



Mini Suspension Components

KAD's range of suspension parts aim to reduce un-sprung weight in the suspension and driveline to ensure that the tyres remain in contact with the road surface over bumps, through corners and under acceleration and braking. Whilst lightweight components reduce the overall weight of the vehicle, it is the masses which are un-sprung such as the wheels, suspension uprights, brakes, discs and shafts where the most important gains will be achieved in the vehicle's handling. Putting your Mini on a diet in this area can often achieve a greater reduction in lap times than huge expenditure on horse power which you cannot put down on the road.



1012250 KAD Aluminium trailing arms

Sand cast aluminium alloy swing arms for the Mini are essential in any serious weight saving programme. The alloy chosen for these arms combines both stiffness and the necessary degree of elongation ensuring they are tough enough for the most arduous competition usage without breakage.

Supplied ready to fit with stub axles and swivel pins installed, they are a direct replacement for the standard, heavy steel arms.

They can be supplied with a choice of stub axle pin diameters, standard size is 3/8" but where coil over dampers are used we offer a special 1/2" diameter pin for extra strength as the coil over damper pin operates in single shear



1012260 Mini Rear Camber Brackets

These super strong adjustable rear camber brackets are CNC Machined for accuracy.

Adjustable for both for camber and toe in/out, they use a serrated plate to positively lock the camber angle, each graduation on the plate equals half a degree of camber angle. Fabricated from steel and zinc plated, we guarantee these brackets to be unbreakable in normal use. Supplied with locknuts



Mini Front and Rear Anti Roll Bar

The Mini with a high roll centre benefits from the fitment of anti roll bars to control unwanted body roll.

KAD's anti roll bars fit without protruding beneath the car and are supplied in 5/8" bar diameters with all of the necessary fitting hardware.

The front anti roll bar (1013208) is a fixed ratio bar, attaching to the top wishbone via a pair of drop links that are adjustable for preload. Poly blocks mounted to the front subframe behind the tie rod mountings allow unimpeded road clearance adding the right degree of stiffness to the chassis without introducing too much oversteer which can be the product of too much stiffness.

The rear anti roll bar (1013207) mounts to the back edge of the rear subframe and are is a blade type bar, again mounted on replaceable poly blocks. The rear bar will fit irrespective of the type of exhaust silencer used provided a conventional rear subframe is used. The rear bar is fixed ratio with adjustable drop links for preload

The front and rear roll bars are supplied in a zinc plated finish for corrosion resistance.



1012265 Mini Insitu Adjustable Tie Rods

These have been designed for hard competition use, billet steel brackets are used at both ends as the cheaper to produce fabricated steel brackets used by others have been known to fail with disastrous consequences in competition usage. The tie rod itself is made from manganese moly steel which is incredibly stiff without having the excess weight penalty of some of the more agricultural tie rods sold elsewhere. The bar is left and right hand threaded which means camber adjustment can be made quickly and precisely without removal from the car.



1012270 KAD Alloy Rear Hubs

weigh half that of the steel standard hub. They accept the late type taper wheel bearings and are supplied with wheel studs fitted



1013282 KAD Alloy handbrake quadrants

Standard quadrants are usually to be found rusting in peace or pieces under years of grime. These quadrants are CNC machined from billet aluminium and are lightweight, will not rust and are worth keeping clean.