

New Riley Spares Provision

There are a considerable number of parts that are identical or interchangeable between pre and post-war 1½s and 2½s. Girling brakes are also use on Austin, Ford and others.

There should be closer working together of the three Riley Clubs, the Healey Club and the Riley specialist firms in the production of spares, to ensure the maximum availability of parts and the minimum duplication of production.

The list below covers some known inter-changeability between pre and post-war 1½ and 2½ cars. 9hp,15/6 and others may have some inter-changeability.

If you are aware of any other parts where inter-changeability applied, please inform John Lee and Gerry Parker.

Key

Interchangeable marked as I,

Duplication marked by D in last column.

Blue Diamond marked as BD.

Product	Current source	comment	I D
Engine 12-4 and 1½			
Pistons 12-4	RR(Omega), RM (JP Australian)	Omega believed better!	I, D
Little end bushes 12-4	RR, RM,		I, D
Head gaskets 12-4	RR, RM -different materials	Some interchange	I
misc engine gaskets 12-4	RR, RM	Many interchange	I, D
Head studs 12-4 & 1½	RR (only 12-4), RM.		I, D
Head nuts	RR, RM		I, D
Various engine studs	RR, RM	RR to provide more	I
Cam followers	RR, RM	Early 2½	I
Valves	RR and RM	some sizes interchange	I, D
Valve guides 12-4 & 1½	RR, RM		I, D
Valve springs & collets 12-4	RR, RM same as 2½	Split collet type	I, D
Rockers 12-4 & 1½	RR	Some members prefer RM type	I
Crankshaft plugs	RR, RM		I, D
Oil banjo bolts to crank	RR, RM		I, D
Oil gauge banjo and bolt		Same as 2½	I,
Crankshafts 12/4	Phoenix, vintagerileyspares	RM slightly different	
Con-rods 12-4	Phoenix and Arrow		I
Big end shells 12-4	RM, MGB suppliers (Kings)	RM no 060	I
Hot-spot tubes 12-4	RR, RM	RM do stainless	I, D
Hot spot elbow 12-4	RR, RM		I, D
Starter ring	RR (12/4), RM		
Main bearings and housings			I
Engine Big 4 and 2½			
Pistons 2½	RM Club (JP Australian)		I
Little end bushes Big 4, 2½	RM		!
Head studs 2½	RM		I

Cam followers 16hp 2½	RM	On RMB	I
Valves	RR, RM	Various sizes interchange	I, D
Valve guides 2½	RM	As 16hp	I
Valve springs & collets 2½	RR, RM same as 12/4 and 1½		I
Crankshaft plugs	RM		I, D
Con-rods Big 4, 16hp & 2½		Earlier are heavier	I
Big end shells 2½	RM	Also, mains shells	I
Pressure release valves	RR, RM		I, D
Head gaskets 16hp and 2½	RR (Big 4), RM	16hp as 2½	I
Misc gaskets 16hp & 2½	RM		I
Head studs	RM		I
Head nuts	RM		I
Cross-flow pipe in head	RM	Same as 16hp	I
Timing chain tensioner etc			I
2½ oil pump gears??	RM?		I
Starter rings 2½	RM		I
Main bearing and housings			I
Fuel systems			
SU fuel pumps and fittings	RM, Burlen		
SU carbs and fittings	RM, Burlen		
Throttle linkages	RM, Burlen		
AC Mech fuel pump		1937-1955	I
Brakes			
Girling brake rollers	BD		
Girling brake plunger	BD		
Girling expander cone	BD		
Girling expander housing			
Brake rod barrel links	BD		
Brake rod yokes ¼ BSF	BD		
Clevis pins	various		I
Brake rod into expander	BD		I
Brake rod to expander pin	BD		I
Brake rods ¼"			I
Brake swivel pins & bushes		RR to provide	I
Steering & suspension			
Tiller arms			
Track rod ends pre-war	RR, BD		
1" king pins and bushes	BD		
Road springs	VCSA/VINGAGERILEYSPARES does some		
Luvax shock absorbers	VCSA/VINGAGERILEYSPARES		
Hartford shock absorbers	VCSA/VINGAGERILEYSPARES, Andre Hartford Ltd		
Transmission			
CWPs	RM, vintagerileyspares		I, D
9hp and 12-4 half shafts	RR, vintagerileyspares does some		
Front hubs	vintagerileyspares		
Rear hubs	vintagerileyspares		
Gearbox parts	Some via RM	16hp and RMB/F	I
Electrical			
Coils points caps condenser	RM, J/G Brown	1936- 1950	I

Wiper motor 1938-1948		switching similar	I
Fuel sender	RM	different arm length	I
switches		Some similar	
Misc			
Rev counter drive			I
Accelerator pedal 1935 on		1935-1955	I
Interior door handles	RR, RM	1935 as RM	I D
Exterior door handles	RR, RM	1936-8 as RM	I
Door locks / mechs 1935-55			I
Pedal rubbers	RR, RM		I D