INLET-MANIFOLDS CONT.

Mini Spares has produced a range of cast alloy manifolds for the many SU applications covering the A-Series. The single SU manifolds are developed to give maximum airflow and gas speed yet fit all engines even if the standard air cleaner set up is used -without requiring massive bulkhead alterations and speedo cable re-routing. The as-cast finish provides maximum fuel atomization.

C-AHT770
Takes 1 1/2" and 1 3/4" carbs, HS or HIF type. Medium sized port runners suit all small bore engines irrespective of state of tune, and large bore engines up to fast road spec (dependent on head inlet port size).

C-AHT771
Takes 1 1/2" and 1 3/4" carbs, HS or HIF type. Really designed for 1 3/4". It has large port runners for use on extensively modified heads on big bore engines (1380cc and over).

Both have water heating facility (1/2" tube).

12G1405 Servo adapter.

The twin SU manifolds have been carefully produced to minimize cross-port-flow interference caused by the balance tube, and have good radiuses in all the right places. Further blending can be carried out if required, but leave a ground finish to promote, fuel atomization. DO NOT POLISH!

C-AEG488
Twin H2/HS2/ H4 Manifold.

C-AEG489
Twin HS4/ HS6 Manifold.

DOWNPIPES 1990-ON

These downpipes fit original cast iron exhaust manifolds 1990-on allowing you fit an RC-40 exhaust system.

C-AEG367
Fits New Cooper fitted with HIF6 carburetor, twin outlet cast exhaust. Use when eliminating catalyst.

C-AEG370
Same as above, but has necessary fitting for retaining catalyst.

C-AEG372
Downpipe for fuel injected cars to fit RC-40. Flange fitting.

C-AEG375
Intermediate pipe to be used in conjunction with C-AEG375 to retain catalyst.

EXHAUST HEADERS

Ease of fitting, high production quality combined with maximum flow for power make the MANIFLOW exhaust manifolds unbeatable value.

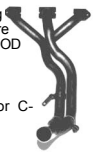
C-STR816
Cooper freeflow. Extremely good all round road manifold. Tends to be quieter than LCB, and is easier to seal.

C-STR817
Small bore LCB, ideal for 850/ 998/1098, 1 3/8" ID / 1 1/2" OD tail pipe.

C-AEG365
Medium bore LCB, excellent all round for almost all road application including well tuned fast road 998's etc. Gives good results on 998 racers. 1 5/8" ID / 1 3/4" OD tail pipe.

C-AHT289
Large bore LCB. For big engines and race big bore applications. 1 7/8" ID / 2" OD tail pipe.

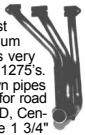
C-AHT197
Replacement Y piece for C-AEG365.



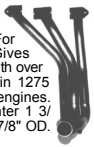
C-AHT198
Replacement Y piece for C-AHT289.

BudgetLCB
Less expensive reproduction of the LCB, NOT made by Maniflow.

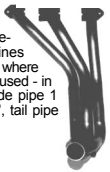
C-STR340
Small bore 3 into 1. Best manifold to use if maximum economy is sought. Gives very good mid range torque on 1275's. Has flat clamps to seal down pipes into collector so is suitable for road use. Outside pipes 1 1/8" ID, Center pipe 1 1/4" ID, Tail pipe 1 3/4" ID / 1 7/8" OD.



C-STR332
Medium bore 3 into 1. For race application only. Gives best results when cams with over 300° duration are used in 1275 and standard oversized engines. Outside pipe 1 1/4", center 1 3/8", tail pipe 1 3/4" ID / 1 7/8" OD.



C-STR336
Large bore 3 into 1. Really only gives positive results on big bore engines (1380cc plus) especially where long duration cams are used - in excess of 305°. Outside pipe 1 3/8", center pipe 1 1/2", tail pipe 1 7/8" ID / 2" OD.



NOTE:
All road exhaust manifolds come with manifold to gearbox steady bracket. This MUST be fitted, otherwise premature breakage will occur due to engine rock.