

ENGINE STEADY KITS



One of the biggest problems with the Mini is engine location and stability. We are all familiar with the engine rock experienced in a standard Mini on acceleration/deceleration and gear changes. A situation that rapidly deteriorates once the engine steady bushes start to "give in" - which takes an alarmingly short time. In the advent of the rod change type gearbox fitment, this situation became even worse as there is next to no stability offered by the rod linkage, unlike the old remote mounting. The engine movement suffered is the main reason for breakages in exhausts and manifolds, not to mention damage to carb jets.

Mini Spares have developed several kits to help control this situation. Use of one of the kits will improve things dramatically - using all of them will stop the engine dead! They are all to be used in conjunction with the standard engine steady bar and not to be used as replacements.

We also supply several kits for those who have broken bolts/stripped threads in the engine block preventing use of the standard bar.

MSSK1300

Competition engine steady kit. Fits from thermostat end of cylinder head to bulk head. 1275 engines.

MSSK1300L

As above but for left hand drive cars.

MSSK1000/RHD

Competition engine steady kit as above. Fits all small bore engines.

MSSK1000/LHD

As above but for Left hand drive cars.

MSSK

Lower engine steady kit. Fits from below flywheel housing to rear lower leg of subframe on the right hand side.

MSSK1

Lower engine steady kit. Fits from speed drive housing to rear lower leg of subframe on the left hand side.

WB3

Poly bushes for engine steady bar. Will also fit MSSK and MSSK1 kits. These are near solid bushes to replace the standard rubber ones. They will transmit some noise to the car body.

MSSK2

Engine steady repair kit. Replaces both broken stabilizer bolts.

MSSK3

Engine steady repair kit, replace only the rear bolt. For engines with breather on top of clutch case.

MSSK4

2 bolt engine steady repair kit for engines with no breather on flywheel side.

MSSK5

2 bolt engine steady repair kit for large bore engines.

FLYWHEEL AND CLUTCH



C-AEG619

Ultra light steel flywheel. Weight 8.38lbs.

C-AEG421

Light steel street flywheel. Weight 10.5lbs.

C-AEG422

Light steel verto type assembly. Weight 8.84.

FLYWHEEL WEIGHT COMPARISONS

	KG	LBS
Standard iron flywheel unmodified	7.58	16.71
Safety lightened std. iron flywheel	6.06	13.36
Steel Light weight fast road spec.	4.8	10.5
Ultralight Steel race flywheel	3.80	8.38

Note: all above weights are with ring gears.

C-AHT230

Competition light clutch back plate. Weight as sold 3.56lbs. Standard back plate for comparison 5.74.

C-AEG481

Orange clutch diaphragm.

C-AEG482

Gray clutch diaphragm.

C-AHT596

Rally/race clutch disc.

Clutch02

Button clutch disc. Recommended for race use only.

It is recommended that only the gray diaphragm is used with the sintered button disc.

Continuous research and development has often brought to light some intriguing and unexpected bonuses. Some time ago Mini Spares started producing their own ultralight steel flywheels as we were suffering all manner of problems from the then only available supplier. However, recent testing on harmonic balancers brought to light an odd frequency at high rpm - which was being developed by the flywheel. We isolated the problem, and now have redesigned our flywheel to be near perfect! It is now more symmetrical, and evenly balanced. The flywheel comes with the required distance pieces for mounting the straps. It is highly recommended to use 3 clutch straps per location to minimize stretch on high performance engines. Part number 2A3658.

For the road we have developed a lightened steel flywheel. This has been produced as the ultra light version is far too light for most fast road applications, producing an uneven and lumpy tick-over when high lift cams are used. Much lightened standard cast ones are dangerous. The steel flywheel also provides a much harder clutch surface.

For those stuck with the verto flywheel assembly we have developed a replacement outer flywheel section in steel that is nearly 4lb lighter than the standard item.