

COIL-OVER CONVERSION



Coil springs in place of rubber provides more consistent performance. Springs are easy to change for various spring rates, ride height is easily adjusted (no need for HI-LO kits) and thus corner weights can be set very precisely. The shocks are the highest quality gas filled adjustables from Spax. The best part about this kit is that it is a "bolt-on" process, easily done in an afternoon. No cutting or welding and normal 10" wheels and tires can still be used. Also converts "wet" to dry.

CK17
SPAX Coil-over shock kit. Standard ride height.

CK18
SPAX Coil-over shock kit. Lowered suspension.

HI-LO SUSPENSION



Lowering or raising the ride height of the Mini with dry suspension is a relatively simple task. With suspension ratios of 3-1 at the front and 5-1 at the rear, removal or insertion of a specific amount will change the ride height multiplied by the relevant ratio. So removal of 1/8" off of the front alloy trumpet will lower the suspension by 3/8", or at the rear 5/8". Lowering the car improves the handling as it lowers the roll center, lowers the center of gravity and reduces positive camber on the front wheels. However, excessive lowering can cause suspension binding. If the car is lowered onto its bump stops, the ride will be very harsh, and tend to make the car skip and jump in corners. Effectively making the suspension solid like a go-kart, so this is NOT recommended.

For easy adjustment of the ride height of the car, special adjustable alloy trumpets are available - more commonly known as "Hi-Lo's". This system allows ride height adjustment at the turn of a wrench. Very easy to install.

HI/LO
Adjustable Ride Height suspension trumpet, one pair. Includes knuckle joint nylon cups.

SHOCKS

Up-rated shock absorbers help improve the "bouncy" ride created by the standard ones. There are several types available, Spax, Koni, and KYB.

Spax adjustables are probably the most widely used, as they are very easily adjusted with a screw driver without the need to remove them from the car. They are an oil filled unit, incorporating an extra gas filled cell that replaces the air content of a normal oil filled unit. This eliminates the aeration that creates fade in normal units under arduous conditions. Two lengths are available, standard and lowered. If the car has been lowered by 3/4" or more, then it is important to fit the lowered variety to avoid damaging the internal valving caused by the shock bottoming out.



158/M1 GAS
Front Spax (M1) standard length

158/M2 GAS
Rear Spax (M2) standard length

158/M11 GAS
Front Spax (M11) short length

158/M12 GAS
Rear Spax (M12) short length

Konis are a well respected manufacturer of performance shock absorbers. These are conventional oil filled units, and can only be adjusted by removal from the car.

C-STR1675
Front Koni standard length

C-STR1794
Rear Koni standard length

C-STR1717
Front Koni short length

C-STR1795
Rear Koni short length shock.



KYB's "Gas Adjust" is a gas filled shock that works harder the harder you work the car. Ride quality is excellent.

552018
Front KYB Gas-Adjust Shock

552019
Rear KYB Gas-Adjust Shock

C-AJJ3361
Up-rated shock absorber bottom pin. Produced in hi-grade steel to reduce failure when hi-graders are set very hard.

C-AJJ3359
Special shock absorber top bracket for cars that have been lowered. Pin is moved in so shock is in a more upright position. (Pair)