



Crank & Ancillary Pulleys

Alternative ancillary drive systems are available. For race use where the alternator is not used there is a toothed belt drive system with large diameter or standard diameter water pump pulley that eliminates problems caused by conventional belts being turned or thrown through misalignment.

The crank pulley is made to accept the 12A367 damper ring as shown on the crankshaft page, which is not included but advisable for most applications to reduce crankshaft failure.

A tooth belt drive kit for the alternator is also available with an oversized alternator pulley. Running a secondary belt from the water pump pulley to the alternator ensures that if the charging system belt goes, the car can still be driven.



1. Crank pulley for all tooth belt drive kits. Use 12A367 damper ring (No.1).....C-AEG455
2. a. Standard diameter tooth belt drive alloy water pump pulley with 28 teeth giving 0.87 to 1 ratio.....C-AEA477
b. Same as C-AEA477 above water pump pulley with 28 teeth, but in steel for use in dirty, dusty conditions where the alloy pulley can wear quickly.....C-AEA478
3. Tooth drive fan belt for No.9 and No.10.....C-BELT255
4. Large diameter tooth belt drive alloy water pump pulley with 36 teeth giving 1.13 to 1 ratio.....C-AEA476
5. Tooth belt fan belt for No.9 and No.12.....C-BELT270
6. a. Dynamo or alternator tooth belt pulley for 15mm fixing hole pre 1985.....C-AEA479
b. Alternator tooth belt pulley for 17mm fixing hole 1985 on.....C-AEA480
7. Tooth belt for alternator to standard 28 teeth water pump pulley.....C-BELT210
8. Tooth belt for alternator to large 36 teeth water pump pulley.....C-BELT225
9. a. 3⁷/₈" (3.875") pressed steel water pump pulley. Pre 1980.....CAM6239
b. Large diameter 4³/₄" water pump pulley as fitted from 1980 on.....CAM6408
10. Large 5" diameter alloy dynamo/alternator 'V' pulley is available for reducing the speed of the charging system to prevent overcharging, on high rpm engines.....C-AEA535

TOOTH BELT DRIVE FOR CRANK TO WATER PUMP USE FOLLOWING PARTS

Crank Pulley	Water Pump Pulley	Fan Belt
C-AEG455	ALLOY 1.13 TO 1 RATIO	C-BELT270
C-AEG455	ALLOY 0.87 TO 1 RATIO	C-BELT255
C-AEG455	STEEL 0.87 TO 1 RATIO	C-BELT255

TOOTH BELT DRIVE FROM WATERPUMP TO DYNAMO OR ALTERNATOR

15mm Hole Pulley Pre 85	17mm Hole	Fan Belt Pulley 85 on
C-AEA479	C-AEA480	C-BELT225
C-AEA479	C-AEA480	C-BELT210
C-AEA479	C-AEA480	C-BELT210

For complete kit follow the line across choosing pulley for electrics required and corresponding fan belt.

Pulleys, Belts & Dampers

11. For high performance engines an efficient crank damper is a necessity to reduce failure. The standard damper commonly used is barely adequate for the standard engine, under certain conditions. Mini Spares have reproduced the original 'S' damper and pulley - far superior to the standard item. The damper ring can be bolted directly to the toothed belt crank pulley, or used with the original 'V' belt crank pulley.
11. Damper ring. For crank pulley.....12A367
12. Crank pulley.....C-AEG454
13. One piece damper pulley latest Poly 'V' belt pulley as per Twin points 1997 on... LHF100130
14. Original ST Works locktab for use with original hexagon bolt and split pulley. (No. 1 & 2 or 1 & 9).....C-AHT146
15. Consistent and effective crank damper retention has long been a problem on the 'A' series engine. This is mostly due to a short retaining bolt, which can become loose. The socket cap head bolt with extended threads and a large washer eradicate this problem and allow further spacing of the pulley.....C-AHT147

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For improved drive for fast road applications where an alternator is used, a poly 'V' system is available. This is the latest design of ancillary drive fitted to most modern production cars, including the 1997 Mini with a front mounted radiator.

16. a. Poly 'V' drive system includes water pump pulley, 15mm hole alternator pulley, new crank damper pulley and drive belt. Pre 1985.....C-AEA538
b. As above but with 17mm hole alternator pulley, 1985 on. for A127 type alternator.....C-AEA538A
17. Spare poly 'V' belt for C-AEA538.....C-AEA540



Fan Belts

Nearly all cogged fan belts indicate their length by the last 3 digits of the part number in millimetres. The fan belts were changed so many times on pre 1990 cars the only sure way to find a correct replacement is to look at your old fan belt and if it appeared to be the correct size, see if there are any remnants of the part number and always carry a new spare so you have the part number on hand at all times. If not measure the old belt

18. a. Original small water pump pulley less charging system. This replaces C-AEA539.....GCB10685
b. With CAM6408 large (4.75" wide) water pump pulley less charging system.....GCB10725
c. With dynamo or 16/17ACR alternator.....GCB10813
d. With CAM6408 large pulley 1980 -1996 plus some earlier cars.....GCB10825
e. Longer alternative than No.4 with CAM6408 large pulley and alternator.....GCB10838
f. With C-AEA535 large charging pulley and 3.875" pressed steel pulley.....GCB10863
g. With C-AEA535 large charging pulley and CAM6408 large pulley.....GCB10900
19. Poly 'V' belts on Twin point injection cars from 1996.
a. Without air con compressor.....GMB50920
b. With air con compressor.....GMB51005

