	£3.00	WASHER, rubber	2	
40	WZX1300	£14.40	FLOAT	2	
41	AUC8459A	£1.43	GASKET, float chamber lid	2	
42	WZX1101A	£11.40	NEEDLE & SEAT	2	(includes gasket item 41)
	GAC9201X	£9.10	GROSE JET, (superior valve design)	2	alternative to item 42
43	AUC1152	£0.60	PIN, float pivot	2	
44	AUE271	£72.00	FLOAT LID KIT, front	1	without overflow
	AUE268	£72.50	FLOAT LID KIT, rear	1	connection, for AUD665 & FZX1258 carburettors
	AUE272	NCA	FLOAT LID KIT, front	1	with overflow connection,
	AUE273	£72.00	FLOAT LID KIT, rear	1	for FZX1122 & FZX1327 carbs

	AUD2431	£2.20	SPRING, choke cam, front	1	
	AUD2432	£2.20	SPRING, choke cam, rear	1	
74	AUD4871	£11.10	LEVER, front	1	for FZX1258, FZX1122
	AUD4870	£11.10	LEVER, rear	1	& FZX1327 carburettors
75	WZX1357	£11.80	ROD LINK KIT, front	1	
	WZX1356	£11.80	ROD LINK KIT, rear	1	
	JZX1259	NCA	CLIP, rod link to jet	2	
77	WZX1331	£12.20	PIVOT BOLT KIT	2	
78	AUC1426	£11.30	BOLT, pivot	2	
79	AUC5032	£2.20	WASHER, spacing	2	
80	AUC8473	£1.50	DISTANCE TUBE, inner	2	
81	AUD2430	£2.20	DISTANCE TUBE, outer	2	
82	AUD4860	NCA	CHOKE LEVER, front	1	
	AUD4861	NCA	CHOKE LEVER, rear	1	
83	AUE34	£2.40	TRUNNION, choke cable	1	
85	12G2125	£0.46	GASKET, (carburettor to air filter)	4	
86	UKC2992	£0.94	GASKET*	4	(To mid 1977 only), see heatshields on page 157

Note: Float lid kits contain items 40, 42 & 43.

\*Note: Carburettor to heat shield and heat shield to manifold.

45	JZX1394	£0.95	SCREW, float lid	6	
46	WL700101	£0.25	WASHER, locking	6	
47	AUC1215	£3.60	BAFFLE, float lid	2	if fitted
50	AUD3080	£3.90	STEEL INSERT, throttle shaft bush	a/r	
51	WZX1177	£17.50	THROTTLE SPINDLE KIT	2	

Note: Spindle kit also contains items 52, 63, 85 & 86.

87	SH505091	£1.26	SCREW, carburettor to manifold	4	
88	GHF332	£0.40	WASHER, locking	4	
90	UKC3009	NCA	LINK ROD & LEVER, throttle	1	
91	TT9911	£3.65	LINK ROD, choke	1	
92	AUE586	£2.90	LOST MOTION LEVER, front	2	
93	AUE587	£2.90	LOST MOTION LEVER, rear	2	
94	AUC2694	£0.84	SCREW, in lever	4	
95	AUC8396	£0.53	WASHER, plain	4	
96	AJD8012Z	£0.30	NUT	4	
100	GGL1011	£4.30	SPRAY CLEANER, aerosol, 400ml	a/r	
	AUE811A	£5.50	GASKET KIT, services one carburettor	2	(Kit includes 21, 30, 31, 41, 85, 86).

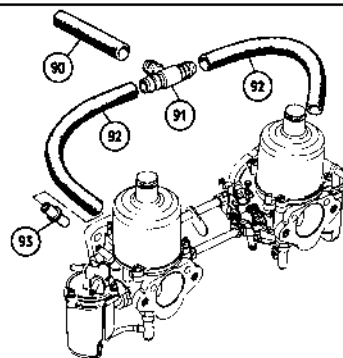
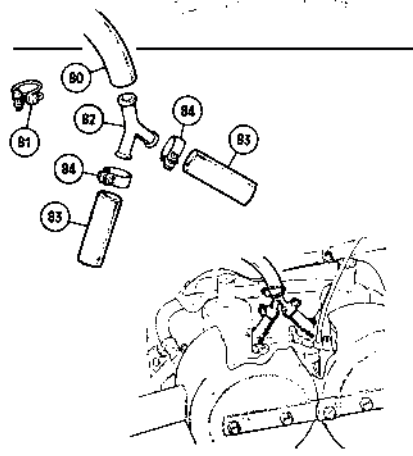
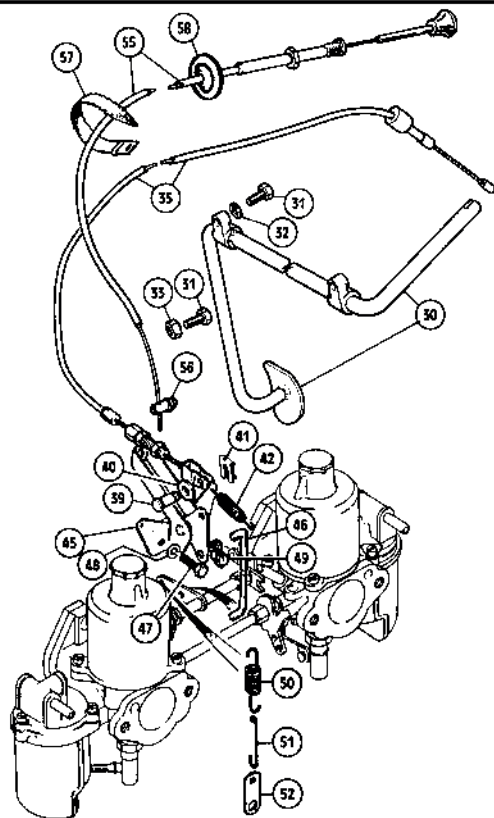
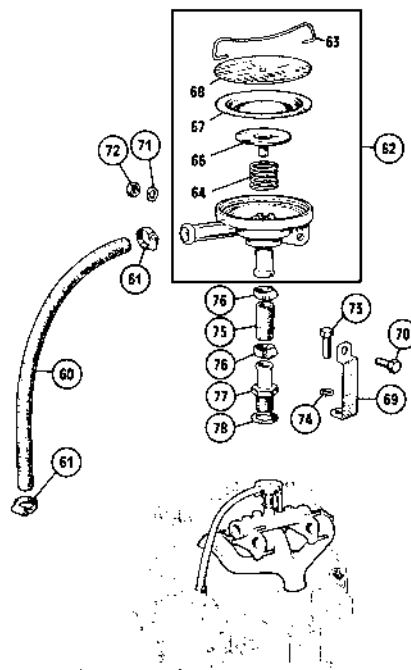
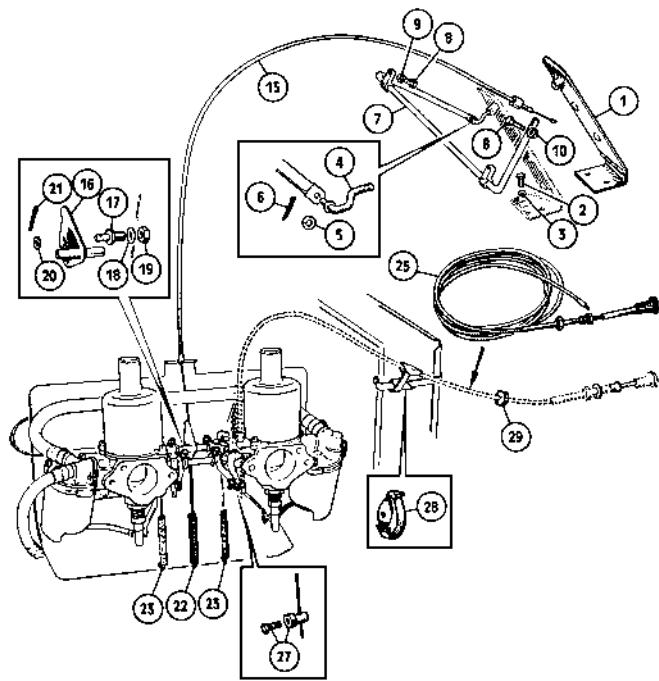
52	AUC1358	£0.90	SCREW, throttle disc to spindle	4	
53	WZX1323	£13.40	THROTTLE DISC KIT, plain disc	2	for AUD665 carburettors
	WZX1385	£47.10	THROTTLE DISC KIT (Disc fitted with overrun valve).	2	for FZX1258 carburettors
	WZX1225	£16.90	THROTTLE DISC KIT (Disc fitted with overrun valve).	2	for FZX1122 & FZX1327 carburettors
	WZX1323	£13.40	THROTTLE DISC KIT, plain disc	2	replacement, if desired for valve type disc

Note: Disc kits also contain items 52, 85 & 86.

	WZX1391	£4.80	FLOAT CHAMBER SUNDRIES KIT	2	(Kit for one carburettor 30, 31, 37, 41, 43, 45, 46).
	WZX1852X	£47.90	SERVICE KIT, for front carb only	1	for AUD665 carburettors
	WZX1853X	£47.90	SERVICE KIT, for rear carb only	1	(Kit includes 3, 27, 41, 42, 85, 86).
	WZX1890X	£69.60	SERVICE KIT, for front carb only	1	for FZX1258 carburettors
	WZX1889X	£69.60	SERVICE KIT, for rear carb only	1	(Kit includes 3, 28, 41, 42, 85, 86).

54	AUD4863	NCA	THROTTLE LEVER, front	1	
	AUD4862	NCA	THROTTLE LEVER, rear	1	
55	AUC3464	£0.90	SCREW, fast idle adjustment	2	for AUD665
56	AUC2451	£1.00	SPRING, alternative to AJD8014Z nut	2	carburettors
	AJD8014Z	£0.30	NUT, locking	2	(Alternative to AUC2451 spring).
57	AUD3518	£11.10	LEVER, lost motion	2	
58	JZX1179	NCA	THROTTLE LEVER, front	1	
	JZX1178	NCA	THROTTLE LEVER, rear	1	for FZX1258, FZX1122
59	HMP290009	NCA	SCREW, (fast idle adjustment)	2	& FZX1327 carburettors
60	AJD8014ZX	NCA	SPIRE NUT, (screw to throttle lever)	2	
61	JZX1299	£3.70	SPRING, throttle return, front	1	for FZX1258, FZX1122
	JZX1298	£3.80	SPRING, throttle return, rear	1	& FZX1327 carburettors
62	JZX1328	£10.30	LEVER, lost motion	2	
	WZX1140	£7.20	THROTTLE LINKAGE SUNDRIES KIT (Contains 25, 26, 55, 56, 65, 66).	2	for AUD665 carburettors
	WZX1156	NCA	THROTTLE LINKAGE SUNDRIES KIT (Contains 59, 67, 68).	2	for FZX1258, FZX1122 & FZX1327 carburettors
63	AUD3323	£0.80	LOCK TAB	2	
64	AUC1424	£2.80	PIVOT NUT	2	

	WZX1849X	£118.40	SERVICE KIT, for both carbs	1	for FZX1122 & FZX1327 carburettors
	GAC6155X	£113.10	REBUILD KIT, services both carburettors	1	for AUD665 carburettors
	GAC6166X	£166.20	REBUILD KIT, services both carburettors	1	for FZX1258 carburettors
	GAC6167X	£165.40	REBUILD KIT, services both carburettors	1	for FZX1122 & FZX1327 carburettors



**Engine Controls & Emission System**

**Engine Controls 1275cc**

(G-AN4, G-AN5, H-AN9, H-AN10, A-AN10)

ill.	Part Number	Price £ea.	Description	Req.	Details
1	AHA6256	£10.90	PEDAL, throttle	1	
2	SH604041	£0.41	SCREW, pedal hinge to floor	2	
3	GHF331	£0.38	WASHER, locking	2	
4	AHA6255	£21.00	LINK, pedal	1	
5	GHF300	£0.22	WASHER, plain	1	
6	GHF500	£0.22	SPLIT PIN	1	
7	2A2077	NCA	CROSS SHAFT	1	
8	SH604071	£0.72	SCREW, (shaft to bulkhead & throttle stop)	3	
9	GHF331	£0.38	WASHER, locking	2	

10	JN2107	£0.43	NUT, locking, (throttle stop screw)	1	
15	AHA5746	£7.50	CABLE, throttle	1	
16	AEA597	£11.70	THROTTLE LINK & LEVER, carburettors	1	
17	ACC5062	£2.40	TRUNNION, throttle cable	1	
18	GHF300	£0.22	WASHER, plain	1	
19	GHF200	£0.22	NUT	1	
20	PWZ203	£0.19	WASHER, plain	1	
21	GHF502	£0.22	SPLIT PIN	1	
22	AEA602	£1.50	RETURN SPRING, centre, (long)	1	
23	AEC2075	£1.30	RETURN SPRING, side, (short)	2	
25	AHA7748	£13.20	CABLE ASSEMBLY, choke	1	] G-AN4, To G-AN5-147530, ] H-AN9, H-AN10, A-AN10 ] G-AN5-147531 On
	CHA288	£13.20	CABLE ASSEMBLY, choke	1	
27	AUE34	£2.40	TRUNNION & SCREW, choke cable	1	
28	13H6107	£2.26	CLEAT, (choke cable to heater case clip)	1	
29	RFN303	£0.80	GROMMET, (choke cable through bulkhead)	1	

**Engine Controls 1500cc**  
(G-AN6)

30	CHA494	£67.20	PEDAL, throttle, (with cross shaft)	1	
31	SH604071	£0.72	SCREW, (shaft to bulkhead & throttle stop)	3	
32	GHF331	£0.38	WASHER, locking	2	
33	JN2107	£0.43	NUT, locking, (throttle stop screw)	1	
35	CHA405	£14.80	CABLE, throttle	1	
39	BHA5357	£2.05	CLEVIS PIN, cable to lever	1	
40	PWZ203	£0.19	WASHER, plain	1	
41	BHA5358	£0.94	CLIP, clevis pin	1	
	PJ8504	£1.43	CLEVIS PIN, cable to lever	1	} alternative to 39-41
	PWZ203	£0.19	WASHER, plain	2	
	GHF500	£0.22	SPLIT PIN	1	
42	145197	£1.90	RETURN SPRING, cable linkage*	1	(1975 to early 1976)

\*Note: The return spring became redundant in 1976 upon the introduction of 'Capstat' carburettors (which already had an integral return spring).

45	UKC5374	NCA	BRACKET, throttle linkage & bellcrank	1	} (1975-78 approximately)
46	UKC3272	NCA	LINK ROD, (bellcrank to carburettor)	1	
	UKC9225	NCA	BRACKET, throttle linkage & bellcrank	1	} (1979 approximately)
	UKC6268	NCA	LINK ROD, (bellcrank to carburettor)	1	
47	SH504051	£0.50	SCREW, bracket to inlet manifold	2	
48	GHF331	£0.38	WASHER, locking	2	
49	153957	£2.30	CLIP, (link rod to bellcrank)	1	
50	153953	NCA	SPRING, throttle return	1	
51	143747	£1.80	LINK ROD, spring to bracket	1	
52	UKC3281	NCA	BRACKET	1	} (1975-78 approximately)
	UKC9193	NCA	BRACKET	1	
55	CHA288	£13.20	CABLE ASSEMBLY, choke	1	
56	AUE34	£2.40	TRUNNION & SCREW, choke cable	1	
57	13H6107	£2.26	CLEAT	1	} choke cable to heater } case clip
				1	
58	RFN303	£0.80	GROMMET	1	} choke cable through } bulkhead
				1	

**Sticking Throttle?**

Once you have lubricated the throttle pedal pivot and carburettor linkage, oiled the dashpots, then checked to make sure that the return springs are still where they should be and have not broken, you will have whittled away the possible causes of a sticking throttle to leave just two: a sticking carburettor (due to jet misalignment, ingress of dirt, etc.) or the throttle cable. The second of these is the more likely and may come about in one of the following manners. The inner cable may be frayed, the debris from which is inhibiting the inner cable's movement in side the outer cable or sheath. If this is the case, the cable is undoubtedly on the way out and needs replacement. Corrosion may have taken place or somehow foreign matter may have got inside the outer cable; either of these require the same cure - a good clean and lubrication. A kink or too tight a curve in the route of the cable will also cause sticking; re-routing the cable is an easy enough task, but a kinked cable may prove to be the better of you. One last reason for a sticking cable is a damaged or missing earth lead from the engine to the chassis; the engine is obviously insulated from the chassis by its rubber mountings, so if it cannot earth itself through the braided earth lead, it will try to find another way. The easiest route is through the throttle cable, this item is not substantial enough to take the load and will heat up, expand and partly or completely seize itself. In extreme circumstances, the outer and inner cables may become welded together. Incidentally, another route taken by the electricity may be the fuel supply pipe(!), so if an errant earth lead is suspected, sort it out immediately. Finally, if the cable isn't the cause of your sticking throttle, you are probably about to indulge in some patient, careful fiddling with the carburettors. Good luck.

**Cable End Maintenance**

Everybody who has ever tried to 'rethread' a pre-used multi-strand throttle or choke cable into its attachment on the carburettor linkage will know how difficult it is, as the previously clamped and distorted strands of wire unravel themselves. There's always one strand which won't go through the hole! A simple remedy is at hand. Having trimmed the end of the cable (check that by so doing you are not over shortening it) with suitable high grade cutters, take your flux, solder and soldering iron and lightly 'tin' the last inch or so of the cable. Running just enough solder into the strands will hold them together quite permanently.

**Emission Controls 1275cc (1967 to mid-1968)**

(All 12CC engine nos.; 12CE/Da/H101 to 3200, plus 3301 to 3400)

60	BAU5065M	£10.00	HOSE, breather	1	(Timing cover separator to breather control valve).
61	GHC11022	£2.30	CLIP, hose to separator & valve	2	
62	13H5191	£78.00	VALVE ASSEMBLY, breather control	1	
63	27H7760	£1.75	CLIP, cover	1	
64	27H7756	NCA	SPRING	1	
66	149342	£6.00	PLUNGER SUB-ASSEMBLY	1	
67	27H7758	£5.00	DIAPHRAGM	1	
68	27H7759	£4.40	COVER	1	
69	12G1654	£3.85	SUPPORT BRACKET, valve to manifold	1	
70	GHF117	£0.30	SCREW, valve to support bracket	1	
71	GHF331	£0.38	WASHER, locking	1	
72	GHF200	£0.22	NUT	1	
73	SH504051	£0.50	SCREW, (support bracket to manifold)	1	

74	GHF331	£0.38	WASHER, locking	1	
75	12H1407	£1.60	HOSE, valve to adaptor	1	
76	GHC11022	£2.30	CLIP, hose to valve & adaptor	2	
77	12H1405	£9.30	ADAPTOR, hose to manifold	1	
78	1B3664	£0.50	WASHER, sealing	1	

**Emission Controls 1275cc (mid-1968 to 1974)**

(12CE/Da/H3201 to 3300, plus 3401 onwards; all 12V engine nos.)

80	BAU5065M	£10.00	HOSE, breather	1	} timing cover separator } to 'Y' piece
				1	
81	GHC11022	£2.30	CLIP, hose to separator & 'Y' piece	2	
82	12G2134	£3.40	'Y' PIECE	1	
83	LLH10056	£2.50	HOSE, breather	2	'Y' piece to carburettor
84	GGT1117X	£1.57	CLIP	4	hose to 'Y' piece & carb

**Emission Controls 1500cc**

(G-AN6)

90	154220	£1.60	HOSE, breather	1	rocker cover to 'T' piece
91	UAM1600	£6.30	'T' PIECE	1	
92	154935	£5.40	HOSE, breather	2	'T' piece to carburettor
93	154934	£1.68	ADAPTOR	2	breather hose to carb

**Breathing Problems**

An engine needs to breathe, not just through the cylinder head ports, but also from the block. A certain amount of gas compression will always reach the lower part of the block through various routes; on older cars this undesirable pressure build up was dispensed with through a pipe which simply vented to the atmosphere underneath the car. By the mid 1960's, however, it was becoming recognised that obnoxious mixtures and fumes really shouldn't be simply let loose, the easiest method of containing them being to recycle them through the induction system. This could also provide the added bonus of helping to pre-heat the fuel/air charge, just as it entered the engine. Several different methods of closed circuit breathing were designed, essentially two of which are itemised above. It is necessary to keep the breathing system operational, if for no other reason than to stop oil leaks from engine seals when the crankcase pressure becomes too great.

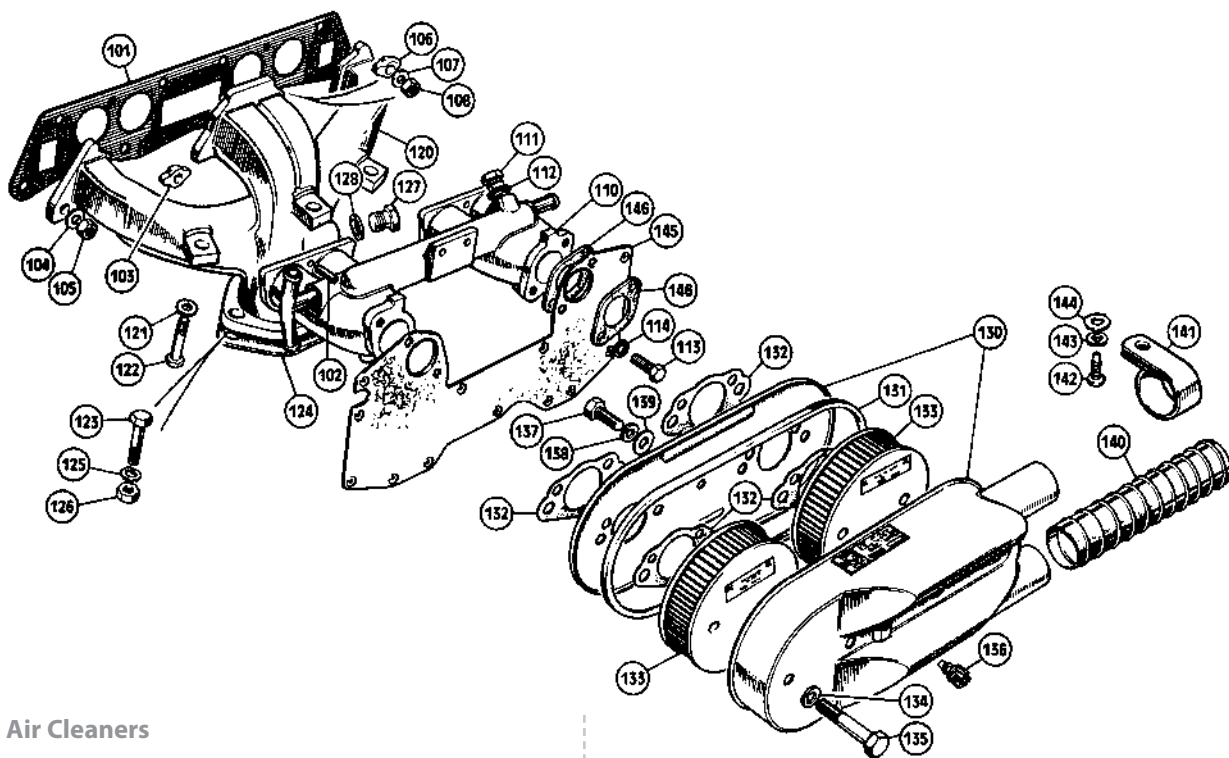
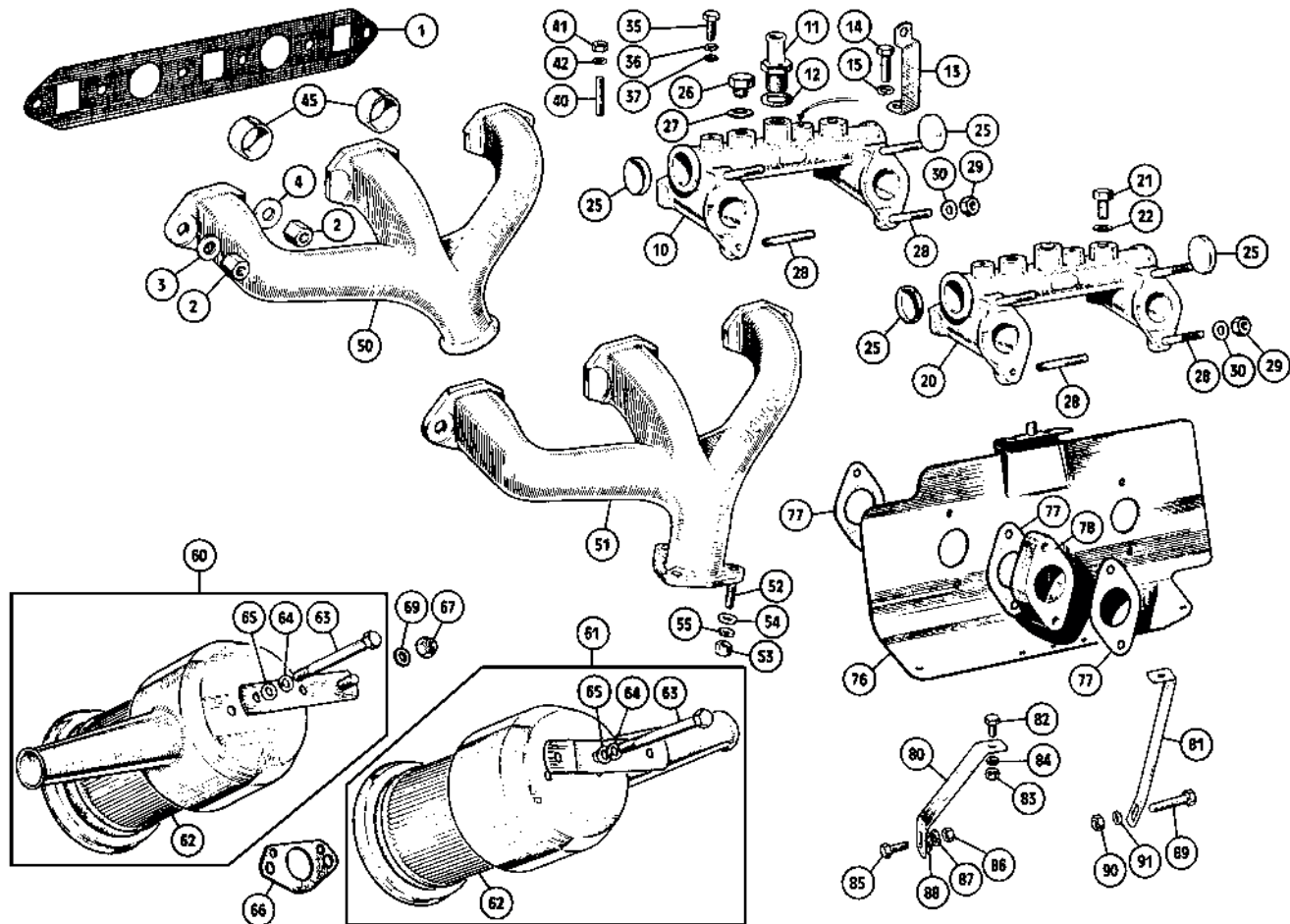
Periodically, breather hoses should be checked for blockages - usually in the form of a black congealed mixture of carbon deposits and oil. The same may be said for any filters or separators in the system, for example the separator 'can' on the timing cover of 1275cc engines and also the oil filler cap on the same engine (the oil filler cap is also a gauze filter-filled venting device, which is why it should be changed every 12,000 miles).

Finally, and contrary to the statement above on the 1275cc unit, the 1500cc engine should not vent through the filler cap: this would amount directly to an air leak in the induction system, resulting in rough running or at worst an uncontrollable throttle (and/or melted exhaust valves!). Take care to only fit the correct non-vented filler cap (part nos. GZC1400). If you wish to replace the rocker cover on your 1500cc engine with an alloy equivalent, make sure before you buy it that it is either supplied with, or capable of taking a non-vented cap.

**Kangaroo Petrol - or Worse ?**

A worried Scandinavian owner rang his UK based parts specialist one day with the complaint that he could not drive his car slowly over the bumpy woodland roads typical of his country without it behaving 'like it was a kangaroo'. He had done everything to his car including fitting stronger front road springs and harder dampers in a vain attempt to relieve the problem. It was eventually solved by the use of a pair of new carburettor throttle return springs to replace very tired old ones. Every time he had driven over a bump, his foot had pushed down on a very light throttle pedal; he reacted by lifting his foot, the car slowed down and he instinctively pressed the accelerator down, whereupon the whole disconcerting process began again. Increasing the pedal pressure of the accelerator by fitting new return springs was just enough, as the car's designers had intended, to damp out the see-saw effect and resolve the owner's 'kangaroo petrol' problem.

Incidentally, tired engine mountings which allow the engine to rock sideways excessively under acceleration or braking will cause the throttle cable to tighten or slacken off, resulting in similar staccato progress down the road (although not so marked as that caused by a 'soft pedal').



**Manifolds & Air Cleaners**

**Manifolds 1275cc**

(All G-AN4, G-AN5, H-AN9, H-AN10 and A-AN10 models)

Note: Please see the Accessories section for performance parts.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	AJM601	£2.40	GASKET, manifolds	1	
2	GHF261	£0.47	NUT, brass, (manifolds to head)	6	
3	GHF301	£0.24	WASHER, plain	2	exhaust manifold to head
4	12A1211	£0.90	WASHER, manifolds to head	4	
10	AUE1020	£275.00	MANIFOLD, inlet*	1	

(\*With tapped boss for closed circuit breather control valve).

**Manifolds 1275cc (Continued)**

Ill.	Part Number	Price Eea.	Description	Req.	Details
11	12H1405	£9.30	ADAPTOR, breather control valve	1	All 12CC, To
12	1B3664	£0.50	WASHER, sealing	1	12CE/Da/H3200,
13	12G1654	£3.85	BRACKET, breather control valve	1	From 12CE/Da/H3301
14	SH504051	£0.50	SCREW, bracket to manifold	1	To 12CE/Da/H3400
15	GHF331	£0.38	WASHER, locking	1	
20	AUE1020	£275.00	MANIFOLD, inlet* (*Less tapped boss for closed circuit breather control valve).	1	12CE/Da/H3201 To 12CE/Da/H3300,
21	53K1452	NCA	SCREW, blanking	1	12CE/Da/H3400 On,
22	ARH517	£0.30	WASHER, sealing	1	all 12V units
25	AEA635	£1.40	CORE PLUG	2	
26	ADP210	£6.60	PLUG, threaded	2	
27	1B3664	£0.50	WASHER, sealing	1	
28	CHS2620	£1.80	STUD, (carburettor mounting)	4	
29	GHF202	£0.22	NUT	4	
30	GHF333	£0.30	WASHER, locking	4	
35	SH504041	£0.47	SCREW, (heater pipe clip to inlet manifold)	1	
36	GHF331	£0.38	WASHER, locking	1	To 12CC/Da/H3628
37	GHF300	£0.22	WASHER, plain	1	
40	TE504081	NCA	STUD, heater pipe clip to inlet manifold	1	
41	GHF200	£0.22	NUT	1	12CC/Da/H3629 On,
42	GHF331	£0.38	WASHER, locking	1	all 12CE and 12V
45	12G297	£1.43	SLEEVE, (inlet manifold to head)	2	
50	12G420	£176.60	MANIFOLD, exhaust	1	all G-AN4, up to G-AN5-139772 G-AN5-139773 On
51	12G1581	NCA	MANIFOLD, exhaust	1	
52	CHS2513	£1.36	STUD, (exhaust manifold to down pipe)	3	
53	GHF261	£0.47	NUT, brass	3	
54	12A1211	£0.90	WASHER, plain	3	
55	GHF332	£0.40	WASHER, locking	3	

**Air Cleaners & Heat Shields 1275cc**

60	AHA8419	NCA	AIR CLEANER ASSEMBLY, front	1	
61	AHA8420	NCA	AIR CLEANER ASSEMBLY, rear	1	
62	GFE1004	£4.80	ELEMENT, air cleaner	2	
63	BH505361	£1.26	BOLT, (air cleaner to carburettor)	4	
64	GHF332	£0.40	WASHER, locking	4	
65	GHF301	£0.24	WASHER, plain	4	
66	ACA8014	£0.53	GASKET, (air cleaner to carburettor)	2	
67	GHF222	£0.55	NUT, nyloc, (air cleaner straps)	1	
69	PWZ205	£0.30	WASHER, plain	1	
	12G485	£26.10	HEAT SHIELD, carburettors	1	(To approx. Dec 1967 )
76	12G1460	£15.00	HEAT SHIELD, carburettors	1	(From approx. Dec 1967)
77	1G2624	£0.54	GASKET*	6	
			(*Manifold to heat shield and heat shield to insulating block & insulating block to carburettor).		
78	AEA586	£24.40	INSULATING BLOCK	2	
80	AE557	£10.50	BRACKET, heat shield, front	1	
81	AE558	£14.20	BRACKET, heat shield, rear	1	
82	SH604051	£0.30	SCREW, bracket to heat shield	2	
83	GHF200	£0.22	NUT	2	
84	GHF331	£0.38	WASHER, locking	2	
85	SH604071	£0.72	SCREW, (front bracket to timing cover)	1	
86	GHF200	£0.22	NUT	1	(From approx. Dec 1967)
87	GHF331	£0.38	WASHER, locking	1	
88	GHF300	£0.22	WASHER, plain	1	
89	BH605151	£1.10	BOLT, (rear bracket to engine back plate)	1	
90	GHF222	£0.55	NUT, nyloc	1	
91	GHF301	£0.24	WASHER, plain	1	

**Under Bonnet Decals**

In many sections of this catalogue may be found information on engraved or printed plates and decals applied to components and cars when they were manufactured. As a delightful finishing touch to a painstaking restoration they are unsurpassed; much research has been put in by the people who now reproduce these items to ensure total accuracy. With MG & Austin Healey being amongst the most comprehensively served marques in the classic car parts market place, just about every decal or plate your car was fitted with has now been reproduced - for example, the 'Coopers' transfers and decals for 1275cc air cleaner assemblies.

CRTR202A	£3.50	TRANSFER, 'Coopers', front air box	1	
CRTR202B	£2.40	TRANSFER, 'Coopers', rear air box	1	(To approx. 1971)
CRST119	£1.60	DECAL, 'Unipart', (both air boxes)	2	(From approx. 1971)

**Manifolds 1500cc**

(All G-AN6 models)

101	AJM681	£5.60	GASKET, manifolds	1	
102	DS2512	NCA	ROLL PIN, (locating inlet manifold)	2	
103	058258	£8.00	CLAMP, small	4	on upper mounting studs

104	WP20X	£0.30	WASHER, plain	6	on upper & lower outer
105	100498	£1.43	NUT	6	mounting studs
106	137845	£5.10	CLAMP, large	2	on lower inner
107	WP20X	£0.30	WASHER, plain	2	mounting studs
108	CHA360	£2.26	NUT	2	
110	RKC723	£174.00	MANIFOLD, inlet	1	
111	ADP210	£6.60	BLANKING PLUG	1	
112	AA836	£0.90	WASHER, fibre	1	
113	SH505101	£0.79	SCREW, (carb & heat shield to manifold)	4	
114	GHF332	£0.40	WASHER, locking	4	
120	RKC5011	NCA	MANIFOLD, exhaust	1	
121	GHF332	£0.40	WASHER, locking	2	
122	BH505141	£1.04	BOLT, (exh. manifold to inlet manifold)	2	
123	GHF106	£0.53	BOLT, (exh. manifold to down pipe)	3	
124	GEG718	£3.70	GASKET, (manifold to down pipe)	1	
125	GHF333	£0.30	WASHER, locking	3	
126	CHA471	£0.84	NUT, special	3	
127	ADP212	£3.55	PLUG, exhaust manifold	1	
128	AEC699	£1.90	WASHER, sealing	1	

**Air Cleaners and Heat Shields 1500cc**

130	TKC1570	NCA	AIR BOX ASSEMBLY, 'Rover Triumph'	1	(To Late 1978)
	RKC4165	NCA	AIR BOX ASSEMBLY, 'BL cars'	1	(From Late 1978)
131	141648	£2.86	SEAL, back plate	1	
132	12G2125	£0.46	GASKET	2	
133	GFE1063	£6.96	AIR FILTER	4	
134	GHF332	£0.40	WASHER, locking	4	
135	BH505181	£1.04	BOLT, (air box to carburettors)	4	
136	623313	£1.04	CLIP, (pipe)	1	for 'Rover Triumph' air box
	626960	NCA	CLIP, (pipe)	1	for 'BL cars' air box
137	SH604041	£0.41	SCREW	1	
138	GHF331	£0.38	WASHER, locking	1	
139	GHF300	£0.22	WASHER, plain	1	
140	616012	£15.40	AIR HOSE, (23.5" long)	2	
141	603185	NCA	CLIP, hose to front panel	2	
142	BHH1719	NCA	SCREW, (hose clips to front panel platform)	1	(From approx. 1976)
143	GHF331	£0.38	WASHER, locking	1	
144	GHF300	£0.22	WASHER, plain	1	
145	CHA501	NCA	HEAT SHIELD, carburettors	1	to mid 1977
	UKC8372	£15.60	HEAT SHIELD, carburettors*	1	
			(*Note: Does not require gaskets).		
	UKC8372Z	£7.20	HEAT SHIELD, carburettors, aftermarket	1	
	UKC8372SS	£24.00	HEAT SHIELD, carburettors, s/steel	1	from mid 1977
146	UKC2992	£0.94	GASKET	4	for original heat shield (Carb to heat shield and heat shield to manifold).

**Using Sports Air Filters & Exhausts**

In the Accessories section you will find K&N Sports air filters & Sports Exhausts that are intended to provide easy, cost effective improvements to the performance of your car. The accent is on 'intended', because on a large number of vehicles so fitted, the only positive improvement is to the appearance of the engine bay. In fact, if the knock on effects of these potentially more efficient parts have not been recognised and the appropriate steps taken, the result may be a car which doesn't 'go any faster' but uses more fuel and runs badly.

As any engine tuning guru will relate, the majority of modifications are based around the principle of increasing power by getting better gas flow through the engine; more fuel/air charge enters, while the exhaust gases can leave more easily, creating a better 'scavenge' effect to help to draw the new charge into the cylinders. Given better than standard gas flow through the use of (say) K&N air filters and maybe a tubular exhaust manifold, the carburettors will need tweaking to ensure that the fuel/air ratio of the charge remains correct. Potentially increased air flow into the system results in a need for a corresponding increase in fuel, otherwise the engine will run lean (causing poor economy, rough running or more detrimental effects on the pistons & valves).

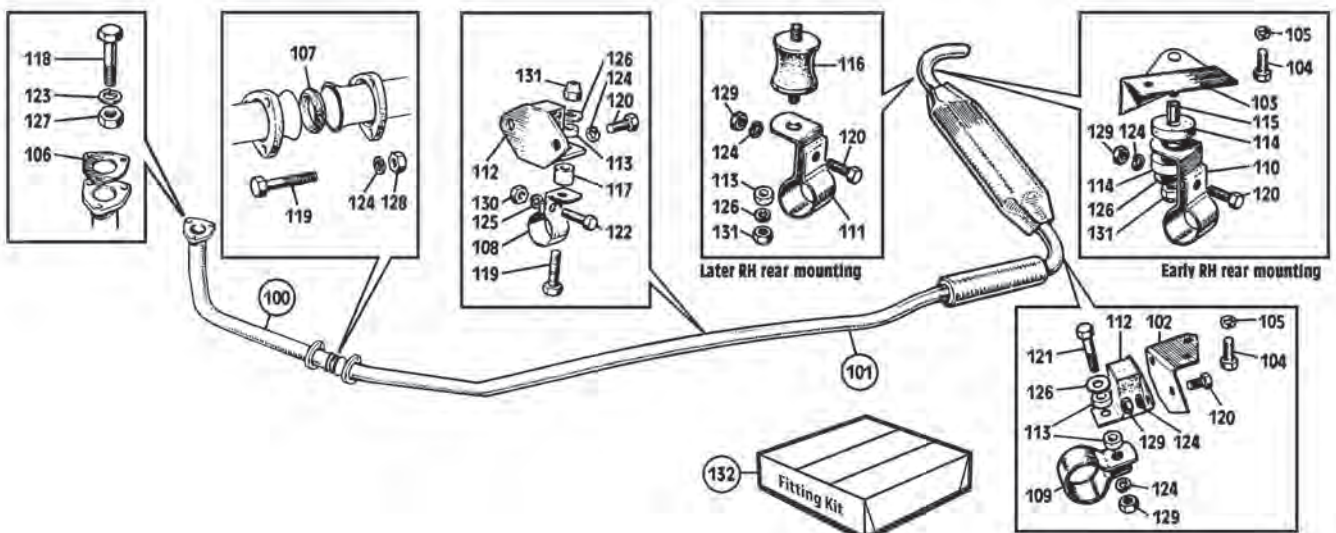
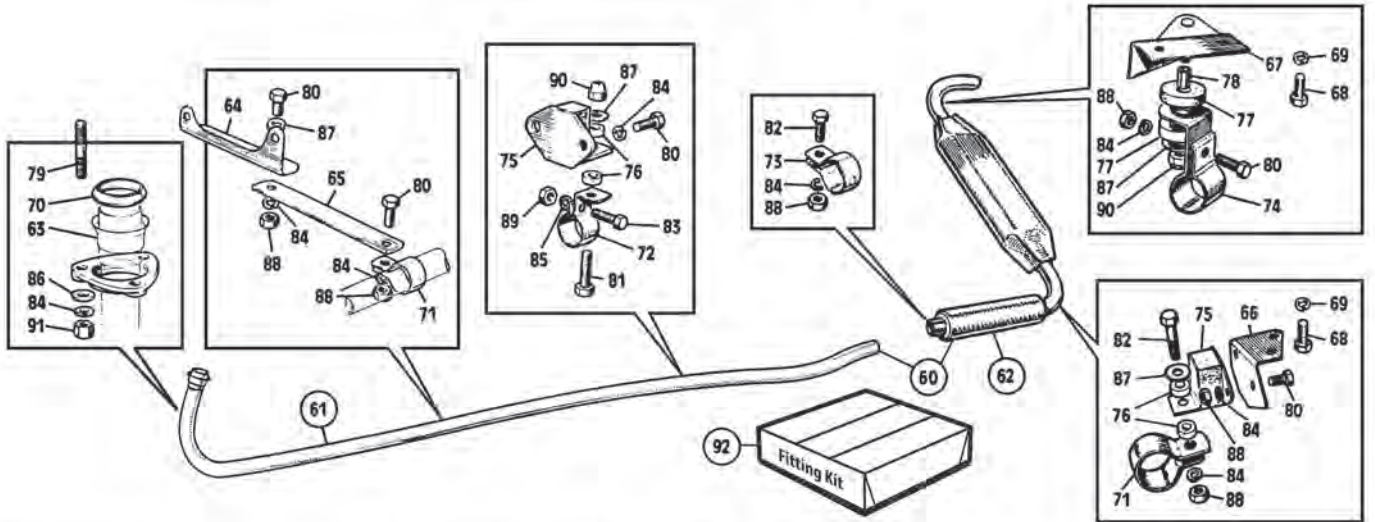
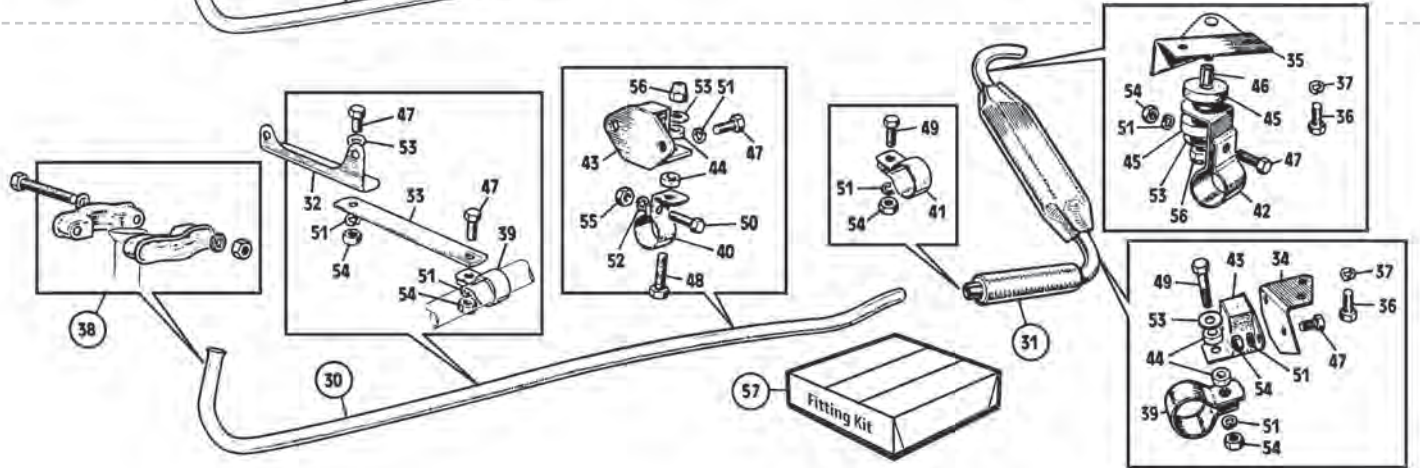
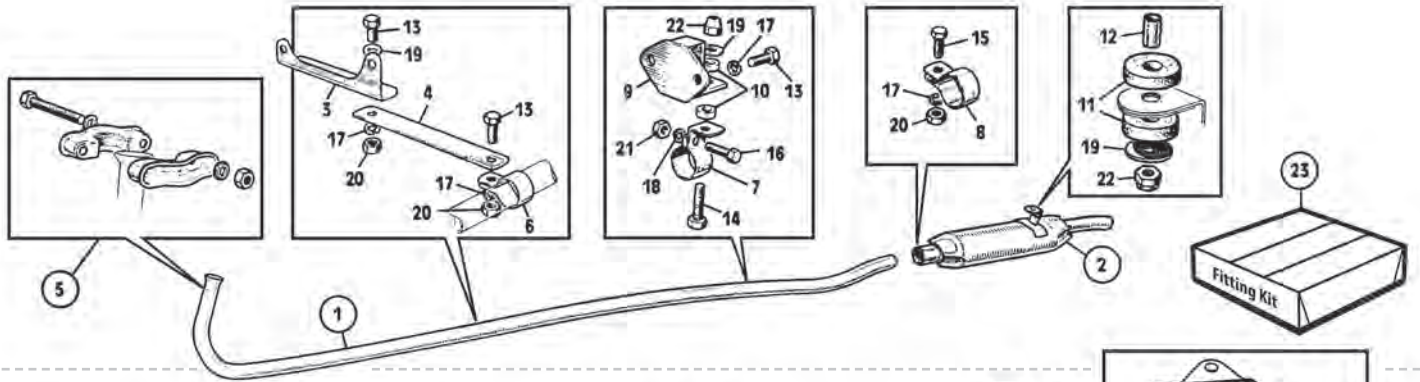
In order to increase the fuel flow to match the air flow, simply winding down the jet nut on the carburettor by a few flats is usually not sufficient. A change of carburettor needle to one with a richer profile is required; only then can the fine adjustment be carried out on the carburettor to find its optimum setting. Suggestions for non-standard carburettor needles are given here (needles are sold individually, by the way, plus you will need to know on 1275cc cars whether your carburettors use fixed or biased/sprung needles). If you wish to experiment, the needle chart booklet (ALT9501), detailing the full range of SU needles and their profiles, would be very useful.

**1275cc Models**

AUD1242	£16.00	NEEDLE, fixed type H6	2	K&N filters
CUD1012	£17.30	NEEDLE, biased type AAN	2	
AUD1242	£16.00	NEEDLE, fixed type H6	2	K&N filters & exhaust
CUD1014	£17.30	NEEDLE, biased type AAQ	2	
CUD1014	£17.30	NEEDLE, biased type AAQ	2	K&N filters
ALT9501	£10.00	BOOKLET, needle chart	a/r	

**1500cc Models**

CUD1011	£17.30	NEEDLE, biased, type AAM	2	K&N filters & exhaust
ALT9501	£10.00	BOOKLET, needle chart	a/r	





**Exhaust System**

**Type 1: 1275cc 'Single Box' System**

RHD Specification, 1967-69, (G-AN4; H-AN9)

Ill.	Part Number	Price £ea.	Description	Req.	Details
UK cars used a 'single box' system with flared front pipe from 1967-69 inclusive. However, a few cars in this period had the 'cross box' (Type 2) system, particularly near the end of 1969.					
1	GEX1306	£37.00	FRONT PIPE, mild steel	1	
	BSAN290	£59.40	FRONT PIPE, stainless steel	1	
2	GEX3365	£33.90	SILENCER, mild steel	1	
	BSAN233	£90.00	SILENCER, stainless steel	1	
3	GEX7153	£7.50	BRACKET, gearbox	1	
4	GEX7154	£2.10	STRAP, bracket to front pipe	1	
5	GEX7049	£4.30	CLAMP, manifold to front pipe	1	
6	GEX7072	£5.00	CLAMP, front pipe to strap	1	
7	GEX7073	£5.00	CLAMP, intermediate mounting	1	
8	GEX7074	£5.00	CLAMP, system joint	1	
9	GEX7155	£4.50	MOUNTING, intermediate	1	
10	AHC442	£1.00	WASHER, insulation	2	
11	GEX7151	£0.90	BUSH, rubber	2	
12	GEX7152	£1.60	DISTANCE TUBE	1	
13	SH605071	£0.64	SCREW, (5/16" UNF x 7/8")	4	
14	SH605101	£0.89	SCREW, (5/16" UNF x 1 1/4")	1	
15	SH605121	£1.40	SCREW, (5/16" UNF x 1 1/2")	1	
16	SH604071	£0.72	SCREW, (1/4" UNF x 7/8")	1	
17	GHF332	£0.40	WASHER, locking, (5/16")	5	
18	GHF331	£0.38	WASHER, locking, (1/4")	1	
19	PWZ205	£0.30	WASHER, plain, (5/16")	3	
20	GHF201	£0.17	NUT, (5/16" UNF)	3	
21	GHF200	£0.22	NUT, (1/4" UNF)	1	
22	GHF222	£0.55	NUT, nyloc, (5/16" UNF)	2	
23	HMP815003	£32.20	FITTING KIT, type 1 system	1	(Includes items: 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22).

**Type 2: 1275cc 'Cross Box' System**

Non-North American LHD Specification, 1967-72 (G-AN4; up to G-AN5-139136; H-AN9)

RH Steering Specification, 1970-72 (G-AN5-74886 to 139136; H-AN10; A-AN10)

The 'cross box' system with flared front pipe to manifold joint was used on European cars between 1967 and 1972 inclusive (only Midgets from 1970, Sprite exports ceased in 1969). It was used on UK cars from 1970-72.

30	GEX1306	£37.00	FRONT PIPE, mild steel	1	
	BSAN290	£59.40	FRONT PIPE, stainless steel	1	
31	GEX3369	£71.60	RESONATOR & SILENCER, mild steel	1	
	BSAN336	£199.50	RESONATOR & SILENCER, stainless steel	1	
32	GEX7153	£7.50	BRACKET, gearbox	1	
33	GEX7154	£2.10	STRAP, bracket to front pipe	1	
34	GEX7168	£7.10	BRACKET, LH rear mtg. to boot floor	1	G-AN4, To G-AN5-138800,
35	GEX7169	£11.90	BRACKET, RH rear mtg. to boot floor	1	H-AN9, H-AN10, A-AN10
	GEX7364	£5.00	BRACKET, LH rear mtg. to boot floor	1	G-AN5-138801
	GEX7365	£10.20	BRACKET, RH rear mtg. to boot floor	1	& future
36	SH605051	£1.00	SCREW, brackets to boot floor	4	
37	GHF332	£0.40	WASHER, locking	4	
38	GEX7049	£4.30	CLAMP, (manifold to front pipe)	1	
39	GEX7072	£5.00	CLAMP	2	pipe to strap/LH rear mtg.
40	GEX7073	£5.00	CLAMP, (intermediate mounting)	1	
41	GEX7074	£5.00	CLAMP, (system joint)	1	
42	GEX7170	£5.30	CLAMP, (pipe to RH rear mounting)	1	
43	GEX7155	£4.50	MOUNTING, (intermediate/LH rear)	2	
44	AHC442	£1.00	WASHER, insulation	4	
45	GEX7151	£0.90	BUSH, rubber	2	
46	GEX7152	£1.60	DISTANCE TUBE	1	
47	SH605071	£0.64	SCREW, (5/16" UNF x 7/8")	7	
48	SH605101	£0.89	SCREW, (5/16" UNF x 1 1/4")	1	
49	SH605121	£1.40	SCREW, (5/16" UNF x 1 1/2")	2	
50	SH604071	£0.72	SCREW, (1/4" UNF x 7/8")	1	
51	GHF332	£0.40	WASHER, locking, (5/16")	9	
52	GHF331	£0.38	WASHER, locking, (1/4")	1	
53	PWZ205	£0.30	WASHER, plain (5/16")	4	
54	GHF201	£0.17	NUT, (5/16" UNF)	7	
55	GHF200	£0.22	NUT, (1/4" UNF)	1	
56	GHF222	£0.55	NUT, nyloc, (5/16" UNF)	2	
57	HMP815004	£45.00	FITTING KIT, type 2 system	1	(Includes items: 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56)

**Type 3: 1275cc 'Cross Box' System**

RHD and Non-North American LHD Specification, 1973-74 (G-AN5-139137 on)

This cross box system, only fitted to Midgets, used a three stud flanged manifold joint on the front pipe. Type 3 is available as a one piece exhaust system as well as components.

60	GEX142	£110.00	EXHAUST ASSEMBLY, mild steel	1	
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61	AHA8688	£50.30	FRONT PIPE, mild steel	1	
	BSAN337	£54.80	FRONT PIPE, stainless steel	1	
62	GEX3369	£71.60	RESONATOR & SILENCER, mild steel	1	
	BSAN336	£199.50	RESONATOR & SILENCER, stainless steel	1	
63	ARH1806	£11.20	FLANGE, front pipe	1	
64	GEX7153	£7.50	BRACKET, gearbox	1	
65	GEX7154	£2.10	STRAP, (bracket to front pipe)	1	
66	GEX7364	£5.00	BRACKET, LH	1	rear mounting
67	GEX7365	£10.20	BRACKET, RH	1	to boot floor
68	SH605051	£1.00	SCREW, brackets to boot floor	4	
69	GHF332	£0.40	WASHER, locking	4	
70	GEG753	£4.50	O RING, front pipe to manifold	1	
71	GEX7072	£5.00	CLAMP	2	pipe to strap/LH rear mtg.
72	GEX7073	£5.00	CLAMP, (intermediate mounting)	1	
73	GEX7074	£5.00	CLAMP, (system joint)	1	
74	GEX7170	£5.30	CLAMP, (pipe to RH rear mounting)	1	
75	GEX7155	£4.50	MOUNTING, (intermediate/LH rear)	2	
76	AHC442	£1.00	WASHER, insulation	4	
77	GEX7151	£0.90	BUSH, rubber	2	
78	GEX7152	£1.60	DISTANCE TUBE	1	
79	CHS2513	£1.36	STUD, manifold	3	
80	SH605071	£0.64	SCREW, (5/16" UNF x 7/8")	7	
81	SH605101	£0.89	SCREW, (5/16" UNF x 1 1/4")	1	
82	SH605121	£1.40	SCREW, (5/16" UNF x 1 1/2")	2	
83	SH604071	£0.72	SCREW, (1/4" UNF x 7/8")	1	
84	GHF332	£0.40	WASHER, locking, (5/16")	12	
85	GHF331	£0.38	WASHER, locking, (1/4")	1	
86	12A1211	£0.90	WASHER, special, (manifold stud)	3	
87	PWZ205	£0.30	WASHER, plain, (5/16")	4	
88	GHF201	£0.17	NUT, (5/16" UNF)	7	
89	GHF200	£0.22	NUT, (1/4" UNF)	1	
90	GHF222	£0.55	NUT, nyloc, (5/16" UNF)	2	
91	GHF261	£0.47	NUT, brass	3	
92	HMP815005	£51.10	FITTING KIT, type 3 system	1	(Includes items: 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91).

**Type 4: 1500cc 'Cross Box' System**

RHD Specification, 1975-79 (G-AN6)

Minor changes occurred on the rear part of the system at G-AN6-200001 and the silencer mounting changed at G-AN6-169792 (note that there is a choice of fitting kits).

100	GEX1618	£44.40	DOWN PIPE, mild steel	1	
	BSMG46	£70.00	DOWN PIPE, stainless steel	1	
101	GEX164	£91.00	REAR PIPE, mild steel	1	with resonator & silencer
	BSMG47	£45.00	LINK PIPE, stainless steel	1	
	BSAN336	£199.50	SILENCER, stainless steel	1	
102	GEX7364	£5.00	BRACKET, LH rear mtg. to boot floor	1	
103	GEX7365	£10.20	BRACKET, RH rear mtg. to boot floor	1	To G-AN6-169791
104	SH605051	£1.00	SCREW, (bracket to boot floor)	4/2	qty. decreases From
105	GHF332	£0.40	WASHER, locking	4/2	G-AN6-169792 On
106	GEG718	£3.70	GASKET, manifold to down pipe	1	
107	GEX7470	£4.70	OLIVE, down pipe to rear pipe	1	
108	GEX7073	£5.00	CLAMP, intermediate mounting	1	
109	GEX7072	£5.00	CLAMP, pipe to LH rear mounting	1	
110	GEX7170	£5.30	CLAMP, pipe to RH rear mounting	1	
111	GEX7468	£5.80	CLAMP, pipe to RH rear mounting	1	
112	GEX7155	£4.50	MOUNTING, intermediate/LH rear	2	
113	AHC442	£1.00	WASHER, insulation	3/5	*uses 3, †uses 5
114	GEX7151	£0.90	BUSH, rubber	2	
115	GEX7152	£1.60	DISTANCE TUBE	1	
116	GEX7251	£1.80	MOUNTING, RH, (clamp to boot floor)	1	
117	CHA364	£3.50	SPACER	1	
118	GHF106	£0.53	BOLT, (3/8" UNF x 1 1/2")	3	
119	BH605151	£1.10	BOLT, (5/16" UNF x 1 7/8")	4	
120	SH605071	£0.64	SCREW, (5/16" UNF x 3/4")	5	
121	SH605121	£1.40	SCREW, (5/16" UNF x 1 1/2")	1	
122	SH604071	£0.72	SCREW, (1/4" UNF x 7/8")	1	
123	GHF333	£0.30	WASHER, (locking, 3/8")	3	
124	GHF332	£0.40	WASHER, (locking, 5/16")	9	
125	GHF331	£0.38	WASHER, (locking, 1/4")	1	
126	PWZ205	£0.30	WASHER, (plain)	3	
127	CHA471	£0.84	NUT, (special)	3	manifold to
128	AH8382	£3.65	NUT, (special)	3	down pipe
129	GHF201	£0.17	NUT, (5/16" UNF)	4	
130	GHF200	£0.22	NUT, (1/4" UNF)	1	
131	GHF222	£0.55	NUT, nyloc, (5/16" UNF)	2	
132	HMP815006	£60.00	FITTING KIT, type 4 system	1	(Includes items: 106, 107, 108, 109, 110, 112, 113, 114, 115, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 128, 129, 130, 131).
	HMP815007	£60.00	FITTING KIT, type 4 system	1	(Includes items: 106, 107, 108, 109, 111, 112, 113, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 128, 129, 130, 131).

Road Wheels & Tools

Note: Please see the Accessories section for our full range of alloy wheels.

Steel Road Wheel, Standard Equipment (1967-69)  
(G-AN4; H-AN9)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	AHA6455E	NCA	WHEEL, steel, 13" x 3.5"	5	
2	24A1032	NCA	CLAMP, spare wheel to boot floor	1	
3	GLZ225Z	£24.00	WHEEL TRIM, chrome, 13"	4	
	GAC2254X	£78.60	WHEEL TRIM SET, chrome, 13"	1	set of 4
4	88G322	£0.90	NUT, wheel, round chamfer	16	
5	AHA5660	£45.00	HUB CAP, plain	4	G-AN4
6	2A8055	£45.00	HUB CAP, 'Austin Healey'	4	H-AN9

Steel Road Wheel, Standard Equipment 1970-0n  
(G-AN5; G-AN6; H-AN10; A-AN10)

10	AHA892E	NCA	WHEEL, steel, 'Rostyle', 13" x 4.5"	5	To G-AN5-105500,
11	AHA8914	NCA	CLAMP, spare wheel to boot floor	1	H-AN10, A-AN10
12	AHA9881	NCA	WHEEL, steel, 'Rostyle', 13" x 4.5"	5	G-AN5-105501 On,
13	AHA9940	£9.60	CLAMP, spare wheel to boot floor	1	G-AN6
14	AHA8785	£1.70	NUT, wheel, chrome	16	
	AHA8785SS	£4.20	NUT, wheel, stainless steel	16	
15	AHA8950	£6.00	CENTRE CAP, wheel	4	

Wire Road Wheel, Optional Equipment 1967-76  
(All models up to G-AN6-166300 approx.)

20	WWP458	£209.30	WIRE WHEEL, painted, 13" x 4"	5	
	WWC458	£238.66	WIRE WHEEL, chrome, 13" x 4"	5	

\*Note: This option was only ever offered by the factory in the North American market place, strange though it may seem. However, chrome wire wheels are now of course widely available.

21	17H3613	£4.80	SPOKE, outer/long, mild steel	a/r	60 spoke painted
	17H3984	£4.80	SPOKE, inner/short, mild steel	a/r	wire wheels
	37H4967	£8.70	SPOKE, outer/long, chromed stainless	a/r	60 spoke chrome
	37H4968	£3.50	SPOKE, inner/short, chromed stainless	a/r	wire wheels
22	7H1709	£0.65	NIPPLE, mild steel	a/r	painted wire wheels
	37H3651	£1.20	NIPPLE, chromed stainless	a/r	chrome wire wheels
23	AHA6664	NCA	CLAMP, spare wheel to boot floor	1	
24	AHA7373	£27.80	SPINNER, 2-eared, RH *	2	
	AHA7374	£27.80	SPINNER, 2-eared, LH *	2	
25	88G606	£25.60	SPINNER, octagonal, RH *	2	
	88G607	£25.60	SPINNER, octagonal, LH *	2	

\*Note: Octagonal spinners were historically fitted to cars bound for market places where safety regulations stipulated that eared spinners could not be used. However, from the 1969 model year onwards, UK ('Home Market') cars were also fitted with them. A number of owners prefer the eared spinner to the octagonal type and retro-fit them to later cars; if you are thinking of doing the same, it is recommended that you consult your local legislations first, to ensure approval at the car's next roadworthiness test.

Tools

30	BHA5329	£118.50	JACK ASSEMBLY*	1	
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\*Note: The original sill jack (BHA4964) and ratchet handle (13H6692) are no longer available. Use BHA5329.

31	2A5626	£15.05	WHEEL BRACE	1	steel wheels only
32	11H1686	NCA	LEVER, hub cap, early wheels only	1	
33	C27290	£30.00	HAMMER, copper/hide	1	wire wheels only
34	AHH5839	£6.05	SPANNER, octagonal spinner	1	
35	GAC4089	£11.30	BRUSH, spoke cleaning	1	
36	MM385-800	£11.90	SPANNER, spoke adjusting*	1	
37	AHA5506	£43.30	TOOL BAG	1	
38	523638A	NCA	TYRE PUMP, period 'stirrup' type	1	

\*Note: This wide-faced spanner is the correct size to turn tight spoke nipples without rounding them off, and the 7" length provides good leverage. Quality steel is used and the spanner is nicely plated, plus we guarantee it for life!

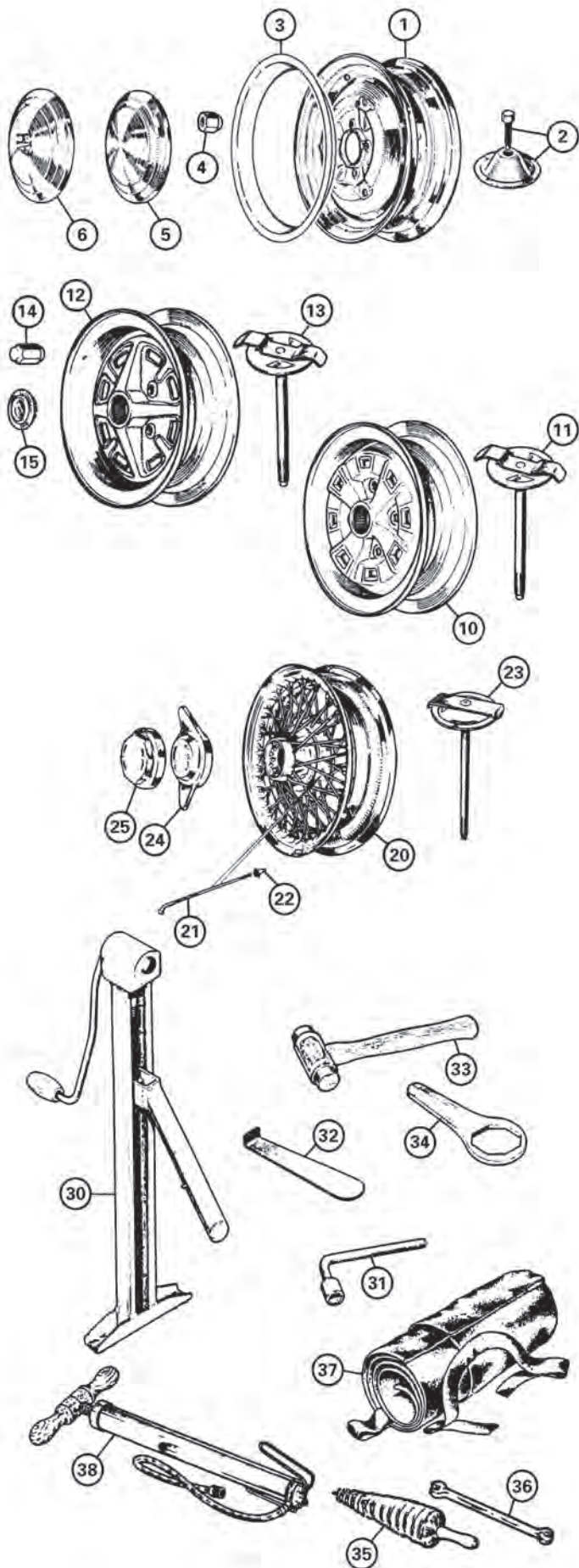
Jacking Up The Car

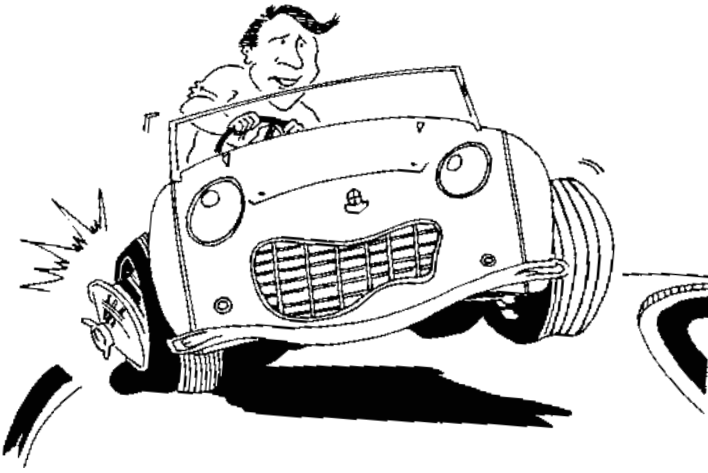
If there is any doubt concerning the structural rigidity of the bodywork close to the jacking point, do not use the side jack to raise the car. Apart from the safety aspect, the resultant distortions in the sill panel caused by the area above the jacking point hole taking the weight of the car will be most unsightly.

An alternative tool to keep in the boot for lifting the car is a scissor jack, which unlike most bottle jacks will fit under any part of the car you wish to raise. The best places to use a scissor jack are under one of the front chassis rails, or under the front mounting bracket of one of the rear springs. It would also help to have a pressed steel wheel chock to hand, as supplied in the tool kit of most British Leyland and Rover Group cars from the end of the 1970's onwards.

Wire Wheel Splines

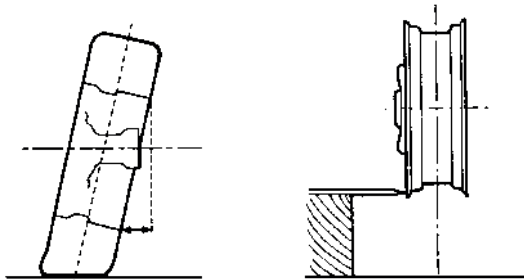
If you run a wire wheel fitted car and under heavy acceleration or braking you can hear a sharp knock (rather like halves of coconut shells being clapped), either a spinner is slightly loose, or the splines holding a wheel to its hub are dry and need greasing. Before applying grease, inspect both the wheel and the hub; if the splines are sharp rather than having slightly radiused peaks, then the wheel or hub - preferably both - need replacing. Note that old wheel splines will quickly wear new hub splines and vice versa.





### So You Think You've Got Wobbly Wire Wheels?

Back in the good old days when Pete Buckles and myself were just young lads, we were able to buy virtually direct from Dunlop, so the wire wheels were inexpensive. These British made wheels were sold mostly to the TR Register members at insanely low prices. 4.5" x 60 spoke wire wheels went out at £4.10.0d!, with no VAT to pay and we still made a pound on each wheel! The low prices enabled me to indulge in experiments: if they didn't work (or fit), offending wheels would always be 'sold on' and a couple of 'bob' profit could still be made.



Bear in mind that the wheel is capable of being flexed by 4" ... It is then supposed to return to the original shape!

Checking vertical runout by spinning the wheel on a front hub

So my TR2, an attractive beast wearing glistening Midnight Blue paint work and not so glistening (but by then typical), rusty quarter panels, finalised it's development with the unusual combination of 6" Cobra wheels at the front and, 5.5" TR6 wheels at the rear. This was because the TR2 was always enthusiastically driven and the growing pile of Lockheed half shafts finally stopped growing the day a second hand TR4 rear axle was installed, its extra width requiring the above wheel combination to balance its cornering habits.

Now, wire wheels are built to flex (or bend) and this was brought shockingly home to me on one occasion when Pete Buckles visited me in Birmingham (remember Clapgate Lane?). We were off to visit a supplier (who incidentally, still stamps out trunnion blanks for Moss). Pete's TR3 followed my TR2 down an interestingly twisty road which I happened to know particularly well, and after exiting a seriously exciting corner I looked in the mirror to check on the progress of our illustrious leader, and was horrified to see his car in a lurid slide (he maintained it was under control) with its outside front wheel keeling over at a crazy angle, almost 60 off vertical. This memory has remained vivid ever since, and is one explanation why Moss Europe (formerly Cox & Buckles) do not sell second hand or reconditioned wire wheels.

If it is assumed that both hub & rim of a wire wheel are in good condition, it may be worth having the wheel re-spoked 'as necessary' and then trued up by a competent re-builder. The wheel will probably need shot blasting and stove enamelling which will bring the cost to near to (or possibly over) the price of a new wheel. Remember also that you have got a used, worn wheel, not a nice new one. Bear in mind then, that the wheel is capable of being flexed by 4" (i.e., the hub is fixed and the top of the wheel is 4" further out than the bottom), while it is rotating at speed on the road, it is then supposed to return to the original shape. NOW decide if you still want the wheel re-built! We certainly would not want to guarantee one.

Slight sideways run-out (or 'out of true') with wire wheels is therefore not significant: a couple of hard corners will soon re-arrange the wheel spokes anyway. Vertical 'run out' should not be permitted, ever. By far the most common cause of wire wheel 'wobbles' is an incorrect method employed in balancing. A simple spirit level balancer is the thing to seek out. Under no circumstances should balancing be attempted on the now common dynamic machine without the use of the special sprung cones shown in the illustration, because, although the wheel locates correctly on its inner coned surface, these machines 'try' and locate onto the inside of the wire wheels outer flange, which is NOT a true machined surface. This incorrect technique appears as terrific sideways run-out and the balancing 'specialist' always blames the wheel. Now you know the truth.

It is always best to check the wire wheel by clamping it onto a front hub, using the correct knock-on nut BEFORE fitting the tyre. Spin the wheel on the hub and check sideways or vertical run-out as shown in the illustration, and observe or measure the run-out. + or - 1/16" is not a problem, even +/- 1/8" is barely detectable on the road.

So the conclusion is summarised as follows:

Our new wire wheels are built and assembled to the highest standards. When your wheel/tyre fitter says they are no good, there is a very, very strong chance that he is not using the equipment in a fashion which is appropriate for wire wheels. The above tips will allow you to check the 'truth' of the wire wheel, whether the wheel is new or used.

It's a sad truth that wire wheels have a bad reputation they don't deserve, but the people who give them a bad reputation actually deserve it themselves. We have total confidence in the Dunlop product we sell.

By Pete Cox

### How To Balance Centre Lock Wire Wheels

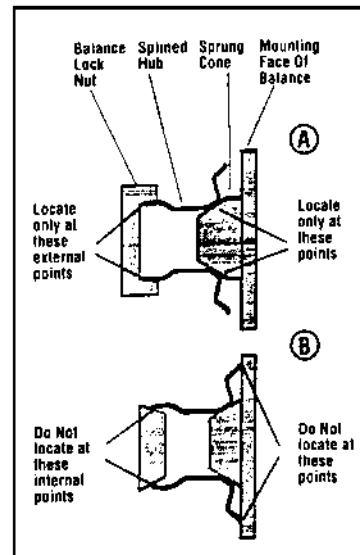
We show here the advice given to tyre fitters, produced by Motor Wheel Services.

These notes are intended as a guide in helping to solve problems that are commonly encountered when balancing wire wheels on an electronic balancer.

- Diagram A Is the correct method of locating the wheel.
- Diagram B Shows the wrong method and one which gives false readings, giving the appearance of untrue or wheels that require large amounts of weights to balance the wheel.

#### Points To Check

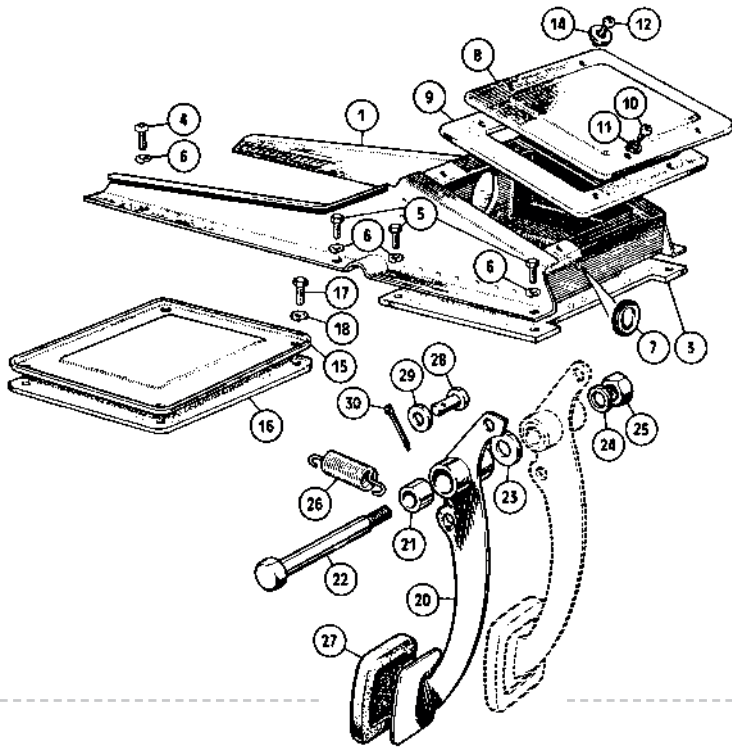
- The original high degree of balance may be affected by wheel damage as well as by other factors related to the tyres uneven tread wear, cover or tube repairs.
- If vibration or high speed steering troubles develop, and this cause is not disclosed by mechanical investigation, then the complete tyre & wheel assembly should be checked for balance.
- It is **IMPERATIVE** that the hubs are located in the balancing machine in exactly the same manner as located on the car, and the factory truing jigs. Alternatively, balance on the vehicle, this operation can only be done on the front wheels.



Motor Wheel Services' dedicate considerable time to ensure that your wheels are of the highest quality & reliability. Following this guide, and the information contained in our centre-lock brochure will provide the highest level of customer satisfaction.

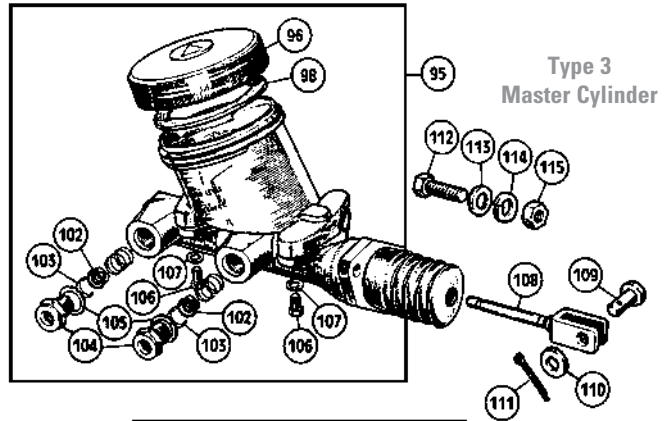
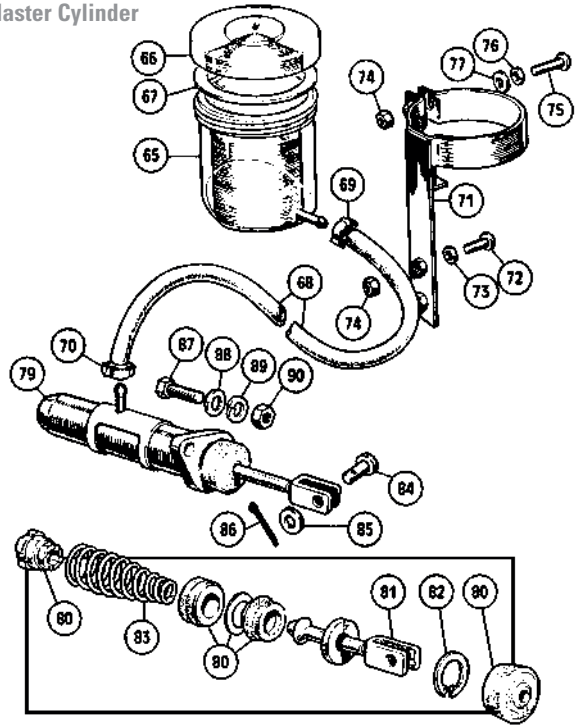


**Motor Wheel Service**

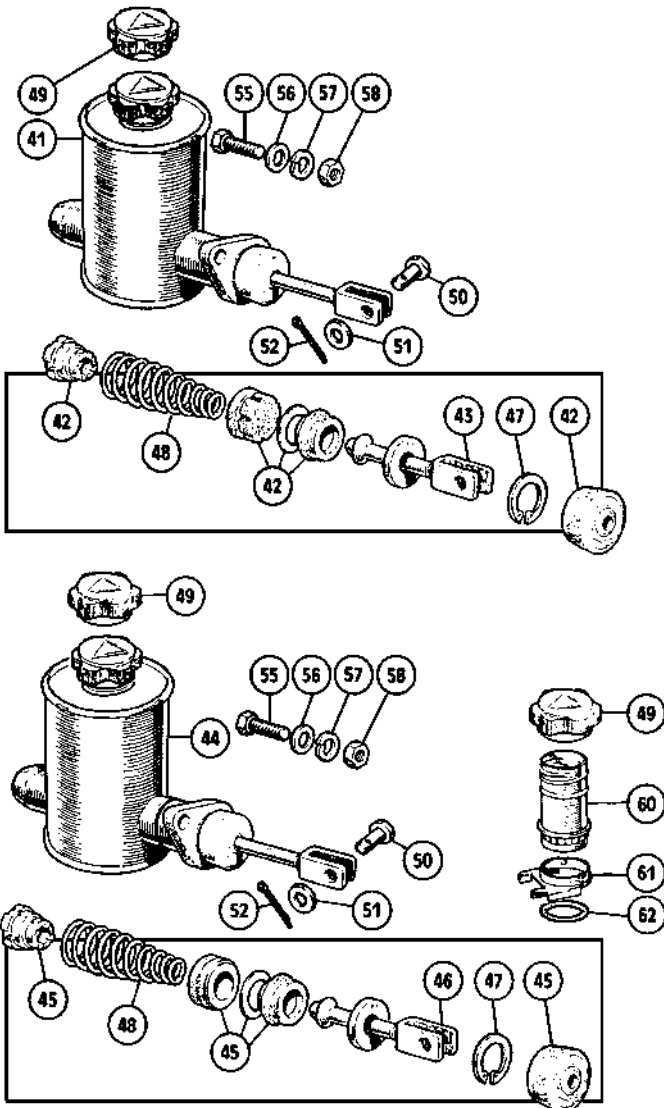


Type 1 Master Cylinder

Type 2 Master Cylinder



Type 3 Master Cylinder



### Brake Master Cylinder & Pedal

#### Brakes - An Introduction

Note: The changes wrought on the pedal box and brake master cylinder look complicated, but can reasonably be defined as follows.

On the previous 948cc & 1098cc Sprites and Midgets, a 'dual' cylinder supplied both the single line brake system and the clutch system. From the start of production of the 1275cc cars in 1967, new separate brake and clutch master cylinders were introduced (the brake master cylinder becomes 'Type 1' here), necessitating a new pedal box design. A short time later, the North American spec. cars were equipped with dual line brakes (a feature not to be found on UK and European cars until 1978), at this time they also acquired a mechanical brake light switch fitted in a hole in the pedal box (UK and European cars used a hydraulic switch in the circuit).

Gradually the factory rationalised the pedal boxes, phasing out the non-pierced item and instead giving the UK & European cars the American pedal box with the hole blanked off with a plug. Upon introduction of the Midget 1500cc in 1975, the brake system was changed, the master cylinder remained the same but the hydraulic brake light switch was dropped in favour of the American-type mechanical switch (so the blanking plug was no longer required).

**Brakes - An Introduction (Continued)**

For a brief period in 1977-78 a brake master cylinder with a plastic remote reservoir was used ('Type 2'), necessitating a pedal box with a bracket to hold the reservoir. After this time dual line brakes were fitted to all Midget 1500cc's, using a new (in the UK and Europe) master cylinder with integral plastic reservoir ('Type 3').

Two other details should be mentioned here: Safety legislations in France and the 'Benelux' countries (Belgium, Netherlands, Luxembourg) required that the brake fluid level and condition be visible without having to remove the filler cap, for those specific markets a translucent plastic extension was screwed on to the top of a Type 1 master cylinder throughout sales of Sprites and Midgets to those countries. Also take note that while the Type 1 master cylinder was ostensibly the same from 1967 though to mid-1977, in fact the internal details were changed at G-AN6-169643 approx. in Midget 1500cc production, the later type, only identifiable by circular marks on the cylinder casting, was henceforth supplied as a service replacement for earlier cars. The moral is that replacing the master cylinder is easy, however if you intend to rebuild your old cylinder you must clearly establish which one you have before ordering components for it.

**Brake Pedal & Pedal Box**

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	AHA8065	NCA	PEDAL BOX (No hole for brake light switch).	1	G-AN4 and H-AN9 (To mid 1969)
	CHA375	NCA	PEDAL BOX (With brake light switch hole blanked off, rubber plug on all models except G-AN6)	1	G-AN4 and H-AN9 From (Mid 1969), G-AN5, H-AN10, A-AN10, To G-AN6-200000
	CHA756	NCA	PEDAL BOX (With holes for mounting remote Master reservoir bracket).	1	From G-AN6-200001
3	AHA8072	£2.00	GASKET, (pedal box to footwell)	1	
4	SE604051	£0.47	SCREW	2	pedal box to body
5	SH604051	£0.30	SCREW	6	
6	GHF331	£0.38	WASHER, locking	8	
7	GHF821	£0.30	PLUG, rubber, (brake light switch hole)	1	not G-AN6
8A	AHA8074	£21.60	COVER PLATE, pedal box	1	
8B	AHA8074SS	£17.10	COVER PLATE, pedal box, stainless steel	1	
9	AHA8073	£2.00	GASKET, pedal box cover plate	1	
10	AHA8076	NCA	SCREW, tapitite, (cover to pedal box)	3	
11	WL700101	£0.25	WASHER, locking	3	
12	GHF426	£0.22	SCREW (Cover & spare ignition key to pedal box).	1	
14	53K3157	NCA	WASHER, plain	1	(for spare ignition key)
15	AHA8145	£12.90	BLANKING PLATE, (pedal box aperture)	1	
16	AHA8146	£1.26	GASKET, blanking plate	1	passenger side
17	SH604051	£0.30	SCREW, blanking plate to body	4	
18	GHF331	£0.38	WASHER, locking	4	
20	AHA9723	NCA	PEDAL, brake	1	G-AN4, G-AN5, To G-AN6-212000, H-AN9, H-AN10, A-AN10
	CHA791	NCA	PEDAL, brake	1	From G-AN6-212001
21	LBS810	NCA	BUSH, pedal	2	
22	AHA8075	£9.00	BOLT, pivot, (brake & clutch pedals)	1	
23	GHF304	£0.34	WASHER, plain	1	
24	GHF333	£0.30	WASHER, locking	1	
25	FNZ506	£0.70	NUT	1	
26	AAA1628	£1.45	RETURN SPRING, brake pedal	1	
27	AHA5326	£1.60	PAD, pedal rubber	1	
28	CLZ513	£0.73	CLEVIS PIN	1	pedal to master cyl. push rod
29	GHF301	£0.24	WASHER, plain	1	
30	GHF502	£0.22	SPLIT PIN	1	

**The Incurable Rattle**

Many owners of Sprites & Midgets other than post 1976 Midget 1500cc's will recognise the frustration of a light, metallic rattle from somewhere inside the back of the car, every time their car goes over a manhole cover or ridge in the road. Checked the boot lid stay? Yes. Was it loose? No. Something rolling around in the boot? No. Boot lid lock or striker not quite aligned? No. Exhaust mounting broken? No. Fuel or brake pipe come loose? No. Shock absorber bolt (or any suspension bolt) loose? Definitely not.

The answer lies with the hand brake mechanism!

The cross rods running from the centre of the rear axle out to the hand brake levers on the brakes are held by clevis pins and split pins. Excessive play is restricted by the use of two felt washers on each clevis pin. If there's a rattle at the back of the car that's difficult to trace, the odds are on some or all of the felt washers being missing. When lying under the car shaking the cross rods by hand, they don't make the right sound, a dull clunk rather than a sharp metallic rattle. The only way to be sure is to count the felt washers, any less than two per joint and you can be sure that's where the rattle is coming from.

**Master Cylinders**

Type 1: (G-AN4; G-AN5; to G-AN6-200000; H-AN9; H-AN10; A-AN10)

41	GMC113	NCA	MASTER CYLINDER	1	plain body, no
42	GRK1026	£9.60	REPAIR KIT	1	circle or groove, use
43	AAU3469	£11.60	PUSH ROD	1	item 44 as alternative
44	GMC151	£76.00	MASTER CYLINDER, plastic reservoir	1	circle or groove
	GMC151OE	£104.10	MASTER CYLINDER, metal reservoir	1	on body
45	GRK3004Z	£5.70	REPAIR KIT	1	

46	AAU3469	£11.60	PUSH ROD	1	
47	17H7560	£1.31	CIRCLIP	1	
48	27H7751	NCA	SPRING	1	
49	513123A	£3.85	CAP, filler	1	
50	CLZ513	£0.73	CLEVIS PIN, (push rod to pedal)	1	
51	GHF301	£0.24	WASHER, plain	1	
52	GHF502	£0.22	SPLIT PIN	1	
55	SH605071	£0.64	SCREW, (master cylinder to pedal box)	2	
56	GHF301	£0.24	WASHER, plain	2	
57	GHF332	£0.40	WASHER, locking	2	
58	FNZ505	£0.72	NUT	2	
60	BHA4661	NCA	EXTENSION, (translucent plastic)	1	
61	BHA4660	NCA	CLIP, locking	1	France & Benelux countries
62	BCA4964	NCA	SEAL	1	

**Master Cylinders**

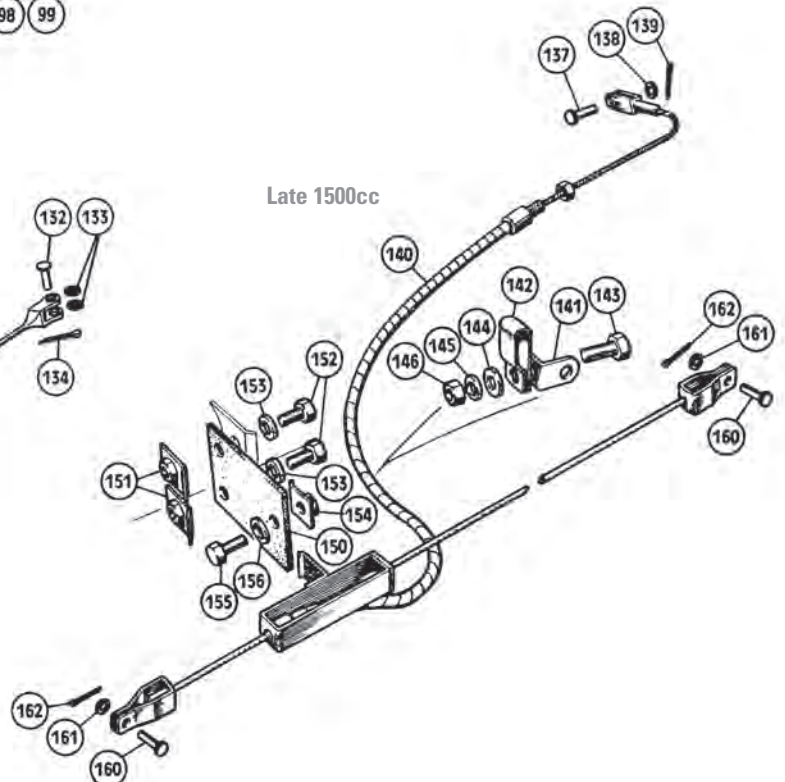
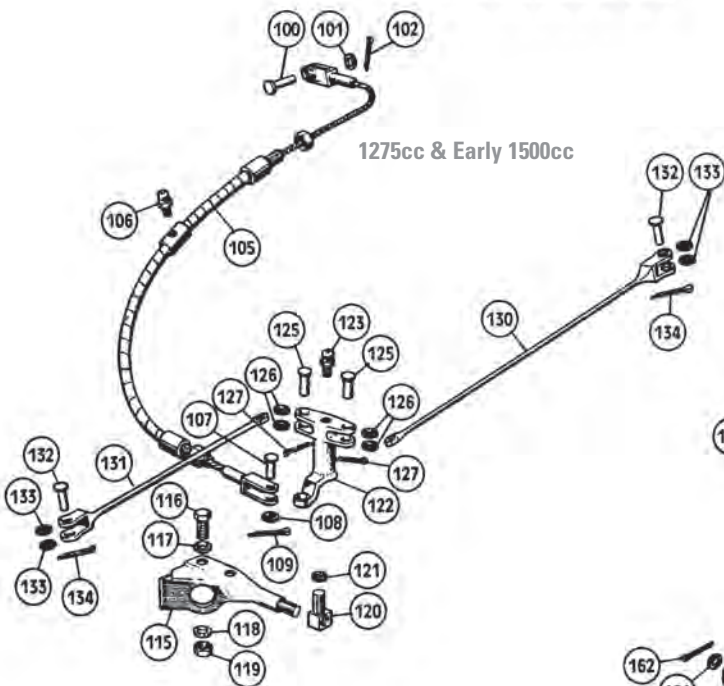
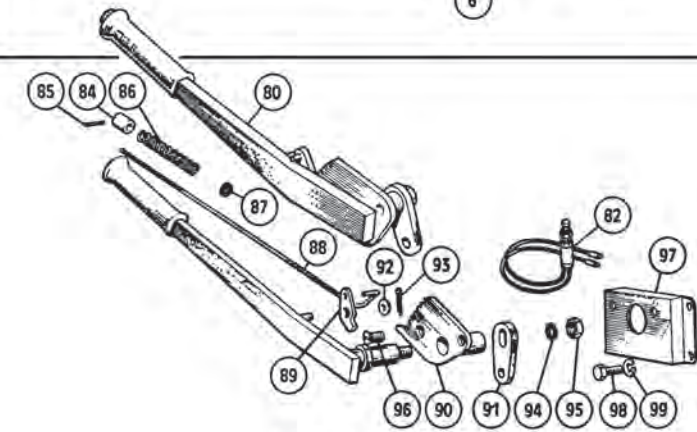
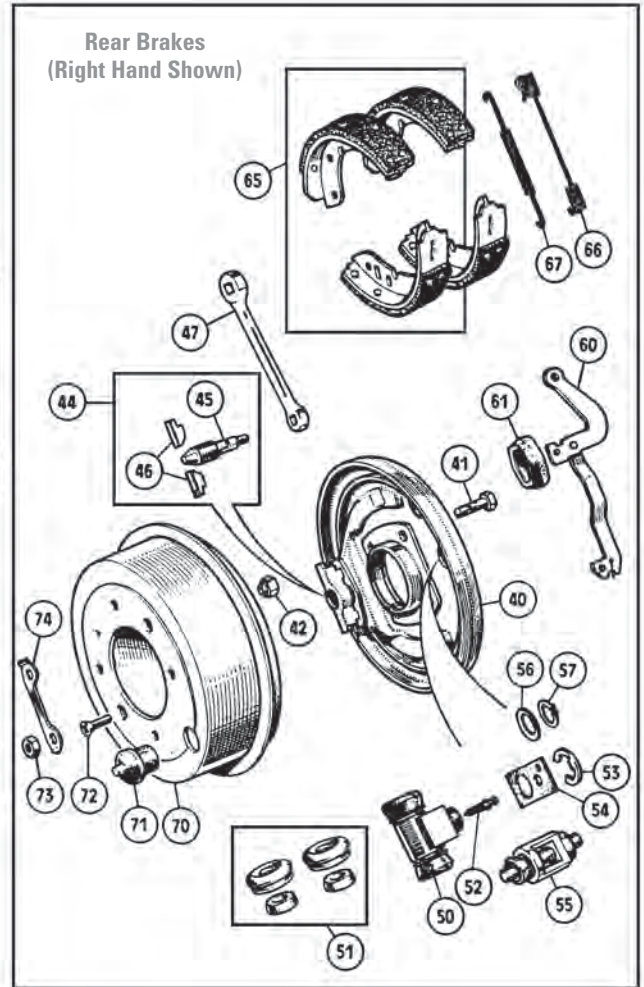
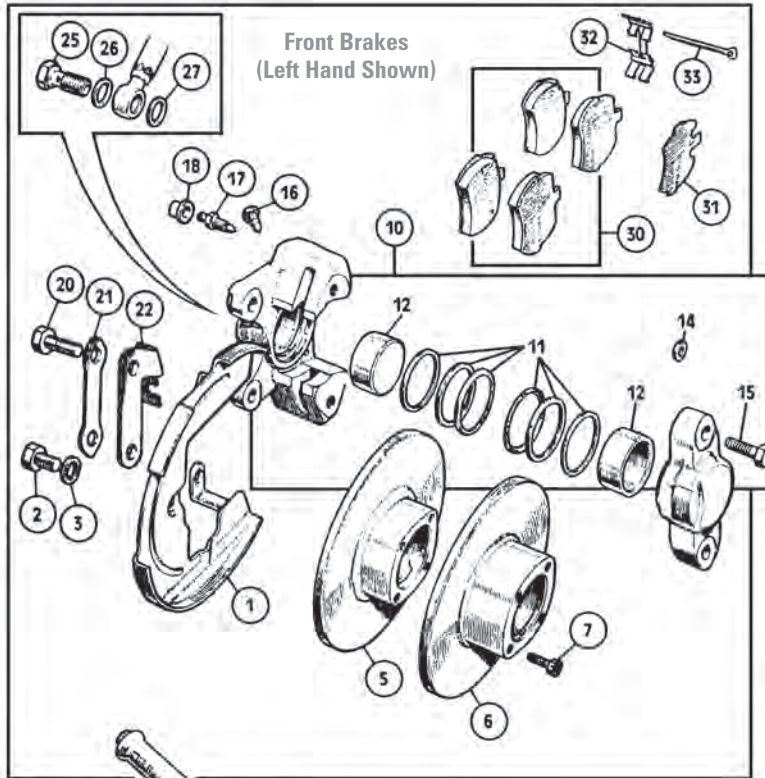
Type 2: (G-AN6-200001 to 212000)

65	BHA4810	NCA	RESERVOIR	1	
66	AAU3815	£10.50	CAP, filler	1	
67	37H2172	NCA	SEAL, filler cap	1	
68	CHA793	NCA	HOSE, reservoir to cylinder	1	
69	ADU1169	NCA	CLIP, (hose to reservoir)	1	these clips require a
70	AAU1711	NCA	CLIP, (hose to cylinder)	1	crimping tool to fit them
71	CHA753	NCA	BRACKET, reservoir to pedal box	1	
72	PMZ308	£0.30	SCREW, bracket to pedal box	2	
73	WL700101	£0.25	WASHER, locking	2	
74	NH910010	NCA	NUT	a/r	use if weld nuts are missing from the bracket
75	PMZ312	£0.76	SCREW, clamping, (reservoir)	1	
76	WL700101	£0.25	WASHER, locking	1	
77	GHF306	£0.30	WASHER, plain	1	
79	GMC166	NCA	MASTER CYLINDER	1	
80	GRK3004Z	£5.70	REPAIR KIT	1	
81	AAU3469	£11.60	PUSH ROD	1	
82	17H7560	£1.31	CIRCLIP	1	
83	AAU8105	NCA	SPRING	1	
84	CLZ513	£0.73	CLEVIS PIN	1	
85	GHF301	£0.24	WASHER, plain	1	
86	GHF502	£0.22	SPLIT PIN	1	
87	SH605071	£0.64	SCREW, (master cylinder to pedal box)	2	
88	GHF301	£0.24	WASHER, plain	2	
89	GHF332	£0.40	WASHER, locking	2	
90	FNZ505	£0.72	NUT	2	

**Master Cylinders**

Type 3 (G-AN6-212001 On)

95	GMC170	£90.00	MASTER CYLINDER	1	
96	AAU3815	£10.50	CAP, filler	1	
97	GRK1020Z	£26.50	REPAIR KIT	1	
98	37H2172	NCA	SEAL, filler cap	1	
99	27H8445	NCA	CIRCLIP	2	
100	37H2763	NCA	SPRING	1	
101	37H2764	NCA	SPRING, primary	1	
102	27H8453	NCA	BODY, trap valve	2	
103	514151A	NCA	CLIP, trap valve	2	
104	27H8456	NCA	ADAPTOR, outlet	2	
105	11D5070	£1.96	GASKET, adaptor	2	
106	7H7520	£3.10	SCREW, (reservoir to master cylinder)	4	
107	GHF321	£0.22	WASHER, shakeproof	4	
108	BHA5132	£23.60	PUSH ROD	1	
109	CLZ513	£0.73	CLEVIS PIN	1	
110	GHF301	£0.24	WASHER, plain	1	
111	GHF502	£0.22	SPLIT PIN	1	
112	SH605071	£0.64	SCREW, (master cylinder to pedal box)	2	
113	GHF301	£0.24	WASHER, plain	2	
114	GHF332	£0.40	WASHER, locking	2	
115	FNZ505	£0.72	NUT	2	



## Front &amp; Rear Brakes &amp; Handbrake

## Front Brakes

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	BTA473	£15.40	BACK PLATE, LH	1	
	BTA472	£15.40	BACK PLATE, RH	1	
2	SH605031	£0.84	SCREW, back plate securing	2	
3	WE600051	£0.53	WASHER, shakeproof	2	
5	BTA383	£9.90	BRAKE DISC	2	for steel wheels
	BTA383GEO	NCA	BRAKE DISC, geomet finish	2	
6	BTA469	£9.90	BRAKE DISC	2	for wire wheels
	BTA469GEO	£12.40	BRAKE DISC, geomet finish	2	
7	BTA370	£1.80	BOLT, hub to disc	8	
10	17H9438	£54.80	CALIPER, LH, new	1	
	17H9439	£54.80	CALIPER, RH, new	1	
11	GRK5008	£14.20	REPAIR KIT, caliper	2	
12	17H7960	£12.70	PISTON, caliper	4	
14	17H7679	£0.50	'O' RING, fluid channel	2	

Note: You can only get to this 'O' ring (Part No; 17H7679) by splitting the caliper halves, under no circumstances should you do so unless, you are an experienced brake specialist.

15	17H8250	NCA	BOLT, bridge	4	
16	17H7917	£6.00	PLUG	2	
17	3H2428	£1.20	BLEED SCREW	2	
18	SMP100030	£0.64	DUST COVER, bleed screw	2	
20	BTA789	£3.35	BOLT, caliper to stub axle	4	
21	BTC114	£0.65	LOCK TAB	2	
22	BTA793	£17.70	LOCK PLATE, brake hose, LH	1	
	BTA792	£17.70	LOCK PLATE, brake hose, RH	1	
25	C5192A	£6.76	BANJO BOLT, hose to caliper	2	
26	3H550	£0.64	WASHER, sealing, large	2	banjo to bolt head
27	233220A	£0.89	WASHER, sealing, small	2	banjo to caliper
30	GBP281	£15.70	BRAKE PAD SET, (asbestos free)	1	
			(See Accessories section for uprated brake pads).		
31	17H2460	£1.80	SHIM, anti-squeal	4	
32	17H7963	£1.70	RETAINER, brake pads, (spring steel)	2	
33	PS610241	£0.40	SPLIT PIN, pad retaining	4	
	GBK1010	£0.95	SPLIT PIN SET, 4 piece	1	

## Rear Brakes

40	BTA566	NCA	BACK PLATE, RH	1	G-AN4, G-AN5,
	BTA567	NCA	BACK PLATE, LH	1	H-AN9, H-AN10, A-AN10
	37H8804	NCA	BACK PLATE, RH	1	G-AN6
	37H8805	NCA	BACK PLATE, LH	1	
41	SH605071	£0.64	SCREW, (back plate to axle tube)	8	
42	GHF222	£0.55	NUT, nyloc	8	
44	17H7620	£8.50	ADJUSTER KIT, per side	2	
45	17H7619	£5.30	WEDGE, screw	2	
46	17H7618	£5.70	TAPPET, (shoe adjusting)	4	
47	MTR44211	£5.80	BRAKE ADJUSTING SPANNER	1	
50	GWC1102	£10.20	WHEEL CYLINDER	2	
	GWC1102Z	£7.20	WHEEL CYLINDER, (aftermarket)	2	G-AN4, G-AN5,
51	GRK2014	£6.90	REPAIR KIT	2	H-AN9, H-AN10, A-AN10
	GRK2014Z	£7.30	REPAIR KIT, (aftermarket)	2	
	GWC1129	£22.00	WHEEL CYLINDER	2	
	GWC1129Z	£12.14	WHEEL CYLINDER, (aftermarket)	2	G-AN6
	GRK2004Z	£6.40	REPAIR KIT	2	
52	513118A	£1.70	BLEED NIPPLE	2	
53	17H7949	£0.68	CIRCLIP*	2	wheel cyl. to back plate
54	37H4642	£1.10	GASKET	2	
55	17H7949T	£23.40	CIRCLIP FITTING TOOL, (2 piece)*	1	
56	17H7613	NCA	WASHER, 'belleville'	2	
57	17H7622	£0.40	CIRCLIP, (wheel cylinder to back plate)*	2	

\*Note: Originally a 'Belleville' washer (Part No; 17H7613) & external circlip (Part No; 17H7622) were used to secure the wheel cylinder. Later the wheel cylinder manufacturer (Lockheed) superseded this method to a three toothed circlip, this is the device supplied with the wheel cylinder today. It's a horror to fit (though, it gets easier with practice), so Lockheed made a special tool for the job. If you invest in the tool, you'll be glad to know you can lend it out (for a favour, naturally) to friends with Minis, MGB's, Triumph 2000's etc.- they all use the same circlip. Alternatively, you could buy the traditional hardware (items. 56 & 57) and banish installation problems altogether.

60	17H2824	£11.30	LEVER, handbrake, RH	1	
	17H2825	£11.30	LEVER, handbrake, LH	1	
61	17H8057	£2.60	GAITER, handbrake lever	2	
65	GBS834AF	£17.00	BRAKE SHOE SET, (asbestos free)	1	
66	17H7947	£4.80	SPRING, shoe return, (top), RH	1	
	17H7948	£4.80	SPRING, shoe return, (top), LH	1	
67	17H7621	£2.66	SPRING, shoe return, (bottom)	2	
70	2A7168	£12.30	BRAKE DRUM	2	
71	2A7228	£1.13	PLUG, rubber	2	
72	SF604051	£0.30	SCREW, drum securing	4	
73	FNZ506	£0.70	NUT	8	for wire wheels only
74	BTA493	£1.10	LOCK TAB	4	

## Hand Brake Lever Assembly

80	AHA6406	NCA	HANDBRAKE LEVER, chrome	1	To G-AN6-166303
	CHA567	NCA	HANDBRAKE LEVER, black	1	From G-AN6-166304
82	AAU2492	£19.20	SWITCH, hand brake warning light	1	
84	7H5948	NCA	PLUNGER, chrome	1	
85	MPS4304	NCA	PIN, plunger	1	
86	7H5950	NCA	SPRING, plunger	1	
87	7H5951	NCA	WASHER, rubber	1	
88	17H2093	NCA	ROD, pawl operating	1	
89	7H5946	NCA	PAWL	1	
90	7H5947	NCA	RATCHET	1	
91	17H786	NCA	LINK, main spindle	1	
92	AWZ104	£0.41	WASHER	1	
93	GHF500	£0.22	SPLIT PIN	1	
94	GHF323	£0.22	WASHER, shakeproof	1	
95	GHF202	£0.22	NUT	1	
96	SF605051	£1.10	SCREW, ratchet to bracket	2	
97	2A7291	£7.50	BRACKET	1	
98	SH605051	£1.00	SCREW, bracket to transmission tunnel	2	
99	GHF332	£0.40	WASHER, locking	2	

## Hand Brake Cable

(G-AN4; G-AN5; to G-AN6-182000; H-AN9; H-AN10; A-AN10)

100	CLZ515	£1.48	CLEVIS PIN, cable to handbrake	1	
101	GHF301	£0.24	WASHER, plain	1	
102	GHF502	£0.22	SPLIT PIN	1	
105	GVC1019	£18.40	HANDBRAKE CABLE	1	
106	UHN305	£2.32	GREASE NIPPLE	1	
107	CLZ414	£1.16	CLEVIS PIN, cable to balance lever	1	
108	GHF300	£0.22	WASHER, plain	1	
109	GHF501	£0.47	SPLIT PIN	1	
115	ATA7320	£50.20	SUPPORT, balance lever	1	
116	SH605051	£1.00	SCREW, support securing	2	
117	GHF301	£0.24	WASHER, plain	2	
118	GHF332	£0.40	WASHER, locking	2	
119	GHF201	£0.17	NUT	2	
120	2A7058	£6.50	CARRIER, balance lever	1	
121	2K5820	£0.60	WASHER, felt	1	
122	2A7057	NCA	BALANCE LEVER	1	
123	LN30041	£1.10	GREASE NIPPLE	1	
125	CLZ314	£1.43	CLEVIS PIN, balance lever to cross rod	2	
126	6K690	£1.00	WASHER, felt	4	
127	GHF500	£0.22	SPLIT PIN	2	
130	BTA498	NCA	LINK ROD, RH	1	steel wheels only
131	BTA497	£8.90	LINK ROD, LH	1	
	BTA494	NCA	LINK ROD, RH	1	wire wheels only
	BTA495	NCA	LINK ROD, LH	1	
	BTA497K	£35.00	LINK ROD KIT	1	suitable for steel and wire wheels

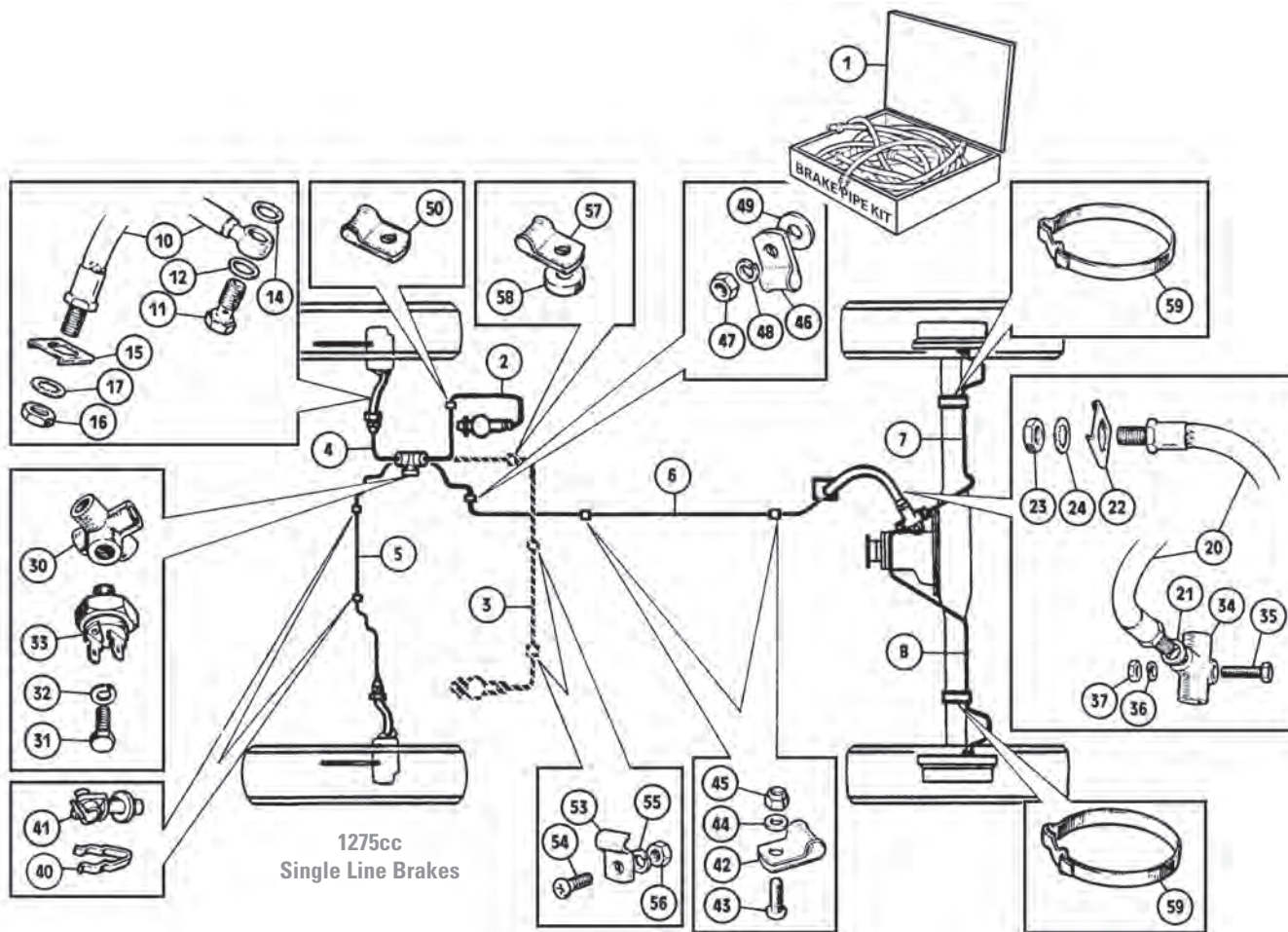
Note: Some handbrake link rods are NCA. We recommend using BTA497K if a complete set is required.

132	2K6930	£1.75	CLEVIS PIN, (cross rod to brake lever)	2	
133	2K5291	£0.60	WASHER, felt	4	
134	GHF500	£0.22	SPLIT PIN	2	

## Hand Brake Cable

(G-AN6-182001 on)

137	CLZ515	£1.48	CLEVIS PIN, cable to handbrake	1	
138	GHF301	£0.24	WASHER, plain	1	
139	GHF502	£0.22	SPLIT PIN	1	
140	GVC1008	£14.90	HANDBRAKE CABLE	1	for steel wheels only
	CHA634	£22.60	HANDBRAKE CABLE	1	for wire wheels only
141	AHH6752	NCA	BRACKET, (cable to differential)	1	
142	AHC156	NCA	CLIP, cable to bracket	1	
143	SH604041	£0.41	SCREW	1	
144	GHF300	£0.22	WASHER, plain	1	
145	GHF331	£0.38	WASHER, locking	1	
146	GHF200	£0.22	NUT	1	
150	HBS1001	£1.30	STRAP, rubber	1	
151	CHA635	NCA	PLATE, (clamping strap to bracket on axle)	2	
152	GHF117	£0.30	SCREW, plate and strap to bracket	2	
153	GHF331	£0.38	WASHER, locking	2	
154	CHA636	NCA	PLATE, (clamping strap to bracket on cable)	1	
155	SH605061	£0.22	SCREW, plate and strap to cable	1	
156	GHF332	£0.40	WASHER, locking	1	
160	CLZ411	£1.55	CLEVIS PIN, (cable to brake lever)	2	
161	GHF300	£0.22	WASHER, plain	2	
162	GHF501	£0.47	SPLIT PIN	2	



**Brake Pipes, Hoses & Fittings (Single Line Systems)**

**Single Line Brakes 1275cc**

(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

**Brake Pipes**

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	GAC5032	£74.30	BRAKE PIPE KIT, RHD	1	
	GAC6032	£74.30	BRAKE PIPE KIT, LHD	1	
2	GPP28AA	£14.60	PIPE, RHD, master cylinder to 5 way union	1	
3	GPP64AA	£18.90	PIPE, LHD, master cylinder to 5 way union	1	
4	GPP14AC	£13.80	PIPE, 5 way union to RH front brake hose	1	
5	GPP50AC	£17.60	PIPE, 5 way union to LH front brake hose	1	
6	GPP72AC	£19.30	PIPE, 5 way union to rear brake hose	1	
7	GPP20AA	£13.30	PIPE, 3 way union to RH rear brake	1	
8	GPP32AA	£16.10	PIPE, 3 way union to LH rear brake	1	

**Brake Hoses and Fittings**

10	GBH157	£8.20	BRAKE HOSE, front, (standard)	2	
	GBH157Z	£5.30	BRAKE HOSE, front, (aftermarket)	2	
	GBH157SS	£24.80	BRAKE HOSE, front, (*AeroQuip/braided)	2	stainless steel
11	C5192A	£6.76	BANJO BOLT, front hose to caliper	2	
12	3H550	£0.64	WASHER, copper	2	bolt head to banjo
14	233220A	£0.89	WASHER, copper	2	banjo to caliper
15	1G9198	£2.26	LOCK PLATE	2	
			(Front brake hose to front hose to suspension tower).		
16	GHF202	£0.22	NUT	2	
17	GHF323	£0.22	WASHER, shakeproof	2	
20	GBH158	£7.06	BRAKE HOSE, rear, (standard)	1	
	GBH158Z	£6.00	BRAKE HOSE, rear, (aftermarket)	1	
	GBH158SS	£25.60	BRAKE HOSE, rear, (*AeroQuip/braided)	1	stainless steel
21	233220A	£0.89	WASHER, copper	1	rear hose to 3 way union
22	1G9198	£2.26	LOCK PLATE	1	
23	GHF202	£0.22	NUT	1	
24	GHF323	£0.22	WASHER, shakeproof	1	

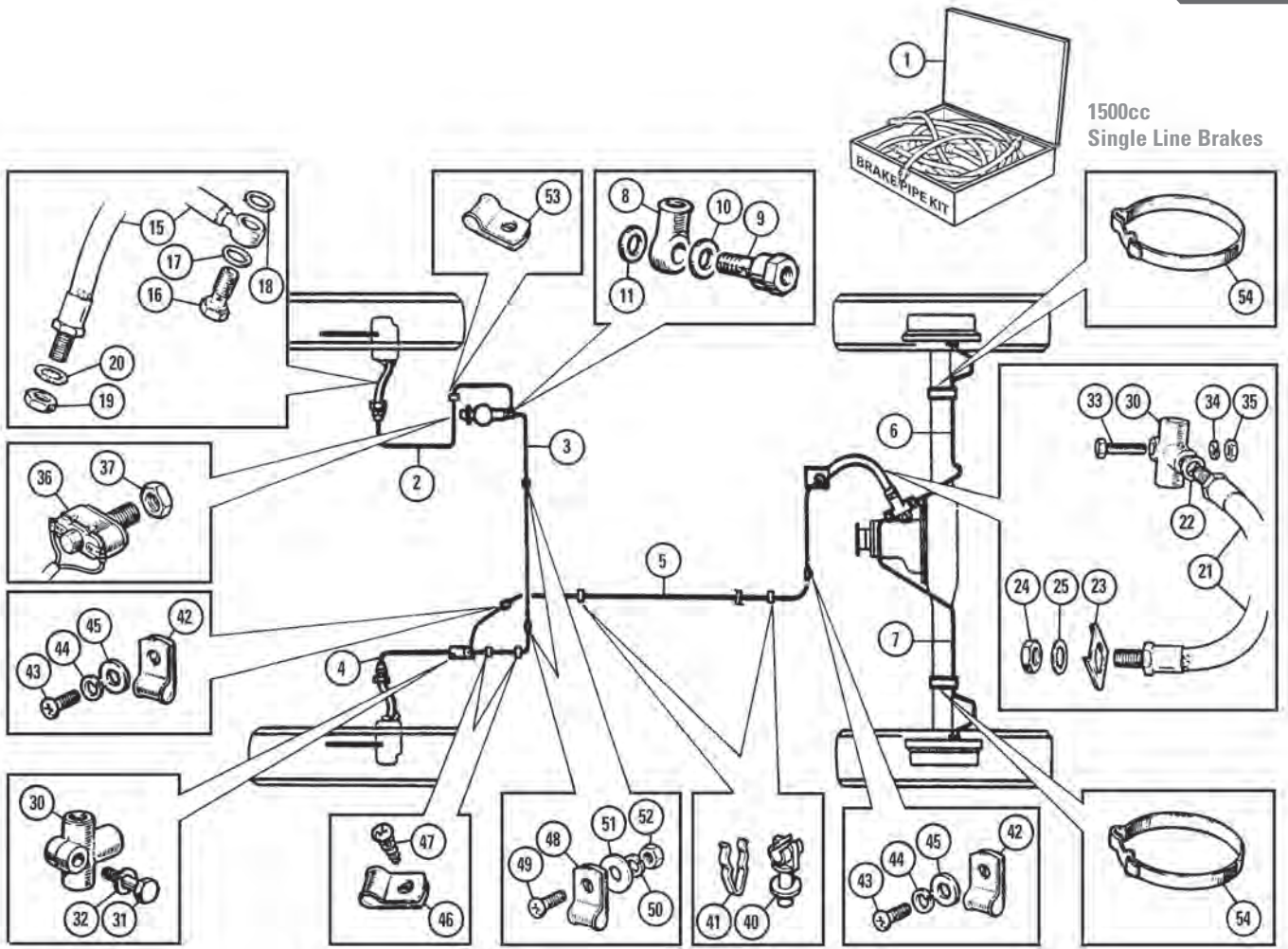
**Unions, Brake Light Switch and Fittings**

30	17H7108	£22.90	UNION, 5 way	1	
31	GHF101	£0.30	BOLT, (union to RH inner wing)	1	
32	GHF331	£0.38	WASHER, locking	1	
33	C16062A	£4.85	SWITCH, brake light	1	fits on union
34	3H2424	£9.30	UNION, 3 way	1	
35	BH604101	£0.47	BOLT, (3 way union to rear axle)	1	
36	GHF331	£0.38	WASHER, locking	1	
37	GHF200	£0.22	NUT	1	

**Pipe Clips**

40	6K35	£0.53	CLIP, metal	2	G-AN4, To G-AN5-114642, H-AN9, H-AN10, A-AN10
			(Brake pipe to front crossmember).		
41	GHF1192	£0.41	CLIP, plastic	2	From G-AN5-114643
			(Brake pipe to front crossmember).		
42	PCR307	£1.25	CLIP, (brake pipe to tunnel & footwell)	2	
43	PMZ308	£0.30	SCREW, clip to tunnel & footwell	2	
44	GHF306	£0.30	WASHER, plain	2	
45	GHF220	£0.22	NUT, nyloc	2	
46	PCR311	£1.25	CLIP, (brake pipe to footwell side)	1	
47	GHF200	£0.22	NUT, clip to footwell side	1	
48	GHF331	£0.38	WASHER, locking	1	
49	GHF300	£0.22	WASHER, plain	1	
50	PCR311	£1.25	CLIP, (brake pipe to pedal box)	1	RHD
53	CHR307	N/A	CLAMP, (brake/clutch pipes to bulkhead)	2	LHD
54	PMZ305	£0.36	SCREW, clamp to bulkhead	2	
55	WL700101	£0.25	WASHER, locking	2	
56	GHF206	£0.16	NUT, LH, steering only	2	
57	PCR311	£1.25	CLIP, brake pipe to screw securing (Pedal box aperture blanking plate).	1	
58	AHH6247	N/A	SPACER, (between clip & blanking plate)	1	
59	ACH8650	£2.40	STRAP, (brake pipe to rear axle)	2	





**1500cc Single Circuit Brakes**

(To G-AN6-212000)

**Brake Pipes**

Note: This catalogue does not cover LHD North American vehicles, if you require components for a LHD Midget 1500cc, please telephone your local branch for details.

1	GAC5033	£90.50	BRAKE PIPE KIT, RHD	1	copper
	GAC5033L	£90.50	BRAKE PIPE KIT, LHD	1	copper
2	GPP34AC	£15.40	PIPE, master cylinder to RH front brake hose	1	
3	GPP60AA	£18.50	PIPE, master cylinder to 3 way union	1	
4	GPP12AC	£13.50	PIPE, 3 way union to LH front brake hose	1	1500cc to G-AN6-212000
5	GPP82AC	£21.60	PIPE, 3 way union to rear brake hose	1	
6	GPP20AA	£13.30	PIPE, 3 way union to RH rear brake	1	
7	GPP32AA	£16.10	PIPE, 3 way union to LH rear brake	1	
8	7H7851	£9.16	BANJO UNION, master cylinder outlet	1	
9	11D5264X	£13.30	BANJO BOLT, special	1	
10	3H550	£0.64	WASHER, copper	1	bolt head to banjo
11	233220A	£0.89	WASHER, copper	1	banjo to master cylinder

**Brake Hoses & Fittings**

15	GBH157	£8.20	BRAKE HOSE, front, (standard)	2	
	GBH157Z	£5.30	BRAKE HOSE, front, (aftermarket)	2	
	GBH157SS	£24.80	BRAKE HOSE, front, (*AeroQuip/braided)	2	stainless steel
16	C5192A	£6.76	BANJO BOLT, front hose to caliper	2	
17	3H550	£0.64	WASHER, copper	2	bolt head to banjo
18	233220A	£0.89	WASHER, copper	2	banjo to caliper
19	GHF202	£0.22	NUT, front hose to inner wheel arch	2	
20	GHF323	£0.22	WASHER, shakeproof	2	
21	GBH158	£7.06	BRAKE HOSE, rear, (standard)	1	
	GBH158Z	£6.00	BRAKE HOSE, rear, (aftermarket)	1	
	GBH158SS	£25.60	BRAKE HOSE, rear, (*AeroQuip/braided)	1	stainless steel
22	233220A	£0.89	WASHER, copper	1	rear hose to 3 way union
23	1G9198	£2.26	LOCK PLATE	1	
24	GHF202	£0.22	NUT	1	
25	GHF323	£0.22	WASHER, shakeproof	1	

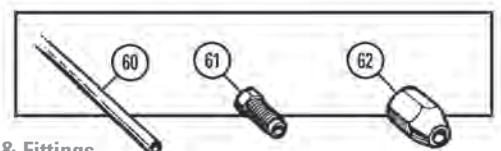
**Unions, Brake Light Switch & Fittings**

30	3H2424	£9.30	UNION, 3 way	2	
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31	GHF101	£0.30	BOLT, 3 way union to LH inner wing	1	
32	GHF331	£0.38	WASHER, locking	1	
33	BH604101	£0.47	BOLT, 3 way union to rear axle	1	
34	GHF331	£0.38	WASHER, locking	1	
35	GHF200	£0.22	NUT	1	
36	BHA4675	£21.40	SWITCH, brake light	1	fits on pedal box
37	NT606041	£0.60	NUT	1	

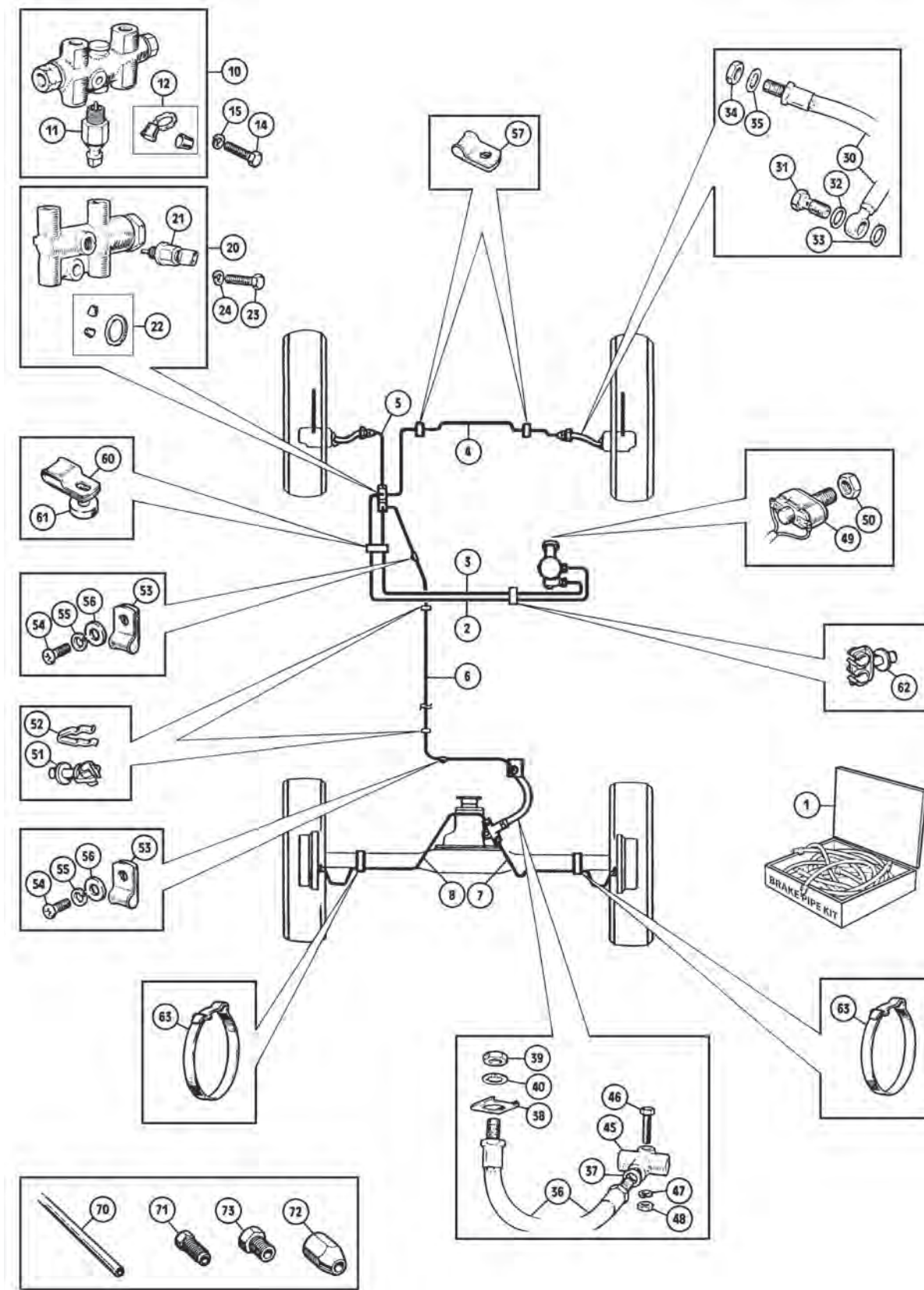
**Pipe Clips**

40	GHF1192	£0.41	CLIP, plastic, alternative	2	pipe to floor support channel
41	6K35	£0.53	CLIP, metal, alternative	2	
42	PCR307	£1.25	CLIP, brake pipe to heel board & footwell	2	
43	PMZ308	£0.30	SCREW, clip to heel board & footwell	2	
44	WL700101	£0.25	WASHER, locking	2	
45	GHF306	£0.30	WASHER, plain	2	
46	PCR307	£1.25	CLIP, brake pipe to footwell top	2	
47	GHF426	£0.22	SCREW, clip to footwell top	2	
48	PCR307	£1.25	CLIP, brake pipe to bulkhead	2	
49	PMZ308	£0.30	SCREW, clip to bulkhead	2	
50	WL700101	£0.25	WASHER, locking	2	
51	GHF306	£0.30	WASHER, plain	2	
52	GHF206	£0.16	NUT	2	
53	PCR311	£1.25	LIP, brake pipe to pedal box screw	1	
54	ACH5375	NCA	STRAP, original	2	brake pipe to rear axle
	ACH8650	£2.40	STRAP, alternative	2	



**Brake Pipe Lengths & Fittings**

60	MPCP125	£24.30	BRAKE PIPE, copper	a/r	7 metre roll
	MPKF125	£28.20	BRAKE PIPE, kunifer	a/r	
61	TM606031	£0.95	TUBE NUT, male	a/r	(3/8" UNF thread)
62	AEU1A	£2.30	TUBE NUT, female	a/r	



**Brake Pipes, Hoses & Fittings (Dual Line Systems)**

**Dual Line Brakes 1500cc  
(G-AN6-212001 on)**

**Brake Pipes**

Note: While the Midget 1500cc was manufactured (like its predecessors) in both RHD LHD versions, the latter were exclusively North American specification cars. This catalogue does not cover North American vehicles, if you require a brake pipe (or any other component) for a LHD Midget 1500cc, please telephone your nearest branch for details.

ill.	Part Number	Price £ea.	Description	Req.	Details
1	GAC5061	£93.50	BRAKE PIPE KIT, RHD	1	copper
2	GPP66AT	NCA	PIPE, front master cyl. outlet to PDWA valve	1	}
3	GPP60AA	£18.50	PIPE, rear master cyl. outlet to PDWA valve	1	
4	GPP42CT	NCA	PIPE, PDWA valve to RH front brake hose		
5	GPP10CT	£13.50	PIPE, PDWA valve to LH front brake hose	1	

**Brake Pipes (Continued)**

ill.	Part Number	Price £ea.	Description	Req.	Details
6	GPP82AC	£21.60	PIPE, PDWA valve to rear brake hose	1	}
7	GPP20AA	£13.30	PIPE, 3 way union to RH rear brake	1	
8	GPP32AA	£16.10	PIPE, 3 way union to LH rear brake	1	

**PDWA Valve**

There are two types of 'Brake Pressure Differential Warning Actuator' (PDWA) valves which may be found under the bonnet of your dual line-braked Midget 1500cc. They may be easily identified by the material that the main valve body is made from.

The one you are more likely to find is the cast iron item (AAU2583), which was the factory fitment during the period in which your car was built. On earlier USA market cars, plus other vehicles from the British Leyland line up, a brass PDWA valve (13H5905) was fitted, new brass valves have at times been more prevalent in the classic car spares market, with the result that many are now fitted to late model Midget 1500cc's. As assemblies, the cast iron and brass valves are inter-changeable, however the actuator switches screwed into the bodies are not.

The switch to fit the brass valve, RTC826, has a coarse pitch thread of approximately 9mm diameter, whereas the switch for the cast iron valve, AAU1700A, has a fine pitch thread of approximately 15mm diameter.

10	AAU2583	NCA	VALVE ASSEMBLY, PDWA, (cast iron)	1	}	
11	AAU2454	£21.20	SWITCH, brake failure	1		
12	BAU1775	NCA	REPAIR KIT, valve	1		original, (cast iron)
14	BH604141	£1.10	BOLT, (valve to LH front inner wing)	1		
15	GHF331	£0.38	WASHER, locking	1		
20	13H5905	NCA	VALVE ASSEMBLY, PDWA, (brass)	1	}	
21	AAU1700A	£33.50	SWITCH, actuator	1		
22	BAU1704A	£14.70	REPAIR KIT, valve	1		replacement, (brass)
23	GHF101	£0.30	SCREW, (valve to LH front inner wing)	1		
24	GHF331	£0.38	WASHER, locking	1		

**Brake Hoses and Fittings**

30	GBH157	£8.20	BRAKE HOSE, front, (standard)	2	}	
	GBH157Z	£5.30	BRAKE HOSE, front, (aftermarket)	2		
	GBH157SS	£24.80	BRAKE HOSE, front, (*AeroQuip/braided)	2		
31	C5192A	£6.76	BANJO BOLT, front hose to caliper	2	}	
32	3H550	£0.64	WASHER, copper	2		bolt head to banjo
33	233220A	£0.89	WASHER, copper	2		banjo to caliper
34	GHF202	£0.22	NUT, front hose to inner wheel arch	2		
35	GHF323	£0.22	WASHER, shakeproof	2		
36	GBH158	£7.06	BRAKE HOSE, rear, (standard)	2	}	
	GBH158Z	£6.00	BRAKE HOSE, rear, (aftermarket)	2		
	GBH158SS	£25.60	BRAKE HOSE, rear, (*AeroQuip/braided)	2		
37	233220A	£0.89	WASHER, copper	2	rear hose to 3 way union	
38	1G9198	£2.26	LOCK PLATE	2	}	
39	GHF202	£0.22	NUT	2		
40	GHF323	£0.22	WASHER, shakeproof	2		

**Unions, Brake Light Switch and Fittings**

45	3H2424	£9.30	UNION, 3 way	1	}	
46	BH604101	£0.47	BOLT, 3 way union to rear axle	1		
47	GHF331	£0.38	WASHER, locking	1		
48	GHF200	£0.22	NUT	1		
49	BHA4675	£21.40	SWITCH, brake light	1		(fits on pedal box)
50	NT606041	£0.60	NUT	1		

**Pipe Clips**

51	GHF1192	£0.41	CLIP, plastic, alternative	2	}	
52	6K35	£0.53	CLIP, metal, alternative	2		
53	PCR307	£1.25	CLIP, pipe to heel board & footwell	2	}	
54	PMZ308	£0.30	SCREW, clip to heel board & footwell	2		
55	WL700101	£0.25	WASHER, locking	2		
56	GHF306	£0.30	WASHER, plain	2		
57	PCR311	£1.25	CLIP, pipe to steering rack mount	2		
60	AHA8683	£2.40	CLIP (Brake pipes to screw securing pedal box aperture blanking plate).	1		
61	AHH6247	NCA	SPACER, between clip & blanking plate	1		
62	13H9593	NCA	CLIP, bulkhead (For brake pipes between master cylinder and PDWA valve).	5		
63	ACH5375	NCA	STRAP, original	2		brake pipe to rear axle
	ACH8650	£2.40	STRAP, alternative	2		

**Brake Pipe Lengths & Nuts**

70	MPCP125	£24.30	BRAKE PIPE, copper	a/r	}
	MPKF125	£28.20	BRAKE PIPE, kunifer	a/r	

71	TM606031	£0.95	TUBE NUT, male	a/r	}
72	AEHU1A	£2.30	TUBE NUT, female	a/r	
73	BHA4706	£1.70	TUBE NUT, male	a/r	7/16" UNF thread

**Brake Bleeding and Dual Circuit Brakes**

The recommended replacement period for the originally specified brake fluid is 2 years.

Girling, the manufacturers of brake systems fitted on many motor cars, write:

"To enable brake fluid to work, it has to remain incompressible even at the high temperatures which can be generated within the brake system - up to 170°C. However, brake fluid is hygroscopic, which means that by its chemical nature it absorbs moisture (water) from the atmosphere through the reservoir breather & the flexible hoses. When the moisture builds up there is a major risk that, under heavy braking, the fluid will 'boil'. The water in the system near the 'hot spots' (calipers & wheel cylinders) turns to vapour and then compresses. The technical term is vapour lock. The reality is at best a soft, spongy pedal, at worst total brake failure."

They recommend that the boiling point of brake fluid should be tested periodically to indicate its moisture content. Such test equipment may not be readily available to the private owner. Thus the 2 yearly renewal procedure should be adopted.

The brake bleeding operation is clearly detailed in all quality service manuals for all types of car. What is missing from many publications is how to cope with dual circuit systems fitted with the pressure differential warning actuator (PDWA) valve. The trick with dual circuit systems incorporating the PDWA valve is to take matters slowly, bleeding one fully opened screw at a time, unless you can rely on assistants who would otherwise be required. Do not pump up pressure, nor push the pedal through its full stroke during the bleeding operation.

After bleeding the brakes completely, the brake warning light on the fascia is often illuminated. This will have been caused during the bleeding operation by a differential in fluid pressure in the system moving the valve shuttle, actuating the switch and blocking off one fluid circuit (exactly what it is supposed to do in the event of failure of one of the brake circuits). To re-centralise the shuttle the following steps should be taken:

1. Fit a rubber tube, as used in the bleeding operation, to a bleed screw at the opposite end of the car to that which has just been bled. Submerge the other end of the tube in a container of appropriate brake fluid.
2. Open the bleed screw.
3. Switch on the ignition but DO NOT START THE ENGINE (the brake warning light will glow).
4. Exert a steady but light pressure on the brake pedal until the brake light is extinguished. The moment the light goes out close the bleed screw and stop pressing the pedal (a click may be felt through the pedal as the shuttle returns to its mid-position).
5. Tighten all bleed screws.
6. When the system is sealed, depress the brake pedal and test for 'feel'. The brake failure warning light should not glow if the brakes are correctly bled and the PDWA valve shuttle is set centrally.

Note: If the pedal is pushed too hard the shuttle will move to the other side of the valve, thus requiring the procedure to be repeated on a brake bleed screw at the opposite end of the car.

**Clutch & Brake Fluids**

When did you last change your Clutch/Brake fluid?

DOT3 fluid ought to be completely discarded, DOT4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers. An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT5 'ABF'), which is 'Non-Hygroscopic', so it doesn't promote rust problems in the hydraulic system. The bonus is that it won't damage paint work.

When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components. Racing Fluid (DOT5.1 'GBF5') really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT5.1 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.

**Brake/Clutch Fluid (DOT4 Specification)**

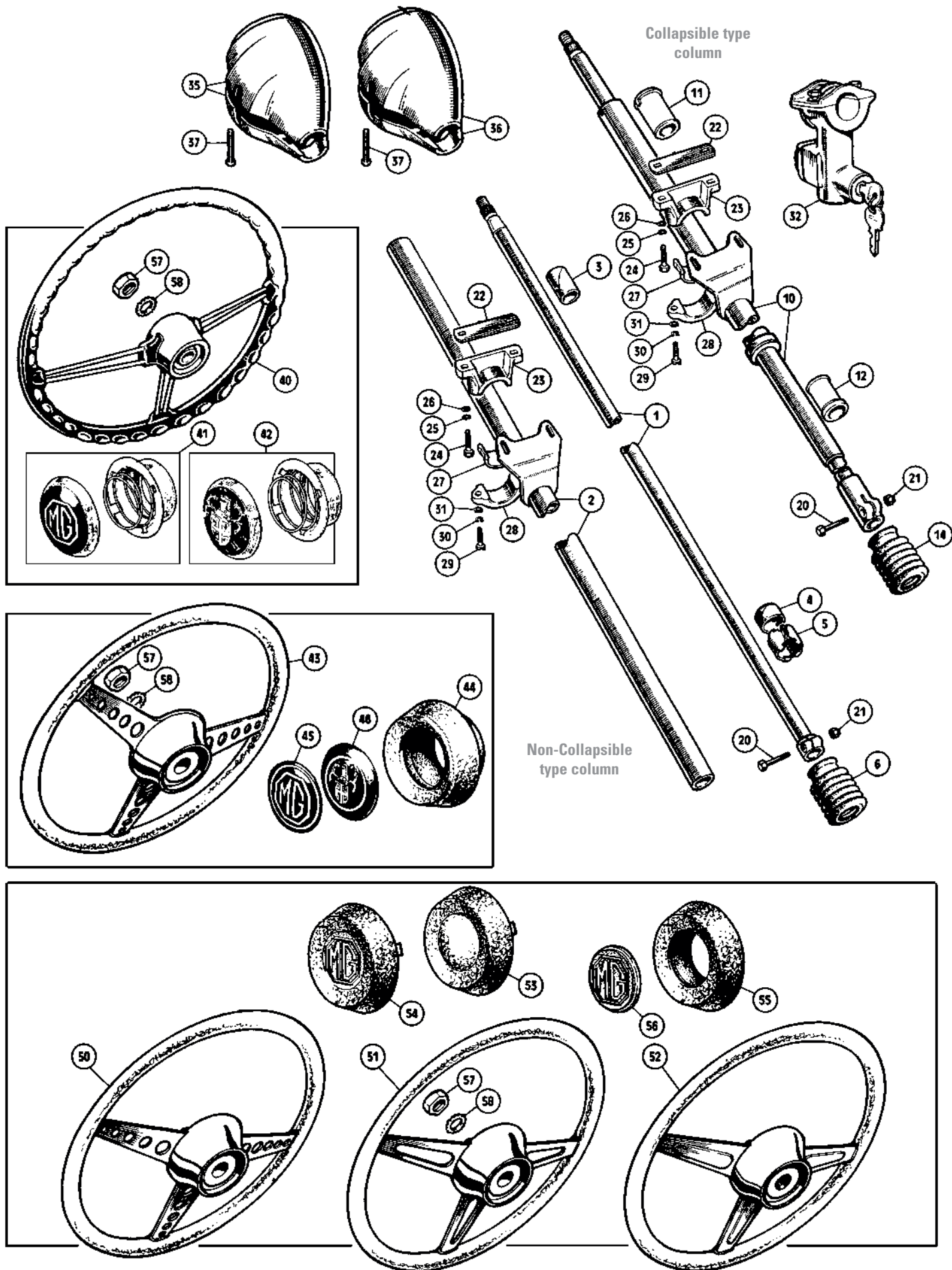
ill.	Part Number	Price £ea.	Description	Req.	Details
NI	GBF4102	£6.80	BRAKE/CLUTCH FLUID, DOT4	a/r	500ml
NI	GBF4103	£12.50	BRAKE/CLUTCH FLUID, DOT4	a/r	1 litre
NI	GBF4104	£48.50	BRAKE/CLUTCH FLUID, DOT4	a/r	5 litre

**Silicone Brake/Clutch Fluid (DOT5 Specification)**

NI	ABF3	£27.60	BRAKE/CLUTCH FLUID, DOT5	a/r	silicone, 500ml
NI	ABF4	£48.30	BRAKE/CLUTCH FLUID, DOT5	a/r	silicone, 1 litre

**Racing Brake/Clutch Fluid (DOT5.1 Specification)**

NI	GBF5102	£11.70	BRAKE/CLUTCH FLUID, DOT5.1	a/r	racing, 500ml
NI	GBF5103	£16.80	BRAKE/CLUTCH FLUID, DOT5.1	a/r	racing, 1 litre



Steering Column & Wheels

Steering Columns, Non-Collapsible

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	17H9185	NCA	COLUMN, inner RHD/LHD, (no lock)	1	G-AN4, H-AN9
2	17H9184	NCA	COLUMN, outer RHD/LHD, (no lock)	1	
	27H2359	NCA	COLUMN, inner RHD, (accepts lock)	1	
	27H2361	NCA	COLUMN, inner LHD, (accepts lock)	1	
	27H2358	NCA	COLUMN, outer RHD, (accepts lock)	1	
	27H2360	NCA	COLUMN, outer LHD, (accepts lock)	1	
	37H4769	NCA	COLUMN, inner RHD/LHD, (no lock)	1	
	37H4766	NCA	COLUMN, outer RHD/LHD, (no lock)	1	
	37H4770	NCA	COLUMN, inner RHD/LHD, (accepts lock)	1	
	37H4771	NCA	COLUMN, outer RHD, (accepts lock)	1	
	37H4772	NCA	COLUMN, outer LHD, (accepts lock)	1	
3	AHA5893	£2.50	BUSH, upper	1	
4	13H569	£2.90	BUSH, lower	1	H-AN10, A-AN10
5	13H568	NCA	CLIP, lower bush securing	1	
6	AHA5435	£3.70	SEAL, draught excluding	1	

Steering Columns, Collapsible

Note: 1275cc Sprites & Midgets were freely available with RHD or LHD specification. While the Midget 1500cc (G-AN6) was manufactured in both RHD and LHD versions, the latter were exclusively North American market cars. This catalogue does not cover North American vehicles, if you require a steering column part (or any other component) for a LHD Midget 1500cc, please contact your local branch for details.

10	AHA9792	NCA	COLUMN ASSEMBLY, RHD, new	1	G-AN5-105501 On, To G-AN6-170989
	AHA9792E	NCA	COLUMN ASSEMBLY, RHD, *recon *(Exchange).	1	
	CHA558	NCA	COLUMN ASSEMBLY, RHD, new	1	G-AN6-170990 On *(Exchange).
	CHA558E	NCA	COLUMN ASSEMBLY, RHD, *recon *(Exchange).	1	
	AHA9882	NCA	COLUMN ASSEMBLY, LHD, new	1	G-AN5-105501 On *(Exchange).
	AHA9882E	NCA	COLUMN ASSEMBLY, LHD, *recon *(Exchange).	1	
11	MGP1050B	£12.90	BUSH, upper	1	
12	MPB1002	£6.80	BUSH, lower	1	
14	AHA9801	£3.50	SEAL, draught excluding	1	From G-AN5-105501
	CHA457	NCA	SEAL, draught excluding	1	To G-AN6-170989
	CHA559	NCA	SEAL, draught excluding	1	From G-AN6-170990

Steering Column Mountings

20	53K1013	£2.40	BOLT, clamping	1	column to steering rack
21	LNZ104	£1.80	NUT, locking	1	
22	2A6144	NCA	SHIM	a/r	
23	2A6132	NCA	BRACKET, column mounting	1	
24	GHF101	£0.30	SCREW, bracket to body	2	
25	GHF331	£0.38	WASHER, locking	2	
26	GHF300	£0.22	WASHER, plain	2	
27	667-795	£2.80	SEATING, column bracket	1	
28	2A6133	NCA	CAP, bracket	1	
29	SH504091	£0.77	SCREW, cap to bracket	2	
30	GHF331	£0.38	WASHER, locking	2	
31	GHF300	£0.22	WASHER, plain	2	
32		NCA	STEERING LOCK	1	

Steering Column Cowls

35	18G8713	£25.80	COWLING, top & bottom halves, RHD	1	G-AN4, H-AN9 (without (headlamp flash on stalk)
	18G8388	NCA	COWLING, top & bottom halves, LHD	1	
36	18G8713	£25.80	COWLING, top & bottom halves, RHD	1	G-AN4, H-AN9 (with head- lamp flash on stalk) all G-AN5, G-AN6, H-AN10, A-AN10
	18G8714	£36.10	COWLING, top & bottom halves, LHD	1	
37	RMZ214	£0.55	SCREW, cowl	4	
	RMP214	£1.75	SCREW, cowl, chrome	4	

Steering Wheels

Note: Horn push pads are included here as they are seen to be part of the steering wheel. However, the full range of horn pushes and their associated components may be found in 'Switches & Controls (Fascia & Column)' on page 199.

40	AHA9193	NCA	STEERING WHEEL, (wire spokes)	1	G-AN4, H-AN9
41	BHA4442	NCA	HORN PUSH, 'MG' logo	1	
42	BHA4441X	NCA	HORN PUSH, 'Austin' logo	1	
43	BHH111	NCA	STEERING WHEEL, (five hole spokes)*	1	To G-AN5-89514, To H-AN10-86302
44	31G1039	NCA	CENTRE PAD*	1	
45	BHA4979	NCA	BADGE, centre pad, 'MG' logo*	1	
46	BHA5010	NCA	BADGE, centre pad, 'Austin' logo*	1	

\*Note: The steering wheel BHH111 introduced for the 1970 model year was the first on non-American Sprites & Midgets to be devoid of a horn push (the horn was operated from the indicator stalk). This state was not to last for long, however, because in July 1970 a new (but similar) steering wheel was introduced with a horn push pad in the centre. If you have an early 1970 car and you're stuck for a

BHH111 steering wheel, any of the later three wheels will do the job (BHH1307 is closest to original in style - it has five hole spokes), together with an appropriate horn push to act as a centre pad.

50	BHH1307	NCA	STEERING WHEEL, (five hole spokes)	1	G-AN5-89515 To G-AN5-123730, H-AN10-86303 On, A-AN10
51	BHH1307	NCA	STEERING WHEEL, (slotted spokes)	1	
				1	
52	BHH1307	NCA	STEERING WHEEL, (embossed spokes)	1	G-AN5-135882 On, G-AN6 H-AN10-86303 On, A-AN10
53	BHA5053	NCA	HORN PUSH, no logo, (for Sprite)	1	
54	BHA5043	NCA	HORN PUSH, black, 'MG' logo	1	G-AN5-89515 To G-AN5-105500
	BHA5135	NCA	HORN PUSH, red, 'MG' logo	1	
	AAU1161X	NCA	HORN PUSH, gold, 'MG' logo	1	G-AN5-105501 On, To G-AN6-200000 used on selected 1975 G-AN6 cars
				1	

Note: The above horn push options are no longer available and can all be replaced by alternative horn push AAU1161. It is a direct fit to the original boss.

54	AAU1161	£42.60	HORN PUSH, black, 'MG' logo	1	use as replacement for NCA horn pushes
				1	
55	CHA748	£23.30	CENTRE PAD, hollow centre	1	G-AN6-200001 On
56	CHA747	£6.20	BADGE, black/silver, 'MG' logo, (original)	1	
	BHH1994	£3.90	BADGE, black, 'MG' logo, (alternative)	1	
	BHH2687	£7.60	BADGE, red/silver, 'MG' logo, (alternative)	1	
57	ACH6001	£5.40	NUT, steering wheel to column	1	
	BHH2103	£4.50	NUT, steering wheel to collapsible column	1	
58	6K900	£1.04	WASHER, shakeproof	1	

Removing and Refitting Components

1. The steering lock

There are several ways of removing steering lock shear bolts, which by security conscious design will have sheared their heads off during fitting. The methods range from the ham-fisted (ignoring the bolts and simply hack-sawing the lock off, thereby destroying it) to a couple of more rational ideas described below. If there is any of the shear bolt material proud of the steering lock casting, it may be possible to create a slot across it with careful use of a hacksaw and then undo the bolt with a screwdriver. If this is not possible, the bolt can be undone by putting the point of a centre punch near the outer edge of the sheared surface of the bolt, then angling the punch so that when struck by a hammer it knocks the bolt round in an anti-clockwise direction. Repeating this action will, of course, eventually undo the bolt. Granted, it's a slow procedure, but it works every time.

Drilling the bolts out is not really recommended if the lock is to be saved, unless you are remarkably skilful (or lucky) in your aim, the drill will probably drift into the soft metal of the lock casting, leaving rather too much of the relatively harder bolt complete. In the same vein, using an 'Easyout' (a device for removing broken studs) is a bit of a gamble, if the Easyout breaks, as it will if you get a little too enthusiastic with it, you will be left staring at something that's definitely too hard to drill out.

2. The steering wheel

When trying to ease the steering wheel off the tapered splines on the top of the column without the aid of the correct wheel pulling tool (i.e. jiggling it from side to side and tugging at the same time, or tapping the back of the wheel with a soft faced hammer), make sure that the wheel retaining nut is still held on the end of the column by a thread or two.

You'll have saved face - literally - when the wheel eventually breaks free in a hurry from its splines. Going back to the start of the task, scratch a mark on the top of the inner column to match another on the wheel centre, so that later during re-assembly you don't have to go through the hit and miss process of trying to get the wheel on straight again.

3. Joining the steering column to the steering rack

Never attempt to join the column and steering rack together without the rack clamps being loose enough to allow a little rotation of the rack in its mountings. The movement will allow the splines of the column and rack to settle properly in line with each other; only then should all the bolts be nipped up tight: the column pinch bolt first, followed by the rack mountings. If the rack pinion was not quite in line, so that the column exerted a lateral pressure on it, abnormal wear on bushes and bearings would result.

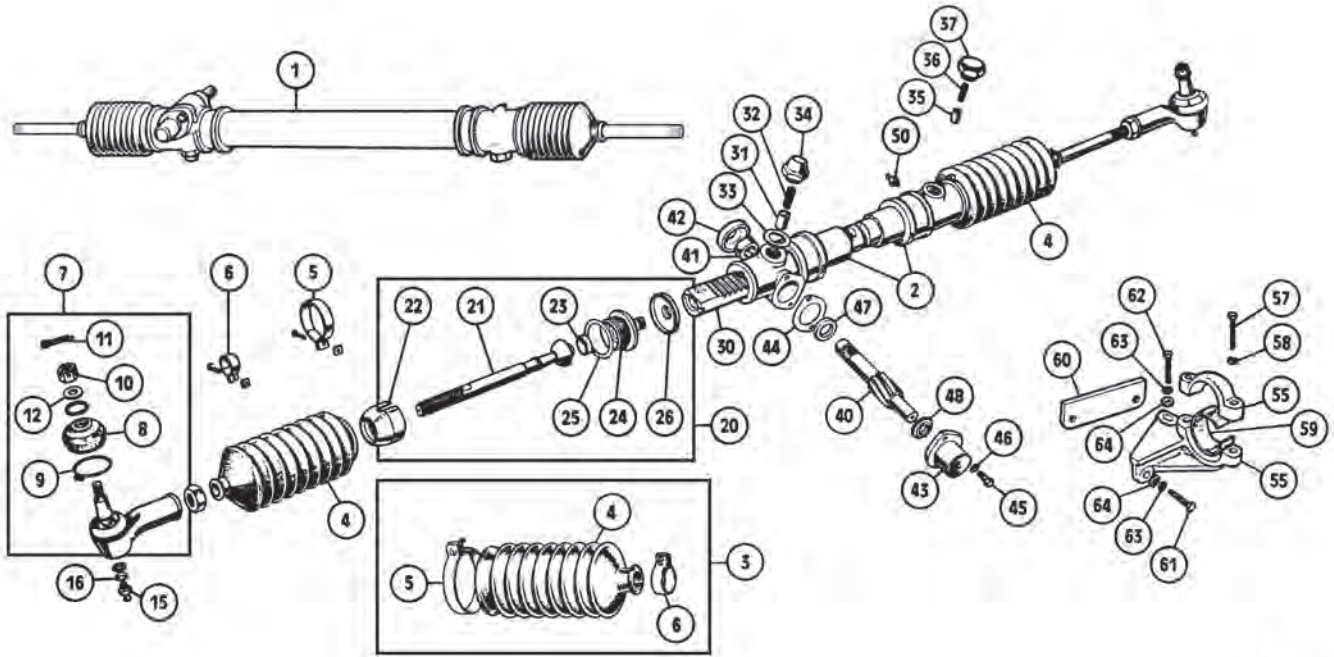
The Embarrassing Horn Fault

One sunny afternoon, you find yourself driving along in town with the hood down, generally enjoying life. You turn a corner slowly into a crowded street in your gleaming pride and joy and...the horn blares out, whereupon everyone stops and stares/glares at you. But you're sure you didn't touch the horn. Later, you drive over a bump while following a taxi and the horn goes off again. You hide miserably behind the steering wheel, as much out of sight of the taxi driver as possible. Once back at the sanctuary of your house, you wreak revenge on the horn controls, carrying out a thorough inspection and overhaul. A couple of days later, the same embarrassing events repeat themselves. You can't believe it.

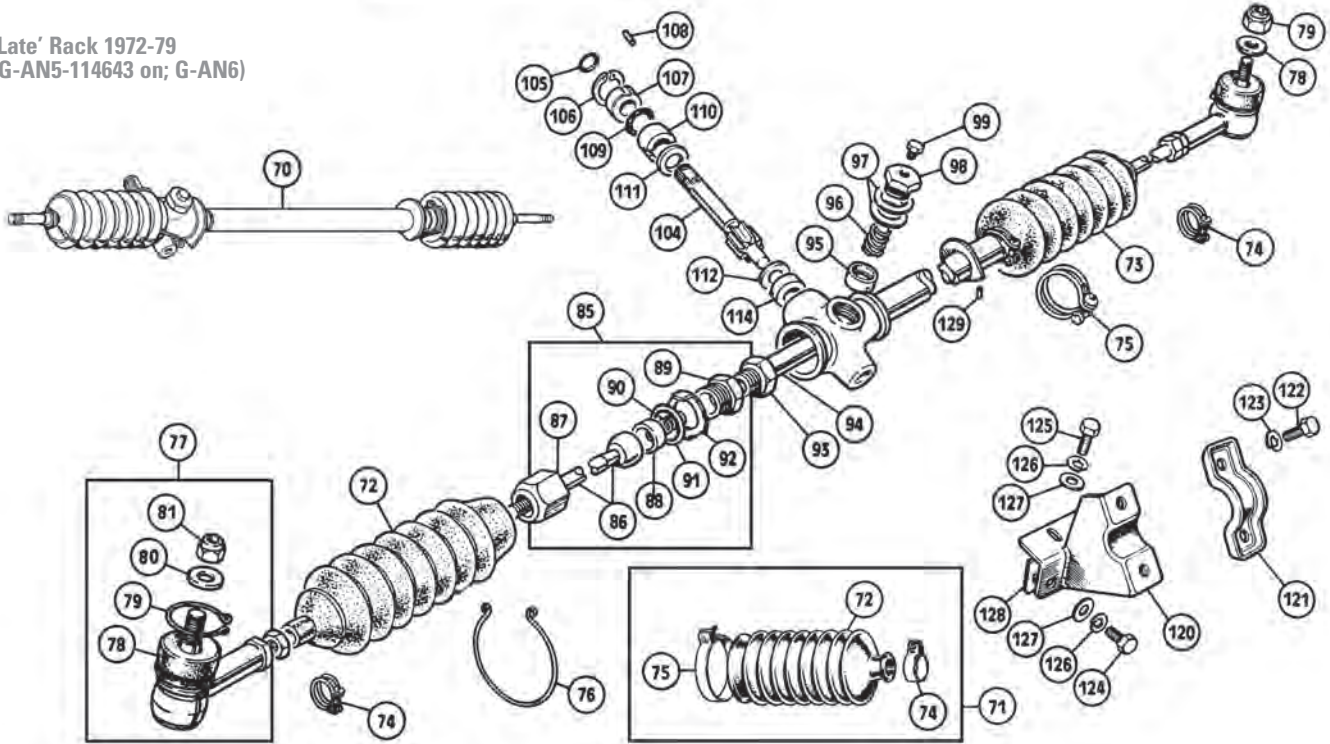
Try this test: Hold the steering wheel and try to pull it back towards yourself, then push it forwards, away from yourself, as far as you can. You will probably be shocked at the amount of longitudinal play (though not as shocked as when the horn goes off again).

The excessive play - which at its worst point enables the horn circuit to be unintentionally completed - is due to worn thrust washers on the steering rack pinion. If you fancy your chances dealing with fine tolerance shims & things, have a go at repairing it. If you're sensible, exchange your steering rack for a new or reconditioned item.

'Early' Rack (1967-71)  
(G-AN4; to G-AN5-114642; H-AN9; H-AN10; A-AN10)



'Late' Rack 1972-79  
(G-AN5-114643 on; G-AN6)



**Steering Racks**

Two types of rack were fitted, the Morris Minor sourced item giving way to the later Triumph design (intermittently) from GAN5-114643. The racks are not interchangeable unless the mounting brackets, track rod ends and steering arms (on the stub axles) are also changed.

'Early' Rack (1967-71)  
(G-AN4; to G-AN5-114642; H-AN9; H-AN10; A-AN10)

ill.	Part Number	Price £ea.	Description	Req.	Details
1	ACG6010	£148.40	STEERING RACK, RHD, new	1	1967-68
	ACG6010E	NCA	STEERING RACK, RHD, recon/exchange	1	To G-AN4-61165
	ACG6009	£148.40	STEERING RACK, LHD, new	1	To H-AN9-72528
	ACG6009E	NCA	STEERING RACK, LHD, recon/exchange	1	
	BTA1096	£148.40	STEERING RACK, RHD, new	1	1968-72, From G-AN4-61166
	BTA1096E	NCA	STEERING RACK, RHD, recon/exchange	1	To G-AN5-114642
	BTA1097	£148.40	STEERING RACK, LHD, new	1	From H-AN9-72529
	BTA1097E	NCA	STEERING RACK, LHD, recon/exchange	1	H-AN10, A-AN10

2	ACA6020	NCA	HOUSING, rack, RHD	1	
	ACA6019	NCA	HOUSING, rack, LHD	1	
3	ACA6029K	£8.80	GAITER KIT	2	one per end
4	ACA6029	£7.50	GAITER, rack	2	
5	BMK924A	£1.64	STEEL CLIP, large	2	
6	3H2963	NCA	STEEL CLIP, small	2	
7	GSJ169	£10.30	TRACK ROD END	2	
	GSJ169Z	£10.70	TRACK ROD END	2	aftermarket
8	7H3762	£4.00	GAITER, track rod end	2	
9	7H3565	£2.80	CLIP, gaiter	2	
10	NL607041	£1.80	NUT, slotted	2	
11	GHF504	£0.22	SPLIT PIN	2	
	GHF224	£0.66	NUT, nyloc	2	alternative to items 10 & 11
12	GHF303	£0.30	WASHER, plain	2	
15	UHN305	£2.32	GREASE NIPPLE	2	
16	ACH6173	£0.25	WASHER, fibre	2	
20	ACA6018	NCA	TRACK ROD ASSEMBLY	2	
21	ACA6015	NCA	TRACK ROD	2	
22	ACA5304	£50.40	BALL HOUSING, outer	2	
23	ACA5246	£15.20	SEAT, ball	2	

'Early' Rack (1967-71) (Continued)

Ill.	Part Number	Price Eea.	Description	Req.	Details
24	ACA6031	£43.60	BALL HOUSING, inner	2	
25	ACA6017	NCA	SHIM, 0.002"	a/r	
	ACA5301	NCA	SHIM, 0.003"	a/r	
	ACA5302	NCA	SHIM, 0.005"	a/r	
	ACA5303	NCA	SHIM, 0.010"	a/r	
26	ACA5247	£5.50	LOCK TAB	2	
30	ACA6026	NCA	RACK	1	
31	ACA5244	£11.30	PAD, damper	1	
32	ACA5248	£6.30	SPRING, pad	1	
33	ACA5249	£3.50	SHIM, (0.003")	a/r	
	ACA5275	NCA	SHIM, (0.010")	a/r	
34	ACA5245	£18.50	HOUSING, damper	1	
35	ACA5284	£4.50	PAD, secondary damper	1	
36	ACA5286	NCA	SPRING, pad	1	
37	ACA5285	£8.10	HOUSING, secondary damper	1	
40	ACA6028	NCA	PINION, RHD	1	] To G-AN4-61165, ] To H-AN9-72528 (groove ] around pinion spline)
	ACA6027	£15.30	PINION, LHD	1	
41	ACA5261	£2.10	SEAL, pinion	1	] G-AN4-61166 On, ] To G-AN5-114642, ] H-AN9-72529 On, H-AN10, ] A-AN10 (machined flat ] across pinion spline)
	BTA942	NCA	PINION, RHD	1	
	BTA941	NCA	PINION, LHD	1	
	BTA9008	NCA	SEAL, pinion	1	
42	AHA5496	NCA	RETAINER, pinion seal	1	
43	ACA5307	NCA	BEARING, pinion tail	1	
44	ACA5259	NCA	SHIM, (0.003")	a/r	
	ACA5260	NCA	SHIM, (0.005")	a/r	
	ACA5320	NCA	SHIM, (0.010")	a/r	
45	AJD6155Z	£0.89	SCREW, bearing to rack housing	2	
46	GHF331	£0.38	WASHER, locking	2	
47	ACA5257	£2.80	THRUST WASHER, pinion, upper	1	
48	ACA5258	NCA	THRUST WASHER, pinion, lower	1	
50	UHN305	£2.32	NIPPLE, rack lubrication	1	
55	AHA5391	NCA	BRACKET, rack mounting, RH	1	
	AHA5392	NCA	BRACKET, rack mounting, LH	1	
57	BH505121	£1.25	BOLT, clamping	4	
58	GHF332	£0.40	WASHER, locking	4	
59	2A6128	£1.80	SEATING, rack	2	
60	AHA8718	NCA	SHIM, mounting bracket, (1/32")	a/r	] passenger side ] mounting only
61	SH605061	£0.22	SCREW, bracket to front of crossmember	4	
62	GHF103	£0.60	SCREW, bracket to top of crossmember	2	
63	GHF332	£0.40	WASHER, locking	6	
64	GHF301	£0.24	WASHER, plain	6	

'Late' Rack 1972-79

(G-AN5-114643 on; G-AN6)

70	AHA9956	£148.40	STEERING RACK, RHD, new	1	] 1972-79, G-AN5-114643 ] on; G-AN6
	AHA9955	£148.40	STEERING RACK, LHD, new	1	
71	GSV1104/5	£15.00	GAITER KIT	1	services both ends
72	GSV1105	£11.20	GAITER, driver's side	1	
73	GSV1104	£11.00	GAITER, passenger side	1	
74	GHC11022	£2.30	CLIP, small	2	
75	GHC11035	£2.90	CLIP, large, passenger side	1	
76	EAW4321	£0.36	WIRE TIE, driver's side	1	
77	GSJ158	£7.30	TRACK ROD END	2	] aftermarket
	GSJ158Z	£6.76	TRACK ROD END	2	
78	EAW2270	£1.20	GAITER, track rod end	2	
79	138869	NCA	CLIP, gaiter	2	
80	WB110061	£0.77	WASHER, plain	2	
81	GHF223	£0.53	NUT, nyloc	2	
85	37H7346	NCA	TRACK ROD ASSEMBLY	2	
86		NCA	TRACK ROD	2	
87	128024	NCA	BALL HOUSING, outer	2	
88	158732	£6.00	SEAT, ball	2	
89	129963	NCA	BALL HOUSING, inner	2	
90	120953	£4.60	SPRING, seat	2	
91	130031	£1.21	SHIM, (0.002")	a/r	
	130032	£1.43	SHIM, (0.010")	a/r	
92	120957	£1.70	LOCK TAB	2	
93	146364	NCA	LOCK NUT	2	
94		NCA	RACK	1	
95	120946	£19.50	PAD, damper	1	
96	126765	NCA	SPRING, pad	1	
97	120959	NCA	SHIM, (0.002")	a/r	
	120949	NCA	SHIM, (0.004")	a/r	
	132055	NCA	SHIM, (0.010")	a/r	
98	132053	NCA	HOUSING, damper	1	
99	ARA1618	£4.20	PLUG, grease point	1	] alternatives
	056935	£1.55	GREASE NIPPLE	1	] ]

104	37H7339	NCA	PINION, RHD	1	
	37H7340	NCA	PINION, LHD	1	
105	128021	£0.98	SEAL, pinion	1	
106	509537	£1.60	CIRCLIP, retaining pinion	1	
107	128001	NCA	COLLAR	1	
108	128008	NCA	PIN, securing collar	1	
109	120941	NCA	SHIM, (0.005")	a/r	
	37H7341	£0.17	SHIM, (0.010")	a/r	
110	127998	NCA	BUSH, pinion, upper	1	
111	127999	NCA	THRUST WASHER, pinion, (upper)	1	
112	128000	NCA	THRUST WASHER, pinion, (lower)	1	
114	127997	NCA	BUSH, pinion, (lower)	1	
120	AHA9959	NCA	BRACKET, rack mounting, RH	1	
	AHA9960	NCA	BRACKET, rack mounting, LH	1	
121	AHA9961	£3.44	CLAMP, bracket	2	
122	SH605061	£0.22	SCREW, clamp to bracket	4	
123	GHF332	£0.40	WASHER, locking	4	
124	SH605061	£0.22	SCREW, (bracket to front of crossmember)	4	
125	GHF103	£0.60	SCREW, (bracket to top of crossmember)	2	
126	GHF332	£0.40	WASHER, locking	6	
127	GHF301	£0.24	WASHER, plain	6	
128	AHA8718	NCA	SHIM, mounting bracket, (1/32")	a/r	] passenger side ] mounting only
129	145108	£2.80	DAMPER PLUG, nylon	1	(This plug is in the rack tube, under the passenger's side rack mounting bracket).

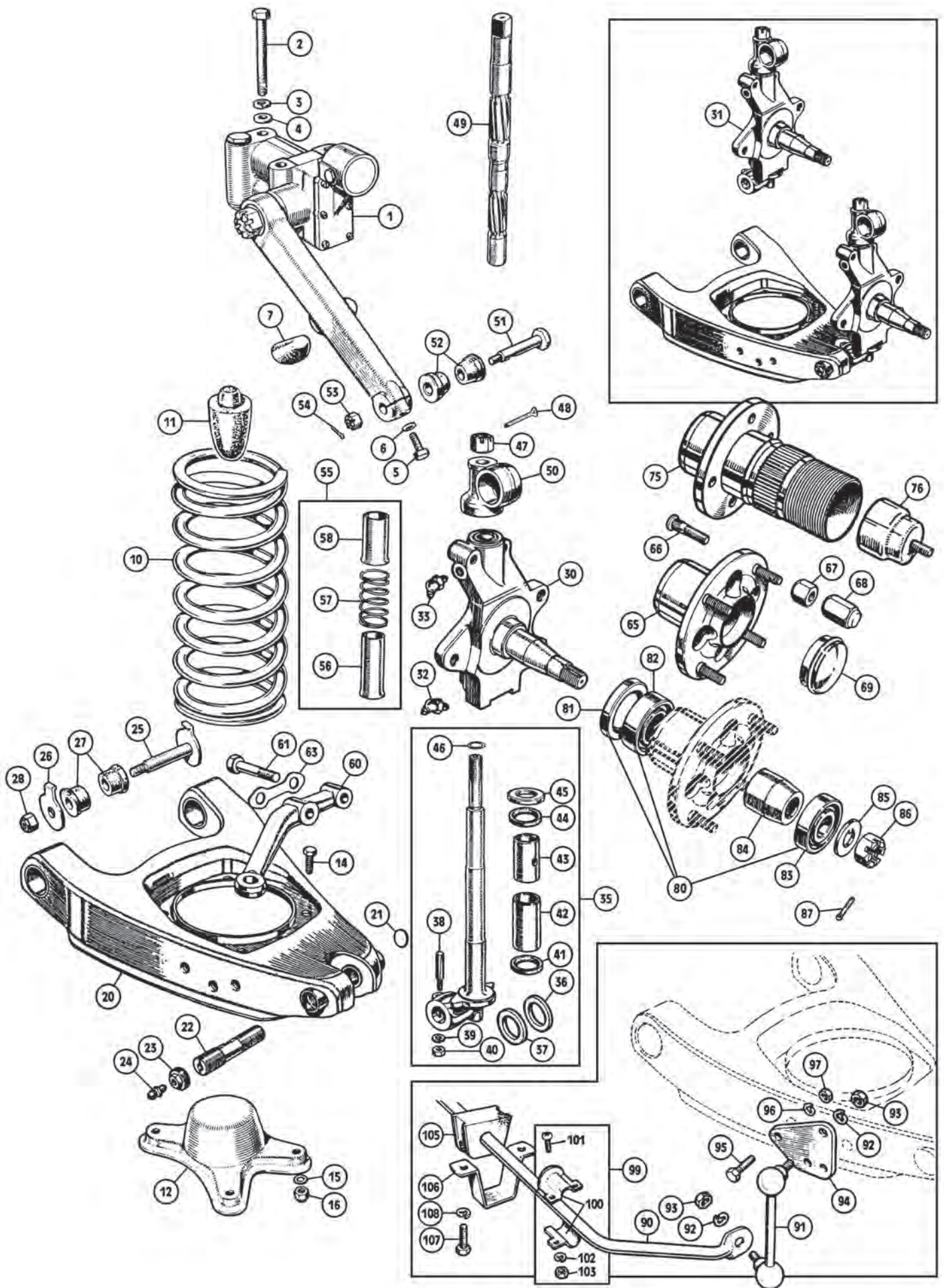
Oil or Grease?

Factory manuals offer the following information on which lubricant to use in each rack:

**Early Rack (1967-71):** At regular intervals, apply a gun filled with SAE 90 Hypoid oil to the lubrication nipple on the rack housing and give ten strokes.

**Late Rack (1972-79):** Remove the grease point plug and screw in place a grease nipple (part number 056935). Turn the steering wheel to full right hand lock, then apply a grease gun (filled with multi-purpose grease), to the nipple and give five strokes only (over greasing may damage the gaiters). Replace the nipple with the plug.

Finally, NEVER assume that a reconditioned rack has been pre-filled with lubricant.





Front Suspension

Shock Absorbers & Springs

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	GSA103	£123.60	SHOCK ABSORBER, LH, new	1	
	GSA103E	£34.30	SHOCK ABSORBER, LH reconditioned	1	exchange
	GSA102	£123.60	SHOCK ABSORBER, RH, new	1	
	GSA102E	£34.30	SHOCK ABSORBER, RH, reconditioned	1	exchange
2	53K1364	£2.66	BOLT, shock absorber to frame	6	
3	GHF333	£0.30	WASHER, locking	6	
4	GHF302	£1.00	WASHER, plain	6	
5	53K1389	£1.10	BOLT, fulcrum pin clamping	2	
6	GHF322	£0.22	WASHER, shakeproof	2	
7	2A4082	£1.80	BUFFER, shock absorber arm	2	
10	CHA129	£22.30	ROAD SPRING, front	2	G-AN4, G-AN5, To G-AN6-171477, H-AN9, H-AN10, A-AN10 From G-AN6-171478
	CHA570	£22.00	ROAD SPRING, front	2	
11	AHA6378	£4.40	BUMP STOP	2	
12	2A4031	£30.90	SPRING SEAT, lower	2	
14	53K1368	£0.53	BOLT, spring seat to lower wishbone	8	
15	GHF301	£0.24	WASHER, plain	8	
16	GHF222	£0.55	NUT, nyloc	8	
20	AHA7029	£160.80	LOWER WISHBONE ASSEMBLY*	2	new, BMH
	AHA7029Z	£73.40	LOWER WISHBONE ASSEMBLY*	2	new, (aftermarket)
21	51K3424	£0.60	WELCH PLUG	2	
22	2A4020X	£10.20	FULCRUM PIN, king pin to wishbone	2	
23	8G589	£4.50	PLUG, screwed	2	
24	UHN400	£0.90	GREASE NIPPLE	2	
25	2A4272	£5.50	PIN & WASHER, inner wishbone pivot	4	
26	2A4024	£2.10	WASHER, special, bush retaining	4	
27	8G621Z	£1.70	BUSH, wishbone to chassis, rubber	8	
	8G621SPK8	£48.00	BUSH KIT, wishbone to chassis, poly (Kit includes: 8 bushes & 4 tubes).	1	
28	GHF223	£0.53	NUT, nyloc	4	
31	BTA744	NCA	STUB AXLE, RH, new	1	complete with brass bush
	BTA745	NCA	STUB AXLE, LH, new	1	
31a	BTA744BE	£63.10	STUB AXLE & KING PIN, RH, exchange	1	assembled c/w top trunnion
	BTA745BE	£63.10	STUB AXLE & KING PIN, LH, exchange	1	
	BTA744ASSY	£147.00	STUB AXLE & KING PIN, RH, new	1	
	BTA745ASSY	£147.00	STUB AXLE & KING PIN, LH, new	1	
32	LN30041	£1.10	GREASE NIPPLE, stub axle, lower	2	
33	UHN445	£1.60	GREASE NIPPLE, stub axle, upper	2	
35	8G4220Z	£36.60	KING PIN, each	2	
	QHQP624TCF	£90.05	KING PIN KIT, car set	1	includes fulcrum pins
	GSJ783	£49.20	KING PIN KIT, car set	1	no fulcrum pins
36	2A4206	£0.60	CORK SEAL, large	2	
37	2A4205	£0.66	CORK SEAL, small	2	
38	51K1769	£1.50	COTTER PIN	2	
39	WL700101	£0.25	WASHER, locking	2	
40	GHF206	£0.16	NUT	2	
41	BTA613	£0.68	SEALING RING, lower	2	
42	ATC4246	£5.30	KING PIN BUSH, lower	2	
43	BTA382	£6.10	KING PIN BUSH, upper	2	
44	BTA607	£0.47	SEALING RING, upper	2	
45	2A4006	£2.86	THRUST WASHER	2	
46	2A4007	£0.90	SHIM, 0.008**	a/r	
47	ND607041	£2.80	NUT, slotted	2	
48	GHF503	£0.30	SPLIT PIN	2	
	GHF224	£0.66	NUT, nyloc	2	alternative to items 47 & 48

\*Note: Contrary to the usual outcome of adding shims to an assembly, these shims should be added to loosen the king pin and taken away to tighten it (a sufficient quantity of shims are supplied in king pin kits and reconditioned stub axles).

The procedure is to fit an 0.008" and a 0.012" shim over the thrust washer, fit the top trunnion and tighten down the top nut (if you intend to fit a nyloc nut upon assembly on the car, use your old nut now for this test fitting). Resistance should just be felt when the stub axle is turned on the king pin and there should be no obvious vertical play. If this isn't the case, add or subtract shims until you are satisfied. Too much play, on the one hand, and you'll fail the MOT. On the other hand, too much resistance and the self centring effect of the steering will be lost - at the least disconcerting, if not dangerous.

49	18G1006A	£160.00	REAMING TOOL, king pin bushes	1	
50	2A4005	£23.20	TOP TRUNNION	2	
	2A4028K	£6.90	TOP TRUNNION KIT (Includes items 51, 52, 53, 54).	2	
51	2A4028	£3.10	PIN, trunnion link to shock absorber	2	
52	88G274	£1.70	BUSH, top trunnion, rubber	4	
	88G274SPK	£14.90	BUSH KIT, top trunnion, poly (Kit includes: 4 bushes & 4 washers).	1	
53	ND606041	£1.21	NUT, slotted	2	
54	GHF502	£0.22	SPLIT PIN	2	
55	BTA606K	£8.10	DUST TUBE FITTING KIT	2	
56	BTA606	NCA	DUST EXCLUDER, lower	2	
57	6K653	NCA	SPRING	2	
58	2A4010	NCA	DUST EXCLUDER, upper	2	
60	BTA649	NCA	STEERING ARM, LH	1	G-AN4, To G-AN5-114642,
	BTA648	NCA	STEERING ARM, RH	1	H-AN9, H-AN10, A-AN10
	AHA9958	NCA	STEERING ARM, LH	1	G-AN5-114643 On, G-AN6
	AHA9957	NCA	STEERING ARM, RH	1	
61	53K1370	£2.34	BOLT, arm securing, short	2	
	ATA4132	£2.90	BOLT, arm securing, long	2	
63	2K5377	£1.70	LOCK TAB	2	

Wheel Hubs

65	BTA1254	£86.20	HUB ASSEMBLY	2	
66	NAM5645	£2.70	STUD	8	
67	88G322	£0.90	NUT, plain, (steel wheels), (not Rostyle)	8	for steel wheels only
68	AHA8785	£1.70	NUT, chrome plated, (Rostyle wheels)	8	
69	2A4067	£7.20	GREASE CAP	2	
75	BTA687	£75.90	HUB, LH	1	
	BTA686	£75.90	HUB, RH	1	for wire wheels only
76	BTC392	£4.20	GREASE CAP	2	
80	GHK1142	£13.80	WHEEL BEARING KIT	2	includes 81,82 & 83
	GHK1142X	£28.60	WHEEL BEARING KIT, tapered roller (Includes: bearings, oil seal, spacer and castle nut).	2	
81	GHS142	£2.40	OIL SEAL	2	
82	GHB129	£13.50	BEARING, inner	2	
83	GHB128	£12.30	BEARING, outer	2	
84	88G321	£6.50	SPACER	2	
85	2A4003	£3.25	WASHER, special	2	
86	51K328	£3.05	NUT, hub	2	
87	GHF504	£0.22	SPLIT PIN	2	

Anti Roll Bar

Note: Please see the Accessories section for uprated suspension kits & conversions.

90	AHA7013	£61.80	ANTI ROLL BAR, standard size	1	
91	AHA7012A	£18.70	LINK ASSEMBLY, LH	1	bar to wishbone
	AHA7011A	£18.70	LINK ASSEMBLY, RH	1	
92	GHF334	£0.73	WASHER, locking	4	
93	GHF203	£0.30	NUT	4	
94	AHA7028	£4.60	BRACKET, link to wishbone	2	
95	SH605061	£0.22	SCREW, bracket securing	6	
96	GHF332	£0.40	WASHER, locking	6	
97	GHF201	£0.17	NUT	6	
99	AHH6546K	£10.50	END STOP KIT	2	
100	AHH6546	£5.50	END STOP, (limits lateral play of bar)	4	
101	PMZ307	£0.61	SCREW	4	use with standard bar
102	WL700101	£0.25	WASHER, locking	4	
103	GHF206	£0.16	NUT	4	
105	AHH6541	£1.80	BUSH, rubber	2	
106	BHH2000	£1.80	STRAP, bush mounting	2	
107	SH605051	£1.00	SCREW	4	
108	GHF332	£0.40	WASHER, locking	4	

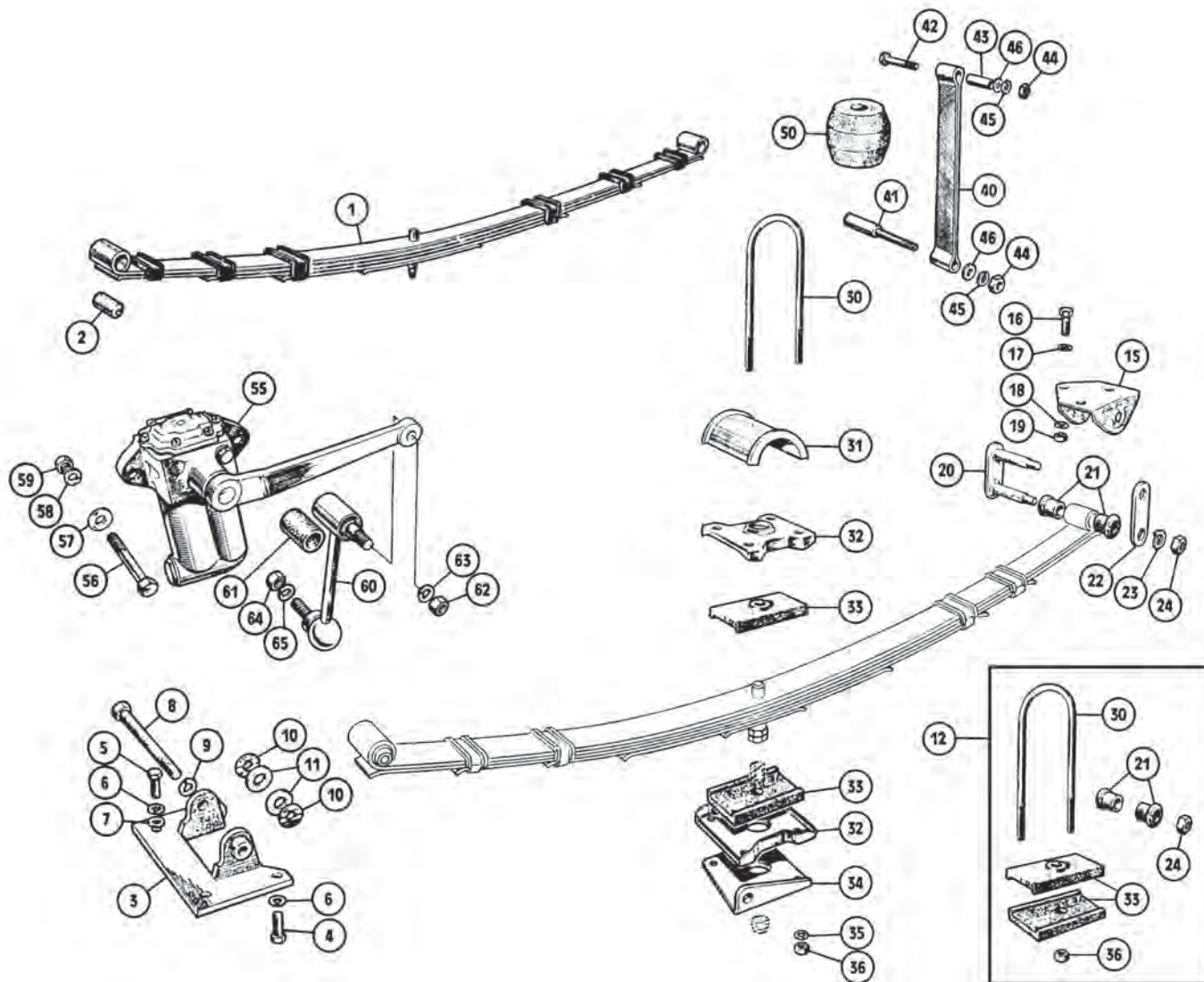
Removing The Front Suspension

It is considerably easier to dismantle the old suspension unit (consisting of the wishbone, king pin and shock absorber) and assemble the new one on a workshop bench, rather than working within the confines of a cramped front wheel arch. Sprites & Midgets are among many car designs where this act of comparative working luxury may be carried out.

Removal of the suspension unit may be carried out thus:

Undo the brake caliper from the swivel axle, then tie it up under the wheel arch so that it doesn't hang from its hose. Supporting the wishbone securely with a trolley jack, undo the bolts holding the shock absorber to the car body. Pull the shock absorber out from under the wheel arch and let the jack down slowly, so that the wishbone pivots down to a near vertical position. Remove the road spring (no need for spring compressors here) and then undo the wishbone inner pivot bolts. Remove the suspension unit from the car. It's really that simple.

Refitting is the exact reverse of the above procedure.



**Rear Suspension**

Note: Please see the Accessories section for uprated suspension & conversion kits.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	AHA8093	£68.40	ROAD SPRING, rear	2	G-AN4, G-AN5, H-AN9,
	AHA8093B	N/A	ROAD SPRING, rear, aftermarket	2	H-AN10, A-AN10
	CHA493	£66.70	ROAD SPRING, rear	2	G-AN6 (1500)
2	AAA629	£3.30	EYE BUSH	2	
3	AHA7174	£12.90	FRONT BRACKET	2	rear spring mounting
4	SH606101	£0.60	SCREW, bracket to floor, rear	4	
5	SH606071	£0.41	SCREW, bracket to floor, front	4	
6	GHF333	£0.30	WASHER, locking	8	
7	GHF302	£1.00	WASHER, plain	4	
8	AHA7180	£1.49	BOLT, (spring to front bracket)	2	
9	GHF334	£0.73	WASHER, locking	2	
10	AHA7178	£1.04	WASHER, spacing, (metal)	4	
11	AHA7179	£0.55	WASHER, nylon	4	
12	SFK106	£16.00	FITTING KIT, rear springs	2	for one spring
	SFK103	£26.50	FITTING KIT, rear springs	1	for two springs
			(includes items 21, 24, 30, 33, 36)		
15	AHA7201	£28.20	REAR BRACKET	2	rear spring mounting
16	SH605071	£0.64	SCREW, (bracket to boot floor)	6	
17	GHF301	£0.24	WASHER, plain	6	
18	GHF332	£0.40	WASHER, locking	6	
19	GHF201	£0.17	NUT	6	
	MSK101	£9.83	SHACKLE KIT	2	
			(includes items 20, 22, 23, 24)		
20	AHA7686	£6.20	PLATE & PINS, shackle	2	
21	AHA7182	£0.98	BUSH, spring shackle, rubber	8	
	AHA7182SPK	£34.90	BUSH KIT, spring shackle, poly	1	
			(Kit includes: 8 bushes).		
22	AHA7687	£3.80	PLATE, shackle, closing	2	

23	GHF333	£0.30	WASHER, locking	4
24	GHF202	£0.22	NUT	4
30	AHA8097	£1.80	BOLT, spring to axle	4
31	AHA8372	£2.00	SADDLE, U bolt	2
32	ACA5139	£3.30	PLATE, locating	4
33	ACA5138	£1.60	PAD, seating	4
34	AHA7172	£13.50	BRACKET, RH	1
	AHA7173	£13.50	BRACKET, LH	1
35	GHF302	£1.00	WASHER, plain	8
36	GHF223	£0.53	NUT, nyloc	8
40	AHH5081	£4.50	CHECK STRAP, rubber	2
	AHH5081X	£18.90	CHECK STRAP, nylon, pair, alternative	1
	BHH989	£4.50	CHECK STRAP, rubber	2
	BHH989X	£18.90	CHECK STRAP, nylon, pair, alternative	1
41	HMP215014	N/A	NCA PIN, mounting strap to axle	2
42	BH606301	£1.40	BOLT, strap to shock absorber bracket	2
43	2A7306	£1.90	TUBE, spacer	2
44	GHF202	£0.22	NUT	4
45	GHF333	£0.30	WASHER, locking	4
46	PWZ206	£0.66	WASHER, plain	4
50	AHH9158	£4.75	BUMP STOP, rubber	2
55	GSA149	£126.10	SHOCK ABSORBER, RH	1
	GSA149E	£33.00	SHOCK ABSORBER, RH	1
	GSA150	£126.10	SHOCK ABSORBER, LH	1
	GSA150E	£33.00	SHOCK ABSORBER, LH	1
				recon, exchange
				new
				recon, exchange
56	SH606121	£0.66	BOLT, shock absorber to bracket	4
57	GHF302	£1.00	WASHER, plain, (small diameter)	4
58	PWZ206	£0.66	WASHER, plain, (large diameter)	4
59	GHF223	£0.53	NUT, nyloc	4
60	AAU1949A	£17.50	LINK ASSEMBLY	2
				shock absorber to spring
61	97H222	£2.40	BUSH, upper, link	2
62	FNZ507	£0.95	NUT, (link to shock absorber arm)	2
63	GHF334	£0.73	WASHER, locking	2
64	FNZ507	£0.95	NUT, link to bracket	2
65	GHF335	£0.46	WASHER, locking	2

### Hints for Suspension Assembly

It is suggested that you should always have a tin of copper grease or anti-seize compound around when carrying out the re-assembly of suspension components. A dab of grease on all threads (and inside any rubber bushes with steel inserts) will ensure ease of removal in the future.

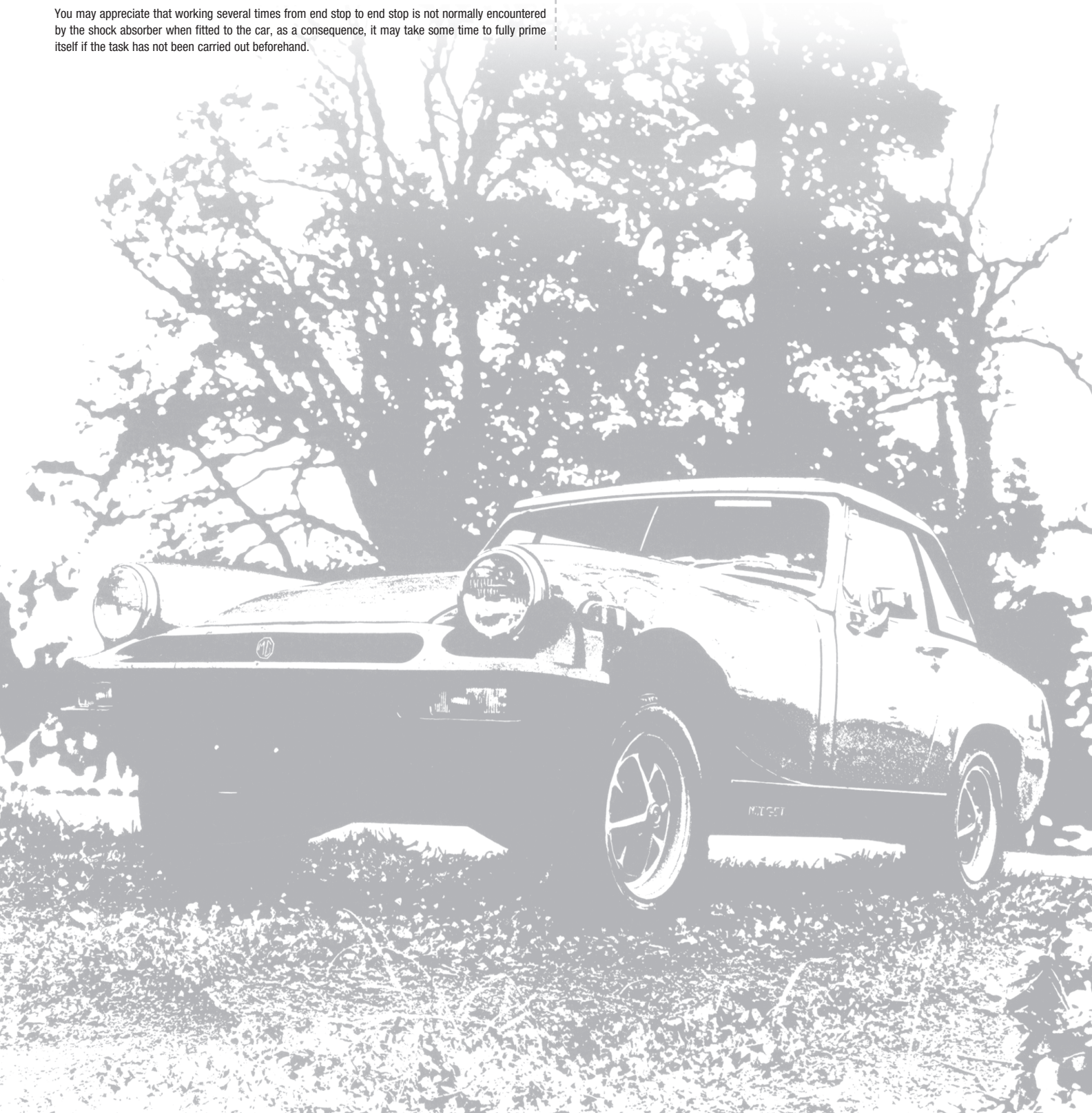
Whilst on the subject of hardware, new nuts, bolts & washers should be used for re-assembly if possible, emphasis should be applied to renewing locking or shakeproof washers (spring or star washers). Nyloc nuts should never, ever be reused, especially in safety related areas like suspension.

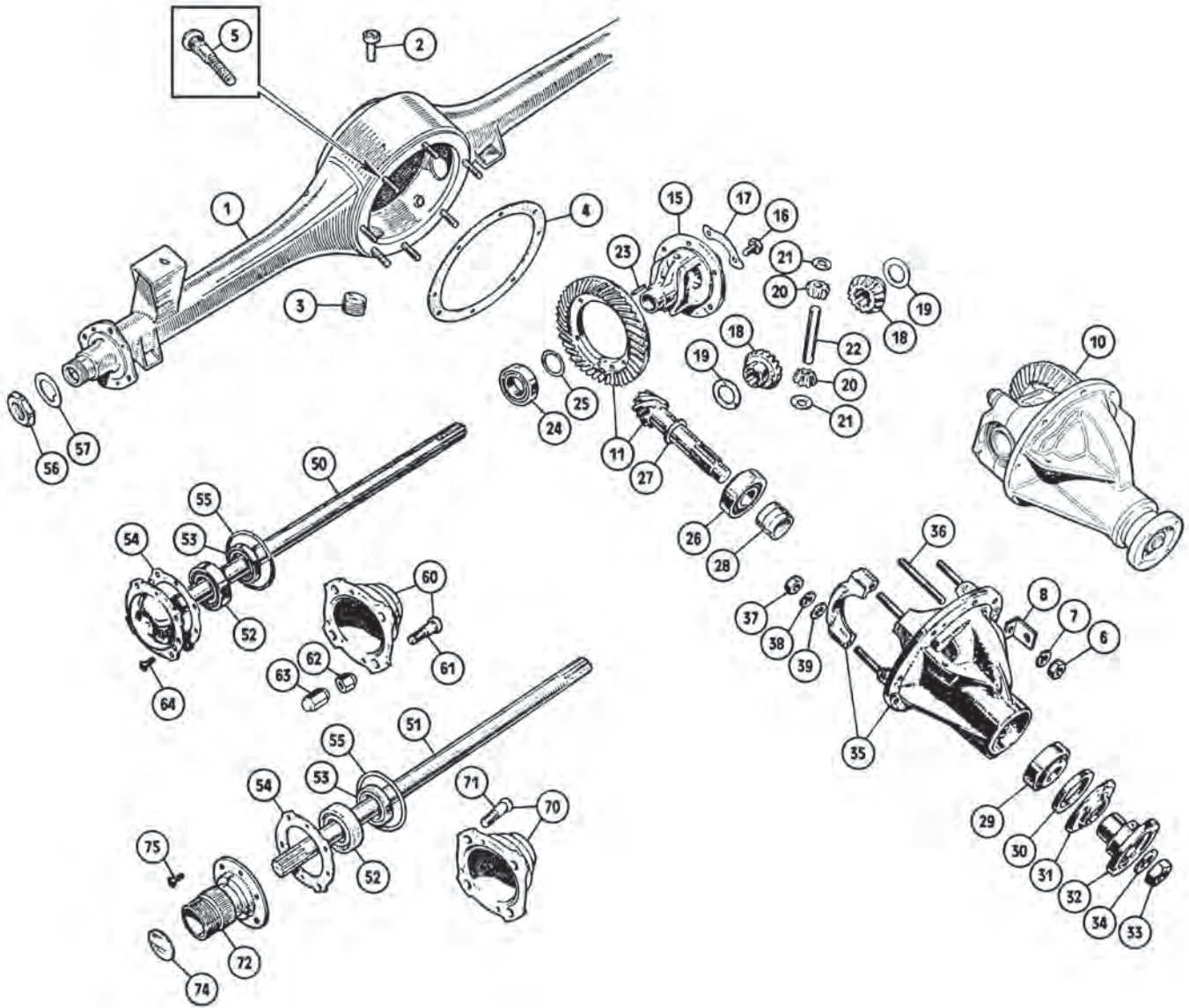
Don't over tighten nuts or bolts holding rubber pivot bushes in place, correct torque settings are published in factory & aftermarket workshop manuals and should be adhered to.

If a bush is clamped down too tightly, it will not be able to insulate against shocks or provide the correct degree of pliability. Worse than this, it will effectively be half seized, and it won't take long to seize up completely. The result will be a broken pivot or undue wear on the components the bush is in contact with, possibly weeks or even only days later.

New lever arm shock absorbers (the type fitted as standard to all Sprites & Midgets) require priming before offering up to the car. This means holding the shock absorber at the angle it would normally be when on the car, working the arm from one extreme of its travel to the other until all of the 'dead spots' you feel in the arm's movement have disappeared.

You may appreciate that working several times from end stop to end stop is not normally encountered by the shock absorber when fitted to the car, as a consequence, it may take some time to fully prime itself if the task has not been carried out beforehand.





**Rear Axle & Propshaft**

**Rear Axle & Axle Case**

ill.	Part Number	Price £ea.	Description	Req.	Details
1	BTA694	NCA	AXLE CASE, for steel wheels	1	G-AN4, G-AN5, To
	BTA695	NCA	AXLE CASE, for wire wheels	1	G-AN6-182000,
	DAM2483	NCA	AXLE CASE, for steel wheels	1	H-AN9, H-AN10, A-AN10
	DAM2484	NCA	AXLE CASE, for wire wheels	1	From G-AN6-182001
2	21H6060	£4.00	BREATHER	1	
3	6K499	£2.10	PLUG, (filler & drain)	2	
4	2A7027	£1.04	GASKET	1	differential to
5	2A7226	NCA	STUD	8	axle case
6	GHF201	£0.17	NUT	8	
7	GHF332	£0.40	WASHER, locking	8	
8	AHH6752	NCA	BRACKET, (hand brake cable support)	1	From G-AN6-182001

**Differential**

10	STR520EX	£650.00	DIFFERENTIAL ASSY, 3.55:1, (Recon with new CW&P).	1	as fitted to '64 on Midgets (alternative)
	BTA550E	£317.00	DIFFERENTIAL ASSY, 4.22:1, recon/exchange (Recon with existing CW&P).	1	To G-AN4-66225;
	BTA550EX	£586.90	DIFFERENTIAL ASSY, 4.22:1, recon/exchange (Recon with new CW&P).	1	to H-AN9-77590
	BTA1222E	£330.00	DIFFERENTIAL ASSY, 3.9:1, recon/exchange (Recon with existing CW&P).	1	G-AN4-66226 on; G-AN5;
	BTA1222EX	£650.00	DIFFERENTIAL ASSY, 3.9:1, recon/exchange (Recon with new CW&P).	1	to G-AN6-200000;
					H-AN9-77591 on;
					H-AN10; A-AN10

	BTA551E	£330.00	DIFFERENTIAL ASSY, 3.7:1, recon/exchange (Recon with existing CW&P).	1	} from G-AN6-200001
	BTA551EX	£650.00	DIFFERENTIAL ASSY, 3.7:1, recon/exchange (Recon with new CW&P).	1	
11	STR520	£406.66	CROWN WHEEL & PINION, 3.55:1	1	as fitted to '64 on Midgets
	BTA816	£406.66	CROWN WHEEL & PINION, 4.55:1	1	(alternative)
	BTA539	£406.66	CROWN WHEEL & PINION, 4.22:1	1	To G-AN4-66225;
					to H-AN9-77590
	BTA1223	£406.66	CROWN WHEEL & PINION, 3.9:1	1	G-AN4-66226 on; G-AN5;
					to G-AN6-200000;
					H-AN9-77591 on;
					H-AN10; A-AN10
	BTA535	£350.00	CROWN WHEEL & PINION, 3.7:1	1	from G-AN6-200001
15	ATA7036	NCA	CAGE, differential	1	
16	ATA7043	£1.21	BOLT, (crown wheel to differential cage)	6	
17	ATA7044	£1.10	LOCK TAB	3	
18	ATA7037	NCA	SUN WHEEL	2	
19	ATA7039	£3.20	THRUST WASHER, sun wheel	2	
20	2A7015	NCA	PLANET GEAR	2	
21	2A7062	£3.20	THRUST WASHER, planet gear, 0.035"	2	
	2A7062Z	£3.50	THRUST WASHER, planet gear, 0.054"	2	
22	2A7016	£19.50	CROSS PIN, planet gears	1	
23	6K631	£0.67	PEG, locking cross pin	1	
24	2K5943	£18.10	BEARING, differential	2	
25	2K7779	£1.21	SHIM, bearing, (0.002")	a/r	
	ATA7269	£1.21	SHIM, bearing, (0.003")	a/r	
	2K7778	£1.21	SHIM, bearing, (0.004")	a/r	
	2A7271	£1.21	SHIM, bearing, (0.010")	a/r	
26	ATA7166A	£27.90	BEARING, pinion, inner	1	

27	ATA7123	NCA	THRUST WASHER, pinion, (0.130")	1	alternative sizes use one only
	ATA7124	NCA	THRUST WASHER, pinion, (0.128")	1	
	ATA7125	NCA	THRUST WASHER, pinion, (0.126")	1	
	ATA7126	NCA	THRUST WASHER, pinion, (0.124")	1	
	ATA7127	NCA	THRUST WASHER, pinion, (0.122")	1	
	ATA7128	NCA	THRUST WASHER, pinion, (0.120")	1	
	ATA7129	NCA	THRUST WASHER, pinion, (0.118")	1	
	ATA7130	NCA	THRUST WASHER, pinion, (0.116")	1	
28	BTA532	£8.10	SPACER, collapsible	1	
	BTA532X	NCA	SPACER, non-collapsible, (replacement)	1	
29	BTB440	£12.30	BEARING, pinion, outer	1	
30	88G320	£3.18	OIL SEAL	1	
31	1G7439	NCA	DUST COVER	1	
32	ATA7056	NCA	DRIVE FLANGE, input	1	
33	FNZ612	£3.50	NUT, drive flange to pinion	1	
34	WL600121	£0.66	WASHER, locking	1	
35	BTA549	NCA	CARRIER ASSEMBLY	1	
36	51K886	£4.00	STUD, bearing cap	4	
37	GHF203	£0.30	NUT	4	
38	GHF334	£0.73	WASHER, locking	4	
39	GHF303	£0.30	WASHER, plain	4	

**Collapsible & Non-Collapsible (Solid) Spacers**

Pinion bearing pre-load was originally set by the use of a collapsible spacer between the two bearings. The correct pinion bearing pre-load is achieved when a rotational torque of between 11 & 13 pound inches (lbs. ins.) is required to rotate the pinion in the differential housing. This figure should only be checked when the seal is not fitted. It is attainable only when the pinion nut has been tightened sufficiently to 'nip' or pre-load the two bearings. It is not acceptable to over tighten the pinion nut and slack it off to obtain the correct bearing pre-load, if the spacer is over compressed then it must be scrapped, and a new one fitted.

The differential pinion may have had, at some time in its life, a solid spacer and shims fitted instead of the collapsible spacer; this is not uncommon. The solid spacer system was utilised on the similar differential fitted to Morris Minor cars up to around 1959, after that the collapsible spacer system was used. The collapsible spacer is a far quicker (& therefore cheaper) method of obtaining pinion bearing pre-load and was adopted by many motor manufacturers.

Installing the solid spacer and shim system is time consuming because the entire assembled pinion must be fitted, tested, stripped and reassembled to adjust the bearing pre-load by the addition or subtraction of shims. Once set in this way the pinion bearing pre-load is impossible to change.

Conversely, the collapsible spacer system can be adjusted after fitting if the pinion nut is removed and then refitted at a different torque setting. This means that service replacement of the differential pinion oil seal must be done with care, especially when refitting and re-torquing the pinion flange nut. A solid bearing spacer is offered for those who wish to convert to the more permanent solid spacer system. The solid spacer is part number BTA532X. Four different thickness adjusting shims are available as listed here.

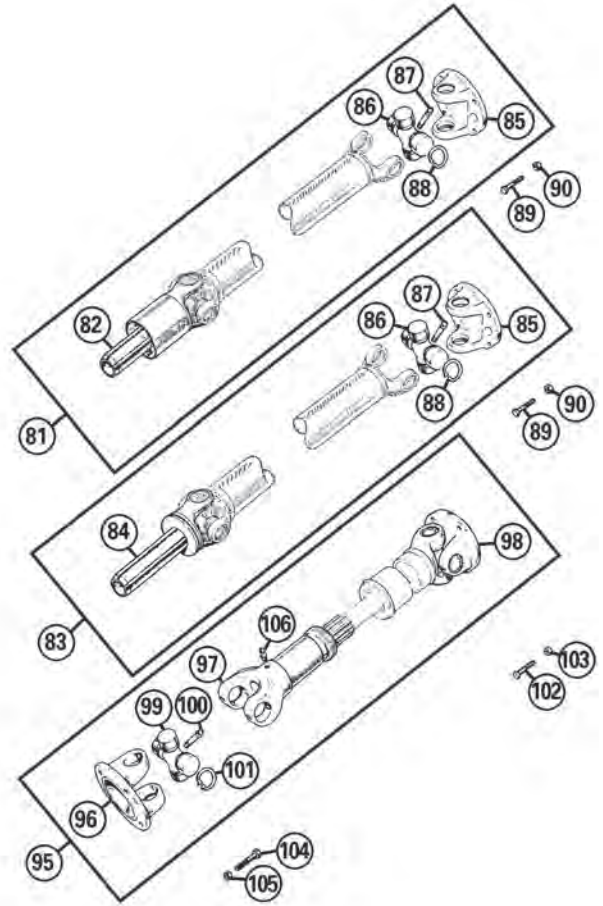
140790	£2.40	SHIM, (0.030")	a/r
140791	£3.60	SHIM, (0.010")	a/r
140792	£3.76	SHIM, (0.005")	a/r
140793	£3.60	SHIM, (0.003")	a/r

**Half Shafts & Hubs**

50	BTA806	£170.50	DRIVE SHAFT ASSEMBLY	2	for steel wheels only
	BTA806X	NCA	DRIVE SHAFT, uprated	2	for steel wheels only
51	BTA807	£112.40	DRIVE SHAFT ASSEMBLY	2	for wire wheels only
	GHK1143	£12.30	BEARING KIT, rear hub	2	
52	GHB130	£13.50	BEARING, rear hub	2	
53	GHS147	£2.10	OIL SEAL, rear hub bearing	2	
54	GFG110	£0.53	GASKET, drive shaft flange to hub	2	
55	ATA7225	£1.20	'O' RING	2	
56	2A7103	£5.00	NUT, hub bearing retaining	1	RH thread
	1G3584	£9.40	NUT, hub bearing retaining	1	LH thread
57	2A7250	£1.26	LOCK TAB	2	
60	2A7087	NCA	HUB ASSEMBLY	2	
61	2A7089	£2.10	STUD, wheel	8	
62	88G322	£0.90	NUT, plain steel wheels, (not Rostyle)	8	for steel wheels only
63	AHA8785	£1.70	NUT, chrome plated, (Rostyle wheels)	8	
63a	AHA8785SS	£4.20	NUT, stainless steel, (Rostyle wheels)	8	
64	SF604051	£0.30	SCREW, (drive shaft flange to hub)	2	
70	2A7087	NCA	HUB ASSEMBLY	2	
71	BTA492	£5.00	STUD, wheel	8	
72	BTA688	£94.30	ADAPTOR, wire wheel, RH	1	for wire wheels only
	BTA689	£94.30	ADAPTOR, wire wheel, LH	1	
74	2K8160	£0.90	PLUG, (welch)	2	
75	SF604051	£0.30	SCREW, (wire wheel adaptor to hub)	2	

**Different(ial) Noises**

A well respected former employee of MG at the Abingdon works always reminisces, when prompted to do so, about the period in 1973 when workers at the Dunlop tyre factory in Birmingham were indulging in a lengthy spell of industrial action. As a result, new Midget wheels with tyres, became increasingly scarce at Abingdon. Finally it got to the point where in order to keep the Midget production line running, wheels were rationed to four per car - in other words, enough to roll the cars off the end of the line, but without spare tyres. About the same time, a terrible warranty problem was experienced with Midget rear axles. Almost every new car, upon returning from the customary scenic test drive around Abingdon, was being sent to the rectification bay with the observation 'noisy diff'. Just a bad batch of differentials, perhaps? Axles from another production batch were tried on some of the cars, but to no avail. Axles were quickly stripped and inspected, each providing the same result: no fault found. History doesn't record the time it took to link 'lack of spare tyre' and 'noisy diff' together, but at some point the penny dropped. Without spare tyres fastened to them, the Midget boot floors were reverberating in a



manner that sounded just like a faulty differential. Just remember this when your differential has, all of a sudden, started to make the kind of noise that scares your cheque-book witless!

**Propshaft 1275cc**

(G-AN4, G-AN5, H-AN9, H-AN10, A-AN10)

81	2A7272	NCA	PROPSHAFT, new	1	Early G-AN4 and H-AN9
	2A7272E	NCA	PROPSHAFT, recon, exchange	1	
82	17H3894	NCA	YOKE, front, with sleeve	1	

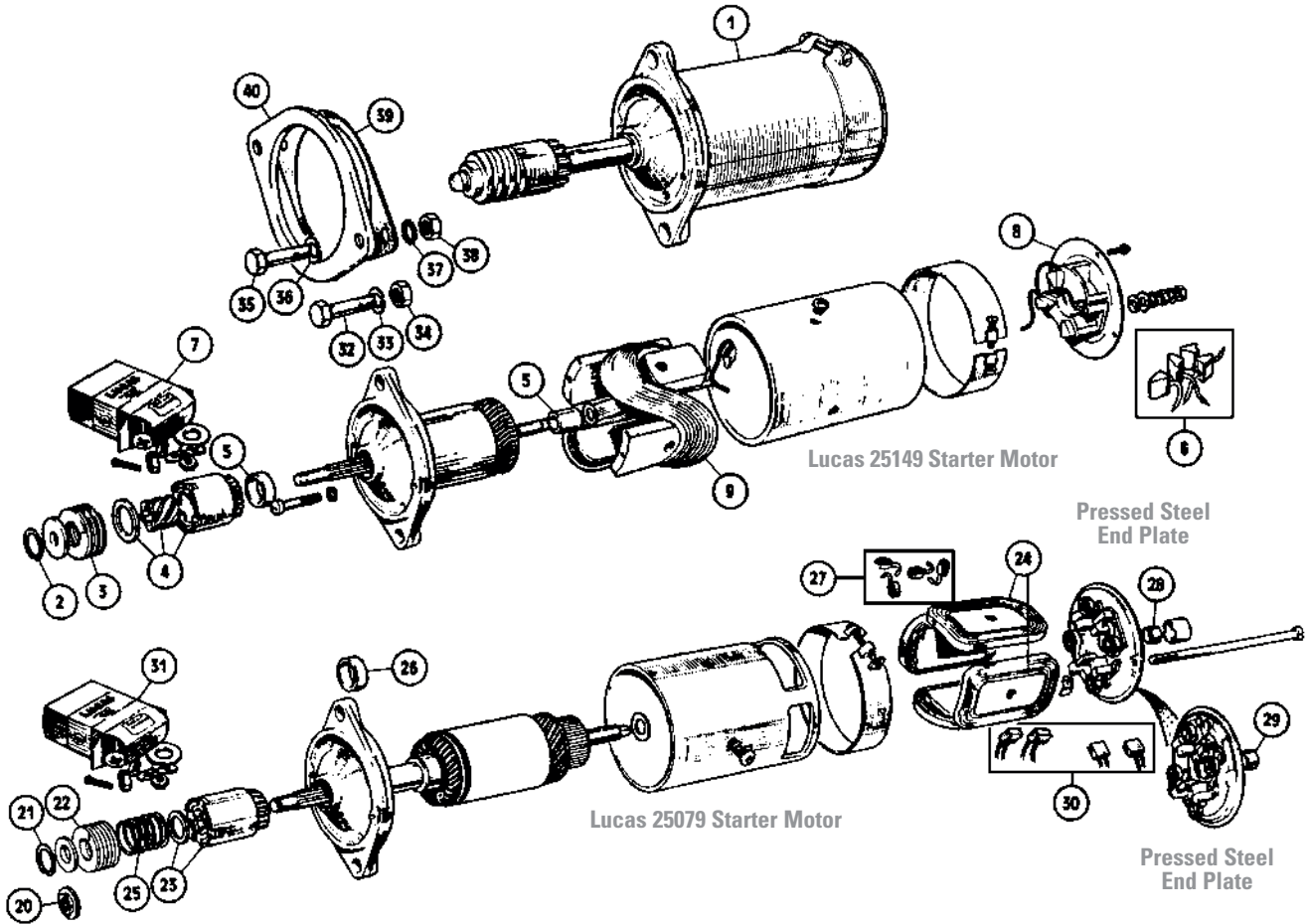
Note: The original type of propshaft (2A7272) is no longer available new or reconditioned. Use the later type (AHA9053) for early cars.

83	AHA9053	NCA	PROPSHAFT, new	1	Later G-AN4 and H-AN9, G-AN5, H-AN10, A-AN10
	AHA9053E	£76.50	PROPSHAFT, recon, exchange	1	
84	37H4149	NCA	YOKE, front, plain	1	
85	7H3863	£17.60	YOKE, rear, with drive flange	1	
86	GUJ115	£9.90	UNIVERSAL JOINT, greaseable	2	aftermarket
	GUJ115Z	£8.10	UNIVERSAL JOINT, greaseable	2	
	GUJ101	£8.90	UNIVERSAL JOINT, sealed	2	aftermarket
	GUJ101Z	£7.90	UNIVERSAL JOINT, sealed	2	
87	7H3858	£2.40	GREASE NIPPLE, for GUJ115	2	
88	144101	NCA	CIRCLIP, universal joint retaining	8	
89	BH605101	£0.95	BOLT, propshaft to diff input flange	4	
90	GHF222	£0.55	NUT, nyloc	4	

**Propshaft 1500cc**

(G-AN6)

95	CHA336	£126.90	PROPSHAFT, new	1	
	CHA336E	NCA	PROPSHAFT, recon, exchange	1	
96	37H4973	£43.50	YOKE, front, (with drive flange)	1	
97	7H3865	£31.40	YOKE, front, sliding	1	
98	7H3863	£17.60	YOKE, rear, (with drive flange)	1	
99	GUJ115	£9.90	UNIVERSAL JOINT, greaseable	2	aftermarket
	GUJ115Z	£8.10	UNIVERSAL JOINT, greaseable	2	
	GUJ101	£8.90	UNIVERSAL JOINT, sealed	2	aftermarket
	GUJ101Z	£7.90	UNIVERSAL JOINT, sealed	2	
100	7H3858	£2.40	GREASE NIPPLE, for GUJ115	2	
101	144101	NCA	CIRCLIP, (universal joint retaining)	8	
102	BH605101	£0.95	BOLT, (propshaft to diff input flange)	4	
103	GHF222	£0.55	NUT, nyloc	4	
104	144961A	£1.60	BOLT, (propshaft to g/box output flange)	4	
105	GHF273	£0.55	NUT, nyloc	4	
106	UHN400	£0.90	GREASE NIPPLE	1	for sliding yoke



**Starter Motors**

Sprites and Midgets were all fitted with Lucas starter motors. Lucas developed the starter throughout the production life of the cars; the net result was two starter motors of clearly different construction which were, in fact, interchangeable. They may be identified by the following:

**Lucas Type M35G (original MG part no. 13H559):**

Stamped with Lucas no. 25079, plus suffix between A and H.

**Lucas Type M35J (original MG part no. 13H5798):**

Stamped with Lucas no. 25149.

The factory has now replaced the early design (which had radial brushes contacting a 'side' commutator) by an all-variants-encompassing starter motor of the later design (with axial brushes contacting a 'face' commutator).

Ill.	Part Number	Price £ea.	Description	Req.	Details
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**(Inertia Starter Motor)**

1	GEU9405	£78.00	STARTER MOTOR, new	1	all models
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**(Hi Torque Starter Motor)**

	GXE4405X	£222.80	STARTER MOTOR, new*	1	A Series
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\*Note: These brand new (non-exchange) powerful Pre-Engaged (Geared) starter motors are High Torque, meaning they will not suffer the same fate as the original 'inertia' type, especially on high compression engines and, they are a direct replacement. No more costly motor rebuilds or excessive battery drain.

**Lucas 25149 Starter Motor**

Note: If you wish to repair your own starter motor, you must identify which type is fitted prior to ordering spares for it. The following is a parts breakdown by Lucas model type.

2	519813	NCA	CLIP, retaining mechanism on shaft	1	
3	7H5045	£4.90	SPRING	1	
4	BAU5781	£25.50	PINION BARREL & SCREW, (10 tooth)	1	alternatives
	67H5010	£23.95	PINION BARREL & SCREW, (9 tooth)	1	
5	519812	NCA	BUSH SET, front & rear	1	
6	GSB105	£6.00	BRUSH SET	1	

7	519566	NCA	SUNDRY PARTS KIT	1
8	37H4672	NCA	END PLATE	1
9	AAU9326	NCA	FIELD COIL SET	1

**Lucas 25079 Starter Motor**

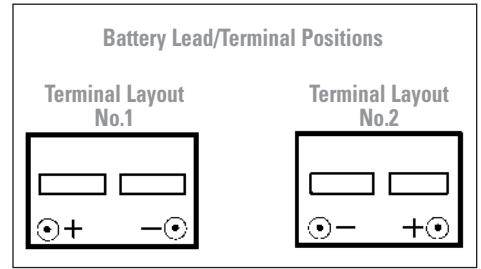
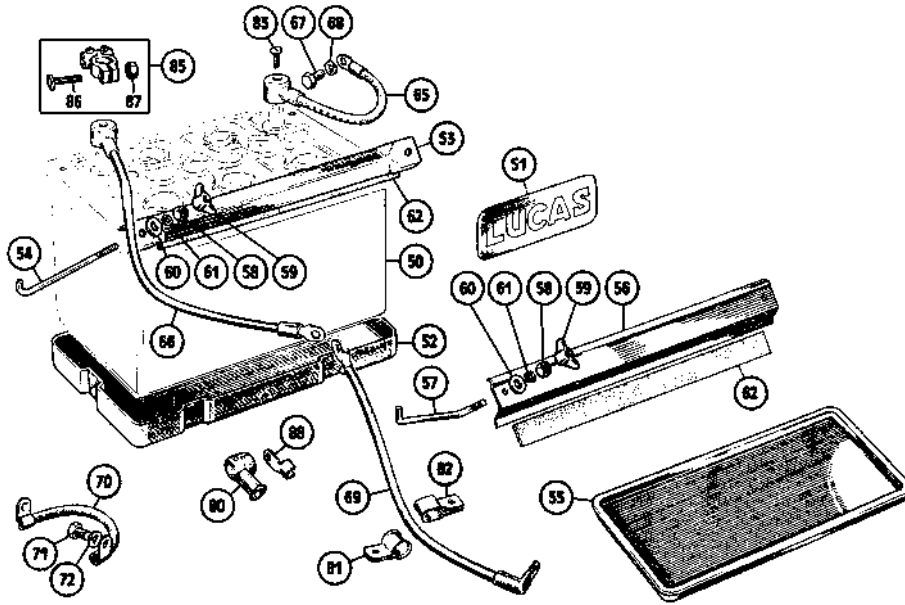
20	508548	NCA	NUT, retaining mechanism on shaft	1	alternatives, as fitted
21	519813	NCA	CLIP, retaining mechanism on shaft	1	
22	7H5045	£4.90	SPRING	1	
23	BAU5781	£25.50	PINION, BARREL & SCREW, (10 tooth)	1	alternatives
	67H5010	£23.95	PINION, BARREL & SCREW, (9 tooth)	1	
24	7H5051	NCA	FIELD COIL SET	1	
25	501711	NCA	SPRING	1	
26	47H5346	£1.60	BUSH, driving end	1	
27	509819A	NCA	SPRING SET	1	
28	47H5340	£2.10	BUSH, (for pressed end plate)	1	commutator end
29	511141	£2.40	BUSH, (for die cast end plate)	1	
30	GSB102	£3.30	BRUSH SET	1	
31	070391	NCA	SUNDRY PARTS KIT	1	

**Starter Motor Mounting Hardware**

32	BH606131	£1.04	BOLT, (starter & gearbox to engine)	2	G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
33	GHF333	£0.30	WASHER, locking	2	
34	GHF202	£0.22	NUT	2	
35	BH606181	£0.40	BOLT, (starter & gearbox to engine)	2	G-AN6
36	GHF333	£0.30	WASHER, locking	2	
37	WE600061	£0.53	WASHER, shakeproof	2	
38	GHF202	£0.22	NUT	2	
39	102014	£6.60	SHIM, 1/16", (starter bendix position)	a/r	
40	131570	NCA	MOUNTING SPACER	1	

**Stopping Trouble - before the Starter Stops**

A starter motor often provides warnings in the form of jamming, slow cranking, or intermittent operation, before it fails completely. Obviously it is in the owner's interests to confront any problems before they become terminal. Having removed the starter from the car, it can be carefully dismantled on a work surface & the possible causes for impending failure investigated. Resist the temptation to submerge the unit in cleaning fluid, doing so would probably result in the purchase



**Stopping Trouble - before the Starter Stops (Continued)**

of a new starter, since fluid will transfer copper dust from inside the motor to the electrical windings, causing a short circuit. Dust may be removed by compressed air and wiping with a rag dampened with cleaning fluid. The starter bendix gear can be cleaned and then inspected both for damage and spring return operation. If faulty, the sub assembly can be replaced. The shaft bushes pressed into the front and rear end plates of the motor should be renewed if necessary. These are 'Oilite' bushes, which should be immersed in light engine oil for 24 hours prior to fitting (the bush material absorbs the oil, to give prolonged lubrication). 'Old lags' of the starter reconditioning trade have jam jars filled with oil and bushes awaiting use. Excess oil must be wiped away upon installation of the bushes (which is achieved by pressing, not hammering!). Carbon brush replacement, if necessary, can be effected by soldering the replacements to the commutator end shield brush contacts - not hard, just fiddly. The copper wire windings and insulation of the armature and commutator assembly should be inspected (the commutator is the segmented copper collar contacted by the carbon brushes at one end of the armature). The contact surface must be clean, smooth and concentric to the armature axis. A dirty commutator can be cleaned by wiping with a petrol moistened cloth, then lightly polished with very fine glass paper. If the commutator is not true or excessively scored, it will need to be turned at high speed in a lathe and machined with a very sharp tool. Not everyone has such equipment to hand (!), but most people know of someone who has. The lightest of possible cuts should be made on the lathe to 'true up' the contact area. A very light polish after turning with very fine glass paper is recommended. Under no circumstances should the insulation material between the copper segments of the commutator be undercut. Re-assembly of the starter is the reverse of disassembly. The factory workshop manual may be consulted for any further information. Before refitting to the car, the motor must be tested. Secure the starter motor body carefully in a vice and test it by connecting it with heavy gauge cables (jump leads are ideal) to a 12 volt battery. Connect one cable to the starter terminal, the other should be held against the drive end bracket. The starter should run at high speed under these light load conditions. Upon rotation, the bendix gear should move axially along the armature shaft towards the motor itself. When the power is removed and the motor stops, the gear should return to its original position at the outer end of the shaft.

**Battery & Battery Fittings**

**Important Notes for Battery Lead/Terminal Positions**

Sprites and Midgets started life with a positive earth electrical system. This was changed to negative earth in November 1967 (at G-AN4-60460 and H-AN9-72041), resulting in the battery terminal polarities being switched (this was achieved by a battery with a different terminal layout). When the Midget 1500cc was introduced at G-AN6-154101, the battery terminal layout again had to be revised. The car retained a negative earth system but the terminals had to return to their original positions. This was because the 1500cc Triumph-sourced power unit had the starter motor fitted to the left side of the engine, as opposed to the BMC 'A' series unit with its starter on the right side. The body earth point for the battery is always on the left side of the bulkhead on the chrome bumper cars, and on the right side of the bulkhead on the rubber bumper cars. When the correct battery is fitted, the terminals should be nearer the bulkhead than the heater. Sketches of the two possible terminal layouts for batteries are shown above.

**Standard Output Batteries (Original Layout)**

Ill.	Part Number	Price £ea.	Description	Req.	Details
50	GBY5601D	NCA	BATTERY, 12 volt, dry, (originally layout 1)	1	To G-AN4-60459, To H-AN9-72040,
	GBY5601W	£96.00	BATTERY, 12 volt, wet, (originally layout 1) (+LHF/-RHF, 30 A/hr, positive earth).	1	
	GBY015	£96.00	BATTERY, 12 volt, wet, (originally layout 2) (36 A/hr, negative earth).	1	G-AN4-60460 On, G-AN5, H-AN9-72041 On, H-AN10, A-AN10,

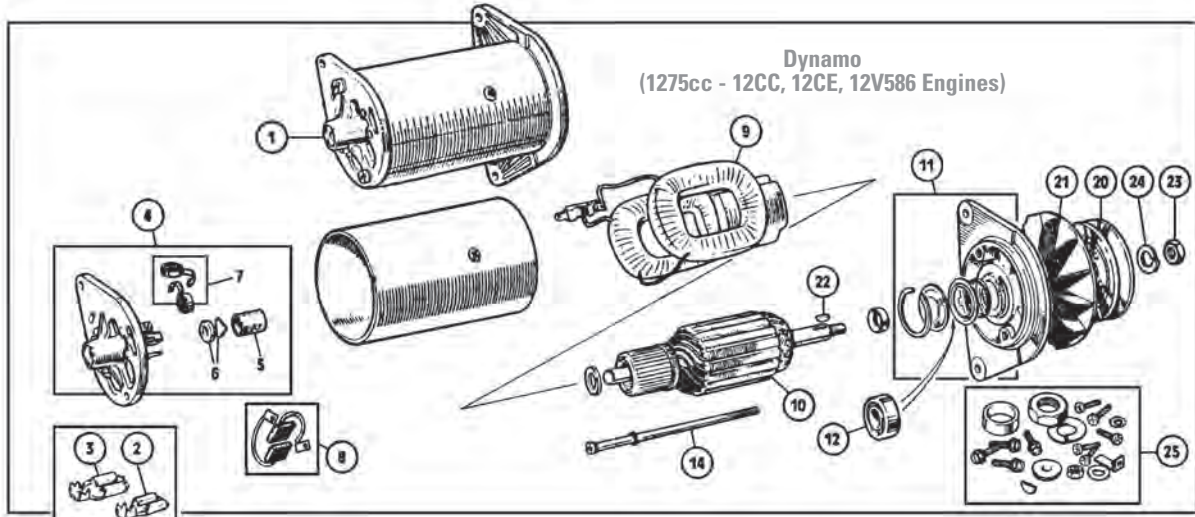
GBY5601D	NCA	BATTERY, 12 volt, dry, (originally layout 1)	1	G-AN6
GBY5601W	£96.00	BATTERY, 12 volt, wet, (originally layout 1) (+LHF/-RHF, 30 A/hr, negative earth).	1	

Note: Due to delivery restrictions of hazardous goods, wet batteries can only be delivered by road and sea carrier to UK and mainland Europe. Dry batteries can be delivered worldwide, customers must arrange their own filling of dry batteries with suitable electrolyte and initial charge.

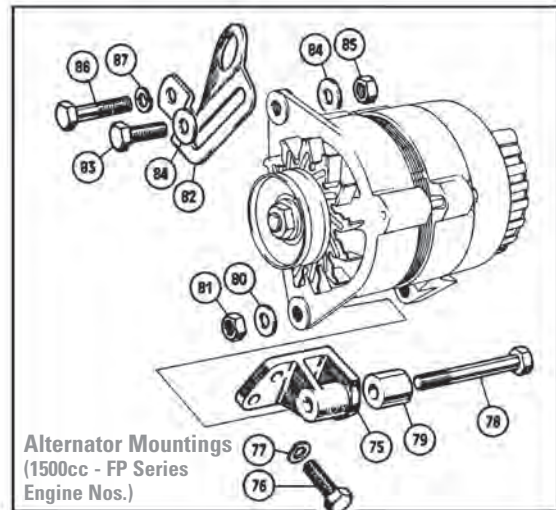
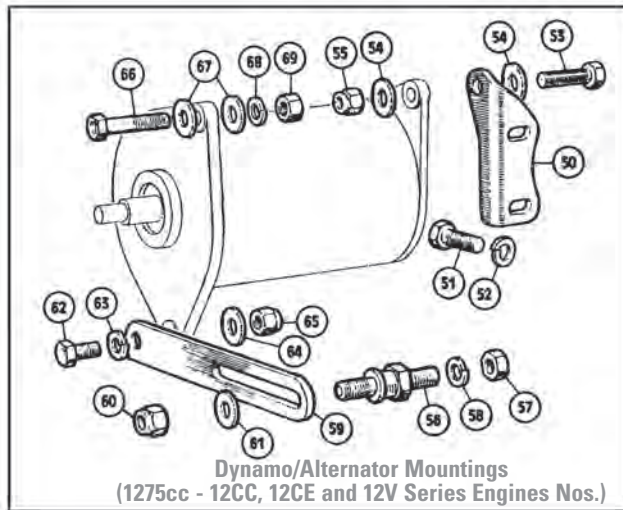
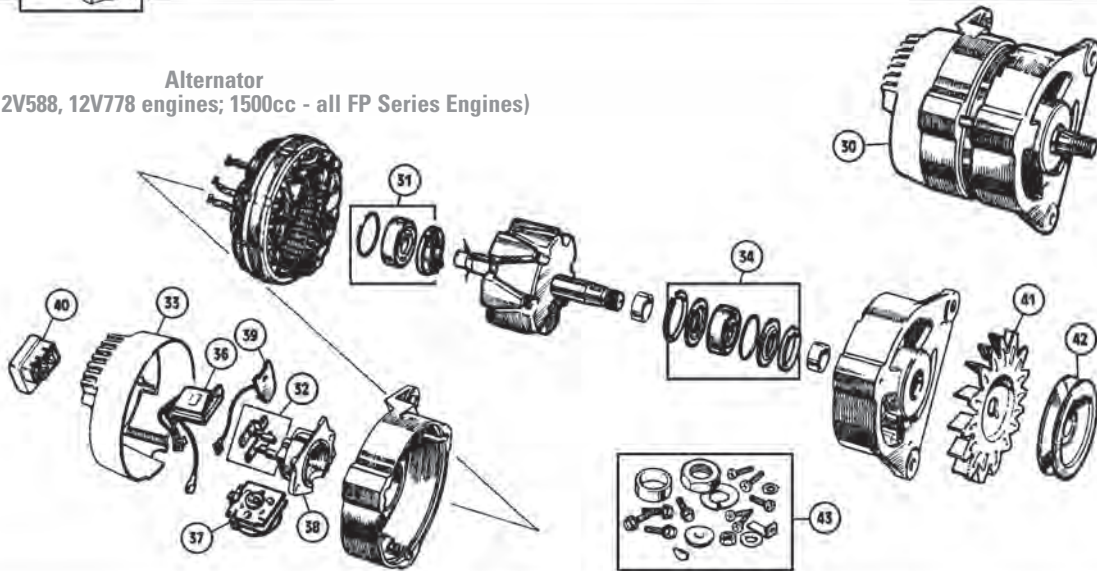
51	CRST191	£4.00	DECAL, 'Lucas'	1	
52	ACA9673	£16.50	TRAY, (battery acid spillage)	1	positive earth vehicles
	ACA9673A	£42.00	TRAY, alternative	1	
53	14G5508	£4.70	CLAMP BAR, battery fixing	1	2
54	AHA7769	£1.57	'J' BOLT, (clamp to side of battery shelf)	2	
55	ACA9673	£16.50	TRAY, (battery acid spillage)	1	negative earth vehicles
	ACA9673A	£42.00	TRAY, alternative	1	
56	34G2065	£5.30	CLAMP BAR, battery fixing	1	1
	34G2065SS	£14.70	CLAMP BAR, battery fixing, stainless steel	1	
	BCK104	£10.40	CLAMP BAR KIT, battery fixing	1	2
	BCK104SS	£19.20	CLAMP BAR KIT, battery fixing, s/steel	1	
57	AHA8674	£1.80	'J' BOLT, (clamp to side of battery shelf)	2	alternatives
58	GHF200	£0.22	NUT, plain	2	
59	132068	£0.98	WING NUT	2	2
60	WP127	£0.52	WASHER, plain	2	
61	GHF331	£0.38	WASHER, locking	2	1
62	37H3743	£2.26	PACKING, rubber, (clamp bar to battery)	1	
65	131113	£14.80	CABLE, earth (Positive terminal to bulkhead).	1	positive earth cars
66	BHA4257	£15.50	CABLE (Negative terminal to starter solenoid).	1	negative earth cars
	142590	£16.60	CABLE, earth (Negative terminal to bulkhead).	1	
	BHA5062	NCA	CABLE (Positive terminal to starter solenoid).	1	
67	SH605041	£0.43	SCREW, (earth cable to bulkhead)	1	1
68	GHF332	£0.40	WASHER, locking	1	
69	AHA7776	£9.50	CABLE, (starter solenoid to starter)	1	1
70	2K6167	£10.40	CABLE, earth, (power unit to body)	1	
71	SH606051	£0.92	SCREW, (power unit earth cable to floor)	1	G-AN4, G-AN5, H-AN9, H-AN10,
72	GHF333	£0.30	WASHER, locking	1	A-AN10
	AHA7776	£9.50	CABLE, (starter solenoid to starter)	1	G-AN6
	2K6167	£10.40	CABLE, earth, (power unit to body)	1	
80	8G548	£1.50	GAITER, terminal insulating	a/r	a/r
81	PCR807	£1.16	'P' CLIP, cable to footwell	a/r	
82	AHH6690	NCA	'P' CLIP, (cable & capillary to footwell)	a/r	cable from battery to starter solenoid
83	2K8645	£0.40	SCREW, battery cable to terminal	2	original cables only

Note: Clamp & ring terminals are available to replace worn or corroded cable terminals of the original 'lead cap' type.

85	GHF2750	£5.00	CLAMP TERMINAL, negative	a/r	a/r
	GHF2755	£5.00	CLAMP TERMINAL, positive	a/r	
86	518903	£3.05	BOLT, clamp terminal	a/r	alternatives - for repair purpose
87	GHF208	£0.30	NUT, clamp terminal	a/r	
88	LUCWB600	£6.95	RING TERMINAL	a/r	



**Alternator**  
(1275cc - 12V588, 12V778 engines; 1500cc - all FP Series Engines)



**Dynamo & Alternator**

**Dynamo**  
(1275cc - 12CC, 12CE, 12V586 engines)

Original fitment dynamos are identified as follows:

Part Number	Price £ea.	Description	Req.	Details
MG No. 13H826		Stamped with Lucas no. 22742		
MG No. 13H219		Stamped with Lucas no. 22700		(plus suffix between A and M)
MG No. 13H4813		Stamped with Lucas no. 22775		

Note: All of these are now replaced by one type of unit, this being:

1	GEU3101	£70.80	DYNAMO, new	1
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Note: When installing a replacement dynamo, remember it must be polarised to suit the electrical system (Sprites and Midgets with dynamo charging systems can be either positive or negative earth, depending on year of manufacture). Polarisation may be effected as follows:  
Fit the dynamo, without connecting it to the vehicle's electrical system. Connect one end of a length of wire to either the 'live' (i.e. not earth) terminal of the battery, or the battery lead terminal (not the starter lead) on the starter solenoid. Hold the other end of the wire against the 'Field' terminal (the smaller of the two) on the back of the dynamo for three to five seconds. Polarisation is now complete. Remove the temporary wire and connect the dynamo to the wiring harness.



**Dynamo (Continued)**

ill.	Part Number	Price Eea.	Description	Req.	Details
2	RTC220A	£0.53	CONNECTOR, (1/4")	a/r	Lucar type
3	47H5419	£0.82	CONNECTOR, (3/8")	a/r	
4	47H5395	NCA	BRACKET, commutator end	1	
5	7H5390	£6.70	BUSH, commutator end bracket	1	
6	032307	£1.50	OILER ASSEMBLY	1	(felt pad and plate)
7	RTC466A	NCA	SPRING, carbon brushes	2	
8	GGB102	£2.30	CARBON BRUSH SET	1	
9	607141A	NCA	FIELD COIL SET	1	
10	509311A	£51.40	ARMATURE ASSEMBLY	1	
11	27H7647	NCA	BRACKET, driving end	1	
12	18G8620	£13.60	BEARING	1	
14	17H5217	NCA	BOLT, (bracket to bracket)	2	
20	12G2102	NCA	PULLEY, dynamo driving	1	
21	17D11	£13.60	FAN, cooling	1	
22	WKN404	£1.04	WOODRUFF KEY	1	
23	NT607041	£1.00	NUT	1	
24	GHF334	£0.73	WASHER, locking	1	
25	37H6836	NCA	MOUNTING KIT, (pulley & fan)	1	

**Alternator**

(1275cc - 12V588, 12V778 engines; 1500cc - all FP series engines)

From 1972 (1969 in Australia) an alternator was fitted. Originally there were two alternators, with different outputs, only a higher output unit (directly replacing the others) is now supplied. The pulley diameter was reduced in 1973 (from engine no. 12V588F3193) to increase the running speed. This improves charging at low engine speeds and is thus a good idea for earlier alternator fitted cars. A shorter fan belt (GCB10813 instead of GCB10838) is needed for the smaller pulley.

30	GXE8211	£60.90	ALTERNATOR, exchange, recon	1	17 ACR type
31	18G8620	£13.60	BEARING, rear	1	
32	GGB504	£2.70	CARBON BRUSH SET	1	
33	NKC484A	NCA	COVER, rear, plastic	1	
34	18G8619	£15.20	BEARING, front	1	
36	BAU4443A	£15.90	REGULATOR	1	2 or 3 lead type
	BAU5264	£21.00	REGULATOR	1	4 lead type
37	BAU5063	NCA	RECTIFIER	1	with 2 connections
	AEU4152A	£10.00	RECTIFIER	1	with 3 connections
38	607693A	NCA	BRUSH BOX	1	
39	AEU3079A	NCA	PROTECTION DEVICE, anti-surge	1	If fitted
40	GEU250	£7.90	PLUG KIT, for wiring harness	1	
41	C37222A	£23.80	FAN, cooling	1	12V588, 12V788 units
	AAU3956A	£12.90	FAN, cooling	1	all 1500cc units
42	12G1054	£18.80	PULLEY, alternator driving, 2.75" dia.	1	to 12V588F3192
	BAU1461A	£19.50	PULLEY, alternator driving, 2.5" dia.	1	12V588F3193 on, 12V778
	AEU1238	£13.20	PULLEY, alternator driving	1	all 1500cc units
43	37H2258	NCA	SUNDRY PARTS KIT	1	(inc. pulley nut and washer)

Note: Owners of earlier Australian cars with 15 AC alternators may have to find local specialists to rebuild them. However, if you just need a brush set or regulator.

GGB503	£3.90	CARBON BRUSH SET	1	15AC alternator only
BHA4789	£41.70	REGULATOR, type 4TR, (4 terminals)	1	
GEU6609	£39.90	REGULATOR, type 4TR, (3 terminals)	1	

The other solution to deal with more severely damaged units is to fit the later 17ACR alternator, together with the plug kit (items 30 and 40, above). A small amount of conversion work is required, so it might be advisable to entrust the process to your local auto-electrician.

**Dynamo/Alternator Mountings**

1275cc - 12CC, 12CE and 12V Series Engine Nos.

50	12A526	£18.90	BRACKET, rear mounting	1	dynamo fitment
	12G1053	£10.00	BRACKET, rear mounting*	1	alternator fitment

\*Note: Use to convert from dynamo to alternator.

51	SH605061	£0.22	SCREW, bracket to engine block	2	dynamo fitment
	SH605071	£0.64	SCREW, bracket to engine block	2	alternator fitment
52	GHF332	£0.40	WASHER, locking	2	
53	GHF104	£0.66	BOLT, dynamo/alternator to bracket	1	
54	GHF301	£0.24	WASHER, plain	2	
55	GHF272	£0.66	NUT, nyloc	1	
56	12G314	NCA	PEDESTAL, (dynamo fitment)	1	adjustment link mounting
	12G3037	£5.80	PEDESTAL, (alternator fitment)	1	
57	NT606041	£0.60	NUT, pedestal to engine bearer plate	1	
58	GHF333	£0.30	WASHER, locking	1	
59	12H67	£8.40	LINK	1	
60	GHF223	£0.53	NUT, nyloc	1	adjustment link to pedestal
61	GHF302	£1.00	WASHER, plain	1	
62	SH505091	£1.26	SCREW, (link to dynamo/alternator)*	1	
63	GHF332	£0.40	WASHER, locking	1	

64	GHF301	£0.24	WASHER, plain	1	
65	JN2158	£0.47	NUT, locking*	1	
66	BH605141	£1.10	BOLT, (dynamo to water pump)	1	dynamo fitment
	GHF121	£0.60	BOLT, (alternator to water pump)	1	alternator fitment
67	GHF301	£0.24	WASHER, plain	2	
68	GHF332	£0.40	WASHER, locking	1	
69	GHF201	£0.17	NUT	1	

\*Note: Factory alternators are now supplied with metric versions of these items.

**Alternator Mountings**

1500cc - FP Series Engine Nos.

75	147899	NCA	BRACKET, mounting	1	
76	GHF103	£0.60	SCREW, (bracket to engine block)	2	
77	GHF332	£0.40	WASHER, locking	2	
78	BH605401A	£2.86	BOLT, alternator to bracket	1	
79	147483	NCA	DISTANCE TUBE	1	
80	WP139	£0.66	WASHER, plain	1	
81	GHF242	£1.57	NUT, self locking	1	
82	156464	£22.00	LINK, adjustment	1	
83	GHF163	£0.55	SCREW, link to alternator*	1	
84	WP17	£0.30	WASHER, plain	2	
85	JN2158	£0.47	NUT, locking*	1	
86	BH605181	£1.10	BOLT, (link to thermostat housing)	1	
87	GHF332	£0.40	WASHER, locking	1	

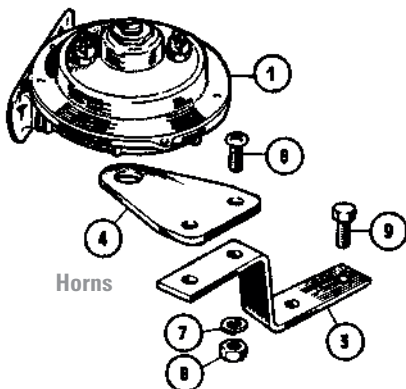
\*Note: Factory alternators are now supplied with metric versions of these items.

**Charging Faults on Dynamo Fitted Cars**

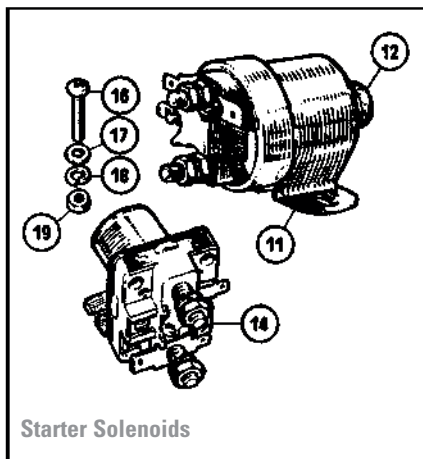
All too often the dynamo and the voltage control box are both replaced, when only one needed to be, to cure a charging fault. It is not impossible to test the dynamo on the car to ascertain whether it or the control box is unserviceable, thus potentially saving the cost of one replacement unit. This may be done using the following procedure:

1. Check the fan belt for correct tension and battery condition.
2. Wiring continuity and connections between the dynamo and regulator must be checked: The brown/yellow wire with the larger 'Lucar' (spade) connector runs between the large dynamo terminal and the control box 'D' terminal. The brown/green wire with the smaller 'Lucar' connector runs to the 'F' terminal on the control box. Renew any connectors or wires found to be faulty. The next stages require a 'moving coil' voltmeter with full a scale reading of 0-20 volts.
3. Turn off all auxiliary switches: for example lights, heater, radio etc. Disconnect from the dynamo and insulate both 'Lucar' connector fitted wires (to prevent a possible short circuit).
4. Connect a length of wire between the two terminals on the dynamo.
5. Start the engine and run at normal idling speed. Connect the voltmeter between a good earth on the dynamo mounting yoke and one of the dynamo terminals. Take care to observe the correct polarity of the voltmeter with respect to the car or it may be damaged.
6. Carefully and gradually increase the engine speed. Do not race the engine in an attempt to increase the voltage indication. See that the voltmeter reading does not reach 20 volts, it should rise without fluctuation, with the engine speed. If this is so, the dynamo is probably not faulty. If there is no reading, check the dynamo brush gear and wiring connections. If the reading is low (approximately 1/2 to 1 volt), the dynamo field windings may be faulty. If the reading is approximately 4 to 5 volts, the dynamo armature windings may be faulty.
7. Stop The engine.
8. If the dynamo is found to be in good order, leave the temporary link wire connected to the dynamo. Disconnect the 'F' & 'D' terminal wires at the control box. Reconnect the two 'Lucar' terminals to the dynamo. Connect one probe of the voltmeter to the wire that was connected to the 'D' terminal of the control box, the other to a good bodywork earth. Repeat step 6.
9. Attach the probes of the voltmeter between the earth (as before) and the end of the wire which was connected to the control box 'F' terminal. Repeat step 6 once more. If the results of steps 8 & 9 are not the same as step 6, suspect faulty wiring between the dynamo and the control box.
10. Stop the engine. Remove the temporary wire connection from the dynamo terminals. Reinstall the wiring correctly to the dynamo and the voltage control box.

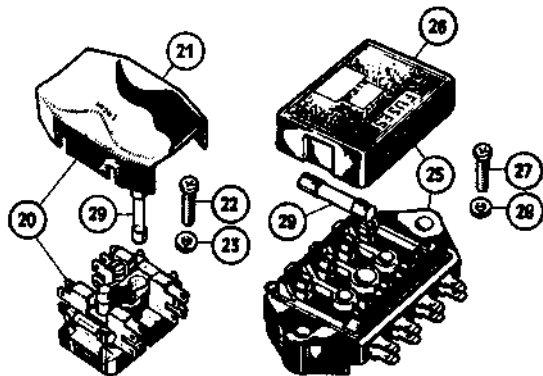
If no faults were found, the problem is likely to be the control box.



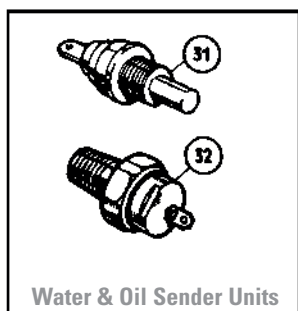
Horns



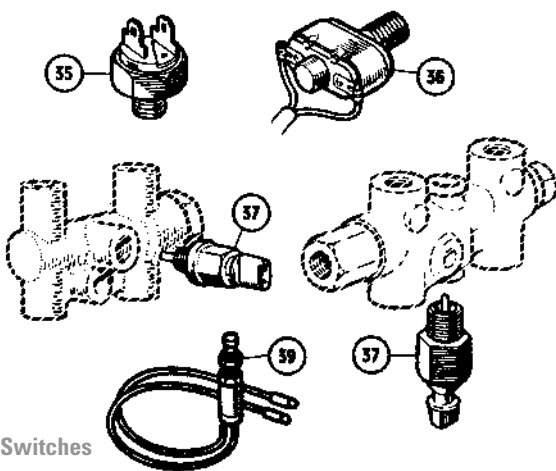
Starter Solenoids



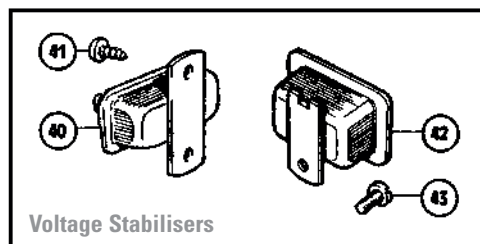
Fuse Boxes



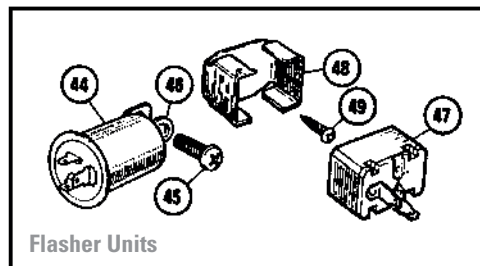
Water & Oil Sender Units



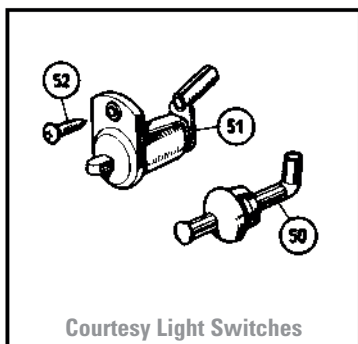
Brake Switches



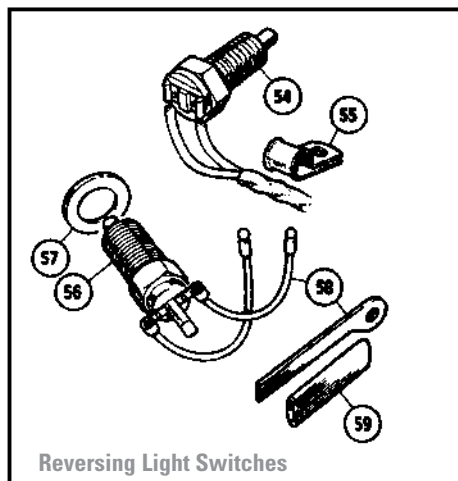
Voltage Stabilisers



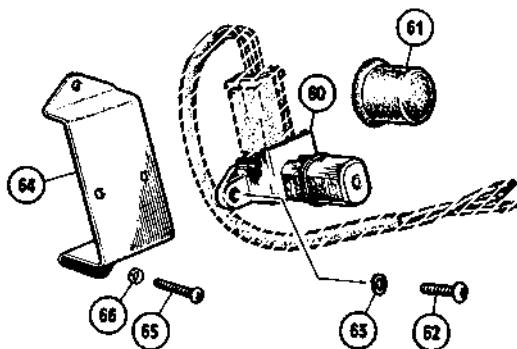
Flasher Units



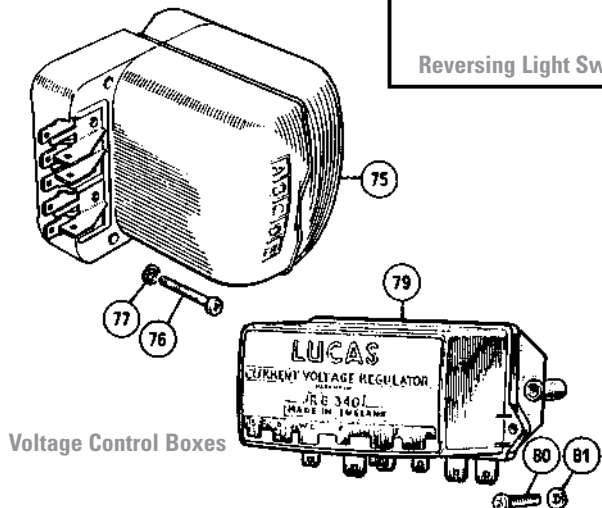
Courtesy Light Switches



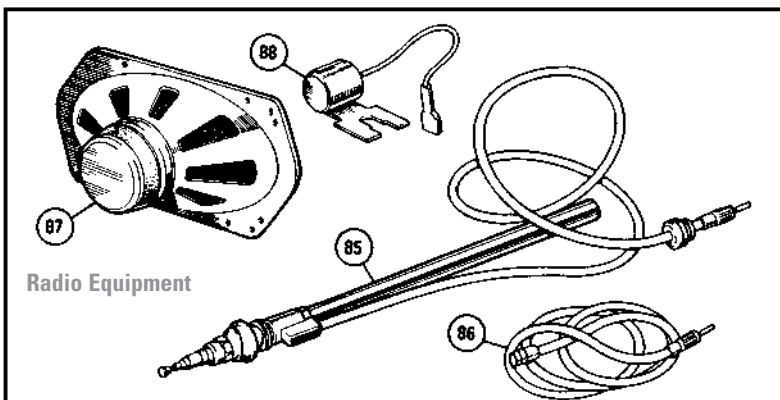
Reversing Light Switches



Headlamp Dip Switch



Voltage Control Boxes



Radio Equipment

**Horns**

ill.	Part Number	Price Eea.	Description	Req.	Details
1	BHA4515	£42.60	HORN, high note	1	Lucas type
	BHA4514	£42.60	HORN, low note	1	
	GGE164	£10.40	HORN, high note	1	double terminal type
	GGE165	£10.40	HORN, low note	1	
	GGE101	£12.90	HORN, high note	1	single terminal type
	GGE102	£12.90	HORN, low note	1	
3	AHA6657	£27.50	MOUNTING BRACKET, RH	1	
	AHA6658	£27.50	MOUNTING BRACKET, LH	1	
4	57H5309	£2.60	BRACKET, horn to mounting	2	
6	SE604051	£0.47	SCREW, (mounting bracket attaching)	4	
7	GHF331	£0.38	WASHER, locking	8	
8	GHF200	£0.22	NUT	4	
9	HU706P	£1.06	SCREW, mounting bracket to body	4	

**Starter Solenoids**

11	BCA4501	£31.80	STARTER SOLENOID	1	To G-AN4-59607,
12	27H5576	£3.20	RUBBER COVER, (manual solenoid)	1	To H-AN9-71622
14	BMK1727	£9.90	STARTER SOLENOID	1	From G-AN4-59608, G-AN5, From H-AN9-71623, H-AN10, A-AN10
	13H5952	£12.70	STARTER SOLENOID	1	G-AN6, can also be used for all previous applications
	13H5952LU	£20.40	STARTER SOLENOID, Lucas	1	
16	PMZ308	£0.30	SCREW, solenoid to body	2	
17	GHF306	£0.30	WASHER, plain	2	
18	WL700101	£0.25	WASHER, locking	2	for battery shelf mounted
19	GHF206	£0.16	NUT	2	solenoids only

**Fuse Boxes**

20	606253A	£12.60	FUSE BOX, 2 fuse type, (Lucas 4FJ)	1	G-AN4, H-AN9
21	505158A	£4.70	LID, fuse box	1	
22	SE910201	£0.66	SCREW, fuse box to body	1	
23	WL700101	£0.25	WASHER, locking	1	
25	37H4727	£11.70	FUSE BOX, 4 fuse type, (Lucas 7FJ)	1	G-AN5, G-AN6, H-AN10, A-AN10
26	37H4727A	£5.50	COVER, fuse box	1	
	BST440	£22.60	COVER, fuse box, stainless steel	1	
27	PMZ316	£0.66	SCREW, fuse box to body	2	
28	WL700101	£0.25	WASHER, locking	2	
29	GFS3035	£2.16	FUSES, 35 amp	1	(pack of five)

**Water & Oil Sender Units**

The Midget 1500cc from 1978 (G-AN6-200001) had its direct reading oil pressure & water temperature instruments replaced by a warning light and an electrically sensed gauge respectively. The sender units (or 'transmitters') to supply these circuits are listed here.

31	GTR108	£6.50	TEMPERATURE TRANSMITTER, water	1	From G-AN6-200000 On
32	GPS133	£3.90	SWITCH, (oil pressure warning light)	1	

**Brake Switches**

35	C16062A	£4.85	STOP LIGHT SWITCH, hydraulic	1	G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
36	BHA4675	£21.40	STOP LIGHT SWITCH, mechanical	1	G-AN6
37	AAU1700A	£33.50	SWITCH, brake	1	PDWA valve warning light

Note: See page 169 for information on brake pressure differential actuator valves.

39	AAU2492	£19.20	SWITCH, (handbrake warning light)	1	From G-AN6-166304 On
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**Voltage Stabilisers**

40	BHA4602	£17.90	VOLTAGE STABILISER, fuel gauge	1	G-AN4-60459 On,
41	AB608031	£0.22	SCREW, voltage stabiliser to bulkhead	1	G-AN5, To G-AN6-200000, H-AN9-72040 On, H-AN10, A-AN10
42	148876A	£17.20	VOLTAGE STABILISER, fuel/temp gauge	1	From G-AN6-200001
43	AB604032	£0.77	SCREW, (voltage stabiliser to instrument)	1	

**Flasher Units**

44	GFU2103	£9.10	FLASHER UNIT, 3 pin type	1	To G-AN4-60459,
	C28520	£10.00	HAZARD UNIT, 3 pin type, (if fitted)	1	To H-AN9-72040
45	SE604041	£0.47	SCREW, flasher unit to bulkhead	1/2	quantity increases if
46	GHF331	£0.38	WASHER, locking	1/2	hazard unit fitted
47	GFU2124	£5.10	FLASHER UNIT, 2 pin type	1	From G-AN4-60460, G-AN5, G-AN6, H-AN9-72041, H-AN10, A-AN10
	GFU2204	£5.10	HAZARD UNIT, 2 pin type, (if fitted)	1	
48	BHA4780	£3.40	CLIP, unit retaining, (square)	1/2	quantity increases if
	AEU1055	NCA	CLIP, unit retaining, alternative, (round)	1/2	hazard unit fitted

49	GHF425	£0.22	SCREW, clip retaining	1/2	quantity increases if hazard unit fitted
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**Courtesy Light Switches**

50	13H391	£16.80	SWITCH, boot lamp	1	G-AN5-89515 On, G-AN6,
51	AAU1908A	NCA	SWITCH, interior lamp	2	H-AN10-86303 On,
52	GHF421	£0.14	SCREW, (switch to 'A' post)	2	A-AN10

**Reversing Light Switches**

54	13H4216Z	£20.70	SWITCH, reversing lamps	1	G-AN4-58112 On, G-AN5,
55	PCR409	£1.10	'P' CLIP, (cable securing)	1	H-AN9-70268 On, H-AN10, A-AN10
56	GAE191A	£8.40	SWITCH, reversing lamp	1	
57	GHF302	£1.00	WASHER, switch seating	1	G-AN6
58	ULC1178	NCA	CLIP, cables to gearbox	2	
59	503213	NCA	INSULATING SLEEVE, (for clip)	2	

**Fitting Reversing Lights**

Cars built after the chassis numbers above were fitted with reversing lamps, which automatically operated when reverse gear was engaged. A plunger switch, in a threaded hole in the gearbox remote housing, sensed when the gear selector mechanism was in the reverse gear position.

Owners wishing to fit reversing lights to cars not originally so fitted would be wise to check whether the gearbox remote housing in their car has the necessary tapped hole to accept the switch. If it has, the only major task is to site the reversing lamp(s).

Those without the correct housing will either have to try to obtain one, or fit a manual switch and a warning lamp in the cockpit of the car (the warning lamp is a legal requirement in the UK for manually operated reversing lights). Wiring provisions will have to be made to connect the switch, power source and lamps. Before fitting reversing lamps (or any auxiliary lamp), local regulations should be consulted regarding positioning, quantities, power, warning lamp requirements, etc.

**Headlamp Dip Switch**

60	RTC432A	£12.10	SWITCH, (headlamp dipping)	1	G-AN4, H-AN9
61	RTC432CAP	NCA	RUBBER CAP, (for non-slip operation)	1	
62	SE910201	£0.66	SCREW, switch to bracket	2	
63	WL700101	£0.25	WASHER, locking	2	
64	AHA5516	NCA	BRACKET, dip switch mounting	1	
65	SE604041	£0.47	SCREW, bracket to toe board, LHD	2	
	SE604081	£0.53	SCREW, bracket to toe board, RHD	2	
66	GHF331	£0.38	WASHER, locking	2	

**Voltage Control Boxes**

(Dynamo fitted cars only)

Two distinctly different designs of voltage control box were used on dynamo-fitted MG Midgets and Austin Healey Sprites. The chassis number of your vehicle will indicate which type should be fitted (as detailed above). If in doubt, count how many screws fix the unit to the car, study the method used to retain the cover over the electrical mechanism, or read the manufacturer's information and terminal coding stamped on the unit. The earlier unit is the Lucas model RB106. It may be identified by its two screw attachment to the bulkhead, the spring wire clip securing the cover and its terminals, which are marked 'A1', 'A', 'F', 'D' and 'E'. The later type is the Lucas model RB340. It is attached to the car with three screws, the cover is retained by two push-in snap headed fasteners and it bears the terminal identifications 'E', 'D', 'WL', 'F' and 'B'. The two types of voltage control unit are not easily interchangeable. It is not correct to say that either unit will always bear the Lucas name and/or the model type number. This is due to reproductions from non original equipment manufacturers servicing the demands of the marketplace. The quality of such units should not be dismissed, because these alternative manufacturers often supply product to Lucas.

Within the pages of the factory-produced workshop manual, details may be found for test and adjustment procedures relevant to each of the two types of control box. Such adjustments are to rectify problems that may have occurred during service. If components within the voltage control box are found to be damaged, it will probably be easier to replace the entire unit. However, simply cleaning the electrical contacts often cures a charging fault.

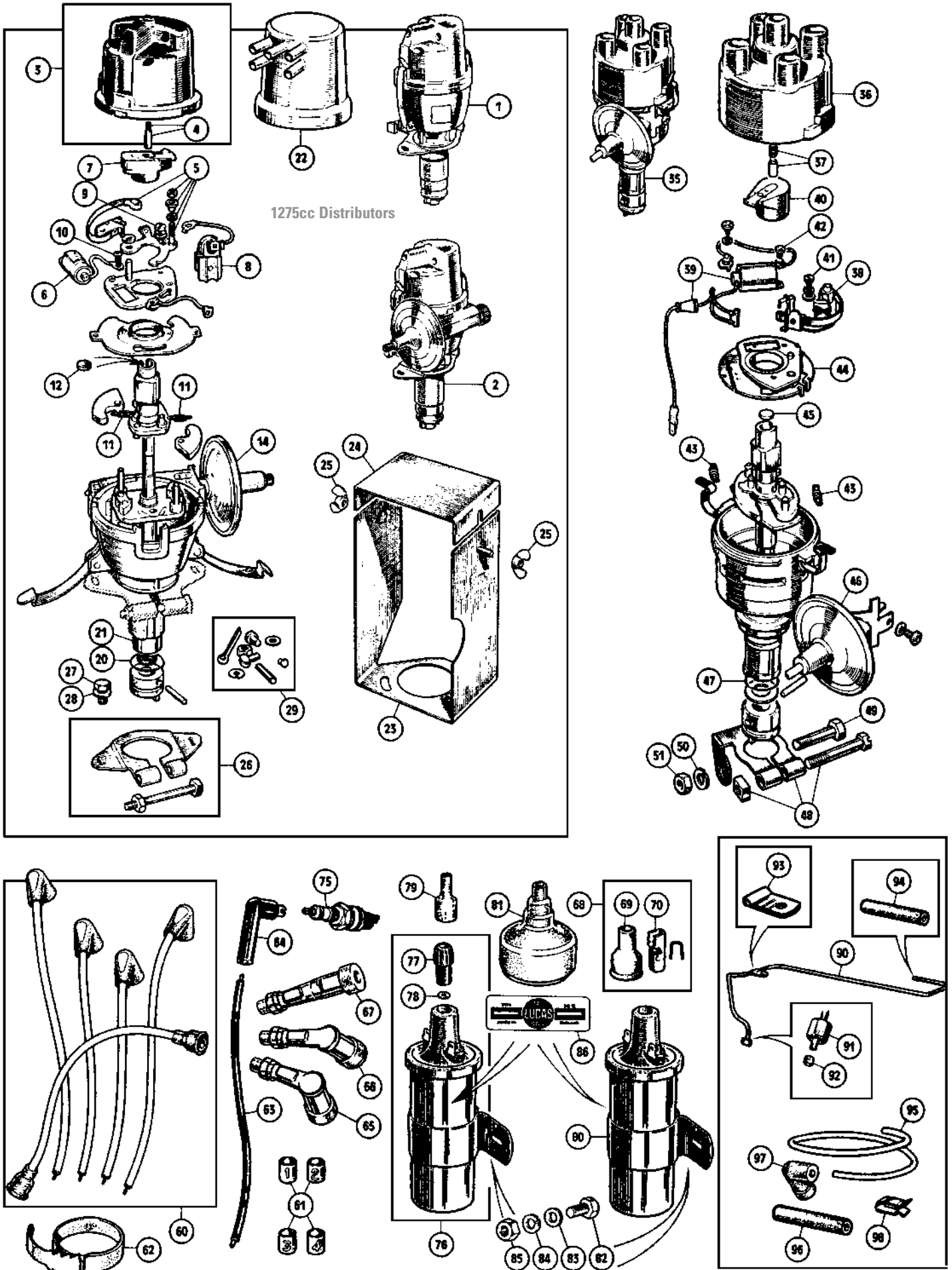
75	GEU6603	£26.10	VOLTAGE REGULATOR BOX	1	G-AN4, H-AN9
76	PMZ320	£0.64	SCREW, (regulator attaching)	2	
77	WL700101	£0.25	WASHER, locking	2	
79	GEU6605	£32.40	VOLTAGE REGULATOR BOX	1	G-AN5, H-AN10, A-AN10
80	PMZ318	£0.66	SCREW, (regulator attaching)	3	
81	WL700101	£0.25	WASHER, locking	3	

**Radio Equipment**

85	MRA001	£11.10	AERIAL, manual, (retractable)	1	
NI	AJM1112X	£45.00	AERIAL, electric, (retractable)	1	
86	ZKC533	£15.00	EXTENSION LEAD	a/r	radio to aerial cable
87	DZB5645	NCA	LOUDSPEAKER, oval	1	fits original radio console

Note: Cars fitted with radios may experience interference from other electrical equipment on the car. To lessen interference, which is heard as a crackle or buzz, suppressors may be fitted to the possible sources. If in doubt consult your radio equipment supplier.

88	DZB5567	NCA	SUPPRESSOR, (radio interference)	a/r	coil or fuel pump fitment
	579356A	NCA	SUPPRESSOR, (radio interference)	a/r	alternator fitment



**Distributors**

Lucas distributors were used exclusively on Sprite & Midget models throughout production. They can be identified by both type and specification number (both may be found stamped on the casing). These numbers are listed below to assist in identifying the unit you have fitted to your car. Note that a similar model type distributor found on another type of car will seemingly fit and run in your car. However, it may have a detrimental effect on your car's overall performance as the ignition advance/retard characteristics are unlikely to be matched to your engine's requirements.

**Distributors 1275cc**

(12CC, 12CE and 12V engine nos.)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	12G815	£122.60	DISTRIBUTOR, new (Without vac' advance: Lucas 23D4, no 40819).	1	To 12CC/Da/H11638
2	12G2055	£110.20	DISTRIBUTOR, new (With vac' advance: Lucas 25D4, no 41270).	1	12CC/Da/H11639 On, 12CE, 12V
3	12G2055X	£112.20	DISTRIBUTOR, new, with vac advance	1	Lucas 45D4 replacement
	GDC102	£10.90	CAP, distributor	1	for screw-fitting leads
	GDC103	£6.10	CAP, distributor	1	for push fit leads
4	262703A	£6.50	BRUSH & SPRING, high tension	1	
5	GCS2101	£3.25	CONTACT SET, ('points')	1	standard fitment
	GCS111	£12.80	CONTACT SET, ('points')	1	fast road/competition
6	GSC111	£3.25	CONDENSER	1	
7	GRA2101	£3.70	ROTOR ARM	1	
	GRA2101HQ	£9.90	ROTOR ARM, high quality	1	
8	37H2981	£12.50	LOW TENSION LEAD & INSULATOR BLOCK	1	
9	GCS1001S	£1.00	SCREW, (for points)	1	
10	GSC1001S	£0.66	SCREW, (for condenser)	1	
11	TT1903	£18.00	SPRING SET, auto advance	1	selective fitment kit
12	511851	NCA	FELT PAD, (cam spindle lubrication)	1	
14	27H7645	£82.20	VACUUM ADVANCE UNIT* (Replacement - with push fit pipe union).	1	12CC/Da/H11639 On, 12CE, 12V
*Note: Originally the advance unit had a threaded union to a metal vacuum pipe. Later this was changed to a push fit union to a plastic pipe, it is the latter which is available as a service part today. If you replace the advance unit on a metal pipe fitted car, also replace the metal pipe with the plastic version and its relevant connectors - or squeeze a rubber connector over the end of the metal pipe to adapt it.					
20	513682A	£1.25	'O' RING, sealing distributor to block	1	
21	606895	£26.80	BUSH, distributor spindle	1	cut to correct length
22	8G726	£14.40	COVER, waterproof	1	
23	12G335	NCA	SUPPRESSION SCREEN, distributor	1	French markets
24	12G337	NCA	COVER, suppression screen	1	(if fitted)
25	V242	£1.43	WING NUT, cover securing	2	
26	3H2138	£13.80	PLATE, (clamping distributor to block)	1	Nut & bolt no longer supplied with clamp. (Bolt: BH604141, Nut CN1).
27	SH604041	£0.41	SCREW, clamp plate to block	2	
28	GHF331	£0.38	WASHER, locking	2	
29	245015	NCA	SUNDRY PARTS KIT	1	

**Distributor 1500cc**

(FP engine nos.)

35	RKC5044	£46.50	DISTRIBUTOR, new (With vacuum advance: Lucas type 45D4, no 41449).	1	
36	GDC136	£5.10	CAP, distributor	1	for push-fitting leads
37	RTC315A	£3.70	BRUSH & SPRING, high tension	1	
38	GCS118	£4.00	CONTACT SET, ('points')	1	
39	GSC2118	£5.30	CONDENSER & LOW TENSION LEAD	1	
40	GRA2114	£3.85	ROTOR ARM	1	
	GRA2114HQ	£7.10	ROTOR ARM, high quality	1	
41	148988	NCA	SCREW, for points	1	
42	GSC1001S	£0.66	SCREW, for condenser	1	
43	TT1903	£18.00	SPRING SET, auto advance	1	selective fitment kit
44	RTC1190	NCA	BASE PLATE	1	
45	511851	NCA	FELT PAD, (cam spindle lubrication)	1	
46	RTC1775	NCA	VACUUM ADVANCE UNIT	1	
47	513682A	£1.25	'O' RING, (sealing distributor to block)	1	
48	RTC1773	NCA	PLATE, (clamping distributor to block)	1	
49	BH605161	£1.04	BOLT, (clamp plate to block)	1	
50	GHF332	£0.40	WASHER, locking	1	
51	GHF201	£0.17	NUT	1	

**High Tension Leads**

60	GHT102	£13.20	HIGH TENSION LEAD SET	1	12CC, 12CE, 12V
	TMG10872	£24.50	HIGH TENSION LEAD SET, silicone	1	use push fit cap GDC103
	GHT152	£11.40	HIGH TENSION LEAD SET	1	FP series, 1500cc
	TT1472	£24.50	HIGH TENSION LEAD SET, silicone	1	
61	CRST255	£4.60	LABEL SET, (for lead numbering)	1	
62	13H6107	£2.26	CABLE TIE, 'fir tree' type	a/r	

Note: For those who wish to make their own lead set we can offer the following:

63	AAA5981M	£2.75	HIGH TENSION LEAD (Copper stranded with black PVC insulation).	a/r	sold per 1 metre length
	TT2982M	£6.30	HIGH TENSION LEAD (Copper stranded with black & yellow). PVC insulation (period competition fitment).	a/r	
					sold per 2 metre length

64	3H1422	£7.80	SUPPRESSOR CAP, 90° angled	4	'Lucas' period style
65	NLB5	£5.50	SUPPRESSOR CAP, 90° angled, red	1	NGK, aftermarket
	NLB5BLK	£3.16	SUPPRESSOR CAP, 90° angled, black	1	
66	NYB5	£3.90	SUPPRESSOR CAP, 60° angled, red	1	
	NYB5BLK	£5.20	SUPPRESSOR CAP, 60° angled, black	1	
67	NSB5	£3.90	SUPPRESSOR CAP, straight, red	1	
	NSB5BLK	£3.70	SUPPRESSOR CAP, straight, black	1	
68	GCL1110	£2.52	END KIT	a/r	
			(For copper stranded leads to 'push-fitting' coil & distributor cap).		
69	12G1040	£1.31	COVER	a/r	
70	12G1476	£1.00	TERMINAL	a/r	

**Spark Plugs & Coil**

75	N9YCC	£5.60	SPARK PLUG, 'Champion', (original)	4	12CC, 12CE and 12V
	BP6ES	£3.20	SPARK PLUG, (alternative)	4	
	N12YCC	£5.90	SPARK PLUG, 'Champion', (original)	4	FP series, (1500cc)
	BP5ES	£3.90	SPARK PLUG, (alternative)	4	
76	GCL101	£14.70	COIL, 12 volt, ('screw-fitting' HT lead)	1	12CC, coil only, OE
77	105036	£1.60	ACORN NUT, (HT lead clamping)	1	
78	214279A	£0.43	WASHER, locking	1	
79	NLB5	£5.50	COVER, waterproof, (acorn nut)	1	
80	GCL110	£13.50	COIL, 12 volt, ('push-fitting' HT lead)	1	
	GCL132	£17.40	COIL, ballasted, ('push-fitting' HT lead)	1	
81	8G727	£6.90	COVER, waterproof, (for coil)	1	late 1275cc, 1500cc
82	GHF117	£0.30	SCREW, coil attaching	2	wet climate fitment
83	WM57	£0.24	WASHER, plain	4	
84	GHF331	£0.38	WASHER, locking	2	
85	GHF200	£0.22	NUT	2	
86	CRST156	£1.70	DECAL, 'Lucas', (for coil)	1	

**Vacuum Pipes**

90	12H733	£25.50	VACUUM PIPE, metal	1	for 12CC, 12CE and 12V	
91	6K650	£4.50	NUT, (pipe to distributor)	1		
92	6K649	£0.90	OLIVE, (sealing pipe to advance unit)	1	'threaded union'	
93	ACH9009	NCA	CLIP, pipe to cylinder head	1	advance unit	
94	ACH9041	£2.50	CONNECTOR, straight, (rubber)	1		
95	37H4229M	£1.70	VACUUM PIPE, plastic, (per metre length)	1	for 12CC, 12CE and 12V	
96	12B2095	£2.00	CONNECTOR, straight, rubber	a/r		with 'push fit union'
97	12B2062	£1.57	CONNECTOR, right angled, rubber	a/r		advance unit, FP series (1500cc)
98	138892	£0.66	CLIP, plastic pipe to fuel line	3	FP series (1500cc)	

**Ignition**

**Timing Terms & Details**

The dwell angle is the angle passed through (in degrees) during which the distributor points remain closed for each ignition cycle. The total number of degrees in each cycle is 360° divided by the number of cylinders (i.e. 90° in the case of a four cylinder engine). The correct dwell angle setting for each of the two Sprite & Midget engines dealt with in this catalogue is as follows:

Engine Capacity	Distributor Model	Dwell Angle
1275cc	Lucas 23D4 OR 25D4	60° +/- 3°
1500cc	Lucas 45D4	55° +/- 5°

The dwell angle can be checked with a suitable meter at all engine speeds. If the needle of the meter vibrates during the test, then there is an appreciable amount of wear between the distributor shaft and its bearing. If the dwell angle is too low, the points gap is too wide (and vice versa).

'Ignition timing' is the angle, in degrees, when the ignition spark occurs relative to the engine crankshaft's rotation. The position used as a datum is top dead centre (TDC) of the firing stroke for each cylinder. If an engine requires timing to 4° (degrees) BTDC (Before Top Dead Centre), the spark should occur when the rotating crankshaft reaches this angle Before Top Dead Centre.

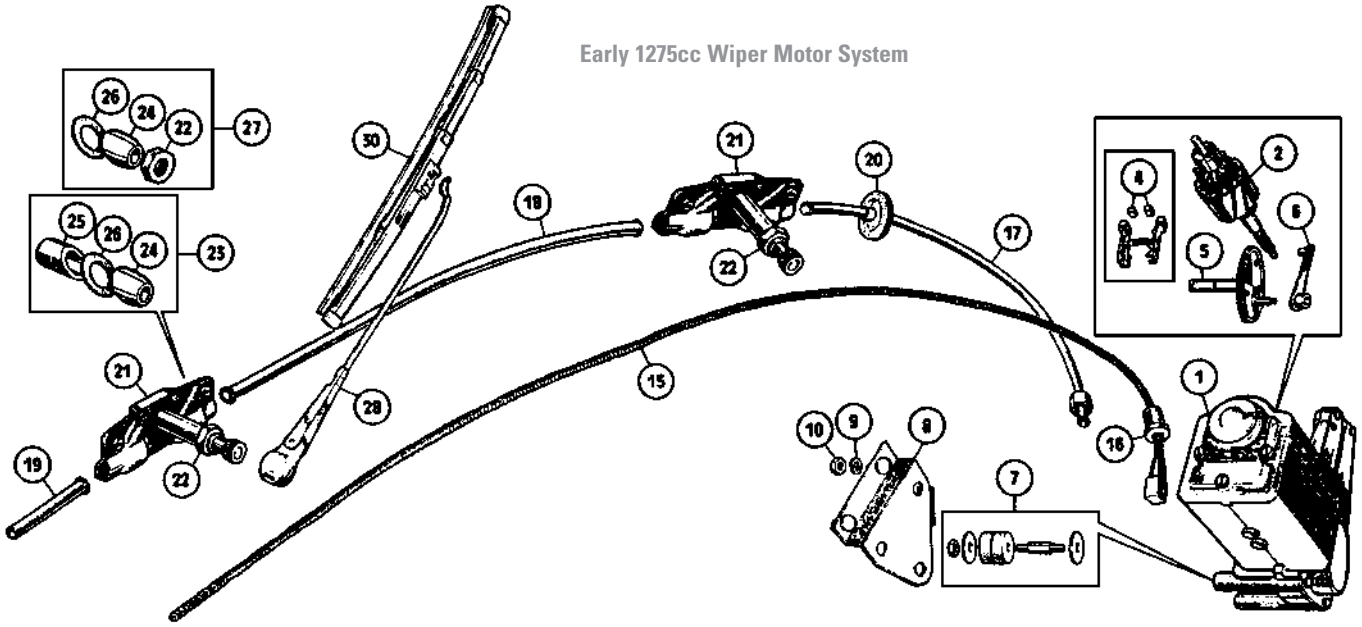
If the ignition timing is said to be 'advanced', the spark is occurring before the specified point in the cycle. Retarded ignition, of course, means the opposite. The high pitched engine knock known as 'pinking' is usually associated with an ignition that is too advanced. Retarded ignition manifests itself by overheating and loss of engine power (a 'popping' sound may also be heard in the exhaust note when the engine is over-running, for instance running down hill without use of the accelerator). These sounds are of course not sure-fire diagnoses, as the fuel used and general engine condition are also contributory factors. Heavy carbon deposits in the combustion head will induce pinking in an engine with perfect ignition timing, under certain conditions and loads.

All standard distributors on Sprites & Midgets have a centrifugal advance mechanism. The faster the engine (and thus distributor) rotates, the further the timing advances to improve performance and economy. The centrifugal system is critical to the correct operation of the engine.

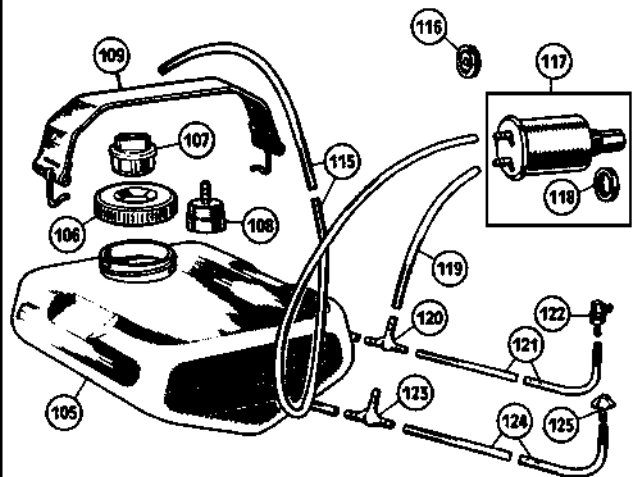
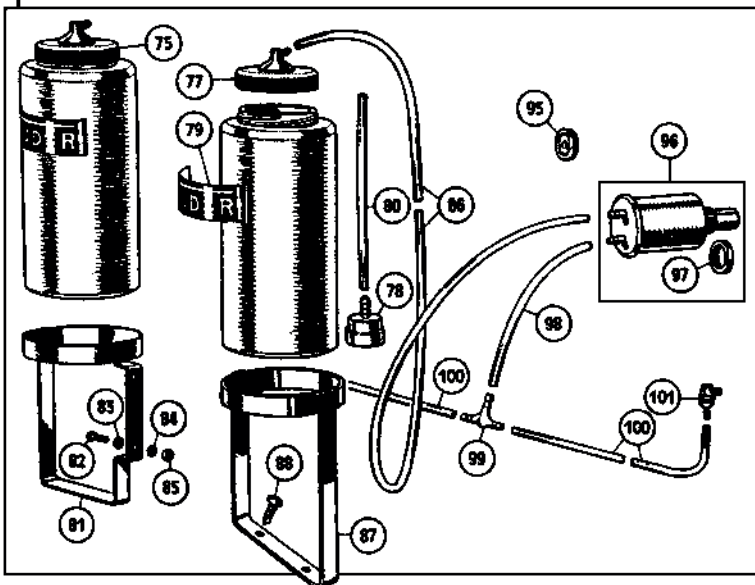
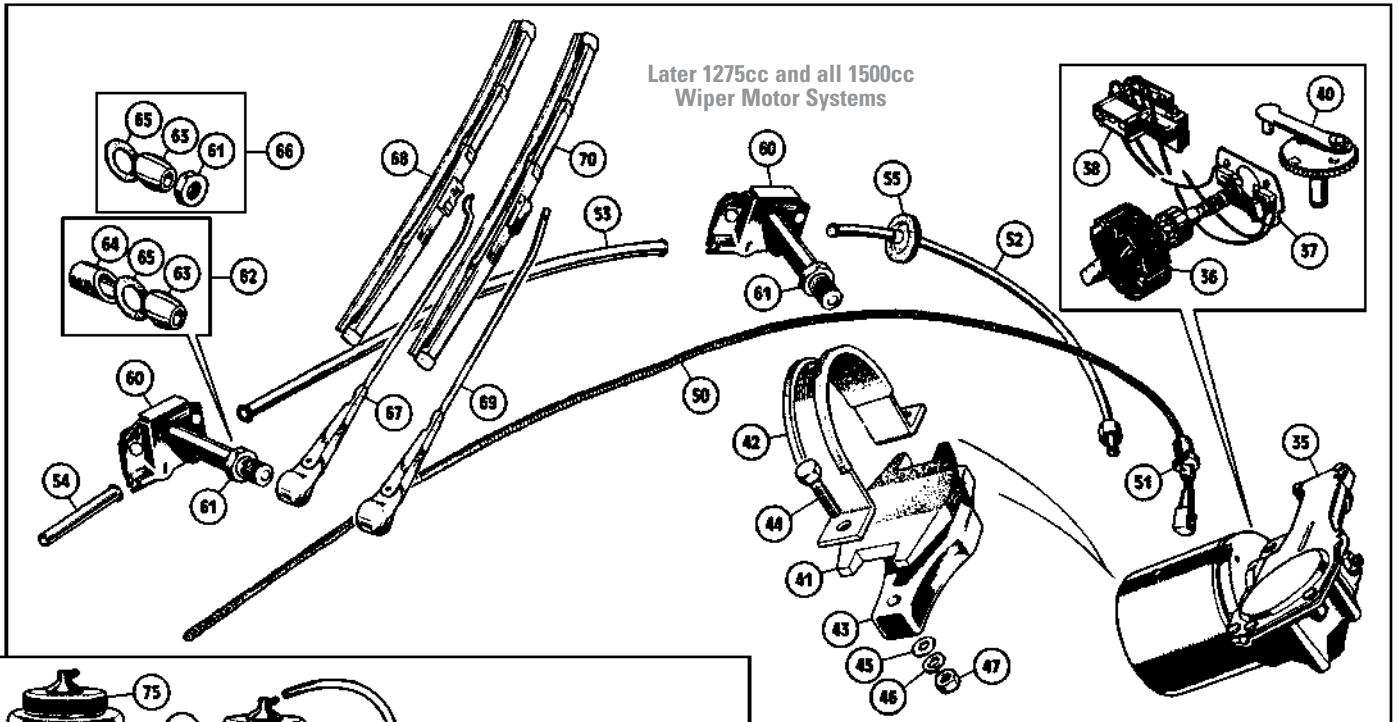
A vacuum advance system was also fitted to all 1500cc engine cars and post-1967 1275cc models. Similar in function to the centrifugal system, it uses vacuum from the induction system to apply the advance. Poor cruising speed economy can result from a failed vacuum advance unit.

Spark plugs should always be checked for the correct electrode gap before installation. As a rule plugs are supplied with the correct gap: between 0.024" and 0.026" (0.610 to 0.660 mm). If one new plug in a set of four has far too tight a gap, it may have been dropped at some point. A faulty new spark plug is frustrating to diagnose. It is best to buy well known brands of plugs (beware of auto-jumble '95% off retail price' sold-from-a-bucket plugs - you get what you pay for).

Early 1275cc Wiper Motor System



Later 1275cc and all 1500cc Wiper Motor Systems



**Wiper Motor System**

Two different wiper systems were fitted; the early square body motor was replaced by the round type when the change from positive to negative earth was made. The change also involved complete replacement of all wiper parts (they are not interchangeable).

**Early 1275cc models with Lucas DR3A type**

'Square Body' Wiper Motor (To G-AN4-60459; to H-AN9-72040)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	GXE7714	£213.30	WIPER MOTOR, recon, exchange	1	without shaft, gear & link
2	511003	NCA	ARMATURE	1	
4	508170	£8.20	CARBON BRUSHES, (1 pair)	1	
5	511007	£66.00	SHAFT & GEAR	1	
6	511096	NCA	LINK	1	
7	17H5431	£6.00	MOUNTING KIT, wiper motor (Kit includes one stud, one nut, two washers & one grommet).	3	
8	AHA8154	NCA	BRACKET, motor mounting	1	
9	GHF331	£0.38	WASHER, locking	3	
10	GHF200	£0.22	NUT, (bracket to footwell)	3	
15	RTC202A	£8.70	CROSS HEAD & RACK	1	cut to 33"
16	37H5282	£13.10	FERRULE	1	rack outer tube to motor
17	14A4801	£13.30	RACK TUBING	1	motor to first wheelbox
18	14A4802	£9.60	RACK TUBING	1	wheelbox to wheelbox
19	575047A	£5.10	RACK TUBING	1	2nd wheelbox extension
	AAU1909A	£19.60	RACK & TUBE NUT (Tubing must be cut to length & flared).	a/r	'bulk' alternative to items 17, 18, 19
20	C5574A	£4.30	GROMMET, rack tubing through bulkhead	1	
21	37H6316	£35.20	WHEELBOX	2	Includes nut & bush
22	ANK3459	£1.80	NUT, 6 sided	2	
23	BAU1465	£18.10	BEZEL KIT	2	
24	ADB826	£5.20	BEZEL, chrome	2	
25	AHH5414	£4.75	SPACER, rubber	2	
26	ADC560X	£0.70	GASKET, rubber	2	
27	37H6316FK	£7.80	FITTING KIT, wheelbox	2	Inc. 22, 24, 26, (To 1968)
28	13H66	£15.10	WIPER ARM, bright, 'spoon' type	2	RHD
	13H68	£16.40	WIPER ARM, bright, 'spoon' type	2	LHD
30	GWB145	£9.30	WIPER BLADE, bright, 'spoon' type	2	

**Later 1275cc & all 1500cc models with Lucas 14W type**

'Round Body' Wiper Motor (G-AN4-60460 on; G-AN5; G-AN6; H-AN9-72041 on; H-AN10; A-AN10)

35	GXE7708	£49.00	WIPER MOTOR, new	1	without shaft, gear & link
36	37H8222	NCA	ARMATURE	1	
37	RTC198A	£16.80	BRUSH GEAR & PLATE	1	includes wires
38	517645A	NCA	PARKING SWITCH, ('screw on')*	1	A/B spec. wiper motor
	520160A	£20.40	PARKING SWITCH, ('clip on')*	1	D spec. wiper motor

\*Note: The type of parking switch required for your wiper motor can be identified by the letter suffix after the Lucas part number (which is a five digit number starting with a 7) stamped on the raised round section of the gearbox lid. These letters can be A/B, or D. The switches are not interchangeable due to casting differences of the motor bodies.

40	608092A	£35.70	SHAFT, GEAR & LINK	1	
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Note: If replacing the wiper gear check the position of the park ramp relative to the connecting rod pivot against your original gear. New gears are supplied with a moveable park ramp.

41	150844A	£2.05	PAD, (wiper motor mounting)	1	
42	BHA4790	£4.60	STRAP & RUBBER, motor retaining	1	
	BHA4790SS	£9.00	STRAP & RUBBER, motor retaining	1	stainless steel
43	AHH8766	NCA	BLOCK, motor mounting	1	
44	GHF102	£0.60	BOLT, (wiper motor attaching)	2	
45	GHF314	£0.22	WASHER, plain	2	
46	GHF331	£0.38	WASHER, locking	2	
47	GHF200	£0.22	NUT	2	
50	RTC202A	£8.70	CROSS HEAD & RACK	1	cut to 38.5"
51	37H3694	£2.40	FERRULE	1	rack outer tube to motor
52	BHA4618	£12.00	RACK TUBING	1	motor to first wheelbox
53	AHA8696	£9.60	RACK TUBING	1	wheelbox to wheelbox
54	575047A	£5.10	RACK TUBING	1	second wheelbox extension
	AAU1909A	£19.60	RACK TUBE & NUT (Tube must be cut to length and flared).	a/r	'bulk' alternative to items 52, 53, 54
55	C5574A	£4.30	GROMMET, rack tubing through bulkhead	1	
60	37H7738	£29.90	WHEELBOX	2	
61	17H8769	£1.31	NUT, (8 sided)	2	
62	BAU1465	£18.10	BEZEL KIT	2	
63	ADB826	£5.20	BEZEL, chrome	2	
64	AHH5414	£4.75	SPACER, rubber	2	
65	ADC560X	£0.70	GASKET, rubber	2	
66	37H7738FK	£6.50	FITTING KIT, (wheel box)	2	Inc. 61, 63, 65, (1968-On)
67	BHA4894	£18.00	WIPER ARM, bright, ('spoon' fitting), RHD	2	From G-AN4-60460 To
	BHA4893	£18.00	WIPER ARM, bright, ('spoon' fitting), LHD	2	G-AN5-123750, From
68	GWB145	£9.30	WIPER BLADE, bright, ('spoon' fitting)	2	H-AN9-72041, H-AN10, A-AN10

69	BHA5208	£18.00	WIPER ARM, bright, (straight fitting), RHD	2	From G-AN5-123751, G-AN6
	BHA5207	£18.00	WIPER ARM, bright, (straight fitting), LHD	2	
70	GWB164	£9.30	WIPER BLADE, bright, (straight fitting)	2	alternatives to above use in sets
	BAU5331	£14.10	WIPER ARM, black, (straight fitting), RHD	2	
	BAU5330	£18.60	WIPER ARM, black, (straight fitting), LHD	2	
	GWB266Z	£7.80	WIPER BLADE, black, (straight fitting)	2	

**Screen Washer System**

**Screen Washer System 1275cc**

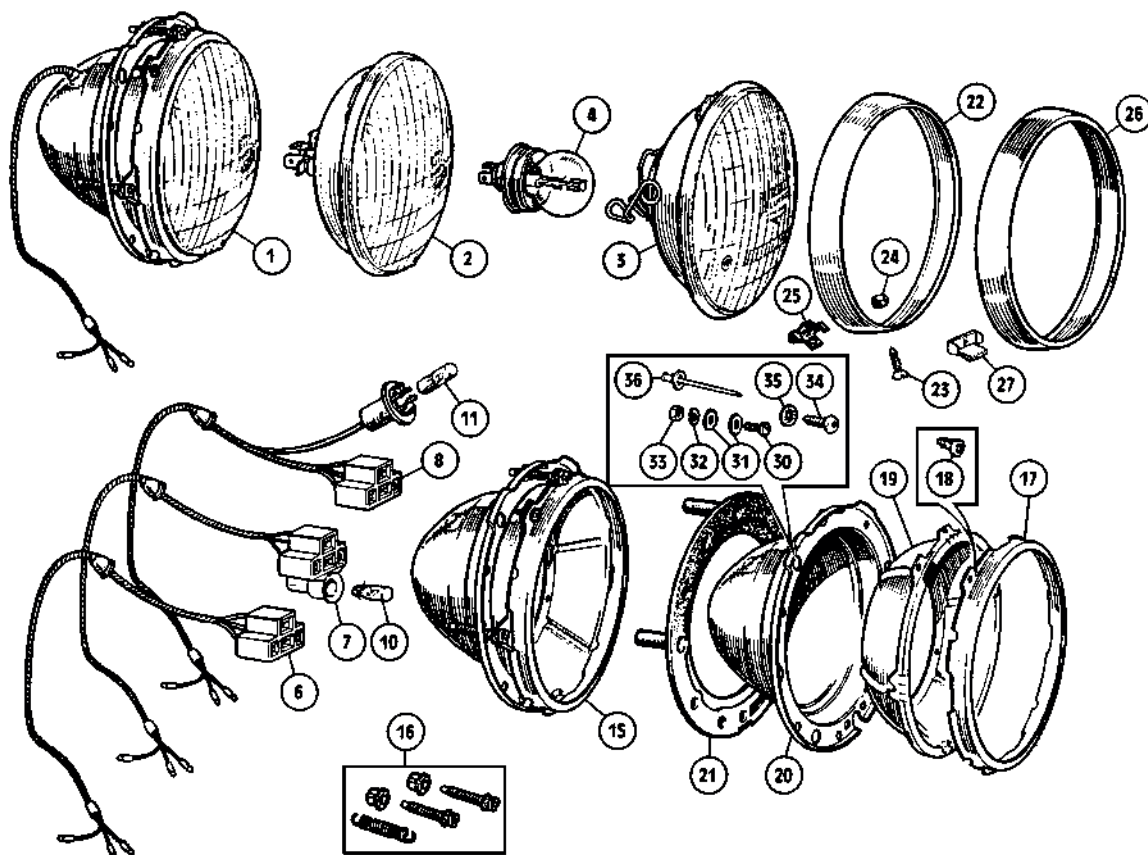
(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

75	GWW918K	£12.50	BOTTLE & LID, replacement*	1	
77	AHH6848	NCA	LID, original, (fits OE bottle only)*	1	
78	GWW506	£1.57	NON-RETURN VALVE, ('foot valve')	1	
79	CRST124	£2.20	LABEL, self adhesive, 'Tudor'	3	
80	GWW202M	£1.80	TUBING, in bottle, (sold per metre)	1	cut to 6" length
81	13H232	£6.60	BRACKET, (container mounting)	1	To G-AN4-66225, To H-AN9-77590, (vertical flow radiator)
	13H232SS	£9.60	BRACKET, (container mounting), s/s	1	
82	PMZ306	£0.47	SCREW, (bracket to radiator splash shield)	2	
83	PWZ103	£0.22	WASHER, plain	2	
84	WL700101	£0.25	WASHER, locking	2	
85	GHF206	£0.16	NUT	2	
86	GWW202M	£1.80	TUBING, bottle to pump (Sold per metre, cut to 63" length).	2	
87	AHA8729	NCA	BRACKET, (container mounting)	1	G-AN4-66226 On, G-AN5, H-AN9-77591 On, H-AN10, A-AN10, (cross flow radiator)
	AHA8729SS	£8.20	BRACKET, (container mounting), s/s	1	
88	GHF425	£0.22	SCREW, (bracket to footwell top)	2	
	GWW202M	£1.80	TUBING, bottle to pump, (Sold per metre, cut to 30" length).	2	
95	RFN1303	£1.55	GROMMET, bulkhead	1	
96	GWW102	£18.40	WASHER PUMP, manual	1	
	GWW102B	£21.90	WASHER PUMP, manual, plastic	1	
97	17H2669	NCA	NUT, pump securing	1	
98	GWW202M	£1.80	TUBING, pump to 'T', (sold per metre)	1	cut to 6" length
99	GWW404	£1.75	'T' PIECE, (4mm inlet, 3mm outlets)	1	
	13H6472	NCA	'T' PIECE, (4mm inlet, 3mm outlets)	1	alternative
100	GWW201M	£1.10	TUBING, 'T' to jets, (sold per metre)	1	cut to two 6" lengths
101	GWW802	£3.70	JET, chrome, single	2	

**Screen Washer System 1500cc**

(G-AN6)

105	GWW902	NCA	TANK, washer liquid	1	
106	GWW952	£2.86	SCREWED CAP	1	
107	GWW951	£3.00	FILLER PLUG	1	
108	GWW506	£1.57	NON-RETURN VALVE, ('foot valve')	1	
109	CHA458	£12.00	STRAP, tank retaining	1	
115	GWW202M	£1.80	TUBING, tank to pump, (sold per metre)	2	cut to 40" length
116	RFN1303	£1.55	GROMMET	1	tube through bulkhead
117	GWW102	£18.40	WASHER PUMP, manual	1	
	GWW102B	£21.90	WASHER PUMP, manual, plastic	1	
118	17H2669	NCA	NUT, pump securing	1	
119	GWW202M	£1.80	TUBING, pump to 'T', (sold per metre)	1	cut to 6" length
120	GWW408	NCA	'T' PIECE, (4mm inlet, 3mm outlets)	1	
121	GWW201M	£1.10	TUBING, 'T' to jets (Sold per metre, cut to two 6" lengths).	1	To G-AN6-20000
122	GWW802	£3.70	JET, chrome, single	2	
123	GWW401	£1.49	'T' PIECE, (4mm inlet, 4mm outlets)	1	
124	GWW202M	£1.80	TUBING, ('T' piece to jets) (Sold per metre, cut to two 6" lengths).	1	From G-AN6-20000
125	GWW829	£3.50	JET, plastic, single	2	



**Headlamps & Front Side/Indicator Lamps**

Note: Please see the Accessories section for Halogen headlamp conversions & high output bulbs.

**Headlamps**

The headlamps fitted to Sprite & Midget cars break down very simply into four types. These are left hand dipping for RHD cars & right hand dipping for LHD cars, each with, or without an integral side lamp (pilot lamp). French markets required a cadmium yellow headlamp bulb to be fitted whereas the rest of the world called for a clear bulb. Many local regulations exist where lamps are concerned; if in any doubt consult your local authority about their requirements. Remember that it is possible that what was originally specified for your car when it was constructed may not be valid today. Only the RHD version is shown for Midget 1500cc's, since apart from North American specification, there were no LHD cars. If, however, you require LHD headlamps for a Midget 1500cc (say, for mainland European) the 'Germany only' headlamp intended for earlier models will suffice. This headlamp is not allowed for use in North American markets.

15	27H8263X	£27.40	BUCKET, BOWL & RIM	2
16	BHM7058	£4.40	ADJUSTER KIT	2
17	515218A	£7.00	OUTER MOUNTING RIM, chrome	2
18	AB606021	£0.36	SCREW, retaining outer rim	6
19	SML4	£9.50	BOWL, inner, (steel)	2
	27H6481	£24.00	BOWL, inner, (plastic)	2
20	SML3	£15.20	BUCKET, headlamp, (original)	2
	SML3P	£17.10	BUCKET, headlamp, (plastic)	2
	SML3Z	£13.70	BUCKET, headlamp	2
21	009403	£3.80	GASKET, rubber, (bucket to body)	2
22	500929	£19.20	RIM, headlamp, screw fitting	2
	500929ALLOY	£30.20	RIM, headlamp, screw fitting, alloy	2
23	RTC465	£0.60	SCREW, rim retaining	2
24	21G9057	£0.48	WASHER, rubber, screw retaining	2
25	37H7421A	£2.10	CLIP, rim screw securing	2
26	57H5455	£18.40	RIM, headlamp, (spring clip fitting)	2
27	BAU1460	£2.26	SPRING CLIP, rim securing	2

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	27H8499	NCA	HEADLAMP, sealed beam (RHD, no pilot lamp).	2	G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
	AEU1061A	£58.00	HEADLAMP, P45T asymmetric (LHD, no pilot lamp, not Germany).	2	
	BAU1177A	£49.80	HEADLAMP, P45T asymmetric (LHD, with pilot lamp; Germany only).	2	
	13H7922	NCA	HEADLAMP, sealed beam (RHD, with pilot lamp).	2	G-AN6
2	GLU101	NCA	SEALED BEAM UNIT (RHD, no pilot window).	2	60/45 watt
	13H3471A	£17.50	SEALED BEAM UNIT (RHD, with pilot window).	2	65/55 watt
3	27H4146A	£28.90	LIGHT UNIT, P45T asymmetric (LHD, no pilot hole).	2	
	27H5981A	£30.00	LIGHT UNIT, P45T asymmetric (LHD, with pilot hole).	2	
4	GLB410	£3.05	BULB, P45T, clear glass, (tungsten)	2	45/50 watt
	GLB411	NCA	BULB, P45T, cadmium yellow, (tungsten)	2	
	GLB2983	£7.20	BULB, P45T, clear glass, (quartz halogen)	2	60/55 watt
6	BAU2110	£6.00	ADAPTOR, Lucar type, (with cable)	2	no provision for pilot
7	BAU2111	£11.74	ADAPTOR, Lucar type, (with cable)	2	for sealed beam with pilot
8	27H5976	£10.50	ADAPTOR, Lucar type, (with cable)	2	for P45T with pilot
10	GLB501	£0.77	BULB, pilot, capless type	2	fits BAU2111 only
11	GLB233	£0.83	BULB, pilot, bayonet fitment type	2	fits 27H5976 only

**Headlamp Fitment Hardware**

The headlamp units were attached to the front wings by more than one method. The most common method used was screws and nuts, this was replaced at a late date by the use of either self tapping screws or pop rivets. The latter was preferred by the production line for speed of assembly (this was in keeping with construction methods utilised by contemporary car manufacturers).

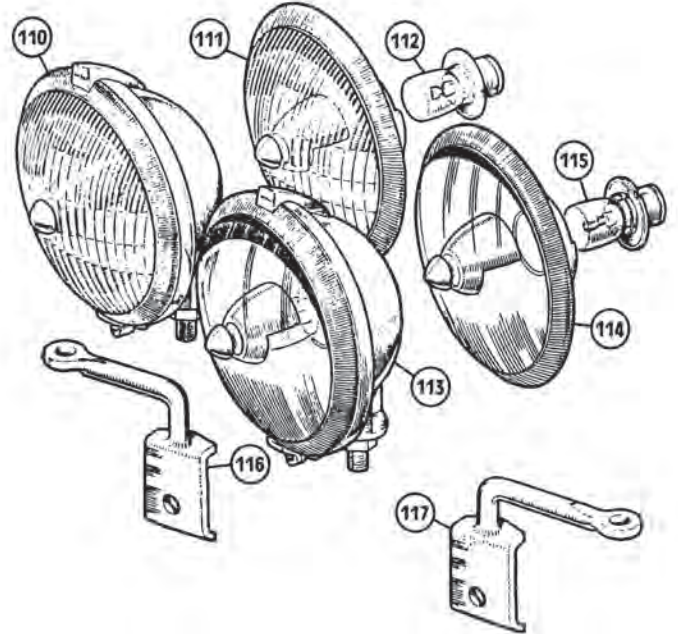
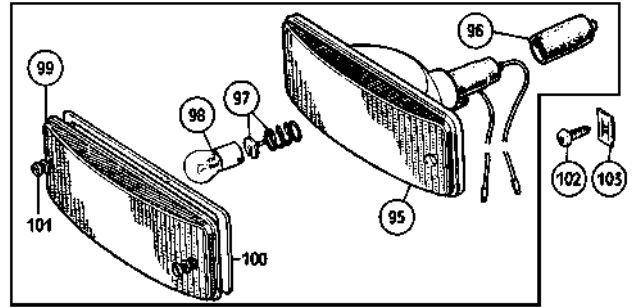
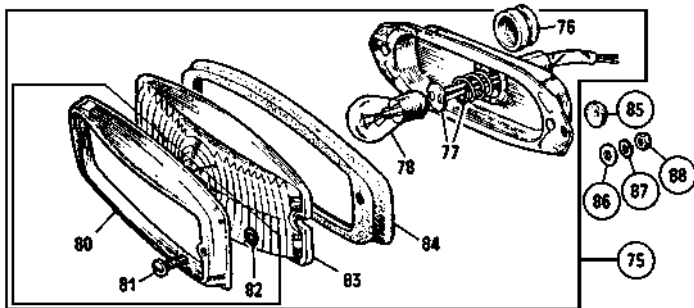
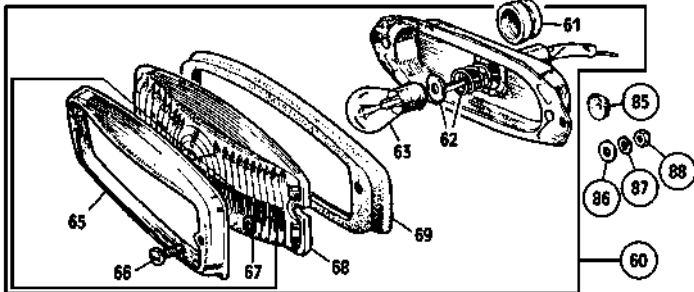
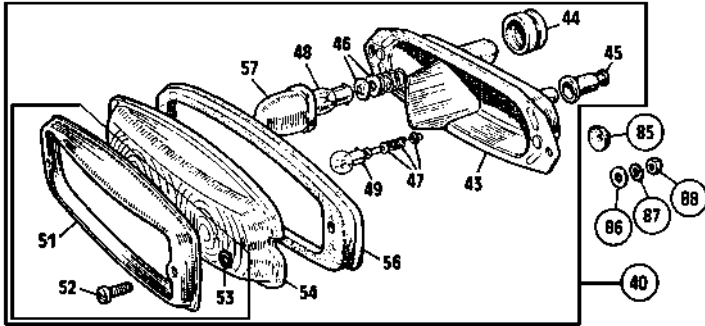
30	PMZ314	£0.30	SCREW	8
31	GHF306	£0.30	WASHER, plain	16
32	WL700101	£0.25	WASHER, locking	8
33	GHF206	£0.16	NUT	8
34	AB610051	£0.30	SCREW, self tapping	8
35	WE702101	£0.30	WASHER, shakeproof	8
36	569313	£0.73	RIVET, pop type	8

**Upgrading Your Headlamps**

The simple replacement of standard Sprite/Midget headlamps with a pair of halogen units will bring your car's light output up to today's standards. Halogen headlamps offer significant improvements to lens design, ensuring all the light output is directed into the correct area to guide you. A range of replacement halogen headlamps suitable for Sprites & Midgets are detailed in the Accessories section.

It may be noticed that ordinary halogen bulbs do not have a much greater power rating than the older designs of headlamp. Yes, there are radically more powerful bulbs available in the marketplace, but you need to check legislation before using them on a public highway; also be aware that the wiring & switches in the car were designed many years ago to cope with lamp power ratings used at that time.





**Front Side & Indicator Lamp Assemblies 1275cc**  
(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

40	13H428	£32.70	SIDE & INDICATOR LAMP, LH	1	
	13H429	£32.70	SIDE & INDICATOR LAMP, RH	1	
	SML101	£23.80	BACK PLATE, (bulb holders & wires)	2	
43	SML1	£9.80	BACK PLATE, (bare)	2	
44	17H5216	£1.04	SLEEVE, rubber, for indicator	2	
45	37H5294	£1.48	SLEEVE, rubber, for side lamp	2	
46	37H5452	£4.40	TERMINAL KIT, bulb socket, single contact	2	
47	244700A	£2.40	CONTACT & SPRING, side lamp	2	white side lamp with
48	GLB382	£0.48	BULB, 21 Watt, (indicator)	2	orange indicator
49	GLB989	£0.90	BULB, 5 Watt, (side lamp)	2	(all markets except
51	57H5155	£11.40	RIM, chrome, (lens retaining	2	Germany and Italy)
52	57H5569	£0.90	SCREW, rim & lens retaining	4	
53	21G9057	£0.48	WASHER, rubber, (screw retaining)	4	
54	57H5158	£7.00	LENS, RH, clear glass	1	
	57H5159	£7.00	LENS, LH, clear glass	1	
56	57H5157	£4.80	GASKET, lens & lamp seating	2	
57	57H5156	£8.80	FILTER, orange, (for indicator bulb)	2	
60	BHA4487	NCA	INDICATOR LAMP	2	
61	17H5216	£1.04	SLEEVE, rubber	2	
62	37H5452	£4.40	TERMINAL KIT, bulb socket, single contact	2	
63	GLB382	£0.48	BULB, 21 Watt	2	orange indicator
65	57H5155	£11.40	RIM, chrome, lens retaining	2	no side lamp (Germany)
66	57H5569	£0.90	SCREW, rim & lens retaining	4	
67	21G9057	£0.48	WASHER, rubber, (screw retaining)	4	
68	37H4738	£10.50	LENS, orange glass	2	
69	57H5157	£4.80	GASKET, lens & lamp seating	2	
75	BHA4905	£45.70	SIDE & INDICATOR LAMP	2	
76	17H5216	£1.04	SLEEVE, rubber	2	side lamp (Italy)
77	37H5459	£3.70	TERMINAL KIT, bulb socket, twin contact	2	white indicator & side lamp
78	GLB380	£0.48	BULB, 21/5 Watt	2	
80	57H5155	£11.40	RIM, chrome, lens retaining	2	(continued in next column)
81	57H5569	£0.90	SCREW, rim & lens retaining	4	
82	21G9057	£0.48	WASHER, rubber, (screw retaining)	4	side lamp (Italy)
83	57H5307	NCA	LENS, clear glass	2	white indicator & side lamp
84	57H5157	£4.80	GASKET, lens & lamp seating	2	
85	GHF206	£0.16	NUT, lamp securing	4	with integral washer

86	GHF306	£0.30	WASHER, plain	4	} alternative to item 85
87	WL700101	£0.25	WASHER, locking	4	
88	GHF206	£0.16	NUT, (lamp securing)	4	

**Front Indicator Lamp Assembly 1500cc**  
(G-AN6)

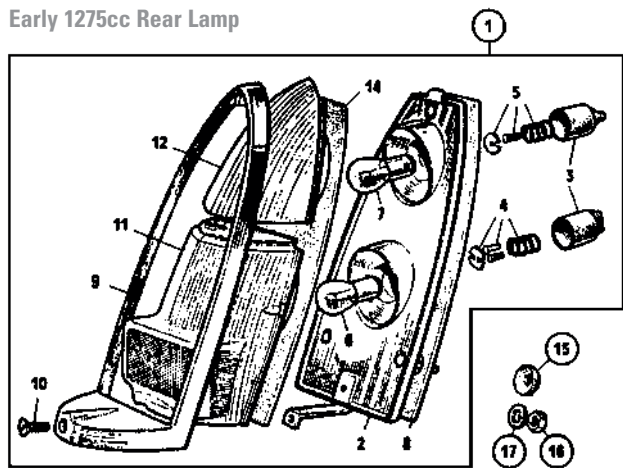
95	BHA5318	£72.80	INDICATOR LAMP	2	
96	17H5216	£1.04	SLEEVE, rubber	2	
97	37H5452	£4.40	TERMINAL KIT, bulb socket, single contact	2	
98	GLB382	£0.48	BULB, (21 Watt)	2	
99	37H8759	£7.00	LENS, orange, (plastic)	2	
100	37H8759G	£1.70	GASKET, lens to lamp	2	
101	518868	£0.77	SCREW, lens securing	4	
102	GHF426	£0.22	SCREW, self tapping	4	lamp to bumper
103	BHA5323	NCA	SPIRE NUT	4	retains self tapping screw

**Front Fog & Spot Lamps**  
(Period Style)

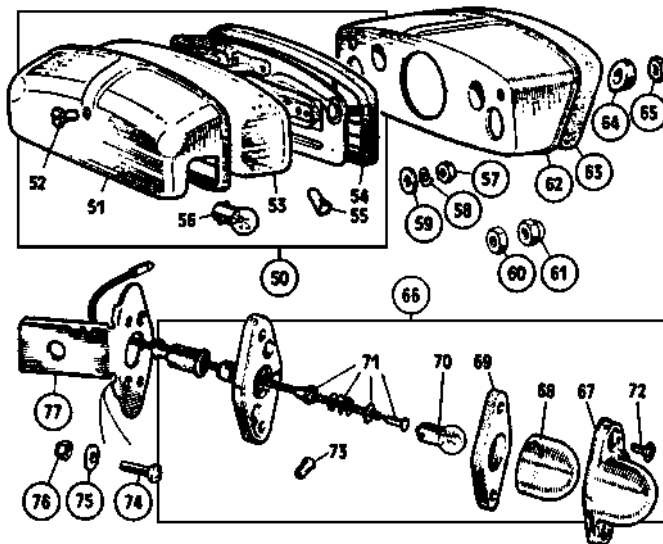
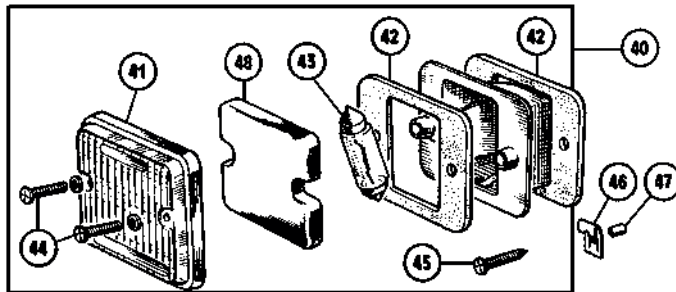
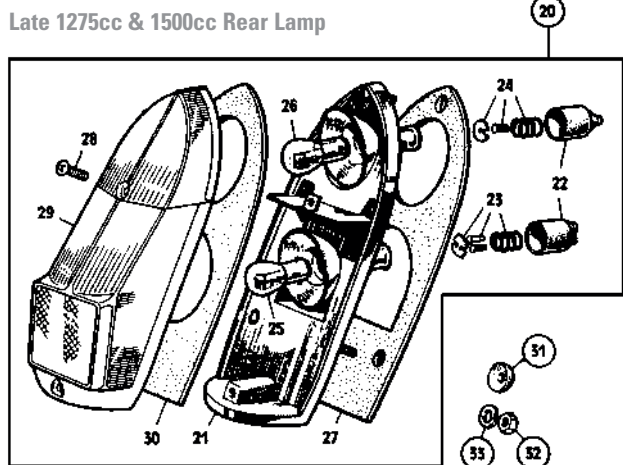
Best suited to G-AN4 and H-AN9 models, these fog and spot lamps were offered as optional extras for several years to proud owners of new Sprites and Midgets. Due to mounting and aesthetic difficulties it is not advisable to attempt fitment to the later rubber bumper fitted cars! The common denominators in the rules of maintenance on headlamps or driving lamps of any type are that the lenses are kept clean and that the beams of light are correctly aligned & directed to give maximum benefit without dazzling other road users. These are admittedly obvious points of advice, but they can make a significant difference to lighting efficiency. Spending good money on uprated and additional lamps will provide little or no improvement if the advice is not followed.

110	MM162-800	£85.00	FOG LAMP, base mounted	a/r	
111	ACG5179	£39.40	LENS & REFLECTOR	a/r	
112	GLB323	£5.20	BULB, transverse filament	a/r	
113	MM162-700	£85.00	SPOT LAMP, base mounted	a/r	
114	57H5015	£41.10	LENS & REFLECTOR	a/r	
115	GLB185	£8.30	BULB, (axial filament)	a/r	
116	AHA6368	£45.00	BRACKET, lamp mounting, (RH)	a/r	} original mountings
117	AHA6369	£45.00	BRACKET, lamp mounting, (LH)	a/r	

Early 1275cc Rear Lamp



Late 1275cc & 1500cc Rear Lamp



Rear Stop, Tail, Reflex & Indicator Lamp Assembly

Early 1275cc  
(G-AN4; H-AN9)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	BHA4175	£62.40	STOP, TAIL & INDICATOR LAMP	2	
2	BHA4175Q	£44.80	BACK PLATE	2	with bulb holders & wires
3	17H5216	£1.04	SLEEVE, rubber	4	
4	37H5459	£3.70	TERMINAL KIT, bulb socket	2	twin contact
5	37H5452	£4.40	TERMINAL KIT, bulb socket	2	single contact
6	GLB380	£0.48	BULB, 21/5 Watt, (stop/tail)	2	
7	GLB382	£0.48	BULB, 21 Watt, (indicator)	2	
8	57H5358	£1.30	GASKET, lamp to body	2	
9	57H5355	£11.40	RIM, lens to lamp retaining	2	
10	RMP308	£0.48	SCREW, (rim securing)	2	
11	57H5357	£10.00	LENS, stop/tail and reflex, (red)	2	
12	57H5354	£4.80	LENS, indicator, (orange)	2	
14	57H5356	£0.95	GASKET, lens to back plate	2	
15	GHF206	£0.16	NUT, (lamp to body)	6	original type
16	NH910011	£0.41	NUT, (lamp to body)	6	alternative to
17	WE702101	£0.30	WASHER, locking	6	item 15

Late 1275cc & 1500cc

(G-AN5; H-AN10; A-AN10); (G-AN6)

20	BHA4973	£76.60	STOP, TAIL & INDICATOR LAMP	2	
21	BHA4973BP	NCA	BACK PLATE	2	with bulb holders & wires
22	17H5216	£1.04	SLEEVE, rubber	4	
23	37H5459	£3.70	TERMINAL KIT, bulb socket	2	twin contact
24	37H5452	£4.40	TERMINAL KIT, bulb socket	2	single contact
25	GLB380	£0.48	BULB, 21/5 Watt, (stop/tail)	2	
26	GLB382	£0.48	BULB, 21 Watt, (indicator)	2	
27	37H4679	£1.26	GASKET, lamp to body	2	
28	518868	£0.77	SCREW, lens to back plate	4	
29	37H4737	£37.10	LENS, stop/tail, reflex & indicator	2	
	37H4737Z	£15.60	LENS, stop/tail, reflex & indicator	2	aftermarket
30	37H4737A	£2.10	GASKET, lens to back plate	2	
31	GHF206	£0.16	NUT, (lamp to body)	6	original type
32	NH910011	£0.41	NUT, (lamp to body)	6	alternative
33	WE702101	£0.30	WASHER, locking	6	to item 31

Reversing Lamps

1275cc

(G-AN4-58112 on; G-AN5; H-AN9-70268 on; H-AN10; A-AN10) 1500cc Models (G-AN6)

40	AAU5510	£16.00	REVERSING LAMP	2	
41	37H7512	£4.80	LENS, reverse lamp	2	
	37H7512Z	NCA	LENS, reverse lamp	2	aftermarket
42	37H1759	£0.76	GASKET, lens & lamp mounting	4	
43	GLB273	£1.10	BULB, festoon type, 21 Watt	2	
44	PMP214	£0.70	SCREW, (lens attaching)*	4	G-AN4, G-AN5, to G-AN6-190000 approx. H-AN9, H-AN10, A-AN10

\*Note: The lamps were originally attached to the body by the screws which hold the lens in place, driving into caged nuts on the inside of the rear panel. If these caged nuts are missing or damaged, the later 1500cc Midget fasteners can be used to attach the lamps).

45	AB606082	£0.52	SCREW, lens and lamp mounting	4	
46	PFS316	NCA	SPIRE NUT, retaining	4	G-AN6-190000 on approx.
47	AHH7449	NCA	PROTECTOR, screw tip	4	
48	HMP240009	NCA	FILTER, orange*	2	French markets only

\*Note: The French market required the reversing lamps to show amber light, instead of white. This was achieved by inserting an amber filter between the bulb and the lens.

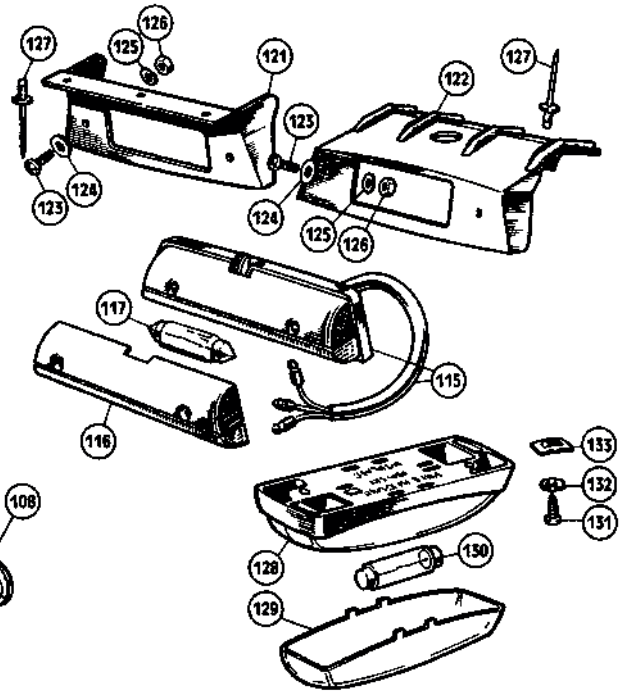
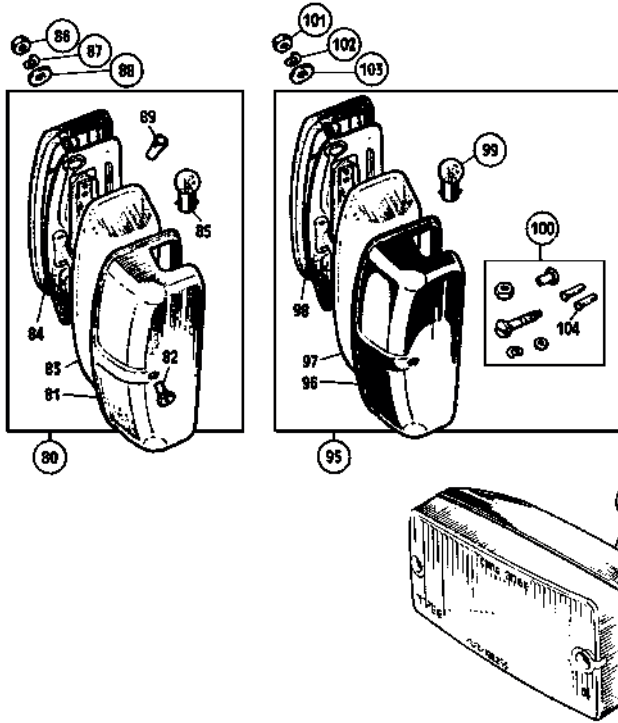
Number Plate Lamps

Early 1275cc

(G-AN4; H-AN9)

50	127916	£26.40	NUMBER PLATE LAMP, chrome	1/2	
	127916Z	£14.70	NUMBER PLATE LAMP, plastic	1/2	
51	502264	£12.10	COVER, chrome	1/2	
52	17H5385	£2.20	SCREW, (cover/lens to back plate)	1/2	quantity increased for German market
53	601721A	£5.60	LENS, clear glass	1/2	
54	57H5368	£3.90	GASKET, lamp to plinth	1/2	
55	27H6713	£1.70	CONNECTOR, (bullet terminal)	2/4	
56	GLB989	£0.90	BULB*	a/r	

\*Note: A single bulb was used originally in this lamp. However, all lamps offered more recently are of a slightly modified design & contain two bulbs.



57	AJD8012Z	£0.30	NUT, (lamp to plinth)	2	
58	WL700101	£0.25	WASHER, locking	2	not German market
59	GHF306	£0.30	WASHER, plain	2	
60	AJD8052C	NCA	NUT, (lamp to number plate support)	4	German market only
61	14B7889	£1.36	NUT, domed	4	
62	AHA9200	NCA	PLINTH, number plate lamp	1	
63	AHA9202	£1.36	GASKET, (plinth to body)	1	not German market
64	AHA5805	NCA	PACKING PIECE, angled	2	
65	GHF271	£0.41	NUT, nyloc	2	

96	502264	£12.10	COVER, black	2	
97	601721A	£5.60	LENS, clear glass	2	
98	57H5368	£3.90	GASKET, (lamp to number plate)	2	
99	GLB989	£0.90	BULB	4	
100	7H5123	NCA	SUNDRIES KIT	2	
101	AJD8012Z	£0.30	NUT, lamp to number plate	4	
102	WL700101	£0.25	WASHER, locking	4	
103	GHF306	£0.30	WASHER, plain	4	
104	27H6713	£1.70	CONNECTOR, (bullet terminal)	4	

**Late 1275cc**  
(G-AN5; H-AN10; A-AN10)

66	2A9119	£36.80	NUMBER PLATE LAMP	2	
67	37H5426	£6.70	COVER, chrome	2	
68	606078A	£5.60	LENS, clear glass	2	
69	17H5302	£2.04	GASKET, lens seating	2	
70	GLB989	£0.90	BULB	2	
71	244700A	£2.40	CONTACT & SPRING	2	
72	17H8046	NCA	SCREW, (cover attaching)	4	
73	27H6713	£1.70	CONNECTOR, bullet terminal	2	
74	RMZ316	£0.55	SCREW, (lamp base to bracket)	4	
75	GHF306	£0.30	WASHER, plain	4	
76	GHF220	£0.22	NUT, self locking	4	
77	AHA9459BKT	£42.00	BRACKET, LH	1	lamp to bumper
	AHA9458BKT	£42.00	BRACKET, RH	1	

**Early 1500cc**  
(To G-AN6-169643)

80	127916	£26.40	NUMBER PLATE LAMP, chrome	2	
	127916Z	£14.70	NUMBER PLATE LAMP, plastic	2	
81	502264	£12.10	COVER, chrome	2	
82	17H5385	£2.20	SCREW, (cover/lens to back plate)	2	
83	601721A	£5.60	LENS, clear glass	2	
84	57H5368	£3.90	GASKET, (lamp to number plate)	2	
85	GLB989	£0.90	BULB*	a/r	

\*Note: A single bulb was used originally in this lamp. However, all lamps offered more recently are of a slightly modified design & contain two bulbs.

86	AJD8012Z	£0.30	NUT, (lamp to number plate)	4	
87	WL700101	£0.25	WASHER, locking	4	
88	GHF306	£0.30	WASHER, plain	4	
89	27H6713	£1.70	CONNECTOR	4	electrical bullet terminal

**Late 1500cc**  
(G-AN6-169644 on)

95	127916BLK	£33.10	NUMBER PLATE LAMP, black*	2	
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\*Note: Original black number plate lamps were as described above. Spurious replacement lamps of similar appearance have also worked their way onto cars over the years. Be warned - replacement lamps may not be repaired by the above components. The simple identification test is the cover material: Metal almost certainly means original, plastic means replacement.

**Rear Fog Guards**

**1500cc**  
(optional fitting after approx. 1978)

105	ADU3645	NCA	REAR FOG LAMP, (Cibie)	1	alternatives
	ADU3392	NCA	REAR FOG LAMP, (Wipac)	1	
107	GLB382	£0.48	BULB, 21 Watt	1	
108	602037	£1.60	GROMMET, (cables through boot floor)	2	

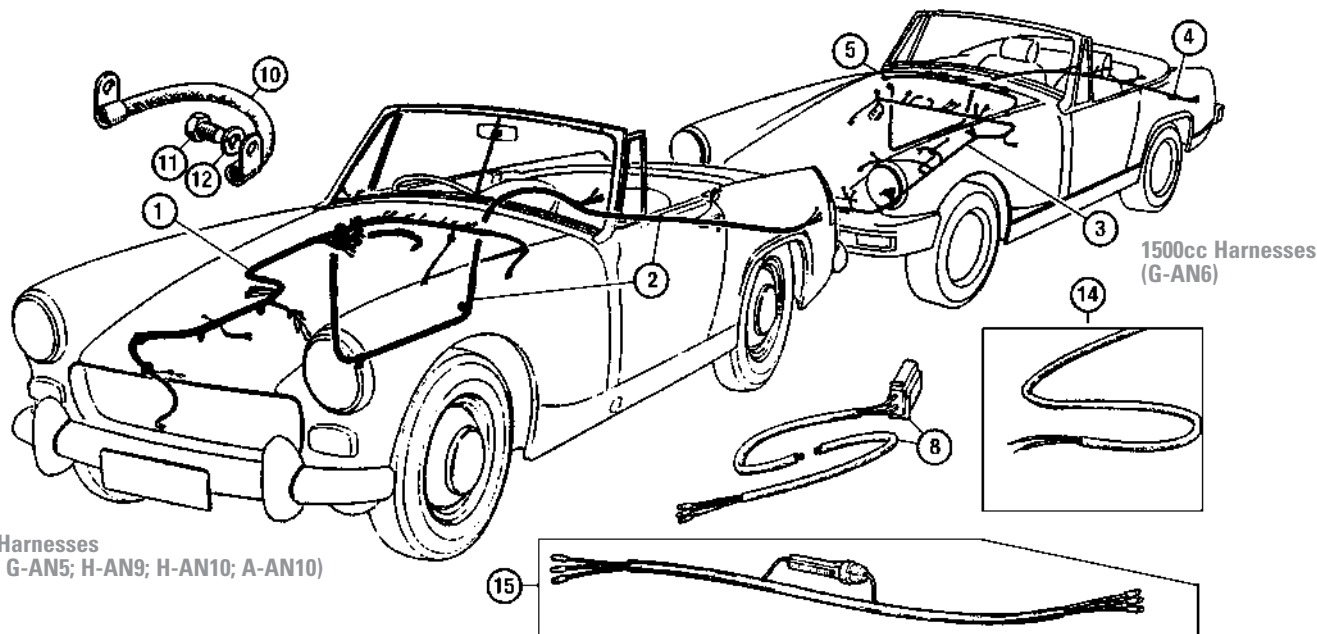
**Interior Lights**

**1275cc**  
(G-AN5-89515 on; H-AN10-86303 on; A-AN10); 1500cc models (G-AN6)

115	BHA5138	£9.90	LAMP, courtesy, chrome	1	From G-AN5-89515
116	27H3590	£8.60	LENS, courtesy lamp, (chrome cover)	1	
117	GLB239	£0.80	BULB, festoon type	1	From H-AN10-86303, A-AN10
121	AHA9769	£5.00	PLINTH, (interior lamp mounting)	1	To G-AN6-212000
122	AHA9767	NCA	PLINTH, (interior lamp mounting)	1	From G-AN6-212001
123	PMZ208	£0.30	SCREW, lamp to plinth	2	
124	PWZ202	£0.23	WASHER, plain	2	
125	WL700061	£0.30	WASHER, locking	2	
126	ANZ102	NCA	NUT	2	
127	RA608176	£1.04	RIVET, plinth to fascia or console*	3	

\*Note: the earlier lamp plinth (AHA9769), should be riveted to the underside of the fascia. The later plinth, AHA9767, should be riveted to the top of the radio console.

128	BHA5040	£10.30	LAMP, (luggage compartment)	1	
129	37H5923	NCA	LENS	1	
130	GLB239	£0.80	BULB, festoon type	1	
131	GHF422	£0.47	SCREW, (self tapping)	2	
132	PWZ202	£0.23	WASHER, plain	2	
133	GHF700	£0.47	SPIRE NUT, (for screw)	2	



**1275cc Harnesses**  
(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

**1500cc Harnesses**  
(G-AN6)

**Wiring Harnesses**

**1275cc**  
(G-AN4; G-AN5; H-AN9; H-AN10; A-AN10)

ill.	Part Number	Price £ea.	Description	Req.	Details
1	AHA8694	£218.00	WIRING LOOM, main, cloth	1	G-AN4-60460-74885,
	AHA8694B	£174.30	WIRING LOOM, main, PVC (Dynamo, negative earth, with rev. lights & oil filter light).	1	H-AN9-72041-86302, 1967-69
	AHA9612	£227.00	WIRING LOOM, main, PVC (Dynamo, toggle switches & headlamp dip & horn on stalk, no interior lamps).	1	G-AN5-74886-89514, H-AN10-85287-86302, 1969-70
	AHA9763	£226.85	WIRING LOOM, main, PVC (Dynamo, toggle switches, interior lamps & headlamp dip on stalk, horn in centre of steering wheel).	1	G-AN5-89515-105500, H-AN10-86303 on, 1970-71
	AHA9923	£226.90	WIRING LOOM, main, PVC (Dynamo, rocker switches, accessory fuse).	1	G-AN5-105501-128262, 1971-72
	CHA46	£227.00	WIRING LOOM, main, PVC (Alternator, rocker switches, no hazard warning lights).	1	G-AN5-128263-138800, 1973
	CHA214	£231.80	WIRING LOOM, main, PVC (Alternator, rocker switches, with hazard warning lights).	1	G-AN5-138801-153920, 1973-74
2	AHA8421	£66.10	WIRING LOOM, rear, PVC	1	G-AN4-60460-74885,
	AHA8421CL	£67.40	WIRING LOOM, rear, cloth (With reversing lights, central number plate lamp).	1	H-AN9-72041-86302, 1967-69
	AHA9614	NCA	WIRING LOOM, rear, PVC (No interior lamps, two number plate lamps).	1	G-AN5-74886-89514, H-AN10-85287-86302, 1969-70
	AHA9765	£67.66	WIRING LOOM, rear, PVC (With interior lamps, two number plate lamps).	1	G-AN5-89515 on, H-AN10-86303 on, 1970-74

**1500cc**  
(G-AN6)

3	CHA455	£183.90	WIRING LOOM, main, PVC (No oil warning light, single speed wipers).	1	G-AN6-154101-200000, 1975-77
	CHA767	£184.50	WIRING LOOM, main, PVC (With oil warning light, single speed wipers).	1	G-AN6-200001-212000, 1977-78
	CHA799	£178.50	WIRING LOOM, main, PVC (With two speed wipers).	1	G-AN6-212001 on, 1978-80
4	CHA432	£61.30	WIRING LOOM, rear, PVC (No electric fuel pump).	1	G-AN6-154101 on, 1975-80
5	CHA429	£96.20	WIRING LOOM, dash, PVC (No oil warning light, single speed wipers).	1	G-AN6-154101-200000, 1975-77
	CHA746	£98.32	WIRING LOOM, dash, PVC (With oil warning light, single speed wipers).	1	G-AN6-200001-212000, 1977-78
	CHA802	£98.15	WIRING LOOM, dash, PVC (With two speed wipers).	1	G-AN6-212001 on, 1978-80

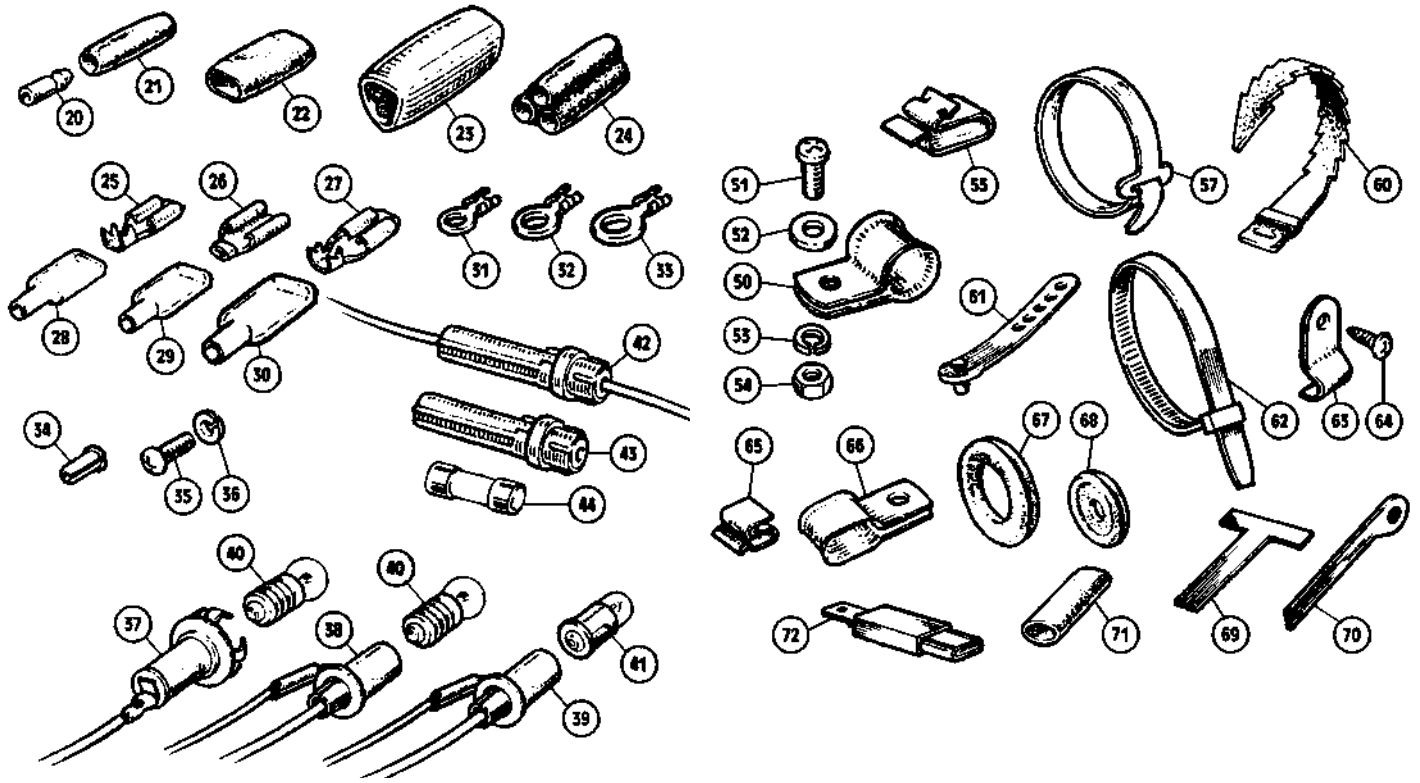
**Supplementary Cables**

**All Models**

8	AHA7771	£17.10	CABLE, RHD (Dip switch to Main harness).	1	G-AN4, H-AN9
	AHA7772	NCA	CABLE, LHD (Dip switch to Main harness).	1	
10	2K6167	£10.40	CABLE, engine earth, power unit to body	1	G-AN4, G-AN5, G-AN6
11	SH606051	£0.92	SCREW, (power unit earth cable to floor)	1	H-AN9, H-AN10, A-AN10
12	GHF333	£0.30	WASHER, locking	1	
14	AHA7895	NCA	CABLE (Number plate lamps to body harness).	a/r	G-AN4 and H-AN9 Germany only
15	AHA9199	NCA	CABLE (Cigar lighter to main harness).	a/r	optional extra fitment only

**Fittings & Connectors**

20	003632	£0.55	BULLET CONNECTOR, male	a/r	soldered alternatives
	GHF2200	£0.77	BULLET CONNECTOR, male	a/r	
21	104618	£0.43	CONNECTOR, female, single, (2 way)	a/r	common contacts
22	RTC603A	£0.64	CONNECTOR, female, double, (4 way)	a/r	
23	BHA4460	£7.00	CONNECTOR, female, triple, (6 way)	a/r	insulated contacts
24	2H4992	£7.90	CONNECTOR, female, triple, (6 way)	a/r	
25	13H2050	£0.94	CONNECTOR, Lucar, (3/16" wide)	a/r	6 amp
26	RTC220A	£0.53	CONNECTOR, Lucar, (1/4" wide)	a/r	17.5 amp
27	47H5419	£0.82	CONNECTOR, Lucar, (3/8" wide)	a/r	35 amp
28	BMK449	NCA	INSULATOR	a/r	(for 3/16" Lucar connector)
29	511269	£0.70	INSULATOR	a/r	(for 1/4" Lucar connector)

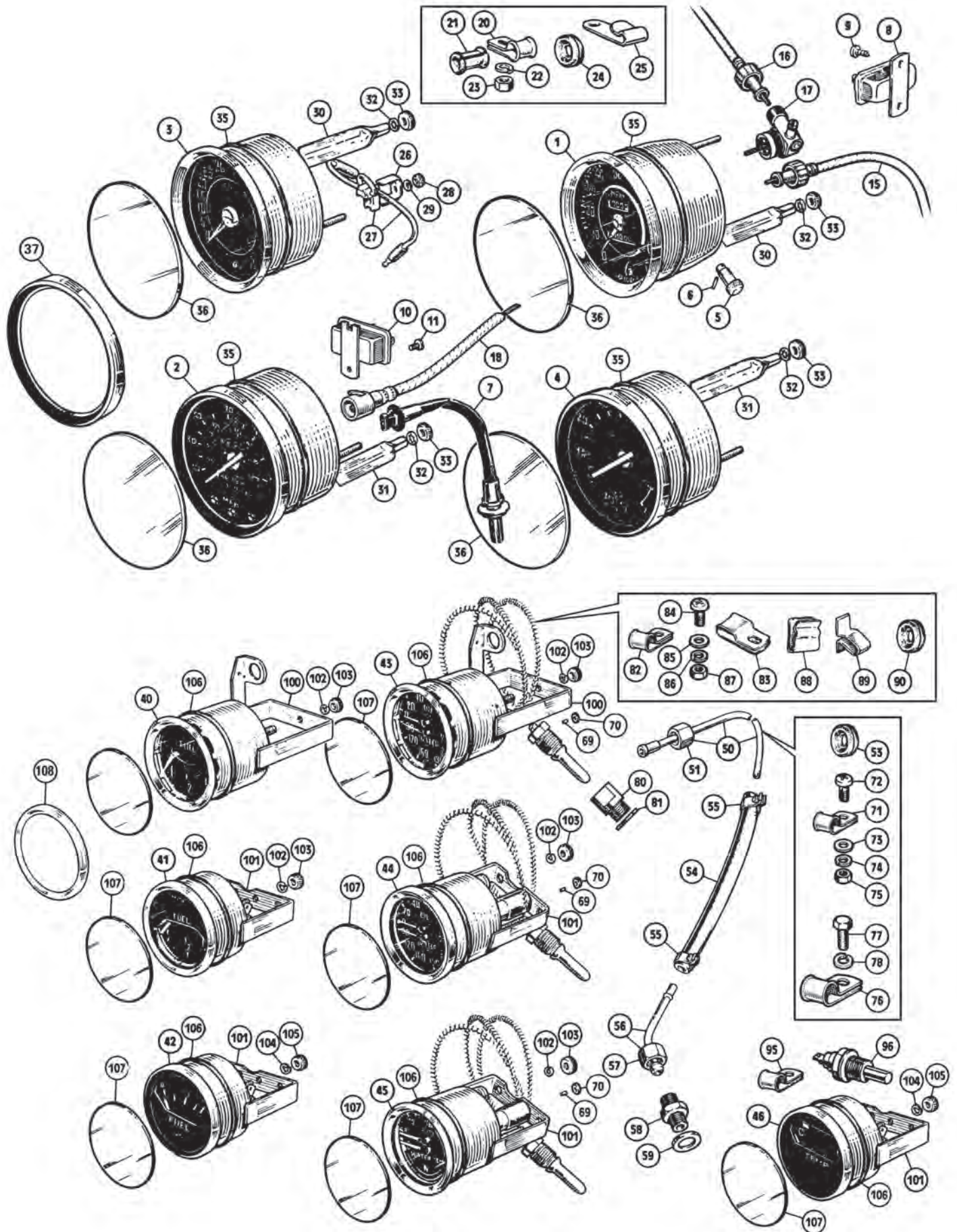


30	515399	£0.50	INSULATOR	a/r	(for 3/8" Lucar connector)
31	17H5287	£0.70	EYELET, 3/16" hole	a/r	
32	2H4528		NCA EYELET, 1/4" hole	a/r	
33	13H625	£0.72	EYELET, 5/16" hole	a/r	
34	27H6713	£1.70	BULLET CONNECTOR, male	a/r	push-on
35	SE604061	£0.66	SCREW, harness, (earth to bulkhead)	1	
36	GHF331	£0.38	WASHER, locking	1	
37	37H5181	£10.50	BULB HOLDER, claw fitting, (MES type)	a/r	screw in bulb
38	13H1927	£5.40	BULB HOLDER, sleeve fitting, (MES type)	a/r	push in bulb
39	UKC4187	£3.40	BULB HOLDER, sleeve fitting, (BA7 type)	a/r	bayonet bulb
40	GLB987	£0.66	BULB, 2.2W, (screw fitting), (MES type)	a/r	
41	GLB281	£2.10	BULB, 2.0W, (bayonet fitting), (BA7 type)	a/r	
42	UKC4446	£2.05	IN-LINE FUSE HOLDER	a/r	Includes wires, terminals & spring
43	UKC4446	£2.05	FUSE HOLDER ONLY	a/r	
44	GFS3005	£2.16	FUSES, (5 Amp)	a/r	pack of five
	GFS3010	£2.16	FUSES, (10 Amp)	a/r	
	GFS3015	£2.16	FUSES, (15 Amp)	a/r	
	GFS3020	£1.62	FUSES, (20 Amp)	a/r	
	GFS3025	£3.00	FUSES, (25 Amp)	a/r	
	GFS3035	£2.16	FUSES, (35 Amp)	a/r	
	GFS3050	£1.75	FUSES, (50 Amp)	a/r	
50	PCR809	£1.10	'P' CLIP, (fuse holder attaching)	a/r	
	PCR607	£1.33	'P' CLIP	3	
			(Main harness to wheel arch, headlamps and side lamps harnesses).		
	PCR1009	£1.10	'P' CLIP, (harness to footwell)	1	
	CP105081	£1.10	'P' CLIP	2	
			(Body harness to tail lamp fixing stud).		
	PCR807	£1.16	'P' CLIP, (battery cable to footwell)	1	
	PCR411	£1.10	'P' CLIP	a/r	
			(Fuel pump/sender unit cables to fuel tank and floor).		
	PCR311	£1.25	'P' CLIP	1	From G-AN6-200001
			(Temp. sender wire to thermostat housing).		
51	PMZ308	£0.30	SCREW, ('P' clip attachment)	a/r	
52	GHF306	£0.30	WASHER, plain	a/r	
53	WL700101	£0.25	WASHER, locking	a/r	
54	GHF206	£0.16	NUT, plain	1	
55	BHA4473	£0.94	CLIP, harness to bonnet locking platform	2	
57	AHH7108	NCA	CLIP, cables to steering column	1/2	quantity increased when steering lock fitted
60	13H6107	£2.26	CABLE TIE, 'fir tree' type	a/r	
61	BHA4225	NCA	CABLE TIE, (number plate lamp harness)	2	G-AN4 and H-AN9 Germany only
62	GHF1265	£0.13	CABLE TIE, ratchet type, (3.5" long)	a/r	can be used to replace items 57, 60, 61
	GHF1266	£0.28	CABLE TIE, ratchet type, (5.25" long)	a/r	
	GHF1267	£0.28	CABLE TIE, ratchet type, (8.75" long)	a/r	
	GHF1268	£0.55	CABLE TIE, ratchet type, (12.25" long)	a/r	
63	CHR405	NCA	CLIP, body harness to sill	2	
64	AB606031	£0.36	SCREW, self tapping	2	clip to sill
65	BMK385	£0.77	CLIP (fuel pump & sender cables to tank)	4	
66	AHH6690	NCA	'P' CLIP (battery cable/capillary to footwell)	1	To G-AN6-200000
67	RFN305	£1.00	GROMMET	3	
			(Harness through bulkhead, footwell & wiper motor cable through bulkhead).		
	RFN303	£0.80	GROMMET	3	
			(Harness to number plate lamps and tank sender unit).		
	2H2065	£4.00	GROMMET, main harness	a/r	
68	RFN110	£2.40	GROMMET, front lamp wires	3	
	061917	£0.80	GROMMET	2	G-AN4 and H-AN9 Germany only
			(Harness to number plate lamps).		
	5L489	£2.66	GROMMET, main harness	a/r	
69	603559	£1.04	HARNESS TAG, welded to bodywork	a/r	
70	ULC1178	NCA	HARNESS TAG, bolted to gearbox	1	G-AN6
71	503213	NCA	INSULATING SLEEVE, (on loom tag)	a/r	
72	AAU5034A	£10.00	DIODE, brake warning circuit	1/2	From G-AN6-212001

### Fitting a Wiring Harness

1. Obtain your new harness before removing the old one. This is not really stating the obvious. A number of owners in the past have enthusiastically disembowelled the electrical systems of their cars, only to discover that there was no 'off the shelf' replacement part currently available.
2. Get a copy of the wiring diagram specific to the year & build condition of your car. These are usually reproduced in the factory service manual or handbook.
3. Remove the battery from the car before starting harness replacement. This ensures that you will not be tempted to have a trial run before the job is completed.
4. If the fasteners securing the old harness to the body are not to be replaced, they should be carefully removed and their positions noted. Make a sketch of the less memorable routing details of the harness; under-bonnet, boot and floor photographs would also be most helpful.
5. When disconnecting the old harness from switches & instruments, it would be advisable to cut the old wiring from each item so that an 'inch or so' is still attached to it. By so doing, the quandary of matching a clump of wires to the terminals on a switch may be easily resolved; simply remove the old stump of wire from the terminal and replace with the corresponding coloured wire from the new harness.

Too easy!



Instruments & Cables

Note: Please see the Accessories section for further information.

Important Note: Please read this before ordering instruments.

The easiest instrument identifier is the 'Smiths number' on the face of the gauge (shown in brackets on this page). The part numbers listed here are for new instruments. Reconditioned exchange instruments are also available and may be ordered by adding an 'E' suffix to the part number of the corresponding new instrument (exchange instrument part numbers are not shown here because of space constraints - they are, however, all in the price list). When purchasing a reconditioned exchange unit, please note that your old unit must be returned to us (fully assembled and in a condition judged by the vendor to be repairable) at the time of purchase. Otherwise a surcharge will be levied, to be refunded at the time when the old unit is returned.

Speedometers and Tachometers

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	BHA4436E	£74.70	SPEEDO', 'MPH', (SN6142/00)	1	] To G-AN4-66225, To H-AN9-77590
	BHA4437E	£84.70	SPEEDO', 'KPH', (SN6142/01)	1	
	BHA4652E	NCA	SPEEDO', 'MPH', Germany, (SN6142/04)	1	
	BHA4634E	NCA	SPEEDO', 'KPH', Germany, (SN6142/02)	1	
	BHA4653E	NCA	SPEEDO', 'MPH', Germany, (SN6142/05)	1	
	BHA4635E	NCA	SPEEDO', 'KPH', Germany, (SN6142/03)	1	
	BHA4844E	£77.60	SPEEDO', 'MPH', (SN6142/06)	1	
	BHA4845E	£88.20	SPEEDO', 'KPH', (SN6142/07)	1	
	BHA4846E	NCA	SPEEDO', 'KPH', Germany, (SN6142/08)	1	
	BHA5277	NCA	SPEEDO', 'MPH', (SN6142/06BS)	1	
	BHA5341E	£84.70	SPEEDO', 'MPH', (SN6142/09S)	1	To G-AN6-200000
2	PKC643E	£90.10	SPEEDO', 'MPH', (SN6211/14SA)	1	To G-AN6-200001 On
3	BHA4639E	£97.50	TACHO', (RVI.2401/01)	1	To G-AN4-60459, To H-AN9-72040
	37H4321E	£69.30	TACHO', (RVI.2418/01)	1	alternatives:
	BHA4710E	£102.00	TACHO', (RVI.2430/01)	1	G-AN4-60460 On, To G-AN5-128262, H-AN9-72041 On, H-AN10, A-AN10
	BHA5222E	£88.50	TACHO', (RVC.2415/01AR)	1	alternatives:
	BHA5220E	£108.20	TACHO', (RVC2415/00AF)	1	G-AN5-128263 On, To G-AN6-200000
4	TKC1706	NCA	TACHO', (RVC2414/01F)	1	G-AN6-200001 On
5	37H613	NCA	KNOB, trip meter reset, speedometer	1	G-AN4, G-AN5,
6	17H3745	NCA	PIN, knob to speedometer	1	To G-AN6-200000, H-AN9, H-AN10, A-AN10
7	BHA4772	NCA	CABLE, trip meter reset, (speedometer)	1	G-AN6-200001 On
8	BHA4602	£17.90	VOLTAGE STABILISER	1	G-AN4-60460 On, G-AN5,
9	AB608031	£0.22	SCREW, (voltage stabiliser to bulkhead)	1	To G-AN6-200000, H-AN9-72041 On, H-AN10, A-AN10
10	148876A	£17.20	VOLTAGE STABILISER	1	G-AN6-200001 On
11	AB604032	£0.77	SCREW, (voltage stabiliser to speedometer)	1	
15	GSD114	£12.90	CABLE, speedo' drive, 66", (RHD)	1	G-AN4, G-AN5,
	GSD104	£15.00	CABLE, speedo' drive, 54", (LHD)	1	H-AN9, H-AN10, A-AN10
16	GSD288	£14.30	CABLE, speedo' drive, 78", (RHD)	1	
	AAU3499	£15.50	CABLE, speedo' drive, 75", (LHD)*	1	To G-AN6-200000
17	BHA4794	£52.70	ANGLE DRIVE, speedo' to cable	1	
18	GSD337	£13.90	CABLE, speedo' drive, 51", (RHD)	1	
	GSD338	£14.60	CABLE, speedo' drive, 63", (LHD)*	1	G-AN6-200001 On

\*Note: LHD 1500cc Midgets were North American specification only, the cables included here service those cars now in Europe. The (redundant) service interval counter is bypassed.

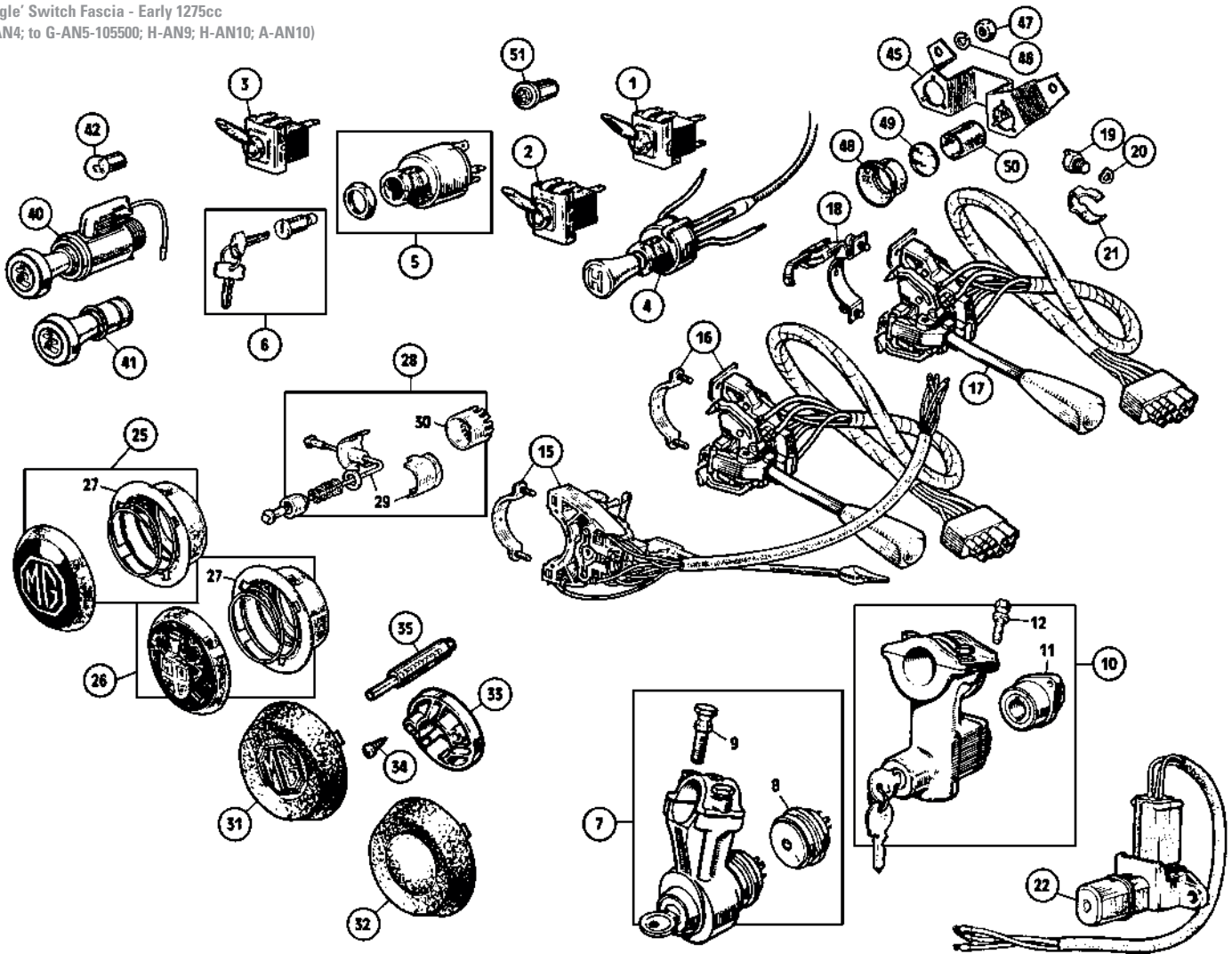
20	PCR809	£1.10	CLIP, cable to bulkhead	1	
21	ACH8529	£3.50	FERRULE, rubber	1	
22	GHF331	£0.38	WASHER, locking	1	
23	GHF200	£0.22	NUT, clip to bulkhead	1	
24	RFN305	£1.00	GROMMET, (cable through bulkhead)	1	
25	1B9132	NCA	CLIP, (cable to clutch housing)	1	G-AN4, H-AN9
26	27H8215	£8.40	CORE, metal, (tachometer)	1	
27	13H784	£23.80	LOOP, nylon	1	G-AN4, To G-AN5-128262,
28	27H8213	£0.53	NUT, thumb	1	H-AN9, H-AN10, A-AN10
29	27H8214	£0.41	WASHER, locking	1	
30	17H3744	£10.30	STRAP, (speedo/tacho retaining)	4	To G-AN6-200000
31	17H1339	£10.30	STRAP, (speedo/tacho retaining)	4	G-AN6-200001 On
32	WF704061	NCA	WASHER, locking	4	
33	17H1304	£1.31	NUT, thumb, (instrument retaining)	4	
35	17H2105	£1.26	'O' RING, (speedo/tachometer to fascia)	2	
36	AJH5177	£8.40	GLASS, (4" diameter)	2	
37	27H397	£14.40	BEZEL, replacement 4", speedo & tacho	a/r	

Auxiliary Gauges

40	BHA4381E	£118.70	FUEL, externally lit, (FG2530/70)	1	To G-AN4-60459, To H-AN9-72040
41	BHA4736	£82.80	FUEL, internally lit, (BF2226/00)	1	G-AN4-60460 On, G-AN5, To G-AN6-200000, From H-AN9-72041, H-AN10, A-AN10
42	159604R	£94.90	FUEL, (BF2232/00)	1	From G-AN6-200001
43	BHA4586E	£75.50	WATER/OIL, ext. lit, 'F', (GD1501/14A)	1	To G-AN4-60459,
	BHA4587E	£104.10	WATER/OIL, ext. lit, 'C', (GD1501/15A)	1	To H-AN9-72040
44	BHA4737	£130.00	WATER/OIL, int. lit, 'F', (GD1301/19)	1	G-AN4-60460 To 65928,
	BHA4764	£130.50	WATER/OIL, int. lit, 'C', (GD1301/20)	1	H-AN9-72041 To 76708
45	BHA4900	£132.60	WATER/OIL, int. 'C-N-H', (GD1301/21)	1	From G-AN4-65929, G-AN5, To G-AN6-200000, From H-AN9-76709, H-AN10, A-AN10
46	159606R	£94.90	WATER TEMP', (BT2230/00)	1	From G-AN6-200001
50	2A5635	£17.20	PIPE, oil gauge to flexible hose	1	
51	11B2037	£4.90	NUT, connecting pipe to gauge	1	
53	RFN303	£0.80	GROMMET, (pipe through bulkhead)	1	
54	CHA600	£5.00	HOSE, flexible	1	G-AN4, G-AN5,
55	GGT1108X	£1.90	CLIP, hose clamping	2	H-AN9, H-AN10,
56	AHA6392	£7.90	PIPE, (engine adaptor to hose)	1	A-AN10
57	ACA5421	NCA	NUT, (connecting pipe to adaptor)	1	
58	CAM6431	£6.00	ADAPTOR, pipe to engine block	1	
59	6K464B	£1.00	WASHER, adaptor sealing	1	
	BHH1281	£23.60	PIPE, oil gauge to flexible hose	1	
	RFN303	£0.80	GROMMET, (pipe through bulkhead)	1	
	ACA5420	£9.80	HOSE, flexible	1	
	GGT1108X	£1.90	CLIP, hose clamping	2	To G-AN6-200000
	AHA6392	£7.90	PIPE, (engine adaptor to hose)	1	
	ACA5421	NCA	NUT, connecting pipe to adaptor	1	
	143943	£9.90	ADAPTOR, pipe to engine block	1	
69	27H7877	NCA	RESTRICTOR, pipe to oil gauge, (if fitted)	1	
70	2K4936	£0.30	WASHER, leather, (pipe to oil gauge)	1	
71	PCR307	£1.25	'P' CLIP, pipe to footwell	a/r	G-AN4, G-AN5,
72	PMZ306	£0.47	SCREW, clip to footwell	a/r	To G-AN6-200000,
73	GHF306	£0.30	WASHER, plain	a/r	H-AN9, H-AN10,
74	WL700101	£0.25	WASHER, locking	a/r	A-AN10
75	GHF206	£0.16	NUT	a/r	
76	PCR809	£1.10	'P' CLIP, flexible hose to body	1	
77	SH604041	£0.41	SCREW, clip to body	1	
78	GHF331	£0.38	WASHER, locking	1	
80	11K2846	£3.60	ADAPTOR, (temperature bulb to engine)	1	From G-AN4-66226, G-AN5,
81	12A1768	£1.31	WASHER, adaptor to cylinder head	1	To G-AN6-200000, From H-AN9-77591, H-AN10, A-AN10
	AED172	£1.21	WASHER, copper, (alternative)	1	
82	PCR307	£1.25	CLIP, (capillary to bodywork)	2/4	lower quantity to G-AN4-58853 and To H-AN9-71120
83	AHA8683	£2.40	CLIP, (capillary & air valve cable to body)	2	To G-AN4-58853, To H-AN9-71120
84	SE910201	£0.66	SCREW, clip to bodywork	4	
85	PWZ103	£0.22	WASHER, plain	4	
86	WL700101	£0.25	WASHER, locking	4	G-AN4, G-AN5,
87	GHF206	£0.16	NUT	4	To G-AN6-200000,
88	11G2013	NCA	CLIP, (capillary to retainer)	1	H-AN9, H-AN10, A-AN10
89	BMK385	£0.77	CLIP, (capillary to vacuum pipe)	1	
90	C5574A	£4.30	GROMMET, (capillary through bulkhead)	1	
95	PCR311	£1.25	CLIP, (temp. sender wire to thermostat)	1	
96	GTR108	£6.50	SENDER UNIT, temperature	1	From G-AN6-200001
100	AJH5185	£11.90	STRAP, instrument (For external illumination).	2	To G-AN4-60459, To H-AN9-72040
101	AJH5187	£9.00	STRAP, instrument (For internal illumination).	2	From G-AN4-60460, G-AN5, From G-AN6, H-AN9-72041 H-AN10, A-AN10
102	WL700061	£0.30	WASHER, locking	*a/r	G-AN4, G-AN5,
103	17H932	£1.31	NUT, thumb, (instrument retaining)	*a/r	To G-AN6-200000, H-AN9, H-AN10, A-AN10
104	WL700061	£0.30	WASHER, locking	2	From G-AN6-200001
105	17H1304	£1.31	NUT, thumb, (instrument retaining)	2	
106	17H1642	£0.66	'O' RING, instrument to dash seating	2	
107	502269F	£5.80	GLASS, 2 inch diameter	2	
108	AJH5182	£11.70	BEZEL, 2", fuel & temp. gauges	a/r	replacement

\*Note: Quantities are two of each for an internally lit water/oil gauge, one of each for an externally lit water/oil gauge and one of each for either an internally or externally lit fuel gauge.

'Toggle' Switch Fascia - Early 1275cc  
(G-AN4; to G-AN5-105500; H-AN9; H-AN10; A-AN10)



**Fascia & Steering Column Switches**

The most obvious change in switches occurred at the start of the 1972 model year (i.e. the introduction of the 'round wheel arch' 1275cc model) when the traditional toggle switches gave way to the safer rocker type. Rocker switches were then used up to the end of Midget 1500cc production.

**'Toggle' Switch Fascias**

(G-AN4; to G-AN5-105500; H-AN9; H-AN10; A-AN10)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	BCA4294	£11.70	SWITCH, side/headlamps	1	toggle type
2	149011A	£24.20	SWITCH, panel lights	1	
	149011	£11.40	SWITCH, panel lights	1	
3	149011A	£24.20	SWITCH, windscreen wipers	1	
	149011	£11.40	SWITCH, windscreen wipers	1	

Additional toggle switches of either type can be used to operate electrical accessories that may be installed. A toggle switch is held in place by a threaded chrome ring, which may be tightened using a tubular tool with two protruding drive lugs which locate in corresponding slots in the ring. A simple replica of this tool can be made from a 4" length of metal tube with an internal diameter greater than 9/16" and less than 5/8" (19/32" is ideal). The external diameter should be greater than 3/4". With the tube held vertically in a vice, one end of the tube can be filed to produce two diametrically opposed lugs which are both long enough - and wide enough, to fit the slots in the face of the chrome ring. For the sake of a few minute's work, you will have created the right tool for the job - infinitely preferable to employing screwdrivers and pliers, which would almost inevitably result in some form of damage to the chrome ring, the switch itself or the paint finish on the fascia!

4	NCA	SWITCH, heater	1	see pages 200 to 205
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**Ignition Switches & Steering Locks**

Steering locks became a standard feature in December 1970 (at G-AN5-96272/H-AN10-86765). Prior to this date they were an option in selected markets only.

5	13H337	NCA	SWITCH, ignition & starter	1	G-AN4, To G-AN5-89514
	13H337Z	£11.60	SWITCH, ignition & starter, aftermarket	1	H-AN9, To H-AN10-86302
6	24G1345	£9.00	LOCK BARREL, with two keys	1	
	127651	£15.20	SWITCH, ign/starter/acc. (less barrel)	1	G-AN5-89515 To 96272,
	24G1345	£9.00	LOCK BARREL, with two keys	1	H-AN10- 86303 To 86765
7	37H5933	NCA	STEERING LOCK*	1	G-AN4, To G-AN5-96272,
8	27H6237	NCA	SWITCH, ignition & starter	1	H-AN9, To H-AN10-86765
9	27H9394	NCA	SHEAR BOLT	1	(optional fitment)
10	BMK2259	NCA	STEERING LOCK*	1	G-AN5-96273 To 105500,
11	37H5934	NCA	SWITCH, ignition & starter	1	From H-AN10-86766, A-AN10
12	37H5935	NCA	SHEAR BOLT	1	(standard fitment)
	BHA5215	£49.80	STEERING LOCK, replacement type	1	
	37H7708	£51.40	SWITCH, ignition & starter	1	
	51K4001	£4.40	SHEAR BOLT	1	

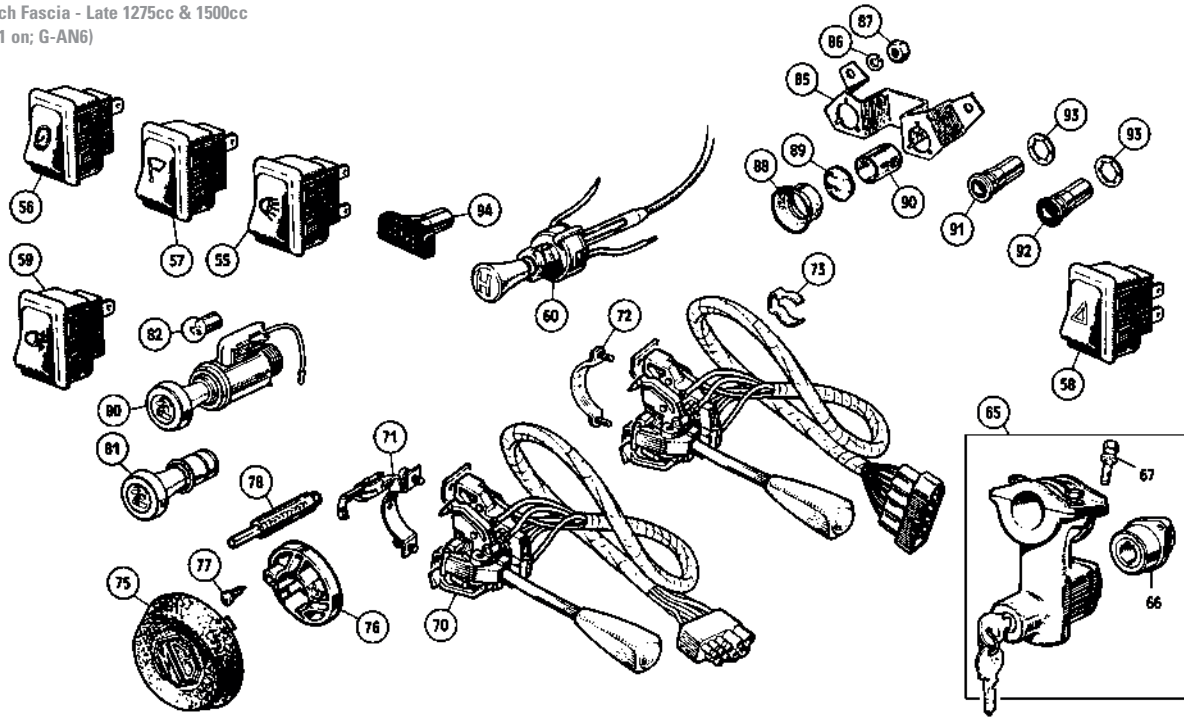
\*Note: The original steering lock assemblies are no longer available and can be replaced with BHA5215.

**Steering Column Switches**

15	BHA4628	£45.70	SWITCH (Indicator & headlamp flash).	1	To G-AN4-66225, To H-AN9-77590 From G-AN4-66226, From H-AN9-77591
	BHA4948	£41.10	SWITCH (Indicator headlamp dip, headlamp flash & horn).	1	To G-AN5-89514, To H-AN10-86302
	BHA4948Z	£33.80	SWITCH, aftermarket		
17	37H8050	£24.30	SWITCH (Indicator, h/lamp dip & headlamp flash).	1	G-AN5-89515 To 105500, From H-AN10-86303,
18	37H8051	£12.30	CLAMP, switch, (with contact)	1	A-AN10
19	AHH7522	NCA	CANCEL STUD, (for indicators)	1	To G-AN4-61166,
20	BHA4540	NCA	WASHER, locking, crinkle type	1	To H-AN9-72528
21	AHA8752	NCA	CANCEL CLIP, (for indicators)	1	From G-AN4-61166, From H-AN9-72529
	BHH1301	NCA	CANCEL CLIP, (for indicators)	1	To G-AN5-105500, H-AN10, A-AN10



'Rocker' Switch Fascia - Late 1275cc & 1500cc  
(G-AN5-105501 on; G-AN6)



**Dip Switch**

ill.	Part Number	Price £ea.	Description	Req.	Details
22	NCA		DIP SWITCH, headlamps	1	see page 185

**Horn Pushes**

25	BHA4442	NCA	HORN PUSH, ('MG')	1	G-AN4, H-AN9
26	BHA4441X	NCA	HORN PUSH, ('Austin Healey')	1	
27	HMP240011	NCA	CUP, horn push retaining	1	
28	BHA4443	NCA	SLIP RING & ROTOR	1	
29	27H3387	NCA	ROTOR, with cable	1	
30	27H5401	NCA	SLIP RING	1	
31	AAU1161	£42.60	HORN PUSH, Black, 'MG' logo	1	
32	BHA5053	NCA	HORN PUSH, no logo, (for Sprite)	1	
33	BHA5042	£19.20	SLIP RING	1	
34	GHF422	£0.47	SCREW (Slip ring to steering wheel boss)	2	
35	BHA5041	£6.20	CONTACT BRUSH, ('horn pencil')	1	

**Cigar Lighter**

40	AHH7010	£20.00	CIGAR LIGHTER	1	optional
41	AJM1253	NCA	POP-OUT UNIT	1	fitment
42	GLB643	£0.83	BULB, illuminating	1	

**Warning Lights**

45	AHA7742	NCA	BRACKET, (indicator bulb holder)	1	
46	WL700101	£0.25	WASHER, locking	2	
47	GHF206	£0.16	NUT	2	
48	AHH6332	NCA	SHIELD	2	
49	AHH6334	NCA	WINDOW, (indicator warning light)	2	
50	AHH6333	NCA	TUBE, (indicator warning light)	2	
51	BCA4780Z	£3.90	BODY, oil filter warning light	1	(To approx. 1968)

**'Rocker' Switch Fascias**  
(G-AN5-105501 on; G-AN6)

55	BHA5111	£10.80	SWITCH, side/headlamps	1	
56	BHA5112	£13.70	SWITCH, panel lights	1	
57	BHA5109	£13.70	SWITCH, single speed wipers	1	From G-AN5-105501, To G-AN6-212000
	BHA5110	£12.30	SWITCH, two speed wipers	1	
58	BHA5267	£10.10	SWITCH, hazard warning lights	1	From G-AN5-138801,GAN6
59	ACU1983	NCA	SWITCH, rear fog lamp	1	G-AN6, (as fitted)
60		NCA	SWITCH, heater	1	see page 201

**Steering Locks**

65	BMK2259X	NCA	STEERING LOCK, replacement type	1	alternative to BHA5215
66	37H7708	£51.40	SWITCH, ignition & starte	1	
67	51K4001	£4.40	SHEAR BOLT	1	

BHA5215	£49.80	STEERING LOCK	1
37H7708	£51.40	SWITCH, ignition & starter	1
51K4001	£4.40	SHEAR BOLT	1

**Steering Column Switches**

70	37H8050	£24.30	SWITCH (Indicator h/lamp dip & headlamp flash).	1	From G-AN5-105501, To G-AN6-200000
71	37H8051	£12.30	CLAMP, switch, (with contact)	1	
72	ADU1021	NCA	SWITCH (Indicator headlamp dip-flash & horn).	1	From G-AN6-200001
73	BHH1301	NCA	CANCEL CLIP, for indicators	1	

**Horn Pushes**

75	BHA5135	NCA	HORN PUSH, red, ('MG' logo) (Use AAU1161 as alternative).	1	From G-AN5-105501, To G-AN6-200000
	AAU1161X	NCA	HORN PUSH, gold, ('MG' logo)	1	

Note: The above horn push options are no longer available and can all be replaced by alternative horn push AAU1161. It is a direct fit to the original boss.

	AAU1161	£42.60	HORN PUSH, black, 'MG' logo	1	replaces NCA horn pushes
76	BHA5042	£19.20	SLIP RING	1	From G-AN5-105501 To G-AN6-200000
77	GHF422	£0.47	SCREW, (slip ring to wheel boss)	2	
78	BHA5041	£6.20	CONTACT BRUSH, ('horn pencil')	1	

**Cigar Lighter**

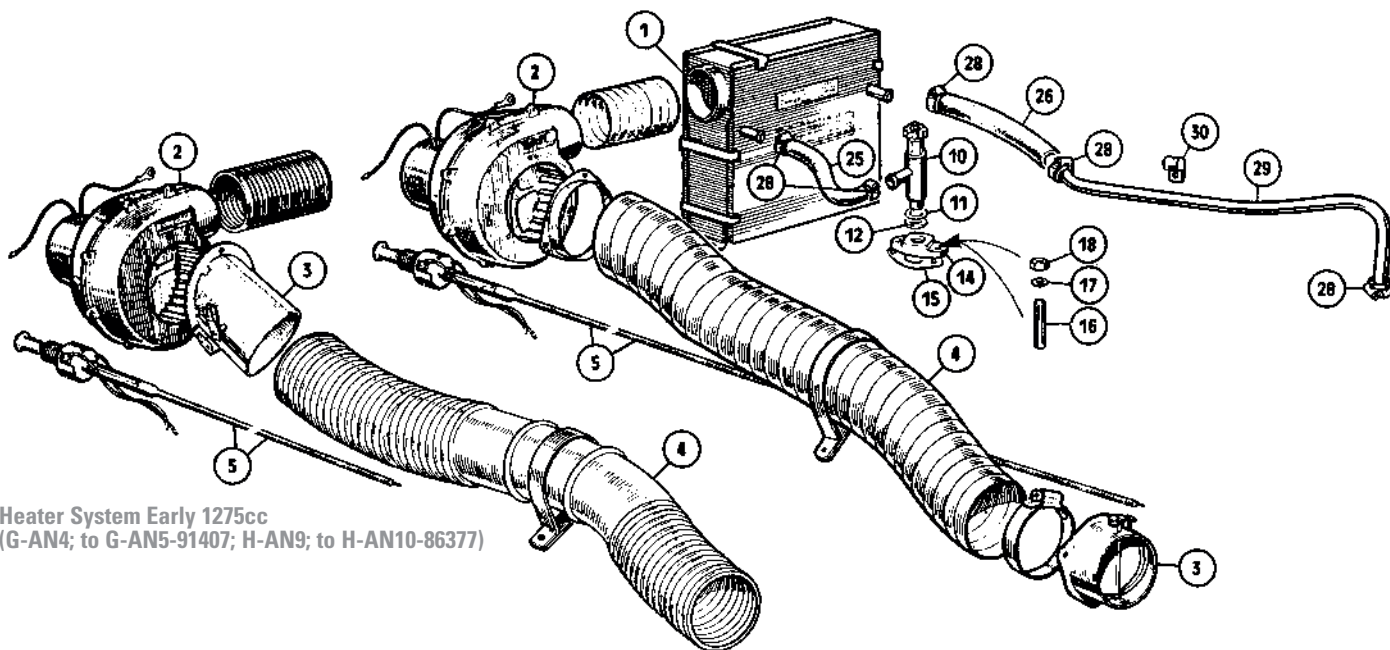
80	AHH7010	£20.00	CIGAR LIGHTER	1	From G-AN5-105501 To G-AN6-212000, (optional)
81	AJM1253	NCA	POP-OUT UNIT	1	
82	GLB643	£0.83	BULB, illuminating	1	From G-AN6-212001, (standard)

**Warning Lights**

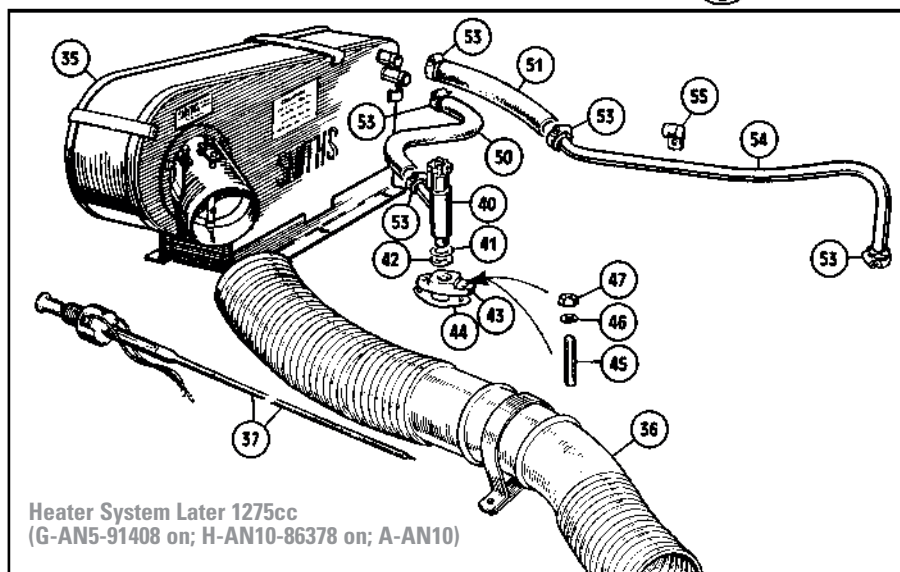
85	AHA7742	NCA	BRACKET, (indicator bulb holder)	1	From G-AN5-105501
86	WL700101	£0.25	WASHER, locking	2	
87	GHF206	£0.16	NUT	2	
88	AHH6332	NCA	SHIELD	2	
89	AHH6334	NCA	WINDOW, indicator warning	2	
90	AHH6333	NCA	TUBE, indicator warning	2	
91	BHA5124	NCA	LENS & BODY, indicator, (chrome rim)	1	
92	AAU4824Z	£3.90	LENS & BODY, indicator, (black rim)	1	
93	BHA5125	£1.04	WASHER, retaining	2	
94	UKC5812	£18.00	LENS & BODY, brake warning	1	

**Information for Warning Lights & Instrument Bulbs**

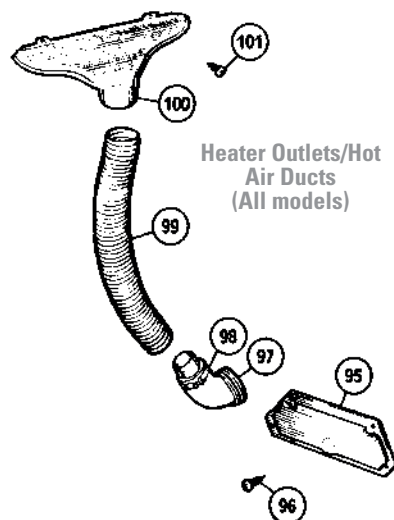
The power rating of the bulbs used to illuminate warning lights and instruments should not be increased from the original specification: the extra heat from an uprated bulb may distort plastic components nearby. Please see 'Harnesses & Fittings' on pages 194 & 195 for suitable bulbs.



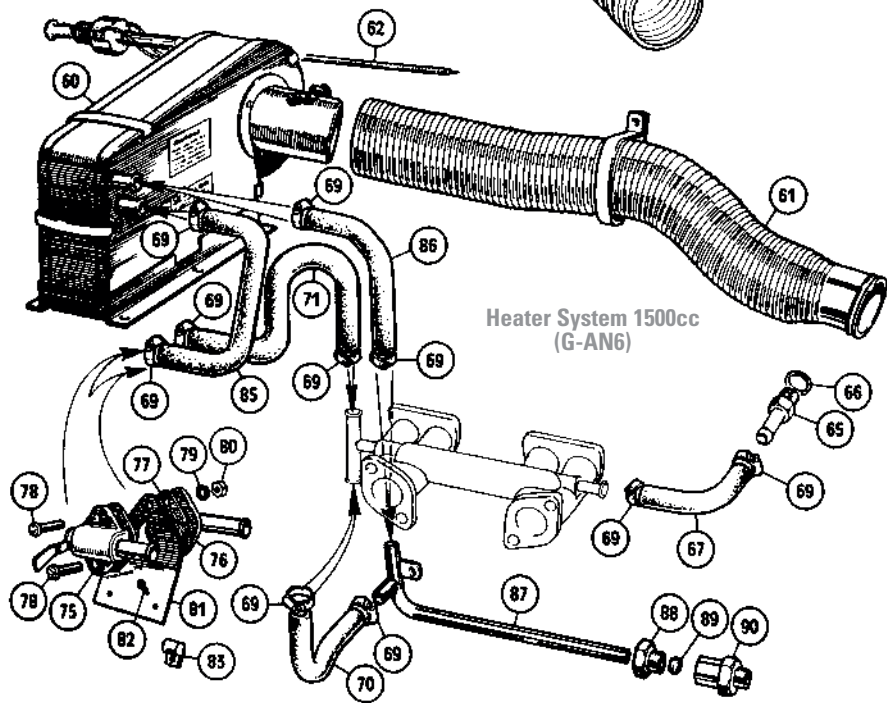
Heater System Early 1275cc  
(G-AN4; to G-AN5-91407; H-AN9; to H-AN10-86377)



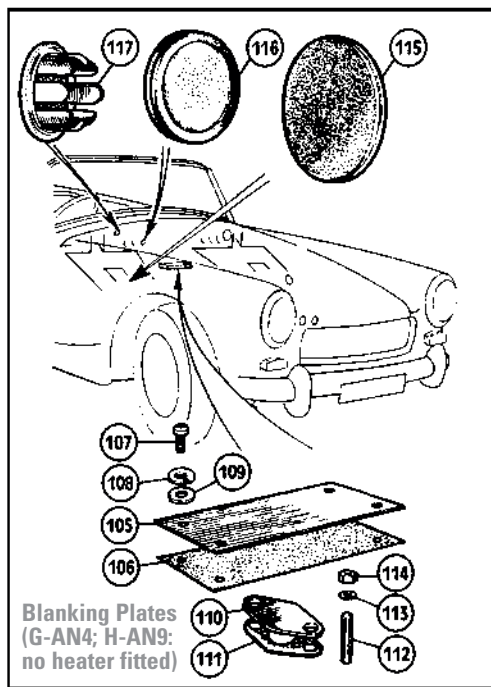
Heater System Later 1275cc  
(G-AN5-91408 on; H-AN10-86378 on; A-AN10)



Heater Outlets/Hot  
Air Ducts  
(All models)



Heater System 1500cc  
(G-AN6)



Blanking Plates  
(G-AN4; H-AN9;  
no heater fitted)

## Heater Systems

### Heaters - An Overview

There were three clearly different layout designs for heating in Sprites and Midgets; in addition to this was a fresh air system (see page 202) that was offered to certain overseas markets as an option (it was in fact no more than an empty heater box with an air control valve).

The first heater layout (the unit itself is described on page 203) utilised the 'square box' heater and separate fan & was fitted from 1967 up to half way through 1970. The 1967 built cars were unique in having the air control valve in the front panel of the car, as opposed to being sited on the blower assembly. The 1275cc cars built between 1970 & 1974 had a longer heater casing with an integral fan; to accommodate the heater in the revised engine bay of the Midget 1500cc, a mirror image of this system was used. The heater units for these last two systems are on page 205.

The heater outlets within the passenger compartment and the ducting which led to them, remained the same on all Sprites & Midgets and is described later on this page.

### Heater System Early 1275cc

(G-AN4; to G-AN5-91407; H-AN9; to H-AN10-86377)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	NCA		HEATER UNIT		} see page 203
2	NCA		BLOWER		
3	NCA		AIR VALVE		
4	NCA		AIR HOSE		
5	NCA		CONTROL CABLE		
10	88G588	£16.10	TAP, water control	1	
11	ACA5173		NCA SHIM, (0.35mm)	a/r	} tap angle
	ACA5172		NCA SHIM, (0.70mm)	a/r	} adjustment
12	AAA836	£0.90	WASHER, (tap to adaptor base)	1	
14	ACA5456	£5.00	ADAPTOR, tap to cylinder head	1	
15	88G221	£0.70	GASKET, (adaptor to cylinder head)	1	
16	53K402	£1.57	STUD, adaptor to cylinder head	2	
17	GHF331	£0.38	WASHER, locking	2	
18	GHF200	£0.22	NUT	2	
25	GZA2052		NCA HOSE, tap to heater inlet	1	
	GZA2052X	£4.66	HOSE, tap to heater inlet, silicone	1	
26	GRH1006M	£7.20	HOSE, heater outlet to return pipe	1	cut to 200mm length
28	CS4012	£1.20	CLAMP, hose securing, wire type	5	} alternatives
	GHC11022	£2.30	CLAMP, hose securing, band type	5	}
29	AHA5215	£23.50	PIPE, return, heater to radiator hose	1	
30	PCR809	£1.10	CLIP, return pipe to inlet manifold	1	

### Heater System Later 1275cc

(G-AN5-91408 on; H-AN10-86378 on; A-AN10)

35	NCA		HEATER UNIT		} see page 205
36	NCA		AIR HOSE		
37	NCA		CONTROL CABLE		
40	88G588	£16.10	TAP, water control	1	
41	ACA5173		NCA SHIM, (0.35mm)	a/r	} tap angle
	ACA5172		NCA SHIM, (0.70mm)	a/r	} adjustment
42	AAA836	£0.90	WASHER, tap to adaptor base	1	
43	ACA5456	£5.00	ADAPTOR, tap to cylinder head	1	
44	88G221	£0.70	GASKET, (adaptor to cylinder head)	1	
45	53K402	£1.57	STUD, adaptor to cylinder head	2	
46	GHF331	£0.38	WASHER, locking	2	
47	GHF200	£0.22	NUT	2	
50	GRH902	£5.60	HOSE, tap to heater inlet	1	
51	GRH1006M	£7.20	HOSE, heater outlet to return pipe	1	cut to 200mm length
	CS4012	£1.20	CLAMP, hose securing, (wire type)	5	} alternatives
53	GHC11020	£2.05	CLAMP, hose securing, (band type)	5	}
54	AHA5215	£23.50	PIPE, return, heater to radiator hose	1	
55	PCR809	£1.10	CLIP, return pipe to inlet manifold	1	

### Heater System 1500cc

(G-AN6)

60	NCA		HEATER UNIT		} see page 205
61	NCA		AIR HOSE		
62	NCA		CONTROL CABLE		
65	138530	£6.90	ADAPTOR, thermostat housing to hose	1	
66	AUC2141	£0.50	WASHER, fibre	1	
67	GZA2052		NCA HOSE, tap to heater inlet	1	
	GZA2052X	£4.66	HOSE, tap to heater inlet, silicone	1	
69	CS4012	£1.20	CLAMP, hose securing, (wire type)	10	} alternatives
	GHC11020	£2.05	CLAMP, hose securing, (band type)	10	}
70	154149	£20.40	HOSE, inlet manifold to return pipe	1	
71	CHA359	£8.70	HOSE, inlet manifold to elbow	1	
75	12H1293		NCA TAP, water control	1	
76	CHA349	£22.80	ELBOW, (water inlet from manifold hose)	1	
77	12H3868	£0.53	GASKET	2	} tap & elbow
78	SE604081	£0.53	SCREW	2	} to bracket
79	GHF331	£0.38	WASHER, locking	2	
80	GHF200	£0.22	NUT	2	

81	CHA374S	£7.90	BRACKET, (tap & elbow to footwell)	1	
82	GHF425	£0.22	SCREW, bracket to footwell	2	
83	1G9529	£0.53	CLIP, (temp. gauge capillary to tap bracket)	1	To G-AN6-20000
85	CHA351Z	£9.40	HOSE, tap to heater inlet	1	
86	CHA805	£9.20	HOSE, heater outlet to return pipe	1	
87	212935	£20.00	PIPE, return, (hose to water pump housing)	1	
	212935SS	£20.30	PIPE, return, (hose to water pump housing)	1	stainless steel
88	101302	£2.45	TUBE NUT, pipe to adaptor	1	
	101302	£2.45	TUBE NUT, pipe to adaptor	1	stainless steel
89	TL11	£1.70	OLIVE	1	
90	101343	£6.50	ADAPTOR, (pipe to water pump housing)	1	

### Heater Outlets/Hot Air Ducts

(All models)

A light coating of flexible sealant should be applied to the flap door frame where it contacts the area around the heater outlet on the footwell side. This will reduce or eliminate annoying air leaks and draughts in the footwell. A typical sealant would be 'instant gasket'.

95	13H59SS	£27.90	FLAP, heater outlet on footwell side	2	stainless steel
96	GHF421	£0.14	SCREW, door to footwell side	8	
97	14G3499	£8.90	ELBOW, heater outlet to hose	2	
98	BMK924A	£1.64	CLIP, securing tube in elbow	2	
99	AHH8394		NCA HOSE, elbow to nozzle	2	
100	14A1162		NCA NOZZLE, demister	2	
101	AB606043	£0.60	SCREW, (nozzle to fascia top vent)	4	

### Blanking Plates

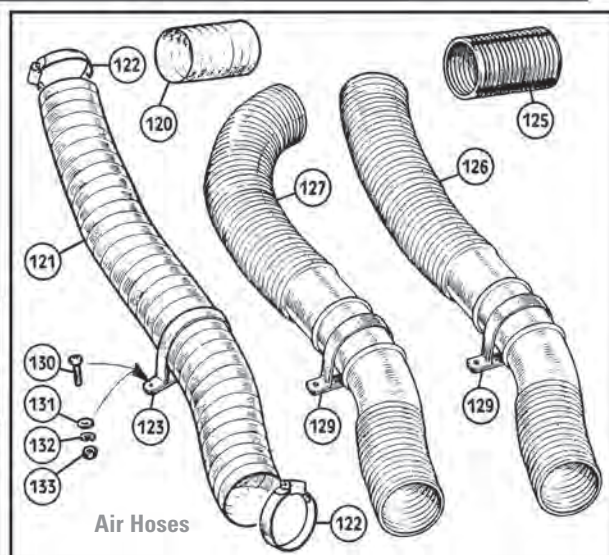
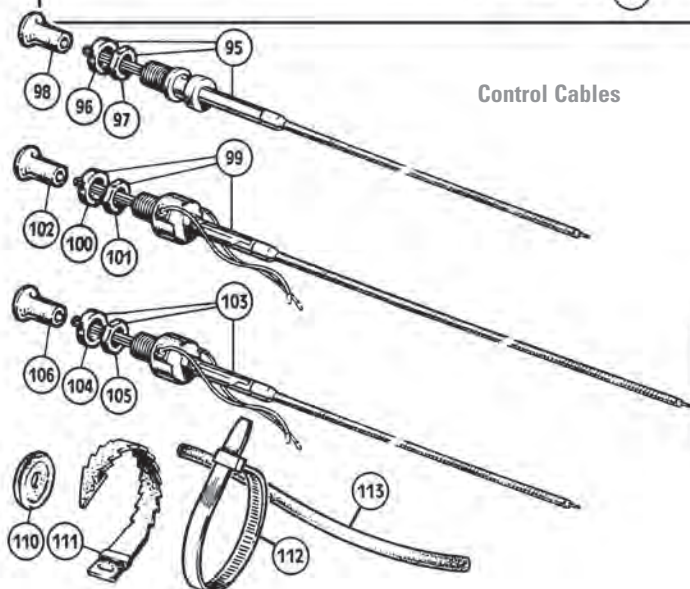
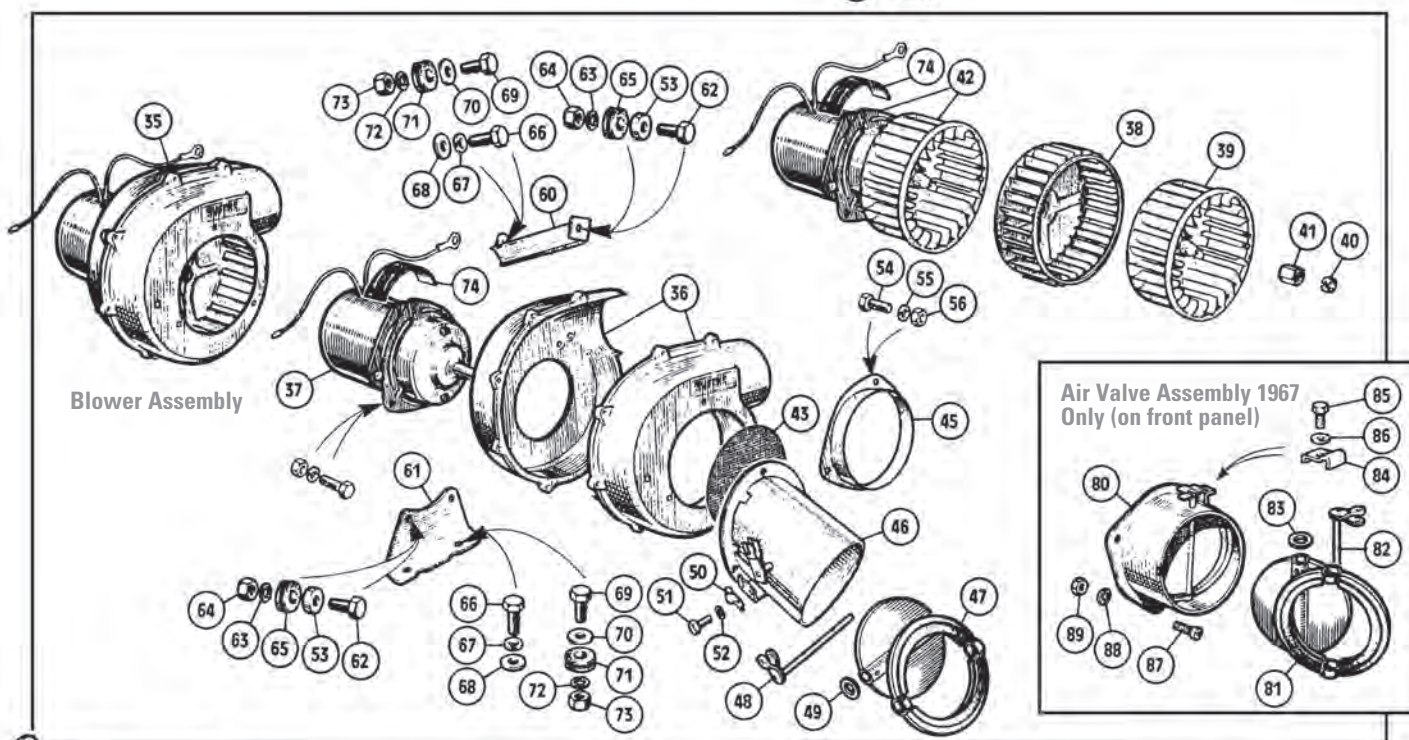
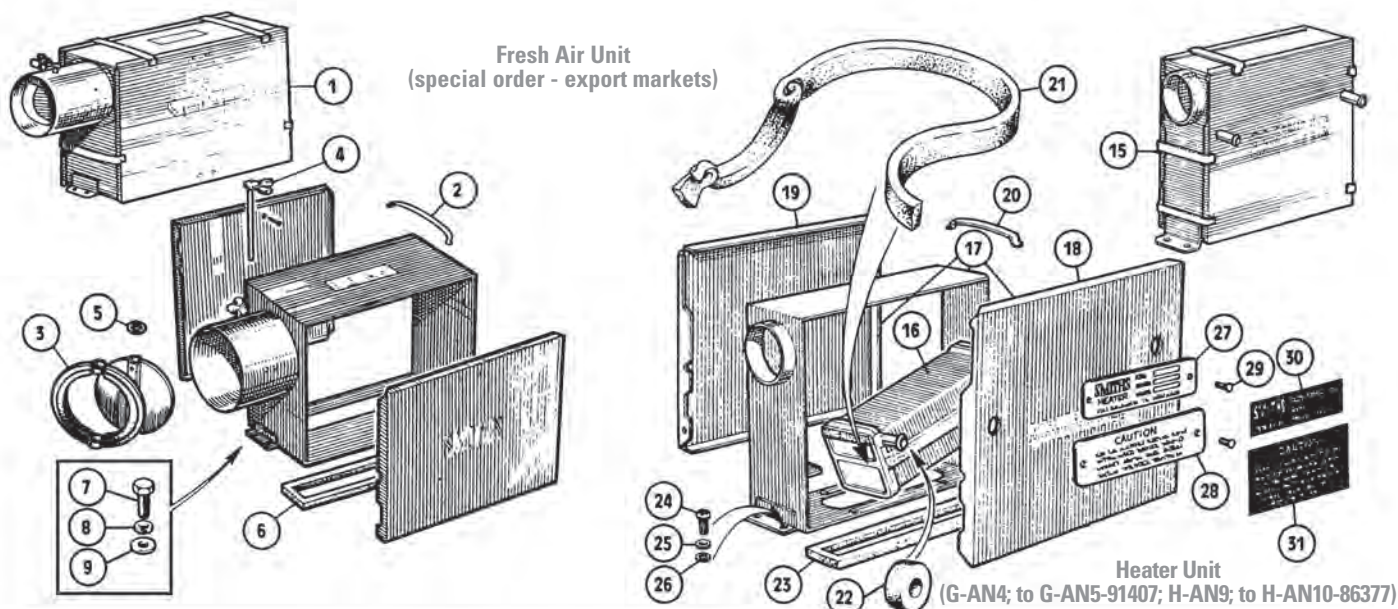
(G-AN4; H-AN9: no heater fitted)

105	14A4790		NCA BLANKING PLATE, (battery platform)	1	
106	14A4791		NCA SEAL, blanking plate	1	
107	SE604041	£0.47	SCREW, plate to platform	4	
108	GHF331	£0.38	WASHER, locking	4	
109	GHF300	£0.22	WASHER, plain	4	
110	2A180	£5.00	BLANKING PLATE, cylinder head	1	
111	88G221	£0.70	GASKET, blanking plate	1	
112	53K402	£1.57	STUD, (blanking plate to cylinder head)	2	
113	GHF331	£0.38	WASHER, locking	2	
114	GHF200	£0.22	NUT	2	
115	2H2065	£4.00	PLUG, demister hole outlet, (in footwell)	2	
116	CFP625	£0.64	PLUG, heater cable hole in bulkhead	1	
117	AHH5514	£0.80	PLUG, heater cable hole in fascia	1	

### Heater not Hot?

This complaint (unusual on Sprites & Midgets, which normally roast their occupants!) can be attributed to many different faults. These range from the heater water valve on the engine not being open (easy to cure ...), to an air lock in the heater matrix (can prove to be quite stubborn).

1. Check the engine achieves running temperature, as indicated by the temperature gauge. If not, inspect the thermostat for operation at the correct temperature. Replace as required. It is not uncommon to fit a 'hotter' thermostat for cold conditions (see pages 134 & 137 for details).
2. Check water flow through the matrix of the heater. This may be done by removing the return hose from the heater to observe water flow from the matrix. If little or no water flow is apparent, the problem may be that the water tap on the cylinder head (1275cc cars) or the top of the footwell (1500cc cars) is blocked. The other alternative is that the heater matrix itself is choked or suffering from an air lock. Back-flushing will clear blockages, forcing water through the system, for example with the aid of a garden hose, will purge the matrix of air locks. Note: If the system contains water which is at all warm, release the cooling system pressure cap carefully prior to disconnecting the hoses.
3. Check operation of the air flow flap valve and mechanism. Corrosion or electrical arcing may have damaged or seized the control cable (See the notes on pages 203 and 205 for reference to the rubber insulation sleeve required on the cable).
4. Check air flow into and through the heater box. Clear any obstructions. (See the note on page 205 regarding the foam seal required around the matrix).
5. Check the function of the blower fan and also direction of motor rotation. (See the note on page 203 regarding the wiring of heater blower motors). Problems with the motor & fan usually manifest themselves by the heater system displaying a complete inability to demist the windscreen without outside help (winding down windows to aid air flow - not pleasant on a dark, frosty morning). Due to the convoluted passage of heated air to the demister ducts, it is critical that the fan and motor are in first class order. Otherwise, although the air may leave the heater piping hot, it fails to reach the windscreen in a useful manner - if it gets there at all. This is by far the most common complaint about the heating system.



### Heater & Fresh Air System Early 1275cc

#### Fresh Air Unit- Early 1275cc

(Special order - export markets)

This curiosity was available for fitment to hot climate export model cars. It consisted of no more than an early type square heater box (with an air valve mounted on the side) with nothing inside it! The principle was to pipe in cool(ish) air from outside the vehicle and to be able to control and direct that air flow within the passenger compartment in the same way as was possible with a normal heater unit. Air was fed into the system via a four inch diameter hose from the front panel next to the radiator; this at least guaranteed that occupants did not suffer an influx of hot fumes from the under bonnet area. However, in a non-heater fitted car in the more temperate climates of Britain and most of mainland Europe, one would probably prefer to have blanking plates over the heater apertures in the bodysell (rather than suffer uncomfortable icy draughts from a fresh air system during all but the couple of weeks of genuinely hot weather in the course of the year). This preference was born out by production specifications for the markets concerned.

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	13H56		NCA FRESH AIR UNIT ASSEMBLY	1	
2	17H1605	£1.40	CLIP, air box assembly retaining	4	
3	17H1607	£9.30	SEAL, air flap	1	
4	17H1609	£8.10	ARM & SPINDLE, flap operating	1	
5	17H1608		NCA WASHER, bearing	2	
6	AHA9727GM	£7.90	SEAL, foam	1	fresh air unit
7	SH604041	£0.41	SCREW	4	to battery platform
8	GHF331	£0.38	WASHER, locking	4	
9	GHF300	£0.22	WASHER, plain	4	

#### Heater Unit Early 1275cc

(G-AN4; to G-AN5-91407; H-AN9; to H-AN10-86377)

15	AHA8090NF	£111.60	HEATER UNIT ASSEMBLY	1	
16	37H7914	£61.80	MATRIX	1	
17	AHA8090NF	£111.60	HEATER BOX ASSEMBLY	1	inc. box plus 18, 19, 20
18	17H1594	£23.80	PLATE, front	1	
19	17H1596	£21.10	PLATE, rear	1	
20	17H1595	£1.40	CLIP, (air box retaining)	5	
21	17H1797	£2.10	SEAL, foam, (around matrix)	1	
22	27H1253		NCA WASHER, (water tubes to front plate)	2	
23	AHA9727GM	£7.90	SEAL, foam	1	heater box to
24	SF604051	£0.30	SCREW	4	battery platform
25	GHF331	£0.38	WASHER, locking	4	
26	GHF300	£0.22	WASHER, plain	4	
27	CRCP302	£3.50	PLATE, 'Smiths', (riveted)	1	To G-AN4-60440
28	CRCP303	£3.60	PLATE, drainage instructions, (riveted)	1	To H-AN9-72033
29	RU608123	£0.47	RIVET, plate to heater box	4	
30	CRST130	£1.00	DECAL, 'Smiths', (self adhesive)	1	G-AN4-60441 On,
31	CRST127	£1.50	DECAL, 'drainage instructions'	1	To G-AN5-91407, H-AN9-72034 On, To H-AN10-86377

#### Blower Assembly Early 1275cc

Essentially there were two types of blower used (which shared most of their components). The 1967 variant lacking the air valve fitted to the later type: see the comment in the overview on the previous page. The many types of original motor/fan combination are now rationalised to a newer type, supplied as an assembly rather than as a separate motor, fan and fastening. The heater motor is a voltage polarity sensitive item, this means that if it is wired up the wrong way round, it will rotate in the opposite direction. This of course means that if you convert your car from positive to negative earth, you must confirm the polarity of the heater motor and its direction of rotation. To change the direction of rotation of the motor is simple: just swap over the two plug-in terminals on the motor. Try it to see if your heater blower is really living up to its name. If instead it has been sucking all these years, you will just have found the reason you always condemned the heater as a useless piece of junk that would really be best used as a wheel chock!

35	BHA4745		NCA BLOWER ASSEMBLY	1	
36	17H819	£75.00	CASING ASSEMBLY, 2 halves	1	
37			NCA MOTOR, (original)	1	
38	515825	£11.10	FAN only, (plastic)	1	
39	17H8108	£11.10	FAN plastic, original motor, (alternative)	1	original motor & fan
40	17H6836		NCA CLIP, fan to motor, (alternative to collet)	1	
41	27H602		NCA COLLET fan to motor, (alternative to clip)	1	
42	HMP290048		NCA MOTOR & FAN, (replacement)	1	replacement motor & fan assembly
43	17H1597	£4.20	MESH, air intake	1	
45	HMP290049	£8.50	FLANGE, air intake	1	To G-AN4-58853, To H-AN9-71120
46	AHA8416	£97.40	TUBE & AIR VALVE, air intake	1	
47	17H1607	£9.30	SEAL, air valve	1	
48	17H1609	£8.10	ARM & SPINDLE, valve operating	1	G-AN4-58854 On,
49	17H1608		NCA WASHER, bearing	2	To G-AN5-91407,
50	27H1193	£1.90	CLAMP, (operating cable to tube)	1	H-AN9-71121 On,
51	53K126	£0.60	SCREW, clamping	1	To H-AN10-86377
52	WF702101	£0.36	WASHER, shakeproof	1	
53	27H1258	£0.89	SPACER, motor mounting	3	

54	53K126	£0.60	SCREW, tube/flange & motor to casing	6	
55	WL700101	£0.25	WASHER, locking	6	
56	GHF206	£0.16	NUT	6	
60	HMP215027	£8.40	BRACKET, (upper mounting of blower)	1	
61	HMP215028		NCA BRACKET, (lower mounting of blower)	1	
62	53K126	£0.60	SCREW, (mounting bracket to fan casing)	3	
63	WL700101	£0.25	WASHER, locking	3	
64	GHF206	£0.16	NUT	3	
65	27H1232	£2.40	GROMMET, mounting bracket insulating	3	
66	GHF101	£0.30	SCREW, (blower bracket to footwell top)	3	To G-AN4-60440,
67	GHF331	£0.38	WASHER, locking	3	To HAN9-72033
68	WM57	£0.24	WASHER, plain	3	
69	GHF103	£0.60	SCREW, (blower bracket to footwell top)	3	G-AN4-60441 On,
70	GHF301	£0.24	WASHER, plain	3	To G-AN5-91407,
71	24K2085		NCA GROMMET, (mounting bracket insulating)	3	H-AN9-72034 On,
72	GHF332	£0.40	WASHER, locking	3	To H-AN10-86377
73	GHF201	£0.17	NUT	3	
74	CRST128	£1.40	DECAL, direction of rotation, on motor	1	

#### Air Valve Assembly (on front panel)

(To G-AN4-58853; to H-AN9-71120)

80	AHA8092	£74.40	TUBE & AIR VALVE, air intake	1	
81	17H1607	£9.30	SEAL, air valve	1	
82	17H1609	£8.10	ARM & SPINDLE, valve operating	1	
83	17H1608		NCA WASHER, bearing	2	
84	27H1193	£1.90	CLAMP, (operating cable to tube)	1	
85	53K126	£0.60	SCREW, clamping	1	
86	WF702101	£0.36	WASHER, shakeproof	1	
87	PMZ306	£0.47	SCREW, (valve assembly to front panel)	3	
88	WL700101	£0.25	WASHER, locking	3	
89	GHF206	£0.16	NUT	3	

#### Control Cables Early 1275cc

The air valve control cables are of different lengths to suit the position of the air valve in the engine bay. The blower motor switch is incorporated in the control cable assembly, except of course in the case of the fresh air unit control cable (the fresh air system did not use a blower).

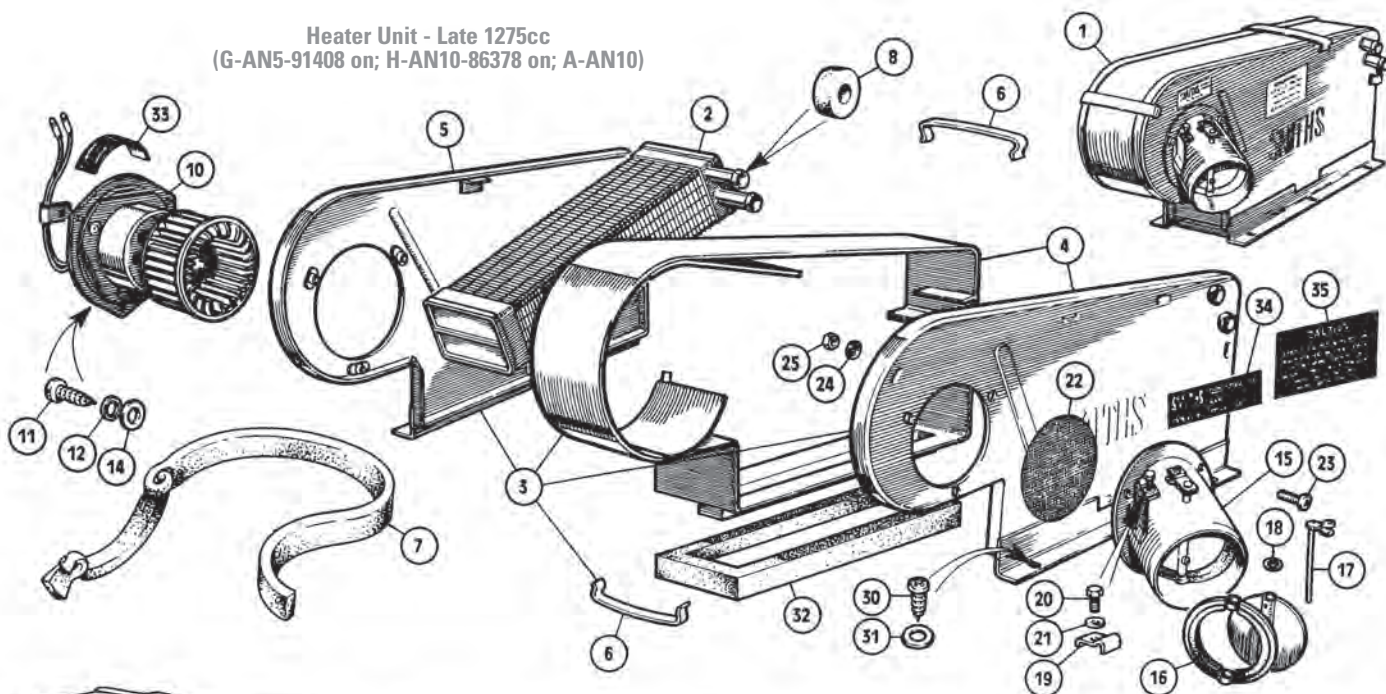
The air valve control cable must be carefully secured on its route from the bulkhead. If left free to move, it will invariably end up shorting out electrical terminals, for example the brake light switch or the HT leads - or worse still, the battery! The cable should be treated in much the same way as the capillary for the temperature gauge, in other words securely clipped and with no tortuous routing! Fitting a rubber insulation sleeve on the outside of the cable is further insurance, protecting the cable from its environs.

95	13H57		NCA CONTROL CABLE, 19", (fresh air unit)	1	
96	17H823		NCA LOCKNUT, round	1	special order parts
97	17H824		NCA LOCKNUT, hexagon	1	for fresh air system
98	14A5772		NCA KNOB	1	
99	AHA8317		NCA CONTROL CABLE, 48", heater, (with switch)	1	
100	17H823		NCA LOCKNUT, round	1	To G-AN4-58853,
101	17H824		NCA LOCKNUT, hexagon	1	To H-AN9-71120
102	17H1602	£8.30	KNOB	1	
103	AHA8417		NCA CONTROL CABLE, 28", heater, (with switch)	1	G-AN4-58854 On,
104	17H823		NCA LOCKNUT, round	1	To G-AN5-91407,
105	17H824		NCA LOCKNUT, hexagon	1	H-AN9-71121 On,
106	17H1602	£8.30	KNOB	1	To H-AN10-86378
107	24G1482K	£1.50	TRUNNION KIT, cable end & screw	1	
108	24G1482		NCA TRUNNION, cable end	1	
109	53K1016	£0.64	SCREW, clamping cable in trunnion	1	
110	RFN303	£0.80	GROMMET, cable through bulkhead	1	
111	13H6107	£2.26	CABLE TIE, ('fir tree' type)	a/r	
112	GHF1266	£0.28	CABLE TIE, ('ratchet' type)	a/r	
113	21A1203		NCA RUBBER SLEEVE, insulating	a/r	

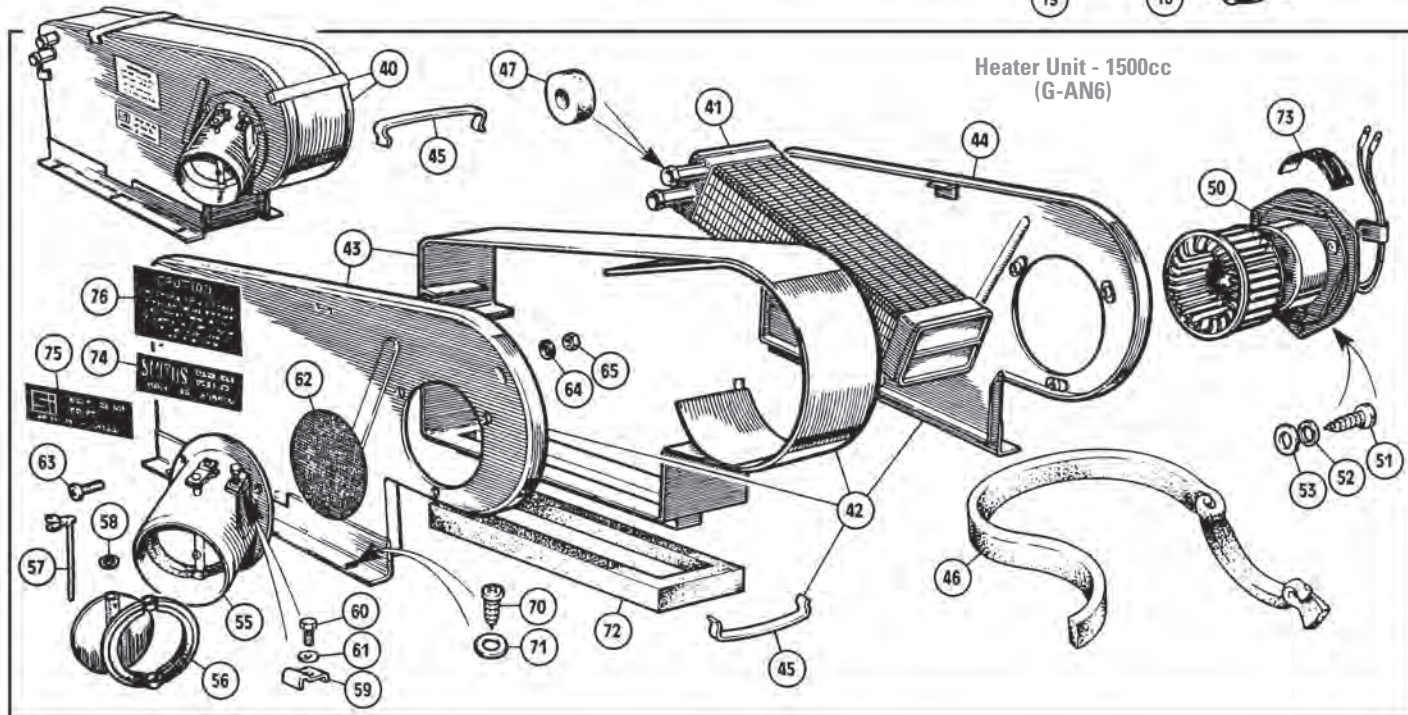
#### Air Hoses Early 1275cc

120	AHA6429	£3.90	HOSE reinforced, (blower to heater box)	1	
121	13H58X	£32.80	HOSE reinforced, (heater/fresh air intake)	1	To G-AN4-58853,
122	GHC11120	£4.80	CLIP, intake to blower hose	2	To H-AN9-71120
123	AHH5714	£3.70	CLIP, hose to wheel arch	1	
125	AHA6429	£3.90	HOSE, PVC, (blower to heater box)	1	G-AN4-58854 On,
126	AHA8501		NCA HOSE, moulded PVC, (heater unit intake)	1	To G-AN5-91407,
127	AHA9172		NCA HOSE, moulded PVC, (fresh air unit intake)	1	H-AN9-71121 On,
129	AHH5714	£3.70	CLIP, hose to wheel arch	1	To H-AN9-86377
130	PMZ316	£0.66	SCREW, clip to wheel arch	1	
131	GHF306	£0.30	WASHER, plain	1	
132	WL700101	£0.25	WASHER, locking	1	
133	GHF206	£0.16	NUT	1	

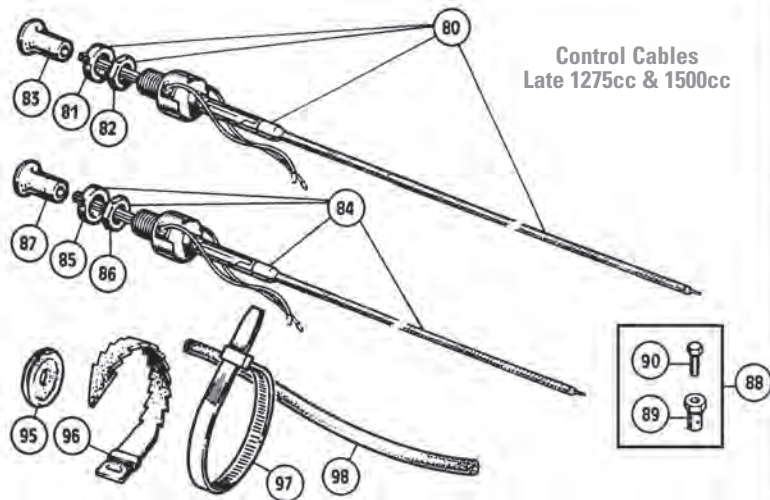
Heater Unit - Late 1275cc  
(G-AN5-91408 on; H-AN10-86378 on; A-AN10)



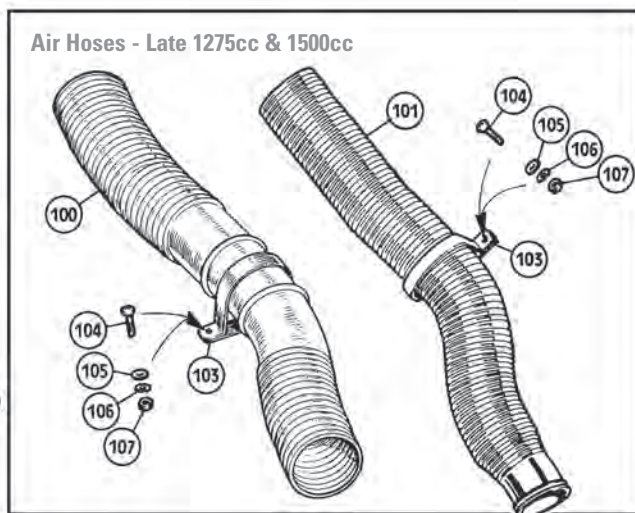
Heater Unit - 1500cc  
(G-AN6)



Control Cables  
Late 1275cc & 1500cc



Air Hoses - Late 1275cc & 1500cc



**Heater & Fresh Air System Late 1275cc & 1500cc**

**Heater Unit - Late 1275cc**

(G-AN5-91408 on; H-AN10-86378 on; A-AN10)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	AHA9727	NCA	HEATER UNIT & BLOWER	1	
2	37H8818	£90.00	MATRIX	1	
3	AHA9727Q	NCA	HEATER BOX	1	
4	HMP215032	NCA	BOX & FRONT PLATE	1	
5	HMP215033	NCA	PLATE, rear	1	
6	17H1605	£1.40	CLIP, (air box assembly retaining)	5	
7	17H1797	£2.10	SEAL, foam, (around matrix)	1	
8	7H1993	£1.20	WASHER, water tubes to front plate	2	
10	37H4583	NCA	MOTOR & FAN, replacement	1	
11	AB610051	£0.30	SCREW, (motor to plate)	3	
12	WL700101	£0.25	WASHER, locking	3	
14	GHF306	£0.30	WASHER, plain	3	
15	AHA8416	£97.40	TUBE & AIR VALVE, air intake	1	
16	17H1607	£9.30	SEAL, air valve	1	
17	17H1609	£8.10	ARM & SPINDLE, valve operating	1	
18	17H1608	NCA	WASHER, bearing	2	
19	27H1193	£1.90	CLAMP, (operating cable to tube)	1	
20	53K126	£0.60	CREW, clamping	1	
21	WF702101	£0.36	WASHER, shakeproof	1	
22	17H1597	£4.20	MESH, air intake	1	
23	53K126	£0.60	SCREW, tube to casing	3	
24	WL700101	£0.25	WASHER, locking	3	
25	GHF206	£0.16	NUT	3	
30	AB610051	£0.30	SCREW	6	heater box to batt. platform
31	GHF306	£0.30	WASHER, plain	6	
32	AHA9727GM	£7.90	SEAL, foam	1	heater box to batt. platform
33	CRST128	£1.40	DECAL, (direction of rotation)	1	
34	CRST130	£1.00	DECAL, 'Smiths', (self adhesive)	1	
35	CRST127	£1.50	DECAL, 'drainage instructions'	1	

**Heater Unit 1500cc**

(G-AN6)

When the 1500cc Midget was introduced at G-AN6-154101, the heater box & fan assembly was again redesigned. This was because the fresh air intake tube would otherwise have been too close to the exhaust manifold and fuel induction system of the Triumph engine. This, the last development of Sprite & Midget heaters, looks like a mirror image of the previous late 1275cc item (and it is - almost).

40	CHA345	NCA	HEATER UNIT & BLOWER	1	
41	37H8818	£90.00	MATRIX	1	
42	CHA345Q	NCA	HEATER BOX	1	
43	HMP215036	NCA	BOX & FRONT PLATE	1	
44	HMP215037	NCA	PLATE, rear	1	
45	17H1605	£1.40	CLIP, (air box retaining)	5	
46	17H1797	£2.10	SEAL, foam, (around matrix)	1	
47	7H1993	£1.20	WASHER, water tubes to front plate	2	
50	37H4583	NCA	MOTOR & FAN, replacement	1	
51	AB610051	£0.30	SCREW, motor to plate	3	
52	WL700101	£0.25	WASHER, locking	3	
53	GHF306	£0.30	WASHER, plain	3	
55	HMP215038	NCA	TUBE & AIR VALVE, air intake	1	
56	17H1607	£9.30	SEAL, air valve	1	
57	17H1609	£8.10	ARM & SPINDLE, valve operating	1	
58	17H1608	NCA	WASHER, bearing	2	
59	27H1193	£1.90	CLAMP, (operating cable to tube)	1	
60	53K126	£0.60	SCREW, clamping	1	
61	WF702101	£0.36	WASHER, shakeproof	1	
62	17H1597	£4.20	MESH, air intake	1	
63	53K126	£0.60	SCREW, tube to casing	3	
64	WL700101	£0.25	WASHER, locking	3	
65	GHF206	£0.16	NUT	3	
70	AB610051	£0.30	SCREW	6	heater box to batt. platform
71	GHF306	£0.30	WASHER, plain	6	
72	4B97132	£3.20	SEAL, foam	1	heater box to batt. platform
73	CRST128	£1.40	DECAL, (direction of rotation)	1	
74	CRST130	£1.00	DECAL, 'Smiths', (self adhesive)	1	(To approx. 1976)
75	CRST129	£1.70	DECAL, 'S.I.', (self adhesive)	1	(From approx. 1976)
76	CRST127	£1.50	DECAL, 'drainage instructions'	1	

**Control Cables Late 1275cc & 1500cc**

The air valve control cables are of different lengths to suit the position of the air valve in the engine bay. The blower motor switch is incorporated in the control cable assembly.

80	AHA8417	NCA	CABLE, 28", (with switch)	1	From G-AN5-91408,
81	17H823	NCA	LOCK NUT, round	1	From H-AN10-86378,
82	17H824	NCA	LOCK NUT, hexagon	1	A-AN10
83	17H1602	£8.30	KNOB	1	

84	CHA445	NCA	CABLE, 23", (with switch)	1	} G-AN6
85	17H823	NCA	LOCK NUT, round	1	
86	17H824	NCA	LOCK NUT, hexagon	1	}
87	17H1602	£8.30	KNOB	1	
88	24G1482K	£1.50	TRUNNION KIT, cable end & screw	1	
89	24G1482	NCA	TRUNNION, cable end	1	use 24G1482K
90	53K1016	£0.64	SCREW, clamping cable in trunion	1	
95	RFN303	£0.80	GROMMET, (cable through bulkhead)	1	
96	13H6107	£2.26	CABLE TIE, 'fir tree' type	a/r	
97	GHF1266	£0.28	CABLE TIE, 'ratchet' type	a/r	
98	21A1203	NCA	RUBBER TUBING, insulating	a/r	

**Air Hoses Late 1275cc & 1500cc**

100	AHA8501	NCA	HOSE, heater intake, (moulded PVC)	1	From G-AN5-91408, H-AN10-86378 On, A-AN10
101	CHA290	NCA	HOSE, heater intake, (moulded PVC)	1	G-AN6
	AHA8501	NCA	HOSE, heater intake, (PVC)	1	(replacement)
103	AHH5714	£3.70	CLIP, hose to wheel arch	1	
104	PMZ316	£0.66	SCREW, clip to wheel arch	1	
105	GHF306	£0.30	WASHER, plain	1	
106	WL700101	£0.25	WASHER, locking	1	
107	GHF206	£0.16	NUT	1	

**Leaking Heater Valves**

Around October and again in April, there occurs a very healthy upward blip in sales of heater water valves (taps). This perennial phenomena can be attributed to the seal within the valve sticking and being torn asunder when the valve is opened for the winter duration (having been left closed all Summer) or vice versa.

By way of interest, when this happens on an MGB, not only is the cooling system affected, but the ignition system also breaks down - the errant valve drips water onto the distributor below it!

Fortunately this is not the case with Sprites & Midgets.

Good quality antifreeze solution in the cooling system should put pay to any corrosion occurring internally, similarly a small drop of oil on the exposed mechanism of the water valve during the year should ensure that the rotating cam, lever & spindle do not seize up, nor corrode.

This should ensure that the water valve lasts more than a season.

**Insulating The Heater Control Cable**

The heater control cable is routed through the bulkhead and past the battery on its way to the air valve and thus should have a length of protective rubber insulating sleeve around it (the choke control cable also should wear a similar sleeve). Today, more often than not, this item is missing. The sleeve insulates the metal outer casing of the cable, to stop it from 'shorting' out on the battery or other electrical terminals in the proximity of its route. It also prevents the cable from chattering on the heater box, or the underside of the bonnet (and removing paint from either).

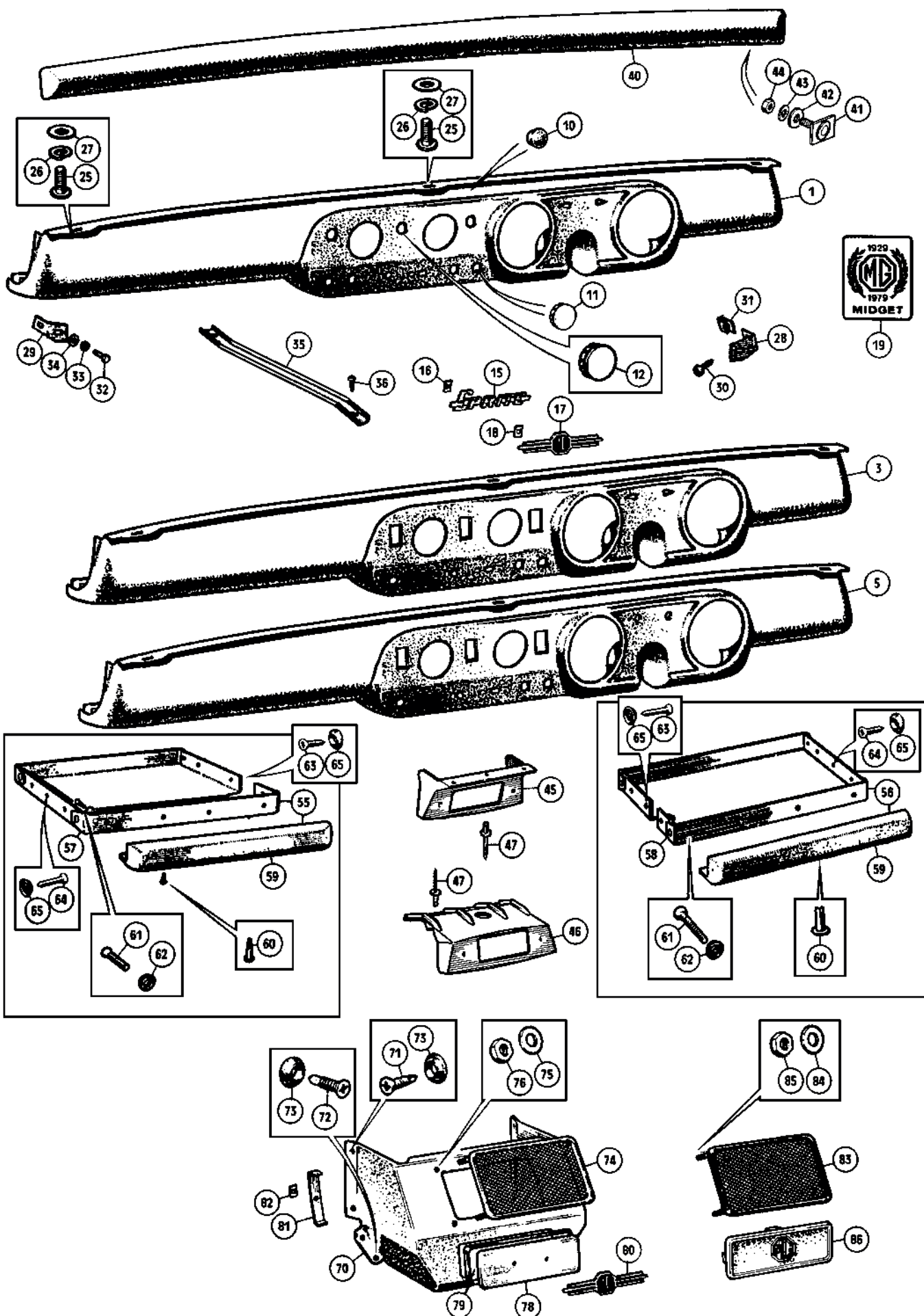
**Wrap Up Your Matrix!**

The principle of the heaters operation is to pass air through the water heated matrix (also known as the heater radiator, or heat exchanger), to raise the temperature of the air, the warmed air can then be distributed into the car via various outlet ducts. The front & rear faces of the matrix are covered by a foam seal within the heater box. After a period of time this foam seal degrades and disintegrates, allowing passage of air around the matrix rather than down through it (the incoming air will take the route of least resistance, around rather than through the matrix). This means, of course, that the air is barely warmed as it passes through the heater system.

Fitment of the foam seal is easy... but only once the screws that secure the heater box to the bulkhead have been removed. Having first undone the water hoses, you will find that the whole assembly is attached to the bulkhead by either threaded machine screws (earlier 'square box' heaters with external blowers) or self tapping screws (later integral blower units). The latter are easy to deal with, whereas the former are invariably seized - whichever you have, don't forget to use a dab of anti-seize compound when you replace them. The heater box is held together by spring clips that can be easily prised away, allowing the front and rear cover plates to be removed, followed by the matrix. Before the new seal is installed around it, you should back-flush the matrix with a low pressure water supply (garden hose). 'back-flushing' means flushing the water through the matrix in the opposite direction to normal flow, to dislodge matter which may be blocking some of the waterways. Remember that the upper connection is the outlet (seemingly illogical, but true), so apply the water flow to this connection. The air fins of the matrix can be similarly cleared by (gently!) using a vacuum cleaner to remove any airborne debris that may be lodged within. This attention to detail doesn't take much more time, but will pay dividends in the efficiency of the heater.

**Blower Motor Polarity**

The heater motor is a voltage polarity sensitive item; this means that if it is wired up the wrong way round, it will rotate in the opposite direction. This of course means that if you convert your car from positive to negative earth, you must confirm the polarity of the heater motor and its direction of rotation. To change the direction of rotation of the motor is simple: just swap over the two plug-in terminals on the motor. Try it to see if your heater blower is really living up to its name. If instead it has been sucking all these years, you will just have found the reason you always condemned the heater as a useless piece of junk that would really be best used as a wheel chock!





**Dash/Fascia Panels**

When looking in the 'remarks' column for identifying features for your fascia, remember that over the course of time your fascia may well have been modified by an enthusiastic previous owner (or even yourself!) to accept extra gauges, accessory switches or (most commonly) to re-site the interior lamp to a position where it illuminated somewhat more of the cockpit than merely the gear lever gaiter and your knee.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	AHA7436E	£102.05	FASCIA PANEL, RHD, (recon, exch.)	1	G-AN4, H-AN9
	AHA7437E	£84.30	FASCIA PANEL, LHD, (recon, exch.)	1	(round 'toggle' switch holes, hole above oil/water gauge for blocked oil filter warning light)
	AHA7436BE	£96.80	FASCIA PANEL, RHD, (recon, exch.)	1	To G-AN5-105500,
	HMP215056E	NCA	FASCIA PANEL, LHD, (recon, exch.)	1	H-AN10, A-AN10 (round 'toggle' switch holes, no hole for blocked oil filter warning light)
3	CZJ422E	£110.00	FASCIA PANEL, RHD, (recon, exch.)	1	G-AN5-105501 To
	CZJ423E	NCA	FASCIA PANEL, LHD, (recon, exch.)	1	G-AN5-138800 (rectangular 'rocker' switch holes, no hazard switch, 'arrow' indicator light holes)
	CZJ488E	NCA	FASCIA PANEL, RHD, (recon, exch.)	1	G-AN5-138801 On (rectangular 'rocker' switch holes, with hazard switch, 'arrow' indicator light holes)
5	CZJ662E	£110.00	FASCIA PANEL, RHD, (recon, exch.)	1	To G-AN6-182000 (rectangular 'rocker' switch holes, with hazard switch, round indicator light holes)
	CHA660E	£122.40	FASCIA PANEL, RHD, (recon, exch.)	1	G-AN6-182001 To G-AN6-200000 (rectangular 'rocker' switch holes, with hazard switch, round indicator light holes, facility for cigar lighter)
	CHA732E	£114.30	FASCIA PANEL, RHD, (recon, exch.)	1	G-AN6-200001 On (rectangular 'rocker' switch holes, with hazard switch, round indicator light holes, no holes for MG badge)

The pressed steel fascia panel of the Midget & Sprite cars is finished in an attractive black crackle effect paint, as were other MG sports cars of the same era. As time passes, the paint scratches and the panel rusts causing the surface finish to peel and flake. A fully repainted and refurbished fascia panel can be obtained in exchange for your old one, or you could tackle renovation yourself.

Available through many specialist car spares stockist's are aerosol cans of black crackle effect paint. The results from using these re-finishing paints are dependant on the temperature of the panel (absolutely crucial to obtain a uniform crackle effect - look for temperature guidance in the instructions on the can), the consistency of the spray coating and the condition of the panel surface to be painted. An excellent finish is achievable if the directions for use are followed.

Before embarking on a fascia panel re-spray, the whole panel should be removed from the car. This will ensure that you can strip away all the old paint, treat any corrosion found, weld up unwanted holes (made for accessories in years gone by) and finally apply a full coat of paint. Attempting to mask the instruments and switches instead of removing them is time consuming, ineffective and gives a completely unprofessional finish.

All painted finishes are only as good as the surface they are applied to. This is also true for black crackle effect paint. A smooth clean surface will help to ensure an even finish and the same crackled texture across the entire fascia.

Defer re-fitment of the panel for a few days after painting to allow the paint to thoroughly harden. The use of a proper tool to fit the switch retaining nuts (where relevant) will lessen the chance of scratching the new paint.

When refitting the instruments, note that some electrically operated units (e.g. fuel gauge) need to be earthed to work. The earth contact must be made on the back of the fascia. A thick coat of paint on an area that is not seen is not acceptable if you are expecting it to act as an electrical contact.

**Fascia Panel Fittings**

10	CD27769	£1.60	PLUG, rubber, oil filter warning light (Fit if warning light not used).	1	
11	AHH5514	£0.80	PLUG, metal, heater/fresh air cable (Fit if heater/fresh air unit not used).	1	G-AN4, H-AN9
12	ACH9373	£1.36	PLUG, chrome, ignition switch aperture (Fit if steering lock is used).	1	G-AN4, To G-AN5-105500, H-AN9, H-AN10, A-AN10
15	AHA5699	£15.00	BADGE, 'Sprite'	1	H-AN9, H-AN10, A-AN10
16	PFS104	£0.23	SPIRE NUT, badge to fascia	2	
17	AHH5258	£13.50	BADGE, 'MG'	1	G-AN4, G-AN5,
18	ADB509	£0.36	SPIRE NUT, badge to fascia	2	To G-AN6-200000
19	CRST170	£2.38	BADGE, Midget '50th Anniversary'	1	G-AN6-229001 To 229500

25	SE604041	£0.47	SCREW, (fascia panel to top shroud)	3	
26	GHF331	£0.38	WASHER, locking	3	
27	GHF300	£0.22	WASHER, plain	3	
28	AHA7438	NCA	BRACKET, RH	1	fascia panel to 'A' post
29	AHA7439	NCA	BRACKET, LH	1	
30	GHF428	£0.22	SCREW, (bracket to fascia panel)	2	
31	PFS512	NCA	'J' NUT	2	
32	SH604051	£0.30	SCREW, (bracket to 'A' post)	2	
33	GHF331	£0.38	WASHER, locking	2	
34	GHF300	£0.22	WASHER, plain	2	
35	AHA7763	NCA	STAY, fascia panel to bulkhead	2	
36	AB610031	£0.30	SCREW, (stay to fascia panel/bulkhead)	4	
40	AHA7487	NCA	CRASH RAIL, padded, (top shroud)	1	To G-AN4-66225, To H-AN9-77590
	CHA133	NCA	CRASH RAIL, padded, (top shroud)	1	To G-AN4-66226 On, H-AN9-77591 On
41	AHH6417	£0.83	STUD PLATE, (crash rail to top shroud)	10	
42	PWZ203	£0.19	WASHER, plain	10	
43	WL700101	£0.25	WASHER, locking	10	
44	GHF206	£0.16	NUT	10	
45	AHA9769	£5.00	PLINTH, (interior lamp on fascia)	1	G-AN5-89515 On, To G-AN6-212000, H-AN10-86303 On, A-AN10
46	AHA9767	NCA	PLINTH (Interior lamp on radio mounting panel).	1	G-AN6-212001 On
47	RA608176	£1.04	RIVET (Plinth to fascia or radio mounting panel).	3	

**Parcel Shelves**

55	AHA8275	NCA	SHELF, LH footwell, RHD	1	
56	AHA8276	NCA	SHELF, RH footwell, LHD	1	
57	AHA8273	NCA	PARCEL SHELF, RHD	1	
58	AHA8274	NCA	PARCEL SHELF, LHD	1	
59	AHA7541	NCA	CRASH RAIL, padded	1	
60	BRP608	NCA	RIVET, (bifurcated)	3	
61	RZZ1010	NCA	SCREW, crash rail to shelf	4	
62	FWZ210	NCA	WASHER, cup	4	
63	AD608084	£0.66	SCREW, (parcel shelf to inner footwell)	2	
64	AD608054	£0.80	SCREW, (parcel shelf to outer footwell)	3	
65	WK608214	£0.30	WASHER, cup	5	

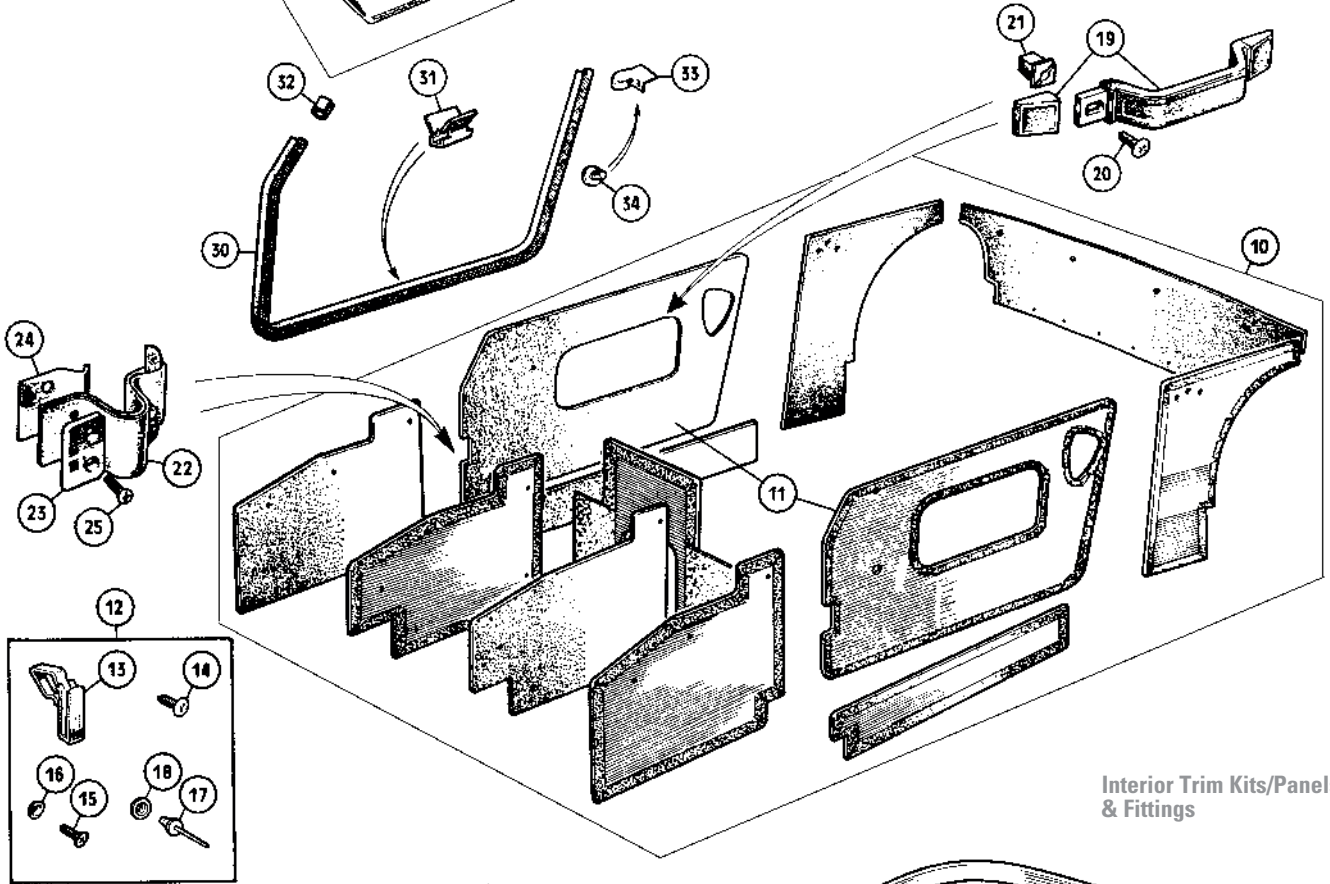
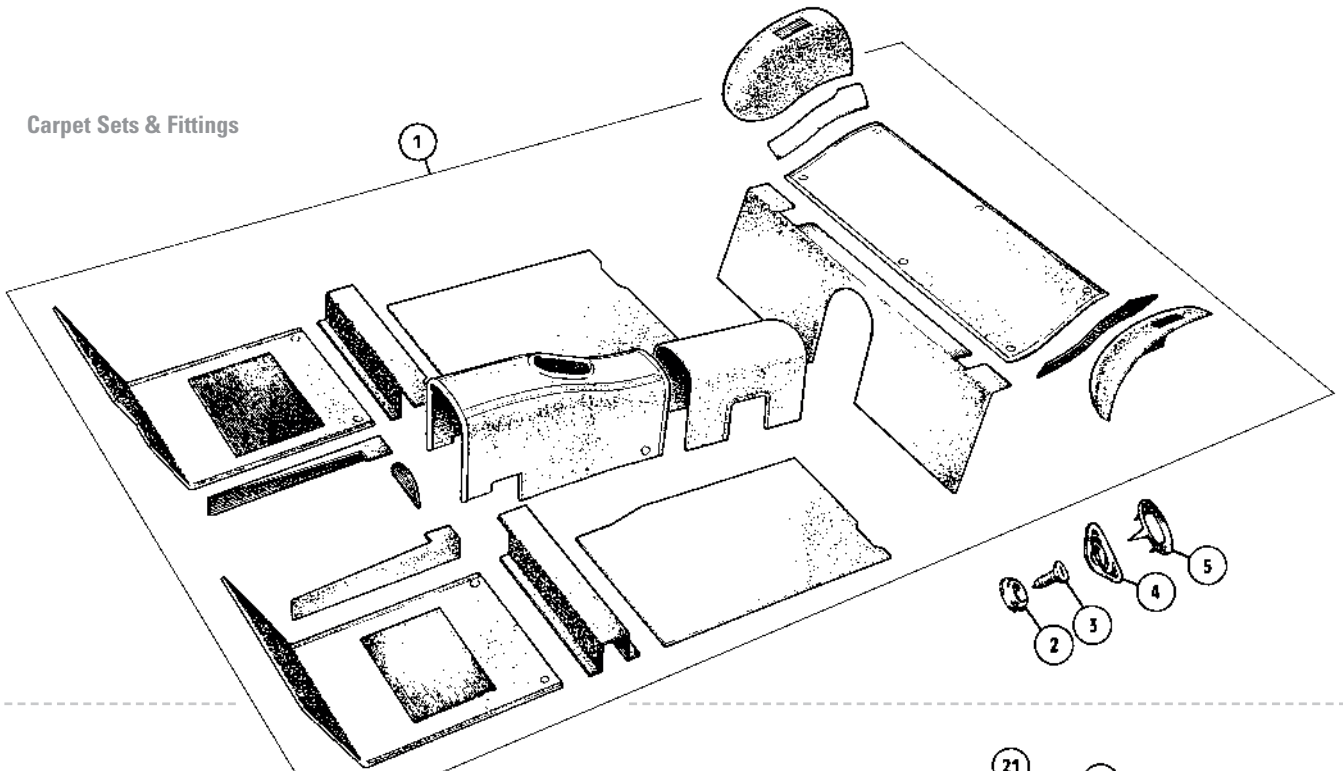
**Radio Mounting Panel**

Originally, the radio mounting panel was a feature of North American specification cars which found its way on to other models if a radio was fitted (sometimes). It was trimmed in vinyl, which conveniently covered the extra holes for switches, warning lights etc. unless they were needed. In 1978 (from G-AN6-212001) the panel was made a standard feature on non-American vehicles, factory option radios becoming quite common by that date. At the same time, the cigar lighter (also by now a standard feature) and the 'new' handbrake warning light were positioned on the panel.

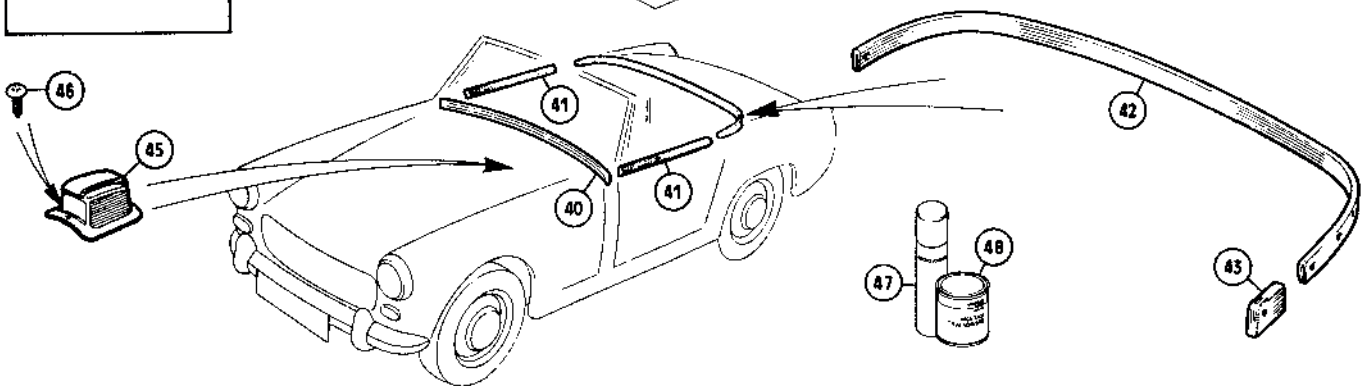
Note that an alternative Glass Reinforced Plastic (GRP) replica radio panel is also listed here.

70	CHA59	£128.10	PANEL, metal/vinyl	1	original
	CHA59FG	£90.00	PANEL, GRP	1	reproduction
71	AD606064	£0.30	SCREW, panel to footwell, (upper)	4	
72	AHA8763	NCA	SCREW, panel to footwell, (lower)	4	
73	FWP706	NCA	WASHER, cup	8	
74	BHA4823	£52.70	SPEAKER GRILLE, chrome	1	
75	GHF306	£0.30	WASHER, plain	4	
76	AJD8014Z	£0.30	NUT, (speaker & grille to panel)	8	
	ARH59K	£24.70	BLANKING KIT, radio aperture	1	G-AN4, G-AN5,
78	ARH59	£5.70	BLANKING PLATE, (metal)	1	To G-AN6-212000,
79	AHH5255	£6.10	BEZEL, chrome	1	H-AN9, H-AN10, A-AN10
80	AHH5258	£13.50	BADGE, 'MG'	1	
81	BHH364	£0.95	STRAP, blanking plate retaining	2	
82	ADB509	£0.36	SPIRE NUT	2	
83	BHA4823	£52.70	SPEAKER GRILLE, black	1	
84	GHF306	£0.30	WASHER, plain	4	From G-AN6-212001
85	AJD8014Z	£0.30	NUT, (speaker & grille to panel)	8	
86	HZA5110	£6.35	BLANKING PLATE, (plastic)	1	

Carpet Sets & Fittings



Interior Trim Kits/Panels & Fittings



**Carpet Sets**

We stock two formats of carpet set; a full 17 piece set and a footwell set. The full set contains all carpet components for the cockpit. The footwell carpet set contains 2 footwell mats and 2 crossmember carpets, allowing retrim of the worst worn areas.

**Sprite IV & Midget III: 1967-74**  
G-AN4-5 & H-AN9-10 & A-AN10

ill.	Part Number	Price £ea.	Description	Req.	Details
1	CSA1005	£189.00	CARPET KIT, complete, black	1	RHD
	CSK1005	£189.00	CARPET KIT, complete, autumn leaf	1	
	CSN1005	£189.00	CARPET KIT, complete, blue	1	
	CSA1005Z	£102.00	CARPET KIT, complete, black, aftermarket	1	
	CSA1005L	£189.00	CARPET KIT, complete, black	1	
	CSK1005L	£189.00	CARPET KIT, complete, autumn leaf	1	LHD
	CSN1005L	£189.00	CARPET KIT, complete, blue	1	
	CSA1005ZL	£102.00	CARPET KIT, complete, black, aftermarket	1	

**Midget 1500: 1975-on**  
G-AN6

CSA1007	£179.60	CARPET KIT, complete, black	1	RHD
CSK1007	£179.60	CARPET KIT, complete, autumn leaf	1	
CSX1007	£179.60	CARPET KIT, complete, beige	1	
CSA1007Z	£102.00	CARPET KIT, complete, black, aftermarket	1	
CSA1007L	£179.60	CARPET KIT, complete, black	1	
CSK1007L	£179.60	CARPET KIT, complete, autumn leaf	1	LHD
CSX1007L	£179.60	CARPET KIT, complete, beige	1	
CSA1007ZL	£102.00	CARPET KIT, complete, black, aftermarket	1	

**Carpet Fittings**

2	610624	£0.62	STUD, durable dot*	18
3	GHF400	£0.19	SCREW, stud to body*	18
4	2H8445	£0.41	SOCKET, carpet fastening*	18
5	14G8736	£0.30	SPIKE RING, socket to carpet*	18

\*Note: These fastenings were used in the following applications: Five for each footwell carpet (one in each corner plus one in the centre, forward of the heel mat), two for the rearward lower edges of the gearbox cover, three each on the front and back edges of the rear shelf carpet.

**Interior Trim Kits**

Interior trim kits are accurately produced replacements for the original trim panels in your car. Each kit contains five footwell panels, door panels, (material to recover the recess in 1967-69 doors), sill liners, rear quarter panels and rear panel. The kits also include sufficient material to recover the door cappings, fascia crash rail, 'B' posts and to fit behind the joints between the three inner footwell liners. Door panels are also available separately in pairs.

**1967-69**  
G-AN4 & H-AN9

This style of trim kit features door boards with 'recessed' centre panel trimmed separately and screwed to door shell. Available in original colour options as below.

10	645-670	£386.80	TRIM KIT, black/white piping	1	To G-AN4-66225
11	DP222AW	£124.80	DOOR PANELS, black/white piping, (pair)	1	
	645-680	£386.80	TRIM KIT, red/white piping	1	To H-AN9-77590
	DP222MW	NCA	DOOR PANELS, red/white piping, (pair)	1	
	645-660	£386.80	TRIM KIT, black/black piping	1	G-AN4-66226 On
	DP223AA	£124.80	DOOR PANELS black/black piping, (pair)	1	

**1970-On**  
G-AN5 & G-AN6. H-AN9 & H-AN10

In 1970 a new style of trim was introduced, this style was continued to the end of production in 1979 in the various colour options detailed below.

645-700	£266.50	TRIM KIT, black	1	To G-AN5-105500
TBA0035L/R	£96.00	DOOR PANELS, black, (pair)	1	
			1	
645-720	£266.50	TRIM KIT, autumn leaf	1	To G-AN5-123730
DP224K	£96.00	DOOR PANELS, autumn leaf, (pair)	1	
			1	
645-710	£266.50	TRIM KIT, navy blue	1	G-AN5-105501 To
DP224N	£96.00	DOOR PANELS, navy, (pair)	1	
			1	
645-722	NCA	TRIM KIT, ochre	1	G-AN5-123731 To
DP224T	NCA	DOOR PANELS, ochre, (pair)	1	
			1	
645-723	£266.50	TRIM KIT, beige	1	G-AN6-200001 On
DP224X	NCA	DOOR PANELS, beige, (pair)	1	

**Trim Fittings & Hardware**

12	HMP815012	£21.60	TRIM FITTING KIT	1
13	GHF1232	£0.50	CLIP, trim	26
			(18 on door trim panels, 6 on rear quarter trim panels, 2 on rear cockpit trim panel).	
14	AB606033	£0.60	SCREW, inner door trim to door	4 G-AN4, H-AN9
15	AD606044	£0.41	SCREW, footwell liners to body	22
			(8 on inner footwell liners, 6 on outer footwell liners, 8 on sill liners).	
16	FWP906	£0.30	WASHER, cup	22
17	GHF600	£0.16	RIVET, rear cockpit liner to body	8
18	FWP906	£0.30	WASHER, cup	8

**Door Pulls**

Door pulls in colours matched to the trim were introduced for the 1972 model year (G-AN5-105501 onwards, plus all G-AN6 models). For details of door pulls on earlier models, see page 221.

19	BFP1469PA	£14.20	DOOR PULL, black	2
	RGK6476	NCA	DOOR PULL, autumn leaf	2
	RGN6476	NCA	DOOR PULL, navy	2
	RGT6476	£10.40	DOOR PULL, ochre	2
	RGX6476AK	NCA	DOOR PULL, beige	2
20	GHF428	£0.22	SCREW, door pull to door shell	4
21	GHF1029	£0.77	NUT, locknut, (clip into door shell)	4

**Door Check Straps**

Door check straps were always produced in colours matching the interior trim. Their retainers and support brackets were always black on the 1967-69 cars. Thereafter retainers and brackets matched the trim colour except for navy interiors, which used navy retainers, but black brackets.

22	X3A3220	£13.30	DOOR CHECK STRAP, black	2
	X3R3220	£13.30	DOOR CHECK STRAP, red	2
	X3K3220	£13.30	DOOR CHECK STRAP, autumn leaf	2
	X3L3220	NCA	DOOR CHECK STRAP, blue	2
	X3N3220	£13.30	DOOR CHECK STRAP, navy blue	2
	X3T3220	NCA	DOOR CHECK STRAP, ochre	2
	X3X3220	NCA	DOOR CHECK STRAP, beige	2
	240-673	£21.40	DOOR CHECK STRAP, honey tan	2
23	14A764	£2.00	RETAINER, check strap, black	2
24	14A6745	£2.40	BRACKET, support, black	2
25	RMZ316	£0.55	SCREW, check strap to 'A' post	4

**Door Seals**

A coloured, woven material facing was used on draught excluders fitted to 1967-69 cars. The facing for 1970 onwards models was made from a coloured textured plastic. The correct length for each draught excluder is 60". At the 'B' post (door latch) end, the last half inch of the rubber seal must be cut off to allow fitment of the chrome end cap over the facing only. If this measure is not carried out, the door will not close properly.

30	DEA3220	£15.30	DOOR SEAL, woven, black	2
	DER3220	£15.30	DOOR SEAL, woven, red	2
	KGA817	£7.50	DOOR SEAL, plastic, black	2
	KGK817	NCA	DOOR SEAL, plastic, autumn leaf	2
	KGN817M	NCA	DOOR SEAL, plastic, navy	2
	KGT817	£67.50	DOOR SEAL, plastic, ochre	2
	KGX817	NCA	DOOR SEAL, plastic, beige	2
31	613766	£1.06	CLIP	20
32	AHB9656	£1.60	FINISHER, draught excluder, front	2
33	AHA8162	£10.30	FINISHER, draught excluder, rear, RH	1
	AHA8163	£10.30	FINISHER, draught excluder, rear, LH	1
34	AB606033	£0.60	SCREW, finisher to 'B' post	4

**Cockpit Edge Mouldings**

40 & 41 - Material is included in the full trim kit to recover these mouldings.

42	AHA9167	£13.40	MOULDING, rear cockpit edge, black	1
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Note: originally models up to G-AN4-66225 and H-AN9-77590 were fitted with a grey moulding. This is now no longer available, we can only supply black.

43	AHA8141	£10.10	FINISHER, cockpit edge moulding, LH	1
	AHA8140	£10.10	FINISHER, cockpit edge moulding, RH	1

Note: originally models up to G-AN4-66225 and H-AN9-77590 were fitted with a grey moulding. This is now no longer available, we can only supply black. For fixing hardware, see 'Hood Fasteners (Fitted to Body)' on page 234.

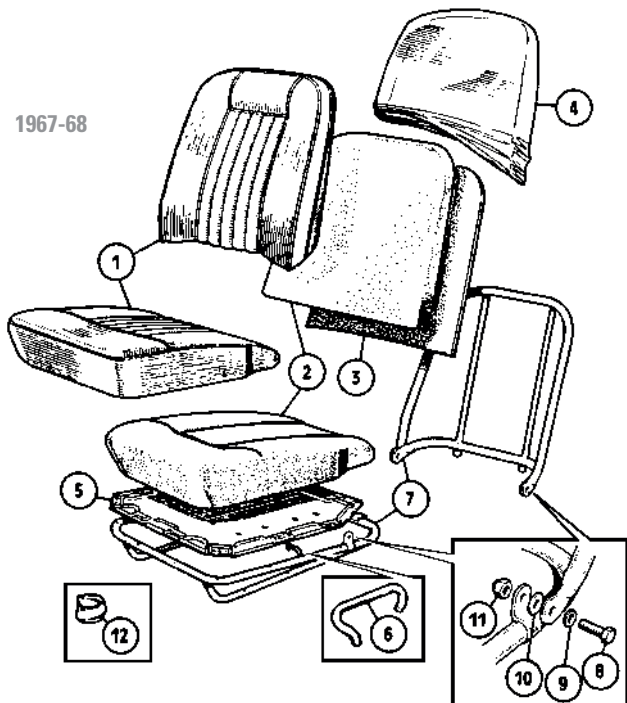
**Ashtray**

45	AHA9728	NCA	ASHTRAY	1 G-AN5, G-AN6,
46	AB606043	£0.60	SCREW, ashtray to transmission tunnel	2 H-AN10, A-AN10

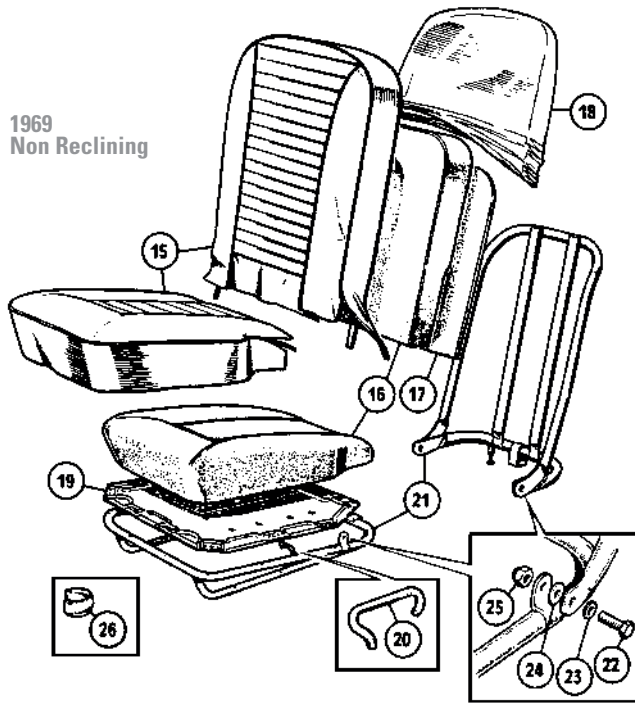
**Trim Adhesive**

47	UBS110	£22.10	TRIM ADHESIVE, 1 litre tin	a/r
48	UBS203	£8.70	TRIM ADHESIVE, 370g aerosol	a/r

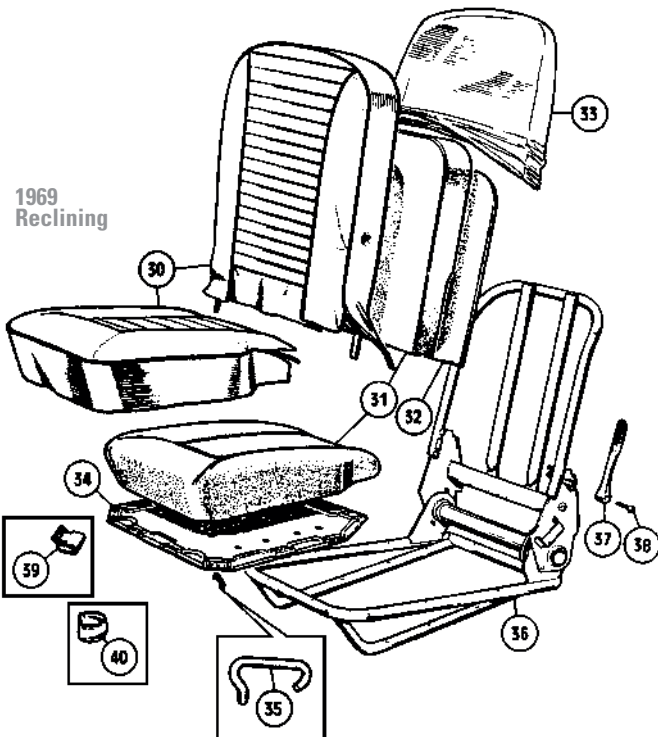
1967-68



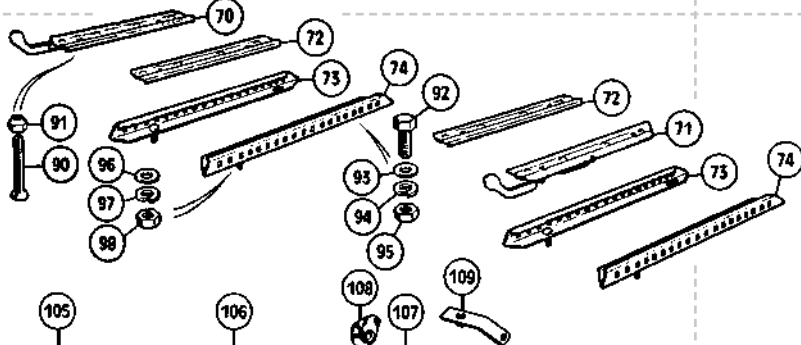
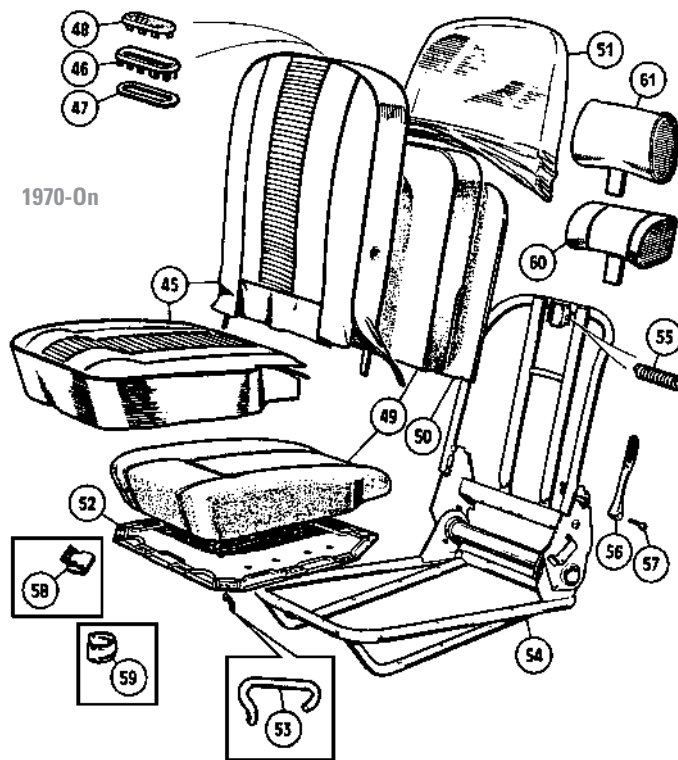
1969  
Non Reclining



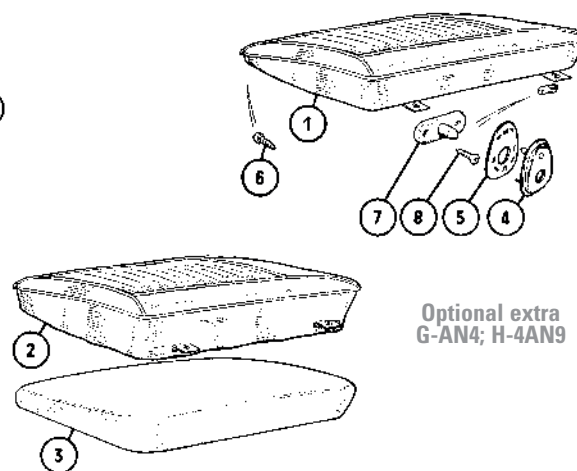
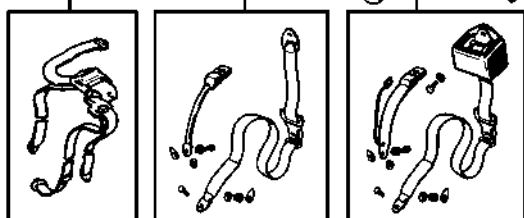
1969  
Reclining



1970-On



All Models



Optional extra  
G-AN4; H-4AN9

Front Seats

1967-68

(To G-AN4-66225; to H-AN9-77590)

The seat design for these cars was of a non-reclining type (a small amount of rake adjustment could be achieved by turning the relevant screw), the main distinguishing feature being the 'H' pattern of the white piping on the face of the seat back. The colour choices corresponding to the interior trim apply: Black with white piping, or Red with White piping.

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	640-910	NCA	SEAT COVER KIT, vinyl	1	black/white piping
	640-965	£575.00	SEAT COVER KIT, leather	1	black/white piping
	640-931	£360.00	SEAT COVER KIT, vinyl	1	black/black piping
	640-964	£575.00	SEAT COVER KIT, leather	1	black/black piping
	640-936	£360.00	SEAT COVER KIT, vinyl	1	red/white piping
	640-966	£575.00	SEAT COVER KIT, leather	1	red/white piping
	640-932	£360.00	SEAT COVER KIT, vinyl	1	dark blue/light blue piping
	640-963	£575.00	SEAT COVER KIT, leather	1	dark blue/light blue piping
	640-933	£360.00	SEAT COVER KIT, vinyl	1	dark blue/dark blue piping
	640-962	£575.00	SEAT COVER KIT, leather	1	dark blue/dark blue piping
	640-934	£360.00	SEAT COVER KIT, vinyl	1	bright blue/white piping
	640-937	£360.00	SEAT COVER KIT, vinyl	1	bright blue/light blue piping
	640-846	NCA	SEAT COVER KIT, vinyl	1	honey tan/honey tan piping
2	HMP215060	£207.60	SEAT FOAM SET	1	
3	HMP215064	£25.60	BOARD, foam support, (squab)	2	
4	AHA9750	NCA	SLIP COVER, nylon	2	
5	AHA7878	£15.20	DIAPHRAGM ASSEMBLY, (cushion)	2	
6	BHA5097	£0.65	HOOK, (diaphragm to seat frame)	20	
7	HMP215067	£200.90	SEAT FRAME ASSEMBLY, RH	1	
	HMP215068	£200.90	SEAT FRAME ASSEMBLY, LH	1	
8	GHF103	£0.60	PIVOT BOLT, squab to cushion	4	
9	GHF301	£0.24	WASHER, plain, (small diameter)	4	
10	PWZ305	£0.64	WASHER, plain, (large diameter)	4	
11	GHF222	£0.55	NUT, nylon	4	
12	BHA4339	£0.64	CLIP, cover to frame	a/r	

1969

(G-AN4-66226 on; H-AN9-77591 on)

For 1969 a unique style of trim was used. Black with black piping was the only colour scheme available, an option of red with red piping was cancelled just before production started (information and part numbers for the red components still exist in factory internal publications). The material was arranged on the seat facings in narrow horizontal pleats. The number of pleats stitched into the facings varied during production, so don't worry if there is a one or two pleat difference between your old seat covers and the new ones, both are correct for a 1969 car! Midgets & German Sprites were given reclining seats, all other Sprites received non-recliners. To further complicate matters, North American 1969 cars had unique twin pole head restraints as well (not that they are relevant in this non-American spec. catalogue). None of these items, or the components thereof, were ever fitted to any other year of Sprite or Midget.

15	640-945	£327.00	SEAT COVER KIT, black/black piping, vinyl	1	non-reclining seat: From H-AN9-77591 (not Germany)
	640-800	£767.20	SEAT COVER KIT, black/black piping, leather	1	
	640-802	NCA	SEAT COVER KIT, honey tan piping, leather	1	
16	HMP215061	£280.00	SEAT FOAM SET	1	
17	HMP215065	NCA	BOARD, foam support, (squab)	2	
18	AHA9750	NCA	SLIP COVER, nylon	2	
19	AHA7878	£15.20	DIAPHRAGM ASSEMBLY, (cushion)	2	
20	BHA5097	£0.65	HOOK, (diaphragm to seat frame)	20	
21	HMP215069	NCA	SEAT FRAME, RH	1	
	HMP215070	NCA	SEAT FRAME, LH	1	
22	GHF103	£0.60	PIVOT BOLT, squab to cushion	4	
23	GHF301	£0.24	WASHER, plain, (small diameter)	4	
24	PWZ305	£0.64	WASHER, plain, (large diameter)	4	
25	GHF222	£0.55	NUT, nylon	4	
26	BHA4339	£0.64	CLIP, cover to frame	a/r	
30	640-950	£327.00	SEAT COVER KIT, black/black piping, vinyl	1	
	640-955	£767.20	SEAT COVER KIT, black/black piping, leather	1	
31	HMP215061	£280.00	SEAT FOAM SET	1	
32	HMP215066	NCA	BOARD, foam support, (squab)	2	
33	AHA9750	NCA	SLIP COVER, nylon	2	
34	AHA7878	£15.20	DIAPHRAGM ASSEMBLY, (cushion)	2	
35	BHA5097	£0.65	HOOK, (diaphragm to seat frame)	20	
36	AHA8896	NCA	SEAT FRAME, RH	1	
	AHA8897	NCA	SEAT FRAME, LH	1	
37	24B4057	£11.70	HANDLE, reclining mechanism	2	
38	54K205	£1.39	SCREW, handle to mechanism	2	
39	GHF1500	£0.19	CLIP, flat, (squab cover)	a/r	
40	BHA4339	£0.64	CLIP, round, (covers to frame)	a/r	

1970-On

(G-AN5; G-AN6; H-AN10; A-AN10)

In 1970, alongside the developments in interior trim, the seats were given a new 'heat welded' pattern in a choice of two colours, black or autumn leaf. Black was dropped in favour of navy for 1972, ochre replaced autumn leaf in 1973. For 1974, black and autumn leaf were reintroduced, navy and ochre (which therefore only ran for one year) being dropped. Colours were not changed again until 1978, when beige replaced autumn leaf. For colour reference, please see the inside back cover. After the confusion caused by so many seat types being fitted in 1969 (four including the American market variants), the commercially sound decision was made to only offer reclining seats from 1970 onwards. With the introduction of the 1970 seat came the option of head restraints for the first time outside America, in the shape of a rather bulky 'D' section item also to be found on many other British Leyland cars of that period. Towards the end of the 1977 model year, a new oval section head restraint was substituted; this style remained with the car until the end of production.

45	640-960	£327.00	SEAT COVER KIT, vinyl, black	1
	640-980	£327.00	SEAT COVER KIT, vinyl, autumn leaf	1
	640-930	£327.00	SEAT COVER KIT, vinyl, navy blue	1

	640-850	NCA	SEAT COVER KIT, vinyl, ochre	1	
	640-860	£327.00	SEAT COVER KIT, vinyl, beige	1	
	640-805	£945.25	SEAT COVER KIT, leather, black	1	
	640-810	£945.25	SEAT COVER KIT, leather, autumn leaf	1	
46	CZA4500S	£3.90	EYELET & WASHER SET	2	(head restraint aperture)
47	CZA4263	£1.26	WASHER, reinforcement	2	
48	BD36610A	£1.60	BLANKING PLUG, black	2	use when
	AHA9779	NCA	BLANKING PLUG, autumn leaf	2	head restraints
	XGN1953	NCA	BLANKING PLUG, navy	2	not fitted
	XGT1953	NCA	BLANKING PLUG, ochre	2	
49	HMP215063	£136.00	SEAT FOAM SET	1	
50	AHA9096	£19.40	BOARD, foam support, (squab)	2	
51	AHA9750	NCA	SLIP COVER, nylon	2	
52	AHA9928	£21.70	DIAPHRAGM, (cushion)	2	
53	BHA5097	£0.65	HOOK, (diaphragm to seat frame)	16	
54	CHA717	NCA	SEAT FRAME, RH	1	
	CHA718	NCA	SEAT FRAME, LH	1	
55	CZA4713	NCA	FRICTION ROLLER, head restraint	2	
56	24B4057	£11.70	HANDLE, reclining mechanism	2	
57	54K205	£1.39	SCREW, handle to mechanism	2	
58	GHF1500	£0.19	CLIP, flat, (squab cover)	a/r	
59	BHA4339	£0.64	CLIP, round, (covers to frame)	a/r	

Head Restraints & Covers

60	GLZ135Z	£93.90	HEADREST, D section, black	a/r
	GLZ133	£93.90	HEADREST, D section, autumn leaf	a/r
	GLZ127Z	£93.90	HEADREST, D section, navy	a/r
	GLZ131	NCA	HEADREST, D section, ochre	a/r
61	X3A6185	£82.40	HEADREST, oval section, black	a/r
	X3K6185	£71.20	HEADREST, oval section, autumn leaf	a/r
	X3X6185	£71.20	HEADREST, oval section, beige	a/r

Seat Runners

70	14A5519	NCA	RUNNER, upper, with catch, (RH/RH seat)	1	G-AN4,
71	14A5520	NCA	RUNNER, upper, with catch, (LH/LH seat)	1	To G-AN5-105500
72	4G877	NCA	RUNNER, upper, less catch, on seats	2	approximately
73	AHA7883	£9.70	RUNNER, lower, (RH of each seat)	2	H-AN9,
74	AHA7884	£9.70	RUNNER, lower, (LH of each seat)	2	H-AN10, A-AN10
	AHA9944	NCA	RUNNER, upper, with catch, (RH/RH seat)	1	From approx.
	AHA9945	NCA	RUNNER, upper, with catch, (LH/LH seat)	1	
	AHA9943	NCA	RUNNER, upper, less catch, on seats	2	G-AN5-105501
	AHA9946	£9.60	RUNNER, lower, (RH of each seat)	2	G-AN6
	AHA9947	£9.60	RUNNER, lower, (LH of each seat)	2	
90	SF604101	£0.66	SCREW, (upper runner to seat frame)	8	
91	LNZ104	£1.80	NUT, nylon	8	
92	GHF117	£0.30	SCREW, (lower runner to floor)	4	
93	GHF300	£0.22	WASHER, plain	4	
94	GHF331	£0.38	WASHER, locking	4	
95	GHF200	£0.22	NUT	4	
96	GHF301	£0.24	WASHER, plain	4	
97	GHF332	£0.40	WASHER, locking	4	
98	GHF201	£0.17	NUT	4	

Seat Belts

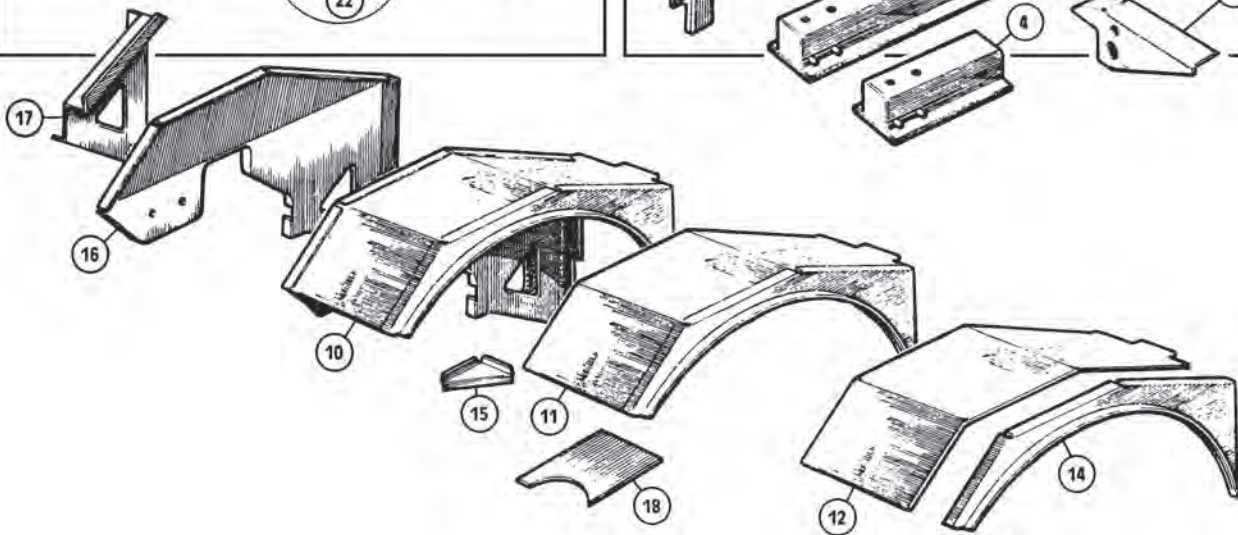
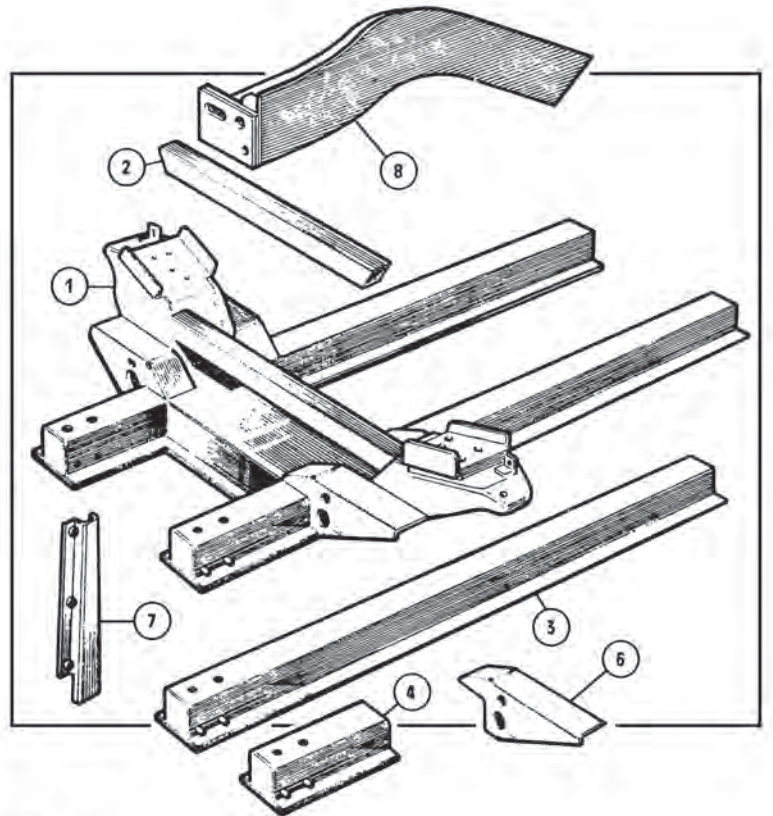
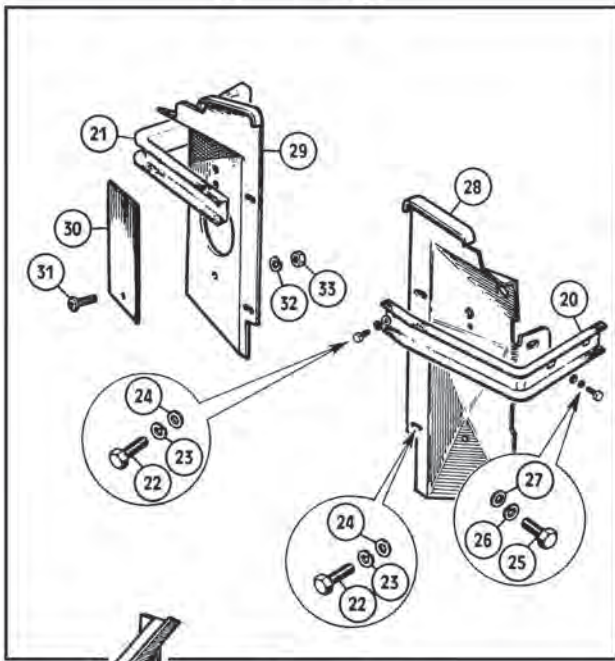
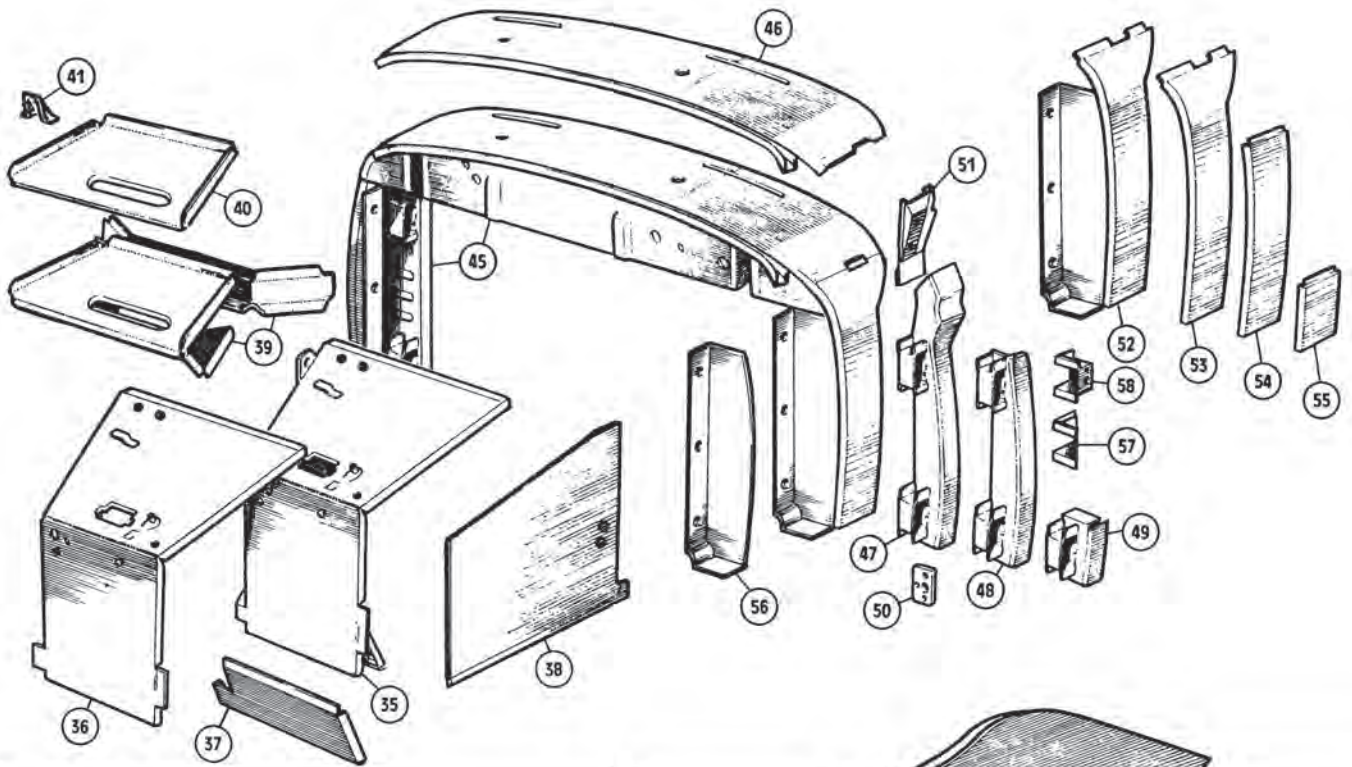
105	HMP290054	NCA	SEAT BELT KIT, static (Magnetic type, original style).	2	G-AN4, G-AN5, To G-AN6-193666,
106	HMP290055	NCA	SEAT BELT KIT, static (Stalk type, original style).	2	H-AN10, A-AN10 (standard fitment)
107	HMP290056	NCA	SEAT BELT KIT, inertia type (Stalk type, original style).	2	
108	BHA5236	NCA	PARKING HOOK, seat belt (Original type only)	2	G-AN4, G-AN5, To G-AN6-193666,
109	CHA800	NCA	BRACKET, original, RH (Reel to wheel arch).	1	H-AN10, A-AN10 (optional fitment)
	CHA801	NCA	BRACKET, original, LH (Reel to wheel arch).	1	G-AN6-193667 On (standard fitment)
	BMH8504	£11.40	BRACKET, replacement, RH	1	
	BMH8505	£11.40	BRACKET, replacement, LH	1	
	BMH8504/5	£27.60	BRACKET SET, replacement, pair	1	

Rear Compartment Cushion

(Optional Extra: G-AN4; H-AN9)

Note: For trim colour reference, please see the inside back cover.

1	AHA8330	NCA	CUSHION, rear, black, (white piping)	1	To G-AN4-66225, To H-AN9-77590
	AHA8329	NCA	CUSHION, rear, red, (white piping)	1	
2	HMP715051	NCA	COVER KIT, cushion, black, (white piping)	1	To G-AN4-66225, To H-AN9-77590
	HMP715022	NCA	COVER KIT, cushion, red, (white piping)	1	
3	HMP215071	NCA	FOAM, cushion	1	
4	552650	£0.72	FASTENER, socket, 'Lift the Dot'	2	
5	552651	£0.76	PLATE, clinch	2	
	AHA8939	NCA	CUSHION, rear, black, (black piping)	1	G-AN4-66226 On, H-AN9-77591 On
	HMP715061	NCA	COVER KIT, cushion, black, (black piping)	1	
	HMP215071	NCA	FOAM, cushion	1	
	552650	£0.72	SOCKET, 'Lift the Dot'	2	
	552651	£0.76	PLATE, clinch	2	
6	GHF424	£0.22	SCREW, (rear of cushion to shelf)	4	
7	LFP116	£2.40	PEG, 'Lift the Dot', (on heel board)	2	
8	AD606043	£0.30	SCREW, peg to heel board	4	



**Chassis & Front Inner Panels**

**Front Chassis Frame**

It is not advisable to attempt to fit a front chassis frame or sub-components thereof without the aid of a special jig to ensure dimensional accuracy of the front suspension and steering geometry. In other words, leave safety critical repairs such as this to the experts.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	28G118	£658.80	FRONT CHASSIS FRAME	1	} G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
2	BMH8007	£39.00	MOUNTING RAIL, steering rack	1	
3	AHA5630	£75.00	CHASSIS RAIL, front, LH	1	
	AHA5628	£75.00	CHASSIS RAIL, front, RH	1	} G-AN6
	CZJ676	£540.00	FRONT CHASSIS FRAME	1	
	BMH8031	£75.00	CHASSIS RAIL, front, LH	1	
	BMH8030	£75.00	CHASSIS RAIL, front, RH	1	} G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
4	MS40L	£47.00	FRONT CHASSIS LEG, LH	1	
	MS40R	£47.00	FRONT CHASSIS LEG, RH	1	
6	2A5463	£25.80	PIVOT BRACKET, front suspension (LH front bracket, RH rear bracket).	2	} G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
	2A5462	£25.80	PIVOT BRACKET, front suspension (RH front bracket, LH rear bracket).	2	
	CZJ543	£35.40	PIVOT BRACKET, front suspension (LH front bracket, RH rear bracket).	2	
	CZJ542	£35.40	PIVOT BRACKET, front suspension (RH front bracket, LH rear bracket).	2	G-AN6

Note: These pivot brackets carry the front suspension inner wishbone pivot pins and bushes. Remember when reinstalling the front suspension that the bushes should be lubricated with grease, both on the outside surface and inside where the pins contact them. Also, do not over tighten the nuts on the pins. Neglecting either of these pieces of advice may lead to a seized pin and bushes, the result of which will be abnormal wear on the pivot bracket. This is indicated by elongation of the holes in the bracket through which the pin passes (and a heavy knock from the front suspension as the pin rattles from one side of the hole to the other). Given these symptoms, the only safe cure is bracket replacement.

7	AHA5626	£10.30	BRACKET, LH	1	} radiator & front end mounting
	AHA5624	£10.30	BRACKET, RH	1	
8	CZJ587	£75.00	MOUNTING BEAM, front bumper, LH	1	} G-AN6
	CZJ586	£75.00	MOUNTING BEAM, front bumper, RH	1	

**Front Wheel Arches**

10	CZJ433	£204.00	FRONT WHEEL ARCH, LH	1	} G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
	CZJ432	£204.00	FRONT WHEEL ARCH, RH	1	
	CZJ683	£204.00	FRONT WHEEL ARCH, LH	1	
	CZJ682	£204.00	FRONT WHEEL ARCH, RH	1	} G-AN6
11	BMH8013	£59.40	FRONT WHEEL ARCH, LH	1	
	BMH8012	£59.40	FRONT WHEEL ARCH, RH	1	
12	CZJ189	£47.40	TOP PANEL, wheel arch, LH	1	} G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
	CZJ194	£47.40	TOP PANEL, wheel arch, RH	1	
14	AHA5716	£22.20	OUTER SIDE PANEL, w/arch, LH	1	} G-AN6
	AHA5715	£22.20	OUTER SIDE PANEL, w/arch, RH	1	
15	AHA5405	£9.00	CORNER GUSSET, LH, (inside arch)	1	} G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
	AHA5404	£9.00	CORNER GUSSET, RH, (inside arch)	1	
16	CZJ193	£51.00	INNER SIDE PANEL, w/arch, LH	1	} G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
	CZJ192	£51.00	INNER SIDE PANEL, w/arch, RH	1	
	BMH8023	£51.00	INNER SIDE PANEL, wheel arch, LH	1	
	BMH8022	£51.00	INNER SIDE PANEL, wheel arch, RH	1	} G-AN6
17	AHA5403	£51.00	TRIANGULAR WEB, LH (Supporting inner side panel).	1	
	AHA5436	£51.00	TRIANGULAR WEB, RH (Supporting inner side panel).	1	
	BMH8025	£45.00	TRIANGULAR WEB, LH (Supporting inner side panel).	1	} G-AN6
	BMH8024	£45.00	TRIANGULAR WEB, RH (Supporting inner side panel).	1	
18	AHA5466	£3.10	SPLASH PLATE, web to chassis rail, LH	1	} G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
	AHA5465	£3.10	SPLASH PLATE, web to chassis rail, RH	1	

**Splash Shields (Not G-AN6 Models)**

If you have a penchant for noticing such things, you will know from earlier in this catalogue that the design of steering rack fitted changed at the same time as the splash shields itemised below. This is not coincidental, part of the reason for having splash shields was to protect the steering rack gaiters from flying road debris. The earlier shields are deeper to correspond to the lower mounted early type steering rack, while logically the later (shallow) splash shields match the higher position of the later rack.

20	2A5592	£8.60	BRACKET, LH	1	} radiator & splash shield
21	2A5591	£8.60	BRACKET, RH	1	
22	GHF117	£0.30	SCREW, (radiator/radiator cowl mounting)	4	} use if neither heater or fresh air unit are fitted
23	GHF331	£0.38	WASHER, locking	4	
24	WM57	£0.24	WASHER, plain	4	
25	SH604051	£0.30	SCREW, (bracket to wheel arch)	4	

26	GHF331	£0.38	WASHER, locking	4	} use if neither heater or fresh air unit are fitted
27	WM57	£0.24	WASHER, plain	4	
28	CHA225	£65.35	SPLASH SHIELD, LH	1	
29	CHA224	£65.35	SPLASH SHIELD, RH	1	
30	AHA6223	NCA	PLATE, blanking	1	} use if neither heater or fresh air unit are fitted
31	PMZ306	£0.47	SCREW, plate to shield	2	
32	WL700101	£0.25	WASHER, locking	2	
33	GHF206	£0.16	NUT	2	

**Bulkhead & Footwells**

35	AHA8285	£234.00	FOOTWELL, LH	1	} includes footwell outer side panels
	AHA8284	£234.00	FOOTWELL, RH	1	
36	CZJ171	£100.80	FOOTWELL TOP & FRONT, LH	1	} includes footwell outer side panels
	CZJ170	£100.80	FOOTWELL TOP & FRONT, RH	1	
37	2A5551	£14.00	INNER TOE BOARD, LH	1	} includes footwell outer side panels
	2A5550	£14.00	INNER TOE BOARD, RH	1	
38	AHA5622	£33.00	OUTER SIDE PANEL, LH	1	} includes footwell outer side panels
	AHA5620	£33.00	OUTER SIDE PANEL, RH	1	

Note: Having removed a badly rusted outer sill from a Sprite or Midget, the above mentioned outer side panel is often found to be in a similar condition (along with the lower parts of the 'A' post and front wing). In fact where the sill contacts the footwell outer side is usually the starting point for sill corrosion. You may notice, having removed the front wing, that the outer sill forms a wide step here, neatly boxed in at each side by the footwell side and wing, and to the rear by the 'A' post. Over the years, a large amount of 'silt' builds up in here, and the resultant dampness retention causes corrosion to get a foothold in all of the local panel seams and joints.

With the front wing in place, you cannot get a hand into this area to clean it out. Periodically running a hose pipe in through the engine bay and down the hole between the footwell and the wing to try to flush the dirt out through the narrow gaps between the wing, sill and 'A' post is probably as much maintenance as is reasonably possible. If you have just renewed the sills, the use of a wax sealant (such as Waxoyl) in the area will at least give them a fighting chance.

39	BMH8019	£59.40	BATTERY & HEATER SHELF UNIT*	1	} G-AN4, To approx. G-AN5-91407, H-AN9, To approx. H-AN10-86377
40	HMP315001	NCA	BATTERY & HEATER SHELF*	1	
41	HMP415046	£8.20	BRACKET, starter solenoid mounting	1	} To G-AN4-60459, To H-AN9-72040

\*Note: These shelves are supplied without the starter solenoid bracket used on all Sprites & Midgets up to November 1967 (positive earth equipped cars). This bracket will, of course, require careful removal from the old scrap shelf before fitment of the new shelf to a positive earth car, as the bracket is not available as new from BMH.

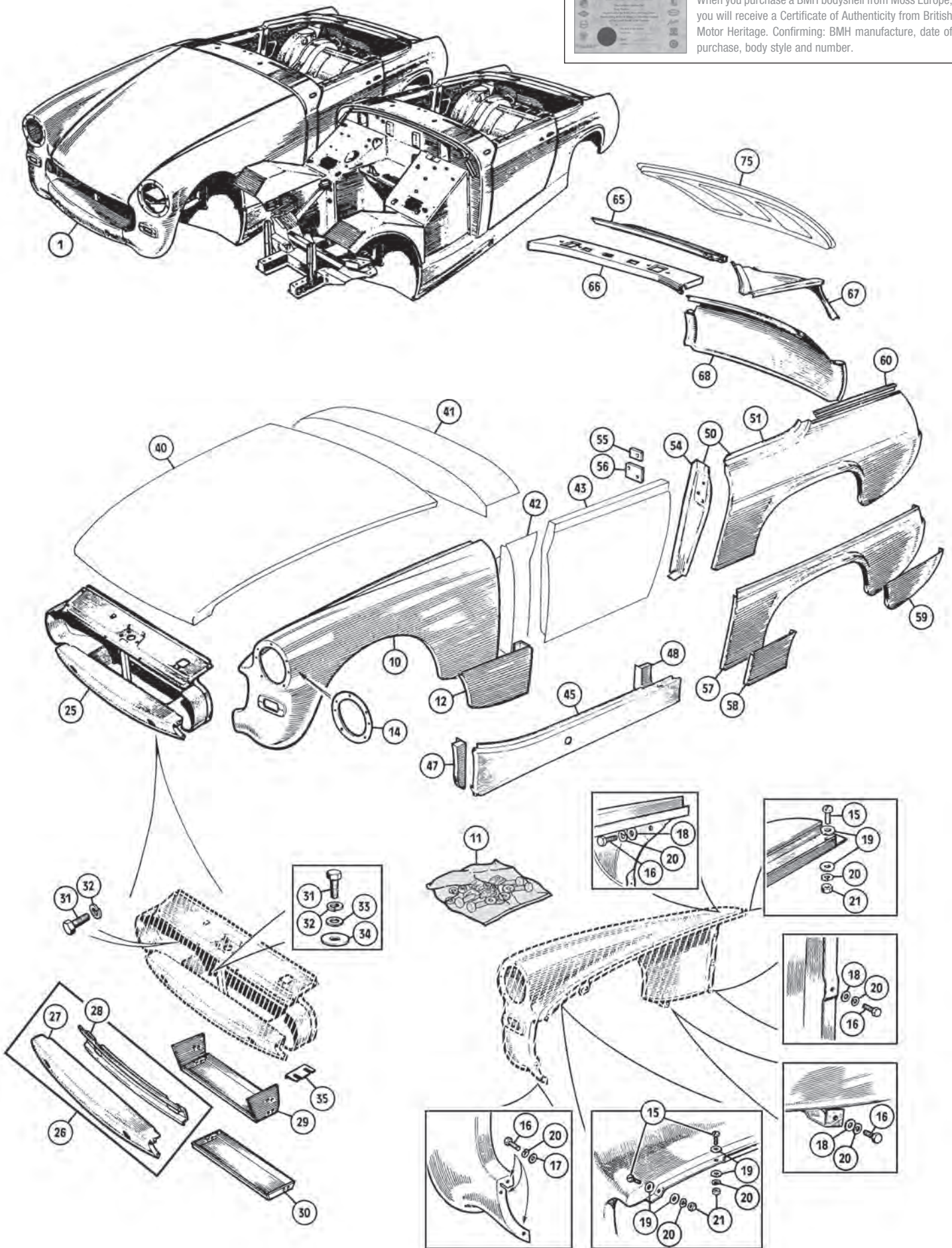
	BMH8010	£59.40	BATTERY & HEATER SHELF UNIT	1	} From approx. G-AN5-91407, G-AN6, From approx. H-AN10-86377, A-AN10
	CZJ174	£27.90	BATTERY & HEATER SHELF	1	

**Shroud & 'A' Posts**

45	AHA8809	£540.00	TOP SHROUD, BULKHEAD & 'A' POST	1	} G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
46	AHA7954	£94.80	TOP SHROUD, chrome bumper	1	
	CZJ724	£94.80	TOP SHROUD, rubber bumper	1	} full height
47	AHA7239	£87.00	'A' POST, LH	1	
	AHA7238	£87.00	'A' POST, RH	1	} full height
48	MS21AL	£27.30	'A' POST, less screen support, LH	1	
	MS21AR	£27.30	'A' POST, less screen support, RH	1	
49	MS20L	£14.70	'A' POST REPAIR, lower, LH	1	} full height
	MS20R	£14.70	'A' POST REPAIR, lower, RH	1	
50	14A4882	£1.75	TAPPED PLATE, door hinge	4	} full height
51	AHA7423	£18.00	EXTENSION, 'A' post to shroud, LH	1	
	AHA7422	£18.00	EXTENSION, 'A' post to shroud, RH	1	
52	AHA7956	£34.80	'A' POST ASSEMBLY, LH	1	} full height
	AHA7955	£34.80	'A' POST ASSEMBLY, RH	1	
53	AHA7958	£34.80	'A' POST COVER, LH	1	} full height
	AHA7957	£34.80	'A' POST COVER, RH	1	
54	MRP23	£9.30	COVER REPAIR, 3/4 height	1	} full height
55	MS19	£4.15	COVER REPAIR, 1/4 height	1	
56	AHA5559	£7.60	FRONT FLANGE, 'A' post cover, LH	1	} full height
	AHA5558	£7.60	FRONT FLANGE, 'A' post cover, RH	1	
57	BMH8110	£8.28	REINFORCEMENT, check strap	2	} G-AN4, To G-AN5-89514, H-AN9, To H-AN10-86302
58	CZJ258	£12.00	REINFORCEMENT (Check strap & courtesy light switch).	2	



**British Motor Heritage Certificate of Authenticity**  
When you purchase a BMH bodyshell from Moss Europe, you will receive a Certificate of Authenticity from British Motor Heritage. Confirming: BMH manufacture, date of purchase, body style and number.





**Body panels - Introduction**

Due in part to the well known and highly successful reintroduction of bodyshell assemblies by British Motor Heritage, a vast range of panel work is now available once more for Sprites & Midgets. The majority of the products laid out over the next few pages are British Motor Heritage produced panels, to Original Equipment (OE) specification. In theory, because of the bodyshell manufacture, any panel should be available. Please enquire about items you cannot find listed here which you feel that you need - it may be possible to supply them as a special order.

**Bodyshells**

Bodyshells service both RHD and LHD vehicles, except for Midget 1500cc shells, which are RHD only. All bodyshells are seam sealed, finished with electrostatic preparation, primer, anti-stone chip preparation (to the relevant areas) & bitumen sound deadening pads.

They are created using nearly 100% original factory tooling and assembly jigs and represent far and away the most economical and accurate method of rejuvenating a car with a badly corroded body. While a small amount of rationalisation of component panels from the different models has taken place (for the sake of cost effectiveness), none of this rationalisation affects either the overall appearance or reassembly procedure of the car - with small exceptions such as filling in the reversing light apertures and changing the door lock mechanisms for a particularly early G-AN4 or H-AN9 model. Sprite and Midget bodyshells may be ordered in two different states of build.

A complete bodyshell includes bonnet, front wings, front end assembly, doors and boot lid. The build will not include peripheral bolt-on sheet metal such as blanking plates, radiator cowling and splash shields.

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	BMH8057	£11,010.00	BODYSHELL ASSEMBLY (With front wings, front end, bonnet, doors & boot lid).	1	G-AN4, H-AN9
	CZJ366	£11,010.00	BODYSHELL ASSEMBLY (With front wings, front end, bonnet, doors & boot lid).	1	To G-AN5-105500, H-AN10, A-AN10
	CZJ83	£11,010.00	BODYSHELL ASSEMBLY (With front wings, front end, bonnet, doors & boot lid).	1	From G-AN5-105501
	CZJ732	£11,010.00	BODYSHELL ASSEMBLY (With front wings, front end, bonnet, doors & boot lid).	1	G-AN6

**Front Wings**

10	AHA5546	£618.00	FRONT WING, LH	1	To G-AN4-66225,
	AHA7393	£618.00	FRONT WING, RH	1	To H-AN9-77590
	CZJ279	£618.00	FRONT WING, LH	1	G-AN4-66226 On,
	CZJ361	£618.00	FRONT WING, RH	1	G-AN5, H-AN9-77591 On, H-AN10, A-AN10
	CZJ595	£618.00	FRONT WING, LH	1	G-AN6
	CZJ594	£618.00	FRONT WING, RH	1	
11	GBK0014	£6.90	FITTING KIT, front wing	2	
12	MS15L	£21.00	REAR, 1/4 REPAIR, LH front wing	1	G-AN4, G-AN5,
	MS15R	£21.00	REAR, 1/4 REPAIR, RH front wing	1	H-AN9, H-AN10, A-AN10
	MS16L	£24.40	REAR, 1/4 REPAIR, LH front wing	1	G-AN6
	MS16R	£24.40	REAR, 1/4 REPAIR, RH front wing	1	
14	CZA81	£18.40	HEADLAMP MOUNTING REPAIR	2	
15	AHA6352	£0.72	SCREW (Wing to bonnet landing panel, bonnet channel on wing to bulkhead).	6	
16	SH604051	£0.30	SCREW (Wing to front valance wing bracket & gusset to footwell side, wing to bulkhead).	16	
17	GHF300	£0.22	WASHER, plain	6	1/2" external diameter
18	WC106041	£0.47	WASHER, plain	10	7/8" external diameter
19	WM57	£0.24	WASHER, plain	12	3/4" external diameter
20	GHF331	£0.38	WASHER, locking	22	
21	GHF200	£0.22	NUT	6	

**Front End Assembly**

25	AHA5549	£346.80	FRONT END ASSEMBLY	1	G-AN4, G-AN5,
	AHA5549Z	NCA	FRONT END ASSEMBLY, aftermarket	1	H-AN9, H-AN10, A-AN10
	CZJ565	£346.80	FRONT END ASSEMBLY	1	G-AN6
	CZJ565Z	NCA	FRONT END ASSEMBLY, aftermarket	1	
26	BMH8027	£156.00	FRONT VALANCE, skin & stiffener	1	G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
	MS9	£125.00	FRONT VALANCE, skin & stiffener	1	G-AN6
27	BMH8026	£90.00	OUTER SKIN, front valance	1	G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
	MS8	£89.30	OUTER SKIN, front valance	1	G-AN6
28	MS10A	£14.40	STIFFENER, front valance	1	
29	MS42	£20.40	MOUNTING TRAY, with sides	1	
30	MS41	£5.70	MOUNTING TRAY	1	
31	GHF117	£0.30	SCREW (Front end to chassis rail & radiator mounting bracket).	10	
32	GHF331	£0.38	WASHER, locking	10	

33	WM57	£0.24	WASHER, plain	4	
34	GHF300	£0.22	WASHER, plain	4	
35	AHA5642	NCA	SHIM, (front end to chassis rails)	a/r	use maximum of 4
40		NCA	BONNET		see page 218
41		NCA	TOP SHROUD, ('scuttle')		see page 213
42		NCA	'A' POST		see page 213
43		NCA	DOOR		see page 221

**Outer Sills**

Note: Inner sills are listed on page 224. Other components which are likely to be required during sill replacement are floor pan repairs (also on page 224), the filler pieces and rear wing front quarter repairs listed below. 'A' posts (or 'A' post repair panels) and footwell outer side panels which are also detailed on page 224. This sounds to be quite a shopping list, but you should consider that to fit a sill correctly (i.e. to gain access to some of the areas which must be welded) the front wing has to be removed together with the front lower corner of the rear wing. Be prepared to have to deal with extra, inevitable, corrosion damage which will only come to light when you have taken the wings out of the way.

45	AHA5553	£69.00	OUTER SILL, LH, (original)	1	G-AN4, G-AN5,
	AHA5552	£69.00	OUTER SILL, RH, (original)	1	To G-AN6-157671,
	MS37R	£52.60	OUTER SILL, RH, (aftermarket)	1	H-AN9, H-AN10, A-AN10
	MS37L	£52.60	OUTER SILL, LH, (aftermarket)	1	one jacking hole
	CZJ695	£75.00	OUTER SILL, LH, (original)	1	From G-AN6-157672
	CZJ694	£75.00	OUTER SILL, RH, (original)	1	two jacking holes
	MS39L	£52.60	OUTER SILL, LH, (aftermarket)	1	
	MS39R	£52.60	OUTER SILL, RH, (aftermarket)	1	
47	14A4620	£13.80	END CAP, FRONT, RH, (original)	1	
	14A4621	£13.80	END CAP, FRONT, LH, (original)	1	
	14A4620Z	£2.50	END CAP, FRONT, RH, (aftermarket)	1	
	14A4621Z	£2.50	END CAP, FRONT, LH, (aftermarket)	1	
48	14A4623	£13.80	END CAP, REAR, RH, (original)	1	
	14A4624	£13.80	END CAP, REAR, LH, (original)	1	
	14A4623Z	£2.95	END CAP, REAR, RH, (aftermarket)	1	
	14A4624Z	£2.95	END CAP, REAR, LH, (aftermarket)	1	

**Rear Wings**

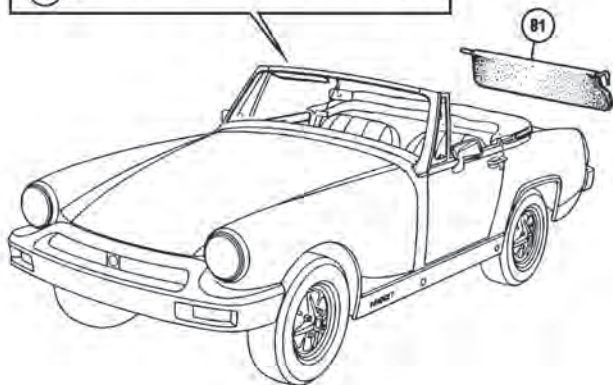
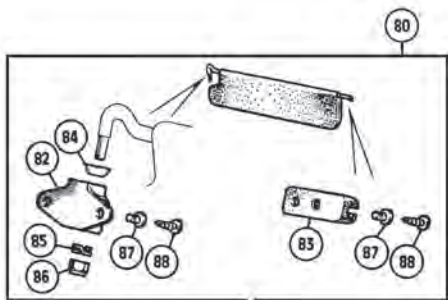
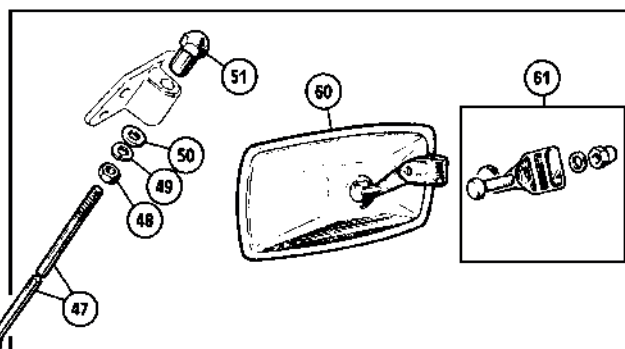
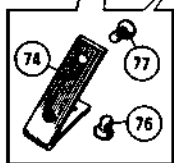
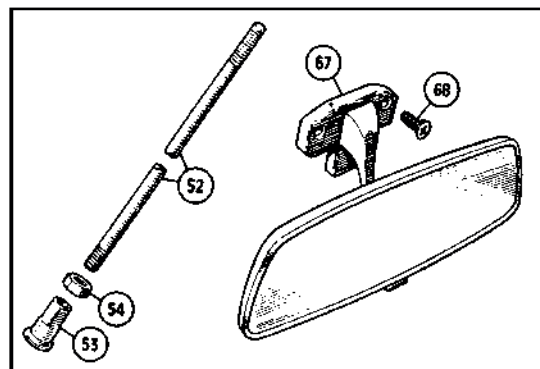
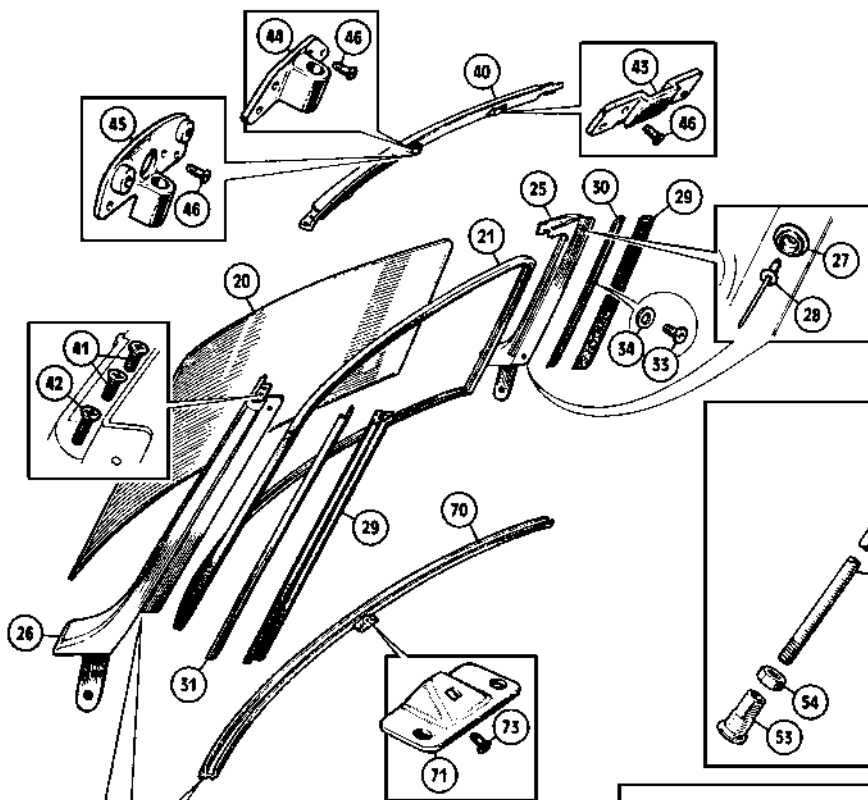
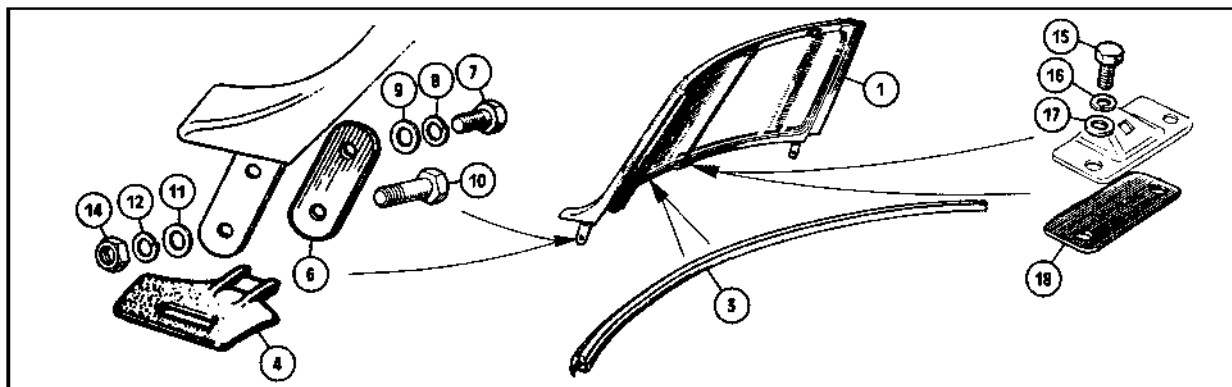
50	CZJ221	£375.00	REAR WING, LH	1	G-AN4, To G-AN5-105500,
	CZJ220	£375.00	REAR WING, RH	1	H-AN9, H-AN10, A-AN10
51	CZJ221A	£354.00	REAR WING, (less 'B' post), LH	1	(square wheel arch,
	CZJ220A	£354.00	REAR WING, (less 'B' post), RH	1	chrome bumper)
	CZJ409	£375.00	REAR WING, LH	1	G-AN5-105501 On (round
	CZJ408	£375.00	REAR WING, RH	1	arch, chrome bumper)
	CZJ591	£375.00	REAR WING, LH	1	G-AN6 (square wheel arch,
	CZJ590	£375.00	REAR WING, RH	1	rubber bumper)
54	AHA7230	£31.80	'B' POST, LH	1	
	AHA7229	£31.80	'B' POST, RH	1	
55	AHA7085	£4.00	PLATE, tapped, upper	2	latch striker
56	AHA7084	£4.60	PLATE, tapped, lower	2	
57	MS28R	£168.00	REPAIR SECTION, rear wing, RH	1	lower 1/2
	MS28L	£168.00	REPAIR SECTION, rear wing, LH	1	
58	MS30R	£20.40	REPAIR SECTION, rear wing, RH	1	front 1/4
	MS30L	£20.40	REPAIR SECTION, rear wing, LH	1	
59	MS29R	£39.60	REPAIR SECTION, rear wing, RH	1	rear 1/4
	MS29L	£39.60	REPAIR SECTION, rear wing, LH	1	
60	AHA8025	£17.40	BEADING, wing to rear shroud	2	

**Rear Shroud**

65	AHA8022	£35.40	REAR DECK	1	
66	AHA8017	£90.00	STIFFENER, rear deck	1	
67	AHA8024	£118.80	REAR SHROUD SIDE, LH	1	
	AHA8023	£118.80	REAR SHROUD SIDE, RH	1	
68	AHA5750	NCA	REAR PANEL (Full width chrome bumper no reversing lights).	1	To G-AN4-58111, To H-AN9-70267
	AHA8506	NCA	REAR PANEL (Full width chrome bumper with reversing lights).	1	From G-AN4-58112, From H-AN9-70268

Note: Original rear panels for the early chrome bumper cars are no longer available. We now offer an alternative rear panel from Heritage to suit earlier applications. These come without any holes for the reverse lights.

	BMH8502	£138.00	REAR PANEL, no holes	1	
	CZJ70	£138.00	REAR PANEL, (chrome quarter bumpers)	1	G-AN5, H-AN10, A-AN10
	CZJ598	£138.00	REAR PANEL, (rubber bumpers)	1	G-AN6
75		NCA	BOOT LID		see page 226



**Windscreen, Glass & Fittings**

For 1970 the windscreen frame was finished (unsuccessfully) in a black epoxy coating instead of the usual satin silver finish. Black was dropped just under 3000 cars later and satin silver windscreen frames were then fitted right up to the end of the model's production. Given that only a handful of those 3000 cars still exist, it would seem most unlikely that the black components will ever be remade for them (and that's the only place in this catalogue where you will find acknowledgement that the product will never be available again!).

The centre rod, its brackets and the type of mirror it supports all changed in 1970. Other than that, the only major windscreen assembly changes were for different market places: LHD cars had laminated glass rather than toughened, North American models also having sun visors (although this catalogue does not cover North American cars, sun visor components have been included for the benefit of customers who may wish to fit them). It seems unbelievable that at one time or another, ten different windscreens were used. This has been rationalised to four satin silver finished assemblies or frame kits, which will service all of the cars covered in this catalogue.

Please note that where a windscreen pillar or top rail is described as being 'for sun visor fitment' it means that it is drilled appropriately to enable the brackets to be attached.

**Windscreen & Fitting Components**

Ill.	Part Number	Price Eea.	Description	Req.	Details
1	CHA703	NCA	WINDSCREEN ASSEMBLY	1	
Note: Complete windscreen assemblies are no longer available.					
3	AHA7698	£11.50	SEAL, windscreen to body	1	
4	AHA7094	£8.90	SEAL, windscreen pillar to body, LH	1	
	AHA7093	£8.90	SEAL, windscreen pillar to body, RH	1	
6	AHA7086	£2.50	SHIM, pillar leg to 'A' post	a/r	
7	SH506091	£1.96	SCREW, pillar leg to 'A' post, (upper)	2	
8	GHF333	£0.30	WASHER, locking	2	
9	PWZ306	£0.47	WASHER, plain	2	
10	BH606111	£1.39	BOLT, pillar leg to 'A' post, (lower)	2	
11	PWZ306	£0.47	WASHER, plain	2	
12	GHF333	£0.30	WASHER, locking	2	
14	GHF202	£0.22	NUT, pillar leg to 'A' post, (lower)	2	
15	HPP408	£1.80	SCREW, centre rod bracket to body	2	
16	GHF331	£0.38	WASHER, locking	2	
17	PWP104	£0.77	WASHER, plain	2	
18	AHA7779	£1.31	SHIM, centre rod bracket to body	a/r	

**Windscreen Glass**

North American models were supplied with a laminated windscreen, while other markets received cars with toughened glass. A laminated windscreen, as its name suggests, is of composite layered construction and while it may crack as a result of a heavy impact, it will not shatter. When under attack from errant road stones, it will usually only sustain small chip damage. The result is that unless it is subjected to a particularly violent blow, you will still have a windscreen to see through. Be aware though that some specific minor forms of damage to a laminated windscreen will still fail the vehicle's roadworthiness test ('MOT' in the UK).

A windscreen made from toughened glass breaks more easily than a laminated item (which is more likely to chip). When it breaks, it is designed to shatter into tiny, relatively harmless particles. Replacing a Sprite/Midget windscreen glass is not an easy task (some windscreen fitting companies refuse to work on Sprites & Midgets). If you have no choice and the windscreen must be replaced, ensure that any other dubious components, such as seals and the frame assembly screws, are renewed at the same time. You only want to do the job once, and a windscreen you've just struggled to reassemble which promptly develops a leak is extremely frustrating (wherever you put your hands on the steering wheel, the drips always land on them and run up your arms!).

Also give careful consideration as to which type of glass you are going to use. If you have already dismantled your windscreen frame, you will be aware of how difficult it can be to remove the assembly screws. Often they have to be drilled out and the holes retapped. Insurance for the future, if you should be so unlucky as to have to do the job again, apply anti seize compound or copper grease to the threads of the new screws before fitting them.

20	AHA8008	£73.10	WINDSCREEN GLASS, laminated	1	clear
	AHA8008OE	£489.60	WINDSCREEN GLASS, laminated, Triplex	1	clear
	AHA8008T	£78.00	WINDSCREEN GLASS, laminated	1	tinted
	AHA8008H	£315.30	WINDSCREEN GLASS, laminated	1	heated

Note: Special shipping applies to all windscreens. Please see page 02 for more information.

21	88G455	£25.20	GLAZING SEAL	1	
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**Windscreen Pillars**

25	AHA7063	NCA	PILLAR, RH	1	not for
26	AHA7064	NCA	PILLAR, LH	1	sun visor fitment
	AHA8559	NCA	PILLAR, RH	1	for sun visor fitment
	AHA8560	NCA	PILLAR, LH	1	
27	610624	£0.62	STUD, hood or tonneau attachment	4	
28	AHA7796	NCA	RIVET, stud to pillar	4	

29	AHA7092	£4.30	SEAL, pillar to quarter light	2	G-AN4, G-AN5,
30	AHA7080	NCA	RETAINER, seal to pillar, RH	1	To G-AN6-201652,
31	AHA7081	NCA	RETAINER, seal to pillar, LH	1	H-AN9, H-AN10, A-AN10
	CHA668	£5.70	SEAL, pillar to quarter light	2	From
	CHA667	NCA	RETAINER, seal to pillar	2	G-AN6-201653
33	AHH7138	NCA	RIVET, seal & retainer to pillar	12	
34	PWZ202	£0.23	WASHER, plain	12	

**Top Rails, Centre Rods & Mirrors**

40	AHA7065	NCA	TOP RAIL, not for sun visor fitment	1	G-AN4, H-AN9
	AHA8479	NCA	TOP RAIL, not for sun visor fitment	1	G-AN5, G-AN6,
	AHA9683	NCA	TOP RAIL, for sun visor fitment	1	H-AN10, A-AN10 (breakaway mirror)
41	CMP308	£1.00	SCREW, top rail to pillar, (inner)	4	
42	CMP310	£0.77	SCREW, top rail to pillar, (outer)	2	
43	AHA8483	£8.10	BRACKET, hood fastening, (original)	2	
44	AHH6390	NCA	BRACKET, centre rod, (upper)	1	G-AN4, H-AN9
45	BHA4963	NCA	BRACKET, centre rod & mirror, (upper)	1	G-AN5, G-AN6, H-AN10, A-AN10
46	AHH7138	NCA	RIVET, brackets to top rail	12	
47	AHA7061	£5.30	CENTRE ROD, chrome	1	
48	FNP103	£0.72	NUT, locking centre rod	1	
49	WL700101	£0.25	WASHER, locking	1	G-AN4, H-AN9
50	PWP203	£0.98	WASHER, plain	1	
51	AHH6495	£2.40	NUT, domed	1	
52	AHA8561	£2.95	CENTRE ROD, silver painted	1	
53	AHH8749	£0.94	NIPPLE, lower	1	G-AN5, G-AN6,
54	FNP103	£0.72	NUT, locking	1	H-AN10, A-AN10
60	BHA4806	£21.80	INTERIOR MIRROR, metal	1	
61	AHH6940	NCA	STEM, interior mirror	1	

Note: There were two types of rear view mirrors that mounted to the centre rod used on G-AN4 and H-AN9 models. We are only able to supply the metal type (Part No BHA4806), this is as original with a gold painted backing and chrome stem.

67	BHA4960	£44.40	INTERIOR MIRROR	1	G-AN5, G-AN6,
68	RMZ308	£0.60	SCREW, mirror to centre rod bracket	2	H-AN10, A-AN10

**Bottom Rails**

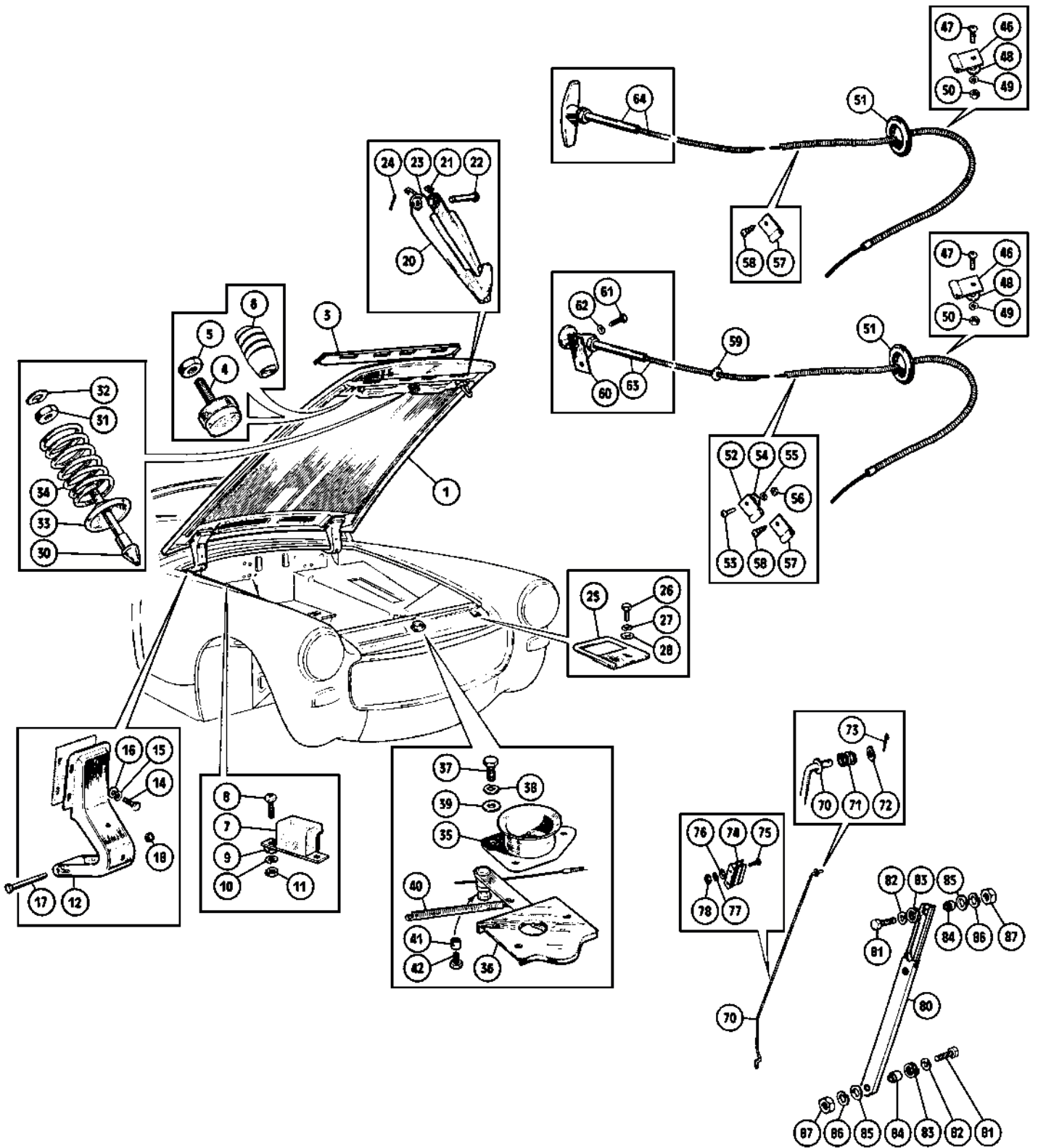
70	AHA7067	NCA	BOTTOM RAIL	1	G-AN4, H-AN9
71	AHA8486	NCA	BRACKET, centre rod, (lower)	1	
	AHA9687	NCA	BOTTOM RAIL	1	G-AN5, G-AN6,
	AHA8486	NCA	BRACKET, centre rod, (lower)	1	H-AN10, A-AN10
73	AHH7138	NCA	RIVET, (bracket to bottom rail)	2	
74	AHA7071SET	NCA	REINFORCEMENT, lower frame set	1	
76	CMZ305	£0.66	SCREW, bottom rail to reinforcement	4	
77	CMZ307	£0.47	SCREW, pillar to reinforcement	4	

**Sun Visors & Fittings**

80	GAC4020	£59.45	SUN VISOR KIT	1	European spec
81	CHA709	£22.50	SUN VISOR, RH	1	
	CHA710	£22.50	SUN VISOR, LH	1	
	CHA64	NCA	SUN VISOR, RH	1	USA spec
	CHA65	£18.00	SUN VISOR, LH	1	
82	CHA708	£7.50	PIVOT BRACKET, on pillar	2	European spec
	AHH8758	NCA	PIVOT BRACKET, on pillar	2	USA spec
83	AHH9838	£1.02	STAY BRACKET, on top rail	2	
84	AHH8799	£0.30	WASHER, spherical	2	
85	AJD7721	£0.41	WASHER, Thackery	2	
86	GHF220	£0.22	NUT, nyloc	2	
87	AHH7138	NCA	RIVET, bracket to windscreen frame*	8	
88	GHF422	£0.47	SCREW, alternative to rivet**	8	

\*Note: 'Pop' rivets are the original hardware to hold the brackets, but unless you have the right shaped rivet gun, fitting them may become a nightmare. It is difficult to apply them tightly and even more difficult to drill them out again when they go wrong! It hardly needs saying, but - be careful when drilling holes in the windscreen frame to take the brackets (replacing the glass is not at all easy).

\*\*Note: The original 'Pop' rivets are NCA. The screw, GHF422, should be used as an alternative. Our sun visor kit, GAC4020, comes with the screws as standard.



**Bonnet & Fittings**

**Bonnet**

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	CZJ380	£660.00	BONNET*	1	G-AN4, G-AN5, To G-AN6-183739, H-AN9, H-AN10, A-AN10 From G-AN6-183740
	MS56	NCA	BONNET, aftermarket	1	
	CZJ704	£660.00	BONNET*	1	
3	MS12A	NCA	FRONT REPAIR, bonnet, (inner)	1	
*Note: There are two main differences between the two bonnet assemblies. CZJ380 has been manufactured as a semi-universal component and as such will fit all Sprites & Midgets up until half way through the Midget 1500cc production. It includes provision to fit all three styles of bonnet stay: Left hand mounted stay rod (used on models earlier than those detailed in this catalogue), right hand mounted stay rod and right hand mounted telescopic stay. It will, however, only accept the early style of front corner buffers (item number 4). The bonnet intended for later Midget 1500's, CZJ704, includes the bracket to fit the telescopic stay only. The later style of front corner buffer (illustration no. 6) must be used on this bonnet.					
4	AHA5654	£4.30	BUFFER, front corner	2	G-AN4, G-AN5, To G-AN6-183739, H-AN9, H-AN10, A-AN10 From G-AN6-183740
5	NT605041	£0.30	NUT, locking	2	
6	AAU5486A	NCA	BUFFER, front corner	2	
7	AHA5674	£3.30	BUFFER, side	2	
8	PMZ308	£0.30	SCREW	4	buffer to wing drainage channel
9	GHF306	£0.30	WASHER, plain	4	
10	WL700101	£0.25	WASHER, locking	4	
11	GHF206	£0.16	NUT	4	
12	14A4684	£51.00	HINGE, bonnet	2	
14	SH604051	£0.30	SCREW, hinge to bonnet	8	
15	GHF331	£0.38	WASHER, locking	8	
16	GHF300	£0.22	WASHER, plain	8	
17	BH605241	£1.31	BOLT, hinge to bulkhead	2	
18	GHF242	£1.57	NUT, nyloc	2	

**Safety Catch**

20	4B8644	£16.50	HOOK, safety catch	1	
21	4B8646	£3.20	SPRING, hook return	1	
22	CLZ316	£1.21	CLEVIS PIN	1	
23	4B8768	NCA	DISTANCE PIECE	1	
24	GHF500	£0.22	SPLIT PIN	1	
25	AHA5617	£4.00	BRACKET, safety catch	1	
	AHA5617SS	£13.60	BRACKET, safety catch	1	stainless steel
26	53K126	£0.60	SCREW	2	bracket to bonnet landing panel
27	WL700101	£0.25	WASHER, locking	2	
28	GHF306	£0.30	WASHER, plain	2	

**Bonnet Lock**

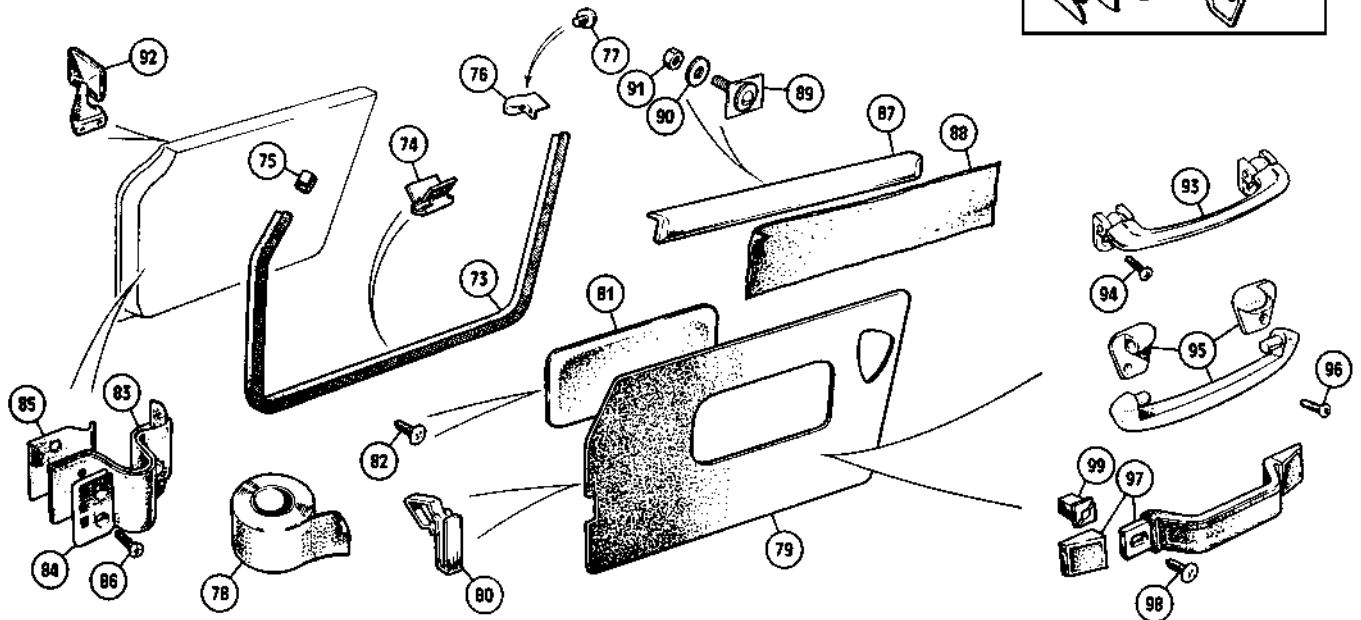
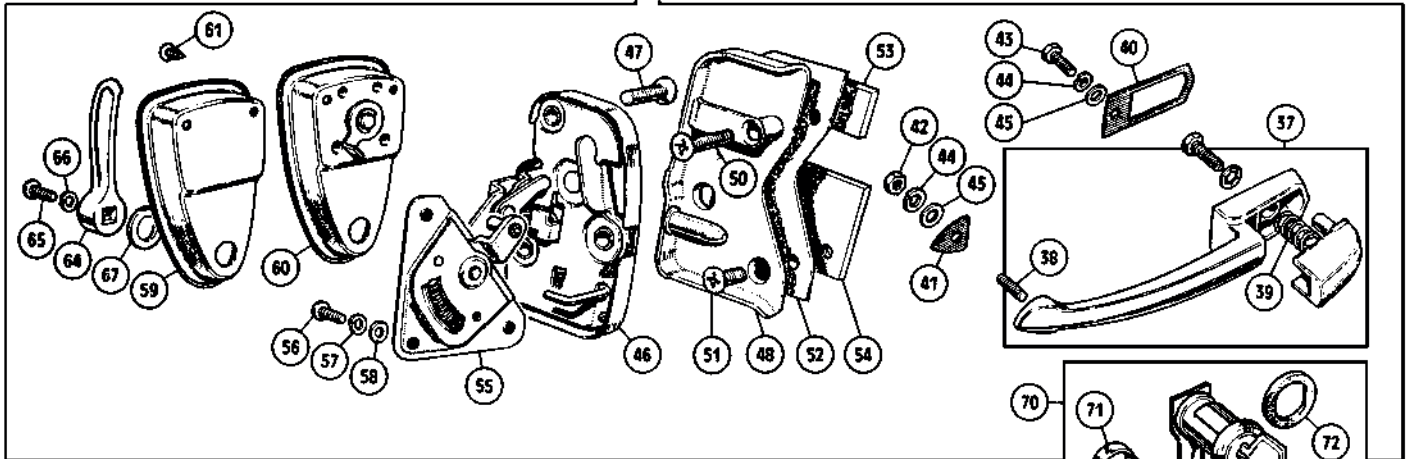
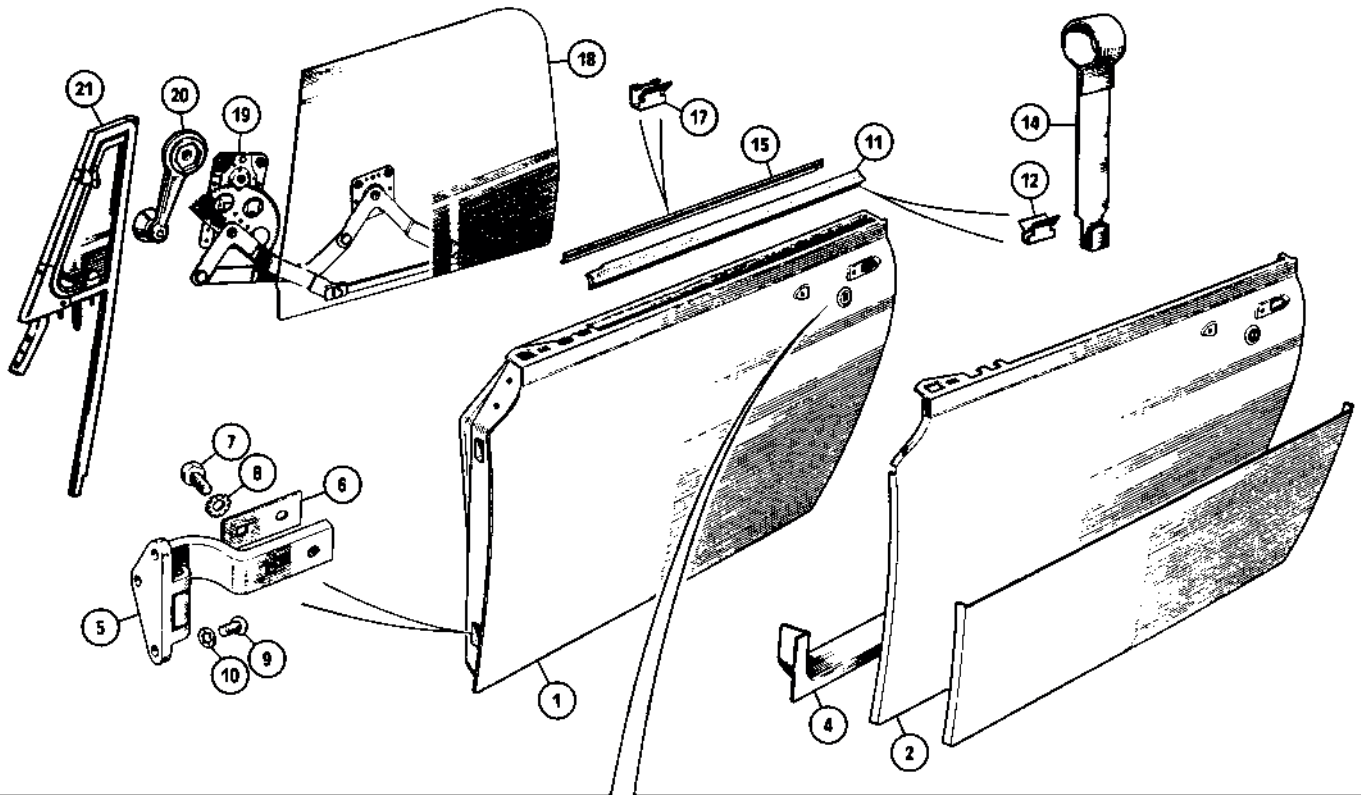
Two types of bonnet release cable were used on Spites & Midgets. Until 1978, the cable was fitted with a round knob and was routed through the left hand footwell. It was secured to a bracket on the inner side panel of the footwell, just above the position where the parcel shelf would be on right hand steering cars. Post-1978 Midgets were fitted with a 'T' handled cable which ran along the other side (the engine side, not the cockpit side) of the left hand footwell inner side panel. The knob was located in a hole on the outward facing trim panel (incidentally known as the 'front engine liner') under the centre of the fascia.

30	14G2444	£5.70	PIN, bonnet locking	1	
31	NT606041	£0.60	NUT, locking pin	1	
32	GHF333	£0.30	WASHER, locking	1	
33	4G3676	£5.90	THIMBLE, pin	1	
34	4G1588	£5.00	SPRING, bonnet lock	1	
35	AHA5543	£13.06	CUP, locating	1	
	AHA5543SS	£13.80	CUP, locating	1	stainless steel
36	4G3035	£51.00	CATCH PLATE	1	
37	SH604051	£0.30	SCREW, cup & plate to landing panel	3	
38	GHF331	£0.38	WASHER, locking	3	
39	GHF300	£0.22	WASHER, plain	3	
40	4G2494	£3.10	SPRING, catch return	1	
41	24G1052K	£2.40	TRUNNION, bonnet release cable	1	
42	53K1016	£0.64	SCREW, trunnion	1	
46	PCR307	£1.25	CLIP, underside of landing panel	1	
47	PMZ308	£0.30	SCREW, clip to landing panel	1	
48	GHF306	£0.30	WASHER, plain	1	
49	WL700101	£0.25	WASHER, locking	1	
50	GHF206	£0.16	NUT	1	
51	600395	£1.60	GROMMET, mud shield	1	
52	PCR307	£1.25	CLIP, LH inner wheel arch	1	
53	PMZ308	£0.30	SCREW, clip to wheel arch	1	G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
54	GHF306	£0.30	WASHER, plain	1	
55	WL700101	£0.25	WASHER, locking	1	
56	GHF206	£0.16	NUT	1	

57	PCR307	£1.25	CLIP, LH bumper beam	1	G-AN6
58	GHF425	£0.22	SCREW, cable to beam	1	
59	RF103	£2.40	GROMMET, LH toe board	1	
60	AHA5517	£7.80	BRACKET, cable to footwell side	1	G-AN4, G-AN5, To G-AN6-212000,
61	PMZ306	£0.47	SCREW, bracket to footwell side	2	
62	WL700101	£0.25	WASHER, locking	2	H-AN9, H-AN10, A-AN10
63	AHA5653	NCA	CABLE, bonnet release, (round knob)	1	
64	CHA460	£12.70	CABLE, bonnet release, ('T' handle)	1	From G-AN6-212001

**Bonnet Stay**

70	AHA7640	£16.40	STAY ROD, bonnet	1	G-AN4, To G-AN5-89500, H-AN9, To H-AN10-86300
71	AAA2398	NCA	SPRING, anti rattle	1	
72	GHF301	£0.24	WASHER, plain	1	
73	GHF502	£0.22	SPLIT PIN	1	
74	AHH5460	£3.80	CLIP, stay rod stowage	1	
75	PMZ306	£0.47	SCREW, clip to bonnet	2	
76	GHF306	£0.30	WASHER, plain	2	
77	WL700101	£0.25	WASHER, locking	2	
78	GHF206	£0.16	NUT	2	
80	AHA9717	£29.50	TELESCOPIC STAY, bonnet, LHD	1	From G-AN5-89501, G-AN6, From H-AN10-86301, A-AN10
	AHA9717X	NCA	TELESCOPIC STAY, bonnet, RHD	1	
81	SH604071	£0.72	SCREW, stay to bonnet and wing	2	
82	GHF300	£0.22	WASHER, plain	2	
83	WS600061	£1.96	WASHER, thackery	2	
84	12H1062	£0.66	SPACER	2	
85	GHF302	£1.00	WASHER, plain	2	
86	GHF331	£0.38	WASHER, locking	2	
87	GHF200	£0.22	NUT	2	



Doors, Door Panels & Fittings

Door Assembly

ill.	Part Number	Price Eea.	Description	Req.	Details
	AHA8519	NCA	DOOR, LH	1	To G-AN4-60459,
	AHA8518	NCA	DOOR, RH	1	To H-AN9-72040
1	BMH8001	£274.80	DOOR, LH	1	From G-AN4-60460, G-AN5
	BMH8000	£274.80	DOOR, RH	1	G-AN6, From H-AN9-72041, H-AN10, A-AN10
2	CZJ708	£84.00	OUTER SKIN, door, LH	1	
	CZJ707	£84.00	OUTER SKIN, door, RH	1	
4	MS43L	£26.20	LOWER REPAIR, door frame, LH	1	
	MS43R	£26.20	LOWER REPAIR, door frame, RH	1	
5	AHA7428	£70.80	HINGE, door	4	
6	AHA7429	NCA	PLATE, hinge	4	
7	SH605051	£1.00	SCREW, hinge to door	8	
8	WE600051	£0.53	WASHER, shakeproof	8	
9	SE604041	£0.47	SCREW, hinge to 'A' post	12	
10	GHF321	£0.22	WASHER, shakeproof	12	
11	AHA7635	£6.00	WEATHER STRIP, door, outer, LH	1	
	AHA7634	£6.00	WEATHER STRIP, door, outer, RH	1	
12	GHF1560	£0.36	CLIP, outer weather strip to door	14	
14	GAC9994X	£30.60	HOOKED TOOL, clip fitting	1	
15	AHA7720	£5.30	WEATHER STRIP, door, inner, LH	1	
	AHA7719	£5.30	WEATHER STRIP, door, inner, RH	1	
17	AHA7838	£0.86	CLIP, inner weather strip to door	12	
18		NCA	DROP GLASS		See page 222 (‘Door Glass & Qtr Lights’)
19		NCA	REGULATOR, drop glass		
20		NCA	HANDLE, regulator		
21		NCA	QUARTER LIGHT		

Door Lock & Latch

37	AHA7157	NCA	DOOR HANDLE, exterior	2	To G-AN4-60459, To H-AN9-72040
	AHA8530	£39.96	DOOR HANDLE, exterior	2	From G-AN4-60460, G-AN5, G-AN6, From H-AN9-72041, H-AN10, A-AN10
38	27H9510	NCA	STUD, handle to door	2	
39	27H9509	NCA	SPRING, button return	2	
40	617403	£0.53	GASKET, handle to door, (rear)	2	
41	617402	£0.53	GASKET, handle to door, (front)	2	
42	GHF206	£0.16	NUT, handle to door	2	
43	53K126	£0.60	SCREW, handle to door	2	
44	WL700101	£0.25	WASHER, locking	4	
45	GHF306	£0.30	WASHER, plain	4	
46	AHA7033	NCA	LATCH, RH	1	To G-AN4-60459,
	AHA7034	NCA	LATCH, LH	1	To H-AN9-72040
	AHA9173	NCA	LATCH, RH	1	From G-AN4-60460,
	AHA9174	NCA	LATCH, LH	1	G-AN5, G-AN6, From H-AN9-72041, H-AN10, A-AN10
47	SF604081	£0.53	SCREW, latch to door	6	
48	AHA7035	NCA	STRIKER PLATE, RH	1	To G-AN4-60459,
	AHA7036	NCA	STRIKER PLATE, LH	1	To H-AN9-72040
	CZA3310	£20.76	STRIKER PLATE, RH	1	From G-AN4-60460,
	CZA3311	£20.76	STRIKER PLATE, LH	1	G-AN5, G-AN6, From H-AN9-72041, H-AN10, A-AN10
50	AHH9239	£0.83	SCREW, long	2	striker plate to
51	SF604051	£0.30	SCREW, short	4	'B' post
52	BHH341	£1.31	SHIM, (0.064")	a/r	striker plate to
	BHH342	£1.04	SHIM, (0.032")	a/r	'B' post
	ZKC6167	NCA	SHIM, (0.010")	a/r	'B' post
53	AHA7085	£4.00	PLATE, tapped, upper, (in 'B' post)	2	
54	AHH8589	£2.50	PLATE, tapped, lower, (in 'B' post)	2	
55	AHA7145	NCA	REMOTE CONTROL, latch, LH	1	
	AHA7144	NCA	REMOTE CONTROL, latch, RH	1	
56	PMZ308	£0.30	SCREW, (remote control to door)	6	
57	WL700101	£0.25	WASHER, locking	6	
58	GHF306	£0.30	WASHER, plain	6	
59	AHA7140	NCA	ESCUTCHEON, non-locking* (Driver's side).	1	To G-AN4-56714, To H-AN9-69048
60	AHA7040	NCA	ESCUTCHEON, locking, RH*	a/r	
	AHA7041	NCA	ESCUTCHEON, locking, LH*	a/r	

\*Note: To G-AN4-56714 & H-AN9-69048, only the passenger's side escutcheon (i.e. the LH door escutcheon on RHD cars and vice versa) included a lock. After that, both escutcheons included locking levers so that both doors could be locked from inside the car.

	HMP215072	NCA	ESCUTCHEON, locking type, (bare)	a/r	does not include lever
61	AB604023	£0.53	SCREW, escutcheon to door	2	

	AHA7037	£21.00	HANDLE, remote control	2	To G-AN4-60459,
	54K205	£1.39	SCREW, handle to remote control	2	To H-AN9-72040
64	AHA7037	£21.00	HANDLE, remote control	2	From G-AN4-60460,
65	PMZ308	£0.30	SCREW, handle to remote control	2	G-AN5, G-AN6, From H-AN9-72041, H-AN10, A-AN10
66	WL700101	£0.25	WASHER, locking	2	
67	AHA7377	NCA	WASHER, bearing	2	
70	AHA8531	£31.80	LOCK & TWO KEYS, RH	1	
	AHA8532	£31.80	LOCK & TWO KEYS, LH	1	
71	37H3387	NCA	CLASP, lock to door	2	
72	BHH972G	£0.66	GASKET, lock to door	2	
	AHA6357C	£94.56	LOCK SET, car	1	

Or alternatively just as a matched pair of door locks:

	AHA8531P	£54.72	PERSONAL LOCK SET	1	with two keys
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Or even as a matched pair of door locks with special security barrels & keys:

	BHH973S	£79.60	SECURITY PERSONAL LOCK SET	1	with two keys
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Door Trim & Fittings

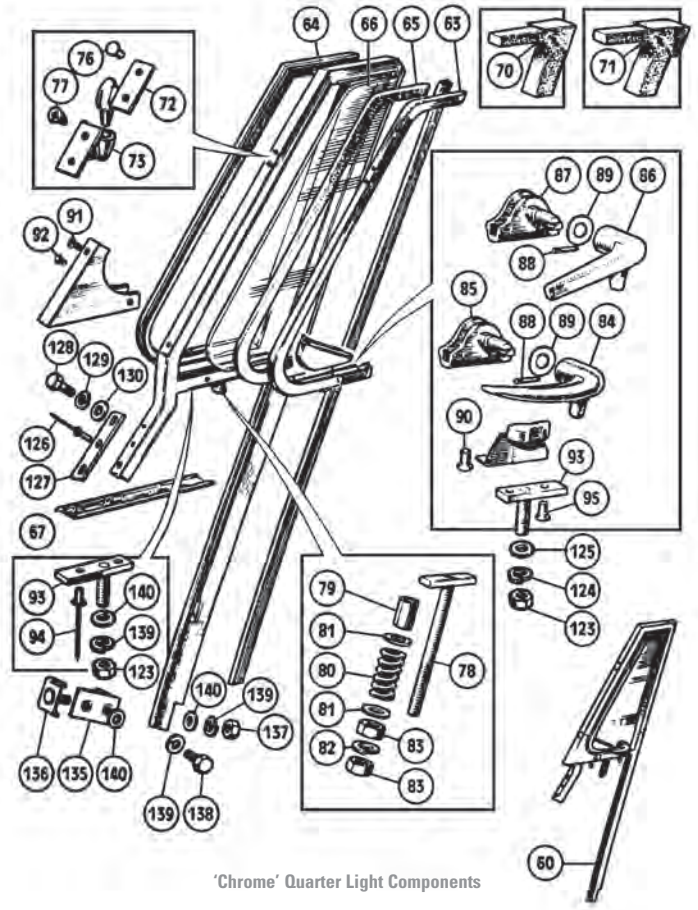
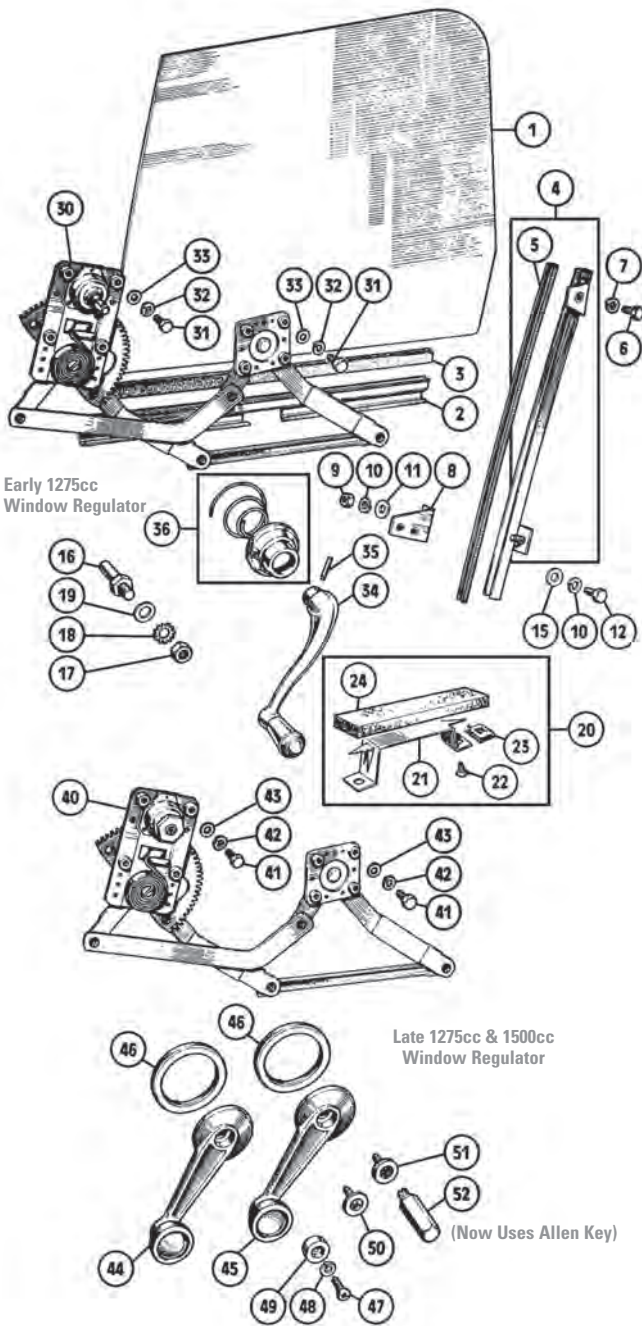
73		NCA	DRAUGHT EXCLUDER		see page 208
74	ADH3809	£0.55	CLIP, draught excluder	a/r	
75	AHB9656	£1.60	FINISHER, draught excluder, front	2	
76	AHA8162	£10.30	FINISHER, draught excluder, rear, RH	1	
	AHA8163	£10.30	FINISHER, draught excluder, rear, LH	1	
77	AB606043	£0.60	SCREW, rear finisher to 'B' post	4	
78	GWS219	NCA	SEALING TAPE, door apertures*	a/r	60 metre roll x 4 1/2" wide

\*Note: Several methods are used by motor manufacturers to attempt to prevent ingress of dampness into the passenger compartment, once it has found its way into the door shell. When the vehicle involved is a convertible, this may seem a little like King Canute ordering the tide to go out. However you can at least prolong the life of your new door trim panels (which are backed by water absorbing, easily distorting hardboard) if you insulate them from the dampness in the door shells by covering the door frame apertures with sealing tape (commonly known as 'duct tape').

79		NCA	TRIM PANEL, (liner), door		see page 208
80	GHF1232	£0.50	CLIP, liner to door	18	
81	AHA7434	NCA	INNER PANEL, door trim, RH	1	G-AN4, H-AN9
	AHA7435	NCA	INNER PANEL, door trim, LH	1	
82	AB606033	£0.60	SCREW, inner panel to door	4	
83		NCA	CHECK STRAP, door		see page 208
84	14A764	£2.00	RETAINER, check strap	2	
85	14A6745	£2.40	BRACKET, check strap	2	
86	RMZ316	£0.55	SCREW, check strap to footwell side	4	
87	AHA7412	NCA	MOULDING, door top, (un-trimmed), RH	1	
	AHA7413	NCA	MOULDING, door top, (un-trimmed), LH	1	
88		NCA	TRIM CLOTH, door top moulding		see page 208
89	AHH6360	£0.90	STUD PLATE, moulding to door top	4	
90	GHF306	£0.30	WASHER, plain	4	
91	53K1420	£0.66	NUT, nyloc	4	
92		NCA	MIRROR, door		see Accessories section
93	650306	£18.40	HANDLE, door pull, chrome	2	To G-AN4-60459,
94	RMP310	£0.77	SCREW, handle to door*, (chrome)	4	To H-AN9-72040
95	GLZ118	£11.52	HANDLE, door pull, black	2	From G-AN4-60460,
	GLZ118Z	£6.50	HANDLE, door pull, black, aftermarket	2	To G-AN5-105500,
96	RMP310	£0.77	SCREW, handle to door*, (chrome)	4	From H-AN9-72041, H-AN10, A-AN10

\*Note: For many years, replacement doors have not included the captive nuts into which these screws are fitted. Instead the doors are built to later specification to accommodate the handles and screws listed below. This means that there are two square holes in the centre of each door frame into which the plastic 'Locknut' nuts (item number 99) must be clipped. The original screws will work in these 'Locknut' nuts.

97		NCA	HANDLE, door pull		see page 208
98	GHF428	£0.22	SCREW, handle to door	4	From G-AN5-105501, G-AN6
99	GHF1029	£0.77	'LOCKNUT' NUT	4	



**Door Glass & Quarter Light**

**Drop Glass & Regulator**

ill.	Part Number	Price £ea.	Description	Req.	Details
1	AHA8431	£75.30	DROP GLASS, door, RH	1	
	AHA8432	£75.30	DROP GLASS, door, LH	1	
2	AHA7042	£17.70	CHANNEL, lower	2	
3	37H4297	£3.35	GLAZING STRIP, rubber	a/r	cut to fit
4	AHA8405	£24.90	CHANNEL, rear, RH	1	
	AHA8406	£24.90	CHANNEL, rear, LH	1	
5	AHH7448	£4.00	GLAZING STRIP, felt & rubber	2	
6	SH604041	£0.41	SCREW, channel top to door	2	
7	GHF331	£0.38	WASHER, locking	2	
8	AHA7326	£6.10	BRACKET, RH	1	channel bottom to door
	AHA7327	£6.10	BRACKET, LH	1	
9	GHF200	£0.22	NUT, bracket to channel bottom	2	
10	GHF331	£0.38	WASHER, locking	6	
11	GHF300	£0.22	WASHER, plain	2	
12	SH604041	£0.41	SCREW, bracket to door	4	
15	GHF300	£0.22	WASHER, plain	4	
16	AHA7703	NCA	STOP, regulator	2	
17	GHF201	£0.17	NUT, 'stop' to door	2	
18	WE600051	£0.53	WASHER, shakeproof	2	

19	GHF301	£0.24	WASHER, plain	2
20	AHA7431SSK	£9.90	STOP KIT, window drop bracket	2
21	AHA7431	NCA	STOP, lower	2
22	GHF425	£0.22	SCREW, lower stop to door bottom	4
23	PFS410	£0.64	SPIRE NUT	4
24	AHH6434	£2.40	FELT PAD, lower stop	2

**Window Regulator**

(To G-AN4-60459; to H-AN9-72040)

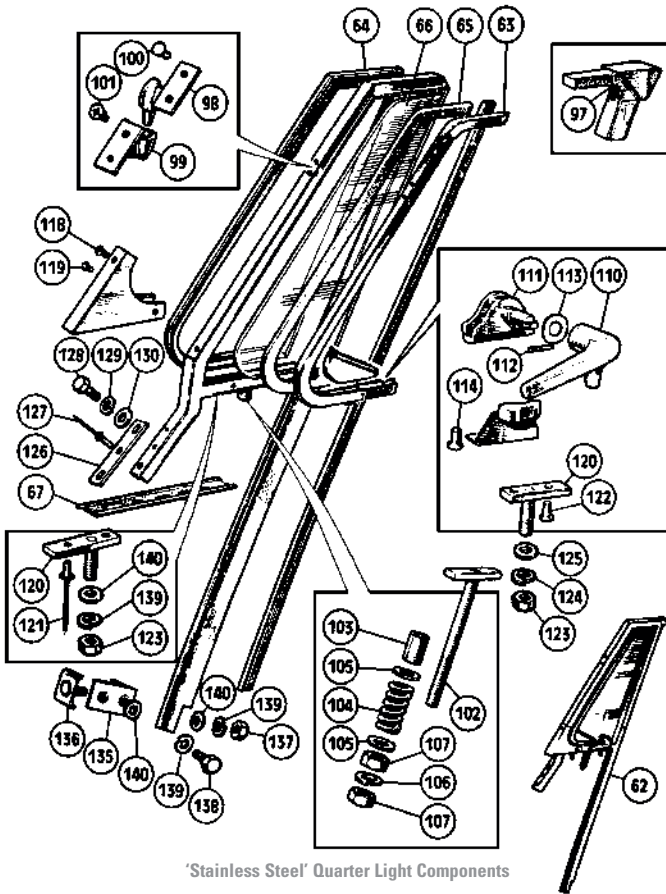
30	AHA7038	NCA	REGULATOR, window, RH	1
	AHA7039	NCA	REGULATOR, window, LH	1
31	SH604041	£0.41	SCREW, regulator to door	16
32	GHF331	£0.38	WASHER, locking	16
33	WM57	£0.24	WASHER, plain	16
34	ADH5481	£31.30	HANDLE, window regulator	2
35	ALH1527	£1.20	PIN, handle to regulator	2
36	ADB709	£20.40	ESCUTCHEON & SPRING, handle	2
37	ADB557	NCA	SPRING	2

**Window Regulator**

(G-AN4-60460 on; G-AN5; G-AN6; H-AN9-72041 on; H-AN10; A-AN10)

40	AHA8533	NCA	REGULATOR, window, RH	1	
	AHA8534	£73.10	REGULATOR, window, LH	1	
41	SH604041	£0.41	SCREW, regulator to door	16	
42	GHF331	£0.38	WASHER, locking	16	
43	WM57	£0.24	WASHER, plain	16	
44	CZA2123	NCA	HANDLE, window regulator (Convex knob centre).	2	From G-AN4-60460, From H-AN9-72041
45	CZA7109	£6.30	HANDLE, window regulator (Concave knob centre).	2	
	CZE1617	£15.00	HANDLE, window regulator, chrome (Concave knob centre).	1	G-AN5, G-AN6, H-AN10, A-AN10
46	AHA8517	£2.00	ESCUTCHEON, black plastic, handle	2	
47	PMP308	£0.73	SCREW, (chrome), handle to regulator	2	
48	WL700101	£0.25	WASHER, locking	2	(To approx. 1974)
49	CZA2367	£1.90	ESCUTCHEON, chrome	2	
50	CZA7194K	£3.70	SCREW, (flanged), handle to regulator	2	(From approx. 1974)





'Stainless Steel' Quarter Light Components

51	ZKC3317	£2.10	SCREW, (flanged), handle to regulator	2	} alternative to CZA7194
52	17H6679	NCA	'TORX' KEY, (tool for fitting ZKC3317)	1	

**Quarter Lights**

There were three types of quarter light assembly originally fitted, see below for details. All types are interchangeable as assemblies only. We are only able to supply complete assemblies for the late type manufactured in stainless steel and featuring straight handles. These can be fitted to earlier cars if required.

(To G-AN4-64474; to H-AN9-75702):  
Chrome quarter light frame with curved locking handle.

(G-AN4-64475 on; to G-AN5-121649; H-AN9-75703 on; H-AN10; A-AN10):  
Chrome quarter light frame with straight locking handle.

(G-AN5-121650 on; G-AN6):  
Stainless steel quarter light frame with straight locking handle.

**Quarter Light Assemblies**

60	18G8466	NCA	QUARTER LIGHT, chrome, RH/LH (With curved handle).	1	} To G-AN4-64474, To H-AN9-75702
	18G8467	NCA	QUARTER LIGHT, chrome, RH/LH (With curved handle).	1	
	18G8468	NCA	QUARTER LIGHT, chrome RH/LH (With straight handle).	1	} From G-AN4-64475, To G-AN5-121649, H-AN10, A-AN10
	18G8469	NCA	QUARTER LIGHT, chrome RH/LH (With straight handle).	1	
62	AHA9973	£490.10	QUARTER LIGHT, stainless, RH/LH (With straight handle).	1	} From G-AN5-121650, G-AN6
	AHA9974	£490.10	QUARTER LIGHT, stainless, RH/LH (With straight handle).	1	

**Quarter Light Glass & Seals**

63	AHH7480	£13.20	FRAME, inner, RH	1
	AHH7481	£13.20	FRAME, inner, LH	1

64	AHA7416	£12.00	SEAL, quarter light, RH	1	
	AHA7417	£12.00	SEAL, quarter light, LH	1	
65	27H8705	£3.10	GLAZING RUBBER	a/r	cut to 19"
66	AHA7482	£62.00	GLASS, RH	1	
	AHA7483	£62.00	GLASS, LH	1	
67	AHA7746	£2.20	SEAL, RH	1	} quarter light to door
	AHA7747	£2.20	SEAL, LH	1	

**Chrome Quarter Light Components**

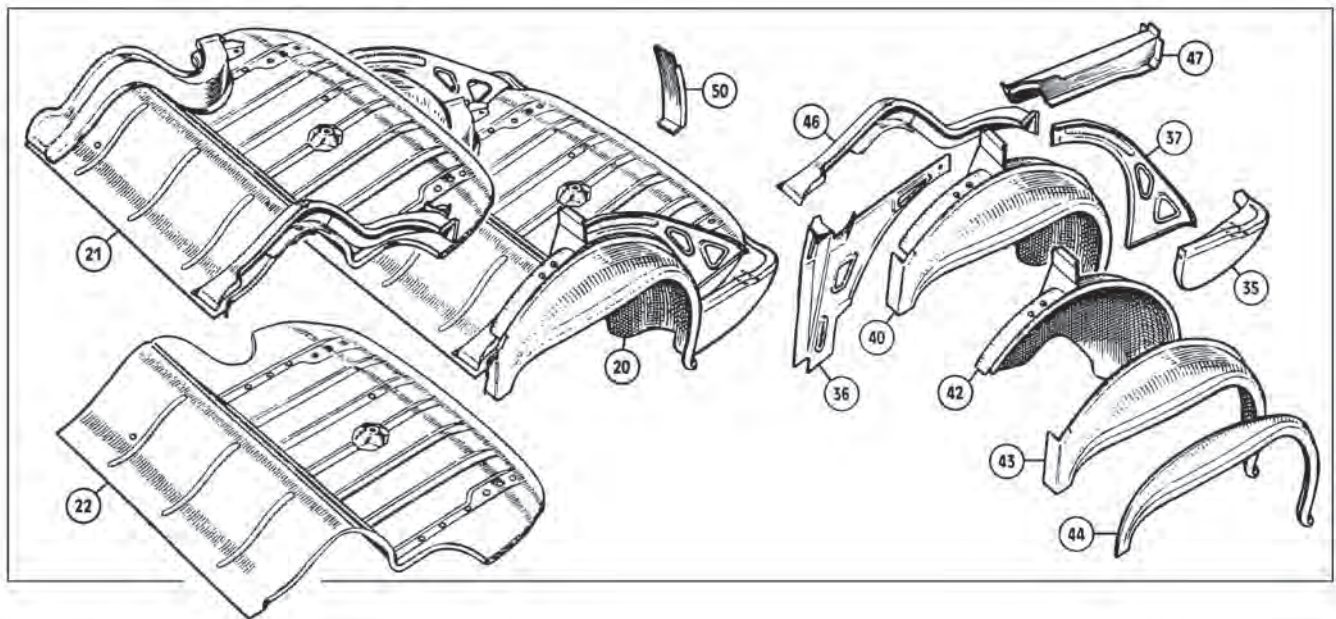
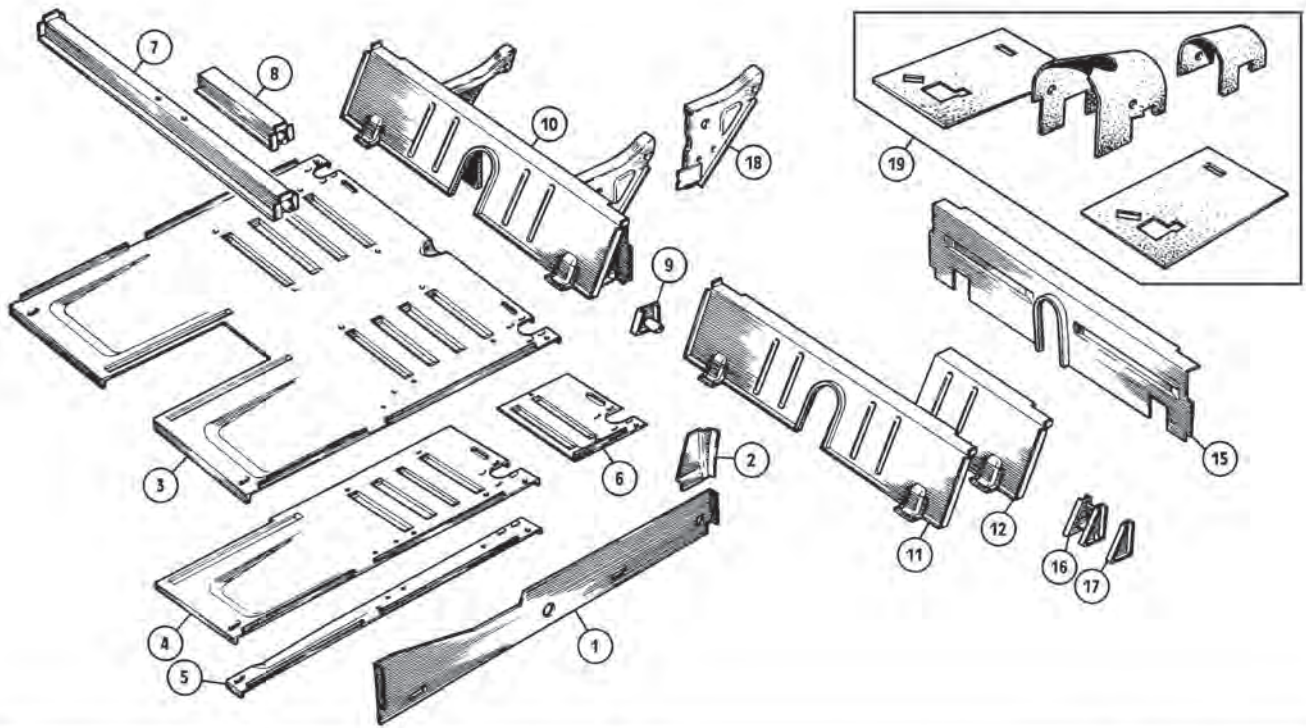
70	17H2530	£1.80	CORNER BLOCK	2	original style
71	AHH8935	£1.70	CORNER BLOCK	2	alternative
72	AHA7463	NCA	TOP PIVOT, upper half, RH	1	
73	AHA7465	NCA	TOP PIVOT, lower half, RH	1	
	AHA7464	NCA	TOP PIVOT, upper half, LH	1	
	AHA9985	£3.50	TOP PIVOT, lower half, LH	1	
76	AHA7774	NCA	RIVET	4	} upper half of pivot to outer frame
				4	
77	CMZ204	£0.52	SCREW	4	
78	AHA9981	£9.30	BOTTOM PIVOT	2	
79	AHA7467	NCA	DISTANCE TUBE, bottom pivot	2	
80	AHA7544	£1.20	SPRING, bottom pivot	2	
81	GHF300	£0.22	WASHER, plain	4	
82	GHF331	£0.38	WASHER, locking	2	
83	GHF200	£0.22	NUT	4	
84	AFH6532	£25.75	LOCKING HANDLE, curved, RH	1	} To G-AN4-64474, To H-AN9-75702
	AFH6533	£25.75	LOCKING HANDLE, curved, LH	1	
85	37H2975	£14.00	BRACKET & PIVOT	2	
86	AHA8446	£20.00	LOCKING HANDLE, straight, RH	1	} From G-AN4-64475, G-AN5, From H-AN9-75703, H-AN10, A-AN10
	AHA8447	£20.00	LOCKING HANDLE, straight, LH	1	
87	37H2975	£14.00	BRACKET & PIVOT	2	
88	AHA7474	£1.80	PIN, (handle to pivot)	2	
89	AHA7473	£0.66	WASHER, waved	2	
90	AHA7554	£1.60	RIVET, bracket to inner frame	4	
91	CZP404	£0.80	SCREW, corner finisher to frame	2	upper
92	17H2503	£1.04	SCREW, corner finisher to frame	4	lower
93	AHA7543X	NCA	STUD PLATE, quarter light to door	4	
94	AHA7774	NCA	RIVET, front stud plate to frame	4	
95	AHA7773	NCA	RIVET	4	} rear stud plate & latch to frame
				4	

**Stainless Steel Quarter Light Components**

97	AHA9986	£1.30	CORNER BLOCK, rubber	2	
98	AHA9982	£3.50	TOP PIVOT, upper half, RH	1	
99	AHA9984	£3.50	TOP PIVOT, lower half, RH	1	
	AHA9983	£3.50	TOP PIVOT, upper half, LH	1	
	AHA9985	£3.50	TOP PIVOT, lower half, LH	1	
100	AHA7774	NCA	RIVET	4	} upper half of pivot to outer frame
				4	
101	CMZ204	£0.52	SCREW	4	
102	AHA9981	£9.30	BOTTOM PIVOT	2	
103	AHA7467	NCA	DISTANCE TUBE, bottom pivot	2	
104	AHA7544	£1.20	SPRING, bottom pivot	2	
105	GHF300	£0.22	WASHER, plain	4	
106	GHF331	£0.38	WASHER, locking	2	
107	GHF200	£0.22	NUT	4	
110	AHA8446	£20.00	LOCKING HANDLE, straight, RH	1	} From G-AN4-64475, G-AN5, From H-AN9-75703, H-AN10, A-AN10
	AHA8447	£20.00	LOCKING HANDLE, straight, LH	1	
111	37H2975	£14.00	BRACKET & PIVOT	2	
112	AHA7474	£1.80	PIN, handle to pivot	2	
113	AHA7473	£0.66	WASHER, waved	2	
114	AHA7554	£1.60	RIVET, bracket to inner frame	4	
118	CZP404	£0.80	SCREW, corner finisher to frame	2	upper
119	17H2503	£1.04	SCREW, corner finisher to frame	4	lower
120	AHA7543X	NCA	STUD PLATE, quarter light to door	4	
121	AHA7774	NCA	RIVET, front stud plate to frame	4	
122	AHA7773	NCA	RIVET	4	} rear stud plate & latch to frame
				4	

**Quarter Light Fittings**

123	AHH6343	£2.05	NUT, stud plate to door	4	
124	GHF331	£0.38	WASHER, spring	4	
125	WM57	£0.24	WASHER, plain	4	
126	AHA7696	NCA	SHIM, (1/16" thick)	a/r	front frame foot to door
127	KXR416	NCA	RIVET, shim to front frame foot	2	
128	SH605071	£0.64	SCREW, front frame foot to door	2	
129	GHF332	£0.40	WASHER, locking	4	
130	PWZ305	£0.64	WASHER, plain	4	
135	AHA7315	£9.40	BRACKET	2	drop glass channel to door
136	AHA7553X	£1.04	STUD PLATE	2	} bracket to drop glass channel
				2	
137	GHF200	£0.22	NUT, bracket to drop glass channel	2	
138	SH604041	£0.41	SCREW, bracket to door	4	
139	GHF331	£0.38	WASHER, locking	10	
140	GHF300	£0.22	WASHER, plain	10	



**Floor & Rear Inner Panels**

**Main Floor Components**

ill.	Part Number	Price £ea.	Description	Req.	Details
1	CZJ177	£30.00	INNER SILL, LH	1	to fit models with either 1 or 2 or 4 jacking points
	CZJ176	£30.00	INNER SILL, RH	1	
	MS32L	£20.00	INNER SILL, LH (aftermarket)	1	
	MS32R	£20.00	INNER SILL, RH (aftermarket)	1	
2	AHA7305	£13.80	REINFORCEMENT, LH	1	'B' post to wheel arch and inner sill
	AHA7304	£13.80	REINFORCEMENT, RH	1	
3	AHA7202	£238.80	FLOOR PAN*	1	

4	HMP415032	NCA	FLOOR PAN, LH side	1	
	HMP415033	NCA	FLOOR PAN, RH, side	1	
	MS23R	£85.00	FLOOR PAN, RH, side	1	aftermarket
	MS23L	£85.00	FLOOR PAN, LH, side	1	aftermarket
5	MS35L	£54.40	FLOOR EDGE REPAIR, LH side	1	
	MS35R	£54.40	FLOOR EDGE REPAIR, RH side	1	
6	MS24L	£16.00	FLOOR REPAIR, spring hanger, LH	1	
	MS24R	£16.00	FLOOR REPAIR, spring hanger, RH	1	
	MRP55	£31.60	SPRING HANGER REPAIR KIT, LH	1	includes nos. 6 and 12
	MRP56	£31.60	SPRING HANGER REPAIR KIT, RH	1	
7	2A5478	£55.90	CENTRE CROSSMEMBER	1	with jacking points
8	2A5478H	£39.00	CROSSMEMBER REPAIR, (1/2 length)	1	with jacking point
9	CZJ693	£25.80	JACKING POINT, rear LH	1	G-AN6-157672 On
	CZJ692	£25.80	JACKING POINT, rear RH	1	
10	AHA7203	£270.00	REAR BULKHEAD	1	
11	BMH8005	£75.00	INNER BULKHEAD, 'inner heel board'	1	
12	MS25L	£19.20	INNER BULKHEAD REPAIR, LH	1	
	MS25R	£19.20	INNER BULKHEAD REPAIR, RH	1	
15	BMH8006	£75.00	OUTER BULKHEAD, 'outer heel board'	1	
16	AHA7208	£45.00	BOX REINFORCEMENT, bulkhead	2	
17	2A5492	£22.20	TRIANGLE, (bare), LH	2	
	2A5491	£22.20	TRIANGLE, (bare), RH	2	
18	AHA7880	£41.40	BRACKET, shock absorber, LH	1	
	AHA7879	£41.40	BRACKET, shock absorber, RH	1	
19	BMH8501	NCA	SOUND DEADENING KIT, main floor	1	

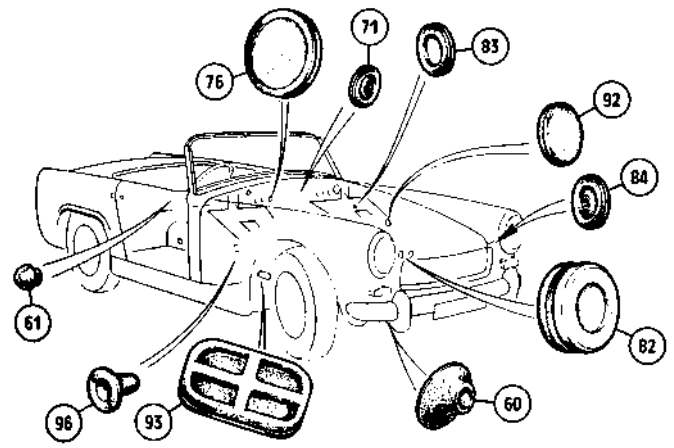
\*Note: The floor pan assembly is manufactured to the Midget 1500cc specification - in other words, it has a hole centrally under the transmission tunnel area to allow access to the bolts attaching the propshaft to the 1500cc model gearbox drive flange. The 1275cc propshaft differs in that it has a sliding spline joint in to the tail of the gearbox, which is quite difficult to fit, given no hole in the floor to put your hand through (it's usually done by guiding the front yoke with a long loop of rope held at the rear of the transmission tunnel).

It follows then that it would actually be quite advantageous to fit the 1500cc spec. floor panel on a 1275cc car, since with the extra access hole it will considerably ease the task of propshaft servicing in the future. It also means that the rear oil seal of the gearbox can just about (with some degree of skill !) be replaced without having to remove the gearbox from the car - oil seal replacement is not an uncommon job on the 'A' Series gearbox.

Floor & Rear Inner Panels (Continued)

Rear Under-frame & Boot Floor

20	AHA8013	£900.00	UNDERFRAME ASSEMBLY, rear (Square wheel arch).	1	G-AN4, H-AN9 To G-AN5-105500 H-AN10, A-AN10
	BMH8018	£900.00	UNDERFRAME ASSEMBLY, rear (Round wheel arch).	1	G-AN5-105501 On
	CZJ602	£834.00	UNDERFRAME ASSEMBLY, rear (Square wheel arch).	1	G-AN6
21	BMH8016	£450.00	BOOT FLOOR ASSEMBLY (Includes axle cover. Supplied complete with chassis rails, tank studs, spare wheel bracket. All ribs & holes stamped).	1	G-AN4, G-AN5 H-AN9, H-AN10 A-AN10
	CZJ568	£330.00	BOOT FLOOR ASSEMBLY (Includes axle cover. Supplied complete with chassis rails, tank studs, spare wheel bracket. All ribs & holes stamped).	1	G-AN6
22	BMH8058	£166.80	BOOT FLOOR ASSEMBLY (Includes axle cover. Supplied with tank studs, spare wheel bracket. All ribs & holes stamped).	1	
	BMH8017	£154.80	BOOT FLOOR PANEL (Includes axle cover. Supplied as bare panel without tank studs or spare wheel bracket. All ribs & holes stamped).	1	
30	AHA5741	£11.88	MOUNTING BRACKET, spare wheel	1	
35	AHA5838	£39.00	BOOT FLOOR EXTENSION, rear, LH	1	original
	AHA5837	£39.00	BOOT FLOOR EXTENSION, rear, RH	1	
	MS44L	£15.30	BOOT FLOOR EXTENSION, rear, LH	1	aftermarket
	MS44R	£16.00	BOOT FLOOR EXTENSION, rear, RH	1	
36	AHA8015	£42.00	QUARTER PANEL, LH	1	arch to 'B' post
	AHA8014	£42.00	QUARTER PANEL, RH	1	
37	AHA8036	£39.00	QTR PANEL, arch to luggage floor, LH	1	G-AN4, G-AN5,
	AHA8035	£39.00	QTR PANEL, arch to luggage floor, RH	1	H-AN9, H-AN10, A-AN10
40	AHA8034	£270.00	REAR WHEEL ARCH, LH	1	G-AN4, To G-AN5-105500,
	AHA8033	£270.00	REAR WHEEL ARCH, RH	1	G-AN6, H-AN9, H-AN10, A-AN10, (square arch)
	BMH8036	£270.00	REAR WHEEL ARCH, LH	1	From G-AN5-105501
	BMH8035	£270.00	REAR WHEEL ARCH, RH	1	(round arch)
42	BMH8015	£126.00	REAR WHEEL ARCH, inner, LH	1	
	BMH8014	£126.00	REAR WHEEL ARCH, inner, RH	1	G-AN4, To G-AN5-105500,
43	AHA5736	£118.80	REAR WHEEL ARCH, outer, LH	1	G-AN6, H-AN9, H-AN10,
	AHA5735	£118.80	REAR WHEEL ARCH, outer, RH	1	A-AN10, (square arch)
44	MS45L	£45.90	OUTER REPAIR, LH	1	
	MS45R	£45.90	OUTER REPAIR, RH	1	
	BMH8021	£150.00	REAR WHEEL ARCH, outer, LH	1	From G-AN5-105501
	BMH8020	£150.00	REAR WHEEL ARCH, outer, RH	1	(round arch)
46	AHA7241	£90.00	CHASSIS MEMBER, arch to floor, LH	1	
	AHA7240	£90.00	CHASSIS MEMBER, arch to floor, RH	1	
47	CZJ645	£51.00	MOUNTING BEAM, rear bumper, LH	1	G-AN6
	CZJ644	£51.00	MOUNTING BEAM, rear bumper, RH	1	
50	AHA5834	£19.80	SUPPORT, boot latch striker	1	



61	13H8998	£0.82	PLUG, mirror holes in door	a/r	If mirror not used
62	2H8198	£1.70	PLUG, jacking point	2/4	quantity increases from G-AN6-157672
63	AHA5445	£3.60	GROMMET, fuel filler tube to rear panel	1	
64	RFN303	£0.80	GROMMET (No. plate lamp harnesses in rear panel).	2	G-AN4, H-AN9 not Germany
	061917	£0.80	GROMMET (No. plate lamp harnesses in rear panel).	2	G-AN4, H-AN9 Germany only
66	AHA7910	N/A	PLUG, rear panel	2	
	RFN303	£0.80	GROMMET (No. plate lamp harnesses in rear panel).	2	G-AN5, G-AN6, H-AN10, A-AN10
71	RFN1303	£1.55	GROMMET, washer tube, bulkhead	1	
	RFN305	£1.00	GROMMET, speedo' cable, bulkhead	1	
	RFN303	£0.80	GROMMET, oil pressure, bulkhead	1	G-AN4, G-AN5,
	C5574A	£4.30	GROMMET (Temp. gauge capillary, bulkhead).	1	To G-AN6-200000, H-AN9, H-AN10, A-AN10
	RFN303	£0.80	GROMMET, heater/air cable, bulkhead	1	If heater is fitted
	RFN303	£0.80	GROMMET, choke cable, bulkhead	1	
	C5574A	£4.30	GROMMET, wiper rack, bulkhead	1	
	5L489	£2.66	GROMMET, main harness, bulkhead	1	
	RFN305	£1.00	GROMMET, wiper harness, bulkhead	1	
	RFN305	£1.00	GROMMET, dip switch harness, footwell	1	G-AN4, H-AN9
76	CFP625	£0.64	PLUG, heater cable, bulkhead	1	If heater not fitted
82	AHA8401	£1.20	GROMMET, oil cooler, (mud shield)*	2	

Engine Bay

\*Note: If an oil cooler is fitted, pierce the grommets to allow the oil hoses to pass through.

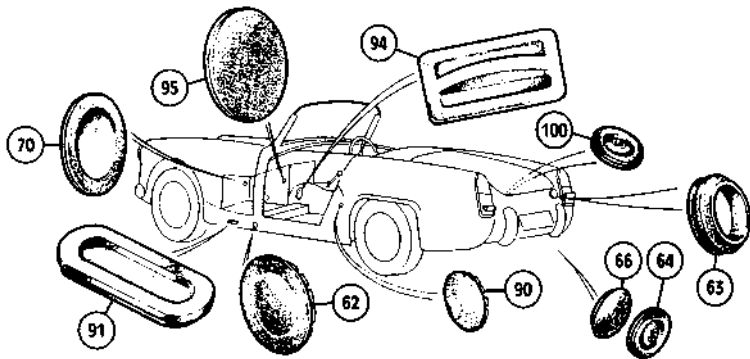
83	RFR103	£2.40	PLUG, wheel arch panel	2	
84	RFN110	£2.40	GROMMET (Front lamp wires through mud shield and baffle).	3	
	600395	£1.60	GROMMET (Bonnet release cable in front panel).	1	
	RFR103	£2.40	GROMMET (Bonnet release cable in LH toe board).	1	G-AN4, G-AN5, To G-AN6-212000, H-AN9, H-AN10, A-AN10

Cockpit

90	4G1851	£1.45	PLUG, propshaft lubricating hole	1	
91	4G6957	£1.36	PLUG, front floor pan	2	
92	RFN210	£0.84	PLUG, LH footwell side	2	If fitted
93	4G4920	£2.30	PLUG, clutch slave cylinder access hole	1	G-AN4, G-AN5,
94	4G4920	£2.30	PLUG, gearbox filler hole	1	To G-AN6-182084, H-AN9, H-AN10, A-AN10
95	2H2065	£4.00	PLUG, demister outlet in footwell side	2	If heater not fitted
96	ADA2493	£0.47	PLUG, 'top hat', footwell side	2	

Boot Floor

100	RFR103	£2.40	GROMMET (Fuel pump breather-boot floor).	1	G-AN4, G-AN5,
	061917	£0.80	GROMMET (Fuel pump breather-boot floor).	1	H-AN9, H-AN10, A-AN10
	RFN303	£0.80	GROMMET (Fuel tank sender unit harness in boot floor).	1	
	602037	£1.60	GROMMET (Rear fog guard harness in boot floor).	2	G-AN6 (optional fitment)



Body Plugs & Grommets

A plug blanks off a (temporarily or otherwise) unused hole. A grommet seals the gap between the hole and an item which passes through it. It may also be used, for instance, to stop wires chafing on a sharp metal edge. There are two types of grommet: one has a hole moulded into it, while the other is a diaphragm grommet, which as its name suggests has an easily pierced diaphragm in the centre allowing it to be used as a plug or a grommet as required.

Exterior

60	AAA1645	£0.86	GROMMET (Bumper bracket in front valance).	2	G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
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**Boot Lid & Fittings**

**Boot Lid**

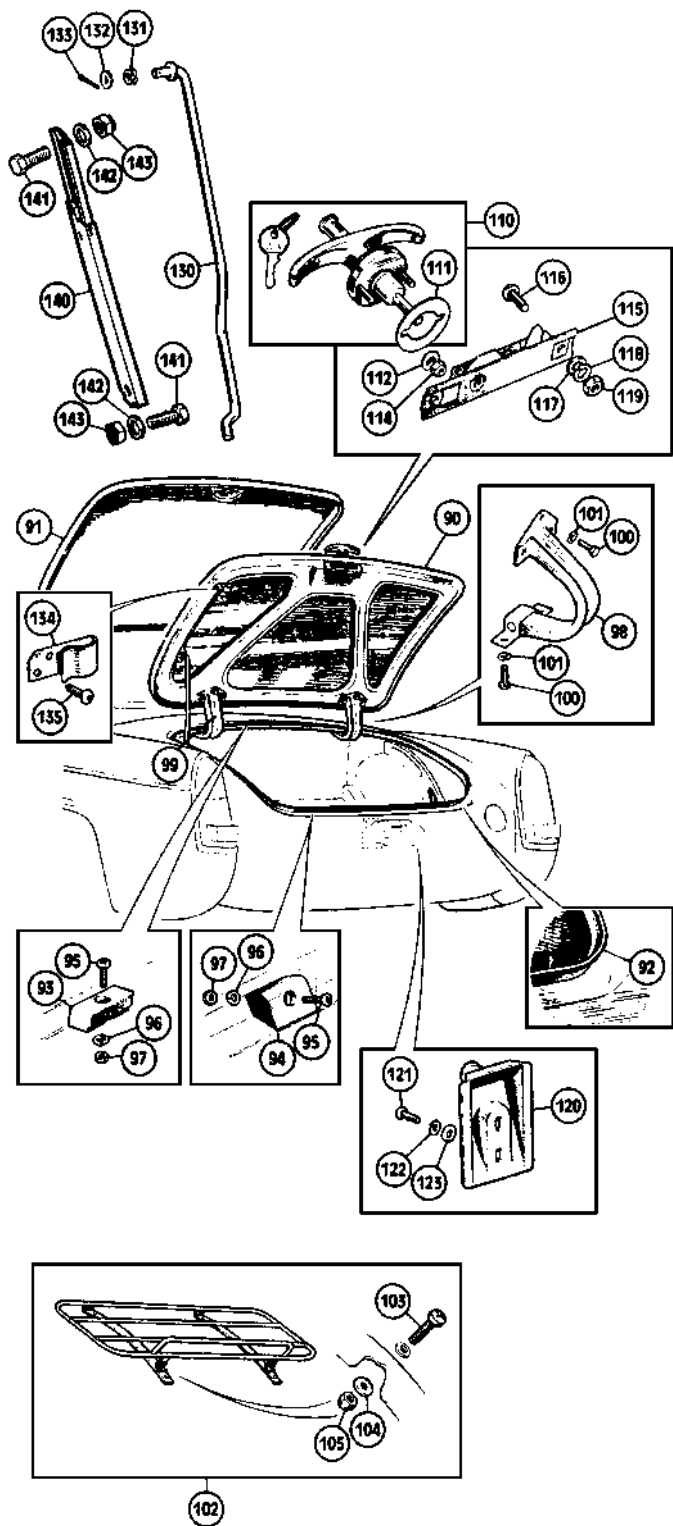
ill.	Part Number	Price £ea.	Description	Req.	Details
90	CZJ351	£300.00	BOOT LID	1	
91	BMH9909	NCA	OUTER SKIN, boot lid	1	
92	CHA797	£11.60	SEAL, boot lid	1	G-AN4, To G-AN5-127604, H-AN9, H-AN10, A-AN10
	CHA797	£11.60	SEAL, boot lid	1	
93	AHA6213	£2.95	BUFFER, boot lid, front	2	
94	AHA6207	£4.40	BUFFER, boot lid, rear	2	
95	PMZ210	£0.53	SCREW, buffer to drainage channel	4	
96	WL700061	£0.30	WASHER, locking	4	
97	NH806011	£0.18	NUT	4	
98	AHA6314	£52.20	HINGE, boot lid, RH	1	
99	AHA6315	£52.20	HINGE, boot lid, LH	1	
100	SH604051	£0.30	SCREW, (hinge to boot lid & rear deck)	10	
101	GHF331	£0.38	WASHER, locking	10	
102	AHA6252	£200.60	LUGGAGE RACK	1	see Accessories section
103	PMP514	£1.90	SCREW, chrome	4	
104	GHF301	£0.24	WASHER, plain	4	
105	GHF222	£0.55	NUT, nyloc	4	

**Boot Lock**

110	AHA6357	£46.32	HANDLE & LOCK, boot*	1	with two keys
*Note: This handle & lock unit is also in a kit with two door locks & a pair of keys.					
	AHA6357C	£94.56	LOCK SET, car	1	
111	ALA2466	£0.94	GASKET, fibre, (handle to boot lid)	1	G-AN4, G-AN5, H-AN9, H-AN10, A-AN10
112	GHF306	£0.30	WASHER, plain	2	
114	53K1420	£0.66	NUT, handle to boot lid	2	
115	AHA5807	£11.30	LATCH, boot lid	1	
116	SH605051	£1.00	SCREW, latch to boot lid	2	
117	GHF300	£0.22	WASHER, plain	2	
118	GHF331	£0.38	WASHER, locking	2	
119	GHF200	£0.22	NUT	2	
120	AHA5810	£16.75	STRIKER PLATE	1	
121	PMZ308	£0.30	SCREW	2	striker plate to rear panel support
122	WL700101	£0.25	WASHER, locking	2	
123	GHF306	£0.30	WASHER, plain	2	

**Boot Lid Stay**

130	AHA5811	£10.30	STAY ROD, boot lid	1	G-AN4, To G-AN5-89500, H-AN9, To H-AN10-86300
131	AJD7722	£0.40	WASHER, thackery	1	
132	GHF300	£0.22	WASHER, plain	1	
133	GHF502	£0.22	SPLIT PIN	1	
134	AAA1524	£6.20	CLIP, stay rod stowage	1	
135	AB606031	£0.36	SCREW, clip to boot lid	2	
140	AHA9716	£14.70	TELESCOPIC STAY, boot lid	1	From G-AN5-89501, G-AN6, From H-AN10-86301, A-AN10
141	SH604051	£0.30	SCREW	2	
142	GHF300	£0.22	WASHER, plain	4	
143	GHF221	£0.41	NUT, nyloc	2	



## Decals, Plates & Transfers

Note: Please see the Accessories section for further details of decals, plates and transfers.

Many different decals & plates were fitted to Sprites & Midgets during their production life. The meaning or usefulness of the plates varied from critical (for instance chassis plates) to informative (component manufacturers' identifications and names).

The following is a listing of the decals and plates by area of fitment to the car, qualified by application notes when different products were used on different specification models. For the greater part of this section, application notes can only be of a fairly vague nature, usually change points are shown here by year (and these can only be regarded as approximate), because there are no records available to detail precisely when particular decals were fitted.

Chassis number plates & Engine number plates are supplied blank; i.e. printed with the correct design (where relevant) but with the areas for your own vehicle's identification numbers left unfilled.

### Chassis Number Plates

ill.	Part Number	Price £ea.	Description	Req.	Details
	CRCP310	£5.10	PLATE, chassis no., 'MG Car Company'	1	Midget (To 1969)
	CRCP379	£5.70	PLATE, chassis no., 'Austin'	1	Sprite (To 1969)
	CRCP339	£5.20	PLATE, chassis no., 'Austin Morris Group'	1	Sprite/Midget (1970-0n)

### Engine Number Plate & Decals

	CRCP343A	£1.90	PLATE, engine no.	1	All 1275cc engines
	CRST134	£1.52	DECAL, rocker cover, 'MG'	1	Midget engines (To 1970)
	CRST136	£2.26	DECAL, rocker cover, 'Austin'	1	Sprite engines (To 1970)
	CRST137	£1.90	DECAL, rocker cover, 'Weslake Patents'	1	all engines (Up To 1970)
	CRST126	£1.31	DECAL, rocker cover, 'British Leyland'	1	all engines (From 1970-77)
	CRTR202A	£3.50	TRANSFER, front air cleaner, 'Coopers'	1	all engines (To 1971)
	CRTR202B	£2.40	TRANSFER, rear air cleaner, 'Coopers'	1	
	CRST119	£1.60	DECAL, both air cleaners, 'Unipart'	2	1275cc engines (From 1971)
	CRST156	£1.70	DECAL, ignition coil, 'Lucas HA12 type'	1	all 1275cc engines
	CRST255	£4.60	LABEL SET, HT lead numbering	1	all engines

### Under Bonnet Decals

	CRST124	£2.20	DECAL, screen washer, 'Tudor'	3	round containers only
	CRST191	£4.00	DECAL, battery, 'Lucas'	1	1960's fitment
	CRCP302	£3.50	DECAL, heater box, 'Smiths'	1	(1967) heaters only
	CRST130	£1.00	DECAL, heater box, 'Smiths'	1	(1968-76)
	CRST129	£1.70	DECAL, heater box, 'SI', (Smiths Industries)	1	(1976-0n)
	CRST128	£1.40	DECAL, fan motor, 'Direction of rotation'	1	all heater fan motors
	CRCP303	£3.60	PLATE, heater box, 'Caution' (Drainage instructions).	1	(1967) heaters only
	CRST127	£1.50	PLATE, heater box, 'Caution' (Drainage instructions).	1	(1968-0n)
	CRST166	£1.40	DECAL, bonnet landing panel, 'Unipart' (Important (replacement parts instructions)).	1	(1975-0n)
	CRST113	£1.43	DECAL, bonnet landing panel (Important this vehicle is wired neg. earth').	1	(1968-74)
	CRST115	£1.70	DECAL, bulkhead (Important warning this vehicle is wired negative earth').	1	(1975-0n)
	CRST117	£2.40	DECAL, bulkhead (Warning do not run engine with battery disconnected').	1	(1970-74)
	CRST118	£1.75	DECAL, radiator cowl (This plug must not be removed when engine is hot').	1	(1968-0n) (cross flow radiator fitted models)
			DECAL, radiator cowl (Bluecol - do not drain').	1	(1968-0n)

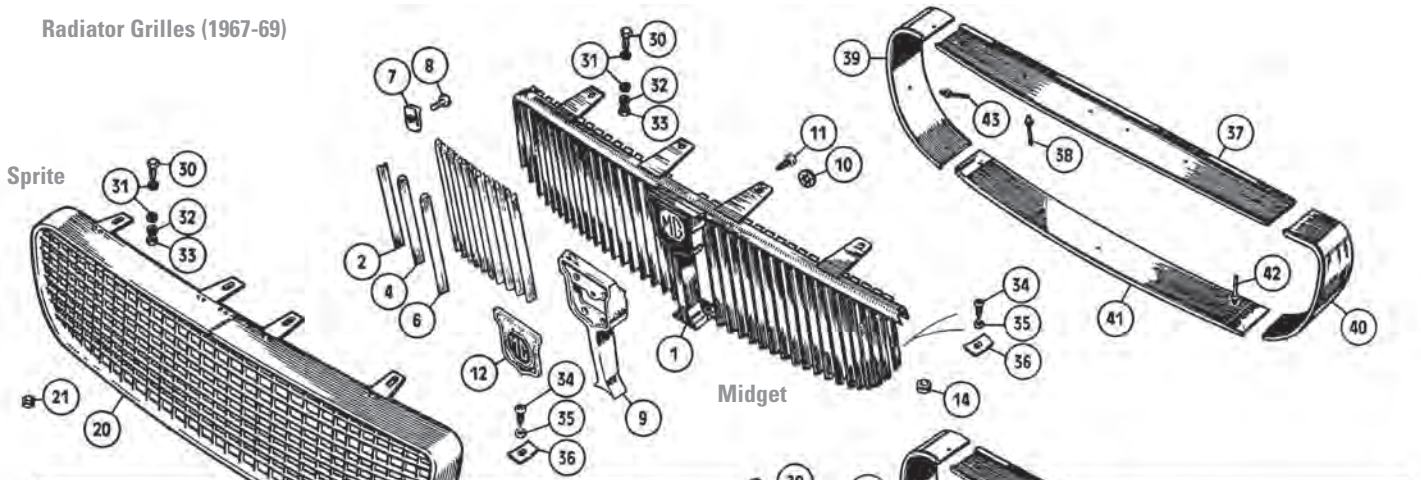
### Electric Fuel Pump

	CRST212	£2.70	TAPE, self adhesive, (SU. guaranteed factory Replacement unit').	1	(1967-74) (1275cc models only)
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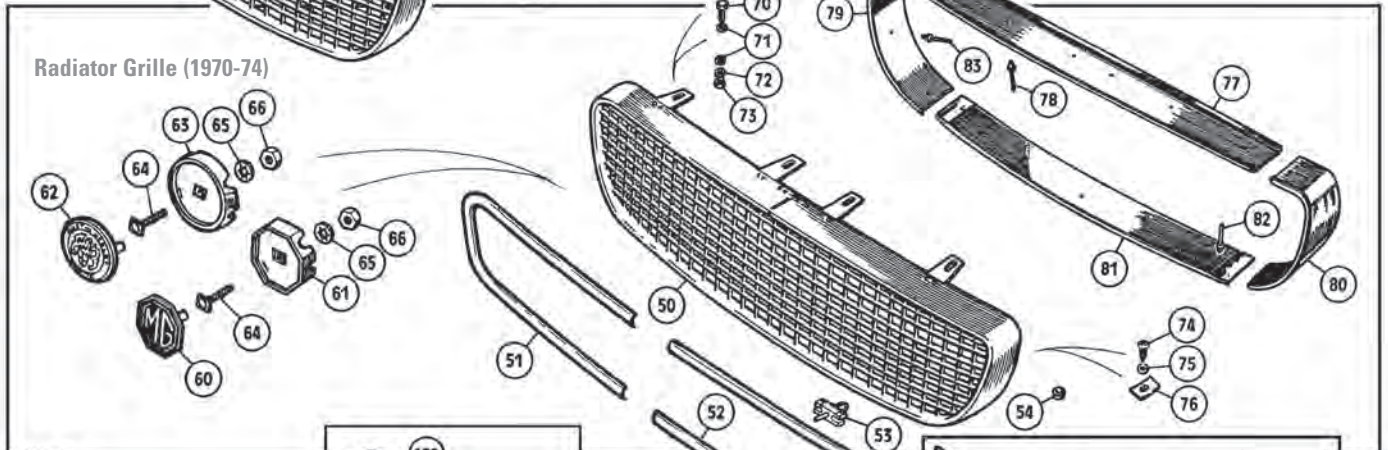
### Interior of Car

	CRST123	£5.00	TRANSFER, speedometer face (Important when resetting trip counters).	1	all models
	CRST125	£1.80	DECAL, windscreen, 'Triplex Laminated'	1	models fitted with laminated screen
	CRST114	£1.57	DECAL, hood header rail, 'LIFT HERE' (Hood release instructions).	1	all models
	CRST170	£2.38	PLATE, fascia, 'Midget 50th Anniversary'	1	(1979 models)

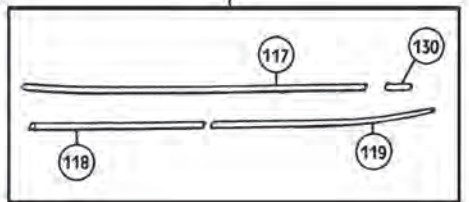
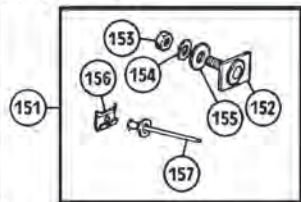
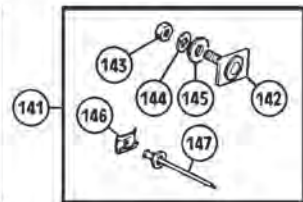
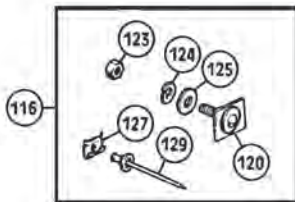
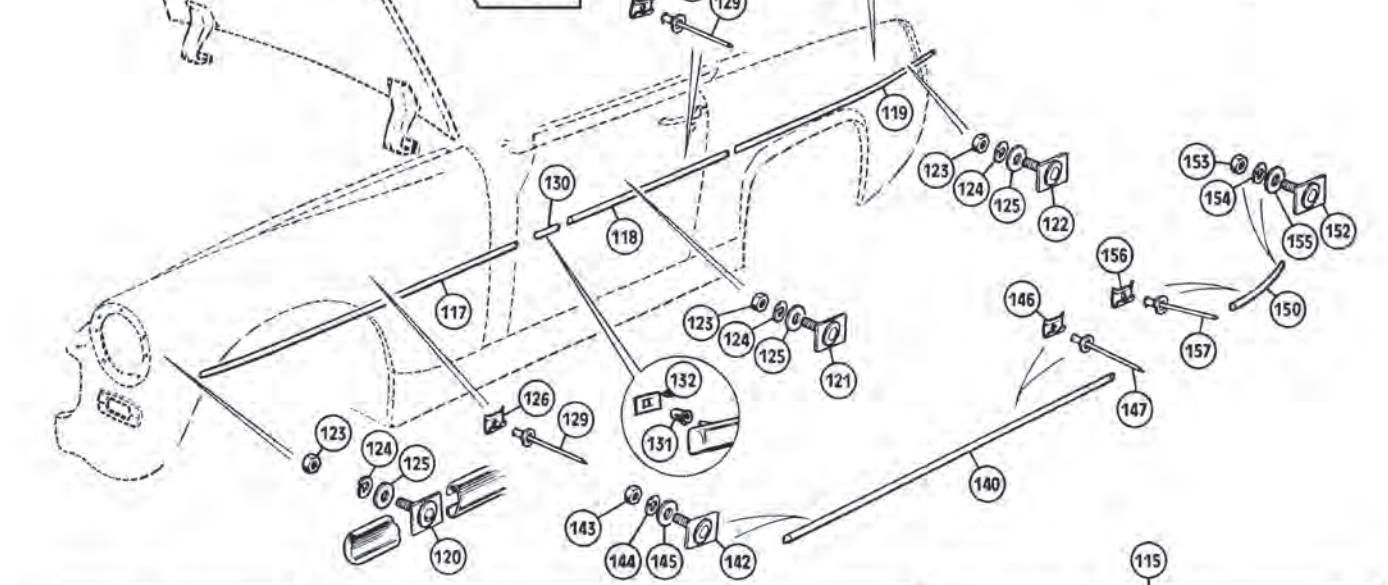
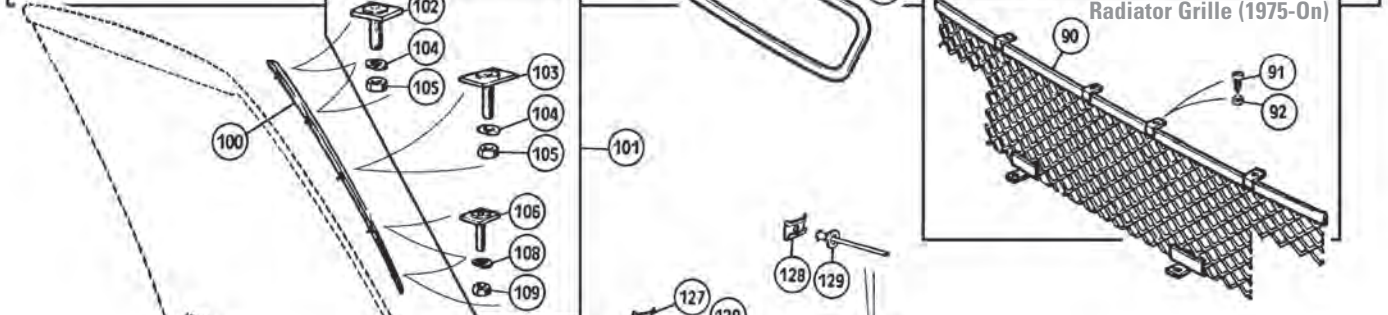
Radiator Grilles (1967-69)



Radiator Grille (1970-74)



Radiator Grille (1975-On)



**Front Grille & Body Mouldings**

Note: Please see the Accessories section for full details of badge bars & badges.

**Radiator Grille (1967-69)**  
(G-AN4 and H-AN9)

Ill.	Part Number	Price £ea.	Description	Req.	Details	
1	ARA249	NCA	GRILLE	1	G-AN4	
2	ARA1208	NCA	GRILLE SLAT, outer, RH	1		
	ARA1209	NCA	GRILLE SLAT, outer, LH	1		
4	ARA1215	NCA	GRILLE SLAT, (second from end), RH	1		
	ARA1216	£3.20	GRILLE SLAT, (second from end), LH	1		
6	ARA1210	NCA	GRILLE SLAT, inner	32		
7	ARH596	£1.20	CLIP, slat to frames	76		
8	GHF422	£0.47	SCREW, slat to frames	76		
9	ARA2069	£60.00	PLINTH, late, (push fit lugs)	1		
10	PFS106	£0.29	CLIP, (push fix), plinth to frames	2		
11	PZZ1006	NCA	SCREW, (early type plinth to frames)	2		
12	ARA2148	£10.80	BADGE, 'MG', (glue in place) (Also replaces earlier push fix badge).	1		
14	ARA1259	NCA	GROMMET	4		H-AN9
20	AHA8098	£209.70	GRILLE	1		
21	GHF821	£0.30	GROMMET	4		
30	SE604041	£0.47	SCREW, grille	4		
31	GHF300	£0.22	WASHER, plain	8		
32	GHF331	£0.38	WASHER, locking	4		
33	GHF200	£0.22	NUT	4		
34	GHF425	£0.22	SCREW, grille	2		
35	PWZ404	£0.53	WASHER, plain	2		
36	GHF713	£0.43	NUT, spire	2		
37	AHA5514	£24.00	FINISHER, bonnet edge	1		
38	DMP819	£0.40	RIVET, finisher to bonnet	6		
39	AHA5512	£18.80	FINISHER, grille aperture, (RH side)	1		
40	AHA5513	£18.80	FINISHER, grille aperture, (LH side)	1		
41	AHA5515	£27.60	FINISHER, grille aperture, (lower)	1		
42	DMP819	£0.40	RIVET, lower finisher to front valance	4		
43	RA608176	£1.04	RIVET, side finishers to front wings	6		

**Radiator Grille (1970-74)**  
(G-AN5, H-AN10 and A-AN10)

50	AHA9925	£324.85	GRILLE	1	G-AN5	
51	AHA9315	£21.40	MOULDING, grille, RH	1		
52	AHA9316	£21.40	MOULDING, grille, LH	1		
53	BHA5008	£0.80	CLIP, moulding to grille	8		
54	GHF821	£0.30	GROMMET	4		
60	AHA9318	£12.20	BADGE, 'MG'	1		
61	AHA9319	£19.90	PLINTH, badge	1		
62	AHA9662	NCA	BADGE, 'Austin Healey Sprite'	1		H-AN10
	AHA9915	NCA	BADGE, 'Austin Sprite'	1		A-AN10
63	AHA9661	NCA	PLINTH, badge	1		H-AN10, A-AN10
64	AHA9482	£2.40	STUD PLATE, plinth to grille	1		
65	WF704061	NCA	WASHER, shakeproof	1		
66	NH806011	£0.18	NUT	1		
70	SE604041	£0.47	SCREW, grille	4		
71	GHF300	£0.22	WASHER, plain	8		
72	GHF331	£0.38	WASHER, locking	4		
73	GHF200	£0.22	NUT	4		
74	GHF425	£0.22	SCREW, grille	2		
75	PWZ404	£0.53	WASHER, plain	2		
76	GHF713	£0.43	NUT, spire	2		
77	AHA5514	£24.00	FINISHER, bonnet edge	1		
78	DMP819	£0.40	RIVET, finisher to bonnet	6		
79	AHA9450	£21.90	FINISHER, grille aperture, (RH side)	1		
80	AHA9451	£21.90	FINISHER, grille aperture, (LH side)	1		
81	AHA9449	£25.00	FINISHER, grille aperture, (lower)	1		
82	DMP819	£0.40	RIVET, lower finisher to front valance	4		
83	RA608176	£1.04	RIVET, side finishers to front wings	6		

**Radiator Grille (1975-On)**  
(G-AN6 models)

90	CHA478	£35.86	GRILLE, mild steel	1	G-AN6
	CHA478SS	£55.80	GRILLE, stainless steel	1	
91	GHF423	£0.30	SCREW, grille	6	
92	PWZ203	£0.19	WASHER, plain	6	

**Body Mouldings**

Until 1970, Sprites did not wear any body mouldings. Midgets of that period however, used both upper side mouldings (waist) and a large centre moulding on the bonnet (although the bonnet moulding was theoretically deleted from 1969 production). All of these types of moulding were dropped for the 1970 model year. Instead all Sprites and Midgets from that point onwards were fitted with long, one piece

mouldings to visually separate the satin black sills from the colour of the rest of the body. Midget 1500cc's went one step further, using extra short mouldings on the lower rear quarters of the rear wings (below which the wings were painted satin black), the purpose being to join the thick black lines of each sill to the similarly thick black side profile of the rear rubber bumper. All of the different types of bright finished body mouldings on Sprites & Midgets are water traps. The panels to which they are attached should be suitably treated to retard the progress of the dreaded 'tin worm'. Ideally, the holes for fixing the mouldings should be pierced in the panels prior to paint finishing. This does not always happen, a hole is often drilled through a painted panel and a fastener inserted without any form of corrosion protection on the exposed raw steel around the edge of the hole. Applying Waxoyl products both in the hole and, on the fixing before and after installation should help. Any excess can be easily wiped away with a rag moistened with a suitable solvent such as white spirit.

**Bonnet Centre Moulding**  
(To G-AN4-66225 Only)

100	14A7074	£73.06	MOULDING, bonnet centre	1
101	14A7074FK	£12.40	FITTING KIT, bonnet moulding	
102	AHA5700	£2.75	STUD PLATE, front two positions	2
103	AHH6360	£0.90	STUD PLATE, centre position	1
104	WL700101	£0.25	WASHER, locking, (front three positions)	3
105	GHF206	£0.16	NUT, front three positions	3
106	AHA6257	£3.85	STUD PLATE, second rearmost position	1
107	AHA5702	£2.40	STUD PLATE, rear position	1
108	WL700061	£0.30	WASHER, locking, (rear two positions)	2
109	NH806011	£0.18	NUT, rear two positions	2

**Upper Side Mouldings**  
(G-AN4 only)

115	AHA5825SET	£140.00	WING MOULDING SET, upper side	1	waist mouldings
116	AHA5825SFK	£37.00	FITTING KIT, wing moulding set	1	
117	AHA5825	£21.05	MOULDING, front wing	2	
118	AHA5824	£24.00	MOULDING, door, LH	1	
	AHA5823	£24.00	MOULDING, door, RH	1	
119	AHA5818	£23.50	MOULDING, rear wing*	2	

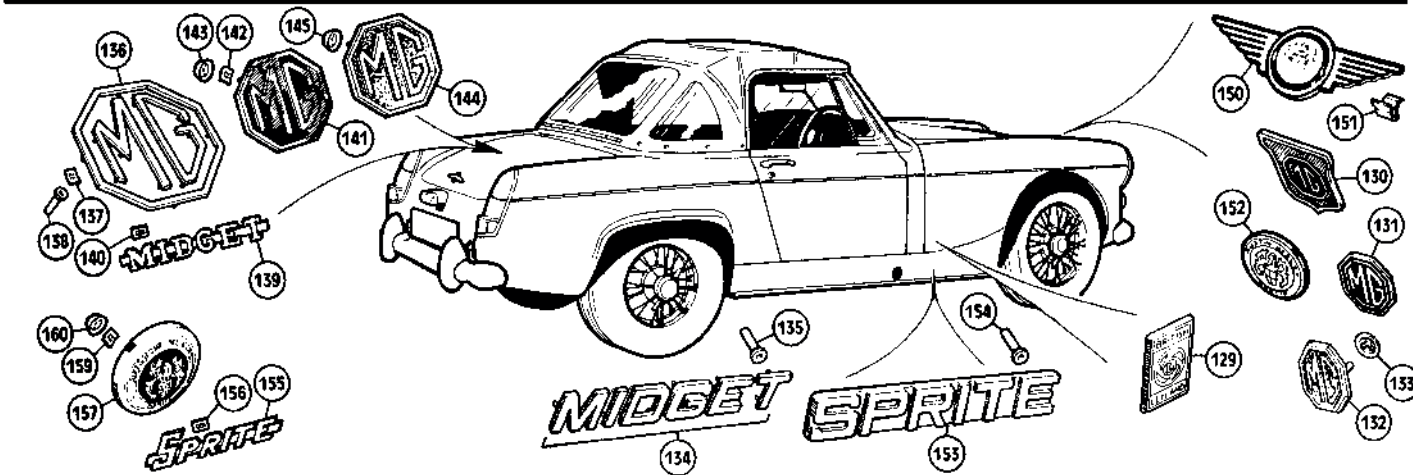
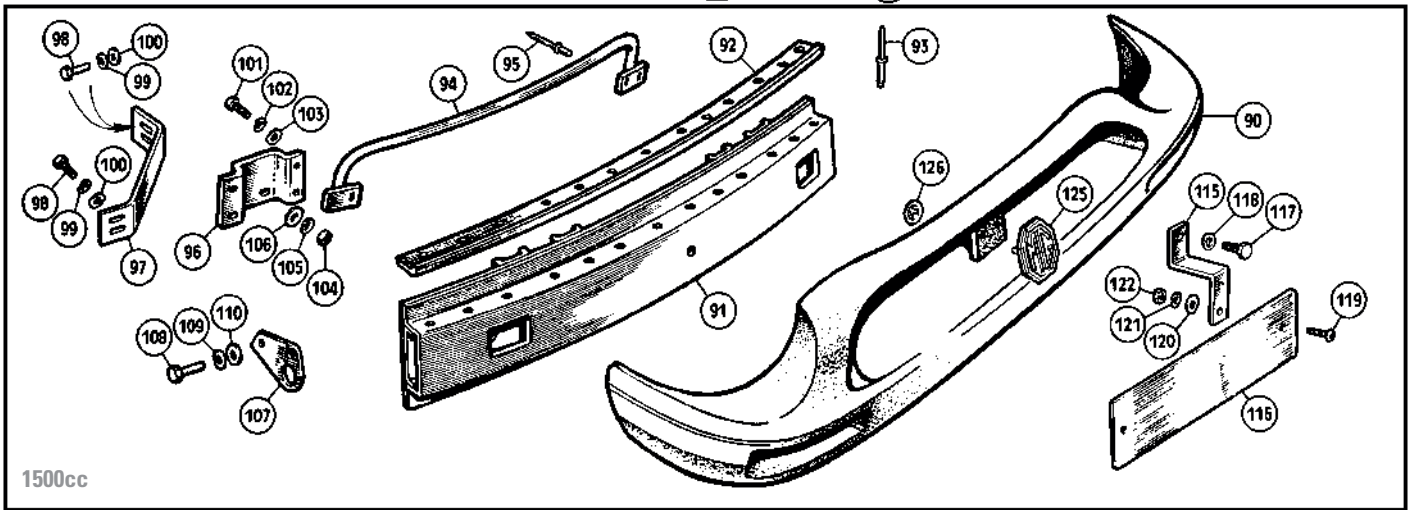
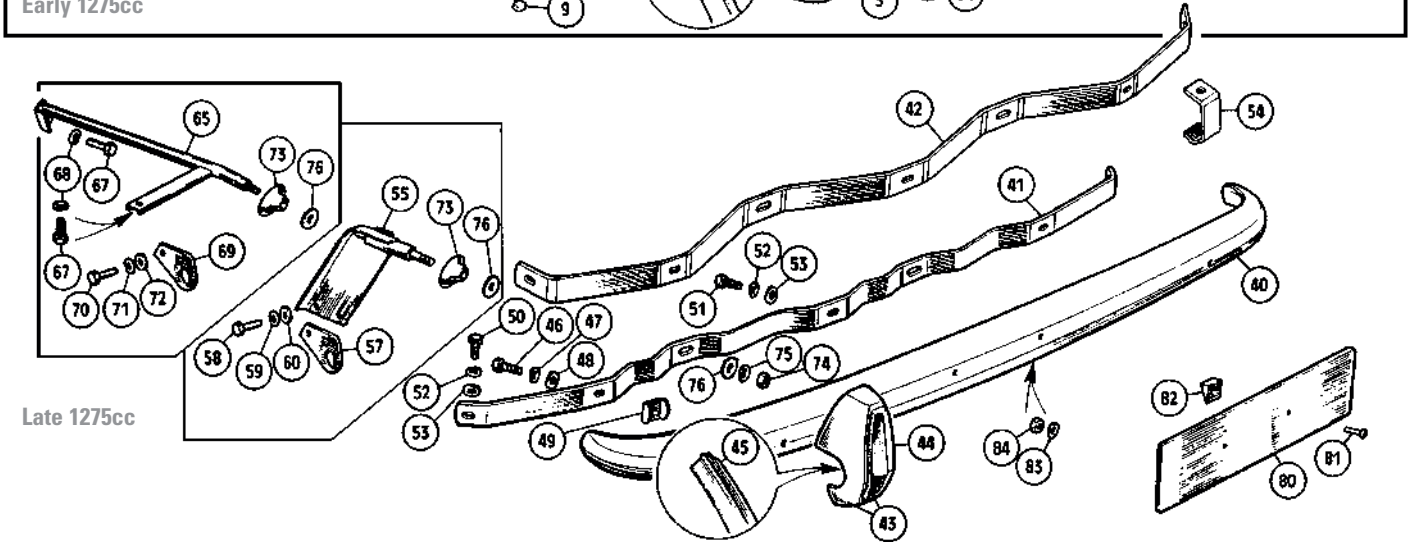
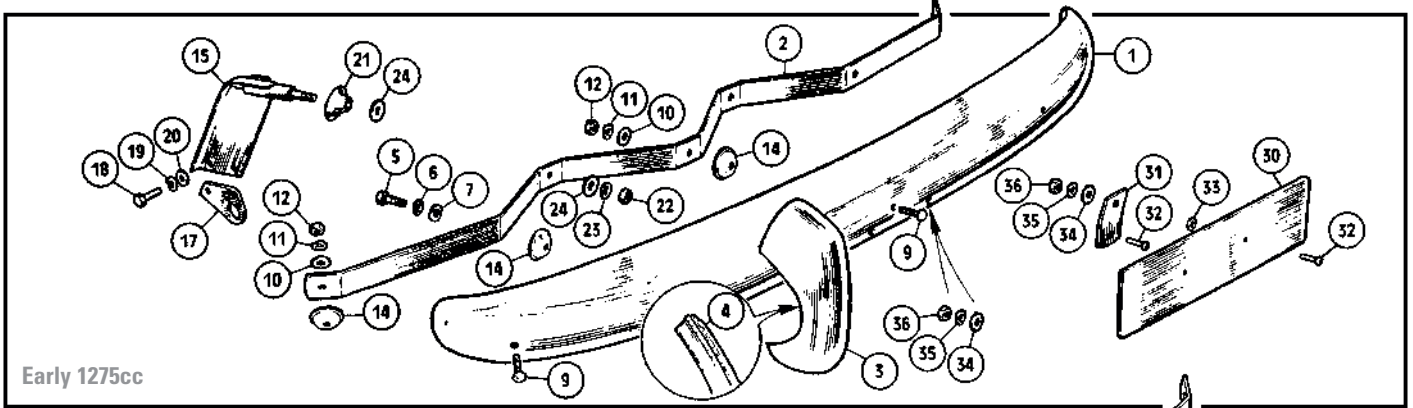
\*Note: When a moulding is fitted to a new rear wing, ensure that it runs level and in line with the front wing and door mouldings, from the 'B' post back to approximately half way along the rear wing. From this point, it should adopt a slight downward curve to finish with its top edge level with the joint between the two lenses of the rear lamp unit. To achieve this, the curve can be gently set into the moulding by hand when installing.

The fixing holes are of course critical to the final placing of the trim. The height and position of these holes can be determined by sticking a line of masking tape to the panel and adjusting it until it is visually satisfactory (if you run the masking tape on a dead straight line from one end of the rear wing to the other, stand back from the side of the car and you will see why it should have a curve in it). The masking tape will also serve as paint work protection while the fixing holes are being drilled in the panel.

120	AHA9447	£1.43	STUD PLATE, front end of front wing	2
121	AHA9447	£1.43	STUD PLATE, centre of door	2
122	AHA9447	£1.43	STUD PLATE, rear end of rear wing	2
123	NH105041	£0.41	NUT, stud plate to wing or door	6
124	WL700101	£0.25	WASHER, locking	6
125	GHF306	£0.30	WASHER, plain	6
126	ALA3647	£0.47	CLIP, moulding to front wing	16
127	ALA3647	£0.47	CLIP, moulding to door	10
128	ALA3647	£0.47	CLIP, moulding to rear wing	14
129	RA607096	£0.47	RIVET, clip to wing or door	40
130	AHA5822	£11.56	MOULDING, 'A' post	2
131	GHF1531	£0.30	CLIP, front moulding lug to 'A' post	2
132	PFS104	£0.23	SPIRE NUT, rear moulding lug to 'A' post	2

**Lower Side Mouldings**  
(G-AN5; G-AN6; H-AN9; H-AN10; A-AN10)

140	AHA9440	£21.00	MOULDING, sill	2	G-AN6
141	HMP815010	£14.00	FITTING KIT, sill mouldings	1	
142	AHA9447	£1.43	STUD PLATE, front end of sill	2	
143	NH105041	£0.41	NUT, stud plate to sill	2	
144	WL700101	£0.25	WASHER, locking	2	
145	GHF306	£0.30	WASHER, plain	2	
146	ALA3647	£0.47	CLIP, moulding to sill	14	
147	RA607096	£0.47	RIVET, clip to sill	14	
150	CHA348	£12.00	MOULDING, LH, rear wing	1	
	CHA347	£12.00	MOULDING, RH, rear wing	1	
151	HMP815011	£8.20	FITTING KIT, rear wing mouldings	1	
152	AHA9447	£1.43	STUD PLATE, rear end of wing	2	
153	NH105041	£0.41	NUT, stud plate to wing	2	
154	WL700101	£0.25	WASHER, locking	2	
155	GHF306	£0.30	WASHER, plain	2	
156	ALA3647	£0.47	CLIP, moulding to wing	6	
157	RA607096	£0.47	RIVET, clip to wing	6	





Front Bumpers & Badges

Front Bumper & Number Plate (1967-69)

(G-AN4 and H-AN9)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	AHA5695	£150.00	BUMPER, front	1	
2	AHA5696	£42.00	SPRING BAR	1	
3	AHA5686	£37.90	OVERRIDER	2	
4	552218	£0.47	PACKING STRIP, overrider	4	
5	BH606111	£1.39	BOLT, overrider & blade to spring bar	2	
6	GHF333	£0.30	WASHER, locking	2	
7	GHF302	£1.00	WASHER, plain	2	
9	554700K	£1.70	BOLT KIT, bumper mounting, chrome	3	includes items 11 & 12
10	GHF302	£1.00	WASHER, plain	3	
11	GHF333	£0.30	WASHER, locking	3	
12	GHF202	£0.22	NUT	3	
14	11B5721	£1.13	PACKING PIECE, spring bar to blade	5	
15	AHA5521	£31.80	BRACKET, bumper to chassis, RH	1	
	AHA5522	£31.80	BRACKET, bumper to chassis, LH	1	
17	AHA6498	£11.40	TOWING EYE	2	
18	GHF105	£0.41	SCREW, towing eye & bracket to chassis	4	
19	GHF333	£0.30	WASHER, locking	4	
20	GHF302	£1.00	WASHER, plain	4	
21	AAA1645	£0.86	GROMMET, front valance	2	
22	GHF204	£0.42	NUT, spring bar to bracket	2	
23	GHF335	£0.46	WASHER, locking	2	
24	PWZ208	£1.04	WASHER, plain	4	
30	ALK3268	£6.30	SUPPORT, front number plate	1	mild steel
	ALK3268SS	£13.90	SUPPORT, front number plate	1	stainless steel
31	AHH8177	£5.30	BRACKET, support to bumper blade	2	
32	SE604051	£0.47	SCREW	4	
			(Support to bracket & bracket to bumper blade).		
33	AHH5712	£0.98	WASHER, spacing, support to bracket	2	
34	GHF300	£0.22	WASHER, plain	4	
35	GHF331	£0.38	WASHER, locking	4	
36	GHF200	£0.22	NUT	4	

Front Bumper & Number Plate (1970-74)

(G-AN5, H-AN10 and A-AN10)

40	AHA9453	£186.80	BUMPER, front	1	
41	CHA42	£42.00	SPRING BAR	1	To G-AN5-123730, H-AN10, A-AN10
42	CHA42	£42.00	SPRING BAR	1	From G-AN5-123731
43	AHA9633	£44.10	OVERRIDER	2	
44	AHA9677	£7.60	RUBBER FACING, overrider	2	
45	552218	£0.47	PACKING STRIP, overrider	4	
46	BH606161	£0.60	BOLT, overrider & bumper to spring bar	2	
47	GHF333	£0.30	WASHER, locking	2	
48	GHF302	£1.00	WASHER, plain	2	
49	AHA9460X	£1.60	SPACER, bumper to spring bar	2	
50	SH605061	£0.22	SCREW, outer ends of spring bar	2	
51	SH605071	£0.64	SCREW, centre of spring bar	1	
52	GHF332	£0.40	WASHER, locking	3	
53	GHF301	£0.24	WASHER, plain	3	
54	CHA43	NCA	REINFORCEMENT	2	From G-AN5-123731
55	AHA5521	£31.80	BRACKET, bumper to chassis, RH	1	To G-AN5-138800, H-AN10, A-AN10
	AHA5522	£31.80	BRACKET, bumper to chassis, LH	1	
57	AHA6498	£11.40	TOWING EYE	2	
58	GHF105	£0.41	SCREW, towing eye to chassis	4	
59	GHF333	£0.30	WASHER, locking	4	
60	GHF302	£1.00	WASHER, plain	4	
65	CHA182	NCA	BRACKET, bumper to chassis, RH	1	
	CHA183	NCA	BRACKET, bumper to chassis, LH	1	
67	SH604051	£0.30	SCREW	4	
			(Bracket to radiator support & crossmember).		
68	GHF331	£0.38	WASHER, locking	4	From G-AN5-138800
69	AHA6498	£11.40	TOWING EYE	2	
70	SH606061	£0.77	SCREW, towing eye to chassis	4	
71	GHF333	£0.30	WASHER, locking	4	
72	GHF302	£1.00	WASHER, plain	4	
73	AAA1645	£0.86	GROMMET, front valance	2	
74	GHF204	£0.42	NUT, spring bar to bracket	2	
75	GHF335	£0.46	WASHER, locking	2	
76	PWZ208	£1.04	WASHER, plain	4	
80	ALK3268	£6.30	SUPPORT, front number plate	1	mild steel
	ALK3268SS	£13.90	SUPPORT, front number plate	1	stainless steel
81	SE604081	£0.53	SCREW, support to front bumper	2	
82	AHA9453SP	NCA	WEDGE, support to front bumper	4	
83	GHF331	£0.38	WASHER, locking	2	
84	GHF200	£0.22	NUT	2	

Front Bumper & Number Plate (1975-On)

(G-AN6 models)

90	BHM538	NCA	BUMPER MOULDING, rubber	1	
91	CHA534	NCA	ARMATURE, bumper	1	
92	CHA254	NCA	RETAINER, moulding to armature	2	
93	CHA307	£1.04	RIVET	26	
94	CHA321	£28.50	SUPPORT, upper moulding	1	
95	CHA365	NCA	RIVET	4	
96	CHA298	NCA	SPRING BRACKET, inner, RH	1	
	CHA299	NCA	SPRING BRACKET, inner, LH	1	
97	CHA250	NCA	SPRING BRACKET, outer	2	
98	13H9159	NCA	SCREW, outer bracket	8	To G-AN6-158715, G-AN6-212001
99	GHF333	£0.30	WASHER, locking	8	
100	WC110061	£1.57	WASHER, plain	8	
101	13H9159	NCA	SCREW, inner spring bracket	8	
102	GHF333	£0.30	WASHER, locking	8	
103	WC110061	£1.57	WASHER, plain	8	
104	GHF202	£0.22	NUT, inner spring bracket to body	4	
105	GHF333	£0.30	WASHER, locking	4	
106	WC110061	£1.57	WASHER, plain	4	
107	AHA6498	£11.40	TOWING EYE	2	
108	SH606061	£0.77	SCREW, towing eye to chassis	4	
109	GHF333	£0.30	WASHER, locking	4	
110	GHF302	£1.00	WASHER, plain	4	
115	BHH1642	£4.18	BRACKET, front number plate	2	
116	ALK3268	£6.30	SUPPORT, front number plate	1	mild steel
	ALK3268SS	£13.90	SUPPORT, front number plate	1	stainless steel
117	CZK3721	NCA	SCREW, bracket to armature	2	
118	GHF331	£0.38	WASHER, locking	2	
119	SE604061	£0.66	SCREW, support to bracket	2	
120	GHF300	£0.22	WASHER, plain	2	
121	GHF331	£0.38	WASHER, locking	2	
122	GHF200	£0.22	NUT	2	
125	CHA344	NCA	BADGE, 'MG', (silver on dark red)	1	To G-AN6-171430
	CHA507	£25.20	BADGE, 'MG', (gold on black)	1	fitted to some (1975) cars
	CHA544	£12.80	BADGE, 'MG', (silver on black)	1	From G-AN6-171431
	BHH2688	NCA	BADGE, 'MG', (silver on bright red)	1	alternative
126	PFS106	£0.29	CLIP (push fix), badge to bumper	2	

Badges

129	CZH2717	£7.10	HOUSE BADGE, 'BL', plastic*	2/1	self adhesive, blue on silver
	CZH2717X	£9.40	HOUSE BADGE, 'BL', metal*	2/1	self adhesive, blue on silver

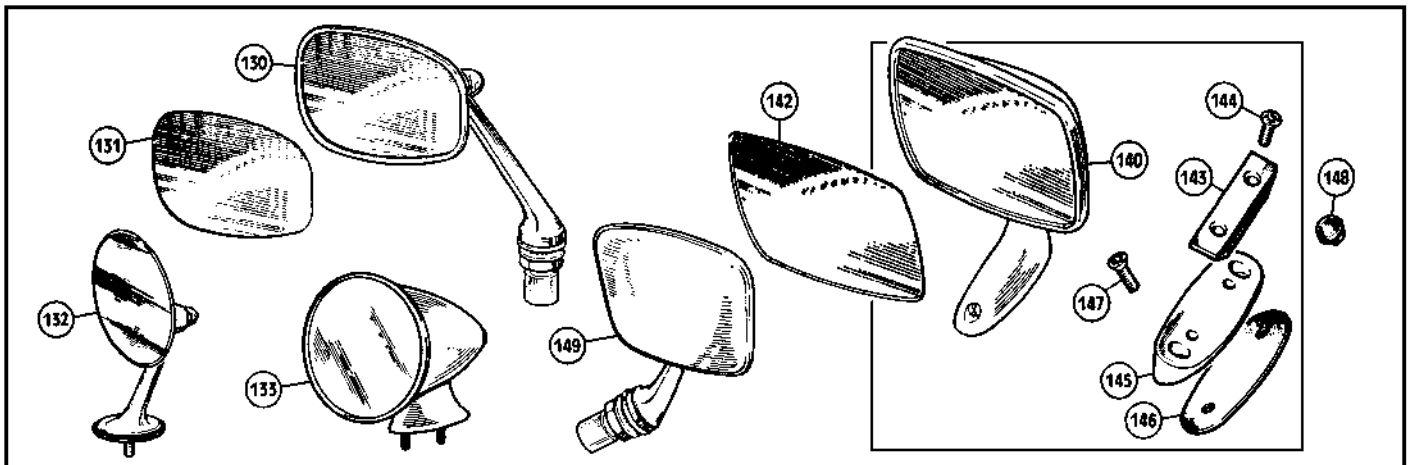
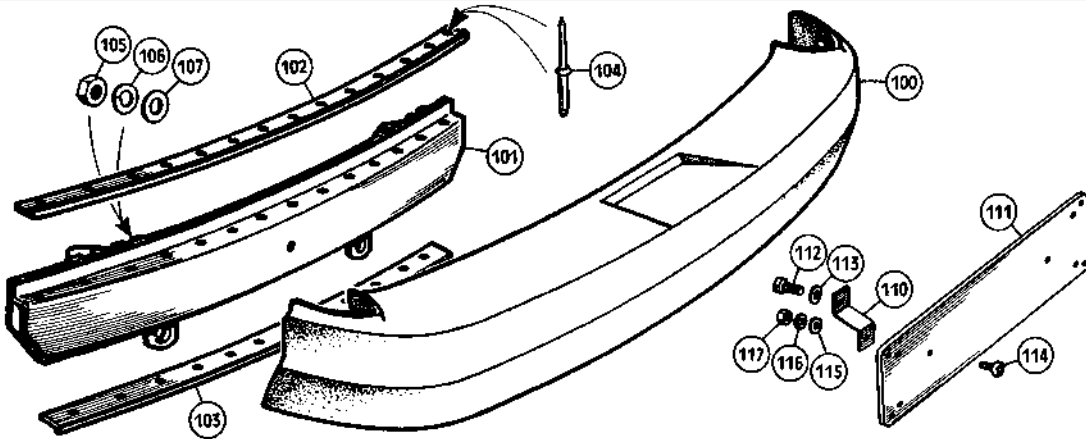
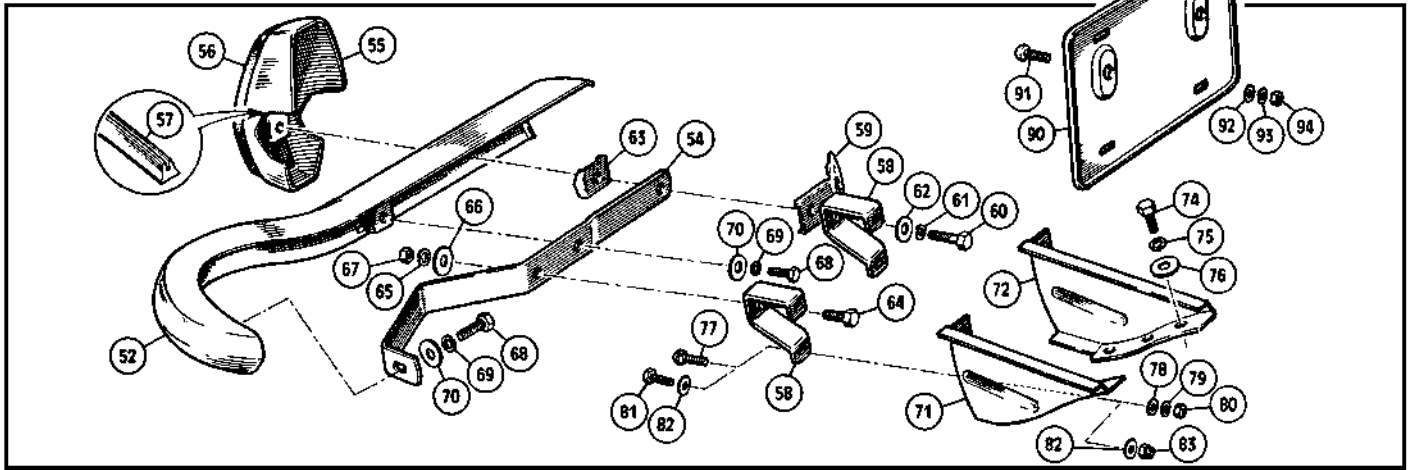
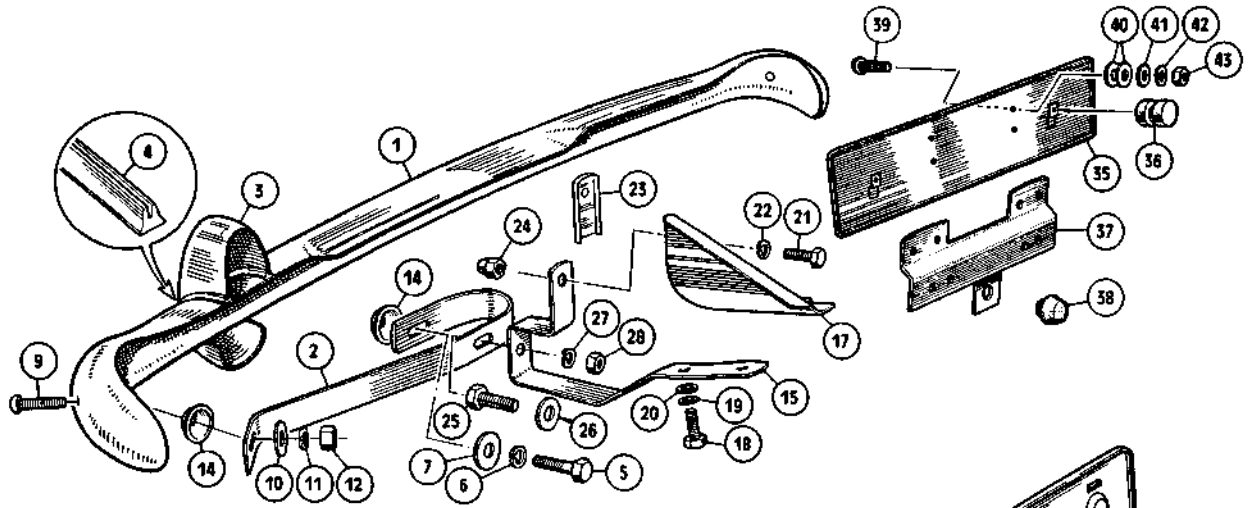
\*Note: This badge was on the rear lower corner of both front wings on H-AN10/A-AN10 cars and G-AN5 cars up to G-AN5-118598 (except Arab states, when a unique MG badge was used). From G-AN5-118599 onwards and on G-AN6 models up to 1976, only one was fitted (to the passenger's wing, depending whether RHD or LHD).

Midget Badges

130	ARA2148	£10.80	GRILLE BADGE, 'MG'	1	G-AN4
131	AHA9318	£12.20	GRILLE BADGE, 'MG'	1	G-AN5
		NCA	BUMPER BADGE, 'MG', see item 125	1	G-AN6
132	133 PFS106	£0.29	CLIP, (push fix), badge to bumper	2	
134	18G8761	£20.80	SILL LETTER SET, 'Midget'	2	G-AN5, G-AN6
135	352985A	£0.41	CLIP, (push fix), letters to sill	24	
136	AHH5261C	£11.70	BADGE, (metal-3 piece), 'MG'	1	G-AN4
137	PFS103	£0.47	SPIRE NUT, badge to boot lid	13	
138	352985A	£0.41	CLIP, badge to boot lid, (alternative)	13	
139	AHA5683	£9.20	BOOT BADGE, 'Midget'	1	
140	PFS104	£0.23	SPIRE NUT, 'Midget', (badge to boot lid)	2	
141	34G252	£14.50	BADGE, plastic, 'MG', (silver on black)	1	G-AN5, To G-AN6-171430
142	PFS106	£0.29	SPIRE NUT, (badge to boot lid)	3	
143	BHA4953	NCA	CLIP, badge to boot lid, (alternative)	3	
144	CHA508	£38.50	BADGE, metal, 'MG', (gold on black)	1	fitted to some
145	BHA4953	NCA	CLIP, (badge to boot lid)	3	cars built in (1975)
	CHA545	£28.60	BADGE, metal, 'MG', (silver on black)	1	From G-AN6-171431
	BHA4953	NCA	CLIP, badge to boot lid	3	

Sprite Badges

150	AHA5518	£31.20	BONNET BADGE, 'Austin Healey Sprite'	1	H-AN9
151	14A5542X	£0.64	CLIP, push fix, badge to bonnet	4	
152	AHA9662	NCA	GRILLE BADGE, 'Austin Healey Sprite'	1	H-AN10
	AHA9915	NCA	GRILLE BADGE, 'Austin Sprite'	1	A-AN10
153	AHA9658	£21.00	SILL BADGE, 'Sprite'	2	H-AN10, A-AN10
154	352985A	£0.41	CLIP, (push fix), badge to sill	6	
155	AHA5699	£15.00	BOOT BADGE, 'Sprite'	1	H-AN9
156	PFS104	£0.23	SPIRE NUT, (badge to boot lid)	2	
157	AHA9665	£24.30	BOOT BADGE, 'Austin Healey Sprite'	1	H-AN10
	AHA9916	NCA	BOOT BADGE, 'Austin Sprite'	1	A-AN10
159	PFS106	£0.29	SPIRE NUT, (badge to boot lid)	3	H-AN10, A-AN10
160	BHA4953	NCA	CLIP, badge to boot lid, (alternative)	3	



Rear Bumper, Fittings & Mirrors

Rear Bumpers & Number Plates

When fitting bumpers to a car, note that there is potentially a lot of scope for adjustment between the bumper blade, spring bar, the assorted bracketry and the car body - many of the bolt holes are elongated for this purpose. It makes sense therefore, to loosely assemble everything on the car and only tighten up the fastenings once you are completely satisfied with the position of the bumper relative to the bodywork. If you cannot position the bumper correctly, replacing the spring bar may help: The spring bar holds the bumper blade to the correct shape. Once again, remember to smear the threads of all nuts and bolts with anti seize or copper grease, if, you want a chance of undoing them in the future.

Rear Bumpers & Number Plates (1967-69)  
(G-AN4 and H-AN9)

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	AHA5673	£188.80	BUMPER, rear	1	
2	AHA5675	£12.70	SPRING BAR	2	
3	AHA5686	£37.90	OVERRIDER	2	
4	552218	£0.47	PACKING STRIP, override	4	
5	BH606111	£1.39	BOLT, override & blade to spring bar	2	
6	GHF333	£0.30	WASHER, locking	2	
7	GHF302	£1.00	WASHER, plain	2	
9	554700K	£1.70	BOLT KIT, bumper mounting, chrome	2	includes items 11 & 12
10	GHF302	£1.00	WASHER, plain	2	
11	GHF333	£0.30	WASHER, locking	2	
12	GHF202	£0.22	NUT	2	
14	11B5721	£1.13	PACKING PIECE, spring bar	4	
15	AHA5677	£10.70	BRACKET, bumper mounting, RH	1	
	AHA5678	£10.70	BRACKET, bumper mounting, LH	1	
17	AHA5765	£16.20	SUPPORT, mounting bracket	2	
18	SH605061	£0.22	SCREW, bracket/support to boot floor	4	
19	GHF332	£0.40	WASHER, locking	4	
20	GHF301	£0.24	WASHER, plain	4	
21	SH605061	£0.22	SCREW, bracket/support to rear valance	2	
22	GHF332	£0.40	WASHER, locking	2	
23	AHA5679	£11.80	FINISHER, (chrome), mounting bracket	2	
24	14B2685	£2.20	DOME NUT, chrome	2	
25	GHF105	£0.41	SCREW, spring bar to bracket	2	
26	GHF302	£1.00	WASHER, plain	2	
27	GHF333	£0.30	WASHER, locking	2	
28	GHF202	£0.22	NUT	2	
35	AHA5791	£6.50	SUPPORT, rear number plate	1	] not Germany
	AHA5791SS	£17.50	SUPPORT, rear number plate, s/s	1	
36	AHA5804	£3.95	BUFFER, rear number plate support	2	] Germany only
37	AHA7892	NCA	BRACKET, number plate lamps	1	
38	AHA5804	£3.95	BUFFER, bracket to rear panel	1	
39	SE604061	£0.66	SCREW, support to rear panel	2	
40	AHH5712	£0.98	WASHER, packing	a/r	
41	GHF300	£0.22	WASHER, plain	2	
42	GHF331	£0.38	WASHER, locking	2	
43	GHF200	£0.22	NUT	2	

Rear Bumpers & Number Plates (1970 -74)  
(G-AN5, H-AN10 and A-AN10)

52	AHA9458	£102.90	BUMPER, rear, RH	1	
	AHA9459	£102.90	BUMPER, rear, LH	1	
	AHA9458/9	£192.00	BUMPER SET, rear, pair	1	
54	AHA9465	£6.20	SPRING BAR	2	
55	AHA9633	£44.10	OVERRIDER	2	
56	AHA9677	£7.60	RUBBER FACING, override	2	
57	552218	£0.47	PACKING STRIP, override	4	
58	AHA9468	£5.20	BRACKET, bumper mounting	4	
59	AHA9458BKT	£42.00	BRACKET, number plate lamp, RH	1	
	AHA9459BKT	£42.00	BRACKET, number plate lamp, LH	1	
60	BH606161	£0.60	BOLT (Override, bumper, lamp bracket & spring bar to mounting bracket).	2	
61	GHF333	£0.30	WASHER, locking	2	
62	GHF302	£1.00	WASHER, plain	2	
63	AHA9460X	£1.60	SPACER, bumper to spring bar	2	
64	SH606071	£0.41	SCREW, spring bar	2	
65	GHF333	£0.30	WASHER, locking	2	
66	GHF302	£1.00	WASHER, plain	2	
67	GHF202	£0.22	NUT	2	
68	SH605061	£0.22	SCREW, bumper to spring bar	4	
69	GHF332	£0.40	WASHER, locking	4	
70	GHF301	£0.24	WASHER, plain	4	
71	CZJ334	£11.40	SUPPORT, bracket, outer, RH	1	
72	CZJ336	£15.00	SUPPORT, bracket, inner, RH	1	
	CZJ335	£11.40	SUPPORT, bracket, outer, LH	1	
	CZJ337	£15.00	SUPPORT, bracket, inner, LH	1	
74	SH605061	£0.22	SCREW, support to boot floor	12	
75	GHF332	£0.40	WASHER, locking	12	

76	GHF301	£0.24	WASHER, plain	12	
77	1G9840	£1.80	BOLT, special, (bracket to body)	8	
78	GHF301	£0.24	WASHER, plain	8	] To G-AN5-138800, H-AN10, A-AN10
79	GHF332	£0.40	WASHER, locking	8	
80	GHF201	£0.17	NUT	8	
81	GHF103	£0.60	SCREW, mounting bracket to body	8	
82	GHF301	£0.24	WASHER, plain	16	] From G-AN5-138801
83	GHF222	£0.55	NUT, nylon	8	
90	AHA5211	£8.90	BACK PLATE, number plate	1	
	AHA5211SS	£27.00	BACK PLATE, number plate, s/steel	1	
91	SE604081	£0.53	SCREW, support to rear panel	2	
92	GHF300	£0.22	WASHER, plain	2	
93	GHF331	£0.38	WASHER, locking	2	
94	GHF200	£0.22	NUT	2	

Rear Bumpers & Number Plates (1975-On)  
(G-AN6)

100	BHM539C	NCA	BUMPER MOULDING, rubber	1	shop soiled
101	CHA536	NCA	ARMATURE, bumper	1	
102	CHA252	£24.50	RETAINER, upper	1	
103	CHA253	£24.50	RETAINER, lower	1	
104	CHA307	£1.04	RIVET	28	
105	GHF202	£0.22	NUT, bumper to body	4	
106	GHF333	£0.30	WASHER, locking	4	
107	WC110061	£1.57	WASHER, plain	4	
110	BHH1642	£4.18	BRACKET, rear number plate	2	
111	14A7552Z	£11.00	SUPPORT, rear number plate & lamps	1	
	14A7552SS	£18.90	SUPPORT, rear number plate & lamps	1	stainless steel
112	CZK3721	NCA	SCREW, bracket to armature	2	
113	GHF331	£0.38	WASHER, locking	2	
114	SE604061	£0.66	SCREW, support to bracket	2	
115	GHF300	£0.22	WASHER, plain	2	
116	GHF331	£0.38	WASHER, locking	2	
117	GHF200	£0.22	NUT	2	

Wing Mirrors

Strictly speaking, the only wing mirrors of original (factory option) style for 1967 onwards Sprites and Midgets are GAM117 and GAM118, colloquially referred to as 'Boomerang' mirrors after Desmo's well known mirrors of that type. However, the accessory mirrors also offered here will no doubt bring on waves of nostalgia when they add that final, period touch to your newly restored car.

130	GAM117	£38.40	WING MIRROR, 'Boomerang'	2	] convex glass
131	GAM208T	£7.20	MIRROR GLASS, replacement, tinted	2	] ]
	GAM118	£38.40	WING MIRROR, 'Boomerang'	2	] flat glass
	GAM207T	£7.20	MIRROR GLASS, replacement, tinted	2	] ]
132	WM1904	£16.60	WING MIRROR, 'Lucas', RH	1	] convex glass
	WM1905	£16.60	WING MIRROR, 'Lucas', LH	1	] ]
	WM1906	£16.60	WING MIRROR, 'Lucas', RH	1	] flat glass
	WM1907	£16.60	WING MIRROR, 'Lucas', LH	1	] ]
133	GAM105	£16.40	RACING MIRROR	2	

Door Mirrors

Sprites & Midgets from around 1970 onwards were fitted with 'Tex' door mirrors in preference to wing mirrors; as a rule the driver's side mirror would be a standard feature, while the passenger's side was optional.

Bright finished mirrors were specified for both chrome & rubber bumper fitted cars, whereas the black finished mirrors appeared to be more at home on the rubber bumper models. Note that the replacement 'Tex' mirror now available is not exactly the same as the original in the method by which it mounts on the door - an extra hole may have to be drilled (the redundant hole being covered by the mirror plinth anyway).

Owners of pre-1970 cars who prefer door mirrors to wing mirrors will find that the Triumph item listed below, while being non-original to Sprites & Midgets, compliments the ornate style of the earlier cars rather well.

140	GAM216A	£34.00	DOOR MIRROR, 'Tex', LH	1	] bright finish
	GAM215A	£34.00	DOOR MIRROR, 'Tex', RH	1	] ]
	GAM262X	£28.80	DOOR MIRROR, 'Tex', LH	1	] black finish
	GAM261X	£28.80	DOOR MIRROR, 'Tex', RH	1	] ]
142	GAM208T	£7.20	GLASS, tinted, (convex)	a/r	] for 'Tex' type
	GAM207T	£7.20	GLASS, tinted, (flat)	a/r	] door mirrors
143	DZB5208A	NCA	WEDGE PLATE	a/r	
143a	CZA7164K	£3.00	WEDGE KIT, (plastic)	a/r	
144	GHF405	£0.36	SCREW, wedge plate to plinth	a/r	
145	CZH3521Z	£12.00	PLINTH, chrome finish	a/r	] for original
	HMP290052	NCA	PLINTH, black finish	a/r	] 'Tex' mirrors only
146	CZH3525	NCA	MOUNTING PLATE, plastic	a/r	
147	SM105161	£0.89	SCREW, plinth & plate to door	a/r	
148	13H8998	£0.82	PLUG, mirror holes in door	a/r	] use when mirrors are ] not fitted
149	622352	£53.90	DOOR MIRROR, 'Triumph' type	2	] period 1960's style

**Hood, Frame & Fittings**

**Hood Fasteners (Fitted To Body)**

The fasteners listed here are used to hold the hood, hood cover and optional tonneau cover and all were fitted to every car, whether the tonneau was specified or not. The studs on the hood retaining strip (see item 75 on this page) also held the hood cover & tonneau cover.

Part Number	Price Eea.	Description	Req.	Details
1	£0.62	METAL STUD, 'durable dot'	4	] on windscreen pillars
2	AHA7796	NCA RIVET, (stud to windscreen pillar)	4	
3	£0.89	PEG, 'Lift-the-Dot'	4	] on scuttle, (dash top)
4	2K4936	WASHER, leather	4	
5	WL700101	WASHER, locking	4	] ]
6	GHF206	£0.16 NUT, peg to scuttle	4	
7	LFP116	£2.40 PEG, 'Lift-the-Dot'	4	] on heel board
8	AD606043	£0.30 SCREW, peg to heel board	8	] (behind seats)
9	610624	£0.62 METAL STUD, 'durable dot'	2	] Inside edge of 'B' post
10	RA608236	£0.34 RIVET, stud to inside edge of 'B' post	2	] ]
11	610624	£0.62 METAL STUD, 'durable dot'	4	] on rear bulkhead
12	7H9868	£0.24 BASE, stud to rear bulkhead panel	4	] trim panel
15	TFP1010	£2.50 PEG, 'Tenax', (front cockpit side)	2	] on cockpit side
16	WL700101	£0.25 WASHER, locking	2	] (To G-AN4-66226, 25)
17	14B7889	£1.36 NUT, domed	2	] To H-AN9-77590)
20	AHA9054	£6.20 STRIP, 'Velcro'	2	] ]
21	RMP212	£0.40 SCREW, front, (finisher* & Velcro to body)	2	
22	PWZ102	£0.22 WASHER, plain	2	] (G-AN4-66226 On,
23	WL700061	£0.30 WASHER, locking	2	] G-AN5, G-AN6,
24	AHA9061	£2.45 NUT, domed	2	] H-AN9-77591 On,
25	AD606043	£0.30 SCREW, rear, Velcro strip to body	2	] H-AN10, A-AN10)

\*Note: For rear cockpit moulding & finishers, see page 209.

28	TFP1006	£1.00 PEG, 'Tenax', (on cockpit side)	6	] ]
29	AHA8310	£0.40 WASHER, plain	6	
30	WL700101	£0.25 WASHER, locking	6	] (all models)
31	GHF206	£0.16 NUT	6	] ]

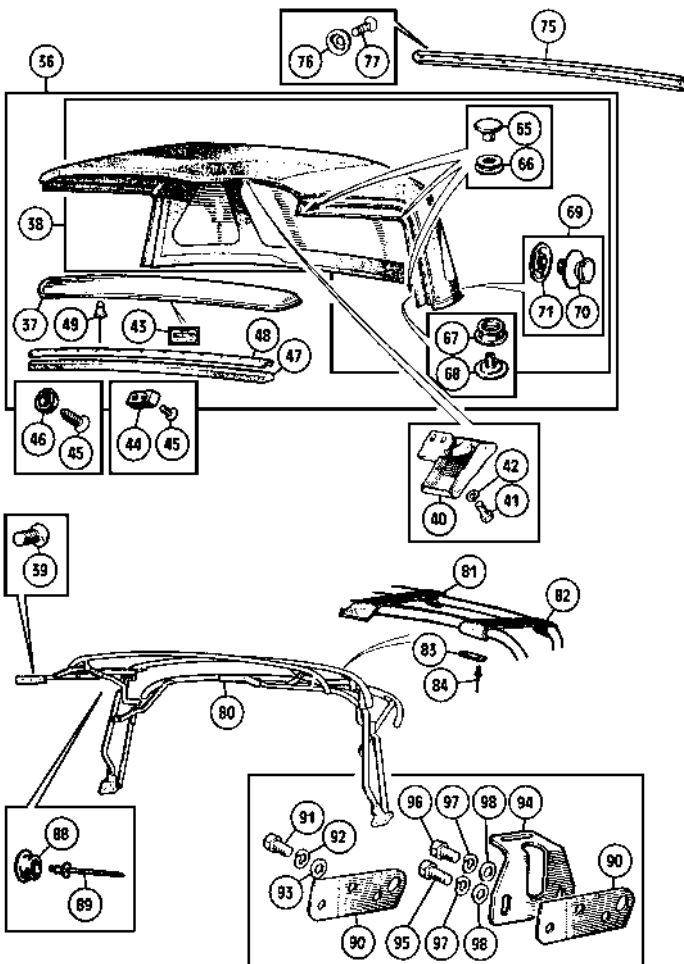
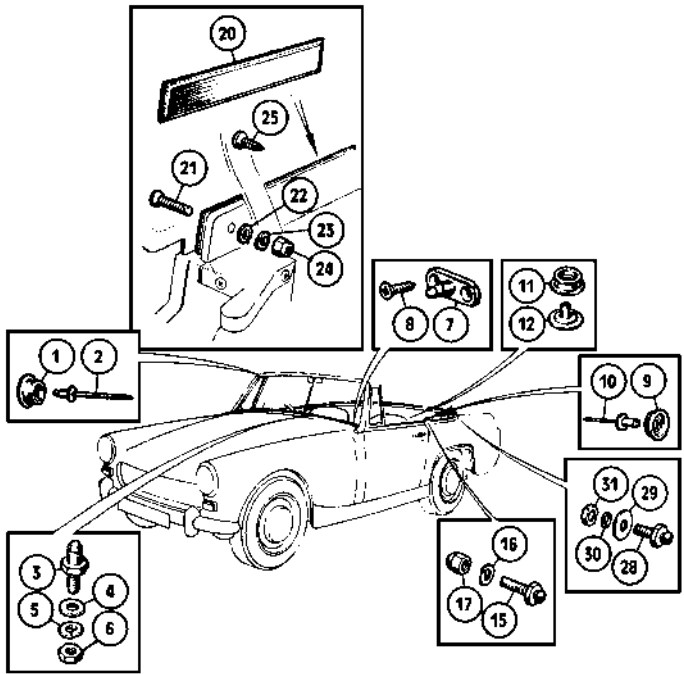
**Hood & Hood Frame**

Now to blow apart a few myths of the classic motor trade. The original material used for hood manufacture was 'Everflex'. Internally lined in grey fabric (black from 1969-On), it was replaced by a fire resistant material known as 'BLS22 CF019WFR' in 1972, pending forthcoming safety regulations. The new material was recognisable by the diamond pattern on the interior lining. There may be odd off-cuts lying in dusty trim shop stores somewhere, but essentially there is none of this hood material left. Due to the non-availability of the original hood material, the best quality hoods are now produced from ICI's 'V818' double lined material. This excellent material (the only replacement material which tailors like the original) is only discernible by experts and, has been for some time, the factory fitted hood material for sports cars other than Sprites & Midgets.

All of the hoods here use 'Vybak' windows and are constructed on the original jigs (ensuring the greatest accuracy) with all fasteners loose and ready for fitting.. They may be ordered either with or without fitted header rail. Contrary to the belief of some, Sprites & Midgets from 1967 onwards had only one hood colour - black. This is still the only colour available. Hood design remained the same from 1967 through to 1979, with the exception of one small detail - from 1969 onwards a Velcro strip replaced the furthest forward Tenax fastener on each rear quarter of the hood. This later (& more widely used) hood with Velcro is the type usually found on sale today. If you wish to use this hood on a 1967 or 1968 car, two extra Tenax fasteners will have to be ordered. The same situation also applies to tonneau covers & hood covers (which of course fasten to the same area of the car's body work).

**Hood & Header Rail**

36	CHA86	£630.00 HOOD, black, (with header rail fitted)	1	] ]
37	AHA9052	£284.40 HEADER RAIL, black	1	
38	CHA87	£300.70 HOOD, black, (without header rail)	1	] ]
39	SF604061	£0.50 SCREW, header rail to hood frame	6	
40	AHA7709	£35.60 CATCH, (chrome), 'over centre'	2	] To G-AN4-60440,
				] To H-AN9-72033
	AHA8491	£34.00 CATCH, satin silver, 'over centre'	2	] G-AN4-60441 On,
				] G-AN5, G-AN6,
				] H-AN9-72034 On,
				] H-AN10, A-AN10
41	53K126	£0.60 SCREW, catch to header rail	4	] ]
42	WL700101	£0.25 WASHER, locking	4	
43	CRST114	£1.57 DECAL, hood stowage instructions	1	] Inside header rail
44	AHH6439	£1.50 PAD, on end of header rail	2	] ]
45	GHF400	£0.19 SCREW, pad & hood to header rail	6	
46	610624	£0.62 WASHER, cup	2	] ]
47	BHH2273	£6.60 SEAL, header rail	1	
48	AHA7350	£8.30 RETAINER, seal	1	] ]
49	GHF600	£0.16 RIVET, retainer to header rail	15	



**Hood Fasteners**

(Ready fitted to new hoods)

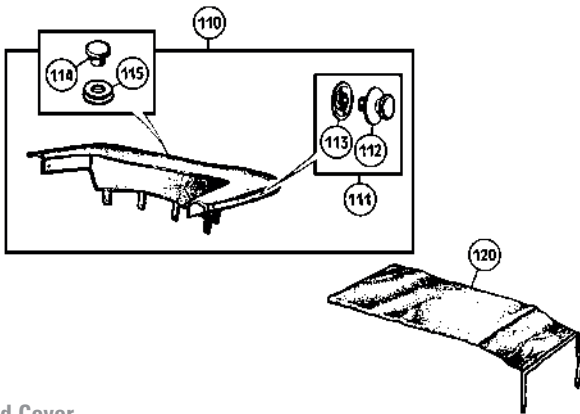
ill.	Part Number	Price £ea.	Description	Req.	Details
	7H9864	£0.28	SILVER BUTTON, 'durable dot'	4	
	7H9866	£0.34	METAL SOCKET, 'durable dot'	4	
	TFS106	£2.90	FASTENER, 'Tenax', (hood to cockpit side)	8	
	552964	£4.66	FASTENER	8	
	551684	£1.25	FASTENER NUT	8	
65	7H9864	£0.28	SILVER BUTTON, 'durable dot'	6	
66	7H9866	£0.34	METAL SOCKET, 'durable dot'	6	
67	610624	£0.62	METAL STUD, 'durable dot'	2	
68	7H9868	£0.24	BASE, (holds stud to fabric)	2	
69	TFS106	£2.90	FASTENER, 'Tenax', (cockpit side)	6	
70	552964	£4.66	FASTENER	6	
71	551684	£1.25	FASTENER NUT	6	
75	AHA8185	£17.00	RETAINING STRIP	1	hood to rear of cockpit
76	610624	£0.62	METAL STUD, 'durable dot'	7	
77	ZCT605	£0.66	SCREW, retaining strip to rear of cockpit*	7	

\*Note: This screw is supposed to go into a captive nut in the lip of the rear cockpit, however the captive nuts have often long since disappeared. If this is the case, use ARH596 x 7 spire clips over the edge of the lip and stainless steel self tapping screw ZCT605A x 7.

	ARH596	£1.20	SPIRE CLIP	7	
	ZCT605A	£0.47	SCREW, stainless steel, self-tapping	7	

**Hood Frame**

	AHA9051	£260.80	HOOD FRAME, black	1	
	HMP215053	NCA	WEBBING, 'off white', (centre strip)	1	
	HMP215054	NCA	WEBBING, 'off white', (side strips)	2	
	AHA8371	NCA	PLATE, webbing to hood frame	2	
	RA608176	£1.04	RIVET, (plate & webbing to hood frame)	4	
80	AHA9051	£260.80	HOOD FRAME, black	1	
81	AHA9060	NCA	WEBBING, 'black', (centre strip)	1	
82	AHA9175	NCA	WEBBING, 'black', (side strips)	2	
83	AHA8371	NCA	PLATE, webbing to hood frame	6	
84	RA608176	£1.04	RIVET, (plate & webbing to hood frame)	12	
88	610624	£0.62	METAL STUD, 'durable dot'	2	
89	RA608236	£0.34	RIVET, stud to hood frame	2	
90	AHA8295	£1.20	PACKING PIECE, (hood frame to body)	2	
91	GHF103	£0.60	SCREW, (hood frame to body)	6	
92	GHF332	£0.40	WASHER, locking	6	use when neither
93	GHF301	£0.24	WASHER, plain	6	tonneau cover nor
94	AHA8082	£13.40	BRACKET, (tonneau rail/hard top)	2	hard top are fitted
95	SH605091	£1.00	SCREW, (bracket & hood frame to body)	4	use when tonneau cover
96	GHF103	£0.60	SCREW, (hood frame to body)	2	or hard top are fitted
97	GHF332	£0.40	WASHER, locking	6	
98	GHF301	£0.24	WASHER, plain	6	



**Hood Cover**

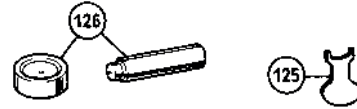
Hood covers are supplied with all fasteners ready fitted. They are only available in black (as original).

	AHA8288	£309.10	COVER, hood stowage (With fasteners - no velcro strips).	1	
	TFS106	£2.90	FASTENER, 'Tenax', (cockpit side)	8	
	552964	£4.66	FASTENER	8	
	551684	£1.25	FASTENER NUT	8	
	7H9864	£0.28	SILVER BUTTON, 'durable dot'	13	
	7H9866	£0.34	METAL SOCKET, 'durable dot'	13	
110	CHA93	£306.90	COVER hood stowage, (Vinyl) (With fasteners - with velcro strips).	1	
111	TFS106	£2.90	FASTENER, 'Tenax', (cover to cockpit side)	6	
112	552964	£4.66	FASTENER	6	
113	551684	£1.25	FASTENER NUT	6	
114	7H9864	£0.28	SILVER BUTTON, 'durable dot'	13	
115	7H9866	£0.34	METAL SOCKET, 'durable dot'	13	

120 AHA8324

NCA STOWAGE BAG, hood cover

1

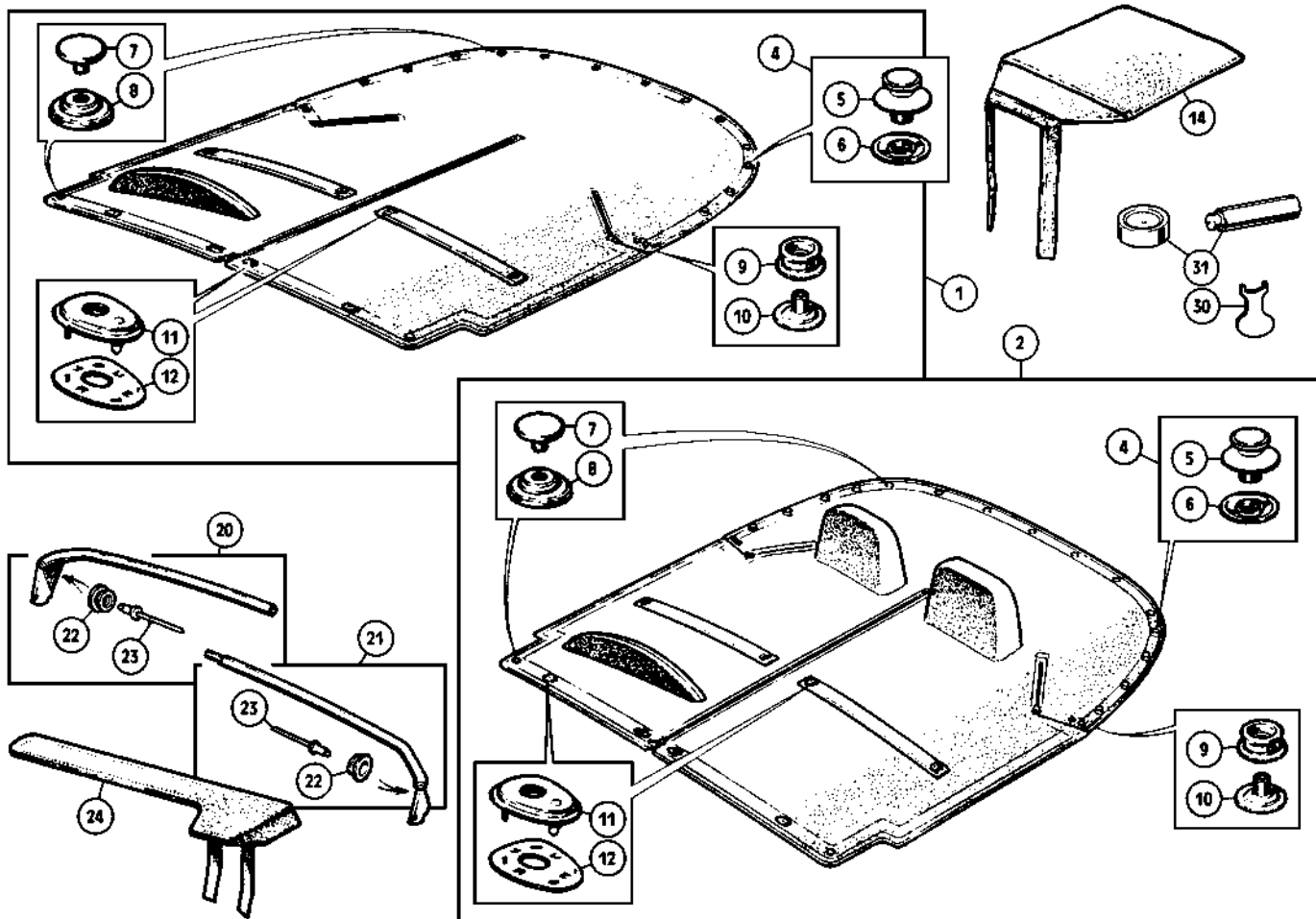


**Hood Fastener Tools**

The tools listed will prove invaluable to anybody intending to replace the fasteners in their weather equipment. That said, the tools are also useful for fitting similar fasteners in non-motoring applications like clothing or camping equipment!

The simplest of tools make light work of a job - for example, the two piece tool for fitting the durable dot fasteners. The base and punch set was made available in the marketplace due to continued demands from owners attempting to fit replacement fasteners. The tricks used before the public availability of the tool set ranged from screwdrivers & pin punches to pointed hammers and ball bearings. Trim manufacturers have more exotic tools for this task, such as special jawed pliers that will install the fastener in one squeeze, without having to first pierce the location hole. Needless to say this type of equipment is expensive and beyond the requirement of the home user.

125	GAC5063X	£1.43	FITTING KEY, 'Tenax'	a/r	} button/socket
126	GAC5060X	£5.90	FITTING KIT, 'durable dot'	a/r	



**Tonneau Covers**

The usual way of defining changes (by chassis no.) does not work here, because of the number of owners who have fitted head restraint type seats to cars which previously didn't have them, or have changed the style of head restraint. Thus you will have to compare the descriptions below against the specification of your car before ordering. For more information on head restraint styles, see pages 210 & 211.

The tonneau covers listed here are supplied with fasteners ready fitted. Originally the non-Velcro fitted cars were those with an extra 'Tenax' fastener on each side (i.e. prior to 1969, or to G-AN4-66225 and H-AN9-77590).

The two types of tonneau rails have differing kinks in them to fit behind pre-1969 or 1969-on seats. Beware if you have upgraded your early car to later seats. The covers are only available in black (as original). For details concerning the fittings on the car body to which the tonneau cover is attached, please see 'Hood, Frame & Fittings' on pages 234 & 235.

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	AHA8293	£227.70	TONNEAU, RHD, no Velcro	1	without head restraint
	AHA8758	£223.10	TONNEAU, LHD, no Velcro	1	
	CHA119	£319.70	TONNEAU, RHD, with Velcro	1	
	CHA121	£311.00	TONNEAU, LHD, with Velcro	1	
2	CHA123	£322.30	TONNEAU, RHD, with Velcro	1	for 'D' section
	CHA70	£311.00	TONNEAU, LHD, with Velcro	1	head restraints
	CHA675	£317.60	TONNEAU, RHD, with Velcro	1	for 'oval' section
	CHA677	£311.00	TONNEAU, LHD, with Velcro	1	head restraints
	4	TFS106	£2.90	FASTENER, 'Tenax' (Cover to cockpit side).	8/6
5	552964	£4.66	FASTENER	8/6	
6	551684	£1.25	FASTENER NUT	8/6	
7	7H9864	£0.28	SILVER BUTTON, 'durable dot'	13	
8	7H9866	£0.34	METAL SOCKET, 'durable dot'	13	
9	610624	£0.62	METAL STUD, 'durable dot'	2	
10	7H9868	£0.24	BASE, holding stud	2	
11	552650	£0.72	FASTENER, socket, 'Lift the Dot'	8	
12	552651	£0.76	PLATE, 'cinch'	8	
14	242-605	£38.50	BAG, tonneau cover stowage	1	
20	AHA8313	NCA	TONNEAU RAIL, RH	1	To G-AN4-66225,
21	AHA8314	NCA	TONNEAU RAIL, LH	1	To H-AN9-77590

AHA9086	£32.20	TONNEAU RAIL, RH	1	G-AN4-66226 On,
AHA9087	£32.20	TONNEAU RAIL, LH	1	G-AN5, G-AN6, H-AN9-77591 On, H-AN10, A-AN10
22	610624	£0.62	METAL STUD, 'durable dot'	2
23	DMP2840	£0.78	RIVET, stud to tonneau rail	2
24	AHA9160	£32.10	BAG, tonneau rail stowage	1

**Hood & Tonneau Fastener Tools**

30	GAC5063X	£1.43	FITTING KEY, 'Tenax'	a/r	button/socket
31	GAC5060X	£5.90	FITTING KIT, 'durable dot'	a/r	

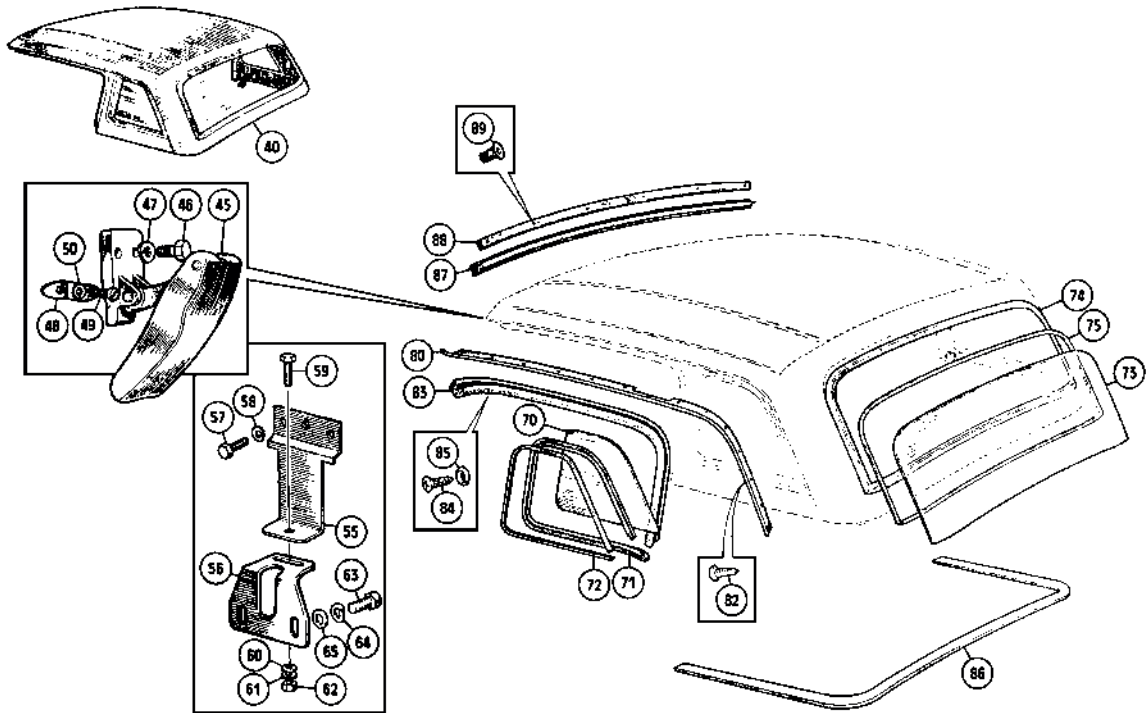
**How to fit your Tonneau Cover**

Factory original tonneau covers (and those listed on this page) for Sprites & Midgets were (and are) supplied with all the fasteners in place so that they would fit straight out of the bag. This statement will only be true when the car body has all its original fixings in the original places, as jig drilled and assembled by The MG Car Company. To this end, some non-original covers in the marketplace are supplied without fasteners installed to allow the product to be tailored specifically to the vehicle.

When fitting a replacement tonneau cover from another supplier with no fasteners installed, their positioning must be established to ensure a snug final fit. Before starting, check that the correct cover has been obtained (with respect to head restraints, Velcro, etc.). You will also need the correct quantities and types of fixings, tools to fit the fasteners (see items 30 & 31), a hammer & block, a sharp spike or hole punch for piercing, a tape measure and, a Chinagraph pencil for marking positions. If the ambient temperature is low, i.e. below 10° Celsius, the cover should be warmed prior to starting work to keep the material pliable. \*An electric fan heater is ideal for this, draping the tonneau cover over the cockpit with the heater working inside will do the trick.

\*Note: Moss take no responsibility for damaged caused to tonneau covers damaged by electric fan heaters. Note: 'Measure twice, cut once' is a particularly relevant adage - for all trim installations.

- A) Establish the centre of the tonneau cover front & rear edges, and mark with the pencil. The front centre is of course the zip. The rear may already be marked, however check it (the easy method is to just fold the tonneau cover in half).
- B) Find and mark the centre fastener on the cockpit rear edge, and the centre point on the dash top. These must be accurate as they are to be the first fastener positions (providing the datum for all the others) - unless you are specifically after the 'lop-sided' tonneau cover look!



- C) Measure the distance from the centre rear stud to the centre of a line drawn between the two dash top centre studs. This gives the front to back spacing of the fasteners on the body.
- D) Transfer this measurement onto the tonneau cover, leaving equal spacing from the front and rear edges. These two positions should fall on the double thickness material approximately half-way between the sewn seam and the tonneau cover edge welting.
- E) Use the new measurement to mark the rear fixing position by crossing the centre line previously established.
- F) Measure the distance between the two studs on the dash top and mark this distance equally about the front centre line on the tonneau cover.
- G) Re-measure all actions taken so far, very carefully, and then, check them again.
- H) Fit the centre rear fastener and attach the tonneau cover to the car by it. With the help of an assistant, pull the tonneau cover forward and check again the positioning for the two front fixing positions. The fitted tonneau cover needs to be tight enough when installed not to billow when the car is driven, but not so tight that it would be a struggle to fit.
- I) Pierce two holes through the cover front edge in the correct places and fit it to the front pegs. The cover is now self supporting. Have a cup of tea to celebrate and let the fabric recover its shape. If you have had to warm your cover during work, leave the heater on during your break.
- J) Starting from the middle rear, mark the positions both left & right on the tonneau cover by tracing with the pencil out to the body side, do similarly on the front fasteners. This will give check guidance only when you start to install the fasteners. Do not pierce these marks.
- K) The cover should now look as if it will take proper shape. Trial fit the cover to the car with the help of an assistant to establish where, if any, rucks of excess material may be. The tonneau covers positioning should be such that it will be free from wrinkles & rucks.
- L) If you are satisfied, start piercing and installing fasteners from the middle at the rear, alternately on the left then, the right, pulling the cover into a snug fit as you go & attaching it to the car by each of its new fasteners as they are fitted. Work from side to side and then diagonally, pulling and coaxing the fabric to fit the car. Pulling and trial fitting before the next fastener is installed is important. The required positions of the fasteners may not exactly match those previously marked with the pencil.

Important Note: Do not panic, the tonneau cover fabric will stretch and is now held by the pegs, not your assistant. Concentrate on getting it fitted squarely, equally tensioned and without rucks or wrinkles. The process is a very methodical one and as such, needs approaching slowly if a really professional looking outcome is expected.

**Hardtop**

A wealth of different hard top styles were (and a few still are) offered for Sprites and Midgets. However, only one was ever offered by the factory. This listing of parts is concerned with the factory hard top only, so any interchangeability between parts shown here and parts for aftermarket hard tops is, as they say in film title disclaimers, purely coincidental (and fortuitous). Don't build your hopes up too high on parts availability here - although there are some pleasant surprises.

Part Number	Price £ea.	Description	Req.	Details	
40	MGH002	£1,050.00	HARDTOP, fibreglass, black*	1	] aftermarket
	MGH002W	£1,050.00	HARDTOP, fibreglass, white*	1	
*Note: These hardtops are aftermarket reproductions and include fittings. Original fittings cannot be used on these hardtops.					
45	AHA7709	£35.60	CATCH, (over centre), chrome	2	] To G-AN4-60440, ] To H-AN9-72033
	AHA8491	£34.00	CATCH, (over centre), satin silver	2	] G-AN4-60441 On, G-AN5, ] G-AN6, H-AN9-72034 On, ] H-AN10, A-AN10
46	53K126	£0.60	SCREW, catch to hard top	4	
47	WL700101	£0.25	WASHER, locking	4	
48	AHH7196	NCA	BRACKET, locking over centre catch	2	
49	PMP308	£0.73	SCREW, bracket to hard top	2	
50	WL700101	£0.25	WASHER, locking	2	
55	AHA8083	NCA	BRACKET, hard top securing, side	2	
56	AHA8082	£13.40	BRACKET, tonneau cover rail & hard top	2	
57	SH604051	£0.30	SCREW, side bracket to hard top	6	
58	GHF331	£0.38	WASHER, locking	6	
59	SH605091	£1.00	SCREW (Side bracket to tonneau cover rail bracket).	2	
60	PWZ305	£0.64	WASHER, plain	2	
61	GHF332	£0.40	WASHER, locking	2	
62	GHF201	£0.17	NUT	2	
63	SH605091	£1.00	SCREW (Tonneau cover rail bracket and hood frame to body).	4	
64	GHF332	£0.40	WASHER, locking	4	
65	GHF301	£0.24	WASHER, plain	4	
70	AHA8086	NCA	GLASS, rear quarter	2	
71	AHA8085	NCA	GLAZING RUBBER, rear qtr glass, LH	1	
	AHA8084	NCA	GLAZING RUBBER, rear qtr glass, RH	1	
72	37H3227M	NCA	FINISHER, rear quarter glazing rubber a/r	]	supplied per metre. ] two 42" lengths req.
73	AHA8064	NCA	GLASS, rear screen	1	
74	AHA8087	NCA	GLAZING RUBBER, rear screen glass	1	
75	37H3226M	NCA	FINISHER, rear screen glazing rubber a/r	]	supplied per metre. ] upper finisher - 60", ] lower finisher - 44"
80	AHA7846	NCA	MOULDING, drip rail, LH	1	
	AHA7845	NCA	MOULDING, drip rail, RH	1	
82	CTP404	NCA	SCREW, moulding to hard top	28	
83	BHH1139	£6.00	SEALING RUBBER, door	2	
84	AD604032	£1.31	SCREW, sealing rubber to hard top	4	
85	FWP106	£0.41	WASHER, cup	4	
86	AHA8315	NCA	SEALING RUBBER, hard top to body	1	
87	BHH2273	£6.60	SEALING RUBBER, header rail	1	
88	AHA7350	£8.30	RETAINER, header rail sealing rubber	1	
89	GHF600	£0.16	RIVET, header rail seal to hard top	15	

**General Hardware & Fixings**

Following is a listing of the common fasteners used on classic cars. These fasteners are for general use and are not intended to replace those listed for specific applications elsewhere in this catalogue. To aid identification by terminology, a screw is threaded for its full length. A bolt is only part threaded with a plain unthreaded shank area between the head and the thread. The part number two letter prefix of SH means that the item is a Screw with a Hexagon head. The prefix BH means a Bolt with a Hexagon head. The first number defines the thread type, UNF = 6, UNC = 5. The second and third numbers give the thread diameter in increments of 1/16", e.g. 04 = 1/4", 05 = 5/16", 10 = 5/8". The fourth and fifth digits show the length in increments of 1/8", e.g. 04 = 1/2", 16 = 2", 23 = 2 7/8". The last digit defines finish, 1 = zinc plated. This coding system is only applicable to bolts and screws; nuts & washers are coded by a similar system that follows some of the above principles.

**Bolts and Set Screws**

**3/16" UNF**

Hexagon Headed 3/8" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	HU503
	1/2"	HU504
	5/8"	HU505
	3/4"	HU506
	7/8"	HU507
	1"	HU508

**1/4" UNF**

Hexagon Headed 7/16" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH604031
	1/2"	SH604041
	5/8"	SH604051
	3/4"	SH604061
	7/8"	SH604071
	1"	SH604081
BH604081	1 1/8"	SH604091
BH604101	1 1/4"	SH604101
BH604111	1 3/8"	SH604111
BH604121	1 1/2"	SH604121
BH604141	1 3/4"	SH604141
BH604161	2"	SH604161
BH604181	2 1/4"	
BH604201	2 1/2"	
BH604241	3"	

**5/16" UNF**

Hexagon Headed 1/2" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH605031
	1/2"	SH605041
	5/8"	SH605051
	3/4"	SH605061
	7/8"	SH605071
	1"	SH605081
BH605091	1 1/8"	SH605091
BH605101	1 1/4"	SH605101
BH605111	1 3/8"	SH605111
BH605121	1 1/2"	SH605121
BH605141	1 3/4"	SH605141
BH605151	1 7/8"	SH605151
BH605161	2"	SH605161
BH605181	2 1/4"	SH605181
BH605201	2 1/2"	SH605201
BH605221	2 3/4"	SH605221
BH605241	3"	SH605241

**3/8" UNF**

Hexagon Headed 9/16" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH606031
	1/2"	SH606041
	5/8"	SH606051
	3/4"	SH606061
	7/8"	SH606071
	1"	SH606081
BH606081	1 1/8"	SH606091
BH606091	1 1/4"	SH606101
BH606111	1 3/8"	SH606111
BH606121	1 1/2"	SH606121

**3/8" UNF (Continued)**

BH606141	1 3/4"	SH606141
BH606161	2"	SH606161
BH606181	2 1/4"	SH606181
BH606201	2 1/2"	SH606201
BH606221	2 3/4"	
BH606241	3"	
BH606281	3 1/2"	
BH606321	4"	

**7/16" UNF**

Hexagon Headed 5/8" A.F. Spanner Size

Bolt	Length	Set Screw
	5/8"	SH607051
	3/4"	SH607061
	7/8"	SH607071
	1"	SH607081
	1 1/8"	SH607091
	1 1/4"	SH607101
	1 3/8"	SH607111
BH607121	1 1/2"	SH607121
BH607141	1 3/4"	SH607141
BH607161	2"	SH607161
BH607181	2 1/4"	SH607181
BH607201	2 1/2"	
BH607241	3"	

**1/2" UNF**

Hexagon Headed 3/4" A.F. Spanner Size

Bolt	Length	Set Screw
	1/2"	SH608041
	5/8"	SH608051
	1"	SH608081
	1 1/2"	SH608121
	1 3/4"	SH608141
BH608141	2"	
BH608161	2 1/4"	
BH608181	2 1/2"	
BH608201	2 3/4"	SH608201
BH608241	3"	

**1/4" UNC**

Hexagon Headed 7/16" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH504031
	1/2"	SH504041
	5/8"	SH504051
	3/4"	SH504061
	7/8"	SH504071
	1"	SH504081
BH504091	1 1/8"	SH504091
	1 1/4"	SH504101
BH504111	1 3/8"	SH504111
BH504121	1 1/2"	SH504121
BH504141	1 3/4"	SH504141
BH504161	2"	
BH504181	2 1/4"	SH504181
BH504201	2 1/2"	

**5/16" UNC**

Hexagon Headed 1/2" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH505031
	1/2"	SH505041
	5/8"	SH505051
	3/4"	SH505061
	7/8"	SH505071
	1"	SH505081
	1 1/8"	SH505091
BH505101	1 1/4"	SH505101
BH505111	1 3/8"	SH505111
BH505121	1 1/2"	SH505121
BH505141	1 3/4"	SH505141
BH505161	2"	
BH505181	2 1/4"	
BH505201	2 1/2"	SH505201
BH505241	3"	

**3/8" UNC**

Hexagon Headed 9/16" A.F. Spanner Size

Bolt	Length	Set Screw
	1/2"	SH506041
	3/4"	SH506061
	7/8"	SH506071
BH506081	1"	SH506081
	1 1/8"	SH506091

**3/8" UNC (Continued)**

	1 1/4"	SH506101
BH506111	1 3/8"	SH506111
BH506121	1 1/2"	SH506121
BH506141	1 3/4"	
BH506161	2"	SH506161
BH506181	2 1/4"	
BH506201	2 1/2"	
BH506241	3"	SH506241

**Screws**

**Self Tapping Screws**

Pan Headed	Size	Length	Countersunk Headed
AB604021	No. 4	1/4"	AC604021
AB606021	No. 6	1/4"	
AB606031	No. 6	3/8"	
AB606041	No. 6	1/2"	AC606041
AB606061	No. 6	3/4"	AC606061
AB606081	No. 6	1"	AC606081
AB608041	No. 8	1/2"	AC608041
AB608061	No. 8	3/4"	AC608061
AB608081	No. 8	1"	
AB610041	No. 10	1/2"	AC610041
AB610061	No. 10	3/4"	AC610061
AB610081	No. 10	1"	AC610081
AB612041	No. 12	1/2"	AC612041
AB612061	No. 12	3/4"	
AB612081	No. 12	1"	AC612081
AB614061	No. 14	3/4"	AC614061
AB614081	No. 14	1"	AC614081

**B** = Pan Head  
**C** = Countersunk Head  
**1st digit** = thread type (coarse or fine)  
**2nd/3rd digit** = diameter  
**4th/5th** = length in 1/8" increments  
**6th** = finish (1 = zinc plated)

**Screws (Cross Slot)**

Pan Headed	Size	Length	Countersunk Headed
PMZ204	No. 6 UNC	1/4"	CMZ204
PMZ208	No. 6 UNC	1/2"	CMZ208
PMZ304	No. 10 UNF	1/4"	CMZ304
PMZ305	No. 10 UNF	5/16"	CMZ305
PMZ306	No. 10 UNF	3/8"	CMZ306
PMZ307	No. 10 UNF	7/16"	CMZ307
PMZ308	No. 10 UNF	1/2"	CMZ308
PMZ310	No. 10 UNF	5/8"	CMZ310
PMZ312	No. 10 UNF	3/4"	CMZ312
PMZ314	No. 10 UNF	7/8"	
PMZ316	No. 10 UNF	1"	CMZ316
SE604041	1/4" UNF	1/2"	SF604041
SE604051	1/4" UNF	5/8"	SF604051
SE604061	1/4" UNF	3/4"	SF604061
SE604071	1/4" UNF	7/8"	SF604071
SE604081	1/4" UNF	1"	SF604081
SE604121	1/4" UNF	1 1/2"	SF604121
	1/4" UNF	1 3/4"	CMZ428
SE605061	5/16" UNF	3/4"	SF605061
SE605081	5/16" UNF	1"	SF605081

**Nuts**

**Nuts: Plain**

Full Nut	Thread Size	Spanner Size	Half Nut
HN2003	No. 6 UNF	5/16"	
HN2005	3/16" UNF	3/8"	
GHF206	3/16" UNF	5/16"	
HN2007	1/4" UNF	7/16"	NJ2107
HN2008	5/16" UNF	1/2"	JN2108
HN2009	3/8" UNF	9/16"	JN2109
HN2010	7/16" UNF	5/8"	JN2110
HN2011	1/2" UNF	3/4"	JN2111
HN2012	9/16" UNF	7/8"	JN2112
HN2013	5/8" UNF	15/16"	JN2113
HN2057	1/4" UNC	7/16"	JN2157
HN2058	5/16" UNC	1/2"	JN2158
HN2059	3/8" UNC	9/16"	JN2159



**Nuts: Nyloc Self Locking**

Full Nut	Thread Size	Spanner Size	Half Nut
YN2905	3/16" UNF	5/16"	
YN2907	1/4" UNF	7/16"	GHF271
YN2908	5/16" UNF	1/2"	TN3208
YN2909	3/8" UNF	9/16"	TN3209
YN2910	7/16" UNF	5/8"	TN3210
YN2911	1/2" UNF	3/4"	TN3211
YN2912	9/16" UNF	7/8"	TN3212
YN2913	5/8" UNF	15/16"	TN3213

**Nuts: Self Locking, 'Aero' or all metal, 'Phillidas'**

Full Nut	Thread Size	Spanner Size	Half Nut
AN3507	1/4" UNF	7/16"	
AN3508	5/16" UNF	1/2"	
AN3509	3/8" UNF	9/16"	
AN3510	7/16" UNF	5/8"	
AN3511	1/2" UNF	3/4"	

**Nuts: Slotted**

Full Nut	Thread Size	Spanner Size	Half Nut
ND606041	3/8" UNF	9/16"	LN2209
ND607041	7/16" UNF	5/8"	NL607041
ND608041	1/2" UNF	3/4"	LN2211
ND609041	9/16" UNF	7/8"	LN2212
ND610041	5/8" UNF	15/16"	NL610041

**Nuts: Plain Brass - Manifold**

Full Nut	Thread Size	Spanner Size
GHF261	5/16" UNF	1/2"
GHF262	3/8" UNF	9/16"
GHF270	5/16" UNC	1/2"
GHF269	3/8" UNC	9/16"

**Spring/Spire Nut**

Flat Type	Screw Size	'U' Type
GHF700	No. 6	GHF711
GHF701	No. 8	GHF712
GHF702	No. 10	GHF713
GHF703	No. 12	GHF714
GHF704	No. 14	

**Captive Nuts**

Captive nuts consist of a square nut & cage which we supply individually as required. Always match nut & cage A.F. sizes.

Part Number	Description	Thread Size
NQ2707	Nut, 7/16" AF	1/4"
NQ2708	Nut, 5/8" AF	5/16"
CN4	Nut, fits CN3 cage	1/4"
CN5	Nut, /2" AF	5/16"

Part Number	Description	Spanner (AF) Size
CN2	Cage, square	7/16"
CN3	Cage, oblong	7/16"
600032	Cage, square	1/2"

**Washers - Shake-proof Washers**

Internal Star	Hole Size	External Star
WF704061	No. 6	WE704061
WF702101	3/16"	WE702101
WF600041	1/4"	WE600041
WF600051	5/16"	WE600051
WF600061	3/8"	WE600061
WF600071	7/16"	WE600071
GHF325	1/2"	WE600081
WF600091	9/16"	WE600091
WF600101	5/8"	WE600101

**Locking Washers - Spring Type**

Single Coil	Hole Size	Double Coil
WL700061	No. 6	
WL700081	No. 8	
WL700101	3/16"	AJD7721
GHF331	1/4"	AJD7722
GHF332	5/16"	AJD7731
GHF333	3/8"	AJD7742
GHF334	7/16"	
GHF335	1/2"	
GHF336	5/8"	

**Plain Washers**

Standard Type	Hole Size	Repair Type
GHF306	3/16"	WP5
GHF300	1/4"	WP120
GHF301	5/16"	WP105
GHF302	3/8"	WP130
GHF303	7/16"	WM69
GHF304	1/2"	
	9/16"	WP12
	5/8"	PWZ110

**Sealing Washers**

Fibre Hole Washer	Copper Size	Washer
WF505	3/16"	
GHF342	1/4"	GHF361
GHF343	5/16"	GHF362
GHF344	3/8"	GHF363
GHF345	7/16"	GHF364
GHF346	1/2"	GHF365
GHF347	9/16"	
GHF348	5/8"	

**Studs**

**Studs- UNF**

A stud is a length of round bar threaded at both ends. The length of thread at each end of the stud may vary for specific applications. The following list is of studs have fine (UNF) threads at both ends.

Part Number	Diameter	Overall length
TE604081	1/4"	1"
TE604091	1/4"	1 1/8"
TE604101	1/4"	1 1/4"
TE605101	5/16"	1 1/4"
TE605111	5/16"	1 3/8"
TE605121	5/16"	1 1/2"
TE605131	5/16"	1 5/8"
TE605141	5/16"	1 3/4"
TE605151	5/16"	1 7/8"
TE605181	5/16"	2 1/4"
TE605201	5/16"	2 1/2"
TE605221	5/16"	2 3/4"
TE605251	5/16"	3 1/8"
TE605291	5/16"	3 5/8"

TE606101	3/8"	1 1/4"
TE606111	3/8"	1 3/8"
TE606121	3/8"	1 1/2"
TE606141	3/8"	1 3/4"
TE606151	3/8"	1 7/8"

**Studs- UNF/UNC**

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE504081	1/4"	1"
TE504131	1/4"	1 5/8"
TE505091	5/16"	1 1/8"

**Studs- UNF/UNC (Continued)**

TE505111	5/16"	1 3/8"
TE505121	5/16"	1 1/2"
TE505131	5/16"	1 5/8"
TE505141	5/16"	1 3/4"
TE505151	5/16"	1 7/8"
TE505161	5/16"	2"
TE505181	5/16"	2 1/4"
TE505201	5/16"	2 1/2"
TE505221	5/16"	2 3/4"
TE505241	5/16"	3"
TE505261	5/16"	3 1/4"
TE505271	5/16"	3 3/8"
TE505281	5/16"	3 1/2"
TE505341	5/16"	4 1/4"

TE506101	3/8"	1 5/16"
TE506131	3/8"	1 5/8"
TE506141	3/8"	1 3/4"
TE506161	3/8"	2"
TE506201	3/8"	2 1/2"
TE506361	3/8"	3 1/2"

The following studs have course (UNC) threads at both ends.

Part Number	Diameter	Overall length
101442	3/8"	1 5/8"
058688	3/8"	1 11/16"
115696	3/8"	1 13/16"
058917	3/8"	1 15/16"
102474	3/8"	2 1/16"
107055	3/8"	2 3/8"

**Dowels**

Part Number	Dia.	Overall length	Part Number	Dia.	Overall length
DP204	1/8"	1/4"	DP414	1/4"	7/8"
DP205	1/8"	5/16"	DP508	5/16"	1/2"
DP306	3/16"	3/8"	DP514	5/16"	7/8"
DP407	1/4"	7/16"	DP608	3/8"	1/2"
DP408	1/4"	1/2"	DP610	3/8"	5/8"
DP410	1/4"	5/8"	DP610	3/8"	1 3/16"
DP411	1/4"	11/16"			

**Clevis Pins**

(Measured from under head to end)

Part Number	Length	Dia.	Part Number	Length	Dia.
108326	1/2"	1/8"	CLZ412	3/4"	1/4"
PJ8504	3/8"	3/16"	CLZ413	13/16"	1/4"
CLZ307	7/16"	3/16"	CLZ414	7/8"	1/4"
CLZ308	1/2"	3/16"	CLZ415	15/16"	1/4"
CLZ309	9/16"	3/16"	CLZ416	1"	1/4"
CLZ310	5/8"	3/16"	CLZ417	1 1/16"	1/4"
CLZ311	11/16"	3/16"	CLZ427	1 11/16"	1/4"
CLZ312	3/4"	3/16"		1/2"	5/16"
CLZ313	13/16"	3/16"		9/16"	5/16"
CLZ314	7/8"	3/16"	CLZ510	5/8"	5/16"
CLZ315	15/16"	3/16"	CLZ511	11/16"	5/16"
CLZ316	1"	3/16"	CLZ512	3/4"	5/16"
CLZ317	1 1/16"	3/16"	CLZ513	13/16"	5/16"
	3/8"	1/4"	CLZ514	7/8"	5/16"
	7/16"	1/4"	CLZ515	15/16"	5/16"
CLZ408	1/2"	1/4"	CLZ516	1"	5/16"
CLZ409	9/16"	1/4"	2K5622	1 1/16"	5/16"
CLZ410	5/8"	1/4"	CLZ518	1 1/8"	5/16"
CLZ411	11/16"	1/4"			

**Split Pins**

Part No.	Length	Dia.	Part No.	Length	Dia.
GHF500	1 1/2"	1/16"	GHF504	2"	1/8"
GHF501	1 1/2"	5/64"	GHF505	2 1/4"	9/64"
GHF502	1 1/2"	3/32"	GHF506	2 1/4"	5/32"
GHF503	1 1/2"	7/64"	GHF513	4"	3/16"

## Pipes, Hardware and Fittings

## Brake &amp; Fuel Pipe

Supplied in 25 foot rolls.

Part No.	Material	Diameter
MPKF125	Cupro-nickel	3/16"
MPKF225	Cupro-nickel	1/4"
MPKF325	Cupro-nickel	5/16"
EF125	Steel	3/16"
EF225	Steel	1/4"
EF325	Steel	5/16"

## Male Pipe Nuts

Brass Part No.	Steel Part No.	Thread Size	Pipe Bore
AEHU1	TM606031	3/8" UNF	3/16"
AEHU2	TM110051	10mm x 1mm	3/16"
AEHU3	LK21994	3/8" BSF	3/16"
	BCA4370	7/16" UNF	1/4"
AEHU7	BHA4706	7/16" UNF	3/16"
	AUS40A	1/2" UNF	5/16"

## Female Pipe Nuts

Brass Part No.	Steel Part No.	Thread Size	Pipe Bore
AEHU1A	TN606031	3/8" UNF	3/16"
AEHU2A	SU2A	10mm x 1mm	3/16"
AEHU4A	SU4A	7/16" UNF	1/4"
	HU41A	1/2" UNF	5/16"

## Bleed Screws

Part No.	Thread Size
556508A	3/8" UNF
608400A	10mm metric
27H7166	3/8" BSF

## Pipe Clips

Part No.	Capacity
GHF1191	SINGLE, 3/16"
GHF1192	SINGLE, 1/4"
624155	DOUBLE, 3/16"

## Grease Nipples

Part No.	Thread Size	Angle
UHN400	1/8" BSP	straight, short
UHN445	1/8" BSP	450 angle
LN30041	1/8" BSP	900 angle
144825	1/8" BSP	straight, long
056935	1/4" BSP	straight
125361	1/4" BSP	450 angle
056934	1/4" BSP	900 angle

## Hoses

## Fuel Hose

Reinforced rubber fuel hose. sold by the metre.

Part No.	Internal Diameter
GFH1025X	1/4"
GFH1031X	5/16"

## Water Hose

Reinforced rubber water hose. sold by the metre.

Part No.	Internal Diameter
GRH1001M	1/4"
GRH1005M	5/16"
GRH1006M	1/2"

## Hose Clamps

## Petrol Pipe Clips (Metric)

('Enots' type)

Part No.	to suit diameter	Part No.	to suit diameter
GGT1108X	8mm	GGT1113X	13mm

## Petrol Pipe Clips (Metric) (Continued)

GGT1109X	9mm	GGT1114X	14mm
GGT1110X	10mm	GGT1115X	15mm
GGT1111X	11mm	GGT1116X	16mm
GGT1112X	12mm	GGT1117X	17mm

## Hose Clips ('Jubilee' type)

Mild Steel (Imperial)

Part No.	to suit diameter	Part No.	to suit diameter
GHC304	3/8" - 1/2"	GHC1015	1 3/8" - 2"
GHC405	7/16" - 5/8"	GHC1217	1 1/2" - 2 1/4"
GHC406	1/2" - 3/4"	GHC1622	2" - 2 3/4"
GHC507	5/8" - 7/8"	GHC2228	2 3/4" - 3 1/2"
GHC608	3/4" - 1"	GHC2632	3 1/4" - 4"
GHC709	5/8" - 1 1/8"	GHC3036	3 3/4" - 4 1/2"
GHC811	1" - 1 3/8"	GHC3340	4 1/8" - 5"
GHC913	1 1/8" - 1 5/8"		

## Stainless Steel (Metric)

Part No.	to suit diameter	Part No.	to suit diameter
GHC10408	8 - 12 mm	GHC10416	32 - 50 mm
GHC10410	12 - 18 mm	GHC10417	46 - 60 mm
GHC10411	8 - 16 mm	GHC10418	50 - 70 mm
GHC10412	12 - 20 mm	GHC10419	60 - 80 mm
GHC10413	16 - 25 mm	GHC10420	70 - 90 mm
GHC10414	20 - 32 mm	GHC10421	80 - 100 mm
GHC10415	25 - 40 mm		

## Hose Clips ('Supergrip' type)

(With single slotted hexagon head)

Part No.	to suit diameter	Part No.	to suit diameter
CS4009	7/16" - 9/16"	CS4023	1 1/4" - 1 7/16"
CS4011	1/2" - 11/16"	CS4024	1 5/16" - 1 1/2"
CS4012	9/16" - 3/4"	CS4025	1 3/8" - 1 9/16"
CS4013	5/8" - 13/16"	CS4026	1 7/16" - 1 5/8"
CS4014	11/16" - 7/8"	CS4028	1 9/16" - 1 3/4"
CS4016	3/4" - 1"	CS4029	1 5/8" - 1 13/16"
CS4017	13/16" - 1 1/16"	CS4030	1 11/16" - 1 7/8"
CS4018	7/8" - 1 1/8"	CS4032	1 7/8" - 2"
CS4020	1" - 1 1/4"	CS4034	1 15/16" - 2 1/8"
CS4022	1 1/8" - 1 3/8"	CS4036	2 1/16" - 2 1/4"
CS4037	2 1/8" - 2 5/16"	CS4041	2 3/8" - 2 9/16"
CS4038	2 3/16" - 2 7/16"	CS4042	2 7/16" - 2 5/8"
CS4039	2 1/4" - 2 7/16"	CS4048	2 13/16" - 3"
CS4040	2 5/16" - 2 1/2"	CS4052	3 1/16" - 3 1/4"

Original "Supergrip" clips were supplied with a single slotted round-head screw. The modern replacement comes with a hexagon headed screw. For the authentic look we have resourced the original type screw, (sold separately).

CS4099 (round-head screw)

## 'P' Clips

## Imperial

Part No.	Cable Dia.	Hole size	Part No.	Cable Dia.	Hole size
PCR207	1/8"	7/32"	PCR807	1/2"	7/32"
PCR307	3/16"	7/32"	PCR809	1/2"	9/32"
PCR309	3/16"	9/32"	PCR811	1/2"	11/32"
PCR311	3/16"	11/32"	PCR813	1/2"	13/32"
PCR407	1/4"	7/32"	PCR1007	5/8"	7/32"
PCR409	1/4"	9/32"	PCR1009	5/8"	9/32"
PCR411	1/4"	11/32"	PCR1011	5/8"	11/32"
PCR507	5/16"	7/32"	PCR1207	3/4"	7/32"
PCR509	5/16"	9/32"	PCR1209	3/4"	9/32"
PCR511	5/16"	11/32"	PCR1211	3/4"	11/32"
PCR607	3/8"	7/32"	PCR1407	7/8"	7/32"
PCR609	3/8"	9/32"	PCR1409	7/8"	9/32"
PCR611	3/8"	11/32"	PCR1411	7/8"	11/32"
PCR707	7/16"	7/32"	PCR1607	1"	7/32"
PCR709	7/16"	9/32"			
PCR711	7/16"	11/32"			

## Metric

Part No.	Cable Diameter	Hole size
CP10508	18mm	5mm

## 'P' Clips (Metric) (Continued)

PCR611	10mm	8mm
CP108121	12mm	8mm
CP106161	16mm	6mm
CP108165	16mm	8mm

## Steel Balls

Part No.	Diameter
BLS106	3/16"
BLS108	1/4"
BLS110	5/16"
BLS112	3/8"
BLS28	7/16"

## Pop Rivets

## Open End Type

## Closed End Type

Part No.	Diameter	Part No.	Diameter
RA607096	2.9 x 5mm	RU608123	1/8" x 3/8"
RA608126	1/8" x 3/16"	RU608313	1/8" x 1/2"
RA608176	1/8" x 1/4"	RU612123	3/16" x 5/16"
RA608236	1/8" x 5/16"		
RA608253	1/8" x 3/8"		

## Cable Ties

Part No.	Length
GHF1265	4"
GHF1266	6"
GHF1267	8"
GHF1268	12"



## PAINT & COLOUR CODES (1967-79)

Here is a list of the colours used on the Late Sprite & Midget, please contact your nearest branch for Early models. The colours are carefully blended to be an exact match to the original paint as used by the factory, but it is worth observing that your car may well have faded from its original colour over the years. For this reason before you start, we recommend that you do a test spray of any aerosol on a piece of old metal or a carefully selected area of the car where a mismatch will not be noticed. The boot or spare wheel area is often a convenient place to do your testing.

We can supply paint in either aerosol or brush-on format (not for spray shop use). The aerosols come in 400ml cans and the brush-on paints are available in 125ml cans with a brush in the cap (except for engine and chassis paints, which are supplied in 500ml tins).

## KEY TO PAINT CODES

**Vermilion Red (118)** 1978-79 **CCRD118 (TU)** On the right are the paint colours applied to Sprite & Midget late models during production (see left).

- Vermilion Red - Is the colour name.
- (118) - The figure in brackets is the original factory paint code.
- 1978-79 - The dates refer to model years during which the paint was used.
- CCRD118 - Is the Moss paint code.
- (TU) - Means that a touch up option is available.
- \*NLA - Means that the colour is no longer available from Moss.

Vermilion Red (paint code 118) was available for the 1978 to 1979 model year cars. It is available from Moss as an aerosol (part no. CCRD118) or as a touch up can (part no. CCRD118TU).

## TRIM COLOURS (1967-79)

Moss supply trim for the Sprite & Midget, from complete interior trim kits right through to replacement door trim panels. Between 1967 and 1979, please contact your nearest branch for Early models. Designed by our own in-house trimmers, the Moss classic trim range has been produced to offer the classic car owner more contemporary choice when it comes to the interior of their cars. Available in a choice of standard colours, black, biscuit and nimbus. Biscuit is a pale beige colour, whilst Nimbus is a pale grey colour, both popular in many modern cars. Available as complete trim kits, that include seats, carpets and trim panels, for both Sprites and Midgets. Other colour ways are available to special order and include, red, autumn leaf, navy, ochre, beige and chestnut. Please note that seats, trim panel kits and carpet sets are available separately. Much time and money has been invested in producing exact replacement parts including the tooling to produce original heat formed patterns. Please see the colour chart below or contact Moss Europe for full details.

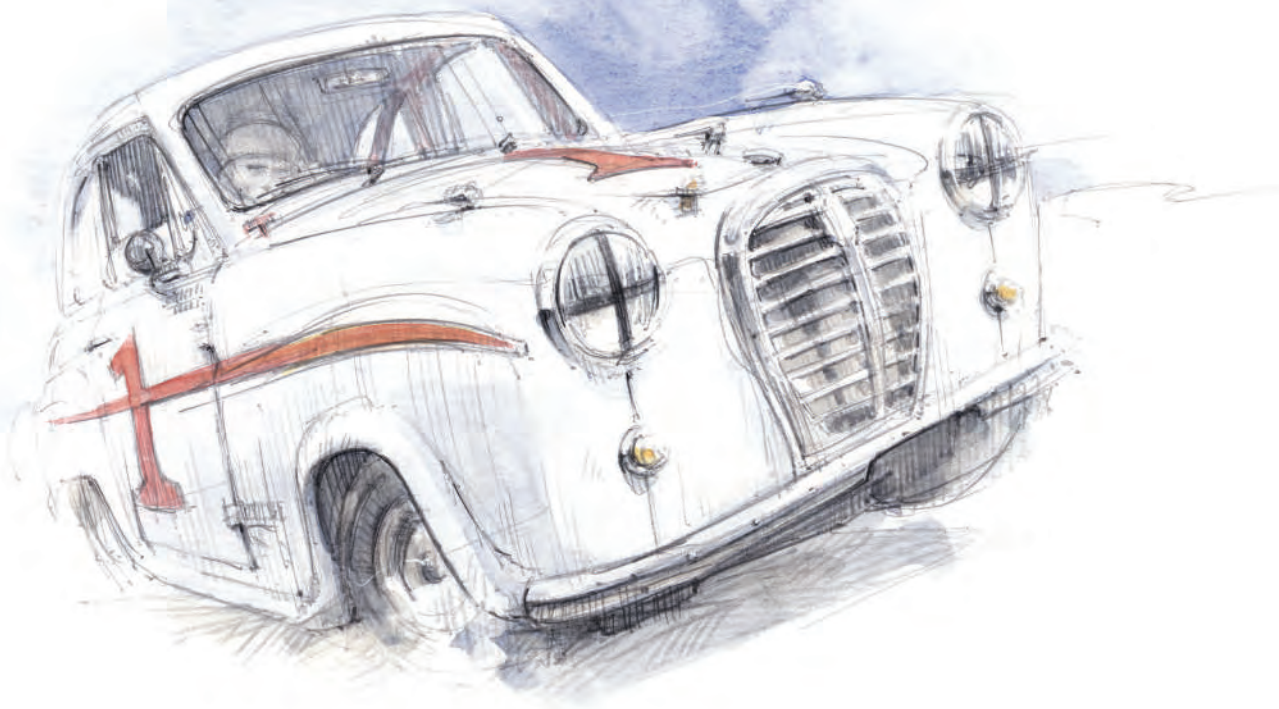
	Black		Navy
	Biscuit		Ochre
	Nimbus		Beige
	Red		Chestnut
	Autumn Leaf		

<b>Black (90)</b> 1961-79 <b>CCSB1 (TU)</b>	<b>Vermilion Red (118)</b> 1978-79 <b>CCRD118 (TU)</b>
<b>Old English White (3)</b> 1961-67 <b>CCWT3A (TU)</b>	<b>Flamenco Red (133)</b> 1975-77 <b>CCRD133 (TU)</b>
<b>Snowberry White (4)</b> 1968-69 <b>CCWT4 (TU)</b>	<b>Carmine Red (209)</b> 1978-80 <b>CCRD209 (TU)</b>
<b>Glacier White (59)</b> 1970-77 <b>CCWT59 (TU)</b>	<b>BRG, Light Green (25)</b> 1964-70 <b>CCGN25 (TU)</b>
<b>Leyland White (243)</b> 1978-79 <b>CCWT243 (TU)</b>	<b>British Racing Green (29)</b> 1964-70 <b>CCGN29 (TU)</b>
<b>Mirage (11)</b> 1974 <b>CCRG11A (TU)</b>	<b>Mallard Green (22)</b> 1972-73 <b>CCGN22 (TU)</b>
<b>Bedouin (4)</b> 1971 <b>CCBG4A (TU)</b>	<b>New Racing Green (29A)</b> 1971 <b>CCGN29A (TU)</b>
<b>Russet Brown (205)</b> 1978-79 <b>CCBG205 (TU)</b>	<b>Aqua (60)</b> 1972 <b>CCBU60 (TU)</b>
<b>Pale Primrose (12)</b> 1965-70 <b>CCYL12 (TU)</b>	<b>Lime Flower (20)</b> 1973 <b>CCGN20 (TU)</b>
<b>Bronze Yellow (15)</b> 1972-75 <b>CCYL15 (TU)</b>	<b>Citron (73)</b> 1974-76 <b>CCYL73 (TU)</b>
<b>Harvest Gold (19)</b> 1972-75 <b>CCYL19 (TU)</b>	<b>Tundra (94)</b> 1974-76 <b>CCGN94 (TU)</b>
<b>Sand Glow (63)</b> 1976-77 <b>CCYL63 (TU)</b>	<b>Brooklands Green (169)</b> 1976-79 <b>CCGN169 (TU)</b>
<b>Bracken (93)</b> 1974-76 <b>CCBG93 (TU)</b>	<b>Mineral Blue (9)</b> 1965-69 <b>CCBU9 (TU)</b>
<b>Chartreuse (167)</b> 1976-77 <b>CCYL167 (TU)</b>	<b>Basilica Blue (11) *NLA</b> 1965-69 <b>CCBU11 (TU)</b>
<b>Inca Yellow (207)</b> 1978-79 <b>CCYL207 (TU)</b>	<b>Blue Royal (38)</b> 1970 <b>CCBU38 (TU)</b>
<b>Damask Red (5)</b> 1973-77 <b>CCRD5 (TU)</b>	<b>Riviera Blue (44)</b> 1965-70 <b>CCBU44 (TU)</b>
<b>Tartan Red (9)</b> 1963-69 <b>CCRD9 (TU)</b>	<b>Midnight Blue (12)</b> 1972-73 <b>CCBU12 (TU)</b>
<b>Blaze Red (16)</b> 1971-75 <b>CCRD16 (TU)</b>	<b>Teal Blue (18)</b> 1971-74 <b>CCBU18 (TU)</b>
<b>Black Tulip (23)</b> 1971-75 <b>CCRD23A (TU)</b>	<b>Tahiti Blue (65)</b> 1975-77 <b>CCBU65 (TU)</b>
<b>Flame Red (61)</b> 1970-72 <b>CCRD61 (TU)</b>	<b>Pageant Blue (224)</b> 1978-80 <b>CCBU224 (TU)</b>
<b>Aconite (95) (Contact Moss)</b> 1974-75 <b>CCBU95 (TU)</b>	

Please note: Colours may vary slightly to samples shown here, due to the limitations of the colour printing press, and should be used as a guide only.

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LONDON

## LONDON

Unit 16, Hampton Business Park  
Bolney Way, Feltham  
TW13 6DB

London Tel

**+44 (0)20 8867 2020**

E-mail

[sales@moss-europe.co.uk](mailto:sales@moss-europe.co.uk)

Fax

**+44 (0)20 8867 2030**



BRADFORD

## BRADFORD

Unit 12-13, Acorn Park Ind. Est.  
Otley Road, Shipley  
BD17 7SW

Bradford Tel

**+44 (0)1274 539 999**

Email

[bradford@moss-europe.co.uk](mailto:bradford@moss-europe.co.uk)

Fax

**+44 (0)1274 539 990**



BRISTOL

## BRISTOL

Unit 14 Avonside Ind. Park  
Avonside Road, Bristol  
BS2 0UQ

Bristol Tel

**+44 (0)117 923 2523**

Email

[bristol@moss-europe.co.uk](mailto:bristol@moss-europe.co.uk)

Fax

**+44 (0)117 300 9164**



MANCHESTER

## MANCHESTER

111-117 Stockport Road  
Stockport, Cheshire  
SK3 0JE

Manchester Tel

**+44 (0)161 480 6402**

Email

[manchester@moss-europe.co.uk](mailto:manchester@moss-europe.co.uk)

Fax

**+44 (0)161 429 0349**



PARIS

## PARIS

7 rue Chaponval  
ZAC du Cornouiller  
78870 Bailly, France

Paris Tel

**+33 (0)1 30 80 20 30**

Email

[sales@moss-europe.fr](mailto:sales@moss-europe.fr)

Sav

**+33 (0)1 30 80 21 50**