

5 Suspension



Radius Arms



1. Radius arm for vehicles with dampers (known as dry suspension shock absorbers). Complete with pins and necessary parts ready to fit.

(Kit No. 3 GSV1125)

- a. New R/H arm only.....**21A392**
- b. New L/H arm only.....**21A393**



3. All the parts for reconditioning your own arms. The brass/bronze bush at the wheel side requires reaming. Sold as a kit per arm.**GSV1125**

4. Rubber grommet for grease hole, on item no. 5......**14A7081**

5. Rear protection shroud to cover radius arm grease nipple area. (grommet not included).

- a. Left hand**14A6616**
- b. Right hand.....**14A6615**



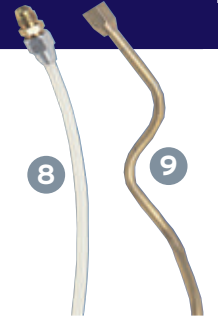
Alloy Rear Subframe Section

- 6. This rear subframe replacement box section is manufactured from an extruded aluminum alloy** for inherent strength and consistency of dimensions, whilst being as light as possible. Its design also allows easy alterations to both camber and tracking. Supplied in its natural finish, it is possible to paint it or plastic coat it if desired. Using coil-over dampers specifically designed for the Mini with the offset-pin top mount, body modifications are generally not needed as this positions the damper body and coil away from the inner wheel arch. If conventional coil-over dampers are used, it will be necessary to modify the inner wheel arch. This product is suitable for road, rally, and race use.**CK22**
- 7. Rear tracking shims for above CK22.** These 0.020" thick stainless steel shims are slotted to go either side of the bolts between the radius arm brackets and box section. (See also CK17, No.27 on page 6). Sold individually **CK18**



Hydrolastic Pipes

- 8. Nylon flexible hydrolastic pipe tested to 1200 PSI** replacement for genuine steel type which can be run inboard. Approximate length 10'9".....**FSP3**
- 9. Original shape metal hydrolastic pipe.**
 a. Original shape metal hydrolastic pipe. for R/H **21A1575**
 for L/H **21A1577**
 b. Easy bend in metal, but split into two parts for easy fitment. Not sided.....**FSP4**

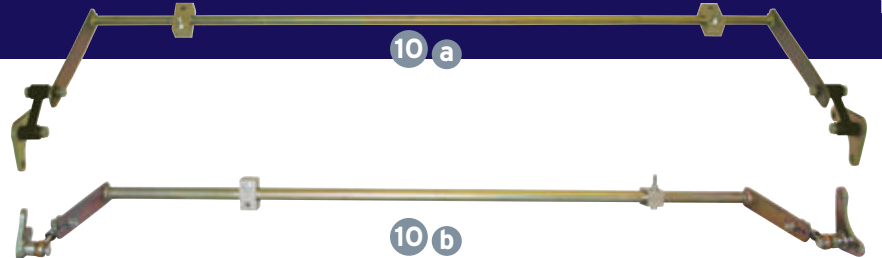


Anti Roll Bars

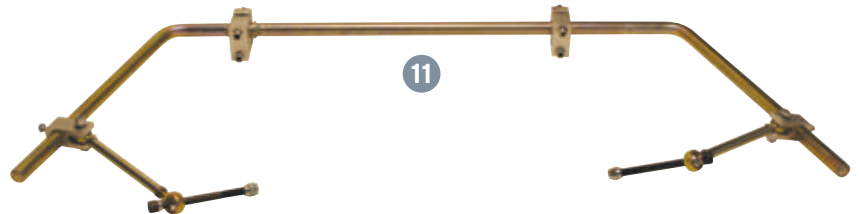
Anti-roll (sway) bars are effectively a length of either solid steel rod or tube mounted across the car in mountings generally fixed to the chassis at either front or rear, and sometimes both. An arm at each end links the bar to each wheel, so when the car rolls in a corner, the bar has to be twisted before one wheel can rise and the other fall. The resistance offered by the bar controls weight transfer and reduces body roll, thus improving cornering speed by altering under or over-steer. A very powerful instrument, it can have more beneficial effects than simply fitting stronger cone springs, because the Mini has very limited options.

A few years back Mini Spares undertook a re-development programme to improve the bars performance as well as improve fitability irrespective of handbrake actuating lever length, damper size or exhaust type used. By replacing the simple bent bar with a more compact bar and blade design, it provided a lighter unit with reduced lever arm deflection. Further enhanced by shorter drop links.

The fixed rear bar uses a 0.50"(12.7mm) diameter steel rod with 3mm plate blades. To maximise efficiency, the only rubber bushes used are metalastic bushes in the drop links - unlike other kits that rubber mount the bar also. The adjustable rear bar uses a 0.75" (19mm) diameter steel rod with 4mm plate blades with spherical rod end drop links to give ultimate efficiency. Adjustment is via a series of holes along the blades. Both kits come complete with all necessary components for easy fitment.



- 10. a. Fixed rear anti-roll bar kit complete.** Ideal for road/light rally use.**C-AJJ4009**
b. Adjustable rear anti-roll bar kit complete. Recommended for race use only **C-AJJ4008**
- 11. Adjustable front anti roll bar, 3/4" race only specialist suspension setting up required.****C-AJJ4006**



- 12. Since 1990, all production Minis were fitted with slightly softer rubber suspension springs.** Although giving a slightly more comfortable ride in a straight line, they allow more body roll when cornering. To combat this and regain the status quo, we have developed this product to mount simply to the subframe and tie-rods without fouling on any under-pinnings. It's also serviceable on earlier cars, further enhancing the Mini's great handling. We do, however, highly recommend using it in conjunction with the C-AJJ4009 fixed rear anti-roll bar for maximum effect and balance. It's also advisable to correct any suspension geometry discrepancies.....**C-AJJ4004**

