

Welcome to Somerford Mini Ltd.

Somerford Mini Limited was established in 1990 by Peter Hines, a Mini enthusiast. The company has been very successful and now boasts a huge spares department alongside the original restoration business. Manned by restorers with a deep passion for (and vast knowledge and experience of) the Mini, our workshop enjoys a reputation as one of the country's leading Mini restoration centres. With the spares and restoration departments together as a team, we have the full blessing of MG Rover, through being a British Motor Heritage Approved Specialist. We are justifiably proud of this accolade.

The spares side of the business started in 1994 and has grown at an incredible rate. We now stock over 8000 lines, with more being added all the time. We cater for all Minis, from 1959 to the end of production in 2000, with the parts needed to carry out a full restoration, including very specialised body fittings that are not otherwise widely available. Other stock ranges from service items right the way through to accessories, performance parts and all the latest gizmos to dress up your Mini.

Somerford Mini Limited is still a small enough company to guarantee a personal service, a very important consideration. Unlike many of our competitors, we can offer proper advice before you make your purchase. We know from our own workshop experience what works and what doesn't, so if you're not sure about something please ask — the chances are we can help. Our workshop is also able to fit any part we sell, if you so choose. We take a pride in being totally honest with our customers and not making false promises (tales of which you hear only too often with some mail order companies).

We look forward to helping you to care for your cherished Mini.

Peter Hines
Somerford Mini Limited.

Ordering Parts

When ordering parts, it is very helpful if you also provide us with information about your car. Details such as the chassis number (or vehicle identification number on later models), engine number, year of manufacture, whether the car is right or left hand drive and details of any modifications will all help to ensure you get the parts you need.

You can order parts by telephone, fax, mail, e-mail, through our website, or alternatively you would be most welcome to visit our shop during normal trading hours (Monday to Friday 9.00am to 6.00pm, Saturday 9.00am to 2.00pm, Sunday closed). We provide a range of methods of despatch for your order, from regular post through to next day courier delivery. Sometimes the method of despatch is dependant on the weight or size of your order. We are of course happy to give you a quotation, including delivery costs, before you place your order with us.

Overseas customers should note that sometimes shipments will be subject to local import duties, which are not included in the price we charge for your order, or the delivery costs. These duties must be paid by you before you can receive your shipment. Value Added Tax at the current United Kingdom rate will be levied on all orders despatched to countries within the European Community, but will not be levied on orders despatched to the rest of the world.

We accept payments for orders by cash, personal cheque, bank draft, Sterling travellers cheque and most credit or debit cards, including Visa, Mastercard, Maestro (Switch) and Delta. If you intend to pay by personal cheque or bankers draft, we would advise you to ask for a parts availability check and quotation before placing your order.

Using This Catalogue

Illustrations and Illustration Numbers: The illustrations are carefully crafted to guide you to the parts you want for your car. Each assembly is depicted in an exploded format and for consistency, where practicality permits, the view is from a left hand front three quarter angle (we're also aware that many customers use catalogues as a visual guide to the assembly procedure of their car!). If only one hand is illustrated of a part with right and left hand versions, both hands will be listed under the matching illustration number in the text, usually with the right hand listed first.

Part Number: A part number is the identifying name for a part in our stock control system, and differentiates between versions — right hand or left hand, early or late model. We ask you, where you can, to use part numbers when ordering — it helps to guarantee you get the exact parts you need. If you can't work out which part number or you're having difficulty working out exactly what it is you need, please contact us. We are only too happy to guide you or work it out for you.

Description: We need to clarify here what we mean by right and left hand. Right and left hand is always taken from a viewpoint of sitting in the car, not from standing in front of it. So why don't we say 'offside' or 'nearside'? Because offside for a right hand drive car is nearside for a left hand drive car (you can see how this becomes easily confused...).

Quantity Required: This is always the quantity required per car. For example, if two bolts hold a hinge, and there are four hinges on the car, the quantity required will be shown as 8, not 2.

Remarks: This is additional descriptive information to help you identify the part you need, to tell you exactly what you'll receive if you order that part, or to make you aware of an available alternative. It does this by telling you to which models or in which years a part was originally fitted (if there is a choice), or what that part includes, or whether that part can be used on other models.

Parts Availability

While the great majority of the parts listed in this catalogue are currently available, there are some that are not. A few of the parts shown in this catalogue are there in anticipation of what may become available in future (new or reintroduced products are constantly under development). A handful of others are there to historically acknowledge what would have originally been fitted and are, where possible, accompanied by an alternative, serviceable product. It therefore follows that this catalogue does not constitute a definite offer for sale of any particular item.

In the accompanying price list, a price beside the part number indicates that the part is usually available; if the part number is absent it indicates non-availability. If the comment 'use' (followed by a different part number) is found, the original part has been superseded by an available alternative.

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British Motor Heritage Approval

Somerford Mini Limited is a British Motor Heritage approved specialist. Our agreement with British Motor Heritage permits the use of certain marque logos and some of the artwork contained in this catalogue. The remainder of the artwork is the intellectual property of Somerford Mini Limited.

Change Points

In the catalogue you will see parts changes referred to by dates. We have steered away from the tradition of listing change points by chassis or commission number (they're different, and the factory parts books used both) because they are so complicated on Minis. All the models had different change points until 1984 (after which it got much easier) and to list change point numbers often amounts to half a page of text!

As a result, we've used years instead. While much more simple, we acknowledge that using dates to portray change points is not perfect. For example, you will know the year of registration of your car but you might not know the year of manufacture - the two aren't necessarily the same. Also, a revised part was often introduced during a year rather than at the beginning or end of it. If you have difficulty in establishing which part is for your car, you will find a list of Mini models production history at the end of this catalogue which may help. If it doesn't, contact us, preferably with your chassis, commission or engine number to hand, and we'll do our best to sort it out for you.

Cooling and Heating Systems

The cooling system is one of the aspects of the Mini that changed very little over 41 years of production - until the end of 1996, that is, when all models except those bound for sale in Japan received an entirely new radiator and hose system with the radiator itself being mounted directly behind the radiator grille for the first time in the car's history! Prior to that date, the radiator was always to be found nestling inside the left hand inner wing. Radiator changes were few and far between, consisting of the eventual adoption of the Cooper S radiator on all models, the fitment of an electric radiator fan on all 1275cc models in the 1990s (with a radiator-mounted fan switch on all but the carburetted Coopers of 1990-91) and several versions of radiator mounting bracketry and radiator cowling. All non-1275cc Minis retained a mechanical radiator fan throughout their production lives.

Other cooling system changes pre-1997 involved only detail modifications, while the principle and layout remained unchanged. A change took place from cast iron to alloy water pumps in the 1970s (and more importantly a higher capacity pump arrived in 1968 - take care, a high capacity pump cannot be fitted in place of a low capacity item) and the applications of different diameter water pump pulleys on different models can seem very confusing. Also, different thermostat housings were applied to different models over the years, some (Japan from 1980, all 1275cc models from 1990) using sandwich plates between the housing and cylinder head to provide further cooling unions for radiator fan switches, re-routed hot water supplies to the heater or, on some models, a water-heated inlet manifold.

Heater systems on the Mini are not so straight forward. Between 1959 and 2000, an amazing total of sixty-four different heaters were fitted! Some variants differed in minor details only or (on pre-1969 designs) between right or left hand drive, but other differences are more significant and taking the time to positively identify the heater type in your car is strongly recommended before ordering replacement parts.

The very basic recirculatory heater (which didn't have a fresh air intake outside the passenger compartment) was the standard fitment heater when the Mini was introduced and soldiered on in Vans and Pick Ups through to the end of the 1970s. Fresh air heaters (optional at first) began with a square unit hanging under the front parcel shelf. By 1963 a new, more compact fresh air heater design was introduced, and it is this basic design that was developed and evolved through metal or plastic bodied variants with single or twin blower fans and different control panels over the next thirty-odd years. Finally, the 1997 onwards Mini received a new-look heater with two speed fan (the first time this feature had been seen on the Mini), but which belied its appearance by inheriting many of the pre-1997 heater internal components.

Alongside the standard post-1963 fresh air heater with its internal fan were several

options of heaters with more powerful blowers, usually supplied to colder climates. Up to 1969, uprated blowers were resited from the standard blower position inside the heater casing to the right hand side of the engine bay (a very similar set up to the external blower used with all pre-1963 square bodied fresh air heaters); after 1969 uprated blowers were, in all but two instances (Canada models 1978-80 and Van and Pick Up 1969-80), fitted within the heater case like the standard item.

With all these different heaters, many different (usually model-specific) combinations of heater hoses, pipes and heater control valves were fitted. Once again, identification of the system fitted in your car is absolutely necessary before ordering replacement parts.

Lastly, from the mid 1990s Japan-bound Minis dispensed with a conventional heater in favour of a factory-fitted air conditioning system - the amount of extra equipment and necessary plumbing somehow being shovelled into an engine bay that was by that time already bursting at the seams!

Contact Us

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Opening Times

Monday to Friday: 9.00am to 6.00pm
Saturday: 9.00am to 2.00pm Sunday: Closed

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