

## 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 changes between the use of two parts referred to by dates. We have steered away from the traditional industry standard of listing change points by chassis or commission number (they're different, and the factory parts books used both) because frankly they are so complicated on Minis. Austins, Morrises, Coopers and Cooper S, Clubmans, 1275 GTs, Travellers, Countrymans, Vans and Pick Ups - they all had different change points until 1984 (after which it got much more straight forward) and to list change point numbers would often amount to half a page of numbers!

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 probably know the year of registration of your car but you might not know the all important year of manufacture - the two aren't necessarily the same, of course. Also, a revised part was often introduced during a year rather than more conveniently at the beginning or end of it. If you have difficulty in establishing which of two parts is right 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, (you guessed it) contact us, preferably with your chassis, commission or engine number to hand, and we'll do our best to sort it out for you.

## Moulton and the Mini

When you look at the names and companies involved in the history and design of the running gear on the Mini, one name looms large above the rest: Moulton. There is no doubt that, quite rightly, the Mini is seen as a 'one man car', the man being Sir Alec Issigonis; he created the brilliant concept, and his name will always be the one associated with the car that was in the 1990s voted internationally the Car of the Century. However Dr Alex Moulton is the engineer whose innovative designs allowed it all to happen, way back in 1959.

Dr Moulton's suspension designs, built first around his radical rubber cone spring and later around his 'Hydroelastic' system, kept the suspension from intruding into the space inside the Mini and made possible the remarkable space efficiency within a tiny car that Issigonis dreamt of (something that owners of the New Mini unfortunately can still only dream of).

But it didn't stop there, of course. Moulton's suspension is to a large part responsible for the incredible handling and manoeuvrability of the Mini, and while rubber cone suspended Minis are rather bone-shaking by the standards of today's small cars, Hydroelastic Minis are still seen as having a very comfortable ride indeed. It's a shame that the Hydroelastic system was dropped (for cost reasons) by the 1970s, but in response to those who wanted better riding Minis, Dr Moulton has now developed his 'Smootha Ride' cone suspension kit, details of which may be found in this catalogue.

It's a great testament though to Moulton's original design that the 1959 rubber cone suspension was still being fitted, completely unaltered, to the last Minis that rolled off the end of the factory track at Longbridge in 2000.

Moulton's name will also always be attached to the drive shaft rubber couplings that were fitted to the vast majority of Minis and other BMC transverse-engined cars up to the early 1970s, too (although the Hardy Spicer universally jointed drive shafts of the Cooper S are still the most revered in Mini folk lore).

As you can guess from the comment above about the Smootha Ride kit, Dr Moulton is still going strong in 2005, inventing, designing and developing new ideas and products (and still manufacturing the Moulton Bicycle, another design icon).

So a very big thank you, Dr Alex Moulton, for the considerable and very influential part you played in the creation of our favourite little car.

## 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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