

SU CARBURETTORS



AUD365L&R

Pair of 1.25" HS2 SU's. Direct replacement for Cooper S.

C-AUD640

Pair of 1.5" SU's. These are the later HS4 type, replacing the original but no longer available H4 type. Fixing holes are diagonal instead of top and bottom.

FZX1280

HIF6 1.75" SU. Recognized as the ultimate in performance SU carburetor. When correctly set up can produce power outputs comparable with most twin choke carbs, yet be more economical and vastly simpler to fit.

MSSK8

Heatshield set for 1.25" HS2 twin carbs.

MSSK1006

Heatshield kit for 1.5" HS4 twin carbs

MSSK9

Twin carb linkage kit, contains link rods, butterfly links, throttle cable lever arm and cable clamps.

C-AHT85

Long anti-friction lined accelerator cable.

A200015

Alloy large throttle pedal, up to 1975

A200016

Large alloy throttle pedal 1976-on

VELOCITY STACKS

Velocity stacks are necessary on SU carburetors for a variety of reasons. Running an SU void of anything to regulate air flow around the carburetor mouth creates a constriction. This is caused by air being forced around 90° angled edge immediately prior to the carburetor mouth, this constriction reduces the carburetor mouth size. The effect is reduced flow throughout the induction system.

To maximize air flow potential from any SU a radiused entry is essential, especially on single carburetor applications. While dyno testing engines, different styles of radiused entries were tried. Although many different lengths and shapes were tried, a few details were soon to emerge that influenced flow potential more than anything else, the radius size, total shape, and bore taper being the highest. Using this data, we can now supply a range of velocity stacks for 1.25" and 1.5" SU carburetors. Overly long stacks would severely restrict air filter fitment.

The short velocity stacks are for engines putting out power at higher rpm levels (ie over 7,000 rpm), or where space for deep filters is a problem. The long ones produce better mid-range performance and generally better for engines up to 7,000 rpm - but a deep filter is needed, around 3.5" deep. However, there are no hard and fast rules - so the either is only a guide line. One thing is certain - either is a vast improvement over nothing at all or a badly shaped item.

C-AHT245

1½" short for 1¼" SU

C-AHT246

1½" long for 1¼" SU

C-AHT247

1½" short for 1½" SU

C-AHT248

2½" long for 1½" SU



FRONT SUBFRAME MOUNTS

On post 1976 cars the rubber mounted subframes flex when driven hard. Using alloy blocks to replace the rubber mounts on the front subframe will eliminate the movement making the car handle better.

C-STR640

Set of four aluminum top mounts to replace the standard rubbers fitted on vehicles from 1976 to present.



C-STR641

Solid blocks to replace the lower front mounts.

C-STR642

Fabricated solid mounts to replace the lower rear mounts.



Polyurethane pads are also available to replace the soft rubber pads on the front subframe tower bolts.

21A2597/POLY

Polyurethane upper pad for front subframe tower bolt

21A2598/POLY

Polyurethane lower pad for front subframe tower bolt.

RUBBER CONE

Two methods of suspension have been used on the Mini. The most common is the rubber cone system referred to as the "dry" type, the other is the hydrostatic displacer unit system referred to as the "wet" type.



C-STR687

Progressive uprated cone, pictured at left

COIL SPRING CONVERSION



This direct-replacement kit includes everything to replace the harsh riding rubber cones with proper springs. Special hard anodized aluminum perches allow the springs to be fitted to either the stock trumpets or Hi-Los. The highest quality progressive winding is used to insure that the springs will not sag after many years of use, unlike the rubber cones. Available in three spring rates.

C-SRP100

Soft (Blue) springs.

C-SRP200

Firm (Red) springs

C-SRP250

Competition spec. (Green) springs