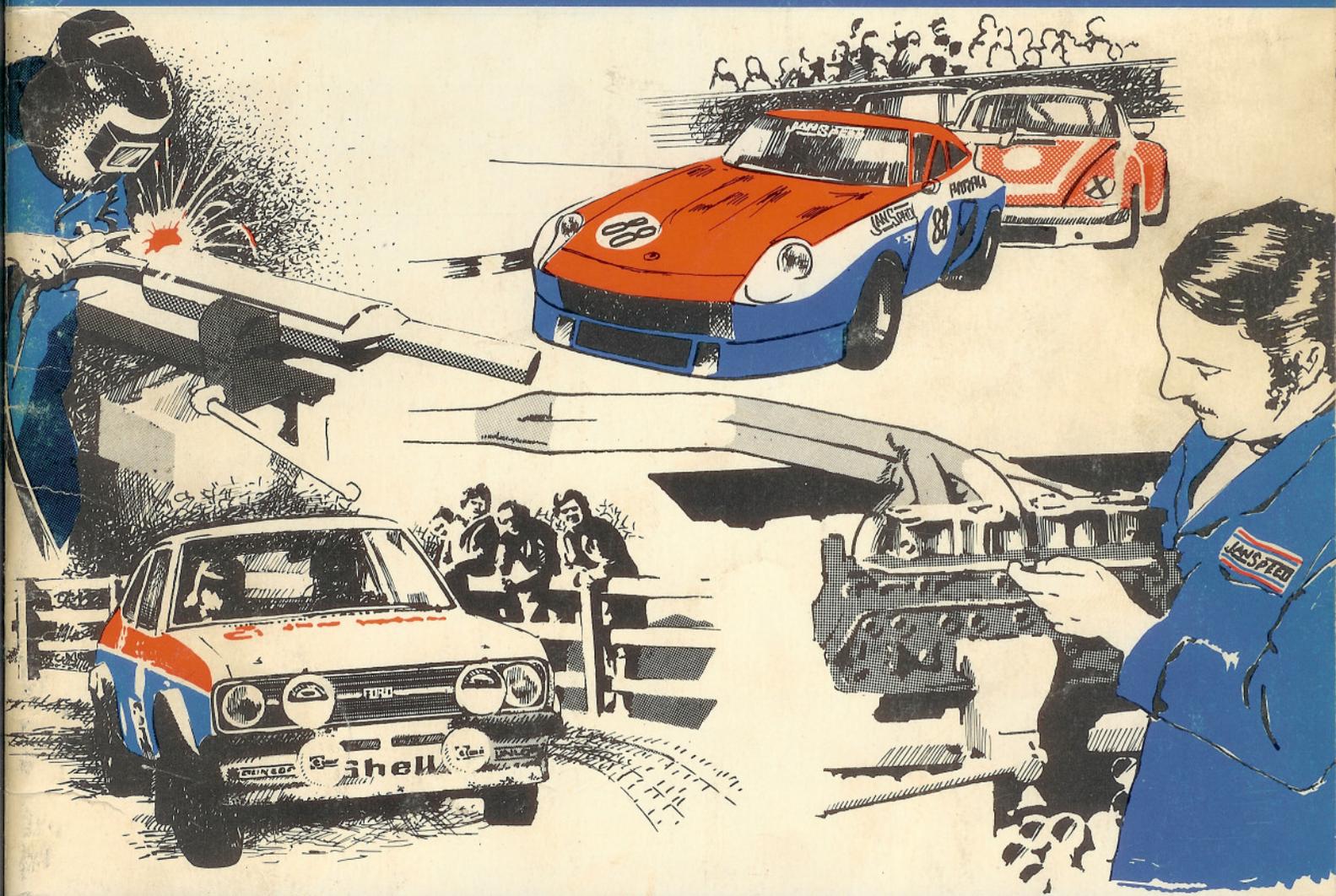


JANSPEED

Catalogue



Competition Proved Equipment

JAN SPEED®

Janspeed Engineering Ltd. Southampton Road, Salisbury, Wilts. Tel: Salisbury (0722) 6955
Telex: ASR Salisbury 477019

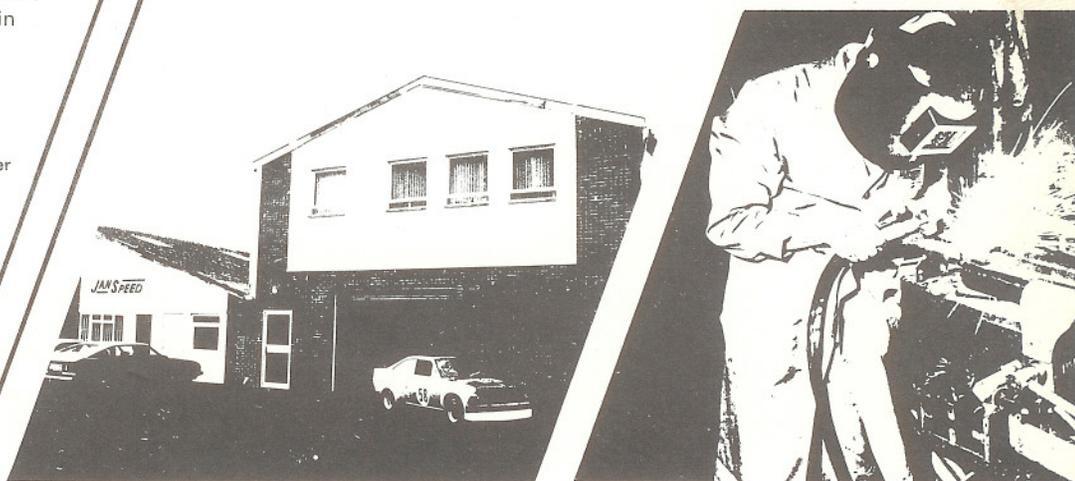
Terms of Payment

1. Cash with order unless prior arrangements have been made.
2. Three days clearance is required for all cheques.
3. Cheque for any deposits must be part of the cheque for goods and not separate.
4. Payment may be made by Barclaycard or Access Credit Card.
5. If required, personal loans can be arranged for the purchase of goods costing over £150.

Conditions of Sale

1. We reserve the right to alter prices and to change the technical specification of products without prior notice.
2. Any queries or complaints must be returned, together with the faulty component within fourteen days of delivery.
3. Any goods returned for credit will be subject to a 10% handling charge.

When ordering parts be sure to specify whether your vehicle is left hand or right hand drive



All about Janspeed



Janspeed started life in 1962 in small premises in Park Street, Salisbury. As the business expanded space became critical and in 1967 we moved to our present address in Southampton Road.

Three years later we further expanded, setting up a separate factory on the Churchfields Industrial Estate to accommodate the rapidly increasing manufacture of manifolds; the main stores, offices, workshops and cylinder head shops remaining in Southampton Road. Our facilities at Southampton Road were further enlarged in 1977 when the acquisition of additional land enabled us to build a new two floor extension giving greatly increased stores, machine shops and workshop areas.

A further development during 1978 was to be appointed the UK distributors of the Rota-Master range of TurboSonic turbochargers enabling us to offer a full range of kits and components. Full details will be found in this catalogue.

For well over 15 years the name of *Janspeed* has been synonymous with the highest quality conversion equipment for road and competition use. All products are rigorously tested before being offered for sale, the majority having been tested on the world's racing circuits and rally tracks—an excellent proving ground.



Janspeed's competition history dates back to 1963 when we prepared a 997 Mini Cooper for F3 driver John Fenning, who constantly caused upsets by beating the works cars of such respected names as Paddy Hopkirk and Sir John Whitmore. The Mini featured strongly in our competition assault for many years thereafter, our cars being piloted on many occasions by the irrepensible Geoff Mabbs. Perhaps the most famous, and certainly the most complicated of the marque was the incredible Cosworth SCA-engined 1-litre car we built in 1967—basically the F2 single ohc lump mated onto a Mini gearbox. In its short reign, it shattered lap records with Geoff at the wheel, producing 118 bhp on carburetors and an incredible 136 bhp when fitted with fuel injection. Following that was the BMC 1800 'Landcrab' we prepared for BMC Competitions for their rallycross programme.

Richard Longman arrived to work for *Janspeed* in 1968, along with his 1275S, and after the *Janspeed* treatment the result was countless overall and class wins.

As the Mini reached the end of its competitive reign we diversified into Production Saloon Car Racing with an Escort Sport for journalist Jeremy Walton, winning our class in the 1972 Castrol-sponsored championship and coming second overall. Since then we have expanded our competition programme into the Datsun range, concentrating on the Dutch National Saloon Car Championship. Our 1200cc Sunny, run under the Dutch Datsun Dealer Team flag, utterly dominating its class in both 1974 and 1975. Since then we have prepared a number of winning Datsuns ranging from class winning Cherrys to the 280Z that has appeared in turbocharged and normally aspirated form, both here and in Holland, with such success.

On the rally front *Janspeed* have been no less successful. For many years we have supplied major manufacturers including Ford GB and Ford Germany, Leyland ST, Chrysler UK and Saab with competition components including manifolds and exhaust system, all manufactured to their specific requirements, and our parts are used by the majority of leading private entrants.

Exhaust Manifolds

Janspeed are recognised as the country's leading manufacturers of specialist exhaust manifolds. Our reputation is backed by over 15 years experience in making manifolds for use on the road and race track. We use only the very highest quality materials and each manifold is hand assembled on special jigs to ensure perfect accuracy. We offer over 150 different types, but if we have not one to suit your particular requirements, we will be pleased to quote you for one made to your specification.

Manifolds are normally supplied unpainted, or protected from rusting in transit by a NON HEAT RESISTANT paint. Various heat resistant or heat proof finishes are available for customers requirements. We recommend in particular that all manifolds should be treated with Janspeed VHT coating before use: details on page 15.

AUSTIN, MORRIS, MG

850 & 998 Mini 3 Branch	EM-101
997/998 Cooper LCB	EM-102
997/998 Cooper 3 Branch	EM-103
Cooper 'S' 970/1071/1275/1275 GT/Clubman 3 Branch	EM-109
Cooper 'S' 970/1071/1275/1275 GT/Clubman LCB	EM-102
1100 Range 3 Branch	EM-104
1100/1300 Range LCB	EM-102
1300 Range 3 Branch	EM-106
Sprites Mk. I & II	EM-111
Sprites Mk. III & IV & Midgets up to 1275	EM-112
Austin A35	EM-113
Austin A40	EM-114
M/Minor 1000/1098	EM-115
MG A 1500/1620	EM-117
MG B	EM-188
MG Midget 1500	EM-129
Maxi Twin HS4 S.U.'s Combined	EM-120
Maxi Twin HS6 S.U.'s Combined	EM-121
Austin & Morris 1800 LCB	EM-122
1300 Marina	EM-108
Marina 1800	EM-123
Austin Allegro 1100 3 Branch	EM-124
Austin Allegro 1300 LCB	EM-125
Austin Allegro 1500/1750 Twin HS4 S.U.'s Combined	EM-126
Austin Healey 3000	EM-128

B.M.W.

2002, 2000	EM-240
316/320	EM-241

CHRYSLER

Imp	EM-201
Avenger 1500	EM-202
Avenger 1600	EM-215
Minx Mk. 1	EM-204
Minx Mk. 2	EM-205
Hunter	EM-206
Sunbeam	EM-212
Sunbeam 1300/1600	EM-213
Alpine 1442	EM-214

DATSUN

100A, F11	EM-270
120A, F11	EM-270a
120Y, 1200	EM-271
140, 160, 180	EM-272
240Z - 260Z	EM-273

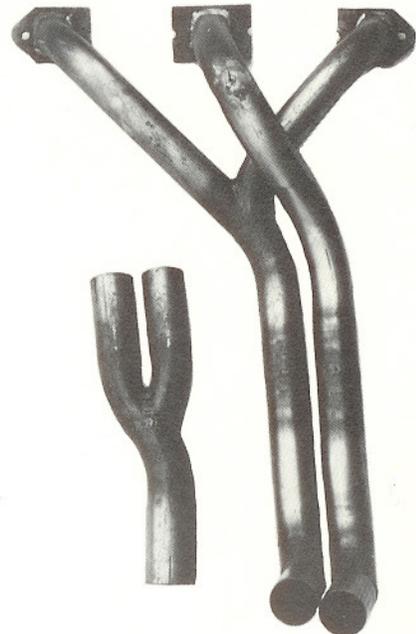
FIAT

850	EM-470
128 1150-1300	EM-471

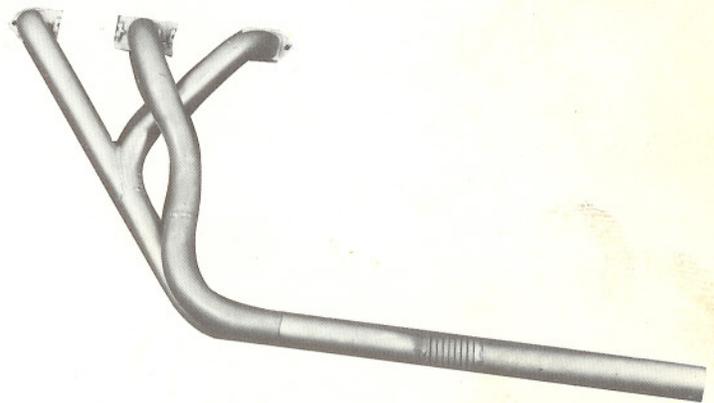
FORD

Anglia 100E Twin HS2 S.U.'s Combined	EM-301
Anglia 100E Single 45 DCOE Combined	EM-302
Anglia 100E Exhaust Only	EM-303
Anglia 105E	EM-304
Cortina 1200/1500	EM-305
Cortina Cross Flow 1300	EM-307
Cortina Cross Flow 1600	EM323

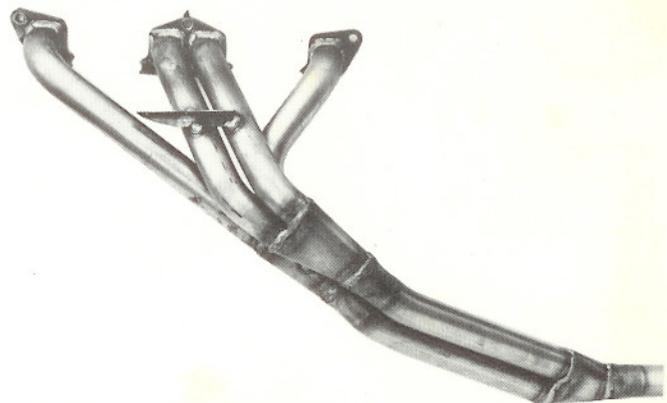
Part No.



Mini LCB

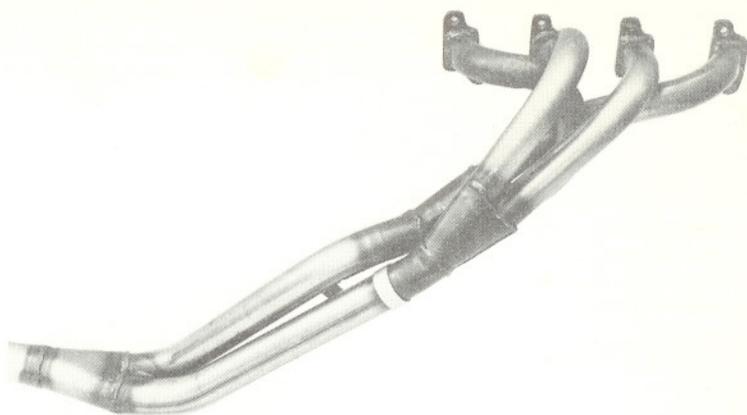


MGB

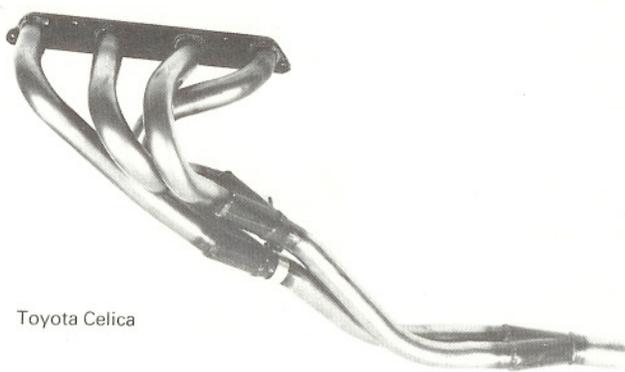


Datsun 1200 120Y

Cortina Lotus Twin Cam/ Mk. I	EM-308
Cortina Lotus Twin Cam/ Mk. II	EM-311
Cortina Mk. 2 V6	EM-316
Cortina Mk. 3 1600 OHV	EM-309
Cortina Mk. 3 & 4 1600-2000 OHC	EM-317
Cortina Mk.4 2300	EM-327
Capri 1300	EM-310
Capri 1600	EM-324
Capri 3000	EM-319
Capri 1600 OHC Mk. II	EM-320
Capri 2000 OHC Mk. II	EM-321
Escort 1100	EM-312
Escort 1300	EM-325
Escort 1600	EM-326
Escort 1300 XL	EM-313
Escort TC	EM-314
Escort Mexico	EM-315
Escort RS 2000	EM-322
Escort BDA Engines — <i>See Competition Manifolds</i>	
Granada 3000	EM-318
Granada 2300	EM-328
Granada 2800	EM-328a
Fiesta 957, 1117, 1298	EM-329
HONDA	
Civic	EM-500
Accord	EM-501
LADA	
1200, 1300, 1500	EM-510
LOTUS	
Elan	EM-350
Seven 1500 Ford	EM-351
Seven 1600 Cross Flow	EM-352
Seven TC	EM-353
Europa R16	EM-354
MARCOS	
1600 Cross Flow Ford Mk. I	EM-400
1600 Cross Flow Ford Mk. II	EM-401
V4 engine	EM-402
V6 engine	EM-403
Volvo 1800	EM-404
3 Litre F/Pipe to Manifold	EM-405
MORGAN	
1500-1600 Ford engine	EM-410
Triumph TR engine	EM-411
Rover 3500 engine	EM-412
OPEL	
Ascona	EM-420
Manta	EM-421
Kadett, City 1196	EM-422
RENAULT	
R5	EM-370
ROVER	
2300, 2600	EM-470
3500	EM-471
SAAB	
99	EM-520
TOYOTA	
Corolla	EM-430
Celica 1600, ST, GT	EM-431
2000 ST, GT	EM-432
TRIUMPH	
Herald 1200-12/50	EM-440
Herald 13/60	EM-441
Spitfire Mk. I & II	EM-442
Spitfire Mk. III & IV	EM-443
Spitfire 1500	EM-448
1300 F.W.D.	EM-444
Toledo, Dolomite 1300	EM-445
GT6 Mk. I	EM-446
TR7	EM-447
Dolomite 1850	EM-449



Ford 2000



Toyota Celica

VAUXHALL

Viva HA	EM-450
Viva HB	EM-451
Viva HC	EM-453
SL90	EM-452
Firenza OHC, Magnum	EM-454
Viva GT	EM-455
Chevette	EM-456
Cavalier	EM-457

VOLKSWAGEN

Polo, Derby	EM-480
Golf-Rabbit	EM-481
Scirocco	EM-482

VOLVO

144	EM-463
244	EM-464

Competition Manifolds

Our competition manifolds are used by works competition departments throughout the world. Each one is individually hand built to obtain the maximum power from your engine. Particular attention is paid to obtaining full-bore bends and to any necessary pipe junctions. Our boast is simple — they are the best you can buy — anywhere.

AUSTIN-MORRIS-MG

850/998 Mini LCB
Cooper 'S' L/B LCB
Cooper 'S' 3 into 1
Centre System
Sprites and Midgets L/B
Sprites and Midgets 3 into 1
Midgets 1500
Cooper 'S' Cross Flow LCB
Cooper 'S' Side System

CHRYSLER

Imp L/B
Imp Twin 40 DCOE
Inlet & Exhaust L/B
Avenger 1500 L/B
Avenger 1600 L/B
Avenger 1500 Comb. 40 DCOE L/B
Avenger 1600 Comb. 40 DCOE L/B

DATSUN

100A F11 L/B
120A F11 L/B
120Y, 1200 L/B
100A, F11 4 into 1
120A, F11, 4 into 1
side system
140, 160, 180 4 into 1
240Z
260Z

FIAT

128 4 into 1
Side system

FORD

Cortina Cross Flow L/B
Cortina Mk. 3 Cross Flow L/B
Lotus Cortina Twin Cam
Escort 1100-1300-1600 L/B
Escort Twin Cam L/B
Escort RS 1600 Rally
Race
Escort RS 2000
Escort BDA 4 into 1
Escort BDA 4 into 2 into 1
Capri 1300-1600 Cross Flow L/B
Lotus Elan L/B

TOYOTA

Corolla
Celica

TRIUMPH

Spitfire Mk. 3 L/B
TR7

VAUXHALL

Chevette

MISCELLANEOUS

F/Ford 4-1
F/Ford 4-2-1
F/Ford 2000 4 into 1

CEM-901
CEM-903
CEM-909
CEM-910
CEM-906
CEM-911
CEM-922
CEM-907
CEM-908

CEM-920
CEM-921

CEM-924
CEM-924a
CEM-925
CEM-925a

CEM-960
CEM-960a
CEM-961
CEM-962
CEM-962a
CEM-963
CEM-964
CEM-965
CEM-966

CEM-980
CEM-981

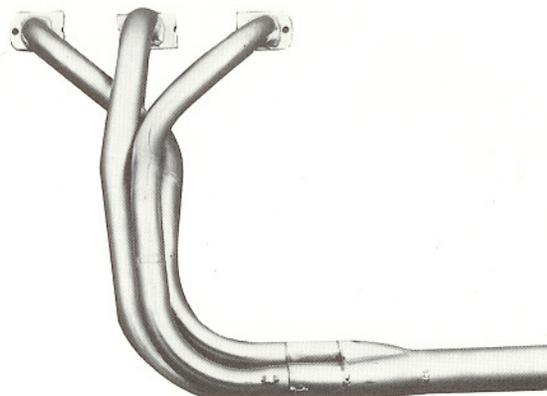
CEM-932
CEM-933
CEM-934
CEM-935
CEM-936
CEM-941
CEM-942
CEM-943
CEM-944
CEM-945a
CEM-937
CEM-940

CEM-973
CEM-974

CEM-952
CEM-954

CEM-983

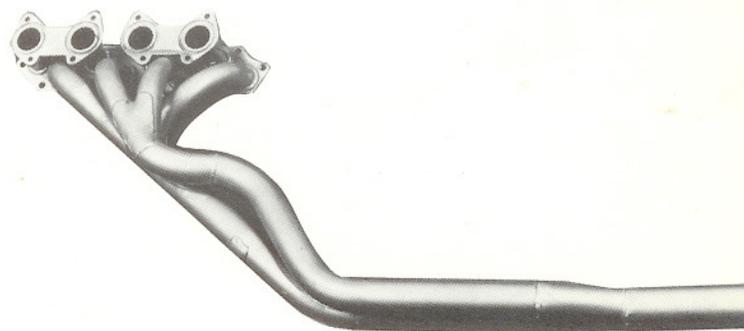
CEM-971
CEM-972
CEM-973



Sprite 3 into 1



Ford BDA



Avenger/Sunbeam

Manifolds for any type of single seater or sports car with any type of engine — in fact anything that requires an exhaust manifold, road or racing type, we will be pleased to quote.

Exhaust Systems

Janspeed exhaust systems are built to complement our manifolds, built to the same high standards, and designed to enable you to get the best from your car. Our 'straight-through' sound absorbent silencers minimise power loss and give your car a pleasant 'sporting' exhaust note.

Exhaust systems are supplied unpainted or protected from rusting in transit by a NON HEATPROOF paint. For long life we recommend the application before use of Janspeed VHT heat proof coating, details on page 15.

AUSTIN, MORRIS, MG

Mini 850, 998	ES-600
Mini 997-1275 all models, LCB	ES-601
Mini 997-1275 all models, 3 branch	ES-613
Mini 1098 Clubman	ES-612
Austin/Morris 1100 single box, 3 branch	ES-602
Austin/Morris 1300 single box, 3 branch	ES-604
Austin/Morris 1300 single box, LCB	ES-606
Austin/Morris 1300 twin box, 3 branch	ES-603
Austin/Morris 1300 twin box, LCB	ES-605
Austin Maxi 1500-1850	ES-607
MG B to replace Std. System	ES-608
MG B to fit Janspeed Manifold	ES-609
MG Midget 1500	ES-611
1300 Allegro	ES-610

CHRYSLER

Imp Silencer Small Bore	ES-620
Imp Silencer Large Bore	ES-621
Imp Rally Type with Intermediate Pipe	ES-622
Avenger Twin Silencer System	ES-623
Sunbeam 1600	ES-624

DATSUN*

100A	ES-666
120A	ES-666a
F11 100A	ES-669
F11 120A	ES-669a
120Y	ES-667
1200	ES-668
140, 160, 180, Road type	ES-663
240Z	ES-664
260Z	ES-665

* State if saloon, estate, 2+2 or coupe

FIAT

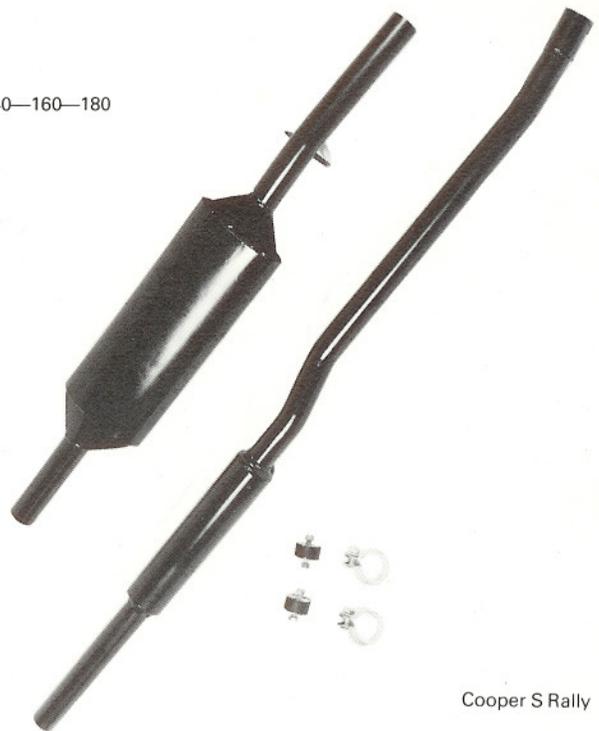
850 Coupe, silencer	ES-680
128 Twin silencer	ES-681
128 Single silencer	ES-682
128 L/B Twin Silencer	ES-683

FORD

Escort Mk. I 1100, 1300	Twin silencer system	ES-630
Escort Mk. I 1100, 1300 & Sport	Rally type tail silencer	ES-631
	Intermediate Pipe	ES-631a
Escort Mk. I Mexico	Rally type, tail silencer	ES-643
	Intermediate Pipe	ES-643a
Escort Mk. I RS 2000	Rally type tail silencer	ES-640
	Intermediate Pipe	ES-640a
	Competition LH system	ES-641L
	Competition RH system	ES-641R
Escort Mk. I BDA	Full Competition system	ES-642
Escort 2 1100, 1300, Rally type		ES-644
Sport, 1600, Rally type		ES-645
Mexico		ES-646
RS 1800		ES-647
RS 2000		ES-648
Fiesta		ES-649
Cortina Mk. I 1300 & 1600 Twin Type		ES-632
Cortina Mk. I 1300 & 1600 Rally Type - Tail Silencer		ES-633
	Intermediate Pipe	ES-633a
Capri Mk. I 1600 Twin Silencer Type		ES-634
Capri Mk. I 3000 twin system		ES-635
Capri Mk. II 1600/2000 OHC		ES-639



Datsun 140-160-180



Cooper S Rally

Cortina Mk. 3 2000 OHC twin silencer	ES-636
Cortina Mk. 3 1600 OHV twin silencer	ES-637
Cortina Mk. 4 1600/2000 twin silencers	ES-650

LADA

1200, 1300, 1500	ES-695
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LOTUS

Europa R16	ES-690
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TOYOTA

Corolla	ES-686
Celica 1600, ST	ES-687
Celica 2000, ST, GT	ES-688

TRIUMPH

TR7	ES-700
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Carburettor Kits

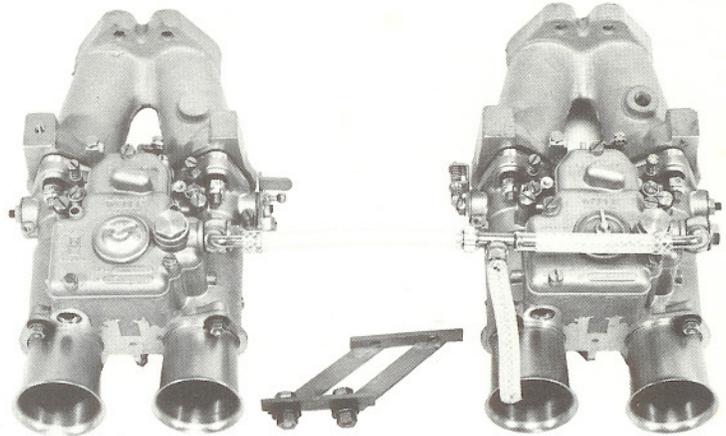
Every Janspeed carburettor kit undergoes extensive development to determine that it is ideally suited to the engine. It is first tested on a static Heenan and Froude Dynamometer then on a Sun Electronic Rolling Road and finally completed on the road. The manifolds are internally polished and the whole conversion comes complete with filters (excluding 40 DCOE kits), linkages, etc., ready for easy fitting. Manifolds are drilled and tapped for Servo and other necessary off takes, and Weber 28/36 DCD kits all have water heated inlet manifolds. Kits are finished in flame orange and attractively skin packaged for optimum protection. Weber 28/36 DCD carburettors are compound type; DCOE are twin choke types.

LEYLAND

A. Types
A. Types
A. Types
A. Types Sprite/Midget
A. Types (Transverse)
A. Types (in line)
A. Types
A. Types
A. Types
B. Types
M.G.B.
Marina 1800
Maxi, Allegro 1500
Maxi, Allegro 1750

Maxi, Allegro 1500
Maxi, Allegro 1750

		Part No.
Single, S.U. 1½ HS4		AK-310
Twin, S.U. 1½ HS2		AK-311
Twin, S.U. 1½ HS4		AK-312
Twin, S.U. 1½ HS4		AK-312A
Weber, 28/36 DCD		AK-313
Weber, 28/36 DCD		AK-314
Swan neck, Weber 45 DCOE		AK-315
(Long) Weber 45 DCOE		AK-316
(Short) Weber 45 DCOE		AK-317
Twin, S.U. 1½ HS6		AK-319
Weber, 45 DCOE		AK-360
Weber, 45 DCOE		AK-361
Twin, S.U. 1½ HS4 plus 4 branch exhaust manifold & system		AK-062 AK-063
Twin, S.U. 1½ HS6 plus		AK-064
4 branch exhaust manifold & system		AK-065

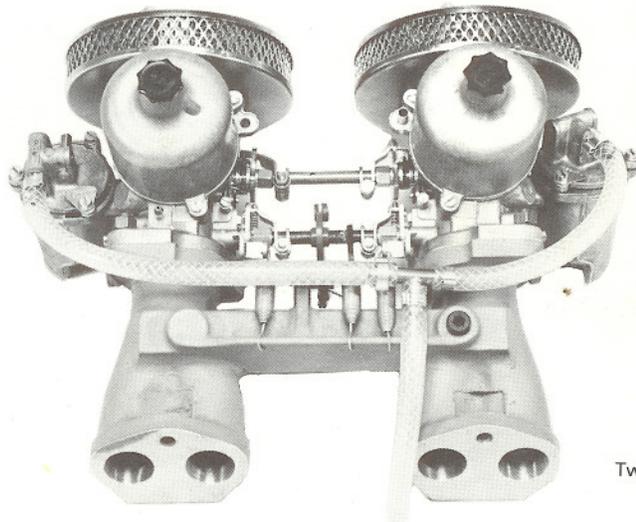


Twin Weber DCOE

B.M.W.

1600/1800
2000/2002
2000TI/2002/2002TI
2002/2000
2500/2800/3000
2500/2800/3000

Twin Weber 40 DCOE	AK-380
Twin Weber 40 DCOE	AK-381
Twin Weber 45 DCOE	AK-383
Weber, 28/36 DCD**	AK-384
Triple 40 DCOE	AK-386
Triple 45 DCOE	AK-387



Twin SU

CHRYSLER

Imps
Imps

Arrow Range 1500/1725
10° Iron Heads
1600/1725 engines with
twinchoke Solex

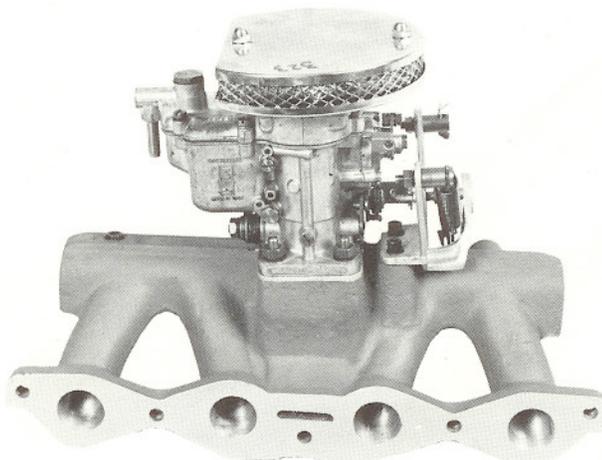
Hunter & 1725 10° Alloy
Hunter & 1725 10° Alloy
Avenger 1250
Avenger 1500
Avenger

Weber, 28/36 DCD	AK-330
Twin 40 DCOE Weber and exhaust manifold	AK-031
Weber 28/36 DCD	AK-333
Weber replacement 28/36 DCD	AK-334
Weber, 28/36 DCD	AK-335
Twin Weber 40 DCOE	AK-336
Weber 28/36 DCD	AK-337
Weber 28/36 DCD	AK-338
Twin Weber 40 DCOE	AK-339

DATSUN

1200
240Z/260Z
240Z/260Z
100A/120A/1200
GX Oval Port Comp Heads
100A/120A/1200
100A/120A/1200
120Y (L.H. drive)
160B
160B/180B
160B/180B
160B/180B

Weber 28/36 DCD	AK-374
Triple, Weber 40 DCOE	AK-375
Triple, Weber 45 DCOE	AK-375A
Triple, Weber 40 DCOE	AK-376
Twin, Weber 40 DCOE	AK-377
Twin, S.U. 1½ HS2	AK-378
Twin, S.U. 1½ HS4	AK-379
Twin, S.U. 1½ HS4	AK-379Y
Twin, S.U. 1½ HS4	AK-001
Twin, S.U. 1½ HS6	AK-002
Twin, Weber 40 DCOE	AK-367
Twin, Weber 45 DCOE	AK-368



Weber DCD

FIAT

128 (Sports filter)
128

Weber, 28/36 DCD	AK-391
Twin, Weber 40 DCOE	AK-005

FORD

Anglia 997*/1200	Weber, 28/36 DCD	AK-320
Cortina 1200/1500*	Weber, 28/36 DCD	AK-321
997/1200/1500*	Twin, Weber 40 DCOE	AK-322
1100/1300* Escort	Weber, 28/36 DCD	AK-323
Cortina/Capri (Cable)		
1300 Cortina/Capri (Rod)	Weber, 28/36 DCD	AK-324
1600 Cortina/Capri (Rod)	Weber, 28/36 DCD	AK-325
1600 Cortina/Capri	Weber, 28/36 DCD	AK-325A
Cable linkage		
1100/1300* Escort	Twin, Weber 40 DCOE	AK-326
1600 Cortina/Capri (Rod)	Twin, Weber 40 DCOE	AK-327
1600 Cortina/Capri/ Mexico (Cable)	Twin, Weber 40 DCOE	AK-327A
1600 Cortina	Twin, Weber 45 DCOE	AK-327B
1600/2000 OHC Escort/ Capri	Weber, 40 DCOE	AK-364
1600/2000 OHC Escort/ Capri	Weber, 45 DCOE	AK-364A
Cortina 1600/2000* OHC	Twin, Weber 40 DCOE with steady bar	AK-365
Cortina 1600/2000* OHC	Twin, Weber 45 DCOE with steady bar	AK-365A

LOTUS

Europa (R16 Renault)	Weber replacement, 28/36 DCD	AK-371
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OPEL

Kadett	Single, Weber 40 DCOE	AK-300
Kadett	Single, Weber 45 DCOE	AK-301
Manta/Ascona	Twin, Weber 40 DCOE	AK-302
Manta/Ascona	Twin, Weber 45 DCOE	AK-303

Commodore	Triple, Weber 40 DCOE	AK-306
Commodore	Triple, Weber 45 DCOE	AK-307

SAAB/FORD

German V4 engines	adaptor, Weber 28/36 DCD	AK-388
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TOYOTA

Corolla	Twin, Weber 40 DCOE	AK-004
Celica	Twin, Weber 40 DCOE	AK-347
Celica	Twin, Weber 45 DCOE	AK-348

TRIUMPH

1200/1250 Herald	Twin, S.U. 1½ HS2	AK-342
Spitfire I & II/Heralds	Twin, S.U. 1½ HS4	AK-343
1300's/Spitfire III/IV	Twin, S.U. 1½ HS4	AK-344
Dolomite Sprint	Twin, Weber 40 DCOE	AK-345
Dolomite Sprint	Twin, Weber 45 DCOE	AK-346
Dolomite Sprint	Twin, Weber 48 DCOE	AK-346A

VAUXHALL

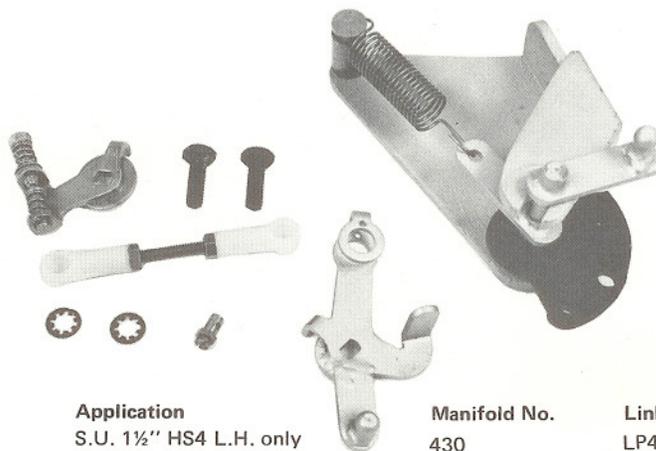
Viva HA & HB*	Weber, 28/36 DCD	AK-352
Viva HC	Weber, 28/36 DCD	AK-353
Viva/Victor 1600	adaptor, Weber 28/36 DCD	AK-354
Victor 2000	adaptor, Weber 28/36 DCD	AK-355
Cresta, Ventora	adaptor, Weber 39/36 DCD	AK-356

VOLVO

B18-B20	Twin, Weber 40 DCOE	AK-395
B18-B20	Twin, Weber 45 DCOE	AK-396
B18-B20	Weber, 28/36 DCD**	AK-398

* Jetted for Model shown. ** Fitted with specially designed silent paper element, cash air cleaner.

Carburettor Linkages



Manifold No.	Linkage No.	Application	Manifold No.	Linkage No.	Application
400	LP400	S.U. 1½" HS4 L.H. only	430	LP430	Weber DCD
401	LP401	Twin S.U. 1¼" HS2	437	LP437	Weber DCD
401A	LP401A	Twin S.U. 1½" HS4	439	LP439	Weber DCOE
401B	LP401A	Twin S.U. 1½" HS4	440	LP440	Twin S.U. 1¼" HS2
402	LP402	Weber DCD	441	LP441	Twin S.U. 1½" HS4 Cable
403	LP403	Weber DCOE	445	LP445	Weber DCOE
404	LP403	Weber DCOE	451	LP451	Weber DCD Rod Link
405	LP403	Weber DCOE	451	LP402	Weber DCD Cable Link
406	LP402	Weber DCD	455	LP455	Weber DCOE
415	LP415	Twin S.U. 1¼" HS6	458	LP458	Weber DCOE
416	LP403	Weber DCOE	470	LP470	Weber DCOE
417	LP403	Weber DCOE	474	LP474	Weber DCOE
421	LP421	Weber DCOE	480	LP480	Weber DCOE
422	LP402	Weber DCD Cable Link	482	LP482	Weber DCD
422	LP422	Weber DCD Rod Link	483	LP483	Weber DCOE
423	LP402	Weber DCD Cable Link	486	LP486	Weber DCD
423	LP423	Weber DCD Rod Link	490	LP490	Weber DCOE
424	LP424	Weber DCOE	491	LP491	Weber DCD
425	LP424	Weber DCOE Cable Link	496	LP496	Weber DCD
425	LP425	Weber DCOE Rod Link			

Cast Inlet Manifolds

All Inlet Manifolds are polished internally, drilled for servo take off and come complete with studs. They are attractively finished in flame orange paint, and skin packaged for protective and display purposes.

LEYLAND

A. Type	Single, S.U. 1½ H4 or 1½ HS4	IMA-400
A. Type	Twin, S.U. 1½ HS2	IMA-401
A. Type	Twin, S.U. 1½ H4 or 1½ HS4 or 1½ HS6	IMA-401A
A. Type Sprite	Twin, S.U. 1½ H4 or 1½ HS4 or 1½ HS6	IMA-401B
A. Type (Transverse)	Weber, 28/36 DCD	IMA-402
A. Type	(Long), Weber 45 DCOE	IMA-403
A. Type	(Swan neck) Weber 45 DCOE	IMA-404
A. Type	(Short), Weber 45 DCOE	IMA-405
A. Type (in line)	Weber, 28/36 DCD	IMA-406
B. Type	Twin, S.U. HS4 or HS6	IMA-415
B. Type M.G.B.	Weber, 45 DCOE	IMA-416
B. Type Marina 1800	Weber 45 DCOE	IMA-417

B.M.W.

1600/1800	Twin, Weber 40 DCOE	IMA-480
2000/2002	Twin, Weber 40 DCOE	IMA-481A
2000/2002	Twin, Weber 45 DCOE	IMA-481B
2000/2002	Weber, 28/36 DCD	IMA-482
2500/2800/3000	Triple, Weber 45 DCOE	IMA-483

CHRYSLER

Minx 65mm centre carbs	Adaptor, Weber, 28/36 DCD	IMA-428
Minx 60mm centre carbs	Adaptor, Weber, 28/36 DCD	IMA-429
Imp	Weber, 28/36 DCD	IMA-430
1500/1725 Iron Heads	Weber, 28/36 DCD	IMA-433
1725 10° Aluminium Heads	Weber, 28/36 DCD	IMA-435
1725 10° Aluminium Heads	Twin, Weber 40 DCOE	IMA-436
Avenger 1250/1500	Weber, 28/36 DCD	IMA-437
Avenger 1250/1500	Twin, 40 DCOE	IMA-439

DATSUN

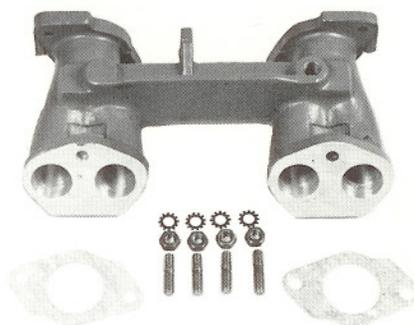
240Z/260Z	Triple, Weber 40 DCOE	IMA-470A
240Z/260Z	Triple, Weber 45 DCOE	IMA-470B
100A/120A/1200	Twin, S.U. 1½ HS2	IMA-471
100A/120A/1200	Twin, S.U. 1½ HS4	IMA-472
120Y	LH drive only	IMA-472A
100A/120A/1200	Twin, Weber 40 DCOE	IMA-473
GX Oval Port Comp Heads		IMA-473A
160B/180B	Twin, Weber 40 DCOE	IMA-474A
160B/180B	Twin, 45 DCOE	IMA-475B

FIAT

128	Weber, 28/36 DCD	IMA-496
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FORD

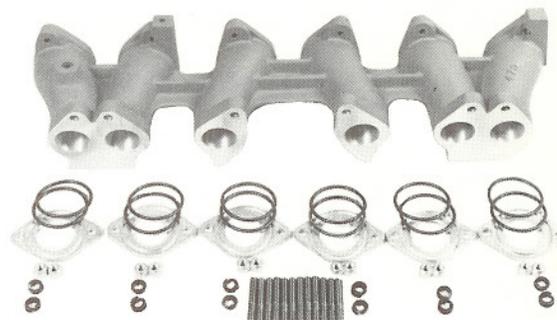
997/1200/1500	Weber, 28/36 DCD	IMA-420
1500 GT	Weber, 28/36 DCD	IMA-420GT
997/1200/1500	Twin, Weber 40 DCOE	IMA-421
1100/1300 X Flow	Weber, 28/36 DCD	IMA-422
1600 X Flow	Weber, 28/36 DCD	IMA-423
1100/1300 Escort	Twin, Weber 40 DCOE	IMA-424
1300/1600 Cortina/ Capri/1600 Escort	Twin, Weber 40 DCOE	IMA-425
1600 Cortina	Twin, Weber 45 DCOE	IMA-425A
1600/2000 OHC Cortina	Twin, Weber 40 DCOE	IMA-426
1600/2000 OHC Capri/ Escort	Twin, Weber 40 DCOE	IMA-427
Cortina 1600/2000	Twin, Weber 45 DCOE	IMA-426A
1600/2000 OHC Capri/ Escort	Twin, Weber 45 DCOE	IMA-427A
V4 & V6 2½ litre & 65mm centre carbs	adaptor, Weber, 28/36 DCD	IMA-428
V4 German & 60 mm centre carbs	adaptor, Weber, 28/36 DCD	IMA-429



Datsun Twin S.U.



Ford 1100/1300 Cross flow Weber DCD



Datsun 240Z Triple Weber DCOE

OPEL

Kadett	Twin, Weber 40/45 DCOE	IMA-455
Manta/Ascona	Twin, Weber 40 DCOE	IMA-457A
Manta/Ascona	Twin, Weber 45 DCOE	IMA-457B
Commodore	Triple, Weber 40 DCOE	IMA-458A
Commodore	Triple, Weber 45 DCOE	IMA-458B

SAAB

V4	Weber, 28/36 DCD	IMA-486
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TOYOTA

Celica	Twin, Weber 40/45 DCOE	IMA-445
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TRIUMPH

Spitfire I & II/Heralds 1300/Spitfires III & IV/ Toledo	Twin, S.U. 1½ HS2/1½ HS4	IMA-440
Dolomite Sprint	Twin, S.U. 1½ HS4	IMA-441
	Twin, Weber 48 DCOE	IMA-443A

Modified Cylinder Heads

Our cylinder heads are individually modified to the very highest standards and, for road use, provide a startling improvement to a car's smoothness, performance and economy.

As a general rule a Stage I head utilises the standard valves and standard number of valve springs; Stage II usually involves a change in the type of springs and, in some cases, a change of valves; Stage III, which is the ultimate for road use, entails the use of special valve springs and enlarged valves and should only be used in conjunction with suitable modifications to the inlet system and, in many cases, the camshaft.

LEYLAND, AUSTIN, MORRIS, MG

A35, A40, M-Minor 948 cc
Sprites and Midgets 948 cc
Mini 850
Mini 998

Austin & Morris 1100, Allegro 1100, 997
Cooper. 1098 Clubman

M.G. 1100, 998 Cooper,
1098 Sprites and Midgets

Austin/Morris 1300, Allegro 1300, Sprites,
Midgets 1275cc, 1300 Marina

1275 'S' Mk. 2 & 3 1275 GT
Cooper 'S' Mk. 1
MG B & 1800 Saloons Mk. I

MG B, Morris 1800 Mk. 2 & 3,
Marina 1800
Maxi, Allegro 1500/1750

CHRYSLER

Imp Mk. 1 & 2† (see note)

Avenger 1250/1500/GT
Rapiers, Minx, Hunters Iron Head
Alloy Head

Sunbeam 930
1300, 1600

DATSUN

100A, F11
120A, F11
120Y
1200
140, 160, 180
240Z
260Z

FIAT

128, 1150

128, 1300

FORD

Anglia 997 & 1200 & Cortina 1200

Cortina 1500 & GT

Escort 1100/1300,
Cortina/Capri 1300

1600 range

All types of cylinder heads

Heads with combustion chambers only
Lotus Cortina, Escort T/C

St. 1 CH-101/1
St. 2 CH-101/2
St. 3 CH-101/3
St. 1 CH-112/1
St. 2 CH-112/2
St. 3 CH-112/3

St. 1 CH-104/1
St. 2 CH-104/2
St. 3 CH-104/3

St. 1 CH-105/1
St. 2 CH-105/2

St. 1 CH-106/1
St. 2 CH-106/2
St. 1 CH-107
St. 1 CH-108*
St. 1 CH-109/1
St. 2 CH-109/2

St. 1 CH-110
St. 1 CH-111

St. 1 CH-130/1
St. 2 CH-130/2
St. 1 CH-131
St. 1 CH-132a*
St. 1 CH-132b*
St. 1 CH-133
St. 1 CH-134

St. 1 CH-170
St. 1 CH-170a
St. 1 CH-174
St. 1 CH-175
St. 1 CH-171
St. 1 CH-172
St. 1 CH-173

St. 1 CH-181/1*
St. 2 CH-181/2*
St. 1 CH-182*

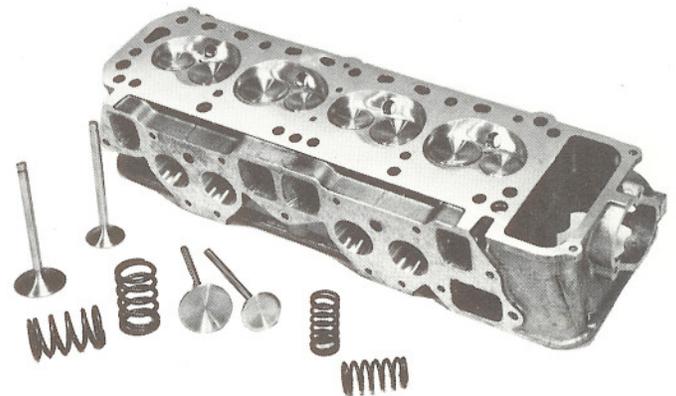
St. 1 CH-120/1
St. 2 CH-120/2
St. 3 CH-120/3
St. 1 CH-121/1
St. 2 CH-121/2
St. 3 CH-121/3

St. 1 CH-122/1
St. 2 CH-122/2

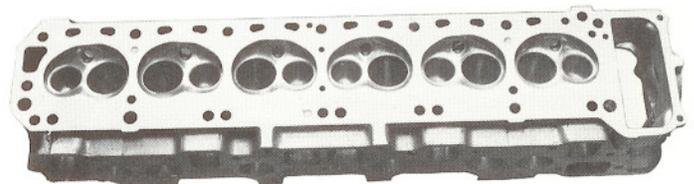
St. 1 CH-123/1
St. 2 CH-123/2
St. 3 CH-123/3
St. 1 CH-124*



Cooper S.



Datsun 160/180



Datsun 240Z

Cortina Mk. 3 & 4 2000 OHC

St. 1 CH-125/1
St. 2 CH-125/2
St. 3 CH-125/3
St. 1 CH-126/1
St. 2 CH-126/2
St. 1 CH-128/1
St. 2 CH-128/2
St. 3 CH-128/3
St. 1 CH-127
St. 1 CH-129*

Cortina/Escort/Capri 1600 OHC

RS 2000

Capri II 2000 OHC
Fiesta

RENAULT

R5

St. 1 CH-163*

ROVER

2600
3500

St. 1 CH-163*
St. 1 CH-164*
St. 2 CH-164*

TOYOTA

Corolla
Celica
Celica GT

St. 1 CH-191
St. 1 CH-192
St. 1 CH-193†

TRIUMPH

Herald, Spitfire Mk. 1 & 2

St. 1 CH-140/1
St. 2 CH-140/2

1300, Herald 13/60,
Spitfire Mk. 3, 4 & 1500

St. 1 CH-141/1
St. 2 CH-141/2

2000 & 2.5 P.I. GT6, TR5/6
TR7

St. 1 CH-142*
St. 1 CH-143*

Dolomite
Dolomite Sprint

St. 1 CH-144*
St. 1 CH-145

VAUXHALL

Viva HB
Viva HA

St. 1 CH-150
St. 1 CH-151/1
St. 2 CH-151/2

HB/HC/1600

St. 1 CH-152

Viva GT

St. 1 CH-153

Cavalier

St. 1 CH-154*

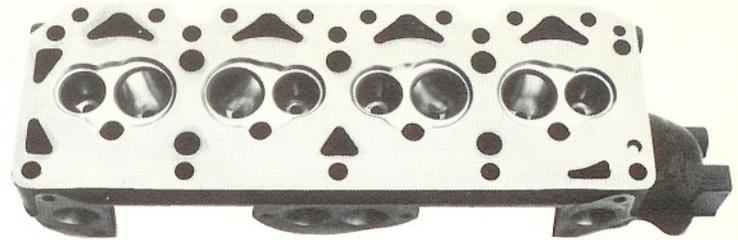
Chevette

St. 1 CH-155

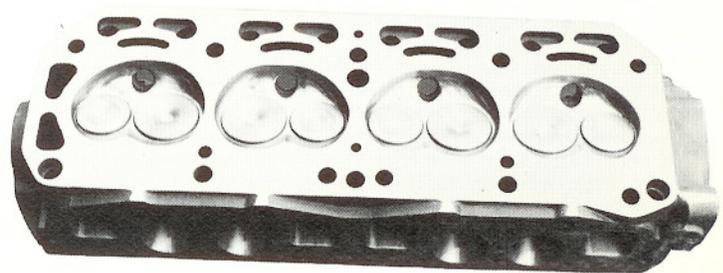
VOLKSWAGEN

Polo, Derby
Golf, Rabbit
Scirocco

St. 1 CH-195*
St. 1 CH-196*
St. 1 CH-197*



Ford Cross Flow



Datsun 1200 comp

Hillman Imp — Price of Cylinder Head includes fitting and assembly of customer's camshaft and carrier.

Most cylinder heads are supplied on an exchange basis, see current price list for rate of deposits applicable.

* Work carried out on customers head only or outright purchase, price on application.

Competition Cylinder Heads

Our competition cylinder heads are used throughout the world on race winning cars; each one is produced to special order to suit your particular requirements.

Mini 850, 295 Full Race	CHC-201	Datsun 240Z	CHC-242
Mini 850, 1805 Full Race	CHC-202	Datsun 260Z	CHC-245
Mini and Coopers 998, 95 Full Race	CHC-203	Fiat 128, 1300 and 1150	CHC-232
Coopers 998, 1805 Large Valve	CHC-204	Ford Lotus twin cam	CHC-233
970-1071-1275 'S's G.2.	CHC-205	Ford 1300, 1600 cross flow (combustion chamber types)	CHC-234
970-1071-1275 'S's Ultimate Full Race	CHC-206	Ford Cortina Mk. 3 & 4 1600/2000 OHC	CHC-235
Sprites and Midgets 948-1098	CHC-207	Ford Escort 1600/2000 OHC	CHC-236
295 Full Race		Ford BDA	CHC-237
Sprites and Midgets 948-1098	CHC-208	Toyota Corolla	CHC-260
1085 Large Valve Full Race		Toyota Celica	CHC-261
Sprites and Midgets 1275 G.2. Full Race	CHC-209	Triumph Spitfire Mk. 3/4	CHC-270
Sprites and Midgets 1275 Ultimate Full Race	CHC-210	Triumph Spitfire 1500	CHC-272
MG Midget 1500	CHC-272	Triumph 2000 & 2.5 P.I. GT6, TR5/6	CHC-271
MG B-1800 Saloon G2 Full Race	CHC-211	Chrysler Avenger Race and Rally	CHC-250
MG B-1800 Saloon Large Valve	CHC-212		
Datsun 100A, 120A	CHC-240		
Datsun 120Y	CHC-243		
Datsun 1200	CHC-244		
Datsun 140, 160, 180	CHC-241		

Most competition heads are on an outright sale only except where the customers own head can be used and is thought suitable for modification. Details on application.

Turbocharger Kits

One has only to look at Porsche's current racing programme to appreciate the intensive development and enormous power advantages of turbocharger systems. For racing application the requirements, and thus the development, are radically different from a system suitable for road cars but the principle is exactly the same; namely the driving of a turbine in the exhaust manifold, by exhaust gases, to accelerate and pressurise the petrol/air mixture in the induction system and give greater efficiency and a substantial percentage increase in power output.

It was our own racing development of the turbocharged Datsun 290ZG for the Dutch Datsun Dealer Team in 1977 which prompted us to investigate the feasibility of complete turbocharger kits for road cars.

The heart of our system is a "TurboSonic" turbocharger manufactured by Rota-Master of California, U.S.A. for which we are the sole UK distributors. This and other hardware, such as the wastegate, for limiting turbo boost pressure, and the turbine lubrication system, are imported by us to form the basis of the kits. We then manufacture the ancillary components such as inlet and exhaust manifolds and systems for the wide range of cars for which *Janspeed* turbocharger kits cater.

Unlike traditional methods of increasing power output on production engines, the fitting of *Janspeed* turbocharger kits does not, in the majority of cases, involve any engine modifications other than drilling the crankcase to fit an oil return from the turbocharger lubrication system.

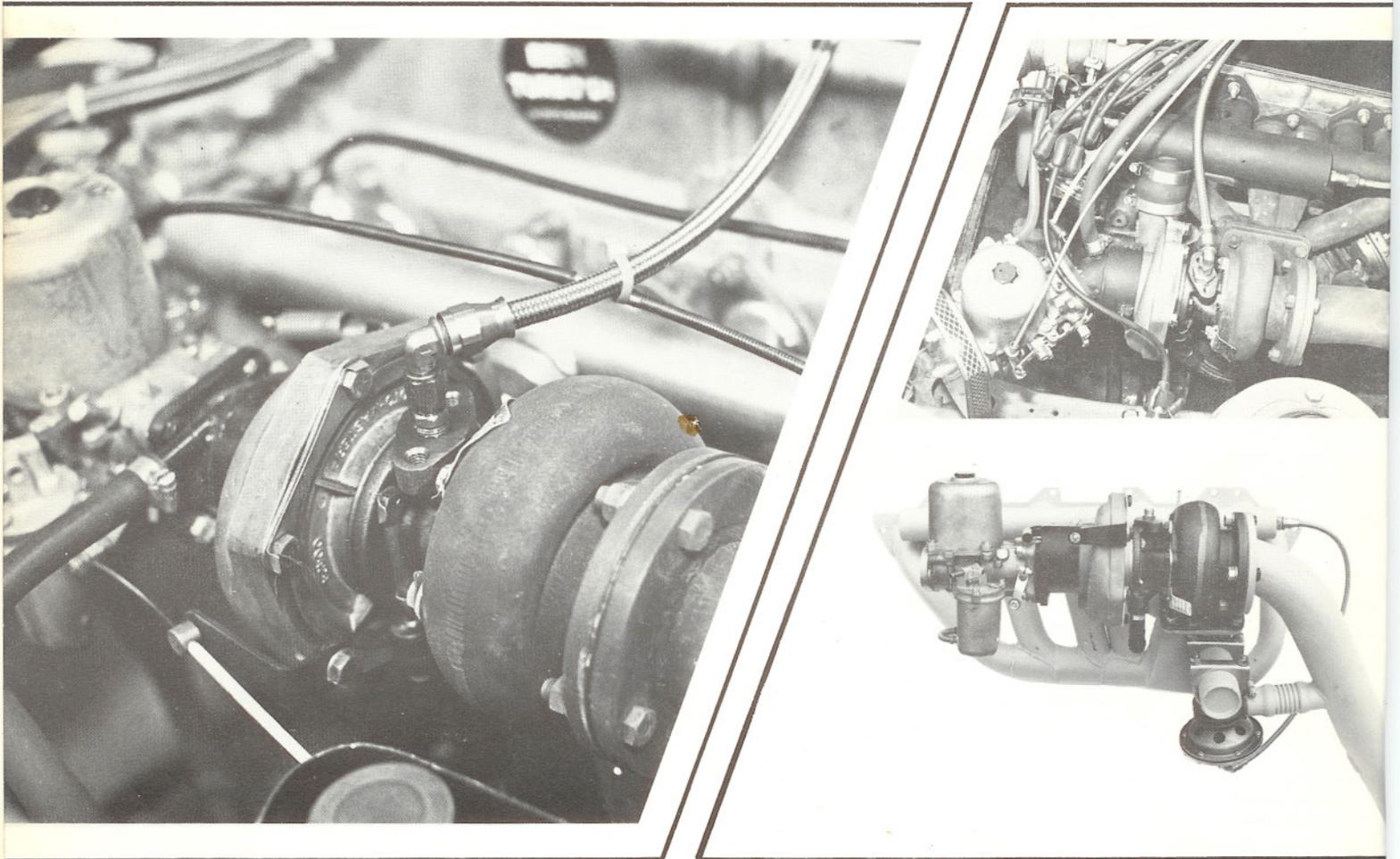
Furthermore, there is no other tuning system which gives such a radical increase in torque throughout the useable rev. band and engine power (an additional 30% power at the rear wheels can be normally expected) and which retains the 'driveability' of the car at low engine speeds.

In simple terms, the turbine pressure boost is proportional to engine power output and in racing applications, the turbocharger is designed to work on high pressure boost which demands a low compression ratio so as not to generate undesirable strains on engine components. In the *Janspeed* kit, however, the turbo boost is purposely limited to between 5 and 7 p.s.i. so that the normal engine compression ratio can usually be retained. This has enormous practical advantages besides removing the need for extensive engine modification as, on light throttle applications, the engine is operating in its normal aspirated state (without the turbocharger) and performance does not suffer the decrease in power which is the result of lower compression ratio than standard. It also means that when the throttle is opened and the turbocharger cuts in, the power increase is progressive with little appreciable lag. Normal road applications for turbocharging also include use on vans, motorbikes, and in particular for cars when towing.

Apart from kits for many popular cars (a detailed list is available on request) we can supply a full range of TurboSonic components from stock.

These include a choice of three different basic sizes on turbochargers, available in 19 different variations. This wide range makes it easy to select the correct one for all engine capacity from 750cc to over 4-litres, and for any vehicle application. TurboSonic turbochargers incorporate carbon-sealed bearings enabling them to be fitted up-stream of the compressor thereby greatly easing installation problems, improving throttle response and eliminating 'Turbo lag'.

The unique TurboSonic BPR Wastegate is available in 5 settings from 4lbs to 11lbs and can be supplied for exhaust pipe saddle mounting or a special sandwich mount that fits straight onto the turbine.



Other accessories include ignition advance/retard kits, water injection, priority valves, turbo silencers, adaptors for most American carburettors, heat shields and boost gauges. All TurboSonic turbochargers are interchangeable with AiResearch units.

Full TurboSonic Catalogue and price list available on request; price 85pence.

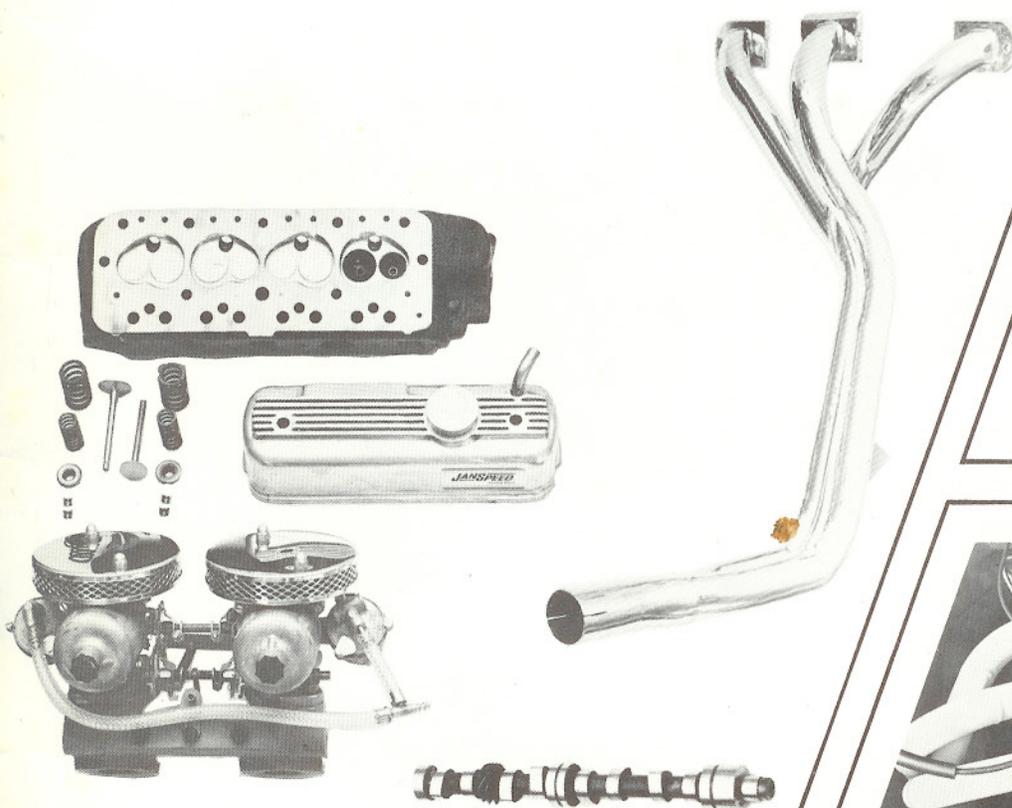
'Turbochargers' by Hugh MacInnes, Chief Engineer and Vice-President of Rota-Master Inc., is published by H P Books and available from us; price £3.95 post free. Chapters cover Turbo Design, Sizing and Matching, Installation, Details, Controls, Carburation, Intercooling, Water Injection, Street and Race Cars, Boats and Motorcycles—without doubt the 'Turbochargers Bible' and a *must* for anyone contemplating fitting their own unit.

Janspeed Efficiency Kits

Saves petrol Improves starting Greater torque Better acceleration Smoother engine

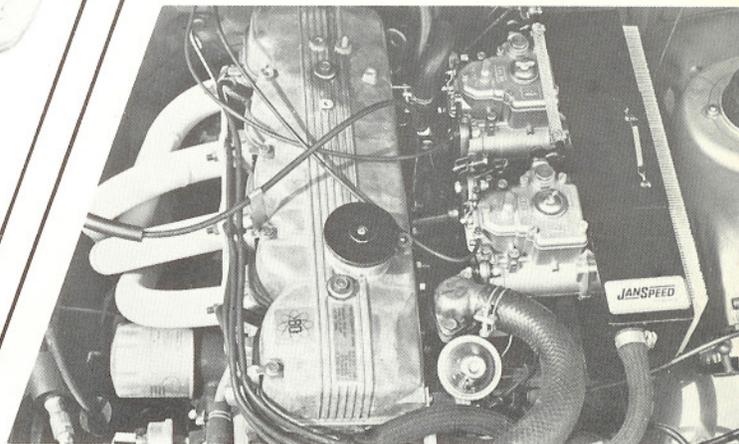
The mass-produced motor car sold today on the world market is a compromise between many and varied statutory regulations and the designers desire to produce a vehicle of maximum possible efficiency. The end result is that most vehicles have considerable latent power in their engine that can easily be employed to increase the driving pleasure and safety of a car where the laws are not restrictive and high grade fuels are available.

Janspeed can improve the thermal efficiency of an engine by creating the best possible combustion conditions so that the greatest utilisation is made of the fuel. This increased power can then be employed to benefit the driver's individual requirements. At a given throttle opening it can achieve greater fuel economy and increased torque; these in turn give improved hill-climbing and overtaking. Other noticeable improvements are quicker starting and a more flexible, less stressed, smoother-running engine. Our customers have many varied reasons for increasing the efficiency of their normal road car, maybe for towing or increased overall performance, or improved fuel consumption or even for an occasional sprint or club rally. Each requirement can call for a different approach to engine modification. For this reason and due to differing local conditions in overseas markets we no longer offer suggested packaged efficiency kits for individual makes of car. All the component parts are of course still available and we are very pleased to suggest to you the best possible combination of parts for your particular car tailored to your personal requirements. These can be supplied for you to fit yourself, by your local garage or, if you prefer, by our own skilled racing mechanics.



JANSPEED
POWERED

The following is an extract from a road test published in 'Car' magazine of our Datsun 100A Cherry when tuned with the sporting enthusiast in mind. It does indicate the type of improvement that can be obtained quite easily and at modest cost from the average small family saloon. The car was fitted with modified cylinder head, twin 1½" SU carburetors, Janspeed exhaust manifold and system "... it turned into a real flyer ... the most impressive feature of the engine is its wonderful flexibility ... it's nothing short of sensational on the road". This car was later fitted with the optional camshaft and 'Cars & Car Conversions' said ... "What would you think about a level road top speed of 116 mph ... and a 0-60 mph time of 10.3 seconds from a mildly tuned 1000cc 4-seater saloon?"



Clothing

Janspeed Race/Rally Jackets

A modern styled, middle weight, close fitting jacket ideal for both casual wear and for the motoring enthusiast. It is made from 100% fully washable 'wet look' nylon with a quilted courtelle foam padded insulation lining for warmth on colder days without being too hot when the weather improves.

There are two front pockets, a deep velcro-fastened inside breast pocket and a two-way heavy-duty zip. The design, in the familiar Janspeed racing colours, features a white chevron dividing the upper and lower panels of red and blue respectively.

Two versions are available one with embroidered Datsun badges on both arms and a small Janspeed badge on the left breast the other features only a single, larger, Janspeed badge.

Sizes 34" (87cm) - 46" (117cm)

Embroidered Badges

Janspeed-new logo in our racing colours; quality embroidered; overlocked edges; two sizes 4" (10cm) & 2 3/4" (7cm) diameter.
Datsun - authentic design with oval background 4" (10cm) diameter.

Janspeed/Datsun T-Shirts

White cotton shirts with striking racing design featuring our racing 240Z and large Datsun logo. Adult sizes.

Windscreen Banner

Clear green PVC with Janspeed logo screen-printed in white. One size, fits any car. Adheres to inside of screen—no adhesive required can be easily removed.



Services & Components

COMPETITION SERVICES & COMPONENTS

We can offer the racing/rally mechanic carrying out his own engine re-builds a full range of specialist services including balancing, machining, line boring etc., lightening, polishing and tuftriding. Special racing components are also available for most types of competition cars eg: steel cranks, racing con rods, racing flywheels, bearing caps, light-weight flywheels, competition clutches, close ratio gears, fuel injection, racing ignition systems ... whatever your competition requirement we can probably supply at the keenest price ... ask for a quotation.

RACING - RALLY ENGINES

Our rally engines are world renowned - being used to power winning cars in all branches of motor sport. Each engine is built to suit your individual requirements depending on the purpose for which the car is intended. Our competition department is always pleased to discuss individual requirements.

BODY PARTS

Air Spoilers

Improve directional stability and high speed performance; manufactured from high quality glass fibre.

Escort, Cortina Mk 3	Front	JBP-104
Datsun 100A, 1200	Front	JBP-105
Datsun, 1200	rear boot lid	JBP-106
Datsun 240Z/260Z	competition	JBP-107

Special lightweight fibre glass competition body panels fabricated to order.

SUSPENSION PARTS

In order to safely take advantage of the increased performance provided when increasing the efficiency of your engine, it is usually necessary to improve the suspension. For this purpose we offer a range of tested products that will greatly improve the roadholding of your car. These include all leading makes of shock absorbers, special heavy duty anti-roll bars, uprated road springs and camber kits.

BRAKE KITS

Whatever steps are taken to increase your car's performance it is essential to consider if the car's braking ability is capable of meeting the demands that will now be made upon it. Whether the car is used for shopping, towing, club competition, and especially when turbo charged, some modification to the standard system will almost certainly be required. This can vary from simply changing to a harder grade of linings, to the fitting of a brake servo and in some cases to the need to employ ventilated front discs. It is impossible to say what will be needed as it depends on so many variables including the standard fitment, the car's age and condition and the use to which it will be put. PLEASE consult us or one of our agents BEFORE carrying out any major modification and we will be happy to advise you.

VALVE SPRINGS

Terry's Valve Springs are used by Janspeed on all our modified cylinder heads. Where the permissible RPM is being raised from standard 'Performance Pack' springs are employed. We are always pleased to supply valve springs whatever your requirements.

OIL COOLERS

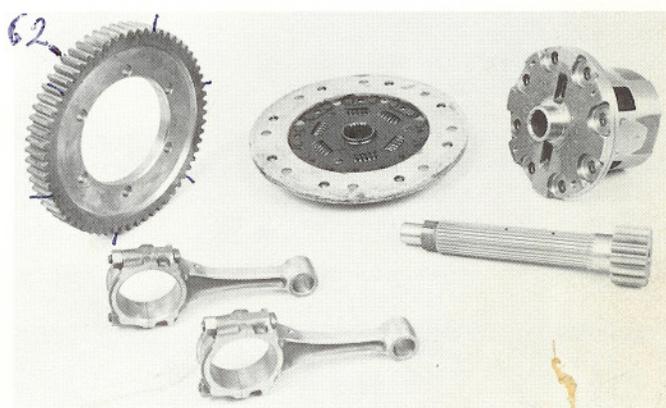
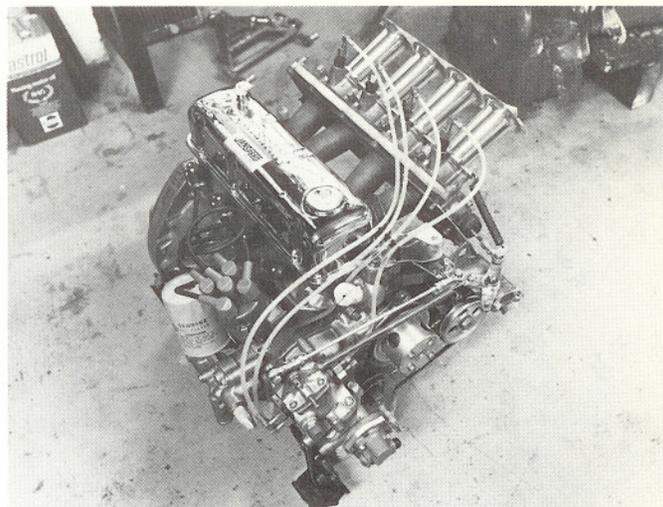
Recommended for most modified cars, essential for countries with high ambient temperatures, long-distance towing and serious competition. We can supply high quality units suitable for almost any car and of the correct size for the vehicle and application.

CARBURETTOR SPARES

We stock a comprehensive range of Weber and S.U. carburettor spares, jets etc. at manufacturers' list prices.

AIR BOX

Improves air flow and reduces intake noise when using twin or triple DCOE Webers. Made of glass fibre and supplied with back plate.



JANSPEED VHT

Very high temperature manifold coating, effectively protects your Janspeed exhaust manifold and system from corrosion and, at the same time, gives it that super custom look with a tough finish. Available in black, white and 8 other attractive colours. Specially made for Janspeed in U.S.A. by Sperex. Most colours withstand temperature in excess of 1200°F. 12 oz Aerosol Cans.

ACCESSORIES

We stock a very wide variety of general sporting accessories which we fit to our own competition cars and can therefore confidently recommend. These include instruments, seats, steering wheels, electronic ignition and alloy road wheels all available at competitive prices, please ask for quotation.

WHEEL SPATS essential when using wider wheels and tyres; most sporting cars

SUMP GUARDS Steel guards for rally use, available for most sporting cars.



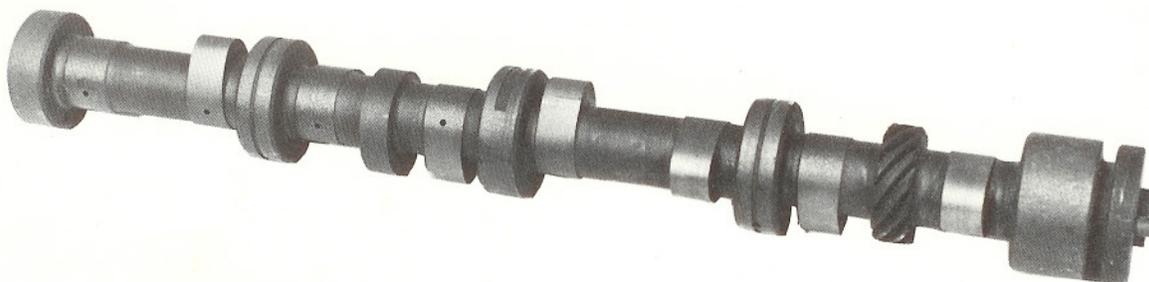
15

£1.00
VOUCHER
SEE OVER
FOR
DETAILS

Services & Components

CAMSHAFTS

In order to obtain the maximum benefit from our cylinder heads and manifolds it is in some cases essential to alter the camshaft. We have selected below the camshafts which we know to be best suited to our modifications.



DATSUN

		Part No.
100A	Road	CS-TD1
100A, 120A, 1200	Road/Rally	CS-TD4
100A, 120A, 1200	Rally	CS-TD7
100A, 120A, 1200	Full Race	CS-TD3
120Y	Road/Rally	CS-TD4Y
120Y	Rally	CS-TD7Y
120Y	Full Race	CS-TD3Y
160B, 180B	Road	CS-TDB1
160B, 180B	Rally	CS-TDB2
240Z, 260Z	Road/Rally	CS-TDZ

FORD

1100/1300	Road	CS-ITF.1
1300/1600	Rally	CS-ITF.2
1300/1600	High Performance	CS-ITF.3
1600	Road	CS-ITF.4
1500	Road/Rally	CS-2TF.2
1500	Full Race	CS-2TF.3
1500	Road	CS-3TF.2
1600	Rally	CS-3TF.3
RS2000	Road/Rally	CS-3TF.4

U.K. customers can obtain Datsun camshafts on an exchange basis.

LEYLAND

A full range of Leyland ST camshafts are always available.

Note. Many other camshafts, although not in stock can usually be obtained at short notice, please ask for a quotation.

COMPOMOTIVE WHEELS

Modular Wheels The most versatile answer to competition road wheels. Consists of an alloy centre flange and two highly polished alloy rims, inner and outer. The rims are available in a range of widths so that the overall wheel width and offset can be varied to suit different cars, tyres and conditions. Rims are secured to centre flange with nyloc nuts. Method of construction makes these much lighter than conventional cast alloy wheels.

Choice of three centre hub designs Sizes: 13" dia 14 rim widths from 4.5" - 12"

14" dia x 6" rim width and upwards
15" dia x 5.5" rim width and upwards
16" dia x 5.5" rim width and upwards

Cast Alloy Road Wheels high quality cast wheels with wide application for most popular cars available in 13" to 14" diameter, rim width 5" - 7"



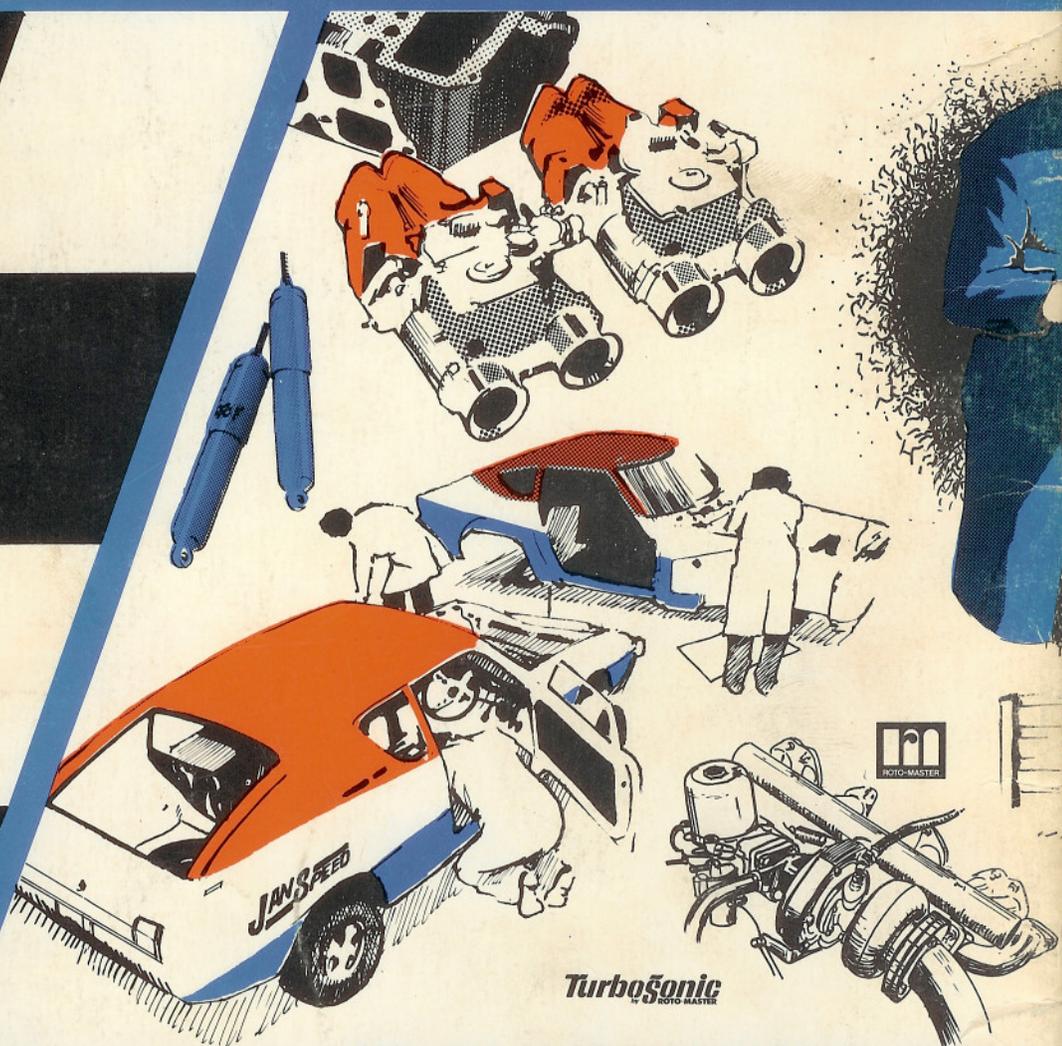
16

Send this voucher with your first order of £10.00 or over for £1.00 discount



JANSPEED

Janspeed Engineering Ltd.,
Southampton Road,
Salisbury, Wiltshire.
Telephone (0722) 6955/6
Telex ASR Salisbury 477019



TurboSonic
MOTO MASTER

EXHAUST SYSTEMS

AUSTIN MORRIS MG	
ES - 600	37.50
ES - 601	62.50
ES - 602	47.50
ES - 603	62.50
ES - 604	47.50
ES - 605	62.50
ES - 606	62.50
ES - 607	65.00
ES - 608	62.50
ES - 609	62.50
ES - 610	62.50
ES - 611	72.00
ES - 612	44.00
ES - 613	62.50
ES - 614	62.50
ES - 615	62.50

TALBOT	
ES - 620	18.50
ES - 621	25.00
ES - 622	52.00
ES - 623	65.00
ES - 624	65.00

DATSUN	
ES - 660	84.00
ES - 663	62.50
ES - 664	84.00
ES - 665	84.00
ES - 666	54.00
ES - 666A	54.00
ES - 667	62.50
ES - 668	62.50
ES - 669	54.00
ES - 669A	54.00

FIAT	
ES - 681	69.00
ES - 682	57.00
ES - 683	69.00

FORD	
ES - 630	69.00
ES - 631	57.00
ES - 631A	18.00
ES - 632	67.50
ES - 633	57.00
ES - 633A	18.00
ES - 634	67.50
ES - 635	137.50
ES - 636	79.00
ES - 637	79.00
ES - 638	79.00
ES - 639	79.00
ES - 640	67.50
ES - 640A	21.00
ES - 641L/H	94.00
ES - 642	94.00
ES - 643	57.00
ES - 643A	18.00
ES - 644	75.00
ES - 645	75.00
ES - 646	75.00
ES - 647	o/a
ES - 648	88.50
ES - 649	62.50
ES - 650	79.00
ES - 651	60.00
ES - 652	60.00

LADA	
ES - 695	80.00

LOTUS	
ES - 690	35.00

OPEL	
ES - 710	52.00

ROVER	
ES - 720	160.00

TOYOTA	
ES - 686	80.00
ES - 687	80.00
ES - 688	80.00

TRIUMPH	
ES - 700	80.00
ES - 701	160.00

VAUXHALL	
ES - 730	65.00

VOLKSWAGEN	
ES - 750	60.00

CARBURETTOR KITS

ALFA ROMEO	
AK - 308	o/a

AUSTIN MORRIS MG	
AK - 310	91.50
AK - 311	128.00
AK - 312	135.00
AK - 312A	135.00
AK - 313	109.90
AK - 314	109.90
AK - 315	131.90
AK - 316	131.90
AK - 317	131.90
AK - 319	154.00
AK - 360	131.90
AK - 361	131.90
AK - 062	221.00
AK - 063	221.00
AK - 064	235.00
AK - 065	235.00

BMW	
AK - 380	229.90
AK - 381	229.90
AK - 383	236.90
AK - 384	119.90
AK - 386	353.00
AK - 387	363.00
AK - 383A	363.00

TALBOT	
AK - 330	109.90
AK - 031	294.00
AK - 333	109.90
AK - 334	67.00
AK - 335	109.90
AK - 336	223.90
AK - 337	109.90
AK - 338	109.90
AK - 339	223.90

DAIHATSU	
AK 3490	o/a

DATSUN	
AK - 367	229.90
AK - 368	236.90
AK - 375	353.00
AK - 375A	363.00
AK - 376	229.90
AK - 377	229.90
AK - 378	128.00
AK - 379	135.00
AK - 379Y	135.00

FIAT	
AK - 391	119.90

FORD	
AK - 320	109.90
AK - 321	109.90
AK - 322	223.90
AK - 323	109.90
AK - 324	109.90
AK - 325	109.90
AK - 325A	109.90
AK - 326	223.90
AK - 327	223.90
AK - 327A	223.90
AK - 327B	229.90
AK - 364	223.90
AK - 364A	229.90
AK - 365	223.90
AK - 365A	229.90
AK - 328	109.90
AK - 328B	223.90
AK - 3264	109.90
AK - 3290	229.90
AK - 3291	236.90

HONDA	
AK - 3921	114.90
AK - 3922	229.90

JAGUAR	
AK - 3500	o/a
AK - 3501	o/a

MITSUBISHI	
AK - 3620	236.90
AK - 3624	236.90

OPEL	
AK - 300	131.90
AK - 301	131.90
AK - 392	229.90
AK - 303	236.90
AK - 306	353.00
AK - 307	363.00
AK - 3050	229.90

ROVER	
AK - 3466	o/a

SAAB	
AK - 388	103.90
AK - 3886	236.90
AK - 3887	242.90

TOYOTA	
AK - 347	229.90
AK - 348	236.90

TRIUMPH	
AK - 342	128.00
AK - 343	135.00
AK - 344	135.00
AK - 345	244.50

VAUXHALL	
AK - 352	109.90
AK - 353	109.90
AK - 354	89.90
AK - 355	89.90
AK - 356	89.90

VW/AUDI	
AK - 3642	229.90
AK - 3643	236.90

VOLVO	
AK - 393	147.90
AK - 394	154.90
AK - 394A	236.90
AK - 394B	242.90
AK - 395	229.90
AK - 396	236.00
AK - 398	119.90

CARBURETTOR LINKAGES

LP - 400	10.65
LP - 401	10.65
LP - 401A	10.65
LP - 402	10.65
LP - 403	10.65
LP - 415	10.65
LP - 421	12.17
LP - 422	10.65
LP - 423	10.65
LP - 424	12.17
LP - 425	12.17
LP - 428B	9.80
LP - 430	10.65
LP - 437	3.05
LP - 439	12.17
LP - 440	10.65
LP - 441	10.65
LP - 445	14.50
LP - 451	12.17
LP - 452	14.50
LP - 455	14.50
LP - 458	30.42
LP - 463	12.17
LP - 464	12.17
LP - 470	30.42
LP - 474	14.50
LP - 480	14.50
LP - 482	10.65
LP - 483	30.42
LP - 484	30.42
LP - 486	6.10
LP - 490	12.17
LP - 491	12.17
LP - 493	9.80
LP - 494	9.80
LP - 495	12.17
LP - 496	14.50
LP - 4600	39.60
LP - 4540	12.17
LP - 4284	9.80
LP - 4660	10.65
LP - 4662	12.17
LP - 4560	12.17
LP - 4870	12.17
LP - 4440	18.60

CAST ALLOY INLET MANIFOLDS

ALFA ROMEO	
IMA - 4600	o/a

AUSTIN MORRIS MG	
IMA - 400	30.95
IMA - 401	30.95
IMA - 401A	30.95
IMA - 401B	30.95
IMA - 402	30.95
IMA - 403	30.95
IMA - 404	30.95
IMA - 405	30.95
IMA - 406	30.95
IMA - 415	34.40
IMA - 416	34.40
IMA - 417	34.40

BMW	
IMA - 480	39.00
IMA - 481A	39.00
IMA - 481B	39.00
IMA - 482	45.90
IMA - 483	63.15
IMA - 484	72.60

TALBOT	
IMA - 428	16.00
IMA - 429	16.00
IMA - 430	39.00
IMA - 433	39.00
IMA - 435	39.00
IMA - 436	39.00
IMA - 437	39.00
IMA - 439	39.00

COLT	
IMA - 463	45.90
IMA - 464	45.90

DAIHATSU	
IMA - 4540	57.40

DATSUN	
IMA - 470A	63.15
IMA - 470B	63.15
IMA - 471	34.40
IMA - 472	34.40
IMA - 472A	39.00
IMA - 473	34.40
IMA - 473A	39.00
IMA - 474A	39.00
IMA - 474B	39.00

FIAT	
IMA - 496	39.00

FORD	
IMA - 420	34.40
IMA - 420GT	34.40
IMA - 421	34.40
IMA - 422	34.40
IMA - 424	34.40
IMA - 425	34.40
IMA - 425A	39.00
IMA - 426	34.40
IMA - 426A	39.00
IMA - 427	34.40
IMA - 427A	39.00

	<i>price</i>
IMA - 428	16.00
IMA - 428B	30.00
IMA - 429	16.00
IMA - 4232	39.00
IMA - 4246A	39.00
IMA - 4246B	39.00
IMA - 4284	39.00

HONDA

IMA - 4660	39.00
IMA - 4662A	39.00

OPEL

IMA - 455	34.40
IMA - 457A	39.00
IMA - 457B	39.00
IMA - 458	63.15
IMA - 458A	63.15
IMA - 4560	39.00

SAAB

IMA - 486	25.20
IMA - 4870B	45.90

TOYOTA

IMA - 445	39.00
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TRIUMPH

IMA - 440	34.40
IMA - 441	39.00
IMA - 443	99.95
IMA - 4440A	57.40

VAUXHALL

IMA - 451	30.95
IMA - 452	34.40
IMA - 428	16.00
IMA - 453	16.00

VOLKSWAGEN

IMA - 465	39.00
IMA - 465B	39.00

VOLVO

IMA - 490	45.90
IMA - 491	45.90
IMA - 492	45.90
IMA - 493	45.90
IMA - 494	52.80
IMA - 495	45.90
IMA - 495B	45.90

CYLINDER HEADS ROAD TYPES

price *deposit*

AUSTIN MORRIS MG

CH - 101/1	59.50	90.00
CH - 101/2	87.50	90.00
CH - 101/3	96.00	90.00
CH - 104/1	59.50	90.00
CH - 104/2	96.00	90.00
CH - 104/3	127.00	90.00
CH - 105/1	88.00	90.00
CH - 105/2	127.00	90.00
CH - 106/1	88.00	90.00
CH - 106/2	127.00	90.00

	<i>price</i>	<i>deposit</i>
CH - 107	88.00	100.00
+CH - 108	80.00	cho
CH - 109/1	88.00	100.00
CH - 109/2	127.00	100.00
CH - 110	88.00	100.00
CH - 111	105.50	120.00
CH - 112/1	59.50	90.00
CH - 112/2	87.50	90.00
CH - 112/3	96.00	90.00

TALBOT

CH - 130/1	126.50	120.00
CH - 130/2	168.00	120.00
CH - 131	88.00	100.00
CH - 132A	97.00	cho
CH - 132B	97.00	cho
CH - 133	126.56	120.00
CH - 134/1	88.00	100.00
CH - 134/2	115.00	100.00
CH - 134/3	160.00	100.00

DATSUN

CH - 170	77.00	120.00
CH - 170A	77.00	120.00
CH - 171	115.50	150.00
CH - 172	224.50	300.00
CH - 173	224.50	300.00
CH - 174	77.00	120.00
CH - 175	77.00	120.00

FIAT

CH - 181/1	104.50	cho
CH - 181/2	137.00	cho
CH - 182	104.50	cho

FORD

CH - 120/1	72.50	95.00
CH - 120/2	122.50	95.00
CH - 120/3	137.00	95.00
CH - 121/1	77.00	95.00
CH - 121/2	122.50	95.00
CH - 121/3	137.00	95.00
CH - 122/1	72.50	95.00
CH - 122/2	137.00	95.00
CH - 123/1	72.50	95.00
CH - 123/2	137.00	95.00
CH - 123/3	149.00	95.00
CH - 124	127.50	cho
CH - 125/1	115.50	120.00
CH - 125/2	150.00	120.00
CH - 125/3	183.50	120.00
CH - 126/1	115.50	120.00
CH - 126/2	150.00	120.00
CH - 127	115.00	120.00
CH - 128/1	115.00	120.00
CH - 128/2	150.00	120.00
CH - 128/3	183.50	120.00
CH - 129	77.00	cho

RENAULT

CH - 163	o/a	cho
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ROVER

CH - 163	o/a	cho
CH - 164/1	o/a	cho
CH - 164/2	o/a	cho

	<i>price</i>	<i>deposit</i>
TOYOTA		
CH - 191	77.00	cho
CH - 192	112.00	cho
CH - 193	o/a	cho

TRIUMPH

CH - 140/1	77.00	100.00
CH - 140/2	126.00	100.00
CH - 141/1	79.00	100.00
CH - 141/2	126.00	100.00
CH - 142	143.00	cho
CH - 143	93.50	cho
CH - 144	o/a	cho
CH - 145	o/a	cho

VAUXHALL

CH - 150	79.00	100.00
CH - 151/1	79.00	100.00
CH - 151/2	126.00	100.00
CH - 152	97.00	100.00
CH - 153	119.00	100.00
CH - 154	o/a	cho
CH - 155	79.00	100.00

VOLKSWAGEN

CH - 195	o/a	cho
CH - 196	o/a	cho
CH - 197	o/a	cho

Exchange system in UK only.
Overseas customers head or outright sale.

CYLINDER HEADS COMPETITION

	<i>price</i>
CHC - 201	180.00
CHC - 202	217.50
CHC - 203	180.00
CHC - 204	217.50
CHC - 205	150.00
CHC - 206	225.00
CHC - 207	180.00
CHC - 208	217.50
CHC - 209	172.50
CHC - 210	225.00
CHC - 211	180.00
CHC - 212	225.00
+CHC - 232	243.75
+CHC - 233	152.50
+CHC - 234	172.50
+CHC - 235	172.50
+CHC - 236	225.00
+CHC - 237	
+CHC - 240	180.00
+CHC - 241	225.00
+CHC - 242	335.00
+CHC - 243	180.00
+CHC - 244	180.00
+CHC - 245	335.00
CHC - 250	147.50
CHC - 260	180.00
CHC - 261	225.00
CHC - 270	172.50
CHC - 271	225.00
CHC - 272	

Customers heads only or outright sale.
Price on application.

CAMSHAFTS

DATSUN

*CS - TD1	44.00
*CS - TD4	47.00
*CS - TD7	47.00
*CS - TD3	55.00
*CS - TD4Y	47.00
*CS - TD7Y	55.00
*CS - TD3Y	55.00
●CS - TDB1	51.50
●CS - TDB2	59.50
▲CS - TDZ	73.00

FORD

CS - ITF.1	42.00
CS - ITF.2	42.00
CS - ITF.3	42.00
CS - ITF.4	42.00
CS - 2TF.2	48.50
CS - 2TF.3	53.00
CS - 3TF.2	42.00
CS - 3TF.3	42.00
CS - 3TF.4	* 48.50

Camshaft Deposits UK only.

*Deposit	65.00
●Deposit	75.00
▲Deposit	105.00

Overseas Outright Sale.

Key to Price List

cho = customer's head only
o/a = price on application
oso = outright sale only

nla = no longer available
+ = price varies according to specification

OIL COOLERS

Prices on application

SUSPENSION PARTS

Prices on application

ANTI ROLL BARS

Rover SDI rear £65.00
other prices on application

SUNDRIES

Rally Jackets: Adult £14.75

Embroidered Badges:

Janspeed large:	...	55p
Janspeed small:	...	33p
Datsun:	...	55p

Turbo enamel badge £5.00

Anti-Dazzle Windscreen Strips £1.50

Turbo side stripes £3.50

Deposit

Deposit will be refunded if old unit is received by us (in good condition) within 21 days.

Conditions of Sale

1. Three days clearance is required for all cheques.
2. Cash with order unless prior arrangements have been made.
3. Cheque for any deposits must be part of the cheque for goods and not separate.
4. We reserve the right to alter prices and change the technical specification of products without prior notice.
5. Any queries or complaints must be made, and the faulty component returned, within fourteen days of delivery.
6. Any goods returned for credit will be subject to a 10% handling charge.

JANSPEED

Janspeed Engineering Ltd.
Castle Road, Salisbury, Wilts. SP13SQ
Tel: (0722)21833/4/5/6 Telex: 47540