



No:	Part No:	Description:	Price:
1	ENG536	<b>Rocker Cover - Alloy with QA Cap (Engraved): BN1 - BN2</b> Made exclusively for A.H. Spares we tooled this job for quality. Made from a high quality aluminium casting these rocker covers really enhance the visual effect under the bonnet. With a quick release filler cap and hand painted Austin Healey script.	£129.95
2	ENG540	<b>Cap Nut - Rocker Cover - Stainless Steel: BN1 - BN2</b>	£9.95
3	ENG741	<b>Cap Washers - Rocker Cover - Stainless Steel: BN1 - BJ8</b>	£6.45
4	ENG742	<b>Rubber Bush - Rocker Cover: BN1 - BJ8</b>	£0.45
5	COM264	<b>Roller Rocker Kit: BN1 - BN2</b> Our roller rocker kit comes ready to fit, being fully assembled, and because the rockers are made of high grade aluminium it is considerably lighter than the standard rocker assembly. It also increases the valve lift and reduces wear to the valve guides. The only modification to the head required is that the push rod holes are machined to increase clearance.	£550.00
6	ENG465C	<b>Tubular Push Rod - Up-rated: BN1 - BN2</b> Manufactured from hardened tempered Chrom-Moly tube and heat-treated ball & cup ends for high stress and extreme spring pressures. They offer the strength and durability that is needed in today's performance and competition uses.	£13.85
7	ENG460C	<b>Cam Follower - Modified (Increases Lubrication): BN1 - BN2</b> Modified to increase the oil flow to the cam lobes as well as helping to reduce oil retention and reduce valve train weight.	£10.80
8	ENG461	<b>Bucket Cam Follower - Set: BN1 - BN2</b> These must be used with tubular push rods which need to be made up according to the engine due to limited tappet adjustment. We can send out an adjustable push rod to set the length required and can supply the correct length push rods to suit if required.	£225.00
9	ENG456	<b>Camshaft - Le Mans - Outright: BN1 - BN2</b> Brand new 100M specification camshaft.	£395.00
9	ENG456F	<b>Camshaft - Fast Road - New - Outright: BN1 - BN2</b> This cam will give more power than the 100M spec with a heavier tickover but with out any loss of power anywhere through the rev range.	£395.00
10	ENG654	<b>Retaining Plate - Camshaft: BN1 - BJ8</b> Made from steel they are much stronger than the original sintered type.	£12.95
11	ENG649V	<b>Cam Gear - Vernier: BN4 - BJ8</b> These adjustable cam gears allow you to fine tune the cam timing. They are also much lighter than the standard cam gears due to having as many lightening holes machined into them as possible.	£145.00



No:	Part No:	Description:	Price:
12	ENG648C	<b>Timing Chain - Competition: BN4 - BJ8</b> Upgraded timing chain to suit road cars and medium tuned engines.	£28.50
12	ENG648R	<b>Timing Chain - Full Race Heavy Duty: BN4 - BJ8</b> Heavy duty competition chain to suit full race engines.	£38.50
13	ENG592	<b>Cylinder Head - Aluminium (W/Valves etc.): BN1 - BN2</b>	£1,995.00
13	ENG592FR	<b>Fast Road Cylinder Head - Aluminium (W/Valves Etc.) BN1 - BN2</b>	£2,550.00
13	ENG592RA	<b>Full Race Cylinder Head - Aluminium (W/Valves Etc.) BN1- BN2</b> These aluminium cylinder heads have had many years of designing, testing and researching go into them. The quality of the machining is second to none and they are all polished, ported and ready to fit with the valves installed.  These heads will make a big difference to the performance of your car. They have been fitted and tested on all manor of engines from fast road to full race and the results have been in line with the high quality of the product.	£2,750.00
14	ENG546C	<b>Big Bore Gasket - Manifold to Head: BN1 - BN2</b>	£11.50
15	ENG401C	<b>Competition Head Gasket: BN1 - BN2</b> A.H. Performance has agreed a worldwide exclusive with Athena, "one of the world's leading gasket manufacturers" and we have had tooling made by them to produce high quality, multi layered all-steel head gaskets for the Austin Healeys. The benefits of this modern design are: <ul style="list-style-type: none"> <li>• Provide an even torque load across the sealing surface to compensate any type of bore distortion.</li> <li>• Outer and inner layers combination is designed to perform at higher compression levels than O.E Head Gaskets</li> <li>• Offer the best solution for both aluminium heads to cast iron blocks and aluminium heads to aluminium blocks.</li> <li>• They are the same thickness as the OE gaskets so the compression is not affected.</li> <li>• Highly effective for high compression competition engines BUT also standard road engines benefit greatly from the superior sealing qualities.</li> <li>• Improved engine performance and longer durability.</li> </ul> Our new design MLS Head Gaskets are made from high grade 301 stainless steel full hard material. Each layer is individually formed using a state of the art laser cutting and embossed with an optimized formation process.  All head gasket layers go through a stress relieving process to significantly reduce embossment forming induced stress. Proprietary two part polymer coating is applied after the stress relieving process and ensures uniform coverage of the outer layers providing no break in the coating.  This process ensures the micro seal of engine coolant/oil fluids.	£158.50
16	ENG522B	<b>Guide Inlet Valve - Bronze: BN1 - BN2</b>	£5.95
16	ENG523B	<b>Guide Exhaust Valve - Bronze: BN1 - BN2</b> These are essential in all racing engines plus engines converted to lead-free fuel.	£6.75



No:	Part No:	Description:	Price:
17	ENG720C	Valve Inlet - Competition: BN1 - BJ8	£15.50
17	ENG721C	Valve Exhaust - Competition: BN1 - BJ8	£21.50
		They have been designed to be the strongest and lightest valves available for the Austin Healey. Designed for competition use but we also highly recommend using these valves if you have converted the cylinder head to unleaded valve seats.	
		They have been manufactured from a one-piece electrically upset 214N austenitic stainless steel forging with a stellite 12 valve tip and a pulsed plasma nitride treatment on the valve.	
18	ENG735C	Oil Seal - Valve Stem Modified: BN1 - BJ8	£1.85
		These valve oil seals are far superior to the original design to prevent oil leaking into the cylinders. With a metal body they are a press fit on to the valve guide so they will not come loose compared to other cheap alternatives.	
		A must for performance or standard engines that are fitted with single or double valve springs.	
19	ENG733	Collets - Valve: BN1 - BJ8	£3.55
		Upgraded valve collets machined from EN24T and heat treated. Sold as a pair and designed for competition engines so more than suitable for standard and fast road cars.	
20	ENG731S	Cap - Lightweight - Valve Spring (Steel): BN1 - BJ8	£6.95
		Made of high quality steel and heat treated. Approx. 40% lighter than original. Made according to App. K and both lighter and stronger than original.	
20	ENG731C	Cap Aluminium - Valve Spring (Lightweight): BN1 - BJ8	£7.95
21	ENG525HD	Heavy Duty Valve Spring Set: BN1 - BN2	£22.50
		To fit these springs in the 100 it is necessary to use (ENG731, ENG731C or ENG731S) 3000 Top Caps.	
22	ENG727	Shim - Valve Spring .010" : BN1 - BJ8	£0.69
22	ENG727A	Shim - Valve Spring .015" : BN1 - BJ8	£0.69
		These shims are used so that the valve springs can be adjusted to be all the same length. Ideal for fast road/race or badly worn road engines.	
23	ENG561C	Competition Stud Set - Cylinder Head: BN1 - BN2	£74.50
		The studs are made from high specification steel which is then treated to minimise the likelihood of them elongating which can cause problems with leaking head gaskets.	
24	ENG762C	Washer - Head Stud - Heavy Duty: BN1 - BJ8	£0.95
25	ENG792F	Crank Case Breather Filter: BN4 - BJ8	£20.95
		Prevents contaminated oil vapour from re-entering the engine and attaches to your engine's existing crankcase hose. These filters use a crushed aluminium filtration medium which is resistant to petrochemical corrosion.	