



Upper Arm Rebuild Kit

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1. Upper arm rebuild kit for front suspension contains shaft, bearings, seals, thrust washers as shown, per arm. Order each side separately **MSK1**
 2. Upper arm dry suspension only.
 - a. Right hand..... **21A2690**
 - b. Left hand..... **21A2691**
 Note: Only has roller bearings fitted.

Track Rod Ends

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3. Longer track rod ends are for use on lowered cars or cars with negative camber where the original has insufficient thread for the standard rod end to screw safely onto steering rack. Also fits Midget and Sprite. Sold individually..... **GSJ158**
 4. a. Track rod end for steering rack. Genuine. Sold individually . . . **GSJ612**
 b. Track rod end for steering rack. Non genuine. Sold individually..... **GSJ100**

Steering Racks

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5. a. NEW Quick rack 2.2 turns lock to lock as (opposed to 2.7) for competition, MK2 on.
 R/H/D **C-GSR626**
 L/H/D **C-FAM7307**
 b. New standard steering rack, MK2 on.
 R/H/D **FAM7306**
 L/H/D **FAM7307MS**

Steering Rack Gaiter Kits

Over the last 50 years there has been significant changes in manufacturers of steering racks, which have used these three common types of gaiter kits.

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6. a. 41 1/2" long approx. Genuine with clips..... **GSV1153**
 b. 41 1/2" long approx. Non Genuine with clips **BHM7113**
 7. 61 1/2" long approx. Where the two rack ends are different diameters (as shown) **GSV1004**
 8. Upper steering column plastic bush. to 1996. Genuine..... **FAM2406**
 9. Lower steering felt bush. 1959 -1985..... **21A998**
 10. Lower steering column plastic bush. 1985 - 1996 **NAM8563**

Lower Arm Pin and Bushes

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11. a. Lower arm pin genuine **HMP441037**
 b. Lower arm pin non genuine **21A1889**
- Bottom Arm Bushes - Pretty Poly vs Rubber
 Whilst it is true that polyurethane is harder wearing, brighter colored and longer lasting than rubber, in many applications it is not necessarily the best material. Polyurethane has greater abrasion resistance and is stiffer for a similar hardness, is much cheaper to produce - and therefore sells at a lower cost - and can be produced in a wide variety of colors. However it does not possess the elasticity, vibration absorbency or deflection tolerance of rubber, pretty much why manufacturers use rubber on production cars instead of the cheaper polyurethane.
- A case in point is the lower arm bush used in competition where spherical rod end joints are not allowed. Increasing the castor angle to improve handling distorts the inner lower arm bush dramatically. The more castor angle used, the more dramatic the distortion. Whilst a rubber bush will tolerate this, a polyurethane bush will deform and stay deformed, gradually disintegrating affecting the bushes performance. Ideally a rubber bush with a metal sleeve in it to reduce the quantity of rubber in the installation to improve stability and control is the way to go. Mini Spares - after protracted investigation into materials, suitability and performance - have produced a rubber bush with consistent performance manufactured with a special angled bush to compensate for the increased leverage applied when adjusting (increasing) castor angle. The new offset performance bushes are available in 80 or 90 IRHD rubber for fast road/competition and race use respectively. Although being a little more costly than the plastic alternatives they do a far superior job.
12. a. Where the geometry has been changed the new road/competition bush with a moulded metal sleeve, with an angle to compensate for increased castor angles to prevent bush distortion, for all uses. Yellow dot. Set of four..... **C-STR632**
 b. As above but in harder material 90IRHD. Race only. White dot. Set of four. . . . **C-STR631**
 13. Standard production sleeved rubber bush. Sold individually..... **21A1882**
 14. A collared rubber bush in upgraded rubber is for cars where no geometry change has been made. Sold individually **21A1882MS**

Tie Bar Bushes

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- The same research program has encompassed the tie bar bushes. A well known fact amongst competition car drivers is that the outer bush needs to be hard to stop weaving when braking, increasing car stability.
- a. Our new kit therefore contains 2 hard outers and 2 softer inners. If too hard a material is used it can result in the threaded end of the tie bar (which is narrower) breaking off. This car set kit will suit any Mini for any pursuit from road to race..... **C-STR627**
 - b. The standard rubber tie rod bush as also used on all our engine stabiliser kits. Sold individually..... **31G1155**

Steering Arms

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- Standard steering arms fit all MK2 Minis from 1967 on and the thicker style were fitted to Copper 'S' MK2, MK3 and 1275GT models. The thicker type can be fitted as an alternative in pairs.
16. a. Standard steering arm R/H **BTA896**
 b. Standard steering arm L/H **BTA897**
 17. a. Upgraded steering arm R/H **BTA894**
 b. Upgraded steering arm L/H **BTA895**

