

ARDEN ANTI-ROLL BARS

FOR SAFER CORNERING

B.M.C. Models, All Farina Models, including A.40, A.55, A.95, A.105, Nash Metropolitan, Morris Minor 1000, Wolseley 1500, Riley 1.5, Jaguar 2.4 and 3.4, Turner Sports and

M.G.A., 1500 & 1600 Models	£7 0 0	Fitting	...	...	...	£1 10 0
Triumph T.R.2., 3, 3(a)	£6 0 0	Fitting	...	...	...	£1 10 0
Competition Type	£7 0 0	Fitting	...	...	...	£1 10 0
Ford 100E, 105E.	£4 10 0	Fitting	...	...	...	£1 0 0
Ford 109E Classic	£4 10 0	Fitting	...	...	...	£1 0 0
Ford Consul, Zephyr Models	£6 10 0	Fitting	...	...	...	£1 0 0

ARDEN TORQUE ARMS

Eliminate rear axle tramp, spring wind-up, assist wheel grip on acceleration, cornering and braking

All B.M.C. Farina Models, Nash Metropolitan, Riley 1.5, Morris Minor 1000, Wolseley 1500, Ford 100E and 105E Models £6 10 0 per pair Fitting ... £1 10 0

Armstrong Competition shock absorber settings for most of B.M.C. Range ... 12/6d. each

Armstrong adjustable shock absorbers	} Details on request.
Koni adjustable shock absorbers	
Vari Flow adjustable shock absorbers	

Clayton Dewandre Moto-Vac power Brake Kit, 33½ increased braking power
 Kit £14 10 0
 Fitted £17 10 0

Baldwin Brake Booster, 33½ increased braking power ... Kit £7 10 0
 Fitting extra

Anti fade Brake Linings, Ferodo or Mintex for use in conjunction with the above if required.

Modified Clutches and Clutch Plates, Ferodo or Mintex linings. Prices on Application..

Smiths Rev. counter 0-9000 B.M.C. A.7 and Mini ... £10 10 0

CRYPTON TRANSISTORISED ELECTRONIC TACHOMETERS

B.S.42 0—6,000 r.p.m. 12v.	£16 0 0	B.T.42 0—6,000 r.p.m., 6v.	£16 0 0
B.V.42 0—8,000 r.p.m. 12v.	£16 0 0	B.W.42 0—8,000 r.p.m., 6v.	£16 0 0
B.X.42 0—10,000 r.p.m. 12v.	£16 0 0	B.Y.42 0—10,000 r.p.m., 6v.	£16 0 0

Few minutes fitting. Complete with wires and dial light.

H.C. Compression Pistons, A. and B. Series, B.M.C. Engines.

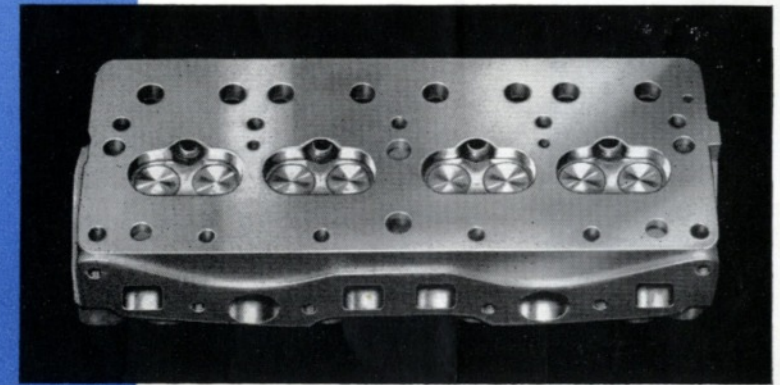
THE ARDEN RACING & SPORTS CARS LTD.

PENN LANE, TANWORTH IN ARDEN, SOLIHULL, WARWICKSHIRE

Telephone: WYTHALL 3368

mkl-performance-conversions.co.uk

ARDEN MODIFIED CYLINDER HEADS



A MODIFIED CYLINDER HEAD FROM A STANDARD ENGINE

The modifications include:—

Combustion chamber shape modified and matched.

Compression ratio raised to our standard 9.1 or your specification, depending on pistons fitted.

Inlet ports modified for improved gas flow fine ground finish and polished.

Exhaust ports modified for improved gas flow.

Valves modified—Terry's special Aero Valve springs supplied and fitted.

Joint faces precision ground.

All worn or doubtful parts replaced.

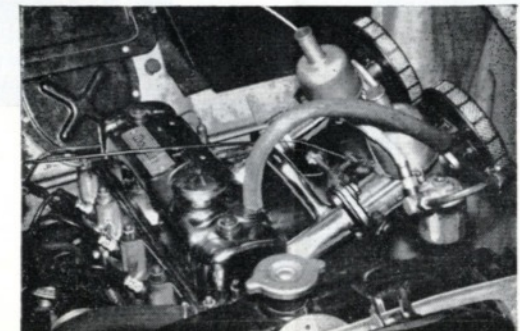
Modified heads available for early or current B.M.C. Triumph, Ford, Rootes, Standard, Renault, supplied ready to fit. Fitting by appointment 8 hours, including testing and setting.

Customer's own cylinder heads modified 2-3 day delivery.

All studs should be removed for carriage.

Special competition models on request.

OVERTAKE SAFELY WITH MORE POWER



A TYPICAL
 POWER
 CONVERSION
 ON A
 B.M.C. "B"
 ENGINE
 1500 c.c.

ARDEN

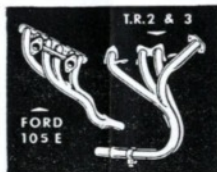
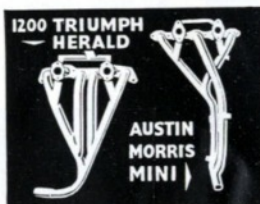
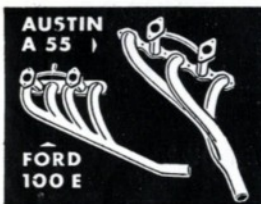
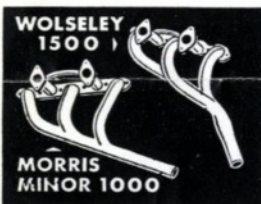
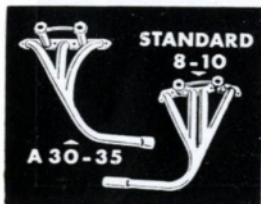
DELUX INLET EXHAUST MANIFOLDS

Every manifold is manufactured from the best quality mild steel tube, hot metal sprayed for a lasting and pleasing finish in aluminium.

They are designed to give an increased performance throughout the power range. An increase in power of up to 20%, depending on degree of engine tune, is normal.

We make special manifolds for all models, including those which ARDEN Exchange Cylinder heads are available, using single or twin S. U. Solex, Zenith, Weber or Amal carburettors.

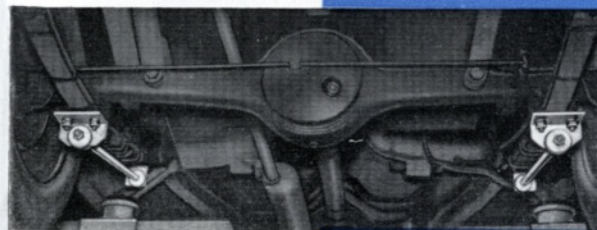
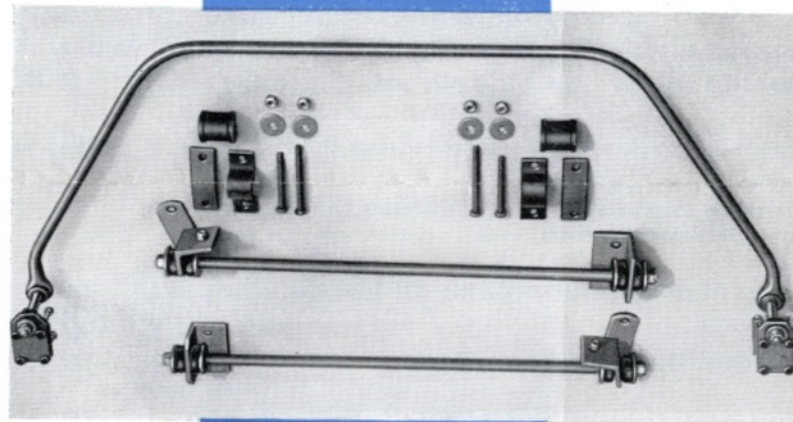
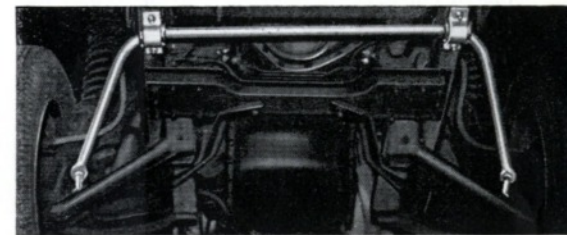
Special competition models are available on request, these are designed to give more power in higher rev. range.



ARDEN SUSPENSION CONVERSIONS

ARDEN ANTI-ROLL BARS give vastly improved roadholding, 80% reduction in roll on cornering, increased steering sensitivity and reduction of dead roll effect. The spring rates remain unaltered, as does the 'ride.'

Our Anti-Roll Bars are manufactured from best quality spring steel by a world famous spring manufacturer.



ARDEN TORQUE ARMS are developed for cars with semi-elliptic rear springing and help to give 'on the rails' ride by eliminating rear spring wind-up on acceleration, axle tramp, and rear end steering.

We advise 2 Torque Arms for balanced control.

Anti-Roll Bars and Torque Arms are linked to the suspension and chassis by hard rubber bushes and with the minimum of drilling. Fitting instructions with every kit. Tested and proved by more than 12 months continuous use over all types of roads. No servicing or replacements required. Far less and more even tyre wear.

"IN BOTH WET AND FROSTY CONDITIONS IT FELT VERY SAFE" — "AUTOCAR"