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We accept orders by mail, telephone, e-mail or fax. If you have the opportunity, we invite you to visit one of our branches. Remember, supplying details of your car, (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications) saves time and helps us to help you. Please inform us of your Customer Number, this is to speed up the order processing process.

Overseas Ordering

As with the U.K. we accept orders by mail, telephone, e-mail or fax. If you visit the U.K. we would be delighted if you visited one of our branches. When ordering, please ensure that you enclose full details of your name, address and Customer Number, plus details of your car (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications).

Please note, overseas orders are often subject to local import duties, taxes and Customs clearance, which will need to be paid for at the point of entry. These charges are NOT included in the price of the goods or delivery prices. All relevant Customs forms and documentation needed to ensure the order arrives with the minimum of delay will be included with your shipment. If you have any special requirements, please contact us to discuss them.

Please remember that delivery charges are dependent upon the size and weight of the shipment. If a quotation is required prior to placing an order, please contact the export department at your chosen branch and they will be pleased to supply a full quotation to you.

Parts Back-Order System

A back-order system is used when a part is not in stock at the time of ordering. If the item is expected to become available within a reasonable time frame, then it will be put on back-order, unless the customer instructs us otherwise. When we have the parts in stock, the back-order will be processed automatically and the item will be dispatched to the customer. If the particular part becomes No Longer Available (NLA) or is likely to be unavailable for some time, then the customer will be advised and asked if the order is to be cancelled.

Shipping & Dispatch Methods

Orders for delivery in the UK may be dispatched by regular post (for small/lightweight items), or through a next day courier, or alternatively a 2-3 day courier service. Please speak to our sales staff to choose the best delivery option for your parts order.

We are constantly striving to improve the service we offer, so please contact your local branch for the latest shipping prices.

For delivery outside the UK we offer the following services:

Parcels up to 30Kg: Europe 1-3 days.
Europe by road 2 to 5 days.
World-wide 1 to 3 days

Shipments up to 500Kg: Europe by road 2 to 5 days
World-wide by air 2 to 7 days to destination airport for collection or delivered direct to customers address.
(Sea freight is now regarded as too slow for most retail parts orders)

For these services, please ask for prices when you place your order.

All shipments are now 'trackable', (inc. Internet access for selected carriers). Please speak to one of our sales staff to choose your best parts delivery option. Please remember, all carriage charges are dependant on weight band, volume, destination and delivery time. If a quotation is required prior to placing your order, please contact a member of the sales department at your chosen Moss branch who will be happy to discuss your requirements. If you prefer, you may arrange your own shipping and dispatch.

Quotations & Payment Methods

We will be pleased to provide a full parts quotation detailing price, availability and relevant shipping costs. Payment may be made by cash, personal cheque (to the card guarantee limit), Certified Bank Draft, credit or debit card including: Mastercard, Visa, Switch, Delta and, by Sterling Travellers Cheques. If you intend to make payment by Cheque or Bankers Draft when using our fast mail-order parts service, please confirm parts availability and carriage charges.

Value Added Tax

Value Added Tax (VAT) at the current rate will be levied on all orders being dispatched to all countries within the European Community. VAT is not charged on goods dispatched to countries outside of the EC. However, such orders are often subject to local import duty, taxes and Customs clearance, which MUST be paid by you at the port of entry. Such charges are not included in the cost of the goods or delivery prices.

Exchange Units

We are able to offer a full rebuild service on numerous major components in our product range. We offer this service as an alternative to direct replacement parts, or when a brand new item is no longer available. However, the continuity of this exchange scheme needs the understanding and co-operation of our customers in relation to several important points:

It is important to remember that "rebuild" does not mean "brand new". Rebuilding a unit involves stripping, cleaning, inspecting and re-assembling the unit. During this process, parts showing signs of wear will either be completely replaced or suitably renovated. However, it is not always feasible for major sub-components to be replaced with brand new ones, for example, an exchange engine will not have a new block.

Due to the nature of certain product lines, some items can only be offered on a "one for one" exchange basis. This effectively means that you must offer us a viable unit before we can release a fully rebuilt item from our stock. In some instances we can only carry out reconditioning of your own unit. Our staff will inform you if this is the case. All exchange units are subject to a surcharge. This surcharge serves two purposes; firstly, it acts as an incentive for you to return your old unit, and secondly it provides us with financial cover if your returned unit proves unsuitable for exchange purposes.

Whether or not your returned unit is suitable for exchange purposes cannot be ascertained until it is made available to us for inspection. As a general rule, suitable for exchange basically excludes any items that are beyond reasonable repair (e.g. crankcases ventilated with a connecting rod) or units irrevocably damaged. We are also unable to accept units unless they are returned in whole, complete form (i.e. differential units which are returned partly stripped with no bearings and all the shims missing are not generally accepted), nor do we accept a "box of bits". Surcharges will only be refunded once our core department has passed the item as serviceable. Under no circumstances can any exchange unit be shipped overseas until we receive your original unit.

We have predetermined prices for our exchange units based on our experience, what it will cost to repair a gearbox, axle or engine. Occasionally, however, the damage to the unit is so great that we will contact you before beginning work on your unit to advise you of any additional cost that may be incurred during the rebuild of the unit. We can return the unit (at your cost) if this proves unacceptable.

Warranty

All parts are fully warranted against defects in materials and workmanship for a period of twelve (12) months from the date of purchase. In most cases, warranty will not cover labour, failure of a related component, failure resulting from incorrect installation or misuse, nor would liability exceed the cost of the original component. During the warranty period, please contact us immediately at the point of purchase if any problems occur. We will then advise you, before replacing the failed component, as to the best course of action. WITH ALL CLAIMS, A COPY OF THE PURCHASE INVOICE MUST BE PRODUCED.

Returns

Any Moss parts incorrectly supplied may be returned to any Moss branch for exchanging with the correct part. If you find you have bought parts which you do not require, you can return them to the branch you bought them from within 3 months of purchase for a full credit to be used for the purchase of alternative Moss parts. If a refund of the purchase price is required, then a handling charge of 15% of the value of the goods may be levied. All returned goods must be in a condition suitable for re-sale and in their original undamaged packaging.

Customer Service

We value your custom and wish to ensure that you receive the very best service. Every effort will be made to provide you with Quality Parts and Expertise in a relaxed, helpful and friendly manner. Should you consider the service you receive from us to be unsatisfactory, or you have any problems with the part(s) purchased, please advise a member of the sales team at the originating branch. If the matter is not resolved to your satisfaction, please contact our Customer Services Department at:

Customer Services, Moss Europe Ltd. Hampton Farm Industrial Estate, Hanworth, Middlesex TW13 6DB England.

We will do our very best to resolve the issue and keep you as a loyal and happy Moss customer.

British Motor Heritage

Moss Europe Ltd. is a British Motor Heritage approved specialist. Our agreement with British Motor Heritage allows us the use of marque logos and some of the artwork contained within this catalogue.

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ENGINES & COMPONENTS

Engine Unit, Cylinder Block & Fittings

948cc 9C Engines only (Early)
 8G712 CAMSHAFT, exchange1
 BHM1210 BEARING SET, camshaft (3 bearings)1
948cc 9CG Engines only (Late)
 AEA630E CAMSHAFT, exchange1
 BHM1211 BEARING SET, camshaft (3 bearings)1
All 948 models
 8G2727E CRANKSHAFT, reground/exchange1
supplied with bearings & thrust washers.

1098cc 10CG Engines only (Early)
 AEA630E CAMSHAFT, exchange1
 BHM1211 BEARING SET, camshaft (3 bearings)1
 8G2737E CRANKSHAFT, reground/exchange1
supplied with bearings & thrust washers.

1098cc 10CC Engines only (Late)
 AEG148E CAMSHAFT, exchange1
 BHM1211 BEARING SET, camshaft (3 bearings)1
 12G429E CRANKSHAFT, reground/exchange1
supplied with bearings & thrust washers.

All Models
 12H865 VALVE, oil pressure relief1
 6K853 SPRING, oil pressure relief valve (standard)1
 6K853C SPRING, oil pressure relief valve (uprated)1
 2A13 CAM FOLLOWER8
 12G4337 GEAR, camshaft1
 3H2127 TIMING CHAIN1
 8G725 GEAR, crankshaft1
 AJJ3325 GEAR SET, 'DUPELX'1
Gear set inc: camshaft gear, crankshaft gear, duplex chain & screws.

Oil System - Sump & Cover Plates

Note: for engine side plate covers/gaskets, please refer to page 61

948cc 9C Engines only (Early)
 2K7140 OIL SEAL (felt), crank/timing cover1
Early engines can be converted to the later neoprene seal by using the later timing chain cover (12G2506) & oil thrower (112A 1148).

948cc 9CG Engines only (Late)
 88G561 OIL SEAL, (neoprene), crank/timing cover1

All 1098cc Models
 88G561 OIL SEAL, (neoprene), crank/timing cover1

All Models
 12G2506 TIMING COVER COVER1
 12A956 GASKET, timing cover1
 GFE103 OIL FILTER, paper type1
 GFK1001 OIL FILTER KIT (spin-on conversion)1
 GFE148 OIL FILTER only (spin-on canister type)1
 GEG501 GASKETS, sump (use with LZB10005)1pr
 LZB10005 SEAL, sump end (use with GEG501)2
 GBK0051 SCREW KIT (Oil sump)1
 88G257 PLUG, sump drain (standard)1
 88G257X PLUG, sump drain (Magnetic)1
 6K638 WASHER/SEAL, sump plug1

Cylinder Head & Gasket Sets

Cyl heads are reconditioned/exchange c/w valves & springs

948cc 9C Engines only (Early)
 12A1455LFE CYLINDER HEAD, Unleaded1

948cc 9CG Engines only (Late)
 28G193LF CYLINDER HEAD, Unleaded1

1098cc 10CG Engines only (Early)
 28G191LF CYLINDER HEAD, Unleaded1

1098cc 10CG Engines (Late) & 10CC Engines
 28G222LF CYLINDER HEAD, Unleaded1

All Models
 GEG401 GASKET, rocker cover1
 GTS102 THERMOSTAT, 74°C (hot climates)1
 GTS104 THERMOSTAT, 82°C (standard)1
 GTS106 THERMOSTAT, 88°C (cold climates)1
 GZA2083Z BY-PASS HOSE REPAIR KIT1
 GEG101 HEAD GASKET SET (Sprite I)1
 GEG102 HEAD GASKET SET (All other models)1
 GEG201 SUMP GASKET SET1
 88G215 GASKET, water pump1

COOLING

All Models
 GWP132 WATER PUMP (Alloy), standard1
 GWP134 WATER PUMP, Uprated1
 TT29402 KENLOWE FAN KIT1
 GCB10900 FAN BELT, 948cc engines1
 GCB10863 FAN BELT, 1098cc engines1
 ARA73E RADIATOR, without shroud, recon/exch1
 ARA241 RADIATOR, with shroud, recon/exch1
 GRC101 FILLER CAP1
 GRH313 TOP HOSE1
 GRH508 BOTTOM HOSE (use with alloy pump)1
 GRH315 BOTTOM HOSE (use with steel pump)1
 GAC4091 OIL COOLER KIT1

CLUTCH

For clutch drive components please refer to page 67

948cc models (drum brakes)
 GMC109 MASTER CYL ASSEMBLY (7/8")1
 8G8224 REPAIR KIT (7/8")1

1098cc models (disc brakes)
 GMC112E MASTER CYL ASSEMBLY (3/4")1
 GRK1025 REPAIR KIT (3/4")1
 GSY110 SLAVE CYLINDER1
 8G8446 REPAIR KIT1

FUEL SYSTEM

Sprite I (Twin (1 1/8") H1 SU's)
 AUC863T CARBURETTORS, pair (New)1pr
 17H98 FUEL PUMP (manual)1
 3H2687 GASKET, carb to manifold6
 2A848 AIR FILTER, front, standard1
 2A849 AIR FILTER, rear, standard1
 GEG601 GASKET, manifolds to head1

Sprite II, III & Midget I, II (Twin (1 1/4") HS2 SU's)
Sprite II & Midget I (948cc)
 AUC990T CARBURETTORS, pair (New)1pr
 AUC990E CARBURETTORS, pair (exch)1pr
 17H98 FUEL PUMP (manual)1

Sprite II & Midget I (1098cc 10CG)
 AUD73E CARBURETTORS, pair (exch)1pr
 17H98 FUEL PUMP (manual)1

Sprite III & Midget II (1098cc 10CC)
 AUD136T CARBURETTORS, pair (New)1pr
 AUD136E CARBURETTORS, pair (exch)1pr
 AUF214 FUEL PUMP (electric)1

All Models (For K&N Sports filters please refer to Accessories)
 GEG601 GASKET, manifolds to head1
 GFE1004 AIR FILTER ELEMENT2
 GAC4062 AIR CLEANER, 'Pancake'2

BRAKES

For Brake Master Cyl please refer to CLUTCH on this page

For full range of Brake Pipe Kits/Hoses refer to page 85-86

Silicone Brake/Clutch Fluid (DOT 5);
 ABF3 (500ml)a/r
 ABF4 (1 Litre)a/r

FRONT Drum Brakes (948cc)
 GBS704AF BRAKE SHOES, (set of 4)1
 GWC110 WHEEL CYLINDER, RH2
 GWC111 WHEEL CYLINDER, LH2

FRONT Disc Brakes (1098cc)
 GBP108 BRAKE PADS (set of 4)1

REAR Brakes
Single Acting Piston. To No HAN6 20544, GAN1 13554
 GBS819AF BRAKE SHOES, (set of 4)1
 GWC1114 WHEEL CYLINDER2

Double Acting Piston. From chassis No HAN6 20792, GAN1 13555
 GBS834AF BRAKE SHOES, (set of 4)1
when fitted with front DRUM brakes
 GWC1115 WHEEL CYLINDER2
 GRK2011 REPAIR KIT, wheel cylinder2

when fitted with front DISC brakes
 GWC1102 WHEEL CYLINDER2
 GRK2014 REPAIR KIT, wheel cylinder2

FRONT HUB & KINGPIN

Models with Drum brakes
 8G4208Z KING PIN KIT (per car)1
Models with Disc brakes
 8G4220Z KING PIN KIT (per car)1

REAR SUSPENSION

1/4 Elliptic (Sprite I, II and Midget I)
 AHA5468 LEAF SPRING (1/4 Elliptic)2
 88G278 BUSH, rear spring2
 AHA5221 U BOLT, spring mounting2
Semi Elliptic (Sprite III & Midget II)
 AHA7184 REAR SPRING (Semi Elliptic)2
 SFK103 FITTING KIT, rear spring1
 GBK1009X BOLT KIT (holds spring mounting plates)1
 AHA8097 U BOLT, spring mounting4
 GHF223 NUT (U bolt)8

ELECTRICAL

Please verify whether your car has Positive or Negative Earth.

For full range of Distributors/Points please refer to page 101

GDC102 DISTRIBUTOR CAP, side entry1
 GDC103 DISTRIBUTOR CAP, vertical entry1
 GSC111 CONDENSER1
 GCL101 IGNITION COIL, with screw on HT1
 GCL110 IGNITION COIL, with push in HT1
 AAA5981M H.T. LEAD, black (Standard)2m length
 TT2982M H.T. LEAD, yellow/black (Sports)2m length
 GHT102 H.T. LEAD SET (carbon), green1
Push-on coil connector
 GHT241 H.T. LEAD SET (carbon), LHD1
Use with side entry cap.

N5 SPARK PLUG, original Champion4
 N9Y SPARK PLUG, Champion4
 GSP163 SPARK PLUG, Unipart4
 BP6ES SPARK PLUG, NGK4
 TT2970/PO NEWTRONIC electronic ign' (positive earth)1
 TT2970 NEWTRONIC electronic ign' (negative earth)1
 17H2707 WIPER MOTOR, (less gear), (Sprite I only)1
 GXE7714 WIPER MOTOR, (less gear) (not Sprite I)1
 13H66 WIPER ARM, RHD (spoon type RH crank)2
 13H68 WIPER ARM, LHD (spoon type LH crank)2
 GWB215 WIPER BLADE (8") (Sprite I, II Midget I)2
 GWB145 WIPER BLADE (9") (Sprite III, Midget II)2
 BAU1465 BEZEL & SEAL KIT2
 GEU9405 STARTER MOTOR, New (all models)1
 GXE3101 DYNAMO (1098cc engines) New1

Switches, Fuse Box & Control Box

For full range of Switches please refer to page 105-107

Sprite I Only
 3H1835 CONTROL BOX (screw connectors)1
 1G2613 FUSE BOX (screw connectors)1
 GFS35X FUSE, 35 Amp. (17.5 Amp. continuous)4
 GFU2101 FLASHER UNIT1
 3H1557 SWITCH, ignition & light1
 3H1558 KNOB, (ignition/light switch)1
 24G1345 BARREL & KEY, ignition1

Sprite II & Midget I
 GEU6603 CONTROL BOX ('spade' connectors)1
 606253A FUSE BOX ('spade' connectors)1
 GFS35X FUSE, 35 Amp. (17.5 Amp. continuous)4
 GFU2103 FLASHER UNIT1
 BHA4234 SWITCH, ignition1
 24G1345 BARREL & KEY, ignition1

Sprite III & Midget II
 GEU6603 CONTROL BOX1
 606253A FUSE BOX1
 GFS35X FUSE, 35 Amp. (17.5 Amp. continuous)4
 GFU2103 FLASHER UNIT1
 13H337 SWITCH, ignition1
 24G1345 BARREL & KEY, ignition1

Headlamps

For full range of lamps & bulbs please refer to page 108.

Headlight (Halogen) Conversion Sets
inc. 2 light units & 2 halogen bulbs. (may require 2 BHA4235 adaptors)
 GAC4022 HALOGEN H4 conversion (Lucas), RHD1
 MGE203 HALOGEN H4 conversion (Lucas), LHD1



Sprite MkI (AN5 model)

The relationship built up between the British Motor Corporation (BMC) and motor sport celebrity Donald Healey in the 1950's resulted in the creation of the Austin Healey 100 sports car, a vehicle which enjoyed considerable sales success, particularly in the important North American market. A potential market for a smaller 'budget' alternative was soon identified, and this led to an 'informal decision' between BMC's chairman, Leonard Lord, and Healey to develop a small sports car based on Austin parts, mostly centered around the Austin A35 saloon car. The engine, transmission, rear axle and front suspension were all to be used, but steering would come from the Morris Minor and better, hydraulically operated, brakes were needed. MG derived manifolds and twin 1 1/8" carburettors would boost power. The engine was developed by Morris engines, and they later supplied the units since Austin's engine department was at the time overrun with work.

The new car, eventually named the Austin Healey Sprite, was to do away with a separate chassis and body shell. Instead, it was designed around a monocoque frame consisting of front and rear bulkheads, joined by 'top hat' sill sections and body stiffeners, all mounted onto a floorpan. Extra rigidity came from the central gearbox tunnel. In many places, the body utilised flat panels and simple formed sections to keep construction costs down to a minimum. The bonnet and front wings hinged upwards as one assembly from the bulkhead, and the upwards curve of the front top edge of the sill panels accentuated this feature. This characteristic sill line was to last until the end of production of the last descendant of the Sprite family tree, the MG Midget 1500, twenty one years later. The first prototype Sprite incorporated external hinges to reduce costs, but expensive pop-up headlamps. By prototype number two, the headlamps had become fixed providing the 'frog-eye' appearance so well known and loved today.

The little Sprite, built in the MG factory in Abingdon, was launched in 1958. It was a hoot to drive, if somewhat cramped inside (another feature which would see out production twenty one years later). It quickly established itself in the motoring world, aided by a low price of £455 (less tax) and a successful motor sport career in the hands of BMC works team drivers, most particularly John Sprinzel.

Sprite MkII and Midget MkI (H-AN6 and G-AN1 models)

For 1961 it was decreed that something of a revamp was necessary, and to this end the Austin Healey Sprite MkII was launched, together with a new, slightly more lavishly finished stable mate, the MG Midget. These two models offered a radically altered, more square body profile wrapped around essentially the same under-frame. The rear of the body now had a boot lid for the first time, while at the front out went the charismatic (or ugly, if you prefer) frog-eye look, to be replaced with the conventional set up of separate wings housing the headlamps. Between the wings a narrower, and certainly lighter, bonnet panel gave rather poorer access to the engine bay. The little 948cc engine became more willing, thanks to the fitment of 1 1/4" carburettors and improved cam timing. Steering, suspension and brakes remained largely unaltered.

Sprite MkII 1100 and Midget MkI 1100 (H-AN7 and G-AN2 models)

The next milestone was the introduction of a 1098cc variant of the trusty BMC 'A' Series engine in 1963. Along with the improved performance, the brakes were duly uprated with front disc brakes appearing for the first time in production on the cars - prior to this, a disc brake conversion kit had been independently marketed by the Healey Motor Company of Warwick. Otherwise virtually unchanged, the new models were known simply as the Sprite MkII 1100 and Midget 1100; they are now often colloquially referred to as the 'Mk 2 1/2' and 'Mk 1 1/2' respectively.

Sprite MkIII and Midget MkII (H-AN8 and G-AN3 models)

Many aspects of the design were changed at the next revamp, which occurred in 1964. The body of the Sprite MkIII and Midget MkII, largely unchanged in silhouette, received an all new dash layout, fitted carpets in all models, a new windscreen with easier to fit hood attachments, plus wind up windows to replace the side screens. These were all improvements inspired by the marketplace (America in particular), which was beginning to lean towards less spartanly equipped, more comfortable cars.

For the same reasons, the beautifully handling but harsh riding rear suspension lost its quarter elliptic springs, gaining instead a more conventional semi-elliptical spring layout which lost a little of the accuracy and sharpness but improved the ride enormously. A benefit not seen at the time, but in the cars' old age now greatly appreciated, is the fact that the new suspension did not impose so much stress on the monocoque body, with the result that split seams, cracks and corrosion around the rear floor and bulkhead were (and are) on the whole much less common on post 1964 cars. In answer to misgivings about the bottom end durability of the engine, larger main bearings were fitted. A larger clutch and strengthened ('Ribbed Case' as opposed to the previous 'Smooth Case') gearbox were also introduced, keeping the model range in line with the other BMC products using that basic type of gearbox, the Morris Minor, Austin A40 and A35 van.

Sprite MkIV and Midget MkIII (H-AN9 and G-AN4 models)

By 1966, Sprite and Midget performance figures were beginning to look a little feeble when compared with contemporary saloon cars - not an ideal situation for a sports car to be in. Indeed, the immensely popular Mini Cooper 'S', which was also a product of BMC, was taking the limelight and eating into potential sales. In an effort to counter this, a slightly de-tuned version (apparently for reliability's sake) of the 1275cc Cooper 'S' engine was fitted to the Sprite MkIV and Midget MkIII from October 1966.

Along with the improved performance, the new models also benefited from a new, convenient, fold down hood design. It was at this time that cars destined for North America began to seriously deviate in their specification from those built for markets in the rest of the world, due to increasingly stringent safety and emissions regulations there. Also during this period, Midgets bound for Australasia were built there from completely knocked down (CKD) kits supplied from England.

Sprite MkIV and Midget MkIII (H-AN10/A-AN10 and G-AN5 models)

'Leylandised' versions of the cars arrived for the 1970 model year, in fact some eighteen months after MG, Austin and their parent companies had become part of the massive British Leyland Motor Corporation. The nomenclature - Sprite MkIV and Midget MkIII - remained the same as before, as did the mechanical and sheet metal specifications.

However, the car now had a much more upbeat contemporary appearance, due to a myriad of trim changes both outside and in. Gone was the 1960's style bright-work. A new radiator grille (effectively a blacked out and jazzed up version of the previous Sprite grille) was complemented by slim-line bumpers, fashionably quartered at the rear. Completing the slim-line effect, the sills were also painted satin black, giving the car a sleeker side profile. New spoked steel wheels ('Rostyles') aesthetically matched the car as well as the optional, more traditional, wire wheels, demand for which began to fade. Inside the car, heat welded vinyl abounded, instead of stitched pleat upholstery; this style of interior trim was to remain with the vehicle up to the end of production.

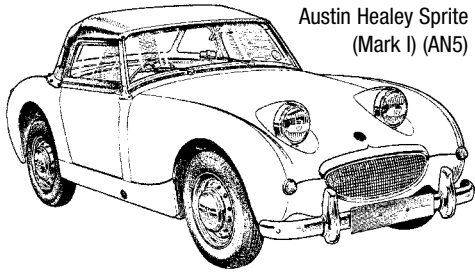
Towards the end of 1971, the Sprite disappeared quietly from the new car showrooms. Sales had slowly slipped away and had latterly been confined to the home market. The last 1022 Sprites were simply badged as 'Austin', since the agreement between Leyland and Healey had lapsed. The Midget MkIII, however, remained comfortably in production, seeing in 1972 with new rear wings with the square topped wheel arches replaced by round ones (not seen on Sprites and Midgets since the 'Frogeye'). As a result it became easier to fit fatter tyres and alloy wheels, which were popular aftermarket accessories at the time. If the urge to fit them was resisted, the car would definitely be sitting on radial ply tyres: they became standard fitment alongside a much needed alternator (which replaced the by then archaic dynamo). As a sop to forthcoming home market safety regulations rocker switches found their way onto the dashboard, replacing the more satisfying but apparently less safe toggle switches. By 1974, Midget sales in mainland Europe had ceased, basically leaving Britain, the USA, Canada and Japan taking the car.

Midget 1500 (G-AN6 model)

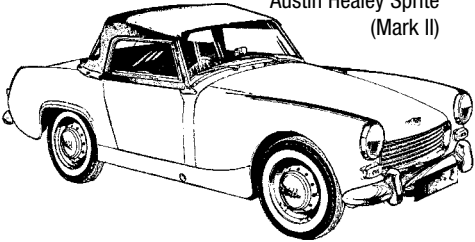
As an attempt to rationalise on the build specification, many of the safety and emissions changes necessary for the 1975 North American specification models were also implemented on home market vehicles. These included the well known 'rubber' bumpers (actually plastic), a ride height increase of one inch to meet bumper height regulations, a return to square rear wheel arches and a whole new power train.

As USA emission control equipment had progressively strangled the 1275 engine, the performance maintaining solution was to replace it with the engine out of its closest rival - the Triumph Spitfire. The Spitfire engine had already had its capacity enlarged from 1296 to 1491cc for the same emissions related reasons, while the old BMC 'A' Series unit could not reliably be taken any larger than its current 1275cc. As a result, the entire Triumph engine and gearbox assembly, with only a couple of detail changes, was fitted into the Midget engine bay. This car became known as the Midget 1500, although actually it was still a Midget MkIII officially (and in most respects under the skin was very similar to the outgoing 1275 engined MkIII). While it certainly lacked the keener, sportier edge of the earlier cars, it was undeniably a better cruising vehicle (though sadly it never benefited from the overdrive which was optional on the same gearbox when fitted in a Spitfire).

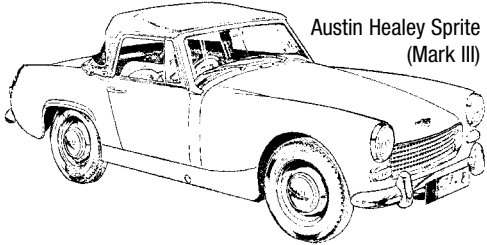
Sprite and Midget production finally finished in 1979, when the last Midget 1500's rolled off the line. Ironically, amongst the last cars built were five hundred special black models, celebrating fifty years of MG Midget production. In total, 355,888 Sprites and Midgets were built between 1958 and 1979.



Austin Healey Sprite
(Mark I) (AN5)



Austin Healey Sprite
(Mark II)



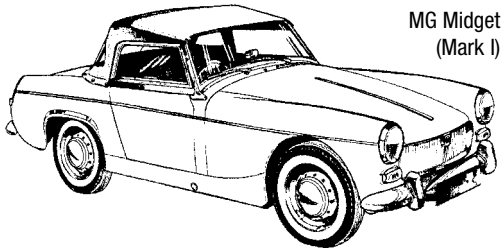
Austin Healey Sprite
(Mark III)

Austin-Healey Sprite

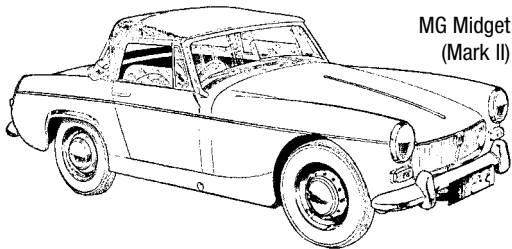
Model		Commencing	Finishing
Sprite Mark I (Frogeye)	Engine No. Car No.	9C/U/H101 AN5-501	9C/U/H49210 AN5-50116
Sprite Mark II	Engine No. [] Car No. []	[9CG/- [Da/H] -101 [Da/L] -101 10CG/- [Da/H] -101 [Da/L] -101 H-AN6-101 H-AN6-24732	9CG/- [Da/H] -21048 [Da/L] -21048 10CG/- [Da/H] -21048 [Da/L] -21048 H-AN6-24731 H-AN7-38828
Sprite Mark III	Engine No. Car No. Body No.	10CC/Da/H101 H/AN8-38829 ABL 030580	10CC/Da/16300 H-AN8-647354 Not Available

M.G. Midget

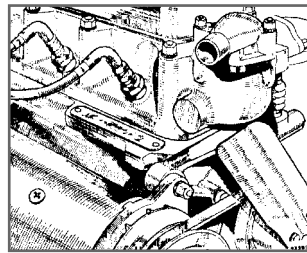
Model		Commencing	Finishing
Midget Mark I	Engine No. [] Car No. []	[9CG/- [Da/H] -101 [Da/L] -101 10CG/- [Da/H] -101 [Da/L] -101 G-AN1-101 G-AN2-16184	9CG/- [Da/H] -36711 [Da/L] -36711 10CG/- [Da/H] -21048 [Da/L] -21048 G-AN1-16183 G-AN2-25787
Midget Mark II	Engine No. Car No. Body No.	10CC/Da/H101 G/AN3-25788 GBE025654	10CC/Da/H16300 G-AN3-52369 GBE052153



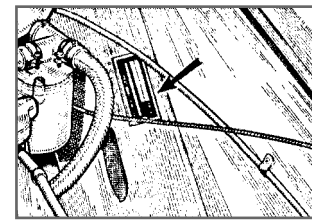
MG Midget
(Mark I)



MG Midget
(Mark II)



The engine number is stamped on a plate secured to the right hand side of the cylinder block, above the dynamo.



The car number is stamped on a plate secured to the left hand inner wheel arch valance, under the bonnet.

Engine Identification Serial Number Prefix Letter Code

The engine number prefix comprises a series of letters and numbers, presenting in code the cubic capacity and make, the ancillaries fitted, and the type of compression.

1st PREFIX GROUP- cubic capacity, make and type.

1st Prefix Number 9- 950 cc
 10- 1098 cc
Prefix Letter C- Austin Healey
 CG- Austin Healey & M.G.

2nd PREFIX GROUP- Gearbox and ancillaries
 U- Centre change gearbox
 Da- Close ratio centre change gearbox

3rd GROUP- Compression and serial number.
 H- High compression] and serial number of unit
 L- Low compression]

CODE EXAMPLE
9CG / Da / H / 101
 Serial number
 High compression
 Close ratio centre change gearbox
 950 cc Austin Healey or M.G.

Always quote these prefixes with Engine Serial Numbers

Vehicle Identification Serial Number Prefix Letter Code

The car number prefix comprises a series of letters and numbers, presenting in code the make, the engine type, the body type, the series, and where applicable, left-hand drive.

1st PREFIX LETTER- Name
 C- Austin Healey
 CG- Austin Healey & M.G.

2nd PREFIX LETTER- Engine Type
 A-

3rd PREFIX GROUP- Body Type
 N-2-seater Tourer

4th PREFIX- Series of Model
 1- 1st series (M.G.)
 2- 2nd series (M.G.)
 5- 5th series (Austin-Healey)
 6- 6th series (Austin-Healey)
 7- 7th series (Austin-Healey)

5th PREFIX- (denotes car is different to standard right-hand drive)
 L- Left-hand Drive

H / A N 5 / 101
 Serial number
 5th Series
 2-seater Tourer
 'A'-type engine
 Austin-Healey

Always quote these prefixes with Car Serial Numbers

Please use this section for your personal reference.

Recording your car details here may assist you when using this catalogue, but please note; there have been many instances where the registration document has proved to be at odds with the cars serial numbers (e.g. a second hand engine may have been fitted without the registration document being amended). Be sure to order correct parts by examining the serial numbers on the vehicle itself.

Chassis No. _____

Body No. _____

Engine No. _____

Model/Year _____

These two pages are designed to help you locate individual parts quickly.

They list major items such as Wings, Gearbox, Radiator, Steering Racks etc... and other important repair/replacement parts, eg: Brake Cylinders, Bulbs, Fan Belt & Oil Seals.

A

'A' Post	125
Accelerator Linkage/Cable;	
Sprite I	75
Sprite II, III & Midget I, II	77
Adjuster (Front drum brakes);	
948cc models	85
Adjuster (Rear drum brakes);	
Single acting pistons	86
Double acting pistons	86
Air Cleaner & Elements (Standard);	
Sprite I	77
Sprite II, III & Midget I, II	79
Air Cleaner, K & N (Sports);	
Sprite II, III & Midget I, II	79
'Anti-Rattle' Kit (Gear lever)	71
Anti-Roll Bar (front suspension)	95
Axle (Half shaft)	99

B

Badges & Mouldings	141
Battery & Fittings	102
Bearing Kit (Hub);	
Front	93
Rear	99
Bearing Set, camshaft	61
Bearing Set, con-rod (big ends)	61
Bearing Set, main bearings (Crankshaft)	61
Belt (Fan) (948 & 1098)	67
Blanking Plugs & Grommets (Body)	133
Bonnet;	
Sprite I	130
Sprite II, III & Midget I, II	135
Bonnet Fittings;	
Sprite I	131
Sprite II, III & Midget I, II	135
Boot/Gaiter;	
Gear Lever	71
Steering rack	91
Boot Lid & Fittings;	
Sprite II, III & Midget I, II	138
Bottle (Windscreen wash);	
Sprite I, II & Midget I	106
Sprite III, & Midget II	106
Brake Adjuster (Front Drums);	
948cc models	85
Brake Adjuster (Rear Drums);	
Single acting pistons	86
Double acting pistons	86
Brake Caliper (1098cc)	85
Brake Disc (1098cc)	85
Brake (Wheel) Cylinders;	
Front drum brakes	85
Rear drum brakes;	86
Single acting pistons	86
Double acting pistons	86
Brake Drum (Front)	85
Brake Drum (Rear)	86
Brake/Clutch Fluids	84
Brake Hoses	88
Brake Master Cylinder	84
Brake Pads (1098cc disc brakes)	85
Brake Pedal	82
Brake Pipes & Kits	87
Brake Shoes (Front)	85
Brake Shoes (Rear)	86
Brake (Stop light) Switch;	
Sprite I	107
Sprite II & Midget I	108
Sprite III & Midget II	109

Bulbs;	
Headlamps (All models)	110
Front Side/Indicator;	
Sprite I	111
Sprite II, III & Midget I, II	112
Rear Tail/Stop/Indicator;	
Sprite I	111
Sprite II, III & Midget I, II	112
Bumper & Overriders (Front);	
Sprite I	142
Sprite II, III & Midget I, II	143
Bumper & Fittings (Rear);	
Sprite I	142
Sprite II, III & Midget I, II	143
By-Pass Hose (cyl head/water pump)	67

C

Cables;	
Accelerator-	
Sprite I	77
Sprite II, III & Midget I, II	79
Battery	102
Choke-	
Sprite I	77
Sprite II, III & Midget I, II	79
Handbrake	89
Heater control	117
Speedometer	114
Starter	100
Tachometer	114
Caliper (Front disc brakes/1098cc)	85
Camshaft & Bearings;	
948cc engines	61
1098cc engines	61
Camshaft Followers (all models)	61
Cap;	
Oil filler (rocker cover)	65
Radiator (Pressure)	67
Carburettors (1 1/2");	
Sprite I	77
Sprite II, III & Midget I, II	79
Carburettors (1 3/4");	
Sprite II, III & Midget I, II	79
Carpet Sets	118
Chain (Timing)	61
Chassis sections (Front)	125
Chassis plates	148
Choke Cable;	
Sprite I	77
Sprite II, III & Midget I, II	79
Clutch/Brake Fluids	68
Clutch Drive Components;	
948cc models	69
1098cc models	69
Clutch Fork	69
Clutch Master Cylinder	69
Clutch Pedal	80
Clutch Slave Cylinder	84
Coil (Ignition)	103
Coil Springs (Front suspension)	95
Column (Steering) & Fittings	91
Condenser	103
Con Rod	61
Con Rod Bearing Set (Big ends)	61
Contact Breakers (Points)	103
Control Box;	
Sprite I	107
Sprite II & Midget I	108
Sprite III & Midget II	109
Conversion Kit (Wire Wheel Hub)	83
Cooling Fan (Standard)	67
Cooling Fan (Kenlowe/Electric)	67
Crankshaft	61
Crankshaft Bearings (Main)	61
Crankshaft Pulley	61
Crown Wheel & Pinion	99
Cylinder Block;	
948cc engines	61
1098cc engines	61

Cylinder Head;	
948cc engines	84
1098cc engines	85
Cylinder Head Gasket/sets	85
D	
Dampers (Shock absorbers);	
Front	95
Rear-	
Sprite I, II & Midget I	96
Sprite III & Midget II	97
Decals/Labels & Plates	148
Demisters (Windscreen)	117
Disc (Front disc brakes/1098cc)	85
Differential	99
Dip Switch, headlamp;	
Sprite I	107
Sprite II & Midget I	108
Sprite III & Midget II	109
Dipstick, engine	63
Distributor/Cap & Fittings	103
Doors, Locks & Fittings;	
Sprite I, II & Midget I	133
Sprite III & Midget II	136
Door Glass & Fittings;	
Sprite III & Midget II	137
Drain Tap (Radiator)	67
Dynamo	101

E

'Eared' Knock Caps (wire wheels)	83
Electronic Ignition	103
Engine Mountings	60
Engine (Full, recon/exchange)	
948cc models	61
1098cc models	61
Exhaust Manifold & Fittings	82
Exhaust Systems;	
948cc models	80
1098cc models	81
Exhaust Valve	65

F

Fan Belt	67
Fan, cooling (Standard)	67
Fan, electric (Kenlowe)	67
Fan, heater	117
Flasher Lamps (Front);	
Sprite I	111
Sprite II, III & Midget I, II	112
Flasher Lamps (Rear);	
Sprite I	111
Sprite II, III & Midget I, II	112
Flasher Unit;	
Sprite I	107
Sprite II & Midget I	108
Sprite III & Midget II	109
Flywheel;	
948cc engines	61
1098cc engines	61
Filter (Air Cleaner, Standard);	
Sprite I	75
Sprite II, III & Midget I, II	77
Filter (Air Cleaner, K & N, Sports);	
Sprite II, III & Midget I, II	77
Filter (Oil, Standard)	63
Filter (Oil, Spin-on & conversion)	63
Floor Panels;	
Sprite I, II & Midget I	128
Sprite III & Midget II	129
Front Brakes	85
Front Road Springs	95
Front Hub & King Pin;	
Drum brake models	93
Disc brake models	93
Front Wings;	
Sprite I	130
Sprite II, III & Midget I, II	134

Fuel Filler Cap	79
Fuel Pump/Tank & Fittings;	
Sprite I	79
Sprite II & Midget I	79
Sprite III & Midget II	79
Fuse Box & Fuses;	
Sprite I	107
Sprite II & Midget I	108
Sprite III & Midget II	109

G

Gaiter/Boot;	
Gear Lever	71
Steering Rack	91
Gasket Set, Cylinder head	64
Gasket Set, Sump (Conversion)	63
Gasket, exhaust/inlet manifold	82
Gasket, rocker cover	64
Gauges (Instruments)	115
Gearbox Unit	71
Gearbox Mountings	60
Glass (Door);	
Sprite III & Midget II	137
Grille (Radiator);	
Sprite I	140
Sprite II, III & Midget I, II	140
Grommets & Blanking Plugs (Body)	133

H

H.T. Leads (Ignition)	103
Half Shaft (Axle)	99
Handbrake & Cable	89
Hammer (Wire wheels)	83
Harness (Wiring)	114
Headlamp Dip Switch;	
Sprite I	107
Sprite II & Midget I	108
Sprite III & Midget II	109
Headlamp & Fittings	110
Heat Shield (Manifolds)	79
Heater	117
Heater Cables & Controls	117
Heater Hoses	117
Heater Tap (water temperature control)	117
Hoood & Frame;	
Sprite I, II & Midget I	146
Sprite III & Midget II	147
Horn Brush (Pencil)	104
Horn Push	104
Horns & Fittings	104
Hoses;	
Brakes	88
By-Pass (cyl head/water pump)	67
Heater	117
Radiator	67
Housing (Thermostat)	67
Hub;	
Front	93
Rear	99
Hub Bearings;	
Front	93
Rear	99
Hub Caps	83
Hub Conversion Kit (Wire Wheels)	83-99
Hub Oil Seals;	
Front	93
Rear	99

I

Ignition Coil	103
Ignition Leads	103
Ignition Switch;	
Sprite I	107
Sprite II & Midget I	108
Sprite III & Midget II	109
Ignition, electronic	103
Indicator/Flasher Lamps (Front);	
Sprite I	111

Sprite II, III & Midget I, II 112
 Indicator/Flasher Lamps (Rear);
 Sprite I 111
 Sprite II, III & Midget I, II 112
 Inlet Manifold 107
 Inlet Valve
 948cc engines 64
 1098cc engines 65
 Instruments (Gauges) & Fittings 115
 Interior Mirror 118
 Interior Trim Kits;
 Sprite I 119
 Sprite II & Midget I 120
 Sprite III & Midget II 121

J
 Jack (Car lift) 83
 Jet (Carburettor);
 (1 1/8" Carb's)-
 Sprite I 77
 (1 1/4" Carb's)-
 Sprite II, III & Midget I, II 79
 Jet (Windscreen Wash) 106

K
 K & N Air Cleaner;
 Sprite II, III & Midget I, II 79
 Kenlowe Cooling Fan (Electric) 67
 King Pin;
 Drum Brakes 93
 Disc Brakes 93
 Knock Caps ('Eared' for wire wheels) 93

L
 Labels & Decals 148
 Lamps (& Fittings);
 Front Side/flasher *see Flasher lamps*
 Headlamp 110
 Number plate;
 Sprite I 111
 Sprite II, III & Midget I, II 108
 Rear (stop/tail/flasher) *see Stop/Tail lamps*
 Leaf Springs (Road);
 Rear (Leaf)-
 Quarter Elliptic 96
 Semi-Elliptic 97
 Link, Anti-Roll Bar (front suspension) 95
 Locks;
 Boot (Sprite II, III & Midget I, II) 138
 Door *see Doors*
 Loom (Wiring Harness) 113

M
 Main Bearing Set (Crankshaft) 61
 Manifold, exhaust/inlet 82
 Master Cylinder (Brake/Clutch) 84
 Mirrors;
 Interior 148
 External 148
 Mouldings, body 141
 Mountings, engine 60
 Mountings, gearbox 60

N
 Needles (Metering);
 (1 1/8" Carburettors)-
 Sprite I 77
 (1 1/4" Carburettors)-
 Sprite II, III & Midget I, II 79
 Needle Valve & Seat;
 (1 1/8" Carburettors)-
 Sprite I 77
 (1 1/4" Carburettors)-
 Sprite II, III & Midget I, II 79
 Number Plate Lamp;
 Sprite I 111
 Sprite II, III & Midget I, II 112

O
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 Oil Filler Cap 65
 Oil Filter (Standard) 63
 Oil Filter (Spin-on & conversion) 63
 Oil Pressure Relief Valve 61
 Oil Pump 63
 Oil Seals;
 Crankshaft (Main rear) 61
 Gearbox (Rear) 71
 Hub (front) 93
 Hub (rear) 99
 Timing Cover (crankshaft front) 63

P
 Pedal;
 Accelerator-
 Sprite I 75
 Sprite II, III & Midget I, II 77
 Brake & Clutch 84
 Petrol Cap 75
 Petrol Pump/Tank & Fittings 75
 Piston Ring Set 61
 Piston Set 61
 Plugs & Grommets (Body) 133
 Plugs (Spark) 103
 Points (Ignition/contact) 103
 Pressure Cap (Radiator) 67
 Propshaft 99
 Pulley, crankshaft 61
 Pulley, cooling fan 67
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 Pump (Water) 67
 Pushrod (Engine) 61

R
 Rack & pinion (Steering) 89
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 Radiator (Pressure) Cap 66-67
 Radiator Grilles 140
 Radiator Hoses 66-67
 Radius Arm (Rear Suspension);
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 948cc engines 61
 1098cc engines 61
 Road Springs;
 Front (Coil) 95
 Rear (Leaf);
 Quarter Elliptic 96
 Semi-Elliptic 97
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 Steel 83
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 Rocker Cover 65
 Rocker Shaft & Fittings 65
 Rotor Arm (Ignition) 103

S
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 Front 95
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 Sprite III & Midget II 97

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 Sprite I, II & Midget I 132
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 Switch;
 Brake (Stop) 107
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 Sprite II & Midget I 108
 Sprite III & Midget II 109

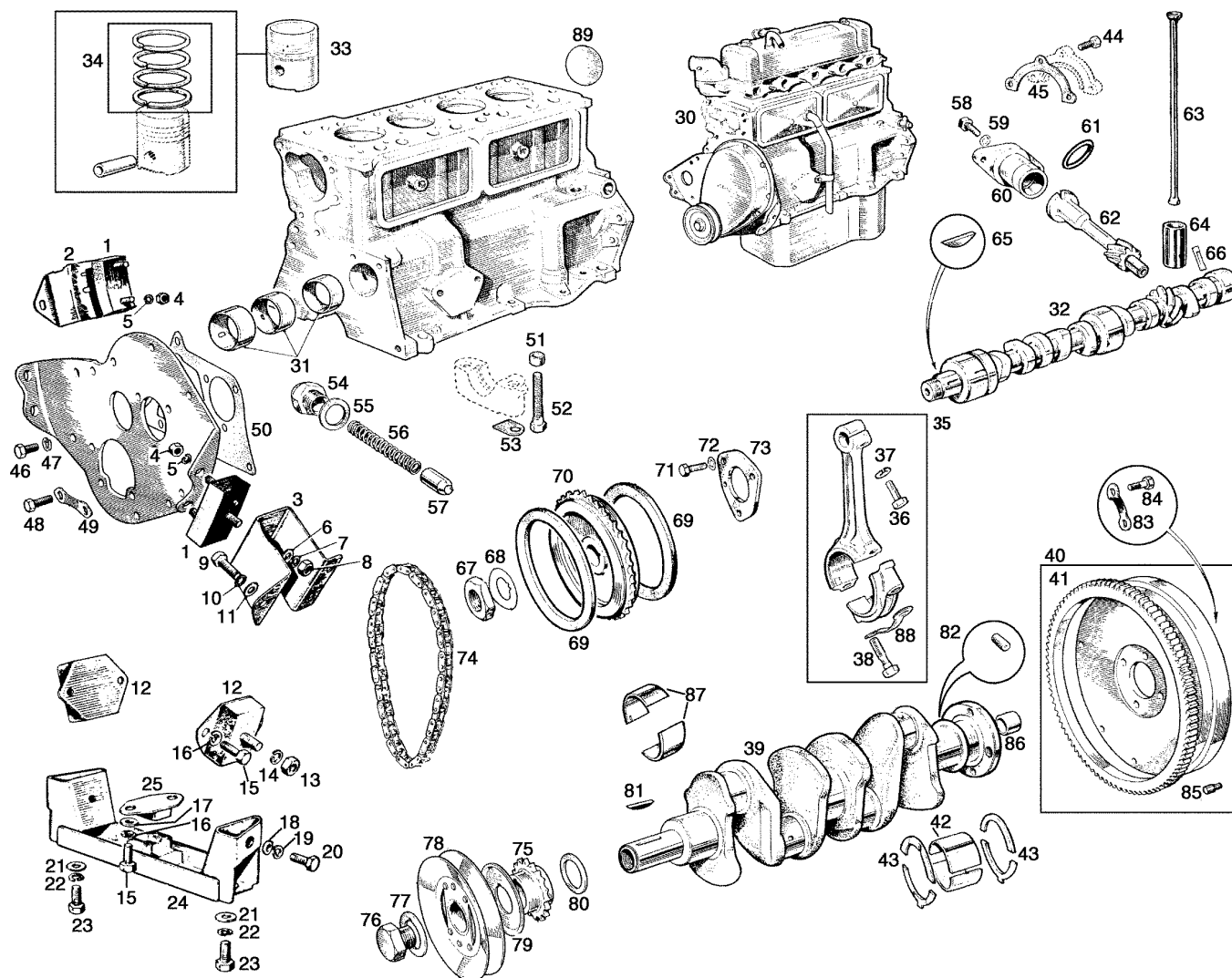
T
 Tachometer 115
 Tachometer Cable 115
 Tank (Fuel) 75
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 Tappets (Cam followers) 59
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 Thrust Washer Set;
 Crankshaft-
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 Sprite I 130
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 Valves (inlet & exhaust) 64-65
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 Water Pump 67
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Wheel Arches (Front Inner) 125
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 Wheel Cylinder & Repair Kits;
 Front drum brakes 85
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Ill. No	Part Number	Description	Qty. Req.	Details
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Engine & Gearbox Mountings

Engine Mountings

1	AHA5484Z	ENGINE MOUNTING	2	
2	CHA218	BRACKET, RH engine mounting	1	
3	CHA219	BRACKET, LH engine mounting	1	
4	GHF201	NUT, (1/16")	4	
5	GHF332	WASHER, spring, (1/16")	4	
6	GHF302	WASHER, flat, (1/16")	2	
7	GHF333	WASHER, spring, (1/8")	2	
8	GHF202	NUT, (1/8")	2	
9	GHF120	SCREW, (1/16")	6	
10	GHF332	WASHER, spring, (1/16")	6	
11	GHF301	WASHER, flat, (1/16")	6	

Gearbox Mountings

12	AHA9307	GEARBOX MOUNTING	2	
13	GHF202	NUT, (1/8")	2	
14	GHF333	WASHER, spring, (1/8")	2	
15	SH505061	SCREW, (coarse thread), (1/16")	6	
16	GHF332	WASHER, spring, (1/16")	6	
17	GHF301	WASHER, flat, (1/16")	2	
18	PWZ205	WASHER, flat, (1/16")	2	gearbox tunnel to crossmember
19	GHF332	WASHER, spring, (1/16")	2	
20	GHF120	SCREW, (1/16")	2	
21	GHF302	WASHER, flat, (1/16")	2	
22	GHF333	WASHER, spring, (1/8")	2	floor to crossmember
23	BH606261	BOLT, (1/8")	2	
24	2A5552	CROSSMEMBER, (gearbox)	1	
25	2A5420	MOUNTING, (gearbox steady)	1	

Ill. No	Part Number	Description	Qty. Req.	Details
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Reconditioned Exchange Engines

All our 'Lead Free' Full Engines are rebuilt by a major engine re-conditioner.

Due to the scarcity of suitable/reconditionable engine units for some 948 & 1098 models, we offer a full reconditioning service for your own unit. This is particularly useful if you wish to retain originality. For some 1098 models we can supply reconditioned engines from stock on an exchange basis.

For all models we advise you to verify the exact type of engine fitted by checking engine number to chassis number.

Old units returned under the exchange scheme should be drained of oil and be externally clean with no irreparable damage (like a hole in the block). If you are unsure please call to determine exactly what should be returned as an old unit. For example, you will have to remove the water pump, inlet & exhaust manifolds, distributor, starter motor, sparking plugs, oil filter, flywheel, rear engine mounting plate, front crankshaft pulley, (harmonic damper where fitted), thermostat and housing from your old engine.

Moss Reconditioned Engine Assemblies include a fully built 'lead free' cylinder head, re-bored engine block, pistons, connecting rods, re-ground crankshaft and camshaft, new bearings, front engine plate, timing chain and gears, timing cover, cam followers, rear seal housing, oil pump, sump, and gaskets. They do NOT include the oil filter, oil filter housing, back plate, engine or alternator mounting brackets, dipstick, front pulley, flywheel or rocker cover.

'Old Exchange Engine Units' MUST be returned in a 'Re-conditionable' state which means, Complete, Assembled, Clean and Fully Drained of Oil & Water. All Slave components MUST BE correctly attached. A Deposit/Surcharge is applied when an exchange reconditioned engine unit is sold. This is refundable once the 'Old Unit' has been returned, stripped and inspected by us.

If the worn unit fails to comply with the conditions, or, if the components are damaged, un-repairable or missing due to reasons other than 'Fair Wear & Tear', a charge may be deducted from the deposit.

Ill. No	Part Number	Description	Qty. Req.	Details
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Engine Units & Cylinder Block Components

See also 'Performance & Tuning' in the Accessories section.
We also list a full range of Engine Paints in Accessories.

948cc Models

9C Engines only (Early)

30	8G10E	ENGINE (Full) (Lead Free), recon.	1	Customers own unit
31	BHM1210	BEARING SET, camshaft (3 bearings)	1	
32	8G712	CAMSHAFT, exchange	1	

9CG Engines only (Late)

30	8G16E	ENGINE (Full) (Lead Free), recon.	1	Customers own unit
31	BHM1211	BEARING SET, camshaft (3 bearings)	1	
32	AEA630E	CAMSHAFT, exchange	1	

All 948cc Engine Ranges

33	12A187	PISTON SET (c/w rings), standard	1	8.3:1 compression (set inc 4 pistons)
	12A187/20	PISTON SET (c/w rings), 0.020"	1	
	12A187/30	PISTON SET (c/w rings), 0.030"	1	
	12A187/40	PISTON SET (c/w rings), 0.040"	1	
	12A187/60	PISTON SET (c/w rings), 0.060"	1	
34	BHM1161	RING SET (per piston), standard	4	standard bore size is 2.4775"
	BHM1161/20	RING SET (per piston), 0.020"	4	
	BHM1161/40	RING SET (per piston), 0.040"	4	
	BHM1161/60	RING SET (per piston), 0.060"	4	
35	12A1627	CON ROD (cylinders 1 & 3)	2	with bearings & thrust washers
	12A1626	CON ROD (cylinders 2 & 4)	2	
36	51K1382	CLAMP BOLT (con rod, little end)	4	
37	GHF332	WASHER, spring, (5/16")	4	
38	2A659	BOLT, con rod (big end)	8	
39	8G2727E	CRANKSHAFT, reground/exchange	1	
40	88G227E	FLYWHEEL, recon/exchange.	1	
41	AEA596	RING GEAR	1	
42	8G2222	BEARING SET, main (3 pr), standard	1	
	8G2222/10	BEARING SET, main (3 pr), 0.010"	1	
	8G2222/20	BEARING SET, main (3 pr), 0.020"	1	
	8G2222/30	BEARING SET, main (3 pr), 0.030"	1	
	8G2222/40	BEARING SET, main (3 pr), 0.040"	1	
		standard diameter of Main-end is 1.7505"		
43	1A1716A	THRUST WASHER Set (2 pr), standard	1	standard thrust washer thickness is 0.092"
	1A1716A/05	THRUST WASHER Set (2 pr), 0.005"	1	

1098cc Models

10CG Engines only (Early)

30	(8G124R)	ENGINE (to 10CGDAH14877)	NLA	Use 8G135E
	8G135E	ENGINE (Full) (Lead Free), recon.	1	from 10CGDAH14878.
31	BHM1211	BEARING SET, camshaft (3 bearings)	1	
32	AEA630E	CAMSHAFT, exchange	1	
39	8G2737E	CRANKSHAFT, reground/exchange	1	with bearings & thrust washers
42	8G2332	BEARING SET, main, standard	1	
	8G2332/10	BEARING SET, main, 0.010"	1	
	8G2332/20	BEARING SET, main, 0.020"	1	
	8G2332/30	BEARING SET, main, 0.030"	1	
	8G2332/40	BEARING SET, main, 0.040"	1	
		standard diameter of Main-end is 1.7505"		
43	BHM1292	THRUST WASHER SET, standard	1	
	BHM1292/03	THRUST WASHER SET, 0.003"	1	
	BHM1292/05	THRUST WASHER SET, 0.005"	1	standard thrust washer thickness is 0.092"

10CC Engines only (Late)

30	8G150E	ENGINE (Full) (Lead Free), recon.	1	Customers own unit
31	BHM1211	BEARING SET, camshaft (3 bearings)	1	
32	AEG148E	CAMSHAFT, exchange	1	
39	12G429E	CRANKSHAFT, reground/exchange	1	with bearings & thrust washers
42	8G2391	BEARING SET, main, standard	1	
	8G2391/10	BEARING SET, main, 0.010"	1	
	8G2391/20	BEARING SET, main, 0.020"	1	
	8G2391/30	BEARING SET, main, 0.030"	1	
	8G2391/40	BEARING SET, main, 0.040"	1	
		standard diameter of Main-end is 2.00"		
	LNZ607	LOCK NUT (main bearing)	6	
43	BHM1293	THRUST WASHER SET, standard	1	
	BHM1293/03	THRUST WASHER SET, 0.003"	1	
	BHM1293/05	THRUST WASHER SET, 0.005"	1	standard thrust washer thickness is 0.0925"

Ill. No	Part Number	Description	Qty. Req.	Details
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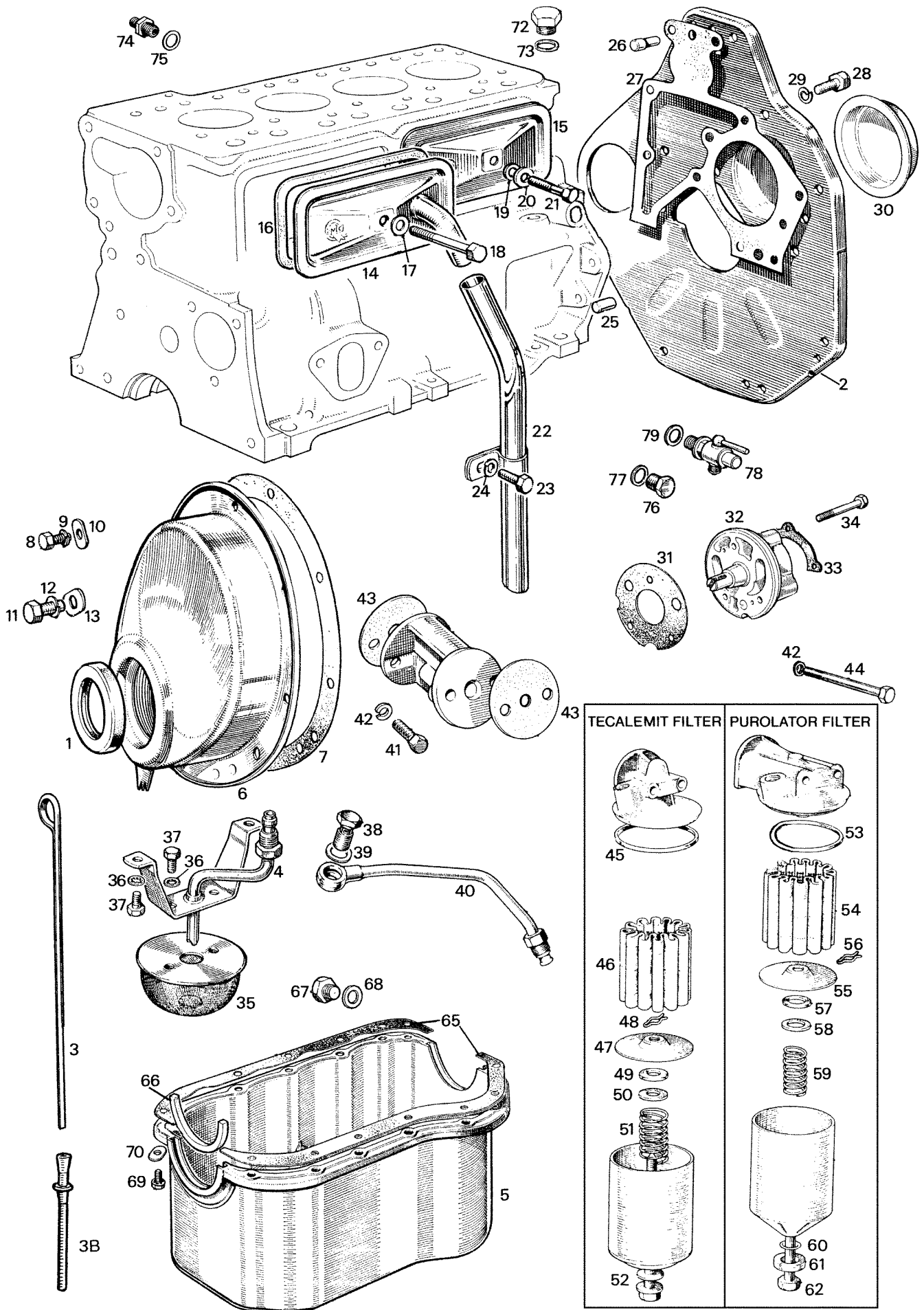
All 1098cc Engine Ranges

33	8G2441	PISTON SET (c/w rings), standard	4	8.9:1 compression (set inc 4 pistons)
	8G2441/20	PISTON SET (c/w rings), 0.020"	4	
	8G2441/30	PISTON SET (c/w rings), 0.030"	4	
	8G2441/40	PISTON SET (c/w rings), 0.040"	4	
	8G2441/60	PISTON SET (c/w rings), 0.060"	4	
34	BHM1162	RING SET (per piston), standard	4	standard bore size is 2.542"
	BHM1162/20	RING SET (per piston), 0.020"	4	
	BHM1162/30	RING SET (per piston), 0.030"	4	
	BHM1162/40	RING SET (per piston), 0.040"	4	
	BHM1162/60	RING SET (per piston), 0.060"	4	
35	12G126	CON ROD (cylinder 1 & 3)	2	
	12G123	CON ROD (cylinder 2 & 4)	2	
38	12G2217	BOLT (con rod, big end)	8	
40	12G180E	FLYWHEEL, recon/exchange	1	
41	12G290	RING GEAR	1	

All 948cc & 1098cc Models

44	53K1028	SCREW (rear cover)	3	
45	2A127	GASKET, rear cover	1	
46	SH605051	SCREW, (5/16") (front plate)	2	
47	GHF332	WASHER, spring, (5/16")	2	
48	53K2016	SCREW	2	
49	6K831	LOCK TAB/WASHER	2	
50	12G619	GASKET (front plate)	1	
51	2A54	COLLAR	6	
52	12A1910	BOLT (main bearing cap)	6	
53	6K927	LOCK TAB	6	
54	12A1851	CAP (oil pressure relief valve)	1	
55	6K431	WASHER (copper)	1	
56	6K853	SPRING, oil pressure relief valve	1	standard uprated
	6K853C	SPRING, oil pressure relief valve	1	
57	12H865	VALVE, oil pressure relief	1	
58	SH604061	SCREW, (1/4"), distributor drive	1	
59	GHF321	WASHER, 'star', (1/4")	1	
60	12A1136	SLEEVE, retaining	1	use with 13H2792 O' ring
61	13H2792	O' RING	1	
62	12G4499	GEAR, distributor drive	1	
63	2A14	PUSH ROD	8	
64	2A13	CAM FOLLOWER	8	
65	WKN505	WOODRUFF KEY (camshaft)	1	
66	2A299	DRIVE PIN, oil pump	1	
67	6K629	NUT, camshaft retaining	1	
68	2A759	LOCK TAB	1	
69	8G549	TENSIONER RING	2	if fitted
70	12G4337	GEAR, camshaft	1	no longer uses tension rings
71	GHF117	SCREW, (1/4")	3	
72	GHF321	WASHER, 'star', (1/4")	3	
73	2A84	RETAINING PLATE, camshaft	1	
74	3H2127	TIMING CHAIN	1	
75	8G725	GEAR, crankshaft	1	
NI	AJJ3325	GEAR SET, 'DUPLEX'	1	Inc: camshaft gear, crankshaft gear, duplex chain & screws. This set should also be used when engine modifications are contemplated.
76	AEA312	NUT, crankshaft retaining	1	
77	12A398	LOCK TAB	1	
78	CAM6323	PULLEY, crankshaft	1	
79	12A1148	OIL THROWER (modified)	1	for 12G2506 timing cover as required
80	6K628	SHIM (shim/washer)	a/r	
81	6K836	WOODRUFF KEY	1	
82	1G1167	OIL RESTRICTOR (crankshaft)	a/r	
83	2K7816	LOCK TAB (flywheel)	2	
84	6K630	BOLT, flywheel	4	
85	1G2984	DOWEL, flywheel	2	
86	1A1559	SPIGOT BEARING	1	
87	8G2198	BEARING SET, con rod, standard	1	
	8G2198/10	BEARING SET, con rod, 0.010"	1	
	8G2198/20	BEARING SET, con rod, 0.020"	1	
	8G2198/30	BEARING SET, con rod, 0.030"	1	
	8G2198/40	BEARING SET, con rod, 0.040"	1	
		standard diameter of Big-end is 1.6254"		
88	2A660	LOCK TAB (big end)	4	
89	2K8169	CORE PLUG	4	
NI	GFK1002	LOCK TAB SET (Engine)	1	

For our full range of Engine Oils please refer to Accessories.



Ill. No	Part Number	Description	Qty. Req.	Details
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948cc Models

9C Engines only (Early)

1	2K7140	OIL SEAL (felt), crank/timing cover	1	to 9C/UH37646 <i>These early engines can be converted to the later neoprene oil seal by using the later timing chain cover (12G2506) and oil thrower (112A 1148).</i>
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9CG Engines only (Late)

1	88G561	OIL SEAL, (neoprene), crank/timing cover	1	from 9C/UH37646
2	88G226	BACK PLATE, engine	1	
3	12A110	DIPSTICK	1	
4	2A957	OIL PIPE	1	

All 948cc Engine Ranges

14	12H948	COVER, side (front)	1	original type cover
15	12A1170	COVER, side (rear)	1	replacement for original cover
<i>original rear cover is NLA, use with items 16A & 19 to 21</i>				
16	12A1139	GASKET, (cork) side plate	a/r	for original front/rear covers
16A	12A1175	GASKET, (rubber) side plate	a/r	use with 12A1170 cover
17	2K4958	WASHER, fibre, (5/16")	a/r	use with original
18	BH605151	BOLT, (5/16")	a/r	rear side plate only
19	12A1176	SEAL, (rubber), (5/16")	a/r	use with
20	12A1177	CUP WASHER, (5/16")	a/r	12A1170 side
21	SH605091	SCREW, (5/16")	a/r	plate cover

1098cc Models

10CG Engines only (Early)

2	12G275	BACK PLATE, engine	1	
14	12H948	COVER, side (front)	1	original type cover
15	12A1170	COVER, side (rear)	1	replacement for original cover
<i>original rear cover is NLA, use with items 16A & 19 to 21</i>				
16	12A1139	GASKET, (cork) side plate	a/r	for original front/rear covers
16A	12A1175	GASKET, (rubber) side plate	a/r	use with 12A1170 cover
17	2K4958	WASHER, fibre, (5/16")	a/r	use with original
18	BH605151	BOLT, (5/16")	a/r	rear side plate only
19	12A1176	SEAL, (rubber), (5/16")	a/r	use with
20	12A1177	CUP WASHER, (5/16")	a/r	12A1170 side
21	SH605091	SCREW, (5/16")	a/r	plate cover

10CC Engines only

2	12G453	BACK PLATE, engine	1	
14	12A1212	COVER, side (front)	1	with oil separator
15	12A1386	COVER, side (rear)	1	replacement for original cover
<i>original rear cover is NLA, use with items 16A & 19 to 21</i>				
16	12A1139	GASKET, (cork) side plate	a/r	for original rear cover
16A	12A1175	GASKET, (rubber) side plate	a/r	use with 12A1212/12A1386
17	2K4958	WASHER, fibre, (5/16")	a/r	use with original
18	BH605151	BOLT, (5/16")	a/r	rear side plate only
19	12A1176	SEAL, (rubber), (5/16")	a/r	use with
20	12A1177	CUP WASHER, (5/16")	a/r	12A1212 & 12A1386
21	SH605091	SCREW, (5/16")	a/r	side plate cover

All 1098cc Engine Ranges

1	88G561	OIL SEAL, (neoprene), crank/timing cover	1	
3	12G175	DIPSTICK	1	
	12G107	TUBE, dipstick	1	
4	12A451	OIL PIPE	1	

All 948cc & 1098cc Models

5	12G173	SUMP	1	
NI	AJM201	GASKET SET, bottom end (sump)	1	Conversion set
6	12G2506	COVER, timing chain	1	use with 12A1148 oil thrower
7	12A956	GASKET, timing cover	1	
8	SH604031	SCREW, (1/4")	6	
9	GHF331	WASHER, spring, (1/4")	6	
10	2K5197	WASHER, flat, (1/2")	6	
11	SH605051	SCREW, (5/16")	4	
12	GHF332	WASHER, spring, (5/16")	4	
13	2K7440	WASHER, flat, (5/16")	4	
NI	GBK0050	BOLT/SCREW KIT	1	contains items 8 to 13
22	2A118	PIPE, vent	1	
23	SH605051	SCREW, (5/16")	1	
24	GHF332	WASHER, spring, (5/16")	1	
25	1G752	DOWEL, lower	1	
26	12G422	DOWEL, upper	1	

Ill. No	Part Number	Description	Qty. Req.	Details
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27	AEG554	GASKET	1	
28	SH605051	SCREW, (5/16")	7	
29	GHF332	WASHER, spring	7	
30	12G276	COVER, oil pump	1	
31	12G730	GASKET, oil pump	1	
32	GLP142	OIL PUMP	1	pin drive
33	12G926	LOCK TAB, oil pump	1	
34	BH604141	SCREW, retaining, (1/4")	3	
35	2A668	STRAINER	1	
36	GHF321	WASHER, 'star', (1/4")	4	
37	SH604041	SCREW, (1/4")	4	
38	2A715	UNION' BOLT	1	
39	AED172	WASHER	2	
40	AEA658	PIPE	1	
41	GHF165	BOLT (5/8" unc thread)	2	adaptor to block
42	GHF333	WASHER, spring, (5/8")	4	
43	88G402	GASKET	2	
44	BH506281	BOLT, (3 1/2" long, unc thread)	2	alternatives, check length
	BH506301	BOLT, (3 1/4" long, coarse thread)	2	
45	13H998	SEALING RING	1	
46	GFE103	OIL FILTER, paper	1	
47	17H942	PRESSURE PLATE	1	
48	17H2877	CLIP, retaining	1	Tecalemit filter
49	7H1758	SEALING WASHER (felt)	1	
50	7H1765	WASHER, flat	1	
51	7H1764	SPRING	1	
52	7H1759	SEAL, lower	1	
53	12A1591	SEALING RING	1	
54	GFE103	OIL FILTER, paper	1	
55	17H1148	PRESSURE PLATE	1	
56	27H2573	CLIP, retaining	1	
57	7H28	WASHER/SEAL	1	Purolator filter
58	GHF302	WASHER, flat	1	
59	7H25	SPRING	1	
60	17H1173	O RING/SEAL, lower	1	
61	17H1172	COLLAR, lower	1	
62	37H689	BOLT	1	
NI	GFK1001	OIL FILTER KIT (spin-on conversion)	1	converts to spin-on type filter (will fit all tecalemit filter heads and most purolator heads)
NI	GFE148	OIL FILTER only	1	Spin-on canister type
<i>See also Accessories.</i>				
65	AJM501	GASKETS, sump side	1 set	use with LZB10005
66	LZB10005	SEAL, sump ends	2	
NI	AJM201	GASKET SET, bottom end (sump)	1	Conversion set
67	88G257	PLUG, sump drain (standard)	1	
	88G257X	PLUG, oil drain (Magnetic)	1	
68	6K638	WASHER/SEAL, sump plug	1	
69	SH604041	SCREW, sump to block	14	
70	2K5197	WASHER, flat	14	
	GBK0051	SCREW KIT	1	includes items 69 & 70
72	2K4994	PLUG, oil priming	1	
73	6K464B	WASHER/SEAL, priming plug	1	
74	2A269	UNION, oil pressure gauge	1	
75	2K4956	WASHER/SEAL	1	
76	2K4993	PLUG, water drain	1	alternative to 78 plus 79
77	6K638	WASHER/SEAL	1	
78	3H576	TAP, water drain	1	alternative to 76 plus 77
79	2K4975	WASHER/SEAL	1	

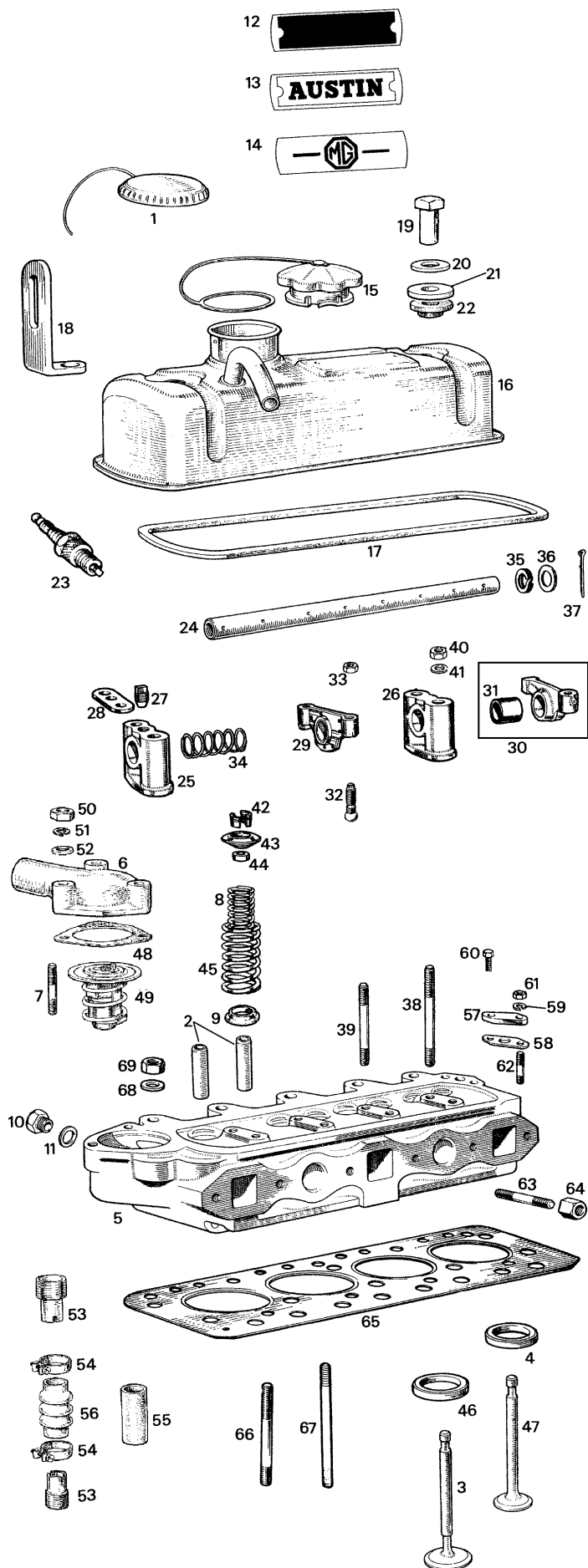
Oil Cooler Kit & Fittings (Engine)

For illustration please refer to page 67.

See also 'Performance & Tuning' in the Accessories section.

NI	GAC4091	OIL COOLER KIT	1	
NI	AR09807	OIL COOLER (radiator)	1	
NI	AHA8386	BRACKET, oil cooler	1	
NI	AHA8778	HOSE, oil cooler to filter	1	
NI	AHA8778SS	HOSE, oil cooler to filter	1	stainless steel
NI	AHA8777	HOSE, oil cooler to block	1	
NI	AHA8777SS	HOSE, oil cooler to block	1	stainless steel
NI	AHA6423	ADAPTOR, hose to filter	1	
NI	AHA6424	ADAPTOR, hose to block	1	
NI	12A1768	COPPER WASHER	1	
NI	AHH6866K	STRAP KIT (hoses)	1	
NI	AHA8401	GROMMET (hoses)	4	

For our full range of Engine Oils please refer to Accessories.



Ill. No	Part Number	Description	Qty. Req.	Details
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Cylinder Head & Gasket sets

See also 'Performance & Tuning' in the Accessories section.
We also list a full range of Engine Paints in Accessories.

948cc Models

9C Engines only (Early)

1	8G612	FILLER CAP (metal)	1	
2	2A608	GUIDE, inlet valve	8	
3	2A877	INLET VALVE (27.8mm)	4	
4	2A639	SEAT INSERT, inlet valve, standard	4	
	AEA762	SEAT INSERT, inlet valve, oversize	4	(1.58mm)
5	12A1455LFE	CYLINDER HEAD, Unleaded, reconditioned/exchange with valves & springs.	1	
6	AEA306	HOUSING, thermostat	1	
7	53K530	STUD, (7/16"), thermostat housing	3	

9CG Engines only (Late)

2	12A186	GUIDE, inlet valve	8	
3	AEA574	INLET VALVE (29.4mm)	4	
4	2A639	SEAT INSERT, inlet valve, standard	4	
	AEA762	SEAT INSERT, inlet valve, oversize	4	(1.58mm)
5	28G193LF	CYLINDER HEAD, Unleaded, reconditioned/exchange with valves & springs.	1	
6	AEA306	HOUSING, thermostat	1	
7	53K530	STUD, (7/16"), thermostat housing	3	
8	AEA401	VALVE SPRING, inner	8	
NI	AEA401K	VALVE SPRING SET	1	includes 8 inner springs
9	AEA403	COLLAR, valve spring, lower	8	
10	ADP210	PLUG, blanking	1	
11	1B3664	WASHER, blanking	1	

1098cc Models

10CG Engines only (Early)

2	12A186	GUIDE, valve	8	
3	AEA574	INLET VALVE (29.4mm)	4	
4	12G267	SEAT INSERT, inlet valve, standard	4	to eng no. 10CGDAH 14877
5	28G191LF	CYLINDER HEAD, Unleaded, reconditioned/exchange with valves & springs.	1	

10CG Engines (Late) & 10CC Engines

3	12G296	INLET VALVE (31mm)	4	
4	12G721	SEAT INSERT, inlet valve, standard	4	from engine
5	28G222LF	CYLINDER HEAD, Unleaded, reconditioned/exchange with valves & springs	1	no. 10CGDAH 1487878

All 10CG & 10CC Engines

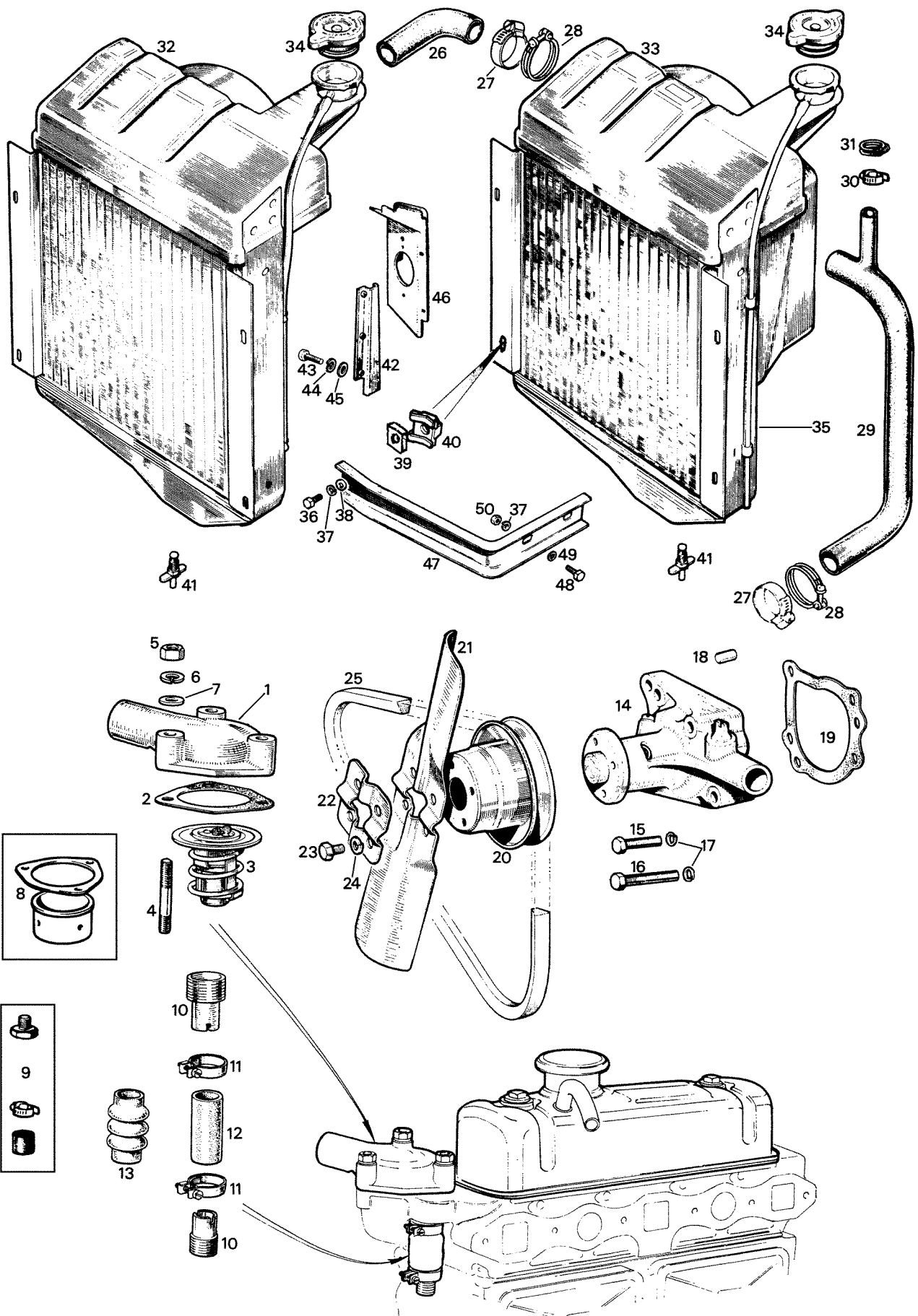
6	12G243	HOUSING, thermostat	1	
7	CHS2515	STUD, thermostat housing, (7/16")	3	
8	AEA401	VALVE SPRING, inner	8	
NI	AEA401K	VALVE SPRING SET	1	includes 8 inner springs
9	AEA403	COLLAR, valve spring, lower	8	
10	ADP210	PLUG, blanking	1	
11	1B3664	WASHER, blanking	1	

Ill. No	Part Number	Description	Qty. Req.	Details
All 948cc & 1098cc Models				
NI	AEA306	HOUSING, thermostat	1	948cc engines
	12G243	HOUSING, thermostat	1	1098cc engines
NI	GTG101	GASKET, thermostat housing	1	
NI	GTS102	THERMOSTAT, 74°C (hot climates)	1	for full details of thermostats please refer to page 66
	GTS104	THERMOSTAT, 82°C (standard)	1	
	GTS106	THERMOSTAT, 88°C (cold climates)	1	
12	CRCP350	PLATE, 'patent', (metal)	1	
	CRST137	PLATE, 'patent', (self adhesive)	1	
13	CRCP348	PLATE, 'Austin', (metal)	1	
	CRST136	PLATE, 'Austin', (self adhesive)	1	
14	CRCP349	PLATE, 'MG', (metal)	1	
	CRST134	PLATE, 'MG', (self adhesive)	1	
15	12A402	CAP, oil filler, plastic	1	for standard rocker cover
NI	8G612CP	CAP, oil filler, 'Chrome'	1	for replacement alloy rocker covers
NI	8G612	CAP, oil filler, 'Steel' (matt finish)	1	
16	12A501	ROCKER COVER, standard	1	
	WPA9007X	ROCKER COVER KIT, Alloy 'Ribbed'	1	kits inc. Cover, cap, gasket, spacers, seals, nuts, washers
	WPA9008X	ROCKER COVER KIT, Alloy 'Ribbed/Slanted'	1	
For full details please refer to Accessories.				
17	GUG705009VC	GASKET, rocker cover	1	
18	12A1968	BRACKET, engine lift	2	remove after use
19	2A150	NUT/STUD, rocker cover retaining	2	
20	1B2925	SPACER	2	
21	1A2156	CUP WASHER	2	
22	12A1358	SEAL, rubber	2	
19A	2A150CP	NUT/STUD, Chrome	2	use with Alloy rocker cover
20A	1B2925CP	SPACER, Chrome	2	
21A	1A2156CP	CUP WASHER, Chrome	2	
22	12A1358	SEAL, rubber	2	
23	N9YCC	SPARK PLUG (N9Y)	4	Champion N5 originally fitted
Original rocker shafts were located by the front pedestal. This front pedestal also acts as an oil feed pipe to the rockers. Modified rocker shafts are located by the second pedestal, this means the front pedestal is moved to the second pedestal position, the original second pedestal is discarded, and a new front pedestal with only an oil way is fitted (121926).				
24	12A1950	ROCKER SHAFT	1	with modified screw location
25	12G1927	PEDESTAL, rocker shaft	1	
26	12G1926	PEDESTAL, rocker shaft, with oil-way	3	
27	2A258	SCREW, pedestal locating	1	
28	2A515	LOCK PLATE	1	
Original rockers are no longer available, they were either cast (2A553), or pressed steel (2A964). They can be replaced by using a sintered steel rocker (CAM289), or a forged rocker (12G1221). It is advisable to replace them in sets due to the difference in weight compared with the original rocker.				
29		ROCKER ARM, 'Pressed' steel	8	not available, see note above
30	2A533	ROCKER ARM, 'Cast'	8	not available, see note above
31	2A21	BUSH, rocker arm	8	for 2A533
32	12A1215	SCREW, adjusting,	8	cast rockers only
33	6K654	LOCK NUT,	8	
29A	CAM289	ROCKER ARM, 'Sintered' steel	8	bush not required
32A	12H3376	SCREW, adjusting	8	for sintered rocker
33A	51K1178	LOCK NUT	8	CAM289 only
30A	12G1221	ROCKER ARM, 'Forged' steel	8	ideal for tuned engines
31	2A21	BUSH, rocker arm	8	
32B	AEG167	SCREW, adjusting	8	for forged rocker 12G1221
33B	51K1178	LOCK NUT	8	
34	6K556	SPRING, spacer	3	
	AEG392	SPACER, solid	3	replaces 6K556 on tuned engines
35	2A18	WASHER, spring	2	
36	6K555	WASHER, flat	2	
37	GHF502	SPLIT PIN	2	
38	51K885	STUD, long, (rocker shaft), (5/16")	2	
39	51K1473	STUD, short, (rocker shaft), (5/16")	2	
40	GHF201	NUT, (5/16")	4	
41	GHF332	WASHER, spring, (5/16")	4	
42	2A11	COLLET, valve	16	
43	88G616	COLLAR, upper, valve spring	8	
44	2A879	SEAL, valve stem	8	
45	AEA311	VALVE SPRING, outer	8	
NI	AEA311K	VALVE SPRING SET	1	includes 8 outer springs
46	AEA763	SEAT INSERT, exhaust valve,	4	(oversize 1.5mm) Lead Free
47	AEA434	EXHAUST VALVE (25.4mm)	4	Lead Free
48	GTG101	GASKET, thermostat housing	1	
49	GTS102	THERMOSTAT, 74°C (hot climate)	1	
	GTS104	THERMOSTAT, 82°C (standard)	1	

Ill. No	Part Number	Description	Qty. Req.	Details
	GTS106	THERMOSTAT, 88°C (cold climate)	1	
50	GHF201	NUT, (5/16")	3	
51	GHF332	WASHER, spring, (5/16")	3	
52	GHF301	WASHER, flat, (5/16")	3	
53	12A2075	ADAPTOR, by-pass hose	2	
54	3H2963	CLIP, hose, jubilee type	2	
55	GZA2083	HOSE, straight, by-pass	1	
56	GZA2083Z	HOSE REPAIR KIT	1	fits without disturbing head and water pump
		convoluted hose & 2 clips		
57	2A180	BLANKING PLATE, heater tap	1	use when heater is not fitted
58	88G221	GASKET	1	
59	GHF331	WASHER, spring, (1/4")	2	
60	GHF117	SCREW, (1/4")	2	alternative to items 61 & 62
61	GHF200	NUT, (1/4")	2	alternative to item 60
62	53K402	STUD, (1/4")	2	alternative to item 60
63	FHS2513	STUD, manifold, (5/16")	6	
64	GHF261	NUT, BRASS, standard length, (5/16")	6	
	GHF261A	NUT, BRASS, 'Double' length, (5/16")	4	easy fitting on centre 4 studs
65	GEG302	GASKET, cylinder head (standard)	1	
	AEA647	GASKET, cylinder head (competition)	1	(copper/asbestos)
66	CAM151	STUD, short, cylinder head, (5/8")	5	
67	CAM150	STUD, long, cylinder head, (5/8")	4	
68	GHF302	WASHER, flat, (5/8")	5	
	AHT288	WASHER SET, special, (5/8")	1	for tuned engines
69	51K1193	NUT, cylinder head, (5/8")	9	standard
	51K1193B	NUT, Flanged, cylinder head, (5/8")	9	uprated

Gasket Sets, Gaskets & Lock Tab Kit

NI	GEG101*	GASKET SET cylinder head, standard	1	Sprite I engines
NI	GEG102*	GASKET SET cyl head, (OE)	1	Sprite II, III & Midget I, II
NI	GEG102Z*	GASKET SET cyl head, (Alternative)	1	Sprite II, III & Midget I, II
*all supplied with cork side plate gaskets (12A1139)				
NI	3H2687	GASKET, carburettors, (1 1/8" SU's)	6	Sprite I engines
NI	1G2624	GASKET, carburettors, (1 1/4" SU's)	6	Sprite II, III & Midget I, II
17	GEG401	GASKET, rocker cover	1	
44	2A879	SEAL, valve stem	8	
48	GTG101	GASKET, thermostat	1	
58	88G221	GASKET, heater tap	1	
65	GEG302	GASKET, cylinder head (standard)	1	
	AEA647	GASKET, cylinder head (competition)	1	(copper/asbestos)
NI	GEG601	GASKET, manifold	1	
NI	GEG201	GASKET SET, bottom end (sump)	1	all models
NI	GEG501	GASKET, sump, (pair)	1	all other models
NI	LZB10005	SEAL, sump end	2	
NI	2K7140	OIL SEAL, (felt), crank/timing cover	1	Sprite I only
NI	88G561	OIL SEAL, (neoprene), crank/timing cover	1	
NI	12A956	GASKET, timing cover	1	
NI	12G619	GASKET, front engine plate	1	
NI	AEG554	GASKET, rear engine plate	1	
NI	12A1139*	GASKET, side plate (cork)	2	for original front/rear covers
NI	12A1175*	GASKET, side plate (rubber)	1	use with 12A1170 side cover
*Refer to 'Oil Pump, Sump & Engine Plates'				
NI	2A127	GASKET, oil restrictor	1	
NI	88G402	GASKET, oil filter	2	
NI	12G730	GASKET, oil pump	1	
NI	2A113	GASKET, fuel pump	1	
NI	88G215	GASKET, water pump	1	
NI	6K464B	WASHER, priming plug	1	
NI	2K4975	WASHER, drain tap	1	
NI	6K638	WASHER, sump plug	1	
NI	GFK1002	LOCK TAB KIT, engine	1	
NI	GGC102	HYLOMAR, gasket sealant	1	



Ill. No	Part Number	Description	Qty. Req.	Details
Radiator, Water Pump, Thermostat & Hoses				
1	AEA306	HOUSING, thermostat	1	948cc engines
	12G243	HOUSING, thermostat	1	1098cc engines
2	GTG101	GASKET, thermostat housing	1	
3	GTS102	THERMOSTAT, 74°C (hot climates)	1	
	GTS104	THERMOSTAT, 82°C (standard)	1	
	GTS106	THERMOSTAT, 88°C (cold climates)	1	
4	53K530	STUD, (5/16"), thermostat housing	3	948cc engines
	CHS2515	STUD, (5/16"), thermostat housing	3	1098cc engines
5	GHF201	NUT, (5/16")	3	
6	GHF332	WASHER, spring, (5/16")	3	
7	GHF301	WASHER, flat, (5/16")	3	
NI	AJJ4012	BLANKING SLEEVE KIT (thermostat)	1	for competition use only to improve cyl head water flow
NI	AJJ4013	BLANKING KIT (by-pass hose)	1	

Warning:

1) Do not run engine without the thermostat or blanking sleeve as localised overheating can occur between cylinders 2 & 3.

2) Engines with blanking sleeve take longer to reach running temperature.

10	2A243	ADAPTOR, by-pass hose	2	
11	3H2963	CLIP, hose, jubilee type	2	
12	GZA2083	HOSE, straight, by-pass	1	
13	GZA2083Z	HOSE REPAIR KIT (by pass hose) convoluted hose & 2 clips	1	fits without disturbing head and water pump aluminium body
14	GWP132	WATER PUMP, standard,	1	
	GWP134	WATER PUMP, Up-rated	1	check clearance between vane & block before fitting
15	SH605101	SCREW, short, (5/16")	2	
16	BH605151	BOLT, long, (5/16")	2	
17	GHF332	WASHER, spring, (5/16")	4	
18	12A1344	DOWEL	2	
19	88G215	GASKET	1	
20	CAM6239	PULLEY	1	
21	AEA301	FAN BLADE	a/r	1 or 2 as required
22	2A803	STIFFENER, fan	1	
23	GHF117	SCREWS, (1/4")	4	
24	GHF331	SPRING WASHER, (1/4")	4	
NI	TT29402	KENLOWE ELECTRIC FAN KIT	1	thermostatically controlled electric fan
		See Accessories for full details.		
25	GCB10900	FAN BELT, 948cc engines	1	do you carry a spare belt?
	GCB10863	FAN BELT, 1098cc engines	1	
		Belts are correct length for vehicles with standard equipment.		
26	GRH313	TOP HOSE	1	
27	GHC811	CLIP, jubilee type	4	alternative
28	CS4020	CLIP, wire type	4	alternative
29	GRH315	BOTTOM HOSE, with heater take-off	1	when Steel pump is fitted
	GRH508	BOTTOM HOSE, with heater take-off	1	use when Alloy pump is fitted
30	GHC507	CLIP, jubilee type	1	alternative
31	CS4013	CLIP, wire type	1	alternative
32	ARA73E	RADIATOR, without shroud, recon/exch	1	to AN5 6888
		Our reconditioned radiators are fitted with new cores and pressure tested.		
33	ARA241	RADIATOR, with shroud, new	1	from AN5 6889
34	GRC101	FILLER CAP	1	
35	GRH1001M	HOSE, overflow	1	per metre
36	SH604051	SCREW, (1/4")	4	
37	GHF331	WASHER, spring, (1/4")	8	
38	PWZ204	WASHER, flat, (1/4")	4	
39	CN1	CAGED NUT', (1/4"), (on radiator)	4	1/4" fixings on radiator case
40	CN2	'CAGE', (1/4")	4	1/4" fixings on radiator case
41	88G291	DRAIN TAP	1	
42	2A5612	BRACKET, RH, radiator support	1	Sprite I
	AHA5390	BRACKET, LH, radiator support	1	
42	AHA5624	BRACKET, RH, radiator support	1	Sprite II, III & Midget I, II
	AHA5626	BRACKET, LH, radiator support	1	
43	GHF117	SCREW', (1/4"), support to front panel	6	
44	GHF331	SPRING WASHER, (1/4")	6	
45	GHF300	FLAT WASHER, (1/4")	6	
46	CHA224	SPLASH PANEL, LH (illustrated)	1	
	CHA225	SPLASH PANEL, LH	1	
47	2A5591	BRACKET, support, RH	1	
47	2A5592	BRACKET, support, LH (illustrated)	1	
48	GHF117	SCREW, (1/4")	4	
49	GHF300	WASHER, flat, (1/4")	4	
50	GHF200	NUT, (1/4")	4	
NI	RMK101	BOLT KIT, radiator mounting	1	all models

Ill. No	Part Number	Description	Qty. Req.	Details
Consumables				
NI	GEM317	GASKET REMOVER (400ml)	a/r	Gasket remover is a spray-on solvent foam which will soften most jointing compounds without the need to resort to scraping, simply wipe off the results. This removes the likelihood of scratching surfaces which really need to be as flat and scratch free as possible to ensure perfect sealing. More than one application may be needed for heavy residue.
NI	GAC110	WD-40 (200ml)	a/r	
	GAC111	WD-40 (400ml)	a/r	
NI	GT85	PENETRATING OIL (400ml)	a/r	
NI	600569A	'WELLSEAL' jointing compound (100ml)	a/r	
NI	GAC100	'LOCTITE' (100ml)	a/r	
NI	153317	GREASE, copper, anti-seize (10fl oz)	a/r	
NI	LKLPK104	GREASE, copper, anti-seize (25ml)	a/r	
NI	GGL9041X	CORROSION INHIBITOR, 'Penrite'	a/r	

Water is a most efficient liquid for cooling engines, but it has two distinctive drawbacks.: Firstly it freezes in winter, and secondly it does nothing to stop corrosion. Classic cars can feature large amounts of aluminium, copper, brass and bronze, so it is imperative that a corrosion inhibitor be used to protect the engine's cooling system.

There are four types of corrosion:

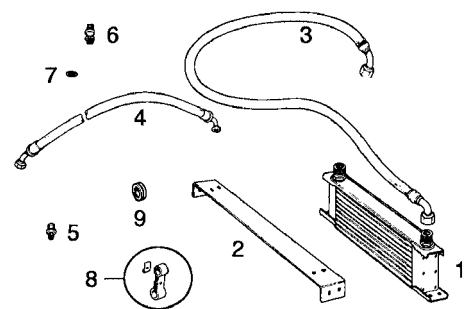
- Deposits; Calcium carbonates that form hard deposits and adhere to radiator tubes etc...
- Oxidation; The combining of oxygen and iron to form rust.
- Electrolysis; A chemical reaction between dissimilar metals which react with one another via water thus conducting electricity and deposits on the negative (cathode to anode) area.
- Erosion; A mechanical problem caused by water turbulence and flow.

NI	GEC2001	ANTI FREEZE 'Unipart' (1 litre)	a/r
	GEC2005	ANTI FREEZE 'Unipart' (5 litre)	a/r

It's not just during the winter that you need protection for your engine and radiator. The inclusion of the glycol based Anti Freeze not only stops the water from freezing up during the winter, during the summer it also acts as an extra coolant by removing the heat more efficiently from the block and dispersing it even in the worst traffic jam. It also helps to protect from corrosion.

NI	MM220-115	WATER WETTER (335m)	a/r
NI	GAC6073	'BARS' SEAL (Pellet)	a/r
NI	MRD1031	'BARS' LEAK (135ml)	a/r
NI	MRD1032	'BARS' FLUSH (100gm)	a/r
NI	CCEP2	PAINT, green metallic (Aerosol)	a/r
NI	CCEP2BR	PAINT, green metallic (500ml)	a/r
NI	CCEP4	PAINT, black satin (Aerosol)	a/r
NI	CCEP4BR	PAINT, black satin (500ml)	a/r

For our full range of Engine Paints please refer to Accessories.

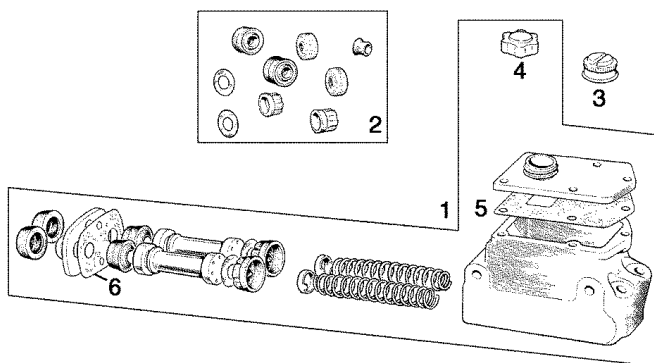


Oil Cooler Kit & Fittings (Engine)

For Up-rated Oil Cooler Kits please refer to Accessories.

NI	GAC4091	OIL COOLER KIT	1	
1	ARO9807	OIL COOLER (core)	1	
2	AHA8386	BRACKET, oil cooler	1	
3	AHA8778	HOSE, oil cooler to filter	1	
NI	AHA8778SS	HOSE, oil cooler to filter	1	stainless steel
4	AHA8777	HOSE, oil cooler to block	1	
NI	AHA8777SS	HOSE, oil cooler to block	1	stainless steel
5	AHA6423	ADAPTOR, hose to filter	1	
6	AHA6424	ADAPTOR, hose to block	1	
7	12A1768	COPPER WASHER	1	
8	AHH6866K	STRAP KIT (hoses)	1	
9	AHA8401	GROMMET (hoses)	4	





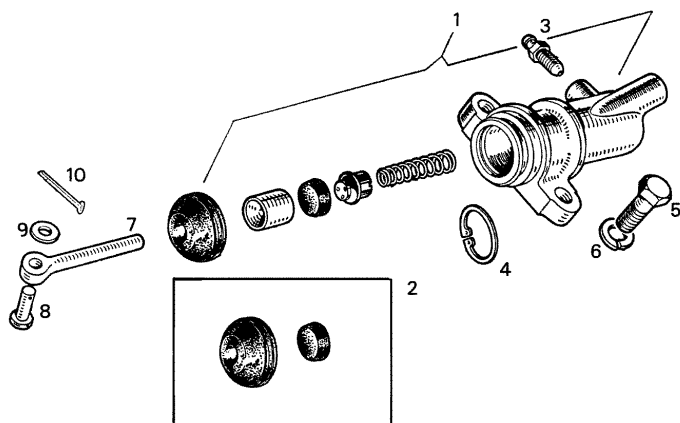
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Clutch Hydraulics

Master Cylinder

For full details & illustration of Clutch/Brake Pedal please refer to page 84

1	GMC109	MASTER CYLINDER (1/4")	1	948cc drum brakes
2	8G8224	REPAIR KIT (1/8")	1	
1	GMC112E	MASTER CYL ASSEMBLY (1/4")	1	1098cc disc brakes
2	GRK1025	REPAIR KIT (1/4")	1	
3	17H3723	FILLER CAP, metal	1	alternative
4	513123A	FILLER CAP, plastic	1	
5	37H2496	GASKET, top	1	
6	AAA4757	GASKET, side	1	



Slave Cylinder & Pipes

1	GSY110	SLAVE CYLINDER	1	spring clutch
2	8G8446	REPAIR KIT	1	
3	3H2428	BLEED SCREW	1	
4	CCN214	CIRCLIP	1	only fitted to original slave cylinders
5	SH506095	SCREW, (UNC), (1/8")	2	
6	GHF333	WASHER, spring, (1/8")	2	
7	13H21	PUSH ROD	1	
8	CLZ517	CLEVIS PIN	1	
9	GHF301	WASHER, flat, (1/16")	1	
10	GHF502	SPLIT PIN	1	
11	GPP56AA	PIPE, RHD	1	alternatives
	2A5615C	PIPE, RHD (Copper)	1	
	GPP90AA	PIPE, LHD	1	

Clutch & Brake Fluids

When did you last change your Clutch/Brake fluid?

DOT 3 fluid ought to be completely discarded, DOT 4 should be installed and replaced every 2 years, as recommended by manufacturers.

An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT 5), which is 'Non-Hygroscopic', so it doesn't

Ill. No	Part Number	Description	Qty. Req.	Details
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promote rust problems in the hydraulic system. The bonus is that it won't damage paint work. When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components.

Racing Fluid (DOT 5) really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT 5 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.

Silicone Brake/Clutch Fluid (DOT 5 Specification);

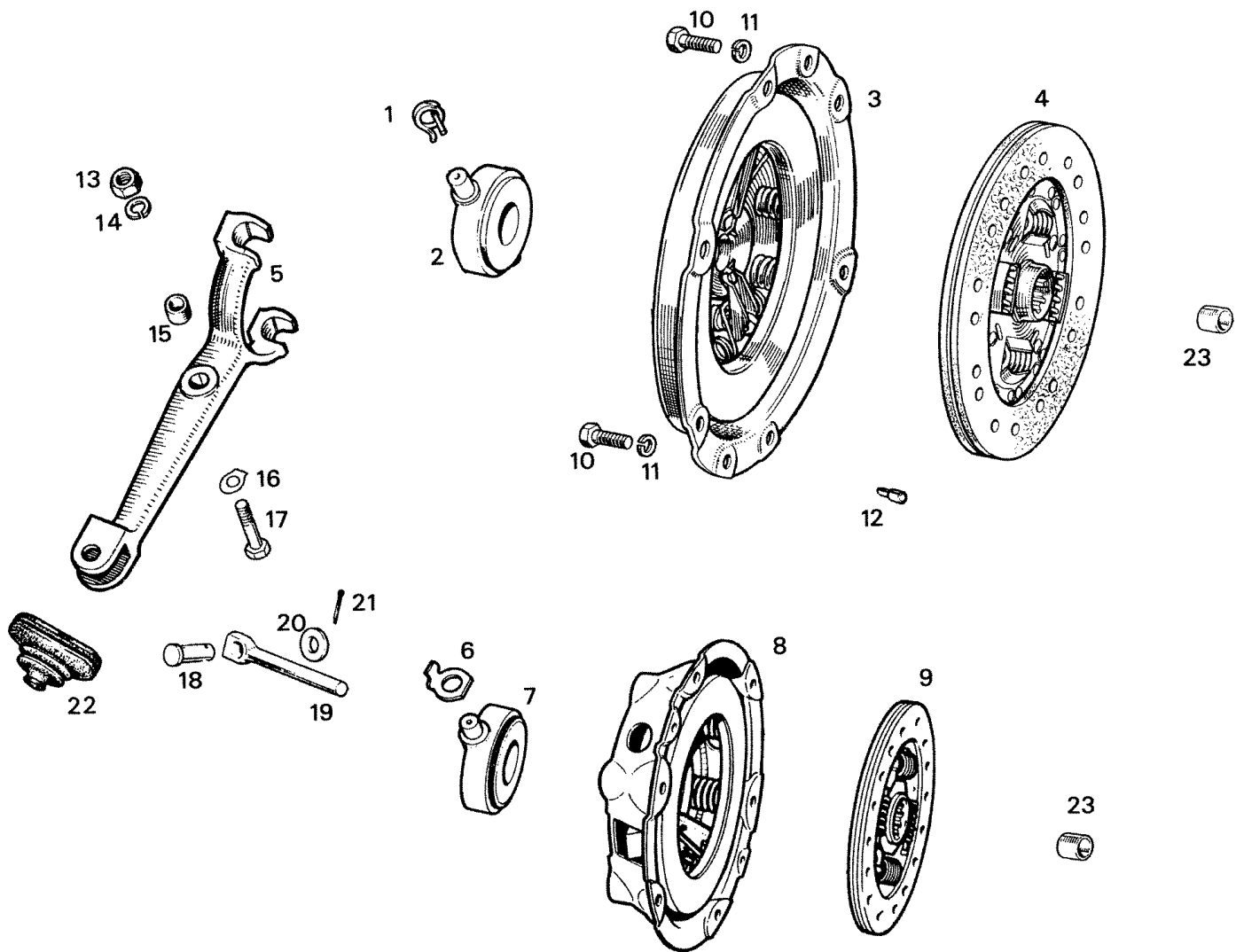
NI	ABF3	(500ml)	a/r
NI	ABF4	1 Litre)	a/r

Unipart Brake/Clutch Fluid (DOT 4 Specification);

NI	GBF4102	(500ml)	a/r
NI	GBF4103	(1 Litre)	a/r
NI	GBF4104	(5 Litre)	a/r

Racing Brake/Clutch Fluid (DOT 5 Specification);

NI	GBF5102	(500ml)	a/r
NI	GBF5103	(1 Litre)	a/r



Ill. No	Part Number	Description	Qty. Req.	Details
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Clutch Drive Components

948cc Models

Sprite I, II & Midget I, to engine No. 9CG DAH 2139

1	7H3185	CLIP, release bearing	2	
2	GRB101	RELEASE BEARING	1	
3	GCC132	CLUTCH COVER ASSEMBLY	1	
4	GCP102	CLUTCH PLATE	1	
5	2A3406	CLUTCH FORK	1	
NI	GCK254AF	CLUTCH KIT	1	contains items 2, 3 & 4

Sprite I, II & Midget I, from engine No. 9CG DAH 2140

1	7H3185	CLIP, release bearing	2	
2	GRB101	RELEASE BEARING	1	
3	GCC132	CLUTCH COVER ASSEMBLY	1	
4	GCP102	CLUTCH PLATE	1	
5	22A219	CLUTCH FORK	1	
NI	GCK102X	CLUTCH KIT	1	contains items 2, 3 & 4

1098cc Models

6	13H783	CLIP, release bearing	2	
7	GRB102	RELEASE BEARING	1	
8	GCC106	CLUTCH COVER ASSEMBLY	1	
9	GCP103AF	CLUTCH PLATE	1	
5	22G168	CLUTCH FORK	1	
NI	GCK260	CLUTCH KIT	1	contains items 7, 8 & 9

Ill. No	Part Number	Description	Qty. Req.	Details
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All Models

NI	GAC5053A	CLUTCH ALIGNMENT TOOL	1	
10	GHF120	SCREW, cover to flywheel, (5/16")	6	
11	GHF332	WASHER, spring, (5/16")	6	
12	1G2984	DOWEL	2	
13	GHF201	NUT, (5/16")	1	
14	GHF332	WASHER, spring, (5/16")	1	
15	2A3006	BUSH, clutch fork	1	
16	2K5813	LOCK TAB	1	
17	2A3289	PIVOT BOLT, (5/16")	1	
18	CLZ517	CLEVIS PIN, (5/16")	1	
19	13H21	PUSH ROD	1	
20	GHF301	WASHER, flat, (5/16")	1	
21	GHF502	SPLIT PIN	1	
22	22H1337	GAITER, clutch fork	1	
23	1A1559	SPIGOT BEARING	1	

