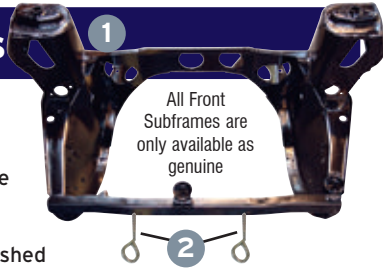




Front Subframes



All the genuine subframes are assembled on the original jigs to ensure correct fit and alignment of parts to the car body to provide correct castor and camber angle. It has the correct amount and positioning of welds. They are finished in black electrocoat paint which is the only method of ensuring every internal and external part gets protection to provide longevity.

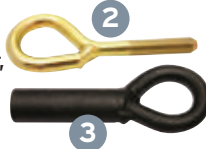
1. a. Front subframe - dry suspension cars 1959-76 **21A2570**

b. Front subframe for 1275cc cars 1990 on **21A2774**

c. Front subframe for front mounted radiator, twin points only **KGB100500**

2. Towing eye hooks, replaces bolt that holds front subframe to front panel. Order individually..... **21A1220**

3. Towing eye hooks latest type.....



Subframe Mountings



4. Rear of front subframe mounting.
a. Genuine. Sold individually..... **21A2599**



5. Front tear drop mounting on front subframe.
a. Genuine. Sold individually..... **21A2624**
b. Non genuine. Sold individually **21A2624MS**

6. Lower front subframe tower mount rubber center bolt seal.....

7. Upper front subframe tower mount rubber center bolt seal..... **21A2598**

Front Subframe Solid Mountings

8. Budget poly kit for tower and front of front subframe only **C-STR643**

9. a. The set of four alloy top front subframe mountings are to replace the standard rubbers fitted (to reduce noise) on vehicles from 1976 to 2000. These alloy pads eliminate subframe movement, which is detrimental to handling **C-STR640**

b. Super road subframe mounting kit. Car set of 2 alloy top and 2 poly lower to quieten the road noise but still reduce subframe movement, improving handling. **C-STR640A**

10. Front alloy cast mountings which will not break and also enhance road holding. These replace those troublesome front rubber mountings and compliment the top alloy mountings. These are also for vehicles built from 1976, and sold in pairs. When fitted with the top kit there is usually a small increase in noise level, but leave the rear rubber mounting as standard, or there will be a noticeable increase. **C-STR641**

11. Rear solid brackets for front subframe. Cars 1976 on, ideal for racing or road if increased noise is not a consideration. Sold in pair **C-STR642**



Rear Subframe



14. Rear subframes, Genuine are stamped MOWOG

a. Dry suspension rear subframe non genuine. **MS45D**

b. Dry suspension rear subframe which uses rubber hanging straps 1992 on. Non genuine **MS45LATE**

c. Dry suspension rear subframe genuine **FAM6292**

d. Dry suspension rear subframe with exhaust hangers 1992 on **MS45LATE**

e. Dry suspension rear subframe powder coated for longevity and looks **FAM6292MS**

f. Subframe with fixing trunnions, standard bushes and metal exhaust hangers for rubber exhaust straps as per 1992 cars on. (items 16b, 17b-22 fitted)..... **KHB10024MS**

g. Hydrolastic suspension rear subframe genuine **21A2160**

15. Exhaust hanger rod. For early cars to fit 1992 on exhaust.

a. Front of rear subframe **C-ARA670**

b. Rear of rear subframe **C-ARA671**



Rear Subframe Fixings



16. a. Poly bush for rear subframe, small type sold as a set of four, competition only..... **C-STR638**

b. Original rubber bush. Sold individually... **2A5818**



17. a. Poly bush for rear subframe, large single bush type 1976 on, competition only.

Sold as a pair..... **C-STR639**

b. Standard rubber bush, sold individually **21A2560**



18. Bracket for small bushes. **2A5819**

19. Short bolt..... **GHF120**

20. Long bolt..... **SH605181**



21. Bracket for large bush, fitted to front from 1976 on..... **21A2558**

22. Rear support pin.

a. Genuine. Sold individually **21A1440**

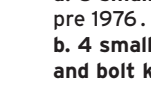
23. Essential Bolt and Bush Kit.

a. 8 small rubber bush and bolt kit for pre 1976..... **MS44**

b. 4 small and 2 large rubber bushes and bolt kit for 1976 on.

As shown..... **MS43**

c. As above b. but includes 2 each of no. 18 and 21 to fit all years.... **MS41**



Camber Brackets



24. Pair of rear camber brackets to give extra 1/2° negative camber over the standard setting **MS69**

25. Pair of adjustable rear camber brackets to adjust camber on rear suspension to suit individual requirements **MS70**

26. Pair of adjustable rear camber and tracking brackets. The ultimate for correcting suspension geometry giving infinite camber adjustment. **MS73**

27. Rear tracking shims. An alternative to MS73 is to use MS70 adjustable brackets, camber only and use these specially manufactured 0.028" stainless steel shim washers to alter the tracking. They insert between the vertical face of the outer radius arm bracket and the subframe giving permanent settings and ultimate strength for road use, yet can easily be added / removed in the workshop to predetermine settings for racers to give ease of use at the track. Sold individually **CK18**

