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## Cylinder Block Area

### Cylinder Block Plugs/Dowel and Tap

<b>CX954</b>	Main core plug (8)	£3.48	
<b>CX964</b>	Front oil gallery plug (4)	£3.77	
<b>CX974</b>	Rear threaded gallery plug (2)	£1.12	
<b>CX984</b>	Rear core plug over cam (1)	£5.18	
<b>BYAJG730</b>	Cylinder block drain tap	£6.77	
<b>CX944</b>	Dowel for cyl block top face	£8.40	



### Clevite 77 Cam Bearing Set.

DW934F Finished size

£34.24



### ARP Main Bearing Bolts

These bolts are forged from 8740 chrome moly. The threads are rolled after heat treatment. In the High Performance Series, they have a nominal rating of 180,000psi. Kits include hardened washers.

**BYAJG1090**

3.5/3.9/4.0/4.6 engines [10]

£4.03ea



### PARTS FOR CROSSBOLTED BLOCK

<b>CX221</b>	Cross bolt-hex head	£3.56
1994-99 uses qty 9. 1999-03 uses qty 8		
<b>CX224</b>	Cross bolt-allen head	£4.28
1994-99 uses qty 1. 1999-03 uses qty 2.		
<b>CX220</b>	Cross bolt Dowty washers (8/9)	£2.16
<b>CX222</b>	Cross bolt Dowty washers (1/2)	£5.28



### Main Stud Kit

In a performance engine, studs are best. They eliminate main cap walk & fretting, as well as protecting the threads in the block. The studs are manufactured from 8740 chrome moly. they have a 200,000psi tensile strength, & the threads are rolled. *Torq- 135 lb ft with oil, 90 lb ft with ARP moly.*

**AZ550** 3.5 & 3.9 non-crossbolted

£103.46

**AZ575** 4.0 & 4.6 engines

£156.47



### Main Studs Extra Long

ARP Main studs are manufactured from aircraft quality 8740 chrome moly steel. Tensile strength of 190,000 psi. At 5.3" length, this allows for the addition of a stud girdle or plate.

**AZ585** Extra long stud- 5.30"

£8.24

**BY38310** Washer for stud

£0.88

**AZ595** Nut for stud

£0.96




## Crankshaft Area



### Big End Bearings 3.5-3.9-4.2 only

Made by Federal Mogul [Sealed Power] in the USA.


<b>CX2104F</b>	Std big ends 3.5-4.2 only	£24.50	
<b>CX2114F</b>	.010" big ends 3.5-4.2 only	£24.50	



### Main Bearing Sets 3.5-3.9-4.2

[made in USA]







<b>CX2124</b>	Std mains 3.5-4.2 only-Clevite	£65.68	
<b>CX2134</b>	.010" mains 3.5-4.2 only-Clev'	£64.87	
<b>CX2234</b>	.020" mains 3.5-4.2 Fed Mogul	£61.38	



### Big End Bearings 3.5-3.9-4.2

[made in the USA]

<b>CX2104</b>	Std big ends 3.5-4.2 only-Clevite	£58.52	
<b>CX2114</b>	.010" big ends 3.5-4.2 only-Clevite	£71.09	
<b>*CX2224</b>	.020" big ends 3.5-4.2 only-Clevite	£37.80	
<b>*CX2225</b>	.030" big ends 3.5-4.2 only-Clevite	£42.60	



### Main Bearings-extra- plain shells

Late 3.5/3.9. made in USA

On cylinder blocks where there is only one centre main crankshaft thrust [upper], instead of upper & lower, an extra- plain shell, for the centre main cap, will be required. Applies to very late 3.5, & 3.9.

**CX2125** Std mains- extra plain shell 3.9-Clevite

£18.28

**CX2135** .010" mains- extra plain shell 3.9-Clevite

£18.28





\* See P2

Real Steel Tel: 01895 440505  
e-mail: sales@realsteel.co.uk

*\* Bearings on page 1 with an asterisk are now- AS bi-metal type. Bearing shells are marked with a suffix "A". These bearings are of the aluminium, tin, silicon Bimetal type of material and construction. These offer the engine builder an OE type of bearing for engines going into standard duty applications.*

### Big End Bearings-4ltr & 4.6ltr only

Std crank sizes: **B.E.** 2.185"-2.1855" // 55.5-55.513mm

<b>CX2555</b> Std big ends 4.0-4.6 only	<b>£21.12</b>	
<b>DW410</b> .010" big ends 4.0-4.6 only	<b>£19.99</b>	
<b>DW425</b> .020" big ends 4.0-4.6 only	<b>£26.70</b>	

### 305cu in/51 STROKER CRANKSHAFT- 4998cc

This crank has a stroke of 3.508". Used with a bore of 3.920", the capacity will increase to **4998cc**. Crank must be used with narrowed SBC small journal conrods, as the big end journals are wider than standard. Nitrided & crossdrilled. Long nose. **Small diameter mains** for **3.9/4.2** cylinder blocks. 2" big end journals. Weight = 19.6k. Made in England.


**DW49951** Stroker crank-cast **3.9/4.2 blk** **£625.66**



### Main Bearing Sets-4 litre and 4.6 only


Standard crank sizes:

**Mains.** 2.4995"-2.5" // 63.487-63.5mm

<b>CX2560</b> Std mains 4.0-4.6 only	<b>£56.33</b>	
<b>DW405</b> .010" maind 4.0-4.6 only	<b>£49.13</b>	


### Con Rod Bolts and Nuts

**AZ215** ARP Hi-Performance **3.5-3.9-4.2** **£82.67**  
ARP kit comprises of bolts and nuts forged from 8740 Chrome Moly. Tensile strength of 190,000 PSI.

<b>CX1044</b> Standard bolt-3.5-3.9	<b>£4.94ea</b>	
<b>CX1034</b> Standard nut- 3.5-3.9	<b>£1.00 ea</b>	
<b>CX3000</b> Standard bolt 4.0-4.6	<b>£4.75ea</b>	



### Crankshaft Spigot Bushes

<b>CX2074</b> For 4 spd and Range Rover	<b>£2.76</b>	
<b>CX2084</b> For SD1 Manual 5 spd, thick wall	<b>£13.31</b>	

### Timing Chain Sets and Parts



**AZ780** Cloyes Race Billet True Roller set **£146.30**  
Features: Induction heat-treated, Billet Steel gears, 9 keyway crank gear allows +/- 8 degrees. Adjustability in 2 crank degree increments. Premium True-roller chain with .250" rollers. Hand matched to qualify both centre distance & run-out.

**AZ620CH** Replacement chain for AZ780 **£67.32**

**BY9-1132** Cloyes "Street True-Roller" set **£63.60**  
Features: Cast iron cam gear, Induction heat treated, billet steel crank gear [3 keyways], True-roller chain with .250" rollers. Made in the USA.


**BY9-143** Replacement chain for BY9-1132 **£19.92**

**AZ770** Standard timing set [3 pieces] **£32.50**  
Above kit is for early engines with gear type oil pump in timing cover.

**AZ764** Timing chain for std timing set **£14.86**



### Crankshaft Key

<b>CX2064</b> Standard	<b>£2.92</b>	
<b>CX2559</b> 3.9 Disc/short nose long key	<b>£7.81</b>	

### CRANKSHAFT SPACER

This spacer is needed when a long nose crankshaft like a 4.6 is used with the early timing cover with the gear type oil pump. Otherwise the end of the crank protrudes past the end of the harmonic balancer.

**DW525** Spacer-use with long crank **£21.26**

## Pistons for 3.5/3.9 litre Engine

### Cast 3.5 Pistons & Pins


Set of 8 pistons with pins included [3.520" bore]

**CX2492** +.020" pistons, 9.75:1 comp **£149.28set**  
Used originally on the Rover Vitesse. Use with ring set AZ899.



### Cast 3.9 Pistons & Pins

Set of 8 pistons with pins included [3.720" / 94.5mm bore]

<b>DW995</b> 3.9 +.020" -8.13:1 comp*	<b>£91.20set</b>	
<b>DW895</b> 3.9 +.020" -9.35:1 comp*	<b>£162.40set</b>	

\* with 3.9 cylinder heads. Use with rings AZ3920

## Pistons for OEM 4.6 Engine

### Cast 4.6 Pistons & Pins

Set of 8 pistons with pins included [3.720" / 94.5mm bore]


**DW4620** +.020" -9.35:1 comp\* 4.6ltr **£156.32set**  
\* with 4.6 cylinder heads. Use with rings AZ4620



## Rings for 3.5 litre Engine


### Ring Sets for 3.5 Pre-SD1/R/Rover pre 1976

Bore:3.5" Comp:5/64" Oil:3/16"

<b>DW884</b> Cast rings standard	<b>£35.39</b>	
<b>AZ885</b> Cast rings +.020"	<b>£35.39</b>	

### Ring Sets for 3.5 SD1/R/Rover 1976 on

Bore: 3.50" Comp: 1/16" Oil: 3/16"

<b>DW889</b> Cast rings standard	<b>£42.25</b>	
<b>DW8891</b> 1 cylinder only-as above entry	<b>£5.51</b>	
<b>AZ899</b> Cast chrome faced rings +.020"	<b>£47.86</b>	
<b>AZ8991</b> 1 cylinder only-as above entry	<b>£8.17</b>	

## Rings for OEM -3.9/4.2/4.0/4.6

## Ring Sets for -3.9/4.2 OEM Engines

Bore: 3.7/3.720"[94/94.5mm] Comp: 1.5mm Oil: 3mm

<b>AZ3905</b> Chrome rings std bore	<b>£70.34</b>
<b>AZ39051</b> Chrome rings std (1cyl)	<b>£8.33</b>
<b>AZ3920</b> Chrome rings +.020"	<b>£67.91</b>
<b>AZ3921</b> Chrome rings +.020" (1cyl)	<b>£9.06</b>



## Ring Sets for -4.0/4.6 OEM Engines

Bore: 3.7"[94mm] Comp: 1.2mm/1.5mm Oil: 3mm

<b>AZ4605</b> Chrome rings std bore	<b>£50.18</b>
<b>AZ4620</b> Chrome rings +.020" oversize	<b>£50.18</b>



## Camshaft/Valve Train Area

**AZ754** STANDARD Hydraulic Camshaft for most long nose 3.5 engines **£105.88**

Ideal for most applications, including automatic transmission. Worth an extra 20hp over a std engine. If the cylinder block and cylinder head faces have not been heavily machined, and the valve guides are fitted to the correct length, then this cam should bolt straight in.

Rpm Range	@ .050"	Lift-1.60 Rockers	Lobe Sep
Idle-6000rpm	In.200 Ex.200	In; .433" Ex; .433"	

**DW262** Viper HURRICANE Hydraulic Camshaft **£163.13**

Designed for 3.9 Hot-Wire injection engines. OK for most applications, including automatic transmission. Worth an extra 26hp over a std engine. If the cylinder block and cylinder head faces have not been heavily machined, and the valve guides are fitted to the correct length, then this cam should bolt straight in. Use 3 degrees extra ignition advance, and a "cone" style free flowing air cleaner. In dyno tests, we obtained 26bhp extra at 5000rpm, with an extra 27ft lbs of torque at the same rpm.

Rpm Range	@ .050"	Lift-1.60 Rockers	Lobe Sep
Idle-5500rpm	In.206 Ex.206	In; .433" Ex; .433"	108 degrees

**DW252** Viper CYCLONE Hydraulic Camshaft **£163.13**

Installed in a 4.0 litre engine, this cam gave 267 ft lbs of torque, at 4000rpm, and 260 bhp at 5500rpm. Installed in a 4.3 'stroker' engine, we obtained 297 ft lbs of torque at 3500rpm, and 251 bhp at 5000rpm. Dyno tested right here, on site. Installation: use **DW550** valve springs & **DW520** top caps. Heads will need machining. Machine the top off the valve guides (.100") or use shortened hi-flow guides **DW125** & **DW135**. Use **DW400** shims or **AZ1005** adjustable pushrods to set lifter preload. All preload setting info supplied with each camshaft.

Rpm Range	@ .050"	Lift-1.60 Rockers	Lobe Sep
1500-5800rpm	In.213 Ex.213	In; .465" Ex; .465"	110 degrees

**DW268** Viper 'STUMP PULLER' Hydraulic Camshaft for 3.9 & above **£163.14**

Ideal for use with a Holley 390, stage 2 heads, Edelbrock or Offenhauser manifold, Rhoads, 1-1/2" headers, 9.75 compression pistons and a Mallory distributor. Dyno tested on a 3.5 litre with all the above mods gave 252 bhp @ 6000 rpm. Installation: use **DW550** valve springs & **DW520** top caps. Machine the top off the valve guides (.100") or use shortened hi-flow guides **DW125** & **DW135**. Use **DW400** shims or **AZ1005** adjustable pushrods to set lifter preload. All preload setting info supplied with each camshaft.

Rpm Range	@ .050"	Lift-1.60 Rockers	Lobe Sep
1200-6200rpm	In.220 Ex.220	In; .480" Ex; .480"	111 degrees

**DW270** Viper TYPHOON Hydraulic Camshaft **£163.13**

Used with our "5litre" Stroker kit, and our Merlin F85 cylinder heads, we obtained 337bhp at 5500rpm, and 352ft lbs of torque at 4500rpm. The torque curve is quite flat, & the engine pulled like a train. Use **AZ1005** adjustable pushrods or **AZ500** cut to length pushrods to set lifter preload. All preload setting info supplied with each camshaft.

Rpm Range	Duration@ .050"	Lift-1.60 Rockers	Lobe Sep
1800-6500rpm	In.224deg Ex.231deg	In; .508" Ex; .512"	110 degrees

**BYAJG120** TORNADO Camshaft **£194.63**

Race camshaft. Installation: use **DW550** valve springs, **DW520** retainers. Spring seat machining will be required. Machine valve guides as per **DW270**, use **AZ1005** adjustable pushrods to set lifter preload. All preload setting info supplied with each camshaft.

Rpm Range	@ .050"	Lift-1.60 Rockers	Lobe Sep
3000-7000rpm	In.234 Ex.244	In; .520" Ex; .542"	

**DW510** RS234 Camshaft **£93.73**

### STANDARD HYDRAULIC LIFTERS/TAPPETS



AZ794-16

For all V8 engines

£58.38

### *Rhoads Lifters*

### Rhoads Hi-Rev Lifters

These lifters are for Hi-revving applications. They are unique in that they 'Bleed Down' below 3500 rpm, thereby reducing overlap and lift giving better vacuum and mpg. On reaching 3500 rpm they are back to normal. This enables one to use a wilder camshaft and yet retain reasonable part throttle response. Preload must be checked.



AZ905-16 For all V8's

£148.64



### SOLID OR MECHANICAL LIFTERS

Built to exacting tolerances these premium lifters are designed for high-end street and race. Includes precision ground crown radius & surface finish. 86g each. Seat height 1.88". Be sure to put a container of BY159 into your oil, to protect cam & lifters from failure. Use pushrods- AZ700516.



BY2900-16 Fits 3.5 through to 4.6

£130.91set

### Cam retaining plate [where block is drilled]

This plate is fitted to later engines, generally using the oil pump that slides on to the crankshaft.

CX2820 Cam retaining plate

£24.11

### Distributor Drive Cam Gear



CX1064 For pre-SD1 engines

£59.57

CX1065 For SD1 engines

£34.86

### Camshaft Centre Bolt



CX2744 Imperial thread-not metric

£1.19

### Push Rods



CX2054 Standard (Heavy duty)

£25.60

*[Pushrod holes in head may need enlarging]*

### Push Rods with Oil Holes

These chrome moly push rods allow you to convert to the Chevy style oiling system. The oil is allowed to flow from the lifter, through the push rod, and into the rocker arm. To complete the system use hydraulic lifters BYHT817-16, or solid lifters tba depending on your cam.

**Tube Dia:** 5/16" **Rocker End:** 3/16" rad **Lifter End:** 5/32"

AZ500 Overlength (209.6mm/8.25" semi-finished)

£170.12



### Adjustable Push Rods

These adjustable, 5/16" tube, chrome moly push rods will allow you to properly set the preload. Always check that the pushrod does not rub on the cylinder head, when the engine is turned over, and the pushrod moves up and down, through its complete cycle. Measurements quoted, refer to approximate overall length, with loose end fitted, and adjuster fully collapsed. Correct radius for Rover OEM rockers.

AZ1005 For hyd lifters (5/16 tube)

£246.77 set

AZ1005-1 As above, but single replacement p/rod

£16.48 ea

Length 200.15mm // 7.880"

*AZ1005 pushrods come with 3/16" & 5/32" radius ends, loose. This means you can choose the correct ends to suite your lifter/cam follower, before you fit them.*

AZ700516 For mech lifters (5/16" tube)

£195.36

Length tba mm // tba"

*AZ700516 pushrods come with 5/32" radius ends. These are for use with Chevrolet mechanical/solid lifters/cam followers. These pushrods are over-length. You will need to shorten them for your application.*



### Replacement Ends for Push rods

AZ975	Adjustable end for 3/8" tube-adjustable pushrods	£3.52
AZ170	5/32" fixed end for 3/8" tube pushrods	£1.06
AZ180	3/16" fixed end for 3/8" tube pushrods	£1.06
AZ150	3/16" end for 5/16" tube pushrods	£1.87
AZ160	5/32" end for 5/16" tube pushrods	£1.50
AZ190	3/16" end with oil hole for 5/16" tube pushrods	£1.68
AZ195	5/32" end with oil hole for 5/16" tube pushrods	£1.62



### Cam Keys

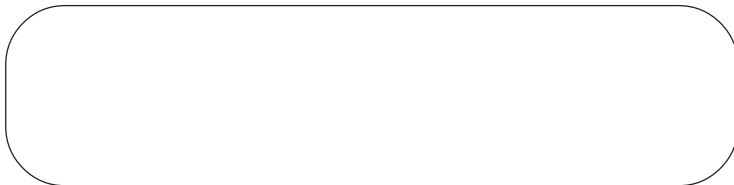
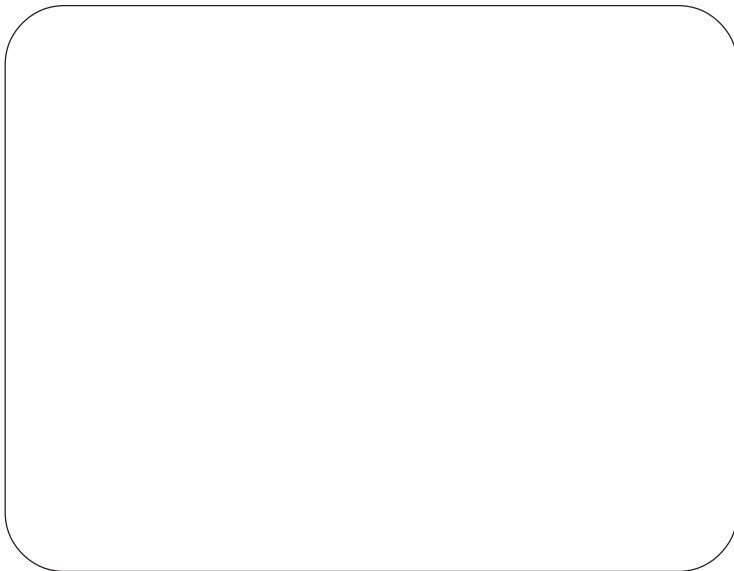
CX2064 Standard for engines up to 1976

£2.92

CX2004 Standard for engines 1976 and on

£4.24





**Cylinder Head Plugs for OEM Heads**

- |               |               |              |
|---------------|---------------|--------------|
| <b>CX2254</b> | Threaded plug | <b>£1.20</b> |
| <b>CX2750</b> | Cup plug      | <b>£1.25</b> |



**VALVE GUIDES**

- |              |   |                   |
|--------------|---|-------------------|
| <b>DW125</b> | Modified In guide-better flow-seal step | <b>£1.58 each</b> |
| <b>DW135</b> | Modified Ex guide-better flow-seal step | <b>£1.58 each</b> |
- The modified guides have their tops shortened for a higher lift cam and have their noses modified for better gas flow.



**INLET VALVES**

	Head Dia	Overall Length	Price
<b>CX2250</b> <sup>(3)</sup>	1.568"	4.602"	<b>£4.48</b>
<b>DW500</b> <sup>(2)</sup>	1.630"	4.595"	<b>£7.78</b>



<sup>(2)</sup> - Stainless steel [21-4N]/tufridred with a wafer tip  
<sup>(3)</sup> - SUH3 magnetic material, HD

**EXHAUST VALVES**

	Head Dia	Overall Length	Price
<b>DW555</b> <sup>(2 + 3)</sup>	1.356"	4.613"	<b>£8.28</b>
<b>DW501</b> <sup>(2)</sup>	1.400"	4.595"	<b>£8.59</b>



<sup>(2)</sup> - Stainless steel [21-4N]/tufridred with a wafer tip    <sup>(3)</sup> - Waisted stem

**Valve Springs**

- CX2284** Single spring for SD1 **£37.60 set**  
(Fitted length 1.59")



**Alternative Valve Springs**

- DW550** Dual spring (heads need machining) **£69.54set**  
Must use top cap- **DW520**
- The fitted length for each cam varies, check the sheet supplied with each cam.



**Valve Spring Shims**

Packet of shims to go under the valve spring. 1.25"O.D. and .625" I.D.  
Contents- 16 of .016": 16 of .032": 16 of .064":

- BY6** Shim kit **£26.64**



**Spring retainers/top caps**

- DW520** Dual spring assys [DW550] **£75.72set**



**Valve Locks/Collets**

- CX2194** Standard for top cap **£1.08 ea**  
**AZ6705** Race 8620 for 10 degree SB Chevy cap **£41.35 set**



**HEAD STUD KIT 7/16"**

ARP Head Studs ensure more consistent torque values, enhance cylinder head sealing, and help prevent damage to the threads in the block. The kit comes with aerospace-quality hex nuts and parallel ground, hardened washers. Tensile strength of 190,000 psi. (14 per head) **Torque 65 ft lbs using ARP Moly lube [BY100-9903].**

<b>AZ510</b>	Head stud set- 28 per engine	<b>£191.27</b>
<b>AZ510A</b>	No front row-20 per engine	<b>£127.03</b>



**Valve Stem Seals**

- CX2286** Rubber seal for SD1 inlet valve **£0.82 each**  
**CX4580** Late type-OEM full hooded style **£1.28 each**



**CYLINDER HEAD TO BLOCK BOLTS**

- |               |                                      |                    |
|---------------|--------------------------------------|--------------------|
| <b>CX2334</b> | 2.25" uhl (7/8 per engine)           | <b>£ 2.63 each</b> |
| <b>CX2354</b> | 2.6875" uhl bolt (14 per engine)     | <b>£2.99 each</b>  |
| <b>CX2314</b> | 3.875" uhl bolt (6 per engine)       | <b>£5.71 each</b>  |
| <b>CX2324</b> | 2.7" uhl. Has male thread above head | <b>£6.92 each</b>  |
- The above bolt has a male thread on top- .850" long 3/8" diameter.



**Moroso Head Bolt Washer**

The washers are machined from 4130 chrome moly steel, heat-treated and parallel ground. They will not bend or gall. The washers will promote accurate torque readings and more evenly distribute stress loadings. Also good for main bearing caps, rocker arm stands, etc. Note: washers are a must when using aluminium heads. Chamfered side of washer should be toward the head of the bolt.

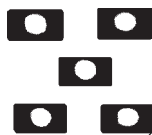


- BY38300** For 7/16" (28 per engine) **£0.97 each**

**Rocker Pillar Preload Shims**

For setting the preload of hydraulic tappets when using a non-standard cam. The shims are installed under the rocker pillars.

- DW400** Shim Kit **£17.68**





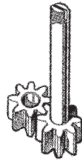
## Oil System

### Oil Pump Gears and Shafts

**AZ400** Oil pump gear set for pre-SD1 **£25.30**  
The set contains the oil pump shaft (female connector) and the oil pump idler gear. The female oil pump shaft gear is 22.2mm/0.874" long.

**CX2034** Oil pump idler gear for SD1 **£12.95**  
The idler gear is 26.5mm/1.043" long.

**CX2044** Oil pump shaft and gear assy for SD1 **£28.88**  
The oil pump shaft has a male connector.



### High Volume & Pressure Oil Pump Kit

This kit will cure the inherently low oil pressure and volume of the Rover pre-SD1 V8 engine. The low pressure at idle and at higher rpm starves bearings and other critical components. As the bearing, lifter bore, oil pump and other clearances wear, the std pump- which was marginal to begin with- is no longer sufficient. This kit will increase idle pressure and high rpm pressure. Raises volume 40%.

**AZ844** HV oil pump kit for pre-SD1 engines **£66.83**

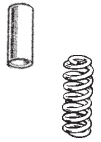


### Pressure Relief Components

**DW100** Standard pressure relief spring **£2.64**

**CX2634** High pressure relief spring (MGB style) **£1.87**

**CX2754** Pressure relief valve **£3.86**



### Oil Pump Primer

**MOROSO**

**Real Steel**

The best way to build up oil pressure in a new engine. The distributor is removed and the primer inserted in the oil pump drive, the other end fits into your drill.

**BY62200** For o/pump d/shafts with "slot" end **£18.23**

**DW1175** For o/pump d/shafts with "blade" end **£15.64**



### Oil Filters

**BYPF24** Delco 102mm/4" for Pre-SD1 **£9.53**

**BYPH8A** Fram 130mm/5-1/8" for SD1 **£6.52**

**BYPH43** Fram, 103mm/4.055" for SD1 **£8.15**

### Moroso Oil Filters

Moroso filters have a micron rating of 20, which results in less restriction, less by-pass and more total filtration time. This is especially important with cold race engines or in cold climates.

**BY22400** Hi-Performance, (5-1/4") for SD1 **£29.83**

Hi-Performance chrome plated filter that exceeds OEM requirements, designed to withstand 200 psi plus.

**BY22470** Racing, (5-1/4") **£21.82**

Features: thicker flange plate for better gasket retention, anti-drainback valve, will withstand 425 psi and filter material insures proper oil flow with a minimum of pressure drop.



### Oil Sump Bolts

**AZ800** Stainless Steel **£12.67**  
Stainless steel hex headed bolts for all engines.



## Electrical/Distributor

For MSD Distributor spare parts see Section 9, Pages 8 & 9

### "FAST" ELECTRONIC DISTRIBUTORS

If you have changed the camshaft for better performance, you really need a faster advance curve to get the best out of your modifications. The "FAST" electronic distributor just requires a coil to operate. No extra electronic boxes required. This distributor has a black cap with female connections [like a spark plug]. It is nicely made and has a polished body. It has adjustable mechanical and vacuum advance for easy set up and use. Both accurate & dependable the electronic module provides maintenance free operation. Using a vacuum advance is recommended on most applications, except Racing. The vacuum advance has the effect of lowering internal engine temperature and increasing fuel economy.



**BY306019** Pre-SD1- Billet style- Black cap **£321.46**  
*[If using on SD1]change drive gear- using CX2694FAST*

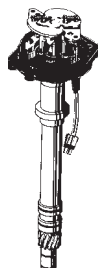
### MSD MSD Billet Race Distributor

The housing is machined from aluminium using a CNC machine and then highly polished. Two 'O' rings at the bottom of the housing improve oil control and a small oil hole at the distributor base allows better lubrication of the distributor and cam gears.

A high output magnetic pickup produces accurate timing signals to the MSD ignition unit. An adjustable mechanical advance allows fine tuning of the advance curve with the supplied springs and bushings. Being a racing distributor no vacuum advance can be used. A Rynite base is used to prevent arcing and protects the cap from vibration.

**Note:** Must be used with a MSD 6 or 7 series ignition. *Can be used on SD1 if new gear is fitted (CX2694).* **Cap** BY8433. **Rotor** BY8467.

**AZ8548** Magnetic Trigger Pre -SD1 **£416.81**



### Mallory/Pertronix Electronic Ignition Conversion

**Mallory**

Replaces the points in a Mallory dual point distributor. Thereby converting the distributor to a maintenance free, breakerless electronic ignition system. Better starting, more accurate timing [cylinder to cylinder] & improved performance.

**BY61004M** For Mallory non vacuum advance, YL/HP 25 series dual point distributor, with std, stack style cap **£98.21**

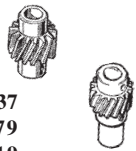
**AJJ125** For Mallory vacuum advance, 27 series dual point distributor, with std, stack style cap **£118.76**

*Above unit [AJJ125] is a Pertronix unit*

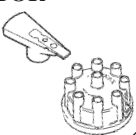
**PERTRONIX**



**DISTRIBUTOR DRIVES**

<b>CX2704</b>	Std for pre-SD1 engine	<b>£18.37</b>	
<b>CX2694</b>	Std for SD1 engine	<b>£33.79</b>	
<b>DW1022</b>	Roll-pin-Mallory distrib	<b>£0.19</b>	

**DISTRIBUTOR PARTS- LUCAS DISTRIBUTOR**

<b>BYLU913</b>	Rotor Arm	<b>£6.68</b>	
<b>BYLU932</b>	Cap 1968 on Lucas distrib	<b>£20.08</b>	
<b>CX2825</b>	"O" ring for body	<b>£0.30</b>	

The above cap & rotor fit 1968-81. They could be used up to 1994, as they are just made from a different material.


**Mr Gasket Timing Tape**

The precisely calibrated tape avoids the expense of having the balancer degreed. Designed for timing hi-performance engines for increased performance, finding each cylinders Top Dead Centre and setting valve lash at the proper timing. Printed with high visibility white numbers on black vinyl backing.

<b>BY1592</b>	For 6" dia. dampener	<b>£13.64</b>	
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**Moroso Blue X-Cor Advance Curve Kits**


These advance curve kits can be used to modify distributors with either clockwise or anti-clockwise rotations. Three different sets of springs are included in the kits to allow the engine builder to recurve the distributor for full advance at the optimum rpm range. Originally designed for use on GM distributors, the kit will work just as well on the Rover. Full instructions including all the spring curve options come with each kit.

<b>BY72310</b>	For all engines	<b>Price:£15.11</b>	
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**Plug Leads 8mm**

*Please see section 9/accessories [p4] in the RS catalogue & on the website*

**Champion Copper Core Spark Plugs\***

<b>DW810</b>	Pre-SD1 standard plug	<b>£2.84</b>	
<b>DW880</b>	SD1 standard plug	<b>£2.80</b>	
<b>DW800</b>	SD1 moderate nitrous plug	<b>£2.69</b>	

\*Note: For racing spark plugs see section 9, page 10

**Starter Motor [compact]**

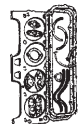
New Bosch type starter with solenoid, compact Mini type

<b>AZN17792</b>	R/Rover starter motor-new	<b>£136.21</b>	
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## Gaskets and Seals

**Overhaul Sets**


Overhaul sets are for all engines.

<b>AZ884H</b>	Top set- 3.5- tin head gaskets	<b>£43.57</b>	
<b>AZ884HC5</b>	Top set- 3.5- composite head gaskets	<b>£51.06</b>	
<b>AZ884HS9</b>	Top set- 3.9- tin head gaskets	<b>£60.06</b>	

Does not include injector seals, or su carb gaskets.


<b>AZ884HC9</b>	Top set- 3.9- composite head gaskets	<b>£58.42</b>
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Does not include injector seals, or su carb gaskets.

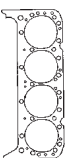
<b>AZ884C</b>	Lower Overhaul Set	<b>£28.40</b>	
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Does not include rope type front and rear oil seals. [CX2174/AZ704] (used in P5B, P6 & early Range Rover)


**Inlet Manifold**

<b>CX7590</b>	Latest composite black gasket	<b>£12.18</b>	
<b>CX2684</b>	Rubber end seal (2 per engine)	<b>£2.28</b>	

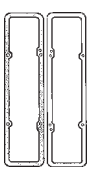
**Cylinder Head Gaskets**

<b>CX2764</b>	Standard tin for 3.5 engine	<b>£17.45 each</b>	
<i>Bore diameter: 88.90mm/3.500" Comp. thknss: 0.5mm/.020"</i>			
<b>CX7890</b>	Standard tin for 3.9 engine	<b>£15.86 each</b>	
<i>Bore diameter: 95.50mm/3.76" Comp. thknss: 0.45mm/.018"</i>			
<b>AZ744</b>	RS Composite for 3.5 engine	<b>£14.95 each</b>	
<i>Bore diameter: 92.96mm/3.660" Comp. thknss: 1.0mm/.040"</i>			
<b>AZ900</b>	RS Composite for 3.9 engine	<b>£14.95 each</b>	
<i>Bore diameter: 95.00mm/3.740" Comp. thknss: 1.2mm/.046"</i>			

**Exhaust Manifold**

<b>CX1084</b>	Standard (8 per engine)	<b>£0.60 ea</b>	
<b>AZ830</b>	HD for tubular manifolds etc	<b>£13.90 et</b>	

**Rocker Cover**

<b>CX2454</b>	Cork	<b>£2.41 ea</b>	
<b>DW960</b>	Rubber type- like 4.6 late	<b>£5.99 ea</b>	

**Oil Sump Gasket**

<b>CX2464</b>	Standard	<b>£4.08</b>	
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**Timing Cover Gaskets**

<b>CX2144</b>	Standard gasket	<b>£1.70</b>
<b>CX2174</b>	Rubber seal kit for pre-SD1	<b>£10.51</b>
<b>Above part replaces the OE "Graphite string" seal</b>		
<b>CX2184</b>	Lip type seal for SD1	<b>£2.28</b>

**Water Pump Gaskets**

<b>CX1104</b>	For all engines (exc. R/Rover)	<b>£1.01</b>
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**Thermostat Housing Gaskets**

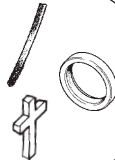
<b>CX2619</b>	For pre-SD1 engines	<b>£0.55</b>
<b>CX2616</b>	For SD1 engines	<b>£0.36</b>

**Heater Water Pipe Gasket**

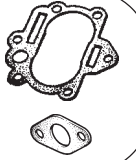
<b>CX2784</b>	Standard	<b>£0.34</b>
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**Rear Main Oil Seals**

<b>AZ704</b>	Rear rope seal kit	<b>£12.35</b>
<b>CX1014</b>	Lip type for approx 1973 and on eng	<b>£4.50</b>
<b>CX1024</b>	T' cross for rear main bearing cap	<b>£1.32</b>

**Oil Pump Gaskets**

<b>CX2049</b>	Oil pump cover	<b>£1.43</b>
<b>CX2805</b>	Oil pump pick up	<b>£0.41</b>



## Cooling

**Buick Water Pump**

This could be used for Hot-Rods & Kitcars where the engine has no pump & different pulleys can be experimented with.

<b>BYAW855</b>	Water pump	<b>£32.90</b>
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**Thermostat Housing- with bypass hose connection**

These parts can be used on some std & Offenhauser/Edelbrock manifolds

<b>DW974</b>	Aluminium P5B/P6 etc- picture [a]	<b>£34.94</b>
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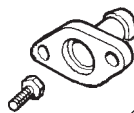
**Thermostats**

<b>CX2394</b>	82°C / 180°F	<b>£7.06</b>
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**Heater Water Pipe Connector**

This connector fitting, fits at the bulkhead end of the Rover inlet manifold. Also fits the Offenhauser or Edelbrock manifolds.

<b>CX2774</b>	Connector fitting for manifold	<b>£34.52</b>
<b>CX2794</b>	Bolt [check uhl is 5/8"] 2 req	<b>£0.46</b>
<b>KIT952</b>	Spring washer 1/4" 2 req	<b>£0.06</b>

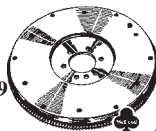


## Clutch Parts

**McLeod Steel Flywheel**

McLeod steel 12.40kg/27.34lb flywheel.

<b>AZ610</b>	For all engines ***	<b>£361.69</b>
Clutch patterns: Drilled for 9-1/2" OEM and 10-1/2" McLeod		
*** Does not have dowel holes for std clutch cover		

**Flywheel Dowel & Bolts**

For use with the original clutch only

<b>CX2485</b>	Flywheel to crank bolt	<b>£0.82</b>
<b>CX2486</b>	Clutch cover to flywheel	<b>£1.06</b>

**ARP FLYWHEEL BOLTS**

Forged from aerospace alloy and heat treated before thread rolling and machining. The 12 pt head and larger shank diameter improve flywheel register. Rated at 200,000 psi tensile strength. Smaller head to enable use on flywheels with smaller recess. 7/16" x 1.00", 6 pieces.

<b>BY200-2807</b>	ARP Pro series	<b>£21.92</b>
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**McLeod 10.5" HD Clutch Plate**

This is a heavy duty lined plate with a sprung hub. It is for the Rover V8 23 spline gearbox. It will not fit the Gertrag. Use with the McLeod pressure plate. Should be ok to 350bhp on a street car. Not for racing or use with Nitrous.

<b>AZ935</b>	1" x 23	10.5"	<b>£169.69</b>
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**McLeod HD Clutch Cover**

The standard flywheel will require redrilling to accept the diaphragm, or use the McLeod steel flywheel AZ610 with bolts BY1500. The clutch linkage must be in perfect condition to use this pressure plate, as slightly more movement is required to dis-engage it. Good to 350bhp.

**BY360703** 10-1/2" Diaphragm 2400lb **£222.66**

**Bolt Kit For McLeod Pressure Plate**

Special pressure plate bolt, grade 8. Used without a lock washer. 30-35 ft/lbs of torque. For McLeod steel flywheel.

**BY1500** McLeod 3/8" diameter **£33.36**

**Induction**

For more carburetors, self tuning fuel injection and fuel pumps see Fuel Systems [section 6].

**HOLLEY 390 cfm Carburetor**

Shiny, "polished looking", version, vacuum secondary.

**Features:** Manual choke, power valve blowout protection. Prim jet 51, sec plate equiv to a 53 jet. Jetted for a standard 3500 Rover V8. Rejet for use with modified cam etc.

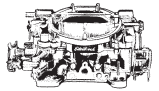
**QJ12890S** Latest "shiny body" version **£388.12**

**EDELBROCK 500cfm Performer Carburetor**

Shiny, "polished looking", version. Basically a revamp of the the old Carter AFB carb from the 60's. Should work well on 4.6litre and above.

**Features:** Manual choke, prim jet .086, secondary .095, metering rods .065 x .052. jet. May need **BY8089** banjo union.

**BY1404** 500- manual choke **£418.97**  
**BY1486** Calibration/tuning kit **£74.64**

**Universal Accelerator Cable Kit**

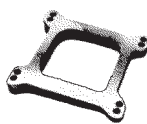
For use with a Holley carburetor and Offenhauser or Edelbrock manifold. The kit includes a cast aluminium bracket. Check to see if the accelerator pedal fitting is the ball type or the barrel type.

**DW994BAL** Ball type connector **£30.71**  
**DW994BAR** Barrel type connector **£30.71**

**Carburetor Levelling Plate**

The Rover V8 engine originally sat in the car-tail down. Inlet manifolds were designed with a built in "angle", to keep the carburetor level. When the engine is mounted level, as in the Range Rover and most kit cars, it results in the carburetor being tilted. The simple solution to this problem is the use of a level plate to mount the Holley carburetor level.

**BY65030** Moroso 5° *open centre* plate **£40.51**  
**BY5584** Offe' 4 hole 5° angle plate **£58.46**

**Inlet Manifold Bolts**

Features a 12 point head, a generous flange for even loading, and washers to prevent galling and promote accurate torque readings. Rated at 170,000 psi tensile strength. Uses a 3/8" socket.

**AZ300** ARP Stainless bolt kit **£56.20**  
**AZ300B** ARP Black bolt kit **£44.15**

**EDELBROCK 4 Barrel Inlet Manifold**

Dual plane, low rise, aluminium inlet manifold with a 180° firing order. The runner design improves torque over a wide rpm range, especially off-idle through the mid-range. Throttle response is excellent. Up to 10bhp more than the AZ834 in the high mid range. Will not work with the standard carburetors.

*Manifold Dimensions: A= 127mm/5" B=150mm/5.92"*

**AZ435** Edelbrock Performer (Idle to 5500 rpm) **£263.81**

**OFFENHAUSER 4 Barrel Inlet Manifold**

This manifold is a bit lower than the Edelbrock and gives slightly less power in the high mid range. A new top plate is available under part number **BY4006** if you have bought a used manifold with it missing.

**AZ834** Offenhauser 360° (Idle to 5500 rpm) **£419.29**

**OFFENHAUSER JWR 4 Barrel Inlet Manifold**

This manifold is the lowest available, & widely used for conversions like the MGB V8. It requires a 4 hole spacer or wedge plate, as the manifold entry is the 4 hole type. The manifold has dual ports, where it meets the inlet port. Several benefits are claimed by using dual ports. The primaries use the lower port, and the gas speed is claimed to be higher than normal. The secondaries use the upper port, which being shielded by the primaries, will be cooler.

**AZ835** Offenhauser Dual Port 360° JWR **£436.28**

**Offenhauser Top Plate**

This plate bolts on the top of some Offenhauser manifolds to enable the carb to bolt on.

**BY4006** Offenhauser top plate **£66.95**

**Exhaust****HEDMAN Heddere**

**AZ824** Range Rover **£305.33 pr**

Exits at the wing well.

*Primary Tube Size: 1-1/2" Collector Size: 2-1/2"*

**ARP Header Bolts**

3/8" dia., 1.00" U.H.L. All kits come with precision-hardened washers.

**AZ325** Stainless steel Hex, 16pcs **£40.84**

300-series stainless bolts are not affected by extreme heat, eliminating the possibility of retempering due to exhaust temperature cycles. Rated at 170,000 psi tensile strength.



Real Steel Tel: 01895 440505

e-mail: sales@realsteel.co.uk