

998 A Series Engine Tuning

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What's the difference between a Mini engine and an Inline A-Series? 998 A-Series Engine Tuning

Using a BBU 12G940 casting is an option - but not terribly practical (see 'Engine - 998 tuning, fitting a 1275 head'). The much coveted 12G295/12G206 heads are all-but non-existent realistically now. There are some about - most have been well used and abused, many cracked or modified into uselessness, with just a few, rare, un-molested examples of the species.

Engine—998 tuning—further options—Calver-ST

How to Power Tune the 998cc A-series Engine is packed with hints and tips for making this little BMC/BL/Rover lump a bit more potent. Written by engineer and professional race engine builder Des Hammill, it includes expert building tips and techniques. Priced at £ 14.99, it promises to help save you money by showing you what parts and upgrades really make a difference - rather than spending your hard-earned cash on modifications that may not deliver.

How to tune your 998cc A-series engine | Honest John

Engine - 998 tuning, bolt-ons (stage one) Terminology: MSC/MM - Mini Spares Centre/Mini Mania . ID - Inside Diameter. OD - Outside Diameter. BBU - Big Bore Unit (refers to all 1275cc-based units) SBU - Small Bore Unit (refers to all sub-1275cc units, here the 998) BHP - Brake Horse Power .

Engine—998 tuning—bolt-ons (stage one)

Engine - 998 tuning, bolt-ons (stage one) Keith Calver. 20/08/2005 12:25:00. The 998cc engine is a very robust and tunable unit. It is also the most common engine found in standard Minis. Despite the lure of the much-advertised 1380cc alternatives, many simply want to get a little more from what they have at reasonable outlay.

Mini Spares Article—Engine—998 tuning—bolt-ons (stage one)

I currently have a 998 A series with a Stage 1 kit (Part No: C-STN17). I'm looking to move to the next stage to get a bit more performance. I was thinking either Rockers(Part No: C-AHT440) and/or an upgraded Head. However I'm not sure where to start. My 998 is in great shape, so right now an engine swap is not in the picture, nor the funds.

Classic Mini Engine Performance Enhancement—A-DH- Guide

The 998 is quite tuneable for quite good money. You don't even have to mess about with changing cranks really. For good usable power a 998 is great, it'll take the revs and a lot of abuse on the road (mine does) It'll keep up and even embarrass a lot of the 1275 (and bigger) engines.

Thinking Of Tuning A 998 Engine—Mini Chat—The Mini Forum

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Competition A-Series Engine Development—Swiftune

998 + mod 998 head + semi-race cam + extractor exhaust: B: E3 or No.7: 1098 + 1 1/2 inch: R: M1 or BQ: 1098 + mod 1098 head: R: H6 or AN: 1098 + mod 1098 head + semi-race cam + extractor exhaust: R: E3 or No.7: 1275 Non S normal mixture: R: DZ: 1275 Non S rich mixture: R: BQ: 1275 Non S + mod head: R: BQ: 1275 Non S + mod head + extractor exhaust: R: BP

Fast Road A-Series Engines—Longspeed—The Mini Classic—

Calver Special Tuning is a specialist in the classic A-series engine, mainly for Minis but also for all in-line applications such as Midget, Sprite, A30, A40 etc.

Calver Special Tuning—based in—Malton—North—Yorkshire

Austin Motor Company's small straight-4 automobile engine, the A series, is one of the most common in the world [citation needed]. Launched in 1951 with the Austin A30, production lasted until 2000 in the Mini. It used a cast-iron block and cylinder head, and a steel crankshaft with 3 main bearings. The camshaft ran in the cylinder block, driven by a single-row chain for most applications, and ...

BMG A-series engine—Wikipedia

HUGE thank you for Seven Mini Parts for sponsoring this build! Seven Mini Parts - http://bit.ly/7evenmini

Classic Mini DIY—998 Engine Rebuild Series—YouTube

The 998 in low compression guise (8.9:1) gave an OE recorded out-put at the crankshaft of 38bhp @ 5250rpm, and 52lb ft torque at 2700rpm. By comparison the 1098 gave 45bhp @ 5250rpm and 56lb ft @ 2,700rpm. That's 26.5% more than the 998 AND it had an even lower compression ratio of a measly 8.3:1!

Engine—1098—initial tuning potential

If your looking for a full race engine, a race built Mini or just performance spares, Swiftune has everything you need for your Mini. Contact: +44 (0) 1233 850 843 Email: sales@swiftune.co.uk My Account

Racing Mini Engine—Mini Racing Engine—Swiftune

A-Series engine: a hard act to follow The 1275cc engine of the MkII Mini-Cooper S. The A-Series engine was certainly a case of the ' British Curate ' s egg ' — good in places. In fact, that is not quite true: the A-Series was a fine engine.

BMG A-series engine full story à € — À everything you need to —

A series engines. The A Series engine is fitted to a number of vehicles from the Mini, Midget, Healey sprite, Minor and so on. The specifications and prices below can generally be applied to all and we are always happy to offer an exchange engine or rebuild your own unit if you wish.

A-series engines—Engines—Classic Ocelli—Ocelli

The only sensible option is a standard head modified to 'stage three' spec, or a 12G295/12G206 Cooper head. Using a 12G940 casting is an option - but not terribly practical (see 'Engine - 998 tuning, fitting a 1275 head'). The much coveted 12G295/12G206 heads are all-but non-existent realistically now.

Austin Mini Cooper Engine—998 TUNING

The normal timing is 2 degrees advance, static. These marks line up with a notch on the front pulley in each case. Tappet clearances are 0 - 012 inch, sliding fit with a feeler gauge with the engine cold, both inlet and exhaust. The main torque ,figures for the A Series engine are: Cylinder head and outer rocker shaft brackets, 40lb ft.

How To Rebuild BMC's A-Series Engine—Spridgetgurus.com

BMC A-Series Engines (1952 to 1999) Just like the B-Series engines, BMC used the same system as above to denote the use of the engine. Car, Model, Engine cc, Prefix number Austin A30 803cc 2A Austin A35 948cc 9A Austin A35 van (optional) 848cc 8G (post 1962 all GPO.) Austin A40 Mk1 948cc 9A or 9D Austin A40 Mk2 948cc 9DB Austin A40 Mk2 1100 1098cc 10D or 10DD Austin Healey Sprite Mk1 948cc ...

BMG A-Series Engine Codes—How To Library—The MG Experience

The 998 in low compression guise (8.9:1) gave an OE recorded out-put at the crankshaft of 38bhp @ 5250rpm, and 52lb ft torque at 2700rpm. By comparison the 1098 gave 45bhp @ 5250rpm and 56lb ft @ 2,700rpm. That's 26.5% more than the 998 AND it had an even lower compression ratio of a measly 8.3:1!

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