

BURTON

Europe's Leading Classic & Performance Ford Specialist

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2018 CATALOGUE



engine components • electrical • transmission • braking • suspension • styling

CONTENTS

Camshaft Fitting & Timing	4
Engine Tech Talk	5
Ford Engine Tuning Guide	8
Engine Components	15
Fuel & Induction Systems	44
Cooling Systems	61
Samco Silicone Hoses	67
Filtration Systems	71
Exhaust Systems	75
Heat Management Products.....	80
Electrical System & Instrumentation	82
Transmission & Clutch Components	101
Braking Systems	117
Suspension & Steering Components.....	128
Styling, Accessories & Safety Equipment	140
Lubricants & Sundries	148
Clothing & Merchandise	154
Tools & Sundries	155
Ordering Information.....	160
Product Index.....	162

Technical Articles

Throttle Body Fuel Injection Conversion	48
Goodridge Hoses & Alloy Hose Fittings	55
SamcoSport Hoses	67
Air Filtration.....	71
Heat Management	80
OMEX Systems.....	90
Instruments & Senders.....	90
Seat Belts.....	142

Tech Tip!

Index

Con Rod Tech Tip	20
Bearing Housing Tech Tip	21
Pistons Tech Tip	24
Timing Belt Tech Tip	27
Oil Pressure Tech Tip	33
Cylinder Head & Gaskets Tech Tip	42
Carburettor Fuel Regulators Tech Tip	47
Omex ECUs and Harnesses	52
Selecting Fan Sizes	65
Spark Plugs Tech Tip	83
Ignition Leads Tech Tip	84
Distributors Tech Tip	85
Ignition Coils Tech Tip	86
Gauges, Senders and Accessories	94
Transmission Tech Tip	102
Clutch Tech Tip	108
Braking Systems	117
Brake Bleeding Tech Tip	123
Suspension Tech Tip	128
Compression Struts Tech Tip	132
Oils Tech Tip	148
Sealants Tech Tip	151

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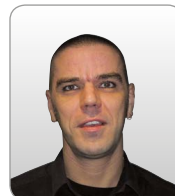
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Racing into the future!

Burton have always been synonymous with racing. From the very start our engineering has played a part in the success of many racers including such great names as Barry Lee and George Polley. Through the decades we have continued to support, not only racers, but also race series, race facilities and the media as they all participate in the great British pastime that is racing!

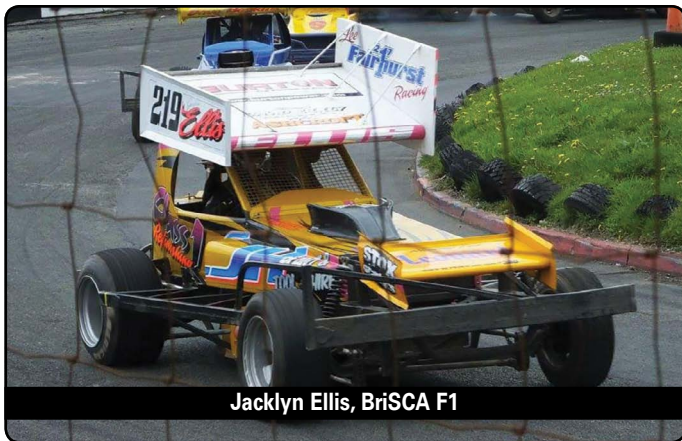
Below are just a few of the racers and facilities we are proud to be associated with currently and we wish them all success for the coming season.



Brands Hatch, Snetterton, Oulton Park, Cadwell Park, Donington, Bedford



Ashley Davies winner of BTRDA Silver Star National Rally and National Forest Rally Champion 2017



Jacklyn Ellis, BriSCA F1



Spedeworth. Foxhall Stadium, Ipswich



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Steve 'Stiggy' Evans competing in British Drift Championship & The Irish Drift Championship



NEC Classic Show. Clarion



Rye House Pro Kart Series (RHPK)

CAMSHAFT FITTING

Due to the high number of phone calls we receive concerning the fitment and timing of camshafts, we have decided to print out camshaft fitting instructions in this catalogue. The first section describes what to look out for when fitting a camshaft to avoid premature failure. The second section describes a typical method for timing a performance camshaft.

Fitting Instructions

Burtons do not recommend installing a performance camshaft in a vehicle fitted with an automatic gearbox.

The installation and first few moments of running are critical factors in the life of the camshaft. Failure to install the camshaft correctly will have a drastic effect on the life of the camshaft and in the worst cases can result in immediate failure. The following instructions must be adhered to in order to obtain maximum performance from the engine and to ensure a long and trouble free life from both camshaft and associated components.

These instructions are also provided in addition to the original manufacturers installation procedure.

Where a camshaft is being replaced due to excessive wear, it would be highly recommended to strip the engine and fully clean the internals. Metal particles present in the sump, oil pump, bearings and oil galleries will soon play havoc with the new cam. It would also be wise to check the oil feed system. Low oil pressure due to a worn pump, blocked pick-up pipe or blocked oil galleries will quickly wear the new cam to the same state as the one being replaced. In other words, before replacing a failed camshaft, make sure you find out the reasons for the failure and correct it!

Before fitting the camshaft, check that it is identical in every aspect (with the exception of the lobe profiles) to the one being replaced. Special attention should be given to the oil feed positions and journal diameters as variations may occur during the manufacture of the engine. Also check that any gallery bungs present

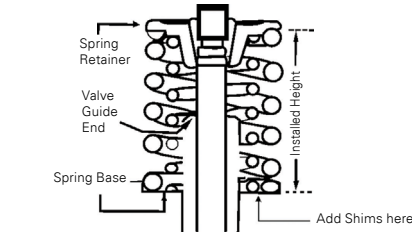


Fig. 1 Valve fully closed

on the old cam are also in place on the new cam. Do not remove the black phosphate coating from the new cam lobes. Liberally coat both the camshaft and cam followers with a proprietary cam lube or engine assembly compound. At Burtons, we recommend and use Graphogen, a colloidal graphite paste. Failure to do this can cause scuffing between the surfaces of the cam and followers, which will result in premature wear. Ensure that followers are free to rotate in their bores where applicable.

It is essential that new followers are always fitted, regardless of the condition or limited use of the old followers. Failure to do so may cause premature components failure and consequently will invalidate any warranty claim. Upon installation, the valve springs must be checked to ensure that:

- the fitted length (installed height) of the valve springs match the figure provided by the manufacturer (see fig. 1). If too small, then the valve seat areas in the head will require machining. If too large, shims can be added to the spring seat. Due to varying manufacturing tolerances of cylinder heads, all springs should be checked and measured for clearance.
- coil binding does not exist at full valve lift. This is the condition where the spring is fully compressed (see fig. 2). As a guide, at full cam lift the spring should be able to compress a further 0.060" (1.5mm) before the coil bound condition is reached.

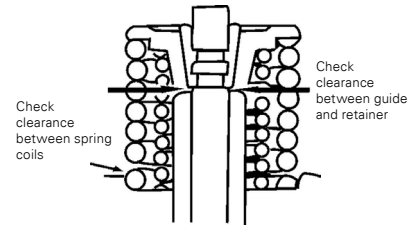


Fig. 2 Valve Fully Open

This can be checked by inserting feeler gauges between each coil of the spring and adding the results together to get a total clearance figure. Due to varying manufacturing tolerances of cylinder heads, all springs should be checked and measured for clearance.

Check the clearance between the bottom face of each retainer and the top of the guide or stem seal at full lift (see fig. 2). This should be a minimum of 0.080" (2mm). If this clearance cannot be achieved, the top of the guides must be machined. When double valve springs are being installed in place of singles, ensure that the inner spring is correctly located and the correct retainers and platforms are used where applicable. When modifying engines that utilise finger followers i.e. SOHC Pinto, it is imperative that you ensure the followers remain in the original attitude relative to the cylinder head. Failure to do so will alter the rocker geometry, increasing or decreasing valve lift and can result in failure of both cam and followers or excessive valve stem/guide wear. For OHV engines, attention should be paid to rocker arm geometry for the same reasons.



CAMSHAFT TIMING

Determining true crank TDC - Head Off

Although the crank pulley will have a mark to show TDC position, this point may not be accurate due to manufacturing tolerances. It is always recommended to calculate the actual position of TDC rather than rely on the mark on the crank pulley. Fit the timing disc to the front of the crankshaft. A pointer for the timing disc can be made from a piece of bent wire secured under a suitable front cover bolt. Position a dial gauge to measure the travel of No 1 piston (see fig. 3).

Turn the crank until the piston is at its maximum height and zero the gauge. You will find that there is a dwell period of approx. 10 degrees where the

piston is at its maximum height. True TDC position is at the centre of this dwell period. To accurately measure the position of TDC, rotate the crankshaft and stop at a figure just before TDC, for example 0.020" on the dial gauge.

Record the figure on the timing disc from the pointer. Now rotate the crankshaft and stop at the same figure (0.020") after TDC. Record the figure on the timing disc again. True TDC is positioned in the middle of these two figures. The TDC position can be calculated by adding the two figures together and dividing by two. Adjust the timing disc so that it reads zero on the pointer at true TDC.

Determining true crank TDC - Head On

If the head has not been removed when changing the cam, it is still possible to measure the true TDC position. The procedure is the same as before but the movement of the piston is recorded by using an

extension resting on the piston crown (such as a socket extension). Access to the piston crown is made through the spark plug hole.

Timing in the camshaft

Rotate the crankshaft clockwise to 90 degrees after TDC. This will make sure all the pistons are half way down the bore. Now position the dial gauge so that it can read the lift of the inlet valve of number 1 cylinder from the top of the valve retainer (see fig. 4). Rotate the cam until the gauge shows that the valve is at full lift. As with the crankshaft, there will be a dwell period where the valve is at full lift.

True full lift is at the centre of this dwell period. Roughly position the cam at true lift position. Now rotate the crankshaft clockwise to the full valve lift position (as specified on the camshaft data sheet - this figure is typically from 100 to 120 degrees after TDC), fit the timing belt or chain and set up the tensioner. Now rotate the crank clockwise until the inlet valve of number one cylinder is just off full lift position (such as 0.005" or 0.15mm).

Record the figure on the timing disc from the pointer. Then continue to rotate the crank clockwise until the valve has fully opened and then closed by the same

distance as previously used (0.005" or 0.15mm). Read the figure on the timing disc again. The position of full lift is the middle of these two figures. The full lift position can be calculated by adding the two figures together and dividing by two. Adjustments can then be made to the camshaft timing, using an adjustable cam pulley or offset dowels, if this figure does not agree with the one on the data sheet. Check the timing again after adjustments using the same procedure.

Having timed the camshaft, check that there is no piston to valve contact. Minimum clearance is 0.060" (1.5mm). This can only be checked by dummy building the engine with a piece of Plasticine placed on the crown of the piston. As the engine is turned, the valves will indent the Plasticine. The clearance is then measured as the thickness of the Plasticine between the piston crown to the bottom of the valve indent.

Before starting the engine, turn the engine over by hand to ensure that it turns freely. Prime the oil system and check that everything is set to ensure that the

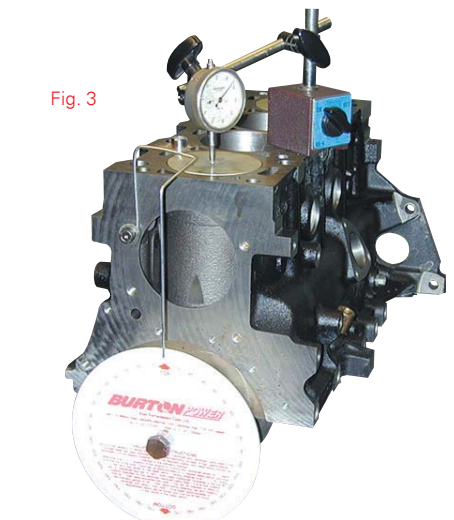


Fig. 3

engine starts straight away. The engine must not be turned over for any length of time on the starter.

Once started, do not allow the engine to idle for the first 20 minutes and keep the revs to a minimum of 2500 rpm. This will ensure adequate lubrication of the cam and followers and reduce the contact force between the cam and follower. If any adjustments need to be made within the first 20 minutes, then shut the engine down.

Do not allow the engine to idle. Please note that new hydraulic lifters may in some cases operate with excessive noise for a few minutes before they are fully charged with oil.

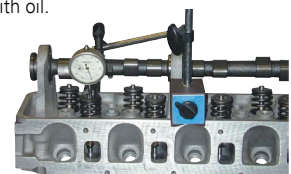


Fig. 4

Whether you drive a modern or older car, it is possible to improve engine power and efficiency by fitting selected performance products which simply bolt on to the engine externals. High flow air filters allow the engine to breathe better which, coupled with adjustments to the carburation or injection, will provide an improvement in power and response. Most factory fitted ignition leads are carbon cored and these will deteriorate with age. Fitting a high specification lead set will restore engine performance (especially under heavy engine load conditions), and will also improve cold start operation. While on the subject of ignition, if your car is an older model, fitting an electronic ignition kit will ensure peak performance for all conditions - and there are no points to worry about. Engine driven cooling fans are renowned for causing all sorts of problems. In the summer, in traffic, they allow the engine to overheat - in the winter they prevent the engine warming up properly - and driving those fan blades around absorbs a lot of useful engine power. The answer, of course, is to fit a thermo-statically controlled electric cooling fan.

The value of any improvement or performance upgrade will be determined by the 'health' or otherwise of the engine in question. The areas of improvement mentioned thus far are fairly modest but to venture much further along the road to high performance will be doomed to failure if your engine is not in a sound condition. Some bolt-on products such as carburettor conversions or engine management (chip) upgrades will increase the stress placed on an engine and can exacerbate any existing wear problems, so it is always a good idea to have the engine fully checked over and serviced beforehand. At the very least make sure the engine is treated to an oil and filter change using synthetic or premium quality oil (see page 149 - 151). Last, and probably one of the most popular bolt-on performance enhancing items to be purchased, is the exhaust system. Many original equipment exhausts are restrictive in their design and the full potential of any increase in engine power will not be achieved until the exhaust is replaced with a suitable free flow system. A very comprehensive range of manifolds and systems are available for most cars including the increasingly popular stainless steel types.

So let us now move on to the more serious aspect of engine modification. The next logical step is to modify the top end where, in most cases, substantial power gains can be achieved. Choosing the correct stage of cylinder head and matching this with the right camshaft is very important, and at Burtons we are always on hand to advise our customers on the best combination for their specific usage. Most modern engines are overhead cam (OHC) design and removing the head and cam can be carried out with the engine 'in-situ'. For older overhead valve (OHV) pushrod engines, a cam change will almost certainly require the engine to be removed from the chassis and at least a partial strip down of the bottom end.

Finally, any attention or modification to the bottom end will require a complete engine strip down. If the cylinders are to be rebored then an increase in engine capacity is always worth considering. Whilst on this subject, it should be recognised that one of the easiest routes to more power is to fit a larger capacity engine. Many cars have various engine options for any given model so moving up from a 1300cc to a 1600cc engine or a 1600cc to a 2 litre should give a very noticeable increase in performance. This type of work should be carried out by a professional engine builder but for the competent enthusiasts amongst you, we offer the following additional advice:

General Advice

Firstly, what follows is not intended as a complete guide to performance engine preparation. It should be regarded only as a supplement to manufacturers workshop manuals and specialist publications on engine tuning and related subjects.

First decide on your objective - this might sound obvious but we've been in the business long enough to realise that many projects are carried out without any real planning. Decisions should be made regarding usage (will it be an everyday road car, occasional use / second road car, or one of the many classes of off road competition cars), cost (unless money is no object you should decide on a realistic budget that you can cover), and what facilities are available to you to carry out the work. This last point is extremely important because, apart from a good selection of tools and equipment to hand, a successful engine rebuild can only be guaranteed if the work is carried out in controlled, dare we say 'clinical' conditions.

Engine Preparation

This is a general guide to correct procedures and will apply, wholly or partly to all types of engine rebuild. However, before the engine rebuild can begin the engine needs to be stripped down, cleaned and examined, a procedure which many undertake with undue haste. During the strip down the following should be observed:

1. Wait for the engine to cool properly before removing the cylinder head - this applies especially to aluminium types. The consequence of not waiting can result in a warped head.
2. Mark the location (and, where applicable, orientation) of all major components especially valves, tappets, camshafts, pistons and rods, shell bearings by placing in clearly marked containers or racks.
3. Before removing bearing caps (e.g. camshaft, con rod, main bearing), make sure they are clearly marked for position and orientation N.B. they must go back in the same position or on the same con rod and the right way round.

Once stripped all parts should be thoroughly cleaned and inspected with specific attention to any areas of bad wear or damage e.g.:

1. Blown head gasket/burnt out valves - cylinder heads should always be thoroughly examined for cracks or distortion. Simply fitting a new gasket or valve is not the answer.

Taking these points one by one:

Usage: If the car is to be used on a daily basis then flexibility and smoothness will be as important an issue as extra power. A moderate increase in power over the standard engine can always be gained (albeit at a slight rise in fuel consumption) whilst still retaining the original driveability. However, the products to be used in such conversions should always be carefully selected with careful consideration to other factors such as:

- **AUTOMATIC TRANSMISSION:** As a general rule be very wary if you are considering any head or cam modifications. Such modifications can drastically alter the operation of an automatic box due to the changes in manifold pressure/vacuum. The ability of many auto boxes to cope with the increased power must also be questioned.
- **EMISSIONS:** Current legislation dictates strict controls over exhaust emissions. Over enthusiastic tuning may result in an MOT failure if unsuitable camshafts, carburettors, etc., are fitted.
- **FUEL INJECTION (MFI):** The early mechanical types of fuel injection systems do have a small range of adjustment. Professional recalibration of the injection system will be required for any large increases in performance.
- **CFI/EFI & ENGINE MANAGEMENT SYSTEMS:** As used to control all modern car engines. Some early pre-1992 EFI types (e.g. Mk4 Escort CVH) did have a provision for adjustment of the TPS but adjustment should not be attempted by the inexperienced. For all other types professional 're-mapping' may be required depending on level of tune.
- **CATALYTIC EXHAUSTS:** These are now common place in all modern cars and are very sensitive to changes in exhaust emissions.

For occasional use cars (usually a second vehicle) the above criteria apply but, since power gains are more important than some loss in low speed torque and flexibility, the stage of tune will generally be higher. Off road competition cars allow the most scope for the ultimate stage of tune but will, invariably, have certain restrictions depending on regulations/homologations.

Cost: 'If you can't afford to do the job properly please think again'. The worse thing anyone can do is shop around for the cheapest parts. That is not to say you shouldn't find a cost-effective supplier to deal with. The lesson we are trying to get across here is that not all components on sale are of sufficient quality for use in a standard engine let alone a highly tuned one! Saving a few pounds on a cheaper head gasket will not seem such a good idea when the head has to come off again after only a few weeks use. For other performance critical parts the cost of failure can be far greater.

Facilities: You will need a clean, light garage or workshop together with a comprehensive tool kit which will also include the following specialist tools:

- Good quality torque wrench
- Valve spring compressor
- Piston ring compressor
- Feeler gauges
- A pair of heel bars and/or a puller

If you intend to set up cam timing you will also require a DTI gauge and magnetic stand together with a 360° protractor. A good workshop manual should also be to hand.

Engines can be built on a flat bench but the job is far easier when using a proper engine stand. These are relatively cheap to buy (see our tool section) or can be hired. As mentioned previously, cleanliness and degreasing the components is essential, as is a good supply of lint free cleaning cloth. Use compressed air (if available) and/or gallery brushes to clear oil galleries, etc., and assist in the removal of any residual dirt or debris. (Note: always wear goggles and gloves and keep nozzles pointing away from body.)

2. Damaged piston/rings - always check the cylinders for wear and damage. If the pistons need replacing, a rebore is almost certainly needed as well.3. Badly worn crankshaft shell bearings - if the crankshaft is badly scored it must be reground to the next undersize. However, just as important are the con rod and main bearing housings that the shell bearings fit into. These are often overlooked and any wear or distortion in these areas will cause premature engine failure. Cleaning should include the removal of all oil gallery plugs to enable thorough cleansing with special brushes (see tool section).

Many parts can be re-used during the rebuild but the following items should always be replaced:

- All gaskets and seals
- Timing belts or chains
- Timing belt / chain tensioners
- All major fastenings including cylinder head, con rod and flywheel bolts
- Shell bearings
- Piston rings
- Oil Pump drives

ENGINE TECH TALK

Engine Preparation (continued)

We will now discuss what modifications can be carried out to increase engine performance and some of the pitfalls to watch out for. We shall assume that any remedial work to restore these components to their original specification has been carried out.

Cylinder Heads: Arguably the most complex and important engine component especially when it comes to modification work. If a road stage cam kit is being fitted it will usually involve fitting the heavy duty valve springs.

Always refer to the manufacturers fitting guide and check the valve spring fitted length - the valve spring seats in the cylinder head should be machined if there is not enough clearance. New tappets/followers must always be fitted when installing a new camshaft. If you have an older engine which is not suitable for running on unleaded fuel, now is a good time to consider having hardened exhaust valve seats fitted. Any higher stages of tune will usually involve fettling around the ports and chambers to accommodate larger valves and the fitment of specialist high performance parts e.g. 214N valves, bronze valve guides, heavy duty valve springs, etc. This type of work is best left to the experts and Burton Power can offer our customers a full range of cylinder head modification services including unleaded conversions. Finally, a check on the matching of the inlet and exhaust manifold to the cylinder head ports should be carried out. The exhaust manifold ports should always be LARGER than the cylinder head ports to prevent the build up of any turbulence or back pressure. The inlet manifold ports should be slightly smaller than the cylinder head ports or, preferably, matched and dowelled by a specialist. Finally, remember to check that the manifold gaskets do not mask any areas around the cylinder head ports. Large bore gaskets are available for the popular engine types (see our Tech-Tip on page 42).

BOTTOM END

The two most important criteria for this area of engine tuning are strength and weight. For the more moderate stages of tune most of the standard parts can be used.

Cylinder Block

Most standard blocks are strong enough to withstand at least a 50% increase in power or more. Problems usually arise because machining has compromised their structural strength. The two main areas for this are the cylinder bores and the top face. Excessive machining of either of these will result in piston ring blow-by and/or head sealing problems. As a general rule most cylinder blocks will overbore safely to +1mm (.040") and many are OK up to +2mm (.080") - this will give a very useable increase in capacity and power. Exceeding these limits however will greatly increase the risk of cylinder bore distortion and piston ring blow-by. 'Decking' the top face to improve compression ratio and combustion (squish) usually involves machining no more than .5 to 1mm from the block face and this should have no detrimental effect. However if the block face thickness is reduced to excess this may cause irreversible gasket sealing problems. It should also be noted that excessive machining of the cylinder head and/or block face on OHC type engines might result in inadequate tensioning of the timing belt or chain. For some full race applications the main bearing caps will need replacing for stronger steel items. These cannot be supplied as direct replacement parts and will require in-line boring to the cylinder block.

Crankshaft & Con Rods

These will be OK for most stages of tune provided they are structurally sound. Crack testing is advisable for any serious tuning especially if the components are second-hand and of an unknown source. Apart from conforming to original equipment tolerances they should be free from any marks or blemishes that could cause stress raisers which, in turn could propagate into a crack at some later stage. Pay particular attention to the fillet radii on the crankshaft journals and have these polished and rolled if necessary. Check the outside faces of the con rod beams and polish out any flaws. The con rod cap should also be inspected around the fixing points - these areas should also be smoothed and radiused. Certain types of crankshafts and rods can have additional heat or surface treatment to enhance their durability. Nitro-carburising of some crankshafts and shot peening con rods can be beneficial if carried out under strictly controlled conditions. Wherever possible fit heavy duty shell bearings - preferably lead indium or lead copper if available.

Pistons

With the exception of turbo-charged engines most production engines are fitted with cast alloy pistons which are quite adequate for most of the moderate stages of tune. The problem arises when compression ratios are raised to a point where detonation becomes unavoidable and forged pistons must be fitted. Since many other factors are involved, this critical ratio is not the same for every engine. Assuming the fuelling and ignition are set correctly, then 10.5:1 is generally acknowledged as the very maximum for a good quality cast piston, and even then, you must accept a substantial reduction in its service life. Due to the complex shape of the pistons and their very fine machined tolerances, any additional machining should be carried out by a specialist. Pistons should always be replaced in matched sets but if you are replacing only one or two then do make sure they are match balanced before assembly.

Flywheel

Apart from being a handy place to fit a clutch and starter ring gear, the flywheel's primary function is to smooth out the transmission of power from the crankshaft and for this you require mass (weight). The problem here is that this weight acts as a resistance to, as well as a store for, the energy produced by the engine. Lightening the flywheel will improve the engine's response to throttle openings but not the actual power output. Unless the flywheel is abnormally heavy we do not recommend flywheel lightening for road stages of tune.

BOTTOM END

Flywheel (continued)

The slight loss of low speed torque and flexibility resulting from the tuning modifications carried out, can be greatly exacerbated by a lightweight flywheel. However, for all serious tuning a lightweight flywheel is essential. Standard cast iron flywheels can be lightened but there is always a risk of them exploding if too much material is removed from critical areas. The rule here is not to be over-ambitious when machining weight from a standard flywheel - it isn't worth the risk! The safe answer is to buy a steel flywheel which are available for most popular engine / clutch formats. The final point on flywheels is to make sure it is firmly secured to the crankshaft. Always fit new HT bolts and always double check that they have been torqued correctly. If engine speeds in excess of 7500rpm are anticipated then, wherever possible, the flywheel and crankshaft should also be double dowelled for extra security.

Clutch

Original equipment clutches should cope with moderate power increases (15-20%) but if the standard clutch needs replacing then it would make sense to fit an uprated item. For road car conversions it should be noted that clutch pedal pressures will increase when fitting a stronger clutch. For competition applications a wide range of single, twin and triple plate clutches are available together with the special flywheels required to mount them.

Once all these components have been sorted they should be balanced. This will provide for a smoother more reliable engine, especially at high revs, by eliminating any vibration caused by unequal balance. We can provide a full balancing service for all engine types, including Vs.

Lubrication Systems

All production engines employ a wet sump system where the oil lies in a reservoir or sump below the crankshaft. This system works fine for most applications but the following points should be observed. High pressure pumps (typically 25-30% higher than standard) will ensure an adequate supply of oil to the engine, especially during heavy load condition.

High capacity pumps (which are also high pressure) are designed to cope with the higher flow demands of engines fitted with ancillary equipment such as oil coolers. For mild stages of tune the standard pump is quite adequate providing it is functioning efficiently. One of the most important areas to watch is the condition of the oil pump drive gear or shaft (sometimes referred to as the quill). These components (especially the quills) should always be replaced with an original equipment new part.

ENGINE REBUILD

We offer full engine build and dyno facilities to all specifications from standard to full race. For those who wish to build their own engines, the following bullet points highlight important procedures during the re-assembly of a modified engine:

1. **THOROUGHLY** clean and check ALL parts - your engine's worst enemy is dirt, and even new parts may need cleaning. This includes the head and block and all oil galleries.
2. **ALWAYS** fit new high quality gaskets and seals and ensure all shafts and mating surfaces are free from burrs and defects. Use correct sealants or lubricants where necessary.
3. **LIBERALLY** oil all internal parts during assembly. Use the special assembly lube or gear oil on cam lobes and tappet faces.
4. **ALWAYS** replace cam followers when fitting a new camshaft.
5. **ALWAYS** replace con rod, flywheel and cylinder head stretch bolts. All other fastenings should be checked for wear or damage and replaced as necessary. For high spec. engines, race quality fastenings are available for most applications.
6. **CLEAN** all threads and fastenings prior to fitment and use a good quality torque wrench on all critical components. Apply an anti-seize lubricant to all cylinder head fixings.
7. **IF** you are fitting high lift cams, special pistons, or large valve heads, always carry out a dummy engine build and check valve to piston/block clearances. Machine piston crowns/valve pockets or block face as necessary.
8. **INCORRECT** cam timing can severely reduce the power output so do not overlook this important area during assembly. Use adjustable cam pulleys or sprockets where available.
9. **CHOOSE** compatible parts for your specific conversion. A full race spec. head will be next to useless if fitted to a mild road stage engine. Modified camshafts and cylinder heads in particular should be chosen with care.
10. **UNLESS** you know what you are doing, avoid over-lightening components. Reducing the weight of some parts may also reduce their strength to a critical level.
11. **ALWAYS** have the engine assembly balanced - it will make a lot of difference to the smoothness and help maintain optimum reliability.
12. **DON'T** forget the clutch - depending on the power increase, a suitable heavy duty or competition clutch assembly will be required.
13. **OIL and FILTER** - the importance of using the correct specification of oil cannot be overstated. (Please refer to our article on page 148).

Most engine modifications should be followed up with a professional engine tune. Apart from emissions, the correct ignition timing and fuelling is paramount if you want the best return for all the expense and effort you have put in. Get these important settings wrong and you may lose more than just a bit of power. Over-fuelling (rich mixture) can result in excessive piston, ring and bore wear. Under fuelling (weak mixture) or retarded ignition can cause overheating problems. An ignition set with too much advance is likely to induce detonation or 'pinkish' which, if left uncorrected, can shatter pistons and place excessive loads on the bottom end.

You have been warned!

Lastly, please check that your suspension and braking systems are adequate for the power increase you have achieved. A full range of optional equipment can be found further on in this catalogue.

Crankcase

Good 'engine breathing' is usually associated with efficient intake systems e.g. high flow air filter, a well designed manifold, etc. However, efficient 'crankcase breathing' is an equally important function of any engine.

Even in a new engine, the combustion pressure will inevitably pass the piston rings into the crankcase. If an engine's breathing system should become blocked or restricted, the crankcase will pressurise causing any one or more of the following problems:

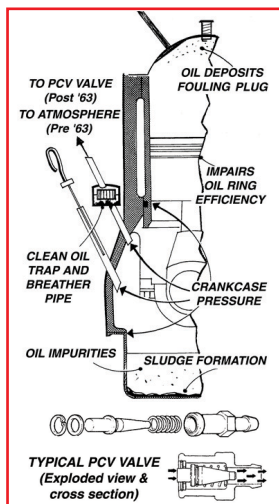
- 1) The oil/air mix will force its way out through any other convenient exit e.g. oil seals, dip stick, filler cap, etc.
- 2) The efficiency of the oil control rings will be reduced creating increased oil consumption.
- 3) Impurities such as water vapour and acids (by products of combustion) will build up and contaminate the oil causing sludging and increased engine wear.
- 4) The adverse affect on the air/fuel mixture will result in starting problems and rough idling conditions.
- 5) As a consequence of the weakened fuel charge, detonation or 'pinking' will ensue.

To compensate, the ignition will need retarding resulting in further power loss.

Positive Crankshaft Ventilation (PCV)

Prior to 1963 most vehicle engines vented their vapours and oil deposits to atmosphere and the road surface! With increasing environmental pressures Positive Crankshaft Ventilation was introduced whereby the crankcase vapours were drawn up into the inlet manifold and, along with the air/fuel mixture, burned up in the combustion chambers.

To enable this system to work safely and efficiently the ventilation from the crankcase is controlled via a PCV valve. To avoid upsetting the fuel/air mixture, the PCV valve must regulate the evacuation of these blow-by gases and vapours (which will be minimal at idling speed but will intensify as engine speed is increased). Since manifold vacuum is highest at low engine speeds, the PCV plunger will be drawn forward to a position that will restrict crankcase ventilation to a minimum thus ensuring no upset of the air/fuel mixture. As engine speeds are increased the manifold vacuum will drop thus reducing the 'pull' on the plunger which will slide back to a midway position allowing a greater flow rate from the crankcase. Since the engine demands more air/fuel mixture at high engine speeds, the escalation



of crankcase vapours into the combustion chambers should not affect performance. The PCV valve also acts as a flame trap. In the event of a backfire, the resulting pressure through the inlet manifold will force the plunger back into the closed position, thus preventing an explosion of the vapours in the crankcase. Various PCV systems are in use but they all function in essentially the same way. Earlier systems were known as 'open' systems that still allowed some vapours to vent to atmosphere via the filler cap. 'Closed' PCV systems have been the norm for some time now, whereby the filler caps are not vented and air is recirculated via the air filter.

Left unchecked over a period of time a PCV system will deteriorate and may cause major engine problems as outlined above. Regular maintenance is essential with some manufacturers recommending the renewal of the PCV valve at every major service interval.

PCV valve with straight outlet 6011482 £18.59
Grommet for above 6011482GR £1.99

High Performance Engines

For all moderate stages of engine tune, the standard PCV system should cope with the increase in engine power whilst continuing to control the emissions from the crankcase.

However, even on a fairly new car, the system should be thoroughly checked and any suspect valves, hoses, etc. replaced.

It must also be borne in mind that, on all management controlled engines, any alteration to the system may upset the sensor readings and thus create further problems (including MOT test failure on emission levels!).

For most motorsport applications and the more radical stages of engine tune, alternative provisions for engine ventilation will almost certainly have to be made.

With higher combustion pressures, higher oil pressures and higher engine speeds, the demand for adequate crankcase ventilation will also be high. This situation is further aggravated by the radical cam profiles used, which will drastically reduce the available vacuum required to purge the crankcase.

However, before you rush out to buy the biggest size breather pipe kit you can lay your hands on, many other factors need to be taken into account and the following points should be observed:

- 1) On 'wet sump' engines the sump must never be overfilled and it should be properly baffled to minimise oil surge. If the crank and rods are allowed to plunge through an oil bath at every revolution, apart from the drag and power loss factor, it will also create an even greater volume of oil spray to contend with. This will result in oil loss through the breather system and also past the oil control rings, the latter causing further problems e.g. plug fouling, power loss, etc.
- 2) Any filler or breather aperture should be baffled, especially if it is above or adjacent to rotating parts.

As an example many filler caps on OHC engines are directly above the camshaft lobes which, when rotating at speed, will flick the oil with such force that a considerable amount can be lost up the breather pipe (see figure 2).

N.B. Always consider this factor when deciding where to drill a cam / valve cover to locate a breather take-off union.

- 3) If the crankcase is to be vented via the inlet manifold this should only be considered where a mixing (plenum) chamber exists. Under no circumstances should any type of breather union be connected to a manifold port dedicated to a single cylinder. Breather unions can also be connected to an air box but this may exacerbate filter clogging and necessitate regular cleaning of the filter(s). Small replacement 'K&N' type performance filters (carburettor models) are not suitable for this type of conversion. For optimum efficiency a PCV valve should be fitted (see figure 1).

To eliminate any charge contamination and subsequent power loss, most highly modified engines should vent via an isolated catch tank, which will also act as a collector for any oil lost. These tanks should have a minimum 1 litre capacity, 2 top inlet connections

(1 crankcase vent and 1 valve/cam cover vent), a sight gauge (to indicate the level of any oil inside) and a bottom plug or tap to allow the oil to be drained off when necessary.

To avoid frequent inspection and draining of the oil level in the catch tank, an automatic drain back into the sump can be improvised as shown. The vent outlet can be recirculated through the intake system or left to vent to atmosphere via a suitable filter, the latter being the more popular option.

On dry sump systems (see diagram on page 36), the scavenging action of the pump should evacuate any excess blow by gases in the crankcase and, in an ideal situation, maintain pressures at or below 2 inches of water.

Depending on the practicalities of individual engine types and installations, both 'open' and 'closed' systems can be adopted with some tuners preferring the closed system. Providing a closed system (incorporating a PCV or similar check valve between the engine and oil tank) can be seen to function efficiently, it can offer added benefits.

The closed system allows the scavenge pump to reduce crankcase pressures to a minimum, in some cases as low as zero or even a slight vacuum. In such situations a small bhp gain is achieved by eliminating combustion chamber contamination and reducing any residual oil drag (clinging to crank, rods, etc.) to a bare minimum.

Further information on lubrication and dry sump systems can be found on pages 36-38.

- 1) Vent to atmosphere via breather filter or return to intake system via PCV valve
- 2) Filler Cap incorporating hose connection
- 3) Alternative outlet via fitted union
- 4) Internal baffle plate
- 5) Drain tap/plug (alternative option)
- 6) Connection from crankcase breather outlet
- 7) Drain back to sump

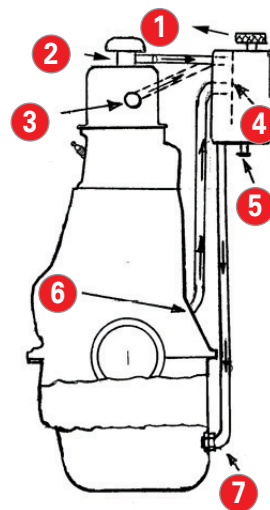


Figure 1



DEFLECTOR PLATE SHIELDING FILLER CAP APERTURE

Figure 2

Kent Pre X/Flow



This engine is easily determined from the Ford 'Crossflow' by the type of head since the carburettor and the exhaust are both on the right hand side of the engine.

The Pre-X/Flow, first fitted to the 107E Prefect and 105E Anglia in 1959, replaced the previous side-valve units and was initially available in sizes, 997, 1198, 1340 and eventually 1498cc. You'll find them in Anglias, Mk1 and early Mk2 Cortinas, Corsairs and Classics.

The small capacity engines – up to 1340cc had a three-bearing crank (hollow at first, but changed to a solid casting for later production engines) whereas the 1500 introduced in the Cortina (including the GT) had a five-bearing crank and is therefore most desirable.

1967 saw the introduction of the Mk2 Cortina and early versions had the most desirable Pre-X/Flow with proper engine seals rather than rope type seal. The 1500 Pre-X/Flow also provided the base for the Lotus Twin Cam, where selected blocks were bored to larger capacity. The Mk2 Cortina saw the L-block, which is cast with thicker walls and is ideal for large capacity Pre-X/Flows – it's quite rare now though!

All engines except the 1500GT had a single choke carburettor – either Zenith or Solex whereas the GT had a 28/36 DCD Weber.

It is quite easy to tune a Pre-X/Flow to GT spec using either the GT carb or the twin choke from a X/Flow, which is slightly larger. GTs also had a tubular exhaust manifold plus a longer duration/higher lift cam, which is similar to a Kent Cams BCF1. You should see around 80bhp from this, a bit more with balancing.

The Pre-X/Flow suits the old Cosworth A-Series of cam profiles with their gentler ramp angles and lower lift compared to the X/Flow derived Kent Cams series, which are high-lift, low duration.

These engines are very sensitive to compression and you need to match the CR with the cam – the longer the duration, the more static compression you need. Therefore, you need to match the stage of head with cam combination. Plus, you need to check which head you have because there are many types – ideally, start with a 1500.

Pre-X/Flow heads can be modified but to special order only and all can be ordered with unleaded seats. At this point it's best to uprate the standard rocker gear to steel since it is especially weak.

A Stage 1 on top of the GT/A2 cam should approach 100bhp with a twin choke, whereas an A3 cam with standard pistons, twin 40s and a 4-branch can push out 120bhp. You really need in excess of 10:1 with an A6, which really means forged pistons, a big valve head and ideally 11.5:1.

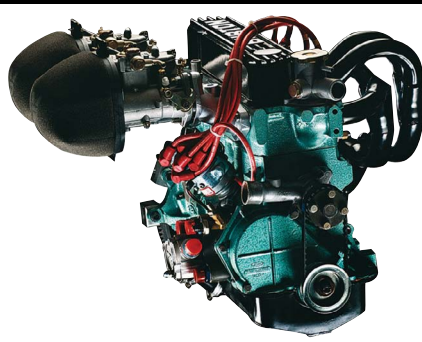
We stock Accralite pistons for this combination in bore sizes of 82.5mm and 83.5mm. Most 1500 blocks will take this, meaning you should see 135-140bhp from 4000-7500 rpm. Combine this with Lotus 125E rods – again available from stock, plus 711M type mains caps – however, our steel ones make more economic sense since the block will need line boring to make them fit.

The induction needs swapping above 110-115bhp to a pair of 40 DCOEs, which are the ideal carburettor for this engine – larger chokes tend to slow the gas speed down too much.

Around an A8 cam and the engine will be well past its 7500 rev limit with the aforementioned bottom end strengthening too. So, we stock a large range of steel components to suit such applications.

The stronger Lotus crank will fit the Pre-X/Flow although the block will need relieving slightly to accommodate the larger counterbalance webs. Really this is racetrack only stuff, with power around 150bhp+ from 13:1, plus a big valve head and revs in excess of 8,000!

Kent X/Flow



This engine was introduced in the Ford Mk2 Cortina and differs from the earlier units by having the carb on the left and the exhaust on the right – hence, 'crossflow'. They also varied from Pre-X/Flows in that the combustion chamber was shifted from the head to the bowl of the piston and were known as BIP engines (Bowl In Piston). Early heads also feature a small combustion chamber in the head too.

Early blocks bore the casting marks 681F and capacities you'll find are, 940, 1098, 1298 and 1599. You'll find a X/Flow fitted to Mk1/2 Escorts, Mk2/3 Cortinas, Mk1/2 Capris plus late Transits. Most cars came with a single choke Ford IV carb although the 1.3 and 1.6 GT models had a 32/36 DGV Weber twin choke. 1970 saw the big change to the thicker-walled 711M block with square mains caps, large diameter followers, wider cam lobes and modified crank seal. Also, the head was now completely flat.

There are two main capacities of 711M, determined by block height – the 1600 is 7/16" taller and you can see the difference between it and the 1300 by the space between the water pump and head. Also, the 1300 has 711M 6015 AA cast in the side whereas the 1600 ends in BA. The engine was also fitted to 1.3 and 1.6 Mk1 Fiestas in the 80's with a 771M casting. These feature no side engine mounts plus a shortened water pump and timing chain/crank area.

There is also a South African version of the block with AX cast on the side. This is a thick walled heavy duty block originally intended for turbo charging and features an extra casting on the lower exhaust side of the block for an oil return. These are the ideal blocks to have for a big power build. A brand new Ford Racing production casting of the 711M block is now available, details of which can be found on page 18.

The final versions, OHV, HCS and Endura are similar but shorter versions and share very few if any inter-changeable parts and reverted back to the original pre-X/flow design of a three bearing crank.

Kents are quite easy to tune to GT spec, which usually means the biggest capacity block, slightly bigger valves (usually taken care of with a performance head), GT cam/A1, free flow exhaust and twin choke Weber – you should see around 80-90bhp. Switch to a Kent BCF2 or a 224 and you'll be approaching 110bhp. For all builds we would recommend ARP rod bolts and replacement of the front pulley for a one piece steel item. The valve train should be strengthened with steel posts, spacers and rocker shaft to cope with the additional stresses caused by high lift cams, HD valve springs and higher revs. A double timing chain kit should also be fitted for the same reasons. Performance heads are available in both iron and brand new aluminium and all can be ordered with unleaded seats.

You can use the old Cosworth A-series cam profiles too, which are long duration and lower lift. However the current Kent Cams, high lift and short duration type are friendlier on emissions with less lobe overlap resulting in reduced un-burnt fuel down the exhaust.

Add a stage 2 head and Kent 224 and you'll be pushing 115bhp although the favourite X/Flow cam is the 234 for 118-120bhp. You should get this with a re-jetted twin choke although twin 40 DCOE Webers would be better. This is an all round great cam and engine spec for the road.

A 244 cam and stage 3 head results in 135-145bhp, although, these figures are best achieved with a recommended maximum 83.5mm bore and forged Accralite pistons, giving 1700cc. There is a cheaper option in that the compression can be raised using modified 1300 pistons in the 1600 engine, giving a ratio of around 10.3:1. Capacity is easily increased with cast pistons available up to +0.090" oversize which will give 1696cc.

40 DCOEs tend to be on their maximum choke sizes at this stage so many switch to 45s. However this does result in lower gas speed and less low down torque, which is important on the road. All side draughts need a side exit distributor cap (available for Lucas and Bosch distributors) to clear the inlet manifold and for convenience it's best to fit an electronic ignition kit such as an Aldon Ignitor or Lumenition. For a complete ignition solution, our constant energy, non-vacuum modified Bosch distributor and coil kit is ideal for most modified engines. We can also supply full throttle body distributorless coil pack based systems for the ultimate power and drivability.

This is about as far as you want to go on the road since you'll be stretching the 7500-8000rpm limit of the crank. After this and you'll ideally need steel components, which we have a superb range including cranks, rods, flywheels and forged pistons. To complement these we also have full-race spec heads to take the Kent as far as possible on the race track – currently that's about 185bhp+.

SOHC Pinto



Introduced in 1970, the Pinto was one of the first production engines to carry the cam on top of the head, driven by a toothed belt. There are two main versions – Cortina/RS2000 and Sierra. The latter was mostly unleaded.

The Pinto was manufactured in Cologne and was naturally fitted to many German cars such as the Taunus, including the 1293cc version also fitted to early Sierras. The most common to us are the 1593 and 1993cc derivatives. A 1796cc version was introduced in mid-life Sierras and an E-Max 1.6, introduced in 1984, sharing the 2.0 litre rods.

You're likely to find a Pinto in Mk3-5 Cortinas, Capris, Mk1/2 Escorts, Granadas and Transits. All these applications have a rear-bowl sump with the RS2000s being alloy. However front bowl sumps were used in the North American Pinto car (from which the engine got its nickname) and a fabricated front bowl sump will be required to fit this engine into cars such as Anglias and Cortinas.

Cam geometry can be a problem so it's recommended to use a complete kit to ensure components match, such as the ones we stock by Kent. The non 2 litre engines are particularly troublesome in this area so we wouldn't recommend fitting anything more than a base, mild/fast road cam in these. A new spray bar is also valuable insurance on any engine.

As usual, the 2 litre is the tuner's favourite with the 205 'Injection' block being the most suitable base – these are better at taking the maximum re-bore of 93mm and are most suited to 2.1 litre conversions. Cortina blocks usually have the capacity in small numbers on the side – 16 and 20 respectively. Later Sierra blocks have 165, 185 and 205. The early Cosworth YB also used a 'selected' 205 block. For the ultimate build, new alloy blocks are now also available.

It is fairly common to use 2.8 V6 pistons coupled with a 93mm bore but traditionally, machining is involved – the block needs decking, whilst the rods need the small ends narrowing. We stock Accralites especially for this purpose, which removes the need for additional machining.

Skimming can raise compression to a 10.5:1 maximum and beyond this you'll need forged pistons, to a safe 12.0:1. It is best to check the size of the combustion chamber on any used head by having it cc'd first. This not only guarantees the compression but can also help with checking the valve to piston clearance too, which can be an issue with previously skimmed heads.

The Pinto's crank is able to out-rev the rods, which can be a weak link – 7500 is the absolute maximum we would recommend, although this really only applies to the later wider injection rods, which are stronger than the early type. The 2 litre heads have massive ports to start with so good gains can be had by merely fitting a Kent FR32. Even the best standard Pinto carb a 32/36 DGAV twin choke, is enough to power the engine to 135bhp. Our Stage 1 heads, suitably set up, will reach these levels and feature proper valve guides in place of the standard cast-in type and raised compression. All our heads can be ordered ready converted to run on unleaded fuel.

After this level, the next step is side draughts and it's best to go straight to 45 DCOEs since the inlet ports are huge. 44 IDF down draughts are a good alternative, but they are much more expensive. Alternately replacement injection throttle body kits have been recently updated by Jenvey and Omex for those wishing to adopt a more modern solution to the engine's fuelling requirements. Add a Kent FR33 and our stage 2 head and you should see 150-155bhp. Beyond this and you're into fast road bordering on race, which means, depending on carb size – 48s and even 50s – you should be seeing an easy 185-200bhp, plus.

At this level, we would only recommend steel components for reliability because you're on the limit of standard type components. We stock Farndon Cosworth YB cranks for this purpose, which is essentially the same except that it carries a 9 bolt flywheel fixing instead of the standard Pinto bolt pattern. We also stock special Pinto 9 bolt flywheels to match. However, on this point, if you use a Pinto crank it is advisable to have it double-dowelled for safety – it can shear! We also stock std length steel H-section conrods to match this crank. For an ultimate revving engine, we now stock short pistons and matching long rods which totally transforms the engine's response. A great engine with loads of potential.

Zetec E



The name Zetec is pretty confusing because it's now used by Ford as a badge on the back to describe a level of trim. On top of this, there's a smaller capacity Zetec – described elsewhere – plus, late Zetecs were made to look like the latest Duratecs.

Early, 'Silver Top' engines (with an aluminium cam cover) were fitted to Escorts from 1991 onwards, late Fiesta Mk3s and then the Mondeo. These early units were known as Zeta (only becoming Zetec in 1993). The unit evolved into the Black Top unit (with a plastic cam cover) with the Escort phased out and Focus introduction. These later engines have longer rods and lower piston crowns, mechanical rather than hydraulic lifters plus the distinctive black cam cover.

Initially, there were 90, 105 and 115bhp 1800cc Escort versions with 115 and 130bhp, 2 litre Mondeo units too. There were also 130bhp RS1800 Fiesta/XR3i variations with revised cams and re-mapped ECU's. The hottest n/a version was the ST170 with solid lifters, steel rods, waisted valves and variable valve timing (VVT). The motor went on to power the Focus RS but in turbocharged form. Both the ST and RS engines were confusingly re-badged as a Duratec. As far as tuning goes, it's simple to bring an 1800 up to RS1800 spec with Ford cams or Kent FZ1802 cams – you would need a 130bhp ECU though, or aftermarket re-mapping. A power boost valve will help eliminate the flat spot between 3,300-3,500rpm.

You can actually use the standard injection combined with a new Weber Alpha kit that works with the OE inlet manifold. Fitments are for the silver top 1800s, and both silver and black top 2.0 engines. Power achieved is, approx 150bhp for a 1.8 130PS and 160bhp for the 2.0. However, these are really the limit of the standard induction and further increases are not possible, unlike their other kits. It has to be said that although these kits have been developed for the kit car market, we do not see any reason why they can't be fitted to a FWD Zetec engine car. Webcon cannot confirm fitment but like us believe it should work.

If you want to go beyond the range of the standard induction though, we can supply a Weber Alpha kit, which replaces the system altogether and is incredibly comprehensive – all is there for you to bolt it straight on, including manifold, linkage, even air filters. On an 1800 130PS engine, you should see 155bhp and 165 on a 2 litre.

Either of these two systems will provide enough fuelling for plenty of future modifications. Fit one of our stage 1 heads plus a pair of Kent FZ2002 cams and you should see power around 185bhp. If you want to go beyond this 'Fast Road' stage then you'll need our Stage 2 heads which feature a larger inlet valves.

The Kent FZ2026 cams will give you between 200-240bhp depending on stage of head, coupled with 48mm throttle bodies. However, at this stage, you'll need larger followers machined and installed, otherwise the cam lobe won't be completely 'seen' by the follower. We'd also recommend a capacity increase to 2.1 litres, with an 86mm bore plus our Accralite pistons. The standard crank is very strong but around these levels we'd encourage the switch to steel along with our Farndon H-section rods.

The Zetec E is also a popular swap into a classic Ford usually requiring turning round to rear wheel drive format. We can supply all the parts you need to do this including the water rail manifold, which re-locates the thermostat housing, thus providing bulkhead clearance. In addition, we have access to engine mounts for Mk1 and 2 Escorts, correct orientation sumps, exhausts and everything you need to give your classic, modern 16 valve power.

Duratec HE I4



This is the current exciting power unit used by Ford and looks very much like the Zetec – especially when that engine's badged as such! But there are big differences – the engine has chain-driven cams as opposed to the Zetec's belt, plus the induction and exhausts are respectively on the opposite sides.

You'll find this Mazda/Ford designed unit in Mondeos from 2001, plus the current Focus and Fiesta ST150. Original capacities are 1.8, 2.0 and 2.3 litre, and more recently a 2.5 litre has been added to the range. The engine features an alloy block and head plus some clever technology straight from the race track. The crank sits up inside the block and is held in place and braced at the same time, with an aluminium girdle. Oil drain galleries run down the side of the block directing the returning oil away from the crank thus not slowing it down. The crank main cradle also acts like a crank web scraper!

The crank is strong but the rods and pistons aren't necessarily so. They owe their appearance to proper race items but in truth, the ultra-slim skirted pistons are cast rather than forged. The rods are a touch boxy although they're svelte. The combination though results in a free-revving assembly ideal for controlling emissions – it spins up quickly thus negating the need to use up fuel doing so. Unlike the Zetec, the head has big ports and very large valves again adding to its well-breathing/low emissions status.

What this means to us is it doesn't take much to tune the Duratec to around 200bhp, at which point, you need to switch the rods and pistons to more reliable components. We already stock Forged Accralite pistons and H-section Farndon steel rods for such conversions. We also keyway the crank for all our engine builds as you cannot rely on the standard friction washer setup that Fords use. When the crank pulley slips, it's valve to piston contact time causing a lot of damage.

To see increases from standard power however, it is necessary to perform an induction change, preferably to throttle bodies although a manifold is available for DCOE side-draughts. We list the Weber Alpha and Omex throttle body kits as well as Cosworth and Titan throttle body assemblies which should cover most requirements for induction.

The Duratec is currently a very popular choice in kit cars, where it completely transforms the car into a reliable road rocket with the best modern engine combination. In this format though, it needs turning round to rear-wheel drive. Like the components we offer for the Zetec, we also do a full range for this engine too, including re-directing water manifolds, sumps and bellhousings to adapt the engine to a Ford type RWD transmission – in standard form the unit doesn't comply to the classic Ford bolt pattern.

We can also supply complete Duratecs fully built in house and dyno tested. These are available in several levels of tune ranging from a 195bhp full engine to a 300bhp 2ltr unit!

In addition we can supply plenty of parts to get the best from the engine in whatever car it's fitted to – whether that's the standard front wheel drive layout, as in the Focus, Fiesta or Mondeo, where a Cosworth d-Power Inlet manifold really makes the best from the standard type induction. Or, you can replace the lot with a roller barrel assembly, suitable for both front and rear wheel drive – it really does depend how much power you want, since there's loads for the asking.

Also it is possible to turbo this unit. The blocks are safe up to 450 bhp !!!!

An enormous range is now currently available for this engine, which practically guarantees the power! This engine is a very cost effective route to big bhp.

BDA/BDG 16v



Originally conceived by Mike Hall (Cosworth Engineering) as a belt driven version of Cosworth's FVA power plant, this engine is based on the Ford 1600 X/Flow bottom end. It made its first appearance in the Mk1 Escort in 1970 and replaced the Lotus twin cam engine as the new high performance engine for the Ford Rally Sport models. During the early seventies Brian Hart (amongst many others) developed this engine further and his 87mm big bore alloy block version, giving an increased capacity to 1840cc, was eventually adopted by Ford and used to power the later RS1800 Escort.

The BDA and all its derivatives went on to dominate the motorsport scene and even today, 30 years on, it is still providing many winning cars with their power. At least 15 types have been produced ranging from the 1098cc BDJ (150bhp) through to the 2 litre BDTE turbo version (650bhp in full race trim) which was produced with a slightly longer block to improve its structural strength.

Although the 1600 BDA was adapted from the 1600 push rod bottom end (the uprated 711M version) only the block and the con rods are interchangeable. However, a full range of specialist engine parts are still available for this engine including forged pistons, steel cranks/rods, steel flywheels, race clutches, camshafts, oversize valves, special valve train components, drive pulleys, gaskets, etc.

At Burtons we have identified the need to support our customers with some of the major components which are becoming difficult to source. Such parts include cylinder blocks, cylinder heads, cam carriers, cam covers, front covers and water pump assemblies.

Our knowledgeable staff will be happy to discuss any aspect of tuning this unique engine.

Zetec SE/Sigma

The name of this engine will confuse everyone because it's an example of Ford's multi-name units. It's title is the Zetec SE but it's also been labelled as part of the growing Duratec series of late, plus it's also called the Sigma as well. Not to mention that some refer to it as the Yamaha engine. However, it has nothing in common with any other Duratec or Zetec and no parts are interchangeable – confused yet? Told you!

The engine is all aluminium and designed in partnership with Yamaha. It is 16 valve and conforms to the current trend of interference fit/no-engine keyways, just like the Duratec I4. It also features a plastic inlet manifold, variable valve timing in the 1.7, solid lifters, aluminium girdle support unit incorporating the main bearing caps, steel crank and powdered metal construction con rods. Despite that almost worrying fact, they'll rev to around 8,000rpm. For these reasons, they are being increasingly fitted in kit cars as a replacement for older engines.

Introduced in 1995, capacities available are from 1241cc Fiesta Mk4, 1388, 1596cc and 1.7 litre Puma format. This engine also features variable valve timing but comes in two main formats – regular 1700 Puma with 125bhp at 6,300rpm and Racing Puma at 155bhp at 6,000rpm. The extra power is made in the tuned exhaust, different induction, cams and timing, plus a different ECU map.

You can get reasonable gains from a standard 1.7 litre engine (125bhp), certainly you can tune it close to Racing Puma spec firstly with a better flowing exhaust, a pair of Kent cams plus chip and air filter replacement/upgrades. This should give another 25bhp but more is available with head work.

Standard valves sizes can be retained for all stages of our performance heads. A raise on the standard CR of 10:1 to 11.5:1 using forged pistons is beneficial for competition use. Add a pair of performance Kent Cams and a Jenvey throttle body system and you have a very powerful 1.6 engine. As with the Duratec, we keyway the cranks on all our engine builds to ensure that the crank pulley stays where it should.

Lotus Twin Cam 8v



The stuff legends are made of, the Lotus TC was THE engine of the Sixties, especially in cars such as the Ford Mk1 Cortina plus the Anglia, which was the first road-type car, albeit in prototype form, to carry the motor. Images of Jim Clark belting round a race track cocking a front wheel go hand in hand with this unit.

There are basically two Ford-derived Twinks, the Mk1 introduced in the Mk1 Cortina in 1963, and MkII, which was fitted in the MkII Cortina Lotus from March 1967 – this version was also fitted to the 1968 Escort Twin Cam.

This is actually the better engine since it has a purpose-cast Lotus block (identified with a large L on the side but usually under an engine mount) as opposed to a mere graded Cortina 1500 block. As such, the engine was based on a Ford Pre-Crossflow with a Harry Mundy-designed, twin cam alloy head, with chain drive and eight valves.

Blocks were bored to 82.55mm from the Pre-Crossflow's standard 80.96mm – hence the Mk2 having a thicker casting to more reliably carry the increased capacity that allowed 1558cc.

These engines also had square mains caps – the same as 711M Crossflows, proper oil seals as opposed to the Mk1's rope-type, plus, stronger 125E rods. The MkII engine also had sleeved tappet bores, better oil returns to the block, plus a 6-bolt flywheel fixing in the crank, which supersedes the earlier 4-bolt type.

In addition, you'll also find a Twink in Lotus Elans and later Europas and it was also a standard fitment in some Caterham Super 7s. Naturally, there were several versions of these too. The Special Equipment (S/E) with 115bhp was fitted to S2-S4s, whilst the Elan Sprint received bigger valves (and has Big Valve on the rocker cover), higher compression, better cams and exhaust, resulting in 126bhp.

There is also a Stromberg – carburettor engine, although most had a Weber DCOE type manifold cast into the head, which interchanges with the similar and occasionally fitted, Dellorto side draught.

Twinks do have a reputation for water pump failure but this is mostly due to the engine being left standing for long periods – the pump goes dry and rips the seal when it's turned over. We have re-designed this area to incorporate a modular type water pump so that it's easier to remove and replace. We also offer the water pump housing in two heights to suit standard or Crossflow based engines.

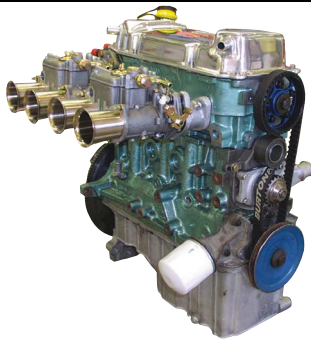
The latter is also a popular route for building a Twink since L-blocks are becoming scarce. In addition, the Crossflow block can be increased up to 1700cc obviously giving a performance increase too. We also stock the special spacing components required, for this conversion.

More power is reasonably straightforward with the engine responding well to head porting, cam change and 45 DCOEs. A usable 140+bhp can be achieved with the right cams and in full race trim this engine can produce 185bhp + but these are all steel screamers on 48 DCOE carbs.

Due to the age of most head castings, we would recommend getting the head checked over first. We can advise on how suitable it is for further improvements to be made.

We stock a whole range of replacement and performance parts for this engine including forged pistons, steel cranks/rods, steel flywheels, camshafts, large valves, steel tappets and even brand new cylinder heads!

CVH



Introduced in the front wheel drive Mk3 Escort in 1980, the CVH has been available in both normally aspirated (N/A) and turbo forms and it's been tuned to produce daft power using both methods.

Most common capacities you'll find are 1117cc, 1296 and 1597. However, the 1300 was dropped in 1986 and replaced with a 1392 (1400). This was also a significant year since the oil pump system was revised for use in the Mk4 Escort.

The only rear wheel drive version was available in the Sierra in 1800cc format. Sierra engines were based on US-spec 1905cc units and share few components with the smaller CVH engines. However, their thicker block was popular with 1900cc conversions, particularly RS Turbos.

Cars you're likely to find a CVH fitted to are, Fiestas, Escorts and the aforementioned Sierra. Early Mk5 Escorts carried the engine but it was phased out in favour of the Zetec. Ford's early range also included the very special RS1600i, which differs from regular cars since it has fuel injection, solid lifters, plenty of motorsport features and the highest N/A power, 115bhp.

CVH stands for Compound Valve-angle Hemispherical and as such featured a 'Hemi' type combustion chamber. But, there are differences because the later 'Lean-Burn' series has a heart type chamber so you need to be sure which one you've got – the only sure way is to take it off because casting numbers can be misleading. Either head type can be tuned although the 'Hemi' will generally give the most power. Your head will need inspecting since some feature oversize cam bearings and lifter bores.

The combination of a Burton Stage 1 head and a Kent CVH22, should release about 15bhp extra and you can use the best standard type carb from the XR3/early XR2 (Weber 32/34 DFT) in conjunction.

These engines are very cam-timing sensitive and really do need a vernier pulley to see the best. Stage 2 and a CVH 33 should see another 5-10bhp although you're best now switching to twin choke Webers. Most common are DCOE side draughts – either 40s or 45s for more top-end power. However, these can cause space problems so the rarer DCNF down drafts are more suitable.

The bottom end is pretty strong although there is a rev limit of 6,000rpm but this is more to do with the lifters rather than the rods – better bolts ensure they're safe anyway. We'd recommend solid lifters beyond the limit of 6,500rpm, which is when you really need to consider forged pistons too.

Standard Mahle pistons will go to 10.2:1 by skimming the head although this needs to be checked to avoid valve contact. Accralites are recommended beyond this level although these are to special order only.

At this stage we'd also recommend our Farndon H-section rods and if you're really serious a steel crank as well – however there are plenty of CVH engines racing with the standard cast crank.

Turbo engines are reasonably simple to tune to around 180bhp, which is normally achieved with a Bajjoo chip, -31 actuator, air filter and stainless exhaust. These modifications will allow around 1BAR of boost. Beyond this and you'll need a larger intercooler to drop charge temperatures plus a hybrid turbo to hit 200bhp.

You'll get a touch over this with a Kent CVH34 cam as well as reaching the limit on the standard pistons, for which we stock Accralites to better handle boost pressures. These come with finished crowns and a CR of 8.0:1 but can be machined for lower compression ratio.

We also stock all you need to perform the ZVH bottom end conversion, which will give you a 2.0 litre Zetec bottom end and the potential to go beyond for true monster power.

Cosworth YB 2.0 16v Turbo



An incredibly famous engine, the Cosworth YB Turbo actually began life in 1984 as a N/A Cosworth YAA concept. However, the turbo version was launched in the 1986, 3 door Sierra with 204bhp. The infamous RS500 version of the same car followed in 1987 with 225bhp, a bigger T4 turbo, eight injectors (only four connected) and an engine designation of YBD.

Perhaps the most plentiful Sierra, the Sapphire hit the roads between 1988-89 with a 4x4 version being produced from 1990-92. The engine was subsequently available in two versions for this latter car – The YBJ, which incorporated many of the RS500 motorsport type revisions, plus the green cam covered YBG, meant for the US emissions sensitive market. This had three cats, closed loop lambda control and ran on 95 octane unleaded.

Finally the Escort Cosworth took over from 1992 with the big turbo YBT engine, featuring a T34 and four wheel drive, whilst the series came to a halt with the introduction of the T25, small turbo Escort between 1994-96. This also featured Ford EEC IV management, with wasted spark ignition, twin coils, a different series of injectors and a unique black cam cover.

The most common engine is the original YBB (3 door and 2wd Sapphire), which can be easily tuned with chip and turbo modifications to increase the boost level. However, the 4x4 head is the ideal base since the early type has less water jackets and is susceptible to blowing head gaskets with serious hikes in boost.

To begin with, you'll need to upgrade the actuator to -31 (dash 31) type and upgrade the management chip to increase the fuel and boost level too - this will typically be to around 270/280bhp. We would recommend that you also fit a good stainless exhaust such as our Mongoo range, plus a K&N filter. After that stage, you need to swap the injectors for 803s – commonly known as Dark Greens. To this you'll need a different chip again, plus a 3-BAR MAP sensor to up the boost to 19 PSI (1.3 BAR) resulting in approximately 320-330bhp. Beyond this level, we'd recommend fitting a Group A or multi-shim head gasket and for extra security in high-boost applications, and an ARP stud and nut kit.

However, around this level, the standard Garrett T3 turbo will have reached its limit although there are now several paths to take in turbo choice. These though are always a trade off between turbo lag and driveability – hence why going straight to a T4 isn't always a good move. Popular choice is to fit an Escort T34 or a hybrid T3 along with a larger intercooler. T38s are also available although these aren't an off-the-shelf Garrett unit and are seen more as a hybrid. You should see power potential with this to around 460bhp, whilst the T34 will give you power to around 380bhp.

At this point – and especially if you want to use a T4 with power potential to the touring car levels of 540bhp - the engine needs to be purpose-built to suit. The reason is you'll need extra head work in terms of porting, different cams (although BD14s are the limit on the street), lower compression ratios and long stud conversion. The trick is making the most of the unit whilst producing power without huge amounts of lag. Once you get to this stage, we can advise you on the best way forward, depending on the type of engine you have.

A different route, and still popular way to tune the YB, is to return it to the original N/A application, which involves raising the compression. For this, we stock Accralite forged pistons to increase the ratio to as much as 12.5:1 although they can be machined to lower the CR since they have raised crowns for this purpose.

On top of this modification, the head needs the ports seriously opening out and for ultimate horsepower applications, larger valves installed. The cams too need swapping for non-turbo profiles although they aren't designed to work with the standard YB hydraulic lifters and therefore need converting to solid lifter type.

The bottom end is fine for this type of aspiration since the rods and crank are both steel. We would recommend however, that the rod bolts are upgraded for high-revving applications. For ultimate power though, we also stock steel H-section rods and we now have a long rod version of the pistons and also stock the rods to free up the revving of this unit. Lastly, you will need to swap the turbo inlet manifold for a twin DCOE type allowing either 45/48 side draughts or throttle body fuel injection. In this form, you should be able to achieve in excess of 225bhp+. We can help with specifications or building a complete unit for you if required.

Essex V4 / V6



Originally introduced in 1965 as a V4, the Essex was available as 1663cc and 1996cc. 1966 saw the introduction of the V6, resulting in 2494cc and 2994cc. It was built at the famous Ford foundry in Dagenham Essex until the early '80s and that is the reason it was named the Essex. During the original conception it was intended to be a diesel unit, hence it's very robust design.

Although rated at 138bhp and 178ft lb torque, many factory built engines produced less power. However, the high torque of the V6 would easily disguise any shortage of power.

During the '60s and '70s the Essex V6 3.0 was used in many special applications by tuners such as Jeff Uren, Mike Young, Broadspeed and Crayford who realised that when modified correctly they could sustain good power and solid reliability.

The engine most are concerned with is the Post-1970, uprated V6 unit, which is very similar to the previous units BUT, there are plenty of parts that aren't interchangeable. So, be careful and make sure you have the correct engine before you throw money at it.

Before considering any modifications you must address the weak point of the engine, the OE camshaft fibre/nylon timing gear. Although it worked well and kept the engine quiet, they proved to be the Achilles heel of this engine due to the fact that the nylon outer gear teeth would eventually break up causing massive engine failure. This problem can be easily eliminated by fitting a Burton all steel timing gear.

For advice on tuning the V6 engine, we will break it down in to stages:

Stage 1: This consists of a replacement K&N or Pipercross air filter, a fast road cam such as a VA19 or VA14 and light head porting and skimming (Stage 1). This is also an ideal time to have the heads converted to run unleaded fuel, as none of the engines were fitted with unleaded valve seats. An electronic ignition kit or complete modified distributor kit is also a good fitment since the engine will now rev more freely. These modifications should be based on a sound bottom end and will push the standard V6 to a genuine 150-155bhp.

Stage 2: Retaining the Weber 38 DGAS carb and using Stage 2 heads with larger inlet valves and wilder cam such as the VA62, we can also decide to up the displacement to 3091cc (3.1) using Accralite forged +.060" pistons which will also raise the compression ratio to a healthy 11.2:1. A high pressure oil pump is essential to lubricate and cool the engine at this point as engine temperatures will be raised due to the increase in compression. Using a good ignition set up with big bore manifolds, this should see the power up to 175bhp.

Stage 3: At this point the Weber 38 DGAS will need to be replaced. Initial choice would have been the Group 1 40DF15 (now obsolete) or a 4 barrel Holley carb (manifolds are difficult to source). The 4 barrel Holley seems to work better on engines with up to 300 degrees cam duration. For the ultimate carb setup (which is also conveniently available), we have the triple 40 DCNF set up which provides the engine with one choke per cylinder. Fuel consumption is obviously compromised using any of these options but the rewards far outweigh this. A pair of our Stage 3 unleaded heads along with roller rockers on screw in rocker posts will aid with the high lift and longer duration camshaft choices available (such as VA9, V65 or V66). Using our Accralite +.060" pistons and a high pressure oil pump as before, a full bottom end balance and competition bolts is also essential. The above stage of tune undertaken correctly will produce in excess of 200bhp whilst still retaining good torque figures and still useable.

Full Race: Modifications as per Stage 3 but using our Full Race heads with a wilder cam (such as V67 or VA10), custom steel rods and crankshaft (with altered stroke and/or rod lengths), increased compression ratio and the triple Weber set up will see around 240bhp.

Taurus / Cologne V4 / V6



Originally known as the Taurus, this engine is now more commonly known as the Cologne. There are two major forms of Cologne V6 of true concern, basically, the 2.8 and 2.9 series of engines. Both of these have their roots in Germany – hence the name! In that country, a V4 of the same format was also produced in 1183cc, 1288, 1305, 1498 and 1699ccs. Their V6 series also included 1812cc, 1998, 2293, 2551 and 2792cc.

However, the engines that are really only used for power are the UK-supplied versions, 2.3 litre and the aforementioned 2.8 and 2.9.

The 2.3 and 2.8 are significantly different since they feature Siamese ported heads, fibre-teeth cam gear and shorter stroke. In contrast, the 2.9s cam is chain driven in the opposite direction and features 3 port heads.

In practical terms, you either tune one engine or the other – you can't fit 2.9 heads on a 2.8 because the cam phasing is different amongst many other parts – conversion is therefore very difficult.

However, you can fit the 2.9 crank in a 2.8 block although the nose at the front will need machining to accept the cam drive. Neither engine has anything in common with the Essex type V6, which this engine replaced for emissions reasons.

You are likely to find a 2.8 in MkII Granadas, Capri 2.8 Injections and Sierra XR4i, whilst the 2.3 was fitted again to MkII Granadas, plus MkIV/V Cortinas. 1989 saw the switch to 2.9 for the new Mk3 Granadas, whilst the 2.3 became the 2.4.

These engines were controlled by twin plenum EFi with Ford EEC IV management. The previous engines had Bosch K-Jet injection/carburettor. However, early Mk3s were fitted with 2.8s along with EFi. The 2.9 also formed the base for the 24 valve Cosworth 4 cam version fitted to the Scorpio.

These engines are very smooth and do rev well although it's easy to over-rev them too. For this reason most engines feature rev limiters although the Capri's is safe to 6,000rpm. Since the con rods are the weak link, HD ARP con rod bolts are essential for over 6000 rpm. A con rod that has been stress relieved and shot peened can rev safely to 6500 rpm.

An electronic rev limiter is a must have for any engine not fitted with one to prevent the consequences of over-revving. 2.8s are better catered for in terms of cams and heads. Our Stage 1 heads with a Kent V6T1 cam will give power to around 165bhp, whilst Stage 2 or better still Stage 3 with bigger valves, plus a V6T3 cam should see close on 200bhp.

We can do 2.9 litre heads to order and, coupled with the relevant Kent cams, you should see at least 10 BHP up on the 2.8, all round. The most significant improvement you'll see in this engine though is torque – 2.9s behave much more like the old Essex.

Capacity can be increased with a 1mm overbore, which is safe – you can go higher, but overheating is risked beyond this. Use of our Accralite 94mm Pinto pistons are popular in this application although they do need machining to fit. We can supply Farndon H-section steel rods to special order only.

As far as induction goes, the injection can be tuned on the rolling road to cope, although plenty switch to carbs, using the 2.3/2.8 carb inlet manifold.

Valencia HCS Endura

Although separate engines, these are all later versions of the Kent and saw service mostly in Fiestas and the later Ka.

The Valencia was a revised unit basically for use in the Fiesta, used from 1976 to 1988 and available in 0.95, 1.1, 1.3 formats. It was also fitted to Mk3 Escorts and to 1.3 Orions from 1986 onwards.

All engines are basically the same as Kent with the fundamental difference of being shorter so most of the components are not interchangeable. The engines conform to the usual chain driven cam with pushrod operation of the valve train.

All cranks runs in 3 bearings with the normal Kent type split bearings, plus interference fit gudgeon pins on the small ends. Most use either a Weber twin choke TLDM carburettor or, single-point fuel injection.

A really useful component you can rob from the Valencia engine is the electronic distributor, which will fit a normal Crossflow with a touch of re-wiring. This will suit a mild engine – anything else needs one of our performance distributor or Ignitor kits.

The HCS – High Compression Swirl – version came after the Valencia and was used from 1988-1995 in 1.0, 1.1 and 1.3 sizes, chiefly in the Fiesta Mk3, Orion Mk2 and Escorts from Mk3 to Mk5, all in front wheel drive format. The Endura-E is virtually identical to the HCS and was used from 1995-2002 in the Fiesta Mk4 plus the Ka. The only main differences are an alloy sump and variations in the inlet and manifold system. Both are distributorless, using a crank trigger and coil pack for ignition. Apart from the mentioned distributor use, nothing is used from these engines when tuning a traditional Kent engine. However, with a touch of careful examination of parts, components such as the alternator brackets can be of some use.

Sierra DOHC I4

It's commonly believed that this engine is merely a Pinto with a twin cam alloy head bolted on, much like the Cosworth YB.

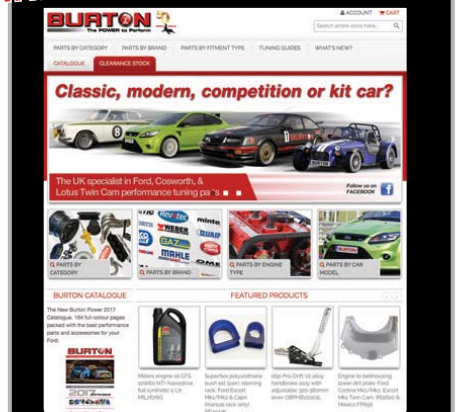
Well, it isn't, the only thing this engine has in common with the Pinto is that it replaced it in the Sierra in August 1989. Rather confusingly, it's called an I4, which is also the code name of the current Duratec HE although again, it has nothing to do with that engine either.

Available in two basic versions – 8-valve Sierra/Scorpio and 16-valve Escort RS2000 Mk5/Scorpio, the I4 has chain driven cams, a cast iron block and an alloy head with hydraulic tappets.

It's a pretty robust unit where every component is built nice and chunky – the cams look like they're on steroids, whilst the flywheel is a whopping, heavy component. Basically the engine is meant as a cruiser, especially in 8-valve format although it can be tuned to give reasonable power. The RS2000 engine came with 150bhp and it has seen as much as 230bhp wrung from its bores.

Not a particularly popular choice then, there is little available in the way of performance parts apart from complete induction swaps on RS2000 engines to the likes of throttle bodies and twin DCOEs. Good gains can be made but the engine is harder to tune especially when more straightforward engines are available.

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Engine Capacity / Displacement**Information required:**

1) Cylinder bore, 2) Crankshaft stroke, 3) No. of cylinders

Calculation:

$0.7854 \times \text{bore} \times \text{bore} \times \text{stroke} \times \text{number of cylinders}$.

Example:

Bore = 81mm (8.1cm)
Stroke = 77.6mm (7.76cm)
Cylinders = 4

Solution:

$0.7854 \times 8.1 \times 8.1 \times 7.76 \times 4 = 1599.5\text{cc}$

In the above example we have used centimetres to calculate capacity in cubic centimetres. To find the displacement in cubic inches simply substitute measurements in inches:

$8.1\text{cm} = 3.189"$ & $7.76\text{cm} = 3.055"$

giving $0.7854 \times 3.189" \times 3.189" \times 3.055" \times 4 = 97.6 \text{ cu.in.}$

To quickly convert from ccs to cu.ins. divide by 16.387 and from cu.in. to cc. multiply by 16.387.

Crankshaft Stroke**Information required:**

1) Bore size, 2) Engine capacity, 3) No. of cylinders

Calculation:

Divide engine capacity by:
 $(0.7854 \times \text{bore} \times \text{bore} \times \text{no. of cylinders})$

Example:

1600cc 4 cylinder engine with an 81mm bore size

Solution:

$1600 \div (0.7854 \times 8.1 \times 8.1 \times 4) = 1600 \div 206.12 = 7.76\text{cm (77.6mm)}$

Compression Ratio**Information required:**

1) Capacity of ONE cylinder.
2) Compressed volume.

Cylinder capacity

is the total engine displacement divided by the number of cylinders.
e.g. 4 cylinder 1600cc engine = 400cc per cylinder.

Compressed volume

is the area above the piston crown when the piston is at its highest point or top dead centre (TDC). This area comprises:

- 1) The combustion chamber (usually in the cylinder head as shown, but can also be in the piston crown),
- 2) The head gasket thickness,
- 3) The area between the cylinder block face and the piston crown, commonly referred to as the 'deck height'.

Procedure:

Measure the volume of the cylinder and/or piston chambers using a suitable burette filled with paraffin. Calculate the volume of the gasket and deck height areas and add these to the chamber volume to arrive at the total compressed volume. Some engines with irregular piston crown shapes, especially raised areas, may be difficult to quantify with any degree of accuracy. In such cases it is best to measure the compressed area with the cylinder head fitted. Make sure the piston is at TDC and seal the gap between the cylinder wall and the piston with grease (this will prevent seepage past the rings giving a false reading). Refit gasket and cylinder head and measure the volume through the spark plug hole.

NOTE: The spark plug hole must be at the highest point when carrying out this procedure.

Calculation:

$(\text{Cylinder volume} + \text{compressed volume}) \div \text{compressed volume}$.

Example:

2000cc 4 cylinder engine with a compressed volume of 54ccs

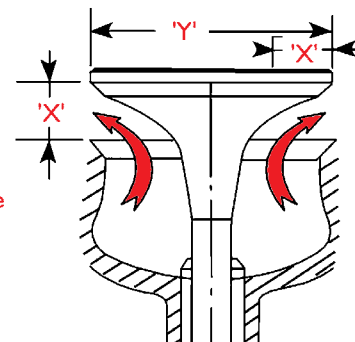
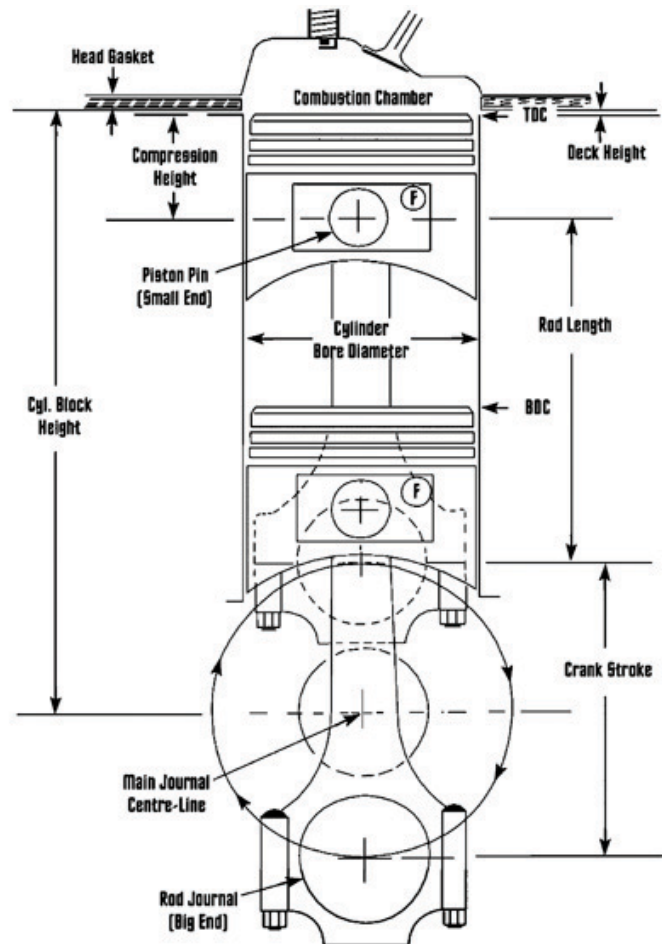
Solution:

One cylinder = $2000\text{cc} \div 4 = 500\text{cc}$
 $(500\text{cc} + 54\text{cc}) \div 54\text{cc} = 554\text{cc} \div 54 = 10.26$ or 10.26:1 compression ratio

Valve Size

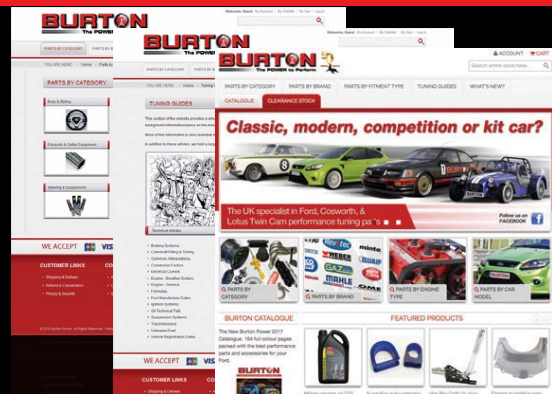
The most efficient airflow through any valve occurs when it has been lifted 25% of its diameter. For example, a 38mm (1.5") valve will require a lift of no more than 9.5mm (.375") and a 45mm (1.770") valve a lift of 11.25mm (.443") to reach their optimum flow capabilities.

Further opening of the valve will result in minimal increase in flow.



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CONVERSION FACTORS

FORCE

1 lbf/ft	= 1.356 Nm	= 12 lbf/in	= 0.138 kgf/m
1 Nm	= 0.738 lbf/ft	= 8.85 lbf/in	= 0.102 kgf/m
1 kgf/m	= 7.233 lbf/ft	= 86.8 lbf/in	= 86.8 lbf/in
1 lbf/in	= 0.113 Nm	= 0.0115 kgf/m	= 0.083 lbf/ft

LIQUIDS

1 US gallon (capacity)	= 3.785 litres	= 0.833 Imp. gallons	= 128 fl. ozs
1 Imp. gallon (volume)	= 277.4 cu.in	= 0.16 cu.ft	= 4546 cc
1 Imp. gallon (weight)	Petrol = 6 lbs	Refined oil = 6.6 lbs	Fresh water = 8.354 lbs

WEIGHTS

1 ounce	= 28.35 grms	= 0.278 newtons	
1 lb	= 16 ozs.	= 0.4536 kg.	= 4.448 newtons
1 gram	= 0.0353 ozs.	= 0.0098 newtons	
1 ton	= 1.016 tonnes	= 1016 kg	= 2240 lbs
1 tonne	= 0.984 ton	= 1000 kg	= 2204.6 lbs

PRESSURES

1 bar	= 14.504 lbf/sq.in	= 100,000 pascals	= 29.53 in. of mercury
1 lb/sq.in.	= 0.0689 bar	= 6.895 kilopascals	= 2.036 in. of mercury
1 kg/sq.cm	= 14.223 lbf/sq.in.	= 0.981 bar	= 98.066 kilopascals
Power/Energy			
1 BHP (SAE)	= *1.01387 BHP (PS)	= 0.7457 KW	= 33,000 lbs/ft.min.
1 KW/Hour	= 3412 Btu/hrs.	= 1.341 BHP/hrs.	= 3600 Kilojoules

* For all practical purposes SAE and PS (Metric) horse power are the same

ACCELERATION/VELOCITY

1 mph	= 1.6093 kph	= 44.7 cm/sec.	= 88 ft./min. = 1.4667 ft./sec.
1 kph	= 0.6214 mph	= 27.778 cm/sec.	= 54.68 ft./min. = 0.9113 ft./sec.

DISTANCE

1 inch	= 25.4 mm	= 2.54 cm	= 25400 microns
1 foot	= 304.8 mm	= 30.48 cm	= 12 in
1 mile	= 1.609 km	= 1760 yds	= 5280 ft.
1 mm	= 0.03937 in.	= 1000 microns	
1 cm	= 0.0328 ft	= 10,000 microns	
1 metre	= 3.2808 ft	= 39.37 in.	= 1.0936 yds.
1 km	= 0.6214 miles	= 1,093.61 yds	= 3,280.84 ft.

COMMON ABBREVIATIONS

ABS	Anti-lock Braking System.
AFR	Air Fuel Ratio.
AIR	Air Injection Reactor.
APH	Air Pre-Heat.
ATS	Air Temperature Sensor.
BDC	Bottom Dead Centre.
CAS	Crank Angle Sensor (also CPS).
CO	Carbon Monoxide.
CO2	Carbon Dioxide.
CSV	Cold Start Valve.
CTS	Coolant Temperature Sensor.
CVT	Constantly Variable Transmission.
EEC	Electronic Engine Control.
EFE	Early Fuel Evaporation.
EFI	Electronic Fuel Injection.
EGR	Exhaust Gas Recirculation.
EMS	Engine Management System.
HC	Hydrocarbons.
IRV	Idle Regulating Valve.
ISCV	Idle Speed Control Valve.
LAMBDA	Exhaust Oxygen Sensor.
LED	Light Emitting Diode.
MAP	Manifold Absolute Pressure.
MAS	Mass Air Sensor.
NO2	Nitrogen Dioxide.
NOX	Nitrogen Oxides.
OS	Oxygen Sensor (also LAMBDA).
PAS	Power Assisted Steering.
PCV	Positive Crankcase Ventilation.
PON	Pump Octane Number.
RON	Research Octane Number.
SO2	Sulphur Dioxide.
TBV	Turbo Boost Valve.
TCS	Transmission Controlled Spark.
TDC	Top Dead Centre.
TPS	Throttle Potentiometer Sensor.
VIN	Vehicle Identification Number.
WOT	Wide Open Throttle.

FORD MANUFACTURE DATE CHART

The chart below allows you to ascertain the manufacture date of your Ford car and engine using the VIN number and engine number. Although an original engine will have the same manufacture date as the car, many cars have had engine swaps, so it is worth checking both.

The manufacture date of the car is defined by the last two characters in the VIN number before the 5 digit serial number e.g. An early chassis number such as BBATRD13749 will have a manufacture code of RD which translates to March 1975 using the table below.

The original engine number for this car would be RD13749 (the last part of the chassis number is always the original engine number), so the first two characters of the engine number defines the engine's manufacture date.

A later chassis number would have a format such as WFOAXXGABAFM12345 (with original engine number of FM12345).

The manufacture code is FM which translates to March 1985 or November 2015.

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Jan	EJ	FL	GC	HB	JJ	KL	LC	MB	NJ	PL	RC	SB	TJ	UL	WC	AB	BJ	CL	DC	EB	FJ	GL	HC	JB	KJ	LL
Feb	EU	FY	GK	HR	JU	KY	LK	MR	NU	PY	RK	SR	TU	UY	WK	AR	BU	CY	DK	ER	FU	GY	HK	JR	KU	LY
Mar	EM	FS	GD	HA	JM	KS	LD	MA	NM	PS	RD	SA	TM	US	WD	AA	BM	CS	DD	EA	FM	GS	HD	JA	KM	LS
Apr	EP	FT	GE	HG	JP	KT	LE	MG	NP	PT	RE	SG	TP	UT	VE	AG	BP	CT	DE	EG	FP	GT	HE	JG	KP	LT
May	EB	FJ	GL	HC	JB	KJ	LL	MC	NB	PJ	RL	SC	TB	UJ	WL	AC	BB	CJ	DL	EC	FB	GJ	HL	JC	KB	LJ
Jun	ER	FU	GY	HK	JR	KU	LY	MK	NR	PY	RY	SK	TR	UU	WY	AK	BR	CU	DY	EK	FR	GU	HY	JK	KR	LU
Jul	EA	FM	GS	HD	JA	KM	LS	MD	NA	PM	RS	SD	TA	UM	VS	AD	BA	CM	DS	ED	FA	GM	HS	JD	KA	LM
Aug	EG	FP	GT	HE	JG	KP	LT	ME	NG	PP	RT	SE	TC	UP	VT	AE	BG	CP	DT	EE	FG	GP	HT	JE	KG	LP
Sep	EC	FB	GJ	HL	JC	KB	LJ	ML	NC	PB	RJ	SL	TC	UB	VJ	AL	BC	CB	DJ	EL	FC	GB	HJ	JL	KC	LB
Oct	EK	FR	GU	HY	JK	KR	LU	MY	NK	PR	RU	SY	TK	UR	WU	AY	BK	CR	DU	EY	FK	GR	HU	JY	KK	LR
Nov	ED	FA	GM	HS	JD	KA	LM	MS	ND	PA	RM	SS	TD	UA	WM	AS	BD	CA	DM	ES	FD	GA	HM	JS	KD	LA
Dec	EE	FG	GP	HT	JE	KG	LP	MT	NE	PG	RP	ST	TE	UG	WP	AT	BE	CG	DP	ET	FE	GG	HP	JT	KE	LG
	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Jan	MC	NB	PJ	RL	SC	TB	VJ	WL	XC	YB	1J	2L	3C	4B	5J	6L	7C	8B	9J	AL	BC	CB	DJ	EL	FC	GB
Feb	MK	NR	PY	RY	SK	TR	VU	WY	XK	YR	1U	2Y	3K	4R	5U	6Y	7K	8R	9U	AY	BK	CR	DU	EY	FK	GR
Mar	MD	NA	PM	RS	SD	TA	VM	WS	XD	YA	1M	2S	3D	4A	5M	6S	7D	8A	9M	AS	BD	CA	DM	ES	FD	GA
Apr	ME	NG	PP	RT	SE	TG	VP	WT	XE	YF	1P	2T	3E	4G	5P	6T	7E	8G	9P	AT	BE	CG	DP	ET	FE	GG
May	ML	NC	PB	RJ	SL	TC	VB	WJ	XL	YK	1B	2J	3L	4C	5B	6J	7L	8C	9B	AJ	BL	CK	DB	EJ	FL	GC
Jun	MY	NK	PR	RU	SY	TK	VR	UU	XY	YK	1R	2U	3Y	4K	5R	6U	7Y	8K	9R	AU	BY	CC	DR	EU	FY	GK
Jul	MS	ND	PA	RM	SS	TD	VA	WM	XS	YD	1A	2M	3S	4D	5A	6M	7S	8D	9A	AM	BS	CD	DA	EM	FS	GD
Aug	MT	NE	PG	RP	ST	TE	VG	WP	XT	YE	1G	2P	3T	4E	5G	6P	7T	8E	9G	AP	BT	CE	DG	EP	FT	GT
Sep	MJ	NL	PC	RB	SJ	TL	VK	WB	XJ	YL	1C	2B	3J	4L	5C	6B	7J	8L	9C	AB	BJ	CL	DC	EB	FJ	GL
Oct	MU	NY	PK	RR	SU	TY	VK	WR	XU	YY	1K	2R	3U	4Y	5K	6R	7U	8Y	9K	AR	BU	CY	DK	ER	FU	GY
Nov	MM	NS	PD	RA	SM	TS	VD	WA	XM	YS	1D	2A	3M	4S	5D	6A	7M	8S	9D	AA	BM	CS	DD	EA	FM	GS
Dec	MP	NT	PE	RG	SP	TT	VE	WG	XP	YT	1E	2G	3P	4T	5E	6G	7P	8T	9E	AG	BP	CT	DE	EG	FP	GT

REGISTRATION DATES

Suffix Types e.g. ABC 123A

A Feb 63 - Dec 63	H Aug 69 - Jul 70	R Aug 76 - Jul 77
B Jan 64 - Dec 64	J Aug 70 - Jul 71	S Aug 77 - Jul 78
C Jan 65 - Dec 65	K Aug 71 - Jul 72	T Aug 78 - Jul 79
D Jan 66 - Dec 66	L Aug 72 - Jul 73	V Aug 79 - Jul 80
E Jan 67 - Jul 67	M Aug 73 - Jul 74	W Aug 80 - Jul 81
F Aug 67 - Jul 68	N Aug 74 - Jul 75	X Aug 81 - Jul 82
G Aug 68 - Jul 69	P Aug 75 - Jul 76	Y Aug 82 - Jul 83

Prefix Types e.g. A123 XYZ

A Aug 83 - Jul 84	H Aug 90 - Jul 91	R Aug 97 - Jul 98
B Aug 84 - Jul 85	J Aug 91 - Jul 92	S Aug 98 - Feb 99
C Aug 85 - Jul 86	K Aug 92 - Jul 93	T Mar 99 - Aug 99
D Aug 86 - Jul 87	L Aug 93 - Jul 94	V Sep 99 - Feb 00
E Aug 87 - Jul 88	M Aug 94 - Jul 95	W Mar 00 - Aug 00
F Aug 88 - Jul 89	N Aug 95 - Jul 96	X Sep 00 - Feb 01
G Aug 89 - Jul 90	P Aug 96 - Jul 97	Y Mar 01 - Aug 01

New System (from Sept'01) e.g. AB51 XYZ (3rd & 4th digit)

51 Sep 01 - Feb 02	07 Mar 07 - Aug 07	62 Sept12 - Feb 13
02 Mar 02 - Aug 02	57 Sep 07 - Feb 08	13 Mar 13 - Aug 13
52 Sep 02 - Feb 03	08 Mar 08 - Aug 08	63 Sept13 - Feb 14
03 Mar 03 - Aug 03	58 Sep 08 - Feb 09	14 Mar 14 - Aug 14
53 Sep 03 - Feb 04	09 Mar 09 - Aug 09	64 Sept14 - Feb 15
04 Mar 04 - Aug 04	59 Sep 09 - Feb 10	15 Mar 15 - Aug 15
54 Sep 04 - Feb 05	10 Mar 10 - Aug 10	65 Sept15 - Feb 16
05 Mar 05 - Aug 05	60 Sep 10 - Feb 11	16 Mar 16 - Aug 16
55 Sep 05 - Feb 06	11 Mar 11 - Aug 11	66 Sept16 - Feb 17
06 Mar 06 - Aug 06	61 Sep 11 - Feb 12	17 Mar 17 - Aug 17
56 Sep 06 - Feb 07	12 Mar 12 - Aug 12	67 Sept17 - Feb 18

ELECTRICAL CURRENT

The three main terms used in electricity are:

- (1) Ampere or Amp, which denotes the measure of current flow;
- (2) Volt, denoting the measure of electrical force or pressure;
- (3) Ohm, a measure of electrical resistance. The relationship of these is expressed in Ohms Law which states that Volts = Amps x Ohms. By knowing any two of these parameters, the third can also be calculated thus:-

VOLTS	=	AMPS x OHMS
OHMS	=	VOLTS ÷ AMPS
AMPS	=	VOLTS ÷ OHMS
ALSO:		
WATTS (POWER)	=	VOLTS x AMPS

A range of very high quality, fully tested Ford Duratec engine packages with varying power outputs to suit your requirements. Starting with a brand new engine, the engines are all hand built at Omex, mounted on a special jig and hot run. This means that the cams are run in, the throttle bodies are balanced, the idle speed is set and where applicable the emissions are checked for IVA and MOT compliance. The engines are supplied with the multi championship winning Omex 600 Series ECU and a fully assembled road spec wiring loom. As the ECU is pre-calibrated there is no need to run your OmexPower engine on a rolling road or dyno. Simply fit to your car, connect 5 wires and start the engine!

A range of add-on parts such as alternator kits, and upgrades such as ARP bolts are shown below. Further parts such as starter motors, bellhousings, flywheels etc can be found elsewhere in the catalogue.

Engine Specifications

- | | |
|---|---|
| <ul style="list-style-type: none"> • New Duratec 2.0L Engine • Ready Mapped 600 Series ECU • Road Spec Ready Built Wiring Harness • Sump • Throttle bodies • Throttle linkage - single cabled • Fuel rail - 8mm push-on fittings • Fuel pressure regulator • Throttle position sensor • Air temperature sensor • Coolant temperature sensor • Crank position sensor • Injectors • Ignition coil pack and leads • Oil filter • Gaskets | <p>200bhp version adds:</p> <ul style="list-style-type: none"> • Omex spec inlet and exhaust camshafts • Uprated valve springs and retainers <p>260+bhp version adds:</p> <ul style="list-style-type: none"> • Omex race spec inlet and exhaust camshafts • Uprated valve springs and retainers • Forged high compression pistons • Steel connecting rods • CNC ported cylinder head • Inlet manifold CNC matched to cylinder head • ARP big end bolts • Competition big end bearings |
|---|---|



Engine shown is D20NA021A with alternator kit OMEP2114A



Engine

Application	Part No	Price
180 bhp engine - inline - aluminium Raceline sump	D20NA021A	£7,194.00
180 bhp engine - inline cross member - steel Retroford sump	D20NA021B	£7,194.00
180 bhp engine - transverse - standard Duratec sump	D20NA021C	£6,474.00
180 bhp engine - inline - dry sump	D20NA021D	£8,274.00
200 bhp engine - inline - aluminium Raceline sump	D20NA031A	£8,274.00
200 bhp engine - inline cross member - steel Retroford sump	D20NA031B	£8,274.00
200 bhp engine - transverse - standard Duratec sump	D20NA031C	£7,554.00
200 bhp engine - inline - dry sump	D20NA031D	£9,354.00
260 bhp engine - inline - aluminium Raceline sump	D20NA051A	£13,914.00
260 bhp engine - inline - dry sump	D20NA051D	£14,994.00

Options and Upgrades

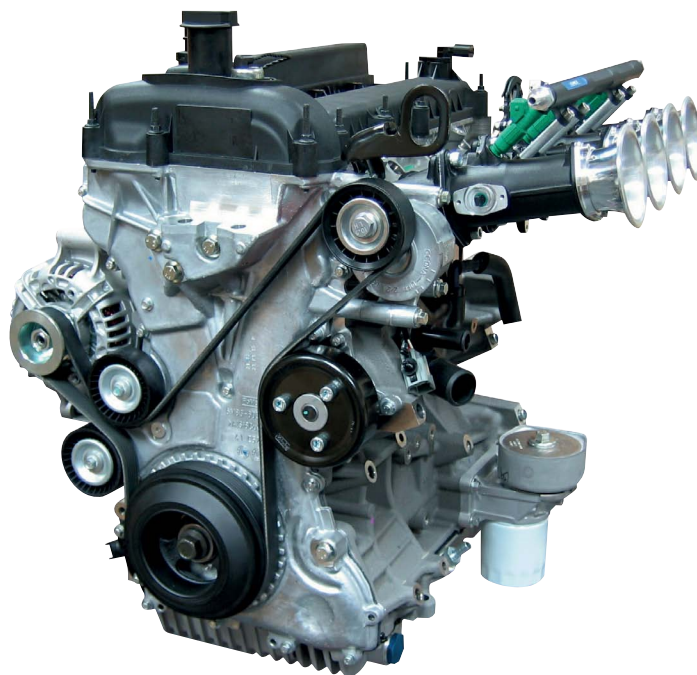
Application	Part No	Price
Alternator - 130A inlet side	OMEP2110A(F)	£432.00
Alternator - 50A inlet side	OMEP2114A(F)	£570.00
Alternator - 130A exhaust side	OMEP2112A(F)	£456.00
Alternator - 50A exhaust side	OMEP2116A(F)	£648.00
'Race' (heat shrink) specification wiring harness upgrade	OMEM1519(U)	£120.00
Bespoke 'Race' (heat shrink) specification wiring harness upgrade	OMEM1539(U)	£276.00
Twin cabled throttle linkage upgrade	CL1-Twin(U)(F)	£60.00
Air filter and machined back plate	AFFB+AFBA90/93.6/90	£120.00
Push-on to screw-on fuel rail and pressure regulator upgrade	FPR535-6(U) + FRAdash6(U)	£10.80
Brake servo adaptors	OMEM9100(F)	£36.00
Side water rail	OMEP3010(U)(F)	£360.00
Uprated ARP big-end bolts - inline - fitted to 180/220bhp	OMEP4120(U)(F)	£180.00
Uprated ARP big-end bolts - transverse - fitted to 180/220bhp	OMEP4122(U)(F)	£216.00
Radiator fan control relay and base	OMEM5011(F)	£30.00
Barometric pressure sensor upgrade, including harness modification	OMEM2100(U) +	£108.00
Lambda (oxygen) sensor	OMEM2301	£66.00

Optional parts are standalone extra parts and can be added to your kit at any time. Upgrade parts, designated by a '(U)' in the part number, are upgrading parts in the kit and so are only available at the above prices when included in an engine package. (F) denotes part includes fitting.



A range of very high quality, fully tested Ford Duratec engine packages with varying power outputs to suit your requirements. Starting with a brand new engine, the engines are all hand built at Omex, mounted on a special jig and hot run. This means that the cams are run in, the throttle bodies are balanced, the idle speed is set and where applicable the emissions are checked for IVA and MOT compliance. The engines are supplied with the multi championship winning Omex 710 Series ECU and a fully assembled road spec wiring loom. As the ECU is pre-calibrated there is no need to run your OmexPower engine on a rolling road or dyno. Simply fit to your car, connect 5 wires and start the engine!

A range of add-on parts such as alternator kits, and upgrades such ARP bolts are shown below. Further parts such as starter motors, bellhousings, flywheels etc can be found elsewhere in the catalogue.



Engine shown is D25VVC021A with alternator kit OMEP2112A

Engine Specifications

- New Duratec 2.5L VVC Engine
- Ready mapped 710 Series ECU
- Ready built wiring harness
- Lowline baffled sump
- Throttle bodies
- Throttle linkage - single cabled
- Fuel rail - 8mm push-on fittings
- Fuel pressure regulator
- Throttle position sensor
- Air temperature sensor
- Coolant temperature sensor
- Crank position sensor
- Injectors
- Ignition coil pack and leads
- Oil filter
- Gaskets

210bhp version adds:

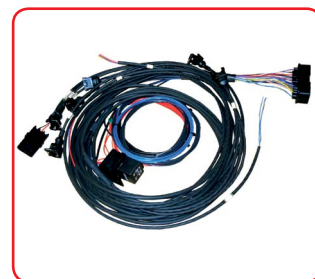
- Omex specification inlet and exhaust camshafts

270 bhp version adds:

- As 210bhp specification plus:
- Full race spec valve springs and retainers
- Forged high compression pistons
- Steel connecting rods
- CNC ported cylinder head
- Inlet manifold CNC matched to cylinder head
- ARP big end bolts
- Competition big end bearings

295/320bhp versions add:

- As 270bhp specification plus:
- Over sized inlet and exhaust valves



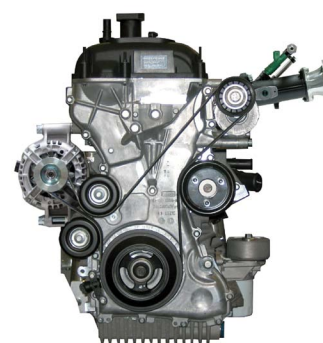
Engine

Application	Part No	Price
175 bhp engine - inline - aluminium Raceline sump	D25VVC021A	£8,154.00
175 bhp engine - inline - dry sump	D25VVC021D	£9,234.00
210 bhp engine - inline - aluminium Raceline sump	D25VVC031A	£9,234.00
210 bhp engine - inline - dry sump	D25VVC031D	£10,314.00
270 bhp engine - inline - aluminium Raceline sump	D25VVC051A	£15,594.00
270 bhp engine - inline - dry sump	D25VVC051D	£16,674.00
295 bhp engine - inline - aluminium Raceline sump	D25VVC061A	£17,394.00
295 bhp engine - inline - dry sump	D25VVC061D	£18,474.00
320 bhp engine - inline - aluminium Raceline sump	D25VVC071A	£19,194.00
320 bhp engine - inline - dry sump	D25VVC071D	£20,274.00

Options and Upgrades

Application	Part No	Price
Alternator - 130A inlet side	OMEP2110A(F)	£432.00
Alternator - 50A inlet side	OMEP2114A(F)	£570.00
Alternator - 130A exhaust side	OMEP2112A(F)	£456.00
Alternator - 50A exhaust side	OMEP2116A(F)	£648.00
'Race' (heat shrink) specification wiring harness upgrade	OMEM1519(U)	£120.00
Bespoke 'Race' (heat shrink) specification wiring harness upgrade	OMEM1539(U)	£276.00
Twin cabled throttle linkage upgrade	CL1-Twin(U)(F)	£60.00
Air filter and machined back plate	AFFB+AFBA90/93.6/90	£120.00
Push-on to screw-on fuel rail and pressure regulator upgrade	FPR535-6(U) + FRAdash6(U)	£10.80
Brake servo adaptors	OMEM9100(F)	£36.00
Side water rail	OMEP3010(U)(F)	£360.00
Upgraded ARP big-end bolts - 175/210bhp engines only	OMEP4120(U)(F)	£180.00
Radiator fan control relay and base	OMEM5011(F)	£30.00
Barometric pressure sensor upgrade, including harness modification	OMEM2100(U) +	£108.00
Lambda (oxygen) sensor	OMEM2301	£66.00

Optional parts are standalone extra parts and can be added to your kit at any time. Upgrade parts, designated by a '(U)' in the part number, are upgrading parts in the kit and so are only available at the above prices when included in an engine package. (F) denotes part includes fitting.



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Visit www.burtonpower.com for all your engine parts and much more!

A range of very high quality, fully tested Ford Zetec engine packages with varying power outputs to suit your requirements. Starting with a brand new engine, the engines are all hand built at Omex, mounted on a special jig and hot run. This means that the cams are run in, the throttle bodies are balanced, the idle speed is set and the emissions are checked for IVA and MOT compliance. The engines are supplied with the multi championship winning Omex 600 Series ECU and a fully assembled road spec wiring loom. As the ECU is pre-calibrated there is no need to run your OmexPower engine on a rolling road or dyno. Simply fit to your car, connect 5 wires and start the engine!

A range of add-on parts such as alternator kits, and upgrades such as ARP bolts are shown below. Further parts such as starter motors, bellhousings, upgraded flywheels etc can be found elsewhere in the catalogue.

Engine Specifications

<ul style="list-style-type: none"> • New Focus Zetec 2.0L Blacktop Engine • Ready Mapped 600 Series ECU • Road Spec Ready Built Wiring Harness • Sump • Flywheel and Clutch (Standard Focus) • Throttle Bodies • Inlet Manifold • Fuel Rail - 8mm push-on fittings • Air Horns • Throttle linkage - Single cabled 	<ul style="list-style-type: none"> • Fuel Pressure Regulator • Throttle Position Sensor • Air Temperature Sensor • Coolant Temperature Sensor • Crank Position Sensor • Injectors • Ignition Coil Pack and Leads • Oil Filter • Gaskets
185bhp version adds: <ul style="list-style-type: none"> • Upgraded Camshafts 	200 bhp version adds: <ul style="list-style-type: none"> • Gas Flowed Head & Inlet Manifold • Upgraded Camshafts



Engine shown is ZE20F021B with alternator kit OMEP2100



Engine

Application	Part No	Price
170 bhp engine - inline - aluminium Raceline sump	ZE20F021A	£4,674.00
170 bhp engine - inline cross member - aluminium Retroford sump	ZE20F021B	£4,674.00
170 bhp engine - transverse - standard Focus sump	ZE20F021C	£3,954.00
170 bhp engine - inline - dry sump	ZE20F021D	POA
185 bhp engine - inline - aluminium Raceline sump	ZE20F031A	£5,574.00
185 bhp engine - inline cross member - aluminium Retroford sump	ZE20F031B	£5,574.00
185 bhp engine - transverse - standard Focus sump	ZE20F031C	£4,854.00
185 bhp engine - inline - dry sump	ZE20F031D	POA
200 bhp engine - inline - aluminium Raceline sump	ZE20F041A	£7,074.00
200 bhp engine - inline cross member - aluminium Retroford sump	ZE20F041B	£7,074.00
200 bhp engine - transverse - standard Focus sump	ZE20F041C	£6,354.00
200 bhp engine - inline - dry sump	ZE20F041D	POA

Options and Upgrades

Application	Part No	Price
Alternator - Inline application	OMEP2100(F)	£456.00
Alternator - Transverse application	OMEP2102(F)	£492.00
'Race' (heat shrink) specification wiring harness upgrade	OMEM1519(U)	£120.00
Bespoke 'Race' (heat shrink) specification wiring harness upgrade	OMEM1539(U)	£276.00
Twin cabled throttle linkage upgrade	CL1-Twin(U)(F)	£60.00
Air filter and machined back plate	AFFB+AFBA90/93.6/90	£120.00
Push-on to screw-on fuel rail and pressure regulator upgrade	FPR535-6(U) + FRAdash6(U)	£10.80
Brake servo adaptors	OMEM9100(F)	£36.00
Side water rail	OMEP3000(U)(F)	£318.00
Upgraded ARP big-end bolts - fitted to inline engine	OMEP4100(U)(F)	£180.00
Upgraded ARP big-end bolts - fitted to transverse engine	OMEP4110(U)(F)	£240.00
Upgraded valve springs - fitted to 170 bhp engine	OMEP4000(U)(F)	£366.00
Upgraded valve springs - fitted to 200 bhp engine	OMEP4010(U)(F)	£276.00
Radiator fan control relay and base	OMEM5011(F)	£30.00
Barometric pressure sensor upgrade, including harness modification	OMEM2100(U) +	£108.00
Lambda (oxygen) sensor	OMEM2301	£66.00

Optional parts are standalone extra parts and can be added to your kit at any time. Upgrade parts, designated by a '(U)' in the part number, are upgrading parts in the kit and so are only available at the above prices when included in an engine package. (F) denotes part includes fitting.



2018 Dates

Fri 6th April	Donington (day)
Tues 5th June	Brands Hatch (day & evening)
Tues 31st July	Snetterton (day)
Tues 28th Aug	Oulton Park (day)

Join us on our Burton Power Track Days, Get 10% off using discount code 'BURTON18' at www.msctrackdays.com

Duratec I4 Standard Engines

We now supply standard 2.0 and 2.5 I4 engines that are ideal as a basis for a custom modified engine.

Tuner Spec Engines

Built by Fords to production line standards. Supplied complete with standard ancillaries, some of which may need replacing when using in RWD installations.

Standard 2.0	FD2000	£2,475.00
Standard 2.5	FD2500	£2,495.00



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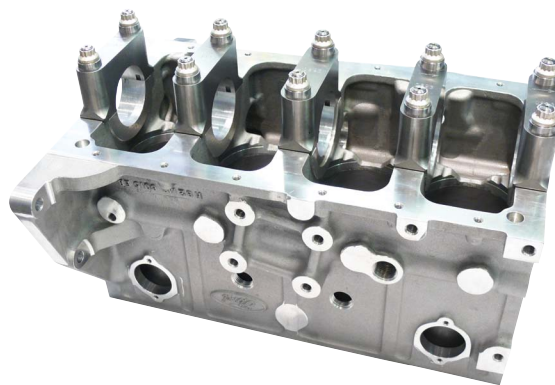
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Searching is easy on our website. You can find parts by searching a number of ways: Category, Brand, Engine or Vehicle or use our Quick search facility! Need more advice then call us on 0208 518 9192 ... we are here to help

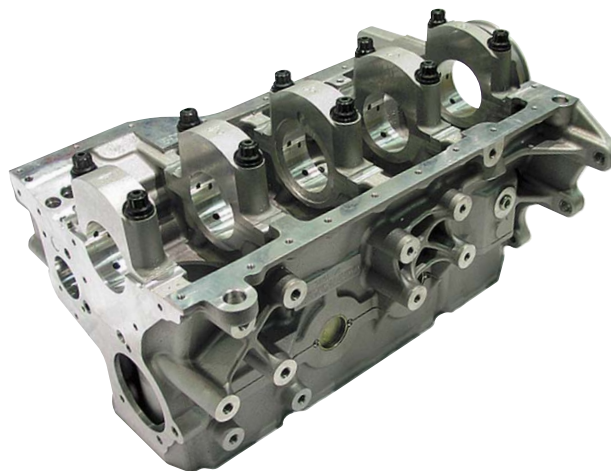
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Alloy Cosworth BDG



BDG 2.0 aluminium alloy block. Manufactured from new castings and supplied with liners fitted and bored to finished size of 90mm. Two bolt type steel main caps are also supplied and fitted. **FB101 £4,620.00**

Alloy Cosworth YB/SOHC Pinto



This YB Aluminium Cylinder Block is a direct Motorsport replacement for the original Ford Cosworth YB 200 Iron Block. Manufactured from genuine Grainger & Worrell castings, they are cast in special A356 alloy and heat-treated to T6 condition for uncompromising strength.

The block is designed for both Turbocharged and Naturally Aspirated engines; it can be used in wet sump and dry sump applications, and will accept 2wd, 4wd and WRC sump pans.

Steel main bearing caps are included and installed using an ARP stud, washer, and nut kit. The thick wall bores accommodate special ductile high strength iron liners in 90.8, 92, 93, 94, 95 or 96mm bore sizes. The deck height can be finish machined to any height between 207.5mm (original specification) and 221.5mm (+14mm) if desired.

Unlike the iron block with limited material beneath the threaded head bolt/stud holes, this block features large cast pillars that extend internally from the deck to the crankcase portion of the block. This allows the head stud holes to be machined for either standard head bolts (or an aftermarket head stud set) or for special deep engagement long-studs (designed for big HP engines and high boost applications)

The combination of large internal pillars, thick cylinder walls and deep cast deck provides a very strong and stable block.

The crankcase area of all blocks are suitably machined to accommodate all strokes of cranks up to 88mm and are fitted with a special clearance breather baffle as standard.

Each block is meticulously prepared and arrives with finished honed liners, steel main caps, ARP main cap studs, bungs, core plugs, ring dowels. Blocks can also be optionally supplied and fitted with oil squirt jets.

Weight: 94mm Bore / +10mm Deck Alloy Block – 25kg

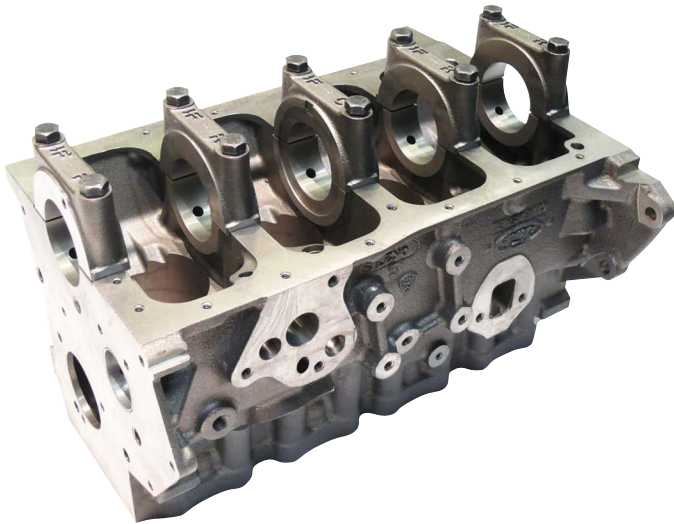
(This weight includes the liners, bungs, core plugs, studs, ring dowels, and steel main caps).

Note: Original Cosworth YB 200 Iron Block 47.4kg

Stock Availability: due to the variations in block specifications, we keep blocks partially finished. This usually allows us to supply a finished block to customer spec in approx 2-3 weeks subject to core availability. Please contact our staff to confirm current availability.

Aluminium YB/Pinto Block	SC1211	£4,495.00
Optional Deep Engagement Long Head Studs	SC1211LS	£456.00
Optional oil squirt jets	SC1211OS	£300.00
YB long cam belt/idler kit (tall blocks)	SC1211CB	£264.00

Ford Kent 1600 & Lotus Twin Cam



The legendary Formula Ford Kent block has been remanufactured by Fords using an all new grey iron casting that is stronger than the original. Available in 1500 pre-X/flow (Lotus Twin Cam) and 1600 versions. Specifications include:

- Standard 7.800" (1500) or 8.200" (1600) deck height with extra material for decking
- Cylinder bores semi-finished to 3.186" (1600) or 3.260" (1500) to allow the engine to be built to desired clearances
- Lifter bore diameter .565"
- Block cast from 40,000 PSI grey iron
- Lower bell housing bolt bosses reinforced
- Select areas around main bearing webs strengthened
- Centre main will accept upper and lower crankshaft thrust bearing inserts
- Includes cam bearings

Lotus 1500 block	FL105	£2,000.00
X/flow 1600 block	FP105	£1,750.00

Core Plugs



Description	Part No	Price
BDA head (9 required)	FB850	£1.20
BDG alloy block (set)	FB110	£4.80
Cosworth YB head (9 required) 22mm	SC496	£0.55
Cosworth YB (set)	SC550	£8.95
CVH 1.3/1.4/1.6 (set)	CV100	£5.00
Essex V6 3.0 (set)	FV495	£7.50
Lotus Twin Cam, all except 701M (block set)	CP4	£3.95
Lotus Twin Cam, 701M (block set)	CP9	£3.95
Lotus Twin Cam, ¾" cylinder head plug	FL850	£0.80
Lotus Twin Cam, 1" cylinder head plug	FL851	£0.90
SOHC Pinto (set)	CP5	£3.95
Cologne V6 2.3/2.8 (set)	CP42	£7.50
Pre-X/Flow (set)	CP4	£3.95
X/Flow 2733E, 2737E & 681F (set)	CP4	£3.95
X/Flow 691M & 711M (set)	CP9	£3.95
Zetec E block (set)	FZ100	£16.90

Steel Bearing Caps



Quality steel main bearing caps that provide extra strength over original cast iron bearing caps. Please note that steel caps will require line boring to suit each block. The tensioner pivot must be drilled for X/flow applications.

Application	Part No	Price
BDA, Lotus Twin Cam	Set of 5 FP230S	£127.50
X/Flow & Pre X/Flow	Set of 5 FP230S	£127.50
Steel front main cap for gear drive conversion (requires drilling)	FP231	£125.00

Blanking Plates, Dowels & Plugs



Description	Part No	Price	Description	Part No	Price
SOHC Pinto, Cosworth YB:			X/Flow, Lotus Twin Cam, BDA:		
Cosworth YB Oil spray jet kit, (not T25)	SC1212K	£199.90	Oil gallery threaded plug, ¼NPTF	FP502	£0.65
Dowel, main bearing cap (5 only)	FT570A	£2.60	Oil gallery threaded plug, ⅜NPTF	FP503	£1.25
Dipstick blanking plug	FT577	£1.20	Oil gallery core plug, ⅝" (rear, early)	FP507	£1.20
Oil gallery plug 14mm	FT578	£0.55	Dipstick blanking plug	FT577	£1.20
Oil gallery plug 12mm	FT579	£3.00	Breather take-off elbow, pre 711M (20mm)	FP280	£8.95
Oil gallery plug 11mm	FT580	£0.40	Breather take-off elbow, 711M (23mm)	FP280A	£8.95
Oil gallery ball plug 11mm	FT581	£0.91	Breather tube (head to block), Lotus TC	FL279	£12.95
Water jacket threaded plug, NPTF	FP502	£0.65	Breather tube extension 1.6 block, Lotus TC	FL278	£13.80
Water jacket threaded plug, ⅜NPTF	FT582	£3.50	Petrol pump blanking plate		
Breather take-off elbow	FP280	£8.95	with deflector plate	FP281	£12.95
Petrol pump blanking plate	FT1000	£3.95	Petrol pump blanking plate	FP281A	£8.15

Barry Lee - The Other Side of Winning

Barry Lee is a name synonymous with Hot Rod Racing, but few people realise the full extent and diversity of his 60 years of competition.

Respected by his peers and loved by the crowd, Barry thrilled and amused those he came into contact with, although sometimes his exuberant and independent personality was not appreciated by those in authority.

This amusing, insightful and informative collection of stories unveils 'The Other Side of Winning' as told by Barry, his friends and rivals.

Derek Bell "I was out to win and did my utmost to beat him and the others, and to help Murray through his challenges. But Barry was on another level."

Steve Parrish: "We both liked mucking about and got into all sorts of troubles, but it was always good fun ... I remember once when we were both racing for Mitchell Cox and we both nearly got fired."

Murray Walker: "He is such an ebullient, friendly, go-getting chap and very determined too. He's very forceful, says what he thinks, but is great to work with and quite the practical joker."

Part No 351 £24.95

FARNDON STEEL CRANKSHAFTS

Feature Product

Farndon engineering has vast experience in manufacturing crankshafts. Since the company began in the early 1960s the business has worked with most of the top names in our field and has established a proud reputation for product quality and reliability.

Here are some of the reasons why our crankshafts are superior to many of the low price forgings entering the marketplace at the moment.

All Farndon crankshafts are designed and manufactured to your exact needs; they are produced in house, from the very best material. Our highly skilled work force is dedicated to providing customers with the best product for their requirements.

Material:

Our steel supplier is Corus. Corus is one of the worlds leading producers of alloy and aircraft steels. Material is manufactured to the highest cleanliness and quality standards, exceeding the minimum requirements of the British standards.

Our experience over many years has shown Corus material most suited to the manufacture of crankshafts. Cleanliness means rejections, due to steel defects are minimal. Ultrasonic examination is carried out on the rolled bar after heat treatment to ensure there is no cracking.

The sulphur content is controlled to give good machinability and minimize the risks of sulphides causing problems with finished components.

We believe this contributes significantly to producing high quality crankshafts.

Heat treatment:

All Farndon crankshafts are heat treated to raise the core strength of the crankshaft. The procedure we use is dependent on the application of the engine.

Nitriding:

Our crankshafts are Nitrided for 72 hours (unless otherwise stated by the customer). This procedure gives the crankshaft a case depth of min .5mm to .6mm and a minimum hardness of 750HV. The benefit of this is to give the crankshaft a much harder wearing surface.

All Farndon EN40B steel crankshafts are manufactured from solid steel billet. Farndon are also able to manufacture any crankshaft on a one-off basis. Please enquire if your application is not listed.



ARROW PRECISION STEEL CRANKSHAFTS

Arrow's range of stock crankshafts are manufactured to the highest standards using their own specified 722M24 (EN40B) British low sulphur grade billet steel. A detailed manufacturing route plan allows full progress monitoring and traceability. Their modern plant includes CNC lathes, 4-axis mills and 5-axis machining facilities plus a state of the art CNC grinding machine. All crankshafts are either stabilised or harden and tempered, dependent on engine specification. The nitride hardening process cycle lasts for 90 hours creating a consistent hardness and depth. All crankshafts are magnaflux tested, balanced and have a unique controlled super finished process which creates a .1 Ra finish on all pins. Their well-equipped, temperature controlled inspection department gives accurate control when measuring the finished parts. All critical details are recorded and great care is taken in the packaging of your Arrow crankshaft.



EN40B Steel Crankshafts

Application	Stroke	Part No	Price	Notes
BDA/BDG	77.62mm	ARROWC106	£2,580.00	Narrow journal. 12 bolt holes.
Cosworth YB	77mm	ARROWC111	£2,832.00	9 flywheel bolt holes. *
Cosworth YB	84mm	ARROWC113	£2,832.00	9 flywheel bolt holes. *
Cosworth YB	88mm	ARROWC115	£2,745.60	9 flywheel bolt holes. *
Duratec HE I4 2.0	83.1mm	ARROWC117	£3,024.00	
Duratec HE I4 2.3	94mm	ARROWC118	£3,024.00	
Lotus Twin Cam	72.75mm	ARROWC105	£2,580.00	Wide journal. 6 bolt holes.
Lotus Twin Cam	72.75mm	ARROWC104	£2,580.00	Narrow journal. 12 bolt holes.
X/Flow	77.62mm	ARROWC139	£2,580.00	Narrow journal. 12 bolt holes.

* = Can also be modified for use in Pinto Engines

EN40B Steel Crankshafts

Application	Stroke	Part No	Price	Notes
BDA/BDG	77.6mm	FB324N/77.65	£1,499.00	Narrow journal. 12 bolt holes.
CVH 1.6	79.52mm	CV324	£1,499.00	Special order only.
Cosworth YB	76.95mm	SC324/77	£1,499.00	9 flywheel bolt holes. *
Cosworth YB	82.0mm	SC324/82	£1,499.00	9 flywheel bolt holes. *
Cosworth YB	84.0mm	SC324/84	£1,499.00	9 flywheel bolt holes. *
Cosworth YB	86.0mm	SC324/86	£1,499.00	9 flywheel bolt holes. *
Cosworth YB	88.0mm	SC324/88	£1,499.00	9 flywheel bolt holes. *
Duratec HE I4 2.0	83.1mm	FD324	£1,950.00	
Lotus Twin Cam	72.75mm	FP324W/72.75	£1,499.00	Wide journal. 6 bolt holes.
Lotus Twin Cam	72.75mm	FP324N/72.75	£1,499.00	Narrow journal. 12 bolt holes.
SOHC Pinto 2.0	76.95mm	FT325/77	£1,499.00	6 flywheel bolt holes.
SOHC Pinto 2.0	76.95mm	FT326/77	£1,499.00	9 flywheel bolt holes.
X/Flow	77.6mm	FP324W/77.65	£1,499.00	Wide journal. 6 bolt holes.
X/Flow	77.6mm	FP324N/77.65	£1,499.00	Narrow journal. 12 bolt holes.
Zetec E	88.0mm	FZ324	£1,575.00	

* = Can also be modified for use in Pinto Engines

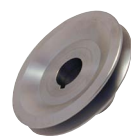
CRANKSHAFTS

Cosworth Duratec Crankshafts

Cosworth billet crankshafts are machined from ultra strong EN40B steel and are engineered to endure the harshest conditions. Features include superior lubrication, profiled counterweights and added strength. Keyways are also machined to locate sprocket and pulley.

2.0 billet crankshaft, 83.1mm stroke 13.3kg	PR7887	£2,495.00
2.3 billet crankshaft, 94mm stroke 12.2kg	YD0253	£2,220.00
Balance shaft delete kit, 2.3	KK3484	£28.99

CRANKSHAFT PULLEYS & ACCESSORIES



Application	Description	Part No	Price	Application	Description	Part No	Price
BDA	Crank pulley (timing belt)	FB933	£120.00	Duratec HE I4	Steel crankshaft drive pulley (keyed)	YD0612	£166.00
	Crank pulley (timing belt), using X/Flow crank	FB938	£124.90		Crankshaft sprocket (keyed 8mm chain)	YD0363	£105.90
	Spigot bearing	FP347	£5.95		Crankshaft key	PR7135	£4.15
	Woodruff key	FB552	£3.00		Crankshaft sprocket (standard 8mm chain)	PR6715	£65.40
CVH	Crank pulley (timing belt)	CV145	£33.24	Essex V6	Crankshaft friction washer	PR6716	£15.00
	Belt guide washer	CV146	£7.00		Standard front crank pulley bolt	PR6571	£6.95
	Spigot bearing:				ARP heavy duty front pulley bolt	ARPCB01	£42.95
Cologne V6	19mm diameter, 12.7mm long	1595873	£24.00	Lotus Twin Cam	Spigot bearing	FV344	£19.90
	21mm diameter, 12.7mm long	1595874	£19.20		Steel crank pulley 4"	FP224	£32.50
	21mm diameter, 15mm long	FP347	£5.95		Crankshaft sprocket	FL802	£26.95
	Woodruff key	TV1583	£1.15		Oil slinger	FP606	£12.00
Cosworth YB	Crank pulley, rear (timing belt)	SC1247	£71.50	SOHC Pinto	Bolt, crankshaft sprocket	FP512	£2.40
	Belt guide washer	FT1043	£6.50		Washer crankshaft sprocket	FP513	£1.30
	Crank pulley, front (alternator/PS):				Woodruff key	FP510	£6.25
	2wd & 4wd -08/90 (3 x V belts)	SC1249	£120.00		Spigot bearing (6 bolt crank only)	FP347	£5.95
	As above but with 36-1 trigger disc	SC1249-36	£158.00		Steel crank pulley 4"	FT225	£45.00
	2wd in Escort Mk1/2, etc (2 x V belts)	SC1249D	£148.00		Crank pulley (timing belt)	FT1041	£45.00
	As above but with 36-1 trigger disc	SC1249D36	£162.00		Belt guide washer	FT1043	£6.50
	4wd (1 x multi V belt)	SC1249E	£159.00		Bolt, crank pulley	CV147	£2.75
	As above but with 36-1 trigger disc	SC1249E36	£165.00		Washer, crank pullet bolt	FT587	£2.40
	4wd (1 x V belt, 1 x multi V belt)	SC1249C	£175.00		Woodruff key	FT585	£4.99
	As above but with 36-1 trigger disc	SC1249C36	£174.00		Spigot bearing	FP347	£5.95
	4wd (2 x multi V belt), 36-1 trigger disc	SC1249B36	£172.00		Crank front oil seal cover	FT1065	£49.96
	Bolt, crank pulley	SC460	£6.00		Steel crank pulley 4"	FP224	£32.50
Washer, crank pulley	SC461	£7.25	Crankshaft sprocket	FP605	£9.95		
Woodruff key	SC338	£0.65	Oil slinger	FP606	£12.00		
Spigot bearing	FP347	£5.95	Bolt, crankshaft sprocket	FP512	£2.40		
			Washer, crankshaft sprocket	FP513	£1.30		
			Woodruff key	FP510	£6.25		
			Spigot bearing (X/flow)	FP347	£5.95		
			Spigot bearing	FP347	£5.95		
			Zetec E RWD				

STEEL CON RODS **Feature Product**

FARNDON

We carry large stocks of Farndon EN24V forged steel H section rods to suit many engine types and applications.

H section rods offer the race engine builder the ultimate in strength, durability and dimensional accuracy with a weight saving of between 30-60g over conventional forged types.

All steel rod sets are balanced to within 1g and are fitted with ARP cap bolts and small end bushes.

They are also shot peened to improve crack resistance. All rods are priced each. Many other types and lengths can be made to special order - please contact us for further information.



Application	Length	Part No	Price	Notes
BDA/BDG	4.93"	FP243/493W	£191.50	Standard length, wide journal
BDA/BDG	4.93"	FP243/493N	£191.50	Standard length, narrow journal
BDA/BDG	5.23"	FP243/523W	£191.50	Long rod length, wide journal
BDA/BDG	5.23"	FP243/523N	£191.50	Long rod length, narrow journal
CVH 1.6 inc Turbo	5.20"	CV244/5.2	£191.50	Standard length
Cosworth YB 2.0	5.06"	FT244/505	£191.50	Standard length
Duratec HE 14 (1.8/2.0)	5.76"	FD244	£191.50	Standard length, I section rod
Duratec HE 14 (2.3)	6.095"	FD243	£191.50	Standard length, I section rod
Lotus Twin Cam	4.826"	FP244/483WP	£191.50	I section 'GAF' rods, FIA legal
Lotus Twin Cam	4.826"	FP243/483W	£191.50	Standard length, wide journal
Lotus Twin Cam	4.826"	FP243/483N	£191.50	Standard length, narrow journal
Lotus Twin Cam	5.10"	FP243/510W	£191.50	Long rod length, wide journal
Lotus Twin Cam	5.10"	FP243/510N	£191.50	Long rod length, narrow journal
SOHC Pinto 2.0	5.00"	FT244/500	£191.50	Standard length
SOHC Pinto 2.0	5.354"	FT244/535	£191.50	Long rod with 13/16" small end
Pre-X/Flow 1.5	4.826"	FP243/483W	£191.50	Standard length, wide journal
Pre-X/Flow 1.5	4.826"	FP243/483N	£191.50	Standard length, narrow journal
Pre-X/Flow 1.5	5.10"	FP243/510W	£191.50	Long rod length, wide journal
Pre-X/Flow 1.5	5.10"	FP243/510N	£191.50	Long rod length, narrow journal
X/Flow 1.6	4.93"	FP243/493W	£191.50	Standard length, wide journal
X/Flow 1.6	4.93"	FP243/493N	£191.50	Standard length, narrow journal
X/Flow 1.6	5.10"	FP243/510W	£191.50	84mm crank, wide journal
X/Flow 1.6	5.10"	FP243/510N	£191.50	84mm crank, narrow journal
X/Flow 1.6	5.23"	FP243/523W	£191.50	Long rod length, wide journal
X/Flow 1.6	5.23"	FP243/523N	£191.50	Long rod length, narrow journal
Zetec E to 5/98	5.36"	FZ244	£191.50	13/16" (20.63mm) small end
Zetec E 5/98 on	5.545"	FZ245	£191.50	19mm small end. Not ST/RS

STEEL CON RODS **Feature Product**



Arrow Precision steel con rods are found in almost every arena of motorsport as well as in a wide variety of the world's most prestigious motor vehicles.

Arrow steel con rods are fully machined in-house from their own specification double air re-melted 817M40 forgings. All rods are shot peened using an automated process to increase fatigue strength and durability. The rods are balanced end over end into matched engine sets and are 100% magnaflux crack detected prior to final inspection by CMM in a temperature controlled inspection department. Fitted with ARP cap bolts and small end bushes. All rods are priced per set.

Application	Length	Part No	Price	Notes
BDA/BDG	4.93"	ARROW103	£1,080.00	Standard length, wide journal
BDA/BDG	4.93"	ARROW102	£1,080.00	Standard length, narrow journal
BDA/BDG	5.23"	ARROW104	£1,080.00	Long rod length, narrow journal
Cosworth YB 2.0	5.06"	ARROW119	£1,080.00	Standard length
Duratec HE 14 2.0	5.76"	ARROW174	£1,135.00	Standard length, I section rod
Duratec HE 14 2.3	6.095"	ARROW184	£1,080.00	Standard length, I section rod
Lotus Twin Cam	4.826"	ARROW101	£1,080.00	Standard length, wide journal
Lotus Twin Cam	4.826"	ARROW100	£1,080.00	Standard length, narrow journal
Lotus Twin Cam	5.10"	ARROW124	£1,080.00	Long rod length, narrow journal
SOHC Pinto 2.0	5.00"	ARROW118	£995.00	Standard length
SOHC Pinto 2.0	5.35"	ARROWN082	£1,188.00	Long rod with 22mm small end
Pre-X/Flow 1.5	4.826"	ARROW101	£1,080.00	Standard length, wide journal
Pre-X/Flow 1.5	4.826"	ARROW100	£1,080.00	Standard length, narrow journal
Pre-X/Flow 1.5	5.10"	ARROW124	£1,080.00	Long rod length, narrow journal
X/Flow 1.6	4.93"	ARROW103	£1,080.00	Standard length, wide journal
X/Flow 1.6	4.93"	ARROW102	£1,080.00	Standard length, narrow journal
X/Flow 1.6	5.10"	ARROW124	£1,080.00	84mm crank, narrow journal
X/Flow 1.6	5.23"	ARROW104	£1,080.00	Long rod length, narrow journal

Tech Tip!

CON RODS - NARROW JOURNAL

Con rods for BDA, Lotus Twin Cam, Pre-X/Flow and X/Flow engines are offered in wide or narrow journal types. Wide journal refers to the width of the big end journal on the con rod being made to the same width as the standard con rod, i.e. 26.85mm.

As an alternative, narrow journal rods are also available, where the big end journal has been reduced to the width of 23.7mm. This gives the advantages of less rotating mass in the engine, less friction on the big end bearing (as this is also narrower), and less drag from oil within the crankcase since the narrow rod will pass through the oil with less resistance. In order to use such rods, a narrow journal crank must also be purchased.

"LONG ROD" PISTONS & CON RODS

Feature Product

Competition engines by their very nature use higher than normal revs. Changes can often be made to the design of the piston and rods to improve performance at higher revs since most engines were never designed for competition use. Although the modern breeds of engines are designed much better, there is much room for improvement in older engines such as the X/flow and Pinto. Firstly by making the piston lighter, it is easier to accelerate and decelerate it during each revolution of the engine cycle as the reciprocating weight is now much less.

The lightness of the piston becomes more critical with increasing revs. Both X/flow and Pinto pistons have a relatively large mass above the gudgeon pin and it is this area that is removed to reduce the weight. Pinto pistons also have a relatively large and heavy gudgeon pin which can be replaced with a smaller pin, as modern material allows for much more smaller diameters whilst keeping or even improving on the strength, for further weight saving. Secondly to compensate for the shorter piston, a longer con rod must be used. A longer rod has the benefit of less angular movement* during a crank revolution resulting in less thrust on the skirt of the piston.

The combination of changing to a long rod and short piston therefore results in a much freer revving engine as the aforementioned mass is now much less.



The long rod Accralite pistons for the Pinto weight 86g (15.2%) lighter than the normal Accralite version whilst the Farndon long rods are only 1g heavier due to a lighter small end.

* Reduction of angular movement using our combination of rods and pistons is 5.5% on X/flow and 6.2% on Pinto.

We also stock a range of BDA and BDG pistons for use with X/flow long rods. Refer to Accralite table on page 23.

Application	Description	Part No	Price Each
Cosworth YB non turbo	Accralite forged piston. 33.0mm comp height. 13/16" pin 90.93mm bore	FT136/91	£172.50
	Accralite forged piston. 33.0mm comp height. 13/16" pin 92mm bore	FT136/92	£172.50
	Accralite forged piston. 33.0mm comp height. 13/16" pin 93mm bore	FT136/93	£172.50
SOHC Pinto 2.0	Accralite forged piston. 33.3mm comp height. 13/16" pin 90.93mm bore	FT135/91	£150.95
	Accralite forged piston. 33.3mm comp height. 13/16" pin 92mm bore	FT135/92	£150.95
	Accralite forged piston. 33.3mm comp height. 13/16" pin 93mm bore	FT135/93	£150.95
	Farndon H section steel con rod 136mm long	FT244/535	£191.50
	Accralite forged piston. 37.2mm comp height. 83.5mm bore	FP115/LR	£144.95
SOHC Pinto 2.0/Cosworth YB X/flow 1.6	Farndon H section steel con rod 5.23" long. Std wide journal	FP243/523W	£191.50
	Farndon H section steel con rod 5.23" long. Narrow journal	FP243/523N	£191.50

BEARING SHELLS

We stock a vast range of high performance heavy-duty plain bearing shells. Mahle (previously branded Vandervell), Glyco, Clevite and ACL manufacture most of these bearings. All of the bearings are made from either cast copper lead (commonly known as VP2) or sintered copper lead unless stated otherwise. They are specifically designed to carry the elevated loadings experienced in high performance engines.

Application	Description	Part No	Price
Cologne V6 including 24v Cosworth	Main bearing set, Std (early V6)	VP91744	£79.90
	Main bearing set with integral thrust	VP91235	£85.00
	Big end bearing set, Std	VP91201	£84.50
	Thrust washer set (early V6)	VPW95037	£26.95
Cosworth YB	Mahle Motorsport mains & ends:		
	Main bearing set, Std	VM1002	£145.00
	Big end bearing set, Std	VC1001	£137.50
	Small end bush (each)	SC244	£8.95
CVH (not 1.8)	Thrust washer set	SC486	£12.95
	Main bearing set, Std -01/88 ¹	VP91856A	£53.00
	Main bearing set, Std 01/88-	VP91856	£45.95
	Big end bearing set, Std	VP91855	£40.75
Duratec HE 14 1.8/2.0	Thrust washer set ¹	VPW95084A	£9.50
	Big end bearing set, Std	VC1019/STD	£108.00
	Main bearing set, Std ¹	KK3482	£63.95
	Big end bearing set, Std	VC1013/STD	£89.95
Duratec HE 14 2.3	Main bearing set, Std ¹	KK3482	£63.95
	Big end bearing set, Std	5D140	£155.00
	Main bearing set, Std ¹	5D141	£116.95
	Big end bearing set, Std ¹	DV141	£109.96
Duratec I5 2.5 ST/RS	Big end bearing set, Std	DV140	£74.95
	Main bearing set, Std ¹	VP91247	£72.50
	As above, +0.015" on o/d ¹	VP91248	£81.95
	Big end bearing set, Std ¹	VP91246	£72.50
Duratec 2.5 V6	Thrust washer set	VPW30	£18.60
	Main bearing set, Std	VP91350	£47.95
	Big end bearing set, Std	SC481S	£79.96
	Thrust washer set ¹	VP91349	£36.95
Essex V6	Big end bearing set, Std	VPW8	£10.50
	Main bearing set, Std	VP91142	£66.95
	As above, +0.015" on o/d	VP91143	£96.00
	Big end bearing set, Std	VP819	£40.90
SOHC Pinto Extra HD (plain & groove brg)	As above, narrow journal, Std.	VP819NJ	£49.90
	Small end bush set	S4578L	£24.96
	Thrust washer set	VPW95	£14.95
	Big end bearing set, Std ¹	VP92771A	£89.95
X/Flow, Pre X/Flow, BDA, Lotus Twin Cam	Big end bearing set, Std ¹	VP92662D	£31.90
	Big end bearing set, Std ¹	FZS140	£20.95
	Big end bearing set, Std ¹	FZS141	£50.95
	Main bearing set, Std ¹	FZS142	£84.95
Zetec E			
	Main bearing set, Std ¹		
	Big end bearing set, Std ¹		
	Big end bearing set, Std ¹		
Zetec SE 1.25/1.4	Big end bearing set, Std ¹		
	Big end bearing set, Std ¹		
	Big end bearing set, Std ¹		
	Main bearing set, Std ¹		
Zetec SE 1.6	Big end bearing set, Std ¹		
	Big end bearing set, Std ¹		
	Big end bearing set, Std ¹		
	Main bearing set, Std ¹		
Zetec SE 1.25/1.4/1.6	Big end bearing set, Std ¹		
	Big end bearing set, Std ¹		
	Big end bearing set, Std ¹		
	Main bearing set, Std ¹		

¹ Not available in HD material. All bearings are priced at standard size. Undersize prices P.O.A.



SPECIALIST BOTTOM END TOOLS

Plastigauge Precision Clearance Gauges

Plastigauge provides a simple but effective method for the measurement of clearance between fitted surfaces.

It is particularly useful for measuring clearances in split bearings or in situations where a feeler gauge cannot be inserted.

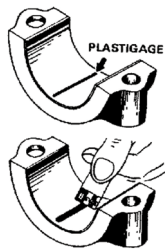
Measurement of clearance in big-end bearings can be achieved without dismantling the crankshaft.

Kit contains 24" of gauge:

2 x 6" Green .001" - .003"

2 x 6" Red .002" - .006"

KM4003 £9.50



Wrinkle Band Ring Compressor

Low friction allows rings to slide easily. Wrinkle prevents band from slipping into the cylinder.

Cam operated for speed of use as this avoids resetting the tool on each piston.

JSL21700 £28.50



Glaze Breaker

The original American product for professional use. Controlled pressure assures positive, adjustable contact through the full range.

Adjustable stop collar permits quick selection of two ranges, 2" - 4" and 4" - 7". Supplied with 3" stones 220 grit. Replacement stones in 220, 240, 320 grits available.

JSL23500 £44.95



MAHLE MOTORSPORT BEARINGS

The new range of Mahle Motorsport bearings contains technology that has been transferred from Mahle's F1 bearing technology. All bearings in this range are identified by laser marking as opposed to stamping.

Selected big end bearings in the range are also manufactured with a "racing notch" - a notch which is machined in to the back of the bearing leaving the journal surface untouched.



Benefits of the Racing Notch

There are two main benefits of the racing notch:

1. It enables the cross sectional area of the joint face to remain fully intact such that the hoop stresses in the bearing caused by the interference fit with the housing are equally distributed.
 - A conventional notch requires a section of the material to be pressed back from the joint face which reduces the cross sectional area and therefore there is less material with which to support the load imposed by the interference fit of the bearing assembly.
 - The racing notch allows the contact pressure between the bearing and housing to be maximised if required. This allows the housing to provide maximum support for the bearing and the optimum heat transfer from the bearing into the housing.
2. The bore of the bearing remains uninterrupted which creates a better surface for the formation of the oil film and it also removes an oil leakage path.

Benefits of Laser Marking

The cheapest method of identifying a bearing is by stamping. For motorsport applications where higher temperatures are experienced, the effectiveness of heat transfer into the housing should not be compromised. If the stamping is heavy and extends quite far round the bearing causing poor back contact then the efficiency of heat transfer will be reduced.

Laser marking is an alternative method which creates smaller, more consistent marking which does not distort the backing and as such does not disrupt the back contact and subsequent heat transfer.

Engine	Description	Size	Notes	Part No.	Price
Cosworth YB	Big end bearing	Std/0.25	Racing notch	VC1001	£137.50
Cosworth YB	Main bearing	Std/0.25	Std notch	VM1002	£145.00
BDA, X/Flow, LTC	Big end bearing	Std/.010"/.020"	Std notch	VC1006	£109.90
BDA, X/Flow, LTC:					
Narrow journal	Big end bearing	Std/.010"	Std notch	VC1008	£129.50
BDA, X/Flow, LTC	Main bearing	Std/.010"	Std notch	VM1007	£127.90
Duratec I4 2.0	Big end bearing	Std/0.25	No notch	VC1019	£108.00
Duratec I4 2.3	Big end bearing	Std/0.25/0.50	No notch	VC1013	£89.95
Duratec I5 2.5 ST/RS	Big end bearing	Std	No notch	VC1043	£139.90
SOHC Pinto	Big end bearing	Std/0.25/0.50	Racing notch	VC1009	£125.00
SOHC Pinto	Main bearing	Std	Std notch	VM5002	£145.00
Zetec E 1.8 / 2.0	Big end bearing	Std/0.25/0.50	Racing notch	VC1030	£115.90

Tech Tip!

OVERSIZED MAIN BEARING HOUSINGS

Fords have on too many occasions manufactured engines that have oversized main bearing housings in an effort to reduce the amount of scrapped blocks. Such blocks can however create a nightmare when rebuilding if you do not realise that the block requires these special bearings.

The result of building an engine with the incorrect bearings is little or no oil pressure and an engine that will be lucky to get a car around the block before being wrecked. The rule of thumb here is to always check to see what bearings are fitted and never assume. Also, always pre-assemble using Plastigauge which will highlight any clearance problems. The engines to look out for and the relevant measurements of the main bearing housing internal diameter are:

	Standard Housing	Oversized Housing
CVH	62.287 - 62.308mm	62.687 - 62.708mm
Essex	67.701 - 67.721mm	68.082 - 68.102mm
SOHC Pinto	60.620 - 60.640mm	61.020 - 61.040mm
X/Flow, Pre-X/Flow, LTC & BDA	57.683 - 57.696mm	58.064 - 58.077mm

NARROW JOURNAL BEARINGS

Modified BDA, Lotus Twin Cam, Pre-X/Flow and X/Flow engines with steel internals can be fitted with either standard journal width or narrow journal width con rod bearings.

To confirm what you have fitted, standard journals measure 22.2mm and narrow journals measure 19mm across the width of the bearing.

BEARING CLEARANCES

A general rule of thumb for clearance in a big end or main bearing is approximately 1 part in 2,000 of the journal diameter. So a journal diameter of 2" (50.8mm) would have a typical clearance of 0.001" (0.025mm).

The amount of oil that can escape from a pressure fed bearing increases by roughly the square of the clearance. This means that a clearance of 0.0015" (0.038mm) can pass almost twice as much oil than a clearance of 0.001" (0.025mm). This increases to four times for a clearance of 0.002" (0.050mm) and nine times for a clearance of 0.003" (0.076mm)! If the oil pump capacity cannot meet this demand, the pressure will fall and the bearing will be damaged. This highlights the importance bearing clearances.

STEEL FLYWHEELS & RING GEARS

Feature Product

Original equipment cast iron flywheels are invariably too heavy and, when lightened, should carry a government health warning! A steel flywheel is a must for any high performance high revving engine and we carry an extensive range covering most popular engine applications.

All our flywheels are manufactured in EN8 steel (annealed) and machined on the latest CNC machinery to very close tolerances. They are supplied without ring gears and dowels which can be purchased separately if required.

Only the Ultra-light flywheels have the 'wind slots' machined, all other flywheels do not. We also offer a full balancing service (crank/flywheel/clutch).

Refer to far right column for flywheels supplied with ring gear fitted.

FOR CLUTCHES PLEASE REFER TO TRANSMISSION SECTION



Application	Clutch	Type	Crank	Weight Inc. Gear	Flywheel Part No.	Price	Inertia Ring Gear	Price	Pre-Engaged Ring Gear	Price	Flywheel & gear fitted	Price
BDA, Lotus Twin Cam	8½"	OE	6 bolt	6.5kg	FL254	£173.50	FP257	£49.90	FT257B	£49.90	FL254RG ⁴	£252.00
Steel crank ²	8½"	OE	12 bolt	6.5kg	FL254A	£173.50	FP257	£49.90	FT257B	£49.90	FL254ARG ⁴	£252.00
Cosworth YB	9½"	OE	9 bolt	7.75kg	SC254	£249.95			SC257C	£161.20	SC254RG	£432.00
Ultra-light	7¼"	SR	9 bolt	4.8kg	SC251UL	£193.99			SC257C	£161.20	SC251ULRG	£372.00
CVH	8½"	OE	6 bolt	6.5kg	CV251	£198.95			FT257B	£49.90	CV251RG	£279.00
	7¼"	SR	6 bolt	4.5kg	CV250	£188.95			FT257B	£49.90	CV250RG	£268.80
Duratec HE I4 Rwd	8½"		6 bolt	4.7kg	FD250 ³	£330.00						
	8½"		6 bolt	3.7kg	FD251 ³	£450.00						
Standard lightweight	7¼"	SR	6 bolt	4.1kg	FD252	£330.00						
Super lightweight	7¼"	SR	6 bolt	3.2kg	FD253	£480.00						
SOHC Pinto	8½"	OE	6 bolt	5.5kg	FT249	£173.50			FT257B	£49.90	FT249RG	£252.00
	7¼"	SR	6 bolt	5.0kg	FT250	£188.95			FT257B	£49.90	FT250RG	£270.00
Ultra-light	7¼"	SR	6 bolt	4.4kg	FT250UL	£193.99			FT257B	£49.90	FT250ULRG	£276.00
SOHC Pinto (YB Cosworth crank)	8½"	OE	9 bolt	5.5kg	SC250	£170.95			FT257B	£49.90	SC250RG	£252.00
	7¼"	SR	9 bolt	5.0kg	SC252	£178.96			FT257B	£49.90	SC252RG	£258.00
Ultra-light	7¼"	SR	9 bolt	4.4kg	SC252UL	£193.99			FT257B	£49.90	SC252ULRG	£276.00
X/Flow	7½"	OE	6 bolt	5.9kg	FP253A	£178.96	FP257	£49.90	FT257B	£49.90	FP253ARG ⁴	£258.00
X/Flow, BDA, Lotus Twin Cam	7¼"	SR	6 bolt	5.0kg	FP255	£173.50	FP257	£49.90	FT257B	£49.90	FP255RG ⁴	£252.00
Steel crank ²	7¼"	SR	6 bolt	4.3kg	FP255SC	£203.95	FP257	£49.90	FT257B	£49.90	FP255SCRG ⁴	£283.80
Steel crank ²	7¼"	SR	12 bolt	4.3kg	FP256SC	£178.96	FP257	£49.90	FT257B	£49.90	FP256SCRG ⁴	£264.00
Steel crank, ultra-light ²	7¼"	SR	12 bolt	3.7kg	FP256SCUL	£188.95	FP257	£49.90	FT257B	£49.90	FP256SCULRG ⁴	£270.00
Hewland gearbox	7¼"	SR	12 bolt	3.2kg	FP254	£250.00	SC257D	£58.94			FP254RG	£339.00
Zetec E (std FWD offset)	7¼"	SR	6 bolt	3.7kg	FZ251	£224.95			FT257B	£49.90	FZ251RG	£304.80
Zetec E Rwd (SOHC clutch)¹	8½"		6 bolt	6.8kg	FZ250	£178.96			FT257B	£49.90	FZ250RG	£258.00

¹Zetec conversion flywheel should be used with SOHC Pinto starter. Zetec starter will not mate with ring gear. Recommend using FZ450 flywheel bolts.

²Use locating collar FP252 between steel crank and steel flywheel.

³Use with clutch cover CP5905-1

⁴Fitted with inertia ring gear



OE : As original equipment fitment SR : To suit sintered race clutch

O.E. FLYWHEEL RING GEARS

Application	Diameter*	Teeth	Part No	Price
Cosworth YB & Cologne V4/V6	10.5"	138	SC257C	£161.20
CVH	10.167"	135	FT257B	£49.90
Essex V4/V6		121	FV257C	£78.00
SOHC Pinto (pre-engaged)	10.167"	135	FT257B	£49.90
X/Flow, BDA, Lotus Twin Cam (inertia)	10.048"	110	FP257A	£53.50
X/Flow, BDA, Lotus Twin Cam (inertia)	10.167"	110	FP257	£49.90
X/Flow, BDA, Lotus Twin Cam (pre-engaged)	10.048"	132	FP257B	£40.96
X/Flow, BDA, Lotus Twin Cam (pre-engaged)	10.167"	135	FT257B	£49.90

* This is the diameter of the flywheel where the ring gear fits

Burton Track Days



2018 Dates

Friday 6th April	Donington (day)
Tuesday 5th June	Brands Hatch (day & evening)
Tuesday 31st July	Snetterton (day)
Tuesday 28th August	Oulton Park (day)

MSVT
MOTORSPORT VISION TRACKDAYS

Join us on our friendly Burton Power Track Days, drivers of all abilities welcome! Get 10% off our Track Days using discount code 'BURTON18' at www.msvtrackdays.com

ACCRALITE FORGED PISTONS

Feature Product



High performance engines demand high quality pistons. Accralite is dedicated to producing the finest forged pistons by combining the very best in materials, design and engineering technology. These tried and tested pistons have many features to aid performance and reliability machined into the piston as standard. So whether a requirement is for minor events or critical high performance applications, the same high specification is applied to the manufacturing processes of all Accralite Pistons. We now have a vast exclusive range covering most popular Ford applications. All pistons are matched balanced to within +/- 1 gram weight tolerance and are supplied complete with the finest quality ring sets and gudgeon pins.

Custom Made Pistons - Due to our close working partnership with Accralite Pistons we have direct access to their workshop scheduling. This allows us to place custom orders to your specific designs. Please contact us with your requirements.

Forged Pistons: Do you know what you have in your engine?

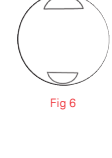
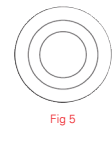
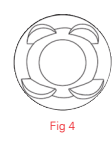
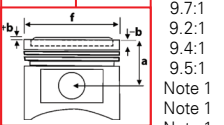
In recent years, we have seen some new, low priced forged pistons enter the marketplace which seemingly offer better value for money. However although these versions may visually appear the same, their specification is by far inferior when compared with a quality branded piston.

For example, here are the specifications of a typical high quality Accralite forged piston:

- Accralite forged pistons are manufactured from extruded 2618A bar to Aerospace specifications which are purchased from one of the leading mills in Europe. The bar exceeds all required racing specifications by far, and is traceable right back to its origin.
- Accralite pistons are forged from precision weighted and turned billets, which eliminates inferior finishes from stress raisers.
- Accralite pistons are forged using state of the art facilities to aerospace standards on electronically controlled and isothermal forging presses. All work pieces and forging dies are kept to the same temperature helping to eliminate stress as there are no temperature variations throughout the part, giving added grain compression, strength and durability to the finished piston.
- Accralite pistons are forged using a custom designed specific lubricant to give a perfect internal finish adding strength to the piston.
- Accralite piston forgings are heat-treated and artificially aged to allow your piston to meet the highest T6 specification. They are then inspected to British Standard Non-destructive Testing Standards that check for imperfections.
- Accralite piston forgings are vapour blasted internally. Not only to relieve stress but also to show any imperfections that could lead to the forging being rejected as not being suitable to their exacting standards.
- Accralite pistons have an individual reference point on their base forging to assist in giving the closest crown thickness and out-of-round tolerances possible.
- Accralite pistons are designed and manufactured to your exacting needs in-house from one location in the UK.
- Accralite pistons are hand finished and individually weighed. By giving them that extra personal touch and then grouping into balanced engine sets. Tolerances are held so tight it is not unusual to have less than 0.3 grams between a set of pistons.
- Accralite pistons come with the highest specification rings. They are made to the world's highest standards from the highest-grade materials, chosen for the application and manufactured by, what we feel, the world's leading ring manufacturer who also supplies all of the F1 racing teams.
- Accralite gudgeon pins come from the UK's only specialist motorsport piston pin supplier. With pins manufactured using the highest grades of fully certified case hardening and nitrided steels giving maximum strength and durability.
- Accralite pistons come complete with the highest specification gudgeon pin circlips. They are sometimes over looked as being a crucial component of the piston. They are manufactured from top grade steel to the highest BS standards; with each clip being hand de-burred to help reduce groove wear.
- All the above results in Accralite pistons having greater longevity and in some cases, lasting over twice as long as that of the competition, saving money and time in costly rebuilds.

Don't expect an unproven piston to meet the exacting standard of a proven Accralite piston.

Application	Cap (cc)	Bore \bar{Y} (mm)	Comp.Ht a'(mm)	Bowl-b Apex+b	Bowl-cc- Apex cc+	CR*	Crown Shape	Comments	Part No	Price per piston inc.Rings & Pin
BDA long rod	1599	81.00	37.20			Note 1	Flat	Machine crown to suit	FB120/81	£145.50
BDA long rod	1699	83.50	37.20			Note 1	Flat	Machine crown to suit	FB120/83.5	£145.50
BDA std rod	1699	83.50	44.75			Note 1	Flat	Machine crown to suit	FP117/83.5	£143.95
BDG long rod	1974	90.00	37.20		-4.6	Note 1	Flat	With valve cut-outs in crown	FB123/90	£173.50
BDG long rod	1992	90.40	37.20		-4.6	Note 1	Flat	With valve cut-outs in crown	FB123/90.4	£173.50
Cologne 2.8 V6	2792	93.00	41.60			Note 1	Flat	Machine crowns -1.5mm	FT132/93	£150.95
Cologne 2.8 V6	2853	94.00	41.60			Note 1	Flat	Machine crowns -1.5mm	FT132/94	£150.95
Cologne 2.8 V6 Turbo	2853	94.00	40.08	-1.40	-6.7	8.5:1	Fig. 5	Machine crown for 2.9 or lower CR	TV101/94	£142.50
Cosworth YB Turbo	1994	90.83	40.80	-6.50	-23.0	7.3:1	Fig. 4	4wd 7.5:1	SC304/90.80	£166.99
Cosworth YB Turbo	2016	91.33	40.80	-6.50	-24.0	7.3:1	Fig. 4	4wd 7.5:1	SC304/91.3	£166.99
Cosworth YB Turbo	2039	91.83	40.80	-6.50	-25.0	7.3:1	Fig. 4	4wd 7.5:1	SC304/91.8	£166.99
Cosworth YB Turbo	2045	92.00	38.00			Note 1	Flat	Low compression height	SC302/92	£151.90
Cosworth YB Turbo	2090	93.00	38.00			Note 1	Flat	Low compression height	SC302/93	£151.90
Cosworth YB Turbo	2045	92.00	35.00			Note 1	Flat	For use with long stroke cranks	SC303/92	£153.95
Cosworth YB Non-Turbo	1999	90.93	40.50	+4.00	+10.8	11.8:1	Fig. 2	Naturally Aspirated. 4wd 12.5:1	FT133/91	£172.50
Cosworth YB Non-Turbo	2045	92.00	40.50	+4.00	+10.8	12.1:1	Fig. 2	Naturally Aspirated. 4wd 12.8:1	FT133/92	£172.50
Cosworth YB Non-Turbo	2090	93.00	40.50	+4.00	+10.8	12.0:1	Fig. 2	Naturally Aspirated. 4wd 12.6:1	FT133/93	£172.50
Cosworth YB Non-Turbo long rod	1999	90.93	33.00	+4.00	+10.8	11.8:1	Fig. 2	Use with FT244/535 rod. ¹³ / ₁₆ " gudgeon pin	FT136/91	£172.50
Cosworth YB Non-Turbo long rod	2045	92.00	33.00	+4.00	+10.8	12.1:1	Fig. 2	Use with FT244/535 rod. ¹³ / ₁₆ " gudgeon pin	FT136/92	£172.50
Cosworth YB Non-Turbo long rod	2090	93.00	33.00	+4.00	+10.8	12.0:1	Fig. 2	Use with FT244/535 rod. ¹³ / ₁₆ " gudgeon pin	FT136/93	£172.50
CVH Turbo 1.6	1640	81.00	38.00		-1.0	8.0:1	Fig. 6	Machine crown for lower CR	CV142/1mm	£141.50
CVH Turbo 1.6	1658	81.50	38.00		-1.0	8.0:1	Fig. 6	Machine crown for lower CR	CV142/1.5mm	£141.50
CVH/2.0 Zetec conversion	1997	85.00	33.00			Note 1	Flat	1.6 CVH head on Zetec 2.0 block	FZ144/85mm	£144.50
CVH/2.0 Zetec conversion	2045	86.00	33.00			Note 1	Flat	1.6 CVH head on Zetec 2.0 block	FZ144/86mm	£144.50
Duratec HE I4 2.0	1999	87.50	28.65	+1.60	+1.4	11.7:1	Fig. 2	2.3 engine 12.7:1	FD141/87.5mm	£166.99
Essex V6 3.0	3100	95.30	46.00	-6.50	-31.8	11.0:1	Fig. 1	Uses original style press fit gudgeon pin	FV101/95.3	£158.95
Essex V6 3.0	3161	96.25	46.00	-7.50	-35.2	10.2:1	Fig. 1	Requires fitment of SE bushes to con rod	FV100/96.25	£165.00
Lotus Twin Cam	1584	83.25	39.00	+6.00	+8.7	11.8:1	Fig. 3		FL111	£140.95
Lotus Twin Cam	1594	83.50	39.00	+6.00	+8.7	11.9:1	Fig. 3		FL112OM	£140.95
Lotus Twin Cam	1699	83.50	44.75	+4.00	+6.6	11.6:1	Fig. 3	1600 X/Flow block conversion	FL114	£144.95
Lotus Twin Cam	1599	83.65	39.00	+6.00	+8.7	11.9:1	Fig. 3		FL112OS	£140.95
Lotus Twin Cam	1650	85.00	39.00	+4.00	+6.6	11.6:1	Fig. 3		FL113OM	£144.95
SOHC Pinto 2.0	1999	90.93	41.60			9.2:1	Flat	Skim head to increase CR	FT132/91	£150.95
SOHC Pinto 2.0	2045	92.00	41.60			9.4:1	Flat	Skim head to increase CR	FT132/92	£150.95
SOHC Pinto 2.0	2090	93.00	41.60			9.5:1	Flat	Skim head to increase CR	FT132/93	£150.95
SOHC Pinto 2.0	2135	94.00	41.60			9.7:1	Flat	Skim head to increase CR	FT132/94	£150.95
SOHC Pinto 2.0 long rod	1999	90.93	33.30			9.2:1	Flat	Use with FT244/535 rod. ¹³ / ₁₆ " gudgeon pin	FT135/91	£150.95
SOHC Pinto 2.0 long rod	2045	92.00	33.30			9.4:1	Flat	Use with FT244/535 rod. ¹³ / ₁₆ " gudgeon pin	FT135/92	£150.95
SOHC Pinto 2.0 long rod	2090	93.00	33.30			9.5:1	Flat	Use with FT244/535 rod. ¹³ / ₁₆ " gudgeon pin	FT135/93	£150.95
Pre X/Flow 1.5	1558	82.50	41.65			Note 1	Flat	Machine crown to suit	FP116/82.5	£141.50
Pre X/Flow 1.5	1598	83.50	41.65			Note 1	Flat	Machine crown to suit	FP116/83.5	£141.50
Pre X/Flow 1.5	1650	85.00	41.65			Note 1	Flat	Machine crown to suit	FP116/85	£142.50
X/Flow 1.6	1599	81.00	44.75	-8.20	-30.6	12.0:1	Fig. 1	Handed: 1&3 cylinder, 2&4 cylinder	FP112/81	£144.95
X/Flow 1.6	1628	81.75	44.75	-8.20	-30.7	12.0:1	Fig. 1	Handed: 1&3 cylinder, 2&4 cylinder	FP112/030	£144.95
X/Flow 1.6 long rod	1649	82.20	37.20	-8.20	-32.0	12.0:1	Fig. 1	Handed: 1&3 cylinder, 2&4 cylinder	FP113LR	£143.95
X/Flow 1.6	1658	82.50	44.75	-8.20	-30.8	12.0:1	Fig. 1	Handed: 1&3 cylinder, 2&4 cylinder	FP112/060	£144.95
X/Flow 1.6 long rod	1658	82.50	37.20	-8.20	-32.0	12.0:1	Fig. 1	Handed: 1&3 cylinder, 2&4 cylinder	FP112/060LR	£143.95
X/Flow 1.6	1699	83.50	44.75	-8.20	-31.7	12.0:1	Fig. 1	Handed: 1&3 cylinder, 2&4 cylinder	FP115/SR	£144.95
X/Flow 1.6 long rod	1699	83.50	37.20	-8.20	-32.1	12.0:1	Fig. 1	Handed: 1&3 cylinder, 2&4 cylinder	FP115/LR	£144.95
X/Flow 1.6	1699	83.50	44.75			Note 1	Flat	Machine crown to suit	FP117/83.5	£143.95
X/Flow 1.6	1720	84.00	44.75	-8.20	-31.8	12.0:1	Fig. 1	Handed: 1&3 cylinder, 2&4 cylinder	FP115/84S	£144.95
X/Flow 1.6	1760	85.00	44.75	-8.20	-32.5	12.0:1	Fig. 1	Handed: 1&3 cylinder, 2&4 cylinder	FP115/85S	£144.95
Zetec E 1.8 to 5/98	1814	81.00	37.20			Note 1	Flat	Machine crown to suit	FB120/81	£145.50
Zetec E 1.8 to 5/98	1928	83.50	37.20			Note 1	Flat	Machine crown to suit	FB120/83.5	£145.50
Zetec E 2.0 to 5/98	1997	85.00	33.00	+1.75	+5.0	11.2:1	Fig. 2	CR calculated with Cometic gasket	FZ141/85mm	£172.50
Zetec E 2.0 to 5/98	2045	86.00	33.00	+1.75	+5.0	11.4:1	Fig. 2	CR calculated with Cometic gasket	FZ141/86mm	£172.50
Zetec E Turbo to 5/98	1997	85.00	33.00			Note 1	Flat	Machine crown to suit	FZ144/85mm	£144.50
Zetec E Turbo to 5/98	2045	86.00	33.00			Note 1	Flat	Machine crown to suit	FZ144/86mm	£144.50
Zetec E 2.0 5/98- (not ST)	1997	85.00	28.00	+3.25	+8.4	11.6:1	Fig. 2	CR calculated with Cometic gasket	FZ143/85mm	£171.95
Zetec E 2.0 5/98- (not ST)	2045	86.00	28.00	+3.25	+8.4	11.8:1	Fig. 2	CR calculated with Cometic gasket	FZ143/86mm	£171.95



Note 1: Compression ratio depends on finished machined height of piston.
* Please note that compression ratios stated are only a guidance based on new engines and will vary depending on combustion chamber volumes, block heights and differing head gasket thicknesses.

O.E. PISTON RING SETS

All priced at standard bore size. Priced per cylinder except part numbers marked ¹ - these sets are priced per engine. Oversizes P.O.A.



Application	Sizes Available	Part No	Price (std)
Cosworth YB	Std./5/1.0mm	SC166	£30.95
Cologne V6 2.8	Std./5/1.0mm	RA31136	£16.66
Cologne V6 2.9	Std	TV1270	£16.98
CVH 1.3/1.6	Std./5/1.0mm	RA33716	£19.82
CVH Turbo	Std./5mm	CV143A	£21.88
Duratec HE I4 2.0/2.3	Std	FD150	£12.48
Duratec 2.5 V6	Std	DV120	£20.95
Essex V6 3.0	.020/.030/.040"	R40210	£30.00
Lotus Twin Cam	Std./020/.030/.040/.060"	FL151S ¹	£124.96
SOHC (2mm top ring)	Std./5/1.0/1.5/2.25mm	RA25256	£24.88
SOHC (1.6mm top ring)	Std./5/1.0mm	FT163M	£24.98
SOHC Pinto 2.1	Std./5/1.0mm	FT164 ¹	£102.50
Pre-X/Flow	Std./020/.030/.040/.060/.090"	RA16106 ¹	£99.00
X/Flow	Std./020/.030/.040/.060/.090"	RA25106	£11.12
Zetec E 1.6 *	Std./5mm	Call with ring widths	
Zetec E 1.8 *	Std./5mm	Call with ring widths	
Zetec E 2.0 *	Std./5mm	Call with ring widths	
Zetec SE 1.25	Std	FZS120	£16.20
Zetec SE 1.4	Std	FZS121	£15.00
Zetec SE 1.6	Std./5mm	FZS122	£16.50

* Due to production variations on the Zetec E engines, we need you to measure the ring widths so that we can be sure you receive the correct ring pack.

PISTON RING SETS - NON STANDARD

Priced per cylinder except part numbers marked ¹ - these sets are priced per engine.



Bore Size	Typical Application	Width (mm)	Part No	Price
81mm	X/Flow, BDA	1.0/1.0/4.0	FP155S ¹	£101.95
81mm	CVH, X/Flow, BDA	1.0/1.2/2.75	FP154S	£28.50
81.5mm	CVH	1.5/1.75/2.9	CV144	£28.50
81.75mm	X/Flow	1.0/1.2/2.75	FP152S	£34.90
82.5mm	X/Flow, Lotus Twin Cam	1.0/1.2/2.75	FP158S	£28.50
83.5mm	X/Flow, Lotus Twin Cam	1.0/1.0/4.0	FP156S ¹	£159.95
83.5mm	X/Flow, Lotus Twin Cam	1.0/1.2/2.75	FP157S	£28.50
83.65mm	Lotus Twin Cam	1.0/1.2/2.75	FP162S	£28.50
84mm	X/Flow	1.5/1.5/3.0	FP153S	£28.50
85mm	X/Flow, Lotus Twin Cam	1.0/1.0/4.0	FP165S ¹	£435.00
85mm	X/Flow, LTC, Zetec E	1.0/1.2/2.75	FP159S	£28.50
86mm	Zetec E	1.0/1.2/2.75	FP160S	£28.50
86.5mm	Zetec E	1.0/1.2/2.75	FP161S	£28.50
87.5mm	Duratec HE I4	1.0/1.2/2.75	FP163S	£28.50
90mm	BDG Cosworth	1.0/1.0/4.0	FB152S/90 ¹	£152.95
90mm	BDG Cosworth	1.0/1.0/2.75	FB154S/90 ¹	£30.00
90mm	BDG Accralite	1.5/1.5/2.5	FB153S/90	£26.95
90.34mm	BDG Cosworth	1.0/1.0/4.0	FB152S/90.4 ¹	£152.95
90.4mm	BDG Accralite	1.5/1.75/3.0	FB153S/90.4	£39.95
90.8mm	Cosworth	1.5/1.75/3.0	SC165/STD	£28.50
90.93mm	Cosworth YB/Pinto	1.0/1.2/2.75	FT160A/91	£28.50
91.3mm	Cosworth	1.5/1.75/3.0	SC165/5MM	£28.50
91.8mm	Cosworth	1.5/1.75/3.0	SC165/1MM	£28.50
92mm	Cosworth YB/Pinto	1.0/1.2/2.75	FT160A/92	£28.50
93mm	Cosworth YB/Pinto	1.0/1.2/2.75	FT160A/93	£28.50
94mm	SOHC Pinto	1.5/1.5/4.0	FT160A/94	£28.50
94mm	Cologne V6	1.5/1.5/3	TV160S ¹	£120.00
95.3mm	Essex V6	1.5/1.5/3.5	FV110	£30.95

O.E. PISTONS

We stock a very large range of high quality original equipment pistons manufactured by Nural (previously AE), Mahle and Karl Schmidt (KS). Unless otherwise stated, these pistons are cast and are not recommended for full race applications.



Apart from enabling an increase in engine capacity, higher compression ratios may also be available to boost power output and retain reliability. A comprehensive range of standard and oversized piston rings is available. Our fully equipped engineering department can machine cylinder block bores, sleeves and pistons to individual requirements. Please contact us for details.



Application	Size	Capacity Range	Compression Ratio	Type	Part No	Price Each
Cologne V6 2.8	.5mm	2822cc	9.2:1	Cast	20319	£99.95
Cosworth YB 2wd / 4wd	Std./5/1.0mm	1993 - 2037cc	7.9:1/8:1	Mahle/Forged	SC301M	£131.95
CVH 1.6 from 08/85	Std./5/1.0mm	1597 - 1618cc	9.5:1	Nural/Cast	21893	£76.50
CVH 1.6 RS Turbo	Std./5mm	1597 - 1618cc	8.3:1	Mahle/Cast	CV141A	£112.90
Duratec HE I4 2.0	Std	1999cc	10.8:1	Nural/Cast	FD145	£59.50
Duratec I5 2.5 ST/RS (set)	Std	2521cc	8.5:1	Mahle Motorsport	5D150	TBA
EcoBoost 2.3 RS (set)	Std	2261cc	9.5:1	Mahle Motorsport	FD147	£749.00
Essex V6 3.0	.020/.030/.040/.060"	3026 - 3058cc	8.9:1	Cast	19298	£99.95
Lotus Twin Cam	Std./020/.030/0.40/0.60"	1558 - 1613cc	9.5:1	Omega/Forged	21093A	£119.95
SOHC Pinto 2.0	.5/1.0mm	1993 - 2037cc	9.2:1	KS/Cast	FT126KS	£52.00
SOHC Pinto 2.0	Std./5/1.0mm	1993 - 2037cc	9.2:1	Mahle/Cast	FT126M	£45.95
SOHC Pinto 2.1	2.25mm	2095cc	9.2:1	Nural/Cast	18755V2	£68.50
Pre-X/Flow 1.5 (set)	Std./020/.030/0.40/0.60/0.90"	1498 - 1554cc	9:1	Cast	18400	£326.02
X/Flow 1.3 (& uprated 1.6)	.020/.030/0.60/0.90"	1298 - 1347cc	9.0/9.2:1	Nural/Cast	18647	£50.00
X/Flow 1.3 (& uprated 1.6)	.110"	1298 - 1347cc	9.0/9.2:1	Cast	18647	£72.00
X/Flow 1.6	.090"	1696cc	9:1	Mahle/Cast	FP132M	£52.50
X/Flow 1.6	Std./020/.030/0.40/0.60/0.90"	1599 - 1696cc	9:1	Nural/Cast	18649	£50.00
Zetec E 1.6 to 5/98	Std	1597cc	10.3:1	Nural/Cast	23983	£103.00
Zetec E 1.8 to 5/98	Std./5mm	1794 - 1818cc	10:1	Nural/Cast	23984	£102.37
Zetec E 2.0 to 5/98	Std./5mm	1988 - 2012cc	10:1	Nural/Cast	24003	£80.95
Zetec E 2.0 Focus RS Turbo	Std	1988cc	Std	Mahle/Forged	FZ148	£75.00

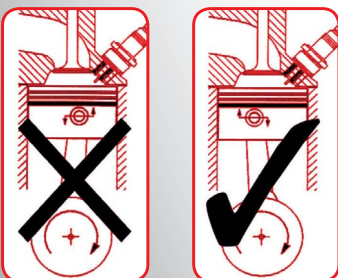
Tech Tip!

PISTONS

To reduce piston 'slap' many pistons have a pin which is offset to the left (thrust side) when viewed from the front as shown.

Although all piston crowns are marked accordingly, these markings can be inadvertently removed by additional machining processes. Offset pin pistons fitted incorrectly will result in mechanical noise and reduced efficiency.

Race pistons defer almost exclusively to a central pin design - a necessity for engine speeds over 10,000 rpm.



HOW TO MEASURE PISTON SIZES

When measuring pistons to ascertain their bore size, it is essential that they are measured in the correct place.

Pistons are smaller and round at the top but larger and oval at the bottom. You can measure a variance of over 0.5mm depending on where it is measured.

The correct position is across the skirt of the piston at 90° to the gudgeon pin. Also remember that the bore size will be fractionally larger due to the piston clearance. This can be anything from around 0.02-0.1mm depending on the type of piston.



PISTON RING ORIENTATION

Piston rings are manufactured in a number of shapes and it is important they are fitted correctly.

Unless specified otherwise by the manufacturer the rules are:

- Symmetrical rings can usually be fitted either way up.
- Tapered rings should be fitted with the wider part of the ring towards the bottom of the piston.
- Grooved rings have the groove facing the bottom of the piston.

Some rings will have 'TOP' marked on them but generally any markings on the rings will be on the top surface.



BURTON POWER CAMSHAFTS

Feature Product

The camshaft is arguably the most critical choice of component in a performance engine since it has the most influence on the engine's driveability. For most engines there are a wide range of camshafts available off the shelf, ranging from fast road to full race. All too often we see customers fitting sprint or race cams, tempted by the potential of greater power figures. Such cams are excellent when used for their correct purpose. However, the reality is that many of these cams are fitted in engines that rarely reach the correct power band and therefore don't produce their full potential.

For example, a cam that will give you an extra 20bhp at 7500rpm may sound ideal but it could also result in a 10bhp loss at 2500rpm. Now consider how many times you will accelerate through 2500rpm and compare this with how many times you are likely to reach the 7500rpm mark. The calculations are quite simple and unless you are using such a cam in competition racing, you would be much better using a milder and more tractable cam. Always consider the average rev range you will be using - this will be far more beneficial to everyday driving.

This range of camshafts covers all the popular Classic Ford engines in a variety of specifications. Manufactured from high grade castings or steel billets these cams have been developed and tested over many years to provide outstanding performance and durability. Camshaft part numbers ending in X indicate an Exchange unit.

Listed below is a small selection of many available cam profiles. All profiles can be supplied on either Lotus Twin Cam or BDA cams, and simply displays an example of pricing. Reprofitting is also available for many road/rally specs provided a pair of suitable standard cams are supplied. The mechanical tappet range of profiles listed are also suitable for other DOHC engines including Lotus 2.2 16v and Cosworth YB (Naturally aspirated conversion). Due to the flexibility of cam timing in twin cam based engines, the below timing and power band data are for guidance only. It should be noted that if valve overlap is increased by adjustment of the phasing between the two cams then valve to piston contact or valve 'tangle' may result. We advise checking all clearances before attempting such alterations. For those wishing to profile their own cams, we can supply all the above camshafts in 'semi-finished' form. Prices on application.



Application	Power Band RPM	Valve Lift (mm)	Valve Timing Inlet/Exhaust	Duration	Camshaft Part No	Price Each	Valve Spring Part No	Price Each	Modifications Required
Essex V6 3.0									
Fast Road	1500-6000	9.8	37/75/79/33	292°	VA19	£192.50	FT415	£4.99	None
Fast Road	2000-6500	9.9	29/77/63/35	286°/278°	VA14	£192.50	FT415	£4.99	None
Rally	2500-6500	11.4	44/76/80/40	300°	VA9	£192.50	FT415	£4.99	Head & pistons
Full Race	3500-7500	12.2	47/83/83/47	310°	VA10	£192.50	FT407X	£8.70	Head & pistons
SOHC Pinto 2.0									
					Camshaft oil spray bar	FT1059	£9.95		
GT Road	2000-7000	10.2	40/80/80/40	300°	BLF32.33	£189.49	FT415	£4.99	None
High Torque	1000-6500	11.7	23/63/63/23	266°	BF134	£189.49	FT415	£4.99	Pos.head mods
Road/Rally	3000-7500	11.7	42/78/78/42	300°	BF30	£189.49	FT415	£4.99	Pos.head mods
Road/Rally	2700-7500	11.4	56/88/88/56	324°	BLF40.41	£194.50	FT415	£4.99	Pos.head mods
Group 1	3000-7500	12.2	48/85/84/47	313°/311°	GP1	£194.50	FT415	£4.99	Head
Race/Sprint	2800-8000	13.0	44/86/86/44	310°	BF63	£202.50	FT407X	£4.99	Head+pos.piston
Full Race	4000-8500	14.0	51/91/91/51	322°	BF322	£202.50	FT407X	£4.99	Head & pistons
X/Flow 1.3/1.6 & pre-X/Flow 1.2/1.5									
GT Spec	1500-6000	8.7	27/65/65/27	272°	CAMOHVGT	£159.50	FP400	£6.80	None
Fast Road	2500-7000	9.8	29/77/63/35	286°/278°	A14	£150.94	FP400	£6.80	Check clearance
Fast Road	2000-6750	10.5	29/88/67/50	297°	BLF22	£156.52	FP400	£6.80	Head & pistons
Road/Rally	3000-7000	8.9	40/76/76/40	296°	A2	£155.95	FP400	£6.80	Check clearance
Rally	4000-8000	9.9	47/83/83/47	310°	A3	£155.95	VS7 (set)	£66.50	Check clearance
Rally/Race	4500-8500	10.5	42/96/74/64	318°	BLF18	£164.95	VS7 (set)	£66.50	Head & pistons
Full Race	5000-9000	10.2	46/78/78/46	304°	A6	£172.50	FP465A	£8.95	Head & pistons
Full Race	5500-9500	10.4	56/76/76/56	312°	A8	£172.50	FP465A	£8.95	Head & pistons
Full Race	4000-8500	12.3	42/78/78/42	300°	A9	£172.50	FP465A	£8.95	Head & pistons
Cosworth YB 2.0 Turbo (Hydraulic tappet profiles)									
Group N (standard)	1500-6000	8.5	6/55/50/11	241°	BD8	£174.95	SC1219	£6.25	None
Fast Road	1500-6500	8.6	17/67/62/22	264°	BD10	£174.95	SC1219	£6.25	None
Group N	1500-6000	8.4	9/58/53/14	247°	BD12	£174.95	SC1219	£6.25	None
Fast Road, Rally	2000-7000	8.9	16/65/60/21	261°	BD14	£174.95	SC466	£16.50	Head, pistons & retainers
Race	2500-8000	10.0	24/54/57/21	258°	BD15	£174.95	SC466	£16.50	Head, pistons & retainers
Race	3500-8000	10.1	28/57/60/25	265°	BD16	£174.95	SC466	£16.50	Head, pistons & retainers

All cams are 4wd type. For 2wd head applications, use with spacer SC498. Large range of cams for aspirated Cosworth are also available.

Lotus Twin Cam & BDA

Fast Road (BDA)	2000-7000	8.6	34/74/74/34	290°	BD3	£295.00	FP400	£6.80	Mod.retainers
Fast Road (BDA)	2000-7000	9.6	34/66/66/34	280°	BLF46	£295.00	FP400	£6.80	Mod.retainers
Fast Road, Rally (LTC)	2500-7500	8.8	46/70/70/46	296°	L2	£272.95	FL408	£6.46	Mod.retainers
Fast Road, Rally (BDA)	2000-7500	10.4	34/66/66/34	280°	BLF14	£295.00	FB412	£7.64	Head & retainers
Rally/Race (LTC)	3500-7500	10.4	46/78/70/50	304°	L1	£272.95	FL409X	£11.50	Head & parts
Rally/Race (BDA)	3500-8000	10.7	50/74/74/50	304°	BLF4	£295.00	FB412	£7.64	Head & parts
Race/Sprint (BDA)	3500-8000	11.2	50/74/74/50	304°	BLF42	£295.00	FB412	£7.64	Head & pistons
Full Race (BDA)	4500-9000	10.4	58/82/82/58	320°	F1	£295.00	FB412	£7.64	Head & pistons
Full Race (BDA)	4500-9000	11.2	56/88/80/64	324°	BLF17	£295.00	FB412	£7.64	Head & pistons
Ultimate Race (LTC)	5500-9500	12.5	60/90/86/62	330°/328°	BLF1.16	£272.95	FL409X	£11.50	Details on request

COSWORTH DURATEC CAMSHAFTS

Cosworth camshafts are ground in-house from new chill cast blanks. Available in a selection of profiles and suitable for 2.0 or 2.3 engines. Cosworth Duratec camshafts are optimised for maximum usable power across the entire rpm range. Each camshaft design has been validated with hours of testing on Duratec engines as well as rig testing to ensure valve train compatibility and reliability. Only the 200hp cams (limited to 7200rpm) can use standard valve springs. All other cams require suitable upgraded items.



COSWORTH

Spec	Inlet/Exhaust	Revs RPM	Duration	Lift mm	Part No	Price
2.0 200bhp/2.3 220bhp	Inlet	7200	256°	9.5	YD0222	£202.96
2.0 220bhp	Inlet	8300	290°	11.3	YD0716	£232.96
2.0 220bhp/2.3 240bhp	Inlet	7800	282°	11.3	YD0224	£230.00
2.0 240bhp/2.3 260bhp	Inlet	7800	282°	11.3	YD0223	£240.00
2.0 250bhp/2.3 280bhp	Inlet	8500	303°	12.5	YD0718	£235.00
2.3 300bhp	Inlet	8500	303°	12.5	YD0714	£232.96
2.0 200bhp/2.3 220bhp	Exhaust	7200	256°	9.5	YD0173	£202.96
2.0 220bhp	Exhaust	8300	266°	9.95	YD0717	£232.96
2.0 240bhp/2.3 260bhp	Exhaust	8000	262°	9.95	YD0182	£240.00
2.0 250bhp/2.3 280bhp	Exhaust	8500	290°	11.3	YD0719	£235.00
2.3 300bhp	Exhaust	8500	290°	11.3	YD0715	£232.96

CAMSHAFT BEARINGS & CAPS

All camshaft bearings listed below are made from standard material and are supplied in complete sets unless stated otherwise.



Application	Description	Part No	Price
Cologne V6 to 10/82	Cam bearing set	C4072/STD	£57.50
Cologne V6 from 10/82	Cam bearing set	C4072LB/STD	£49.99
Cosworth YB	2wd cam bearing, each	SC490	£10.75
	2wd cam bearing housing, each	SC491	£36.00
	2wd housing circlip, each	SC492	£3.00
	2wd housing retaining clip, each	SC494	£4.80
	2wd cam bearing spacer, each	SC493	£9.60
	Spacer - 4wd cams in 2wd head	SC498	£9.70
	4wd cam bearing, each	SC490A	£10.25
	4wd cam bearing spacer, each	SC493A	£10.96
	Front cam bearing cap 4wd	SC580	£12.00
	Rear cam bearing cap	SC581	£50.95
Essex V6	Cam bearing cap stud, front M6	SC584	£9.00
	Cam bearing cap stud, rear M8	SC584A	£9.00
	Cam bearing set	C4071SA/STD	£57.50
	Cam bearing set	C10001S/STD	£99.95
	Cam bearing cap stud, long	FL836	£3.50
	Cam bearing cap stud, short	FL837	£2.40
	Cam bearing set, std	C3061SA/STD	£32.90
	HD cam bearing set, std	FT482S	£39.95
	Cam bearing set, std	C3037S/STD	£26.95
	SOHC Pinto	Cam bearing set, std	C3061SA/STD
HD cam bearing set, std		FT482S	£39.95
X/Flow & pre-X/Flow	Cam bearing set, std	C3037S/STD	£26.95

CAMSHAFT DRIVE

Application / Description	Part No	Price
BDA		
Camshaft pulley, each	FB931	£133.90
Adjustable cam pulley - Alloy, pair	FB931A	£253.90
Camshaft thrust key, each	FB929	£12.95
Camshaft pulley washer	FB931WV	£5.95
Cologne V4/V6 (not 2.4/2.9)		
Steel cam gear (noisier than std.)	TV1419	£198.50
Alloy cam/steel crank gear set	TV1423S	£168.00
Fibre cam/steel crank gear set	TV1422	£216.00
Cosworth V6 24v		
RH centre chain guide BOA	FB0075	£19.96
Top chain guide shoe, each BOB	FB1110	£4.96
RH upper chain guide BOB	FB1309	£19.90
LH chain guide assy BOB	FB8162	£24.95
Camshaft thrust washer BOA/BOB	FB0572	£2.50
Cosworth YB		
Adjustable cam pulley - Alloy, pair	SC1248AA	£199.00
Adjustable cam pulley - Steel, pair	SC1248S	£183.00
Woodruff key, camshaft	FT583	£1.00
Camshaft pulley bolt	BHB1	£1.50
Camshaft pulley bolt washer	FT587	£2.40
CVH 1.3/1.4/1.6		
Adjustable cam pulley - Steel	CV153	£93.50
Adjustable cam pulley - Alloy	CV153E	£110.95
Woodruff key, camshaft	FT583	£1.00
Duratec HE 14		
Timing chain 2.0 (8mm type)	PR7246	£99.95
Timing chain 2.3 (8mm type)	FD163	£62.95
Timing chain tensioner	FD160	£107.40
Timing chain tensioner arm 2.0	FD168	£48.50
Timing chain tensioner arm 2.3	FD161	£24.00
Timing chain long guide 2.0	FD169	£27.50
Timing chain long guide 2.3	FD162	£24.40
Camshaft sprocket (8mm chain type)	PR6667	£39.00
Standard camshaft sprocket bolt	PR6732	£3.65
Essex V4/V6		
Steel cam gear (noisier than std.)	FV419	£167.95
Lotus Twin Cam		
Adjustable cam sprocket, each	FP318.2	£81.95
Steel camshaft sprocket, inlet/exhaust	FP604A	£36.95
Offset dowel kit for above (1-9°)	FP220S	£55.99
Camshaft dowel (std)	FP607	£2.95
Washer for cam sprocket	FL801	£7.20
Bolt for cam sprocket	FL526	£4.00
Timing chain 120 link HP	FL804	£16.50
Timing chain 122 link HP (1.6 block)	FL804XL	£17.50



Application / Description	Part No	Price
RS2000 16v DOHC		
Adjustable cam sprocket, Steel, pair	DOHC310	£249.50
SOHC Pinto		
Adjustable cam pulley - Steel	FT310A	£93.50
Adjustable cam pulley - Alloy	FT311E	£104.95
Camshaft thrust plate	FT611	£12.00
Woodruff key, camshaft	FT583	£1.00
X/Flow & pre-X/Flow		
Steel camshaft sprocket	FP604A	£36.95
Lock tab, camshaft sprocket	FP609	£1.60
Camshaft dowel (std)	FP607	£2.95
Steel duplex sprocket set	FP217K	£91.90
Offset dowel kit for above (1-9°)	FP220S	£55.99
Adjustable duplex sprocket set	FP317K	£127.50
Special double width tensioner pad	FP219DW	£12.70
Adjustable cam sprocket, single row	FP318.2	£81.95
Camshaft gear drive set	FP311K	£540.00
Timing chain, single row HP	FP215	£8.50
Timing chain, duplex	FP218HP	£12.50
Camshaft thrust plate, O.E.	FP601	£27.59
Camshaft thrust plate, steel	FP221	£29.50
Lock tab, camshaft thrust plate	FP608	£1.60
Zetec E		
Adjustable cam pulley - Alloy, pair	FZ234	£202.90
Camshaft pulley bolt	FZ235	£5.10
Zetec SE		
Adjustable cam pulley - Alloy, pair	FZS234	£205.50

CAMSHAFT DRIVEBELTS

A range of premium quality camshaft drive belts are available for most makes and models.

Many models not listed below are also catered for. If your vehicle is not listed please call us.



Application	Manufacturer	Part No	Price
BDA/BDG/BDT	Gates Powergrip	FB945	£27.50
BDH 1.3	Gates Powergrip	FB945A	£64.90
Cosworth YB	Gates Powergrip	SC1245	£35.75
Cosworth YB	Mountune WRC HD	SC1239	£50.00
CVH 1.3	Gates Powergrip	CV223	£9.95
CVH 1.4 / 1.6	Gates Powergrip	CV226HP	£19.90
Duratec I5 5 cyl RS/ST	Gates Powergrip	5D225	£52.99
SOHC Pinto 1.6	Gates Powergrip	FT1044	£17.50
SOHC Pinto 2.0	Gates Powergrip	FT1045A	£13.50
Zetec E to 5/98	Gates Powergrip	FZ225HP	£29.95
Zetec E from 5/98	Gates Powergrip	FZ224	£36.95
Zetec SE	Gates Powergrip	FZS225	£26.50

Tech Tip!

BELT PROFILES & FITTING

The first generation of belt used a straight sided trapezoidal tooth form. The much stronger semi-circular form, initially in 8mm pitch, is now widely used in a 9.5mm pitch version. Manufacturers develop shapes to improve strength and quietness. Many, but not all, are compatible with O.E. gears, so care is required.

To prevent premature failure the following check list should be carried out:

- Ensure all pulleys are clean, undamaged and unworn - if in doubt, always replace.
- Do not use a belt that has been 'crimped' during packaging or handling.
- Check that tooth profile on belt matches pulleys. (see chart)
- Check tensioning jockey wheel and replace if worn or damaged.
- Take time to tension belt correctly and re-check after 500 miles.
- Replace belt at manufacturers recommended intervals.

Straight sided trapezoidal tooth form.



Semi-circular form.



O.E. compatibility



Rounded trapezoidal form.

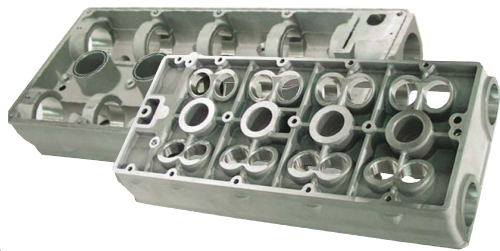


TENSIONER & JACKSHAFT ACCESSORIES



Application / Description	Part No	Price	Application / Description	Part No	Price
BDA/BDG			Lotus Twin Cam		
Tensioning idler pulley	FB935A	£48.00	Tensioner brass bracket	FL805	£48.95
Hub for tensioning idler pulley	FB941	£24.00	Tensioner sprocket	FL806	£31.90
Stud for tensioning idler pulley	FB941A	£17.90	Tensioner sprocket bolt	FL807	£18.50
Spacer for above	FB943	£14.95	Tensioner pin bolt, bracket pivot	FL808	£18.50
Fixed idler pulley, complete kit	FB936K	£89.95	Tensioner plunger	FL809	£12.50
Hub for fixed idler pulley	FB942	£24.00	Tensioner plunger, extra long	FL809L	£14.50
Stud for fixed idler pulley	FB942A	£17.90	Tensioner plunger spring	FL810	£1.55
Spacer for fixed idler pulley	FB944	£13.99	Tensioner adjusting screw	FL811	£4.60
Bearing for idler pulleys	FB940	£24.95	Washer, adjusting screw/spring	FL812	£2.40
Circlip for idler pulleys	FB936A	£19.00	Nut for adjusting screw	FL813	£10.25
Steel jackshaft, alloy block	FB222S	£175.00	Locking nut for FL813	NL516F	£0.25
Jackshaft pulley	FB932	£123.95	Damper guide, timing chain	FL814	£25.50
Jackshaft bearing set	C3037S/STD	£26.95	Screw, damper guide securing	FL815	£0.50
Jackshaft thrust plate, O.E.	FP601	£27.59	Steel jackshaft sprocket	FP604A	£36.95
Jackshaft thrust plate, steel	FP221	£29.50	Jackshaft	FL222	£115.00
Cosworth V6 24v			Adaptor plate, jackshaft to sprocket	FL803	£30.60
Hydraulic tensioner plunger BOA	PP6144/03	£20.95	Lock tab, jackshaft sprocket	FP609	£1.60
Tensioner blade BOA	FB1369	£240.00	Dowel, jackshaft	FL607A	£7.50
Tensioner check valve BOA,BOB	PP3777	£5.10	Jackshaft bearing set	C3037S/STD	£26.95
LH tensioner blade BOB	FB1315	£24.95	Jackshaft thrust plate, O.E.	FP601	£27.59
RH tensioner blade BOB	FB1308	£24.95	Jackshaft thrust plate, steel	FP221	£29.50
Auxiliary sprocket bolt BOB	FB1358	£3.50	Lock tab, jackshaft thrust plate	FP608	£1.60
Auxiliary shaft bearings	C4072LB/STD	£49.99	SOHC Pinto		
Cosworth YB			Tensioner assembly	FT1046	£31.50
Tensioner assembly	SC1250	£34.96	Tensioner spring bolt	FT1048	£14.70
Tensioner stud	SC1251	£3.95	Auxiliary shaft bearing	FT1022	£30.00
Tensioner nut	SC1252	£5.00	Auxiliary shaft thrust plate	FT612	£12.95
Tensioner nut rubber (use with above)	SC1253	£1.25	Auxiliary shaft thrust plate screw	FT590	£3.10
Auxiliary shaft pulley (alloy)	SC1255	£79.90	Alloy auxiliary pulley	FT312	£74.50
Auxiliary shaft washer	SC495	£5.95	X/Flow & pre-X/Flow		
Auxiliary shaft thrust plate	FT612	£12.95	Tensioner assembly	FP602	£77.50
Auxiliary shaft thrust plate screw	FT590	£3.10	Tensioner pad (RWV engines)	FP600	£5.65
CVH 1.3/1.4/1.6			Tensioner pad (Fiesta)	FP600F	£5.65
Tensioner assembly from 01/86	CV160A	£36.50	Double width tensioner pad	FP219DW	£12.70
Tensioner spring	CV168	£4.50	Zetec E		
Duratec HE 14			Tensioner - 5/98 (silver top)	FZ160	£25.96
Tensioner assembly	FD160	£107.40	Tensioner 5/98 - (black top)	FZ160A	£29.95
Tensioner arm/chain guide 2.0	FD168	£48.50			
Tensioner arm/chain guide 2.3	FD161	£24.00			

BD CAM CARRIERS



Produced by Burton Power from high integrity LM25 castings these carriers have been CNC machined to meet the original close tolerance specifications and include the following additional features:

- Refined strengthening of critical areas.
- Burnished tappet bores.
- Sealing kit & core plugs included.
- 'O' ring sealed top cover face.

Application	Part No	Price
BDA (1.2" tappet bores)	FB930	£695.00
BDG (1.25"/1.2" tappet bores)	FB930G	£700.00
BDT 1.8/BDX (1.25" tappet bores)	FB930T	£750.00
Cam bung, cam carrier	FB927	£15.95
Cam thrust key	FB929	£12.95
Dowel, head to cam carrier	FB926	£18.00
Core plug 3/8", cam carrier	FB555	£0.80
Bolt, carrier to head (10 required)	FB928	£0.40
Bolt, carrier to head (5 required)	FB928A	£1.50

NEW CYLINDER HEADS

X/Flow Alloy Cylinder Head



Manufactured from LM25 aluminium alloy, these new heads provide 100% interchangeability with original parts. They are fitted as standard with bronze valve guides and unleaded valve seat inserts. Spring seats can be machined to take cam lifts of up to 0.550". With standard inserts fitted, valve sizes of 1.625" inlet and 1.375" exhaust can be used. However, with special machining, we have managed to fit 1.750" inlet and 1.500" exhaust valves.

Can be supplied with valves, springs and/or ported to your requirements. Supplied as a bare machined casting.

FP800

£950.00

Gift Vouchers

£5
£10 £25
£50

Available in-store or online at www.burtonpower.com

KAM BDA & BDG Cylinder Head



Manufactured from new KAM castings these heads are fully ported and supplied finished as a bare head. Each spec of head is available with either 3 stud or 4 stud exhaust patterns. The heads are fitted with Beryllium valve seats, Colsibro valve guides, core plugs and breather tubes. Ports are fully worked to optimise the valve seats fitted. 10mm spark plug thread. Inlet & exhaust studs/nuts supplied. Specs available:

BDG head - Seats to take 1.4"/1.2" valves. 1.530" inlet valve centres. 32cc chamber

FB802 £4,620.00

BDG head, FIA spec - as above but with 1.500" inlet valve centres

FB802/FIA £4,620.00

BDG head, Safari spec - Seats to take 1.36"/1.145" valves. 1.500" inlet valve centres. 32cc chamber

FB802/SAF £4,620.00

BDR race 1.7 head - Seats to take 1.320"/1.145" valves. 28cc chamber. Optimised for 83.5mm bore

FB803/BDR £4,620.00

BDA/BDD Atlantic 1.6 head -

Seats to take 1.275"/1.080" valves. 28cc chamber

FB803 £4,620.00

Options:

Supply with ported and matched inlet manifolds

FB805 £300.00

Complete race valve spring, retainer, cotter and spring seat kit with head machined to correct fitted length

FB806 £840.00

Cosworth YB Cylinder Head



Manufactured from genuine Grainger and Worrell machined castings, these YB Motorsport cylinder heads are designed for use in the ultimate turbo charged and naturally aspirated engines.

Special features include • Improved port shapes • Thick wall ports • Improved water jacket and oil chest design • Improved fire face design • Superior head bolt pillars • CNC machined ports and combustion chambers. These heads are available in two types, both are supplied with: hardened valve seats; Colsibro valve guides; cam caps, studs, nuts & washers; bungs & core plugs; ports hand finished to highest standard; 4wd combustion chamber.

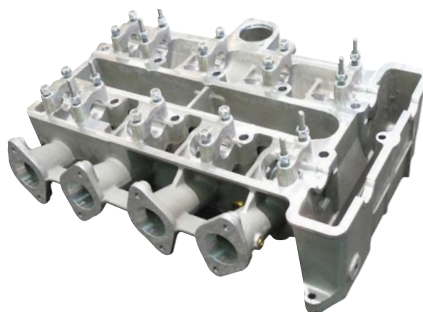
Type 1 – 290CFM head. These heads are supplied with valve seats to suit 36.24mm inlet valves and 32mm exhaust valves. Inlet ports are 28.5mm, exhaust ports 27mm.

SC1207A £4,495.00

Type 2 – 330CFM head. These heads are supplied with valve seats to suit 39mm inlet valves and 33mm exhaust valves. Inlet ports are 31.5mm, exhaust ports 30mm.

SC1207B £4,495.00

Lotus Twin Cam Cylinder Head



New Lotus Twin Cam 1558cc cylinder heads are now available and cast in LM25TF from new tooling. Available as a fully machined head to Sprint spec which includes cam caps, cam cap studs, fitted hardened valve seats and Colsibro valve guides. All combustion chambers and ports are CNC machined.

Since the heads are cast using modern materials and technology, there is no need for tappet sleeves or cam bearings – both cams and tappets run directly in the head as you would expect on a modern engine. Additional modifications to higher specs are available on request to customer's own specifications including fully built heads.

FL830 £3,600.00

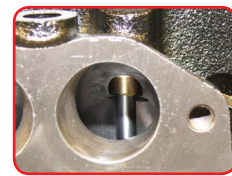
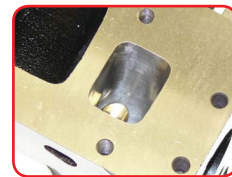
The cylinder head is one of the key engine components that ultimately determines the power of an engine. The head is designed to perform to a level determined by the manufacturer which is fine whilst the engine remains in standard specification. However, once you start to modify an engine with performance camshafts, twin carburetors, etc, the head soon becomes the bottleneck to releasing extra horsepower. All heads have a maximum amount that their ports will flow in standard production form. To increase the flow capacity of the head, we need to look at the port sizes and valve sizes. For most heads, a mild improvement can be made through altering the inlet and exhaust ports alone (a typical stage one modification) but eventually the restriction will be moved to the diameter of the valves which must be increased before seeing further improvements through port modifications.

So surely all you need to do is buy some grinding stones and attack your own head, saving a fortune? Theoretically yes but how much to take off and where? Porting or gas flowing a head is a highly skilled job that requires years of development to perfect which initially includes trial and error to find the limitations of the castings. The ports are surrounded by water jackets by a wall thickness of an unknown size so an amateur would do well to complete the job without breaking through the port wall and ruining the head! The other equally important goal to successfully gas flowing a head, and this is obvious, is to make sure that the port modifications do actually improve the flow of the head. Gas flowing a port to its maximum size will not always mean it flows better, if the port is made too large then the gas flow will slow down resulting in loss of efficiency and loss of torque. Some of the head designs work well with extensive porting because the originals are relatively small. Others have ports that are considered almost too large so these designs benefit from attention to port angles and valve throat modifications. It is this experience and knowledge that goes into every Burton Power cylinder head.

Now CNC Machined!!!

Using the benefits of the latest technology and machinery, all Burton Power performance heads listed below are now CNC machined. This increases the accuracy to which each head is modified and ensures that each cylinder port performs the same as the others. Each design has been copied from an optimised head using scanning technology which means every head performs identically and eradicates any variations due to hand machining.

Surcharges - all cylinder heads below are priced on an exchange basis. Exchange units must be crack-free, in a serviceable condition, unmodified and supplied stripped. A surcharge is applied where heads are supplied before returning an old unit or where the head is purchased on an outright basis. This is subject to the availability of old core, where this is not available, customer will have to supply a unit suitable for modification.



Cologne V6 2.8 CNC Cylinder Heads



Original valve guide area of the head is machined out to accept our loose guides. Hardened exhaust valve seats are fitted. Cylinder, inlet and exhaust faces are skimmed. Fitted with new valves, new HD single valve springs, new steel retainers, new cotters and core plugs replaced.

Stage 1 - 42.2mm inlet/36.1mm exhaust valves. Cast iron guides. Pair

Exchange PCH100UN £1,100.00

Stage 2 - 44.5mm inlet/36.1mm exhaust valves. Cast iron guides. Pair.

Exchange PCH101UN £1,250.00

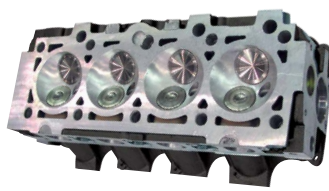
Stage 3 - 44.5mm inlet/38.1mm exhaust valves. Bronze guides. Pair.

Exchange PCH102UN £1,230.00

Turbo applications - we have a special port design more suited to turbo engines. 44.5mm inlet/38.1mm exhaust valves. Bronze guides. Pair.

Exchange PCH102TUN £1,230.00

CVH 1.6 CNC Cylinder Head



Hardened exhaust valve seats are fitted. Cylinder, inlet and exhaust faces are skimmed. Fitted with new valves, guides, new HD single valve springs, new steel retainers, new cotters and core plug replaced.

Stage 1 - 42mm inlet/37mm exhaust valves. Cast iron guides.

Exchange PCH093UN £830.00

Stage 2 - 43mm inlet/37mm exhaust valves. Cast iron guides.

Exchange PCH094UN £820.00

Stage 3 - 43mm inlet/37.85mm exhaust valves. Cast iron guides. Pair.

Exchange PCH095UN £715.00

Heads are available to suit early engines -08/85 (hemi heads), late carb/MFI engines (lean burn/kidney shape), EFI and Turbo engines. Please specify application when ordering.

Essex V6 3.0 CNC Cylinder Heads



Original valve guide area of the head is machined out to accept our loose guides. Hardened exhaust valve seats are fitted. Cylinder, inlet and exhaust faces are skimmed. Fitted with new valves, new HD single valve springs, new steel retainers, new cotters and core plugs replaced.

Stage 1 - 41.1mm inlet/36.9mm exhaust valves. Cast iron guides. Pair

Exchange PCH082UN £1,050.00

Stage 2 - 44.5mm inlet/36.9mm exhaust valves. Cast iron guides. Pair.

Exchange PCH083UN £1,100.00

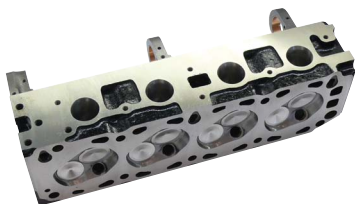
Stage 3 - 44.5mm inlet/41.1mm exhaust valves. Bronze guides. Pair.

Exchange PCH083AUN £1,150.00

Full Race - 46.2mm inlet/41.1mm exhaust valves. Bronze guides. Pair

Exchange PCH084UN £1,200.00

SOHC 2.0 Pinto CNC Unleaded Cylinder Head



Original valve guide area of the head is machined out to accept our loose guides. Hardened exhaust valve seats are fitted. Cylinder, inlet and exhaust faces are skimmed. Fitted with new valves, heavy duty single valve springs, new steel retainers, new cotters, cam bearings and core plug replaced. Chambers are CNC machined to equalise them.

Stage 1 - 42mm inlet/36mm exhaust valves. Cast iron guides. Head skimmed to give 47cc chambers.

Exchange PCH061UN £745.00

Stage 2 - 44.5mm inlet/36mm exhaust valves. Cast iron guides. Head skimmed to give 47cc chambers.

Exchange PCH062UN £750.00

Stage 3 - 44.5mm inlet/38.1mm exhaust valves. Bronze guides. Head skimmed to give 47cc chambers.

Exchange PCH063UN £880.00

Full Race - 45.5mm inlet/38.1mm exhaust valves. Bronze guides. Head skimmed to give 44cc chambers.

Exchange PCH064UN £935.00

X/flow 1.6 CNC Unleaded Cylinder Head



Original valve guide area of the head is machined out to accept our loose guides. Hardened exhaust valve seats are fitted. Cylinder, inlet and exhaust faces are skimmed. Fitted with new valves, new valve springs, new steel retainers, new cotters and core plug replaced.

Stage 1 - 38.1mm inlet/31.5mm exhaust valves. Cast iron guides, HD single valve springs.

Exchange PCH056UN £745.00

Stage 2 - 39.5mm inlet/34mm exhaust valves. Cast iron guides, HD single valve springs. Uses GT size valves.

Exchange PCH057UN £700.00

Stage 3 - 40.7mm inlet/34.0mm exhaust valves. Bronze guides, duplex valve springs.

Exchange PCH059UN £745.00

Full Race - 41.3mm inlet/34.9mm exhaust valves. Bronze guides, duplex valve springs.

Exchange PCH058UN £910.00

Pre-X/flow and 681F chambered heads - POA.

Zetec E 2.0 CNC Cylinder Head



Cylinder, inlet and exhaust faces are skimmed. Fitted with new valves, guides, new valve springs, new steel retainers, new cotters and core plug replaced.

Stage 1 - 32mm inlet/28mm exhaust valves. Cast iron guides, single valve springs.

Exchange PCH111 £995.00

Stage 2 - 33.5mm inlet/28mm exhaust valves. Cast iron guides, single valve springs.

Exchange PCH112 £1,350.00

Stage 3 - 33.5mm inlet/30mm exhaust valves. Bronze guides, duplex valve springs.

Exchange PCH113 £1,995.00

Heads are available for early silver top and late black top engines - please specify when ordering.

ST170 and Focus RS heads also available - POA.



ALLOY CAM & VALVE COVERS

Available in a range of finishes to enhance the look of any engine, these covers eliminate the distortion associated with conventional pressed steel types thus reducing the risk of oil loss. The denser aluminium material also suppresses tappet noise.



Application	Part No	Price
BDA/BDG		
(1) Billet machined alloy cover (dry sump)	FB951DS	£279.95
Duratec HE I4 2.0/2.3/2.5		
(3) 'Duratec R' alloy cover. Must be used without VVT fitted and with coil pack and leads (not coil over plug)	FD230	£375.00
Cam sensor blanking plug for FD230	FD231	£8.00
Breather banjo for FD230	FD232	£16.00
Essex V6		
(2) Alloy covers (pair) 'ESSEX V6' unpainted	FV430F	£192.50
Stainless steel bolt/washer for above (12 required)	FV280SS	£0.72
SOHC Pinto		
(4) Burton alloy cover, front filler, black	FT1071B	£132.95
Burton alloy cover (dry sump - no filler), black	FT1071DS	£132.95
X/Flow & Pre-X/Flow		
(5) Burton alloy cover, black	FP227	£129.95
Burton alloy cover, red	FP227RED	£129.95
Plain alloy cover, black	FP227P	£129.95
(6) Plain alloy cover, red	FP227PRED	£129.95
(7) Burton alloy cover, black (dry sump - no filler)	FP228	£129.95
Plain alloy cover, black (dry sump - no filler)	FP228P	£129.95
Bolt for above covers (4 required)	FP453	£0.85
Zetec E		
(8) BDA style alloy cover kit for silver & black top engines. Powder coated black. Supplied with bolts & gasket. BDA style oil filler cap available at extra cost. Requires special deep Ignition leads. If used, front cover will require slight trimming	FZ230	£349.90
Ignition leads to suit above	FZ231	£88.50
BDA style oil filler cap	FZ232	£45.95

FRONT & REAR COVERS



(9) BDA Front Cover

Manufactured by Burton Power from high grade alloy, this O.E. spec cover represents an extremely competitive alternative to a genuine Cosworth item. Fits all BD types of engines.

FB307 £209.95

(10) BDA & X/Flow Rear Cover

A high quality remanufactured rear cover which fits all X/flow and BD type engines.

FP306 £60.00

ENGINE TIMING TOOLS



A simple disc is an invaluable tool for accurately determining and setting the engine crankshaft/camshaft timing when used in conjunction with a dial gauge. Ideal for modified engines where O.E. manufacturers marks are invalid and an additional method of camshaft to drive adjustment is employed (i.e. adjustable pulleys/sprockets, offset keys, etc.).

Description	Part No	Price
Timing Disc	TD1	£4.50
DTI Gauge (Imperial)	DRA51831	£32.50
DTI Gauge (Metric)	DRA51830	£35.00
Magnetic Base for Gauge	DRA45276	£36.00

OIL FILLER CAPS



Description	Part No	Price
(14) Cologne V6 (no take-off)	FP630	£4.60
(15) Cologne V6, polished alloy	FP640	£36.95
(16) Cologne V6 (with take-off)	FP631	£6.25
(17) Cologne V6, polished alloy with take-off	FP641	£46.50
Cosworth YB from 07/88 (OE plastic screw-in type)	SC1076	£37.40
(11) Cosworth YB from 07/88, polished stainless	SC1076A	£36.76
(12) CVH (not 1.8)	CV271A	£4.80
(13) CVH (not 1.8), polished stainless	CV271	£33.50
CVH (not 1.8), black anodised alloy	CV271B	£33.50
(14) Essex V4/V6 (no take-off)	FP630	£4.60
(15) Essex V4/V6, polished alloy	FP640	£36.95
(16) Essex V4/V6 (with take-off)	FP631	£6.25
(17) Essex V4/V6, polished alloy with take-off	FP641	£46.50
(18) Focus Mk2 ST & RS	FZ632	£34.90
(19) Lotus Twin Cam	FL854	£37.96
(14) SOHC Pinto (no take-off)	FP630	£4.60
(15) SOHC Pinto, polished alloy	FP640	£36.95
(16) SOHC Pinto (with take-off)	FP631	£6.25
(17) SOHC Pinto, polished alloy with take-off	FP641	£46.50
(14) X/Flow & pre-X/Flow (no take-off)	FP630	£4.60
(15) X/Flow & pre-X/Flow, polished alloy	FP640	£36.95
(16) X/Flow & pre-X/Flow (with take-off)	FP631	£6.25
(17) X/Flow & pre-X/Flow, polished alloy with take-off	FP641	£46.50

SPECIALIST CYLINDER HEAD TOOLS

CVH Valve Spring Compressor

Allows valve stem seals to be replaced without removing the cylinder head. Suits 1.3, 1.4 and 1.6 CVH engines.

VS150 £15.95



Head Component Storage Rack

Integral trays to accept camshafts and all associated valves, springs, rockers, collets, etc. Ideal when dismantling the cylinder head, all components can be stored in the trays in exactly the correct order for easy reassembly.

CHRACK £45.00



Dual Cam Action Valve Spring Compressor

Designed for use on multi-valve engines with deep seated valves. Provides a choice of operation from either above or below the valve to give improved access. Throat depth 165mm. Adjustable from 55 to 175mm.

DRA02713 £59.99



Valve Spring Compressor

Adjustable cam action spring compressor that is suitable for use on many OHC, OHV and CVH engines. Capacity 60-155mm, throat 160mm.

DRA13892 £39.00



Valve Grinder Kit

Valve grinding stick with pots of genuine carborundum fine and coarse paste.

DRA72891 £12.00



Conventional rocker arms produce sideways movement in valve stems causing high levels of friction and subsequent wear to both stems and valve guides. Roller rockers virtually eliminate valve and guide wear due to their strong arm construction and large low friction needle roller bearings. The X/Flow kits are manufactured by Titan. The Essex kits are manufactured by Yella Terra.



Complete competition roller rocker sets with roller tips and needle roller shaft bearings.



New roller rocker kit now available for 1.3/1.6 X/flow engines. The kit also includes roller tipped rockers, steel posts, steel rocker shaft and spacers. By omitting the roller bearing for the shaft, the cost is significantly reduced since a special hardened shaft is no longer required. Available in standard lift only (1.54:1 ratio).



Description	Ratio	Part No.	Price
Essex V6 3.0			
Kit - 12 replacement rockers with adjuster nuts.	1.55:1	YT5016	£495.00
Screw-in integral rocker stud. For above.		FV559	£11.50
Budget kit made from die cast alloy (std. lift).	1.5:1	FV461	£350.00
X/Flow			
Complete roller rocker set (std. lift).	1.54:1	FP229K	TBA
Complete roller rocker set (high lift).	1.69:1	FP229AK	TBA
Roller tip rocker set	1.54:1	FP205	TBA

CAMSHAFT FOLLOWERS, VALVE SPRINGS & RETAINERS

BURTON POWER can supply a wide range of quality valve train components designed to suit each individual stage of tune.

Valve springs are produced from the finest spring wire while retainers can be Chrome Moly steel, Aircraft quality alloy or Titanium.

It is very important that the correct parts are selected and the following list has been compiled as a guide for the most popular engines.

Additional information is provided where necessary.



Application	Tappet/Follower	Price Each	Follower Type	Valve Spring	Price Set	V/Spring Type	V/Spring Platform	Price Each	V/Spring Retainer	Price Each	Retainer Type	Comments
BDA-BDX	See Note 8		Steel	FP400	£108.80	Single					O.E.	Fast Road/Rally. See note 8
	See Note 8		Steel	FB412	£122.30	Duplex	FL826	£1.75	FB921X	£7.00	Steel	Rally/Race. See note 3 & 8
Cologne V6 2.3/2.8	TV1420	£4.25	O.E.	TV416	£74.45	Single			TV1450	£2.30	O.E.	Fast Road/Rally
	TV1420	£4.25	O.E.	VS42 (1½ sets)	£182.25	Duplex			(modified)		O.E.	Rally/Race
Cologne V6 2.4/2.9	TV1420	£4.25	O.E.	TV416	£74.45	Single			TV1450	£2.30	O.E.	Fast Road/Rally. See note 1
Cosworth YB	SC1222	£13.50	Hyd.	SC1219	£100.03	O.E.			SC350	£1.99	O.E.	Fast Road
	SC1225	£19.50	Solid	SC466	£264.00	Duplex			SC350	£1.99	Steel	Rally/Race. See note 6
CVH 1.3/1.4/1.6/RS Turbo	CV200	£7.50	Hyd.	CV413	£47.60	Single					O.E.	GT/Fast Road
	CV202K	£37.90	Solid	FT407X	£69.60	Duplex			(modified)		O.E.	Rally/Race
Duratec HE 14	FD211	£11.00	Soild	KK3459	£277.99	Single			FD360	£4.09	O.E.	Road/Rally/Race to 11.5mm lift
	FD211	£11.00	Soild	VS59	£220.50	Duplex			FD360	£4.09	O.E.	Road/Rally/Race to 12.5mm lift
Essex V6 3.0	FV420	£5.75	O.E.	FT415	£59.90	Single			FT1035	£7.50	O.E.	Fast Road/Rally
	FV420	£5.75	O.E.	FT407X	£104.40	Duplex			FT1034T	£11.78	Titanium	Rally/Race
Lotus Twin Cam	FL213	£14.95	Steel	FL408	£51.65	Duplex	FL826	£1.75	FL827	£8.50	Steel	Fast Road/Rally. See note 7
	FL213	£14.95	Steel	FL409X	£91.97	Duplex	FL826	£1.75	FL827	£8.50	Steel	Rally/Race. See note 7
SOHC Pinto 1.6/2.0	FT1010PH	£4.34	O.E.	FT415	£39.95	Single			FT1035	£7.50	O.E.	Fast Road/Rally
	FT1010PH	£4.34	O.E.	FT407X	£69.60	Duplex			FT1034T	£11.78	Titanium	Rally/Race. See note 4
X/Flow 711M	FP211	£12.50	O.E.	FP400	£54.40	Single	FL826	£1.75	FP350	£8.00	Steel	GT/Fast Road. See note 2
(681F & pre-X/flow refer to Note 2)	FP211	£12.50	O.E.	VS7	£66.50	Duplex	FL826	£1.75	FP350	£8.00	Steel	Fast Road/Rally. See note 2
	FP211	£12.50	O.E.	VS7	£66.50	Duplex	FL826	£1.75	FP350	£8.00	Steel	Rally/Race. See note 2
	FP211	£12.50	O.E.	FP465A	£71.60	Duplex	FL826	£1.75	FP351B	£7.50	Steel	Full Race. See note 2
Zetec E 1.8/2.0	FZ211	£8.00	Hyd.	VS46	£160.90	Single			FZ360	£7.20	O.E.	Fast Road/Rally
	FZ213R	£26.50	Solid	SC466	£264.00	Duplex			KCVRT11	*£264.00	Titanium	Rally/Race. See note 5

Note 1 - Non-hydraulic follower types only.

Note 2 - Use follower FP210 for pre-711M engines including pre-X/flow.

Note 3 - Use larger tappet FB905A (31.75mm) for BDG (inlet) and BDT/BDX (inlet & exhaust).

Note 4 - Use long pad follower FT1010LP and extended ball studs FT1013L for cam lifts over 12.7mm.

Note 5 - FZ213R is an oversized tappet that requires head machining to fit. VRT11 suits single groove valves. Use VRT18 for triple groove valves.

Note 6 - Use solid tappet SC1225R with reprofiled cams. Use solid tappet SC1226 with extended tip valves.

Note 7 - Tappet sleeve insert available FL829.

Note 8 - BD tappet with integral stem:
 FB905 (30.5mm) £18.95, FB905C (31.75mm) £18.95.
 BD tappet without stem:
 FB905B (30.5mm) £18.95, FB905A (31.75mm) £18.95.

* - Set price.
 O.E. - As original equipment.

VALVE SHIMS

Application	Part No.	Price
BDA 16v, O.E. type .040"-.088"	FB906	£1.60
BDA 16v, .200" top hat type	FB907	£4.00
Lotus Twin Cam, O.E. type .061"-.180"	FL214	£3.00
Lotus Twin Cam/Cosworth YB, .180" top hat type	FL215	£3.70
Zetec E, .160" top hat type	FZ215	£3.50

VALVE SPRING PLATFORM SHIMS

Thickness	Part No	Price	Thickness	Part No	Price
.010"/.25mm	FP360	£1.00	.020"/.5mm	FP360B	£1.00
.015"/.38mm	FP360A	£1.00	.036"/.9mm	FP360C	£1.00

To suit FL826 type platforms. 31.75mm OD, 12.75mm bore.

MISCELLANEOUS VALVE TRAIN COMPONENTS

Application	Description	Part No	Price	Application	Description	Part No	Price
Cologne V6	Rocker shaft	TV1430	£31.20	X/Flow & Pre-X/Flow	HD steel rocker shaft	FP204	£42.95
	Rocker arm with adjuster	TV1431	£16.90		Circlip for FP204 (2 required)	FP541	£0.20
	Rocker arm adjuster screw	TV1432	£10.31		Gallery bung for FP204 (2 req'd)	FP503A	£0.46
	Push rod	TV1433	£12.50		Washer for rocker shaft	FP542	£3.35
CVH (not 1.8)	Rocker arm	CV230	£15.00	Rocker arm spacer set (pre 711M)	FP206S	£12.95	
	Rocker arm stud	CV234	£7.45	Rocker arm spacer set (711M)	FP206AS	£12.95	
	Rocker arm lock nut	CV231	£0.60	Rocker arm RH Pre-X/Flow	FP207PXR	£7.50	
	Rocker arm fulcrum seat	CV232	£8.40	Rocker arm adjuster Pre-X/Flow	FP536PX	£4.80	
	Rocker arm fulcrum washer	CV233	£1.50	Steel rocker post set, std height	FP203S	£75.95	
	Screw-in rocker stud	FV559	£11.50	As above, +0.050" height	FP203AS	£75.95	
	Ball stud	FT1013	£13.80	Rocker post bolt & washer kit (set of 4)	FP203BK	£3.00	
Essex V6 SOHC Pinto	Ball stud, extra long, set	FT1013L	£73.50	Push rod, 1.3	FP209A	£8.95	
	Ball stud nut	FT1014	£1.80				
	Follower retaining spring	FT1012	£1.56				
	HD follower retaining spring & clip	FT1016S	£2.95				



VALVES, VALVE COTTERS & GUIDES

Engine Type	In/Ex	Notes	Valve Dia	Stem Dia	Length	Valve No	Price	Cotter	Price	Iron Guide	Bronze Guide
BDA/BDG/BDX											
214N stainless	IN	Note 1	31.0mm	7.15mm	99.6mm	FB910A	£25.00	FB922	£2.75		FB923 £6.65
214N stainless	IN		32.4mm	7.15mm	99.7mm	FB386	£25.96	FB922	£2.75		FB923 £6.65
214N race length	IN	Note 2	32.4mm	7.15mm	101.1mm	FB386R	£25.96	FB922	£2.75		FB923 £6.65
214N race length	IN	Note 2	33.7mm	7.15mm	101.2mm	FB388R	£25.96	FB922	£2.75		FB923 £6.65
214N race length	IN	Note 2	34.5mm	7.15mm	101.0mm	FB390R	£25.96	FB922	£2.75		FB923 £6.65
214N long dick BDG	IN	Note 3	34.5mm	7.15mm	115.8mm	FB390RL	£22.50	FB922	£2.75		FB923A £6.65
214N long dick BDX	IN	Note 3	35.5mm	7.15mm	115.8mm	FB384RL	£24.50	FB922	£2.75		FB923A £6.65
214N stainless	EX	Note 1	25.4mm	7.15mm	99.7mm	FB911A	£25.00	FB922	£2.75		FB924 £6.65
214N stainless	EX		27.2mm	7.15mm	99.8mm	FB387	£25.96	FB922	£2.75		FB924 £6.65
214N race length	EX	Note 2	27.2mm	7.15mm	100.9mm	FB387R	£25.96	FB922	£2.75		FB924 £6.65
214N race length BDG	EX	Note 2	29.1mm	7.15mm	101.3mm	FB389R	£24.00	FB922	£2.75		FB924 £6.65
214N race length BDX	EX	Note 2	30.5mm	7.15mm	100.3mm	FB385R	£24.00	FB922	£2.75		FB924 £6.65
214N long dick BDT	EX	Note 3	30.5mm	7.15mm	116.6mm	FB385RL	£27.50	FB922	£2.75		FB924 £6.65
COLOGNE V6 2.8											
O.E. valve	IN		42.1mm	8.0mm	105.6mm	TV1455	£9.95	TV1451	£1.33	FP380 £3.60	FP381 £5.95
214N stainless	IN		44.5mm	8.0mm	105.7mm	TV1453	£17.50	TV1451	£1.33	FP380 £3.60	FP381 £5.95
O.E. valve	EX		36.1mm	8.0mm	105.7mm	TV1456	£24.50	TV1452	£1.56	FP380 £3.60	FP381 £5.95
214N stainless	EX		38.1mm	8.0mm	105.8mm	TV1454	£17.50	TV1452	£1.56	FP380 £3.60	FP381 £5.95
COSWORTH YB											
O.E. valve	IN		35.0mm	7.0mm	105.7mm	SC1217	£19.96	SC1220	£1.75	SC1228 £2.30	SC1215 £6.50
214N long dick valve	IN	Note 3/4	35.5mm	7.15mm	121.0mm	SC1217A	£27.50	FB922	£2.75		SC1215 £6.50
214N long dick 4wd	IN	Note 3/4	36.24mm	7.15mm	121.0mm	SC1217B	£25.96	FB922	£2.75		SC1215 £6.50
Special turbo long dick	IN	Note 3/4	36.24mm	7.15mm	121.0mm	SC1217BT	£32.50	FB922	£2.75		SC1215 £6.50
O.E. valve	EX		31.0mm	8.0mm	105.5mm	SC1218	£19.90	SC1220	£1.75	SC1229 £2.30	SC1216 £6.50
O.E. valve sodium filled	EX		31.0mm	8.0mm	105.5mm	SC1218SF	£35.95	SC1220	£1.75	SC1229 £2.30	SC1216 £6.50
214N long dick valve	EX	Note 3/4	31.0mm	7.15mm	120.9mm	SC1218A	£25.90	FB922	£2.75		SC1215 £6.50
214N long dick 4wd	EX	Note 3/4	32.0mm	7.15mm	120.9mm	SC1218B	£25.96	FB922	£2.75		SC1215 £6.50
CVH 1.6											
O.E. valve	IN		42.0mm	8.0mm	135.0mm	CV376	£12.50	FT1036	£1.60	CV210 £4.75	CV211 £7.50
214N stainless	IN		43.0mm	8.0mm	134.8mm	CV370	£16.50	FT1036	£1.60	CV210 £4.75	CV211 £7.50
O.E. valve	EX		37.1mm	8.0mm	131.9mm	CV382	£14.95	FT1036	£1.60	CV210 £4.75	CV211 £7.50
214N stainless	EX		37.85mm	8.0mm	131.8mm	CV371	£16.50	FT1036	£1.60	CV210 £4.75	CV211 £7.50
DURATEC HE I4 2.0 & 2.3											
O.E. valve	IN		35.0mm	5.5mm	103.4mm	FD370	£12.70	FD362	£2.24		
Oversized valve	IN		36.0mm	5.5mm	103.4mm	FD372	£27.95	FD362	£2.24		
O.E. valve	EX		30.0mm	5.5mm	104.6mm	FD371	£12.70	FD362	£2.24		
Oversized valve	EX		31.0mm	5.5mm	104.6mm	FD373	£27.95	FD362	£2.24		
ESSEX V6 3.0											
O.E. valve	IN		41.0mm	7.9mm	114.6mm	V34178	£9.90	FP363	£1.99	FP380 £1.99	FP381 £5.95
214N stainless, GP1 size	IN		44.5mm	7.9mm	115.4mm	FV392	£19.96	FP363	£1.99	FP380 £1.99	FP381 £5.95
214N stainless, GP2 size	IN		46.25mm	7.9mm	115.4mm	FV394	£19.96	FP363	£1.99	FP380 £1.99	FP381 £5.95
O.E. valve	EX		37.0mm	7.9mm	114.7mm	V34179	£11.95	FP363	£1.99	FP380 £1.99	FP381 £5.95
214N stainless, GP1 size	EX		41.3mm	7.9mm	115.4mm	FV393	£19.96	FP363	£1.99	FP380 £1.99	FP381 £5.95
LOTUS TWIN CAM											
O.E. valve	IN	Note 5	38.8mm	7.9mm	98.5mm	FL816	£10.99	FL828	£2.00		FL865 £7.64
214N stainless, Sprint	IN	Note 5	39.7mm	7.9mm	99.3mm	FL818	£22.50	FL828	£2.00		FL865 £7.64
214N stainless	IN	Note 5	41.5mm	7.9mm	101.0mm	FL377C	£20.95	FL828	£2.00		FL865 £7.64
214N stainless	IN	Note 5/6	43.2mm	7.9mm	100.9mm	FL378	£23.50	FL828	£2.00		FL865 £7.64
214N stainless	EX	Note 5	33.7mm	7.9mm	95.7mm	FL817	£20.50	FL828	£2.00		FL866 £7.64
214N stainless	EX	Note 5	35.0mm	7.9mm	100.0mm	FL375B	£20.95	FL828	£2.00		FL866 £7.64
214N race length	EX	Note 5	35.5mm	7.9mm	100.9mm	FL376A	£23.50	FL828	£2.00		FL866 £7.64
SOHC PINTO 2.0											
O.E. valve	IN		42.0mm	8.0mm	111.3mm	FT1026	£9.90	FT1036	£1.60	FP380 £3.60	FP381 £5.95
214N stainless, GP1 size	IN		44.5mm	8.0mm	111.5mm	FT390	£16.85	FT1036	£1.60	FP380 £3.60	FP381 £5.95
214N stainless, GP2 size	IN		45.5mm	8.0mm	111.5mm	FT392	£17.95	FT1036	£1.60	FP380 £3.60	FP381 £5.95
O.E. valve	EX		36.0mm	8.0mm	110.5mm	FT1028	£10.96	FT1036	£1.60	FP380 £3.60	FP381 £5.95
214N stainless, GP1 size	EX		38.1mm	8.0mm	111.5mm	FT391	£16.85	FT1036	£1.60	FP380 £3.60	FP381 £5.95
X/FLOW											
O.E. valve, GT	IN		39.5mm	7.9mm	111.2mm	V34524	£8.30	FP362	£1.68	FP380 £3.60	FP381* £5.95
214N stainless	IN		40.6mm	7.9mm	110.6mm	FP372	£19.96	FP362	£1.68	FP380 £3.60	FP381* £5.95
214N stainless	IN		41.3mm	7.9mm	111.0mm	FP370	£15.25	FP362	£1.68	FP380 £3.60	FP381* £5.95
214N stainless	IN	Note 7	41.3mm	7.9mm	108.6mm	FP366	£23.95	FP362	£1.68	FP380 £3.60	FP381* £5.95
O.E. valve, GT	EX		34.0mm	7.9mm	110.9mm	V34525	£10.50	FP362	£1.68	FP380 £3.60	FP381* £5.95
214N stainless	EX		34.0mm	7.9mm	110.6mm	FP373	£19.90	FP362	£1.68	FP380 £3.60	FP381* £5.95
214N stainless	EX	Note 7	34.5mm	7.9mm	108.6mm	FP367	£24.50	FP362	£1.68	FP380 £3.60	FP381* £5.95
214N stainless	EX		34.9mm	7.9mm	110.8mm	FP371	£15.25	FP362	£1.68	FP380 £3.60	FP381* £5.95
ZETEC E 1.8 / 2.0 (SINGLE GROOVE VALVES ONLY)											
214N stainless	IN	Note 8	33.5mm	6.0mm	97.2mm	FZ379	£28.50	FZ362	£1.30	FZ382 £6.90	FZ380 £7.90
214N stainless	EX	Note 8	30.0mm	6.0mm	97.2mm	FZ378	£29.90	FZ362	£1.30	FZ382 £6.90	FZ380 £7.90

Note 1: Also available in race length - tip extended approx. 2.5mm.

Note 2: Race length denotes valve tip extended by approx. 2mm.

Note 3: Long dick denotes valve tip fully extended to suit race type tappets.

Note 6: Available in race length only.

Note 4: Various alternative types & sizes available - details on request.

Note 5: FL824 - valve guide circlip £0.65 each

Note 7: Suit chambered type cylinder head.

Note 8: Single groove cotter valve.

O.E.: Original equipment.

* Guide also available for 9/32" stem valves - FP382

WET SUMP OIL PUMPS

Feature Product



Application / Description	Part No	Price	Application / Description	Part No	Price
Cologne V4/V6 (not 2.4/2.9)			Duratec I5 Focus ST/RS 5 cylinder		
Standard	OP43	£40.80	Standard, genuine Ford	5D201	£288.00
High pressure	TV1410	£57.50	Essex V4/V6 69 on		
Cologne V6 2.4/2.9 inc Cosworth 24v			Standard	OP04	£40.80
Standard	TV1411	£99.95	High pressure	FV425	£55.96
Cosworth YB			Oil pump drive shaft	FV426	£12.00
2wd - Standard	SC1260	£122.50	SOHC Pinto		
2wd - High pressure	SC1260HP	£127.50	Standard	OP01	£25.50
4wd - Standard (not T25)	SC1260A	£166.96	High pressure	FT1055	£39.95
4wd - High pressure (not T25)	SC1260AHP	£171.95	High pressure - High capacity	FT1055A	£68.95
4wd - Standard T25	OP01	£25.50	Oil pump drive shaft	FT1057	£8.95
4wd - High pressure T25	FT1055	£39.95	Dowel, oil pump locating	FT614	£3.00
4wd - High pressure T25	SC1260WRC	£60.00	Bolt, oil pump securing (multi-splined head)	FT565	£1.50
4wd WRC (spray jets in block)	FT1057	£8.95	Locktab, oil pickup pipe to oil pump	LOCKTAB11	£2.40
Oil pump drive shaft	FT1057	£8.95	X/Flow, Pre-X/Flow, BDA & Lotus Twin Cam		
Dowel, oil pump locating	FT614	£3.00	Standard	OP02	£39.90
Bolt, oil pump securing (multi-splined head)	FT565	£1.50	Standard (Fiesta only)	OP15	£39.90
CVH 1.3/1.4/1.6			High pressure 65lb. Screw on filter type.	FP201A	£49.90
Standard (up to Jan 86)	CV400	£68.94	High pressure 65lb (Fiesta only)	FP201D	£55.96
High pressure (up to Jan 86)	CV400HP	£70.94	High pressure - High capacity. Screw on filter type.	FP200A	£76.50
Standard (Jan 86 on)	CV401	£68.90	Replacement gear	DSE023	£61.50
High pressure (Jan 86 on)	CV401HP	£70.94	Bronze oil pump & dizzy gear set	DSE023B	£92.95
Duratec HE I4			Zetec E		
Standard oil pressure pump (2.0/2.3)	PR6513	£65.75	Standard Escort/Fiesta (silver top)	FZ200	£76.50
High flow oil pressure pump (2.3 Focus)	PR7167	£159.95	Standard Mondeo -5/98 (silver top)	FZ200M	£76.50
Oil pump drive chain	FD167	£90.92	Standard Focus/Mondeo 5/98- (black top)	FZ200ML	£76.50

HIGH PRESSURE OIL HOSES & FITTINGS

Part No	Description	Price	Part No	Description	Price
(1) DSE025	3/8" HP oil hose, per metre	£12.50	(3) DSE029	1/2" BSP push-fit, straight	£2.60
DSE026	1/2" HP oil hose, per metre	£15.50	DSE030	1/2" BSP push-fit, 90°	£9.95
DSE027	5/8" HP oil hose, per metre	£17.95	DSE030A	1/2" BSP push-fit, 135°	£9.95
DSE028	3/4" HP oil hose, per metre	£20.95	DSE031	5/8" BSP push-fit, straight	£3.40
(2) DSE036	Male/Male adaptor, 3/8" x 1/2" BSP	£1.85	DSE032	5/8" BSP push-fit, 90°	£10.90
DSE036A	Male/Male adaptor, 3/8" x 5/8" BSP	£2.60	DSE032A	5/8" BSP push-fit, 135°	£13.50
DSE037	Male/Male adaptor, 1/2" x 1/2" BSP	£1.85	DSE033	3/4" BSP push-fit, straight	£4.75
DSE038	Male/Male adaptor, 1/2" x 5/8" BSP	£2.45	DSE034	3/4" BSP push-fit, 90°	£14.95
DSE039	Male/Male adaptor, 5/8" x 5/8" BSP	£2.15	DSE034A	3/4" BSP push-fit, 135°	£14.95
DSE040	Male/Male adaptor, 5/8" x 3/4" BSP	£3.25	(4) DSE046	1/2" dowty seal	£0.25
DSE041	Male/Male adaptor, 3/4" x 3/4" BSP	£3.10	DSE047	5/8" dowty seal	£0.30
			DSE048	3/4" dowty seal	£0.34
			DSE049	3/4" dowty seal	£0.85

Tech Tip!

OIL PRESSURE

Low or no oil pressure problems form the basis of a number technical enquiries we get every year. There are numerous likely causes. Before we describe them, you should be aware that an oil pump does not produce pressure, it produces flow. So provided the oil pump internals have not worn out excessively, then it will be able to produce the flow of oil for which it was designed. It is the resistance of the oil galleries in the engine, and the size of the clearance between the bearings and crankshaft journals that create the pressure in the oil. Therefore, replacing an engine's oil pump when the cause of low oil pressure is, for example, due to excessive clearance between worn crank bearings and journals, will not cure the problem. We would therefore always recommend finding the cause of the problem before attempting to fix it.

Before attempting to cure a lack of oil pressure, are you sure you really have a problem? A faulty oil pressure switch may illuminate the oil pressure warning light, so always check with an oil pressure gauge. Alternately, have you just fitted a HP oil pressure switch (which normally operate at around 20psi)? If so, the light will often illuminate at idle since most oil pumps will have an idle pressure that is less than 20psi.

Assuming that the oil pressure has been measured and is low, does the engine have enough oil in it? A foolish question you may think, but it's the first thing to check. A classic problem can occur when a new engine is made up of parts from various sources resulting in the wrong length of dipstick being used. If the oil level is correct, is it the correct grade? 0W40 oil in, for example, a CVH engine won't do it any favours. Alternately, if the oil is getting too thin at high temperatures, then you need to investigate using either a higher viscosity oil and/or an oil cooler if one is not already fitted.

Has the oil filter been changed on a regular basis? Since its job is to filter impurities from the oil, it will gradually fill with debris that will restrict oil flow. If left well beyond it's service life it will significantly reduce the engine's oil pressure.

There are three general faults that you tend to get with an oil pump. Firstly, if the pump internals have worn so that the clearances are greater than the maximum allowed (refer to workshop manual), this will reduce the flow and pressure of oil. Any dirt that is sucked into the pump will accelerate the wear rate of the pump, particularly if the size of the impurities are greater than the clearances within the pump. Large

particles will significantly score or, in the worst cases, jam the pump. Such dirt is allowed to enter the oil pump since it is not filtered, the oil is only filtered after leaving the pump. The metal screen mesh that covers the oil pick-up pipe only prevents very large particles from entering the pump. Any dirt within the sump is therefore free to enter the pump provided it is smaller than the holes in the screen. Anything larger has a nasty habit of blocking the screen and reducing the flow of oil to the pump. The second and third faults concern the pressure relief valve jamming. Dirt inside the pump can easily jam the pressure relief valve. Jammed in the open position will cause a loss of pressure, and in the closed position will cause excessive oil pressure.

When installing an oil pump, never use sealants between faces or gaskets. When tightened, the sealant will seep out and usually bits of sealant soon break free either inside the pump or sump, ready to jam the relief valve. A bit of grease on the gaskets is usually all that is needed. Low oil pressure can also be a result of air being drawn into the pump. Apart from low oil level, this may also be caused by too much oil (the oil will aerate if in constant contact with the moving parts of the engine, such as the crankshaft), a leaking pick-up pipe or even a pick-up pipe that is not positioned at the correct level in the sump. Race engines can also suffer from low sump oil if the oil does not drain back into the sump at the same rate at which it is pumped back into the engine.

A number of mistakes can also be made during an engine build which result in low oil pressure. Incorrect sized crank bearings will allow for excessive clearances that will reduce oil pressure. Not only should the crank journals be checked for size against the bearings fitted, but also the size of the main bearing housing in the block. Some engines can use bearings that are oversized on their outside diameter. If new camshaft or jackshaft bearings have been fitted, are the oil feed holes in the bearings lined up with the holes in the block? Also, if any oil gallery bungs have been removed, have they been replaced? On some engines, if certain oil bungs are missing, the oil can escape behind an engine cover and return the oil back to the sump without displaying any signs of oil leakage. And finally, when installing an oil pump, always read any instructions supplied with the pump. Instructions are supplied for a purpose, so it is unwise not to read them. Where instructions are not supplied, always install as per instructions in the relevant workshop manual.

OIL COOLERS

An increase in power output of an engine will most likely cause an increase in oil temperature when it is driven hard, particularly when it is revved beyond the manufacturers recommended limit. Oil coolers are designed to remove excess heat from the oil and keep it within a suitable operating temperature. For most engine types, a simple connector block or sandwich plate is fitted between the oil filter and engine block to act as a feed and return. For road car installations, it is advisable to fit a thermostatic control to avoid overcooling the oil, especially during initial start up and in cold weather. Thermoblocks (sandwich plates with a built-in thermostatic control) or in-line oil stats are the two types available.

Oil to Air Coolers

Our range of oil to air coolers are manufactured by Mocal. They have a 235mm matrix and are available from 7 row to 50 row with BSP, JIC or Metric union connections. A 7 to 10 row cooler is sufficient for most transmission cooling and 10 to 13 rows for engine cooling where manufacturers engine speed limits are not to be exceeded. The following chart is a guide to selecting the most suitable cooler size.

All our oil coolers are genuine high quality Mocal products and should not be confused with cheap inferior imports.

RPM Above Normal	500	1500	2500	3000
Up to 2000cc	10 row	13 row	19 row	25 row
Over 2000cc	13 row	16 row	25 row	34 row

The popular range of ½"-¾" BSP coolers are listed below:

BSP Thread/ No of Rows	Height	Width (Less Unions)	Depth	Part No	Price
½" x 7 row	50mm	330mm	51mm	MOCOC573-8	£61.50
½" x 10 row	74mm	330mm	51mm	MOCOC5103-8	£62.50
¾" x 10 row	74mm	330mm	51mm	MOCOC5103-10	£62.50
½" x 13 row	98mm	330mm	51mm	MOCOC5133-8	£69.95
¾" x 13 row	98mm	330mm	51mm	MOCOC5133-10	£69.95
¾" x 13 row	98mm	330mm	51mm	MOCOC5133-12	£69.95
½" x 16 row	122mm	330mm	51mm	MOCOC5163-8	£85.50
¾" x 16 row	122mm	330mm	51mm	MOCOC5163-10	£85.50
¾" x 16 row	122mm	330mm	51mm	MOCOC5163-12	£85.50
½" x 19 row	146mm	330mm	51mm	MOCOC5193-8	£96.50
¾" x 19 row	146mm	330mm	51mm	MOCOC5193-10	£96.50
¾" x 19 row	146mm	330mm	51mm	MOCOC5193-12	£96.50
¾" x 25 row	194mm	330mm	51mm	MOCOC5253-12	£142.90
¾" x 34 row	266mm	330mm	51mm	MOCOC5343-12	£214.90

For oil cooler ducts, please refer to page 127.



OIL CATCH TANKS



(1) Alloy catch tank with drain & sight gauge. Race regulation 2 litre capacity. Size 195mm high/85mm deep/140mm wide (190mm including bracket). ½" BSP male connections. **DSE012 £91.90**

(2) Brushed alloy catch tanks. Available in either 1 litre or race regulation 2 litre capacity, they are supplied with a unique breathable cap, sight tube and drain plug. A new design allows the twin 2" outlets and sight glass to be swapped from left to right hand side. Also available in anodised red or blue (add red or blue to the end of the part number).

Dimensions: depth 85mm, width 130mm (175mm with bracket)
Height 115mm (1 litre), 225mm (2 litre).

1 litre capacity catch tank **MOCCT3 £112.50**
2 litre capacity catch tank **MOCCT2 £126.95**

obp alloy catch tanks. Baffled, drain plug, 13mm inlet/outlet/breather. Sight glass (except 0.5L tank).

0.5 litre round tank (90mm OD x 90mm) **OBPCT007 £60.00**
(3) 1 litre round tank (90mm OD x 170mm) **OBPCT008 £66.00**
(4) 1 litre square tank (180mm H x 105mm W x 65mm D) **OBPCT005 £66.00**
2 litre square tank (200mm H x 150mm W x 70mm D) **OBPCT006 £69.60**

OIL SYSTEM COMPONENTS

Oil Cooler Take-Offs

Fits between oil filter location and filter cartridge, providing oil cooler feed and return.

Extends filter cartridge position by approx. 35mm. Suitable for most engines with the following oil filter threads.

¾" UNF e.g. Ford, Fiat, Lotus, VW, various Vauxhall & Rover
M20 x 1.5 e.g. Citroen, Peugeot, various Renault and Rover
M18 x 1.5 e.g. Various Vauxhall and Rover



	¾" UNF	Price	M20	Price	M18	Price
½" push-on connections	MOCSB1	£38.95	MOCSB1A	£41.95	MOCSB1B	£44.95
½" BSP connections	MOCSB2	£35.95	MOCSB2A	£38.95	MOCSB2B	£38.95
¾" BSP connections	MOCSB3	£38.50	MOCSB3A	£39.95	MOCSB3B	£39.95
Replacement seal	MOC569A	£1.50				

Thermoblocks & Oil Stats

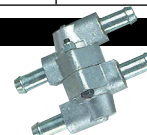
Two types of oil thermostat are available - the thermoblock which fits in the same way as the conventional sandwich plate but has a built-in thermostatic valve, or the totally separate oil stat which can be fitted anywhere in the oil lines between the engine and the cooler.

The standard temperature setting for both these types of thermostat is 80°C.

Thermoblocks	¾" UNF	Price	M20	Price	M18	Price
½" push-on connections	MOCTB1	£64.90	MOCTB1A	£72.50	MOCTB1B	£64.50
½" BSP connections	MOCTB2	£58.50	MOCTB2A	£65.50	MOCTB2B	£67.50
¾" BSP connections	MOCTB3	£63.95	MOCTB3A	£67.50	MOCTB3B	£71.50
Replacement seal	MOC569A	£1.50				

Oil Stats

½" push-on connections
½" BSP male connections
¾" BSP male connections

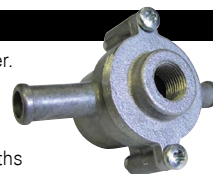


Part No	Price
MOCOT1	£41.95
MOCOT2C	£96.95
MOCOT2D	£103.50

Oil Temperature Gauge Adaptors

Provides a location for an oil temperature gauge sender. Adaptor is simply fitted in the oil line.

Gauge threads: ¾" UNF - Revotec, Lucas
14mm - VDO, German gauges
¾" BSP - Mocal, Racetech, Smiths



	¾" UNF	Price	14mm	Price	¾" BSP	Price
½" push-on connections	MOCTGA2A	£33.50	MOCTGA3A	£32.50	MOCTGA4A	£33.50
¾" push-on connections	MOCTGA2B	£54.95	MOCTGA3B	£57.50	MOCTGA4B	£54.95

Remote Oil Filter Components

Oil filter blanking plate - for use with sandwich plate or thermoblock.

	¾" UNF	Price	M20	Price	M18	Price
	MOCMO1	£30.95	MOCMO1F	£30.95	MOCMO1D	£30.95

Take-off plate - screws directly in place of the oil filter, providing a feed and return port to relocate oil filter. Ports are drilled ½" BSP.

	¾" UNF	Price	M20	Price	M18	Price
2x½" BSP top ports	MOCTOP1	£26.50	MOCTOP1F	£28.50	MOCTOP1D	£27.50
2x½" BSP side ports	MOCTOP01	£55.90	MOCTOP01F	£59.95	MOCTOP01D	£59.95

Remote filter head - provides the relocation position for the remote oil filter.
Flows left to right. ¾" UNF filter thread. **MOCRFH1E £36.95**
Flows right to left. ¾" UNF filter thread. **MOCRFH1F £36.95**

Remote filter head with oil temperature take-off location - flows left to right:

	¾" UNF	Price	14mm	Price	¾" BSP	Price
	MOCRFH1A	£41.95	MOCRFH1C	£41.95	MOCRFH1G	£41.95

Competition Remote Filter Head

Manufactured by OPI, these new filter heads have been specifically designed to improve flow over the Mocal heads. Using CNC machining, the ports have been carefully profiled with bends to guide the oil and maximise flow. All sharp edges and corners have been eliminated. Highly recommended for all high revving or high flow dry sump systems. -12 port threads.



Flows left to right **OPIRFH1 £51.95**
Flows right to left **OPIRFH2 £51.95**

ESCORT RS2000 MK1/2 SUMPS

A reproduction of the Escort RS2000 Mk1/2 aluminium sump. This sump is required for all Escorts using an SOHC Pinto engine (provides suitable clearance around the crossmember and steering rack) and good used sumps are now becoming rare and expensive. Whilst reproducing this sump, we have also made amendments to the sump baffle so that it provides far more protection from oil surge than the original version ever will. The modified baffles will also fit original sumps with bolt in baffles and are available separately. To complete the set, we have reproduced the oil pick-up pipes to original dimensions and these are also available separately to suit original sumps.

Description	Part No.	Price
New RS2000 sump & baffle RHD	FT650	£259.99
New RS2000 sump & baffle LHD	FT655	£279.95
RS2000 oil pick-up pipe LHD & RHD	FT651	£63.50
RS2000 modified baffle RHD	FT652	£62.50
RS2000 dipstick & dipstick tube	FT653	£34.90

Feature Product



WET SUMP OIL PANS

Cosworth YB

These sump baffles are designed to fit within the standard original sump. They will help reduce oil surge that is commonly experienced under heavy cornering, acceleration and braking. A highly recommended fitment for all rebuilds, essential for wet sumped engines used for track days or competition.

Sump baffle 2wd	SC1265	£149.95
Sump baffle 4wd	SC1266	£124.99
Dipstick 2wd	SC1262	£24.00
Dipstick tube 2wd	SC1263	£19.96
Dipstick tube 4wd	SC1263A	£19.96
Dipstick tube bracket & grommet 2wd/4wd	SC1264	£4.00



Lotus Twin Cam

Oil pickup pipe 67- (front bowl sump engines)	FL653	£59.40
Gauze/screen for pickup pipe FL653	FL654	£45.00
Dipstick (front bowl sump engines)	FL849	£44.95
Dipstick tube (front bowl sump engines)	FL848	£4.90
Sump drain plug 67-	FP654	£8.28
Sump plug sealing washer 67-	FP654A	£0.25

SOHC Pinto

Sump drain plug (steel types)	FT596	£2.40
Sump drain plug (RS2000 alloy types)	FT596A	£0.50
Sump plug sealing washer	FT790	£0.25

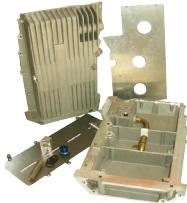
X/Flow

Oil pickup pipe, later flat strainer version - replaces rounded strainer type as well.	FP645	£36.00
Sump drain plug	FP654	£8.28
Sump plug sealing washer	FP654A	£0.25
Dipstick (engines without rubber extension tube)	FP651	£21.36
Weld-in sump baffle kit, front bowl sumps. Fits 1.5 pre-X/flow, 1.6 X/flow and Lotus Twin Cam sumps	FP657	£54.50



Duratec HE I4

1



2



(1) Manufactured by Raceline, this is a 5-litre capacity, high ground clearance (approx 75mm from block face), wet sump pan kit that doesn't protrude below the bottom of the bell housing. Includes an integral oil pick-up pipe, baffle system, easy-clean removable oil strainer, separate drain plug, new windage tray, oil pump-to-sump sealing block wedge and all fittings and fixings. The front of sump has M10 fixing bosses to help with overall stiffness of the engine and gearbox assembly. LM25 aluminium. Suitable for kit cars and many chassis mounted applications. Not suitable for RWD Escorts or applications requiring crossmember cut-outs in the sump. Fits 1.8 & 2.0. **FD655 £499.00**

(2) A fabricated steel sump that will allow the Duratec to be mounted in RWD Escort Mk1/2 using a lowered rack world cup crossmember. The sump is fully baffled and incorporates a windage tray. Finished in black power coating and supplied with dipstick, dipstick tube and sealer.

For use with standard 1.8/2.0 oil pump	FD654	£393.95
For use with 2.3 oil pump only	FD654A	£393.95

Zetec E

Manufactured by Raceline, this is a 5-litre capacity, high ground clearance (approx 160mm from block face), wet sump pan kit. The advanced design with its extensive baffling and built-in windage tray, means that oil surge is practically eliminated. It is designed for use with the standard Ford windage tray as supplied with early engines, which should therefore be retained in situ. Later engines have a cast alloy sump with integral cast-in windage tray, with pressed steel pan, and in order to fit the Raceline sump, some additional parts (available at extra cost) are required. Manufactured from LM25 grade aluminium. Suitable for kit cars and many chassis mounted applications. Not suitable for RWD Escorts or applications requiring crossmember cut-outs in the sump.



A cast LM27 alloy sump with bolt in baffle designed to allow easy fitment of the Zetec E engine into Mk1/2 Escorts LHD & RHD. Sump is supplied with pickup, dipstick, dipstick tube, sump gasket and sealer. Fits Silver or Black top engines.	FZ655	£540.00
	FZ654	£462.95



GOLDPLUG MAGNETIC SUMP PLUGS

GoldPlug sump plugs are manufactured from 303 stainless steel and house the strongest N45SH Neodymium magnet available. The magnet is secured in place with a proprietary 2 step process and will never come out. The strong magnet collects any ferrous swarf or wear particles missed by the oil filter. These particles are abrasive and potentially damaging to the engine. The magnet will hold any collected metal firmly, unaffected by temperature variation until the oil is changed. Includes sump plug washer.



Application	Part No	Price
Cologne V4/V6	MP-02T	£17.99
Cosworth YB	MP-02T	£17.99
CVH	MP-02T	£17.99
DOHC 8v/16v	MP-02T	£17.99
Duratec HE I4	MP-02T	£17.99
Duratec I5 (Focus ST/RS 2.5)	AP-05	£17.99
Essex V4/V6 (not Corsair - use AP-18)	AP-01	£17.99
Lotus Twin Cam -66 (rope seal sump) & Corsair V4 Essex	AP-18	£17.99
Lotus Twin Cam 67- (lip seal sump)	AP-01	£17.99
Pre-X/flow	AP-18	£17.99
SOHC Pinto (not RS alloy sump)	MP-02T	£17.99
SOHC Pinto, RS alloy sump only	AP-04	£17.99
X/flow RWD & BDA	AP-01	£17.99
X/flow FWD/Valencia/HCS/Endura	MP-02T	£17.99
Zetec E	MP-02T	£17.99
Zetec SE/Sigma 1.25/1.4/1.6/1.7	MP-02T	£17.99

O.E. FORD / MOTORCRAFT OIL FILTERS

Application	Part No	Price
BDA/BDG	EFL500	£6.70
Cologne V4/V6 & 24v BOA	EFL90	£7.50
Cosworth YB 2wd & 24v BOB	EFL298	£9.95
Cosworth YB 4wd	EFL90	£7.50
Nut for oil filter take off	SC1267	£12.00
CVH	EFL500	£6.70
DOHC 8v Sierra/Granada	EFL600	£6.95
DOHC 16v RS2000	EFL90	£7.50
Duratec HE 2.0/2.3/ST150	1250507	£9.20
Duratec I5 2.5 ST/RS Focus	1421704	£11.95
EcoBoost 1.0 & 2.0 inc ST250	5015485	£8.90
EcoBoost 1.6 inc ST180	EFL500	£6.70
Essex V4/V6	EFL90	£7.50
Lotus Twin Cam	EFL500	£6.70
Pre-X/Flow, Lotus TC canister type	EFL1	£8.50
SOHC Pinto	EFL90	£7.50
X/Flow	EFL500	£6.70
Zetec E 1.8/2.0/ST170/RS	EFL600	£6.95
Zetec SE 1.25/1.4	EFL500	£6.70
Zetec SE 1.6/1.7	EFL600	£6.95



DURATEC HE I4 OIL FILTER HOUSING

The spin-on oil filter housing replaces the cartridge type standard filter and allows much greater chassis clearance. A large range of conventional oil filters can be used with the housing or an oil cooler sandwich block. Incorporates two oil pressure take-offs. Manufactured from LM25 grade aluminium.



FD175 £114.95

DRY SUMP LUBRICATION SYSTEMS

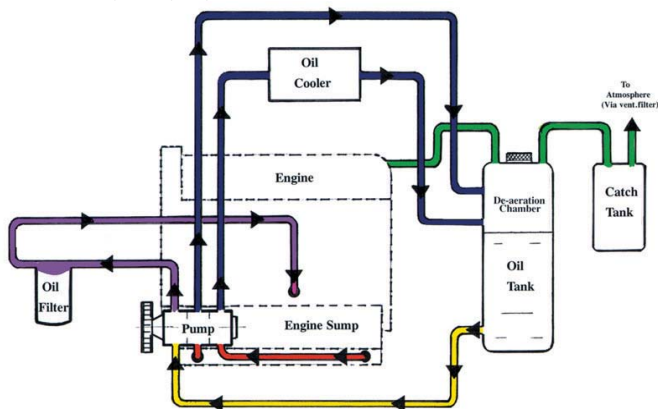
The purpose of a dry sump system is to eliminate engine damage from oil surge and lessen the drag on the crankshaft by reducing oil splash within the crankcase. This is achieved using a special oil pump that scavenges (sucks) the oil from a special sump and pumps it to a remote storage tank.

Most systems employ an externally mounted pump, usually belt driven via the crankshaft. These special pumps have two separate chambers, a large scavenge chamber and a smaller pressure chamber. Efficient scavenging of the sump is an essential part of a dry sump system and many pumps are designed with two scavenging chambers (as shown in our schematic layout). Scavenged oil is returned (usually via an oil cooler) to a storage tank, which must incorporate an efficient de-aeration chamber.

Apart from a small power increase by reducing oil drag, dry sump systems allow the car and/or engine to be set lower on account of the shallower profile of a dry sump pan.

Dry Sump Layout for Twin Scavenge Oil Systems

- Oil tank should be $\frac{3}{4}$ " (67%) full with system primed.
- Oil tank base should be level with pump. A delay in oil pressure will occur if the tank is too low, and if it is too high, oil will drain back into the sump.
- Avoid sharp bends in the pipework and use fully radiused connections.
- Keep pipe runs to a minimum.
- To prevent oil pump damage, screen mesh filters must be fitted to connections in sump and, preferably, to the oil supply from tank.
- Oil tank should have a minimum capacity of 1.5 gallons (7 litres) and have an efficient de-aeration chamber. Tank should be rubber mounted to isolate from vibrations.
- Oil cooler can alternatively be connected to pressure feed circuit. This may incur a slight drop in pressure.



- ▶ - Direction of Flow
- - Feed to Engine - Min. bore hose $\frac{1}{2}$ " (13mm) ID
- - Return to Tank - Min. bore hose $\frac{1}{2}$ " (13mm) ID
- - Supply from tank - * Min. bore hose $\frac{5}{8}$ " (16mm) ID
- - Breather system - $\frac{1}{2}$ " (13mm) bore
- - Scavenge from sump - Min. bore hose $\frac{3}{4}$ " (19mm) ID

(Minimum recommended hose sizes are based on a typical 2 litre race engine)
* For pipe runs exceeding 6ft (1.8m) increase minimum bore to $\frac{3}{4}$ " (19mm)

RACELINE DURATEC HE I4 DRY SUMP KIT

The Raceline single pressure, single scavenge dry sump kit eliminates the need for an external pump, pulley and of course drive belt - the big problem area for more conventional dry sump arrangements. The dry sump kit was designed with the assistance of one of the best engine designers and has gone on to become the Duratec dry sump kit of choice for leading sports car manufacturers, racing applications such as Sports 2000 and road-going applications such as classic Fords. Perfect for all inline applications from road car to full race.

Raceline has taken many years from the original idea to place the pump internally in the sump to have dry sump kits available off the shelf. While the concept has been replicated by other component suppliers, the lengthy development, lessons learned from other kits, and the assistance of one of the best engine designers, has resulted in a market leading dry sump kit in both cost and performance.

The Raceline Duratec dry sump kit measures 440mm in length x 310mm width and 75mm in height. The dry sump is designed for inline applications only.

Duratec 2.0 dry sump kit	FD200	£1,074.00
Duratec 2.3 dry sump kit	FD201	£1,074.00
Duratec 2.5 dry sump kit	FD202	£1,074.00



TITAN DRY SUMP OIL PUMPS

Titan Dry Sump Oil Systems



Series 2 Oil Pump:

A well-proven pump that is used in the majority of Titan dry sump kits. The Series 2 pump is a very popular choice due to all the various options. It is available in 2, 3 and 4 stage formats, has a choice of rotor sizes, housing styles (90° or 180°) and numerous types of pulleys.

3 Stage Pump, prices from £780.00

SOHC Pinto/Cosworth YB:

Belt driven, twin scavenge, Series 2 slimline oil pump with 90° housing style. Driven from auxiliary mounted pulley (supplied at extra cost). Fitted with 22T pulley. This pump can also be custom mounted to fit a wide range of engines.

DSE050S2	£780.00
DSE059	£102.00
FP225B.4	£5.00

Auxiliary mounted drive pulley, 22 teeth

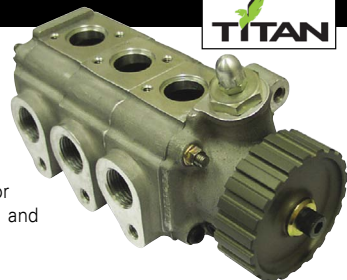
Drive belt 187L050

Oil pump as DSE050S2 but driven from the crank.

Fitted with 30T pulley

Drive belt 210L075

DSE051	£780.00
FT1051.6	£9.95



X/Flow 4 & 5 Port Oil Pump

X/Flow, pre-X/Flow, Lotus Twin Cam, BDA:

5 port $\frac{5}{8}$ " scavenge (excluding scavenge pipe)
DSE001 £420.00

As DSE001 but with tacho drive (excluding gearbox)
DSE002 £420.00

4 port $\frac{5}{8}$ " scavenge (excluding scavenge pipe)
DSE001.4P £420.00

5 port $\frac{3}{4}$ " scavenge (excluding scavenge pipe)
DSE001A £420.00

As DSE001A but with tacho drive (excluding gearbox)

DSE002A £420.00

$\frac{5}{8}$ " scavenge pipe DSE003 £39.95

$\frac{3}{4}$ " scavenge pipe DSE003A £41.50



X/Flow Filter Type Oil Pump

Designed for Formula Fords and other chassis engine mounted applications. Dry sump oil pump incorporates a standard type oil filter fitting, removing the need for a remote filter assembly. Fitted with a bronze drive gear that is suitable for cast iron and steel camshafts. $\frac{5}{8}$ " pressure and large $1\frac{1}{2}$ " scavenge rotors. Supplied with 2 x $\frac{1}{2}$ " BSP thread ports and one port requiring a bolt-on fitting.

Dry sump pump
 $\frac{5}{8}$ " BSP bolt-on fitting

DSE019	£468.00
DSE020	£37.50



X/Flow Front Mounted Oil Pump

The front mounted pump is designed to suit all applications that a side mounted will not fit, i.e. Formula Juniors. This pump is driven by an Oldham coupling. Fittings supplied at extra cost.

Front mounted oil pump assembly, $\frac{5}{8}$ " scavenge
Front mounted oil pump assembly, $\frac{3}{4}$ " scavenge

DSE009	£660.00
DSE009A	£660.00



X/Flow 711M Alloy Dry Sump Pans

The Alloy sump is cast from a strong aluminium and machined to highest of standards. Available with a full-length trough or with a X-member cut out for Escort applications.

Alloy sump pan, full length drain channel, $\frac{5}{8}$ " scavenge	DSE008	£420.00
Alloy sump pan, full length drain channel, $\frac{3}{4}$ " scavenge	DSE008A	£420.00
Alloy sump pan, rear drain channel (Escort), $\frac{5}{8}$ " scavenge	DSE008B	£420.00
Alloy sump pan, rear drain channel (Escort), $\frac{3}{4}$ " scavenge	DSE008C	£420.00



TITAN DRY SUMP ACCESSORIES

Application / Description	Part No	Price
SOHC Pinto / Cosworth YB:		
Cast alloy sump pan, Mk1/2 Escort	DSE062	£720.00
X/Flow, pre-X/Flow, Lotus Twin Cam, BDA:		
Oil pump rotor kit, scavenge	DSE021	£44.50
Oil pump rotor kit, pressure (suits DSE001 & DSE001A)	DSE022	£77.30
Oil pump rotor kit, pressure (suits DSE002 & DSE002A)	DSE022A	£109.50
Oil pump rotor kit, pressure (suits DSE009)	DSE024	£85.00
Filter union, suits steel sump pans	DSE007	£21.50
Oil pump drive gear	DSE023	£61.50

TITAN DRY SUMP KITS

Duratec HE I4




The newly designed Duratec dry sump engine kit uses the Series 4 gear type oil pump which is machined from a light yet strong casting. The sump is made from a strong aluminium casting and the kit also includes a breather blanking plate. 2.0/2.3 3 stage pressure & scavenge

DSE080CK £1,465.00

SOHC Pinto / Cosworth YB 2WD




A full dry sump engine kit using the Series 2 pump with 3 stages. The pump is mounted to the block and driven by a gear fixed to the jackshaft pulley. Sumps supplied are now cast aluminium and all kits are suitable for 205 block as standard. An alternative mounting bracket is available for earlier blocks on request. The kit also includes a Poly V water pump drive kit.

Escort Mk1/2 type sump, 205 block
As above, without sump

DSE056AK £1,425.00
DSE056XK £1,068.00

1.6 EcoBoost

This new dry sump kit is supplied with a twin scavenge, high capacity geared pump and baffled sump with integrated windage tray for maximum oil circulation and flow. The sump is fitted with two push-on outlets and pipes are included in the kit. The engine is directly fed from an oil catch tank using the already existing internal oil pump.

The extended nose oil pump mounts directly on to the side of the engine block with a mounting plate, and is driven from the crankshaft. The mounting plate is supplied with fitting spacers to offer precise and accurate belt adjustment for each installation, as well as ensuring correct fitment.

Twin scavenge dry sump kit

DSE085K £1,680.00

OPI EVOLUTION DRY SUMP KITS

OPI Evolution dry sump kits have been designed by experts with many years of experience in dry sump system manufacture and consequently each kit incorporates many refinements due to their 'clean sheet' design approach. All OPI kits use gear oil pumps which although superior, are often not used in most dry sump kits because a rotor type pump is cheaper to produce. A gear pump has many benefits over a rotor type pump, including: • High flow rates • Capable of reaching and maintaining high pressures • Less pressure spiking • Machined gears with closer tolerances between gears (compared to the tolerances of the inner/outer rotors of a rotor pump) • Very robust/durable • Creates more vacuum (helping the engine to run by reducing/removing internal pressures such as piston blow-by) • Direct porting reduces heating of oil during its passage through the pump caused by friction • Excellent performance when oil is cold in comparison with rotor pumps • Far more efficient than a rotor pump • Very compact

SOHC Pinto / Cosworth YB

This system is suitable for engines from clubman to serious, full race engines. This is the most efficient dry sump system currently available with a cast aluminium sump pan for YB Cosworth (N/A & turbo spec) and SOHC Pinto engines. Engines must be run either fully sealed or with a one way air flow control valve depending if used on a turbo or naturally aspirated installation (please ask for advise). This sump pan allows for greater under engine clearance than the standard sump pan. The pump mounts on the distributor side of the block and drives from the jackshaft. This kit contains:



- An ultra efficient billet machined 3 stage gear type oil pump, complete with JIC inlet/outlet fittings.
- Oil pump mounting bracket, bosses and bolts (to fit 200, 202 & 205 blocks).
- Smooth cast aluminium sump pan incorporating sealing O ring to block face, mounting bosses for crank sensor bracket, twin filtered scavenge pick ups and integral baffle assembly. The sump also contains various external mounting points which make it possible to use a custom made cradle to mount the 4wd front diff and clearance is provided for the drive shaft.
- Hard anodised aluminium oil pump pulley.
- Steel jackshaft pulley (1:1).
- 19mm, 3/4" wide toothed drive belt.

OPI SOHC Pinto/Cosworth YB dry sump kit OPIDSK1 £1,595.00

Alternative dry sump pan for long stroke cranks - using stroker cranks has always been an issue concerning the sump which previously required modification to accommodate the counterweights of the crank. These special sumps have been cast with room to accommodate up to 88mm strokes.

OPI SOHC Pinto/Cosworth YB stroker dry sump oil pan OPIOSP1 £580.00

Duratec HE I4

This system is suitable for engines from clubman to serious, full race engines. These kits have been tested to 9600rpm running a 5.0 litre oil tank on a totally sealed engine. This is the most efficient dry sump system currently available for the Duratec. Engines must be run either fully sealed or with a one way air flow control valve. The oil pump mounts on the inlet side of the engine. This system will fit most chassis including Escort Mk1/2. This kit contains:



- Ultra efficient billet machined 3 stage gear type oil pump, complete with JIC inlet/outlet fittings.
- Oil pump mounting bracket assembly, adjustable for belt tension.
- Ultra low contoured cast aluminium sump pan incorporating front mounting locating points, internal head drain ports, twin filtered scavenge pick ups and dual integral baffle assembly.
- Pressure oil-in assembly that can be threaded to take oil temperature/pressure take offs.
- High grade, hard anodised aluminium oil pump pulley.
- Steel machined crank pulley.
- 19mm, 3/4" wide toothed drive belt.

OPI Duratec HE dry sump kit OPIDSK2 £1,650.00

Gift Vouchers

£5
£10 £25
£50

Available in-store or online at www.burtonpower.com

OPI EVOLUTION DRY SUMP KITS - CONTINUED

Zetec E FWD & RWD



This system is suitable for engines from clubman to serious, full race engines. This is the most efficient dry sump system currently available and is suitable for naturally aspirated or turbo engines. The gear oil pump mounts to the sump and drives from the crankshaft. The sump pan is cast aluminium and has turbo drains fitted on both sides. This kit contains:

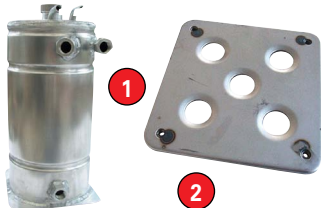
- An ultra efficient billet machined 3 stage gear type oil pump, complete with JIC inlet/outlet fittings.
- Smooth cast aluminium sump pan incorporating sealing O ring to block face, twin filtered scavenge pick ups and integral baffle assembly. Sump also has provision for rear mounting.
- Hard anodised aluminium oil pump pulley.
- Steel crankshaft pulley.
- Toothed drive belt.

OPI Zetec E dry sump kit

OPIDSK4 £1,650.00

DRY SUMP OIL TANKS

Clubman Alloy Dry Sump Oil Tanks



Alloy Clubman dry sump oil tank 8" diameter x 16" high (including cap). 3/8" BSP female threaded connections for feed and return. 2 x 1/2" push on connections for breather. 2 gallon capacity.

Single scavenge
(1) Twin scavenge

DSE010 £174.95

DSE010A £176.95

(2) Weld in dry sump tank base. Pressed steel offering super strong lightweight design with captive M8 nuts for mounting

DSE013 £19.00

6R4 Type Alloy Dry Sump Oil Tank

Alternative to the clubman tank, the 6R4 type tank is designed to give the maximum in deaeration of the oil to provide the ultimate in protection for your engine. Comes with mounting holes to fit DSE013. 17" high including cap. 8" Diameter.



Single scavenge

DSE014

£278.50

Easy-Clean Alloy Dry Sump Oil Tanks

* Metal spun bodies for strength and appearance with all fittings TIG welded.

* Can be totally dismantled quickly by removing one cap head bolt.

* Tank upper and lower body sections are sealed with an 'O' ring and retained together with a specially manufactured stainless steel 'V' band clamp

* Tank upper and lower sections can be rotated to allow fittings to be positioned as required.

* The oil suction union takes the form of a thick wall tube that runs to the centre point in the base of the tank, making it impossible for the oil to surge under any conditions.

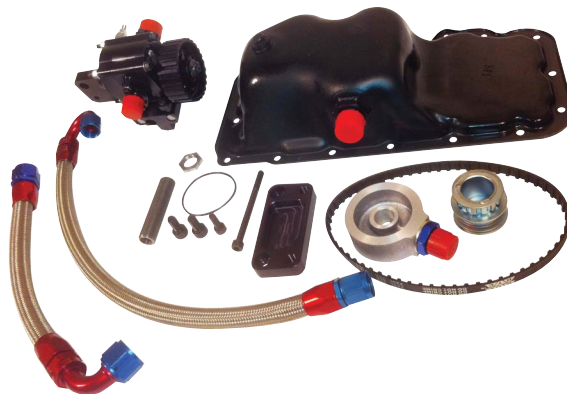
* The scavenge oil return is fan tailed and angled onto the inner side wall of the tank to spin the oil and air apart. The oil then runs down and through a flat baffle plate to further promote oil/air separation, finally entering the lower chamber through a drilled centre column. Once the oil has entered this lower chamber it cannot surge to the point where the oil pick-up is uncovered.

* Fitted with 1/2" right angle breathers to the tank, and suggest for maximum breathing efficiency that the outer breather is connected to the rocker box (if required) and the inner or central breather is connected to the catch tank. It is vital that the tank is NOT pressurised in any way as this will prevent the oil de-aerating.



Diameter	Height	Fitting	Capacity	Part No	Price
5"	16"	M22x1.5	4.8L	MOCDST6	£378.95
6 1/2"	14"	M22x1.5	7.6L	MOCDST4	£368.95

OPI EVOLUTION EXTERNAL WET SUMP KIT



Designed for high revving Zetec E engines where you want to avoid the complexities and costs involved in installing a full dry sump system. The Zetec engine is well known for oil pump failures on high revving units due to excessive crank flex causing the pump internals to shatter. To overcome this problem, OPI have designed an ingenious kit that uses a single stage oil pump, belt driven from the crankshaft, that replaces the standard oil pump as part of a wet sump system. By modifying a standard sump, the pump scavenges from the sump outlet and returns a pressurised delivery through an adaptor into the oil filter location. The oil pump is mounted low so it is still possible to retain the air con pump after modifying the water pump outlet. Suitable for turbo and aspirated engines. Designed for black top engines but can be fitted to silver top engines using a modified lower black top sump. As successfully used on our high revving ST170 Time Attack engine.

OPIDSK3 £1,295.00

ACCUSUMP OIL PUMP ACCUMULATORS

Accusump is an oil storage accumulator that holds a pressurised charge of oil that is released when there is a drop in the engine's oil pressure. It is connected to the pressure side of the engine's oil feed system and is charged with oil from the engine oil pump.

High performance and competition engines are by nature put under a lot of stress and G-force. During hard cornering, acceleration and braking, oil in the sump will surge from side to side, occasionally resulting in the oil pump pick-up becoming briefly uncovered. Such a momentary loss of pressure can set the stage for severe engine damage. However, an engine fitted with an Accusump would be provided with oil during such moments, vastly reducing the potential for damage. Accusump is also able to establish pressurised oil to an engine prior to start-up. Since studies claim up to 80% of engine wear occurs during the start-up before pressure is established, Accusump will help minimise engine wear.

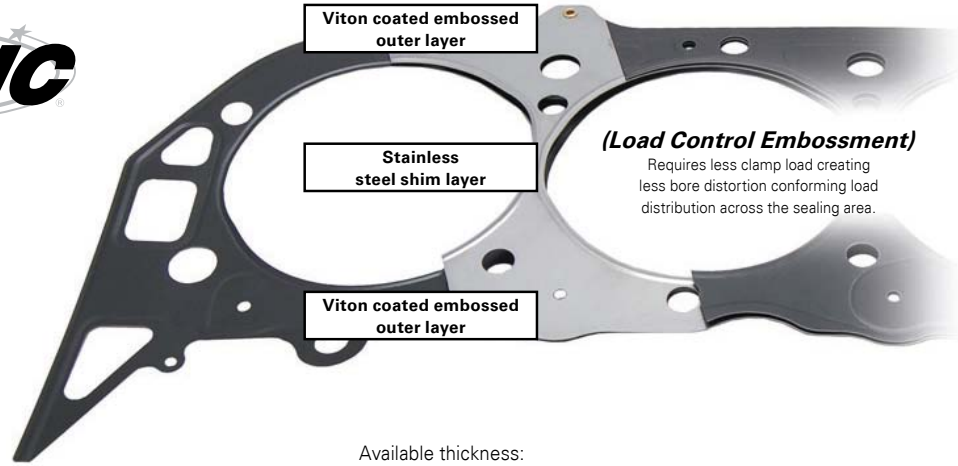
Although Accusump can be plumbed directly into an engine's main oil gallery, it is usually far easier to plumb it through a sandwich plate by the oil filter. Since the accumulator is pressurised, it can be mounted in any position. A one-way valve must be used to ensure that oil flows from the Accusump to the oil gallery and not back to the oil pump. A shut-off valve must also be used to maintain pressure in the Accusump when the engine is turned off. There is the option of a manual valve or an electric valve, controlled by a remote switch or the ignition.

Typical Installation Using Sandwich Plate



Accumulators:

12" long, 2 pint with manual valve	ACCU5	£307.50
12" long, 2 pint with electric valve	ACCU5E	£489.95
12" long, 4 pint with manual valve	ACCU1	£324.95
12" long, 4 pint with electric valve	ACCU1E	£524.95
16" long, 4 pint with manual valve	ACCU2	£346.90
16" long, 4 pint with electric valve	ACCU2E	£549.95
Stainless steel mounting clamps (pair) for ACCU1 & 2	ACCUC	£26.30
Stainless steel mounting clamps (pair) for ACCU5	ACCUC2	£27.50
One way flap valve - significantly more expensive than disc valves but essential in oil systems because they have no detectable resistance to flow.		
-8 JIC	CVF7-8	£115.90
-10 JIC	CVF7-10	£115.90



Cometic MLS gaskets are comprised of multiple layers of stainless steel due to its increased strength, ability to rebound and resistance to corrosion.

The outer layers of the gaskets are embossed and coated on both sides with Viton - a fluoroelastomer rubber based material that is heat resistant to 250°C / 482°F. Viton is designed to meet the demands of a variety of harsh sealing environments, load conditions and surface finishes.

The centre or shim layer is a uncoated stainless steel layer which can be varied to accommodate multiple thickness requirements.

- Provide maximum sealing performance for today's high output engines and require no sealants.
- Ideal for aluminium heads to aluminium blocks and aluminium heads to cast iron blocks withstanding the shearing force created by the two materials.
- No need to re-torque, the embossing design of the MLS gasket promotes an even clamp load across the sealing surface allowing for measurable reduced bore distortion.

Available thickness:

All Cometic MLS head gaskets are available to order in 17 different thicknesses from .027" to .140". Some of the larger sizes are also ideal as decompression plates or for correcting compression where heads have been skimmed. We will gladly quote a price and delivery time for gaskets in a different thickness.

Thicknesses available: .027", .030", .036", .040", .045", .051", .056", .060", .066", .070", .075", .080", .086", .092", .098", .120", .140"

Burton Power are direct distributors for Cometic's range of high performance gaskets. All gaskets in their catalogues are available to order, non stocked items will take approximately 4-5 weeks on average.

Cometic also make a huge range of gaskets for American vehicles, all of which are also available to order.

Famous for their multi-layer shim steel head gaskets, Cometic also make a limited range of gaskets for the rest of the engine. Most of the Ford engines are well catered for and these individual gaskets are listed below as well as under each engine heading in our main gasket section on the following pages.

Cometic Ford/Cosworth Gaskets

Description	Part No	Price	Description	Part No	Price
Cosworth BDA/BDG			Essex V6		
Multi-layer shim steel head gasket: 82mm bore, .040" thick	C4102-040	£89.95	CFM head gasket: 95.5mm bore, .059" thick	FV756	£69.95
83mm bore, .040" thick	FB750	£89.95	97mm bore, .059" thick	FV756B	£69.95
84mm bore, .040" thick	FB751	£89.95	101mm bore, .059" thick	FV756A	£69.95
85mm bore, .040" thick	C4133-040	£89.95	Multi-layer shim steel head gasket: 95.5mm bore, .040" thick	C4971-040	£69.95
86mm bore, .040" thick	FB752	£89.95	Lotus Twin Cam		
87mm bore, .040" thick	FB753	£89.95	Multi-layer shim steel head gasket: 83mm bore, .040" thick	FB750	£89.95
91mm bore, .040" thick	FB754	£89.95	84mm bore, .040" thick	FB751	£89.95
Gasket set less head gasket (no rubber seals)	COMC4174	£49.90	85mm bore, .040" thick	C4133-040	£89.95
As above, with rubber seals added	FB746K	£70.99	86mm bore, .040" thick	FB752	£89.95
Inlet manifold gasket, each, aluminium foam material	FB735COM	£6.95	87mm bore, .040" thick	FB753	£89.95
Exhaust manifold large bore gasket set, 3 bolt, armor	C4354-064	£15.95	Cometic set (gaskets only) excluding front cover to block	C4491	£54.50
Exhaust manifold large bore gasket set, 4 bolt, armor	C4353-064	£15.95	Cam cover gasket, aluminium foam material	FL719COM	£23.50
Cam cover gasket, aluminium foam material	FB737COM	£18.50	Thermostat gasket, aluminium foam material	FP706COM	£2.20
Thermostat gasket, aluminium foam material	FP706COM	£2.20	Rear cover gasket, aluminium foam material	FP522COM	£3.95
Front cover/water pump gasket, aluminium foam material	FP707COM	£10.90	Oil pump gasket, aluminium foam material	FP710COM	£4.90
Rear cover gasket, aluminium foam material	FP522COM	£3.95	SOHC Pinto		
Oil pump gasket, aluminium foam material	FP710COM	£4.90	Multi-layer shim steel head gasket: 92.5mm bore, .040" thick	C4350-040	£89.95
Cosworth FVA/FVC 16v			93.5mm bore, .040" thick	FT795	£89.95
Multi-layer shim steel head gasket: 87mm bore, .040" thick	C4138-040	£89.95	94.5mm bore, .040" thick	FT775	£89.95
88mm bore, .040" thick	C4135-040	£89.95	92.5mm bore, .045" thick	C4350-045	£89.95
Gasket set less head gasket (no rubber seals)	C4271	£47.50	92.5mm bore, .051" thick	SC795	£89.95
Cosworth YB			92.5mm bore, .060" thick	C4350-060	£115.90
Multi-layer shim steel head gasket: 92.5mm bore, .051" thick	SC795	£89.95	92.5mm bore, .070" thick	C4350-070	£115.90
92.5mm bore, .060" thick	C4350-060	£115.90	92.5mm bore, .080" thick	C4350-080	£124.90
92.5mm bore, .070" thick	C4350-070	£115.90	92.5mm bore, .120" thick	C4350-120	£209.95
92.5mm bore, .080" thick	C4350-080	£124.90	92.5mm bore, .051" thick	SC796	£89.95
92.5mm bore, .120" thick	C4350-120	£209.95	92.5mm bore, .070" thick	COMC4248	£106.90
92.5mm bore, .051" thick	SC796	£89.95	92.5mm bore, .080" thick	SC747BCOM	£156.00
Gasket set less head gasket (no rubber seals) -06/94	COMC4248	£106.90	92.5mm bore, .120" thick	SC779COM	£28.90
As above, with rubber seals added and head bolts -06/94	SC747BCOM	£156.00	Exhaust manifold gasket - set of 4. Large bore	SC779T25COM	£28.90
Camshaft cover gasket, aluminium foam material (not T25)	SC779COM	£28.90	Water pump gasket, aluminium foam material	SC778COM	£17.95
Camshaft cover gasket, T25 only, aluminium foam material	SC779T25COM	£28.90	Oil seal retainer gasket, aluminium foam material	EX358064AM	£4.50
Inlet manifold to head gasket, aluminium foam material	SC778COM	£17.95	Thermostat gasket (housing to head), 2wd, aluminium foam	SC781COM	£2.60
Exhaust manifold to head gasket, armor	EX358064AM	£4.50	Air plenum box gasket, aluminium foam material	SC776COM	£19.90
Thermostat gasket (housing to head), 2wd, aluminium foam	SC781COM	£2.60	Throttle body to elbow gasket, aluminium foam (not T25)	SC773COM	£4.70
Air plenum box gasket, aluminium foam material	SC776COM	£19.90	Throttle body to elbow gasket, aluminium foam material T25	SC773T25COM	£4.70
Throttle body to elbow gasket, aluminium foam (not T25)	SC773COM	£4.70	Temperature sensor housing gasket, aluminium foam material	SC775COM	£2.60
Throttle body to elbow gasket, aluminium foam material T25	SC773T25COM	£4.70	Water pump gasket, aluminium foam material	FT785COM	£6.25
Temperature sensor housing gasket, aluminium foam material	SC775COM	£2.60	Oil seal retainer gasket, aluminium foam material	FT787COM	£9.50
Water pump gasket, aluminium foam material	FT785COM	£6.25	CVH 1.6 inc RS Turbo		
Oil seal retainer gasket, aluminium foam material	FT787COM	£9.50	Multi-layer shim steel head gasket: 83mm bore, .051" thick	CV702	£94.50
CVH 1.6 inc RS Turbo			83mm bore, .070" thick	C5756-070	£131.50
Multi-layer shim steel head gasket: 83mm bore, .051" thick	CV702	£94.50	As above, ZVH 2.0 (1.6 CVH head on 2.0 Zetec block):		
83mm bore, .070" thick	C5756-070	£131.50	5 layer gasket. 86mm bore, .050" thick	CV760	£131.50
As above, ZVH 2.0 (1.6 CVH head on 2.0 Zetec block):			Duratec HE I4		
5 layer gasket. 86mm bore, .050" thick	CV760	£131.50	Multi-layer shim steel head gasket: 90mm bore, .030" thick	FD720	£94.50
Duratec HE I4			EcoBoost 2.0 & 2.3		
Multi-layer shim steel head gasket: 90mm bore, .030" thick	FD720	£94.50	Multi-layer shim steel head gasket:		
EcoBoost 2.0 & 2.3			2.0 EcoBoost Focus ST 89mm bore, .034" thick	C15317-034	£94.50
Multi-layer shim steel head gasket:			2.3 EcoBoost Focus RS 89mm bore, .040" thick	C15294-040	£111.95
2.0 EcoBoost Focus ST 89mm bore, .034" thick	C15317-034	£94.50	Zetec E 2.0		
2.3 EcoBoost Focus RS 89mm bore, .040" thick	C15294-040	£111.95	Multi-layer shim steel head gasket: 87mm bore, .040" thick	FZ701	£86.50
Zetec SE/Sigma 1.6 2007-			87mm bore, .051" thick	C4280-051	£86.50
Multi-layer shim steel head gasket: 82mm bore, .028" thick	C4963-028	£111.95	87mm bore, .060" thick	C4280-060	£112.90
Zetec SE 1.7 Puma			87mm bore, .070" thick	C4280-070	£112.90
Stainless steel head gasket: 83mm bore, .010" thick	C4223-010	£56.50	Zetec SE/Sigma 1.6 2007-		
Zetec SE 1.7 Puma			Multi-layer shim steel head gasket: 82mm bore, .028" thick	C4963-028	£111.95
Stainless steel head gasket: 83mm bore, .010" thick	C4223-010	£56.50	Zetec SE 1.7 Puma		
Zetec SE 1.7 Puma			Multi-layer shim steel head gasket: 82mm bore, .028" thick	C4963-028	£111.95
Stainless steel head gasket: 83mm bore, .010" thick	C4223-010	£56.50	Zetec SE 1.7 Puma		
Zetec SE 1.7 Puma			Multi-layer shim steel head gasket: 82mm bore, .028" thick	C4963-028	£111.95

BDA - Top End

Description	Part No.	Price
Complete engine gasket & set, less head gasket BDA/BDG	FB745K	£50.95
As above, with Cometic Foam/Alloy gaskets	FB746K	£70.99
Cylinder head gasket, 84mm Ajusa	FB731	£47.50
Cylinder head gasket, 87.5mm Ajusa	FB732AJ	£47.50
Cylinder head gasket, 83mm Cometic multi-shim 0.040"	FB750	£89.95
Cylinder head gasket, 84mm Cometic multi-shim 0.040"	FB751	£89.95
Cylinder head gasket, 86mm Cometic multi-shim 0.040"	FB752	£89.95
Cylinder head gasket, 87mm Cometic multi-shim 0.040"	FB753	£89.95
Cylinder head gasket, 91mm Cometic multi-shim 0.040"	FB754	£89.95
Cylinder head gasket, BDT, 86mm Cometic multi-shim 0.040"	FB755	£98.50
Cylinder head gasket, BDT, 88mm Cometic multi-shim 0.040"	FB756	£98.50
Above Cometic head gaskets also available in other thicknesses	POA	
Inlet manifold gasket, each	FB735	£1.50
Inlet manifold gasket, each, Cometic foam/alloy	FB735COM	£6.95
Exhaust manifold gasket, BDA, 3 bolt, each	FB736	£1.75
Exhaust manifold gasket, BDG, 4 bolt. Set of 4	FB736A	£7.50
Cam cover gasket	FB737	£8.75
Cam cover gasket, Cometic foam/alloy	FB737COM	£18.50
Thermostat gasket	FP706	£0.90
Thermostat gasket, Cometic foam/alloy	FP706COM	£2.20
Camshaft oil seal, each	FB740	£3.80

BDA - Bottom End

Description	Part No.	Price
Front cover/water pump gasket	FP707	£1.99
Front cover/water pump gasket, Cometic foam/alloy	FP707COM	£10.90
Front crankshaft oil seal	FP708	£4.00
Rear crankshaft oil seal	FP709	£5.60
Jackshaft oil seal	FB741	£4.99
Rear cover gasket	FP522	£2.30
Rear cover gasket, Cometic foam/alloy	FP522COM	£3.95
Oil pump gasket	FP710	£1.00
Oil pump gasket, Cometic foam/alloy	FP710COM	£4.90
Distributor O ring	FP700	£0.95
Fuel pump gasket	FP523	£4.00
Competition sump set	FP713KC	£11.75

CVH - Top End

Description	Part No.	Price
Head gasket set, 1.3 & 1.6 carb	CV737AK	£24.00
Head gasket set, 1.4 carb/CFi	CV738K	£22.50
Head gasket set, 1.4 EFI	CV738AK	£27.50
Head gasket set, 1.6 MFi & EFI	CV739K	£22.96
Head gasket set, Escort & Fiesta RS Turbo	CV740K	£39.95
Top end gasket set less head gasket, Escort/Fiesta RS Turbo	CV740B	£24.00
Head gasket set, 1.6 Sierra only	CV739SK	£29.50
Head gasket set, 1.8	CV739BK	£37.96
Cylinder head gasket, 1.3/1.6, not Turbo	CV701	£11.50
Cylinder head gasket 1.3/1.6/1.9/Turbo/ZVH Felpro	CV704	£48.00
Cylinder head gasket, 1.6 Turbo, O.E. Ford	CV703	£77.56
Cometic multi-shim head gasket 1.6/Turbo	CV702	£94.50
Above Cometic head gasket also available in other thicknesses	POA	
Cometic multi-shim head gasket 2.0 ZVH	CV760	£131.50
Exhaust manifold gasket, most types	CV706	£2.95
Exhaust manifold gasket, 1.6 Turbo	CV707	£9.50
Exhaust downpipe flange gasket (manifold to system)	CV708	£7.90
Inlet manifold to head gasket, carb/MFi	CV710	£3.00
Inlet manifold to head gasket, EFI	CV710EFI	£3.60
Inlet manifold intermediate gasket, Injection/Mk4 Turbo types	CV712	£8.40
Cam cover gasket, all types	CV716	£3.30
Valve stem seal (integral with spring platform), each	CV204	£1.50
Thermostat housing (gasket, O ring & clip)	CV727K	£1.96
Distributor O ring seal	CV730	£1.55
Camshaft oil seal	FT783	£3.95
Fuel pump gasket	FT788A	£3.60
Carburettor base to manifold gasket, Weber DFT	CV732	£9.95
Fuel injector seal	CV725	£1.80
Distributor blanking plug EFI	CV745	£4.80

CVH - Bottom End

Description	Part No.	Price
Water pump gasket	CV742	£1.00
Modine oil cooler to block oil seal	SC766	£6.95
Rear oil seal cover gasket	CV743	£5.10
Front cover/oil pump assembly gasket	CV744	£1.25
Front crankshaft oil seal	CV746	£4.96
Rear crankshaft oil seal	CV747	£9.50
Sump gasket set to 04/85 (cork gasket)	CV750K	£12.50
Sump gasket set from 04/85 (rubber gasket)	CV751	£9.25
Bottom end gasket set to 04/85	CV752K	£14.90
Bottom end gasket set from 04/85	CV753K	£17.80
Bottom end gasket set. 1.8 only	CV754K	£29.95

Cosworth YB - Top End

Description	Part No.	Price
Top end gasket set (less head, no head bolts):		
Sierra/Sapphire 2wd (not RS500)	SC720	£50.00
Sierra RS500	SC721	£55.00
Sapphire 4wd & Escort 4wd T34	SC722	£50.00
Escort 4wd T25	SC723	£55.00
Cylinder head gasket, Group A YB0611 Reinz	SC749	£59.95
Cylinder head gasket, Genuine WRC multi-shim	SC752	£162.50
Cylinder head gasket, Cometic multi-shim 0.051" thick 92.5mm	SC795	£89.95
Cylinder head gasket, Cometic multi-shim 0.051" thick 93.5mm	FT795-051	£89.95
Cylinder head gasket, Cometic multi-shim 0.051" thick 94.5mm	SC796	£89.95
Above Cometic head gasket also available in other thicknesses	C4350	POA
Cylinder head gasket, Coopers ring style	SC750	£250.00
Cylinder head gasket, Coopers ring style/Cometic multi-shim	SC750COM	£300.00
Camshaft cover gasket (not T25)	SC779	£18.95
Camshaft cover gasket, Cometic foam/alloy (not T25)	SC779COM	£28.90
Front camshaft cap oil seal (2 moon), each	SC779A	£4.50
Camshaft cover gasket, T25 only	SC779T25	£34.00
Camshaft cover gasket, T25 only, Cometic foam/alloy	SC779T25COM	£28.90
Inlet manifold to head gasket	SC778	£2.95
Inlet manifold to head gasket, Cometic foam/alloy	SC778COM	£17.95
Exhaust manifold to head gasket, each	SC777	£5.95
Camshaft oil seal, 2wd, each	SC745	£7.50
Camshaft oil seal, 4wd, each	SC746	£7.50
Camshaft front nose O ring 4wd, each	SC740	£0.12
Camshaft bearing housing O ring 2wd, each	SC744	£2.35
Valve stem seal, inlet, each	SC7801	£2.50
Valve stem seal, exhaust, each	SC780E	£2.50
Thermostat gasket (housing to head), 2wd	SC781	£0.70
Thermostat gasket kit, 2wd (gasket, rubber seal & clip)	SC781K	£1.96
Thermostat gasket (housing to head), 2wd, Cometic foam/alloy	SC781COM	£2.60
Thermostat seal (rear housing to head), 4wd	SC781A	£2.95
Air plenum box gasket	SC776	£3.95
Air plenum box gasket, Cometic foam/alloy	SC776COM	£19.90
Air plenum to elbow gasket, 2wd	SC774	£1.30
Throttle body to elbow gasket (not T25)	SC773	£1.55
Throttle body to elbow gasket, Cometic foam/alloy (not T25)	SC773COM	£4.70
Throttle body to elbow gasket, Cometic foam/alloy T25	SC773T25COM	£4.70
RS500 throttle body to elbow to air plenum gasket set Cometic CFA	SC773KIT	£9.95
Temperature sensor housing gasket	SC775	£1.75
Temperature sensor housing gasket, Cometic foam/alloy	SC775COM	£2.60
Turbo oil feed return gasket	SC772	£1.80

Cosworth YB - Bottom End

Description	Part No.	Price
Rear crankshaft oil seal (genuine Ford)	SC709	£29.90
Front crankshaft & auxiliary shaft oil seal	FT783	£3.95
Water pump gasket	FT785	£1.50
Water pump gasket, Cometic foam/alloy	FT785COM	£6.25
Oil seal retainer gasket - crank/auxiliary	FT787	£1.75
Oil seal retainer gasket, Cometic foam/alloy	FT787COM	£9.50
Sump gasket set, 2wd	SC793KC	£25.00
Sump sealer, 4wd	SC764	£25.00
Front sump seal	SC762	£1.40
Rear sump seal	SC763	£7.50
O ring, oil pick-up pipe	SC789A	£0.65
Gasket, oil pickup pipe, 4wd	SC789	£2.00
Gasket, breather pipe to sump, 4wd	SC765	£1.20
Modine oil cooler to block oil seal, 2wd	SC766	£6.95
Modine oil cooler to block oil seal, 4wd	SC767	£8.50
Bottom end gasket set, 2wd	SC794K	£45.00
Bottom end gasket set, 4wd	SC794AK	£37.94

Duratec HE I4

Description	Part No.	Price
Cylinder head gasket 2.0/2.3 Cosworth/Ford	FD700	£39.95
Cylinder head gasket, Cometic multi-shim 0.030" thick 90mm	FD720	£94.50
Cam cover gasket	FD701	£19.50
Rear water outlet gasket	FD702	£7.20
Valve stem seal, inlet	FD703	£2.95
Valve stem seal, exhaust	FD704	£2.30
Inlet manifold to head gasket, Cometic foam/alloy	FD711	£17.50
Exhaust manifold to head gasket	FD705	£7.99
Cometic exhaust manifold - head gasket, without EGR cutout	FD705-EGR	£23.50
Oil filter housing gasket	FD706	£12.76
Front crankshaft oil seal	FD707	£7.31
Rear crankshaft oil seal	FD708	£49.90
Breather to block gasket	FD709	£22.76
EGR gasket	FD710	£3.84



Duratec I5 Focus 2.5 ST & RS

Description	Part No.	Price
Head gasket set 2.5 ST Reinz	5D730K	£148.90
Cylinder head gasket 2.5 ST Reinz	5D700	£71.50
Cylinder head gasket 2.5 RS genuine Ford	5D701	£114.00
Inlet gasket ST & RS	5D702	£12.50
Inlet plenum gasket ST & RS (5 required)	5D703	£1.20
Exhaust manifold ST & RS	5D704	£12.95
Downpipe gasket ST & RS	5D706	£10.20
Valve stem seal set (inlet & exhaust) ST & RS	5D705K	£36.50
Camshaft oil seal (each) ST & RS	5D707	£9.50
Thermostat gasket ST & RS	5D708	£16.57
Front crankshaft oil seal ST & RS	5D711	£7.20
Rear crankshaft oil seal ST & RS	5D712	£34.04
Oil pump gasket ST & RS	5D710	£10.20
Water pump gasket ST & RS	5D713	£9.31
Bottom end gasket set ST & RS	5D740K	£64.90

Essex V4 / V6 - Top End

Description	Part No.	Price
Head gasket set 2.5/3.0 V6 including Reinz head gaskets	FV769K	£64.96
Head gasket set 1.7/2.0 V4	FV771K	£45.00
Reinz V6 cylinder head gasket, each	FV755	£22.96
Cosmetic V6 head gasket (95.5mm), each	FV756	£69.95
Cosmetic V6 head gasket (97mm), each	FV756B	£69.95
Cosmetic V6 head gasket, GA (101mm) each	FV756A	£69.95
Coopers ring, cylinder head sealing, each	TV1473	£26.95
Head gaskets for use with Coopers rings, each	FV773	£48.00
Valve cover gasket V6, cork, each	FV757	£2.00
Valve cover gasket V6, rubber, each	FV757R	£12.95
Inlet manifold gasket V6	FV758	£10.96
Exhaust manifold gasket, each	FV759	£0.95
Valve stem oil seal, loose guide type, each	FT780	£0.46
Thermostat housing gasket	FV761	£0.50
Carburettor insulator gasket, DGAS	FV766	£13.90

Essex V4 / V6 - Bottom End

Description	Part No.	Price
Timing cover gasket	JR260	£3.30
Front crankshaft oil seal	FV767	£8.50
Rear crankshaft oil seal	FP709	£5.60
Sump gasket set V6	FV768K	£7.00
Bottom end gasket set V6	FV770K	£24.95
Bottom end gasket set V4	FV772K	£24.95



Lotus Twin Cam - Top End

Description	Part No.	Price
Top end gasket set (with Copper laminated head gasket)	FL724K	£40.96
Cylinder head gasket, up to 83.3mm. Copper laminated	FL282	£33.50
Cylinder head gasket, up to 84mm. Competition Ajusa	FB731	£47.50
Cylinder head gasket, up to 87.5mm. Competition Ajusa	FB732AJ	£47.50
Cylinder head gasket, 83mm Cosmetic multi-shim 0.040"	FB750	£89.95
Cylinder head gasket, 84mm Cosmetic multi-shim 0.040"	FB751	£89.95
Cylinder head gasket, 86mm Cosmetic multi-shim 0.040"	FB752	£89.95
Cylinder head gasket, 87mm Cosmetic multi-shim 0.040"	FB753	£89.95
Above Cosmetic head gasket also available in other thicknesses	POA	
Cosmetic set (gaskets only) excluding front cover to block	C4491	£54.50
Inlet manifold to carburettor O ring, each	FL717	£0.25
Exhaust manifold gasket, each	FL718	£1.30
Cam cover gasket	FL719	£8.50
Cam cover gasket, Cosmetic foam/alloy	FL719COM	£23.50
Filler cap gasket	FL855	£4.00
Thermostat gasket	FP706	£0.90
Thermostat gasket, Cosmetic foam/alloy	FP706COM	£2.20
Cylinder head to timing case top gasket	FL720	£2.60
2 moon rubber seal, valve cover to head, each	FL722	£1.99
Sealing washer, cam cover stud, each	FL841	£0.70

Lotus Twin Cam - Bottom End

Description	Part No.	Price
Timing case to cylinder block gasket	FL721	£1.99
Front crankshaft oil seal (extra wide)	FL708	£4.00
Rear cover (lip seal crank)	FP522	£2.30
Rear cover gasket, Cosmetic foam/alloy	FP522COM	£3.95
Rear crankshaft oil seal	FP709	£5.60
Oil pump gasket	FP710	£1.00
Oil pump gasket, Cosmetic foam/alloy	FP710COM	£4.90
Distributor O ring	FP700	£0.95
Fuel pump gasket	FP523	£4.00
Sump gasket set, pre 1967	FP711K	£13.50
Sump gasket set, 1967 on, lip seal	FP712K	£7.75
Bottom end gasket set, pre 1967	FL725K	£24.95
Bottom end gasket set, 1967 on, lip seal	FL726K	£20.95

SOHC Pinto - Top End

Description	Part No.	Price
Head gasket set, 1.6 to 84	FT791K	£19.96
Head gasket set, 1.6 84 on (not E-max)	FT791AK	£19.96
Head gasket set, 1.8	DN150	£20.00
Head gasket set, 2.0 carburettor	FT792K	£19.96
Head gasket set, 2.0 injection	FT792BK	£23.95
Cylinder head gasket, 1.6 (Genuine Elring) (not E-max)	FT773	£14.95
Cylinder head gasket, 2.0 (Genuine Ford)	FT774	£83.50
Cylinder head gasket, Felpro. Up to 92.8mm (2.0)	FT776	£33.50
Cylinder head gasket, up to 94.5mm. Competition Ajusa	FT774G	£42.50
Cylinder head gasket, 92.5mm Cosmetic multi-shim .040" thick	C4350-040	£89.95
Cylinder head gasket, 93.5mm Cosmetic multi-shim .040" thick	FT795	£89.95
Cylinder head gasket, 94.5mm Cosmetic multi-shim .040" thick	FT775	£89.95
Above Cosmetic head gasket also available in other thicknesses	POA	
Exhaust manifold gasket - set of 4	FT777S	£4.96
Exhaust manifold gasket - set of 4. Felpro large bore	FELMS90183	£19.50
Exhaust manifold gasket - set of 4. Cosmetic large bore	FT777COM	£16.99
Inlet manifold gasket, carb	FT778	£2.95
Inlet manifold gasket, carb. Felpro large bore	FELMS90185	£14.95
Inlet manifold gasket, injection	FT778INJ	£6.95
Cam cover gasket - cork, early narrow type to 1984	FT779	£2.99
Cam cover gasket - rubber, early narrow type to 1984	FT779R	£13.99
Cam cover gasket - cork, later wide type 1984 on	FT779A	£2.99
Cam cover gasket - rubber, later wide type 1984 on	FT779AR	£14.99
Sealing washer, cam cover side bolt, each	FT770	£0.60
Valve stem seal, each (standard)	FT780	£0.46
Valve stem seal, set of 8 (low profile)	FT780KC	£13.50
Thermostat housing gasket	FT781	£0.50
Thermostat housing gasket kit	FT782K	£1.96
Camshaft oil seal	FT783	£3.95
Carburettor to inlet gasket (insulator block), DGW	FT784A	£11.95

SOHC Pinto - Bottom End

Description	Part No.	Price
Water pump gasket	FT785	£1.50
Water pump gasket, Cosmetic foam/alloy	FT785COM	£6.25
Front crankshaft & auxiliary shaft oil seal	FT783	£3.95
Rear crankshaft oil seal	FP709	£5.60
O ring - distributor	FT786	£0.25
Oil seal retainer gasket - crank/auxiliary	FT787	£1.75
Oil seal retainer gasket - crank/auxiliary, Cosmetic foam/alloy	FT787COM	£9.50
Oil pump to pickup pipe gasket	FT789	£1.00
Fuel pump insulating block	FT788A	£3.60
Sump gasket set	FT793K	£9.95
Sump gasket set, competition material	FT793KC	£11.75
Bottom end gasket set	FT794K	£14.95

Cologne V4 / V6 - Top End (inc Cosworth 24v)

Description	Part No.	Price
Head gasket set, V4	TV1460	£84.95
Head gasket set, 2.0 V6	TV1461	£127.50
Head gasket set, 2.3 up to 06/79	TV1462	£54.95
Head gasket set, 2.3 from 07/79	TV1462A	£54.95
Head gasket set, 2.6	TV1463	£129.95
Head gasket set, 2.8 carburettor	TV1472	£49.96
Head gasket set, 2.8 MFi	TV1480	£51.95
Head gasket set, 2.8 EFi	TV1480A	£60.95
Head gasket set, 2.9 12v	TV1467	£60.00
Head gasket set, 2.9 24v Cosworth BOA to 10/94	TV1464	£144.90
Head gasket set, 2.9 24v Cosworth BOB 10/94-	TV1464A	£150.00
Head gasket, 2.8 HD Felpro left hand	TV1475	£32.50
Head gasket, 2.8 HD Felpro right hand	TV1476	£32.50
Coopers ring, cylinder head sealing, each	TV1473	£26.95
Head gaskets for use with Coopers rings, 2.8	TV1474	£48.00
Inlet manifold gasket, 2.3	TV1482	£14.95
Inlet manifold gasket, 2.8	TV1483	£14.95
Exhaust gasket, 2.3/2.8, each	TV1484	£2.00
Exhaust gasket, 2.4/2.9, each (not 24v)	TV1485	£2.50
Rocker cover gasket, 2.3/2.8, each	TV1479	£2.40
Rocker cover gasket, 2.4/2.9, each (not 24v)	TV1477	£6.80
Rocker cover gasket kit, 2.9 24v Cosworth BOA to 10/94	TV1487K	£84.00
Thermostat housing gasket kit -10/84	TV1481K	£2.40
Thermostat housing gasket kit 10/84- (not 24v)	TV1481AK	£2.40

Cologne V4 / V6 - Bottom End (inc Cosworth 24v)

Description	Part No.	Price
Front crankshaft oil seal, 2.4/2.8/2.9	FT783	£3.95
Rear crankshaft oil seal, all models	TV1486	£6.95
Sump gasket set V6 to 09/85 (cork type)	TV1471	£8.95
Sump gasket set, 2.8/2.9 09/85- (rubber type)	TV1470A	£22.96
Bottom end gasket set, V4	TV1466	£46.50
Bottom end gasket set, 2.0/2.3/2.6	TV1469A	£25.96
Bottom end gasket set, 2.8 (cork type sump seal)	TV1469	£29.95
Bottom end gasket set, 2.9 12v	TV1468	£42.95
Bottom end gasket set, 2.9 24v Cosworth BOA	TV1465BOA	£48.00
Bottom end gasket set, 2.9 24v Cosworth BOB	TV1465	£37.90



GASKETS, SEALS & PRESSURE RINGS (CONTINUED)

X/Flow & Pre-X/Flow - Top End

Description	Part No.	Price
Head gasket set, pre-X/Flow	CH760	£27.50
Head gasket set, pre-X/Flow 1500GT	CH762	£29.95
Head gasket set, 1.3/1.6 GT X/Flow	FP699K	£17.95
Head gasket set, X/Flow, genuine Ford	FP698K	£71.99
Cylinder head gasket, Payen, up to 83.2mm	FP287	£16.90
Cylinder head gasket, Felpro, up to 83.2mm	FEL8360PT	£44.95
Cylinder head gasket, up to 83.3mm (Copper laminate)	FL282	£33.50
Cylinder head gasket, Competition Ajusa - up to 84mm	FB731	£47.50
Cylinder head gasket, Competition Ajusa - up to 87.5mm	FB732AJ	£47.50
Cylinder head gasket, 83mm Cometic multi-shim 0.040"	FB750	£89.95
Cylinder head gasket, 84mm Cometic multi-shim 0.040"	FB751	£89.95
Cylinder head gasket, 86mm Cometic multi-shim 0.040"	FB752	£89.95
Cylinder head gasket, 87mm Cometic multi-shim 0.040"	FB753	£89.95
Above Cometic head gasket also available in other thicknesses	POA	
Complete competition engine gasket set (less head gasket): Oil seals, stem seals and Cometic foam/ally gaskets, X/Flow	FP746K	£52.50
Inlet/exhaust manifold gasket, pre X/Flow	FP285	£3.60
Inlet/exhaust manifold gasket, pre X/Flow. HD Cometic	FP285COM	£13.90
Inlet manifold gasket, X/Flow	FP701	£1.99
Inlet manifold gasket, X/Flow Cometic AFM	FP701COM	£13.90
Exhaust manifold gasket set X/Flow. Large bore 33mm	FP702A	£4.50
Exhaust manifold gasket set X/Flow. Cometic large bore 35mm	FP702COM	£8.30
Valve cover gasket - cork, pre X/Flow & X/Flow	FP703	£2.00
Valve cover gasket - rubber, pre X/Flow & X/Flow	FP703R	£9.95
Valve cover gasket - paper (suits alloy type covers)	FP703A	£2.50
Valve cover gasket - Cometic foam/ally	FP703COM	£11.50
Valve stem seal (suits single valve springs only), each	FP704	£0.35
Valve stem seal (for loose guides), each	FP705A	£0.85
Thermostat gasket	FP706	£0.90
Thermostat gasket, Cometic foam/ally	FP706COM	£2.20
Carburettor to manifold gasket - DGV Weber	FT784A	£11.95

X/Flow & Pre-X/Flow - Bottom End

Description	Part No.	Price
Timing case/water pump	FP707	£1.99
Front cover/water pump gasket, Cometic foam/ally	FP707COM	£10.90
Front crankshaft oil seal	FP708	£4.00
Rear cover gasket	FP522	£2.30
Rear cover gasket, Cometic foam/ally	FP522COM	£3.95
Rear crankshaft oil seal	FP709	£5.60
Rear crankshaft oil seal. Double lip type	FP709A	£29.40
Oil pump gasket, RWD	FP710	£1.00
Oil pump gasket, RWD, Cometic foam/ally	FP710COM	£4.90
Oil pump gasket, Fiesta Mk1	FP710A	£2.75
Fuel pump gasket	FP523	£4.00
Distributor O ring	FP700	£0.95
Sump gasket set - rope seals - pre 66	FP711K	£13.50
Sump gasket set - cork end seals - X/Flow up to 1970	FP712K	£7.75
Sump gasket set - rubber end seals - X/Flow 1970 on	FP713K	£7.75
Sump gasket set - as FP713K but competition material	FP713KC	£11.75
Sump gasket set - Fiesta Mk1	HC385	£9.60
Bottom end gasket set - pre-X/Flow	FP714K	£28.50
Bottom end gasket set - X/Flow up to 1970 (681F types)	FP715K	£25.50
Bottom end gasket set - X/Flow 1970 on (711M types)	FP716K	£14.95
Bottom end gasket set - Fiesta Mk1	EH751	£17.95

Zetec E

Description	Part No.	Price
Head gasket set, 1.8 Escort/Fiesta Silver Top	FZ730K	£46.96
Head gasket set, 2.0 Mondeo Silver Top	FZ738K	£48.95
Head gasket set, 2.0 Focus Black Top	FZ739K	£76.50
Multi-shim head gasket, 1.8 (0.5mm thick)	FZ700.18MS	£78.60
Multi-shim head gasket, 2.0 (0.5mm thick)	FZ700.20MS	£78.60
Cometic multi-shim head gasket, 2.0 (1mm thick)	FZ701	£86.50
Exhaust gasket -01/99 Silver Top/early Black Top	FZ706	£9.95
Exhaust gasket 01/99 - Black Top	FZ706BT	£12.00
Inlet gasket to spacer, Escort/Fiesta Silver Top	FZ710	£7.50
Inlet gasket, single piece type, Escort/Fiesta	FZ710A	£29.95
Camshaft oil seal, each	FZ708	£6.90
Camshaft cover gasket -05/98 Silver Top	FZ716	£16.90
Camshaft cover gasket 04/99 - inc RS (not ST170)	FZ716C	£16.90
Camshaft cover gasket ST170	FZ716ST	£38.00
Valve stem seal set	FZ705	£18.50
Turbo flange gasket, Focus RS	FZ717	£17.12
Turbo oil return gasket, Focus RS	FZ718	£1.92
Front crankshaft oil seal	FZ746	£7.99
Rear crankshaft oil seal	FZ747	£9.50
Sump seal -5/98 Silver Top	FZ741	£10.96
Sump seal 5/98 - Black Top	FZ741BT	£29.95
Bottom end gasket set -5/98 Silver Top	FZ740K	£27.95
Bottom end gasket set 5/98 - Black Top	FZ740AK	£60.95
Water pump gasket -5/98 Silver Top	FZ742A	£15.00
Water pump gasket 5/98 - Black Top	FZ742BT	£15.00
Rear cover gasket	FZ743	£7.00
Oil pump gasket -5/98 Silver Top	FZ744	£6.30
Oil pump gasket 5/98 - Black Top	FZ744BT	£7.80

Zetec SE

Description	Part No.	Price
Head gasket set, 1.25	FZS723K	£78.95
Head gasket set, 1.4 Fiesta/Puma	FZS724K	£78.95
Head gasket set, 1.4 Focus	FZS724AK	£78.95
Head gasket set, 1.6 Fiesta/Focus	FZS725K	£78.95
Head gasket set, 1.7	FZS726K	£108.00
Bottom end gasket set (not 1.7)	FZS740K	£72.00
Bottom end gasket set (1.7)	FZS740AK	£92.50

O RING SERVICE KITS



These kits are available in either metric or imperial and are supplied in a plastic moulded case. Very cost effective and ideal for emergency use. All rings are NBR 70°, shore A.

Imperial kit - 30 sizes from 2.9 x 1.78mm to 43.82 x 5.33mm, 382 O rings in total. **ORINGG £13.50**

Metric kit - 30 sizes from, 3 x 2mm to 45 x 4mm, 404 O rings in total. **ORINGH £13.50**

ELRING UNIVERSAL GASKETS & SEALERS

Elring Universal Gasket Set

Includes six gasket sheets, size 210 x 300mm:
1 x 1.25mm metal inserted gasket for temperatures up to 250°C
1 x 0.75mm EWP207 gasket for temperatures up to 200°C
Gasket material for temperatures up to 100°C in thicknesses of 0.25, 0.50, 0.75 and 1.0mm. **447.100 £19.50**

Elring Sealer Set



Includes three tubes of 20ml sealer compounds:
Dirko HT - red silicone (300°C)
Dirko S - black silicone (180°C)
Curil T - green synthetic-resin (250°C) **447.201 £18.95**

Elring Dirko HT



High temperature sealant. Permanently elastic, cold vulcanising and silicone rubber based. 70ml tube. **705.705 £8.95**

Tech Tip!

CYLINDER HEAD & GASKETS

To ensure minimum distortion, wait for engine to cool before removing head bolts (¼ - ½ turn at a time) in the sequence shown in Fig.1. Thoroughly clean head and block faces and check for true. Clean out all thread holes in cylinder block - use an old drill or blast with compressed air (wear goggles for this!). Check the new-head gasket - is it the correct one for the engine?

Check that the gasket fire ring is not smaller than the cylinder bore; gasket protrusion into the combustion chamber will result in premature failure. Some head gaskets are marked TOP or FRONT to ensure correct orientation when fitted. Most modern composite type gaskets have special coatings and are designed to be fitted dry. A suitable sealant (e.g. Hylomar, Wellseal, etc.) may be required for some applications - check fitting instructions or with supplier. And a note of caution!: Enlarging gasket water-way holes will not improve cooling efficiency. The size, number and position of these holes has been finely calculated by the engine and gasket designers and any alteration may propagate localised overheating and premature engine failure.

Clean and check all cylinder head studs, nuts and bolts - replace if there is any sign of wear, stretch or damage. Most modern engines use 'stretch bolts' and these should always be renewed.

When refitting the cylinder head it is recommended that the bolt threads are lightly oiled and installed finger tight (a light smear of anti-seize compound under the bolt head to ease friction during the torquing process is also good practice).

Many cylinder heads can be successfully secured using a method of gradual tightening (in increments of 20 lb/ft) in the sequence shown in Fig.2 (refer to manual for the final torquing figure).

However, most modern engines employ stretch bolts and these must be tightened in strict accordance to the manufacturers instructions.

Re-torquing conventional cylinder head studs or bolts after an initial engine run is recommended. Always allow aluminium heads to cool completely before carrying out this process.

N.B. Do not re-torque stretch bolts.

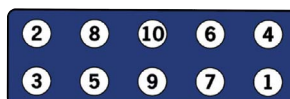


Fig 1. Head Bolt Loosening Sequence

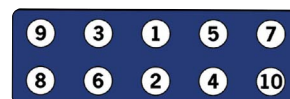


Fig 2. Head Bolt Tightening Sequence

When fitting a modified cylinder head don't forget to fit large bore manifold gaskets. Standard gaskets that partially mask port openings will reduce available power (Fig.3).

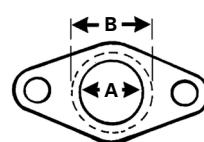
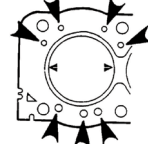


Fig 3.

'A' = Standard Gasket

'B' = Modified Cylinder Head Port

Gasket waterway holes should not be enlarged
Gasket fire-ring must not protrude into cylinder



The following table has been created due to demand for a comprehensive list for fasteners. This is a selection of nuts, bolts, washers and studs that we have in stock from a bulk purchase. All of these parts have originated from Fords or Cosworths and are therefore of a very high OE spec quality and should not be confused with cheap imported goods. Higher quantity prices are available on some fasteners - price on application. Pictures of all the fasteners can be found on our website.

Type	Size	Description	Part No	x1	x10	x100	Type	Size	Description	Part No	x1	x10	x100
Bolt	M4x8	Hex head	PP6522	£0.10	£0.72	£4.80	Bolt	M8x25	Flange hex head	PP6300	£0.16	£1.08	£7.20
Bolt	M4x10	Torx head	PP6782	£0.10	£0.72	£4.80	Bolt	M8x25	Flange hex head	PP6064	£0.16	£1.08	£7.20
Bolt	M5x8	Hex head & thread lock	PP3981	£0.10	£0.72	£4.80	Bolt	M8x28	Torx head	PP3952	£0.16	£1.08	£7.20
Bolt	M5x12	Flange hex head	PP6298	£0.10	£0.72	£4.80	Bolt	M8x30	Hex head	PP3003	£0.16	£1.08	£7.20
Bolt	M5x20	Hex head	PP3853	£0.10	£0.72	£4.80	Bolt	M8x35	Flange hex head	PP6154	£0.20	£1.56	£10.80
Bolt	M5x30	Hex head	PP5114	£0.10	£0.72	£4.80	Bolt	M8x40	Flange hex head	PP3799	£0.20	£1.56	£10.80
Bolt	M6x10	Flange hex head & thread lock	PP3966	£0.10	£0.72	£4.80	Bolt	M8x40	Hex head	PP3102	£0.20	£1.56	£10.80
Bolt	M6x10	Torx head	PP9043	£0.10	£0.72	£4.80	Bolt	M8x40	Flange hex head	PP6229	£0.20	£1.56	£10.80
Bolt	M6x10	Torx head & thread lock	PP9010	£0.10	£0.72	£4.80	Bolt	M8x45	Flange hex head	PP6632	£0.20	£1.56	£10.80
Bolt	M6x12	Flange hex head	PP6033	£0.10	£0.72	£4.80	Bolt	M8x50	Hex head	PP2166	£0.20	£1.56	£10.80
Bolt	M6x12	Flange hex head & thread lock	PP6231	£0.10	£0.72	£4.80	Bolt	M8x60	Flange hex head	PP3935	£0.20	£1.56	£10.80
Bolt	M6x12	Hex head & thread lock	PP3631	£0.10	£0.72	£4.80	Bolt	M8x60	Flange hex head & thread lock	PP9077	£0.20	£1.56	£10.80
Bolt	M6x16	Allen Head	PP3489	£0.10	£0.72	£4.80	Bolt	M10x16	Flange hex head	PP6180	£0.35	£2.52	£18.00
Bolt	M6x16	Flange hex head	PP6046	£0.10	£0.72	£4.80	Bolt	M10x30	Flange hex head	PP3972	£0.40	£3.00	£20.40
Bolt	M6x16	Flange hex head & thread lock	PP3636	£0.10	£0.72	£4.80	Bolt	M10x30	Hex head	PP3061	£0.40	£3.00	£20.40
Bolt	M6x18	Torx head blue	PP3924	£0.10	£0.72	£4.80	Bolt	M10x35	Flange hex head	PP6513	£0.40	£3.00	£20.40
Bolt	M6x18	Flange hex head & thread lock	PP6004	£0.10	£0.72	£4.80	Bolt	M10x55	Hex head	PP3763	£0.40	£3.00	£20.40
Bolt	M6x20	Flange hex head & thread lock	PP6214	£0.10	£0.72	£4.80	Bolt	M10x80	Flange hex head	PP6545	£0.50	£2.76	£25.20
Bolt	M6x22	Torx head	PP3951	£0.10	£0.72	£4.80	Bolt	M12x35	Flange hex head	PP6504	£0.50	£2.76	£25.20
Bolt	M6x25	Flange hex head & thread lock	PP9452	£0.10	£0.72	£4.80	Nut	M12	Locking nut	PP3846	£0.04	£0.36	£2.40
Bolt	M6x25	Flange hex head & thread lock	PP3962	£0.10	£0.72	£4.80	Nut	M5	Flanged nylon	PP9060	£0.50	£4.44	£30.00
Bolt	M6x25	Hex head & thread lock	PP3632	£0.10	£0.72	£4.80	Nut	M6	Aero stainless	PP4073	£0.05	£0.36	£2.40
Bolt	M6x28	Torx head	PP6162	£0.10	£0.72	£4.80	Nut	M6	Flanged	PP3266	£0.10	£0.72	£4.80
Bolt	M6x30	Flange hex head	PP6781	£0.20	£1.56	£10.80	Nut	M8	Flanged plain	PP3953	£0.05	£0.36	£2.40
Bolt	M6x30	Flange hex head & thread lock	PP3635	£0.20	£1.56	£10.80	Nut	M8	Plain nut	PP1484	£0.10	£0.72	£4.80
Bolt	M6x35	Hex head	PP2947	£0.20	£1.56	£10.80	Nut	M8	Flanged plated	PP6005	£0.10	£0.72	£4.80
Bolt	M6x35	Flange hex head	PP3790	£0.20	£1.56	£10.80	Nut	M8	Flanged with seal	PP6196	£0.40	£3.00	£20.40
Bolt	M6x36	Hex head & loose washer	FB0482	£0.20	£1.56	£10.80	Stud	M8	85mm total length	FB0396	£1.50	£11.28	£75.60
Bolt	M6x40	Allen Head	PP2594	£0.20	£1.56	£10.80	Stud	M8	70mm total length & torx head	FB1211	£1.50	£11.28	£75.60
Bolt	M6x40	Flange hex head	PP3920	£0.20	£1.56	£10.80	Stud	M10	40mm total length	PP6590	£1.50	£11.28	£75.60
Bolt	M6x45	Flange hex head	PP3978	£0.20	£1.56	£10.80	Stud	M10	38mm total length	PP3955	£1.50	£11.28	£75.60
Bolt	M6x45	Torx head	PP3963	£0.20	£1.56	£10.80	Washer	M4	Zinc plated	PP6531	£0.16	£0.96	£7.20
Bolt	M6x60	Flange hex head	PP3784	£0.30	£2.28	£14.40	Washer	M5x13x1.5	Plated	PP6077	£0.16	£0.96	£7.20
Bolt	M6x60	Torx head	PP6264	£0.30	£2.28	£14.40	Washer	M6x12x1.5	Plated	PP3058	£0.25	£1.80	£13.20
Bolt	M6x75	Torx head	PP3964	£0.35	£2.52	£18.00	Washer	M6x16	Plain	PP6498	£0.25	£1.56	£11.28
Bolt	M6x80	Hex head	PP3060	£0.50	£3.72	£25.20	Washer	M6x19x3	Plated	PP2948	£0.25	£1.56	£11.28
Bolt	M6x80	Flange hex head	PP3783	£0.50	£3.72	£25.20	Washer	M6x19x3.5	Black aluminium	PP6027	£0.30	£1.80	£13.20
Bolt	M6x90	Hex head	PP3723	£0.60	£4.56	£30.00	Washer	M8	Spring washer	PP3100	£0.40	£2.40	£16.80
Bolt	M6x115	Flange hex head	PP3979	£0.50	£3.72	£25.20	Washer	M8x15x2	Plated	PP3429	£0.46	£2.76	£20.16
Bolt	M8x14	Hex head	PP6198	£0.16	£1.08	£7.20	Washer	M8x17x2	Plated	PP2903	£0.46	£2.76	£20.16
Bolt	M8x18	Flange hex head	PP6226	£0.16	£1.08	£7.20	Washer	M8x25x4	Plated	PP3358	£0.46	£2.76	£20.16
Bolt	M8x20	Flange hex head	PP3761	£0.16	£1.08	£7.20	Washer	M10x20x2.5	Plated	PP3041	£0.10	£0.60	£3.60
Bolt	M8x20	Hex head	PP3030	£0.16	£1.08	£7.20	Washer	M10x28x5	Plain	FB0478	£1.31	£9.84	£66.00
Bolt	M8x25	Hex head & loose spring washer	PP2994	£0.16	£1.08	£7.20	Washer	M12x22x4	Plated	PP3552	£0.16	£1.20	£8.40
Bolt	M8x25	Countersunk head & thread lock	PP6179	£0.16	£1.08	£7.20							

ARP HEAVY DUTY STUD & BOLT KITS

Feature Product



As a general rule engine hardware is probably the most neglected and under-rated group of components in an engine. However, although many of these fastenings can be re-used during an engine rebuild, all critical components especially con rods, cylinder head and flywheel fixings, should always be replaced with new.

All of the ARP fastenings listed below are manufactured from the highest quality alloy steels designed to withstand the additional stresses encountered in high performance engines.

The tensile strength of most ARP fixings are in the region of 170,000 to 200,000 psi. ARP are also capable of producing alloys which provide clamping loads up to 320,000 psi!

Application	Part No	Price
Con Rod Bolt Kits		
Cologne V6 2.8/2.9 inc. nuts	ARPBE04	£99.95
Cosworth YB	SC248HD	£84.95
CVH 1.3/1.4/1.6	CV134	£81.50
Duratec HE I4 1.8/2.0/2.3	ARPBE07	£88.90
Essex V6	ARPBE09	£216.00
RS2000 DOHC 16v	ARPBE08	£124.99
SOHC Pinto inc. nuts	ARPBE03	£64.90
X/Flow, BDA, LTC, 1.75" long (std rods)	FL246	£88.80
As above, steel rods, 1.50" long	FP247X	£84.96
Zetec E (rod cap may need reaming) not ST170	ARPBE05	£87.95
Zetec E ST170 only	ARPBE06	£108.95
Main Cap Stud Kits		
Cologne V6	ARPMS03	£158.50
Duratec HE I4	ARPMS05	£153.50
Essex V6	ARPMS06	£88.90
Focus 2.5 RS & ST 5 cylinder	ARPMS08	£420.00
SOHC Pinto & Cosworth YB	ARPMS02	£153.50
X/Flow, BDA, Lotus Twin Cam	ARPMS01	£107.95
Zetec E -05/98 Silver Top	ARPMS04	£117.50
Zetec E 05/98- Black Top	ARPMS04A	£122.50
Zetec SE/Sigma 1.25/1.4/1.6 & 1.6 EcoBoost	ARPMS07	£192.00
Flywheel, Crank & Cam Pulley Bolt Kits		
Cosworth YB - 9 bolt flywheel	ARPFW03	£57.50
Duratec HE I4 flywheel	ARPFW05	£53.95
Duratec HE I4 front crank pulley bolt	ARPCB01	£42.95
Duratec HE I4 cam bolts (pair)	ARPCB03	£36.00
SOHC Pinto - 6 bolt & Cologne V4/V6 flywheel	ARPFW02	£38.50
X/Flow, BDA, Lotus Twin Cam & Essex V4/V6 flywheel	ARPFW01	£32.50
Zetec E flywheel	ARPFW04	£39.95
Zetec E cam bolts (pair)	ARPCB02	£54.95
Zetec SE/Sigma 1.25/1.4/1.6 & 1.6 EcoBoost flywheel	ARPFW06	£50.95
Accessories		
Washer: 3/8" ID, .550" OD	200-8593	£2.00
Washer: 3/8" ID, .675" OD	200-8506	£2.00
Washer: 7/8" ID, .750" OD	200-8511	£2.00
Nut: 3/8 UNF 12 point	300-8301	£2.75
Nut: 3/8 UNF 12 point	300-8302	£2.75
Nut: 7/8 UNF 12 point	300-8303	£2.95
ARP Assembly lube 0.5fl oz	ARPLUBE	£4.50

Application	Part No	Price
Head Stud Kits		
BDA	ARPHD04	£139.50
Cosworth YB	ARPHD07	£181.90
Cosworth YB long stud kit (not ARP) - 200 block only	SC1201	£219.50
CVH (not 1.8)	ARPHD10	£152.50
Duratec HE I4	ARPHD09	£199.90
Essex V6 3.0	ARPHD05	£180.95
Focus 2.5 RS & ST 5 cylinder	ARPHD12	£320.00
Lotus Twin Cam	ARPHD02	£173.95
SOHC Pinto	ARPHD03	£141.50
Pre X/Flow	ARPHD06	£128.50
X/Flow	ARPHD01	£128.50
Zetec E	ARPHD08	£173.95
Zetec SE/Sigma 1.25/1.4/1.6 & 1.6 EcoBoost	ARPHD11	£246.00

O.E. SPEC ENGINE BOLTS & STUDS

Head Bolts

Application	Part No	Price
BDA (original Cosworth) long	FB832	£17.50
BDA (original Cosworth) short	FB832A	£22.99
Cologne V6 (not 2.9) - Torx head type	TV1005A	£9.50
Cologne V6 2.9	TV1005B	£5.75
Cosworth V6 2.9 24v (set)	TV1005C	£48.00
Cosworth YB -88 (21.45mm washer)	SC1200A	£3.50
Cosworth YB 88- (22.85mm washer)	SC1200	£2.20
CVH (not 1.8), std.	CV191	£1.20
CVH Heavy Duty, non-stretch	CV191HD	£2.40
CVH Heavy Duty, non-stretch for Zetec block conversion (ZVH)	CV191HDL	£3.00
CVH Head bolt washer	CV192	£4.20
DOHC 8/16v	DOHC1005	£2.50
Duratec HE 14 (set)	KK3451	£39.95
Duratec I5 (set) Focus ST/RS	5D500	£45.95
Essex V4/V6	FV562	£7.20
Lotus Twin Cam	FL832	£15.90
Lotus TC. Head to front cover bolt	FL833	£12.00
Lotus Twin Cam. Head bolt washer	FL834	£1.75
As above, slotted for cap clearance	FL835	£1.80
SOHC Pinto (early)	FT1005	£7.50
SOHC Pinto (late, Torx type)	FT1005A	£3.30
Pre X/Flow	FP538	£5.95
X/Flow (long) 8 required	FP538	£5.95
X/Flow (short) 2 required	FP539	£5.95
Zetec E	FZ190	£1.50
Zetec SE (not 1.7)	FZS190	£2.59
Zetec SE (1.7)	FZS190A	£2.95

Dowels

Application	Part No	Price
BDA, cam carrier to head	FB926	£18.00
Cologne V4/V6, head to block	TV1442	£5.05
CVH, head to block	FT570A	£2.60
Essex V4/V6, head to block	FV563	£1.80
Lotus Twin Cam, cam cap locating	FL838	£2.00
SOHC Pinto, main cap 5 only	FT570A	£2.60
X/Flow, Lotus TC, BDA, SOHC Pinto, Cosworth YB bellhousing to engine	FP508	£2.95
Clutch to flywheel - all applications	FP517	£2.40
X/Flow, Lotus Twin Cam, BDA, flywheel-crank .440/.468" x .660" long	FP516	£1.55

Cap Head Bolts

UNC	Part No	Price
¼" UNC x 5/8"	FL536	£0.46
¼" UNC x 5/8" (stainless)	FV280SS	£0.72
¼" UNC x 1 ¼"	FP448	£0.90
¼" UNC x 1 ½"	FP449	£0.90
¼" UNC x 3/4"	FL535	£0.40
¼" UNC x 1/2"	FL534	£0.60
¼" UNC x 2 ¼"	FL530	£0.56
¼" UNC x 3"	FP453	£0.85
5/16" UNC x 3/4"	FL537	£0.50
5/16" UNC x 1 ¼"	FL538	£0.50
5/16" UNC x 2 ¼"	FL533	£0.77

UNF	Part No	Price
5/16" UNF x 1 ¼"	FP451	£0.77
5/16" UNF x 1 ½"	FP452	£0.80
5/16" UNF x 1 ¾"	FP455	£0.66
5/16" UNF x 2"	FP454	£0.95
7/16" UNF x 1 ½"	FP447	£2.30

Metric	Part No	Price
M6 x 20mm	CV280	£0.18
M6 x 20mm (stainless)	CV280SS	£0.60
M6 x 40mm	FT500	£0.17
M8 x 25mm	FT501	£0.25
M8 x 40mm	FT502	£0.41
M10 x 25mm	FT503	£0.50
M10 x 40mm	FT504	£0.90

Flywheel Bolts

Application	Part No	Price
Cosworth YB HD cap head	SC450	£3.60
CVH	CV182	£5.50
Duratec HE 14	PR6597	£3.50
Essex V4/V6	FP511	£1.50
Focus 2.5 RS & ST 5 cylinder	5D580	£4.50
SOHC Pinto, HD cap head	SC450	£3.60
X/Flow, Lotus Twin Cam, BDA	FP511	£1.50
X/Flow, Lotus TC, BDA HD cap head	FP450	£1.20
Zetec E	FZ515	£2.60
Zetec E, HD cap head	FZ450	£5.00

BURTON
The POWER to Perform

Engine Studs & Nuts

Application	Part No	Price
BDA - inlet / exhaust	FB840	£1.75
Brass nut for above	FB841	£0.60
Cosworth YB inlet manifold to head	SC567	£1.00
Cosworth YB exhaust manifold to head	SC568	£2.35
Stainless nut for above M8	SC569	£2.50
Thick stainless washer for above	SC567W	£1.90
Cosworth YB exhaust manifold to turbo	SC570	£15.60
Cosworth YB turbo M10 nut	SC572	£3.60
CVH / Zetec E - exhaust	FT568	£1.55
Exhaust downpipe nut M10 copper flash	FT560	£0.60
Inlet manifold stud 5/16" UNC/UNF x 2"	STUD516F	£0.55
Inlet manifold stud - M8 x 45mm	STUDIM8	£0.50
Lotus Twin Cam: cam bearing cap (long)	FL836	£3.50
Lotus Twin Cam: cam bearing cap (short)	FL837	£2.40
SOHC Pinto - inlet / exhaust	FT568	£1.55
Brass exhaust nut M8 (8mm deep)	NBM8	£0.72
X/Flow, Lotus Twin Cam - inlet	FL839	£0.95
X/Flow, Lotus Twin Cam - exhaust	FL840	£0.90
Brass exhaust nut 5/16" UNF (8mm deep)	NB516F	£0.60

Main Cap Bolts

Application	Part No	Price
Cosworth YB	FT572	£3.90
Lotus Twin Cam	FP504	£2.15
SOHC Pinto	FT572	£3.90
X/Flow & Pre X/Flow	FP504	£2.15
Zetec SE/Sigma & EcoBoost 1.25-1.7	FZS150	£4.20

Con Rod Bolts

Application	Part No	Price
Cologne V6	TV1245	£6.30
Nut for TV1245	TV1246	£1.40
Cosworth YB	SC248	£7.80
Duratec HE 14	FD245	£3.00
Pre-X/Flow. Heavy duty	FP537	£6.95
X/Flow, std	FP537A	£1.90
X/Flow, Lotus Twin Cam, BDA. Heavy duty	FL245	£4.99
Zetec SE/Sigma & EcoBoost 1.25-1.7	FZS130	£1.99

Clutch Cover Bolts

Application	Part No	Price
7/4" racing clutch, 1 ¼" long	FP451	£0.77
7/4" racing clutch, 1 ½" long	FP452	£0.80
7/4" racing clutch, 2" long	FP454	£0.95
SOHC Pinto, CVH	FT594	£0.16
X/Flow, Lotus Twin Cam, BDA, Essex V6	FP518	£0.20

CARBURETTORS & ACCESSORIES

Weber Standard Replacement Carburetors

Description	Type	Part No.	Price
Escort XR3, Fiesta Mk2 XR2 to 86	32/34DMTL	18890.862	£298.90
Escort Mk1 Mexico, Sport 1.6 OHV	32/36 DGV	22680.005	£262.90
Escort Mexico Mk2, Cortina and Capri (GT models) 1.6 OHC twin choke	32/36 DGV	22680.888	£248.95
Escort RS2000, Cortina, Capri and Sierra to 10/84 2.0 OHC	32/36 DGV	22680.889	£248.95
Escort RS2000, Cortina, Capri and Sierra to 10/84 2.0 OHC auto choke	32/36 DGAV	22680.872	£294.95
Escort RS2000, Cortina, Capri, and Granada to 10/84, Sierra to 10/84 2.0 OHC	38 DGMS	WEB38DGMS	£268.50
Sierra, Granada 85-89 2.0 OHC	32/32 DMTL	22670.720	£288.50
Cortina Mk1/2 1500GT (may require rejetting)	36DCD	18910.139	£499.90
Capri, Cortina, Granada 2.3 & 2.8 V6	38 DGMS	18930.915X	£294.50
Capri, Cortina, Granada 2.3 & 2.8 V6 auto choke	38 DGAS	18930.912X	£350.95
Capri, Granada, Scimitar 3.0 V6	38 DGMS	18930.916	£317.50
Capri, Granada, Scimitar 3.0 V6	38 DGAS	18930.035	£329.95

Weber Performance Carburetors

All Weber performance carbs are fitted with factory base jet settings and must be rejetted for each application.

Description	Part No.	Price
40 DCOE 151	19550.174	£342.50
45 DCOE 152 (Turbo)	19600.060	£342.50
45 DCOE pair for Zetec E*	17900.258	£849.95
45 DCOE 9	19600.017	£397.50
48 DCO/SP	19630.007	£475.90
50 DCO/SP	19650.007	£523.90
40 DCNF 12	18950.060	£498.95
40 IDF/S	18950.160	£361.50
44 IDF/S	18990.060	£395.95
48 IDF 7	19030.021	£427.90

*Specially modified DCOE with 5 progression holes. Standard DCOEs will not run smoothly on Zetec E engines. Supplied jetted for a std 2.0 and supplied with balance linkage and banjo T.

Weber DCOE Balance Lever

Required when using twin DCOE carbs. This lever allows the spindles to be joined together and synchronised.

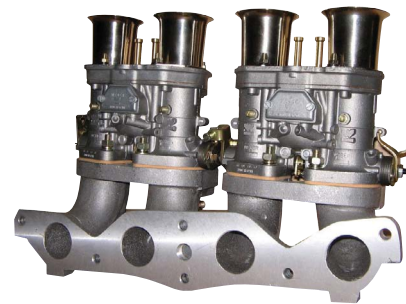


Description	Part No.	Price
DCOE balance lever	WEBLEVER	£17.50
DCOE OE lever (fitted as standard)	WEBLEVERA	£17.50
DCO/SP balance lever	WEBLEVER2	£22.50

Weber Classic Power Carburettor Kits

These new Weber kits are comprehensive and include carburettor(s), inlet manifold, linkage and hardware. The DGV & DGAV kits also include air filter.

Please note: the twin carb kits are fitted with factory base jet settings and must be rejetted to suit individual engine specs.



Application	Carburetors	Part No.	Price
Cologne V6 2.8	40 DCNF x 3	PFO302	£2,950.00
Essex V6 3.0	40 DCNF x 3	PFO301	£2,950.00
Pre X/flow 1.2/1.5	40 DCOE x 2	PFO203	£1,175.00
SOHC Pinto 2.0	32/36 DGV x 1	PFO101	£499.50
SOHC Pinto 2.0	32/36 DGAV x 1	PFO102	£524.50
SOHC Pinto 2.0	45 DCOE x 2	PFO201	£1,049.00
SOHC Pinto 2.0	44 IDF x 2	PFO204	£1,049.00
SOHC Pinto 2.0	48 IDF x 2	PFO206	£1,134.00
X/flow 1.6	40 DCOE x 2	PFO202	£1,049.00

Carburettor Jets

Description	Application & Size	Part No.	Price
Main jet:	Weber DCOE/IDF, 100-230	WEBJETM1	£2.00
	Weber DGV/DGAS/TLDM, 100-200	WEBJETM2	£1.99
	Weber DCNF/DFT/DMTR, 100-200	WEBJETM3	£2.20
	Dellorto DHLA, 110-230	DELJETM1	£2.95
Air jet:	Weber DCOE/IDF, 100-200	WEBJETA1	£1.80
	Weber DGV/DGAS, 100-200	WEBJETA2	£2.00
	Weber DMTR/DCNF, 100-200	WEBJETA3	£2.50
	Dellorto DHLA, 110-230	DELJETA1	£2.95
Idle jet:	Weber DCOE, F2/F4/F6/F8/F9, 40-65	WEBJETI1	£2.50
	Weber DGV/DGAS/DMTR/DFT, 40-70	WEBJETI2	£2.75
	Weber DF/DCNF, 50-65	WEBJETI3	£2.75
	Dellorto DHLA, 45-75	DELJETI1	£3.00
Emulsion tube:	Weber DCOE/IDF, F2, F9, F11, F16	WEBJETE1	£9.95
	Weber DGV/DGAS/ICH/IBF F50	WEBJETE2	£14.50
Pump jet:	Dellorto DHLA, .5, .6	DELJETE1	£10.50
	Weber DCOE, 30-60	WEBJETP1	£4.90
	Weber DCOE alloy washer	WEBJETP1W	£0.30
Needle valve:	Dellorto DHLA, 35-70	DELJETP1	£6.00
	Weber DCOE, 150-250	WEBJETN1	£5.95
Spill jet:	Weber DGV/DGAS, 150-225	WEBJETN2	£7.20
	Dellorto DHLA, 150, 170, 200, 225, 250	DELJETN1	£7.75
Starter jet:	Weber DCOE, 30-100	WEBJETSP1	£8.50
	Weber DCOE 40/45, 85F9	WEBJETS1	£11.95

Alloy Carburettor Air Horns / Trumpets

Webcon superlight spun aluminium air horns. 40DCOE - 57mm bellmouth, 45DCOE - 63mm bellmouth. 48DCO/SP - 65mm bellmouth

Carb Type	Length	Part No.	Price
Weber 40 DCOE	16mm	WEBAH4016	£14.95
	26mm	WEBAH4026	£14.95
	39mm	WEBAH4039	£14.95
	55mm	WEBAH4055	£14.95
	75mm	WEBAH4075	£14.95
Weber 45 DCOE	D washer	WEBDW40	£1.90
	16mm	WEBAH4516	£14.95
	26mm	WEBAH4526	£14.95
	39mm	WEBAH4539	£14.95
	55mm	WEBAH4555	£14.95
Weber 48 DCO/SP	75mm	WEBAH4575	£14.95
	D washer	WEBDW45	£1.90
	16mm	WEBAH4816	£29.95
	38mm	WEBAH4838	£29.95
	75mm	WEBAH4875	£29.95
	D washer	WEBDW48	£2.60

Dellorto Steel Carburettor Air Horns / Trumpets

Carb Type	Length	Part No.	Price
40 DHLA	14mm	DELAH40.14	£21.95
	20mm	DELAH40.20	£21.95
	30mm	DELAH40.30	£21.95
	40mm	DELAH40.40	£21.95
45 DHLA	14mm	DELAH45.14	£21.95
	20mm	DELAH45.20	£21.95
	30mm	DELAH45.30	£21.95
	40mm	DELAH45.40	£21.95

(1) Weber DCOE & Dellorto DHLA Chokes

Application	Size	Part No.	Price
40 DCOE	30/32/34/36mm	WEBCH40	£10.50
45 DCOE	34/36/38/40mm	WEBCH45	£11.50
48/50 DCO/SP	38/40/42/44/46/48mm	WEBCH48	£17.50
40 DHLA	30/32/33/34/36mm	DELCH40	£16.50
45/48 DHLA	34/36/38/40/41/42mm	DELCH45	£17.99
Weber choke retaining screw		WEBCHSCREW	£5.30

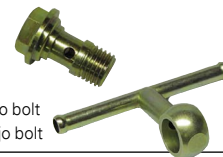


(2) Weber DCOE Auxiliary Venturis

Application	Size	Part No.	Price
40 DCOE	4.5	WEBAV40.45	£29.50
45 DCOE	4.5	WEBAV45.45	£29.50
45 DCOE	5.0	WEBAV45.50	£29.50
48 DCO/SP	5.0	WEBAV48.50	£29.50

Weber & Dellorto Banjos

Application	Part No.	Price
DCOE straight banjo with bolt	WEBBANJO	£7.50
DCOE Single 90° banjo	WEBBANJO90	£6.95
DCOE 'T' Piece banjo	WEBBANJOT	£19.99
DCOE Banjo bolt	WEBBANJOBOLT	£6.00
Fibre washer, large hole for banjo bolt	WEBFW1	£0.50
Fibre washer, small hole for banjo bolt	WEBFW2	£0.67



Weber Carburettor Spares

Application	Description	Part No.	Price
DCOE & DCO/SP	Float (plastic)	WEBFLDCOE	£38.95
	Float (brass)	WEBFLDCOE-B	£42.95
	Jet cover	WEBJETCOVER	£9.50
	Jet cover gasket	WEBJETCOVERG	£0.67
	Mixture screw (late type)	WEBMSDCOE	£3.00
	Mixture screw spring	WEBMSSDCOE	£0.90
	Throttle return spring	WEBTRSDCOE	£2.40
	Accelerator pump diaphragm	WEBAPDDGV	£10.00
	Anti-stall diaphragm	WEBASDDGV	£10.00
	Power valve	WEBPVDGV	£29.95
DGV & DGAS	Float (plastic)	WEBFLDGV	£29.50
	Float (brass)	WEBFLDGV-B	£33.50
IDF	Accelerator pump diaphragm	WEBAPDIDF-2	£17.50
	Float	WEBFLIDF	£29.50

Weber Linkage Kits

The following are all genuine Webcon linkage kits



*Cables are not included. Uses original cable on car.

Application	Part No.	Price
Top mounted kit for single cable, 2 x DCOE & DCO/SP*	WEBLP1000	£92.95
Top mounted kit for twin cable, 2 x DCOE & DCO/SP	WEBLP2000	£102.50
Bottom mounted kit for single cable, 2 x DCOE & DCO/SP*	WEBLP3000	£92.95
Bottom mounted kit for twin cable, 2 x DCOE & DCO/SP	WEBLP4000	£102.50
Spares for above:		
Throttle cable, each	WEB99901.628	£17.95
Cable adjuster and nut, each	WEB99901.430	£2.10
Throttle return spring, each	WEB99901.155	£9.95
Throttle pedal adaptor for twin cables	WEB99901.645	£18.95
OE Ford style kit, DGV/DGAV SOHC Pinto	WEBLP4232	£77.50
Spares for above:		
Throttle rod	WEBDGV1	£36.95
Throttle rod bush	WEBDGV2	£2.50
Throttle rod lever clip	WEBDGV3	£7.30
DGV/DGAV sync link kit	WEBMT0098L	£38.95
DGAV/DGAS automatic choke repair kit	WEBCRK003	£70.00

Historic DCOE Linkage Kit

Manufactured by Sytec, this twin cable DCOE linkage kit has been designed with strength, durability and smooth operation in mind. Features include aluminium brackets, phosphor bronze pivot bush, twin spring loaded quadrant and rose jointed drop arm.



STLK100 £72.50

Mangoletsi Linkages

New Mangoletsi linkages for Weber DCOE and Dellorto DHLA (Patent pending). All kits are suitable for both single and twin carb applications. The kits feature all bronze bushed bearings and are supplied with throttle levers and spares kit.



Easy adjustment slide system for:-

- Pedal travel: 22-48mm
- Throttle spring tension
- Variable progression for throttle opening

Mangoletsi
Adjustable Linkages

Carb Type	Part No.	Price
Weber DCOE single cable	LP4241	£75.95
Weber DCOE twin cable	LP4245	£87.95
Dellorto DHLA single cable	LP4301	£75.95
Dellorto DHLA twin cable	LP4303	£87.95

Weber Classic Linkage Kit - Twin DCOE & DCO/SP

100% UK manufactured to Webcons exacting standards, LP2500 gives the classic enthusiast a superb quality, billet machined classic linkage system that is more complete than any similar product available on the market.



WEBLP2500 £107.95

CARBURETTOR MOUNTING ACCESSORIES

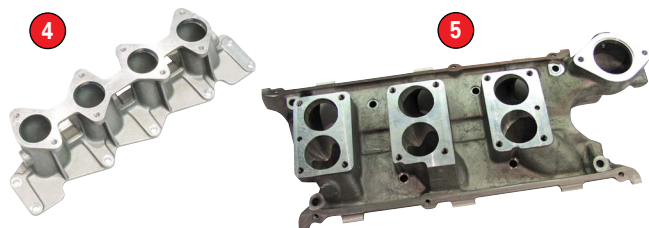


Application	Part No.	Price
(1) O Ring Nyllex sandwich plate sets (2xDCOE/DHLA): (4 plates + 8 O rings)	40 DCOE/DHLA 45 DCOE/DHLA 48 DCO/SP 50 DCO/SP	WEBSP40 £7.99 WEBSP45 £7.99 WEBSP48 £7.99 WEBSP50 £52.50
(2) Misab (integrally moulded O ring) 47mm, 4 off	WEBMISAB	£12.50
5/16" Thackeray double coil spring washer, each	TW516	£0.24
(3) Rubber mounting bush kit - 2 carb kit (8 bushes/16 cups)	WEBCKM	£7.50
Carb manifold stud 5/16" UNF/UNC x 2", each	STUD516F	£0.55
5/16" UNF Nyloc nut, each	NL516F	£0.25
K-nut 5/16" UNF (for 48/50 DCO/SP mounting), each	KNUT516F	£1.30
Carb manifold stud M8 x 45mm, each	STUDM8	£0.50
M8 Nyloc nut, each	NLM8	£0.16
K-nut M8 (for 48/50 DCO/SP mounting), each	KNUTM8	£1.30

Inlet Manifold Unions / Take-Offs

Application	Part No.	Price
(Water Take-Off (5/8" Bore Hose):		
Straight 3/8"NPT (billet machined)	FP477	£9.95
135° elbow 3/8"NPT	FP479	£40.38
90° elbow 3/8"NPT	FP478	£7.50
Vacuum Take-Off (3/8" Bore Hose):		
Straight 1/4" BSPF	FSECFU10	£3.25
Cosworth YB Take-Off:		
Plenum breather one way valve	SC501	£9.95

ALLOY INLET MANIFOLDS



High quality cast alloy inlet manifolds. Available to suit many engine/carburettor combinations for various applications. Weber DCOE type manifolds are also suitable for Dellorto DHLA carbs. Most of these manifolds do not have a servo vacuum takeoff, but do have a suitable position where one can be drilled and tapped.

Application	Carb Type/Manifold	Part No.	Price
BDA/BDG	DCOE (2 required)	FB960	£120.00
Cologne V6 2.8	3 x DCFN Weber	TV1444TW	£779.50
Cologne V6 2.9	3 x DCFN Weber	TV1445TW	£779.50
Cosworth YB	2 x DCOE	SC500	£197.50
CVH (not Efi heads)	2 x 40DCOE / 67mm 2 x 45DCOE / 67mm	IM4246A IM4246B	£169.90 £169.90
DOHC 16v (RS2000)	2 x DCOE / 70mm	DOHC665	£225.00
Duratec HE 14 1.8/2.0/2.3	2 x DCOE / 75mm	FD663	£183.50
Essex V6 (5)	1 x DCOE Weber 3 x DCFN Weber	FV450 FV444TW	£89.95 £779.50
SOHC Pinto 1.6/2.0	2 x DCOE / 30mm 2 x DCOE / 30mm 2 x 40DCOE / 86mm	IM4272* IM4272B* IM4270A	£158.50 £168.50 £158.50
Large bore casting	2 x 45DCOE / 86mm	IM4270B	£168.50
Large bore casting	2 x 48DCO/SP / 86mm 2 x 40DCOE / 165mm 2 x 45DCOE / 165mm	IM4270C IM4260A IM4260B	£179.95 £179.95 £192.50
	1 x 45/48 DCOE (X-over)	IM4271	£199.90
	2 x IDF Group 1	FT667	£330.00
	1 x DGAV / DGAS	IM4232A	£214.90
Pre X/Flow	2 x 40DCOE / 105mm (pair)	IM4210A	£177.50
	2 x 45DCOE / 105mm (pair)	IM4210B	£179.95
X/Flow 1.6	2 x 40DCOE / 77mm	IM4242A	£157.50
Large bore casting	2 x 45DCOE / 77mm 2 x 40DCOE / 108mm 2 x 45DCOE / 108mm	IM4242B IM4250A IM4250B	£168.50 £164.95 £173.50
Zetec E 1.8/2.0 (4)	2 x DCOE / 65mm 2 x 45DCOE / 95mm 2 x 48DCO/SP / 95mm	FZ663A IM4286B IM4286C	£150.00 £176.50 £179.95
Zetec SE/Sigma 1.4/1.6	2 x DCOE	IM5350	£313.90

* This manifold requires a Mangoletsi linkage kit. Contact sales for further advice

CARBURETTOR TOOLS

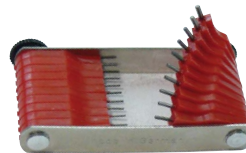
Synchrometer



The synchrometer measures the airflow directly from air intake of the carburettor. This allows multiple carburettor systems to be precisely synchronised (balanced). Easy to use. Two types available:

STE synchrometer **WEB98001.000 £40.90**

Carburettor Jetting Gauge



Professional carburettor jet sizing gauges to simplify re-jetting. The pocket sized gauges have fold out round gauges in increments from 0.45mm to 1.50mm and 1.50mm to 3.00mm.

0.45mm-1.50mm **WEB9801350000 £22.50**
1.50mm-3.00mm **WEB9801360000 £22.50**

Carburettor Service Kits

All kits vary in content but contain parts usually required for a typical service, such as gaskets, seals, filters, needle valves and diaphragms.

Application	Part No.	Price
28/36 DCD	93002705	£38.50
32/36 DGV/DGAV	93010705	£17.50
38 DGAS	93010605	£18.95
28/32 TLDM	92149905	£44.95
32/34 DFT	93019005	£43.50
40/45 DCOE	93001505	£15.95
48/50 DCO/SP	93001505	£15.95
44/48 IDF	92131905	£38.50
40 DCFN	92141005	£43.50
40 DHLA	DEL001	£18.60
45 DHLA	DEL002	£18.95
48 DHLA	DEL003	£18.95

THROTTLE CABLES

Application	Part No.	Price
Capri Mk1/2/3 3.0 V6 72-	1527623	TBA
Capri Mk3 1.6/2.0	FKA1012	£12.95
Cortina Mk4/5 1.6/2.0	FKA1015	£13.50
Escort Mk1 (not Twin Cam/RS1600/RS2000)	QTC4028	£16.90
Escort Mk1 RS2000	9052544	£17.95
Escort Mk2 (not RS)	FKA1007	£11.95
Escort Mk2 RS	FKA1008	£12.50
Escort Mk2 with YB Cosworth	TCESCYB	£39.95
Escort Mk3 CVH carb	FKA1010	£12.95
Escort Mk3/4 1.6i/XR3i MFi	FKA1011	£13.50
Escort Mk4 RS Turbo	1643960	£45.70
Fiesta Mk1 1.0/1.1	FKA1002	£15.50
Fiesta Mk1 1.3/1.6	FKA1003	£16.50
Fiesta Mk2 XR2	FKA1005	£15.95
Sierra 2.8 XR4i/XR4x4	FKA1019	£14.95
Sierra 2.0 DOHC 8v	FKA1018	£13.90
Sierra/Escort Cosworth 2wd/4wd LHD	6775761	£39.95
Universal throttle cable, 1m length (can be cut down)	FSETLKABLE/1	£6.00
Universal throttle cable, 3m length (can be cut down)	FSETLKABLE	£8.50
Ford fitting universal throttle cable, 1.5m length (can be cut down).		
Ball socket end at pedal (Escort Mk2/3/4, Sierra, etc) & supplied with cable adjuster and solderless nipple	TCUFORD	£14.95
Throttle cable clip (fits cables with ball socket ends)	TCCLIP	£1.20

FUEL PRESSURE GAUGE

These fuel pressure test kits allow easy checking of fuel pressure from the engine bay. An adaptor is inserted into the fuel line, providing an outlet for the fuel gauge. Once finished, the gauge can be removed and a plug blanks the hole where the gauge screws in. The gauge for injection testing is glycerine filled.



Application	Part No.	Price
Fuel pressure test kit 0-15 psi (carb only)	FPGK100	£39.00
Fuel pressure test kit 1-7 Bar (injection only)	FPGK200	£39.00
Gauge only 0-15 psi (carb only)	FPG001	£16.00
Gauge only 1-7 Bar (injection only)	FPG002	£18.95
Gauge adaptor only with plug	FGA100	£14.50

Replacement Mechanical Fuel Pumps



Application	Part No	Price
Cologne V6	FFP450	£29.95
CVH (no return)	FFP449	£32.50
CVH (with return)	FFP525	£37.50
Essex V6 3/73-	FFP492	£39.95
SOHC Pinto	FFP449	£32.50
X/Flow	FFP445	£30.00

Facet HP Gold-Flo Electric Pump



Supersedes the interruptor pump. A solid state type fuel pump that operates by moving a stainless steel plunger inside a brass cylinder, with no seals or diaphragm to wear. Incorporates a replaceable 74 micron filter and a magnet to trap metallic particles. Suitable for front or rear mounting. Available as pump only or as a kit. Kit is supplied with unions, mounts, earth lead and spare filter. 12v negative earth. Fuel connections are 1/8NPT (Silver Top) and 1/4NPT (Red Top).

Application	Part No.	Price
Silver Top pump 4.0-5.5 psi, 36 US gal/hr up to 150BHP	FAC476087	£77.95
Silver Top pump kit	FAC476087K	£87.95
Competition Silver Top pump, 6.5-8.0 psi, 32 US gal/hr up to 200BHP	FAC480530	£79.90
Competition Silver Top pump kit	FAC480530K	£89.95
Red Top pump 6.5-8.0 psi, 45 US gal/hr 200BHP+	FAC480532	£82.90
Red Top pump kit	FAC480532K	£94.90

Facet Solid State Electric Pump



This pump is activated by electromagnetic oscillation of a stainless steel plunger, therefore there are no electrical contacts. Suitable for mounting near the fuel tank. Available as a pump only or as a kit. The kit is supplied with inlet filter union, outlet union, mounts and earth lead. Suitable for 12v negative earth. All connections are 1/8NPT.

Application	Part No.	Price
Road pump 3.0-4.5 psi, 30 US gal/hr up to 130BHP	FAC40105	£39.95
Road pump kit	FAC40105K	£47.95
Fast road pump 4.0-7.0 psi, 32 US gal/hr up to 150BHP	FAC40106	£39.95
Fast road kit.	FAC40106K	£47.95
Competition pump 7.0-10.0 psi, 38 US gal/hr up to 180BHP	FAC40147	£40.90
Competition pump kit	FAC40185K	£50.95

Alloy Fuel Pump / Regulator Bracket



Manufactured from lightweight aluminium, these brackets provide a neat mounting solution for Facet electric fuel pumps and Filter King fuel regulators.

Application	Part No.	Price
Alloy bracket only - to suit single electric fuel pump	FACBRK1	£36.95
Alloy bracket only - to suit twin electric fuel pumps	FACBRK2	£39.95

Petrol Pump Blanking Plates



When converting to an electric fuel pump, use these plates to blank off the hole on the block after removing the original mechanical fuel pump.

Application	Part No	Price
CVH, SOHC Pinto, Cologne	FT1000	£3.95
X/Flow, BDA, Lotus TC, Essex	FP281A	£8.15
X/Flow, BDA, Lotus Twin Cam (with breather deflector plate)	FP281	£12.95

Fuel Filters



ProFuel In-line cleanable filter element. Customised chrome finish. 60mm long body.

Application	Part No	Price
6mm (1/4") tails	FSEPF804	£8.95
8mm (5/16") tails	FSEPF805	£9.50
10mm (3/8") tails	FSEPF806	£8.95

Alloy bodied filter with cleanable sintered bronze element, filters up to 40 microns. Suits 5/16" fuel lines. **FUELFILTER £7.99**

Petrol King Pressure Regulator



Adjustable between 1.5 and 5.0psi. Suitable for all fuels except methanol. Supplied with mounting bracket. 67mm, 8mm (5/16") tails. **FSEFPR008B £49.50**

Malpassi Fuel Regulator - Filter King

A popular unit because of the ability to regulate and filter fuel without restriction. Available in 2 sizes and a choice of either alloy or glass bowl. 8mm (5/16") tails. Supplied with mounting bracket.

Application	Part No	Price
67mm, Glass bowl.	FSEFPR004	£54.95
67mm, Alloy bowl.	FSEFPR005	£54.95
85mm, Glass bowl.	FSEFPR006	£59.95
85mm, Alloy bowl.	FSEFPR007	£59.95
Spare filter elements:		
67mm	FE67	£4.50
85mm	FE85	£8.40



V8 Filter King

A high flow at moderate pressure regulator. All metal casing in a corrosion resistant finish. Supplied with mounting bracket.

Application	Part No	Price
85mm, 8mm (5/16") tails.	FSEFPRV8.8	£74.95
85mm, 10mm (3/8") tails.	FSEFPRV8.10	£74.95
85mm, Male JIC-6 ends.	FSEFPRV8.JIC	£76.90
85mm, 1/4 BSP ends.	FSEFPRV8.BSP	£76.90



Competition Filter King with Gauge

The ultimate competition regulator with a gauge facility to allow the accurate setting of fuel pressure.

Application	Part No	Price
85mm, alloy bowl 8mm (5/16") tails.	FSEFPR007G	£73.90
85mm, V8, female 1/8NPT thread.	FSEFPRV8NTPG	£84.50



Turbo Carburettor Regulator

This regulator senses inlet manifold pressure changes, regulating the fuel as required. Supplied with mounting bracket.

Application	Part No	Price
Single carb model.	FSEFPR009	£51.50
Twin carb model.	FSEFPR010	£51.50



Competition Fuel Tap

Produced to a high quality and designed to withstand the typical usage in motorsport conditions. Fully constructed from metal. 1/4 BSPF threads.

Application	Part No	Price
Fuel tap	FSECFT001	£9.50
Union for above, 6mm tail	FSECFTU6	£3.00
Union for above, 8mm tail	FSECFTU8	£3.25
Union for above, 10mm tail	FSECFTU10	£3.25



Non-Return Valve

Alloy non-return valve with tails incorporated into the body. Very compact: body length 17.5mm, total length 53.5mm. Carburettor systems only.

Application	Part No	Price
6mm tails	A1/PC28	£6.95
8mm tails	A1/PC29	£6.95
10mm tails	A1/PC30	£6.95



Tech Tip!

CARBURETTOR FUEL REGULATORS

Replacing a mechanical fuel pump with an electric fuel pump is a very common conversion and is often required to provide suitable fuelling for modified engines.

However, regulation of the 'new' fuel delivery system is often overlooked. Most carburettors can only take fuel pressures of around 3.5 to 4psi.

Above this level, fuel can bleed past the needle valve, causing the carb to flood, particularly at low engine speeds when the carb has a lower demand for fuel.

Original mechanical fuel pumps do not create a problem since they do not produce high enough fuel pressures and their pressure is dependant on engine speed. Most electric fuel pumps on the other hand produce pressures above 4psi and this pressure is constant and not dependant on engine speed.

It is therefore important to fit a fuel regulator between a carburettor and electric fuel pump to prevent over-fuelling problems.

Fuel Unions & Accessories

Application	Part No.	Price	Application	Part No.	Price
Filter union (solid state pump)	FACFPA906	£4.20	1/4NPT Male/JIC6 Male steel	SA05	£4.80
Fuel pump mounting kit	FAC479807	£5.50	1/4NPT Male/JIC6 Male alloy	ASA01	£4.90
Fuel pump unions (each):	FPA903B	£1.75	1/4NPT Male/JIC8 Male steel	SA06	£4.80
Straight 1/8NPT/8mm tail brass	FPA903A	£1.50	1/4NPT Male/JIC8 Male alloy	ASA04	£5.20
Straight 1/8NPT/10mm tail brass	FPA903C	£1.80	M10x1 Male/JIC6 Male alloy blue	FACBFU11	£5.35
Straight 1/4NPT/8mm tail brass	FPA904A	£2.50	M10x1 Male/JIC6 Male alloy red	FACBFU12	£5.35
Straight 1/4NPT/8mm tail alloy	ASA05	£5.00	M10x1 Male/JIC8 Male alloy blue	FACBFU13	£5.60
Straight 1/4NPT/10mm tail brass	FPA904B	£2.99	Banjo stub M10x1/M12x1.5 alloy blue	FACBFU9	£5.65
Straight 1/4NPT/12mm tail alloy	ASA02	£5.15	Banjo stub M10x1/M12x1.5 alloy red	FACBFU10	£5.65
Straight 1/4NPT/15mm tail alloy	ASA03	£5.15	Banjo cap nut M12x1.5 blue	FACBFU14	£5.00
Straight M10x1/8mm tail alloy blue	FACBFU1	£4.99	Banjo cap nut M12x1.5 red	FACBFU15	£5.00
Straight M10x1/8mm tail alloy red	FACBFU2	£4.90	90° 1/8NPT/6mm tail brass	RA018	£3.30
90° 1/8NPT/6mm tail brass	FPA9001	£3.50	90° 1/8NPT/8mm tail brass	SYT001	£3.60
90° 1/8NPT/8mm tail brass	FPA9012	£2.98	90° 1/8NPT/10mm tail brass	FAC421	£4.15
90° 1/8NPT/10mm tail brass	FPA9002	£3.95	90° 1/8NPT/JIC4 tail steel	FAC420	£4.20
90° 1/8NPT/JIC4 tail steel	EA01	£6.40	90° 1/4NPT/8mm tail brass	FAC422	£4.80
90° 1/8NPT/JIC6 tail steel	EA02	£8.10	90° 1/4NPT/JIC4 tail steel	FACJ0303	£2.75
90° 1/4NPT/8mm tail brass	FPA9022A	£3.25	90° 1/4NPT/10mm tail brass	FACJ0404	£2.70
90° 1/4NPT/10mm tail brass	FPA9022B	£3.48	90° 1/4NPT/JIC4 tail steel	FACJ0604	£2.75
90° 1/4NPT/JIC4 tail steel	EA03	£6.50	90° 1/4NPT/JIC6 tail steel	FACJ0606	£2.75
90° 1/4NPT/JIC6 tail steel	EA04	£6.50	90° 1/4NPT/JIC8 tail steel	FACJ0608	£2.80
90° 1/4NPT/JIC8 tail steel	EA05	£8.00	1/8NPT Male/JIC4 Male steel	FACJ0808	£3.00
1/8NPT Male/JIC4 Male steel	SA01	£3.60	1/8NPT Male/JIC6 Male steel	FACJ1006	£4.30
1/8NPT Male/JIC6 Male steel	SA02	£3.60	1/8NPT Male/JIC6 Male alloy	FACJ1008	£4.30
1/8NPT Male/JIC6 Male alloy	FACBFU18	£4.75	1/8NPT Male/JIC8 Male steel	FACJ1010	£4.30
1/8NPT Male/JIC8 Male steel	SA03	£4.80	1/4NPT Male/JIC4 Male steel	FACJ1310	£6.00
1/4NPT Male/JIC4 Male steel	SA04	£4.80			

THROTTLE BODY FUEL INJECTION CONVERSION

A Brief Overview

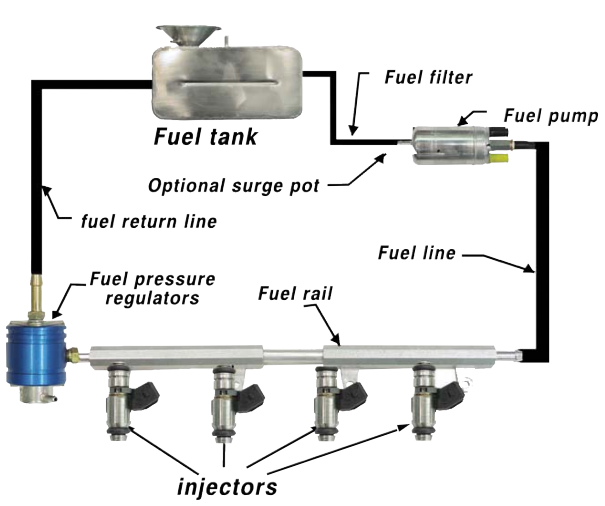
Throttle bodies are typically used for two types of conversions: firstly to modernise older carburettor type engines and secondly to replace restrictive original fuel injection inlet systems. Most modern original inlet systems are relatively restrictive since they are built for economy and emissions, not ultimate performance. By removing restrictive manifolds and replacing with throttle bodies, the airflow potential is vastly improved and allows for a greater scope of engine modifications. Unfortunately, many avoid these beneficial conversions because they appear too complicated and are not generally understood due to the need for an aftermarket ECU. However, if you look at how these systems work in principle and don't worry about how an ECU actually works, it's a lot simpler than many believe.

The ECU essentially performs two basic functions. Using sensors that monitor the engine's load, speed and temperature, it determines when to provide a spark at the plug and how much fuel the injectors deliver. The programme or 'map' within the ECU is the only complicated aspect of throttle body fuel injection. Suitable maps are usually available to suit standard engines, but modified engines will often need the map altering, either with the engine on a dyno or the car on a rolling road.

We will now look at the typical components in a throttle body system. This can be split into two areas: fuel system and ignition.

Fuel System

The fuel must be delivered by a high pressure injection pump. This feeds the fuel rail which houses the fuel injectors. Excess fuel is returned to the fuel tank via a pressure regulator that would typically lower the pressure to 3-4 bar (over ten times the pressure of a carburettor system). If the fuel tank used does not have an integral swirl pot on the outlet, then a swirl pot (or collector pot) must be fitted before the pump to remove air from the fuel.

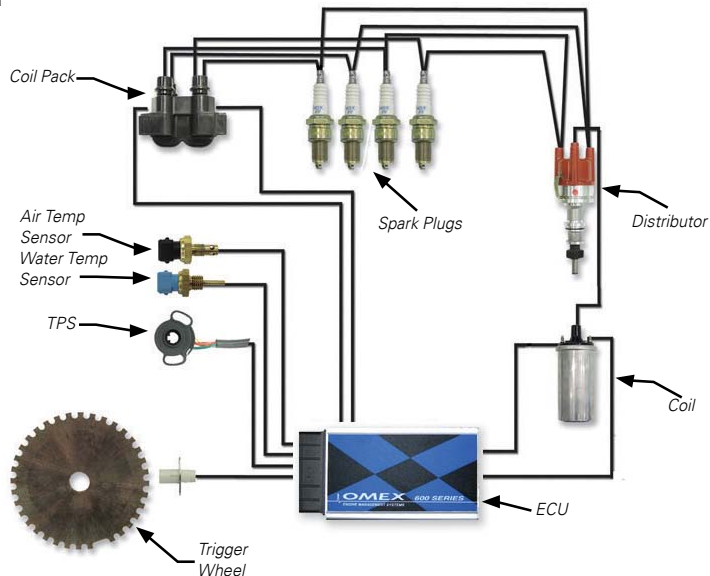


Ignition System

There are two types of ignition system that are generally used: distributor triggered and crank triggered. A distributor triggered ignition system uses a fixed distributor (i.e. it must have no advance mechanism) with an electronic sensor to tell the ECU when it has reached a predetermined position. This position will be some way before the ignition point to allow for the ECU to calculate and initiate a spark. The spark from a standard coil will reach the plug via a distributor cap, rotor arm and lead.

Modern engines and aftermarket ECUs on the other hand use a toothed trigger wheel fixed to the crankshaft and a sensor (thus crank triggering). The trigger wheel has one or two teeth missing (36-1 for Ford, most other manufacturers use 60-2). Alternately, some systems use this pattern machined in the flywheel e.g. CVH EFI & Zetec. Early engines, such as Pintos do not have these trigger patterns, but they can be fitted to the crank pulley. To give the spark to the cylinder you can either retain the original distributor system (where fitted) to purely direct the spark to the correct cylinder via the cap and rotor arm or remove the distributor and use two double-ended coils (commonly known as coil packs). These coils are paired for cylinders 1 & 4 and 2 & 3. When triggered, the coil will fire a spark to both cylinders. One of these cylinders will be on the firing stroke and will ignite from the spark, while the other cylinder will be on the exhaust or scavenge stroke and will not ignite or is 'wasted'. Such systems are known 'wasted spark systems'. Ford Zetec and Duratec engines use this type of ignition system.

Engine Mapping: For those requiring mapping services on Omex ECUs, we are able to recommend a local specialist with dyno and rolling road facilities.



OMEX THROTTLE BODY MANAGEMENT KITS

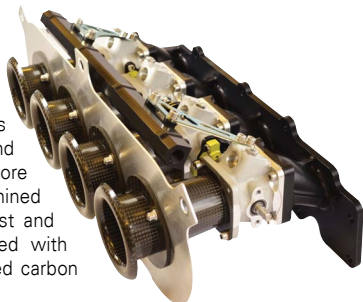


These kits include everything to complete a throttle body installation on an already fuel injected engine. Additional parts (eg. fuel pump) will be required if the car is not already fuel injected. Linkage kits and filters supplied at extra cost.



Application	Part No.	Price
Duratec HE 14	OMEK012	£2,154.00
SOHC Pinto 2.0 (includes coilpack & leads)	OMEKPINTO	£2,250.00
Zetec E 1.8/2.0 Rwd Silver Top -98	OMEK001R	£2,094.00
Zetec E 1.8/2.0 Fwd Silver Top -98	OMEK001F	£2,190.00
Zetec E 2.0 Rwd Black Top 98-	OMEK002R	£1,854.00
Zetec E 2.0 Fwd Black Top 98-	OMEK002F	£2,190.00
Zetec SE 1.6	OMEK020	£1,974.00

TITAN INDIVIDUAL THROTTLE BODY ASSEMBLIES



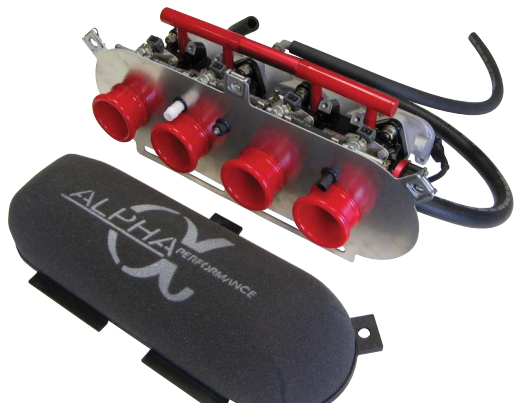
Titan's individual throttle bodies offer a quick throttle response and deliver optimised fuelling and more power. Inlet manifolds are machined from billet aluminium with a robust and durable linkage setup, and finished with smooth flow resin transfer moulded carbon fibre intake trumpets.

- Includes carbon fibre trumpets
- Kit complete with ITG back plate, integrated throttle linkage and fuel rail
- Use of spindle bearings to provide improved durability and reduce friction
- Tract length: 220mm (Zetec); 215mm (Duratec 2.0/2.3); 244mm (Duratec 2.5)
- Butterfly diameter: 45mm (Zetec); 48mm (Duratec 2.0/2.3); 50mm (Duratec 2.5)
- TPS options: Penny & Giles and CTS. (TPS available at extra cost)
- Central cable pull as standard
- TPS position: RH as standard

Application	Part No.	Price
Duratec HE 14 2.0/2.3	TBTITAND20	£1,680.00
Duratec HE 14 2.5	TBTITAND25	£1,680.00
Zetec E 2.0 Black Top 98-	TBTITANZ	£1,680.00

ALPHA THROTTLE BODY HARDWARE KITS

These kits are basically comprehensive throttle body kits without the engine management supplied. They are particularly suitable for those who already have their own management or wish to use an alternative system. The kits are supplied fully built and are ready for bolting on the engine. Fully compatible with all major aftermarket engine management systems. Assembly includes inlet manifold, 45mm Alpha throttle bodies, throttle linkage, air rails, air temperature sensor, Alpha throttle position sensor, Alpha foam air filter and back plate, Pico fuel injectors, fuel hose and breather system.



Application	Part No.	Price
Zetec E 2.0 05/98- (black top)	WEBATB501	£1,240.00
Duratec HE 2.0/2.3	WEBATB500	£1,240.00

JENVEY HERITAGE DCOE THROTTLE BODY

Jenvey Dynamics, the world's leading developer and manufacturer of fuel injection throttle body and induction systems, has just announced a brand-new product that promises to revolutionise the aftermarket classic and retro automotive markets.



Completely designed and manufactured in-house by Jenvey, the new Heritage Throttle Body has been developed with Aston Martin specialist GTC Engineering and boasts all the plus points associated with Individual Throttle Bodies (ITBs), yet manages to marry these with the subtle, understated looks of a period carburettor – ensuring that it won't look out of place in the engine bays of classic and retro vehicles.

The advantages of modern, electronic fuel injected intake systems are simply too hard (and too numerous) to ignore, with some of the key facets being a reliable, unbroken flow of air, extremely accurate control via advanced standalone ECUs, easy starting in all seasons, and of course, more power and economy. The sole downside on a classic installation, up until now, has always been the aesthetics – something that the Jenvey Heritage Throttle Body solves with its retrospective exterior design and exquisite engineering.

Jenvey's attention to detail is evident in every key area of the Heritage Throttle Body's design, with the completely hidden fuel injectors and throttle pot both being perfect examples. These are joined by a selection of air horns, the numerous sizes available allowing customers to spec the version that best suits their requirements.

The level of finish displayed by the Heritage Throttle Body is a direct result of the intensive development period needed to bring it to market. The end result is a throttle body that looks perfectly at home when slung over the side of a classic engine, yet still manages to function in a manner until now reserved for more modern induction setups. It's been proven to provide notable increases in power across the rev range, and sounds simply amazing. The Heritage Throttle Body is an entirely homogenous replacement for traditional twin-carb setups that will fit any vehicle currently running any DCOE carburettor model.

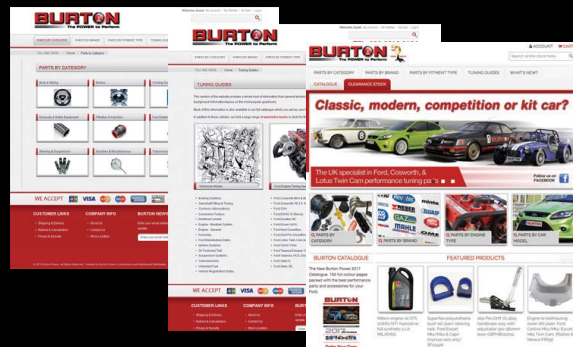
Price includes built in fuel rail, 350cc injectors, extension looms to bring the injector connector to the underside of the throttle body and hidden internal throttle pot.

- Heritage 40mm throttle body kit (pair) TDP40 £1,295.00
- Heritage 45mm throttle body kit (pair) TDP45 £1,295.00
- Heritage 48mm throttle body kit (pair) TDP48 £1,295.00



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To find all the parts you needs simply search by either: Category, Brand, Engine or Vehicle or use our Quick search facility! Need more advice then call us on 0208 518 9192, we are here to help

JENVEY

The following throttle bodies are designed to be mounted using a Weber DCOE/Dellorto DHLA style inlet manifold and are ideal for replacing these sidedraught carburettors using the existing manifold. Jenvey manufacture three different lengths of DCOE style throttle bodies.



The standard and most popular length is the 118mm TB body which is the same length as a DCOE. Two shorter versions are also available for applications with limited clearance or where a longer air horn is preferred. The 30mm bodies are particularly useful for FWD applications where the inlet system is close to the bulkhead (eg CVH and Zetec E). All sizes are supplied with idle bypass adjustment. TB bodies only are finished in crackle black. All other bodies have a natural finish. 'O' rings, throttle pot clamp and other fittings are supplied with all kits.

TB - Twin Body DCOE Style Flange - 118mm



Description	Part No	Price
Throttle body pair 40mm	TBP40i	£459.95
Throttle body pair 42mm	TBP42i	£459.95
Throttle body pair 45mm	TBP45i	£459.95
Throttle body pair 48mm	TBP48i	£459.95
Throttle body pair 50mm	TBP50i	£479.95

TH - Twin Body DCOE Style Flange - 91mm



Description	Part No	Price
Throttle body pair 40mm	THP40i	£509.95
Throttle body pair 42mm	THP42i	£509.95
Throttle body pair 45mm	THP45i	£509.95
Throttle body pair 48mm	THP48i	£509.95
Throttle body pair 50mm	THP50i	£529.90
Throttle body pair 52mm	THP52i	£549.95
Throttle body pair 55mm	THP55i	£564.95

TS - Twin Body DCOE Style Flange - 30mm



Description	Part No	Price
Throttle body pair 40mm	TSP40i	£534.95
Throttle body pair 42mm	TSP42i	£534.95
Throttle body pair 45mm	TSP45i	£534.95
Throttle body pair 48mm	TSP48i	£534.95
Throttle body pair 50mm	TSP50i	£534.95

TF - Twin Body IDF Style Flange - 84mm

TF throttle bodies are designed to be mounted using a Weber IDF style inlet manifold. The trumpet/air filter flange is made to DCOE pattern. Supplied with idle bypass adjustment and 'starter holes' for vacuum sensors - usefull for idle setup. 'O' rings, throttle pot clamp and other fittings are supplied with all kits.



Description	Part No	Price
Throttle body pair 40mm	TFP40i	£524.95
Throttle body pair 42mm	TFP42i	£524.95
Throttle body pair 45mm	TFP45i	£524.95
Throttle body pair 48mm	TFP48i	£524.95
Throttle body pair 50mm	TFP50i	£524.95

TC - Twin Body DCFN Style Flange - 59mm

TC throttle bodies are designed to be mounted using a Weber DCFN style inlet manifold. Supplied with idle bypass adjustment. 'O' rings, throttle pot clamp and other fittings are supplied with all kits.



Description	Part No	Price
Throttle body each 40mm	TC40i	£324.95
Throttle body each 42mm	TC42i	£339.95
Throttle body each 45mm	TC45i	£359.95

SFG - Single Throttle Body

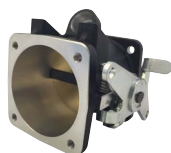
The SFG throttle body is the basis of the bodies that have proved so successful in the World, European and British Touring Car championships. It is normally configured to supply one or more banks of cylinders via a manifold and is suitable for use with high levels of boost.

The lever mechanism has two springs and gives a rising-velocity opening rate. 'O' rings, throttle pot clamp and fitting kits are supplied with all sets.

Ideal as a performance replacement for many engines using an original single throttle body.

This assembly is supplied complete with throttle linkage attached. Available in 60, 64 and 70mm bores. Height is 80mm.

Description	Part No	Price
60mm bore	SFG60/0/0	£339.95
70mm bore	SFG70/0/0	£339.95



SF - Single Bore Individual Throttle Bodies

Individual throttle bodies represent the no-compromise solution, particularly for competition use.

A separate manifold is easily matched to the inlet ports, ensuring the best mixture path.

This is because individual bodies can be spaced exactly to suit each port unlike DCOE style bodies, which have a fixed distance between cylinders 1 & 2 and 3 & 4 and rely on the manifold to correct any misalignment.

A limited number of inlet manifolds are available for these single throttle bodies. However where a manifold is not available, Jenvey can supply suitable flanges that can be welded to a custom manifold.

Many other variations are available including: bores sizes of 50, 52 and 54mm, 2 injector positions and 4.5° tapered bodies. All individual bodies are now supplied with levers and springs so the purchase of a lever kit is no longer necessary.

Description	Part No	Price
40mm, no injector position	SF40/0/0	£169.90
40mm, 1 injector position	SF40/0/1	£194.95
42mm, no injector position	SF42/0/0	£169.90
42mm, 1 injector position	SF42/0/1	£194.95
45mm, no injector position	SF45/0/0	£169.90
45mm, 1 injector position	SF45/0/1	£194.95
48mm, no injector position	SF48/0/0	£169.90
48mm, 1 injector position	SF48/0/1	£194.95



SF - Throttle Body Flanges

For use when constructing a custom manifold or can be used to space the bodies further out.

Bore	Part No	9.5mm	19mm	25mm
40mm	SS40	£26.40	£27.60	£34.80
42mm	SS42	£26.40	£27.60	£34.80
45mm	SS45	£26.40	£27.60	£34.80
48mm	SS48	£26.40	£27.60	£34.80



Throttle Body Air Horns

Air Horns to suit Jenvey TB, TH, TS, TF AND SF type throttle bodies. 19mm horns are cast. All are priced each.



Length	40/45 Part No	Price	48 Part No	Price
19mm	AH45X19	£27.60	AH48X19	£33.60
40mm	AH45X40	£28.80	AH48X40	£28.80
90mm	AH45X90	£36.00	AH48X90	£36.00
120mm	AH45X120	£43.20	AH48X120	£43.20

Jenvey Linkage Kits

Description	Part No	Price
Jenvey linkage kit, single cable (use with mounting kit)	CLS1	£114.95
Jenvey linkage kit, double cable (use with mounting kit)	CLD1	£184.90
Jenvey linkage mounting kit - TB & TH over	LBO1	£9.95
Jenvey linkage mounting kit - TB & TH under	LBU1	£9.95
Jenvey linkage mounting kit - TB, TH & TF under, intake end	LBU2	£21.50
Jenvey linkage mounting kit - SF	LBF2	£15.60

Jenvey Inlet Manifolds

Description	Part No	Price
BDG (4 x SF bodies)	MF11	£239.95
Cosworth YB (4 x SF bodies)	MF01N	£216.00
Cosworth 24v BOA (6 x SF bodies)	MF06	£449.95
Duratec HE 14 2.0/2.3 (2 x TB bodies)	MF07	£216.00
Duratec HE 14 2.0/2.3 (4 x SF bodies)	MF10	£239.95
Duratec HE 14 2.5 (2 x TB bodies)	MF16	£216.00
Duratec V6 (6 x SF bodies)	MF12	£379.20
SOHC Pinto (2 x TB bodies)	MF17	£234.00
Zetec E (4 x SF bodies)	MF02N	£254.95
Zetec E (2 x TB bodies)	MF03	£216.00



Jenvey Throttle Body Assemblies

Assembly of major parts required including throttle bodies, manifold, fuel rails and air horns. Linkages and injectors supplied at extra cost.

Description	Part No	Price
BDG (4 x tapered SF bodies)	CKFD11	£1,299.95
Cosworth YB (4 x tapered SF bodies)	CKFD01N	£1,240.00
Cosworth 24v BOA (6 x SF bodies)	CKFD06	£1,659.95
Duratec HE 14 2.0/2.3 (2 x TB bodies)	CKFD07	£934.90
Duratec HE 14 2.5 (2 x TB bodies)	CKFD16	£934.90
Duratec HE 14 2.0/2.3 (4 x tapered SF bodies)	CKFD10	£1,349.95
Duratec V6 (6 x SF bodies)	CKFD12	£2,074.90
SOHC Pinto (2 x TB bodies)	CKFD17	£929.95
Zetec E (4 x tapered SF bodies)	CKFD02N	£1,299.95
Zetec E (2 x TB bodies)	CKFD03	£934.90
Zetec SE direct to head (no air horns)	DBFS/42	£779.95



Precision engineered performance. Omex throttle bodies are designed and manufactured in the UK using the very latest manufacturing and coating methods. Every material, every machining line and every fastener has been carefully examined to keep you ahead of your competition. Choose from a range of parts to design the perfect system for your engine.



(1) Inlet Manifold (match to engine)

Application	Part No.	Price
Zetec E 1.8/2.0 (Curved) - (use 45mm Throttle bodies)	OM001	£212.40
Zetec E 1.8/2.0 (Straight) - (use 45mm Throttle bodies)	OM003	£212.40
Duratec I4 2.0/2.3 - (use 45mm Throttle bodies)	OM002	£212.40
Duratec 2.5 - (use 48mm Throttle bodies)	OM007	£212.40

Alternately, use your own DCOE/DHLA manifold
(match throttle body size to inlet manifold bore size)

(2) Throttle Bodies (match to inlet manifold bore size)

Application	Part No.	Price
4 cylinder engine Throttle Bodies - 40mm, 42mm, 45mm, 48mm, 50mm	TBAxx/122P	£487.20
6 cylinder engine Throttle Bodies - 40mm, 42mm, 45mm, 48mm, 50mm Replace xx with bore size	TBAxx/122T	£752.40

(3) Air Horns - one per engine cylinder

Application	Part No.	Price
40mm, 42mm, 45mm throttle bodies: Air horn diameter 45mm x 15mm long	AHA45/15	£36.00
Air horn diameter 45mm x 40mm long	AHA45/40	£32.40
Air horn diameter 45mm x 60mm long	AHA45/60	£33.60
Air horn diameter 45mm x 80mm long	AHA45/80	£36.00
48mm, 50mm throttle bodies: Air horn diameter 50mm x 15mm long	AHA50/15	£36.00
Air horn diameter 50mm x 40mm long	AHA50/40	£32.40
Air horn diameter 50mm x 60mm long	AHA50/60	£33.60
Air horn diameter 50mm x 80mm long	AHA50/80	£36.00

Air Filter System- includes backplate

Application	Part No.	Price
Air Filter for 15mm long air horns	AFFA+	£120.00
Air Filter for 40mm long air horns	AFFB+	£120.00
Air Filter for 60mm long air horns	AFFC+	£120.00
Air Filter for 80mm long air horns	AFFD+	£120.00
Additional cost for own manifold (bespoke size)		£48.00

(4) Injectors - one per engine cylinder

Application	Part No.	Price
Pico 330cc Injector	OMEM3002	£89.50
Pico 490cc Injector	OMEM3003	£94.80
Bosch 250cc Injector	OMEM3007	£79.20
Bosch 450cc Injector	OMEM3008	£60.00

(5) Fuel Rail

Application	Part No.	Price
4 cylinder engine 8mm push-on for Omex OM001/OM003 manifold	FRA90-1	£88.80
-6 for Omex OM001/OM003 manifold	FRA90-2	£94.80
8mm push-on for Omex OM002/OM007 manifold	FRA90-3	£88.80
-6 for Omex OM002/OM007 manifold	FRA90-4	£94.80
8mm push-on for Omex OM004/OM005 manifold	FRA90-5	£88.80
-6 for Omex OM004/OM005 manifold	FRA90-6	£94.80
8mm push-on adjustable for own inlet manifold	FRA90-7	£100.80
-6 adjustable for own inlet manifold	FRA90-8	£106.80
6 cylinder engine 8mm push-on adjustable for own inlet manifold	FRA90-9	£159.60
-6 adjustable for own inlet manifold	FRA90-10	£165.60

Fuel Rail Mounting Kit

Application	Part No.	Price
4 cylinder engine Using Pico injectors	FRMA23-4	£9.60
Using Bosch injectors	FRMA48-4	£9.60
6 cylinder engine Using Pico injectors	FRMA23-6	£14.40
Using Bosch injectors	FRMA48-6	£14.40

(6) Throttle Position Sensor

Application	Part No.	Price
Right hand TPS (standard fitment)	TPA/R	£72.00
Left hand TPS (alternative option)	TPA/L	£72.00
Throttle Position Sensor Connector	OMEM4053	£6.00

(7) Throttle Linkage

Application	Part No.	Price
To suit single cabled throttle pedal	CL1-Single	£117.60
To suit twin cabled throttle pedal	CL1-Twin	£180.00

OMEX ENGINE MANAGEMENT

Championship winning ECUs with all the refinements required for road cars and all the features required for race cars. Idle controls, full throttle gearshift, boost control, inner/outer injectors, variable cam position, and much more (features vary between ECU types). Contact us to check compatibility with your engine.

200 Series ECU

Application	Part No.	Price
200 Series ECU	OMEM200	£426.00
200 Road spec wiring harness	OMEM1412	£112.20
200 Race spec wiring harness	OMEM1512	£180.00
200 Race spec wiring harness + MAP	OMEM1513	£240.00

600 Series ECU

Application	Part No.	Price
600 Series ECU	OMEM600	£666.00
600 Road spec wiring harness	OMEM1419	£192.00
600 Road spec wiring harness + MAP	OMEM1419A	£210.00
600 Race spec wiring harness	OMEM1519	£324.00
600 Race spec wiring harness + MAP	OMEM1519A	£348.00

710 Series ECU

Application	Part No.	Price
710 Series ECU	OMEM710	£1,026.00
710 Race spec wiring harness (prices starting from)	OMEM1540	£540.00

ECU Programming

Application	Part No.	Price
ECU communication cable	OMEM001	£7.20
ECU communication USB adaptor	OMEM002	£21.00
200 ECU programming kit	OMEM020	£30.00
600 ECU programming kit	OMEM060	£30.00
710 ECU programming kit	OMEM071	£30.00

ECU Sensors

Application	Part No.	Price
Coolant temperature sensor M12x1.5	OMEM2200	£18.00
Coolant temperature sensor Ford push-in	OMEM2202	£18.00
Coolant temperature sensor Ford screw-in	OMEM2203	£18.00
Zetec coolant temperature sensor adaptor	OMEM2355	£13.20
Air temperature sensor M10x1.25	OMEM2201	£21.00
Throttle position sensor:		
Weber DCOE	99902.660	£84.95
Weber DCO/SP	99902.668	£89.95
Dellorto DHLA 40/45	99902.902	£84.95
Jenvey Throttle Bodies	TP11	£89.95
Crank trigger kit (sensor, bracket, 36-1 disc and mounting boss):		
CVH	99902.956	£154.90
SOHC Pinto	99902.915	£127.51
X/Flow	99902.914	£127.51
Crank wheel pick-up sensor:		
Straight type	SC607	£29.50
90° type	SEN8K	£57.95
Universal crank sensor mounting bracket	99901.546	£16.90
Toothed crank wheel 36-1 teeth, 5mm thick, 20mm pilot:		
140mm diameter	OMEM2460	£33.95
100mm diameter	OMEM2461	£33.95
Narrow band heated Lambda (HEGO) sensor	OMEM2301	£66.00
Lambda sensor boss & bung, steel	3735	£10.00
Lambda sensor boss & bung, stainless	3736	£10.00
MAP Sensor 1 bar	OMEM2100	£96.00
MAP Sensor 2.5 bar	OMEM2104	£96.00
4 cylinder DIS coil pack	OMEM3505	£66.00
6 cylinder DIS coil pack (use 2 for 12 cyl)	OMEM3504	£150.00
LED shift light for 710 ECU - 10mm red	OMEM6005	£9.36
LED shift light for 710 ECU - 5mm red	OMEM6006	£9.36
Clutch switch	OMEM6010	£7.80
Launch control button	OMEM6011	£12.00
Tachometer driver	OMEM6020	£18.00

Duratec HE I4 direct to head throttle bodies



An engine-specific throttle body set designed to bolt straight to your engine with no manifold. Injectors and fuel rail can be fitted above or below. 8 injectors can be fitted with a second fuel rail for high power applications. Set supplied with a one piece fuel rail. **TBDTH/D2/45 £792.00**

Fuel Pump Cut-Off Switch

Inertia switch - detects the deceleration of a vehicle when impacted in any direction. Designed to be immune to normal vehicle ride shocks and surface vibrations. The switch will operate at 12g peak, 0.06 secs and will not operate at 6g peak, 0.06 secs. Supplied only for use in deactivating the fuel pump in the event of an accident (safety related device). Original equipment fitment by Rover with TUV (Germany) approval. Suitable for under bonnet fitment provided the switch is free from the risk of spillage of liquids or direct water spray. **99902.057 £50.95**



Tech Tip!

OMEX ECUS AND HARNESES

Omex ECUs give you control of your engine. From a basic carburettor engine wanting to make the most of the ignition, to a fuel injected turbocharged anti-lag V8, Omex have the right ECU for you. All Omex ECUs are crank triggered from a 36-1 trigger (as standard Ford flywheel / crank trigger on late engines, or retrofitted to earlier engines) giving ultimate precision and all ECUs can control either normally aspirated or forced induction engines using throttle position or MAP sensor for load. Soft and hard cut rev limiting, shiftlight control and rev counter outputs are standard across the range, with the 600 adding advanced features such full throttle gearshift, launch control and anti-lag, then the 710 adding inner and outer sequential injection, coil-on-plug and much more. The latest MAP4000 software is free-of-charge and easy to use enabling all rolling roads and engine dynos to successfully map Omex ECUs.

200 Series

Ignition control for 4 cylinder wasted-spark coil pack engines, and for 4, 6 or 8 cylinder distributor engines.

600 Series

Semi-sequential fuel injection and ignition for 4 cylinder EFI wasted-spark coil pack engines and 4 cylinder EFI distributor engines.

710 Series

Suitable for nearly any engine. Mappable sequential fuel and ignition for up to 12 cylinder engines. 4 cylinder 8 injector engines, coil-on-plug, and many other modern engine configurations controlled.

Using materials found in many race series, these are great harnesses for a road, trackday or race cars. Lightweight, thin wall automotive grade cable is used throughout, designed to withstand the oil, solvents and temperatures found in engine bays. Each connector leg is labelled for quick fitment. A relay for managing power to the injectors, ignition coils etc is fitted to the harness as standard. There is also wiring to allow ECU control of a fuel pump relay and radiator fan relay already on your chassis harness.

(1) Road spec harnesses:

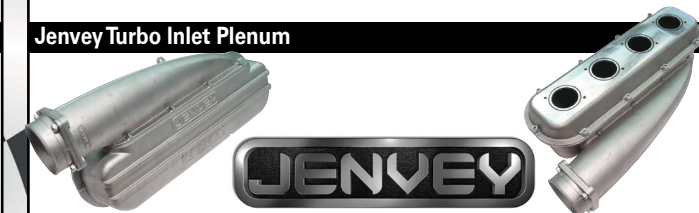
Rubber boots seal the back of connectors and harness legs close to the ECU are finished in PVC harness tape. All harness legs at the engine end where the harness is at greatest danger from tools etc, are covered in PVC tubing for extra cut resistance.

(2) Race spec harnesses

Gold plated terminals are used at the ECU as it is the lowest resistance material for contacts. Harness cables are twisted to reduce stresses in the materials, ensuring they are mechanically perfect and reject radiated electrical interference from sources such as the high tension sparks, alternator and starter motor. Covering the cables is motorsport-grade Raychem Spec sleeving for the correct solvent, heat and abrasion resistance for racing engine bay use. Joints and connector backs are covered with glue lined Raychem Spec heatshirk which is stiff to reduce stresses from the harness bending at these joints, it also minimises tension on the wire joints.



Jenvey Turbo Inlet Plenum



The Jenvey cast aluminium plenum has been designed to offer maximum performance on turbo and supercharged engines at an excellent value. The cover and diffuser pipe can be arranged in 4 different ways (inlet top or bottom and left or right) ensuring it will fit most applications. All interfaces are 'O' ringed for easy rebuilds. The plenum can be fitted onto 4 separate throttle bodies, a pair of TB bodies or used with any combination of manifold, spacers with a single SFG throttle body. Baseplate dimension for the small plenum is 365x75mm and is unmachined as standard. A machining service is available if required. Available with a 60 or 70mm inlet. A larger plenum approx 60mm longer is now available and suits engines such as Cosworth YB and Volvo 5 cylinder. Pictures show an optional machined backplate and an optional inlet air horn.

Turbo plenum (small) 60mm inlet	APSC-60	£679.90
Turbo plenum (small) 70mm inlet	APSC-70	£709.90
Turbo plenum (large) 70mm inlet	APLC-70	£759.95
Inlet air horn 60mm	AH60-66S	£48.00
Inlet air horn 70mm	AH70-75S	£48.00

Mountune Inlet Plenum: Focus ST & RS 2.5



The Mountune cast inlet plenum offers performance improvements over the standard plastic inlet. Modifications around the port entrance to each inlet as well as an increase in the volume of the plenum itself to a more appropriate size significantly increase the engine performance on both the ST and RS. The cast plenum will also protect against and contain any freak backfires which can cause damage. Original plastic plenums have been known to explode! Available in two finishes and supplied with required hardware for installation.

Natural silver finish	FRSPL1S	£558.98
Black RS500 finish	FRSPL1B	£625.00

AS Performance Inlet Plenum: Focus ST & RS 2.5



An alternative to the popular Mountune inlet plenum, this plenum offers an alternative smoothed design with similar performance increases. The plenum provides an increase in BHP & torque, expect to see gains from 5-10 bhp peak and 20-40 lbft torque. Tests have shown up to 25bhp mid range increase. They are heat treated for 36 hours and then pressure tested to 56 psi to ensure maximum strength. This ensures they won't crack or burst like a Ford OEM plastic manifold. CNC inlet ports match the lower section of the intake manifold for increased airflow. As with the Mountune plenum, you will be able to feel the difference once it's been fitted. Available in a number of finishes: Black, Ultimate Green, Performance Blue, Frozen White, Electric Orange, and Colorado Red.

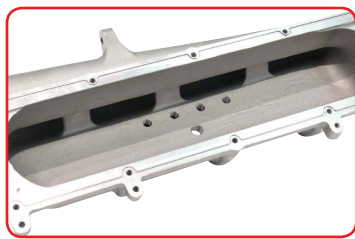
Black finish	FRSPL2	£389.95
Coloured finish	FRSPL3	£405.95

Gift Vouchers

£5
£10
£25
£50

Available in-store or online at www.burtonpower.com

Cosworth YB Modified Inlet Plenum



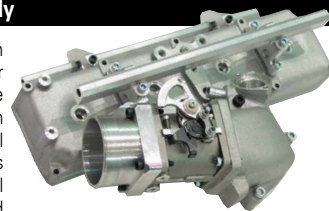
Made from a strong alloy casting which will not split under high boost pressures, unlike welded manifolds. Supplied with hardware kit.
 Note about fitment: if you compare this plenum with an original item, you will notice that the throttle body is positioned further forward. For red top engine applications (2wd & early 4wd Sapphire), the power steering hose will now foul the throttle body. A revised flouro-lined PAS pipe is available to get around this problem. For all applications, you will also need to adapt (usually with an additional pipe adaptor) the intercooler to throttle body pipe as it will now be at a shorter distance.

Inlet Plenum	SC506	£399.95
Revised power steering pipe	SC507	£29.95

A redesigned cast alloy inlet plenum that allows improved airflow resulting in power gains of 10-25 bhp depending on engine spec. Uses the original 60mm throttle body and inlet manifold (both not supplied) and is supplied with a new throttle bracket and butterfly lever. Suits engines with 300+ bhp but better results will be seen on 400+ bhp engines. The issue with original plenums is that they don't supply an even distribution of air to each cylinder meaning that whilst one cylinder's mixture is fine, another could be rich because it is getting less air. This becomes more critical with increased performance of the engine. The modified plenum uses a high air flow venturi design to supply an equal amount of air to each cylinder. Machined with O ring sealing joints for both manifold and throttle body faces.

RS500 Style Plenum & Throttle Body

RS500 style plenum for the Cosworth YB provides fitment for an additional four injectors and is 5mm deeper to provide greater flow. Throttle body used is 70mm bore (larger than RS500 specification). Will require modified throttle cable (accepts 6mm barrel nipple) and adaption to the fuel rail. Otherwise a direct fitment to standard inlet manifold.
 Original YB throttle body mounting washer kit - fits all Cosworth YB engines.



SC505	£1,482.00
SC565	£4.96

FUEL INJECTION PUMPS, FILTERS, INJECTORS & ACCESSORIES

Replacement Fuel Injection Pumps

All part numbers beginning with '0580' are Bosch out of tank pumps. 'ITP' pumps are in-tank pumps made by Walbro.



Application	Part No	Price
Capri 2.8i	0580464125	£93.95
Escort RS1600i	0580464125	£93.95
Escort Mk3/4 1.6i/XR3i/Turbo	0580464125	£93.95
Escort RS Turbo (uprated)	0580254941	£129.95
Escort Cosworth	ITP044	£77.95
Escort Cosworth (uprated)	ITP048	£82.90
Fiesta XR2i 8v/16v	ITP050	£54.50
Fiesta RS Turbo	ITP050	£54.50
Fiesta RS Turbo (uprated)	ITP044	£77.95
Fiesta ST150	ITP303	£52.90
Fiesta ST150 (uprated)	ITP107	£107.50
Focus Mk1 all inc ST170 & RS	ITP303	£52.90
Granada Mk2 2.8i	0580464125	£93.95
Granada Mk3 2.0i/2.8i -89	0580254911	£112.50
Sierra 2.0i SOHC	0580254911	£112.50
Sierra 2.0i DOHC	ITP050	£54.50
Sierra/Sapphire Cosworth (std)	0580254941	£129.95
Sierra/Sapphire Cosworth (M14 threaded inlet)	0580254979	£169.90
Sierra/Sapphire Cosworth (uprated 044 pump)	0580254044	£164.95
Sierra XR4i	0580464125	£93.95
Sierra XR4x4 2.8i (out of tank)	0580254941	£129.95
Sierra XR4x4 2.9i (in tank)	ITP050	£54.50

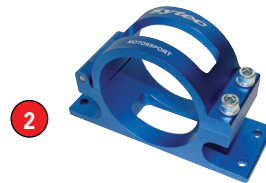
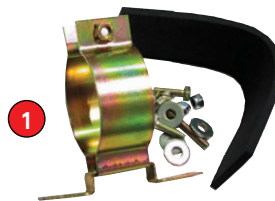
In-Tank Motorsport Fuel Pumps

New high pressure, high flow in-tank fuel pumps manufactured by Walbro. Universal type so modification to wiring, fuel lines and fuel module will be required (professional installation is recommended). Designed for engines with more than 500bhp. Supplied as a kit including inlet filter, short length of in-tank hose and 2 hose clips.



400 litres/hour motorsport pump	GST400K	£92.50
450 litres/hour motorsport pump	GST450K	£112.50

Fuel Pump Brackets



(1) Universal steel plated fuel pump bracket 99901.594 £26.95
 (2) Sytec Motorsport Fuel Pump & Filter Bracket - Manufactured from lightweight billet aluminium, these brackets are of a rigid construction and incorporate a quick release pivot clamp. Supplied with a standard foam sound sleeve.

Silver	MPB003S	£33.95
Black	MPB002BK	£33.95
Blue	MPB001B	£33.95

Motorsport Twin Fuel Pump & Filter Bracket



A lightweight and super strong anodised aluminium bracket for mounting twin Bosch injection pumps and fuel filter. Mounting base is drilled to fit the optional weld-in mounting plate. Banjo sizes: fuel pump M12, fuel filter M14.

Lightweight pump/filter bracket	MP1280	£122.50
Steel weld-in mounting bracket with captive nuts	MP1281	£16.90
Billet alloy outlet fuel rail manifold & banjos for MP1280	MP1282	£123.50
Billet alloy inlet fuel rail & banjos for MP1280	MP1283	£98.95

Bosch Fuel Injection Pumps

The following fuel pumps are all suitable for out of tank applications. For Turbo and Fuel Injection systems. 12v negative earth for mounting near fuel tank.



Input	Output	Ltr/min @ 3 Bar	Lock Out (Bar)	Part No	Price
12mm	8mm	2.25	7.2	0580464070	£93.95
15mm	M12x1.5 Banjo	3.25	11.5	0580464125	£93.95
15mm	M12x1.5 Banjo	3.67	9.0	0580254941	£129.95
M14x1.5	M12x1.5 Banjo	3.67	9.0	0580254979	£169.90
M18x1.5	M12x1.5 Banjo	4.4	11.2	0580254044	£164.95

15mm inlet union fitting for 0580254044 pump	FACAD-044E	£14.95
-8 JIC inlet union fitting for 0580254044 pump	FACAD-044B	£14.95
Replacement non-return valve fitting	1587010532	£18.50
8mm steel banjo & captive M12 nut with washers	FACTCP.01	£8.00

O.E. Injection Fuel Filters

Genuine Ford/Motorcraft replacement fuel filters.

Application	Part No	Price
Capri 2.8i (not Motorcraft)	EFG22	£18.00
Escort Mk3/4 inc Turbo	EFG32	£26.50
Escort Mk5/6 1/92-	EFG6	£14.50
Escort Cosworth	EFG32	£26.50
Fiesta Mk3-3/92	EFG32	£26.50
Focus -05	EFG986	£17.50
Mondeo - 2000	EFG6	£14.50
Puma	EFG6	£14.50
Sierra (not Cosworth)	EFG32	£26.50
Sierra/Sapphire Cosworth	EFG84	£33.00
M12 Banjo washer. EFG32 uses 2 off	EFGW12	£0.14
M14 Banjo washer. EFG32 uses 2 off, EFG84 use 4 off	EFGW14	£0.14



Bullet High Flow Filter

An injection fuel filter for use as either a pump pre-filter or a main high pressure filter. Anodised solid billet filter case with replaceable filter element.



8mm ends	BULLETA1	£50.95
8mm/12mm ends	BULLETA4	£50.95
12mm ends	BULLETA6	£50.95
15mm ends	BULLETA9	£50.95

Other thread combinations available: 10mm/-6/-8/M12x1.25/M12x1.5/M14x1.5/M16x1.5

Fuel Swirl Pots

OBP fuel swirl pots ensure a constant supply of fuel, minimising the risk of an injection pump failure through fuel starvation or air contamination in the fuel. Push-on fittings: 3 x 10mm & 1 x 13mm. JIC: 3 x -6, 1 x -8.



3



4



Mount	Height	Diameter	Capacity	Fittings	Part No	Price
(3)Base	135mm	100mm	1 litre	Push-on	OBPA020	£60.50
Base	135mm	100mm	1 litre	JIC	OBPJICS23	£91.90
Bulkhead	135mm	100mm	1 litre	Push-on	OBPA025	£60.50
Bulkhead	135mm	100mm	1 litre	JIC	OBPA023J	£91.90
Base	220mm	100mm	1.5 litre	Push-on	OBPA026	£63.95
Base	220mm	100mm	1.5 litre	JIC	OBPJICS24	£95.50
Bulkhead	220mm	100mm	1.5 litre	Push-on	OBPA028	£63.95
Bulkhead	220mm	100mm	1.5 litre	JIC	OBPA027J	£95.50
Base	170mm	130mm	2 litre	Push-on	OBPA029	£68.95
Base	170mm	130mm	2 litre	JIC	OBPJICS25	£99.50
Bulkhead	170mm	130mm	2 litre	Push-on	OBPA030	£68.95
(4)Bulkhead	170mm	130mm	2 litre	JIC	OBPA030J	£99.50

Burton Track Days



2018 Dates

Fri 6th April	Donington (day)	Join us on our Burton Power Track Days, Get 10% off using discount code 'BURTON18' at www.msvtrackdays.com
Tues 5th June	Brands Hatch (day & evening)	
Tues 31st July	Snetterton (day)	
Tues 28th August	Oulton Park (day)	

Power Boost Injection Valve

The Power Boost valve is a fuel pressure regulator, designed for use on Electronic Fuel Injection (EFI) engines with a special fuel enrichment facility for acceleration, commonly known as a 'rising fuel rate'. The enrichment rate is 1.7:1. Benefits are:

- Suitable for standard and tuned vehicles.
- Quicker throttle response.
- Normal economy at light throttle.
- Easy to fit.
- Normal idle retained.
- Faster acceleration.

Application	Part No	Price
Escort/Orion EFI 1.6 CVH 89-92	PBV38835	£92.50
Escort/Orion 1.6/1.8 16v	VK384Z1H	£116.50
Fiesta Mk4 1.25 16v -12/99	VK384Z1H	£116.50
Fiesta Mk4/5 1.4 16v -01	VK384Z1H	£116.50
Fiesta Mk5 1.25/1.6S 12/99-	VK384KA38H	TBA
Fiesta Mk6 1.25/1.4/1.6 -08	VK384KA38H	TBA
Fiesta XR2i & RS Turbo	PBV38830	£92.50
Fiesta XR2i 16v/RS1800	VK384Z1H	£116.50
Focus 1.4/1.6 98-05	VK384KA38H	TBA
Focus 1.8/2.0 -05	VK384KA38H	TBA
Granada/Scorpio 2.9EFI (vertical bolts)	PBV39430	£92.50
Granada/Scorpio 2.9EFI (horizontal bolts)	VK38418H	£116.50
Ka 1.3i -10/02	VK384KA1H	£116.50
Mondeo 1.6/1.8/2.0 16v -5/98	VK384Z1H	£116.50
Mondeo 1.6/1.8/2.0 16v 5/98-00	VK384KA38H	TBA
Mondeo 2.5 V6 inc ST24 & ST200	VK384Z2H	£116.50
Puma 1.4/1.7	VK384Z1H	£116.50
Puma 1.6	VK384KA38H	TBA
Sierra 2.0 SOHC	PBV41630	£92.50
Sierra 2.0 DOHC 8v	VK384FTCH	£116.50
Sierra 2.9i 4x4 (vertical bolts)	PBV39435	£92.50
Sierra 2.9i 4x4 (horizontal bolts)	VK38418H	£116.50
Sierra Cosworth 2wd	PBV384372	£92.50
Sierra Cosworth 4wd	VK384FCSH	£116.50

Fuel Pressure Regulators

Manufactured by Webcon from race quality, solid billet aluminium and available red or blue anodised finish. Range now includes new 0-5 bar adjustable models.



Rating	Part No	Price	Rating	Part No	Price
2.5 bar, blue	WFR525	£82.50	3.5 bar, red	WFR335	£82.50
2.5 bar, red	WFR325	£82.50	4.5 bar, blue	WFR545	£105.95
3.0 bar, blue	WFR530	£82.50	4.5 bar, red	WFR345	£105.95
3.0 bar, red	WFR330	£82.50	0-5 bar, blue	WFR505	£92.50
3.5 bar, blue	WFR535	£82.50	0-5 bar, red	WFR305	£92.50

Fuel Rails & Injectors



803 green injector (up to 350 bhp) - Cosworth YB	SC621	£100.00
403 grey injector (over 400 bhp) - Cosworth YB	SC623	£112.90
Fitting kit for light blue and grey injectors (set of 4)	SC624	£32.95
Replacement injector O ring, each - Cosworth YB	SC625	£1.45
Injector clip, each	SC626	£3.50
Replacement injector, CVH MFi including Escort RS Turbo	CV620	£37.50
Replacement injector, Cologne V6 2.8 MFi	TV1620	£45.00
701 beige uprated injector, Fiesta RS Turbo	CV621	£87.50
All Pico injectors have a DC resistance of 14.5Ω:		
Injector - Pico 159cc/min	WFI023	£83.50
Injector - Pico 190cc/min	WFI213	£92.95
Injector - Pico 250cc/min	WFI196	£79.50
Injector - Pico 330cc/min	WFI024	£81.50
Injector - Pico 480cc/min	WFI194	£76.90
Ballast resistor 2R2 50W (required for low impedance injectors)	OMEM2500	£6.00
Genvey fuel rail, push-on hose fitting - TB/TH/TS/TF twin bodies	TBR22	£82.80
Genvey fuel rail, -6 screw on hose fitting - TB/TH/TS/TF twin bodies	TBR32	£86.40
Genvey fuel rail, 4 x SF bodies (specify centre to centre spacing)	SFR4	£84.00

GOODRIDGE HOSES & ALLOY HOSE FITTINGS

Rated to withstand massive pressure, temperature and to be resistant to almost any fluid, the Goodridge range of hoses and fittings is used extensively in both motorsport and military applications. It was the latter that saw the birth of this hose technology on helicopters in the Vietnam war. The Goodridge range of stainless braided hoses and alloy fittings makes a sound investment for any project demanding the highest quality, reliability and durability.

Goodridge 200 Series Hose

Goodridge produce a large range of stainless braided hoses, the most popular being the 200 series. Constructed to the highest standards, the inner is a seamless synthetic CPE material with an integral stainless steel braid. The outer layer is a high tensile stainless steel braid which resists chafing. This elaborate construction technique results in a hose able to withstand up to 1500 psi (depending on size) with the ability to carry lubricants, oils, coolants, methanol and nitro-methane.

Goodridge Alloy Hose Fittings

The 236 and 336 series of Goodridge hose fittings provide the ultimate means of terminating the 200 series hose. Extremely popular, they utilise a threaded construction to allow connection to compatible ancillaries such as fuel pumps, fuel filters, brake callipers, fuel tank unions, carburettors, etc. Apart from providing a triple seal/double 'O' ring leak-free joint, the ability for the connectors to swivel a full 360 degrees allows optimum flexibility when routing hoses. Another significant advantage over standard rubber hose and worm drive plumbing is the ability to disconnect and reconnect the Goodridge connections multiple times without the risk of potential degradation and associated leaks.

Terminology

This type of hose technology has its own terminology which requires a brief explanation. All manufacturers utilising this plumbing methodology (Goodridge included) designate a 'dash' number for differing sizes. For example, dash six (actually written -6) is a typical size of fuel line for a modest sized powerplant. Sizes are available ranging from -4 through to huge -18 hose (with its internal diameter of 25.4 mm). It is obviously important that the correct size is selected for your particular application to avoid potential restrictions during times of high demand (especially in the fuel supply).

Step by Step Guide

The table below details the most popular sizes and their applications:

Dash Size	Hose Internal Diameter	Typical Use
-4	5.56 mm	Brake, clutch and NOS lines
-6	8.73 mm	Small engine fuel and oil lines
-8	11.12 mm	Larger engine fuel and oil lines
-10	14.27 mm	Oil cooler and heater lines
-12	17.47 mm	Larger application

The alloy hose connections also carry the dash prefix, but in addition are offered in varying angles of sweep. This can range from straight to 180 degrees. A 236, 90 degree, for example, would be the complete description of a Goodridge part. Also available are adaptors for ancillaries (such as carburettors) to allow for total compatibility.

GOODRIDGE ALLOY HOSE FITTINGS

All fittings are aerospace standard triple seal/double O-ring nitrile cutter design. This ensures a secure, leak-free connection every time. All 236 hose ends allow for alignment with their 360 degree swivel ends. The 236 series has full flow bent tube bodies, giving increased flow characteristics. Fittings also available in 30, 60 and 150deg. Use with 200 series stainless braided hose (see table below) or 210 series black fibre braided hose with is popular for use with the black fittings.

Carb Hose Fittings

Carburettor banjo bolt:
Weber
(1) 2776-06-M12D £14.95
(2) 2776-06-M12DBK £14.95
Dellorto
(1) 2776-06-M122D £23.50
(2) 2776-06-M122DBK £23.50
Washer to suit above banjos
CUW901-M16 £0.44
90° banjo to hose end fitting:
(3) 2776-1106 £52.90
(4) 2776-1106BK £52.90
T banjo to hose end fitting (-6):
(5) 2776-3106 £51.95
T banjo to hose end fitting:
(6) 2776-2106 £51.95
(7) 2776-2106BK £51.95

45° Swept Tube		90° Swept Tube		120° Swept Tube		180° Swept Tube		Straight			
Hose size	Part No	Price	Hose size	Part No	Price	Hose size	Part No	Price	Hose size	Part No	Price
-6	236-4506	£30.95	-6	236-9006	£30.95	-6	236-12006	£31.90	-6	236-18006	£31.90
-8	236-4508	£33.95	-8	236-9008	£33.95	-8	236-12008	£36.95	-8	236-18008	£36.95
-10	236-4510	£36.50	-10	236-9010	£36.50	-10	236-12010	£39.95	-10	236-18010	£39.95
-12	236-4512	£42.95	-12	236-9012	£42.95	-12	236-12012	£44.95	-12	236-18012	£45.95
-16	236-4516	£66.95	-16	236-9016	£66.95	-16	236-12016	£74.95	-16	236-18016	£74.95

45° Tube - Black		90° Tube - Black		Straight - Black		Black Fibre Braided Hose		Carb Hose Fittings			
Size	Part No	Price	Size	Part No	Price	Size	Part No	Price	Size	Part No	Price
-6	236-4506BK	£30.95	-6	236-9006BK	£30.95	-6	236-0106BK	£12.95	-4	210-04	£24.95
-8	236-4508BK	£33.95	-8	236-9008BK	£33.95	-8	236-0108BK	£16.50	-6	210-06	£29.50
-10	236-4510BK	£36.50	-10	236-9010BK	£36.50	-10	236-0110BK	£18.50	-8	210-08	£32.95
-12	236-4512BK	£42.95	-12	236-9012BK	£42.95	-12	236-0112BK	£25.90	-10	210-10	£38.50
									-12	210-12	£44.95

Goodridge/Earls Stainless Braided Hose & Hose Finishers

Goodridge 200 Series hose is the premier stainless steel braided nitrile hose. It is designed for use with a wide range of re-usable aluminium hose ends and provides essential protection and resistance to high pressure, temperature, vibration, fire risks and chafing. It is constructed of a seamless synthetic CPE inner with an integral stainless steel braid and a high tensile stainless steel outer braid. This hose has the highest corrosion and fire resistance threshold of any stainless braided nitrile hose available. It can be used with all synthetic lubricants, fuels, oils, coolants and alcohols including methanol and nitromethane. Hose is priced per metre.

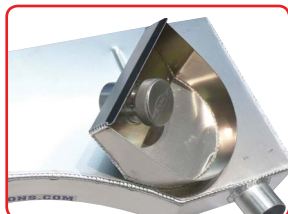
Hose Size	I.D mm	O.D mm	Maximum Operating Pressure Psi	Clamped Maximum Psi	Minimum Bend Radius	Typical Application	Hose Finisher - Clamp/Cover					
							Hose Part No	Price	Red Part No	Price	Blue Part No	Price
-4	5.6	11.1	1500	250	51mm	Small fuel/vacuum lines	200-04	£26.50	936-04DR	£11.95	936-04DB	£11.95
-6	8.7	13.9	1500	250	63mm	Fuel & oil lines	200-06	£27.50	936-06DR	£7.90	936-06DB	£7.90
-8	11.1	16.3	1500	250	89mm	Fuel & oil lines	200-08	£32.95	936-08DR	£6.50	936-08DB	£6.50
-10	14.3	20.2	1250	250	102mm	Oil & heater lines	200-10	£45.95	936-10DR	£7.90	936-10DB	£7.90
-12	17.5	23.8	1000	250	114mm	Oil, water & heater lines	200-12	£49.90	936-12DR	£14.50	936-12DB	£14.50
-16	22.2	29.4	750	250	140mm	Oil & water lines	200-16	£66.50	936-16DR	£27.50	936-16DB	£27.50



ACETYL HOSE CONNECTORS

Hose Size (ID)	Part No	Price	Hose Size (ID)	Part No	Price	Hose Size (ID)	Part No	Price
T PIECES			HOSE JOINERS			STRAIGHT REDUCERS		
4mm	LMA301	£1.50	3mm	LMA324	£1.30	6mm-4mm	LMA318	£1.70
5mm	LMA322	£1.75	4mm	LMA312	£1.40	8mm-6mm	LMA319	£1.90
6mm	LMA302	£1.85	5mm	LMA325	£1.40	12mm-8mm	LMA327	£2.60
8mm	LMA303	£2.40	6mm	LMA313	£1.50	Y PIECES		
10mm	LMA320	£2.80	8mm	LMA314	£1.85	4mm	LMA307	£1.60
13mm	LMA304	£3.30	13mm	LMA315	£2.50	5mm	LMA323	£1.90
16mm	LMA305	£4.70	16mm	LMA316	£3.10	6mm	LMA308	£2.10
25mm	LMA306	£6.40	25mm	LMA317	£4.30	8mm	LMA309	£2.45

GRP4 FABRICATIONS ESCORT MK1/2 FUEL TANKS



All GRP4 shaped alloy tanks are manufactured using a unique "internal double edge" design. This gives the advantage of a much stronger tank than other manufacturers without sacrificing lightness, thus resulting in a true high quality product. Available in 2 versions for carburettor applications: with barbed push-on outlets or -6 outlets. The injection version incorporates a specially designed high capacity swirl pot which is guaranteed non surge. Fitted with sight gauge, breather and supplied with filler tray. 50 litre capacity. Dimensions 865 x 285 x 285mm. All tanks are available foam filled for an extra cost. Add 'F' to part number.

Carburettor fuel tank, barbed outlets	MP1250	£215.95
Carburettor fuel tank, -6 outlets	MP1251	£231.95
Injection fuel tank, -6 & -8 outlets	MP1252	£257.50
Tank platforms for above tanks. Supplied with steel tank straps.		
Swaged steel weld in platform, carburettor tank	MP1254	£71.95
Alloy bolt in platform, carburettor tank	MP1255	£118.50
Swaged steel weld in platform, injection tank	MP1256	£76.50

COMPETITION ALLOY FUEL TANKS

Our range of quality alloy competition fuel tanks are suitable for most popular applications.

Manufactured from high grade aluminium, and fully welded, all units are pressure tested to ensure reliability in service. The tanks listed below incorporate sealed screw tops surrounded with a splash bowl, fuel outlet and breather outlet connections.

The list below contains the most common types but, in addition, tanks can be manufactured to your own dimensions and specifications. Dimensions in mm.



Description	Capacity	Dimension (LxWxH)	Part No	Price
Baffled	4.5gal/20ltr	455 x 300 x 150	PT1	£159.50
Baffled & foam filled	4.5gal/20ltr	455 x 300 x 150	PT2	£173.95
Baffled & foam filled	2gal/9ltr	300 x 220 x 150	PT3	£170.95
Baffled & foam filled	7.5gal/33.5ltr	460 x 305 x 240	PT4	£229.90
Baffled & foam filled	6.5gal/28.5ltr	460 x 305 x 205	PT6	£211.90

AERO FLUSH FITTING FUEL CAPS

Beautifully crafted in polished aluminium and anodised silver, these caps are fitted on some of the world's most exclusive sports cars. All are supplied with nuts, bolts and a fibre gasket. These fuel caps are available in 3 sizes:

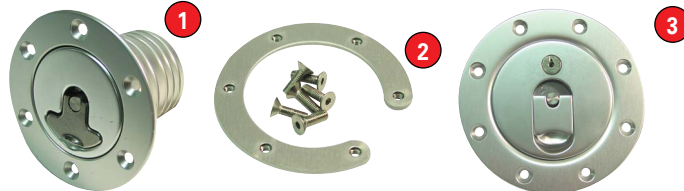
- 1 3/4" cap has a 6 hole x 2 1/2" PCD flange. Overall diameter is 80mm.
- 2 1/4" cap has a 6 hole x 3" PCD flange. Overall diameter is 95mm.
- 3" cap has an 8 hole x 4" PCD flange. Overall diameter is 120mm.

Normal automotive fitment involves mounting the cap on the bodywork and connection to the fuel tank is made through a flexible hose.

Where this is the case, the 1 3/4" and 2" caps are available with integral funnels. The 3" cap must be purchased with a separate funnel. In situations where access to the back of the mounting panel is restricted, a mounting ring with captive nuts is available.

Thick rubber gaskets are available for applications where there is a slight curvature in the bodywork. The neck of this gasket provides a secondary seal around the cap.

Where the 3" cap has to be situated within the bodywork, a rubber spill tray is available to which a 1/4" hose can be attached to direct overspill.



FUEL & OIL HOSES

Petroflex Braided Fuel Hose

These pre-cut flexible hose lines are supplied complete with rubber hose ends and fixing clips. Use for low pressure applications only.



Hose Length	1/4" Bore	Price	5/16" Bore	Price
3" hose line	LMA330	£5.00	LMA340	£5.95
6" hose line	LMA331	£5.90	LMA341	£6.50
12" hose line	LMA332	£6.95	LMA342	£7.70
18" hose line	LMA333	£8.20	LMA343	£8.50

High Pressure Fuel Hose

Designed for high pressure applications up to 145psi. Suitable for carburettor, injection, petrol, diesel, water and air. Sold per metre. Coloured black, smooth finish.



Bore ID	Part No	Price
6mm (1/4")	IH000	£4.25
8mm (5/16")	IH001	£4.50
10mm (3/8")	IH002	£4.00

PROALLOY ESCORT MK1/2 FUEL TANK



Special fuel tank designed for centre boot mounting in Mk1/2 Escorts. Available to suit the original Escort tank sender or to suit a VDO sender (note: tanks made to suit the Escort sender cannot be foam filled). Also choose between original rear quarter fuel filling or Aero 400 flush filler cap that fills from the boot. Shaped to

accommodate the spare wheel. Retaining straps supplied at extra cost. 12 gallon capacity.

Basic tank	PTESC12	£480.00
Rear quarter filler kit	PTESC12.OP1	£67.50
Aero style in boot filler kit	PTESC12.OP2	£140.00
Stainless steel strap kit	PTESC12.OP3	£49.50
VDO fuel sender unit	PTESC12.OP4	£65.00
VDO fuel gauge	PTESC12.OP5	£54.50



PROALLOY UNIVERSAL FUEL TANKS



Pro-Tank Range - a generic fuel tank which is mounted to the vehicle via two stainless steel straps for ease of fitment. The fuel pick-up, return and breather are mounted in a plate on the top of the tank for your convenience. Tanks are detailed to accept a VDO type sender unit (which can be supplied) or can utilise our dip-stick level indicator. All pro tanks are fitted as standard with safety foam, Aero 400 flush filler cap, rubber spill tray, breather / roll over valve and -6 pick-up & return fittings. Note: alloy mount tray not included.

200 x 340 x 500mm long	34ltr	PT500	£580.00
200 x 340 x 670mm long	45.5ltr	PT670	£595.00
200 x 340 x 800mm long	54ltr	PT800	£610.00

1 3/4" Aero Fuel Cap & Mounting Accessories

Application	Part No	Price
Standard 1 3/4" cap	CAP2T	£71.50
1 3/4" cap with integral funnel for 1 3/4" ID hose	CAP2TF	£87.95
Mounting ring with captive nuts for 1 3/4" cap	RIN3	£15.50
Rubber gasket for 1 3/4" cap (use on curved panels)	RUB4	£4.30

2 1/4" Aero Fuel Cap & Mounting Accessories

Application	Part No	Price
Standard 2 1/4" cap	CAP2S	£87.95
2 1/4" cap, lockable	CAP3S	£106.90
(1) 2 1/4" cap with integral funnel for 2" & 2 1/4" ID hose	CAP2SF	£110.95
Lockable version of above	CAP3SF	£131.95
(2) Mounting ring with captive nuts for 2" cap	RIN2	£17.50
Rubber gasket for 2" cap (use on curved panels)	RUB3	£4.85

3" Aero Fuel Cap & Mounting Accessories

Application	Part No	Price
Standard 3" cap	CAP2	£87.95
(3) 3" cap, lockable	CAP3	£106.90
Mounting ring with captive nuts for 3" cap	RIN1	£18.95
Funnel neck and gasket for 3" cap, 2" ID hose	FUN1	£32.50
Funnel neck and gasket for 3" cap, 2 1/4" ID hose	FUN2	£32.50
Rubber gasket for 3" cap (use on curved panels)	RUB1	£10.90
Rubber spill collar for 3" cap	RUB2	£32.50

MOCAL ASTON & MONZA FUEL FILLER CAPS

Classic design filler caps that are often associated with sports and race cars from the sixties. The Aston has a quick release action and was originally used on most sports racing cars. The Monza has a snap action and is used where a neater appearance is more important than split second refuelling.

Both caps have a threaded base and are supplied with a quantity of gaskets to adjust the orientation when screwing onto the various collars or flanges that we supply.



Monza Filler Caps (1)

Type/Size	Part No	Price
Polished aluminium:		
2"	MON2X	£70.90
2½"	MON25X	£75.95

Aston Filler Caps (2)

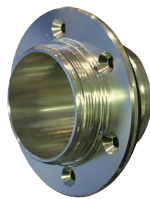
Type/Size	Part No	Price
Polished aluminium:		
2½"	AST25	£76.50
2¾"	AST275	£82.90
3½"	AST35	£249.95

FUEL COLLARS & FLANGES

Threaded Alloy Flange with Funnel

Designed to allow cap fitment to exterior bodywork and connecting via a hose to a remote tank. Machined from billet alloy and anodised silver. All have six mounting holes.

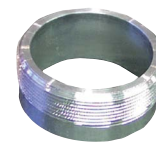
Application	Hose	PCD	Part No	Price
2" cap	2"	76mm	FLAP2	£41.95
2½" cap	2" & 2¼"	76mm	FLAF25	£54.95
2¾" cap	2" & 2¼"	76mm	FLAF275	£54.95
3½" cap	2"	114mm	FLAF35	£74.95



Threaded Collars

Aluminium collars can be welded or take a hose of the same bore as the thread. Brass collars contain a recess into which a tube can be soldered or Araldited.

Application	Part No	Price
Alloy: For 2" cap	COLA2	£10.50
For 2½" cap	COLA25	£7.90
For 2¾" cap	COLA275	£8.40
Brass: For 2" cap, takes 1¼" od tube	COL2	£11.95
For 2½" cap, takes 2¼" od tube	COL25	£15.95
For 2¾" cap, takes 2½" od tube	COL275	£17.30



Threaded Aluminium Tank Flanges

Designed for direct fitment to tank. 6 mounting holes.

Application	Part No	Price
For 2" cap, 2½" PCD	FLAA2	£23.50
For 2½" cap, 3" PCD	FLAA25	£25.90
For 2¾" cap, 3" PCD	FLAA275	£33.50
For 3½" cap, 4½" PCD	FLAA35	£40.90



Lead Free Flap Kit

Designed to fit in all Mocal threaded flanges and funnels with the exception of the 2" size. SVA requirement

LFF300 £21.50



FUEL FILLER NECK HOSES

Made from durable fuel resistant rubber. 57mm & 63mm hose has steel spiral for earthing.



Application	Part No	Price
1¾"/45mm ID per cm.	NH45	£0.64
2"/51mm ID per cm	NH51	£0.52
2¼"/57mm ID per cm.	NH57	£0.52
2½"/63mm ID per cm	NH63	£0.92
2"/51mm x 45° bend	NH451	£27.50
2"/51mm x 90° bend	NH951	£27.50



OE style replacement rubber filler neck hose to replace original deteriorated items. Fits Escort Mk1 & Mk2 models including RS (excluding Estate and Australian models from May 1977).

FNH1 £19.99

POLISHED STAINLESS STEEL & ALLOY COMPONENTS

Manifold Heat Shield

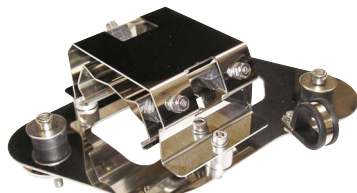


Made from stainless steel with laser cut logos.

Escort Mk3/4 & Fiesta Mk3 CVH; carb MFi or Turbo:

HOT! logo SSCMHS4A £34.96
RS Turbo logo SSCMHS4B £34.96

Fuel Pump Carrier Assembly



A complete replacement fuel pump bracket assembly to fit Escort S1 & S2 Turbo models. Directly replaces original steel item and manufactured in stainless steel to prevent future corrosion issues.

Fuel pump bracket assy SSCFPB2 £139.99

Cosworth Turbo Heat Shield



New design, made from stainless steel and lined with heat insulation. Available polished or in pro-series satin black.

Cosworth heat shield (Turbo logo) SSCTHS1 £168.50
3 door Cosworth fitting kit SSCTHSFK1 £24.95
Sapphire Cosworth fitting kit SSCTHSFK2 £24.95
Escort Cosworth fitting kit SSCTHSFK3 £24.95

Fuel Pressure Regulator Cover



Covers the original fuel pressure regulator on 2wd Cosworth engines. Requires only adhesive tape to secure in place

SSCFPR1 £29.95

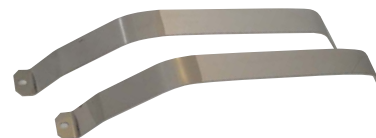
Engine Lifting Eyes



Direct replacement and made from stainless steel.

Cosworth YB SSCELF2 £21.50
Duratec I4 ST150 SSCELF4 £38.00

Fuel Tank Straps



Direct replacement and made from stainless steel.

Escort Cosworth, pair SSCFTS1 £79.96
Sierra Mk1 inc 3 dr Cosworth SSCFTS2 £39.95
Sapphire Cosworth SSCFTS3 £39.95

Fuel Regulator Bracket



Made from stainless steel.
Ideal replacement for broken original item.
Cosworth 2wd **SSCFRG1 £18.00**

Fuel Rail Covers



Polished stainless steel with stainless fittings.
Escort Cosworth T34 & T25 **SSCFRC3 £22.50**

Actuator Cover



Made from stainless steel. Fits all standard Garrett steel actuators including -31 and -34.
Actuator cover **SSCAC1 £27.95**

Induction Top Pipes



Replacement top induction pipes manufactured from aluminium.

(1) Fiesta 1.0 EcoBoost rear, polished **SSCITP7 £94.99**
Focus ST 2.5, polished **SSCITP5 £125.00**
As above in satin black finish **SSCITP5B £125.00**
(2) Focus RS 2.5, polished **SSCITP6 £165.00**
As above in satin black finish **SSCITP6B £144.95**

Dipstick Handle



A billet stainless steel replacement dipstick end to suit most plastic handled OE dipsticks. Original handle must be cut to fit.

CVH & Zetec E **SSCDSH2 £37.90**
Cosworth & Focus Mk2 ST/RS **SSCDSH4 £31.99**
As above but black anodised alloy **SSCDSH4B £31.99**
Fiesta ST150 & Fiesta Mk7 **SSCDSH5 £31.99**
Focus Mk3 1.6/2.0/ST250/RS **SSCDSH6 £31.99**

Header Tank Cap Cover



Billet stainless steel cap that fits neatly over existing plastic cap.

Escort Mk4/5/6, Fiesta Mk2/3/4/5/6, Focus Mk1, Puma, Sierra, Granada Mk3 **SSCHTC1 £30.95**
As above but black anodised alloy **SSCHTC1B £30.95**
Focus Mk2/3, Fiesta Mk7 **SSCHTC3 £30.95**
As above but black anodised alloy **SSCHTC3B £30.95**
Bailey header tanks only (all models) **SSCHTC2 £30.95**

Zetec Spark Plug Lead Cover



A neat cover to hide the ignition leads on the Zetec E engines. Supplied with fitting kit.

Silver top engines **SSCSLC1 £34.96**
Black top engines **SSCSLC2 £34.96**

Ignition Module Mounting Plate



Made from stainless steel, this directly replaces the original inner wing mounted plate. Now with RS logo
Cosworth (excluding T25) **SSCIMP1 £17.95**

Fuse Box Cover



Made from stainless steel, these covers fit over original fuse box lids.

Cosworth 3 door (Cosworth logo) **SSCFBC2 £30.00**
Fiesta Mk4/5 & Puma **SSCFBC5 £32.50**
Fiesta Mk7 **SSCFBC6 £42.50**
Focus Mk2 inc ST/RS (info logo) **SSCFBC4 £40.90**
Focus Mk3 **SSCFBC7 £39.00**

Bonnet Spacer Blocks



These spacer blocks have been designed for track cars with the purpose of raising the back of bonnet up so that HOT air is released helping the car run cooler. Mirror finish alloy, supplied with stainless steel fittings.

Fiesta Mk6 inc Zetec S & ST150 **SSCBSB3 £34.96**
Focus Mk1 inc ST170 & RS **SSCBSB2 £37.50**
Focus Mk2 05-08 inc ST225 **SSCBSB6 £57.50**
Focus Mk2 08- inc ST225 & RS **SSCBSB5 £34.99**
Focus Mk3 12- inc ST250 **SSCBSB7 £57.50**

Washer Bottle Cap



Stainless steel replacement.

Round type: Focus Mk2, Fiesta Mk6/7 **SSCWBC3 £30.95**
As above in black anodised alloy **SSCWBC3B £30.95**
(3) Oval type: Escort Cosworth, Escort Mk4 (90 only) & Mk5/6, Fiesta Mk3, Focus Mk1, Ka in black anodised alloy **SSCWBC1B £30.95**
Focus Mk3 inc ST250 & RS **SSCWBC4 £29.95**

Radiator Transfer Pipe



Stainless steel replacement for original pipe that corrodes away.

Cosworth 2wd/4wd -01/91 **SSCRTP1 £24.95**
Sapphire Cosworth 4wd 91-92 **SSCRTP2 £39.95**
Escort Cosworth **SSCRTP3 £39.95**

AMAL Valve Bracket



Manufactured from billet stainless steel:

(4) Escort RS Turbo **SSCAVB1 £15.25**
(5) Cosworth **SSCAVB2 £17.00**

Battery Clamps



A stainless copy of the original lower battery clamp as fitted on all Sierra/Sapphire models (including Cosworth) and Escort Mk3/4 models (including RS). Will also fit many other applications using this type of clamp.

SSCBAT1 £10.00

Oil Separator Tanks



These tanks separate oil from the breather vent into vapour and liquid, which gives the following major benefits:

Reduced Crankcase Pressure - resulting in the reduction oil blow-by. This means quite simply that your engine will perform better for longer.

Oil Re-Circulation - the tanks return the separated oil back to the sump, meaning your oil will last longer and the risk of running out of oil is reduced. There is also a large bore vent hose that is routed safely underneath the car, to expel any engine fumes.

The standard Cosworth breather system vents back into the airbox, which means that older engines will have a small puddle of oil in their airbox! Oil vapour can be sucked back into the engine, increasing the chances of detonation, which nobody wants.

*Due to limited space, LHD Cosworth models & air-con RHD models must use mirror image breather tank. Please note that mirror image tanks only fit with cone air filters fitted.

Application	Part No	Price
Escort RS Turbo polished	OST3POL	£92.95
(1) Escort RS Turbo satin black	OST3BLK	£92.95
(2) Sierra/Escort Cosworth RHD (not air-con) polished*	OST1POL	£96.00
Sierra/Escort Cosworth RHD (not air-con) satin black*	OST1BLK	£96.00
Sierra/Escort Cosworth 'mirror image' polished*	OST2POL	£168.00
(3) Sierra/Escort Cosworth 'mirror image' satin black*	OST2BLK	£168.00

Oil Separator Fitting Kits

Application	Part No	Price
Escort RS Turbo - hoses and fittings	OSF3	£39.95
Sierra/Escort Cosworth - cam cover & block fittings and mini breather filter	OSF1	£30.00

Power Steering Tanks

Direct replacement and compliments the other alloy tanks.



Application	Part No	Price
(4) Sierra/Escort Cosworth - Power steering polished	PST1POL ¹	£99.95
Sierra/Escort Cosworth - Power steering satin black	PST1BLK ¹	£99.95

¹ Accepts original cap fitted to models built after 5/89. Models built before this date must purchase the later cap.

Swirl pots



Swirl pots fit into the radiator top hose and their function is to swirl the incoming water, removing the air bubbles through the top spout, which is then fed back to the top of the header tank. Removing the air caused by localised boiling will allow the water to have a more stable operating temperature. Once the air is removed, the radiator will work more efficiently as air takes up valuable space without conducting any heat away.

Application	Part No	Price
Escort RS Turbo S1 polished	SP2POL	£79.99
Escort RS Turbo S1 satin black	SP2BLK	£79.99
(5) Escort RS Turbo S2 polished	SP3POL	£79.99
Escort RS Turbo S2 satin black	SP3BLK	£79.99
Sierra/Escort Cosworth polished	SP1POL	£82.50
(6) Sierra/Escort Cosworth satin black	SP1BLK	£82.50

Coolant Header Tanks



All our alloy header tanks are designed as direct replacements requiring no special hoses or tools to enable fitment. They are fabricated from high quality aluminium, which is then highly polished to a mirror-like finish, and are supplied with a 19psi high pressure cap.

Application	Part No	Price
Escort RS Turbo Series 1 (including sensor boss), polished	HT3POL	£162.00
Escort RS Turbo Series 1 (including sensor boss), satin black	HT3BLK	£162.00
Escort RS Turbo Series 2, polished	HT4POL	£162.00
(7) Escort RS Turbo Series 2, satin black	HT4BLK	£162.00
Escort RS2000/XR3i Mk5/6 inc power steering tank, polished	HT6POL	£264.00
Fiesta RS Turbo/XR2i, polished	HT5POL	£168.00
Fiesta RS Turbo/XR2i, satin black	HT5BLK	£168.00
(8) Sierra Cosworth 2wd (no sensor boss), polished	HT1POL*	£168.00
Sierra Cosworth 2wd (no sensor boss), satin black	HT1BLK*	£168.00
Sapphire/Escort Cosworth 4wd, polished	HT2POL*	£168.00
Sapphire/Escort Cosworth 4wd, satin black	HT2BLK*	£168.00

*Supplied with connection for swirl pot as standard.

Turbo Piston Dump Valves (Blow-Off Valves) & Fitting Kits

A dump valve releases unused boost pressure when lifting off the throttle of a turbocharged car. When the throttle butterfly is closed, the boost has no escape route and causes back-pressure that tries to stop the turbo from spinning, which is known as 'compressor stall'. By fitting a dump valve, the excess boost pressure will be released, reducing turbo 'lag', leading to faster pick-up between gear changes. In extreme cases, the shaft within the turbo has been known to snap when no dump valve has been used. A counter product of the reduced back pressure is that the turbocharger itself will last longer as less thrust load is placed on the internals.



Application	Fitting kit	Price	Dump Valve	Price
Escort RS Turbo	FMFK019	£47.95	FMDV004	£104.95
Escort Cosworth T34	FMBP	£6.00	FMDV001GTI	£104.95
Fiesta RS Turbo	FMFK024	£47.95	FMDV001GTI	£104.95
Fiesta Mk7 ST180	Included		FMDVST180A	£217.50
Focus Mk2 ST 2.5	Included		FMFOCSTDV	£154.90
Focus Mk2 RS 2.5	Included		FMDVFRS2	£178.90
Focus Mk3 RS 2.3			FMDVCS14A	£144.95
Mustang 2.3 EcoBoost	Included		FMDV2A	£194.95
Sierra Cosworth/Escort T34	FMBP	£6.00	FMDV001GTI	£104.95
As above - Cold Side Conversion	FMFK022	£63.95	FMDV001GTI	£104.95

Diaphragm Type Dump Valves (Blow-Off Valves)

Machined from high grade aluminium, these valves contain a special compounded diaphragm and stainless steel spring. Supplied highly polished as standard. Road spec. dump valve TURBODV £82.50 Replacement diaphragm FMDIAN £17.95



Bosch Piston Recirculating Dump Valve

The valve is a direct replacement for the factory fitted Bosch dump valve found on a wide variety of cars, including Sierra & Escort Cosworth -94. Provides a greater flow rate than the OEM Bosch valve and delivers a faster response time due to revised design. Fully serviceable and supplied with different rating springs and shims for custom tuning.



FMDV008-S Matt silver £132.50
FMDV008-B Black £132.50

Upgraded Recirculation Valves

These piston design recirculation valves are a direct replacement for the original fitment. The valves gives greater longevity than the diaphragm valves (OEM) but also benefits from its ability to be fitted with different springs when the boost pressure has been increased or the engine has been modified.



Fiesta Mk7 ST180	FMDVST180R	£217.50
Focus Mk2 ST225 & RS	FMDVK04S	£144.95
Focus Mk3 ST250	FMDVK04D	£144.95
Focus Mk3 RS 2.3	FMDVCS14R	£144.95

Turbochargers

All turbos listed are based on reconditioned units and are supplied on an exchange basis. Note that exchange units may be required for processing for some applications due to a shortage of old core. Focus ST & RS 2.5 turbos are also available as new units. For details on the modifications to all the hybrid turbos, please refer to our website.



Application	Part No	Price
Escort RS Turbo S1 Standard	TURBO345	£487.50
Escort RS Turbo S2 Standard	TURBO355	£487.50
Escort RS Turbo S1/2:		
Hybrid Stage 1: 200-220bhp	TURBOTSFO1	£592.50
Hybrid Stage 2: 230-250bhp	TURBOTSFO2	£695.00
Hybrid Stage 3: 260-280bhp	TURBOTSFO3	£787.50
Escort Cosworth T34 Standard	TURBO3403	£1,237.50
Hybrid Stage 1: 360-380bhp	TURBOTSFO10	£1,387.50
Hybrid Stage 2: 430-450bhp	TURBOTSFO17	£1,492.50
Escort Cosworth T25 Standard	TURBOT25	£742.50
Hybrid Stage 1: 240-260bhp	TURBOTSFO11	£937.50
Hybrid Stage 2: 300-340bhp	TURBOTSFO12	£1,087.50
Fiesta RS Turbo Standard	TURBO250	£637.50
Hybrid Stage 1: 180-200bhp	TURBOTSFO13	£787.50
Focus RS Mk1 2.0 Hybrid Stage 1: 320bhp	TURBOTB056	£712.50
Hybrid Stage 2: 350bhp	TURBOTB057	£787.50
Hybrid Stage 3: 360bhp	TURBOTB058	£892.50
Hybrid Stage 4: 420bhp	TURBOTB059	£975.00
Focus ST Mk2 2.5 Hybrid Stage 1: 300bhp	TURBOTB022	£742.50
Hybrid Stage 2: 350bhp	TURBOTB023	£765.00
Hybrid Stage 3: 360bhp	TURBOTB024	£1,012.50
Focus RS Mk2 2.5 Hybrid Stage 1: 450bhp	TURBOTB019	£892.50
Hybrid Stage 2: 480bhp	TURBOTB020	£1,342.50
Hybrid Stage 3: 500bhp	TURBOTB126	£1,410.00
Hybrid Stage 4: 500bhp	TURBOTB021	£1,530.00
Sierra Cosworth 2wd Standard	TURBO361	£577.50
Hybrid Stage 1: 280-300bhp	TURBOTSFO4	£742.50
Hybrid Stage 2: 340-360bhp	TURBOTSFO5	£1,087.50
Hybrid Stage 3: 360-380bhp	TURBOTSFO6	£1,387.50
Hybrid Stage 4: 430-450bhp	TURBOTSFO15	£1,492.50
Sierra RS500 T4 Standard	TURBOT4	POA
Hybrid Stage 1: 500-520bhp	TURBOTSFO18	POA
Sapp Cosworth 4wd Standard	TURBO384	£577.50
Hybrid Stage 1: 280-300bhp	TURBOTSFO7	£742.50
Hybrid Stage 2: 340-360bhp	TURBOTSFO8	£1,087.50
Hybrid Stage 3: 360-380bhp	TURBOTSFO9	£1,387.50
Hybrid Stage 4: 430-450bhp	TURBOTSFO16	£1,492.50
Optional turbo to manifold metal gasket, T3/T34	SC785	£9.20
Banjo bolt	SC652	£17.70
Banjo bolt washer, each	SC653	£0.60

Stainless Steel Braided Turbo Oil Feed Hoses



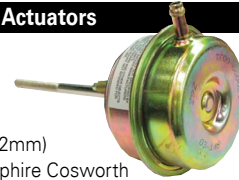
Turbo failure normally results from a lubrication issue. One reason is the build up of carbon which turns the oil inside the turbo to a heavy sludge. This sludge can also affect the oil feed pipe.

These high quality replacement pipes are supplied with the necessary fittings and tested to a minimum of 500 psi. We can also supply these pipes with a serviceable in-line filter built into the oil feed pipe.

Application	Description	Part No	Price
Escort RS Turbo	Replacement hose only	TFP005	£50.95
	Hose complete with filter	TFP005F	£106.90
Fiesta RS Turbo	Replacement hose only	TFP006	£52.50
Sierra/Sapphire	Replacement hose only	TFP005	£50.95
Cosworth 2wd	Hose complete with filter	TFP005F	£106.90
Sapphire/Escort	Replacement hose only	TFP005A	£32.95
Male/Male adaptor	Turbo feed 1/4NPTF-1/4BSP	SC654	£9.95

Garrett Steel Wastegate Actuators

Cosworth/Escort Turbo -31
Cosworth -34
Actuator rod ends:



ACT31	£139.99
ACT34	£120.00
ACT31ROD-2	£17.95
ACT31ROD	£17.95

Alloy Race Type Wastegate Actuators

The alloy body and stainless steel rod provide a HD component that is serviceable and can also be upgraded. Actuators are available either with a spring suitable for std boost levels or stronger springs for more boost. The spring choices available for most applications (actuator running pressures) are:
Green (10psi), yellow (15psi), blue (18psi) and red (20psi).



Application	Part No	Price
Escort RS Turbo	FMACCOS2	£109.90
Escort Cosworth	FMACESC	£109.90
Fiesta RS Turbo	FMACFIES	£109.90
Focus Mk1 RS 2.0	FMACFRS	£131.95
Focus Mk2 ST225	FMACST	£182.95
Focus Mk2 RS 2.5	FMACFRS2	£146.95
Focus Mk3 ST250	FMACST250	£182.95
Focus Mk3 RS 2.3	FMACFRS3	£122.95
Mustang 2.3 EcoBoost	FMACMUST23	£112.90
Sierra Cosworth 2wd	FMACCOS2	£109.90
Sierra Cosworth 4wd	FMACCOS4	£109.90



Bleed Valve

Alloy in-car bleed valve **FMBV** £46.90



Dump Valve T-Piece & Blanking Plugs



When fitted in the boost hose, these T pieces provide a 25mm outlet provision to fit a dump valve. Supplied polished finish.

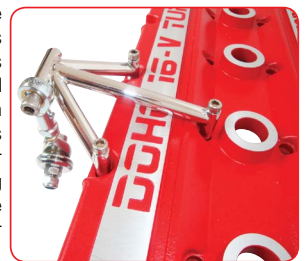
50mm T piece (Escort RS Turbo, etc)
60mm T piece (Cosworth, etc)
3.5" length of silicone hose (25mm)
Dump valve blanking plug, polished

FMTTP1	£27.50
FMTTP2	£27.50
FMSH	£6.95
FMBP	£6.00

Turbo Dampers

This turbo damper kit uses race spec rose joints and all other parts are in stainless steel. It is designed to fit all 2wd Cosworths fitted with T3, T34, & T4. It can be used on bigger GT60 Turbos etc but will need a hanger bracket for damper to bolt onto. As the Cosworth 4wd head has no damper mounting lugs, the kit also allows the fitting of a 2wd exhaust manifold (superior to the 4wd version for power) to a 4wd cylinder head.

SSCTDK1 £99.95



A complete replacement original Ford turbo damper assembly. Perfect for replacing original worn dampers which will cause vibration and lead to snapped manifold studs. Note there is limited stock of this obsolete part available

SC650 £95.00



Airtec's comprehensive range of alloy intercoolers are suitable for all applications from Fast Road to Full Race. They are designed for maximum cooling of the turbo intake charge which in turn will lead to a healthy increase in power. Each application has been designed so that they fit with the minimal amount of effort and many require no modifications at all. All Airtec intercoolers are available in either Pro Series stealth black finish (except ATINT17) or a polished finish. Further details on each application can be viewed on our website.

Airtec's large range of alloy radiators are suitable for all applications but more so for modified vehicles where the increase in power is putting a strain on the original cooling system. They are designed for maximum cooling of the water system by using thicker lightweight tube and fin cores. Nearly all these radiators are a direct replacement for the original with no modifications required. All Airtec radiators are available and priced in either Pro Series stealth black finish or a polished finish unless otherwise stated. Further details on each application can be viewed on our website.

Airtec Alloy Radiators

Application	Part No	Price
Escort Mk1/2 (state 90° or straight top hose connection) - with fan mounting brackets for 11" fan, brush finish - with fan mounting brackets for 11" fan, black finish 11" fan to suit above radiators	ATRAD1 ATRAD1BK ATRADFAN1	£209.00 £229.00 £64.96
Escort RS Turbo S1 40mm core S2 42mm core	ATRAD2 ATRAD3	£219.00 £219.00
Fiesta Mk2 XR2 40mm core	ATRAD10	£219.00
Fiesta RS Turbo 42mm core 50mm core Stg 2 (use with front mount cooler)	ATRAD4 ATRAD5	£219.00 £249.00
Fiesta ST150 40mm core	ATRAD11	£299.00
Focus RS Mk1 45mm core 70mm core chargecooler radiator	ATRAD6 ATRAD7	£249.00 £239.00
Focus ST 2.5 50mm core polished finish black finish	ATRAD12 ATRAD12BK	£410.00 £389.00
Focus RS 2.5 50mm core polished finish black finish	ATRAD13 ATRAD13BK	£410.00 £389.00
Sierra/Escort Cosworth 50mm core 60mm core Twin 11" fan upgrade with alloy mtg frames and laser cut rotation logos Radiator mounting kit	ATRAD8 ATRAD9 ATRADFAN2 INTMC	£219.00 £249.00 £167.50 £34.90



Airtec Alloy Turbo Coolers

Airtec's alloy turbo coolers are designed to reduce the temperature of the extremely hot turbo that is used to cool the turbo before it returns to the header tank. Heavily modified engines will benefit from this additional cooling of the water system as it helps improve the overall efficiency of the cooling system and lowers the engine temperature. All Airtec turbo coolers are available in either Pro Series stealth black finish or a polished finish. Further details on each application can be viewed on our website.

Application	Part No	Price
Escort RS Turbo S2 with hoses & fittings	ATTC1	£99.00
Fiesta RS Turbo with hoses & fittings	ATTC2	£99.00
Sierra/Escort Cosworth Stage 1 50mm core	ATTC4	£124.96

Focus RS 2.5" Big Boost Pipe Upgrade

Replaces the original 2" Ford boost pipes with an increased 2.5" bore set. Recommended for high power engines in excess of 375bhp. Has shown a 12bhp & 9lb/ft increase on a 400bhp model. All pipes have swaged ends to prevent pipe blow off. Fits with standard or uprated intercoolers. Hoses are available in green, blue, black or red. Inlet hose is available with or without dump valve outlet.



Stainless hoses	FRSBP1	£375.00
Alloy hoses (available polished or black)	FRSBP2	£295.00

Airtec Alloy Intercoolers

Sierra/Escort Cosworth

RS500 style intercoolers (full width and depth to maximise cooling) which mount direct to chassis rails next to radiator.

Sierra Cosworth, 60mm core >400bhp, 60mm ends	ATINT1	£295.00
Escort Cosworth, 62mm core, 60mm ends	ATINT3	£335.00
Intercooler mounting kit	INTMC	£34.90

Escort RS Turbo S1

Front mount intercoolers available in half size to avoid cutting body and full sized for ultimate performance.

Half size front mount, 60mm core	ATINT15	£195.00
Full front mount with twin fans & fitting kit	ATINT4	£325.00

Escort RS Turbo S2

Front mount intercoolers available in full size and RS500 style for big HP engines.

Full sized, 50mm core, 2 fans & air filter directing plate	ATINT7	£325.00
RS500 style, 60mm core, includes reverse charge pipe, twin fans and silicone hoses	ATINT16	£419.00

Escort MK1/2 fitted with Cosworth YB

A neat tidy conversion package, includes 50mm core intercooler, 40mm radiator & 2 x Italian slim line fans. Some body cutting is required.

	ATINT17	£545.00
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Fiesta RS Turbo

Front mount kits that are available for original T2 or upgraded T3 conversions. Stage 1 kits include 11" fan and fittings and is recommended up to 200bhp. Stage 2 kits use a larger 60mm core and twin fans (11" & 6.6"). Larger core will require bumper trimming to fit.

Stage 1 front mount intercooler kit	ATINT9	£299.00
Stage 2 front mount intercooler kit	ATINT10	£325.00

Fiesta Mk7 1.0 Eco-Boost

Front mount intercooler upgrade

	ATINT24	£349.00
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Fiesta Mk7 ST180 1.6 Eco-Boost

Front mount intercooler 70mm core
Front mount intercooler step core design 85mm-40mm

	ATINT25	£349.00
	ATINT26	£549.00

Focus Mk1 RS 2.0

A comprehensive front mount kit including alloy boost pipes, silicone hoses (in black or blue) and alloy battery relocation tray. Must use with a K&N Gen II filter or similar to fit (no room for airbox).

Stage 1, 70mm core, standard cars to 375bhp	ATINT33	£595.00
Stage 2, 100mm core, recommended for 350bhp+	ATINT11	£655.00

Focus Mk2 ST 2.5

Full sized front mount intercoolers with 60mm cores. Available in 3 stages:

Stage 1 up to 325bhp	ATINT13	£299.00
Stage 2 up to 350bhp includes RS type air-ram scoops	ATINT20	£349.00

Stage 3 up to 425bhp. An RS sized intercooler modified to fit the ST bumper with 2 connecting silicone hoses

	ATINT21	£549.00
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Focus Mk2 RS 2.5

Full sized front mount intercooler with air-ram scoop

Stage 1 60mm core, up to 425bhp	ATINT12	£399.00
Stage 2 65mm core, 375bhp+	ATINT18	£495.00
Stage 3 100mm core, 70mm outlet with silicone hose	ATINT23	£695.00

Focus Mk3 1.6 EcoBoost

Full width front mount intercooler with deep air-ram scoop.
Front mount intercooler

	ATINT27	£395.00
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Focus Mk3 ST250 2.0

Full sized front mount intercoolers with 60mm cores. Available in 2 stages:

Stage 2 with RS style air-ram scoop	ATINT22	£449.00
Stage 3 with full depth WRC style air scoop	ATINT19WRC	£549.00

Focus Mk3 RS 2.3 EcoBoost

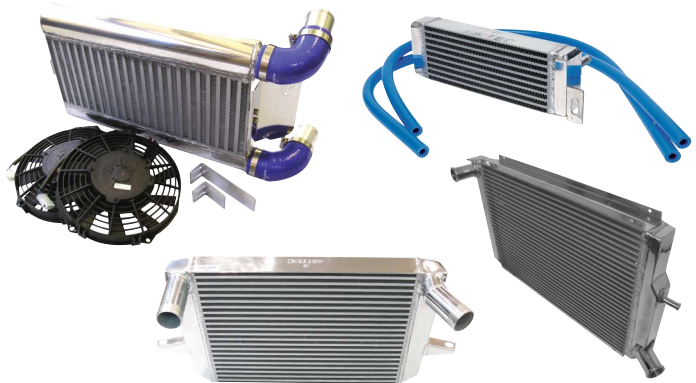
Full sized front mount intercooler with huge 100mm core.
Front mount intercooler

	ATINT35	£495.00
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Mondeo Mk3/4, S-Max & Transit

Full width front mount intercooler with 60mm cores. Black finish.

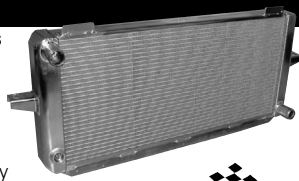
Mondeo Mk3 2.0/2.2 TDCi	ATINT14	£280.00
Mondeo Mk4 2.0 TDCi	ATINT28	£299.00
Mondeo Mk4 2.2 TDCi	ATINT29	£369.00
Mondeo Mk4 2.5 petrol	ATINT30	£369.00
S-Max 2.5 petrol	ATINT31	£349.00
Transit 2.4 TDCi 2000-07 & 2.0 Duratorque 2006-14, 90mm core.	ATINT32	£249.95



PROALLOY INTERCOOLERS & RADIATORS

Aluminium Alloy Radiators

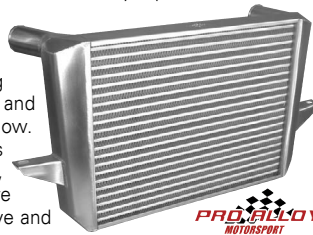
These radiators use high performance cores that offer superior cooling characteristics over conventional upgrades as they adopt the latest in 'wide port technology'. This gives greater fluid flow and is far less likely to block with sediment and rust. The end tanks are radiused and do not have any nasty 90° bends. This eliminates the possibility of cavitation in the water flow and increases the flow rate and cooling characteristics of the radiator.



Application	Part No	Price
Escort RS Turbo Series 1	PROWR1	£410.00
Escort RS Turbo Series 2	PROWR2	£425.00
Fiesta RS Turbo (std length)	PROWR3	£425.00
Fiesta RS Turbo (long) suits most aftermarket intercoolers	PROWR3A	£335.00
Sierra/Sapphire/Escort Cosworth (50mm thick)	PROWR4	£335.00
Cosworth radiator mounting kit	INTMC	£34.90
Upated Cosworth twin fan kit: 2 x Spal fans and a Pro Alloy laser cut mounting system	PROFK1	£182.50
Escort Mk1/2 (state 90° or straight top hose connection)	PROWR7	£375.00

Cosworth RS500 Style Intercooler

Designed for higher boost applications, these intercoolers utilises a 50mm thick core, whereas the original RS500 cooler and many replicas use 40mm. Each extruded tube has dozens of fine alloy 'fingers' internally, which point into the charge air flow and grab the heat energy. The cores are also very strong and will withstand 100 psi. The end tanks and tubes are shaped to allow maximum air flow. The flared pipes on entry and exit positions give an opening of 76mm into the tank, aiding air flow at this potentially restrictive point. This makes the car more responsive and helps the turbo to hold higher boost levels.



Application	Description	Part No	Price
Sierra/Sapphire Cosworth	Standard 2½" connections	PROINT1.60	£475.00
Sierra/Sapphire Cosworth	RS500 3" connections	PROINT1.75	£485.00
Escort Cosworth T34	2½" connections (not air-con)	PROINT2.60	£475.00
Escort Cosworth T34	3" connections (not air-con)	PROINT2.75	£485.00
Intercooler mounting kit, suits all Cosworth intercoolers		INTMC	£34.90
Amal valve bracket to suit above intercoolers		PROAVB	£33.50
Sierra/Escort Cosworth	Turbo cooler	PROTC	£195.00

POWERGRIP TOOTHED BELT DRIVE KITS (1)



Application	Part No	Price
Lotus Twin Cam, Pre X/Flow, X/Flow 681F		
Water pump drive kit (½" water pump shaft - ½" wide belt)	FP225K	£188.50
Water pump and alternator drive kit (15mm dia. alternator shaft)	FP225DK	£160.96
SOHC Pinto		
Water pump drive kit (½" wide belt)	FT1051K	£175.00
Water pump and alternator drive kit (15mm dia. alternator shaft)	FT1054K	£169.90
Water pump and alternator drive kit (17mm dia. alternator shaft)	FT1054K/17	£160.96
X/Flow 711M		
Water pump drive kit (⅝" water pump shaft - ½" wide belt)	FP225AK	£151.99
Water pump drive kit (as above but with provision for fan)	FP225BK	£188.50
Water pump drive kit (as above but 1" wide belt)	FP225CK	£174.00
Water pump and alternator drive kit (15mm dia. alternator shaft)	FP225DK	£160.96
Water pump and alternator drive kit (17mm dia. alternator shaft)	FP225DK/17	£160.96

POLY V MULTI GROOVE DRIVE KITS (2)

Application	Part No	Price
BDA Water pump & alternator drive kit (15mm dia. alternator shaft)	FB948K	TBA
SOHC Pinto Water pump & alternator drive belt kit (15mm dia. alt. shaft)	FT1053K	£210.00

Replacement Belts for Powergrip & Poly V Kits

Kit Part No.	Part No	Price	Kit Part No.	Part No	Price
FP225K (170XL050)	FP225.4	£6.50	FP315K (6PK750)	FP316	£15.95
FP225AK (180XL050)	FP225A.4	£7.50	FT1050K (187L075)	FT1050.4	£8.95
FP225BK (187L050)	FP225B.4	£5.00	FT1051K (190XL050)	FT1051.4	£7.50
FP225CK (187L100)	FP225C.4	£14.95	FT1053K (6PK825)	FT1053.4	£19.40
FP225DK (285L100)	FP225D.4	£14.95	FT1054.4 (300L100)	FT1054.4	£12.95

Front Mounting Intercoolers

These intercoolers have been designed to give massive internal air flow and provide the ultimate cooling. This is achieved by having a vertical core (fully brazed) which allows room for more cooling tubes stacked up side by side. The flow rate of these coolers is over double compared to a double pass intercooler. They provide a high ambient air flow by using a slender design, allowing good air flow to the water radiator. Original hoses are retained with these intercoolers.



RS Turbo kits are supplied complete with twin cooling fans (one supplied for Fiesta) and all fittings. Escort Series 2 kits are also supplied with a deflector plate which can be un-bolted and replaced with either a cold air feed for the air filter or a turbo cooler.

Application	Description	Part No	Price
Escort RS Turbo S1	Front mount intercooler	PROINT3	£545.00
Escort RS Turbo S2	Double capacity intercooler	PROINT4	£370.00
Escort RS Turbo S2	Front mount intercooler	PROINT5	£545.00
Fiesta RS Turbo	Double capacity intercooler	PROINT6	£380.00
Fiesta RS Turbo	Front mount intercooler, T2 or T3 turbo	PROINT7	£555.00
Fiesta ST180	Front mount intercooler	PROINT13	£565.00
Focus RS 2.0	Front mount intercooler, WRC style. Full comprehensive kit with battery relocation. Must use with cone filter	PROINT8	£1,095.00
Focus ST 2.5	Front mount intercooler, WRC style	PROINT9	£575.00
Focus RS 2.5	Front mount intercooler, full width & 100% taller. Complete with chassis mount kit and alloy ram air ducts.	PROINT10	£595.00
Focus ST 2.0 Ecoboost	Front mount intercooler	PROINT11	£595.00
Focus ST 2.3 EcoBoost	Front mount intercooler	PROINT12	£595.00



RADIATOR/HEADER TANK CAPS



All metal type cap. Suits all early models with the cap in the top of the radiator (Mk1/2 Escort, Capri, Cortina, etc) and all early header tanks without a screw cap (3) **FC52 £5.10**

All plastic yellow header tank cap. Suits all later models with a screw thread type header tank (4) **FC500 £4.99**

Stant Racing Radiator Caps (5):	Stant Racing Radiator Caps with lever release (6):
18-22 psi 10371 £16.50	16 psi 11330 £10.25
21-25 psi 10372 £20.40	18-22 psi 10381 £22.50
28-32 psi 10373 £20.40	21-25 psi 10382 £22.50

GRP4 FABRICATIONS RADIATORS



We have expanded our Escort Mk1/2 radiator range by offering GRP4's high quality items. The radiators provide the ultimate cooling for any Escort. Each unit is fabricated with a large header tank, front mounted fan brackets (suits 11" Spal slimline type fan) and an M22 temperature switch boss. Width 515mm (including mounting brackets), height 500mm (including filler neck). All radiators are finished in black powder coating for that authentic classic look.

Application	Part No	Price
Escort Mk1/2 with BDA	GRP4RAD1	£309.00
Escort Mk1/2 with Duratec HE 14	GRP4RAD2	£309.00
Escort Mk1/2 with SOHC Pinto	GRP4RAD3	£309.00
Escort Mk1/2 with X/flow or Vauxhall XE	GRP4RAD4	£309.00

Feature Product

LOTUS TWIN CAM FRONT COVER ASSEMBLY

Burton Power have redesigned the Lotus Twin Cam front cover/water pump assembly so that the water pump components can be easily removed without disturbing the front cover or the sump. The water pump components are assembled into a module which can then be inserted into the front cover housing and retained with 3 socket cap screws. This saves a huge amount of time when replacing the water pump seals and bearing and saves unnecessary costs in replacing oil and gaskets. The assembly is available at standard height for use with the original 1500 block or tall height for use with a 1600 X/Flow block. Also ideal as a replacement for original corroded front covers. Please note that Burton front covers and back plates cannot be mixed with OE items.

Spacer adaptor, front cover to head. Fits between the Twin Cam front cover and head when using the taller 1600 block.
 FL309 £45.00
 Extra long bolt set for above FL309/BOLTS £11.50

Application	Part No	Price
Front cover, std height	FL844	£234.95
Front cover, tall 1600 block conversion	FL844T	£234.95
Back plate, std height	FL843	£144.95
Back plate, tall 1600 block conversion	FL843T	£144.95
Module housing (also available as a built assembly FL860/ASSY)	FL860	£76.50
Water pump kit	FL304K	£50.95
Water pump pulley flange	FL305	£11.50
Fitting kit (hardware, seals, etc)	FL870K	£37.99



WATER RAILS

RetroFord cast alloy water rails are designed to simplify the cooling system and plumbing of the Zetec E and Duratec HE 14 engines when installed in-line in a RWD car. Both engines have water outlets at the back of the head, which in most RWD applications foul the bulkhead if you retain the original outlet housings. The water rails are designed with a narrow profile to transfer this outlet to the front of the engine making the plumbing simpler and neater. Both rails are drilled for gauge temperature sender and electric fan switch and are supplied with suitable switches for Escorts and a fitting kit. They also have bypass outlets to allow limited water circulation whilst the thermostat is closed.

Zetec E



Incorporates a thermostat at the rear of the rail and provides a 38mm outlet on the exhaust side of the engine. Supplied with thermostat, gauge temperature switch and electric fan switch.
FZ480 £226.50

Duratec HE 14



Provides a 32mm outlet on the exhaust side of the engine. Rail is additionally drilled for ECT sender and for bleeding. Supplied with ECT sender, gauge temperature sender and electric fan switch.
FD480 £277.50

THERMOSTATS

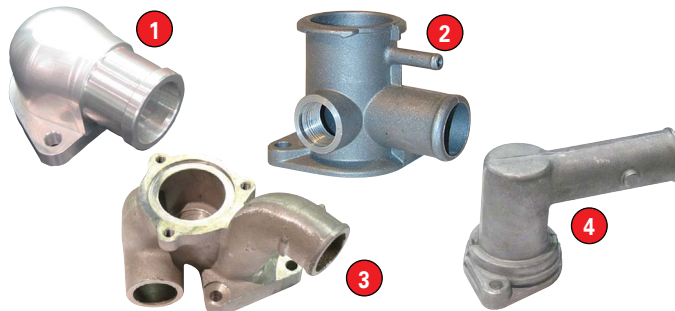
Our range of thermostats now offer, for most applications, a choice of different opening temperatures.

The part numbers in bold are what we would recommend as standard for that particular engine.



Application	82°C		88°C		92°C	
	Part No	Price	Part No	Price	Part No	Price
BDA/Lotus Twin Cam	QTH100	£7.40	QTH102	£7.40	QTH107	£7.40
CVH	QTH371	£8.00	QTH105	£8.70	QTH118	£8.70
Cosworth YB 2wd	QTH371	£8.00	QTH105	£8.70	QTH118	£8.70
Cosworth YB 4wd	1668305	£80.99	Includes housing			
Duratec HE 14	PR6595	£44.83				
Duratec I5 Focus ST/RS	5D971	£176.57				
Essex V4/V6	QTH100	£7.40	QTH102	£7.40	QTH107	£7.40
SOHC Pinto	QTH371	£8.00	QTH105	£8.70	QTH118	£8.70
Cologne V4/V6 -88	ERT134	£9.95	QTH135 (87°C)	£7.99		
Cologne V6 2.9			QTH316	£7.90		
X/Flow & pre-X/Flow	QTH100	£7.40	QTH102	£7.40	QTH107	£7.40
Zetec E			QTH578K	£9.40		
Zetec SE	QTH576K	£7.90				

THERMOSTAT HOUSINGS



Cologne V6 -10/84	TV1170	£30.00
Cologne V6 -10/84 water pump rear cover (star)	TV1172	£30.00
Cologne V6 10/84- water pump rear cover (star)	TV1173	£34.90
Cosworth YB 2wd	SC1072	£44.95
Cosworth YB 4wd rear housing (3)	SC1073	£36.50
Cosworth YB 4wd front housing	SC1074	£38.50
Essex V4/V6 thermostat housing. Billet aluminium	FCV605	£45.95
SOHC Pinto (early type) (4)	FT1072	£26.50
SOHC Pinto (early type). Billet aluminium	FT1072B	£47.95
SOHC Pinto (late type with bleed take-off)	FT1074	£57.00
Take-off blanking cap for above	6147854	£6.90
X/Flow RWD, Lotus TC and BDA thermostat housing:		
Remanufactured in billet aluminium (1)	FP610	£39.95
Cast alloy with blank sensor boss	FP612	£64.90
Unique thermostat housing with bolt pattern to suit X/Flow, Lotus TC and Raceline water rails. Allows easy bleed of air locks, particularly on kit cars where the radiator is mounted lowered than the engine. Also has the facility to take an O.E. fan temperature switch (can be blanked off if required). Total height of housing is 64mm. Please note that the radiator hose inlet is through 70° from an original housing, so an adapted radiator hose will be required. (2)	FP610M	£72.00
Blanking plug for fan switch position	FP611	£5.00
Radiator cap for FP610M	FC52	£5.10
Fan temperature switches M22x1.5 (spade connections):		
88-79°	XEFS4	£12.95
92-82°	XEFS3	£10.99
95-86°	XEFS5	£12.00
Fan temperature switch M22x1.5 (OE fit):		
Escort Cosworth	XEFS202	£12.50
Sierra Cosworth	XEFS92	£13.50

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SETTING THE STANDARDS IN MOTORSPORT INSURANCE

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ELECTRIC WATER PUMPS

Feature Product



The 12V Bosch Electric Booster Pump, with its high flow capacity, specially designed hermetic seal and robust magnetic drive, makes it ideal for a range of applications.

Used in addition with the standard water pump, it helps cooling by increasing water circulation around the cylinder head and block. It has the advantage of running at a speed independent of the engine speed.

To prevent hot spots within the cylinder head, the pump can be wired to the ignition or connected to a timer (not supplied in kit), so that it can run-on after engine shut-down to prevent heat build-up.

Electric booster pump **EWP4 £84.95**

This new, revolutionary electric water pump is a performance accessory that improves cooling control and capacity while giving you more engine power and improved fuel economy.

The pump is universal and fits most cars by mounting in the bottom radiator hose. For ease of installation, the original water pump is often retained with the impeller removed along with the thermostat.

The pump kit comes with everything you need for easy installation including instructions.

Electric water pump (80 litres/min) **EWP1 £167.50**

Electric water pump (115 litres/min) **EWP115 £224.95**

The pump can be installed to run continuously for maximum cooling for extreme climates or chronically over-heating engines.

For the ideal installation, it should be used with the optional EWP smart controller for optimum temperature control.

The EWP controller supplies the pump with a suitable voltage that runs the pump at the correct flow rate to maintain the pre-set engine temperature.

Electric water pump controller **EWPC2 £170.95**

WATER PUMPS & ACCESSORIES

Application	Part No	Price
BDA/BDG	FB970	£165.00
BDT/BDP	FB970T	£360.00
BDA/BDG back drive pulley, 1/2" bore	FB937	£71.50
BDA/BDG back drive pulley, 3/4" bore	FB937A	£78.95
Cologne V6, Sierra to 10/84, Capri, Cortina (less thread for viscous)	QCP2101	£59.95
Cologne V6, Sierra to 10/84, Capri, Cortina (with thread for viscous)	QCP2087	£45.00
Cologne V6, Sierra from 10/84	QCP2495	£69.95
Cologne V6 2.4/2.9 & Cosworth 24V BOA	QCP2672	£54.95
Cosworth YB 2wd	EPW66	£122.95
Cosworth YB 4wd	EPW12	£149.95
Cosworth YB pump to belt cover bolt	FT510	£3.00
CVH to 04/85	QCP2304	£34.20
CVH from 04/85	QCP2527	£23.50
Duratec HE I4	PR6738	£85.00
Duratec HE water pump pulley, Cosworth low speed billet	YD0467	£119.00
Duratec I5 (Focus ST & RS 5 cylinder) genuine Ford	5D970	£169.51
Essex V6 (without backplate)	FWP1193	£39.95
Essex V6 with backplate	FWP1810	£56.95
Lotus Twin Cam: Complete front cover/pump assembly - see previous page		
Water pump repair kit	FL304K	£50.95
Adaptor ring (aluminium)	FL845	£22.99
O ring for above (2 required)	FL846	£1.20
Water pump pulley (alloy)	FL307	£59.00
Water pump pulley spacer	FL308	£12.00
SOHC Pinto (no viscous fan)	QCP2526	£33.90
SOHC Pinto (with viscous fan)	QCP2525	£31.50
SOHC Pinto pump to belt cover bolt	FT510	£3.00
X/Flow 681F type	QCP181	£32.50
X/Flow 711M type RWD	QCP730	£30.95
X/Flow Fiesta FWD	QCP985	£22.50
Zetec E Escort/Fiesta	QCP2889	£31.99
Zetec E Mondeo -05/98	QCP2990	£39.95
Zetec E Mondeo/Focus black top	QCP3408	£36.95
Zetec SE/Sigma -2005	QCP3224	£29.95
Zetec SE/Sigma 2005-	QCP3626	£42.00
ZVH water pump conversion plate	ZVH1	£24.00
ZVH breather blanking plate	ZVH2	£4.00



ALTERNATOR / WATER PUMP & POWER STEERING DRIVE BELTS

Engine	Application	Part No	Price	Notes
Cosworth YB	Sierra 2wd/4wd -01/91	6272MC (x2)	£6.95	ALT Twin belt
	Sierra 2wd/4wd -01/91 power steering	6216MC	£6.95	PS = single V belt
	Sapphire/Escort 4wd 01/91-	6PK1413	£20.95	ALT&PS Poly V belt
	Capri 2.8	6219MC (x2)	£6.95	ALT Twin belt
	Capri 2.0/2.3/2.6/Granada Mk1	6220MC	£6.95	ALT
	Cortina 2.3 -08/79	6220MC	£6.95	ALT
	Cortina 2.3 08/79-	6219MC	£6.95	ALT
	Capri 2.0/2.3/2.8	6481MC	£12.95	PS
	Granada Mk2	6375MC	£9.50	ALT Single or twin
	Granada Mk3	6466MC	£8.50	ALT
Cologne V6	Sierra -10/84	6220MC (x2)	£6.95	ALT Twin belt
	Sierra 10/84-	6466MC	£8.50	ALT (+PS)
	Escort Mk3 1.6 carb	6312MC	£7.90	ALT
	Escort Mk4 1.4/1.6 carb 86-12/88	6310MC	£7.90	ALT
	Escort Mk4 1.4/1.6 carb 01/89-	6312MC	£7.90	ALT
	Escort Mk3 1.6 MFi/RS Turbo	6373MC	£7.90	ALT
	Escort Mk4 1.6 MFi/RS Turbo	6385MC	£7.90	ALT
	Fiesta Mk2 XR2	6207MC	£6.50	ALT
	Fiesta Mk3 1.4/1.6 inc XR2i/Turbo	6280MC	£5.95	ALT
	Capri Mk1 -12/71/Granada Mk1	6233MC	£9.95	ALT
CVH	Capri Mk1 01/72-	6234MC	£9.95	ALT
	Capri Mk2/3/Scimitar	6232MC	£9.95	ALT
	Capri Mk1/2/3, Granada Mk1	6466MC	£8.50	PS
	Capri/RS2000/Granada Mk1	6263MC	£6.95	ALT
	Cortina/Granada Mk2	6363MC	£8.95	ALT (+PS)
	Cortina	6386MC	£9.50	ALT (+PS)
	Granada Mk2 -04/82	6386MC (x2)	£9.50	ALT (+PS) - Twin
	Granada Mk2 04/82-/Mk3/Sierra	6327MC (x2)	£9.95	ALT (+PS) - Twin
	Granada Mk3/Sierra 08/84-	6272MC	£6.95	ALT (-PS) - Single
	Granada Mk3/Sierra	6364MC (x2)	£8.95	ALT (-PS) - Twin
Essex V6	Sierra -08/84	6315MC	£8.50	ALT (-PS) - Single
	All	6210MC	£6.50	Dynamo
	X/flow & Pre-X/flow	6212MC	£6.50	ALT

Gift Vouchers

£5
£10 £25
£50

Available in-store or online at www.burtonpower.com

RADIATOR FAN BLADES

Reproduction fixed radiator fan blades. Suits SOHC Pinto (315mm Ø) and X/flow (290mm Ø) - check dimensions first. 8mm mounting holes with 50mm PCD.



Part No	Ø	Colour	Price
FANBLADE	315	Orange	£29.95
FANBLADE-2	290	Yellow	£36.00

Revotec are the UK distributors for COMEX Europe, an Italian manufacturer that specialises in electronic cooling fans for both original equipment and for the aftermarket, making them the perfect upgrade to your vehicle. Their range of electric radiator cooling fans combines quality, durability, performance and price to offer unbeatable value. The fans are lightweight and high output, they also benefit from sealed bearings, balanced blades and low profile. They are also waterproof to level IP68, meaning they are able to resist the most extreme weather and working conditions (e.g. dust, mud, rain, snow, ice) which vehicles experience during their use. They are rated for continuous use and are available in a range of sizes for mounting either in front or behind the radiator (suction or blowing). All housings have four integral 6.5mm mounting holes with other mounting options available.



- OE quality
- Balanced for long life
- High performance
- Low profile
- Low noise
- Unique blade design
- Lightweight
- Fully bearinged and waterproofed motor to IP68



Comex Electric Cooling Fans

1) Fan selection - choose one of 52mm slim line fans or a high power 63mm fans. Normal practise is to select the largest fan that will fit on your radiator matrix for maximum cooling. All fans are supplied individually and are 12v. Blow = fan fitted in front of the radiator
Suck = fan fitted behind the radiator next to the engine

Fan Size	Type	Width	Depth	Amps	M ³ /h	Part No	Price
52MM SLIM LINE FANS							
167mm/6.6"	Suck	179mm	59mm	7.8	560	FAN0329	£81.50
167mm/6.6"	Blow	179mm	59mm	6.9	450	FAN0326	£81.50
190mm/7.5"	Suck	202mm	53mm	5.9	700	FAN0091	£83.50
190mm/7.5"	Blow	202mm	53mm	5.8	600	FAN0092	£83.50
225mm/9"	Suck	237mm	53mm	7.6	1180	FAN0608	£84.50
225mm/9"	Blow	237mm	53mm	7.0	1130	FAN0127	£84.50
255mm/10"	Suck	269mm	55mm	7.3	1580	FAN0220	£85.50
255mm/10"	Blow	269mm	55mm	7.1	1520	FAN0221	£85.50
280mm/11"	Suck	294mm	53mm	7.9	1620	FAN0089	£87.50
280mm/11"	Blow	294mm	53mm	7.7	1650	FAN0110	£87.50
305mm/12"	Suck	321mm	53mm	7.1	1890	FAN0606	£93.95
305mm/12"	Blow	321mm	53mm	7.2	1860	FAN0056	£93.95

63MM HIGH POWER FANS

225mm/9"	Suck	237mm	64mm	8.8	1580	FAN0605HP	£89.95
225mm/9"	Blow	237mm	64mm	8.7	1580	FAN0610HP	£89.95
255mm/10"	Suck	269mm	66mm	12.2	1960	FAN0193HP	£93.50
255mm/10"	Blow	269mm	66mm	10.9	1960	FAN0212HP	£93.50
280mm/11"	Suck	294mm	64mm	9.2	1650	FAN0153HP	£94.50
280mm/11"	Blow	294mm	64mm	8.9	1650	FAN0336HP	£94.50
305mm/12"	Suck	321mm	64mm	10.9	1790	FAN0607HP	£98.95
305mm/12"	Blow	321mm	64mm	10.2	1790	FAN0166HP	£98.95
330mm/13"	Suck	321mm	67mm	9.2	1850	FAN0429HP	£102.50
330mm/13"	Blow	321mm	67mm	8.7	1850	FAN0430HP	£102.50
350mm/14"	Suck	367mm	67mm	9.6	1900	FAN0423HP	£106.90
350mm/14"	Blow	367mm	67mm	9.1	1900	FAN0433HP	£106.90
385mm/15.2"	Suck	400mm	80mm	9.9	2160	FAN0349HP	£119.50
385mm/15.2"	Blow	400mm	80mm	9.5	2160	FAN0445HP	£119.50

Electric Fan Kit - Escort Mk1/2

A custom made fan kit specifically designed for Escorts Mk1 and 2. The fan is mounted using bespoke laser cut aluminium brackets that mount to the body through the original radiator mounting bolt holes.

This makes these kits far neater than a typical universal fan kit which uses either universal brackets or quickmount plastic mounts through the radiator fins. The kits also include a Revotec 32mm electronic fan controller (EFC32) and hardware kit.



Available as a 10" kit to suit original X/flow radiator or 12" kit for the Mexico/RS2000 Pinto radiator. Each kit available with a blower (front of rad) or sucker (back of rad) fan.

- | | | | |
|---------------------|--|---------|---------|
| Blower fan kit, 10" | | REVFAN1 | £212.50 |
| Sucker fan kit, 10" | | REVFAN2 | £212.50 |
| Blower fan kit, 12" | | REVFAN3 | £212.50 |
| Sucker fan kit, 12" | | REVFAN4 | £212.50 |

Fan Fitting Accessories



Fan installation kit - perfect when installing a fan without a Revotec electronic fan controller. Each kit comes complete with relay and loom, earth kit, fan pull through quickmount kit (FPK01) and tie wraps. **FIK01 £18.50**

Fan override switch - 3 way rotary switch for use only with a Revotec Fan Controller enabling the fan to be manually controlled either On, Off or Automatic. Gives the driver full control of the fan. Supplied with sealed 3m wiring loom and connection diagram. **SW-BLK £35.95**

Adjustable Electronic Fan Controller

These simple units use the latest surface mount sensor technology to control any electric fan. The unit provides an instant response to changes in temperature and achieves this without obstructing water flow or providing a potential leaking point. Made in the UK, each unit is non-leaking, incredibly easy to install, operate and overcomes all the problems associated with any capillary action and clip on devices. Each system is supplied with a relay and all necessary fittings. Suitable for use with all electronic radiator cooling fans. Adjustable between 70°C and 120°C.

Listed below are the two most popular styles of Revotec fan controllers. The top one simply fits in the radiator top hose, the bottom controller simply screws into a radiator that has an M22 fan switch location.

Fitted in Radiator Hose

Hose ID	Part No	Price
25mm	REVEFC25	£67.80
28mm	REVEFC28	£67.80
32mm	REVEFC32	£67.80
35mm	REVEFC35	£67.80
38mm	REVEFC38	£67.80
45mm	REVEFC45	£70.80



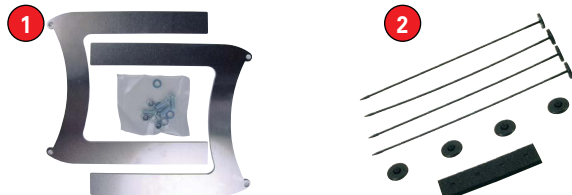
Fitted in Radiator with M22 Sensor Boss

Description	Part No	Price
Electronic fan controller, M22 boss fitting	REVEFC/M22	£67.80
M22 boss, aluminium	REVM22BA	£11.95
M22 boss, brass	REVM22BB	£11.95



Fan Mounting Options

(1) Universal fan brackets - perfect for securely mounting a fan to the radiator. Made from aluminium, these are laser cut with a 200mm long legs to suit each specific fan size from 7.5". Each kit is supplied with 2x brackets, nyloc nuts and washers.



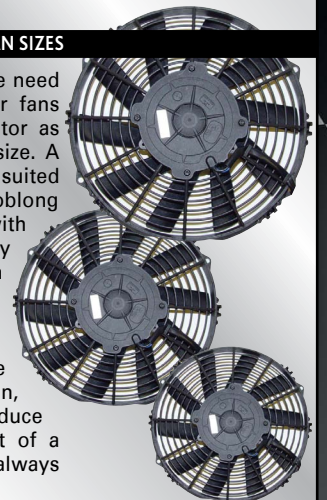
Fan Size	Part No	Price	Fan Size	Part No	Price
190mm	FB190	£19.20	305mm	FB305	£19.20
225mm	FB225	£19.20	330mm	FB330	£19.20
255mm	FB255	£19.20	350mm	FB350	£19.20
280mm	FB280	£19.20	385mm	FB385	£19.20

(2) Pull through quickmount kits are an ideal quick fix solution. Simply thread the mount through a gap in the radiator fin and secure with a button. Perfect for fans up to 12". Each kit is supplied with 4x pull throughs, rubber washers, foam pads & push-on buttons. **FPK01 £6.50**

Tech Tip!

SELECTING FAN SIZES

The size of most radiators reflect the need of a particular vehicle, so a fan or fans should cover as much of the radiator as possible, thereby deciding the fan size. A square shaped radiator is usually suited to a single larger size fan whilst an oblong shaped radiator can work better with two smaller fans. Our fans usually have a lower amp draw for any given airflow than other brands which is a huge factor when substituting electric for mechanical cooling. It is sensible to maximise the size of the fan since a standard mechanical fan, whilst using excessive BHP, does produce good airflow. The small extra cost of a bigger more powerful electric fan is always good insurance.



HOSE JOINERS



Made from aluminium, these joiners are essential for connecting lengths of silicone hose.

Available in most sizes to complement our vast universal silicone hose range.

Hose Size (ID)	Part No	Price	Hose Size (ID)	Part No	Price
13mm	SHJ13	£9.70	48mm	SHJ48	£10.50
16mm	SHJ16	£9.70	50mm	SHJ50	£10.50
19mm	SHJ19	£9.70	54mm	SHJ54	£10.90
22mm	SHJ22	£9.70	57mm	SHJ57	£10.90
25mm	SHJ25	£9.70	60mm	SHJ60	£10.90
28mm	SHJ28	£9.70	63mm	SHJ63	£10.90
30mm	SHJ30	£10.50	68mm	SHJ68	£11.50
32mm	SHJ32	£10.50	70mm	SHJ70	£11.50
35mm	SHJ35	£10.50	76mm	SHJ76	£11.50
38mm	SHJ38	£10.50	80mm	SHJ80	£21.50
40mm	SHJ40	£10.50	89mm	SHJ89	£21.60
45mm	SHJ45	£10.50			

SELF SEALING HOSE TAKE-OFFS



Revotec have engineered a range of self-sealing hose take-offs to solve the problem of trying to connect from water and air hoses. Fittings available from 5-25mm O/D and M5 to 3/8 internal threads.

The unique design forms a perfect seal and will even work on semi-rigid plastic and metal. CNC machined in aluminium or stainless steel (where applicable).

Supplied complete with machined nut, washer and O ring (for use on flat rigid materials). Pressure tested to 4 bar!!

Fitting Description	Material	Typical Application	Approx Length	Picture	Part No	Price
5mm barbed outlet	Stainless	Vacuum	35mm	1	SST01	£22.20
8mm barbed outlet	Aluminium	Water	35mm	2	SST8K	£22.20
10mm barbed outlet	Aluminium	Water	35mm	2	SST10K	£22.20
13mm barbed outlet	Aluminium	Water	35mm	3	SST13K	£22.20
16mm barbed outlet	Aluminium	Water	35mm	3	SST16K	£22.20
19mm barbed outlet	Aluminium	Water	35mm	3	SST19K	£22.20
25mm barbed outlet	Aluminium	Water	40mm	3	SST25K	£23.40
5mm internal thread	Stainless	Air bleed	15mm	4	SSTM5	£22.20
¼NPT internal thread	Aluminium	Fuel tank return	35mm	5	SST1/4	£22.20
½NPT internal thread	Aluminium	Sender unit	15mm	6	SST1/8	£22.20
M10x1 internal thread	Aluminium	Sender unit	15mm	6	SSTM10	£22.20
M12x1.5 internal thread	Aluminium	Sender unit	25mm	6	SSTM12	£23.40
M14x1.5 internal thread	Aluminium	Sender unit	25mm	6	SSTM14	£23.40
¾BSP internal thread	Aluminium	Sender unit	25mm	6	SST3/8	£23.40

P CLIPS

'P' clips are still one of the best methods of supporting pipe and hose runs. The plastic 'P' clip is cost effective and adequate for many applications, but the rubber cushioned metal type is far better.

Our metal P clips are now made from stainless steel and are superb in appearance when compared to the zinc plated type. Both types can be secured with a suitable screw or rivet. All sizes refer to pipe OD.

Plastic P Clips

Size	Part No	Price
½" (3.4mm)	LMA420	£0.19
¾" (5mm)	LMA421	£0.20
¼" (6.4mm)	LMA422	£0.22
⅝" (8mm)	LMA423	£0.22
¾" (10mm)	LMA425	£0.26
15/32" (12mm)	LMA426	£0.25
7/32" (13.6mm)	LMA427	£0.24
⅝" - 9/8" (14.3 - 15.8mm)	LMA428	£0.30
11/16" - 25/32" (17.4 - 20mm)	LMA429	£0.30
7/8" - 1" (22.2 - 25.4mm)	LMA430	£0.30



Rubber Cushioned Stainless P Clips

Size	Part No	Price
¼" (6.4mm)	LMA401SS	£0.95
¾" (10mm)	LMA402SS	£0.95
½" (13mm)	LMA403SS	£1.00
¾" (16mm)	LMA404SS	£1.00
⅝" (19mm)	LMA405SS	£1.10
7/8" (22mm)	LMA406SS	£1.20
1" (25mm)	LMA407SS	£1.25
1 1/8" (29mm)	LMA408SS	£1.30
1 1/4" (32mm)	LMA409SS	£1.30
1 3/8" (35mm)	LMA410SS	£1.45
1 1/2" (38mm)	LMA411SS	£1.50
1 3/4" (45mm)	LMA412SS	£1.60
2" (51mm)	LMA413SS	£1.85



STAINLESS STEEL MIKALOR HOSE CLAMPS

Mikalor hose clamps offer the ultimate in clamping pressure for extreme conditions such as very high boost turbo pipes or exhaust pipes.

The clamps we stock are made fully from 304 marine grade stainless steel and are therefore highly corrosion resistant. Clamps up to 68mm have a 20mm clamp width, larger sizes are 25mm wide.



Size	Part No	Price	Size	Part No	Price
47-51mm	SS451	£7.20	73-79mm	SS457	£9.90
51-55mm	SS452	£7.20	79-85mm	SS458	£9.90
55-59mm	SS453	£7.20	85-91mm	SS459	£9.90
59-63mm	SS454	£7.20	91-97mm	SS460	£9.95
63-68mm	SS455	£7.20	97-104mm	SS461	£9.95
68-73mm	SS456	£9.90			

STAINLESS STEEL HOSE CLAMPS

Small Fuel Hose Clamps

Size	Part No	Price
8/9mm (one of each)	A1/SS260	£2.40
10/11mm (one of each)	A1/SS260A	£2.40
12mm (2 per pack)	A1/SS260B	£2.40
13mm (2 per pack)	A1/SS260C	£1.85
14mm (2 per pack)	A1/SS260D	£1.85

Hi-Grip Stainless Hose Clips

Our range of Hi-Grip stainless steel hose clips (listed below) is manufactured by JCS. Regarded universally as being the highest quality clip available in the market today, their tough construction will withstand a great deal of abuse.



All the clip parts are manufactured from 18/8 marine quality stainless steel, which means they will withstand salt water as well as other highly corrosive substances.

Size	Part No	Price	Size	Part No	Price
9.5-12mm	JUB1SS	£1.60	35-45mm	JUB7ASS	£2.20
11-16mm	JUB2SS	£1.60	35-50mm	JUB8SS	£2.40
13-20mm	JUB3SS	£1.60	40-55mm	JUB9SS	£2.45
14-22mm	JUB3ASS	£1.85	45-60mm	JUB10SS	£2.50
17-25mm	JUB4SS	£1.90	50-70mm	JUB11SS	£2.80
22-30mm	JUB5SS	£1.90	60-80mm	JUB12SS	£2.95
25-35mm	JUB6SS	£2.00	70-90mm	JUB13SS	£3.20
30-40mm	JUB7SS	£2.10	80-100mm	JUB14SS	£3.40

UNIVERSAL ALUMINIUM PIPES

Quality formed aluminium tubes with swagged ends. Ideal for use as intercooler pipes, air induction pipes or coolant pipes.



Description	OD	Part No	Price	Description	OD	Part No	Price
Straight 300mm	25mm	IAP25	£17.95	Straight 300mm	51mm	IAP51	£24.50
45° Elbow	25mm	IAP25-45	£21.50	45° Elbow	51mm	IAP51-45	£27.50
90° Elbow	25mm	IAP25-90	£23.95	90° Elbow	51mm	IAP51-90	£29.95
Straight 300mm	28mm	IAP28	£18.50	180° Elbow	51mm	IAP51-180	£34.50
45° Elbow	28mm	IAP28-45	£21.50	Straight 300mm	63mm	IAP64	£28.50
90° Elbow	28mm	IAP28-90	£24.50	45° Elbow	63mm	IAP64-45	£32.95
Straight 300mm	32mm	IAP32	£19.90	90° Elbow	63mm	IAP64-90	£35.95
45° Elbow	32mm	IAP32-45	£23.95	180° Elbow	63mm	IAP64-180	£38.50
90° Elbow	32mm	IAP32-90	£24.95	Straight 300mm	70mm	IAP70	£29.95
Straight 300mm	35mm	IAP35	£21.50	45° Elbow	70mm	IAP70-45	£34.50
45° Elbow	35mm	IAP35-45	£24.95	90° Elbow	70mm	IAP70-90	£37.50
90° Elbow	35mm	IAP35-90	£26.95	Straight 300mm	76mm	IAP76	£32.95
Straight 300mm	38mm	IAP38	£22.50	45° Elbow	76mm	IAP76-45	£35.95
45° Elbow	38mm	IAP38-45	£26.50	90° Elbow	76mm	IAP76-90	£38.50
90° Elbow	38mm	IAP38-90	£27.95	180° Elbow	76mm	IAP76-180	£42.95
Straight 300mm	45mm	IAP45	£22.90	Straight 300mm	89mm	IAP89	£35.95
45° Elbow	45mm	IAP45-45	£26.95	45° Elbow	89mm	IAP89-45	£40.90
90° Elbow	45mm	IAP45-90	£27.95	90° Elbow	89mm	IAP89-90	£41.50
				Straight 300mm	102mm	IAP102	£36.50
				45° Elbow	102mm	IAP102-45	£42.95
				90° Elbow	102mm	IAP102-90	£43.90
				180° Elbow	102mm	IAP102-180	£71.50

Gift Vouchers

BURTON
The POWER to Perform

£5
£10
£25
£50

Available in-store or online at www.burtonpower.com

SAMCO CLASSIC RANGE

The advantages of fitting SamcoSport silicone hoses to any engine installation should now be clear. Be it coolant transfer, vacuum feeds, fuel lines or induction ducting, a leak-free and durable installation offers peace of mind for the discerning enthusiast. Apart from these clear benefits, the wide selection of vivid colour finishes allows those selecting this premium product range to boast the fact. However, SamcoSport are fully aware many projects do not require such a prominent visual feature, in fact quite the opposite. A typical example is the restoration of a classic or retro Ford, where the enthusiast demands all the benefits Samco hoses offer but requires that period look of OEM black rubber. To meet this growing need SamcoSport have developed a unique Classic range, launched at the prominent 2008 Classic Motor Show. Utilising the exact same quality materials and production techniques, it is the appearance which distinguishes these hoses from any other on the market today. Finished in flawless matt black with a subtle imprinted SamcoSport logo, the end result is totally understated yet clearly a quality product. Available in an ever-growing number of kits to fit the most popular classic and retro projects, including Austin Mini, BMW, Fiat, Jaguar, Lancia, MG, Peugeot, Renault, Saab, Vauxhall, Opel, Volkswagen and, probably of most interest to Burton customers, the most popular period Fords. Alternatively, you can purchase hoses separately for Pinto and Crossflow installations. Manufactured from three ply polyester silicone suitable for a maximum operating temperature of 180°, these hoses provide a 100% leak-proof seal. Perfect for any serious classic tuner ... and don't forget that lifetime guarantee.



SAMCO UNIVERSAL HOSES, ELBOWS, COUPLINGS & REDUCERS

Standard Hoses

Regardless of how much money you invest in a powerplant, whether for the track or road, the final installation can be seriously compromised by the poor selection of ancillary hardware. One area that can unquestionably benefit from some additional thought and moderate investment is hose selection. In particular we are talking coolant, vacuum, turbo and air intake plumbing fabricated from high performance silicone. SamcoSport is a name synonymous with this technology and the company can proudly boast the largest worldwide facility for developing and producing such specialist hardware. Currently supplying the majority of Formula 1 teams, World Superbike contenders and OEM manufacturers alike, you will not find a more impressive endorsement for their product range. As a material, silicone offers many performance benefits over the standard black rubber alternative.

Firstly, it has far superior resistance to temperature and general degradation within the harsh environs of an engine compartment. Secondly, the construction of the hose itself relies on at least three plies of specialist reinforced fabrics, unlike OEM hoses which utilise only one. This additional structural strength not only copes with the significant demands of a high performance cooling system, but also the extreme pressure changes exhibited in forced induction environments. Thirdly, the off-the-shelf availability of countless bends, straights, T-pieces, etc., provides ultimate flexibility when creating a bespoke installation. Finally, and by no means least, is the ability to choose from a selection of high gloss colour finishes.

Blue is SamcoSport's original brand colour, held in stock by Burton. Others are available by special order should you wish an individual look for your project. Regardless of choice, a Samco installation undoubtedly enhances the visual appeal of any engine bay while also demonstrating a 'no compromise' approach to your project. If you are running a standard production car there are over 400 kits on offer, each of which have been developed for a specific make and model. You will find the most popular listed in this catalogue. If, however, you require a bespoke installation, simply peruse the listings for universal bends, straights, reducers, etc.

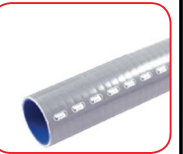
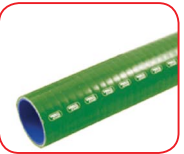
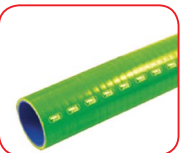
Installation is extremely straightforward, be it a complete hose kit or a selection of angles, straights and joiners. Cutting to length (for the latter) is easily achieved by the use of a sharp knife - a craft knife is ideal for this purpose. The supple nature of this material also facilitates the ease with which you can slide the hoses over ancillary device inlets and outlets, such as water pumps and radiators. It is recommended that specialist worm drive clips are used to secure the hoses. These are specifically designed for use with the softer material to avoid damaging the surface of the silicone and are fabricated from stainless steel for durability.

To provide additional reassurance you are investing in a range of quality products, SamcoSport offer a lifetime warranty, proudly stating that their hoses will outlast your car!

Colour Options

All Samco hoses and connectors are available with the following options:

- * Standard Hose Colour: Blue
- * Colour Options (no extra cost): Red/Green/Yellow/Purple/Black/Orange/British
- * Premium Colours (+15% extra cost): Racing Green/White/Silver/Pink/Classic Matt Black/Gunmetal Grey/Viper Red
- * Premium Colours (+35% extra cost): Samco Blaze/Urban Camo
- * Colour options do not apply to Alloy & Aluminium fittings



High Temp Hoses

If you are concerned about the ability of silicone hoses to transport fluids at high temperatures, Samco can meet your needs. The high temp hose range is specifically aimed at this requirement and can be used up to 250 degrees Centigrade thanks to the use of an Aramid fabric inner. Available in 1 metre straight lengths of varying diameter, please refer to the website for pricing.

ProFuel Hoses

To date it has not been possible to use silicone hose for the permanent transport of petrol, however this has now changed thanks to a new product from SamcoSport. Branded as ProFuel, this hose can be used for fuel lines, breathers and tank filler plumbing. Externally, Samco have retained the look and feel of their product range with the vibrant colour finish and white logo. Internally, however, there is a green liner, the secret behind this industry first.

Able to withstand temperatures ranging from -60 to +180 degrees Centigrade, this is a perfect complement to a high specification engine compartment. Offered with a 2 year manufacturer's warranty, Burton are pleased to be one of the first suppliers to offer this brand new product range. Recognized by a 'P' prefix to the part number, the vast majority of Samco hoses, angles and reducers are available in ProFuel format.

Please refer to the website for specification and pricing of individual hoses. Note: should you need to transport either oil or diesel, please request the FluoroSilicone alternative.

Extreme Hoses

It goes without saying that SamcoSport hoses are designed and manufactured to cope with the rigours of a high performance engine compartment. However, these demanding temperatures and pressures are occasionally exceeded in the most extreme environments, such as those found in high-boost turbocharged installations.

For such applications, SamcoSport have drawn on their extensive expertise within the Formula 1 arena to offer the serious enthusiast the Xtreme range. Utilising Aramid fabrics to reinforce the silicone polymers enables the hose to withstand temperatures of 250 degrees Centigrade whilst remaining lightweight & flexible. Please refer to the website for available sizes, straights, reducers and angles. So remember, if you are pushing your engine to the extreme, you need SamcoXtreme.

Due to the very nature of the performance applications for which these hoses were designed, colour choice is understandably limited to blue, black and red.

Straight Hose x 1m



Bore mm	Standard Part No	Price
6.5	SHL6.5	£18.95
8	SHL8	£19.90
9.5	SHL9.5	£20.95
11	SHL11	£22.90
13	SHL13	£23.95
16	SHL16	£25.90
18	SHL18	£25.90
19	SHL19	£26.95
20	SHL20	£27.95
22	SHL22	£28.90
25	SHL25	£30.95
28	SHL28	£32.95
30	SHL30	£33.95
32	SHL32	£34.90
35	SHL35	£38.95
38	SHL38	£40.90
41	SHL41	£42.95
45	SHL45	£45.95
48	SHL48	£48.95
51	SHL51	£51.95
54	SHL54	£53.95
57	SHL57	£54.95
60	SHL60	£56.95
63	SHL63	£59.95
65	SHL65	£61.90
68	SHL68	£63.95
70	SHL70	£64.90
76	SHL76	£69.95
80	SHL80	£71.95
83	SHL83	£72.95
89	SHL89	£95.95
102	SHL102	£108.95

Straight Hose x 0.5m

Bore mm	Standard Part No	Price
6.5	SHL6.5/5	£12.50
8	SHL8/5	£12.95
9.5	SHL9.5/5	£13.50
11	SHL11/5	£14.50
13	SHL13/5	£14.95
16	SHL16/5	£15.95
18	SHL18/5	£15.95
19	SHL19/5	£16.50
20	SHL20/5	£16.90
22	SHL22/5	£17.95
25	SHL25/5	£18.95
28	SHL28/5	£19.90
30	SHL30/5	£20.95
32	SHL32/5	£21.95
35	SHL35/5	£23.95
38	SHL38/5	£23.95
41	SHL41/5	£25.90
45	SHL45/5	£27.95
48	SHL48/5	£28.90
51	SHL51/5	£30.95
54	SHL54/5	£31.90
57	SHL57/5	£32.95
60	SHL60/5	£33.95
63	SHL63/5	£35.95
65	SHL65/5	£35.95
68	SHL68/5	£37.90
70	SHL70/5	£38.95
76	SHL76/5	£41.95
80	SHL80/5	£43.90
83	SHL83/5	£44.95
89	SHL89/5	£56.95
102	SHL102/5	£64.90

Straight Hump Couplings



Bore mm	Straight Hump Part No	Standard Price
45	SHH45	£12.95
50	SHH50	£13.90
60	SHH60	£14.95
63	SHH63	£14.95
70	SHH70	£15.95
76	SHH76	£16.50
80	SHH80	£17.50
90	SHH90	£21.95
100	SHH100	£23.95

Billet Aluminium Hose Joiners



Bore mm	Part No	Price
13	AJB13	£8.95
16	AJB16	£9.95
19	AJB19	£10.90
22	AJB22	£10.90
25	AJB25	£11.95
30	AJB30	£12.50
32	AJB32	£12.95
35	AJB35	£14.95
38	AJB38	£16.90
41	AJB41	£17.95
45	AJB45	£19.90
51	AJB51	£21.95
57	AJB57	£25.90
60	AJB60	£26.95
63	AJB63	£27.95
70	AJB70	£29.95
76	AJB76	£31.90

Straight Couplings



Bore mm	Straight Hump Part No	Standard Price
51	SCH51	£5.90
54	SCH54	£6.25
57	SCH57	£6.25
60	SCH60	£6.25
63	SCH63	£6.50
65	SCH65	£6.90
68	SCH68	£6.95
70	SCH70	£6.95
76	SCH76	£7.30
80	SCH80	£7.50
83	SCH83	£7.60
89	SCH89	£9.20
102	SCH102	£9.95

Alloy Hose Joiners



Bore mm	Part No	Price
13	AJ13	£6.95
16	AJ16	£6.95
19	AJ19	£7.30
22	AJ22	£7.60
25	AJ25	£8.20
32	AJ32	£9.70
35	AJ35	£10.90
38	AJ38	£12.50
45	AJ45	£13.90
51	AJ51	£13.90
57	AJ57	£14.50
63	AJ63	£14.95
70	AJ70	£15.95
76	AJ76	£15.95

Elbow - 45°



Bore mm	45° Standard Part No	Price
6.5	E45-6.5	£10.90
8	E45-8	£10.90
9.5	E45-9.5	£11.50
11	E45-11	£11.50
13	E45-13	£11.95
16	E45-16	£11.95
18	E45-18	£12.50
19	E45-19	£12.95
22	E45-22	£13.90
25	E45-25	£14.50
28	E45-28	£15.50
30	E45-30	£15.95
32	E45-32	£16.90
35	E45-35	£17.95
38	E45-38	£18.95
41	E45-41	£19.50
45	E45-45	£19.90
48	E45-48	£20.95
51	E45-51	£24.95
54	E45-54	£24.95
57	E45-57	£25.90
60	E45-60	£26.95
63	E45-63	£28.90
65	E45-65	£28.90
68	E45-68	£30.95
70	E45-70	£30.95
76	E45-76	£33.95
80	E45-80	£36.95
83	E45-83	£38.95
89	E45-89	£39.95
102	E45-102	£53.95

Elbow - 60°



Bore mm	60° Standard Part No	Price
6.5	E60-6.5	£10.90
8	E60-8	£10.90
9.5	E60-9.5	£11.50
11	E60-11	£11.50
13	E60-13	£11.95
16	E60-16	£11.95
18	E60-18	£12.50
19	E60-19	£12.95
22	E60-22	£13.90
25	E60-25	£14.50
28	E60-28	£15.50
30	E60-30	£15.95
32	E60-32	£16.90
35	E60-35	£17.95
38	E60-38	£18.95
41	E60-41	£19.50
45	E60-45	£19.90
48	E60-48	£20.95
51	E60-51	£24.95
54	E60-54	£24.95
57	E60-57	£25.90
60	E60-60	£26.95
63	E60-63	£28.90
65	E60-65	£28.90
68	E60-68	£30.95
70	E60-70	£30.95
76	E60-76	£33.95
80	E60-80	£36.95
83	E60-83	£38.95
89	E60-89	£39.95
102	E60-102	£53.95

Elbow - 90°



Bore mm	90° Standard Part No	Price
6.5	E90-6.5	£9.95
8	E90-8	£10.50
9.5	E90-9.5	£10.50
11	E90-11	£10.50
13	E90-13	£10.90
16	E90-16	£11.50
18	E90-18	£11.95
19	E90-19	£11.95
20	E90-20	£11.95
22	E90-22	£12.50
25	E90-25	£13.90
28	E90-28	£13.90
30	E90-30	£14.50
32	E90-32	£14.95
35	E90-35	£16.50
38	E90-38	£16.90
41	E90-41	£17.95
45	E90-45	£17.95
48	E90-48	£19.90
51	E90-51	£20.95
54	E90-54	£21.95
57	E90-57	£23.95
60	E90-60	£23.95
63	E90-63	£24.95
65	E90-65	£25.90
68	E90-68	£26.95
70	E90-70	£27.95
76	E90-76	£29.95
80	E90-80	£30.95
83	E90-83	£32.95
89	E90-89	£38.95
102	E90-102	£52.90

Carbon Hose Joiners



Bore mm	Part No	Price
13	CFJ13	£8.50
16	CFJ16	£8.50
19	CFJ19	£8.95
22	CFJ22	£9.20
25	CFJ25	£9.70
30	CFJ30	£11.50
32	CFJ32	£14.50
35	CFJ35	£16.90
41	CFJ41	£18.95
51	CFJ51	£19.90
57	CFJ57	£21.95
60	CFJ60	£27.95
63	CFJ63	£28.90
65	CFJ65	£30.95
70	CFJ70	£33.95
76	CFJ76	£37.90
80	CFJ80	£38.95

Hose & Clip Kits

Fitment	Year	Hoses	Type	Hose Kit	Price	Clip Kit	Price
CATERHAM 7							
Ford Crossflow 1.6/1.7		3	Coolant	TCS-26/F	£97.51	CK26/F	£10.50
Ford BDR		3	Coolant	TCS-26/G	£108.95	CK26/G	£10.50
FORD							
Capri Mk2/3 1.6/2.0 SOHC manual choke DGAV	74-86	4	Coolant	TCS-502/C	£104.95	CK502/C	£13.96
Capri Mk2/3 1.6/2.0 SOHC auto choke DGAV	74-86	5	Coolant	TCS-501/C	£106.90	CK501/C	£16.50
Capri Mk2/3 3.0 V6	74-81	5	Coolant	TCS-411/C	£122.50	CK411/C	£16.50
Capri Mk3 2.8i V6	81-86	14	Coolant	TCS-500/C	£217.90	CK500/C	£33.95
Cortina Mk4/5 1.6/2.0 SOHC manual choke DGAV	76-82	4	Coolant	TCS-585/C	£110.95	CK585/C	£14.95
Escort Mk1/2 X/flow inc Mexico	68-80	5	Coolant	TCS-120/C	£129.50	CK120/C	£16.50
Escort Mk1 RS2000 with std DGAV carb	73-75	5	Coolant	TCS-427/C	£110.95	CK427/C	£16.50
Escort Mk1 RS2000 with twin DCOE/DHLA carbs	73-75	4	Coolant	TCS-473/C	£114.95	CK473/C	£16.50
Escort Mk2 RS2000/Mexico with std DGAV carb RHD	75-80	5	Coolant	TCS-108/C	£120.95	CK108/C	£16.50
Escort Mk2 RS2000/Mexico with std DGAV carb LHD	75-80	5	Coolant	TCS-575/C	£122.50	CK575/C	£18.50
Escort Mk2 RS2000/Mexico with twin DCOE/DHLA carbs	75-80	4	Coolant	TCS-472/C	£114.95	CK472/C	£16.50
Escort Mk3 RS1600i	82-83	2	Radiator	TCS-536/C	£57.95	CK536/C	£8.50
Escort Mk3 RS1600i	82-83	7	Ancillary	TCS-536/ANC	£130.90	CK536/ANC	£25.99
Escort Mk3 RS1600i	82-83	2	Breather	TCS-536/B	£54.95	CK536/B	£7.99
Escort Mk3 RS Turbo Series 1	84-85	4	Turbo	TCS-02	£126.50	CK02	£17.50
Escort Mk3 RS Turbo Series 1 (with dump valve outlet)	84-85	4	Turbo	TCS-02/D	£134.95	CK02/D	£18.50
Escort Mk3 RS Turbo Series 1	84-85	2	Radiator	TCS-02/C	£68.50	CK02/C	£7.25
Escort Mk3 RS Turbo Series 1	84-85	8	Ancillary	TCS-02/ANC	£165.95	CK02/ANC	£26.95
Escort Mk3 RS Turbo Series 1	84-85	4	Breather	TCS-02/B	£111.50	CK02/B	£14.95
Escort Mk4 RS Turbo Series 2	86-91	2	Radiator	TCS-03/C	£149.50	CK03/C	£11.30
Escort Mk4 RS Turbo Series 2	86-91	3	Ancillary	TCS-03/C-A	£84.95	CK03/C-A	£9.25
Escort Mk4 RS Turbo Series 2	86-91	4	Turbo	TCS-03	£144.50	CK03	£17.50
Escort Mk4 RS Turbo Series 2 (with dump valve outlet)	86-91	4	Turbo	TCS-03/D	£153.50	CK03/D	£19.50
Escort Mk3/4 RS Turbo Series 1/2	86-91	1	Turbo oil drain	TB-4117	£17.50	CKTB4117	£4.00
Escort Mk4 1.6i/XR3i MFi	84-90	2	Induction	TCS-134	£84.95	CK134	£8.50
Escort Mk4 1.6i/XR3i MFi	84-90	3	Radiator	TCS-134/C	£172.50	CK134/C	£12.95
Escort/Orion Mk5/Mk6 1.6/1.8 16v (Not 130PS)	91-99	8	Coolant	TCS-225/C	£307.90	CK225/C	£25.50
Escort Mk5 RS2000	10/91-94	7	Coolant	TCS-239/C	£192.95	CK239/C	£21.50
Escort Mk6 RS2000	95-8/96	7	Coolant	TCS-211/C	£192.95	CK211/C	£21.50
Escort Mk5/6 RS2000	10/91-8/96	1	Induction	TB-2724	£72.95	CKTB2724	£5.95
Escort Cosworth YBT T34	92-5/94	3	Turbo	TCS-01/A	£120.95	CK01/A	£15.50
Escort Cosworth YBT T34 (with cold side dump valve outlet)	92-5/94	3	Turbo	TCS-01/AD	£124.90	CK01/AD	£15.50
Escort Cosworth YBT T34	92-5/94	2	Radiator	BP/COS-04	£75.95	CKCOS-04	£4.99
Escort Cosworth YBT T34	92-5/94	10	Ancillary	BP/COS-05	£178.90	CKCOS-05	£20.95
Escort Cosworth YBP T25	5/94-96	3	Turbo	TCS-01/B	£120.95	CK01/B	£13.96
Escort Cosworth YBP T25	5/94-96	3	Turbo	TCS-01/BD	£132.95	CK01/BD	£15.50
Escort Cosworth YBP T25	5/94-96	2	Radiator	TCS-01/C-B	£75.95	CK01/C-B	£7.25
Escort Cosworth YBP T25	5/94-96	9	Ancillary	BP/COS-06	£152.50	CKCOS-06	£18.50
Fiesta RS Turbo	90-92	5	Turbo	TCS-11	£180.95	CK11	£22.50
Fiesta RS Turbo (with dump valve outlet)	90-92	5	Turbo	TCS-11/D	£181.90	CK11/D	£23.50
Fiesta RS Turbo	90-92	4	Coolant	TCS-11/C	£194.95	CK11/C	£16.90
Fiesta Mk1 1.3 & XR2	77-83	3	Radiator/Coolant	TCS-551/C	£49.90	CK551/C	£12.50
Fiesta Mk1 1.3 & XR2	77-83	2	Heater	TCS-551/H	£47.95	CK551/H	£7.50
Fiesta Mk2 XR2	01/86-89	2	Radiator	TCS-573/C	£107.50	CK573/C	£10.00
Fiesta Mk2 XR2	01/86-89	6	Coolant	TCS-573/ANC	£123.50	CK573/ANC	£20.50
Fiesta Mk3 XR2i 8v CVH	3/89-3/93	5	Coolant	TCS-186/C	£174.95	CK186/C	£14.50
Fiesta Mk3 1.6/1.8 16v Zetec without air conditioning	2/94-12/95	6	Coolant/Breather	TCS-404/C	£227.95	CK404/C	£19.50
Fiesta Mk5 Zetec S 1.6	00-01	7	Coolant	TCS-215/C	£214.90	CK215/C	£22.50
Fiesta Mk5 Zetec S 1.6	00-01	1	Induction	TB-1394	£49.90	CKTB1394	£5.30
Fiesta Mk6 1.4/1.6 16v	01-10/05	9	Coolant	TCS-338/C	£207.50	CK338/C	£26.50
Fiesta Mk7 1.25/1.4/1.6 Air Intake Hose	08-11/12	1	Induction	TB-3023	£25.90	CKTB3023	£5.30
Fiesta Mk7 1.4 (not auto) & 1.6	08-11/12	4	Coolant	TCS-530/C	£124.90	CK530/C	£15.95
Fiesta ST150	04-02/06	7	Coolant	TCS-288/C	£171.95	CK288/C	£21.50
Fiesta ST150	02/06-08	6	Coolant	TCS-527/C	£157.90	CK527/C	£21.95
Fiesta ST150	04-08	4	Ancillary	TCS-288/C-A	£66.95	CK288/C-A	£11.50
Focus Mk1 1.8 TDDi & TDCi	98-04	5	Turbo	TCS-550	£105.95	CK550	£22.99
Focus Mk1 1.8/2.0 RHD (not auto)	98-04	8	Coolant	TCS-198/C	£257.50	CK198/C	£24.50
Focus ST170	02-04	1	Intake	TB-2899	£33.50	CKTB2899	£5.65
Focus ST170	02-04	2	Radiator	TCS-541/C	£90.95	CK541/C	£10.00
Focus ST170	02-04	8	Coolant	TCS-541/ANC	£187.90	CK541/ANC	£26.95
Focus RS 2.0	02-04	2	Turbo	TCS-238	£89.95	CK238	£9.25
Focus RS 2.0 (with dump valve outlet)	02-04	2	Turbo	TCS-238D	£118.90	CK238/D	£10.50
Focus RS 2.0	02-04	1	Induction	TB-3548	£114.95	CKTB3548	£6.95
Focus RS 2.0	02-04	10	Coolant	TCS-238/C	£254.95	CK238/C	£33.95
Focus RS 2.0	02-04	8	Ancillary	TCS-238/C-A	£203.50	CK238/C-A	£23.50
Focus RS 2.0	02-04	2	Heater	TCS-238/H	£63.95	CK238/H	£6.80
Focus ST 2.5	05-10	5	Turbo	TCS-331	£214.90	CK331	£23.50
Focus ST 2.5	05-10	5	Coolant	TCS-331/C	£178.90	CK331/C	£16.50
Focus ST/RS 2.5	05-10	1	Dump Valve Hose	TB-3162	£40.90	CK3162	£6.50
Focus ST/RS 2.5	05-10	4	Heater	TCS-331/H	£59.95	CK331/H	£12.50
Focus RS 2.5	09-10	6	Turbo	TCS-474	£182.50	CK474	£25.90
Focus RS 2.5 (with dump valve outlet)	09-10	6	Turbo	TCS-474D	£199.90	CK474/D	£32.95
Focus RS 2.5	09-10	3	Induction	TCS-474/IND	£120.95	CK474/IND	£14.50
Focus RS 2.5	09-10	5	Coolant	TCS-474/C	£174.50	CK474/C	£14.95
Focus ST250 2.0	12-	3	Turbo	TCS-572	£167.50	CK572	£18.50
Focus ST250 2.0	12-	2	Coolant	TCS-572/C	£74.50	CK572/C	£8.95
Focus ST250 2.0	12-	2	Ancillary	TCS-572/ANC	£81.95	CK572/ANC	£9.50
Granada Cosworth V6 24v (BOA engine)	90-10/94	8	Coolant	TCS-408/C	£259.50	CK408/C	£26.50
Mondeo V6 ST24/Si	94-99	5	Coolant	TCS-278/C	£146.50	CK278/C	£18.50
Mondeo 1.8/2.0/2.2 TDCi 6 speed with EGR	03-07	6	Turbo & EGR	TCS-486	£231.95	CK486	£24.50
Mondeo 1.8/2.0/2.2 TDCi 6 speed with EGR	03-07	1	Turbo inlet	TB-3547	£79.90	CKTB3547	£8.50
Puma 1.7	97-00	7	Coolant	TCS-97/C	£215.95	CK97/C	£22.50
Sierra/Sapphire Cosworth 2wd	86-89	3	Turbo	TCS-04	£157.50	CK04	£15.50
Sierra/Sapphire Cosworth 2wd (with cold side dump valve outlet)	86-89	3	Turbo	TCS-04D	£160.90	CK04/D	£16.96
Sierra/Sapphire Cosworth 2wd	86-89	2	Radiator	TCS-04/C	£88.50	CK04/C	£9.25
Sierra/Sapphire Cosworth 2wd	86-89	7	Coolant	BP/COS-01	£114.95	CKCOS-01	£14.95
Sierra RS500 Cosworth	87	3	Turbo	TCS-14	£225.95	CK14	£17.50
Sierra RS500 Cosworth	87	4	Coolant	TCS-14/C	£119.95	CK14/C	£13.25
Sierra Sapphire Cosworth 4wd	90-92	3	Turbo	TCS-05	£160.90	CK05	£14.50
Sierra Sapphire Cosworth 4wd (with cold side dump valve outlet)	90-92	3	Turbo	TCS-05D	£163.90	CK05/D	£15.50
Sierra Sapphire Cosworth 4wd	90-92	2	Radiator	TCS-05/C	£75.95	CK05/C	£7.25
Sierra Sapphire Cosworth 4wd	90-01/91	9	Ancillary	BP/COS-02	£168.95	CKCOS-02	£18.50
Sierra Sapphire Cosworth 4wd	01/91-92	9	Ancillary	BP/COS-03	£169.50	CKCOS-03	£18.50
Sierra/Sapphire/Escort Cosworth	86-96	1	Power Steering	TB-156	£39.95	CKTB156	£3.95
Sierra/Sapphire/Escort Cosworth	86-96	1	Turbo Oil Drain	TB-3563	£17.95	CKTB3563	£3.25



SAMCO ACCESSORIES

Stretch & Seal Tape

Multi-Purpose Self-Amalgamating Repair Tape. Seals leaking hoses, pipes, tubing, lines, & fittings. Available in **Blue / Red / Black / Yellow**
 Thermal Stability: 356°F/180°C
 Temperature Range: -65°F to +500°F (-50°C to +260°C)



Width	Length	Part No	Price
30mm	5m	SST-30	£12.95

Silicone Hose Wipes



Impregnated lint-free wipes to clean and shine silicone hoses. A balanced blend of ingredients carefully lift dirt without discolouration of the hose.

Supplied in a pack of 10 individually sealed wipes. Manufactured by Auto Glym exclusively for SamcoSport. **SHW/1 £6.95**

CORTINA & ESCORT MK1/2 COOLANT HOSES

Escort MK1/2 Samco Silicone Hoses

All of these hoses are available in full kits listed on the previous page.

Hoses are usually stocked in **blue** or **black** but can be ordered in any colour from the Samco Sport range.



Application	Part No	Price
Pinto: Top radiator hose, RS2000 Mk1	TB3065	£24.50
Top radiator hose, RS2000/Mexico Mk2	TB530	£32.95
Bottom radiator hose, RS2000 Mk1	TB3066	£23.95
Bottom radiator hose, RS2000/Mexico Mk2	TB531	£25.73
Heater to DCOE inlet manifold	TB2137	£34.50
Heater to water pump	TB532	£31.90
Heater to auto choke	TB533	£22.50
Auto choke to inlet manifold	TB534	£17.95
X/Flow: Top radiator hose	TB597	£29.95
Bottom radiator hose	TB596	£30.95
Heater to inlet manifold or auto choke	TB599	£18.95
Heater to water pump	TB598	£37.50
Auto choke to inlet manifold	TB3394	£19.90

Original Rubber Radiator Hoses

Application	Part No	Price
Escort Mk1/2 X/Flow top hose	EKM958	£9.50
Escort Mk1/2 X/Flow & BDA bottom hose	EKM959	£9.95
Escort RS2000 Mk2 top hose	EKF411	£19.90
Escort RS2000 Mk2 bottom hose	EKF412	£13.80
Lotus Twin Cam & BDA top hose - Straight type (Cortina Mk2)	A026K.0003Z	£25.00
Cortina Lotus Twin Cam bottom hose	A026K.0004Z	£25.00



AIR FILTRATION

Automotive air filters have to perform two very simple yet critical roles on a day-to-day basis. Firstly, it has to remove any particulates which may harm the engine and, secondly, it must maximise the amount of air entering the induction system to optimise engine performance and efficiency. On the face of it this sounds extremely straightforward, however these roles are opposed: as you increase the filtration capabilities of an air filter, you will inevitably reduce its air flow. Air filters fitted to mass-produced vehicles need to perform continuously between maintenance periods in excess of 12 months, and consequently if you lift the bonnet of your everyday transport chances are you will find a flat panel filter made from paper. Normally housed in a plastic box, this configuration basically provides 'adequate' air flow and filtration while being relatively inexpensive to replace.

The problem is 'adequate' is not good enough if you are trying to optimise the capabilities of your vehicle. This is why an entire performance filter industry has developed superior products compared to standard OEM offerings. There are basically two types of performance filter construction: cotton gauze or polyurethane foam. The former is the construction technique of choice for K&N whereas the latter is favoured by manufacturers such as Pipercross.

Regardless of design, a common factor is the addition of a small amount of oil to capture dust and water debris. In the case of the foam construction, this additive also helps the cells within its structure to swell, increasing air flow. The other significant advantage is that performance degradation over time is minimal, a noticeable problem with paper element filters if not correctly maintained. Superior filters can also be washed, recharged with oil and refitted, avoiding the need for continual replacement. Another added benefit of the foam option is the use of multiple layers of varying thickness, which results in fine-tune filtration for specific requirements. In summary, throttle response, drivability and, especially, high rpm performance is improved.

The enthusiast looking for better performance in this area has several upgrade options:

Option 1

The first is to simply replace the standard OEM paper panel filter with a high performance alternative which will improve air flow. Please see listings for direct replacement filters.

Option 2

The second option is to replace the restrictive air flow hardware (plastic air box and pipework) and fit a high performance cone filter or similar. This may require the purchase of additional ducting to accommodate the mass air flow meter. Air flow will be increased due to the removal of the OEM air box, etc., but hot air will now be drawn from the engine compartment. This is less dense and will reduce engine performance, but in most cases is outweighed by the improved air flow from the replacement filter. Overall, an improvement.

Option 3

The third option - and probably the best for the majority of cases - is to purchase an induction kit. This will include an air filter, heat shroud and ducting and ensures cold air is directed towards the air filter rather than drawing it from within the engine compartment. Combined with the increased air flow, performance will be enhanced.

If your engine installation relies on multiple Weber or similar carburation, Burton can supply a range of trumpet socks, base plates and filter elements. These are extremely simple to fit, but care must be taken to ensure trumpet clearance and base plate spacing. Please call the technical team prior to ordering.

CLASSIC WEBER AIR FILTER

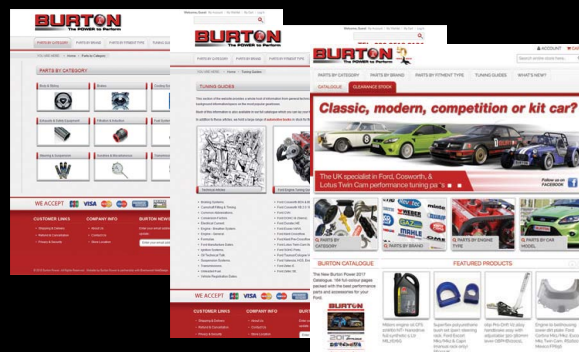


A classic chrome 'Hot Rod' style performance air filter to fit Weber DGV, DGAV, DGMS, DGAS and DGAR carburettors. 9" diameter.

AFB342 £54.95

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Gift Vouchers

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£5
£10 £25
£50

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AUTO SPECIALISTS AIR FILTER KITS

Focus Mk2 RS Stage 2 Cold Air Induction System



This filter system incorporates Fords original idea of feeding the bottom of the air filter element. Cold air is taken from the main front air intake scoop and is then carried through a custom made 5 ply silicone hose which forces the cold air directly into the lower section of the huge K&N filter. Now improved to cope with 400+bhp power levels by increasing airflow and efficiency. This ultimate induction system has perfect balance between power increase over a standard airbox, amazing looks and a price tag that's realistic. Made from genuine carbon fibre. The silicone hose is available in green, black, blue, red or white.

CAIS2 £495.00

Focus Mk2 ST225 Cold Air Induction System

The Focus ST 2.5 Gen2 Cold Air Induction System (CAIS) not only looks great but will increase power between 10-18 bhp depending on spec of your engine.



The kit includes:

- Black CAIS canister with black or carbon fibre effect end section, CNC billet pipe flange fitting and red cotton conical style filter element.
- 3 x orange, blue, red or black high pressure silicone hoses with 100% stainless steel jubilee clips.
- Black powder coated CAIS canister mounting cradle with stainless fittings
- Set of ECU relocation brackets (these brackets safely relocate your ECU behind the nsf head light).
- Step by step fitting instructions. Fitting should take approx 3-4 hours depending on tools and mechanical skill.
- An optional polished stainless ECU cover is available. Will only fit with CAIS.

Application	Part No	Price
Black induction system	CAIS1BK	£249.50
Carbon fibre induction system	CAIS1CF	£249.50
Stainless ECU cover (fits only with CAIS)	SSCECU1	£79.96

Cosworth Group A Cone Filter & Trumpet

A massive cone air filter with polished alloy trumpet for maximum power gain, loud wastegate noise and the best visual effect.

The alloy trumpets are machined specifically for T3, T34 and GT series turbos. Made to fit all Cosworth models but will fit many other custom applications.



- T3 turbo (60mm) FILTERGPA-T3 £75.00
- T34 turbo (70mm) FILTERGPA-T34 £75.00
- GT series turbo (100mm) FILTERGPA-GT £75.00

Fiesta Mk7 1.0/ST180 & Focus Mk3 ST/RS Filter Kits

The new design Stage 2 induction kit works perfectly with standard models as well as uprated vehicles.

- Expect to see gains of 5-10bhp compared to the original airbox.
- Removes restrictive original plastic airbox
- Adds power and torque, providing a responsive and exciting driving experience
- Enhanced induction sound and turbo recirculation noise (dump valve 'psssh')
- CNC MAF sensor boss with AS engraved logo
- Powder coated alloy heat-shield with 80mm cold feed pipe to direct air to bottom of filter
- Easy fitting, takes less than 15-20 minutes to install

- (1) Fiesta Mk7 1.0 EcoBoost ASIK5 £143.54
- (1) Fiesta Mk7 ST180 1.6 EcoBoost ASIK10 £143.54
- (2) Focus Mk3 ST250 2.0 EcoBoost* ASIKST3 £295.00
- (2) Focus Mk3 RS 2.3 EcoBoost* ASIKRS3 £295.00

*Silicone hose is available in black, blue, white or red.



PIPERCROSS UNIVERSAL AIR FILTERS & INTAKES

PX700 Universal Cone Filters



Ideal for turbo and direct induction filters. It consists of an aluminium spun neck incorporating a full radius ram pipe which is bonded to a high performance foam air filter.

Typical Application	Neck OD	Max OD	Filter Height	Part No	Price
Sapphire Cosworth	63	150	150	C7001	£62.50
Sierra Cosworth	63	200	150	C7002	£64.99
Escort Cosworth/T34	71	200	150	C7009	£64.90
RS500 & T4 turbo	76	200	150	C7005	£70.90
	83	150	150	C7004	£62.50

PX7000 Universal Intake



The PX7000 comes is supplied four moulded polyurethane neck reducers in each box to maximise fitments from one part number.

Filter features Vortex foam filter, polished end cap, 150mm base and an 88mm neck. Supplied with 75, 70, 65 & 60mm reducers. PK7000 £54.95

Rubber Neck Universal Cone Filters

Designed to fit a number of direct air induction systems and caters for a wide range of neck diameters.

'C' part = foam end
'PK' part = metal end



Neck ID	Max OD	Total Height	Part No	Price
60	100	150	PK001*	£34.50
60	150	200	C0179	£40.99
65	100	150	PK002*	£34.50
65	150	200	C0173	£40.99
70	100	150	PK003*	£34.50
70	150	200	C0176	£40.99
70	200	200	C0177	£40.99
75	100	150	PK004*	£34.50
80	100	150	PK005*	£34.50
85	100	150	PK006*	£34.50
90	100	150	PK007*	£34.50
110	150	190	C0181	£52.50
146	200	250	C0174	£59.95

* Supplied with a polished top. Also available with foam tops.

PX300 Range



Designed for road and competition use. The filter consists of a lightweight plate bonded to a high performance filter element.

The element is made from a three layer laminate foam and is supported internally by a metal cage. The PX300 can be fitted on a large range of carburettors by use of a back plate which is ordered separately.

PX300 Filter Element (1) Internal Height	Internal Height	Part No	Price
40mm	25mm	C3001	£33.95
65mm	40mm	C302D	£33.95
90mm	65mm	C303D	£33.95
125mm	100mm	C304D	£33.95

PX300 Back Plates (2)

Application	Part No	Price
Weber DCOE	C3101	£14.50
Weber DCO/SP	C3109	£14.50
Weber DGAV/DGAS	C3103	£14.50
Weber IDF	C3106	£14.50
Weber DCFN	C3107	£14.50
Weber DCD	C3104	£14.50
Weber DFT	C3105	£14.50
Weber DMTL/DMTR	C3110	£14.50
Weber TLDM	C3135	£14.50
Ford VV	C3130	£14.50
Blank plate	C3119	£14.50

PX600 Range - Twin Carb



A single high performance filter designed to fit twin sidedraught carburettors for both road and competition use.

Using the separately available back plate, it can fit Dellorto DHLA, Weber DCOE and DCO/SP carbs.

PX600 Filter Element (3) Internal Height	Internal Height	Part No	Price
40mm	25mm	C6001	£60.95
90mm	65mm	C602D	£60.95
120mm	90mm	C603D	£60.95
150mm	125mm	C604D	£60.95



PX600 Back Plates (4)

Application	DCOE	Price	DCO/SP	Price
Blank plate	C6006	£31.50	C6006	£31.50
Cosworth YB	C6141	£31.50	C6142	£31.50
CVH	C6141	£31.50	C6142	£31.50
SOHC Pinto*	C6021	£31.50	C6022	£31.50
X/Flow, BDA, Lotus TC	C6011	£31.50	C6012	£31.50
Zetec E	C6131	£31.50	C6132	£31.50

* Use X/Flow back plate when using IM4272 inlet manifold.

600 Series Air Box



The 600-series sealed airbox is designed to fit all PX600 back plates and is ideal for vehicles where intake space is restricted.

Features:

- Dramatically reduces intake temperatures
- Reduction in intake noise - ideal for trackday regulations
- 78mm depth, designed for space-critical applications
- Suitable for rampipes up to 45mm in height
- Replaceable foam Pipercross filter, with 75mm or 100mm alloy air intake
- Also available without filter

Airbox type	Intake Pipe Ø	Part No	Price
LH Entry*	75mm	C6075LH	£193.90
RH Entry*	75mm	C6075RH	£193.90
LH Entry*	100mm	C6100LH	£193.90
RH Entry*	100mm	C6100RH	£193.90

* airbox orientation when viewed from front of trumpets. eg X/flow would use RH entry (as pictured), Pinto would use LH entry.

Cold Air Feed Pipes



Extends from ¾m to over 1m. Radiused inlet and outlet, increases air mass to filter.

Ends available in different colours.

Colour	Pipe ID	Rampipe OD	Part No	Price
Silver	50	70	C9008	£23.95
Silver	65	105	VC004	£36.95
Silver	75	120	VC003	£36.95
Silver	100	160	VC005	£46.90

Revotec Cold Air Feed Kit



Each kit includes 1 spun aluminium air inlet (black anodised), approx 1m flexible black hose, 2 heat shrink joining sleeves, pre-cut self adhesive pad and die-cut gauze.

Hose ID	Part No	Price
51mm	CAF51	£35.00
63mm	CAF63	£32.50
76mm	CAF76	£37.50
89mm	CAF89	£39.00
102mm	CAF102	£39.60

Filter Service Kit



Service kit to suit all Pipercross air filters. Each kit contains two 75ml aerosols - one is a cleaner additive, the other is a dirt retention additive.

C9000 £8.95

Trumpet Socks

Specially designed for applications where room is restricted. Made from competition laminate foam.

Description	Part No	Price
(5) Universal trumpet socks, pair (100mm high)	C1050	£23.95
Special trumpet sock for full-radius ram pipes, each	C1051	£11.95
(6) Dual trumpet sock, 45 DCOE 100mm high	C1150	£23.95
(6) Dual trumpet sock, 40 DCOE 100mm high	C1151	£23.95
(7) Dual trumpet sock, 45 DCOE 50mm high	C1152	£23.95
(7) Dual trumpet sock, 40 DCOE 50mm high	C1153	£23.95

Breather Filters

Crankcase breathers are used to vent contaminated oil and water mixture from your engine block into the atmosphere. Without a crankcase breather, this mixture is returned back into the engine directly or through the airfilter and can affect the air/fuel ratio causing a loss of power.

Pipercross use a chemical resistant crushed aluminium filtration medium in all to-atmosphere breathers. Pipercross sealed in-line breather filters use a reticulated foam which can be cleaned for long life and efficiency. All are suitable for use with 13mm, 16mm or 19mm sized breather piping.



Colour	Part No	Price
(8) Rubber necked filters:		
Silver	C9024	£18.50
(9) Alloy based filters:		
Silver	C9025	£22.99
(10) Inline filters:		
Silver	C9023	£24.95

Full Radius Alloy Ram Pipes



40/45 DHLA

These rampipes will help you achieve maximum airflow with a full roll back lip and an 8° incline wall.

This design will also help prevent spit back. Silver finish, 30mm deep.

Please note that these rampipes are too large to fit with K&N air filters.

Priced each.

Type	Part No	Price
Dellorto 40 DHLA	D4030	£19.99
Dellorto 45 DHLA	D4530	£19.99



57i Performance Induction Kits

Replaces the original air box with a cone air filter and incorporate a unique cold air intake system. Cold air, being denser than air drawn from within the engine bay, provides improvements in power.

Quality engineered and designed to last the life of your car, each kit includes all fittings and easy to follow installation instructions.



Application	Part No	Price	Application	Part No	Price	Application	Part No	Price
Cougar 2.5 V6	57-0305	£176.50	Fiesta 1.25/1.4/1.6 16v Mk6 02-08	57-0468	£112.99	Granada 24v Cosworth 91-95	57-0297	£113.99
Escort RS Turbo	57-0021	£110.95	Fiesta 1.6/1.8 16v, XR2i/RS1800 -95	57-0156	£136.99	Ka 1.3/1.6 (Duratec) 02-08/StreetKa	57-0489	£131.99
Escort Mk4 1.6 EFi 89-90	57-0022	£167.99	Fiesta 1.6 Zetec S Mk4 00-02	57-0444	£116.50	Mondeo 1.8/2.0 93-96	57-0009	£200.95
Escort Mk5 1.6 EFi 90-92	57-0003	£122.50	Fiesta ST150	57-0631	£190.99	Mondeo 1.6/1.8/2.0 96-00	57-0458	£130.99
Escort Mk5/6 RS2000	57-0014	£153.95	Fiesta 1.25/1.4/1.6 Mk7 08-11	57-0686	£130.99	Mondeo 1.8/2.0 00-06	57-0519	£113.99
Escort Mk5 Zetec 16v 92-96	57-0156	£136.99	Fiesta ST180 1.6 EcoBoost	57-2587	£329.99	Mondeo 1.6/1.8/2.0/2.3 07-09	57-0595	£153.95
Escort Mk6 Zetec 1.8 16v 96 on	57-0202	£143.99	Focus 1.4/1.6 -05	57-0303	£123.95	Mondeo 2.5 V6 24v 94-00 (manual only)	57-0171	£151.99
Escort RS Cosworth T25	57-0100	£140.95	Focus 1.8/2.0 -05	57-0304	£158.50	Mondeo 2.5 V6 24v ST200	57-0329	£133.50
Fiesta XR2i CVH 89-92 ¹	57-0015	£119.99	Focus ST170	57-0441	£137.99	Mondeo 3.0 V6 24v ST220	57-0599	£196.99
Fiesta XR2i CVH 89-92 ²	57-0131	£140.95	Focus RS 2.0	57-2502	£278.50	Puma 1.4	57-0444	£116.50
Fiesta RS Turbo	57-0027	£129.95	Focus 1.4/1.6 05-05/07 (1.6 100PS)	57-0632	£136.99	Puma 1.7	57-0210	£116.50
Fiesta 1.25 16v -09/98 ³	57-0444	£116.50	Focus 1.6 (115PS) 04-10	57-0686	£130.99	Puma 1.7 Racing	57-0523	£61.54
Fiesta 1.25 16v 09/98-12/99 ⁴	57-0347	£104.50	Focus 1.8/2.0 05-10	57-0595	£153.95	Sierra/Sapphire Cosworth	57-0061	£145.99
Fiesta 1.25 16v 12/99-04/02 (Central airbox)	57-0403	£137.99	Focus ST 2.5	57-2503	£255.95	Sierra 2.9i 4x4 (late type, no air flow meters)	57-0119	£292.99
Fiesta 1.4 16v 96-10/00	57-0444	£116.50	Focus ST 2.0 & RS 2.3 EcoBoost	57S-4000	£193.50			

¹ No IRV & remote IRV with hose to inlet manifold

² Remote Idle Reg Valve with hose to airbox lid

³ With mass air sensor

⁴ Without mass air sensor

Replacement Filters for Original Air Boxes



The extensive K&N range of replacement filter elements are designed to fit directly into the original air box. Carrying a million mile warranty, these filters boast an average service life of 50,000 miles and can provide power gains of 4-5bhp on some models.

Application	Part No	Price	Application	Part No	Price
Anglia 105E 1.0/1.2	E-2330	£52.50	Fiesta Mk3 XR2i 8v/RS Turbo	33-2564	£59.99
Capri Mk1/2/3 1.3/1.6 OHV not GT	E-2566	£64.50	Fiesta Mk3 XR2i 16v/RS1800/1.6i 16v	33-2663	£55.50
Capri Mk1/2/3 1.3/1.6 OHV GT (Weber)	E-1030	£61.50	Fiesta Mk4 1.25 -12/99, 1.4 -10/00	33-2804	£49.50
Capri Mk3 1.3/1.6 OHC (VV carb)	E-1080	£59.99	Fiesta Mk5 1.6i Zetec S 00-02	33-2804	£49.50
Capri Mk1/2/3 2.0/2.3/2.6 V6	E-4790	£64.99	Fiesta Mk6 1.25/1.3/1.4/1.6 02-08	33-2853	£50.95
Capri Mk3 2.8i	33-2001	£56.50	Fiesta Mk7 1.25/1.4/1.6/1.6D/ST180 08-	33-2955	£48.50
Capri Mk1/2/3 3.0	E-2640	£49.50	Fiesta ST150 05-08	33-2880	£44.50
Cortina Mk1/2 1.2/1.3/1.5 not GT -07/67	E-2330	£52.50	Focus Mk1 inc ST170 & TDDi/TDCi -05	33-2819	£52.99
Cortina Mk1/2 1.5GT -07/67	E-2640	£49.50	Focus RS 2.0	33-2266	£55.50
Cortina Mk2 1.3/1.6 not GT 07/67-70	E-2473	£44.50	Focus Mk2 05-07 (not ST)	33-2877	£38.50
Cortina Mk2 1.6GT & 1600E	E-1030	£61.50	Focus Mk2 07-10 (not ST)	E-2993	£59.99
Cortina Mk1/2 Lotus	E-9108	£54.50	Focus ST 2.5	33-2873	£50.95
Cortina Mk3/4/5 1.6/2.0 OHC (IV)	E-1080	£59.99	Focus RS 2.5	E-2993	£59.99
Cortina Mk3/4/5 1.6/2.0 OHC (Weber)	E-3695	£58.99	Focus Mk3 inc ST250 & RS 11-	E-2993	£59.99
Cortina Mk4/5 2.3 V6	E-4790	£64.99	Granada Mk1 2.0 SOHC	E-3695	£58.99
Escort Mk1 1.1/1.3 -08/70	E-2473	£44.50	Granada Mk1 3.0 V6	E-2640	£49.50
Escort Mk1/2 1.1/1.3 (IV carb) 08/70-	E-2566	£64.50	Granada Mk2 2.0	E-1080	£59.99
Escort Mk1 1300E/GT/Mexico (Weber)	E-1030	£61.50	Granada / Scorpio Mk3 injection	33-2013	£57.95
Escort Mk1 RS2000	E-3695	£58.99	Ka/StreetKa 1.3/1.6 Duratec 02-08	33-2862	£51.95
Escort Mk2 1.3/1.6 GT/Sport (Weber)	E-1030	£61.50	Mondeo Mk1/2 2.5 V6 24v & ST200	33-2115	£63.95
Escort Mk3/4 RS1600i, RS Turbo, XR3i	33-2001	£56.50	Mondeo Mk3 1.8/2.0/2.5/3.0 ST220 01-06	33-2210	£56.50
Escort Mk4 XR3i EFi 8/89 -7/90	33-2595	£39.95	Mondeo Mk4 1.6/1.8/2.0/2.3 07-14	33-2393	£61.50
Escort Mk5/6 1.6i/1.8i 8/16v	33-2627	£54.50	Puma including Racing	33-2804	£49.50
Escort Mk5/6 RS2000 16v	33-2627	£54.50	Sierra 2.0i, XR4x4 2.9i	33-2013	£57.95
			Sierra XR4i/4x4 2.8i	33-2510	£48.50
			Sierra/Sapphire/RS500 Cosworth	33-2532	£74.50

Carburettor Bolt-On Filters

K&N bolt on filters are designed to replace the original air box and can produce considerable gains in power throughout the rev range. Average service life is 50,000 miles.

Application	Part No	Price	Application	Part No	Price	Application	Part No	Price
Weber DCD :			Weber 40/44 IDF, Dellorto 40/45 DRLA :			Ford IV :		
45mm high	56-9005	£87.95	45mm high	56-1160	£82.99	Escort Mk1/2, Cortina, Capri Mk1/2	RC-0650	£51.95
63mm high	56-9006	£97.50	63mm high	56-9082	£83.99	Ford VV :		
			83mm high	56-1170	£87.95	Escort Mk3 1.1/1.3, Fiesta Mk2 1.1/1.3, Capri/Sierra 1.6	56-9038	£70.99
Weber DGV/DGAV/DGAS :			Weber 36/40/42/44 DCNF :					
Capri 1.6/2.0/3.0, Cortina Mk4&5, 1.6/2.0, RS2000, Escort Mk2 1.6, Granada 2.0/3.0, Sierra 2.0			63mm high	56-9062	£87.95			
45mm high	56-9074	£89.99	Weber DFT :					
54mm high	56-9073	£97.50	Escort XR3, XR2 (to 86)					
63mm high	56-9075	£91.50	45mm high	56-9015	£89.99			
83mm high	56-9079	£95.99	63mm high	56-9017	£92.50			
			83mm high	56-1730	£140.95			
Weber 40/45 DCOE, Dellorto 40/45 DHLA :			Weber TLD :					
45mm high	56-9106	£75.95	Fiesta Mk2 (86 on) 1.4/1.6/XR2, Mk4 Escort/Orion, Sierra DOHC					
54mm high	56-9105	£76.99	54mm high	56-9042	£95.99			
63mm high	56-9104	£73.50	Weber DFTH/DFTM :					
83mm high	56-9265	£79.50	Sierra 1.6/2.0, Escort/Fiesta 1.4					
102mm high	56-9107	£87.95	54mm high	56-9028	£87.95			
Weber 48/50/55 DCO/SP :								
63mm high	56-9147	£76.99						
83mm high	56-1710	£110.95						



Breather Filters

- (1) Chrome top, rubber neck, 51mm od. Clamps directly to metal or plastic tubing
 (2) Chrome top, integral steel tube in base, 76mm od. Mounts directly in breather hose.

Inlet Size (mm)	Part No	Price
(1) 13	62-1330	£22.99
16	62-1340	£22.99
19	62-1360	£19.99
(2) 13	62-1140	£27.50
16	62-1150	£29.95
19	62-1160	£23.95



Filter Maintenance



Cleaner fluid, 1 litre	99-0621	£10.99
Filter oil, 250ml	99-0533	£5.50
Service kit (air filter oil & cleaner)	99-5000	£13.99

Mongoose exhausts are manufactured from T304 stainless steel tube on state of the art CNC machines and mandrel bent to shape - not cut and welded.

Mongoose silencers are formed from polished stainless steel and all systems are finished with a choice of highly polished, tailpipes. Mongoose systems are designed for the performance enthusiast and serious car tuner.

All Mongoose steel systems come with a conditional lifetime guarantee.

Tailpipe Key

- A = Single 3" round rolled out
- B = Single 3½" round rolled out
- C = Single 4" round rolled out
- E2 = Twin 5" round slash cut
- E3 = Twin 5" round rolled in slash cut
- G = Single 3½" round rolled in
- H = 6" x 4" oval
- H4 = Triple 3.5" rolled in
- I = Single 3" round rolled in
- J = Single oval tail rolled out
- O = Single 4" round rolled in
- O2 = Twin 4" round rolled in
- P3 = Twin 3½" rolled in, slash cut
- R3 = Single 4" rolled in slash cut
- R4 = Twin round 4" slash cut rolled in
- S = Single round 4½" straight pipe/slash cut
- S2 = Twin round 4½" slash cut
- S3 = Twin 4½" rolled in slash cut
- V2 = Twin 3" round slash cut
- Z = Twin 4" round rolled out



System Types

- 1 - Full system from the turbo
- 2 - Full system from the end of the manifold
- 3 - From end of downpipe
- 4 - From end of downpipe including cat replacement pipe
- 8 - From end of catalyser
- 10 - Full system from O.E. cat back
- 11 - Full system without cat (use original cat)
- 12 - Full system including cat replacement
- CAT - Full system with sports cat
- CATX2 - Full system with sports cat from downpipe



Application	Tail Pipe	Type	Part No.	Price	Application	Tail Pipe	Type	Part No.	Price
Escort RS Turbo 2½" bore 85-90	A,B,C	1	MON1	£435.00	Focus Mk2 ST 2.5 (will remove cat)*	O2,P3,R4,S2,Z	4	MON81A	£595.00
Escort Cosworth (will remove cat)	J	1	MON5	£600.00	Focus Mk2 ST 2.5 (uses cat from original system)*	O2,P3,R4,S2,Z	11	MON81B	£660.00
Escort Cosworth (twin centre box, removes cat)	J	1	MON5M	£750.00	Focus Mk2 ST 2.5 (will remove cat)*	O2,P3,R4,S2,Z	1	MON81C	£725.00
Fiesta ST150	B,G,O,S	8	MON79	£395.00	Focus Mk2 ST 2.5 (choice of 100 or 200CPI cat)*	O2,P3,R4,S2,Z	CAT	MON81D	£1,045.00
Fiesta ST150 (will remove cat)	B,G,O,S	4	MON79A	£455.00	Focus Mk2 ST 2.5 (choice of 100 or 200CPI cat)*	O2,P3,R4,S2,Z	CATX2	MON81E	£920.00
Fiesta ST150 (uses cat from original system)	B,G,O,S	11	MON79B	£495.00	Focus Mk2 RS 2.5**	S2,S3	8	MON82	£525.00
Fiesta ST150 (will remove cat)	B,G,O,S	12	MON79C	£570.00	Focus Mk2 RS 2.5 (will remove cat)**	S2,S3	4	MON82A	£665.00
Fiesta ST150 (with sports cat)	B,G,O,S	CAT	MON79D	£950.00	Focus Mk2 RS 2.5 (uses cat from original system)**	S2,S3	11	MON82B	£710.00
Fiesta ST150 (with sports cat)	B,G,O,S	CATX2	MON79E	£835.00	Focus Mk2 RS 2.5 (will remove cat)**	S2,S3	1	MON82C	£815.00
Fiesta ST150 4-2-1 manifold, flexi & de-cat (to 200bhp)			MON79M	£595.00	Focus Mk2 RS 2.5 (choice of 100 or 200CPI cat)**	S2,S3	CAT	MON82D	£1,150.00
Fiesta Mk7 1.0 EcoBoost	V2	8	MON87	£450.00	Focus Mk2 RS 2.5 (choice of 100 or 200CPI cat)**	S2,S3	CATX2	MON82E	£985.00
Fiesta Mk7 1.6 Zetec S single box system 08-	V2	8	MON83SB	£445.00	Focus Mk3 ST250 2.0 EcoBoost	O2,R4	8	MON85A	£650.00
Fiesta Mk7 1.6 Zetec S twin box system 08-	V2	8	MON83TB	£475.00	Focus Mk3 ST250 2.0 EcoBoost	E2,H4	8	MON85B	£715.00
Fiesta ST180 1.6 EcoBoost	V2,R3,H,C	8	MON84	£500.00	Focus Mk3 RS 2.3 EcoBoost*	E2,E3	8	MON86	£900.00
Focus Mk1 RS 2.0	C,O,S	10	MON9A	£585.00	Sierra/Sapphire Cosworth 2wd inc RS500	A,B,C	1	MON3	£600.00
Focus Mk1 RS 2.0 (will remove cat)	C,O,S	12	MON9	£750.00	Sierra/Sapphire Cosworth 2wd (twin centre box)	I,O	1	MON3M	£750.00
Focus Mk1 RS 2.0 cat replacement & downpipe			MON9CP	£214.90	Sapphire Cosworth 4wd (removes cat where fitted)	A,B,C	1	MON4	£600.00
Focus Mk2 ST 2.5*	O2,P3,R4,S2,Z	8	MON81	£500.00	Sapphire Cosworth 4wd (twin centre box, removes cat)	I,O	1	MON4M	£750.00

*This exhaust is also available in **System 500** spec - the standard Mongoose large single rear silencer is replaced with 2 separate smaller silencers and 5" rolled in slash cut tailpipes giving a slightly louder sound. Add \$500 to the part number and an additional £35.00 to the price listed.

*This exhaust is also available in **Section 59** spec - similar to the System 500 but with 3" pipes at the rear instead of 2.5". Very loud! Add \$59 to the part number and an additional £35.00 to the price listed.

TONY LAW EXHAUST MANIFOLDS



High quality exhaust manifolds designed to extract maximum power and torque out of a range of competition rally and race engines. As used on many of our Burton built engines.

Application	Part No	Price
Cortina Mk1/2 Lotus Twin Cam 4-2-1	TLM16	£490.00
Escort Mk1/2 BDA/BDG 3 bolt 4-2-1	TLM01	£495.00
Escort Mk1/2 BDA/BDG 3 bolt 4-1	TLM02	£585.00
Escort Mk1/2 BDA/BDG 4 bolt 4-2-1	TLM03	£495.00
Escort Mk1/2 Cosworth YB aspirated 4-2-1	TLM04	£480.00
Escort Mk1/2 Cosworth YB aspirated 4-1	TLM05	£645.00
Escort Mk1/2 Duratec HE 14 2.0 4-2-1	TLM06	£615.00
Escort Mk1/2 Duratec HE 14 2.2-2.5 4-2-1	TLM07	£680.00
Escort Mk1 Lotus Twin Cam 4-2-1	TLM08	£480.00
Escort Mk1/2 SOHC Pinto 2.0 4-2-1	TLM09	£455.00
Escort Mk1/2 SOHC Pinto 2.0 4-1	TLM10	£600.00
Escort Mk1/2 SOHC Pinto 2.2-2.4 4-2-1	TLM11	£510.00
Escort Mk1/2 X/Flow 4-2-1	TLM12	£465.00
Escort Mk1/2 X/Flow 4-1 RHD only	TLM13	£555.00
Escort Mk1/2 Warrior/Holbay 2.0 16v 4-2-1	TLM14	£480.00

STAINLESS RALLY/RACE EXHAUSTS

Stainless Exhaust Manifold



A high performance exhaust manifolds designed for use on Mk1/2 Escorts fitted with Zetec and Duratec engines. Matched length with a 4-2-1 design. Manufactured from 316 grade stainless steel.

- Duratec manifold **FD900** £824.95
- Zetec manifold RHD **FZ900** £589.90
- Zetec manifold LHD **FZ900LHD** £589.90

Escort Mk1/2 Stainless Exhaust System

304 grade stainless steel exhaust systems to fit Escort Mk1/2. Incorporates a unique design to allow fitment to either side of the car. Fits all Escorts with any suspension set ups from standard to full Group 4 spec. 2½" system also has a repackable silencer. Can be used with any engine including: Zetec E, Duratec, Pinto, X/flow, Cosworth YB and Vauxhall XE. Requires drilling of one hole for fitment. Fits standard floor pan and is a direct fit to the FZ900 & FD900 stainless steel manifolds using the supplied adaptor. Should be used with fitting kit for correct mounting.



- Stainless steel system 2" bore **EXESC2** £394.90
- Stainless steel system 2¼" bore **EXESC3** £399.95
- Stainless steel system 2½" bore **EXESC1** £519.95
- Fitting kit for above **EXFK1** £54.95



Milltek Sport stainless steel systems have a genuine performance edge - power gains around 10%, sounds that are truly awesome, looks that are subtle but enhancing and a feeling of true exhilaration.

Hi-Flow Sports Catalysts - an original catalytic converter will typically have 400 or 600 cells per square inch (cps), but are restrictive in their flow, typically allowing an open area of around 55-65%. A Milltek Sport Hi-flow Sports Cat (which will be fully integrated into a large bore downpipe) has only 100-200 cps depending on application. These cats have an open area of between 75-85%, thus reducing back pressure substantially and increasing flow rates, all very desirable for extracting more performance, especially on turbocharged engines.

Application	Description	Tailpipes	Loudness	Part Number	Price
Fiesta Mk6 Zetec-S 1.6 16v 04-08	Cat-back system - to fit ST150 rear valance insert	90mm Jet		SSXFD013	£379.90
Fiesta Mk6 ST150 05-08	4-1 race manifold			SSXFD014	£323.95
	Flexible pipe - Use with original Ford manifold			SSXFD015	£136.90
	Hi-flow sports cat ² *			SSXFD016	£379.20
	Cat replacement pipe ³ - Will cause engine light to come on.			SSXFD017	£76.90
	Cat-back system	90mm Jet	Non-resonated (louder)	SSXFD018	£354.95
			Resonated (quieter)	SSXFD019	£424.90
Full system with Hi-flow sports cat*	Black ¹ 90mm Jet	Non-resonated (louder)	SSXFD054	£1,039.90	
		Resonated (quieter)	SSXFD055	£1,109.95	
Fiesta Mk7 1.6 TI-VCT & Zetec S 08on	Cat-back system	Twin 80mm GT80		SSXFD084	£389.95
Fiesta Mk7 1.0 EcoBoost 100/125/140PS	Cat-back system. Requires Fiesta Zetec S rear valance	Twin 80mm GT80	Non-resonated (louder)	SSXFD109	£448.50
			Resonated (quieter)	SSXFD108	£553.50
	Turbo-back including Hi-flow sports cat*. Requires Fiesta Zetec S rear valance	Twin 80mm GT80	Non-resonated (louder)	SSXFD105	£1,059.50
			Resonated (quieter)	SSXFD104	£1,059.50
Fiesta Mk7 ST180 1.6 EcoBoost	Cat-back system	Twin 80mm GT80	Non-resonated (louder)	SSXFD098	£447.95
	Cat-back race system		Non-resonated (louder)	SSXFD100	£447.95
	Cat-back - EC type-approved road system	Twin 80mm GT80	Resonated (quieter)	SSXFD099	£551.95
	Large-bore downpipe & Hi-flow sports cat - EC approved*		SSXFD126	£874.90	
	Large-bore downpipe & Hi-flow sports cat*		SSXFD096	£413.95	
	Focus Mk2 ST 225	Cat-back system	Dual 100mm Jet	Non-resonated (louder)	SSXFD042
Resonated (quieter)				SSXFD043	£573.50
Large bore downpipe and Hi-flow sports cat*			SSXFD168	£784.90	
Focus RS Mk2 2.5T 305PS	Cat-back - EC type-approved road system	Dual DTM	Resonated (quieter)	SSXFD085	£779.95
	Cat-back system	Dual DTM	Non-resonated (louder)	SSXFD068	£679.90
			Resonated (quieter)	SSXFD070	£779.95
	Turbo-back & Hi-flow sports cat EC type-approved road system*	Dual DTM	Resonated (quieter)	SSXFD083	£1,795.00
	Turbo-back including Hi-flow sports cat*	Dual DTM	Resonated (quieter)	SSXFD071	£1,565.00
			Non-resonated (louder)	SSXFD069	£1,465.00
	Large-bore downpipe & de-cat - For track-use only ³ *		SSXFD086	£361.90	
Focus Mk3 ST250 2.0 EcoBoost	Cat-back - Hatchback. Polished tips	Dual GT100	Non-resonated (louder)	SSXFD092	£674.95
			Resonated (quieter)	SSXFD094	£924.95
	Cat-back - Estate. Polished tips	Dual GT100	Non-resonated (louder)	SSXFD093	£684.95
			Resonated (quieter)	SSXFD095	£934.90
	Large-bore downpipe & Hi-flow sports cat - EC approved*		SSXFD127	£894.95	
Large-bore downpipe & Hi-flow 200 cell race cat*		SSXFD125	£458.95		
Focus Mk3 RS 2.3 EcoBoost	Cat-back system	Dual GT115	Resonated (quieter)	SSXFD190	£1,175.00
			Non-resonated (louder)	SSXFD183	£1,075.00
Mondeo ST220 3.0 V6 02-07	Cat-back system	Dual GT100		SSXFD080	£619.55
Mustang 2.3 EcoBoost	Cat-back system	100mm GT	Resonated (quieter)	SSXFD173	£1,095.00
			Non-resonated (louder)	SSXFD175	£1,025.00
Mustang 5.0 V8 GT	Cat-back system	100mm GT	Resonated (quieter)	SSXFD152	£1,120.00
			Non-resonated (louder)	SSXFD154	£1,075.00

*Requires Stage 2 ECU remap. ¹ Satin black ceramic coated tailpipes.

² For use with Milltek manifold and must be fitted with the Milltek Sport cat-back system. ³ Must be fitted with the Milltek Sport cat-back system



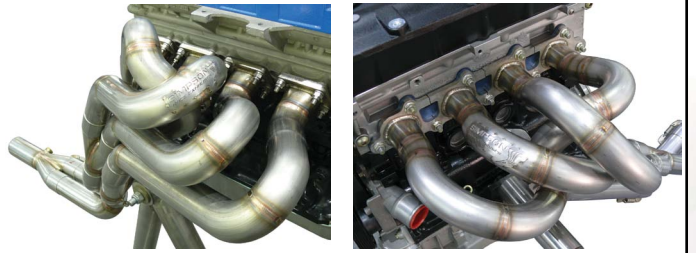
ASHLEY EXHAUSTS

Ashley manufacture a wide range of mild steel performance manifolds and systems, particularly for the older vehicles such as Mk1/2 Escort. For this model, competition manifolds and exhausts are available as well as conversion manifolds for Escorts with different engines fitted.



Application	Manifold	Price	Single Box System	Twin Box System	Price	
Anglia 105E:						
Pre-X/flow 2"	ASHM30	£237.60		ASHS34	£198.00	
Capri:						
1.6/2.0 SOHC	ASHM13	£222.00		ASHS13	£198.00	
2.8i	ASHM14	£270.00		ASHS14	£324.00	
3.0	ASHM18	£372.00		ASHS14	£324.00	
Cortina Mk1/2 RHD/LHD:						
Mk1 1500GT 2"	ASHM30	£237.60		ASHS30	£246.00	
Lotus Cortina 4-1 2¼"	ASHM09	£324.00		ASHS09	£297.60	
Lotus Cortina 4-2-1 2"	ASHM10	£252.00		ASHS10	£246.00	
Cortina Mk4/5:						
1.6/2.0 SOHC	ASHM15	£222.00		ASHS15	£234.00	
Escort Mk1:						
X/Flow 2"	ASHM01	£180.00		ASHS01TMK1	£162.00	
Escort Mk2:						
X/Flow 2"	ASHM01	£180.00	ASHS01	£138.00	ASHS01T	£150.00
As above, 3" stainless tail			ASHS01SS	£156.00	ASHS01TSS	£168.00
X/Flow 2" LHD	ASHM01	£180.00	ASHS01	£138.00	ASHS01T	£150.00
X/Flow 4-1 2¼"	ASHM03	£210.00	ASHS03	£180.00	ASHS03T	£192.00
BDA 3 bolt manifold	ASHM40	£330.00				
BDA 4 bolt manifold	ASHM41	£330.00				
RS2000/Mexico SOHC 2"	ASHM04	£210.00	ASHS04	£150.00	ASHS04T	£162.00
As above, 3" stainless tail			ASHS04SS	£168.00	ASHS04TSS	£180.00
RS2000/Mexico SOHC 2¼***	ASHM05	£228.00	ASHS05	£192.00	ASHS05T	£204.00
Escort Mk1/2 Conversion Manifolds:						
Aspirated Cosworth 2¼***	ASHM06	£282.00				
Duratec HE 14 2¼***	ASHM31	£282.00				
Zetec E 16v 2¼***	ASHM07	£234.00				
Vauxhall XE 2.0 16v 2¼***	ASHM08	£294.00				
** Note 2¼*** manifolds are now also available with optional 2½" outlets along with matching systems to special order. RH RS2000 systems also available.						
Escort Mk3/4/5/6:						
XR3i 2" -90	ASHM11	£198.00		ASHS11	£210.00	
XR3i competition 2¼"	ASHM12	£264.00	ASHS12SS	£222.00		
Orion 2" -90	ASHM11	£198.00		ASHS11A	£234.00	
RS Turbo 2½"			ASHS18	£306.00		
1.6/1.8 16v 2"				ASHS32	£234.00	
1.6/1.8 16v 2¼"	ASHM33	£252.00		ASHS33	£288.00	
RS2000 16v Mk5 2¼"			ASHS31	£294.00		
Zetec E 16v FWD	ASHM20	£246.00	Special conversion manifold			
Fiesta:						
Mk1 XR2	ASHM16	£204.00		ASHS16	£210.00	
Mk2 XR2	ASHM11	£198.00		ASHS17	£204.00	
Mk3 XR2i 8v 2"	ASHM19	£198.00		ASHS19	£246.00	
Mk4 1.25 16v 2"				ASHS21	£246.00	
Zetec SE 16v FWD	ASHM35	£264.00	Fits Zetec S but will adapt to other models			
Zetec E 16v FWD	ASHM20	£246.00	Special conversion manifold			
Focus Mk1:						
1.8 2¼"				ASHS29	£258.00	
Sierra:						
2.0 SOHC Pinto	ASHM22	£246.00		ASHS22	£246.00	
2.0 SOHC Pinto LHD	ASHM22	£258.00		ASHS22	£246.00	
1.8 CVH				ASHS23	£246.00	
2.0 DOHC RHD	ASHM23	£264.00		ASHS23	£246.00	
2.0 DOHC LHD	ASHM23	£264.00		ASHS23	£246.00	
XR4i 2.8 V6	ASHM24	£312.00		ASHS24	£282.00	
XR4x4 2.8 V6				ASHS25	£282.00	
XR4x4 2.9 V6				ASHS26	£294.00	
Cosworth 2wd				ASHS27	£366.00	
Cosworth 4wd				ASHS28	£360.00	

SIMPSON RACE EXHAUST MANIFOLDS



SIMPSON

Race Exhausts

Simpson Race Exhausts specialise in the design and manufacture of exceptional quality inconel and stainless steel exhaust systems and manifolds for all types of motor sport and performance applications.

Their stainless steel exhaust manifolds are handmade to provide maximum performance whilst ensuring it visually looks like a work of art at the same time. The photographs only give an indication of how amazing these manifolds look like in the flesh!

The manifolds are manufactured from 304 grade stainless steel with a wall thickness of 1.2mm. Joints are fully TIG welded which are gas purged. Gas purging provides two benefits. Firstly it prevents oxidation in the weld which would compromise the strength and corrosive resistance of the joint. Secondly it allows the weld to remain smooth inside the pipe thus increasing exhaust gas flow.

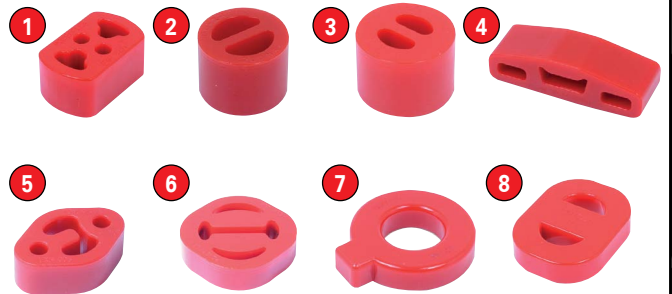
All bends in the tube are mandrel bent to ensure there is no reduction in diameter throughout the bend.

All primary pipes are constructed to an equal length to ensure smooth and equal performance from each cylinder.

All collectors are a fully welded merge type which are designed to maximise gas flow.

Application	Part No	Price
Cortina Mk1/2 Lotus Twin Cam		TBA
Escort Mk1/2 BDA/BDG 3 bolt 4-2-1 Historic spec small bore	SIMP09	£780.00
Escort Mk1/2 BDA/BDG 3 bolt 4-2-1 Historic spec large bore	SIMP10	£780.00
Escort Mk1/2 BDA/BDG 4 bolt 4-2-1 long primaries	SIMP11	£780.00
Escort Mk1/2 Cosworth YB aspirated 4-2-1	SIMP07	£880.00
Escort Mk1/2 Cosworth YB aspirated 4-1	SIMP08	£840.00
Escort Mk1/2 Duratec HE 14 2.0 4-2-1 2½" exit	SIMP05	£780.00
Escort Mk1/2 Duratec HE 14 2.5 4-2-1 2¾" exit	SIMP06	£780.00
Escort Mk1 Lotus Twin Cam		TBA
Escort Mk1/2 SOHC Pinto 2.0 4-2-1 2¼" exit	SIMP02	£780.00
Escort Mk1/2 SOHC Pinto 2.0 4-2-1 2½" exit	SIMP02A	£780.00
Escort Mk1/2 Vauxhall XE 2.0 2½" exit	SIMP03	£780.00
Escort Mk1/2 Vauxhall XE 2.0 2¾" exit	SIMP03A	£780.00
Escort Mk1/2 Vauxhall XE 2.4 2¾" exit	SIMP04	£780.00
Escort Mk1/2 Vauxhall XE 2.4 3" exit	SIMP04A	£780.00
Escort Mk1/2 X/Flow		TBA
Escort Mk1/2 Zetec E 4-2-1	SIMP01	£780.00

POLYURETHANE EXHAUST MOUNTS



POWERFLEX
progression in suspension

No.	Height	Width	Part No	Price
(1)	68mm	44mm	EXH001	£10.00
(2)	45mm	45mm	EXH002	£10.00
(3)	50mm	50mm	EXH003	£10.00
(4)	30mm	105mm	EXH004	£10.00
(5)	70mm	50mm	EXH005	£10.00
(6)	70mm	70mm	EXH006	£10.00
(7)	64mm	64mm	EXH007	£10.00
(8)	80mm	60mm	EXH008	£10.00

JETEX UNIVERSAL EXHAUST COMPONENTS

When building an exhaust system, it is important to purchase exhaust parts that give good damping effects and flow characteristics in order to obtain the best performance from the engine.

With the Jetex universal range, it is possible to construct a performance exhaust with suitable angled pieces and silencer boxes - available in 1¼", 2", 2½", 3" and 3½". For competition use, it is necessary to consider noise regulations. Jetex 2½" and 3" absorption boxes are well insulated with wire wool around the centre tubing to ensure that the insulation does not burn out and raise noise levels.

All standard Jetex components are made from aluminised/mild steel, with a comprehensive range now available in stainless steel (stainless steel part numbers have an 'R' suffix).

Note: all Jetex universal tailpipes are finished in stainless steel and contain damping inserts

When assembling a D.I.Y. system, the following should be taken into account:

- 4 cylinder engines for street use - 2 or 3 silencers
- 4 cylinder engines for competition use - 1 or 2 silencers
- 6 cylinder engines for street use - 3 or 4 silencers
- 6 cylinder engines for competition use - 2 or 3 silencers

Exhaust Brackets & Mountings

(1) U724565	£9.50	(7) UBK054R	£6.50
(2) U847025	£2.20	(7) UBK067R	£6.50
(3) U836025	£2.20	(7) UBK079R	£6.50
(4) U826250	£2.20	(7) UBK092R	£6.95
(5) U812308	£3.95		
(6) U831503	£2.20		
(7) UBK048R	£6.50		

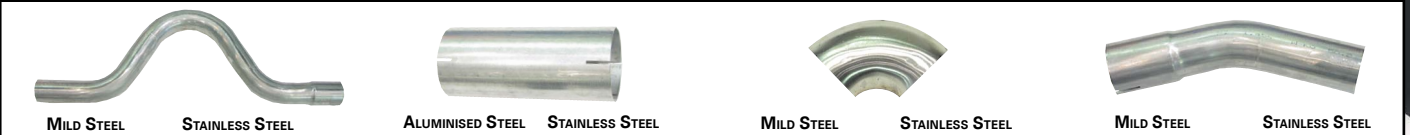


Jetex Part Number Colour Key

- 1¼" Diameter
- 2" Diameter
- 2½" Diameter
- 3" Diameter
- 3½" Diameter



Exhaust System Components



Over axle bend
Length: 700mm / 675mm / 890mm / 890mm

U044500	£18.50	U044500R	£28.99
U045117	£19.99	U045100R	£30.95
U046321	£21.95	U046300R	£34.99
U047600	£39.95	U047600R	£52.99

Double End Sleeve
Length: 100/100/146/190/190mm

U064500	£3.95	U064500R	£5.95
U065120	£4.25	U065100R	£5.95
U066320	£6.95	U066320R	£9.50
U067620	£8.95	U067620R	£13.50
U068900	£13.99	U068900R	£18.50

Tight 90° Bend (needs welding)

U034590	£7.99	U034590R	£13.99
U035190	£9.50	U035190R	£14.95
U036390	£11.50	U036390R	£19.50
U037690	£13.99	U037690R	£23.95
U038990	£17.50	U038990R	£26.95

30° Bend

U024530	£6.50	U024530R	£11.95
U025130	£6.95	U025130R	£12.95
U026330	£10.99	U026330R	£16.50
U027630	£14.50	U027630R	£24.50
U028930	£23.50	U028930R	£34.99



45° Bend

U024545	£6.95	U024545R	£12.50
U025145	£7.50	U025145R	£12.95
U026345	£11.95	U026345R	£16.50
U027645	£14.95	U027645R	£24.50
U028945	£24.50	U028945R	£34.99



60° Bend

U024560	£7.50	U024560R	£12.50
U025160	£7.99	U025160R	£13.90
U026360	£12.50	U026360R	£17.50
U027660	£15.95	U027660R	£26.50
U028960	£24.95	U028960R	£36.95



90° Bend

U024590	£7.99	U024590R	£14.50
U025190	£8.95	U025190R	£15.95
U026390	£13.50	U026390R	£18.95
U027690	£16.99	U027690R	£27.50
U028990	£26.95	U028990R	£37.99



Stepped sleeve

45/42/38mm - length 160mm

U074500	£6.95	U074500R	£10.99
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51/48/41mm - length 160mm

U075115	£7.99	U075100R	£10.99
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63.5/57/51mm - length 190mm

U076320	£8.95	U076320R	£11.95
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76/67/63.5mm - length 195mm

U077600	£12.50	U077600R	£16.99
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76/80/89mm - length 195mm

U078900	£14.95	U078900R	£25.50
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Universal Silencer

Oval 100/165mm, length 420mm

U334500	£50.95	U334500R	£74.00
U335139	£50.95	U335100R	£74.00

Oval 115/185mm, length 420mm

U326340	£74.95	U326300R	£102.95
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Oval 140/220mm, length 500mm

U336300	£84.95	U336300R	£108.95
U328900	£116.95	U328900R	£157.99



Universal Silencer

Round 125mm, length 250mm

U456300	£49.99		
U457600	£49.99	U457600R	£66.95

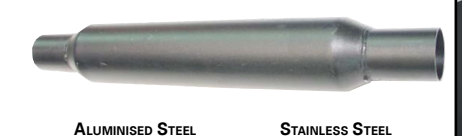
Round 140mm, length 250mm

U458900	£69.95	U458900R	£103.99
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Flexible tube length 0.5m

U054550	£23.50	U054550R	£27.95
U055150	£27.95	U055150R	£31.99
U056350	£31.99	U056350R	£38.95
U057650	£39.95	U057650R	£43.99
U058950	£39.95	U058950R	£49.99



Universal silencer

Round 100mm, length 420mm

U414500	£43.99	U414500R	£59.95
U415129	£47.95	U415100R	£63.95

Round 125mm, length 420mm

U436337	£65.95	U436300R	£90.95
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B



ALUMINISED STEEL STAINLESS STEEL



Stainless Steel Flexi Joint

This range of flex connectors is ideal for use before the catalytic converter where temperatures and engine movement are high and there is considerable gas noise. Can withstand up to 1100°C. Designed to allow pipework to slip inside each end and to be welded in position. The main flex is made from stainless steel, the ends are made of aluminised steel. Total length approx 152mm.

Stainless Steel

UFILOK45MM	£30.95
UFILOK515MM	£31.99
UFILOK635MM	£51.95
UFILOK765MM	£56.95

Y Piece			
OD (A)	OD (B) x 2		
Aluminised Steel			
50.8mm	41.5mm	U905142	£21.50
50.8mm	44.5mm	U905145	£21.50
57.0mm	44.5mm	U905745	£23.95
57.0mm	48.0mm	U905748	£23.95
63.5mm	48.0mm	U906348	£24.95
63.5mm	50.8mm	U906351	£24.95
76.0mm	63.5mm	U907663	£27.95
89.0mm	76.0mm	U908976	£38.95

Stainless Steel			
50.8mm	44.5mm	U905145R	£33.95
63.5mm	50.8mm	U906351R	£39.95
76.0mm	63.5mm	U907663R	£44.95
89.0mm	76.0mm	U908976R	£59.95



Stainless Steel Flange (with stub)

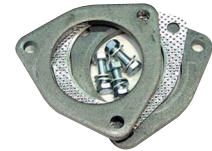
U036301R	£39.95
U037601R	£44.95

Universal silencer			
Oval 100/165mm, length 315mm			
U355124	£37.99	U355100R	£59.95
Oval 115/185mm, length 315mm			
U316335	£54.95	U316300R	£75.95
Oval 140/220mm, length 250mm			
U307600	£71.95	U307600R	£98.95
U308900	£93.95	U308900R	£134.00



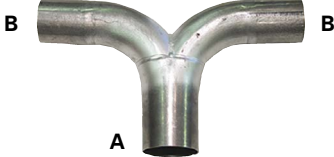
ALUMINISED STEEL STAINLESS STEEL

Universal silencer			
Round 80mm, length 400mm			
U404500	£31.99	U404500R	£59.95
Round 80mm, length 410mm			
U405120	£31.99	U405100R	£59.95
Round 100mm, length 625mm			
U446300	£73.99	U446300R	£101.95
Round 125mm, length 625mm			
U447600	£79.99	U447600R	£110.95

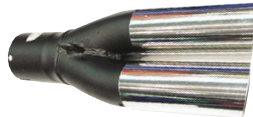


Aluminised Steel Flange (with gasket)

U034500	(2 bolt)	£13.96
U035100	(2 bolt)	£13.99
U036300	(3 bolt)	£25.50
U037600	(3 bolt)	£32.95



A



Aluminised/Stainless Steel

Twin tail pipe 2 x 58mm	U215118	£49.99
Twin tail pipe 2 x 58mm	U216300	£52.99



Stainless Steel Twin Inlet & Exit Universal Silencer

U3451DR	£95.95
Oval 115/185mm, length 315mm, 2 x 2 1/2" inlet & outlets	
U3463DR	£109.99
Oval 140/220mm, length 315mm, 3" inlet & outlets	
U3476DR	£112.99

T Piece			
OD (A)	OD (B) x 2		
Aluminised/Mild Steel			
63.5mm	50.8mm	U916351	£29.95
63.5mm	63.5mm	U916363	£29.95
76.0mm	63.5mm	U917663	£31.99
76.0mm	76.0mm	U917676	£31.99
89.0mm	76.0mm	U918976	£43.99

Stainless Steel			
63.5mm	50.8mm	U916351R	£42.95
63.5mm	63.5mm	U916363R	£42.95
76.0mm	63.5mm	U917663R	£46.99
76.0mm	76.0mm	U917676R	£46.99
89.0mm	76.0mm	U918976R	£59.95

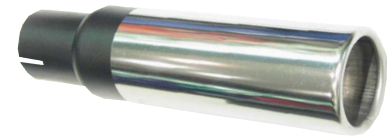


ALUMINISED/STAINLESS STEEL



ALUMINISED STEEL STAINLESS STEEL

Twin exit universal silencer			
Oval 115/185mm, length 320mm, 2 1/2" in to 2 x 2" out			
U346351	£84.95	U346351R	£108.95
Oval 140/220mm, length 320mm, 3" in to 2 x 2 1/2" out			
U347663	£93.95	U347663R	£113.95



ALUMINISED/STAINLESS STEEL

Stainless finish with damping inserts

Round tail pipe 57mm	U254500	£34.99
Round tail pipe 80mm	U255100	£35.95
Round tail pipe 80mm	U256300	£44.95
Round tail pipe 100mm	U257600	£46.99
Round tail pipe 114mm	U258910	£67.99

Stainless finish with damping inserts		
Oval tail pipe 70/90mm	U235100	£35.95
Oval tail pipe 70/90mm	U236300	£44.95



ALUMINISED STEEL STAINLESS STEEL

Compensator. Fit between engine & exhaust to eliminate pipe fracture

U055100	£35.95		
U056300	£56.95	U057600R	£60.95



STAINLESS STEEL

Twin pipe silencer

Oval 100/165mm, length 250mm. Round 58mm stainless tail pipes	U225100R	£99.95
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ALUMINISED STEEL STAINLESS STEEL

Universal silencer			
Oval 140/220mm, length 500mm			
U327600	£82.99	U327600R	£113.95



DECIBEL INSERT

Reduces noise level. Weld into pipe. 290mm length required

U935130	£7.50
U936330	£17.95
U937630	£25.99



STAINLESS STEEL

180° Bend

U024518R	£19.99
U025118R	£21.95
U026318R	£27.50
U027618R	£37.99



X piece

Used in V6 & V8 applications to join the two separate exhaust systems mid way to equalise the pressures from each side.

Stainless Steel			
U9051XR	£49.99		
U9063XR	£52.99		
U9076XR	£75.95		



STAINLESS STEEL

Twin exit universal silencer

Oval 140/220mm, length 500mm, 2 1/2" in to 2 x 2" out	
U326351R	£148.99
Oval 140/220mm, length 500mm, 3" in to 2 x 2 1/2" out	
U327663R	£153.94

HEAT MANAGEMENT

Heat management within a performance car, be it track or fast road based, is imperative for numerous reasons including optimising bhp, improving reliability, cosmetic retention, protecting the occupants and, by no means least, making the cabin environment more comfortable. Burton offer a wide range of heat management solutions to assist in all of these areas.

Optimising BHP

Negative pressure is produced in an internal engine when the pistons are on their downward stroke. This pressure drop is referred to as scavenging, since it assists the engine in removing the waste products (exhaust gasses) and also to draw in the new charge. It is acknowledged that maximising this effect optimises both the intake and exhaust cycle efficiency, resulting in increased bhp. The most significant contributor to the level of scavenging present within an engine is the ease by which the exhaust gases can be extracted. This is optimised by carefully designed cylinder heads and free-flowing headers. What is often overlooked, however, is the hotter (and less dense) exhaust gases evacuate the combustion chamber more rapidly. This is where heat wrap can improve performance. Most commonly produced from textured silica-based fabric, this product is simply wrapped repeatedly around the headers and provides a thin insulating layer. Capable of withstanding temperatures of up to 2000 degrees Fahrenheit, application is both simple and relatively inexpensive. Another side effect of this heat management product is the significant reduction (up to 70%) of underbonnet temperatures. If engine intake air is drawn from this environment its density will be significantly increased, equating to more power. It has been documented that with every 1 degree rise in charge temperature, an additional 1% engine bhp can be released.

Another common use for heat management products within the performance arena is in the wrapping of turbochargers. Again performance is increased, by retaining the thermal energy within the exhaust gasses and minimising the heat transfer to the compressed intake air. An additional benefit is reduced turbo lag.

Improving Reliability

All engineered components have a defined operating temperature and exceeding these limits on a regular basis will reduce performance and increase unreliability. A typical example is a starter motor, which in many applications is located in close proximity to the header. Prolonged exposure to heat degrades the performance of windings while also affecting the solenoid assembly. Shields are available from Burton which can be easily attached to the starter motor in addition to the exhaust wrap detailed previously.

Another component often overlooked is the battery. Regardless of technology employed within the unit, heat will reduce its lifespan and charge retention capabilities. This is easily solved by the application of a self-adhesive wrap constructed from heat-reflective material. Finally, wiring and plug leads are a notorious failure point when they come in close proximity to heat sources. Even if the insulation is not physically burnt, it will degrade over time, becoming brittle and eventually damaging the conductivity properties of the inner core. Heat resistant shields and boots are a sound investment if your engine bay wiring is exposed. Failure in this department will suddenly leave you stranded on the track side or on a quiet 'B' road - and sod's law it'll be in the middle of nowhere!

Cosmetic Retention

Paint, as with any other product, has an operational temperature range and even though modern cosmetic

finishes are more than capable of withstanding significant temperatures, there are limits. This particularly applies to bonnets and inner wings subjected to significant temperatures. In such situations the application of aluminized heat barrier cloth is the perfect solution. Applied with glue (some come with self-adhesive backing), this thin, flexible material can be attached to the inside of vulnerable body panels. The shiny side is directed towards the heat source and can cope with temperatures reaching 2000 degrees Fahrenheit.

Occupant Safety & Comfort

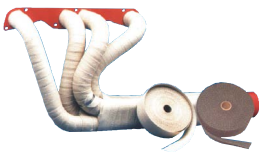
It goes without saying that occupant safety and comfort are of paramount importance, and heat management is a key factor. Ensuring fuel tanks and fuel lines are well insulated from all heat sources is an obvious safety application for these products. In addition, the lining of floor panels and transmission tunnels ensures exhaust and underbonnet heat is isolated from the passenger compartment. Without such protection interior temperatures can soar.

Application

Exhaust wrap, boots and covers are best attached utilising stainless steel snap straps. These do not degrade with the significant heats they are subjected to. To increase the life of exhaust wraps, metallic-based aerosol paints can be applied to the surface. These utilise resins and binders to seal the otherwise porous material, reducing the risk of degradation due to friction and fluid spills. Available in several colours, the finish can be selected to complement your underbonnet aesthetics. When applying heat barriers in matt form, a contact adhesive is the best method of application to body panels, etc. Utilising a hand roller helps remove any air bubbles - paper hanging expertise definitely comes in handy for this job! Self-adhesive matting is also available at additional cost, speeding up application time considerably.

HEAT BARRIER PRODUCTS

Exhaust Wrap



Reduces under bonnet temperatures up to 70%. Increases power and fuel efficiency. Suitable up to 2000°F.

1" x 50ft - white	TEC11001	£39.95
1" x 50ft - black	TEC11021	£43.50
2" x 50ft - white	TEC11002	£65.90
2" x 50ft - black	TEC11022	£68.95

Snap Strap Kit



High temperature stainless steel fastener used to secure exhaust insulating wrap. The narrow profile snap style fasteners make it much easier to install.

12 x 9" precut lengths with multilocks	TEC13150	£38.95
6 x 18" precut lengths with multilocks	TEC13160	£25.90

Turbo Kit



Improves the operating efficiency of all turbochargers, reducing turbo lag and under bonnet temperatures.

4 cyl	TEC15001	£139.90
6-8 cyl	TEC15002	£159.95

Battery Wrap



The World's only acid-neutralising heat barrier mat. It reflects over 90% of radiant heat, traps and neutralises battery acid, protects against corrosion, is recyclable, protects the environment, and is inexpensive and easy to install.

The Battery Heat Barrier Kit is Completely safe to handle before and during Installation.

40" x 8" **TEC13200** **£39.95**

High Heat Coat



Protects exhaust insulating wrap from abrasion and harmful spills. Simply spray on wrap after it has been installed on the exhaust. Will help extend the life of the exhaust insulating wrap.

11oz spray

Black	TEC12001	£14.75
Silver	TEC12002	£14.75
Copper	TEC12003	£17.30

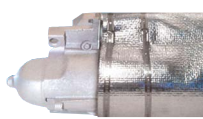
High Temp Paint



Designed for surfaces that are exposed to extremely high temperatures. Resists temperatures of up to 1202°F/650°C (662°F/350°C for red). Ideal for manifolds, exhaust systems and other areas which are subject to intense heat. Available in: Black, White, Silver, Red and Anthracite. 400ml.

All matt finish. **SPER002** **£8.95**

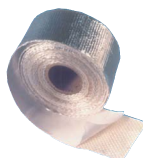
Starter Heat Shield



In today's high-heat environment, starters take in a lot of damaging heat that destroys the windings of the starter and solenoid. The Starter Heat Shield will reflect over 90% of radiant heat, adding life to the starter and assuring reliable starts.

22" x 7" **TEC14150** **£38.50**

Thermo Shield



A protective wrap for fuel lines, hoses, oil lines, brake lines, radiator hoses or any tubing. Damage and ageing of engine parts from radiant heat is effectively prevented by Thermo-Shield.

Wrapping fuel lines with it will prevent vapour lock, while hoses and wires are protected from the harmful effects of radiant heat, which can cause them to become dry and brittle. An aluminized tape with adhesive backing for easy application.

1½" x 15' **TEC14002** **£24.50**

Aluminised Heat Shield

A flexible metallic insulating shield used to protect paint, electrical, computerised controls and other components in the engine compartment from heat deterioration. The special woven metallic material retains up to 90% of the heat radiating from the covered area.

12" x 12" *	TEC13500	£15.95
24" x 12" *	TEC13575	£28.90
20" x 18"	TEC14061	£31.90
20" x 36"	TEC14051	£63.95
40" x 36"	TEC14001	£119.95

* = (adhesive backed)

Reflect-A-Gold



This state-of-the-art polymer laminated glass cloth is extremely light weight and capable of handling continual temperatures up to 850°F, reflecting 80% of all radiant heat. Requiring minimal clearance, Reflect-A-Gold is a highly conformable material that has a pressure sensitive adhesive backing that is easy to apply and remove.

12" x 12"	010391	£23.50
24" x 12"	010392	£39.95
24" x 24"	010393	£74.50

Thermo Sleeve



A protective sleeve for fuel, oil and brake lines, hoses, wiring or other tubing. Oil resistant, aluminium coated fireproof material blocks out 90% of under bonnet heat.

3ft lengths complete with adhesive foil tape.

¼" to ½"	TEC14005	£18.50
¾" to 1"	TEC14010	£24.50
1½" to 1½"	TEC14015	£30.95
1½" to 2"	TEC14020	£36.50
2½" to 2½"	TEC14025	£42.50

Escort Mk1/2 & Cortina Gearbox Mounts



HD gearbox mount - suitable for all MK2 Escorts and some Mk1s (Mk1s may need minor modifications to fit).
GBT9401 £50.95



Std gearbox mount - suitable for Escort Mk1 (not RS), Capri Mk1/2/3, Cortina Mk3/4/5 and Granada Mk1/2.
 4 speed manual only **GBRK400 £24.00**
 Std gearbox mount - Sierra Type 9 5 Speed gearbox **GBT9400 £25.90**
 Std gearbox mount - Cortina Mk1/2 **GB2E400 £26.50**



Designed for mounting Type 9, T5 Cosworth and 4 speed gearboxes in Mk1/2 Escorts. Height adjustable, no welding required, simply bolts to floor pan after drilling 4 holes. Powder coated black and supplied with rubber mount and hardware. Available in std width (288mm hole centres) or wide (370mm) for GP4 or auto tunnels.
 288mm width **GBT9402 £118.50**
 370mm width **GBT9403 £132.50**

World Cup Engine Crossmember & Brackets



An extra heavy duty engine mounting system for Escort Mk1/2 that prevents the engine moving far more effectively than the standard crossmember. Minor modifications will be necessary to the Crossmember on LHD applications to clear the steering coupling.

Std world cup crossmember MP181 £125.00
Lower rack world cup crossmember - the steering rack mounts are lowered to suit cars with raised suspension avoiding bump steering problems which would otherwise result. Also essential when installing a Duratec engine for clearance. **MP178 £127.50**

Gp4 world cup crossmember - additional strengthening over the standard world cup. Also includes extended TCA channels to allow 1/4" in 1/4" out redrilling of inner TCA holes. Lowered rack mounts. **MP182 £202.96**
 Replacement bush, each **MP181BUSH £9.95**

World cup engine mounting brackets. Supplied as a pair. Note Duratec mounts must be used with a lower rack crossmember.

Duratec HE 14 **MP173 £103.50**
 SOHC Pinto **MP184 £33.00**
 X/Flow **MP183 £33.00**
 Zetec E **MP174 £103.50**

Note: an additional range of GP4 Fabrications crossmembers can be found on page 134.

Anglia 105E Engine Mount



Replacement engine mount for Anglia 105E and Consul/Classic Capri **EM225 £9.95**

Chassis Mounted Engine Brackets

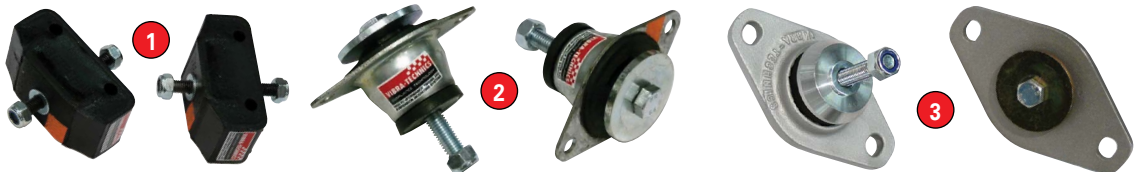


Designed for custom engine installations, these chassis mounted engine brackets are supplied in component format and should be cut/welded together to suit. Includes isolation bushes. Supplied as a pair.
 Duratec HE 14 **MP350 £103.50**
 SOHC Pinto **MP351 £103.50**
 X/Flow **MP351 £103.50**
 Zetec E **MP353 £103.50**

Escort Mk1/2 Heavy Duty Engine Mounts & Brackets

Application	Description	Part No.	Price
SOHC Pinto	Steel version of the original RS2000 mounts with replaceable rubber mounts.		
	Pinto engine brackets (pair)	FP293	£25.00
	Pinto LH/RH rubber engine mount (52mm)	FP292	£9.50
X/Flow	Stainless steel engine mount cups. Similar to those fitted on RS2000s, these cups provide extra support for the FP292 rubber mounts (pair)	FP292C	£39.95
	Steel engine mount brackets and separate rubber engine mounts are used to replace the original integral engine mount/bracket assembly. Using these new brackets, the rubber mounts are replaceable on their own.		
	X/Flow engine brackets (pair)	FP294	£25.00
Zetec E	X/Flow LH rubber engine mount (52mm)	FP292	£9.50
	X/Flow RH rubber engine mount (41mm)	FP291	£8.95
	Engine bracket/rubber mount kit (pair)	FP295	£103.50

VIBRA-TECHNICS HEAVY DUTY ENGINE & GEARBOX MOUNTS



Vibra-Technics range of heavy duty mountings are essential for modified engines to reduce engine and gearbox movement. The mounts are completely re-engineered designs to enable direct retro-fitting and improved durability in service.

Vibra-Technics products are manufactured primarily from natural rubber compounds and occasionally from blends of synthetic and natural

rubber to give particular properties for specific applications. Extensive experience and testing in all kinds of environmental conditions by Automobile Manufacturers has shown that only natural rubber compounds give optimum performance and durability (which is why it is still universally used today by every car manufacturer).

HD road mounts: give significant improvements in ride and handling without adversely affecting isolation vibration.

Competition mounts: also eliminate clearance problems with strut braces, exhaust systems, body panels etc. and improve handling whilst still giving vibration isolation at high engine speeds. Competition mounts are not recommended for road use.

Vehicle	Application	HD Road	Price	Competition	Price	Vehicle	Application	HD Road	Price	Competition	Price
Cortina Mk1 inc Lotus	Engine	FOR180M	£94.50			Fiesta Mk4/5 95-01/Puma	Engine	FOR125M	£129.95	FOR126MX	£134.95
	Gearbox	FOR70M	£56.95	FOR69MX	£61.96		Gearbox LH	FOR150M	£128.95	FOR151MX	£189.95
(2) Escort Mk3 inc Turbo	Engine RH	FOR87M	£99.95	FOR88MX	£104.95	Fiesta ST150	Torque link	FOR145M	£159.95		
	Gearbox	FOR62M	£55.90	FOR63MX	£60.95		Engine RH	FOR600M	£122.94	FOR602MX	£129.96
86-08/88	Engine RH	FOR81M	£99.95	FOR82MX	£104.95	Fiesta ST180 EcoBoost	Trans mount	FOR610M	£147.96	FOR612MX	£154.91
	Engine RH	FOR79M	£99.95	FOR80MX	£104.95		Torque link	FOR620M	£144.95	FOR622MX	£149.95
08/88-90	Engine RH	FOR155M	£198.96	FOR156MX	£214.91	Focus ST170	Engine	FOR227M	£129.95	FOR226MX	£144.96
	Engine LH	FOR160M	£199.90	FOR161MX	£224.94		Gearbox LH	FOR244M	£174.96	FOR245MX	£184.91
Escort Mk5 inc RS2000	Gearbox Rr	FOR157M	£187.90	FOR158MX	£208.90	Focus RS 2.0 & 1.8/2.0	Engine	FOR239M	£129.95	FOR240MX	£134.94
	Gearbox Ft	FOR153M	£184.91	FOR154MX	£224.94		Gearbox LH	FOR244M	£174.96	FOR245MX	£184.91
BC	Gearbox Fr	FOR165M	£123.95	FOR166MX	£159.95	Focus ST170 & RS 2.0	Engine	FOR250M	£112.91	FOR252MX	£119.95
	Gearbox Rr	FOR153M	£184.91	FOR154MX	£224.94		Torque link	FOR258M	£81.95		
MTX75	Gearbox Fr	FOR165M	£123.95	FOR166MX	£159.95	Focus Mk2 ST225 & RS	Engine	FOR173M	£119.95	FOR174MX	£122.95
	Gearbox Rr	FOR153M	£184.91	FOR154MX	£224.94		Gearbox	FOR175M	£99.95	FOR172MX	£106.91
MTX75	Gearbox Rr	FOR153M	£184.91	FOR154MX	£224.94	Sierra Cosworth 2wd	Engine	FOR213M	£62.50	FOR20MX	£78.95
	Gearbox Fr	FOR165M	£123.95	FOR166MX	£159.95		Engine	FOR21M	£62.50	FOR129MX	£84.95
(3) Escort Cosworth	Engine	FOR21M	£62.50	FOR20MX	£78.95	(3) Sapphire Cosworth 4x4 & XR4x4 (gearbox not 2.8)	Gearbox	FOR130M	£66.95		
	Gearbox	FOR130M	£66.95	FOR129MX	£84.95						
(1) Fiesta Mk1/2 inc XR2	Gearbox	FOR62M	£55.90	FOR63MX	£60.95						
	Engine RH	FOR58M	£99.95	FOR82MX	£104.95						
Mk1 XR2	Engine RH	FOR81M	£99.95	FOR63MX	£60.95						
	Gearbox	FOR62M	£55.90	FOR143MX	£99.00						
CVH	Engine Front	FOR142M	£98.95	FOR86MX	£158.94						
	Engine Rear	FOR85M	£149.95	FOR84MX	£104.95						
(1) Fiesta Mk3 (all)	Engine RH	FOR83M	£99.95								
	Zetec										
(insert) Zetec											
Zetec											
CVH											

Note! All mounts are priced each.

BURTON BAYJOO POWER CHIPS

Cosworth tuning legend Ahmed Bayjoo sadly passed away during 2016 but his original chips will continue to be sold through Burton Power.

All Bayjoo modified chips have been designed to provide optimum performance with economy and driveability.

Due to the abuse of chip copying, all chips supplied are non-returnable. In the unlikely event of a chip supplied being faulty (yet to happen), it will be replaced after testing.

When ordering chips for 2wd Cosworth, please specify whether you have a Level 1 or Level 6 ECU.

Level 1 has a part number of W45.01 and has a small Yellow C.O. adjusting screw.

Level 6 has a part number of W45.06 and has a large White C.O. adjusting screw.

Sierra/Sapphire Cosworth (2wd & 4wd) Stage 1 - 265bhp Escort Cosworth Stage 1 (Weber Marelli Models Only) - 270bhp

A basic conversion for this model that is cheap and easily releases power from the engine. A new Bayjoo chip remaps the fuel, ignition and boost settings and allows the turbo boost pressure to be increased to 1 bar (14.5psi). A -31 actuator is also required.

Description	Part No	Price	Description	Part No	Price
Bayjoo chip, 2wd Sierra/Sapphire	CHIP2COS.1	£199.90	Bayjoo chip, 4wd Escort T34	CHIP4ECOS.1	£199.90
Bayjoo chip, 4wd Sapphire	CHIP4COS.1	£199.90			

Sierra/Sapphire Cosworth 2wd Stage 2 - 300bhp/ 4wd Stage 2 - 330bhp Escort Cosworth Stage 2 (Weber Marelli Models Only) - 330bhp

This conversion requires Bosch 803 green injectors and a 3 bar MAP sensor which will allow a boost of 1.6bar (23psi). Note that this conversion will only give 300bhp on a standard 2wd engine but 330bhp is possible with a hybrid turbo fitted.

Description	Part No	Price	Description	Part No	Price
Bayjoo chip, 2wd Sierra/Sapphire	CHIP2COS.2	£199.90			
Bayjoo chip, 4wd Sapphire	CHIP4COS.2	£199.90			

Please Note: All quoted bhp figures are typical and based on a standard specification engine in sound condition.

Recommended Spark Plugs: All above conversions (priced each) AGPR12PP8 £12.95

COSWORTH YB ENGINE HARNESS & ECU

Now available to complement our popular Cosworth wiring harnesses – a complete harness and modern ECU package. Following a growing number of requests for replacement ECUs for Cosworth engines, the obvious solution was a complete ECU and wiring package but one that included a new modern ECU.

We believe we have made this package as universal as possible. Or to put it another way, this package can be simply used as a direct replacement for the standard ECU and harness. Alternately it can be used as an upgrade by using the benefits of the new ECU such as high impedance injectors, coil on plug or wasted spark ignition, duel maps and data logging to name a few.

The ECU: Link G4+ Atom. Although a compact entry level ECU in the Link range, this ECU is well spec'd when compared with the opposition. Full configurability with no preset inputs or outputs.

Included with the ECU is a memory stick containing a base map allowing the engine to be started quickly. An experienced tuner will then be able to program the ECU to suit.

The harness: Manufactured from quality uprated components, the new engine wiring harness is a vast improvement over the original factory fitted harness.

The replacement harness is constructed from the following components:

- PVC thin walled automotive copper wire
- All new connector housings
- Race spec crimp terminals with a higher connection clamping force
- Self extinguishing sleeving

The harness incorporates a ballast resistor pack that allows the original type injectors to run with the new ECU. If your engine is running a modern high impedance injector, then this pack can be simply unplugged and the loom connected together without any modifications.

Available in RHD or LHD specifications.

Sierra/Sapphire Cosworth 2wd

SC525 £1,440.00

Sapphire 4wd/Escort Cosworth T34

SC526 £1,440.00



ENGINE SENSORS



YB Cosworth

Sensor	Part No	Price
Throttle position sensor TPS -06/94	SC603A	£72.00
Crank (TDC) sensor -06/94	SC607	£29.50
Crank (TDC) sensor 06/94- T25	SC607T25	£81.00
Distributor phase sensor -06/94	SC608	£28.90
MAP sensor, std 2 bar Sierra/Sapphire	SC600	£76.50
Water temperature sensor (ECU) -06/94	SC605	£19.96
Water temperature sensor (ECU) 06/94- T25	SC605T25	£44.81
Water temperature sensor (gauge)	XTT44	£9.95
Air charge temperature sensor -06/94	SC606	£24.95
Air charge temperature sensor 06/94- T25	SC606T25	£69.68
Ignition amplifier -06/94	SC609	£61.90
Idle speed valve -06/94	SC604	£80.00
Idle speed valve T25	SC604T25	£148.33
Lambda sensor Sierra/Escort T34	SC616	£87.00

RS Turbo MFI

Sensor	Part No	Price
Water temperature sensor (ECU) S1	CV605	£18.00
Water temperature sensor (ECU) S2	CV605A	£36.00
Air charge temperature sensor -5/90	CV606	£70.20
Knock sensor 05/87-	CV608	£59.95

Focus Mk2 ST225 & RS

Sensor	Part No	Price
Crank sensor (CPS) ST & RS	5D601	£53.99
Engine temperature (ECT) sensor	5D602	£82.00
Boost control solenoid	5D603	£92.05
MAP sensor ST	5D604	£93.73
MAP sensor RS	5D605	£66.00
Cam sensor	5D606	£107.89
Knock sensor	5D607	£191.06

ENGINE HARNESSES

YB Cosworth



Manufactured from quality uprated components, these new engine wiring harnesses are a vast improvement over the original factory fitted harness.

Most of the Cosworth models are now suffering from deteriorating engine bay wiring harnesses. As the harness ages, not only can the connections become a problem, but the resistance of the wire increases, which drastically affects the running of the engine.

The replacement harness is constructed from the following components:

- PVC thin walled automotive copper wire
- All new connector housings
- Race spec crimp terminals with a higher connection clamping force
- Self extinguishing sleeving

Available in RHD or LHD specifications.

Sierra/Sapphire Cosworth 2wd SC520 £675.00

Sapphire 4wd/Escort Cosworth T34 SC521 £675.00

Escort Mk2 Wiring Loom Grommet

A perfect new copy of an original Escort Mk2 bulkhead engine wiring harness grommet, most of which have now split or deteriorated.

Fits all models including RS.

PL103 £8.50



NGK Performance Copper Core Plugs

NGK's Copper Core plugs feature a thick anti-corrosive nickel alloy tip which resists overheating and extends plug life, whilst the new ceramic insulator with additional sealing ensures better heat dissipation and prevents gas leakage. The result is better cold starting, more complete combustion and cleaner emissions which all add up to improved engine performance and reliability.

Resistor type plugs feature a monolithic resistor to prevent interference from electrical noise. Iridium type plugs consist of a 0.6mm diameter iridium centre electrode. This small electrode requires lower voltage to spark giving good ignitability. Very popular for high performance or competition applications.

The table below gives a rough application guide to selecting the most suitable NGK plug for your engine. Please contact us if you require further advice.

Application	Stage of Tune	Non Resistor Copper Core			Resistor Iridium						
		Std Length	Price	Short Tip	Price	Short Tip	Price	Std Length	Price	Std Length	Price
BDA, Lotus Twin Cam	Standard/Fast Road Rally/Race	BP7ES	£2.50	B7ES	£2.80	BR7EIX	£8.99	BPR7EIX	£8.99	BPR7ES	£3.30
		BP8ES	£3.50	B8ES	£2.80	BR8EIX	£8.99	BPR8EIX	£8.99	BPR8ES	£3.50
BDG 10mm plug Cologne 2.9 flat seat	Extra Race Rally/Race			C8E	£4.30	BR9EIX	£8.99			BCPR6ES	£3.30
										BCPR7ES	£3.30
Cosworth YB	Standard							BKPR7EIX	£8.99	BCR8ES	£3.50
								BKPR8EIX	£9.00	BCR8ES	£3.50
Cosworth V6 24v CVH carb	Standard							BKPR9EIX	£9.00	PFR6B-11	£8.50
										BCPR6ES	£3.30
Cosworth V6 24v CVH carb	Standard									BCPR7ES	£3.30
										BCPR7ES	£3.30
CVH inj/RS1600i	Standard/Fast Road							BCPR7EIX	£8.99	BCPR7ES	£3.30
								BCPR7EIX	£8.99	BCPR7ES	£3.30
CVH Turbo	Standard							BKR8EIX	£9.00	BCR8ES	£3.50
										PTR6F-13	£8.50
Duratec HE 14	Standard									BR7EFS	£3.50
Duratec I5 Focus ST 2.5	Standard							ILFR6B	£10.90		
								ILZTR6A8G	£11.95		
EcoBoost 1.6	Standard							ILTR6G8G	£11.95		
								BPR6EIX	£8.99	BPR6ES	£3.30
EcoBoost 2.0	Standard							BPR7EIX	£8.99	BPR7ES	£3.30
								BPR8EIX	£8.99	BPR8ES	£3.50
Essex, Cologne 2.3/2.8, X/Flow	Standard	BP6ES	£2.50	B6ES	£2.80	BR7EIX	£8.99	BPR7EIX	£8.99	BPR7ES	£3.30
		BP7ES	£2.50	B7ES	£2.80	BR8EIX	£8.99	BPR8EIX	£8.99	BPR8ES	£3.50
SOHC Pinto	Rally/Race	BP8ES	£3.50	B8ES	£2.80	BR9EIX	£8.99			APR6FS	£3.30
SOHC Pinto	Standard	AP6FS	£2.50	A7FS	£3.50						
		AP7FS	£3.50	A8FS	£3.50						
Zetec E 1.8/2.0	Standard	AP8FS	£3.50	A9FS	£3.50						
Zetec E 2.0 ST170 & RS	Standard							ITR6F13	£7.50	PTR5A-10	£4.99
										PLTR6A-10G	£8.50
Zetec SE 1.25/1.4/1.6-07	Standard									TR5A-10	£3.50
										TR5B-13	£3.50
Zetec SE 1.25/1.4/1.6 08-	Standard									PTR5A-10	£4.99

Alternative Spark Plugs for Cosworth & RS Turbo

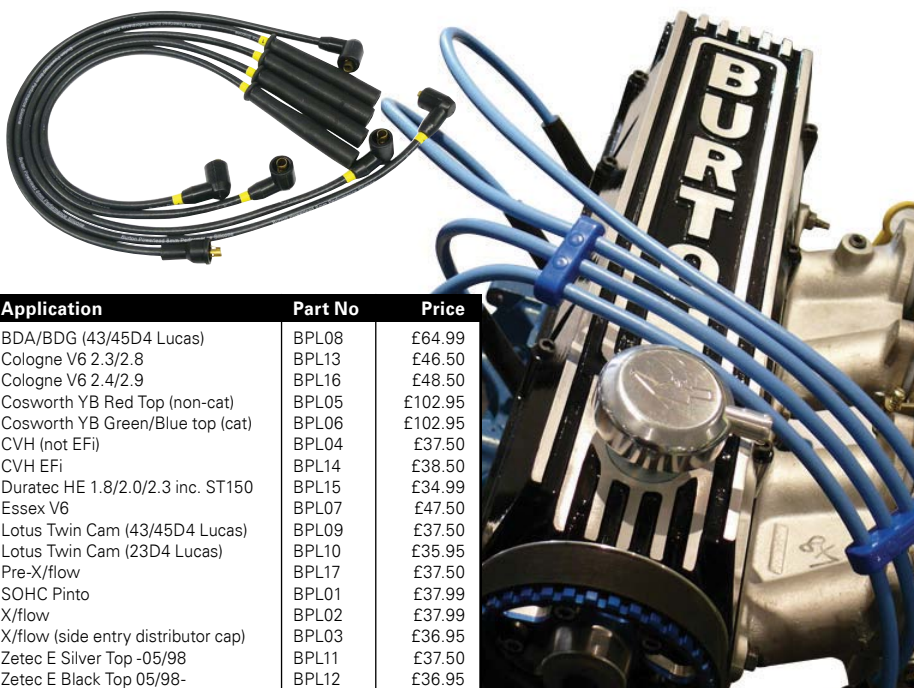
Part No	Price	Part No	Price
QC59C - Champion fast road	£12.95	AGPR12PP8 - Motorcraft std Escort	
QC57C - Champion competition	£11.95	Cosworth, ideal for all	
AGPR12PP - Motorcraft std Sierra	£12.95	Cosworths to 350bhp	£12.95
Cosworth 2wd/4wd	£12.95	AGPS071C - Motorcraft 350+bhp	£3.50



BURTON POWERLEADS HT LEADS

The new range of Burton PowerLeads are manufactured using a premium 8mm ignition cable and is ideal for all applications, in particular for high performance. The ferromagnetic core uses a Kevlar and fibreglass base. A ferromagnetic compound is extruded onto this which is tightly wound with a stainless steel resistance wire bound with a conductive lacquer. This design ensures maximum spark quality with virtually zero voltage loss while suppressing 99.9% of all electromagnetic interference. The cable has a resistance of 5.6Kohm/metre (nom). Temperature rating -40 to +220°C.

All cables are supplied in **Motorsport blue** or **classic black** (add **BK** to part no). Manufactured in the UK.



Application	Part No	Price
BDA/BDG (43/45D4 Lucas)	BPL08	£64.99
Cologne V6 2.3/2.8	BPL13	£46.50
Cologne V6 2.4/2.9	BPL16	£48.50
Cosworth YB Red Top (non-cat)	BPL05	£102.95
Cosworth YB Green/Blue top (cat)	BPL06	£102.95
CVH (not EFI)	BPL04	£37.50
CVH Efi	BPL14	£38.50
Duratec HE 1.8/2.0/2.3 inc. ST150	BPL15	£34.99
Essex V6	BPL07	£47.50
Lotus Twin Cam (43/45D4 Lucas)	BPL09	£37.50
Lotus Twin Cam (23D4 Lucas)	BPL10	£35.95
Pre-X/flow	BPL17	£37.50
SOHC Pinto	BPL01	£37.99
X/flow	BPL02	£37.99
X/flow (side entry distributor cap)	BPL03	£36.95
Zetec E Silver Top -05/98	BPL11	£37.50
Zetec E Black Top 05/98-	BPL12	£36.95

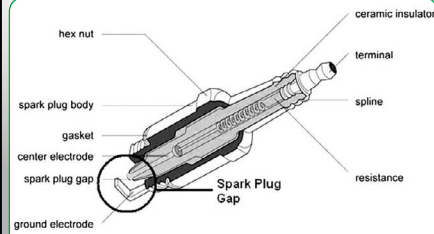
Tech Tip!

SPARK PLUGS

How would you like to be shut in a chamber with temperatures of up to 3000°C, splashed with petrol and given a 30,000 volt electric shock 25 times a second, and be subjected to pressures 50 times greater than normal atmosphere? No? - well that's what your spark plugs are subjected to! So if you want peak performance from your engine, make sure you fit suitable plugs.

Three main points to consider are;

- 1) All modern engines are now fitted with resistor type plugs and you are advised to stick with this type. The high energy bursts from plugs can cause interference to ICE, EFI and engine management systems if resistor plugs are not fitted.
- 2) Plug heat range - many plug manufacturers produce a competition range which are usually harder or colder than the standard fitment. For mild road tuning it is best to stick with the factory recommended item but colder plugs will be necessary for seriously modified engines.
- 3) Electrode gap - unless there is a known benefit for doing otherwise, we advise setting the gaps as recommended. Some updated ignition systems can generate a spark across a wider gap which may improve combustion. However, on high boost turbo engines a large plug gap may result in the spark being blown out and for these engines a reduction in the gap is usually specified.



Technically Advanced Suppressed Ignition Leads

All Magnecor lead sets use cables containing Magnecor's exclusive Metallic Inductance Suppressed conductors designed to provide proper and permanent EMI suppression to avoid interference to electronic engine management systems and other on-board electronic equipment without reducing spark energy.

All boots, connectors and terminals used are of the highest quality. The EMI suppression capability allows any Magnecor leads to be also used to enhance ignition performance on any exhaust emission controlled road vehicle (or boat).

KV85 Competition & R100 Racing Leads

The ultimate spec leads. 8.5mm KV85 Competition leads are primarily designed for competition and highly modified / performance applications including turbo and supercharger installations.

Also becoming increasingly popular for road vehicle owners wanting superior leads, as the flexibility of the silicone cable material allows KV85 leads to be fitted into most original lead holders. Larger 10mm R-100 Racing leads are designed for extreme applications including alcohol and exotically fuelled engines found in drag racing, and extremely high temperature producing turbo and supercharger applications. Can be used on stock engines if space allows.

Very popular for turbo engines.

Technical Specifications:

KV85 Competition: Red 8.5mm jacket, insulation made entirely of aerospace grade silicone rubber. Extra large 2.5mm conductor with 200 turns per inch stainless steel around a ferrimagnetic core. 600°F service temperature, 1,000°F short burst 3 minutes.

R-100 Racing: Same construction and conductor as KV85 with larger diameter 10mm insulation. 700°F service temperature, 1,200°F short burst 3 minutes.

Electrosports Series (7 & 8mm)

Traditional style 8mm and 7mm leads with Magnecor's Metallic Inductance Suppressed conductors to suit all road vehicles. Magnecor ELECTROSPORTS leads permanently eliminate the typical performance and fuel wasting spark energy deterioration of O.E. and aftermarket leads and provide excellent RFI and EMI suppression indefinitely.

Flexible all-silicone construction allows ELECTROSPORTS 80 (8mm) cables to be fitted into 7mm lead holders and is very popular for heat producing LPG conversions.

ELECTROSPORTS 70 (7mm) leads are a direct superior replacement for original 7mm carbon conductor leads and poorly suppressed aftermarket spiral conductor leads, and many sets are supplied to maintain originality on classic vehicles. Please phone for pricing on 7mm lead sets.

Technical Specifications:

Electrosports 80: Blue 8mm flexible high tear strength outer silicone rubber jacket, silicone insulator.

Electrosports 70: Black 7mm high strength EVA outer jacket, EPDM insulator.

Both cables contain versions of Magnecor's Metallic Inductance Suppressed conductors to provide permanent EMI and RFI suppression without loss of spark energy.



Magnecor Lead Sets

Most Ford engine lead sets are held in stock. All sets are stocked without coil leads which we supply separately. This allows us to cover more applications from stock and accommodate non standard fitments. Coil leads to customers own specifications can be made to order. All 8mm sets are made from blue cable and boots, 8.5mm and 10mm sets are red.



Application	Part No	Blue 8mm	Red 8.5mm	Red 10mm
BDA/BDG (43/45D4 Lucas)	MES08	£136.90	£155.50	
Cosworth YB (non-cat)	MES10	£152.95	£172.50	£187.90
Cosworth YB (cat models)	MES12	£152.95	£172.50	£186.50
CVH (MFI/Carb/Turbo to 90)	MES02	£60.95	£77.95	£89.95
CVH (1.6EFI/Turbo 89 on)	MES02EFI	£98.95	£117.95	
DOHC 8v (Sierra/Granada)	MES20	£79.90	£97.90	
DOHC 16v (RS2000)	MES13	£41.95	£45.95	
Duratec HE 1.8/2.0/2.3 inc. Fiesta ST150	MES25	£72.95	£84.95	
Duratec 2.5 V6 24v	MES11	£130.90	£154.90	
Essex V6	MES07	£90.95	£115.90	£133.90
Lotus Twin Cam (23/25D4 Lucas) ¹	MES22	£60.95	[special set in 7mm black]	
Lotus Twin Cam (23/25D4 Lucas) ^{1&2}	MES22	£112.50	£119.95	
Lotus Twin Cam (43/45D4 Lucas) ¹	MES06	£60.95	£75.95	£89.95
SOHC Pinto	MES03	£59.95	£77.95	£106.50
Cologne V6 2.8	MES04	£86.50	£107.95	£123.95
Cologne V6 2.9 12v	MES16	£85.90	£106.50	
Cologne V6 2.9i Cosworth 24v BOA X/Flow	MES17	£153.50	£176.95	
X/Flow (side entry distributor cap)	MES01	£54.95	£68.95	
X/Flow (side entry distributor cap)	MES01S	£56.95	£71.50	£82.50
Zetec E -5/98 silver top ³	MES09	£85.50	£95.50	
Zetec E 5/98- black top inc. ST170 & RS ³	MES18	£71.50	£80.95	
Zetec SE (early coil/non-sealing boot) ³	MES15	£82.90	£90.95	
Zetec SE (late coil/non-sealing boot) ³	MES21	£76.50	£80.95	
Zetec SE (late coil/early sealing boot) ³	MES23	£67.50	£75.95	
Zetec SE (late coil/late sealing boot) ³	MES24	£62.50	£69.95	

¹ Lotus Twin Cam sets are supplied with straight spark plug ends. MES22 is supplied with 20" coil lead.

² MES22 sets in 8mm & 8.5mm are supplied with a modified distributor cap.

³ Refer to notes on Zetec leads for identification.

Magnecor Coil Leads

Conventional type for female type distributor caps. All leads have one straight end, one 90° end.

Many more applications available. Magnecor are able to custom build lead sets for most applications. Further details on request.

Size	8mm	Price	8.5mm	Price	10mm	Price
14"	MCL01	£9.25	MCL02	£10.90	MCL03	£13.50
20"	MCL04	£10.90	MCL05	£14.50	MCL06	£17.50
24"	MCL07	£11.50	MCL08	£15.95	MCL09	£19.50
32"	MCL10	£13.50	MCL11	£18.95	MCL12	£23.50
36"	MCL13	£14.50	MCL14	£19.90	MCL15	£25.90

Tech Tip!

MAGNECOR PERFORMANCE HT LEADS



The sensitive electronic systems on modern cars need protecting from outside interference, so just like the plugs, the leads must be able to suppress the high voltage bursts flowing through them.

Good quality carbon cored 8mm silicone leads are quite adequate for most mild tune applications but the carbon core will degrade and performance will drop off over a period of time (typically 2-3 years).

High performance silicone leads (up to 10mm) with a ferromagnetic/glass fibre core will out-perform and outlast their carbon cored cousins.

ZETEC LEAD IDENTIFICATION



Magnecor Sets

Since the late 90s, Ford have changed the type of coil pack fitted to their cars. With changeover dates varying between models and engine sizes, customers must identify the type of coil pack fitted.

The same also applies for the spark plug boot on Zetec SE engines, where there are four variations of lead sets.

Engine	Coil Pack	Plug Boot	Magnecor Part No
Zetec E	Early	Sealing Mk1	MES09
Zetec E	Late	Sealing Mk1	MES18
Zetec SE	Early	Non-sealing	MES15
Zetec SE	Late	Non-sealing	MES21
Zetec SE	Late	Sealing Mk1	MES23
Zetec SE	Late	Sealing Mk2	MES24

IGNITION LEAD SEPARATORS



EZ-Fit ignition lead separators are available in blue or red and are suitable for all make of 7 - 8.5mm leads. Supplied with a special non-conductive grease and a cleaning wipe.

4 cylinder pack blue	EZK45B	£9.50
4 cylinder pack red	EZK45R	£9.50
6 cylinder pack blue	EZK65B	£10.99
6 cylinder pack red	EZK65R	£10.99
OE Ford lead separators:		
(1) Rubber block - SOHC Pinto, Essex & X/flow	FT1075	£4.90
(2) Single cable clip - SOHC Pinto	FT1077	£1.20

STANDARD DISTRIBUTORS

We are able to get any distributor reconditioned and/or modified to customer specification. Below is a list of popular distributors.

Please note that exchange units may be required for reconditioning, depending on old unit availability. All units listed below are reconditioned exchanged unless stated otherwise.

Cosworth YB (reconditioned)	SC610X	£144.00
CVH Bosch (reconditioned)	EDA364R	£122.50
CVH Lucas (reconditioned)	EDA330R	£122.50
CVH RS Turbo Bosch (reconditioned)	EDA309R	£144.00
Essex V6 Motorcraft (reconditioned)	EDA177M	£120.00
Lotus TC, BDA, Pre X/flow Lucas 23D4 (reconditioned)	FL303S23D4	£99.95
SOHC Pinto 2.0 Motorcraft points (reconditioned)	EDA147M	£99.95
SOHC Pinto 2.0 Bosch points (reconditioned)	EDA147R	£102.00
SOHC Pinto 2.0 Bosch electronic (reconditioned)	EDA350R	£127.50
SOHC Pinto distributor drive gear	FT300	£14.40
SOHC Pinto distributor clamp	FT301	£7.50
Cologne V6 Bosch electronic (reconditioned)	EDA279R	£168.50
X/flow Motorcraft points (reconditioned)	FL303SM	£98.40
X/flow Lucas points (reconditioned)	FL303SL	£89.50
X/flow Lucas distributor clamp	FL301LU	£14.40
X/flow Bosch points (reconditioned)	FL303SB	£99.95
X/flow & Pre X/flow Lucas 25D4 (reconditioned)	FL303S25D4	£89.50



PERFORMANCE DISTRIBUTORS

Essex V6 3.0

Note: Customers must supply suitable Essex units for modifying.

Based on a reconditioned unit, this is a non-vacuum distributor to suit most tuned V6 engines fitted with a modified camshaft. Supplied complete with cap and points.

Exchange FV441 £188.95

A vacuum version of the FV441 but more suited to engines fitted with a Holley carb or when the standard carb is used with a standard or very mild cam.

Exchange FV441A £188.95

SOHC Pinto

The following Pinto distributors are all based on fully reconditioned Bosch units. All are supplied with straight caps and points.

A non-vacuum distributor to suit engines fitted with sidedraught carbs but retaining the standard camshaft.

Exchange FT299A £183.96

A non-vacuum distributor to suit engines fitted with sidedraught carbs and a modified cam.

Exchange FT299SP £152.95

A vacuum advance distributor to suit engines fitted with twin choke downdraught carbs and modified camshaft.

Exchange FT299B £173.50

Lotus Twin Cam

Based on a new reproduction Lucas 45D4 style unit, this is a non-vacuum distributor which suits most engines from standard to virtually full race. Supplied complete with side-entry cap and points.

Exchange FL303B £137.95

X/Flow

The following X/Flow distributors are all based on new reproduction Lucas 45D4 style units and are supplied with side-entry caps and points.

A non-vacuum distributor to suit engines fitted with sidedraught carbs but which retain a standard GT camshaft. Also suitable for Formula Ford 1600.

Exchange FL303C £137.95

A non-vacuum distributor for most tuned engines fitted with side-draught carbs and fast road/rally camshafts.

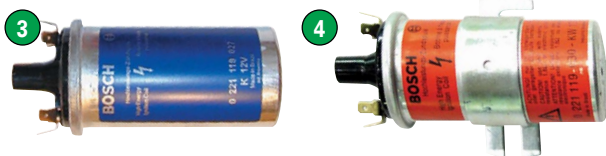
Exchange FL303 £137.95

A non-vacuum distributor for most tuned engines fitted with side-draught carbs and race camshafts.

Exchange FL303A £137.95

Replacement distributor gear DSE023D £35.00

CONTACT BREAKERTYPE IGNITION COILS



The following coils are for use only with points type ignition systems. This also includes ignition systems that have been converted to electronic ignition using products such as Lumenition's Optronic ignition system or Aldon's Ignitor system.

They are not suitable for engines using OE manufacturer electronic ignition systems or aftermarket constant energy ignition systems.

(3) Bosch Blue High Performance Coil

A non-ballasted coil for systems without voltage increase for starting. This coil provides more starting power than standard energy ignition coils. This ensures smooth engine running and good starting performance.

For engines up to 6 cylinders 0221119027 £32.50

(4) Bosch Red High Performance Coil

For systems with voltage increase for starting. Must be used with ballast resistor. This coil provides up to 70% more energy for starting and has sufficient energy reserves for acceleration and at high speeds. For engines up to 8 cylinders.

Supplied without ballast resistor 0221119030 £45.00

Supplied with ballast resistor 0221119031 £72.50

NGK Standard Replacement Coils

Non-ballast coil NGKU1079 £24.95

Ballast coil NGKU1063 £24.95

Tech Tip!

DISTRIBUTORS

Pre engine management cars rely on mechanical distributors to adjust the ignition timing through the rev range. Most highly modified high revving engines will require a different advance curve to the standard distributor to achieve peak power. The usual requirement is for more ignition advance at low engine speeds and slightly less total advance which would typically occur between 2,500 - 3,000 rpm. DIY alterations to standard distributors can be quite successful but also time consuming - you rarely get it right first time. Also, if it is badly worn it should be replaced, in which case you might as well buy one already modified for you!

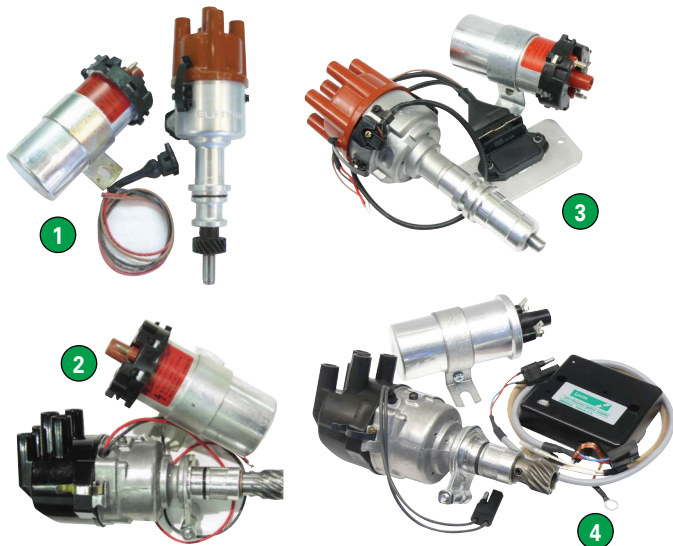
IGNITION SYSTEMS

Up until the early eighties most European cars still had the now redundant contact points system, with all its inherent problems (burnt contacts, points bounce at high rpm, etc.). Early Electronic conversion systems were either very unreliable, expensive or both. But as technology progressed and performance improved, all major car manufacturers had their engines factory fitted with various contactless ignition systems. Engine efficiency can be greatly improved by fitting an electronic ignition kit to an existing points type distributor. Once fitted these systems are maintenance free and can operate at engine speeds far in excess of the very best contact points system.

The two main types of electronic ignition are inductive and constant energy, the latter being the type most commonly used by car manufacturers.



CONSTANT ENERGY DISTRIBUTOR KITS



A range of distributor kits designed to replace original breaker type distributors and coils with electronic distributors, ignition modules and constant energy (high power) coils. Ideal for performance and competition applications.

(1) Bosch Road/Rally Electronic Ignition Kit

These kits use a fully reconditioned Bosch electronic type distributor. They are fitted with an integral electronic ignition module bolted to the distributor body. Each distributor has a modified advance curve to suit fast road/rally specification and is non-vacuum.

The kit is supplied complete with constant energy NGK coil and wiring harness. Where using on vehicles fitted with a ballast resistor, the ballast must be by-passed to provide 12v at the coil. X/Flow type kits are supplied with a side entry cap,

Pinto type kits are supplied with a straight cap and are now built into new billet aluminium bodies. A surcharge will be incurred pending return of a suitable Bosch electronic old unit.

X/Flow, Pre X/Flow, (Exchange)	FP298K	£259.96
SOHC Pinto (Exchange)	FT295K	£259.96

(2) Lucas Style Electronic Ignition Kit

This all new Lucas-style kit is very similar to the Bosch kit. It uses a new Lucas-style distributor with the electronic module completely contained within the distributor body for a neat and compact installation.

Supplied with side entry cap as standard and constant energy coil. X/Flow, Pre X/Flow	FP299K	£240.00
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(3) Essex Electronic Ignition Kit

The Essex V6 electronic kits are now based on a reconditioned customer supplied distributor (please allow at least 2-3 weeks to process your supplied unit). These are connected to an electronic ignition module that mounts to the bodywork. The distributor can be supplied in standard or modified road/rally specification. The kit is complete with a constant energy NGK coil and wiring harness. When using on models fitted with a ballast resistor, the ballast must be by-passed to provide 12v at the coil.

Standard spec, vacuum (customer supplied unit)	FV445K	£259.96
Road/rally spec, vacuum (customer supplied unit)	FV445AK	£259.96
Road/rally spec, non-vacuum (customer supplied unit)	FV445BK	£259.96

(4) Lucas Rally Ignition Kit

This is a classic high quality all new constant energy type system that is approved for many classes of historic motorsport. A magnetic triggering device replaces the conventional contact points and the kit comes complete with high power distributor coil and amplifier.

X/Flow, Pre X/Flow, Lotus Twin Cam, BDA	FL302K	£525.00
Side Entry Cap to suit above	44730	£24.00

COIL PACK BRACKETS & LEADS

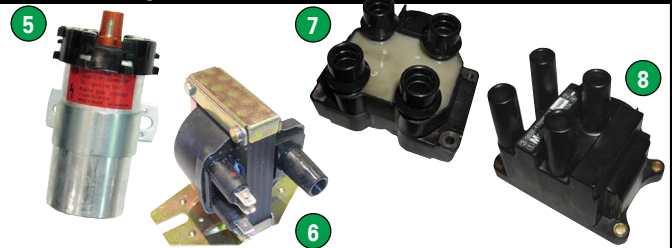


Brackets designed to relocate the coil from the back of the engine to underneath the inlet manifold for RWVD conversions. Powder coated black and supplied with hardware. Note will need longer leads to reach coil.

Duratec HE I4:	Coil bracket	FD805	£31.50
	Black lead set (long)	FD806	£56.70
Zetec E:	Coil bracket	FZ801	£31.50
	Black lead set (long) silver top	FZ802BK	£52.50
	Black lead set (long) black top	FZ803BK	£52.50

ELECTRONIC IGNITION COILS & COIL PACKS

O.E. Electronic Ignition Coils



The following coils are only suitable for use with factory fitted electronic ignition systems. They are not suitable for converted contact breaker type ignition systems.

Direct Replacement Coils

Suitable for most distributor type electronic ignition systems. Applications cover Sierra (including Cosworth), Mk3/4 Escort/Orion (including RS Turbo) and Mk3 Granada.

(5) Bosch coil	0221122450	£56.95
NGK coil	NGKU1077	£24.00

(6) Group A Coil

A high powered coil originally fitted in the Group A Cosworths to provide a powerful spark for high boost applications. Highly recommended for all modified Cosworths.

COILGPA	£39.00
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(7 & 8) Distributorless Coil Packs

4 cylinder Mk1 coil pack.		
Fits all Escorts 89-, Fiesta Mk3/4, Mondeo Mk1	WIC016	£44.95
As above but MSD high voltage coil pack	8241	£109.90
4 cylinder Mk2 coil pack.		
Fits late Fiesta Mk4/5, Mondeo Mk2, Focus	WIC141	£36.00

Tech Tip!

IGNITION COILS

Ballast and Non-Ballast Ignition Systems

Contact breaker (points) type ignition systems, as fitted to most Ford models up to around 1980 (although it lasted up to 1987 for the Capri), can have either a ballast fitted in the wiring loom or not.

What is a ballast?

Quite simply, it is a resistor that has the purpose of reducing the voltage to the coil.

Why do some ignition systems have a ballast fitted where others do not?

Originally, all ignition systems did not have a ballast fitted which meant that the ignition system used a 12v coil with a 12v feed from the battery via the ignition switch. Such a system works fine when an engine is running, but problems can occur when starting the engine. The starter motor draws a huge current from the battery leaving less energy to create a spark across the spark plugs. The result is a weaker than normal spark which is not ideal for starting an engine. This problem is worsened by colder temperatures and/or a worn starter motor which will draw even more energy for starting and leave even less energy for sparking. To overcome such a problem, ignition systems were changed to run a lower voltage coil (usually 9v), and these coils could still give the same output as the original 12v coils.

In order to run such a coil, the 12v ignition feed runs through a ballast, reducing it to 9v at the coil.

To assist starting, a 12v feed (usually from the starter) bypasses the 9v ignition feed, giving the 9v coil a 12v feed. The result is a better than normal spark which is ideal for starting, particularly on cold damp mornings. As soon as the engine has started, the 12v feed is cut and the coil will run on the 9v ignition feed.

How do I know which ignition system is fitted?

Ballast ignition systems were introduced in around 1966 in the Ford range. Virtually all Ford models from this date should have a ballast fitted. To find out for sure, use a multimeter to check the voltage on the positive wire of the coil with the ignition on. Around 9v means you have a ballast, around 12v means you don't.

Which coil should I use with a ballast ignition system?

Without modifying your ignition system, you can use any standard ballast coil or we offer a performance ballast coil from Bosch (red coil 0221119030). Using a non-ballasted coil would mean that you are running a 12v coil on a 9v feed, resulting in a weak spark. You can however use such coils provided you remove the ballast resistor.

Which coil should I use with a non-ballast ignition system?

Use any standard non-ballast coil, or we offer a performance non-ballast coil from Bosch (blue coil 0221119027). Do not use a ballast coil. Although you may gain a performance advantage using such coils, failure will be imminent!

Distributor Type		Points	Price	Condenser	Price	Rotor Arm	Price	Cap	Price
Cosworth YB	Magnetti Marelli (side entry cap -91)	-	-	-	-	47910S	£8.95	46430	£19.90
	Magnetti Marelli (straight cap 91-)	-	-	-	-	47910S	£8.95	46530	£12.50
CVH	Lucas 80-84	-	-	-	-	47610S	£7.00	45200	£14.95
	Lucas 85-90	-	-	-	-	47640S	£4.85	45170	£11.95
	Bosch 80-84 Carb (screw-on cap)	-	-	-	-	47140S	£8.50	45810	£13.50
	Bosch 85-90 Carb (clip-on cap)	-	-	-	-	48780S	£5.50	44190	£7.50
	Bosch 83-85 1.6i (screw-on cap)	-	-	-	-	-	-	45810	£13.50
	Bosch 85-90 1.6i (clip-on cap/rev limiting rotor arm)	-	-	-	-	48900S	£18.00	44190	£7.50
Essex V6	Ford (FoMoCo)	22740V	£5.40	33790	£4.50	47700	£4.50	44080	£11.95
	Bosch	22700	£3.50	35020	£11.95	48790S	£11.50	44010	£14.95
Lotus TC /BDA	Lucas 23D4 (straight cap)	22560	£3.90	33710	£4.50	47510*	£3.00	44140	£7.50
	Lucas 23D4 (side entry cap)	22560	£3.90	33710	£4.50	47510*	£3.00	44720	£23.95
	Lucas 43D4 (straight cap)	22580	£3.85	33720	£4.90	47540*	£2.50	44750	£7.50
	Lucas 43D4 (side entry cap)	22580	£3.85	33720	£4.90	47540*	£2.50	44730	£24.00
SOHC Pinto	Bosch	22700	£3.50	33030	£5.95	47010S*	£4.50	44190	£7.50
	Bosch (side entry cap)	-	-	-	-	-	-	45830	£17.95
	Ford (FoMoCo)	22740V	£5.40	33790	£4.50	47700	£4.50	44060	£7.50
	Bosch electronic - 1.6 (all), 2.0 82-84	-	-	-	-	47110S	£5.20	45820	£18.00
	Bosch electronic - 1.8/2.0 84-85 (male/post type cap)	-	-	-	-	48920S	£4.96	45960	£12.00
	Bosch electronic - 1.8/2.0 84-89	-	-	-	-	48920S	£4.96	44190	£7.50
Cologne V6	Bosch	22700	£3.50	35020	£11.95	48790S	£11.50	44010	£14.95
	Ford (FoMoCo)	22740V	£5.40	33790	£4.50	47700	£4.50	44080	£11.95
	Bosch electronic (most types)	-	-	-	-	48790S	£11.50	44010	£14.95
	Bosch electronic (Sierras with rev limiting rotor arm)	-	-	-	-	-	-	44010	£14.95
X/Flow & Pre-X/Flow	Ford electronic 85-87 (male/post type cap)	-	-	-	-	47730	£12.50	45310	£24.00
	Bosch	22110	£4.50	35150	£7.50	47110S	£5.20	44190	£7.50
	Ford (FoMoCo)	22730V	£4.50	33790	£4.50	47700	£4.50	44060	£7.50
	Lucas 23/25D4 (straight cap)	22560	£3.90	33710	£4.50	47510*	£3.00	44140	£7.50
	Lucas 23/25D4 (side entry cap)	22560	£3.90	33710	£4.50	47510*	£3.00	44720	£23.95
	Lucas 43/45D4 (straight cap)	22580	£3.85	33720	£4.90	47540*	£2.50	44750	£7.50
	Lucas 43/45D4 (side entry cap)	22580	£3.85	33720	£4.90	47540*	£2.50	44730	£24.00
	Bosch electronic 81-84 (Fiesta Mk1)	-	-	-	-	47110S	£5.20	44190	£7.50
Ford electronic 81-84 (Fiesta Mk1)	-	-	-	-	-	-	45220	£15.95	

* Competition red rotor arm also available.

Upgraded red rotor arms are produced with a brass inlay which eliminates the rivet which has been known to cause short-circuiting. Improved insulation properties of the material make the rotor arm ideal for use with standard and high-performance sports coils. Also fitted with a spring steel clip to ensure a good fit even on worn mountings. Ideal for both standard and competition use.

Available under part numbers 47010RED, 47510RED & 47540RED

£7.90

LUCAS 43D4 POINTS UPGRADE KIT



Many high revving engines using Lucas 43D4 type distributors suffer from points bounce and certain classes of motorsport do not allow electronic ignition upgrades.

The original Cooper S points solve this problem but are only available for 23D type units. The solution is this kit which adapts these points

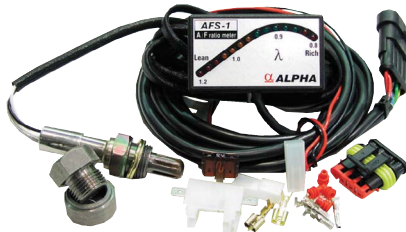
to fit the later distributors using a special base plate.

Also included is a more substantial Bosch externally mounted condenser and a Bosch rotor arm. This kit has seen use of 10,000rpm without bounce.

HDK01 £58.94

WEBCON ALPHA INSTRUMENTS

Air/Fuel Ratio Meter



Compact and lightweight Lambda display systems finished in an attractive black textured plastic casing. The AFS-1 display features 14 LEDs, and the AFS-2 display features 20 LEDs which are colour coded to assist quick and accurate fuel calibration.

The Lambda display units are supplied as part of a complete system which includes the following parts: display unit, Oxygen sensor, wiring harness with spade type fuse, weldable sensor boss with plug and gasket. The Lambda sensor measures the free oxygen in the exhaust gas and ranges between 12:1 rich and 15.5:1 lean A.F.R.

The operating temperature of the sensor is between 500° to 900° Celsius.

Display Unit Sizes:

AFS-1 70mm x 40mm x 15mm.
AFS-2 130mm x 65mm x 25mm.

AFS-1 £199.90
AFS-2 £199.90

IGNITOR ELECTRONIC IGNITION SYSTEMS

Aldon Ignitor Systems

The Ignitor is an electronic ignition system that is designed to replace contact breaker ignition systems. It is not suitable as a replacement for an O.E. electronic ignition system. It is a solid-state electronic system containing a rotating cobalt magnet, mounted on the distributor shaft, triggering an electronic switching module (i.e. Hall effect integrated circuit).



The electronics are moulded in epoxy, eliminating deterioration from dirt, oil, grease or moisture (improving bad weather performance). The system fits entirely inside the distributor, with no external module to clutter your engine compartment. With no points to burn, pit and corrode and no moving parts to wear out, the Ignitor provides a maintenance free ignition system. Suitable for many 12v negative ground systems (some 12v positive ground applications are available). The Ignitor is designed for use with points type coils - do not use with low resistance electronic ignition type coils.

Aldon Ignitor II Systems

The more powerful Ignitor II shares all the same features as the original Ignitor, but takes the electronic ignition module one stage further. By adding a powerful micro-controller that controls the dwell period, this produces the best possible spark over the entire RPM range.

The Ignitor II still has the electronics moulded in epoxy for better protection against weather, fits entirely inside the distributor, it has no complicated wiring and is compatible with 12 volt negative earth systems. Compared to point type systems, the Ignitor II develops on average three times more available energy between 3000 and 5000 rpm and two times more available plug voltage. The Ignitor II is able to provide more energy for starting sparks as it senses engine start up and increases dwell time. All Ignitor II kits are supplied with a Flame Thrower II super low resistant coil which will provide a higher RPM performance.

Application	Distributor	Ignitor	Price	Ignitor II	Price
BDA/Lotus Twin Cam	Lucas 23/25D4	LU142A	£107.90		
BDA/Lotus Twin Cam	Lucas 43/45D4*	LU143	£107.90	KLU143	£228.50
BDA/Lotus Twin Cam	Lucas 43/45D4**	LU144	£107.90	KLU144	£228.50
Essex	Bosch	1869	£130.00		
Essex	Motorcraft	1264	£142.99		
Pinto	Bosch	1847V	£107.95		
Pinto	Motorcraft	1248	£167.50		
X/Flow	Bosch	1843UK	£146.00		
X/Flow	Lucas 43/45D4*	LU143	£107.90	KLU143	£228.50
X/Flow	Lucas 43/45D4**	LU144	£107.90	KLU144	£228.50
X/Flow	Motorcraft	1241	£142.99		

* (red heel contacts) 1974-80 ** (blue heel contacts) 1980-

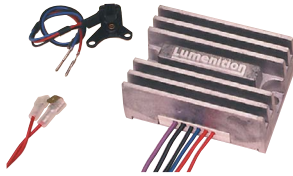
LUMENITION ELECTRONIC IGNITION SYSTEMS

Optronic & Performance Electronic Ignition Systems

Convert contact breaker ignition systems to electronic ignition. Consisting of an optical switch and separate power module together with a fitting kit for your distributor make and model (see listing below).

Both systems are fully compatible with Lumenition and Micro Dynamics Rev Limiters and shift lights, and are completely maintenance free.

Lumenition Optronic Systems



Lumenition
OPTRONIC
IGNITION

- Precise & accurate electronic switching improves engine smoothness & performance.
- Easier starting.
- Fixed dwell gives higher performance from existing coil under all conditions.
- Improves the operation of old or worn distributors
- Recommended on up to 8 cylinder engines at 9,000 rpm.
- Over 500,000 sold Worldwide

PMA50 £181.00

Lumenition Performance Systems

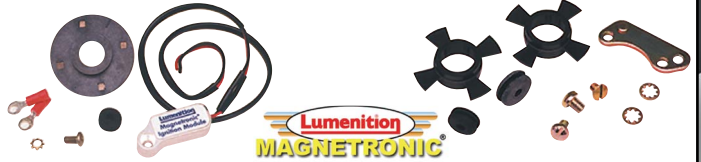
All the advantages of the Optronic system plus:

- Includes electronically matched low resistance constant energy coil.
- Electronic variable dwell angle control optimises spark power across the entire rev range.
- Automatic coil switch-off on engine stop prevents electrical damage from ignition being left on.
- Recommended on up to 12 cylinder engines at 8,000 rpm.



CEK150 £249.94

Lumenition Magnetronic Systems



The magnetically-switched Magnetronic Ignition system replaces contact breakers and condensers and comes complete with all necessary fittings. Available for Lucas and Bosch distributors (see list below):

- Fits wholly inside the distributor cap performance
- Fitted in around 45 minutes
- Easier starting and Improved
- Maintenance free

SOHC Pinto Bosch MTK001 £86.50
Lucas 23D/25D4 MTK003 £86.50
Lucas 43D/45D/48D/54D/59D4 MTK007 £86.50

Lumenition Rev Limiter



Allows the engine to produce full power up to the user set rev limit yet provides complete protection against over-revving. For all inductive circuit breaker or electronic ignition systems up to 12 cylinders. ERL-V £96.50

Lumenition Distributor Fitting Kits

The following distributor fitting kits are required to install the Optronic and Performance Ignition systems.

Engine	Distributor	Cap Colour	Part No	Price
BDA & Lotus TC	Lucas 23D/25D	Black	FK116	£17.50
BDA & Lotus TC	Lucas 43D/45D	Black/Brown	FK117	£17.50
Essex V4/V6	Motorcraft	Black	FK9	£17.50
Essex V6	Bosch	Brown	FK214	£17.50
SOHC Pinto & V4	Bosch	Brown	FK221	£17.50
SOHC Pinto	Motorcraft	Black	FK9	£17.50
Cologne V4/V6	Motorcraft	Black	FK9	£17.50
Cologne V6	Bosch	Brown	FK214	£17.50
X/Flow & Pre-X/Flow	Bosch	Brown	FK224	£17.50
X/Flow & Pre-X/Flow	Motorcraft	Black	FK1	£17.50
X/Flow & Pre-X/Flow	Lucas 23D/25D	Black	FK116	£17.50
X/Flow & Pre-X/Flow	Lucas 43D/45D	Black/Brown	FK117	£17.50

ALDON AMETHYST MAPPABLE IGNITION SYSTEM

ALDON

This mappable ignition system connects to any distributor simply and discreetly, retaining the classic look. It gives full user control over advance characteristics for vacuum, boost or TPS. It's key features are:

- Compatible with electronic ignition units or points
- RPM and load maps
- Easy configuration via laptop with USB connection
- Configurable "soft" rev limiter
- Built in immobiliser



The Amethyst unit takes its input from the existing distributor (once advance has been locked) and calculates the required ignition advance based on RPM and either inlet manifold pressure or throttle position. The unit can be configured via a PC connected to its USB port.

The software package allows you to choose and/or modify from any of the preloaded maps or download your own existing advance curve, which can then be modified to suit your engine specification. You can switch between two of your stored maps remotely, without the need to connect to a PC.

The advance characteristic can be matched much more closely to the engine's requirements than is possible with conventional advance springs and a vacuum bulb. Benefits include improved driveability, economy and ultimately better all-round performance.

Dwell is automatically calculated to combine strong sparks at all times with minimum load on your coil. The dwell angle can be entered manually if preferred. The Amethyst also incorporates an effective immobiliser and you can set a "soft" rev limit up to 10,000 RPM.

For the most accurate results, Amethyst should be used in combination with Aldon's Ignitor electronic ignition unit. However, it can also be used with conventional points.

Amethyst is available in three versions:

- Vacuum advance version is ideal for a naturally aspirated engine equipped with a conventional vacuum advance distributor. The vacuum pipe to the distributor can be connected directly to the sensor on the Amethyst unit, and any desired advance curve can be set. AM04V £234.00
- Boost version is designed for turbocharged and supercharged engines, and can be configured to either advance or retard the ignition with positive boost. AM04B £234.00
- TPS version can be connected directly to any Throttle Position Sensor. AM04T £234.00

MSD IGNITION SYSTEMS

MSD ignitions systems are multiple sparking, capacitive discharge systems. Unlike standard ignition units which only spark once, MSD ignitions spark multiple times through a 20 degree of crankshaft rotation up to 3,000RPM. The multiple sparks ensure complete combustion. After 3,000RPM there is not enough time for the plug to fire more than once so there is only a single spark but this is always a full 45,000 volt spark thanks to the capacitive discharge technology. The capacitive discharge technology ensures the unit delivers this very high voltage at any RPM unlike standard ignition units which have a lower voltage delivery (20,000-30,000 volts) and severe voltage reduction at higher RPM. MSD units deliver high voltage constantly due to a special transformer inside which steps up the voltage from the battery and stores it in a large capacitor until the ignition is triggered. Through this technology MSD ignition units have the following benefits over a standard ignition: Quick starts, increased power, smooth idle, reduced spark plug fouling and crisp throttle response.

MSD Ignition Units

The 6A and 6AL ignitions are the most popular capacitive discharge systems in the world. The new design 6A and 6AL MSD ignitions incorporate a lower profile housing, a new sealed/locked connector and provide a higher output. Suitable for use with 4, 6 or 8 cylinder engines with 12-volt negative ground electrical systems. They will accept trigger inputs from breaker points, amplifiers and magnetic pickups. The rev limiter on the 6AL unit is on top of the housing with soft touch rotary dials which can set the limit in 100RPM increments.



6A MSD ignition unit (no rev limiter) MSD IGNITION 6201 £275.00
6AL MSD ignition unit (with rev limiter) MSD IGNITION 6425 £320.00

MSD Coils



MSD offers a variety of performance coils designed for a number of applications. MSD Blaster coils are suitable to upgrade your standard coil or complement the performance of your MSD 6 series ignition. MSD coils have a lower resistance and improved turns ratio, producing a more powerful spark and improved performance.

Blaster 2 coil, red case. High voltage output for use with MSD ignitions and constant energy ignition systems. 8202 £67.50

Blaster 2 coil, red case. High voltage output, supplied with ballast resistor, terminal and boot, for use with a standard points ignition system. 8203 £74.50

High Vibration Blaster coil, black case. High voltage output, suits MSD ignitions and constant energy ignition systems. Comes with a sturdy metal case and is potted in epoxy. This protects the coils internal components from high and low frequency vibrations. 8222 £74.50

Coil Bracket. 8213 £12.00

Digital Air/Fuel Ratio Meter (LM-2)

The LM-2 combines an air/fuel ratio meter, a full function 32 channel datalogger and powerful software to deliver a complete tuning workshop for less than the cost of one dyno day. Whether you have a piggy-back fuel controller, race carb, aftermarket ECU, OBD-II tuning software or a flash/chip programmer, an LM-2 is the measurement tool you need to dial in maximum HP. The meter's digital signal processing technology provides data on exactly how rich or lean an engine is running at any load. The LM-2's self-calibrating circuitry also compensates for changes in temperature, altitude and sensor condition.



- Innovate 'direct digital' wideband measurement circuit
- Single or dual channel version available
- OBD-II scan tool-read/clear DTCs and log up to 32 channels of CAN OBD-II data
- Log directly to SD card (included)
- Playback log data on screen and/or with powerful analysis software
- High-contrast graphics LCD
- Built-in RPM converter (inductive clamp or direct frequency)
- 4 fully differential analogue inputs
- 2 configurable linear analogue outputs
- Positive lock connectors for all connections
- Innovate MTS serial IN and OUT
- USD connection to your PC

Each kit includes the LM-2 meter, Bosch wide-band oxygen sensor(s), 8 ft sensor cable, cigarette-lighter power adapter, analogue in/out cable, ODB-II/CAN interface cable, SD memory card, USB cable for PC connection, weld-in bung and plug, LogWorks software CD, and quick-start guide. Carrying case also included!

LM-2 Kit - single wideband O2 sensor	3806	£479.00
LM-2 Duo Kit - dual wideband O2 sensors	3807	£669.00

The new cheaper LM-2 "basic" kit is a slimmed down version of the above and includes the LM-2 meter, Bosch wide-band oxygen sensor, 8 ft sensor cable, cigarette-lighter power adapter, USB cable for PC connection, weld-in bung and plug, LogWorks software CD, and quick-start guide.

LM-2 Basic Kit - single wideband O2 sensor	3837	£349.00
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Wideband Controller (LC2)



The LC-2 is a complete wideband controller built in to a sealed cable. It provides data on exactly how rich or lean an engine is running at any load. The self-calibrating circuitry also compensates for changes in temperature, altitude, and sensor condition. It includes a digital input/output, 2 full-programmable analogue outputs, and is ideal for dynos, data acquisition systems, standalone ECUs, and gauges.

Wideband controller kit	3877	£189.00
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MTX-L PLUS: Wideband Air/Fuel Ratio Gauge



The New MTX-L PLUS wideband gauge features the patented DirectDigital™ technology and all-new Advanced Sensor Control which receives feedback from the sensor more frequently and optimizes heater control. The combination of these technologies makes the MTX-L Plus faster, most durable and accurate air/fuel ratio gauge than before!

- Faster sensor frequency for faster O2 sensor feedback
- Faster analogue output speed helps ensure that your ECU sees changes in air/fuel ratio as they happen
- Enhanced heater control for superior sensor performance in forced induction and other high performance applications
- Large digital readout and programmable "Digital Needle" provides the functionality of a needle gauge with the pinpoint accuracy of a digital display
- Digital display in AFR or Lambda
- 52mm diameter gauge body with included interchangeable faceplates & bezels
- Bosch™ LSU 4.9 wideband O2 sensor
- Patented 100% digital wideband air/fuel ratio technology
- Ability to calibrate O2 sensor for maximum accuracy
- Wideband O2 compatible with several fuel types
- Innovate MTS serial in/out (for use with MTS enabled devices to add additional logging channels)
- Datalog using powerful LogWorks software on your PC

	3918	£219.00
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Accessories & Replacement Parts



Window Mount - Allows you to have the LM-2 mounted to your windscreen. This will help provide a better view of the display while tuning.

	3814	£55.00
	3828	£83.00

LM-2 18 ft Sensor Extension Cable

LM-2 Serial Patch Cable - makes the LM-2 MTS compatible (LC-1, LMA-3, DL-32, SSI-4, TC-4).

Four pin Molex to serial 2.5.

	3812	£16.00
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Steel lambda bung and plug set

	3735	£10.00
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Stainless steel lambda bung and plug set

	3736	£10.00
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LM-2 8ft Sensor Cable - (Replacement)

	3810	£51.00
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LM-2 Power Cable - cigarette lighter (Replacement)

	3808	£20.00
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LM-2 OBD-II Cable - (Replacement)

	3809	£30.00
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LM-2 USB Cable - (Replacement)

	3813	£8.00
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LM-2 Analogue I/O Cable - (Replacement)

	3811	£30.00
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Bosch 5 wire, wideband O2 sensor.

Replacement sensor for LC-1 and LM-1 (LSU 4.2)

	3737	£84.00
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Replacement sensor for LC-2 and LM-2 (LSU 4.9)

	3888	£84.00
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Exhaust clamp - for obtaining accurate lambda measurements in non-cat engines. Secures the O2 sensor in the tailpipe. Stainless steel.

	3728	£83.00
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Inductive clamp (for use with LMA-3, DL-32 & LM-2)

	3834	£34.00
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DB Air/Fuel Ratio Gauge Kit

A wide-band air/fuel ratio gauge kit complete with an LC-1 wideband controller, DB gauge, Bosch 5 wire wideband O2 sensor, lambda bung and plug kit, software CD, and quick start guide.



DB Gauge Kit - Blue

	3795	£219.00
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DB Gauge Kit - Red

	3796	£219.00
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Also available separately as an accessory to be used with the LC-1, LM-1 or LM-2.

DB Gauge Only - Blue

	3793	£93.00
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DB Gauge Only - Red

	3794	£93.00
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SCG-1 Solenoid Boost Controller & Wideband O2 Gauge Kit



An easy-to-use, all-in-one, intelligent boost control with built-in wideband air/fuel ratio gauge.

The controller and display are neatly housed in a 52mm diameter gauge body. The kit contains a solenoid controller with solenoid, 4 BAR MAP sensor, O2 sensor and bung. Also supplied are black and silver bezels and faceplates to suit your own choice of appearance.

- No PC required for configuration
- User configurable OLED display
- Boost, shift light, Air/Fuel ratio
- AFR or Lambda, inHG, PSI, kPa, or BAR
- Includes high resolution solenoid
- 4 BAR map sensor, pressure range -29 in HG to 43.5 PSI (-1 to 3 BAR)
- User programmable boost cut safety using Air/Fuel and Pressure references
- Programmable solenoid duty cycle with separate gain control function
- Peak hold function
- Patented DirectDigital™ wideband sensor control, the only 100% digital wideband air/fuel ratio technology!
- Wideband O2 compatible with several fuel types (Leaded, Unleaded, Diesel, E85 & more)
- Ability to calibrate O2 sensor for maximum accuracy
- Configurable linear 0-5v analogue output for wideband O2 for use with piggy back or stand alone ECUs as well as external data loggers
- Innovate MTS serial in/out (for use with other Innovate & 3rd party MTS enabled devices to add additional logging channels)
- 4 channels of log-able data with powerful LogWorks PC software (MAP, RPM, A/F, WG duty)

Solenoid boost controller	3882	£419.00
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(1) Omex Rev Limiter Clubman

Engine protection is obviously paramount and this comes in the form of a rev limiter. Connected to the coil (or coil pack), this device disrupts the firing pattern if a pre-determined rev limit is reached. Microprocessor-controlled, the unit is configurable for 2, 4, 6 or 8 cylinders. Unlike many offerings, the manner in which the revs are limited is smooth and progressive before hitting a hard limit. Limitations do apply if you are running an ECU-controlled ignition system, so please check prior to purchase. Once installed, the rev limit can be easily set in 100rpm steps via buttons mounted on the front of the unit which can then be tucked away out of sight behind the dashboard. Since the unit does not rely on external information for setting and so removes errors due to tachometer and reading inaccuracies.

Single coil version	OMEXRL	£107.95
Twin coil version	OMEXRLT	£113.95

(2) Omex Rev Limiter with Launch Control

This device provides the functionality of the Rev Limiter Clubman but also has a launch control capability. Operated by a supplied waterproof remote button (best mounted on the steering wheel or gear knob), the system minimises wheel spin from standing starts. By depressing the button, a temporary rev limit is applied to the engine which is pre-set to match your own engine's capabilities. During launch this limit avoids the difficulty of balancing throttle position: you simply plant your foot on the floor and let OMEX do the rest. Once motion has commenced and traction has been attained the button is released, de-activating the system. Once set up, it is extremely effective and will leave the competition standing.

Single coil version	OMEXRLL	£133.90
Twin coil version	OMEXRLLT	£139.50

(3) Omex Shift Light Pro

Most engines produce their peak power and torque when they approach the red line and continually driving a car within this range is critical to deliver best performance. This is where shift lights are useful, ensuring you don't change gear too early and lose your engine's optimum power delivery. The Shift Light Pro comes with a single 10 mm ultra bright 3000 mcd LED that lights when a pre-determined rev limit is reached. The unit can also drive an external lamp or buzzer. The rev limit is set by buttons on the front of the unit. Resolution is just 100 rpm, which allows optimum use of any engine's power curve. The LED can be seen in direct sunlight and is easily mounted in a dash panel.

Suitable for 2, 4, 6 or 8 cylinder that use points, electronic ignition or an ECU.	OMEXSLP	£107.95
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(4) Omex Speed System

The Speed System combines the functionality of the Rev Limiter Clubman and the Shift Light Pro with a single remotely mounted 10mm LED shift light. This is a very popular combination housed in a single unit.

The unit offers a soft cut rev limit and is suitable for 2, 4, 6 or 8 cylinder engines.

Single coil version	OMEXSS	£133.90
Twin coil version	OMEXSST	£139.90

(5) Omex Sequential Shift Light

If you require warning that a shift point is approaching, the sequential shift light unit offers a four LED module which illuminates in sequence as the engine nears its red line. The rev limit and increments between the LED trigger points are fully programmable, allowing maximum flexibility. The compact remote LED housing measures only 40 x 16 x 13 mm and can be easily mounted on top of a scuttle using self-adhesive tape. CDI compatible, the unit operates independently of the vehicle tachometer. Suitable for 2, 4, 6 and 8 cylinder engines.

	OMEXSLS	£133.90
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If you are building a track car, kit car, classic or practically any other projectile that doesn't rely on a Eurobox instrument binnacle you are going to require some instrumentation. To accommodate this demand Burton offer a wide selection of gauges and senders for the home enthusiast, but selection requires careful consideration.

What is the minimum UK road legal requirement for instrumentation?

Surprisingly, the legal requirement for instrumentation in the UK is not particularly onerous. Firstly, you must have a speedometer that reads in miles per hour. It must accommodate the car's maximum speed and be accurate (within set tolerances) between 35 mph and 70 mph. This accuracy is only formally examined during an IVA test (applicable to kit cars and imports). Secondly, when the driver is sat in the vehicle he/she must have clear visibility of the following warning (or 'tell-tale') lights: indicators, hazards, main beam, fog light and brake test light.

Discrete Instrumentation Variations

Even though aftermarket digital binnacles have their place in single seater race cars due to the limited space, the total flexibility of discrete instrumentation provides a more bespoke installation, both functionally and visually. Apart from selecting those functions that suit your installation, Burton can provide design variances to cater for any taste. The most predominant design feature of a discrete gauge is the dial colour. The most popular style is black with white numerals, but white, silver and even insignia ranges (such as those offered by the Ford racing gauge series) offers individuality to your project. Other variances include bezel design, pointer colour, numeral font and even illumination colours.

Mechanical or Electronic?

Some, but not all, discrete instruments are available in mechanical or electronic format. Go back twenty years and the former was considered far more accurate and robust. Today things are a little different and it is probably worth running through the advantages and disadvantages of each solution using the speedometer as a perfect example.

A mechanical speedometer is basically a clockwork device driven by a cable connected to the car's hub or gearbox. It's as simple as that. You purchase the speedometer, provide 12 volts and an earth for the internal illumination, plug the cable in and off you go. Before installation is possible, however, there are two slight complications. Firstly, you have to order a cable compatible with the gauge and your gearbox/hub - not that difficult, it just takes time. Secondly, routing the cable can be challenging.

The electronic alternatives look identical to the mechanical version apart from the odometer. This is usually a liquid crystal display rather than rotating thumbwheels. As with all electronic instruments a sender is required; this is usually in the form of a 'Hall effect' device detecting the rotation of a prop or driveshaft. The resultant pulses are sent to the instrument which dynamically translates them into needle movement.

There are two significant advantages with the electronic set-up. Firstly, the builder calibrates the instrument himself (allowing immediate correction of any potential issues) and secondly, there is no need to route a large cable through the cockpit. The downside, however, is cost. An electronic speedo will always command a price premium.

If we consider another instrument available in both mechanical and electronic formats - oil pressure - you will appreciate why the latter is preferable. A mechanical variant relies on a plastic tube routing extremely hot oil from the engine to the rear of the instrument to deflect the needle. Compare this to a sender screwed into the block and a single wire routed to the gauge. Just imagine the consequences if the plastic tube on the mechanical version came loose or ruptured?

What constitutes a full set of instruments?

If you are reading these words you are probably the type of person who needs to know everything about how your engine is behaving. This leads to the desire to purchase a full set of instrumentation which, even though potentially expensive, is a sound investment.

Speedometer and sender: Two size options are available in most ranges, 80 mm or 100 mm. Check the maximum speed accommodates your project.

Tachometer: A 'must' in any performance vehicle. No need for a sender since connection to the coil or coil pack is usually sufficient. Ensure the tachometer is compliant with the number of cylinders of your engine and the maximum rpm is adequate. Remember, motorcycle powered cars will require a tachometer up to 12,000 rpm.

Water and oil temperature senders: Need no explanation, but remember to ensure the sender matches the instrument. Also check the thread size in your block - Burton can supply adaptors to accommodate the sender if there is a mismatch.

Oil pressure and sender: Again requires no explanation but, like the tachometer, a 'must have' instrument.

Fuel level and sender: Not a necessity on race cars, but obviously handy in a road car. Ensure the sender will fit your tank, allowing for internal baffles. Most fuel senders utilise a moving arm connected to a potentiometer and full travel is required to allow a complete sweep of the needle from Full to Empty.

Voltmeter: A handy inexpensive instrument to keep an eye on that alternator and general battery condition. Many races and days out have been ruined by a flat battery.

And the rest: Burton also offer specialised instruments such as turbo boost and combination gauges. The latter uses a single instrument to house two functions, such as water temp and oil pressure. Obviously two needle sweeps are incorporated in the design, aimed at small dashboards found in single seaters.

Warning Lights

Warning lights can be purchased separately or as a complete unit in the form of a Warning Light Module. Utilising the very latest LED technology the unit consists of a small housing which, once installed in the dashboard, can illuminate six separate warning symbols. These are left turn, right turn, main beam, oil pressure, brake and ignition. When the LEDs are not illuminated, the symbols (screen printed on the fascia panel) are not visible, making this a neat and simple solution to dashboard wiring.

FORD RACING GAUGES

Manufactured by Auto Meter for Ford Racing, these gauges are a must for any Ford enthusiast.



Competition Shift Light Tachometer
0-10000rpm scale, 95mm diameter dial. Will work with 4, 6 & 8 cylinder engines. Amber LED shift light.
880083 £300.00



Water Temperature Gauge
52mm dia. 100-250°F electric. Includes 1/8" NPT sender with 3/8" NPT and 1/2" NPT adaptors.
880077 £106.90



Turbo Boost Gauge
52mm dia., 60PSI, includes 10ft nylon tubing with 1/8" NPT fitting and 1/4" NPT adaptor.
880106 £112.90



Oil Pressure Gauge
52mm dia., 0-100 PSI, electric. Includes 1/8" NPT sender and 1/4" NPT adaptor.
880076 £129.95



Voltmeter
52mm dia. 8-18 volts
880081 £99.95

RACETECH GAUGES

Racetech gauges are fitted as original equipment by many British and European race car and rally car constructors. All gauges are hand-built, back-lit, high quality instruments designed to withstand the rigours of competition eventing. Gauges are 52mm unless stated otherwise.

RACETECH



Oil Pressure Gauge
100 PSI, capillary, 1/8" BSP inlet (oil line not included).
RTP10BL £48.95



Water Temperature Gauge
0-110°C, 7ft capillary 3/8" BSP sender.
RTT11BL7 £77.95



Oil Temperature Gauge
0-140°C, 7ft capillary 3/8" BSP sender.
RTT14BL7 £77.95



Oil Temperature Gauge
0-150°C. Electric.
RTECOT150 £37.90
Sender 1/8" NPT RTECOT1/8 £14.95



Water Temperature Gauge
0-120°C. Electric.
RTECW120 £37.90
Sender 1/8" NPT RTECW1/8 £15.95



Combination Oil Pressure/Water Temperature Gauge
0-100 PSI, 1/8" BSP inlet (oil line not included) 40-140°C, 7ft capillary, 3/8" BSP sender.
RTPT1014BL7 £112.50



Combination Oil Pressure/Water Temperature Gauge
0-100 PSI oil, 1/8" BSP inlet (oil line not included) 30-110°C water, 7ft capillary, 3/8" BSP sender.
RTPT1011BL7 £112.50



Turbo Boost Gauge
-1.0 / +2.5 Bar, -3 Aeroquip fitting.
RTB2.5BL (black face) £47.95
RTB2.5WL (white face) £47.95
LMA001A Fitting kit £10.40



Oil Pressure Gauge
0-8 BAR. Electric.
RTECOP8 £37.90
Sender M10x1
RTECOPM10 £39.95



Fuel Gauge
For use with Racetech sender (not included).
RTECFG £41.95
Adjustable length sender unit
RTECF5H £33.50



Fuel Pressure Gauge
0-15 PSI, 1/8" BSP inlet.
RTP1.5BL £48.95



Voltmeter
10-16 Volts.
RTECVM £41.95



Speedometer (80mm)
10-130MPH. Electric
RTSC130 £149.99



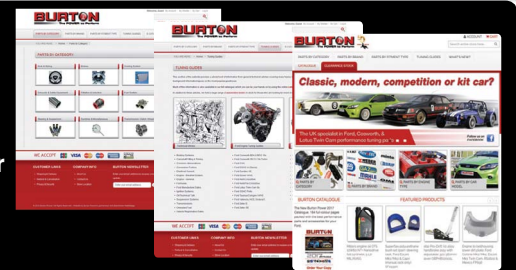
Rev Counter (80mm)
Non-linear scale. Suits engines of 1-12 cylinders.
0-8000 rpm RTTC8 £112.90
0-10000 rpm RTTC10 £125.99
0-12000 rpm RTTC12 £187.99



Rev Counter (80mm)
Non-linear scale with graduated shift lights. Suits engines of 1-12 cylinders.
0-8000 rpm RTTC8-SL £222.00
0-10000 rpm RTTC10-SL £222.00
0-12000 rpm RTTC12-SL £222.00

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MOCAL AEROQUIP 52MM GAUGES



Turbo Boost Gauge
-1.0 / +2.0 bar, 1/8" BSP inlet

- (1) White face **TBG2W £39.95**
- (2) Black face **TBG2 £39.95**
- Fitting kit **LMA001A £10.40**



Turbo Boost Gauge
-15 / +30 PSI, 1/8" BSP inlet

- (3) White face **TBG30W £38.50**
- (4) Black face **TBG30 £39.95**
- Fitting kit **LMA001A £10.40**



Oil Pressure Gauge

0-100psi, capillary, 1/8" BSP inlet (oil line not included)

- (5) White face **OPG100W £44.95**
- (6) Black face **OPG100 £43.50**



Oil Temperature Gauge
40-140°C, 7ft capillary, 3/8" BSP sender.

- Black face **OTG140 £66.95**
- (7) White face **OTG140W £67.90**



Water Temperature Gauge
30-110°C, 7ft capillary, 3/8" BSP sender.

- Black face **WTG110 £65.95**
- (8) White face **WTG110W £67.90**



Oil Pressure/Water Temp Gauge
0-100 PSI oil, 1/8" BSP inlet (oil line not included)/30-110°C water, 7ft capillary, 3/8" BSP sender.

- Black face **OPWTG £95.95**
- (9) White face **OPWTGW £96.50**



Oil Pressure/Oil Temp Gauge
0-100 PSI, 1/8" BSP inlet (oil line not included)/40-140°C, 7ft capillary, 3/8" BSP sender.

- (10) Black face **OPOTG £95.95**
- (11) White face **OPOTGW £94.90**



Fuel Gauge

Black face 0-15 PSI, 1/8" BSP inlet

- (12) Black face **FPG15 £44.95**

SENDERS & ACCESSORIES

Electronic Speedo Sensor Adaptor



This neat stainless steel adaptor allows fitment of a Ford electronic speedo sensor to an older style gearbox (such as Rocket or Type 9 gearbox). The sensor provides a suitable signal for use with an electronic speedo making installation much easier. The adaptor has an M18x1.5 thread which is also compatible with many other makes of sensors, such as Vauxhall, Fiat, VW, etc. **T9-A £15.95**

Genuine Ford speedo sensor suitable for running electronic speedos. Total length 63mm. **REVSS £45.00**

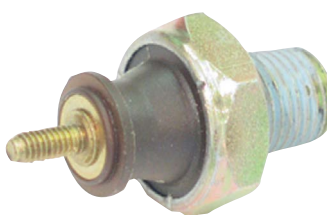


Remote T-Piece Kit

These kits are designed for installations where there is insufficient room for a conventional oil pressure gauge T piece fitting. The male pipe end fitting is threaded to suit the block where the original oil pressure switch fits. The other end provides two female outlets, one for the original switch and one for the oil pressure gauge.

- Remote T piece kit, 1/8NPT **LMA095 £29.50**
- Remote T piece kit, 1/4NPT **LMA095/4 £29.50**

O.E. Pressure Senders



Suitable for use with oil pressure warning lights.

- Std, 1/8NPT **XOPS5 £9.50**
- Std, 1/4NPT **XOPS9 £7.00**

Air/Fuel Ratio Meters



This meter instantaneously show the air/fuel ratio mixture of an engine and is ideally used as a tuning tool. It can use either the existing Lambda sensor or can use any aftermarket 1v sensor. Display is given by a series of LEDs. 3 colour 19 LED scale. **DTM4007 £123.50**

4 wire Lambda sensor suitable for use with air/fuel ratio meter. **16334 £36.50**
Lambda sensor boss and plug - weld-on **3735 £10.00**

Boost Gauge Adaptor Kit

Adaptor kit to allow easy fitment of boost gauge on Ford EcoBoost engines.

- Fiesta Mk7 ST 1.6 **FMBGFK4 £45.95**
- Focus RS Mk3 & Mustang 2.3 **FMBGFK7 £43.90**

Gauge Accessories

Description	Part No	Price
Boost gauge fitting kit for use with Racetech & Mocal gauges.	LMA001A	£10.40
Boost gauge fitting kit, Revotec gauges.	LMA001	£10.40
T piece adaptor. 1/8NPT	LMA010	£12.50
T piece adaptor. 1/4NPT	LMA011	£12.50
Adaptor. 1/8NPT (M) - 1/8NPT (F)	LMA006	£6.50
Oil pressure pipe, 6ft long, suitable for Racetech, Mocal & Revotec gauges.	LMA003	£12.40
As above but stainless steel hose	LMA003SS	£28.90
Adaptor. 1/8NPT (M) - 1/8BSP (fibre washer end). Fits between oil pressure line and T piece	LMA007	£6.60
Adaptor. 1/8BSP (M) - 1/8NPT (concave end)	LMA012	£6.50
Oil pressure pipe, 6ft long, fibre ends.	LMA004	£13.50
Adaptor - use to replace Ford oil line: 3/8UNF - use with LMA004	LMA020	£9.20
M10x1.5 - use with LMA004	LMA021	£9.20

O.E. Temperature Senders

Suitable only for original Ford temperature gauges.

Application	O.E. Colour	Part No	Price
BDA	White	XTT14	£9.95
Cosworth YB	Black	XTT44	£9.95
CVH -4/85	Mauve	XTT8	£9.95
CVH 4/85-	Red	XTT71	£9.95
Essex	White	XTT14	£9.95
Lotus Twin Cam	White	XTT14	£9.95
Pinto (Escort,Capri,Cortina, Granada Mk1/2)	White	XTT14	£9.95
Pinto (Sierra/Granada Mk3)	Green	XTT130	£9.95
Pre-X/Flow 5/8UNF		XTT13	£10.90
Pre-X/Flow 1/8NPT	Yellow	XTT8	£9.95
Cologne V6 (early models/Capri)	White	XTT70	£11.95
Cologne V6 (Sierra/Granada) 8/81-10/85	Red	XTT71	£9.95
Cologne V6 (Sierra/Granada) 10/85-12/88	Black	XTT44	£9.95
X/Flow & Pre-X/Flow	White	XTT14	£9.95

RADIATOR TOP HOSE ADAPTORS

Designed to fit a water temperature gauge sender into the radiator top hose. Provides easy fitment for capillary gauges and installations where locating the sender is difficult. Most Ford radiator hoses are 32mm I.D.



Hose I.D.	Sender Thread	Part No	Price	Hose I.D.	Sender Thread	Part No	Price
25mm	1/8NPT	HA25NPT	£23.95	35mm	3/8UNF	HA35	£23.95
25mm	3/8UNF	HA25	£23.95	35mm	M10 x 1	LMA093M	£32.50
25mm	3/8BSP	HA25BSP	£23.95	35mm	3/8BSP	HA35BSP	£23.95
25mm	M12	HA25M12	£23.95	35mm	M12	HA35M12	£23.95
25mm	M14	HA25M14	£23.95	35mm	M14	HA35M14	£23.95
30mm	1/8NPT	HA30NPT	£23.95	38mm	1/8NPT	HA38NPT	£24.50
30mm	3/8UNF	HA30	£23.95	38mm	3/8UNF	HA38	£24.50
30mm	M10 x 1	LMA092M	£30.95	38mm	3/8BSP	HA38BSP	£24.50
30mm	3/8BSP	HA30BSP	£23.95	38mm	M12	HA38M12	£24.50
30mm	M12	HA30M12	£23.95	38mm	M14	HA38M14	£24.50
30mm	M14	HA30M14	£23.95	40mm	1/8NPT	LMA094E	£37.90
32mm	1/8NPT	HA32NPT	£23.95	40mm	M10 x 1	LMA094M	£37.90
32mm	3/8UNF	HA32	£23.95	45mm	1/8NPT	HA45NPT	£24.95
32mm	3/8BSP	HA32BSP	£23.95	45mm	3/8UNF	HA45	£24.95
32mm	M12	HA32M12	£23.95	45mm	3/8BSP	HA45BSP	£24.95
32mm	M14	HA32M14	£23.95	45mm	M12	HA45M12	£24.95
35mm	1/8NPT	HA35NPT	£23.95	45mm	M14	HA45M14	£24.95

Alternatively, you can use the top hose adaptor as a take-off for another hose. Take-off supplied has a 3/8" BSP thread and simply screws in to any 3/8" BSP adaptor.



Description	Part No	Price
8mm	HAT8	£9.50
10mm	HAT10	£9.50
13mm	HAT13	£9.50
16mm	HAT16	£9.50
19mm	HAT19	£9.50
25mm	HAT25	£9.60

OIL TEMPERATURE SENDER ADAPTORS

Oil Line Sender Take-Offs

Provides a location for an oil temperature gauge sender. Adaptor is simply fitted in the oil line from the oil cooler. Gauge threads: 3/8" UNF - Revotec, Lucas / 14mm - VDO, German gauges / 3/8" BSP - Mocal, Racetech, Smiths



	3/8" UNF	Price	14mm	Price	3/8" BSP	Price
1/2" push-on connections	TGA2A	£33.50	TGA3A	£32.50	TGA4A	£33.50
5/8" push-on connections	TGA2B	£54.95	TGA3B	£57.50	TGA4B	£54.95

Sump Drain Plug Adaptors

Due to popular demand, we now stock male/female adaptors that can be used to replace the sump plug with an oil temperature sender. These adaptors are only suitable for M10x1 or 1/8NPT electrical senders and provide easy fitment for electrical oil temperature gauges.



M12x1.5 (RS2000 Pinto alloy sump)	LMA064	£8.20
M14x1.5 (Pinto steel sump, CVH, Zetec, etc)	LMA065	£8.20
1/2" NPT (X/Flow, Lotus Twin Cam, etc)	LMA033	£9.90

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CP iFLASH ECU UPGRADES

The CP iFlash is a simple to use plug and play tuning upgrade that is available for most modern popular performance Ford applications. Using a USB interface, you simply connect your laptop to the car via the OBD2 port. Once the necessary software has been installed, the car's ECU can be upgraded in under 17 seconds.

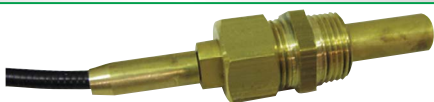
- OBD2 - iFlash USB interface lead connects your vehicle ECU direct to your laptop
- Unique iFlash USB key contains installation software and pre-installed tunes plus a copy of the latest OE calibration
- Easy to follow installation instructions - removal or opening of ECU is not required
- Upgrade files install in under 17 seconds
- Future upgrades and additional features are available by email
- Other features include:
 - Diagnostics - reads and clears DTC fault codes*
 - ECU recovery
 - Vehicle mode options - change to 'Additional Mode Options' ie. valet mode, immobilised mode*

* Currently Focus Mk2 models only



Application	Level	Power BHP	Part No	Price	Required Upgrade	Recommended Upgrades
Focus Mk2 ST225	Stage 1	270-300	CPIFO2250001	£399.00	None	Intercooler, exhaust, air filter
	Stage 2	300-325	CPIFO2250002	£449.00	Upated intercooler	Exhaust, air filter, RS clutch, Block mod
	Stage 3	330-345	CPIFO2250003	£499.00	Upated actuator, RS injectors, block mod, intercooler, full 3" exhaust, AS air filter	Stage 2 intercooler, RS clutch, inlet plenum
Focus Mk3 ST250	Stage 2	280-295	CPIFO2500002	£480.00	None	3" exhaust system, AS air filter
Focus Mk2 RS 2.5	Stage 1	340-370	CPIFORS20001	£480.00	None	
	Stage 2	400	CPIFORS20002	£552.00	Collins uprated injectors, uprated intercooler	
	Stage 3	420	CPIFORS20003	£552.00	"Collins/Mountune HP fuel pump, Collins uprated injectors, uprated intercooler"	Upated actuator, exhaust system, air filter
Focus Mk3 RS	Stage 1	385	CPIFORS30001	£480.00	None	Upated actuator, exhaust system, air filter
Fiesta Mk7 1.0 EcoBoost 100PS	Stage 1	125	CPIFOECO0001	£396.00	None	Exhaust, AS air filter, intercooler
Fiesta Mk7 1.0 EcoBoost 100/125PS	Stage 2	140	CPIFOECO0002	£432.00	None	Exhaust, AS air filter, intercooler
Fiesta Mk7 1.0 EcoBoost 100/125/140PS	Stage 3	160	CPIFOECO0003	£468.00	Upated intercooler	Exhaust, AS air filter
Fiesta Mk7 ST180	Stage 2	220-240	CPIFIST710002	£449.00	None	Intercooler, 3" exhaust, air filter kit
	Stage 3	260	CPIFIST710003	£499.00	Collins hybrid turbo, stage 3 Airtec intercooler	3" exhaust, air filter kit
	Stage 4	295	CPIFIST710004	£550.00	Turbo Technics hybrid turbo, stage 3 Airtec intercooler	Full 3" exhaust, air filter kit

GAUGES, SENDERS & ACCESSORIES

**Capillary Temperature Gauge Fitment**

Most types of gauges can easily be fitted by most enthusiasts. However, the type of gauge that causes the majority of fitting headaches is the temperature capillary type (i.e. both water and oil temperature gauges).

The main problem is the size of the sender, which typically has a BSP thread. There is nowhere on a standard engine where such a sender can be directly screwed in.

To overcome this problem, we are able to offer the following parts that allow easy fitment of these gauges:

Water Temperature Gauge Adaptors

Adaptors to fit in a radiator hose provide a suitable location for the sender unit. Available to suit many hose sizes and different sender threads.



Two different methods are available for locating oil temperature senders:

(1) In-line Oil Temperature Gauge Adaptors

These adaptors are simply fitted in an oil cooler oil line. Available for 1/2" and 3/8" bore hoses with various sender threads.

(2) Remote Oil Filter Take-off Plates

When using a remote oil filter, we can supply these pre-drilled with a provision to take an oil temperature sender. Various threads available.

Where an oil cooler or remote oil filter is not being used, the only alternative is to modify the sump by welding to it an adaptor to take the sender unit (making sure the sender is located below the level of the oil!)



ARMTECH HYBRID ISOLATOR

The Armtech Hybrid Battery Isolator is an FIA and MSA compliant electromechanical replacement for the standard type master switch and offers a complete method of isolating the battery and protecting the alternator in one box with no external resistors or untidy wiring.

The main control box can be mounted next to the battery to minimise battery cable lengths as the control switches are all remotely mounted joined with low current thin cables.

The three supplied control switches are two for inside the vehicle for the driver's control of the isolator on and off, and an external waterproof off switch for operation by marshals in the event of an accident. Also, should any of the cables be severed in an accident, the unit will automatically be turned

ARMTECH
MOTORSPORT ELECTRONICS

off. Any number of additional external off switches can be joined to give multiple external battery isolation controls for larger vehicles. An LED on the unit and one next to the driver control switches show when the unit is armed. A safety sticker sheet and full instructions are included.

Hybrid isolator	70BC06	£320.40
Additional external off switch		£32.40



52MM GAUGE MOUNTS

Air Vent Gauge Mounts

Custom-made mounts to suit Sierra/Sapphire models. Will require removal of centre air vent.



Sierra/Sapphire Alloy Plates:
Triple gauge mount **GMAV3** £24.00

TIM Single Gauge Mount Pod

Swivel base allows gauge to be angled directly towards the driver.



TIM039 £7.20

Revotec Dash Top Pod

Revotec manufacture probably the best available dash top type gauge mount. Designed for 52mm gauges, this mount incorporates a spun aluminium front with an injection moulded casing. The metal adjustable base ensures the unit remains rigid. Supplied with universal fitting kit.

Anodised silver	GP1-Sil-A	£29.95
Anodised black	GP1-Blk-A	£29.95

Dash Top Gauge Pods

Moulded flange on base of mount is used for easy attachment to dash top. Suits any 52mm gauge. Finished in black leather grain.

Single gauge mount	GM1UBLG	£15.00
Double gauge mount	GM2UBLG	£18.50
Triple gauge mount	GM3UBLG	£23.50

Burton Track Days



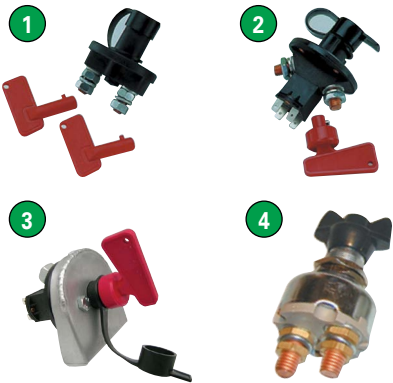
2018 Dates

Friday 6th April	Donington (day)
Tuesday 5th June	Brands Hatch (day & evening)
Tuesday 31st July	Snetterton (day)
Tuesday 28th August	Oulton Park (day)

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MSVT
MOTORSPORT VISION TRACKDAYS

Battery Cut-Off Switches



- (1) Battery cut-off switch + two red keys
GE54 £8.50
- (2) FIA approved Battery cut-off switch, with resistor.
GE55 £27.50
- (3) Alloy mounting bracket for above
GE55BRK £14.95
- (4) Battery isolator switch, metal body
A1/438M £12.70

ProStart Push Start Buttons



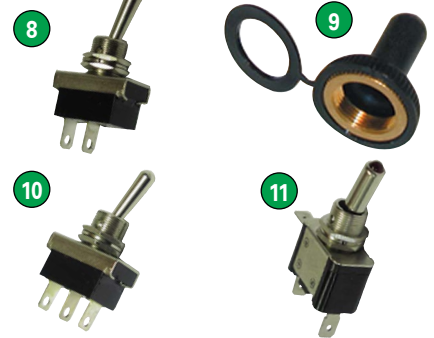
(5) Universal stainless steel switch. Anodised red bezel (plain on reverse). Complete with wiring kit. RIC1000.40 £38.95

Ignition Switches



- (6) With metal cover A1/647 £12.70
- (7) Park/off/on/ignition A1/631 £13.50

Metal Flick Switches



- (8) On/Off, 25A A1/430M £3.70
- As above, with aircraft type safety cover:
 - Red A1/430CC £7.50
 - Blue A1/430CCB £7.50
 - Green A1/430CCG £7.50
 - Yellow A1/430CCY £7.50
- (9) Waterproof cover for above A1/430W £1.30
- (10) On/Off with red LED, 20A A1/428 £6.00
- (11) On/Off/On, 25A A1/402M £4.80
- On/On, 25A A1/432M £3.10

Push Button Switches



- (13) Black, screw terminals A1/594 £2.60
- (14) Chromed brass, screw terminals A1/594B £7.50

Competition Switch Panel



- (15) Ignition/start/light LMA898 £14.50
- (16) Ignition/start/2 x lights/switch LMA899 £17.95

Warning Lights



- (17) Red LMA753 £2.60
- (18) Blue LMA750 £2.60
- (19) Green LMA752 £2.60
- (20) Amber LMA751 £2.60

ESCORT MK2 COLUMN SWITCHES

Excellent reproductions of the original Escort indicator and light/wiper stalk switches. The headlights/wiper switch is made to RS/Ghia spec with intermittent wipe position.

- Indicator switch, Escort Mk2 IP1010 £46.50
- Headlights/wiper switch, Escort Mk2 IP1011 £66.95



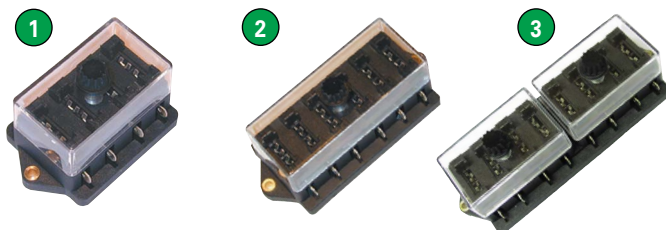
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FUSE BOXES



- Takes conventional sized blade fuses up to 30 amps per circuit.
Side terminal connections.
- (1) 4 blade fuse box A1/599 £5.99
 - (2) 6 blade fuse box A1/599/B £6.35
 - (3) 8 blade fuse box A1/599/C £7.25
 - 10 blade fuse box A1/599/D £8.35
 - 12 blade fuse box A1/599/E £9.95

WATERPROOF CONNECTORS



These quality waterproof connectors ensure reliability and integrity of circuits even in the wettest and most demanding conditions. The range comprises 8A and 20A versions in 1, 2, 3, 4 and 6 way form.

Description	Part No	Price	Description	Part No	Price
One way, 8A	LMA860	£3.30	Four way (4x1), 8A	LMA866	£7.90
One way, 20A	LMA861	£3.30	Four way (4x1), 20A	LMA867	£7.90
Two way, 8A	LMA862	£4.70	Four way (2x2), 8A	LMA868	£8.30
Two way, 20A	LMA863	£4.70	Four way (2x2), 20A	LMA869	£8.30
Three way, 8A	LMA864	£6.70	Six way (3x2), 8A	LMA870	£11.00
Three way, 20A	LMA865	£6.70	Six way (3x2), 20A	LMA871	£11.00

AUTOMOTIVE ELECTRICAL WIRING PRODUCTS

Lightweight Automotive Battery Cable



Extra flexible PVC insulated battery cable designed for use in tough working environments.

Resistant to petrol, diesel, oils and diluted acids. Suitable for temperatures from -30°C to 70°C.

Available in 16mm² (110Amp) or 25mm² (170Amp). Price per metre.

Cable Size	Colour	Part No	Price
16mm ²	Black	PVC16B	£7.50
	Red	PVC16R	£7.50
25mm ²	Black	PVC25B	£9.95
	Red	PVC25R	£9.95

Lightweight Automotive Battery Terminals

Crimp Battery Ring Terminals: Tin plated tube type ring cable terminals. Price per pair.



Cable size	Hole Size	Part No	Price
16mm ²	6mm	CTT16/6	£2.20
16mm ²	8mm	CTT16/8	£2.20
16mm ²	10mm	CTT16/10	£2.20
25mm ²	6mm	CTT25/6	£2.20
25mm ²	8mm	CTT25/8	£2.20
25mm ²	10mm	CTT25/10	£2.20

Custom length Battery Cables:

A service is now available where we will make battery cables to your own length with any of the above terminals professionally crimped to each end.

Price on application.

Heat Shrink



(1) Battery Cable Heat Shrink.

Ideal for our light weight battery cable, this is suitable for sealing and colour coding battery cable and terminals. 12.7mm ID pre-shrunk, 2:1 shrink ratio. 1m length.

Black heat shrink **HSB** £2.30
Red heat shrink **HSR** £2.30

(2) Adhesive Lined Heat Shrink

General purpose, flexible heat shrink tubing with a thermoplastic adhesive inner liner. The adhesive will melt and flow to seal the inner components, offering extreme mechanical protection and moisture resistance. 3:1 shrink ratio. Black only.

Size mm	Length mm	Part No	Price
3.1	1250	HS3	£1.15
6.2	1000	HS6	£4.60
9.3	750	HS9	£4.60
12.4	750	HS12	£8.40
18.6	500	HS18	£5.35
24.8	500	HS24	£6.65
39.1	250	HS39	£4.60

Spiral Binding



A neat and durable method for binding wires together or protecting hoses against abrasion. Manufactured from tough black polythene. Priced per metre.

1/8" OD **BIND1** £1.22
1/4" OD **BIND2** £1.22
1/2" OD **BIND3** £2.40

Battery Starter Leads



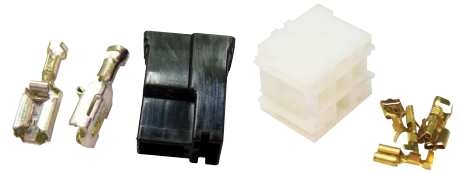
Positive round post battery terminal to eyelet leads:

9" **A1/577** £3.00 12" **A1/578** £3.35
15" **A1/579** £3.40 18" **A1/580** £4.10
24" **A1/581** £4.70

Negative eyelet to eyelet leads:

9" **A1/572** £3.00 12" **A1/573** £3.25
15" **A1/574** £3.25 18" **A1/575** £3.90
24" **A1/576** £4.90

Terminal Block Connectors



Block connector kits including locking non-insulated terminals:

2 way T type connector **TERMBLOCK2T** £1.85
4/5 way relay connector **TERMBLOCK4/5** £3.50

Nylon cable overbraid is a lightweight and neat solution to protecting and grouping cables in a variety of applications. Black. Sold in 1m lengths.

1/4" to 5/8" **OB1458N** £1.85
1/2" to 1" **OB1234N** £3.00

CTEK SMART BATTERY CHARGERS

XS 0.8 Battery Charger



This 0.8amp charger conditioner is suitable for all types of lead acid battery up to 100Ah. Will not damage the cars electronics and can be left connected for months without over charging. XS0.8 features include:

- No need to disconnect the battery terminals
- Suitable for all types of 12v lead-acid batteries (inc GEL & AGM Calcium)
- Charges up to 32Ah and conditions batteries up to 100Ah
- Fully automatic - switches to conditioning mode after the initial charge
- Can be left connected for months - ideal for occasional-use vehicles
- Simply connect and forget
- Compact rugged design - water splash resistant & dust-proof
- Short circuit & reverse polarity protected
- Supplied complete with croc-clip connectors & hard-wire connection lead.
- 5 year warranty

56-833 £39.95

If more power and faster charging is required, look at the Multi XS3800

MXS3.8 Battery Charger



Multi MXS3.8 3.8amp charger conditioner with all the features of the XS 0.8 and more! The MXS3.8 constantly monitors the battery after it has been initially charged and only 'trickle charges' the battery if and when the voltage drops. The battery cannot be overcharged. Virtually the only charger you will need and an Auto Express Best Buy. As supplied to Porsche and Mercedes.

MXS3.8 features (additional to the XS 0.8):

- Charges & conditions batteries up to 130Ah
- Simple to use just press the mode button to the correct setting
- Special cold mode - charge during cold winter days without problems

MXS3800 £59.95



THE SMARTEST BATTERY CHARGERS IN THE WORLD

Odyssey Race Batteries



Odyssey batteries feature a rugged construction with tightly packed pure lead plates. The non-spillage absorbed glass mat design protects against the shock and vibration that can quickly destroy other batteries. Pure lead plates means more power, three times the life of conventional batteries. M6 stud terminal. Specifically for motor racing, the advantages include:

- Non-spillable design (can be mounted various ways)
- Protected from high impact shock & mechanical vibration
- Capable of 100% recharge in 4-6 hours
- Operating temperatures from -40°C to +45°C
- With service life of 3-10 years they save time and money

Part No	Capacity	Dimensions (LxWxH) mm	Weight (Kg)	Price
BATVAR15	14A/hours	200 x 77 x 140	5.0	£152.50
BATVAR30	26A/hours	250 x 97 x 156	9.0	£177.50
BATVAR40	38A/hours	250 x 97 x 206	12.5	£189.95

Battery Mat



Simply place this mat under any battery and it will trap and neutralise any leaking battery acid, preventing damage to the vehicle. Size 8" x 12".

RIC1000.50 £5.95

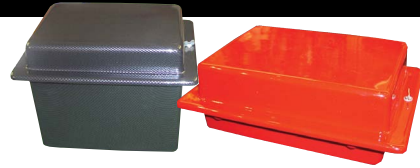
Alloy Battery Tray

Lightweight alloy battery tray designed to fit a range of batteries. Quality made by GRP4 Fabrications.



Red Top 30 size (flat)	MP1095	£61.90
Red Top 30 size (upright)	MP1098	£61.90
Red Top 40 size (flat)	MP1096	£61.90
Red Top 40 size (upright)	MP1099	£61.90
Transit battery size	MP1097	£61.90

Battery Boxes



Neatly moulded in plastic. Dimensions are internal.

Battery type/finish	Dimensions (LxWxH)	Part No	Price
Standard, red finish	265 x 185 x 230	BATBOX1R	£64.50
Standard, carbon finish	265 x 185 x 230	BATBOX1C	£72.00
Racing, red finish	265 x 185 x 100	BATBOX2R	£64.50
Racing, carbon finish	265 x 185 x 100	BATBOX2C	£72.00

Dis-Car-Nect



Allows any car battery to be quickly disconnected for ultimate immobilisation. Battery is simply disconnected by unscrewing the knob.

A universal fit to all battery posts including Ford 'square' style.

Supplied with a fuse link which supplies a small current to alarms, clocks, etc. but won't take the current required for ignition. If the fused link is not fitted, Dis-car-nect isolates the battery and is perfect for cars laid up for a long period

RIC1000.01 £9.95

EDGE ALTERNATORS

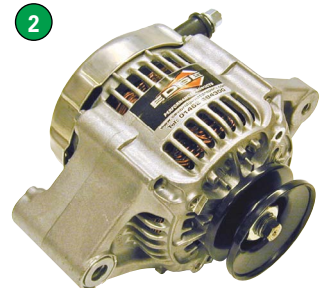
Edge 40A Alternator (1)

A popular alternator rated in excess of 40A (hot). Can be adapted to fit most applications where a reliable, compact and lightweight (2.75kg) alternator is required. Twin internal fans keep the alternator cool, maintaining output and reliability.

These 2 wire regulator alternators are supplied with a 63mm single V pulley (alternatives available at extra cost), wiring plug and fly lead. Available for LH or RH engine mounting (when viewed from front of engine).

Alternator will have to be custom mounted to fit engine.

LH alternator	CM550L	£234.95
RH alternator	CM550R	£246.95
Tensioning bracket	EDGEALTBK	£16.50
Alternator pulley 6PK type	YD0310	£37.75
Cosworth Duratec parts:		
Alternator bracket (Upper)	YD0397	£107.40
Alternator bracket (Lower)	YD0161	£40.80
Aux drive belt tensioner (inlet side)	YD0159	£43.99



Edge 60A Alternator (2)

Lightweight and compact with a hot output of 60A. Twin internal fans maintain output and reliability. Weight 4.5kg.

3 wire connector and wiring instructions supplied with alternator.

Supplied with single 63mm V pulley (alternatives available at extra cost).

CM570 £390.00

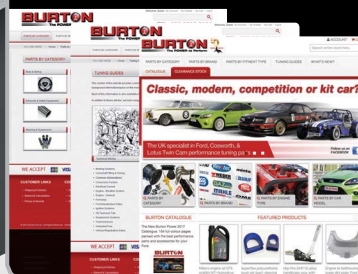
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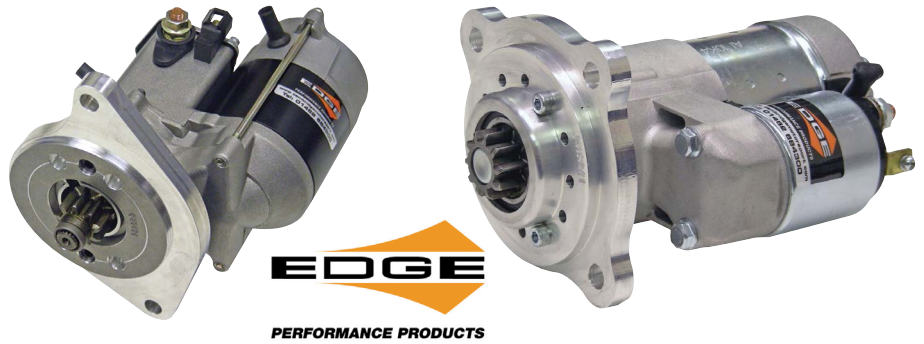
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EDGE STARTER MOTORS

Gear Reduction Starter Motors

Reduction geared, lightweight, high torque starter motors. Designed to start any engine regardless of compression or engine temperature. All starter motors are a straightforward replacement for the original unit and come with fitting instructions. All starters are now supplied as 1.4kw for extra torque capacity.

- Gear reduction gives 200% more cranking torque
- Uses 50% less current than original starter
- Ideal for use with small gel batteries
- Compact & lightweight
- Uses direct acting solenoid



Application	Power	Teeth	Replaces	Part No	Price	Notes
BDA/BDG (104T ring gear)	1.4kw		Inertia	CF003/91.4G	£293.95	
BDA/BDG with ZF gearbox	1.4kw		Inertia	CF003/91.4BD	£293.95	
Cosworth YB 2wd	1.4kw		Pre-eng	CF006/2	£291.50	Note 1
Cosworth YB 4wd	1.4kw		Pre-eng	CF006/4	£291.50	
Cologne V6 2.8/2.9	1.4kw		Pre-eng	CF016	£288.95	
CVH/Zetec E FWD	1.4kw	10	Pre-eng	CF007	£159.95	Note 1
Duratec HE 14 1.8/2.0/2.3/2.5	1.4kw	11	Pre-eng	CF010	£159.95	
Essex V4/V6	1.4kw	9	Pre-eng	CF005	£251.50	
SOHC Pinto	1.4kw	10	Pre-eng	CF003/10H	£266.50	
SOHC Pinto Formula Ford	1.4kw	10	Inertia	CF0041.4kw	£245.00	Note 2
X/flow, Pre X/flow, Lotus TC, BDA	1.4kw	9	Inertia	CF003/9H	£266.50	Note 3
X/flow, Lotus TC, BDA - Escort (not Cortina/Anglia)	1.4kw	10	Inertia	CF003/9X1.4kw	£245.00	Note 3
X/flow, FWD Fiesta	1.4kw	9	Pre-eng	CF026	£299.95	
Zetec SE Puma 1.4/1.7, Fiesta 1.25/1.4/1.6	1.4kw		Pre-eng	CF024	£299.95	

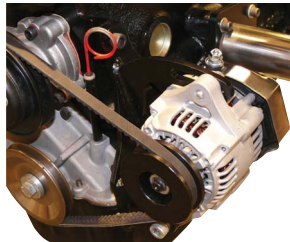
Note 1: Threaded holes in starter. Note 2: Suits 110 tooth ring gear & Hewland gearbox. Note 3: Suits 110 tooth ring gear.

ALTERNATORS & ALTERNATOR KITS

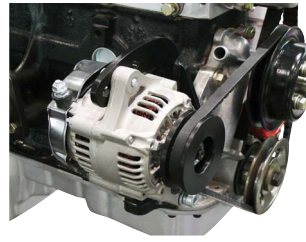
40A Alternator Kits



Zetec E Silver Top



X/flow



SOHC Pinto

These kits use a compact Nippondenso style 40A alternator, making them ideal for RWD applications in Escorts, Capris, Cortinas, etc. Weighing in at only 2.75kg, the compact alternator locates closer to the block using a custom made laser cut one-piece bracket that incorporates the tensioning arm. Kit also includes belt, plug connector and for the black top Zetec, an idler pulley.

Lotus Twin Cam	ALTKITXF	£286.50
SOHC Pinto	ALTKITSO	£286.50
X/flow & Pre X/flow	ALTKITXF	£286.50
Zetec E silver top	ALTKITZS	£286.50
Zetec E black top	ALTKITZB	£327.50

Duratec 70A RWD Alternator kit



Locates alternator on exhaust side of engine. Fits 2.0 & 2.3 engines, wet or dry sump systems. Comes with 70 amp alternator, genuine Ford pre-tensioner, multi V belt, mounting brackets and hardware.
ALTKITDU £378.00

Dynamo Replacement Alternator

Dynamo-alternator. This is a 40A alternator that looks like a Lucas type C40 dynamo. It offers all the advantages of high alternator output, yet maintains the under bonnet appearance of the original dynamo.



Negative earth	C40ALT	£299.95
Positive earth	C40ALTPOS	£330.00

Cosworth YB Alternator

Genuine Ford alternator, exchange (£72 surcharge). Direct fit for 4wd models built after 08/90. Will also fit pre-90 engines but original pulley must be swapped.



Sapphire/Escort 4wd 08/90- ALTYB4 £120.00

Adjustable Alternator Tensioner



Steel alternator adjuster made with LH and RH threaded spherical joints. Adjustable between 110 and 140mm.
MP1295 £35.95

Lucas ACR Style 60A Alternator



A high output ACR style alternator which can be fitted to most classic engines. Available in LH fitting (eg Pinto, Essex V6, Cologne V6) or RH fitting (eg X/flow). New unit, no surcharge.

LH alternator	ACR60LH	£94.99
LH alternator, chromed	ACR60LH-C	£130.90
RH alternator	ACR60RH	£94.99
RH alternator, chromed	ACR60RH-C	£130.90
ACR connector plug	ACRPLUG	£9.00

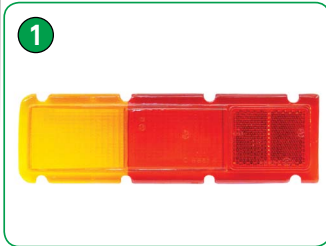
BDA/BDG 90A Alternator Kit



A complete alternator kit including a 90A new Ford alternator, laser cut steel alternator bracket, nylon tensioning strap, crank pulley, poly V belt and hardware.

The alternator is directly driven from the crank and must be used with a back drive water pump pulley (not included). This kit gets away from clearance problems often found with other drive kits.

	FB950K	£429.95
Nylon alternator strap	FB955	£20.50



Rear Tail Lights

All are priced each unless stated. Bulbs are supplied at extra cost.

Application	Colour	Part No	Price
(1) Capri Mk1 -8/72 (lens only, suits metal housing) (LH or RH)	Original	ESCLENS8	£29.95
Outside metal frame for above (LH or RH)		ESCLENS11	£48.00
Escort Mk1 (lens only, suits metal housing) (LH or RH)	Original	ESCLENS8	£29.95
Outside metal frame for above (LH or RH)		ESCLENS11	£48.00
(2) Escort Escort Mk2 (lens only) (LH or RH)	Original	ESCLENS10	£13.90

Front Indicators

Priced each unless stated. Amber bulbs are supplied at extra cost where required.

Application	Colour	Part No	Price
(3) Capri Mk3	Clear	CAPLENS1	£37.50
	Amber	CAPLENS2	£36.50
Cortina Mk4 lens only (LH or RH)	Amber	CORLENS2	£9.25
Cortina Mk5 (LH or RH)	Amber	CORLENS4	£18.00
(4) Escort Mk1 lens only	Clear	ESCLENS1	£14.95
	Amber	ESCLENS5	£14.50
with chrome edge	Clear	ESCLENS6	£24.95
with chrome edge	Amber	ESCLENS7	£23.50
(5) Escort Mk2/Fiesta Mk1 XR2 lens only	Clear	ESCLENS3	£14.95
Escort Mk2/Fiesta Mk1 XR2 lens only	Amber	ESCLENS4	£14.50
(6) Escort Mk2/Fiesta Mk1 assy (LH or RH)	Amber	ESCLENS9	£32.50
Escort Cosworth (pair)	Clear	FO-112	£27.50
	Amber	FIELENS2	£13.50
Fiesta Mk1 (not XR2) (LH or RH)	Clear	FIELENS1	£19.99
	Amber	FIELENS2	£13.50
(7) Fiesta Mk2 (LH or RH)	Clear	FIELENS3	£19.99
	Amber	FIELENS4	£13.50
Granada Mk1 lens only (LH or RH)	Clear	GRALENS1	£17.95
Granada Mk2 (LH or RH)	Clear	GRALENS2	£40.90
	Amber	GRALENS3	£39.95
Sierra Mk1 3 dr Cosworth/XR4i/XR4x4 pr	Clear	FO-112	£27.50
(8) Sierra/Sapphire 87- (inc Cosworth) pr	Clear	FO-103	£21.95



2018 Dates

- Friday 6th April
- Tuesday 5th June
- Tuesday 31st July
- Tuesday 28th August



- Donington (day)
- Brands Hatch (day & evening)
- Snetterton (day)
- Oulton Park (day)

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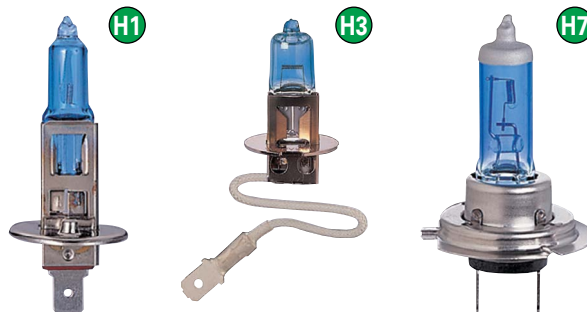
PIAA COMPETITION LAMPS & BULBS

Constant development in both performance and quality has made PIAA a leader in the automotive lighting market. Its innovative product ranges set new standards for bulbs, auxiliary lamps and profession lighting systems.

Many of PIAA's products have been tried and tested by the world's leading race and rally teams - in some of the most arduous of conditions.

Having surpassed the demands of competition, performance and durability are now hallmarks of PIAA, the benefits of its technology and design built-in across its range of lighting products.

PIAA
HIGH PERFORMANCE LIGHTING SYSTEMS
SUPER SILICONE WIPERS



Night Tech



Upgrade (E-Marked)

Improve your cars lighting overnight!

The PIAA Night Tech range of bulbs emit a beam up to 90% brighter than that of a normal halogen unit and give the appearance of a cool HID look.

This in turn gives up to a 35% improvement in beam distance over a standard bulb.

Compliant with ECE regulations.

They are also designed for a longer life service.

Bulb	Part No	Price
H4 Pair	HE820	£37.50
H3 Pair	HE821	£34.90
H1 Pair	HE822	£34.90
H7 Pair	HE823	£36.95

LP570 LED Drive Lamp



LED Drive Lamp

These PIAA LP570 high-intensity LED driving light kits feature reflector-facing LEDs that project off of an ingenious computer-designed multi-surface reflector. The lamps offer more and better illumination than halogen lights, with the durability and low power draw of a 17W LED bulb.

178mm diameter and a 75,000 candela output.

Included are two lights, mounting brackets, a wiring harness, and detailed installation instructions.

Description	Part No	Price
LED lamp Kit	DK575BX	£339.00

Xtreme White Plus



High Performance (E-Marked)

A brilliant Xtreme cool blue-white light that will light up road hazards and street signs long before a normal halogen bulb. Xtreme White Plus bulbs achieve something few other high-performance bulbs can - and that's deliver a stunning performance whilst complying with European regulations. Surprisingly only drawing 65/55 watts power, the bulbs convert the output of light to an equivalent of 110/100 watts, appearing far brighter than conventional bulbs.

Bulb	Part No	Price
H4 Pair	HE303	£66.50
H3 Pair	HE305	£57.95
H1 Pair	HE307	£57.95
H7 Pair	HE309	£61.90

80 XT Series



Slim Design

When space is at a premium, PIAA's 80 XT provides the answer. A slim housing allows space-conserving installation in front of grilles or spoilers.

The optically efficient drive pattern lens, coupled with a high quality die-cast aluminium casing provides a powerful, lightweight and durable auxiliary lamp system for a large range of applications.

Available in drive beam patterns only. Lamps are supplied as a kit containing two lamps, wiring and fittings.

Description	Part No	Price
Drive Kit	PK661E	£313.80

Hyper Plus



Upgrade (E-Marked)

New to the range, these latest E-marked bulbs from PIAA are aimed at fast road enthusiasts. The brilliant blue-white light (rated at 4000K) provides superior performance giving up to 20% more light.

Like other bulbs, they draw 60/55 watts but give an output appearance of 110/100 watts.

Bulb	Part No	Price
H4 Pair	HE830	£18.90
H3 Pair	HE831	£16.90
H1 Pair	HE832	£16.90
H7 Pair	HE833	£18.90

80 Pro Series



Traditional Style

Available in drive, fog & spot lamp beam patterns, PIAA's 80 Pro-Series are the ultimate in traditional auxiliary lamps.

Using H4 bulbs and therefore a high & dipped beam capability, the 80 Series becomes a highly versatile unit providing a clear and far-reaching light through its optically powerful 180° lenses.

Suitable for Rally, Historic & 4x4 on/off road applications, lamps are supplied individually.

Relay Harness

LR25 £142.98

1 Harness required per pair.

Description	Part No	Price
Drive Single	PR801WE	£137.95
Fog Single	PR802WE	£137.95
Spot Single	PR803WE	£137.95

LED Side Light Bulbs



PIAA's side light bulbs are a direct replacement for wedge-type bulbs and perform like no others on the market. LEDs are unique in their capabilities: By drawing the minimum amount of power they emit an intense glow of light, ideal for side or auxiliary light applications.

LED Side Light Bulbs	Part No	Price
LED bulb 6000K T10 0.4W 30LM (Pair)	LEP107	£17.50
LED bulb 6600K T10 1W 85LM (Pair)	LEP101	£36.95
Super Tera evolution 6000K T10 (Pair)	H520	£68.95

ESCORT MK1/2 LAMP BRACKETS



(1) Escort Mk1 fixed classic steel lamp brackets (pair).

LBK1 £33.95

Escort Mk1 quick release alloy lamp brackets (pair).

LBK3 £40.80

(2) Escort Mk2 quick release alloy lamp brackets (pair).

LBK2 £46.96

CAR HORNS

PIAA sports horn - emits a powerful 115db pitch tone utilising a 500Hz and 600Hz unit. The casing is weather resistant with a built-in dirt deflector. Connects directly to original wiring. Supplied as a kit with two horns and mounting bracket.

HO8E £44.08



Nautilus Horn - this horn is basically a mini air compressor attached to two trumpets. At 139db it's loud enough to make your guts tremble! Very compact - measures 75mm x 130mm x 63mm.

HORN-N £34.80



Steel universal horn. The tone is adjustable by screw vary the pitch. Can be fitted individually or in pairs set at different pitches. 105mm diameter by 40mm tall. 105db.

Chrome plated HORN-CHR £9.95

Black coated HORN-BLK £9.95



Twin horns, high and low note. Complete kit containing air compressor, air hose, relay, fittings, mountings and instructions. Plastic bodied trumpets with steel bodied compressor. 124db

HORN-TT £16.99

CROWN WHEEL & PINION SETS

Due to popular demand, Burtons have remanufactured the following crown wheel and pinion sets to original correct manufacturers specifications.

Description	Part No.	Price
English Axle		
3.54:1 ratio	CWE35	£285.00
3.77:1 ratio	CWE37	£285.00
3.9:1 ratio	CWE39	£285.00
4.1:1 ratio	CWE41	£285.00
4.4:1 ratio	CWE44	£285.00
4.7:1 ratio	CWE47	£285.00
4.9:1 ratio	CWE49	£285.00
5.1:1 ratio	CWE51	£285.00
5.3:1 ratio	CWE53	£285.00



Feature Product

Description	Part No.	Price
Atlas Axle		
3.44:1 ratio	CWA34	£310.00
4.11:1 ratio	CWA41	£529.99
4.38:1 ratio	CWA43	£529.99
4.63:1 ratio	CWA46	£310.00
4.88:1 ratio	CWA48	£529.99
5.14:1 ratio	CWA51	£310.00
5.38:1 ratio	CWA53	£529.99
5.86:1 ratio	CWA58	£529.99
Sierra 7" Axle		
3.62:1 ratio	CWS36	£299.95
3.92:1 ratio	CWS39	£299.95

REAR AXLE

The majority of our rear axle spares are suited to either the 'English' or 'Atlas' axles.

English Axle: This is the most common type, having been fitted to many models including Anglia 105E, Cortina Mk1/2, Escort Mk1/2 and base model Capri. It is also known as the Timken or Banjo axle.

It is easily identified from an Atlas unit by the fact that the differential unit bolts to the front of the axle casing. Standard halfshaft spline is 22T except for Capri which uses 16T. Oil capacity is approx 1.1 litres.

Atlas Axle: This was fitted to many Capri and Cortina Mk3/4/5 models. The Atlas axle is also known as the 'Salisbury' axle (this name should not be confused with Salisbury LSD units that fit the English axle). It is identified by a rear facing inspection

cover that is bolted to the casing. This axle was fitted on many Capris (V4/V6 and 1.6GT/2.0 Pinto models) and most Cortina 2.0 models.

It was also available in modified format (basically narrowed and strengthened) from Ford Motorsport to fit the Escort (baby Atlas). This axle is the strong unit that competition Atlas axles are based on. Not to be confused with the similar Koln axle listed below. Standard halfshaft spline is 16T for Capri and 18T for ZF Gp4. Oil capacity is approx 1.1 litres.

Koln Axle: A smaller sized axle that is visually similar to an Atlas axle was fitted to Cortina Mk3/4/5 1.3/1.6 and many non-UK Escorts. This smaller unit is not recommended for competition applications and is far weaker than the larger Atlas.

REAR AXLE COMPONENTS

English/Atlas Axle Kit

Manufactured by Quaife, these complete kits are designed to strengthen the existing axle by replacing the original halfshafts with an uprated alternative. The kit offers the following benefits:

- Increased bearing size utilising double row ball bearings
- Semi-floating halfshaft design with separate flange
- Easy shaft removal (retained by 2 bolts only)
- Suitable for disc and drum brakes
- Three lengths of 12mm wheel studs
- Large choice of halfshaft lengths and splines are available

English axle kit

QUAAKENG £945.00

Atlas axle kit

QUAAKAT £945.00

Note: Kit will move wheels out by 10mm each side when fitted. When ordering, please state halfshaft length required.



English/Atlas Group 1 Half Shafts

Group 1 halfshafts are two piece, with separate shaft and flange. An integral flange is used to retain the wheel bearing rather than the usual bearing collar which often comes away. We offer shafts made by both 3J and Quaife which are available with standard Capri spline (16 teeth), Group 4, ZF spline (18 teeth) and English spline (22 teeth).

3J shafts differ by the use a coned washer and lock nut design to eliminate the common problem of shaft nuts coming undone under hard cornering.



Description	Part No.	Price
3J Group 1 English halfshaft 22T 700-730mm, each	3JENGHS1	£172.50
3J Group 1 English halfshaft 22T 690mm, each	3JENGHS2	£172.50
3J Group 1 Atlas halfshaft 16T 700-730mm, each	3JATHS1	£172.50
3J Group 1 Atlas halfshaft 16T 690mm, each	3JATHS2	£172.50
3J Group 1 Atlas halfshaft 18T 700-730mm, each	3JATHS3	£172.50
3J Group 1 Atlas halfshaft 18T 690mm, each	3JATHS4	£172.50
3J Group 1 halfshaft flange English/Atlas, each	3JHSFL	£72.95
3J Group 1 coned washer, each	3JHSW	£8.00
3J Group 1 halfshaft nut, each	3JHSN	£8.00
Quaife Atlas halfshaft 16 tooth Capri spline, each (EN24)	QUAATHS16	£164.99
Quaife Atlas HD halfshaft 16 tooth Capri spline, each (EN30B)	QUAATHS16HD	£210.00
Quaife Atlas halfshaft 18 tooth ZF spline, each (EN24)	QUAATHS18	£164.99
Quaife Atlas HD halfshaft 18 tooth ZF spline, each (EN30B)	QUAATHS18HD	£210.00
Quaife Atlas Group 1 flange, each	QUAATFL	£110.00
Quaife Group 4 18T spline side gear, each: ZF LSD	QUASGZF	£118.50
Quaife ATB	QUASGATB	£118.50
Quaife English Group 1 22 tooth halfshaft, each (EN24)	QUAENGHS	£164.99
Quaife English Group 1 flange, each	QUAENGFL	£110.00
English halfshaft retaining plate	AXENG10	£14.50
English halfshaft spacer plate (where drum backplate is removed)	AXENG11	£14.50

English Axle Spares

Description	Part No.	Price
Bearing, crown wheel carrier, each	AXENG1	£17.50
Bearing, pinion, each	AXENG2	£22.96
Oil seal, pinion	AXENG3	£15.95
Bolt, crown wheel securing, each	FP511	£1.50
Crush washer	AXENG4	£7.90
Gasket, differential casing	AXENG5	£2.50
Gasket, differential casing Cometic AFM	AXENG5COM	£8.50
Differential flange - early Escort Mk1 type	AXENG6	£64.90
Differential flange - later Escort Mk2 type	AXENG8	£64.90
Pinion nut & washer	AXENG7	£12.95
Pinion shim washer 0.1304-0.1308"	AXENG9A	£9.00
Pinion shim washer 0.1314-0.1318"	AXENG9B	£9.00
Pinion shim washer 0.1324-0.1328"	AXENG9C	£9.00
Pinion shim washer 0.1334-0.1338"	AXENG9D	£9.00
Pinion shim washer 0.1344-0.1348"	AXENG9E	£9.00
Pinion shim washer 0.1354-0.1358"	AXENG9F	£9.00
Pinion shim washer 0.1364-0.1368"	AXENG9G	£9.00
Alloy side adjuster rings and clips (pair)	AXENG12	£48.50
Bronze side adjuster ring (each)	AXENG13	£34.50
Side adjuster ring tool	AXENG14	£37.90

Atlas Axle Spares (Capri/Cortina 2.0)

Description	Part No.	Price
Bearing, crown wheel carrier, each	AXAT1	£23.95
Bearing, pinion, inner	AXAT2	£32.50
Bearing, pinion, outer	AXAT3	£29.95
Oil seal, pinion	AXAT4	£27.70
Bolt, crown wheel securing, each	AXAT5	£1.75
Crush washer	AXAT6	£13.80
Pinion nut	AXAT7	£7.90
Gasket, differential casing	AXAT8	£6.60
Gasket, differential casing Cometic AFM	AXAT8COM	£16.90
Diff cover strengthening plates, pair	AXAT9	£15.95
LSD friction plate repair kit	LSDREPAT	£264.00

Koln Axle Spares (Cortina 1.3/1.6 Mk3/4/5)

Description	Part No.	Price
Bearing, crown wheel carrier, each	AXATS1	£18.95
Bearing, pinion, inner	AXATS2	£19.90
Bearing, pinion, outer	AXATS3	£21.50
Oil seal, pinion	AXATS4	£9.90
Bolt, crown wheel securing, each	AXAT5	£1.75
Crush washer	AXATS6	£14.40
Pinion nut	AXAT7	£7.90
Gasket, differential casing	AXATS8	£1.90

Sierra Axle Spares

Description	Part No.	Price
Bearing, crown wheel carrier, each	AXS1	£19.96
Bearing, pinion, inner	AXAT2	£32.50
Bearing, pinion, outer	AXAT3	£29.95
Oil seal, pinion	AXS4	£23.40
Bolt, crown wheel securing, each	AXAT5	£1.75
Crush washer	AXAT6	£13.80
Oil seal, drive shaft stub, each	AXS8	£6.25

REAR AXLE COMPONENTS (CONTINUED)

Mk2 Salisbury Spares



For English axle:

- (1) Steel end plate
 (2) Set of friction plates
 (3) Torque adjustment shims:
 .005", each
 .010", each
 .020", each

LSDEP1	£106.80
LSDREP	£114.95
LSDSHIM/005	£2.30
LSDSHIM/010	£2.30
LSDSHIM/020	£2.30

English Alloy Differential Housing



Lightweight aluminium alloy (heat treated L169) differential housing to suit the English axle. Direct replacement for original cast iron item. Made with a thicker flange for reduced distortion and supplied with extended studs for the axle casing. Housing also incorporates an additional strengthening rib for extra stiffness. Supplied with pinion bearings fitted and depth of mesh checked (stamped on casing). Saves almost 5kg!

Alloy differential housing assembly LSDDH1 £428.50

Atlas Axle Brace



Made from 8mm thick aluminium, this brace helps aid rigidity of the axle. Supplied with four clamps.

AXAT10 £112.50

Alternative HD 10mm thick aluminium brace, manufactured by GRP4 Fabrications. Supplied with either 58 or 60mm clamps.

AXAT14 £133.90

Atlas Alloy Differential 'Pigs Head'

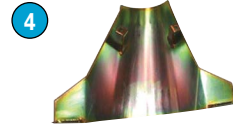


Lightweight aluminium alloy (LM25) pigs head differential housing to suit the Atlas axle. Direct replacement for original cast iron item with the exception that the casing has been manufactured to take the larger 60mm axle tubes.

Alloy differential pigs head AXAT11 £759.50

Atlas diff cover steel (OE replacement) AXAT12 £48.00

Atlas Axle Diff Skid & Tunnel



3mm steel diff skid to protect the underside of the Atlas Axle. Genuine GRP4 Fabrications manufactured item.

(4) Alloy differential skid AXAT13 £56.95
 (5) Large differential tunnel (round edges) MP1025 £21.95

Tech Tip!

TRANSMISSION COMPONENTS

Clutch

If the engine power is to be increased by 15-20% or more then a heavy duty road spec clutch should seriously be considered. This type of clutch is a direct replacement so no modifications are required.

Because it has an increased pressure rating the effort required to depress the clutch pedal will also increase. For serious road/rally applications the conventional organic material clutch plate can be substituted for a cerametallic paddle plate.

The durability and grip of a cerametallic plate far exceeds the conventional plate but some degree of clutch feel will be sacrificed, together with a level of clutch vibration, when engaging.

Lastly, for competition use only, single or multi-plate race clutches are available for a large range of applications. Special steel flywheels are required for all race clutches.

Gearbox & Final Drive

More engine power = more torque = higher loadings on gear teeth and bearings + take-up shock from competition clutches = broken gearbox! Most standard gearboxes will cope with a moderate increase in abuse but there is a limit. If you have an old 4 speed set up, the chances are there is a stronger 5 speed box available which, with the right bellhousing and mountings, will be an ideal replacement. For faster more positive gear changing, quick shift levers and kits are available for many of the more popular gearbox types. Up-rated internals together with alternative gear ratio kits are available for a selected range of O.E. and special equipment gearboxes.

For serious competition use it may be necessary to change the differential ratios to suit circuit variations. Special attention should be paid to drive shafts which are a specific weakness on most cars. And lastly, to achieve maximum traction from the driving wheels a limited slip differential unit (LSD) is a must for all competition cars.

LIMITED SLIP DIFFERENTIALS (LSDS)

A conventional open differential does a very good job at allowing the driven wheels to rotate independently at different speeds when turning a corner. However, the mechanics that allow this to happen have a downside - when a wheel is slipping it will spin freely and naturally offer less resistance than the wheel that is firmly gripping the road. This means that once a wheel starts to slip both wheels becomes useless until the slipping wheel finds grip.

A Limited Slip Differential (LSD) is an improvement over an open differential by connecting the two driven wheels through a series of clutch plates. These clutch plates slip against each other during normal driving conditions, allowing the wheels to turn at different speeds through corners. But as soon as there is a torque difference between the wheels because one has started to slip, a mechanism in the LSD will force the clutch plates together, eventually causing them to lock. This action maintains drive to the wheel with grip and prevents the torque being lost to the wheel that is slipping.

LSD Settings:

Most LSDs can be ordered with different ramp angles and preload settings. Both of these will affect the way in which the LSD works and are dependent mainly on the use of the vehicle (road, rally, race, etc).

Preload setting - the internal clutch plates when assembled are forced together and the amount of constant force applied to the plates (preload) can be altered. A low preload of say 25lbs/ft will require a reasonable amount of torque from the transmission before there is enough force to lock the plates together. This will result in an LSD that is termed less aggressive and acts in a progressive manner. Typical use: road cars and light vehicles.

On the other end of the spectrum, a higher preload of say 65lbs/ft will need less torque from the transmission to lock the plates together i.e the diff will lock easier and more often. This will result in an LSD that is termed more aggressive and is much less progressive. A high preload can also affect the ability for the car to turn tight corners on tarmac. If the preload does not allow the plates to slip, then the car may develop a tendency to understeer. Typical use: competition cars and heavy vehicles.

Ramp angles - in simple terms, ramp angles affect how easy it is to apply a clamping force to the friction plates when accelerating and braking. Or to put it another way, how easy it is to lock the differential.

The planet gear pins are located between two ramp blocks but crucially the pins are free to move and not fixed. The recess where pins are located has an angled ramp. As inertia is applied to the diff, the pin moves against the angled ramp, forcing the two ramp blocks apart. The ramp blocks consequently push against the clutch plates. When this force is large enough, it will result in either a partial or full lock of the plates. By altering the angle of the ramp, we can alter the characteristics of the LSD. A low angle of say 30 degrees will allow the blocks to be pushed apart much easier than a higher angle of say 50 degrees. The 30 degree ramp will therefore have a more aggressive locking action than the 50 degree ramp. An LSD will always have a ramp angle that locks the unit during acceleration (exiting a corner) and they can also have a ramp angle that applies during deceleration (corner entry). However it is not always beneficial to have a locking diff during the braking stage e.g. road use and most tarmac events. In this situation, we use a 90 degree block which eliminates any locking action during deceleration.

Note that ramp angle settings are always written with the acceleration angle first e.g. 40/90.

So what settings do you need? Well unless you're an experienced racer, you are unlikely to know where to start. So here are typical suggestions provided by 3J Driveline:

- Road use only: Ramp angles 50/90, Preload 25-30lbs/ft
- Track/Sprint/Hill climb: Ramp angles 40/90, Preload 55-60lbs/ft
- Rally: Ramp angles 30/90 or 30/60, Preload 65-75lbs/ft
- Drifting: Ramp angles 45/45, Preload 45-50 lbs/ft
- Ovals: Ramp angles 40/90, Preload 50-55lbs/ft
- Ovals (old style option): Ramp angles 45/45, Preload 50-55lbs/ft
- Drag: Ramp angles 30/90, Preload 75lbs/ft

Tran-X plate type LSD units have been used for many Motorsport victories with each unit incorporating the massive experience Tran-X has at manufacturing high performance driveline components. The operation of a Tran-X LSD is based around a plate type differential with preload and ramp angle settings dictating how the LSD operates.



Ramp angle:

dictates how and when the LSD will take effect (both driving into and out of a corner). Under hard acceleration, the force exerted by the cross pins/planet gears on the wedge shaped ramp blocks forces the blocks outwards exerting pressure on the plates. This locks the LSD and equally distributes power through each drive shaft giving you the grip you need. The shallower the ramp angles, the easier the block can be forced outwards making the unit more aggressive. Typical examples of ramp angles are:

- 45/45 – typical standard setting. Diff will engage with the same characteristics that it also releases.
- 30/60 – Diff will have an early aggressive engagement into the corner but less drive (and therefore more control of the back end of the car) out of the corner.

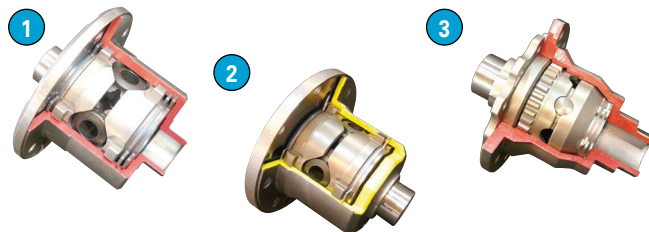
Preload setting:

dictates the contact friction on the plate so the higher the preload the more constant friction between the plates. Therefore when you accelerate and the ramp forces itself outwards the plates lock together quicker. More preload means a more aggressive diff. This allows us to tailor each unit to your needs.

English Axle Tran-X Type LSD

This Tran-X English LSD is a more progressive unit for the Ford English Axle and is available with English, Atlas or Group 4 splined side gears. Larger journal diameters for added strength with bearings included to suit. Dual ramp blocks give a choice of ramp angles (25/70, 30/60, 35/90, 45/45, 45/90 and 55/90) which along with two preload 25-35 and 60-70lbs/ft settings give you a large choice of set ups.

- Tran-X English **LSDTRAN3 £640.00**
- Tran-X English (Atlas Side Gears) **LSDTRAN4 £640.00**
- Tran-X English (Group 4 Side Gears) **LSDTRAN5 £640.00**



(1) English Axle Salisbury Type LSD

This unit is arguably the most popular differential used in motorsport over the last 20 years. Also available with Atlas splined side gears. Supplied as standard with 45/45 ramp angle and 65-75lbs/ft pre-load. Also available with 30/60 ramp angle and/or 30-40lbs/ft pre-load to special order.

- Salisbury English LSD (Std Escort 22 spline) **LSDTRAN £595.00**
- Salisbury English LSD (Atlas 16 spline) **LSDTRAN2 £595.00**

(2) Atlas LSD

The latest addition to the Tran-X range is the Atlas differential. These units can be supplied in either standard Atlas (16T Spline) or Group 4 (18T Spline) form. Ramp angle 45/45 and preload settings 45-55 or 95-105lbs.

- Atlas LSD **LSDTRAN6 £850.00**
- Atlas LSD (Group 4 Side Gears) **LSDTRAN7 £850.00**

(3) Sierra 7" LSD

Tran-X 6 lugged plate design LSD to fit Sierra 7" type diffs. Ramp angles available: 25/70 30/60 35/90 45/45 45/90 55/90.

- Preload settings: 25-35lbs/ft or 65-75lbs/ft **LSDTRAN9 £725.00**

Type BC/IB5 FWD Gearbox LSD

Tran-X 6 lugged plate design LSD to fit Fiesta, Escort, Focus, Ka, Orion and Puma models fitted with BC or IB5 gearbox (6 and 8 bolt crownwheels). Ramp angles available: 25/70 30/60 35/90 45/45 45/90 55/90. Preload settings: 25-35lbs/ft or 65-75lbs/ft

- LSDTRAN8 £725.00**

TITAN TRACTION MASTER LSDS

The Titan Motorsport Traction Master range of Limited Slip Differentials has been developed to offer race winning performance, superb durability and unbeatable driving characteristics. With a choice of friction material, Titan LSDs suit a variety of markets and applications.



Friction Plates

Friction plates are at the core of all LSDs and are responsible for limiting the difference in speed between both axles of a differential. Traditionally steel plates are used in plate differentials but the friction properties of steel lead to undesirable effects (notably the squeal and grabbing effect) because of the non-linear friction property of steel. To improve this undesirable noise vibration harshness (NVH) Titan offers a choice of two materials – Sintrak or Carbon XT.

Sintrak Plates

Sintrak clutch plates are Titan's standard option. Their high quality sintered face enables them to produce more friction as one of the wheels loses traction, enabling more of the torque available to be distributed to the wheel with the most grip. The improved friction characteristics over steel also mean that the clutch plates lock and unlock smoothly reducing low speed noise levels and ensuring a smooth transfer of torque between axles, reducing sudden lock ups. The increased friction generated by the material also negates the need for significant preloading, reducing wear and low speed plate chatter.

Carbon XT

Carbon XT clutch plates are the highest performance option, recommended for use wherever maximum performance is required. Carbon XT clutch plates take the advantages of Sintrak clutch plates a stage further. The carbon fibre friction material increases friction further still, meaning as little torque as possible is wasted. The frictional characteristics of Carbon XT mean that the low speed plate judder issues synonymous with LSDs are eliminated in virtually all scenarios, meaning that the LSD is well suited to a performance road car as well as professional motorsport applications. Carbon XT differentials require no excessive preloading, meaning wear and low speed manoeuvres are not compromised.

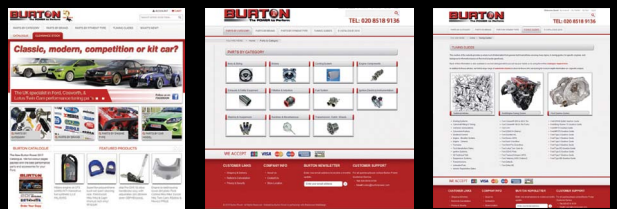
Ramp angles available:

- 30/60, 30/90, 45/45, 45/60 (all LSDs except Cosworth)
- 30/60, 25/45, 30/30, 45/45 (Cosworth only)

Application	Part No	Price
English axle: Anglia, Cortina, Escort Mk1/2 (Sintrak)	LSDTTM1S	£900.00
English axle: Anglia, Cortina, Escort Mk1/2 (Carbon)	LSDTTM1C	£900.00
Atlas axle 16T (Sintrak)	LSDTTM2S	£1,020.00
Atlas axle 16T (Carbon)	LSDTTM2C	£1,200.00
Atlas axle 18T ZF type (Sintrak)	LSDTTM3S	£1,020.00
Atlas axle 18T ZF type (Carbon)	LSDTTM3C	£1,200.00
Sierra 7" axle (Sintrak)	LSDTTM4S	£900.00
Sierra 7" axle (Carbon)	LSDTTM4C	£1,080.00

www.burtonpower.com

Searching is easy on our mobile friendly website. Find parts searching by: **Category, Brand, Engine or Vehicle** or use our **Quick search facility!**



3J DRIVELINE LSDS



Newly formed in 2012, 3J Driveline brings together a team of specialist who are dedicated to using their 30 years experience of the competition transmission industry to bring you the Next Generation of LSDs and transmission components.

Now available the new designed NXG (NeXt Generation) LSDs. The strongest, most progressive and versatile LSD unit in the market place. The 3J clutch plate pack always runs with 8 active surfaces, even in our lighter settings, giving maximum surfaces and surface area contact during use. A new design pre-load spacer helps generate the pre-load. Rather than just have the 2 or 3 settings of other units, the unit can be 'fine tuned' to precise pre-load settings which when complemented with the choice of ramps, allows you to get the perfect LSD set up. The bevel and planet gear pack has been designed for a smoother mesh with a bigger and stronger tooth profile. This helps eliminate the rattle and excessive back lash that are often found in other plate type LSDs. All 3J LSDs are built to this design with the exception of the English Salisbury style unit. All units have the benefit of dual ramps allowing the driver to vary how the LSD reacts when entering and leaving a corner.

NXG ramp angles available: 30/90, 40/90, 30/60, 45/45, 50/90 and more by request.

Original English Axle Salisbury Style LSD

3Js version of the popular Salisbury type LSD. Also available with Atlas splined side gears. Supplied as standard with 45/45 ramp angle and 65-75lbs/ft pre-load. Also available with 35/65 ramp angle and/or 30-40lbs/ft pre-load to special order.

Salisbury English LSD (Std Escort 22 spline)	LSD3J1	£519.95
Salisbury English LSD (Atlas 16 spline)	LSD3J2	£614.95

3J English Axle NXG LSD

A more progressive unit for the Ford English Axle and is available with English, Atlas or Group 4 splined side gears. Larger journal diameters for added strength with bearings included to suit. Dual ramp blocks give a choice of ramp angles (25/70, 30/60, 30/90, 45/45, 35/35, 40/90 & 50/90) which along with the three factory preload settings of 10-15, 25-35 & 60-70lbs/ft and the fact you can choose a specific pre-load setting if you so desire, provides the ultimate choice of set up.

3J English	LSD3J3	£749.95
3J English (16T Atlas side gears)	LSD3J4	£799.90
3J English (18T Group 4 side gears)	LSD3J5	£799.90

Atlas NXG LSD

These units can be supplied in either standard Atlas (16T Spline) or Group 4 (18T Spline) form. Using the new NXG plate pack, there is now a strong, progressive, versatile Atlas LSD in the market place. Dual ramp blocks give a choice of ramp angles (25/70, 30/60, 30/90, 45/45, 35/35, 40/90 & 50/90) which along with the three factory preload settings of 20-25, 45-55 & 85-95lbs/ft and the fact you can choose a specific pre-load setting if you so desire, provides the ultimate choice of set up.

Atlas LSD	LSD3J6	£925.00
Atlas LSD (Group 4 side gears)	LSD3J7	£925.00

Sierra 7" NXG LSD

This sleek unit suitable for Ford 7" crown wheel, fits into Sierra and a host of kit cars, such as Caterhams, Westfields and many more. Utilising the NXG plate pack, to provide and LSD that can be fine tuned no matter the use. Dual ramps available (25/70, 30/60, 30/90, 45/45, 35/35, 40/90 & 50/90) which along with the three factory preload settings of 10-15, 25-35 & 60-70lbs/ft and the fact you can choose a specific pre-load setting if you so desire, provides the ultimate choice of set up. Preload settings: 25-35lbs/ft or 65-75lbs/ft

LSD3J9 £799.90

Type BC/IB5 FWD Gearbox NXG LSD

Applications include Fiesta, Focus, Orion, Ka, Escort and Puma. Offers traction and grip for all your performance and everyday requirements.

Dual ramp blocks give a choice of ramp angles (25/70, 30/60, 30/90, 45/45, 35/35, 40/90 & 50/90) which along with the three factory preload settings of 20-25, 45-55 & 85-95lbs/ft and the fact you can choose a specific pre-load setting if you so desire, offer the utmost versatility an LSD can offer.

LSD3J8 £810.00

Focus ST225/ST250/RS & Fiesta ST180

The following are the latest applications covering the most recent Ford models. The LSDs offer traction and grip for all your performance requirements.

Dual ramp blocks give a choice of ramp angles (30/90, 40/90, 30/60, 45/45, & 50/90) which along with the three factory preload settings of 20-25, 45-55 & 85-95lbs/ft and the fact you can choose a specific pre-load setting if you so desire, offer the utmost versatility an LSD can offer.

Fiesta Mk7 ST180 (B6 gearbox)	LSD3J10	£799.00
Focus Mk2 ST225 (M66 gearbox)	LSD3J11	£899.00
Focus Mk2 RS (M66 RS gearbox)	LSD3J12	£899.00
Focus Mk3 ST250 (MMT6 gearbox)	LSD3J13	£899.00

AUTOMATIC TORQUE BIASING (ATB) DIFFERENTIAL



As a direct replacement for the standard, factory 'open' differential, Quaife's ATB unit can transform the performance of your car. Unlike a conventional plate-style limited slip unit, these units rely on gears, rather than clutch plates for its operation.

That means it's much smoother in operation, because unlike a conventional plate-style LSD, it never locks harshly with a set pre-load of wheel slip across the driven axle.

Rather, it automatically biases the torque away from the spinning wheel across the axle, to a constantly varying degree and never locks.

To the driver (especially of a front-wheel drive car), the results are significant performance improvements; superior, controllable traction without the harsh steering wheel snatch or torque steer that have long been associated with performance differentials.

These traction benefits can also be utilized in rear wheel drive vehicles, while Quaife ATB units offer significant traction advantages fitted to the front of four wheel drive cars.

These units require no special maintenance or rebuilds, are long lasting and retain the standard method of lubrication, making for an easy, pain-free upgrade.

Application	Part No	Price
English axle: Anglia, Cortina, Escort Mk1/2	QUALSD1	£549.95
Atlas axle 16T Capri / Cortina 2.0	QUALSD2	£850.00
Atlas axle 18T ZF type	QUALSD2ZF	£850.00
Escort FWD / Fiesta / Puma / Ka BC & IB5 gearbox	QUALSD3	£720.00
Focus / Mondeo / RS2000 MTX75 gearbox	QUALSD4	£720.00
Focus Mk2 ST 2.5	QUALSD9	£765.00
Granada Mk1/2	QUALSD10	£858.00
Sierra (not Cosworth) 7" axle	QUALSD5	£720.00
Sierra Cosworth 2wd	QUALSD6	£995.00
Sapphire & Escort Cosworth 4wd rear	QUALSD7	£995.00
Sapphire & Escort Cosworth 4wd front	QUALSD8	£765.00
Sapphire & Escort Cosworth 4wd front HD differential case	QUAHDDC	£1,025.00

WHEEL BEARING KITS

Quality complete wheel bearing kits.

Most kits include seals and nuts.

Priced per side.

*Complete hub assembly with bearing.

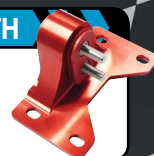


Application	Front	Price	Rear	Price
Anglia 105E	QWB114C	£19.50	QWB154	£25.00
Capri Mk1 (not 3.0 from 10/71)	QWB114C	£19.50	QWB148C	£25.00
Capri Mk2/3 (not 3.0)	QWB416	£14.30	FBK023	£22.50
Capri Mk1 3.0 10/71-	QWB416	£14.30	QWB148C	£25.00
Capri Mk2/3 3.0	QWB416	£14.30	FBK023	£22.50
Cortina Mk1 (front disc brakes)	QWB114C	£19.50	QWB154	£25.00
Cortina Mk2	QWB114C	£19.50	QWB148C	£25.00
Cortina Mk3/4/5 1.3/1.6 OHV saloon	BRT266	£13.96	FBK023	£22.50
Cortina Mk3/4/5 2.0/2.3	BRT266	£13.96	QWB152C	£24.00
Escort Mk1 (not RS, front disc brakes)	BRT273	£14.95	QWB148C	£25.00
Escort Mk2 (not RS, front disc brakes)	BRT266	£13.96	QWB148C	£25.00
Escort Mk1/2 RS	QWB114C	£19.50	QWB148C	£25.00
Escort Mk3/4 (not 1.3 OHV)	QWB418	£19.90	QWB416	£14.30
Escort Mk5/6 (not Cosworth)	QWB817	£24.00	QWB697	£19.99
Escort Cosworth	QWB543	£32.50	BRT910	£38.50
Fiesta Mk1 1.0/1.1 02/77-07/80	FBK033	£29.95	BRT273	£14.95
Fiesta Mk1/2 1.0/1.1 07/80 on	FBK058	£15.50	BRT273	£14.95
Fiesta Mk1/2 1.3/1.4/1.6 07/80on	QWB418	£19.90	BRT273	£14.95
Fiesta Mk3 -01/94	QWB696	£30.00	QWB697	£19.99
Fiesta Mk3 01/94-95	FBK342	£22.50	QWB697	£19.99
Fiesta Mk4/5 95-01	FBK342	£22.50	FBK512	£15.95
Fiesta Mk6 without ABS	FBK744	£35.00	FBK745	£20.95
Fiesta Mk6 with ABS	FBK743	£24.50	FBK745	£20.95
Fiesta Mk7	FBK1153	£34.90	FBK150* (-07/12)	£95.95
Focus Mk1 without ABS	FBK744	£35.00	FBK745	£20.95
Focus Mk1 with ABS (not RS)	FBK743	£24.50	FBK745	£20.95
Focus Mk2 inc ST (not RS)	FBK994*	£59.00	FBK995*	£116.95
Focus Mk2 RS 2.5	FBK1097*	£108.50	FBK1103*	£159.95
Puma	FBK342	£22.50	FBK512	£15.95
Sierra (not Cosworth/4wd/ABS)	BRT988	£24.95	BRT990	£27.50
Sierra with ABS (not Cosworth/4wd)	BRT988	£24.95	BRT910	£38.50
Sierra Cosworth 2wd	BRT909	£39.95	BRT910	£38.50
Sierra 4wd inc. Cosworth	QWB543	£32.50	BRT910	£38.50

REAR DIFFERENTIAL MOUNT - COSWORTH

A one piece machined HE15 aluminium billet diff mount and manufactured using a bespoke and uprated polyurethane bush. Direct replacement for original mount. Fits all Cosworth models.

DIFFMOUNT-COS £155.95



DIFF STRENGTHENING PLATES

Cosworth 4WD - Front

Laser cut strengthening plate designed to fit between the front differential casing and casing cover. Assists rigidity of the casing and prevents flexing under high torque loads.

Recommended for all high powered 4wd Cosworths, this plate will help prevent failure of the diff casing. Originally designed for Group N use.

SC1270 £50.00



MINILITE WHEELS



The original Minilite wheel, made from magnesium, was probably the most successful competition wheel in the 1960s and 70s. Now the same wheel is being produced in an affordable aluminium alloy to the same original design. Manufactured in the UK, these wheels are low pressure die cast, pressure tested, batch x-rayed and machined using the latest computer controlled equipment. This wheel is the only choice for the serious competition and classic car enthusiast. Often imitated, there is only one original Minilite wheel.

The wheels are now supplied in extra duty which is suitable for competition use. These are made from high quality heat treated aluminium alloy, age hardened and fitted with steel competition inserts.

The wheels listed are all for standard Mk1/2 Escort offset and are priced each. Standard colour is silver.

Centre caps and wheel nuts are available at an extra cost of £6.50 per wheel. Please state if you require 7/8 UNF or M12 metric nuts.

The wheels are also available in gold, anthracite, blue, red, yellow, orange, gloss black, satin black or white at £18.00 extra per wheel.

Size	Part No.	Price	Size	Part No.	Price
13 x 5"	MA1350BHT	£116.00	14 x 6"	MA1460BHT	£138.90
13 x 5½"	MA1355BHT	£120.00	15 x 5½"	MA1555BHT	£150.00
13 x 6"	MA1360BHT	£124.00	15 x 6"	MA1560BHT	£154.20
13 x 7"	MA1370BHT	£132.00	15 x 7"	MA1570BHT	£166.80
13 x 8"	MA1380BHT	£140.00	15 x 8"	MA1580BHT	£188.95
13 x 9"	MA1390BHT	£152.00	15 x 9"	MA1590BHT	£204.95
14 x 5½"	MA1455BHT	£130.90	15 x 10"	MA1510BHT	£214.90

ALUMINIUM ALLOY FRONT HUBS

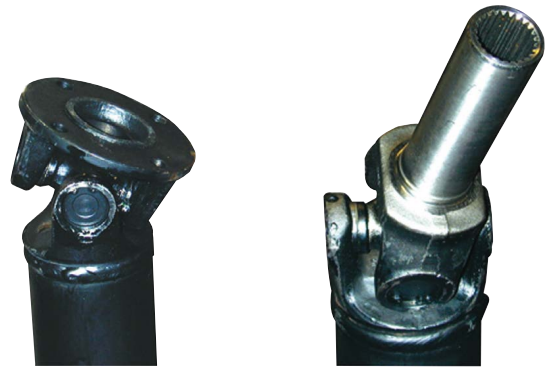


Description	Part No.	Price
Escort Mk1/2 RS & Capri (excluding 3.0) hub to suit:		
Standard bearing/studs (replicates RS2000 hub)	MP1000	£96.50
Standard bearing/studs	MP325*	£60.95
Large inner bearing/std studs	MP326*	£60.95
Large inner bearing/GP4 studs	MP327*	£60.95
Cortina Mk3/4/5 & Escort Mk1/2 (not RS) hub - Standard bearing/studs	MP328	£60.95
Wheel bearing kit (large inner bearing)	MP334	£30.95
Nut, washer & cage (2 off each)	MP335	£12.95
Split stub axle locking nuts (pair) - suits GP4 hubs	MP336	£23.40
Grease cap: Standard bearing	MP329	£14.75
Large bearing	MP330	£9.95
Group 4 wheel stud ½" UNF	MP331	£6.95
Group 4 wheel insert	MP333	£2.95
Group 4 wheel nut ½" UNF	MP332	£4.60

*Note: increases track of vehicle by 10mm per side

PROPSHAFTS

Single Piece Propshaft - RS2000 Mk2



Copy of the original Group 1 propshaft. By use of larger diameter tubing and removal of the centre bearing, this propshaft is much stronger than the original two piece item. Also suitable as a direct replacement item.

A high quality item manufactured in the UK, not a cheap inferior import. The vast majority of imports use rather crude forgings which are heavier and the tubing spec can often be suspect. The tube specification used on our propshafts is SAE 1020/1040, as per original specification. The end float in the universal joints is controlled by varying the thickness of the circlips which gives a smoother joint action and better control over straightness and dynamic balance. All shafts are checked and corrected for straightness. The aim is to have no greater runout on any part of the tube of more than 0.25mm (compared to original specification of 0.35mm). Dynamic balance is at 3000rpm to ISO specification G16. All propshafts are fitted with an upgraded transmission sleeve to eradicate any reliability issues under extreme race conditions.

Fits all standard RS2000s or Escorts using Rocket or 5 speed gearbox and English or Atlas axle. 1293mm total length, 25 spline and 90mm PCD diff mounting flange (Escort Mk2).

Propshaft

PROPENG £195.00

Propshaft Spares



Propshaft bolt M10x1. Suits most RWD Fords from 1975
 (1) Propshaft centre bearing, all Fords 1965-95
 (2) Propshaft centre bearing rubber, all Fords 1965-95

Propshaft rubber joint (doughnut):
 (3) 96mm PCD, 50mm centre hole, 30mm thick -
 Sapphire/Escort Cosworth 4wd 06/92-
 100mm PCD, 50mm centre hole, 47mm thick -
 Granada Mk1/2, Cortina Mk3/4/5, Sierra Mk1 inc XR4i
 (4) Alternative type with integral propshaft nose (23 spline).
 Granada Mk1/2, Cortina Mk3/4/5, Sierra

Universal Joint Repair Kits:

Two kits cover most Ford applications but all other sizes are available to order.

Check joint sizes before ordering. One joint per kit.

22mm Ø/length 67mm. Replaces staked joints.
 Cortina Mk2 69-, Cortina Mk3/4/5, Escort Mk1/2 69-80
 Granada Mk1/2/3 (not 3.0), Capri Mk1/2/3 (not 3.0),
 and most 2wd Sierra models
 (5) 23.8mm Ø/length 61.3mm. Replaces non-staked joints.
 Escort Mk1 67-69, Anglia 105E, Classic Capri, Corsair,
 Cortina Mk1/2 -69, Zephyr/Zodiac Mk3 62-66,
 Sierra XR4x4 (rear propshaft)

6118344 £1.25
 PROPCB £17.95
 PROPCBR £12.00

PROPRJ1 £48.00
 PROPRJ2 £44.95
 PROPRJ3 £69.95

UJKIT1 £29.50

UJKIT2 £15.95

WHEEL STUDS, NUTS & SPACERS

Wheel Studs



7/16" UNF 42mm long **WS716STD £2.00**
 7/16" UNF 55mm long **WS716 £2.00**
 M12 x 1.5 47mm long **WS1215STD £1.90**
 M12 x 1.5 63mm long **WS1215 £1.90**
 M12 x 1.5 63mm long* **WS1215OS £2.00**
 *14mm oversize spline

Flat Seated Nuts with Washers



7/16" UNF, 5/8" sleeve, 20mm long **WN716S £2.50**
 7/16" UNF, 3/4" sleeve, 20mm long **WN716L £2.95**
 M12 x 1.5, 5/8" sleeve, 20mm long **WN1215S £2.50**
 M12 x 1.5, 3/4" sleeve, 20mm long **WN1215L £2.95**
 M12 x 1.5, 3/4" sleeve, 20mm long; anodised black, X Pack type **9053135 £7.50**
 7/16" UNF, 1 1/8" sleeve, 30mm long **WN716R* £2.95**
 M12 x 1.5, 1 1/8" sleeve, 30mm long **WN1215R* £2.95**
 *Suits Revolution and Mamba wheels

Tailor Made Wheel Spacers



Manufactured from HE30 aluminium, these spacers are designed to precisely locate between the wheel hub and wheel. Suits all Ford 4 nut/bolt wheel applications. 108mm PCD & 63.3mm hub diameter. Supplied in pairs.

5mm thick (no centre location) **SPT5 £25.99**
 12mm thick **SPT12 £34.99**
 16mm thick **SPT16 £41.95**
 20mm thick **SPT20 £45.95**

Flat Wheel Spacer Kits



Complete with 2 universal spacers and 8 longer studs or bolts.
 Escort Mk1, Capri Mk1, Cortina Mk1/2, etc with 7/16" UNF studs:

10mm thick **SP22 £23.95**
 19mm thick **SP32 £27.50**
 25mm thick **SP72 £32.50**

Escort Mk2/5/6, Capri Mk2/3, Cortina Mk3/4/5, Fiesta Mk3/4/5, Focus, Ka, Puma, Mondeo, Sierra, etc with M12 x 1.5 studs:

10mm thick **SP23 £23.95**
 19mm thick **SP33 £27.50**
 25mm thick **SP73 £32.50**

Escort Mk3/4, Fiesta Mk1/2 with M12 x 1.5 bolts:

10mm thick **SP25 £26.95**
 19mm thick **SP35 £29.50**

Wheel Bolts



60° Seat
 M12 x 1.5 35mm long **WB13 £1.75**
 M12 x 1.5 50mm long **WB16 £2.00**

60° & Radius Seat Wheel Nuts



7/16" UNF, Fixed 60° seat, closed end **CWN716F £1.45**
 M12 x 1.5, Fixed 60° seat, open end **OWN1215F £4.25**
 M12 x 1.5, Loose 60° seat, closed end **CWN1215L £1.70**
 As above, black finish **CWN1215L-BLK £2.75**
 M12 x 1.5, Fixed 60° seat, closed end Minitite bulge **WN1215M £1.75**
 M12 x 1.5, Radius seat, open end **OWN1215R £1.40**

Tailor Made Wheel Spacers

Supplied in sets of 4, Trilock Mk5 offers serious wheel security. Each lock is hardened and tempered for ultimate strength. Drill proof - resists all known attack tools in excess of 120 seconds. Thatcham tested and passed (for Wheel Locking Devices Issue 2).



Application:
 M12 x 1.5 nuts Capri Mk2/3, Cortina Mk3/4/5
 Escort Mk2/5/6, Fiesta Mk3/4/5
 Focus, Ka, Puma, Mondeo, Sierra
 M12 x 1.5 bolts Escort/Orion Mk3/4, Fiesta Mk1/2

Description	Steel Wheel	Alloy Wheel	Price
M12 x 1.5 nuts, 60° seat	070/5	980/5	£29.95
M12 x 1.5 bolts, 60° seat	086/5	086/5	£29.95

60° Seat Alloy Wheel Nuts



Lightweight alloy wheel nuts weighing only 22g each
 M12 x 1.5 Fixed 60° seat
 Black **CWN1215BA £2.45**
 Silver **CWN1215SA £2.45**

Universal Flat Wheel Spacers



Made from pressure die cast aluminium.
 3mm 4 & 5 hole, PCD 95-121mm **SP11 £5.95**
 5mm 4 & 5 hole, PCD 95-121mm **SP12 £5.95**
 6mm 4 hole, PCD 95-114mm **SP13 £6.50**
 10mm 4 hole, PCD 95-114mm **SP17 £6.95**
 19mm 4 hole, PCD 95-114mm **SP18 £7.90**
 25mm 4 hole, PCD 95-114mm **SP19 £10.90**

Wheel Nut & Cavity Cleaner



Effectively cleans hard to reach areas around wheel nuts. Fits all sizes of wheel nut and cavity and the durable but scratch free foam head design includes a central core to clean the top of the wheel nut. 2 extra foam heads are included.

RIC1000.61 £8.50

Richbrook Wheel & Tyre Bags

The perfect solution for the clean and convenient transportation and storage of wheels and tyres

- Perfect for track days and storage of summer/winter tyres.
- Fully adjustable wraparound style for snug fit
- Integral wheel bolt storage pouch
- Clear wheel allocation labelling system
- Rugged, washable ripstop polyester construction
- Set of 4 in a neat zip-up carry case

14"-18" tyres up to 245mm width and max tyre circumference of 2100mm **RIC3600.69 £32.50**

18"-22" tyres up to 315mm width and max tyre circumference of 2350mm **RIC3600.71 £42.95**



Lightweight Rally Wheel Brace



Quick release 19mm wheel brace with nylon spin handle with alloy mounting bracket. Satin black powder coated.

19mm wheel brace **MP1090 £68.95**
 21mm wheel brace **MP1091 £68.95**

RS Escort & Capri Wheel Centre Caps

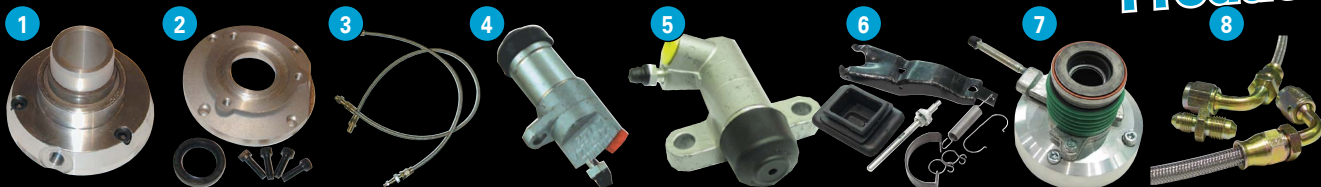
Wheel centre cap for use on all RS 4 spoke alloy wheels, plain black, each **MP1300 £12.95**

Stickers for above centre caps (4 off):
 Mk1 RS, black with silver RS **MP1301 £9.50**
 Mk1 RS, silver with black RS **MP1302 £9.50**
 Mk2 RS, black with silver RS **MP1303 £9.50**
 Mk2 RS, silver with black RS **MP1304 £9.50**



HYDRAULIC CLUTCH COMPONENTS

Feature Product



Centrally mounted against the gearbox, this unit provides the most efficient method of operating all push release type clutches. The overall depth from bearing face to mounting face is 72-73mm (minimum) and spacers are available separately to increase this depth.

Connection to hydraulic supply is 3/8" UNF. For a complete system you will require as a minimum the cylinder nose, release bearing, mount and hydraulic feed line.

If you wish to use this system on a different gearbox, please note that several customers have successfully fabricated their own mounts.

UNIVERSAL Co-Axial Hydraulic Clutch Cylinder

Application	Part No.	Price
(1) Hydraulic clutch cylinder nose (including bolts): Release bearing to suit above Repair seal kit for APC5	APC5 HD4941 APC5SK	£101.95 £24.50 £19.50
(2) Hydraulic clutch mount (including oil seal, gasket and bolts): 4 speed Rocket Type E 5 speed Sierra Type 9 4 speed Bullet 2000E/Type 3	APC6A APC6B APC6C	£58.25 £58.25 £83.50
Hydraulic clutch mount spacer (longer bolts are required when using spacers): 1/8" (3.18mm) 1/4" (6.35mm) 1/2" (12.7mm) 3/4" (19.05mm) 1" (25.4mm) 30mm	APC7A APC7B APC7D APC7E APC7F APC7C	£28.20 £34.80 £34.80 £34.80 £34.80 £34.80
(3) Hydraulic supply and bleed hose kit. Used to connect hydraulic supply to the APC5. Kit includes a 26" supply hose and an 18" remote bleed hose fitted with a special bleed fitting. If required, we can supply the hoses made to your own length.	APC8	£47.95

O.E. Hydraulic Clutch Cylinder

Application	Part No.	Price
OE clutch slave cylinders: (4) Cortina Mk1, 3/4" bore (4) Escort Mk1 Mexico/RS1600/Twin Cam, 7/8" bore Circlip for above two cylinders Cortina Mk2 GT/1600E/Lotus 7/8" bore Repair seal kit for above (5) Universal type, 3/4" bore RH (5) Universal type, 7/8" bore RH Universal type, 7/8" bore LH	GIR64067880 GIR64067950 GB2E210 GIRSLAVEMK2 SP2204 GIR64067506 GIR74066213 GIR64068897	£66.50 £69.95 £1.50 £180.00 £15.00 £95.00 £75.00 £72.50
(6) 2000E clutch actuation parts: Pushrod & nut assy 2000E Clutch bearing carrier/hub 2000E Fork to hub spring (2 required) 2000E Fork to pivot spring 2000E 'D' retaining clip - hub to fork 2000E Fork return spring 2000E Clutch fork - heavy duty 2000E Clutch fork pivot (screw-in) 2000E Gaiter - clutch fork 2000E Gaiter surround 2000E (retains gaiter in bellhousing)	GB2E200 GB2E208 GB2E201 GB2E202 GB2E203 GB2E204 GB2E205 GB2E209 GB2E206 GB2E207	£29.99 £49.99 £4.80 £5.20 £12.00 £9.95 £69.95 £27.50 £32.50 £8.00

(7) T5 Hydraulic Clutch Cylinder

A hydraulic clutch cylinder, bearing and mount assembly that directly replaces the original gearbox nose.	APC10	£264.50
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(8) Mk1 Escort Hydraulic Clutch Pipe

Made from stainless steel braided hose, this hose has a length of 35" and is fitted with 7/16" UNF 90° swivel ends. Supplied with 1 x 7/16-3/4" UNF male/male adaptor. Suitable for other applications, such as Mk1/2 Cortina.	GOO1A	£63.95
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CLUTCH COMPONENTS

Carrier Adaptor Sleeve

Many early clutch covers were fitted with thrust pads to the clutch cover, which are no longer available. To overcome this problem, use a non-thrust pad type cover with our carrier adaptor sleeve and an HD3259 bearing. The additional spacing ensures correct positioning and release arm travel.

APC1 £12.95



Release Bearings

9



(9) Extended Release Bearing Carrier

Use in place of ECB110 and ECB113 type bearings. This carrier provides an additional 8mm spacing for use with all types of 184mm racing clutches. Use with round face release bearing HD3259. MP315 £37.96

10



(10) Release Bearing (Without Carriers)

Part No	Bore	O/D	Depth	Face	Price
HD3257	34.92	66.00	15.75	Flat	£36.00
HD3259	38.25	68.50	15.75	Round	£36.00

CLUTCH CABLES

The following clutch cables are all suitable for RHD vehicles. (LHD applications will differ in length).

Application	Year	Length (mm)	Part No	Price
Capri Mk1 1.3/1.6	-8/72	780	QCC1005	£9.95
Capri Mk1 1.3	8/72-1/74	952	QCC1045	£11.95
Capri Mk1 1.6	8/72-1/74	1103	QCC1148	£11.50
Capri Mk1/2/3 2.8/3.0	69-87	952	QCC1045	£11.95
Capri Mk2/3 1.6/2.0	74-87	1103	QCC1148	£11.50
Cortina Mk3 1.6/2.0 OHV	70-76	1223	QCC1010	£10.90
Cortina Mk3/4 1.3/1.6 OHV	70-79	850	QCC1000	£9.95
Cortina Mk4/5 1.6/2.0	77-8/79	1223	QCC1010	£10.90
	8/79-82	1230	QCC1200	£10.99
Escort Mk1 (not RS2000)	68-72	860	QCC1003	£12.95
	72-75	863	QCC1055	£10.90
Escort Mk1 RS2000	73-75	1035	9052379	£35.95
Insulator sleeve for sump	73-75	-	FT656	£4.80
Escort Mk1 Cosworth YB	68-75	1700	CCESCYB1	£35.75
Escort Mk2 OHV	75-80	758	QCC1061	£10.50
Escort Mk2 RS	75-80	1003	QCC1062	£10.90
Insulator sleeve for sump	75-80	-	FT656	£4.80
Escort Mk2 Cosworth YB	75-80	1730	CCESCYB2	£35.75
Escort Mk3/4 without ABS	80-90	1248	QCC1201	£12.00
Escort Mk4 with ABS	86-90	1294	QCC1371	£15.50
Escort Mk5	90-95	1300	QCC1409	£10.50
Escort Mk5 MTX75 box	92-95	1294	QCC1385	£14.95
Escort Cosworth	92-95	2210	QCC1422	£14.95
Fiesta Mk2	86-4/89	1108	QCC1339	£12.50
Fiesta Mk3	4/89-7/96	1163	QCC1398	£10.50
Sierra 2.0 SOHC	82-8/84	1189	QCC1232	£12.50
	8/84-89	1175	QCC1368	£12.50
Sierra XR4x4 2.8i	85-88	1310	QCC1334	£14.95
Sierra XR4x4 2.9i	89-93	1305	QCC1333	£14.95
Sierra Cosworth 2wd	86-89	1810	QCC1585	£24.00
Sapphire Cosworth 4wd	90-93	2210	QCC1422	£14.95

STANDARD CLUTCH KITS

Standard duty replacement clutch kits. Each kit includes cover, plate and release bearing unless stated otherwise.



Application	Diameter	Part No	Price
Cosworth YB 2wd	240mm	624163100	£145.00
Cosworth YB 4wd	240mm	624163200	£149.95
CVH 1.6 inc RS Turbo	200mm	QKT120AF	£87.50
CVH 1.6 (not RS Turbo)	220mm	QKT383AF	£72.00
CVH 1.6 RS Turbo S2	220mm	622131600	£113.50
DOHC 2.0 8v	215mm	622066700	£120.00
DOHC 2.0 16v	238mm	3000707001	£189.00
Essex V6	240mm	624081200	£109.90
SOHC Pinto 2.0	215mm	622017506	£79.90
Cologne V6 2.8	240mm	624081200	£109.90
Cologne V6 2.9	240mm	624305100	£114.95
X/Flow Escort Mk1 (no bearing)	190mm	619001406	£96.95
X/Flow Escort Mk2	190mm	619001506	£79.90
X/Flow Fiesta inc XR2	190mm	619008806	£85.90
Zetec E Escort Mk5/Fiesta Mk3 BC gearbox	220mm	622126800	£109.90
Zetec E Escort Mk6 IB5 gearbox	220mm	622209100	£120.00
Zetec E Escort Mk5/6 MTX75 gearbox	240mm	624126700	£133.90

AP RACING CLUTCH KITS

All kits contain clutch cover assembly, driven plate and release bearing.



Application	Dia	Year	Nm(Lb/ft)	Part No	Price
Cosworth YB Sierra & Escort:					
2wd Cosworth	240mm	86-89	448 (330)	CP2000-9	£422.50
2wd Cosworth (6 paddle disc)	240mm	86-89	448 (330)	CP2015-9	£520.90
4wd Cosworth	240mm	90-96	448 (330)	CP2000-10	£427.50
4wd Cosworth (6 paddle disc)	240mm	90-96	448 (330)	CP2015-10	£520.90
CVH 1.6:					
Escort Mk4/5, Fiesta XR2/XR2i	220mm	86-92	176 (130)	CP2000-7	£289.90
Fiesta/Escort RS Turbo S2	220mm	86-92	230 (169)	CP2000-8*	£569.95
Escort RS Turbo S2 (not Fiesta)	220mm	86-92	298 (220)	CP2000-35*	£509.95
Fiesta/Escort RS Turbo S2 paddle	220mm	86-92	230 (169)	CP2015-8*	£559.50
Zetec E 1.6/1.8 (not MTX75 gearbox):					
Escort/Fiesta 1.6/1.8 (105PS)	220mm	92-95	176 (130)	CP2000-7	£289.90
Escort/Fiesta 1.6/1.8 (105PS)	220mm	92-95	192 (142)	CP2000-15	£358.90
Zetec E 2.0 RS					
Focus RS (no release bearing)	240mm	92-95	373 (275)	CP2000-33	£864.95
Focus RS (no release bearing) paddle	240mm	92-95	373 (275)	CP2015-33	£874.90

Please Note: CP2000 clutch kits have a Heavy Duty organic (fibre-faced) plate. CP2015 clutch kits have a cerametallic (paddle) plate.

* Replacement clutch pedal (1029012) and quadrant (1029013) are required for Escort Mk4 models. Please contact sales for further details.

Tech Tip!

CLUTCHES

Modern day clutch disc material is typically 50% harder wearing than the now superseded asbestos material, making clutch replacement less frequent. One disadvantage of this is that it tends to accelerate wear to the flywheel and clutch cover contact surfaces.

- When replacing a clutch, the condition of the both surfaces is highly important. A new hard wearing clutch disc will not bed into worn and uneven flywheel and clutch cover surfaces and failure of the clutch is certain. If in doubt, always reface the flywheel and change the clutch cover with the clutch disc.
- When fitting the engine to the gearbox, never allow the gearbox to 'hang' on the clutch. Both gearbox and engine should be supported. As soon as the engine and gearbox have been mated together, they should be bolted together immediately. This will prevent the possibility of distorting the clutch disc, causing it to run out of true.
- Check for any oil leaks before renewing a clutch. Oil contamination from a leaking rear crank seal or front gearbox seal will render a clutch useless.
- Where a clutch cover has been supplied with grease/rust preservative on the pressure plate surface, make sure this has been thoroughly removed prior to fitting.
- FWD Escorts - check the top bush on the release bearing shaft. These frequently wear and will cause clutch judder.
- Never overlook propshaft bushes. When worn, these often cause vibrations.
- Always check the spigot bearing which supports the gearbox input shaft. Again, this will cause clutch judder and in extreme cases can result in failure of the clutch plate and damage the gearbox.

CLUTCHES

AP Racing Special Tuning Heavy Duty Clutches



The heavy duty clutches listed are specially produced to withstand the higher torque loads encountered in fast road and some forms of competition.

They are all direct replacements of the original units with a choice of up to 3 grades:-

Road: Suitable for most fast road modified cars.

Sprint: Very fast road modified cars will, in most cases, require this stronger range of clutches.

Extra duty: This range of cerametallic paddle clutches has been designed for ultimate fast road and some forms of competition use.



Engine Type & Application	⌀	Road	Price	Sprint	Price	Road	Price	Sprint	Price	Bearing	Price	Note(s)	
CVH													
Escort Mk3 1.6/XR3, Fiesta XR2, Orion 1.6 to 86	200mm						CP2811-9	£147.95	CP2811-9	£147.95	ECB105	£21.40	6
Escort Mk4/5 (not Turbo), Fiesta XR2/XR2i, Orion 1.6	220mm	FP258C	£74.95				CP5351-16	£182.95	CP5351-16	£182.95	ECB105	£21.40	5&6
Escort RS Turbo S2/Fiesta RS Turbo	220mm			FP258C	£74.95		CP5351-16	£182.95	CP5354-15	£214.50	ECB105	£21.40	2,5&6
Essex V6 & Cologne V6													
Capri models up to 10/71 & Zephyr/Zodiac 66 to 72	241mm	CP2345-4	£239.95	CP2345-4	£239.95	CP2346-9	£219.50	CP2346-45	£182.50				4&8
Capri from 10/71, Sierra/Granada up to 12/88	241mm			CP3380-2	£310.90	CP2346-9	£219.50	CP2346-45	£182.50	ECB113	£22.90		6&7
Alt. plate with 7/8" x 20 hub (Cortina Savage, etc.)	241mm					CP2346-33	£222.50						
Extra duty cerametallic clutch - 4 paddle (1" x 23)	241mm			CP3380-2	£310.90			CP2583-3	£272.95				
Extra duty cerametallic clutch - 6 paddle (1" x 23)	241mm			CP3380-2	£310.90			CP4216-4	£272.50				
Lotus Twin Cam & BDA													
Cortina Twin Cam Mk1. Cover with centre thrust pad	216mm	CP2246-71	£186.50	CP2246-71	£186.50	CP5352-4	£207.95	CP5351-2	£163.50	HD3257	£36.00		3
Escort RS1600 Mk1 & Twin Cam; Elan S1-4/+2	216mm	CP2246-70	£186.50	CP2246-70	£186.50	CP5352-4	£207.95	CP5351-2	£163.50	HD3259	£36.00		3
Cortina Twin Cam Mk2. No centre thrust pad	216mm	CP2246-70	£186.50	CP2246-70	£186.50	CP5352-4	£207.95	CP5351-2	£163.50	HD3259	£36.00		4
Alternative plate with 1" x 23 hub (Rocket box, etc.)	216mm					CP5352-5	£174.50	CP5351-1	£163.50				
Extra duty cerametallic clutch 7/8" x 20	216mm			CP2246-71	£186.50			CP5354-2	£214.50				3
Extra duty cerametallic clutch 1" x 23	216mm			CP2246-71	£186.50			CP5354-38	£214.50				
Sierra / Escort Cosworth													
Sierra/Sapphire 2wd	241mm	CP3380-2	£310.90	CP3380-2	£310.90	CP2346-45	£182.50	CP2346-45	£182.50	ECB113	£22.90		6
Sapphire/Escort 4wd 90 on	241mm	CP3380-2	£310.90	CP3380-2	£310.90	CP2346-45	£182.50	CP2346-45	£182.50	ECB135	£21.95		6
Extra duty cerametallic clutch - 4 paddle	241mm			CP3380-2	£310.90			CP2583-3	£272.95				
Extra duty cerametallic clutch - 6 paddle	241mm			CP3380-2	£310.90			CP4216-4	£272.50				
SOHC Pinto													
Cortina Mk3/4 1.6, & Capri 1.6 Mk1/2	190mm	FP260C	£59.95	CP3748-6	£199.50	CP2257-1	£95.95	CP2257-1	£95.95				7
Alt. plate with 1" x 23 hub (5 speed box types)	190mm					CP2257-9	£157.50	CP2257-9	£157.50				
Cortina Mk3/4/5 1.6GT/2.0, Capri Mk 1/2 1.6GT/2.0, RS2000 Mk1/2, Mexico Mk2, Sierra/Granada 2.0	216mm	FP273A	£60.00			CP5352-5	£174.50	CP5351-1	£163.50	ECB113	£22.90		6&7
Alt. plate for Cort.1.6GT & Capris with 7/8" x 20 hub	216mm					CP5352-4	£207.95	CP5351-2	£163.50				
Extra duty cerametallic clutch 7/8" x 20 hub	216mm							CP5354-2	£214.50	ECB113	£22.90		6&7
Extra duty cerametallic clutch 1" x 23 hub	216mm							CP5354-38	£214.50	ECB113	£22.90		6&7
X/Flow RWD													
Cortina Mk1/2, Capri Mk1, Escort Mk1 - straight finger diaphragm	190mm	FP260C	£59.95			CP2257-1	£95.95	CP2257-1	£95.95	HD3259	£36.00		1&4
Escort Mk2, Cortina Mk3/4 - curly finger diaphragm	190mm	FP260D	£89.00	CP3748-6	£199.50	CP2257-1	£95.95	CP2257-1	£95.95				7
Alternative plate with 1" x 23 hub (Rocket box, etc.)	190mm					CP2257-9	£157.50	CP2257-9	£157.50				
X/Flow FWD													
Fiesta Mk1/2 1.3/1.6 & Orion 1.3	190mm					CP2642-17	£78.50	CP2642-17	£78.50	ECB105	£21.40		6
Zetec E 1.6 & 1.8 (105PS)													
Escort Mk5 11/90-02/95 & Fiesta 02/92-08/95	220mm	CP3560-1	£317.95	CP3560-2	£317.95	CP5351-16	£182.95	CP5354-15	£214.50	ECB105	£21.40		6

Part numbers in BLUE are standard clutch covers, not AP Racing

Note 1: Order release bearing adaptor APC1 when replacing an original cover fitted with a centre thrust pad.

Note 2: Sprint plate is Cerametallic (paddle).

Note 3: Use flat face release bearing on covers with centre thrust pads or curly fingers.

Note 4: Use round face release bearing on covers with straight finger diaphragms.

Note 5: When using CP3560-1 or CP3560-2 cover, fit new clutch pedal (1029012) and quadrant (1029013). Minor modifications also required to these parts.

IMPORTANT! Due to the stronger diaphragm springs used on most updated clutches, pedal pressures will increase accordingly, especially with the extra duty range. Cerametallic driven plates are less smooth during engagement than a conventional organic type plate, and these characteristics should be taken into consideration when choosing a suitable updated clutch for a road car.

Note 6: Release bearing supplied complete with carrier.

Note 7: Release bearings complete with carriers are available for following applications: ECB110: Some Mk3/4 Cortina 1.6 73-83 & Capri 1.6 72-83 with 20 spline clutch. ECB113: Most Mk3/4 Cortina & Capri 72-86 types; Mk1/2 RS2000; Granada; All pre-89 Sierras.

ECB114: Mk2 Escort (excluding RS & Mexico models).

Note 8: Early imperial bolt pattern flywheel.

Helix Autosport Performance Clutch Kits



All kits contain clutch cover assembly, driven plate and release bearing. 30- kits contain an organic type plate, 90- kits contain a cerametallic paddle type plate.

Application	Dia	Year	Nm(Lb/ft)	Part No	Price
Cosworth YB Sierra & Escort:					
2wd Cosworth	240mm	86-89	449 (330)	30-3800	£349.90
2wd Cosworth (paddle disc)	240mm	86-89	526 (387)	90-3800	£449.95
4wd Cosworth	240mm	90-96	449 (330)	30-3495	£354.95
4wd Cosworth (paddle disc)	240mm	90-96	526 (387)	90-3495	£454.90
CVH 1.6:					
Escort Mk3 XR3i, RS Turbo S1, XR2	200mm	80-85	218 (160)	30-4756	£277.90
Escort Mk3 XR3i, RS Turbo S1, XR2 (paddle disc)	200mm	80-85	265 (195)	90-4756	£324.95
Escort Mk4 inc RS Turbo, Fiesta XR2/XR2i/Turbo	220mm	86-92	257 (189)	30-4757	£282.50
Escort Mk4 inc RS Turbo, Fiesta XR2/XR2i/Turbo (paddle disc)	220mm	86-92	316 (232)	90-4757	£399.95
DOHC 16v:					
Escort RS2000 16v Mk5/6	240mm	91-96	286 (210)	30-4659	£379.90
SOHC Pinto 2.0:					
Escort / Cortina / Sierra / Capri	216mm	70-88	245 (180)	30-2376	£294.95
Escort / Cortina / Sierra / Capri (paddle disc)	216mm	70-88	321 (236)	90-2376	£374.95
Zetec E 1.6/1.8 (not MTX75 gearbox):					
Escort/Fiesta 1.6/1.8 (105 PS)	220mm	92-95	234 (172)	30-4757	£282.50
Zetec SE 1.6:					
Focus Mk1	220mm	98-03	234 (172)	30-4759	£301.90
Puma 1.7	220mm	97-01	234 (172)	30-4759	£301.90

Helix Autosport Fast Road & Competition Clutches



Heavy Duty Cover Assembly (60-): Intended for applications where the engine performance has been increased above standard. All Helix racing clutches are manufactured from new high quality components. They are designed to give a clamp load to cope with higher torque capacity together with an increase in engine rpm. The units can be fitted as a direct replacement for the standard unit without modification to the flywheel and retaining the standard clutch mechanism.

Sprung Centre Organic Drive Plate (70-): This type of drive plate is suitable for road use and light competition work. The design features damper springs arranged radially around the hub centre which together with facing segments provides progressive engagement and greater degree of clutch control. The organic facing material used is the best high performance material available with facings over 200mm being metal backed to give a higher burst strength.

Sprung Centre Cerametallic Drive Plate (76-): This type of drive plate is more suitable for high energy competition applications like rallying although it can be used for road use where the organic drive plate cannot withstand the higher operating temperatures. The design incorporates a sprung centre to provide some protection against drive line shock. Manufactured with a rigid adaptor plate (instead of cushion segments) incorporating cerametallic pads. The cerametallic material keeps it's friction properties to a much higher temperature than the organic material.

Engine Type & Application	Road	Price	Rally/Race	Price	Road	Price	Rally/Race	Price	Bearing	Price	Note(s)
CVH											
Escort Mk3 1.6/XR3i, Fiesta XR2, Orion 1.6 to 86	200mm	£162.95	60-2360	£162.95	70-2361	£108.95	76-2361	£153.50	ECB105	£21.40	
Escort Mk4/5, Fiesta XR2/XR2i, RS Turbo	220mm	£182.50	60-5075	£182.50	70-5076	£95.95	76-5076	£179.95	ECB105	£21.40	
DOHC 16v											
Escort RS2000 16v	240mm	£199.90	60-4666	£221.95	70-4667	£153.95	76-4667	£209.95	ECB272	£49.90	
Duratec HE I4 2.0											
Fiesta ST150	220mm	£179.95	60-6028	£214.90	70-6038	£105.95	76-6038	£179.95			
Duratec V6											
Mondeo ST24 & ST200 2.5	240mm	£241.90	60-2728		70-2729	£154.90					
Mondeo ST220 3.0	240mm				70-2731	£158.95					
Essex V6 & Cologne V6											
Capri from 10/71, Sierra/Granada up to 12/88	241mm	£205.90	60-2861	£205.90	70-3494	£127.90	76-3494	£205.90	ECB113	£22.90	3
Lotus Twin Cam & BDA											
Cortina Twin Cam Mk1. Cover with centre thrust pad	216mm	£187.50	60-2846	£187.50	70-1340	£95.95	76-1340	£179.95	HD3257	£36.00	1
Escort RS1600 Mk1 & Twin Cam; Elan S1-4/+2	216mm	£174.95	60-2842	£174.95	70-2619	£95.95	76-2619	£179.95	HD3259	£36.00	2
Cortina Twin Cam Mk2. No centre thrust pad	216mm	£174.95	60-2842	£174.95	70-2619	£95.95	76-2619	£179.95	HD3259	£36.00	2
Alternative plate with 1" x 23 hub (Rocket box, etc.)	216mm				70-1518	£95.95	76-1518	£179.95			
Sierra / Escort Cosworth											
Sierra/Sapphire 2wd	241mm	£219.95	60-4708	£236.95	70-4710	£159.95	76-4710	£207.50	ECB113	£22.90	
Sapphire/Escort 4wd 90 on	241mm	£219.95	60-4708	£236.95	70-4710	£159.95	76-4710	£207.50	ECB135	£21.95	
SOHC Pinto											
Cortina Mk3/4 1.6, & Capri Mk1/2 1.6	190mm	£149.95	60-3329	£149.95	70-1606	£66.50	76-1606	£163.50			3
Alt. plate with 1" x 23 hub (5 speed box types)	190mm				70-1605	£70.90	76-1605	£70.90			
Cortina Mk3/4/5 1.6GT/2.0, Capri Mk 1/2 1.6GT/2.0, RS2000 Mk1/2, Mexico Mk2, Sierra/Granada 2.0	216mm	£195.95	60-2851	£195.95	70-1518	£95.95	76-1518	£179.95	ECB113	£22.90	3
Alt.plate for Cort.1.6GT & Capris with 7/8" x 20 hub	216mm				70-1340	£95.95	76-1340	£179.95			
X/Flow RWD											
Cortina Mk1/2, Capri Mk1, Escort Mk1	190mm	£177.50	60-2490	£177.50	70-1606	£66.50	76-1606	£163.50	HD3257	£36.00	1
- straight finger diaphragm with thrust pad	190mm	£154.90	60-1012	£154.90	70-1606	£66.50	76-1606	£163.50	HD3259	£36.00	2
- straight finger diaphragm without thrust pad	190mm	£149.95	60-3329	£149.95	70-1606	£66.50	76-1606	£163.50			3
Escort Mk2, Cortina Mk3/4 - curly finger diaphragm	190mm				70-1605	£70.90	76-1605	£163.50			
Alternative plate with 1" x 23 hub (Rocket box, etc.)	190mm										
Zetec E											
Escort Mk5/6 11/90-98 1.6 & 1.8 (105/115PS)	220mm	£182.95	60-6023	£214.90	70-5076	£95.95	76-5076	£179.95	ECB105	£21.40	
Escort Mk5/6 11/90-98 1.8 130PS	240mm	£184.90	60-2723	£219.95	70-4667	£153.95	76-4667	£209.95			
Fiesta Mk3 02/92-08/95 1.6 & 1.8	220mm	£182.50	60-5075	£214.90	70-5076	£95.95	76-5076	£179.95	ECB105	£21.40	
Focus Mk1 1.8 98-04	220mm	£182.95	60-6023	£214.90	70-6025	£105.95	76-6025	£177.50			
Focus Mk1 2.0 98-04	240mm	£184.90	60-2723	£219.95	70-4663	£134.95	76-4663	£209.95			
Focus ST170 2.0 'Duratec ST' 07/03-	240mm	£242.50	60-5078	£242.50	71-5079	£156.95	78-5079	£197.95			
Focus RS 2.0 'Duratec RS'	240mm	£219.95	60-5080	£219.95	70-5081	£129.95	76-5081	£204.95			
Zetec SE											
Puma 1.4, Fiesta Mk4/5/6 1.25 & 1.4	190mm	£173.95	60-2347	£173.95	70-2348	£84.95	76-2348	£169.90			
Focus Mk1 1.6 98-04	220mm	£182.95	60-6023	£214.90	70-6025	£105.95	76-6025	£177.50			
Puma 1.7	215mm	£198.95	60-2350	£209.95	70-2351	£95.95	76-2351	£179.95			

Note 1: Use flat face release bearing on covers with centre thrust pads or curly fingers.
 Note 2: Use round face release bearing on covers with straight finger diaphragms.

Note 3: Release bearings complete with carriers are available for following applications:
 ECB110: Some Mk3/4 Cortina 1.6 73-83 & Capri 1.6 72-83 with 20 spline clutch.
 ECB113: Most Mk3/4 Cortina & Capri 72-86 types; Mk1/2 RS2000; Granada; All pre-89 Sierras.
 ECB114: Mk2 Escort (excluding RS & Mexico models).

IMPORTANT! Due to the stronger diaphragm springs used on most updated clutches, pedal pressures will increase accordingly, especially with the rally/race range. Cerametallic driven plates are less smooth during engagement than a conventional organic type plate, and these characteristics should be taken into consideration when choosing a suitable updated clutch for a road car.



AP Racing has been a world leader in the design and manufacture of competition clutch systems for many years.

Their extensive racing clutch range of Ø115mm (4 1/2") to Ø215mm (8 1/2"), is the result of many years of development and now benefits from the latest 'pull type' clutch designs.

With the addition of the new clutches and rationalisation of some existing clutches, the new

range has the ability to satisfy a large variety of competition needs.

The full range covers the following diameter sizes: 115mm/127mm/140mm/184mm/200mm/215mm.

The AP Racing range of 184mm (7 1/4") racing clutches is widely used to satisfy a large variety of competition needs.

The modular construction allows parts to be interchanged to meet a wide variety of performance and installation requirements.

These clutches are available under two distinct designs, the classic 'A Ring' or the 'Lug Drive'.

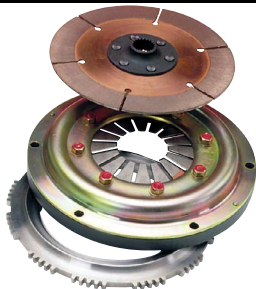
Both are made with single, twin or triple plate configurations with a choice of three different spring rated covers.

They are also designated as 'Sintered or Cerametallic', this being a reference to the type of driven plate that is used in the clutch.

The torque capacity of the clutch is dependent on the number of drive plates used, the type of drive plates used and the load rating of the diaphragm spring.

All of the 184mm assemblies require specially machined stepped flywheels.

A Ring



The A Ring type assembly utilises an adaptor ring and separate cover. The cover is usually supplied in steel but is also available in aluminium alloy.

Although there is no functional difference between these covers, the alloy cover saves approximately 300g, giving a lower inertia.

Carbon Race Clutches



The range of Carbon/Carbon clutches from AP Racing has been developed to enable every form of Motorsport to benefit from the advantages of Carbon/Carbon clutch technology.

The range encompasses the new 175mm Carbon clutches derived from F1 technology to the now well established 200mm Group A Rally clutches with the choice of single, twin or triple plate versions of most clutches.

Carbon/Carbon clutches are extremely lightweight and have a very low inertia giving enhanced engine pick-up and allowing faster gear changes. The Carbon/Carbon friction members retain their integrity at much higher temperatures than conventional materials and torque capacity increases when hot, therefore the clutch is more resistant to abuse. Carbon/Carbon plates do not distort under heat or load allowing cleaner disengagement and reducing gearbox wear. Development on the range has increased the carbon/carbon plate area and increased the total allowable wear for each clutch. Together with the technical advantages offered by a carbon/carbon clutch, these clutches are now very cost effective units compared with the more traditional sintered clutch options.

The range is available in the following diameter sizes: 115mm, 127mm, 140mm, 152mm, 175mm, 184mm, 200mm. P.O.A.

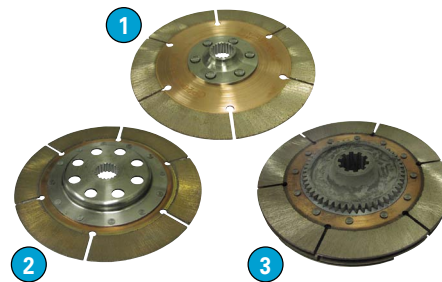
Lug Drive



The Lug Drive type assembly utilises a one piece aluminium alloy cover and lug design which provides structural strength, lower inertia and cooler running.

This design also allows for friction dust to freely escape.

Sintered Drive Plates



Sintered drive plate - A thin layer of metallic friction material which is sintered directly onto a steel disc. A sintered clutch assembly is primarily used for circuit race applications. The advantages include low inertia (resulting in faster engine response and gear changes) from a lightweight and compact installation when compared with a cerametallic clutch assembly. Sintered clutches do not suit applications where a degree of clutch slip is required.

Sintered drive plates type:

- (1) Back to back - conventional plate used for the majority of applications. As a result, these plates are available in a wider range of spline configurations than the following two types.
- (2) Nested - allows for extra flywheel/crankshaft fixing bolt clearance. Used, for example, on Atlantic Formulas.
- (3) Gear driven - designed to provide increased flywheel/crankshaft fixing bolt clearance and maximum spline length. Recommended where a high level of engine vibration or input shaft run out can be expected. Special order, not stocked.

Cerametallic Paddle Driven Plate



Cerametallic buttons bonded to a steel disc giving improved heat dissipation. A cerametallic clutch assembly is primarily used in rally/off-road and hill climb applications, where more clutch slip is required in order to modulate the drive.

The advantages include resistance to high energy input (i.e. long slip), smoother engagement and less prone to judder. The drive plates normally used are three paddles rigid type but some plates are also available with four or six paddles.

184mm Clutch Plates

Clutch Plate	Type	Spline 7/8" x 20		Spline 1" x 23		Spline 20mm x 17	
		Part No	Price	Part No	Price	Part No	Price
Sintered	Outer type	CP2012-166FM3	£83.50	CP2012-165FM3	£83.50	CP2012-184FM3	£83.50
	Inner (triple plate)	CP2012-179FM3	£83.50	CP2012-178FM3	£83.50		
Sintered	Flywheel side	CP2567-7FM3	£192.50	CP2567-23FM3	£159.50		
	Pressure plate side	CP2567-8FM3	£192.50	CP2567-24FM3	£159.50		
Sintered Gear	Gear driven*	CP2822-20FM3	£416.95	CP2822-23FM3	£494.95		
Cerametallic	3 paddle	CP8300-A026H	£115.90	CP8300-A036H	£115.90	CP8300-A017	£115.90
	4 paddle	CP8400-A026	£147.95	CP8400-A036H	£147.95		
	6 paddle	CP8600-A026	£156.95	CP8600-A036H	£156.95		

* Gear drive hub part number CP2822-31FM3

184mm Clutch Assemblies

Plate Type	Drive	Cover Material	No of plates	Diaphragm Spring Colour/Torque Capacity Nm/(lb/ft)								
				Green	Part No	Price	Orange	Part No	Price	Double Grey	Part No	Price
184mm Sintered	A Ring	Steel	1	195 (144)	CP2116GRN	£337.50	280 (207)	CP2116ORA	£337.50	425 (313)	CP2116CRV	£337.50
	A Ring	Alloy	1	195 (144)	CP2116AGR	£514.90	280 (207)	CP2116AORA	£549.95	425 (313)	CP2116ACRV	£514.90
	Lug	Alloy	1	219 (161)	CP7371-NE90-SF	£406.90	312 (230)	CP7371-OE90-SF	£406.90	475 (350)	CP7371-CE90-SF	£406.90
	A Ring	Steel	2	350 (258)	CP2125GRN	£449.95	505 (372)	CP2125ORA	£449.95	765 (564)	CP2125CRV	£422.50
	A Ring	Alloy	2	350 (258)	CP2125AGR	£648.95	505 (372)	CP2125AORA	£689.95	765 (564)	CP2125ACRV	£648.95
	Lug	Alloy	2	438 (322)	CP7372-NE90-SF	£509.95	624 (460)	CP7372-OE90-SF	£509.95	950 (700)	CP7372-CE90-SF	£509.95
184mm Cerametallic	A Ring	Alloy	3	530 (391)	CP2817AGR	£929.50	755 (557)	CP2817AORA	£689.95	1150 (848)	CP2817ACRV	£934.90
	Lug	Alloy	3	657 (484)	CP7373-NE90-SF	£593.50	936 (690)	CP7373-OE90-SF	£593.50	1426 (1051)	CP7373-CE90-SF	£593.50
	Lug	Alloy	1	195 (143)	CP7381-NE80-SF	£406.90	278 (205)	CP7381-OE80-SF	£406.90	422 (311)	CP7381-CE80-SF	£406.90
	A Ring	Steel	2	267 (197)	CP2606GRN	£499.50	400 (295)	CP2606ORA	£499.50	598 (400)	CP2606CRV	£499.50
	Lug	Alloy	2	267 (197)	CP7382-NH80-SF	£567.50	400 (295)	CP7382-OH80-SF	£567.50	598 (400)	CP7382-CH80-SF	£567.50

All the above clutch assemblies have 6 bolt fixings to the flywheel except CP2817A. Please enquire for 12 bolt fixings. All assemblies are supplied without drive plates.

Engine	Gearbox	Description	Part No.	Price
Ford 4 cylinder ¹	2000E	Aluminium alloy (saves 4.6kg)	BH1	£250.00
Ford 4 cylinder ¹	2000E	Magnesium alloy (saves 5.8kg)	BH1A	£650.00
	2000E & ZF	Release arm, heavy duty	GB2E205	£69.95
Ford 4 cylinder ¹	ZF	Aluminium alloy, LH starter	BH2	£498.00
Ford 4 cylinder ¹	ZF	Aluminium alloy, RH starter	BH2A	£458.50
Ford 4 cylinder ¹	Rocket/Type 9	Aluminium hydraulic, uses 2000E actuation	BH11	£315.00
Ford 4 cylinder ¹	Rocket/Type 9	Aluminium RS2000, LH & RH starter	BH3	£195.00
		Release arm for above	BH3RA	£72.50
		Clutch cable mounting bracket	BH3BK	£22.90
		Spacer kit for using 2.8 V6 gearbox	BH3-28	£49.90
Ford 4 cylinder ¹	Rocket/Type 9	Aluminium alloy. LH starter	BH6A	£265.00
Essex V6	T5 Borg Warner	Aluminium alloy	BH4	£534.50
Essex V6	Type 9	Aluminium alloy	BH4A	£534.50
Duratec HE I4 ²	Rocket/Type 9	Aluminium alloy, hydraulic	BH5	£334.00
Duratec HE I4 ²	Type 9 V6	Aluminium alloy, hydraulic	BH5A	£334.00
Zetec SE/1.6 EcoBoost	Rocket/Type 9	Aluminium alloy, hydraulic	BH10	£312.00
Cologne V6	T5 Borg Warner	Aluminium alloy	BH8	£534.50
Cologne V6	Type 9	Aluminium alloy	BH8A	£534.50
	Type 9	Release arm gaiter	BH6R	£10.00
	Rocket/Type 9	Bellhousing bolt M12x30	BHB1	£1.50
	2000E	Bellhousing bolt 7/8UNC	BHB2	£1.30



¹ Bellhousing pattern suits most Ford 4 cylinder engines including SOHC Pinto, X/Flow, BDA, Lotus Twin Cam, CVH and Zetec E.

² Utilises O.E. Ford hydraulic clutch actuation arrangement (available under part number CSC004). Use with mounting spacer BH5MS when using steel flywheel or spacer BH5MOE when using OE flywheel.

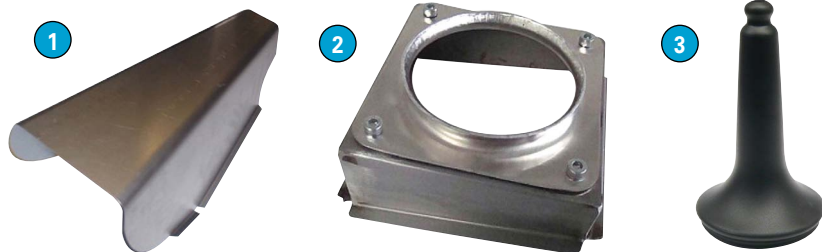
DIRT PLATES

Reproduced due to demand are a range of engine to bellhousing shield plates, also known as dirt plates. These plates often get damaged beyond repair or thrown away.

Description	Part No.	Price
Cosworth YB 2wd	SC1280	£36.00
Cosworth YB 4wd	SC1281	£36.00
Essex V4/V6	FV680	£30.00
Pre-X/flow, Lotus TC, 2 bolt starter upper plate	FP652	£30.00
Pre-X/flow, Lotus TC lower plate	FP656	£36.00
SOHC Pinto	FT660	£36.00
X/flow, Lotus TC, BDA with 2000E box, 3 bolt starter upper plate	FP653	£30.00
X/flow, Lotus TC, BDA with 2000E box lower plate	FP656	£36.00
X/flow (not 2000E)	FP650	£36.00



GEARBOX TUNNEL



(1) Large gearbox tunnel with round edges to match up to original centre tunnel on Escort Mk1/2. Ideal when fitting 5 speed Type 9 gearbox. Genuine GRP4 Fabrications product. [MP1026](#) **£56.95**

(2) Gearstick surround including alloy plate. Designed to accept the standard MK2 Escort gearstick rubber boot. Genuine GRP4 Fabrications product. [MP1027](#) **£23.95**

As above, but alloy gearstick surround only. Genuine GRP4 Fabrications product. [MP1028](#) **£12.95**

(3) Escort Mk1/2 gearstick gaiter. Direct replacement for original Ford item. [MP1029](#) **£28.50**

SPEEDOMETER CABLES



Application	Length	Part No.	Price
Capri Mk1 1.3/1.6/2.0	1420	FKS2013	£13.50
Capri Mk1 3.0	1758	FKS2014	£13.50
Capri Mk2/3 (not 1.3)	1758	FKS2014	£13.50
Cortina Mk3/4/5	1758	FKS2014	£13.50
Escort Mk1 1.1/1.3	1420	FKS2013	£13.50
Escort Mk2 (all)	1420	FKS2013	£13.50
Escort Mk4 (single piece)	2015	FKS2012	£13.50
Escort Mk4 (two piece type), speedo end	508	FKS2052	£14.95
Escort Cosworth	2050	FKS2051	£18.50
Fiesta Mk3	2015	FKS2012	£13.50
Sierra/Sapphire OHC	2100	FKS2016	£17.95
Sierra/Sapphire DOHC 2wd	2025	FKS2032	£16.50
Sierra/Sapphire Cosworth 2wd	2160	FKS2046	£18.50
Sapphire Cosworth 4wd/XR4x4 2.9	2050	FKS2051	£18.50
(4) 90° speedo drive adaptor		GBT9560	£117.50

QUICKSHIFT GEAR LEVERS & KITS



Designed to reduce the travel of the gear lever by up to 50%, resulting in a short and positive gear change. A quickshift gear lever replaces the original lever while a quickshift kit is used to convert the original lever.

¹ Send old unit for modification. Note for Mk2 Fiesta & Mk3/4 Escort: assembly uses late type bar with triangular shape fitting into selector case.

Application	Part No.	Price
2000E Bullet - 4 speed RWD (later 3 bolt Escort type). Quickshift gear lever	QS09	£209.95
Type E/Rocket - 4 speed RWD (RS2000, Cortina OHC & Capri OHC 82 on): Quickshift kit	QS01K	£15.95
Quickshift gear lever (Quaife)	QS02	£114.50
Type 5 - 4 speed RWD V6 2.8/3.0 (Capri/Granada 72-82)	QS12	£225.00
Type 9 - 5 speed RWD (Capri/Sierra to 11/88): Quickshift kit	QS03K	£15.50
Quickshift gear lever (Quaife)	QS04	£115.00
T5 quickshift gear lever		
Cosworth 2wd	QS11	£152.95
MT75 (inc. 4wd Cosworth) Quickshift kit	QS10K	£47.95
Escort Mk3/4 - 5 speed quickshift gear lever complete assembly ¹	QS05	£345.00
Escort Mk5 - 5 speed quickshift gear lever - Not MTX75 ¹	QS06	£345.00
Fiesta Mk2/3 - 5 speed quickshift gear lever - complete assembly ¹	QS08	£345.00
Fiesta Mk6 inc. ST150 quickshift kit	QS18	£120.00
Fiesta Mk7 ST180 quickshift kit	QS22	£79.99
Focus Mk2 ST225/RS quickshift kit	QS20	£99.95
Focus Mk3 ST250/RS quickshift kit	QS21	£79.99

Bullet 2000E & Type 3 - 4 Speed Gearbox

Bullet 2000E Gearbox

A medium duty 4 speed box with three selector rails and all cast iron casing. Has been made with various gear selector positions; steering column change, two types of floor change and remote floor change. 7/8" x 20 spline input shaft.

'Bullet' actually refers to period motorsport three rail boxes that were fitted with close ratio straight cut gears. 2000E is a reference often used which originates from the Corsair 2000E models that were fitted with a closer gear ratio set than standard models. Apart from the gear ratios, all other service parts are identical to standard gearboxes. Fitted in:

- Cortina Mk1/2 -68 • Lotus Cortina Mk1/2 -68
- Escort RS1600/Mexico • Escort Twin Cam

Oil capacity 1.21 litres. Standard oil grade SAE80.



Type 3 Gearbox

4 speed single rail version of the 2000E gearbox. Cast iron maincase with alloy tail housing. 7/8" x 20 spline input shaft. Fitted in:

- Cortina Mk2 69- • Cortina Mk3 1.3/1.6/1.6GT
- Cortina Mk4/5 1.3, 1.6 (not GT) • Sierra 1.6
- Lotus Cortina 69- • Capri Mk1/2/3 1.6 OHC
- Capri Mk1 -8/72 1.6 OHV • Capri Mk1 2.0 V4

Oil capacity 1.1 litres. Standard oil grade SAE80.



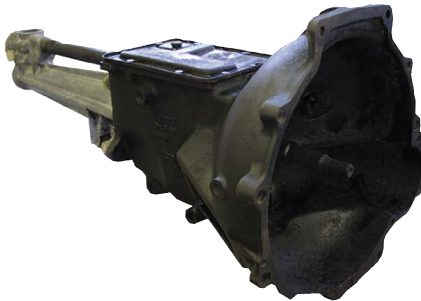
Description	Part No	Price
Steel nose cone, late type	GB2E500	£141.50
Brass baulk rings (set of 4) -8/69	GB2E523K	£180.00
Brass baulk ring 08/69- 1 st /2 nd , each	GB2E521	£24.00
Brass baulk ring 08/69- 3 rd /4 th , each	GB2E522	£24.00
HD steel baulk ring 1 st /2 nd , each 08/69-	GB2E502	£153.50
HD steel baulk ring 3 rd /4 th , each 08/69-	GB2E503	£153.50
Synchro hub assembly 1 st /2 nd , 08/69-	GB2E530	£231.95
Competition synchro hub assy 1 st /2 nd , 08/69-	GB2E531	£213.50
Selector fork, 1 st /2 nd 2000E	GB2E511	£54.95
Selector fork, 3 rd /4 th 2000E	GB2E512	£54.95
Selector fork, 3 rd /4 th , Type 3*	GBT3516	£17.95
Selector finger (Mk1 Cortina type)	GB2E300	£48.50
Reverse gear 2000E	GB2E520	£62.95
Reverse gear drop link (Elan type)	GB2E301	£60.00
Competition layshaft	GB2E513	£94.50
HD layshaft thrust washers, pair	GB2E515	£48.95
Gear Lever to Rail Bush: HD Bronze	GB2E516	£29.00
Saddle - g/lever to selector shaft, Type 3-80	GBT2540	£0.55
Front input shaft bearing	GB2E600	£24.00
Rear main shaft bearing	GB2E601	£22.50
Needle bearing - input to main shaft	GB2E603	£25.00
Tail housing bush	GB2E602	£36.00
Layshaft needle roller, each (40 required)	GB2E604	£0.85
Reverse switch, Type 3	GBT9545	£12.00
Front oil seal, 2000E -66 (35x22x7mm)	GB2E711	£6.00
Front oil seal, 2000E -66 (41x22x8mm)	GB2E710	£6.00
Front oil seal, 2000E 67- (41x29x9mm)	GB2E701	£6.00
Front oil seal, Type 3 to 10/70	GBT9701	£6.00
Front oil seal, Type 3 from 10/70	GB2E702	£4.90
Rear oil seal	GB2E703	£0.25
Speedo drive O ring, 2000E	GBT9703	£3.90
Bellhousing gasket	GB2E704	£1.30
Front nose gasket	GB2E705	£1.30
Top lid gasket, 2000E	GB2E706	£1.55
Top lid gasket, Type 3	GBT3706	£2.65
Centre gasket, 2000E	GB2E707	£1.60
Centre gasket, Type 3	GBT3707	£2.30
Selector lid gasket, 2000E	GB2E708	£1.30
Gear lever gasket, 2000E (late 3 bolt type)	GB2E709	£1.80
GoldPlug magnetic fill/drain oil plug -05/72	IP-06X	£17.99

Type 2 - 4 Speed Gearbox

4 speed single rail light duty gearbox as fitted to all Mk1/2 Escorts (excluding RS/Mexico and Twin Cam) and some early base model Sierras.

All Type 2 gearboxes have integral bellhousings. Cast iron bellhousing/maincase with alloy tail housing. 7/8" x 20 spline input shaft.

Oil capacity 0.9 litres. Standard oil grade SAE80.



Description	Part No	Price
1 st gear (29 teeth) - all models*	GBT2532	£20.00
2 nd gear (26 teeth) - all models*	GBT2533	£20.00
Reverse idler gear*	GBT2509	£14.95
Plastic saddle - gear lever to selector shaft	GBT2540	£0.55
Speedo cable retaining circlip	GBT9550	£1.00
Front input shaft bearing	GB2E600	£24.00
Rear main shaft bearing	GBT2601	£16.90
Tail housing bush	GB2E602	£36.00
Reverse switch (twin connection type)	GBT9545	£12.00
Front oil seal	GBT9701	£6.00
Rear oil seal	GB2E702	£4.90
Speedo drive seal	GBT9703	£3.90
Front nose O ring	GBT2705	£2.35
Top lid gasket	GBT2706	£1.80
Centre gasket	GBT2707	£1.60

* These parts are only available while stocks last.

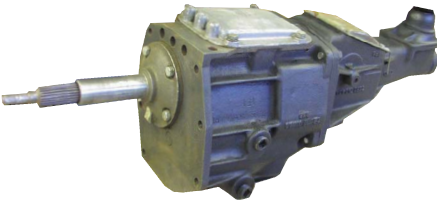
Type 5 V6 - 4 Speed Gearbox

4 speed, 3 rail heavy duty box, fitted to V6 models, with all cast iron casings. Basically a larger version of the 2000E box. 1" x 23 spline input shaft.

Fitted in:

- Capri 3.0 8/72- • Capri 2.8 81-11/82
- Granada Mk1 3.0 • Granada Mk2 2.8

Oil capacity 2 litres. Standard oil grade SAE80.



Description	Part No	Price
Baulk ring 1 st /2 nd , each	GBV6500	£17.50
Baulk ring 3 rd /4 th , each	GBV6501	£15.95
Front input shaft bearing	GBV6600	£29.00
Rear main shaft bearing	GBV6601	£30.00
Reverse switch	GBT9545	£12.00
Front oil seal	GBT9701	£6.00
Rear oil seal	GBRK702	£4.00
Front nose gasket	GBV6705	£1.30
Top lid gasket	GBV6706	£1.70
Centre gasket	GBV6707	£2.60
Rear cover gasket	GBV6708	£1.10
Gear lever gasket	GB2E709	£1.80
Gear lever nylon pivot ball	GBV6510	£36.00

Type E Rocket - 4 Speed Gearbox

4 speed single rail gearbox, used for more demanding applications than the Type 3 box. It is available most often without an integral bellhousing in the UK, whilst the European Taunus models were only fitted with integral bellhousings.

Cast iron maincase with alloy tail housing. Often referred to as the 'Rocket' box. (Rocket is the name of the original close-ratio competition gearbox that was based on the Type E). 1" x 23 spline input shaft.

Fitted in:

- Capri 1.6/2.0 82 on • Cortina Mk3 2.0
- Cortina Mk4/5 1.6GT/2.0/2.3 • Sierra 1.6/2.0
- Escort RS2000 Mk1/2 • Escort RS Mexico Mk2

Oil capacity 1.5 litres. Standard oil grade SAE80.



Description	Part No	Price
Alloy nose cone with steel over-tube	GBRK508	£75.00
HD steel operating block (billet steel)	GBRK103	£105.00
Baulk ring 1 st /2 nd , each	GBRK500	£18.50
Baulk ring 3 rd /4 th , each	GBRK501	£35.00
HD steel baulk ring 1 st /2 nd , each	GBRK502	£109.80
HD steel baulk ring 3 rd /4 th , each	GBRK503	£109.80
Synchro outer hub 1 st /2 nd	GBRK511	£125.00
Synchro spring 1 st /2 nd	GBT9515	£2.50
Synchro spring 3 rd /4 th	GBRK516	£2.50
Selector fork 1 st /2 nd *	GBRK506	£17.50
Front input shaft bearing	GBRK600	£16.96
Rear main shaft bearing	GBRK601	£17.50
Tail housing bush	GBRK602	£19.90
Layshaft needle roller, each (19 required) short	GBRK604	£0.95
Layshaft needle roller, each (19 required) long	GBRK605	£1.75
Reverse gear	GBRK510	£75.95
Reverse switch (twin connection type)	GBT9545	£12.00
Front oil seal	GBT9701	£6.00
Rear oil seal	GBRK702	£4.00
Speedo drive seal	GBT9703	£3.90
Bellhousing gasket	GBRK704	£1.20
Bellhousing gasket, Cometic AFM	GBRK704COM	£5.95
Front nose O ring	GBRK705	£2.40
Top lid gasket	GBRK706	£1.80
Centre gasket	GBRK707	£1.10
Plastic saddle - gear lever to selector shaft	GBT9540	£4.96
HD brass saddle - gear lever to selector shaft	GBT9539	£20.95
Speedo cable retaining circlip	GBT9550	£1.00
Spacer blocks for RS2000 installation (pair)	GBRK232	£15.95
90° speedo drive adaptor (requires new cable)	GBRK560	£117.50
Speedo drive gear - 22 teeth	GBT9300	£32.50
Speedo drive gear - 23 teeth	GBT9301	£34.00
Speedo drive gear - 24 teeth	GBT9302	£32.50
Speedo drive gear - 25 teeth	GBT9303	£32.50
Speedo gear retaining plug	GBT9541	£12.00
Speedo drive blanking assembly	GBT9305	£41.95

Type F - 4 Speed Gearbox (Capri 2.0)

4 speed box with unique side lever shift rods. Cast iron maincase with alloy tail housing. 1" x 23 spline input shaft. Fitted in Capri 2.0 72-82. Oil capacity 1.45 litres. Standard oil grade SAE80.



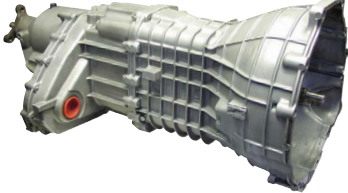
Description	Part No	Price
Baulk ring 1 st /2 nd , each	GBRK500	£18.50
Baulk ring 3 rd /4 th , each	GBRK501	£35.00
Front input shaft bearing	GBRK600	£16.96
Rear main shaft bearing	GBTF601	£42.60
Tail housing bush 10/76 on	GBRK602	£19.90
Layshaft needle roller, each (19 required) short	GBRK604	£0.95
Layshaft needle roller, each (19 required) long	GBRK605	£1.75
Reverse switch	GBT9545	£12.00
Front oil seal	GBT9701	£6.00
Rear oil seal	GBRK702	£4.00
Speedo seal	GBT9703	£3.90
Bellhousing gasket	GB2E704	£1.30
Front nose gasket	GBTF705	£1.00
Side lid gasket	GBTF706	£0.95
Centre gasket	GBTF707	£0.95

MT75 2wd/4wd Gearbox

5 speed gearbox that replaced the Type 9 box. All alloy casing with integral bellhousing (an aftermarket 2wd gearbox is also available with removable bellhousing). Available in 2wd and 4wd versions. 1" x 23 spline input shaft. Fitted in:

- Sierra/Granada 2wd 12/88 on
- Sapphire/Escort Cosworth 4wd
- Sierra/Granada 2.9 4wd

Oil capacity: 2wd 1.2 litres, 4wd 1.2 litres (plus 0.5 litres in transfer box). Standard oil grade ATF.



Description	Part No	Price
Baulk ring 1 st /2 nd /Reverse, each	GBMT500	£56.50
Baulk ring 3 rd /4 th /5 th , each	GBMT501	£56.50
Synchro insert (blocker bar), each	GBMT505	£5.75
Front input shaft bearing	GBMT600	£34.90
Rear main shaft bearing	GBMT601	£37.50
Needle bearing - input to main shaft	GBMT603	£7.90
Layshaft bearing, each	GBMT605	£35.00
Front propshaft output bearing, each	GBMT606	£17.50
Transfer box bearing, rear	GBMT607	£35.95
Transfer box bearing, front	GBMT608	£35.95
Rear output bearing, front	GBMT609	£49.00
Rear output bearing, rear	GBMT610	£14.95
Front oil seal	GBT9701	£6.00
Rear oil seal, 2wd	GBMT702	£17.63
Rear oil seal, 4wd (fits in rear drive flange)	GBMT702	£17.63
Rear oil seal, 4wd (fits in rear case housing)	GBMT703	£19.85
Front nose O ring	GBMT705	£6.12
Layshaft bearing retainer O ring	GBMT706	£2.50

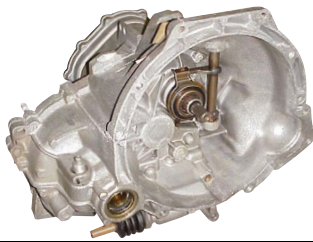
Type BC Fiesta/Escort FWD 5 Speed Gearbox

4 and 5 speed FWD transaxle. The original FWD box introduced in the Fiesta Mk1 which has been superseded by the similar IB5 box.

20mm x 17 spline input shaft. Fitted in:

- Fiesta Mk1/2/3 • Escort/Orion Mk3/4/5

Oil capacity: 4 speed 2.8 litres, 5 speed 3.1 litres. Standard oil grade SAE80.



Description	Part No	Price
Baulk ring 1 st /2 nd to 02/87, each	GBT9501	£17.50
Baulk ring 1 st /2 nd from 02/87, each	GBBC500A	£13.50
Baulk ring 3 rd /4 th /5 th to 02/87, each	GBT9502	£19.90
Baulk ring 3 rd /4 th /5 th from 02/87, each	GBBC501A	£53.40
Synchro insert (blocker bar) 1 st /2 nd , each	GBBC503	£1.80
Synchro insert (blocker bar) 3 rd /4 th /5 th , each	GBT9507	£1.60
Front input shaft bearing	GBBC600	£29.40
Rear input shaft bearing	GBBC601	£24.00
Rear output bearing (LH)	GBBC603	£34.08
Differential bearing, each	GBBC604	£18.95
Front oil seal	GBBC701	£4.90
Driveshaft oil seal (2 required)	GBBC702	£3.50
Speedo drive seal	GBBC703	£2.00
Main housing gasket	GBBC704	£5.80
Extension housing gasket	GBBC705	£6.50
End plate gasket	GBBC706	£6.50
Selector oil seal	GBBC707	£5.50
Reverse switch -03/89	GBBC545	£12.00
Reverse switch 03/89-	GBBC545A	£12.00

Type 9 Sierra - 5 Speed Gearbox

Ford's first RWD 5 speed box, based on the Type E. Cast iron maincase with alloy tail housing. This gearbox is commonly used for 5 speed conversions on older vehicles. Some later versions were available with integral bellhousings, although they are more commonly found with removable bellhousings. A 4wd version of this box was also available for the early XR4x4 models. 1" x 23 spline input shaft.

Fitted in:

- Capri 1.6/2.0 02/83 on • Capri 2.8 11/82 on
- Sierra 1.6/1.8/2.0 to 12/88
- Sierra XR4i • Sierra XR4x4 2.8

Oil capacity: 2wd 1.9 litres, 4wd 1.25 litres (plus 0.5 litres in transfer box). Standard oil grade 75W90 semi-synthetic.



Description	Part No	Price
Alloy nose cone with steel over-tube (4 cyl)	GBT9508	£75.00
Alloy nose cone with steel over-tube (V6)	GBT9509	£75.00
HD steel operating block (billet steel)	GBRK103	£105.00
HD synchro inner hub 3 rd /4 th	GBT9520	£100.00
Baulk ring 1 st /2 nd , each	GBRK500	£18.50
Baulk ring 3 rd /4 th , each	GBT9501	£17.50
Baulk ring 5 th	GBT9502	£19.90
HD steel baulk ring 1 st /2 nd , each	GBRK502	£109.80
HD steel baulk ring 3 rd /4 th , each	GBT9504	£109.80
Synchro insert (blocker bar) 3 rd /4 th , each	GBT9506	£1.68
Synchro insert (blocker bar) 5 th , each	GBT9507	£1.60
Synchro spring 1 st /2 nd	GBT9515	£2.50
Synchro spring 3 rd /4 th	GBT9516	£2.50
Synchro spring 5 th	GBT9517	£2.50
Front input shaft bearing	GBT9600	£46.70
Rear main shaft bearing	GBT9601	£37.50
Tail housing bush	GBRK602	£19.90
Needle bearing - input to main shaft	GBT9603	£10.90
Layshaft needle roller, each (21 required)	GBRK604	£0.95
Rear layshaft bearing	GBT9605	£87.80
V6 front layshaft bearing stub 06/86-	GBT9530	£62.50
Front oil seal	GBT9701	£6.00
Rear oil seal	GBT9702	£7.40
Speedo drive seal	GBT9703	£3.90
Bellhousing gasket	GBRK704	£1.20
Bellhousing gasket, Cometic AFM	GBRK704COM	£5.95
Front nose gasket	GBT9705	£1.80
Top lid gasket	GBT9706	£4.60
Centre gasket - spacer plate to tailhousing	GBT9707	£3.50
Centre gasket - spacer plate to maincase	GBT9708	£9.60
Cometic gasket kit (4 gaskets)	GBT9709K	£34.80
Plastic saddle - gear lever to selector shaft	GBT9540	£4.96
HD brass saddle - gear lever to selector shaft	GBT9539	£20.95
Speedo cable retaining circlip	GBT9550	£1.00
Reverse switch	GBT9545	£12.00
90° speedo drive adaptor (requires new cable)	GBT9560	£117.50
Speedo drive gear - 22 teeth	GBT9300	£32.50
Speedo drive gear - 23 teeth	GBT9301	£34.00
Speedo drive gear - 24 teeth	GBT9302	£32.50
Speedo drive gear - 25 teeth	GBT9303	£32.50
Speedo gear retaining plug	GBT9541	£12.00
Speedo drive blanking assembly	GBT9305	£41.95

MTX75 Gearbox

HD version of the FWD transaxle, originally fitted to the high powered Mk5 Escorts. Available in 2wd or 4wd versions. 1" x 23 spline input shaft.

Fitted in:

- Focus Mk1 1.8D/2.0/RS (not ST170)
- Focus Mk2 1.6D/1.8D/2.0
- Focus Mk3 2.0D
- Escort Mk5/6 130PS
- Escort Mk5/6 RS2000
- Mondeo • Cougar

Oil capacity: 2wd 2 litres, 4wd 2.6 litres (plus 0.3 litres in transfer box). Standard oil grade 75W90 full-synthetic.



T5 Sierra Cosworth 2wd Gearbox

Fitted in Sierra/Sapphire Cosworth 2wd. Oil capacity 2.55 litres. Standard oil grade ATF.



Description	Part No	Price
Rebuild Kit: includes bearings, baulk rings, synchro inserts, seals, snap rings & shims	GBT5200	£450.00
Baulk ring 1st - 2nd, each (3 piece assy)	GBT5500CF	£84.00
Baulk ring 3rd - 4th, each	GBT5501	£50.00
Baulk ring 5th, each	GBT5502	£29.00
Synchro insert set 1st/2nd (each)	GBT5503	£12.00
Synchro insert 3rd/4th (each)	GBT5504	£12.00
Synchro insert 5th (each)	GBT5505	£12.00
Synchro spring 1st/2nd & 3rd/4th (each)	GBT5506	£3.60
Synchro spring 5th (each)	GBT5507	£3.60
Front input shaft bearing	GBT5600	£19.96
Rear main shaft bearing	GBT5601	£45.00
Front layshaft bearing	GBT5604	£49.90
Rear layshaft bearing	GBT5605	£24.00
Front oil seal	GBT5701	£6.00
Rear oil seal	GBT5702	£7.50

Type IB5 Gearbox

Current standard duty FWD transaxle which has been fitted since around 1995. 20mm x 17 spline input shaft. Fitted in:

- Focus Mk1/2 1.4/1.6/1.8
- Focus Mk3 1.0/1.6
- Ka/StreetKa
- Fiesta Mk4-Mk7
- Puma
- Escort Mk6
- Mondeo Mk4 1.6

Oil capacity 2.8 litres. Standard oil grade 75W90 full-synthetic.



Description	Part No	Price
Front driveshaft bearing	GBIB600	£15.95
Rear driveshaft bearing	GBIB601	£29.95
Front mainshaft bearing 55mm OD	GBIB602	£59.95
Front mainshaft bearing 52.6mm OD	GBIB603	£34.99
Rear mainshaft bearing	GBIB604	£19.00
Differential bearing (one required)	GBBC604	£18.95
Differential bearing (one required)	GBIB606	£29.50
Front oil seal	GBBC701	£4.90
Driveshaft oil seal (2 required)	GBBC702	£3.50
Selector rod seal early type	GBBC704	£5.80
Selector rod seal remote cable type	GBIB705	£7.90

NYLON GEAR KNOBS

Competition nylon gear knobs to suit any gear lever with an M10x1.5 thread.



- (1) short gear knob, black MP1311 £13.90
- Short gear knob, white MP1312 £13.90
- (2) Long gear knob, black MP1310 £25.90

Description	Part No	Price
Front driveshaft bearing	GBMTX600	£39.95
Rear driveshaft bearing	GBMTX601	£42.50
Front mainshaft bearing, early	GBMTX602	£29.00
Front mainshaft bearing, late 2000-	GBMTX603	£37.50
Rear mainshaft bearing	GBMTX604	£29.95
Differential bearing, each	GBMTX605	£18.95
Front oil seal	GBMTX701	£6.95
Driveshaft oil seal (Mondeo - 2 req)	GBMTX702	£9.90
Driveshaft oil seal (Escort/Focus - 2 req)	GBBC702	£3.50
Selector seal	GBMTX704	£7.50

4 Speed Bullet 2000E Gear Kit

A synchro or dog engagement heavy duty, straight cut gear kit for use in the 3 rail 2000E type gear case. It can be supplied with either a standard length or short mainshaft (option on synchro kit only) and incorporates a Rocket sized spigot bearing for extra strength.

Synchro gear kit only **QUA4B £1,195.00**
Dog engagement gear kit only **QUA4BDE £1,465.00**

Application	1 st	2 nd	3 rd	4 th
-	2.25	1.495	1.168	1:1
-	2.50	1.66	1.22	1:1

4 Speed Rocket Clubman Synchro Gear Kit

Straight cut gear kit that retains the original Ford mainshaft. The layshaft is made up with separate gears that can be replaced singularly. Maximum recommended power is 190bhp/7500rpm.

Gearboxes can be supplied with optional alloy maincase, gearlever, steel baulk rings and HD operating block - POA.

Gear kit only **QUA4RC £815.00**
Complete gearbox (cast iron maincase) - Exchange **QUA4RCGB £1,295.00**

Application	1 st	2 nd	3 rd	4 th
Rally/Race	2.48	1.69	1.21	1:1
Hot Rod	2.48	1.69	1.61	1:1

4 Speed Rocket Heavy Duty Synchro Gear Kit

Straight cut gear kit recommended for power outputs between 190 - 275bhp or revs over 7500rpm. Differs from the Clubman kit by using needle roller bearings between the new Quaife mainshaft and its gears. Kit also includes an alloy top cover to strengthen the gear case.

Designed only to fit in the HD RS1800 gear case - std. Rocket gear casings will require additional modifications. Gearboxes can be supplied with optional alloy maincase, gearlever, steel baulk rings and HD operating block - POA. Gearboxes can also be supplied with a short tailcase, moving the gear lever forward approx 10" - POA.

Gear kit only **QUA4RHD £1,275.00**
HD layshaft spindle for std gearbox **QUA4RHD-LS £61.20**
Complete gearbox - Exchange **QUA4RHDGB £1,895.00**

Application	1 st	2 nd	3 rd	4 th
Rally	2.39	1.69	1.34	1:1
Race	2.04	1.54	1.21	1:1
Hot Rod	2.39	1.69	1.61	1:1
Ultra Close	1.83	1.38	1.14	1:1
Rallycross	2.20	1.54	1.21	1:1

5 Speed Sierra Type 9 Clubman Synchro Gear Kit

The layshaft is made up with separate gears that can be replaced singularly. Retains the original Ford mainshaft. Maximum recommended power is 190bhp/7500rpm. Gearboxes can be supplied with optional alloy maincase, gearlever, steel baulk rings and HD operating block - POA.

Straight cut gear kit only **QUA5SC £1,095.00**
Straight cut complete gearbox (cast iron maincase) - Exchange **QUA5SCGB £1,695.00**

Application	1 st	2 nd	3 rd	4 th	5 th
Rally	2.04	1.54	1.21	1:1	0.87 / 0.93
Rally/Race	2.20	1.69	1.21	1:1	0.87 / 0.93
Rally	2.39	1.54	1.21	1:1	0.87 / 0.93

5 Speed Sierra Type 9 Heavy Duty Synchro Gear Kit

Straight cut gear kit recommended for power outputs between 190 - 275bhp or revs over 7500rpm. Differs from the Clubman kit by using needle roller bearings between the new Quaife mainshaft and its gears. Gearboxes can be supplied with optional alloy maincase, gearlever, steel baulk rings and HD operating block - POA.

Gear kit only (alloy top cover NOT included) **QUA5SHD £1,675.00**
Complete gearbox (cast iron maincase) - Exchange **QUA5SHDGB £2,450.00**

Application	1 st	2 nd	3 rd	4 th	5 th
Rally	2.04	1.54	1.21	1:1	0.87 / 0.93
Rally/Race	2.20	1.69	1.21	1:1	0.87 / 0.93
Rally	2.39	1.54	1.21	1:1	0.87 / 0.93

Borg Warner T5 Synchro Gear Kit

Available either in standard Cosworth ratios or close ratio, these kits should address any inherent weaknesses of this transmission. Constructed from EN36 (9310) heat treated steel using a heavy duty semi-helical design. The kit is supplied with a heavy duty one piece operating block and 5th gear is modified to run on needle rollers. Please note that the gear casing will require machining to fit this kit.

Gear kit only **QUAT5 £1,680.00**

Application	1 st	2 nd	3 rd	4 th	5 th
Standard	2.92	1.93	1.32	1:1	0.8
Close Ratio	2.53	1.68	1.26	1:1	0.87

5 Speed Escort/Fiesta FWD Type BC Synchro Gear Kit

A heavy duty gear kit for the BC type gearcase which allows the gearbox to cope with higher revs and power outputs. Kit includes input and output shafts and a choice final drive ratios: 3.86, 4.08, 4.38, 4.54, 4.69, 4.91 or 5.08. All output shaft gears run on needle roller bearings

Gear kit only **QUA5FWD £1,995.00**

Application	1 st	2 nd	3 rd	4 th	5 th
-	2.58 or 2.15	1.87 or 1.73	1.42	1:19 or 1:13	1.04, 0.96 or 0.92

5 Speed Focus/Puma/Fiesta/Ka FWD Type IB5 Synchro Gear Kit

A heavy duty gear kit for the IB5 type gearcase which allows the gearbox to cope with higher revs and power outputs. Kit includes input and output shafts and a choice of final drive ratios: 4.38, 4.54, 4.69, 4.91 or 5.08. All output shaft gears run on needle roller bearings.

Gear kit only **QUA5IB5 £1,995.00**

Application	1 st	2 nd	3 rd	4 th	5 th
-	2.58	1.87	1.42	1:13	1.04 or 0.92

Quaife 60G Sequential 6 Speed Gearbox

A sequential version of the 56G/68G gearboxes. Incorporates open face dogs on both the gears and drive discs to allow for easier gear inter-changeability. Designed for rear wheel drive applications capable of handling up to a maximum of 300 lbf and 375 bhp, the QBE60G offers ultra-rapid and smooth gearshifts, allied to superior strength and reliability, and even features paddle shift compatibility. Weight approximately 38kg. Mounts directly to a Type 9 bellhousing. Options include paddle shift system and digital gear position indicator.

Helical geared gearboxes - quieter and recommended for road and track day use: 6 speed RWD sequential helical 60GH

QBE60GH £7,495.00



Gearbox Type	1 st	2 nd	3 rd	4 th	5 th	6 th
6 speed sequential helical 60GH	2.68	2.0	1.60	1.34	1.16	1:1
	2.68	2.0	1.55	1.24	1:1	0.86
	2.40	1.66	1.24	1:1	0.87	0.77

Straight-cut (spur) geared gearboxes - noisy, recommended for race use: 6 speed RWD sequential straight-cut 60G **QBE60G £7,095.00**

Gearbox Type	1 st	2 nd	3 rd	4 th	5 th	6 th
6 speed sequential spur 60G	2.77, 2.4, 2.24, 2.06	2.06, 1.84, 1.69 or 1.55	1.60, 1.48, 1.33 or 1.22	1.26, 1.15 or 1:1	1.1, 1:1 or 0.88	1:1, 0.89 or 0.81

4 Speed 2000E Synchro Gear Kit

This historic transmission is available in kit form only. The gear kit utilises all the 3J NXG technology, including new oil grooves and scrolls. The kit is now supplied with a new mainshaft, making it suitable for both early and late type transmissions. 1st main shaft gear is run on a bearing race with caged needle roller bearing. 2nd and 3rd main shaft gears are covered with a high performance coating. The kit comes complete with gaskets, oil seals and a bearing set. Ratios – 2.5, 1.65, 1.22, 1.0
2000E/Bullet Gear kit **3JGK1L £1,175.00**

4 Speed Rocket Synchro Gear Kit

The mainshaft gears are designed with unique oil pockets on the face and scroll running throughout the bore to increase oil flow. Add this to the fact that all mainshaft gears have a performance coating that aids oil absorption and you have the most reliable gear kits and boxes of their type.

All Rocket gear kits come with gaskets, main shaft and input shaft bearings and front and rear oil seals.

The complete gearbox is assembled by 3J's highly trained, skilled and experienced technicians, using a donor box supplied by the customer. Added to aid performance and durability are an alloy top lid and a one piece solid selector finger.

Ford Rocket Gear Kit **3JGK2 £825.00**
Ford Rocket Gearbox (donor supplied by customer) **3JGB2 £1,295.00**



Available Ratios

1 st	2 nd	3 rd	4 th
2.48:1	1.69:1	1.27:1	1.0:1
2.38:1	1.69:1	1.27:1	1.0:1
2.29:1	1.55:1	1.22:1	1.0:1
2.16:1	1.69:1	1.27:1	1.0:1
2.07:1	1.63:1	1.23:1	1.0:1
2.48:1	1.69:1	1.61:1	1.0:1
3.03:1	2.07:1	1.98:1	1.0:1
2.93:1	2.07:1	1.98:1	1.0:1



3J Driveline's NXG Performance gear kits and boxes are designed and manufactured with competition and performance upgrades in mind. Whether it be straight cut, synchro, helical or dog engagement, the upmost diligence and care is taken to bring you the highest quality gear solution. Strategic gear tooth form, oil pockets, grooves/scrolls and high performance coatings ensure maximum strength and lubrication. With a huge range of ratios available in most applications, you are sure to find the perfect solution. When built into a synchromesh donor box, the driver should take care when selecting gear, as they would with a standard gear box. This protects the standard synchro shift mechanism that is still utilised.

5 Speed Type 9 Sierra Synchro Gear Kit

Manufactured from upgraded material and designed with competition in mind the 3J performance kits take these classic transmissions to another level.

The main shaft or speed gears are coated with a high performance coating to aid oil absorption and increase life span, 1st and 2nd gears run on bearing races with caged needle rollers. Unique milled pockets on the face of the gears and oil scrolls throughout the bore lubricate the gears like no other kits do. BHP rating 250 BHP (approx.)

Ford Type 9 Gear Kit **3JGK3 £1,250.00**
Ford Type 9 Gearbox (Donor supplied by customer) **3JGB3 £1,999.00**
Ford Type 9 Gearbox **3JGB3 £1,999.00**

Available Ratios

1 st	2 nd	3 rd	4 th	5 th
2.48:1	1.69:1	1.27:1	1.0:1	0.87:1
2.39:1	1.69:1	1.27:1	1.0:1	0.90:1
2.38:1	1.62:1	1.23:1	1.0:1	0.92:1
2.29:1	1.55:1	1.22:1	1.0:1	0.88:1

5 SPEED SIERRA TYPE 9 FULL-HELICAL SYNCHRO GEAR KIT



This gear kit has been designed for high performance and being fully helical, quiet in use. The gear kit has been lightened where possible and weighs .570 kg less than a standard Ford gear kit (7.840kg). Lightening the gear kit reduces the load on the synchromesh which in turn increases reliability.

1st, 3rd and 5th gears are coated with manganese phosphate (OE coating) which helps prevent the gears seizing on the main shaft. This gear kit utilises the standard Ford main shaft 2nd gear.

Included in the kit is an INA F208843 XR4 front lay gear bearing. An adapter sleeve is provided to allow use in a standard Type 9 2 litre gearbox. This eliminates the loose needle rollers on the lay shaft which are a weakness of the standard gearbox and makes them unreliable for performance applications.

Sierra Type 9 4 cylinder type gear kit **GBT9230S £999.00**
Sierra Type 9 V6 type gear kit **GBT9230L £999.00**
Sierra Type 9 Caterham Sigma type gear kit **GBT9230C £999.00**

Application	1 st	2 nd	3 rd	4 th	5 th
-	2.75	1.70	1.24	1:1	0.82

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- Tuesday 5th June Brands Hatch (day & evening)
- Tuesday 31st July Snetterton (day)
- Tuesday 28th August Oulton Park (day)

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TYPE 9 5 SPEED GEARBOXES

Feature Product

A fully remanufactured unit with all new wear parts to Ford standards. Supplied as an outright purchase. Available with either standard gear ratios or with a longer and more useable 2.98:1 ratio first gear.
 Gear ratios: 3.65/1.97/1.37/1:1/0.82
 Complete gearbox as GBT9150 but with 2.98:1 ratio first gear (see kit below)

GBT9150 £945.00
 GBT9160 £1,150.00



5 SPEED SIERRA TYPE 9 SEMI-HELICAL SYNCHRO GEAR KIT



These gears have been developed with the Duratec user in mind. The gear tooth profiles are much larger than Ford original spec and are similar to a typical straight cut gear.
 The amount of engine torque this gear kit can be used with is about the same as a typical straight cut gearset. The gears are cut to an angle of 25 degrees which means there is more than one tooth driving at any one time.
 This is stronger than one at a time as found in straight cut gearboxes and also 95% quieter. They are also gear shaved after gear cutting to perfect the gear form.
 First and second gears are bored out larger than standard which saves weight. In other areas the gear train is also lightened, the benefit of this is enhanced synchro life and a potential faster gear change. First and second gears are also fitted with caged needle roller bearings to reduce friction.
 The .82 5th gear pair have an increased helix angle and finer pitch teeth for quieter cruising. Available with long (V6) and short (4 cylinder) input shafts.
 We believe these gear ratios are the optimum for most applications where the vehicle is used on the road and for competition use.
 The ratios are very similar to those that Ford used for their Rocket helical gear kit during the 70s.

Application	1 st	2 nd	3 rd	4 th	5 th
-	2.48	1.61	1.23	1:1	0.87 / 0.82

Gear kit only GBT9210 £1,225.00
 Complete gearbox (cast iron maincase) - Exchange GBT9220 £1,860.00

LOW RATIO TYPE 9 GEAR KITS

Feature Product

This partial gear kit is designed to lower the ratio of first gear from a short 3.65:1 to a much more useable 2.98:1. The kit includes a brand new mainshaft first gear and a used layshaft cluster that has been modified and fitted with a new first gear. The remaining gears do not require replacing. Each kit is supplied on an outright basis and a surcharge is currently no longer applied.

New to the range is a 2.74:1 first gear kit, identical otherwise to the above
 Complete gearbox as GBT9150 but with 2.98:1 ratio first gear. Supplied as an outright purchase.

GBT9200 £261.50
 GBT9201 £376.50
 GBT9160 £1,150.00



ALLOY GEARBOX CASINGS & HOUSINGS



2000E 4 Speed Bullet Gearbox	
Magnesium alloy maincase with special alloy bronze layshaft inserts (saves 4.65kg!)	GB2E100 £695.00
Aluminium alloy maincase	GB2E100A £400.00
Aluminium alloy tail housing (LM25TF) - Mk1 Lotus	
Cortina type (saves 3.55kg!)	GB2E101 £459.95
Aluminium alloy tail housing (LM25TF) - Escort type	GB2E103 £560.00
Aluminium alloy remote gearchange housing (LM25TF). Mk1 Lotus Cortina type (saves 2.5kg!)	
	GB2E102 £340.00
Elan alloy gear lever turret	GB2E104 £110.00

Rocket 4 Speed Gearbox	
Quaife aluminium alloy maincase Clubman	GBRK100 £560.00
HD (saves 3.7kg!)	GBRK101 £560.00
Quaife aluminium alloy top cover, assists rigidity of the maincase	GBRK102 £86.40
Speedo blanking assembly	GBT9305 £41.95
Sierra 5 Speed Type 9 Gearbox	
Quaife aluminium alloy maincase (saves 3.7kg!)	GBT9100 £560.00
Layshaft required for use with above	GBT9102 £78.00
Tracsport alloy top cover kit	GBT9105 £500.00
Quaife aluminium alloy top cover, assists rigidity of the maincase	GBT9101 £105.00
Tracsport alloy top cover kit	GBT9107 £106.50
Tracsport centre bearing plate	GBT9106 £188.00
Speedo blanking assembly	GBT9305 £41.95

BRAKING SYSTEMS

There are three main factors which decide how well brakes will perform.

1) The pressure applied to the brakes - unless the car is under 2 years old the chances are that the braking efficiency has deteriorated to some degree. Most brake fluids are hygroscopic (absorbs water) and systems should be recharged with fresh fluid at least every 2 years. Always use a good quality brand name fluid (DOT4 or 5.1) or, if you are racing, the special high temperature fluids available. The standard rubber hoses do deteriorate over time so a set of braided steel hoses are always a good investment because they prevent pipe expansion and eliminate spongy pedal syndrome. Lastly, the wheel cylinders or caliper pistons should be operating efficiently. The piston should move freely within the bore and there should be no visible wear. Piston seizure is quite common and can sometimes go unnoticed, especially on rear discs.

2) The ability to dissipate heat - even with a super efficient hydraulic system, if the pad's maximum working temperature is exceeded, the car will give up stopping no matter how hard the pedal is pressed. High performance pads will provide braking at higher temperatures, typically 450°C for road spec, and these items should be high on your shopping list. Ventilated front discs (also known as rotors) are a standard fitment on most modern cars, but replacing these with grooved items will aid braking efficiency for two reasons. Firstly, pad dust and road dirt are removed more effectively by the action of the grooves sweeping across the pad surface and secondly, they will reduce the build up of hot gases forming between the pad and disc surfaces (NB. This

condition increases as pad sizes get larger). One last but perhaps pretty obvious point, hot brakes require airflow to dissipate heat, (unless you have some very special water cooled calipers as fitted to some racing formulas, etc.). So any improvement to the airflow around the brakes will pay dividends e.g. cool air ducting.

3) The brake surface area - to considerably improve braking effectiveness the disc size and pad area has to be increased. Unfortunately this is not just a case of fitting a pair of larger discs and a bigger set of pads. Bigger pads need bigger calipers and larger discs invariably require larger inside wheel sizes! Most modern car braking systems use a single piston floating or sliding caliper arrangement that is economic to produce but not 100% effective. Two pot fixed calipers are an improvement but, with only one piston each side, the pad size is very restricted. 4 and 6 pot calipers allow for much larger pad areas to be employed with greater control over pad distortion (a major problem with the floating caliper system).

Finally, a few answers to some popular questions we are asked about brakes:

Q: 'Are grooved and cross-drilled rotors noisier than plain discs?'

A: Yes and no! There is more than one factor to consider here - the number of grooves or holes, the pad material and the type and size of the disc. Generally speaking they will be a bit noisier, however, a few manufacturers claim that for some applications they are quieter.

Q: 'I have just fitted a new set of pads - how do you advise bedding them in?'

A: Again, not a simple straight forward answer. For many motorists bedding in is the process of knocking off any high spots on the pad faces until full contact is made with the disc. But with high performance pads, the correct stabilisation of the friction material can be paramount in their ultimate performance. Some pads are supplied pre-stabilised but many others will require this process to be carried out on the car. This usually involves bringing the pads up to their operating temperature and allowing them to cool naturally but may involve more complex procedures for race applications.

Q: 'Most upgrades concentrate on the front end, but what about the rear?'

A: Some rear disc conversions are available and high performance pads are available for most cars. However, for normal road use, the rear brakes on rear wheel drive cars supply only 25% of the total braking effort and on front wheel drive cars it is only 10%.

Q: I have been told that high performance pads will wear my discs out?

A: To improve the high temperature efficiency of brake pads the organic material commonly used has a metallic content added to it. These metallic particles will be slightly more abrasive but the major factor in disc and pad wear will be how hard and how often the brakes are applied.

And REMEMBER:

DO check your discs at regular intervals if you do a lot of heavy braking. Persistent thermal stress will eventually create fatigue cracks.

ALWAYS replace pads and discs on BOTH sides.

BRAKING JUDDERING

Brake juddering is a fairly common complaint on all cars, whether standard or high performance. In most cases, the brake discs will have warped and a replacement set is the obvious cure for the problem.

However, the cause of the problem can often be found elsewhere and the replacement discs will soon warp as well. It is not only essential to fit new brake discs, but to also rectify the cause of the problem in the first place, otherwise the juddering is likely to return.

From our own experience, we have found that the following causes are likely to result in a warped brake disc:

Seized calipers - either a seized caliper piston or a seized caliper sliding pin will result in uneven forces being applied to each side of the brake disc.

Suspension bushes - tired TCA or anti-roll bar bushes.

Poor quality pads - these can overheat quickly, particularly if the brakes are used often and hard. The excessive heat from the pads can cause the discs to overheat, resulting in the discs warping.

Hubs - although rare, it is possible for the hubs to warp. Bolting a disc to a warped hub will always result in brake vibration. The same will also happen if any rust from the hub face is not removed before fitting the disc.

After fitting a disc, we always recommend checking for disc run-out using a dial gauge. If the run-out is out of tolerance, then the disc should be re-fitted in an alternative position (i.e. turned through 90°) until run-out is within tolerance.

BRAKE DISCS, PADS, DRUMS & SHOES

Ferodo Racing Brake Pads



DS Performance Designed for the driver who demands the ultimate in braking performance, DS performance provides a level of performance normally associated with racing cars - all without the need to build up and maintain high operating temperatures. With DS Performance, low and high speed braking efficiency, reduced stopping distances and consistent brake pedal feel are yours from cold. All DS Performance brake pads are manufactured with a thermal layer between the friction material and the backing plate to assist heat dissipation during high performance braking. This helps to prevent overheating the braking system, damaging caliper seals, boiling your brake fluid and ultimately brake fade.



DS2500 A new race developed compound designed for heavy duty use, making it the ideal choice for track days. The pad provides a consistent coefficient of friction (0.50) at low and high temperatures giving very predictable braking, whilst still providing good life for the pad and disc. Combined with low dusting of the wheels and low noise, this brake pad is for the driver who demands the ultimate in braking performance.

DS3000 This is the Ferodo Racing compound that has set the braking standard from race one back in 1998. It has contributed to many wins in championships all over the world. The main characteristics are:

- Reduced bedding in time (approx. 50% quicker than most other materials).
- Extremely high friction level (0.62) at any temperature or speed.
- Predictability because of the flat friction curve.

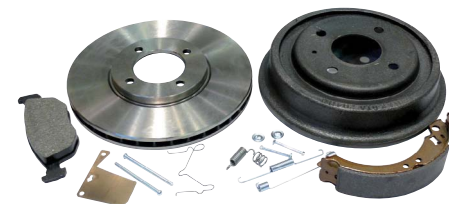
Please note that DS3000 is not suitable for road use. Full listing of Ferodo pads is on page 118.

National Sport Brake Discs



National Sports performance grooved brake discs have been specially developed for high performance fast road use. Each disc has an optimum number of 8 grooves per side, which give rapid gas expulsion and deglazing of the brake pad. Priced in pairs. Rear discs are also available. Full listing on page 118.

Brake Discs, Pads, Drums & Shoes



To complement our performance range of brake discs and pads, we also offer a range of standard brake components. We have a separate table listing the most popular Ford applications for brake discs, brake pads, brake drums, brake shoes, caliper/pad fitting kits and brake shoe fitting kits. Full listings on page 119.

Mintex Performance Brake Pads



Delivers increased braking performance. High friction levels. High temperature capability, Greater stability. Greater fade resistance. Reduced bedding requirement. Lower wear rates on pad and disc. Environmentally friendly. Full listing on page 118.

M1144 Ideally suitable for kart, hill climb, club, national rally, single seater racing and high performance road vehicles. Demonstrates exceptionally high friction stability up to 400°C.

M1155 A unique formulation enabling use at temperatures up to 700°C with the added benefit of first time braking with no bedding in requirement. Suitable for Group A and Group N rally, loose surface and circuit use. Not suitable for road use.

PERFORMANCE BRAKE DISCS & PADS APPLICATION CHART



Application	Year	Size/Type	National 8 Groove	Price (Pair)	Mintex Pad Set	Price M1144	Price M1155	Ferodo Pad Set	Price DS Perf	Price DS2500	Price DS3000
Capri Mk1/2/3 (Not V6)	69-87	245-S	PBD024G	£83.50	MGB633	£83.50	£83.50	FER167	£72.95	£92.95	£102.50
Capri 2.8i V6	81-87	247-V	PBD051G	£90.95	MGB633	£63.50	£63.50	FER167	£72.95	£92.95	£102.50
Corinna Lotus	66-70	245-S	PBD024G	£83.50	MGB633	£83.50	£83.50	FER167	£72.95	£92.95	£102.50
Corinna Mk3/4/5 (M16)	70-82	248-S	PBD007G	£83.50	MGB633	£63.50	£63.50	FER167	£72.95	£92.95	£102.50
Escort Mk1 (P16) - not RS	68-75	245-S	PBD024G	£83.50	MGB633	£63.50	£63.50	FER809	£72.95	£92.95	£101.95
Escort Mk2, RS, Mk1/2 (M16)	72-80	245-S	PBD024G	£83.50	MGB633	£63.50	£63.50	FER167	£72.95	£92.95	£102.50
Escort RS2000 Group 1	75-80	248-V	PBD051G	£90.95	MGB633	£63.50	£63.50	FER167	£72.95	£92.95	£102.50
Escort Mk3/4 vented discs	80-90	240-V	PBD002G	£69.95	MDB1175	£65.95	£65.95	FER206	£70.90	£88.90	£99.95
Escort Mk3 RS Turbo Series 1	84-86	240-V	PBD002G	£69.95	MDB1175	£65.95	£65.95	FER206	£70.90	£88.90	£99.95
Escort Mk4 RS Turbo Series 2	87-91	260-V	PBD052G	£75.50	MDB1236	£62.95	£133.90	FER276	£77.95	£121.90	£152.94
Escort Mk5/6 1.4/1.6/1.8/XR3i (105PS)	90-99	239-V	PBD013G	£66.95	MDB1493	£65.95	£133.90	FER617	£74.50	£121.90	£152.94
Escort Mk5/6 XR3i (130PS), 1.8GT, RS2000, front	90-99	260-V	PBD301G	£101.95	MDB1236	£62.95	£133.90	FER276	£77.95	£121.90	£152.94
Escort RS Cosworth, front	92-96	278-V	PBD207G	£90.95	MDB1407	£78.95	£128.50	FER685	£71.95	£124.50	£140.94
Escort RS Cosworth, rear	92-96	273-V	PBD208G	£125.95	MDB1287	£65.95	£114.95	FER408	£75.95	£100.90	£101.95
Fiesta Mk1 (not XR2)	76-83	221-S	PBD001G	£57.95	MDB1110	£95.95					
Fiesta Mk2 (not XR2)	83-88	221-S	PBD001G	£57.95	MDB1110	£95.95					
Fiesta Mk1/2 XR2	81-89	239-V	PBD012G	£74.50	MDB1175	£65.95	£65.95	FER206	£70.90	£88.90	£99.95
Fiesta Mk3, vented disc, inc XR/RS	89-96	239-V	PBD013G	£66.95	MDB1175	£65.95	£65.95	FER1082	£70.90	£88.90	£99.95
Fiesta Mk4, solid disc, Non ABS	96-100	239-S	PBD689G	£60.95	MDB1175	£65.95	£65.95	FER1082	£70.90	£88.90	£99.95
Fiesta Mk4, vented disc	96-100	239-V	PBD013G	£66.95	MDB1175	£65.95	£65.95	FER1081	£70.90	£88.90	£99.95
Fiesta Mk4 (not 1.6)	2000-02	239-V	PBD013G	£66.95	MDB1175	£65.95	£65.95	FER1081	£70.90	£88.90	£99.95
Fiesta Mk5 1.6/Mk6 (not ST)	2000-08	259-V	PBD950G	£147.50	MDB2314	£81.95	£133.90	FER1394	£116.51	£149.48	£172.50
Fiesta Mk6 ST150, front	05-08	279-V	PBD1384G	£147.50	MDB2272	£72.59	£118.50	FER1319	£116.51	£149.48	£172.50
Fiesta Mk6 ST150, rear	05-08	253-S	PBD202G	£66.95	MDB1959	£68.95	£118.50	FER4426	£116.51	£149.48	£172.50
Fiesta Mk7 (not ST180)	08-13	258-V	PBD1506G	£115.90	MDB2875	£82.50	£118.50	FER4426	£116.51	£149.48	£172.50
Fiesta Mk7 ST180 1.6 EcoBoost, front	13-16	278-V	PBD1821G	£174.50	MDB1968	£78.95	£121.50	FER1319	£111.50	£134.94	£165.95
Focus Mk1 (not ST/RS), front	98-05	259-V	PBD950G	£71.95	MDB1968	£78.95	£121.50	FER1318	£78.50	£143.95	£165.95
Focus Mk1 (not ST/RS), rear	98-05	253-S	PBD202G	£66.95	MDB1968	£68.95	£133.90	FER641	£111.50	£149.48	£172.50
Focus Mk1 ST170, front	02-05	300-V	PBD1214G	£87.50	MDB2272	£72.59	£133.90	FER1568	£111.50	£149.48	£172.50
Focus Mk1 ST170, rear	02-05	280-S	PBD1233G	£106.50	MDB2272	£72.59	£133.90	FER1319	£111.50	£149.48	£172.50
Focus Mk1 RS 2.0, front	02-03	324-V	PBD1183G	£212.95	MDB1968	£121.50	£121.50	FER1348	£102.00	£134.94	£165.95
Focus Mk1 RS 2.0, rear	02-03	280-S	PBD1388G	£149.50	MDB1968	£78.95	£121.50	FER1319	£111.50	£149.48	£172.50
Focus Mk2 (not 2.0D, ST or RS), front	05-10	320-V	PBD1258G	£91.90	MDB2634	£133.90	£133.90	FER1706	£126.50	£166.90	£199.95
Focus Mk2 ST 2.5, front	05-10	320-V	PBD1366G	£185.95	MDB2749	£83.50	£133.90	FER1706	£126.50	£166.90	£199.95
Focus Mk2 ST 2.5, rear	05-10	280-S	PBD1298G	£89.50	MDB2686	£133.90	£133.90	FER4044	£179.95	£216.50	£259.95
Focus Mk2 RS 2.5, front	09-10	336-V	PBD1820G	£232.90	MDB3041	£154.51	£164.95	FER1917	£139.50	£199.50	£259.95
Focus Mk2 RS 2.5, rear	09-10	302-S	PBD1430G	£124.90	MDB2887	£111.96	£164.95	FER1917	£139.50	£199.50	£259.95
Focus Mk3 1.6 EcoBoost, 2.0 & 2.0D, front	11-16	300-V	PBD1296G	£99.95	MDB2634	£133.90	£133.90	FER4416	£176.95	£202.50	£259.95
Focus Mk3 ST250, front	12-16	320-V	PBD1857G	£171.95	MDB2634	£133.90	£133.90	FER4830	£202.50	£259.95	£319.95
Focus Mk3 RS 2.3, front	16-19	350-V	PBD950G	£71.95	MDB2314	£81.95	£133.90	FER1394	£124.99	£165.95	£199.95
Ka/Streeta 1.6	03-07	259-V	PBD760G	£93.95	MDB1810	£119.50	£133.90	FER1394	£124.99	£165.95	£199.95
Mondeo Mk1/2 V6/24v, front	93-97	278-V	PBD760G	£93.95	MDB1620	£63.50	£111.95	FER766	£100.99	£165.95	£199.95
Mondeo Mk2 V6/24v, front	98-00	278-V	PBD1130G	£91.90	MDB2062	£111.95	£111.95	FER766	£100.99	£165.95	£199.95
Mondeo Mk3 all models, front	01-07	300-V	PBD1429G	£134.95	MDB2062	£111.95	£111.95	FER766	£100.99	£165.95	£199.95
Mondeo Mk4 all models, front	07-10	300-V	PBD1429G	£134.95	MDB2062	£111.95	£111.95	FER766	£100.99	£165.95	£199.95
Puma 1.4/1.6/1.7	97-2000	239-V	PBD013G	£66.95	MDB2314	£81.95	£133.90	FER1081	£72.95	£92.95	£102.50
Sierra/Sapphire 1.6/1.8/2.0/2.3 (-ABS)	2000-01	258-V	PBD950G	£71.95	MDB2314	£81.95	£133.90	FER1394	£70.90	£88.90	£99.95
Sierra/Sapphire 1.6/1.8/2.0/2.8 (+ABS), front	82-93	240-V	PBD002G	£69.95	MDB1175	£65.95	£133.90	FER206	£77.95	£92.95	£102.50
Sierra/Sapphire 1.6/1.8/2.0/2.8 (+ABS), front	87-93	260-V	PBD052G	£75.50	MDB1236	£62.95	£133.90	FER276	£77.95	£92.95	£102.50
Sierra XR4x4 V6, front	85-93	260-V	PBD063G	£81.50	MDB1236	£62.95	£133.90	FER276	£77.95	£92.95	£102.50
Sierra ABS/XR4x4, rear	85-93	263-S	PBD202G	£66.95	MDB1287	£65.95	£133.90	FER408	£75.95	£96.50	£114.95
Sierra/Sapphire Cosworth 2wd, front	86-89	283-V	PBD202G	£89.50	MDB1323	£65.95	£14.95	FER399	£80.00	£96.50	£114.95
Sierra/Sapphire Cosworth 2wd, rear	86-89	273-S	PBD219G	£118.90	MDB1287	£65.95	£14.95	FER408	£75.95	£96.50	£114.95
Sapphire Cosworth 4wd, front	90-93	278-V	PBD207G	£90.95	MDB1407	£78.95	£128.50	FER685	£71.95	£124.50	£140.94
Sapphire Cosworth 4wd, rear	90-93	273-V	PBD208G	£125.95	MDB1287	£65.95	£114.95	FER408	£75.95	£100.90	£101.95

Brake pads for non-standard 4 pot calipers

Princess 4 pot caliper
 AP Racing calipers CP2505/2696/2735/2770/2986
 AP Racing calipers CP2382/2383/2698/2699/2786/3045
 AP Racing calipers CP2361/2661/2687/2988/3218/3228/3338/3344/3345
 AP Racing calipers CP2270/2271/2425/4270
 AP Racing calipers CP3307/3620/4219/4890/5000/5200

SIZE/TYPE column indicates disc diameter (mm) & disc type: S=Solid V=Vented, Rear Discs/Pads or Drums/Shoes also available for most applications

STANDARD BRAKE DISCS, DRUMS, PADS, SHOES & FITTING KITS APPLICATION CHART

Application	Year	Size/ Type	Brake Disc Front	Price (Pair)	Brake Pads Front	Price	Pad Fitting Kit/Spring	Price	Size/ Type	Brake Disc/Drum Rear	Price	Brake Pads/ Shoes rear	Price	Shoe/pad fitting kit	Price
Capri Mk2/3 (not 2.8/3.0)	75-87	245x12.7(S)	d1816592 ¹	£40.90	PA278	£12.95	PFK17	£7.99	203 drum	d1960530	£26.90ea	SH2124	£12.50	SFK9	£10.99
Capri 3.0 V6	71-74	247x12.7(S)	d15496960	£150.00	PA278	£12.95	PFK17	£7.99	229 drum	d1961490	£36.95ea	SH2125	£17.50	SFK9	£10.99
Capri 3.0 V6	75-81	247x12.7(S)	d15496960	£150.00	PA278	£12.95	PFK17	£7.99	229 drum	d1961050	£44.95ea	SH0001	£84.95	SFK9	£10.99
Capri 2.8 V6	81-87	247x20(V)	d1951082 ¹	£52.50	PA208	£12.95	PFK17	£7.99	203 drum	d1961050	£44.95ea	SH2132	£37.50	SFK9	£10.99
Cortina Mk2 (not GT/Lotus)	66-70	241x9.5(S)	d1951082 ¹	£52.50	PA208	£12.95	PFK17	£7.99	203 drum	d1960530	£26.90ea	SH2132	£37.50	SFK9	£10.99
Cortina Mk2 GT/Lotus	66-70	245x12.7(S)	d1816592 ¹	£40.90	PA217	£17.50	PFK17	£7.99	229 drum	d1961490	£36.95ea	SH2063	£84.95	SFK12	£9.50
Cortina Mk3/4/5 saloon 203mm drum	70-76	247x12.7(S)	d1822751 ¹	£44.95	PA278	£12.95	PFK17	£7.99	203 drum	d1960530	£26.90ea	SH2147	£24.95	SFK12	£9.50
Cortina Mk3/4/5 saloon 203mm drum	76-82	247x12.7(S)	d1822751 ¹	£44.95	PA278	£12.95	PFK17	£7.99	229 drum	d1961490	£36.95ea	SH2152	£24.00	SFK9	£10.99
Cortina Mk3/4/5 saloon 229mm drum	70-79	247x12.7(S)	d1822751 ¹	£44.95	PA278	£12.95	PFK17	£7.99	229 drum	d1961490	£36.95ea	SH2070	£15.95	SFK9	£10.99
Cortina Mk3/4/5 saloon 229mm drum	80-82	247x12.7(S)	d1822751 ¹	£44.95	PA278	£12.95	PFK17	£7.99	203 drum	d1960530	£26.90ea	SH2147	£24.95	SFK9	£10.99
Cortina Mk1 1.1/1.3 (P16) - not RS	68-75	219x9.5(S)	BDC79 ¹	£72.00	PA202	£14.95	PFK3	£8.95	203 drum	d1960530	£26.90ea	SH2063	£84.95	SFK9	£10.99
Escort Mk1 RS1600/Twin Cam/Mexico/RS2000	72-74	245x12.7(S)	d1816592 ¹	£40.90	PA278	£12.95	PFK17	£7.99	229 drum	d1960530	£26.90ea	SH2124	£12.50	SFK9	£10.99
Escort Mk2 (not RS, Mexico, Sport or Ghia)	75-80	247x12.7(S)	d1822751 ¹	£44.95	PA278	£12.95	PFK17	£7.99	203 drum	d1960530	£26.90ea	SH2124	£12.50	SFK9	£10.99
Escort Mk2 RS2000/Mexico/Sport/Ghia	75-80	245x12.7(S) 247x20(V)	d1816592 ¹ d1951082 (GP1)	£40.90 £52.50	PA278	£12.95	PFK17	£7.99	229 drum	d1961490	£36.95ea	SH2125	£17.50	SFK8	£10.99
Escort/Orion Mk3/4 solid disc	80-90	240x10(S)	d1951860	£23.95	PA310	£14.50	PFK214	£5.95	180 drum	d1960560	£25.50ea	SH2151	£12.00	SFK87	£8.95
Escort/Orion Mk3/4 vented disc -ABS	80-90	240x24(V)	d1952190	£24.00	PA310	£14.50	PFK214	£5.95	180 drum	d1960560	£25.50ea	SH2151	£12.00	SFK87	£8.95
Escort/Orion Mk3/4 vented disc +ABS & 1.6i	80-90	240x24(V)	d1952190	£24.00	PA310	£14.50	PFK214	£5.95	203 drum	d1960530	£26.90ea	SH2171	£16.90	SFK88	£12.95
Escort RS Turbo Series 1	84-85	260x24(V)	d1952190	£24.00	PA310	£14.50	PFK214	£5.95	203 drum	d1960530	£26.90ea	SH2171	£16.90	SFK88	£12.95
Escort RS Turbo Series 2	84-85	260x24(V)	d1951099	£45.95	PA408	£19.90	PFK215	£8.50	228 drum	d1962205	£46.20ea	SH2229	£34.90	SFK88	£12.95
Escort 1.3/1.4 non ABS	90-95	240x10(S)	d1951099	£21.50	PA573	£10.96	PFK296	£10.99	180 drum	d1961970	£18.50ea	SH2253	£15.50	SFK184	£24.00
Escort 1.3/1.4 with ABS & 1.6/1.8(XR3i) (105PS)	90-95	240x20(V)	d1955024	£21.50	PA573	£10.96	PFK246	£12.95	203 drum	d1962017	£33.95ea	SH2254	£14.95	SFK183	£24.00
Escort XR3i (130PS), RS2000	90-96	260x24(V)	d1955140	£47.95	PA408	£19.90	PKK352	£14.50	270x10(S)	d1955141	£37.50pr	SH2254	£16.50	SFK245	£7.50
Escort 1.3/1.4/1.6/1.8/GTi	95-00	240x20(V)	d1955024	£21.50	PA573 (-05/97) PA1249 (05/97)	£10.96 £13.90	PKK246	£12.95	180 drum	d1961970 (-ABS) d1962215 (+ABS)	£18.50ea £21.50ea	SH2495	£16.50	SFK245	£7.50
Escort RS Cosworth	92-96	278x24(V)	d1955136	£54.95	PA946	£26.95	PKK300	£15.50	203 drum	d1955127	£44.95ea	SH2495	£16.50	SFK245	£7.50
Fiesta Mk1 (not XR2)	76-88	221x10(S)	d1834391	£20.50	PA264	£12.00	PFK20	£3.50	178 drum	d1960570	£30.95ea	SH2139	£11.95	SFK113	£14.95
Fiesta Mk2 (not XR2)	83-88	229x20(V)	d1951097	£35.95	PA310	£14.50	PFK214	£5.95	178 drum	d1960570	£30.95ea	SH2139	£11.95	SFK113	£14.95
Fiesta Mk1 XR2	81-83	239x20(V)	d1951097	£35.95	PA310	£14.50	PFK214	£5.95	178 drum	d1960570	£30.95ea	SH2139	£11.95	SFK113	£14.95
Fiesta Mk2 XR2	83-89	239x20(V)	d1951097	£35.95	PA310	£14.50	PFK214	£5.95	178 drum	d1960570	£30.95ea	SH2139	£11.95	SFK113	£14.95
Fiesta Mk3 Not ABS (solid disc)	88-96	240x10(S)	d1954090	£21.50	PA517	£10.96	PKK285	£14.40	180 drum	d1961970	£18.50ea	SH2179	£17.50	SFK168	£18.00
Fiesta Mk3 inc XR/RS (vented disc)	88-96	240x20(V)	d1955024	£21.50	PA310	£14.50	PKK285	£14.40	203 drum	d1961970	£18.50ea	SH2179	£17.50	SFK168	£18.00
Fiesta Mk4, solid disc, Non ABS	96-1/00	239x12(S)	d1955615	£21.50	PA1127	£11.75	PKK285	£14.40	180 drum	d1961970	£18.50ea	SH2180	£24.95	SFK167	£13.50
Fiesta Mk4, vented disc	96-1/00	240x20(V)	d1955024	£21.50	PA1126	£16.50	PKK285	£14.40	180 drum	d1962215	£18.50ea	SH2495	£16.50	SFK268	£16.80
Fiesta Mk5/6 non ABS	2/00-02	240x20(V)	d1955024	£21.50	PA1268	£19.90	PKK285	£14.40	180 drum	d1961970	£18.50ea	SH2581	£24.00	SFK268	£16.80
Fiesta Mk5 with ABS	2/00-02	259x22(V)	d1955681	£33.50	PA1282	£21.50	PKK285	£14.40	180 drum	d1962215	£18.50ea	SH2582	£24.00	SFK268	£16.80
Fiesta Mk6 (not ST)	02-08	259x22(V)	d1955681	£33.50	PA1282	£21.50	PKK285	£14.40	203 drum	d1962215	£18.50ea	SH2582	£24.00	SFK268	£16.80
Fiesta ST150	05-08	279x25(V)	d1956631	£61.90	PA1426	£22.96	PKK215	£8.50	203 drum	d1962312	£32.95ea	SH2582	£24.00	SFK268	£16.80
Focus (not ST/RS) rear drum	98-05	259x22(V)	d1955851	£33.50	PA1187	£22.96	PKK215	£8.50	203 drum	d1962312	£32.95ea	SH2509	£24.00	SFK306	£12.95
Focus (not ST/RS) rear disc	98-05	259x22(V)	d1955851	£33.50	PA1187	£22.96	PKK215	£8.50	203 drum	d1962312	£32.95ea	SH2509	£24.00	SFK306	£12.95
Focus ST170	01-05	300x24(V)	d1956237	£61.90	PA1426	£27.96	PKK167	£17.95	280x10(S)	d1956622	£49.90pr	SH2513	£21.50	SFK249	£25.50
Focus RS 2.0	02-03	324x28(V)	d1956322	£99.95	PA1259	£36.95	PKK300	£15.50	203 drum	d1956622	£49.90pr	SH2513	£21.50	SFK249	£25.50
Mondeo 1.6/1.8/2.0	93-00	260x24(V)	d1955255	£24.95	PA729	£15.50	PKK347	£10.99	229 drum	d1962184	£20.50ea	SH2330	£19.50	SFK250	£20.95
Mondeo V6/24v	93-00	278x24(V)	d1955488	£47.50	PA946 (93-97) PA729 (98-00)	£26.95 £15.50	PKK300	£15.50	203 drum	d1962049	£36.95ea	SH2330	£19.50	SFK250	£20.95
Mondeo saloon all models	01-06	300x24(V)	d1956042	£49.50	PA1267	£27.50	PKK347	£10.99	253x20(V)	d1955254	£37.75pr	PA987	£27.50	PKK344	£10.99
Puma 1.4/1.7	97-2/00	240x20(V)	d1955024	£21.50	PA1126	£16.50	PKK285	£14.40	180 drum	d1956044	£41.50pr	PA1296 (-09/04) PA1669 (09/04-)	£29.00 £24.50	SFK268	£16.80
Puma 1.4/1.6/1.7	2/00-01	259x22(V)	d1955851	£33.50	PA1282	£21.50	PKK285	£14.40	180 drum	d1962215 (+ABS) d1962017	£21.50ea £18.50ea	SH2495	£16.50	SFK268	£16.80
Sierra Sapphire 1.6/1.8/2.0/2.3 (-ABS)	84-93	240x24(V)	d1952190	£24.00	PA310	£14.50	PKK214	£5.95	203 drum	d1960530	£26.90ea	SH2582	£24.00	SFK102	£12.00
Sierra Sapphire 1.6/1.8/2.0/2.3 (+ABS)	84-93	260x24(V)	d1951099	£45.95	PA408	£19.90	PKK215	£8.50	203 drum	d1960530	£26.90ea	SH2207	£19.50	SFK103	£18.00
Sierra V6 XR4i	84-85	260x24(V)	d1951099	£45.95	PA408	£19.90	PKK215	£8.50	229 drum	d1961050	£44.95ea	SH2207	£19.50	SFK103	£18.00
Sierra XR4i V6	85-93	260x24(V)	d1952090	£65.95	PA408	£19.90	PKK215	£8.50	203 drum	d1961050	£44.95ea	SH2207	£19.50	SFK103	£18.00
Sierra Sapphire Cosworth 2wd	85-89	283x24(V)	d1953500	£66.95	PA485	£39.95	PKK167	£17.95	273x10(S)	d1953570	£41.50pr	PA450	£18.00	PKK342	£8.50
Sapphire Cosworth 4wd	90-93	278x24(V)	d1955136	£54.95	PA946	£26.95	PKK300	£15.50	273x20(V)	d1955127	£49.90pr	PA450	£18.00	PKK342	£8.50
Brake disc to hub locktab:			LOCKTAB1	£1.90											

HI-SPEC BRAKE KITS



Hi-Spec has the largest range of performance brake kits available. Each kit has been specifically developed to meet exacting customer requirements, which in itself has resulted in an ever-increasing range of calipers. Hi-Spec take great pride in manufacturing kits to a high standard and claim performance over and above many other leading brands.

Road Kits:

Contents include alloy calipers (finished in black), EBC performance pads, grooved discs, mounting brackets & silver bells (where required), 1Ltr 5.1 brake fluid, 2 braided brake lines and hardware. Options include calipers painted in blue, red and yellow and bells (where fitted) anodised in black. Changing the colours may result in around 28 days delivery time and cost an additional £30. Standard colours take on average 7-14 days.

Race Kits:

Contents include alloy calipers (anodised black), grooved discs, mounting brackets & silver bells (where required) and hardware. There are no colour options available on race kits. Pads must be purchased separately.

Size	Rim	Caliper	Part No	Price	Size	Rim	Caliper	Part No	Price	Size	Rim	Caliper	Part No	Price
Escort Mk1/2 - Cortina Mk3/4/5 - Capri Road Kits					Focus ST225 Road Kits					Sierra/Sapphire Cosworth 2wd Road Kits				
245x20	13"	Billet 4 (M16)	HISK04	£690.00	325x30	17"	Billet 4 (Radial)	HISK119	£1,075.00	310x28	16"	Monster 4	HISK77	£1,295.00
260x20	13"	Billet 4 (Princess)	HISK08	£714.00	325x28	17"	Monster 4	HISK120	£1,375.00	310x28	16"	Monster 6	HISK78	£1,295.00
285x21	15"	Billet 4 (Radial)	HISK09	£720.00	325x28	17"	Monster 6	HISK121	£1,495.00	335x28	17"	Monster 4	HISK79	£1,375.00
300x28	16"	Billet 4 (Radial)	HISK10	£995.00	360x28	18"	Monster 4	HISK122	£1,495.00	335x28	17"	Monster 6	HISK80	£1,495.00
Escort Mk1/2 - Cortina Mk3/4/5 - Capri Race Kits					Focus RS 2.5 Road Kits					Sierra/Sapphire Cosworth 2wd Race Kits				
273x26	13"	R114-4	HISK11	£799.00	360x28	18"	Monster 4	HISK125	£1,495.00	315x32	16"	R132-4	HISK85	£1,150.00
275x26	13"	R114-4 (2 piece disc)	HISK12	£815.00	360x28	18"	Monster 6	HISK126	£1,650.00	315x32	16"	R132-6	HISK86	£1,295.00
Kit Cars using Escort, Cortina or Capri Suspension					Granada Mk2 Road Kits					Sapphire/Escort Cosworth 2wd Race Kits				
245x13	13"	Ultralite 4 (M16)	HISK01	£582.00	360x28	18"	Monster 4	HISK127	£2,100.00	315x32	17"	R132-4	HISK87	£1,250.00
245x20	13"	Ultralite 4 (M16)	HISK02	£558.00	Mondeo Mk1/Mk2 Road Kits					335x32	17"	R132-6	HISK88	£1,395.00
260x20	13"	Ultralite 4 (Princess)	HISK06	£588.00	300x24	16"	Billet 4 (Radial)	HISK49	£765.00	360x32	18"	R132-4	HISK89	£1,395.00
Escort Mk3/Mk4 (Including RS Turbo/XR3) Road Kits					325x30	17"	Billet 4 (Radial)	HISK50	£1,075.00	360x32	18"	R132-6	HISK90	£1,575.00
283x24	15"	Billet 4 (Radial)	HISK16	£720.00	Mondeo Mk3 (5 Stud) Road Kits					Sapphire/Escort Cosworth 4wd Road Kits				
300x28	16"	Billet 4 (Radial)	HISK17	£960.00	325x30	17"	Billet 4 (Radial)	HISK55	£1,075.00	310x28	16"	Monster 4	HISK91	£1,295.00
325x30	17"	Billet 4 (Radial)	HISK18	£1,075.00	335x28	17"	Monster 4	HISK56	£1,375.00	310x28	16"	Monster 6	HISK92	£1,295.00
360x28	18"	Monster 4 (Radial)	HISK21	£1,495.00	335x28	17"	Monster 6	HISK57	£1,495.00	335x28	17"	Monster 4	HISK93	£1,375.00
360x28	18"	Monster 6 (Radial)	HISK22	£1,650.00	360x28	18"	Monster 4	HISK58	£1,495.00	335x28	17"	Monster 6	HISK94	£1,495.00
Escort Mk5/6, Fiesta Mk3-6(not ST150), Ka, Puma Road Kits					360x28	18"	Monster 6	HISK59	£1,650.00	360x28	18"	Monster 4	HISK95	£1,495.00
278x24	15"	Billet 4 (Radial)	HISK23	£720.00	Sierra (Non Cosworth) Road Kits					360x28	18"	Monster 6	HISK96	£1,650.00
300x24	16"	Billet 4 (Radial)	HISK24	£765.00	260x24	15"	Billet 4 (Radial)	HISK63	£680.00	360x28	18"	Mega Monster	HISK97	£1,850.00
325x30	17"	Billet 4 (Radial)	HISK26	£1,075.00	283x24	15"	Billet 4 (Radial)	HISK64	£720.00	380x28	19"	Mega Monster	HISK98	£1,980.00
360x28	18"	Monster 4	HISK29	£1,495.00	300x28	16"	Billet 4 (Radial)	HISK65	£960.00	Sapphire/Escort Cosworth 4wd Race Kits				
360x28	18"	Monster 6	HISK30	£1,650.00	325x30	17"	Billet 4 (Radial)	HISK66	£1,075.00	315x32	16"	R132-4	HISK99	£1,150.00
Fiesta Mk1/2 Road Kits					Kit Cars using Sierra Suspension Road Kits					315x32	16"	R132-6	HISK100	£1,295.00
278x24	15"	Billet 4 (Radial)	HISK128	£799.00	257x10	15"	Ultralite 4 (Sierra)	HISK60	£570.00	335x32	17"	R132-4	HISK101	£1,250.00
Fiesta Mk7 Road Kits					260x24	15"	Ultralite 4 (Sierra)	HISK61	£570.00	335x32	17"	R132-6	HISK102	£1,395.00
278x24	15"	Billet 4 (Radial)	HISK111	£720.00	Sierra (Non Cosworth) Road Kits					360x32	18"	R132-4	HISK103	£1,395.00
300x24	16"	Billet 4 (Radial)	HISK112	£765.00	260x24	15"	Billet 4 (Radial)	HISK63	£680.00	360x32	18"	R132-6	HISK104	£1,550.00
325x30	17"	Billet 4 (Radial)	HISK113	£1,075.00	283x24	15"	Billet 4 (Radial)	HISK64	£720.00	HiSpec Motorsport				
335x28	17"	Monster 4	HISK114	£1,375.00	300x28	16"	Billet 4 (Radial)	HISK65	£960.00					
360x28	18"	Monster 4	HISK115	£1,495.00	325x30	17"	Billet 4 (Radial)	HISK66	£1,075.00					
Focus RS Mk1 Road Kits					Kit Cars using Sierra Suspension Road Kits									
360x28	18"	Monster 4	HISK116	£1,495.00	257x10	15"	Ultralite 4 (Sierra)	HISK60	£570.00					
360x28	18"	Monster 6	HISK117	£1,650.00	260x24	15"	Ultralite 4 (Sierra)	HISK61	£570.00					
380x28	19"	8 pot	HISK118	£2,100.00										

HI-SPEC CALIPERS

**(1) Ultralite 4**

An ultra lightweight 4 pot caliper designed specifically for lightweight kit cars. Manufactured with a rigid CNC machined body. Features include hard anodised alloy pistons and an internal fluid crossover.

(2) Billet 4

The most universally applicable and widely used Hi-Spec 4 pot caliper. It features a rigid lightweight aluminium body which is CNC machined from billet bar, dust seals and internal fluid transfer galleries.

The rigid design ensures that the Billet 4 is a consistently suited to the weight and power of your car.

(3) R114-4

A race caliper that is ideal for smaller cars. The lightweight CNC machined rigid aluminium body has an ultra slimline fit. This design allows it to fit a 285mm disc under 13" wheels.

To cope with harsh racing conditions it has stainless steel pistons and high temperature square seals. A large pad area also results in excellent braking.

(4) R126-6

This high performance 6 pot caliper has been designed to incorporate high power 6 pistons in a small lightweight body. Featuring a large pad area of 126x50mm, it has been designed to fit under 13" wheels. The R126-6 is lug mounted, and will fit straight on Escort Mk2 racing cars on a 275/26mm disc. The race range has been created using billet aluminium for a rigid finish. To cope with harsh racing conditions the R126-6 has stainless steel pistons and high temperature square seals which help combat the problems caused by excessive heat suffered by many other calipers.

(5) R132

The R132 is the race equivalent of the Monster 4 and thereby utilises all design aspects but has been modified to racing spec. The improvements to the caliper to allow for a more race orientated market include stainless steel pistons and high temperature square seals which are ideally suited to high temperature conditions induced by racing. The R132 also includes an internal fluid crossover which eliminates external tubing. Available as a 4 pot or 6 pot caliper.

(6) Monster 4 & 6

The Monster caliper is one of the most powerful in the Hi Spec range. It features the key characteristics of the road range with internal and external hard anodising, full dust seals and internal fluid crossover.

The pistons are also hard anodised to ensure premium reliability regardless of conditions brought about in harsh winters.

Available as a 4 pot or 6 pot caliper.

Mega Monster

The Mega Monster 6 caliper is the most powerful in the Hi Spec range combining awesome looks and supreme power.

In addition to the awe inspiring visuals it keeps all the benefits of the Hi Spec road range including internal and external hard anodising, full dust seals and internal fluid crossover.

(Calipers as per Monster 4 & 6).

HiSpec
Motorsport

WILWOOD BRAKE KITS

Wilwood were the pioneers of bolt on performance brake kits for fast road, rally and race applications. The range is particularly comprehensive for Ford, utilising either integral bell discs or alloy bell/racing disc design, dependant upon disc diameter. Budget kits include the latest Dynalite drop forged calipers, superior kits use the refined Midilite caliper which are super stiff and fully dust sealed. For ultimate performance, the Billet 6 pot caliper has awesome stopping power.

Note that all calipers can be purchased individually for D.I.Y. applications. Brake pads are not included within the kits - the vast pad choice allows selection according to usage.

Please enquire if you need further advice.

Powerlite (radial mount) - A small and light four piston radial mounted caliper that is produced from a drop forged billet. The drop forged process induces higher strength and reduces load deflection. This caliper also incorporates a quick change pad clip and weighs only 1kg. Ideal for kit cars and small Formula type cars.



Dynalite II (lug mount) - A direct replacement to the Dynalite cast caliper, the new Dynalite 4 pot caliper is now produced from a drop forged billet for extra strength and stiffness. These Dynalite calipers have widespread applications throughout many forms of motorsport.



Midilite (radial mount) - A four piston radial mounted caliper that is produced from a drop forged billet. The drop forged process induces higher strength and reduces load deflection. This caliper also incorporates a quick change pad clip and has fully dust sealed pistons.



SPL4 (lug mount) - A direct replacement to the Superlite IIA, the new Superlite 4 pot caliper is now produced from a drop forged billet for extra strength and stiffness.



Forged 6 Pot Superlite (radial mount) - Forged from premium grade billet aluminium. This 6 pot caliper weighs in at just over 2.2kg and includes differentially positioned deep cup stainless steel pistons for improved heat resistance, pedal response and pad wear. Anti-rattle pad load plates are fitted for quiet operation and smooth braking.



Application	Caliper	Disc Size	Wheel	Part No.	Price
Cortina Mk3/4/5	Dynalite II	247 x 20	13"	BK1B	£420.00
Cortina Mk3/4/5	Midilite	247 x 20	13"	BK1K	£540.00
Cortina Mk3/4/5	Midilite	260 x 20	13"	BK1LL	£620.00
Cortina Mk3/4/5	6 pot	260 x 20	13"	BK2A/R26	£980.00
Cortina Mk3/4/5	Powerlite	265 x 10	13"	BK1P	£340.00
Cortina Mk3/4/5	Midilite	285 x 21	15"	BK1M	£665.00
Cortina Mk3/4/5	6 pot	285 x 21	15"	BK2A/R28	£1,025.00
Cortina Mk3/4/5	SPL 4	310 x 32	15"	BK2C/L4	£865.00
Escort Mk1/2 RS/Capri	Dynalite II	247 x 20	13"	BK1	£420.00
Escort Mk1/2 RS/Capri	Midilite	247 x 20	13"	BK1L	£540.00
Escort Mk1/2 RS/Capri	Midilite	260 x 20	13"	BK1H	£620.00
Escort Mk1/2 RS/Capri	6 pot	260 x 20	13"	BK2/R26	£980.00
Escort Mk1/2 RS/Capri	Powerlite	265 x 10	13"	BK1R	£340.00
Escort Mk1/2 RS/Capri GP4 type	Dynalite II	266 x 21	13"	BK1D	£680.00
Escort Mk1/2 RS/Capri	Midilite	285 x 21	15"	BK1J	£665.00
Escort Mk1/2 RS/Capri	6 pot	285 x 21	15"	BK2/R28	£1,030.00
Escort Mk1/2 RS/Capri	SPL 4	310 x 32	15"	BK2B/L4	£865.00
Escort Mk1/2 RS/Capri, rear	Dynalite II	240 x 24	13"	BK3	£370.00
Escort Mk3/4 inc RST S2*	Midilite	260 x 24	13"	BK13A	£535.00
Escort Mk3/4 inc RST S2*	Midilite	283 x 24	15"	BK14E	£555.00
Escort Mk3/4 inc RST S2*	SPL 4	300 x 32	15"	BK14A/L4	£875.00
Sierra 2wd (not Cosworth)	Powerlite	265 x 10	13"	BK1S	£340.00
Sierra 2wd (not Cosworth)	Midilite	283 x 24	15"	BK5K	£555.00
Sierra 2wd (not Cosworth)	SPL 4	300 x 32	15"	BK5B/L4	£875.00

* For S1 RST & RS1600i, please contact us.
Note: Some OE wheels will not fit with these kits.



WILWOOD BRAKE CALIPERS

M16 Direct Replacement Calipers

These calipers have been designed to directly replace M16 calipers which are fitted as standard to Escort Mk1/2 RS/Mexico, Escort Mk2, Capri 72- and Cortina Mk3/4/5.



Using the Wilwood Powerlite caliper, they are available to fit both the standard 245x12.7mm solid disc and the Capri 2.8/Group 1 247x20mm vented disc. Brake line must be adapted to fit the M10x1 male connection. Use with Powerlite brake pads - please refer to Wilwood Brake Pad table.

For larger disc conversions, please refer to the Wilwood Brake Kits table.

M16 Powerlite Caliper - Escort RS/Capri with 3/8UNF caliper bolts:

Solid disc, each	120-8726-M16	£156.00
Vented disc, each	120-8729-M16	£156.00

M16 Powerlite Caliper - Escort Mk2 (non-RS)/Cortina with M12 caliper bolts:

Solid disc, each	120-8726-M16M	£156.00
Vented disc, each	120-8729-M16M	£156.00

WILWOOD BRAKE PADS

The following table lists a range of popular Wilwood brake pads for use in the brake kits above. Brake pads are not included in the kits.

	Fast Road	Price	Rally Poly E	Price	Race Poly A	Price
Billet 6 Pot	150-8854K	£69.95	15E-6084K	£111.95	15A-5938K	£186.00
Dynalite II	150-8850	£38.40	15E-6096K	£85.90	15A-5734K	£114.50
Midilite	150-8946	£63.60	15E-7266K	£101.95	15A-7263K	£144.95
Powerlite	150-8813	£41.50	15E-8810K	£78.95	15A-8809K	£102.95
SPL4	150-8854K	£69.95	15E-6084K	£111.95	15A-5938K	£186.00

REAR DISC CONVERSION KITS

These rear brake disc conversions utilise Ford's Sierra/Granada rear calipers and use bolt-on caliper mounting brackets. The kits are available either with or without calipers supplied. Please note that due to the efficiency of rear disc setups, it is often necessary to reset the braking bias towards the front of the vehicle by use of a bias valve.



Escort Mk1/2 (English Axle)

Full kit includes new calipers and caliper slider brackets, caliper to axle brackets, 247 x 10mm discs and handbrake cables. Due to numerous brake line set-ups that may be used, we do not include any brake lines in these kits, but can supply flexible braided steel lines made to any length at extra cost. Brake pads also supplied at extra cost. Halfshaft flanges must be machined prior to fitting.

Full rear brake kit BKESC12 £485.00

Escort Mk3/4

Full kit includes new calipers and caliper slider brackets, caliper to axle brackets, 273x10mm discs and handbrake cable. Please note that we do not include any brake lines in these kits, but can supply flexible braided steel lines for an extra cost. Brake pads also supplied at extra cost. This kit is only designed to fit models that have separate rear hubs (fitted to all 1.6 models and some base models). It cannot be fitted directly to models that have rear drums with an integral hub fitted (for these models, a separate rear hub must be sourced before this kit can be fitted).

Full rear brake kit BKESC34 £520.00
 Kit less calipers and slider brackets BKESC34A £156.00
 Rear brake lines (2 off) with banjo & bolt caliper fixing GOO4R £34.90

REAR WHEEL CYLINDERS

Please note that there are a number of variations of wheel cylinders fitted to most Ford vehicles. Whilst this table is as accurate as we can make it, we recommend that bore sizes are double checked and ideally check with the picture on our website to confirm it is the correct type. All wheel cylinders are priced each.



Application	Year	Bore	Part No.	Price
Anglia 105E 1.0	59-67	17.8	WC1703BE	£9.95
Anglia 105E 1.2	59-67	19.1	WC1702BE	£9.95
Capri Mk1 most models inc 3.0	69-74	17.8	WC1720BE	£12.50
Capri Mk1 alternative bore size	69-74	19.1	WC1754BE	£11.50
Capri Mk2 8" drums	-12/74	19.1	WC1754BE	£11.50
Capri Mk2 9" drums	-12/74	17.8	WC1720BE	£12.50
Capri Mk2 8" drums	12/74-78	20.6	WC1686BE	£9.95
Capri Mk3 8" drums	78-86	19.1	WC1693BE	£9.95
Capri Mk2/3 9" drums inc 3.0 (not 2.8 V6)	74-86	17.5	WC1752BE	£9.95
Capri Mk3 2.8 V6	81-86	19.1	WC1693BE	£9.95
Cortina Mk1 (not GT, not Lotus)	62-66	19.1	WC1702BE	£9.95
Cortina Mk2 inc Lotus (not GT or 1600E)	66-70	17.8	WC1720BE	£12.50
Cortina Mk3 - various options, refer to website				
Cortina Mk4/5 1.3/1.6	76-82	19.1	WC1683BE	£9.95
Cortina Mk4/5 2.0/2.3	76-82	17.5	WC1697BE	£9.95
Corsair V4 GT & 2000E	66-70	17.8	WC1720BE	£12.50
Escort Mk1 1.1/1.3/Twin Cam	68-74	19.1	WC1702BE	£9.95
Escort Mk1 RS1600/Mexico (Girling single piston)	70-73	17.8	WC1720BE	£12.50
Escort Mk1 RS1600/Mexico (Lockheed twin piston)	73-74	17.5	WC1247BE	£12.95
Escort Mk1 RS2000 (Girling single piston)	73-74	19.1	WC1702BE	£9.95
Escort Mk2 1.1/1.3	75-80	20.6	WC1686BE	£9.95
Escort Mk2 1.3GT/Sport	76-80	19.1	WC1693BE	£9.95
Escort Mk2 1.6Ghia/Sport	75-80	17.5	WC1752BE	£9.95
Escort Mk2 Mexico/RS2000	75-80	19.1	WC1693BE	£9.95
Escort Mk3	80-82	19.1	WC1695BE	£9.95
Escort Mk3	83-86	17.5	WC1697BE	£9.95
Escort Mk4 without ABS	86-90	19.1	WC1695BE	£9.95
Escort Mk4 with ABS & RS Turbo	86-90	22.2	WC1750BE	£9.95
Fiesta Mk1 without pressure reducing valve	77-83	15.0	WC1691BE	£9.95
Fiesta Mk1 with pressure reducing valve	77-83	17.5	WC1692BE	£9.95
Fiesta Mk1 XR2	81-83	19.1	WC1254BE	£10.90
Fiesta Mk2 (not XR2)	83-89	17.5	WC1762BE	£9.95
Fiesta Mk2 XR2	83-89	20.6	WC1295BE	£9.95
Granada Mk1/2 19.1mm bore (check size)	72-08/81	19.1	WC1695BE	£9.95
Granada Mk1/2 20.6mm bore (check size)	72-08/81	20.6	WC1751BE	£9.95
Granada Mk2 all models	08/81-85	22.2	WC1750BE	£9.95

AP RACING BRAKE KITS



AP Racing's brake kits offer the ultimate in braking power and technology and have been developed with the benefit of AP Racing's unparalleled experience in motorsport. These kits have been designed for everyday road use and weekend track use. They will reduce braking effort and give more responsive late braking confidence when used on the track. They also resist fade after repeated high speed stops, but are still able to cope with day to day motoring. The brake calipers used in these kits are derived from a competition brake caliper, using a lightweight aluminium alloy body fitted with the latest aluminium alloy pistons. All AP performance road calipers use conventional seals in conjunction with a dirt seal and are finished with a black or optional red PTFE based paint coating which is impervious to normal brake fluids and high brake temperatures. The discs used are from the same family as those used in the most extreme racing conditions.

Please note that the kits supplied by us are genuine AP Racing kits and should not be confused with other cheaper kits that contain many parts from an unknown source and quality.

Each kit is supplied complete with calipers, large diameter vented discs, aluminium bells, high performance AP Racing brake pads, aluminium mounting brackets, stainless steel braided hoses, flexible hose guides, DOT 5.1 brake fluid and necessary nuts, bolts and fixings. All kits are designed to bolt directly to the original set-up, the only necessary modification in some cases is the fitment of larger wheels.

Application	Year	Wheel size	Caliper Used	Disc Size/Type	Part No.	Price
Fiesta ST150 2.0	05-08	17" standard	CP6637 4 pot	315 x 24 Grooved	CP6637-1001	£2,090.00
Fiesta ST180 1.6 Ecoboost	13-	17" aftermarket	CP6637 4 pot	315 x 24 Grooved	CP6637-1004	£2,090.00
Focus Mk1 RS 2.0	02-03	18" standard	CP7040 6 pot	355 x 32 Grooved	CP7040-1006	£2,060.00
Focus Mk2 ST 2.5	05-10	18" aftermarket	CP6628 4 pot	343 x 28 Grooved	CP6628-1004	£2,125.00
Focus MK2 RS 2.5	09-10	19" standard	CP5575 6 pot	355 x 32 Grooved	CP5575-1012	£2,385.00
Focus Mk3 ST 2.0	12-	18" aftermarket	CP6628 4 pot	343 x 28 Grooved	CP6628-1006	£2,125.00

NOTE! Wheel sizes are the minimum size required. Prices are for kits with black calipers. For red calipers add £30.

AP RACING COMPETITION BRAKE DISCS & CALIPERS

PRO5000+ Brake Discs & Calipers

The Pro 5000+ caliper and disc range has been specially developed by AP Racing to bring a greater level of brake performance well within the price range of the discerning team on a moderate budget. The range consists of six caliper variants, which cover 6, 4 and 2 piston calipers and eight different discs, which cover ventilated and solid discs from 356mm to 280mm in diameter.

The seven caliper variants are based on radially mounted two piece cast aluminium calipers and are fitted with 4lb anti-knockback springs (where applicable) and aluminium alloy pistons as standard. All calipers run full depth brake pads. The discs are available with a curved grooved face configuration only, and benefit from AP Racing's optimised disc mounting design.

PRO5000+ Brake Discs

All discs are supplied with 8 curved grooves (CG8) or 4 (CG4). Discs are sided LH and RH except for the CP5000-177CG4 disc. Priced each.

Disc Size (mm)	Disc Part No LH	Disc Part No RH	Price
356 x 36	CP5000-111CG8	CP5000-110CG8	£358.50
356 x 32	CP5000-219CG8	CP5000-218CG8	£308.95
330 x 32	CP5000-207CG8	CP5000-206CG8	£284.95
330 x 28	CP5000-211CG8	CP5000-210CG8	£275.95
315 x 28	CP5000-221CG8	CP5000-220CG8	£308.95
295 x 25.4	CP5000-511CG8	CP5000-510CG8	£218.50
280 x 25.4	CP5000-313CG8	CP5000-312CG8	£257.50
280 x 9.6	CP5000-177CG4	CP5000-177CG4	£166.90

Historic GP4 Brake Calipers

Genuine AP Racing calipers are still available for front and rear Group 4 applications. Note that all these calipers have blank (undrilled) mounting lugs which will need to be drilled to suit each application.

(1) Front GP4 Monte Carlo (Tarmac spec)	LH	CP2271-182S4QR	£715.90
	RH	CP2271-183S4QR	£715.90
(1) Front GP4 Forest spec	LH	CP2361-97S4QR	£659.50
	RH	CP2361-96S4QR	£659.50
(2) Rear GP4 solid disc	LH	CP2383-13E4	£576.50
	RH	CP2383-12E4	£576.50
(2) Rear GP4 vented disc	LH	CP2382-13E4	£576.50
	RH	CP2382-12E4	£576.50

Historic GP4 Brake Discs

(3) Front GP4 Monte Carlo (Tarmac) 260x25mm	LH	CP4448-227G4	£218.50
	RH	CP4448-226G4	£218.50
Front GP4 Forest 267x21mm	LH/RH	CP4136-48G4	£179.95
Rear GP4 solid disc, integral bell 264x11mm	LH/RH	CP2407-129P	£184.50
Rear GP4 vented disc 264x21mm	LH/RH	CP4136-208G4	£179.95
Alloy front bell		BRKBELL1	£41.50
Alloy rear bell		BRKBELL2	£46.50
Disc to bell mounting kit (one kit for 2 discs)		CP3845-101K12	£17.50



PRO5000+ Brake Calipers

With the exception of CP5020, all calipers are available as a leading or trailing caliper. Priced each.

Caliper	Disc Size (mm)	Caliper Part No	Price
6 piston	356 x 36	CP5060-2/3/4/5S4	£648.95
6 piston	356 x 32	CP5060-10/11/12/13S4	£648.95
4 piston	356 or 330 x 32	CP5040-30/31/32/33S4	£612.95
4 piston	295 or 280 x 25.4	CP5040-10/11/12/13S4	£387.50
2 piston	280 x 9.6	CP5020-20/21S0	£319.50

Competition Brake Discs & Calipers

In addition to the Pro5000+ range, AP Racing are able to supply a vast range of competition brake discs and calipers, in fact far too many to list in this catalogue (eg. there are 39 different diameters of disc from 248mm to 410mm at the last count for a start!)

Since the AP range has been designed for competition use, nearly all AP discs will require a separate disc mounting bell to mount the disc to the hub and most calipers will require a bespoke mounting bracket.

To make disc and caliper selection easier, AP Racing have a full listing on their website (www.apracing.com) and each component has a diagram with all relevant dimensions.

We will be happy to quote a price and delivery time for any AP Racing part you require.



EXCHANGE RECONDITIONED BRAKE CALIPERS



We stock a range of XL reconditioned calipers covering most popular Ford applications. Many other applications are available to order. Customers own units can also be reconditioned if preferred. All caliper castings are inspected, dismantled, de-greased and shot blasted.

They are then zinc plated and chromate passivated using 'Chrome 6' free passivate, in accordance with BS1706. Brand new pistons, seals and other components are fitted as standard although occasionally certain specialist parts may be re-used. The pistons are CNC manufactured in-house from

steel which is electroless nickel plated prior to heat treatment. All finished calipers are pressure tested on purpose built test rigs.

The prices of the calipers are on an exchange basis. A surcharge price will be charged on all calipers supplied subject to availability. A refund will be given on the surcharge only on return of a pair of undamaged units suitable for reconditioning. When calipers are not available, the customer will need to send in their own calipers for reconditioning.

All units carry a road use 24 month warranty against faulty manufacture and materials.

Application	LH Part No	RH Part No	Price (each)	Application	LH Part No	RH Part No	Price (each)		
Capri (M16) 11/71 on (not 2.8)	XC80284*	XC80285*	£48.50	Fiesta Mk2 (not XR2)	XC81064	XC81065	£39.95		
Capri 2.8i (vented discs)	XC85284*	XC85285*	£57.40	Fiesta XR2 Mk1/2	XC80882	XC80883	£48.00		
Cortina Mk3/4/5 (M16)	XC80284*	XC80285*	£48.50	Fiesta RS Turbo/XR2i/Mk3 vented discs	XC81900	XC81901	£44.95		
Escort Mk1 not RS	XC80660	XC80661	£59.00	Fiesta Mk4 -2/00 (vented discs)	XC82860	XC82861	£34.99		
Escort Mk2 (M16)	XC80284*	XC80285*	£48.50	Fiesta Mk5/6 2/00 (non-ABS)	XC82982	XC82983	£62.50		
Escort Mk1/2 RS2000/Mexico (M16)	XC80284*	XC80285*	£48.50	Fiesta Mk5/6 2/00- (ABS)	XC83134	XC83135	£74.95		
Escort Mk3/4 vented (not Mk4 RS)	XC80724	XC80725	£34.99	Focus Mk1 (not ST/RS) front	XC82856	XC82857	£59.95		
Escort Mk4 RS Turbo	XC81758	XC81759	£49.99	Focus Mk1 (not ST/RS) rear	XC72850	XC72851	£84.95		
Escort Mk5 (vented discs, not RS/130PS)	XC80950	XC80951	£54.00	Sierra vented (not ABS/XR4i models)	XC80725	XC80724	£34.99		
Escort Mk5 RS2000/XR3i 130PS, front	XC82064	XC82065	£78.00	Sierra ABS/XR4i/XR4x4, front	XC81759	XC81758	£49.99		
Escort Mk5 RS2000/XR3i 130PS, rear	XC72164	XC72165	£79.99	Sierra Cosworth 2wd, front	XC81698	XC81699	£99.95		
Escort Cosworth, front	XC82166	XC82167	£71.50	Sapphire Cosworth 4wd, front	XC82058	XC82059	£64.99		
Escort Cosworth, rear	XC72060	XC72061	£94.99	Sierra ABS/XR4x4/Cosworth 2wd, rear	XC71346	XC71347	£57.50		
Fiesta Mk1 (not XR2)	XC80672	XC80673	£34.99	Sapphire Cosworth 4wd, rear	XC72060	XC72061	£94.99		
*M16 Caliper to strut locktab			LOCKTAB4	£2.60	*M16 Caliper to strut bolt kit (set of 4)			MP1007	£12.00

CALIPER SPACERS & PAINT KITS



(1) M16 Spacer Kit
Kit to space out the M16 caliper for use with Capri 2.8/Group 1 Escort vented brake disc. **BRK008** £28.50

(1) Princess 4 Pot Spacer Kit
Kit to space out the popular 4 pot Princess calipers for use with Capri 2.8/Group 1 Escort vented brake disc. **BRK009** £38.40

(2) Caliper Paint Kit
Use to paint calipers or drums for a hard wearing, high gloss finish. Uses a one part paint system requiring no hardeners or primers. Kit includes cleaning spray, paint and brush.

Black (gloss)	EBCP-BK	£19.00	Pink	EBCP-P	£19.00
Black (matt)	EBCP-MB	£19.00	Red (gloss)	EBCP-R	£19.00
Blue	EBCP-BL	£19.00	Red (matt)	EBCP-MR	£19.00
Sky Blue (matt)	EBCP-SBL	£19.00	Silver	EBCP-S	£19.00
Graphite	EBCP-GRA	£19.00	Gold	EBCP-G	£19.00
Green	EBCP-GR	£19.00	Copper	EBCP-C	£19.00
Green British Racing	EBCP-BRG	£19.00	White	EBCP-W	£19.00
Orange	EBCP-O	£19.00	Yellow	EBCP-Y	£19.00

AP RACING BRAKE & CLUTCH FLUID

The AP Racing brake and clutch fluid range has been developed specifically for use under the arduous conditions encountered at all levels of motorsport. All their fluids are compatible with all hydraulic brake systems designed to conform to S.A.E. J1703 requirements.

All AP Racing brake and clutch fluids are Polyalkylene Glycol Ether based and are not a silicone based fluid. AP Racing do not sell and do not recommend using a silicone based brake fluid with any of its products.

Note: AP Racing have re-branded their fluid range but the fluids themselves remain unchanged. Until existing stocks are exhausted, supply will be in the older style bottles.



AP Racing Factory R DOT 5.1
Ideal for high performance road applications and track days. Typical new boiling points 269°C. Will mix with other DOT 5.1 fluids along with DOT 3 and DOT 4 fluids. 500ml **CP4510-20** £7.50

AP Racing Radi-CAL™ R1 (formerly 551)
Suitable for all forms of motorsport, conforms to FMVSS 116 DOT3 specification and is magnesium compatible. Compatible with DOT3, 4, & 5.1 fluids. Typical new boiling point 269°C. 500ml **CP7551-20** £9.25

AP Racing Radi-CAL™ R2 (formerly 600)
Advanced moisture resistance properties, low levels of viscosity (for ease of bleeding), low levels of compressibility and meets DOT4 specifications. For use in high temperature conditions. **MUST NOT BE MIXED WITH ANY OTHER BRAKE FLUIDS.** Typical new boiling point 312°C. 500ml **CP3600** £23.95

AP Racing Radi-CAL™ R3 (formerly PRF660)
Enhanced version of the R2 for use in extreme high temperature conditions. Magnesium compatible. **MUST NOT BE MIXED WITH ANY OTHER BRAKE FLUIDS.** Typical new boiling point 325°C. 500ml **CP4660** £27.50

AP Racing Radi-CAL™ R4
The highest dry boiling point of any racing brake fluid currently available. With outstanding resistance to vapour lock/pedal fade under the most exacting conditions. Enhanced lubricity, means this fluid is an even better lubricant than R3. This helps the life of the metal moving parts of the brake system and increases system efficiency. Typical new boiling point 340°C. 500ml **CP6005** £38.95

Tech Tip!

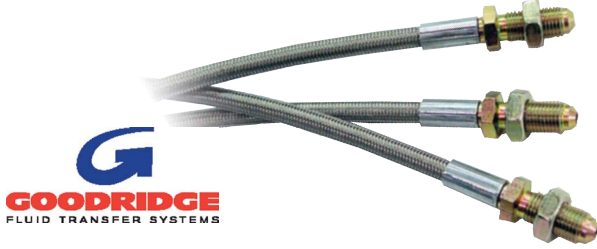
BRAKE BLEEDING

Problems with bleeding brake systems can be frustrating when the system has been bleed several times to no avail. Under such circumstances, a systematic approach is needed to trace the problem:

1. Visually check the system and rectify any obvious leaks.
2. Begin the diagnostic procedure with the master cylinder. Remove one pipe and blank off with a spare bleed screw. If the pedal is good, the problem is further down the system, otherwise the problem lies with the master cylinder.
3. Reconnect the pipe and move to the next junction in the system (e.g. front to rear split). Remove one pipe from the junction and blank off with a bleed screw. If the pedal is good, the problem is in the part of the system that has been disconnected, otherwise the problem is in part of the system still connected.
5. Continue this procedure throughout the system until the problem has been isolated
6. Do not jump ahead of the systematic process since this can cause confusion.
7. Remember that vehicles fitted with rear bias brake valves will not bleed properly when the rear wheels are hanging freely.

GOODRIDGE BRAIDED BRAKE LINE KITS

These kits are a direct replacement for original rubber brake lines which allow a degree of expansion under heavy braking, known as line swell. Line swell results in a spongy feel to the brake pedal and this increases with the age of the original brake line. Manufactured from hose consisting of a PTFE inner with a tightly woven stainless steel outer braid, braided brake lines virtually eliminate line swell and in consequence provide increased pedal stiffness and feel. Popular sets are listed, but many more are available. Specials to any length can be made to order. All sets listed are available with **zinc** plated or **stainless** steel fittings.



Goodridge Classic Brake Line Kits

Classic Black style hoses. They give the external impression of an original rubber brake line but still keep the stainless steel braid and PTFE inner liner to give greatly improved braking performance and pedal feel. All sets are available with **zinc** plated or **stainless** steel fittings.



Application	Qty	Zinc	Price	Stainless	Price
Capri Mk1	3 lines	G0021B	£61.96	G0021BSS	£64.96
Capri Mk2/3	3 lines	G0022B	£61.96	G0022BSS	£64.96
Cortina Mk1 GT/Lotus	3 lines	G0031B	£61.96	G0031BSS	£64.96
Cortina Mk2 GT/Lotus	3 lines	G0032B	£61.96	G0032BSS	£64.96
Cortina Mk3/4/5	3 lines	G0033B	£61.96	G0033BSS	£64.96
Escort Mk1	3 lines	G001B	£61.96	G001BSS	£64.96
Escort Mk2	3 lines	G002B	£61.96	G002BSS	£64.96
Fiesta Mk1	4 lines	G0011B	£82.96	G0011BSS	£87.95

Application	Qty	Zinc	Price	Stainless	Price
Capri Mk1	3 lines	G0021	£61.96	G0021BSS	£64.96
Capri Mk2/3	3 lines	G0022	£61.96	G0022BSS	£64.96
Cortina Mk1 & Corsair V4	3 lines	G0031	£61.96	G0031BSS	£64.96
Cortina Mk2 inc GT/Lotus	3 lines	G0032	£61.96	G0032BSS	£64.96
Cortina Mk3/4/5	3 lines	G0033	£61.96	G0033BSS	£64.96
Escort Mk1	3 lines	G001	£61.96	G001BSS	£64.96
Escort Mk2	3 lines	G002	£61.96	G002BSS	£64.96
Escort Mk3/4	4 lines	G003A	£82.96	G003ASS	£87.95
Escort RS Turbo	4 lines	G004	£82.96	G004SS	£87.95
Escort Mk5 (rear drum)	4 lines	G006	£82.96	G006SS	£87.95
Escort Mk5 RS2000/XR3i (rear disc)	4 lines	G006A	£82.96	G006ASS	£87.95
Escort Mk6 (not RS2000)	4 lines	G007	£82.96	G007SS	£87.95
Escort Mk6 RS2000 2wd	4 lines	G007A	£82.96	G007ASS	£87.95
Escort Cosworth (Burton Spec)	6 lines	G0037	£68.95	G0037SS	£128.95
Fiesta Mk1	4 lines	G0011	£82.96	G0011BSS	£87.95
Fiesta Mk2	4 lines	G0012	£82.96	G0012SS	£87.95
Fiesta Mk3	4 lines	G0013	£82.96	G0013SS	£87.95
Fiesta Mk4 95-00	4 lines	G0014	£82.96		
Fiesta Mk6 02-08	4 lines	G0016	£82.96	G0016SS	£87.95
Fiesta Mk6 ST150	4 lines	G0018	£82.96	G0018SS	£87.95
Fiesta Mk7 (not ST180)	4 lines	G0056	£82.96	G0056SS	£87.95
Fiesta Mk7 ST180 EcoBoost	4 lines	G0053	£82.96	G0053SS	£87.95
Focus (rear drum) -09/00	4 lines	G0046	£82.96	G0046SS	£87.95
Focus (rear disc) -09/00 & ST170	6 lines	G0047	£123.95	G0047SS	£128.95
Focus 09/00-05 (except ST170/RS)	4 lines	G0048	£82.96	G0048SS	£87.95
Focus Mk1 RS 2.0	6 lines	G0049	£123.95	G0049SS	£128.95
Focus Mk2 ST 2.5 05-10	4 lines	G0050	£82.96	G0050SS	£87.95
Focus Mk2 RS 2.5 09-10	4 lines	G0052	£82.96	G0052SS	£87.95
Focus Mk3 ST 2.0 11-	4 lines	G0054	£82.96	G0054SS	£87.95
Focus Mk3 RS 2.3 16-	4 lines	G0055	£82.96	G0055SS	£87.95
Puma -2000	4 lines	G0015	£82.96		
Sierra (rear drum)	4 lines	G0035	£82.96	G0035SS	£87.95
Sierra (rear disc)/XR4x4/ Cosworth (Burton Spec)	6 lines	G0036	£68.95	G0036SS	£128.95

STAINLESS BRAIDED BRAKE HOSES & FITTINGS



Description	Part No.	Price
-3 stainless braided PTFE lined brake line, per metre	BFUH	£13.90
(1) Female straight swivel, concave seat, 3/8 UNF	BFU1	£1.50
(1) Female straight fixed, concave seat, M10x1	BFU2	£9.50
(18) Fixed female bulkhead, concave seat, M10x1	BFU3	£13.25
(18) Fixed female bulkhead, convex seat, M10x1	BFU16	£16.90
(2) Fixed female bulkhead, concave seat, circlip groove, M10x1	BFU4	£19.50
(2) Fixed female bulkhead, convex seat, circlip groove, M10x1	BFU5	£19.50
(3) 45° forged female, 3/8 UNF	BFU6	£39.50
(8) 45° tube female, 3/8 UNF	BFU7	£13.90
(4) 90° forged female, 3/8 UNF	BFU8	£33.95
(9) 90° tube female, 3/8 UNF	BFU9	£14.95
(5) Straight male (convex seat), 3/8 UNF	BFU10	£12.95
(5) Straight male (convex seat), M10x1	BFU11	£12.95
(6) Straight male bulkhead (convex seat), 3/8 UNF	BFU12	£12.95
3/8 UNF locknut for above	BFU26	£0.83
(6) Straight male bulkhead (convex seat), M10x1	BFU13	£12.95
M10x1 locknut for above	BFU27	£0.80
(7) Male straight, concave seat, 3/8 UNF	BFU14	£12.95
(7) Male straight, concave seat, M10x1	BFU15	£12.95
(10) Banjo straight	BFU17	£8.50
(11) Banjo straight, extended neck	BFU18	£9.50
(12) 20° banjo, extended neck	BFU19	£9.50
(13) 45° banjo, extended neck	BFU20	£10.50
(14) 90° banjo, extended neck	BFU21	£20.50
(15) Straight twin banjo	BFU22	£20.95
(16) Banjo adaptor, 3/8 UNF	BFU23	£7.50
(17) Banjo bolt, 3/8 UNF	BFU24	£2.10
(17) Banjo bolt, M10x1	BFU25	£1.75
Copper washer for above banjo bolts	BFU28	£0.12
Replacement brass olive	BFUOLIVE	£1.49



BRAKE DISC TEMPERATURE PAINT KIT



A Much used product within the motorsport industry, particularly suitable for monitoring brake disc temperatures.

Each kit contains three colour changing paints, giving a range of 450°C to 650°C.

Brushes and cleaner are supplied with each kit.

RTPK £68.50

REMOTE VACUUM SERVO KIT



This universal single line servo kit includes most parts for installation. Boost ratio 1.9:1, slave cylinder bore 1/8", reaction piston bore 5/16".

Supplied with instructions.

SERVOLVE72696 £200.00

Rubber servo hose 3/8" per metre

A1/H393 £3.95

Non-Integral Master Cylinders



- (1) 7/8" UNF inlet, 3/8" UNF outlet. Aluminium alloy. Comp Brake cylinders:
- | | | |
|---------------------------------------|----------|--------|
| 0.625" bore, Comp Brake cylinder | BRK014 | £27.50 |
| 0.700" bore, Comp Brake cylinder | BRK015 | £27.50 |
| 0.750" bore, Comp Brake cylinder | BRK016 | £27.50 |
| 0.625" bore, obp cylinder | OBPCB002 | £32.95 |
| 0.700" bore, obp cylinder | OBPCB001 | £32.95 |
| 0.750" bore, obp cylinder | OBPCB003 | £32.95 |
| 0.875" bore, obp cylinder | OBPMC15 | £36.50 |
| 1.0" bore, obp cylinder | OBPMC17 | £36.50 |
| 0.625" bore, genuine Girling cylinder | BRK030 | £62.50 |
| 0.700" bore, genuine Girling cylinder | BRK031 | £62.50 |
| 0.750" bore, genuine Girling cylinder | BRK032 | £62.50 |
- (2) Clevis pin adaptor for master cylinders
BRK007 £6.25

Brake Line Lock

A competition hydraulic lever that holds the brakes locked until the lever is released. Ideal for grid starts. M10x1 male outlets.

BRK023 £30.95



Master Cylinder Seal Kits

- Genuine Girling master cylinder seal kits:
- | | | |
|-------------|--------|--------|
| 0.625" bore | SP1963 | £14.50 |
| 0.700" bore | SP2102 | £14.50 |
| 0.750" bore | SP1967 | £12.00 |
| 0.875" bore | SP2134 | £19.00 |



Master Cylinder Inlet Unions



- (7) Accepts 3/8" hose. Push on type, 7/8" UNF. CP2623-30 £11.95
(8) Push on type banjo union & bolt, 7/8" UNF. CP2623-41 £36.50

Fluid Reservoirs



- Push-on outlet reservoir pots. Accepts 3/8" hose:
- | | | |
|---|-----------|--------|
| (12) AP Racing single outlet, 180ml | CP5709-10 | £22.50 |
| AP Racing single outlet, 280ml, including moisture barrier | CP2293-69 | £32.95 |
| (13) AP Racing twin outlet, 280ml, including moisture barrier | CP2293-85 | £32.95 |
| (14) Single outlet 180ml including bracket | 112009 | £9.95 |
| (15) Short wide reservoir, 1 outlet & float level switch | BRK042 | £54.95 |
| (16) Tandem reservoir, 2 angled swivel outlets & float level switch | BRK043 | £49.90 |

- Threaded outlet reservoir pots:
- | | | |
|--|------------|--------|
| (17) Short pot with 7/8" UNF threaded outlet | BRK019 | £19.50 |
| (18) Long pot with 7/8" UNF threaded outlet | BRK044 | £36.95 |
| 7/8" UNF locknut | LN716F | £0.50 |
| (19) Genuine Goodridge reservoir feed pipe for BRK019/044 | BRK013G | £19.90 |
| 3/8" black EPDM brake fluid reservoir hose (per inch/25mm) | CP6614-102 | £0.26 |
- Direct fit to non-integral master cylinder reservoir pots:
- | | | |
|---|--------|--------|
| (20) Small pot, vertical fitment | BRK045 | £33.50 |
| (21) Mini pot, vertical fitment with moisture barrier | BRK047 | £13.25 |

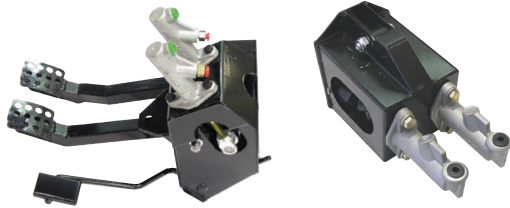
Solid Brake Pipes & Fittings



Description	Part No.	Price	Description	Part No.	Price	Description	Part No.	Price
Copper/Nickel brake pipe tubing, 25ft, 3/8" OD	MFT14M	£17.95	(25) Brake connector, female/female	MFB579	£1.50	(23) Brake nut, female	MFB627	£0.96
(30) Brake pipe flaring kit. 4.75, 5, 6, 8 10mm, 3/8, 1/2 and 1/2" punches	ITC3957	£24.00	(26) Brake connector, 3 way	MFB543	£7.90	(24) Brake connector, male/male	MFB599	£1.20
3/8" UNF (3/8" PIPE):			(27) Brake connector, 4 way	MFB545	£9.95	(25) Brake connector, female/female	MFB598	£1.20
(22) Brake nut, male,	MFB574	£0.60	(28) Brake bleed screw	MFB619	£1.79	(26) Brake connector, 3 way	MFB544	£7.20
(23) Brake nut, female	MFB576	£0.96	7/8" UNF (3/8" PIPE):			(27) Brake connector, 4 way	MFB546	£9.95
(24) Brake connector, male/male	MFB628	£1.20	(24) Brake nut, male,	MOCTN15-4	£0.92	(28) Brake bleed screw	MFB679	£1.79
			M10X1 (3/8" PIPE):			M10X1 (1/4" PIPE):		
			(22) Brake nut, male, short	MFB620	£0.60	(22) Brake nut, male	MOCTN1-4	£0.71
			(29) Brake nut, male, long	MFB678	£0.72	(23) Brake nut, female	MOCTN2-4	£1.44

ADJUSTABLE BIAS PEDAL BOXES

By use of two brake master cylinders of different sizes linked by a balance bar, a bias pedal box allows the proportion of braking pressure between the front and rear to be adjusted. With the addition of an optional dash mounted bias adjuster, it is also possible to adjust the brake bias whilst moving to compensate for changes in driving conditions (eg track changing from dry to wet during a race). All pedal boxes are supplied complete with master cylinders and balance bar. Genuine Girling cylinders are also available - add an extra £67 for cable clutch or £100 for hydraulic clutch. Please specify at the time of ordering. All our pedal boxes are fabricated in the UK.



* Converts throttle pedal to conventional cable type

New Bias Pedal Boxes

Anglia 105E hydraulic clutch	BRK065*	£285.00
Cortina Mk1/2 RHD (uses OE clutch pedal)	BRK067*	£365.00
Escort Mk1 cable clutch	BRK001	£230.00
Escort Mk1 hydraulic clutch	BRK002	£260.00
Escort Mk2 cable clutch	BRK003	£240.00
Escort Mk2 hydraulic clutch	BRK004	£260.00

Exchange Bias Pedal Boxes

Customer must send original pedal box in good condition for modification. Please allow approx 3-4 weeks for modification. (Exchange only)

Escort Mk1 cable clutch	BRK050	£195.00
Escort Mk1 hydraulic clutch	BRK051	£235.00
Escort Mk2 cable clutch	BRK052	£175.00
Escort Mk2 hydraulic clutch	BRK053	£205.00
Capri Mk3 cable clutch	BRK054	£295.00
Capri Mk3 hydraulic clutch	BRK055	£335.00
Sierra/Escort Cosworth cable clutch	BRK056	£225.00
Sierra/Escort Cosworth hydraulic clutch	BRK057	£235.00

Brake Bias Assemblies

These simply bolt in place of the original servo assembly and provide a front and rear brake bias without having to modify the pedal box. Complete with cylinders.

Escort Mk3/4	BRK060	£210.00
Fiesta Mk1/2/3	BRK061	£195.00
Fiesta ST150	BRK062	£195.00

obp Track-Pro Bias Pedal Boxes

The obp Track-Pro rally and race car pedal box has an adjustable bias system. The easy to install design uses the car's original floor pan to mount the pedal box. No welding or cutting is required to fit this unit once sufficient fixing points have been installed. These pedal boxes represent a major step forward in car control, giving the driver better feel, greater dexterity and the most importantly, quicker lap times. 5:1 pedal ratio. Supplied with bias bar and master cylinders.



Escort Mk1/2 cable clutch	OBPFE012	£454.50
Escort Mk1/2 hydraulic clutch	OBPFE003	£450.90
Fiesta Mk1-Mk5 & Puma cable clutch	OBPFI012	£454.50
Fiesta Mk1-Mk5 & Puma hydraulic clutch	OBPFI003	£450.90
Fiesta Mk6 hydraulic clutch	OBPFI603	£450.90
Focus Mk1 cable clutch	OBPFF012	£454.50
Focus Mk1 hydraulic clutch	OBPFF003	£450.90

Pedal box fixing top hats and bolts. Designed for sinking into the floor and welding into place to provide secure pedal box mounting point. Set of 6.

OBPCB016 £30.00

New Non-Bias Pedal Box

Reverse cylinder unit brings the brake and clutch cylinders into the cockpit freeing up the area under the bonnet. Converts throttle pedal to conventional cable type.

Anglia 105E Hydraulic clutch	BRK066*	£265.00
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Pedal Box Accessories

Remote bias adjuster - flexible type	BRK005	£25.80
Remote bias adjuster - steel tube type	BRK005A	£27.50
Brake balance bar kit	BRK006	£23.95
Brake & clutch pedal rubbers (pair). Fits Escort Mk2/3/4, Capri Mk1/2/3 and Fiesta Mk1/2 (original pedal boxes)	BRK080	£9.95
Brake and clutch pedal plastic bush (each):		
Escort Mk1 -72 & Capri Mk1	BRK085	£4.80
Escort Mk1 12/72-, Cortina Mk3 & Granada Mk1	BRK086	£6.50
Escort Mk2, Cortina Mk4 & Capri Mk2/3	BRK087	£7.50

BRAKE BIAS PROPORTIONING VALVES

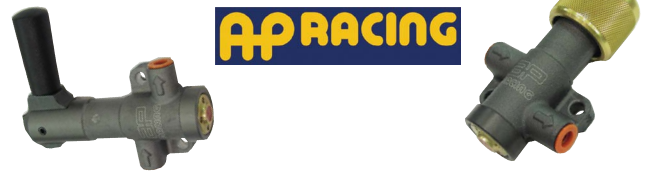
obp



Allows adjustments of between 100 to 1,000 psi and up to 60% line pressure reduction.

(1) Lever type - 5 position (M10x1)	OBPBV02	£42.95
(2) Premium knob type - infinitely variable (%UNF)	OBPCB012	£51.95
(3) Knob type - infinitely variable (M10x1)	OBPBV01	£34.50

AP Racing



Provides up to 64% line pressure reduction. Manufactured to AP's usual exacting standards. M10x1 connections.

Lever type - 7 position	CP3550-13	£196.50
Screw type - infinitely variable	CP3550-14	£172.90

HANDBRAKES



GRP4 Fabrications Hydraulic Handbrake Assembly

A very high quality alloy hydraulic handbrake manufactured by GRP4 Fabrications. Incorporates a new simple to use locking mechanism. Supplied fitted with 0.625" cylinder. Not to be confused with cheaper similar looking products.

(1) Horizontal assembly	BRK090	£98.95
(2) Vertical assembly, 12" billet machined lever	BRK091	£98.95
(3) Vertical assembly, 18" billet machined lever	BRK092	£98.95

(4) Hydraulic Handbrake Kit

Kit includes master cylinder (0.625"), mounting bracket, clevis pin and hardware kit. Use to convert existing handbrake. A universal kit suitable to adapt floor mounted handbrakes on most makes and models.

BRK010 £45.95

(5) Escort Mk1/2 Handbrake

A standard Escort type replacement cable handbrake assembly.

BRK040 £24.00

obp Hydraulic Handbrake Assembly

The new obp Pro-Drift V2 hydraulic handbrake is a master class in functional design, engineering and manufacture. The aluminium billet lever is easily adjustable so you can change the length of the handbrake to suit your driving style by up to 60mm. It has also been designed so you can use the same unit as either vertical or horizontal. Supplied with .625" master cylinder.

- Super light weight aluminium billet lever & grip
- Extremely strong
- Horizontal and vertical hydraulic handbrake in one!
- Adjustable 60mm lever length
- Lockable lever
- Pivot on oil impregnated bearings
- High quality ball joining connection

Handbrake with adjustable 320-380mm long lever	OBPHBV2001L	£160.90
Handbrake with adjustable 540-600mm long lever	OBPHBV2L001L	£201.00

Application	Year	Position	Part No	Price	Application	Year	Position	Part No	Price
Capri Mk2/3 (not V6)	74-87	Complete	BC976	£15.95	Fiesta Mk1	77-8/83	Hand	BC958	£6.25
Capri Mk2/3 2.8/3.0	74-87	Complete	BC977	£16.50		77-8/83	LH	BC960	£7.90
Cortina Mk3	70-76	Complete	BB1752B	£24.95		77-8/83	RH	BC959	£6.50
Cortina Mk4/5	76-82	Complete	BC2013	£25.50	Fiesta Mk2	8/83-89	Front link	BC2048	£6.90
Escort Mk1	68-74	Complete	BC736	£19.90	Excluding XR2	9/86-89	Rear	FKB1269	£26.95
Escort Mk2	75-80	Complete	BC978	£17.50	XR2	6/84-89	Rear	FKB1269	£26.95
Escort Mk4	86-90	Front link	BC2048	£6.90	Sierra (rear drum)	82-93	Complete	BC2255	£25.50
Escort Mk4 without ABS	86-90	Rear	BC2259	£21.95	Sierra (rear disc) inc Cosworth	82-93	Complete	BC2256	£22.90
Escort Mk4 with ABS	86-90	Rear	BC2258	£24.95					

BRAKING ACCESSORIES & COOLING DUCTS

Flexible Air Ducting Hose

Manufactured from single layer silicone, and reinforced with spiral metal windings, these hoses are ideal for ducting air for brake cooling and providing cold air induction for engine inlets. Maximum continuous length available is 4m. Priced per 1m length.



ID (mm)	Part No	Price
25	SHD25BK	£15.60
32	SHD32BK	£15.60
38	SHD38BK	£16.50
44	SHD44BK	£17.50
51	SHD51BK	£18.50
57	SHD57BK	£18.50
63	SHD63BK	£19.50
70	SHD70BK	£20.95
76	SHD76BK	£21.50
83	SHD83BK	£22.50
89	SHD89BK	£23.50
102	SHD102BK	£23.50
114	SHD114BK	£25.90
127	SHD127BK	£29.95
140	SHD140BK	£31.90
152	SHD152BK	£33.95
178	SHD178BK	£45.95
203	SHD203BK	£47.50

Air Outlet Ducts

Manufactured from spun aluminium, these ducts provide an ideal anchor point to secure the duct outlet.

51mm	AO51	£8.40
63mm	AO63	£9.00
70mm	AO70	£9.60
76mm	AO76	£10.80
89mm	AO89	£11.50
102mm	AO102	£12.00



Air Inlet Ducts

Manufactured from spun aluminium, these ducts are profiled to provide an enhanced airflow into the inlet duct. Also supplied with a pre-cut self adhesive pad making installation quick and simple.



Available in anodised black or silver

51mm	AI51	£10.20
63mm	AI63	£11.50
76mm	AI76	£12.95
89mm	AI89	£14.40
102mm	AI102	£16.80

Revotec Air Intake Ducts

Tough high temperature black polyethylene air ducts.

Intake	Shape	Outlet	Part No	Price
145mm	Round	63mm	ID145	£21.00
152x51mm	Rectangular	51mm	ID152-51	£22.80
152x51mm	Rectangular	51mm*	ID152-51OS	£22.80
150x75mm	Rectangular	63/76mm	ID150-75	£22.80
150x75mm	Rectangular	63/76mm*	ID150-75OS	£22.80
190x45mm	Rectangular	51mm	ID190-45	£22.80
225x25mm	Rectangular	63mm	ID225-25	£42.50
255x80mm	Rectangular	63/76mm	ID255-80	£21.00

* Offset outlet



Revotec NACA Ducts

This is the only one of its type to use NACA geometry with a rear ducting coupler to produce an extremely efficient intake which produces as little drag as possible. When properly installed, it allows air to be drawn into an internal duct at up to 90% efficiency. Ideal for cold air induction or cooling brakes, engines or drivers. 2 piece design available in black or clear plastic.

Colour	Outlet	Part No	Price
Black	63mm	IN1BLK	£42.60
Clear	63mm	IN1C	£42.60
Black	76mm	IN2BLK	£42.60
Clear	76mm	IN2C	£42.60

Duct to Ducting Hose Joiners

A neat solution to the problem of attaching ducting hose to ducts.

This adhesive lined heat shrink produces a strong, neat, light and water/vibration proof joint.

Supplied in pairs.

70ID x 50mm long pre-shrunk	JS70	£6.90
90ID x 50mm long pre-shrunk	JS90	£7.90
115D x 50mm long pre-shrunk	JS115	£9.95



Air Hose Reducers



Manufactured from lightweight aluminium, these reducers provide a simple solution to joining air ducts of differing sizes.

2 stage reducers:

OD (mm)	Part No	Price	OD (mm)	Part No	Price
60>50	AR60-50	£10.90	89>80	AR89-80	£13.20
76>70	AR76-70	£13.20	70>63	AR70-63	£12.50
63>50	AR63-50	£10.90	102>76	AR102-76	£14.40
80>70	AR80-70	£13.20	76>50	AR76-50	£13.20
63>60	AR63-60	£10.90	102>89	AR102-89	£14.40
89>70	AR89-70	£13.20	76>60	AR76-60	£13.20
70>50	AR70-50	£12.50	114>89	AR114-89	£14.40
89>76	AR89-76	£13.20	76>63	AR76-63	£13.20
70>60	AR70-60	£12.50			

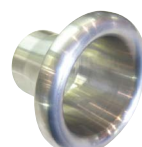
3 stage reducers:

OD (mm)	Part No	Price
76-63-51mm	AHR76/51	£20.50
89-76-63mm	AHR89/63	£22.90
102-89-76mm	AHR102/76	£24.95

Hi-Flow Air Inlets

A new high flow aluminium air inlet with specific geometry for maximising intake velocity (full radius and 9° incline wall). Produced with a unique hidden rear flange for an easy, neat and secure installation. Highly recommended for cold air feeds to engines and brakes. Available in brushed silver only. Supplied with a hose clip and fittings.

51mm	HF151	£19.90
63mm	HF163	£19.90
76mm	HF176	£21.95
89mm	HF189	£24.95
102mm	HF1102	£27.00



Revotec Oil Cooler Air Ducts



These high quality oil cooler air ducts have been specifically designed to direct air in locations where air flow is normally restricted. They mount quickly and easily to 13, 16 or 19 row Mocal oil coolers. Supplied with laser cut aluminium mounting brackets and fittings. Manufactured from HDPE. 13 and 16 row ducts have a single inlet, 19 row has twin inlet. All inlets are stepped to accommodate 2 sizes of ducting. Total depth from cooler face is 160mm.

No of rows	Inlet (mm)	Part No	Price
13	63/76	OCD13	£45.60
16	76/89	OCD16	£45.60
19	(63/76) x 2	OCD19	£45.60

Air Ducting Hose Clips



A range of clips specifically designed for flexible ducting. These unique adjustable clips are produced with a spiral in the band. This allows the clip to miss the wire coil in the ducting and therefore clamps the ducting efficiently. Supplied as a pair.

47-55mm	DC51	£3.60
60-68mm	DC63	£3.60
68-76mm	DC70	£3.60
74-82mm	DC76	£3.60
84-92mm	DC89	£3.60

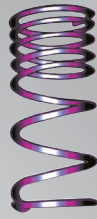
Brake Light Switches

Application	Part No.	Price
Anglia 105E	XBLS7	£6.95
Capri Mk1/2/3	XBLS4	£4.99
Cortina Mk1/2	XBLS7	£6.95
Cortina Mk3/5	XBLS4	£4.99
Escort Mk1 -07/70	XBLS7	£6.95
Escort Mk1-4 07/70-08/90	XBLS4	£4.99
Escort Mk5 -05/92	XBLS32	£6.95
Escort Mk5 06/92-	XBLS96	£5.95
Escort Mk6 (-ABS)	XBLS96	£5.95
Fiesta Mk1/2/3 08/81-05/92	XBLS32	£6.95
Fiesta Mk1 -08/81	XBLS4	£4.99
Fiesta Mk3 05/92-12/95	XBLS96	£5.95
Fiesta Mk4/5 & Puma LHD	XBLS32	£6.95
Fiesta Mk4/5 & Puma RHD	XBLS96	£5.95
Fiesta Mk6 (-Cruise Control)	XBLS116	£14.95
Focus Mk1	XBLS116	£14.95
Granada Mk1/2	XBLS4	£4.99
Granada Mk3	XBLS32	£6.95
Ka LHD	XBLS32	£6.95
Ka RHD	XBLS96	£5.95
Mondeo Mk1/2	XBLS116	£14.95
Sierra	XBLS32	£6.95



SUSPENSION

Most experts will tell you that good handling is the single most important aspect of car preparation - get it right and driving is a real pleasure, but get it wrong and it can be hell. The pleasures of fast driving are totally lost if it is a constant fight to keep the car under control. The following advice and information is primarily for road cars, since this subject is too broad and complex to include competition preparation.



Lowering and stiffening are the two most common words uttered when discussing suspension upgrades, so let's deal with these first:

Lowering alters (lowers) the centre of gravity and thus makes a car less top heavy which will reduce roll when cornering. Most modern cars today have independent coil or torsion spring suspension. Lowered coil springs are available for numerous models but if your car has torsion bar suspension (usually on the rear only) then they can be adjusted. On older cars with leaf springs, lowering block kits can be used. The degree of lowering will vary for different cars but it is usually in the region of 20-50mm due to the following limiting factors:

- 1) Wheel clearance under arches when fully loaded - if you are changing tyre size don't forget to take this into consideration also.
- 2) Piston rod travel in dampers - bottoming out will destroy dampers very quickly. Shorter length dampers are available, as are competition bump stops.
- 3) Critical changes to steering / suspension geometry.
- 4) Cars fitted with mechanical ABS systems e.g. Escort RS Turbo S2. Stiffening reduces body movements (rolling, diving, etc.) resulting in a more stable and controllable vehicle, especially in demanding situations.

The following items all contribute to firming up the suspension:

- 1) Increased poundage rate springs.
- 2) Higher rate dampers / shock absorbers.
- 3) Larger diameter anti-roll / stabiliser bar.
- 4) Harder suspension bushes.

Now to put this all into some form of perspective, it does not follow that the stiffer the suspension the better the roadholding - oh, that it were that simple! Apart from greatly contributing to your driving comfort, these humble components also control the ability of the wheels to stay in contact with the road surface. Under hard driving conditions if you hit a bump and the suspension is too soft it will either bottom out or go into full rebound, resulting in an instant weight transfer and loss of traction and control. Using the same scenario for springs that are too stiff, when you hit the bump instead of absorbing the shock, it will be 'launched' off the bump thus losing all contact with the road surface and all control will be lost.

Sport suspension kits (uprated dampers and matched springs) supplied by most of the major manufacturers have been specifically designed to take all the above factors into consideration and will give a positive improvement in handling and roadholding.

Most of the 'sports' shock absorbers have provision for manual adjustment of the damping which enables 'fine tuning' to suit individual requirements.

Additional Information

FWD cars suffer from 2 inherent problems, namely understeer and wheelspin under hard acceleration. This can be compensated to a large degree by having stiffer rear springs and a slightly lower ride height at the front. (NB. Understeer is a condition where the car tries to carry on forward after turning the steering wheel, whereas oversteer occurs when the back of the car breaks away and tries to overtake the front). To minimise rear end bump steer, anti-roll bars are a positive solution. Suspension bushes are a major factor in the compliance of the whole system and should be replaced, preferably with uprated items. Harder rubber bushes used to be the only type available but polyurethane is fast becoming a more popular material due, in the main, to its greater durability and stability.

Bosch and Teves electronic ABS systems should not be affected by suspension modifications as described above but mechanical ABS systems (e.g. Lucas / Girling) may require the compensating valve to be reset. Gas assisted dampers have superior performance to their hydraulic counterpart due to their instantaneous response and resistance to fade.

And finally, adjustable dampers do have settings other than maximum! Many manufacturers (e.g. Koni) provide this type of adjustment to the damping rate to compensate for wear and restore damper efficiency, thereby giving the damper 2 or 3 additional 'lives'. Setting the damper rates to maximum from new will not only greatly reduce their life it will also have a very negative effect on driver comfort and, in all probability, do little or nothing to improve handling.

Warning!

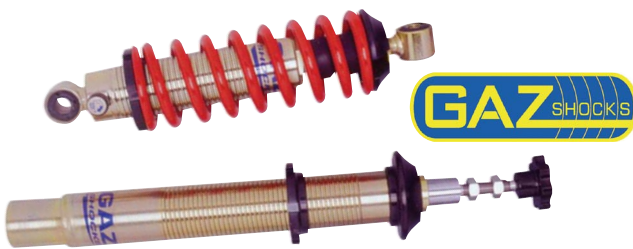
The suspension and steering are inextricably linked, so that any alterations to the suspension will invariably alter the steering geometry as well. This can result in unwanted characteristics e.g. bump steer, excessive tyre wear, etc. We strongly recommend that the steering and suspension geometry are checked and re-aligned as necessary by a professional.

Springs

Progressive coil springs are designed to give a progressively higher spring rate the further they are compressed. When fitting this type of suspension spring always make sure that the end with the closer wound coils is fitted at the top, as shown.

SHOCK ABSORBERS & KITS

GAZ Shock Absorbers



Gaz manufacture a range of performance adjustable competition and fast road shock absorbers. Their units are available for most popular applications including a range of universal competition units. All units feature Zinc plated bodies giving over 300 hours salt spray protection, double lip oil seals and 36 point external damper rate adjustment. Each unit is fully rebuildable and they are supplied with a 2 year warranty and an individual dyno read out. Listed here are a range of individual performance dampers for popular application.

Gaz also specialise in coil-over suspension. A range of coil-over suspension kits are now available and can be found on page 130, along with an extensive listing of universal coil-over dampers. Gaz are also able to convert most units, such as Escort/Capri front legs to coil-over at a very competitive price.

Application	Year	Front	Each	Rear	Each
Capri Mk1	69-08/72	GAI4108	£94.90	GT8-2054	£74.95
Capri Mk1/2/3 (not 2.8i V6)	08/72-88	GAI4103 ¹	£94.90	GT6-2055	£62.50
Cortina Mk1/2 (not Lotus)	63-70			GT7-2056	£69.50
Cortina Mk1 Lotus A frame	64-65			GP8-2058	£105.95
Cortina Mk1/2 Lotus (not A frame)	64-70			GT7-2057	£69.50
Cortina Mk3/4/5	70-82	GT6-2059	£62.50	GT6-2060	£62.50
Escort Mk1	68-11/73	GAI4109	£94.90	GT5-2061	£62.50
Escort Mk1/2 (not RS/Mexico)	11/73-80	GAI2103	£94.90	GT5-2062	£62.50
Escort Mk1 RS/Mexico	68-11/73	GAI4108	£94.90	GT5-2061	£62.50
Escort Mk1/2 RS2000/Mexico	06/74-80	GAI4103 ¹	£94.90	GT5-2062	£62.50
Escort Mk3/4 (not XR/RS models)	83-90			GAZ5003	£113.94
Escort Mk3/4 XR3i, RS Turbo	83-90			GAZ5003	£113.94
Escort RS Cosworth	92-96	GAZ0103	£113.94	GT5-2066	£69.50
Fiesta XR2 Mk1	81-83	GAZ1003	£113.94		
Fiesta XR2 Mk2	83-89	GAZ2003	£113.94		
Fiesta Mk3, base models	89-93	GAZ8103	£113.94	GP8-2071	£105.95
Sierra/Sapphire (not 4x4 or Cosworth)	84-93	GAZ6003	£113.94	GT4-2073	£69.50
Sierra XR4x4 2.8/2.9	85-93	GAZ0103	£113.94	GT5-2066	£69.50
Sierra/Sapphire Cosworth 2wd, RS500	86-90	GAZ8003	£137.93	GT5-2066	£69.50
Sapphire Cosworth 4x4	90-93	GAZ0103	£113.94	GT5-2066	£69.50

¹ For cars using original std height springs, order GAI4103RS

Eibach Spring Kits

Every Eibach Pro-Kit is designed and tested by their suspension engineers and performance driving professionals, to deliver aggressive good looks and high performance handling, without ever compromising safety or ride quality.



Eibach Pro-Kit Performance Lowering Springs

- World's leading Performance Suspension Spring System
- Engineered and tested to work perfectly with stock dampers
- First step towards a complete sport suspension system
- Lower centre of gravity – lowers vehicle up to 40 mm
- Lowering = Traction + Attraction
- Progressive spring design
- Performance handling



Application	Year	Lower F/R	Part No	Price
Fiesta 1.25/1.4/1.6 16v	02-08	35/30mm	E10-35-010-01-22	£173.50
Fiesta ST150 2.0	05-08	35/30mm	E10-35-010-02-22	£173.50
Fiesta 1.0 EcoBoost, 1.25, 1.4, 1.6, 1.6 Ti	08-	30/30mm	E10-35-020-01-22	£183.95
Fiesta ST 1.6 EcoBoost	13-	20/20mm	E10-35-020-02-22	£183.95
Focus Mk1 1.4/1.6 saloon & hatch	98-05	30/30mm	E3587-140	£166.90
Focus Mk1 1.8/2.0/ST170 saloon & hatch	98-05	30/30mm	E3588-140	£166.90
Focus Mk2 (not ST/RS) petrol saloon & hatch	05-11	30/30mm	E10-35-016-01-22	£198.95
Focus Mk2 ST225 2.5	05-11	20/25mm	E10-35-016-05-22	£208.90
Focus Mk2 RS 2.5	09-10	25/15mm	E10-35-016-09-22	£239.95
Focus Mk3 1.0/1.6 EcoBoost & 1.6	12-	25/25mm	E10-35-023-01-22	£208.90
Focus Mk3 ST 2.0	12-09/14	25/10mm	E10-35-023-02-22	£208.90
Focus Mk3 ST 2.0	09/14-	25/25mm	E3599-140	£219.95
Focus Mk3 RS 2.3	15-	20/20mm	E10-35-023-14-22	£259.90

SPAX Springs, Dampers & Suspension Kits

VSX suspension kits will significantly improve your car's handling and looks whilst giving a sportier ride. The dampers have a fixed uprated setting and use pressurised Nitrogen. Individual dampers and springs are also available on request.

PSX suspension kits transform the handling characteristics of your car with dampers that can be easily adjusted for stiffness, in seconds, with no dismantling. Controlling the bump and rebound damper stiffness allows you to alter the suspension set up to perfectly suit your style of driving. The result is more driver confidence and this means more enjoyment!

SSX lowering spring kits offer optimised spring rates, giving less body roll, reducing bottoming out and better handling. Most Spax spring kits are progressively wound, offering a softer ride at low speeds and a stiffer ride at high speeds when you need it most.

SPAX springs are designed, manufactured and tested to German TUV standards, the toughest in Europe. They are made using only the finest Chrome Silicon steel. The springs are shot peened, oven cured (to prevent sagging) and epoxy powder coated to give the best possible corrosion resistance.



Application	Year	Spax PSX Individual Dampers				Spax Suspension Kits			Spax SSX Lowering Spring Kits	
		Front	Each	Rear	Each	(mm Lower)	Type	Price	(mm Lower)	Price
Capri Mk1	69-08/72			G259	£99.74					
Capri Mk1/2/3 (not 2.8i V6)	08/72-88	TAG1009	£118.74	G447	£94.99					
Cortina Mk1 (not Lotus)	63-70	TAG1176	£123.49	G140	£94.99					
Cortina Mk1 Lotus (not A frame)	64-66	TAG1032	£133.00	G750	£94.99					
Cortina Mk2 (not Lotus)	66-70			G140	£94.99					
Cortina Mk2 Lotus	66-70			G750	£94.99					
Cortina Mk3/4/5	70-82	G004	£94.99	G005	£89.95					
Escort Mk1	68-11/73			G410	£90.24					
Escort Mk1/2 (not RS/Mexico)	11/73-80	TAG1052	£133.00	G591	£90.24					
Escort Mk1 RS/Mexico	68-11/73			G410	£90.24					
Escort Mk1/2 RS2000/Mexico	06/74-80	TAG1009	£118.74	G591	£90.24					
Escort Mk3/4 (not XR/RS models)	83-90	TAG1001	£133.00	TAG1002	£137.75	V7715(35)	VSX	£598.49	S011018(40)	£147.24
Escort Mk3/4 XR3i, RS Turbo	83-90	TAG1001	£133.00	TAG1002	£137.75	V7716(25)	VSX	£598.49	S011018(25)	£147.24
Escort Mk5 (not XR/RS/Cosworth types)	90-95	TAG1051	£142.49	G266	£123.49	V7762(40)	VSX	£460.74	S011013(45)	£161.50
Escort Mk5 RS2000	92-95	TAG1051	£142.49	G266	£123.49	V7762(40)	VSX	£460.74	S011013(45)	£161.50
Escort Mk5 XR3i	92-95	TAG1051	£142.49	G266	£123.49	V7762(40)	VSX	£460.74	S011016(30)	£161.50
Escort RS Cosworth	92-96	TAG1050	£123.50	G757	£99.74	TAP057(30)	PSX	£550.99	S011011(30)	£190.00
Escort Mk6, 1.6/1.8 16v, XR3i	95-98	TAG1125	£142.49	G3224	£118.74	TAP489(40)	PSX	£622.25	S011002(40)	£175.74
Fiesta Mk1 (not XR2)	76-83	TAG1049	£128.50	G988	£113.99					
Fiesta Mk1 XR2	81-83	TAG1010	£151.99	G988	£113.99					
Fiesta Mk2 (not XR2 or Diesel)	83-89			G988	£113.99					
Fiesta XR2 Mk2	83-89			G988	£113.99					
Fiesta Mk3, base models	89-93	TAG1006	£137.75	G988	£113.99	V7785(30)	VSX	£612.74	S011029(35)	£123.49
Fiesta Mk3 XR3i, CVH	89-93	TAG1037	£128.24	G198	£118.74	TAP044(40)	PSX	£574.74	S011026(40)	£137.75
Fiesta XR2i 16v, RS1800, RS Turbo	89-93	TAG1037	£128.24	G198	£118.74	V7765(40)	VSX	£470.24	S011026(30)	£137.75
Fiesta, all models (parallel rear springs)	95-98	TAG1115	£133.00	G3195	£118.74	V7789(30)	VSX	£470.24	S011036(35)	£142.49
Fiesta, all models (parallel rear springs)	98-9/99	TAG1115	£133.00	G3171	£123.49	V8009(40)	VSX	£508.25	S011023(35)	£156.74
Fiesta, all models (pigtail rear springs)	9/99-02	TAG1115	£133.00	G3171	£123.49	V8010(40)	VSX	£527.24	S011023(35)	£156.74
Fiesta 1.25/1.4/1.6 (not ST)	02-08	TAG1144	£147.24	G3348	£94.99	V8027(35)	VSX	£522.49	S011082(35)	£151.99
Focus (not ST/RS)	98-05	TAG1109	£133.00	G3153	£94.99	TAP678(30)	PSX	£569.99	S011092(30)	£147.24
Focus (not ST/RS) saloon & hatchback	05-11	TAG1109	£133.00	G3153	£94.99	V8008(40)	VSX	£508.25	S011038(35)	£194.75
Mondeo 1.6/1.8/2.0/TD	96-8/00	TAG1165	£156.74	G3384	£94.99	TAP710(30)	PSX	£598.49	S011102(30)	£166.25
Puma 1.4/1.7	97-98	TAG1115	£133.00	G3195	£118.74	V8015(35)	VSX	£522.49	S011044(35)	£185.24
Puma 1.4/1.7	98-00	TAG1115	£133.00	G3171	£123.49	V8011(40)	VSX	£508.25	S011058(30)	£156.74
Sierra/Sapphire (not 4x4 or Cosworth)	84-93	TAG1007	£137.75	G734	£113.99	V8012(40)	VSX	£527.24	S011058(30)	£156.74
Sierra XR4x4 2.8/2.9	85-93	TAG1028	£123.50	G757	£99.74	V7719(40)	VSX	£522.49	S011064(40)	£190.00
Sierra/Sapphire Cosworth 2wd, RS500	86-90	TAG1026	£137.75	G757	£99.74	TAP062(40)	PSX	£555.74	S011062(40)	£199.49
Sapphire Cosworth 4x4	90-93	TAG1028	£123.50	G757	£99.74	TAP042(30)	PSX	£579.49	S011068(30)	£190.00
						TAP049(30)	PSX	£550.99	S011068(30)	£190.00

KONI Sport Shock Absorbers



Koni's extensive range of products includes the Koni Sport damper, the most popular in their range for fast road use. All Koni dampers have adjustable damping, some of which are adjustable on the car (top adjustable units).

Listed is just a small selection of the many applications available. Please enquire if your vehicle is not listed.

A range of full suspension kits are also available for most popular models.

Application	Year	Front	Each	Rear	Each
Capri Mk1/2/3 (not 2.8i V6)	08/72-88	86-1835S	£147.50	80-2256S	£96.50
Escort Mk1/2 RS2000/Mexico	06/74-80	86-1835S	£147.50		
Escort RS Cosworth	92-96			26-1294S	£100.00
Fiesta 1.25/1.4/1.6	08-	8741-1565S	£184.67	8040-1419S	£153.30
Focus (not ST/RS) saloon & hatchback	05-11	8741-1487S	£187.81	8040-1351S	£122.58
Focus Mk2 ST225 2.5	05-11	8741-1490S	£184.63	8040-1353S	£136.03
Focus Mk2 RS 2.5	09-10	8741-1551S	£214.38	8041-1409S	£153.31
Sierra/Sapphire (not 4x4 or Cosworth)	84-93	8741-1074S	£190.61		
Sierra XR4x4 2.8/2.9	85-93	8741-1109S	£177.00	26-1294S	£100.00
Sierra/Sapphire Cosworth 2wd, RS500	86-90	8741-1124S	£197.50	26-1294S	£100.00
Sapphire Cosworth 4x4	90-93	8741-1109S	£177.00	26-1294S	£100.00

GAZ COILOVER SUSPENSION KITS

Feature Product

Gaz have now expanded their range of adjustable suspension kits to now include race specification kits which offer adjustable bump and rebound damping from a single control on the side of the damper. Their kits are now known as the following: GHA kits - fast road adjustable height/damping kits as previously available: GGA Gold kits - new competition kits with dual damping.

GAZ GHA Kits

Gaz Height Adjustable kits are primarily made for the modified road car market. The main features of these kits are:

- On car damping adjustment by use of a 36 point external adjuster.
 - Shortened body and stroke lengths to allow a -25 to -65mm ride height adjustment
 - The units have a coarse acme form thread for ease of adjustment and to minimise corrosion the unit is zinc plated.
 - All units are provided with high quality 2¼" coil springs along with polyurethane bump stops. Spring rates can be altered on request to suit customer's requirements.
 - When a coilover is unable to be installed a separated damper and rear coil, a spring platform is used so the kit retains full height adjustment.
 - Each unit is fully rebuildable and they are supplied with a 2 year warranty and an individual dyno read out.
- N.B. These kits can obtain much lower ride heights for show purposes only but the vehicle should not be driven at these levels as the steering and drive shafts joints can lock out.

GAZ GGA Kits

Gaz Gold height Adjustable kits are a premium range of suspension units designed for tarmac motorsport and the serious track day enthusiast.

The features are:-

- Front and rear units adjust bump and rebound from a single control knob on the side of the unit.
- Struts and semi struts have 62mm bodies for increased oil capacity. These units are fitted with 22mm diameter induction hardened piston rods that are hard chrome plated for strength and durability.
- All units have multi-lip sealing. The outer seal is a metal encased wiper to clean the piston rod. This in turn extends main seal performance and oil retention under extreme conditions.
- All the Gold range are fitted with a gas cell in the outer reservoir and filled with a high viscosity index multi grade oil to prevent cavitation and reduce fade in motor racing conditions.
- The coilovers and telescopic units in this range utilise lightweight billet alloy components where possible, i.e. bases, end fittings, seats, lockrings, rod guides and gland nuts. The outer tube is steel with a black zinc plated coating to provide the best anti-corrosive finish possible. All outer alloy components are anodised.
- All units use a larger 2½" spring. A full range of springs are stocked at the Gaz factory for road and motorsport use.

In addition to the listed Gaz Gold applications, the range also extends to the classic car market i.e Cortinas, Escorts, Capri, etc. In these instances, we require you to send in your original front MacPherson struts which Gaz can convert using the original axle stub.



Application	Year	GHA Kit	Price	GGA Kit	Price
Escort Mk3/4 (all models inc RS)	05/83-90	GHA312	£619.90	GGA412	£974.95
Escort Mk5 including XR3i/1.8/RS2000	90-95	GHA315	£619.90	GGA415	£974.95
Escort RS Cosworth	92-96	GHA322	£608.95	GGA422	£974.95
Escort Mk6 all models	95-01	GHA328	£619.90	GGA428	£974.95
Fiesta Mk3 (all models inc RS)	89-01/94	GHA340	£598.90	GGA440	£974.95
Fiesta Mk3 (all models inc RS)	01/94-08/95	GHA341	£598.90	GGA441	£974.95
Fiesta Mk4 (all models) ¹	08/95-10/98	GHA342	£598.90	GGA442	£974.95
Fiesta Mk4 (not 1.6 Zetec S) ²	10/98-00	GHA343	£566.95	GGA443	£974.95
Fiesta Mk5 1.6 Zetec S	00-02	GHA338	£598.90	GGA438	£974.95
Fiesta Mk6 including ST150	02-08	GHA368	£608.95	GGA468	£974.95
Fiesta Mk7 including ST180	08-	GHA384	£608.95	GGA484	£974.95
Focus (not RS)	98-05	GHA317	£608.95	GGA417	£974.95
Focus RS 2.0	02-03	GHA317RS	£608.95	GGA417RS	£974.95
Focus ST 2.5	05-10	GHA385	£608.95	GGA485	£974.95
Focus RS 2.5	09-10			GGA485RS	£974.95
Focus ST250 2.0	12-			GGA524	£974.95
Puma & Ka ¹	96-10/98	GHA344	£608.95	GGA444	£974.95
Puma & Ka ²	10/98-08	GHA345	£608.95	GGA445	£974.95
Sierra RS Cosworth 2wd	86-89	GHA326	£608.95	GGA426	£974.95
Sapphire RS Cosworth 4wd	90-92	GHA322	£608.95	GGA422	£974.95

¹ Bottom of rear damper is a bracket and the bush is fitted in the rear beam.

² Bottom of rear damper has a bush fitted in it.

Please note: Escort & Cosworth models which normally use separate rear springs may require additional strengthening to the rear turret. This should be carried out by a qualified person.

RS ESCORT/CAPRI COILOVER LEGS



Now supplied using a new stub, these units are converted by Gaz to take 2¼" coil-over springs. They are also fitted with a Gaz top adjustable insert providing 36 point damper rate adjustment. The casings are black zinc plated to give corrosion protection.

As with all Gaz units, a full dyno test report is supplied. The leg is supplied with top and bottom spring caps, but the spring must be purchased separately. Does not fit Capri 3.0. Priced each.

New RS Escort/Capri strut assy **GAZ4491AS** £269.95
Escort Mk1/2 rear 2¼" damper **GP6-2069** £90.95

As above, but converted to GGA Gold spec (dual damping adjustment and 2½" adjustable spring seat)
GGA4491AS £399.95
Escort Mk1/2 rear 2½" Gold damper **GG-2069** £150.96

Gaz can also convert customer supplied legs, including other fitments such as Mk1/2 Cortinas, non-RS Escorts and Capri 3.0.

These conversions typically take four weeks after supplying suitable legs. 2¼" conversions cost £175.90 each, 2½" Gold conversions cost £329.95 each.

UPRATED SIERRA/ESCORT COSWORTH SPRINGS



Our range of uprated springs are made to Bayjoo specifications. These springs are designed for ultimate chassis performance and are ideally complemented with Koni or Bilstein dampers. The springs are uprated in poundage whilst the ride height remains close to original height. The only exception is the Sapphire 4x4 which will be lowered at least 25mm to the same height as the 2wd models. Priced each.

Sierra Cosworth 3 door & RS500, front	CSCOSF1	£36.00
Sierra Cosworth 3 door & RS500, rear	CSCOSR1	£42.00
Sapphire Cosworth 2wd, front	CSCOSF2	£36.00
Sapphire Cosworth 2wd, rear	CSCOSR1	£42.00
Sapphire Cosworth 4wd, front	CSCOSF2	£36.00
Sapphire Cosworth 4wd, rear	CSCOSR1	£42.00
Escort Cosworth 4wd, front	CSCOSF3	£36.00
Escort Cosworth 4wd, rear	CSCOSR2	£42.00

GAZ 2 1/4" DIAMETER COILOVER SHOCK ABSORBERS

All open and closed dimensions are metal to metal (measured without bumps stops) and are supplied with 1" bump stops fitted. This increases the closed length and reduces the stroke. Silkolene 5 WT PRO RSF synthetic oil is used in all units (racing suspension fluid). All units are dyno tested before despatch.

All units above are eyebolt/eyebolt design. The units are available with a 12 or 14mm diameter piston rod and with spherical bearings or bonded bushes (which have a 1/2" bolt hole) for mounting. Designs are supplied at extra cost. Please call for other requirements.

Open Lgth	Closed Lgth	Stroke	Chrome		Body Lth (12mm Rods)	12mm Rods/ Bonded Bushes		Price Each	12mm Rods/ Bearings		Price Each	14mm Rods/ Bonded Bushes		Price Each	14mm Rods/ Bearings		Price Each
			Lgth	Stroke		Part No	Part No		Part No	Part No		Part No	Part No				
9"	7"	2"	3"	4 1/2"	090/070B12-2	£92.95	090/070R12-2	£116.51	3 3/4"	090/070B14	£102.95	090/070R14	£128.50				
10"	7 1/2"	2 1/2"	3 1/2"	4 3/4"	100/075B12-2	£92.95	100/075R12-2	£116.51	4 1/4"	100/075B14	£102.95	100/075R14	£128.50				
11"	8"	3"	4"	5 1/4"	110/080B12-2	£92.95	110/080R12-2	£116.51	4 5/8"	110/080B14	£102.95	110/080R14	£128.50				
12"	8 1/2"	3 1/2"	4 1/2"	5 3/4"	120/085B12-2	£92.95	120/085R12-2	£116.51	5 1/8"	120/085B14	£102.95	120/085R14	£128.50				
13"	9"	4"	5"	6 1/4"	130/090B12-2	£92.95	130/090R12-2	£116.51	5 5/8"	130/090B14	£102.95	130/090R14	£128.50				
14"	9 1/2"	4 1/2"	5 1/2"	6 3/4"	140/095B12-2	£92.95	140/095R12-2	£116.51	6 1/8"	140/095B14	£102.95	140/095R14	£128.50				
15"	10"	5"	6"	7 1/4"	150/100B12-2	£92.95	150/100R12-2	£116.51	6 5/8"	150/100B14	£102.95	150/100R14	£128.50				
16"	10 1/2"	5 1/2"	6 1/2"	7 3/4"	160/105B12-2	£92.95	160/105R12-2	£116.51	7 1/8"	160/105B14	£102.95	160/105R14	£128.50				
17"	11"	6"	7"	8 1/4"	170/110B12-2	£92.95	170/110R12-2	£116.51	7 5/8"	170/110B14	£102.95	170/110R14	£128.50				
18"	11 1/2"	6 1/2"	7 1/2"	8 3/4"	180/115B12-2	£92.95	180/115R12-2	£116.51	8 1/8"	180/115B14	£102.95	180/115R14	£128.50				
19"	12"	7"	8"	9 1/4"	190/120B12-2	£92.95	190/120R12-2	£116.51	8 5/8"	190/120B14	£102.95	190/120R14	£128.50				
20"	12 1/2"	7 1/2"	8 1/2"	9 3/4"	200/125B12-2	£92.95	200/125R12-2	£116.51	9 1/8"	200/125B14	£102.95	200/125R14	£128.50				



2 1/4" INTERNAL DIAMETER COIL SPRINGS

Rate lbs	Length 8"	Price	Length 9"	Price	Length 10.5"	Price	Length 12"	Price
120	C12008	£23.99	C12009	£24.50	C12010	£24.95	C12012	£24.95
140	C14008	£23.99	C14009	£24.50	C14010	£24.95	C14012	£24.95
160	C16008	£23.99	C16009	£24.50	C16010	£24.95	C16012	£24.95
180	C18008	£23.99	C18009	£24.50	C18010	£24.95	C18012	£24.95
200	C20008	£23.99	C20009	£24.50	C20010	£24.95	C20012	£24.95
225	C22508	£23.99	C22509	£24.50	C22510	£24.95	C22512	£24.95
250	C25008	£23.99	C25009	£24.50	C25010	£24.95	C25012	£24.95
275	C27508	£23.99	C27509	£24.50	C27510	£24.95	C27512	£24.95
300	C30008	£23.99	C30009	£24.50	C30010	£24.95	C30012	£24.95
325	C32508	£23.99	C32509	£24.50	C32510	£24.95	C32512	£24.95
350	C35008	£23.99	C35009	£24.50	C35010	£24.95	C35012	£24.95
375	C37508	£23.99	C37509	£24.50	C37510	£24.95	C37512	£24.95
400	C40008	£23.99	C40009	£24.50	C40010	£24.95	C40012	£24.95
450	C45008	£23.99	C45009	£24.50	C45010	£24.95	C45012	£24.95
500	C50008	£25.99	C50009	£26.50	C50010	£26.95	C50012	£26.95



CLASSIC PERFORMANCE ROAD COIL SPRINGS

These top quality uprated coil springs are manufactured in Sheffield, an area renowned for producing some of the finest spring steel components in the world.

These springs are supplied individually and are available in a wide range of ride heights and pressures.

Application	Year	Front Rear	Ride Height	Rate lb/in	Part No	Price Each	Application	Year	Front Rear	Ride Height	Rate lb/in	Part No	Price Each
Capri 1.6/2.0 SOHC:	70-86	F	STD	145	CS117	£22.50	Escort Mk1/2: 120mm spring (not RS):	68-80	F	STD	145	CS103	£22.50
		F	-1"	145	CS116	£22.50			F	-1"	145	CS102	£22.50
		F	-2"	145	CS115	£22.50			F	-2"	145	CS101	£22.50
		F	STD	170	CS125	£22.50			F	STD	175	CS110	£22.50
Capri 2.8i:	81-87	F	-1 3/4"	145	CS116	£22.50	130mm spring, RS/Mexico:	70-80	F	-1"	175	CS109	£22.50
		F	-3/4"	145	CS117	£22.50			F	-2"	175	CS435	£22.50
		F	STD	145	CS119	£22.50			F	STD	145	CS118	£22.50
F	-1"	145	CS118	£22.50	F	-1"			145	CS117	£22.50		
Capri 3.0:	71-81	F	-2"	145	CS117	£22.50			F	-2"	145	CS116	£22.50
		F	STD	190	CS134	£22.50			F	STD	170	CS126	£22.50
		F	-1"	190	CS132	£22.50	F	-1"	170	CS125	£22.50		
		F	-2"	190	CS131	£22.50	F	-2"	170	CS124	£22.50		
Cortina 1.6/2.0 SOHC: Mk3/4/5 Mk3/4/5 Mk3/4/5 Mk3 Mk4 Mk4 (Mk5 std. height) Mk4 (Mk5 -1" height) Mk5	70-82	F	STD	234	CS156	£32.95	Fiesta Mk1: (Mk2 std height) (Mk2 -1" height) (Mk2 std height) (Mk2 -1" height)	76-83	F	-1"	210	CS166	£22.50
		F	-1"	234	CS158	£32.95			F	-2"	210	CS168	£22.50
		F	-2"	234	CS225	£32.95			R	-1"	175	CS167	£22.50
		R	-1"	300	CS400	£37.50			R	-2"	175	CS169	£22.50
		R	STD	380	CS157	£37.50							
		R	-1"	380	CS159	£37.50							
		R	-2"	380	CS458	£37.50							
		R	-2"	380	CS182	£37.50							



REAR LEAF SPRINGS

1 5 leaf slipper spring to suit rally cars. 160lb rating, 50mm wide. Must be used with slipper spring roller or slider kit.

(1) Slipper spring, each **LS288 £59.95**
 (2) Slipper spring slider kit **LSSK £43.96**

2 Tapered single leaf spring to suit Escort Mk2 (60mm wide). 146lb rating with parabolic section.

Priced each. **LS230 £54.60**

Front leaf spring bolt/nut: Mk1 **LSB1 £7.90**
 Mk2 **LSB2 £6.50**

3 Comprises of aluminium blocks, extended U bolts and nylon nuts. Suitable for Escort Mk1/2, Capri, Cortina Mk1/2, etc.

1" **GE20 £32.95**
 1 1/2" **GE21 £32.95**
 2" **GE22 £35.95**

Extended U bolt & nylon nuts, each **GE25S £4.50**
 Polyurethane axle bump stops, pair. **POLYBSESC £15.95**

4 Escort spring shackles (pair):
 Mk1 CD6 springs **MP221 £20.40**
 Mk2 **MP222 £23.40**

REAR LEAF SPRINGS

British designed and manufactured multi-leaf elliptic springs for your cherished classic. Manufactured to the manufacturer's original specification, including the appropriate interleaving wear pads, clips and buckles, using an ISO 9001 quality control system to ensure the production process for forming, tapering, eye rolling and tempering each spring is done to a consistently high standard. All springs are made from British steel and manufactured in Sheffield. Below is a listing of popular applications, please contact us if your application is not listed.



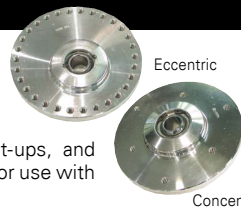
Application	Year	Leaves	Part No.	Price
Anglia 105E std	1959-68	4+1	MFOR3116	£305.45
Anglia 105E HD	1959-68	5	MFOR3123	£306.55
Cortina Mk1 GT	1962-66	4	MFOR3125	£355.66
Cortina Mk1 Lotus	1965-66	5	MFOR3098	£306.55
Cortina Mk2 1600E & Lotus	1967-10/68	5	MFOR3148	£329.20
Cortina Mk2 1600E	10/1968-70	5	MFOR3265	£329.20
Cortina Mk2 GT	1967-10/68	4	MFOR3096	£279.85
Cortina Mk2 GT	10/1968-70	4	MFOR3268	£279.60
Escort Mk1 Twin Cam/RS1600/Mexico	1968-11/73	3	MFOR3257	£231.90
Escort Mk1 CD6 rally spring	1968-74	4	MFOR4443	£291.24
Escort Mk1 CD8 rally spring	1968-74	4	MFOR4444	£291.24
Escort Mk2 RS2000/Mexico	1975-80	3	MFOR3488	£252.60
Capri Mk1 inc 3.0	1969-74	3	MFOR3272	£248.38
Capri Mk2/3 inc 3.0	1969-74	4	MFOR3900	£339.43
Capri Mk3 2.8i	1981-86	1	PFOR028	£193.51

STRUT TOP MOUNTS

Spherical Bearing Alloy Top Mounts

Made from high grade HE30TF aluminium for strength, lightness and durability and a high loading replaceable spherical bearing.

Available in concentric (fixed) form which can be used with standard suspension set-ups, and eccentric (adjustable caster & camber) form for use with 2 1/4" coilover suspension. Priced each.



Application	Eccentric	Price	Concentric	Price
Capri 2.8i	MP160	£50.00	MP163	£40.80
Escort Mk1/2 inc. RS -02/77	MP160	£50.00	MP163	£40.80
Escort Mk2 inc. RS 02/77-	MP161	£61.50	MP164	£61.50
Escort Cosworth	MP165	£67.50	MP166	£65.00
Sierra all models	MP165	£67.50	MP166	£65.00

Alloy Replacement Top Mounts

Based on the shape of the original rubber roller bearing top mount but machined from billet aluminium. Uses a high loading replaceable spherical bearing.

Supplied with conversion collars and nuts to suit strut. Note: suspension may be raised by up to 25mm when replacing standard top mounts.

Suitable for Escort Mk1/2, Capri and Cortina Mk2.



Description	Part No.	Price
Top mount, each - 5/8" strut top	MP162	£69.95
Top mount reducing sleeves 5/8" bore, per mount	MP180	£8.50
Top mount reducing sleeves 1/2" bore, per mount	MP180A	£10.80

Rubber Roller Bearing Top Mounts

Genuine GRP4 fabrications serviceable top mounts available with either an Aurora spherical bearing (accepts a higher amount of caster and camber movement without undue strain on the bearing) or a precision taper bearing (for the lightest steering possible). The rubber encapsulated steel centre provides a degree of shock absorption not provided by all metal top mounts.

Note: suspension may be raised by up to 25mm when replacing standard top mounts.



Description	Part No.	Price
Spherical bearing top mount:		
Large hole (each). Escort Mk1/2 -02/77 & Capri	MP179	£71.95
Small hole (each). Escort Mk2 02/77-	MP179SH	£71.95
Taper roller bearing top mount:		
Large hole (each). Escort Mk1/2 -02/77 & Capri	MP167	£89.95
Small hole (each). Escort Mk2 02/77-	MP168	£89.95
Top mount reducing sleeves 5/8" bore, per mount	MP180	£8.50
Top mount reducing sleeves 1/2" bore, per mount	MP180A	£10.80
Bilstein strut top collar nut, each	MP175	£6.00

DROP LINK KIT



Allows the anti-roll bar to be retained when fitting a compression strut kit.

Escort Mk1/2 MP194 £74.95

ADJUSTABLE SPRING CONVERSION KIT



These kits allow original struts to be converted to fully adjustable ride height platforms for use with 2 1/4" (57mm) springs. Fits Escort Mk1/2, Capri, Cortina Mk1/2 and any strut with a 50.8mm OD casing. Thread length 152mm long. Priced per strut. Available with 10mm pilot hole or D shape hole in top cap.

Spring conversion kit (10mm)	MP459	£26.95
Spring conversion kit (D shape)	MP460	£26.95
C Spanner (for adjuster rings)	MP458	£6.95

BILSTEIN & OE RS FRONT STRUTS

Manufactured from new tooling, these coil over legs are made to OE specifications from drop forged 40CR material, heat treated and tempered HRC 28-32. Supplied as a bare strut with all other parts such as inserts, springs seats, etc available additionally. Can be used with 2.25" or std type springs. OE spec Escort RS struts are now also available with original fixed spring platform.

Application	Part No.	Price
Front struts (pair), Bilstein coilover style	MP717	£304.90
Bilstein motorsport insert 260/60 long (each)*	BIL260-60	£120.00
Bilstein motorsport insert 300/70 long (each)*	BIL300-70	£120.00
1" deep spring seat	MP740	£8.15
3" deep spring seat	MP720	£11.75
Locking ring	MP721	£4.80
Top cap (D hole)	MP741	£11.75
Top cap (10mm hole)	MP742	£12.95
Top spring cup - std dia. spring	MP295	£23.50
Bottom spring seat - std dia. spring	MP760	£23.40
Front struts (pair), Escort RS/Capri OE style	MP735	£240.00

Also available, genuine Bilstein dampers:

Capri Mk3 2.8 front insert	P9199	£150.00
Capri Mk2/3 rear shock	B46-0764	£133.90
Escort Mk1 -10/73 rear shock, Road	B46-0773	£116.50
Escort Mk1/2 10/73- rear shock, Road/Rally 207/100	B46-0871	£109.90
Escort Mk1/2 10/73- rear shock, GP4 (not coilover)	B46-0767	£104.95

COMPRESSION STRUT KIT

Used by many group A and works teams, this unique piece of equipment connects from the TCA to a chassis bracket, placing the front suspension under compression. Improving handling, cornering and braking, they are fully adjustable in-situ allowing castor adjustment and removing the need for an anti-roll bar. All kits include two struts, brackets and hardware.



Application	Part No.	Price
Escort Mk1/2	MP193	£125.00
Escort/Sierra Cosworth	MP593	£149.95

Tech Tip!

COMPRESSION STRUT KITS

The front suspension of all McPherson strutted Ford cars consists of a bottom track control arm (TCA), which allows the strut to move up and down. Meanwhile, the front anti-roll bar performs two jobs.

The first as the name suggests, controls the amount the TCAs move against each other and thus controls the car's roll. It does this since it is actually a torsional spring, which the TCAs try to twist, and it in turn, resists the turning moment.

The other role the bar performs is to prevent the TCAs moving forward and backwards, particularly under braking otherwise, it'll just swing backwards and forwards, therefore out of control. However, both sets of geometry are factory set for road conditions and can't be altered apart from very small adjustments.

The ideal is to make it fully adjustable so that the castor angle and to some extent, the toe-in/out can be altered, allowing the car to be tuned to differing road or track conditions.

This is the role of a compression, which replaces that front anti-roll bar link. This typically takes the form of a round bar or tube, with either rod ends fitted to it in threaded inserts. These can be wound in or out, thus adjusting the suspension.

The anti roll bar is usually removed completely and body roll is controlled by stiffer damping. Alternatively, drop links can be fitted and the anti roll bar run in an alternative position.

TRACK CONTROL ARMS

TCA's are available in 3 different types:

- Standard direct replacement, available separately left or right.
- Adjustable in-situ with spherical joints - for competition use. Only available as a paired kit.
- Adjustable in-situ retaining original style bushing in polyurethane - for road use. Only available as a paired kit.

Both types of adjustable TCA provide precise camber adjustment, both quickly and without removal from the car.

Feature Product



Application	Hand	Std TCA	Price	S/jointed TCA Kit	Price	Bushed TCA Kit	Price	Application	Hand	Std TCA	Price	S/jointed TCA Kit	Price	Bushed TCA Kit	Price
Capri all	LH	QSJ584LH	£26.50	TCA1R	£125.00	TCA1B	£114.00	Fiesta Mk2 (ball joint only)	LH/RH	QSJ897S	£10.90				
	RH	QSJ584RH	£26.50												
Escort Mk1/2	LH	QSJ584LH	£26.50	TCA1R	£125.00	TCA1B	£114.00	Sierra Std inc. XR4i	LH	QSJ1266S	£25.50				
	RH	QSJ584RH	£26.50												
Escort Mk3 inc. RS	LH	TC220	£30.95	TCA4R	£240.00	TCA4B	£240.00	Sierra Cosworth 3 door	LH	TCA3DL	£36.95	TCA6R	£240.00	TCA6B	£240.00
	RH	TC219	£30.95												
Escort Mk4 inc. RS	LH	QSJ1012S	£24.95	TCA4R	£240.00	TCA4B	£240.00	Sapphire Cosworth 4wd/XR4x4 & Sapphire Cosworth 2wd	RH	TCA3DR	£36.95				
	RH	QSJ1013S	£24.95												
Escort Cosworth	LH	QSJ1197S	£35.75	TCA4R	£240.00	TCA4B	£240.00	Sapphire Cosworth 4wd/XR4x4 & Sapphire Cosworth 2wd	LH	QSJ1197S	£35.75	TCA4R	£240.00	TCA4B	£240.00
	RH	QSJ1198S	£35.75												
Fiesta Mk1 (ball joint only)	LH/RH	QSJ794S	£9.95						RH	QSJ1198S	£35.75				

ESCORT MK1/2 SPECIAL RALLY EQUIPMENT - CLUBMAN

Anti-Dive Kit



Bolts to the original front anti-roll bar mounting points, providing double width mounting as well as an additional centre mounting location (excluding Capri Mk3). The anti-roll bar is also lowered by approx 2". This results in a vast reduction in nose-diving under heavy braking, giving better stability throughout the braking period.

Escort Mk1/2	MP189	£41.95
Capri Mk1/2	MP190	£45.95
Capri Mk3	MP191	£45.95
Double width clamp	MP187	£4.80
Double width HD rubber	MP188	£4.00
Double width poly 20mm	SF0312-2K/20	£17.50
Double width poly 22mm	SF0312-2K/22	£17.50

Radius Arm Kit



Original kit as fitted to all RWD RS Escorts. Kit uses two forward facing link bars that help eliminate axle tramp and axle steer.

Straight type - suits Escort Mk1 to 10/73 and all turret Escorts. MP229 £57.50

Angled type - suits Escort Mk1/2 from 10/73 (except turret Escorts). MP230 £57.50

Turret Kit



(1) Repositions the rear shock absorbers to a vertical position as far outboard as possible.

This ideal location provides greater damping efficiency. Square Clubman design.

Std type, side mounting - suit std. ride height, not 4 linked. MP217 £48.00

Tall type, top mounting - suit 4 linked cars, std or -1" height. MP218 £40.80

Extra tall type, top mounting - suit all race height cars. MP219 £60.00

(2) Round box style turret kit, Group 4 race height. Supplied without axle brackets. MP216 £70.50

Axle bracket (each) MP220 £5.00

4 Link Kit



By use of four forward facing link bars, this kit virtually eliminates axle tramp and axle steer.

Std 4 link kit	MP202	£149.00
Mk1 short 4 link kit	MP203	£191.40

Panhard Rod Kit



Uses a single link bar to restrict sideways movement of the axle. Often used with a 4 link kit, but can be used on its own. Available with a fixed tower for lowered/race cars or with adjustable tower for rally cars.

Fixed tower	MP213	£65.00
Adjustable tower	MP214	£59.95

Escort Mk1/2 Anti-Roll Bars



Twin cam anti-roll bar. 20mm diameter and supplied with cupped washers and castellated nuts. Extended ends of the TC bar allows extra spacing with washers in front of the TCA to give more caster if required.

MP171 £71.40

Tension strut anti-roll bar kit. Includes a 16mm dia.

bar, drop link kit & rod ends. MP172 £106.80

Watts Linkage Kit



Uses two parallel horizontal links joined by a pivoted vertical link to restrict sideways movement of the axle. More effective system than the panhard rod.

Normally used with a 4 link kit, but can be used on its own.

English axle	MP204	£229.00
Atlas axle	MP205	£254.95

Double Width Kit



The anti-roll bar rubber is doubled in width and is retained by 2 additional mounting bolts per side. The bolt-on type is designed for cars using a Twin Cam anti-roll bar. The weld-on type is universal and can be used on other vehicles.

Weld-on conversion	MP185	£29.95
Bolt-on conversion	MP186	£41.95

Escort Mk1/2 Gp4 Sumpguard



Made from 8mm impact resistant alloy plate. Includes three remote mount crossmembers. Full kit including all hardware. MP170 £169.90

We now offer a range of Escort rally spares manufactured by GRP4 Fabrications. These are an alternative high quality premium range of parts for those who don't wish to purchase from our existing clubman range.



Adjustable TCA Kit



Adjustable Track Control Arm Kit (in situ). Includes Aurora XM8T spherical joints. Allows camber adjustment without the need to remove any bolts. Escort Mk1/2 & Capri **MP1100 £198.95**
 Adjustable Track Control Arm Kit (in situ). As above but retaining inner rubber bush instead of spherical joint. More suited to road applications. Escort Mk1/2 & Capri **MP1101 £166.50**

Suspension Top Mounts



Alloy Concentric Top Mount. This top mount machined from 6082T6 aluminium comes with a high quality Aurora spherical bearing (hole diameter 20mm). **MP1110 £73.90**



Alloy Eccentric Top Mount. Machined from 6082T6 aluminium. These can be used to make adjustments to caster and camber on the front suspension. Only suitable for use with coilover suspension setups. Escort Mk1/2 -02/77 & Capri **MP1111 £101.95**
 Escort Mk2 02/77- & Capri **MP1112 £101.95**



Roller Type Alloy Top Mount. Billet machined from 6082T6 aluminium and black anodised. Comes complete with Aurora spherical bearing. Designed to visually replicate original roller type rubber top mount. Escort Mk1/2 -02/77 & Capri **MP1114 £92.50**
 Escort Mk2 02/77- & Capri **MP1115 £92.50**

Strut Braces



GP4 Adjustable Works Spec Strut Brace. Steel bolt-on strut brace, satin black powder coated brackets and oval steel bar. Escort Mk1/2 -02/77 **MP1130 £46.50**
 Escort Mk2 02/77- **MP1131 £46.50**

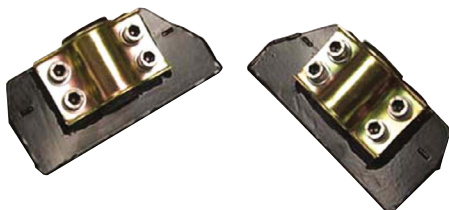


GP4 Works Spec Strut Weld-on Type Brace. Made from oval bar with TIG welded mild steel enclosed type body brackets, meaning no more water traps. Zinc plated steel bar **MP1134 £42.50**
 Alloy bar **MP1135 £61.90**



Oval Adjustable Strut Brace. Classic style strut brace which also suits cars running single downdraft carbs. Satin black powder coated finish. Escort Mk1/2 -02/77 **MP1138 £61.90**
 Escort Mk2 02/77- **MP1139 £61.90**

Double Width Brackets



To suit Escort Mk1/2. Supplied with zinc powder coated with zinc clamps. Using std anti roll bar **MP1125 £53.50**
 Using Twin Cam anti roll bar **MP1126 £53.50**

Anti-Dive Kit



Anti-Dive Kit. This anti dive kit replace the standard anti roll bar brackets. It uses 3 double width rubbers and clamps to provide positive location for the anti roll bar under heavy braking. (Powder coated and zinc plated clamps) Escort Mk1/2 **MP1120 £53.50**

World Cup Crossmember

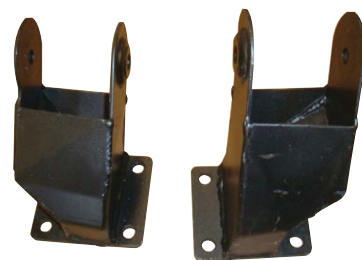


GP4 World Cup Cross Member - Chassis Mounted. GRP4 designed and manufactured. Internally braced and multi piece designed crossmember offers the ultimate in strength and durability. Suitable for either RHD or LHD cars using chassis mount style engine mount brackets. Satin black powder coat finish. **MP1150 £231.95**



GP4 World Cup Cross Member - Lug Mounted. GRP4 designed and manufactured with internal bracing this multi piece designed crossmember offers the ultimate in strength and durability. Fitted with Metalistic rubber bush. Suitable for either RHD and LHD cars using GRP4 bolt-on engine brackets. Satin Black powder coat finish. **MP1152 £240.95**

Clubman World Cup Cross Member - Lug Mounted. This multi piece designed Crossmember offers the same exacting features as the MP1152 without the internal bracing and gusseting. Suitable for either RH or LHD cars. Satin black powder coated. **MP1154 £217.50**



Engine Mounting Brackets. These engine mounting brackets are designed only to be used with our GRP4 Fabrications crossmembers. X/Flow & BDA RHD **MP1156 £46.50**
 X/Flow & BDA LHD **MP1157 £46.50**
 SOHC Pinto **MP1158 £46.50**



Chassis Mounting Kit. All engine plates are cut from 8 or 10mm high tensile steel plate and all tubes from CDS tube. New chassis bracket design now gives more exhaust manifold clearance and better angular positioning of mounting tubes. Kit must be cut and welded to suit application. Duratec HE I4 **MP1168 £70.90**
 X/Flow & BDA **MP1169 £70.90**
 SOHC Pinto **MP1169 £70.90**

Tension Strut Kits



Tension Strut Kit. Complete kit including all fittings and Aurora AM10T rose joints. FIA compliant. Tarmac spec MP1162 £349.90 Gravel spec MP1160 £398.95

Tension Strut ARB Kit



Tension Strut Anti-Roll Bar Kit. 5/8" works type front kit. To be used in conjunction with above Tension strut kits. MP1165 £138.95

Panhard Rod Kits



Panhard rod kit (fixed tower). 3 holes in the tower allow for Tarmac and Gravel ride height settings. The towers are perfectly shaped to fit the contour of the body and include a HD strengthening plate to help prevent cracking of the boot floor.

LH mounted tower kit MP1198 £87.00
RH mounted tower kit MP1197 £87.00

Anti Tramp Kits



Rear anti tramp (radius arm) kit. Supplied with Superflex chassis bush. Original kit as fitted to all RWD RS Escorts. Kit uses two forward facing link bars that help eliminate axle tramp and axle steer. Straight type - suits Escort Mk1 to 10/73 and all turreted Escorts. MP1190 £83.50
Angled type - suits Escort Mk1/2 from 10/73 (except turreted Escorts). MP1191 £83.50

4 Link Kits



(1) Clubman 4 link kit with reinforced body boxes, TIG welded link bars (Zinc plated), axle brackets and all hardware (supplied with high quality Aurora XM8T rose joints) MP1170 £203.50

(2) Heavy duty 4 link kit designed to cope with modern high powered Escorts. 50mm wide boxes. HD strapped (TIG welded) link bars (Zinc plated) incorporating 2 piece poly-bush with 12mm high tensile bolt. Body boxes have triple wall design (6mm) to prevent bolts pulling through. Specially developed Tarmac spec HD axle brackets. The ultimate in axle location for any high powered Escort. MP1172 £369.95

Rear Coilover Kit

High quality rear coil over kit, consists of zinc plated threaded tube, billet machined locking ring, spring seat and top cap. Priced each



MP1200 £57.95

PTFE Slipper Kits

PTFE Slipper Kit. TIG Welded for strength and Zinc plated.



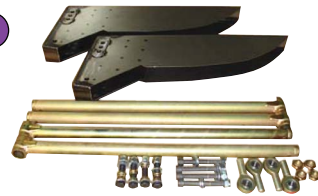
Escort Mk1 MP1180 £82.50
Escort Mk2 MP1181 £82.50

Watts Linkage Kits



These GRP4 manufactured kits offer the customer many advantages over alternative kits such as; high quality fabrication and machining, high quality Aurora rose joints, TIG welded and Zinc plated rods, formed rear cover for extra rigidity, removable Watts pin, Watts cover pin and swivel designed for ease of lubrication. Available for English or Atlas axles and for LH or RH exhausts.

English axle LH exhaust MP1210L £291.50
English axle RH exhaust MP1210R £291.50
Atlas axle LH exhaust MP1211L £324.50
Atlas axle RH exhaust MP1211R £324.50



(3) 4 link kit GP4 spec. MK2 works type 2 piece 4 link kit, including HD strapped link bars, multi piece fitting kit, Diamond brackets and hardware fitting kit (supplied with high quality Aurora XM8T rose joints). MP1174 £415.90

(4) Mk1 GP4 Short 4 Link Kit. Works spec Mk1 short 4 link kit, comes with strapped bars and all fittings, including Aurora AM8T rose joints. MP1176 £438.95

Turret Kits



Repositions the rear shock absorbers to a vertical position as far outboard as possible. This ideal location provides greater damping efficiency. Sold as a pair.

Square type rear turrets Mk1 MP1205 £60.95
Round type rear turrets Mk2 MP1206 £92.50

Compression Strut Kit



Compression Strut Kit, (In Situ type). TIG welded for superior strength and assembled with Aurora XM8T Rose joints. MP1166 £160.50

Compression Strut ARB Kit

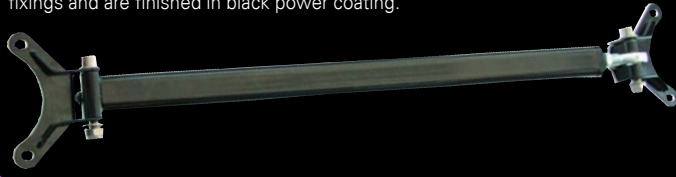


5/8" works type front anti roll bar kit with chassis brackets and fitting kit. To be used in conjunction with above compression strut kit. MP1167 £175.00

Feature Product

ESCORT MK1/2 STRUT BRACES

Latest design HD strut brace for Mk1 and Mk2 Escorts. Made from steel, they are available in straight form to suit engines with sidedrafts (will not clear downdraft carbs). Built to a very high quality they feature TIG welding, competition spherical joint, stainless fixings and are finished in black power coating.



Description	Part No	Price
Straight, large hole -02/77	MP239L	£95.95
Straight, small hole 02/77-	MP239S	£95.95

STRUT BRACES



Strut braces act to maintain suspension geometry providing increased road holding and reducing tyre wear. They also provide additional stiffening of the inner wings thus enhancing the safety characteristics of the vehicle. Fixings are not supplied with any brace. In many cases M8 nuts and bolts are adequate, but larger fixings may be more suitable for extreme uses.

Application	F/R	Make	Type	Adjustment	Part No.	Price
Escort Mk1/2 -02/77 straight	F	GRP4	Steel	Side	MP1130	£46.50
Escort Mk2 02/77- straight	F	GRP4	Steel	Side	MP1131	£46.50
Escort Mk1/2 weld-on straight	F	GRP4	Steel	Side	MP1134	£46.50
Escort Mk1/2 weld-on straight	F	GRP4	Alloy/steel	Side	MP1135	£46.50
Escort Mk1/2 -02/77 oval	F	GRP4	Steel	Side	MP1138	£61.90
Escort Mk2 02/77- oval	F	GRP4	Steel	Side	MP1139	£61.90
Escort Mk3/4	F	OMP	Steel	None	OMP1608	£125.00
Fiesta Mk2 XR2	F	OMP	Steel	None	OMP1629	£109.99
Fiesta Mk2 XR2	R	OMP	Steel	None	OMP1630	£60.00
Fiesta Mk3 XR2i/RS Turbo	F	OMP	Steel	Side	OMP1658	£127.50
Fiesta Mk3 XR2i/RS Turbo	R	OMP	Steel	None	OMP1659	£94.99
Sierra/Escort Cosworth	F	OMP	Alloy	None	OMP1619	£164.95
Sierra/Escort Cosworth	R	OMP	Alloy	None	OMP1620	£159.95

COSWORTH REAR TRAILING ARM BUSHES

Direct replacement for the original Ford rear trailing arm bushes which are no longer available. Manufactured to the original Ford specification including the crucial spherical bearing as fitted to Sierra and Escort Cosworth models only. Ensures no movement at joint unlike flexible replacement bushes which are often substituted.



Outer (large) bush, each	SC900	£86.95
Inner (small) bush, each	SC901	£86.95

POWER STEERING SUPPLY PIPES

High pressure power steering pipe - standard fitment with crimped high pressure hose and silver passivate ends - connects the power steering rack to the power steering pump. RHD models.



Sierra/Sapphire Cosworth 2wd	PSP1	£116.95
Sapphire Cosworth 4wd -08/90	PSP2	£116.95
Sierra/Escort Cosworth 4wd 08/90-	PSP3	£116.95

SPHERICAL ROD ENDS

Spherical Rod End				Rubber Boot			
Bore	Thread	Hand	Load lbs	Part No	Price	Part No	Price
5/16"	5/16"	R/H	2,784	KMR5T	£6.40	RDB4	£4.50
5/16"	5/16"	L/H	2,784	KML5T	£6.40	RDB4	£4.50
3/8"	3/8"	R/H	3,915	KMR6T	£7.50	RDB6	£4.50
3/8"	3/8"	L/H	3,915	KML6T	£7.50	RDB6	£4.50
7/16"	7/16"	R/H	4,218	KMR7T	£9.20	RDB6	£4.50
7/16"	7/16"	L/H	4,218	KML7T	£9.20	RDB6	£4.50
1/2"	1/2"	R/H	6,660	KMR8T	£11.75	RDB6	£4.50
1/2"	1/2"	L/H	6,660	KML8T	£11.75	RDB8	£5.50
1/2"	5/8"	R/H	12,807	KMR8-10T	£11.75	RDB8	£5.50
1/2"	5/8"	L/H	12,807	KML8-10T	£11.75	RDB8	£5.50
5/8"	5/8"	R/H	7,364	KMR10T	£16.50	RDB8	£5.50
5/8"	5/8"	L/H	7,364	KML10T	£16.50	RDB8	£5.50
3/4"	3/4"	R/H	11,518	KMR12T	£19.00	RDB10	£5.95
3/4"	3/4"	L/H	11,518	KML12T	£19.00	RDB10	£5.95



Precision Series Rod Ends - Teflon lined 3 piece race car quality rod end at a price favourable against pressed construction budget bearings.

POWER STEERING ESCORT MK1/2



Professional power steering kits to convert Escorts by simply replacing the steering column assembly and providing electrical power to the loom. Kit is based on a powder coated 2mm tube (thicker than standard) for extra strength and rigidity. A 19mm lower shaft replaces the much smaller vulnerable splined shaft and is fitted with a rally tested steering knuckle. A top roller bearing eliminates lateral and longitudinal steering wheel movement. The latest multi position assistance control switch with built in thermal fuse allows for in-car adjustment of the amount of assistance the motor delivers. The current specifications and attention to detail make these kits the most durable on the market. Note: Mk1 kits cannot be used with original column trim and switches but they can be substituted for Mk2 items.

Escort Mk1 PS kit LHD	PSKE1L	£825.00
Escort Mk1 PS kit RHD	PSKE1R	£825.00
Escort Mk2 PS kit LHD	PSKE2L	£825.00
Escort Mk2 PS kit RHD	PSKE2R	£825.00
Optional ECU bracket	PSK BK	£25.90

FRONT WISHBONES

Application	LH Arm	Price	RH Arm	Price
Cortina Mk3/4/5 front upper joint only	Q SJ662S	£12.50	Q SJ662S	£12.50
Cortina Mk3/4/5 front lower joint only	Q SJ663S	£12.50	Q SJ663S	£12.50
Escort Mk5/6	Q SA1355S	£19.99	Q SA1356S	£19.99
Fiesta XR2i 8v (10/90-) & RS Turbo	Q SA1651S	£34.99	Q SA1650S	£34.99
Fiesta Mk3 (not XR/RS) -01/94	Q SA1474S	£25.50	Q SA1473S	£27.50
Fiesta Mk3 16v -01/94	Q SA1432S	£35.95	Q SA1431S	£35.95
Fiesta Mk3 without power steering 01/94-	Q SA1429S	£28.50	Q SA1428S	£28.50
Fiesta Mk3 power steering models	Q SA1472S	£26.50	Q SA1471S	£26.50
Fiesta Mk4/5 (without PS) 09/95-08/02	Q SA1895S	£29.95	Q SA1896S	£29.95
Fiesta Mk4/5, Puma (with PS) 09/95-02/02	Q SA1897S	£29.95	Q SA1898S	£29.95
Fiesta Mk6 02/02-08	Q SA1984S	£53.95	Q SA1985S	£53.95
Fiesta Mk7 08- (not ST)	Q SA2427S	£65.95	Q SA2428S	£65.95
Focus Mk1	Q SA1710S	£38.50	Q SA1709S	£38.50
Mondeo Mk1/2 (not ST200)	Q SA1425S	£25.50	Q SA1424S	£25.50



STEERING RACKS & RACK GAITERS



We stock a range of reconditioned steering racks covering most popular Ford applications. Many other applications are available to order.

The prices of the racks are on an exchange basis. A surcharge price will be charged on all racks supplied. A refund will be given on the surcharge only on return of a unit suitable for reconditioning.

All units carry a road 12000 mile/12 month warranty (limited to whichever occurs first) against faulty manufacture and materials.

We also supply replacement rack gaiters, which are supplied in pairs.



Application	Exchange Racks		Rack Gaiters	
	Part No.	Price	Part No.	Price
Capri, manual rack	XLR110	£74.95	TSG3	£14.95
Capri, power rack	XLR112	£349.90	TSG21	£11.95
Cortina Mk3/4/5 manual rack	XLR121	£54.95	TSG4	£14.50
Escort Mk1 (short pinion, 1/4") inc. RS2000	XLR100	£74.95	TSG3	£14.95
Escort Mk1 (long pinion, 8") RS1600/Mexico/Twin Cam	XLR350	£74.95	TSG3	£14.95
Escort Mk2 inc. RS	XLR105	£59.95	TSG3	£14.95
Escort/Orion Mk3/4 inc. RS	XLR108	£55.00	TSG4	£14.50
Escort RS Cosworth	XLR003	£185.00	TSG21	£11.95
Fiesta Mk1 (not XR2)	XLR115	£34.99	TSG3	£14.95
Fiesta Mk1 XR2	XLR507	£48.00	TSG3	£14.95
Fiesta Mk2 (not XR2)	XLR116	£30.00	TSG3	£14.95
Fiesta Mk2 XR2	XLR508	£30.00	TSG3	£14.95
Fiesta Mk3 manual rack (not Turbo/1.8)	XLR505	£60.00	TSG4	£14.50
Fiesta Mk3 manual rack Turbo/1.8	XLR606	£96.00	TSG4	£14.50
Sierra, manual rack	XLR126	£60.00	TSG4	£14.50
Sierra Cosworth 2wd	XLR446	£185.00	TSG21	£11.95
Sierra Cosworth 4wd	XLR003	£185.00	TSG21	£11.95
Steering arm locknuts: 1/2" UNF	LN12F	£1.00		
M14	LN14	£0.60		

STEERING EQUIPMENT

Quick Rack Steering Rack Kits



High quality quick rack and pinions manufactured by Quaife. Specially made to reduce the lock to lock movement giving more responsive steering at high speeds. Please do not confuse these kits with inferior quality alternatives currently available on the market.

Application	Turns	Part No.	Price
Escort Mk1/2, short stem kit RHD	2.2	QUAQR1	£139.99
Escort Mk1, long stem kit RHD	2.2	QUAQR2	£139.99
Escort Mk1/2, short stem kit RHD	2.5	QUAQR3	£139.99
Escort Mk1/2, short stem kit LHD	2.5	QUAQR4	£139.99
Escort Mk3/4, RHD	2.78	QUAQR5	£164.99
Sierra RHD	2.8	QUAQR6	£168.00

High Ratio Steering Racks

Complete new 2.4 high ratio steering racks for Escort Mk1/2. Specially made to reduce the lock to lock movement giving more responsive steering at high speeds. Made to OEM quality and fitted with HD tie rod/rack shaft ball solution. Note that both racks have metric ends - Mk1 models will need to use RS2000 tie rod ends. Racks are short stem type.

LHD steering rack	MP195	£186.00
RHD steering rack	MP196	£169.90

Heavy Duty High Ratio Steering Racks

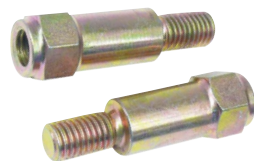
Complete heavy duty 2.4 high ratio steering racks for Escort Mk1/2.

- Large diameter rack shaft (25mm)
- Large diameter tie rods (14mm)
- Pre load pad in sintered steel
- Phosphor bronze pinion support bush
- Heavy duty steel centre support tube
- 133mm total stroke length

Supplied with poly mounts and HD clamps. Note that both racks have metric ends - Mk1 models will need to use RS2000 tie rod ends. Racks are short stem type.

LHD HD steering rack	MP197	£221.40
RHD HD steering rack	MP198	£209.40

Steering Rack Rod Extenders



Extends the rack tie rods using an extension piece for a variety of non-standard applications. Suits all racks with an M14x2 tie rod (Escort Mk2, Cortina Mk3/4/5, Sierra, Granada, etc). Supplied per pair.

40-50mm extenders (80-100mm track width)	TRE50	£23.40
120-130mm extenders (240-260mm track width)	TRE130	£31.80

Steering Coupling Repair Kit

Polyurethane rubber repair kit for original Ford steering couplings. Fits Escort Mk1/2, this kit is likely to fit other applications as well. Rubber disc has holes drilled at 45.5mm PCD.

	SF1159K	£55.90
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Steering Column Escort Mk2



Escort Mk2 steering column bulkhead grommet. Replaces original grommet which is usually split.

	PL105	£8.50
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Replacement column bushes made in nylon.

Top bush	MP1010	£4.20
Bottom bush	MP1011	£4.20

GP4 Escort Steering Coupling



Heavy duty pressed steel UJ type, replaces rubber disc.	MP207	£24.95
As above, cast type	MP1199	£49.90
Cast long type 89mm	MP1201	£72.50

Tie Rod Ends

Replacement steering tie rod ends. Priced each.

Application	Part No.	Price
Capri Mk1/2/3	QR2377S	£8.95
Cortina Mk1 LHT	QR1019LHT	£13.50
Cortina Mk1 RHT	QR1019RHT	£13.50
Cortina Mk2	QR1165	£15.00
Cortina Mk3/4/5	QR1384S	£8.95
Escort Mk1	QR2377S	£8.95
Escort Mk2 (not RS)	QR1384S	£8.95
Escort Mk2 RS	QR4118S	£19.50
Escort Mk2 RS - genuine Ford	5021412	£47.50
Escort Mk3/4	QR2377S	£8.95
Escort Mk5/6 (not Cosworth) LH	QR2688S	£9.95
Escort Mk5/6 (not Cosworth) RH	QR2687S	£9.95
Escort Cosworth LH	QR1834S	£9.95
Escort Cosworth RH	QR1833S	£9.95
Fiesta Mk1/2/3 -01/94	QR2377S	£8.95
Fiesta Mk3 01/94-09/95 & Ka	QR2926S	£10.90
Fiesta 09/95-11/01/Puma LH	QR9964S	£9.95
Fiesta 09/95-11/01/Puma RH	QR9961S	£9.95
Fiesta Mk6 11/01-08 LH	QR3289S	£11.95
Fiesta Mk6 11/01-08 RH	QR3290S	£12.95
Fiesta Mk7 08- LH	QR3685S	£17.50
Fiesta Mk7 08- RH	QR3686S	£17.50
Focus Mk1 inc ST & RS LH	QR3232S	£9.95
Focus Mk1 inc ST & RS RH	QR3231S	£9.95
Focus Mk2 inc ST & RS LH	QR3420S	£9.95
Focus Mk2 inc ST & RS RH	QR3421S	£9.95
Granada Mk1/2	QR1384S	£8.95
Sierra inc. Cosworth LH	QR1834S	£9.95
Sierra inc. Cosworth RH	QR1833S	£9.95

Escort Mk1/2 Steering Rack Parts

High quality, lightweight aluminium alloy rack mounts. Replaces original type and removes need for bushes.

Escort Mk1/2 (pair)	MP201MB	£27.95
Std type pressed steel rack mounts (pair)	MP206	£19.99
Escort Mk1/2 Heavy duty rack mounting bushes (pair)	MP201	£6.65
Escort Mk1/2 Polyurethane rack mounting bushes (pair)	SF0932K	£14.50
Steering rack clamp locktab: Escort Mk1/2, Capri Mk1/2/3 (not power steering) and Cortina Mk3/4/5. Suit original clamps only. Price Each.	LOCKTAB2	£2.65
Escort Mk1/2 HD bronze rack bush	MP1012	£15.50

Escort/Capri Steering Arms



New forged steering arms to suit all Escort and Capri struts with removeable steering arms. Supplied as a pair. ESCARM £79.90

Alternative GRP4 Fabrications steering arm, drop forged from high tensile steel alloy to original specification. Conforms to FIA and MSA regulations. Hard wearing black powder coat finish. Supplied per side LH & RH. MP1005 £105.95

Steering arm bolt, castle nut and split pin kit (set of 4) MP1006 £20.00

SUPERFLEX POLYURETHANE SUSPENSION BUSHES

SuperFlex polyurethane suspension bushes are individually designed to take full advantage of the special characteristics of polyurethane - its durability and exceptional friction-absorbing capability that is not possible with conventional rubber. Critical crush, pre-load, and location factors are calculated to achieve positive, responsive driver feedback, which complements a vehicle's roadholding capability - coupled with ride refinement. The performance and quality of SuperFlex bushes is backed by a full 3-year road warranty. **ALL BUSHES ARE PRICED IN CAR SETS**



Description	Part No	Price
Anglia 105E		
Front inner TCA	SF0930KSS	£17.95
Leaf spring front	SF1682KSS	£59.95
Leaf spring rear	SF0934K	£13.90
Leaf spring shackle to chassis	SF0934K	£13.90
Handbrake rod to axle guide	SF1828K	£5.50
Capri		
Front outer TCA	SF0420KSS	£26.90
Front outer TCA stainless washer kit	SF0420WKSS	£23.50
Front inner TCA	SF0930KSS	£17.95
Front ARB mount 19mm Mk1	SF2045/19	£15.95
Front ARB mount 20mm Mk2/Mk3 -09/79	SF2045K/20	£15.95
Front ARB mount 22mm Mk2/Mk3 -09/79	SF2045K/22	£15.95
Front ARB mount 20mm Mk3 09/79-	SF1004/20K	£16.99
Front ARB mount 22mm Mk3 09/79-	SF1004/22K	£16.99
Front ARB mount 24mm Mk3	SF1004/24K	£16.99
Steering rack mount kit (not PAS)	SF0932K	£14.50
Leaf spring front	SF0293KSS	£40.99
Leaf spring rear	SF0581/380KSS	£38.95
Leaf spring shackle to chassis	SF0934K	£13.90
Leaf spring saddle insulator	SF1979K	£63.95
Rear ARB mount 10mm	SF2045K/10	£15.95
Rear ARB mount 12mm	SF2045K/12	£15.95
Rear ARB mount 14mm	SF2045K/14	£15.95
Rear ARB to chassis	SF1426KSS	£42.90
Radius arm to chassis Mk1 -08/72	SF0297KSS	£41.50
Radius arm to axle Mk1 -08/72	SF0298KSS	£49.90
Bilstein rear damper lower eye	SF0741-2KSS	£17.50
Spax rear damper lower eye	SF1860KSS	£29.95
Handbrake rod to axle guide	SF1828K	£5.50
Rear bump stop kit - Mk2/Mk3	SF0417KSS	£69.95
Cortina Mk1/2		
Front outer TCA Mk1	SF0233KSS	£34.50
Front outer TCA stainless washer kit for above	SF0233WKSS	£38.95
Front outer TCA Mk2	SF0420KSS	£26.90
Front outer TCA stainless washer kit for above	SF0420WKSS	£23.50
Front inner TCA Mk1 GT/Lotus & Mk2	SF0930KSS	£17.95
Front ARB mount 19mm	SF2045/19	£15.95
Steering drag link Mk1	SF0429K	£26.50
Steering drag link Mk2	SF1449K	£9.50
Leaf spring front	SF0293KSS	£40.99
Leaf spring rear -10/68	SF0934K	£13.90
Leaf spring rear 10/68-	SF0294KSS	£38.95
Leaf spring shackle to chassis	SF0934K	£13.90
Leaf spring saddle insulator (where fitted)	SF1979K	£63.95
Radius arm to axle GT/Lotus	SF0930KSS	£17.95
Radius arm to chassis GT/Lotus	SF1168KSS	£36.95
Handbrake rod to axle guide Mk1	SF1828K	£5.50
A Frame apex, Lotus -06/65	SF2333KSS	£19.50
A Frame apex swivel, Lotus -06/65	SF2430K	£10.00
A Frame to chassis, Lotus -06/65	SF2334KSS	£32.50
A Frame trailing arm front, Lotus -06/65	SF0293KSS	£40.99
Cortina Mk3/4/5		
Front ARB 16mm Mk3/4	SF1450K/16	£14.95
Front ARB 18mm Mk5	SF1450K/18	£14.95
Front ARB 20mm Mk5	SF1450K/20	£14.95
Front tie bar set -07/73	SF0590KSS	£56.70
Front tie bar set 07/73-	SF0046KSS	£29.95
Front ARB link set	SF2950-8K	£18.50
Front inner lower wishbone	SF0262KSS	£33.50
Front inner upper wishbone	SF1401KSS	£151.90
Front subframe front	SF1547KSS	£56.95
Front subframe rear	SF1548KSS	£62.50
Front bump stop	SF0007K	£12.95
Steering rack mount kit (not PAS)	SF1187K	£23.50
Rear upper arm to chassis Mk3 (except 2.0 12/73-)	SF1087KSS	£24.50
Rear upper arm to chassis Mk4/5 & 2.0 Mk3 12/73-	SF0219KSS	£38.95
Rear upper arm to axle	SF0219KSS	£38.95
Rear lower arm chassis Mk3	SF0847KSS	£31.90
Rear lower arm chassis Mk4/5	SF0276KSS	£34.99
Rear lower arm bush on axle	SF0695/12KSS	£39.50
Rear spring to lower arm 6.5, 12.7, 16 or 19 mm	SF0208	£24.50
Rear ARB to link 12mm	SF1089/12K	£8.50
Rear ARB to link 16mm	SF1089/16K	£8.50
Rear ARB end 12mm	SF2332-12K	£20.95
Rear ARB end 16mm	SF2332K	£12.95

Description	Part No	Price
Escort Mk1/2		
Front outer TCA	SF0420KSS	£26.90
Front outer TCA stainless washer kit	SF0420WKSS	£23.50
Front inner TCA	SF0930KSS	£17.95
Front ARB mount 19mm Mk1	SF2045/19	£15.95
Front ARB mount 20mm Mk2	SF2045K/20	£15.95
Front ARB mount 22mm Mk2	SF2045K/22	£15.95
Front ARB mount 20mm double width (2 off)	SF0312-2K/20	£17.50
Front ARB mount 22mm double width (2 off)	SF0312-2K/22	£17.50
Front ARB mount 20mm double width (3 off)	SF0312-3K/20	£26.50
Front ARB mount 22mm double width (3 off)	SF0312-3K/22	£26.50
Steering rack mount kit	SF0932K	£14.50
Leaf spring front Mk1	SF0293KSS	£40.99
Leaf spring front Mk2	SF0935KSS	£44.50
Leaf spring rear Mk1	SF0294KSS	£38.95
Leaf spring rear Mk2	SF0933KSS	£38.50
Leaf spring shackle to chassis	SF0934K	£13.90
Leaf spring saddle insulator Mk1	SF1979K	£63.95
Leaf spring saddle insulator Mk2	SF2112K	£61.90
Rear ARB mount 12mm (not RS)	SF2045K/12	£15.95
Rear ARB mount 14mm (not RS)	SF2045K/14	£15.95
Rear ARB to chassis (not RS)	SF2281KSS	£29.50
Radius arm to chassis set RS	SF1168KSS	£36.95
Radius arm to axle set RS	SF0930KSS	£17.95
Rear damper crossmember to floor -11/73	SF2163KSS	£32.95
Bilstein rear damper lower eye	SF0741-2KSS	£17.50
Spax rear damper lower eye	SF1860KSS	£29.95
Handbrake rod to axle guide	SF1828K	£5.50
Escort Mk3/4		
Front inner TCA Mk3 only	SF0770KSS	£33.95
Front top shock absorber mount	SF2205K	£65.95
Front outer TCA	SF0634KSS	£31.90
Front ARB mount 18mm S1 RS Turbo	SF0803/18K	£15.95
Front ARB mount 24mm S2 RS Turbo/XR3i	SF0177/24K	£25.90
Steering rack mount	SF2524K	£21.95
Rear tie bar to wishbone	SF0634KSS	£31.90
Rear inner wishbone	SF1542KSS	£66.95
Rear ARB mount 12mm S1 RS Turbo	SF1543K/12	£11.95
Rear ARB mount 14mm	SF1543K/14	£11.95
Rear ARB mount 16mm S2 RS Turbo/XR3i	SF1543K/16	£11.95
Rear tie bar to chassis	SF1545KSS	£24.50
Rear wishbone to hub	SF1563KSS	£94.50
Fiesta Mk1/2		
Front inner TCA	SF0818KSS	£32.95
Front tie bar to chassis Mk1	SF1272KSS	£35.95
Front tie bar to chassis Mk2	SF1273KSS	£31.50
Rear tie bar	SF1546KSS	£149.00
Rear panhard rod	SF1556KSS	£21.95
Rear ARB mount 12mm	SF1543K/12	£11.95
Rear ARB mount 14mm XR2 Mk2	SF1543K/14	£11.95
Rear damper upper	SF0813K	£32.50
Granada Mk1/2		
Front ARB sizes 20-28mm Mk1/2	SF1450K	£14.95
Front tie bar Set Mk1 -04/74	SF0590KSS	£56.70
Front tie bar Set Mk1/2 04/74-	SF0046KSS	£29.95
Front ARB link pin to bar	SF2950-4K	£9.50
Front ARB link pin to lower Z bracket	SF2092B-4K	£8.95
Front inner lower control arm	SF2018KSS	£38.95
Front inner upper wishbone	SF1401/14KSS	£151.50
Front subframe lower front	SF1547/14KSS	£56.95
Front subframe upper rear	SF2076K	£111.90
Rear inner trailing arm	SF0914KSS	£34.90
Rear outer trailing arm	SF0915KSS	£41.50
Rear crossmember beam	SF2568KSS	£119.00
Sierra Base, XR & Sierra/Escort Cosworth		
Front outer TCA	SF0672KSS	£47.95
Front inner TCA (Sierra base & XR4i)	SF0770KSS	£33.95
Front inner TCA (Cosworth & XR4x4)	SF0706KSS	£29.50
Front ARB mounting 24mm	SF0704K/24	£29.95
Front ARB mounting 26mm XR4x4	SF0704K/26	£29.95
Front ARB mounting 28mm Sierra Cosworth	SF0704K/28	£29.95
Front ARB mounting 29mm Escort Cosworth	SF0704K/29	£29.95
Front top shock absorber mount	SF2205K	£65.95
Power steering rack mount (2wd including Cosworth)	SF2218KSS	£37.99
Power steering rack mount (4x4 including Cosworth)	SF2740KSS	£43.50
Rear beam mounting	SF2568KSS	£119.00
Rear trailing arm outer	SF0915KSS	£41.50
Rear trailing arm inner	SF0914KSS	£34.90
Rear ARB mount 12mm XR4x4	SF1543K/12	£11.95
Rear ARB mount 14mm XR4i/3 door Cosworth	SF1543K/14	£11.95
Rear ARB mount 16mm Sapphire Cosworth 2wd	SF1543K/16	£11.95
Rear ARB mount 18mm Sapphire Cosworth 4wd	SF1543K/18	£11.95
Rear ARB mount 22mm Escort Cosworth	SF1677K/22	£10.99

Classic CS



Fixed back traditional bucket seat. The hallmark of original cobra sports seat with deep bucket sides and comfortable well rounded support. Constructed in a traditional manner and bearing the same styling that has made it famous for over two decades. The Classic will always live up to its name.

- Traditional fixed back bucket seat for fast road use
- Deep sided bucketed support
- Retro compact styling
- Tubular steel construction with integrated suspension unit
- Side harness slots for historic motorsport applications
- Low base cushion for maximum head and legroom
- Low back for traditional sports and vintage cars
- Base mounted using Cobra baseframes

Standard colours and fabrics

- Black spacer fabric*
- Black vinyl
- Grey vinyl

Optional extras include:
Two colour option, piping and leather. P.O.A.

Standard Classic CS*
Price from £246.00 each

Roadster SR



A new classic seat from Cobra designed to mimic bygone eras of early rally cars. With a specially developed and strengthened frame, this seat replicates the true feel of an early steel framed bucket but manufactured with the very latest techniques. Features include a steel mounted base section with independently constructed rear upright frame to enable maximum legroom and deep secure lateral holding. Available in an extensive range of colours with or without piping to match any classic interior.

- Traditional fixed back bucket seat for fast road use
- Deep bucket for lateral support
- Ideal for Cobra replica vehicles and similar classics
- Roadster PS also available with 50mm narrower base
- Tubular steel construction with integrated suspension unit
- Low base cushion for maximum head and legroom
- Base mounted using Cobra baseframes

Standard colours and fabrics

- Black vinyl/black vinyl piping*
- Grey vinyl/grey vinyl piping*

Optional extras:
Leather. P.O.A.

Standard Roadster SR*
Price from £222.00 each

FIA Historic



A classically styled narrow FIA competition seat. A classically styled race seat with the latest technology underpinning a lightweight composite shell. The FIA historic looks at home in any classic race car and with its narrow footprint will fit into the most challenging of cockpit spaces.

- FIA Homologated to 8855-1999
 - 5/6 Point Harness Facility
 - Compact dimensions for narrow cockpits
 - One piece heavy duty weather resistant Vinyl cover
 - Extensive Fabric, Vinyl and Leather Signature options available
 - Side Mounted to Cobra Side Mounts only
- Standard colours and fabrics:
- Black Vinyl/Piping
 - Grey Vinyl/Piping

Optional extras include:
Two colour option, piping and leather. P.O.A.

FIA Historic
Price from £492.00 each

Clubman



Fixed back fast road bucket seat. The new Clubman is a massive leap in quality and style, yet still represents a true value for money sports seat. Improvements to the frame and cushioning ensure unparalleled comfort and support.

- Tubular steel construction.
- Integral headpad and shoulder supports.
- Deep sided bucketed support.
- Silver coloured harness slots.
- Anthracite suede tec wear patches.
- Integral lumbar support cushion.
- 4 point harness facility.
- Outline embroidered badge in silver on headpad.
- Base mounted using Cobra baseframes.

Standard colours and fabrics:

- Black spacer fabric with anthracite suede tec wear patches.*
- Royal blue spacer fabric with anthracite suede tec wear patches.*
- Red spacer fabric with anthracite suede tec wear patches.*
- Grey spacer fabric with anthracite suede tec wear patches.*

Optional extras include:
Two colour spacer fabric, soft grain vinyl, leather and coloured logo. P.O.A.

Standard Clubman*
Price from £228.00 each

Imola Pro



Cobra's composite technology is unsurpassed in providing a competition seat with unparalleled strength at an unbelievably light weight and has the choice of GRP, Kevlar or carbon shell in two widths. This hugely successful seat has attained new levels of specification. All this with Cobra's legendary quality and strength - there are no alternative.

- Full composite construction lightweight shell
- Integral Hans friendly headpad and shoulder supports
- Deep sided bucketed support
- Full 5/6 point harness facility
- Adjustable/removable centre cushions
- Full FIA 8855-1999 approval
- Available in Extra (GT) Width option (+ 30mm width)
- Side Mounted to Cobra Side Mounts only

Standard colours and fabrics

- Black, royal blue, red or grey spacer fabric all over with anthracite suede tec patches*

Optional extras include:
Kevlar or carbon construction, two colour spacer fabric, leather, leather/alcantara and coloured logo. P.O.A.

Standard Imola Pro*
Price from £432.00 each

Classic RS



Fixed back traditional bucket seat. The hallmark of original cobra sports seat with deep bucket sides and comfortable well rounded support.

- Height adjustable head restraint
- Deep sided bucketed support
- Tubular steel construction with integrated suspension unit
- Low base cushion for maximum head and legroom
- Low back for traditional sports and vintage cars
- Base mounted using Cobra baseframes

Standard colours and fabrics

- Black Vinyl outers/Black Corduroy centres/Black Vinyl Piping*
- Black Vinyl all over/Black Vinyl Piping
- Black Vinyl outers/Houndstooth Fabric centres/Black Vinyl Piping
- Black Leather outers/Black Corduroy centres/Black Leather Piping
- Black Leather all over/Black Leather Piping
- Black Leather outers/Houndstooth Fabric centres/Black Leather Piping

Optional extras include:
Two colour option, piping and leather. P.O.A.

Standard Classic RS*
Price from £246.00 each

Cub Seat



Developed to cater for those vehicles requiring the traditional Cobra style but short on space, the Cub Seat provides everything the Classic does in a remarkably compact package. Narrow lowered sides and a thinner cushion profile ensure that cockpit space is maximised without compromising comfort or support.

- Traditional fixed back bucket support for fast road use
- Deep sided bucketed support
- Retro compact styling
- Extra narrow for specialised fittings
- Lower base cushion for height restricted vehicles
- Tubular steel construction
- Optional headrest (+£50)
- Base mounted using Cobra baseframes

Standard colours and fabrics

- Black Spacer Fabric*
- Black Vinyl
- Grey Vinyl
- Black Leather
- Grey Leather

Optional extras include:

Two colour vinyl, leather and piping. P.O.A.

Standard Cub Seat*
Price from £180.00 each

Roadster SS



Based on the timeless design of the Classic seat, the new Roadster SS benefits from upgraded framework and cushioning resulting in a supremely comfortable seat design specifically for replica 'Cobra' vehicles. A narrow base and low cushioning maximise legroom, but also means this seat is perfect for any period styled cars where space in the cockpit is at a premium.

- Narrow fitting for 'AC Cobra' style cars
- Backrest angle and base maximise space
- Dual density foam for comfort
- Tubular steel construction
- Integral head restraint
- Deep sided lateral support

Standard colours and fabrics

- Black or Grey Vinyl with matching piping*
- Black or Grey Leather with matching piping

Optional extras include:

Two colour vinyl, leather and piping. P.O.A.

Standard Roadster SS*
Price from £222.00 each

Le Mans



A revised 2007 version of the classic reclining seat from Cobra. Full recline and tilt forward facility featuring an original Keiper Recaro mechanism and adjustable headrest. Trimmed sympathetically towards 80s and 90s performance Fords, this makes an ideal replacement seat for that original look.

- Height adjustable head restraint.
- Defined side cushions for lateral support.
- Dual sided recline facility.
- Dual sided tilt forward facility for two door cars.
- Ergonomic design.
- Orthopaedic backrest and lumbar support.
- Base mounted using Cobra base mounts.

Standard colours and fabrics:

- Black spacer fabric with anthracite suede tec wear patches.*
- Royal blue spacer fabric with anthracite suede tec wear patches.*
- Red spacer fabric with anthracite suede tec wear patches.*
- Grey spacer fabric with anthracite suede tec wear patches.*

Optional extras include:

Two colour spacer fabric, soft grain vinyl, leather, coloured logo and fitted seat heater and lumbar support. P.O.A.

Standard Le Mans *
Price from £420.00 each

Monaco Pro



Fixed Back Competition/Fast Road bucket seat. A full steel competition seat that's equally at home in fast road use as well as on the race track (FIA approved). With steel plated internals, protection is assured for competition, whilst the deep sides give maximum lateral support.

- Full steel construction with solid back and base for intrusion protection
- Integral headpad and shoulder supports
- Deep sided bucketed support
- Full FIA 1855-1999 approval
- Anti-submarine device
- Full FIA 8855-1999 approval
- Additional side impact protection
- Base and side mounted

Standard colours and fabrics:

- Black spacer fabric with anthracite suede tec wear patches.*
- Royal blue spacer fabric with anthracite suede tec wear patches.*
- Red spacer fabric with anthracite suede tec wear patches.*
- Grey spacer fabric with anthracite suede tec wear patches.*

Optional extras include:

Two colour spacer fabric or vinyl, piping, leather and coloured logo. P.O.A.

Standard Monaco Pro*
Price from £204.00 each

Roadster 7



A unique seat developed for 'Seven Style' vehicles where space is at a premium. Designed to maximise legroom by utilising the angle of the rear bulkhead, the Roadster Seven delivers incredible support and comfort not normally associated with these cars. Now available with numerous options including harness slots to accommodate a four point harness, the Roadster Seven won't just enhance your car, it will transform it.

- Narrow fitting for 'Seven Series' style cars
- Backrest angle and base maximise space
- Dual density foam for comfort
- Tubular steel construction
- Outline embroidered badge in silver on headpad
- Optional harness slots in headpad
- Integral head restraint
- Deep sided lateral support

Standard colours and fabrics:

- Black spacer fabric with black vinyl piping*
- Black vinyl with black vinyl piping*
- Grey vinyl with grey vinyl piping*

Optional extras include: Leather covering, two colour option, coloured logo and harness slots. P.O.A.

Standard Roadster 7*
Price from £366.00 each

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SEAT BELTS

Racing harnesses were initially developed for the aerospace and motorsport arenas, the main aim being to distribute deceleration forces evenly across a pilot's/driver's shoulders and pelvis in an accident or under severe braking. Selection of the correct harness for your application requires careful consideration as many formats exist. The following runs through the options available from the Burton range.

Three, Four, Five or Six Point

This refers to the number of anchorage points by which the harness is attached to the chassis. Basically, the more you have, the better the restraint.

Three point set-ups have a configuration relying on a location point either side of the seat and one behind the driver's head attaching the shoulder straps. This is the least expensive harness option, but in some situations the shoulder straps can rub against the driver's neck.

Four points are the middle ground and once installed are very similar in appearance to the three-point alternatives. The only difference is the shoulder straps locate separately. Obviously this directs the belts away from the neck, reducing the risk of rubbing during use. In addition, separate shoulder straps optimally distribute forces across the centre of the shoulder blades.

Finally, five and six point harnesses have the addition of a crutch strap. This can have either one connection point or two, hence the five or six point reference. The sole purpose of this additional restraint is to stop your body sliding under the lap strap during massive deceleration ('submarining'). It is common practice to see such precautions in motorsport.

Webbing Length

Take care when purchasing belts because designs will have varying lengths of webbing to accommodate differing chassis locations. An example of extremes is a Caterham, where the shoulder strap location is only an inch behind the driver's seat, compared to many rally cars where this location point may be on the floor. These extremes obviously require different lengths of webbing, so contact the technical team for advice.

2" or 3" Webbing

This refers to the width of the webbing on the harness. The standard road version (EC homologated) utilises a two inch width. Obviously the wider the straps, the greater dissipation of deceleration forces, explaining why FIA and SFI homologated harnesses utilise 3 inch wide webbing. Think carefully when making your selection as wider webbing can cause rubbing either side of your neck or even in the hip area in extreme situations.

Twist Buckle or Clip

The standard offering on seat belt harnesses designed for road use is a spring-loaded clip which requires the shoulder and lap straps to be permanently joined. These are more cumbersome to adorn but offer good value for money. A twist buckle commands a price premium and has all straps separately attached to a central hub. Twisting this central device immediately releases all the buckles, explaining why this quick-release system is the norm in motorsport to allow rapid driver and passenger exit.

Seating Considerations

Ensure your harness of choice is compatible with the seats fitted to your vehicle. Most high backed motorsport seats in this catalogue have two slots in the back and two in the sides to accommodate the harness webbing.

However, if you are intending to fit a crutch strap ensure the seat can accommodate this extra fitting.

Termination Points

Seat belt straps come with two main termination styles. The first is a spring-loaded clip (sometimes referred to as a snap hook) which attaches to an eye bolt fitted to the car. Burton can supply such eye bolts with threaded plates if a location point needs welding into your floor pan.

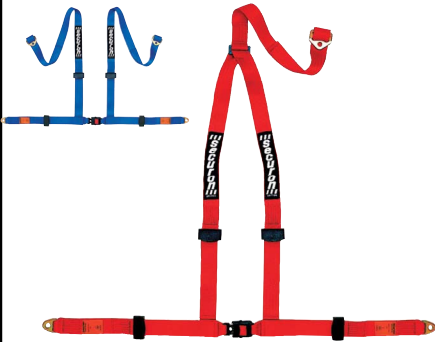
Alternatively, roll cages often have threaded tubes as standard to accept the eye bolts. The second style of termination is a simple plate with a hole to accept the industry standard 7/16" high tensile fixing bolts. The combination of these termination points vary from harness to harness, so ask for assistance from the technical team if you have a specific requirement.

Colour & Logos

Different seat belt manufacturers tend to have a colour of webbing associated with their brand. In addition, the shoulder straps have an embroidered manufacturer's logo. In more recent years such self-enforced industry colour restrictions have been relaxed and Burton stock belts in almost any colourway – even pink! This is useful because harnesses are extremely visible in an open top car, and their use to complement the interior is certainly worth noting.

SECURON HARNESSES

3/4 Point Harness - 46mm Straps



3 or 4 point harnesses with 46mm wide straps. Fixed point (bolt-in) type Clubman harness. ECE/EEC approved. Available in blue, red or black.

3 point	SEC628	£34.90
4 point	SEC629	£36.50

3/4 Point Harness - 46mm Straps



3 or 4 point harnesses with 46mm wide straps and 72mm wide load spreader behind buckle/tongue. Pin locking snap hooks for easy fixing. ECE/EEC approved. Available in blue, red or black.

3 point	SEC605	£45.35
4 point	SEC655	£51.30

O.E. Replacement Seat Belts



Manufactured in-house by the UK's leading independent manufacturer of seat belts. ECE/EEC approved. Priced below in black. Blue and red also available at extra cost.

Application	Part No	Price
Front: Capri Mk3, Cortina Mk5, Escort Mk5/6, Sierra, Mondeo	SEC500/15	£32.60
Anglia 105E, Cortina Mk1/2/4, Capri Mk1, Fiesta Mk1/2/3, Escort Mk1/2/3/4	SEC500/30	£33.60
Capri Mk2, Cortina Mk3	SEC500/45	£38.00
Rear: Anglia 105E, Escort Mk5/6, Capri Mk1/2/3, Escort Mk1, Cortina Mk1/2/3/4/5, Fiesta Mk1/2/3, Escort Mk2/3/4, Sierra, Mondeo	SEC254	£38.95
	SEC264	£36.00

3 Point Harness - 46mm Straps



3 point harness with 46mm wide straps and 72mm wide load spreader behind buckle/tongue. Fixed point (bolt-in) automatic retractable type Clubman harness. ECE/EEC approved. Available in black.

3 point	SEC700	£69.50
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MIRRORS



(1) Lucas Wing Mirror

Reproduction of the 406 Lucas mirror which was fitted on most British 50s & 60s cars. Stainless back and chrome stem. Handed LH & RH. MIRRORLUC £14.40

(2) Longbase Mirror

A popular fitment to Hotrods and old skool Fords. Stainless back and chrome stem. Glass diameter 112mm, base 165mm long, height 145mm. MIRRORLB £20.00

(3) Escort Mk2 Door Mirrors

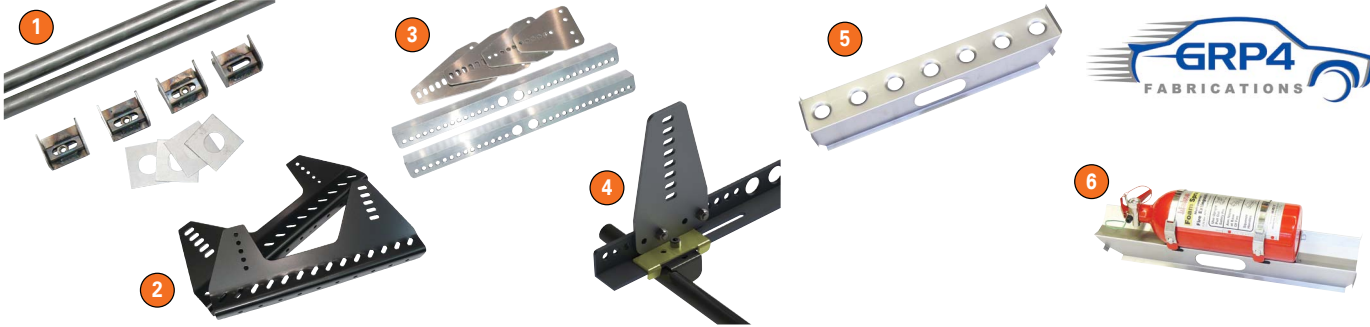
New reproduction plastic door mirrors, also fit Fiesta Mk1. LH mirror MIRROR2L £34.90, RH mirror MIRROR2R £34.90

Clamp on 'Peep' Mirror

Particularly useful for classic owners to cover the blind spot often encountered with classic car mirrors. Ideal for fixing to door 1/4 light frame or pillar gutter without drilling. Easily adjusted from inside the car (unlike wing mirrors). Will stand up or hang down. Stainless back with chrome arm. 75mm diameter MIRRORP52 £20.00, 105mm diameter MIRRORP105 £20.00

Bullet Racing Style Mirrors

Classic bullet racing mirrors available in two different styles. Universal, not handed. (4) Polished stainless steel: Flat glass CR1F £24.95, Convex glass CR1C £24.95. (5) Chrome plated: Flat glass CR2F £21.95, Convex glass CR2C £21.95



(1) Seat mounting kit - weld in type. 25mm CDS weld in seat fitting kit complete with floating nut brackets and side reinforcer plates. One kit required per seat.

Seat mounting kit **MP1260** **£35.95**

(2) Alloy side mounted seat frames. Made from 5mm aluminium and power coated black. Supplied as a pair for one seat.

Side mounted seat frames **MP1261** **£44.50**

(3) 3 piece side mounted seat bracket. Made from 5mm aluminium, these seat brackets will give the maximum adjustment for any side mounted seat. Supplied as a kit for one seat.

Silver **MP1262** **£48.50**
Black anodised **MP1263** **£54.50**

(4) Load spreading seat bracket. Zinc plated steel bracket designed to stop the bolt pulling through the slotted seat bracket. Supplied each, 4 required per seat. Use with above MP1262 & MP1263 brackets

MP1264 **£4.75**

(5) Swaged seat crossmember. Steel replacement cross member for Escort Mk1/2, swaged for lightness and strength. Cut-out in centre for dry sump oil pipes.

MP1052 **£24.95**

(6) Curved seat crossmember. Steel replacement cross member for Escort Mk1/2, curved on the top to take fire extinguisher (not included). Cut-out in centre for dry sump oil pipes.

MP1053 **£24.95**

BODY ACCESSORIES

Bonnet Pins Kit



(1) Used by most major works rally teams. Quick release slide action for securing bonnets, tailgates and boots. Supplied as a pair.

Silver (steel) **GE52** **£10.90**
Blue (anodised HT alloy) **GE52B** **£13.50**
Red (anodised HT alloy) **GE52R** **£13.50**
Black (anodised HT alloy) **GE52BL** **£13.50**
Gold (anodised HT alloy) **GE52G** **£13.50**

(2) Flush fitting bonnet locks give an extra amount of security to under bonner access.

Supplied as a pair. **A1/496L** **£14.95**

Navigator's Foot Rest

Pyramid style aluminium navigator's footrest. Universal fitment for all rally cars.

NAVFR **£20.95**



Alternative style of footrest finished in black power coating

MP1290 **£61.90**

Seat Belt Anchor Eye & Plate



Seat belt anchor eyes 7/16" UNF:
23mm thread **GE50A** **£2.50**
32mm thread **GE50AL** **£2.75**
50mm thread **GE50AL50** **£3.50**
Eye bolt back plate: 50x25x6mm, 7/16UNF **GE50B** **£1.50**

T Pull Cables

Suitable for fire extinguishers, bonnet releases, etc.

Black, 1.5m long **GE60B** **£10.90**
Black, 3m long **GE61B** **£13.90**
Red, 1.5m long **GE60R** **£10.90**
Red, 3m long **GE61R** **£13.90**

Competition Boot Springs



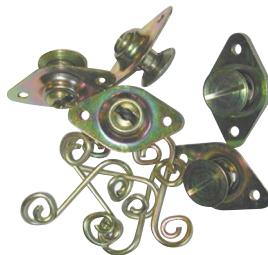
(3) Suitable for use on boots, bonnets, panels and exhaust systems. Made from stainless steel. Supplied as a pair.

GE53 **£10.90**

(4) Alternatively available are these rubber boot hooks which are suitable for similar applications. Supplied as a pair.

A1/496 **£4.96**

Dzus Self Ejecting Fasteners



These popular fasteners are used where a quick and easy release method is required to remove a top panel. The fasteners have flush heads (5/8" diameter) and are made from zinc plated mild steel. The fasteners are used in conjunction with a spring that is fixed to the lower panel. To calculate the correct pairing of fastener and spring, use the following formula:

Add together the thickness of BOTH panels to be fastened. Add to this the spring clearance. Then select the fastener with the nearest shaft length.

Part No	Shaft Length	Price
Fasteners		
EFH5-40	0.400"	£3.00
EFH5-45	0.450"	£3.00
EFH5-50	0.500"	£3.00
EFH5-55	0.550"	£3.00
EFH5-60	0.600"	£3.00
EFH5-65	0.650"	£3.00
EFH5-70	0.700"	£3.00
EFH5-85	0.850"	£3.00
Springs		
S5-200	Clearance 0.153"	£0.80
S5-250	0.203"	£0.80
S5-300	0.253"	£0.80
S5-325	0.278"	£0.80

Aerocatch



The new, aerodynamically efficient and aesthetically styled AeroCatch is setting new standards in panel fixing, providing a wide variety of fixing solutions for the Motorsport applications.

Supplied as a pair and designed to be mounted from the top. Available in locking and non-locking versions.

Non-locking Aerocatch **T120-2000** **£49.90**
Locking Aerocatch **T120-2100** **£63.50**

Mud Flaps



Virtually indestructible, universal fit Sparco mud flaps for DIY application. Must be cut to shape to suit each application. Available in 3 colours and 1 size: 300mm x 500mm x 1.5mm. No fixings included. Supplied as a pair.

Blue **SPC03791AZ** **£10.99**
Red **SPC03791RS** **£10.99**
White **SPC03791** **£10.99**
Black **SPC03791NR** **£10.99**

Alternative high quality HD mudflap material suitable for all types of motorsport. 4mm thick and precut to 18" x 12". Priced each.

Red **MP1015R** **£9.25**
Blue **MP1015BL** **£9.25**
Black **MP1015BK** **£9.25**

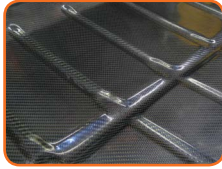
Alloy mudflap bracket. 2mm thick and TIG welded for ultimate strength.

Black anodised **MP1016** **£3.00**
Clear anodised **MP1017** **£3.00**

BODY ACCESSORIES

Carbon Fibre Boot Liner

A real carbon fibre boot tray liner to fit Escort Mk2 models. A quality product made by GRP4 Fabrications. **MP1240 £185.50**



Alloy Spare Wheel Holder

Alloy spare wheel holders including ratchet strap, anchor eyes and securing bolts A quality product made by GRP4 Fabrications.

- Alloy, single wheel **MP1070 £38.95**
- Black, single wheel **MP1071 £44.95**
- Alloy, twin wheel **MP1072 £42.95**



Towing Eye - FIA Approved

Steel towing eye that exceeds recently changed FIA & MSA requirements. Eye ID 65mm. Overall OD 105mm. 10 bolt holes with 10mm ID. Powder coated bright red



TOWEYE £24.95

Escort Mk2 Mesh Kit

Aluminium mesh panel with mounting brackets to cover lower radiator slots on the Mk2 Escort. A must to protect your radiator and prevent damage from stones.



MP1020 £25.90

ESCORT MK2 CARBON FIBRE & GLASS FIBRE PRODUCTS

A new range of high quality carbon fibre and fibreglass products manufactured by GRP4 Fabrications. For images, please check our website.



Description	Material	Part No	Price
(1) 1/4 bumpers /pair Escort Mk2	Carbon fibre	MP1220	£134.95
1/4 bumpers/pair Escort Mk2	Fibreglass	MP1221	£70.99
Bonnet Escort Mk2	Carbon fibre	MP1224	£649.90
Bonnet Escort Mk2	Fibreglass	MP1225	£199.90
Bonnet scoop	Carbon fibre	MP1226	£146.50
Bonnet scoop	Fibreglass	MP1227	£79.90
(2) Bonnet with scoop Escort Mk2	Carbon fibre	MP1228	£824.95
Boot Escort Mk2	Carbon fibre	MP1229	£559.90
Boot Escort Mk2	Fibreglass	MP1230	£199.90
Boot liner Escort Mk2	Carbon fibre	MP1240	£185.50
Centre dash panel	Carbon fibre	MP1231	£72.95
(3) Dash RHD Escort Mk2	Carbon fibre	MP1232	£434.95
Dash RHD Escort Mk2	Fibreglass	MP1233	£249.95
Drivers floor tray Escort Mk2	Carbon fibre	MP1234	£167.95
Lamp protectors/pair Escort Mk2	Carbon fibre	MP1235	£33.95
Navigator foot rest	Carbon fibre	MP1236	£179.95
(4) Rear bumper Escort Mk2	Carbon fibre	MP1237	£127.50
Rear bumper Escort Mk2	Fibreglass	MP1238	£54.95
(5) Roof vent (exterior & interior kit)	Carbon fibre	MP1239	£226.90
Roof vent (exterior & interior kit)	Fibreglass	MP1241	£127.90
Roof vent (evo type)	Carbon fibre	MP1242	£269.95
Roof vent (evo type)	Fibreglass	MP1243	£168.95
Scuttle panel Escort Mk2	Carbon fibre	MP1244	£106.90
Switch box	Carbon fibre	MP1245	£192.50
(6) Switch box	Fibreglass	MP1246	£99.95
Underguards/pair Escort Mk2	Kevlar	MP1247	£699.95

Burton Track Days



2018 Dates

- Friday 6th April Donington (day)
- Tuesday 5th June Brands Hatch (day & evening)
- Tuesday 31st July Snetterton (day)
- Tuesday 28th August Oulton Park (day)

Join us on our friendly Burton Power Track Days, drivers of all abilities welcome! Get 10% off our Track Days using discount code 'BURTON18' at www.msvtrackdays.com

Body Parts, Panels & Strengthening Plates

The following parts are all genuine GRP4 Fabrications manufactured products. Full range is available on request.

- (1) Bulkhead strengthening plate Escort Mk2
- (2) Bulkhead strengthening plate Escort Mk2 - alternative 3 piece type without any holes or cut-outs
- Underwing strengthening brace Escort Mk1/2 (pair)
- (3) GP4 strut top plates Escort Mk2 (pair)
- (4) Front works type chassis skid Escort Mk1/2 (pair)
- (5) Shaped bulkhead gusset for exhaust manifold clearance:
LH for clearance on BDA engine
RH for clearance on Pinto engine
- (6) Clubman bulkhead gusset, shaped for a perfect fit
- (7) Crossmember chassis mounting tubes Escort Mk1/2 (each)
- (8) Top radiator panel Escort Mk2 RS
- (9) Swaged radiator gussets Escort Mk2 (each) Use to stiffen radiator mounts
- (10) Radiator lower cut out panel Escort Mk2 RS
- (11) Alloy front spoiler Escort Mk2
- (12) Alloy front arch Escort Mk2, each
- (13) Forest alloy rear arch Escort Mk2, each
- (14) 15" inner rear wheels tubs (pair) with cut-outs for round turrets. Ribbed side panels for additional strength
- (15) GP1 shaped alloy rear firewall Escort Mk2 for non turret cars
- (16) GP4 alloy rear firewall kit Escort Mk2 complete with stiffeners and 1/4 panel infills
- Rear valance skid protector steel plate, Escort Mk2
- Roll cage bracket. Ideal when fitting extra door bars to cages or an extra bar to facilitate HANS device.
- (17) Roll cage swaged gussets - weld between body shell and roll bar for additional stiffness: A pillar (windscreen) 480x36mm
B pillar (behind door) 580x90mm
- X door bar brace gusset with swaged holes, each
- (18) Alloy rear lamp protectors (pair) Escort Mk2: plain alloy
anodised black
carbon fibre

MP1030	£20.95
MP1051	£20.95
MP1031	£15.50
MP1037	£51.50
MP1032	£36.95
MP1056	£16.50
MP1057	£16.50
MP1058	£9.50
MP1036	£5.20
MP1033	£32.95
MP1034	£2.10
MP1035	£20.50
MP1040	£92.95
MP1041	£95.95
MP1042	£95.95
MP1055	£236.95
MP1043	£48.50
MP1044	£85.50
MP1049	£23.50
MP1065	£5.75
MP1066	£12.95
MP1067	£12.95
MP1068	£14.50
MP1045	£16.90
MP1046	£20.95
MP1235	£33.95



Bumpers, Hinges, Catches & Strikers

- (19) Bumper mounting brackets, front (pair) Mk2 - lightweight alloy
- (20) Bumper spacer tubes, front (pair) Escort Mk2
- (21) Bumper mounting brackets, rear (pair) Escort Mk2
- Bumper spacer tubes, rear (pair) Escort Mk2
- Rear bumper skid protectors (pair) Escort Mk2
- Front bumper Capri Mk3. Black primer.
- (22) Front bumper quarter inc plug cap, Capri Mk3: LH
RH
- Rear bumper Capri Mk3. Black primer.
- (23) Rear bumper quarter inc plug cap, Capri Mk3: LH
RH
- (24) Bonnet striker & pin: Escort Mk2 (not RS2000), Granada Mk1, Cortina Mk3/4/5, Capri 08/70-
- Bonnet bump stop support/adjuster: Escort Mk2,
Granada Mk1/2/3, Cortina Mk3/4/5, Capri Mk1/2/3
- (25) Bonnet stay clip, early type
- Bonnet stay clip, late type
- Bonnet stay grommet: Escort Mk1-6, Capri, Cortina Mk3-5, Granada, Sierra, Fiesta Mk3-5
- Bonnet front trim, Capri Mk3
- (26) Door striker - Escort Mk1/2 08/69-, Capri, Cortina Mk3-5, Granada Mk1/2 -08/81 LH
RH
- (27) Alloy bonnet hinges (pair), Escort Mk2
- Alloy boot hinges (pair), Escort Mk2

BP1000	£20.95
BP1001	£5.50
BP1002	£15.50
BP1003	£5.50
MP1048	£17.50
BP1030	£73.99
BP1004	£64.90
BP1005	£64.90
BP1031	£73.99
BP1006	£64.90
BP1007	£64.90
BP1008	£14.95
BP1019	£3.00
BP1009	£2.75
BP1010	£2.20
BP1011	£1.75
BP1032	£61.80
BP1012	£16.99
BP1013	£16.99
BP1025	£41.50
BP1026	£55.00



INTERIOR PARTS

- (28) Alloy lightweight centre dash panel, flared holes Escort Mk2
- (29) Works type alloy ashtray panel Escort Mk2
- (30) Door cards & 1/4 panels - 2mm carbon-look plastic:
Door card, 2 door models, Escort Mk1 (pair)
Door card, 2 door models, Escort Mk2 (pair)
1/4 panel, 2 door models, Escort Mk1 (pair)
1/4 panel, 2 door models, Escort Mk2 (pair)
- (31) Alloy door handle - lightweight and ergonomically designed. Black anodised finish
- (32) Door handle trim - Escort Mk2, Capri 08/72-,
Granada 02/72-08/79, Cortina Mk4:
Chrome IP1000 £5.50
Black IP1001 £5.50
- (33) Door lock pin - Escort Mk1/2, Capri -02/83, Fiesta Mk1
Granada Mk1/2, Cortina Mk3/4/5:
Chrome IP1002 £5.50
Black IP1003 £5.50

MP1038	£32.50
MP1039	£25.90
MP1060	£74.50
MP1061	£74.50
MP1063	£74.50
MP1064	£74.50
MP1062	£8.50
IP1000	£5.50
IP1001	£5.50
IP1002	£5.50
IP1003	£5.50

ESCORT GRILLE

New quality reproduction Escort Mk2 grille, later type with Ford oval badge.

Escort Mk2 grille BP1021 £138.50



Gift Vouchers

£5
£10 £25
£50

Available in-store or online at www.burtonpower.com

Gear Knobs



Anodised aluminium. Supplied with 2 aluminium push-in gear pattern top pieces to suit 5 and 6 speed with reverse bottom right.*

Reverse lift **RIC5500.03 £34.90**
Standard gear knob **RIC5500.01 £34.90**



Italian 'Durasoft' leather, chrome detailing and supplied with two shift pattern inserts to suit 5 and 6 speed with reverse bottom right.*

Reverse lift **RIC5500.81 £36.95**
Standard gear knob **RIC5500.80 £36.95**

* Alternative shift pattern inserts are available on request

Boot/Bumper Protector



Boot lip & bumper protector - this super tough load protector simply Velcros into the boot in seconds. Folds out over the bumper top, protecting the paintwork from damage.

RIC5500.85 £30.95

Front Seat Cover/Protector



An incredibly hard wearing and waterproof cover that not only looks and performs the part, but also allows all known SRS systems to work as they should, protecting the occupants as well as the upholstery. Uses Lycra stretch panels on both sides to make for a more snug 'tailored' look.

RIC5500.70 £25.00

Ford Aerial



New low profile, high quality roof aerial. Fits to almost every model in the Ford range that came with a roof mount as standard. Despite it's small size, this aerial offers crystal clear FM reception.

RIC5500.69 £14.95

Ford Logo Bag



Heavy duty robust construction with semi rigid sides. Convenient detachable shoulder strap. 62cm long x 23cm high x 15cm deep.

RIC5500.72 £32.50

Anti-Theft Number Plate Bolts



Aluminium bolt with spinning security sleeve and full colour Ford logo badge.

Set of 4 with unique security key. **RIC5500.60 £12.95**

LED Cube Torches



Small but mighty, this super bright 6 LED anodised aluminium Ford torch will keep on shining when you need it most!

Ford Logo. **RIC5500.32 £9.95**
ST Logo. **RIC5500.33 £9.95**

Rechargeable Torches

A super bright LED rechargeable torch that fits inside any standard 12 volt power socket (cigarette lighter)

RIC5500.55 £10.90



Powerful 160 lumens beam with 'Emergency Flash' setting. USB & 12v power socket re-chargeable. Recharge time 4 hours, run time 5 hours. 13.5cm long x 3.5cm diameter. Flexible, secure tripod.

RIC5500.56 £30.95

Tyre Pressure Gauge



Features: key ring clip; blue LCD display for night use; bright white LED flashlight. Displays PSI and BAR. Rubberised finish. Supplied with velvet storage bag.

RIC5500.50 £14.95

Baseball Caps



100% cotton twill cap with embroidered logos. ST cap also has Ford logo on the back.

Ford cap **RIC5500.57 £9.95**
ST cap **RIC5500.58 £12.95**
RS cap **RIC5500.59 £9.95**

Beanie Caps



Fine knit acrylic with embroidered logos.

Black with RS logo **RIC5500.51 £9.95**
Light blue with Ford logo **RIC5500.52 £9.95**
Black with Ford logo **RIC5500.53 £9.95**
Black with ST logo **RIC5500.54 £9.95**

Seatbelt Pads



27cm long and 100% soft polyester encased foam to provide that extra bit of comfort, especially on long journeys. The Velcro strip fastener guarantees an easy, adjustable and secure fit.

Ford logo pads **RIC5500.02 £14.95**
ST logo pads **RIC5500.35 £14.95**

Anti-Theft Valve Caps



Logo valve caps anti-theft, set of 4.
Ford logo **RIC5500.05 £15.95**
RS logo **RIC5500.06 £15.95**
ST logo **RIC5500.07 £15.95**

Key Rings



Italian leather with cushioned insert. Enamelled badge.

Ford Black **RIC5500.39 £7.90**
Ford White **RIC5500.93 £7.90**
Ford Pink **RIC5500.94 £7.90**
Ford Red **RIC5500.96 £7.90**
Ford Sky blue **RIC5500.97 £7.90**
Ford Mint green **RIC5500.98 £7.90**
ST Black/round **RIC5500.38 £8.95**
ST Black/oval **RIC5500.45 £8.95**
RS Black/oval **RIC5500.46 £8.95**



Thermal Travel Mug



Leak proof with a double stainless steel wall keeps drink hot for several hours. Includes holder making it perfect for older cars as well.

Travel mug with Ford logo **RIC5500.76 £11.95**
Travel mug with ST logo **RIC5500.77 £11.95**

Aluminium Water Bottles

500ml Aluminium Drinks Bottle with a detachable carabiner clip and emblazoned with the Ford or ST logo.



Ford bottle **RIC5500.48 £9.95**
ST bottle **RIC5500.62 £9.95**

There are many factors to consider when choosing which fire system to install. Please note the recent changes to MSA competition vehicles:

Class of racing: **MSA regulations** are now changing to FIA. MSA specification systems are no longer manufactured. From 2019, all new builds must meet FIA extinguisher regulations. A transition period is in place for vehicles fitted with MSA systems which can be used until the end of 2021. From 2022, all MSA vehicles must be fitted with an FIA specification system.

FIA regulations require a minimum of a 2.4 litre hand-held unit or 4.0 litre plumbed-in system from the Zero 2000 FIA approved range. Rally cars must carry both a hand-held and a plumbed-in system (regulations in Ireland require 2 hand-helds plus a plumbed-in system).

Budget: Every racer has a budget for their motorsport and Lifeline provide a number of different systems to cater for all budgets.

Safety and insurance: Class regulations specify a minimum requirement for fire safety equipment. However we recommended considering the best system for your needs that your budget will allow. Regulations only specify a minimum, not a maximum. Not only is the system there to save life/prevent injury, it could be the only thing that prevents total loss of your race car so it should be considered as part of an insurance plan.

LIFELINE ZERO 2000 AFFF SYSTEMS - MSA & FIA APPROVED

Zero 2000 systems contain Aqueous Film Forming Foam (AFFF). This is an effective, environmentally friendly and cost effective suppressant which knocks down the fire and then creates a seal over the fuel. Extinguishers using this suppressant are prevalent in most series and have been in common use for nearly 20 years.

Lifeline supply the very best in foam based extinguisher systems with new nozzle technology (4 nozzles in the engine and 4 in the cockpit) with reduced delivery tube diameter. The Zero 2000 range now has even faster heat absorption and fire knock down capability than before.

Zero 2000 Fire Marshal Mechanically Operated

(1) 4.0L Fire Marshal (mechanically operated) - a plumbed-in AFFF system to meet the standards for MSA and FIA motorsport events. An excellent high quality kit containing 2 x red T handle pull cables (1 x 6ft, 1 x 12ft), 8 x misting nozzles, 6 x T connectors, 8mm alloy semi rigid tubing x 8m, bulkhead fitting, 5 x tube clips, brackets & straps and decal pack. **106-001-001 £268.90**

Rally Package Deal - Contains a 4.0L Fire Marshal (106-001-001) plus a 2.4L AFFF (201-100-003) hand-held at a special combined price. **106-400-001 £336.95**

Zero 2000 Fire Marshal Electrically Operated

(2) 4.0L Fire Marshal (electrically operated) - the electric system is activated by pressing a strategically positioned momentary push button. The system has its own independent power pack that has facilities for checking the battery strength and circuit continuity as well as giving a visible indication that the system is armed. The kit also contains 2 waterproof switches with leads, 8 x misting nozzles, 6 x T connectors, bulkhead fitting, 8mm alloy semi rigid tubing x 8m, 5 x tube clips, brackets & straps and decal pack. **106-001-002 £592.90**

Rally Package Deal - Contains a 4.0L Fire Marshal (106-001-002) plus a 2.4L AFFF (201-100-003) hand-held at a special combined price. **106-400-002 £637.20**



LIFELINE ZERO 360 SYSTEMS - MSA & FIA APPROVED

Smaller and lighter than their Zero 2000 counterparts, Zero 360 systems use a Novec™1230 gas suppressant. On discharge the suppressant works in a 3-dimensional manner to flood fill the area being protected. This means that it can effectively extinguish a fire which is not in the direct line of site of the nozzle and are the "gold standard" of fire suppression.

Lifeline's popular Fire Marshal brand has now been extended to the Zero 360 range. This is the perfect introduction for anyone looking to upgrade their fire suppression system to enjoy the efficient, lightweight and compact benefits of the Zero 360 Novec™1230 range.

Zero 360 Fire Marshal Mechanically Operated

Kit includes 2 x red T handle pull cables (1 x 6ft, 1 x 12ft), 5 x nozzles, 8mm alloy semi rigid tubing x 6m, heat proof overbraid, T connector, 4 way connector, bulkhead fitting, 5 x tube clips, brackets & straps and decal pack.

(3) 2.25kg Zero 360 kit **106-001-004 £510.00**
 3.0kg Zero 360 kit **106-001-007 £588.00**

Rally Package Deal - Contains a 3.0kg Zero 360 (106-001-007) plus a 2.0kg (207-101-002) hand-held at a special combined price. **105-300-001 £899.95**

Zero 360 Fire Marshal Electrically Operated

The electric system is activated by pressing a strategically positioned momentary push button. The system has its own independent power pack that has facilities for checking the battery strength and circuit continuity as well as giving a visible indication that the system is armed. The kit also contains 2 waterproof switches with leads, 5 nozzles, T connector, 4 way connector, bulkhead fitting, 8mm alloy semi rigid tubing x 8m, 6m of heatproof overbraid, brackets & straps, 5 x tube clips and decal pack.

2.25kg Zero 360 kit **106-001-005 £799.90**
 (4) 3.0kg Zero 360 kit **106-001-008 £984.00**

Rally Package Deal - Contains a 3.0kg electric (106-001-008) plus a 2.0kg (207-101-002) hand-held at a special combined price. **105-300-002£1,250.00**



LIFELINE HAND-HELD PORTABLE EXTINGUISHERS

(5) 1.0L AFFF - ideal for your road car, trailer, caravan or workshop. Not approved for use in motorsport **201-100-001 £63.50**

(6) 1.75L AFFF - Portable foam fire extinguisher for national rallying or pre 31/12/60 historic racing **201-100-002 £70.90**

(6) 2.4L AFFF - FIA compliant portable foam fire extinguisher for international rallying **201-100-003 £85.90**

(7) Zero 360 hand-held extinguishers using gaseous Novec™1230 extinguishant in a lightweight and compact unit. FIA compliant.

1.0kg **207-101-001 £264.00**
 2.0kg **207-101-002 £389.95**
 3.0kg **207-101-003 £549.95**



Many motorists take the view that one oil is much the same as another, so why spend more than the minimum when purchasing? Well, although oils may look and feel very similar, their specifications are as wide and varied as the number of brands on the market. The bottom line is that filling your engine with a poor quality or incorrect specification of oil will drastically reduce its service life, in some cases within just a few miles! The British Lubricants Federation issues a guidance leaflet with this clear message:

"Choosing the correct engine oil can save motorists the price of many gallons of fuel a year in addition to prolonging service life"

So what is so special about oil? To understand this you must first recognise that lubricating oil, apart from reducing wear and friction, provides four additional and very important functions:

- 1) It acts as a cooling medium;
- 2) It keeps the internal components clean;
- 3) It prevents corrosion;
- 4) It reduces noise.

5) It reduces wear

Modern multi-grade oils are no longer a base product refined from crude oil. They are also a complex alchemy of additives such as 'viscosity index improvers', 'pour point depressants', 'detergent dispersants', and many others besides. Add to this all the various synthetic oils now being produced and you begin to realise that these oils are not all the same.

So how do you tell the difference? Oil specification is determined by two criteria namely Viscosity (or thickness) and Performance (or quality). We shall deal with these separately:

Viscosity is simply the 'thickness' of oil. Most engine wear occurs during the critical moments following a cold start. High viscosity (thicker) oils circulate slower than low viscosity oils and the colder the oil, the thicker it will be. The Society of Automotive Engineers (SAE) classification system establishes the viscosity characteristics for the lubricating oil industry. All multi-grade oils are tested for two criteria i.e. maximum viscosity when cold (at temperatures as low as $-40^{\circ}\text{F}/-40^{\circ}\text{C}$) and secondly, minimum viscosity when hot (at $212^{\circ}\text{F}/100^{\circ}\text{C}$). The first test is referred to as a 'Winter' test, hence the 'W' suffix which denotes the thickness (20W) or thinness (5W) of an oil during cold start conditions. The second test is designed to give a clear indication of the oil's minimum viscosity during normal operating temperatures. As with the winter test, the higher the number the higher the thickness of the oil. To avoid confusion it must be noted that the methodology used for these two tests is entirely separate and bear no relation to each other. All oils get thinner (lose their viscosity) as they get hotter so don't be fooled into believing that say a 20W/50 oil gets thicker as it gets hotter - it doesn't! Fig. 1 illustrates the ambient temperatures all current multi-grade oils will operate within. But this is only part of the selection process since, for most of the UK, any of those nine grades could be used. The type and age of an engine will also dictate which grades can or cannot be used and the manufacturers recommendations are paramount. Modern engines are machined to very close tolerances enabling them to use the extremely thin oils developed by the oil industry to improve fuel consumption and emissions. Using a thicker than specified oil in these engines will not only affect fuel consumption and emissions. Engines will be more difficult to start, hydraulic followers will over pressurise preventing the valves closing completely, and during cold start the oil will not reach all parts of the engine quickly enough, thus initiating premature wear! Conversely, older engines with their larger operating clearances demand the higher viscosity oils to achieve an adequate oil film thickness. Using a modern low viscosity oil in engines such as a X/Flow or V6 Essex could be a recipe for disaster with a danger that the oil film will break down in the bearings, allowing metal to metal contact to take place with the inevitable consequences!

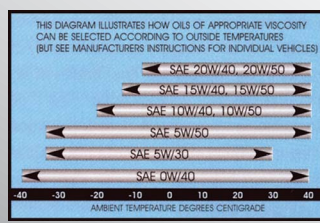
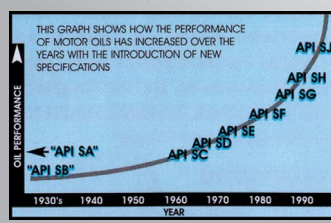
ACEA Specifications For Petrol Engines:

- | | |
|-------|--|
| A1/B1 | Low friction/low viscosity, fuel economy |
| A2/B2 | Standard performance level |
| A3/B4 | Higher performance &/or extended drain |
| A5/B5 | High performance & extended drain- for engines designed for low viscosity oils |
| C1 | Catalyst compatible low SAPS oils [vehicles fitted with DPF & TWC] |
| C2 | As above |
| C3 | As above |
| C4 | As above |

These oils [denoted C] all have differing maximum limits of SAPS - check engine manufacturer's recommended specification

Current Standards:

- A1/B1 Low viscosity/low friction meeting high performance extended drain requirements & complying with 2.5% improvement in fuel efficiency.
- A2 Superseded by A3/B3
- A3/B3/B4 Higher performance and/or extended oil drain interval and where fuel efficiency is not specified & for more severe duty
- A5/B5 High performance extended drain oils



Performance standards are currently laid down for three automotive engine groups namely: petrol, light duty diesel, and heavy-duty diesel. These standards are currently controlled by three main governing bodies i.e. the American Petroleum Institute (API); the Association des Constructeurs Européens de l'Automobile (ACEA); and the International Lubricant Standardization & Approval Committee (ILSAC). In addition to these organisations, individual vehicle manufacturers are increasingly issuing their own specifications (e.g. Ford, GM, VW, etc). Since the API & ACEA standards are universally quoted on oil packaging we shall discuss just these two in relation to petrol engines only. The API 'SI' classification is the current benchmark for top quality petrol engine oils and all new engine warranties require a minimum 'SL' specification of oil to be used. Figure 2 illustrates the improvements made to oil quality since the original 'SA' standard was introduced and how significantly oil performance has advanced over the last 20 years. In 1996 a new European standard was introduced (ACEA) to improve the clarity of test programmes and assert minimum quality standards from the oil blenders. Fig. 3 lists the three specifications for petrol engines (A1;A2;A3) which are then suffixed by the year the standard was changed. Regardless of the age of an engine, any newer specification can be used providing the viscosity is correct. However, when you choose to use higher specification oil, the oil change period must never be extended. Nearly all the oil sold will have the API and/or ACEA classification printed on the container and, unless it is a very old vehicle, we would not advise using any oil below API 'SF' quality (all ACEA standards meet or exceed API 'SF'). If there is no API or ACEA classification on the container - leave it where you found it!

Synthetic Oils. Although commanding a premium price these do offer excellent value for money through 'state of the art' technology. Synthetic oils offer advantages in most engines, particularly in respect of performance under extreme service conditions such as are encountered in turbo-chargers. Operating within such severe environments the high thermal stability and resistance to degradation of synthetic oils resists the formation of carbon deposits which not only affect performance but may ultimately cause an expensive turbo failure. In comparison to mineral based oils, synthetic oils not only offer advantages under high temperature conditions but also at low temperatures where their very good cold flow properties allow the latest 0W or 5W fuel efficient oils to be produced without encountering excessive oil consumption.

Additional benefits of synthetic oil are:

- Lower exhaust emissions - a factor of ever increasing importance in respect of environmental regulations and MOT tests.
- Improved fuel economy - lower viscosity oils provide for greater efficiency.
- Increased engine power through less internal frictional drag.
- Improved heat dissipation - synthetics are less viscous than mineral oils
- Better cold starting with improved oil circulation
- Low sulphated ash sulphur & phosphorus content prolongs the life of three way catalytic converters & diesel particulate filters
- Lower oil consumption - synthetic oils have a lower volatility than mineral oils

Purchasing synthetic oil however, is not always a simple procedure since there are several differing interpretations of the word synthetic and also the availability of 'semi' or 'partially' synthetic oils. These semi or partially synthetic oils are generally a mixture of conventional mineral oils with an undefined proportion [varying between 2% synthetic content at the cheaper end to 35% for a premium product] of synthetic oils which can offer some of the advantages of 100% synthetics but never the full technical advantages - even with synthetics make sure you have a premium quality as not all synthetics are the same chemically! Whilst partial synthetics are excellent oils at a lower cost, if you want the very best engine protection your money can buy then insist on Fully or 100% synthetic - and check the label!

Some final tips on oil changing:

- Always follow the engine manufacturer's lubricant specification for the minimum specification requirement.
- Always renew the oil filter as part of the oil change.
- For an initial fill in a replacement or reconditioned engine, it may be desirable to use a lower performance specification oil during the 'bedding-in' period (typically 500 - 1000 miles). Synthetic and high specification mineral oils may inhibit this bedding-in process and result in excessive future oil consumption - check with the engine supplier. Change to a higher specification oil after completing the running-in process or as advised.
- For older or high mileage engines it may be prudent to use an engine flushing additive or flushing agent to remove any accumulated sludge or deposit prior to filling with a high performance oil - but make sure that the flush does not contain any extra anti wear or lubricity additives as these have a habit of reacting with the additives in the engine oil causing undesirable effects such as gelling [blocks filters].
- For cars equipped with three way catalytic converters & other emission control devices such as DPF's may require the use of synthetic or high quality mineral oils with a low SAPS content (Sulphated Ash Phosphorus & Sulphur) is essential in prolonging the life and efficiency of these expensive components.

Acknowledgements: Peter Chahal - Valvoline Oil Company
The British Lubricants Federation
Graham Lord - Millers Oils Ltd



Millers Oils full synthetic Motorsport formulations combine 3 synthetic esters with high performance additives (including the optimum amount of ZDDP Zinc antiwear additive) and friction modifiers to provide maximum power output with minimum wear. The high ester content reduces the amount of polymer in the formulation and increases the oil's resistance to shear and loss of viscosity. Millers Oils formulations are recommended by many engine builders for highly stressed applications in racing, rallying, track day and fast road use. If a 5W40 is specified, upgrade to 10W40. If 10W40 is specified, upgrade to 10W60. This is very important on turbocharged engines to protect the turbo.



Millers have used their Nanodrive low friction technology to develop the next generation of Motorsport Oils. Building on the reputation of their triple ester engine oils, they have developed a new range of engine oils that dramatically outperform conventional motorsport engine oils showing a significant reduction in friction, reduced wear and importantly for drivers, a boost in power. They have built on the development of their highly acclaimed, award winning, Nano Technology gear oils. The NT gear oils received the world motorsport award for best new product in 2009 and continue to outperform conventional gear oils today. Friction is dramatically reduced through the use of spherical nanoparticle structures in the oil formulations. These act to fill the rougher surfaces of metallic components by forming a 'tribofilm', making the surface ultra smooth. The formulations reduce high load friction at extreme pressures and continue to function even in stop-start driving conditions – reducing engine component wear and increasing engine power. Independent tests not only show an increase in power, they report that you can feel the improvement.

CRO 10w40 - Competition Running-in Oil

A mineral oil, carefully formulated to protect engine components and speed up the bedding in process. A race engine must not be run-in on a semi or full synthetic race oil. Ideal for test bed running.

5 litres MIL5736G £23.95

CFS 0w30 NT

A full synthetic engine oil with Nano Technology. For modern competition engines where maximum power release and ultra low friction are required. Formulated for use in qualifying or shorter duration events where the engine is designed to take advantage of this type of low drag/low friction lubricant. Intended for competition use only — not recommended for road use. API SL/CF.

5 litres MIL7962G £70.90

CFS 5w40 & 5w40NT

A full synthetic engine oil - for small high revving engines used in circuit racing or for large engines for short duration i.e. hill climbs and sprints. Ideal for Zetec and other engines where a 5W30 is normally specified. API SL/CF.

5 litres MIL5836G £51.95
5 litres NT Nanodrive MIL7679G £70.90

CFS 10w40

A full synthetic engine oil - ideal for small high revving competition engines from old OHV to modern 16v engines. API SL/CF.

5 litres MIL5533G £51.95

CFS 10w50 & 10w50NT

A full synthetic engine oil - suitable for all normally aspirated and turbocharged engines from 1.6 upwards. For fast road use or track days in engines where a 10w40 is normally specified. API SL/CF.

5 litres MIL6253G £51.95
5 litres NT Nanodrive MIL7675G £75.50

CFS 0w20 NT

A full synthetic engine oil with Nano Technology. Ideal for qualifying or shorter duration events where the engine has been designed for this type of oil, such. Also suitable for Prokart racing and other kart classes using the Honda GX140, GX160 & GX200 engines. API SM/CF.

5 litres MIL7678GFB £79.90

CFS 10w60 & 10w60NT

A full synthetic engine oil - Large capacity aspirated & turbocharged engines, 1.6 upwards. Formulated to protect competition engines operating under extreme conditions e.g. long distance racing & rallying. API SL/CF.

5 litres MIL5505G £51.95
5 litres NT Nanodrive MIL7676G £75.50

CFS 15w60

A full synthetic engine oil for competition engines typically in highly stressed endurance conditions. API SL/CF.

5 litres MIL5506G £51.95

CSS 20w60

A semi-synthetic engine oil - ideal for most classic competition engines up to mid 80s, particularly Pinto and X/flow engines.

5 litres MIL6254G £44.50

COR 20w50

A synthetic fortified engine oil - ideal for most classic competition engines up to mid 80s, particularly Pinto and X/flow engines.

5 litres MIL5411G £37.90

CRX 75w90 NT

A fully synthetic gear oil - competition oil for sychromesh gearboxes, transaxles and most axles (excluding clutch type LSDs). Ideal for more modern applications. Nanodrive low friction formula.

1 litre MIL6155J £15.95
5 litres MIL6155G £70.50

CRX LS 75w90 NT

A full-synthetic gear oil with friction modifiers for plate type LSDs. Nanodrive low friction formula.

1 litre MIL6154J £16.90
5 litres MIL6154G £75.50

CRX LS 75w140 NT

A fully synthetic gear oil - competition HD oil for dog gearboxes and LSD and non-LSD axles. Suitable for long distance racing and high performance/heavy duty applications. Essential for all highly stressed applications. Nanodrive low friction formula.

1 litre MIL7970J £16.90
5 litres MIL7970G £75.50

CREATORS OF **NANO DRIVE** LOW FRICTION TECHNOLOGY

MILLERS OILS

5L CFS 5w40 NT

HIGH PERFORMANCE LUBRICANTS
FOR MOTORSPORT COMPETITORS AND PERFORMANCE ENTHUSIASTS

MILLERS CLASSIC OILS, GREASE & ADDITIVES

Running-In Engine Oil

A specially formulated mono grade 30 which is developed to ease the running-in process for vehicles run-in on the road. Once run-in (500 miles), change to the recommended oil for your engine. API SE/CC

5 litres MIL6301G £19.50

Classic Gear Oil 80w90 - GL4

Use in gearboxes requiring extreme pressure lubricant. An ideal quality replacement oil for standard gearboxes. Provides performance meeting API GL4

1 litre MIL7927J £6.95
5 litres MIL7927G £37.50

Classic Diff Oil EP90 - GL5

Use in hypoid differentials requiring extreme pressure lubricants. An ideal quality replacement oil for standard axles. Provides performance meeting API GL5

1 litre MIL7929J £11.90

Competition Assembly Lube

Specifically formulated to give mechanical protection during initial start-up of newly assembled components. Designed to be retained on the components treated during assembly and provide very high levels of anti-wear protection, especially components which are subjected to high stress levels i.e. camshafts/followers, crankshaft bearings, etc.



1 litres MIL5495J £13.90

Millermatic UN

For use in automatic transmissions, manual gearboxes and power steering systems as recommended by the vehicle manufacturer. Will provide a high performance in accordance with the vehicle manufacturer requirements.

1 litre MIL5386J £6.70
5 litres MIL5386G £21.95

DPEP2 EP Grease

A high performance universal grease utilising special lithium complex soap offering performance normally associated with special products.

500g MIL1307 £6.95

CVL Turbo

Octane booster for ultimate performance. Provides a practical method of adding up to 4 octane (40 octane points) to base fuel. This means that up to 103 octane is available (when added to a premium brand super unleaded fuel) to those seeking outright performance. CVL Turbo is suitable for all engines and occasional use in vehicles equipped with catalytic converters.



500ml MIL1314 £14.99

CVL

Competition valve lubricant. The original CVL remains the most effective solution for running older competition engines, and engines without knock detection and sophisticated engine management systems, on unleaded fuel. CVL lubricates valves, controls the flame front and prevents detonation. Complies with FIA fuel regulations.



250ml MIL1301 £10.00

**Petrol Power Ecomax**

Petrol Power Ecomax – 'One Shot Boost' is an octane booster and detergent package adding 3 octane numbers to unleaded fuel. (30 octane points) to base fuel. Detergent is designed to clean internal fuel components resulting in improved efficiency and reduced emissions. Ideal for use as a pre-MOT test clean-up treatment. Treats 60L



250ml MIL1305 £7.99

VSPe Power Plus

An all in one fuel treatment providing ethanol protection, lead replacement and an octane improver that adds up to 2 octane (20 points) to unleaded fuel. Prevents valve seat recession when used with unhardened valve seats and combats the adverse effects of ethanol in fuel.



250ml MIL1306 £10.00

Extra Cool

Improved laminar flow maximises the efficiency of the water flow and reduces turbulence to ensure maximum thermal conductivity between the cylinder block/head and the coolant. This enables the water and radiator to conduct more heat from the engine resulting in reduced engine operating temperatures. Will reduce engine operating temperatures by up to 15°C.



250ml MIL1304 £13.00

EVANS WATERLESS ENGINE COOLANTS



Evans waterless engine coolants are manufactured without the use of water. Because of this, Evans has a number of benefits over traditional water-based coolants:

Eliminates Overheating The operating temperature of an engine is very close to the boiling point of water. Hotspots within the cooling system can lead to localised boiling, generating steam which increases system pressure and prevents effective cooling. Evans Waterless Coolants have a boiling point of over 180°C, far above the operating temperature of the engine. The high boiling point ensures that the coolant remains liquid at all times enabling consistently effective cooling. Eliminating water eliminates the problem of boil-over and after-boil.

Reduces Pressure Hotspots within a water based engine cooling system cause localised boiling. The steam generated significantly increases the pressure within the system putting stress on hoses and other components. Evans Waterless Coolants generate very low vapour pressures reducing strain on engine cooling system components. With a boiling point of above 180°C, it will not vaporise within the cooling system and greatly reduces system pressure.

Prevents Corrosion Water is the root cause of corrosion in engines. Current antifreeze formulations regularly fail to prevent cavitation, oxidation and galvanic action, eating away pumps, radiators, liners etc. Corrosion build-up, inhibitor drop-out and lime-scale precipitation significantly reduces heat transfer efficiency and accelerates overheating. Evans Waterless Coolants contain no oxygen effectively eliminating corrosion.

Increases BHP Evans Waterless Coolants eliminate pre-ignition and detonation caused by overheating - thus improving combustion efficiency and delivering more power.

Freeze Protection Evans Waterless Coolants freeze below -40°C

Non-Toxic Evans Waterless Coolants are proven to be Non-Toxic. Standard anti-freeze is toxic and known to kill pets.

Stops Erosion Evans Waterless Coolants prevent cavitation and eliminate liner and cooling pump erosion. As water flows through an engine cooling system it is subjected to many obstacles and constrictions. The resulting turbulence creates rapid changes in pressure forcing small pockets of water to vaporise. This process produces voids in the liquid known as "cavitation bubbles". As the pressure normalises the bubbles collapse generating forces great enough to punch holes in the surrounding metal.

**(1) Prep Fluid**

A hygroscopic engine flush for all engines prior to using Evans Waterless Coolants. Simply fill the system after draining the original water mixture. Evans Prep Fluid is formulated to hygroscopically absorb water whilst flushing loose dirt and scale from the cooling system prior to filling with Evans Waterless Coolant.

2 litres EVANSPF-2 £16.00
5 litres EVANSPF-5 £39.95

(2) Classic Cool 180°

Waterless engine coolant for classic car engines fabricated from a mixture of cast iron, copper, steel and aluminium components

2 litres EVANSCC-2 £29.95
5 litres EVANSCC-5 £64.99

(3) Power Cool 180°

Waterless engine coolant for high performance engines fabricated from a mixture of cast iron, copper, steel and aluminium components

2 litres EVANSPC-2 £29.95
5 litres EVANSPC-5 £64.99

FUEL & WATER ADDITIVES

Redline Water Wetter

Cooling system heat transfer agent for use with water or water/anti-freeze. Improves the ability of coolant to 'wet' heat transfer surfaces by 50%. This provides significantly better coolant contact in the cylinder head and can reduce coolant and head temperatures by as much as 30°F. Can be used with 100% water in racing but does not alter the freezing point.

355ml pack

REDLINEWW £16.32



Redline Lead Substitute

Uses sodium chemistry to give genuine valve protection under the most arduous conditions. A 355ml bottle treats 450 litres of unleaded petrol.

This will give a level protection equivalent to 0.3g/ltr of lead - around 10 times the protection given by 4 star leaded fuel.

355ml pack

REDLINELS £18.95

Please Note: Not suitable for Turbo applications.



DEI Radiator Relief

A radiator coolant system additive that supercharges your radiator by transferring heat more efficiently through the system. Reduces the coolant by as much as 30°F and provides a 50% quicker warm-up time to operating temperature.

473ml bottle

040200 £13.50



ZX1 LUBRICANTS

Extralube ZX1 Micro Oil

Extralube ZX1 Micro Oil is a friction reducing treatment with many applications. It is most commonly used in engines to provide increased component life, more power, more MPG, better cold start protection and reduced emissions. Unlike other treatments, ZX1 is not an oil additive but a metal treatment. It does not change the normal characteristics of the original oil, it only treats the metal surfaces and contains no PTFE. It also provides superb high temperature and turbo protection and is compatible with catalytic converters.

ZX1 can also be used in transmissions, two-stroke engines, generators, hydraulic systems, in fact any application where friction and wear are encountered. ZX1 can be added to oils, water-based lubricants and even water.

250ml (treats engines up to 3500cc) ZX1XL £18.50



Extralube ZX1 Micro Oil

C60 micro lube ZX1 is an all purpose spray lube containing the same friction reducing properties that are used in Extralube ZX1. Provides superb protection and cleaning performance. Penetrates and loosens rusted parts. Frees jammed mechanisms. Displaces moisture and water.

300ml pump action spray

ZX1C60 £5.65



VALVOLINE LUBRICANTS



VR1 Racing Oil

This product has been formulated for ultimate performance in 4-stroke competition engines. Suitable for High performance road, rally and race. API SL/CF.

20W50 mineral - 5 Litre VALVR12050 £39.00

10W60 semi-synthetic - 5 Litre VALVR11060 £48.00

5W50 fully synthetic - 5 Litre VALVR1550 £41.95

Synpower

This range of fully synthetic motor oils use the most advanced additive technology and conform to all current API, ACCA and OEM standards for petrol and diesel engines. API SM/CF.

5W30 - 4 Litre VALSYNPOWER530 £36.00

5W40 - 4 Litre VALSYNPOWER540 £35.00

All Climate 15w40

High performance engine oil, uniquely engineered to meet the demands of both turbo-diesel and petrol engines. Helps resist oxidation and prevent sludge formation on turbocharger bearings. API SL/CF.

5 Litre VAL131 £26.50

Durablend 10w40

Fortified with synthetic base oils, Durablend gives the ultimate compromise in performance. Recommended for petrol, diesel and LPG, with or without turbo or catalytic converter.

API SL/CF - 5 Litre VALDURABLEND £30.95



Max Life Gear Oil GL-4 75W90

Full synthetic gear oil provides outstanding protection and lubrication over a wide temperature range. The synthetics make for smoother gear changes at low temperatures. 75W90. API GL4.

1 Litre VALSYNTRANS £11.50

Durablend LS Axle Oil GL-5 75W90

High performance gear oil for use in all limited slip units. Offers smooth running gears over wide temperature range. 75W90. API GL5 LS.

1 Litre pack VALLSD £12.50



MOBIL LUBRICANTS

Mobil 1 Motorsport - 10w60

For the racing enthusiast or owners of high performance cars. This 100% synthetic oil provides excellent protection for engines at both high and low temperatures. Provides ultimate turbo performance. Particularly recommended for Cosworths and RS Turbos. API SM/CF rated.

5 litre MOBIL1MS10W60 £60.95



Mobil ATF SHC

A multi-functional synthetic transmission fluid for automatic and power shift transmissions. Approved against all the key automatic transmission equipment builders' specifications.

1 litre MOBILATFSHC £13.50



Mobilube 1 SHC

A fully synthetic, heavy duty, multi-purpose automotive gear oil suitable for use as a complete driveline lubricant. As an SAE 75W90 grade, it provides low temperature fluidity with high temperature stability ensuring a high level of wear protection in both manual transmissions and drive axles.

1 litre pack MOBIL1SHC £14.50



SEALANTS & ASSEMBLY LUBE

Silicone Sealant 100% RTV

Fully waterproof, permanently flexible silicone sealant. Suitable for windscreen sealing, weatherproofing and insulating electrical connections.

40ml tube Black SS12003B £4.50

RTV Silicone Gasket Maker

High flexibility silicone gasket maker.

Black or blue - temperature resistance up to 260°C. 85g

Black 12AB £3.95

Blue 10AB £3.95

Red - temperature resistance up to 343°C. Suitable for exhaust manifolds.

85g 11AB £3.95

Blue Hylomar

All purpose gasket sealant manufactured under licence from Rolls Royce. Use to maximise gasket efficiency on cylinder heads, sumps, gearboxes, axles, pumps, hydraulic and pneumatic assemblies. Heat and oil resistant.

40g tube SSR002 £4.00

100g tube SSR002L £7.50

Threadlock

Fast acting thread lock. Stops nuts and bolts from vibrating loose. Resists most chemicals. Available in medium strength (blue) for fasteners that will be disassembled and high strength (red) for permanent locking. 6ml size.

Blue threadlock TL342 £4.03

Red threadlock TL371 £3.95

Wellseal Jointing Compound

A non-hardening, easily partible, non-flammable jointing compound. 100ml. WELLSEAL £11.50

MPZ Engine Assembly Lube

A concentrate of oil soluble molybdenum, phosphorus and zinc fortified with polymers to increase its adhesive strength. Use for pre-lubing components in engines, gearboxes and axles.

4oz/118ml MPZEAS £12.50



MPZ Engine Assembly Lube HP

Provides anti-scuff protection of cam lobes, lifters and other highly stressed engine parts for wear protection during initial cranking of a new or rebuilt engine.

1oz tube MPZCL £6.25



Engineers Blue

Gives a perfect mark on any metal surface and being a lubricant, cannot damage bearings or other working parts.

38g tin ENGBLUE £7.50

Tank Tape

High quality tank tape with Multiple uses. Approx 50m per roll. 51mm wide.



Colour	Part No	Price	Colour	Part No	Price
Black	TAPEBLK	£6.50	Yellow	TAPEY	£6.50
White	TAPEW	£6.50	Silver	TAPES	£6.50
Red	TAPER	£6.50	Blue	TAPEBL	£6.50

All these items have been accurately reproduced from new samples, resulting in products that are very difficult to distinguish from original Ford items. They are all made from modern materials which resist cracking and fading and are UV resistant.

Rubber Bonnet & Boot Bump Stops



Bonnet Height Adjustment - fitted at the front of the engine bay on the slam panel, these bump stops fit on top of the bonnet height adjustment posts.

(1) Escort Mk2, Capri Mk2/3, Cortina Mk3/4/5 & Granada Mk1/2 (pair)

PL100 £7.50
SC1253 £1.25

Sierra, Escort Mk3/4, Granada Mk3 (each)

Bonnet Wing Rail - fitted along the wing rail in the rectangular holes.

(2) Escort Mk2 (set of 4)

PL101 £11.95

Capri Mk1 (each)

BP1015 £10.90

Capri Mk2/3 (each)

BP1016 £9.50

Cortina Mk4/5 (each)

BP1014 £3.95

Bonnet Centre - Fitted between the heater cowling and scuttle panel in the centre. Supplied singularly with the expanding clip/pin.

PL102 £5.95

Handbrake Linkage Dust Boot



Dust seals that fit on the rear drum backing plate where the handbrake linkage comes through. Supplied as a pair.

Escort Mk2 & Capri Mk2/3 9" drums

PL106 £8.50

Accelerator Pedal Pad



Escort Mk2. Precise replica of an original part.
Capri Mk1/2/3 & Cortina Mk3/4/5.

PL110 £5.95
BRK081 £27.50

Rubber Grommets



(4) **Bonnet Release Cable** - where the bonnet release cable runs through the upper bulkhead. Escort Mk1/2

PL104 £5.95

(5) **Wiring Loom** - where the main wiring loom runs through the bulkhead. The only modification made from the original is an increase of the central hole from 14.0mm to 17.0mm. This is to assist sliding the grommet over the wide flat electrical connectors and the wider sections of the wiring loom. Once fitted the modification is not noticeable. Escort Mk2

PL103 £8.50

(6) **Steering Column** - where the steering column runs through on the bulkhead. Includes the identical split line and the exact injection point, and offset hole just as Ford made the originals many years ago.

Escort Mk2

PL105 £8.50

(7) **Speedo Cable** - where the speedo cable runs through the bulkhead

Escort Mk2

PL107 £5.95

Brake Servo Rod - servo rod runs through the bulkhead

Escort Mk2

PL113 £5.95

Oil Pressure Line - where the oil pressure line runs through the bulkhead

Escort Mk2 RS

PL122 £6.00

Door Catch Bar - fits on the edge of the door by the A pillar. Each

Capri Mk1

BP1017 £27.50

Capri Mk2/3 (foam seal)

BP1018 £4.80



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TICKETS ON SALE NOW

23-25th Feb 2018 | Stoneleigh Park

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TICKETS ON SALE NOW

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9-11th Nov 2018 | NEC Birmingham

NECCCLASSICMOTORSHOW.COM



100E Anglia			Granada Mk1			Escort Mk1		
Part No.	Price		Part No.	Price		Part No.	Price	
Front windscreen rubber	RUBB110	£52.90	Door seal with moulded corners (each)	RUBB50	£42.95	Front windscreen rubber	RUBB35	£30.95
Front windscreen rubber (van)	RUBB111	£52.90	Door glass window channel (each)	RUBB52	£11.75	Rear windscreen rubber	RUBB37	£39.95
Rear screen rubber with chrome	RUBB112	£39.95	Door glass seal, exterior (each)	RUBB86	£10.50	Front or rear screen chrome trim + joiner	RUBB36KIT	£12.80
Door seal (each)	RUBB113	£18.50	Boot seal	RUBB71	£22.90	Door seal (2 door, each)	RUBB39	£21.50
Top door seal (each)	RUBB114	£9.95	Roof gutter trim chrome (each)	RUBB80	£16.50	Door seal (4 door, each)	RUBB40	£42.95
Door window channel (each)	RUBB115	£20.50	Cortina Mk1			Boot seal	RUBB41	£17.50
Door window channel clip (each)	RCLIP1	£0.90	Front windscreen rubber	RUBB18	£47.50	Door glass window channel (each)	RUBB52	£11.75
Door glass seal (each)	RUBB116	£5.50	Rear windscreen rubber	RUBB19	£54.50	Door glass seal, exterior (each)	RUBB53	£8.95
Door glass seal clip (each)	RCLIP2	£1.30	Front screen chrome trim with joiner	RUBB23F	£23.50	Door glass seal, exterior (pair)		
Boot seal	RUBB117	£17.50	Rear screen chrome trim with corners	RUBB23R	£35.50	original moulded type	RUBB81	£57.50
Quarter light seal 2 door (each)	RUBB118	£26.95	Door seal (2 door, each)	RUBB20	£23.95	Door glass seal clip, exterior (each)	RCLIP5	£0.40
105E Anglia			Door seal (4 door, each)	RUBB21	£22.90	Door glass seal, interior (each)	RUBB44	£5.50
Front windscreen rubber	RUBB1	£45.95	Door shut edge trim	RUBB55	£23.95	Door glass seal clip, interior (each)	RCLIP4	£0.48
Front windscreen rubber (van)	RUBB1V	£35.50	Boot seal	RUBB22	£30.95	Front quarter light seals (pair) 2 door	RUBB42A	£82.90
Rear windscreen rubber	RUBB2	£46.50	Door glass window channel (each)	RUBB52	£11.75	Rear quarter glass seals (pair)	RUBB45	£39.95
Rear windscreen rubber (estate)	RUBB2E	£46.50	Door glass seal (each)	RUBB44	£5.50	Rear quarter glass seals, estate (pair)	RUBB45E	£68.95
Door seal (each)	RUBB3	£22.90	Door glass seal clip (each)	RCLIP2	£1.30	Roof gutter chrome trim	RUBB80	£16.50
Door shut edge trim (each)	RUBB3SE	£23.95	Rear quarter glass seals, 2 door (pair)	RUBB56	£124.90	Escort Mk2		
Boot seal	RUBB4	£19.50	Front quarter seals, 2 door (pair)	RUBB56F	£99.95	Front windscreen rubber (not RS)	RUBB46	£45.95
Bonnet seal	RUBB5	£11.50	Cortina Mk2			Rear windscreen rubber (not RS)	RUBB48	£51.95
Door window channel (each)	RUBB6	£13.90	Front windscreen rubber	RUBB25	£40.50	Front or rear screen chrome trim + corners	RUBB47KIT	£18.50
Door window channel clip (each)	RCLIP1	£0.90	Rear windscreen rubber	RUBB27	£54.50	Front windscreen rubber (RS, all black)	RUBB46RS	£46.50
Door glass seal (each)	RUBB44	£5.50	Front screen chrome trim with joiner	RUBB28F	£11.95	Rear windscreen rubber (RS, all black)	RUBB48RS	£62.95
Door glass seal clip (each)	RCLIP2	£1.30	Rear screen chrome trim with corners	RUBB28R	£35.95	Door seal with moulded corners (each)	RUBB50	£42.95
Rear opening quarter glass seal (each)	RUBB8	£9.50	Door seal with moulded corners (2 door, each)	RUBB29	£39.50	Boot seal	RUBB51	£17.95
Rear fixed quarter glass seal (each)	RUBB8F	£39.95	Door seal (4 door, each)	RUBB30	£34.50	Front quarter light seals (pair) 2 door	RUBB49	£96.50
Capri Mk1			Door shut edge trim	RUBB55	£23.95	Door glass window channel (each)	RUBB52	£11.75
Front windscreen rubber	RUBB9	£45.95	Boot seal	RUBB31	£27.50	Door glass seal, exterior (each)	RUBB53	£8.95
Rear windscreen rubber	RUBB11	£59.50	Door glass window channel (each)	RUBB52	£11.75	Door glass seal clip, exterior (each)	RCLIP5	£0.40
Front/Rear screen chrome trim (each)	RUBB10	£8.30	Door glass seal, exterior (each)	RUBB53	£8.95	Rear quarter glass seals (pair)	RUBB54	£57.50
Rear screen chrome trim with corners	RUBB10C	£52.90	Door glass seal clip, exterior (each)	RCLIP5	£0.40	Rear side glass seals estate (pair)	RUBB90	£68.95
Door seal with moulded corners (each)	RUBB50	£42.95	Door glass seal, interior (each)	RUBB44	£5.50	Roof gutter trim black (each)	RUBB91	£16.50
Boot seal	RUBB14	£17.50	Door glass seal clip, interior (each)	RCLIP3	£1.25	Roof gutter trim chrome (each)	RUBB92	£16.50
Door glass window channel (each)	RUBB76	£13.90	Rear quarter glass seals, 2 door (pair)	RUBB57	£116.50	Escort Mk3/4		
Door glass seal (each)	RUBB16	£9.50	Cortina Mk3/4/5			Front windscreen rubber Mk3 (solid)	RUBB66	£45.95
Door glass seal interior (each)	RUBB15	£6.95	Front windscreen rubber (Mk3 only)	RUBB58	£46.50	As above with groove for chrome	RUBB130	£45.95
Door glass seal clip (each)	RCLIP3	£1.25	Rear windscreen rubber (Mk3 only)	RUBB59	£45.95	Rear windscreen rubber Mk3 (solid)	RUBB67	£45.95
Rear opening quarter glass seal (each)	RUBB17	£9.95	Front windscreen rubber (Mk4 only)	RUBB84	£46.50	As above with groove for chrome	RUBB131	£45.95
Roof gutter trim chrome (each)	RUBB80	£16.50	Rear windscreen rubber (Mk4 only)	RUBB85	£54.50	Front/rear screen chrome trim (each)	RUBB132	£10.90
Sunroof seal (vinyl) roof only)	RUBB12	£22.90	Front/Rear screen chrome (each - Mk3 only)	RUBB60	£10.90	Door seal Mk3 (not cabriolet)	RUBB68	£21.50
Capri Mk2/3			Door seal with moulded corners (each)	RUBB50	£42.95	Door seal Mk3 cabriolet (each)	RUBB133	£24.95
Front windscreen rubber (solid type)	RUBB62	£44.95	Boot seal	RUBB61	£22.90	Door glass seal Mk3	RUBB89	£22.90
Rear windscreen rubber:			Door glass window channel (each)	RUBB52	£11.75	Door window channel Mk3/4	RUBB95	£29.95
removable glass -09/81	RUBB63	£57.95	Door glass seal, exterior (each)	RUBB53	£8.95	A pillar sound proof strip, cabriolet	RUBB134	£10.90
bonded glass 09/81- inner trim	RUBB77	£26.50	Door glass seal, interior (each - Mk3 only)	RUBB44	£5.50	Rear quarter glass seals, fixed (pair)	RUBB135	£62.95
bonded glass 09/81- outer trim	RUBB78	£9.95	Roof gutter trim Mk3 & Mk5 (each)	RUBB80	£16.50	Rear quarter glass seals, opening (pair)	RUBB136	£40.90
Door seal with moulded corners (each)	RUBB50	£42.95	Roof gutter trim Mk4 (each)	RUBB88	£16.50	Rear quarter glass to external door	RUBB137	£101.95
Tailgate seal	RUBB64	£22.90	Fiesta Mk1/2			Tailgate seal Mk3	RUBB69	£22.90
Door glass window channel (each)	RUBB76	£13.90	Front windscreen rubber (thick, 32mm)	RUBB72	£37.90	Boot seal Cabriolet Mk3/4	RUBB94	£17.50
Door glass seal, exterior moulded (pr)	RUBB75M	£27.50	Front windscreen rubber (thin, 24mm)	RUBB120	£37.90	Heater/fan airbox seal	RUBB138	£10.50
Rear opening quarter glass seal (pair)	RUBB65	£27.95	Rear windscreen rubber	RUBB121	£33.50	Sierra		
Roof gutter trim black (each)	RUBB82	£16.50	Front/Rear screen chrome trim (each)	RUBB122	£9.70	Front/rear windscreen trim outer	RUBB99	£15.95
Roof gutter trim chrome (each)	RUBB83	£16.50	Door seal (each)	RUBB73	£22.90	Front/rear windscreen trim inner	RUBB100	£29.95
Sunroof seal (vinyl) roof only)	RUBB12	£22.90	Door glass seal (each)	RUBB89	£22.90	Door seal Mk1	RUBB97	£22.90
			Door glass window channel (each)		TBA	Door seal Mk2	RUBB98	£29.50
			Tailgate seal	RUBB74	£22.90	Door seal Mk2	RUBB97	£22.90
						Tailgate seal	RUBB96	£22.90

PIAA SILICONE WIPERS

PIAAs are 100% silicone and not just coated to the wiping edge and outperforms every other blade currently on the market: They are ideal for normal road use as well as off-road and competition driving in mud, fog, rain and snow, providing greater vision and more safety.

After only a few minutes of use, the wipers coat the screen with a minute and invisible layer of silicone. This causes the rain to 'bead'. Subsequently the droplets maintain a smaller surface area, resulting in a clearer screen and improved visibility. The silicone coating also ensures less friction between the wipers and screen surface, giving the blades a longer and more effective life. It also eliminates the probability of wiper squeak.

Super Silicone Wipers are supplied in black satin finish. A modified version, the Super Sporza Wiper, offers the same wiper with a lightweight spoiler to reduce aerodynamic lift at high speeds.



Super Silicone Wipers			Super Sporza Wipers		
Size	Black Finish Price		Size	Black Finish Price	
15"	WS38EB	£23.28	19"	WS48EFB	£29.34
16"	WS40EB	£23.28	20"	WS50EFB	£29.34
17"	WS43EB	£23.28	21"	WS53EFB	£29.34
18"	WS45EB	£23.28	22"	WS55EFB	£29.34
19"	WS48EB	£23.28	24"	WS60EFB	£29.34
20"	WS50EB	£23.28	26"	WS65EFB	£29.34
21"	WS53EB	£23.28			
22"	WS55EB	£23.28			
24"	WS60EB	£23.28			
26"	WS65EB	£23.28			
28"	WS70EB	£23.28			



ENGINE ENAMEL PAINT

E-Tech engine enamel is a high quality, long lasting, gloss paint specially formulated with a ceramic resin to cope with temperatures up to 250°C and is ideal for use on most engine parts and components.



It is perfect for painting engine blocks, valves and rocker covers, gear casings and many other components and brackets. It is a brush-on application so is simple to apply, quick drying and provides a hard, chip resistant, long lasting finish which retains its colour due to the high pigment content. 250ml.

Description	Part No	Price
Black	EE001-BK	£8.50
Blue	EE002-BL	£8.50
Red	EE003-R	£8.50
Silver	EE004-S	£8.50
Orange	EE005-O	£8.50
Yellow	EE006-Y	£8.50
Gold	EE007-G	£8.50
Lime green	EE008-LG	£8.50
White	EE009-W	£8.50
British racing green	EE010-BRG	£8.50

HEADLININGS, CARPETS & KICK PANELS

Model	Part No.	Price
Anglia 100E		
Carpet set, 2 door	IP1200	£231.95
Carpet set, 4 door	IP1201	£231.95
Headlining (lode star, large rear screen)	IP1202	£137.95
Headlining (lode star, small rear screen)	IP1203	£137.95
Headlining (union cloth)	IP1204	£223.90
Headlining clips (10 off)	IP1205	£1.50
Anglia 105E		
Carpet set	IP1206	£197.95
Headlining	IP1207	£137.95
Headlining clips (10 off)	IP1205	£1.50
Capri Mk1		
Carpet set	IP1208	£186.95
Headlining pre-face lift	IP1209	£137.95
Headlining face lift	IP1210	£137.95
Headlining clips (10 off)	IP1205	£1.50
Capri Mk2/3		
Carpet set (long console)	IP1211	£199.90
Headlining with sunroof	IP1212	£157.50
Headlining without sunroof	IP1213	£137.95
Headlining clips (10 off)	IP1205	£1.50
Cortina Mk1		
Carpet set	IP1214	£191.95
Headlining (star pattern)	IP1215	£172.50
Headlining clips (10 off)	IP1205	£1.50
Cortina Mk2		
Carpet set	IP1216	£190.90
Headlining Series 1 (star pattern)	IP1217	£172.50
Headlining Series 2 (putty)	IP1218	£172.50
Headlining clips (10 off)	IP1205	£1.50
Escort Mk1		
Carpet set (manual tunnel)	IP1219	£179.50
Boot mat	IP1220	£56.50
Headlining	IP1221	£118.90
Headlining clips (10 off)	IP1205	£1.50
Kick panels without pockets (pair)	IP1222	£29.95
Kick panels with LH pocket (pair)	IP1223	£49.50
Kick panels with RH pocket (pair)	IP1224	£49.50
Kick panel fasteners (pack of 12)	IP1225	£3.50
Escort Mk2		
Carpet set (manual tunnel)	IP1226	£179.50
Boot carpet	IP1227	£62.95
Headlining	IP1228	£118.90
Headlining clips (10 off)	IP1205	£1.50

VHT WRINKLE PLUS SPRAY


VHT Wrinkle Plus combines strong colours with a deep rich texture for a custom look. It is temperature resistant to 350°F (177°C) and is ideal for adding a touch of personal styling to almost any metal surface. Resists colour fading, grease, degreasers and severe weather conditions. This tough durable finish is extremely resistant to rust, corrosion, chipping and cracking. 11oz/312g



Black	SPER001B	£9.95
Blue	SPER001BU	£9.95
Grey	SPER001G	£9.95
Red	SPER001R	£9.95

TEMPERATURE STRIPS

Self-adhesive Racetech temperature strips that change colour from silver/white to black on reaching a defined temperature. Available in five temperature ranges and supplied in packs of 10. Can be used on any surface that the strip can be firmly adhered to. Accuracy +/-1%.



Temperature Range	Part No	Price
37-65°C	RTTS1	£10.90
71-110°C	RTTS2	£10.90
116-154°C	RTTS3	£10.90
160-199°C	RTTS4	£12.50
149-260°C	RTTS6	£12.50
204-260°C	RTTS5	£12.50
121-280°C	RTTS7	£12.50

STICKERS & DECALS

Vehicle Stickers



Medium sticker (190 x 40mm):	Large sticker (460 x 100mm):	Screen sticker (2000 x 200mm):
White STICKERMW £1.00	White STICKERLW £1.50	Full colour logo on white background
Black STICKERMBK £1.00	Black STICKERLBK £1.50	SCREENBPW £8.50


Race Numbers

1

2

(1) Race Numbers

(2) Scrutineers Delight



Black vinyl self adhesive race numbers conforming to regulations. 11" high. Range from '1' to '8' (9 is a reversed '6'). For part numbers please suffix 'RN' with the number/s you require. i.e. number '8' = RN8 £0.85
 Backings are available in round (18" diameter) or square (13" x 19") format.
 Round race number backing **RN91** £2.75
 Square race number backing **RN92** £1.85
 A4 multi-sticker sheet containing many of the commonly used decals including labels for: battery shut-off, ign. switch, towing point and various ancillary equipment switches, plus driver and co-driver blood groups. **OL100** £2.50

CLOTHING & MERCHANDISE

Our superb range of merchandise featuring the Burton logo (shown below). Available in small (S), medium (M), large (L) and extra-large (XL) sizes, in black with our new logo embroidered either to the breast (T-shirts/fleeces) or front (cap/hats).

Baseball Cap

- 100% heavy brushed cotton drill, 350g
- 6 Panel with support backing to front panels
- Pre-curved peak with 8 stitched lines
- Contrasting colour sandwich peak
- Fabric size adjuster with brass buckle & stitched eyelets



PEAKCAP1 £9.95

Polo Shirt

- Single tipping on collar and cuffs.
- Narrow two button placket with self colour buttons.
- Taped neck
- Reinforced shoulder seams.
- Side vents.



MPOLO £15.95

Beanie Hat

- 100% soft-feel acrylic.
- Washable.
- Reversible.
- Full size.
- Suitable for embroidery.



BEANICAP1 £8.50

Zip Neck Micro Fleece

- Unlined.
- Pill resistant.
- Contrast bound trim around zip neck, collar & hem.
- Open style cuffs.
- Drop tail.



MFLEECE £37.50

Burton stitch-on cloth badge



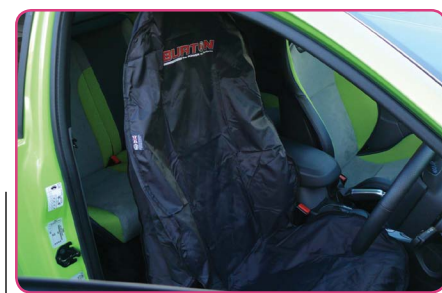
Nomex motorsport badge suitable for all race suits and supplied with fire retardant thread, needle and scrutineer's card. Conforms to FIA reg 8856-2000. **BADGE CLOTH** £9.95

Wing Cover



PVC Wing cover with anti-slip foam backing. Fits on even the most awkward shape of wings such as the Focus RS as pictured. **COVERWING** £34.90

Seat Cover



Recaro style nylon seat cover. Designed to fit over sports style seats **COVERSEAT** £34.90

For the more serious DIY mechanic and the professional engineer it is essential to have the correct tools for the job.

Our range of specialist tools and instruments has been selected on the basis of three main criteria: quality, durability and cost.

This process has been further reinforced by our own practical experience in assessing their usefulness in performing the various tasks they are designed to carry out.

We must assume that you already possess a fairly comprehensive general tool kit comprising spanners, sockets, screwdrivers, pliers, hammers, etc. If not, then we can supply such tools amongst many others available from Draper and J&S. Please contact us for tool catalogues if required.

Finally, do think of safety when using tools and equipment. Take notice of any warnings and instructions and wear safety goggles whenever necessary.

Piston Ring Compressor



Uses a spring clutch to assure a proper fit on the piston and eliminate any problems caused by ratchet types. Height 79mm, range 53-127mm bore.

JSL19500 £21.95

Piston Ring Compressor Set



Includes pliers and six bands to cover the range from 2 7/8" - 4 3/4". Fine tooth ratchet on pliers for ease of use. Works in both horizontal and vertical planes.

JSH144 £57.95

Cylinder Head Stands



Securely supports cylinder heads for most forms of service and repair applications. Heavy duty mild steel with zinc plated finish.

DRA89767 £29.95

Block Tester



Detects exhaust gases in the radiator header tank, using blue coloured reagent that turns yellow when exhaust gases are present. Supplied with 18fl oz of test fluid.

JSBT500 £51.95

Wrinkle Band Ring Compressor



Low friction so allows rings to slide easily. Wrinkle prevents band from slipping into the cylinder. Cam operated for speed of use as this avoids resetting the tool on each piston.

JSL21700 £28.50

Ridge Reamer



For the removal of wear ridges in the cylinder. Spring loaded carbide cutter follows contour of cylinder and will remove the ridge in just a few turns. Replacement cutters available.

JSL36500 £124.90

Digital Dial Indicator Gauge



Metric/imperial conversion. Graduations 0.01mm/0.0005". Zero reset in any position. With back mounting lug. Use with magnetic stand.

DRA46608 £79.90

Bearing Packer



Place the bearing between the plastic cones, tighten and grease through the nipple on the end. Forces out old grease and evenly injects new. Cone is 5" diameter.

JSL65250 £16.50

Cylinder Glaze Breaker



Budget tool covers the range 2" - 7" diameter. Spring tension is adjustable for positive cutting action at all speeds. Supplied with 4" long stones.

JSH325 £34.90

Piston Ring Installer



Installs and removes most piston rings from 3/64" - 1/4".

JSL33500 £11.95

Small Hone Three Leg



Adjustable tension. Covers sizes 19 - 64mm. 1 1/2" stones.

JSH310 £15.50

Spigot Bearing Remover



Adjustable jaws and slide hammer make for easy removal of crank spigot bearings. Jaw spread is 1/2" - 1 1/2".

JST682400 £42.95

Valve Spring Compressor



Adjustable cam action spring compressor that is suitable for use on many OHC, OHV and CVH engines. Capacity 60-155mm, throat 160mm.

DRA13892 £39.00

Dual Cam Valve Spring Compressor



Designed for use on multi-valve engines with deep seated valves. Also can be used on many OHV, OHC and CVH engines. Provides a choice of operation from either above or below the valve to give improved access. Throat depth 165mm. Adjustable from 55 to 99mm.

DRA02713 £59.99

Valve Grinder Stick



PVC shaft with 19mm and 22mm diameter rubbersuction ends. Stick only.

DRA10409 £2.00

As above but with pots of genuine carborundum fine and coarse paste.

DRA72891 £12.00

Lisle Oil Filter Wrench



Swiveling handle for easier access. 1" wide Stainless Steel band for durability. Covers filters from:

2 3/4" to 3 1/4" dia. JSL5370 £13.90
3 1/2" to 3 3/4" dia. JSL5350 £13.90

Brake Piston Spreader



Fits in caliper to push the pistons back in, avoiding potential damage. 1/2" square drive.

DRA52335 £29.95

CVH Valve Spring Compressor



Allows valve stem seals to be replaced without removing the cylinder head. Suits 1.3, 1.4 and 1.6 CVH engines.

VS150 £15.95

Bearing Race & Seal Driver



For inserting bearing race straight and easily without damage to race or housing. Turn discs over to drive seals. Set covers up to 2.55" JSL12600 £70.90

Trident Angular Torque Gauge



1/2" drive tool with integral reaction arm allows torque angle to be set on the gauge.

JST285200 £12.95

Seal Puller



For removing oil or grease seals. Two sizes of tip remove nearly all seals. 325mm long.

JSL56750 £16.50

Thread Restoring File



Special file to restore damaged threads. A valuable time-saving tool.

Imperial File - pitches of 11 to 24 tpi
JSAE2665 £18.95

Metric File - pitches of 0.75 to 3.00mm
JSAE2670 £12.50

Trident Ball Joint Separator



Scissor type, two position ball joint separator, for careful separation of joints. JST432100 £43.90

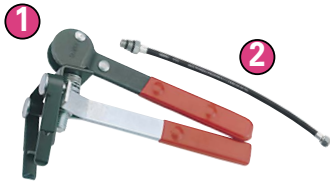
C Spanner



For easy adjustment of suspension 'coil over' platforms and locking rings. Use two of these spanners for speed and safety.

MP458 £6.95

Valve Spring Compressor



(1) Used for compressing valve springs without removing the cylinder head. This tool is suited to engines with larger valves, but not those with deep seated valves. The tool fits onto the spring itself and compresses it with lever action or by using a socket and wrench. Requires connection to air supply through spark plug hole.

DRA57630 £9.95

(2) Airline connector.

Suits 14 & 18mm plug threads.

JSG7200 £15.50

Oil Gallery Brushes



Nylon brush head and twisted steel shaft. Essential for cleaning out block oil galleries prior to rebuilding.

33" long.

3/8" brush head JSGB1 £15.00

1/2" brush head JSGB2 £15.00

5/8" brush head JSGB3 £15.00

3/4" brush head JSGB4 £10.00

Set of all 4 JSGBK £60.00

Glaze Breaker



The original American product for professional use. Controlled pressure assures positive, adjustable contact through the full range. Adjustable stop collar permits quick selection of two ranges, 2" - 4" and 4" - 7". Supplied with 3" stones 220 grit. Replacement stones in 220, 240, 320 grits available.

JSL23500 £44.95

MityVac 8000 Kit



Allows testing of vacuum related systems in the engine including ignition systems, carburetors, automatic transmissions, computer systems, fuel systems, air conditioning units, cruise control units, emissions control systems and more. This kit also comes complete with instructions and accessories needed for one person brake bleeding.

JSMV8000 £65.95

Brake Pipe Flaring Kit



Quality pipe flaring kit. 4.75, 5, 6, 8, 10mm, 3/8, 1/4 and 1/2" punches supplied. For copper and steel brake pipes.

ITC3957 £24.00

Magnetic Stand



For use with dial gauges, etc. Powerful magnetic base with on/off switch. Precision ground surface.

DRA45276 £36.00

Cylinder Leakage Tester



Accurately diagnoses compression problems by connecting to workshop air supply. Allows comparisons between cylinders by measuring rates of air loss for each cylinder. Will allow faulty valves, piston rings and gaskets to be pinpointed prior to removal of the cylinder head. Suitable for petrol applications only.

JSG6550 £93.95

Digital Automotive Analyser



For testing: DC volts (200mV - 1000V), DC amps (10A max.), dwell angle, resistance (200 - 20M ohms), tachometer readings & diode test. Supplied complete with leads, battery, protective case & instructions.

DRA50024 £49.90

Stainless Steel Lock Wire



For use with DRA38896. 1lb spool.

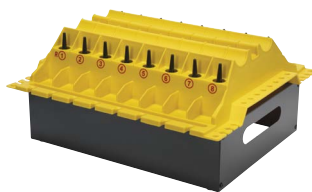
Sizes available:

0.24" (0.6mm) DRA221.24 £21.95

0.32" (0.8mm) DRA221.32 £21.95

0.40" (1.0mm) DRA221.40 £21.95

Head Component Storage Rack



Integral trays to accept camshafts and all associated valves, springs, rockers, collets, etc. Ideal when dismantling the cylinder head, all components can be stored in the trays in exactly the correct order for easy reassembly.

CHRACK £45.00

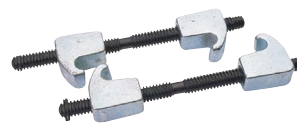
GSI Petrol Compression Tester



0-300psi with adaptors for both 14mm and 18mm spark plugs. Quick release button for multiple testing. Made in USA

JSG6200 £51.95

Coil Spring Compressors



10" long. Supplied in pairs.

DRA1473 £36.00

Cam Belt Tension Gauge



Can fit most cam belts and give an accurate measurement of their tension. Supplied with full instructions.

JST381101 £72.95

4 Piece Mini Hook & Pick Set



Easy removal of 'O' rings, cotter pins, seals and bushes, in various applications.

DRA35099 £12.95

Heavy Duty Brake Pipe Clamp



This is probably the best pipe clamp available. Chrome finish.

JST413200 £15.50

Spark Plug Gapper



Tapered edge for gauging plug gaps, and hole for adjusting the gap without pressing on the centre electrode.

JSL67870 £3.95

Stethoscope



Suitable for detecting faults in engines, bearings and other moving parts. Supplied with two probes 290mm long.

DRA54503 £24.00

Pistol Grip Xenon Timing Light



Suitable for checking ignition timing on automotive engines. On/off trigger.

DRA52616 £58.90

Stud Extractor Set



1/2" square drive, roller type with 21mm hexagon on end of sockets. Removes studs with the minimum of marking. Sizes: 6, 8, 10, 12mm.

DRA55641 £42.00

Magnetic Tray



JSS95051 £9.95

Universal Clutch Alignment Tool



Makes quick work of accurately aligning the clutch plate prior to fitting.

DRA52329 £12.00

6" Circlip Plier Set



Combination set for inside or outside circlips. Comprising two straight, one 90° and 45° heads and handle.

DRA19735 £12.00

10" Wire Twisting Pliers



Can twist stainless wire up to 1.5mm diameter and cut up to 2.5mm diameter.

DRA38896 £43.50

Trident Oil Drain Pan



Use for catching oil or other fluids. Integral handle and spout.

8 litre JST345108 £23.95
16 litre JST345116 £29.95

Lisle Plug Thread Cleaner



For easy cleaning of threads prior to replacing spark plugs. Double ended to fit both 14mm and 18mm threads. Use in a spark plug socket. Made in USA

JSL2020 £12.50

One Man Pressure Bleeder



Connects to vehicle tyre as a pressure source for unassisted bleeding of brakes.

JST414100 £30.95

Trident Dual Transfer Pump



Fuel compatible transfer pump. Fluid is drawn up one tube and expelled via the other. Simple to use, ideal for draining oils and fluids.

JST685101 £26.95

Trident Mechanics Mat Set



Kneeling mat and laying down mat in black high density foam with a red inner layer. Water proof and comfortable to use when working on your knees.

JST654101 £22.90

Mechanix Glove



The Original Mechanix glove from the USA can handle the toughest work you can throw at it. With improved synthetic leather palm, index, middle and ring fingertips, it repels 25% more water and oil preserving the life of the glove. The low-profile TPR (Thermal Plastic Rubber) hook and loop cuff closure, along with the two-way stretch Spandex top, provides you with a better fit. And it's hidden interior seam stitching and Lycra inset panels ensures optimum comfort and freedom of mobility. Available in a range of sizes.

JSMX205 £23.50

Engine Stand



This stand will accept a wide variety of engine. The swivelling head (360°) gives access to all parts of the engine. Fully adjustable mounting arms. Capacity 350kg.

ES350 £79.99

Magnetic Aluminium Vice Jaws



Soft aluminium for protective clamping, inserted with magnets to secure them to the vice.

FCM3661 £42.50

Lisle Feeler Blade Set



31pc set of imperial blades dual marked with metric equivalents.

JSL6810 £12.95

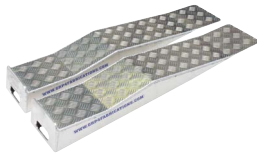
Hot Sleeve



Protects your hand and arm from burns whilst working around the engine. Made from heat resistant, washable, Kevlar.

JSL1870 £23.50

Alloy Wheel Ramps



Strong and lightweight WRC spec alloy wheel ramps, TIG welded and internally braced with integral carry handle. 1000mm long, 200mm wide, 70mm high. Pair.

MP1350 £195.50

Engine Stand



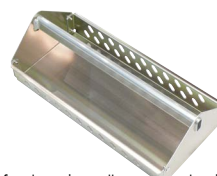
Manufactured from power coated steel, these engine stands are pre-drilled to fit Ford pre-X/flow, X/flow, Lotus Twin Cam, BDA, SOHC Pinto and Cosworth YB engine blocks. The stands also provide ideal handles when you need to pick up the engine. As used in our own workshop. Supplied as a pair.

ENGSTAND £67.50

Also available to fit Zetec E engine block:

ENGSTANDZ £67.50

Lightweight Alloy Tool Tray



Ideal for keeping all your tools tidy during servicing. 400mm long x 170mm wide.

MP1353 £34.90

Axle Stands - Sill Type



Set of 4 TIG welded axle stands incorporating wheel nut tray. 580mm high with 20mm high tensile pin. Zinc plated

MP1351 £295.50

PowerAlign Camber Gauge

The PowerAlign Magnetic Camber Gauge measures the Camber angle on the wheel hub or brake disc and allows on-car adjustment to ensure correct wheel alignment. This is a useful tool for setting Camber angles after dismantling and re-assembling of the suspension and is an ideal track day companion.



This easy to use magnetic gauge attaches to the hub or brake disc and graduates +/- 6 degrees and comes supplied in a durable storage case.

Save on expensive repair costs and down time by using the PowerAlign Magnetic Camber Gauge. PFG-1001 £37.74

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MSVT
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- Tuesday 5th June Brands Hatch (day & evening)
- Tuesday 31st July Snetterton (day)
- Tuesday 28th August Oulton Park (day)

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- Full details of vehicle - Make/Model/Year/Engine size & type

Completing the enclosed order form (which you can photocopy if you wish) will enable our staff to process your order accurately and in the shortest possible time. Once you have all this information to hand you can place your order with us by any one of the following methods.

We advise all customers who wish to send orders and payment via E-mail or post to confirm availability and total cost of goods with our staff beforehand. If this is not convenient please remember to add the carriage charge (if applicable) to the goods total. Whenever possible, please include a telephone or fax number that you can be contacted on.

HOW TO PAY

All orders must be pre-paid in full, by any of the following methods, prior to dispatch:

Postal Payments

- Cheques
- Postal orders
- Money Orders
- Bank Drafts

Please make payable (including carriage) to BURTON POWER. If paying by cheque please write your cheque card no., card expiry date, and home address (inc. postcode) on the back and allow at least 7 working days for clearance. For urgent orders we can arrange immediate cheque clearance through TRANSAX. Please add £3 for this service. Cash can be used to pay for mail orders but please make sure it is sent via Special Delivery post. Burton accepts no responsibility for payments made by mail.

Payments by Credit/Debit Card

We accept most cards;

We will require the following details from you:

- (1) Your card number.
- (2) Expiry date.
- (3) Issue number (Switch only).
- (4) Issue date (where applicable), or Valid from date (in some cases).
- (5) CCV/security number (last 3 digits on the signature strip).
- (6) Cardholder's full address (inc. postcode) and daytime telephone no.



N.B. Due to the current high incidence of credit card fraud our staff may ask for other information to confirm the validity of this type of payment. All orders for new customers must be sent to the credit card holder's address - please do not ask for an alternative delivery address.

Bank transfers are an efficient & secure method of payment, especially for overseas customers. Please add £10.00 to the total order value to cover bank administration charges for this service. We have three accounts available depending on the currency you wish to send:

Transfer of Funds via Your Bank**Sterling Account (£GBP):**

Branch Address: BARCLAYS BANK PLC, ILFORD, ESSEX. ENGLAND.
 Branch Sort Code: 20.44.22
 Account Name: BURTON PERFORMANCE CENTRE LTD.
 Account Number: 90223395
 IBAN: GB92 BARC 2044 2290 2233 95
 Swiftbic: BARCGB22

Please notify us when you transfer money in this way.

After Sales Service

We offer a full refund (less carriage) on any goods returned within 14 days of purchase providing they are unused and in their original packaging (excludes books, videos, DVDs, electrical goods and special orders). Although all our staff work hard to give customers a superior service, we also understand that, from time to time, things can go wrong. Please let us know when this happens - as well as helping yourself you will be helping us to improve things for future customers. Our staff are here to help in any way they can so if you are unsure of the fitting or suitability of any product you have purchased, our technical advice department is on hand to assist. We also ask all our customers who have purchased safety related products such as brakes, suspension, steering, etc. to have these parts fitted and checked by a qualified vehicle technician. All such parts supplied by Burton Power are always of the highest quality and integrity but their performance and safety could be severely compromised if fitted by an unqualified person. Wherever possible we will supply any additional fitting instructions, drawings or technical assistance.

Carriage & Delivery

We aim to dispatch orders the same day via reputable cost effective carriers with established track records of reliability and customer service. Due to the precision tolerances and delicate nature of many of our products we take great care in ensuring your order arrives safely and undamaged. Our experienced dispatch personnel use proven methods to protect these delicate and vulnerable items and, in some cases, this may add considerably to the overall weight e.g. a cylinder head gasket weighing around 100 grams will weigh approx. 550 grams after protective packaging. In particular, our overseas customers should confirm consignment weights and transport costs.

UK Destinations

We offer a FREE 2-3 working day delivery service on orders over £100 (excluding engineering services and engine builds). Applies to UK mainland and Isle of Wight only. Carriage methods available and prices are as follows:

1st Class post

(to all UK & Channel Island destinations).
 Maximum value £50:
 Small packets up to 750grms £3.50
 Small packets up to 1kg £4.50

Parcels Deliveries

All UK addresses:
 1-2 working days £8.00

Special Delivery post

(to all UK & Channel Island destinations):
 Small packets up to 500g £9.50
 Small packets up to 1kg £11.00
 Small packets up to 2kg £14.40

Delivery times do not include Saturdays, Sundays or National Holidays. Please note that delivery to remote mainland areas and Scottish Highlands/Islands may take longer.

Overseas Destinations**Airpost post (Europe - max value £50)**

Small packets up to 500grms £5.70
 Small packets up to 1kg £9.00
 Small packets up to 1-2kg £15.00

Airpost post (Rest of world - max value £50)

Small packets up to 500grms £7.50
 Small packets up to 1kg £13.50
 Small packets up to 1-2kg £24.95

For the European countries listed below, the cost is for sending non-urgent parcels by DHL Economy. For most other destinations, delivery is by DHL Express which is calculated per kg weight (or volume). Examples for 10kg parcels are shown below.

Up to 30kg		Up to 30kg		Up to 30kg	
Austria	£25.00	Germany	£20.00	Norway (no VAT)	£25.00
Belgium	£20.00	Greece	£30.00	Portugal	£25.00
Channel Islands (no VAT)	£17.50	Ireland	£20.00	Spain	£25.00
Denmark	£25.00	Italy	£25.00	Sweden	£25.00
Finland	£25.00	Holland	£20.00	Switzerland (no VAT)	£25.00
France	£20.00	Luxembourg	£20.00		
10kg parcel		10kg parcel		10kg parcel	
Australia	£81.50	Japan	£81.50	South Africa	£101.70
Canada	£66.25	Malaysia	£81.50	USA	£55.75
Cyprus	£62.50	Malta	£54.00	Uruguay	£110.20
Hong Kong	£81.50	New Zealand	£101.70	West Indies	£110.20
Israel	£110.20	Singapore	£81.50		

For all other destinations, prices can only be quoted for a specific order. We recommend using DHL Express for all urgent parcels to all overseas destinations. If required, we can pack your consignment ready for collection by your own carrier.

Please Note:

We can only quote for overseas carriage once we have a consignment weight.

Also, compensation for loss or damage by the carrier is usually based on weight and may not cover the total value of your goods. Additional insurance can be arranged for a small fee and we strongly recommend this course of action. Please ask for details when ordering.

Due to certain restrictions imposed by the carriers we regret that we are unable to export aerosol cans (spray canisters), oils & additives, brake fluid, petrol additives and fire extinguishers.

UK Sales Tax (VAT)

Overseas customers do not pay our UK sales tax (VAT) unless they reside in a European Community (EC) country i.e. Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Eire, Estonia, Finland, France, Germany, Greece, Holland, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.

EC businesses registered for VAT are exempt from paying VAT if they can provide their VAT registration number (with country code). Proof of identity will also be required.

B.F.P.O. customers are also exempt from paying VAT if they provide a signed certificate of entitlement (available from their C.O.)

To remove VAT from the prices published in this catalogue, divide the price by 1.2. Do not deduct VAT from books since they are VAT exempt.

Returns & Shortages

Please notify us immediately of any shortages or damage, quoting the invoice number. Please be assured that whatever the problem we are here to help resolve it. Should you wish to return any goods, please notify us before doing so and complete the returns form that is included with your order. All returns must be accompanied by a returns number.

QUICK RESPONSE ORDER FORM

When copied and completed, this form will provide us with all the information we need to process your order by post or fax.

BURTON POWER, 631 EASTERN AVENUE, ILFORD, ESSEX, IG2 6PN.

Personal Details

Name: _____

Address: _____

Post Code: _____

Telephone (Home): _____

Telephone (Daytime): _____

Fax: _____

Vehicle Details

Make: _____ Model: _____ Year: _____ Engine: _____

Part Details								
Page No	Part No	Description	Further details (e.g colour, size, etc.)	Unit (e.g. each pair set, metre)	Qty	Unit price	Total cost	

<p align="center">14 DAY MONEY BACK GUARANTEE</p> <p>If you are not satisfied with the service or goods you receive from us we offer a no quibble refund (less carriage) on any goods returned within 14 days, providing they are unused and in their original packaging. This service does not apply to special orders.</p> <p align="center">Orders Exported outside of the EC can deduct VAT. Please refer to page 160 for more details.</p>	Total Goods	£
	Transax Charge	£
	Carriage	£
	Sub Total	£
	Order Total	£

Method of Payment

Cheque/Postal Order Payments

I enclose cheque/postal order for £ _____

Please make cheques payable to **Burton Power**.
Cheques will take 7 days to clear. If your order is urgent we can use the **TRANSAX** clearance service. Write your cheque guarantee card number and expiry date on the back of the cheque and add £3.00 to the order in the box provided.

Cash Payments

If paying by cash, please send via special delivery post only.

- Please Check that you have . . .**
- (1) Completed all your address details.
 - (2) Specified your car/engine details.
 - (3) Added carriage & VAT (if applicable).
 - (4) Enclosed payment or charge card details.

Credit & Debit Card Payments

If paying by credit or debit card, please tick the card type and complete the boxes as appropriate.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please debit my card No. _____

Valid from _____ Expiry date _____ Issue No _____

CCV No. _____ This is the credit card verification number which is the last 3 digits on the signature strip of your card. On American Express cards it is the 4 digit number found on the face of the card, above and to the right of the main card number

Total £ _____ Date _____

CAT2018: All Orders Subject To Our Standard Terms And Conditions Of Trading, Copies Of Which Are Available On Request

A		C		E	
Accusump	38	Cam covers	30	Exhaust mountings	77
Actuators, turbo	60	Camshaft bearing caps	26	Exhaust systems & manifolds	75-77
Additives	150,151	Camshaft bearings	26	Exhaust universal components	78-79
Adjustable spring conversion kits	132,135	Camshaft belts & tensioners	27	Exhaust VHT paint	80
Aerocatch	143	Camshaft kits	25	Extinguishers, fire	147
Air boxes	72,73	Camshaft oil spray bar	25,26	Eye bolts, seat belt anchors	143
Air ducting hose	127	Camshaft pulleys/gears/sprockets	27		
Air ducts/scoops	127	Camshafts	25,26	F	
Air filters	71-74	Carburettor air horns/trumpets	45,73	Fan blade	64
Air horns - carburettor	45,50,73	Carburettor jets & chokes	45	Fans - controllers	65
Air hose reducers	127	Carburettor linkage	44,45	Fans - engine cooling	65
Air/fuel ratio meters	87,89,92	Carburettor service kits	46	Fasteners - Dzus	143
Alloy cam covers	30	Carburettor spares & accessories	44-46	Fasteners - engine	43-44
Alloy components	57,58	Carburettors and kits	44	Filler caps	30
Alloy tanks	59	Carpet set	154	Filters - Air	71-74
Alternator drive kits	62	Catch tanks	34,59	Filters - Breather	73,74
Alternators	97,98	Chargecoolers	61	Filters - Fuel	54
Anti-dive kits	133,134	Clothing	146,154	Filters - Oil	35,60
Anti-roll bars	133,135	Clutch bolts	43,44	Fire extinguishers	147
Anti-tramp kits	133,135	Clutch cables	107	Firewalls	145
Arches	145	Clutch covers & plates	107-110	Flywheel - bolts	43,44
Assembly lube	150,151	Clutch kits	107-109	Flywheel - ring gears	22
ATBs (differential)	104	Clutch release bearings	107-109	Flywheels	22
Auxiliary pulleys	27	Coil over kits	132,135	Followers, camshaft	25,31
Axle kits & spares	101,102,104	Coil springs, suspension	129-131	Footrest, navigator's	143,144
		Coils, ignition	85,86,88	Ford licensed accessories	146
		Cold air kits & pipes	73	Four Link kit	133,135
		Collector pots	54	Front covers, engine	30,63
		Compression strut kits	132,135	Fuel additives	150,151
		Con rod bolts	43,44	Fuel filler caps	56,57
		Con rods	20	Fuel filters	47,54
		Condensor	87	Fuel hose	55,56,58
		Coolant	150	Fuel injection components	48-51,54
		Cooling - oil	34	Fuel injectors	54
		Cooling - turbo	61,62	Fuel pressure gauges	46
		Cooling - water	61-64	Fuel pump brackets	47,53,57
		Core plugs, engine	18	Fuel pump switch	52
		Cover, seat & wing	154	Fuel pumps & unions	47,48,53
		Crankshaft pulleys/gears/sprockets	19	Fuel rails	51,54
		Crankshafts	19	Fuel ratio meters (fuel/air)	87,89,92
		Crankshafts & bearing shells	21	Fuel regulators	47,54
		Crown wheel & pinions (CWP)	101	Fuel tanks	56
		Cut-off switches, battery	94	Fuse boxes	95
		Cylinder block related parts	18		
		Cylinder blocks	17,18	G	
		Cylinder head tools	30	Gallery bungs/plugs	18
		Cylinder heads	28,29	Gasket sealants	151
				Gaskets, engine	39-42
				Gaskets, gearbox	112,113
				Gauge adaptors, oil temp/pressure	34,93
				Gauge mounts/pods	94
				Gauges, instrument	89,91,92
				Gear knobs	113,146
				Gearbox - gear kits	114-116
				Gearbox - quickshifts	111
				Gearbox - spare parts	112,113
				Gearbox housings	116
				Gearbox mounts	81
				Gearbox tunnel	111
				Gearboxes	114-116
				Gearshift lights	90
				Grilles	145
				Grommets	152
				Gussets	145
				H	
				Halfshafts	101
				Handbrake cables	127
				Handbrake kits	126
				Harnesses - electrical	51,82
				Harnesses, safety	142
				Head studs/bolts	43,44
				Header tanks	59
				Headlining	154
				Heat barrier products	80
				Heat shields	57
				High temperature adhesive strips	154
				High temperature brake/caliper paint	123
				High temperature exhaust paint	80
				Horns	100
				Hose - see brake, fuel, oil, radiator, silicone or vacuum	
				Hose clamps, Mikalor	66
				Hose clips, stainless steel	66
				Hose connectors/adaptors/joiners	48,55,66,92
				Hose finishers	55
				Hose fittings, Goodridge	55
				Hose take-offs	66,92
				Hubs, wheel	105
				Hybrid isolator	94
				Hydraulic clutch components	107
				Hydraulic handbrake	126
B		D			
Ball studs, engine	32	Dampers	128-132		
Batteries	97	Data loggers	89		
Battery boxes	97	Dial gauges	89,91,92		
Battery chargers	96	Diff mount	104		
Battery mat	97	Differential components	101,103,104		
Battery switches/leads	95,96	Dipsticks	35		
Bearing caps, steel main	18	Dirt plates	111		
Bearings, engine (shell)	21	Distributor caps	87		
Bearings, wheel	104	Distributor spares	87		
Bellhousings	111	Distributors	85,86		
Belts, camshaft drive	27	Door cards	145		
Belts, water pump drive	64	Double width kits	133,134		
Bias pedal boxes	126	Dowels	44		
Bleed valves	60	Drop link kits	132		
Blocks, engine cylinder	17,18	Dry sump equipment	36-38		
Body parts	145	Ducting hose, air	127		
Bolts, engine	43,44	Ducts/air scoops	127		
Bonnet	144	Dump valves, turbo	59		
Bonnet bump stops	152	Dynamo, alternator replacement	98		
Bonnet pins	143	Dzus fasteners	143		
Boost gauge adaptor	92	E			
Boost pipe upgrade kit	61	ECU eproms/chips/upgrades	82,93		
Boost valves, turbo	59	ECUs	51		
Boot	144	Electric cooling fans	65		
Boot carpet	154	Electric water pumps	64		
Boot liner	144	Electrical wiring/accessories	95		
Boot springs	143	Electronic ignition	86-88		
Brake balance bars	126	Engine - mounts	81		
Brake bias valves	126	Engine assemblies 'Duratec HE'	17		
Brake caliper paint	123	Engine bay tanks	34,59		
Brake caliper spacer kits	123	Engine crossmembers	81		
Brake calipers	120-123	Engine management	49,51,82		
Brake discs/rotors	118,119,122	Engine packages 'Duratec HE'	14,15		
Brake drums	119	Engine packages 'Zetec E'	16		
Brake ducts, cooling	127	Engine sensors	51,82,89		
Brake fittings	124,125	Engine tools	21		
Brake fluid	123	Escort Rally components	132-135,145		
Brake fluid reservoirs	125	Exhaust heat wrap products	80		
Brake hoses	124	Exhaust manifolds	75-77		
Brake kits	120-122				
Brake light switches	127				
Brake line lock	125				
Brake master cylinders	125				
Brake pads	118,199,121				
Brake servo, remote	124				
Brake shoes	119				
Brake temperature paint	124				
Brake tools	123				
Breather filters	73,74				
Breather tanks	34,59				
Breathers, engine	18				
Bulbs, lighting	100				
Bump stops, suspension	131				
Bumpers & brackets	144,145				
Bushes - Polyurethane	138,139				
C					
Cables - Clutch	107				
Cables - Handbrake	127				
Cables - Speedo	111				
Cables - Throttle	46				
Cam carriers, BDA/BDG	28				

I	
Ignition coil packs	88
Ignition coil packs	86
Ignition coils	85,86,88
Ignition components	87
Ignition leads	83,84
Ignition systems, electronic	86-88
Indicator lenses	99
Indicator lights	95
Injection - see 'fuel injection'	
Inlet manifolds	46,50,51
Inlet plenum	52,53
Instruments/gauges	89,91,92
Intercooler pipes	66
Intercoolers	61,62
J	
Jackshafts & pulleys	27
Joiners, hose	48,55,66,92
K	
Key rings	146
Kick panels	154
L	
Lamp brackets	100
Launch control	90
Leaf springs	131,132
Lighting	99,100
Limited slip differential (LSD)	102-104
Linkage kits, carburettor	45
Locktabs	119,123,137
Lockwire, stainless steel	156
Lowering kits	129,131
Lubricants, oil	149-151
M	
Main bearing caps, engine	18
Main cap bolts	43,44
Manifolds - exhaust	75-77
Manifolds - inlet	46,50,51
Master cylinder seal kits	125
Master cylinders	125
Mirrors	142
Mud flaps	143
Multi-shim steel head gaskets	39
N	
Non-return valves	47
Numbers & backgrounds	154
Nuts & bolts, engine	43,44
O	
O Ring kits	42
O ring plates, carburettor	46
OBD-II Data loggers	89
Octane boosters	150,151
Oil - engine	149-151
Oil - gearbox, axle	149-151
Oil cooler ducts	127
Oil coolers	34
Oil filler caps	30
Oil filter housings	34,35
Oil filters	35,60
Oil hose & fittings	33,55
Oil pressure/temperature senders	34,92
Oil pumps, dry sump	36-38
Oil pumps, wet sump	33
Oil seals, engine	40-42
Oil separator tanks	59
Oil spray jets	18
Oil sump pans	35-38
Oil tanks	59
Oil thermostats	34
P	
PP clips	66
Paint	80,123,153,154
Panhard rod kits	133,135
PCV valves	7
Pedal boxes	126
Pedal sets	126
Petrol - see fuel	
Piston rings	24
Pistons, cast	24
Pistons, forged	20,23
Plastigauge clearance strips	21
Plenum, inlet	52,53
Pods, instrument/gauges	94
Points, distributor	87
Polyurethane bushes	138,139
Power boost valves	54
Power steering conversion	136

P	
Power steering pipes	136
Power steering tanks	59
Proportioning valves, brake	126
Propshafts & joints	105
Pulleys, engine	19,27
Push rods, engine	32
Q	
Quickrack kits, steering	137
Quickshifts	111
R	
Race numbers, backgrounds	154
Race tape/tank tape	151
Radiator caps	62
Radiator hoses	71
Radiators	61,62
Radius arm kits	133,135
Rally equipment - Escort Mk1/2	81,131-135,145
Ram pipes, carburettor	45,73
Ram pipes, throttle bodies	50
Release bearings, clutch	107-109
Remote oil filter heads	34
Remote servo kit	124
Reservoirs, brake/clutch cylinder	125
Rev limiters & counters	88,90,91
Ring gears, flywheel	22
Rocker arms, engine	31,32
Rocker covers, engine	30
Rocker posts & shafts, engine	32
Rod end/spherical bearings	136
Roller rocker kits	31
Rotor arms	87
Rubber components	152
S	
Sandwich plates, carburettor	46
Sandwich plates, oil cooler	34
Scoops, air	127
Sealants	42,151
Seat belt pads	146
Seat belts	142
Seat mounts & crossmembers	143
Seats	140,141
Sensors, engine	82
Sensors, engine management	51
Servo kit, brake	124
Shift lights	90
Shims, valve & valve spring	31
Shock absorbers	128-132
Silencers, exhaust	78,79
Silicone hose kits	70
Silicone hoses, universal range	67-69
Slave cylinders, clutch	107
Slipper spring & slider kit	131,135
Spare wheel holder	144
Spark plugs	83,84
Speedo cables	111
Speedo sensor	92
Spherical rod ends	136
Spigot bearings, crankshaft	19
Spiral binding, wiring	96
Spot lights	100
Spring shackles	131
Springs - suspension	129-131
Springs - valve	25,26,31
Stainless steel covers, brackets & pipes	57,58
Starter motors	98
Starter switches	95
Steering arms	137
Steering coupling/UJ	137
Steering gaiters	137
Steering racks & kits	137
Stickers, decals	154
Strut braces	134,136
Strut casing	132
Strut top mounts	132,134
Studs, engine	43,44
Sump guards	133
Sump pans	35-38
Sump plugs	35
Suspension bushes	136,138,139
Suspension kits	129,130
Suspension springs	129,130
Swirl pots	54,59
Switches & switch panels	95
Synchrometers, carburettor	46

T	
T pieces/kits	45,48,55,92
Tachometers	91
Tank tape/race tape	151
Tanks - catch	34,59
Tanks - fuel	56
Tanks - oil	59
Tappets, engine	25,31
Technical articles - see listing	2
Temperature indicator strips	154
Temperature paint kit	124
Temperature senders	92
Tension strut kit	135
Tensioners, camshaft drive	27
Thermoblocks, oil cooler	34
Thermostat housings	63
Thermostats, engine	63
Throttle bodies	49,50
Throttle cables	46
Tie rod ends	137
Timing chains	27
Timing covers	30
Timing disc	30
Timing pulleys & gears	27
Tools, workshop	21,30,155-157
Top hose adaptors	66,93
Top mounts	132,134
Towing eye	144
Track control arms (TCAs)	133,134
Transmission - see 'axle' or 'gearbox'	
Trumpets, carburettor	45,73
Trumpets, throttle bodies	50
Turbo actuators	60
Turbo coolers	61,62
Turbo dampers	60
Turbo dump valves	60
Turbo oil feed hoses	60
Turbo oil filter	60
Turbochargers	60
Turret kits	133,135
U	
U bolts	131
Universal Joint, propshaft	107
Universal joint/coupling, steering	137
V	
Vacuum hose	69
Valve caps	146
Valve cotters	32
Valve covers	30
Valve guides	32
Valve shims	31
Valve spring platforms & shims	31
Valve spring retainers	31
Valve springs	25,26,31
Valves, engine	32
Vented brake discs	118,119,122
Vernier cam pulleys	27
VHT exhaust paint	80
W	
Water pump drive kits & belts	62,64
Water pumps	63,64
Water rails	63
Water temperature senders	92
Water Wetter	151
Waterproof connectors	95
Watts linkage kits	133,135
Wheel & tyre covers	106
Wheel bearing kits	104
Wheel braces	106
Wheel centre caps	106
Wheel cylinders	121
Wheel spacers	106
Wheel studs, nuts & bolts	106
Wheel tubs	145
Wheels, Minilite	105
Windscreen rubbers & seals	153
Wiper blades	153
Wiring harness grommet	82,152
Wiring harnesses	51,82
Wishbones	136
Workshop tools & equipment	21,30,155-157
World cup crossmembers	81,134

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www.burtonpower.com



Order Online



...Meet up with us at one of our track days during 2018

Friday 6th April
Donington Park



Tuesday 5th June
Brands Hatch
(day + evening)



Tuesday 31st July
Snetterton



Tuesday
28th August
Oulton Park



Anything goes - and it doesn't have to be a Ford!



www.burtonpower.com



RIP Shawn Rayner and Steve Dear who were tragically taken away on the 30th December 2017 whilst doing what they loved best.



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sales@burtonpower.com

Meet up with
us at the
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