



Forged Rocker Gear

- 1.5 Hi-Lift set with adjusting screws, posts and shaft. Super strong Cadcam designed drop forged high grade steel with hardened valve pad using thick wall rocker shafts. Complete kitC-AHT436
- Replacement single rocker for C-AHT436, less screw and nut.....C-AHT435
- The only current production rocker from Rover is sintered and runs without a bush.....CAM289
- Adjuster screw fits 12G1221, C-AHT400/402/403/436/446A and CAM289 sintered rockerAEG167
- Set of 8 extra long adjuster screws, approximately 8mm ($\frac{5}{16}$ ") longer, ie. about 8 threads extra for use when standard screws are not long enough to give adjustment on certain modified engines plus 8 port heads. Set.....C-AEA692
- Lock nut for screws 4 and 5 above. Order individually.....NT605061
- Original rocker bush. Individually.... 2A21



Roller Rocker Assembly



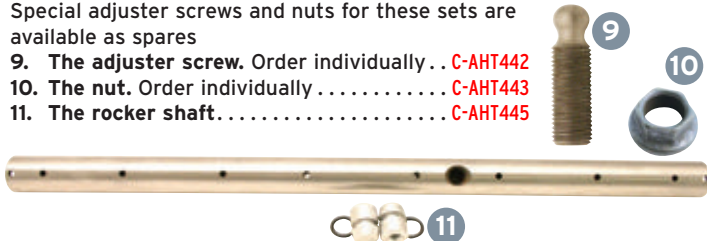
The new generation of short period, high lift cams have been developed to give the best results in large bore engines when used in conjunction with 1.5 ratio, hi-lift rockers. For the small bore range, the 'S' 1.3 to 1 ratio is optimum. In certain instances a ratio of 1.7 to 1 is of benefit - but really this is only applicable to fully developed race engines. Not recommended for small bore engines except full race applications.

Hi-Lift Rocker Assembly.
The ultimate lightweight alloy valve gear giving maximum efficiency cutting down side loading on valve stem, reducing friction and wear whilst increasing rigidity. Available in 1.3 ratio lift which is standard or the 1.5 hi-lift which has valves open approximately 20% more at any given point, although opening and closing periods remain the same. The 1.5 to 1 lift vastly improves volumetric efficiency and therefore power output. When fitted to a 1275cc or large bore engine it gives the equivalent of fitting a mild camshaft. The alloy rockers have hard chrome roller tips and dual needle roller bearings that sit on a special rocker shaft.

8. Full roller tip and roller bushed rocker assemblies with 5/8" rocker shaft
 - a. For 1275cc engines giving standard lift 1.3 ratio.....C-AHT437
 - b. For 1275cc engines giving hi - lift 1.5 ratio.....C-AHT438
 - c. For 1000cc engines giving standard lift 1.3 ratio.C-AHT439
 - d. For 1000cc engines giving hi - lift 1.5 ratio.....C-AHT440

Special adjuster screws and nuts for these sets are available as spares

9. The adjuster screw. Order individually.. C-AHT442
10. The nut. Order individually C-AHT443
11. The rocker shaft.C-AHT445



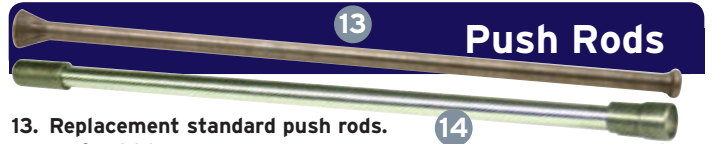
Super Thick Wall Rocker Shaft

12. a. Standard 3.6mm wall thickness rocker shaft. 12A1950
- b. Performance 4.3mm thick wall shaft, Mini Spares own design is precision ground after heat treatment which increases durability and enables tighter tolerances on the bores, keeping the valve geometry more accurate for longer.....C-AEG399



Push Rods

13. Replacement standard push rods.
 - a. for 998cc..... 2A14
 - b. for 1275cc AEG314MS
14. Performance push rods. Larger 6.35mm diameter.
 - a. for 998cc.....C-AEG581
 - b. for 1275ccC-AEG582
 - c. for 1275cc Evolution extra rigid alloy for greater performance, widened to 8mm in center. Javelin shape type may require slight modification to block/head.....C-AEG582EVO

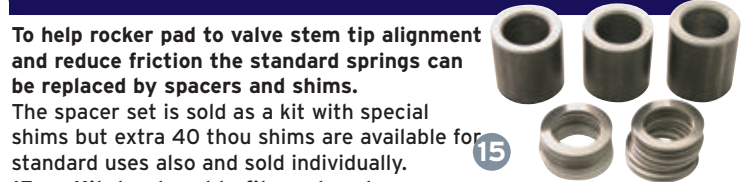


Rocker Spacers & Shims

To help rocker pad to valve stem tip alignment and reduce friction the standard springs can be replaced by spacers and shims.

The spacer set is sold as a kit with special shims but extra 40 thou shims are available for standard uses also and sold individually.

15. a. Kit developed to fit most rocker configurations with instructions. Order kitC-AEG392
- b. 40thou wide shims to adjust rocker alignment. Order individually AEG168
16. Spacer for under rocker posts to rectify rocker geometry/alignment when required. 1.42mm thick. Order individually..... 2A515



Evolution Roller Tip Rockers

The roller tip set with bushes running on the shaft rather than needle rollers, uses the same alloy arm and hard chrome roller tips allowing fitment of a super thick wall rocker shaft, standard adjuster screws and nuts plus special posts.

All this culminates in a high quality yet infinitely more economical roller rocker set, as the roller tip is the most important factor to reduce valve and guide wear when using modern performance cams. To use on small bore heads it is necessary to rearrange the rockers to line up the tips with valve stems.

Since 1998 the rockers have been made in purple which denoted a change in angles. This slight change was to give better clearance for push rods on A-plus heads. You will need to use your existing spacer springs or spacers between the rockers (or see kit No.11)

By holding the rocker the correct way up with the adjusting nut closest towards you the roller is biased to the left or right which will then denote the side required. (see pic above)

All other individual parts are available to special order only.

The old original type were blue and are not available as a spare part. Note they are not interchangeable.

17. 1.5 Hi-Lift with roller tip rockers only and bronze bushes for 1275cc big bore engines only (purple).....C-AHT446A
18. Spare rockers for C-AHT446A are available.
 - a. Right hand..... C-AHT447RIGHT
 - b. Left hand (as shown above) C-AHT447LEFT
19. Standard lift 1.3 roller tip rockers for 1275cc big bore engines onlyC-AHT400
20. a R/H rocker for C-AHT400C-AHT401RIGHT
- b L/H rocker for C-AHT400C-AHT401LEFT

