

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 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.

The A Series Engine and The Mini

The British Motor Corporation's A Series engine family remained in production longer, and was built in far, far greater numbers than any other volume-built British motor car engine. In the 49 years between the earliest variant, the 803cc engine in the Austin A30 of 1951, and the last 1275cc Mini engine in 2000, it is estimated that somewhere around 12 million A Series power units were made. This comfortably beats the next longest produced engine, the Jaguar XK unit, which ran for 43 years but of course only managed to total a tiny fraction of the A Series' production quantity.

With the Mini being in production for 41 of the A Series engine's 49 year life and taking 5.4 million of the 12 million or so engines produced, it is no surprise to find that the Mini has the closest association of any A Series engined car to that engine. There were nine different sizes or capacities of A Series built at the BMC/Leyland/Rover Longbridge factory (engine tuners and modifiers have over the years added several more), of which only two didn't make it into one Mini model or another on the production line.

Both the aforementioned 803cc unit (used in the Austin A30 and Morris Minor) and the 948cc unit (which saw service in the Austin A35 and A40, Morris Minor, Austin Healey Sprite and MG Midget) were only built in 'in-line' configuration and were thus unsuitable for the Mini, which of course required a specially designed transverse, or sideways situated, engine attached to an underslung gearbox. Even this statement is not quite true, since a very small number of pre-production prototype Minis were in fact fitted for a short while with hand-built 948cc power units; none are believed to have survived.

Of the seven engine sizes which were fitted during Mini production, four were what have come to be known as 'small bore' engines: the 848cc, 997cc, 998cc and 1098cc units. These four can be comfortably split into two sub-groups. The 848cc and 997cc engines are very closely related and share many components, the latter being a direct, larger capacity development of the former (the first Mini engine) for fitment in the earliest Mini Coopers. The 998cc and 1098cc engines form the other sub-group, although in this case the smaller capacity 998cc engine - destined to become the most commonly found engine under a Mini bonnet - was developed from and shares many parts with the 1098cc unit, which was first used in the Austin/Morris 1100 of 1962 and which wasn't itself fitted to British-built Minis until 1975. This is why, as you read through this catalogue, you will find 848cc/997cc parts and 998cc/1098cc parts grouped together in their own sections.

The other three Mini engine sizes make up the 'big bore' engines and have capacities of 970cc, 1071cc and 1275cc. It may seem a misnomer to call the 970cc and 1071cc units 'big bore' (in light of the largest 'small bore' engine being the 1098cc unit), but in fact it is correct because both have the same large dimension cylinder bore as the 1275cc engine; only the engine stroke dimension differs between them. The 'big bore' engines can, like the 'small bore' units, also be split into two sub-groups, these being the Cooper S engines of 970cc, 1071cc and 1275cc and the distinctly different non-Cooper S engines of 1275cc. Again, this is how you will find the 'big bore' engines categorised in this catalogue.

Comprehensive descriptions of each of the seven Mini A Series engines, their histories and identification data may be found at the start of each engine section.

Contact Us

Somerford Mini Limited
Unit 2 Broadfield Farm, Great Somerford, Chippenham,
Wiltshire, SN15 5EL

e-mail spares@somerford-mini.co.uk
Tel. 01249 721421 Fax. 01249 721316

Opening Times

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

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