

## **Leaded Engines:**

### **850cc engines**

8A	850 Austin 34HP until eng.nr. 25000
8MB	850 Morris until eng.nr. 25000
8AM	850 Austin/Morris since nr. 25001
8AH	850 Austin/Morris Automatic
8AJ	850 Austin/Morris with crankcase gas recycling
8AK	850 Austin/Morris Automatic with crankcase gas recycling
8WR	850 Wolseley/ Riley
8AC	850 Moke
85H/101	850 from 1969 on

Note: third suffix letter denotes compression type, L = Low, H = High, e.g. 8AM/U/H101 denotes high compression.

### **970cc engines**

9F/Sa/X	eng nr 29001-29003 with Tecalemit filter
9FD/Sa/X	with Tecalemit filter and crankcase vent on carb
9FE/Sa/X	same but oil filter with oilpressure switch
9F/Sa/X	eng nr 29039-30029 with Purolator-filter with switch & crank case vent on carb

### **997cc engines**

9F/Sa/H	Cooper (except engnr. 19201-20410, those were 1071cc)
9F/Sa/L	Cooper - Compression of 8.3

### **998 Cooper**

#### **January 1964 onwards)**

9FA/Sa/H	Mk1 Austin pre closed circuit breathing Mk1 Morris up to engine number 1934, all Austin Mk2 closed circuit breathing and
9FD/Sa/H	Morris Mk2 from engine number 1935-33660 with closed circuit breathing
9FD/Xe/H	4 syncro gearbox introduced
99/-/H	Last of manufacture 1969

### **998cc engines**

9AD	same, but remote gear, crank case recycling, 39HP
9AE	998 Wolseley/ Riley MK III
99H/-/101	Wolseley/ Riley, Mini Clubman, Mini 1000 from 1970 on with dished pistons
99H/791	Mini 1000 1974 on with dished pistons
99H/997	A+ block from 1980 on with flat pistons and 2.95 diff
99H/A97P	A+ with dished pistons, pre-A+ gears, 3.44 diff and 12" wheels

### **998 A+ block with centre locating tang in main cap, 1985 onwards**

99H/B81	until eng.nr. 127431 with circlip	998cc A+ engines from 1985 on Ungrooved lower main bearings, piston with circlip pin. 42 HP
99H/B81	since 127432 without circlip	
99H/C20	until eng.nr. 105023 with circlip	
99H/C20	since 105024 without circlip	
99H/997	since eng. nr. 127422 with 2.9 diff	

### **1071cc**

9F/Sa/H	eng nr 26501-33660 and 19201-20410
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9FD/Sa/H eng nr 33661-33948, oil filter with pressure switch & crank case vent on carb

10F Cooper S

### **1098cc engines**

10AMW/Ta Clubman estate and Austin 1100 45HP

10H791 Clubman 1100

10GR/Ta/H MG1100

10GRB/Ta/H MG1100/Wolseley 1100

10V/Ta/H Vanden Plas 1100

### **1275cc engines**

9F/Sa/Y eng nr 31001-31405, Purolator filter, without crank case vent on carb  
9FD/Sa/Y after eng nr 32178, with crank case vent on carb and oil pressure switch

9F/Sa/Y from eng nr 32378 on, Puroalator filter with switch, crank case vent, AEG 510 cam from engnr 40006on, crossdrilled EN40B crank from engnr 42730on

12H397 Cooper S Mk3 with dynamo, negative earth and Tuftrided EN16T crankshaft

12H398 Cooper S Mk3 with alternator, negative earth and Tuftrided EN16T crankshaft

**Note:** Only Cooper S engines with prefix '9F' had EN40B forged steel, nitrided crankshafts. All other A-series engines had EN16T steel crankshafts which were only Tuftrided on Mk3 'S' and Austin 1300GT (ADO16) and were stamped 12G1683.

### **1275cc, Solid wall block (no tappet chest covers)**

12G/Ta/H Wolseley/Riley/VP 1300 with S-Conrods

12H739 1275GT with electric fuelpump and dynamo, 53HP

12H380 same with alternator and remote gear

12H389 same as 12H379, but mechanic fuel pump

12H390 same as 12H389, but alternator

12H706 same as 12H380, but rod gear change

12H397 Cooper S MK III with dynamo and EN16T crank, 73HP

12H398 Cooper S MK III with alternator

12H/-/ 1275 Allegro, Austion 1300, 53HP

12H610/635 Innocenti Cooper with duplex chain, 64HP

12H719/832 same with simplex chain and tensioner

12H832XH De Tomaso 120L 70HP

12H907 standard 1275 Metro, pre October '84

12H996A MG Metro

12H959aa MG Metro Turbo 93HP

**Unleaded Engines:****998cc Unleaded engines ('89 on)**

99HD81(P) 998cc A+ from 1989 on: lead free, 422 with 2.9 diff, 41HP  
Flat top pistons with press fit gudgeon pins

99HE20/21  
99HF15/16/32  
99HG30/32/33/  
34/39  
LBB10089

99HE22 998cc A+ from 1989 on: lead free, 422 with 2.9 diff, 41HP  
Dished pistons with press fit gudgeon pins

99HG31  
LBB10175

**1275cc Unleaded engines ('90 on)**

12A 2A carburettor  
12A 2B carburettor and catalyst  
12A 2D TBI single point fuel injection, 9.4 CR  
12A 2E TBI single point fuel injection, 10.4 CR

**The following letters are additional to 12A numbers:**

G01 C/R 10.1:1, 3.11 diff, catalyst, no oil cooler  
G03 C/R 9.4:1, 3.11 diff, catalyst, from may 1992 on  
G04 C/R 9.4:1, 2.76 diff, cat, french version  
G05 C/R 9.4:1, automatic, cat  
F53 C/R 10.1:1, 3.11 diff, cat, oil cooler  
F75 C/R 9.4:1, 3.11 diff, non open loop cat, injection  
F76 C/R 9.4:1, automatic, non open loop cat, injection  
F77 C/R 10.1:1, 3.21 diff, non open loopcat, injection  
DF Mayfair 1.3i, cat, 53HP

**Unleaded Metro Engines**

Metro 1000, '89 on	Metro 1275, '89 on
99HE38/39, 8.3 CR	12HE24,35,39,40,41/42/67-75, 8.0 CR
99HE35/67/68/69/70/76/94, 9.6 CR	12HE24/25/48/71/72/73, 9.1 CR
	12HF, 10.0 CR

**Factory replacement engine reference numbers (i.e. New, and Gold and Silver Seal units)**

8G28 850cc - Oil feed to primary gear type crank with 1.375-inch tail shaft  
8G35 850cc - Deva bush conversion type crankshaft with 1.375-inch tail shaft  
8G45 850cc - Gold Seal, 1.5-inch self oiling primary gear/crankshaft type  
GSE1101E 850cc - Gold Seal unit  
RKM1101E 850cc - Silver Seal unit  
BHM1307E 850cc - Gold Seal unit, 85H prefix replacement  
8G18 997cc Cooper - Oil feed to primary gear type crankshaft  
8G29 997cc Cooper - Deva bush type primary gear and crankshaft  
8G36 997cc Cooper - Oil feed converted primary gear and crankshaft  
8G33 998cc Cooper - Fitted with 28G193 (12G202) cylinder head  
8G40 998cc Cooper - 28G222 (12G295)cylinder head introduced  
8G42 998cc Cooper - Closed circuit breathing rocker cover and side plates  
8G49 998cc Cooper - Purolator oil filter with oil light switch introduced  
GSE1103E 998cc Cooper - Gold Seal unit, was RKM1120E Silver Seal  
RKM1103E 998cc Cooper - Silver Seal unit  
8G57 998cc - New from 1969 and exchange for all pre-A+ up to 1981  
GSE1102E 998cc -Gold Seal unit, was RKM1119E Silver Seal unit, pre-A+ up to 1981  
RKM1102E 998cc - Silver Seal unit, pre-A+ up to 1981  
RKM1119E 998cc - Silver Seal unit, replaced by RKM1102E, pre-A+ up to 1981

BHM1232 998cc - Low compression dished piston, CAM6267 camshaft, early cylinder head and crankshaft main bearings with side locator tang, A+

BHM1377 998cc - High compression flat top piston, CAM4717 camshaft, early cylinder head and crankshaft main bearings with side locator tang, A+

BHM1458 998cc - Low compression piston, CAM6267 camshaft, late A+ cylinder head and crankshaft main bearings with central locator tang, A+

BHM1460 998cc - High compression press-fit wrist pin piston, CAM4717 camshaft, late A+ cylinder head and crankshaft main bearings with central locator tang, A+

LBB10089 998cc - Low compression press-fit wrist pin piston, CAM6267 camshaft, lead free late A+ cylinder head and crankshaft main bearings with central locator tang, A+

8G156E 1100cc - Clubman, Special and Austin 1100 (ADO16)

RKM1150E 1100cc - Silver Seal unit for Clubman and Special

RKM1151E 1100cc - Silver Seal unit for Clubman and Special

BHM1042 1100cc - New and Gold Seal units for Clubman and Special, 1974-1980

BHM1229 1100cc - New and Gold Seal units for Clubman and Special, A+ Block, 1980 on

8G38 970cc - Gold Seal unit, pre closed circuit breathing, Cooper S

8G41 970cc - Gold Seal unit with closed circuit breathing sideplates, Cooper S

8G46 970cc - Gold Seal unit withoil light switch in filter housing, Cooper S

8G133 1070cc - Gold Seal unit, pre closed circuit breathing, Cooper S

8G153 1070cc - Gold Seal unit with closed circuit breathing side plates, Cooper S

8G145 1275cc - Pre closed circuit breathing unit, Cooper S

8G154 1275cc - Closed circuit breathing side plates unit, Cooper S

8G155 1275cc - Oil filter housing with oil pressure light switch, Cooper S

8G174 1275cc - Fitted with AEG510 camshaft, Cooper S

38G464 1275cc - Introduced in 1970, most of which were fitted with EN16 Tuftrided crankshaft

8G200 1275cc - New and Gold Seal units Clubman 1275GT

38G527 1275cc - New and Gold Seal units for engine numbers prefixed 12H706, 12H707 & 12H831 for Clubman 1275GT

RKM1130E 1275cc - Silver seal unit, was RKM1112E, for Clubman 1275GT, pre-A+

RKM1152E 1275cc - Silver Seal unit for Clubman 1275GT, pre-A+

RKM1112E 1275cc - Silver Seal unit for Clubman 1275GT, pre-A+

BHM1220 1275cc - A+ unit for Clubman 1275GT

8G199E 1275cc - Gold Seal unit with Duplex cam drive gears for 1300GT (ADO16) and Innocenti 1300, 11-stud cylinder head

38G559E 1275cc - Gold Seal unit with Simplex cam drive gears for engine numbers prefixed 12H719 and 12H832, for 1300GT (ADO16) and Innocenti 1300, 11-stud cylinder head

GSE1109E 1275cc - Gold Seal unit for 1300GT (ADO16) and Innocenti 1300, 11-stud cylinder head

RKM1133E 1275cc - Silver Seal unit for 1300GT (ADO16) and Innocenti 1300, 11-stud cylinder head

BHM1209E 1275cc - Gold Seal unit, replaced all Innocenti 1300 engines from engine numbers prefixed 12H610, 12H635 and 12H832

**Notes:**

All engines pre-fixed with 'GSE' or 'RKM' were of UNIPART origin when BL split its parts organisation.

'E' at the end of a part number denotes it is a reconditioned, service unit only (basic engine assembly with no ancillaries).

'N' at the end of a part number denotes a brand new unit.