

and in the total number of cars in circulation throughout the country, which need periodical service.

**TABLE 3**  
**MOST DYNAMIC GROWING IMPORTS**  
(000 dollars)

More than 500% growth during the period 1986-1989

**1989 VALUE**

|                     |       |
|---------------------|-------|
| Disc brakes         | 7,517 |
| Shaft ackles        | 5,748 |
| Wheels              | 2,930 |
| Clutchs             | 1,749 |
| Bumper parts        | 1,689 |
| Accoustic apparatus | 1,118 |

Growth between 100% and 500% during the period

**1989 VALUE**

|                        |       |
|------------------------|-------|
| Distributor Parts      | 5,511 |
| Bushings               | 4,752 |
| Snobbers               | 4,498 |
| Brake drums            | 3,806 |
| Gear cases             | 3,558 |
| Universal joints       | 3,150 |
| Master cylinder brakes | 3,000 |
| Lights                 | 1,730 |
| Contact points         | 1,692 |
| Mufflers               | 1,367 |
| Bobbins                | 1,085 |

The most important supplier of auto parts to the Mexican market is the United States. This is closely related to the strong link between the local industry and the U.S. manufacturers, as described in the first section of this report. Approximately 85% of all auto parts are imported from the U.S., followed by West Germany and Japan in equal proportions.

Based on data published by Canadian authorities (see Table 4), Canadian auto part exports to Mexican grew from Cdn\$50.3 million in 1988 to Cdn\$89.8 million in 1989, at a 78.5% growth rate, a value superior to the growth rate of total Mexican imports of auto parts, which was 38% during the same period. In 1990, Canadian exports grew another 117% to Cdn\$194.5 million. Canadian imports from Mexico grew 11.7%, from Cdn\$424.4 million in 1988 to Cdn\$474 million in 1989, exceeding the 10.2% rate of growth of total Mexican auto part exports. In 1990, Canadian import from Mexico grew another 20% to Cdn\$570.1 million. This indicates that, in recent years, trade with Canada has been more dynamic than Mexico's total trade.