



No:	Part No:	Description:	Price:
1	ENG768S	<b>Strap Kit - Core Plugs: BN4 - BJ8</b> Core plug strap kits. This kit will stop the core plugs from popping out causing the engine to overheat resulting in severe damage.	£20.95
2	ENG630C	<b>Competition Main Bearing Stud: BN4 - BJ8</b> Made from high tensile steel these competition waisted design studs allow increased clamp load to the main bearing caps.	£7.95
3	ENG631C	<b>Main Nut And Washer Set (Heavy Duty ARP): BN4 - BJ8</b> By using these high tensile nuts and washers you are able to increase the clamp preload to the main bearing cap.	£17.25
4	ENG780C	<b>Inspection Front Cover (Exchange Only): BN4 - BJ8</b> Easy access to the vernier camshaft gear. Ours have the advantage over our competitors of having an O-ring allowing opening and closing without any leaks or fiddling with new gaskets and sealants.	£142.50
5	ENG698	<b>Adaptor Kit - Spin Off Filter: BN4 - BJ8</b> This kit uses the original adaptor plate but is not suitable for Tecalemit type housings.	£53.95
6	ENG699	<b>Canister Filter Spin Off Type: BN4 - BJ8</b>	£3.25
7	ENG698A	<b>Kit - Spin Off Filter: BN4 - BJ8</b> With this direct to block bolt on conversion messy oil changes are a thing of the past. Using a modern spin on filter is not only much easier and cleaner to change but also protects the engine better than a standard canister filter element.	£35.95
8	ENG698F	<b>Filter - Spin Off Type: BN1 - BJ8</b> To be used in conjunction with ENG489 and ENG698A.	£6.95
9	ENG802	<b>Bracket Set - R/H Engine Mounting Uprated: BN4 - BJ8</b>	£79.50
9	ENG802A	<b>Bracket Set - L/H Engine Mounting Uprated: BN4 - BJ8</b> Made from higher grade steel than original, these engine mounts are stronger and will not twist or bend. Gives your engine uprated mounting strength.	£79.50
10	ENG672	<b>Oil Pump: BN4 - BJ8</b> Recently re-tooled these oil pumps are better than the originals. Each one is rigorously tested on our test rig to ensure that the pump is producing the correct flow rate and pressure. Fit the markets best quality oil pump that won't seize up or produce low output due to incorrect tolerances.	£106.50
10	ENG672H	<b>Oil Pump - High Capacity (Rotary Type): BN4 - BJ8</b> Suitable for high-revving and steel bottom end engines. Not suitable for high-revving engines over 6000rpm or used with steel cranks.	£129.00



No:	Part No:	Description:	Price:
11	COM195	<b>Aluminium Oil Sump: BN4 - BJ8</b>	<b>£185.00</b>

Fully CNC Machined from our LM25 grade aluminium castings our oil sumps are of the highest quality and fit. Our sumps only require the simple shortening of the oil pump pick up to fit.

An aluminium sump will improve the stiffness of the engine block and will withstand more scuffs and scraps than an O.E. steel pan. We have also included drilled and tapped mounting points for the fitment of a sump baffle if required. Not a must for all users but essential in any performance application.

The CNC machined surfaces ensures a perfect seal is achieved so no oil leaks. Also due to the design of our sumps they hold close to the original steel sump volume of oil which coupled with the cast fins assists in oil cooling.

UK cast and CNC machined.

Fitting kit and full fitting instructions are included.

12	ENG666	<b>Gasket Set - Oil Sump: BN4 - BJ8</b>	<b>£7.95</b>
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13	COM370	<b>Oil Catch Tank (Fits Behind R/H Wheel Arch): BN1 - BJ8</b>	<b>£115.00</b>
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An oil catch tank works and functions like a crankcase vent filter. In most vehicles, the vented gas and oil are recycled back into the vehicle air intake piping just before the throttle body. An oil catch tank will bypass the connection between the crankcase and air induction intake piping.

This will help in relieving the pressure placed against the valve train under severe engine loads. Unlike other crankcase filters (literally a small cotton gauze filter), the Oil Catch Tank will prevent oil dripping onto adjacent engine components.

The tank will catch or collect excess engine oil that is vented out by the valve train. This will ensure a clean engine compartment and maintain the custom look of the engine and at the same time, maximizes engine performance.

