
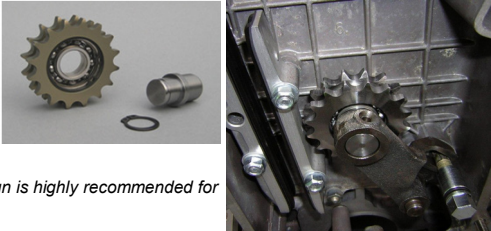





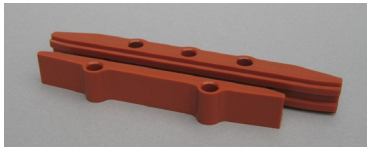


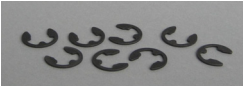











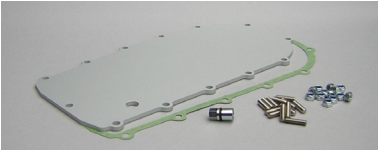



Version: December 1st 2019

01 Engine

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| 01-001-5 | <p>Sprocket wheel, adjustable Sprocket wheel and hub are machined from steel.</p> <p><i>In many cases the distance between crankshaft and camshaft differs from the original dimension due to machining of engine parts. By use of the adjustable sprocket wheel the exact position of the camshaft relative to the crankshaft can be realized.</i></p> |  | 169,- |
| 01-001-7 | <p>Sprocket wheel, adjustable, aluminium Adjustable sprocket wheel from high grade aluminium, hard anodized. The hub with the threads for the screws is made from steel.</p> <p><i>The weight of the sprocket wheel is reduced by app. 30% compared to the sprocket wheel from steel. The mass is particularly reduced on the outer diameter of the wheel.</i></p> | | 198,- |
| 01-002-5 | <p>Chain sprocket for timing chain tensioner, aluminium Chain sprocket made from high grade aluminium, hard anodized. Chain sprocket including bearing, shaft and snap ring, preassembled. The effective diameter of the sprocket is the same as the diameter of the standard part.</p> <p><i>The application of a ball bearing instead of plain bearing design is highly recommended for tuned up engines and also for standard engines.</i></p> |  | 69,- |
| 01-002-6 | <p>Tensioner pulley for timing chain Pulley from high-tech plastic with ball bearing for the timing chain tensioner. Set consisting of pulley, bearing, shaft and snap ring, preassembled. The effective diameter of the pulley is the same as the diameter of the standard part.</p> |  | 65,- |
| 01-002-8 | <p>Spring for chain tensioner, reinforced <i>The reinforced spring allows an assembly of the chain free from play.</i></p> |  | 8,- |
| 01-002-8-1 | <p>Retaining bracket for spring for chain tensioner Retaining bracket for reinforced spring 01-002-8.</p> |  | 3,50 |
| 01-003 | <p>Cover for fuel pump adapter including screws and O-ring. Material: aluminium</p> |  | 24,- |
| 01-004 | <p>Valve spring pocket from high strength aluminium Valve spring pocket for 8 mm valve shaft (standard)</p> |  | 8 pieces 92,- |
| 01-004-7 | Valve spring pocket for 7 mm valve shaft | | 8 pieces 92,- |
| 01-005 | <p>Chain guide rail for camshaft drive chain Set of chain guide rails made from high-tech plastic with optimized surface slip.</p> <p><i>The mass of the spring pocket is reduced by 50% compared to the original part.</i></p> |  | Set 98,- |

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| 01-006 | <p>Valve return springs, reinforced Valve return springs for a maximum valve stroke of 10,7 mm. The diameters are just like the diameters of the original return springs.</p> <p><i>The springs are manufactured from special steel for valve return springs and are calculated under consideration of endurance strength.</i></p> |  | 16 pieces | 89,- |
| 01-007-7-1 01-007-7-2 | <p>Torsion lock for rocker arm shaft Torsion lock for rocker arm shaft, silver galvanized. Torsion lock for rocker arm shaft, yellow galvanized.</p> |  | 4 pieces 4 pieces | 28,- 28,- |
| 01-007-9 | <p>Bracket for connection between cylinder head and chain housing Connecting bracket for the use on cylinder heads A74-xxx without upper thread. Set including mounting equipment.</p> <p><i>By the use of the bracket the cylinder head can be connected with a chain housing with threads.</i></p> |  | | 32,- |
| 01-008-7E-1 01-008-7E-2 01-008-7A-1 01-008-7A-2 | <p>Valve guides Valve guide for 7 mm valve shaft. Inlet guide. Diameter of guide 14,06 mm. Valve guide for 7 mm valve shaft. Inlet guide. Diameter of guide 14,08 mm. Valve guide for 7 mm valve shaft. Outlet guide. Diameter of guide 14,06 mm. Valve guide for 7 mm valve shaft. Outlet guide. Diameter of guide 14,08 mm.</p> <p>Related valve stem sealing for these valve guides: item 01-931-7</p> <p><i>The design of the valve guides is optimized; Inlet valve guides have a tapered tip. Outlet valve guides have full profile on the tip to allow better heat removal from the valve. No chamfers on the bore diameter to avoid wear out by dirt getting into the bore.</i></p> |  | 4 pieces 4 pieces 4 pieces 4 pieces | 88,- 88,- 88,- 88,- |
| 01-008-8 | <p>Snap ring for valve guide Snap ring to fit to the standard valve guides and the 7 mm valve guides.</p> |  | 8 pieces | 4,- |
| 01-009 | <p>Valve setscrew, light weight Valve setscrew, M10x1, with hexagon socket.</p> <p><i>The weight of the valve set screw is reduced by approx. 25% compared with the standard part. By this the mass of the oscillating parts is reduced.</i></p> |  | 8 pieces | 96,- |
| 01-009-5 | <p>Counter nut for valve setscrew Nut for valve setscrew, M10x1, height 4 mm, wrench size 14, (standard)</p> |  | 8 pieces | 20,- |
| <p>Racing camshafts Camshaft made from nitrided high grade steel. Diameter of the plain bearings is 39 mm (standard).</p> | | | | |
| 01-011-1 | <p>Camshaft 304° Lifting angle 304°, max. valve stroke 9,85 mm, valve stroke in top dead centre 3,4 mm.</p> | | | 439,- |
| 01-011-2 | <p>Camshaft 336° Lifting angle 336°, max. valve stroke 10,7 mm, valve stroke in top dead centre 4,5 mm.</p> <p><i>The camshaft 304° can be assembled in the standard TT-cylinder head with standard valves and valve seats. For the use of the camshaft 336° the valve diameter and the position of the valve seats have to be adjusted according to the valve lift.</i></p> |  | | 439,- |
| 01-012-2 | <p>Camshaft drive chain, Racing Precision drive chain for camshaft timing. Special drive chain developed for racing engines and high chain speeds. Hardened bolts and precise cut chain side bars. Endless, riveted chain.</p> | | | 82,- |
| 01-012-1 | <p>Camshaft drive chain Standard camshaft drive chain in brand quality.</p> <p><i>Wear on the rollers of the drive train as well as wear of the bolts of the chain links result in an elongation or break of the chain. The use of a new drive chain is recommended for precise camshaft timing especially at high revolutions.</i></p> |  | | 65,- |
| 01-012-2-1 | <p>Chain lock for drive chain Lock for standard or racing camshaft drive chain.</p> |  | | 9,50 |


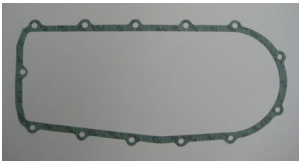
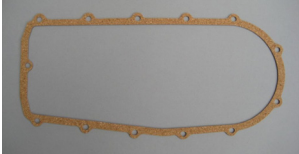


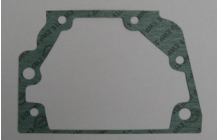
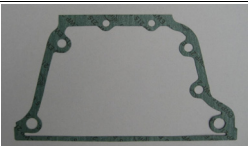
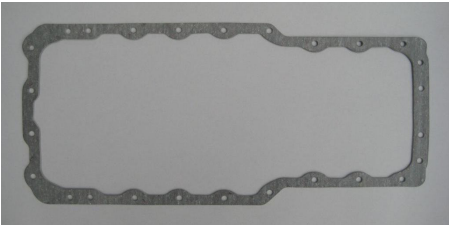
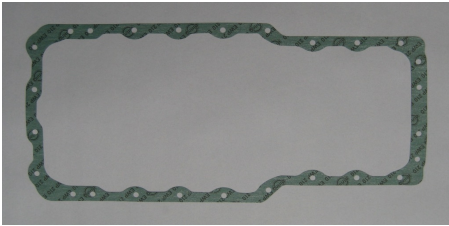


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| 01-012-3 | Single row camshaft drive chain Light weight single row chain with identical geometry as the standard chain. The weight is reduced by 40 %. With special reinforced side bars and hardened bolts. Endless, riveted chain. | | 84,- |
| Valves for TT cylinder head | | | |
| 01-016-7-E | Inlet valve TT, diameter 39 mm, shaft 7 mm. Inlet valve, 6% less weight, 64 g, reduced shaft diameter and with an increased outer diameter than the TT standard valve. | | 44,- |
| 01-016-7-A | Outlet valve TT, diameter 35 mm, shaft 7 mm. Outlet valve, 15% less weight, 58,7 g, and reduced shaft diameter than the TT standard valve. | | 44,- |
| 01-016-8-E | Inlet valve TT, diameter 38 mm, shaft 8 mm. (TT standard valve) | | 39,- |
| 01-016-8-A | Outlet valve TT, diameter 35 mm, shaft 8 mm. (TT standard valve) | | 39,- |
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| | <p>The inlet valves are optimized at the leading edge of the valve seat to allow an optimized air flow. The intersection from the valve shaft to the valve head is smooth and without step.</p> <p>The valves are hardened and nitrided. The body seat of the outlet valves is treated by an additional special hardening procedure.</p> <p>The valves with 7 mm shaft result in more cross section in the channels of the cylinder head and by this an optimized load of the combustion chamber.</p> | | |
| | Valve chock wedges | | |
| 01-016-7-1 | Valve chock wedge for 7 mm valve shaft. Pair for one valve. |  | Pair 3,50 |
| 01-016-8-1 | Valve chock wedge for 8 mm valve shaft. Pair for one valve. | | Pair 3,50 |
| 01-020-11 | Alternator pulley for crank shaft Aluminium pulley with pitch diameter 69 mm. Applicable v-belt item no. 13-160-600. The contact surface for the lip seal is equipped with a steel bushing (item 20-901-40). |  | 99,- |
| | <p>The small, light weight pulley has a reduced mass moment of inertia compared to the standard steel pulley. The speed of the alternator will be reduced to motor speed.</p> | | |
| 01-023 | Engine bracket, reinforced The full conversion kit consists of a milled aluminium cup for the standard rubber-metal bearing and two connectors for the rear engine suspension. The original rubber-metal bearings will be retained. Delivery without rubber-metal bearing! | | 119,- |
| 01-023-1 | Cup for front engine bracket Aluminium cup for the front engine bracket only. |  | 99,- |
| | <p>By reinforcement of the engine suspension the tilting of the engine under different load conditions will be avoided. Through this precise shifting also under acceleration and braking is possible.</p> | | |
| 01-024 | Nut for engine mount Nut M10 with grinded shoulder, high type, grade 10.9, tool width 16 mm. |  | 4 pieces 12,- |
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| 01-030 | Gasket for valve chamber cover Material: cork with rubber component, temperature resistant up to 135°C. |  | 8 pieces 14,- 24 pieces 38,- |
| | <p>The elastic components in the sealing material realize a permanent preload of the seal. By this the sealing effect is improved.</p> | | |
| 01-031 | Gasket for inlet flange of cylinder head Material: graphite with Kevlar fibre. |  | 4 pieces 8,- |
| | <p>The material is resistant for temperatures up to 120°C and is from excellent sealing quality.</p> | | |


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| <p>Gasket for inlet flange of cylinder head, special diameter Gasket for inlet flange with special inner diameter to fit to wider inlet manifold. Material: graphite with Kevlar fibre.</p> | | | |
| 01-031-32 | Gasket, inner diameter 32 mm. | 4 pieces | 20,- |
| 01-031-34 | Gasket, inner diameter 34 mm. | 4 pieces | 20,- |
| <p>Gasket for outlet flange of cylinder head Gasket for outlet Flange, diameter 34 mm (NSU standard) Gasket for outlet Flange, diameter 38,5 mm for racing exhausts. Material: Aramid fibre with stainless steel insert.</p> <p><i>The material is resistant for temperatures up to 400°C.</i></p> | |  | 8 pieces 18,- 4 pieces 24,- |
| 01-039-1 | <p>Snap ring for chain tensioner Snap ring and washer for chain tensioner.</p> |  | 1,- |
| 01-040 | <p>Lock screw for chain tensioner lock screw with tool width 11 mm. Including O-ring.</p> <p><i>The hexagon for the tool is smaller than the diameter of the screw. Through this the chain tensioner can be adjusted before the assembly of the motor side cover.</i></p> |  | 15,- |
| 01-040-1 | <p>Seal for lock screw for chain tensioner O-ring, material: NBR (standard).</p> | | 0,50 |
| 01-040-2 | O-ring, material: Viton. | | 0,75 |
| <p>Fastening for motor side cover Hexagon socket set screw. Material: stainless steel. Locking nut, galvanized steel.</p> | |  | 13 pieces 13,- |
| 01-042 | Hexagon socket set screw and cap nut. Material: stainless steel. | | 13 pieces 15,- |
| <p><i>The socket set screws will be assembled to the chain housing and are secured by adhesive. Any damage of the threads in the aluminium housing will be avoided by use of the thread bolts.</i></p> | | | |
| 01-043 | <p>Motor side cover Motor side cover with excellent design and precise fit. The 5 mm aluminium cover is brushed and anodized (silver). Assembly set including flat gasket, lock screw for the chain tensioner and fastening set 01-042.</p> |  | 145,- |
| 01-045 | <p>Cap for oil fill Aluminium cap for oil fill in light weight design. Weight: 24 g. Delivery including rubber seal and hexagon socket tool.</p> |  | 48,- |
| 01-049 | <p>Lip seal for crank shaft, right Lip seal for crank shaft with twist of rifling and dust lip. Material: ACM</p> |  | 10,50 |
| 01-050 | <p>Lip seal for crank shaft, left Lip seal for crank shaft with dust lip. Material: Viton</p> |  | 19,- |

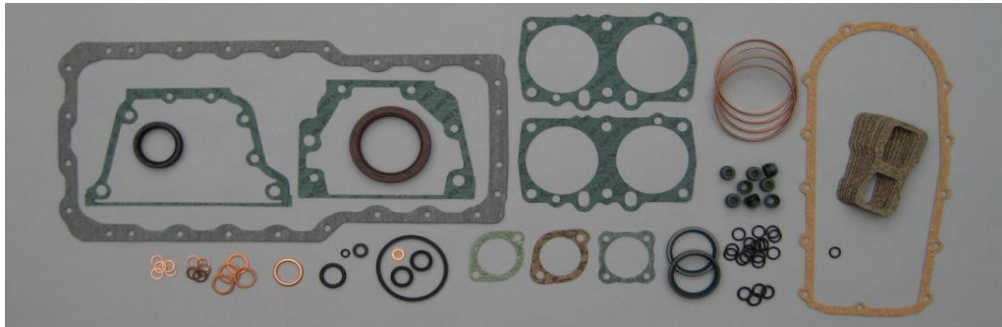
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| 01-051 | Lip seal for cylinder head Lip seal for cylinder head. Material: NBR (standard) |  | | 6.50 |
| 01-051-1 | Lip seal for cylinder head, Viton Lip seal for cylinder head. Material: Viton |  | | 12,- |
| 01-053-1 | O-ring for rocker arm shaft O-ring, material: NBR (standard) |  | 16 pieces | 4,- |
| 01-053-2 | O-ring, material: Viton. | | 16 pieces | 8,- |
| 01-054 | O-ring for oil bypass of cylinder head Material: Viton |  | 4 pieces | 4,- |
| 01-054-1 | Material: NBR (NSU Standard) | | 4 pieces | 4,- |
| 01-055 | Seal for oil drain screw |  | 10 pieces | 1,- |
| 01-055-10 | Seal ring for drain screw at motor and gearbox. | | | 8,- |
| 01-056-4 | Screw for bushing inside the chain housing |  | 4 pieces | 6,- |
| 01-057-4 | Screw for bushing between the cylinder heads |  | 2 pieces | 6,- |
| 01-058 | Screw set for fixing of the chain housing Screw set for the connecting plate between cylinder head and chain housing. |  | | 5,- |
| 01-058-9 | Connecting plate between cylinder head and chain housing. Material: stainless steel. | | | 6,50 |
| 01-060 | Sealing system for oil bypass of cylinder head Bypass tube with two O-rings as seal for oil bypass between cylinder head and cylinder. Sealing material: Viton. <i>The sealing system can be used when the original design space for the standard O-ring can not be realized due to machining of cylinder or cylinder head. The inner diameter of the tube is the same as the bore in the cylinder head. By this there is no reduction of cross section in the system.</i> |  | 4 pieces | 38,- |
| 01-060-2 | O-Ring for oil bypass tube Spare seal for oil bypass tube 01-060. Material: Viton. | | 8 pieces | 8,- |
| 01-080-1 | Stud bolts for cylinder head Stud bolts for inlet- and outlet flange of the cylinder head. |  | 8 pieces | 28,- |
| 01-080-3 | Stud bolt for inlet flange, M7x34, grade 8.8, galvanized | | 4 pieces | 20,- |
| 01-081 | Stud bolt M7x98 for TTS inlet port, grade 8.8, galvanized | | 8 pieces | 32,- |
| 01-081 | Stud bolt for outlet flange, M7x34, grade 12,9, burnished | | | |
| 01-090 | Oil sump from aluminium Spiess aluminium oil sump with cooling ribs to fit to the standard crank shaft housing. An assembly of oil baffles at existing anchorage points is possible. Thread M14x1,5 for oil temperature pick-up. Oil drain plug M18x1,5. |  | | 499,- |
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| | <i>Due to the extremely stiff design with a reinforcement flange of 5 cm height the torsion of the engine block under load will be eliminated. The bigger amount of oil and the cooling ribs at the oil sump result in a lower oil temperature.</i> | | | |
| 01-091 | Screw set for oil sump Screw set for aluminium oil sump Hexagon socket screw with flat screw head and centre for wrench tool. Galvanized. |  | 26 pieces | 13,- |
| 01-092 | Screw set for standard oil sump Hexagon screws and hexagon socket screws (NSU standard) |  | 26 pieces | 13,- |

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| Screw set for engine air guide plates | | | |
| 01-094-1 | Screw set for air guide shield, exhaust side, engine rear side. |  | 3 pieces 3,- |
| 01-094-2 | Screw set for air guide shield, intake side, engine front side. | | 4 pieces 4,- |
| 01-095 | Reinforcing plate for engine block Reinforcing plate made from 2 mm stainless steel for stiffening of the crankshaft bearings and the crankcase. |  | 145,- |
| <p><i>The reinforcing plate will be screwed with the bearing brackets of the crankshaft bearings as well as with the oil sump. As a result there is a high stiffness of the crank shaft bearing tunnel and of the crankcase already by use of the standard oil sump.</i></p> | | | |
| Forged pistons 1300 ccm | | | |
| <p>Forged piston for TT cylinder head. Height of the crown above the piston fire land 12 mm. Delivery including piston rings, piston pin and piston pin retainers.</p> | | | |
| 01-100-780 | Forged piston for cylinder diameter 78 mm. |  | Set, 4 pieces 1276,- |
| 01-100-785 | Forged piston for cylinder diameter 78,5 mm. | | Set, 4 pieces 1276,- |
| <p><i>Actual piston technology - forged pistons. CNC milled. Optimized, rounded edges at the piston, milled piston base for weight optimisation. Weight incl. piston pin and piston rings 398 g - app. -20% less weight compared to forged pistons of the 70th. Compression ratio app. 10,5:1 to 11:1 with reference to the height of the cylinder and to the shape of the combustion chamber.</i></p> | | | |
| Forged pistons 1300 ccm for high compression ratio | | | |
| <p>Forged piston for TT cylinder head as described above but with higher crown. Compression ratio about 12:1 with reference to the cylinder height and to the shape of combustion chamber. Delivery including piston rings, piston pin and piston pin retainers.</p> | | | |
| 01-100-780-1 | Forged piston for cylinder diameter 78 mm. High compression. | | Set, 4 pieces 1276,- |
| 01-100-785-1 | Forged piston for cylinder diameter 78,5 mm. High compression. | | Set, 4 pieces 1276,- |
| 01-103-1 | Piston pin, light weight Piston pin for standard NSU pistons. Inner diameter 12 mm - weight reduction compared to standard app. 12%. |  | Set, 4 pieces 72,- |
| 01-103-9 | Piston pin retainer Snap ring for standard NSU piston pins. |  | Set, 8 pieces 16,- |
| Main bearings for crankshaft | | | |
| Bearing shell set for crank shaft consisting of four main bearings and one thrust bearing. | | | |
| 01-120-00 | Main bearing set for crankshaft, standard |  | Set 159,- |
| 01-120-25 | Main bearing set for crankshaft, +0,25 | | Set 159,- |
| 01-120-50 | Main bearing set for crankshaft, +0,50 | | Set 189,- |
| <p><i>The bearings are manufactured from three-layer compound and are produced from one of the leading suppliers for the automotive industry.</i></p> | | | |
| Bearings for connecting rods | | | |
| Bearing shell set for connecting rods consisting of the shells for four connecting rods. | | | |
| 01-121-00 | Bearing set for connecting rods, standard |  | Set 89,- |
| 01-121-25 | Bearing set for connecting rods, +0,25 | | Set 89,- |
| 01-121-50 | Bearing set for connecting rods, +0,50 | | Set 109,- |
| <p><i>The bearings are manufactured from three-layer compound and are produced from one of the leading suppliers for the automotive industry.</i></p> | | | |
| 01-128-9 | Wedge shaped piece on the crank shaft Wedge for the oil pump pinion or the pinion for the drive chain on the crank shaft. |  | 2,- |

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| Cylinder base gasket from aluminium | | | |
| The aluminium gasket has to be assembled with liquid seal (i.e. Curil T) on both sides. | | | |
| 01-151-05 | Aluminium seal, thickness 0,5 mm (standard). |  | 16,- |
| 01-151-05-1 | Aluminium seal, thickness 0,5 mm with bore 78,5 mm. | | 16,- |
| 01-151-10 | Aluminium seal, thickness 1,0 mm. | | 16,- |
| 01-151-10-1 | Aluminium seal, thickness 1,0 mm with bore 78,5 mm. | | 16,- |
| 01-151-15 | Aluminium seal, thickness 1,5 mm. | | 18,- |
| <i>The seals thicker than the standard seal are used in case machining of motor parts result in low distance between piston and cylinder head. With this the compression ratio of the engine can be adjusted.</i> | | | |
| Cylinder base gasket from steel | | | |
| Steel gasket for both cylinders. Thickness 2 mm. Grinded on both sides. | | | |
| 01-153-20 | Bore for cylinder diameter 76 mm. |  | 59,- |
| 01-153-21 | Bore for cylinder diameter 78,5 mm. | | 59,- |
| <i>The seal can be used in case the motor height is reduced by more than 2 mm. The steel plate reduces the resulting forces of the cylinder head screws to the middle crank shaft bearing. The steel gasket has to be assembled with liquid seal (i.e. item no. 22-019, Curil T) on both sides.</i> | | | |
| Adjust pin for cylinder base | | | |
| 01-207-1 | Adjust pin for cylinder base, diameter 8 mm (Standard). |  | 4 pieces 6,- |
| 01-207-2 | Adjust pin for cylinder base, stepped diameter 6/8 mm For cylinders with 6mm pin bore. | | 4 pieces 28,- |
| 01-304 | Air suction channel made from GRP Air suction channel made from glass fibre reinforced plastic. The smooth black cover layer is also paintable. |  | 109,- |
| 01-305 | Rubber boot for air suction channel Rubber boot for the air suction channel in the engine compartment. |  | 34,- |
| 01-306-7 | Cramp for air suction cover Cramp for air suction cover, set for one plastic cover. |  | 7 pieces 28,- |
| 01-341 | Flange bearing element of the engine Flange bearing element in the engine traverse. Rear bearing element of the engine. |  | 58,- |
| 01-345 | Screw set for the rear engine mount Complete screw set for the rear engine flange bearing mount - for two flange elements 01-341. |  | Set 18,- |
| 01-346 | Mounting parts for the engine traverse Screw set for mounting of the engine traverse on the car body. |  | Set 10,- |
| Mounting parts for the differential on the engine traverse See item 04-101. | | | |
| 01-905 | Flat gasket for bushing in the chain housing Flat gasket in original quality. Material thickness 0,3 mm. |  | 2,50 |
| 01-906 | Flat gasket for bushing between the cylinder heads Gasket in original quality. Material thickness 1 mm. |  | 2,50 |

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| 01-907 | Flat gasket for adapter for ignition distributor Flat gasket in original quality. Material thickness 0,5 mm. |  | 2,50 |
| 01-908-1 | Flat gasket for motor side cover <i>The special gasket can only be assembled in combination with a machined side cover!</i> |  | 9,- |
| 01-908-2 | Gasket for motor side cover Gasket from cork for motor side cover, standard design. |  | 3 pieces 6,- 15,- |
| 01-910 | Gasket for cylinder head TT / 1200 Filled copper gasket Ø81,5 / Ø85 x 4,5 mm as seal between cylinder and cylinder head. |  | 9,- |
| 01-911 | Cylinder base gasket Gasket between cylinder base and engine block. Thickness 0,5 mm (standard). |  | 4,50 |
| 01-912 | Gasket for crank case, left Flat gasket in original quality. Material thickness 0,5 mm. |  | 4,50 |
| 01-913 | Gasket for crank case, right Flat gasket in original quality. Material thickness 0,5 mm. |  | 4,50 |
| 01-915 | Gasket for standard oil sump Gasket in original quality. Material thickness 2 mm. |  | 17,- |
| 01-915-1 | Flat gasket for oil sump Flat gasket for aluminium oil sump. Material thickness 0,3 mm. |  | 17,- |
| 01-930 | Valve stem sealing Valve stem sealing for standard valve guide. Extend above valve stem 4,5 mm. |  | 4,50 |
| 01-931 | Valve stem sealing for standard valve guide. Material: FKM (Viton). Extend above valve stem 3,2 mm. | | 4,50 |
| 01-931-7 | Valve stem sealing for 7 mm valve guide. Material: FKM (Viton). | | 4,50 |
| | <i>Improved sealing effect; compared to the standard seal, the sealing against the valve stem is realized by a lip seal.</i> | | |
| 01-940 | O-ring for fuel pump adapter O-ring for standard fuel pump adapter or cover 01-003. |  | 1,- |

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| 01-941 | Seal for cap for oil fill Rubber seal for oil fill screw on the chain housing. |  | 2,50 |
| Seal kit for TT-engine Complete seal kit for TT-engine composed from the listed gaskets. All gaskets in original quality manufactured accurately fitting. All materials are brand quality. | | | |
| 01-990 | Complete seal kit for TT-engine (without gaskets for inlet and outlet flange of cylinder head) | | 169,- |
| 01-990-1 | ditto, but without gasket for oil sump and without copper gaskets for cylinder head. | | 136,- |
| 01-990-9 | Seal kit as described before, but seals made from material Viton in the kit. (valve stem seals, O-rings, lip seals for the cylinder head) | | additional 15,- |










02 Clutch

Clutch parts for racing use


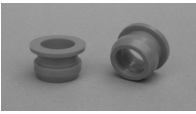




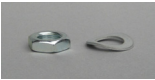
The clutch parts and fly wheels, that are manufactured by us are made from high grade steel or high strength aluminium. Due to the homogeneity of the materials, the symmetric design as well as the precise machining of the parts all parts are free from unbalances. By this the balancing of the parts is not necessary and the parts can be assembled in any orientation.

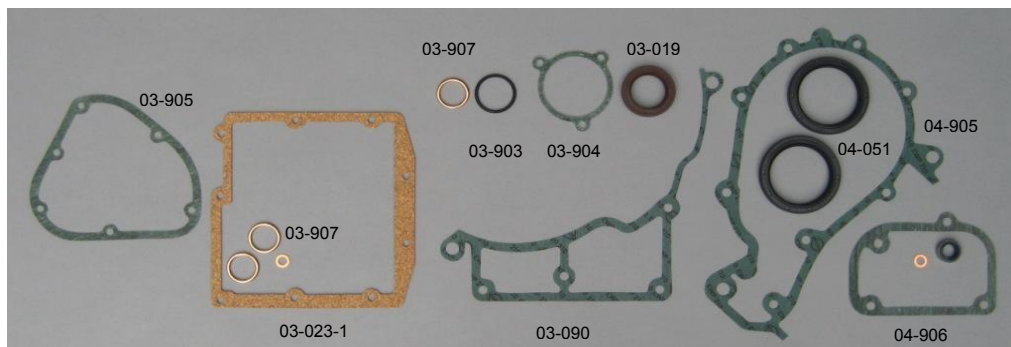
The balancing of the NSU standard clutch parts is necessary because of the clutch parts were made from (non homogeneous) cast iron and partly not machined on the whole circumference.

| | | | |
|----------------------------------|---|---|----------------|
| 02-001 | <p>Clutch ring from high-grade steel Clutch ring made from high-grade steel.</p> <p>The standard clutch ring made from cast iron may crack under high temperature and stress that is applied to this part under racing conditions. The clutch ring made from high-grade steel withstand these shock loads due to the higher tensile strength of the material.</p> |  | 209,- |
| 02-001-5 | <p>Clutch ring, light weight Clutch ring for racing purposes, made from high-grade steel. Light weight design. Weight 1180 g.</p> <p>The standard clutch ring made from cast iron may crack under high temperature and stress that is applied to this part under racing conditions. The clutch ring made from high-grade steel withstand these shock loads due to the higher tensile strength of the material. This clutch ring is weight reduced by app. 20% compared to the standard clutch ring. Because of the reduced mass moment of inertia the clutch ring is optimized for racing use.</p> |  | 229,- |
| 02-002 | <p>Hexagon socket screw for coupling Set including 6 pieces hexagon socket screw M6x53. Grade 10.9 3 pieces hexagon socket screw M6x25. Grade 10.9 Special (NSU standard) length of the screws.</p> <p>Due to the high grade quality of the screws the screw heads (hexagon socket) can easily be tightened and unscrewed and will not wear out.</p> |  | Set 14,- |
| 02-004 | <p>Fixing bolt and locking ring for clutch cable Bolt and locking ring for the fixation of the clutch cable at the gearbox housing.</p> |  | 2,- |
| 02-004-5 | ditto | | 5 pieces 8,- |
| 02-004-2 | Locking ring, 10 pieces. | | 10 pieces 3.50 |
| 02-005 | <p>Support bearing for clutch assembled in crankshaft Bearing with seals that are resistant to high temperatures (material: Viton).</p> |  | 6,50 |
| Thrust bearing for clutch | | | |
| 02-007 | <p>Thrust bearing for clutch Deep groove ball bearing sealed on both sides. sealing and grease temperature resistant.</p> |  | 9,- |
| 02-006-1 | <p>Support for clutch bearing Outer support of the clutch bearing.</p> | | 54,- |
| 02-006-2 | <p>Thrust piece for clutch bearing Inner thrust piece of the clutch bearing.</p> | | 24,- |
| 02-006-5 | <p>Snap ring for disk spring Snap ring for disk spring at the support of the clutch bearing.</p> | | 2,- |
| 02-006 | <p>Thrust bearing assembly Thrust bearing assembled with item 02-006-1 and 02-006-2. Delivery including snap ring for the disk spring.</p> <p>Like the standard design, the parts are nitrided in order to increase the wear resistance of the surfaces.</p> | | 89,- |
| 02-009 | <p>Actuation lever for clutch</p> |  | 44,- |

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|--|---|---|----------------|
| 02-010 02-010-2 | <p>Disk spring for clutch, reinforced Disk spring with a slight increased axial spring load compared to the standard spring. Disk spring for racing use with an axial spring load of 440 kg (standard: 325 kg). The disk spring is identical to the Sachs race spring.</p> |  | 69,- 109,- |
| <p><i>The use of a reinforced disk spring is recommended in combination with tuned up engines with higher torque.</i></p> | | | |
| 02-012 02-013 | <p>Clutch plate Clutch plate with torsion springs. Brand quality. Standard clutch plate.</p> |  | 99,- 54,- |
| 02-013-1 | <p>Clutch plate, Prinz 4 Standard clutch plate for Prinz 4. Brand quality.</p> |  | 49,- |
| 02-015 | <p>Clutch plate from aluminium/ high grade steel The standard clutch plate from cast steel will be replaced by a design of aluminium and high grade steel. Weight 1810 g reduced by 46% compared with the standard part.</p> |  | Set 289,- |
| <p><i>Due to the lower weight the clutch has a reduced mass moment of inertia what results in a better acceleration and deceleration of the motor and through this to a higher mean level of revolutions per minute.</i></p> | | | |
| 02-017 | <p>Fly wheel, weight optimized Fly wheel made from high grade steel, galvanized. The wheel is completely new machined including new toothing for the starter.</p> |  | 289,- |
| <p><i>The mass has been reduced especially on the outer diameter and due to this the fly wheel has a reduced mass moment of inertia compared to the standard part. The material used has a higher strength than the standard fly wheel, that is made from cast iron.</i></p> | | | |
| 02-018 | <p>Screw for fly wheel Screw for fastening of the fly wheel on the crank shaft. Special (NSU standard) length, high grade quality, galvanized and tempered.</p> |  | 5 pieces 17,50 |
| 02-019-2 | <p>Clutch plate, weight optimized Weight optimized clutch plate made from the standard NSU plate. Weight 2060 g reduced by 35% compared with the standard part.</p> |  | 239,- |
| <p><i>Due to the lower weight the clutch has a reduced mass moment of inertia what results in a better acceleration and deceleration of the motor and through this to a higher mean level of revolutions per minute.</i></p> | | | |
| 02-020 | <p>Clutch cable Clutch cable for vehicle type Prinz 1000, 1000C, TT, TTS.</p> |  | 40,50 |

| 03 Gearbox | | | |
|--|---|---------------|-------|
| 03-410 | Bearing set for gearbox Bearing set for standard or racing-gearbox consisting of bearings for the gear box input pinion Ø35 mm, intermediate shaft and main shaft as well as for the flywheel of the first gear. | Set, 8 pieces | 109,- |
| 03-410-30 | Bearing set for gearbox, input pinion diameter 30 Bearing set ditto, but for input pinion diameter (right side) 30 mm shaft diameter. | Set, 8 pieces | 109,- |
|  | | | |
| 03-020 | Ball bearing for gear box input shaft, left Deep groove ball bearing Ø30/61,35x16 for input shaft of the gear box, left side. Special diameter. | | 24,50 |
| 03-021 | Ball bearing for gear box input shaft, right, Ø35 Deep groove ball bearing Ø35/62x14 for input shaft of the gear box, right side. | | 9,50 |
| 03-021-30 | Ball bearing for gear box input shaft, right, Ø30 Deep groove ball bearing Ø30/62x16 for input shaft of the gear box, right side. | | 9,50 |
| 03-030 | Ball bearing for gear box main shaft Deep groove ball bearing Ø30/62x16 with groove and snap ring at the outer diameter. | | 11,50 |
| 03-034 | Needle roller bearing for gear box main shaft | | 9,- |
| 03-031 | Needle roller bearing for the intermediate shaft, left | | 9,- |
| 03-032 | Needle roller bearing for the intermediate shaft, right | | 13,- |
| 03-033 | Needle roller bearing for the flywheel of the first gear Two needle roller bearings for the bearing of the flywheel of the first gear on the gearbox main shaft. | | 18,- |
| 03-005 | Conversion kit for shortened shifting travel Complete conversion kit including aluminium spacer for gear shift lever support, reinforced gear-shift lever, assembled ball joints and screws. Complete set preassembled "ready to race". | | 169,- |
|  | | | |
| <p><i>The modification kit allows precise and quick shifting. Max. shifting travel app. +/- 60 mm. With reinforced lock of the reverse gear. The reverse gear can not be shifted by mistake. The additional assembly of item 01-023 is recommended. Wear on the items 03-010 and 04-011 has an influence to the precision of the shifting as well.</i></p> | | | |
| 03-005-3 | Shifting handle from aluminium Shifting handle from aluminium for gear shift lever with diameter 12 mm. To fit to gear shift lever of conversion kit 03-005. | | 45,- |
|  | | | |
| Ball joints for gear shift lever | | | |
| 03-006-1 | Upper ball joint without locking , consisting of two halves and spring for the assembly to the standard gear shift lever. | | 21,- |
| 03-007 | Lower ball joint for gear shift lever | | 8,- |
|  | | | |

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|---|---|---|---------------------|
| 03-008 | <p>Joint for shifting lever Joint to be clamped on the shifting rod in the middle tunnel. The joint is the support for the lower ball joint on the gear shift lever.</p> <p><i>Slight wear in the adapter for the shifting ball results in an enlargement of the clearance of the gear shift lever. The use of the new clamping piece allows precise shifting.</i></p> |  | 69,- |
| 03-010 | <p>Guide bushing for the shifting rod Guide bushing for the shifting rod in the middle tunnel.</p> <p><i>The elastic guide bushings can be assembled as usual or can be cut and by this allow an assembly without the disassembly of the shifting rod.</i></p> |  | 9,- |
| 03-011-1 | <p>Guide bushing for the shifting rod, split design Guide bushing for the shifting rod in the middle tunnel. Split design with locking ring for the mounting on the assembled shifting rod.</p> |  | 21,- |
| 03-018-1 | <p>Screw for cover at the gearbox input shaft</p> |  | 3 pieces 4,50 |
| 03-022 | <p>Gear box cover with cooling ribs Lower gear box cover including gasket, hexagon socket set screws, self-locking nuts and oil-drain plug. Material: milled aluminium. The height of cover is increased by 5 mm compared to the standard cover (height of cooling ribs). Inner side of the cover with fixing points for assembly of the standard screening sheet.</p> <p><i>The cover has to be assembled with a flat gasket and reinforces the gear box housing. The cooling ribs at the cover result in lower oil temperature.</i></p> |  | 176,- |
| 03-024 | <p>Assembly for gear box cover fixation Hexagon socket set screws M6, self locking nuts. Materials: stainless steel / galvanized steel.</p> <p><i>The hexagon socket set screws are mounted to the gear box housing and are secured by adhesive. Any damage of the threads in the aluminium housing will be avoided because the bolts remain assembled. Because of the self-locking nuts the cover will not become unscrewed. The parts for fixation can also be used with the standard gear box cover.</i></p> | | 9 pieces 9,- |
| 03-024-5 | <p>Screw set for lower gear box cover Screw set for fixation of the lower gear box cover. Hexagon socket screw, galvanized.</p> | | Set 4,- |
| 03-025 | <p>Lock screw for shift finger Lock screw with hexagon socket for the shifting finger in the gearbox. High grade quality.</p> <p><i>By the use of the hexagon socket screw the gearbox and the differential can easily be connected. A hexagon socket wrench can easily be inserted through the oil drain of the gear box.</i></p> |  | 8,- |
| 03-026 | <p>Nut for set screw on the gear housing Nut for set screw of the rear shift lever.</p> | | 1,50 |
| 03-026-1 | <p>Shim for nut for set screw.</p> |  | 0,50 |
| 03-027 | <p>Snap ring for intermediate wheel for reverse gear</p> | | 2,50 |
| Sealing set for gearbox / differential | | | |
| 03-900-1 | <p>Seal set for gearbox / differential, gearbox input stage diameter 30 mm.</p> | | Set, 17 pieces 72,- |
| 03-900-2 | <p>Seal set for gearbox / differential, gearbox input stage diameter 35 mm. Complete sealing set for the gearbox / differential consisting of the listed seals. The seal set is arranged of new, high quality seals.</p> | | Set, 17 pieces 72,- |



| | | | |
|------------|--|----------|------|
| 03-023-1 | Gasket for lower gear box cover | | 6,- |
| 03-023-1-3 | Gasket for lower gear box cover | 3 pieces | 15,- |
| 03-090 | Gasket between gearbox and differential | | 8,- |
| 03-090-3 | Gasket between gearbox and differential | 3 pieces | 21,- |
| 03-903 | Seal ring for cover on the gear box input shaft, left | | 1,- |
| 03-904 | Seal for cover on the gear box input shaft, right | | 3,50 |
| 03-905 | Seal for gearbox cover, left | | 4,50 |
| 03-906 | Seal ring for adjustment bolt below the differential | | 0,50 |
| 03-907 | Seal for oil drain screw | | 1,- |

Lip seal for input shaft of the gear box

- 03-019-30 Lip seal for shaft Ø30 mm, Material: Viton.
 03-019-35 Lip seal for shaft Ø35 mm, Material: Viton.

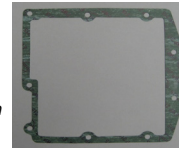
Due to the high circumferential speed at the input pinion / lip seal the material Viton has to be selected in this position.





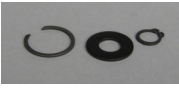

- 9,-
9,-


- 03-023 **Flat gasket for lower gear box cover**
 03-023-3

The special gasket (thickness 0,5 mm) can only be assembled in combination with a machined aluminium gear box cover!






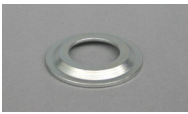




- 9,50
3 pieces 26,-

| 04 Differential | | | |
|------------------------|--|---|---------------|
| | Ball joint at the differential | | |
| 04-011 | Ball joint at the shifting lever on the differential gear box (standard). |  | 9,- |
| 04-011-1 | Ball joint at the shifting lever for reduced shifting clearance. Joint diameter +2 mm compared to the diameter of the standard part. <i>The inner geometry of the ball joints is modified so, that an easy assembly to the shifting lever on the differential gearbox is possible.</i> | | 13,- |
| 04-031 | Screw for differential wheel Screws for tightening of the wheel on the standard differential unit. Screws in high grade quality. | | 6 pieces 12,- |
| 04-039 | Bearing set for differential Bearing set for differential combined from the listed bearings. | | 89,- |
| 04-040 | Ball bearing for differential cage Deep groove ball bearing Ø70/110x13. |  | 34,50 |
| 04-041 | Ball bearing for differential pinion Deep groove ball bearing Ø30/72x19. | | 11,50 |
| 04-042 | Needle roller bearing for differential pinion | | 12,50 |
| 04-040-1 | Shim for differential housing Shim for the adjustment of the axial bearing clearance in the differential housing. The shim Ø90/110 mm will be assembled between bearing and housing. The shim with a total thickness of 1 mm is made from thin metal sheets with a thickness of 0,05 mm each. The effective thickness of the shim can be adjusted. Delivery including assembly instruction and instruction for the adjustment of the clearance of the differential. |  | 9,50 |
| 04-050 | Lip seal for shifting shaft in the differential housing Lip seal with dust lip. |  | 6,50 |
| 04-050-1 | Wiping seal for shifting shaft Special seal ring with two lips (NSU standard seal). The outer lip removes the dirt from the shifting shaft. | | 8,50 |
| 04-051 | Lip seal for axle shaft Lip seal Ø62/80x10 with dust lip. |  | 12,50 |
| 04-061 | Washer inside of pinion Connecting washer inside of the pinion in the differential. Including inner and outer snap ring. <i>Compared to the standard part the washer has an optimized inner diameter, so that the inner circlip can not shear off.</i> |  | 9,50 |
| 04-061-3 | Inner circlip at the connecting shaft Seeger ring at the connecting shaft to the differential, individual component. | | 2,- |
| 04-101 | Screw set for differential mounting Set of screws for the mounting of the differential to the engine brackets. The set contains of six screws with nuts and washers. |  | 18,- |
| 04-905 | Seal on the split plane of the differential housing | Illustration see 03-900 | 8,50 |
| 04-906 | Seal for cover on the differential housing, right | Illustration see 03-900 | 4,- |

| | | | |
|-----------------------|--|---|--------------------------------|
| 05 Drive chain | | | |
| 05-009 | <p>Track enlargement 1" Track enlargement 1" width made from anodized aluminium. Wheel bolts M10x1, quality grade 10.</p> <p><i>The track enlargement has to be screwed to the brake drum with the standard wheel nuts. Effective width as with the standard TTS brake drum.</i></p> |  | 2 pieces 229,- |
| 05-010 | <p>Rear wheel steel hub With wheel bolts M10x1. Weight: 1900 g.</p> <p><i>The design corresponds to the original NSU-part designed for racing use. The flow of forces from the stub shaft to the wheel bolts (torque and radial forces) run through the wheel hub. The brake disk is centred on the wheel hub and can be dismantled without disassembly of the hub. The brake shoes can be changed without dismantling of the spindle lock.</i></p> |  | 319,- |
| 05-010-5 | <p>Rear wheel steel hub Similar to 05-010, but light weight version by machining of additional bores. Weight: 1690 g.</p> |  | 349,- |
| 05-010-S | <p>Steel hub with track enlargement Steel hub with longer wheel bolts M10x1 and 1" aluminium spacer. Delivery without brake drum.</p> <p><i>The 1" aluminium spacer has to be put to the wheel bolts on the outer side of the brake drum. By this the design and width of the brake drum is the same as the standard TTS brake drum.</i></p> |  | 449,- |
| 05-010-X | <p>Steel hub with customized design Steel hub with pitch circle diameter alternatively between 100 mm and 130 mm. Alternatively four or five wheel bolts M10x1, M12x1,25 or M12x1,5. Additional cost for each steel hub.</p> |  | 98,- |
| 05-011 | <p>Machining of brake drum Machining of standard brake drum with inner diameter of 180 mm or 200 mm to fit to steel rear wheel hub. The brake drums have to be delivered!</p> |  | 109,- |
| 05-012 | <p>Nut for stub shaft Self-locking version with increased width.</p> <p><i>Compared to the standard part the width of the thread and with this the contact to the stub shaft thread is increased. The clearance inside the thread is reduced by the self locking element. The load to the thread of the stub shaft is reduced.</i></p> |  | 2 pieces 16,- |
| 05-013 | <p>Retaining washer for axle nut Retaining washer for standard brake drum</p> |  | 2 pieces 7,- |
| 05-013-1 | <p>ditto Retaining washer for steel hub</p> | | 10 pieces 32,- 2 pieces 6,- |

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|----------|--|---|---------------|
| 05-014 | <p>Connector for drive shaft Connector for drive shaft and rubber joint. Made from high grade steel. Galvanized. Delivery including screws with quality grade 10.9.</p> <p><i>Like realized at the latest NSU design, some teeth on the connector are cut off. Due to this all teeth become into complete contact to the mating part.</i></p> |  | 115,- |
| 05-015 | <p>Mounting parts for connection of drive shaft Screws with quality grade 10.9, washers and lock nuts.</p> <p><i>The lock nut will be tightened against the socket and avoids that the screw will come loose.</i></p> |  | 4 pieces 16,- |
| 05-016 | <p>Screw for connector for drive shaft Screw with property class 10.9. Including locking washer.</p> <p><i>The locking washer has to be renewed at each assembly and inhibits the loosening of the screw at the drive shaft connector.</i></p> |  | 4 pieces 12,- |
| 05-016-2 | <p>Locking washer for screw at the drive shaft</p> | | 4 pieces 1,- |
| 05-018 | <p>Cover plate for rubber joint The cover plate of 1,5 mm stainless steel is mounted at the inner side of the rubber joint.</p> <p><i>By use of the cover plate the stiffness of the joint is increased, because under load the rubber will remain inside the aluminium body. The corrosion of the aluminium by dampness as well as the swelling of the rubber by contact to grease is avoided.</i></p> |  | 2 pieces 24,- |
| 05-018-1 | <p>Cover plate for rubber joint Prinz 4 Protection plates for both sides of the rubber joint of the Prinz 4. Inner and outer cover plate made from 1,5 mm stainless steel. Set consisting of two inner and two outer cover plates.</p> |  | Set 42,- |
| 05-019 | <p>Screw for rubber joint Screw M10x1, property class 10.9, galvanized and tempered. Including locking washer.</p> <p><i>The locking washer has to be renewed at each assembly and inhibits the loosening of the screw at the rubber joint.</i></p> |  | 8 pieces 32,- |
| 05-019-2 | <p>Locking washer for screw at the rubber joint</p> | | 8 pieces 2,- |
| 05-020 | <p>Supporting washer for brake drum Supporting washer 2 mm, hardened and grinded.</p> <p><i>By use of the washer a brake drum with damaged inner shoulder can be reused. For this the damaged shoulder has to be turned off by 2 mm. See indication to product 05-031.</i></p> |  | 6,- |
| 05-021 | <p>Wheel bearing, front Wheel bearings with seal for front wheel hub Type 67. Set for one wheel hub.</p> |  | Set 17,- |
| 05-021-1 | Wheel bearing, front outboard | | 7,50 |
| 05-031-1 | Wheel bearing, front inboard | | 9,50 |
| 05-024 | <p>Wheel bearing, front, 1200 C Bearing set for one wheel hub 1200 C including lip seal for wheel hub.</p> |  | Set 54,- |
| 05-024-1 | Taper roller bearing, 1200 C, front, inboard | | 27,- |
| 05-024-2 | Taper roller bearing, 1200 C, front, outboard | | 23,- |
| 05-024-9 | Lip seal for wheel hub, inner wheel bearing 1200 C. | | 7,- |
| 05-025-4 | <p>Clamping nut for stub shaft, front Clamping nut M16x1,5 for the front stub shaft. Standard self locking nut for the adjustment and locking of the axial preload of the tapered roller wheel bearings.</p> |  | 17,50 |

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|---|---|---|----------|-------|
| 05-025-5 | Front axle nut Shouldered nut for the front axle stub shaft. High grade quality. |  | | 7,- |
| 05-025-9 | Retaining washer for front axle nut |  | | 4,50 |
| 05-027-1 | Wheel bearing for the rear axle Prinz 4, Sportprinz Wheel bearing for the rear wheel hub of the Prinz 4 or Sportprinz. | | piece | 7,50 |
| 05-027 | Wheel bearing set for one axle. | | 4 pieces | 28,- |
| 05-031 | Wheel bearing set, rear Wheel bearing set standard with seal for rear wheel hub. Set for one wheel hub. | | Set | 19,- |
| 05-031-5 | Wheel bearing set, special. Inboard bearing with seal, outboard bearing with tall inner ring flange (see details to item 05-031-4). Set for one wheel hub. |  | Set | 23,- |
| 05-031-4 | Wheel bearing rear, tall inner ring flange Wheel bearing for hub outboard side. Tall bearing inner ring flange facing the brake drum. <i>The use of standard design bearings with small inner ring flange the flange on the brake drum will be damaged. This results in a loosening of the rear wheel stub nut.</i> |  | | 13,50 |
| 05-031-9 | Sealing washer for non sealed wheel bearing Inner sealing tin (Ø25 / Ø47) for non sealed inner wheel bearing. The outer sealing edge has contact to the bearing outer ring. |  | | 3,- |
| 05-035 | Grease for wheel bearings Bearing grease in brand-quality. Temperature range -30°C to 140°C. Amount approximately 10 gram. Portion for two bearing hubs. | | | 2,- |
| 05-035-1 | Grease for wheel bearings "race" Special bearing grease with low frictional torque at low temperatures. Temperature range -40°C to 150°C. Amount approximately 10 gram. Portion for two bearing hubs. | | | 3,50 |
| 05-036 | Spacer disk at the stub shaft Spacer disk for the inner wheel bearing on the stub shaft. Identical on the front and rear stub shaft. Set 2 pieces. <i>The retaining of the transverse forces is optimized by the large outer diameter of the spacer. The bending of the rear stub shaft will be minimized.</i> |  | 2 pieces | 19,- |
| Special wheel bearings | | | | |
| 05-025 | Taper roller bearing for the front wheel hub Type 67 Conversion kit for taper roller bearings for the standard front wheel hub of the NSU Type 67. Set for one axle. <i>The load rating and with this the lifetime of the bearings is higher than with the standard ball bearings. The assembly of the set can be realized without machining of the hub or the stub shaft.</i> |  | | 129,- |
| 05-022 | Wheel bearing, reinforced Outboard front wheel bearing with increased outer diameter to accept higher loads. For the assembly of the bearing the front wheel hub has to be machined. Bearing Ø17/47x14 mm. <i>In case of the use of broadened wheels on the front axle and due to the caused track enlargement the outboard wheel bearing has to accept higher loads. The assembly of the reinforced wheel bearing will avoid early bearing failure.</i> | | 2 pieces | 28,- |
| Wheel bearing set "race" Wheel bearing with low frictional torque due to a special lip seal. A high performance grease generates a low frictional torque especially for start up at low temperatures. Set for one axle. | | | | |
| 05-023 | Wheel bearing set "race", front. Set for one axle. Including special bearing grease. | | Set | 52,- |
| 05-033 | Wheel bearing set "race", rear. Set for one axle. Including special bearing grease. | | Set | 56,- |
| <i>On short competitions (slalom or hill climb) and low ambient temperatures the special bearings generate an advantage in competition.</i> | | | | |
| Rubber boot at the axle drive shaft | | | | |
| 05-060 | Rubber boot for the sealing of the axle drive shaft at the differential. | | | 13,50 |
| 05-060-9 | ditto. 2 pieces, set for one car including retaining rings. | | Set | 42,- |
| 05-060-1 | Retaining ring for rubber boot, small, at the axle drive shaft. | | | 3,50 |
| 05-060-2 | Retaining ring for rubber boot, big, at the differential shaft. |  | | 4,- |

06 Wheels

Three piece rims

New rim centres with our own design complement our product line of three piece rims. Rim centres in classic design for Youngtimer cars as well as rim parts up to 15" diameter are presented on our homepage www.saelzer-classic.de

Three piece rims in drop base design (DB) with flat rim centres without track enlargement. These rims combined with flat outer rim halves can be assembled on a car without mudguard extensions.

Three piece rims with flat base design (FB) and classic rim centres.

We will advise you on the selection of rim parts to fit to your NSU car. Please ask for an individual offer for complete rims.



13" DB

Rim centre sälzer S1

Rim centre with spoke-design for 13" drop-base rim. Rim centre turned and milled from high-grade aluminium. Excellent design due to precise machined surface.

06-011
06-011-X

Bolt circle diameter 5 x 130 mm, bores for wheel nut with shaft Ø16 mm.
Bolt circle diameter between 98 mm and 130 mm according your information.

369,-
389,-



13" DB

Rim centre sälzer S2

Rim centre for 13" drop-base rim. Rim centre turned and milled from high-grade aluminium. Excellent design due to precise machined surface.

06-012
06-012-X

Bolt circle diameter 5 x 130 mm, bores for wheel nut with shaft Ø16 mm.
Bolt circle diameter between 98 mm and 130 mm according your information.

369,-
389,-



13" DB

Rim centre sälzer S3

Rim centre for 13" drop-base rim. Rim centre turned and milled from high-grade aluminium. Excellent design due to precise machined surface.

06-013
06-013-X

Bolt circle diameter 5 x 130 mm, bores for wheel nut with shaft Ø16 mm.
Bolt circle diameter between 98 mm and 130 mm according your information.

369,-
389,-



| | | | |
|---|--|---|----------|
| 13" FB | Spieß wheel rim centre | | |
| 06-050 | Rim centre for 13" flat base rim halves with bolt circle diameter 5x130 mm. Weight: 1700 g. The rim centre is not painted. The form of the rim centre results in an 1" track extension. This has to be respected for the selection of the rim halves. |  | 349,- |
|  | <i>The wheel rim centre made from alloyed aluminium has an light weight design and with this is recommended for racing use.</i> | | |
| 13" FB | BBS E32 rim centre | | |
| 06-060 | Rim centre for 13" classic design wheel rims with bolt circle diameter 5x130 mm. Paint: gold. Weight: 2050 g. |  | 429,- |
|  | | | |
| | Wheel nut for rim centre Wheel nut for Spieß- or BBS rim centre. Including washer. Black galvanized. | | |
| 06-061 | Wheel nut M10x1 wrench size 19 mm, bolt Ø16 mm, washer Ø24 mm (NSU). |  | 14,50 |
| 06-062 | Wheel nut M12x1,5 wrench size 22 mm, bolt Ø19 mm, washer Ø29 mm. | | 14,50 |
| | <i>The separate washer protects the wheel rim centre against scratches from the nut shoulder when tightening and loosening the wheel nut.</i> | | |
| | Wheel nut for rim centre Wheel nut with flange for Spieß- or BBS rim centre. Galvanized, silver colour. | | |
| 06-061-1 | Wheel nut M10x1 wrench size 17 mm, bolt Ø16 mm, washer Ø28 mm (NSU). |  | 12,- |
| | Spacers for track enlargement Spacer plates from aluminium for track enlargement. | | |
| 06-065-2 | Spacer plate 2,5 mm, set 2 pieces. |  | Set 45,- |
| 06-065-10 | Spacer plate 10 mm, set 2 pieces, 20 mm track enlargement per axle. | | Set 89,- |
| | <i>The spacer plates 2,5 mm can be stuck on the front wheel hubs in order to enlarge the gap between the steering rod joint and the rim edge. The spacer plates 10 mm have to be stuck on the backside of the aluminium rim centers. Please note, that the spacer plates 10 mm can only be assembled in combination with longer wheel studs or wheel nuts.</i> | | |
| 13" DB | 13" BBS drop base rim half, outside | | |
|  | 13" drop base rim half, 12 hole. Outer rim half. Polished surface. With bore for valve. Rim parts with hump. Contact surface of the tire sandblasted. | | |
| 06-113-TA-15 | 13" drop base rim half outside, 1,5" width |  | 155,- |
| 06-113-TA-20 | 13" drop base rim half outside, 2,0" width | | 155,- |
| 06-113-TA-25 | 13" drop base rim half outside, 2,5" width | | 155,- |
| 06-113-TA-30 | 13" drop base rim half outside, 3,0" width | | 157,- |
| 06-113-TA-35 | 13" drop base rim half outside, 3,5" width | | 160,- |
| 06-113-TA-40 | 13" drop base rim half outside, 4,0" width | | 160,- |
| 06-113-TA-45 | 13" drop base rim half outside, 4,5" width | | 162,- |
| 06-113-TA-50 | 13" drop base rim half outside, 5,0" width | | 162,- |
| 06-113-TA-55 | 13" drop base rim half outside, 5,5" width | | 164,- |
| 06-113-TA-60 | 13" drop base rim half outside, 6,0" width | | 164,- |
| 06-113-TA-65 | 13" drop base rim half outside, 6,5" width | | 175,- |
| 06-113-TA-70 | 13" drop base rim half outside, 7,0" width | 175,- | |
| 13" DB | 13" BBS drop base rim half, inside | | |
|  | 13" drop base rim half, 12 hole. Inner rim half. Blank surface. Without bore for valve. Rim parts with hump. Contact surface of the tire sandblasted. | | |
| 06-113-TI-30 | 13" drop base rim half inside, 3,0" width |  | 134,- |
| 06-113-TI-35 | 13" drop base rim half inside, 3,5" width | | 134,- |
| 06-113-TI-40 | 13" drop base rim half inside, 4,0" width | | 134,- |
| 06-113-TI-45 | 13" drop base rim half inside, 4,5" width | | 134,- |
| 06-113-TI-50 | 13" drop base rim half inside, 5,0" width | | 134,- |
| 06-113-TI-55 | 13" drop base rim half inside, 5,5" width | | 134,- |
| 06-113-TI-60 | 13" drop base rim half inside, 6,0" width | | 134,- |
| 06-113-TI-65 | 13" drop base rim half inside, 6,5" width | | 134,- |
| 06-113-TI-70 | 13" drop base rim half inside, 7,0" width | | 134,- |
| | Rim halves up to 10" width on request. | | |

13" FB



13" BBS flat-base rim half

13" flat-base rim half, 16 hole.
Inner and outer rim half. Polished surface. Without bore for valve.
Rim parts with hump. Contact surface of the tire sandblasted.

| | |
|-----------|--|
| 06-113-20 | 13" classic rim half, 2,0" width, weight: 0,78 kg. |
| 06-113-25 | 13" classic rim half, 2,5" width, weight: 0,93 kg. |
| 06-113-30 | 13" classic rim half, 3,0" width, weight: 0,95 kg. |
| 06-113-35 | 13" classic rim half, 3,5" width, weight: 1,04 kg. |
| 06-113-40 | 13" classic rim half, 4,0" width, weight: 1,22 kg. |
| 06-113-45 | 13" classic rim half, 4,5" width, weight: 1,29 kg. |
| 06-113-50 | 13" classic rim half, 5,0" width, weight: 1,40 kg. |
| 06-113-55 | 13" classic rim half, 5,5" width, weight: 1,50 kg. |
| 06-113-60 | 13" classic rim half, 6,0" width, weight: 1,52 kg. |
| 06-113-65 | 13" classic rim half, 6,5" width, weight: 1,66 kg. |
| 06-113-70 | 13" classic rim half, 7,0" width, weight: 1,72 kg. |

Rim halves up to 10" width on request.



| |
|-------|
| 154,- |
| 157,- |
| 157,- |
| 159,- |
| 159,- |
| 162,- |
| 162,- |
| 164,- |
| 164,- |
| 175,- |
| 175,- |



Seal ring for three piece rims

Aluminium ring with special designed seal on the outer diameter.

| | |
|-----------|---|
| 06-200-12 | Aluminium ring for 13" drop base rims. Aluminium ring, 12 hole. |
| 06-200-16 | Aluminium ring for 13" flat-base rims. Aluminium ring, 16 hole. |



| |
|-------|
| 32,- |
| 46,50 |

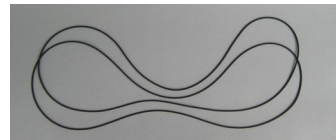
The ring will be assembled between the rim halves as a seal. No liquid sealant must be used for the assembly.

Seal for aluminium ring

| | | |
|-------------|--|------|
| 06-200-12-1 | Single seal as spare for aluminium ring 06-200-12. | 14,- |
| 06-200-16-1 | Single seal as spare for aluminium ring 06-200-16. | 14,- |

It is recommended to replace this seal at each assembly! The rubber seal has to be assembled to the aluminium ring without gluing.

| | | | |
|----------|---|----------|------|
| 06-201-1 | O-ring for aluminium ring O-ring to glue on aluminium ring 13" FB as well as 14" and 15" DB. For groove diameter 300 mm, (old design). | 2 pieces | 12,- |
|----------|---|----------|------|

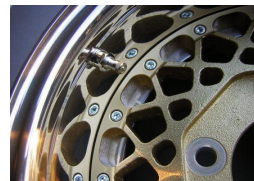


| | | | |
|--------|---|----------------|------|
| 06-910 | Mounting parts for three piece rim Spiess Mounting parts for screwing the rim halves and the rim centre. Set for one rim. 16 screws M6x40, grade 10.9, galvanized. 16 nuts, self-locking, increased height. 16 washers. | Set, 48 pieces | 18,- |
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Mounting parts for three piece rim BBS

| | | | |
|-----------|--|-----|------|
| 06-911-12 | Set of screws, washers and nuts to mount the rim halves to the BBS rim centre. Set of screws for one rim, 12 pieces, high strength screws, self-locking nuts, washers. For 13" drop base rims. | Set | 16,- |
| 06-911-16 | Set of screws for one rim, 16 pieces, high strength screws, self-locking nuts, washers. For 13" flat-base and 14" and 15" drop base rims. | Set | 18,- |

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| 06-210 | Aluminium valve for BBS classic rim Light weight aluminium valve to screw to the BBS rim half. Valve for bore diameter 11 mm. | 9,- |
|--------|---|-----|








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| 06-211 | Aluminium plug for valve hole The aluminium plug with rubber seal and hexagon nut locks a non used valve hole in the rim. For bore diameter 11 mm. | 12,- |
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| | | |
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| 06-239 | Valve for small rim halves Small valve for Ø8 mm bore diameter. | 9,- |
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The valve can be assembled on a small rim half. Minimum distance of the bore centre to the rim centre 7 mm.



| | | | | |
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| | Inside valves | | | |
| 06-240 | Inside valve with flat cap. Valves for bore diameter 11 mm. Set includes four valves and adapter for air fill. |  | Set, 4 pieces | 34,- |
| 06-240-1 | Ditto. Valves for bore 8 mm. | | Set, 4 pieces | 34,- |
| | <i>For best rim design and easier cleaning of the rim. The valves will be filled with a separate adapter.</i> | | | |
| 06-242 | Rubber valve, chromed Short rubber valve with chromed casing and cap. For bore diameter 11 mm. Length of valve 20 mm. |  | | 5,- |
| | <i>The rubber valve can also be assembled without the chromed parts and a plastic cap.</i> | | | |
| 06-243 | Rubber valve Standard rubber valve. For bore diameter 11 mm. Length of valve 42 mm. |  | | 2,- |
| 06-244 | Valve extension, 90° offset Valve extension with 90° offset to be screwed on a standard valve. Additional height from the top of the standard valve: 18 mm. Length of the valve (sidewise): 36 mm. | | | 8,50 |
| | <i>The valve extension can be assembled to a standard valve, that is assembled to the inner rim half (i.e. on Spiess rims with 2" halves outboard side). The valve can be handled through the rim centre from the outside of the rim. The clearance to the brake system components has to be checked.</i> | | | |
| 06-245 | Rubber valve, 90° offset Rubber valve, 90° offset for bore diameter 11 mm. |  | | 7,- |
| | <i>The valve extension can be assembled to a standard valve, that is assembled to the inner rim half (i.e. on Spiess rims with 2" halves outboard side). The valve can be handled through the rim centre from the outside of the rim. The clearance to the brake system components has to be checked.</i> | | | |
| | Wheel nut M10x1 | | | |
| 06-411 | Standard wheel nut M10x1 for steel rim, galvanized. |  | | 4,50 |
| 06-411-20 | Standard wheel nut M10x1 for steel rim, galvanized. Set for one car. | | 20 pieces | 79,- |

07 Suspension

Sport suspension sälzer motorsport

Shock absorbers in mono tube gas pressure technology. Adjustable height on front- and rear axle. Reduction of body height by app. 50 to 70 mm depending on the position of the spring support. The suspension kit **sälzer motorsport** includes all mounting parts and spring supports as shown on the picture.











| | | |
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| 07-200-01 | <p>Sport suspension sälzer motorsport Front axle: Aluminium shock absorbers with lower ball joint and reinforced piston rod Ø14 mm. Sport spring with spring rate 50 N/mm. Rear axle: Steel-shock absorber with reinforced piston rod Ø14 mm. Integrated rebound to allow the assembly of short springs. Adjustable height for sport spring including lower spring support for rear body arm. Sport spring with spring rate 70 N/mm. Differing spring rates on request.</p> | 1598,- |
| 07-200-02 | <p>do., but additionally damping power manually adjustable from the outside of the shock absorber.</p> | 2198,- |










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| 07-201 | <p>Sport suspension, shock absorber for front axle Aluminium shock absorbers with lower ball joint and reinforced piston rod Ø14 mm. Spring support for Spring with inner diameter of 60 mm.</p> | 2 pieces 598,- |
| 07-201-2 | <p>Sport suspension, shock absorber for front axle, adjustable do., but additionally damping power manually adjustable from the outside of the shock absorber.</p> | 2 pieces 849,- |
| 07-211 | <p>Sport suspension, shock absorber for rear axle Steel-shock absorber with reinforced piston rod Ø14 mm. Integrated rebound to allow the assembly of short springs.</p> | 2 pieces 498,- |
| 07-211-2 | <p>Sport suspension, shock absorber for rear axle, adjustable do., but additionally damping power manually adjustable from the outside of the shock absorber.</p> | 2 pieces 668,- |
| 07-212-70 | <p>Adjustable height for rear axle Adjustable height for the rear axle for lowering of the car of 40 to 70 mm. Spring supports from high grade aluminium, hard anodized. Springs with spring rate 70 N/mm. Upper spring support with trapezoid thread for adjustable height. Set for one car.</p> | 2 pieces 449,- |
| 07-212-xx | <p>ditto. with spring rate on request, 50, 60, 70 or 80 N/mm.</p> | |
| 07-213-50 | <p>ditto. for lowering of the car of 20 to 40 mm. Spring rate 50 N/mm.</p> | |

For the use of shortened springs the rear shock absorbers have to be equipped with a limitation of the rebound, so that the spring in complete rebound condition is still under preload.



| | | |
|---|--|----------------|
| 07-100 | Sport suspension Bilstein | 1098,- |
|  | Complete suspension "ready to race" consisting of Bilstein shock absorbers and body springs sälzer motorsport including spring supports and assembly parts. Reduction of body height by app. 50 to 70 mm depending on the position of the spring support. | |
| | The suspension consists of the shock absorbers item-no. 07-128 and 07-028, the body springs item-no. 07-131-1 and 07-030-1 and the spring support item-no. 07-036-1. To realize a continuously adjustable height at the front axle, item-no. 07-129 can be assembled additionally. | |
| |  | |
| 07-127 | Shock absorbers for the front axle | 2 pieces 168,- |
| |  | |
| 07-128 | Bilstein gas pressure shock absorbers for the front axle | 2 pieces 458,- |
|  | Lower spring support adjustable on three different height by snap ring. Stepped spring support from aluminium for body spring with an inner diameter of 60 mm. | |
| |  | |
| 07-129 | Adjustable height for Bilstein shock absorbers | Set 159,- |
| | Threaded bush for assembly to the front shock absorber item-no. 07-128. Plane spring support for a body spring with an inner diameter of 60 mm. Set for one axle. Material: high grade aluminium, anodized. | |
| | <i>An easy adjustment of the body height is useful in case the car is used on normal road and on race tracks. The threaded bush is designed so, that the spring support can be adjusted directly above the lower chassis arm.</i> | |
| |  | |
| | Adjustable height for Koni front axle shock absorbers | |
| | Threaded bush for assembly to Koni front shock absorbers. Plane spring support for a body spring with an inner diameter of 60 mm. Set for one axle. Material: threaded bush steel, spring support anodized aluminium. | |
| 07-129-1 | Threaded bush for front shock absorber Koni Classic. For shock absorber diameter 42,2 mm. | Set 159,- |
| 07-129-2 | Threaded bush for front shock absorber Koni. For shock absorber diameter 43,2 mm. | Set 159,- |
| | <i>The bushings are designed so, that the spring support can be adjusted app. 10 mm above the lower chassis arm. The suspension can be adjusted by app. 25 mm.</i> | |
| |  | |
| 07-129-9 | Hook wrench set for threaded rings | Set 21,- |
| | Two hook wrench tools for the threaded rings on the height adjustment. | |
| 07-027 | Shock absorbers for the rear axle | 2 pieces 168,- |
| | Shock absorber for the rear axle NSU 1000, TT, TTS or 1200C. Reinforced piston rod with 12,5 mm diameter. | |
| |  | |
| 07-028 | Bilstein gas pressure shock absorbers for the rear axle | 2 pieces 396,- |
|  | Shock absorbers including limitation of rebound. | |
| |  | |
| | <i>The rear shock absorbers are build with a limitation of the rebound, so that a short body spring in complete rebound condition is still under preload.</i> | |

| | | | |
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| Fitting parts for shock absorbers | | | |
| 07-170 | Fitting set for front shock absorber. For piston rod 10 mm, nuts M10 and M10x1. Set for one shock absorber. |  | 12,- |
| 07-171 | Hollow rubber spring for front shock absorber. For piston rod 10 mm, height 60 mm, to be shortened by 20 mm or 40 mm. | | 9,- |
| 07-172 | Fitting set for rear shock absorber. For piston rod and threaded pin 10 mm, nuts M10 and M10x1. Parts for upper and lower mounting of one shock absorber. | | 24,- |
| Body spring, front | | | |
| <i>The body height will be reduced by app. 50 to 70 mm depending on the position of the spring support. The use of reinforced shock absorbers is recommended.</i> | | | |
| 07-131-1 | Length 180 mm, inner diameter 60 mm. Spring rate 49,5 N/mm. Material: spring steel. |  | 2 pieces 129,- |
| Body spring, rear | | | |
| Length 200 mm, inner diameter 64 mm. | | | |
| 07-030 | Material: spring steel, stainless. Spring rate 39 N/mm. |  | 2 pieces 149,- |
| 07-030-1 | Material: spring steel. Spring rate 45,5 N/mm. | | 2 pieces 129,- |
| <i>The body height will be reduced by app. 50 to 70 mm depending on the position of the upper spring support. The use of reinforced shock absorbers is recommended. The use of short body springs at the rear axle recommends a limitation of the active spring way in order to preload the spring under any driving condition.</i> | | | |
| 07-036-1 | Adapter for rear body spring The adapter centres the spring 07-030 or 07-030-1 at the spring support at the body. Length of centring 40 mm. Material: aluminium. |  | 2 pieces 74,- |
| <i>The upper spring support in combination with the adapter acts as spring support. The support at the chassis arm must not be changed.</i> | | | |
| Spacer for adjustment of body height | | | |
| The use of the aluminium spacers in combination with the adaptor 07-036-1 allows the adjustment of the rear body height up to 20 mm. | | | |
| 07-037-5 | Spacer, Ø64/Ø84x5 mm. |  | 2 pieces 34,- |
| 07-037-10 | Spacer, Ø64/Ø84x10 mm. | | 2 pieces 34,- |
| Body springs, standard | | | |
| Body springs for NSU 1000, TT, TTS and 1200C rear axle. Black powder-coated. | | | |
| 07-040 | Body spring for the front axle. |  | 2 pieces 128,- |
| 07-041 | Body spring for the rear axle. | | 2 pieces 148,- |
| <i>The springs have the standard NSU design. They also can be shortened and used for lowering the car according the NSU works approvals.</i> | | | |
| Race springs | | | |
| Race suspension springs with linear characteristic made from extremely solid spring steel. The springs have a reduced weight and more travel for a given spring rate than springs made from usual spring steel. The inner diameter of the springs is 60 mm. The springs are red powder-coated. | | | |
| 07-230-180-40 | Race spring, Ø60, l=180, spring rate 40 N/mm |  | 2 pieces 178,- |
| 07-230-180-50 | Race spring, Ø60, l=180, spring rate 50 N/mm | | 2 pieces 178,- |
| 07-230-180-60 | Race spring, Ø60, l=180, spring rate 60 N/mm | | 2 pieces 178,- |
| 07-230-180-70 | Race spring, Ø60, l=180, spring rate 70 N/mm | | 2 pieces 178,- |
| 07-230-180-75 | Race spring, Ø60, l=180, spring rate 75 N/mm | | 2 pieces 178,- |
| 07-230-180-80 | Race spring, Ø60, l=180, spring rate 80 N/mm | | 2 pieces 178,- |
| 07-230-200-40 | Race spring, Ø60, l=200, spring rate 40 N/mm | | 2 pieces 178,- |
| 07-230-200-50 | Race spring, Ø60, l=200, spring rate 50 N/mm | | 2 pieces 178,- |
| 07-230-200-60 | Race spring, Ø60, l=200, spring rate 60 N/mm | | 2 pieces 178,- |
| 07-230-200-70 | Race spring, Ø60, l=200, spring rate 70 N/mm | | 2 pieces 178,- |
| 07-230-200-80 | Race spring, Ø60, l=200, spring rate 80 N/mm | 2 pieces 178,- | |
| 07-232-250-44 | Race spring, Ø64, l=254, spring rate 44 N/mm | 2 pieces 198,- | |
| 07-232-250-53 | Race spring, Ø64, l=254, spring rate 53 N/mm | 2 pieces 198,- | |
| 07-232-250-61 | Race spring, Ø64, l=254, spring rate 61 N/mm | 2 pieces 198,- | |
| 07-232-250-70 | Race spring, Ø64, l=254, spring rate 70 N/mm | 2 pieces 198,- | |

We will advise you on the selection of springs to fit to your NSU car. Please ask for an individual offer.

Race springs with helper spring

Race spring with helper spring for the mounting on the NSU front axle. Set consisting of two main springs, adapter rings and helper springs. The inner diameter of the springs is 60 mm. The springs are red or black powder-coated.

- 07-231-160-50 Race spring, Ø60, l=160, spring rate 50 N/mm, plus helper 20 mm block length.
- 07-231-160-60 Race spring, Ø60, l=160, spring rate 60 N/mm, plus helper 20 mm block length.
- 07-231-160-70 Race spring, Ø60, l=160, spring rate 70 N/mm, plus helper 20 mm block length.
- 07-231-160-80 Race spring, Ø60, l=160, spring rate 80 N/mm, plus helper 20 mm block length.



- Set 319,-
- Set 319,-
- Set 319,-
- Set 319,-

The use of a spring system with helper spring is recommended on lowered cars and stronger spring rates. In normal condition the helper spring is on block but gives additional spring travel in case of rebound of the body arms. In addition the responding behaviour of the main spring is improved.

Rubber-metal bearings for bearing of the chassis arms, Type 67

Rubber-metal bearings in standard quality, galvanized, phosphated.



- 07-010 Rubber-metal bearing for rear chassis arm. Standard design. 13,-
- 07-110 Rubber-metal bearing for axle body including locking nuts. 32,-
- 07-111 Rubber-metal bearing for kingpin including locking nuts. 28,-
- 07-112 Rubber-metal bearing for lower kingpin support. 15,-
- 07-113 Rubber-metal bearing for lower front chassis arm. 15,-
- 07-001 Rubber-metal bearings, complete set for one car. 14 pieces 259,-
- 07-001-V Rubber-metal bearings, complete set for front axle. 10 pieces 209,-

07-011 Rubber-metal bearing for rear chassis arm. Reinforced design.

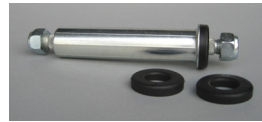
24,-

The stiff bearing results in an optimized handling of the car under load changes.



- 07-110-5 **Axial rubber stop for axle body**
Single axial rubber for replacement on the rubber-metal bearing 07-110.

2 pieces 7,-



Rubber-metal bearings for bearing of the chassis arms, 1200 C and Thurner

Rubber-metal bearings in standard quality, galvanized, phosphated.



- 07-010 Rubber-metal bearing for rear chassis arm. Standard design. 13,-
- 07-116 Rubber-metal bearing in the axle body for lower body arm. 18,-
- 07-117 Rubber-metal bearing in the axle body for upper body arm. 17,-
- 07-002 Rubber-metal bearings, complete set for one car. 10 pieces 149,-
- 07-002-V Rubber-metal bearings, complete set for front axle. 6 pieces 99,-

Plastic bushings for bearing of the chassis arms




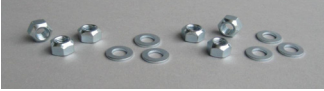









The plastic bushings replace the standard rubber-metal bearings at the front axle and the rear chassis arms.

- 07-010-P Plastic bushing for rear chassis arm including inner steel bushing, galvanized. 29,-
- 07-110-P Plastic bushing for axle body including inner bolt and locking nuts. 39,-
- 07-111-P Plastic bushing for kingpin including inner bolt and locking nuts. 39,-
- 07-112-P Plastic bushing for lower kingpin support including inner steel bushing, galvanized.. 24,-
- 07-113-P Plastic bushing for lower front chassis arm including inner steel bushing, galvanized. 24,-
- 07-001-P Plastic bushing, complete set for one car. 14 pieces 385,-
- 07-001-P-V Plastic bushing, complete set for front axle. 10 pieces 289,-







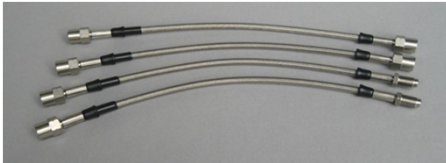

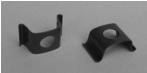


By the use of plastic bushings the dynamic changing in axle geometry will be limited. There is a precise guiding of the parts of the suspension and with this a precise steering- and braking behaviour of the car.






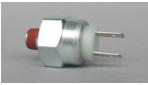


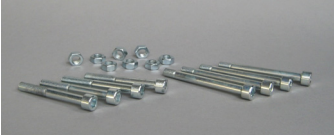


The used plastic material is impact- and wear-resistant. The special design of the plastic bushings avoids the displacement of the bearings under load.

| | | | | |
|-----------|--|---|---------------|-------|
| 07-012 | Screw for rear chassis arm Screw for rubber-metal bearing in the rear chassis arm including self locking nut. |  | 4 pieces | 32,- |
| 07-013 | Ball joints for rear body arms Conversion kit for bearing of the rear body arms with ball joints. The maintenance free ball joints (chrome steel / PTFE) are preassembled to the adapters and will be mounted to the bores in the body arms like the standard bushes and tightened with the standard screws. Set consisting of four ball joints and adapters to be mounted to the bores in the body arms. <i>The bearing with ball joints results in a precise and warp resistant guiding of the rear body arms. By this a stable driving behaviour is realized at fast change in direction and load (i.e. slalom).</i> |  | 4 pieces | 229,- |
| 07-014 | Fitted bolts for rear body arms Fitted bolt for the bearings in the rear body arms. Including self locking nut. <i>The fitted bolts have a precise grinded shaft and are specially recommended for the use with the ball joint bearings item 07-013.</i> |  | 4 pieces | 36,- |
| 07-015 | Screw set for the rear body arms Self-locking nuts and special hardened washers for the forward screwing of the rear body arms at the chassis. |  | Set, 6 pieces | 12,- |
| 07-115 | Locking nut for body arm Locking nut M12x1 for the body arms at the front axle. |  | 12 pieces | 1,50 |
| 07-115-12 | Set locking nuts for the body arms at the front axle. | | | 14,- |
| 07-122 | Rubber block in the lower front body arm |  | | 8,50 |
| 07-123 | Limit stop on the axle body Parabolic upper limit stop at the axle body. Short version, height 44 mm. |  | | 19,- |
| 07-123-5 | Screw connection for limit stop at the axle body. | | Set | 2,- |
| 07-125 | Screw connection for the front body arms Screw for the lower front body arm including self-locking nut. Tempered steel with higher tensile strength than the standard part. <i>For dismantling the fine thread is protected by a gudgeon on the end of the thread.</i> |  | | 32,50 |
| 07-125-2 | Washers for screw connection of the front body arm Washers for screw item-no. 07-125. Set, 4 pieces. |  | Set | 14,- |
| 07-126 | Fitted bolt for support for track enlargement Screw for the lower support on the king pin including self-locking nut. Tempered steel with higher tensile strength than the standard part. <i>For dismantling the fine thread is protected by a gudgeon on the end of the thread.</i> |  | | 21,- |
| 07-140 | Support for track enlargement The support is milled from high-grade steel. The support has the same geometry as the original TTS part. Delivery without rubber-metal bearing. <i>By assembly of the support a track enlargement of 26 mm and additional negative camber of 1,7° will be realized.</i> |  | | 119,- |
| 07-141 | Eccentric for adjustment of camber at the front axle A plastic bushing replaces the standard rubber-metal bearing in the kingpin. The adjustment of the camber is handled by an eccentric bolt with a locking device. Adjustment +/- 0,7° each side. Set for both sides including bushings, eccentrics, washers and lock nuts. <i>The camber at the standard front axle is tolerated only roughly and in most cases differs from side to side. The use of the eccentrics allow a bilaterally equal adjustment of the camber.</i> |  | Set | 139,- |
| 07-154-4 | Screw for front axle body Mounting screw for the front axle body on the chassis. |  | 4 pieces | 24,- |



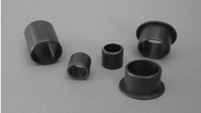
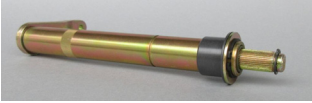
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| 07-160 | <p>Torsion arm for front axle, reinforced Torsion arm made from high-grade steel. Rod diameter 16 mm.</p>   <p><i>The reinforced torsion arm reduces the tilting of the body at forced drive or changing loads. The benefits are exact steering to curves, less spring at forced curve driving and due to this a better traction.</i></p> | 175,- |
| 07-161-14 | <p>Support of front torsion arm, inboard Inner rubber bushing for torsion arm 14 mm (series) incl. mounting parts. Set, two pieces.</p> | 46,- |
| 07-161-16 | <p>Inner rubber bushing for reinforced torsion arm 16 mm incl. mounting parts. Set, two pieces.</p>  <p><i>The metal brackets are equipped with slot holes on both sides. By this the bracket can also be assembled in case the position of the torsion arm has a specific offset on a lowered car.</i></p> | 46,- |
| 07-162 | <p>Support of front torsion arm, outboard Support of front torsion arm, outboard side</p> | 35,- |
| 07-162-14 | Rubber bushing outboard side on the front torsion arm 14 mm (standard). | 9,- |
| 07-162-16 | Rubber bushing outboard side on the front torsion arm 16 mm. | 11,- |
| 07-180 | <p>King pin King pin bolt made from high grade stainless steel. Screwed end with journal for the protection of the fine thread. Delivery including castle nut and cotter. Delivery without rubber-metal bearing.</p>   | 168,- |
| 07-181 | <p>Bushing for king pin Bushing with spiral groove for the bearing of the king pin.</p> | piece 8,50 |
| 07-181-4 | Set for one car (4 pieces). | 4 pieces 32,- |
| 07-182 | <p>Plastic washer at king pin Plastic washer between king pin and steering knuckle. Set for one axle.</p> <p><i>Like the standard part, the washers are made from elastic, impact-resistant material with excellent surface slip.</i></p>  | 4 pieces 10,- |
| 07-183 | <p>Locking nut for king pin Castle nut and cotter pin for king pin. Set for one axle.</p>  | Set 9,- |
| 07-184 | <p>Grease nipple for steering knuckle Grease nipple M6, galvanized, for steering knuckle.</p>  | 2 pieces 3,- |
| 07-185 | <p>Nut for drop arm Nut and washer for the drop arm at the steering knuckle.</p>  | 2 pieces 6,- |
| 07-186 | <p>Bushing for steering knuckle Steel bushing to seal the cross-hole in the steering knuckle.</p>  | 7,50 |
| 07-309 | <p>Hollow rubber spring for rear body arm Hollow rubber spring in the rear body spring.</p>  | 19,- |
| 07-310-1 | <p>Supports for body springs Upper rubber support for the rear body spring on the chassis.</p> | 14,- |
| 07-310-2 | Lower rubber support for the rear body spring on the body arm. | 15,- |
| 07-311 | Rubber washer for the front body spring, upper and lower position. | 9,50 |
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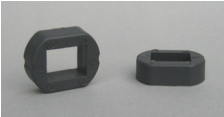
| 08 Brake system | | | |
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| Reservoirs for brake fluid | | | |
| 08-003 | Reservoir incl. bracket and connecting hose to the standard brake oil tube. |  | 38,50 |
| 08-003-1 | Reservoir with two connections, incl. bracket. For dual brake circuit. | | 44,50 |
| 08-004-1 | Connecting hose on the brake fluid reservoir Single connecting hose to the standard brake oil tube. | | 1,50 |
| 08-004 | Fluid hose to brake oil reservoir <i>The flexible fluid hose to the brake fluid reservoir is resistant against brake fluid. In case a non resistant hose material will be used plasticizers will get into the brake fluid and damage the piston linings in the system.</i> |  | 1 meter 14,- |
| Connectors to master cylinder | | | |
| 08-010-3 | Elbow with 95° angle for connection of fluid hose to the master cylinder. |  | 4,- |
| 08-009-1 | Rubber plug for elbow connector. | | 5,- |
| 08-005 | Brake disk, ventilated The hub is made from high-strength aluminium. For racing use only! The effective brake surface and diameters are the same as from the standard brake disk. Disk and hub are connected by fitted bolts. The use of wider brake callipers is necessary. (Conversion kit 08-015). <i>Due to the ventilation and the aluminium hub the heat dissipation from the disk is improved.</i> |  | 2 pieces 418,- |
| 08-005-9 | Mounting parts for brake disk Mounting parts for standard brake disk to the front wheel hub. Set for two brake disks. 10 hexagon screws M8x1, grade 10.9, wrench size 14. 10 nuts M8x1. |  | Set 36,- |
| Stahlflex brake hoses Teflon brake hoses covered with meshed stainless steel wires for NSU 1000, TT, TTS. Fittings made from stainless steel. Precise manufactured conical nipples to fit to standard DIN-F-flare. The hoses will be delivered including vehicle operating permit. Set consisting of four brake hoses or as pair for one axle. | | | |
| 08-006 | Stahlflex brake hoses, set for car with front brake disks. | | Set 158,- |
| 08-006-1 | Stahlflex brake hoses, set for car with front brake drums. | | Set 158,- |
| 08-006-2 | Stahlflex brake hoses for front axle with brake disks. | | Pair 79,- |
| 08-006-3 | Stahlflex brake hoses for front axle with brake drums. | | Pair 79,- |
| 08-006-4 | Stahlflex brake hoses for rear brake. | | Pair 79,- |
| |  |  | |
| <i>The use of the Stahlflex brake hoses results in a direct braking response. Compared to the standard rubber hoses the Teflon brake hoses have no deterioration of quality. The meshed steel wires protect them from outer damage.</i> | | | |
| Brake hoses for front axle | | | |
| 08-007 | Brake hose for front axle 1000, TT, TTS, Prinz 4, disk brake. | | 23,- |
| 08-007-1 | Brake hose for front axle 1200, Typ110, drum brake and disk brake. | | 23,- |
| 08-008 | Brake hose for front axle 1000, TT, TTS, Prinz 4 drum brake. | | 21,- |
| Brake hoses for rear axle | | | |
| 08-008 | Brake hose for rear axle 1000, TT, TTS, 1200, Typ110 |  | 21,- |
| 08-008-1 | Brake hose for rear axle Prinz 4 | | 21,- |
| 08-007-5 | Clip for fixation of the brake hose Clip for fixation of the brake hose to the mounting points at the front axle, brake callipers and rear body arms. |  | 2,- |

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| 08-009 | Brake master cylinder, standard Standard brake master cylinder for the NSU Type 67 disk brake system. |  | 219,- |
| 08-009-2 | Repair kit for brake master cylinder Repair kit for brake master cylinder 08-009. |  | 49,50 |
| 08-009-3 | Spacer plate on the brake master cylinder Plate between brake master cylinder and front axle body. <i>The assembly of the spacer plate results in the correct play between actuating rod and piston inside the master cylinder.</i> |  | 5,- |
| 08-009-5 | Mounting set for brake master cylinder Screw set for mounting the brake master cylinder to the axle casing. |  | 12,- |
| 08-010 | Conversion kit for dual circuit braking system Brake master cylinder for dual circuit system with piston diameter 17 mm. Conversion kit consists of master cylinder, adapter and mounting parts for assembly to axle casing, piston rod, adapter for fluid pipe to reservoir, 1,5 m flexible fluid pipe, assembly instruction. <i>Mechanical processing of body is necessary in order to adapt the cylinder to the axle casing. Master cylinders with wider piston diameter than 17 mm will result in higher pedal forces and with this to worse dosage of brake pressure.</i> |  | 449,- |
| | Wheel brake cylinder Wheel brake cylinder including valve. | | |
| 08-011-15 | Wheel brake cylinder, nominal diameter 15 mm. |  | 48,50 |
| 08-011-17 | Wheel brake cylinder, nominal diameter 17 mm. | | 54,50 |
| 08-011-19 | Wheel brake cylinder, nominal diameter 19 mm. | | 68,50 |
| | Repair kit for wheel brake cylinder Repair kit for one wheel brake cylinder; two dust caps and two piston seals. | | |
| 08-011-15-1 | Repair kit for wheel cylinder, nominal diameter 15 mm. |  | 10,50 |
| 08-011-17-1 | Repair kit for wheel cylinder, nominal diameter 17 mm. | | 10,50 |
| 08-011-9 | Screw for wheel brake cylinder Screws and shims for mounting of the wheel brake cylinders on the brake anchor plate. Set, four pieces for two brake cylinders. |  | 4 pieces 2,- |
| 08-015 | Conversion kit for brake callipers for ventilated brake disk Conversion kit including spacers, high-strength screwing, seals, assembly instruction. Kit for two brake callipers, 36-pieces. For racing use only! <i>The standard brake calliper will be broadened to enable the assembly of the ventilated brake disk 08-005.</i> |  | 198,- |
| 08-015-1-1 | Seal on the split plane of the brake calliper Seal Ø6/10x2, resistant against brake fluid. |  | 4 pieces 10,- |
| 08-015-6 | Mounting parts for broadened brake callipers Mounting parts (flat spring and splint) for the brake pads in the broadened brake callipers. Kit for two brake callipers. |  | 52,- |
| 08-015-10 | Mounting screw for standard brake calliper Hexagon screw with thread M10x1, quality grade 10.9. | | 2,50 |
| | Bleeder valves for brake system | | |
| 08-016-1 | Bleeder valve M6x28 for brake calliper |  | 2,- |
| 08-016-2 | Bleeder valve M6x38 for wheel cylinder (NSU front and rear) | | 2,50 |
| 08-016-3 | Bleeder valve M7x28 for brake calliper | | 3,50 |
| 08-016-8 | Bleeder valve M10x1, short version, 30 mm length. | | 3,50 |
| 08-016-9 | Dust cap for bleeder valve | | 0,50 |
| | Hand brake cable | | |
| 08-020 | Hand brace cable for vehicle type Prinz 1000, 1000C, 1200C, TT, TTS. |  | 39,50 |
| 08-021 | Hand brake cable for 1200 C, Typ 110 - one cable for both sides. | | 82,- |

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| 08-030 | <p>Brake tube line Brake tube line Ø4,75 mm from copper nickel alloy. The brake tube line is seamless drawn and 100% controlled by eddy-current test. Screw fittings to fit to this brake tube line: item 08-031.</p> <p><i>This brake tube line is recommended for the tailoring of self-made brake tube lines. Easy handling in bending the lines and easy application of the flare connections. The brake tube line can not corrode and due to this often is used for the restoration of classic cars.</i></p> |  | 7,5 meter | 42,- |
| <p>Brake tube lines Brake tube lines in straight length, made from zinc plated, plastic coated brake tube Ø4,75 mm. Both ends with connector M10x1 and F-type flare connection (standard).</p> | | | | |
| 08-030-1 | Brake tube lines. Set for car with brake disks. |  | 8 pieces | 52,- |
| 08-030-2 | Brake tube lines. Set for car with brake drums. | | 6 pieces | 45,- |
| 08-030-135 | Brake tube line for brake calliper, straight length. |  | set | 4,- |
| 08-030-135-1 | Brake tube line for brake calliper, s-shape, set for right and left side. | | 24,- | |
| 08-030-225 | Brake tube line master cylinder to rear circuit. | | 4,50 | |
| 08-030-500 | Brake tube line front left. | | 7,- | |
| 08-030-550 | Brake tube line rear left or right. | | 8,- | |
| 08-030-800 | Brake tube line front right. | | 8,- | |
| 08-030-2215 | Brake tube line to rear axle. | | 16,- | |
| <p><i>From the straight tubes the original brake tubes can be bended upon a pattern. For bending a log wood / hammer shaft can be used.</i></p> | | | | |
| 08-031 | Screw fitting for brake tube |  | 10 pieces | 1,20 |
| 08-031-10 | Screw fitting M10x1 for brake tube Ø4,75 mm, galvanized, wrench size 11 mm. | | 10,- | |
| 08-032 | T-fitting for brake tube T-fitting with three female threads M10x1 and cone for F-type flare connection. Material: brass. | | | 6,50 |
| 08-033 | Pressure valve for brake circuit Valve for system pressure in the rear brake circuit for cars with brake disks on the front axle. <i>The valve keeps a certain system pressure in the rear brake circuit. Standard part for cars with a front axle with brake disks.</i> |  | | 64,- |
| 08-034 | Stop light switch Stop light switch, double-pole with thread M10x1. |  | | 19,- |
| 08-040 | Repair set for brake callipers Repair set for two brake callipers, including: 4 brake pistons Ø38 mm, 4 piston linings, 4 rubber sleeves, 4 circlips for rubber sleeve, 2 valves for brake system, 2 dust caps for valves, 4 gaskets between the calliper halves. Grease for assembly, resistant against hydraulic fluid. |  | Set | 129,- |
| 08-040-1 | brake piston Ø38 mm, individual part. | | | 18,- |
| 08-040-3 | Seals for brake calliper Sealing for one brake calliper (piston diameter 38 mm). Set including: 2 piston linings, 2 rubber sleeves, 2 circlips for rubber sleeve. |  | | 23,- |
| 08-040-9 | Screw set for standard brake calliper Screws and nuts M7, high grade quality, galvanized and tempered. Set for two brake callipers. |  | Set | 59,- |
| <p>Brake calliper Standard brake calliper for the front axle. Diameter of the brake pistons 38 mm (standard). The brake callipers are produced completely new - including new castings!</p> | | | | |
| 08-041-L | Brake calliper, left |  | | 159,- |
| 08-041-R | Brake calliper, right | | | 159,- |
| <p>Brake disks Standard front brake disk.</p> | | | | |
| 08-042 | For front axle NSU Prinz 4, 1000, TT, TTS with brake disks. |  | 2 pieces | 79,- |
| 08-042-1 | For front axle NSU 1200 C, Type 110 with brake disks. | | 2 pieces | 79,- |

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| 08-045-L 08-045-R | Mounting bracket for brake hose on the brake calliper Mounting bracket for the brake hose on the brake calliper, left. Mounting bracket for the brake hose on the brake calliper, right. |  | 26,- 26,- |
| 08-045-L 08-045-R | Mounting bracket for brake hose on the axle beam Mounting bracket for brake hose on the axle beam, left side. Mounting bracket for brake hose on the axle beam, right side. |  | 22,- 22,- |
| 08-051 | Brake pad for brake disk Ferodo, racing compound DS 2500. <i>Brake pad with high friction level, suitable for track race.</i> <i>No homologation for road service.</i> |  | 4 pieces 86,- |
| 08-052 | Ferodo, racing compound DS 3000. <i>Brake pad with extreme high friction level, suitable for slalom, rallye and hill climb.</i> <i>No homologation for road service.</i> | | 4 pieces 104,- |
| 08-053 | Ferodo brake pads "premier". <i>Brake pad with increased friction level, suitable for road service.</i> | | 4 pieces 39,- |
| 08-055 | Mounting parts for standard brake callipers Mounting parts (flat spring and splint) for the brake pads in the standard brake callipers. Kit for two brake callipers. |  | 12,- |
| 08-060-1 08-060-2 | Brake fluid Brake fluid Ferodo DOT 4. 0,5 litre. For series cars and brakes. Brake fluid Ferodo Racing DOT 5.1. 0,5 litre. For racing purposes. |  | 12,- 16,- |
| 08-150 | Brake drum, rear Brake drum with diameter 180 mm. Material: cast steel. <i>The brake drum fits to the wheel hub 05-010 and is centred on the hub. See note at product 05-010.</i> |  | 115,- |
| 08-151 | Brake shoes, rear axle Brake lining for the rear brake drum Ø 180mm. Set for one axle. |  | Set 79,- |
| 08-151-5 | Brake shoes, rear axle Brake shoe set for drum brake Ø180 mm without brake lining but with 3 mm bores for rivets. Set for one axle. |  | Set 69,- |
| 08-151-6 | Ditto. Brake shoes with bores for 4 mm rivets - actual brake linings item 08-152. | | Set 69,- |
| 08-152 | Brake facing for brake drum Brake facing with high friction coefficient and excellent responding behaviour. Brake facing to rivet on brake shoes for brake drum Ø180 mm. Set including four brake facings and rivets. |  | Set 34,- |
| 08-153 | Support for brake shoes Steel support for rear brake shoes. <i>Slight wear at the support as well as on the contact area of the brake shoes result in longer pedal way and to reduced brake performance.</i> |  | 2 pieces 24,- |

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| 08-154 | Springs for brake shoes Springs for rear brake shoes, galvanized. Set for one car. |  | Set | 21,- |
| 08-157 | Brake anchor plate, rear Brake anchor plate for drum brake 180 mm, rear axle NSU 1000, TT, TTS. Model to fit for either right or left side of the car. |  | | 89,- |
| 08-158 | Screw for rear brake back plate Screws for mounting the brake anchor plate to the body arm. Set for one car. | | 8 pieces | 4,- |
| 08-210 | Bushings for bearing of the pedals Set consisting of 5 bushings. <i>The bushings are made from maintenance-free plastics with components of graphite and glass fibre. By use of the bushings a precise and smooth-running bearing of the pedal assembly is realized.</i> |  | Set | 19,- |
| 08-211 | Spacing washer at the pedal axle Axial spacing washer on the pedal bracket. |  | | 4,- |
| 08-211-1 | Snap ring on the pedal bracket. | | | 1,- |
| 08-211-2 | Snap ring on the axle for the gas pedal. | | | 1,- |
| 08-215 | Rubber stop for pedal Rubber stop for brake and clutch pedal to floor plate. |  | | 6,- |

| 09 Steering | | | |
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| 09-010 | <p>Steering hub for sports steering wheel Steering hub from aluminium with two hole circles to fit to the NSU steering column and various sports steering wheels.</p> <p>Threaded holes M5, pitch circle 6x 70 mm for steering wheels Momo, OMP, Sparco, ... Threaded holes M6, pitch circle 6x 74 mm for steering wheels Raid, Nardi, Selm, ... Steering hub including contact pin for horn.</p> |  | 159,- |
| 09-011 | <p>Nut for steering hub Nut for steering column.</p> |  | 1,50 |
| 09-011-1 | <p>Shim for nut for steering column.</p> |  | 0,50 |
| 09-012 | <p>Seal ring for steering column Rubber seal for the steering column in the chassis.</p> |  | 6,50 |
| 09-120 | <p>Tie rod, adjustable Standard adjustable tie rod, incl. self locking nuts.</p> <p><i>In case of assembly of short upper body arms also the standard non adjustable tie rod has to be replaced by an adjustable (shorter) one in order to allow adjustment of the toe-in.</i></p> |  | 69,- |
| Spare parts for adjustable tie rod | | | |
| 09-120-L | Ball joint, left hand thread. |  | 29,- |
| 09-120-R | Ball joint, right hand thread. |  | 29,- |
| 09-120-1 | Boot for ball joint including locking rings. |  | 7,- |
| 09-121 | <p>Tie rod, 1200C Standard tie rod for the front axle of the NSU 1200.</p> |  | 56,- |
| 09-131 | <p>Slide bushing for steering rack Bushing in the front axle for the guidance of the steering rack.</p> | | set, 2 pieces 19,- |
| 09-131-R | Bushing in the axle casing |  | 9,50 |
| 09-131-L | Bushing in the steering gear housing | | 9,50 |
| <i>Like the standard part, the washers are made from elastic, impact-resistant material with excellent surface slip.</i> | | | |
| 09-135 | <p>Boot for steering rack Boot for steering rack in the front axle.</p> |  | 14,- |
| Bushings for steering column | | | |
| 09-140 | Bushing for steering column. Upper larger bushing in the aluminium support. |  | 9,50 |
| 09-141 | Bushing for steering column. Upper smaller bushing in the direction indicator switch. | | 9,50 |
| 09-201 | <p>Protection cap for steering gear box Protection cap for nut on the end of the steering column.</p> |  | 6,- |

10 **Oil cycle**

Front oil coolers

Front oil cooler made from aluminium. Cooler height 100 mm, depth 55 mm.
Rock guard with 2 mm web thickness for maximum air flow and cooling efficiency.



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| 10-008-300 | Oil cooler, width 300 mm , threads M18x1,5, total width connections 360 mm. This front oil cooler is the standard NSU TTS oil cooler. | 419,- |
| 10-008-400 | Oil cooler, width 400 mm , threads M18x1,5, total width connections 460 mm. | 429,- |
| 10-008-620 | Oil cooler, width 620 mm , threads M18x1,5, total width connections 680 mm. | 498,- |

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| 10-008-950 | Front oil cooler, racing Front oil cooler made from aluminium. Cooler height 77 mm, depth 55 mm. Total width 950 mm, threads M18x1,5, total width connections 900 mm. Rock guard with 2 mm web thickness for maximum air flow and cooling efficiency. Black painted. | 889,- |
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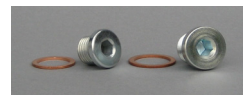
This front oil cooler corresponds to the NSU racing oil cooler. Due to actual cooler technology the cooling efficiency is improved and the cooler has less weight compared with the original cooler.

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| 10-010 | Oil drain plug with oil temperature pick-up Oil drain plug with standard thread M24x1,5 including oil temperature pick-up up to 150 °C (item-no. 13-201). | 49,- |
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| 10-011 | Assembly tool for oil drain plug Hexagon socket tool with 17 mm width to fit to part 10-010 with recess for oil temperature pick-up. <i>The oil temperature pick-up is directly applied to the drain plug. So there is no need to machine an additional adapter to the oil sump. The special tool is required to assemble and disassemble the drain plug 10-010.</i> | 10,- |
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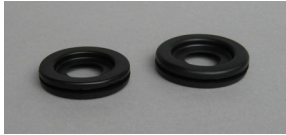

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| | Oil drain plugs Oil drain plug with copper seal ring. | |
| 10-012-16 | Oil drain plug M16x1,5 | 4,50 |
| 10-012-18 | Oil drain plug M18x1,5 | 5,- |

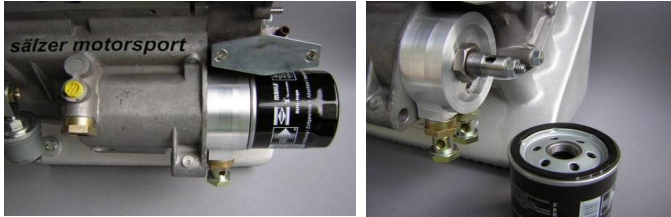




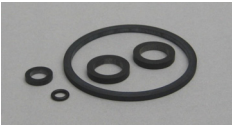






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| 10-020 | Angular fitting M10x1 including banjo bolt M10x1 and seal rings. <i>Adapter for assembly of the oil temperature pick-up to the engine block.</i> | 24,- |
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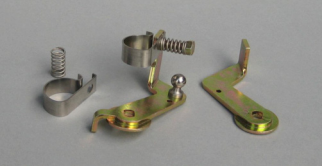





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| 10-021-3 | Oil pressure pick-up Oil pressure pick-up with warning signal. Thread M10x1. |  | 98,- |
| 10-021-4 | Oil pressure pick-up 0 to 10 bar with warning signal at 0,9 bar. Oil pressure pick-up 0 to 10 bar with warning signal at 2,0 bar. | | 98,- |
| <i>Especially for racing use we recommend to use the pick-up with warning already below 2 bar oil pressure.</i> | | | |
| 10-022 | Oil pressure pick-up Standard oil pressure pick-up with warning signal at 0,3 bar. Thread M10x1. |  | 11,50 |
| Banjo bolts | | | |
| | Banjo bolts made from steel, galvanized. |  | |
| 10-030-10 | Banjo bolt M10x1 | | 1,50 |
| 10-030-12 | Banjo bolt M12x1,5 | | 1,50 |
| 10-030-14 | Banjo bolt M14x1,5 | | 2,- |
| 10-030-16 | Banjo bolt M16x1,5 | | 2,50 |
| 10-030-18 | Banjo bolt M18x1,5 | 3,- | |
| Banjo bolt with thread for pick-up | | | |
| | Banjo bolt with inside thread M10x1 for pick-up for measurement device. Maximum length of the thread of the pick-up is 10 mm. Delivery without pick-up. |  | |
| 10-030-141 | Banjo bolt M14x1,5, M10x1 | | 14,- |
| 10-030-161 | Banjo bolt M16x1,5, M10x1 | | 14,- |
| 10-030-181 | Banjo bolt M18x1,5, M10x1 | 14,- | |
| 10-031 | Banjo bolt for connection of riser pipe Banjo bolt M16x1,5 with inner thread M12x1,5. |  | 9,- |
| 10-031-1 | Screw plug on the cylinder head Screw with seal ring at the upper thread on the (left) cylinder head. |  | 4,50 |
| 10-032 | Adaptor for TT-engine block Banjo with ring collar 16 mm. Thread M18x1,5 as connector for the oil hose. Inner thread M10x1 as connector for the oil pressure device. |  | 32,- |
| 10-033 | Fitting M16x1,5 Fitting for the threads in the TT engine block or for the use on assembly set 10-050. Outer thread M16x1,5, inner thread M16x1,5. <i>The fitting is used as spacer for the oil hoses to the engine block. Additionally the fitting protects the aluminium threads against damages.</i> |  | 11,- |
| 10-034 | Connection for the oil hoses to the engine block Standard screw connectors for the connection of the oil hoses to the TT- or TTS-engine block. |  | Set 89,- |
| 10-035 | Flexible hose for oil lubrication of the camshaft Flexible hose to be assembled between motor block and cylinder head for lubrication of the camshaft. The hose is made from high temperature resistant material (up to 260°C) and is covered by meshed stainless steel wires. Two banjos with diameter 12 mm. <i>Slight deviation in the total height of the engine compared to the original design due to machining of engine parts may cause to problems in assembly of the rigid standard tube for camshaft lubrication. Misalignment of the banjos lead to inner stress and through this breakage of the rigid pipe may occur.</i> <i>The flexible hose allows an optimized fixation of the banjos at the bores on the engine.</i> <i>In addition to the oil temperature the hose is also loaded by the heat of the exhaust. In case non temperature resistant material is used the hose may melt and the oil support to the camshaft is blocked. Due to this the temperature resistance of the hose material is important.</i> |  | 39,- |
| 10-035-9 | Seal rings for the rising pipe to the camshaft Copper seal rings for the rising pipe to the camshaft. To use for the standard rising pipe or for the flexible hose items 10-035 and 10-035-8. |  | 4 pieces 1,- |
| 10-035-8 | Flexible hose for oil lubrication of the camshaft, long Long version of the flexible hose 10-035. <i>The hose will pass the airbox and the exhaust at the side of the chain housing. Benefit: The exhaust and the airbox can be disassembled without dismantling of the hose. Reduced heating of the hose by the exhaust.</i> |  | 44,- |

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| 10-040 | <p>Oil hoses for additional oil cooler Manufacturing of oil cooler hoses fitting to the joints at the engine block and to the joints on the oil cooler. Hose length and joints according your information.</p> |  | |
| 10-040-1 | <p>Hose for oil cooler Oil resistant rubber hose with outer abrasion resistant layer. Inner diameter 12 mm, outer diameter 19 mm. Temperature range from -40°C to +125°C. Short-term up to 140°C.</p> | | 1 meter 12,- |
| 10-040-2 | <p>Hose for oil cooler covered by meshed stainless steel wires Inner diameter 12 mm, outer diameter 21 mm.</p> | | 1 meter 18,- |
| 10-040-9 | <p>Joints for hose connection Galvanized joint, including crimping to the hose end. Available joints: Banjo with ring collar 16 mm (connector to TT engine block). Swivel nut M18x1,5 (connector to TT engine block). Banjo with ring collar 18 mm.</p> | | 15,- |
| 10-040-10 | <p>TTS Banjo Banjo with ring collar 18 mm and tube with 90° elbow (oil cooler TTS standard) including crimping to the hose end. <i>Straight length 80 mm from ring collar centre for lead-through the front panel.</i></p> | | 32,- |
| 10-041 | <p>Oil cooler hoses for TT Set oil cooler hoses to connect the standard oil cooler in the side air intake with the TT engine block. Two oil- and temperature resistant rubber hoses with galvanized joints.</p> | | 99,- |
| 10-042 | <p>do., but hose length and connectors to fit to the oil cooler adapter item 10-050.</p> | | 109,- |
| 10-043 | <p>Oil cooler hoses for TTS Set of oil cooler hoses for TTS in standard length and design. Banjos to the front oil cooler: item 10-040-10.</p> | | 209,- |
| 10-044-1 | <p>Bypass line for oil circuit Bypass line with two ring collars 16 mm to join with the standard oil adapters on the TT engine block. Hose with wire mesh from stainless steel. <i>The bypass line can be used in case of damage of the front oil cooler or in case the engine will be used without cooling system.</i></p> | | 44,- |
| 10-045-32 | <p>Body lead-through Body lead-through for the protection of the oil cooler hoses. Punched bore 16 mm. Material: Rubber, black.</p> | | |
| 10-045-37 | <p>Body lead-through 32 For bore diameter between 30,5 mm and 32,5 mm.</p> |  | 4,- |
| 10-045-40 | <p>Body lead-through 37 Recommended for banjo with ring collar 16 mm. For bore diameter between 34 mm and 37 mm.</p> | | 4,- |
| 10-045-40 | <p>Body lead-through 40 Recommended for banjo with ring collar 18 mm. TTS standard diameter. For bore diameter between 38 mm and 40,5 mm.</p> | | 4,50 |
| 10-045-32-1 | <p>Plugs for the bodywork Sealing plugs as described above, but in closed design. Sealing plug 32</p> | | 4,- |
| 10-045-37-1 | <p>Sealing plug 37</p> | | 4,- |
| 10-045-40-1 | <p>Sealing plug 40</p> | | 4,50 |
| 10-047-19 | <p>Brackets for oil hoses Set of brackets for the oil hoses in the engine compartment. Precise design identical TT / TTS standard.</p> |  | |
| 10-047-22 | <p>For oil hoses Ø19 mm - standard oil hose, item 10-040-1. For oil hoses Ø22 mm - wire meshed hose, item 10-040-2 or hoses with protective tube.</p> | | 79,- 79,- |






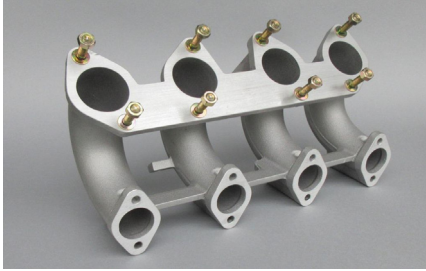

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| 10-050 | <p>Conversion kit for oil cooler hoses</p> <p>The conversion kit allows the assembly of oil cooler hoses to an engine without threaded holes for connection. The conversion kit consists of riser, sandwich adapter, oil filter cartridge, assembly parts and seals. Connection of the hoses with banjo bolts M16. The additional assembly of two adaptors item 10-033 is recommended (not included in the delivery).</p> | | Set | 239,- |
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| | <p><i>Due to the special design no machining of the engine block is necessary. The mounting of the kit can be done while the engine is assembled in the car. Removal of the kit is possible anytime.</i></p> | | | |
| 10-050-5 | <p>Oil filter cartridge for kit 10-050 and 10-051</p> <p>Oil filter cartridge as spare to fit to conversion kit 10-050 and 10-051.</p> |  | | 12,- |
| 10-054 | <p>Oil filter cover</p> <p>Cover for the oil filter housing at the engine block. Reinforced design with precise machined sealing surfaces.</p> <p><i>The engine oil pressure is acting on the cover. On standard covers with unmachined sealing surfaces oil leakage might appear.</i></p> |  | | 52,- |
| 10-054-1 | <p>Cap nut for oil filter cover</p> <p>Cap nut for oil filter cover including seal ring.</p> |  | | 2,- |
| 10-055 | <p>Oil filter insert with seal kit</p> <p>Oil filter insert with gaskets. Two rubber gaskets for the oil filter element. Rubber gasket for the aluminium cover, seal ring for M8 nut.</p> |  | | 18,- |
| 10-055-2 | <p>Oil filter</p> <p>Oil filter insert for oil filter housing in the engine block.</p> | | | 11,- |
| 10-055-5 | <p>Seal ring for oil filter</p> |  | 2 pieces | 3,50 |
| 10-055-6 | <p>Seal ring for oil filter cover</p> | | | 2,50 |
| 10-061 | <p>Seal ring for oil pump</p> | | | 1,50 |
| 10-061-1 | <p>Seal ring for sieve on the oil pump</p> | | | 1,75 |
| 10-062 | <p>Seal ring between crankcase and chain housing</p> | | | 0,25 |
| | <p>Oil pumps</p> <p>The parts of the oil pumps are cleaned, checked, reworked and assembled to precise clearance. Final check for all oil pumps.</p> | | | |
| 10-060 | <p>Oil pump reinforced</p> <p>This oil pump is enlarged in width and supports a 25% higher oil supply compared to the standard oil pump.</p> |  | | 269,- |
| 10-060-1 | <p>Oil pump standard</p> <p>Standard oil pump, latest wider NSU standard version.</p> <p><i>After years of use, the standard oil pump often is worn out and does not supply the required oil pressure anymore. It is recommended to check or to replace the oil pump if necessary.</i></p> <p><i>Please supply us a used standard oil pump for exchange against this item.</i></p> | | | 189,- |
| 10-063 | <p>Seal for oil dipstick</p> <p>Seal ring from felt for the oil dipstick.</p> <p><i>For an optimal sealing it has to be ensured, that the metal cap of the oil dipstick is positioned exactly horizontal and the oil dipstick sticks tight in the engine block.</i></p> |  | | 3,- |









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| 10-064 | <p>Extension tube for the intake pipe of the oil pump Extension tube to plug on the standard pipe of the oil pump. Depending on the assembly there is a potential pipe extension of 8 to 20 mm.</p> <p><i>For the assembly of an aluminium oil sump the length of the intake pipe of the oil pump can be adapted individually.</i></p> | | | 10,- |
| | <p>Hose for ventilation of the engine Rubber hose for ventilation of the engine. Temperature resistant up to 130° C. Safe against bending.</p> | | | |
| 10-071 | Rubber hose, Ø12 / Ø19, black textured. | | 1 meter | 14,- |
| 10-072 | Rubber hose, covered by meshed stainless steel wires, Ø12 / Ø21. | | 1 meter | 19,- |
| 10-071-19 | Hose clamp 19 mm for hose item 10-071. | | | 2,- |
| 10-072-21 | Hose clamp 21 mm for hose item 10-072. | | | 2,- |
| 10-074 | <p>Bypass valve in the TT engine block Bypass valve in the connection bore for the oil inlet in the TT engine block.</p> |  | | 29,- |
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11 Fuel system

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| |  | Weber twin carburettor Weber twin carburettor. Delivery including air funnels item 11-014.. | | |
| 11-204 | | Weber twin carburettor 40 DCOE 151 Equipment: main venturi 30, auxiliary venturi 45, main jet 115, emulsion tube F11, air correction jet 200, idle jet 45F9, pump jet 40, pump exhaust valve 50, needle valve 150. | | 479,- |
| 11-205 | | Weber twin carburettor 45 DCOE 152 Equipment: main venturi 36, auxiliary venturi 45, main jet 145, emulsion tube F16, air correction jet 155, idle jet 55F8, pump jet 45, pump exhaust valve 50, needle valve 200. |  | 479,- |
| <p>We perform the listed assemblies on new carburettors or on you Weber carburettors. On request we recommend a sufficient specification to fit to your engine and application. The price are per one twin carburettor plus the cost for the material exchanged.</p> | | | | |
| 11-202 | | Exchange of jets on the carburettor Weber DCOE. | | 49,- |
| 11-202-1 | | Exchange of jets and venturi on the carburettor Weber DCOE. | | 59,- |
| 11-202-2 | | Exchange of jets, venturi and mixture pipe on the carburettor Weber DCOE. | | 59,- |
| 11-202-3 | | Assembly of a new set of seals on the carburettor Weber DCOE. | | 69,- |
| <p>Coupler for Weber twin carburettors Synchronic device between the twin carburettors.</p> | | | | |
| 11-240 | | Coupler set for TTS inlet manifold. | | 57,- |
| 11-241 | | Coupler set for Spiess inlet manifold (shorter overlap). | | 59,- |
| 11-240-7 | | Adjustment screw for synchronization and idling. | | 5,- |
| 11-240-8 | | Leaf spring for coupler. Replacement part. | | 7,- |
| 11-240-9 | | Spring for synchronous screw and idling screw. Replacement part. |  | 1,50 |
| <p><i>Screw and springs must be free from play in order to ensure the synchronous adjustment under operation.</i></p> | | | | |
| 11-242-1 | | Bushing in the inlet manifold Bushing for the bearing of the shaft for the throttle actuation in the TTS or Spiess inlet manifold. For shaft 8 mm and bore 11 mm in the manifold. Set 2 pieces. |  | 2 pieces 21,- |
| <p>Venturi for Weber twin carburettor</p> | | | | |
| 11-206 | | Venturi for carburettor 40 DCOE, diameter 28, 30, 32, 34, 36 mm. | | 29,- |
| 11-207 | | Venturi for carburettor 45 DCOE, diameter 30, 32, 34, 36, 38, 40 mm. |  | 29,- |
| 11-210 | | Main jet for Weber twin carburettor Main jet 100, 110, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 195, 200 | | 6,- |
| 11-211 | | Air correction jet for Weber twin carburettor Air correction jet 130, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 215, 225, 230, 235 | | 6,- |
| 11-212 | | Mixture pipe for Weber twin carburettor Mixture pipe F11, F15, F16, F2, F7, F9 | | 23,- |
| 11-212-1 | | Holder for mixture pipe | | 12,- |
| 11-213 | | Idling jet for Weber twin carburettor Idling jet 45F8, 45F9, 50F8, 50F9, 55F8, 55F9, 60F8, 60F9, 65F8, 65F9, 75F8, 75F9 |  | 7,- |
| 11-214 | | Pump jet for Weber twin carburettor Pump jet 35, 40, 45, 50, 55, 60, 65, 70 | | 12,50 |
| 11-215 | | Pump exhaust valve Pump exhaust valve 35,40,45,50,55,60,65,70,75,80,90 | | 14,50 |
| 11-219 | | Float needle valve for Weber twin carburettor Float needle valve 150, 175, 200, 225, 250 | | 14,50 |
| 11-214-1 | | Seals for pump jet Seal rings for pump jet cover screw. |  | 4 pieces 5,- |
| <p>Floater for carburettor</p> | | | | |
| 11-220 | | Floater for carburettor Weber DCOE 40 or 45, brass. | | 54,- |
| 11-221 | | Floater for carburettor Weber DCOE 40 or 45, plastic. |  | 42,- |

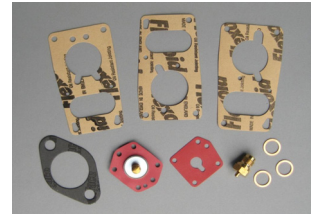
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| <p>Cover for mixture pipes</p> | | | |
| 11-227 | Cover for mixture pipes on the twin carburettor Weber DCOE 40 or 45. |  | 16,50 |
| 11-227-1 | Seal for cover 11-227. | | 3,- |
| <p>Seals for twin carburettor Weber DCOE</p> <p>Complete set of seals for carburettor 40 or 45 DCOE. Set for one twin carburettor including float needle valve.</p> | |  | |
| 11-229-40 | Set of seals for carburettor DCOE 40 with brass float. | | 29,50 |
| 11-229-45 | Set of seals for carburettor DCOE 45 with brass float. | | 29,50 |
| 11-229 | Set of seals for carburettor with plastic float. | | 29,50 |
| 11-229-40-1 | Cover seal for carburettor DCOE 40 or DCOE 45. | | 7,50 |
| <p>Throttle shaft</p> | | | |
| 11-230-40 | Throttle shaft for carburettor Weber DCOE 40. |  | 55,- |
| 11-230-45 | Throttle shaft for carburettor Weber DCOE 45. | | 65,- |
| 11-231 | <p>Bearing for throttle shaft</p> <p>Ball bearing with seals and grease for the bearing of the throttle shaft in the carburettor.</p> <p><i>The seals and the grease in the bearings are optimized for low friction and due to this the bearings are running very smooth.</i></p> |  | 2 pieces 9,- |
| 11-232 | <p>Nut for throttle shaft</p> <p>Nut for throttle shaft, carburettor Weber DCOE 40 or 45.</p> |  | 2,- |
| 11-232-1 | Locking washer for the nut on the throttle shaft. | | 2,50 |
| <p>Fuel connectors on the carburettor cover</p> | | | |
| 11-268-1 | Banjo with T-connection straight for the cover of the carburettor Weber DCOE 40 or 45. |  | 17,50 |
| 11-268-2 | Banjo with 90°-elbow for the cover of the carburettor Weber DCOE 40 or 45. | | 16,50 |
| 11-269 | Banjo bolt M12x1,5 for banjo on the cover. | | 11,- |
| 11-269-1 | Seal on the banjo bolt, inner side. | | 2,- |
| 11-269-2 | Seal on the banjo bolt, outer side. | | 2,- |
| <p>Assembly for vibration free operation of carburettor</p> <p>Sealing elements for assembly between carburettor and inlet manifold. Kit for two twin carburettors including adapter elements, seals, bolts, springs and self-locking nuts.</p> | |  | |
| 11-001-40 | For carburettors 40 mm. | | 59,- |
| 11-001-45 | For carburettors 45 mm. | | 59,- |
| <p><i>By the use of the assembly the vibration frequencies from the engine can not act on the carburettors. By this damages on the carburettors, for example at the needle valves will be avoided. Foaming of the fuel will be avoided.</i></p> | | | |
| <p>Sealing elements for carburettor flange</p> <p>Sealing element for assembly between carburettor and inlet manifold. Sealing by applied O-rings. Kit for two twin carburettors including sealing elements and self-locking nuts.</p> | |  | |
| 11-002-40 | For carburettors 40 mm. | | 49,- |
| 11-002-45 | For carburettors 45 mm. | 49,- | |
| 11-005 | <p>Seal ring for sealing element</p> <p>Spare seal for sealing elements 11-001 and 11-002.</p> | | 8 pieces 12,- |
| 11-006 | <p>Spring for sealing element</p> <p>Spare spring for sealing elements 11-001. Material: stainless spring steel.</p> | | 8 pieces 10,- |
| <p>Air funnel for carburettor</p> <p>Air funnel to screw on Weber or Solex carburettor systems. The air funnels are machined from aluminium and have an excellent polishing. Total length 60 mm.</p> | | | 4 pieces 249,- |
| 11-010-40 | To fit to carburettor system 40 mm |  | |
| 11-010-45 | To fit to carburettor system 45 mm | | |
| <p><i>The special design of the inlet of the funnel results in an optimized air flow to the carburettor.</i></p> | | | |
| <p>Air funnel for carburettor</p> <p>Air funnel to plug into Weber carburettor. Material: Steel, nickel coated.</p> | |  | 4 pieces 169,- |
| 11-014-40 | Air funnel for carburettor 40 DCOE, length 40 mm. | | |
| 11-014-45 | Air funnel for carburettor 45 DCOE, length 60 mm. | | |








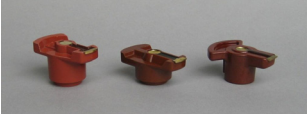


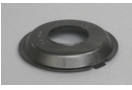

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| <p>Connecting rod for throttle actuation Adjustable rod between throttle lever and lever on the TTS inlet manifold.</p> | | |
| 11-020-1 | Adjustable length 125 mm to 145 mm. (TTS standard). |  |
| 11-020-2 | Adjustable length 105 mm to 125 mm. | |
| | <p><i>Ball joints with right- and left handed thread enable an exact adjustment without disassembly of the rod. The smooth-running ball joints are free of play.</i></p> | 24,- 24,- |
| <p>Throttle cables</p> | | |
| 11-025-1 | Throttle cable 1000C |  |
| 11-025-2 | Throttle cable TT (for two carburetors, TT standard) | |
| 11-025-3 | Throttle cable TTS (for two twin carburetors, TTS or Spiess inlet manifold) | |
| 11-025-6 | Throttle cable 1200C, Typ 110 | |
| 11-025-7 | Throttle cable, single wire as replacement to fit into each of the cable guides. Length 2745 mm. | |
| | <p>Special throttle cables</p> | |
| 11-025-8 | Throttle cable TTS, reinforced 1,5 mm (for two twin carburetors, TTS or Spiess inlet manifold) | 36,50 |
| 11-025-9 | Throttle cable TTS race, reinforced 1,5 mm, cable guide with Teflon lining. Special, flexible cable. This throttle cable is 40 mm longer than standard. (for two twin carburetors, TTS or Spiess inlet manifold or fuel injection systems) | 49,- |
| | <p><i>The reinforcement of the TTS throttle cables results in a direct response of the actuation of the carburetors. The resilience of the standard cables can be eliminated.</i></p> | |
| <p>Retaining elements for throttle cable</p> | | |
| 11-025-4 | Retaining elements on pedal and inlet manifold to fit to all throttle cables. Retaining clip for throttle cable on the pedal. Optimized shape for an easy assembly and a tight fit on the shaft. |  |
| 11-025-4-3 | ditto 3 pieces | |
| 11-025-5 | Retaining clip for throttle cable on the inlet manifold | |
| 11-025-5-3 | ditto 3 pieces | |
| | <p>Starter cables</p> | |
| 11-026-1 | Starter cable for Prinz 1000, 1000C, TT. |  |
| 11-026-2 | Starter cable for double twin carburetors TTS, Weber and Solex. | |
| | | 39,- 42,50 |
| 11-030-5 | <p>Stud bolt at the inlet manifold Stud bolt at the carburettor flange at the inlet manifold TTS and Spiess. Set, 8 stud bolts, galvanized.</p> |  |
| | | Set 16,- |
| <p>Inlet manifold from aluminium, short version Spiess inlet manifold in short bended design 137°, for the assembly of Weber twin carburetors. Due to the short design of the manifold the carburetors are mounted under an angle of 13°. The inlet tubes of the manifold are manufactured with a smooth surface.</p> | | |
| 11-030-30 | Inlet manifold with diameter 30 mm at the inlet port and diameter 40 at the carburettor flange. |  |
| 11-030-32 | Inlet manifold with diameter 32 mm at the inlet port and diameter 45 at the carburettor flange. | |
| | <p><i>A machining of the inlet port diameter to 34 mm is possible.</i></p> <p><i>Due to the mounting angle of 13° the manifold can not be combined with Solex twin carburetors. The distance of the twin carburetors is 101 mm (smaller than at the TTS manifold). This requires a specific base plate for the air filter or air box. As coupler of the carburetors item 11-241 has to be used.</i></p> | 398,- 398,- |
| <p>Inlet manifold TT</p> | | |
| 11-032 | Inlet manifold for TT. Complete. |  |
| 11-032-1 | Coupler between the TT inlet manifold. Hose with hose clamps. | |
| | | 129,- 35,- |

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| <p>11-033-1 11-033-2 11-033-3</p> | <p>Inlet manifolds Inlet manifold for NSU 1000. Inlet manifold for NSU 1200. Inlet manifold for NSU 1200 with vacuum connection.</p> |  | <p>75,- 85,- 85,-</p> | |
| <p>11-040</p> | <p>Air filter for twin carburettor Air filter box with aluminium base plate for use on Weber or Solex DDH twin carburettors with diameter 40 or 45. Base plate for standard TTS inlet manifold. Inner height of the air filter 100 mm. Connection to the base plate with snap connectors.</p> |  | <p>198,-</p> | |
| <p><i>The air filter has been developed for the use on tuned up engines and enables a high air flow. Due to the low weight the carburettor and the inlet manifold will not get stressed.</i></p> | <p>Airbox for twin carburettors Airbox for twin carburettors made from glass-fibre reinforced plastic. Fixation of the airbox on the baseplate with quick fasteners. Connection for hose diameter 100 mm sideways. GRP part prepared for painting.</p> |  | <p>369,- 369,-</p> | |
| <p>11-041 11-041-1</p> | <p>Airbox for TTS inlet manifold, incl. aluminium base plate for Weber 40 or 45 DCOE or Solex DDH twin carburettors. Airbox for Spiess inlet manifold, incl. aluminium base plate for Weber 40 or 45 DCOE or Solex DDH twin carburettors. <i>This airbox has an angle of 13° that completes the shorter angle of the Spiess inlet manifold. So the engine bonnet can be closed when the airbox is assembled.</i></p> |  | <p>369,- 369,-</p> | |
| <p>11-041-7</p> | <p>Side intake for airbox Side intake for the Airbox at the right opening in the engine compartment. Mounting with screws on the existing bores in the car wing. Connection for hose diameter 100 mm. GRP part prepared for painting.</p> |  | <p>149,-</p> | |
| <p>11-041-9 11-041-9-1 11-041-8</p> | <p>Flexible air hose Flexible air hose with metal wire, black. Diameter 102 mm, length 1 meter. ditto. Hose unit 330 mm to fit as connection between airbox 11-041 and pick up 11-041-7. Hose clamp for flexible air hose 102 mm. Material: stainless steel.</p> |  | <p>36,- 14,- 5,-</p> | |
| <p>11-043</p> | <p>Side intake for TT air filter Filter hopper for the NSU TT, 1000 C or 1200 C air filter at the right opening in the engine compartment. Including mounting parts. Precise manufactured GRP part.</p> |  | <p>69,-</p> | |
| <p>11-044 11-044-1</p> | <p>Rubber boot between side intake and air filter Hose clamp for rubber boot, large side</p> |  | <p>24,- 3,-</p> | |
| <p><i>This (standard NSU TT) air intake can also be used in combination with the 1000 C or 1200 C air filter and guarantees cool air getting into the carburettor.</i></p> | <p>11-045-1</p> | <p>Rubber boot for TTS air box</p> |  | <p>29,-</p> |
| <p>11-105</p> | <p>Fuel pump Electric fuel pump for the fuel supply of carburettors. Delivery pressure 0,38 bar, delivery volume 95 l/h. Dimensions: diameter 40mm, total length 135mm, weight 260 g. For hose diameter 7 to 8 mm. Delivery of the pump including fasteners.</p> |  | <p>129,-</p> | |
| <p><i>The pump is applicable also for the fuel supply of twin carburettors.</i></p> | | | | |

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| Petrol tube, plastic | | | |
| 11-107-4 | Plastic petrol tube. Inner diameter 4mm, wall thickness 1mm (standard). | 1 meter | 5,50 |
| 11-107-6 | Plastic petrol tube. Inner diameter 6mm, wall thickness 1mm. Length of the standard tube in the middle of the car: 3 meter. | 1 meter | 5,50 |
| <p><i>Because of the smooth inner surface the tube has a low flow resistance. The plastic material is resistant against impact, vibrations and wear.</i></p> <p><i>Special bushings that have to be mounted to the tube ends secure that the initial tension of the hose clamps will remain. Two bushings are included in the delivery of each hose.</i></p> | |  | |
| 11-108-1 | Petrol hose, rubber with stainless steel wires Rubber hose, plait stainless steel wires on the outside. Colour: pure silver, without marker yarn. Inner diameter 7,5 mm, outer diameter 13 mm. For twin carburettors. | 1 meter | 10,50 |
| | |  | |
| Petrol hoses | | | |
| 11-108-6 | Petrol rubber hose with yarn mesh. Inner diameter 6 mm, outer diameter 11 mm. (Standard for 1000C, 1200 and TT) | 1 meter | 4,50 |
| 11-108-8 | Inner diameter 8 mm, outer diameter 13 mm. For twin carburettors. | 1 meter | 5,- |
| Petrol hose repair kit | | | |
| Petrol hose repair kit to the engine consisting of 1,5 m petrol hose, six hose clamps and one petrol filter. | |  | |
| 11-108-6S | Kit with hose diameter 6 mm. | | 21,- |
| 11-108-8S | Kit with hose diameter 8 mm. | | 21,- |
| Petrol hose clamps | | | |
| Clamps for petrol hose. | |  | |
| 11-109-11 | Hose clamp 11 mm for petrol hose item 11-108-6. | | 1,80 |
| 11-109-13 | Hose clamp 13 mm for petrol hose item 11-108-8 and 11-108-1. | | 1,80 |
| <p><i>Hose clamps with optimized clamping due to parallel clamping jaws and clamping range matching to the outer diameter of the petrol hose.</i></p> | | | |
| Hose fitting | | | |
| Hose fitting from polyamide for connecting of petrol hoses. | | | |
| 11-110-Y6 | Y-hose fitting for hose diameter 5,5 mm to 6 mm. | | 2,50 |
| 11-110-Y8 | Y-hose fitting for hose diameter 7,5 mm to 8 mm. | | 2,50 |
| 11-110-T6 | T-hose fitting for hose diameter 5,5 mm to 6 mm. | | 2,50 |
| 11-110-T8 | T-hose fitting for hose diameter 7,5 mm to 8 mm. | | 2,50 |
| 11-110-G6 | Straight hose fitting for hose diameter 5,5 mm to 6 mm. | | 2,50 |
| 11-110-G8 | Straight hose fitting for hose diameter 7,5 mm to 8 mm. | | 2,50 |
| 11-110-G8-6 | Straight adapter 6 mm to 8 mm to connect hoses with different diameter. | | 2,50 |
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| 11-115 | Petrol filter Petrol filter to accept 6 mm or 8 mm petrol hose. Quality product. | | 5,- |
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| Fuel caps | | | |
| Fuel cap made from aluminium or steel with fuel resistant rubber gasket. Like the standard part the caps are ventilated. Weight of the aluminium cap: 52 g. | |  | |
| 11-120-1 | Fuel cap, polished aluminium. | | 21,- |
| 11-120-2 | Fuel cap, brushed aluminium. | | 21,- |
| 11-120-3 | Fuel cap, steel, galvanized (NSU standard). | | 15,- |
| 11-120-9 | Rubber seal for fuel cap. | | 3,50 |
| 11-122 | Fuel tank Standard fuel tank for NSU 1000, TT, TTS. | | 269,- |
| | |  | |
| 11-124 | Connecting hose at the filling pipe Rubber hose between filling pipe and fuel tank. Delivery including two hose clamps, stainless steel. | | 29,50 |
| 11-124-5 | Hose clamp for hose at the filling pipe. Stainless steel. | | 4,- |
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| 11-389 | Coupler for choke actuation at the TT carburettors Coupler for choke actuation between the TT carburettors Solex 34 PCI. | | 19,- |
| | |  | |
| 11-390 | Flange for Solex carburettor Flange for the Solex 34 PCI carburettor of the NSU 1000C, 1200 or 1200 TT. Flange with paper gasket on both sides. | | 10,50 |
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| | Seal set for carburettor Solex 34 PCI | |
| 11-391 | Full seal set for one single carburettor Solex 34 PCI including float needle valve. | 49,50 |
| 11-391-1 | Single paper gasket for carburettor cover. | 8,50 |
| 11-391-2 | Single paper gasket for carburettor flange. | 4,50 |





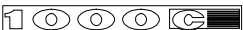
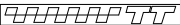
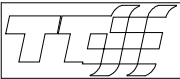
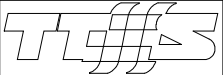

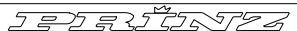





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| 13 Electrical system | | | |
| High-performance ignition coil | | | |
| 13-006 | Ignition coil for standard ignition system. 12 V. |  | 49,- |
| 13-006-1 | Ignition coil for breakerless ignition system or transistor ignition system. 12 V. | | 89,- |
| 13-026-1 | Ignition coil with 40.000 V ignition voltage for breakerless ignition system 12 V. | | 89,- |
| 13-008 | Flasher Flasher unit 12 V. |  | 12,- |
| 13-009 | Hazard warning light switch Standard hazard warning light switch. |  | 34,- |
| Spark plugs | | | |
| 13-011-B6 | Spark plug NGK B6 Spark plug for engine Prinz 1000, 1000C and 1200C. Spark plug with a thermal value corresponding W 200. |  | 5,- |
| 13-011-B7 | Spark plug NGK B7 Spark plug for TT-engine Spark plug with a thermal value corresponding W 230. | | 5,- |
| 13-011-B8 | Spark plug NGK B8 Spark plug for TTS-engine, well cooled racing engines and racing engines with double ignition. Spark plug with a thermal value corresponding W 260. | | 5,- |
| 13-011-B9 | Spark plug NGK B9 Spark plug for racing engines. Spark plug with a thermal value corresponding W 280. | | 5,- |
| 13-011-C8 | Spark plug NGK C8 Spark plug with thread M10x1 and wrench size 16 for cylinder heads with double ignition. | | 6,- |
| 13-021 | Seal ring for ignition distributor Seal ring Ø 22/27 x 5 mm for the shaft of the standard ignition distributor. |  | 3,- |
| Distributor caps | | | |
| 13-022-1 | Distributor cap for NSU 1000, 1200, Type 110 from 1.72 Total height of cap 80 mm. |  | 15,50 |
| 13-022-2 | Distributor cap for Prinz 1000, L, S, C, TT from 4.64 to 12.71 Total height of cap 65 mm. | | 49,50 |
| 13-022-3 | Distributor cap for Prinz 1000, TTS, NSU TT, TTS from 2.67 to 8.72 Total height of cap 65 mm. | | 49,50 |
| 13-022-9 | Distributor cap for twin spark ignition |  | 89,- |
| Distributor rotors | | | |
| 13-023-1 | Distributor rotor for NSU 1000, 1200, Type 110 from 1.72 Total height of rotor 31 mm. |  | 14,50 |
| 13-023-2 | Distributor rotor for Prinz 1000, L, S, C, TT from 4.64 to 12.71 Total height of rotor 23 mm. | | 12,50 |
| 13-023-3 | Distributor rotor for Prinz 1000, TTS, NSU TT, TTS from 2.67 to 8.72 Total height of rotor 24 mm. Screwed rotor. Delivery including screw. | | 32,50 |
| 13-023-5 | Screw for distributor rotor 13-023-3 Screw for rotor as spare part. |  | 2,- |
| 13-023-9 | Distributor rotor for twin spark ignition |  | 29,- |
| 13-024-1 | Dust cap for ignition distributor <i>The dust cap between distributor and distributor cap protects the mechanic from dust of the carbon brush and avoids the access of oil fog to the distributor cap.</i> |  | 8,- |
| 13-024-3 | Seal in the ignition distributor Felt seal in the shaft of the ignition distributor. |  | 2,50 |












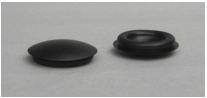

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| <p>Breakerless ignition system, conversion kits Conversion kit for ignition distributor for exchange of the standard ignition contact against a magnet element as transducer.</p> | | |
| 13-025-1 | <p>Breakerless ignition system, conversion kit 1 Bosch ignition distributor 0231 170 001, 0231 146 069, 0231 168 015, 0231 178 001 (aluminium distributor).</p> | 179,- |
| 13-025-2 | <p>Breakerless ignition system, conversion kit 2 Bosch ignition distributor 0231 129 029 (steel distributor).</p> | 189,- |
| 13-025-3 | <p>Breakerless ignition system, conversion kit 3 Bosch ignition distributor 0231 115 049 (steel distributor).</p> | 189,- |
| 13-025-X | <p>Breakerless ignition system, conversion kit, ignition distributor as specified by customer. Please inform about brand and type number of your ignition distributor.</p> | |
| 13-025-9 | <p>Assembly of a conversion kit to a delivered ignition distributor.</p> | 89,- |
| <p>The ignition conversion kits must be used in combination with an ignition coil with a high primary resistance - ignition coil 13-006-1 or 13-026-1.</p> <p><i>Because the transmission of the ignition signal is without mechanical contact, the continuous check and replacement of the standard ignition contact is not necessary anymore.</i></p> | | |
| 13-028 | <p>Conversion kit for dual spark ignition Complete conversion kit for dual spark ignition for ignition distributor TT, Bosch 0231 129 029 (steel). Set consisting of adapter plate and adapter shaft, distributor cap and rotor. Delivery without ignition distributor.</p> | Set 349,- |
| <p><i>The distributor cap exactly fits between the components of the air intake. There is no need for machining of these components.</i></p> | | |
| 13-030 | <p>Ignition cables Set of ignition cables with spark plug connectors and rubber caps. Connecting cable between ignition coil and ignition distributor included.</p> | Set 49,- |
|   | | |
| <p><i>The set is manufactured identical to the standard NSU cable set. High quality cable, temperature resistant up to 120°C. Cables and connectors with low resistance. Spark plug connectors with 1kOhm resistance, radio-screened.</i></p> | | |
| 13-033 | <p>High performance ignition cable Set of ignition cables in actual technology with SAE connectors to the spark plugs. Ignition cable black dull without inscription - classic design.</p> | Set 59,- |
|   | | |
| <p><i>The advantages of this cable set:</i></p> <ul style="list-style-type: none"> - Two wire system for high operational safety: Primary winding from stainless steel wire. Secondary winding from reinforced carbon fibre. No corrosion. - Low value of resistance. - The high-quality silicone insulating is resistant against high temperatures, moisture, oil and chemicals. - EPDM insulating against flashover. - Reinforced carbon fibre inlay secures rigidity and high flexibility. - The SAE connection ensures a safe hold of the spark plug. | | |
| 13-034 | <p>High performance ignition cable for dual spark ignition Set of ignition cables same as 13-033, but for dual spark distributor cap 13-022-9 and conversion kit 13-028. Four spark plug connectors for standard spark plug, four connectors for spark plug M10x1.</p> | Set 119,- |
| 13-034-1 | <p>ditto. but for dual spark distributor cap with straight ports.</p> | Set 125,- |
| <p><i>In case of need of a set with other special cable length, please contact us.</i></p> | | |
| 13-035 | <p>Break contact Break contact for ignition distributor. Suitable for: Prinz 1000, NSU 1000, 1200, 110 from 02.68 Prinz 1000 TTS, NSU TT, NSU TTS from 02.67</p> | 8,50 |
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| 13-035-1 | Screw for break contact Locking screw for the break contact on the base inside the ignition distributor. | | 1,- | |
| Headlamp insert for twin headlamps | | | | |
| 13-050 | Headlamp insert with plain headlamp lens for dipped beam and parking light. |  | 79,- | |
| 13-051 | Headlamp insert with plain headlamp lens for main beam. | | 69,- | |
| 13-050-1 | Headlamp insert with convex headlamp lens for dipped beam and parking light. | | 47,- | |
| 13-051-1 | Headlamp insert with convex headlamp lens for main beam. Classic design. | | 45,- | |
| Delivery of the inserts without illuminant. | | | | |
| Illuminants | | | | |
| 13-052-1 | H1 halogen headlamp insert 12V, 55W to fit to headlamp inserts 13-050 and 13-051. |  | 5,50 | |
| 13-052-5 | H4 halogen headlamp insert 12V, 60/55W to fit to headlamp inserts 13-050-1 and 13-051-1. | | 6,50 | |
| 13-052-2 | Festoon lamp, 12V, 10W. | | 10 pieces 11,- | |
| 13-052-3 | Festoon lamp, 12V, 18W. | | 10 pieces 14,- | |
| 13-052-4 | Filament lamp, 12V, 4W for parking lights. | | 10 pieces 8,- | |
| 13-052-6 | Filament lamp, 12V, 2W for instrument lighting. | | 10 pieces 10,- | |
| Racing generator | | | | |
| 13-150 | Generator with 50 A charging current. Including aluminium pulley and clamping bracket. |  | 285,- | |
| 13-151 | Generator with 40 A charging current. ditto. but generator with reduced mass compared to 13-150. | | 285,- | |
| <i>The light weight generator has only small rotating parts and is operating without axial fan. By this its resistance against acceleration and deceleration is reduced.</i> | | | | |
| 13-151 | Aluminium pulley for alternator Aluminium pulley with pitch diameter 69 mm, bore 14 mm and keyway 4 mm. For the use of standard v-belt AVX10 (belt width 9,5 mm). <i>The light weight pulley has a reduced mass moment of inertia compared to the standard steel pulley.</i> |  | 48,- | |
| 13-152-2 | Screw set for generator bracket Screw set for the generator bracket. Delivery without bracket! |  | 10,- | |
| Bushings for generator bracket | | | | |
| 13-153 | Rubber-metal bushing for generator tensioner |  | 9,- | |
| 13-154 | Plastic bushing for generator bracket | | 2 pieces 18,- | |
| V-belts | | | | |
| | V-belt in brand quality. |  | | |
| 13-160-600 | V-belt for pulley Ø69 on the crankshaft. Length 600 mm. | | 9,- | |
| 13-160-625 | V-belt for NSU direct current alternator. Length 625 mm. | | 9,- | |
| 13-160-650 | V-belt for NSU rotary current alternator. Length 650 mm. | | 9,- | |
| 13-201 | Oil temperature pick-up Oil temperature sensor, 12V, temperature range 50°C to 150°C. Thread M10x1, thread length 10 mm. |  | 19,50 | |
| 13-202 | Oil temperature pick-up for aluminium oil sump Oil temperature sensor, 12V, temperature range 50°C to 150°C. Thread M14x1,5, short design - thread length 15 mm. <i>Suitable for aluminium oil sump - i.e. Spiess. Please check the thread diameter on the oil sump.</i> |  | 44,- | |
| Fuses for wiring system | | | | |
| Safety fuse in the fuse box | | | | |
| 13-330-5-10 | Safety fuse 5A, yellow, 10 pieces |  | 3,50 | |
| 13-330-8-10 | Safety fuse 8A, white, 10 pieces | | 3,50 | |
| 13-330-10-10 | Safety fuse 10A, green, 10 pieces | | 3,50 | |
| 13-330-16-10 | Safety fuse 16A, red, 10 pieces | | 3,50 | |
| 13-330-25-10 | Safety fuse 25A, blue, 10 pieces | | 3,50 | |
| 13-330 | Safety fuse set NSU, 1 piece 5A fuse, 5 pieces 8A fuse | | 3,- | |


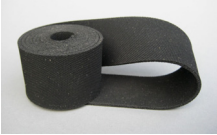
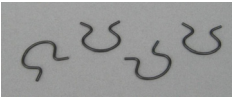









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| 13-332 | Connector for cable harness Connector strip for the front cable harness in the trunk compartment. |  | 9,- |
| Battery | | | |
| 13-401-32 | Battery, 12 V, 32 Ah. Dimensions: l= 233 mm, h=167 mm, w=131 mm. <i>This special battery does exactly fit to the NSU standard battery retainer.</i> |  | 159,- |
| 13-401-9 | Battery acid, 1 litre, for the filling of the battery. | | 19,- |
| Battery terminal clamps | | | |
| 13-402-1 | Battery terminal clamps, straight connection, set for positive and negative terminal. |  | 20,- |
| 13-402-2 | Battery terminal clamps, 90° tilted connection, set for positive and negative terminal. <i>Clamps for round terminal poles.</i> | | 20,- |
| 13-403 | Ground strap Ground strap between chassis and gear box housing, cross section 16 mm². |  | 10,- |
| Battery main breakers | | | |
| 13-405 | Battery main breaker, FIA homologated for motor sports. |  | 49,- |
| 13-405-1 | Battery main breaker, standard | | 29,- |
| 13-410 | Starter with aluminium housing Starter, 12V, 1kW starting power, to fit to the standard mounting points. Weight app. 2900 g. <i>The compact starter with aluminium housing is mass reduced by more than 50% compared to the standard starter. An exchange against the standard starter leads to a reduction of 3.5 kg on the rear axle of the car. By this the starter is optimal to be used also in racing cars.</i> |  | 289,- |
| 13-420 | Signal horn Signal horn, 12V, 400Hz. |  | 34,50 |

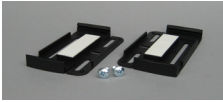







18 Equipment

| | | | | |
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| 18-001 | Magnetic cover for engine bonnet Magnetic cover 120 mm x 330 mm, white. The material can be painted. | | 2 pieces | 36,- |
| | <i>Cover for louvers at the engine bonnet. On a parking car the magnetic covers avoid the ingress of moisture to the carburetors or ignition distributor.</i> |  | | |
| Adhesive labels NSU Adhesive labels from high quality, UV-resistant adhesive film. Design and size of the labels are exactly the same as the original labels. | | | | |
| | Adhesive label emblem front "1000" | | | 2,50 |
| 18-010-S | silver |  | | |
| 18-010-B | black | | | |
| | Adhesive label emblem rear "1000 C" | | | 6,- |
| 18-011 | silver / red |  | | |
| | Adhesive label emblem front "TT" | | | 3,- |
| 18-012-S | silver |  | | |
| 18-012-B | black | | | |
| | Adhesive label emblem rear "TT" | | | 4,- |
| 18-013-S | silver |  | | |
| 18-013-B | black | | | |
| | Adhesive label emblem rear "TTS" | | | 5,- |
| 18-014-S | silver |  | | |
| 18-014-B | black | | | |
| | Adhesive label emblem engine bonnet "NSU" | | | 2,50 |
| 18-015-S | silver |  | | |
| 18-015-B | black | | | |
| | Adhesive label emblem "PRINZ" | | | 3,- |
| 18-016-S | silver |  | | |
| 18-016-B | black | | | |
| | Adhesive label emblem "NSU" | | | 3,- |
| 18-017-S | silver |  | | |
| 18-017-B | black | | | |
| 18-034-M | Car cover for NSU 1000, TT, TTS, 1200 The full car cover for NSU 1000, TT, TTS or 1200 made from soft fleece is for protection of your car in the garage as well as suitable for outdoor use. | | | 48,- |
| 18-110 | Rubber boot on the gear shift lever Rubber boot on the gear shift lever of TT, TTS and Sportprinz. |  | | 18,- |
| 18-114 | Rubber boot for hand brake |  | | 19,- |
| 18-116 | Rubber boot on the gas pedal Rubber boot on the gas pedal incl. steel circlip. |  | | 13,50 |
| 18-140 | Conversion kit for wiper arms Conversion kit for NSU 1000, TT, TTS for the exchange against the stronger wiper arms of the NSU 1200. The set consists of the wiper shafts and the assembly material. The wiper arms 1200 (item-no. 18-143) are not included in the kit. <i>At higher car speed and especially at motor sports the stronger wiper arms of the NSU 1200 lead to a better cleaning result, also because of the longer wiper blades going along with these arms.</i> |  | | 209,- |

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| Wiper arms and accessories | | | |
| 18-141 | Cap nut for wiper arm NSU 1200. Aluminium. |  | 9,50 |
| 18-142 | Seal cap for wiper shaft NSU 1200, 1000, TT, TTS. | | 5,50 |
| 18-143 | Wiper arm for NSU 1200. |  | 29,50 |
| Wiper blades | | | |
| 18-145-1 | Wiper blade for wiper arm 1000C, TT, TTS. Length app. 280 mm. Set 2 pieces. |  | 25,- |
| 18-145-2 | Wiper blade for wiper arm 1200C. Length app. 340 mm. Set 2 pieces. | | 25,- |
| <i>Wiper blades in brand quality.</i> | | | |
| 18-148 | Drain hose for the water basin on the windscreen Drain hose from the water basin in front of the wind screen to the A-pillar, Type 67. Set 2 pieces. |  | 12,- |
| 18-150 | Screw for door latch |  | 2 pieces 3,- |
| Screw for door hinge | | | |
| 18-151 | Self-locking screw with interlocking flange. NSU standard part. |  | 1,50 |
| 18-151-6 | Screw for door hinge, set for one door. | | 6 pieces 9,- |
| 18-151-8 | Screw for door hinge, set for one door. For doors with four screws per hinge. | | 8 pieces 12,- |
| 18-152 | Cotter pin for door hinge Cotter pin for door hinge at the A-pillar. |  | 4 pieces 8,- |
| Screws for door and seat console | | | |
| 18-155-1 | Screw for door, door lock and seat console. Screw M6x10 with fan-shaped washer. |  | 0,80 |
| 18-155-10 | ditto. | | 6,- |
| 18-155-2 | Screw for door, long version. Screw M6x20 with fan-shaped washer. | | 1,20 |
| 18-156 | Screw in the upper hinge of the triangular window. Screw M6x23 with tip. | | 9,- |
| 18-160 | Screw set for twin headlamps Complete screw set for four headlamp system including: 12 screws for headlamp trim ring, 12 spacers for headlamp trim ring, 4 screws for outer trim ring for twin headlamps, 4 spacers for outer trim ring for twin headlamps, 8 screws for fixation of headlamp chassis. Materials: stainless steel A2 (all screws), plastic. |  | 40 pieces 18,- |
| 18-160-8 | Screw set for headlamp trim ring including 12 screws and 12 spacers for headlamp trim ring. | | Set 6,- |
| 18-160-9 | Screw set for trim ring for twin headlamps including 4 screws and 4 spacers for outer trim ring for twin headlamps. | | Set 6,- |
| 18-161 | Thread inserts for head lamp chassis Plastic inserts with thread M5 for the adapters in the head lamp chassis (twin head lamps). The threads of the adjustment screws are fixed in the plastic inserts. |  | 8 pieces 14,- |
| 18-162 | Spring on the headlamp chassis Spring between the twin headlamp chassis and the headlamp holder. Stainless steel. |  | 4 pieces 10,- |
| 18-163 | Plug for cable feed through for head lamps Plug for bore in the front panel for the cable feed through for the head lamps. |  | 2 pieces 3,- |
| 18-170 | Screw set for tin covers at vehicle under floor Tapping screw. Material: stainless steel. | | 12 pieces 4,50 |
| 18-171 | Sealing profile for tin covers at vehicle under floor Sealing profile to stick in the tin covers at the vehicle under floor. Sealing profile for three tin covers. |  | 7,- |

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| 18-190 | <p>Pneumatic spring for boot lid Pneumatic spring as boot fastener. Galvanized design. Set including mounting parts.</p> |  | 72,- |
| <p><i>The pneumatic spring is assembled to the standard attachment points at the boot lid. This NSU equipment originally has been delivered to the US market.</i></p> | | | |
| 18-191 | <p>Pneumatic spring for raising the engine bonnet Pneumatic spring as engine bonnet fastener. The pneumatic springs are galvanized. The spring ends are provided with angle joints.</p> |  | 2 pieces 175,- |
| <p><i>According to the position of the pivot point at the engine bonnet the opening of the bonnet is between 140mm and 200mm. The pneumatic pressure is dimensioned so that the engine bonnet can be locked with assembled pneumatic springs. By unlocking the engine bonnet opens self-acting.</i></p> | | | |
| 18-192 | <p>Seal for trunk hood Seal for trunk hood, pre-cut profile.</p> | | 26,- |
| 18-192-1 | <p>Seal for trunk hood, ready for installation.</p> | | 49,- |
| <p>Hood cables NSU Type 67 Bowden cable for the lock of the front cover and engine bonnet. Delivery without grab handle.</p> | | | |
| 18-193 | <p>Bowden cable for the front cover</p> | | 30.50 |
| 18-194 | <p>Bowden cable for the engine bonnet</p> | | 31.50 |
| <p>Brackets for raising of the engine bonnet Engine bonnet fastener in NSU classic design. Brackets manufactured from stainless steel.</p> | | | |
| 18-196 | <p>Engine bonnet fastener TTS. Effective height app. 11 cm. Identical to the TTS standard part.</p> |  | Set 129,- |
| 18-197 | <p>Engine bonnet fastener Race. Effective height app. 20 cm.</p> |  | Set 139,- |
| 18-196-2 | <p>Rubber grub for engine bonnet fastener, replacement part.</p> | | 9,- |
| 18-301 | <p>Door belt weather strip Weather strip to seal the side window. Set for one door.</p> | | 2 pieces 18,- |
| <p>Cramp for door belt weather strip</p> | | | |
| 18-301-2 | <p>Cramp for the fastening of the door belt weather strip, item 18-301.</p> | | 0,75 |
| 18-301-2-8 | <p>Set for one door, i.e. two seal strips, 8 pieces.</p> |  | 5,- |
| 18-302 | <p>Door window guide, wide Guide for the door window, wide u-profile.</p> | | 21,- |
| <p>Cramp for door window guide, wide</p> | | | |
| 18-302-2 | <p>Cramp for fastening the door window guide 18-302 to the door profile.</p> | | 0,50 |
| 18-302-2-7 | <p>Cramp for fastening the door window guide 18-302 to the door profile. Set for one door.</p> |  | 3,- |
| 18-303 | <p>Door window guide, small Guide for the door window, small u-profile in the front.</p> | | 15,- |
| 18-310 | <p>Door seal Sealing profile for vehicle door.</p> |  | 28,50 |
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| Rubber filler for screens | | | |
| 18-312 | Rubber filler for wind screen NSU 1000, TT, TTS, Prinz 4. |  | 79,- |
| 18-312-1 | Rubber filler for wind screen NSU 1200 C. | | 79,- |
| 18-313 | Rubber filler for rear screen NSU 1000, TT, TTS, 1200 C. | | 79,- |
| 18-314-L | Rubber filler for rear side screen, left, NSU 1000, TT, 1200 C. | | 64,- |
| 18-314-R | Rubber filler for rear side screen, right, NSU 1000, TT, 1200 C. | | 64,- |
| Filler for screen seals | | | |
| 18-313-1 | Chrome filler for wind screen or rear screen seal. NSU 1000, TT, TTS, Prinz 4, 1200 C. | | 21,- |
| 18-313-2 | Black filler for wind screen or rear screen seal. NSU 1000, TT, TTS, Prinz 4, 1200 C. | | 21,- |
| 18-314-1 | Chrome filler for rear side screen seal NSU 1000, TT, 1200 C. | | 9,50 |
| Sealing profiles for rear flipper window | | | |
| 18-315 | Rubber filler for chrome rim of the flipper window. Right and left side. | | Pair 79,- |
| 18-316 | Rubber seal for chrome rim of the flipper window. Right and left side. | | Pair 79,- |
| 18-317 | Edge trim for window aperture for flipper window. <i>Special slim shape edge trim with special height 14 mm. Identical NSU standard. By use of thicker standard trim the window may not close properly.</i> | | Pair 32,- |
| Sealing profiles for front triangular window | | | |
| 18-318-L | Shaped rubber seal for B453, left side. | | 59,- |
| 18-318-R | Shaped rubber seal for triangular window, right side. | | 59,- |
| 18-318-1 | Rubber seal at the triangular window, vertical. <i>Sealing profile in the vertical chrome rail.</i> | | 12,- |
| Rubber seal for triangular window in the chrome frame | | | |
| 18-319 | Special and precise fitting rubber seal for the binding of the glass pane of the triangular window in the chrome frame. <i>In case the frame has been new chrome plated this seal has to be renewed when reassembling the triangular window.</i> |  | Pair 32,- |
| Locking clip for window crank handle and door opener | | | |
| 18-320 | |  | 0,40 |
| 18-320-10 | | | 10 pieces 3,50 |
| Trim strip at the rain gutter | | | |
| 18-348 | Chrome profile at the rain gutter. |  | 10,- |
| Clip for trim strip | | | |
| 18-350 | Clip for trim strip, small standard version. |  | 0,25 |
| 18-350-2 | Clip for trim strip, set 56 pieces for one car. | | 13,- |
| Mounting nut for emblem | | | |
| 18-351 | Rubber nut with steel insert for mounting of the front emblems to the body. A lip seal on the rubber nut seals the bore in the body. |  | 1,50 |
| Cable feed through for body | | | |
| 18-354 | Cable feed through in the body, front and rear, for the backbone of the wire harness. |  | 2 pieces 4,- |
| Caps for bores in the floor pan | | | |
| Plastic caps for the drain holes in the floor pan of the body. Excellent sealing and waterproof design. Colour: black. | | | |
| 18-355-20 | Cap for drain hole, Ø20 |  | 1,50 |
| 18-355-35 | Cap for drain hole, Ø35 (boot) | | 2,- |
| 18-355-60 | Cap for drain hole, Ø60 (boot or underneath the rear seat bench) | | 4,50 |
| Lead trough for actuation cables | | | |
| 18-356 | Lead through for the actuation cables in the middle tunnel in the vehicle under floor. |  | 8,50 |
| Fastening set for front blinker glasses | | | |
| 18-370 | Fastening set consisting of screws and speed nuts to fix the front blinker glasses to the car body. Set for one car. Materials: stainless steel and steel, galvanized. |  | 4,- |
| Blinker front | | | |
| 18-371 | Front blinker, complete assembly including rubber seal, glass and fastening set. |  | 69,- |
| 18-371-1 | Front blinker, reflector. | | 47,50 |
| 18-371-2 | Rubber seal for blinker insert. | | 12,50 |
| 18-371-3 | Glass for blinker, yellow. | | 15,50 |
| Shim on the exterior mirror | | | |
| 18-374-5 | Shim for the holder of the oval rearview mirror. Material: plastic, white. |  | 7,- |

| | | | |
|-----------|--|---|---------------|
| 18-398 | Plate holder Frameless plate holder for standard EU number plate. Height of number plate 113 mm. Set for two number plates. |  | 9,50 |
| 18-410 | Actuation cable for heating Actuation cable for the heating flap valve on the end of the mid tunnel. |  | 47,- |
| 18-510 | TT Cockpit TT cockpit made from glass fibre reinforced plastic. Painted black texture (as NSU standard). Delivery including ornamental cover from stainless steel, brush-finished. |  | 229,- |
| 18-510-5 | Ornamental cover from stainless steel inside the TT cockpit. Brush-finished. Replacement part. | | 39,- |
| | Panel for cockpit instruments Bracket for additional instruments with diameter 52 mm such as for oil pressure or oil temperature. For the assembly underneath the dash board. |  | |
| 18-511-1 | Panel for cockpit instruments, single. | | 19,- |
| 18-511-2 | Panel for cockpit instruments, double. | | 20,- |
| 18-511-3 | Panel for cockpit instruments, triple. | | 21,- |
| | Cockpit instruments Cockpit instruments VDO, classic design. Diameter 52 mm. For 12 V wiring system voltage. |  | |
| 18-512-10 | Cockpit instrument, oil pressure, 0-10 bar. <i>Corresponding oil pressure pickup: item 10-021-x. Please order separately.</i> | | 69,- |
| 18-513 | Cockpit instrument, oil temperature, 50°C to 150°C. <i>Corresponding oil temperature pickup: item 13-201, 13,202. Please order separately.</i> | | 69,- |
| 18-514 | Cockpit instrument, Voltmeter for 12V system. | | 69,- |
| | Cockpit instruments including bracket Set of cockpit instrument VDO including bracket 18-511-x. Please specify the cockpit instrument you want to order. |  | |
| 18-519-1 | Cockpit instrument, single. | | 79,- |
| 18-519-2 | Cockpit instrument, double. | | 149,- |
| 18-519-3 | Cockpit instrument, triple. | | 209,- |
| | Tachometer cables | | |
| 18-551-1 | Tachometer cable, PRINZ 4, 1000 C. | | 32,- |
| 18-551-2 | Tachometer cable, TT, TTS. <i>For cars with TT, TTS instruments. This cable is 85 mm longer than 18-551-1.</i> |  | 32,- |
| 18-551-3 | Tachometer cable, 1200C, Type 110. <i>All cables including lead through 18-552-1 and without lead through 18-552-2.</i> | | 33,- |
| 18-551-9 | Snap ring at the tip of the tachometer cable. | | 0,50 |
| 18-552-1 | Lead through for the tachometer cable in the car body. | | 8,50 |
| 18-552-2 | Lead through for the tachometer cable in the steering knuckle. | | 6,50 |
| | Reservoir for washing water | | |
| 18-904 | Tank for washing water for the windscreen. |  | 44,50 |
| 18-905 | Hose for washing water. Transparent. | | 2,5 meter 5,- |
| 18-905-1 | Elbow for the connection to the spray nozzle. | | 9,- |

19 Bodywork

19-002 **Wing extensions from GRP** Set, 4 pieces 360,-

Wing extensions from glass fibre reinforced plastic with cover layer.
Widening of the body each side by app. 50 mm.



+B53 The wing extensions are made from four different castings and by this ensure accurately fitting. The wing extensions may be screwed or riveted and be assembled with rand or be embedded in filler.

19-007-1 **Headlight ornamental moulding from glass fibre**

TT headlight ornamental moulding from glass fibre. Accurately fitting.
Prepared for painting.



2 pieces 178,-



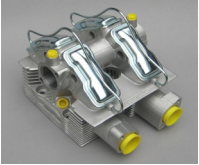



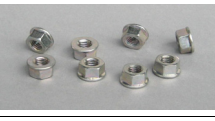
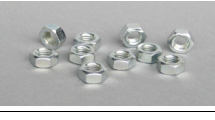

19-012 **Wing extensions ABT**


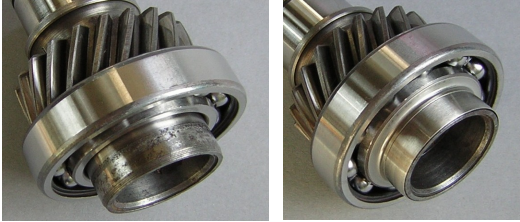
Wing extensions, design ABT, made from glass fibre reinforced plastic.
Widening of the body each side by app. 50 mm front and app. 60 mm rear.

Set, 4 pieces 795,-










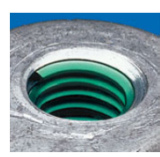

*Reinforced strength of the moulded parts due to an impact- and heat resistant resin component. By this the later appearance of dents and cracks can be eliminated.
Due to a fine structure glass mat as cover layer and the heat resistance of the resin component there is no visible texture on the surface of the moulded parts after incident solar radiation.*


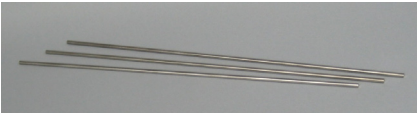





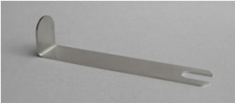

| | | | |
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| 20 | Standard parts | | |
| | Aluminium seal ring | | |
| | <i>The soft aluminium seal rings are preferred in case of one or both seal faces are from aluminium.</i> | | |
| 20-028-10 | Aluminium seal ring Ø10/14x1 |  | 10 pieces 2,- |
| 20-028-12 | Aluminium seal ring Ø12/16x1,5 | | 10 pieces 2,50 |
| 20-028-16 | Aluminium seal ring Ø16/22x1,5 | | 10 pieces 3,- |
| 20-028-18 | Aluminium seal ring Ø18/24x1,5 | | 10 pieces 4,- |
| | Copper seal ring | | |
| | <i>The copper seal rings are used in combination with steel fittings.</i> | | |
| 20-029-10 | Copper seal ring Ø10/14x1 |  | 10 pieces 2,- |
| 20-029-12 | Copper seal ring Ø12/16x1,5 | | 10 pieces 2,50 |
| 20-029-16 | Copper seal ring Ø16/22x1,5 | | 10 pieces 3,- |
| 20-029-18 | Copper seal ring Ø18/24x1,5 | | 10 pieces 4,- |
| | Protective caps | | |
| | <i>The protective caps cover the bores at disassembled engine and differential parts and protect them from dirt and corrosion.</i> | | |
| 20-200-24 | Protective caps for intake and outtake port at cylinder head Cap for Ø25,5 mm to Ø29,0 mm. |  | 4 pieces 2,50 |
| 20-200-25 | Cap for Ø28,5 mm to Ø31,0 mm. | | |
| 20-200-26 | Cap for Ø30,0 mm to Ø32,0 mm. | | |
| 20-200-27 | Cap for Ø31,5 mm to Ø35,0 mm. | | |
| 20-203-679 | Protective caps for cylinder Cap for cylinder Ø69,0 mm (corresponding to 996 ccm). |  | 4 pieces 8,- |
| 20-203-715 | Cap for cylinder Ø72,0 mm (corresponding to 1085 ccm). | | |
| 20-203-740 | Cap for cylinder Ø75,0 mm (corresponding to 1177 ccm). | | |
| 20-203-775 | Cap for cylinder Ø78,0 mm to 78,5 mm (corresponding to 1300 ccm). | | |
| 20-220 | Protective caps for engine Threaded caps and plugs for all oil connectors at the engine, caps for oil bypass bores at the cylinders, adapter for ignition distributor, crank case vent. | Set | 7,- |
| 20-203-545 | Protective caps for output shaft of the differential. | 2 pieces | 3,- |
| | Angle joint | | |
| | <i>Angle joint with retaining clip, threaded pin with spanner flats. Material: steel, galvanized. In case the retaining clip will be removed, the angle joint can be separated.</i> | | |
| 20-014-1 | Angle joint with inner thread M5 and threaded pin M5. |  | 5,- |
| 20-014-2 | Angle joint with inner left-handed thread M5 and threaded pin M5. Including counter nut M5 left-handed. | | 5,- |
| 20-406-9 | Cage nut M6 For fastening of the fuel tank. |  | 2,- |
| 20-407 | Nut M7, property class 10 For use at inlet manifold and exhaust. | | 20 pieces 4,- |
| 20-407-B | Shouldered nut M7 Nut M7 with plane shoulder Ø13 mm for fastening of inlet manifold or exhaust. |  | 8 pieces 12,- |
| | Nuts | | |
| 20-406 | Nut M6 |  | 10 pieces 2,50,- |
| 20-408 | Nut M8 | | 10 pieces 3,- |
| 20-410 | Nut M10 | | 10 pieces 4,- |
| 20-410-1 | Nut M10x1 | | 10 pieces 4,- |
| | Nuts, self-locking design | | |
| 20-406-S | Nut M6, self-locking |  | 10 pieces 2,50,- |
| 20-408-S | Nut M8, self-locking | | 10 pieces 3,- |
| 20-410-S | Nut M10, self-locking | | 10 pieces 4,- |
| 20-410-1S | Nut M10x1, self-locking, i.e. for use at steering ball joints and shocks. | | 10 pieces 4,- |
| 20-408-1S | Nut M8x1, self-locking design For use at lower end of steering shaft. | | 2,- |

| | | | | |
|---|---|---|-----------|------|
| 20-621-8 | Washer, hardened Washer M8, hardened, galvanized. | | 10 pieces | 7,50 |
| <i>This special hardened washer is used to screw the rear body arms and the front axle to the chassis.</i> | | | | |
| Locking washer, teethed Washers, saucer-shaped with locking teeth, galvanized. | | | | |
| 20-690-8 | Locking washer M8 |  | 10 pieces | 3,- |
| 20-690-10 | Locking washer M10 | | 10 pieces | 4,- |
| 20-690-12 | Locking washer M12 | | 10 pieces | 4,- |
| Repair bushing for shaft Repair bushing for the contact surface of a lip seal. Delivery includes assembly tool and detailed assembly instruction. | | | | |
| 20-901-35 | Repair bushing Ø35 mm for gear box input shaft. |  | | 33,- |
| 20-901-40 | Repair bushing Ø40 mm for generator pulley. | | | 34,- |
| <i>The repair bushing from steel will be used in case a groove has formed on the contact surface of the lip seal or in case the surface is not longer suitable as a sealing surface. The outer diameter of the bushing is the new contact surface of the lip seal. Due to the thin bushing material of only 0,3 mm the standard lip seal can be used.</i> | | | | |


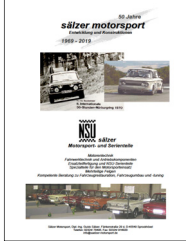








22 Maintenance Products

| | | |
|--|--|---|
| 22-017 | Dirko sealing compound | 12,90 |
| <p>The permanently elastic, temperature-resistant, universal sealing compound. Dirko is equally suitable for use on its own, as a sealant applied from the exterior between surfaces without disassembly, or in combination with flat gaskets. Dosing tube 100 g.</p> | | |
| <p><i>This extremely versatile, high-strength sealing compound seals surfaces, gaps and cracks reliably, even where there is movement. Dirko's viscosity and absolutely permanent elasticity rapidly stop leakage of oil, water and air. Even structural parts with hairline cracks are made functional again within minutes. Dirko is resistant to ozone, sunlight, extreme weather conditions, hot and cold water, greases, mineral oils (also with additives) and numerous chemicals. Temperature stability: -50°C to +180°C.</i></p> | | |
| | |  |
| 22-019 | Curil T high-temperature-resistant sealing compound | 11,90 |
| <p>The non-curing, high-temperature-resistant, universal sealing compound for permanently hot service conditions. Sealing compound for the sealing of machined stiff seal faces and all parts that are mounted without flat seal (i.e. oil sump). Dosing tube 60 ml.</p> | | |
| <p><i>Curil T's outstanding sealing efficiency makes it ideal for joints which are subjected to extreme thermal conditions, and especially for finely finished, rigid surfaces. Curil T is resistant to mineral oils (also with additives), most commonly used synthetic oils and greases, gasoline and diesel fuels, hot and cold water, seawater, gases, air and weak acids and alkalis. Curil T is designed for stability and is therefore well-suited to sealing vertical surfaces. Temperature stability: -40°C to +250°C.</i></p> | | |
| | |  |
| 22-051 | Mounting lubricant for brake pistons | 4,- |
| <p>"Ate" mounting lubricant for brake pistons. 10 g. Suitable for assembly and preservation of brake hydraulic parts. Resistant against brake fluid.</p> | | |
| | |  |
| 22-052 | Assembly lube MoS₂ | 9,- |
| <p>Assembly lube on graphite base i.e. for the use in the differential clutch or on half shaft connectors. Tube 100 g.</p> | | |
| <p><i>During operation, a permanently adhering, ultra-thin molybdenum disulphide film forms on the sliding points. The film retains its lubricating action for a long time even after the grease supply completely fails. Temperature range: -30 °C to +130 °C.</i></p> | | |
| | |  |
| 22-200 22-200-1 | Engine oil Castrol Edge Formula RS 10W-60 This oil is our recommendation for NSU engines with increased performance and especially for racing use. Castrol Edge Formula RS 10W-60, 5 litre Castrol Edge Formula RS 10W-60, 1 litre | 69,- 14,- |
| <p><i>Due to optimized additives this fully synthetic oil has an improved lubricating performance. Because of its low base viscosity and the wide viscosity range the oil has a better performance at low temperatures as well as at high temperatures. A high cleanliness guarantees for less wear inside the engine, less oil consumption and less fuel consumption.</i></p> | | |
| | |  |
| 22-225 | Magic Clean | 15,50 |
| <p>Magic Clean profi-plasticine for cleaning of your vehicle. 100 g box.</p> | | |
| <p><i>Magic Clean profi-plasticine will be used with water only. Removes insects, resin, tar, metal particles and rust marks from the lacquer surface.</i></p> | | |
| | |  |
| 22-245 | Care products for metal surfaces | 11,50 |
| <p>Metal polish "Nevr Dull". 142 g tin. Our recommendation for cleaning and polishing of the aluminium rim halves.</p> | | |
| 22-246-1 | Chrome polishing "Autosol", 75 ml tube. | 9,50 |
| <p>For care and polishing of chromed surfaces.</p> | | |
| 22-246-2 | Stainless-steel polishing "Autosol", 75 ml tube. | 11,50 |
| <p>For care and polishing of stainless-steel surfaces.</p> | | |
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| <p>22-250-1</p> | <p>Gearbox oil Gearbox oil for manual transmissions.</p> <p>Castrol Manual EP 80W, 1 litre</p> <p><i>The adding detergents according API GL-4 are suitable for the non-ferrous metal and the seals used in the NSU gearbox. First fill of the NSU transmission 2 litres, refill when using the oil drain plug 1,75 litre.</i></p> |  | <p>11,50</p> |
| <p>22-305 22-306 22-307 22-308</p> | <p>Thread repair set Helicoil The Helicoil thread inserts allow an easy repair of damaged threads. The drill and tapping tools needed for preparation of the bore are included in the repair set. The thread insert will be screwed in with the use of an assembly tool. Helicoil thread inserts have been well established on the market for about 50 years.</p> <div data-bbox="414 504 742 660" style="display: flex; justify-content: space-around;">   </div> <p>Helicoil thread repair set M5 with 60 thread inserts Helicoil thread repair set M6 with 60 thread inserts Helicoil thread repair set M7 with 30 thread inserts Helicoil thread repair set M8 with 30 thread inserts</p> <p><i>The thread inserts from stainless steel realize thread reinforcement especially in low-strength materials e.g. aluminium, aluminium magnesium alloys and fibre-reinforced plastics.</i></p> |  | <p>65,50 59,50 69,50 59,50</p> |
| <p>22-400-648</p> | <p>Loctite join connection Loctite 648 is a controlled strength retaining compound that is ideal for cylindrical parts that require disassembly. Recommended for maximum clearance of 0,1 mm. Operation temperature: -55°C to +175°C. Amount: 10 ml.</p> |  | <p>19,50</p> |
| <p>22-400-2701</p> | <p>Loctite screw locking Loctite 2701 is used for the locking and sealing of threaded connections. The compound is bonding under hermetically sealing between tight metal surfaces. The product prevents the connection from self-loosening or leakiness by shocks or vibrations. Loctite 2701 is recommended for highly stressed applications like the locking of stud bolts in the engine block or nuts on stud bolts. For screw connections up to M20. Amount: 10 ml.</p> |  | <p>19,50</p> |

| 23 | | Tools | |
|-----------|---|---|-------|
| 23-021 | <p>Centre for clutch Centre plate for the assembly of the clutch. Made from stainless steel.</p> <p><i>In case the clutch will be assembled before the mounting to the fly wheel the clutch plate must be centred by the use of this tool and the standard pivot axle.</i></p> |  | 13,- |
| 23-061 | <p>Assembly tool for three piece rim Tool for easy assembly of three piece rims. Made from stainless steel.</p> <p><i>The parts of a three piece rim have to be put up the assembly rods so that the connecting screws can easily be mounted. Set consisting of three assembly rods.</i></p> |  | 17,- |
| 23-081 | <p>Gauge for brake piston 20° Gauge for the alignment of the brake pistons. Made from stainless steel.</p> <p><i>The brake pistons have to be aligned in the brake callipers by an angle of 20° so, that the brake disk runs against the lower shoulder of the piston first.</i></p> |  | 7,- |
| 23-085 | <p>Brake bleeder Brake bleeder set for the brake system or other hydraulic systems.</p> <p><i>This device uses air pressure from the spare wheel. Simple service without pumping the brake pedal.</i></p> |  | 54,- |
| 23-111 | <p>Hose clamp Hose clamp for hose diameter 2-20 mm. The loose bracket allows the clamping to any position of the connected hose.</p> <p><i>For clamping of hoses during repair or for the use as flow restrictor.</i></p> |  | 12,- |
| 23-112-1 | <p>Nozzle gauges Nozzle gauges for the exact measurement of the nozzles inside the carburetors. Nozzle gauges, set 0,45 mm to 1,50 mm.</p> |  | 24,- |
| 23-112-2 | Nozzle gauges, set 1,50 mm to 3,00 mm. | | 24,- |
| 23-113 | <p>Carb balancer Synchronous device for balancing of twin carburetors.</p> <p><i>Because of the adjustable scale the tool can be used on the NSU twin carburetors as well as on the carburetors of the NSU TT.</i></p> |  | 109,- |
| 23-181 | <p>Unlocking tool for window crank handle and door opener Tool for disassembly of the snap ring on window crank handle and door opener. Made from stainless steel.</p> |  | 15,- |
| 23-182 | <p>Mounting cable for screen seals Mounting cable for the rubber seals of the screens.</p> <p><i>Due to the cable diameter of 3,5 mm the rubber seals of the screens can be assembled easily and without any damage of the seal.</i></p> |  | 8,- |

30 Promotion products

| | | | | |
|---|--|---|---|----------|
| 30-001-GB | Catalogue sälzer motorsport Actual parts list as print-out, hardback. |  |  | 8,- |
| <p>You also can download this catalogue for free on our homepage www.saelzer-motorsport.de</p> | | | | |
| | Mini Maglite "sälzer" Maglite Solitaire from anodized aluminium with key ring. Length 81 mm, diameter 13 mm, weight 22 g. | |  | |
| 30-041-B | Colour: black | | | 13,- |
| 30-041-G | Colour: titan-grey | | | 13,- |
| | Adhesive label "sälzer motorsport" | | | |
| 30-061-S | Length: 280 mm, colour: silver | |  | 4,- |
| 30-061-B | Length: 280 mm, colour: black | | | 8,- |
| 30-062-S | Length: 420 mm, colour: silver | | | 28,- |
| 30-062-B | Length: 420 mm, colour: black | | | |
| 30-063-S | Length: 800 mm, colour: silver | | | |
| 30-063-B | Length: 800 mm, colour: black <i>This length is suitable for the use on the upper edge of the windscreen.</i> | | | |
| | T-shirt "sälzer motorsport" High quality shirt, 100% cotton, colour: grey with black logo. | |  | 19,- |
| 30-020-M | Size M | | | |
| 30-020-L | Size L | | | |
| 30-020-XL | Size XL | | | |
| 30-020-XXL | Size XXL | | | |
| 30-030 | Bottle opener "sälzer" Mini bottle opener from aluminium with key ring. Length 55 mm. Weight 4 g. | |  | 4,50 |
| | Adhesive label "Spiess Tuning" | | | |
| | Adhesive label with logo "Spiess Tuning" red, black, screen print on white base layer. | |  | |
| 30-070-1 | Adhesive label "Spiess Tuning", small, length: 200 mm, height: 100 mm. | | | 11,- |
| 30-070-2 | Adhesive label "Spiess Tuning", big, length: 490 mm, height: 255 mm. | | | 16,- |
| | Adhesive label "BBS" | | | |
| | Adhesive label with logo "BBS", screen print on white base layer. | |  | |
| 30-071-1 | Adhesive label "BBS", black, length: 200 mm, height: 80 mm. | | | 5,- |
| 30-071-2 | Adhesive label "BBS", red, length: 200 mm, height: 80 mm. | | | 5,- |
| 30-071-3 | Adhesive label "BBS", red, length: 60 mm, height: 24 mm. Set of four pieces. <i>Small label to stick onto the rim. These labels are coated and resistant against cleansing agent.</i> | | | 4 pieces |
| | Adhesive label "Bilstein" | | | |
| | Adhesive label with logo "Bilstein", screen print on white base layer. | |  | |
| 30-072-1 | Adhesive label "Bilstein", small, length: 110 mm, height: 60 mm. | | | 3,- |
| 30-072-2 | Adhesive label "Bilstein", big, length: 185 mm, height: 80 mm. | | | 4,- |
| | Adhesive label with logo "Bilstein", computer cut lettering | |  | |
| 30-072-5 | Adhesive label with logo "Bilstein", length: 255, height: 40 mm. | | | 4,- |
| 30-072-5-S | Adhesive label with logo "Bilstein", silver, length: 255, height: 40 mm. | | | 4,- |

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