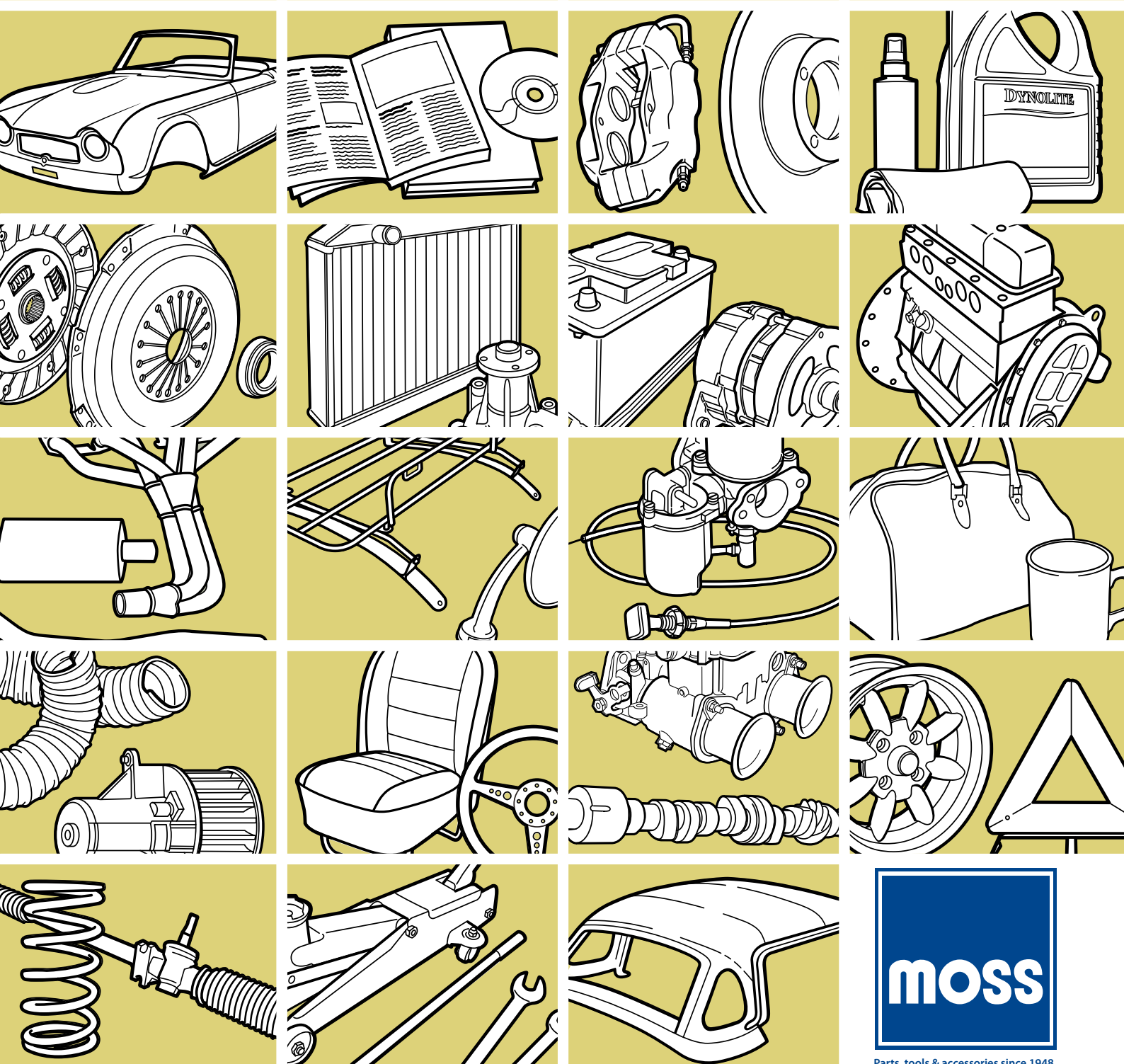


ISSUE 18

PARTS & ACCESSORIES FOR YOUR

# TR2-4A

Restore • Maintain • Modify



Parts, tools & accessories since 1948.

HOW TO ORDER

ORDER ONLINE

Ordering online is quick and straight forward. Simply search by part number or browse by model and component categories. Our site features detailed schematics so identifying the correct part is easy, right down to the last nut and bolt. Should you get stuck, our knowledgeable sales staff are ready to help using our live-chat feature.

Add the parts that you need to your basket and head to the checkout for delivery and payment options. Once checked out, you will receive a confirmation of your order via email, by which time your parts will be being picked and packed, ready to be sent to your door.

ORDER THROUGH A BRANCH

Whether you are visiting, calling or emailing, our knowledgeable branch staff will be happy to help you get the parts that you need. They are car enthusiasts too and understand the challenges that sometimes come with identifying the right parts for rare and classic cars. Of course, the more information about your vehicle that you have to hand, the quicker and easier it will be for us to help.

Arranging to collect parts from our branches is easy, our teams will let you know once your order is ready. Alternatively, they can dispatch your order directly to you.

PRICING

Due to constant variations of world markets and currency fluctuations the prices in this catalogue are subject to change. We make every attempt to keep prices competitive and stable, however in common with all other suppliers in our industry, we reserve the right to alter prices without prior notice. For the latest prices, please call or visit [moss-europe.co.uk](http://moss-europe.co.uk).

All prices are per unit (unless otherwise stated) and include (UK) VAT at 20% (where applicable). Please note EU countries may be charged at their local VAT rate, countries outside the EU will not be charged VAT. Prices are correct at the time of going to print, postage & packaging is not included. E&OE.

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Orders for delivery in the UK may be dispatched by regular post for small/lightweight items, larger items may be dispatched via a courier. Please call us for the best delivery option for your order and the latest delivery prices.

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Open Monday to Friday

Store opening times vary. Please contact your nearest branch for further information.

See website for Paris opening times


90 DAY MONEY BACK PEACE OF MIND WARRANTY

It's simple, if you change your mind for any reason, all uninstalled parts still in their original condition and packaging may be returned to us within 90 days from the date of purchase for a full refund. A copy of the original invoice or picking label must accompany the return. Return freight is paid by the customer, unless returned due to our error.

In the event of a part failing in use, all parts are warranted against defects in materials and workmanship for 12 months from the date of purchase. Please remember that all returns must be accompanied by the original invoice, return freight will be reimbursed. For more details see our website or contact your local branch.

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The Federation of British Historic Vehicle Clubs exists to uphold the freedom to use old vehicles on the road.

Where the price is replaced with NCA this part is Not Currently Available. Please visit our website ([moss-europe.co.uk](http://moss-europe.co.uk)) or call our sales staff for the latest availability information or to enquire if we can offer an alternative part.

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## PERFORMANCE AND TUNING

These pages contain a range of quality components that will generally improve the performance and handling of your Triumph. Remember, before increasing the power output and speed of any vehicle, you should ensure that your brakes, steering, chassis etc... can cope with the modifications.

When tuning your car to get more power, you need to get more air and fuel through the system in the right proportions. The first stage is to replace the restrictive standard exhaust system and air filter. The fuelling would then have to be adjusted to suit.

Beyond this you are looking at modifying the engine internals with a gas flowed big valve cylinder head, performance camshaft and possibly a bigger bore. Whilst you are in there you can fit lightened and/or strengthened internals. Again the fuelling would have to be adjusted to suit, possibly with Weber carburettors. Other routes to bigger power outputs include supercharging or nitrous injection.



## ALUMINIUM PANELS

The harder any vehicle is driven, the faster parts wear out. A reduction in all-up weight will slow this process. Let's start the lightening where it doesn't cost anything, by emptying the car of all unnecessary bric-a-brac back onto the garage shelves.

Lightweight outer body panels will give you an appreciable saving in weight, and they don't have to be fitted in pairs or sets, merely as required. By the time the panel(s) are fitted and painted the material cost is not significant.

- TR4-4A aluminium front wing LH . . . . . 950109AL . . . £730.90
- TR4-4A aluminium front wing RH . . . . . 950110AL . . . £730.90
- TR4-4A aluminium rear wing LH . . . . . 850475AL . . . £762.00
- TR4-4A aluminium rear wing RH . . . . . 850476AL . . . £762.00
- TR4-4A aluminium boot lid . . . . . 813650A . . . £949.63



## PLASTIC AND FIBREGLASS GEARBOX TUNNELS

Replace that rotten old gearbox tunnel and keep fumes and noise out with a moulded polyethylene plastic or fibreglass version. Fit with seal kit 713569GS.

- GRP gearbox tunnel . . . . . 713569FG . . . £95.00
- Plastic gearbox tunnel . . . . . 713569SAP . . . £91.20
- Plastic gearbox tunnel, 2 piece . . . . . 713569SAP1 . £119.50
- GRP transmission tunnel cover . . . . . 809046FG . . . £73.90
- Plastic transmission tunnel cover . . . . . 809046SAP . . . £69.46
- Gearbox tunnel fitting kit . . . . . 713569FK . . . £27.60
- Gearbox tunnel seal kit . . . . . 713569GS . . . £12.20

## EBC BRAKE PADS

EBC brake products are renowned for their high quality and excellent performance. All grades of brake pad use Kevlar as the binding material rather than the traditional steel, this prevents the build up of corrosive brake dust that can damage alloy wheels. We stock the standard replacement Ultimax, uprated Greenstuff and race Yellowstuff pads. Please see page 58 in the Restoration section to check your caliper type.



### EBC Ultimax brake pads

EBC Ultimax brake pads use EBC's Kevlar-based material for standard replacement brake pads.

- TR4-4A type 16 imperial calipers . . . . . TT31501KV . . £48.70
- TR4-4A type 16 metric calipers . . . . . TT32501KV . . . NCA



### EBC Greenstuff brake pads

EBC Greenstuff brake pads are a high efficiency upgrade pad which will increase your car's stopping power by 20% over standard replacement pads. Tested in rally cars, these pads are high friction, fade resistant with immediate pedal response. The Kevlar based formulation is guaranteed to meet or exceed performance of all original equipment pads with strong progressive braking, reduction of dust on wheels and fantastic wear life.

- TR3-4 type A and B calipers fast road/sport . . . . . GBP172G . . . £107.00
  - TR4-4A type C imperial calipers fast road/sport . . . . . TT31501G . . . £57.50
  - TR4-4A type C metric calipers fast road/sport . . . . . TT32501G . . . £52.80
- (Where late metric TR6 calipers may have been used for conversion).

### EBC Yellowstuff brake pads

EBC Yellowstuff brake pads are a full race specification material, capable of withstanding high temperature use with good wear characteristics, requiring minimal warm up. Ideal for regular track day and race use.

- TR4-4A type C imperial calipers race . . . . . TT31501Y . . . £86.20
  - TR4-4A type C metric calipers race . . . . . TT32501Y . . . £83.80
- (Where late metric TR6 calipers may have been used for conversion).



## BRAIDED BRAKE HOSES

These steel braided hoses not only look great, but because they don't swell under pressure, they give a much firmer feel to the brake pedal.

### TR2 Lockheed systems

- Brake hose front (pair) . . . . . TT3040 . . . . . £64.90
- Brake hose rear (each) . . . . . TT3042 . . . . . £26.90
- Clutch hose (each) . . . . . TT3041 . . . . . £41.20

### TR3-4 Girling system

- Brake hose front (each) . . . . . TT3142 . . . . . £21.10
- Brake hose rear (each) . . . . . TT3142 . . . . . £21.10
- Clutch hose (each) . . . . . TT3041A . . . . . £24.80

### TR4A

- Brake hose front (pair) . . . . . TT3240 . . . . . £39.00
- Brake hose rear (pair) . . . . . TT3242 . . . . . £41.20
- Clutch hose (each) . . . . . TT3141 . . . . . £39.20



209327XKG

209327TG

**UPRATED BRAKE DISCS**



**Cross-drilled grooved brake discs**

Our cross-drilled grooved discs are suitable for standard 2-pot calipers. They run considerably cooler than standard discs because they dissipate heat quicker than the solid versions, and because they give more consistent braking under all conditions, they are ideal for really hard driving or competition use. Ideal for use with EBC or Mintex brake pads.

TR4-4A cross-drilled grooved brake discs (pair) ..209327XKG. . **£91.80**  
(TR4 CT4690 on with wire wheels, CT 4388 on steel wheels).

**EBC turbo grooved brake discs**

EBC's spotted and slotted brake discs keep pads clean, deglazed and degassed for maximum performance in all conditions. Use with EBC brake pads for best results.

TR4-4A EBC brake discs (pair) .....209327TG .. **£198.50**



TT3949

**REMOTE BRAKE SERVO KIT**

For those who find the brake pedal rather hard after driving more modern vehicles, these remote servo kits make braking easier by reducing pedal effort. Suitable for all single line brake circuits they are remote mounted and easily plumbed into the hydraulic and vacuum systems of the car. We offer both a Lockheed and aftermarket kit, both are supplied with mounting brackets and hardware.

Remote brake servo kit Lockheed. .... TT3949. .... **£208.06**  
Remote brake servo kit aftermarket ..... TT3949Z .... **£97.50**



HGB1011

**COPPER BRAKE PIPE KITS**

These non-rust, copper brake pipe sets are ready assembled with brass end fittings. The pipes are pliable for easy installation.

- TR2-3 RHD (Lockheed) ..... HGB1010 ... **£108.80**
- TR2-3 LHD (Lockheed) ..... HGB1010L .. **£108.80**
- TR3-3A RHD (Girling)..... HGB1011 ... **£108.40**
- TR3-3A LHD (Girling)..... HGB1011L .. **£108.40**
- TR4 RHD ..... HGB6227 ... **£120.80**
- TR4 LHD ..... HGB6227L .. **£120.80**
- TR4A IRS RHD ..... HGB6228 ... **£114.90**
- TR4A IRS LHD ..... HGB6228L .. **£114.90**



SPB32521

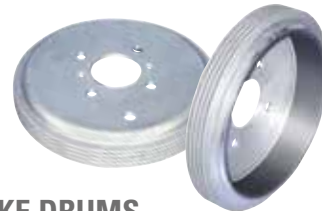
**4-POT VENTED CALIPER CONVERSION KITS**

These 4-pot calipers with vented discs will keep things cool - helping to avoid brake fade. Our 4-pot vented brake kit is supplied with 4-pot alloy calipers, adaptor plates, vented discs and fast road pads for maximum stopping power. Direct fit on cars with 16P or 16PB calipers, can be fitted to earlier cars by changing the caliper mounting bracket for the later type.

TR3-4A 4-pot vented caliper conversion kit. . . . .SPB32521 .. **£850.00**  
TR3-4A 4-pot vented caliper conv. kit (cross drilled) SPB32521X . **£900.00**  
(If fitting to TR3 and early TR4 later caliper mounting brackets are required. See page 57 in the Restoration section for details).

**Brake pads for 4-pot calipers**

Fast road and track pad set. ....RD1311 ..... **£77.80**  
Greenstuff pad set. ....RD150-3668 . **£46.50**



202267

**ALFIN BRAKE DRUMS**

The TR3A-4A brake drums are reproductions of the rare factory option. Both will help to reduce brake fade under heavy braking and they also look good.

- Alfin brake drum - 10" (each).....301590..... **NCA**  
(TR2-3A to TS56376)
- Alfin brake drum - 9" (each).....202267..... **NCA**  
(TR3A from TS56377 TR4-4A)
- Alfin Brake drum - 9" (each) .....210578ALF . **£163.20**  
(TR4A-6)

Fitment note: On live axle cars part number 202267 is the only 9" drum available for TR2-4A and will require the four stud holes drilling to fit over the 9/16" shoulder of the wheel stud).



GBL102121

**GOODRIDGE BRAIDED HOSE SETS**

All Goodridge braided hoses are made from stainless steel. The sets are supplied either clear or for a more original look the Classic sets are supplied in black.

- Brake Hose Set, black, mild steel fittings, TR3 ..GBL102191 .. **£52.60**
- Brake Hose Set, clear, mild steel fittings, TR3 ...GBL102121 .. **£52.60**
- Brake Hose Set, black, mild steel fittings, TR4 ..GBL112190 .. **£52.60**
- Brake Hose Set, clear, mild steel fittings, TR4 ...GBL112120 .. **£52.60**
- Brake Hose Set, clear, mild steel fittings, TR4A..GBL112121 .. **£62.20**

**TR3A-4A UPRATED BRAKE SHOES**



If you have fitted harder pads to the front, then these harder shoes will give fade free braking from the rear brakes. Suitable for 9" Girling rear drums.

TR3A-4A uprated brake shoes .....TT31524 .... **£99.30**



## MOTO-LITA STEERING WHEELS

Moto-Lita are among the finest replacement steering wheels available. Designed to enhance the appearance of the cockpit and provide an improved feel for the driver.

Available in a variety of styles, including polished or black painted spokes, with the option of polished wood or black leather rims.

Available in 13" to 15" diameters. Boss kits for each specified model of car are required for fitting (available separately).

*Moto-Lita*

See page A46 for more information



## SMITHS GAUGES

**A superb range of gauges in the 'Smiths' style with chrome bezel, and classic black faces with white numerals or magnolia with black numerals.**

The following gauges are available:

- Clock (full face)
- Capillary oil pressure (half face)
- Electric water temp (half face)
- Dynamo ammeter (half face)
- Volt meter (half face)

- Boost gauge (full face)

All gauges come with bulb holders and retaining brackets.

The bezel (available separately) can be used to make the new gauges look as original as possible.

**SMITHS**

See page A47 for more information

**TELESCOPIC DAMPERS** Available with...   

The next step to improving the handling of your car is to fit good quality adjustable dampers. Dampers should always be replaced in pairs. All of the adjustable dampers have a two year warranty, the zero setting is equivalent to the standard setting.

Koni adjustable shock absorbers are renowned for their quality and reliability. The adjustments must be made with the units off the car. Spax dampers will give excellent service on all models, plus, they have the ability for the adjustments to be made on the car. Gaz dampers are specifically designed for fast road/sport applications and feature on-car adjustment, double lipped piston seals and zinc plated bodies.



TT3102PR

TT3101PR

TT3203

TR2-3A Koni front, pair . . . . .	TT3002PR . . . . .	<b>£224.40</b>
TR2-3A Koni rear, pair* . . . . .	TT3312PR . . . . .	<b>£255.00</b>
TR2-3A Spax front, pair . . . . .	TT3001PR . . . . .	<b>£195.00</b>
TR2-3A Spax rear, pair* . . . . .	TT3311PR . . . . .	<b>£195.00</b>
TR2-3A Gaz front, each . . . . .	TT3103. . . . .	<b>£78.00</b>
TR4 no spacers Koni front, pair . . . . .	TT3002PR . . . . .	<b>£224.40</b>
TR4 no spacers Koni rear, pair* . . . . .	TT3312PR . . . . .	<b>£255.00</b>
TR4 no spacers Spax front, pair. . . . .	TT3001PR . . . . .	<b>£195.00</b>
TR4 no spacers Spax rear, pair*. . . . .	TT3311PR . . . . .	<b>£195.00</b>
TR4 no spacers Gaz front, each. . . . .	TT3103. . . . .	<b>£78.00</b>
TR4 deep dish Koni front, pair . . . . .	TT3002PR . . . . .	<b>£224.40</b>
TR4 deep dish Spax front, pair . . . . .	TT3001PR . . . . .	<b>£195.00</b>
TR4 deep dish Spax rear, pair* . . . . .	TT3111PR . . . . .	<b>£215.00</b>
TR4 deep dish Gaz front, each . . . . .	TT3103. . . . .	<b>£78.00</b>
TR4A live axle Koni front, pair . . . . .	TT3102PR . . . . .	<b>£255.00</b>
TR4A live axle Koni rear, pair* . . . . .	TT3212PR . . . . .	<b>£229.50</b>
TR4A live axle Spax front, pair . . . . .	TT3101PR . . . . .	<b>£205.00</b>
TR4A live axle Spax rear, pair* . . . . .	TT3111PR . . . . .	<b>£215.00</b>
TR4A live axle Gaz front, each . . . . .	TT3203. . . . .	<b>£78.00</b>
TR4A IRS-5-6 Koni front, pair . . . . .	TT3102PR . . . . .	<b>£255.00</b>
TR4A IRS-5-6 Spax front, pair . . . . .	TT3101PR . . . . .	<b>£205.00</b>
TR4A IRS-5-6 Spax rear, pair* . . . . .	TT3211PR . . . . .	<b>£205.00</b>
TR4A IRS-5-6 Gaz front, each . . . . .	TT3203. . . . .	<b>£78.00</b>
TR4A IRS-5-6 Gaz rear, each . . . . .	TT3213. . . . .	<b>£78.00</b>

(\*These require the use of a conversion bracket set).



**TR4A REAR TELESCOPIC CONVERSION KIT**

This kit includes our type 1 bracket kit and a pair of Spax shock absorbers.

Spax rear telescopic conversion kit. . . . . SPCK29 . . . . **£265.00**

**TELESCOPIC CONVERSION BRACKET KITS**

If your car has lever arm dampers fitted you will need one of these bracket kits to enable the fitment of telescopic shock absorbers.



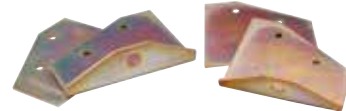
**TR2-4 live axle**

This kit gives improved action as well as locating the axle better. The top bracket is bolted to the shock absorber mounting and the axle bracket is bolted and welded to the axle.

TR2-4 live axle conversion kit . . . . . TT31181. . . . **£217.00**

**TR4A IRS**

For TR4A IRS models there is a choice depending on how you use the car and how you prefer the brackets to mount. These bracket kits fit at the same height as the rear tyre, check that there is adequate clearance through full suspension travel. If there is excessive negative camber present this may need to be reset.



**Type 1**

This is the simplest kit, the top brackets bolt to the inner wheel arch, requiring holes to be drilled. Road use only.

TR4A IRS type 1 conversion kit . . . . . TT3218. . . . **£85.70**



**Type 2**

These one piece easy fit brackets bolt to the lever arm mounting and fit around the outside of the inner wheel arch. They have an additional mounting point that locates directly to the wheel arch, which will need drilling.

TR4A IRS type 2 conversion kit . . . . . TT3225X . . . . **£95.00**



**Type 2A TUV approved**

These are similar to the type 2 brackets but are of a heavier and stronger construction. They also benefit from an additional mounting utilizing the rebound buffer bracket, keeping all the mounting points on the chassis. No drilling required. Bolts required separately.

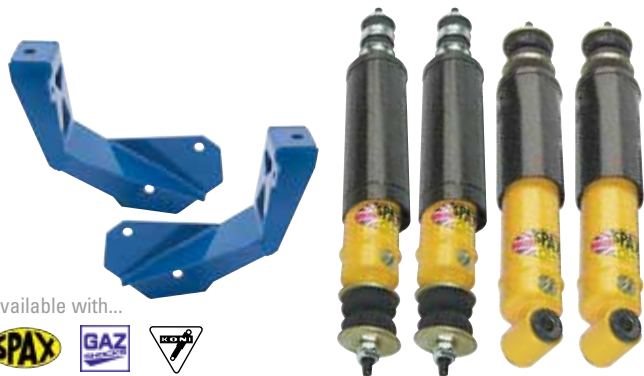
TR4A IRS type 2A conversion kit . . . . . TT3225TUV . **£229.00**



**Type 3**

This bracket set consists of six stepped brackets that mount up through the bodywork and out through the inner wheel arch. These take a little longer to install but have the added advantage of strengthening and stiffening the rear body. Kit comes complete with fittings and instructions.

TR4A IRS type 3 conversion kit . . . . . TT3225. . . . **£186.70**



Available with...



### TR4A FRONT/REAR TELESCOPIC CONVERSION KITS

This rear telescopic conversion kit and front shock absorber pack includes a pair of our type 2 bracket kits and four shock absorbers. Available with either Koni, Spax or Gaz shock absorbers.

- Koni front/rear telescopic conversion kit . . . . . TTK3112H. .£534.00
- Spax front/rear telescopic conversion kit . . . . . TTK3112S . .£470.90
- Gaz front/rear telescopic conversion kit. . . . . TTK3112G. .£386.40



### UPRATED LEVER ARM DAMPERS

We supply new, non-exchange uprated dampers. Built on the original Armstrong equipment, each unit is tested to check its performance against the design parameters. The valves are individually set to provide the correct hydraulic characteristics for the application. If your standard shocks are in good condition, we also stock competition valves should you wish to uprate them, as well as damper oils so you can tweak your damping rates. We suggest the 25% uprated dampers are suitable for fast road and the 50% uprated shocks are for competition use only.

- TR2-4 new 25% uprated shock LH . . . . . TT3014LN . £156.30
- TR2-4 new 25% uprated shock RH . . . . . TT3014RN . £156.30
- TR4A new 25% uprated shock LH . . . . . TT3214LN . £145.20
- TR4A new 25% uprated shock RH . . . . . TT3214RN . £145.20
- TR4A new 50% uprated shock LH . . . . . TT3215LN . £145.20
- TR4A new 50% uprated shock RH . . . . . TT3215RN . £145.20
- 25% uprated replacement shock valve . . . . . AHH7218 . . £30.30



### CHASSIS STRENGTHENING BRACKETS

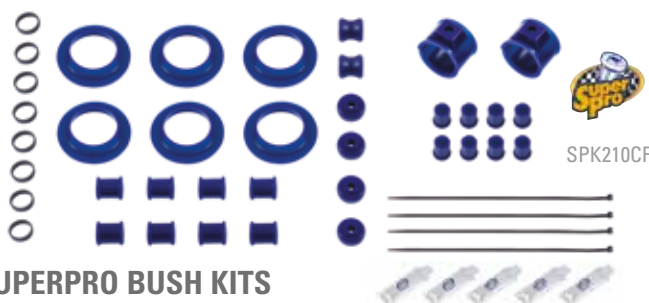
The lower front inner wishbone brackets which are welded to the chassis are weak points of the front suspension. They are often found to be cracked or even broken away from the chassis. We have followed a design from Triumph themselves and produced a strengthening kit which comprises of three plates which are welded to the inner wishbone bracket and the chassis.

- TR4A chassis strengthening bracket set LH. . . . TT3259L. . . . £39.40
- TR4A chassis strengthening bracket set RH . . . . TT3259R . . . . £39.40
- Reinforcement plate washer (4 required) . . . . . 139580R . . . . £8.10

### UPRATED POLYURETHANE SUSPENSION BUSHES

The first stage in improving your suspension is to check all your bushes - there's no point buying springs and dampers if the bushes are worn out. These suspension bushes improve the handling by reducing the amount of unwanted flex in the standard type of bush, leaving the suspension to move in the direction intended by the designers.

Polyurethane is the best solution for road use. It gives improved location without having a detrimental effect on noise levels or a harsh ride. Added advantages are improved longevity and unlike rubber it is not affected by ultra violet light, water, salt, oil or petrol. The Superpro bushes come with a steel sleeve and grease where necessary and are available either individually, as either front or rear sets or as a complete car set.



### SUPERPRO BUSH KITS

Save money by buying a Superpro bush kit for your car, they contain all the bushes you need. Available as a complete car kit, front, rear or running gear kits. For vehicles with standard/original suspension layout.

- TR2 car bush kit . . . . . SPK210CK . .£182.80
- TR2 front bush kit. . . . . SPK210CF . .£129.60
- TR2 rear bush kit . . . . . SPK4LACR . . . . NCA
- TR3-3A-3B car bush kit . . . . . SPK10CK . .£175.10
- TR3-3A-3B front bush kit. . . . . SPK10CF . .£114.65
- TR3-3A-3B rear bush kit. . . . . SPK11CR . . . .£63.60
- TR4 car bush kit . . . . . SPK11CK . .£189.00
- TR4 front bush kit. . . . . SPK11CF . .£126.40
- TR4 rear bush kit . . . . . SPK11CR . . . .£63.60
- TR4A IRS car bush kit . . . . . SPK4IRSCK. £395.40
- TR4A IRS front bush kit. . . . . SPK4IRSCF .£195.00
- TR4A IRS rear bush kit. . . . . SPK4IRSCR. £200.50
- TR4A live axle car bush kit . . . . . SPK4LACK. .£223.60
- TR4A live axle front bush kit. . . . . SPK4LACF . .£334.00

### TR4A REAR BUMP STOPS



When changing the ride height of the car, especially when lowering, more travel must be allowed. The bump stop on the trailing arm must be reduced in height to allow the spring and damper to work correctly.

- TR4A short upper bump stop (each) . . . . . 155719 . . . . £5.10



### ADJUSTABLE FRONT UPPER FULCRUM KIT

This upper fulcrum kit allows easy adjustment of the camber angle of the front suspension. Designed primarily for competition use to give maximum control for setting the camber angle, it is also useful for correcting alignment problems on slightly distorted chassis. Once the desired camber angle has been achieved the top plates should be welded to the brackets to ensure there is no movement. Do not weld the bracket to the chassis.

- Adjustable front upper fulcrum kit . . . . . 200659X . . . . £164.10



## TR4A SUSPENSION KITS

If you want to modify the suspension of your TR4A, a good step is to use one of our suspension PlusPacs. Developed over years of research and development, these spring and shock absorber kits will upgrade your car's suspension for road, fast road and sprint use, tightening the overall feel of the car. Kits include uprated and lowered front and rear springs (with standard spring rubbers) and a choice of Koni, Spax or Gaz front and rear telescopic dampers to allow you to choose from our rear telescopic conversion kits. For maximum benefit these kits are best used with Superpro polyurethane suspension bushes.



### PlusPac for road

Using slightly lowered springs and front dampers to improve overall handling, ideal for road use.

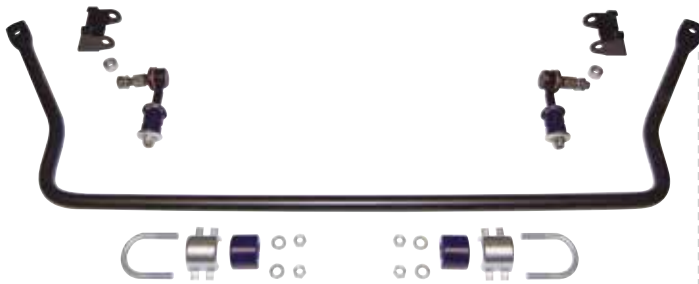


- PlusPac road Koni dampers . . . . . TTK3130K ..£600.00
- PlusPac road Spax dampers . . . . . TTK3130S ..£541.50
- PlusPac road Gaz dampers . . . . . TTK3130G ..£465.40

### PlusPac for sprint lowered

These kits use lower and stiffer spring than the road kit to give greater stiffness and control of the suspension ideally suited to fast road and sprint driving.

- PlusPac sprint Koni dampers . . . . . TTK3140K ..£600.00
- PlusPac sprint Spax dampers . . . . . TTK3140S ..£530.00
- PlusPac sprint Gaz dampers . . . . . TTK3140G ..£470.00



## UPDATED FRONT ANTI-ROLL BARS AND KITS

A very good modification is to fit an anti-roll bar to tighten up the front end. Our anti-roll bar kits have been developed to give the correct control for each model, reducing the amount of body roll when cornering and helps to keep the inner front wheel in contact with the road. The bar thicknesses have been selected to work well on fast road and mild competition cars, not only to control the body roll but to prevent understeer often experienced with thicker bars. Our kits come complete with all parts needed to fit to your TR.

- TR2-3A front 7/8" anti-roll bar kit . . . . . TT3081 . . . .£262.00
- TR4 front 3/4" anti-roll bar kit . . . . . TT3181 . . . .£167.00
- (We recommend this is mounted with our radiator shield Part No: 301644).
- TR4A front 7/8" anti-roll bar kit . . . . . TT3282 . . . .£163.90

### Replacement bushes and fittings

- See page 70 in the Restoration section for more information..
- U-bolt for anti-roll bar (2 required) . . . . . 155307 . . . .£2.95



## ALLOY FRONT HUB

Reduce unsprung weight, improve handling and give your suspension an easier time with a lightweight alloy hub.

- 114284A . . . . . £146.80



## TR4A REAR HUB ASSEMBLY

Our remanufactured rear hubs are suitable for all IRS models. Ideal for replacing units that are damaged and not suitable for reconditioning.

- 402347 . . . . . £251.40



## ALLOY HUB, STUB AXLE & BEARING KIT

The kit includes a pair of uprated stub axles, manufactured from improved grade steel of a larger diameter, alloy hubs with studs, and 4 bearing/integral seal assemblies of modern design and specification which exceed the original road specs several times. The bearings are solidly spaced (by the modified hub design) to provide strength and are retained by high strength stepped collars. All necessary hardware is included. This kit fits all TRs which have Girling disc brakes fitted, it is essential when fitting uprated brakes and tyres. See website for more details.

- Alloy hub, stub axle & bearing kit . . . . . TT3170 . . . .£472.10



## TR2-4 NEGATIVE CAMBER VERTICAL LINK

This vertical link is specially machined to give 1.5 degree of negative camber, as opposed to the 1 degree of positive camber early TR's have from factory. Grip is improved as the tyre is more upright when the wheel is under load during cornering.

- TR2-4 negative camber vertical link . . . . . TT3003 . . . .£159.60



## TR4 RADIATOR SHIELD

We have redesigned our radiator shield not only to protect the lower tank of the radiator but also to act as a stronger mounting position for the anti-roll bar centre mounts. The radiator shield is pre-drilled for the anti roll bar mounts and can be used with or without the bumper irons, as preferred. It can also be used as a suitable mounting platform for an oil cooler.

- TR4 radiator shield . . . . . 301644 . . . .£101.00

## UPRATED SPRINGS

After fitting an uprated anti-roll bar and better dampers the next stage of suspension tuning is to improve the springs. We offer a range of different specification springs to allow you to tailor your car's set up to suit your requirements.

We now offer our range of coil road springs in a new modern specification material, silicon chrome steel. This material is used in many current production cars and is lighter than the original chrome vanadium steel, which will help reduce the 'un-sprung' weight, ideal for fast road and competition cars. These new springs are only supplied in matched pairs.



## TR2-4 UPRATED SPRINGS

We offer a selection of front coil & rear leaf springs to allow you to tune your TR's suspension to suit your requirements. Front road springs are available in a range of rates to give varying ride height and stiffness. Fast road leaf springs feature a standard spring rate but are lowered to reduce the roll centre and assist handling by keeping the axle movement pliable.

### TR2-4 fitment recommendations

Application	Front spring type (colour code)	Spring rate	Fitted length (inch)	Recommended rear spring
Road/rally - slightly raised	TT4006PR (B)	390lbs	7.10"	TT4016
Fast road - lowered (TR2-4)	TT4001PR (WB)	390lbs	6.70"	TT4020 (flat type)
Fast road - lowered (late TR4)	TT4001PR (WB)	390lbs	6.70"	TT4021 (dished type)
Race- lowered	TT4102PR (PY)	420lbs	6.20"	
Full race - lowered/stronger	TT4207PR (OB)	450lbs	6.50"	

Note: These recommendations are meant as a guide to setting up your TR, in general terms these combinations will work for most road/fast road & race applications. If you have particular race requirements please contact our technical department. Fitted lengths are detailed as a guide and may vary car-to-car.

### Front road springs

Road spring set front - road/rally (pair) . . . . . TT4006PR . . . £74.50  
 Road spring set front - lowered (pair) . . . . . TT4001PR . . . £74.50  
 Road spring set front - race lowered (pair) . . . . . TT4102PR . . . £74.50  
 Road spring set front - full race (pair) . . . . . TT4207PR . . . £74.50

## TR4A UPRATED SPRINGS

We offer a selection coil road springs to allow you to tune your TR's suspension to suit your requirements. As a general rule it is best to aim to keep an IRS TR level for the best balance and handling.

### TR4A fitment recommendations

Application	Front			Rear		
	Spring type (colour code)	Spring rate	Fitted length	Spring type (colour code)	Spring rate	Fitted length
Uprated - slightly raised	TT4006PR (B)	390lbs	7.00"	TT4211PR (WY)	390lbs	9.65"
Uprated - lowered	TT4001PR (WB)	390lbs	6.70"	TT4212PR (GY)	420lbs	8.85"
Uprated - lowered fast road	TT4201PR (PY)	420lbs	6.50"	TT4216PR (YY)	420lbs	8.50"
Race/sprint	TT4102PR (PY)	420lbs	6.00"	TT4215APR (RY)	550lbs	7.30"

Note: These recommendations are meant as a guide to setting up your TR, in general terms these combinations will work for most road/fast road & race applications. If you have particular race requirements please contact our technical department. Fitted lengths are detailed as a guide and may vary car-to-car.

### Front road springs

Road spring set front - road/rally (pair) . . . . . TT4006PR . . . £74.50  
 Road spring set front - lowered (pair) . . . . . TT4001PR . . . £74.50  
 Road spring set front - fast road/sprint (pair) . . . TT4102PR . . . £74.50  
 Road spring set front - race/sprint (pair) . . . . . TT4102PR . . . £74.50

## SPRING SPACERS AND INSULATORS

We supply a selection of spring spacers or polyurethane spring insulators to replace the rubber ones fitted as standard. Maximum of two spacers recommended per side.

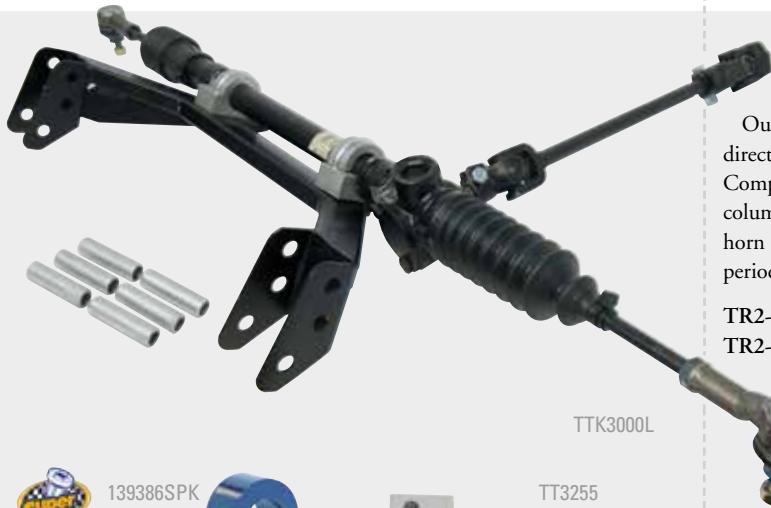
TR2-4A poly front spring insulator 3mm, pair . . . . . 100751SPK. . £16.15  
 TR2-4A poly front spring insulator 8mm, pair . . . . . 100751TSPK £24.00  
 TR2-4 front alloy spring spacer 2" (use TT springs) . . . . . 107682 . . . . . £31.60  
 TR4A poly rear spring insulator 7mm, pair . . . . . 138823SPK. . £18.25  
 TR4A poly rear spring insulator 12mm, pair . . . . . 138823TSPK £24.50  
 TR2-4A front spring spacer 3mm . . . . . MGS40904 . . £12.80

For race models we recommend fitting TT4016, this may need specialist de-cambering to suit competition car requirements and if the car is extensively lightened then we suggest removing packing leaves as required. TT4016 also works well for touring with heavy loads. We recommend that any of our uprated leaf springs are fitted with our telescopic damper conversion (Part No: TT31181, see page A07). We also advise you always fit leaf springs in pairs.

### Rear road leaf springs

Road spring rear - fast road/lowered flat (TR2-4) . . TT4020 . . . £108.90  
 Road spring rear - fast road/lowered dished (late TR4) . . TT4021 . . . £120.40  
 Road spring rear - competition/rally flat . . . . . TT4016 . . . £98.40





### TR2-3A STEERING RACK CONVERSION

Our complete steering rack conversion will give you lighter more direct steering and can be easily installed by a competent DIY enthusiast. Comprehensive fitting instructions are included with every kit. Long column cars will need an additional upper column kit to fit. We also offer a horn push & indicator relocation kit to conveniently mount a replacement period style switch.

- TR2-3A short column rack conversion RHD ... TTK3000R ... **£520.00**
- TR2-3A short column rack conversion LHD ... TTK3000L ... **£520.00**
- Steering rack boot kit ... GRG210Z ... **£15.00**
- Upper column kit RHD ... 121154R ... **£170.00**
- Upper column kit LHD ... 121154L ... **£170.00**
- Horn/indicator conversion kit ... 667-247 ... **£100.40**



### TR4-4A UPRATED RACK MOUNTS

The rubber steering rack mounts work well by insulating the steering wheel from some of the road's imperfections. However, they allow rack float which is not desirable in modified or competition cars. Also, the rubber can deteriorate leading to an MOT failure. Our solid rack mounting kits produce a positive location of the steering rack, without any float. This is particularly desirable in competition cars as it provides direct control for more precise steering. The Superpro polyurethane bushes use the standard mounting brackets and hardware but give a good compromise between insulation and rack location. We recommend these for all road modified cars. Suitable for RHD TR4 from CT20266 and LHD TR4 from CT20264.

- TR4-4A alloy rack mount kit ... TT3255 ... **£27.80**
- TR4-4A Superpro poly rack mount (pair) ... 139386SPK ... **£16.40**



### HIGH RATIO 'QUICK' STEERING RACKS

Our high ratio 'quick' steering rack assemblies give lock-to-lock in 2.5 turns compared to the standard 3.5 turns, providing quicker 'turn-in' on the bends for a more responsive feel. The high ratio rack & pinion are assembled into a sealed for life standard configuration rack assembly for use with standard rubber, polyurethane or solid rack mounts.

- High ratio steering rack RHD ... 306829HR ... **£210.00**
- High ratio steering rack LHD ... 306830HR ... **£210.00**



### UPRATED STEERING PIVOT BUSH

This kit replaces the troublesome 'Silent-bloc and pin' bushes in either end of the steering linkage centre tie rod with precision machined steel and Delrin assemblies. Delrin is a lightweight but durable low wear, low friction plastic, ideally suited to this application. These bushes were originally designed for racing use, but have proved to be very effective in road cars.

- Uprated steering pivot bush (pair) ... 105063X ... **£80.50**



### EXHAUST HEAT INSULATION

Wrapping a tubular manifold will keep engine bay heat to a minimum, reducing engine bay temperatures by up to 70%. Manifold wrap is supplied in rolls in a variety of sizes. Use Snap Straps to hold the wrap in position.

Roll size (w x l)	Natural	Black
1" x 50' roll	GAC154 ... <b>£42.90</b>	GAC155 ... <b>£47.70</b>
2" x 50' roll	GAC156 ... <b>£73.00</b>	GAC157 ... <b>£80.50</b>
Snap Strap kit 8 x 9" & 4 x 18" lengths	GAC172 ... <b>£39.30</b>	
Snap Strap kit 6 x 9" & 4 x 18" lengths	GAC173 ... <b>£34.20</b>	



### EXHAUST ADAPTORS

These adaptors are for use if trying to match up different sized sections of exhaust. External diameters are listed, for internal diameter deduct 1/8".

- Stainless steel sleeve 1.75" ... TT5911S ... **NCA**
- Stainless steel adaptor 1.875 x 1.75" ... TT5913SS ... **£13.80**
- Stainless steel sleeve 1.625" ... TT5918 ... **£7.60**
- Mild steel adaptor 1.5 x 1.875" ... TT5917 ... **£14.50**



### FITTING KITS FOR STANDARD EXHAUST SYSTEMS

- TR4 system fitting kit ... GFK6210X ... **£65.00**
- TR4A twin box system fitting kit ... GFK6310X ... **£52.00**
- TR4A cross box system fitting kit ... GFK6320X ... **£56.00**



## HIGH CAPACITY FUEL PUMPS

**Facet pumps ensure constant fuel flow and pressure even at high temperatures eliminating the problems associated with vapour lock.**

The standard fuel pump may not be able to maintain adequate fuel flow and pressure at higher speeds, particularly with a tuned engine.

Facet fuel pumps are suited to all standard and modified engines fitted with carburetors. Available in a variety of specifications to suit

the engine's fuel pressure and flow needs.

With safety in mind we recommend fitting a fuel pump inertia switch kit, so that in the event of an accident fuel delivery is automatically cut off.



See page A29 for more information



## H4 HALOGEN HEADLAMP CONVERSION

**For a powerful superior light beam and pattern, fitting modern halogen headlamps is one of the most worthwhile upgrades you can make to your classic.**

Our kits include two light units and two 60/55w halogen bulbs. You can fit standard H4 bulbs, or replace them with blue tinted, or

super white xenon. Super white xenon are approx. 30% brighter.



See page A41 for more information

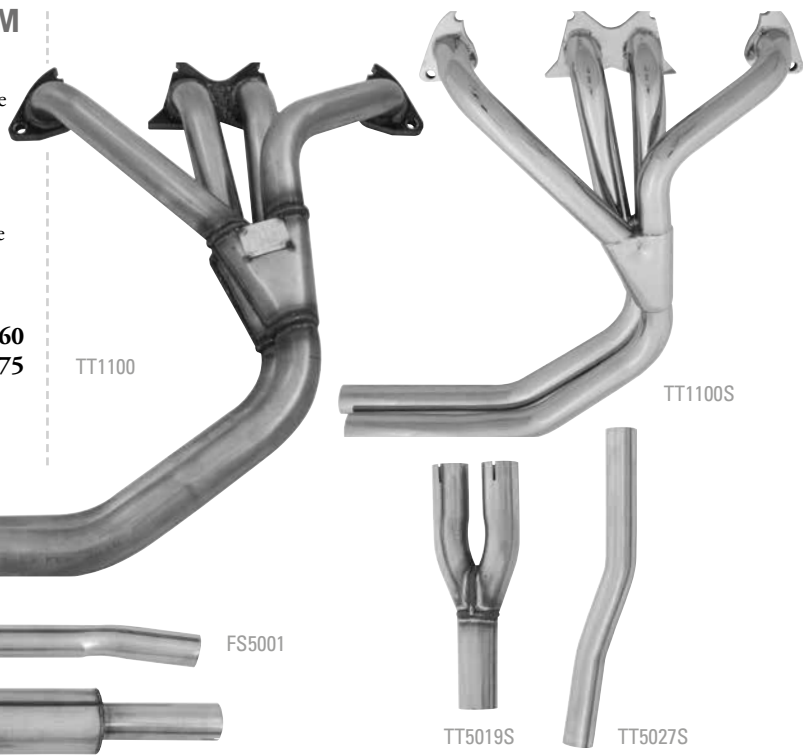
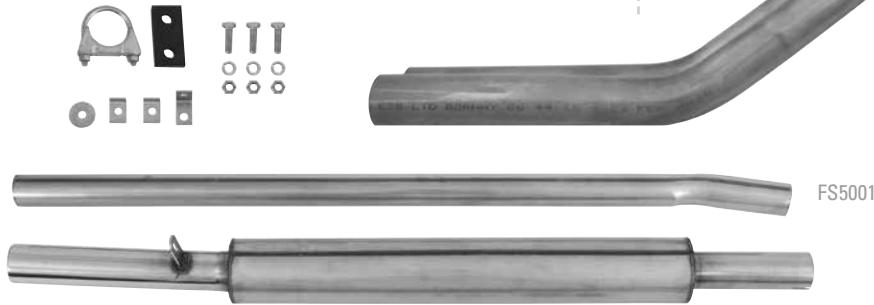
**EXTRACTOR MANIFOLD & SPORTS EXHAUST SYSTEM**

**Extractor manifolds**

Extractor manifolds improve gas flow allowing the engine to breathe more efficiently. Coupled with a sports exhaust they can improve the power output of an engine and give a more sporty exhaust note.

Our tubular manifolds and systems are bespoke designs for the TR, and are produced using mandrel bending equipment to give full diameter pipe bends. Manifolds will require gasket & hardware, systems include fitting kits. Suitable for high port heads only.

- TR3-4A Extractor manifold 2 piece mild steel . . . TT1100 . . . . .£226.60
- TR3-4A Extractor manifold 2 piece stainless steel . . TT1100S . . . . .£281.75

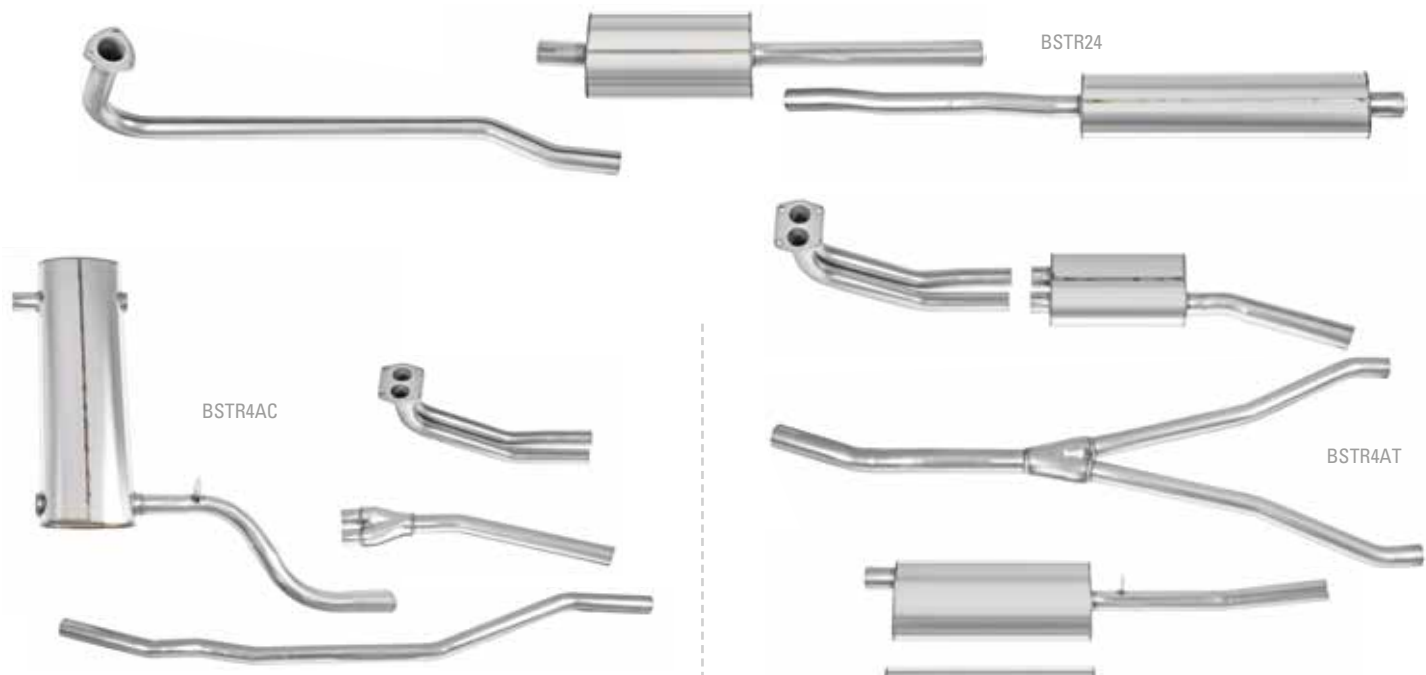


**GT sports exhaust systems**

Our single pipe systems feature a 24" round rear silencer with a polished acoustic tail pipe. Our Twin GT TR4A system features a pair of rear silencers with acoustic tail pipes. Fits directly to standard the downpipe or to a Moss extractor manifold with appropriate Y piece.

- TR2-4 type A GT exhaust system, stainless steel . . FS5001 . . . . .NCA
- (Requires Y piece TT5019S & link pipe TT5027S to fit TT1100).

- TR4A type A GT exhaust system, stainless steel . . FS5101 . . . . .£160.00
- (Requires Y piece FSTH56 to fit TT1100).
- Y piece . . . . . TT5019S . . . . .£55.90
- Link pipe . . . . . TT5027S . . . . .£28.30



**STAINLESS STEEL STANDARD EXHAUST SYSTEMS**

If you want to keep the standard style of exhaust but want the longevity of stainless steel use one of our Bell standard exhaust systems.

- TR2-4 twin box system . . . . . BSTR24 . . . . .£200.00
- TR2-4 twin box fitting kit (for BSTR24) . . . . . GFK6210X . . .£65.00

- TR4A cross box system . . . . . BSTR4AC . . .£285.00
- TR4A cross box fitting kit (for BSTR4AC) . . . . . GFK6310X . . .£52.00
- TR4A twin pipe box system . . . . . BSTR4AT . . .£362.00
- TR4A twin pipe box fitting kit (for BSTR4AT) . . . GFK6320X . . .£56.00

## PHOENIX PERFORMANCE EXHAUSTS

Phoenix performance exhausts are renowned in the Triumph world as producing high quality exhaust systems. We stock a range of their Fast Road manifolds and systems to cater for owners looking for high quality performance products.

All manifolds and systems are manufactured from high grade (type 304) stainless steel throughout their construction, including the internal baffle plates. The pipes are all mandrel bent to maintain tube shape and all assembly is done on jigs to ensure accuracy and quality of fit.

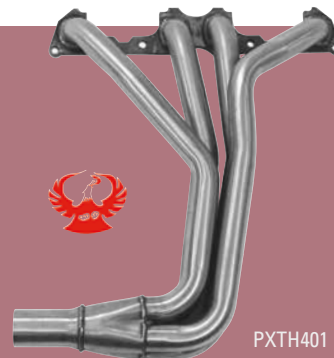
## PHOENIX EXTRACTOR MANIFOLDS

These manifolds are designed for high port heads and feature large diameter pipes and a 4-1 pipe configuration. This configuration gives maximum gas flow across a wide power band, and the one piece flange ensures the manifold accurately aligns to the cylinder head. Both manifolds are designed to be compatible with all the Phoenix exhaust systems listed.

TR2-3A extractor manifold bomb starter . . . . . PXTH400 . . .£498.00

TR3A-4A extractor manifold small starter . . . . . PXTH401 . . .£514.40

(PXTH401 is TUV approved).



PXTH401

## PHOENIX EXHAUST SYSTEM

### TR2-4 big bore single box system

This big bore system offers fast road performance with a single sports rear silencer. With satin finished pipe work and silencers, polished tail pipe and a great exhaust note!

TR2-4 big bore system single box . . . . . PXS5001 . . .£271.80

(PXS5001 is TUV approved).

Exhaust fitting kit for PXS5001 . . . . . PXS5001FK . .£14.60



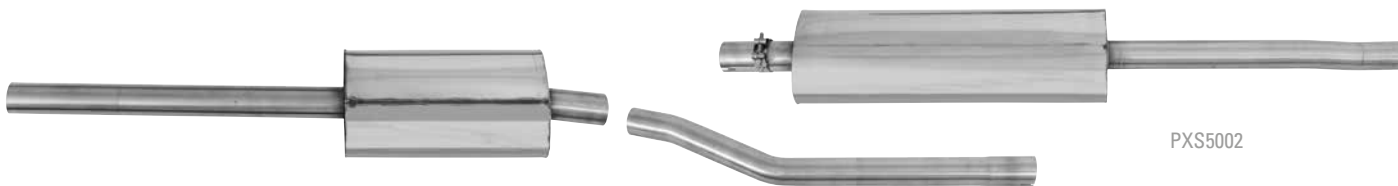
PXS5001

### TR2-4 standard system

This standard style system is a must for the TR owner who wants a high quality exhaust for their car. To fit with Phoenix manifold.

TR2-4 standard system . . . . . PXS5002 . . .£270.00

Exhaust fitting kit for PXS5002 . . . . . GFK6130X . .£48.00



PXS5002

### TR4A exhaust system

We offer two types of Phoenix exhaust system for the TR4A. Each type is available to suit either the Phoenix extractor manifold (type 1) or the standard Triumph cast iron manifold (type 2).

### TR4A big bore single box system

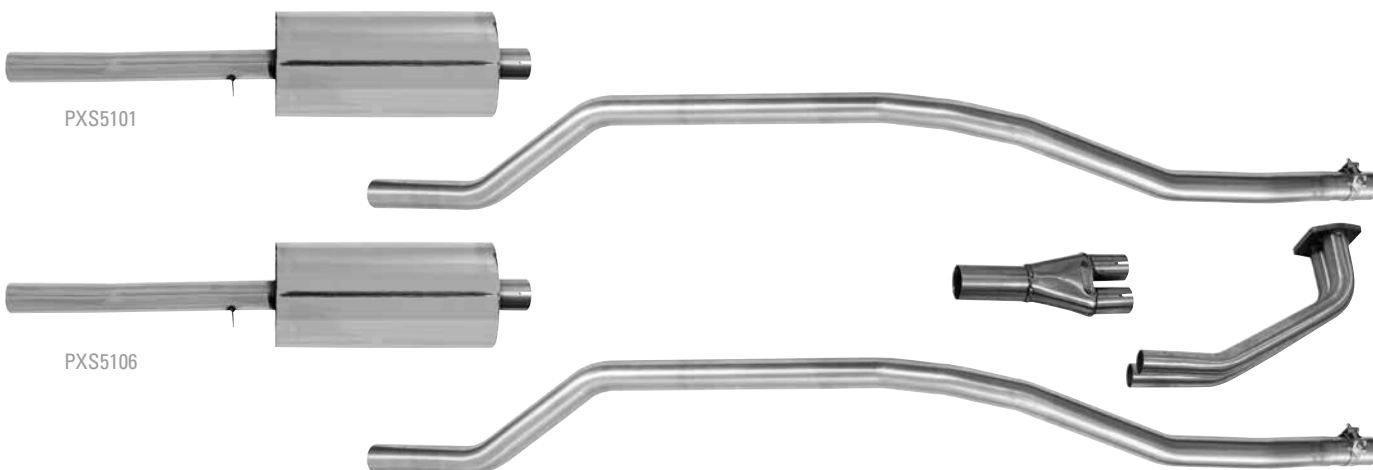
This big bore system offers fast road performance with a single sports rear silencer exiting the right-hand side of the car. With satin finished pipe work and silencers, polished tail pipe and a great exhaust note!

TR4A big bore single box system (type 1) . . . . . PXS5101 . . .£284.00

Exhaust fitting kit for PXS5101 . . . . . PXS5101FK . .£7.50

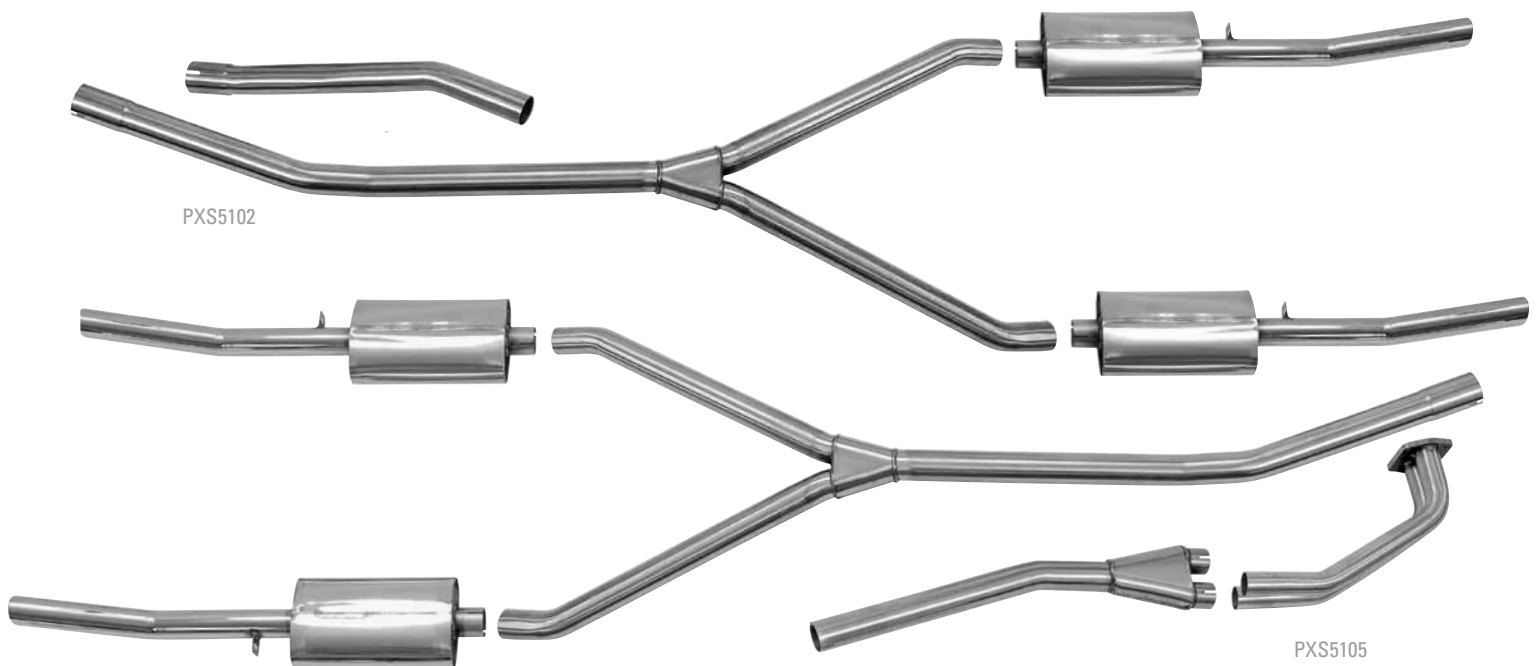
TR4A big bore single box system (type 2) . . . . . PXS5106 . . .£450.00

Exhaust fitting kit for PXS5106 . . . . . PXS5106FK . .£12.60



PXS5101

PXS5106



**TR4A TWIN BOX SYSTEM**

This classic looking twin box system offers improved gas flow and a sporty exhaust note! Also with satin finished pipe work and silencers and polished tail pipes.

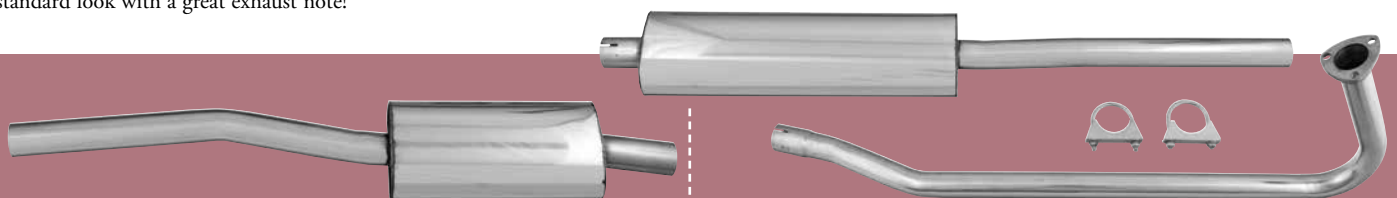
TR4A twin box system (type 1).....	PXS5102....	£440.00
Exhaust fitting kit for PXS5102.....	PXS5102FK ..	£15.80
TR4A twin box system (type 2).....	PXS5105....	£585.00
Exhaust fitting kit for PXS5105.....	PXS5105FK ..	£17.70



**TR4A SUPER SPORT CROSS BOX SYSTEM**

This cross box design has been developed to give the look of a standard system with a performance twist. The system uses a large bore silencer inlet, with twin polished tail pipes exiting on the LH side of the car. This gives a standard look with a great exhaust note!

TR4A super sport cross box system (type 1) ....	PXS5103....	£470.00
Exhaust fitting kit for PXS5103.....	PXS5103FK ..	£12.70
TR4A super sport cross box system (type 2) ....	PXS5104....	£535.60
Exhaust fitting kit for PXS5104.....	PXS5104FK ..	£19.20



**TR2-4 EXHAUST SYSTEM BY TOURIST TROPHY**

Treat your TR to one of the finest sports exhausts available... This superb Tourist Trophy polished stainless steel exhaust system is manufactured using the highest quality materials and workmanship. The silencers are packed with a combination of stainless steel wool and glass fibre for an exhaust note that is throaty under acceleration that isn't intrusive when cruising.

- 1.2mm thick 304 grade stainless steel
- Entire system is polished to a mirror shine
- Tail pipe angled away from overrider
- Uses original fittings
- 5 year limited warranty (conditions apply, contact us for details)



Exhaust system polished stainless steel .....	.860-101 .....	£251.20
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### CSI-IGNITION DISTRIBUTORS

CSI-Ignition distributors offer a fully electronic ignition system built into the correct type of Lucas distributor housing to suit your car, keeping the original appearance in the engine bay. You can only tell the difference when you remove the distributor cap!

Gone are the points and condenser and mechanical advance mechanism, all replaced with a high quality electronic ignition system manufactured using military specification components for durability and reliability. These distributors are maintenance free (no points to adjust), and offer the benefits of, easier starting & smoother running, more torque & power, reduced fuel consumption & emissions. They also eliminate the weaknesses of mechanical timing advance and problems such as points bounce ensuring correct ignition timing throughout the rev range.

**“The new range of CSI-Ignition distributors is a breakthrough for classic car ignition systems”.**

Each CSI-Ignition distributor features 16 easily switchable, optimised ignition curves to allow timing adjustment to suit your car’s engine and fuel specifications. Alternative advance curves can be selected to suit your engine’s state of tune making them ideal for modified engines. Curves are easily selected using a screwdriver in a rotary switch, with a bright flashing LED indicator to show the selected curve all concealed underneath the distributor cap. The distributors are also available with an electronic immobiliser system to prevent unwanted starting of the engine.

Installation is straightforward. As the CSI-Ignition distributor uses the correct type of distributor body for the application it is a direct swap. Full instructions and ignition curve selection guidance is included. We offer a wide range of CSI-Ignition distributors for a variety of applications. They are available Optimised with vacuum advance to suit road or uprated cars running on SU carburettors, or Tuned without vacuum advance for cars running Weber type carburettors. Please note: Some units may only be available To Order. More details are available on our website. Search for CSI Ignition Distributor.

#### Distributors for TR2-3A

Optimised 25D4 positive earth . . . . .	CSD1014571	<b>£310.00</b>
Tuned 25D4 positive earth . . . . .	CSD1023571	<b>£290.00</b>
Optimised 25D4 negative earth. . . . .	CSD1014581	<b>£310.00</b>
Tuned 25D4 negative earth. . . . .	CSD1023581	<b>£290.00</b>
Optimised with immobiliser 25D4 positive earth. . . . .	CSD1014671	<b>£475.00</b>
Tuned with immobiliser 25D4 positive earth . . . . .	CSD1023671	<b>£460.00</b>
Optimised with immobiliser 25D4 negative earth. . . . .	CSD1014681	<b>£475.00</b>
Tuned with immobiliser 25D4 negative earth . . . . .	CSD1023681	<b>£460.00</b>

#### Distributors for TR4-4A

Optimised 25D4 positive earth . . . . .	CSD1114571	<b>£310.00</b>
Tuned 25D4 positive earth . . . . .	CSD1123571	<b>£290.00</b>
Optimised 25D4 negative earth. . . . .	CSD1114581	<b>£310.00</b>
Tuned 25D4 negative earth. . . . .	CSD1123581	<b>£290.00</b>
Optimised with immobiliser 25D4 positive earth . . . . .	CSD1114671	<b>£475.00</b>
Tuned with immobiliser 25D4 positive earth . . . . .	CSD1123671	<b>£460.00</b>
Optimised with immobiliser 25D4 negative earth. . . . .	CSD1114681	<b>£475.00</b>
Tuned with immobiliser 25D4 negative earth . . . . .	CSD1123681	<b>£460.00</b>

You must use the conventional (non transformer) type coil with a minimum resistance of 2.5 Ohms, such as our sports coil TT2981 (3.0 Ohms) Bypass the ballast resistor if fitted. The use of a transistor type coil will damage the CSI distributor and invalidate any warranty.

Sport coil (3 ohms) . . . . .	TT2981. . . . .	<b>£24.60</b>
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### LUMENITION IGNITION

Lumenition electronic ignition kits are well known as being among the finest aftermarket electronic ignition systems available. This system basically replaces both the contact points and condenser with an optical switch and power module.

The power module is an electronic device that receives a pulse from the optical trigger which switches the coil. The trigger eliminates contact bounce, arcing, mechanical wear and spark scatter, reducing maintenance and increasing reliability. With minimal wiring and modifications this kit is very discreet. **Note: Installation of a power module requires a distributor fitting kit.**

A performance ignition kit is available, it includes a power module and a high output coil. The microcircuit control of the coil current gives optimum performance across high engine speed ensuring maximum spark energy at the coil. A fitting kit, to suit the distributor application, is also required. Positive earth wiring instructions are available from your branch.

Please check your distributor type before ordering the fitting kit as many cars have non-original distributors fitted. The identification number is cast on the distributor body.

#### Performance ignition kit

Lumenition performance ignition kit. . . . .	CEK150 . . . . .	<b>£291.60</b>
Coil replacement for CEK150 . . . . .	CEC . . . . .	<b>£63.70</b>

#### Power modules and mounting bracket

All models power module . . . . .	PMA50 . . . . .	<b>£206.40</b>
Mounting bracket for power module . . . . .	MK006 . . . . .	<b>£12.60</b>

#### Fitting kits

Lucas 22D 25D fitting kit . . . . .	LFK116 . . . . .	<b>£21.60</b>
Lucas DM2P4 fitting kit . . . . .	LFK125 . . . . .	<b>£24.00</b>

#### Performance ignition coil

All models performance ignition coil . . . . .	LMS4 . . . . .	<b>£37.20</b>
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### PERTRONIX IGNITION



#### Ignitor I

These completely self-contained electronic ignition units offer a simple alternative to traditional points and condenser arrangement. They are easy to install with no external control boxes to mount and only two wires to hook up and no permanent modifications involved. The unit uses a sealed Hall Effect sensor that is impervious to dirt, dust, moisture, or vibration, and retains standard advance curve. Unaffected by distributor shaft wear, maintains firing accuracy to within 1/4 degree, reduces spark scatter over the full rpm range. One year warranty.

Pertronix ignition Lucas 25D4 -ve earth . . . . .	222-405. . . . .	<b>£184.40</b>
Pertronix ignition Lucas 25D4 +ve earth. . . . .	222-555. . . . .	<b>£131.00</b>





143-321

**Ignitor II**

The Ignitor II has many of the same great features that the Ignitor has, but even more. The Ignitor II units sense the coil current level and use a powerful micro controller to adjust the dwell. Variable dwell helps to maintain peak energy throughout the entire RPM range. Ignitor II systems develop significantly more energy between 3000 and 5000 RPM than standard ignition systems. Built in reverse polarity and over current protection shuts down the system, preventing component damage.

Pertronix ignition Lucas 25D4 -ve earth . . . . . 143-321 . . . . . **£240.00**



TT2982M

**COMPETITION HT LEAD**

If you want a performance HT lead with the correct period look then this 'bumblebee' lead is a must. As per the original 'Lucas' type it features a high conductivity copper core with a yellow insulator featuring a black stripe. Alternatively, use the standard black lead for an 'OE' look. We recommend you assemble leads with NGK suppressed plug caps.

Bumblebee HT lead (per metre) . . . . . TT2982M . . . . . **£6.30**  
 HT lead (per metre) - black . . . . . AAA5981M . . . . . **£2.75**



CRST255

**IGNITION LEAD NUMBERING SET**

Keep track of which ignition lead is which with a set of useful numbered sleeves.

4 cylinder ignition lead numbering set . . . . . CRST255 . . . . . **£4.60**  
 6 cylinder ignition lead numbering set . . . . . 171-640 . . . . . **£12.70**



**NGK SPARK PLUGS AND PLUG CAPS**



Now your ignition system is working at it's best, it is time to fit the right plugs. All plugs are sold individually.

TR2-4 standard plug (each) . . . . . BP6HS . . . . . **£4.00**  
 TR2-4 fast road plug (each) . . . . . BP7HS . . . . . **£4.40**

**Plug caps and ignition lead terminals**

Waterproof NGK plug caps in a choice of three different angles to suit various applications and a HT terminal kit to fit push-in coils and distributor caps.

Straight plug cap, red (each) . . . . . NSB5 . . . . . **£3.90**  
 Straight plug cap, black (each) . . . . . NSB5BLK . . . . . **£3.70**  
 60° plug cap, red (each) . . . . . NYB5 . . . . . **£3.90**  
 60° plug cap, black (each) . . . . . NYB5BLK . . . . . **£5.20**  
 90° plug cap, red (each) . . . . . NLB5 . . . . . **£5.50**  
 90° plug cap, black (each) . . . . . NLB5BLK . . . . . **£3.16**  
 Ignition lead end kit (each) . . . . . GCL1110 . . . . . **£2.52**



TT1172

**COBALT SILICONE HT LEAD SETS**

Get the spark from your coil with silicone HT leads that are designed to perform. These Cobalt leads use a high performance conductor to transmit greater energy to the spark plug creating a stronger spark and improved combustion. They also feature multi-layer reinforcing and insulation with protective silicone outer sleeve and terminal boots for improved reliability.

Cobalt HT lead set with cap . . . . . TT1172 . . . . . **£35.95**  
 (Use to replace original screw-in distributor cap).

GCL1110



TT2981

**SPORTS COIL**

Sports coils are designed to improve ignition performance. They give more reliable starting power and greater performance at high revs thanks to the 40,000 volt output. Don't forget to renew your plugs and leads to optimise the power. Your HT lead into the coil will need to be the push-in type, use GCL1110 to convert the lead.

Sports coil non-ballast type . . . . . TT2981 . . . . . **£24.60**  
 Ignition lead end kit . . . . . GCL1110 . . . . . **£2.52**



GAC8470X

GAC8470CC

**STAINLESS STEEL COIL CLAMP AND COVER**

Brighten up your engine bay with our coil clamp and covers for standard coils only.

Stainless steel coil clamp only . . . . . GAC8470X . . . . . **£9.70**  
 Stainless steel coil clamp and coil cover set . . . . . GAC8470CC . . . . . **£14.80**



**ADVANCE SPRING SET**

This set of 5 specially selected distributor advance springs will allow you to adjust your own unit to suit your engines requirements. For Lucas distributors only. We suggest you start with the heaviest two springs.

Advance spring set - Lucas distributors . . . . . TT1903 . . . . . **£13.80**



AM7300

**BATTERY LINERS**

This clever and functional item, hides all but the most terminal symptoms of battery box plague. Ribbed for extra strength, this battery tray not only protects against corrosion, but also makes cleaning much easier around the battery.

Battery liner - hard plastic, TR2-3A . . . . . AM7300 . . . . . **£41.40**  
 Battery liner - hard plastic, TR4-4A . . . . . AM7301 . . . . . **£41.40**



**TR2-4A ALTERNATOR CONVERSION**

There are three problems associated with dynamos. Firstly: They barely put out any charge below about 2,000rpm. Secondly: If you try to run them faster they tend to disintegrate. Thirdly: Even when running at a significant speed they don't put out much charge. The solution is to fit an alternator which will supply sufficient power to run all your cars electrical systems and any accessories you may have added over the years.

- TR2-4A alternator conversion kit . . . . . TTK3020 . . . £47.65
  - TR2-4 (to CT14913) alternator loom . . . . . TTK3020LA . £35.80
  - TR4-4A (CT14914 on) alternator loom . . . . . TTK3020LB . £35.80
  - New 18 ACR alternator (modified) . . . . . GEU2206M . £101.60
  - Alternator fan . . . . . AAU3956A . . . £12.30
  - Alloy alternator pulley . . . . . 147530A . . . £44.70
  - Modified dynamo pedestal\* . . . . . 059015Q1 . . . £12.90
- (\*Included in TTK3020).



**ALTERNATOR PULLEYS**

Most cars use a 2.75" alternator pulley as standard. These pulleys can be used to alter the running speed of the alternator depending on use of the car. The theory is that a road car will primarily run at lower engine revs than a race car. Therefore the road car can use a smaller diameter pulley to speed up the alternator, particularly useful in traffic situations. The race car can run the alternator at lower speeds, using a larger pulley, to prolong unit life.

- Alternator pulley 2.5" road use . . . . . AEU1238 . . . £13.20
- Alternator pulley 4.5" competition use . . . . . CAEA535 . . . £61.20



**NARROW BELT CONVERSION KIT**

The fitting of a narrow belt conversion allows the use of a crank pulley with a harmonic damper. This all but eliminates the inherent resonance that can cause the crankshaft to break. This kit includes crank harmonic damper, spacer, bolt, washer, alternator pulley, aluminium water pump pulley and fan belt. The crank damper necessitates the use of an electric fan and the removal of the fan and fan hub.

For those determined to keep the original, rather agricultural fan, we can now supply an un-damped narrow belt kit. As you have probably realised the crank pulley is solid and does not have the harmonic damper. The undamped kit is not suitable for competition use or sustained high revs. Replacement parts for the narrow belt kits are available.

- 1/2" damped pulley kit . . . . . TT1132 . . . £174.00
- 1/2" undamped pulley kit . . . . . TT1132A . . £193.70
- Fan belt for TT1132/TT1132A . . . . . GCB10975 . . £12.10



GEU4412X

**HIGH TORQUE STARTER MOTORS**

These brand new powerful, lightweight starter motors are high torque. This means they are less likely to burn out under the strain of cranking your engine over, especially with high compression engines.

- TR2-3A (to TS50000) shrink on ring gear . . . 201906X . . . £222.80
- TR2-3A with TR6 ring gear (201350) . . . . . 201906XSP . . £222.80
- TR3A-4A (TS50001 on) bolt-on ring gear . . . GEU4412X . . . £222.80



PT10802



**DYNATOR CHARGING SYSTEM**

For owners wishing to fit an alternator but prefer to keep the original appearance for aesthetic reasons, or for competition scrutineering rules, the Dynator is the answer. Basically, it's an alternator in a dynamo casing, and comes complete ready to fit, available for positive and negative earth. Instructions provided.

- Negative earth . . . . . PT10802 . . . £450.00
- Positive earth . . . . . PT10802P . . . £540.00
- (For use with our narrow belt conversions).
- Negative earth . . . . . PT10802TR . . £474.00
- Positive earth . . . . . PT10802TRP . £564.00
- (For use with the original wide belt).



400412AL

**ALLOY RADIATORS**

Our range of high quality alloy radiators is a must for competition and fast road use. Designed to fit original mounting positions they are a direct replacement for the original radiator, and manufactured to exact standards from the highest quality materials.



Using an alloy radiator gives approximately a 40% improvement in cooling efficiency making them ideal for competition, track day and fast road use where the engine is working hard for extended periods. The radiators are fitted with an M22 x 1.5 threaded boss to allow easy installation of electric fan controllers and switches, a blanking plug is supplied with the radiator.

- TR2-4 alloy radiator - with neck . . . . . 400412AL . . . £592.00
- TR4 alloy radiator - no neck . . . . . 402001AL . . . £584.60
- TR4A alloy radiator . . . . . 307309AL . . . £575.10



**UPDATED WATER PUMPS AND HOUSING**

Our updated water pumps will appeal to those of you with updated engines or cars where the cooling is marginal. The original cast iron water pump housing units are no longer available as new. However these alloy versions replicate the originals but in aluminium to provide a significant weight saving.

- TR2-4A water pump and pulley . . . . . 501488X . . . . . £76.25
- TR2-4A water pump . . . . . QHQCP170X. £82.70
- TR2-4A water pump, Classic Gold . . . . . QHQCP170X. £82.70
- Alloy pulley (for narrow belt kits TT1132(A) . . . . . 105537A . . . . . £59.10
- TR2-4A alloy water pump housing . . . . . 835-535 . . . . . £154.30



**WATER PIPES AND FAN CONTROL SWITCHES**

Our water pipe features an M22 x 1.5 threaded boss for use with threaded thermal switches or fan controllers. All these switches can be retro fitted to an existing electric fan to give precise switching of the cooling fan.

**Revotec electronic fan controllers**

These units use the latest type of surface mounted electronic controllers to sense the temperature of the water in the cooling system. The controllers are designed to fit neatly into the cooling system without using capillary probes or radiator mounted clip on devices. This ensures that the coolant flow is not impeded, accurate temperature control and effective sealing of the coolant system are maintained.

- EFC M22 x 1.5 for threaded boss . . . . . RFC010 . . . . . £83.60  
(Use with threaded boss soldered in to radiator header tank).
- Threaded boss - brass . . . . . RFC012 . . . . . £11.90

**Thermostatic switches**

These switches offer simple on/off fan switching.

- Water pipe with boss . . . . . 130039SST . . . . . £26.60
- Thermostatic switch (on 82°C off 68°C) . . . . . IM50100 . . . . . £8.60
- Thermostatic switch (on 86°C off 81°C) . . . . . IM50090 . . . . . £8.60
- Thermostatic switch (on 86°C off 76°C) . . . . . IM50250 . . . . . £7.50
- Thermostatic switch (on 88°C off 79°C) . . . . . IM50120 . . . . . £8.60
- Thermostatic switch (on 92°C off 87°C) . . . . . IM50200 . . . . . £7.00



**REVOTEC FAN KITS**

Keeping your TR's engine running at optimum temperature will ensure you get the best performance and economy. Revotec and Moss Europe have co-designed these high quality bespoke fan kits for your classic. Using the latest high efficiency fans with adjustable electronic controllers these kits are designed to replace the standard original mechanical fan, reducing the load on the engine, noise and improving both power and mpg.

Unlike other fan kits that use universal mounting systems, these kits fit using bespoke laser cut brackets that mount directly to the radiator cowling using existing mounting bolts. A manual override switch is also available separately, enabling manual control of either On, Off or Automatic. Kits include: High efficiency fan assembly, electronic controller, bespoke brackets, hardware & wiring, & full instructions. The kits also use a precise electronic controller to enable easy adjustment to suit your car. The standard crank mounted fan and extension will need to be removed and replaced with the new bolt, spacer and lock washer included in the kit. This bolt, spacer and lock washer is also available separately as a kit (Part No: 108498SK) if required. Negative earth only.

- Revotec cooling fan kit, TR2-4 . . . . . RFK10 . . . . . £209.90
- Revotec cooling fan kit, TR4A . . . . . RFK11 . . . . . £209.90
- Manual override switch . . . . . RFC020 . . . . . £36.00



**KLINGERSIL GASKET**

These gaskets are manufactured from a modern high performance synthetic material that can withstand much higher temperatures (up to 400°F) and extreme pressures (up to 750psi) making them ideal for fast road and competition engines.

- Gasket thermostat housing updated . . . . . 115467X . . . . . £1.50



**BOLT & SPACER KIT**

This bolt and spacer kit allows you to remove the fan extension piece when changing your TR2-4A from the belt driven fan to an electric fan.

- Bolt & spacer kit . . . . . 108498SK . . . . . £16.40



**SILICONE HOSES**

Silicone water hoses are capable of withstanding higher pressures and temperatures than standard rubber hoses and do not degrade in the way rubber does.

- 1 TR2-4A bottom hose . . . . . GRH389X. . . . . **£13.00**
- TR2-4A top hose . . . . . GRH453X. . . . . **£12.90**
- TR2-4A bypass hose . . . . . 105598X. . . . . **£26.10**
- 2 TR2-3A heater hose - black . . . . . 602057X. . . . . **£20.40**
- 3 TR4-4A heater hose - green . . . . . 602057XG. . . . . **NCA**
- 4 TR4-4A straight heater feed hose - green . . . . . 627310X. . . . . **£8.80**
- 5 TR4-4A L shaped heater return hose - green . . . . . 627311X. . . . . **£8.80**



**OIL COOLER RADIATORS**

The oil should be allowed to operate at its optimum temperature, not too hot and not too cold. Choose the one that best suits your purposes. A 13 row cooler is recommended for road use.

- 10 row oil cooler radiator for road use. . . . . ARO9807 . . . . . **£73.50**
- 13 row oil cooler radiator for fast road . . . . . ARA221. . . . . **£60.00**
- 16 row oil cooler radiator for fast road/sprint . . . . . ARO9875 . . . . . **£98.40**
- 19 row oil cooler radiator for race . . . . . ARO9888 . . . . . **£117.85**



**OIL COOLER KITS**

In modern traffic conditions, especially on motorways, engines tend to run at high speeds for long periods, causing the oil to thin and a reduction in pressure may occur. The fitting of an oil cooler will help prevent the thinning of the oil and prevent possible engine damage. Our oil cooler installation kits are available separately, allowing you to choose your oil cooler radiator size, depending upon requirements, and include rubber or braided stainless steel ready assembled hoses.

- TR2-4 standard filter non-thermo rubber hoses . . . . . TT1165. . . . . **£125.00**
- TR2-4 standard filter non-thermo s/s braided hoses. TT1167. . . . . **£130.00**
- TR4A standard filter non-thermo rubber hoses\* . . . . . TT1168. . . . . **NCA**
- TR4A standard filter non-thermo s/s braided hoses\* TT1168S. . . . . **£165.00**
- (\*Can be used on earlier models for improved oil control).
- TR4A standard filter thermostatic s/s braided hoses. TT1175S. . . . . **£219.60**
- TR4 remote filter thermostatic rubber hoses . . . . . TT1178. . . . . **£209.00**
- TR4 remote filter thermostatic s/s braided hoses. TT1178S. . . . . **£219.80**
- TR2-4 spin-on filter, non-thermo, rubber hoses . . . . . TT1068A . . . . . **£180.50**
- TR2-4 spin-on filter non-thermo s/s braided hoses . . . . . TT1068S. . . . . **£185.00**
- TR2-4 spin-on filter thermostatic rubber hoses. . . . . TT1069A . . . . . **£173.60**
- TR2-4 spin-on filter thermostatic s/s braided hoses . . . . . TT1069S. . . . . **£229.30**



**SPEEDI SLEEVE**

520-500

520-505

When a new oil seal cannot compensate for excessive damage, these ultra-thin stainless steel sleeves provide a new sealable surface. Instructions and installation tool are included. We recommend replacing the seal when installing a Speedi Sleeve.

- Speedi sleeve - differential pinion . . . . . 520-500. . . . . **£58.50**  
(Mounts on drive flange spigot).
- Speedi sleeve - timing cover. . . . . 520-505. . . . . **£57.30**  
(Mounts on pulley hub spigot).



**OIL CATCH TANKS**

If you modify the breather or induction systems of your car for either road or track use collection of oil should be considered. An oil catch tank is a must for competition use to prevent oil spillage on the track.

Manufactured from high grade aluminium and anodised for a smart, durable finish they feature 2 x 1/2" OD connectors for the breather hoses, level indicator, breather cap and drain plug. Available in 1 litre or 2 litre sizes. Mount using the rear flange to a suitable vertical panel in the engine bay.

- Oil catch tank 1lt. . . . . TT2900. . . . . **£169.00**
- Oil catch tank 2lt. . . . . TT2901. . . . . **£183.40**
- Breather hose - 1/2" ID (per metre) . . . . . BAU5065M. . . . . **£10.00**
- Hose clip (each) . . . . . GHC11016 . . . . . **£2.20**



**SPIN-ON OIL FILTERS AND CONVERSIONS**

**Oil filter adaptors**

Fitting a spin-on filter adaptor makes changing the oil a much easier and cleaner task, it also prevents the oil draining out of the filter giving better oil pressure on start up.

- TR3-4A spin-on oil filter adaptor . . . . . TT10861. . . . . **£55.60**  
(From TS12649E onwards).

**Oil filters**

Oil filters for use with the above filter conversions.

- Oil filter - spin on kit, standard. . . . . GFE166. . . . . **£2.40**
- Oil filter - spin on kit, K&N Performance Gold . 235-830. . . . . **£16.00**



**UPRATED OIL PRESSURE SWITCH**

This 20lb oil pressure switch will give earlier warning of oil pressure problems.

- Uprated oil pressure switch 20lb . . . . . TT2998. . . . . **£31.00**



**ALLOY SUMP**

This finned alloy sump will help to keep the oil temperature down. It is also baffled to prevent oil surge during hard cornering and come complete with drain plugs and a plugged hole to allow fitment of an oil temperature gauge.

- TR2-4A alloy sump . . . . . 301318 . . . . . **£346.80**
- TR2-4A fitting kit for 301318. . . . . 301318FK. . . . . **£25.40**
- TR2-4A sump gasket . . . . . 211123 . . . . . **£4.96**
- Replacement sump plug. . . . . 301318PLUG . . . . . **£25.00**



**ROCKER FEED KIT**

Oil supply to the rocker gear is a known weak spot on Triumph push rod engines. This stainless steel braided hose connects to a plug already in the back of the cylinder head to supply oil where it is needed. This kit must be used when using roller rockers.

- TR2-4A rocker feed kit . . . . . TT1026. . . . . **£37.45**



**LIMITED SLIP DIFFERENTIALS**

Limited slip differentials allow maximum drive to the wheels, giving more grip under hard acceleration and cornering. Power is distributed to both wheels, rather than wasting energy spinning the wheel under the least load. The Quaife differential is gear operated, so it has no plates to wear, and automatically transfers power to the wheel with the most grip. The plate type is a traditional Salisbury type differential, it has a set of clutch plates inside the housing that divert power to the wheel with the most grip.

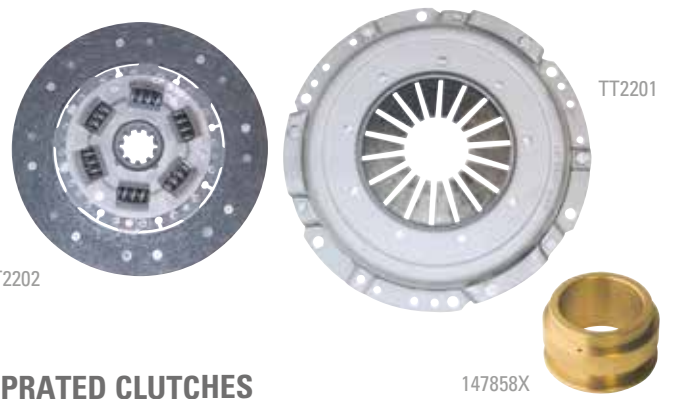
- LSD - plate type (Girling live axle cars) . . . . . TT2221A . . . . . **£1,407.60**
  - LSD - plate type (IRS cars only) . . . . . TT2221. . . . . **£1,193.40**
  - LSD - Quaife type (Girling live axle cars) . . . . . TT2220. . . . . **£1,035.30**
- (We offer a range of reconditioned axles and differentials, including units rebuilt with LSDs. Please see Restoration section page 79 for live axle models and page 80 for IRS models).



**POLY DIFFERENTIAL MOUNTS**

Polyurethane has many advantages over rubber for use in differential mounts. It gives better location and prevents the differential twisting on it's mounts under power, it is oil resistant, and it does not soften with age giving a longer service life.

- Differential mounting - cone (pair) . . . . . 134235SPK . . . . . **£36.00**
- Differential mounting - cup (pair) . . . . . 134236SPK . . . . . **£30.60**



**UPRATED CLUTCHES**

These clutch components are built specially for fast road and competition use. They can be used on TR2-4 but you must use the TR4A clutch release bearing and sleeve and redrill flywheel. For other clutch parts please refer to the relevant restoration manual. For clutch alignment tools please visit our website.

- TR4A clutch cover 8.5" . . . . . TT2201. . . . . **£262.70**
- TR4A clutch plate 8.5" (10 x 1.25" spline) . . . . . TT2202. . . . . **£221.10**
- TR4A bronze bearing carrier . . . . . 147858X . . . . . **£52.25**
- TR4A clutch release bearing . . . . . GRB211 . . . . . **£22.80**



**OVERDRIVE CONVERSION BRACKETS**

This bracket kit allows J type overdrive to fit to A type chassis, TR2 to TR4A, without modification. Comes complete with mounting.

- J type bracket and fitting kit. . . . . 211361X. . . . . **£119.40**
- Replacement mounting. . . . . 130985X. . . . . **£7.50**



**LIGHTWEIGHT FLYWHEELS**

Reducing the rotational mass of the engine gives improved engine response; it can pick up or lose revs quicker, meaning quicker acceleration and more engine braking.

In the past weight was removed from the standard flywheel. Years of clutch abuse, heat and revs may push this into an unsafe condition. The answer is to use a new steel flywheel. A standard cast iron flywheel weighs 10-16kg, our steel versions weigh about 4kg.

Our flywheel fits all TR2-4A models. It must be used with a diaphragm type clutch, see up-rated clutches above, and late type or high torque starter motors, see page A18.

- Lightweight flywheel . . . . . 143105X . . . . . **£329.40**
- Ring gear - bolt-on type. . . . . 202834 . . . . . **£39.90**



## CSI-IGNITION DISTRIBUTORS

**CSI-ignition distributors offer a fully electronic ignition system built into the correct type of Lucas distributor housing to suit your car, keeping the original appearance in the engine bay. You can only tell the difference when you remove the distributor cap!**

Gone are the points and condenser and mechanical advance mechanism, all replaced with a high quality electronic ignition system manufactured using military specification components for durability and reliability.

These distributors are maintenance free (no points to adjust), and offer the benefits of, easier starting and smoother running, more torque and power, reduced fuel consumption and emissions.



**See page A16 for more information**



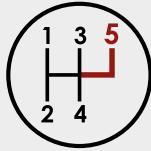
## MINATOR ALLOY WHEELS

**Classic eight spoke bolt-on alloy wheels**

Probably the most popular style alloy fitted as an upgrade in the 1960's, and still remains as popular today with it's period sporty look. Manufactured using the latest casting techniques and test procedures to ensure the highest quality and reliability.



**See page A39 for more information**



## 5 SPEED GEARBOX CONVERSION

Our range of five speed conversions for the TR is a complete replacement kit with everything you need to achieve modern day driver comfort and performance. An ideal alternative to non-overdrive cars, where second hand overdrive gearboxes are becoming scarce.

The conversion is based on a heavy duty version of the ultra-smooth Ford Type 9 all synchromesh gearbox. The gearbox is fully reconditioned and modified to take up to 240bhp and 200lb/ft of torque, making it suitable for most TRs, even those with engine modifications. To allow fitting in the TR, a special bell housing has been cast that utilises the original type of clutch cross shaft operating mechanism. A special tail housing has also been

manufactured to provide a simple rear mounting that is compatible with both A and J type chassis.

With a synchromesh first gear and quieter reverse the vibration and hassle are taken out of town driving. With similar ratios from first to fourth, the performance through the gears is unaffected, and the added benefit of a 0.82:1 fifth gear ratio gives a comfortable reduction in engine RPM providing relaxed cruising.

The conversion involves minimal cosmetic or structural changes. The conversion does require that the dash support is moved rearward by 20mm, but no permanent modifications are required. The specially modified gear change puts the gear lever close to the original position, with no modifications required to the upper area of the gearbox cover. The original clutch hydraulic system is retained. The speedometer drive features a special right angle drive and is pre-calibrated - no calibration of the speedometer is required.

### The kits includes:

- Fully reconditioned gearbox
- Replacement bell housing
- Clutch mechanism
- Chassis bracketry
- Speedo drive
- Hardware and instructions

TR2-3A with spring clutch . . . . .	TTK2010 . . . . .	NCA
TR2-3A with diaphragm clutch . . . . .	TTK20101 . . . . .	NCA
TR4 with spring clutch . . . . .	TTK2011 . . . . .	NCA
TR4 with diaphragm clutch . . . . .	TTK20111 . . . . .	NCA
TR4A . . . . .	TTK2012 . . . . .	NCA



## UPDATED LAYGEARS

Since its introduction in 1961, the achilles heel of the 4 speed synchromesh gearbox - as fitted to TR4/6, Dolomite Sprints and the Big Triumph saloons, was the laygear and layshaft. Failure of the bearing(s) causes destruction of the layshaft and the bore(s) of the laygear, the resulting debris often destroys many other expensive components. During the mid 1980's, with racing TRs in particular suffering repeated gearbox failures, due to the additional power being transmitted. Many reconditioners modified laygears to take an extra bearing, which cured the fault. But they assumed there would always be a reclaimable laygear to salvage - not always the case!

The solution is to produce laygears with the maximum bearing configuration in the first place, to extend the life of the gearbox almost indefinitely and cope with just about any amount of power. Moss' uprated laygears come with bearings pre-fitted, ready to install and with no modifications needed. For full details please contact your nearest Moss branch.

Uprated laygear\* (16 teeth) includes bearings . . . 128107UR . . . £224.40  
 Uprated laygear\* (17 teeth) includes bearings . . . UKC662UR . £219.30  
 (\*Must be matched with correct first gear, refer to the Restoration section).



## CLOSE RATIO GEAR SET

Suitable for TR2-4A and gearboxes, now using a 1" x 23 spline input shaft to allow use of a wider range of clutches. It includes 3rd and 4th gear pairs and an adaptor enabling fitment to the 'big nose' or imperial spigoted mainshaft. Suits a low axle ratio e.g. 4.1:1. Earlier sets produced before 1999 used a 10 spline input shaft.

Close ratio gears (set of 4) . . . . .	TT2210 . . . . .	£467.50
Constant pinion gear . . . . .	TT2210A . . . . .	£164.00
Spigot bearing sleeve . . . . .	145008X . . . . .	£12.30
Laygear (28 teeth) . . . . .	STR548 . . . . .	£133.40
3rd gear (29 teeth) . . . . .	STR549 . . . . .	£205.60
Constant gear (31 teeth) . . . . .	STR552 . . . . .	£141.30

Gear ratios	1st	2nd	3rd	4th	overdrive
TR2-4A	3.14	2.10	1.33	1.00	0.78
Close ratios	2.19	1.57	1.23	1.00	N/A



## UPDATED DRIVESHAFTS

Due to mileage build up over the years your hubs will require attention and then, predictably, the actual driveshafts themselves. Whilst the hubs can be rebuilt, the driveshaft wear cannot be economically corrected. Throughout the years, there would be a more or less continuous replacement of universal joints, with clunks which are universal joint sourced being easily and cheaply eradicated. However driveshaft sourced ones, albeit easily removed, are at a

much greater cost. The problem of spline lock-up has always remained and this manifests itself embarrassingly and often dangerously, when the splines unlock and the rear of the car leaps sideways.

There are now 2 possible solutions to driveshaft problems. The first is an uprated driveshaft with non-stick Rilsan coated splines with 50% more engagement area for smoother operation with increased strength. Fitted with 2 heavy duty UJ's and the inner flange. Tested up to 250bhp. The other option replaces the UJ's with modern CV joints and ball bearing sliding shafts and comes complete with a new inner flange and outer hub. Tested up to 300bhp.

Uprated driveshaft (each) . . . . .TKC853UR . . . . £268.30  
 CV driveshaft with hub (each) . . . . .TKC853XR . . . . £910.70

### BATTERY CUT-OFF SWITCHES

Battery cut-off switches are a good idea for all cars. Fitting one enables you to quickly isolate the battery and immobilise the car; ideal when working on your car, or if you intend to put your car into storage. Use with a battery conditioner which can be found on our website.



#### Battery mounted cut-off switches

These cut-off switches simply mount to the battery post and feature a screw-in knob to break the circuit. Available with a bypass fuse to allow sufficient current to pass to operate clocks, alarms and coded radios, but if any attempt is made to start the car the fuse will blow.

- Battery mounted cut-off switch . . . . . GAC3192X . . . . . **£8.00**
- Battery mounted cut-off switch with bypass fuse . GAC31921 . . . **£13.80**

#### In-line cut-off switches

These cut off switches need to be fitted into the main battery to starter cable. The body of the switch should be mounted securely to the car and cables fitted using the terminal kit.



#### Period cut-off switch

These are reproductions of the Lucas 'Battery Master Switch' which was a popular accessory on many British classics.

- Period battery cut-off switch (short knob) . . . . . 1B2804 . . . . . **£37.20**
- Period battery cut-off switch (long knob) . . . . . 1B2804L . . . . . **£37.20**

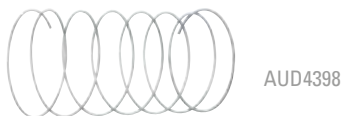


#### Motorsport cut-off switches

Battery cut-off switches are obligatory for competition cars and should be fitted with a cable for remote access.

- Battery cut-off switch . . . . . TT7964 . . . . . **£9.40**
- Battery cut-off switch race spec (FIA approved) . . TT7962 . . . . . **£31.40**
- Remote cable 6 foot . . . . . TT79621 . . . . . **£9.60**
- Spare key for switches TT7964 and TT7962 . . . TT79641 . . . . . **£5.60**
- Terminal kit for battery cable . . . . . TT7964TK . . . **£10.80**

### DAMPER SPRINGS



When fitting free flowing filters the carburettor damper springs should be changed for the heavier 8oz yellow springs.

- 8oz yellow damper spring small (1" diameter) . . . AUC1167 . . . . . **£4.10**
- 8oz yellow damper spring large (2" diameter) . . . AUD4398 . . . . . **£3.25**



### SU HS6 CARBURETTORS

Supplied as a pair of SU HS6 carburettors with standard jets and no needles, this allows you to choose appropriate biased needle, see table below. They are available with angled or horizontal floats according to the application. Can be fitted to 4 cylinder TR's using adaptor plates.

- HS6 carburettors angled float chamber (pair) . . . TT1156 . . . . **£784.00**
- Linkage Kit, HS6 carburettor conversion . . . . . TT1156FK . . . **£106.00**



### HEAT SHIELDS

Highly recommended for better performance where high temperatures are an operating issue. Heat shields may prevent fuel percolation, leading to hard starts or stalling. These stainless steel heat shields have a high heat deflection rate and enhance the appearance of your engine bay.

- Heat shield SU HS6 Carbs TR3-4A (RHD) . . . . . TMG1714 . . . **£26.70**
- Heat shield SU H6 Carbs TR3-4 (LHD) . . . . . 865-205 . . . . . **£59.50**
- Heat shield SU HS6 Carbs TR4A (LHD) . . . . . 865-215 . . . . . **£59.50**
- Gasket (carb to manifold) . . . . . 112867 . . . . . **£0.62**



### DASHPOT COVERS FOR SU CARBURETTORS

Dashpot covers are an ideal way to enhance and brighten the engine bay.

- Alloy dashpot cover for HS2 . . . . . SFR22 . . . . . **£17.15**
- Alloy dashpot cover for HS4/HS6 . . . . . SFR23 . . . . . **£18.40**
- Anodised blue dashpot cover for HS4/HS6 . . . . . SFR23B . . . . . **£18.40**
- Anodised red dashpot cover for HS4/HS6 . . . . . SFR23R . . . . . **£18.40**
- Chrome dashpot cover for HS4/HS6 . . . . . SFR150 . . . . . **£11.80**
- Chrome dashpot cover short type for HS/HIF 4/6 . SFR175 . . . . . **£11.30**

### NEEDLES & SPRINGS FOR HS6 CARBURETTORS

The table gives you a rough guide to the needle type required. Exact choice will depend on the range of modifications carried out and can only be done on a rolling road.

Model	Needles for: standard	Needles for: filter and exhaust	Needles for: plus head and cam	Needles for: Fully modified
4 cyl 83mm fixed (7)	'SM' . .AUD1328 <b>£14.26</b>	'RH' . .AUD1291 <b>£13.66</b>	'RG' . . AUD1290 <b>£13.66</b>	'RB' . . . AUD1286 . . .NCA
4 cyl 86/87mm fixed	'TW' .AUD1362 <b>£14.26</b>	'SM' . .AUD1328 <b>£14.26</b>	'SM' . . AUD1328 <b>£14.26</b>	'RH' . . AUD1291 <b>£13.66</b>
4 cyl 86/87mm biased	'BAB' .CUD1101 <b>£15.00</b>	'BDQ' .NZX8015 <b>£14.40</b>	'BAE' . CUD1104 <b>£15.00</b>	'BAM' . CUD1111 <b>£15.00</b>





**PLAIN THROTTLE DISCS FOR SU CARBURETTORS**

If your throttle discs are fitted with a pop valve these should be replaced with plain discs to maximize air flow through the carburetors on full throttle.

- Plain throttle disc for HS2 . . . . . WZX1320 . . . £11.10
- Plain throttle disc for HS4 . . . . . WZX1323 . . . £11.56
- Plain throttle disc for HS6 . . . . . WZX1321 . . . £10.80



**OVERSIZED SHAFTS FOR SU CARBURETTORS**

Worn throttle shafts and carburettor bodies cause bad idle and uneven running. This can be remedied by replacing your carburetors or by reaming out your carburettor bodies and fitting oversize throttle shafts.

- Oversize throttle shafts for HS4. . . . . WZX1177RP . £19.80
- Oversize throttle shafts for H6. . . . . AUC4284RP . £19.80
- Oversize throttle shafts for HS6. . . . . WZX1178RP . £19.80
- Carburettor reamer . . . . . 386-385. . . . £225.90



**HS6 CONVERSION PARTS**

Here are some of the parts you may need to fit your carburetors, including an adaptor plate kit should you wish to have your carburetors rubber mounted.

- Adaptor plate kit . . . . . TT12561. . . . £95.00
- Heat shields (pair) . . . . . TMG1714. . . £26.70



**Parts needed for TR2-4A**

- Carburettor bell crank (1 required) . . . . . 148960 . . . . £23.70
- Throttle rod short (1 required) . . . . . 148496 . . . . £16.00
- Throttle rod long (1 required) . . . . . 145077 . . . . £21.00
- Throttle support bracket (1 required) . . . . . 145072 . . . . £26.50
- Throttle rod ball joint (2 required) . . . . . TT9941. . . . £7.60
- Throttle/choke lever RH . . . . . AUE586 . . . . £2.90
- Throttle/choke lever LH . . . . . AUE587 . . . . £2.90
- Throttle/choke connecting spindle 12" (1 reqd.) . . . . TT9911. . . . £3.65

**GROSE JETS**



Grose jets use a more modern ball valve so they won't stick open.

- Grose jets for SU H/HS carburetors . . . . . GAC9201X . . . £9.10
- Grose jets for Stromberg 150/175 carburetors. . . GAC9200X . . £12.80

**WEBER CARBURETTOR CONVERSION KITS**

Increasing the size and number of carburetors can unleash a lot more power if the right combination is chosen. For maximum power and performance Weber side-draught carburetors are the best option. The improvement in mid to top end breathing is considerable. The jetting may need some adjustment, depending on the engine specification, this is best achieved on a rolling road.



**Weber conversion kits**

Our Weber conversion kits include: Inlet manifold, carburetors with suitable jets, throttle linkage and fittings. Alternative settings can be provided, please enquire.

- TR3-4A twin 40DCOE carburettor kit . . . . . TTK1159A. £1,264.75
  - TR3-4A twin 45DCOE carburettor kit . . . . . TTK1159 . £1,070.90
- (Fitted with fast road settings and TriumphTune inlet manifold, suitable for high port heads only).



**Weber carburettor kits**

These are some of the Weber carburetors that we have available. We can supply different jet set ups according to your needs, please discuss this with us when placing your order.

- TR2-4A 45DCOE for fast road. . . . . TT2935361 . . £437.40
- TR2-4A 45DCOE for sprint . . . . . TT2935381 . . £462.60



**WEBER MOUNTINGS**

These competition mounting rubbers and sealing plates with integral rubber o-rings help to dampen vibration giving more consistent idling and fuel supply.

- Seal plate for 40-45DCOE (each) . . . . . TT2937A . . . . £7.00
- Carburettor mounting bush kit (for one carb.) . . . . TT2939. . . . £12.50



**WEBER INLET MANIFOLDS**

Designed for TR3-4A models these manifolds can also be fitted to earlier Triumphs if the high port head is used. This TriumphTune cast aluminium inlet manifold (pair) uses a long tract design for maximum all round power. Supplied with seal plates, studs, thackery washers and nyloc nuts.

- TR3-4A TriumphTune inlet manifold (pair) . . . TT1150 . . . £151.55

TWM manifold kit, uses standard throttle linkage. Comes with bushed pivot shaft, rod end joints and all parts needed for easy installation.

- TR3-4A TWM manifold kit . . . . . TWM2041 . . . £353.50



LP42411

Carburettor not included

### WEBER DCOE THROTTLE LINKAGES - MANGOLETSI

Mangoletsi is a long established name in the performance tuning industry, and a leading manufacturer of competition inlet manifolds & throttle linkages. We now offer Mangoletsi's new range of DCOE 'sliding set-up' throttle linkages.

This new simple design features a cast bracket which fits over the top of the carburettor, holding the linkage neatly to the side of the carburettor. This unique design has an ultra-low profile - the highest point of the linkage is only 10mm higher than the carburettor, ideal if clearance is limited. Each kit is suitable for single or twin carburettor set-ups for in-line engines.

The unique design also gives a wide range of throttle adjustment. Cable travel and spring tension can be adjusted independently. The adjuster can be set to give the desired cable travel, the spring tension can then be set to give the correct throttle shut off. This allows the throttle feel to be fine tuned to the driver's requirements.

- Throttle linkage DCOE - twin cable . . . . . LP42451 . . . . .£131.45
- Throttle linkage DCOE - single cable . . . . . LP42411 . . . . .£116.75



LP4100

Carburettor not included

### WEBER DCOE THROTTLE LINKAGES - WEBCON

Webcon linkages have been designed to offer a variety of fitting layouts to give flexibility of installation.

The lightweight construction is manufactured from steel and zinc-plated to match existing components on the carburettor, giving an OEM look.

Available in top or bottom mount for single or twin cables. Cables can be routed from either side and the linkage offers adjustment for cable movement from 22-40mm. The outer cable is retained in the adjuster whilst the inner cable fits to a quadrant cam, featuring sintered bronze bearings, giving a smooth linear action. High quality 8mm ball joints, with an opposed threaded rod, are used on the linkage for ease of adjustment and set up.

Single cable kits use the existing throttle cable whilst the twin cable kits include a pair of nylon lined cables and an adaptor block to convert the throttle pedal.

- T/linkage DCOE - top mount/single cable . . . . . LP4100 . . . . .£105.00
- T/linkage DCOE - top mount/twin cable . . . . . LP4101 . . . . .£119.40
- T/linkage DCOE - bottom mount/single cable . . . . . LP4102 . . . . .£105.00
- T/linkage DCOE - bottom mount/twin cable . . . . . LP4103 . . . . .£119.40



### REPLACING THE TR THROTTLE LINKAGE

TR2-4A models all use rod linkages between the pedal and the carburettors. The DCOE linkage kits above all require a cable to operate the linkage. To allow fitting of the cable we offer an aluminium clamping block that should be fitted on the 'zig-zag' part of the throttle pedal, as it bends around the clutch & brake pedals. A hole is also required to fit the outer cable to the top of the footwell.

- Adaptor throttle pedal (RHD models only) . . . . . TT9918 . . . . .£43.30



### RAM PIPES

Ram pipes fitted inside the air filter help to smooth the air flow into the carburettor. If using with an air filter, a minimum clearance of 1 1/2" between the ram pipe and the filter case is recommended to ensure maximum air flow.

#### Ram pipes for SU carburettors

- 1 K&N ram pipe for HS4 . . . . . KN85-5039 . . . . .£23.00
- Piper 30mm ram pipe for HS2 . . . . . SFR230 . . . . .£31.10
- 2 Piper 30mm ram pipe for HS4 . . . . . SFR430 . . . . .£33.00
- 3 Piper 30mm ram pipe for HIF44 . . . . . SFR4430 . . . . .£35.20
- 4 Piper 50mm ram pipe for HS6 . . . . . SFR650 . . . . .£31.10



- 5 Period short ram pipe for HS2 . . . . . SFR1 . . . . .£18.85
- Period short ram pipe for HS4 . . . . . SFR2 . . . . .£18.85
- 6 Period short ram pipe for HS6 . . . . . SFR3 . . . . .£18.85
- Period long ram pipe for HS2 . . . . . SFR4 . . . . .£18.85
- 7 Period long ram pipe for HS4 . . . . . SFR8 . . . . .£18.85
- 8 Period long ram pipe for HS6 . . . . . SFR9 . . . . .£18.85



#### Ram pipes for Weber carburettors

These ram pipes are genuine Weber replacement products.

- 9 Ram pipe 40 DCOE 16mm . . . . . KNSS1640 . . . . .£41.50
- 10 Ram pipe 40 DCOE 26mm . . . . . KNSS2640 . . . . .£41.50
- 11 Ram pipe 40 DCOE 39mm . . . . . KNSS3940 . . . . .£41.50
- Ram pipe 45 DCOE 16mm . . . . . KNSS1645 . . . . .£41.50
- 12 Ram pipe 45 DCOE 26mm . . . . . KNSS2645 . . . . .£41.50
- Ram pipe 45 DCOE 39mm . . . . . KNSS3945 . . . . .£41.50
- Ram pipe 45 DCOE 60mm . . . . . KNSS6045 . . . . .£33.70



**PIPER AIR SOCKS**

These air socks can be used with our piper ram pipes. They are supplied in pairs at 100mm long. They can be cut to size, though you must leave a minimum of 30mm between the inner face and the ram pipe mouth.

Piper air socks (pair) . . . . . PXC1050. . . . . **£28.20**



**STELLING & HELLINGS AIR FILTERS**

Stelling & Hellings air filters were a popular aftermarket air filter used on many American hot rods & sports cars. Their filters were supplied as original equipment on the 427 Cobra. These exact reproductions are chrome plated with a mesh filter. A smart accessory for your TR.

S&H Air filter - SU 1 1/4" carbs (each) . . . . . 223-100 . . . . . **£45.10**  
 S&H Air filter - SU 1 1/2" carbs (each) . . . . . 223-200 . . . . . **£45.10**



**SU LOGO AIR FILTER**

Enhance the appearance of your SU carburettors and engine bay with this chromed SU logo'd air filter. Fit 1 1/2" carburettors.

SU logo air filters (each) . . . . . GAC1078X . . . . . **£63.90**



**K&N PERFORMANCE GOLD® OIL FILTER**

This K&N oil filter features a number of improvements over standard oil filters, like higher flow rates, improved filtration, anti-drain valve and a nut for ease of removal. Originally developed by K&N for race applications these high quality filters are becoming a favourite among consumers who want only the best products for their cars.

- Thicker canister wall
- Higher flow rates
- Improved filtration
- Nut for ease of removal
- Anti-drain valve

K&N Performance Gold® oil filter. . . . . 235-830 . . . . . **£16.00**  
 (For use with spin-on conversion only).



**K&N crankcase breather filter**

Breather filter 2" diameter 1/2" inlet . . . . . KN62-1330 . . . . . **£26.40**

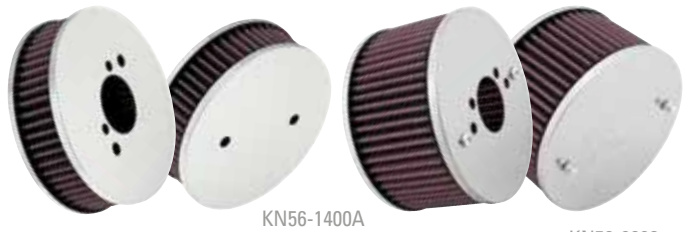


**K&N AIR FILTERS**

The last air filter you will ever need. K&N filters have a 1,000,000 mile guarantee, they just need cleaning and re-oiling periodically. K&N cotton gauze filters give virtually unrestricted air flow, whilst still providing very high levels of filtration to protect your engine.

**K&N sports air filters for SU and Stromberg carburettors**

HS2 centre mounting 1 3/4" deep . . . . . KN56-9121 . . . . . **£88.00**  
 HS2 offset mounting 1 3/4" deep . . . . . KN56-1630A. **£125.00**  
 HS4 centre mounting 1 3/4" deep . . . . . KN56-1390A. . **£95.00**  
 HS4 centre mounting 3 1/4" deep . . . . . KN56-9095 . . . . . **£89.40**  
 HS4 offset mounting 1 3/4" deep . . . . . KN56-9128 . . . . . **£94.50**



HS6 centre mounting 1 3/4" deep . . . . . KN56-1400A. **£108.00**  
 (Also TR4A with 175 Strombergs).  
 HS6 centre mounting 3 1/4" deep . . . . . KN56-9098 . . . . . **£95.00**  
 (Also TR4A with 175 Strombergs).  
 HS6 offset mounting 1 3/4" deep . . . . . KN56-9132 . . . . . **£89.00**  
 (Also TR4A with 175 Strombergs).  
 150CD/S centre mounting 3 1/4" deep . . . . . KN56-1610A. **£129.90**



**K&N sports air filters for Weber carburettors**

DCOE fitting 45mm-1.3/4" deep . . . . . KN56-9106 . . . . . **£99.80**  
 DCOE fitting 63mm-2.1/2" deep . . . . . KN56-9104 . . . . . **£98.70**  
 DCOE fitting 83mm-3.1/4" deep . . . . . KN56-9265 . . . . . **£95.50**



**K&N PRODUCTS**

The filter elements need cleaning when they clog up to give their best. Use K&N cleaning fluid then re-oil the filter to maintain optimum filtration levels.

K&N cleaning kit (250ml oil, 400ml cleaner) . . . . . 001-130 . . . . . **£18.00**  
 K&N cleaning fluid 1 litre. . . . . KN99-0621 . . . . . **£13.50**  
 K&N filter oil aerosol 400ml. . . . . KN99-0516 . . . . . **£12.00**  
 K&N filter oil 250ml. . . . . KN99-0533 . . . . . **£7.00**  
 K&N filter oil sachet 57ml . . . . . KN99-11312 . . . . . **£7.30**



## RETRO SOUND RADIOS

### Combining classic style with modern digital music capabilities

The RetroSound range of radio and MP3 players feature the original 'twin knob' style mounting required for many classic cars.

Music can be played from external sources such as iPods, USB flash drives, and SD cards, all connected out of sight. Some models offer iPhone play and charging, hands free communication and Bluetooth connectivity. There are a variety of Faceplates and knob kits

available in different finishes to enhance your look and a great selection of speakers.

**RetroSound**  
Modern Sound for your Classic

See page A50 for more information



## SPAX SHOCK ABSORBERS

**The next step to improving the ride and handling of your car is to fit good quality shock absorbers.**

Spax is one of Britain's most respected companies in this field. Their dampers give excellent service on all models plus, their adjustable shock absorbers have the ability for the adjustments to be made on the car. Available on their own or as part

of a conversion kit. Shock absorbers should always be replaced in pairs.

**SPAX**

See page A08 for more information



TT2927



TT2925

## FUEL REGULATORS

We recommend the fitment of a fuel regulator which allows fine adjustment to the fuel pressure to suit your requirements.

- 67mm deep glass filter/regulator 1/4" unions ... TT2927..... **£64.80**
- 85mm deep glass filter/regulator 5/16" unions .. TT2928..... **£74.50**
- Fuel pressure regulator 1/4" unions..... TT2925..... **£60.00**
- Fuel pressure regulator 5/16" unions..... TT2926..... **£60.00**



HFFK34

## COPPER FUEL PIPE KITS

As with the fuel tank, rusty fuel pipes can also cause all sorts of problems. These copper fuel pipe kits come with all fittings and unions, are easy to fit and will not rust.

- TR2-3A fuel pipe kit ..... HFFK34 .... **£112.60**
- TR4 fuel pipe kit ..... HFFK35 .... **£167.20**
- TR4A fuel pipe kit ..... HFFK36 .... **£158.20**



## FUEL PUMP INERTIA SWITCH

This inertia switch is a good safety feature when using an electric fuel pump. The switch unit mounts to a vertical surface in the engine bay and in the unfortunate event of a crash cuts the power to the fuel pump preventing fuel spillage. Supplied with multi connector and tail leads to allow easy connections.

- Fuel pump inertia switch kit ..... C41220AX ... **£38.00**

See page A30 for aluminium fuel tanks and braided fuel pipe kit.



832-550

139041

## FUEL PUMP BLOCK OFF PLATE KIT

If you are running a replacement electric fuel pump, this is the best way to close the mechanical pump mounting hole. Kit includes allen head mounting bolts. Gasket not included.

- Fuel pump block off plate kit .....832-550 ..... **£14.00**
- Gasket .....139041..... **£1.80**



TMG2930K

## HIGH CAPACITY FUEL PUMPS

The standard fuel pump may not be able to maintain adequate fuel flow and pressure at higher engine speeds, particularly with a tuned engine. The Facet range of fuel pumps will suit all standard and modified engines fitted with carburettors. They give constant fuel flow and pressure, even at high temperatures eliminating the problems associated with vapour lock. The pumps are available in a variety of specifications to suit the engine's fuel pressure and flow requirements. Further fine tuning of the fuel pressure can be easily achieved by the use of a separate fuel regulator, see left. With safety in mind we recommend fitting a fuel pump inertia switch kit, so that in the event of an accident fuel delivery is automatically cut-off. Fuel lines may require adapting to install the new pump, check pipe sizes to select the correct unions, additional unions may be required.

### Cylindrical fuel pumps

Formerly known as interrupter type pumps, these heavy duty pumps can be fitted at the front or rear of the car and up to 600mm above the bottom of the fuel tank. Kits are supplied with mounting & 8mm unions, alternative size unions available.

- Cylindrical fuel pump kit - road Silver Top.....TMG2930K .. **£134.35**  
(Up to 150bhp, flow rate: 30 gal/hr, 4.0-5.50 psi, unions: 8mm x 1/8 npt)
- Cylindrical fuel pump kit - fast road Silver Top... MGS2930K. . **£139.90**  
(Up to 200bhp, flow rate: 35 gal/hr, 6.0-7.0 psi, unions: 8mm x 1/8 npt)
- Cylindrical fuel pump kit - competition Red Top .. MGS2932K. . **£120.80**  
(Above 200bhp, flow rate: 40 gal/hr, 6.0-8.0 psi, unions: 8mm x 1/8 npt).
- Cylindrical fuel pump only - competition Red Top. TT2930. .... **£121.15**  
(Above 200bhp, flow rate: 40 gal/hr, 6.0-8.0 psi, 1/4 npt threads).

MOC1841

TT29321

TMG2931K



### Solid state fuel pumps

These pumps should be mounted at the rear of the car (as they are designed to push fuel rather than draw fuel) and ideally below fuel tank level, although they will work up to 300mm above the bottom of the fuel tank. Kits are supplied with mounting & 8mm unions, alternative size unions available.

- Solid state fuel pump kit - fast road .....TMG2931K .. **£75.20**  
(Up to 150bhp, flow rate; 32 gal/hr, 4.5-7 psi, unions: 8mm x 1/8 npt).
- Solid state fuel pump only - fast road ..... MGS2931 .... **£54.00**  
(Up to 180bhp, flow rate: 34 gal/hr, 7.0-10.0 psi, 1/8 npt threads).

### Fuel pump unions

- Use with the listed fuel pumps, please check thread and pipe size before ordering.
- Straight union 1/4" (6mm) 1/8 npt..... FPA903B..... **£1.75**
  - Straight union 5/16" (8mm) 1/8 npt..... MOC1604..... **£3.70**
  - Straight union 3/8" (10mm) 1/4 npt..... FPA904/B..... **£3.25**
  - 90° union 5/16" (8mm) 1/8 npt ..... MOC1841..... **£7.20**
  - 90° unions 5/16" (8mm) 1/4 npt (pair)..... TT2930A ..... **£6.85**
  - 90° unions 3/8" (8mm) 1/4 npt (pair)..... FPA902B..... **£7.20**

### Fuel filter union

- Unions 1/4" (6mm) 1/8 npt (pair) ..... TT29321..... **£7.20**



### BRAIDED FUEL PIPES

Ready assembled stainless steel Aeroquip fuel pipe assemblies for safer fuel delivery and improved appearance. Supplied with lengths pre-set for easy installation, come with 18" inlet pipe for Weber carburettors.

TR2-4A braided stainless steel fuel pipe kit. . . . . TT1155. . . . . **£329.70**



### ALUMINIUM FUEL TANKS

Even if it's not obvious, bits of rust inside a steel fuel tank will cause all sorts of problems when sucked into your fuel system. Replace that rusty old steel fuel tank with a quality lightweight aluminium fuel tank.

TR2-3A (to TS60000) aluminium tank. . . . . 302125AL. . . **£325.70**  
 TR3A (TS60000 on) aluminium tank. . . . . 303999AL. . . **£325.70**  
 TR4-4A aluminium tank. . . . . 312359X. . . . . **£350.20**



### ROLLER ROCKER KITS

Roller rocker conversions offer the benefits of low friction operation coupled with good rigidity and more accurate valve operation, which combine to release several more bhp.

The standard rocker ratio is 1.55:1. Increasing this to 1.65:1 will give increased valve lift, which combined with a couple of other modifications, such as a decent exhaust and maybe a gas flowed head will give a very noticeable power increase, without the need to install a longer duration camshaft or increase the compression ratio. If a more radical camshaft is installed or planned, it is necessary to stay close to the original ratio, to avoid excessive valve lift which will inevitably accelerate valve and guide wear.

**Note:** This kit includes rocker shaft and roller rockers only, use 112545X alloy pedestal set or existing pedestals.

Roller rocker kit 1.55:1 ratio . . . . . TT1145. . . . . **£734.50**  
 Roller rocker kit 1.65:1 ratio . . . . . TT1146. . . . . **£734.50**  
 Rocker pedestal set. . . . . 112545X. . . . . **£185.00**

TRIUMPH TUNE



### ALLOY ROCKER COVERS

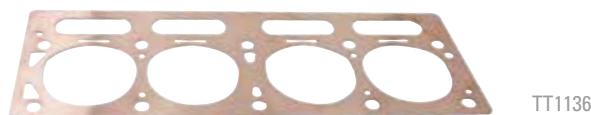
An alloy rocker cover will improve the appearance of your engine bay and as an added advantage will help to muffle valve train noise.

TR2-4A polished non-vented . . . . . TT1037. . . . . **£112.50**  
 TR2-4A polished vented . . . . . TT1137. . . . . **£134.40**  
 TR2-4A polished vented with TriumphTune logo. TT1127. . . . . NCA  
 TR2-4A black non-vented with TriumphTune logo TT1020. . . . . NCA

#### Rocker cover fittings

You should always replace the gasket when replacing your rocker cover.

TR2-4A rocker cover gasket . . . . . GEG437. . . . . **£5.30**  
 Chrome oil filler cap. . . . . TT9920 . . . . . **£27.90**  
 Knurled rocker cover nut plain - each. . . . . 310-215 . . . . . NCA  
 Knurled rocker cover nut TR logo - each . . . . . 310-225 . . . . . **£22.20**



### IMPROVED HEAD GASKETS

If running high compression engines these head gaskets will help improve reliability.

Head gasket - copper 86mm x 0.032" thick. . . . . TT1136. . . . . **£132.00**  
 (Can be modified with care to suit larger cylinder bores).  
 Head gasket - steel shim 89mm x 0.020" thick. . . . . 202775 . . . . . **£99.00**  
 (Suitable for bore sizes from 83mm to 92mm, on smaller engine sizes the gasket may need reshaping around the inlet valve. See Triumph competition preparation manual on page A54).



### ROCKER SHAFTS AND ACCESSORIES

All cars will benefit from a tufrided rocker shaft, particularly tuned cars using higher revs. They are stronger, so will resist wear and breakage.

**Note:** The tufrided rocker shaft must be thoroughly cleaned of the salts used during the hardening process, as with all rocker shafts check the end plugs are in place before fitting.

The friction and side loads on the rockers can be reduced and the location improved by using a spacer set instead of the rocker shaft springs. Pedestal shims are to be used with a skimmed or high compression cylinder head, enabling the correct rocker angles to be maintained. Nominal thickness 0.032" each.

#### TR2-4A models

Aluminium pedestal set (supported) . . . . . 112545X. . . . . **£185.00**  
 Tufrided rocker shaft. . . . . TT1017 . . . . . **£60.90**  
 Rocker spacer set. . . . . TT1018 . . . . . **£20.40**  
 Rocker pedestal shim . . . . . TT1910. . . . . **£2.40**  
 Uprated rocker pedestal nut. . . . . 51K1193B. . . . . **£1.96**

## TR2-4A ALUMINIUM AND IRON CYLINDER HEADS

These brand new cylinder heads are designed to resemble the late TR4/4A units with the appearance being kept as near to the original as possible. Visibly, only the webs between the spark plug holes have been extended to remove the potential weak spot. Internally, several areas have been thickened to permit safer modifications. If higher compression ratios are required, up to 0.150" may be safely removed from the head face without weakening the structure. All fully machined cylinder heads are supplied with lead-free compatible valves & valve seats as appropriate all core plugs and push rod tubes are fitted. There are several specifications of standard heads to choose from (see below). **Note: We recommend that you use all new hardware, and use uprated components for uprated engines.**



### Plain cylinder heads

This is the plain specification for a bare cylinder head to allow maximum flexibility if serious modification are planned. The head is supplied with the basic machining work done, but without valve guides or valve seats. Push rod tubes are installed. Hardened steel valve spring seating washers are also supplied with alloy cylinder heads.

Cylinder head plain iron . . . . . 511695X . . **£1,988.00**  
 Cylinder head plain alloy . . . . . 511695AX. **£2,127.00**

### Standard bare cylinder heads

This specification is for a machined cylinder head to suit standard size valves. Valve guides are fitted and reamed to take standard 5/16" stem valves, with valve seats cut ready to receive standard size valves, exhaust valve seats are lead-free compatible. This specification cannot be re-machined for larger valves. Push rod tubes are also installed. Hardened steel valve spring seating washers are also supplied with alloy cylinder heads. This specification requires final assembly. Valves, springs, spring caps, rocker gear and all other components are sold separately. Please see Restoration section for full details.

Cylinder head standard bare iron. . . . . 511695 . . **£2,314.00**  
 Cylinder head standard bare alloy . . . . . 511695A . . **£2,375.00**

## UPRATED VALVES, GUIDES, SPRINGS AND CAPS

Our slim gas flowed TriumphTune valves, manufactured from EN21/4N stainless steel, are essential to maximize the flow of gases through the head. These valves should be fitted with our bronze alloy valve guides for improved reliability and less friction, especially when running with unleaded petrol.

Our uprated valve springs are specially designed to our own requirements so they are suitable for all our performance cam profiles when used with standard rocker ratio. The standard bottom valve spring spacer should be discarded. All TriumphTune valves and guides for TR2-4A use a 5/16" valve stem as on late TR4-4A.

Exhaust valve standard size 1.30" (each) . . . . . TT1115. . . . . **£41.20**  
 Exhaust valve large size 1.42" (each) . . . . . TT1135. . . . . **£41.20**  
 Inlet valve large size 1.60" (each). . . . . TT1134. . . . . **£41.20**

### Standard loaded cylinder heads

This specification is for a fully machined and assembled, ready to fit, cylinder head with standard size, lead free compatible valves. This specification does not include rocker gear or other associated parts, existing items can be re-used or replaced as necessary.

Cylinder head standard assembled iron . . . . . 514748 . . **£2,512.00**  
 Cylinder head standard assembled alloy. . . . . 514748A . . **£2,634.00**

### Modified cylinder heads

Our range of modified cylinder heads are available to suit performance applications. We can either carry out the modifications to the customers own unit (COU) or we can supply one of our new cylinder head casting modified to the various specifications. All heads are supplied with stainless steel exhaust valves, bronze-alloy valve guides and lead-free compatible valve seats. These cylinder head specifications are based on a 9.5:1 compression ratio on an 87mm engine. Please advise us of the engine capacity and any planned changes when ordering.

### Stage II cylinder heads - uprated road

Modifications include gas flowed ports and reshaped combustion chambers for improved flow. New standard diameter inlet valves are reshaped and standard exhaust valves are fitted with new guides and 10% uprated valve springs. These valve springs are a mild upgrade to prevent valve bounce or float. It is not designed primarily to increase valve & cam loading. All our new cams & followers cope easily with this. Supplied with lead-free compatible valves & seats.

Cylinder head stage II (COU) . . . . . TT1112. . . **£1,009.80**  
 Cylinder head stage II new iron. . . . . TT1112N . **£2,985.00**  
 Cylinder head stage II new alloy . . . . . TT1112NA **£3,110.00**

### Stage III cylinder heads - fast road/competition

Further modifications to the ports and combustion chambers to improve gas flow. Fitted with large (1.65" dia) stainless steel inlet valves and standard (1.30" dia) exhaust valves, bronze valve guides, uprated valve springs and alloy valve caps. Supplied with lead-free compatible valves & seats.

Cylinder head stage III (COU) . . . . . TT1113BUL**£1,077.20**  
 Cylinder head stage III new iron . . . . . TT1113N . **£3,076.00**  
 Cylinder head stage III new alloy. . . . . TT1113NA **£3,193.00**



TR2-TR4 (to CT21470) bronze valve guide set . TT1019. . . . . **£54.00**  
 TR4 (CT21471 on) - TR4A bronze valve guide set. TT1419. . . . . **£75.00**  
 TR2-TR4 (to CT21470) valve spring set. . . . . TT1007. . . . . **£36.00**  
 (Aux spring only required when 3/8" stem exhaust valves are used. Lower spacer not to be used with this spring set).  
 TR4 (CT21471 on) - TR4A valve spring set. . . . . TT1107. . . . . **£35.10**

Alloy valve cap (each). . . . . TT1116. . . . . **£7.50**  
 Washer - valve spring lower (each). . . . . TT11161. . . . . **£3.40**  
 (Use on alloy cylinder heads to prevent valve spring damage to the casting).



## SPORTS EXHAUST SYSTEMS

**Tourist Trophy manufacture some of the finest, most durable stainless steel exhaust systems available.**

Tourist Trophy polished stainless steel exhaust systems are manufactured using the highest quality materials and workmanship.

These exhausts produce a distinctive 'sporty' exhaust note. Whilst the stainless steel has a mirror polish finish that shines like chrome. These systems provide a fantastic sound and look stunning.

- High quality manufacture
- Durable stainless steel resistant to corrosion
- Attractive polished appearance
- All systems are covered by a 5 year limited warranty.



See page A15 for more information



## DYNATOR CHARGING SYSTEM

**An alternator in a dynamo casing**

Complete and ready to fit. For those who prefer an alternator to a dynamo, but wish to retain the original appearance of a dynamo for aesthetic reasons.

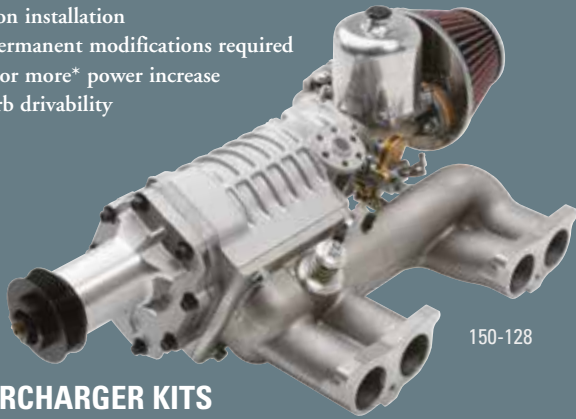
Available for positive or negative earth, with full fitting instructions provided.



See page A18 for more information



- Bolt on installation
- No permanent modifications required
- 40% or more\* power increase
- Superb drivability



## SUPERCHARGER KITS

Using the same Eaton supercharger technology available on modern cars, Moss Europe's TR2-4A supercharger kit offers power increases of 40% or more\*. Supercharging gives your TR more low end torque, which makes overtaking easier and reduces the need to change down a gear when you want to go. Installed on a fresh stock engine, the supercharger kit increases power without unduly stressing the engine, and offers superb drivability. The vacuum operated bypass assembly ensures minimal impact on fuel mileage when cruising, but offers instant boost when the need arises.

The Moss supercharger kit requires no permanent modifications to your classic. The kit includes everything necessary for the installation, including a new SU HD8 carburettor, water pump, serpentine belt pulleys, and alternator conversion kit. The alternator conversion is required owing to space considerations under the hood.

\*Power increases are dependent on engine condition and additional modifications. Fits all engines with 86mm pistons or larger and also high port head. These systems are designed to supplement an engine in good condition, not make up for lost power in a tired one. If your car has an old, tired engine you will need to overhaul it first.

Supercharger kit, LHD, TR2-3B . . . . . 150-128. . . . . NCA  
 Supercharger kit, LHD, TR4-4A . . . . . 150-138. . . . . NCA  
 Big Boost Upgrade Kit. . . . . 150-129. . . . . £106.00



TT1125

## TIMING GEARS

A vernier cam gear allows the camshaft to be installed at exactly the right figure, maximising the benefit from the cam.

TR2-4A vernier cam gear . . . . . TT1125. . . . . £126.70  
 TR2-4A heavy duty timing chain. . . . . 057151UR. . . . . £39.05



TT1133

TT1009

## CAM FOLLOWERS AND PUSH RODS

Our lightened and surface hardened cam followers allow for high revs while reducing loads on the camshaft. Our lightweight tubular pushrods are stronger than the originals and are made to suit a high compression cylinder head. Supplied individually.

TR2-4A lightweight cam follower. . . . . TT1009 . . . . . £16.80  
 TR2-4A standard length push rod 10.15" . . . . . TT1131 . . . . . £12.10  
 TR2-4A high compression push rod 10.10" . . . . . TT1133 . . . . . £12.10

## CAMSHAFTS



Care must be taken when choosing a camshaft and other components to ensure you get the best out of them. For the more extreme camshafts you will need a flowed head with bigger valves and the fuelling will have to be modified to suit, either with Weber carburettors or appropriately modified fuel injection. If you want to minimise other modifications use a mild camshaft.

All the camshafts listed with the suffix 'N' are new, made from chill cast iron, eliminating problems resulting from regrinding worn old camshafts. New cam followers should be fitted when replacing the camshaft. Valve springs must be changed. TR2-4 use triple exhaust type = TT1007 or TR4A use double = TT1107 or TT1108 for race. Please see our website for more details.

TR2-4A road camshaft. . . . . TT1104N . . . . . £227.00  
 TR2-4A fast road camshaft . . . . . TT1004N . . . . . £274.80  
 TR2-4A sprint camshaft . . . . . TT1105N . . . . . £284.30  
 TR2-4A sprint 88 camshaft . . . . . TT11051N . . . . . £273.90  
 TR2-4A race camshaft . . . . . TT1106N . . . . . £295.90  
 TR2-4A race 96 camshaft . . . . . TT11061N . . . . . £240.30

**Important note: New cams will only be warranted if assembly lube is used and fitted with new followers.**



## PISTON AND LINER SET

Our 89mm piston and liner kit features 'omega' style cast pistons to give a capacity of 2290cc. Supplied as an engine set of liners, with pistons and rings.

Piston and liner set 89mm. . . . . AE18510X. . . . . £510.00



837-006

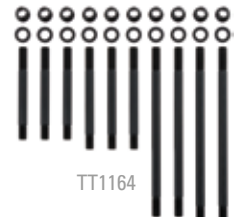
## CRANKSHAFT OIL SEAL CONVERSION KIT

Our crankshaft oil seal conversion kits are recommended for all engines to cure the problem of oil leaking from the original scroll type crankshaft seal. These conversions both use a 2 piece alloy housing to retain a modern 'lip' type oil seal. The 837-006 requires the scroll on the crankshaft to be machined and polished to 63.5mm diameter and minor modifications to the rear main bearing cap. Full instructions supplied. The TT1032 requires no modification to fit but the Tool TT1032TOOL is required to fit this seal kit. Full instructions supplied. An alternative hard wearing Viton seal is also available separately.

Oil Seal Conversion Kit, rear crankshaft . . . . . 837-006. . . . . £108.25  
 Oil Seal Conversion Kit, rear crankshaft . . . . . TT1032. . . . . £73.50  
 Oil seal standard replacement (For 837-006). . . . . TT1032S. . . . . £10.50  
 Oil seal Viton replacement (For 837-006). . . . . TT1032SX . . . . . £38.70  
 Oil Seal, rear crankshaft, Viton (For TT1032) . . . . . TT10321. . . . . £22.00  
 Alignment Tool, rear crankshaft seal (For TT1032) TT1032TOOL £55.20



TT1180K



TT1164

## ARP ENGINE FASTENERS

These ARP high grade fasteners will ensure maximum reliability and safety when using the engine under high stress conditions such as fast road and competition. When used with the correct installation procedure, they offer substantial strength and, reduce stretching. Up-rated engine fasteners are manufactured from high-grade materials for greater control of clamping pressure.

Cylinder head stud kit, ARP uprated. . . . . TT1164. . . . . £207.10  
 Big end bolt kit, ARP uprated . . . . . TT1180K . . . . . £162.95



**DOOR MIRRORS**

622352

**Triumph type door mirror**

Reproduction of the original mirror offered by Triumph for TR250 and TR5 models but work just as well for TR4-4As. Single bolt fitting from the inside and suitable for lefthand and righthand mounting.

Stainless steel flat glass . . . . .622352. . . . . **£53.90**



**British Leyland type door mirror**

These mirrors were originally offered for TR6 models but will also fit TR4-4A models. Simple external screw fitting and suitable for lefthand and righthand mounting.

Stainless steel flat anti-glare glass RH. . . . .GAM258X. . . **£31.60**  
 Stainless steel flat anti-glare glass LH. . . . .GAM259X. . . **£31.60**

Black finish flat glass RH. . . . .GAM261X. . . **£23.60**  
 Black finish flat glass LH. . . . .GAM262X. . . **£23.60**



**WING MIRRORS**

Whether you fit the early Lucas type, round mirrors or the later Leyland, rectangular style, these accessories will add that finishing touch.

**Early Lucas long arm style (fixed type)**

Chrome convex glass RH. . . . . WM1904. . . . . **£16.60**  
 Chrome convex glass LH. . . . . WM1905. . . . . **£16.60**  
 Chrome flat glass RH. . . . . WM1906. . . . . **£16.60**  
 Chrome flat glass LH. . . . . WM1907. . . . . **£16.60**



Chrome flat glass curved arm RH/LH (each). . . GAM1001. . . **£34.80**  
 Chrome flat glass cranked arm RH/LH (each). . . GAM1001X. . . **£35.80**

**Late Lucas style (spring back type)**

Chrome flat glass RH/LH (each). . . . . GAM118. . . . . **£38.40**  
 Chrome convex RH/LH (each). . . . . GAM117. . . . . **£38.40**

**BULLET STYLE MIRRORS**



**Raydyot Reproduction Mirrors**

Raydyot mirrors were often bolted to racing & performance cars in the 1950's and '60's. Their brushed aluminium design was extremely lightweight and strong. Moss has captured not only the distinctive look and character of the originals, but also share the same performance advantages.

Raydyot alloy mirror, flat glass . . . . . 222-355. . . . . **£27.60**  
 Raydyot alloy mirror, convex glass. . . . . 222-356. . . . . **£27.60**



**Long base mirrors**

These feature a 3.75" long base and are fixed with two screws from inside the door at 2" centres. Suitable for left or righthand mounting.

Chrome flat glass . . . . . GAM105. . . . . **£16.40**



**Long base racing mirror**

This mirror features a larger 4.25" lens with a 3" base. It is externally fitted to the mounting bracket. Suitable for left hand or right hand mounting.

Chrome flat glass . . . . . 222-390. . . . . **£36.60**



**British Leyland style mirrors**

These feature a 3.75" long base and are plinth mounted as per British Leyland style door mirror. They are interchangeable with British Leyland type door mirror. Use adaptor plates to fit to doors with late type captive nuts.

Chrome flat glass RH. . . . . GAM106. . . . . **£58.00**  
 Chrome flat glass LH. . . . . GAM107. . . . . **£58.00**  
 Adaptor plate kit RH. . . . . CZH1626. . . . . **£7.80**  
 Adaptor plate kit LH. . . . . CZH1625. . . . . **£7.80**



**Dual base mirror**

Dual base mirror is supplied with two bases; the short base is 2.25" long and the large is 4.5" long, the mirror can be fixed to the car using either base to cover previous mirror fixing holes. Suitable for left or righthand mounting.

Dual base chrome flat glass . . . . . 222-372. . . . . **£42.10**



**BOOT BAG**

If you have ever wanted the extra luggage capacity of a boot rack but without having to use a boot rack, then Boot Bag may be for you. This unique luggage bag mounts neatly on the boot of most convertible cars.

- Fully Waterproof
- Attaches using soft webbing straps
- Sits on soft non-slip mat to protect paintwork
- Fits any boot-lid with a minimum footprint of 70cm x 36cm
- 50 litre capacity
- Made in the UK
- Folds flat for easy storage

Boot Bag, 50ltr. . . . . GAC9155 . . . £112.00



**LOCK SETS**

Are you fed up with fumbling through all the different keys for your car? These matched sets of locks include either locks or barrels for both doors, boot, cubby box and ignition (key in dash models).

TR3A lock set . . . . . TR3ADLS . . £231.24  
(Pair of door handles, boot handle, cubby box lock and ignition barrel).



TR4-4A lock set . . . . . TR4DLS . . £106.56  
(Cubby box lock, pair of door lock barrels, boot handle assembly and ignition barrel).

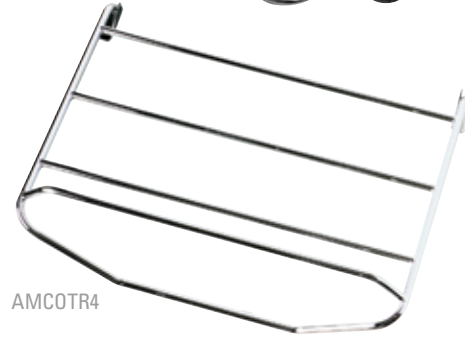


**EMERGENCY BONNET RELEASE KIT**

Bonnet release cable failure does happen, causing frustration and invariably some panel damage to get the bonnet open again. This emergency bonnet release kit will ensure that you'll be able to open your bonnet in the event of the main cable failing.

Emergency bonnet release kit . . . . . 807-065 . . . £13.50

**BOOT RACKS**



Boot racks are an extremely useful accessory, particularly when touring providing invaluable luggage space.

**Bolt-on boot racks**

The TR2-3A bolt-on rack is made to the original pattern and fits to the boot lid hinge pins and clamps to the rear edge of the boot lid. The TR4-4A bolt-on rack fits also fits using plates under the boot lid hinges and bolts through the number plate mountings.

- TR2-3A chrome . . . . . 552398 . . . £244.00
- TR2-3A stainless steel . . . . . 552398SS . . £229.50
- TR4-4A stainless steel (original specification) . . . ASM4 . . . £238.70
- TR4-4A chrome (Amco style) . . . . . AMCOTR4 . . £233.40



**Clamp-on boot racks**

These clamp-on boot racks are universal fitment that use rubber mounting pads and hooks to clamp to the sides of the boot lid.

- Alloy . . . . . GAC4001 . . . £88.20
- Alloy with wood slats . . . . . GAC4005X . . £112.00



- Stainless steel . . . . . GAC4004SS . £130.00
- Stainless steel with wood slats . . . . . GAC4005SS . £138.85
- Boot rack fitting kit . . . . . BRK1 . . . . . NCA
- Boot rack sucker set (4 piece) . . . . . BRS4 . . . . . £18.90



## CLASSIC CAR COLOURS

**Classic Car Colours are carefully blended to be an exact match to the original paint used by the factory.**

It is worth considering that your car may have faded from its original colour over the years. For this reason we recommend that you carry out a test by applying paint to a piece of metal, or a carefully selected area of your car where a potential mismatch will not be noticed.

Classic Car Colours are available in aerosol (400ml), touch up brush on (125ml) and brush & spray can (500ml).



See inside back cover for more information



## DYNAMAT NOISE & HEAT INSULATION

**Two steps to a quieter, cooler, better feeling great car...**

### **Step 1** Dynamat - to deaden the noise

Apply Dynamat to all the accessible interior panels of your car. Dynamat is best for noise reduction with some heat reduction... Start with firewall/bulkheads, gearbox tunnel, front floors, doors, rear floors, roofs, wheel arches, under bonnet, boot lid.

### **Step 2** Dynaliner - insulates against heat

Apply Dynaliner over the top of Dynamat to reduce heat soak by up to 70%. Also helps with noise reduction.



See page A48 for more information



**CLASSIC BADGES**

A range of quality badges suitable for both grille and badge bar mounting.

- 1 BMC Drivers Club . . . . . GAC9967X . . . . . **£98.90**
- 2 British Motor Racing Marshalls Club . . . GAC9987X . . . . . **£87.70**
- 3 British Racing and Sports Car Club . . . . GAC9969X . . . . . **£28.60**
- 4 BARC Brooklands . . . . . GAC9966X . . . . . **£28.60**
- 5 England Union flag toothed . . . . . GAC8043X . . . . . **£36.20**
- 6 St. Christopher . . . . . GAC9970X . . . . . **£74.10**
- 7 RAC diamond . . . . . GAC9971X . . . . . **£40.20**
- 8 RAC round laurel . . . . . GAC1028X . . . . . **£66.00**
- 9 RAC toothed . . . . . GAC8045X . . . . . **£36.40**
- 10 UK mainland . . . . . 105-432 . . . . . **£8.20**
- 11 Union chequered flag (42 x 24mm) . . . . DAG000070MMM . **£9.30**
- 12 Union flag screw fit (30 x 50mm) . . . . GAC4100 . . . . . **£8.10**
- 13 Union flag screw fit (35 x 57mm) - chrome. GAC4101 . . . . . **£13.80**
- 14 Union flag stick on (pair) . . . . . CRST186 . . . . . **£5.20**
- 15 Union flag magnetic . . . . . MM215-330 . . . . . **£11.80**
- 16 Union flag 'flying' . . . . . DAG000080MMM **£22.30**
- 17 Union flag stick on - chrome . . . . . GAC4100CR . . . . **£13.70**
- 18 GB letters stick on - chrome . . . . . MRD1034SA . . . . **£13.90**
- 19 GB letters set 3 piece - chrome . . . . . MRD1034A . . . . . **£11.80**



**BADGE BARS**

Original style badge bars for early TR's.

- TR2-3 badge bar with brackets . . . . . 552399 . . . . . **£123.50**
- TR3A badge bar with brackets . . . . . 552399X . . . . . **£81.20**
- Badge to bar clip . . . . . GAC8041X . . . . . **£4.70**
- Optional badge mounting plate . . . . . GAC8042X . . . . . **£6.20**



**LOCKING PETROL CAPS**

Protect your valuable fuel and stop anyone dropping anything unwanted in your tank with one of our locking fuel caps.

- TR4-4A chrome original style cap . . . . . 571086 . . . . . **£59.40**
- Chrome original style flip-up lozenge cap . . . . . GAC6001X . . . **£84.00**



**AIR HORN KIT**

Let them know your coming... Our twin air horn set includes two tone horns, a heavy duty die cast compressor, all necessary fittings and full instructions. Note: May not be legal for road use, please check local regulations.

- Dual air horn kit . . . . . GAC9978X . . . **£43.40**



**CHROME HORN**

Keeping the under bonnet area looking its best is always easier when you have a few chrome parts fitted. Direct replacement horn finished in luscious chrome.

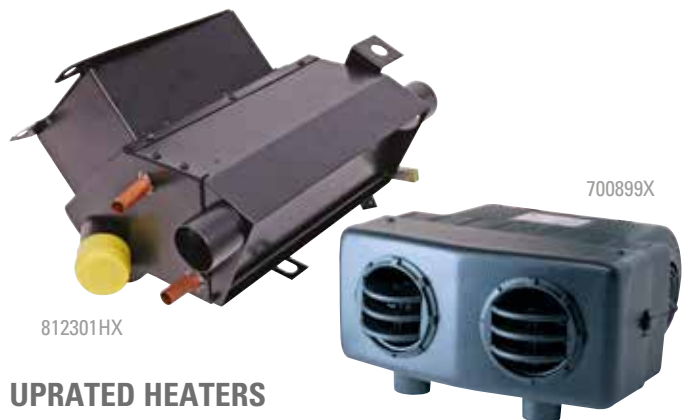
- Chrome classic horn 105mm . . . . . MT9143 . . . . . **£18.55**



**WINDTONE HORN**

The distinctive sounding Lucas style windtone horns are superb replicas of the horns fitted to many classic cars.

- Windtone horn set . . . . . 1B9007/8 . . . . . **£69.00**



**UPRATED HEATERS**

The TR2-3 kit consists of a replacement high output heater, in line heater valve and comes complete with a fitting kit and instructions. The TR4-4A version consists of a high output heater box that is a direct replacement for the original.

- TR2-3 uprated heater . . . . . 700899X . . . . . **£566.80**
- TR4-4A uprated heater . . . . . 812301HX . . . **£725.00**



**WHEEL TRIMS**

A popular accessory from days past were wheel embellisher trims. Easily fitted, these polished stainless steel trims will improve the appearance of steel wheels.

TR2 wheel trim 15" (each) ..... 502160Z ..... **£64.20**



**15" WHITE WALL TRIM SET**

This set of 4 rubber rings are held between the wheel rim and tyre wall, recreating the look of white wall tyres but allowing the use of modern tyres.

GLZ227WWX4. .... **£58.30**



**TYRE VALVE CAPS**

With the classic Triumph TR shield these valve caps are a must for any true enthusiast.

HMP190129 ..... **£16.96**



**WIRE WHEEL TOOLS**

The use of a soft-faced hammer is essential if you do not want to damage chrome plated spinners when removing or fitting centre lock wheels. We have a choice of three soft hammers. Extra long spanners are also available, providing much greater leverage for spinners and therefore easier fitting. To help keep your wire wheels looking like new we recommend you use our specialist cleaning kit. We also supply a special lubricant to help keep the splines in good condition.



MM386-120

- Copper and hide hammer ..... C27290 ..... **£27.60**
- Copper faced hammer ..... 11B5166 ..... **£27.50**
- Spoke adjusting spanner ..... MM385-800 .. **£11.90**
- Short octagonal spanner..... AHH5839..... **£6.05**
- Long octagonal spanner..... MM386-120 .. **£58.60**
- Long spanner 2-eared..... MM386-125 .. **£57.70**
- Wooden wrench 2-eared ..... AHH5839W .. **£23.00**
- (This unique double ended knock-off wrench, made from plywood, slips over the spinner for easy tightening and removal of spinners. Will not work with centre laced wheels).
- Wire wheel cleaning kit ..... GAC4134X ... **£36.00**
- Spline lubricant copper-eze 50g..... GGL9205X ... **£4.00**
- (Essential for maintaining the splines and threads of hubs, wheels and spinners).



88G606

AHA7374

107948/3

**CENTRE LOCK SPINNERS**

All our centre lock spinners are made from the highest quality materials and are precision engineered to ensure an accurate fit. We have three styles of spinner to choose from, octagonal, two or three eared. The two and three eared spinners can be fitted with a hammer or spanner while the octagonal spinners require fitting with a spanner. Please check local regulations for eared spinners.

- 2-eared spinner (8tpi) righthand ..... AHA7373. .... **£27.80**
- 2-eared spinner (8tpi) lefthand ..... AHA7374. .... **£27.80**
- 3-eared spinner (8tpi) righthand ..... 107948/3..... **£50.00**
- 3-eared spinner (8tpi) lefthand ..... 107949/3..... **£50.00**
- Octagonal spinner (8tpi) righthand ..... 88G606 ..... **£25.60**
- Octagonal spinner (8tpi) lefthand ..... 88G607 ..... **£25.60**



**CENTRE LOCK CONVERSION KITS**

Convert your conventional steel wheel rear and front hubs to accept splined hubs, enabling the fitting of wire wheels. Our kits contain everything you need to convert to centre lock wheels, including full instructions, splined hubs and all the necessary hardware, chrome spinners and a copper hide mallet. Our hub conversion kits do not contain road wheels. Check local regulations for eared spinners. Important Note: Wheel studs will require shortening for all models.

- 2-eared style spinner kit. .... GAC7049X ..... **£291.00**
- Octagonal style spinner kit ..... GAC7050X ..... **£291.00**



452-755

**WIRE WHEEL ESSENTIALS**

Creating an air tight seal on a wire wheel can be somewhat difficult, making the use of inner tubes necessary and, to prevent the inner tube chaffing against the spoke nipples, the fitting of a rim band is highly recommended.

- Inner tube for 15" x 155/165 tyres ..... 452-755 ..... **£14.40**
- Inner tube for 15" x 175/185 tyres ..... 452-765 ..... **£24.00**
- Rim band for 15" wheels..... 452-750 ..... **£16.40**



MLN006

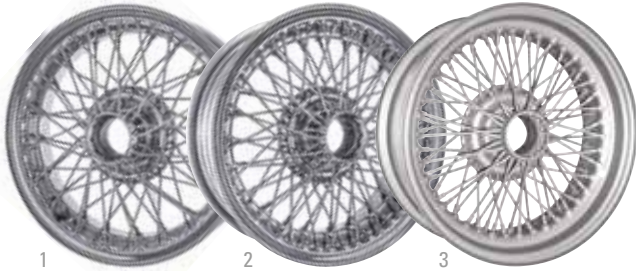
**LOCKING WHEEL NUT SETS**

The TriLock system uses a socket with 3 pins that are uniquely matched to the locking nuts. \*The coned locking nuts are suitable for original steel wheels only. Sold as a set of four, includes security socket for removal.

- \*Locking wheel nut set (coned nut) ..... MLN006 ..... **£20.40**

## WIRE WHEELS

An essential part of a British classic sports car's styling was the fitment of wire wheels. Whether fitted as standard or not, a set of chrome wire wheels will not only enhance the appearance of your car, but also the value. Our wire wheel spokes and nipples are manufactured from stainless steel, with the chrome wire wheel spokes and nipples finished by chroming over the top in keeping with the rest of the wheel. They are available in different specifications; 48, 60 or 72 spokes, and a choice of classic chrome finish, or painted in wheel silver. Depending on how you are intending to use your car, these wheels are available in standard or uprated specification. Before fitting your tyre choice, please ensure there is adequate clearance between the tyres and wheel arches.



### TR2-3A wire wheels

- Standard 15" x 4" 48 spoke - painted . . . . . WWP450 . . . £180.00
- Standard 15" x 4" 48 spoke - chrome . . . . . WWC450 . . . £254.20
- Wide 15" x 4.5" 60 spoke - painted . . . . . WWP452 . . . £175.15
- 1 Wide 15" x 4.5" 60 spoke - chrome . . . . . WWC452 . . . £247.75

### TR4-4A wire wheels

- Standard 15" x 4.5" 60 spoke - painted . . . . . WWP452 . . . £175.15
- Standard 15" x 4.5" 60 spoke - chrome . . . . . WWC452 . . . £247.75
- Wide 15" x 5.5" 72 spoke - painted . . . . . WWP457C . . . £222.90
- 2 Wide 15" x 5.5" 72 spoke - chrome . . . . . WWC457C . . . £298.80

### Centre laced wire wheels

These centre laced wheels are offered as a wide fitment for TR4-4A and are available with either 5.5" or 6" width giving a greater offset. Clearance can be tight against the wheel arches, particularly on lowered cars. They may also protrude past the bodywork.

- 3 Centre laced 15" x 5.5" 70 spoke - painted . . . . . WWP370 . . . £249.46
- Centre laced 15" x 5.5" 70 spoke - chrome . . . . . WWC370 . . . £331.00
- (\*Recommended tyre size 185/70R15).
- Centre laced 15" x 6" 70 spoke - painted . . . . . WWP5726 . . . £226.70
- Centre laced 15" x 6" 70 spoke - chrome . . . . . WWC5726 . . . £320.80
- (\*Recommended tyre size 195/65R15).



## ALLOY WHEELS

### Centre lock alloy wheel

An alternative to wire wheels, these MiniLite style alloys add a period sporting style to your classic and are finished in silver with chromed centre hubs. The wheels are sold individually and are for fitment to splined hubs only. They can be used in conjunction with our centre lock conversion kits.

Fitment note: TR2-3A will fit if the following tyre sizes are used: 165 x 15, 185/70 x 15 & 195/60 x 15. TR4 will be a tight fit whatever tyre size is used. TR4A-6 will fit if the following tyre sizes are used: 165 x 15, 185/70 x 15, 195/60 x 15 & 195/65 x 15.

Centre lock alloy 15" x 5.5" - silver (each) . . . . . GAC8255X . . £232.80

Please note: All wheels are sold individually unless otherwise stated, ensure you use the correct wheel nuts for each wheel.



GAC8245X



GBC101TR



GAC8201XP

### MINATOR ALLOY WHEELS

These eight spoke, MiniLite replica bolt-on alloy wheels are a timeless classic design, adding a period charm to your classic. They are manufactured using the latest techniques and testing procedures to ensure the highest quality and reliability.

Available in 15" diameter, the wheels are sold individually and are supplied centre caps. Before fitting your tyre choice, please ensure there is adequate clearance between tyres and wheel arches. Do not fit with standard wheel nuts, only use the special wheel nuts listed below.

- Minator alloy wheel 15" x 5.5" - silver . . . . . GAC8225X . . . £126.00
- Minator alloy wheel 15" x 6" - silver . . . . . GAC8245X . . . £122.50
- Wheel nut tube type (each) . . . . . GAC8225XNT . . £3.00

### MINATOR REPLACEMENT HUB CAPS

Minator alloy wheel hub caps are available in two different types to suit different size centre holes in the wheels. For wheels with a 59mm centre hole, the cap is made from spun aluminium and available silver painted or polished. For wheels with 61mm centre holes the cap is made from plastic and available painted silver or anthracite. If you are replacing a missing hub cap please check the hole in the centre of the wheel before ordering.

- Hub cap metal - silver 59mm (each) . . . . . GAC8201XP . . . £10.20
- Hub cap metal - polished 59mm (each) . . . . . GAC8211X . . . £11.80
- Hub cap plastic - silver 61mm (each) . . . . . GAC8201XPP . . . £5.10
- Hub cap plastic - flint 61mm (each) . . . . . GAC8201XPF . . . £5.10
- TR centre badge . . . . . GBC101TR . . . £2.17



GAC82701X

### REVOLUTION ALLOY WHEELS

These classic 5 spoke revolution alloy wheels feature black centres with a diamond cut polished rims and look great on a TR. Supplied individually with centre cap. Wheel nuts sold separately.

- Revolution wheel 15" x 6" 5 spoke . . . . . GAC82701X . . . £158.40
- Wheel nut - tube type (each) . . . . . GAC8225XNT . . £3.00
- Centre cap - replacement (each) . . . . . GAC8277X . . . £9.60



TT6902

### WHEEL SPACERS

These spacers allow small adjustments to be made to the offset when fitting alternative wheels. Can also be used if you don't wish to shorten your wheel studs when fitting a wire wheel conversion. Please check with your nearest Moss branch if you are unsure.

- 3mm wheel spacer set (pair) . . . . . TT6901 . . . £18.50
- 6mm wheel spacer set (pair) . . . . . TT6902 . . . £20.10



**AUXILIARY REVERSE & FOG LAMPS**

Many classics were not originally fitted with reverse or rear fog lamps. These universal polished stainless steel lamps measure 55mm x 110mm (2" x 4.5" approx.) and can be easily fitted, ideal for mounting under bumpers etc... Fog lamps require an illuminated switch mounted visibly on the dashboard.

- Auxiliary fog lamp . . . . . GAC4608 . . . . . **£19.50**
- Auxiliary reverse lamp . . . . . GAC4609 . . . . . **£20.60**
- Bulb replacement 12V 20W (each) . . . . . GAC4608B . . . . . **£3.50**



**GENERAL SWITCHES**

Our range of period style switches are for general purpose use. Use a momentary switch for starters, horns, washers, and the 1 position for auxiliary lamps.

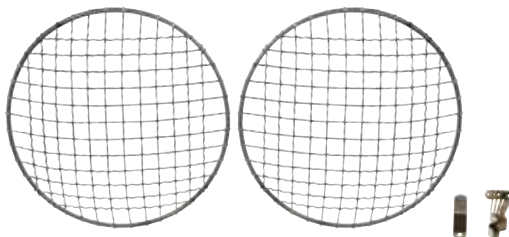
- Push button switch momentary . . . . . 3H3058 . . . . . **£14.10**
- Toggle switch momentary . . . . . GWW102X . . . . . **£17.70**
- Toggle switch on/off . . . . . RTC430A . . . . . **£4.30**
- Pull switch on/off - white illumination . . . . . GAE132 . . . . . **£20.00**
- Pull switch on/off - green illumination . . . . . GAE132G . . . . . **£19.50**
- Pull switch on/off - red illumination . . . . . GAE132R . . . . . **£19.50**
- Pull switch on/off - yellow illumination . . . . . GAE132Y . . . . . **£20.00**
- Fuse holder in-line . . . . . UKC4446 . . . . . **£2.05**



**ALLOY HEADLAMP RIMS**

Give your classic that individual look and save maybe a gram or two with these anodised silver aluminium headlamp rims.

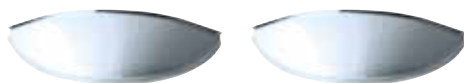
- Alloy headlamp rim (each) . . . . . 500929ALLOY. **£27.40**



**CHROME HEADLAMP STONE GUARDS**

Add some protection to your headlamps with these period chrome guards.

- Stone guard chrome clip fit (pair) . . . . . GAC8000X . . . . . **£13.10**



**CHROME HEADLAMP PEAKS**

A good excuse to fit some chrome.

- Headlamp peaks (pair) . . . . . GAC7999X . . . . . **£15.60**



**SPOT & FOG LAMPS**

Give your TR a classic rally look with our range of lamps, and see where you're going at night! The spot & fog lamps can be fitted using a lamp bar. All use an H3 replacement bulb GLB453 and can be fitted using the universal wiring kit GAC4027.

- Chrome 5.5" angel eye spot lamps (pair) . . . . . GAC4601 . . . . . **NCA**
- Chrome 5.5" angel eye fog lamps (pair) . . . . . GAC4602 . . . . . **NCA**
- Stainless steel 5" driving lamps (pair) . . . . . GAC4619 . . . . . **£54.60**



- Chrome 5.5" standard pattern spot lamps (pair) . . . . . GAC4610 . . . . . **£46.70**
- Chrome 5.5" standard pattern fog lamps (pair) . . . . . GAC4611 . . . . . **£54.40**
- Replacement bulb H3 . . . . . GLB453 . . . . . **£4.20**
- Replacement bulb H3 Xenon 30% brighter (each) . . . . . GLB453X . . . . . **£9.90**
- Wiring fitting kit (universal) . . . . . GAC4027 . . . . . **£12.30**

Wipac 5.5" chrome plated driving & fog lamps, with tough plastic lens covers.

- Driving lamp (pair) - Wipac . . . . . WPS6007 . . . . . **£31.30**
- Fog lamp (pair) - Wipac . . . . . WPS6078 . . . . . **£31.30**



**PERIOD STYLE LAMPS**

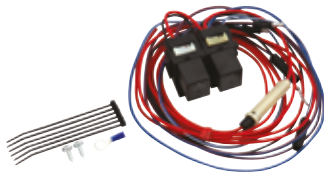
These outstanding reproductions of the original Lucas L576 units are available as either a driving lamp with a clear lens or a fog lamp with a fluted lens in either a base or back mounting. Use a back mounted fluted lamp as a works style reverse lamp.

- Driving lamp with clear lens (each) . . . . . MM162-700 . . . . . **£85.00**
- Front fog lamp with fluted lens (each) . . . . . MM162-800 . . . . . **£85.00**
- Back mounted lamp with fluted lens (each) . . . . . BHA4399 . . . . . **£85.00**
- Back mounted lamp with clear lens (each) . . . . . 57H5322 . . . . . **£85.00**

Don't worry if your spot or fog lamp gets damaged we stock replacement glass lamp units, so you don't have to buy the whole lamp again.

- Replacement lamp unit with fluted lens (each) . . . . . ACG5179 . . . . . **£39.40**
- Replacement lamp unit with clear lens (each) . . . . . 57H5015 . . . . . **£41.10**
- Replacement bulb driving lamp (each) . . . . . GLB185 . . . . . **£8.30**
- Replacement bulb fog lamp (each) . . . . . GLB323 . . . . . **£4.50**





**HEADLAMP RELAY KITS**

Fitting halogen headlamps puts high loads on electrical components. These kits allow easy installation of relays into the headlamp circuit allowing for the high current circuit to be run through the relay. Fitting relays in headlamp circuits protects your wiring and reduces the resistance in the circuit allowing full power to the lamps. Kits include relays and fittings. The single relay kit can also be used for wiring spot lamps, horns and other electrical accessories.

- Headlamp relay kit 2 relay . . . . . 117-515 . . . . . **£37.90**  
(Inc: 2 relays, pre-wired relay holders, fitted terminals, fittings & instructions).
- Relay kit 1 relay . . . . . GAC4027 . . . . . **£12.30**  
(Inc: 1 relay, non-assembled wiring, terminals & fittings).
- PVC tubing black pre cut metre . . . . . 504806 . . . . . **£2.20**



**LED TAIL LIGHT KIT**

This LED kit means classic cars no longer need to compromise on safety and visibility. The immediate, intense light the LED's produce transforms your brake lights from wispy candles to high-powered beams. The design intentionally places the individual LED's so that they replicate the original pattern as closely as possible, in respect to the heritage of these classics. Fitting requires drilling of a couple of small holes and this is for negative earth cars only.

- LED tail light kit . . . . . 143-810 . . . . . **£100.80**



**H4 HALOGEN HEADLAMP CONVERSIONS**

Fitting modern halogen headlamps is one of the most worthwhile safety improvements you can make to your classic. Powerful halogen bulbs combined with improved lens design, result in a superior light beam and pattern. Replacement lens units are available, please see the Restoration section.

**Wipac quad optic kits**

- No pilot RHD (pair) . . . . . GAC4022 . . . . . **£44.50**
- No pilot LHD (pair) . . . . . MGE203 . . . . . **£61.90**
- With pilot RHD (pair) . . . . . GAC4023Z . . . . . **£54.60**
- With pilot LHD (pair) . . . . . WPS4699 . . . . . **£63.00**

**Lucas H4 asymmetric kits**

These are genuine Lucas H4 asymmetric halogen lamp units, only available with a pilot light.

- With pilot RHD (pair) . . . . . GAC4023 . . . . . **£110.00**
- With pilot LHD (pair) . . . . . LULUB802 . . . . . **£102.00**



**Replacement bulbs**

You can choose to fit the standard 60/55W H4 bulbs, or replace them with either uprated H4 100/90W or super white xenon bulbs. The super white xenon bulbs are approximately 30% brighter than halogen.

- H4 60/55 watts (each) . . . . . GLB472 . . . . . **£5.40**
- H4 100/90 watts (check regulations) (each) . . . . . GLB484 . . . . . **£6.40**
- Xenon H4 60/55 watts (pair) . . . . . GLB472X . . . . . **£10.80**
- Xenon H4 60/55 watts blue tint (pair) . . . . . GLB472BLU . . . . . **£10.80**



**TRIPOD HEADLAMPS**

Original equipment on early British cars. These Tripod style headlamps can be retro fitted to any suitable classic, but expect a reduction in light output. Suitable for period drives in the country on a warm summers evening. Tripod headlamps use BPF bulbs.

- Tripod headlamp assembly RHD (each) . . . . . 506370X . . . . . **£96.00**
- Tripod headlamp assembly LHD (each) . . . . . 506372X . . . . . **£96.00**
- Tripod lamp unit RHD (each) . . . . . LU554308 . . . . . **£102.00**
- Tripod lamp unit LHD (each) . . . . . LU555296 . . . . . **£89.10**
- Replacement bulb RHD (each) . . . . . GLB414 . . . . . **£3.80**
- Replacement bulb LHD (each) . . . . . GLB415 . . . . . **£7.10**



## PERTRONIX ELECTRONIC IGNITION

**These self contained electronic ignition units offer a simple alternative to traditional points and condenser arrangement.**

Designed to fit entirely within the distributor cap, they are easy to install with no external control boxes to mount and only two wires to connect. No permanent modifications are involved. The unit uses a sealed Hall Effect sensor that is impervious to dirt, dust, moisture, or vibration and retains standard advance curve. Unaffected by distributor

shaft wear, maintains firing accuracy to within  $1/4^\circ$ , reduces spark scatter over the full rpm range. One year warranty.

**PERTRONIX**

See page A16 for more information



## REVOTEC COOLING FAN KITS

**Keeping your engine running at it's optimum temperature will ensure the best performance and economy.**

Revotec and Moss Europe have co-designed these high quality bespoke fan kits using the latest high efficiency fans with adjustable electronic controllers. These kits are designed to replace the standard original mechanical fan, reducing the load on the engine, noise and improving both power and mpg.

Unlike other fan kits that use universal mounting systems, these kits fit using bespoke laser cut brackets that mount directly to the radiator cowling using existing mounting bolts.

**Revotec**  
NEVER BE SUCCESS

See page A19 for more information

## CAR COVERS

Protecting your cherished classic with a car cover will help to keep the paint, hood and brightwork in the best possible condition and safe from the elements. Whether you need a cover to keep the dust off your car whilst in your garage, a lightweight cover to take to the shows and occasional use, or a cover that provides weather protection for cars kept outside all year round. Moss has the perfect car cover to fit your car! **Must only be used on a dry car.**

### Loose fit indoor covers

Loose fitting indoor covers made from a soft non-scratch blue poly-cotton/polyester mix material that is Scotchguarded making it damp and drip resistant. Elasticated ends for a snug fit and door zips to allow easy access. **Car covers must only be used on a dry car.**

Loose fit indoor dust cover . . . . . GAC9501 . . . £125.90



GAC95041

### Ultimate outdoor cover

Ultimate car covers by Classic Additions use a specially formulated advanced nanotechnology formula which gives a unique water resistant coating ensuring long term protection for your classic. Fully waterproof, fully breathable, strong and stretchy. Manufactured in a discrete grey colour these car covers are suitable for use both indoors and outdoors. **Car covers must only be used on a dry car.**

Ultimate outdoor car cover S1 . . . . . GAC95041 . . £228.90

## CABLE AND LOCK



Make your cover secure and keep prying eyes away with this cable and lock.

Car cover cable and lock . . . . . GAC2022X . . . £16.10  
 Stowage bag . . . . . GAC2013X . . . £15.90



GAC1005

## HARDTOP STORAGE

Protect your hardtop when it's off the car and keep it out of the way with one of our hardtop storage systems.

Universal hardtop storage pouch . . . . . GAC1005 . . . £171.90  
 Universal hardtop storage caddy and cover . . . . . MXV1120X . . £112.10



GAC2011X

### Mosom Plus outdoor cover

Our range of Mosom outdoor weatherproof car covers are manufactured from breathable fabrics with double-stitched seams. The Mosom Plus is rain resistant, yet breathable and features a multi-layer polypropylene fabric which remains soft and pliable in all weather conditions with a soft lining. Fitted with reinforced, scratch-proof grommets for tying down. Recommended for short-term outdoor use.

TR2-3A Mosom Plus car cover . . . . . 237-410 . . . £220.00  
 TR4-4A Mosom Plus car cover . . . . . 237-420 . . . £108.00

Note: No car cover is completely waterproof. Car covers must only be used on a dry car.



237-805

### Cockpit covers

Hot sun, wind and dirt will slowly but surely destroy your interior. Our cockpit cover serves the vital function of protecting your interior without the bulk of a full tonneau or car cover.

Cockpit cover - TR2-3A . . . . . 237-805 . . . £53.80  
 Cockpit cover - TR4-4A . . . . . 237-800 . . . £53.80



## TR4-4A SURREY TOPS

The Moss replacement high quality GRP Surrey top is a must for all TR4-4A owners, the ideal solution between a coupé and convertible. For fixtures and fittings please see page 149 in the Restoration section.

Steel reinforced GRP rear frame . . . . . 566993X . . . £450.00  
 Backlight glass - plain . . . . . 902343 . . . £267.90  
 Backlight glass - green tinted . . . . . 902343G . . . £295.20  
 Backlight glass - plain and heated . . . . . 902343H . . . £274.80  
 Backlight glass - green tinted and heated . . . . . 902343GH . . . £297.10  
 Backlight perspex - lightweight alternative . . . . . 902343X . . . NCA  
 GRP Surrey top roof . . . . . 566994X . . . £465.00  
 Pop-in style headlining for hard Surrey top . . . . . 713149X . . . £139.60  
 Vinyl Surrey top - black . . . . . 806696 . . . £260.00  
 Vinyl Surrey top - white . . . . . 806697 . . . £260.00  
 Frame for vinyl Surrey top . . . . . 806603 . . . £105.10



**TONNEAU**

Protect your interior from prying eyes and the harmful effects of the sun's rays when parked with the hood down with a quality tonneau cover made to the original specifications. Special requirements may be available to order please contact your nearest Moss branch.

- TR2-3A vinyl LHD - black . . . . . 559478 . . . . . **£219.80**
- TR2-3A vinyl RHD - black . . . . . 559479 . . . . . **£219.80**
- TR4-4A vinyl no headrests LHD - black . . . . . 822061 . . . . . **£263.60**
- TR4-4A vinyl no headrests RHD - black . . . . . 822051 . . . . . **£263.60**
- TR4-4A double duck no headrests LHD - black . TDT004 . . . . . **£379.00**
- TR4-4A double duck no headrests RHD - black . TDT002 . . . . . **£379.00**
- TR4-4A vinyl with headrests LHD - black . . . . . 822101 . . . . . **£268.90**
- TR4-4A vinyl with headrests RHD - black . . . . . 822091 . . . . . **£268.90**
- TR4-4A double duck with headrests LHD - black TDT003 . . . . . **£395.00**
- TR4-4A double duck with headrests RHD - black TDT001 . . . . . **£395.00**



**HOOD STOWAGE COVERS**

- TR3A vinyl stick cover - black . . . . . 559444 . . . . . **£121.30**
- TR4A vinyl stowage cover - black . . . . . 708722 . . . . . **£168.20**



**BROOKLANDS AEROSCREEN**

Our period style aeroscreens feature a polished cast aluminium frame, chrome plated fittings, complete with mounting brackets and laminated safety glass.

- Aeroscreen and brackets (each) . . . . . 700896 . . . . . **£93.00**
- Aeroscreen fitting kit . . . . . 700896FK . . . . . **£11.10**
- Fixing screw (each) . . . . . AD608063 . . . . . **£0.47**
- Attachment bolt (each) . . . . . 602078 . . . . . **£13.00**



**WIND WINGS**

These polished clear plexiglass wind wings only fit the TR2-3A. They simply clip on to the side of the windscreen frame, so there is no need for drilling.

- TR2-3A wind wing set (pair) . . . . . MM647-000 . . . . . **£75.50**

**VINYL, DOUBLE DUCK AND MOHAIR HOODS**

The hoods supplied by Moss are made on jigs matching those used by the factory. The vinyl used is from the same supplier that supplied the Triumph factory. These are the closest you will get to an original hood in terms of quality, fit and appearance.

Mohair was the original material used on the Triumph Stag, it gives a high quality, fade free look but can be more difficult to fit as it has less stretch than vinyl based materials. Double duck is a canvas based material which whilst being durable, is prone to fading in direct sunlight and can develop a milky white tinge. All mohair and double duck hoods have their windows sewn in.



- TR2 vinyl hood with single window - black . . . . . 551863 . . . . . **£334.50**
- TR2-3A vinyl hood with welded window - black . 703169 . . . . . **£324.30**
- TR2-3A vinyl hood with welded window - black .703169B . . . . . **£283.00**
- TR2-3A mohair hood with sewn window - black . 703169MH . . . . . **£393.40**
- TR3A\* vinyl hood with welded window - black . 704108 . . . . . **£312.60**
- TR3A\* mohair hood with sewn window - black . 704108MH . . . . . **£554.90**  
(\*TS28826 on).
- TR4 vinyl hood - black . . . . . 705963Z . . . . . **£360.00**
- TR4 vinyl hood - white . . . . . 705963W . . . . . **£372.70**
- TR4 double duck hood - black . . . . . 705963DD . . . . . **NCA**
- TR4A vinyl hood - black . . . . . 572598B . . . . . **£300.00**
- TR4A vinyl hood - black . . . . . 572598Z . . . . . **£398.90**
- TR4A mohair hood - black . . . . . 572598MH . . . . . **£567.30**



**SUN VISORS**

Our polished and tinted plexiglass sun visors are suitable for TR2-3A models. They fit on the top of the windscreen frame - which requires drilling.

- TR2-3A sun visor (each) . . . . . MM240-300 . . . . . **£28.70**



**WINDSTOP**

Keep that immaculate hair style when driving with the top down by using a windstop. Made from a black vinyl trimmed metal frame with a mesh screen to cut wind without obstructing visibility. Comes with all brackets and fittings for easy fitment.

- TR4-4A windstop . . . . . GAC4099X . . . . . **£297.00**



**SUFFOLK SEAT ASSEMBLIES**

UK made, hand trimmed and assembled by skilled craftspeople, the Suffolk seats are a truly comfortable and great looking addition to the interior of your TR4 & 4A.

Featuring a reclining back rest, a forward tilting mechanism for east access to the rear of the cockpit and height adjustable headrests for maximum comfort and adjustability. The bespoke base frame and runner assemblies are designed specifically to fit you car and incorporates a seat belt anchorage point. Supplied in pairs.

Please Note: Other colours available to special order - please enquire. Fits TR4-4A only.

**Front seat assemblies**

- Suffolk seats, leather, black, pair . . . . . 646-310 . . . £1,541.20
- Suffolk seats, leather, matador red, pair . . . . . 646-561 . . . £1,541.20
- Suffolk seats, leather, midnight blue, pair . . . . . 646-320 . . . £1,541.20
- Suffolk seats, leather, black/white piping, pair. . . 646-311 . . . £1,541.20



**CLASSIC SEAT ASSEMBLIES**

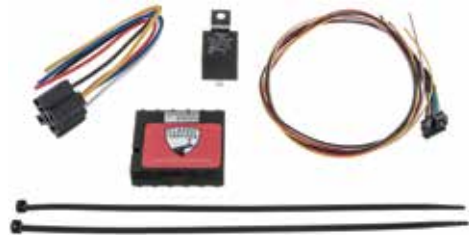
Our handcrafted leather faced seats have been designed to provide the ultimate in driver comfort with styling to compliment the interior of your TR. The seats feature a reclining back which has been shaped to give improved lateral and lower back (lumbar) support, and the squab has been designed to give better upper leg support making your TR a more comfortable place to be, especially on long journeys. The feature height adjustable headrests for added comfort and safety.

These seats have been designed to easily fit in the TR and allow clearance for the folding hood frame. They are suitable for all soft top, hard top and "Surrey Top" equipped cars and fit the original 'H' frame seat runner. Supplied in pairs, fully assembled and ready to fit.

Please Note: Other colours available to special order - please enquire.

**Front seat assemblies**

- Classic Seats, black/black piping, pair, TR4-4A . . SAA6221A. £1,223.70
- Classic Seats, black/white piping, pair, TR4-4A . SAA6221W £1,223.70




**CLASSIC TRACKER AND IMMOBILISER**

Classic Tracker provides a secure and reliable tracking service dedicated for classic cars and motorcycles! A three-wire, self-install tracker which uses GPS & GSM to establish and maintain the secure-status of your classic. In the event of any unauthorised movement or tampering, you receive an alert via app/ SMS/email and have access to real-time information on an app or the web. An immobilizer is provided so you can remotely immobilise your car during a theft situation just by accessing the app on your phone or on the web. The Immobiliser Pack involves connecting a relay across either your vehicles' ignition or electric fuel pump which is controlled via a fourth wire from the tracker. Classic Tracker 'Safer' pack contains: Tracker unit, Immobiliser pack and one year subscription. After the subscription ends you have the option to renew it or cancel it, if you decide to renew it the annual subscription fee is £99.00 per year. DIY installation is straight forward and can be installed in less than 2 hours, however if you're not sure we recommend installation by a professional.

Classic Tracker and immobiliser . . . . . TRACKER1 . . . £305.00



**TOURIST TROPHY STEERING WHEELS**

 Handcrafted to high standards these wheels are available with the choice of a sporty leather rim or a classic riveted wood rim with a variety of spoke designs and finishes; drilled or slotted in either matt alloy or black. The frames are made from high strength aluminium. The boss kit includes a high quality chrome and enamel MG badge.

- Leather rim black drilled spokes 14" . . . . . 489-040 . . . . . **£135.00**
- Leather rim matt alloy drilled spokes 15" . . . . . 489-020 . . . . . **£135.00**
- Leather rim matt alloy drilled spokes 14" . . . . . 489-030 . . . . . **£135.00**
- Leather rim black slotted spokes 15" . . . . . 489-050 . . . . . **£135.00**
- Laminated wood rim matt alloy drilled spokes 14" . 489-070 . . . . . **£170.00**
- Laminated wood rim matt alloy drilled spokes 15" . 489-060 . . . . . **£170.00**
- Laminated wood rim matt alloy slotted spokes 14" . 489-085 . . . . . **£170.00**
- Laminated wood rim matt alloy slotted spokes 15" . 489-080 . . . . . **£170.00**
- Solid thick wood rim alloy drilled spokes 14" . . . 489-095 . . . . . **£170.00**
- Solid thick wood rim alloy drilled spokes 15" . . . 489-090 . . . . . **£170.00**



**TOURIST TROPHY BOSS KIT & ACCESSORY**

The boss kit includes a die cast alloy boss, and a horn push with a high quality chrome and enamel badge bearing the marque emblem. The Tourist Trophy horn push is also available separately to fit existing Moto-Lita bosses.

- Boss kit with horn push TR4-4A. . . . . 853-786 . . . **£58.00**
- Horn push with TR badge TR4-4A. . . . . 905-647 . . . **£30.10**



**MOTO-LITA STEERING WHEELS**

Moto-Lita are among the finest replacement steering wheels available. Designed to enhance the appearance of the cockpit and provide an improved feel for the driver. Available in a variety of styles, materials and sizes to suit, please see our website for the full list of options. All steering wheels listed feature drilled spokes, except where detailed.

**Wood rimmed steering wheels**

- Mk3 flat polished spokes 13" . . . . . MLW1115-13 . . .£191.50
- Mk3 flat polished spokes 14" . . . . . MLW1115-14 . . .£191.50
- Mk3 flat polished spokes 15" . . . . . MLW1115-15 . . .£191.50
- Mk3 dished polished spokes 13" . . . . . MLW1116-13 . . .£191.50
- Mk3 dished polished spokes 14" . . . . . MLW1116-14 . . .£191.50
- Mk3 dished polished spokes 15" . . . . . MLW1116-15 . . .£191.50
- Mk3 flat polished spokes with thin slot 14" . . MLW1120-14 . . .£191.50
- Mk3 flat polished spokes with thin slot 15" . . MLW1120-15 . . .£191.50
- Mk3 flat polished spokes with wide slot 13" . . MLW1122-13 . . .£191.50
- Mk3 flat polished spokes with wide slot 14" . . MLW1122-14 . . .£191.50
- Mk3 flat polished spokes with wide slot 15" . . MLW1122-15 . . .£191.50
- Mk3 dished polished spokes with thin slot 13" MLW1125-13 . . .£191.50
- Mk3 dished polished spokes with thin slot 14" MLW1125-14 . . .£191.50
- Mk3 dished polished spokes with thin slot 15" MLW1125-15 . . .£191.50

**Leather rimmed steering wheels**

- Mk4 flat polished spokes 12" . . . . . MLW1111-12 . . .£191.50
- Mk4 flat polished spokes 13" . . . . . MLW1111-13 . . .£191.50
- Mk4 flat polished spokes 14" . . . . . MLW1111-14 . . .£191.50
- Mk4 flat polished spokes 15" . . . . . MLW1111-15 . . .£191.50
- Mk4 flat black spokes 13" . . . . . MLW1112-13 . . .£191.50
- Mk4 flat black spokes 14" . . . . . MLW1112-14 . . .£191.50
- Mk4 flat black spokes 15" . . . . . MLW1112-15 . . .£191.50
- Mk4 dished polished spokes 12" . . . . . MLW1113-12 . . .£191.50
- Mk4 dished polished spokes 13" . . . . . MLW1113-13 . . .£191.50
- Mk4 dished polished spokes 14" . . . . . MLW1113-14 . . .£191.50
- Mk4 dished polished spokes 15" . . . . . MLW1113-15 . . .£191.50
- Mk4 dished black spokes 13" . . . . . MLW1114-13 . . .£191.50
- Mk4 dished black spokes 14" . . . . . MLW1114-14 . . .£191.50
- Mk4 dished black spokes 15" . . . . . MLW1114-15 . . .£191.50
- Mk4 flat polished spokes with thin slot 13" . . MLW1121-13 . . .£191.50
- Mk4 flat polished spokes with thin slot 14" . . MLW1121-14 . . .£191.50
- Mk4 flat polished spokes with thin slot 15" . . MLW1121-15 . . .£191.50
- Mk4 dished polished spokes with thin slot 13" MLW1126-13 . . .£191.50
- Mk4 dished polished spokes with thin slot 14" MLW1126-14 . . .£191.50
- Mk4 dished polished spokes with thin slot 15" MLW1126-15 . . .£191.50



MLW1117B1H



MLW1117B22

**MOTO-LITA BOSS KITS & ACCESSORIES** *Moto-Lita*

For TR2-3A models we can supply steering wheel bosses for fixed or adjustable steering columns with a choice of using either the plastic Moto-Lita centre cap provided (you will need to use a remote horn button and indicator switch) or fitting the original horn push, available separately, see page 86 in the Restoration section for details.

- TR2-3A fixed column (Moto-Lita centre cap) . . MLW1117B1H . . **£72.00**
- TR2-3A fixed column (original horn push) . . . MLW1117B22. **£105.60**
- TR2-3A adjustable column (Moto-Lita centre cap) MLW1117B24. **£105.60**
- TR2-3A adjustable column (original horn push) . MLW1117B7T **£105.60**

For TR4-4A we supply a black boss with a plastic Moto-Lita horn push. Replacement horn pushes are available separately, see below.

- TR4-4A (Moto-Lita centre cap) . . . . . MLW1117B20. . **£72.00**



Where specified the boss kits are supplied with a plastic centre cap/horn push. Replacement plastic centre cap/horn pushes are available, or you can upgrade to a polished aluminium centre cap/horn push to enhance the look of your steering wheel, all feature a recess for a badge. Replacement ring and screw kits are also available.

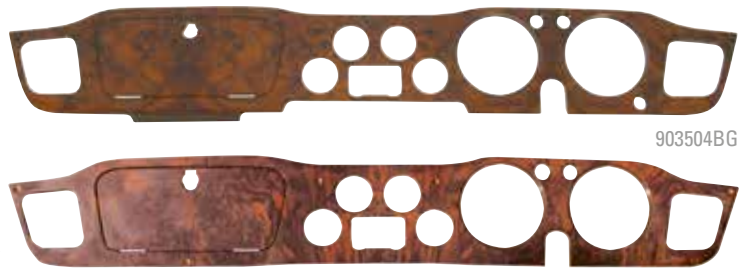
- 1 Plastic centre cap . . . . . MLW1117X1. . . **£12.60**
- 2 Plastic centre cap/horn push. . . . . MLW1117X2. . . **£21.50**
- Polished alloy centre cap. . . . . MLW1117BCC . **£52.00**
- 3 Polished alloy centre cap/horn push . . . . . MLW1117BHP . **£97.50**
- Polished ring kit . . . . . MLW1117X3. . . **£15.80**
- Black ring kit . . . . . MLW1117X3B . **£18.46**



**52MM AUXILIARY GAUGES**

We offer a range of new gauges in the classic Smiths style with chrome bezel, black faces and white lettering. Custom build your own dash assembly with these gauges or add them as auxiliary instruments to a wooden dash board. All gauges come with bulb holders and retaining brackets. The bezel, 106964BEZEL, can be used to make the new gauge look as original as possible.

- 1 Clock full face - black . . . . . GAE128X. . . . **£96.50**
- 2 Capillary oil pressure half face - black . . . . . GAE123X. . . . **£94.00**
- 3 Electric water temp half face - black. . . . . GAE124X. . . . **£57.20**
- 4 Dynamo ammeter half face - black. . . . . GAE120. . . . . **£58.40**
- 5 Alternator ammeter half face - black. . . . . GAE121. . . . . **£56.00**
- 6 Voltmeter half face - black . . . . . GAE122. . . . . **£71.60**
- 7 Boost gauge full face -15in.Hg to 30psi - black. GAE150X. . . . **£98.70**
- Chrome bezel 52mm . . . . . 106964BEZEL. . **£10.00**



903504BG

904154BG

**TR VENEER DASHBOARDS**

One of the nicest parts of the TR4-4A is (or should be) the dashboard. Let's face it; both driver and passenger spend enough time looking at it! Many TRs sport all black trim, so the dash is often the only relief to the blackness. The wooden, veneered dashboard panels used in Triumphs of the sixties and seventies tend to suffer from exposure to the elements which can lead to fading & cracking lacquer and lifting veneer. Damaged dashboards can be easily replaced with one of our high quality, real wood veneer panels.

For those looking for originality the crown cut (straight grain) walnut is the right choice. If you are looking for something more luxurious then the burr walnut version is for you. TR4-4As were only supplied with gloss lacquered dashboards. For TR3A owners we also offer a burr walnut gauge panel to enhance the dashboard of your car. For full details of dash fittings refer to the Restoration section towards the back of the catalogue.

We also offer burr walnut door cappings to complement our burr walnut dashboards.

Please note: The veneers used in these products are natural wood and therefore we cannot guarantee an exact match between dashboards & door capping sets.

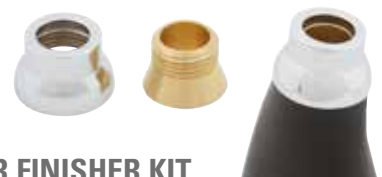
- TR3A burr gloss . . . . . GAC6210X . . **£115.00**
- TR4 crown cut gloss RHD . . . . . 903504 . . . . **£370.00**
- TR4 crown cut gloss LHD . . . . . 903508 . . . . **£370.00**
- TR4A crown cut gloss RHD . . . . . 904154 . . . . **£370.00**
- TR4A crown cut gloss LHD . . . . . 904153 . . . . **£370.00**
- TR4 burr gloss RHD. . . . . 903504BG. . . **£370.00**
- TR4 burr gloss LHD . . . . . 903508BG. . . **£370.00**
- TR4A burr gloss RHD . . . . . 904154BG. . . **£370.00**
- TR4A burr gloss LHD. . . . . 904153BG. . . **£370.00**



**GEAR KNOBS**

Choose either a varnished wood or leather gear knob featuring the TR emblem. Supplied with nylon self threading insert to enable easy fitting.

- Wooden gear knob nylon insert. . . . . GAC6050X . . **£15.00**
- Leather gear knob nylon inset . . . . . GAC6051X . . **£15.00**



**GEAR STICK GAITER FINISHER KIT**

Smarten up your gear stick with this easy to fit universal gaiter finisher kit. Some gaiters may require modification to fit. (Gaiter not included).

- Chrome gaiter finishing kit . . . . . GAC9540 . . . **£19.60**



**TR3-4 CENTRE CONSOLE WITH ARMREST**

This centre console with padded leather armrest and cupholder adds three enhancements to your interior; a soft resting place for your elbow, a perfect spot for a refreshing beverage and storage compartment to keep several small items out of sight. The console base is made from durable black ABS plastic and is grained to match other interior pieces.

TR3-4 centre console with armrest, black . . . . . 643-895 . . . . . **£124.30**



**OVERMATS**

**RUBBER OVERMATS**

These high quality injection moulded rubber mats are great value and each features a TR logo and Keeps carpet wear to a minimum.

1 TR2-4A rubber mats (pair) . . . . . AM6819-2 . . . . . **£24.00**

**NYLON CARPET OVERMATS**

These nylon carpet footwell overmats are mud and water resistant and include an anti-slip backing. They are supplied as a pair, with rubber heel mats sewn on to both to allow fitment to RHD and LHD models.

2 TR4-4A nylon carpet overmats (pair) . . . . . MAT3 . . . . . **£31.50**

**PLUSH EMBROIDERED CARPET OVERMATS**

Custom tailored plush embroidered mats look great at a great price and fit perfectly. Edges are bound for a tidy look. Rubber nibbed backing keeps the mats in place. Triumph letters logo embroidery is large.

3 TR4-4A plush overmat set . . . . . 240-741 . . . . . **£56.00**

**ULTRA PLUSH EMBROIDERED CARPET OVERMATS**

For the ultimate in plush. Custom tailored for a perfect fit, these mats are made with an ultra-dense plush carpet and non-slip nibbed rubber backing. Large embroidered Triumph logo, rolled edges - these are the best we offer.

4 TR4-4A ultra plush overmat set . . . . . 240-740 . . . . . **£121.30**



**DOOR THRESHOLD PLATES**

Protect your paint from scuffs and scratches and add a finishing touch of class to your Triumph. Our highly polished stainless steel door step threshold plates can be fitted by screws, rivets, glue, or double sided tape. Fittings not included, supplied as a pair unless otherwise stated.

- TR2-3A aluminium\* RH (each) . . . . . 900429 . . . . . **£23.60**
- TR2-3A aluminium\* LH (each) . . . . . 900428 . . . . . **£23.60**
- TR2-3A stainless\* RH (each) . . . . . 900429SS . . . . . **£22.10**
- TR2-3A stainless\* LH (each) . . . . . 900428SS . . . . . **£22.10**
- TR2-3A aluminium (pair) . . . . . GAC6065X . . . . . **£30.10**
- TR4-4A aluminium (pair) . . . . . GAC6066X . . . . . **£40.70**
- TR4-4A stainless steel with laurel (each) . . . . . TT7346 . . . . . **£25.00**
- Threshold plate fitting screw (as required) . . . . . 575937 . . . . . **£0.96**

\*Threshold plates can only be screw fixed to the car.



**DYNAMAT HEAT & SOUND INSULATION**

A revolutionary range of products designed to keep your classic cool & quiet.

- Non absorbent materials
- Self adhesive 'peel & stick'
- Easily cut & moulded to fit
- Isolates panel vibration
- Reduces road noise
- Reduces heat soak from engine & exhaust

**Dynamat Xtreme**

A highly efficient, composite material designed to reduce noise, vibration & heat soak through panel work.

- Dynamat Xtreme - speaker pack . . . . . GAC90511 . . . **£15.00**  
(2 sheets of 254mm x 254mm (10" x 10")).
- Dynamat Xtreme - wedge pack . . . . . GAC90512 . . . **£30.00**  
(1 sheet of 457mm x 812mm (18" x 32")).
- Dynamat Xtreme - door pack . . . . . GAC90513 . . . **£80.00**  
(4 sheets of 305mm x 914mm (12" x 36")).
- Dynamat Xtreme - bulk pack . . . . . GAC90514 . . . **£210.00**  
(9 sheets of 457mm x 812mm (18" x 32")).

**Dynaliner**

Dynaliner is an ultra-light weight, durable single layer insulation material that can be used as an alternative to traditional underfelt. It provides acoustic isolation and excellent thermal insulation.

- Dynaliner - 1/8" thick . . . . . GAC90531 . . . **£58.00**  
(1 sheet of 813mm x 1372mm (32" x 54")).
- Dynaliner - 1/4" thick . . . . . GAC90532 . . . **£85.00**  
(1 sheet of 813mm x 1372mm (32" x 54")).
- Dynaliner - 1/2" thick . . . . . GAC90534 . . . **£110.00**  
(1 sheet of 813mm x 1372mm (32" x 54")).

**Hoodliner**

Designed specifically for under bonnet insulation, Hoodliner absorbs engine noise to help keep your car quieter. The aluminised skin creates a water & oil barrier that reflects up to 97% of heat to protect the bonnet's paint.

Hoodliner . . . . . GAC90541 . . . **£85.00**  
(1 sheet of 813mm x 1372mm (32" x 54")).



## SECURON REPLACEMENT SEAT BELT KITS

Listed here is our range of suggested Securon replacement seat belts to best suit TR2-4A models. All Securon seat belt products are 'E' approved for road use.

As early TRs were not originally fitted with seat belts it is essential that the belts be fitted carefully and that the correct hardware is used. Each kit contains suitable bolts for each mounting point, but you will need to use the reinforced nut plates (Part No: TT7968) where necessary.



### Static seat belts

This can be bolted to the upper mounting on the wheel arch, the end of the webbing is retained at the sill mounting, and the stalk is fitted to the tunnel.

- Static seat belt kit - black . . . . .SBS300/30 . . . . .£30.60
- Static seat belt kit - red . . . . .SBS300/30RED . . £36.90
- Static seat belt kit - beige . . . . .SBS300/30BGE . £36.90
- Static seat belt kit - grey . . . . .SBS300/30GREY . £36.90
- Static seat belt kit - blue . . . . .SBS300/30BLU . .£36.90



### Automatic seat belts

The reel should be bolted to the lower inner side of the rear wheel arch and the guide at shoulder level on the wheel arch. The end of the webbing is retained at the sill mounting, and the stalk is fitted to the tunnel. The reel must be mounted vertically for the mechanism to operate correctly.

- Automatic seat belt kit - black . . . . .SBS500/30 . . . . .£57.30
- Automatic seat belt kit - red . . . . .SBS500/30RED . . £57.30
- Automatic seat belt kit - beige . . . . .SBS500/30BGE . . £57.30
- Automatic seat belt kit - grey . . . . .SBS500/30GREY . £57.30
- Automatic seat belt kit - blue . . . . .SBS500/30BLU . . £57.30



### Seat belt extender

This can be used to safely extend the seat belt if required. It should only be bolted to the sill mounting position

- Seat belt extender - red only . . . . .SBS227 . . . . .£19.80



## VINTAGE COMPETITION LAP BELT

The ultimate sporting accessory, ideal for early British classics, it features a quick release buckle and includes fittings. This belt is not type approved therefore should only be used in cars that pre-date seat belt regulations.

- Vintage competition lap belt (each) . . . . .222-211 . . . . .£111.30



## HARNESSE KITS

### Harness kits for road use - 'E' approved

These belts feature 2" webbing with bolt through plate mountings (use with bolts TT7969). Fully adjustable lap and shoulder straps with compact buckle catch. 'E' approved for road use.

- 3 point harness kit - black . . . . . SBH628BLACK . . £38.40
- 3 point harness kit - red . . . . . SBH628RED . . . £38.40
- 3 point harness kit - blue . . . . . SBH628BLUE . . . £38.40
- 4 point harness kit - black . . . . . SBH629BLACK . . £37.30
- 4 point harness kit - red . . . . . SBH629RED . . . £37.30
- 4 point harness kit - blue . . . . . SBH629BLUE . . . £37.30

These belts feature 2" webbing with clip-in snap hook mountings (use with eye bolts TT7967). Fully adjustable lap and shoulder straps with load spreaders on lap belts and a compact buckle catch. 'E' approved for road use.

- 3 point harness kit - black . . . . . SBH605BLACK . . £45.90
- 3 point harness kit - red . . . . . SBH605RED . . . £45.90
- 3 point harness kit - blue . . . . . SBH605BLUE . . . £45.90
- 4 point harness kit - black . . . . . SBH655BLACK . . £52.20
- 4 point harness kit - red . . . . . SBH655RED . . . £52.20
- 4 point harness kit - blue . . . . . SBH655BLUE . . . £52.20

### Harness fittings

- Crotch strap kit - black . . . . . TT79662 . . . . . £21.50
- Eye bolts (pair) - use with clip-in mountings TT7967 . . . . . £12.30
- Bolt and spacer (pair) - use with plate mountings TT7969 . . . . . £6.60
- Nut plates (pair) - reinforced for fixing bolts TT7968 . . . . . £9.90



## PERIOD STYLE SEAT BELT

This period style seat belt features a chrome catch and fittings. Note: Not 'E' marked, requires plates TT7968 and bolt spacer kit TT7969.

- Period style seat belt . . . . . 222-205 . . . . . £36.00



230-390



230-355



230-388

Fitment: Cars must be negative earth. Units supplied without faceplate or knobs.

## RETRO SOUND RADIOS

The RetroSound range of radio & MP3 players maintain the original 'twin knob' (DIN-D) style mounting required for many classic cars. Music can be played from external sources such as iPods, USB flash drives & SD cards, all connected out of sight.

### San Diego

DAB/DAB+ Tuner (DAB antenna or DAB Antenna Adaptor required), AM/FM Tuner, iPod/iPhone & Android compatible, Bluetooth, x2 rear USB ports & x2 rear Auxiliary inputs. 32,000 colour LCD with built in amp (45 watts peak/25 watts RMS x 4 channels).

- RetroSound San Diego, chrome. . . . . 230-383. . . . . **£330.00**
- RetroSound San Diego, black . . . . . 230-388. . . . . **£330.00**

### Hermosa

AM/FM Tuner, iPod/iPhone & Android compatible, x1 rear USB port & x2 rear Auxiliary inputs. Dual colour LCD display (white and green) with built in amp (45 watts peak/24 watts RMS x 4 channels).

- RetroSound Hermosa, chrome. . . . . 230-390. . . . . **£267.00**
- RetroSound Hermosa, black . . . . . 230-395. . . . . **£267.00**

### Long Beach

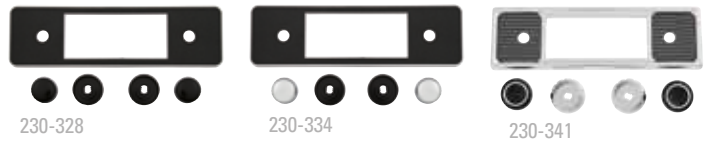
AM/FM Tuner, iPod/iPhone & Android compatible, Bluetooth, x2 rear USB ports & x2 rear Auxiliary inputs. 32,000 colour LCD with built in amp (45 watts peak/25 watts RMS x 4 channels).

- RetroSound Long Beach, chrome. . . . . 230-381. . . . . **£357.00**
- RetroSound Long Beach, black . . . . . 230-386. . . . . **£357.00**

### Laguna

Back to the basics with this AM/FM tuner with x1 rear auxiliary input. Adjustable-angle LCD display with built-in amp (40 watts peak/18 watts RMS x 4 channels).

- RetroSound Laguna, chrome . . . . . 230-355. . . . . **£172.60**



### Faceplate and knob kits (F&K kits)

These kits let you finish off your RetroSound radio with the faceplate and knobs that match the original trim of your classic car. Knobs are available on their own as replacements. Please see our website for full range.

- F&K kit - chrome faceplate/chrome knobs . . . . . 230-326. . . . . **£42.00**
- F&K kit - black faceplate/black knobs . . . . . 230-327. . . . . **£42.00**
- F&K kit - black/black faceplate/chrome knobs . . . . . 230-329. . . . . **£42.00**
- F&K kit - black/chrome faceplate/black knobs . . . . . 230-328. . . . . **£42.00**
- F&K kit - black/chrome faceplate/chrome knobs. 230-333. . . . . **£42.00**
- F&K kit - black/chrome faceplate/black/chrome knobs. 230-334. . . . . **£42.00**
- F&K kit - Becker pinstripe . . . . . 230-341. . . . . **£41.00**
- F&K kit - Blaupunkt black . . . . . 230-342. . . . . **£41.00**
- F&K kit - Blaupunkt black/chrome. . . . . 230-346. . . . . **£42.00**
- F&K kit - VW ivory . . . . . 230-343. . . . . **£41.00**
- F&K kit - Ghia chrome . . . . . 230-344. . . . . **£41.00**
- Knob set only - chrome . . . . . 230-331. . . . . **£17.90**
- Knob set only - black. . . . . 230-332. . . . . **£18.00**



230-505

230-545



230-530

230-550

## RETROMOD SPEAKERS BY RETRO SOUND

The RetroMod range of speakers from RetroSound has been designed to compliment their range of Classic radios and have been manufactured to meet the demands of modern high performance amplifiers.

### Dual voice coils (DVC) speakers

This system allows for 2 stereo channels (left & right) to be connected to the same single speaker. This means that originality can be maintained on cars where a single speaker was fitted in the centre of the dash or rear shelf. These speakers are supplied individually without mesh grilles, to fit existing mountings.

- 6.5" dia 3 way, DVC, no grilles (each) . . . . . 230-505. . . . . **£56.90**
- 5" x 7" 3 way, DVC, no grilles (each) . . . . . 230-545. . . . . **£62.50**
- 6" x 9" 3 way, DVC, no grilles (each) . . . . . 230-510. . . . . **NCA**

### Single voice coils (SVC) speakers

The SVC range of speakers is a standard configuration single channel speaker

for normal installations (left & right mounted speakers, such as doors or dash). These speakers are available in a range of sizes and specifications, see our website.

- 4.5" dia 2 way, 40W max, with grilles (pair) . . . . . 230-535. . . . . **£82.00**
- 5" x 7" 3 way, 60W max, with grilles (pair) . . . . . 230-540. . . . . **£84.30**
- 6" x 9" 3 way, 100W max, with grilles (pair) . . . . . 230-530. . . . . **NCA**
- 6" x 9" 3 way, 100W max, with grilles (pair) . . . . . 230-531. . . . . **£121.10**

### RetroMod 8" Subwoofer

The compact design and powerful bass response make this ideal for under seat mounting and numerous other in-car applications. The rigid die cast aluminium chassis and powerful Class D amplifier allows this sub to reproduce low frequencies as low as 35Hz.

- 8" Subwoofer with internal amplifier . . . . . 230-550. . . . . **£190.80**



**2 Way Surface Mount Speakers**

These new 2 way, surface mount speakers are perfectly sized to be mounted under the dash or on any flat surface without needing a whole lot of space. Sold as a pair and come with a mounting bracket for quick and easy installation and 2 metres of speaker wire. Dimensions; 4.5" x 4.5" x 4".

2 way surface mount speakers, pair . . . . . 230-565 . . . . . £48.70

**Deluxe Speaker Pods**

Play your favourite music with the Retrosound multi-purpose surface mount speaker set. These great sounding speakers are made from rugged ABS plastic and will mount to any flat surface, such as kick panels, doors, or rear parcel shelves. The angled design directs sound towards the listener. You can even get creative and paint them, or wrap them with vinyl to give a personal touch to your cars interior. Includes speaker grilles and wiring. Made with deluxe neodymium magnetsm santoprene surrounds for a smooth, natural sound and mylar tweeters for crisp, clear highs. Mounting depth; 55mm.

6.5" deluxe speaker pods, pair . . . . . 230-575 . . . . . £177.10  
 4" x 6" deluxe speaker pods, pair . . . . . 230-570 . . . . . £130.90



**RetroSound Amplifier**

The RetroSound Quadrophonic is a full-range Class D (digital) power amplifier that plugs directly into any RetroSound radio. Featuring 4 x 45 watts RMS power, Quadrophonic offers exceptional dynamic range and low distortion for the best possible sound reproduction from your RetroSound audio system. Low level RCA inputs also allows Quadrophonic to be used with any aftermarket car stereo system. Quadrophonic is shielded, so it can be mounted behind the dash, next to the radio without the need to worry about electrical interference. Quadrophonic has a built-in high pass/full range crossover, and its small size means you can mount it just about anywhere.

- Features:
- 4 x 45W RMS power output.
- Full range Class D digital circuitry.
- Ultra-low current draw.
- advanced protection circuitry.
- Shielded to prevent electrical interefence.
- Built-in high pass/full range crossover.
- Direct connection compatibility with all RetroSound radios.
- Compact size. (7 1/4" x 3" x 1 3/4" / 197mm, x 71mm x 44mm).



Quadrophonic amplifier. . . . . 230-580 . . . . . £151.40



**Hide-Away Amplified Aerial**

If you ever wanted to add a modern stereo to your classic, but didn't want to cut a hole to install a wing or roof aerial, then this RetroSound hide-away amplified aerial is the perfect solution. Using active magnetic field circuitry for enhanced radio reception, you can mount this aerial behind your dash, inside the boot or almost anywhere hidden away inside your car. Comes with 105" antenna cable and power lead, and installs to a standard Motorola antenna plug and your radio's power antenna lead. Small box dimensions: W = 4" H = 1" D = 1". Negative earth only.

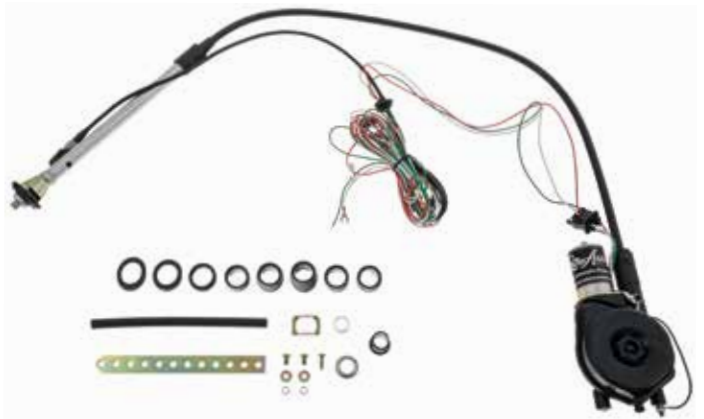
Hide-away amplified aerial . . . . . 230-555 . . . . . £25.10



**DAB Antenna Adaptor**

This adaptor allows you to turn a standard AM/FM antenna into an antenna that will receive both AM/FM stations and Digital Audio Broadcast (DAB/ DAB+) stations. It has a DAB antenna output that plugs into the DAB input on the radio, as well as a standard antenna output for AM/FM stations. For use with the RetroSound San Diego radio, or any after-market radio that has a DAB/DAB+ tuner.

DAB antenna adaptor . . . . . 230-389 . . . . . £23.80



**Automatic Electric Aerial**

The RetroSound Automatic Aerial is a direct-fit replacement antenna for your classic. The motor is mounted remotely from the mast assembly, enabling a wide variety of installations in which space is a premium. It features a 31" five-section mast. Antenna cable is included. Operation is fully automatic: mast extends when radio is turned on and retracts when radio is switched off.

Features; Separate motor for installation in tight areas, fully automatic operation, six custom mounting heads for a variety of installation application, 5 section 31" mast, 5' DAB antenna cable included.

Note; This is not a factory replacement aerial and may require some modification as well as a minimum of 11 1/4" (or 13 1/2" with cable) of depth below the mounting point.

Automatic aerial. . . . . 230-361 . . . . . £121.00



1 2 3 4 5 6 7 8

**LEATHER KEY FOBS**

Made in England, with a stitched leather fob and a high quality enamelled badge, featuring various Triumph emblems.

- 1 Triumph globe ..... GAC6053 ..... £3.80
- 2 Triumph shield - blue/white..... GAC6053X ..... £3.80
- 3 Triumph shield - red/white ..... GAC6054X ..... £3.80
- 4 Union flag ..... GAC4042 ..... £3.80
- 5 Triumph shield - black fob..... 621-000..... NCA
- 6 Triumph shield - tan fob ..... 621-001..... NCA
- 7 Triumph globe - black fob ..... 621-015..... NCA
- 8 Triumph globe - tan fob..... 621-016..... £13.90



**TRIUMPH BAR STOOL**

Ideal for when you're having a well earned 'cuppa' in the garage admiring your handy work. 14" easy clean vinyl seats with 30" high chrome plated legs.

231-805 ..... £75.50



**WORKSHOP APRON**

Ideal for those messy jobs, like engine building. This apron has adjustable straps, three large pockets and the Triumph shield on the front.

GAC9938X ..... £19.10



1



2



3

**GARAGE SIGNS**

Screen printed metal replicas of original factory dealer signs.

- 1 Triumph shield parking sign (9" x 12") ..... GAC8030X ..... £32.70
- 2 Triumph wreath parking sign (9" x 12") ..... GAC8031X ..... £32.70
- 3 Triumph shield service sign (12" x 16") ..... GAC9932X ..... £33.40



**TR SHIELD EARRINGS**

Enamelled miniature marque logo earrings.

TR shield earrings ..... GAC9941X ..... £17.80



1



**TOOL ROLLS**

**Vintage style tool roll**

This heavy duty canvas tool roll features top & bottom tool retaining flaps, adjustable leather tool loops and buckle strap

1 Vintage style tool roll ..... 385-910..... £63.60

**Tool rolls**

We offer two styles of small tool roll ideal for your mobile tool kit. Both manufactured from vinyl backed hessian material, with stitched tool pouches and a tie strap. We also offer a larger tool roll manufactured from hardura.

- Tool roll small 8 pouches ..... ACG5247 ..... £37.90
- 2 Tool roll small 9 pouches & flap ..... MM647-100 .. £43.70
- Tool roll large 8 pouches ..... GAC8418X ..... £56.20

**Jack bags**

A jack bag keeps your jack and any associated tools together, also helping to prevent damage to the boot area panel work. Manufactured from hardura and featuring a folding flap and tie straps. Suit most common sizes of scissor jacks.

- Jack bag side flap with tie straps ..... AHA5506 ..... £41.60
- Jack bag end flap with buckles ..... AHH6540 ..... £40.90



1



2



3



4

**EMBROIDERED PATCHES**

- 1 Triumph embroidered patch ..... GAC4135X ..... £2.40
- 2 TR logo embroidered patch ..... GAC9955X ..... £4.90
- 3 British Leyland logo embroidered patch ..... GAC9960X ..... £4.90
- 4 Union flag embroidered patch ..... 229-510..... £2.70



**THERMAL MUGS**

Our stylish new range of thermal mugs will maintain your drinks temperature whether hot or cold. Desk mugs feature a wider design with handle. Travel mugs are a slimmer design to suit most in-car cup holders. Both types feature a non-slip base and a removable cap.

- 1 Travel mug - TR logo. . . . . 230-886. . . . . £17.30
- 2 Travel mug - Union flag. . . . . 230-946. . . . . £17.30
- 3 Desk mug - TR logo. . . . . 230-887. . . . . £17.30
- 4 Desk mug - Union flag. . . . . 230-947. . . . . £17.30



**PINT GLASS SET**

Enjoy your favourite drink from these glasses bearing the Triumph Laurel logo. Perfect for those show picnics and summer evening barbecues.

- Pint glass set Triumph (set of 4) . . . . . 230-932. . . . . £19.20



**WATERPROOF BLANKET**

These waterproof blankets bring a touch of comfort to any roadside picnic. Neatly folded into a parcel, it can be easily stored and carried with its durable handle. They are manufactured from grey acrylic with a foam layer and waterproof PEVA backing. Size 51" x 70". Offered with a choice of a Moss or Triumph logo.

- Waterproof blanket, grey, Moss logo. . . . . 231-370. . . . . £29.60
- Waterproof blanket, grey, Triumph logo. . . . . 231-380. . . . . £29.60

**EXPANDABLE CUP HOLDER**

This extremely useful folding cup holder can be mounted almost anywhere inside your car. The arms adjust in or out to suit the size of your container and folds up when not in use to give a neat appearance.

- Expandable cup holder. . . . . 222-090. . . . . £11.60



**CLASSIC FLYING HELMET & GOGGLES**

Reproductions of the helmets and flying goggles worn by WWII pilots of the Royal Air Force. The pilot helmets are a premium grade brown leather, with a soft brown cotton lining. Featuring a forehead buckle and strap adjuster to ensure a close fit, opening ear flaps secured with a press stud fastening, and an under-chin strap, secured with a metal buckle.

The motoring helmets are a premium grade brown leather, with a soft brown cotton lining. Built-in peak to shade the sun and neck protector to stop the wind chills, with under-chin strap, secured with a metal buckle.

The original RAF specification goggles are made with polycarbonate glass lens, grey/blue enamel frames, brown leather padding and elasticated headband.

Please see our website for help with measuring to find the right size.

- 1 Leather pilot helmet small - brown. . . . . ALCFHL/S. . . . . £99.60
- Leather pilot helmet medium - brown . . . . . ALCFHL/M. . . . . £99.60
- Leather pilot helmet large - brown . . . . . ALCFHL/L . . . . . £99.60
- Leather pilot helmet X-large - brown . . . . . ALCFHL/XL . . . . . £99.60
- 2 Leather motoring helmet small - brown . . . . . ALCFHLL/S . . £102.00
- Leather motoring helmet medium - brown. . ALCFHLL/M. . £102.00
- Leather motoring helmet large - brown . . . . . ALCFHLL/L . . £102.00
- Leather motoring helmet X-large - brown . . ALCFHLL/XL . £102.00
- 3 RAF vintage goggles MK8 . . . . . ALCGMK8 . . . . . £94.50



**WING COVER**

This top quality wing cover is printed with the logo of your favourite marque. The padded foam rubber backing protects your car's finish from spills, scratches or small dents.

- Triumph wing cover . . . . . GAC9975X . . . £23.50



T shirt back

**BMC SERVICE & SALES T-SHIRT**

The “retro style” is in fashion so show off your BMC loyalties with this 100% cotton t-shirt that features a logo based on the vintage dealership sign.

- BMC Sales & Service T-shirt, navy, medium . . . 013-705 . . . . . **£16.00**
- BMC Sales & Service T-shirt, navy, large . . . . . 013-706 . . . . . **£16.00**
- BMC Sales & Service T-shirt, navy, x-large. . . . . 013-707 . . . . . **£16.00**
- BMC Sales & Service T-shirt, navy, xx-large. . . . . 013-708 . . . . . **£16.00**



T shirt back

**PISTON & TYRE T-SHIRT**

Exclusive to Moss and originally designed for our staff, we’ve had so many customers ask for them that we had to make more. Featuring a ‘retro-style’ piston & tyre design and moss logo, the t-shirts are made from 100% cotton and are available in three different colours in various sizes.

- Piston & Tyre T-shirt, black, medium . . . . . GAC44911 . . . **£12.00**
- Piston & Tyre T-shirt, black, large . . . . . GAC44912 . . . **£12.00**
- Piston & Tyre T-shirt, black, x-large. . . . . GAC44913 . . . **£12.00**
- Piston & Tyre T-shirt, black, xx-large. . . . . GAC44914 . . . **£12.00**
- Piston & Tyre T-shirt, dark red, medium . . . . . GAC44921 . . . **£12.00**
- Piston & Tyre T-shirt, dark red, large. . . . . GAC44922 . . . **£12.00**
- Piston & Tyre T-shirt, dark red, x-large . . . . . GAC44923 . . . **£12.00**
- Piston & Tyre T-shirt, dark red, xx-large . . . . . GAC44924 . . . **£12.00**
- Piston & Tyre T-shirt, dark grey, medium . . . . . GAC44931 . . . **£12.00**
- Piston & Tyre T-shirt, dark grey, large . . . . . GAC44932 . . . **£12.00**
- Piston & Tyre T-shirt, dark grey, x-large . . . . . GAC44933 . . . **£12.00**
- Piston & Tyre T-shirt, dark grey, xx-large. . . . . GAC44934 . . . **£12.00**



**TRIUMPH LOGO FLAG**

Perfect for showing off your favourite marque at classic car shows, or hanging in the garage as inspiration when working on your car. Made from 100% silk screened woven Polyester, single sided, hemmed with header and grommet, Size; 3’ x 5’

- Flag, Triumph logo . . . . . 214-711 . . . . . **£26.10**



Hoodie Back

**PISTON & TYRE HOODIE**

These brand new hoodies are exclusive to Moss, using the same design as our hugely popular T-Shirts, these hoodies are the perfect addition to your wardrobe for the winter months and crisp morning drives.

- Piston & Tyre hoodie, dark grey, medium . . . . . GAC54941 . . . **£24.00**
- Piston & Tyre hoodie, dark grey, large . . . . . GAC54942 . . . **£24.00**
- Piston & Tyre hoodie, dark grey, x-large. . . . . GAC54943 . . . **£24.00**
- Piston & Tyre hoodie, dark grey, xx-large. . . . . GAC54944 . . . **£24.00**



**INSULATED COOL BAG**

Featuring the logo of your favourite classic car marque, our insulated cool bags are the perfect summer accessory keeping your drinks and sandwiches cool whether going for a long evening drive or a picnic on the weekend.

- Insulated cool bag, Triumph logo . . . . . 214-691 . . . . . **£12.00**



**SOFTEK KNEELING PAD**

Perfect for working low down on the car or in the garden. These Softek kneeling pads feature the logo of your favourite classic car marque.

- Softek kneeling pad, Triumph logo . . . . . 214-701 . . . . . **£13.50**



214-722

214-723

**TRIUMPH LOGO SUN CATCHERS**

This 3” round sun-catcher ornaments are sure to add a sparkle wherever you hang them. With a clear acrylic background to let the sun shine through, you can hang these on your window, or even on your christmas tree for a holiday season finish. Featuring the logo of your favourite classic and supplied with a suction cup and foiled hanging cord for display.

- Sun catcher, Triumph globe logo. . . . . 214-722 . . . . . **£3.20**
- Sun catcher, Triumph wreath logo . . . . . 214-723 . . . . . **£3.20**

**BOOKS, MANUALS & DVDS**

**Owners handbooks**

As supplied with your car from new. These reprints are essential for day to day maintenance.

- TR2 owners handbook . . . . . 501528/1 . . . £11.30
- TR3A owners handbook . . . . . 501528/3 . . . £18.20
- TR4 owners handbook . . . . . 510326 . . . . £10.50
- TR4A owners handbook . . . . . 512916 . . . . £10.50

**Factory workshop manuals**

Reprints of genuine factory workshop manuals packed with essential information for all aspects of vehicle maintenance and repairs.

- TR2-3A workshop manual . . . . . 502602SC.. £37.50
- TR4-4A workshop manual . . . . . 510322 . . . . £37.50

**Factory parts books**

These reprints of the original parts books are an excellent source of reference.

- TR2-3A (hard back). . . . . 501653HC . £27.50
- TR2-3A (soft back) . . . . . 501653SC.. £27.95

**Haynes manuals**

Probably the most commonly found workshop manual in any home garage. The Haynes range provide useful information on stripping and rebuilding anything from a master cylinder to a complete differential assembly.

- TR2-4A Haynes manual . . . . . MGL6215X £25.00

**How to improve your TR by Roger Williams**

Compares, tests, fits and generally assesses products from all the major UK parts suppliers. Reading this could save you a lot of time, money and hassle when trying to improve your TR.

- How to improve your TR2-4A . . . . MGL6613.. £35.00

**TR2-4A restoration manuals by Roger Williams**

This how to restore publications are an absolute must have, for all TR2-4A owners.

The book covers every aspect of early TR restoration, from creating a restoration plan to welding techniques, and steering conversions. They also guide you through the hazards of choosing and buying, 192 pages.

- TR2-4A restoration manual. . . . . MGL6025.. £55.00

**Tuning SU carburettors**

This book looks into the basic design of the SU carburettor. It covers many areas including overhaul, tuning mixtures, jet and needle identifications and SU fuel pumps.

- Tuning SU carburettors. . . . . MGL0070.. £13.50

**SU workshop manual**

Factory workshop manual covering both carbs and fuel pumps.

- SU workshop manual. . . . . GAC1044X. £16.70

**SU needle chart**

The chart identifies the correct replacement SU needle when modifications have been carried out to the engine or induction.

- SU needle chart . . . . . ALT9501 . . £10.00
- SU parts catalogue . . . . . ALT9524 . . . £0.50

**Haynes carburettor manual**

This manual covers SU, Stromberg, Weber and Dellorto carburettors. Giving an insight into the way they operate and how to maintain and tune them, as well as detailed overhaul procedures.

- Haynes carburettor manual . . . . . MGL0279.. £28.00

**Weber carbs: Tuning tips and techniques, by John Passini**

This book is the distillation of many years experience of working with Weber carbs. The mysteries of why and how they work and the practicalities of getting the best from them. Also setting-up, fault-finding, maintenance and repair are all covered.

- Tuning tips and techniques . . . . . 213-431 . . . £11.50

**Lucas fault diagnosis manual**

This guide presents a logical sequence of tests that may be carried out on starters, generators, regulators, ignition and lighting systems. Written for technicians, this book can be easily understood by the amateur mechanic.

- Lucas manual. . . . . GAC1029X.. £4.50

**Competition preparation manuals**

These reproductions of the original Triumph Competition Preparation manuals are packed with tuning modifications and advice. Written by "Kas" Kastner and based on personal competition experience during years of racing.

- TR2-3A comp. preparation manual. MGL6111. . . £8.50
- TR4-4A comp. preparation manual. MGL6211. . £14.50

**SU carburettor rebuild DVD**

This 2 hour 40 minute video explains how to rebuild SU carburettors.

- SU carburettor rebuild DVD . . . . . 211-036 . . . £33.50

**Rule Britannia, by John Nikas**

Rule Britannia – When British Sports Cars Saved A Nation; With authoritative text from John Nikas and his team of dedicated researchers and contributors; historic imagery from archives maintained by marque clubs, manufacturers and museums; and modern portraits artfully captured in a studio setting by Michael Furman, the world's most renowned automotive photographer.

- Rule Britannia . . . . . MGL0360. . £75.00

**How to Restore Classic Car Interiors**

The ultimate resource for restoring the interior of your classic car. Produced in close cooperation with the editors of Europe's largest vintage car magazine, OLDTIMER MARKET. Providing easy to follow guidance, helping you make your car interior look as good as new.

- How to restore classic car interiors . MGL0364. . £25.00

**Classic Car Bodywork**

A book written for the home restorer who, until now, lacked the confidence to tackle bodywork. With specially devised techniques which don't rely on workshop plant, this book spans the gap between professional and amateur.

- Classic car bodywork . . . . . MGL0330. . £25.00

**The Zenith Reference CD & Catalogue**

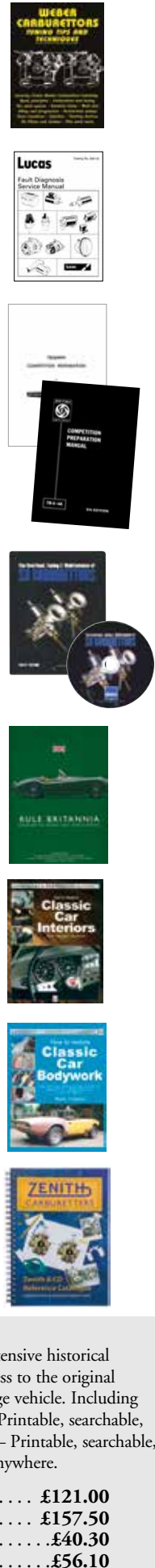
Clear, detailed, exploded images and part breakdowns of the carburettors, along with a selection of spare parts available to help maintain your Zenith fuel system.

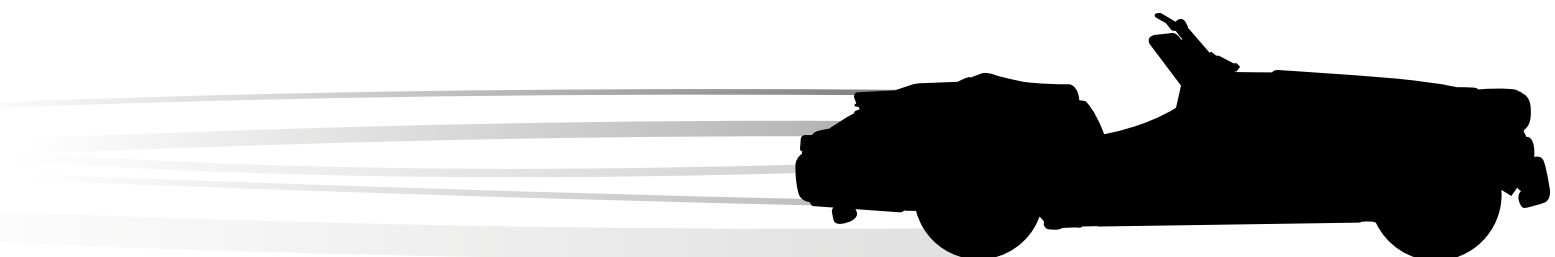
- The Zenith Reference . . . . . ALT9550 . . . £6.00

**Original Technical Publications**

These publications have been carefully reproduced from the extensive historical archives in both England and the USA. Meaning you have access to the original Heritage publications needed to run and maintain your Heritage vehicle. Including parts catalogues, service manuals and owners literature. USB – Printable, searchable, zoom-able & bookmarked. Limited to 1 device. USB portable – Printable, searchable, zoom-able, bookmarked, offline capable, instant access. Take anywhere.

- OTP TR Collection USB . . . . .HTP2014E. . . . . £121.00
- OTP TR Collection USB portable . .HTP2014USB . . . . . £157.50
- OTP TR2-6 USB . . . . .HTP2008E. . . . . £40.30
- OTP TR2-6 USB portable . . . . .HTP2008USB . . . . . £56.10





## TR2-4A **Restoration Parts**

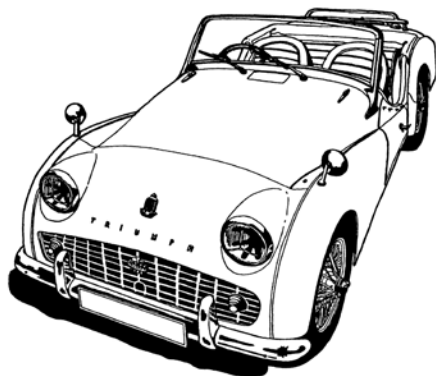
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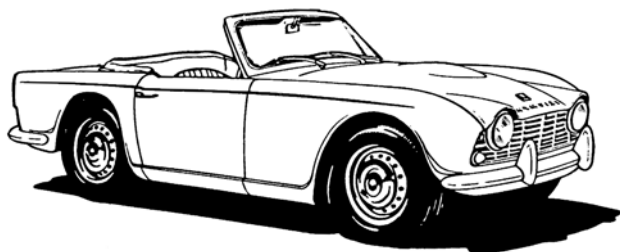


Production Dates & Commission Numbers

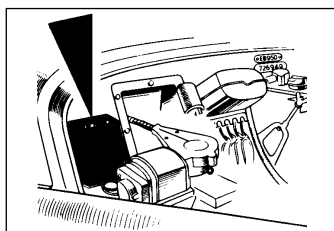
When ordering parts, it is essential that you identify your car exactly, by model year and serial number. Since many part changes were made during model years, the commission number, engine number and body number provide the only positive identification. Quite often a car's title will not show the correct model year. Before ordering parts, please record the applicable numbers from your car. Using these numbers is the best way to ensure that you order and receive the correct parts. Wherever possible, we have listed part applications by commission number (e), body number (b) or gearbox (g). For more information on these numbers and years, see the production data below.



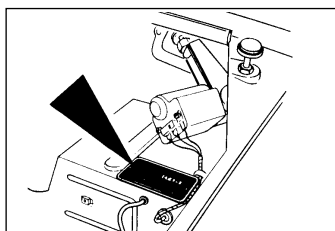
YEAR	MODEL	COMMISSION NUMBER	
		(From)	(To)
1953 1954 1955	<b>TR2</b>	TS1 (Aug) TS303 TS5193	TS302 TS5192 TS8636 (Sept)
1955 1956 1957	<b>TR3</b>	TS8637 (Sept) TS9666 TS14999	TS9665 TS14998 TS22013 (Sept)
1957 1958 1959 1960 1961	<b>TR3A</b>	TS22014 (Sept) TS25633 TS41630 TS65124 TS82030	TS25632 TS41629 TS65123 TS82029 TS82346 (Oct)
1961	<b>TR4</b>	CT1 (Aug)	CT2470 (approx.)
1962	<b>TR3B*</b>	TSF1 (Mar) TSF530 (Sept) TCF1	TCF2804 (Oct)
1962 1963 1964 1965	<b>TR4</b>	CT2471 (approx.) CT18404 (approx.) CT28486 (approx.) CT40001 (approx.)	CT18403 (approx.) CT28485 (approx.) CT40000 (approx.) CT40304 (approx.)
1965 1966 1967	<b>TR4A</b>	CTC50001 CTC63737 (approx.) CTC75001 (approx.)	CTC63736 (approx.) CTC75000 (approx.) CTC78684 (approx.)



Location of Serial Numbers...



**TR2-3B Commission Number**  
This number is stamped on a plate which is riveted to the righthand bulkhead panel.



**TR2-3B Commission Number**  
This number is stamped on a plate which is riveted to the righthand bulkhead panel.

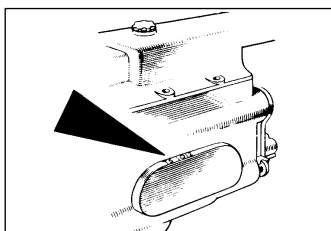
\*A Note on TR3B's

The TR3B was a very interesting and rare car. Declining sales in the late 50's and early 60's of the TR3 series had led Triumph to carry out a major re-design of the car, which became known as the TR4. It was based on the TR3 running gear but had a Michelotti designed body with wind-up windows and other features designed to improve comfort. The reaction to the TR4 in America was, initially, less than favourable and there was a minor panic back in Coventry where the feeling existed that a mistake had been made in introducing the TR4, and, it was felt essential that the TR3 was 're-introduced'. The car that was re-introduced was the TR3B and in its most basic form the same as the TR3A. There were two series of commission numbers (TSF and TCF), we believe the TSF series was for the 1991cc (83mm) engine and the TCF series for the 2138cc (86mm) engine. Both vehicles were fitted with the later TR4 all-synchromesh gearbox. These are the only distinguishing features that all experts appear to agree on. Unless otherwise specified in the text, all details of the TR3B can be considered to be the same as the post T60001 TR3A. If you have any useful information, which contradicts this statement, please drop us a line and we will be pleased to include it in future editions of this catalogue.

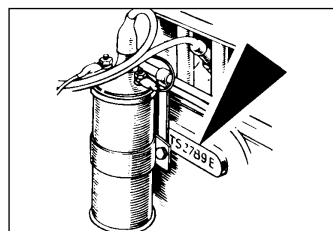
Supersession of Parts

For those of you in possession of original Triumph parts books you may have information which conflicts with that given in the original book. This is usually because the part has been 'superseded' because of some change in specification. For example XKC510 is the lefthand A-post. It used to be 813100 (and the righthand is still 813101), but when the TR6 USA specification cars had an audible buzzer fitted to advise owners that they had opened their door and left the keys in the ignition, it required an extra hole in the A-post to sense the door being opened. Hence 813100 with one hole for a courtesy light becomes XKC510 with two holes. There are many other examples where our Research & Development Department staff find old Austin/Morris saloon car parts that 'will do' to replace 'no longer available' TR parts. These often utilise different part numbers to those shown in the original Triumph parts book.

MODEL	COMMISSION No.	CHANGES
TR2	TS1 TS1307 TS4002 TS4239 TS6157	TR2 introduced. MGA, Frogeye, London Taxi type stop/tail lamps introduced. Outer sills and 'short door' fitted. Dzus fasteners replace cables to open bonnet. Vent lid introduced.
TR3	TS8637 TS12568  TS13046	TR3 introduced, 'egg-box' grille fitted. Windscreen wiper motor moved from righthand to the lefthand side of bulkhead. Girling hydraulics introduced. TR3 becomes the first mass produced car with disc Brakes fitted as standard.
TR3A	TS22014  TS28826 TS41878  TS50001 TS60001  TS83572	Window grille, exterior door handles, different front bumper & overrider design. Dzus fasteners used on sidescreens. Colour scheme of front badge changes from red and black to blue and white. Starter motor changed. Major body re-design. 'Raised' hinge mounting points, squared rear floor. One piece boot floor fitted. Windscreen stanchions held on by screws in place of Dzus fasteners. Last TR3A
TR3B	TSF1 TCF1 TCF2804	TR3B introduced with 1991cc engine and 4 synchro' gearbox. TR3B introduced with 2138cc engine and 4 synchro' gearbox. Last TR3B
TR4	CT1 CT6636 CT16801 CT23383 CT40304	First TR4 introduced. Re-designed front suspension with 3" castor. Stromberg carburettors introduced as mixed fitment. Deep dish rear springs introduced. Last TR4 produced.
TR4A	CTC50001  CTC61291 CT70000 (approx.) CT787684	Introduction of the first IRS TR4A, (Solid axle TR4A's Were prefixed 'CT' beginning at CT50001). Stromberg carburettors replaced by HS6 SU's. Cross box silencer introduced. Last of the TR4A rolled of the production line (10th July 1967).



**TR4-4A Gearbox Number**  
This number is stamped on the lefthand side of the gearbox casing.



**TR4-4A Engine Number**  
The engine number is stamped on the lefthand side of the cylinder block.

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## Extra Performance

Moss can help you with extra performance for your TR, firstly you need to answer the following...

1. Do you want higher speeds on the motorway or more mid-range torque?
2. Do you drive your car fairly hard on a daily basis, or just use it on weekends?
3. Would you like that little bit more power, or do you want maximum bhp?
4. Do you just want the car to be quicker through bends?
5. Then we could ask, have you, or are you going to, upgrade the brakes?
6. Are your suspension and/or steering bushes/components ok?
7. Will your transmission and drive train handle more power/speed?
8. Is your car standard, or has it been previously overhauled/uprated?

On the following pages, you will find a range of quality components that will improve engine performance, braking, steering and the handling of your classic. Before increasing the power output and speed of any vehicle, you **MUST** ensure that your brakes, steering, chassis etc can cope with the modifications, and a roll bar is a very sensible investment for all open top sports cars.

### Important Descriptions and Dimensions.

As we have no control over installations/modifications, whether previous or current, it is the sole responsibility of the user to ensure safe and correct fitment, tolerances and clearances. Manufacturers/suppliers descriptions and dimensions are given in good faith at the time of publication. Errors & Omissions Excepted.

## Body Panels

We supply a range of replacement aluminium and fibreglass panels. See body panels section for details.

## Cooling

### Water Cooling

Although the standard radiator is adequate in cooling the TR engine in traffic, the fitting of a Kenlowe electric fan has been found to be very worthwhile, not only to improve cooling but unlike the standard fan it does not absorb energy, approximately 3bhp, from the engine. We also supply along with an alternator conversion kit, a narrow fan belt kit suitable for all TR2-TR4A models. We also stock aluminium radiators. See Restoration section for full details.

### Engine Oil Cooling

The use of an oil cooler on this engine is probably a very good idea, you only need to drive the car in normal motorway traffic to see the oil pressure drop when the engine has been warmed up. The engine was not designed for use with the modern high viscosity oils now produced. Our oil cooler kits are listed in various styles to suit all needs. The kits are supplied with ready assembled hoses and mounting brackets. The installation kit can be supplied with a thermostatic controlled adaptor plate for road cars which can give you the best control of the oil temperature. We also list spin-on oil filter conversions, with a thermostatic control to use with an oil cooler if preferred.

### Axle Cooling

If you want to make sure that your rear TR4 IRS axle is getting maximum cooling, then check out our aluminium finned rear differential covers. See Restoration section for full details.



## Ignition System

Note: It is necessary for the car to be set-up on a rolling road to ascertain the required static timing, to obtain the optimum power.

### Standard Distributor

The standard distributor when in good condition, will work quite satisfactorily up to and including fast road spec cam profiles. If replacing, then always use the late TR4A advance curve specification for the distributor, or better still, our race spec unit which will cope much better with modern fuel.

### Electronic Ignition

If you are tired of setting the points, then electronic ignition is the answer. See Restoration section for full details of the different ignition systems we supply.

### Lucas Advance Springs

For Lucas distributors, we are able to supply a set of five advance springs, part No. TT1903, so that the advance curve can be tailored to suit your own requirements. These are used to restrict the low speed advance curve to reduce the pinking problem.

### Performance HT Ignition Leads

It makes sense if you have fitted a sports coil, uprated distributor and high grade spark plugs, to fit high performance silicone or competition plug leads.

## Brake System

This is a very important area that must be attended to when carrying out any conversion work. We will continue on the assumption that the braking system is in a working condition and that the brake discs/drums are not 'worn out' or badly 'scored', both of which will affect the possible braking efficiency. For some models we supply uprated brake pads that can be used with standard calipers and disc as well as complete uprated brake kits. We also stock finned/alloy rear brake drums, for 9" brakes.

## General Brake Information

When fitting new pads/linings it is essential that they are bedded in correctly for them to work efficiently and give the best results. Remember, some, but not all brake pads and linings, were made from asbestos; for personal safety do not use a brush or air line to remove brake dust, but instead use a vacuum cleaner or a damp cloth together with a can of brake cleaner. Make sure the dust and/or cloths are disposed of properly.

Brake drums and discs also need bedding in on low speed gentle braking for about 10 miles; gradually raise the speeds, but maintain the gentle braking application. Then make 2 to 3 heavy braking applications, which should complete the bedding in. We also recommend the fitting of 'stainless steel braided' hoses that give a firmer brake pedal and less pressure drop through hose expansion. Complete brake pipe sets are also available and are supplied ready assembled with unions for easy installation. For racing applications the rear brake cylinder may need to be changed to one with a smaller bore to balance the braking.



## Upgraded Brake Components

There are no upgraded pads/linings currently available for the TR3-4 models which use the bolt and clamp plate pad retainers. All later models use the horizontal pin fitting, of which there two sizes - so beware. We supply upgraded front disc brake kits for TR4 & TR4 models, including TR5-6 type ventilated brakes, and finned alloy 9" rear brake drums, along with upgraded brake shoes, for TR3-TR4A's. For racing applications the rear brake cylinder should be changed for one with a smaller bore.

## Brake Servo

This is recommended for all cars with single braking system. This uses a remote servo unit which is 'plumbed' into the brake line and inlet manifold. The increase in braking efficiency is well worth the cost of this item for a road car and in some instances can be used for racing applications as well.

## Steering

It goes without saying that all steering components/bushes must be thoroughly inspected and replaced as a matter of course if suspect. As well as stocking quick racks for late TR4 & TR4A's (which have a high ratio pinion giving you lock-to-lock in only 2.5 turns, compared to the standard 3.5) that gives you 'pin point' steering, we also supply a steering rack conversion for TR2-3A models that will give 2.6 turns lock-to-lock.

Note: If you have solid alloy steering rack mounts - which are essential for competition conditions because they minimise rack movement, they do not compensate, unlike rubber bushes, if the car is heavily kerbed.

## Suspension Tuning

When rebuilding or modifying the suspension make sure you check all components for wear.

The recommended order of suspension tuning for TR2 to TR4 models is:

The front anti-roll bar, adjustable front shock absorbers and upgraded front/rear suspension bushes, then you can tailor the rest of the suspension to your own requirements.

The order of priority for suspension tuning for TR4A models is:

1. Front Anti-Roll Bar
2. Rear Springs and Rear Shock Absorbers (or conversion)
3. Upgraded Suspension Bushes
4. Front Shock Absorbers
5. Front Springs
6. Rear Anti-Roll Bar



## Front Suspension

### TR2-3 & TR4

#### Anti Roll Bar

This is essential for a road car to ensure some degree of stability for modern day traffic speeds. The bar helps to maintain the inner wheel in contact with the road when cornering hard, which will make the steering feel much more positive whilst also reducing some of the understeer inherent in this range. The bar is supplied complete with the mountings and bushes. See the relevant pages in this catalogue for full detailed and illustrated listings. The standard rubber outer link bushes supplied with the front anti roll bar are okay for road cars, but for they may need upgrading... to hard rubber, polyurethane or nylatron. Hard rubber bushes are ideal for fast road use and increase the bar strength by approximately 15%. Polyurethane bushes are the best compromise between standard rubber bushes and nylatron for road going TR's. They give improved suspension location with greater wear resistance compared to their rubber equivalents and without the transmission of road noise suffered when fitting nylatron alternatives. They are naturally self-lubricating. Solid nylon bushes are more suitable for sprint/competition use where the firmer control can be adjusted to suit. Strength increase is approximately 25%.



#### Front Shock Absorbers

The rate of damping on the shock absorber must be improved - whether or not you fit upgraded road springs. We also supply upgraded top shock absorber bushes, order part number 21A860SP, that will fit all makes of front shock absorbers.

#### Front Springs

The road springs usually require to be improved in rate to suit modern day traffic speeds and also adjusted in height, depending on requirements. We list a range of springs to suit most requirements.

Note: All TriumphTune springs **MUST** be used with our standard 2" alloy spring spacer 107682, it may not be required for lightweight cars, and is not required when fitting standard springs.



#### Nylatron Bush Kits

The replacing of the inner top wishbone rubber bush with nylatron (which is self lubricating) is highly recommended for improved control and less suspension deviation during braking and cornering. Our nylatron bush kits may reduce suspension noise and will make the vertical action much easier therefore making the whole suspension work better. The bushes also stop the standard excessive fore and aft movement - which even occurs if brand new standard rubber bushes are fitted. The same kit of nylatron bushes/sleeves/end washers and sealing rings may be used for the upper and lower wishbone points.

#### Top Wishbone

The top arms can be adjusted in length, ie shortened, for competition use to attain the negative camber setting. This is only recommended when the rest of the suspension tuning/car set up has been done, so that the standard camber angle can be checked and then adjusted to suit. The recommended setting is 0-1 degree negative. Though a far better method would be to use our 1.5 negative degree vertical links, part No TT3003, for TR2-4 cars, and to re-shim the lower wishbones on TR4A.

#### Racing

The castor angle on the TR2-4 models prior to CT 6244 is 0 degrees. This is okay for a road car but for maximum road holding the later type suspension may be used which will give the 3 degrees castor angle. This requires the use of the later 3 degrees trunnions and top wishbones plus the required fittings and top ball joints.

#### Camber

The standard camber angle is set at 2 degree positive, when fitting lowered springs this will be reduced to 0-1 degree positive and, depending on wheels and tyres this should be reduced to 1 degree negative as a normal maximum. Again, TT3003 negative links may assist here.

Note: When used with lowered springs it is essential to check the bump stops for adequate clearance so as to alleviate any 'bump steer' when cornering hard.

### TR4A

#### Front Anti Roll Bar

The TR suspension design needs the assistance of the front anti-roll bar to maintain the inner front wheel in contact with the ground road when cornering with any verve. TR4A models were not fitted with a front anti-roll bar as standard, so an installation kit is required. The outer bar mounting point rubbers can be changed for stronger rubber or solid nylatron. These are usually only required for competition use, where the fine adjustment of anti-roll bar tension can set-up the car correctly for the best roadholding, but may also be used to fine-tune road cars.

## Front Shock Absorbers

When you fit uprated springs it is essential that you also fit adjustable dampers. We also supply uprated top shock absorber bushes - order part number 21A860SP. See Restoration section for full details of uprated shock absorbers.

## Front Springs

The standard specification springs were designed primarily for the U.S.A. market. For the average enthusiast the rate needs to be increased to stop front end floating at modern day speeds and the height may need to be reduced to improve the roll centre of the car. Before altering the car, measure the fitted height of the front and rear springs. This will allow you to compare the figures and make the right choice for the height of the new springs, as the lengths we list are for new springs. Remember that a change of tyre size, 185/70 to 195/60 etc... and wheel width will also change the ground clearance. If you are still unsure please write/phone for assistance, quoting your standard fitted heights. For all applications we recommend that the car is set-up so that it is level, both for appearance and for road holding.



## Racing

Please check this catalogue for recommendations.

We have re-manufactured the special Churchill spring compressor tool, part No. GAC5076.

## Front Chassis Strengtheners

The inner front mounting bracket tends to be a weak point on the suspension design. We have therefore produced supporting brackets for welding into position. Order part numbers TT3259R and TT3259L. These were fitted as standard on late '73 and future TR6 models. For competition use, the actual brackets must also be checked over regularly for fracturing and damage. This is also necessary if a road car is kerbed heavily.

## Inner Fulcrum

The inner pivot bracket on most cars, originally used only one stud for attachment to the chassis mounting bracket. This may have been adequate for a road car in the 1960's, but if wide tyre/wheels are being used, then it is recommended that the extra bolt is fitted to the pivot bracket. When fitting make sure that the new bolt head will clear the wishbone arm when installed.

Note: All our new inner fulcrum brackets are of the 2 bolt fixing type, part No. 148691.

## Bushes

For all fast road or competition cars the inner bushes should ideally be replaced with the nylatron bush kit, as these give improved suspension action as well as vastly improved location. The bush set allows easier vertical movement which will improve suspension action whilst eliminating fore-aft float, which occurs with the standard rubber set-up. The suspension may be a little noisier in it's operation.

## Top Wishbone

The fitted height of the spring will also affect the amount of camber, so this can only be adjusted once the car is back on it's wheels and fully loaded, the camber is then measured and adjusted as necessary. The optimum for racing use is 0-1 degree negative. The best way to achieve the desired camber is to simply add shims to the lower inner pivot.

## Rear Suspension

### TR2-3 & TR4

The rear suspension only needs slight alterations to make the car handle well.

### Rear Anti Roll Bar

The use of this type of bar improves rear end stability, so that ride is not impaired. The fitting of the bar is fiddly but worthwhile. If used with round silencer system, TT5001-TR2-3-3A, then the exhaust will need to be dropped slightly for the bar to be dropped slightly for the bar to be installed. The roll bar rate can be adjusted with bushes, and should be adjusted for 'balance' against the front end with the bushes.

### Rear Shock Absorbers

If you prefer to retain your lever arm units, we stock 25% uprated units, or, you could fit one of our Telescopic Conversion kits. See Restoration section for full details.

## Rear Shock Absorber Conversion

Specially designed for the TR range, our telescopic conversion kits will give you a far better shocker action and improved ride. The units are adjustable and allow the damping action to be made to suit your needs/car. The design allows the axle to be located better to stop spring 'wind up' and as well as giving a better damping action. The conversion brackets are available to suit the TR3-3A and TR4 models. On the TR2-3 models with sloping rear floor there may be some internal modifications necessary to clear the brackets, on all other models the brackets are a direct fitment. The bracket fitted to the axle is clamped into position but does require one part to be welded into place for extra strength.

## Rear Leaf Spring

The leaf spring is available in standard, lowered or uprated specification. The lowered spring is recommended for fast road competition cars as it gives the rear-end pliability which is required for the best road holding.

## Early Models

For cars prior to 1962 where a flat type of spring and no spacer is used, use the lowered spring, or for full race, use the competition spring, but if the car is very light then this will require setting to suit your application, alternatively, use the single leaf type spring.

## Late Models

The late models, from CT2333, are fitted with a longer spring and a spacer below the axle. This type does give a better ride but allows more axle wind-up, again for fast road use the lowered spring is required, but for competition use the early spring and a telescopic kit would be essential. To control the wind-up problems on this range, it is recommended that the telescopic kit is used, as the standard lever-arms would not cope.

## Bushes

Replacement nylatron bushes are available for the rear of the leaf spring and used on the front of the spring locator kit, which allows the spring to move in a vertical direction, but will restrict the side ways deflection that creates rear end steering.

## TR4A

### Rear Anti Roll Bar

The rear roll bar is recommended for all fast road cars, where the action will improve the road holding substantially. The design allows the bar to operate progressively, so that it does not make the car twitchy. For racing the use of the bar will depend on your own set-up and may need experiments to be carried out, to determine the right combination to suit your own driving. Variations include the use of outer locator cones, TT3906, which improve the fitting to the rear trailing arm and also harder bushes.

### Lever Arm Rear Shock Absorbers

The lever arm unit can be supplied in two forms for road and racing. We can supply brand new or reconditioned exchange 25% road uprated units. The racing units have the damper setting increased by 50% and are based on new units.

### Rear Shock Absorbers Telescopic Conversion

Our conversion kits enable modern adjustable telescopic units to be easily installed on the car. This conversion not only gives you a much smoother ride, but also allows far better location for fast road (and competition where rules allow its use), allowing you to fine-tune and balance the car to your requirements. See Restoration section for full details.

### Rear Coil Springs

Standard springs are listed in the Restoration section but most owners will know that there are very few TR's that end up at the same fitted height. The standard springs tend to sag very easily, so again it is essential for you to measure the spring when it is fitted on the car, ie: car in normal running condition as on the road/track. See suspension section for full range of uprated springs and fitting recommendations.

### Mounting Brackets

The trailing arm is mounted via four brackets to the chassis, these are in pairs, inner and outer. The fitment on the model range is listed here, identified by the notches in the bracket:

	INNER	OUTER
TR4A/TR5 & Early TR6	1 Notch	2 Notch
TR6 Late Models	3 Notch	1 Notch

The late models had the 3 notch bracket fitted so that the camber can be maintained at 0 degrees, with the longer standard springs. When fitting the shorter springs it is possible to alter the brackets so as to maintain the camber angle at 0-2 degrees negative. The actual combination may vary from above, so it may require you to install the rear spring first, check camber and then adjust if necessary. Normally this is not essential for road cars, unless using the low race springs. It is important that these brackets are fitted the correct way onto the car as this will alter the camber and 'driveability' of the car.

## Trailing Arm Bushes

The rubber bush fitted to the trailing arm needs to be stronger - to cope with the improved power, by reducing rear end steerage. We have had the TT3266 specially manufactured in polyurethane with a stepped centre sleeve to stop the bush splitting when under extreme loads. This modification is very well worthwhile on pure road cars such as the improvement 'back end' location.

## Wheels & Tyres

These can obviously alter the overall gearing considerably, so it is an important feature of any intended conversion. Again some applied thought before you start may save you time and money later on. With the availability of modern high grip, and mostly low profile tyres, this area will probably make more difference than any other single alteration to the overall performance of the TR. Here we show the, normal, recommendations/combinations for fitting larger wheels and tyres. This is not a definitive list as your particular requirements may include major suspension/body modifications.

### Wheels

MODEL	STANDARD WHEEL SIZE	ROAD/SPRINT WHEEL SIZE	RACING WHEEL SIZE
TR4-4A	4 or 4.5"	4 To 4.5"	5.5 To 6"

### Tyres

The range of tyres available now is considerable, so we are not in a position to recommend any particular brand over another. However, the size that you use is also important not only as it alters the overall gearing but also the ride height and weight of the steering. This chart can be used a rough guide for virtually any car.

SIZE/PROFILE	80	70	60
13"	155	165	185
14"	165	185	205
15"	165	185	205

## Transmission

### Clutch System TR2 To TR4

The spring type of clutch used on these models can be retained, but it is preferable to convert to the diaphragm type - which is quite simple. The 4A type of diaphragm clutch will accept far more power and seriously reduces reciprocating weight - freeing up valuable bhp. The parts required are the cover, plate, release bearing and the TR4A clutch sleeve, bearing carrier. The existing flywheel can then be re-drilled, which Moss can do for you, to suit the clutch cover. Why not lighten the flywheel at the same time?

### Clutch System TR4A

The standard cover is adequate for a road modified car but if the car is required for mild competition work, then the uprated road cover is ideal. This is slightly heavier to operate, but still enables the clutch to be held for road use. For full competition work the race cover is essential, but this is strictly an in/out operation, unless you have very strong leg muscles!

### Uprated Clutch

These components are built specially for fast road/sport or full competition use, and are not recommended for pure road cars.

### Clutch Plate

The diaphragm clutch plate for the standard TR gearbox uses a 11/4" diameter input shaft. This and other plates are available. See Restoration section for full range and details.

### Dog Clutch

We supply a set of gears and hubs convert your TR4 gearbox to dog engagement, which permit clutch-less fast gear changes. If you have to ask what a dog clutch gearbox is, you probably don't need one. This a pure full race application. See Restoration section for full details.

### Flywheel

There were many design differences during the life of the TR engine, and the flywheel may have been swapped around during the many rebuilds. The standard flywheel on the TR3 was the lightest produced with the TR4A being the heaviest, approximately 31lbs. We also supply brand new steel flywheels, weighing 9lbs/4kgs that are primarily for competition use where weight reduction can be fully used, but can be used on fast road cars. Please refer to the Restoration section for full details.

Note: The flywheel and ring gear **MUST** be matched to the starter motor. See Restoration section for our range of high-torque geared starters.

## Gearbox Ratios

The input shaft on TR 4A/5/6 gearboxes is 10 spline x 1.25".

The input shaft on 2000 Saloons and Sprints gearboxes is 10 spline x 1.00.

GEAR RATIOS	1st	2nd	3rd	4th	O/DRIVE
TR2-6 (Pre 1973)	3.14	2.10	1.33	1.00	0.78
LATE TR6	2.99	2.10	1.39	1.00	0.75
CLOSE RATIO	2.19	1.57	1.23	1.00	N/A

If you have one of these models; 2000/2500 Saloon and Dolomite Sprint (Standard) models use the same ratios as listed for TR boxes, depending on the year of manufacture of the individual gearbox.

### Close Ratio Gear Sets

We stock close ratio gear sets which are suitable for all Triumph gearboxes with needle roller constant pinion bearings, including 2000 but not Stag or Sprint. Close ratio gears are not recommended to be used with axles of 3.7:1 ratio or higher. For lower differential ratios for all axles using 3/8" crown wheel fixing bolts). If you want to keep the engine on cam then this gear set is the answer. Please see Restoration section.

### Wide Ratio Gear Sets

Unfortunately due to manufacturing restrictions, we are unable to supply this product.



### Uprated Laygears

Since its introduction in 1961, the Achilles' heel of the 4 speed synchromesh gearbox - as fitted to TR4-6, Dolomite Sprints and the Big Triumph saloons, was the laygear and layshaft. Moss uprated laygears come with bearings pre-fitted, ready to install, with no modifications needed. See Restoration section for details.

### 5 Speed Gearbox Conversion

Our precision engineered 5 speed gearbox conversion kits include everything you need, including a gearbox unit, to convert your classic to 5 speed. See Restoration section for full details.

### Uprated Overdrive

We may be able to uprate your own overdrive if the unit is in good condition. Which is Strongly recommended for competition use. Please see Restoration section for full details.

## Axle Ratios

The easiest way of altering the acceleration or cruising speed, is to change the axle ratio, either as a unit or crown wheel and pinion. Due to the many production variations on the same model range some of these ratios cannot be fitted directly. The higher the numeric value of the ratio - the lower the gearing ie: lower top speed for the same rpm. The chart here covers the range of ratio's that have been available to suit the TR2-6.

When changing the differential ratio, please think of the overall effect to your cars performance, including the selection of the road wheel and tyres, especially regarding 50/55/60 aspect tyres, and the ability of your engine to pull maximum revs is also an important factor.

DIFFERENTIAL RATIOS	3.45:1	3.70:1	4.1:1	4.3:1*	4.55:1
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### Limited Slip Differential Unit (LSD)

Limited slip differentials allow maximum drive to the wheels giving more grip under hard acceleration and cornering. Safety with performance. Please don't forget, before increasing the power output and speed of any vehicle, you should ensure that your brakes, steering, chassis etc can cope with the modifications, and, a roll bar is a very sensible investment... for all open top sports cars.

## Guides To Engine Tuning

### Tuning The TR Engine

The TR engine can be made to produce good reliable power for a road car within the normal mans budget.

Note: Low Port Heads. For the TR2 models fitted with this type of cylinder head, the basic unit must be checked over carefully, as the central alloy core plug tends to rise and cause early failure. Low port cylinder heads don't necessarily mean low power, however, on high performance big bore engines it would be a large handicap.

## Engine Balancing

With all Triumph engines engine balancing is essential, both in general rebuild or competition use. The rotating components are all balanced to reduce any engine vibrations in two operations. The crankshaft, flywheel, and clutch cover are stage balanced. The connecting rods are end balanced and the pistons are then balanced to each other with the con-rods allocated. The end result is that the vibration point usually felt at 2500 - 3400rpm is removed or reduced to insignificant levels.

## The Stages of Tuning

The correct order for engine performance improvement is as follows, which is not the same for all other engine designs.

1. Balance the flywheel and fit a diaphragm clutch.
2. Use larger pistons/liners.
3. Fit a tubular extractor manifold and sports exhaust system. Replace your original air filters with K&N sports filters and fit carburettor needles to suit.
4. Fit a gas-flowed cylinder head with standard size TriumphTune (stainless steel) flowed exhaust valves. Install a mild camshaft, change carburettor needles and fit a modified distributor.
5. Use a gas-flowed head with large TriumphTune, stainless steel, inlet valves and standard TriumphTune, stainless steel, flowed exhaust valves. Install a hotter cam, up to sprint, modified distributor or a race distributor. An option you have here is to fit twin choke carburettors.
6. Big-bore exhaust manifold and exhaust system, gas-flowed head as per (E) but with serious work on the ports and large inlet and exhaust valves. Use a serious camshaft, up to full race, fit a race spec distributor and twin choke carburettors.

For all illustrations where an electric fan is fitted, we recommend you fit a damped narrow belt crankshaft pulley kit, part No. TT1132, which, with balancing, practically eliminates the classic 4 cylinder TR broken crank-shaft problem. For those who wish to retain the fan hub extension and 4 bladed fan and, are happy to exceed 4000rpm, you can use our narrow fan belt kit TT1132A. Then there is the rocker gear... We supply a roller rocker conversion, which is the ultimate solution to traditional rocker gear vagaries, i.e. Every problem is eradicated.

Note: when installing roller rockers the push rod length must be correct!



## Crankshaft

For all applications we strongly recommend you fit our rear lip oil seal conversion, part No.837-006, see Restoration section for further details.

Note: All Moss engines and our billet crankshafts, are fitted with such a conversion (Not 837-006).

The engine can be improved easily, but don't forget to look at the rest of the car to make sure that the road holding/braking is going to be adequate to cope with the new performance.

## Exhaust System

### Sports Exhaust Manifold

The fitting of an extractor manifold is the first step to improve power output on these models. They improve exhaust gas flow allowing the engine to breathe far more efficiently - unlike the restrictive basic unit. Our large bore 4-2-1 design tubular manifolds are produced using mandrill bending equipment to give full diameter pipe bends. The four branch design we use will fit with all the standard starter motor combinations, although they may be a tight fit in some cases. There is an option on the primary pipe size, large primary pipes are competition specification only, they do NOT work on engines with less than 89mm bores.

### Sports Exhaust System

All our TriumphTune exhaust systems are of the straight through design for the efficient extraction of gases with optimum back pressure for maximum performance. All systems are supplied with clips and mountings. They are based on the 24" round silencer which will give good flow without excessive boom inside the car, also this type of silencer will reduce the standard TR drain pipe sounding exhaust note. The system is available in mild steel and stainless steel.

Note: We are continually developing our sports exhaust systems, so specifications may change.

## K&N Sports Air Filters

K&N filters - with their advanced filtration system, are acknowledged as being one of the most efficient air filters in production, and are essential for fast road and competition work. They use the suspended oil system of filtering that allows the engine to breathe properly. For any car requiring maximum performance then use the deep type of filter, as this will be quieter and more efficient, KN56-9098, use the offset type for TR2-3A models. Check that you have sufficient clearance to the front wheel arch. The elements must be cleaned and re-oiled, normally after approximately 12 to 15000 miles, using the correct fluids or they will clog up impairing breathing.



## Speedograph Air Filters

We can also supply the chrome pancake type speedograph filter for those who prefer the classic style filter and are not worried too much about efficiency. Use the offset type for TR2-3a models. These are not suitable for competition specification engines.

## Carburation

### SU Carburettors

If maximum power from SU's is required, there have been a number of articles, see Books & Manuals, about how to flow these carburettors and, if followed carefully, will allow them to perform much better at high rpm. Early TR2 models were fitted with H4's, 1 1/2" these will have to be changed to the larger type. Most TR models are fitted with the larger SU H6 or HS6, this size can be retained if SU's are to be used, though there is now a trend to fit 2" units on competition cars. The HS6 carburettors although having the same flanges as the H6 are made with a shorter tract length, that is, the distance from flange to damper unit. This means that the H6 inlet manifold must also be changed if upgrading to later HS6 units, use the TR4A manifold. There is no major performance difference between H6 or HS6, the only change is to the choke mechanism, and the availability of spares.

### Basic Needle Chart For SU & Stromberg Carbs

Here is a range of suggested needles that can be used as a guide to finding the right component to suit your specification.

	H6 OR HS6 FIXED TYPE 83mm	H6 OR HS6 FIXED TYPE 86/87mm	H6 OR HS6 BIASED TYPE 86/87mm	175 CD FIXED TYPE 86/87mm
Weak	RF	CIW	N/A	N/A
Standard	SM	TW	BAB	2A
Slightly Richer	RH	SM	BAE	2E
Use With PlusPac B	RG	SM	BAM	2D
Richer/Race	RB	RH	N/A	N/A

### HS6 SU Carburettor Needles

For specific use of alternative needles please see the Accessories section.

### SU Carburettor Grose Jets

Grose Jets, with their modern technology, don't stick open like the old needle and valve units. Jets are sold individually.

### SU Carburettor Waxstat Jets

If you have a vehicle fitted with SU carburettors that use the Waxstat jets, then here is the answer to your prayers. Waxstat jets can give problems in hot weather/town use as they tend to 'weaken off' the mixture too much when hot and don't allow a good idle, this can be corrected in by installing our conversion kit TT1459, changing the carburettors to normal fixed jets which will cure the problem, for use with horizontal float chambers.

### Stromberg Carburettors

Due to the demise of the Zenith factory in England, spares availability is getting more and more difficult, so the chance of maintaining these in serviceable condition is very small. Therefore, we would recommend that these are replaced with the SU HS6 carburettors, the same inlet manifold is retained.

## Twin Choke Carburettor Conversion

Weber DCOE - Dellorto DHLA. This conversion is normally recommended for modified engines, as the improved flow will allow these more efficient carburettor designs to work better. The carburettors can either be the Weber or Dellorto. We recommend the following sizes:

1. '40's are for a mild road car using standard or road camshaft.
2. '45' are for most applications where the full potential can be realised, especially in the mid to top end of the power curve. For listings and jet settings please refer the Restoration section. Please read very carefully our PlusPac stage tuning guide in the Restoration section.

## DCOE & DHLA Inlet Manifolds

The TriumphTune inlet manifolds have been specially manufactured so that the longer tract length is ideal for all-round performance and not just purely at the top- end. The manifolds, which are supplied complete with studs, nuts and sealing plates, are made for easy installation and use a near horizontal carburettor fitting, and will fit comfortably under the bonnets of all 4 cylinder TR's.

## Air Filters For DCOE & DHLA

K&N filters can be fitted with the TriumphTune set-up TR2-3-3A. Due to the restriction on the front inner wheel arch use the KN56-9104 filter with a maximum of 16mm ram pipes. TR4-4A can use the deeper filter, KN56-9265 with either the 26 or 39mm ram pipes. The deep type can also be fitted to early models if the wheel arch is made to clear them, which will require some modification to the bodywork.

## Linkage

We have a range of alternatives here to suit your own requirements. The TriumphTune inlets are made with support posts cast into position which can carry the cross bar linkage for either of the following:

- Rod:** This uses the standard rod linkage from the bulkhead and then replaces the ball joints etc to suit the new carburettors. The butterfly's are operated via the cross bar and separate ball joint links to each carburettor.
- Cable RHD:** This is an improved system as it removes the worn linkage and replaces it with a single cable, again using the bell crank and cross bar linkage to operate the carburettors.
- Cable LHD:** For left hand drive models this kit includes a new throttle pedal as well as the RHD cable components.
- Twin Cable Conversion:** This can be used where a new throttle pedal is fitted to the bulkhead and aligned with standard brake/clutch pedals. The standard linkage kits (see Restoration section) are used for the bell-crank operation. The lever will require an extension to be welded into position to enable the carburettors to be coupled.

Note: Under carburettor linkage is **NOT** recommended due to the proximity of the exhaust manifold. Remember; race scrutineers prefer cable linkage. You have been warned.

## Engine Modifications

See the general engine preparation section on page 11.



### Cylinder Block

Apart from general preparation such as making sure that oil and waterways are clear, you will also need to check and replace the camshaft bearings and rear cam core plug. The front bearing must also be checked and usually needs to be replaced.

### Cylinder Liners

When used with standard size valves no special work is required. But if large inlet valves are being fitted then modifications to the top edge are recommended. The top edge of the liner, up to 87 mm size, will require to be relieved immediately below the inlet valve, so as to allow adequate gas flow. To carry out these modifications fit liners to block, smear some grease around the top edge of each liner, install cylinder head, no gasket, and tighten down to 50 lbs. This will then leave a shaped area which requires to be chamfered as follows. The liner must be reshaped/angled not deeper than 3/32" above the top piston ring and angled at about 45 degrees.

Note: Not necessary for 89mm or larger bore size.



When fitting liners make sure that the lower seals are fitted to clean surfaces and once fitted it is recommended that retainers are always used with the head studs, to ensure that the liner cannot rise or move whilst the head is not in place. When the very large sizes are being used, as below, the liner is not always a direct fitment and may require careful machining work.

### Pistons

For a road car we would suggest the use of the 87 mm size as being the best all-round alternative. There are now larger sizes, 89mm and 92 mm, available, but these require specialised assembly to ensure some degree of reliability. They should be decked. ie. Installed height matched to ensure correct and adequate clearance and balanced CC volumes.

### Crankshaft

The standard component is perfectly suitable for road or competition work unless the ultimate in cubic capacity is required, where a special steel billet, balanced, crankshaft may be supplied. The original spec crankshaft must always be balanced.

If you are re-using your old crankshaft it is recommended for the oilways to be cleaned out properly, a pipe cleaner is very good for this. If the plugs are removed use a thread sealant when refitting. Tuftride hardening of the crankshaft is highly recommended to improve the life of the unit at a reasonable cost, this can be for road or competition use. When tuftriding is carried out, the crankshaft must then be re-machined or polished back to the correct journal size. Normally the journals are micro polished to give a good oil surface. For competition work, as well as tuftriding, undercut the front main bearing to the web to approximately 5mm radius - similar to the rear one.

Oil Seal: For all applications we strongly recommend you fit our rear lip oil seal conversion, 837-006, see Restoration section.

Note: All Moss engines and our billet crankshafts are fitted with this conversion.

### Crankshaft Pulley

We offer narrow belt pulley conversion kits, along with an alternator conversion kit. A very worthwhile investment for a road car if a complete engine rebuild is being carried out. For details of these kits please refer to Restoration section.

### Cylinder Head

Moss high port cylinder heads, aluminium and cast iron, TR3-TR4. Working to original drawings, our brand new cylinder heads are designed, as closely as possible, to resemble the original late TR4-4A units. See Restoration section for full details.

### Modifying Standard Heads

Extensive work must be carried out to the valve throats and chambers to get the best flow from these cylinder heads. The condition of the old units is now a major problem, in that the way some have been repaired previously makes it difficult to carry out the specified modification. So in some cases, we may fit larger valves to a stage II head rather than fit seat inserts, this we cannot help as it is a case of keeping the heads in circulation, rather than scrapping the units.

### Stage II

Stage II modifications normally include the reshaping of standard valves, flowing the ports, throats and slight reshaping of the chamber. The uprated springs and standard guides are then fitted.

### Stage III

Stage III uses large inlet valves, much more work to valve throats and chambers. Supplied with new valves, alloy valve caps, springs and guides. This type is recommended for road or sprint use.

### Stage IV

Stage IV is for maximum power when Weber or Dellorto carburettors are used for road or competition use, this has the larger inlet and exhaust valves. Compression ratio is to your own requirements depending on the country and the application. We normally suggest that the 9.75:1 ratio is used for road type cars and for competition use, up to 11.0:1 is required. All work is now carried out to your own unit and the modification will depend on the condition of the component when we inspect it at our works. New iron/alloy heads can be supplied to SIII and SIV to order.

Note: The required compression ratio must be stated in writing at the time of ordering.



## Valves

The shape of the standard valve restricts the flow through the seat area substantially, especially if fitted low in the head, due to previous repairs out of necessity. TriumphTune competition valves use a much slimmer design for vastly improved flow and extended life. The material we use, EN21-4, is one of the hardest available for valve application.

## Head Gaskets

There are two main types of gasket used on this range. The standard copper and asbestos composite type which is perfectly suitable for all road applications up to 87 mm. See Restoration section. The shim steel type is for higher compression engines, by a reduction to 0.020" in installed thickness, and also enables the size of the bores to be opened out to suit race type cylinder head modifications with increased chamber sizes up to 92mm. See Restoration section.

## Bronze Valve Guides

Our 'bronze alloy' valve guides are for improved reliability and longer life, especially when being used under duress. Highly recommended for all heads and especially for any competition engine. There are two stem sizes of exhaust guide used in the TR's life, all inlets are the same size and diameter.

TR2-4 models, standard, used a larger diameter exhaust valve stem and guide. Whereas, the TR4A models were fitted with a standard diameter exhaust valve of 5/16" stem size. Over the years this has also been retro fitted to some early cars by the use of a conversion guide, large outer diameter with standard internal diameter.

All our TriumphTune valves are of the standard diameter, 5/16" and we use the conversion guide for the early heads. The heads are normally produced with the standard iron guide, we recommend the bronze-alloy type for all applications, but the choice is yours.

## Valve Springs

The standard valve spring rates are not suitable for any sensible performance work. We supply road uprated springs to suit either the TR2-4 models, with three springs on the exhaust valve - when used with TriumphTune exhaust valves, the 3rd external spring may be discarded, or the TR4A which are smaller diameter, twin springs.

For any road car we suggest that the 4A type are used for all applications, as the design is better with improved reliability. For early models the TT1116 alloy valve cap will convert these to the 4A style diameter. For competition use, we also have a set of stronger springs, TT1108, which will allow 7000rpm, even if the crank may not!

These are very worthwhile for any serious competition use or with the higher lift camshaft profiles. It is essential to check the springs for coil binding or being solid at maximum lift. Our TriumphTune valve springs are specially made for our high-lift cams.

## Alloy Valve Spring Caps

Standard caps are adequate in strength for all applications - including competition, but our TriumphTune TR4A light alloy caps reduce valve loading, and therefore wear on cam lobes. Although stronger, weight saving is approximately 25% - allowing the engine to rev more freely.

## Rocker Shaft

Although the standard rocker shaft is strong enough for most applications, the tuffride hardening process will provide improved reliability as well as being less resistant to wear. Before installation clear the internal bore of any residual material and install new end Caps. We recommend you use our supported alloy rocker pedestal set, 112545X, see Restoration section for any application using camshafts above sprint specification.

## Rocker Gear & Arms

By reducing the weight of the moving components in the rocker gear, followers, valves, caps etc. and also the resistance of the rockers, the rev range can be improved without increasing the loading on the camshaft. Check the rocker geometry after fitting an uprated camshaft and/or modified cylinder head.

## Rocker Arm Action

The rocker arm is designed to move across the valve tip in a wiping motion, this leaves a witness mark on the stem top. To be certain your engine geometry is correct, remove the rocker arm and apply some engineers blue to the valve tip and rotate the engine through one revolution with the rockers correctly adjusted and the engine in its final specification. Remove the rockers and the valve tip will show the offset of the rocker geometry.

## Centre

This is correct equally offset, so no excessive wear on either side of the guide will be found.

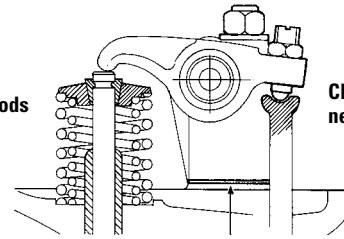
## Manifold Side

If the mark is predominantly on this side, then the push rods and/or the pedestals must be shortened to correct this. With the wear on this side there will be excessive loading on the valve guide that will cause premature failure.

## Rocker Side

If it is to this side slightly, then this is no problem. But, if it is a long way off, then you can fit a pedestal spacer shim, TT1910, see Restoration section, to compensate, or alternatively, fit longer push rods.

Alternatively use TriumphTune (shortened) push rods



Clearance of 0.09" needed here

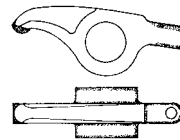
Pedestal Shim - TT1910

**Note: Do Not use lower spring collars with the inner springs when fitting TriumphTune valve springs**

## Rocker Arm Lightening

For race engines, these can be reshaped as illustrated to improve the strength and reduce the weight. As this work is very labour intensive we would suggest that you carry out these alterations yourself. Remove the shaded areas to lighten standard rockers, its also useful to polish them.

Remove the shaded areas to lighten standard rockers, its also useful to polish them



## Rocker Arm Spacers

These are a set of three spacers which replace the standard springs between the rocker arms on the shaft. The springs exert substantial side loading on the rockers to ensure they are correctly positioned to the valves. The spacers are designed so that the rockers can revolve without any side loading and therefore less restrictions. The spacers may require some machining work to ensure that the positions are correct. They help retain oil where its needed and add stiffness. A very effective and inexpensive modification.

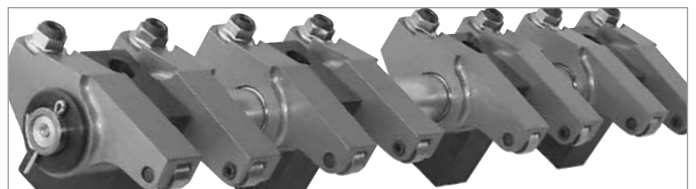
## Rocker Pedestal Shims, TT1910

These are available at a set depth to allow for a nominal skim of the cylinder head. The shim is specially designed to allow for the oil supply to the rear rocker pedestal. Also use when fitting performance high lift camshaft.

## Roller Rocker Conversion, TT1048

Don't forget, we supply a roller rocker conversion, which is the ultimate solution to traditional rocker gear vagaries; ie: Every problem is eradicated.

Note: When installing roller rockers the push rod length must be correct!



## High Pressure External Rocker Oil Feed Kit, TT1026

The cause of most failures in the rocker gear is the lack of oil, this kit will overcome the problem for all cars, road or race. This specially designed high pressure external rocker oil feed kit improves oil pressure at the rocker shaft by giving a constant oil supply directly from the cylinder head oil passage.

## Push Rods

The standard push rod is adequate for road use, however, we would recommend using tubular type for sprint/racing. We offer the tubular steel push rod for standard or high compression cylinder heads. The push rods have machined ends and are press fitted to the tubular bar, so that they can be amended in length to suit individual requirements if necessary. On fitting check the rocker geometry. See Rocker Arm Action opposite.

## Camshafts

For detailed listings and specification/use, please refer to Restoration section.

## Lightened And Hardened Cam Followers

When changing the camshaft, you must fit new cam followers, otherwise your new cam will not last very long. The amount of weight that the camshaft has to lift each time restricts the revving capabilities of the engine, therefore the use of our lighter cam follower, TT1009, is strongly recommended. The lighter variety will also reduce loading on the camshaft lobes for extended life. The length is only slightly reduced to enable the high ride thrust of modern high lift camshafts to be coped with. Oil drilled for extra cam lobe lubrication.

## General Engine Preparation

When carrying out any engine rebuild, it is very important to use an accurate workshop manual, this should be a genuine version as these tend to give the various model changes and the correct torque settings. When building any engine, the only correct way is to make sure that the area being used for assembly is clean, not to mention the components themselves prior to assembly, so that there is no chance of unwanted bits getting into the engine. If you are not sure of the correct assembly procedure, follow the workshop manual closely. Full engine preparation will include some or all of the following modifications, depending on your own requirements. Here we show some formulae which are useful when modifying an engine.

**Swept Volume** =  $\pi r^2 h = 3.142 \times (1/2 \text{ bore diameter}^2) \times \text{stroke}$

**Cubic Capacity** = swept volume x no. of cylinders

**Compression Ratio** =  $\frac{\text{swept volume (divide by sign here)}}{\text{chamber volume}}$   
 chamber volume where chamber volume includes gasket, piston (if dished) and amount of deck height as well.

Note: All dimensions should be in centimetres, though of course inches are a more popular measurement in the U.S.A.

## Cylinder Block & Components

The block must be cleaned thoroughly before any machining work is carried out and then again afterwards. The cleaning should cover the oilways and waterways to make sure that the fluids will flow correctly.

### Oilways

The cleaning of the oilways will require the removal of the screwed plugs in the engine block and when re-assembling use a suitable thread sealant. The machining left-overs or fazes, need to be removed whilst this work is carried out.

### Waterways

Make sure that all deposits are removed to ensure adequate water flow, this is essential if larger capacity is being used. This often requires hammer and chisel work around No. 4 liner area.

### Cylinder Bores

When carrying out re-boring work make sure that the piston supplier's recommendations are complied with, though new liners are usually a less expensive option.

### Main Bearing Caps

The standard cap does not normally require any change although the 'smoothing' of the surface will tend to strengthen the unit. Polish, smooth and shot-peen the caps to relieve surface stress and reshape to give a uniform cross section. It is possible - especially for racing use, to increase the oil supply to the centre main as this in turn supplies the con-rods. Drill out the feed hole to 5/16", entry is made from oil gallery end. The distributor bush will also require removal. Ensure all oil ways are clear not only of deposits, but also of excess swarf from production machining.

### Oil Pump

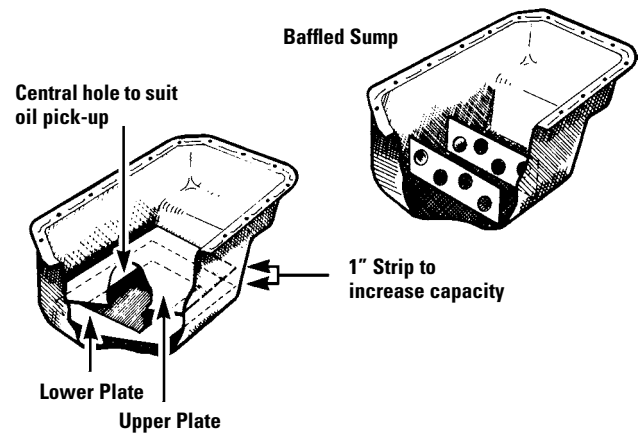
Always use a new oil pump or rotor assembly and preferably improve it's capacity - especially for competition work, by carrying out the following: Reduce the end float of the spindle/base plate, this will then restrict pressure loss. Make sure that the rotor clearances are as small as possible, as again this will improve the pumps performance. Always check that the rotor edges are smooth to reduce the chances of them picking up on the top or bottom plates. Check that the new pump outlet aligns with the cylinder block inlet aperture, amend as necessary.

### Oil Pressure Relief Valve

The valve itself is recommended to be seated into the block, so that the oil will not leak past easily. The spring pressure may need to be increased to improve the overall oil pressure, especially when an oil cooler is being used. Always fit a new relief valve spring when rebuilding the engine.

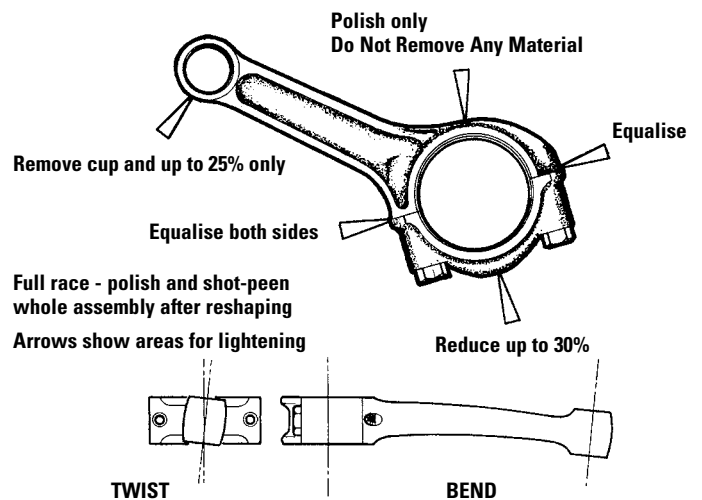
### Flywheel

Lightening of the flywheel, to reduce the rotating weight, will enable the engine to pick up and rev easier which is highly recommended for fast road cars, not to mention cars prepared for competition. This work is usually carried out to your own unit at the same time as balancing. Alternatively you can fit one of our lightweight steel flywheels.



### Con Rods

When rebuilding an engine always use new con rod bolts, replace the little end bushes and ream to size. For normal use, the standard con-rods are maintained, although they can be lightened to improve the strength (as illustrated). Unfortunately, the cost of us carrying out this modification is prohibitive as a service because of the labour time required.



### Pistons

For a road car the standard piston is perfectly satisfactory. We would not recommend the use of forged or race pistons for road use, unless it was originally designed for both applications.

### Piston Rings

Before final installation check that the width of ring is correct for your piston. Modify the ring ends after the gaps have been set, so that the edges do not dig into the bores.

### Oil Seals

The standard crankshaft oil seals, front and rear, should be replaced at any rebuild, the scroll type entirely and just the rubber on the lip seal type. The rear scroll type seal should be centralised carefully to stop oil leaks at high engine speeds.

### Crankshaft & Camshaft Timing Chain & Gears

If a performance camshaft profile is being used, we recommend that you fit a new timing chain and check the gears. Always fit a new chain tensioner.

### Tensioner

The standard tensioner should be replaced if a new chain or gear set is being fitted.

### Sump

For a road car it is not essential to carry out any changes, but for competition use the sump must be baffled to stop the oil surging away from the oil pump when cornering. Details as per the diagrams, if the capacity is increased, then extend the oil pickup pipe to suit.

## Make Your Classic Stop

Upgrading the braking system must be the single most important improvement on any classic car, especially if you have, or are going to, increase the engine power/speed.

### Upgrading Your Brakes

Without drastically altering the master cylinder arrangement, i.e. to a split front-rear variable type, it might be thought that there is little that can be done to alter the way the brakes perform. No doubt there will be upgrading kits that will transform the road cars in days to come, but for now here are these thoughts: If the car is genuinely upgraded a harder pad material will be required to prevent fade or general brake deterioration. Ensure that the brake fluid is at least DOT4 and bleed at the start of the season, March in U.K., discarding dirty expressed fluid. With iron brake drums, ideally an upgraded brake lining should be used. Competition cars, i.e. race or rally, will also need cooling ducting. Alloy brake drums will probably eliminate the need for either of these, as the shoe material will run cooler. Our 'Alfin' brake drums are designed to disperse the heat build up, particularly for fast road and competition cars where upgraded brake shoes are used. They are available for 9" (Part No: 202267) and 10" (Part No: 301590). For more information see the Accessories section.



Discs



Filters



Ram Pipes



Drums



Filter/  
Regulator



Cylinder Heads



The braking system is well balanced for road use but a hard driven car may experience imbalance, which can be addressed by changing the rear wheel cylinders bore size from the standard 0.7", cylinder no. GWC1154, to a 0.75", GWC1112. The smaller cylinder will increase the sensitivity, i.e. shoe movement, while the 0.75" will decrease it. Should brake, pad, fade be experienced air ducting will help considerably. If more serious upgrading of brakes is considered cross drilled/grooved discs are the first option. Next comes standard type calipers spaced to allow fitment of vented discs. From personal experience these are totally adequate for road use, however hard, and there is still the choice of pads. As the venting causes them to run cooler, standard pads may have to be used. Lastly, of course, is the 4 pot caliper conversion used with vented discs. To make these work anywhere near their limit would require a top grade suspension rebuild with hard bushes and adjustable shock absorbers, along with top quality tyres, such as Yoko's, Bridgestone etc..., using 50 or 60% aspect ratio and modern sticky rubber, and an extra upgraded engine to provide the speed in the first place.

## A-Type Overdrive Upgrading

This is only supplied as a kit to your donor overdrive unit, and built into it. The unit must be, or have been, properly rebuilt as necessary, at the same time, to remove the chance of worn internal components failing. These components might well have survived many more miles under normal use and standard pressure, but they certainly won't under upgraded conditions. To permit the modifications the donor unit must be of the type which has a large welch plug visible in its base - adjacent to the drain plug. This provides a final pressure outlet for the accumulator which does not have the pressure bleed-off ports which are part of the standard two piece accumulator piston assembly and, which are there to provide the cushioned drive. Cushioning of the drive is not a significant factor on a competition overdrive. Due to the much more positive engagement this modification should not be considered for road TR's. The kit includes: Relined and upgraded cone clutch, a modified uni-directional clutch, a larger accumulator piston, upgraded operating valve, and replacement accumulator springs.

## Fuel Pumps, Filters & Regulator

The standard fuel pump may not be able to maintain adequate fuel volume and pressure at higher engine speeds. The range of Facet high pressure electric fuel pumps however, suit all modified applications, the position in the car where the pump is mounted will determine which model is used. However, near the fuel tank is best as most pumps are designed to perform as pushers rather than pumpers. The cylindrical 'interrupter' pumps can be fitted to the front or rear of the car and can pull fuel up to 18 inches from the bottom of the fuel tank. The cuboid solid state pumps must be mounted close to the tank and below the fuel level (the installation instructions must be adhered to). They can pull fuel up to 18" from the bottom of the fuel tank and the filter union

must be fitted to the suction side of the pump. They come complete with mounting bobbins and unions, but you will have to re-plumb the fuel system around the new pump using a combination of standard pipes and hoses. Fine-tuning of the fuel pressure can be easily achieved by installing a pressure regulator, we can supply either a simple regulator or a filter regulator with a replaceable filter. We have the road competition version with 1/4" and 5/16" connections and the larger competition version with all 5/16" connections. With safety in mind, we also supply a Inertia fuel cut off switch, so that in the event of an accident, fuel delivery is cut-off.

## K&N Sports Air Filters

K&N air filters are renowned as being one of the most efficient air filtration systems available. Their reinforced cotton weave is impregnated with a specially formulated oil to retain airborne particles. Offering much improved air flow over standard paper elements, they are essential for fast road and competition applications. K&N performance filters are designed to be used with either stub stacks or ram pipes. K&N sports filters, which are sold individually, are available for models equipped with SU's or \*Weber carburettors. For twin carburettors, such as SU's, you will need to order 2 filters.

\*Note: Weber fitment, please check for clearance before ordering.

## Ram Pipes For K&N Filters

Only available for Twin Choke Carburettor Applications. Ram pipes, sometimes known as stub stacks, are essential to improve air flow into the carburettor. They feature full radiused mouths that help reduce turbulence at the mouth of the carburettor, allowing a much smoother air flow. Ram pipes produce a measurable improvement in performance. The length of the ram pipe slightly changes the engine speed at which power is developed - the shorter the pipe, the higher the speed. These ram pipes can be used on their own, or with a K&N sports air filter, providing there is sufficient clearance from the end of the ram pipe to the case. All ram pipes are sold individually. If unsure as to fitment please contact your nearest Moss branch. Ram Pipes For Twin Choke Carburettors. Can also be used with K&N sports air filters. Please see the relevant section in this catalogue for important descriptions and dimensions.

## Gas Flowed Cylinder Heads

On some heads the work is carried out on the customers own unit. The degree of modification, including conversion to run on lead free fuel, will depend on the condition of your unit, this will be advised after inspection. Heads will be assembled with Bronze-alloy valve guides, unless iron are requested at the time of ordering.

Note: Please inform us beforehand if you intend to increase the engine capacity as the chambers need to be sized accordingly to obtain the correct compression ratio.

### Stage II Heads

Modifications include gas flowed ports and reshaped combustion chambers. New standard valves are reshaped fitted with new guides and upgraded valve springs.

### Stage III Heads

Further modifications to the ports and chambers. Large inlet valves are fitted with new guides, upgraded valve springs and alloy valve caps.

### Stage IV Heads

As for stage III, but with larger exhaust valves.

Note: N suffix denotes new iron head, NA suffix denotes new alloy head. If you require iron valve guides, please advise us at the time of ordering.



## Camshafts Explained

Remember that with a standard capacity engine the power band will be effective higher up the rev range than would be the case with an enlarged capacity unit. All camshaft profiles must use TT valve springs. Be aware that road and race cams mean just that. Road cams will not produce any results whatsoever on the race track - rainy days excepted!

### Road

This is a good profile for the TR engine giving a wide power band and allowing lots of mid-range torque to be available. When fitted with the PlusPac B conversion the cam will allow the unit to be more free revving, producing the best power for a road car. The camshaft is for either SU or Weber/Dellorto carburettors. The profile will peak out at 5000 rpm with a gentle fall off. The best top end power is produced with a Stage III or IV cylinder head.

### Fast Road

This profile was introduced in 1988 and was designed primarily for use with larger carburettors and the PlusKit B conversion, as these allow the cam profile to work properly. The profile gives good power from 2500rpm right through to 5500 rpm which makes it very good for the occasional mild competition car.

### Sprint

This is a peaky camshaft profile which when used with the PlusPac C kits will give good account of itself. The profile will peak out at 6000 RPM especially when used with the long TriumphTune Weber inlets.

### Sprint 88

This profile was introduced to enable the modified engines to obtain a wider upper power band, for road sprint type use. The camshaft will give slightly more power than the sprint cam but the power band is much wider, meaning, in that the camshaft is much more driveable on the road.

### Race

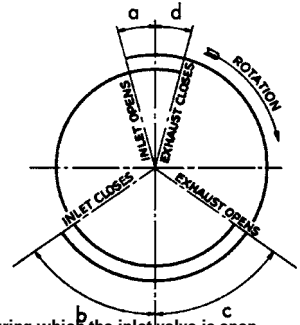
The full race profile is not suitable for a road car as the power band is from 4200-6500 RPM. This is ideal for a full competition engine and must be used with high compression head and a maximum distributor advance of 30 degrees. The full competition profiles TT1106 onwards are being continuously developed to suit the availability of steel reciprocating engine parts. With 89-92mm pistons and 8000 rpm capability, with careful setting up, high build quality, 200 BHP is now a reality.

## Installation

Please follow the detailed instructions supplied with every TriumphTune camshaft. If you require any further assistance please contact your nearest Moss branch.

## Valve Timing Explained

- A =** Angle when inlet valve opens, before top dead centre.
- b =** Angle when inlet valve closes, after bottom dead centre.
- c =** Angle when exhaust valve opens, before bottom dead centre.
- d =** Angle when exhaust valve closes, after top dead centre.



**a+b+180° =** the period or duration during which the inlet valve is open.  
**c+d+180° =** the period or duration during which the exhaust valve is open.  
**a+d =** valve overlap.

## Performance Camshafts

Camshafts are available as reprofiled/exchange units or new, please state preference when ordering. To assist in selecting a suitable camshaft we have prepared a table showing their various characteristics, these will change from engine to engine and with other modifications such as carburettor(s), cylinder head, valve gear or valve size. Care must be taken to ensure that installation is carried out correctly and that components all work together or you will not get the expected power output or reliability. It is essential that the new cam is fitted with new followers as they mate with the lobe that they run on and should never be used on another lobe. Lightened and tufrided followers wear more slowly and put less load on high lift cam lobes; they are also manufactured with a drainage hole. Another essential is the special lubricant that must be used with all new cams (part number KEN2), it provides vital lubrication during initial starting and protects your cam from extreme wear in its first minute of use. Don't forget the cam timing degree disc, TT2929, you will need this to set your cam timing, or, camshaft assembly lubricant.

Important note: All TriumphTune camshafts are profiled on new blanks. For 'fast road' profiles, existing camshafts may be reground using the customers own unit (COU), but this is entirely at the customers risk as we cannot guarantee the depth of the chill hardening on the original Triumph camshaft during the re-profiling process.

Note: The power range and upper rev limit for race camshafts is dependent on individual engine preparation and reciprocating parts.

Using standard con rods, the engine should not exceed 6000 rpm, though a fully prepared competition engine with forged pistons can go to 6500. Steel con rods will extend this to 7000 rpm. With a billet crankshaft and steel con rods, 8000 rpm is no longer a dream.

STANDARD CAMSHAFTS									
	PART NO. FIXED TYPE	INLET TIMING	EXHAUST TIMING	CAMSHAFT DURATION	CAMSHAFT LIFT	INSTALL* SETTING	INLET VALVE CLEARANCE	EXH. VALVE CLEARANCE	POWER RANGE
TR2-TR4A	301466	10/50	50/10	N/A	0.260"	N/A	N/A	N/A	N/A
TR4A	301466	24/56	61/29	N/A	0.265"	N/A	N/A	N/A	N/A

TRIUMPHTUNE CAMSHAFTS									
	PART NO. FIXED TYPE	INLET TIMING	EXHAUST TIMING	CAMSHAFT DURATION	CAMSHAFT LIFT	INSTALL* SETTING	INLET VALVE CLEARANCE	EXH. VALVE CLEARANCE	POWER RANGE
ROAD	TT1104N	31-67	67-31	278°	0.290"	108°	0.013"	0.013"	1000- 5000
FAST ROAD	TT1004N	37-63	73-37	280°	0.300"	103°	0.022"	0.024"	2500-5500
SPRINT	TT1105N	38-74	74-38	290°	0.280"	108°	0.012"	0.012"	1500- 6000
SPRINT 88	TT11051N	42-68	78-32	292°	0.310"	106°	0.022"	0.024"	2000-7500
RACE	TT1106N	45-75	75-45	300°	0.320"	105°	0.018"	0.018"	4200 -6500
RACE 96	TT11061N	45-85	85-45	310°	0.340"	103°	0.016"	0.016"	N/A
RACE 96R	TT11062N	49-81	81-49	310°	0.340"	106°	0.016"	0.016"	N/A
RACE 97	TT1006N	49-77	77-49	320°	0.347"	106°	0.016"	0.016"	N/A

\*Install settings/full lift: When No.1 Inlet valve is fully open ATDC (after top dead centre).

These pages list only the major items in each area, such as body work, electrical and brake components. In many cases minor fittings, clamps and linkages etc., are not shown.

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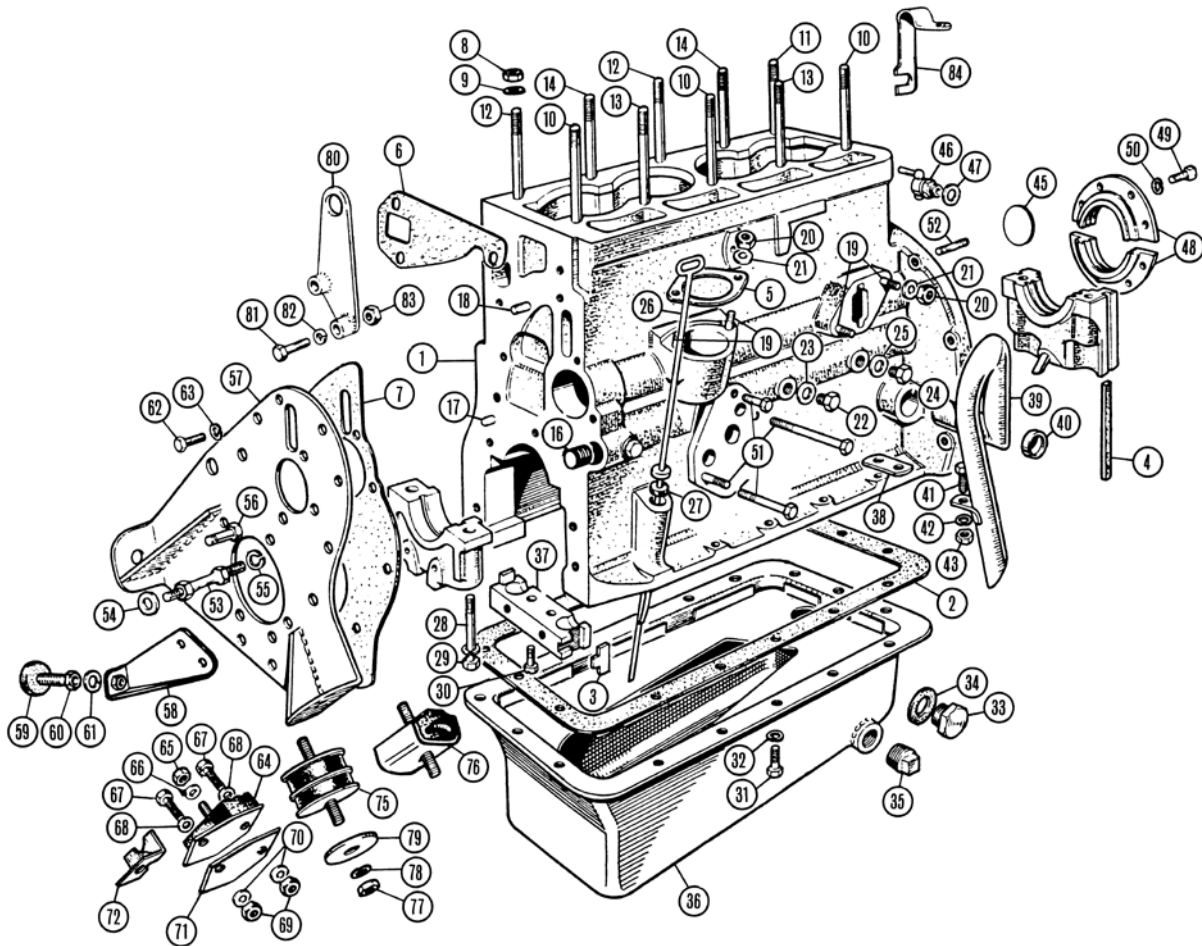
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## External Engine & Components

### A Brief History of the 4 Cylinder TR Engine

The 4 cylinder engine was developed from an old Massey Ferguson Tractor unit. It was built for Massey Ferguson in the Triumph Engine plant where it was 'stolen' to be modified for the Vanguard series. When Ken Richardson was looking for a power unit for the TR, the obvious candidate was the robust Vanguard engine. It needed dramatic work to the head to extract a reasonable power output but, apart from the cylinder head studs the basic 'lower end' was considered OK. The engine had 'wet liners' which means that the pistons move up and down in 'sleeves' fitted in the block. The sleeves, or liners, are designed to be removable from the block for repair or replacement.

The movement of liners is a real pain. Usually from both angles. By that I mean that when you want to get them out they seem like they aren't liners at all but simply 'welded' to the block, but, when you are doing a routine de-coke they seem to move at the slightest provocation. It's easy to see when they have moved, you end up with a mixture of oil and water in the sump and, you have the same mixture in the radiator. Solution: liners out... new 'figure of eight' seals in (112789).

As a precaution its best to clamp the liners when you have removed the head. Don't Worry about the fancy Churchill tool which has been unavailable for a long time. Just get a piece of '14 gauge' steel and lay it flat on the block over two liners, get an old gudgeon pin, slip the pin over a head stud and tighten a nut down over it with a plain washer under the nut and over the gudgeon pin. The liners can be bored and fitted with oversize pistons to overhaul the engine but they **MUST** be removed from the block for this purpose.

When Ken Richardson was busy trying to win Le Mans he realised that the Vanguard pistons, giving 2088cc, were something of a liability because he was racing in the over 2000 (i.e. 2 Litre) class. He therefore decided to use bigger (or should it be smaller?) liners to bring the engine to 1991cc. Even though England was very much a 'yards, feet and inches' country in 1952/1953, these liners have always been known as '83mm liners'. TR3B's and TR4-4A's have an 86mm liner which gives a 2138cc engine.

As well as offering you an 87mm Piston & Liner (as did Hepworth & Grandage with their 'Power Max' range), we now supply (from stock) an 89mm Piston Set & Liners. All liners are inter-changeable between all engines (in sets of course) and you can bore The 83mm standard units to 87mm without risk. We are offering a range of new liners with Matching pistons in different over-sizes. All pistons come with rings, gudgeon pins and circlips. Originally Triumph had two suppliers of pistons and in the early days they would come either in 3 or 4 ring varieties.

### Short Engine (Standard)

These reconditioned units are supplied on a strict exchange basis.

Part Number	Description	Req.	Details
503707R	ENGINE, (standard bores)	1	TR3-3A
514659R	ENGINE, (standard bores)	1	TR4-4A

### Short Engine (Performance)

These are fully balanced units complete with diaphragm clutch & flywheel. Contact Moss for details.

ENG1150	NCA	SHORT ENGINE, (87mm bores)	1	customers own unit
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### Cylinder Blocks Explained

All 4 cylinder TR blocks are interchangeable, however those with non-replaceable cam bearings should be avoided, except where authenticity is paramount. Even the stamped engine number (see page 02) does not guarantee the internals are as per the engine number, therefore the parts book is not necessarily a guide for ordering. The TR2-3-3A front engine plate is narrower between the engine mounting point hole centres (13 3/8") than the TR4-4A equivalent (14 3/4"). With the correct engine plate, complete engines are interchangeable.

### Cylinder Block

1	502363SR	NCA	CYLINDER BLOCK	1	bare block
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### Gaskets & Gasket Sets

Head Gasket Sets are sometimes called 'De-Coke Sets'.

NI	501678	£51.80	GASKET SET, cylinder head	1	TR2 low port
NI	GEG178	£29.20	GASKET SET, cylinder head	1	'high port' head models

Note: For details of head gaskets/sets, refer to page 20. Gasket set GEG178 will replace head sets for most models. Owners of TR3's with 'low port' heads & H6 carburettors will have to buy 2 x 106937 in addition to the gasket set as the 'inlet/exhaust manifolds to head' gaskets provided will not fit.

NI	GEG248	£36.00	GASKET SET, bottom end	1	
(Bottom End Gasket Sets are also known as 'Sump Set' or 'Conversion Set') Gasket Set GEG248 includes all the following items).					
2	211123	£4.96	GASKET, sump	1	
3	059381	£0.79	CORK 'T' PIECE, sealing	2	
4	058335	£2.86	FELT ROPE, rear main bearing	2	
5	125251	£0.94	GASKET/SHIM, distributor pedestal	1	
6	138586	£1.40	GASKET, w/pump housing to block	1	
7	056389	£1.36	GASKET, engine plate	1	

Note: The following gaskets/seal are also included in GEG248 but are not illustrated on this page.

NI	138587	£1.45	GASKET, water pump to housing	1	
NI	112146	£0.62	GASKET, oil filter housing	1	
NI	112789	£2.90	SEAL, 'figure of 8', liners to block	2	steel, 0.016"
NI	139041	£1.80	GASKET, fuel pump	1	
NI	211122	£4.03	GASKET, timing cover	1	
NI	056282	£0.79	GASKET, oil pump to block	1	

**Cylinder Head Studs**

There were essentially two sets of cylinder head studs. (I'll explain the third set in a minute). The main change occurred when the 'high port' head was introduced at engine no TS13052. (An explanation of cylinder head differences is on page 20).

8	110962	£2.30	NUT, cylinder head stud	10	
9	WA112081	£2.40	WASHER, plain	10	

On the 'low port head' (TR2, TR3 to TS13051), the head studs are as follows:

NI	106959	£9.70	STUD, cylinder head, 5"	6	
NI	106960	£9.90	STUD, cylinder head, 9"	4	

\*Note: These longer studs were fitted to reinforce and strengthen the block. The original Vanguard engine from which this engine was developed had a lower compression. When Ken Richardson decided to extract more power (by raising the compression ratio), improved cylinder head retention was required. On the 'high port heads', which is TR3-3A from TS13052 and all TR4-4A's, the head stud pattern is as shown in the illustration opposite and listed here.

10	106959	£9.70	STUD, cylinder head, 5"	3	
11	113570	£7.80	STUD, cylinder head, 5 3/8"	1	without lifting bracket
	121734	£20.70	STUD, cylinder head, 5 9/16"	1	with lifting bracket
12	113570	£7.80	STUD, cylinder head, 5 3/8"	2	
13	106960	£9.90	STUD, cylinder head, 9"	2	
14	113169	£13.90	STUD, cylinder head, 9 1/2"	2	
	TT1164	£207.10	STUD KIT, cylinder head, ARP uprated	1	

Note: The third set of studs exist when the stud 5 3/8" long (item 11) is replaced to accommodate the rear engine lifting bracket (part number 121752). This stud (part no. 121734) is 5 9/16" long.

**Cylinder Block Fittings & Engine Mountings**

16	PU1404	NCA	PLUG, oil gallery ends	2	
	328-256	£13.50	PLUG, oil gallery ends	1	set of 4
17	DP514	£1.48	DOWEL, locating	2	
18	TE505111	£0.98	STUD, engine plate	1	
19	TE505111	£0.98	STUD, pedestal	4	fuel pump & distributor
20	GHF201	£0.14	NUT	4	
21	GHF332	£0.40	WASHER, locking	4	
22	102785	NCA	PLUG, screwed into oil gallery	3	
23	3H550	£0.64	WASHER, copper, oil gallery plug	3	
25	500464	£2.00	WASHER, copper	1	
26	102139	£26.70	DIPSTICK	1	
27	032307	£1.50	SEAL, felt, (on dipstick)	1	
28	057121	£3.90	BOLT, main bearing caps	6	
29	GHF335	£0.46	WASHER, locking	6	
30	056574	£1.70	SCREW, sealing block	2	
31	SH505061	£0.64	SCREW, oil sump	16	without closed circuit
	BH505101	£1.40	BOLT, breather pipe to sump	2	breather fitted
	SH505051	£0.66	SCREW, sump to front sealing block	1	
	SH505061	£0.64	SCREW, oil sump	17	
	BH505101	£1.40	BOLT	1	with closed circuit
(Breather pipe to sump & slave cylinder stay).					
	SH505051	£0.66	SCREW, sump to front sealing block	1	breather fitted
32	GHF332	£0.40	WASHER, locking	19	
33	ULC1999	£6.10	PLUG, oil drain, shouldered type	1	
34	AUC2141	£0.53	WASHER, fibre	1	use with ULC1999
35	114774	£3.10	PLUG, oil drain, tapered, square	1	
	22G2115	£2.32	PLUG, oil drain, tapered, hex	1	alternatives
	155660	£10.00	PLUG, oil drain, tapered, hex, magnetic	1	

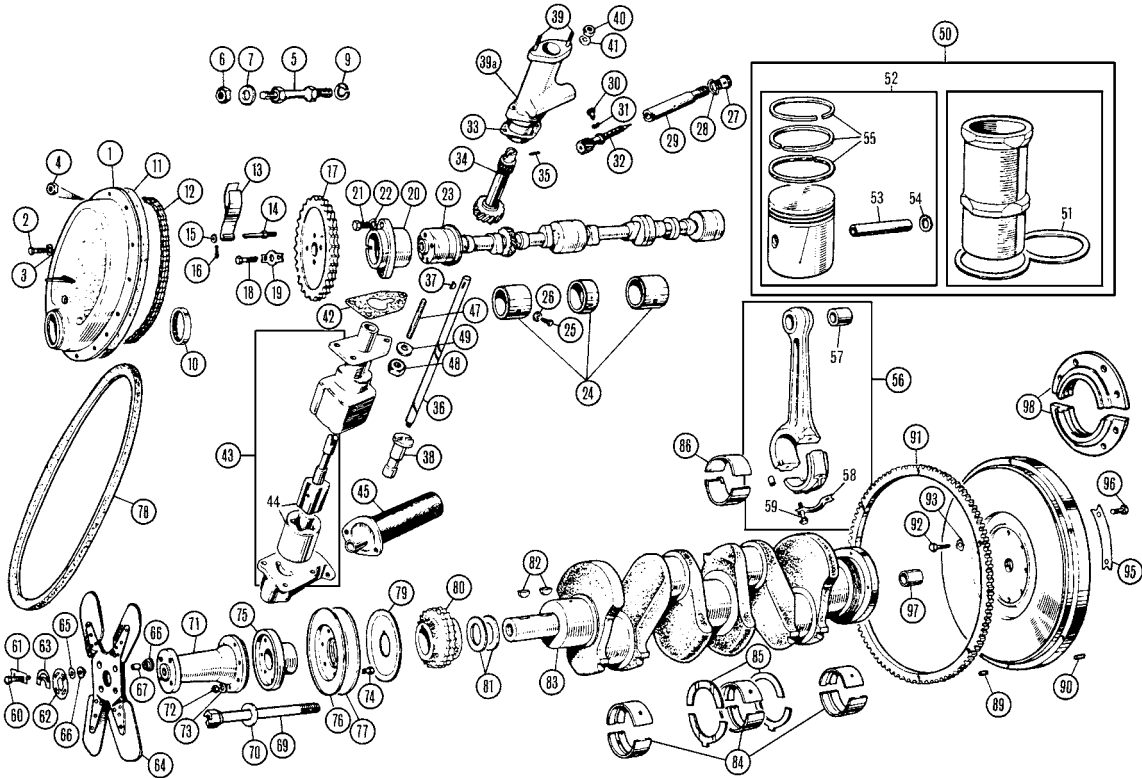
The 4 cylinder TR's were fitted with two different types of sumps. As these may have been interchanged over the years, you must ensure that the plug is fitted. If you are using a tapered plug and it only engages on 2 or 3 threads, then plug (item 33) and washer (item 34) will be required instead. We are only able to supply a cast alloy sump.

36	056638	NCA	SUMP, standard, shouldered type plug	1	
	115350	NCA	SUMP, standard, tapered type plug	1	
	301318	£346.80	SUMP, alloy, tapered type plug	1	(This is a cast alloy internally baffled sump).
	301318FK	£25.40	FITTING KIT, alloy sump	1	
37	055810	NCA	BLOCK, front sealing	1	
38	120211	NCA	BRACKET, breather pipe	1	
39	205020	NCA	PIPE, breather	1	
40	132924	£2.26	PLUG, (in place of breather pipe)	1	closed circuit breathing
41	GHF120	£0.30	SCREW, pipe to bracket	1	
42	GHF332	£0.40	WASHER, locking	1	
43	GHF201	£0.14	NUT, plain	1	
45	044473	£2.70	CORE PLUG, camshaft rear	1	
46	061478	£9.50	TAP, water drain	1	
47	GHF346	£0.41	WASHER, fibre	1	
48	060862	£59.30	OIL SEAL, crankshaft rear	1	standard type oil seal
NI	837-006	£108.25	OIL SEAL CONVERSION	1	lip type oil seal
	TT1032S	£10.50	OIL SEAL, crankshaft rear	1	
49	SH504051	£0.36	SCREW, oil seal	8	
50	GHF331	£0.38	WASHER, locking	8	
51 Note: For oil filter housing hardware please refer to page 21.					
52 Note: For gearbox mounting hardware please refer to page 29.					
53	056763	£6.90	PEDESTAL, timing cover support	1	
54	WF508	£0.70	WASHER, fibre	1	
55	GHF332	£0.40	WASHER, locking	1	
56	058701	£5.30	PIN, timing chain tensioner pivot	1	
57	301251R	NCA	ENGINE PLATE	1	TR2-3A
	301251A	£209.30	ENGINE PLATE, lightweight alloy	1	alternative
	304711R	NCA	ENGINE PLATE	1	TR4-4A
	304711A	£216.90	ENGINE PLATE, lightweight alloy	1	alternative

The torque reaction arm (item 58) and the TR4 bonnet buffer (also used as the buffer for the torque arm) were sporadically fitted during the production of the TR4. However, over the years due to owners changing engine units, they may also appear on TR4-4A's even though they were never fitted during production.

58	133471	NCA	ARM, torque reaction	1	
59	612962	£3.25	BUFFER, torque reaction arm	1	TR4
60	GHF201	£0.14	NUT	1	
61	GHF332	£0.40	WASHER, locking	1	
62	SH505061	£0.64	SCREW, engine plate attaching	5	
63	GHF332	£0.40	WASHER, locking	5	
64	059180	£15.30	ENGINE MOUNTING	2	
	059180X	£12.40	ENGINE MOUNTING, harder/comp.	2	
65	GHF223	£0.53	NUT, mounting to engine plate	2	
66	GHF302	£1.00	WASHER, plain	2	
67	GHF103	£0.60	SCREW, mounting to chassis	4	
68	GHF301	£0.24	WASHER, plain	4	TR2-3-3A
69	GHF222	£0.55	NUT, nyloc	2	
70	GHF332	£0.40	WASHER, locking	2	
71	109582	£6.20	SHIM, engine mounting	a/r	
72	106428	£9.70	BRACKET, steady	4	
75	130985	£5.30	ENGINE MOUNTING, round	2	TR4
76	143057	£12.90	ENGINE MOUNTING, rectangular	2	TR4A
(These mountings (items 75 & 76) are interchangeable, and either type may be fitted in pairs. However the 143057 are preferred, as they are of a 'failsafe' design).					
77	GHF202	£0.22	NUT, engine mounting	4	
78	GHF332	£0.40	WASHER, locking	4	TR4-4A
79	134234	£2.80	WASHER, packing	a/r	
80	121231	NCA	FRONT LIFTING EYE	1	
81	GHF104	£0.66	BOLT, front lifting eye	2	to engine plate
82	GHF332	£0.40	WASHER, locking	2	
83	GHF201	£0.14	NUT, plain	2	
84	121752	£8.00	BRACKET, rear lifting	1	





Internal Engine Components

Part Number	Description	Req.	Details
1 203681	NCA COVER, timing chain	1	TR2-3-3A, TR4 To CT21470

The timing cover has what looks like the leftovers of the last batch of 'polyfilla' type material stuck on the outside. Several owners of potential concourse winning cars have spent many happy hours removing this. WRONG! It's there as a sound deadening device. (This means that you won't be able to hear the broken tensioner flying around destroying the timing chain, but when it breaks through the timing cover not only can you hear it better, but you also get your engine compartment rust proofed with engine oil.)

Part Number	Description	Req.	Details
2 SH505071	£0.47 (A) SET SCREW, 7/8" UNF	7	
SH605051	£1.00 (B) SET SCREW, 5/8" UNF	4	when lifting eye not fitted
SH605051	£1.00 (B) SET SCREW, 5/8" UNF	2	when lifting eye fitted
GHF104	£0.66 (C) SET SCREW, 11/2" UNF	2	when lifting eye fitted
TE505111	£0.98 (D) STUD	1	
DP514	£1.48 (E) DOWEL, (must be cut to fit)	2	
3 GHF332	£0.40 WASHER, locking	12	use with A, B, C & D
4 GHF201	£0.14 NUT, plain	5	use with B, C & D
5 056763	£6.90 PEDESTAL, timing cover support	1	
6 GHF272	£0.66 NUT, timing cover to pedestal	1	
7 GHF301	£0.24 WASHER, plain	1	
8 WF508	£0.70 WASHER, fibre, (under cover)	1	
9 GHF332	£0.40 WASHER, locking	1	
10 104662	£4.50 OIL SEAL, timing chain cover	1	
11 211122	£4.03 GASKET, timing chain cover	1	
12 057151	£11.40 TIMING CHAIN	1	
057151UR	£39.05 TIMING CHAIN, heavy duty	1	
13 043404	£5.30 TENSIONER, timing chain	1	
14 058701	£5.30 STUD, tensioner mounting	1	
15 WP18	£0.47 WASHER	a/r	
16 GHF500	£0.22 SPLIT PIN	1	
17 057113	£37.30 CHAIN WHEEL, on camshaft	1	
18 056370	£2.00 BOLT, sprocket retaining	2	
19 056293	£0.90 TAB WASHER, cam sprocket	1	
20 060214	£57.40 CAM BEARING, front	1	
21 056370	£2.00 BOLT, shouldered	2	front bearing
22 GHF332	£0.40 WASHER, locking	2	
23 301466	£167.70 CAMSHAFT, new	1	TR2-3A, TR4
307036R	£129.40 CAMSHAFT, exchange	1	
301466	£167.70 CAMSHAFT	1	TR4A

Timing Cover Fittings

(Use listings with diagram).

307036R	£129.40	CAMSHAFT, exchange	1	
Note: Camshafts with special profiles are available, please enquire.				
24 AEC3027S	£25.80	BEARING SET, camshaft	1	TR3 from TS8997,
113522	NCA	BEARING, camshaft, centre & rear	2	TR3A, TR4-4A
Note: Camshaft bearings were not fitted until engine no TS8997. Prior to this, the camshaft rotated directly in the cylinder block.				
25 110462	£3.10	SET SCREW, bearing retaining	3	TR3 from TS8997
26 GHF301	£0.24	WASHER, plain	3	TR3A, TR4-4A
27 060246	NCA	SCREWED END, tacho drive	1	
28 060247	£2.40	OIL SEAL, tacho drive	1	
29 132472	NCA	BEARING, tacho drive	1	
30 056305	£0.40	WASHER, locking	1	
31 GHF332	£0.40	WASHER, locking	1	
32 106184	NCA	GEAR, tacho drive	1	
33 125251	£0.94	GASKET/SHIM	a/r	distributor pedestal
(Consult your workshop manual to determine how many shims are required).				
34 106981	NCA	GEAR, driving	1	
35 500975	£1.16	PIN, (fitted in gear 106981)	1	
36 104966	£57.30	SHAFT, oil pump drive	1	
37 WKN304	£0.94	KEY, gear to shaft	1	
38 056405	£58.00	BUSH, oil pump drive shaft	1	
39 105280	NCA	STUD, distributor to pedestal	2	
39A 201623ALI	NCA	PEDESTAL, distributor	1	aluminium
40 GHF200	£0.22	NUT, plain	2	
41 GHF331	£0.38	WASHER, locking	2	
42 056282	£0.79	GASKET, block	1	
NI 200155X	NCA	OIL PUMP, uprated	1	
43 200155Z	£76.80	OIL PUMP, standard	1	
44 504862	£34.90	SPINDLE & ROTOR, oil pump	1	
45 100682	£31.80	FILTER	1	
47 TE505111	£0.98	STUD, block to pump body	3	
48 GHF201	£0.14	NUT, plain	3	
49 GHF332	£0.40	WASHER, locking	3	
50 AESA512X4	£418.20	PISTON & LINER SET, standard	1	83mm
AESA1096X4	£364.80	PISTON & LINER SET, standard	1	
AESA109620X4	£367.00	PISTON & LINER SET, +0.020"	1	86mm
AESA109630X4	NCA	PISTON & LINER SET, +0.030"	1	
AESA109640X4	£372.70	PISTON & LINER SET, +0.040"	1	
AE18510X	£510.00	PISTON & LINER SET, 89mm	1	89mm
122166STD	£45.90	LINER, cylinder, standard	4	
122166020	£45.90	LINER, cylinder, +0.020"	4	86mm
122166030	NCA	LINER, cylinder, +0.030"	4	
122166040	£45.90	LINER, cylinder, +0.040"	4	
122166/89	NCA	LINER, cylinder, 89mm	1	89mm
51 112789	£2.90	SEAL, 'figure of 8', liners to block	2	steel, 0.016"
112789C	£5.30	SEAL, 'figure of 8', liners to block	2	copper, 0.018"
112789X	NCA	SEAL, 'figure of 8', liners to block	2	oversized, +0.005
52 AE12655STD4	£253.45	PISTON SET, standard, (83mm)	1	83mm

AE12655020X4	NCA	PISTON SET, +0.020", (83mm)	1	TR2-3, TR4
AE12655030X4	NCA	PISTON SET, +0.030", (83mm)	1	(option on TR4)
AE15765STD4	£230.00	PISTON SET, standard. (86mm)	1	
AE15765020X4	£230.00	PISTON SET, +0.020", (86mm)	1	86mm
AE15765030X4	NCA	PISTON SET, +0.030", (86mm)	1	TR2-4A
AE15765040X4	£230.00	PISTON SET, +0.040", (86mm)	1	
AESA1710KR	NCA	PISTON, standard, (87mm)	4	87mm option
53 060254	NCA	GUDGEON PIN	4	
54 045985	£2.26	CIRCLIP	8	

Note: That even though we refer to pistons with an 'AE' prefix and then by their 'AE' piston number, we are forced by lack of availability to resource with other manufacturers. The 'AE' numbers are for reference only and usually do not imply that we they are manufactured by 'AE'.

55 MM817-000	£58.20	RING SET, (83mm), standard	1	
MM817-020	£58.20	RING SET, (83mm), +0.020"	1	
MM817-030	£58.20	RING SET, (83mm), +0.030"	1	83mm 3 ring pistons
MM817-040	£58.20	RING SET, (83mm), +0.040"	1	engine set
MM817-060	NCA	RING SET, (83mm), +0.060"	1	
MM817-100	£58.20	RING SET, (83mm), standard	1	
MM817-120	£61.20	RING SET, (83mm), +0.020"	1	
MM817-130	£63.70	RING SET, (83mm), +0.030"	1	83mm 4 ring pistons
MM817-140	NCA	RING SET, (83mm), +0.040"	1	engine set
MM817-160	NCA	RING SET, (83mm), +0.060"	1	
MM817-300	£58.20	RING SET, (86mm), standard	1	
MM817-320	£58.20	RING SET, (86mm), +0.020"	1	86mm 3 ring pistons
MM817-330	£58.20	RING SET, (86mm), +0.030"	1	engine set
MM817-340	£58.20	RING SET, (86mm), +0.040"	1	
MM817-400	£58.20	RING SET, (86mm), standard	1	
MM817-420	£58.20	RING SET, (86mm), +0.020"	1	86mm 4 ring pistons
MM817-430	£63.70	RING SET, (86mm), +0.030"	1	engine set
MM817-440	£58.20	RING SET, (86mm), +0.040"	1	
MM817-200	NCA	RING SET, (87mm), standard	1	87mm option
MM817-230	NCA	RING SET, (87mm), +0.030"	1	engine set
56 211044	£110.40	CON ROD	4	stretch bolt type
201782	NCA	CON ROD, new	4	tab washer type
201782R	£50.00	CON ROD, recon/exchange	4	
57 C17164	£9.90	BUSH, gudgeon pin	4	
58 105313	£1.07	TAB WASHER	4	TR2-3A
59 105312	£14.56	BOLT, (used with tab washers)	8	TR4 To CT34071
138528	£12.50	BOLT, self-locking (used without tab washers)	8	TR4 From CT34072 TR4A
TT1180K	£162.95	BOLT KIT, big ends, ARP uprated (The early connecting rod bolts (part no. 105312) must be used with tab washers (105313). Tab washers must NOT be used with the later bolts (part no. 138528). These bolts retain their grip by being slightly stretched into tension and if tab washers are used, the continued expansion and contractions as the engine heats up/cool down, means the washers will allow the bolt to 'creep' and ultimately work loose. For this reason 'stretch' bolts (138528) must never re-used. As sets, 105312 plus 105313 can be used inter-changeably with 138528. Both bolt types should be torqued to 55-60 ft lbs).	1	used without tab washers
60 BH605111	£0.77	BOLT, fan attachment	4	
61 107857	£2.10	TAB WASHER	2	
62 108497	£8.50	LOCK PLATE, crank bolt	1	
63 107858	£8.40	BALANCE PIECE	1	
64 202025	£113.00	FAN, 4-bladed	1	TR2-3A
209792	£113.00	FAN, 4-bladed	1	TR4-4A
211986	NCA	FAN, 6-bladed (The 6-bladed fan (part no. 211986) for TR4A's is no longer available, but can be replaced by the 4-blade type (part no. 209792) with no problems. All mounting bolts and hardware are the same. We have re-tooled both 209792 and 202025 and they really are identical to the originals).	1	some TR4
65 GHF301	£0.24	WASHER	4	
66 108496	£0.67	BUSH, rubber, fan mounting	8	
67 108499	£1.20	SLEEVE, steel	4	
69 108498	NCA	BOLT*	1	TR2-3B
128319	NCA	BOLT*	1	TR4-4A

\*Note: Bolt (part no. 128319) has a starting handle slot in the head. It was not fitted to TR4A's, but as the bolt that was fitted (part no. 142185) is no longer available, we recommend using 128319).

70 108494	NCA	SHIM	a/r	
71 108493	£46.50	EXTENSION, fan hub	1	TR2-3B
128318	£54.70	EXTENSION, fan hub	1	TR4-4A
72 GHF271	£0.41	NUT, nyloc, pulley to hub	6	
73 WP127	£0.52	WASHER, (fits under nut)	6	
74 BH604111	£0.72	BOLT, pulley to hub	6	
75 107250	£60.40	HUB, pulley	1	
76 107252	NCA	PULLEY, front half, dished	1	
77 110023	NCA	PULLEY, rear half, fiat	1	
107252X	£80.20	PULLEY, machined billet, wide belt	1	replacements for
107252A	£65.50	PULLEY, machined billet, narrow belt	1	76 & 77
78 GFB40975	£18.00	FAN BELT	1	
79 057196	£4.40	OIL DEFLECTOR	1	
80 055971	£31.20	CHAIN WHEEL, on crankshaft	1	
81 056522	£1.21	SHIM, sprocket, 0.004"	a/r	
056523	£1.36	SHIM, sprocket, 0.006"	a/r	
82 WKN606	£2.16	KEY, crankshaft	2	
83 301815	£1,197.50	CRANKSHAFT, reground/exchange*	1	standard type oil seal

301815X	NCA	CRANKSHAFT, new	1	lip type oil seal
301815RX	£310.10	CRANKSHAFT, reground/exchange*	1	

\*Note: Reground cranks are supplied less bearings, allowing you to choose Glacier or replacement shells.

84 AEM3196STD	£75.10	BEARING SET, main, standard	1	*glacier bearings
108810	£45.90	BEARING SET, main, standard	1	#replacement bearings
108810HD	£60.00	BEARING SET, main, standard	1	#replacement bearings Heavy duty

\*Note: Glacier main bearings are currently only available up to +0.020" oversize. When ordering Glacier bearings quote part number & size required (i.e. AEM3196010 for +0.010).  
#Note: Replacement main bearings are available in the following oversizes. +0.010", +0.020", +0.030", +0.040" & +0.050". When ordering replacement bearings please quote part number/size req. (i.e. 108810/010 for +0.010 oversize).  
#Note: Replacement main bearings are also available in Heavy Duty, ordering is the same as replacement bearings and add HD to the back of the part number.

85 AEW2004STD	£9.10	THRUST WASHER SET, standard	1	0.0925"
AEW2004005	£9.10	THRUST WASHER SET, +0.005"	1	
AEW2004008	NCA	THRUST WASHER SET, +0.008"	1	
AEW2004010	£8.80	THRUST WASHER SET, +0.010"	1	
AEW2004015	NCA	THRUST WASHER SET, +0.015"	1	

(Adjust crankshaft end float with selective use of thrust washers refer to workshop manual).

86 117590	£38.10	BEARING SET, con rod, standard	1	*replacement bearings
AEB4331STD	£65.80	BEARING SET, con rod, standard	1	**glacier bearings
AEB4331STDx	£46.90	BEARING SET, con rod, standard	1	#heavy duty tri-metal

\*Note: Replacement con rod bearings are available in the following oversizes, +0.010", +0.020", +0.030", +0.040", +0.050" & +0.060". When ordering replacement bearings please quote part number/size req. (i.e. 117590/010 for +0.010 oversize).  
\*\*Note: Glacier con rod bearings are currently only available up to +0.020" oversize. When ordering Glacier bearings please quote part number & size req. (i.e. AEB4331010 for +0.010).  
#Note: Heavy duty tri-metal con rod bearings are available in the following oversizes, +0.010", +0.020", +0.030", +0.040" & +0.060". When ordering Heavy duty tri-metal bearings please quote part number & size req. (i.e. AEB4331010X for +0.010 oversize).

89 DP619	£2.10	DOWEL PIN, flywheel to c/shaft	1	
90 DP408	£1.26	DOWEL PIN, flywheel to c/cover	2	spring clutch
DP408	£1.26	DOWEL PIN, flywheel to c/cover	3	diaphragm clutch
91 201454	£39.60	RING GEAR, (shrink-on)	1	TR2-3, TR3A To TS50000
202834	£39.90	RING GEAR, (bolt-on)	1	TR3A From TS50001
92 112653	£2.05	BOLT, ring gear retaining	6	TR4-4A
93 115776	£1.10	TAB WASHER, ring gear bolts	6	
95 056524	£0.90	TAB WASHER, flywheel bolts	2	TR2-3A
96 102065	NCA	BOLT, flywheel to crankshaft	4	TR4 To CT34071
138527	£2.70	BOLT, self-locking, flywheel to crankshaft*	4	TR4 From CT34072 TR4A

\*Note: Do NOT use tab washers with these self-locking bolts, which are a 'stretch' type, similar to item 59 (138528): (See also note on item 59).

97 047246	£5.40	BUSH, spigot	1	
98 060862	£59.30	OIL SEAL, crankshaft rear	1	standard type oil seal
NI 837-006	£108.25	OIL SEAL CONVERSION	1	lip type oil seal
TT1032S	£10.50	OIL SEAL, crankshaft rear	1	
99 201475R	£164.00	FLYWHEEL, ring gear, recon/exchange	1	TR2-3 (shrink-on ring gear)
115785R	£164.00	FLYWHEEL, ring gear, recon/exchange	1	TR3A-4 (bolt-on ring gear)
143150R		FLYWHEEL, ring gear, recon/exchange	1	TR4A

### Lightweight Steel Flywheels (Less Ring Gear)

The 4 cylinder TR was fitted with 3 different types of flywheels throughout it's production. The 3 basic types are:

1. Flywheel with shrink-on ring gear was fitted on TR2-3 and TR3A to TS50000, and goes with the early shrouded starter motor and spring type clutch cover.
2. Flywheel with bolt-on ring gear for later starter motor and spring type clutch cover was fitted on TR3A from TS50001 and all TR4.
3. Flywheel with bolt-on ring gear and 8 1/2" diaphragm clutch was fitted to all TR4A's. None fitted in your car. You should always fit the correct starter motor for your ring gear.

Note: Remember: Shrink-on ring gear takes shrouded starter: Bolt-on ring gear goes with open bendix starter. If you mismatch they will still work... but not for long.

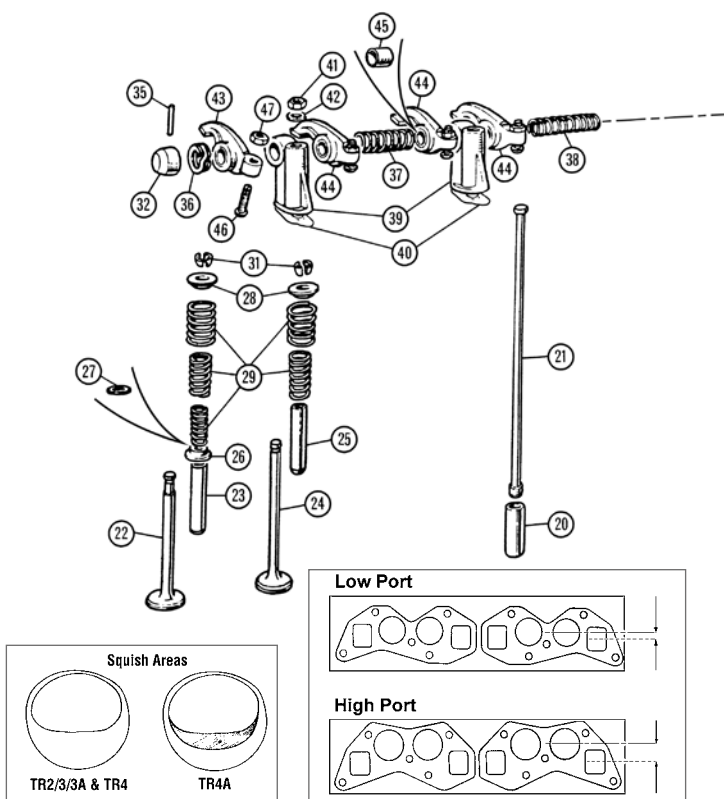
(For help with identification of the different starter motors see page 82). These Steel flywheels all weigh around 4kg (9lbs), which leaves a sensible amount of inertia to keep the TR driveable. The serious reduction in reciprocating mass being accelerated and decelerated is probably equivalent to 10-20 bhp (depending on the state of engine tune). They are primary intended for competition use. All these Flywheels are for use with Bolt-on Ring Gears, and must be used with the correct Starter Motors, preferably a High Torque Geared unit. Please see the Accessories section for full details.

143105X	£329.40	FLYWHEEL, steel, less ring gear (4 bolt fixing use with 8.5" diaphragm clutch).	1	TR2-4A models
TT2230S	NCA	FLYWHEEL, steel, less ring gear (8 bolt fixing for 7.25" comp. clutch only).	1	4 cylinder TR models
TT2231S	NCA	FLYWHEEL, steel, less ring gear (12 bolt fixing for 7.25" comp. clutch only).	1	

Cylinder Heads

The TR2 cylinder head was developed from the Standard Vanguard head. The Vanguard head had circular inlet and exhaust ports and won't fit your TR. The 'low port' head was so called retrospectively to distinguish it from the later head introduced at TS13052, which was logically enough called the 'high port' head. The reference is to the distance between the centre lines of the exhaust and inlet ports. There are also two different types of 'low port' heads. Engine number TS9350 saw the introduction of the 'Le Mans' head. This was produced to match the increased size carburettors introduced at engine number TS8991.

The carburettor size was increased from 1 1/2" (H4) to 1 3/4" (H6) and the head was improved to give more power. To identify the type of cylinder head you have, the illustrations here may help. The TR4 & TR4A heads had their part numbers stamped on the top next to the front inlet port. The TR4 head is recognised by the part number 510084. The TR4A head was introduced at engine number CT21471. The TR4A head was generally acknowledged to be the best, and it has a part number of 511695 stamped on it, but an easier identification is the 'squish area' in the carburettor port. Both types of 'squish' areas are illustrated here.



Moss 'High Port' Cylinder Heads

Note: For detailed specifications please call your nearest Moss branch.

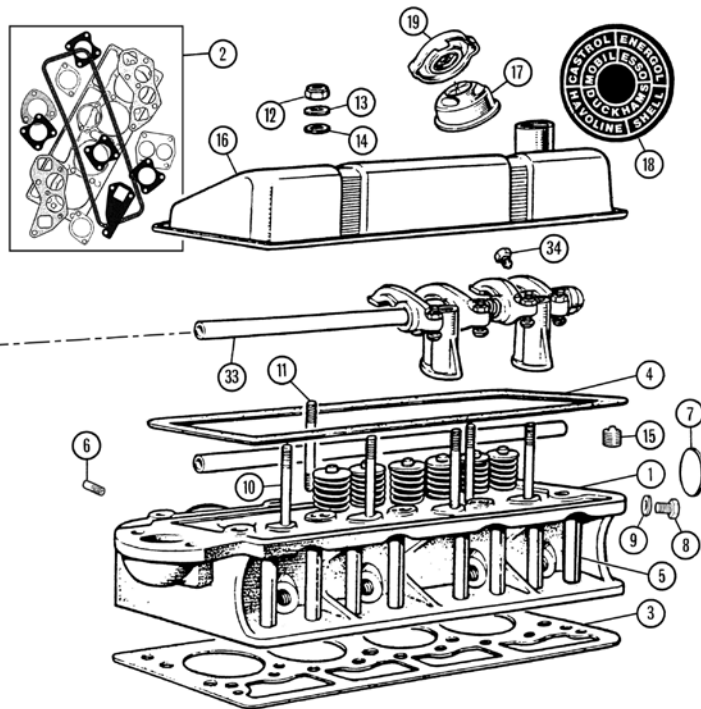
Working to original; drawings, these Brand New cylinder heads are designed (as closely as possible) to resemble the original (late) TR4-4A units. We recommend that you use as much NEW hardware as possible during installation to ensure the heads are as good a fit as possible. If you are fitting a Cast head, ensure your cooling system has the correct anti-freeze mixture. If you are fitting an alloy head, you **MUST** run with 100% Summer Coolant, which contains the correct inhibitors to prevent corrosion and electrolytic reaction.

Torque Settings: IRON CYLINDER HEAD 100-105 ft/lbs  
ALUMINIUM CYLINDER HEAD 70-72 ft/lbs

All our heads are fully machined and, where valve seats are fitted they are Lead Free.

Aluminium Heads have an 'A' in the part number suffix. (i.e. 511695AX).

Original thickness of all cylinder heads from block face to rocker cover gasket face was 3.3125 inches. Check this before commencing any machining work.



Cylinder Heads (Standard/Performance)

ill	Part Number	Description	Req.	Details
The following heads do not have: valves, valve seats, springs or caps. Allows variation in valve size.				
	511695X	£1,988.00 CYLINDER HEAD, cast iron	1	
	511695AX	£2,127.00 CYLINDER HEAD, aluminium	1	
The following heads do not have: valves, springs or caps. Valve guides supplied & fitted, valve seats fitted for standard valves.				
1	511695	£2,314.00 CYLINDER HEAD, cast iron	1	
	511695A	£2,375.00 CYLINDER HEAD, aluminium	1	
The following heads are fully finished & assembled with standard valves.				
	514748	£2,512.00 CYLINDER HEAD, cast iron	1	
	514748A	£2,634.00 CYLINDER HEAD, aluminium	1	

Performance (Stage Tuned) Cylinder Heads

2	501678	£51.80 GASKET SET, cylinder head	1	TR2 'Low port' head models
	GEG178	£29.20 GASKET SET, cylinder head	1	TR3-4A 'High port' head models
(Gasket set GEG178 will replace head sets for most models. Owners of TR3's with 'low port' heads & H6 carburettors will have to buy 2 manifold gaskets (106937) in addition to the gasket set as the inlet/exhaust manifolds to head' gaskets provided in the set will not fit. Contents of gasket set GEG178 are as follows (includes items 3 & 4):				
NI	113122	£3.50 GASKET, inlet/exhaust manifold	2	for high port heads
NI	GEG718	£3.50 GASKET, exhaust downpipe	1	TR2-3A, TR4
NI	GUG4811MG	£2.00 GASKET, exhaust downpipe	1	TR4A
NI	115467	£0.42 GASKET, thermostat	2	
NI	112867	£0.62 GASKET, carburettors, (1 3/4")	4	

NI	138586	£1.40 GASKET, water pump to housing	1	
NI	125251	£0.94 GASKET, distributor pedestal	1	
3	205481	£21.40 GASKET, cylinder head, copper, 86mm	1	
	TT1136	£132.00 GASKET, cylinder head, copper, 86mm	1	uprated alternative
	202775	£99.00 GASKET, cylinder head, steel, 89mm	1	uprated alternative
4	GEG437	£5.30 GASKET, rocker cover	1	
	694-001	£17.80 GASKET, rocker cover, silicone	1	standard cover
	694-002	£23.00 GASKET, rocker cover, silicone	1	alloy cover
5	100792	£5.80 TUBE, push rod	8	
6	DP514	£1.48 DOWEL	1	manifold face of head
7	027378	£1.80 CORE PLUG, dished	1	TR2-3A, TR4 to mid TR4A
	AEH592	£1.26 CORE PLUG, cupped	1	mid TR4A onwards
8	SH506041	£0.77 SET SCREW	1	rear of head
9	500464	£2.00 WASHER, copper	1	
10	TE506241	£5.00 STUD, rocker pedestal	4	
11	059011	£3.20 STUD, original rocker cover	2	
	TE505341	£2.40 STUD, alloy rocker cover	2	
12	GHF222	£0.55 NUT, nyloc, valve cover	2	
13	GHF301	£0.24 WASHER, steel	2	
14	WF508	£0.70 WASHER, fibre	2	
15	PS1603	£16.70 CORE PLUG, top face of cylinder head	1	
16				Note: Original Rocker Covers are not available. We have a selection of aluminium rocker covers available. See the Accessories section for full details.
17	113569	£31.50 CAP, oil filler, (push-on)	1	TR2-3A, TR4
18	CRTR210	£6.10 DECAL oil filler cap	1	open circuit breathing
19	GZC1400	NCA CAP, oil filler, zinc plated, (eared)	1	TR4A, closed circuit breathing
	143393	NCA CAP, oil filler (Oil filler cap GZC1400 is an alternative).	1	TR4A
20	057933	£3.70 TAPPET	8	
21	106968	£10.00 PUSHROD	8	(Push rods supplied are the later 3/8" diameter type, which replace the early 5/16" ones that were rather weak and prone to bend, or even break).
22	108806	£8.40 VALVE, exhaust, 3/8" diameter stem	4	TR2-3A, TR4 To CT21470
	136567	£11.50 VALVE, exhaust, 5/16" diameter stem	4	TR4 From CT21471, TR4A
23	108239	£5.60 GUIDE, exhaust valve, (for 108806)	4	TR2-3A, TR4 To CT21470
	058923	£1.56 GUIDE, exhaust valve, (for 136567)	4	TR4 From CT21471, TR4A

Quite often the later valves (part no. 136567), which had 'tulip' shaped heads and were thus desirably superior were fitted into the early heads. You can tell this when you order a 108239 valve guide and the valve you have 'waves' around in it. Don't panic. Also, don't order a 058923 valve guide, because it will wave around in the cylinder head. There is a 'conversion' guide to use in early heads to accommodate a 136567 valve - it's called 136575. Don't ask us how we are so familiar with this. Bitter experience. If your inlet & exhaust valves are the same stem diameter and you have an 'early' head you'll need 136575.

136575	£3.85	GUIDE 'CONVERSION', exhaust valve	4	17/32" O/D to 5/16" I/D
24 107626	£8.10	VALVE, inlet	4	
25 058923	£1.56	GUIDE, inlet valve	4	
26 108242	£3.55	VALVE COLLAR	4	when triple exhaust valve springs fitted
27 TT11161	£3.40	WASHER, lower valve spring	8	

Note: This washer is designed for use solely with our TR2-4A cast aluminium cylinder heads. It prevents the valve spring causing wear to the casting.

28 105803	£3.40	COLLAR, valve spring	8	triple exhaust & twin inlet spring type. TR2-3A, TR4
142137	£4.70	COLLAR, valve spring	8	
TT1116	£7.50	COLLAR, valve spring, alloy	8	
29 TT1007	£36.00	VALVE SPRING SET (With triple exhaust & twin inlet springs).	1	TR2-3A, TR4 To CT21470

Note: Aux spring only required when 3/8" stem exhaust valves are used. Lower spacer not to be used with this spring set.

TT1107	£35.10	VALVE SPRING SET (With double exhaust & twin inlet springs).	1	TR4 From CT21471, TR4A
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Note: Valve spring sets to standard specification are not available and, we consider they were a bit under-designed anyway, so we offer complete sets of uprated springs).

31 106663	£2.26	COTTER, split, valve retaining	16	
32 060733	NCA	END CAP, rocker shaft	2	
33 111064Z	£39.30	SHAFT, rocker	1	
TT1017	£60.90	SHAFT, rocker, tufride	1	
34 042880	NCA	SCREW, shaft retaining	1	
35 500975	£1.16	PIN, retainer	2	
36 044630	NCA	SPRING, end	2	
37 128075	NCA	SPRING, intermediate	2	
38 128074	NCA	SPRING, centre	1	
TT1018	£20.40	SPACER SET, rocker shaft	1	
39 112546	NCA	PEDESTAL, front & intermediate	3	cast iron
112545	NCA	PEDESTAL, rear, (drilled)	1	
112545X	£185.00	PEDESTAL SET, aluminium	1	suitable for standard & performance engines

(Aluminium pedestals may be used in 'complete sets' as replacements for the very early cast iron pedestals).

40 TT1910	£2.40	SHIM, pedestal	4	
41 GHF202	£0.22	NUT, pedestal	4	
51K1193B	£1.96	NUT, pedestal	4	improved
42 WP9	£1.04	WASHER, locking	4	
43 108012	£10.50	ROCKER ARM, No. 1, 3, 5, 7	4	
44 108014	£10.50	ROCKER ARM, No. 2, 4, 6, 8	4	
45 044370	£3.10	BUSH, rocker arm	16	

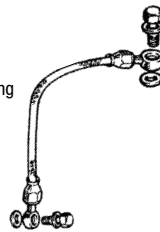
(There are two bushes (part no. 044370) in each rocker arm. Thus there are sixteen bushes in one car set. These bushes must be reamed to fit the rocker shaft).

46 109495	£2.80	ADJUSTER, rocker arm	8
47 51K1178	£0.47	'JAM' NUT	8

### Rocker Feed Kit

This kit enables oil to be supplied direct to the rocker shaft, increasing lubrication and thus reliability of this otherwise failure prone component. No modifications are required to the power unit in order to fit the kit.

TT1026	£37.45	ROCKER OIL FEED KIT, external	1
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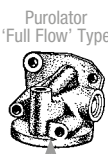


### Filter Heads

There are three different filter heads on the TR engine. As you may expect, most items are not available inside these assemblies, but some are, and many will only fit the type you have, that is to say, for example the 'O' ring (item 15) for a Purolator filter head will not fit the one for a Tecalमित head. Getting them wrong is a messy and potentially expensive mistake. You can tell the three heads apart by these differences.



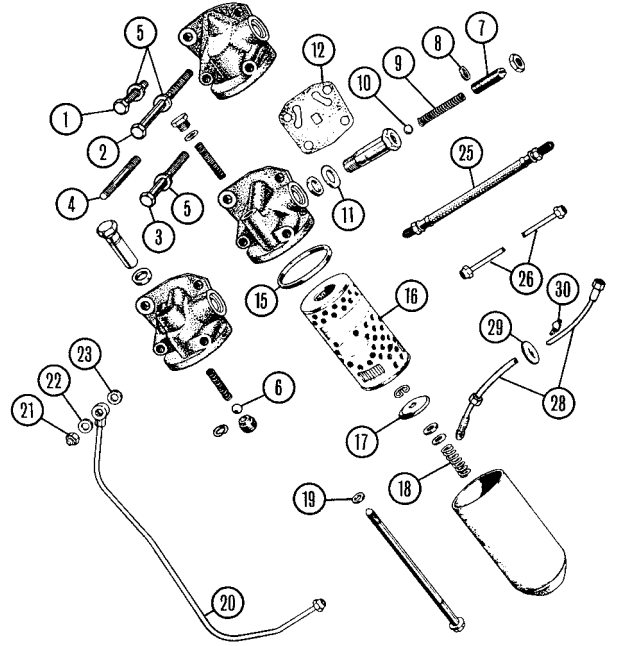
'Purolator' Written Here



'Purolator' Written Here



'Tecalमित' Written Here



### Oil Filter & Mountings

Part Number	Description	Req.	Details
1 GHF163	£0.55 BOLT, filter head, upper front	1	bypass type
BH505101	£1.40 BOLT, filter head, upper front	1	full flow type
2 BH505321	£2.42 BOLT, filter head, upper rear	1	bypass type
BH505321	£2.42 BOLT, filter head, upper rear	1	full flow type
3 BH505241	£2.26 BOLT, filter head, lower rear	1	
4 CHS2517	£2.05 STUD, oil filter and banjo fitting	1	
5 GHF332	£0.40 WASHER, locking	3	
6 BL27	£6.00 BALL, (on balance valve)	1	Purolator
BL28	£0.36 BALL, (on balance valve)	1	Tecalमित
7 060416	NCA SCREW, adjusting	1	Purolator
8 030123	NCA WASHER, lead linger/wire	1	
9 060414	£5.00 SPRING, relief valve	1	Purolator
059609	NCA SPRING, relief valve	1	Tecalमित
10 BL27	£6.00 BALL	1	Purolator
BL28	£0.36 BALL	1	Tecalमित
11 500329	£2.70 WASHER	1	Purolator
12 112146	£0.62 GASKET	1	all
15 13H998	£1.40 'O' RING, sealing, oil filter	1	
16 48G171	£8.16 OIL FILTER, felt	1	all
GFE104	£4.20 OIL FILTER, paper	1	

(These filters come complete with two types of 'O' ring (item 15). Be sure to put the correct 'O' ring in your filter head).

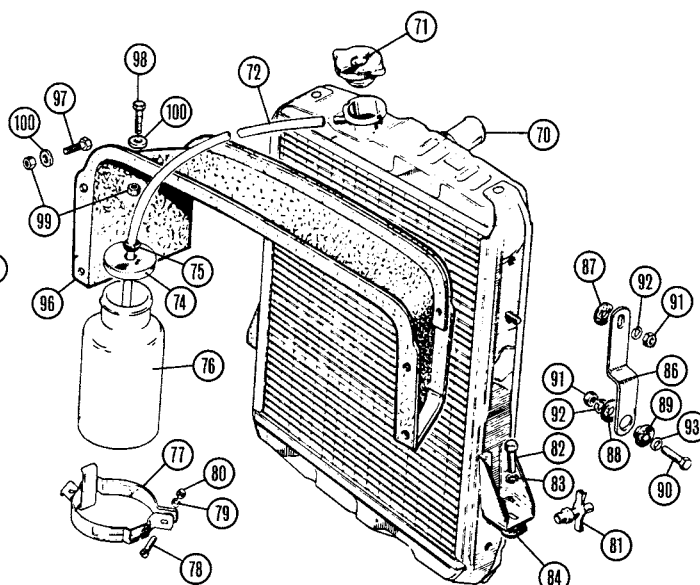
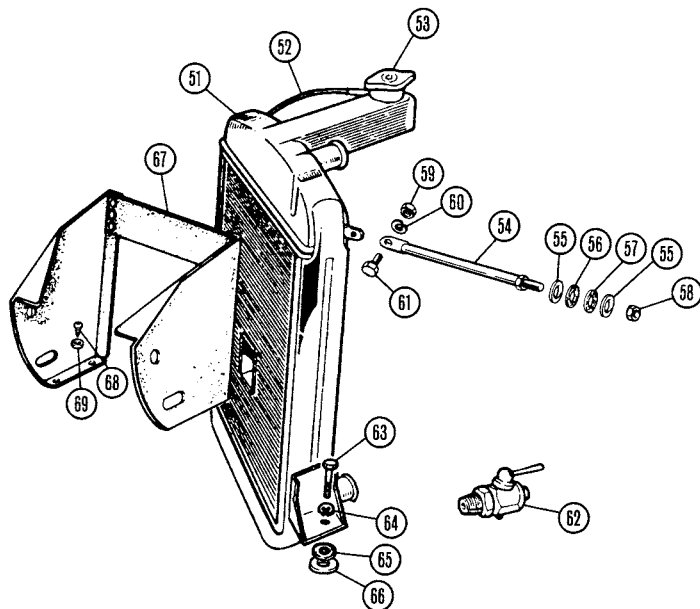
17 500439	£3.90 GUIDE PLATE, oil filter	1	Purolator
17H846	£12.00 GUIDE PLATE, oil filter	1	Tecalमित
18 500319	£1.25 SPRING, on main bolt	1	Purolator
19 500321	£0.98 WASHER, rubber	1	Purolator
37H1173	£1.01 WASHER, rubber	1	Tecalमित

The following items are the same whichever filter head is fitted:

20 200646	£24.90 OIL PIPE, filter head to bulkhead	1	including banjo
200646B	NCA BANJO, (fits on end of 200646)	1	
21 14B2685	£2.20 NUT, domed	1	
22 GHF362	£0.90 WASHER, copper, (outer)	1	
23 233220A	£0.89 WASHER, copper, (inner)	1	

(When you have two copper washers in your oil stained hand and you know that you have one 114034 & one 114033, but can't tell the one from the other, there is a simple rule to follow. The inner (114033) has the larger hole in the middle to allow the passage of oil into the banjo on the oil pipe (item 20).

25 102238	£23.60 HOSE, flexible, stainless steel	1	TR2-3A & early TR4 (This hose links oil pressure gauge pipe on engine to the pipe on the bulkhead).
26 202973	£23.00 PIPE, (rigid), on bulkhead to gauge	1	TR2-3A & early TR4
28 138308	£27.00 PIPE, (nylon), replaces flexible pipe	1	TR4-4A (The nylon pipe replaces the flexible hose and rigid pipe in that it goes direct from the pipe (200646) to the oil pressure gauge. Listed as an 'alternative' to 202793 in the Triumph Parts Book, but standard on all TR4A's).
29 600395	£1.60 GROMMET	1	
30 059380	£2.50 CLIP, oil pressure pipe to bulkhead	2	



**Radiator & Fittings**

Ill	Part Number	Description	Req.	Details
51	400311R	£405.10 RADIATOR, exchange, reconditioned (With extended filler neck and centred top hose inlet).	1	TR2 to TS1200 customers own unit
	400412	£377.60 RADIATOR, new (With extended filler neck and offset top hose inlet and crank hole).	1	TR2 from TS1201, TR3-3A TR4 to CT9552
	400412AL	£592.00 RADIATOR, aluminium, new1		
	400412WO	£321.20 RADIATOR, new, without starter hole		
	402001	£336.70 RADIATOR, new (No filler neck).	1	TR4 from CT9553
	402001AL	£584.60 RADIATOR, aluminium new	1	
52	GRH1005M	£7.60 HOSE, overflow, (cut to 30")	1	TR2-3A TR4
53	GRC103	£3.05 CAP, radiator, 4 psi	1	TR2-3A TR4
	GRC103SS	£5.50 CAP, radiator, 4 psi, stainless steel	1	
	GRC101	£3.05 CAP, radiator, 7 psi	1	TR4, (with filler neck)
	GRC101SS	£6.60 CAP, radiator, 7 psi, stainless steel	1	
	GRC112	£3.05 CAP, radiator, 7 psi	1	TR4, (without filler neck)
	GRC112SS	£6.60 CAP, radiator, 7 psi, stainless steel	1	
54	111164	£13.00 ROD, radiator support	2	TR2-3A
	131585	£9.10 ROD, radiator support	2	TR4
55	WP17	£0.30 WASHER, plain	4	
56	GEX7329	£4.00 GROMMET	2	TR4 From CT1016
	GEX7329Z	NCA GROMMET, aftermarket	2	
57	GEX7330	£1.75 WASHER, rubber	2	
58	NT605041	£0.30 NUT	4	
59	GHF201	£0.14 NUT, (plain), stay to radiator	2	
60	GHF332	£0.40 WASHER, locking	2	
61	SH605061	£0.22 SCREW, hexagon headed	1	
62	061864	£11.60 TAP, radiator drain	1	
63	SH606101	£0.60 BOLT, radiator mounting (Radiator mounting screws on TR2-3A go from under the frame upwards to the radiator. The system illustrated is TR4).	2	
64	GHF333	£0.30 WASHER, locking	2	
65	GHF316	£0.77 WASHER, plain	2	
66	601994	£1.57 PACKING, radiator mounting	a/r	(see note: item 84)
67	803440/8	£13.60 DUCT SET, radiator	1	
68	GHF423	£0.30 SET SCREW	4	TR3A
69	WP4	£0.30 WASHER, plain	4	
70	307309	£283.50 RADIATOR	1	TR4A, standard
	307309AL	£575.10 RADIATOR	1	TR4A, aluminium
71	GRC112	£3.05 CAP, radiator, 7 psi	1	TR4A, (without filler neck)
	GRC112SS	£6.60 CAP, radiator, 7 psi, stainless steel	1	
72	137742	£6.50 HOSE, overflow	1	
74	137743	£3.20 CAP, overflow bottle	1	
75	12H1060	£0.84 GROMMET	1	
76	137632	£10.60 BOTTLE, overflow	1	
77	142804	£22.36 BRACKET, overflow bottle, original	1	TR4A
	713544	£16.66 BRACKET, overflow bottle, reproduced	1	
78	PT507	£0.84 SET SCREW, bottle bracket	1	
79	WL700101	£0.25 WASHER, locking	1	
80	HN2005	£0.16 NUT, plain	1	
81	132565	£10.30 TAP, radiator drain	1	
82	SH606101	£0.60 SCREW, radiator mounting	2	
83	GHF333	£0.30 WASHER, locking	2	
84	601994	£1.57 PACKING, radiator mounting	a/r	

(These packing pieces are used to adjust the height of the radiator to line-up exactly the top outlet with the outlet on the thermostat housing).

86	142665	NCA BRACKET, radiator support	2	
87	2K9679	£1.15 WASHER, rubber	2	
88	GEX7330	£1.75 WASHER, rubber	2	
89	GEX7329	£4.00 BUSH	2	
	GEX7329Z	NCA BUSH, aftermarket	2	
90	BH605101	£0.95 BOLT, bracket to radiator	2	
91	GHF201	£0.14 NUT, plain, bracket to radiator	4	
92	GHF332	£0.40 WASHER, locking	4	
93	WP17	£0.30 WASHER, plain	2	
96	850435	£32.40 DUCT, radiator	1	
	850435A	£61.60 DUCT, radiator, aluminium	1	
97	AB610043	£0.70 SET SCREW, 1/2"	4	TR4-4A
98	AB610063	£0.78 SET SCREW, 3/4"	3	
99	GHF713	£0.43 NUT, fixing	7	
100	PWZ203	£0.19 WASHER, plain	7	

**Aluminium Radiators (TR2-TR4A)**

These well engineered aluminium radiators can give you a weight saving of approximately 50%. They have a high density core with polished end tanks and standard fixing brackets.

NI	400412AL	£592.00 RADIATOR, aluminium, (with neck)	1	TR2, TR3, TR4 To CT9552
NI	402001AL	£584.60 RADIATOR, aluminium, (without neck)	1	TR4 From CT9553
NI	307309AL	£575.10 RADIATOR, aluminium	1	TR4A

**TR4 Radiator Shield**

We have redesigned our radiator shield not only to protect the lower tank of the radiator but also to act as a stronger mounting position for the anti-roll bar centre mounts. The radiator shield is pre-drilled for the anti roll bar mounts and can be used with or without the bumper irons, as preferred. It can also be used as a suitable mounting platform for an oil cooler.

301644	£101.00	RADIATOR SHIELD	1	TR4
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**Preserve Your Cooling System**

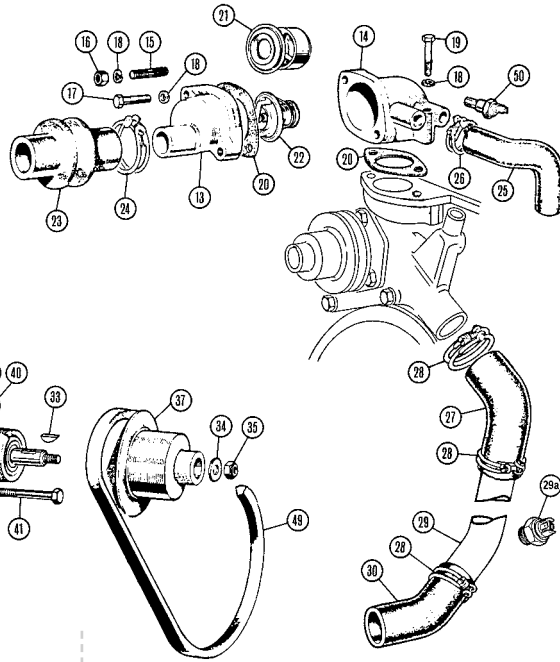
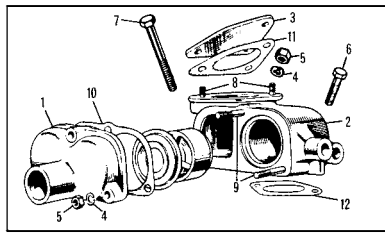
Here we have listed items that we all know about, but sometimes forget!

Today's anti freeze are of a high quality chemical mix and no longer deteriorate within 6 months and ruin the cooling system of the engine. However, anti freeze should always be used as recommended by the manufacturer and any instructions given should be adhered to.

The hidden benefit of using anti freeze throughout the year is that not only does it protect the cooling system from freezing in cold weather, as the name suggests, but it also increases the boiling point of the water; this is ideal for the hotter conditions of summer driving. Most high grade anti freeze solutions also contain an inhibitor that will reduce or eliminate cooling system corrosion.

That will stop, for example, thermostat housings and other alloy components from disintegrating.

NI	GEC2001	£3.60 ANTI-FREEZE	a/r	1 litre
NI	GEC2002	NCA ANTI-FREEZE	a/r	2 litre
NI	GEC2005	NCA ANTI-FREEZE	a/r	5 litre
NI	GAC6073	£2.32 BARS SEAL, Pellet	a/r	
NI	MRD1031	£3.83 BARS LEAK	a/r	135ml
NI	MRD1032	£3.50 BARS FLUSH	a/r	100gm
NI	MM220-115	NCA WATER WETTER, redline	a/r	



**Thermostat & Fittings**

**TR2 To TS1200**

Early TR2's to TS1200 have a unique (double chamber) thermostat housing that is unique, it is shown above in the inset illustration (items 1 to 12).

Ill	Part Number	Description	Req.	Details
1	105584	NCA COVER, thermostat	1	
2	201522	NCA HOUSING, thermostat	1	
3	108490	NCA COVER PLATE, thermostat housing	1	
4	GHF332	£0.40 WASHER, locking	a/r	
5	GHF201	£0.14 NUT, plain	a/r	
6	BH505281	£1.80 BOLT, housing & cover plate	1	
7	BH505161	£1.26 BOLT, housing	1	
8	53K2171	£1.31 STUD, cover plate	2	
9	FHS2512	£1.57 STUD, thermostat cover	2	
10	105593	NCA GASKET, cover to housing	1	
11	105592	NCA GASKET, top cover	1	
12	115467	£0.42 GASKET, thermostat housing	1	standard material
	115467X	£1.50 GASKET, thermostat housing	1	uprated material

**TR2 from TS1201, TR3-3A-4-4A**

13	124744	£36.50 COVER, thermostat	1	
14	203781	£47.50 HOUSING, thermostat	1	
15	FHS2512	£1.57 STUD, thermostat cover	2	alternative to 17
16	GHF201	£0.14 NUT, plain	2	
17	BH605111	£0.77 BOLT, thermostat cover	2	alternative to 15 & 16
18	GHF332	£0.40 WASHER, locking	a/r	
19	BH505161	£1.26 BOLT, (2"), thermostat housing	1/2	
	BH505221	£1.43 BOLT, (2 3/4"), thermostat housing	2	
20	115467	£0.42 GASKET, thermostat housing	1	standard material
	115467X	£1.50 GASKET, thermostat housing	1	uprated material
21	107590	£87.80 THERMOSTAT, bellows type, (72°C)	1	
22	GTS102	£4.85 THERMOSTAT, wax type, (160°F, 74°C)	1	hot climate
	GTS104	£5.20 THERMOSTAT, wax type, (180°F, 82°C)	1	standard
	GTS106	£6.00 THERMOSTAT, wax type, (195°F, 88°C)	1	cold climate

**All Models**

23	GRH453	£7.50 HOSE, radiator top, standard	1	
	GRH453X	£12.90 HOSE, radiator top, silicone	1	
24	CS4029	£2.00 CLIP, top hose	2	wire type
	GHC11045	£2.95 CLIP, top hose	2	jubilee type
25	105598	£7.40 HOSE, bypass, standard	1	
	105598X	£26.10 HOSE, bypass, silicone	1	
26	CS4020	£1.40 CLIP, bypass hose	2	wire type
	GHC11035	£2.90 CLIP, bypass hose	2	jubilee type
27	GRH389	£5.30 HOSE, intermediate, standard	1	
	GRH389X	£13.00 HOSE, intermediate, silicone	1	
28	CS4029	£2.00 CLIP, intermediate & bottom hoses	4	wire type
	GHC11045	£2.95 CLIP, intermediate & bottom hoses	4	jubilee type
29	130039SS	£12.80 PIPE, water return, stainless steel	1	
	130039SST	£26.60 PIPE, water return, stainless steel	1	with adaptor for Kenlowe electric fan thermo' switch

29a	IM50250	£7.50 THERMO' SWITCH, (86°C on - 76°C off)*	1	electric fan control (continued)
	IM50090	£8.60 THERMO' SWITCH, (86°C on - 81°C off)*	1	
	IM50100	£8.60 THERMO' SWITCH, (82°C on - 68°C off)*	1	
	IM50120	£8.60 THERMO' SWITCH, (88°C on - 79°C off)*	1	

\*Note: Choice of Thermostatic switch should be matched to your thermostat. Do not be tempted to use one which cuts in at too late a temperature. Remember there is approximately 7°C temperature drop through the radiator.

30	GRH389	£5.30 HOSE, bottom, standard	1	TR2-3A
	GRH389X	£13.00 HOSE, bottom, silicone	1	
	130038	£5.30 HOSE, bottom, standard	1	TR4-4A
	130038X	£9.60 HOSE, bottom, silicone	1	
31	501488	£53.05 WATER PUMP, standard, (with pulley)*	1	uses removable pulley (item 37) Classic Gold
	501488X	£76.25 WATER PUMP, uprated, (with pulley)**	1	
	QHQP170	£65.90 WATER PUMP, standard, (less pulley)*	1	
	QHQP170CG	£59.20 WATER PUMP, standard, less pulley*	1	
	QHQP170XCG	£74.20 WATER PUMP, uprated, (less pulley)**	1	Classic Gold

\*Note: Two types of water pump were supplied. The original with a removable pulley and a Unipart replacement item with a 'pressed-on NON-removable' pulley.

\*\*Note: Our Uprated Water Pumps should appeal to owners of early TR's with an up-rated engine or cars where the cooling capacity seems marginal or inadequate. The uprated pump is fitted with a six bladed curved impellor, which roughly doubles the coolant flow.

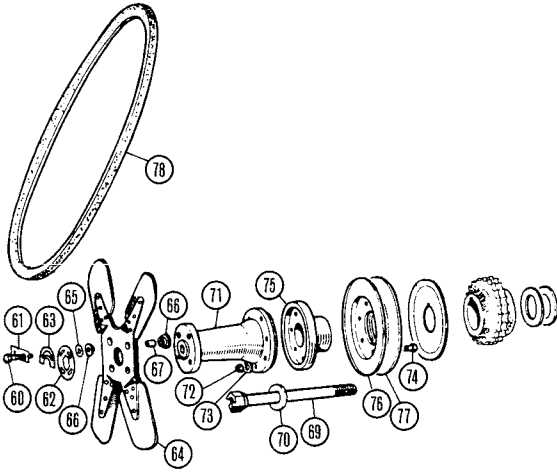
NI	060313	NCA SEAL, gland, inner	1
NI	88G446	£14.10 SEAL, gland, outer	1

\*Note: This type of seal has been fitted to all Moss TR2-4 water pumps sold since the year 2000 and should only be used for these purposes as it will not fit the early type water pumps).

32	138587	£1.45 GASKET, pump to housing	1	
33	WKN405	£1.04 KEY, pulley to shaft	1	
34	WP181	£1.80 WASHER	1	pumps with
35	GHF242	£1.57 NUT, self-locking, (5/16")	1	removable pulley
	GHF232	£0.53 NUT, nyloc, (M8 metric)	1	may be used by replacement pumps
36	125361	£1.75 GREASE NIPPLE	1	
37	105537	£41.20 PULLEY, water pump, standard*	1	original type pumps/wide belt
	105537A	£59.10 PULLEY, water pump, lightweight alloy	1	for narrow belt GCB107950

\*Note: Two types of water pump were supplied. The original with a removable pulley and a Unipart replacement item with a 'pressed-on NON-removable' pulley.

38	056243	£2.90 STUD, water pump to housing	2	
39	GHF333	£0.30 WASHER, locking	3	
40	GHF202	£0.22 NUT	2/3	(replacement pumps use 3)
41	BH506241	£1.39 BOLT, water pump to housing	1	removable pulley type
	TE506241	£5.00 STUD, to replace bolt	1	pressed-on pulley type
44	057014	NCA HOUSING, water pump, standard	1	cast iron
	057014A	NCA HOUSING, water pump, lightweight	1	aluminium
45	138586	£1.40 GASKET, housing to block	1	
46	GHF333	£0.30 WASHER, locking	2	
47	BH506181	£1.60 BOLT, housing to block	2	
49	GF40975	£18.00 FAN BELT, (original wide belt)	1	
	GCB10975	£12.10 FAN BELT, (narrow belt)	1	
50	GTR104	£5.95 TEMPERATURE TRANSMITTER	1	TR4-4A



Fan Blades, Hub/Extension & Fittings

ill	Part Number	Description	Req.	Details
60	BH605111	£0.77 BOLT, fan attachment	4	
61	107857	£2.10 TAB WASHER	2	
62	108497	£8.50 LOCK PLATE, crank bolt	1	
63	107858	£8.40 BALANCE PIECE	1	
64	202025	£113.00 FAN, 4-bladed	1	TR2-3A
	209792	£113.00 FAN, 4-bladed	1	TR4-4A
	211986	NCA FAN, 6-bladed	1	some TR4
(The 6-bladed fan (part no. 211986) for TR4A's is no longer available, but can be replaced by the 4-blade type (part no. 209792) without any problems. All mounting bolts and hardware are the same. We have re-tooled both 209792 and 202025 and they are identical to the originals).				
65	GHF301	£0.24 WASHER	4	
66	108496	£0.67 BUSH, rubber, fan mounting	8	
67	108499	£1.20 SLEEVE, steel	4	
69	108498	NCA BOLT*	1	TR2-3B
	128319	NCA BOLT*	1	TR4-4A
*Note: Fan extension & pulley hub to crankshaft. Bolt (part no. 128319) has a starting handle slot in the head. It was not fitted to TR4A's, but as the bolt that was fitted (part no.142185) is no longer available, we recommend using 128319).				
70	108494	NCA SHIM	a/r	
71	108493	£46.50 EXTENSION, fan hub	1	TR2-3B
	128318	£54.70 EXTENSION, fan hub	1	TR4-4A
72	GHF271	£0.41 NUT, nyloc, pulley to hub	6	
73	WP127	£0.52 WASHER, (fits under nut)	6	
74	BH604111	£0.72 BOLT, pulley to hub	6	
75	107250	£60.40 HUB, pulley, standard	1	for original wide fan belt
	107250X	NCA HUB, pulley, lightweight alloy	1	for narrow belt GCB107950
76	107252	NCA PULLEY, front half, dished	1	
77	110023	NCA PULLEY, rear half, flat	1	
	107252X	£80.20 PULLEY, machined billet, wide belt	1	replacements for
	107252A	£65.50 PULLEY, machined billet, narrow belt	1	76 & 77
78	GFB40975	£18.00 FAN BELT, original wide belt	1	
	GCB10975	£12.10 FAN BELT, narrow belt	1	

Bolt & Spacer Kit

This bolt and spacer kit allows you to remove the fan extension piece when changing your TR2-4A from the belt driven fan to an electric fan.

108498SK	£16.40	Bolt & Spacer Kit
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Narrow Fan Belt Conversion (Damped)

There will be many who will wish to seize the opportunity to fit a 'narrow belt' conversion at this time, and ensure the life of that precious crankshaft, with the harmonic damper included in this kit. Every modern car is fitted with a damper, so this must be key to engine harmonic stress elimination within older engines. This kit includes Harmonic Damper (crank), Spacer, Bolt, washer, (alternator) Pulley (water pump) Pulley (alloy) & Fan Belt. See electrical section for 'alternator conversion' (on page 84) using this narrow belt conversion.

NI	TT1132	£174.00	NARROW BELT CONVERSION	1	damped steel pulley
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The damped pulley conversion (TT1132) requires the use of an electric fan and removal of the fan & fan hub extension - which is obviously the best way to go. For those who are determined to retain the original (rather agricultural) fan arrangement and fit an alternator, we can supply a crankshaft pulley (107252A) which does allow this if used in conjunction with the water pump pulley (105537A) and the alternator pulley (12G1054) required for your application.

NI	107252A	£65.50	CRANKSHAFT PULLEY, alloy	1
NI	105537A	£59.10	WATER PUMP PULLEY, alloy	1
NI	12G1054	£18.80	ALTERNATOR PULLEY	1
NI	GCB10963	£7.80	BELT, fan	1

See also 'Narrow Fan Belt Kit (Un-Damped)'.  
 Lastly (unless you are retaining your old wide belt pulley), you now need to choose the pulley to enable a perfect match of alternator performance to your TR's use. Only one of the 4 listed is essential, though you might wish to select more, for instance if the car is used for occasional competition use. All these are for narrow belts. If you are retaining the wide belt, ignore this list. As the wide belt stretches, it may be necessary to re-install the 'old' adjustment link to obtain sufficient adjustment.

NI	AEU1238	£13.20	PULLEY, (2.5" diameter)	1	(For normal road work. Use with fan belt GCB10965).
NI	12G1054	£18.80	PULLEY, (2.75" diameter)	1	(For fast road work. Use with fan belt GCB10975).
NI	CAEA535	£61.20	PULLEY, (4.5" alloy)	1	(For competition use only. Use with fan belt GCB11000).
NI	102266A	NCA	PULLEY, (4.5" alloy)	1	(Reverse flow. Competition use only without fan. Use with fan belt GCB11000).

Note: If TT1132 conversion is to be fitted, this kit includes the correct pulley & fan belt, and this arrangement works well for just about any type of use. Fitting instructions are included covering all vehicles currently fitted with an original starter motor and solenoid. Pre-engaged & Geared starters may require a different arrangement as the solenoid may have been removed. All TR's fitted with an alternator **MUST** be converted to negative earth, The coil leads will also need swapping over. This may affect some car radios.

Narrow Fan Belt Kit (Un-Damped) (TR2-4)

This narrow fan belt kit allows the original fan & fan hub extension to be retained. This kit must not to be used for competition purposes.

NI	TT1132A	£193.70	NARROW BELT KIT, un-damped	1	with un-damped alloy crankshaft pulley
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The following parts are available separately:

NI	107252A	£65.50	PULLEY, crankshaft, alloy	1	un-damped
NI	105537A	£59.10	PULLEY, water pump, alloy	1	
NI	GCB10975	£12.10	FAN BELT	1	
NI	BH610121	NCA	BOLT	1	
NI	TT11321	£3.50	WASHER	1	

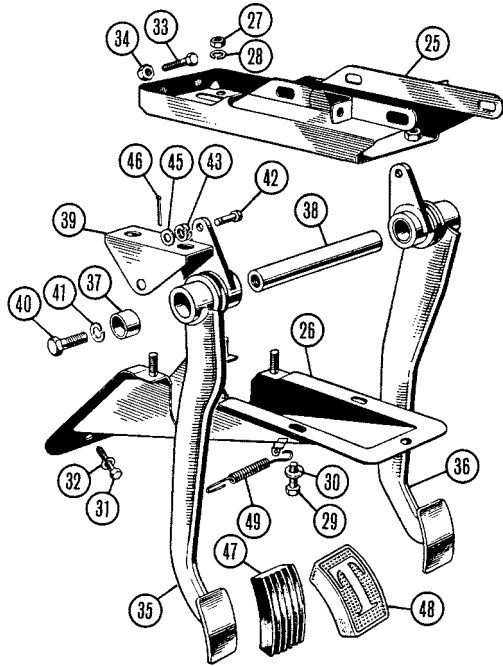
Hose Clips



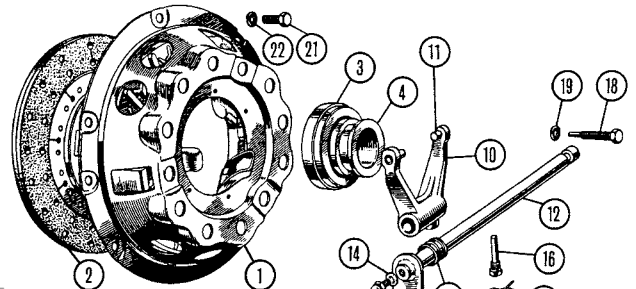
Original wire style

These wire clamps were original equipment on Triumphs. Cadmium plated for long-lasting beauty & durability, they're necessary for correct restoration. Just measure the outside of your hoses to determine which ones you need.

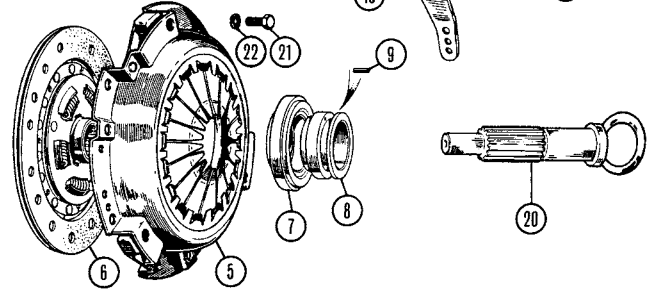
CS4012	£1.20	HOSE CLIP, (3/4" to 7/8")	a/r
CS4020	£1.40	HOSE CLIP, (1 1/16" to 1 1/4")	a/r
CS4025	£1.40	HOSE CLIP, (1 3/8" to 1 9/16")	a/r
CS4026	£2.00	HOSE CLIP, (1 7/16" to 1 5/8")	a/r
CS4029	£2.00	HOSE CLIP, (1 11/16" to 1 7/8")	a/r
CS4038	£1.50	HOSE CLIP, (2 1/4" to 2 7/16")	a/r
CS4042	£1.20	HOSE CLIP, (2 7/16" to 2 5/8")	a/r



TR2-3A, TR4



TR4A



**Clutch/Brake Pedals & Master Cylinder Mountings**

Ill	Part Number	Description	Req.	Details
25	106668	£65.20 BRACKET ASSEMBLY	1	TR2, TR3 To TS13045
	203239	NCA BRACKET ASSEMBLY	1	TR3 From TS13046, TR3A
	138910SR	NCA BRACKET ASSEMBLY	1	TR4-4A
26	106670	NCA COVER ASSEMBLY, pedal shaft	1	
27	GHF201	£0.14 NUT, bracket & cover to bulkhead	4	
28	GHF332	£0.40 WASHER, locking	4	
29	SH605061	£0.22 SCREW	2	cover & m/cyl. to bulkhead
30	GHF332	£0.40 WASHER, locking	2	
31	SH605051	£1.00 SCREW, cover to bulkhead	2	
32	GHF332	£0.40 WASHER, locking	2	
33	SH604091	£0.83 SCREW, pedal stop	2	
34	JN2107	£0.43 NUT, jam	2	
35	106672	NCA PEDAL, clutch, RHD	1	TR2, TR3 To TS13045
	113363	NCA PEDAL, clutch, RHD	1	TR3 From TS13046, TR3A
	133810	NCA PEDAL, clutch, RHD	1	TR4-4A
	106766	NCA PEDAL, clutch, LHD	1	TR2, TR3 To TS13045
	113363	NCA PEDAL, clutch, LHD	1	TR3 From TS13046, TR3A
	129275	NCA PEDAL, clutch, LHD	1	TR4-4A
36	106673	NCA PEDAL, brake, RHD	1	TR2, TR3 To TS13045
	113366	NCA PEDAL, brake, RHD	1	TR3 From TS13046, TR3A
	133808	NCA PEDAL, brake, RHD	1	TR4-4A
	106767	NCA PEDAL, brake, LHD	1	TR2, TR3 To TS13045
	113364	NCA PEDAL, brake, LHD	1	TR3 From TS13046, TR3A
	129277	NCA PEDAL, brake, LHD	1	TR4-4A
37	100954	£1.80 BUSH, pedal pivot	4	
38	110016	£6.00 SHAFT, pedal	1	
39	106678	NCA BRACKET, pedal shaft	2	
40	SH606051	£0.92 SCREW, bracket to shaft	2	
41	GHF333	£0.30 WASHER, locking	2	
42	PJ8812	£1.04 CLEVIS PIN	2	TR2, TR3 To TS13045
	057194K	£11.70 SCREWED PIN	2	TR3 From TS13046, TR3A
	PJ8812	£1.04 CLEVIS PIN	2	TR4-4A
43	AJD7731	£0.77 WASHER, double coil	2	TR2, TR3 To TS13045
	131787	NCA SPRING, anti-rattle	2	TR4-4A
45	GHF301	£0.24 WASHER, plain	2	TR2, TR3 To TS13045, TR4-4A
46	PS103121	£1.10 SPLIT PIN	2	TR2, TR3 To TS13045
	GHF502	£0.22 SPLIT PIN	2	TR3 From TS13046, TR3A
	GHF503	£0.30 SPLIT PIN	2	TR4-4A
47	105159	£2.75 PEDAL RUBBER, ribbed	2	TR2, TR3 To TS13045
48	122289	£4.10 PEDAL RUBBER, Triumph logo	2	TR3 From TS13046, TR3A
				TR4-4A
49	057950	£4.10 SPRING, pedal return	2	

3	501608	£23.80 BEARING, clutch release	1	TR4A
4	100159	£53.10 SLEEVE, release bearing carrier	1	
	GCK6004X	£126.50 CLUTCH KIT, cover, plate & bearing	1	
5	GCC228	£59.70 COVER, clutch*	1	
	GCC228	£59.70 COVER, laycock, clutch*	1	
6	GCP143	£54.90 PLATE, clutch*	1	
7	GRB211	£22.80 BEARING, clutch release	1	
	BBHD3269	NCA BEARING, clutch release, uprated	1	
8	147858	£22.50 SLEEVE, release bearing carrier	1	
9	DS811	£0.47 ROLL PIN, release fork to carrier	1	

\*Note: TR4A's were originally fitted with either a Laycock or Borg & Beck clutch. Both types are interchangeable as sets. When replacing a Laycock with a Borg & Beck type it is essential to fit the clutch cover securing bolts SH505061 (item 21), as the bolts used on the Laycock type were shorter. All clutch items supplied are new and are not rebuilt.

10	106022	£38.10 FORK, clutch	1	includes pins 100164
11	100164	£2.40 PIN, clutch fork	2	
12	108887	£52.70 SHAFT, clutch operating	1	greaseable bearings
	136354	£25.30 SHAFT, clutch operating	1	non-greaseable bearings
13	LN30041	£1.10 GREASE NIPPLE	2	greaseable clutch shaft
14	WF507	£0.41 WASHER, fibre	2	
15	105752	£3.00 SPRING, clutch shaft	1	
16	158777X	£9.20 PIN, fork to clutch shaft	1	
17	EAW4321	£0.36 SOFT WIRE, for locking pin	1	
		(The release fork pin (item 16) often cracks or breaks. When doing any clutch work, this pin should be replaced. The high tensile replacement pin will help ensure against premature failure and loss of clutch operation. As a matter of course we will only supply the 158777HDX type.)		
18	BH505161	£1.26 BOLT, shouldered, shaft to casing	a/r	cut to length after fitting
19	GHF332	£0.40 WASHER, locking	a/r	
20	MM387-220	£6.40 TOOL, clutch alignment, (standard gears)	1	10 x 1.25" splines
	GAC5064X	£6.40 TOOL, clutch alignment, (close ratio gears)	1	23 x 1" splines
21	SH505061	£0.64 SCREW, pressure plate to flywheel	6	
22	GHF332	£0.40 WASHER, locking	6	

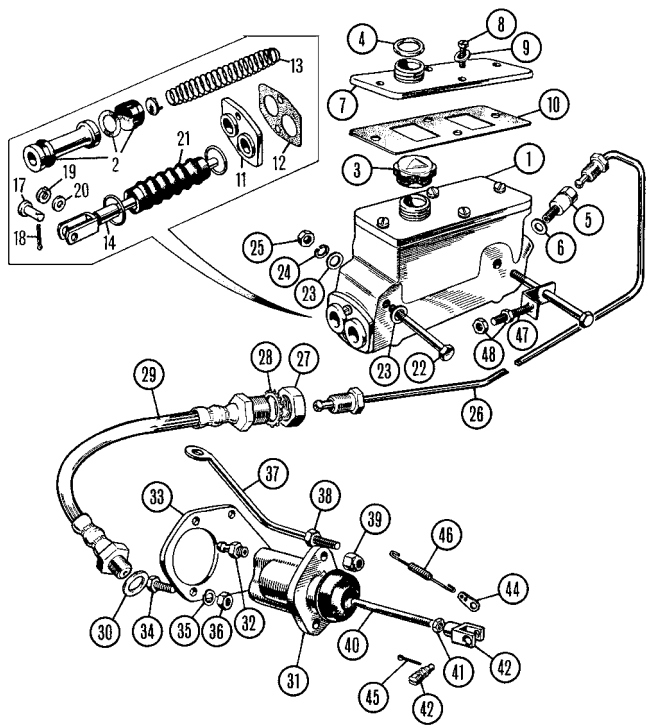
**Clutch Replacement**

Insert your clutch alignment tool (part no MM387-220) through your new clutch plate, push the tool into the spigot bush into the crankshaft, then press the plate up flat against the flywheel. Locate the new clutch cover on the dowel pins and install the six bolts just a couple of turns each. Now, by exerting appropriate sideways pressure on the handle of the alignment tool, position the plate so that you can slip the tool in and out of the spigot bush with minimal drag on the splines. There is one spot, with the plate perfectly centred, where virtually no resistance will be felt. Once the plate is in that position, tighten the bolts one turn each at a time until they are all fully secure and correctly torqued to 20 foot lbs. The tool should still slip in and out very easily. If it doesn't, repeat the procedure until it does. If the tool meets no resistance, the gearbox input shaft will go in equally easily. Before installing the new clutch release bearing to its carrier, ensure that the surface of the front cover extension is clean and has been lightly polished with a fine abrasive. The inside surface of the release bearing carrier must also be clean and smooth. Wire brush the splines on the gearbox input shaft, then give a light coat of special grease (part no. 153317) to the splines, the spigot, and the front cover extension. When re-assembling the gearbox to the engine, be sure to get the bell-housing parallel to the rear engine plate or face once the input shaft splines enter the clutch disc; it will then slide all the way home without the need for brute force.

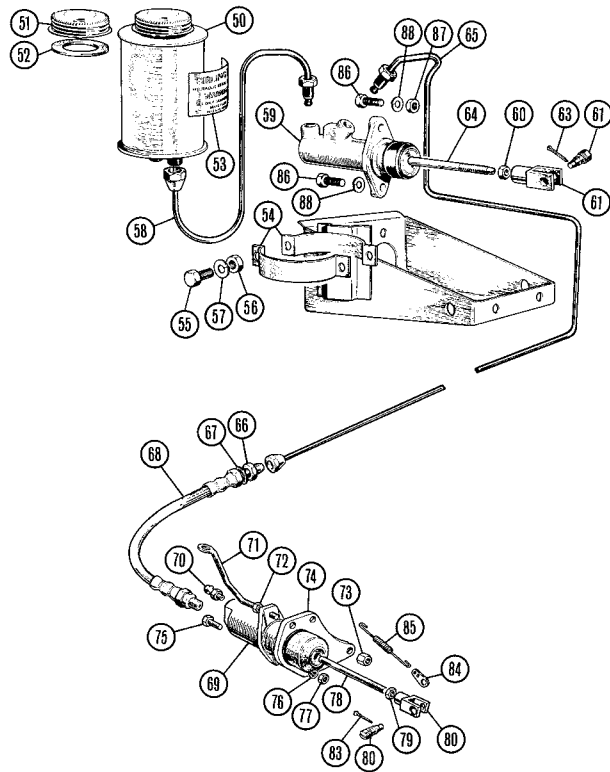
**Clutch Drive Components**

	GCK6001X	£166.70 CLUTCH KIT, COVER, PLATE & BEARING	1	TR2-3A, TR4
	GCC127	NCA COVER, clutch	1	
1	GCC127BB	£120.00 CLUTCH COVER, B&B, aftermarket	1	
2	116638	£59.20 PLATE, clutch	1	





Lockheed Clutch Hydraulics, TR2, TR3, To TS13045



Girling Clutch Hydraulics, TR3 from TS13046, TR3A

Clutch Hydraulics Explained

When Triumph introduced the Girling disc brake system in 1957 the TR3 became the first mass produced car in the world to be fitted with disc brakes as standard. At the same time they converted the entire hydraulic system to Girling including the clutch.

All TR's from 1957 were equipped with Girling hydraulics up to the TR6 which had the complete Girling system, except for the utilisation of a Lockheed slave cylinder. The early Lockheed hydraulics were fitted up to chassis number TS13045. Even the most basic components are quite difficult to get for this Lockheed system.

We believe Lockheed could do a better job for us in servicing the system, but they are a large company and don't seem to care about owners of older cars. Ever resourceful however, we have managed to 'cobble together' some items from the existing Lockheed range which function okay, but may not look exactly original.

Lockheed Clutch Hydraulics - TR2, TR3 To TS13045

ill	Part Number	Description	Req.	Details
1	LK36944X	£88.30 MASTER CYLINDER, clutch & brake	1	services both types
2	8G8224	£25.00 REPAIR KIT, less bellows	1	
	8G8224Z	£16.60 REPAIR KIT, less bellows, aftermarket	1	

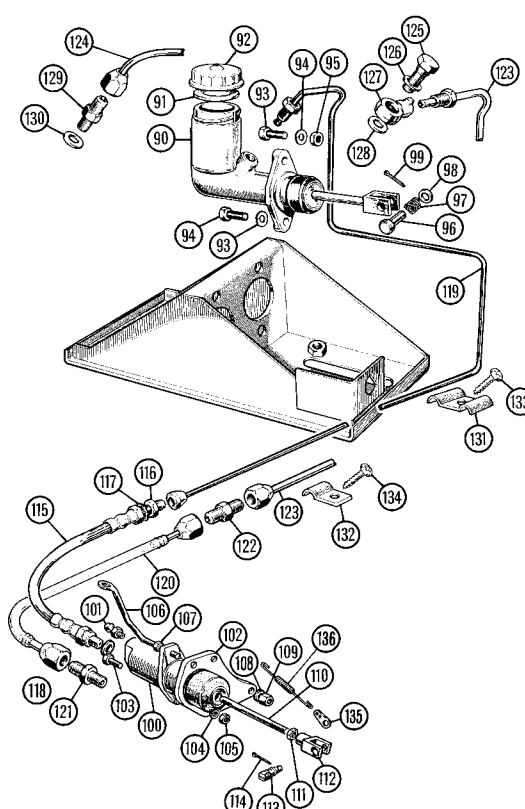
Note: The original cylinder (part no. LK36944) is no longer available. The cylinder we supply (part no. LK36944X) is the closest to the real thing, including the fact that it is ugly in price. The clutch pipe outlet has a different thread and requires an adaptor. Originality freaks will be pleased that you can't really see this when fitted. Our replacement is called a kit because it comes complete with a brake pipe which has a UNF thread at one end (for attachment to the replacement master cylinder), and a BSF thread at the other end to mate with the four-way brake banjo adaptor. This kit also includes the clutch pipe adaptor.

3	513123A	£3.85 FILLER CAP, plastic	1	(replaces metal cap)
4	17H4708	£3.40 SEAL, filler cap	1	(for original metal cap)
5				
	21K8564	£7.80 ADAPTOR, original master cylinder	1	
6	233220A	£0.89 WASHER	1	(Locates between master cylinder and adaptor).
7	501189	NCA COVER, (original cylinder)	1	
8	AAA4758	£1.30 SCREW, cover to body	a/r	
9	GHF321	£0.22 WASHER, star	a/r	
10	501190	£3.18 GASKET, cover, (original cylinder)	1	
11	501193	NCA PLATE, front	1	
12	AAA4757	£1.90 GASKET, (for plate 501193)	1	(Must be replaced when rebuilding master cylinder).

13	AJH5083	£2.00 SPRING	2	
14	501775	£54.70 PUSH ROD	2	
17	PJ8812	£1.04 PIN	2	
18	PS103121	£1.10 SPLIT PIN	2	
19	AJD7731	£0.77 WASHER, double coil spring	2	
20	GHF301	£0.24 WASHER, plain	2	
21	501194	£4.66 BELLOW, push rod	2	
22	BH605261	£1.60 BOLT, m/cyl. to support & adj. brkt	2	
23	GHF302	£1.00 WASHER, plain	4	
24	GHF333	£0.30 WASHER, locking	2	
25	GHF202	£0.22 NUT	2	
26	108217	£28.00 PIPE, m/cyl. to chassis bracket	1	RHD
	108218	£27.90 PIPE, m/cyl. to chassis bracket	1	LHD
27	2K8686	£1.40 NUT, hose to chassis bracket	1	
28	WE600101	£0.47 WASHER, 'star'	1	
29	GVP1001	£10.55 HOSE, slave cylinder, flexible	1	
	TT3041	£41.20 HOSE, slave cylinder, braided	1	stainless steel
30	3H550	£0.64 WASHER, copper	1	
31	109746	£36.00 SLAVE CYLINDER, Lockheed	1	
	502281	£8.40 REPAIR KIT/SEAL	1	
32	501207	£2.75 BLEED NIPPLE, slave cylinder	1	
33	106701	NCA BRACKET, slave cylinder	1	
34	SH605091	£0.89 BOLT, slave cylinder to bracket	1	
35	GHF332	£0.40 WASHER, locking	1	
36	GHF201	£0.14 NUT	1	
37	128043	£15.05 STAY	1	
38	GHF201	£0.14 NUT, plain, stay	1	
39	GHF222	£0.55 NUT, nyloc, stay	1	
40	504852	£6.30 PUSH ROD	1	
				(We suggest that if you need to replace your push rod on the Lockheed clutch slave cylinder, that you purchase the Girling equivalent (part no. 504852) and cut down the length to the size of your Lockheed push rod).
41	NT605041	£0.30 NUT	1	
42	057194K	£11.70 FORK END KIT	1	includes screw pin
44	106347	£2.50 ANCHOR PLATE	1	
45	GHF502	£0.22 SPLIT PIN	1	
46	027645	£3.25 SPRING	1	
47	107691	NCA BRACKET ASSEMBLY	2	cylinder adjustment
48	JN2107	£0.43 JAM NUT	4	

Girling Clutch Hydraulics - TR3 from TS13046, TR3A

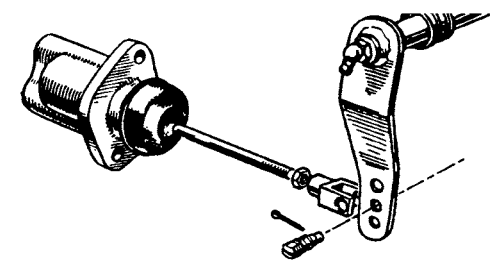
50	114530	£51.60	SUPPLY TANK, twin master cylinder	1	
51	500201	£7.20	CAP, master cylinder	1	
	500201Z	£5.30	CAP, master cylinder, black	1	
52	106095	£1.74	SEAL, filler cap	1	
	582-505	£6.00	SEAL, filler cap, splashproof	1	
153	CRST148	£3.05	DECAL, 'GIRLING WARNING'	1	
54	113368	NCA	CLIP, tank attachment	1	
55	GHF117	£0.30	SCREW	2	
56	GHF200	£0.22	NUT, plain	2	
57	GHF331	£0.38	WASHER, spring	2	
58	505062	£20.50	PIPE, tank to master cylinder	1	
59	GR64067854	£45.00	CLUTCH MASTER CYLINDER (Includes push rod but not fork).	1	
	GRK1027	£10.00	REPAIR KIT, clutch master cylinder	1	
60	NT605041	£0.30	NUT, locking	1	
61	057194K	£11.70	FORK END KIT	1	includes screw pin
63	GHF502	£0.22	SPLIT PIN	1	
64	507206	NCA	PUSHROD	1	
65	507200	£26.20	PIPE, master cylinder to hose bracket	1	RHD
	507201	£20.50	PIPE, master cylinder to hose bracket	1	LHD
66	NT606041	£0.60	NUT, locking, hose to bracket	1	
67	GHF323	£0.22	WASHER, shakeproof	1	
68	GBH415	£14.40	HOSE, slave cylinder	1	
	GBH415Z	£6.90	HOSE, slave cylinder, aftermarket	1	
	TT3041A	£24.80	HOSE, slave cylinder, braided	1	stainless steel
69	516788	£33.80	SLAVE CYLINDER	1	includes bleed nipple
	505704	£8.50	REPAIR KIT, slave cylinder	1	
70	3H2428	£1.10	BLEED NIPPLE	1	
71	128043	£15.05	STAY, slave cylinder	1	
72	GHF201	£0.14	NUT, plain	1	
73	GHF222	£0.55	NUT, nyloc	1	
74	128042	£12.90	BRACKET, slave cylinder	1	
75	SH605091	£0.89	SCREW, slave cylinder to bracket	1	
76	GHF332	£0.40	WASHER, locking	1	
77	GHF201	£0.14	NUT, plain	1	
78	504852	£6.30	PUSHROD	1	
79	NT605041	£0.30	NUT, locking on push rod	1	
80	057194K	£11.70	FORK END KIT	1	includes screw pin
83	GHF502	£0.22	SPLIT PIN	1	
84	106347	£2.50	ANCHOR PLATE	1	
85	027645	£3.25	SPRING, return	2	
86	SH605071	£0.64	SCREW, cylinder to bracket	1	
87	GHF201	£0.14	NUT, plain	1	
88	GHF332	£0.40	WASHER, locking	2	



Girling Clutch Hydraulics, TR4-4A

Girling Clutch Hydraulics - TR4-4A

90	130887	£37.50	CLUTCH MASTER CYLINDER	1	includes push rod
	GRK1027	£10.00	REPAIR KIT, (0.75" cylinder bore)	1	
	18G8986	£10.20	REPAIR KIT, (0.70" cylinder bore)	1	
			(BEWARE! Some vehicles may have replacement cylinders fitted with a 0.70" bore size. This is CAST onto the outside of the cylinder).		
91	106095	£1.74	SEAL, filler cap	1	
	582-505	£6.00	SEAL, filler cap, splashproof	1	
92	500201	£7.20	CAP, master cylinder	1	
	500201Z	£5.30	CAP, master cylinder, black	1	
93	GHF103	£0.60	SCREW, master cylinder to bracket	2	
94	GHF332	£0.40	WASHER, locking	2	
95	GHF202	£0.22	NUT, plain	2	
96	PJ8812	£1.04	CLEVIS PIN	1	
97	131787	NCA	SPRING, anti-rattle	1	
98	GHF301	£0.24	WASHER, plain	1	
99	GHF503	£0.30	SPLIT PIN	1	
100	516788	£33.80	SLAVE CYLINDER	1	
	505704	£8.50	REPAIR KIT, slave cylinder	1	
101	3H2428	£1.10	BLEED NIPPLE	1	
102	128042	£12.90	BRACKET, slave cylinder mounting	1	
103	SH605091	£0.89	SCREW, slave cylinder to bracket	1	
104	GHF332	£0.40	WASHER, locking	1	
105	GHF201	£0.14	NUT, plain	1	
106	128043	£15.05	STAY, slave cylinder	1	
107	GHF201	£0.14	NUT, plain	1	
108	GHF302	£1.00	WASHER, plain	1	
109	GHF272	£0.66	NUT, nyloc	1	
110	504852	£6.30	PUSH ROD	1	
111	NT605041	£0.30	NUT, locking	1	
112	057194K	£11.70	FORK END KIT	1	includes screw pin
114	GHF502	£0.22	SPLIT PIN	1	
115	GBH415	£14.40	HOSE, slave cylinder	1	
	GBH415Z	£6.90	HOSE, slave cylinder, aftermarket	1	
	TT3041A	£24.80	HOSE, slave cylinder, braided	1	stainless steel
116	NT606041	£0.60	NUT, locking, hose to bracket	1	TR4
117	GHF323	£0.22	WASHER, shakeproof	1	
118	233220A	£0.89	WASHER, copper, hose to slave cylinder	1	
119	305385	£19.20	PIPE, master cylinder to bracket, RHD	1	TR4
	507201	£20.50	PIPE, master cylinder to bracket, LHD	1	
120	TT3141	£39.20	HOSE, stainless steel braided	1	TR4A
121	143033	£15.30	ADAPTOR, hose to slave cylinder	1	
122	598693	£14.10	UNION, double ended, hose to pipe	1	
123	308362	£29.70	PIPE, master cylinder to union	1	TR4A RHD
124	148816	£19.10	PIPE, master cylinder to union	1	TR4A LHD
125	C5192A	£6.76	BOLT, banjo, pipe to master cylinder	1	
126	216914	£1.43	WASHER, copper	1	TR4 RHD
127	BHA4310	£10.50	BANJO UNION	1	
128	233220A	£0.89	WASHER, copper	1	
129	143033	£15.30	ADAPTOR, pipe to master cylinder	1	
130	233220A	£0.89	WASHER, copper	1	TR4 LHD
131	2H400	£1.80	CLIP, pipe to bulkhead	1	
132	149766	£2.05	CLIP, pipe to bulkhead	1	
133	GHF421	£0.14	SCREW, clip	1	TR4A
134	AB610031	£0.30	SCREW, clip	1	
135	106347	£2.50	PLATE, anchor	1	TR4 with spring
136	027645	£3.25	SPRING, return	1	type clutch



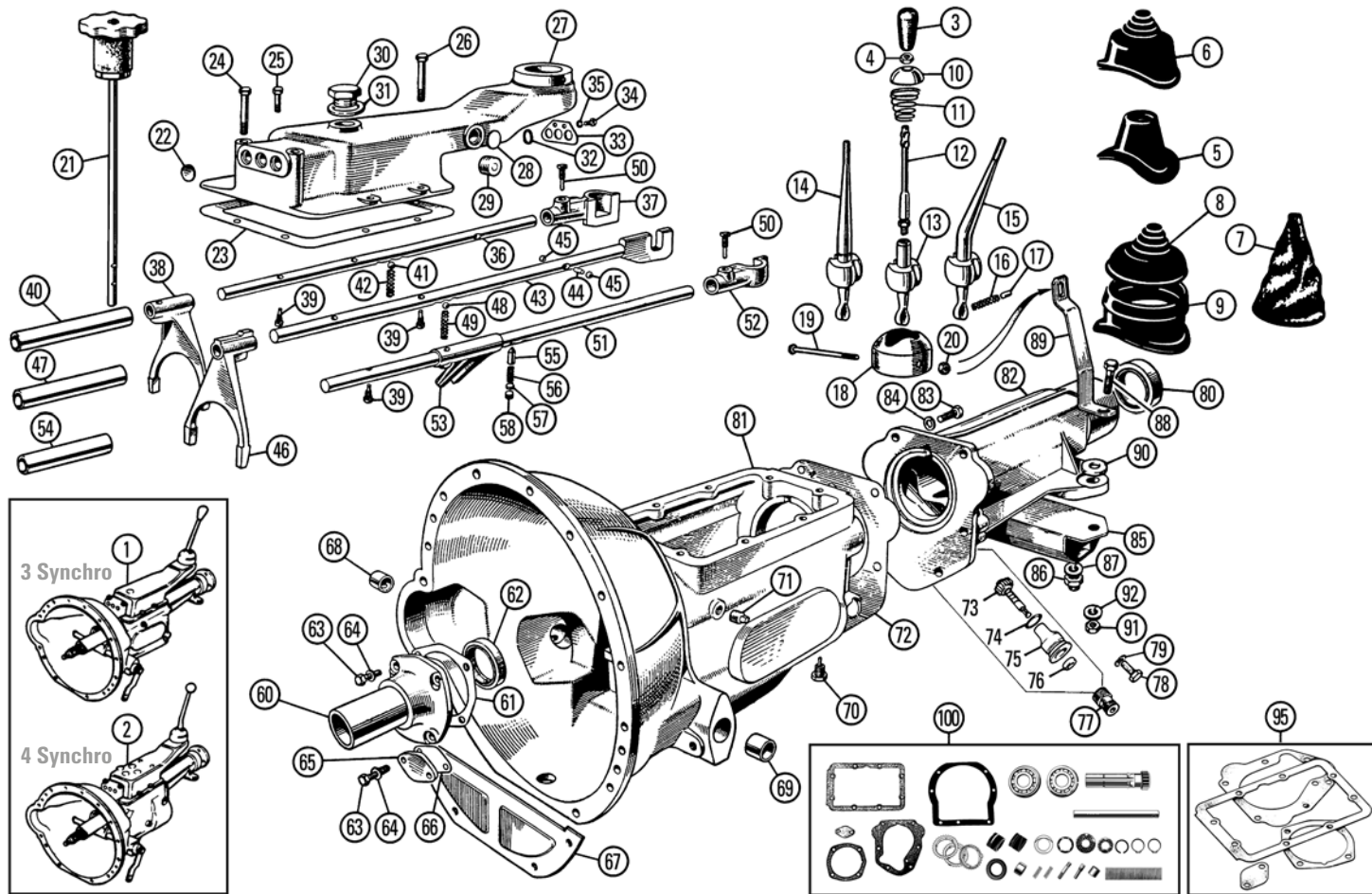
Clutch Cross Shaft Lever End

There are three holes in the clutch cross shaft lever end. All 4 cylinder TR's should be connected from the slave cylinder to the **CENTRE** hole, the other two are for use on different Triumph models.

However, the top hole, if used, would increase clutch travel relative to clutch pedal movement, but with quite a pedal pressure penalty. Don't forget to re-adjust the push rod after replacing the gearbox or working on the clutch itself, as per the workshop manual. (1/16" clearance).

Clutch/Brake Fluids & Hydraulic System Tools

Please see the Accessories section for full details of our range of hydraulic fluids & hydraulic service tools.



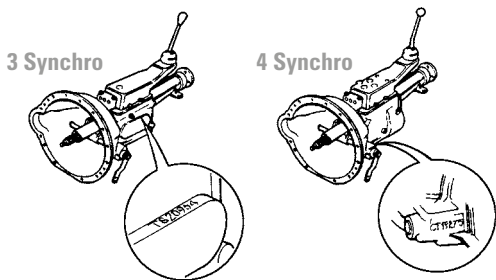
5 Speed Gearbox Conversion

Our precision engineered 5 speed gearbox conversion kits include everything you need (including a gearbox unit) to convert your classic to 5 speed. Designed to replace existing units without any body work modifications. For full specifications please contact your nearest Moss branch or refer to page A23 of the Accessories section.

ill	Part Number	Description	Req.	Details
NI	TTK2010	NCA 5 SPEED GEARBOX CONVERSION (Spring clutch fitted).	1	TR2-3A
	TTK20101	NCA 5 SPEED GEARBOX CONVERSION (Diaphragm clutch fitted).	1	TR2-3A
	TTK2011	NCA 5 SPEED GEARBOX CONVERSION (Spring clutch fitted).	1	TR4
	TTK20111	NCA 5 SPEED GEARBOX CONVERSION (Diaphragm clutch fitted).	1	TR4
	TTK2012	NCA 5 SPEED GEARBOX CONVERSION	1	TR4A

Gearbox Units

Authentic Triumph gearboxes were numbered with TS or CT prefixes which bear little relationship to other commission numbers on TR models using the gearbox. This number is stamped as shown here, it is a reliable way of differentiating 3 synchro and 4 synchro gearboxes. TS & UF are always 3 synchro and, 4 synchro are always CT, LE, MD, ME, MG, MK, VA and VF. No sorry, you can't just add a synchro to convert a 3 synchro box to a 4 synchro, because of the internal dimensions of the gear case. Other gearbox cases may have been used for replacement during the life of the car, and our expert advice will be required to identify the model from which yours came.



TR2-3A's were originally fitted with 3 synchro gearboxes.  
TR3B's onwards were fitted with 4 synchro gearboxes.

Gearbox Units (3 Synchro) TR2-TR3A

1	303107R	£588.00	GEARBOX, recon/exchange	1	non-overdrive
	509364R	£588.00	GEARBOX, recon/exchange	1	for 'A' Type overdrive

Gearbox Units (4 Synchro) TR3B-4-4A

2	UKC5196R	£540.00	GEARBOX, recon/exchange	1	non-overdrive
	UKC816R	£540.00	GEARBOX, recon/exchange	1	for 'A' Type overdrive
	TGK110	£1,199.60	GEARBOX & OVERDRIVE, recon/exchange	1	with 'A' Type overdrive

External Gearbox Components

3	107885	NCA	KNOB, gear lever, (push-on)	1	TR2 To TS2876
	109045	£33.00	KNOB, gear lever, (screw-on)	1	TR2 From TS2877
				1	TR3 To TS50000
	109045	£33.00	KNOB, gear lever	1	TR3A From TS50001, TR3B
	22B19	£16.00	KNOB, gear lever, (spherical)	1	TR4-4A
4	109047	£4.10	LOCK NUT, gear lever	1	TR2-3B
	506157	£1.57	LOCK NUT, gear lever	1	TR4-4A
5	603065	£18.90	GROMMET, gear lever	1	TR2-3B
6	705913	£25.30	GROMMET, gear lever	1	TR4-4A
7	631881	£22.40	GAITER, gear lever, vinyl	1	TR4A
	680-745	£34.30	GAITER, gear lever, leather (Gaiters include upper grommet)	1	
8	709328	£6.50	GROMMET, gear lever, (upper)	1	TR2 To TS2876
9	709329	£8.00	GROMMET, gear lever, (lower)	1	
10	112442	NCA	RETAINER, spring	1	TR2 To TS2876
11	109531	NCA	SPRING, gear lever	1	
12	107891	NCA	LEVER, gear, upper	1	TR2 To TS2876
13	107888	NCA	LEVER, gear, lower	1	
14	112447	£79.20	GEAR LEVER	1	TR2 From TS2876, TR3-3B (Early TR2's to TS2876 were originally fitted with a two piece gear lever, which is no longer available, it was superseded by Triumph to the late type (112447).
	131507	£125.10	GEAR LEVER, lever	1	TR4
15	143624	NCA	GEAR LEVER, lever	1	TR4A (TR4-4A gear lever can be used on TR2-3B's. Watch your knuckles!).
16	137988	£0.79	SPRING, anti-rattle plunger	1	TR2 From TS2876,
17	112424	£5.10	PLUNGER, anti-rattle	1	TR3-3B, TR4-4A (Failure to install the spring (item 16) & plunger (item 17) can result in TR gearbox 'death rattle'. Ensure that the plunger slides freely).
18	140816	NCA	CAP, gear lever	1	
19	BH604281	£0.77	BOLT, cap retaining	1	

20	GHF271	£0.41	NUT, nylon	1	
21	108164	NCA	DIPSTICK, oil level	1	TR2-3A To TS50000
22	51K3424	£0.60	CORE PLUG, selector shaft	3	
23	105758	£0.89	GASKET, top cover†	1	
24	BH505221	£1.43	BOLT, top cover, front	2	
25	056370	£2.00	BOLT, top cover, side	4	
26	BH505241	£2.26	BOLT, top cover, rear	2	
27	TKC1000	NCA	TOP COVER CASTING, bare	1	
(TR top covers only permitted overdrive on 4th gear. Installation of part numbers; 127383 (item 38) & 127387 (item 46), will add overdrive on 2nd and 3rd gears with a suitably drilled top cover, part no TKC1000).					
28	054505	£1.49	CORE PLUG, side, dished	2	as required
29	PS1004	NCA	CORE PLUG, side, screwed	2	
30	108114	£1.50	PLUG, threaded	a/r	blanks extra switch holes
31	6K433	£1.15	WASHER, sealing	a/r	
32	506129A	£0.66	'O' RING, selector shaft	3	
33	106051	£3.20	RETAINER, 'O' ring	1	
34	SH604041	£0.41	SCREW, securing retainer	2	
35	GHF331	£0.38	WASHER, locking	2	
36	122071	NCA	SHAFT, 1st/2nd selector	1	TR2-3A
	158464	NCA	SHAFT, 1st/2nd selector	1	TR3B, TR4-4A
37	127386	NCA	SELECTOR, 1st/2nd	1	
38	127383	NCA	FORK, 1st/2nd selector	1	TR2-3A
	128067	NCA	FORK, 1st/2nd selector	1	TR3B, TR4-4A
39	122653	£5.70	SET SCREW, fork to shaft	3	replaces wire locked type
40	122062	NCA	SLEEVE, 1st/2nd selector	1	TR3A from TS50001
	128063	NCA	SLEEVE, 1st/2nd selector	1	TR3B, TR4-4A
41	BLS112	£0.47	BALL, 1st/2nd detent	1	
42	155632	£2.10	SPRING, for ball	1	
43	156373	NCA	SHAFT, 3rd/4th selector	1	
44	105788	NCA	ROLLER, interlock	1	
45	BLS112	£0.47	BALL, interlock	2	
46	127387	NCA	FORK, 3rd/4th selector	1	
47	117811	NCA	SLEEVE, 3rd/4th selector	1	TR3A From TS500011
48	BLS112	£0.47	BALL, 3rd/4th detent	1	TR2-3B, TR4 To CT9898
	106481	£6.30	PLUNGER, 3rd/4th detent	1	TR4 From CT 9899, TR4A
49	155632	£2.10	SPRING, for ball	1	TR2-3B, TR4 To CT9898
	106489	£0.85	SPRING, for plunger	1	TR4 From CT 9899, TR4A
50	122653	£5.70	SET SCREW, selectors to shafts	2	
51	132389	NCA	SHAFT, reverse selector	1	
52	127385	NCA	SELECTOR, reverse	1	
53	127389	NCA	FORK, reverse selector	1	TR2-3A
	129780	NCA	FORK, reverse selector	1	TR3B, TR4-4A
54	122064	NCA	SLEEVE, reverse selector	1	TR3A From TS50001
	129799	NCA	SLEEVE, reverse selector	1	TR3B, TR4-4A
55	106481	£6.30	PLUNGER, reverse detent	1	
56	106489	£0.85	SPRING, plunger	1	
57	109401	NCA	SPACER, reverse plunger	1	
58	108166	NCA	PLUG, for detent springs	3	
60	100157	£38.10	EXTENSION, front cover	1	2" sleeve
(TR2 to TR4 models were originally fitted with a 2 3/8" front cover extension. These must never be used on vehicles fitted with diaphragm clutches. Shorten accordingly, if the longer type is used with diaphragm clutch installations to 2").					
61	059537	£0.79	GASKET, front cover	1	
62	141756	£2.40	OIL SEAL, front, input shaft	1	
63	DAM7754	£1.04	SCREW, wedge lock	6	
64	GHF362	£0.90	WASHER, copper	6	
65	055773	£8.40	COVER, layshaft end	1	
66	055774	£1.04	GASKET, layshaft end cover†	1	
67	112445	NCA	COVER, clutch housing	1	
68	036997	£3.55	BUSH, clutch shaft, RH	1	TR2-3B, TR4
69	036998	£3.10	BUSH, clutch shaft, LH, (7/8" long)	1	
	137651	£4.15	BUSH, clutch shaft, (3/8" long)	2	TR4
(Use with non grease-able clutch shaft).					
70	114774	£3.10	PLUG, oil drain, original	1	
	155660	£10.00	PLUG, oil drain, magnetic	1	alternative
71	114774	£3.10	PLUG, oil level/filler, (on case side)	1	TR3A From TS50001
72	132465	£1.40	GASKET, main case to tail housing†	1	
73	147965	£29.10	PINION, speedo drive gear	1	
74	147751	£1.16	'O' RING	1	
75	146542	£28.70	BEARING, speedo drive gear	1	
76	060247	£2.40	OIL SEAL, speedo drive	1	
77	060246	NCA	END CAP, speedo drive	1	
78	107746	NCA	BOLT, bearing retaining	1	
79	GHF332	£0.40	WASHER, locking	1	
80	GHS179	£1.96	OIL SEAL, rear	1	
81	301039	NCA	CASING, gearbox	1	TR2-3, TR3A To TS50000
	206286	NCA	CASING, gearbox	1	TR3 From TS50001
	304692	NCA	CASING, gearbox	1	TR3B, TR4, TR4A To CT50124
	210622SR	NCA	CASING, gearbox	1	TR4A From CT50125
(if replacing a 4 synchro gearbox case with part no. 210622, it may be found that the longer attachment bolts for the bell housing are required well as some 'adjustment' of the mounting to the chassis. This is caused by a thicker bell housing flange increasing the overall length of the gearbox).					
82	305048SR	NCA	EXTENSION, gearbox casing	1	
(Check that the front face is slotted to clear the layshaft lock plate when fitting to 4 synchro gearboxes, as all TR variations carry the same part number).					

83	GHF163	£0.55	SCREW, attaching extension	5	
	BH505161	£1.26	BOLT, attaching extension	1	
84	GHF332	£0.40	WASHER, locking	6	
85	104086Z	£21.60	MOUNTING, gearbox	1	
	104086X	£19.80	MOUNTING, gearbox, harder/comp.	1	
86	GHF204	£0.42	NUT, gearbox to mounting	1/2	
87	GHF335	£0.46	WASHER, locking	1/2	
88	GHF109	£1.43	BOLT, gearbox to mounting	1	TR2-3A
	GHF109	£1.43	BOLT, gearbox to mounting, RH	1	TR3B, TR4-4A
	BH608161	£1.70	BOLT, gearbox to mounting, LH	1	TR3B, TR4-4A
89	131711	NCA	STRAP, top cover to flange	1	
90	131690	£1.10	SPACER, anti-rattle strap to gearbox	1	
91	GHF203	£0.30	NUT, gearbox to mounting	2	
92	GHF334	£0.73	WASHER, locking	2	
95	515121	£4.80	GASKET SET, gearbox	1	includes items 23, 61, 66 & 72
100	TGK121	£411.00	REBUILD KIT, 3 synchro	1	overdrive type gearbox

**Gearbox Mounting Hardware**

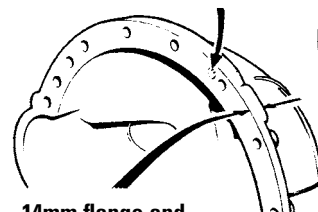
**Gearboxes with 11 mm mounting flange TR2-3B-4 approximately**

TE505111	£0.98	STUD, gearbox attachment	3	
BH606161	£0.60	BOLT, starter attachment	2	
GHF202	£0.22	NUT, starter attachment bolt	2	
GHF333	£0.30	WASHER, locking	2	
GHF163	£0.55	SCREW, (into cylinder block)	6	hexagon headed
GHF332	£0.40	WASHER, locking	13	
GHF120	£0.30	SCREW, attaching clutch shield	2	
GHF103	£0.60	BOLT, (clutch slave cylinder bracket)	2	

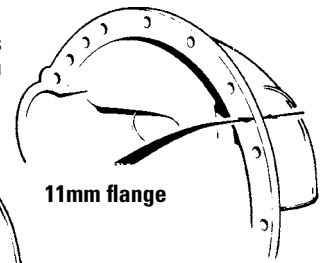
**Gearboxes with 14 mm mounting flange TR4-4A approximately**

CHS2513	£1.36	STUD, gearbox attachment	3	
BH606191	£1.50	BOLT, starter attachment	2	
GHF202	£0.22	NUT, starter attachment bolt	2	
GHF333	£0.30	WASHER, locking	2	
SH505101	£0.79	SCREW, (into cylinder block)	6	hexagon headed
GHF332	£0.40	WASHER, locking	13	
GHF103	£0.60	SCREW, attaching clutch shield	2	
GHF104	£0.66	BOLT, (clutch slave cylinder bracket)	2	
GHF201	£0.14	NUT, plain	7	

Extra hole here denotes originally 6 cylinder application



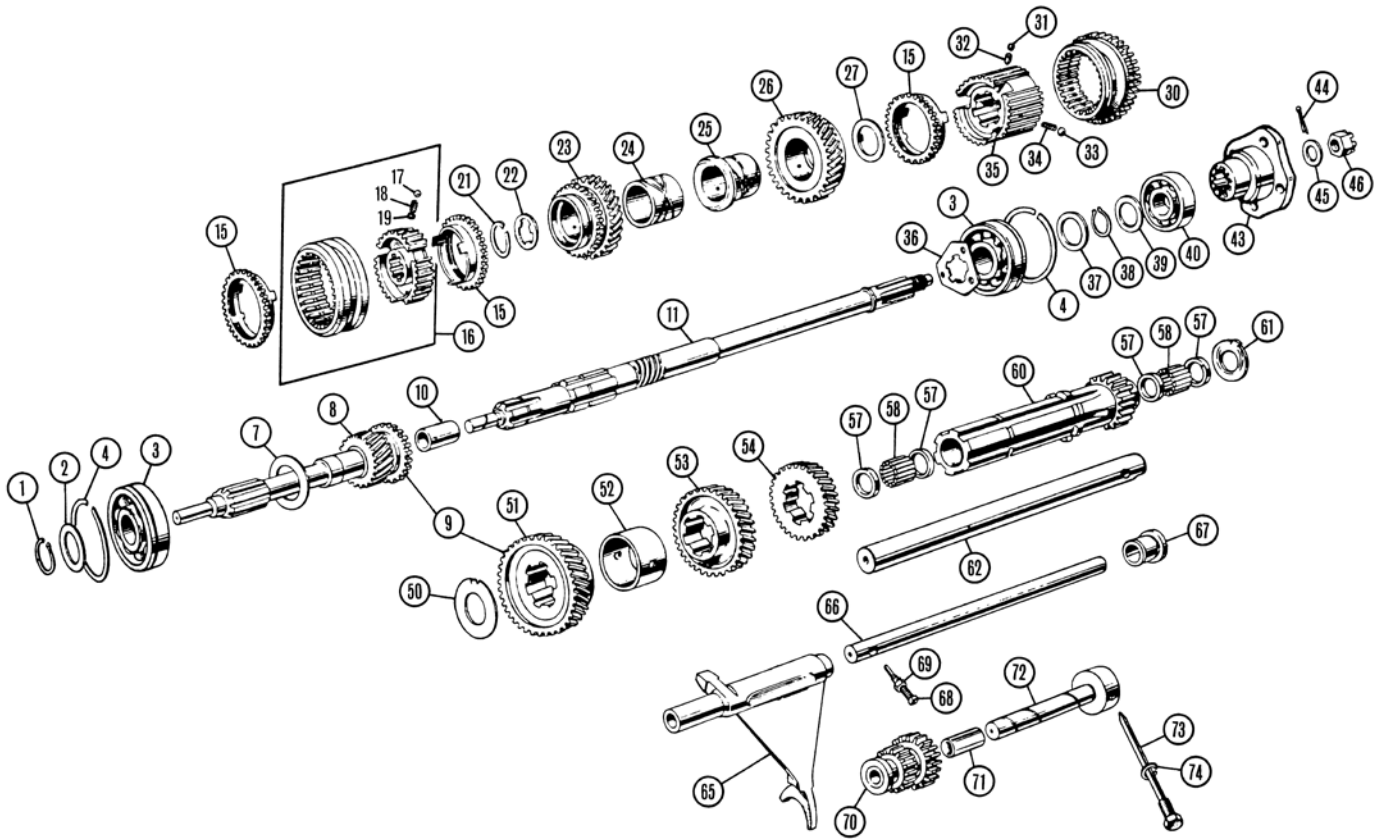
14mm flange and thickened bosses



11mm flange

**Gearbox Technical Tips**

1. Remove lid; if 2nd gear play exceeds 0.020", suspect its thrust washer is broken, which can destroy the gear and mainshaft. Exchange gearbox recommended.
2. Drain oil into pan. If grey coloured lumps fall out, remove lid and look for obvious ..denote broken synchro rings or bushes. Grey sludge means the layshaft and gear are destroyed. Exchange gearbox recommended.
3. Test drive car before refitting tunnel or trim.
4. Would you like a higher 1st gear (giving a closer ratio gearbox?). If the gearbox is the 4 synchro type, UKC662 laygear & 152803 1st gear may be substituted for the existing gear pair.
5. We recommend Penrite 30 or 40 grade gearbox oil for TR gearboxes, 1 litre required £2.00have varied over the years, but what seems to actually work best is:  
30 grade - All types in cold climates and Non overdrive boxes except in very warm climates.  
40 grade - Non overdrive in very warm climates and all overdrive boxes in warm/moderate climates (UK & Europe).
6. When filling from empty (via gearbox), allow plenty of time for oil to transfer with overdrive and check before driving.



**Internal Gearbox (3 Synchro) TR2-TR3A**

Ill	Part Number	Description	Req.	Details
1	058956	£1.00 CIRCLIP, bearing retaining	1	
2	060078	£0.90 WASHER	1	
3	058391	£16.80 BEARING	2 (front & centre)	
	058391RHP	£86.70 BEARING, OE Quality	2 (front & centre)	
4	058955	£3.80 CIRCLIP, bearing locating	2	
7	060658	£1.50 OIL THROWER	1	
8	201712	NCA INPUT SHAFT	1	TR2-3, TR3A To TS26824
	204214	NCA INPUT SHAFT	1	TR3A From TS26825
9	148949	£226.00 GEAR SET	1	TR3A From TS26825
		(Input shaft (item 8) and constant mesh gear (item 51).		
10	055911	£22.50 BUSH, input shaft	1	TR2-3, TR3A To TS26824
	145008	£8.20 BEARING, input shaft	1	TR3A From TS26825
11	201590	NCA MAINSHAFT, (non-overdrive)	1	TR2-3, TR3A To TS26824
	204011	NCA MAINSHAFT, (non-overdrive)	1	TR3A From TS26825
	110736	NCA MAINSHAFT, (overdrive)	1	TR2-3, TR3A To TS26824
	204044	£202.60 MAINSHAFT, (overdrive)	1	TR3A From TS26825
15	113431	£12.30 SYNCHRO RING	3	
16	153844X	£85.50 SYNCHRO HUB, 3rd/4th	1	
17	BLS108	£1.20 BALL, detent	3	
18	122075	£1.31 SPRING, for ball	3	
19	037948	£0.53 SHIM, to adjust spring tension	a/r	
21	055707	£4.50 CIRCLIP, 3rd gear to shaft	1	
22	157054	£34.00 WASHER, (between circlip & gear)	1	
23	105630	£137.50 GEAR, 3rd	1	
24	101585	£14.50 BUSH, 3rd gear	1	
25	129939	£42.60 BUSH, 2nd gear	1	
	105731	£37.00 BUSH, 2nd gear, steel	1	uprated
26	105629	£137.50 GEAR, 2nd	1	
27	105732	£27.10 WASHER	1	
30	109137	£224.40 GEAR 1st speed	1	
31	BLS108	£1.20 BALL, interlock	1	
32	106106	£1.80 PLUNGER, interlock	1	
33	BLS108	£1.20 BALL, detent	3	
34	122075	£1.31 SPRING, for ball	3	
	037948	£0.53 SHIM, (to adjust spring tension)	a/r	
35	105627	£322.30 INNER HUB, 1st speed	1	
36	060569	NCA WASHER	1	between 1st gear & bearing

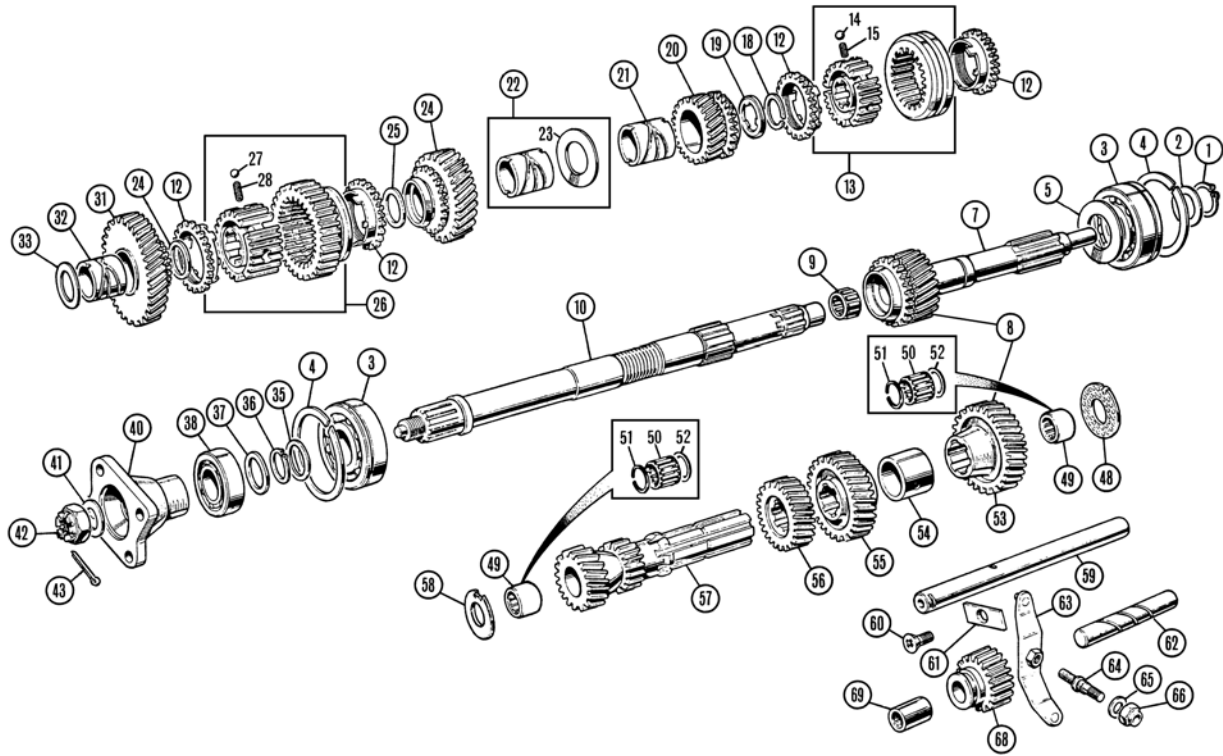
Note: 060569 is to be used with mainshafts requiring 055911 brass bush.

116496	£37.50	WASHER	1	between 1st gear & bearing
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Note: 116496 is to be used with mainshafts requiring 145008 needle roller bearing.

37	059443	NCA WASHER	1	between circlip & bearing
38	058956	£1.00 CIRCLIP	1	
39	058949	NCA WASHER, rear mainshaft	1	
40	SP75G	£13.30 BEARING, rear	1	
43	518109	£58.80 FLANGE	1	
44	GHF504	£0.22 SPLIT PIN	1	
45	WP24	£0.61 WASHER	1	
46	057868	£12.00 NUT	1	
50	129955	£6.30 THRUST WASHER, front	1	
51	105626SR	NCA GEAR, constant mesh	1	
52	059456	£12.90 DISTANCE PIECE	1	
53	140509	£85.00 GEAR, 3rd countershaft	1	
54	105658	NCA GEAR, 2nd countershaft	1	
57	055721	£8.40 RETAINER, needle bearing	4	
58	058088	£0.53 NEEDLE BEARING	48	
60	105625	£185.00 GEAR, 1st countershaft	1	
61	129956	£9.60 THRUST WASHER, rear	1	
62	108168	£29.40 COUNTERSHAFT	1	
65	105727	£36.00 FORK, reverse	1	
66	105782	NCA ROD, reverse fork	1	
67	058951	NCA BUSH, reverse rod	1	
68	055815	NCA SCREW, rod retaining	1	
69	51K1178	£0.47 NUT, screw locking	1	
70	111153	£66.90 GEAR, reverse	1	
71	2A3282	£2.26 BUSH	1	
72	105757	NCA SPINDLE, reverse gear	1	
73	055715	£10.20 SCREW, spindle retaining	1	
74	GHF332	£0.40 WASHER, for screw	1	

Clicks in 1st gear? (particularly for gold card holders!). That tooth flushed out with old oil used to be part of gear 105625. Catch it quickly and you may not need 111153 and 109137. Leave it 100 miles and be sure, you will need the golden trio!!



**Internal Gearbox (4 Synchro) TR3A-4-4A**

Ill	Part Number	Description	Req.	Details
NI	TGK112	£267.65 GEARBOX REPAIR KIT	1	non overdrive gearbox
NI	TGK113	£195.85 GEARBOX REPAIR KIT	1	'A' type overdrive gearbox
(These kits include: countershaft, bearings, seals, synchro cups, circlips & thrust washers. Everything you will need to service your gearbox).				
1	058956	£1.00 CIRCLIP, bearing retaining	1	
2	060078	£0.90 WASHER	1	
3	058391	£16.80 BEARING	2	(front & centre)
5	058391RHP	£86.70 BEARING, OE Quality	2	(front & centre)
4	058955	£3.80 CIRCLIP, bearing locating	2	
5	060658	£1.50 OIL THROWER	1	
7	204214	NCA INPUT SHAFT	1	
8	148949	£226.00 GEAR SET	1	input shaft (item 7) and constant mesh gear (item 53)
9	145008	£8.20 BEARING, mainshaft spigot	1	
10	208051	NCA MAINSHAFT, (non-overdrive)	1	
12	113431	£12.30 SYNCHRO RING	4	
13	153844X	£85.50 SYNCHRO HUB, 3rd/4th	1	
14	BLS108	£1.20 BALL, detent	1	
15	122075	£1.31 SPRING, for ball	3	
18	055707	£4.50 CIRCLIP, 3rd gear to shaft	1	
19	157054	£34.00 WASHER, (between circlip & gear)	1	
20	105630	£137.50 GEAR, 3rd	1	
21	129940	NCA BUSH, (brass), 3rd gear	1	
	153238	£21.40 BUSH, (steel), 3rd gear	1	
22	129939	£42.60 BUSH, 2nd gear	1	
	129939X	£37.00 BUSH, 2nd gear, uprated (Includes thrust washer 153239).	1	
23	153239	£22.00 THRUST WASHER, 2nd gear	a/r	0.121" - 0.124"
	153239A	£19.20 THRUST WASHER, 2nd gear	a/r	0.124" - 0.128"

153239 is part of the steel 2nd gear bush upgrade originally introduced by Triumph for use in Stag boxes and Police spec gearboxes for 2500 saloons. It works very well in TR boxes and is as near bomb proof as anything. Triumph use selective thrust washers (129941 & 129944) to obtain correct end float for 2nd and 3rd speed gears. If the thickest has to be used, the 2nd speed gear can be moved 0.017" further away from the mainshaft splines and this reduces the life of its synchro ring, 113431, by around 50%. The gearboxes are getting on in years and wear is appearing where it didn't in the "old days". Using the thicker 153239 helps to redress this problem and restore the working life of marginal synchromesh. Any serious TR gearbox rebuilder will find 153239 & 153239A a very useful aid and should consider them instead of fitting ever thicker 2nd gear adjustment washers. It is recommended that all 3 brass bushes be replaced with steel ones. 1st & 3rd gears should use 15238 instead of 129940.

24	105629	£137.50 GEAR, 2nd	1	
	152771X	£125.00 GEAR KIT, 2nd	1	
25	129941	£9.00 WASHER, 0.118"	a/r	
	129942	£9.00 WASHER, 0.121"	a/r	
	129943	£8.40 WASHER, 0.124"	a/r	
	129944	£9.40 WASHER, 0.127"	a/r	
	134670	£8.90 WASHER, 0.132"	a/r	
26	152773	NCA SYNCHRO HUB, 1st/2nd	1	
27	BLS108	£1.20 BALL, detent	3	
28	122075	£1.31 SPRING, for ball	3	

31	152770	NCA GEAR, 1st, (33 teeth)	1	use with 128107
	152803	NCA GEAR, 1st, (32 teeth)	1	use with UKC662
32	129940	NCA BUSH, (brass), 1st gear	1	
	153238	£21.40 BUSH, (steel), 1st gear	1	
33	116496	£37.50 WASHER	1	
35	059443	NCA WASHER, bearing spacer	1	
36	058956	£1.00 CIRCLIP, bearing retaining	1	
37	058949	NCA WASHER, rear mainshaft	1	
38	SP75G	£13.30 BEARING, rear mainshaft	1	
40	518109	£58.80 FLANGE, mainshaft	1	
41	WP24	£0.61 WASHER	1	
42	057868	£12.00 NUT, flange retaining	1	
43	GHF504	£0.22 SPLIT PIN	1	
48	129955	£6.30 THRUST WASHER, front, large	1	
49	126862	£9.10 BEARING, shell type	2	
50	150339	£5.40 BEARING, open cage type	2	} alternative to 126862
51	147749	£0.77 CIRCLIP	2	
52	154396	£5.30 SPACER, supporting	2	
53	142434	NCA GEAR, constant mesh	1	
	142434SR	£50.40 GEAR, constant mesh, reconditioned	1	
54	059456	£12.90 DISTANCE PIECE	1	
55	140509	£85.00 GEAR, 3rd countershaft	1	
56	140508	£50.10 GEAR, 2nd countershaft	1	

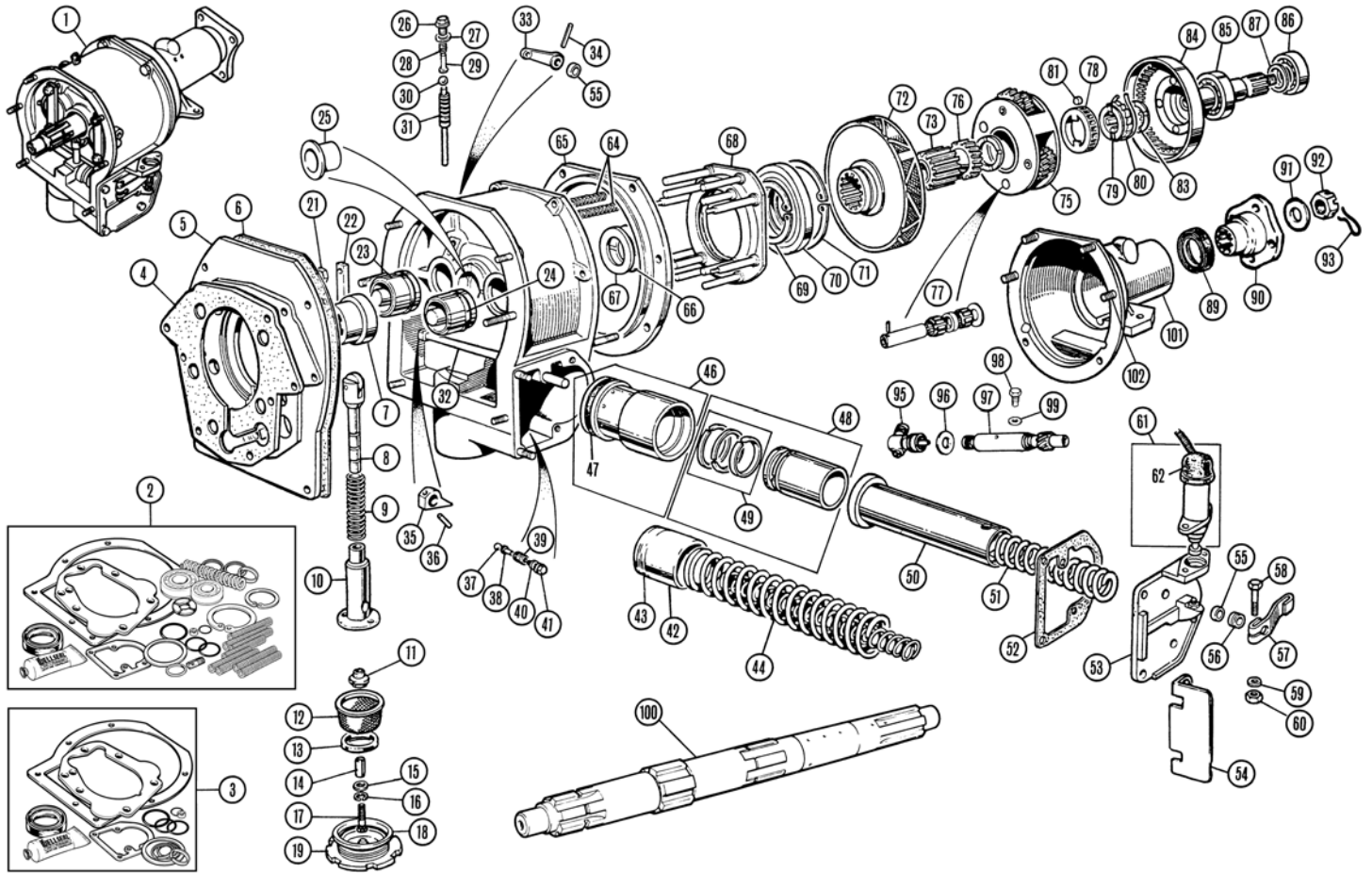
**Standard Laygear**

57	128107	NCA LAYGEAR, (16 tooth), 1st & reverse	1	use with 128100
	UKC662	NCA LAYGEAR, (17 tooth), 1st & reverse	1	use with 152803

**Uprated Laygear**

Most TR owners know that the Stag, and Police spec saloon gearboxes, were uprated by the modifications to the weak zones of the laygear & shaft, and the replacement of the bimetal thrust washers with needle bearing thrusts. The rear end of the shaft and gearbox became 'metric', so this conversion would be quite difficult. Our uprated laygears come complete with 3 bearings and fittings. The twin bearings fitted to the rear end each have twice the load capacity of the original (150339). They fit the standard gearbox and layshaft, so no modifications are required. If your gearbox has suffered such a failure, you will appreciate this is a 'fit and forget' solution.

NI	128107UR	£224.40 LAYGEAR, 16 tooth, 1st & reverse	1	} bearings, circlips & thrust washers are fitted
NI	UKC662UR	£219.30 LAYGEAR, 17 tooth, 1st & reverse	1	
58	129956	£9.60 THRUST WASHER, rear, small	1	
59	128105	£25.85 COUNTERSHAFT, original fitment	1	
60	129954	£2.05 SCREW, self-locking	1	
61	129938	£4.75 PLATE, shaft retaining	1	
62	129937	£7.20 SPINDLE, reverse gear	1	
63	129894	NCA LEVER, reverse gear	1	
64	106448	£8.20 PIN, lever fulcrum	1	
(If bent, replace the pin 106448 and be sure to check clearance with reverse gear bush (items 69)).				
65	WP20X	£0.30 WASHER	1	
66	GHF223	£0.53 NUT	1	
68	128110	£89.20 GEAR, reverse	1	
69	129862	£9.90 BUSH, reverse gear	1	



**A Type Overdrive**

**A Summary of the A Type Overdrive**

Part Number	Description	Req.	Details
	OVERDRIVE UNIT, (series 22/61275)	1	TR2 To TS5979
	OVERDRIVE UNIT, (series 22/61374)	1	TR2 From TS5980, TR3-3A TR4 (To October 1964)
	OVERDRIVE UNIT, (series 22/61712)	1	TR4 (From October 1964)
	OVERDRIVE UNIT, (series 22/61753)	1	through TR4A solid rear axle TR4 IRS

Note: Overdrives can be interchanged as complete units. It is not recommended that 22/61275 is used on later cars, as it is hydraulically incapable of handling any 'extra' torque, especially in 2nd and 3rd gears.

It is, however better than nothing, and if used on later cars should be restricted to 4th gear use only. 22/61753 is the only safe unit to use on the TR4 IRS, as none of the earlier units feature the 'cushioned' engagement. This modification was introduced in 1965 to smooth out engagement, it also lessened the likelihood of the engagement to rip the differential mountings off the chassis.

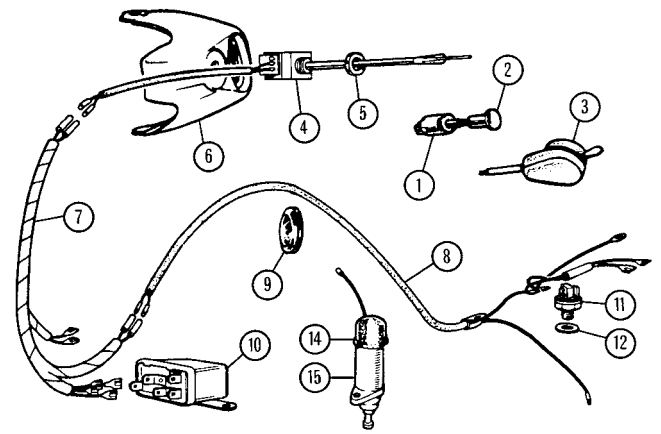
**Overdrive Units & Components**

Note: Please see pages 34 & 35 for 'overdrive conversion' and 'overdrive uprating kits'.

1	305063	NCA	OVERDRIVE UNIT	1	TR2-4
	305063R	£675.30	OVERDRIVE UNIT, recon/exchange	1	
	312373	NCA	OVERDRIVE UNIT	1	TR4A
	312373R	£693.60	OVERDRIVE UNIT, recon/exchange	1	
2	TGK116	£188.50	REPAIR KIT, overdrive	1	
(Kit includes everything you need to service your overdrive unit, for example: 'O' rings, gaskets, circlips, spring set, piston ring set, bearings etc).					
3	TGK117	£64.20	SEAL & GASKET SET, overdrive	1	
(Kit includes gaskets, seals, 'O' rings & washers).					
4	132465	£1.40	GASKET, adaptor to gearbox	1	
5	208098	£91.80	ADAPTOR, overdrive to gearbox	1	
6	502556	£1.75	GASKET, adaptor to overdrive	1	
7	500627	£52.30	CAM	1	
8	513891	£72.60	PLUNGER ASSEMBLY, pump	1	
9	500633	£6.00	SPRING	1	
10	505507	£86.70	BODY, pump	1	
11	513902	£8.40	PLUG, pump body	1	

12	509884	£22.90	FILTER	1	
13	513205	£14.20	MAGNET, (set of 3)	1	
14	505551	NCA	DISTANCE PIECE	1	
15	PWZ203	£0.19	WASHER, plain	1	
16	WL700101	£0.25	WASHER, locking	1	all except 22/61753
17	103270	NCA	BOLT	1	
18	500641	£0.73	WASHER	1	
19	521814	£42.10	PLUG, oil drain	1	
	521814T	£26.70	SPANNER, drain plug	1	
(Special shaped spanner to fit drain plug without damaging plugs).					
21	JS616A	£0.89	NUT, locking	4	
22	500587	NCA	BRIDGE-PIECE	2	
23	503161	NCA	OPERATING PISTON, (1 1/8" Dia)	2	22/61275
24	503162	£42.00	RING SET	2	
	513890	£30.10	OPERATING PISTON, (1 3/8" Dia)	2	22/61374,
	513912	£1.36	'O' RING	2	22/61712 & 22/61753
(The later pistons with 'O' rings (part no. 513890) may be used to replace worn metal ring type pistons if the bores are smooth).					
25	503159BUSH	£45.00	BUSH, front overdrive casing brass	1	pair
26	506117	£17.10	PLUG, operating valve	1	
27	3H693	£0.84	WASHER	1	
28	007972	£5.10	SPRING, operating valve	1	
29	500591	£10.20	PLUNGER, operating valve	1	
30	BLS110	£0.41	BALL, operating valve	1	
31	500658	£22.50	VALVE, operating	1	
32	513908	NCA	SHAFT, operating	1	
33	513909	NCA	LEVER, adjustment setting	1	
34	513888	NCA	MILLS PIN, adjustment lever	1	
35	513910	NCA	CAM, on shaft	1	
36	500593	NCA	PIN, cam to shaft	1	
37	BLS110	£0.41	BALL, pump valve, (0.3125")	1	all except 22/61753
	BLS108	£1.20	BALL, pump valve, (0.250")	1	22/61753
38	500591	£10.20	PLUNGER, pump valve	1	
39	007972	£5.10	SPRING, pump valve	1	
40	3H693	£0.84	WASHER, pump valve	1	
41	506117	£17.10	PLUG, pump valve	1	
42	502565	NCA	ACCUMULATOR PISTON, w/rings	1	
43	500605	£81.60	RING SET, accumulator piston	1	
44	500634K	£60.30	SPRING, accumulator, inner & outer	1	all except 22/61753
46	501908	£43.80	HOUSING, accumulator	1	
47	501910	£3.05	'O' RING	1	

48	501909	£70.50	ACCUMULATOR PISTON, w/rings	1	
49	505555	£58.20	RING SET	1	
50	502563	NCA	SPACING TUBE	1	22/61753
51	515131	£28.20	SPRING, accumulator	1	
	WM58	£0.30	WASHER, packing, on spring	a/r	
<p>(The accumulator piston spring (item 51) loses tension over the years. Replacement often rejuvenates sluggish overdrive engagement by restoring the oil pressure within the overdrive).</p>					
52	500645	£0.73	GASKET	1	
53	502566	£86.10	BRACKET, solenoid	1	
54	502569	£6.70	STONE SHIELD	1	
55	500594	£1.10	'O' RING, operating shaft	2	
56	502567	£4.55	COLLAR, for shaft	1	
57	502568	£19.60	LEVER, actuating	1	
58	503163K	£1.10	BOLT, lever to shaft	1	
59	GHF300	£0.22	WASHER, plain	1	
60	GHF200	£0.22	NUT	1	
61	508794	£37.30	SOLENOID	1	
62	109521	£17.30	COVER, solenoid	1	
64	502554	£51.10	SPRING SET	1	
65	502555	£146.70	BRAKE RING	1	
66	500610	£18.00	THRUST WASHER	1	
67	500588A	£11.50	WASHER, adjusting, 0.113-0.114"	a/r	
	500588B	£11.50	WASHER, adjusting, 0.107-0.108"	a/r	
	500588C	£11.50	WASHER, adjusting, 0.101-0.102"	a/r	
	500588D	£11.50	WASHER, adjusting, 0.095-0.096"	a/r	
	500588E	£11.50	WASHER, adjusting, 0.089-0.090"	a/r	
	500588F	£11.50	WASHER, adjusting, 0.083-0.084"	a/r	
	500588G	£11.50	WASHER, adjusting, 0.077-0.078"	a/r	
<p>(Total destruction of the thrust washer and its adjusting washers is a common occurrence, and will require skilled rectification to the casing and bushes).</p>					
68	500660	NCA	THRUST RING	1	
<p>Note: Always inspect the thrust ring assembly for loose pins, &amp; re-rivet if necessary.</p>					
69	500636	£3.90	CIRCLIP	1	
70	500640	£19.80	BEARING	1	
71	500637	£4.50	CIRCLIP	1	
72	520975R	£185.10	CLUTCH ASSEMBLY, exchange	1	
73	505549	NCA	SUN GEAR	1	
75	505545R	£342.30	CARRIER ASSEMBLY, with planet gears	1	reconditioned/exchange
	505545SR	£88.30	PLANET GEAR	3	
76	505548	£22.50	THRUST WASHER	1	
77	505546	£89.10	BEARING KIT, planet gears	3	
78	BAU2061A	£104.70	CAGE	1	
79	BAU2061A	£104.70	CLUTCH INNER MEMBER	1	
80	513208	£0.97	SPRING	1	
81	506063A	£9.80	ROLLER SET	1	
83	500613A	£18.60	THRUST WASHER	1	
84	500602	NCA	ANNULUS	1	
	500602R	£192.00	ANNULUS, reconditioned/exchange	1	
85	217325A	£13.20	BEARING, annulus head	1	
86	SP75G	£13.30	BEARING, annulus tail	1	
87	500623E	£7.60	WASHER, adjusting, 0.146"	a/r	
	500623F	£10.90	WASHER, adjusting, 0.151"	a/r	
	500623G	£10.30	WASHER, adjusting, 0.156"	a/r	
	500623H	£10.30	WASHER, adjusting, 0.161"	a/r	
	500623J	£11.40	WASHER, adjusting, 0.166"	a/r	
	500623K	NCA	WASHER, adjusting, 0.171"	a/r	
	500623L	NCA	WASHER, adjusting, 0.176"	a/r	
	500623M	NCA	WASHER, adjusting, 0.181"	a/r	
89	GHS179	£1.96	OIL SEAL	1	
90	518109	£58.80	FLANGE	1	
91	WP24	£0.61	WASHER	1	
92	057868	£12.00	NUT	1	
93	GHF504	£0.22	SPLIT PIN	1	
95	120694	£43.40	SPEEDOMETER ANGLE DRIVE	1	TR4A
96	3H550	£0.64	WASHER, adaptor to speedo drive	1	
97	146542K	£50.00	PINION & PINION HOUSING, speedo drive	1	standard
	146542	£28.70	PINION HOUSING, speedo drive	1	alloy
	147965	£29.10	PINION, speedo drive	1	
	060247	£2.40	OIL SEAL, speedo pinion shaft	1	brass housing
	NKC105A	£3.64	OIL SEAL, speedo pinion shaft	1	alloy housing
<p>(The pinion &amp; bearing assembly may be replaced by 147965, 146542 and 147751. See page 29, items 70, 71 &amp; 72).</p>					
98	506071	£3.90	SCREW, bearing housing	1	
99	500469	£0.85	WASHER, sealing, copper	1	
100	110736	NCA	MAINSHAFT, overdrive	1	TR2-3A To TS26824
	204044	£202.60	MAINSHAFT, overdrive	1	TR3A From TS26825
	208052	£207.10	MAINSHAFT, overdrive	1	TR3B, TR4-4A
101	500655	£197.40	REAR CASING	1	
102	FHS2513	£1.10	STUD, rear casing, upper	4	
	500579	NCA	STUD, rear casing, lower	2	

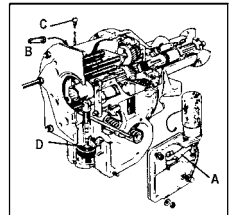


Overdrive Electrics

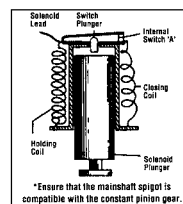
1	2H4841	£15.00	SWITCH, overdrive push-pull	1	TR2
2	108437	£1.64	KNOB	1	
<p>(Can be used as an alternative to 112474 on TR3-3A).</p>					
3	112474	£57.30	SWITCH, overdrive, egg-shaped	1	TR3-3A
4	132424	NCA	SWITCH, overdrive, chrome stalk	1	TR4-4A
	147280	£43.20	SWITCH, overdrive, black stalk	1	RHD
	147281	£43.20	SWITCH, overdrive, black stalk	1	LHD
5	609792	£8.40	BEZEL	1	
6	611974	£8.00	ESCUTCHEON,	1	o/drive switch to column
7	131338	£18.70	WIRING LOOM, switch to relay	1	
8	131339	£21.60	WIRING LOOM, gearbox top cover	1	
<p>(The above looms will require modification to suit screw terminals or single isolator switch installations).</p>					
9	602037	£1.30	GROMMET, gearbox cover	1	
10	142169A	£25.80	RELAY, Lucar terminals	1	
11	BAU1074A	NCA	SWITCH, isolator, spade terminals	1	
	BAU1074Z	£9.20	SWITCH, isolator, spade terminals	1	aftermarket
<p>(The overdrive relay &amp; isolator switch are currently available with Lucar type connections only. For TR2-3, TR3A to TS60000, replace the ring connectors on the wires with Lucar connectors (part no. RTC220A), or by replacing the looms (items 7 &amp; 8).</p>					
12	1B3664	£0.50	WASHER, switch adjusting	a/r	
<p>(Refer to the workshop manual for adjustment instructions).</p>					
14	508794	£37.30	SOLENOID	1	
15	109521	£17.30	COVER, rubber	1	

Overdrive Trouble Shooting

Overdrive doesn't work! Where do you start looking for the fault? Is the oil level and type correct? **NO**, change or top with CLST90.5L oil. **YES**, remove the gearbox cover and loosen the actuating lever (A), start engine and drive away. At any speed over 20mph, irrespective of which forward gear is engaged, move adjustment setting lever (B) forwards. If the overdrive engages or merely 'jolts', the fault is either in the settings or electric's - go to your nearest Moss branch.



If nothing happens then return to base, jack up the rear wheels, block the front wheels, use axle stands, then carefully loosen the operating valve plug (C) Start engine with fast tickover, engage 2nd gear and oil should bleed past the loosened operating valve plug. Any air should also bleed, after which the operating valve plug can be re-tightened. If no oil bleeds out, the pump is inoperative. Usually this is merely stuck and freeing can be achieved by removal of the oil drain plug (catch oil draining out). Inspect filter and clean if necessary. Remove pump body plug (D) and the base of the pump is revealed. Tap gently with a blunt instrument. Rotate wheels with the gearbox in neutral. Pump should move up & down freely. If the pump sticks 'down' again, and the result of the above produced a negative result, you guessed, - visit your nearest Moss approved specialist.

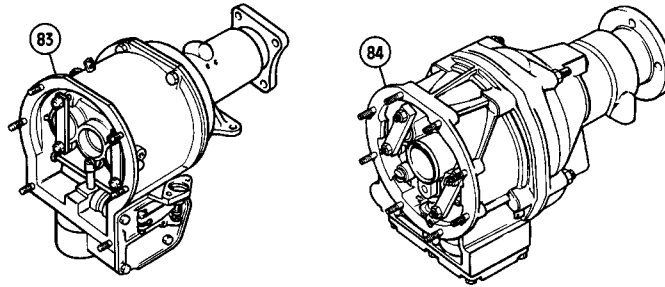
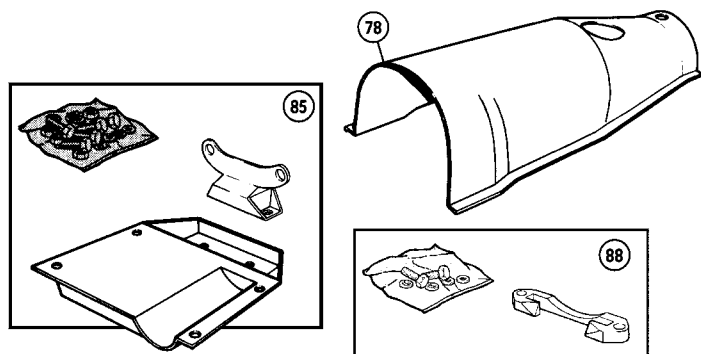
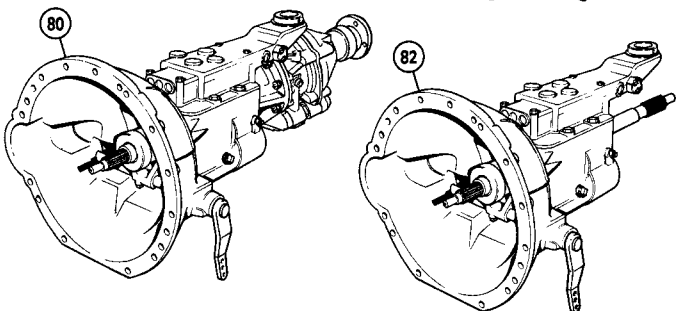
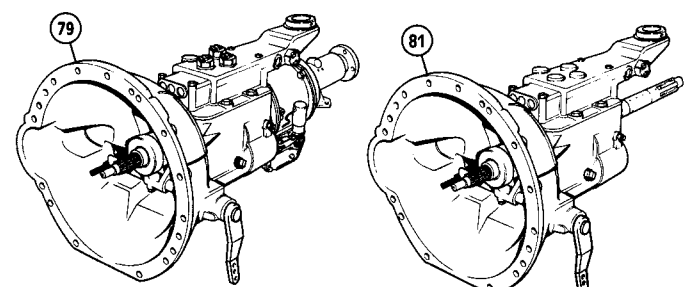
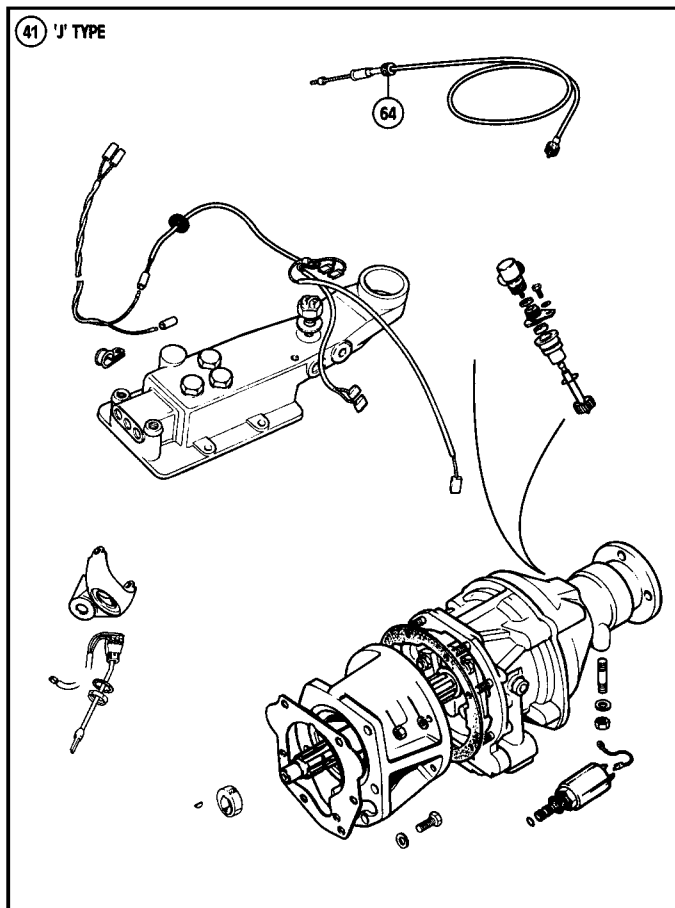
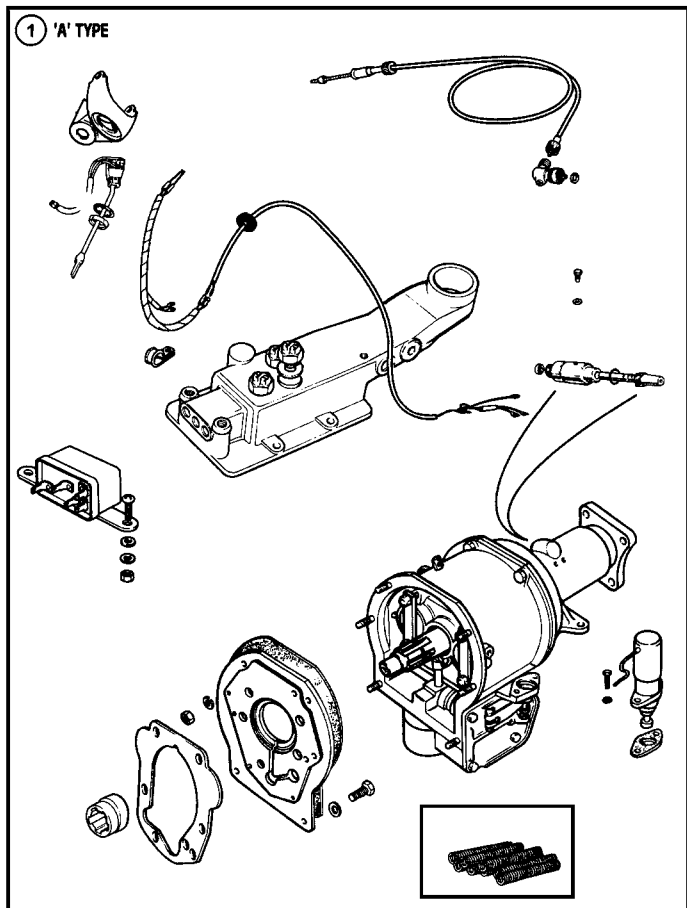


Overdrive Solenoid Operating Lever

Overdrive solenoids will suffer 'meltdown' if the operating lever is not adjusted properly. Refer to your workshop manual for details of the correct procedure for adjustment. When the overdrive switch is engaged, both solenoid cells are energised, causing the plunger to be pulled sharply into the solenoid. When it hits the top of the solenoid bore, the plunger opens switch 'A', disconnecting the closing coil, leaving the holding coil to keep the plunger in the upward position.

If the overdrive unit's operating lever is maladjusted so that the solenoid plunger cannot reach the switch plunger, both coils will remain energised as long as overdrive is selected. The closing coil will soon overheat to the point of failure, as it was designed only to be in operation for the fraction of a second it takes for the plunger to open the switch and disconnect the closing coil from the circuit. Moss Europe cannot accept for return, refund, exchange, or credit, any overdrive solenoid which has been abused electrically or mechanically. (Verbal abuse of the component is acceptable).





### Overdrive Conversions & Electrics

#### All Synchronesh Gearboxes

An overdrive conversion is among the most useful modification that can be carried out on your TR. Overdrive provides useful additional gear ratios, for use under all driving conditions. Creeping about in town, the use of 2nd overdrive and 2nd gear, (on A type units only), saves on the continual 2nd to 3rd to 2nd gear changes. It nicely bridges that 2nd to 3rd speed ratio gap. The 3rd gear gives that little extra help for high speed overtaking when an upward gear change could best be ignored. The 4th gear overdrive provides effortless high-speed cruising improving long distance touring fuel economy. The A type overdrive unit was fitted as an option to the TR5, TR250 and TR6 (CC/CP series pre 1973) and operates in 2nd, 3rd, and 4th gears. It provides a 22% reduction to the engine speed for a given road speed when engaged. The J type overdrive unit was fitted to TR6 (CR/CF series from 1973), operating on 3rd, and 4th gears only. It provides a 25% reduction to the engine speed for a given road speed when engaged. Overdrives can be fitted retrospectively and kits were listed accordingly by application; RHD & LHD drive, and early and late mainshaft. These kits were beautifully presented in wooden boxes of generous proportions because they contained a fibreboard replacement gearbox cover. The cover had removable aperture cover plates each side which the standard cover lacked. The right hand one allowed access to the speedometer right angle drive and the left hand one allowed the overdrive solenoid to be viewed. The fact that the right hand seat was in the way of the former and that the latter failed to actually permit adjustment or removal of the solenoid seems strange to current thinking, but that is the way it was. The wooden box would have contained an overdrive unit complete (with solenoid attached), to which was bolted the adaptor plate entrapping the eight disengagement springs, a replacement top cover drilled for two extra selector switches, the relevant mainshaft (pre or post CD20281), speedo cable, the column operating switch and its bezel. There was also a sealed cardboard box containing the small parts such as the right angle drive, two selector switches and adjustment washers, two looms, top cover welch plugs, adaptor plate bolts and washers, the relay, the rear gasket, speedometer drive gear plus screws and fittings. From the introduction of the CR/CF series TR6's, J type overdrive became standard fitment on non-USA vehicles. The presentation was much the same for the J type kits with one less selector switch and no relay, of course. Many years after the last of the TR's rolled off the production line we can still supply everything that you need to convert your TR to overdrive. The kits and their contents are listed here, gearbox covers must be purchased separately.

### 'A' Type Overdrive Conversion

Part Number	Description	Req.	Details
517198	NCA OVERDRIVE CONVERSION KIT	1	RHD
517197	NCA OVERDRIVE CONVERSION KIT	1	LHD

### 'J' Type Overdrive Conversion

Part Number	Description	Req.	Details
521158	NCA OVERDRIVE CONVERSION KIT	1	RHD
521159	NCA OVERDRIVE CONVERSION KIT	1	LHD

### Overdrive & Gearbox Cover

713569SAP	£91.20	GEARBOX COVER, plastic	1
713569SAP1	£119.50	GEARBOX COVER, plastic	1 2 piece

The table below details the donor units and combinations of components. The suitable donor units are: Triumph 2000, 2500, 2.5 Pi, Dolomite Sprint or Stag.

Donor Unit	Input shaft	Clutch plate	fork	nose	top cover	clutch cover, bearing & sleeve
TR2000 2500TC 2.5 Pi	retain	use saloon version	change pins for TR	use Tr from your Old g/box	Same, however if you want overdrive to operate in	TR
Dolomite Sprint	swap for TR or saloon	use TR plate to suit shaft	same as TR	shorten to 2"	2nd, 3rd & 4th please call.	TR
Stag	swap for TR or saloon	use plate to suit shaft	same as TR	shorten to 2"		TR

### Changes to overdrives

#### A type:

- If non-TR donor unit is used the operating pressure is wrong and accumulator spring 515131 or 518601 will need to be fitted to correct this.
- Wrong solenoid bracket, solenoid may foul or strike chassis, part no. 502566 should be fitted, see overdrive units & components on page 33 item 53.
- Rear flange won't fit TR propshaft, swap for existing TR one from old gearbox, purchase 518109 or 518109. Or weld up and re-drill donor's unit.
- Speedo will read 'low'. Either recalibrate speedo (information sheet available), or your original TR speedo drive pinion and right-angle drive to connect to cable.
- Rear overdrive casing needs to be changed for a TR variety (part no. 500655). £104,086.00alterations allows the saloon casing to fit the TR mounting, 104086.

#### J type:

- If non-TR donor unit is used fit relief valve NKC36.
- Fit TR propshaft flange 160292. Or weld up and re-drill donor's unit.
- Swap speedo gear in overdrive for NKC99 and fit the following components;

120694	£43.40	ANGLE DRIVE	1
3H550	£0.64	WASHER, sealing	1
NKC48	£30.10	PINION & GEAR, speedo drive	1
NKC42	£33.10	SPEEDO DRIVE HOUSING	1
NKC106	£1.10	'O' RING	1
NKC105A	£3.64	OIL SEAL	1
NKC43	£17.50	RETAINER ASSEMBLY	1
SH604051	£0.30	SCREW, attaching retainer	1
WE600041	£0.47	WASHER, locking	1

### Flange Dimensions

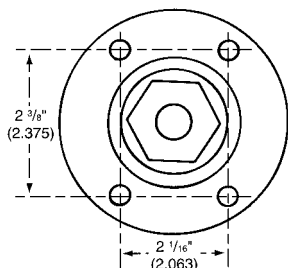
#### (Flanges 518109, 518109 and 160292)

If any dimensions don't match, it isn't 'TR'.

Whatever you do, you must thoroughly clean the gearbox & overdrive unit, paraffin is best. Remove residue from the magnetic filler plug (if fitted). Clean out overdrive filter. Inspect residue from both and decide what rectification is needed, if any.

Either type of gearbox from any of the mentioned donors may include a gear lever. All use longer gear levers that are less cranked than TR ones, so your knuckles may strike the dashboard. Your choices: Refit your TR gear lever, bend the donor's lever and use knob switch, or live with it as it is and use knob switch - and buy a bulk pack of first aid plasters.

### Overdrive Conversions



We can recondition a donor gearbox and/or overdrive to TR specification. This reconditioning service is available on donor units supplied by us (TGK100 & TGK101) or from your own source. If you require us to recondition your own donor unit please ensure it is complete, clean & drained of oil. We will not accept stripped, partially stripped unit or 'a box of bits' for reconditioning.

#### Step 1:

(Go to Step 2 if you already have a gearbox & overdrive ready for reconditioning).

79	TGK100	£920.70	GEARBOX & OVERDRIVE, 'A' type	1	} outright purchase
80	TGK101	£734.40	GEARBOX & OVERDRIVE, 'J' type	1	

Supply donor gearbox, probably ex-saloon (as both Stag and Dolomite Sprint gearboxes are now rarer than TR ones), as removed from vehicle, complete with its overdrive, i.e. complete gearbox, untouched and in 'as seen' condition. Release bearing not included.

#### Step 2:

81	TGK102	£867.00	GEARBOX RECONDITION & CONVERSION	1	'A' type
82	TGK103	£867.00	GEARBOX RECONDITION & CONVERSION	1	'J' type

The donor gearbox, fully rebuilt to TR specification, less overdrive, in exchange for your non-TR donor unit wherever it was sourced, preferably untouched, i.e. not dismantled or otherwise tampered with, but clean, drained of oil, and complete with overdrive adaptor plate. Release bearing not included.

#### Step 3:

83	TGK104	£846.60	OVERDRIVE, RECONDITION & CONVERSION	1	'A' type
84	TGK105	£822.00	OVERDRIVE, RECONDITION & CONVERSION	1	'J' type

The donor overdrive rebuilt or exchanged for fully rebuilt unit to TR specification. Adaptor plate not included.

#### Step 4 (if required):

TGK106	£25.00	ASSEMBLY SERVICE, labour only	1	either type
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Fit gearbox to overdrive, either above rebuilt units, or from your own source (which must be clean & oil free). BY PRIOR ARRANGEMENT ONLY.

A complete gearbox and overdrive rebuild and conversion will require the following:

'A' Type - TGK100, TGK102 & TGK104  
'J' Type - TGK101, TGK103, TGK105 & 211361X (TR2 - early TR6)

Note: There are other possible combinations of requirements and additional small parts, such as gaskets and seals which may be necessary to complete your request, so you should discuss these at the time of placing your order. Where two sources of donor units are involved, this may incur special conditions to the warranty on your rebuild/conversion.

### Upated Overdrives

#### A-Type Overdrive Upating

This is only supplied as a kit to YOUR donor overdrive unit, and built into it. The unit must be or have been properly rebuilt, as necessary, at the same time, to remove the chance of worn internal components failing. These components might well have survived many more miles under normal use and standard pressure, but they certainly won't under uprated conditions.

To permit the modifications the donor unit must be of the type which has a large welch plug visible in its base, adjacent to the drain plug. This provides a final pressure outlet for the accumulator which does not have the pressure bleed-off ports which are part of the standard two piece accumulator piston assembly, and which are there to provide the 'cushioned drive'. Cushioning of the drive is not a significant factor on a competition overdrive. Due to the much more positive engagement this modification should not be considered for 'road' TR's. The kit includes: relined and uprated cone clutch, a modified unidirectional clutch, a larger accumulator piston, uprated operating valve, and replacement accumulator springs.

TGK107	NCA	OVERDRIVE UPATING KIT	1	'A' type
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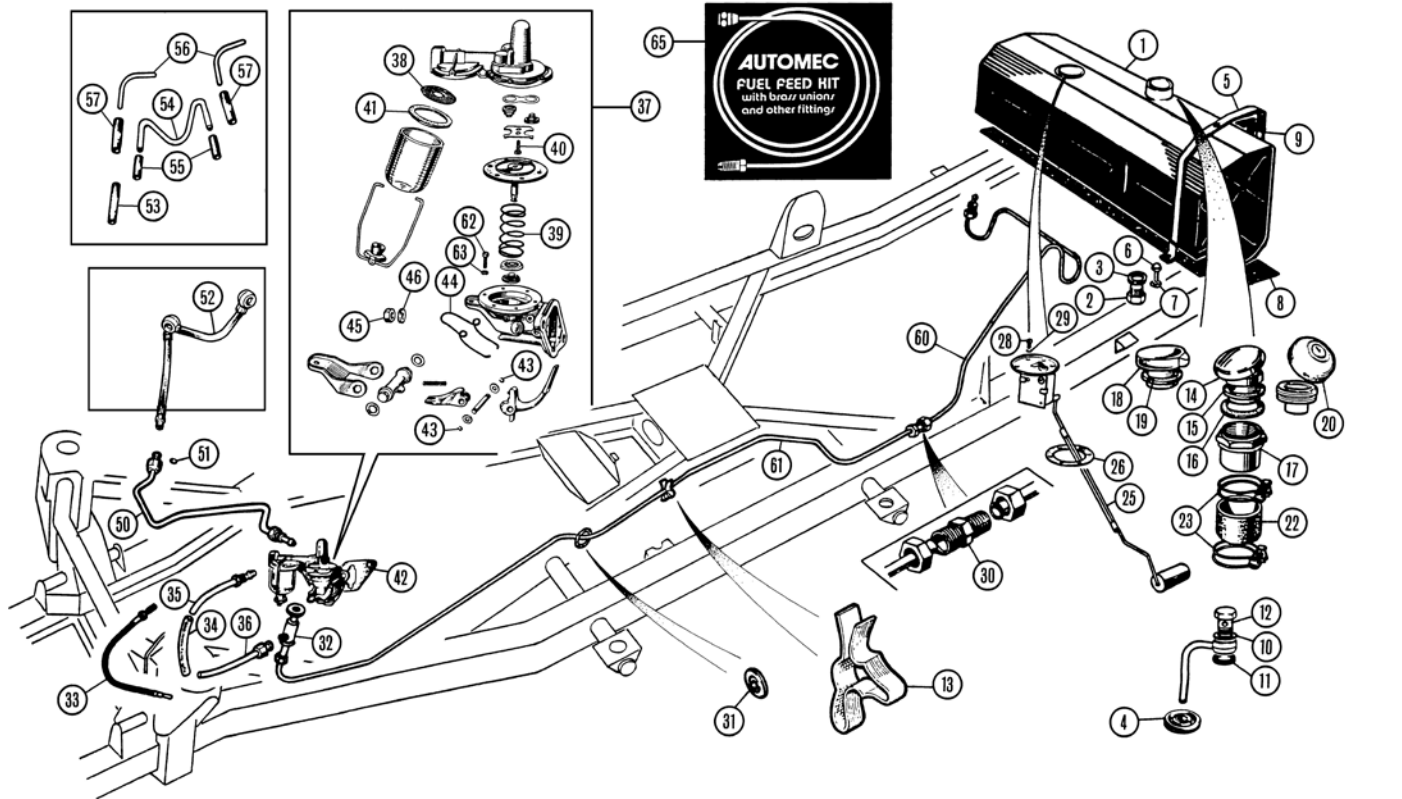
#### J-Type Overdrive Upating

This is only supplied as a kit. It requires modifications to the clutch, to which a 'grippier' lining is bonded, the dashpot assembly and the whole Pressure Relief Valve assembly. An 'old' clutch sliding member is required in exchange for the relined unit supplied.

TGK108	NCA	OVERDRIVE UPATING KIT	1	'J' type
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### Overdrive Conversion Bracket Kits

85	211361X	£119.40	BRACKET & FITTING KIT	1	(Allows 'J' type overdrive to fit to 'A' type chassis (TR2 to TR4A) without modification. Comes complete with mounting).
88	104086ADP	NCA	BRACKET	1	(Allows a saloon 'A' type overdrive casing to fit the TR mounting, 104086. (Minor rear casing alterations are required).



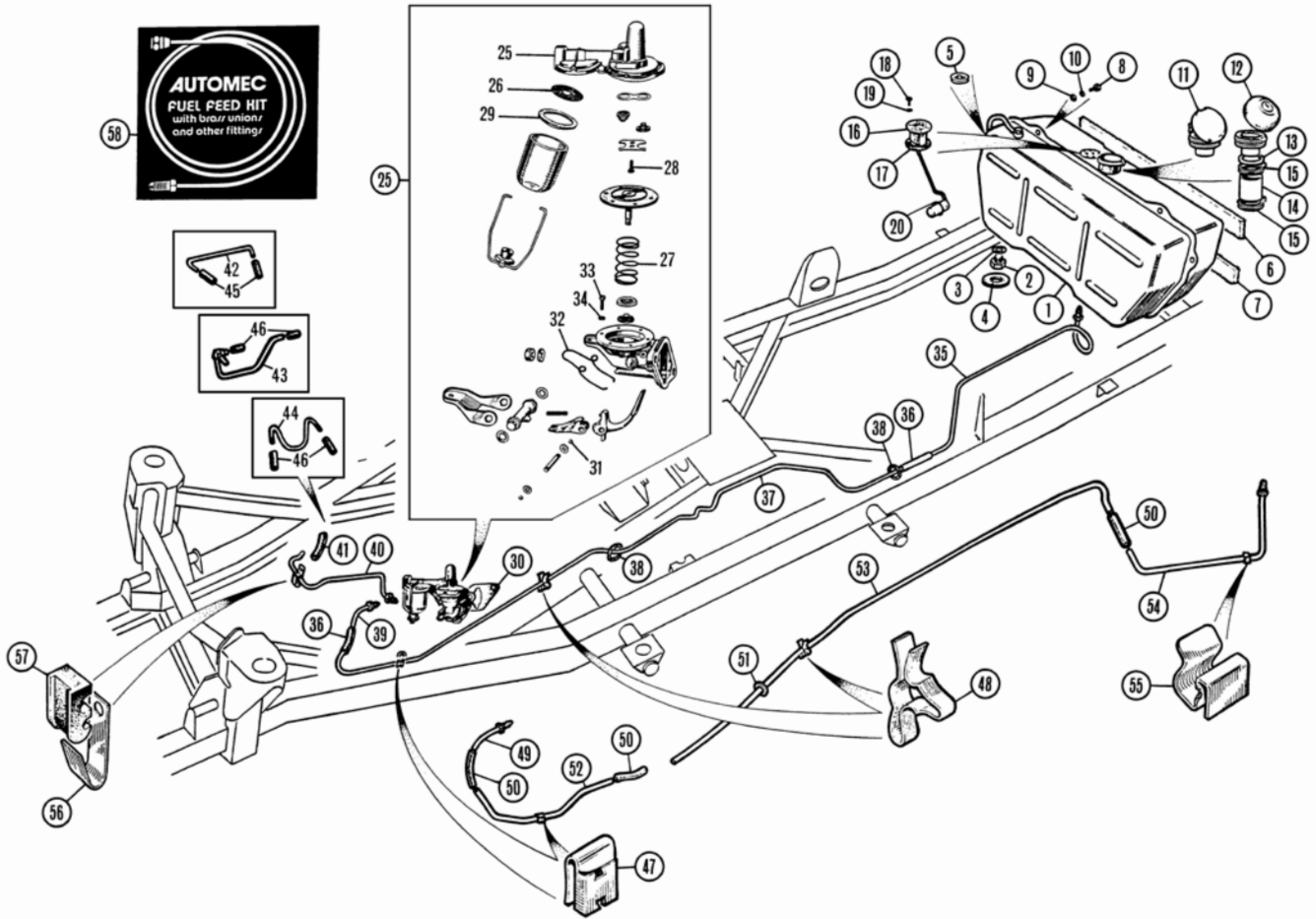
**Fuel Tank, Pipe & Pump TR2-TR3A**

**Lead Additive**

UK TR's were designed to run a high-octane fuel, so to eliminate the possible need to adjust (i.e., retard) ignition an octane booster may also be required. We stock a lead substitute (endorsed by the 'Federation of Historic Vehicle Clubs') that enables unleaded fuel to be safely used in engines designed for Leaded fuel.

Ill	Part Number	Price	Description	Req.	Details
1	302125	£310.80	FUEL TANK	1	TR2-3, TR3 To TS60000
	302125AL	£325.70	FUEL TANK, aluminium	1	outlet in bottom centre
	303999	£310.80	FUEL TANK	1	TR3A From TS60001
	303999AL	£325.70	FUEL TANK, aluminium	1	outlet at bottom right
2	103222	£6.00	PLUG, drain	1	original tanks only
3	AAA836	£0.70	WASHER, on drain plug	1	
4	061917	£0.67	GROMMET, 1/2" hole, vent pipe	1	alternative
	600395	£1.60	GROMMET, 1" hole, vent pipe	1	alternative
5	201864	NCA	STRAP, tank retaining	2	TR2-3, TR3 To TS60000
	203139	NCA	STRAP, tank retaining	2	TR3A From TS60001
	204964	NCA	STRAP, tank retaining	2	TR3A To TS60000
	206370	NCA	STRAP, tank retaining	2	TR3A From TS60001
6	SH606061	£0.77	SCREW, hex headed, (short)	2	tank strap to chassis
	SH606101	£0.60	SCREW, hex headed, (long)	2	tank strap to chassis
7	GHF333	£0.30	WASHER, locking	4	
8	107562	£9.30	STRIP, felt, tank base to body (The tank base felt strips must be trimmed to suit installation).	2	
9	107563	£4.40	STRIP, felt, retaining strap to tank	2	
10	AUC2141	£0.53	WASHER, fibre, upper	1	original tanks
11	GHF346	£0.41	WASHER, fibre, lower	1	
12	435-480	£19.80	BANJO BOLT, fuel tank vent	1	
13	059191	£1.06	CLIP (Vent pipe anti-rattle, and fuel line to chassis).	3	
14	704551	£51.60	CAP, fuel filler, screw type	1	
15	704551W	£13.40	ESCUTCHEON, chromed	1	
16			WASHER, fibre	1	
17	704551NECK	£32.70	EXTENSION, screwed to filler cap	1	
18	613506	£64.10	CAP, fuel filler, with tube extension (If your car is missing the fuel cap, use 613506 (item 18) or 571086 (item 20), regardless of model or chassis number).	1	alternative to 704551
19	650247	£3.25	GROMMET, in rear deck	1	use with items
20	571086	£59.40	CAP, fuel filler, locking	1	
22	650279	£5.30	HOSE, rubber, filler to tank	1	

23	CS4038	£1.50	CLIP, wire type	2	
	GHC11060	£3.10	CLIP, jubilee type	2	
25	203610	£30.00	SENDER UNIT, fuel gauge	1	
26	2H1082	£0.48	GASKET, seating sender unit	1	
	293-401	£4.50	GASKET SET, Viton	1	
28	TR6504	£0.83	SCREW, sender unit to tank	6	
29	WF702101	£0.36	WASHER, locking	6	
30	060172	£4.36	UNION, fuel line connecting	1	
31	CD23720	£2.00	GROMMET, fuel line	a/r	through chassis
32	104818	£54.00	TAP ASSEMBLY, fuel	1	
	104818C	£3.55	CORK SEAL, in fuel tap	1	
33	104842S	£24.50	HOSE, stainless steel braided (Tap to pump union & nuts).	1	alternative to 34, 35, 36
34	115784	£1.43	HOSE, flexible, fuel inlet to pipe	1	alternative to 33
35	149556	£5.20	PIPE, fuel inlet to pump	1	
36	115780	NCA	PIPE, fuel tap outlet	1	
			(If you have nothing here, use the stainless steel braided pipe (part no. 104842S) to provide a connection between the fuel tap and pump).		
37	109637	£51.00	FUEL PUMP, replacement (This comes with a glass bowl and an external priming lever as original).	1	
38	500419	£8.10	GAUZE	1	
39	052492A	NCA	SPRING, under diaphragm	1	
40	059660	NCA	SCREW, retaining valve plate	2	
	AEU2760A	£13.30	REPAIR KIT, fuel pump (Includes diaphragm, valves & gaskets).	1	
41	500418	£1.52	GASKET, sediment bowl	1	
42	139041	£1.80	GASKET, pump to crankcase	1	
43	052484	NCA	'C' CLIP, on pivot	2	
44	052498	NCA	SPRING, priming handle	1	
45	GHF201	£0.14	NUT, pump attachment	2	
46	GHF332	£0.40	WASHER, pump attachment	2	
50	203121	£29.10	PIPE, pump to carburettor inlet hose	1	use with 203120
	205048	£29.10	PIPE, pump to carburettor inlet hose	1	use with 115784
51	TL7	£1.04	OLIVE	1/2	
52	203120	£85.80	HOSE, flexible with banjos	1	carburettor to carburettor, only for banjo type float chamber lid
53	115784	£1.43	HOSE, flexible, pipe to front carburettor	1	carburettor to carburettor,
54	120329	£21.90	PIPE, rigid	1	use with float lids
55	120331	£0.88	HOSE, pipe to carburettors	2	AUC4103 & AUC4104
56	121273	£2.05	PIPE, vent, rigid, to float chamber	2	use with AUC carburettors
57	120331	£0.88	HOSE, flexible, vent pipes to carburettors	2	
60	206402	£33.40	PIPE, fuel, rigid, tank to coupling	1	cut & bend to fit
61	303754	£31.60	PIPE, fuel, rigid, coupling to fuel tap	1	
62	AJD3204Z	£0.53	SCREW, 2BA x1/2"	6	
63	WL700101	£0.25	WASHER, spring, 3/15"	6	
65	HFFK34	£112.60	FUEL PIPE KIT, (TR2-3A)	1	copper, car set



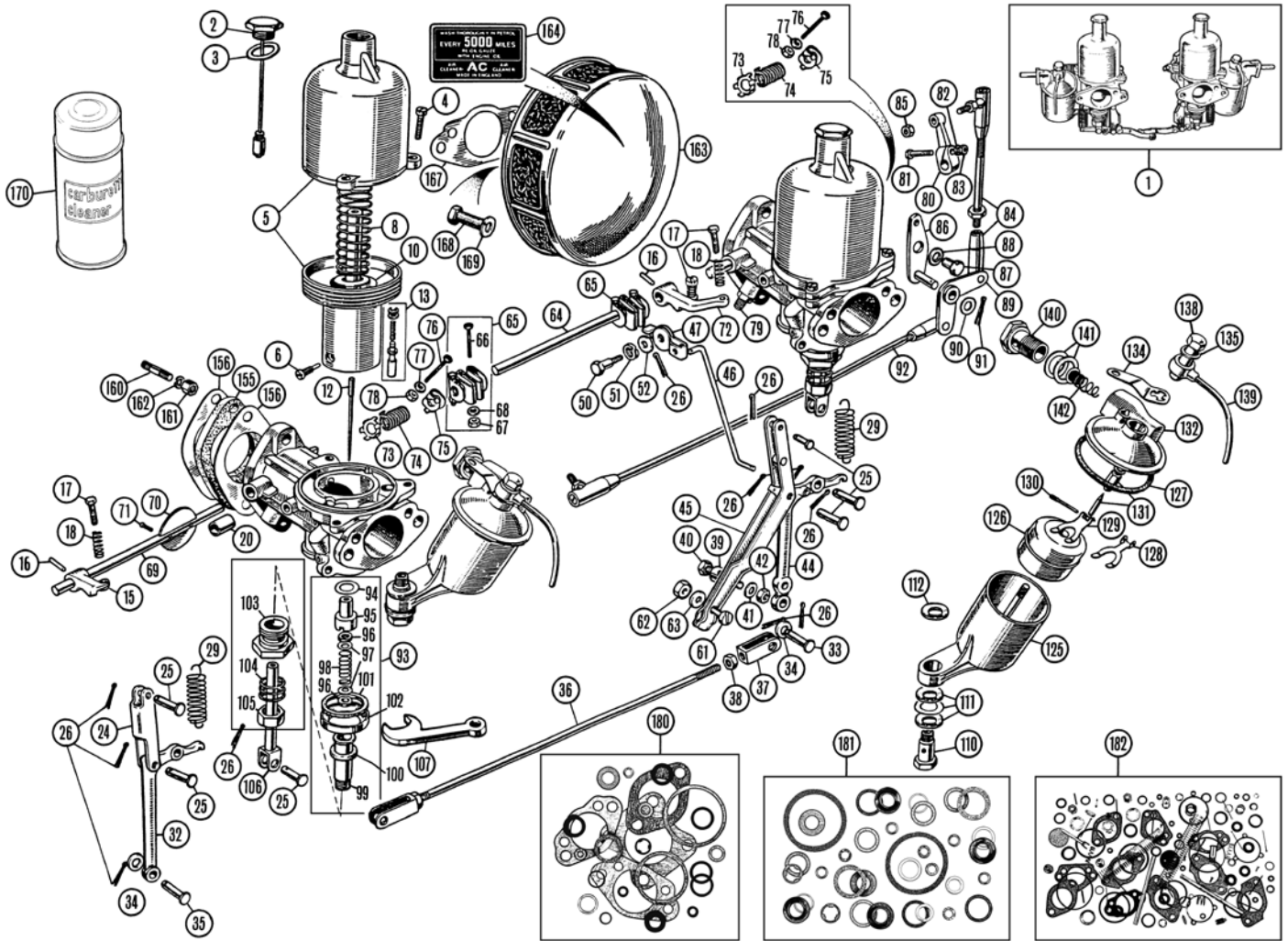
**Fuel Tank, Pipe & Pump TR4-4A**

**Lead Additive**

UK TR's were designed to run a high-octane fuel, so to eliminate the possible need to adjust (i.e., retard) ignition an octane booster may also be required. We stock a lead substitute that enables unleaded fuel to be safely used in engines designed for Leaded fuel.

Ill	Part Number	Description	Req.	Details
1	312359	£322.96 FUEL TANK, steel	1	
	312359X	£350.20 FUEL TANK, aluminium	1	
		(To rationalise fuel tanks for TR4 cars through to TR6, we have produced, in marine quality aluminium, a fuel tank that will suit all applications).		
2	103222	£6.00 PLUG, tank drain	1	
3	AA836	£0.70 WASHER, fibre, drain plug	1	
4	611733	£2.70 PAD, drain plug to floor	1	
5	061917	£0.67 GROMMET, 1/2" hole, vent pipe	1	alternatives
	600395	£1.60 GROMMET, 1" hole, vent pipe	1	
6	107562	£9.30 FELT, anti-rattle, upper	1	
7	107562	£9.30 FELT, anti-rattle, lower	1	
8	GHF101	£0.30 SCREW	6	
9	GHF314	£0.22 WASHER, plain	6	
10	GHF331	£0.38 WASHER, locking	6	
11	613506	£64.10 CAP, fuel filler	1	
12	571086	£59.40 CAP, fuel filler, locking	1	
13	650247	£3.25 GROMMET, fuel cap	1	
14	650279	£5.30 HOSE, rubber, filler to tank	1	
15	CS4038	£1.50 CLIP, wire type	2	
	GHHC11060	£3.10 CLIP, jubilee type	2	
16	208209R	NCA SENDER UNIT, fuel gauge	1	(Smiths no. TF1002/097)
	209195R	NCA SENDER UNIT, fuel gauge	1	(Smiths no. TF1002/500)
	214465	£29.30 SENDER UNIT, fuel gauge	1	alternative
		(The original sender units 208209R & 209195R are no longer available. As a replacement for the original sender units, we have found the use of the TR5-6 item, 214465, fully satisfactory).		
17	2H1082	£0.48 GASKET	1	
	293-401	£4.50 GASKET SET, Viton	1	
18	TR6504	£0.83 SCREW	6	
19	WF505	£0.53 WASHER, fibre	6	
20	139908	NCA RING, anti-rattle	1	TR4A

25	109637	£51.00 FUEL PUMP, replacement	1	
		(This comes with a glass bowl and an external priming lever as original).		
26	500419	£8.10 GAUZE	1	
27	052492A	NCA SPRING, under diaphragm	1	
28	059660	NCA SCREW, valve plate retaining	2	
	AEU2760A	£13.30 REPAIR KIT, fuel pump	1	
29	500418	£1.52 GASKET, sediment bowl	1	
30	139041	£1.80 GASKET, fuel pump to crankcase	1	
31	052484	NCA 'C' CLIP, on pivot	2	
32	052498	NCA SPRING, priming handle	1	
33	AJD3204Z	£0.53 SCREW, 2BA x 1/2"	6	
34	WL700101	£0.25 WASHER, spring, 3/16"	6	
35	208495	NCA PIPE, tank outlet	1	
36	115784	£1.43 CONNECTOR, fuel pipe	2	
37	303754	£31.60 PIPE, intermediate	1	TR4
38	CD23720	£2.00 GROMMET	2	
39	149556	£5.20 PIPE, pump inlet	1	
40	305995	£17.90 PIPE, pump outlet to carburetors, (1/4")	1	TR4A
	205048	£29.10 PIPE, pump outlet to carburetors, (5/16")	1	
41	115784	£1.43 CONNECTOR, pipe to carburettor	1	
42	120329	£21.90 PIPE, carburettor to carburettor	1	TR4 H6 carburetors
43	136489	NCA PIPE, carburettor to carburettor	1	TR4-4A Stromberg carbs
44	145124	£21.80 PIPE, carburettor to carburettor	1	TR4A HS6 carburetors
45	120331	£0.88 CONNECTOR, pipe to carburettor	2	TR4 H6 carburetors
46	115784	£1.43 CONNECTOR, feed pipe to carburettor	1	TR4A Stromberg carbs
	120331	£0.88 CONNECTOR, feed pipe to carburettor	1	TR4A HS6 carburetors
47	130882	£0.60 CLIP, pipe to hose bracket	1	TR4-4A
48	059191	£1.06 CLIP, pipe to frame	4	
49	149556	£5.20 PIPE, pump inlet	1	
50	115784	£1.43 CONNECTOR, fuel pipes	3	TR4A
51	CD23720	£2.00 GROMMET	3	
52	212515	NCA PIPE, pump inlet to intermediate	1	early TR4A
	212799	NCA PIPE, pump inlet to intermediate	1	late TR4A
53	307378	NCA PIPE, intermediate	1	early TR4A
	307532	NCA PIPE, intermediate	1	late TR4A
54	307370	NCA PIPE, tank to connector	1	early TR4A
	143846	NCA PIPE, tank to connector	1	late TR4A
55	611793	NCA CLIP, pipe to frame	1	TR4A alternative
	616312	£1.52 CLIP, pipe to frame	1	
56	133072	£5.00 CLIP, pipe to thermostat housing	1	TR4-4A
57	133083	£14.20 INSULATOR, rubber, pipe to clip	1	
58	HFFK35	£167.20 FUEL PIPE KIT, (SU HS6 carburetors)	1	copper, car set
	HFFK36	£158.20 FUEL PIPE KIT, (Stromberg carburetors)	1	



**H&S Carburettors (Introduction/Identifying)**

**SU Carburettor Introduction**

SU carburettors have been a part of the British car scene since the late 1920's. The modern trend of fitting fuel injection has considerably diminished the demand for carburettors, which during the 70's & 80's struggled to keep up with the demands of legislation for ever increasing sophistication in the 'management of fuel', in both its burnt & un-burnt state. Nevertheless, for nearly half a century SU carburettors provided a very efficient and, in their basic design, a very simple way of providing the correct fuel/air mixture for cars. When you read the following sections on H4, H6 and HS6 SU carburettors I hope you will be as surprised and amazed as we have been during the compilation of this section.

SU have carried out an excellent job of making sure that even the oldest TR carburettor, produced in 1953 for the TR2, is still essentially completely rebuildable today. SU and, more latterly, our friends at Burlen Fuel Services have worked extremely hard to ensure continuing availability of almost every single service component for this range of carburettors. Obviously, SU did a considerable amount of development over the years, but however it happened, their policy on servicing the replacement parts has made our job much easier.

It goes without saying that dropping your carburettors, and thereby cracking the bodies, or running your car over them, or probably the most common problem of having 'lost them' through someone putting a 'much nicer' carburettor (such as Weber) on, will mean that your chances of getting your TR back to original specification are severely diminished. There are still a large number of these carburettors around and the same basic design was used on many 50's & 60's cars, this could provide a source of old units which you could then recondition, following the guidance and parts listings in this catalogue. (Incidentally, if you think losing your carburettors and finding old units is a problem, you will realise that this pales into insignificance with a request from a customer in Portugal who came across the owner of a TR6 looking for a replacement engine. He is unfortunately not able to embark on any exchange schemes for an engine as his car is fitted with an Escort 1300 engine and gearbox. Now that's when you have got problems!).

We hope you enjoy reading the carburettor section, and we think you will be convinced that almost no matter what has befallen your carburettors in the past, it is not beyond your capability to use those parts which are available to restore your carburettors to 'as new condition'.

**H Series Carburettors**

These carburettors originally had triangular aluminium tags on the float bowl lid. These tags were stamped with the SU identification number for that specific carburettor installation. For simplicity, we use these numbers found on the tags in our application column. If your carburettor tags are missing,

use the information here (with our illustration) to identify your carburettors. The dimensions 1 1/2" and 1 3/4" are measured at the throttle disc end of the carburettor body, as opposed to the air/fuel passage where the air filter is fitted.

**H4 SU Carburettors & Air Cleaners**

**Carburettors & Components (TR2) (H4)**

Ill	Part Number	Description	Req.	Details
1	AUC721T	£1,156.25 CARBURETTORS, H4 (1 1/2"), pair	1	(These are identified by the fact that each carburettor is mounted to the inlet manifold with only 2 studs. (See Inlet manifolds on page 48).
2	AUC8103HB	£30.55 DAMPER & CAP, brass	2	
	AUC8103A	£18.00 DAMPER & CAP, plastic	2	(AUC8103HB is a brass capped damper assembly as fitted originally to TR2's. AUC8103A is the 'modern' replacement plastic capped damper).
3	AUC2141	£0.53 WASHER, fibre	2	
4	JZX1394	£0.95 SCREW, chamber to body	6	
5	AUC8019	NCA CHAMBER & PISTON	2	
6	AUC2383	NCA SCREW, needle locking	2	
8	AUC4387	£7.40 SPRING, piston return, red	2	
10	AUC3071	£1.10 THRUST WASHER	2	
12	AUD1201	£13.66 NEEDLE, jet, standard, (FV)	2	(SU offered two different needles as standard for the TR2 (H4 SU's), but Triumph rationalised them in 1954 to the FV specification, which we supply under part number AUD1201).
13	WZX1105	£5.45 PIN & SPRING	2	includes circlip & washers (This is called the 'tickler pin' in the Triumph parts book, it is used to lift the piston whilst tuning the carburettors).
15	AUC2189	NCA STOP, throttle, rear carburettor	1	
16	AUC2106	£1.10 PIN, tapered	2	
17	AUC3464	£0.90 SCREW, idle adjusting	3	
18	AUC2451	£0.90 SPRING, idle screws	3	
20	AUD3080	£3.90 BUSH, throttle shaft, (in carburettor body)	4	(These bushes require machine shop installation. See 'Tech Tips' on page 46).
24	AUC3419	£21.65 LINK, jet lever, rear carburettor	1	
25	AUC2381	£1.80 CLEVIS PIN, link & jet	6	
26	GHF500	£0.22 SPLIT PIN	10	
29	AUC4667	£5.30 SPRING, jet lever return	2	

32	AUC3346	NCA	LEVER, jet, rear carburettor	1
33	AUC5074	NCA	CLEVIS PIN, rod to front lever	1
34	AUC8396	£0.53	WASHER, plain	1
35	AUC2108	£3.20	CLEVIS PIN, rod to rear lever	1
36	AUC3435	£5.95	ROD, jet connecting	1
37	AUC2256	£12.30	FORK, rod end	2
38	AJD8012Z	£0.30	LOCK NUT, (2BA)	2

Note: We have manufactured the 'jet connecting link' in the manner that the SU Carburettor Co. illustrated it in their technical literature. Triumph showed a 'rod & fork end' to give adjustment at one end only. We have made a replacement as illustrated here with a rod threaded at both ends, with forks and lock nuts supplied separately.

39	ACC5062K	£2.80	TRUNNION, cable clamping	1
40	HU503	£0.83	SCREW, trunnion	1
41	PWZ203	£0.19	WASHER, plain	1
42	GHF220	£0.22	NUT, nyloc	1
44	AUC3234	£28.94	LEVER, jet, front carburettor	1
45	AUE63	£13.40	LINK, front jet lever	1
46	AUC4853	£10.90	LINK, jet lever to fast idle lever	1
47	AUC3502	£18.55	LEVER, fast idle	1
50	AUC3471	£4.50	BOLT, pivot	1
51	AJD7722	£0.40	WASHER, locking	1
52	AUC4848	£1.85	WASHER, plain	1
61	AUB660	NCA	BOLT, clamp	1
62	AJD8012Z	£0.30	NUT, (2BA)	1
63	WL700101	£0.25	WASHER, locking	1
64	AUC1462	£4.70	ROD, coupling	1

(Coupling Rod AUC1462 is actually an MGB part (wash my mouth!). It is 3 1/4" long & needs to be cut to the approx. length for the TR2, which is 3 3/16". Please use this length as a 'rough guide', & cut to suit your car).

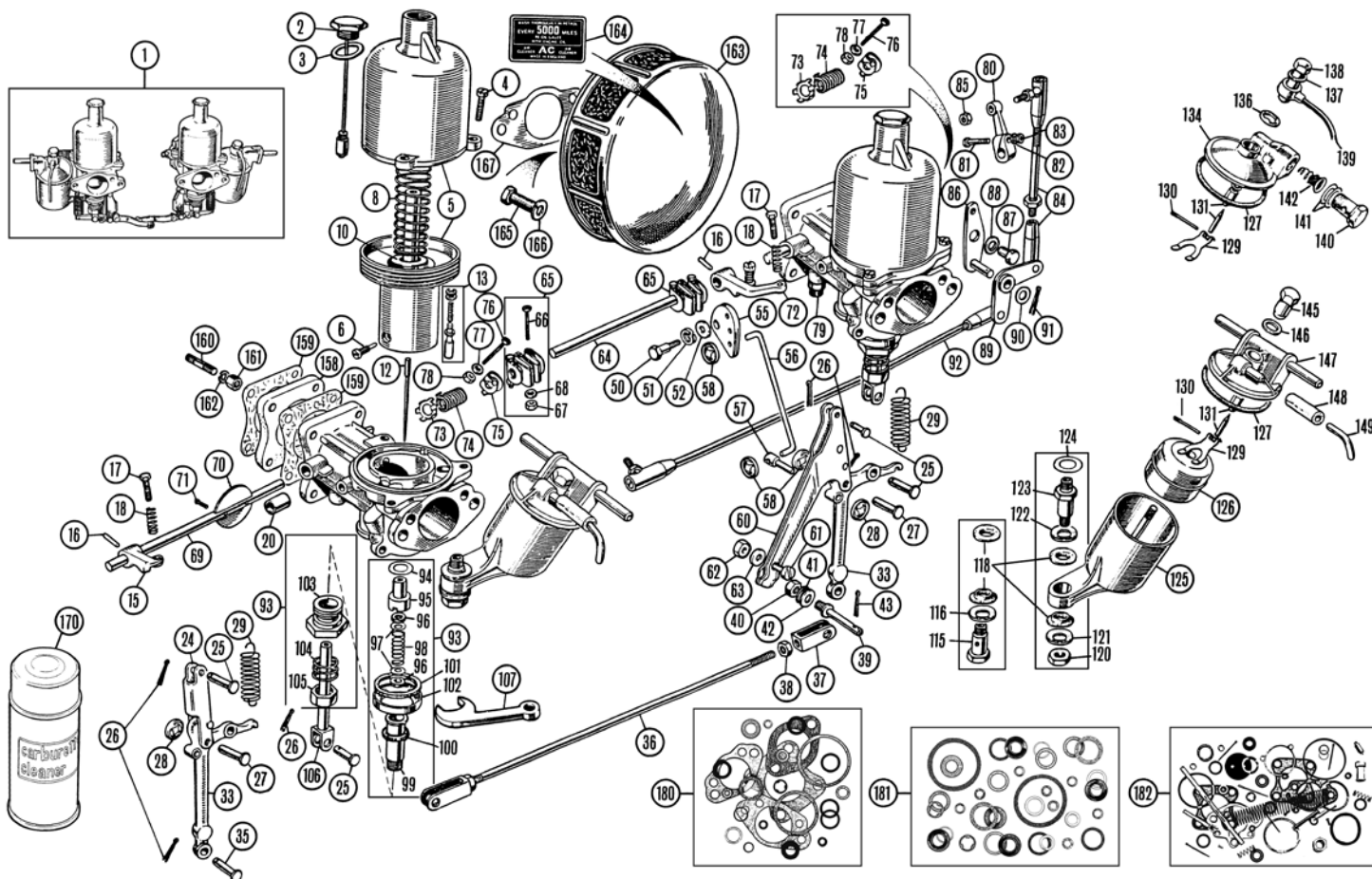
65	AUE75	£15.25	COUPLING ASSEMBLY	2 includes bolt, nut & washer
66	AUC2669	£1.21	BOLT	4
67	AJD8014Z	£0.30	NUT	4
68	PWZ102	£0.22	WASHER, plain	4
69	AUC3242	£18.90	THROTTLE SHAFT, standard	2
	AUC3242RP	£18.90	THROTTLE SHAFT, oversize	2
70	WZX1323	£11.56	THROTTLE DISC, 1 1/2", carburettors	2 includes screws
71	AUC1358	£0.77	SCREW, throttle disc	4
72	AUC3437	NCA	THROTTLE STOP, front carburettor	1
73	AUC4770	£16.40	ANCHOR PLATE, spring	2
74	AUC4782	£4.85	SPRING, throttle return	2
75	AUC4771	£10.70	CLIP, return spring	2
76	AUC2669	£1.21	BOLT, (for clip AUC4771)	2
77	PWZ102	£0.22	WASHER, locking	2
78	AJD8014Z	£0.30	NUT	2
79	AUC5100	£9.00	UNION, vacuum advance	1 on front carburettor
80	AUE180	£12.20	LEVER, throttle shaft, (1 1/4")	1
	AUE191	£17.00	LEVER, throttle shaft, (1")	1
81	AUC2694	£0.84	BOLT, for lever	1
82	PWZ102	£0.22	WASHER, locking	2
83	AJD8014Z	£0.30	NUT	2
84	148496	£16.00	LINK ROD, vertical, short	1
85	JN2107	£0.43	NUT, short rod to throttle shaft lever	1
86	106759	£15.30	PIVOT, bellcrank	1
87	SH605061	£0.22	SET SCREW	1 bellcrank lever to manifold
88	GHF332	£0.40	WASHER, locking	1
89	106756	£18.00	LEVER, bellcrank	1
90	GHF301	£0.24	WASHER, plain	1
91	GHF500	£0.22	SPLIT PIN	1
92	106764	£16.60	LINK ROD, horizontal, long	1
93	WZX1593	£23.00	BEARING KIT, jet	2
			(Includes items 94 to 105 for 1 carburettor).	
94	AUC2122	£0.68	WASHER, copper, upper	2
95	AUC3230	£7.70	BEARING, jet, upper	2
96	AUC2120	£1.21	SEAL, cork	4
97	AUC2119	£2.10	WASHER, cupped	4
98	AUC1158	£2.65	SPRING, jet gland	2
99	AUC3231	£5.45	BEARING, jet, lower	2
100	AUC3233	£1.20	WASHER, copper, lower	2
101	AUC2118	£0.90	SEAL, cork	2
102	AUC2117	£3.00	RING, sealing, aluminium	2
103	AUC3232	£5.20	NUT, sealing	2
104	AUC2114	£1.25	SPRING, mixture adjusting nut	2
105	AUC2121	£3.05	NUT, mixture adjusting	2
106	WZX1595	£15.10	JET ASSEMBLY KIT	2
			(Includes items 96, 101, 102 for 1 carburettor).	
107	AUD2693	£3.20	SPANNER, jet adjusting	1
110	AUC1541	£10.30	BOLT, shouldered	2
111	AUE6	£2.70	WASHER KIT	2 2 fibre & 1 steel
112	AUC2130	£0.90	WASHER, fibre	2

(The shouldered bolt is 'nipped' when tight, to compress the fibre washers which are designed to provide a fuel proof seal (dream on!). The steel washer between the two fibre washers provides a low friction point to allow minor movement between the float chamber and the

125	AUC3495	£146.10	FLOAT CHAMBER	2
126	WZX1303	£18.40	FLOAT	2
127	AUC1147A	£0.84	GASKET, float chamber lid	2
128	AUC1980	£9.00	LEVER, float, for original lids	2
129	AUD2285	£4.85	LEVER, float, for new lids	2
130	AUC1152	£0.53	PIN, lever pivot	2
131	WZX1101A	£10.00	NEEDLE & SEAT	2
	GAC9201X	£9.10	GROSE JET	2 see page 46
			(Superior replacement for standard needle and seat. Highly recommended).	
132	AUE255	NCA	FLOAT LID, float chamber	2 original
	AUE479	£80.26	FLOAT LID, float chamber	2 replacement
			(The float lid on carburettor AUC721 had a fuel input from the engine side and utilised a front lid - which is no longer available. It also used the early float lever (AUC1980, item 128), and is now replaced with lid AUE479, which uses the later float lever (AUC2285, item 129). We can currently offer a complete assembly for this float lid (with the AUC2285 type lever) under part number AUE255).	
134	AUC4998	£6.70	ARM, float chamber support	2
135	AUC1928	£2.10	WASHER, fibre	2
			(Items AUC4998 & AUC2246 were fitted to the AUC721 carburettor only. If you followed our advice (and you'd be a fool not to!) and replaced the fibre washer mounting on your float bowl with the rubber grommet type (part no. AUC1534, item 118, page 41), then we recommend you disconnect the AUC4998 float chamber support arm from the dashpot securing screw to allow it to flex. On the AUC786 the AUC4998 is replaced by a fibre washer (AUC1928).	
138	AUC1867X	£6.50	BANJO BOLT	2
139	AUC1866	£16.00	PIPE, float chamber vent	2
140	AUC2698	£3.50	BANJO BOLT, fuel line to lid	2
141	AUC2141	£0.53	WASHER, fibre	4
142	AUC2139	£5.40	FILTER	2
155	AHH5713	£5.90	INSULATING BLOCK	2 carburettor to manifold
			(AHH5713 is virtually a direct replacement for the Triumph part no. 102485. It is in fact, an MGA part (sorry, nobody's perfect), but is slightly different, and therefore should only be used for a TR2 application if fitted in pairs).	
156	AEH551	£1.00	GASKET, carburettor to manifold	4
160	058917	£6.00	STUD, carburettor to manifold	4
161	056675	£1.62	NUT, carburettor to manifold, steel	4
	108951	£2.05	NUT, carburettor to manifold, brass	4
162	GHF333	£0.30	WASHER, locking	4
163	107356	£42.00	AIR CLEANER	2
164	CRTR212	£4.80	DECAL, air cleaner	2
167	12G2125	£0.37	GASKET, air cleaner to carburettor	2
168	SH605071	£0.64	SET SCREW, air cleaner to carburettor	4
169	GHF332	£0.40	WASHER, locking	4
170	GGL1011	£4.20	SPRAY CLEANER	1

### Carburettor Gasket Kits & Rebuild Kit

180	AUE801A	£12.55	GASKET KIT, 'Major'	2 for one carburettor
			(Includes mounting gaskets).	
181	AUE2	£31.00	GASKET KIT, 'Minor'	1 for two carburettors
182	GAC6102X	£188.00	REBUILD KIT, H4 carburettors	1 for two carburettors
			(Includes items: 8, 12, 18, 26, 69, 70, 93, 106, 130, 131).	



**H Series Carburettors**

These carburettors originally had triangular aluminium tags on the float bowl lid. These tags were stamped with the SU identification number for that specific carburettor installation. For simplicity, we use these numbers found on the tags in our application column. If your carburettor tags are missing, use the information here (with our illustration) to identify your carburettors. The dimensions 1 1/2" and 1 3/4" are measured at the throttle disc end of the carburettor body, as opposed to the air/fuel passage where the air filter is fitted.

**H6 SU Carburettors & Air Cleaners**

**Carburettors & Components (TR3-3A-4) (H6)**

Ill	Part Number	Description	Req.	Details
1	AUC786T	£1,313.00 CARBURETTORS, H6 (1 3/4"), pair	1	TR3 to approx. end of 1958 (Each carburettor is attached to the inlet manifold by four studs. The float chamber on this application has the 'banjo' type fitting).
	AUC878T	£1,313.00 CARBURETTORS, H6 (1 3/4"), pair	1	TR3A from approx. 1959, TR3B and TR4 to CT21470 (Each carburettor is attached to the inlet manifold by four studs. The float chamber on this later carburettor has the fuel inlet pipes joined to the carburettor by a 'push-on' piece of rubber.)
2	AUC8102HB	£25.50 DAMPER & CAP	2	
	AUC8102A	£18.00 DAMPER & CAP	2	(AUC8102HB is a brass capped version of the damper assembly as fitted originally to TR3 & TR4 equipped with H6 carburettors. AUC8102A is the 'modern' replacement plastic capped damper. Some TR4's may have had plastic caps as alternatives to the brass ones).
3	AUC2141	£0.53 WASHER, fibre	2	
4	JZX1394	£0.95 SCREW, chamber to body	6	
5	AUC8054	NCA CHAMBER & PISTON	2	
6	AUC2468	£7.00 SCREW, needle locking	2	
8	AUC4387	£7.40 SPRING, piston return, red	2	
10	AUC3071	£1.10 THRUST WASHER	2	

The Triumph parts book lists three needles as standard, TD, TE and SM, but eventually Triumph rationalised to supplying SM only. We however recommend the following needle specs for rich, standard and lean as follows:

12	AUD1291	£13.66 NEEDLE, jet, rich, (RH)	2
	AUD1328	£14.26 NEEDLE, jet, standard, (SM)	2
	AUD1327	£13.66 NEEDLE, jet, lean, (SL)	2

\*Note: These needles were also recommended for TR4 applications with the 2138cc engine.

13	WZX1105	£5.45 LIFT PIN & SPRING	2	includes circlip & washers
15	AUC2198	£27.00 THROTTLE STOP, rear carburettor	1	
16	AUC2106	£1.10 PIN, tapered	2	
17	AUC3464	£0.90 SCREW, idle adjusting	3	
18	AUC2451	£0.90 SPRING, idle screws	3	
20	AUD3080	£3.90 BUSH, throttle shaft, (in carburettor body)	4	(These bushes require machine shop installation. See tech tips on page 46).
24	AUC4819	£22.80 LINK, jet lever, rear carburettor	1	
25	AUC2381	£1.80 CLEVIS PIN, link & jet	6	with hole for split pin below
26	GHF500	£0.22 SPLIT PIN*	6	
				(On some applications this fitment is as above where all clevis pins were secured with a split pin. On other applications, (we know many exist but don't know any change points) there were four clevis pins secured by split pins & 2, which were not drilled, secured by 'star' washers).
25	AUC2381	£1.80 CLEVIS PIN, link & jet	4	with hole for split pin
26	GHF500	£0.22 SPLIT PIN	4	
27	AUC5009	£2.16 CLEVIS PIN, lower end of link	2	(Without hole, used with star-lock washer, item 28).
28	AUC5004	£0.83 WASHER, shakeproof	2	
29	AUC4667	£5.30 SPRING, jet lever return	2	
33	AUC1029	£16.20 LEVER, jet, front & rear carburettors	2	
35	AUC2108	£3.20 CLEVIS PIN, rod to rear lever	1	
36	AUC3435	£5.95 ROD, jet connecting	1	
37	AUC2256	£12.30 FORK, rod end	2	
38	AJD801Z	£0.30 LOCKNUT, (2BA)	2	

We have manufactured the 'jet connecting link' in the manner that the SU Carburettor Co. illustrated in their technical literature. Triumph showed a 'rod and fork end' to give adjustment at one end only. We have made a replacement as illustrated here with a rod threaded at both ends, with forks and lock nuts supplied separately.

39	113454	£14.26 PIN, cable clamp	1
40	AJD8204Z	£0.41 NUT, locking	1
41	PWZ203	£0.19 WASHER, plain	1
42	WL700101	£0.25 WASHER, locking	1
43	GHF500	£0.22 SPLIT PIN	2
50	AUC3471	£4.50 BOLT, pivot	1
51	AJD7722	£0.40 WASHER, locking	1
52	AUC4848	£1.85 WASHER, plain	1
55	AUC4730	£19.00 CAM, fast idle	1
56	AUC3525	£12.05 LINK, jet lever to cam	1
57	AUC5011	£6.60 SWIVEL PIN	1
58	AUC5002	£1.04 WASHER, shakeproof	3

60	AUE55	£40.00	LINK, front jet lever	1	inc. items 61, 62, & 63
61	AUB660	NCA	BOLT, clamp	1	
62	AJD8012Z	£0.30	NUT, (2BA)	1	
63	WL700101	£0.25	WASHER, locking	1	
64	AUC2414	£4.25	ROD, coupling	1	
65	AUE75	£15.25	COUPLING ASSEMBLY	2	inc. 2 each of 61, 62, & 63
66	AUC2669	£1.21	BOLT	4	
67	AJD8014Z	£0.30	NUT	4	
68	PWZ102	£0.22	WASHER, plain	4	
69	AUC4284	£15.30	THROTTLE SHAFT, standard	2	
	AUC4284RP	£19.80	THROTTLE SHAFT, oversize	2	
70	WZX1321	£10.80	THROTTLE DISC, 1 3/4" carburettors	2	includes screws AUC1358
71	AUC1358	£0.77	SCREW, throttle disc	4	
72	AUC5049	£49.50	THROTTLE STOP, front carburettor	1	
73	AUC4770	£16.40	ANCHOR PLATE, spring	2	
74	AUC4782	£4.85	SPRING, throttle return	2	
75	AUC4771	£10.70	CLIP, return spring	2	
76	AUC2669	£1.21	BOLT, for clip	2	
77	PWZ102	£0.22	WASHER, locking	2	
78	AJD8014Z	£0.30	NUT	2	
79	AUC5100	£9.00	UNION, vacuum advance	1	on front carburettor
80	AUE191	£17.00	LEVER, throttle shaft	1	
81	AUC2694	£0.84	BOLT, for lever	1	
82	PWZ102	£0.22	WASHER, locking	2	
83	AJD8014Z	£0.30	NUT	2	
84	148496	£16.00	LINK ROD, vertical, short	1	
85	JN2107	£0.43	NUT, short rod to throttle shaft lever	1	
86	112854	NCA	PIVOT, bellcrank	1	
87	SH605061	£0.22	SET SCREW	1	bellcrank lever to manifold
88	GHF332	£0.40	WASHER, locking	1	
89	106756	£18.00	LEVER, bellcrank	1	
90	GHF301	£0.24	WASHER, plain	1	
91	GHF500	£0.22	SPLIT PIN	1	
92	106764	£16.60	LINK ROD, horizontal, long	1	
93	WZX1593	£23.00	BEARING KIT, jet	2	(Includes items 94 to 105 for 1 carburettor).
94	AUC2122	£0.68	WASHER, copper, upper	2	
95	AUC3230	£7.70	BEARING, jet, upper	2	
96	AUC2120	£1.21	SEAL, cork	4	
97	AUC2119	£2.10	WASHER, cupped	4	
98	AUC1158	£2.65	SPRING, jet gland	2	
99	AUC3231	£5.45	BEARING, jet, lower	2	
100	AUC3233	£1.20	WASHER, copper, lower	2	
101	AUC2118	£0.90	SEAL, cork	2	
102	AUC2117	£3.00	RING, sealing, aluminium	2	
103	AUC3232	£5.20	NUT, sealing	2	
104	AUC2114	£1.25	SPRING, mixture adjusting nut	2	
105	AUC2121	£3.05	NUT, mixture adjusting	2	
106	AUC8183	£11.50	JET ASSEMBLY, 0.100"	2	
107	AUD2693	£3.20	SPANNER, jet adjusting	1	

The method of mounting the float chamber to the carburettor body varies according to carburettor type as follows; AUC786 H6 TR3-3A, Ceased mid 1958 (we think).

115	AUC1335	£9.00	BOLT, shouldered	2	AUC786
116	AUC1337	£4.90	WASHER, cupped steel	2	
118	AUC1534	£2.20	GROMMET, shouldered, rubber	4	

This mounting system uses shouldered rubber grommets which provide the necessary flexibility and sealing combination, and is superior to the TR2 type. You may not realise, but the technology at this time had only just been developed allowing rubber to be used in these fuel environments, that were at the time considered 'unfriendly'.

#### AUC786 H6 TR3-3B, TR4, mid 1958 on

118	AUC1534	£2.20	GROMMET, shouldered, rubber	4	AUC878
120	AJD8206Z	£0.66	NUT, locking	2	
121	GHF302	£1.00	WASHER, flat, steel	2	
122	AUC1389	£3.50	WASHER, flat, steel	2	
123	AUC1387	£10.20	STUD, float bowl mounting	2	
124	AUC1384	£0.60	WASHER, fibre	2	
125	AUC3495	£146.10	FLOAT CHAMBER	2	
126	WZX1303	£18.40	FLOAT	2	
127	AUC1147A	£0.84	GASKET, float chamber lid	2	
128	AUC1980	£9.00	LEVER, float, (for original lids)	2	
129	AUD2285	£4.85	LEVER, float, (for new lids)	2	
130	AUC1152	£0.53	PIN, lever pivot	2	
131	WZX1101A	£10.00	NEEDLE & SEAT	2	
	GAC9201X	£9.10	GROSE JET	2	see page 46

(Superior replacement for standard needle & seat. Highly recommended. The float lid assembly for AUC786 is AEU254, but it is no longer available. However, all the components for AEU254 are available, and you can purchase them separately. The lids that are currently available include the later style lever (AUD2285, item 129). The earlier lid which is completely interchangeable with the above,

134	AUE478	£80.26	FLOAT LID	2	for AUC786
136	AUC1928	£2.10	WASHER, fibre	2	
137	AUC1557	£0.48	WASHER, aluminium	2	
138	AUC1867X	£6.50	BANJO BOLT	2	
139	AUC1866	£16.00	PIPE, float chamber vent	2	
140	AUC2698	£3.50	BANJO BOLT, fuel line to lid	2	
141	AUC2141	£0.53	WASHER, fibre	4	for AUC878
142	AUC2139	£5.40	FILTER	2	
145	AUC1163	£7.50	BANJO BOLT	2	
146	AUC1557	£0.48	WASHER, aluminium	2	
147	AUC4103	NCA	LID, float chamber, front	1	
	AUC4104	NCA	LID, float chamber, rear	1	
148	120331	£0.88	CONNECTOR, vent pipe	2	
149	121273	£2.05	PIPE, float chamber vent	2	

The float chamber lids on AUC878 carburettors utilised rubber 'push-on' connectors to join the fuel pipes and carburettors. Neither the front (with 2 inlet pipes), or the rear (with one inlet pipe) are available, but the float lever and pin is the same as AUC786.

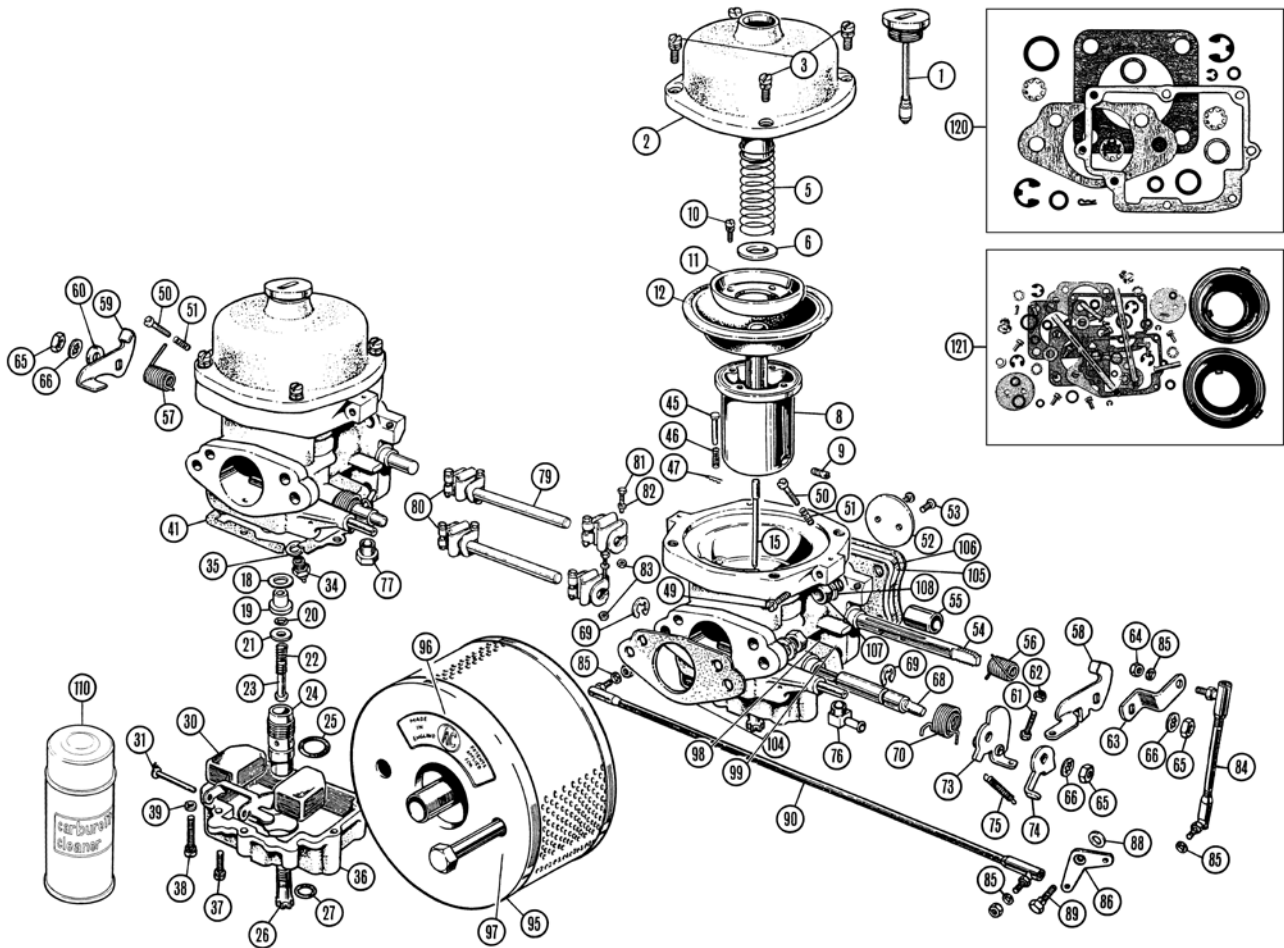
158	112866	£3.80	INSULATING BLOCK	2	carburettor to manifold
159	112867	£0.62	GASKET, carburettor to manifold	4	
160	FHS2513	£1.10	STUD, carburettor to manifold	8	
161	GHF201	£0.14	NUT, carburettor to manifold, steel	8	
162	GHF332	£0.40	WASHER, locking	8	
163	203131	£28.40	AIR CLEANER†	2	TR3-3A, early TR4
164	CRTR212	£4.80	DECAL, air cleaner	2	
165	GHF103	£0.60	SCREW, air cleaner to carburettor	4	
166	GHF332	£0.40	WASHER, locking	4	
167	112892	£1.15	GASKET, air cleaner to carburettor	2	

†Note: TR4's with H6 carburettors could have been fitted with other types of air cleaners depending on whether or not the closed circuit breather system was fitted. If the air cleaner (item 163) does not resemble the one fitted to your TR4, refer to 'Stromberg Carburettors & Air Cleaners (TR4A) on page 42. Sorry, but Triumph didn't help much with this one, the parts book gives change points of; from CT..... to CT.....this means that the chassis numbers were not documented.

#### Carburettor Gasket Kits & Rebuild Kit

180	AUE801A	£12.55	GASKET KIT, 'Major'	2	for one carburettor
			(Includes mounting gaskets).		
181	AUE2	£31.00	GASKET KIT, 'Minor'	1	for two carburettors
182	GAC6103X	£178.00	REBUILD KIT, H6 carburettors	1	for two carburettors
			(Includes items: 8, 12, 26, 69, 70, 93, 106, 130, 131 & 181 (x2).		





**Zenith-Stromberg Carburettors**

Stromberg carburettors were introduced to TR's in the middle of the TR4 range, and frankly were never as easy to 'tinker' with and tune as the good old faithful SU. Having said that, it was the Stromberg carburettor which was called upon by Triumph to get the TR6 through the emission control regulations, which were tightened up during the 1970's to reduce the elements of what came out of the exhaust pipe. The Spitfire & Midget 1500 engines were also equipped with Stromberg carburettors to enable them to get through the American smog regulations and latterly the MGB, which was never a particularly fast car, was also equipped with a single Zenith Stromberg carburettor, by which time it had more plumbing on it than the average 3 bedroom house, and, was producing a massive 64 horse power. The standard phrase used to describe this vehicle so equipped is "so slow it couldn't get out of its own way". Luckily the Stromberg equipped TR4 did not have any power loss due to the change from the SU carburettor, and following the closure of the Stromberg factory it would be reasonable to expect that availability of spare parts for the carburettors would deteriorate down to approximately zero. Once again, reality is completely the reverse of your expectations, and the supply of components to overhaul & repair Zenith Stromberg carburettors is quite favourable. There are still a reasonable number of items that we are unable to supply, but there is nothing that should cause the actual rebuild of your carburettor to be rendered impossible.

**175CD Zenith-Stromberg Carburettors & Air Cleaners**

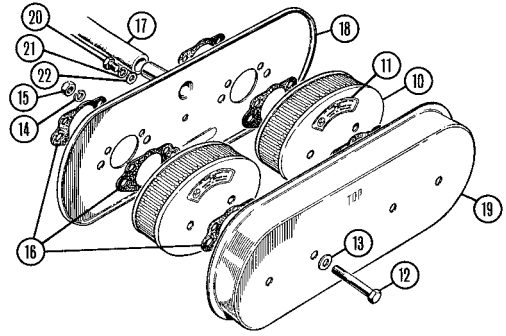
**Carburettors & Components (TR4-4A) (175CD Zenith-Stromberg)**

Part Number	Description	Req.	Details
1 518432A	DAMPER & CAP	2	
2	COVER, suction chamber	2	
3 605847A	SCREW & WASHER, cover	8	
5 516946A	SPRING, air valve	2	
6 512320	WASHER	2	
8	AIR VALVE ASSEMBLY	2	
9 605845	SCREW, needle locking	2	
10 517119	NCA SCREW, retaining ring	8	
11 RTC164	NCA RING, diaphragm retaining	2	
12 512278	DIAPHRAGM	2	
15 512323	NEEDLE, metering, (2A)	2	C1825
ZEB16625	NEEDLE, metering, (2E)	2	C3043
514835	NEEDLE, metering, (2H)	2	C3069

18 512319	£1.25	WASHER, jet bush	2
19 512318	£3.30	BUSH, jet	2
20 RTC165A	£1.84	'O' RING	2
21 512316	£1.25	WASHER, 'O' ring retaining	2
22 512315	£2.00	SPRING, jet	2
23 512313	£6.60	JET*	2
24 512312	£45.10	SCREW, bush retaining	2
25 512311	£1.90	'O' RING	2
26 512307	£29.60	SCREW, mixture adjusting	2
27 37H1924	£1.04	'O' RING	2
30 512310	£48.30	FLOAT & ARM	1
31 606819A	NCA	PIN, float pivot	1
34 512301	NCA	NEEDLE & SEAT	2
GAC9200X	£12.80	GROSE JET	2 highly recommended
(Superior replacement for standard needle & seat).			
35 512301	NCA	WASHER, needle & seat	2
36		FLOAT CHAMBER	2
37 605838	£1.50	SCREW & WASHER, short	6
38 605837A	£1.75	SCREW & WASHER, long	10
39 512304	NCA	WASHER, locking	8
41 512309	£3.20	GASKET, float chamber	2
45 512326	NCA	PIN, air valve lifting	2
46 512325	NCA	SPRING	2
47 512324	NCA	CLIP, pin retaining	2
49 512314	NCA	SCREW, choke cable clamp	1
50 512281	£9.30	SCREW, throttle stop	1
51 512282	£1.20	SPRING, for screw	2
52 605800A	£12.70	DISC, throttle	2
53 C28932	£1.55	SCREW, original throttle shaft	4
54 512285	£18.00	SHAFT, throttle	2
55 AUD3080	£3.90	BUSH, throttle shaft	4
56 512286	NCA	SPRING, throttle return, front carburettor	1
57 512321	NCA	SPRING, throttle return, rear carburettor	1
58 512289	NCA	THROTTLE STOP, front carburettor	1
59 512332	NCA	THROTTLE STOP, rear carburettor	1
60 512333	NCA	WASHER, spacing, rear throttle shaft	1
61 512288	£3.60	SCREW, adjusting fast idle	1
62 512287	£1.45	NUT, locking, fast idle screw	1
63 512290	NCA	LEVER, throttle, front carburettor	1
64 JN2107	£0.43	NUT, short rod to throttle lever	1

Note: The brass tag located on top of each carburettor indicates the specification of the Stromberg's fitted to your car. If the tags are missing, then check by removing the top cover and retaining screws to read the number stamped on the metering needle (i.e. 2A, 2E or 2H).

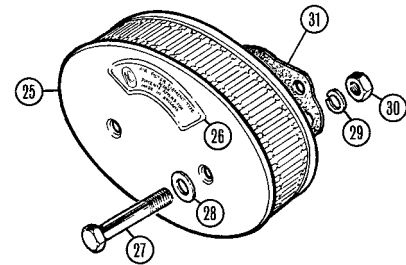
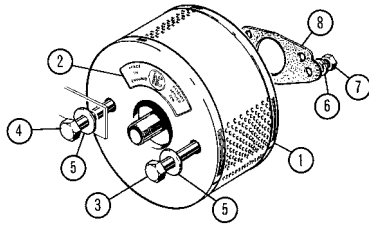
65	512292	£1.30	NUT, throttle shaft & front starter bar	3	} for throttle shaft & front starter bar
66	GHF322	£0.22	WASHER, locking	3	
68	512297	NCA	STARTER BAR, front carburettor	1	
	512329	NCA	STARTER BAR, rear carburettor	1	
69	512298	NCA	CIRCLIP, starter bars	4	
70	512296	NCA	SPRING, starter bar, front	1	
	512330	NCA	SPRING, starter bar, rear	1	
73	512295	NCA	CAM, fast idle, front carburettor	1	
74	512293	NCA	LEVER, for cam	1	
75	512294	NCA	SPRING, fast idle cam	1	
76	512328	£4.24	ELBOW, vacuum advance line	1	front carburettor
77	ZEP26	NCA	PLUG, vacuum advance boss	1	rear carburettor
79	512336	NCA	SPINDLE, throttle shaft coupling	1	
	512337	NCA	SPINDLE, starter bar coupling	1	
80	AUE75	£15.25	COUPLING LINK	4	inc: one each of 81 to 83
81	AUC2669	£1.21	BOLT	8	
82	PWZ102	£0.22	WASHER	8	
83	AJD8014Z	£0.30	NUT	8	
84	148496	£16.00	LINK ROD, short, vertical	1	
85	GHF332	£0.40	WASHER, locking, on rods	4	
86	136481	NCA	BELLCRANK	1	
88	GHF301	£0.24	WASHER, plain	1	
89	136482	£5.30	BOLT, shouldered	1	
90	106764	£16.60	LINK ROD, long, horizontal	1	
95	209269	NCA	AIR CLEANER	2	
96	CRST256	£3.00	DECAL, air cleaner	2	
97	BH605221	£1.00	SET SCREW, air cleaner to carburettor	4	
98	GHF332	£0.40	WASHER, locking	4	
99	GHF201	£0.14	NUT	4	
104	112892	£1.15	GASKET, air cleaner to carburettor	2	
105	112867	£0.62	GASKET, carburettor to manifold	2	
106	112866	£3.80	INSULATING BLOCK	2	carburettor to manifold
107	GHF201	£0.14	NUT, carburettor to manifold	8	
108	GHF332	£0.40	WASHER, locking	8	
110	GGL1011	£4.20	SPRAY CLEANER	1	



10	212278	£8.10	AIR CLEANER ELEMENT	2	} TR4 with closed circuit engine breather system and air box for air cleaners
11	CRST257	NCA	DECAL	2	
12	BH605261	£1.60	BOLT, air cleaner to carburettors	4	
13	GHF301	£0.24	WASHER, plain	4	
14	GHF332	£0.40	WASHER, locking	4	
15	GHF201	£0.14	NUT, plain	4	
16	112892	£1.15	GASKET	6	
17	149994Z	£7.80	HOSE, breather (Filter box to rocker cover).	1	
18	212277	NCA	PLATE, air filter box backplate	1	
19	212275	NCA	COVER, air filter box cover	1	
20	SH604041	£0.41	SCREW, air filter backplate to cover	1	
21	GHF331	£0.38	WASHER, locking, backplate to cover	1	
22	GHF300	£0.22	WASHER, plain, backplate to cover	1	

**Carburettor Gasket Kits & Rebuild Kit**

120	GP58	£7.00	GASKET KIT, 'Major'	2	for one carburettor
121	CDRK6	£105.00	REBUILD KIT, 175CD Stromberg carbs (Kit includes items: 6, 12, 20, 23, 25, 27, 35, 41, 47, 52, 53, 54, 57, 69, 104, 105, 108).	1	for two carburettors

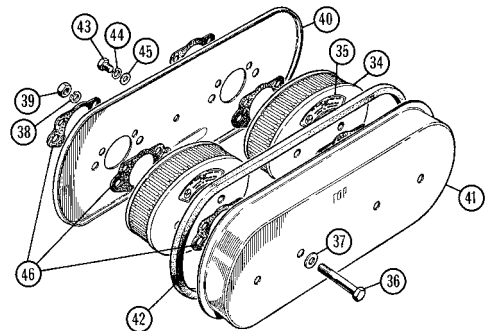


25	212278	£8.10	AIR CLEANER	2	} TR4A with separate air cleaner, standard fitment
26	CRST257	NCA	DECAL	2	
27	BH605241	£1.31	BOLT, filter attaching	4	
28	GHF301	£0.24	WASHER, plain	4	
29	GHF332	£0.40	WASHER, locking	4	
30	GHF201	£0.14	NUT, plain	4	
31	112892	£1.15	GASKET, air cleaner to carburettor	2	

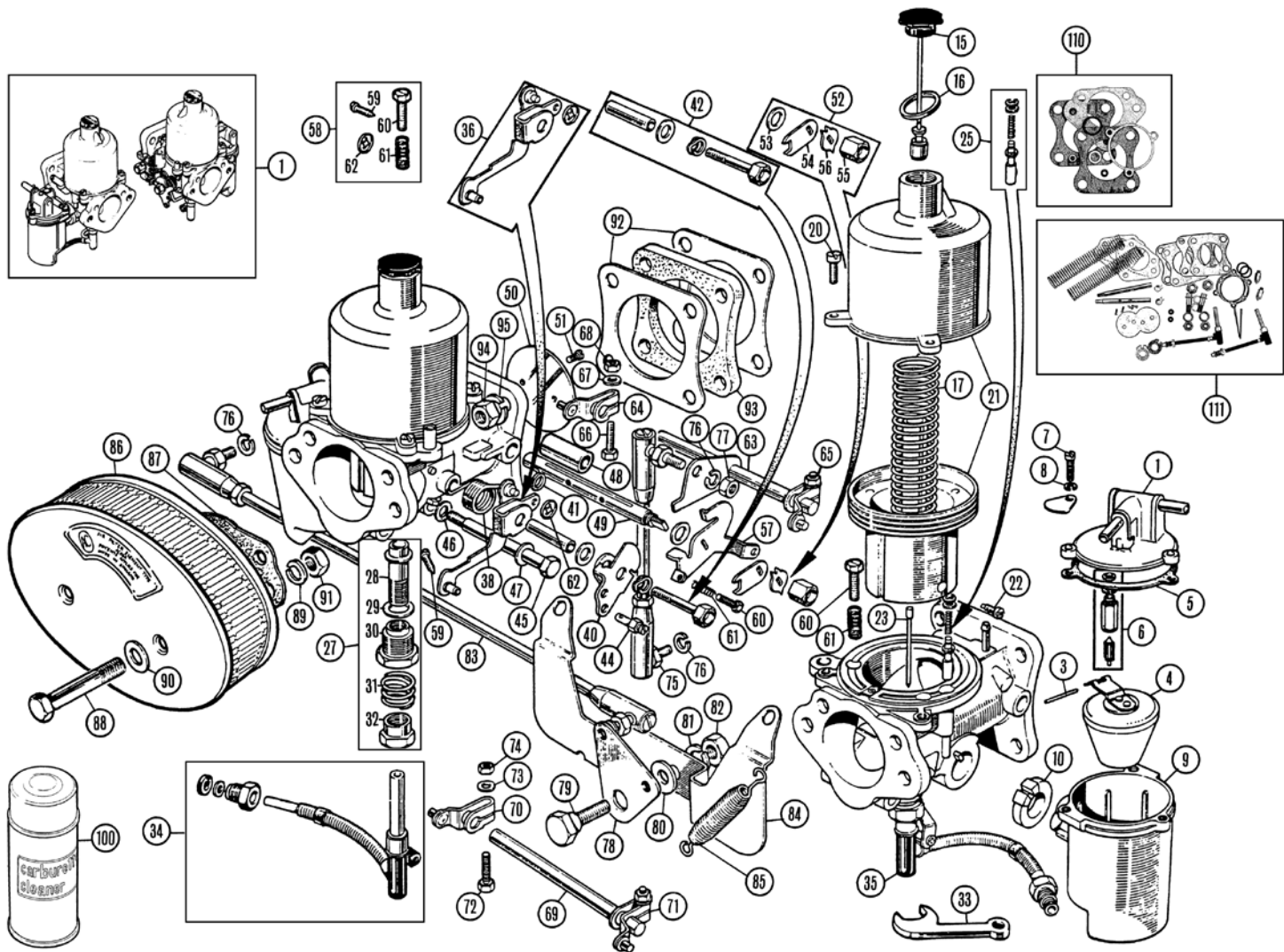
**TR4-4A Air Filters**

At the time of writing, we can supply air filters for all but the TR4 with closed circuit engine breather system fed to the air cleaners by a 'Y' piece from the rocker cover.

1	209269	NCA	AIR CLEANER	2	} TR4 with closed circuit engine breather system, separate air cleaner
2	CRST256	£3.00	DECAL, air cleaner	2	
3	BH605221	£1.00	BOLT, air cleaner to carburettor	2	
4	BH605241	£1.31	BOLT, 'Y' piece to air cleaner/carburettor	2	
5	GHF301	£0.24	WASHER, plain	4	
6	GHF332	£0.40	WASHER, locking	4	
7	GHF201	£0.14	NUT, plain	4	
8	112892	£1.15	GASKET, air cleaner to carburettor	2	



34	212278	£8.10	AIR CLEANER ELEMENT	2	} TR4 with air box type air cleaner, optional fitment
35	CRST257	NCA	DECAL	2	
36	BH605261	£1.60	BOLT, air cleaner to carburettor's	4	
37	GHF301	£0.24	WASHER, plain	4	
38	GHF332	£0.40	WASHER, locking	4	
39	GHF201	£0.14	NUT, plain	4	
40	212276	NCA	PLATE, air filter box backplate	1	
41	212275	NCA	COVER, air filter box cover	1	
42	141648	£2.86	SEAL, air filter	1	
43	SH604041	£0.41	SCREW, backplate to cover	1	
44	GHF331	£0.38	WASHER, locking, backplate to cover	1	
45	GHF300	£0.22	WASHER, plain, backplate to cover	1	
46	112892	£1.15	GASKET, air cleaner to carburettor	6	



**HS Series Carburettors**

These carburettors are a development of the H6 SU's as fitted to the TR3A & early TR4. It uses more up-to-date technology and generally improved design, though the principles of operation remain basically unchanged. The jet design in particular was changed. Although never acknowledged in the Triumph parts books, SU specified two different carburettors for European (AUD209) and for USA specification vehicles (AUD284). These are now replaced with AUD209T.

**HS6 SU Carburettors & Air Cleaners**

**Carburettors & Components (TR4A) (HS6)**

Ill	Part Number	Description	Req.	Details
1	AUD209T	£815.45 CARBURETTORS, HS6 (1 3/4"), pair	1	European
2	AUE269	£67.38 LID, float chamber, front	1	
	AUD9258	£57.35 LID, float chamber, rear	1	
3	AUC1152	£0.53 PIN, float pivot	2	
4	WZX1300	£14.40 FLOAT	2	
5	AUC8459A	£1.43 GASKET, float chamber lid	2	
6	WZX1101A	£10.00 NEEDLE & SEAT	2	
	GAC9201X	£9.10 GROSE JET	2	see page 46
7	JZX1394	£0.95 SCREW, float chamber lid	6	
8	WL700101	£0.25 WASHER, locking	6	
9	AUC1310	£40.40 FLOAT CHAMBER	2	
10	AUD2072	£7.85 ADAPTOR, front float chamber	1	
	AUD2071	£7.85 ADAPTOR, rear float chamber	1	
15	AUC8114A	£18.55 DAMPER ASSEMBLY	2	for AUD209 carburettors
	AUC8103A	£18.00 DAMPER ASSEMBLY	2	for AUD284 carburettors
16	AUC2141	£0.53 WASHER, fibre	2	
17	AUC4387	£7.40 SPRING, air piston return, red	2	
(The TR4 parts book describes this spring as blue, which suggests that the author was perhaps a little colour blind. All TR4A's should be fitted with red springs).				
20	JZX1394	£0.95 SCREW, chamber to body	6	

\*Note: Superior replacement for standard needle & seat. Highly recommended.

21	AUD9187	NCA	CHAMBER & PISTON	2	for AUD209 carburettors
	AUD9632	NCA	CHAMBER & PISTON	2	for AUD284 carburettors
22	AUC2057	£2.10	SCREW, needle locking	2	
23	AUD1337	£13.66	NEEDLE, metering, rich, (SW)	2	
	AUD1362	£14.26	NEEDLE, metering, standard, (TW)	2	for AUD209 carburettors
	AUD1284	£13.66	NEEDLE, metering, standard, (QW)	2	for AUD284 carburettors
	AUD1117	£13.66	NEEDLE, metering, lean, (C1W)	2	
25	WZX1112	£5.80	PIN, piston lifting	2	for AUD209 carburettors
	WZX1105	£5.45	PIN, piston lifting	2	for AUD284 carburettors
27	WZX1341	£10.00	BEARING ASSEMBLY, jet	2	
(Each jet bearing assembly includes one of items 28 to 32).					
28	AUC8460	NCA	BEARING, jet	2	
29	AUC8478	£1.26	WASHER	2	
30	AUC2002	£7.00	SCREW, jet bearing	2	
31	AUC2114	£1.25	SPRING	2	
32	AUC8461	£2.10	NUT, mixture adjusting	2	
33	AUD2693	£3.20	SPANNER, jet adjusting	1	
34	AUD9148A	£18.80	JET ASSEMBLY, rear*	1	for AUD209 carburettors
	AUD9149	£18.80	JET ASSEMBLY, front*	1	
	AUD9141A	£16.80	JET ASSEMBLY, rear	1	for AUD284 carburettors
	AUD9142A	£16.80	JET ASSEMBLY, front	1	
35	WZX1855X	£60.25	'SURVISKIT'	1	for AUD209 carburettors

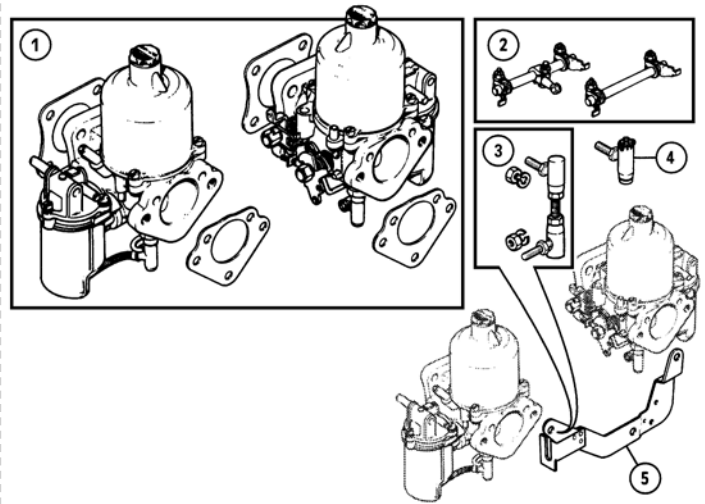
\*Note: 'Survikit' includes a complete set of all items marked\* for 2 carburettors).

36	AUD9090	NCA	LEVER & LINK, rear†	1	original fitment
	AUD9091	£15.80	LEVER & LINK, front†	1	
	LZX1275	£17.60	LEVER & LINK, rear	1	replacement type,
	LZX1274	£17.60	LEVER & LINK, front	1	must be fitted in pairs

†Note: Due to supply difficulties with the above items, we can only offer (at the moment) later type HS series replacements that should be fitted in pairs. They do however reduce the fast idle when the choke is operated. The lower engine speed can be corrected by filing the lost motion lever stop on the link to give a larger rotational clearance before the jet lever is actuated. If that sounds too hard, fit & forget.

38	WZX1335	£6.00	SPRING, jet return, rear	1
	WZX1336	£6.00	SPRING, jet return, front	1
40	AUD3347	£8.75	CAM, fast idle, rear	1

	AUD3346	£8.75	CAM, fast idle, front	1	
41	AUD2431	£2.20	SPRING, fast idle cam, rear	1	
	AUD2049	£0.90	SPRING, fast idle cam, front	2	
42	WZX1331	£11.15	PIVOT BOLT	2	
44	AUE34	£2.40	TRUNNION, cable end	1	
45	AUD3017	£3.20	BOLT, float chamber mounting	2	
46	GHF300	£0.22	WASHER, plain	2	
47	GHF331	£0.38	WASHER, locking	2	
48	AUD3080	£3.90	BUSH, throttle shaft	4	
			(See carburettor technical tips on page 46).		
49	WZX1178	£15.30	THROTTLE SHAFT, standard	2	
	WZX1178RP	£19.80	THROTTLE SHAFT, oversize	2	
50	WZX1321	£10.80	THROTTLE DISC, 1 3/4" carburettors	2	for AUD209 carburettors
	WZX1326	£19.60	THROTTLE DISC, 1 3/4" carburettors	2	for AUD284 carburettors
51	AUC1358	£0.77	SCREW, throttle disc	4	
52	WZX1130	£9.25	SUNDRIES KIT, throttle shaft	2	
			(Sundries kit WZX1130 contains one of each item 53 to 56).		
53	AUC2625	£0.55	WASHER, brass	2	
54	JZX1328	£8.75	LEVER, lost motion	2	
55	AUC1424	£2.40	NUT, throttle	2	
56	AUC1206	£1.04	TAB WASHER	2	
57	AUD2788	NCA	LEVER, throttle, rear	1	
	AUD2787	NCA	LEVER, throttle, front	1	
58	WZX1140	£6.60	SUNDRIES KIT, throttle linkage	2	
			(Sundries kit WZX1140 contains one of each item 59 to 62).		
59	AB606051	£0.41	SCREW, jet to lever	2	
60	AUC3464	£0.90	SCREW, idle and fast idle	2	
61	AUC2451	£0.90	SPRING, idle and fast idle screw	2	
62	AUC5004	£0.83	WASHER, shakeproof	2	
63	145074	£22.70	ROD, throttle connecting	1	
64	AUC586	£2.90	LEVER, throttle rod to rear carburettor	1	includes one each of items 66 to 68
65	AUE587	£2.90	LEVER, throttle rod to front carburettor	1	
66	AUC2694	£0.84	BOLT	2	
67	AUC8396	£0.53	WASHER	2	
68	AJD8012Z	£0.30	NUT	2	
69	511747	£8.70	ROD, jet lever connecting	1	
70	AUE586	£2.90	LEVER, jet lever to rear carburettor	1	includes one each of items 72 to 74
71	AUE587	£2.90	LEVER, jet lever to front carburettor	1	
72	AUC2694	£0.84	BOLT	2	
73	AUC8396	£0.53	WASHER	2	
74	AJD8012Z	£0.30	NUT	2	
75	148496	£16.00	LINK ROD, short, vertical	1	
76	GHF331	£0.38	WASHER, locking, fitted on rods	4	
77	JN2107	£0.43	NUT, short rod to throttle lever	1	
78	148960	£23.70	BELLCRANK	1	
79	136482	£5.30	BOLT, shouldered	1	
80	GHF301	£0.24	WASHER, plain	1	
81	GHF332	£0.40	WASHER, locking	1	
82	GHF201	£0.14	NUT	1	
83	145077	£21.00	LINK ROD, long, horizontal	1	
84	145072	£26.50	THROTTLE SUPPORT BRACKET	1	
85	145197	£1.90	SPRING, throttle	2	
86	212278	£8.10	AIR CLEANER	2	(see page 43 for details)
87	112892	£1.15	GASKET, air cleaner to carburettor	2/6	



**HS6 SU Carburettor Conversion TR3-3A-4 (High Port)**

**The History (& TR5-TR6 Background) of this Conversion**

During the 1980s particularly, due in no small part to the rising cost of fuel, but mostly to the challenges the Lucas Pi system constantly threw at TR5s and TR6s, (whose owners always seemed to be putting their hands in pockets to bale out yet another breakdown), many turned to carburettor conversions. Some fearful of losing performance opted for twin choke set-ups. A small number toyed with Stromberg's and probably regretted the choice. Most chose SU conversions; so popular did this choice become that SU themselves produced a very comprehensive kit, but unfortunately it utilised only 1 1/2" carburettors rather than the 1 3/4" the 2500cc engines needed. This mis-judgement was rapidly cashed in on by TR specialists. All the Pi cars use cable operation, and the official SU linkage finishes at the throttle lever, (\*illustration. no 16). To connect the cable to the lever is very simple. Support bracket 145072 is required, (\*illustration. no 19), which fits between the lower inner left & right carburettor fixings. Before fitting this bracket, place it in a vice and make two hacksaw cuts about 1/2" deep, approx. 3/4" apart. Bend this section at 90 degrees to the rest of the bracket. Now drill a 1/4" hole in the bent part and deburr it. Make one more saw cut to enable the cable to pass through, and you now have your lower cable location. This should be directly underneath the throttle lever, which itself may be adjusted left, or right, as necessary. Remember to leave a little slack in the cable, which may be fixed using the Pi clevis and split pin. Correctly fitted & adjusted, a standard set-up should return the kind of fuel economy for which earlier 4 cylinder TR's were famous; 30+ mpg, which definitely makes very happy motoring, and over 300 miles on a TR tank full!

Ill	Part Number	Description	Req.	Details
1	TT1156	£784.00 CARBURETTORS, HS6 (1 3/4"), pair	1	
2	TT1156FK	£106.00 LINKAGE KIT, HS6 conversion	1	
3	148496	£16.00 LINK ROD, short, vertical	1	
4	TT9941	£7.60 BALL JOINT, throttle rod end	2	
5	145072	£26.50 THROTTLE SUPPORT BRACKET	1	(This bracket is originally for twin carb TR6 models. The mounting holes require slight elongation to fit the studs on 4 cylinder TR HS6 conversions).

\*Note: Applications with the optional air-box fitted require 6 of the 112892 gaskets. One is fitted either side of each air cleaner, and another is required between the air-box and each carburettor.

88	BH605261	£1.60	BOLT, air cleaner to carburettor	4	
89	GHF332	£0.40	WASHER, locking	4	
90	GHF301	£0.24	WASHER, plain	4	
91	GHF201	£0.14	NUT	4	
92	112867	£0.62	GASKET, carburettor to manifold	4	
93	112866	£3.80	INSULATOR BLOCK	2	carburettor to manifold
94	GHF201	£0.14	NUT, carburettor to manifold	8	
95	GHF332	£0.40	WASHER, locking	8	
100	GGL1011	£4.20	SPRAY CLEANER	1	

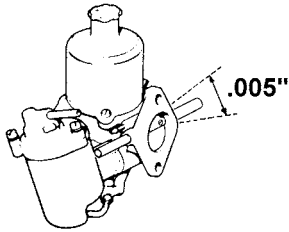
**Carburettor Rebuild & Gasket Kits**

110	AUE812A	£5.60	GASKET KIT, 'Major'	2	for one carburettor
111	GAC6104X	£180.00	REBUILD KIT, HS6 carburettors	1	for two carburettors
			(Kit includes items: 10, 17, 23, 27, 35, 49, 50, 100 & (x2) 110)		

## Carburettor Technical Tips

Carburettors rarely go 'out of tune' by themselves. When engine condition changes, the carburation requirements of the engine are altered. A compromise is sometimes possible by adjusting the carburettor(s) to suit, but the overall performance will be below what it should be. When you think your car needs a carburettor tune-up, make sure that everything else 'on & in' the engine is in proper condition and correctly adjusted. It is impossible to adjust the carburettors properly if the engine is not in a correct condition.

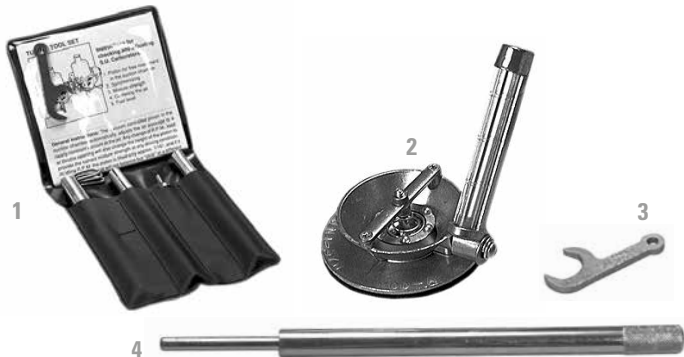
## Re-bushing Carburettor Bodies



Re-bushing carburettor bodies and fitting new throttle shafts is a major part of a carburettor rebuild which is often overlooked. Vacuum leaks due to worn bodies and shafts cause rough idle, poor performance and poor fuel economy. Checking the shaft and body clearance is a simple matter of wiggling the shafts in the carburettor bodies. Any appreciable play indicates wear in the bodies or on the shafts, or both. Dome wear is to be expected, but performance is seriously affected when clearances are over 0.005" (five thousandths of an inch). Verification is done with the engine running at idle

by spraying aerosol carburettor cleaner (GGL1011) on the shafts where they enter the carburettor body. If the idle changes, the shafts and/or the bodies are worn.

Quite often, the problem can be fixed by simply replacing the throttle shafts. Remove the couplings, springs, and other fittings from the ends of the shafts. Mark the butterfly plates with a felt-tip pen to indicate which end is installed upwards, and remove the two securing screws. Pull the plates out and slide the shaft sideways until a clean, unworn section of the shaft is in each side of the body. Now wiggle the shaft up & down, and forwards & backwards to determine if any play is present. If none, a new pair of standard throttle shafts should solve the problem. Oversize shafts (if not already fitted) can be purchased to take up slight wear in the carburettor body. Since the holes in the bodies generally wear to a slight 'oval' shape, it is advisable when fitting oversize shafts to ream the carburettor bodies to the diameter of the particular new shaft, plus 0.002" clearance. Standard SU shafts measure 0.310" to 0.311" diameter, while Zenith-Stromberg shafts measure 0.313" to 0.314". Oversize shafts vary in diameter, but are generally 0.005" to 0.010" larger than the standard shafts. If the carburettor bodies are found to be worn too badly for oversize shafts to be effective, the bodies must be re-bushed. To re-bush bodies, the old bushes (or the bodies themselves, if the particular carburettors don't have bushes) must be drilled out to a diameter just smaller than the Outside Diameter (O.D.) of the new bushes and to a depth just short of entering the venturi. Since each side of the body must be drilled out separately, accurate alignment of the two holes is difficult to maintain. Several members of our staff have found that an easy way to do this is to chuck the appropriate drill in a lathe, and run the carburettor body onto the drill with the tailstock centre. New bushes are then pressed into the bodies and reamed to fit the new shafts with the minimum clearance which allows free rotation. This is best accomplished with a 5/16" adjustable reamer with a pilot long enough to ride in the opposing bush. Sometimes it is necessary to 'lap' the shafts in the bushes by chucking the projecting end of the shaft in an electric drill and running it dry in the bushes. Do not use any abrasive compound; the dark oxide that is formed is enough. Add a drop or two of light oil and continue until the shaft rotates freely in the bushes. After re-installation of the throttle plates, springs and linkage, the rest of the rebuild is routine. Keep in mind that the throttle plates must be centred before the screws are tightened. Do not spray carburettor cleaner into Zenith-Stromberg carburettors without first removing the diaphragms, as the carburettor cleaner will quickly render the diaphragms useless.



## Carburettor Adjusting Tools

The proper tools will give you an edge in the correct tuning and maintenance of your carburettors. Pictured here are just a few of the items we offer. Pictured left to right are:

Ill	Part Number	Description	Req.	Details
1	GAC6101X	£20.00 SU TOOL KIT	1	
2	MM386-200	£40.30 UNI-SCAN CARBURETTOR SYNCHRO	1	
3	AUD2693	£3.20 SU JET SPANNER	1	
4	GAC6106X	£22.10 JET CENTRING TOOL	1	

## Choke Adjustment

Adjustment of the 'choke' mechanism of SU's and Zenith-Strombergs is of great importance, but seems to be little understood. Technically speaking, SU's do not have true 'choke' mechanisms by which a richer mixture is created by restricting the airflow, but accomplish the same result by keeping the airflow the same & increasing the flow of fuel. TR4-4A Zenith-Strombergs use a true 'choke'; a starter bar which rotates up under the air piston, at once restricting the airflow and increasing the fuel flow. Before any choke adjustments can be made accurately, the carburettors must be synchronised and balanced, and the choke cable disconnected from the carburettors. Of Primary consideration is the physical condition of the choke and fast idle linkages. Excess looseness or binding prevent proper adjustment and operation. Replace any worn or damaged parts. Next, the choke linkages of the two carburettors must be synchronised. If you have any doubts as to how to do this, refer to a good workshop manual. In general, back-off the fast idle screws so they won't get in the way, loosen the interconnecting linkage, and re-tighten so that both chokes begin to operate at the same time. Adjust the fast-idle screws so that in the 'rest' position, there is about 1/32" clearance between the screws and the fast-idle cams. Re-connect the choke cable leaving it a bit slack, as you do not want any pre-load on the choke mechanism that would hinder its return to 'rest' when the choke is in the 'off' position.

## Idle Speed Adjustment Problems

If difficulty is encountered in adjusting to a proper idle speed, check for:

1. Vacuum leaks.
2. Jet/choke linkage position.
3. Interference between the fast-idle adjusting screw and the fast-idle cam. Check all good working order.

## Colortune

### The Tune-up Window

There is another way to make sure that your carburettor mixture is correct - pay a huge sum of money to a mechanic who has an expensive exhaust gas analyser, or use Colortune.



Using Colortune is as simple as fitting a spark plug, and lets you see into the engine! The Colour of the burning mixture lets you know whether fuel is being mixed and burnt properly or being wasted, and if the mixture is wrong Colortune provides the means to make accurate adjustments with ease. According to the AA (the world's largest automobile association), Colortune can save up to 10% of the fuel you put into the tank.

MRD1005 £40.00 COLORTUNE 1

## Grose Jets

### Precision Fuel Flow



Your carburettors may be reconditioned, but they still leak fuel and stink out the interior when you lift your foot off the accelerator. Put away the polishing cloth and don't buy a fire extinguisher. Instead, buy Grose-jets, the ball valve jets that don't stick open (unlike old fashioned needle & seat valves). Your car may look traditionally British, but it no longer needs to smell like it. (Sold individually).

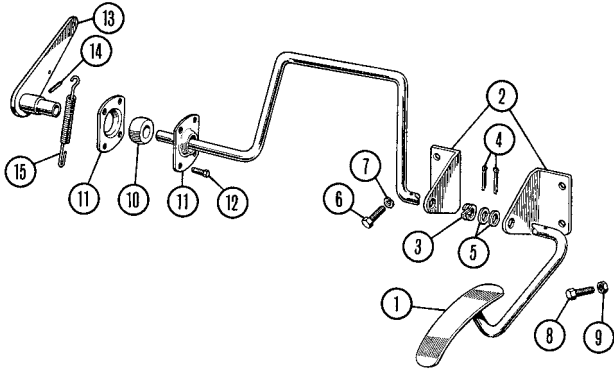
GAC9201X £9.10 GROSE JETS, H & HS Type SU carbs 1  
GAC9200X £12.80 GROSE JETS, Zenith-Stromberg carbs 1

## Useful Advice on Carburettor Kits

Through the depths of time, standing behind a retail counter, I learnt and remembered some buying habits, trends and preferences of TR owners. A favourite question was: "What parts do I need to rebuild the SU carburettors on my car". This innocent request can be tackled in one of many ways depending on certain factors and conditions, only identifiable by experts. The request can be handled as follows:

1. Tell them we don't stock carburettor spares and give the phone number of a local carburettor specialist who is usually even more unhelpful (for Ford owners).
2. Sell them a packet of gaskets and assure them that's all that goes wrong (for Midget & Spitfire owners).
3. Suck in about a gallon of air, open the carburettor spares book & sell them everything listed, regardless (for Jaguar owners).
4. Insist special tools and facilities are required to undertake any work on carburettors. Follow up with a pair of rebuilt exchange or new carburettors (MG owners love that one).
5. Offer the rebuild kit that we have put together after years of spares experience. The kit may not include all you need to repair a 'basket case', and conversely would be 'kits universally acceptable without 'overkill' (for TR owners).

We offer two rebuild kits for H series SU's: GAC6102X for the TR2's with AUC721 specification carburettors, and GAC6103X for either TR3 with AUC786 or TR3A & TR4 with AUC878.

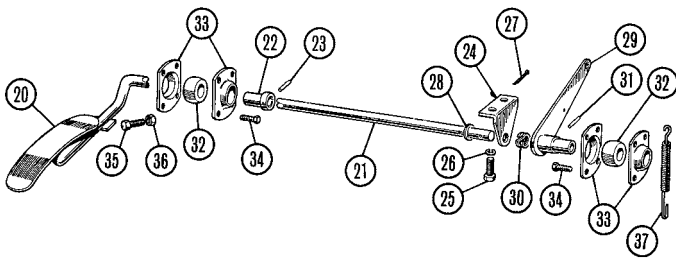


**Accelerator Pedal & Fittings (Righthand Drive)**

Ill	Part Number	Description	Req.	Details
1	208437	£36.00 PEDAL, accelerator	1	TR2-3A
	209411	£50.00 PEDAL, accelerator	1	TR4-4A
2	106752	£24.00 BRACKET, pedal	2	TR2-3A
	106752	£24.00 BRACKET, pedal	2	TR4-4A
3	WS600061	£1.96 WASHER, double coil spring	1	
4	GHF502	£0.22 SPLIT PIN	2	
5	WP20X	£0.30 WASHER, plain	2	
6	HU706P	£1.06 SCREW, bracket	4	
7	GHF331	£0.38 WASHER, locking	4	
8	SH604161	£0.66 SCREW, pedal limit stop	1	
9	JN2107	£0.43 NUT, locking	1	
10	058282	£9.30 BUSH, pedal support	1	
11	105226	NCA PLATE, bush retaining	2	
12	AB610031	£0.30 SCREW, plate retaining	4	
13	106753	NCA LEVER ASSEMBLY	1	
14	DS1312	£0.55 PIN, locating lever to shaft	1	
15	027645	£3.25 SPRING, return	1	

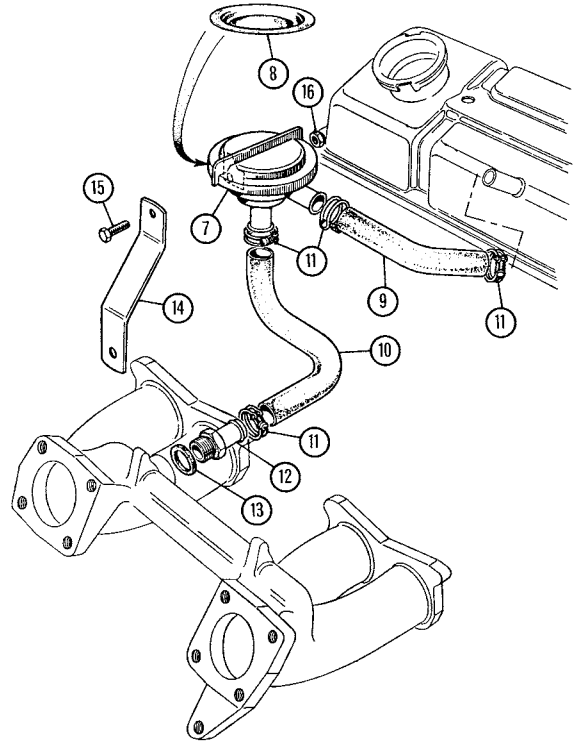
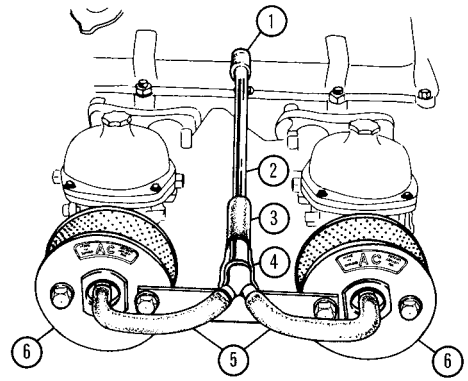
**Blanking Details (RHD only)**

HU706P	£1.06	SCREW	3
GHF331	£0.38	WASHER, spring	3
600400	£2.40	PLUG, blanking 1 1/2" diameter	1



**Accelerator Pedal & Fittings (Left Hand Drive)**

20	106749	NCA PEDAL, accelerator	1	TR2-3, TR3A To TS29820
	206590	NCA PEDAL, accelerator	1	TR3A From TS29821, TR4-4A
(The complete pedal assembly for TR3A from TS29821, and TR4-4A can be fitted to TR2-3A's prior to TS29820).				
21	106762	NCA BAR, connecting pedal to lever	1	TR2-3, TR3A To TS29820
22	108614	NCA BUSH, connector, pedal to shaft	1	
	120443	NCA BUSH, on pedal shaft	1	TR3A From TS29821, TR4-4A
23	DS1312	£0.55 PIN, locating bush and shafts	1/2	
24	106763	NCA BRACKET, shaft	1	
25	HU706P	£1.06 SCREW, bracket	2	
26	GHF331	£0.38 WASHER, locking	2	
27	GHF502	£0.22 SPLIT PIN	1	
28	WP20X	£0.30 WASHER, plain	1	
29	106753	NCA LEVER ASSEMBLY	1	
30	WS600061	£1.96 WASHER, double coil spring	1	
31	DS1312	£0.55 PIN, locating lever	1	
32	058282	£9.30 BUSH, pedal support	2	
33	105226	NCA PLATE, bush retaining	4	
34	AB610031	£0.30 SCREW, plate retaining	8	
35	SH604161	£0.66 SCREW, pedal limit stop	1	
36	JN2107	£0.43 NUT, jam	1	
37	027645	£3.25 SPRING, return	1	



**Engine Breather/Emission Controls TR4-4A Models**

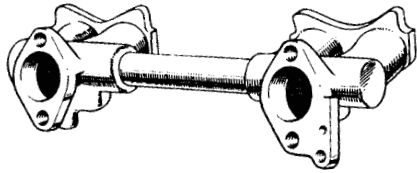
The TR4 had a closed circuit breather system introduced at chassis no CT25394. The oil breather pipe (pages 16 & 17, item 39) was removed and a core plug (item 40) replaced it. The crankcase breathing was then achieved by a pipe from the rocker box cover into the air filter.

1	149995Z	£4.90 HOSE, rocker cover to pipe	1	TR4 From CT23594
2	138078	NCA PIPE	1	
3	149995Z	£4.90 HOSE, pipe to flame trap	1	
4	12G2134	£3.05 FLAME TRAP	1	
5	137974Z	£20.15 HOSE, flame trap to air filter	2	
6	209269	NCA AIR FILTER, replacement type (With breather hose fittings).	2	

Note: See page 43 for details of air cleaners.

7	13H5191	£78.00 'PCV' VALVE*	1	rubber
8	27H7758	£5.00 DIAPHRAGM	1	
9	143323	£13.15 HOSE, rocker cover to valve	1	silicone
	143323X	£26.70 HOSE, rocker cover to valve	1	
10	143314	£10.30 HOSE, valve to inlet manifold adaptor	1	TR4A
11	CS4012	£1.20 CLIP, wire type	4	
	GHC11022	£2.30 CLIP, jubilee type	4	
12	138530	£6.90 ADAPTOR, in manifold	1	
13	AUC2141	£0.53 WASHER, fibre	1	
14	143313	NCA BRACKET	1	
15	GHF101	£0.30 SCREW, bracket to valve	1	
16	GHF271	£0.41 NUT, nyloc	1	

\*Note: 'PCV' is an abbreviation for 'Positive Crankcase Ventilation' valve.



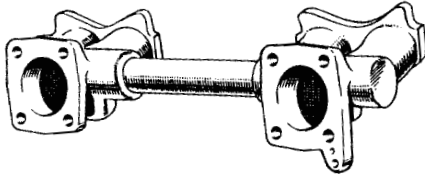
### 1) 301145 TR2 Low Port Cylinder Head

#### Taking twin 1 1/2" H4 type SU carburetors

Port to Head Diameter = 1 13/32" (35.5mm).

301145 cast on underside of balance tube.

Long Type



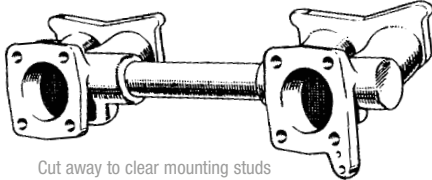
### 2) 302006 TR3 Low Port Cylinder Head

#### Taking twin 1 3/4" H6 type SU carburetors

Port to Head Diameter = 1 1/2" (38mm).

302006 cast on underside of balance tube.

Long Type



Cut away to clear mounting studs

### 3) 302119 TR3-3A High Port Cylinder Head

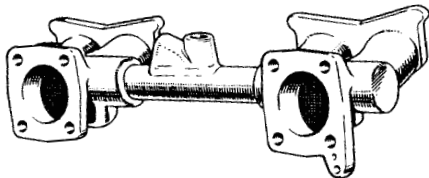
#### Taking twin 1 3/4" H6 type SU carburetors

Port to Head Diameter = 1 1/2" (38mm).

302119 cast on underside of balance tube.

Long Type

Boss cast on balance tube



### 4) 305547 TR3A-3B High Port Cylinder Head

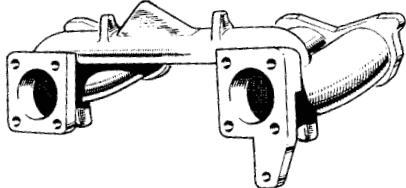
#### Taking twin 1 3/4" H6 type SU carburetors

Port to Head Diameter = 1 1/2" (38mm).

305547 cast on underside of balance tube.

Long Type

Boss cast on balance tube



### 5) 305744 TR4 High Port Cylinder Head

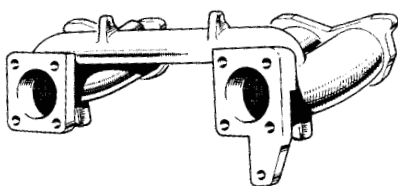
#### Taking twin 1 3/4" HS type SU carburetors or 175CD Stromberg carburetors

Port to Head Diameter = 1 3/8" (35mm).

305744 cast on underside of balance tube.

Flow Curved Tube Type

Adaptor fitted here for 'pcv valve in balance tube



### 6) 307455 TR4-TR4A High Port Cylinder Head

#### Taking twin 1 1/4" HS type SU carburetors or 175CD Stromberg carburetors

Port to Head Diameter = 1 3/8" (35mm).

307455 cast on underside of balance tube.

Flow Curved Tube Type

## Interchange and Swaps

### Inlet Manifolds

The TR4-4A flow curved inlet tube type of manifold is acknowledged as the most efficient design for the TR. This type will fit TR4's instead of the log type without major problems. It will also fit 'high port' cylinder head engines in TR3-3A, but if used with H-type carburetors, no air cleaners can be fitted in the minimal gap left between the inner wheel arch and carburettor inlet face. The best solution is to fit the curved inlet manifold with twin 1 3/4" HS6 carburetors (you will need to re-route the heater feed hose through the bulkhead and lengthen the choke cable). If air cleaners are required, upwards offset type will have to be fitted. This modification in general is good for improved engine breathing and running.

TR3 'low port' cylinder head engines can be fitted with this manifold but serious 'port to manifold' mismatch occurs along with stud and manifold impingement - lots of chopping and filing is needed to complete this modification.

The TR2 'low port' cylinder head will accept 'low port' TR3 manifold and carburetors, but in all honesty you are better off with the 'low port' set-up and, live with slightly less power and better fuel economy with the TR2.

### Standard or Tubular Exhaust Manifold

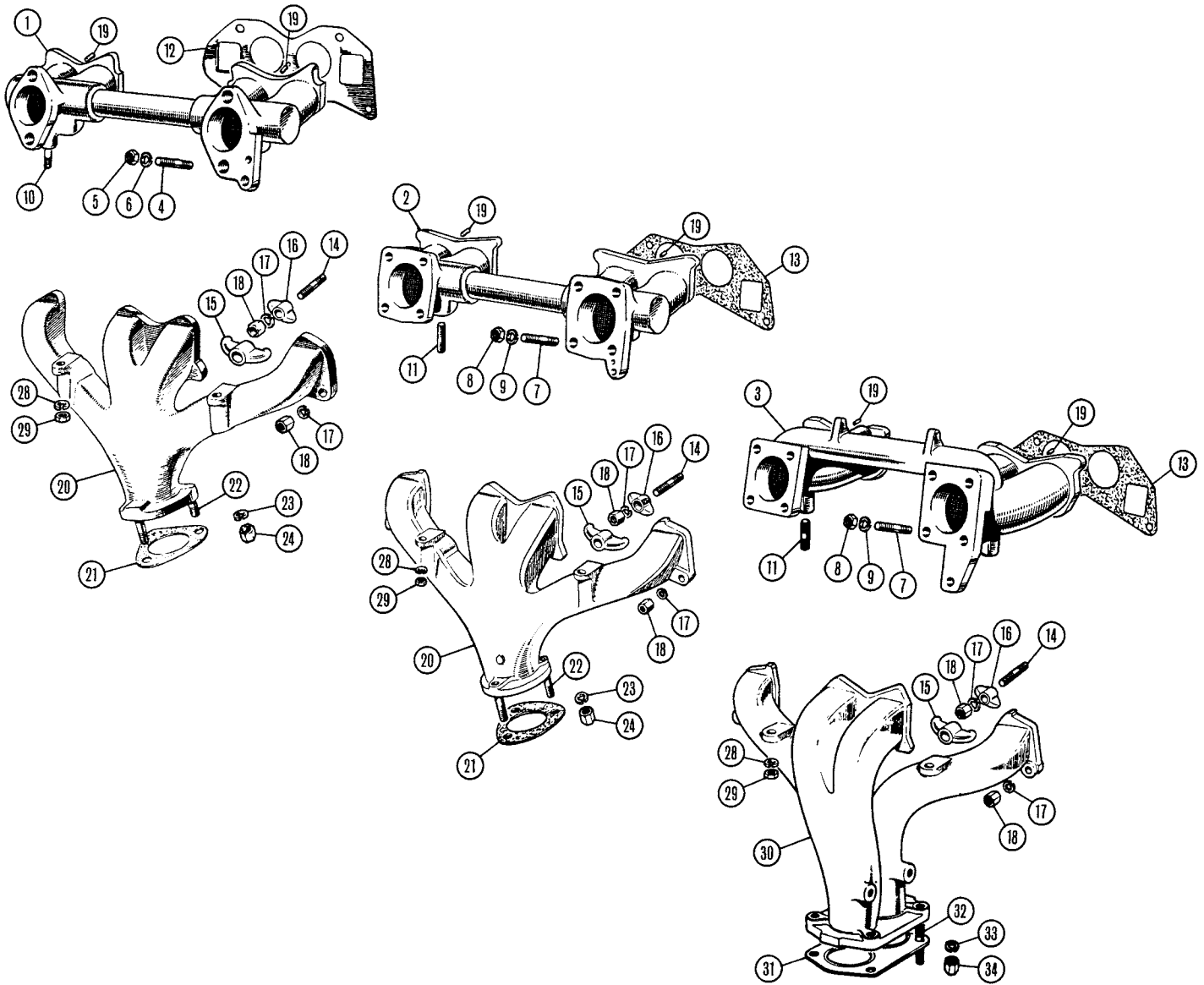
For full details & listings of our tubular sports manifolds & full range of Sports exhaust systems please see the Accessories section.

The choice of a standard TR4A manifold would clearly be the best, but in the event that you are seeking an improvement in performance - with little or no disadvantage in terms of flexibility of the engine, you should fit our TriumphTune sports extractor manifold (TT1100 in mild steel or TT1100S in stainless steel).

This 2-piece sports manifold is designed to fit around both models of TR starter motor. If you are fitting this sports manifold to a TR2-3A or TR4, you will need 2 adaptors (TT5019 & TT5027) to join it to the main silencer (HRSU331), but, it will mate to the standard TR4A 'Y' pipe (FSTH56) without an adaptor. Our TriumphTune extractor manifolds are manufactured on our own jigs.

Note: See Restoration section for further details of our Moss TriumphTune 'Competition' exhaust systems (TTK1120 & TTK1121) that come with our Fast Road/Sport Tubular Manifold (TT1130S) with large primary pipes. We also supply a Full Race Tubular Manifold (TT1130RS), which is only suitable for 89mm engines.



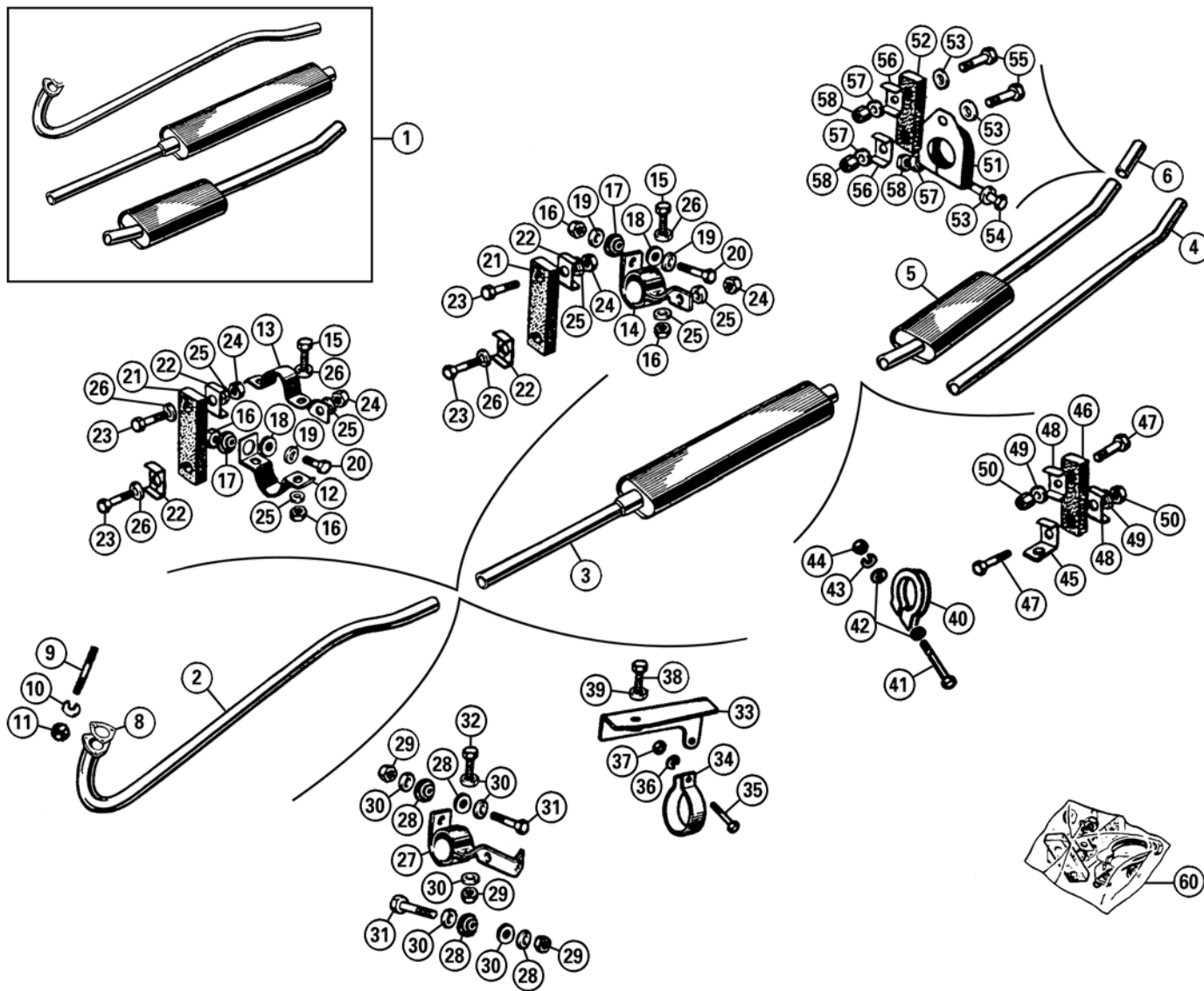


**Manifolds (Inlet & Exhaust)**

Ill	Part Number	Description	Req.	Details	Price	Description	Req.	Details
1	301145	NCA MANIFOLD, inlet (Low port for 1 1/2" carburettors).	1	TR2				
	302006	NCA MANIFOLD, inlet (Low port for 1 3/4" carburettors).	1	TR3 To TS9349				
2	302119	NCA MANIFOLD, inlet, high port	1	TR3 From TS9350 To TS13052E				
	305547	NCA MANIFOLD, inlet (High port with boss on balance tube).	1	TR3 From TS13053 TR3A				
3	305744	NCA MANIFOLD, inlet (Long curved tubes no tapping with boss on balance tube).	1	TR4 To CT21470				
	307455	NCA MANIFOLD, long curved (Long curved tubes with tapping for 'PCV' valve).	1	TR4 From CT21471 TR4A				
4	058917	£6.00 STUD, carburettor to manifold	4					
5	056675	£1.62 NUT, steel	4	TR2-3 To TS8996				
6	GHF333	£0.30 WASHER, locking	4					
7	FHS2513	£1.10 STUD, carburettor to manifold	8	TR3 From TS8997				
8	GHF201	£0.14 NUT, steel	8	TR3, TR4-4A				
9	GHF332	£0.40 WASHER, locking	8					
10	TE605141	£1.85 STUD, inlet to exhaust manifold	2	TR2-3 To TS8997				
11	FHS2513	£1.10 STUD, inlet to exhaust manifold	2	TR2-3 To TS8997 TR3A, TR4-4A				
12	106937	£3.00 GASKET, manifold	2	TR2-3 To TS9349				
13	113122	£3.50 GASKET, manifold	2	TR3 From TS9350 TR3, TR4-4A				
14	102474	£1.96 STUD, manifold, 2 1/16"						
	107055	£2.75 STUD, manifold, 2 3/8"						
	058688	£2.00 STUD, manifold, 11 1/16"						
	058688	£2.00 STUD, manifold, 11 1/16"						
	058917	£6.00 STUD, manifold, 11 5/16"						
15	033148	£4.60 CLAMP, manifold, large	2					
16	058258	£8.00 CLAMP, manifold, small	4					
17	GHF333	£0.30 WASHER, locking, manifold	8					
18	056675	£1.62 NUT, manifold, steel	8					
	108951	£2.05 NUT, manifold, brass	8					
19	DP514	£1.48 DOWEL, plain	2	inlet manifold to cyl head				
20	301144	NCA MANIFOLD, exhaust	1	TR2-3 low port head				
	304164	NCA MANIFOLD, exhaust	1	TR3A, TR4 high port head				
21	GEG718	£3.50 GASKET, manifold to front pipe	1					
22	101442	£1.50 STUD, manifold to front pipe	3					
23	GHF333	£0.30 WASHER, locking	3	TR2-3A, TR4				
24	108951	£2.05 NUT, brass	3					
28	GHF332	£0.40 WASHER, locking, inlet to	2					
29	GHF201	£0.14 NUT, inlet to exhaust manifold	2					
30	306378	NCA MANIFOLD, exhaust	1					
31	GUG4811MG	£2.00 GASKET, manifold to front pipe	1					
32	115696	£2.16 STUD, manifold to front pipe	4	TR4A				
33	GHF333	£0.30 WASHER, locking	4					
34	108951	£2.05 NUT, brass	4	1024731				

Note: 'PCV' is an abbreviation for 'Positive Crankcase Ventilation' valve.





**Exhaust System TR2-TR3-3A-4**

If you want peace of mind, then fitting a stainless steel exhaust system is a worthwhile investment. Available as a complete system, or as individual components. System utilises standard mountings. Mounting not included. If you want to keep things original then we can still supply some of the mild steel exhaust components.

Ill	Part Number	Description	Req.	Details
1	BSTR24	£200.00 EXHAUST SYSTEM, stainless steel	1	
2	201763	£33.70 DOWNPIPE, mild steel	1	
	BSTH20	£45.00 DOWNPIPE, stainless steel	1	
3	HRSU331	£63.60 SILENCER, front, mild steel	1	
	BSTH21	£90.00 SILENCER, front, stainless steel	1	
4	202009	NCA TAIL PIPE, mild steel	1	TR2, TR3 To TS11716
	202009SS	NCA TAIL PIPE, stainless steel	1	
5	HRSU358	NCA SILENCER & TAIL PIPE, mild steel	1	TR3 From TS11717, TR4
	BSTH28	£75.00 SILENCER & TAIL PIPE, stainless steel	1	

Note: TR2's up to TS2531 had an 18" silencer with a plain tail pipe (202009). From TS2532 through TR3 to TS11716, there was a 24" silencer (HRSU331) with a plain tail pipe fitted. On TR3's from TS11716 onwards, the system utilised a double silencer system (HRSU331 & HRSU358). We can supply the 202009 for the original TR2 'roar'.

**Mountings & Fittings**

6	HRTT9177	£12.00 EXTENSION, tail pipe, chrome	1	press-on type
8	GEG718	£3.50 GASKET, head pipe to manifold	1	
9	101442	£1.50 STUD, head pipe to manifold	3	
10	GHF333	£0.30 WASHER, locking	3	
11	108951	£2.05 NUT, brass	3	
12	114074	£20.40 CLAMP, lower half	1	TR2 To TS4309
13	107643	NCA CLAMP, upper half	1	
14	114074	£20.40 CLAMP, one piece	1	TR2 To TS4310, TR3 To TS11716

For cars up to TS11716 the mounting brackets for the centre of the exhaust (items 12, 13 & 14) are currently not available. The TR4 two piece mounting (items 33 & 34) which suspends the exhaust from the RH gearbox mounting, is the best and simplest solution if you are missing these brackets. The TS4311 and TS11716 can be 'faked' with the bracket used from the TS117126 onwards. A similar 'faking' could be achieved on earlier models, but remember it does require drilling, cutting and filing.

15	GHF103	£0.60 SCREW, hexagon headed	2	TR2 To TS4309, TR2 From TS4310
			1	TR3 To TS11716
16	GHF201	£0.14 NUT, plain	3	TR2 To TS4309, TR2 From TS4310
			2	TR3 To TS11716
17	GEX7329	£4.00 BUSH, fitted in bracket or chassis	1	TR2 To TS4309, TR2 From TS4310
	NCA GEX7329Z	NCA BUSH, fitted in bracket or chassis, aftermarket	1	TR3 To TS11716
18	GEX7330	£1.75 WASHER, rubber	1	TR2 To TS4309,
19	WP17	£0.30 WASHER, plain	1	TR3 To TS11716
20	GHF103	£0.60 SCREW, clamp to chassis	1	
	BH605201	£1.26 BOLT, clamp to chassis	1	TR2 From TS4310, TR3 To TS11716
21	GEX7044	£2.95 STRAP, flexible	1	
22	GEX7510	£1.30 PLATE, clamp on flexible strap	2	
23	SH605091	£0.89 SCREW, strap attaching	2	TR2 To TS4309,
24	GHF201	£0.14 NUT, plain, strap to clamp	2	TR3 To TS11716
25	GHF332	£0.40 WASHER, locking	5	TR2 To TS4309,
			4	TR3 To TS11716
26	GHF301	£0.24 WASHER, plain	4	TR2 To TS4309,
			3	TR3 To TS11716
27	114074	£20.40 CLAMP & BRACKET, one piece	1	
28	GEX7329	£4.00 BUSH, fitted in chassis	4	
	NCA GEX7329Z	NCA BUSH, fitted in chassis, aftermarket	4	
29	GHF242	£1.57 NUT, locking, (mounting bolts)	3	TR3 From TS11717, TR3A
30	WP17	£0.30 WASHER, plain	6	
31	BH605201	£1.26 BOLT, bracket to chassis	2	
32	GHF103	£0.60 SCREW, hexagon headed	1	

33	130888	£15.46	BRACKET, mounting	1	TR4	
34	130890	£4.75	RING CLAMP	1		
35	GHF103	£0.60	SCREW, clamping pipe	1		
36	GHF332	£0.40	WASHER, locking	1		
37	GHF201	£0.14	NUT, plain	1		
38	SH608141	£2.32	BOLT, bracket to mount	1		
39	GHF335	£0.46	WASHER, locking on bolt	1		
40	GEX7500	£5.30	CLAMP, original, (alternative)	1		
	GEX7500	£5.30	CLAMP, original, (alternative)	1		
41	BH605221	£1.00	BOLT, clamp	1		all models
42	GHF301	£0.24	WASHER, plain	2		
43	GHF332	£0.40	WASHER, locking	2		
44	GHF201	£0.14	NUT, plain	1		
45	105578	£2.20	BRACKET, (right angle)	1		
46	GEX7044	£2.95	STRAP, (flexible)	1		
47	GHF103	£0.60	SCREW, hexagon headed	2	TR4 From CT114544	
48	GEX7510	£1.30	PLATE, clamp	2		
49	GHF332	£0.40	WASHER, locking	2		
50	GHF201	£0.14	NUT, plain	2		
51	107602	£12.00	BRACKET, clamp	1		
52	GEX7044	£2.95	STRAP, (flexible)	1		
53	GHF301	£0.24	WASHER, plain	3		
54	BH605241	£1.31	BOLT	1		
55	GHF103	£0.60	SCREW, hexagon headed	2		all models
56	GEX7510	£1.30	PLATE, clamp	2		
57	GHF332	£0.40	WASHER, locking	3		
58	GHF201	£0.14	NUT, plain	3		

### Exhaust Fitting Kits

Owners of cars with a chassis number earlier than TS11716 should purchase the individual components listed in the illustration. Currently we cannot supply the key parts to the cruciform mounting for TR2, TR3 to TS11716 (items 12, 13 or 14).

The TR4 fitting kit is in our belief far superior to the original TR2-3A type. It allows the whole exhaust system to 'rock' as the engine moves on its mountings, causing minimal torsional forces on the individual boxes. The early (TR2-3) system 'rigidly' mounts both silencers to the cruciform, and the movement of the engine causes torsional stress on the joint between the downpipe & the silencers. This frequently reduces the life of this joint. Purists will want the GFK6130X, but realists will buy GFK6210X for their TR2-3A.

### TR3 from TS11717, TR3A

60	GFK6130X	£48.00	FITTING KIT, exhaust (Includes all the part numbers & quantities listed below).	1	aftermarket
8	GEG718	£3.50	GASKET, front pipe to manifold	1	
9	101442	£1.50	STUD, front pipe to manifold	3	
10	GHF333	£0.30	WASHER, locking	3	
11	108951	£2.05	NUT, brass	3	
27	114074	£20.40	CLAMP & BRACKET, (one piece)	1	
28	GEX7329	£4.00	BUSH, fitted in chassis frame	4	
	GEX7329Z	NCA	BUSH, fitted in chassis frame	4	
29	GHF242	£1.57	NUT, locking, for mounting bolts	3	
30	WP17	£0.30	WASHER, plain	6	
31	BH605201	£1.26	BOLT, bracket to chassis frame	2	
32	GHF103	£0.60	SCREW, hexagon headed	1	
40	GEX7500	£5.30	CLAMP, original type	1	
41	BH605241	£1.31	BOLT, clamp	1	
42	GHF301	£0.24	WASHER, plain	2	
43	GHF332	£0.40	WASHER, locking	2	
44	GHF201	£0.14	NUT, plain	1	
51	107602	£12.00	CLAMP	1	
52	GEX7044	£2.95	STRAP, (flexible)	1	
53	GHF301	£0.24	WASHER, plain	3	
54	BH605221	£1.00	BOLT	1	
55	GHF103	£0.60	SCREW, hexagon headed	2	
56	GEX7510	£1.30	PLATE, clamp	2	
57	GHF332	£0.40	WASHER, locking	3	
58	GHF201	£0.14	NUT, plain	3	

### TR4

60	GFK6210X	£65.00	FITTING KIT, exhaust (Includes all the part numbers & quantities listed below).	1
8	GEG718	£3.50	GASKET, front pipe to manifold	1
9	101442	£1.50	STUD, front pipe to manifold	3
10	GHF333	£0.30	WASHER, locking	3
11	108951	£2.05	NUT, brass	3
33	130888	£15.46	BRACKET, (on RH gearbox mount)	1
34	130890	£4.75	RING CLAMP	1
35	GHF103	£0.60	SCREW, clamping pipe	1
36	GHF332	£0.40	WASHER, locking	1
37	GHF201	£0.14	NUT, plain	1
38	SH608141	£2.32	BOLT, bracket to gearbox mounting	1
39	GHF335	£0.46	WASHER, locking on bolt	1
40	GEX7500	£5.30	CLAMP	1

41	BH605221	£1.00	BOLT, clamp	1	TR4 From CT11454 only
42	GHF301	£0.24	WASHER, plain	2	
43	GHF332	£0.40	WASHER, locking	1	
44	GHF201	£0.14	NUT, plain	1	
45	105578	£2.20	BRACKET	1	
46	GEX7044	£2.95	STRAP, (flexible)	1	
47	GHF103	£0.60	SCREW, hexagon headed	2	
48	GEX7510	£1.30	PLATE, clamp	2	
49	GHF332	£0.40	WASHER, locking	2	
50	GHF201	£0.14	NUT, plain	2	
51	107602	£12.00	CLAMP	1	
52	GEX7044	£2.95	STRAP, (flexible)	1	
53	GHF301	£0.24	WASHER, plain	3	
54	BH605221	£1.00	BOLT	1	
55	GHF103	£0.60	SCREW, hexagon headed	2	
56	GEX7510	£1.30	PLATE, clamp	2	
57	GHF332	£0.40	WASHER, locking	3	
58	GHF201	£0.14	NUT, plain	3	

## Sports Exhaust Manifolds & Exhaust Systems

### Tubular Exhaust Manifolds

The choice of a standard TR4A manifold would clearly be the best, but in the event that you are seeking an improvement in performance - with little or no disadvantage in terms of flexibility of the engine, you should fit our TriumphTune sports extractor manifold (TT1100 in mild steel or TT1100S in stainless steel).

This 2-piece sports manifold is designed to fit around both models of TR starter motor. If you are fitting this sports manifold to a TR2-3A or TR4, you will need 2 adaptors (TT5019 & TT5027) to join it to the main silencer (HRSU331), but, it will mate to the standard TR4A 'Y' pipe (FSTH56) without an adaptor. Our TriumphTune extractor manifolds are manufactured on our own jigs.

### Sports Exhausts

These GT Sports systems for the TR2-4A range are available in either mild or stainless steel. For TR2 to TR4 owners, if you don't wish to fit a tubular manifold, they will connect to your standard downpipe.

### TR2-3-3A-4

Note: Where a 'TT' part number for an individual component ends with an S (IE: TT1100S) it denotes that the part is manufactured in stainless steel. Sports Systems include fittings.

		TUBULAR MANIFOLD	1	TR2
TT1100	£226.60	TUBULAR MANIFOLD, (2 piece), mild steel	1	TR3-3A & TR4
TT1100S	£281.75	TUBULAR MANIFOLD, (2 piece), stainless	1	
TT5019S	£55.90	ADAPTOR, ('Y' piece)	1	] stainless steel
TT5027S	£28.30	FRONT PIPE	1	
TT5001	NCA	SPORTS SYSTEM, (mild steel)	1	] includes fitting kit
FS5001	NCA	SPORTS SYSTEM, (stainless steel)	1	

### TR4A (Single System)

Note: Where a 'TT' part number for an individual component ends with an S (IE: TT1100S) it denotes that the part is manufactured in stainless steel. Sports Systems include fittings.

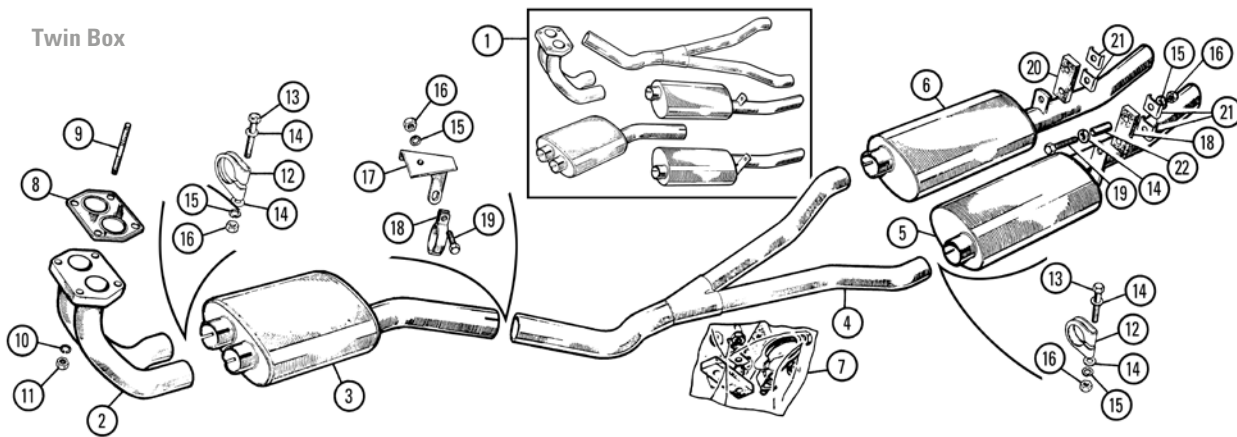
TT1100	£226.60	TUBULAR MANIFOLD, (2 piece)	1	mild steel
TT1100S	£281.75	TUBULAR MANIFOLD, (2 piece)	1	stainless steel
FSTH56	NCA	ADAPTOR, ('Y' piece)	1	stainless steel
TT5101	NCA	SPORTS SYSTEM, (mild steel)	1	] includes fitting kit
FS5101	£160.00	SPORTS SYSTEM, (stainless steel)	1	

### TR4A (Twin System)

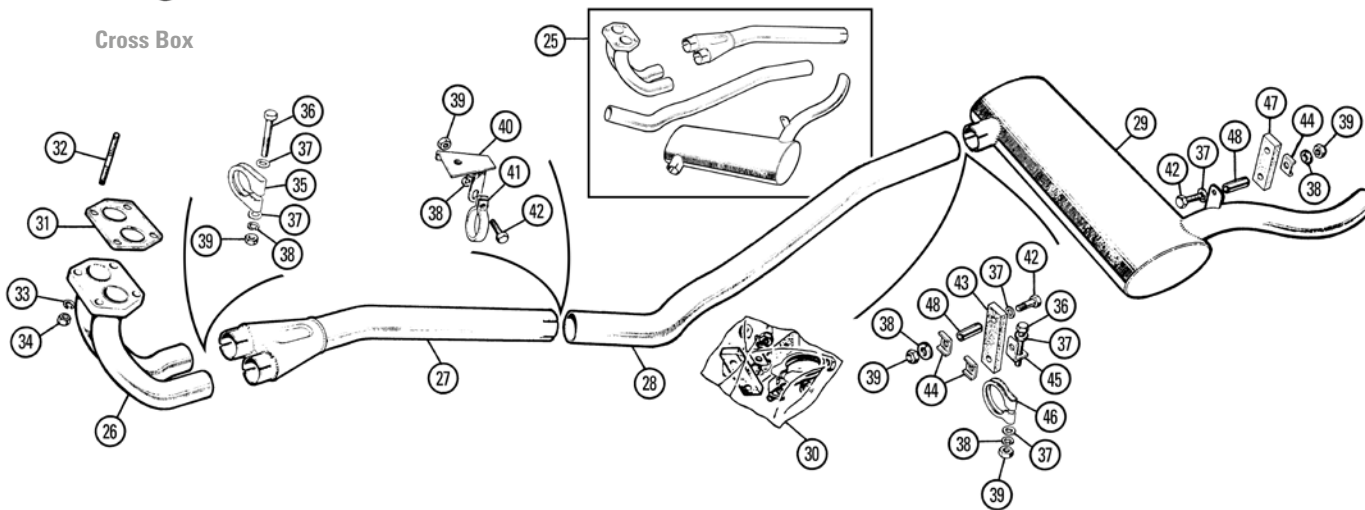
This system allows you to retain the twin system design, but with far more efficient silencers. Sports exhaust for these models are only available as separate parts.

TT1100	£226.60	TUBULAR MANIFOLD, (2 piece)	1	mild steel
TT1100S	£281.75	TUBULAR MANIFOLD, (2 piece)	1	stainless steel
FSTH56	NCA	ADAPTOR, (front), ('Y' piece)	1	stainless steel
FSTH54	NCA	REAR 'Y' PIPE, (large)	1	mild steel
TT5913SS	£13.80	STEPPED ADAPTOR	1	stainless steel
TT5209	NCA	SILENCER	2	mild steel
FSTH73	NCA	SILENCER	2	stainless steel
GFK6310X	£52.00	FITTING KIT	1	

Twin Box



Cross Box



Exhaust Systems TR4A

If you want peace of mind, then fitting a stainless steel exhaust system is a worthwhile investment. Available as a complete system, or as individual components. System utilises standard mountings.

Twin Box Rear Silencer System

ill	Part Number	Description	Req.	Details
1	BSTR4AT	£362.00 EXHAUST SYSTEM, stainless steel	1	twin box system
2	GEX1255	£94.40 FRONT PIPE, twin, mild steel	1	
	BSTH47	£35.00 FRONT PIPE, twin, stainless steel	1	
3	HRSU1224	NCA SILENCER, front, mild steel	1	
	BSTH48	£90.00 SILENCER, front, stainless steel	1	
4	BSTH54	£65.00 'Y' PIECE, large, stainless steel	1	
5	HRSU1226	NCA SILENCER, rear, LH, mild steel	1	
	BSTH50	£95.00 SILENCER, rear, LH, stainless steel	1	
6	HRSU1227	NCA SILENCER, rear, RH, mild steel	1	
	BSTH49	£95.00 SILENCER, rear, RH, stainless steel	1	
7	GFK6310X	£52.00 FITTING KIT, twin box exhaust	1	(Includes all the part numbers & quantities listed below).
8	GUG4811MG	£2.00 GASKET, exhaust flange	1	
9	115696	£2.16 STUD, manifold to downpipe	4	
10	GHF333	£0.30 WASHER, locking	4	
11	108951	£2.05 NUT, brass	4	
12	GEX7506	£1.96 CLAMP, exhaust, original	4	
13	BH605241	£1.31 BOLT, hexagon headed	4	
14	GHF301	£0.24 WASHER, plain	8	
15	GHF332	£0.40 WASHER, locking	9	
16	GHF201	£0.14 NUT, plain	9	
17	142531	£7.15 BRACKET, exhaust mounting	1	RH gearbox mount
18	130890	£4.75 CLAMP, exhaust to gearbox bracket	1	
19	GHF103	£0.60 SCREW, hexagon headed	5	
20	GEX7359	£1.40 STRAP, flexible	2	
21	GEX7510	£1.30 CLAMP PLATE, strap support	4	
22	155249	£1.00 SPACER, anti-crush, in rubber strap	4	

27	BSTH56	£50.00 'Y' PIECE, small, stainless steel	1	
28	213214	NCA INTERMEDIATE PIPE, mild steel	1	
	BSTH55	£40.00 INTERMEDIATE PIPE, stainless steel	1	
29	307697	NCA SILENCER, cross box, mild steel	1	
	BSTH57	£175.00 SILENCER, cross box, stainless steel	1	to original pattern

Note: The original design mild steel rear silencer for this system is difficult to obtain. We suggest the use of the stainless steel item, or if mild steel is preferred, the TR250 twin tail pipe silencer (part no. 308329).

30	GFK6320X	£56.00 FITTING KIT, cross box exhaust	1	(Includes all the part numbers & quantities listed below).
31	GUG4811MG	£2.00 GASKET, exhaust flange	1	
32	115696	£2.16 STUD, manifold to downpipe	4	
33	GHF333	£0.30 WASHER, spring	4	
34	108951	£2.05 NUT, brass	4	
35	GEX7506	£1.96 CLAMP, exhaust, original	2	
36	BH605241	£1.31 BOLT, on exhaust clamp	3	
37	GHF301	£0.24 WASHER, plain	8	
38	GHF332	£0.40 WASHER, locking	8	
39	GHF201	£0.14 NUT, plain	8	
40	142531	£7.15 BRACKET, exhaust mounting	1	RH gearbox mount
41	130890	£4.75 CLAMP, exhaust to gearbox bracket	1	
42	GHF103	£0.60 SCREW, hexagon headed	5	
43	GEX7360	£1.19 STRAP, flexible	1	
44	GEX7510	£1.30 CLAMP PLATE, strap support	6	
45	105578	£2.20 BRACKET, exhaust, angle	1	
46	GEX7500	£5.30 CLAMP, exhaust, original	1	
47	GEX7359	£1.40 STRAP, flexible	1	
48	155249	£1.00 SPACER, anti-crush, in rubber strap	4	

Cross-Box Rear Silencer System

25	BSTR4AC	£285.00 EXHAUST SYSTEM, stainless steel	1	cross box system
26	GEX1255	£94.40 DOWNPIPE, twin, mild steel	1	
	BSTR47	£46.80 DOWNPIPE, twin, stainless steel	1	

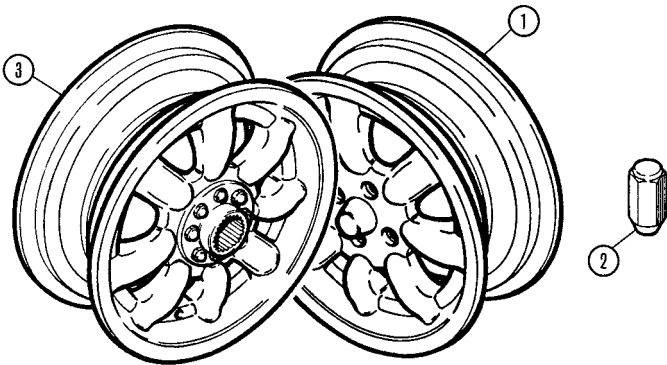
Road Wheels

The road wheels fitted to TR's of the late 1950's and 60's were of a relatively narrow width due to the tyre technology in use at that time. All the TR's (TR2 to TR6) have 15" inch diameter wheels. The TR2 originally had 4J wheel. This was appropriate for 155x15 or 5.60x15 tyres (according to whether it was radial or cross ply). The wheels were painted the same colour as the car, but eventually ended up as silver or creamy white. Steel disc wheels were also fitted with an embellishing chrome hub cap incorporating, in the middle, a Triumph globe medallion. The 4.5J wheels were introduced during the early production of the TR2. It's all somewhat academic as neither of these wheels are available. The 4.5 inch wheel was then fitted all the way through the TR3, TR3A, TR4 and TR4A range, and was silver grey in colour as standard fitment, although some cream wheels seem to have been fitted as standard to some TR4 or TR4A vehicles. Having given you the bad news that original wheels are no longer available, we have two very attractive alternative aftermarket wheels. They are both 5.5Jx15 and are designed to fit all TR's from TR2 through to TR6 (not recommended for Lockheed rear axle cars due to the inherent weakness of the rear half shaft & bearing arrangement). These Minator replica 'Minilite' wheels are made from aluminium rather than the Magnesium originals. The difference in the wheels is that a GAC8225X is designed to simply bolt-on with four securing nuts as original. The GAC8255X has a centre lock spline and is secured to the car by knock-on nuts of either the octagonal or 'two-eared' variety. Of course, this wheel requires a splined hub adaptor to be fitted to the car before it can be used. For owners of chromed wire wheels who want an easy to clean wheel for winter use these alloys are ideal.

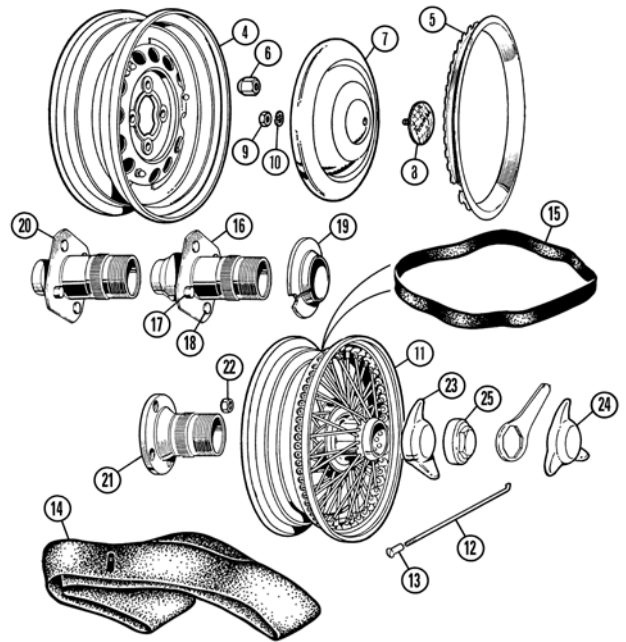
Some TR4-4A owners have experienced clearance problems between the top ball joint mounting bolts on the front suspension and the inside edge of the 'Minilite' replica alloy wheels. The reduction in length of the outer mounting bolt, so that only '3 threads' protrude through the nut, will help to stop the impingement problem. If the problem persists we suggest the use of a spacer kit (TT6902). One spacer to be fitted between each front wheel and the front hub flange. Remember that special wheel nuts are required to fit these 'Minilite' replica wheels to your TR. (Set of 16 nuts = GAC4116X) Wire wheels were available in either a painted or chrome finish, and standard fitment on TR2's and TR3's was the 48 spoke 4J wheel, which was frankly rather weak. (t is the same wheel fitted to all MGA's).

From TR3A onwards, including most TR4's & all TR4A's, a stronger 60 spoke 4.5J was fitted, this could also be fitted to all TR2 and TR3 cars which came with 48 spoke wheels, without modification to body or suspension. It should be noted that the wider wheels may put a strain on the early Lockheed rear axle oil seals, so you should be prepared to change these probably once every two to three years to avoid major oil leaks, rendering the rear brakes ineffective. The 4.5 wheels (both steel & wire) are suitable for fitment with 165x15 or 5.90x15 tyres. Wider tyres are not recommended, as the flexibility of the side walls can actually reduce the cars ability to handle, rather than improve it. We stock and sell only genuine Dunlop wire wheels. We avoid selling spokes and nipples, because to make a wire wheel needs considerable training (& skill) -and we don't ever want to be responsible for helping people 'bodge' up a worn-out wheel. Rarely is it possible to find anyone in the UK who will rebuild a wheel, the cost far outweighs the purchase of a replacement - rebuilding is always the last resort.

New Dunlop wire wheels are still produced by hand (the only way to do the job) by highly trained staff in India, where labour costs are significantly lower allowing a reasonable price. The huge cap medallion on the TR2 to TR4 A was of two varieties. Both the Lockheed and early Girling cars were fitted with a very nice cloisonne, period enamelled item, while late Girling cars were fitted with an item made from aluminium and painted with blue & red paint. We are unsure as to when the change point occurred, but thanks to a letter from Kenneth Rawson of Todmorden, Lancashire, we know that the cloisonne example was fitted to TR3A models as late as commission number 20504. If you can be sure of continued use after this commission no. we would be glad to hear from you.



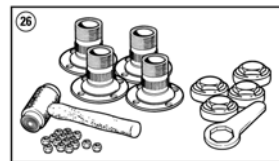
Ill	Part Number	Description	Req.	Details
1	GAC8225X	£126.00 WHEEL, Minator 8 spoke alloy, silver	4	(bolt-on)
	GAC8235X	NCA WHEEL, Minator 8 spoke alloy, flint	4	15" x 5.5"
	TT6902	£20.10 HUB SPACER KIT	a/r	(if required, see intro text)
2	GAC4116X	NCA WHEEL NUT SET	1	for bolt-on Minilite 'Replicas'
3	GAC8255X	£232.80 WHEEL, Minator 8 spoke alloy, silver	4	(centre lock)
	GAC8265X	£250.50 WHEEL, Minator 8 spoke alloy, flint	4	15" x 5.5"
4	301672	NCA ROAD WHEEL, (steel, 15" x 4")	5	TR2, TR3 To TS13045
	302262	NCA ROAD WHEEL, (steel, 15" x 4.5")	5	TR3 From TS13046, TR3A, TR4-4A
5	502160Z	£64.20 TRIM RING, chrome	5	
6	109586	£3.00 WHEEL NUT	16	
7	201870	£26.60 HUB CAP	4	
8	101042	£36.10 MEDALLION, enamelled	4	TR2-3A
	113256	£15.00 MEDALLION, painted	4	TR3A, TR4-4A
9	HN2005	£0.16 NUT, retaining medallion	4	
10	WL700101	£0.25 WASHER, locking	4	



11	WWP450	£180.00 WIRE WHEEL, painted, 15" x 4"	5	48 spoke
	WWC450	£254.20 WIRE WHEEL, chrome, 15" x 4"	5	
	WWP452	£175.15 WIRE WHEEL, painted, 15" x 4.5"	5	60 spoke
	WWC452	£247.75 WIRE WHEEL, chrome, 15" x 4.5"	5	
12	7H1805	£4.80 SPOKE, outer/long, mild steel	a/r	48 spoke painted wire wheels
	7H1806	£4.80 SPOKE, inner/short, mild steel	a/r	
	7H1805CP	£8.70 SPOKE, outer/long, chromed stainless	a/r	48 spoke chrome wire wheels
	7H1806CP	£8.70 SPOKE, inner/short, chromed stainless	a/r	
	17H8619	£4.80 SPOKE, outer/long, mild steel	a/r	60 spoke painted wire wheels
	17H8620	£4.80 SPOKE, inner/short, mild steel	a/r	
	17H8619CP	£8.70 SPOKE, outer/long, chromed stainless	a/r	60 spoke chrome wire wheels
	17H8620CP	£8.70 SPOKE, inner/short, chromed stainless	a/r	
13	7H1709	£0.65 NIPPLE, mild steel	a/r	painted wire wheels chrome wire wheels
	37H3651	£1.20 NIPPLE, chromed stainless	a/r	
14	452-755	£14.40 INNER TUBE, (15" x 165 tyre)	a/r	
	452-765	£24.00 INNER TUBE, (15" x 185 tyre)	a/r	
15	452-750	£16.40 RIM BAND, (15")	a/r	
16	108277	NCA HUB, wire wheel, front, RH	1	TR2, TR3 To TS13045 fitted with Lockheed brakes
	108278	£36.80 HUB, wire wheel, front, LH	1	
17	109457	NCA PEG, collar locating	2	
18	107950	NCA PEG, brake drum to hub	6	
19	107942	NCA COLLAR, tapered, wire wheel	2	
20	217602	£50.20 HUB, wire wheel, rear, RH	1	
	217603	£50.20 HUB, wire wheel, rear, LH	1	

For information on converting steel wheel Girling solid axle and IRS TR's to wire wheels, please refer to TR2-3A Front Suspension.

21	217602	£50.20 EXTENSION, hub, splined, RH	2	TR3 From TS13046, TR3A & TR4-4A
	217603	£50.20 EXTENSION, hub, splined, LH	2	
22	110366	£1.70 NUT, extension to hub	16	
23	AHA7373	£27.80 WHEEL NUT, RH knock-off	2	2-eared
	AHA7374	£27.80 WHEEL NUT, LH knock-off	2	
24	107948/3	£50.00 WHEEL NUT, RH knock-off	2	3-eared
	107949/3	£50.00 WHEEL NUT, LH knock-off	2	
25	88G606	£25.60 WHEEL NUT, RH knock-off	2	octagonal
	88G607	£25.60 WHEEL NUT, LH knock-off	2	



HUB (Wire Wheel) Conversion Kits

Note: Kits **DO NOT** include wheels. See above or the Accessories section for further details.

26	GAC7050X	£291.00 HUB CONVERSION KIT (Kit includes splined hubs, bevelled nuts, spinners and a hide hammer).	1	octagonal
	GAC7049X	£291.00 HUB CONVERSION KIT (Kit includes splined hubs, bevelled nuts, spinners and a hide hammer).	1	

Roadside Tools & Equipment

Ill	Part Number	Description	Req.	Details
1	107863	NCA STARTING HANDLE	1	TR2-3
	118366	NCA STARTING HANDLE	1	TR3A
	131818	NCA STARTING HANDLE*	1	TR4, (option)

\*Note: May be used on TR4's with 'starter hole' in radiator.

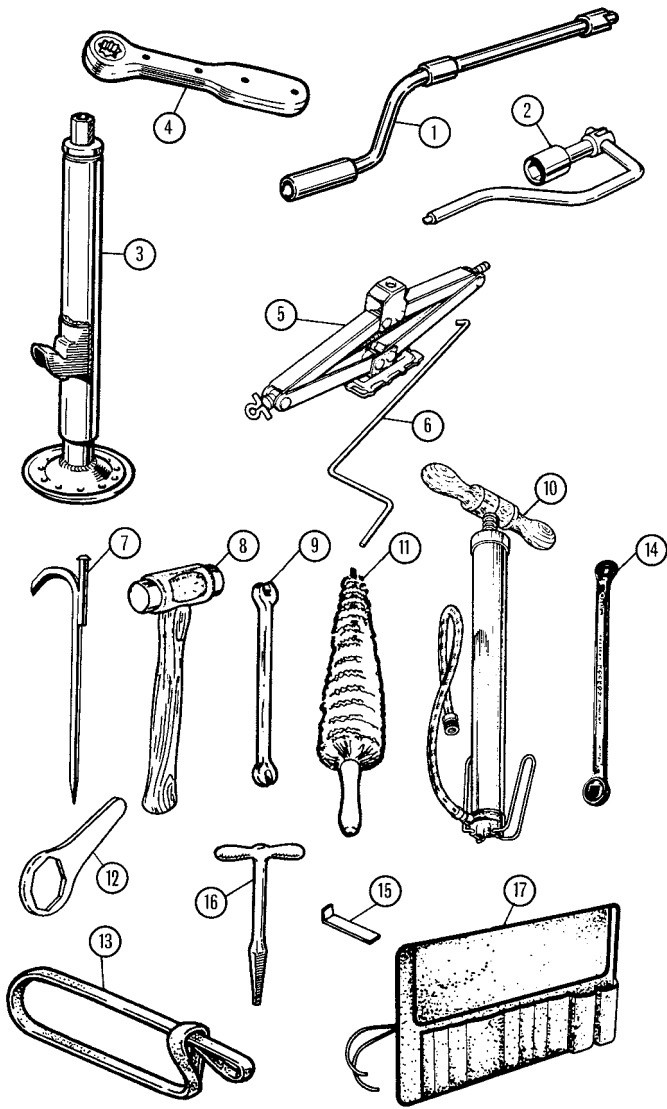
2	138514	£15.00 SPANNER, wheel nut	1	
3	110774	£42.00 JACK*	1	} TR2-3A, TR4
4	110775	£46.20 HANDLE, ratchet, for jack	1	

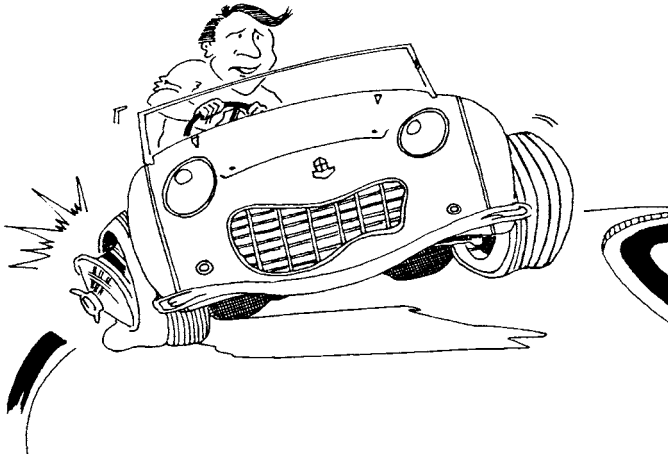
\*Note: TR2 to TS5468 used a very different jack. The jack listed here will work on these early cars.

5	212677	£199.50 JACK	1	} TR4A
6	UKC4389	£26.10 HANDLE, for jack	1	
7	509816	NCA COMBINATION TOOL	1	hub cap removal
8	C27290	£27.60 HAMMER, wire wheels	1	copper/hide
9	MM385-800	£11.90 SPANNER, wire wheel spokes	1	
(This wide faced spanner is the correct size to tighten spoke nipples without rounding them off. Quality steel is used and the spanner is plated).				
10	523638A	NCA TYRE PUMP	1	
11	GAC4089	£11.30 BRUSH, wire wheels	1	
12	AHH5839	£6.05 SPANNER, wire wheel 'octagon nut'	1	
13	JRC7954	£4.03 STRAP, spare tyre removal	1	

Note: If you have a TR2-3 or TR3A to TS60000, and fit 4.5 inch wide wheels with a 165x15 (or 5.90x15) tyre, it will be a real struggle to get it into the spare wheel compartment. That struggle however, will pale in to insignificance compared with getting it out! Recommended is our strap with ends protruding to help pull it out. The TR3A from TS60001 has a larger space.

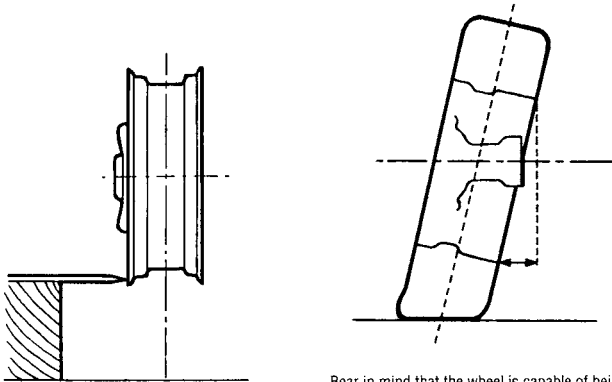
14	MTR44211	£5.00 SPANNER, brake adjuster (1/4" and 5/16" square holes to fit both early and late Girling adjusters).	1	Girling brakes
15	11H1051	£5.40 TOOL, headlamp rim removal	1	clip-on type
16	650161	£3.10 'T' KEY, for Dzus fasteners	1	} TR2-3A file to fit
	650161Z	£4.50 'T' KEY, for Dzus fasteners	1	
17	MM647-100	£43.70 TOOL ROLL, (coated jute)	1	TR2-3
	024731	£46.40 TOOL ROLL, (vinyl)	1	





### So You Think You've Got Wobbly Wire Wheels?

Back in the good old days when Pete Buckles and myself were just young lads, we were able to buy virtually direct from Dunlop, so the wire wheels were inexpensive. These British made wheels were sold mostly to the TR Register members at insanely low prices. 4.5" x 60 spoke wire wheels went out at £4.10.0d!, with no VAT to pay and we still made a pound on each wheel! The low prices enabled me to indulge in experiments: if they didn't work (or fit), offending wheels would always be 'sold on' and a couple of 'bob' profit could still be made.



Checking vertical (or sideways) run out, by spinning the wheel on a front hub.

Bear in mind that the wheel is capable of being flexed by 4 inches...it is then supposed to return to the original shape!

So my TR2, an attractive beast wearing glistening Midnight Blue paint work and not so glistening (but by then typical), rusty quarter panels, finalised it's development with the unusual combination of 6" Cobra wheels at the front and, 5.5" TR6 wheels at the rear. This was because the TR2 was always enthusiastically driven and the growing pile of Lockheed half shafts finally stopped growing the day a second hand TR4 rear axle was installed, its extra width requiring the above wheel combination to balance its cornering habits.

Now, wire wheels are built to flex (or bend) and this was brought shockingly home to me on one occasion when Pete Buckles visited me in Birmingham (remember Clapgate Lane?). We were off to visit a supplier (who incidentally, still stamps out trunnion blanks for Moss). Pete's TR3 followed my TR2 down an interestingly twisty road which I happened to know particularly well, and after exiting a seriously exciting corner I looked in the mirror to check on the progress of our illustrious leader, and was horrified to see his car in a lurid slide (he maintained it was under control) with its outside front wheel keeling over at a crazy angle, almost 6" off vertical. This memory has remained vivid ever since, and is one explanation why Moss Europe (formerly Cox & Buckles) do not sell second hand or reconditioned wire wheels.

If it is assumed that both hub & rim of a wire wheel are in good condition, it may be worth having the wheel re-spoked 'as necessary' and then trued up by a competent re-builder. The wheel will probably need shot blasting and stove enamelling which will bring the cost to near to (or possibly over) the price of a new wheel. Remember also that you have got a used, worn wheel, not a nice new one. Bear in mind then, that the wheel is capable of being flexed by 4" (i.e., the hub is fixed and the top of the wheel is 4" further out than the bottom), while it is rotating at speed on the road, it is then supposed to return to the original shape. NOW decide if you still want the wheel re-built! We certainly would not want to guarantee one.

Slight sideways run-out (or 'out of true') with wire wheels is therefore not significant: a couple of hard corners will soon re-arrange the wheel spokes anyway. Vertical 'run out' should not be permitted, ever. By far the most common cause of wire wheel 'wobbles' is an incorrect method employed in balancing. A simple spirit level balancer is the thing to seek out. Under no circumstances should balancing be attempted on the now common dynamic machine without the use of the special sprung cones

shown in the illustration, because, although the wheel locates correctly on its inner coned surface, these machines 'try' and locate onto the inside of the wire wheels outer flange, which is NOT a true machined surface. This incorrect technique appears as terrific sideways run-out and the balancing 'specialist' always blames the wheel. Now you know the truth.

It is always best to check the wire wheel by clamping it onto a front hub, using the correct knock-on nut BEFORE fitting the tyre. Spin the wheel on the hub and check sideways or vertical run-out as shown in the illustration, and observe or measure the run-out. + or - 1/16" is not a problem, even +/- 1/8" is barely detectable on the road.

### So the conclusion is summarised as follows:

Our new wire wheels are built and assembled to the highest standards. When your wheel/tyre fitter says they are no good, there is a very, very strong chance that he is not using the equipment in a fashion which is appropriate for wire wheels. The below tips will allow you to check the 'truth' of the wire wheel, whether the wheel is new or used. It's a sad truth that wire wheels have a bad reputation they don't deserve, but the people who give them a bad reputation actually deserve it themselves. We have total confidence in the Dunlop product we sell.

By Pete Cox 

### How To Balance Centre Lock Wire Wheels

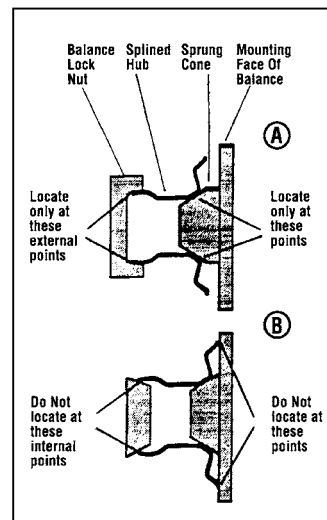
We show here the advice given to tyre fitters, produced by Motor Wheel Services.

These notes are intended as a guide in helping to solve problems that are commonly encountered when balancing wire wheels on an electronic balancer.

- Diagram A Is the correct method of locating the wheel.
- Diagram B Shows the wrong method and one which gives false readings, giving the appearance of untrue or wheels that require large amounts of weights to balance the wheel.


### Points To Check

- The original high degree of balance may be affected by wheel damage as well as by other factors related to the tyres uneven tread wear, cover or tube repairs.
- If vibration or high speed steering troubles develop, and this cause is not disclosed, checked for balance.
- It is IMPERATIVE that the hubs are located in the balancing machine in exactly the same way as on the vehicle, this operation can only be done on the front wheels.

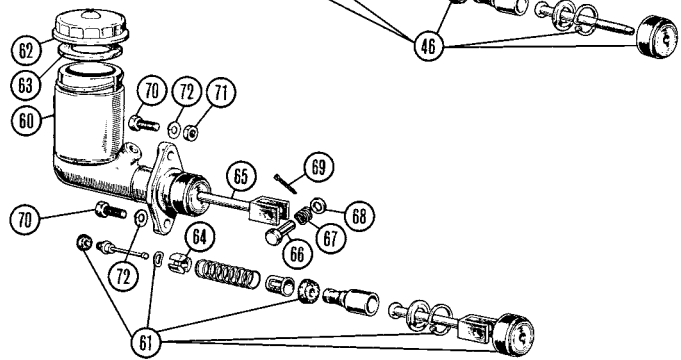
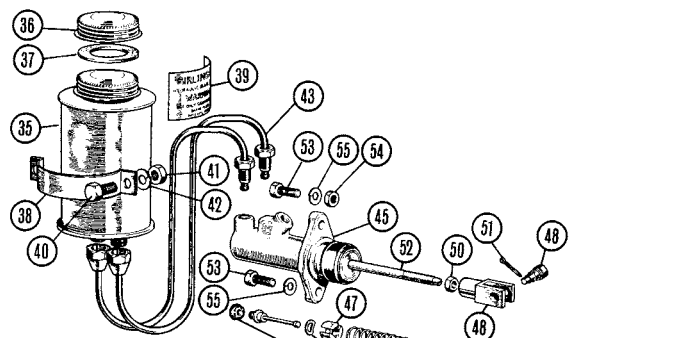
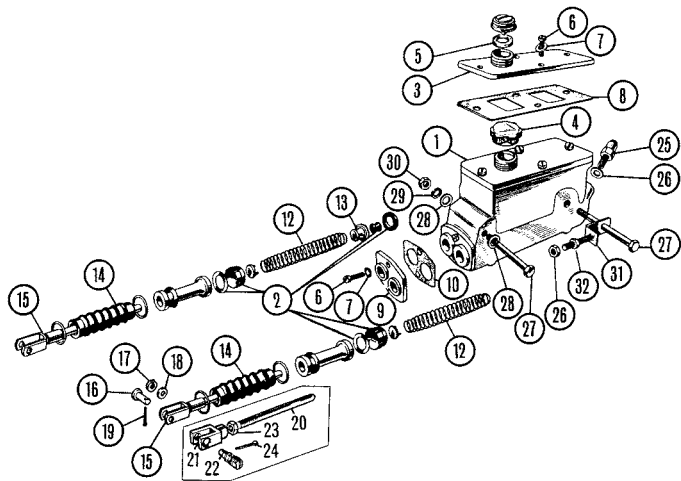


Motor Wheel Services' dedicate considerable time to ensure that your wheels are of the highest quality & reliability. Following this guide, and the information contained in our centre-lock brochure will provide the highest level of customer satisfaction.

Motor Wheel Service dedicate considerable time to ensure that your wheels are of the highest quality and reliability. Following this guide and the information contained in our centre lock brochure, your wheels will provide the highest level of customer satisfaction.



**Motor Wheel Service**



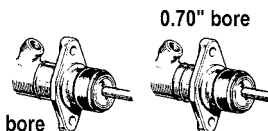
5	17H4708	£3.40	WASHER	1	(for original metal cap)
6	AAA4758	£1.30	SCREW, cover to body	a/r	
7	GHF321	£0.22	WASHER, star	a/r	
8	501190	£3.18	GASKET, cover, (original cylinders)	1	
9	501193		NCA PLATE, front	1	
10	AAA4757	£1.90	GASKET, for plate	1	(replace when rebuilding cyl.)
12	AJH5083	£2.00	SPRING	2	
13	059267		NCA CHECK VALVE, (brake only)	1	
14	501194	£4.66	BELLOW, push rod	2	
15	501775	£54.70	PUSH ROD ASSEMBLY	2	see item 20
16	PJ8812	£1.04	CLEVIS PIN	2	
17	AJD7731	£0.77	WASHER, double coil	2	
18	GHF301	£0.24	WASHER, plain	2	
19	PS103121	£1.10	SPLIT PIN	2	
20	504852	£6.30	PUSH ROD, (cut to fit)	2	
21	057194K	£11.70	FORK END KIT	2	includes screw pin
23	NT605041	£0.30	NUT, 'jam', for fork	2	
24	GHF502	£0.22	SPLIT PIN	2	
25			ADAPTOR, clutch pipe		(original)
	21K8564	£7.80	ADAPTOR, clutch pipe	1	(replacement)
26	233220A	£0.89	WASHER, copper	1	
27	BH605261	£1.60	BOLT, master cylinder	2	
28	GHF302	£1.00	WASHER, plain	4	
29	GHF333	£0.30	WASHER, locking	2	
30	GHF202	£0.22	NUT	2	
31	107691		NCA BRACKET ASSEMBLY	2	cylinder adjustment
32	JN2107	£0.43	NUT, 'jam'	4	

**Girling Brake Hydraulics (TR3 from TS13046, TR3A)**

35	114530	£51.60	RESERVOIR, brake & clutch fluid	1	TR3 from TS13046, TR3A
	ACB5856		NCA RESERVOIR, brake & clutch fluid	1	TR3A from TS41630
36	500201	£7.20	CAP, reservoir	1	
	500201Z	£5.30	CAP, reservoir, black	1	
37	106095	£1.74	SEAL, filler cap	1	
	582-505	£6.00	SEAL, filler cap, splashproof	1	
38	113368		NCA CLAMP, reservoir mounting	1	
39	CRST148	£3.05	DECAL, 'GIRLING WARNING'	1	
40	GHF117	£0.30	SCREW	2	
41	GHF200	£0.22	NUT, plain	2	
42	GHF331	£0.38	WASHER, locking	2	
43	505062	£20.50	PIPE, brake & clutch	1	
45	GR64067854	£45.00	MASTER CYLINDER, brake	1	
46	GRK1027	£10.00	REPAIR KIT	1	
47	111163		NCA SPACER	1	
(Internal components of Girling cylinders fitted on TR3-3A up to TS34311 may vary. Therefore, if in doubt, fit GR64067854 cylinder assembly).					
48	057194K	£11.70	FORK END KIT	1	includes screw pin
50	NT605041	£0.30	NUT, 'jam', for fork	1	
51	GHF502	£0.22	SPLIT PIN	1	
52	507206		NCA PUSH ROD	1	
53	SH605071	£0.64	SCREW, cylinder to support bracket	2	
54	GHF201	£0.14	NUT, plain	1	
55	GHF332	£0.40	WASHER, locking	2	

**Girling Brake Hydraulics (TR4-4A)**

60	131661	£157.50	MASTER CYLINDER, brake	1	TR4, (0.75" bore)
	GR64067671	£72.00	MASTER CYLINDER, brake	1	TR4A, (0.70" bore)
61	GRK1027	£10.00	REPAIR KIT	1	TR4, (0.75" bore)
	18G8986	£10.20	REPAIR KIT	1	TR4A, (0.70" bore)
62	510844	£20.00	CAP	1	
63	606404A	£1.90	SEAL, filler cap	1	
64	111163		NCA SPACER	1	
65	510197		NCA PUSH ROD	1	



**Brake Master Cylinder**

One of the nicer things about the early TR's are the simple ways that Triumph used to improve the performance. Brakes were gradually improved and these 'simple ways' allow great inter-change-ability, even of TR4 to TR6 parts on the earlier TR's. This does create a problem for the TR owner as he may not necessarily be aware of the source of the parts, so hopefully the following pages will unravel the mysteries. Some of the changes may have been caused by non-availability of original parts. The most common change is the total replacement of the TR2-3 Lockheed axle with the Girling axle, and all its related brake parts.

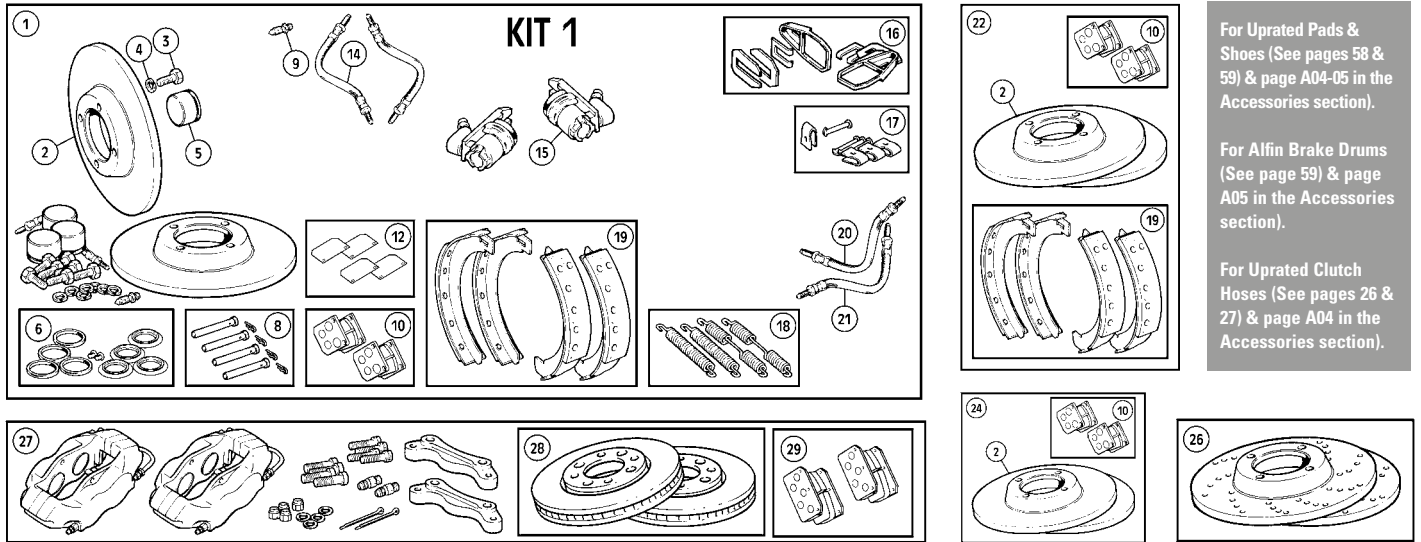
For master cylinder support brackets see 'Master Cylinder Mountings & Pedal' on page 57.

**Lockheed Brake Hydraulics (TR2, TR3 to TS13045)**

ill	Part Number	Description	Req.	Details
1	LK36944	NCA MASTER CYLINDER, clutch & brake	1	(original)
	LK36944X	£88.30 MASTER CYLINDER, clutch & brake	1	(replacement)
(The original cylinder (part no. LK36944) is no longer available. The cylinder we supply (part no. LK36944X) is the closest to the real thing. The clutch pipe outlet has a different thread and requires an adaptor. Originality freaks will be pleased that you can't really see this when fitted. Our replacement is called a kit because it comes complete with a brake pipe which has a UNF thread at one end (for attachment to the replacement master cylinder) and a BSF thread at the other end to mate with the four-way brake banjo adaptor. This kit also includes the clutch pipe adaptor).				
2	8G8224	£25.00 REPAIR KIT, less bellows	1	services both types
	8G8224Z	£16.60 REPAIR KIT, less bellows, aftermarket	1	
3	501189	NCA COVER, (original cylinders)	1	
4	513123A	£3.85 FILLER CAP, plastic	1	(replaces metal cap)

Note: TR4's to CT5783 used a cylinder with a 0.75" bore. All later cars had 0.70" bores. Cylinders are identified by rings cast in the bodies. Part no. 131661 had one ring and has a 0.75" bore, part no. 132909 had two rings and has a 0.70" bore.

66	PJ8812	£1.04	CLEVIS PIN	1	
67	131787		NCA SPRING, anti-rattle	2	
68	GHF301	£0.24	WASHER, plain	1	
69	GHF503	£0.30	SPLIT PIN	1	
70	GHF103	£0.60	SCREW, cylinder to bracket	2	
71	GHF202	£0.22	NUT, plain	1	
72	GHF332	£0.40	WASHER, locking	2	



For Uprated Pads & Shoes (See pages 58 & 59) & page A04-05 in the Accessories section).

For Alfin Brake Drums (See page 59) & page A05 in the Accessories section).

For Uprated Clutch Hoses (See pages 26 & 27) & page A04 in the Accessories section).

**Master Cylinder Mountings & Pedal**

For numbered illustration please refer to page 25.

NI 106668	£65.20	BRACKET ASSEMBLY	1	TR2, TR3 To TS13045
203239	NCA	BRACKET ASSEMBLY	1	TR3 From TS13046, TR3A
138910SR	NCA	BRACKET ASSEMBLY	1	TR4-4A
NI 106670	NCA	COVER ASSEMBLY, pedal shaft	1	
NI GHF201	£0.14	NUT, bracket & cover to bulkhead	4	
NI GHF332	£0.40	WASHER, locking	4	
NI SH605061	£0.22	SCREW	2	cover & m/cyl. to bulkhead
NI GHF332	£0.40	WASHER, locking	2	
NI SH605051	£1.00	SCREW, cover to bulkhead	2	
NI GHF332	£0.40	WASHER, locking	2	
NI SH604091	£0.83	SCREW, pedal stop	2	
NI JN2107	£0.43	NUT, jam	2	
NI 106672	NCA	PEDAL, clutch, RHD	1	TR2, TR3 To TS13045
113363	NCA	PEDAL, clutch, RHD	1	TR3 From TS13046, TR3A
133810	NCA	PEDAL, clutch, RHD	1	TR4-4A
106766	NCA	PEDAL, clutch, LHD	1	TR2, TR3 To TS13045
113363	NCA	PEDAL, clutch, LHD	1	TR3 From TS13046, TR3A
129275	NCA	PEDAL, clutch, LHD	1	TR4-4A
NI 106673	NCA	PEDAL, brake, RHD	1	TR2, TR3 To TS13045
113366	NCA	PEDAL, brake, RHD	1	TR3 From TS13046, TR3A
133808	NCA	PEDAL, brake, RHD	1	TR4-4A
106767	NCA	PEDAL, brake, LHD	1	TR2, TR3 To TS13045
113364	NCA	PEDAL, brake, LHD	1	TR3 From TS13046, TR3A
129277	NCA	PEDAL, brake, LHD	1	TR4-4A
NI 100954	£1.80	BUSH, pedal pivot	4	
NI 110016	£6.00	SHAFT, pedal	1	
NI 106678	NCA	BRACKET, pedal shaft	2	
NI SH606051	£0.92	SCREW, bracket to shaft	2	
NI GHF333	£0.30	WASHER, locking	2	
NI PJ8812	£1.04	CLEVIS PIN	2	TR2, TR3 To TS13045
057194K	£11.70	SCREWED PIN	2	TR3 From TS13046, TR3A
PJ8812	£1.04	CLEVIS PIN	2	TR4-4A
NI AJD7731	£0.77	WASHER, double coil	2	TR2, TR3 To TS13045
131787	NCA	SPRING, anti-rattle	2	TR4-4A
NI GHF301	£0.24	WASHER, plain	2	TR2, TR3 To TS13045, TR4-4A
NI PS103121	£1.10	SPLIT PIN	2	TR2, TR3 To TS13045
GHF502	£0.22	SPLIT PIN	2	TR3 From TS13046, TR3A
GHF503	£0.30	SPLIT PIN	2	TR4-4A
NI 105159	£2.75	PEDAL RUBBER, ribbed	2	TR2, TR3 To TS13045
NI 122289	£4.10	PEDAL RUBBER, 'Triumph' logo	2	TR3 From TS13046, TR3A
NI 057950	£4.10	SPRING, pedal return	2	TR4-4A

4	GHF333	£0.30	WASHER, locking	8
5	510792	£11.00	PISTON, caliper	4
6	601960	£42.00	SEAL SET, caliper, car set	1
8	GBK1003	£7.80	PAD FITTING KIT	1
9	3H2428	£1.10	SCREW, bleed nipple	2
10	GBP114	£18.20	BRAKE PAD SET, standard	1
12	GRSP2750	£6.20	SHIM SET, anti-squeal	1
14	GBH176	£12.50	HOSE, flexible, front	2
	GBH176Z	£6.70	HOSE, flexible, front	2
	aftermarket			
15	GWC1154	£21.60	REAR WHEEL CYLINDER	2
16	GRSP2862	£11.70	FITTING KIT	1
17	BAU1420A	£10.10	FITTING KIT	1
			cylinder to back plate	
18	GRSRS8	£9.30	FITTING KIT	1
			brake shoe hold down set	
19	GBS778AF	£22.80	BRAKE SHOE SET, standard	1
			brake shoe return springs	
20	GBH178	£10.40	HOSE, flexible, rear LH	1
	GBH178Z	£4.66	HOSE, flexible, rear LH	1
	aftermarket			
21	GBH177	NCA	HOSE, flexible, rear RH	1
	GBH177Z	£4.66	HOSE, flexible, rear RH	1
			aftermarket	

**Brake Kit 1A (Standard Brake Discs, Pads & Shoes)**

22	TGK133	£58.90	BRAKE KIT	1
2	209327	£15.30	BRAKE DISC	2
10	GBP114	£18.20	BRAKE PAD SET	1
19	GBS778AF	£22.80	BRAKE SHOE SET	1

**Brake Kit 1B (Standard Brake Discs & Pads)**

24	TGK135	£40.00	BRAKE KIT	1
2	209327	£15.30	BRAKE DISC	2
10	GBP114	£18.20	BRAKE PAD SET	1

**Cross-Drilled Brake Disc Set**

These specially drilled brake discs will dissipate heat and shed water quicker than the standard solid versions, assuring faster and more consistent braking under all conditions.

26	209327XKG	£91.80	BRAKE DISC SET, cross-drilled, grooved	1 (pair)
NI	209327TG	£198.50	EBC 'SLOTTED & DOTTED', brake disc	1 (pair)

Note: Discs are handed RH/LH.

**4 Pot (283mm) Vented Brake Caliper Kits**

The ultimate in braking efficiency, our 4 pot vented brake kit is supplied with 4 pot alloy calipers, adaptor plates, vented discs and fast road pads for maximum stopping power.

27	SPB32521	£850.00	VENTED BRAKE KIT	1
	SPB32521X	£900.00	VENTED BRAKE KIT	1
			cross-drilled discs	
28	SPB32524	£82.80	BRAKE DISC SET, vented	1
	SPB32524X	£239.10	BRAKE DISC SET, vented & cross-drilled	1
29	RD150-3668	£46.50	BRAKE PAD SET, soft	1
	RD1311	£77.80	BRAKE PAD SET, medium	1
	RD1313	£59.70	BRAKE PAD SET, hard	1
			fast road/test day	
			race	

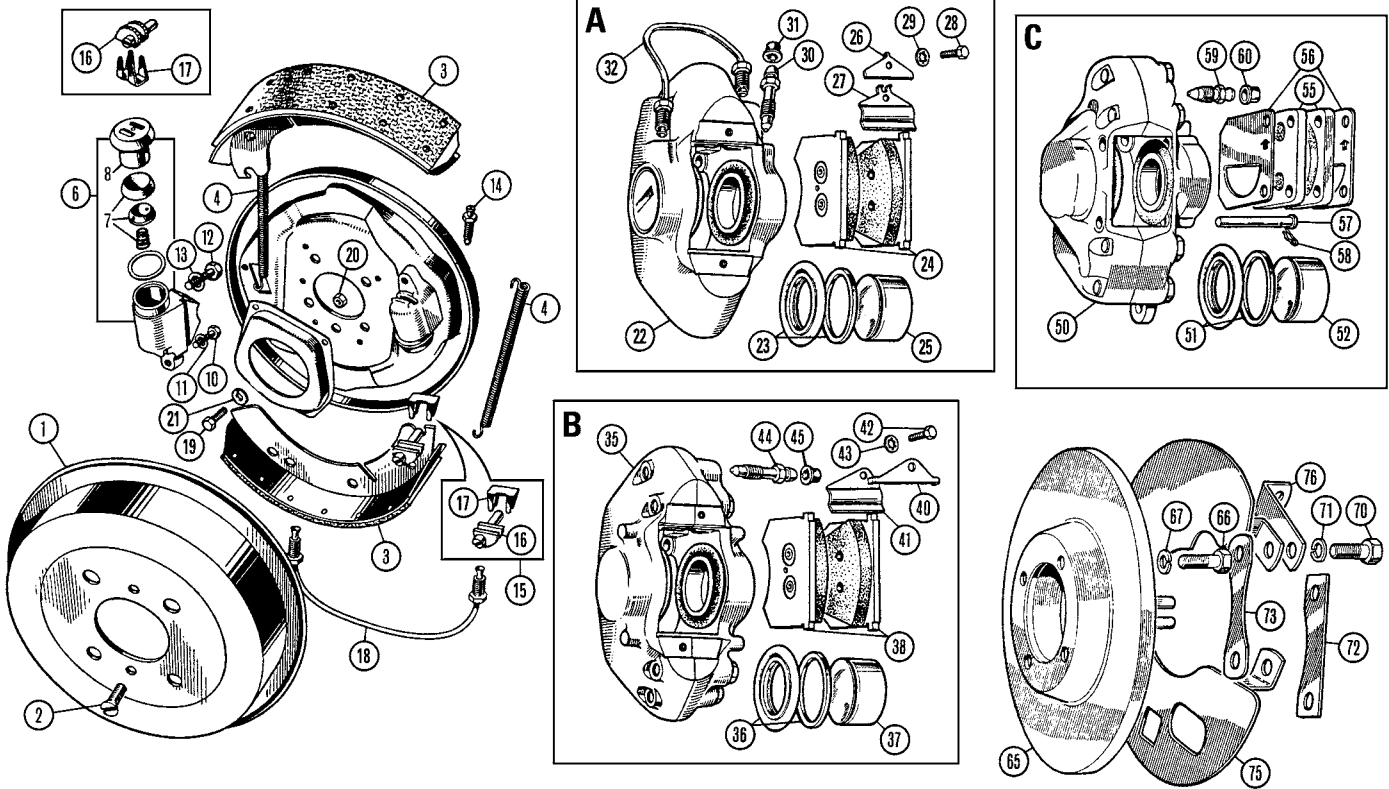
**Standard & Uprated Brake Kits/Components**

Only for vehicles with: 10.13/16" front brake discs using type C brake calipers and 9" rear brake systems.

**Brake Kit 1 (Standard Brake Discs, Pads, Shoes, Hoses & Fittings)**

1	TGK130	£231.00	BRAKE KIT	1
2	209327	£15.30	BRAKE DISC, front brake caliper	2
3	113150	£1.20	BOLT, friction disc to front hub	8





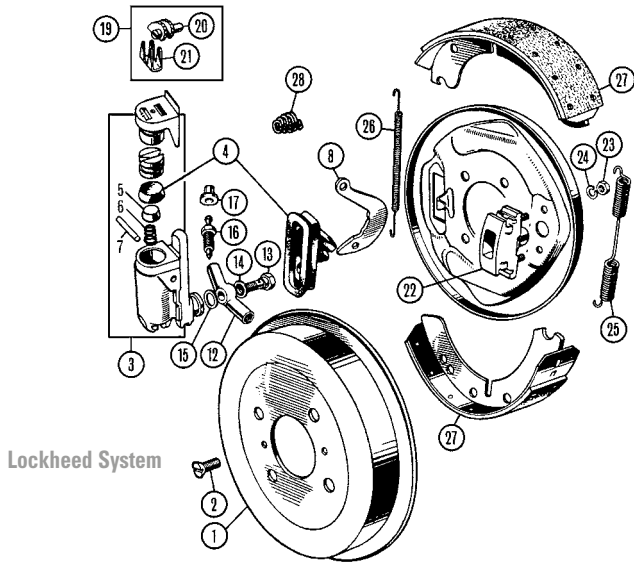
Front Brakes

Ill	Part Number	Description	Req.	Details
1	301126	£40.90 BRAKE DRUM, 10", standard	2	alternative
	301590	NCA BRAKE DRUM, 10", 'Alfin' alloy	4	
2	V5435	£1.39 SCREW, drum retaining	4	
3	LKKB1010R	£53.00 SHOE SET, (10"), front, (relined)	1	
4	7H7936	£5.90 SPRING, brake return	4	
6	GWC110	£20.00 WHEEL CYLINDER, front, RH	2	
	GWC110Z	£11.80 WHEEL CYLINDER, front, RH, aftermarket	2	
	GWC111	£20.00 WHEEL CYLINDER, front, LH	2	
	GWC111Z	£11.80 WHEEL CYLINDER, front, LH, aftermarket	2	
7	8G8245	£7.10 SEAL KIT, wheel cylinder	4	
	8G8245Z	£3.90 SEAL KIT, wheel cylinder, aftermarket	4	
8	7H7941	NCA PISTON ASSEMBLY	4	
10	SH605051	£1.00 SCREW, 5/16", (one per cylinder)	4	
11	GHF332	£0.40 WASHER, locking, 5/16"	4	TR2, TR3 To TS13045
12	SH604031	£1.10 SCREW, 1/4", (one per cylinder)	4	
13	GHF331	£0.38 WASHER, locking, 1/4"	4	
14	3H2428	£1.10 BLEED NIPPLE	2	
15	7H7931K	£22.60 ADJUSTER KIT	4	
16	7H7931	£18.90 CAM, adjuster	4	
17	7H7930	£7.90 MASK, adjuster	4	
18		BRIDGE PIPE		
		(Bridge pipes are only supplied in our brake pipe sets).		
19	TR6504	£0.83 SCREW, grease catcher retaining	8	
20	HN2005	£0.16 NUT, plain	8	
21	WL700101	£0.25 WASHER, locking	8	
22	203544E	NCA CALIPER ASSEMBLY, RH	1	'A' type
	203543E	NCA CALIPER ASSEMBLY, LH	1	solid calipers
23	601960	£42.00 REPAIR KIT, (for 2 calipers)	1	
24	GBP172	£34.10 PAD SET, standard	1	
	GBP172G	£107.00 PAD SET, EBC Greenstuff, fast road	1	Illustration 'A'
25	510792	£11.00 PISTON, caliper	4	TR3 From TS13046,
	510792SS	£16.70 PISTON, caliper, stainless steel	4	TR3A To TS56376,
26	504833	£4.66 PLATE, pad retaining	4	(wire wheels)
27	119245	£5.10 SPRING, anti-rattle	4	& to TS56838
28	SH604041	£0.41 SCREW, for plate & spring	4	(steel wheels)
29	GHF331	£0.38 WASHER, locking	4	
30	601959	£2.26 BLEED SCREW	2	
31	SMP100030	£0.64 CAP, bleeder screw	2	
32	GPP10AA	£13.00 BRIDGE PIPE, (9")	2	
35	205396	£171.60 CALIPER ASSEMBLY RH, new	1	'B' type
	205395	£171.60 CALIPER ASSEMBLY LH, new	1	split calipers
36	601960	£42.00 REPAIR KIT, (for 2 calipers)	1	
37	510792	£11.00 PISTON	4	
	510792SS	£16.70 PISTON, stainless steel	4	Illustration 'B'
38	GBP172	£34.10 PAD SET, standard	1	TR3A From TS56377

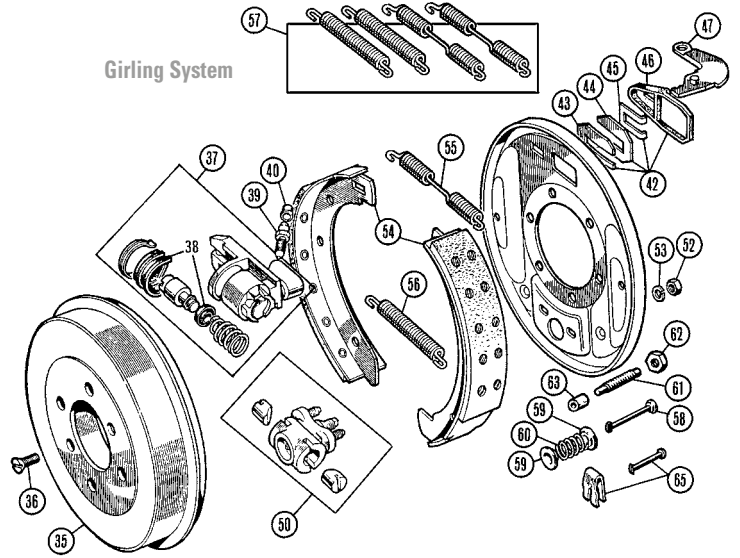
40	509051	£4.00	GBP172G	£107.00	PAD SET, EBC Greenstuff, fast road	1	(wire wheels) & from
41	509049	£6.85			PLATE, pad retaining	4	TS56834, (steel wheels)
42	SH604041	£0.41			SPRING, anti-rattle	4	TR3B, (TSF series)
43	GHF331	£0.38			SCREW	4	TR4 To CT4689, (wire wheels)
44	601959	£2.26			WASHER, locking	4	& CT4387, (steel wheels)
45	SMP100030	£0.64			BLEED NIPPLE	2	
50	311851	£68.05			CAP, bleed nipple	2	
	311852	£68.05			CALIPER ASSEMBLY, RH, new	1	'C' type
51	601960	£42.00			CALIPER ASSEMBLY, LH, new	1	split calipers
52	510792	£11.00			REPAIR KIT, (for 2 calipers)	1	
	510792SS	£16.70			PISTON	4	
55	GBP114	£18.20			PISTON, stainless steel	4	Illustration 'C'
	TT31501KV	£48.70			PAD SET, standard	1	TR3B, (TCF series)
	TT32501KV	NCA			PAD SET, EBC Ultimax, road, imperial	1	TR4-4A From
	TT31501G	£57.50			PAD SET, EBC Greenstuff, fast road, imperial	1	CT4690, (wire wheels)
	TT32501G	£52.80			PAD SET, EBC Greenstuff, fast road, metric	1	& CT4388, (steel wheels)
	TT31501Y	£86.20			PAD SET, EBC Yellowstuff, race, imperial	1	
	TT32501Y	£83.80			PAD SET, EBC Yellowstuff, race, metric	1	
	GRPFK1	£10.00			FITTING KIT, brake pads	1	
56	GRSP2750	£6.20			SHIM SET, anti-squeal	1	
57	011368A	£1.78			PIN, pad retaining	4	
58	011369A	£0.89			CLIP, for pin	4	
59	3H2428	£1.10			BLEED NIPPLE	2	
60	SMP100030	£0.64			CAP, bleed nipple	2	
65	203189	£25.00			BRAKE DISC (11")	2	use with calipers
	209327	£15.30			BRAKE DISC (10 13/16"), standard	2	use with type C
	209327XKG	£91.80			BRAKE DISC (10 13/16"), cross drilled	2	calipers
66	113150	£1.20			BOLT, disc to front hub	8	
67	GHF333	£0.30			WASHER, locking, for bolt	8	
70	BTB610	£2.50			BOLT, caliper mounting	4	
71	GHF334	£0.73			WASHER, locking, for bolt	4	
72	560199	£1.20			LOCK TAB	2	(alternative to GHF334)
73	115682	£8.20			SHIM, caliper mounting	a/r	
					(Use to centralise the caliper on the disc).		
75	582-100	NCA			DUST COVER, RH	1	use with calipers A & B
	204379	NCA			DUST COVER, LH	1	
	209325	NCA			DUST COVER, RH	1	use with type C calipers
	209326	NCA			DUST COVER, LH	1	(except TR4A)
	307226	NCA			DUST COVER, RH	1	
	307226SS	£36.90			DUST COVER, RH, stainless steel	1	TR4A
	307227	NCA			DUST COVER, LH	1	
	307227SS	£36.90			DUST COVER, LH, stainless steel	1	
76	141124	£4.25			BRACKET, brake hose	2	

Caliper Tip

We do not recommend that Girling 'split' type calipers (B & C) halves are separated. They were not designed for separation and re-assembly, and proper torque specifications are not published (inner and outer bolts are torqued differently). Also, the screwed plug in type 'A' should not be undone.



Lockheed System



Girling System

**Rear Brakes Lockheed System**

(TR2, TR3 to TS13045)

Ill	Part Number	Description	Req.	Details	
1	210578	£21.00 BRAKE DRUM*, 9", rear, standard	2	TR2 To TS5442	
	202267	NCA BRAKE DRUM*, 9", rear, 'Alfin' alloy	2	}	
	301126	£40.90 BRAKE DRUM, 10", rear, standard	2		TR2 From TS5443
	301590	NCA BRAKE DRUM, 10", rear, 'Alfin' alloy	2		TR3 To TS13045

\*Fitment notes on live axle cars: 202267 & 210578, these are the only 9" drums available for TR2-4A and will require the four stud holes drilling to fit over the 9/16" shoulder of the wheel stud.

2	V5435	£1.39 SCREW, drum retaining	4	
3	GWC1111	£31.00 WHEEL CYLINDER, rear	2	gaiter for lever not included
	GWC1111Z	£18.30 WHEEL CYLINDER, rear, aftermarket	2	includes gaiter for lever
4	8G8243	£6.90 REPAIR KIT	2	
5	7H7940	£5.50 EXPANDER	2	
6	7H7939	£2.86 SPRING	2	
7	17H7203	NCA PIN	2	
8	27H7395	NCA LEVER, handbrake cable	2	

(There were originally 2 types of rear wheel cylinders fitted on TR2 & TR3 to TS13045, the only difference being the handbrake cable lever. Both have superseded to the GWC1111 (item 8), when replacing these cylinders make sure you fit a pair).

12	059258	NCA CONNECTOR	2	
13	7H7847	£5.20 BOLT, banjo	2	
14	3H550	£0.64 WASHER, bolt to connector	2	
15	233220A	£0.89 WASHER, connector to cylinder	2	
16	27H7166	£1.75 BLEED NIPPLE	2	
17	SMP100030	£0.64 COVER, bleed nipple	2	
19	7H7931K	£22.60 ADJUSTER KIT	4	
20	7H7931	£18.90 CAM, adjuster	4	
21	7H7930	£7.90 MASK, adjuster	4	
22	7H7932	£44.20 ABUTMENT ASSEMBLY	2	
23	AJD8105Z	£0.30 NUT, plain	4	
24	GHF332	£0.40 WASHER, locking	4	
25	17H7499	£3.00 SPRING, abutment end	2	
26	7H7936	£5.90 SPRING, wheel cylinder end	2	
27	LKKB1007	NCA BRAKE SHOE SET, rear	1	9" brakes
	LKKB1010R	£53.00 BRAKE SHOE SET, rear	1	10" brakes
28	AAA4714	£1.88 SPRING, shoe retaining	4	

**Girling System**

**10" Brake System (TR3-3A from TS13046 to approximately TS56376)**

Varying the rear wheel cylinder bore will have the effect of altering front to rear brake balance. When replacing rear wheel cylinders make sure you fit a pair.

35	301590	NCA BRAKE DRUM, 10", rear, 'Alfin' alloy	2	TR2-3A to TS56376
	210578	£21.00 BRAKE DRUM*, 9", rear, standard	2	}
	202267	NCA BRAKE DRUM*, 9", rear, 'Alfin' alloy	2	

\*Fitment notes on live axle cars: 202267 & 210578, these are the only 9" drums available for TR2-4A and will require the four stud holes drilling to fit over the 9/16" shoulder of the wheel stud.

37	GWC1112	£21.80 WHEEL CYLINDER (0.75" bore, flat piston).	2	TR3 From TS13046 To TS15331
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119600	NCA	WHEEL CYLINDER (5/8" bore - 0.625").	2	TR3A From TS34404 To TS56376
GWC1154	£21.60	WHEEL CYLINDER (0.70" BORE).	2	}
GWC1118	£39.60	WHEEL CYLINDER (0.75" bore, slotted piston).	2	
18G9065	£13.30	REPAIR KIT, (per cylinder)	2	}
GRSP2030Z	£8.40	REPAIR KIT, (axle set)	1	
50	7H4997	£55.55 ADJUSTER ASSEMBLY	2	}
52	GHF201	£0.14 NUT, plain	4	
53	GHF322	£0.22 WASHER, shake-proof	4	
54	505351X4	£58.30 BRAKE SHOE SET, rear	1	set of 4
55	505081	£1.96 RETURN SPRING, cylinder end	2	}
56	FRC3234	£2.05 RETURN SPRING, adjuster end	2	
58	17H7993	£0.70 PIN, brake shoe retaining	4	}
59	17H4374	£0.90 WASHER	8	
60	504877	£0.70 SPRING	4	}
61	505349	NCA STEADY POST, brake shoe	4	
62	505350	NCA NUT	4	}
63	7H4429	£1.60 FELT BUSH	4	

**9" Brake System (TR3A from approximately TS56377, TR4-4A)**

Varying the rear wheel cylinder bore will have the effect of altering front to rear brake balance. When replacing rear wheel cylinders make sure you fit a pair.

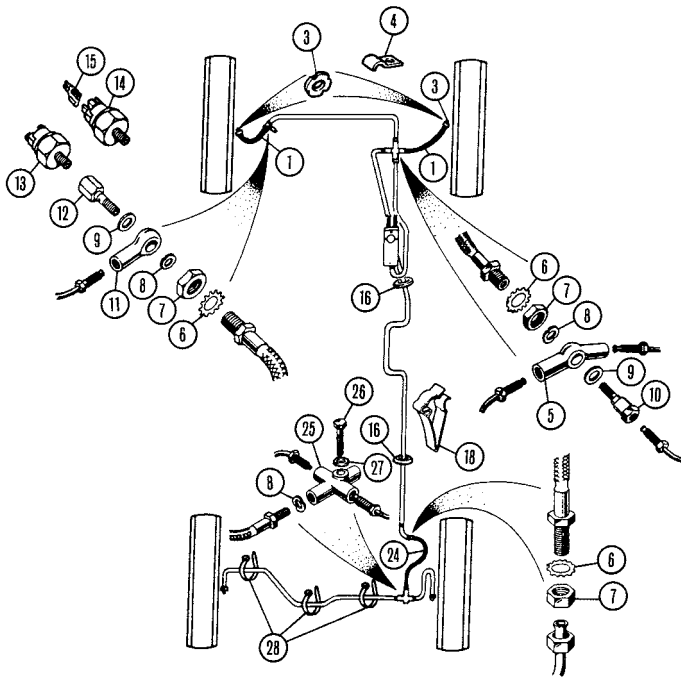
1	210578	£21.00 BRAKE DRUM*, 9", rear, standard	2	}
	202267	NCA BRAKE DRUM*, 9", rear, 'Alfin' alloy	2	

\*Fitment notes on live axle cars: 202267 & 210578, these are the only 9" drums available for TR2-4A and will require the four stud holes drilling to fit over the 9/16" shoulder of the wheel stud.

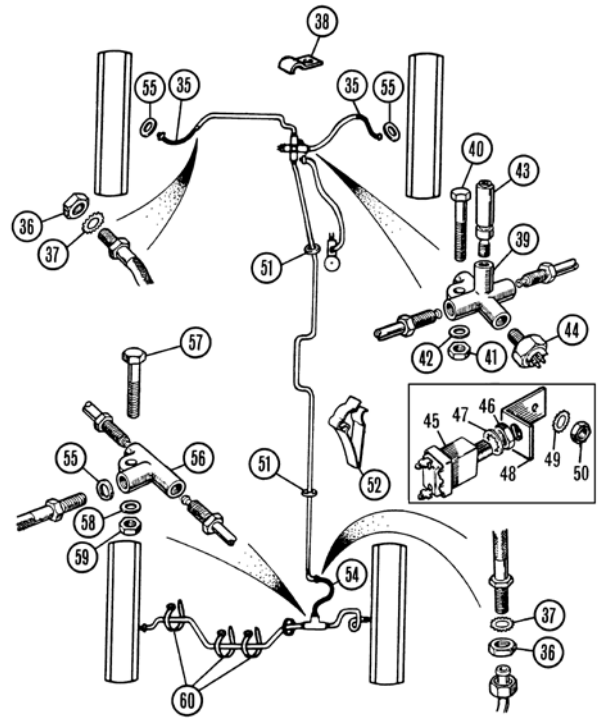
37	GWC1112	£21.80 WHEEL CYLINDER (0.75" bore).	2	}
18G9065	£13.30	REPAIR KIT, (axle set)	1	
GWC1154	£21.60	WHEEL CYLINDER (0.70" bore).	2	}
38	512351Z	£7.50 REPAIR KIT, (per cylinder)	1	
50	37H6134Z	£14.10 ADJUSTER ASSEMBLY	2	
51	111054	NCA WEDGE	4	
52	GHF200	£0.22 NUT, plain	4	
53	GHF321	£0.22 WASHER, shake-proof	4	
54	GBS778AF	£22.80 BRAKE SHOES, rear, standard	1	}
NI	TT31524	£99.30 BRAKE SHOES, rear, uprated	1	
55	505081	£1.96 RETURN SPRING, cylinder end	2	}
508817	£3.35	RETURN SPRING, adjuster end	2	
57	GRSR58	£9.30 KIT, brake pull off springs, per axle	1	
65	BAU1420A	£10.10 KIT, shoe hold down, (axle set)	1	

**All Models**

36	V5435	£1.39 SCREW, drum retaining	4	
39	3H2428	£1.10 BLEED NIPPLE	2	
40	SMP100030	£0.64 CAP, bleed nipple	2	
42	GRSP2862	£11.70 KIT, cylinder retaining, (axle set)	1	
43	505091A	NCA SPRING PLATE	2	
44	7H4907	£5.30 LOCKING PLATE, w/cylinder	2	
45	7H4925	NCA WASHER, spacer, (locking plate)	2	
46	505093A	£3.50 DUST COVER	2	
47	157672	£12.60 LEVER, handbrake cable	2	



TR2-3 to TS13045 (Lockheed)



TR3, TR3A & TR4 (Girling)

Brake Pipes Lockheed System

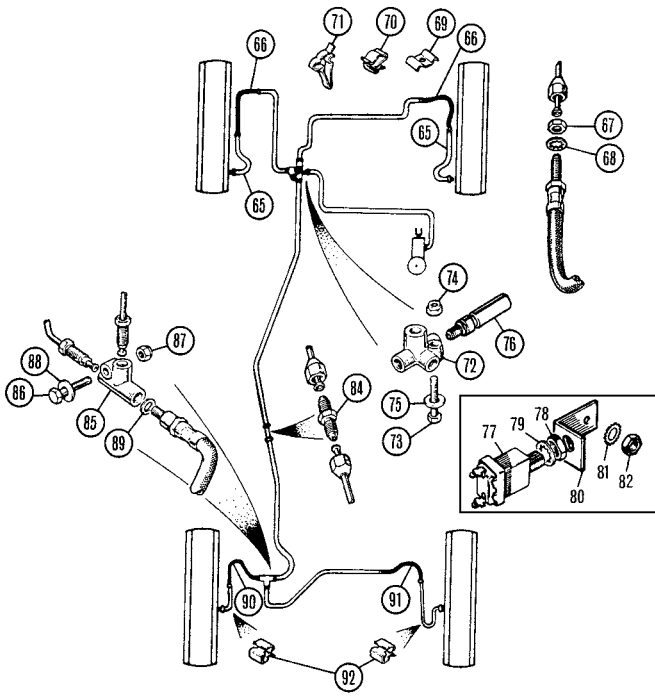
(TR2-3 to TS13045)

Ill	Part Number	Description	Req.	Details
1	108595	£28.00 BRAKE HOSE, front	2	standard
	TT3040	£64.90 BRAKE HOSE SET, front, (pair)	1	stainless steel braided
3	233220A	£0.89 WASHER, copper, hose to cylinder	2	
4	059380	£2.50 CLIP, pipe to bulkhead	a/r	
5	059258	NCA CONNECTOR, RH	1	
6	WE600101	£0.47 WASHER, locking	3	
7	2K8686	£1.40 NUT, on hoses	3	
8	233220A	£0.89 WASHER, copper	3	hose to connector
9	3H550	£0.64 WASHER, copper	2	adaptor to connector
10	27H7167	£14.56 ADAPTOR, RH	1	
11	27H7189	£25.80 CONNECTOR, banjo, LH	1	
12	059293	£14.56 ADAPTOR, LH	1	
13	13H2303	£7.00 SWITCH, brake light	1	screw type contacts
14	C16062A	£4.85 SWITCH, brake light	1	Lucar type contacts
		(These 2 brake light switches have BSP threads).		
15	RTC220A	£0.53 LUCAR CONNECTOR	a/r	
		(Use for converting from screw type switch).		
16	CD23720	£2.00 GROMMET, pipe to chassis	2	
18	059191	£1.06 CLIP, pipe to chassis	4	
24	108596Z	£15.90 BRAKE HOSE, rear	1	standard
	TT3042	£26.90 BRAKE HOSE, rear	1	stainless steel braided
25	501505	£20.10 CONNECTOR, 3 way, rear	1	
26	SH605041	£0.43 SCREW, connector to chassis	1	
27	GHF331	£0.38 WASHER, locking	1	
28	GHF1268	£0.55 CLIP, pipes to axle housing	3	plastic
	14G800	£4.30 CLIP, pipes to axle housing	3	metal

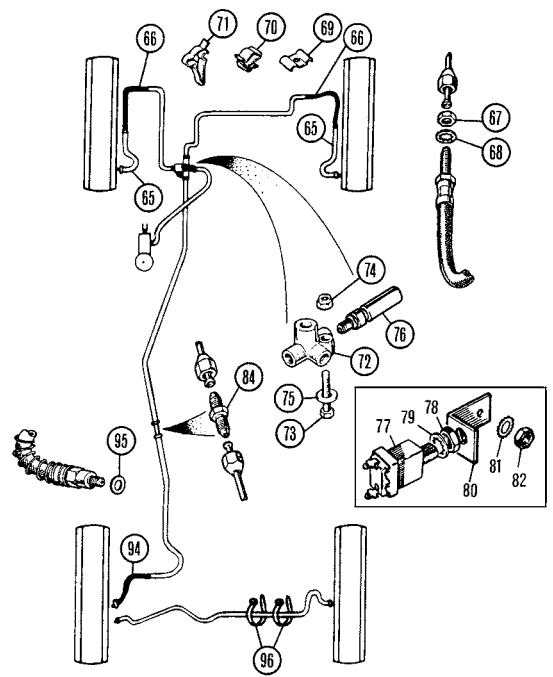
Brake Pipes Girling System

(TR3 from TS13046, TR3A-TR4)

Ill	Part Number	Description	Req.	Details
35	GBH206	£12.60 BRAKE HOSE, front	2	standard
	GBH206Z	£9.60 BRAKE HOSE, front	2	aftermarket
	TT3142	£21.10 BRAKE HOSE, front	2	stainless steel braided
36	NT606041	£0.60 NUT, brake hoses	3	
37	GHF323	£0.22 WASHER, locking, brake hoses	3	
38	059380	£2.50 CLIP, pipe to bulkhead	a/r	
39	279412K	£28.80 UNION & SWITCH KIT, 5 way	1	TR3 From TS13046 TR3A, TR4 To CT26929
	565719A	£20.60 CONNECTION, 4 way	1	TR4 From CT26930
40	BH604101	£0.47 BOLT, connector to chassis	1	
41	GHF271	£0.41 NUT, nyloc	1	
42	GHF300	£0.22 WASHER, plain	1	
43	116197	NCA RESTRICTOR VALVE	1	
44	21B291	£7.20 SWITCH, brake light	1	TR3 From TS130469 TR3A, TR4 To CT26929
		(The above switch has spade type terminals and the correct UNF thread for the original 5 way connection. The TR3 from TS13046 and TR3A to TS60000 originally had a switch with screw type connectors, but this is not available. The later switch (21B291) can easily be installed into the early loom by replacing the 'spades' with Lucar connectors (RTC220A).		
45	13H3735	£4.50 SWITCH, brake light	1	(Mounted on master cylinder bracket).
46	FNZ208	£0.77 NUT, nyloc, (use with 134529)	1	
47	GHF325	£0.34 WASHER, shakeproof	1	TR4 From CT26930
48	138911	NCA BRACKET, mounting switch	1	
49	GHF325	£0.34 WASHER, star	1	
50	FNZ208	£0.77 NUT, nyloc	1	
51	CD23720	£2.00 GROMMET, pipe to chassis, front	2	
52	059191	£1.06 CLIP, pipe to frame	3	
54	GBH206	£12.60 BRAKE HOSE, rear	1	standard
	GBH206Z	£9.60 BRAKE HOSE, rear	1	aftermarket
	TT3142	£21.10 BRAKE HOSE, rear	1	stainless steel braided
55	233220A	£0.89 WASHER, copper, hose to connector	1	
56	BTB657	£17.65 CONNECTOR, 3 way	1	
57	GHF120	£0.30 SCREW, connector to chassis	1	
58	GHF272	£0.66 NUT, nyloc	1	
59	GHF301	£0.24 WASHER, plain	1	
60	GHF1268	£0.55 CLIP, pipes to axle housing	3	plastic replacement
	14G800	£4.30 CLIP, pipes to axle housing	3	metal replacement



TR4A (I.R.S Rear Axle)



TR4A (Solid Rear Axle)

Brake Pipes

(TR4A)

ill	Part Number	Description	Req.	Details
65	309723	PIPE, hose to calipers	2	
66	GBH176	BRAKE HOSE, front	2	standard
	GBH176Z	BRAKE HOSE, front	2	aftermarket
	TT3240	BRAKE HOSE SET, front, (pair)	1	stainless steel braided
67	NT606041	NUT,	5/7	IRS models use 7
68	GHF323	WASHER, locking	5/7	
69	2H400	CLIP, brake/clutch pipe to bulkhead	1	
70	618386	CLIP, pipe to chassis	1	
71	059191	CLIP, pipe to chassis	2	
72	565719A	CONNECTOR, 4 way	1	
73	BH604101	BOLT, connector to chassis	1	
74	GHF271	NUT, nyloc	1	
75	GHF300	WASHER, plain	1	
76	116197	NCA RESTRICTOR VALVE	1	(not always fitted)
77	13H3735	SWITCH, brake light	1	
78	FNZ208	NUT, nyloc, (use with 134529)	1	
79	GHF325	WASHER, shakeproof	1	
80	138911	NCA BRACKET, switch mounting	1	
81	GHF325	WASHER, star	1	
82	FNZ208	NUT, nyloc	1	
84	ACB5559	UNION, double ended	1	
85	BTB657	CONNECTOR, 3 way	1	
86	BH604281	BOLT, connector to chassis	1	
87	GHF271	NUT, nyloc	1	
88	GHF300	WASHER, plain	1	
89	233220A	WASHER, copper	1	TR4A (IRS)
90	GBH178	BRAKE HOSE, rear, LH, (standard)	1	
	GBH178Z	BRAKE HOSE, rear, LH, (aftermarket)	1	
91	GBH177	NCA BRAKE HOSE, rear, RH, (standard)	1	
	GBH177Z	BRAKE HOSE, rear, RH, (aftermarket)	1	
	TT3242	BRAKE HOSE SET, rear, (pair) (Stainless steel braided).	1	
92	615836	CLIP, pipes to trailing arms	2	
94	GBH216	BRAKE HOSE, rear, (standard)	1	
	GBH216Z	BRAKE HOSE, rear, (aftermarket)	1	
	TT3340	BRAKE HOSE, rear (Stainless steel braided)	1	TR4A solid axle
95	233220A	WASHER, copper	1	
96	GHF1268	CLIP, pipes to axle, plastic	2	
	14G800	CLIP, pipes to axle, metal	2	

Brake Pipe Sets

Complete sets of ready assembled pipes in copper with brass end fittings. The pipes in our kits are pliable allowing you 'form' them on installation, for that factory look.

ill	Part Number	Description	Req.	Details
	HGB1010	£108.80 BRAKE PIPE SET, Lockheed	1	TR2-3 To TS13045, RHD
	HGB1010L	£108.80 BRAKE PIPE SET, Lockheed	1	TR2-3 To TS13045, LHD
	HGB1011	£108.40 BRAKE PIPE SET, Girling*	1	TR3 From TS13046, TR3A, RHD
	HGB1011L	£108.40 BRAKE PIPE SET, Girling*	1	TR3 From TS13046, TR3A, LHD
	HGB6227	£120.80 BRAKE PIPE SET	1	TR4 RHD
	HGB6227L	£120.80 BRAKE PIPE SET	1	TR4 LHD
	HGB6228	£114.90 BRAKE PIPE SET	1	TR4A IRS RHD
	HGB6228L	£114.90 BRAKE PIPE SET	1	TR4A IRS LHD
	HGB6229	NCA BRAKE PIPE SET	1	TR4A solid axle, RHD
	HGB6229L	£151.60 BRAKE PIPE SET	1	TR4A solid axle, LHD

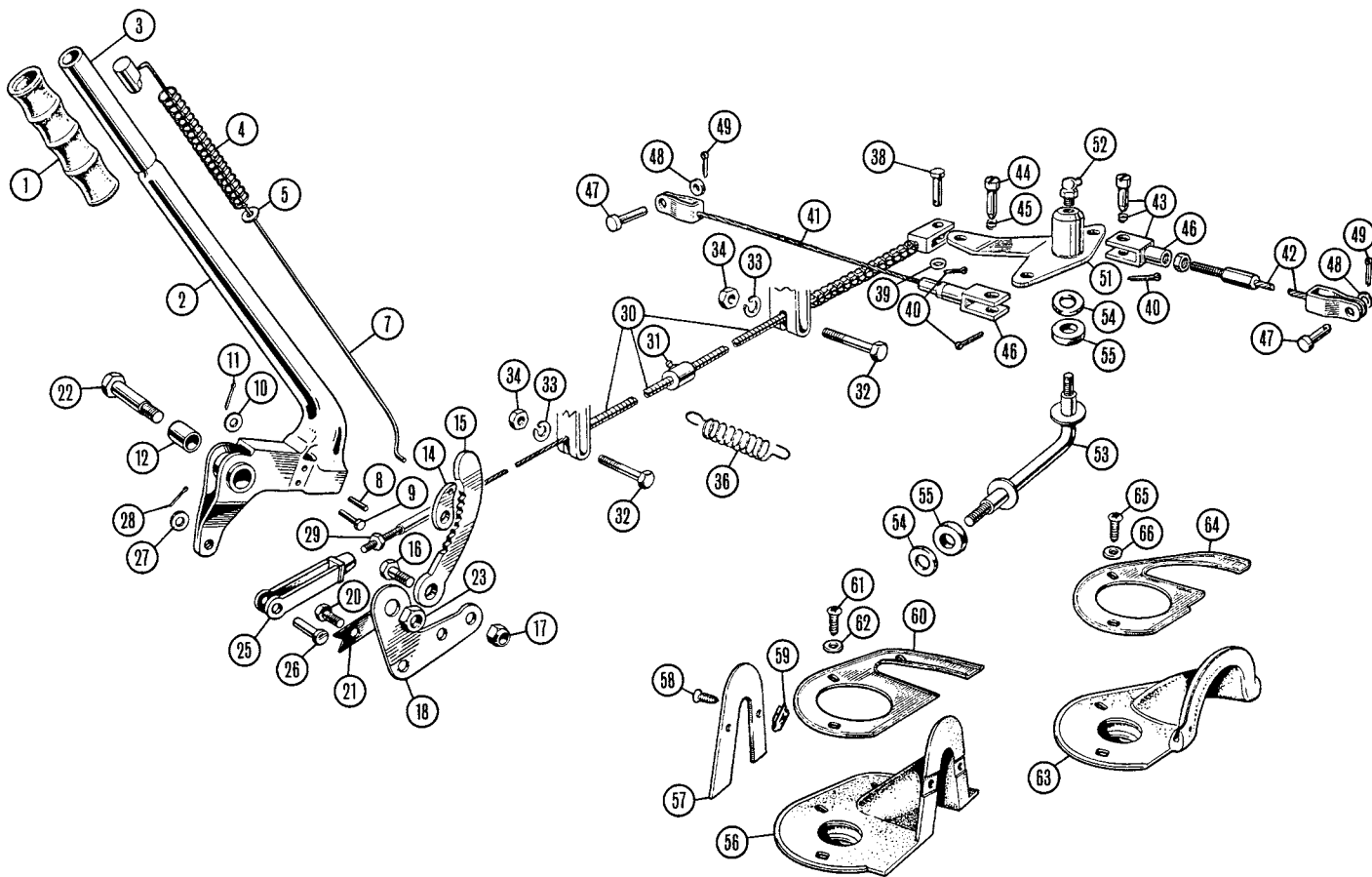
\*Note: These kits inc caliper bridge pipes, which are not used after TS56376 (wire wheels) and TS56383 (steel wheels).



For those who find the brake pedal rather hard after driving more modern vehicles, these remote servo kits make braking easier by reducing pedal effort.

Suitable for all single line brake circuits they are remote mounted and easily plumbed into the hydraulic and vacuum systems of the car. We offer both a Lockheed and aftermarket kit, both are supplied with mounting brackets and hardware.

TT3949	£208.06	INLINE BRAKE SERVO KIT, OE quality	1
TT3949Z	£97.50	INLINE BRAKE SERVO KIT, aftermarket	1



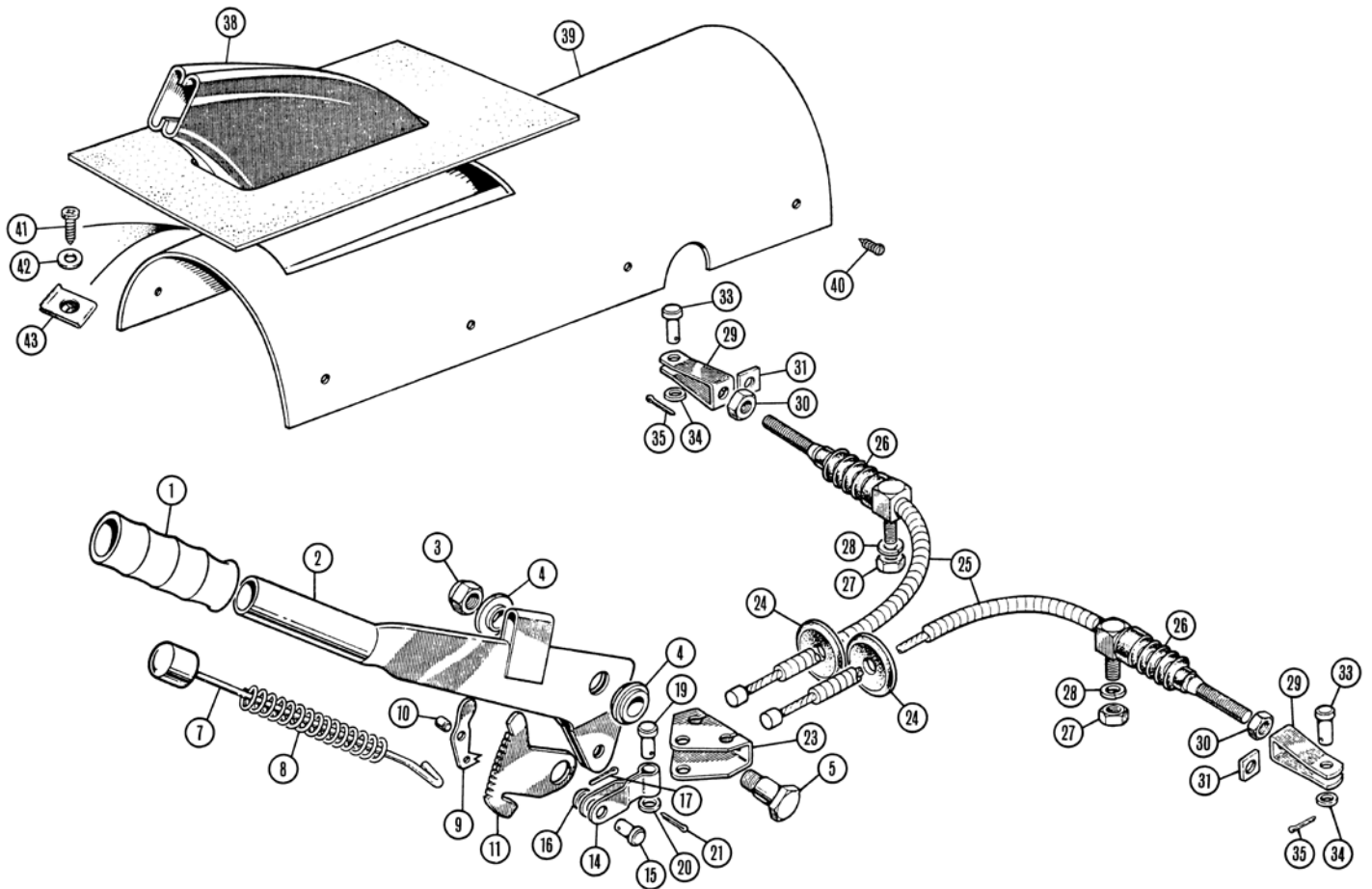
**Handbrake**

**TR2-TR3-3A & TR4**

At the time of writing this catalogue, and for the foreseeable future, we do expect to be able to supply all the parts of the handbrake assembly. However, the main wearing parts of the actual handbrake are the pawl & ratchet (items 14 & 15), and these together with all the cables and clevis pins - which are available, will allow you to keep your handbrake in first rate condition. Do not forget to grease the main cable (item 30) once every six months. The grease nipple is about halfway down the car and a couple of strokes of the grease gun will ensure that the cable does not seize and cause problems with your annual test.

Ill	Part Number	Description	Req.	Details
1	108457	£6.50 GRIP, screw-on	1	TR2-3A
	131312	£2.60 GRIP, push-on	1	TR4
2	107637	NCA LEVER, for screw-on grip	1	TR2-3A
	131321	NCA LEVER, for push-on grip	1	TR4
3	107636	NCA BUTTON	1	
4	104740	£2.80 SPRING, pawl release	1	
5	GHF301	£0.24 WASHER, plain	1	
7	107633	NCA ROD, pawl release	1	
8	501026	NCA PIN, pawl release	1	
9	AUC2108	£3.20 PIN, pawl to lever	1	
10	PWZ203	£0.19 WASHER	1	
11	GHF500	£0.22 SPLIT PIN	1	
12	AAA4129	£3.60 BUSH, lever pivot	1	
14	107632	£10.80 PAWL	1	
15	107631	£21.60 RATCHET	1	
16	GHF120	£0.30 BOLT, ratchet to plate	1	
17	GHF272	£0.66 NUT, nyloc	1	
18	107630	NCA PLATE, handbrake	1	
20	SH605051	£1.00 SCREW, plate to chassis	2	
21	107953	NCA TAB WASHER	1	
22	107634	£14.70 BOLT, pivot	1	
23	GHF275	£0.89 NUT, pivot bolt securing	1	
25	101247	NCA FORK END, cable to lever	1	
26	PJ8806	£1.42 CLEVIS PIN, fork to lever	1	
27	GHF301	£0.24 WASHER, plain	1	

28	GHF500	£0.22 SPLIT PIN	1	
29	JN2107	£0.43 NUT, jam	1	
30	202069	£25.00 CABLE ASSEMBLY	1	lever to compensator
31	UHN400	£0.90 GREASE NIPPLE	1	
32	BH604111	£0.72 BOLT, cable support	2	
33	GHF331	£0.38 WASHER, locking	2	
34	GHF200	£0.22 NUT	2	
36	060274	£2.70 SPRING, cable conduit to tunnel	1	
38	PJ8708	£2.05 CLEVIS PIN	1	
39	GHF300	£0.22 WASHER, plain	1	
40	PS103121	£1.10 SPLIT PIN	3	
41	112469	£12.80 CABLE ASSEMBLY, RH	1	TR2-3A
	129284	£15.30 CABLE ASSEMBLY, RH	1	TR4
42	112470	£12.80 CABLE ASSEMBLY, LH	1	TR2-3A
	129283	£15.30 CABLE ASSEMBLY, LH	1	TR4
43	057190	£12.30 CLEVIS ASSEMBLY	2	
44	057192	£5.50 CLEVIS PIN	2	
45	057239	£1.48 SPRING	2	
46	057191	£6.70 CLEVIS FORK	2	
47	PJ8808	£1.25 CLEVIS PIN	2	
48	GHF301	£0.24 WASHER, plain	2	
49	GHF502	£0.22 SPLIT PIN	2	
51	100571	NCA COMPENSATOR LEVER	1	
52	LN30041	£1.10 GREASE NIPPLE	1	
53	100569	NCA COMPENSATOR BAR	1	
54	100572	£0.55 SEAL, felt	2	
55	WB600071A	£0.35 WASHER, plain	2	
56	700922	£15.60 GAITER, handbrake lever	1	
57	602138	£8.50 PLATE, gaiter to tunnel	1	
58	AB610043	£0.70 SCREW, securing plate	2	
59	GHF713	£0.43 SPRING NUT	2	TR2-3A
60	602137	£7.30 PLATE, gaiter to floor	1	
61	AD604062	£0.47 SCREW, securing plate	3	
62	WP4	£0.30 WASHER, plain	3	
63	705402	£9.80 GAITER, handbrake lever	1	
64	610942	£32.70 PLATE, gaiter to floor	1	TR4
65	AD604062	£0.47 SCREW, securing plate	3	
66	WP4	£0.30 WASHER, plain	3	

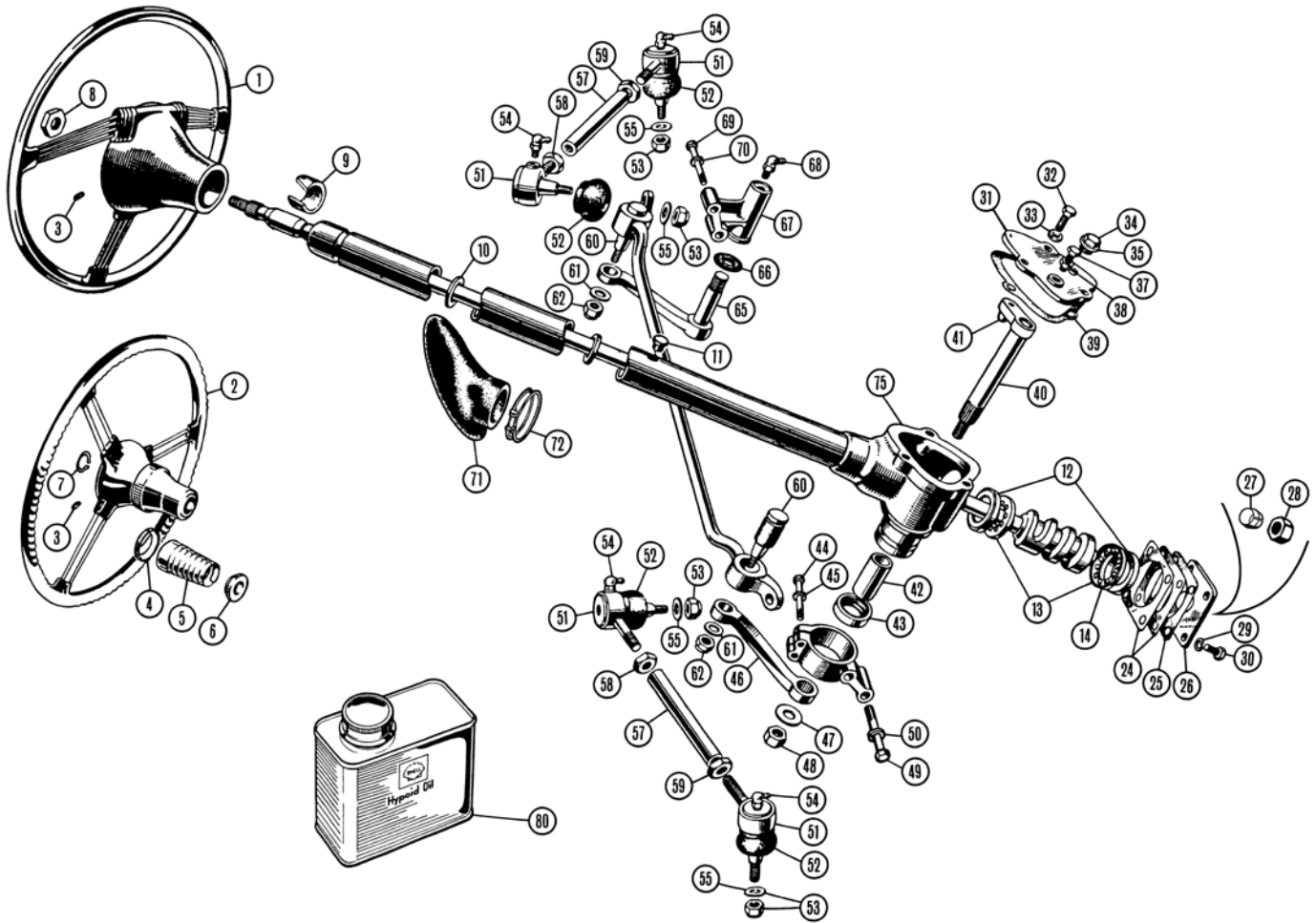


**TR4A**

ill	Part Number	Description	Req.	Details
1	131312	£2.60 GRIP	1	
2	141635	NCA LEVER, handbrake	1	
3	GHF223	£0.53 NUT, nyloc, for fulcrum pin	1	
4	142754	£6.40 BUSH, fulcrum	2	
5	142755	NCA FULCRUM PIN	1	
7	141688	NCA ROD & KNOB, pawl release	1	
8	104740	£2.80 SPRING, pawl release	1	
9	134143	NCA PAWL	1	
	104737	£3.44 PAWL	1	alternatives
10	104738	NCA PIN, pawl to lever	1	
11	148083	NCA RATCHET PLATE	1	
14	140374	NCA LINK, compensator	1	
15	CLZ410	£1.43 CLEVIS PIN, link to lever	1	
16	WM93	£1.31 WASHER	1	
17	GHF500	£0.22 SPLIT PIN	1	
19	CLZ314	£1.43 CLEVIS PIN, link to compensator	1	
20	WC701121	£0.76 WASHER	1	
21	PS103121	£1.10 SPLIT PIN	1	
23	140375	NCA COMPENSATOR SECTOR	1	
24	602037	£1.30 GROMMET, cable to heel-board	2	
25	140373	£7.70 CABLE ASSEMBLY	2	
26	140373G	£4.55 GAITER	2	
27	GHF200	£0.22 NUT	2	
28	GHF331	£0.38 WASHER, locking	2	
29	138247	£5.00 FORK END, cable	2	
30	JN2107	£0.43 NUT, jam, fork end to cable	2	
31	CN1	£0.36 NUT, square	2	fork end to cable

(The pawl for the TR4A (134143) is not available. In the original fitment the TR4A handbrake was a 'fly-off' type following the style of the TR2-3A and TR4. However, if your 134143 is damaged beyond repair, we suggest that you use the alternative fitment which is part number 104737, the pawl from the TR6 handbrake. The TR6 handbrake is not a 'fly-off' type and you will have to re-educate yourself in the use of the handbrake, but at least you will be able to drive and have a car that is able to pass your annual vehicle inspection).

33	PJ8808	£1.25 CLEVIS PIN	2	fork end to w/cyl lever
34	GHF301	£0.24 WASHER, plain	2	
35	GHF502	£0.22 SPLIT PIN	2	
38		GAITER, handbrake lever	1	(The gaiter is only available as part of the carpet set).
39	809046	£30.00 COVER, handbrake mechanism	1	fibreboard
	809046SAP	£69.46 COVER, handbrake mechanism	1	plastic
	809046FG	£73.90 COVER, handbrake mechanism	1	fibreglass
40	AB606031	£0.36 SCREW, cover to side of tunnel	8	
41	AB606051	£0.41 SCREW, cover to top of tunnel	1	
42	PWZ203	£0.19 WASHER, plain	1	
43	GHF711	£0.28 SPIRE NUT	1	



**Steering Box, Column & Wheel TR2-3A**

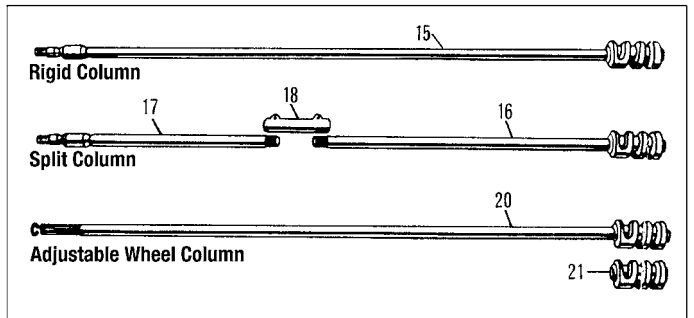
Note: See page 65 for our TR2-3A steering rack conversion.

Ill	Part Number	Description	Req.	Details
1	300389	NCA STEERING WHEEL, (standard)	1	non-adjustable
2	301359	NCA STEERING WHEEL, (factory option)*	1	adjustable
*This wheel is currently not available, see the Accessories section for our full range of sports steering wheels.				
3	059107	£1.43 GRUB SCREW, horn push	3	

\*Note: This is a reproduction wheel which is virtually indistinguishable from the original. It can only be used to replace adjustable type wheels. Conversion to adjustable steering column involves complete steering column assembly replacement.

4	108611	£9.20 RETAINER CUP	1	adjustable wheel only
5	1D6163	£31.60 SHROUD, spring, (chromed)	1	
6	108613	NCA WASHER, (spigoted)	1	
7	502161	NCA CIRCLIP, retaining steering wheel	1	
8	060372	£6.90 NUT, steering wheel	1	non adjustable wheel only
9	043314	£3.20 BUSH, felt, (top of steering column)	1	rigid column
	209423	£5.60 BUSH, rubber/nylon, either side	2	split column type
(When you need to replace your top steering column felt bush, due to 'up & down' movement of the inner column at the steering wheel, buy it at least a week before you need it. In that week prior to doing the job, soak the felt bush in gear oil. An old tobacco tin is ideal for this task as you can put in the felt seal with the oil, close the lid and forget where you put the seal until you drop the tin on the floor some weeks later. The tin of oil is also useful for pre-soaking leather oil seals for differentials. The oil will become impregnated in the felt and keep it swollen into shape for a longer period than a dry felt bush when fitted).				
10	060586	£0.36 RING, anti-rattle, (on inner column)	2	
11	14A7031	£1.30 PLUG, oil filler point & level	1	

To fill or top-up your steering box use an appropriate gear oil, we recommend EP90 (this can be ordered under part no GUL855), and fill through the rubber plugged hole in the outer column until no more can go in. This ensures that the upper ball bearing is fully immersed in oil. If you fill only through the screwed plug in the top cover of the steering box, the upper ball bearing race will be running nearly dry - or as Austin/MG called it, 'Splash Lubricated'.

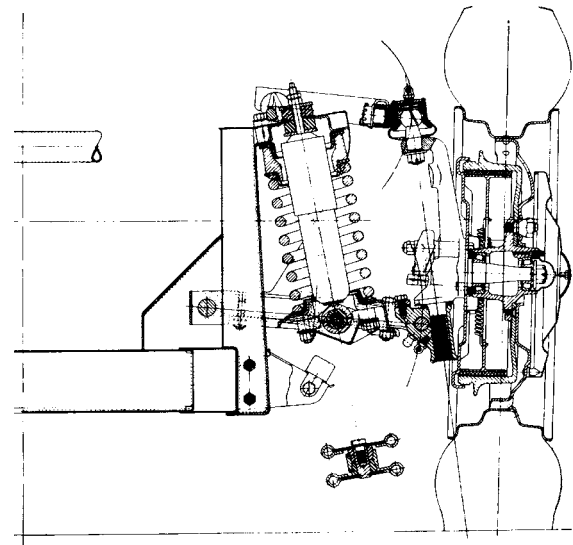


12	060373	£21.00 RACE, outer	2	rigid column type
13	060371	NCA BALL & CAGE ASSEMBLY	2	
	060371/3K	£19.60 BEARING, ball cage & cup, steering box	2	split column type
14	BLS108	£1.20 BALL	a/r	
15	501581	NCA COLUMN & CAM, RHD	1	rigid column type
	508191	NCA COLUMN & CAM, LHD	1	
16	508189	NCA LOWER COLUMN & CAM, RHD	1	split column type
	508191	NCA LOWER COLUMN & CAM, LHD	1	
	121154R	£170.00 UPPER COLUMN, RHD	1	split column type
	121154L	£170.00 UPPER COLUMN, LHD	1	
17	205221	£113.10 COLUMN, upper inner	1	adjustable type
18	121090	NCA ADAPTOR, coupling	1	
NI	121089	£14.40 TUBE, (outer, column), (TR3A)	1	
(This item is also included in our upper column kits (121154R/L) for early long column TR's when fitting our steering rack conversion kit (TTK3000R/L). See page 65 for full details).				
20	502399	NCA COLUMN & CAM, RHD	1	adjustable type
	502400	NCA COLUMN & CAM, LHD	1	
21	508189X	£240.50 WORM only, RHD	1	adjustable type
	508191X	£219.20 WORM only, LHD	1	
The worm is only supplied to repair steering columns when column & cam assemblies are unavailable. Requires professional installation.				
24	060367	£1.31 SHIM, column end float, 0.0025"	a/r	
	060368	£1.60 SHIM, column end float, 0.005"	a/r	
	060369	£1.50 SHIM, column end float, 0.010"	a/r	

25	060370	£0.77	GASKET, on end cover		
26	501587	NCA	COVER PLATE	1	
27	501575	£3.20	COMPRESSION SLEEVE	1	'olive' or 'gland' on stator tube
28	103611	£7.20	NUT, stator tube gland	1	
29	GHF332	£0.40	WASHER, locking	7	
30	SH605051	£1.00	SCREW, hexagon headed	7	
31	501584	NCA	COVER PLATE	1	RHD models
	501591	NCA	COVER PLATE	1	LHD models
32	SH605051	£1.00	SCREW, cover to steering box	3	
33	GHF332	£0.40	WASHER, locking	3	
34	SP68B	£3.40	PLUG, in cover plate	1	
35	ARH517	£0.30	WASHER, fibre, for plug	1	
37	500279	NCA	SCREW, adjusting rocker shaft thrust	1	
38	060360	£2.00	LOCK NUT, on adjusting screw	1	
39	501571	£0.66	GASKET, on cover plate	1	
40	501583	£57.00	ROCKER SHAFT ASSEMBLY	1	
41	501568	£13.20	PEG, in rocker shaft	1	
42	501562	£4.75	BUSH, in housing	1	

Experience has shown us that the steering box housing could have 1 or 2 bushes to support the rocker shaft. (Perhaps a repair scheme by the factory not known by us to salvage excessively worn steering box housings).

43	501563	£2.23	OIL SEAL, on rocker shaft	1	
44	BH605141	£1.10	BOLT, steering unit to trunnion bracket	2	
45	GHF332	£0.40	WASHER, locking	2	
46	107418	NCA	LEVER, drop arm	1	RHD models
	108153	NCA	LEVER, drop arm	1	LHD models
47	501577	£1.43	WASHER, locking	1	nut to drop arm lever
48	FNZ510	£2.75	NUT, drop arm lever to rocker shaft	1	
49	BH606261	£1.48	BOLT	2	(Steering bracket to trunnion bracket).
50	GHF333	£0.30	WASHER, locking	2	
51	110466/8	£33.50	TIE ROD END SET	2	(Includes 1 inner and 1 outer for one side).
	110466	£19.00	TIE ROD END, LH inner, RH hthread	1	
	110467	£19.00	TIE ROD END, RH inner, RH thread	1	
	110468	£19.00	TIE ROD END, RH/LH outer, LH thread	2	
52	17H3501	£1.80	GAITER, on tie rod end	4	(Due to various manufacturers of tie rod ends supplying the market over the years, we do not guarantee the fit of the 17H3501 gaiter for your car. However, they have proved suitable more frequently than others).
53	GHF273	£0.55	NUT, nyloc, track rod ends	4	
54	LN30041	£1.10	GREASE NIPPLE	4	(if fitted, OE type only)
55	GHF302	£1.00	WASHER, plain	4	
57	106650	£11.00	TIE ROD	2	
58	101668	£1.04	NUT, inner tie rod end locking	2	RH thread
59	101669	£3.65	NUT, outer tie rod end locking	2	LH thread
60	105063	£12.90	BUSH, ('silent-bloc' & pin)	2	
61	GHF302	£1.00	WASHER, plain	2	
62	GHF273	£0.55	NUT, nyloc	2	
65	105728	£39.10	IDLER LEVER	1	
66	058615	£2.26	SEAL, on idler lever shank	1	
67	501958	£49.20	BRACKET, idler lever housing	1	
68	UHN405	£2.26	GREASE NIPPLE	1	
69	BH606261	£1.48	BOLT	2	idler bracket to chassis
70	GHF333	£0.30	WASHER, locking	2	
71	701106	£10.20	GROMMET	1	steering column to b/head
72	CS4025	£1.40	WIRE CLIP, grommet to column	1	
75	508188X	NCA	STEERING BOX, housing only	1	(This item has been reproduced in response to the demand for RHD conversion of LHD cars. Only the housing is supplied, and it needs to be fitted to your old column. This is not an easy job, and if you have any doubts at all about your ability to do the job - DON'T DO IT. Take it to a competent engineering company. This really is an item you don't want failing).
80	GGL9024X	NCA	GEAR OIL, 80W90, steering box, 1L	a/r	



**TR2-3A Suspension & Steering Data**

Front Lock	28 1/2"
Back Lock	31"
(A 20° back lock gives an 18 3/4° front lock)	
Centre Tie Rod Length	19.44"
Outer Tie Rod Length	7.68"
Tyre Size	5.50x15"
Track at Ground Level (static laden)	45"
Castor Angle	0°
King Pin Inclination (static laden)	7°
Wheel Camber (static laden)	2°
Wheel Camber (full bump 3.00")	1/2°
Wheel Camber (full rebound 2.25")	1°

**Steering Rack Conversion Kit**

**Modern technology for your classic TR**

Our complete Steering Rack conversion kit (for split/short column cars) will give you lighter, more direct steering, and can be easily installed by a competent DIY enthusiast. Comprehensive fitting instructions are included with every kit. If your early TR2 or TR3 is of the long column type, please contact Moss Europe for full conversion details, because for 'long column' or early cars, an upper column kit (121154R for RHD & 121154L for LHD) will also be required, as well as the steering rack conversion kit. We also offer a horn push & indicator relocation kit to conveniently mount a replacement period style horn push and indicator switch under the dashboard. (Please see 'Important Installation Notes' below).

**Steering Rack Conversion:**

Note: Use only with 4 Blade or Electric cooling fans.

NI	TTK3000R	£520.00	CONVERSION KIT	1	TR3A RHD models
NI	TTK3000L	£520.00	CONVERSION KIT	1	TR3A LHD models
NI	GRG210Z	£15.00	BOOT/GAITER KIT, rack, replacement	1	all models
NI	667-247	£100.40	HORN/INDICATOR CONVERSION KIT	1	

**'Long Column' type models will also need:**

NI	121154R	£170.00	UPPER COLUMN KIT	1	RHD models
NI	121154L	£170.00	UPPER COLUMN KIT	1	LHD models

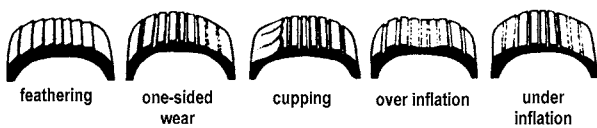
**The following parts are included in the Upper Column Kits:**

NI	205221	£113.10	UPPER COLUMN*	1	
NI	121089	£14.40	OUTER TUBE	1	
NI	043314	£3.20	BUSH, felt, (top of column)	1	
NI	209423	£5.60	BUSH, rubber/nylon, (either side)	2	
NI	607429X	£30.40	BRACKET/SUPPORT KIT, RHD*	1	
NI	607433X	£30.40	BRACKET/SUPPORT KIT, LHD*	1	

\*Note: Bracket/support kits include all fixings & fittings.

**Important Installation Notes:**

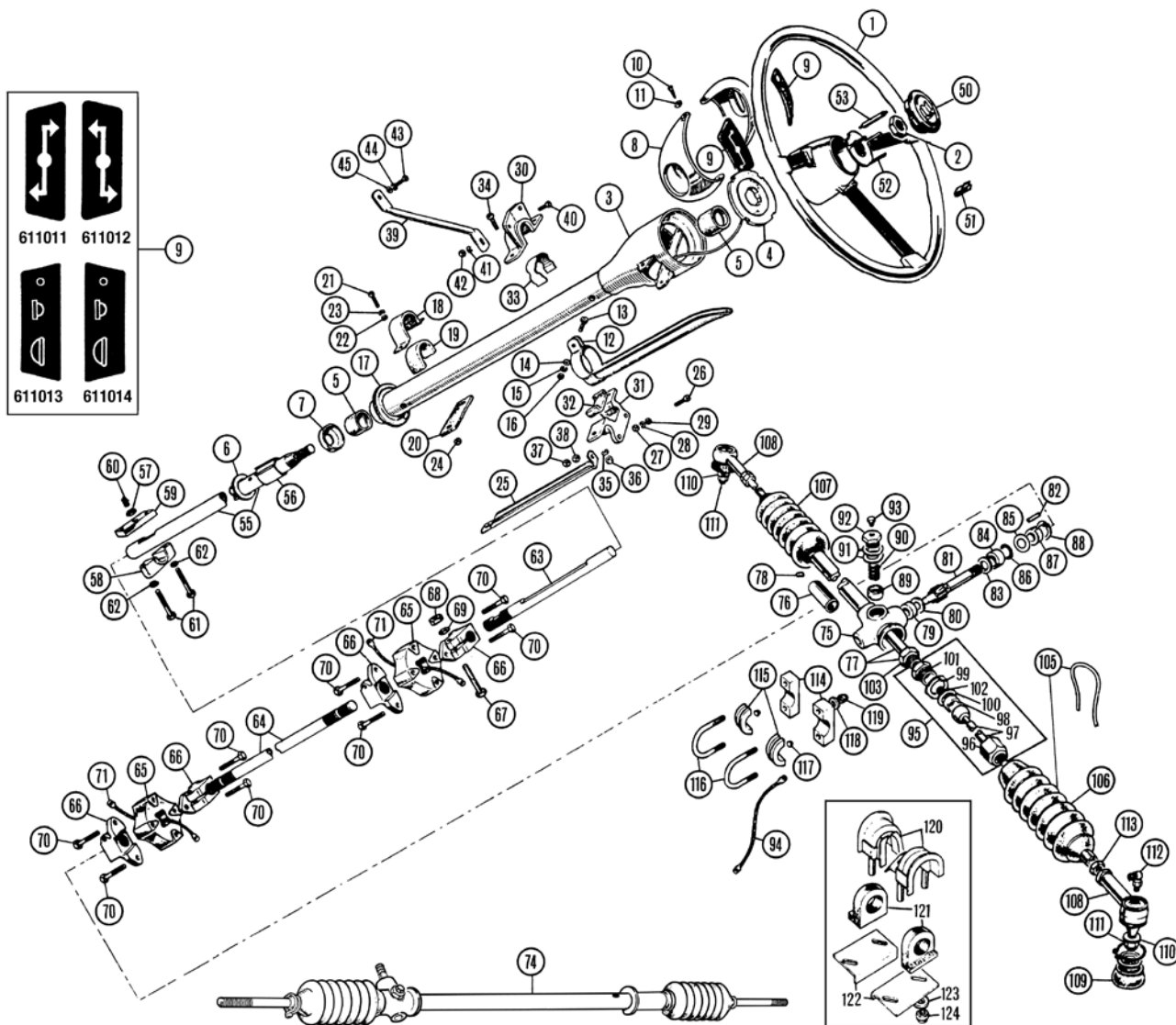
Please pay very careful attention to your engine mountings, if you are in any doubt as to their condition, replace them. Also, if the fan hub extension has less than 1cm clearance from the steering rack, you will need to put a packing (slotted washer CD26326 is perfect) between the front plate & the mounting. It may be necessary to trim the top leading corners of the engine mountings to give extra clearance for the lower steering coupling, particularly if a (late) all Synchronesh gearbox has been fitted.



**Front Tyre Wear Patterns**

Feathering is caused by incorrect tracking or worn front-end components. One-sided wear can be caused by incorrect camber or grossly incorrect tracking. Cupping is the result of out-of-balance wheels, worn shocks, grabbing brakes or worn tie rods.





**Steering Rack, Column & Wheel TR4-4A**

See the Accessories section for our full range of sports steering wheels.

ill	Part Number	Description	Req.	Details
1	304988	NCA STEERING WHEEL	1	
2	105438	£4.50 NUT, securing steering wheel	1	
3	154731	NCA COWL, steering column	1	
4	608462	£15.00 SLIP RING, insulator & cable	1	
5	209423	£5.60 BUSH, steering column	2	
6	122719	£0.72 WASHER, nylon thrust	1	
7	122718	£7.20 END CAP	1	
8	611835	NCA ESCUTCHEON, blank	1	TR4, non overdrive
	611366	NCA ESCUTCHEON, indicator switch	1	TR4
	611982	NCA ESCUTCHEON, overdrive switch	1	TR4, with overdrive
	708479	£13.50 ESCUTCHEON, indicator switch	1	TR4A
	708479	£13.50 ESCUTCHEON, indicator switch	1	TR4A, non overdrive
	611974	£8.00 ESCUTCHEON, indicator & overdrive switch	1	TR4A, with overdrive
9	611011	£5.80 LABEL, indicator switch	1	LH side of steering column
	611012	£4.15 LABEL, indicator switch	1	RH side of steering column
	611014	£2.00 LABEL, lighting switch, RHD	1	TR4A
	611013	£3.55 LABEL, lighting switch, LHD	1	

The illustration shows the two different indicator switch labels, unfortunately, Triumph in their wisdom built both RHD & LHD cars with indicators switches on either side of the column. Thus, any RHD car could have a switch on the LH side of the column, or, as the man who built the car wishes, on the RH side of the column. So we can give no useful rules except the most basic one, order what you want by looking at the illustration.

10	AD606033	£0.66 SCREW, escutcheon to cowl	2
11	FC2803	£0.95 NUT	2
12	611369	£19.00 COVER, column harness	1
13	PT504	£0.60 SCREW, clamping cover clamping	1

14	PWZ203	£0.19 WASHER, plain	1	
15	WL700101	£0.25 WASHER, locking	1	
16	HN2005	£0.16 NUT, plain	1	
17	610608	£5.10 SEALING GROMMET	1	column to bulkhead
18	608185	NCA BRACKET CLAMP, column lower	1	
19	608223	£2.70 FELT, (strip), lower bracket, long	1	
20	608222	£2.00 FELT, (strip), lower bracket, short	1	
21	GHF117	£0.30 SCREW, hexagon headed	2	
22	WM93	£1.31 WASHER, plain	2	
23	GHF331	£0.38 WASHER, locking	2	
24	GHF200	£0.22 NUT, plain	2	
25	611834	NCA TIE ROD, lower clamp to fascia	1	RHD models
	611531	NCA TIE ROD, lower clamp to fascia	1	LHD models
26	GHF117	£0.30 SCREW, hexagon headed	1	
27	GHF200	£0.22 NUT, plain	1	
28	GHF331	£0.38 WASHER, locking	1	
29	WP42	NCA WASHER, plain	1	
30	611530	NCA CLAMP, steering rack column	1	rear/upper
31	611529	NCA CLAMP, steering column	1	rear/lower
32	608188	£2.40 FELT STRIP	1	
33	609639	£3.25 SPRING, column clamp	1	
34	GHF103	£0.60 SCREW, hexagon headed	2	
35	GHF332	£0.40 WASHER, locking	2	
36	GHF201	£0.14 NUT, plain	2	
37	GHF200	£0.22 NUT, plain, lower clamp to fascia	2	
38	JN2107	£0.43 'HALF' NUT, (locks GHF200)	2	
39	611532	NCA TIE ROD, rear clamp to dash	1	
40	GHF117	£0.30 SCREW, hexagon headed	1	
41	GHF331	£0.38 WASHER, locking	1	
42	GHF200	£0.22 NUT, plain	1	
43	GHF117	£0.30 SCREW, hexagon headed	1	
44	GHF331	£0.38 WASHER, locking	1	
45	GHF300	£0.22 WASHER, plain	1	
50	150277	£30.50 HORN PUSH	1	Triumph 'Shield' badge

51	613766	£1.06	CLIP, attached to horn push	a/r	
52	204741	£10.10	CLIP, 3 pronged, horn push	1	
53	142534	£12.10	BRUSH, horn contact	1 (2.6" long)	
	142534X	£18.40	BRUSH, horn contact	1 (3.4" long)	
					(The longer horn brush contact may be needed if a non-original steering wheel is fitted).
55	154640	NCA	STEERING COLUMN, upper/outer	1	
56	140549	£0.48	CLIP, turn signal	1	
57	JN2110	£0.76	LOCK NUT, steering column clamp	1	
58	122669	NCA	CLAMP	1	
59	125782	NCA	TAPPED PLATE	1	
60	125781	£2.42	SCREW, locating	1	
61	BH604101	£0.47	BOLT, clamp assembly	2	
62	GHF331	£0.38	WASHER, locking	2	
63	149862	NCA	STEERING COLUMN, upper/inner	1	
64	128838	NCA	STEERING COLUMN, lower	1	
65	21H5384	£18.00	FLEXIBLE COUPLING, (early type)	2 alternatives	
					(Uses x4 128323 bolts. See item 70).
	150696	£13.90	FLEXIBLE COUPLING, (later type)	2	
					(Uses x2 128323 & x2 150697 bolts. See item 70).
66	156270	NCA	COUPLING CLAMP, (splined)	4	

If fitting to the steering rack, the pinion of the rack may need to be relieved slightly in the groove where the clamp bolt passes through.

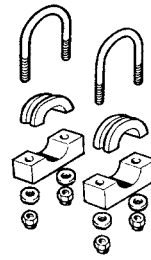
67	109438	£2.30	BOLT, 1/4" diameter	4	
	BH605131	£1.04	BOLT, 5/16" diameter	4	
68	GHF241	£1.43	NUT, self locking, 1/4" diameter	4	
	GHF242	£1.57	NUT, self locking, 5/16" diameter	4	
69	GHF300	£0.22	WASHER, plain, 1/4" diameter	4	
	GHF302	£1.00	WASHER, plain, 5/16" diameter	4	
70	128323	£3.25	BOLT, special, coupling to adaptor	8	
	150697	£3.50	BOLT, special, coupling to adaptor	8	for TR6 rubber couplings with a recessed hole
71	130581	£2.20	EARTH STRAP	2	

Does the horn work intermittently on your TR4-4A? Check the condition of the earth straps through the rubber coupling (item 71), and the earth cable from the rack to the chassis (item 94).

**Rack & Pinion Steering Assemblies**

74	305648	£162.00	STEERING RACK ASSEMBLY, new	1	TR4 RHD
	305648R	£130.60	STEERING RACK ASSEMBLY, rebuilt	1	Up To CT20265
	305932	£195.00	STEERING RACK ASSEMBLY, new	1	TR4 RHD
	305930R	£130.60	STEERING RACK ASSEMBLY, rebuilt	1	From CT20266
	305647	£162.00	STEERING RACK ASSEMBLY, new	1	TR4 LHD
	305647R	£133.70	STEERING RACK ASSEMBLY, rebuilt	1	Up To CT20063
	305929	£150.00	STEERING RACK ASSEMBLY, new	1	TR4 LHD
	305929R	£130.60	STEERING RACK ASSEMBLY, rebuilt	1	From CT20064
	306829	£195.00	STEERING RACK ASSEMBLY, new	1	TR4A RHD
	306829R	NCA	STEERING RACK ASSEMBLY, rebuilt	1	
	306830	£195.00	STEERING RACK ASSEMBLY, new	1	TR4A LHD
	306830R	NCA	STEERING RACK ASSEMBLY, rebuilt	1	
(The difference in the TR4 and the TR4A rack & pinion assemblies is their overall length, (TR4 1023mm, TR4A 1003mm). The change in overall length is achieved by the length of the inner ball joint assemblies (item 95).					
75	305773	NCA	HOUSING, rack & pinion, RHD	1	TR4-4A From CT20266
	305774	NCA	HOUSING, rack & pinion, LHD	1	TR4-4A From CT20064
76	128002	£8.20	BUSH, passenger end of rack tube	1	
77	208375	NCA	RACK BAR	1	
78	145108	£2.80	DAMPER PLUG, nylon	1	TR4-4A RHD From CT20266
					(Fitted through rack tube).
				1	LHD From CT20064
79	127997	NCA	BUSH, pinion lower	1	
80	128000	NCA	THRUST WASHER, lower	1	
81	134689	£64.20	PINION, RHD	1	
	134688	£34.20	PINION, LHD	1	
82	128008	NCA	PIN, locating upper bush	1	
83	127999	NCA	THRUST WASHER, upper	1	
84	127998	NCA	BUSH, pinion, upper	1	
85	120941	NCA	SHIM, pinion, 0.005"	a/r	
	130902	NCA	SHIM, pinion, 0.010"	a/r	
86	128021	£0.98	'O' RING, in end plug	1	
87	128001	NCA	END PLUG	1	
88	509537	£1.31	CIRCLIP	1	
89	120946	£19.50	PLUNGER	1	
90	126765	NCA	SPRING, on plunger	1	
91	120959	NCA	SHIM, under cap, 0.002"	a/r	
	120949	NCA	SHIM, under cap, 0.004"	a/r	
	132055	NCA	SHIM, under cap, 0.010"	a/r	
92	132053	NCA	CAP, screwed	1	
93	ARA1618	£3.80	PLUG, replacing grease nipple	1	alternatives
	056935	£1.55	GREASE NIPPLE, replacing plug	1	
94	134301	£2.40	EARTH LEAD, s/rack to chassis	1	
95	129961	NCA	BALL JOINT, Inner	2 (200mm), TR4	

142687	NCA	BALL JOINT, Inner	2 (190mm), TR4A	
96	128024	NCA	HOUSING, ball	2
97	128023	£40.10	BALL PIN	2 TR4
	139860	£41.40	BALL PIN	2 TR4A
98	158732	£6.00	SOCKET, for ball	2
99	120957	£1.70	TAB WASHER	3
100	130031	£1.21	SHIM, ball pin adjusting, 0.002"	a/r
	130032	£1.43	SHIM, ball pin adjusting, 0.010"	a/r
101	129963	NCA	SLEEVE ADAPTOR	2
102	120953	£4.60	SPRING, ball pin to rubber	2
103	146364	NCA	NUT, locking inner joint to rack	2
105	GSV1104/5	£15.00	GAITER SET	1 (inc. 2 gaiters & clips)
106	GSV1104	£8.86	GAITER, (passenger's side)	1
107	GSV1105	£8.86	GAITER, (driver's side)	1
108	GSJ156	£7.30	TRACK ROD END, (outer)	2 OE specification
	GSJ156Z	£8.20	TRACK ROD END, (outer)	2 aftermarket type
109	EAW2270	£1.20	GAITER, track rod end	2
110	GHF304	£0.34	WASHER, plain	2
111	GHF224	£0.66	NUT, nyloc	2
112	LN30041	£1.10	GREASE NIPPLE	2
113	FNZ208	£0.77	NUT, locking track rod end	2
114	131630	NCA	MOUNTING BLOCK	2
115	122553	£11.80	RING CLAMP	2
116	122554	£6.90	'U' BOLT	2 TR4 RHD To CT20265
117	122623	NCA	DOWEL	2 TR4 LHD To CT20063
118	GHF302	£1.00	WASHER, plain	4
119	GHF222	£0.55	NUT, nyloc	4
120	156024	£20.00	CLAMP & 'U' BOLT	2
121	139386	£3.35	MOUNTING, steering rack, standard	2 TR4-4A
	139386SPK	£16.40	MOUNTING SET, steering rack, poly, pair	1 RHD From CT20266
122	133875	£3.90	LOCATING PLATE	2 LHD From CT20064
123	GHF301	£0.24	WASHER, plain	4
124	GHF222	£0.55	NUT, nyloc	4

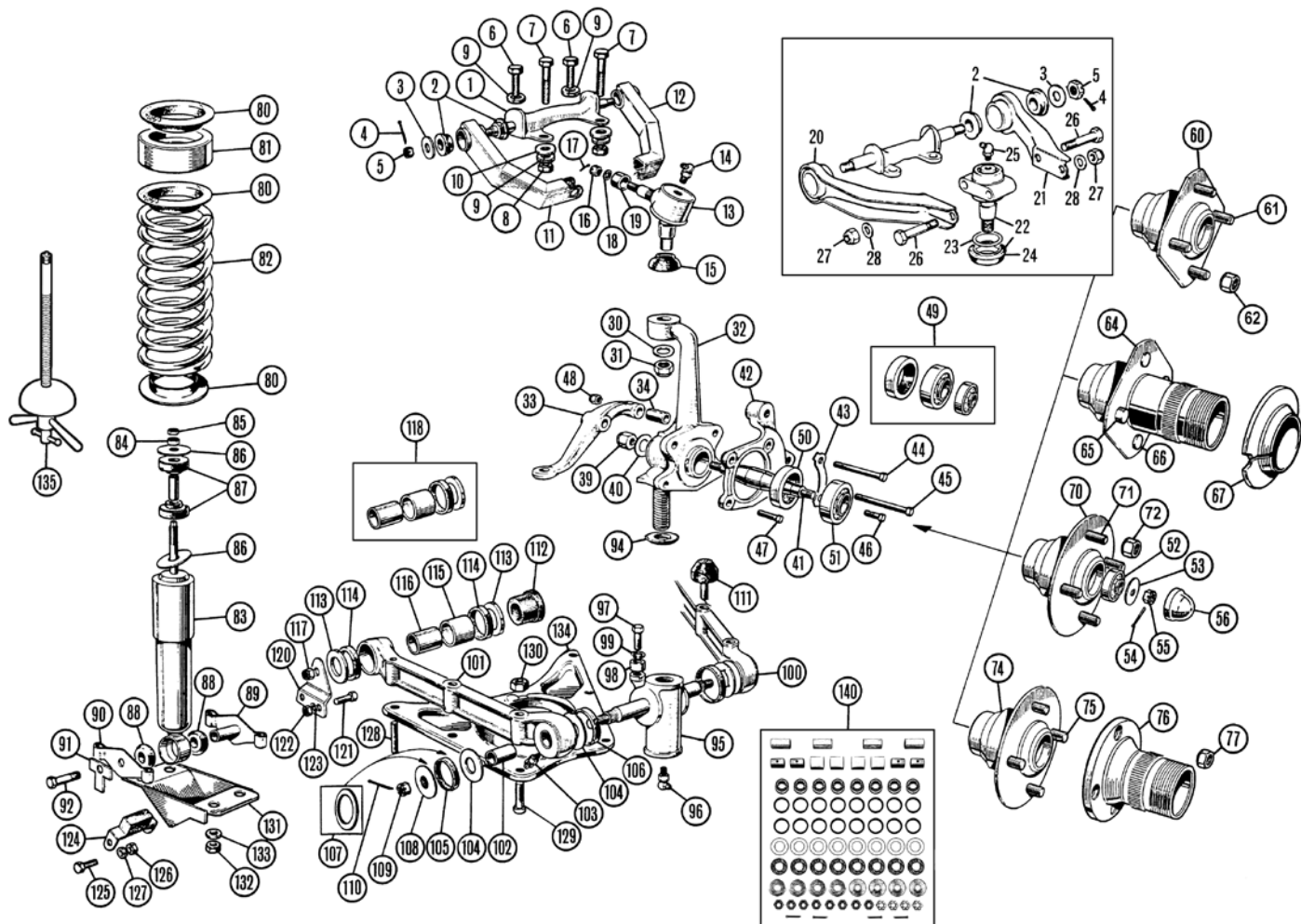


**Late TR4-4A 'Alloy' Steering Rack Mounting Kit**

The rack & pinion assemblies were originally mounted to the chassis on a TR4 with 'U' bolts and aluminium blocks. At CT20063 (LHD) and CT20265 (RHD), the aluminium block mountings were replaced by rubber. The aluminium block mounted rack fitted to a vertical mounting plate on the chassis.

The rubber mounted racks fitted to a horizontal mounting plate on the chassis. Due to the difference in mounting to the chassis, these racks are NOT interchangeable. The rubber mounted rack suffers from rack 'float' when the rubber has been in use for a couple of years. For this reason we have developed a solid mounting system, similar to the earlier aluminium mounted rack for later chassis numbers. The solid mounting gives a slightly less comfortable feel to the steering, but lasts much longer.

TT3255	£27.80	STEERING RACK MOUNTING KIT	1
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**Front Suspension TR2-3A & TR4**

The front suspension from the TR2 to the TR6 series of cars was of the same basic design throughout the whole production period of the cars. It was in fact based on the Triumph Mayflower saloon of the early 1950's. For the technically minded it's an unequal wishbone suspension with a coil spring and a telescopic shock absorber.

The actual design is in three main phases. The TR2 through to the very early 1962 TR4's (chassis number CT6343 wire wheels, and CT6390 steel wheels), had the same basic design with the early type of upper ball joint (these are not handed), as it is called in Triumph parlance. The vertical post joining the upper ball joint and lower trunnion has zero castor.

The later TR4's from the above chassis numbers had a three degree castor system, which was also introduced with an improved top ball joint and necessitated the trunnions to be handed to achieve the angling of the vertical posts, and also offset the upper wishbones. The three degree angle means that the top of the vertical post is nearer the rear of the car than the bottom end screwed into the trunnion. The TR4A, whilst using the same basic design, used completely redesigned components involving a new method of bushing the trunnions to the lower wishbones, with a removable pin being used through the trunnion which made 'strip & reassemble' a much easier process. The lower inner wishbone bushes were also simplified to be a simple rubber to metal bonded item. The inner upper wishbone bushes are made of rubber and remain the same from the first TR2 to the last TR6. The TR4A suspension continued with little modification through to the last TR6.

Ill	Part Number	Description	Req.	Details
1	200659	£37.20 FULCRUM PIN, upper	2	
2	102228	£0.67 BUSH, lower wishbone, rubber	8	
	102228SPK	£20.10 BUSH KIT, lower wishbone, poly (Kit includes: 4 one piece bushes).	1	
3	WM69	£1.21 WASHER	4	
4	PC10	£0.28 SPLIT PIN#	4	
5	NL607041	£1.80 NUT, slotted#	4	
6	GHF105	£0.41 SCREW, hex headed	4	
7	BH606141	£0.83 BOLT, hex headed	4	
8	GHF203	£0.30 NUT	4	
9	GHF333	£0.30 WASHER, locking	8	
10	GHF302	£1.00 WASHER, plain	4	
11	100695	NCA WISHBONE ARM (Upper RH front & LH rear).	2	
12	100696	NCA WISHBONE ARM (Upper RH rear & LH front).	2	

13	200772	£17.50 BALL JOINT, upper	2	TR2-3A & TR4 To
14	056934	£1.84 GREASE NIPPLE	2	CT6343, (wire wheels)
15	100726	£1.60 GAITER	2	& CT6390, (steel wheels)
16	252165	£1.90 NUT, nyloc	2	
17	GHF504	£0.22 SPLIT PIN, (when fitted)	2	
18	WA600091	£0.41 WASHER	2	
19	100697	NCA DISTANCE PIECE	2	
20	133507	£59.10 WISHBONE ARM, upper rear	2	
21	133504	£59.10 WISHBONE ARM, upper front	2	
22	GSJ131	£13.00 BALL JOINT, upper, original	2	
	GSJ131Z	£8.70 BALL JOINT, upper, non-original	2	TR4 From
23	138869	NCA CLIP, gaiter retaining	2	CT6344, (wire wheels)
24	C43216Z	£1.60 GAITER	2	& CT6391, (steel wheels)
25	UHN445	£1.60 GREASE NIPPLE	2	
26	112347	£2.30 BOLT, ball joint to wishbone	4	
27	GHF223	£0.53 NUT, nyloc	4	
28	WB110061	£0.77 WASHER, plain	4	
30	WC112081	£0.41 WASHER, ball joint to vertical link	2	
31	GHF225	£0.77 NUT, nyloc	2	
32	201803	£171.90 VERTICAL LINK	2	
33	106576	NCA LEVER, tie rod, RH	1	TR2-3A
	106575	NCA LEVER, tie rod, LH	1	
	127830	NCA LEVER, tie rod, RH	1	TR4 To CT6343, (wire wheels)
	127831	NCA LEVER, tie rod, LH	1	and CT6389, (steel wheels)
	129836	NCA LEVER, tie rod, RH	1	TR4 From CT6344 to CT16462 (wire wheels) & CT6390
	129837	NCA LEVER, tie rod, LH	1	To CT16349 (steel wheels)
	134542	NCA LEVER, tie rod, RH	1	TR4 From CT16463 (wires)
	134541	NCA LEVER, tie rod, LH	1	& CT16350 (steel wheels)
34	107106	£3.05 DISTANCE PIECE	4	
39	GHF275	£0.89 NUT, stub axle to vertical link	2	
40	WC112081	£0.41 WASHER, (for GHF275)	2	
41	115763	£21.40 STUB AXLE	2	

There are quite a few changes at chassis number TS13045. To TS13045 all TR2's and TR3's were equipped with Lockheed brakes, at TS13046 the cars were fitted with the Girling brake system. So if you are in doubt about the change point, simply check your brakes. Drums all round and single master cylinder means your chassis is less than TS13045. Discs at the front and two master cylinders means you have a chassis number greater than TS13046. If these rules don't apply you've got a dogs dinner and you'll have to check everything from scratch.

42	113124	NCA PLATE, caliper mounting, RH	1	TR3 From TS13046, TR3A,
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113124SR	£52.60	PLATE, caliper mounting, RH, reconditioned	1	TR4 To CT4689 (wire wheels) or CT4389 (steel wheels)
113123	NCA	PLATE, caliper mounting, LH	1	
113123SR	£52.60	PLATE, caliper mounting, LH, reconditioned	1	
133499	NCA	PLATE, caliper mounting, RH	1	TR4 From CT4690
133499SR	£57.40	PLATE, caliper mounting, RH, reconditioned	1	(wire wheels) or
133500	NCA	PLATE, caliper mounting, LH	1	CT4388, (steel wheels)
133500SR	£57.40	PLATE, caliper mounting, LH, reconditioned	1	
43 106641	£2.50	TAB WASHER	4	
44 BH606221	£1.57	BOLT, t/rod lever to v/link, front	2	TR2-3A, TR4
45 BH606261	£1.48	BOLT, t/rod lever to v/link, rear	2	TR2, TR3 To TS13045
BH606281	£1.52	BOLT, t/rod lever to v/link, rear	2	TR3-3A From TS13046, TR4
46 SH606051	£0.92	BOLT, back plate to v/link, front	2	TR2, TR3 To TS13045
BH606111	£1.39	BOLT, caliper mount to v/link, front	2	TR3-3A From TS13046, TR4
47 SH606051	£0.92	BOLT, backing plate to v/link, rear	2	TR2, TR3 To TS13045
SH606061	£0.77	BOLT, caliper mount to v/link, rear	2	TR3-3A From TS13046, TR4
48 GHF223	£0.53	NUT, for bolts	4/6	the quantity increases with disc brakes
49 GHK1021	£11.70	BEARING KIT	2	(inc. 2 bearings, 1 seal)
50 GHS110	£4.75	OIL SEAL	2	
51 GHB111	£14.40	BEARING, inner	2	
52 GHB110	£14.40	BEARING, outer	2	
53 102690	£2.86	'D' WASHER	2	
54 GHF504	£0.22	SPLIT PIN	2	
55 NL608041	£1.30	NUT, slotted	2	
56 102689	£4.85	CAP, grease retaining	2	
60 109975	£182.30	HUB, steel wheel	2	
61 100869	£5.60	STUD, steel wheel	8	
62 109586	£3.00	WHEEL NUT, steel wheel	8	
64 108277	NCA	HUB, wire wheel, RH	1	TR2, TR3 to TS13045
108278	£36.80	HUB, wire wheel, LH	1	
65 109457	NCA	PEG, collar locating	2	
66 107950	NCA	PEG, brake drum to hub	6	
67 107942	NCA	COLLAR, tapered, wire wheel	2	
70 114284	£192.70	HUB, steel, with studs, for steel wheels	2	
114284A	£146.80	HUB, alloy, less studs, for steel wheels	2	
114284X	NCA	HUB, alloy, less studs, for steel wheels	2	(With extra thick flange for adjustment). TR3 From TS13046, TR3A, TR4
71 114282	£3.50	STUD, front, standard length, steel wheels	8	
114282XL	£3.50	STUD, front, extra long, steel wheels	8	(May need shortening to suit application).
72 109586	£3.00	WHEEL NUT, steel wheel	8	
74 114283	NCA	HUB, wire wheel	2	
75 114281	£4.60	STUD, wire wheel, front	8	

Triumph 'invented' a very neat idea for people wishing to convert to wire wheels. On Girling equipped vehicles (TS13046 on, and all TR4 to TR6), you could buy adaptors, 217602 for the RH side, and 217603 for the LH side (items 76) and simply bolt them onto a steel wheel hub, and you had a car equipped to take wire wheels. Don't go away. Read on. This only worked if:

- A) You had cut the steel wheel studs down.
- B) You used special small adaptor nuts (item 77) - you'll need 16 for one car.

The technique was to fit adaptors with nuts (110366), and this would leave some of the wheel stud standing out. Simply hacksaw it off to be flush with the nuts. For people who know in advance that they are fitting wire wheels, or indeed, who don't want ugly non-chamfered wheel studs, there is a front hub (item 74) for wire wheel cars which has the shorter studs fitted. If you wish to fit wire wheels and don't want to shorten the studs, why not use our spacers, part no. TT6902, two pairs required. This will permit swapping back and forth for different uses.

76 217602	£50.20	EXTENSION, hub, splined, RH	1	TR3 From TS13046, TR3A, TR4
217603	£50.20	EXTENSION, hub, splined, LH	1	
77 110366	£1.70	NUT, extension to hub	16	
80 100751	£2.30	COLLAR, spring insulator, standard	4/6	
100751SPK	£16.15	COLLAR SET, spring insulator, poly	2/3	pair, std 3mm thick
100751TSPK	£24.00	COLLAR SET, spring ins, poly, thick	2/3	pair, 8mm thick

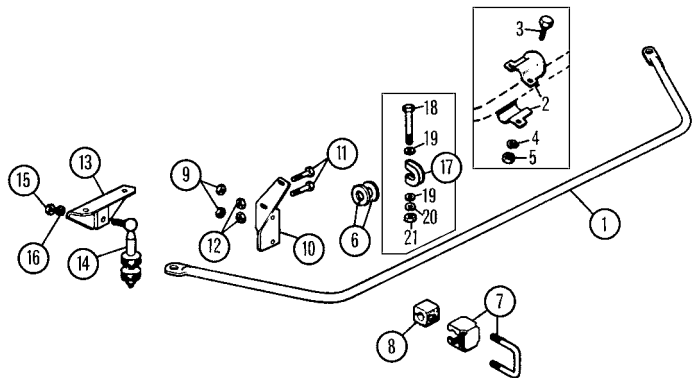
Note: Superpro polyurethane spring collars are available in two thicknesses to allow for adjusting ride height. Standard thickness is 3mm. Use 6 collars if spring spacer (Part No: 107682) is used.

The original TR2-4 road spring (Part No: 201898) was used on all TR2-4 models up to CT29984. When 201898 is fitted it must be fitted with the aluminium spacer (Part No: 107682), otherwise ground clearance will be seriously diminished. We also supply 210903 which was the factory alternative fitted to TR4 models from CT29985, giving the same ride height but without the need for the spacer. It is important NOT to fit the spacer (Part No: 107682) with this spring, otherwise, when returning home late at night you will probably frighten the local Jumbo Jets, as your headlights will be shining on them. We recommend fitting the later type road spring set (Part No: 210903PR) manufactured from silicon chrome steel. Silicone chrome steel is a lightweight modern spring material used by in many current production car applications. If you choose to fit our uprated front road springs then you will need to use the aluminium spacer (Part No: 107682). These springs are recommended for those looking for a stiffer spring with a slight raise in ride height.

81 107682	£31.60	SPACER, aluminium	2	for 201898 & TT4006PR
82 201898	NCA	ROAD SPRING, front, single	2	standard 310lbs
		(Chrome vanadium, requires spacer part no: 107682).		
210903PR	£80.70	ROAD SPRING SET, front, (pair)	1	standard 310lbs
		(Silicon chrome).		
TT4006PR	£74.50	ROAD SPRING SET, front, (pair)	1	uprated 390lbs
		(Silicon chrome, requires spacer Part No: 107682).		

Note: See the Accessories section for more details & recommendations for uprated road springs.

83 AR62-2080	£16.90	SHOCK ABSORBER, standard	2	
TT3001PR	£195.00	SHOCK ABSORBER, Spax, pair	1	adjustable, fit in pairs only
TT3002PR	£224.40	SHOCK ABSORBER, Koni, pair	1	
TT3103	£78.00	SHOCK ABSORBER, Gaz, individual	2	
84 GHF202	£0.22	NUT, plain	2	
85 NT606041	£0.60	LOCKNUT	2	
86 ACA9759	£2.40	WASHER, cupped	4	
87 21A860	£1.85	BUSH, upper	4	
21A860SP	£5.70	BUSH, upper, poly	4	
88 102987	£1.13	BUSH, shock absorber, lower, standard	4	
102987SPK	£14.40	BUSH SET, shock absorber, lower, poly	2	pair
89 106841	£16.70	PIN & BRACKET	2	
90 106843	£7.20	BRACKET	2	
91 101229	£2.60	TAB WASHER	2	
92 SH607081	£0.77	BOLT	2	
94 058224	£4.00	SEAL, trunnion to vertical link, standard	2	
142402	£2.60	SEAL, trunnion to vertical link, standard	2	
142402SPK	£10.45	SEAL, trunnion to vertical link, poly	1	pair
		(The 058224 seal was rather a weak design to stop dirt getting into the grease which was pumped into the trunnion for lubrication. When we re-made the trunnions, 101557 & 133838/9, we re-designed the top that mates with the vertical link from the original flat to a chamfered design which is copied from the TR4A to TR6. This enables the later design of seal (142402) to be used. So, if you buy new trunnions be sure to buy 142402, as you will not be able to fit your old type seal (058224).		
95 101557	£71.40	TRUNNION ASSEMBLY* (0° degree castor).	2	TR2-3A & TR4 To CT6343, (wire wheels) & CT6390, (steel wheels)
133838	£71.40	TRUNNION ASSEMBLY, RH* (3° degree castor).	1	TR4 From CT6344 (wire wheels), and CT6391 (steel wheels)
133839	£71.40	TRUNNION ASSEMBLY, LH* (3° degree castor).	1	
		*Note: Trunnion pins are not cross-drilled for split pins. Use nyloc nuts (GHF274, 2 per trunnion).		
96 056934	£1.84	GREASE NIPPLE	2	
97 SH605061	£0.22	BOLT	2	
98 101407	£2.20	STOP, steering lock	2	
99 GHF332	£0.40	WASHER, locking	2	
100 106577R	£89.80	ARM, lower wishbone, recon/exchange	2	RH front LH rear
101 106578R	£89.80	ARM, lower wishbone, recon/exchange	2	LH front RH rear
102 101615	£2.90	BUSH, wishbone arm	4	
		(The wishbone arm bush must be reamed to 0.625" to fit after being pressed into arm).		
103 056934	£1.84	GREASE NIPPLE	4	
104 101533	£1.39	THRUST WASHER	8	
105 115702	£1.30	SEAL, wishbone outer side, 3/8"	8	TR2-3A, TR4 to (c) CT7218
106 134319	£1.60	SEAL, wishbone trunnion side, 5/16"	4	TR4 from (c) CT7219
107 134293	£1.40	SHIM, for seal 134319	16	
108 115701	£1.48	WASHER, locking	4	TR2-3A, TR4 to (c) CT7218
134320	£3.80	WASHER, locking	4	TR4 from (c) CT7219
109 NL607041	£1.80	NUT, slotted, (original trunnions)	4	
GHF274	£0.89	NUT, nyloc, (repro trunnions)	4	
110 PC10	£0.28	SPLIT PIN, (original trunnions)	4	
111 106845	£5.10	'BUMP' RUBBER	2	
112 102228	£0.67	BUSH, lower wishbone, inner, standard	8	TR2, TR3 To TS9120
102228SPK	£20.10	BUSH SET, lower wishbone, inner, poly	1	(Kit includes: 4 one piece bushes).
113 110697	£1.30	WASHER, nylon	8	
TT9132	£2.16	WASHER, nylon	8	TR3 From TS9121,
114 115702	£1.30	SEAL, wishbone outer	8	TR3A, TR4
115 110696	£4.60	BUSH, nylon	4	TR4
TT9130	£3.50	BUSH, nylon	4	
116 110695	£3.25	BUSH, steel	4	
117 GHF224	£0.66	NUT, lower fulcrum pin	4	
118 TT3160	£45.60	UPRATED BUSH KIT, upper/inner	1	see 'Uprating Your Suspension' on page 70
		(Uprated versions of items 113 to 116).		
120 107430	£14.74	BRACKET, lower fulcrum	4	
121 SH605051	£1.00	SCREW, bracket to frame	8	
122 GHF201	£0.14	NUT, plain	8	
123 GHF332	£0.40	WASHER, locking	8	
124 100175	£6.30	'REBOUND' RUBBER	2	
125 GHF120	£0.30	SCREW, rubber to chassis	4	
126 GHF201	£0.14	NUT, plain	4	
127 GHF332	£0.40	WASHER, locking	4	
128 143712	£1.50	STUD, inner end of lower wishbones	4	
129 BH606161	£0.60	BOLT, spring pan to wishbone	8	
130 GHF273	£0.55	NUT, nyloc, spring pan to wishbone	12	
131 106844	NCA	BRACKET, rebound abutment	2	
132 GHF202	£0.22	NUT, plain	8	
133 GHF333	£0.30	WASHER, locking	8	
134 200193	NCA	SPRING PAN	2	
135 GAC5076	£169.60	TOOL, (Churchill)	1	
		(We have remanufactured the special Churchill spring compressor tool (GAC5076).		
140 GAC6068X	£73.10	SUSPENSION KIT	1	TR2-4
		(Includes items: 102, 104, 109, 113, 114, 115, 116, 117).		



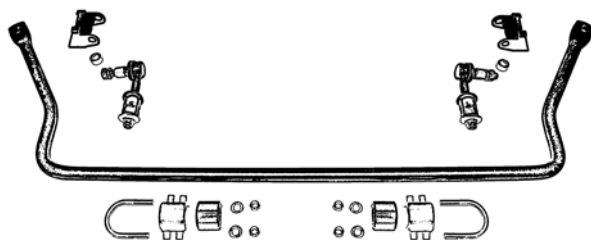
**Front Anti-Roll Bar (TR4)**

**Factory Option**

The factory option was designed to mount the anti-roll bar on brackets (item 10) which fitted to the bumper iron mounts. The original 9/16" bar is not available, but we have detailed the assembly here for owners with existing bars. If an anti-roll bar is required please see our kit below.

ill	Part Number	Description	Req.	Details
	510584	NCA ANTI-ROLL BAR KIT	1	
1	208571	£110.40 BAR only, (9/16" diameter)	1	
2	AHH6546	£5.50 CLAMP, locating*	4	included in kit (510584), alternative assembly to item 17
3	PMZ308	£0.30 SCREW	4	
4	WL700101	£0.25 WASHER, locking	4	
5	GHF206	£0.16 NUT	4	
6	122231	£0.40 WASHER, locating	4	
7	121792	£19.20 RETAINER ASSEMBLY	2	
8	121791	£1.45 BLOCK, rubber	2	
9	GHF222	£0.55 NUT, retainer assembly	2	
10	131964	£42.60 BRACKET, RH	1	
	131963	£42.60 BRACKET, LH	1	
11	SH606071	£0.41 BOLT, bracket to bumper bracket	4	
12	GHF223	£0.53 NUT, nyloc	4	
13	131479	NCA BRACKET, attachment	2	
14	121797	£47.30 LINK ASSEMBLY	2	
15	FNZ507	£0.95 NUT, link to bracket	2	
16	WB600071A	£0.35 WASHER, locking	2	
17	122230	NCA CLAMP, (not included in kit)*	2	alternative
18	BH604141	£1.10 BOLT	2	
19	GHF300	£0.22 WASHER, plain	4	
20	GHF331	£0.38 WASHER, locking	2	
21	GHF200	£0.22 NUT, plain	2	

\*Note: These two clamping systems are factory alternatives. Although the original type kits we supply contain clamp item 2, clamp item 17 was also used in some factory kits.



**Uprated front anti-roll bars and kits**

A very good modification is to fit an anti-roll bar to tighten up the front end. Our anti-roll bar kits have been developed to give the correct control for each model, reducing the amount of body roll when cornering and helps to keep the inner front wheel in contact with the road. The bar thicknesses have been selected to work well on fast road and mild competition cars, not only to control the body roll but to prevent understeer often experienced with thicker bars. Our kits come complete with all parts needed to fit to your TR.

TT3081	£262.00	TR2-3A front 7/8" anti-roll bar kit	1
TT3181	£167.00	TR4 front 3/4" anti-roll bar kit	1
		(We recommend this is mounted with our radiator shield Part No: 301644).	
TT3282	£163.90	TR4A front 7/8" anti-roll bar kit	1

**TR4 Anti-Roll Bar Mounting**

The anti roll bar can be mounted on the bumper irons as Triumph did, using components detailed above. However, we recommend the bar be mounted on our special radiator shield (Part No: 301644 see page 22) as its improved strength will allow the bar to work properly and control body roll.

**Uprating Your Front Suspension**

When a vehicle manufacturer designs his suspension for a car he always has to compromise between the cars ability to go round corners at high speed with its ability to give a comfortable ride. Sports cars, by their very nature, induce owners to sacrifice a little of the comfort for an improvement in the handling. We have published a full list of tuning items in our 'Performance & Tuning' section, but here we list a few off the components which are both easy to fit and, have been found very popular with our customers who want improved handling without having to gain an honours degree in mechanical engineering.

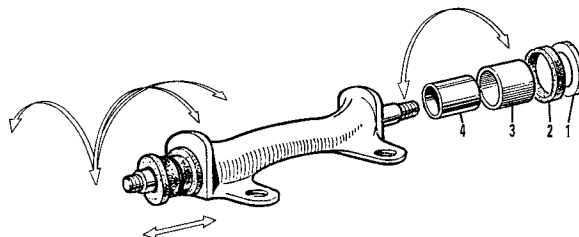
**Uprated Front Coil Springs, Shock Absorbers & Bushes**

This little section is our recommendation for the average enthusiast. It is not intended to be for serious (or even non-serious) competition minded drivers. See the Accessories section for details.

TT4006PR	£74.50	ROAD SPRING SET, front, (pair)	1	uprated 390lbs (Silicon chrome, requires spacer Part No: 107682).
107682	£31.60	COLLAR	2	use when TT4006PR fitted
TT3001PR	£195.00	SHOCK ABSORBER, Spax, pair	1	adjustable, fit in pairs only
TT3002PR	£224.40	SHOCK ABSORBER, Koni, pair	1	
TT3103	£78.00	SHOCK ABSORBER, Gaz, individual	2	
TT3160	£45.60	UPRATED BUSH KIT, (upper/inner)	1	TR2-4A
TT3160	£45.60	UPRATED BUSH KIT, (lower/inner)	1	TR2-4

**Front Suspension Bushes Explained**

The early TR2's (up to TS9122) were fitted with 102228 rubber bushes on both the upper and lower inner wishbone mountings. Triumph improved this to incorporate a nylon and steel bush set (using 110695, 110696, 110697 & 115702 seals), but only on the lower inner wishbones. They kept the 102228 rubber bushes on the upper wishbones.

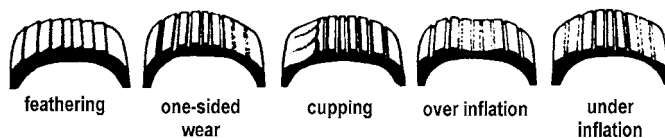


A very simple improvement is to fit the original Triumph modification for the lower...to the upper. You should realise that there is a small price to pay.

The rubber bush flexes in all directions without 'fear or favour', but the nylon/steel bushes give free and predictable rotation in an arc about the axis of the bush. Clear? Maybe not. Perhaps our illustration will help.

1	110697	£1.30	WASHER	8
2	115702	£1.30	SEAL	8
3	110696	£4.60	BUSH, nylon	4
4	110695	£3.25	BUSH, steel	4

Even if it's still not clear, we'll give you the bottom line. Uprated bushes give a harsher & noisier ride, but they usually last longer.



**Front Tyre Wear Patterns**

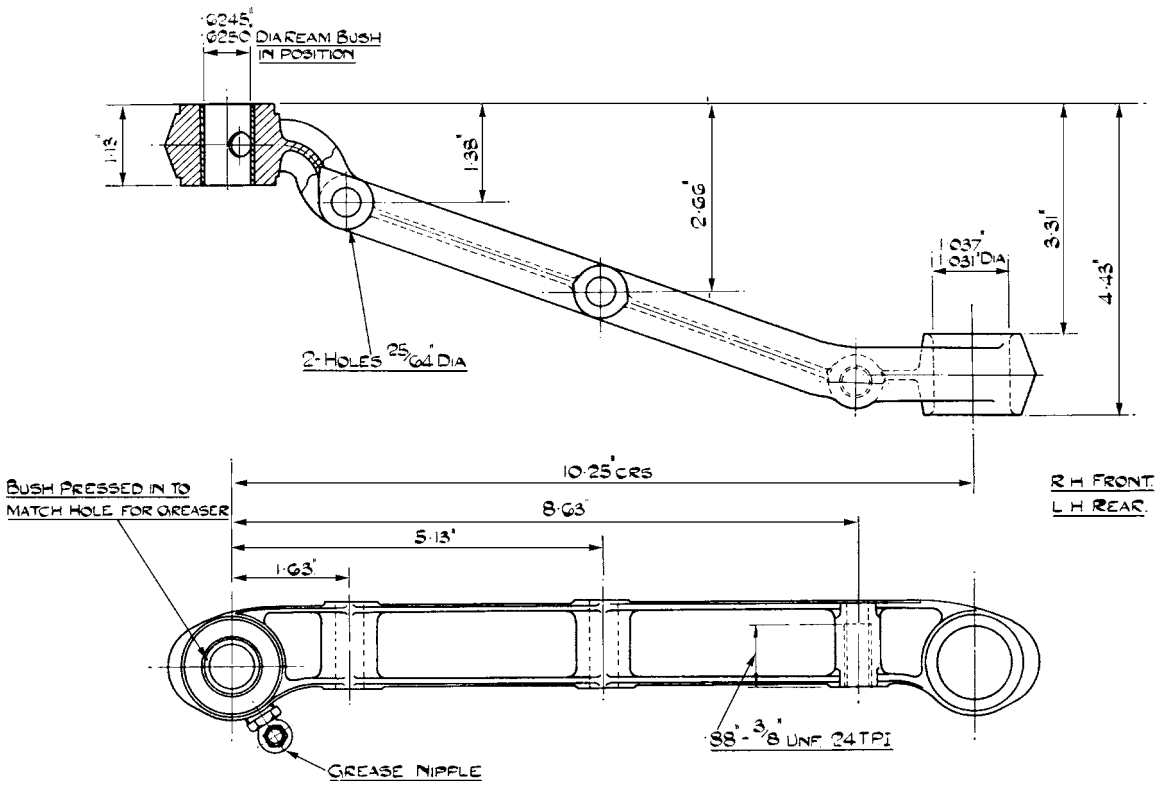
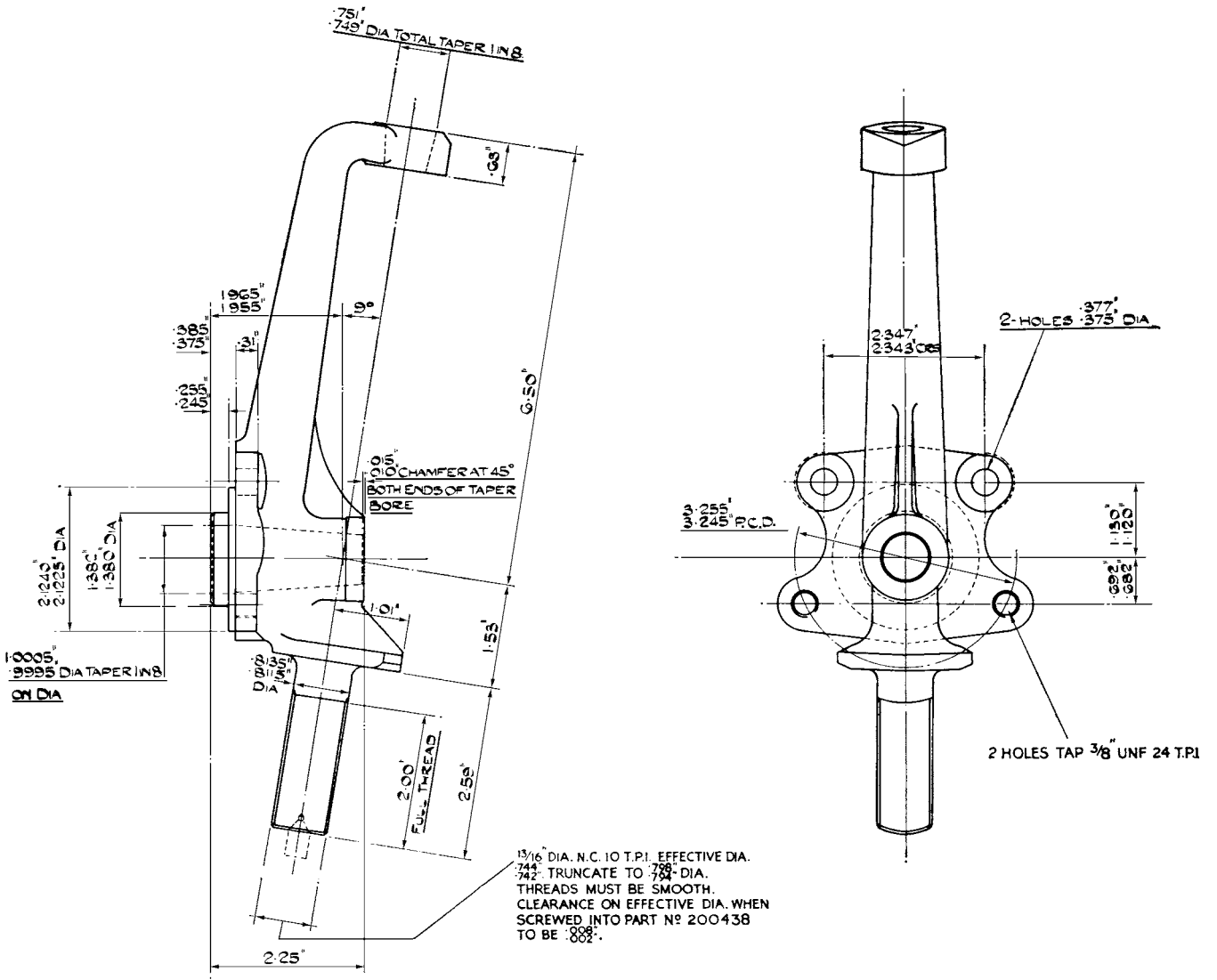
Feathering is caused by incorrect tracking or worn front-end components. One-sided wear can be caused by incorrect camber or grossly incorrect tracking. Cupping is the result of out-of-balance wheels, worn shocks, grabbing brakes or worn tie rods.

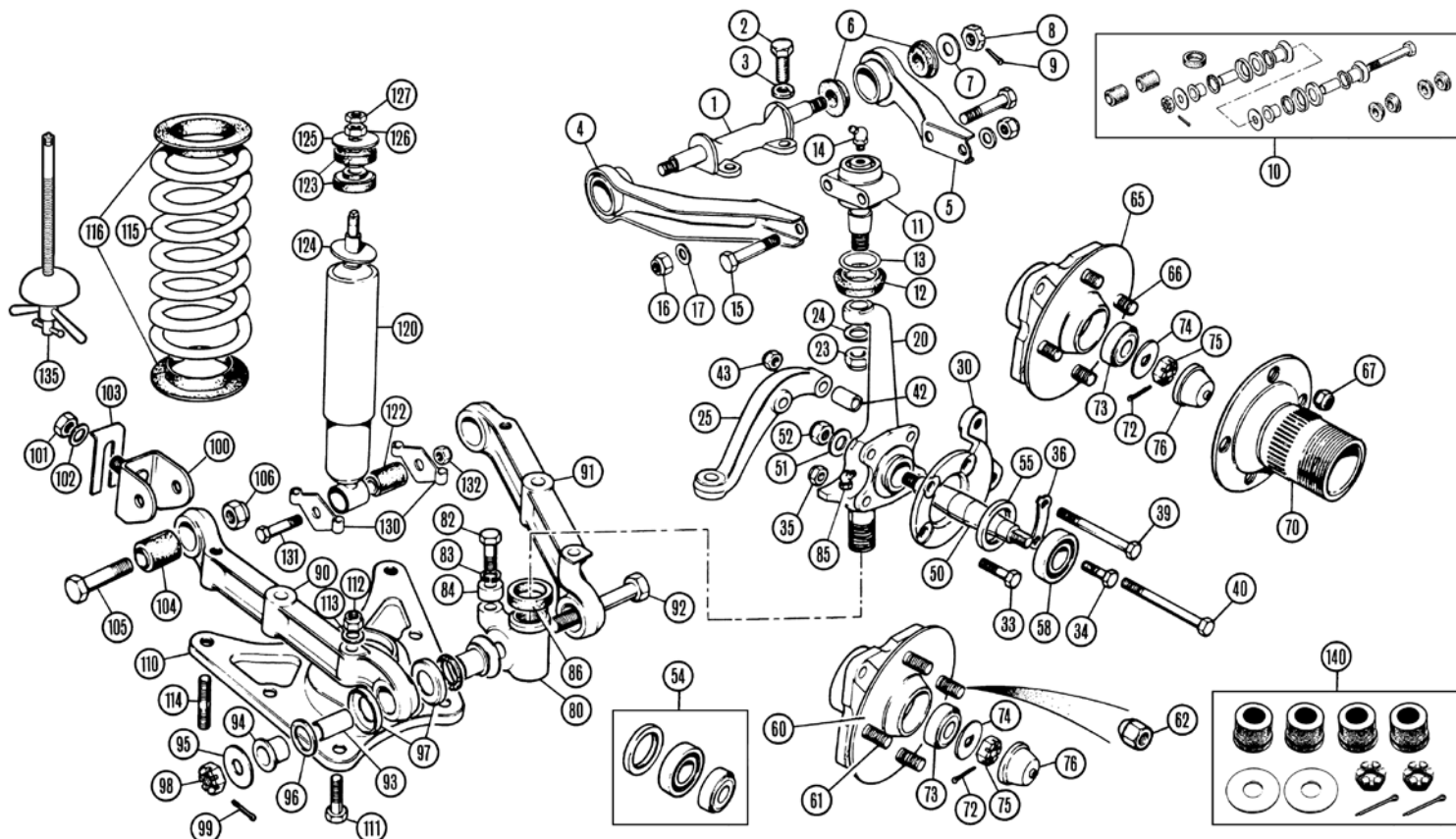
**Slotted & Nyloc Nuts**

Throughout the history of the TR2-3A and TR4A front suspension, split pins and slotted nuts were the order of the day. The self locking nuts were not yet in common use on motor vehicles. For enthusiasts seeking originality or for owners without split pin holes in their studs, bolts, ball joints etc, we offer the following conversion:

THREAD SIZE	SLOTTED NUT	NYLOC NUT
3/8"	LN2209	GHF273
7/16"	NL607041	GHF274
1/2"	NL608041	GHF275
9/16"	LN2212	53K1667

These nuts are 'half' nuts, i.e. The threaded portion is only 'half' the depth of a full nut.





**Front Suspension TR4A**

The front suspension from the TR2 to the TR6 series of cars was of the same basic design throughout the whole production period of the cars. It was in fact based on the Triumph Mayflower saloon of the early 1950's. For the technically minded it's an unequal wishbone suspension with a coil spring & a telescopic shock absorber.

**The actual design is in three main phases.**

The TR2 through to the very early 1962 TR4's (chassis number CT6343 wire wheels, & CT6390 steel wheels), had the same basic design with the early type of upper ball joint (these are not handed), as it is called in Triumph parlance. The vertical post joining the upper ball joint & lower trunnion has zero castor. The later TR4's from the above chassis numbers had a three degree castor system, which was also introduced with an improved top ball joint and necessitated the trunnions to be handed to achieve the angling of the vertical posts, and also offset the upper wishbones. The three degree angle means that the top of the vertical post is nearer the rear of the car than the bottom end screwed into the trunnion.

The TR4A, whilst using the same basic design, used completely redesigned components involving a new method of bushing the trunnions to the lower wishbones, with a removable pin being used through the trunnion which made 'strip & re-assemble' a much easier process. The lower inner wishbone bushes were also simplified to be a simple rubber to metal bonded item. The inner upper wishbone bushes are made of rubber and remain the same from the first TR2 to the last TR6. The TR4A suspension continued with little modification through to the last TR6.

Ill	Part Number	Description	Req.	Details
1	200659	£37.20 FULCRUM PIN, upper	2	
2	GHF105	£0.41 SCREW	8	
3	GHF333	£0.30 WASHER, locking	8	
4	133504	£59.10 ARM, wishbone upper front	2	
5	133507	£59.10 ARM, wishbone upper rear	2	
6	102228	£0.67 BUSH, upper wishbones inner, rubber*	8	standard
	QHQS199S	£7.00 BUSH KIT, upper wishbones inner, rubber 2		
	102228SPK	£20.10 BUSH KIT, upper wishbones inner, poly (Kit includes: 4 one piece bushes).	1	car set
7	WM69	£1.21 WASHER, fulcrum pin	4	
8	NL607041	£1.80 NUT, fulcrum pin	4	
9	PC10	£0.28 SPLIT PIN, fulcrum nut	4	
10	GAC6067X	£103.00 MAJOR SUSPENSION OVERHAUL KIT	1	standard bushes
	GAC6067P	£136.70 MAJOR SUSPENSION OVERHAUL KIT	1	polyurethane bushes

\*Note: Both kits repair both sides and include all items marked\*.

11	GSJ131	£13.00 BALL JOINT, (original)	2	
	GSJ131Z	£8.70 BALL JOINT, (non-original)	2	
12	C43216Z	£1.60 GAITER, ball joint	2	
13	138869	NCA CLIP, ball joint boot	2	
14	UHN445	£1.60 GREASE NIPPLE	2	
15	112347	£2.30 BOLT, ball joint to wishbone	4	

16	GHF223	£0.53 NUT, nyloc, ball joint bolt	4
17	GHF302	£1.00 WASHER	4
20	307216	£162.30 VERTICAL LINK, LH	1
	307215	£162.30 VERTICAL LINK, RH	1

The TR4A vertical posts have a threaded hole for a grease nipple. The workshop manual recommends using a EP90 weight gear oil. We have always preferred LM grease as lubricant for the front suspension. The TR4A system involves pumping the grease down the centre of the vertical post, and then up through the trunnion thread from the bottom. When you strip the suspension down, always be sure to thoroughly clear the grease passage in the vertical post.

23	NL608041	£1.30 LOCK-NUT, link to ball joint	2
24	WC112081	£0.41 WASHER	2
25	307212	NCA TIE ROD LEVER, LH	1
	307211	NCA TIE ROD LEVER, RH	1
30	133499	NCA PLATE, caliper mounting, RH	1
	133499SR	£57.40 PLATE, caliper mounting, RH, reconditioned	1
	133500	NCA PLATE, caliper mounting, LH	1
	133500SR	£57.40 PLATE, caliper mounting, LH, reconditioned	1
33	BH606111	£1.39 BOLT	1
34	SH606061	£0.77 SCREW	2
35	GHF223	£0.53 NUT	2
36	106641	£2.50 TAB WASHER	4
39	GHF126	£1.44 BOLT	2
40	BH606281	£1.52 BOLT	2
42	107106	£3.05 DISTANCE PIECE, mounting plate	4
43	GHF223	£0.53 NUT	4
50	115763	£21.40 STUB AXLE	2
51	WC112081	£0.41 WASHER, stub axle	2
52	GHF275	£0.89 NUT, stub axle	2
54	GHK1021	£11.70 BEARING KIT	2
55	GHS110	£4.75 OIL SEAL †	2
58	GHB111	£14.40 BEARING, inner †	2
60	114284	£192.70 HUB, steel, with studs	2
	114284A	£146.80 HUB, alloy, less studs	2
	114284X	NCA HUB, alloy, less studs (With extra thick flange for adjustment).	2
61	114282	£3.50 STUD, front, standard length	8
	114282XL	£3.50 STUD, front, (extra long) (May need shortening to suit application).	8
62	109586	£3.00 NUT, wheel	16
65	114283	NCA HUB, includes studs	2
66	114281	£4.60 STUD, hub to extension	8
67	110366	£1.70 NUT, extension to hub	8
70	217603	£50.20 SPLINED EXTENSION, LH	1
	217602	£50.20 SPLINED EXTENSION, RH	1
72	GHF504	£0.22 SPLIT PIN†	2

mounting plate to vertical link

mounting plate & tie rod lever

includes items marked †

for steel wheels

for wire wheels

73	GHB110	£14.40	BEARING, outer†	2
74	102690	£2.86	'D' WASHER	2
75	NL608041	£1.30	NUT	2
76	102689	£4.85	GREASE CAP	2

(The original grease caps on the front hubs were designed to be removed by screwing a bolt into the small hole in the cap's centre. (This is why there's a threaded hole in the centre of the cap, and why earlier Triumph tool kits inc. a small black bolt). These holes are often stripped out, making removal very difficult. Currently the caps coming through from the factory are not threaded. Bolts for removing the threaded caps are our part no. HU506).

80	142378	£49.80	TRUNNION ASSEMBLY, LH bottom	1
	142377	£49.80	TRUNNION ASSEMBLY, RH bottom	1
82	SH605111	£1.75	SCREW	2
83	GHF332	£0.40	WASHER	2
84	156111	£4.30	STOP, steering lock	2
85	UHN400	£0.90	GREASE NIPPLE	2
86	142402	£2.60	SEAL, trunion to vertical link*	2
90	307209	£82.20	WISHBONE, lower	2 LH front & RH rear
91	307210	£90.00	WISHBONE, lower	2 RH front & LH rear
92	139835	£5.50	PIVOT BOLT*	2
93	139832	£3.40	DISTANCE PIECE*	4
94	139833	£3.00	BUSH, trunion lower*	8
	139833SPK	£72.00	BUSH SET, trunion lower, polyurethane 1 (Includes: 8 bushes & 4 tubes).	
95	142388	£1.50	WASHER*	8
96	142387	£1.50	SEALING RING*	8
97	139834	£1.13	SHIELD, water*	8
98	LN2212	£5.10	NUT*	2
99	GHF504	£0.22	SPLIT PIN*	2
100	148691	£22.10	BRACKET, lower fulcrum	4

(There are two specifications of the lower fulcrum bracket. The earlier part had only one stud (part no. 139715), but we no longer supply this item. It was replaced by 148691, which has two studs, and is recommended as a superior and stronger fitment).

101	GHF273	£0.55	NUT	4 8 8	4 if single stud brkt fitted 8 if double stud brkt fitted 8 if double stud brkt fitted
102	WM59	£0.40	WASHER, plain	4 8	4 if single stud brkt fitted 8 if double stud brkt fitted
103	139727	£3.60	SHIM, bracket to frame	a/r	
104	141481	£2.40	BUSH, lower wishbone, inner	4	
	141481SPK	£41.00	BUSH SET, lower wishbone, inner, poly 1 (Kit includes: 4 bushes & 4 tubes).		
105	BH608221	£2.32	BOLT, wishbone to bracket	4	
106	GHF225	£0.77	NUT, nyloc	4	
110	140951	NCA	SPRING PAN, lower	2	
111	BH606181	£0.40	BOLT, spring pan to wishbone	6/8	
	BH606221	£1.57	BOLT, spring pan to wishbone	2	when anti-roll bar fitted
112	GHF223	£0.53	NUT, nyloc	12	
113	WP20X	£0.30	WASHER, plain	12	
114	143712	£1.50	STUD, spring pan to wishbone	4	
115	213165	£25.80	ROAD SPRING SET, front, (pair)	1	standard
	TT4006PR	£74.50	ROAD SPRING SET, front, (pair) (Silicon chrome).	1	uprated 390lbs

Note: See the Accessories section for more details & recommendations for uprated road springs.

116	100751	£2.30	COLLAR, spring insulator, standard	4/6
	100751SPK	£16.15	COLLAR SET, spring insulator, poly	2/3 pair, std 3mm thick
	100751TSPK	£24.00	COLLAR SET, spring ins, poly, thick	2/3 pair, 8mm thick

Note: Superpro polyurethane spring collars are available in two thicknesses to allow for adjusting ride height. Standard thickness is 3mm. Use 6 collars if spring spacer (Part No: 107682) is used.

120	GSA272	£16.90	SHOCK ABSORBER, standard	2
	TT3101PR	£205.00	SHOCK ABSORBER, Spax, pair	1 adjustable,
	TT3102PR	£255.00	SHOCK ABSORBER, Koni, pair	1 fit in pairs only
	TT3203	£78.00	SHOCK ABSORBER, Gaz, individual	2
122	119450	NCA	BUSH, shock absorber, lower, rubber	2
	119450Z	£1.80	BUSH, shock absorber, lower, rubber	2
	119450SPK	£21.35	BUSH SET, shock absorber, lower, poly 1 (Includes: 2 bushes & 2 tubes).	
123	21A860	£1.85	BUSH, shock absorber, upper, rubber	4
	21A860SPK	£21.40	BUSH SET, shock absorber, upper, poly	1
124	140479	£1.04	WASHER	2
125	140479	£1.04	WASHER	2
126	GHF202	£0.22	NUT	2
127	NT606041	£0.60	'JAM' NUT	2
128	GHF302	£1.00	WASHER	8
129	GHF273	£0.55	NUT, nyloc	8 lower shock absorber to spring pan
130	106843	£7.20	BRACKET	4
131	BH607201	£1.43	BOLT, shock absorber to bracket	2
132	GHF274	£0.89	NUT	2
135	GAC5076	£169.60	TOOL, (Churchill) (We have remanufactured the special Churchill spring compressor tool (GAC5076).	1
140	QHQS199S	£7.00	BUSH KIT, upper/inner, rubber	2
	QHQS200S	£50.00	BUSH KIT, lower/outer, rubber	2
	TT3160	£45.60	UPRATED BUSH KIT, upper/inner, nylatron 1	see 'Uprating Your Susp.'
	TT3264	£57.00	UPRATED BUSH KIT, lower/outer, nylatron 1	on page 74

Front Coil Springs:

Application	Front			Rear		
	Spring type (colour code)	Spring rate	Fitted length	Spring type (colour code)	Spring rate	Fitted length
Upated, slightly raised	TT4006PR (B)	390lbs	7.00"	TT4211PR (WY)	390lbs	9.65"
Upated, standard	TT4001PR (WB)	390lbs	6.70"	TT4212PR (GY)	420lbs	8.85"
Upated, lowered fast road	TT4201PR (PY)	420lbs	7.00"	TT4216PR (YY)	420lbs	8.50"
Race/Sprint	TT4102PR (PY)	420lbs	6.00"	TT4215APR (RY)	550lbs	7.30"

Spring Collars

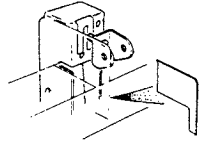
Adjusting the ride height of your TR can be done by using a combination of standard and thick polyurethane spring collars and/or using nylon spacers to shim the ride height. 3mm spacer raises the ride height by approx. 5mm.

100751	£2.30	COLLAR, spring insulator, standard	4/6
100751SPK	£16.15	COLLAR SET, spring insulator, poly	2/3 pair, std 3mm thick
100751TSPK	£24.00	COLLAR SET, spring ins, poly, thick	2/3 pair, 8mm thick
MGS40904	£12.80	SPACER, shim 3mm	a/r

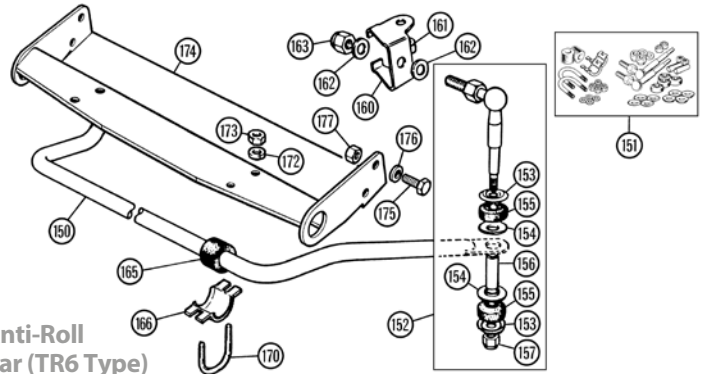
(Maximum 2 spacers per side)

Strengthening Lower Wishbone Arm Brackets

The lower front inner wishbone brackets which are welded to the frame, are considered weak points of the front suspension as they are often found to be cracked, or even broken away from the chassis. These brackets are easily replaced by a competent chassis repair workshop, and represent a considerable improvement to the earlier TR2-3A and TR4 design. On these earlier cars, instead of breaking a bracket, the entire spring tower twists and cracks, much more difficult (and expensive) to repair than a bracket! It's a good idea to periodically check your front inner wishbone brackets, and have them replaced if they are cracked or broken, as this condition presents a severe safety hazard. We have followed a design from Triumph themselves, and produced a strengthening kit (see illustration), which comprises three plates that are welded to the inner wishbone bracket and the chassis.



TT3259L	£39.40	STRENGTHENING KIT, LH	1	3 plates per kit
TT3259R	£39.40	STRENGTHENING KIT, RH	1	
139580R	£8.10	PLATE WASHER, reinforcement	4	aftermarket comp. use



Anti-Roll Bar (TR6 Type)

The TR6 anti-roll bar will fit a TR4A with minimal modification due to the two cars suspension being virtually identical. The TR6 radiator protection shield will need to be fitted to the TR4A to receive the 'U' bolts (item 170). This protection shield is part no. 213021 (item 175).

150	215647	£90.30	ANTI-ROLL BAR	1
151	215647K	£66.00	FITTING KIT, anti-roll bar	1
152	152143A	£18.40	LINK ASSEMBLY	2
153	517984	£1.48	WASHER, cupped	4
154	517983	£1.43	WASHER	4
155	517985	£1.31	BUSH, anti-roll bar link, standard	4
	517985SPK	£11.00	BUSH SET, anti-roll bar link, poly	4 4 piece
156	517986	£6.30	DISTANCE PIECE	4
157	GHF223	£0.53	NUT, nyloc	2
160	152144	£10.50	BRACKET, mounting	2
161	152145	£2.50	PACKING PIECE	2
162	WB600071A	£0.35	WASHER	4
163	GHF223	£0.53	NUT, nyloc	2
165	123998	£2.60	BUSH, anti-roll bar, centre mount, std	2
	123998SPK	£14.40	BUSH SET, anti-roll bar, centre mount, poly	1 pair
166	123502	£7.80	BRACKET, anti-roll bar mount	2
170	123694	£2.40	'U' BOLT, plain	2
	139126	NCA	'U' BOLT, with towing eye	2
172	GHF301	£0.24	WASHER, plain	4
173	GHF222	£0.55	NUT, nyloc	4
174	213021	£76.60	SHIELD, radiator protection	1
175	SH606071	£0.41	SCREW, attaching shield to chassis	2
176	GHF333	£0.30	WASHER, locking	2
177	GHF202	£0.22	NUT, plain	2



## Upgrading Your TR4A Suspension

When a vehicle manufacturer designs his suspension for a car he always has to compromise between the cars ability to go round corners at high speed with its ability to give a comfortable ride. Sports' cars, by their very nature, induce owners to sacrifice a little of the comfort for an improvement in the handling. We have published a full list of tuning items in our 'Performance & Tuning' section, but here we list a few of the components which are both easy to fit and, have been found very popular with our customers who want improved handling without having to gain an honours degree in mechanical engineering. The first modification suggested is the installation of a upgraded Front Anti-Roll bar. You can fit either our TR4A upgraded bar or the TR6 anti-roll bar described earlier. The TR6 installation involves no irreversible modifications to the car.

### TR4A Anti-Roll Bar Kit

There were several small companies in the 1950's and 1960's making up Triumph's omission: Vic Derington, Lawrencetune & SAH being the best remembered. Some of the SAH (Sydney Arthur Hurrell) traditions have been carried into the present day by Terry (son of Syd), and are offered here:

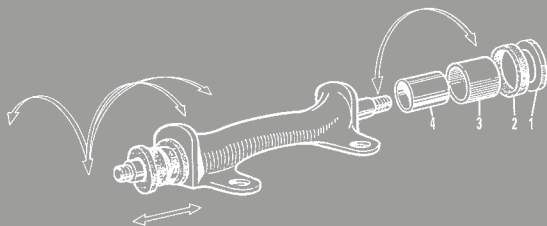
Part Number	Description	Req.	Details
TT3281	NCA ANTI-ROLL BAR KIT, front	4	TR4A

As a second step, a pair of TT4006PR springs with adjustable shock absorbers is a good investment. The TT4006PR is the same spring as used to uprate the TR2-3A & TR4, but in the TR4A, you do not fit the spacer 107862. The choice between Koni, Spax or Gaz is a personal choice. All are, of course adjustable, but where as Spax & Gaz are adjustable in situ, you need to take Koni's off the car to adjust them. The front suspension bushes are also available in an upgraded form to make the car 'tighter'. The upper inner bush kit (TT3160) comprises the steel & nylon bush set-up on the lower inner fulcrum pin on the TR2 (from TS9122) to TR4. It however uses 'nylatron' versions of the 110696 bush and the washer 110697. 'Nylatron' is a hard wearing, self lubricating replacement for the ordinary nylon. Lastly, there is a lower outer kit (TT3264), which has 'nylatron' versions of the 139833 nylon bush, plus standard bushes (item 92 to 97 inclusive).

TT4006PR	£74.50	FRONT SPRING, uprated	2	all models
TT3101	NCA	SHOCK ABSORBER, Spax, adjustable	2	we suggest these
TT3102	NCA	SHOCK ABSORBER, Koni, adjustable	2	uprated units are
TT3203	£78.00	SHOCK ABSORBER, GAZ, adjustable	2	fitted in pairs only
TT3160	£45.60	UPRATED BUSH KIT, (upper/inner)	1	
TT3264	£57.00	UPRATED BUSH KIT, (lower/outer)	1	

### Front Suspension Bushes Explained

The front upper suspension of the TR4A is exactly the same as used on the early TR2's (up to TS9122), they were fitted with 102228 rubber bushes on both the upper and lower inner wishbone mountings. Triumph improved this to incorporate a nylon and steel bush set (using 110695, 110696, 110697 and 115702 seals), but only on the lower inner wishbones. They kept the 102228 rubber bushes on the upper wishbones. A very simple improvement is to fit the Triumph modification for the lower, to the upper. You should realise that there is a small price to pay. The rubber bush flexes in all directions without fear or favour, but the nylon/steel bushes give free and predictable rotation in an arc about the axis of the bush.



1	110697	£1.30	WASHER	8
2	115702	£1.30	SEAL	8
3	110696	£4.60	BUSH, nylon	4
4	110695	£3.25	BUSH, steel	4

The bottom line is that uprated bushes give a harsher & noisier ride, but they usually last longer.

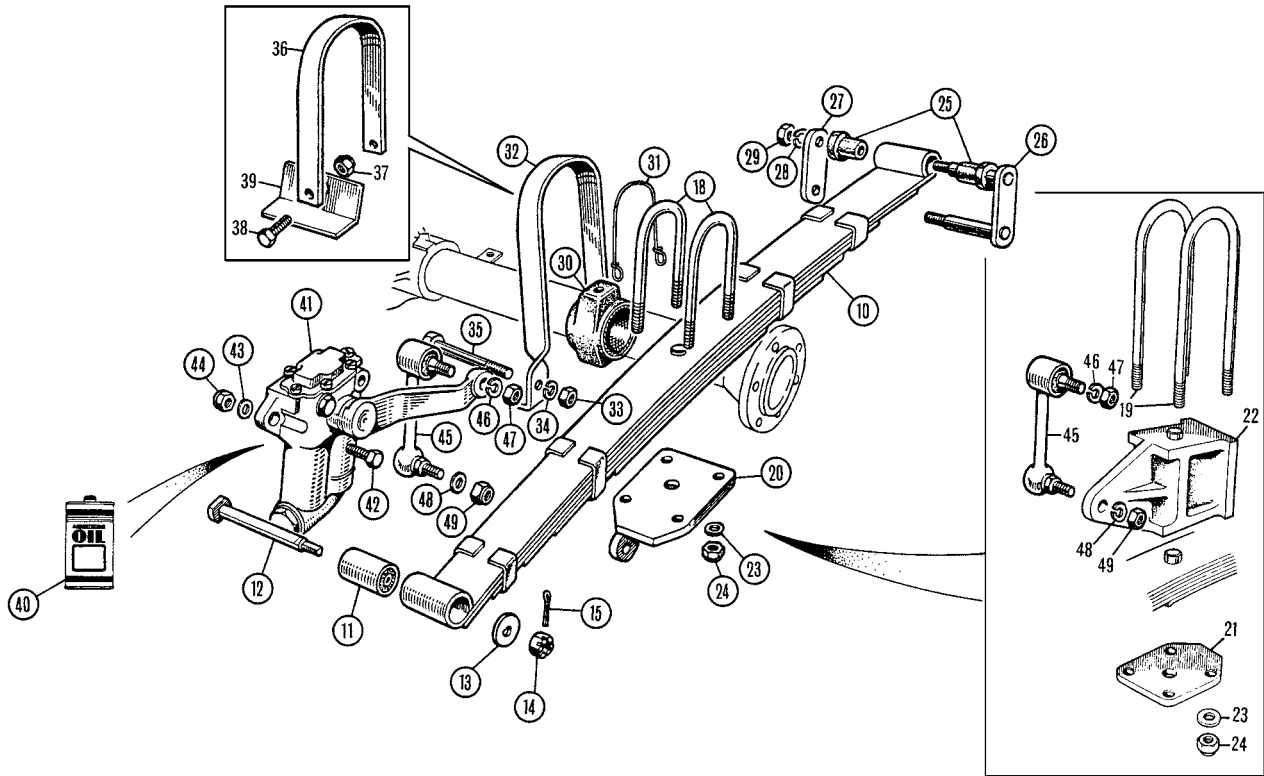
### Slotted & Nyloc nuts

Throughout the history of the TR2-3A and TR4A front suspension, split pins and slotted nuts were the order of the day. The self locking nuts were not yet in common use on motor vehicles. For enthusiasts seeking originality or for owners without split pin holes in their studs, bolts, ball joints etc, we offer the following conversion:

THREAD SIZE	SLOTTED NUT	NYLOC NUT
3/8"	LN2209	GHF273
7/16"	NL607041	GHF274
1/2"	NL608041	GHF275
9/16"	LN2212	53K1667

These nuts are 'half' nuts, i.e. The threaded portion is only 'half' the depth of a full nut.





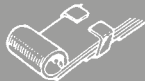
### Rear Suspension TR2-3A & TR4

See the Accessories section for our full range of uprated suspension components.

The basic leaf spring rear suspension provided reasonable handling (unless you fitted Michelin X tyres, especially exciting was driving on 155x15 4J rims in damp conditions!). In the early days, Triumph fitted a harder spring on the driver's side as they assumed the driver was always present, but there wouldn't always be passenger. With many cars being converted from Left Hand Drive to Right Hand Drive, this could cause problems. We have rationalised the range to one spring for all TR2-3A's & TR4's to CT23382. The spring we use is the OE specification on TR4 (driver's side). This is slightly harder than the TR2-3A springs but nothing that an intrepid 'real car' owner can't cope with. We do offer a 'competition' specification spring which is about 30% harder. If you think your suspension is too hard and therefore you suspect you have uprated springs, you can identify them by two clues. The second leaf is the same thickness as the main one, it also 'hooks' around the main leaf.

21	139489	NCA	PLATE, rear spring	2	TR4 From CT23383
22	137634	NCA	SPACER, LH	1	
	137635	NCA	SPACER, RH	1	
23	GHF302	£1.00	WASHER, plain	8	
24	GHF223	£0.53	NUT, nyloc	8	
25	112503	£1.75	BUSH, rear shackle pin, rubber	8	
	TT30765	NCA	BUSH, rear shackle pin, nylatron	8	
	112503SPK	£33.60	BUSH SET, rear shackle pin, poly	1	8 bushes
26	107535	£8.40	SHACKLE PIN ASSEMBLY	2	
27	AHH5019	£2.90	SHACKLE PLATE	2	
28	GHF333	£0.30	WASHER, locking	4	
29	GHF202	£0.22	NUT	4	
30	115456	£4.36	BUMP STOP, rear axle, rubber*	2	TR3 From TS13046,
	115456SPK	£39.80	BUMP STOP SET, rear axle, poly	1	TR4
31	EAW4321	£0.36	WIRE, buffer to axle	4	

Standard



Uprated



At chassis number CT23383, Triumph introduced an amazingly bizarre 'deep dish' rear spring with a 3" block spacer between the spring and axle. It was supposed to reduce bump oversteer. We've never been able to tell the early '4' from the late '4' when riding in them. Our guess is, it didn't work.

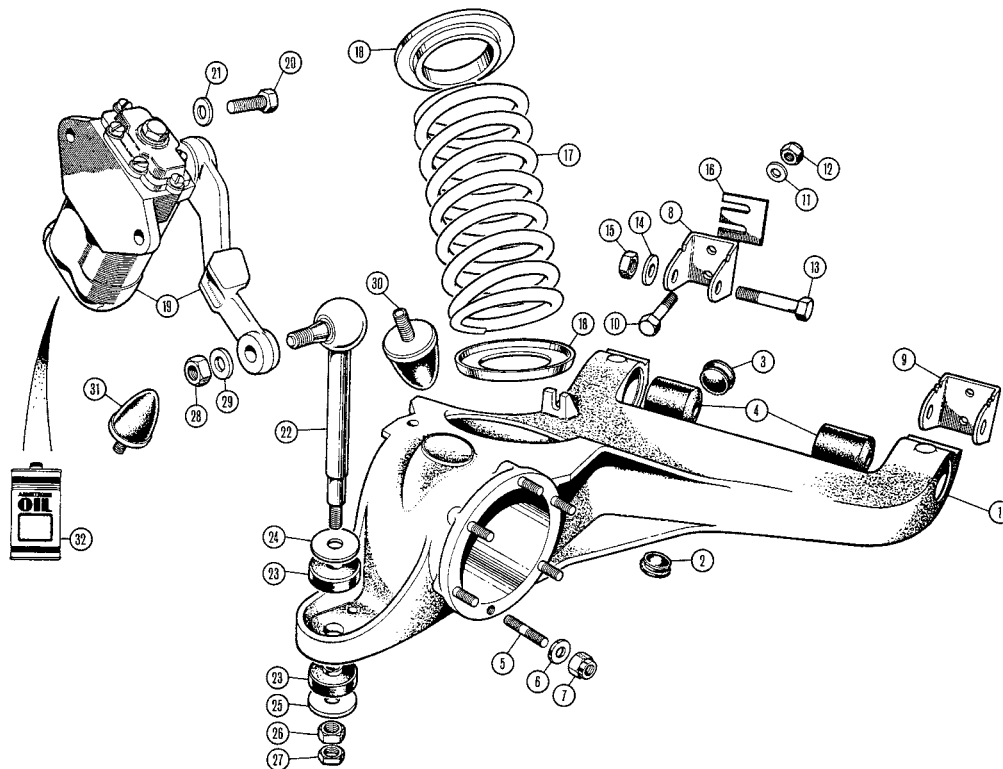
Ill	Part Number	£	Description	Req.	Details
10	208636	£85.30	LEAF SPRING	2	TR2-3A
	851-197	£70.00	LEAF SPRING, aftermarket	2	
	TT4016	£98.40	LEAF SPRING, competition	2	TR4 To CT23382
	209964	£92.40	LEAF SPRING, deep dish	2	TR4 From CT23383
11	107769	£10.10	BUSH, in front spring eye	2	TR2-3A, TR4
The distance between spring mounting points after chassis no. CT23383 is reduced by 1" compared with prior chassis numbers. For this reason it is not possible to fit TT4016 springs to later TR4's.					
12	106231	£15.90	PIN, front attachment	2	
13	102690	£2.86	'D' WASHER	2	
14	NL608041	£1.30	NUT, slotted	2	
15	PC10	£0.28	SPLIT PIN	2	
18	107688	£5.70	'U' BOLT, Lockheed axle	4	TR2, TR3 To TS13045
	113194	£5.70	'U' BOLT, Girling axle	4	TR3 From TS13046, TR3A, TR4 To CT23382
19	136865	£6.76	'U' BOLT, deep dish spring	4	TR4 From CT23383
20	105929	NCA	PLATE, rear spring, LH	1	TR2, TR3 To TS13045
	105928	NCA	PLATE, rear spring, RH	1	
	113181	£19.80	PLATE, rear spring, LH	1	TR3 From TS13046, TR3A,
	113191	£19.80	PLATE, rear spring, RH	1	TR4 To CT23382

\*Note: May be used for earlier cars (TR2-3 to TS13045) by sectioning to fit the smaller diameter axle tubes and wiring in place as originally fastened.

32	107476	NCA	CHECK STRAP	2	TR2-3A,
33	NT606041	£0.60	NUT	4	
34	GHF333	£0.30	WASHER, locking	4	
35	BH606321	£1.70	BOLT, mounting check strap	2	
36	137338	NCA	CHECK STRAP	2	TR4 From CT23383
37	GHF223	£0.53	NUT, nyloc	4	
38	GHF103	£0.60	SCREW	4	
39	GHF103	£0.60	BRACKET, anchor, check strap	2	
40	AAA149M	£16.40	OIL, shock absorber, Moss, 500ml	a/r	standard
41	202388	£126.10	SHOCK ABSORBER, RH, new	1	standard
	202389	£126.10	SHOCK ABSORBER, LH, new	1	
	202388R	£35.10	SHOCK ABSORBER, RH, recon/exch	1	standard
	202389R	£35.10	SHOCK ABSORBER, LH, recon/exch	1	
	TT3014RN	£156.30	SHOCK ABSORBER, RH, new	1	uprated 25%
	TT3014LN	£156.30	SHOCK ABSORBER, LH, new	1	
42	SH606101	£0.60	BOLT, shock absorber to frame	4	
43	WP20X	£0.30	WASHER, plain	4	
44	GHF223	£0.53	NUT, nyloc	4	

Loose shock absorbers usually cause clunking noises in the rear of the car. This can cause damage to the shock absorber mounting brackets as well as diminishing the effectiveness of the shock absorbers, also, check the condition of the links.

45	105925	£22.50	LINK, shock absorber	2
46	GHF333	£0.30	WASHER, locking, link to arm	2
47	GHF202	£0.22	NUT, link to arm	2
48	WD600071	£0.72	WASHER, link to spring plate	2
49	GHF274	£0.89	NUT, nyloc, link to spring plate	2



Rear Suspension TR4A With IRS Axle

Ill	Part Number	Description	Req.	Details
1	308267	NCA TRAILING ARM, with bushes, LH	1	
	308268	NCA TRAILING ARM, with bushes, RH	1	
(The trailing arms listed here are the later type that were fitted to TR5-250 and TR6. When replacing original TR4A type trailing arms with the later type, (item 30), bump rubber (fitted on wheel arch) should be replaced with part number 136758 (fitted into boss on trailing arm).				
2	138801	£5.40 BLANKING PLUG, 7/8"	4	
3	138532	£1.13 BLANKING PLUG, 11/8"	4	
4	137599	£7.75 BUSH, trailing arm, rubber	4	
	137599SPK	£62.75 BUSH SET, trailing arm, poly	1	(Kit includes 4 bushes & 4 tubes).
5	FHS2512	£1.57 STUD, hub attachment	12	
6	GHF301	£0.24 WASHER, plain	12	
7	GHF272	£0.66 NUT, nyloc	12	
8	141399	£11.80 BRACKET, inner, (1 notch)	2	
9	141398	£21.90 BRACKET, outer, (2 notch)	2	
10	BH606261	£1.48 BOLT, support bracket to chassis	8	
11	WC600071	£0.83 WASHER, plain	8	
12	GHF274	£0.89 NUT, nyloc	8	
13	HBZ730	£2.90 BOLT, trailing arm to support bracket	4	
14	GHF302	£1.00 WASHER, plain	4	
15	GHF274	£0.89 NUT, nyloc	4	
16	139363	£1.75 SHIM, bracket to chassis	a/r	
	139363SS	£4.06 SHIM, bracket to chassis, stainless steel	a/r	

The rear end of the IRS TR4A was notoriously weak. Our standard spring (Part No: 216275PR) is in fact the TR5-6 spring which is slightly uprated at 350lbs over the TR4A standard spring at 280lbs. We recommend this as the minimum rate spring to use on TR4A models to avoid a sagging rear end. For standard ride height, fast road cars, we suggest TT4212PR which is a nice compromise between ride and handling, it's rated at 390lbs, which should not cause any passenger discomfort.

17	216275PR	£82.80	ROAD SPRING SET, rear, (pair)	1	standard 350lbs (Silicon chrome).
	TT4211PR	£85.00	ROAD SPRING SET, rear, (pair)	1	uprated 390lbs (Silicon chrome).
18	138823	£4.15	COLLAR, spring insulator, standard	4	
	138823SPK	£18.25	COLLAR, spring insulator, polyurethane	2	pair, standard 7mm thick
	138823TSPK	£24.50	COLLAR, spring insulator, poly, thick	2	pair, 12mm thick

Note: See the Accessories section for more details & recommendations for uprated road springs.

Some cars were factory fitted with a metal packing washer under the coil spring in addition to the rubber spring collar. This was done to correct the ride height of the car.

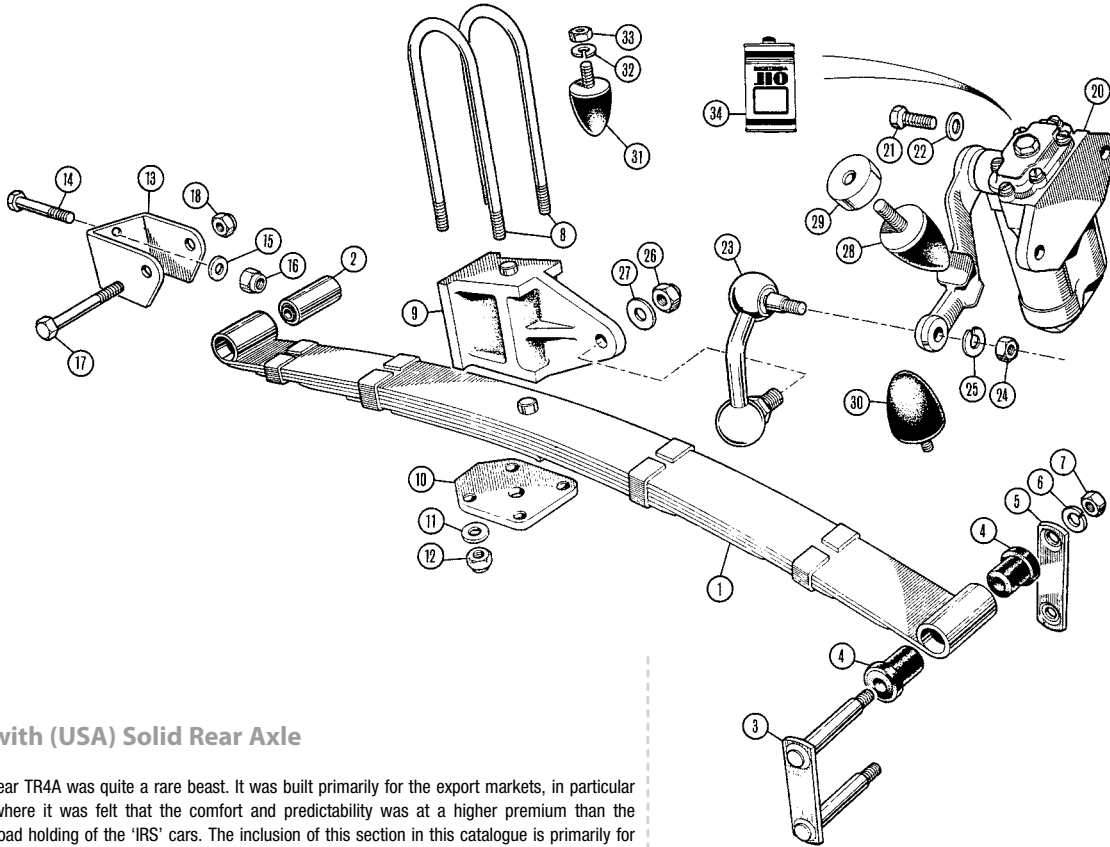
19	GSA287	£126.10	SHOCK ABSORBER, standard, LH, new	1	standard
	GSA286	£126.10	SHOCK ABSORBER, standard, RH, new	1	
	GSA287R	£30.00	SHOCK ABSORBER, standard, LH, rebuilt	1	
	GSA286R	£30.00	SHOCK ABSORBER, standard, RH, rebuilt	1	
	TT3214RN	£145.20	SHOCK ABSORBER, uprated, RH, new*	1	setting uprated 25%, road and competition.
	TT3214LN	£145.20	SHOCK ABSORBER, uprated, LH, new*	1	
	TT3215RN	£145.20	SHOCK ABSORBER, uprated, RH, new*	1	setting uprated 50%, full competition only.
	TT3215LN	£145.20	SHOCK ABSORBER, uprated, LH, new*	1	(not suitable for road use)

\*Note: See the Accessories section for full range of uprated valves & rear telescopic conversion kits.

20	SH607101	£1.84	BOLT, securing shock absorber	4	
21	WB600070	£0.77	WASHER, plain	4	
22	141464A	£17.50	LINK, shock absorber	2	
23	21A860	£1.85	BUSH, standard, link to arm	4	rubber
	21A860SP	£5.70	BUSH, uprated, link to arm	4	polyurethane
24	140416	£1.04	WASHER, link to arm, upper	4	
25	140479	£1.04	WASHER, link to arm, upper	2	
26	GHF202	£0.22	NUT, plain	2	
27	NT606041	£0.60	NUT, jam	2	
28	GHF203	£0.30	NUT, plain	2	
29	GHF334	£0.73	WASHER, locking	2	
30	140290	£5.90	'BUMP STOP' RUBBER, on wheel arch	2	
31	136758	£3.90	'BUMP STOP' RUBBER, on chassis	2	
32	AAA149M	£16.40	OIL, shock absorber, Moss, 500ml	a/r	standard

Rear Coil Springs

Application	Front			Rear		
	Spring type (colour code)	Spring rate	Fitted length	Spring type (colour code)	Spring rate	Fitted length
Uprated - slightly raised	TT4006PR (B)	390lbs	7.00"	TT4211PR (WY)	390lbs	9.65"
Uprated - standard	TT4001PR (WB)	390lbs	6.70"	TT4212PR (GY)	420lbs	8.85"
Uprated - lowered fast road	TT4201PR (PY)	420lbs	7.00"	TT4216PR (YY)	420lbs	8.50"
Race/Sprint	TT4102PR (PY)	420lbs	6.00"	TT4215APR (RY)	550lbs	7.30"

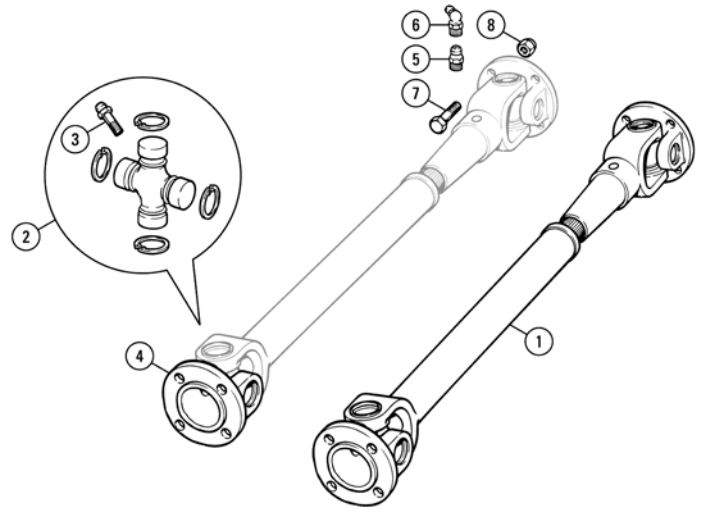


**TR4A with (USA) Solid Rear Axle**

The solid rear TR4A was quite a rare beast. It was built primarily for the export markets, in particular the USA, where it was felt that the comfort and predictability was at a higher premium than the improved road holding of the 'IRS' cars. The inclusion of this section in this catalogue is primarily for completeness, but also due to the fact that many 'non-IRS' TR4A's are appearing in Europe. The chassis number of TR4A's usually begins CTC, but the 'non-IRS' cars were CT following the TR4, but with a number over 50000. In our opinion, the Triumph engineers were really clever to get the conversion back from IRS with a minimum of components being re-designed.

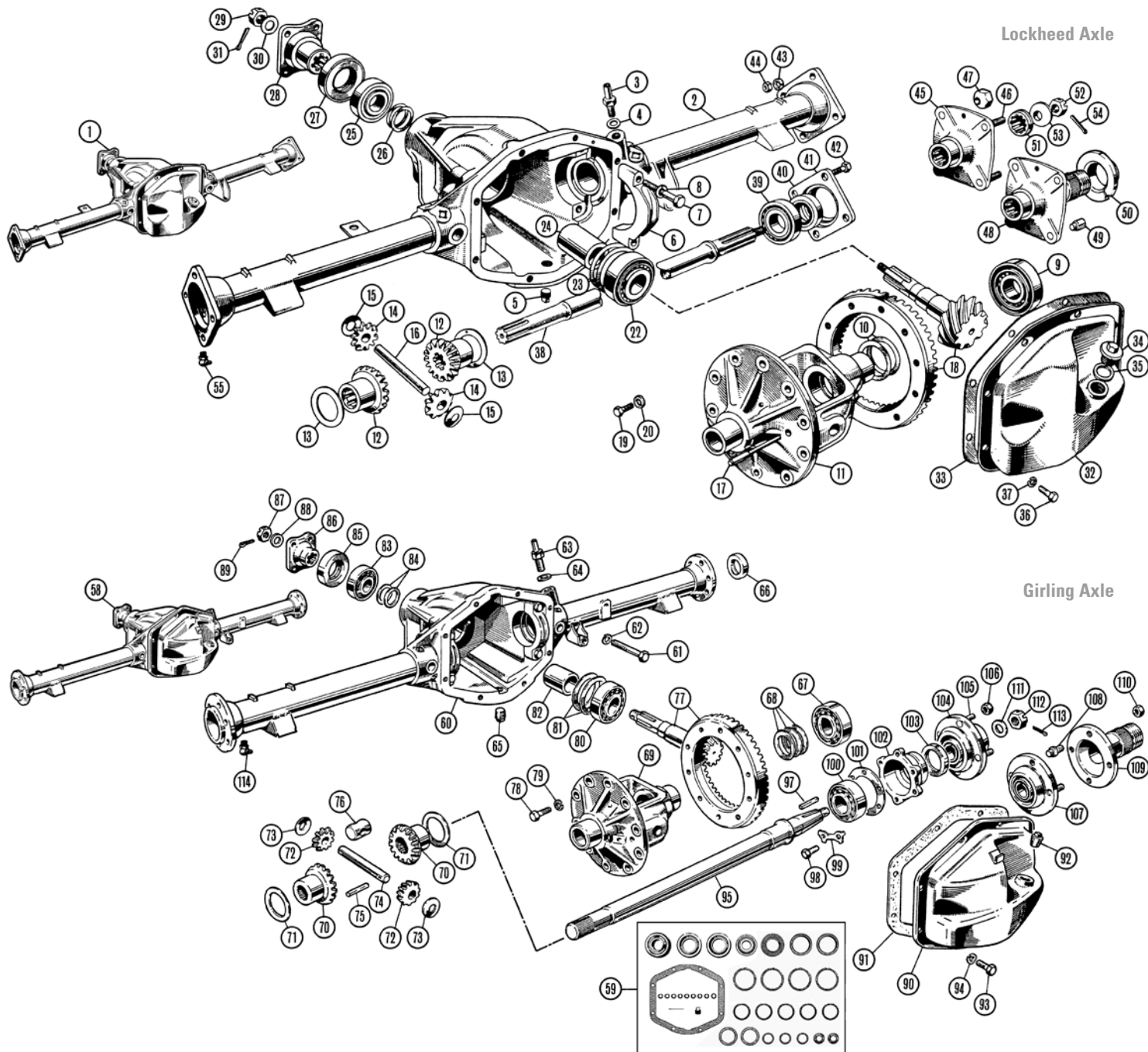
In our effort to provide the fullest possible service we have commissioned special runs of the shock absorber links (142155/6) and leaf springs (212113), so owners of these cars can keep them as original as possible:

ill	Part Number	Description	Req.	Details
1	212113	£104.70 LEAF SPRING	2	
2	107769	£10.10 BUSH, front spring eye	2	
3	142273	NCA SHACKLE PLATE, with pins	2	
4	112503	£1.75 BUSH, shackle pins	8	
5	142275	NCA SHACKLE PLATE	2	
6	GHF333	£0.30 WASHER, locking	4	
7	GHF202	£0.22 NUT, shackle plate	4	
8	136865	£6.76 U-BOLT, axle housing to spring	4	
9	142277	NCA DISTANCE PIECE	2	
10	139489	NCA PLATE, U-bolt mounting	2	
11	GHF302	£1.00 WASHER, plain	8	
12	GHF223	£0.53 NYLOC NUT, U-bolt securing	8	
13	142427	NCA BRACKET, front eye, RH	1	
	142426	NCA BRACKET, front eye, LH	1	
14	GHF126	£1.44 BOLT, bracket to frame	4	
15	WM59	£0.40 WASHER	4	
16	GHF223	£0.53 NYLOC NUT	4	
17	BH610281	£5.50 BOLT, front eye to bracket	2	
18	GHF226	£1.39 NUT, nyloc	2	
20	GSA286	£126.10 SHOCK ABSORBER, new, RH	1	standard
	GSA287	£126.10 SHOCK ABSORBER, new, LH	1	
	GSA286R	£30.00 SHOCK ABSORBER, rebuilt, RH	1	
	GSA287R	£30.00 SHOCK ABSORBER, rebuilt, LH	1	
21	SH607101	£1.84 SCREW, shock absorber to chassis	4	
22	WB600070	£0.77 WASHER	4	
23	142155	£27.00 LINK, shock absorber, RH	1	link to shock absorber
	142156	£27.00 LINK, shock absorber, LH	1	
24	GHF203	£0.30 NUT, shock link to shock	2	
25	GHF334	£0.73 WASHER, locking	2	
26	GHF275	£0.89 NUT, nyloc, link to distance piece	2	
27	GHF302	£1.00 WASHER, plain	2	
28	140290	£5.90 BUMP RUBBER, (on body)	2	
29	142159	NCA SPACER BLOCK, bump rubber	2	
30	140290	£5.90 REBOUND RUBBER, (on chassis)	2	
31	136758	£3.90 BUFFER, pinion housing	1	
32	GHF333	£0.30 WASHER, locking	1	
33	GHF202	£0.22 NUT	1	
34	AAA149M	£16.40 OIL, shock absorber, Moss, 500ml	a/r	standard



**Propshaft (All Models)**

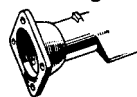
1	208075	£168.90	PROPSHAFT ASSEMBLY	1	new
	208075E	NCA	PROPSHAFT ASSEMBLY	1	recon/exchange
2	GUJ116	£12.90	UNIVERSAL JOINT, greaseable	2	
	GUJ116UR	£38.20	UNIVERSAL JOINT, greaseable,	2	heavy duty
	GUJ102	£16.80	UNIVERSAL JOINT, non-greaseable	2	
	GUJ102Z	NCA	UNIVERSAL JOINT, non-greaseable	2	aftermarket
3	7H3858	£2.10	GREASE NIPPLE, long, universal joint	2	
4	211137	£39.90	FLANGE, yoke	2	
5	UHN400	£0.90	GREASE NIPPLE, straight, sliding spline	1	
6	UHN445	£1.60	GREASE NIPPLE, straight, sliding spline	1	
7	107960	£2.40	BOLT, propshaft	8	
8	GHF273	£0.55	NUT, nyloc	8	
	GHF243	£1.04	NUT, 'Cleveloc'	8	



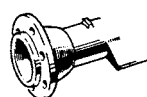
**Rear Axle (Solid) TR2-4 (& TR4A USA)**

During 1956 Triumph departed from using Lockheed brakes with the introduction of Girling discs on the front of the TR3 (from chassis no. TS13046). The opportunity was taken to remove a major weakness on the Triumph TR, namely, the breaking half shaft. The rear axle was also re-designed and strengthened. Whilst many Lockheed cars are now fitted with a Girling axle - a most reliable and tough unit, there are many known cases of Girling vehicles being converted to Lockheed, perhaps in emergencies. To discover which type you have, look on the flange connecting the axle tube to the brake backplate; the Lockheed axle tubes are connected to the drum backplate with 4 bolts and a square flange, Girling has 6 bolts and a circular flange.

**Lockheed axle flange**



**Girling axle flange**



**Lockheed Axle - TR2-TR3 to TS13045**

Part Number	Description	Req.	Details
502153R	AXLE ASSEMBLY, recon/exch (3.7:1)	1	TR2
502153RX	AXLE ASSEMBLY, rebuilt new CW&P (3.7:1)	1	
505017R	AXLE ASSEMBLY, recon/exch (4.1:1)	1	TR3 To TS13045
505017RX	AXLE ASSEMBLY, rebuilt new CW&P (4.1:1)	1	

**Lockheed Axle Components**

2	105515	NCA	AXLE CASING	1
3	056894	NCA	BREATHER, axle casing	1
4	WF509	£0.47	WASHER, fibre	1
5	057216	NCA	DRAIN PLUG	1
7	100878	NCA	BOLT, cap to casing	4
8	GHF333	£0.30	WASHER, locking	4
9	110515	£74.90	BEARING, differential carrier	2 'Timken'
	110515Z	£24.00	BEARING, differential carrier	2 alternative
10	100894/3	£1.52	SHIM, (0.003"), carrier bearing	a/r
	100895/5	£0.83	SHIM, (0.005"), carrier bearing	a/r
	100896/10	£0.77	SHIM, (0.010"), carrier bearing	a/r
11	301607	NCA	CARRIER, differential	1

Assuming none of our customers are silly enough to fit used crown wheels, which is positively NOT recommended, you will be faced with two choices when fitting a new crown wheel. If you retain carrier 301607 from your Lockheed axle you will have to drill the 10 bolt holes out 'using' a 25/64" drill and countersink both sides of the carrier after the drilling operation. You will then be able to use bolts (item 19) to secure the crown wheel to the carrier (make sure you use lock washers, item 20, with these bolts). Your second option is to replace carrier 301607 with the later Girling carrier (item 69), which will present no problems.

12	102800	NCA	SUN WHEEL GEAR, side differential	2
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13	102801	£3.76	WASHER, thrust, replace in pairs	2	
14	134074	NCA	PLANET GEAR, pinion	2	
15	056793	NCA	THRUST WASHER	2	(0.0465" - 0.0495")
	139951	£6.50	THRUST WASHER	2	(0.051" - 0.053")
	139952	£6.00	THRUST WASHER	2	(0.055" - 0.057")
	139953	£6.00	THRUST WASHER	2	(0.059" - 0.061")
	139954	£7.15	THRUST WASHER	2	(0.063" - 0.065")
	160375	£6.00	THRUST WASHER	2	(0.065" - 0.067")
	139955	£6.50	THRUST WASHER	2	(0.067" - 0.069")
	139956	£6.50	THRUST WASHER	2	(0.071" - 0.073")
16	100844	£15.90	CROSS SHAFT	1	
17	111215	NCA	PIN, cross shaft to carrier	1	
18	516398	£230.10	CROWN WHEEL & PINION, 3.45:1	1	
	502127	£230.10	CROWN WHEEL & PINION, 3.7:1	1	
	505014	£287.00	CROWN WHEEL & PINION, 4.1:1	1	
	502523	£372.30	CROWN WHEEL & PINION, 4.3:1	1	
	503924	£372.30	CROWN WHEEL & PINION, 4.55:1	1	
19	110737	£1.20	BOLT, 3/8", crown wheel to carrier	10	
20	118977A	£0.41	WASHER, locking (Alternative to plain washers & lock tabs).	10	use with 110737
22	100897A	£36.00	BEARING, rear pinion, (head)	1	
23	100965/3	£1.21	SHIM, (0.003")	a/r	rear pinion bearing
	1009665	£0.83	SHIM, (0.005")	a/r	
	100967/10	£0.94	SHIM, (0.010")	a/r	
24	100846	£16.60	SPACER, between bearings	1	
25	100422	£54.60	BEARING, front pinion, tail	1	
26	140793	£3.76	SHIM, (0.003")	a/r	front pinion bearing
	100563	£1.21	SHIM, (0.005")	a/r	
	100564	£1.21	SHIM, (0.010")	a/r	
27	100898	£9.20	OIL SEAL, pinion	1	
28	107947	NCA	PINION FLANGE, square flange	1	alternatives
	138105	£67.50	PINION FLANGE, round flange	1	

Note: The square pinion flange is NCA. Please use the round pinion flange. Flanges are interchangeable.

29	100892	£11.40	NUT, slotted	1	original
	510618A	£1.16	NUT, nyloc	1	alternative
30	2A7323	£3.20	WASHER, pinion flange	1	
31	GHF501	£0.47	SPLIT PIN	1	
32	201918	NCA	REAR COVER	1	Lockheed axle
	203660	£45.95	REAR COVER	1	Girling axle
(The original Lockheed rear cover (201918) is no longer available. We recommend replacement with the later Girling axle type rear cover (203660), and use with filler plug & 114774).					
33	101359	£1.50	GASKET, for cover	1	
34	062058	NCA	FILLER PLUG	1	Lockheed axle
	114774	£3.10	FILLER PLUG	1	Girling axle
35	056912	£0.40	WASHER, fibre	1	(use only with 062058)
36	SH605051	£1.00	SCREW, attaching cover	8	
37	GHF332	£0.40	WASHER, locking	8	
38	201933	£214.20	AXLE SHAFT	2	
39	SP756	£13.30	BEARING, rear hub	2	
40	103811	£3.85	OIL SEAL	2	TR2 To TS5555
	109543	£3.72	OIL SEAL	2	TR2 From TS5556, TR3
41	200194	NCA	HOUSING, for bearing	2	
42	107960	£2.40	BOLT	8	
43	GHF302	£1.00	WASHER, plain	8	
44	GHF223	£0.53	NUT, nyloc	8	
45	109553	NCA	HUB, steel wheel	2	steel wheels
46	100869	£5.60	STUD, fitted to rear hub	8	
47	109586	£3.00	WHEEL NUT	8	
48	109550	NCA	HUB, LH, wire wheels	1	wire wheels
	109551	NCA	HUB, RH, wire wheels	1	
49	107950	NCA	PEG, drum to hub, short	6	
	109457	NCA	PEG, drum to hub, long	2	
50	107942	NCA	COLLAR, taper, notched	2	
51	108608	NCA	COLLAR, taper, internally splined	2	
52	112635	£8.70	NUT, slotted, hub to axle shaft	2	
53	WC600121	£2.50	WASHER, plain	2	
54	GHF502	£0.22	SPLIT PIN	2	
55	056934	£1.84	GREASE NIPPLE (CAP, part of 105515 axle casing).	2	not supplied separately.

**Girling Axle - TR3 from TS13046, TR3A-TR4 (& TR4A USA)**

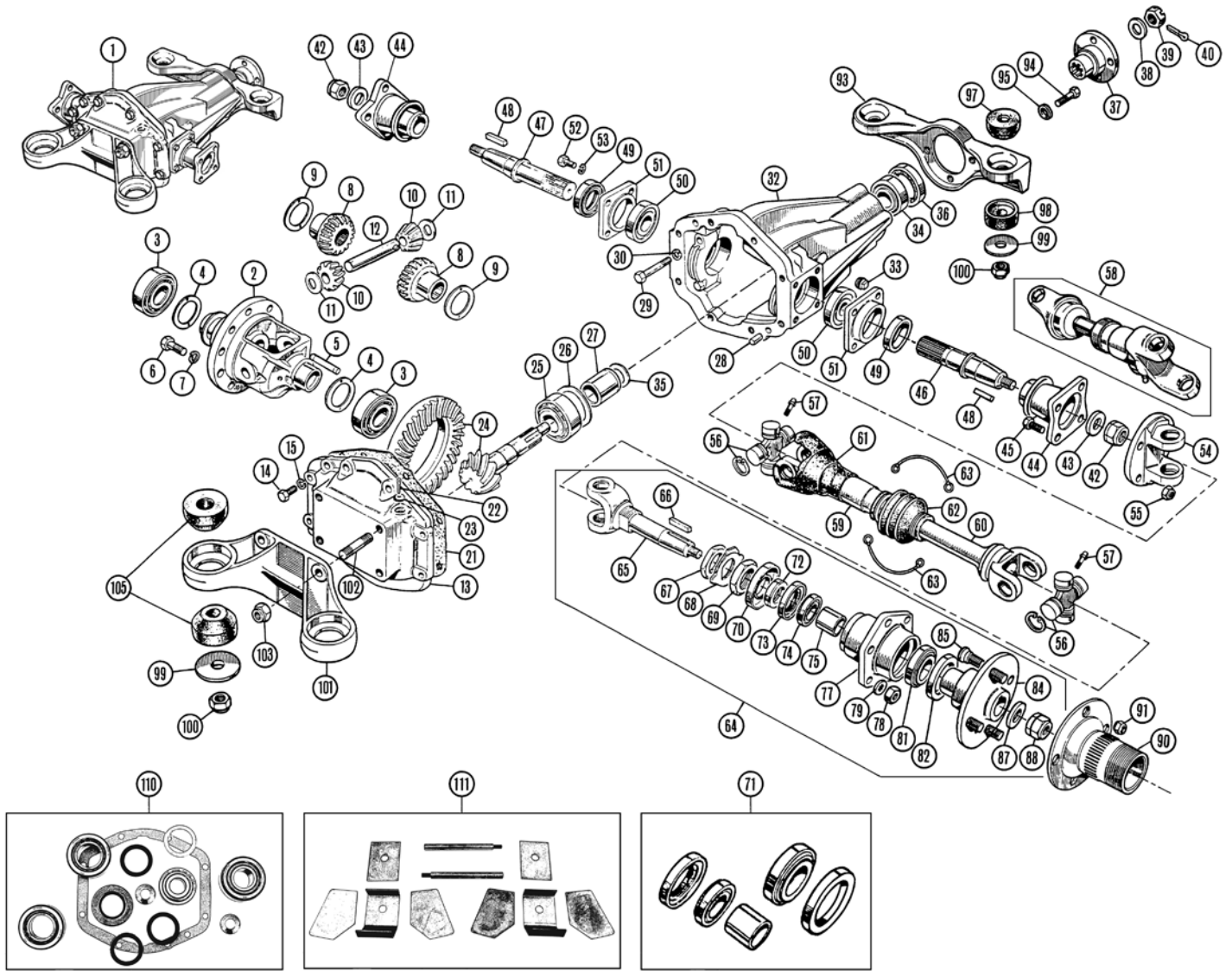
58	503833R	£449.50	AXLE ASSY, recon/exchange, (3.7:1)	1	TR3 From TS13046, TR3A
	503833RX	£606.00	AXLE ASSY, rebuilt new CW&P, (3.7:1)	1	
	505018R	£449.50	AXLE ASSY, recon/exchange, (4.1:1)	1	TR3A
	505018RX	£606.00	AXLE ASSY, rebuilt new CW&P, (4.1:1)	1	
	510922R	£449.50	AXLE ASSY, recon/exchange, (3.7:1)	1	TR4
	510922RX	£606.00	AXLE ASSY, rebuilt new CW&P, (3.7:1)	1	
	510923R	£449.50	AXLE ASSY, recon/exchange, (4.1:1)	1	
	510923RX	£606.00	AXLE ASSY, rebuilt new CW&P, (4.1:1)	1	
	514755R	£449.50	AXLE ASSY, recon/exchange, (4.1:1)	1	TR4A solid axle
	514755RX	£584.70	AXLE ASSY, rebuilt new CW&P, (4.1:1)	1	

Note: "R" suffix denotes rebuilding a 'customers own unit' and the existing crown wheel and pinion is to be re-used. If the unit is noisy or the CW&P is damaged, order "RX" suffix.

**Girling Axle Components**

59	503832K	£168.00	HARDWARE KIT, differential rebuild (Includes items: 10/68, 13/71, 15/73, 23/81, 26, 64, 65, 67, 80, 83, 85, 89, 91, 94 & 103. Items 10/68, 26, and 23/81 include various sizes).	1	
60	503832	NCA	AXLE CASING	1	
61	100878	NCA	BOLT, bearing cap	4	
62	GHF333	£0.30	WASHER, locking	4	
63	056894	NCA	BREATHER	1	
64	WF509	£0.47	WASHER, fibre	1	
65	114774	£3.10	PLUG, oil drain	1	
NI	GHK1144	£48.40	BEARING KIT, per side (Includes items: 66, 100, 103 & 113).	2	
66	GHS185	£6.91	OIL SEAL, axle housing	2	
67	110515	£74.90	BEARING, differential carrier	2	'Timken'
	110515Z	£24.00	BEARING, differential carrier	2	alternative
68	100894/3	£1.52	SHIM, bearing adjusting, (0-003")	a/r	pinion adjustment
	100896/10	£0.77	SHIM, bearing adjusting, (0-010")	a/r	
69	302155	NCA	CARRIER, differential	1	
70	153384	NCA	SUN WHEEL GEAR	2	side differential
71	102801	£3.76	THRUST WASHER	2	replace in pairs
72	153385	NCA	PLANET GEAR, pinion	2	
73	139951	£6.50	THRUST WASHER	a/r	(0.051-0.053")
	139952	£6.00	THRUST WASHER	a/r	(0.055-0.057")
	139953	£6.00	THRUST WASHER	a/r	(0.059-0.061")
	139954	£7.15	THRUST WASHER	a/r	(0.063-0.065")
	160375	£6.00	THRUST WASHER	a/r	(0.065-0.067")
	139955	£6.50	THRUST WASHER	a/r	(0.067-0.069")
	139956	£6.50	THRUST WASHER	a/r	(0.071-0.073")
74	100844	£15.90	SHAFT, pinion gear	1	
75	111215	NCA	PIN, shaft locating	1	
76	109566	NCA	THRUST BUTTON	1	
77	502127	£230.10	CROWN WHEEL & PINION	1	(3.7:1)
	505014	£287.00	CROWN WHEEL & PINION	1	(4.1:1)
78	110737	£1.20	BOLT, ring gear to carrier, 3/8"	10	see the note below
79	118977A	£0.41	WASHER, locking	10	item no. 11
80	100897A	£36.00	BEARING, rear pinion, (head)	1	
81	100965/3	£1.21	SHIM, (0.003")	a/r	bearing adjustment
	1009665	£0.83	SHIM, (0.005")	a/r	
	100967/10	£0.94	SHIM, (0.010")	a/r	
82	100846	£16.60	SPACER, between bearings	1	
83	100422	£54.60	BEARING, front pinion, tail	1	
84	140793	£3.76	SHIM, (0.003")	a/r	bearing adjustment
	140792	£3.76	SHIM, (0.005")	a/r	
	140791	£3.76	SHIM, (0.010")	a/r	
85	100898	£9.20	OIL SEAL, pinion	1	
86	107947	NCA	PINION FLANGE, square flange	1	alternatives
	138105	£67.50	PINION FLANGE, round flange	1	
87	112635	£8.70	NUT, slotted	1	
88	2A7323	£3.20	WASHER	1	
89	GHF501	£0.47	SPLIT PIN	1	
90	203660	£45.95	COVER, rear, standard	1	
91	101359	£1.50	GASKET, for cover	1	
92	114774	£3.10	PLUG, filler	1	
93	SH605051	£1.00	BOLT, cover to case	8	
94	GHF332	£0.40	WASHER, locking	8	
95	203200	£214.60	HALF SHAFT, taper on outer end	2	TR3 From TS130416, TR3A
	207613	£236.00	HALF SHAFT	2	TR4A
97	134591	£4.55	KEY	2	
98	112653	£2.05	BOLT, casing to bearing housing	12	
99	036567	£2.60	TAB WASHER	6	
100	GHB166	£84.40	BEARING, axle	2	
101	036583	£2.80	SHIM, (0.006")	a/r	
	038264	£2.66	SHIM, (0.008")	a/r	
	036582	£3.55	SHIM, (1/64")	a/r	
	036581	£5.30	SHIM, (1/32")	a/r	
102	058773	£147.90	HOUSING, bearing	2	
103	GHS162	£7.50	OIL SEAL, hub	2	
104	113175	£115.90	HUB, steel wheel	2	steel wheels
105	100869	£5.60	STUD, steel wheel	8	
106	109586	£3.00	WHEEL NUT, steel wheel	8	
107	113173	£123.40	HUB, wire wheel	2	wire wheels
108	110365	£7.80	STUD, wire wheel	8	
109	217602	£50.20	EXTENSION, RH hub	1	
	217603	£50.20	EXTENSION, LH hub	1	
110	110366	£1.70	NUT, extension to hub	8	
111	WC600121	£2.50	WASHER, axle nut	2	
112	058784	£7.25	NUT, axle	2	
113	GHF504	£0.22	SPLIT PIN	2	
NI	125361	£1.75	GREASE NIPPLE	2	

Note: The square pinion flange is NCA. Please use the round pinion flange. Flanges are interchangeable.



**Rear Axle (Differential) (IRS) - TR4A Models Only**

**Differential Units**

All the following differential assemblies are reconditioned/exchange units. Alternative ratios are available, please enquire.

III	Part Number	£	Description	Req.	Details
1	514752R	£449.50	DIFFERENTIAL, (3.7:1)	1	
	514752RX	£614.71	DIFFERENTIAL, (3.7:1)	1	new c/wheel & pinion
	514753R	£449.50	DIFFERENTIAL, (4.1:1)	1	
	514753RX	£614.71	DIFFERENTIAL, (4.1:1)	1	new c/wheel & pinion

**Limited Slip Differentials**

Limited slip differentials allow maximum drive to the wheels, giving more grip under hard acceleration and cornering. Power is distributed to both wheels, rather than wasting energy spinning the wheel under the least load. The Quaife differential is gear operated, so it has no plates to wear, and automatically transfers power to the wheel with the most grip.

The plate type is a traditional Salisbury type differential this has a set of clutch plates inside the housing that divert power to the wheel with the most grip. Both units replace items 1, 4, 8, 9, 10, 11 & 12.

TT2121	£906.00	LIMITED SLIP DIFF, plate type	1	Girling live axles
TT2221	£1,193.40	LIMITED SLIP DIFF, plate type	1	IRS differentials only
TT2220	£1,035.30	LIMITED SLIP DIFF, torque sensing	1	Girling live axles & IRS diffs.

**Differential Components & Drive Shafts**

2	302155	NCA	DIFFERENTIAL CARRIER	1	
3	110515	£74.90	BEARING, differential carrier	2	
	110515Z	£24.00	BEARING, differential carrier	2	alternative
4	100894/3	£1.52	SHIM, diff carrier bearing, (0.003")	a/r	

100895/5	£0.83	SHIM, diff carrier bearing, (0.005")	a/r		
100896/10	£0.77	SHIM, diff carrier bearing, (0.010")	a/r		
5	111215	NCA	PIN, cross shaft to carrier	1	
6	110737	£1.20	BOLT, crown wheel to carrier	10	
7	118977A	£0.41	WASHER, locking	10	
8	153384	NCA	GEAR, differential, planet wheel	2	16 teeth
9	102801	£3.76	WASHER, thrust, differential side gear	2	
10	153385	NCA	GEAR, differential, planet wheel	2	10 teeth
11	056793	NCA	THRUST WASHER, (0.0465-0.0495")	a/r	
	142165	NCA	THRUST WASHER, (0.049-0.051")	a/r	
	139951	£6.50	THRUST WASHER, (0.051-0.053")	a/r	
	142166	NCA	THRUST WASHER, (0.053-0.055")	a/r	
	139952	£6.00	THRUST WASHER, (0.055-0.057")	a/r	
	160373	£6.00	THRUST WASHER, (0.057-0.059")	a/r	
	139953	£6.00	THRUST WASHER, (0.059-0.061")	a/r	
	160374	£7.15	THRUST WASHER, (0.061-0.063")	a/r	
	139954	£7.15	THRUST WASHER, (0.063-0.065")	a/r	
	160375	£6.00	THRUST WASHER, (0.065-0.067")	a/r	
	139955	£6.50	THRUST WASHER, (0.067-0.069")	a/r	
	160376	£6.50	THRUST WASHER, (0.069-0.071")	a/r	
	139956	£6.50	THRUST WASHER, (0.071-0.073")	a/r	
(Shims must be fitted in pairs. You cannot, for example, fit a 139951 with 139955 and get an average shim of 0.059-0.060". The gears will be mis-aligned, so you have to use two of 139953 to achieve this).					
12	100844	£15.90	CROSS PIN, planet gears	1	
13	141360	NCA	COVER ASSEMBLY, rear	1	
14	GHF103	£0.60	BOLT, rear cover to case	8	
15	GHF332	£0.40	WASHER, locking	8	
16	149826	NCA	REAR COVER & MOUNTING, differential	1	
17	147783	£19.20	MOUNTING, differential, rear, rubber	2	only for TR6
	147783SPK	£75.20	MOUNTING SET, differential, rear, poly	1	replacement rear
18	BH605111	£0.77	BOLT, mounting to cover	4	differential cover
19	GHF301	£0.24	WASHER, plain	4	
20	GHF223	£0.53	NUT, nyloc	4	

21	134480	£1.25	GASKET, rear cover to case	1	
22	GHF504	£0.22	SPLIT PIN, differential breather	1	
23	51K3424	£0.60	CORE PLUG, breather hole	1	
24	502127	£230.10	CROWN WHEEL & PINION, (3.7:1)	1	standard
	516398	£230.10	CROWN WHEEL & PINION, (3.45:1)	1	
	505014	£287.00	CROWN WHEEL & PINION, (4.1:1)	1	
	502523	£372.30	CROWN WHEEL & PINION, (4.3:1)	1	
	503924	£372.30	CROWN WHEEL & PINION, (4.55:1)	1	
	515709	NCA	CROWN WHEEL & PINION, (4.875:1)	1	
	516398SHIM	£5.70	WASHER, adjusting, (0.040")	a/r	

The lowest practical ratio for a road car is 4.1:1 even with overdrive fitted.

3.45	109 mph
3.7	102 mph
4.1	92 mph
4.3	87 mph
4.55	83 mph
4.875	77 mph

At 5000 rpm (standard diameter tyre) the respective road speeds are approximately.

The shims used to correctly position and pre-load the crown wheel and pinion and bearings did not change from TR2 to TR6 (including Stag, Sprint & Innsbruck saloons). The IRS axles require a single spacer, in addition, between the c/w pinion (item 24) and the pinion head bearing (item 25). It is argued that this spacer could be replaced with an equivalent number of shims between the pinion and head bearing as both achieve the same net result.

Rebuilding of many hundreds of differentials has only ever revealed spacers 0.040" thick. No parts book listed this spacer, though a Triumph service release seems to indicate a range of thickness' (0.030" to 0.051") was available, part numbers 140643 to 140657. In the absence of full engineering drawings it can only be guessed that the internal machining of the differential casings between solid axle TR's and IRS versions is different. With the introduction of the 3.45 to 1 ratio in 1967 the pinion teeth would foul the casing in some circumstances due to the larger pinion diameter, but that doesn't explain the spacer's presence from 1965 in the TR4A differential which used 3.7 and 4.1:1 ratios. If the spacer is left in place and the contents of an IRS differential are fitted to a solid axle, the pinion face will usually foul the hub (or crown wheel carrier) as it rotates.

25	100897A	£36.00	BEARING, differential pinion, inner	1	
26	100965/3	£1.21	SHIM, (0.003")	a/r	} rear pinion bearing
	1009665	£0.83	SHIM, (0.005")	a/r	
	100967/10	£0.94	SHIM, (0.010")	a/r	
27	100846	£16.60	SPACER, solid, between pinion bearings 1		
28	DP514	£1.48	DOWEL, rear cover locating	2	
29	100878	NCA	BOLT, differential bearing cap	4	
30	GHF333	£0.30	WASHER, locking	4	
32	305815	NCA	HOUSING ASSEMBLY, differential	1	
33	114774	£3.10	PLUG, oil filler	1	
34	100422	£54.60	BEARING, differential pinion, outer	1	Timken original
	100422TIM	£32.50	BEARING, differential pinion, outer	1	Timken alternative
35	100562	£1.21	SHIM, (0.003")	a/r	} front pinion bearing
	100563	£1.21	SHIM, (0.005")	a/r	
	100564	£1.21	SHIM, (0.010")	a/r	
36	140337	£4.40	OIL SEAL, diff pinion	1	
	140337X	NCA	OIL SEAL, diff pinion, improved rubber	1	
37	160275	£113.26	FLANGE, differential pinion	1	
38	2A7323	£3.20	WASHER, plain, flange	1	
39	112635	£8.70	NUT, slotted	1	
40	GHF505	£0.47	SPLIT PIN	1	
42	138563	£12.20	NUT, nyloc, inner axle shaft	2	
43	2A7323	£3.20	WASHER, plain, inner axle shaft	2	
44	138726	NCA	FLANGE, driving	2	
45	107960	£2.40	BOLT, propshaft	8	
46	134441	NCA	HALF SHAFT, inner, RH	1	
47	134440	NCA	HALF SHAFT, inner, LH	1	
48	136842	£3.76	KEY, inner axle shaft	2	
49	138523	£3.65	OIL SEAL, inner axle shaft	2	
50	134465	£9.60	BEARING, inner axle shaft	2	
51	128638	£21.90	BEARING HOUSING, axle shaft	8	
52	GHF120	£0.30	SCREW, bearing housing	8	
53	GHF332	£0.40	WASHER, locking	2	
54	211137	£39.90	FLANGE, yoke	8	
55	GHF223	£0.53	NUT, nyloc	4	
56	GUJ116	£12.90	UNIVERSAL JOINT, greaseable	2	
	GUJ116UR	£38.20	UNIVERSAL JOINT, greaseable, heavy duty	2	
	GUJ102	£16.80	UNIVERSAL JOINT, non-greaseable	2	
	GUJ102Z	NCA	UNIVERSAL JOINT, non-greaseable	2	aftermarket
57	7H3858	£2.10	GREASE NIPPLE	4	
58	TKC853	£137.40	OUTER AXLE SHAFT, standard	2	original

Note: TKC853 outer axle shaft assembly only consists of items 59 & 60.

TKC853UR	£268.30	OUTER AXLE SHAFT, uprated*	2	with flange & UJ
TKC853XR	£910.70	OUTER AXLE SHAFT, CV joint type	2	includes hub assembly

\*Note: These are Brand New uprated/performance drive shafts that can handle up to 250bhp!

59	140749	NCA	SLIP JOINT ASSEMBLY	2	
60	142437	NCA	SLIDING SHAFT	2	
61	213844	£9.00	GAITER, protecting inner joint, rubber	2	

62	140753	£3.90	GAITER, driveshaft, rubber	2	
63	EAW4321	£0.36	WIRE TIE	2	
64	402347	£251.40	HUB UNIT, rear, outer, new	2	
	402347R	NCA	HUB UNIT, rear, outer, recon/exchange	2	(These outer hub units include items 65 to 84).
65	UKC643	£107.10	AXLE SHAFT, outer	2	
66	134591	£4.55	KEY, axle shaft to flange	2	
67	134585	£8.20	NUT, locking	2	
	134585Q1	£6.90	NUT, locking, (0.005")	2	
68	139057	£2.86	LOCKTAB, rear hub	2	
69	138861	£8.40	NUT, adjusting	2	
	138861Q2	£7.60	NUT, adjusting, (0.005")	2	
	138861Q1	£7.50	NUT, adjusting, (0.010")	2	
70	137497	£5.20	STONE GUARD	2	
71	GHK1015	£26.00	HUB BEARING KIT, rear	2	(Kit contains items marked†).
72	ULC2188	£19.80	SPACER, adjusting	2	
73	GHS131	£4.10	OIL SEAL, inner†	2	
74	GHB101	£13.50	BEARING, rear hub, inner†	2	
75	138272	£2.30	SPACER, inner†	2	
77	137496	£144.50	HOUSING, rear hub	12	
78	GHF222	£0.55	NUT, nyloc	12	
79	GHF301	£0.24	WASHER, plain	2	
81	GHB265	£21.70	BEARING, rear hub, outer†	2	
82	GHS133	£5.50	OIL SEAL, outer†	2	
84	210979	£100.80	DRIVE FLANGE, steel wheels	8	
	212403	£95.80	DRIVE FLANGE, wire wheels	8	
85	132317	£2.40	STUD, steel wheels	2	
	142799	£3.85	STUD, wire wheels	2	
87	WM63	£1.70	WASHER, outer axle shaft	2	
88	138563	£12.20	NUT, nyloc, outer axle shaft	1	
90	217602	£50.20	HUB ADAPTOR, wire wheel, RH	1	
	217603	£50.20	HUB ADAPTOR, wire wheel, LH	1	
91	110366	£1.70	NUT, extension to hub	8	
93	211793Z	£149.10	PLATE, differential mount, front	1	
94	132856	£6.60	BOLT, plate to differential housing	4	
95	GHF324	£0.22	WASHER, locking	4	
97	134235	£2.66	BUSH, diff mounting, cone, front upper	2	
	134235SP	£18.05	BUSH SET, diff mounting, cone, front upper	1	pair, polyurethane
98	134236	£1.96	BUSH, diff mounting, cup, front lower	2	
	134236SP	£15.30	BUSH SET, diff mounting, cup, front lower	1	pair, polyurethane
99	134234	£2.80	WASHER, axle mounting	4	
100	GHF223	£0.53	NUT, nyloc	4	
101	212047	NCA	BRACKET, rear differential mount	1	
102	143712	£1.50	STUD, bracket to differential housing	4	
103	GHF223	£0.53	NUT, rear differential mount	4	
105	134235	£2.66	BUSH, diff mounting, cone, front upper	4	
	134235SP	£18.05	BUSH SET, diff mounting, cone, front upper	2	pair, polyurethane

Rear Axle Repair Kit

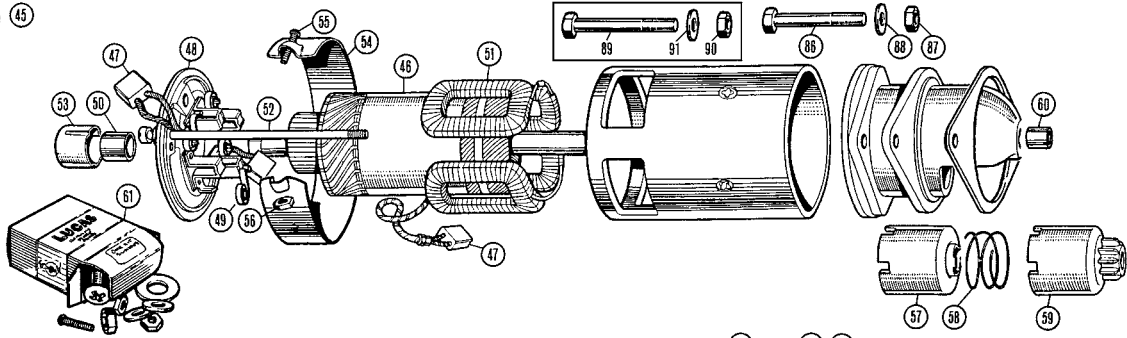
110	312061K	£141.00	REBUILD KIT, differential	1	
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Rear Axle Mounting Kits

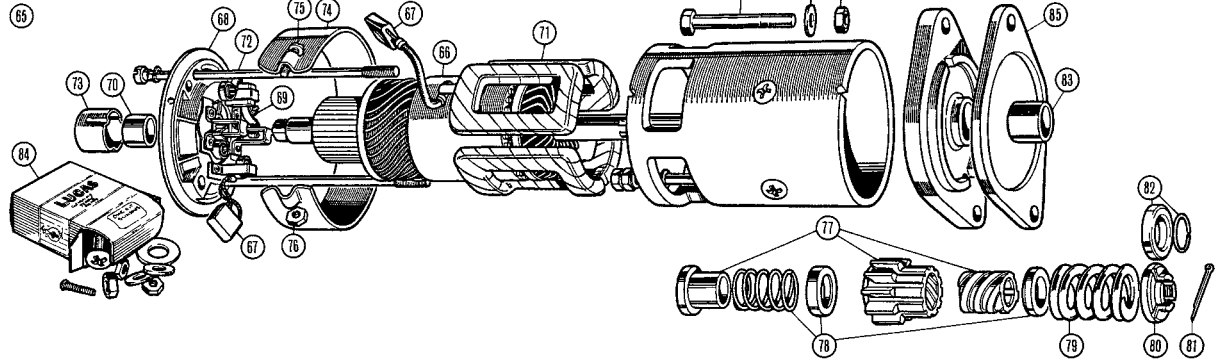
111	140009K	£64.30	REINFORCEMENT KIT, diff mounting, front	2	(Includes reinforcements & mounting pin).
	147400RK	£42.30	REINFORCEMENT KIT, diff mounting, rear	2	(Includes reinforcements & mounting pin).



**Bomb Type** 45



**Long Type** 65



**Starter Motor**

Two very different design starters were used on the 4 cylinder TR engine.

**Type A** The shrouded bendix or 'bomb type' (so named because of its shape) was used onto the flywheel. £23,350,000.91

**Type B** The exposed bendix or 'long type' (so named because of long exposed bendix with a 90 tooth ring gear bolted to the flywheel). £35,000,144.00

If you get the wrong motor engaging with the wrong ring gear, it works for a short while and then shreds the teeth on the bendix or the ring gear, or more commonly, both. If you have a bomb type starter motor running with a bolted-on ring gear, buy a GXE4412R motor exchange against your old unit. If you have a long bendix motor with a shrunk-on ring gear, find an old unit flywheel with bolted-on ring gear, or somewhat more difficult, find a 'bomb type' starter motor.

Remember that the 'long bendix' starter motor may not fit into your TR2-3A gearbox bell housing. If this problem is encountered, cut away the bell housing with a rotary file to clear the end of the bendix shaft.

The 'bomb type' starter motor (201906R) is only available as 'customers own unit rebuilt'. This is a service we have offered for some years and is dependant on the 'repairability' of the old unit which you, the customer, send us. In recent years, the condition of old motors sent to us for repair has taken a serious dive. Broken casings, 'have-a-go' welded armature repairs, and so on, will invariably mean the need to find another unit for repair.

Our advice to you is do not mess with your broken old unit as it could mean exceptional expense if you do further damage. Eventually old units that can be used as donors for damaged or missing parts will run dry - then the really high prices will start or your engine will not self start.

**'Bomb' Type 'A' Starter (9 tooth)**

ill	Part Number	Description	Req.	Details
45	201906R	£365.20 STARTER MOTOR, recon/exchange	1	TR2-3, TR3A To TS50000
46	501779	NCA ARMATURE	1	
47	GSB103	£5.40 BRUSH SET, (pair)	2	
48	7H5498	NCA END PLATE, commutator	1	(inc. 1 pair of brushes)
49	27H2291	NCA SPRING, brush tension	3	
50	242958A	£3.80 BUSH, commutator end plate	1	
51	7H5013	£74.10 FIELD COIL ASSEMBLY	1	
52	7H5339	NCA BOLT, assembly retaining	2	
53	059754	NCA END CAP, commutator end plate	1	
54	7H5000	NCA COVER BAND	1	
55	PT507	£0.84 SCREW, cover band clamping	1	
56	HN2005	£0.16 NUT, cover band clamping	1	
57	501217	£55.90 COUPLING, sleeve & rubber drive	1	
58	058491	NCA SPRING	1	
59	501030	NCA BENDIX GEAR	1	
60	059762	£13.50 BUSH, drive end	1	
61	070391	SUNDRY PARTS KIT	1	nuts, washers, etc.

**'Long' Type 'B' Starter**

65	GXE4412R	£194.90 STARTER MOTOR, recon/exchange	1	TR3A From TS50001, TR4-4A
66	057580	ARMATURE*	1	M418G motor
67	GSB103	£5.40 BRUSH SET, original	2	} 2M100 motor
67	GSB108	£10.20 BRUSH SET, replacement	2	
68	7H5498	NCA END PLATE, commutator end	1	M418
69	27H2291	NCA SPRING, brush tension	4	
70	242958A	£3.80 BUSH, commutator	1	
71	7H5013	£74.10 FIELD COILS	1	
72	7H5339	NCA BOLT, assembly retaining	2	
73	059754	NCA END CAP, commutator end plate	1	
74	7H5000	NCA COVER BAND	1	
75	PT507	£0.84 SCREW, cover band clamping	1	
76	HN2005	£0.16 NUT, cover band clamping	1	
77	503529	NCA PINION ASSEMBLY	1	
78	070062	NCA SPRING KIT	1	
79	7H5007	£10.96 MAIN SPRING	1	
80	503527	£21.90 NUT, bendix spring retaining	a/r	alternative
81	PC10	£0.28 SPLIT PIN, locking nut	a/r	
82	LUTLB192	£11.60 SPRING RING & CUP	a/r	alternative

\*Note: Use LUTLB192 with armature 057580.

83	244714A	£3.60 BUSH, drive end	1	
84	070391	SUNDRY PARTS KIT	1	nuts, screws, washers, etc
85	102014	£6.60 SHIM, starter motor adjustment	a/r	

**Starter Mounting Details**

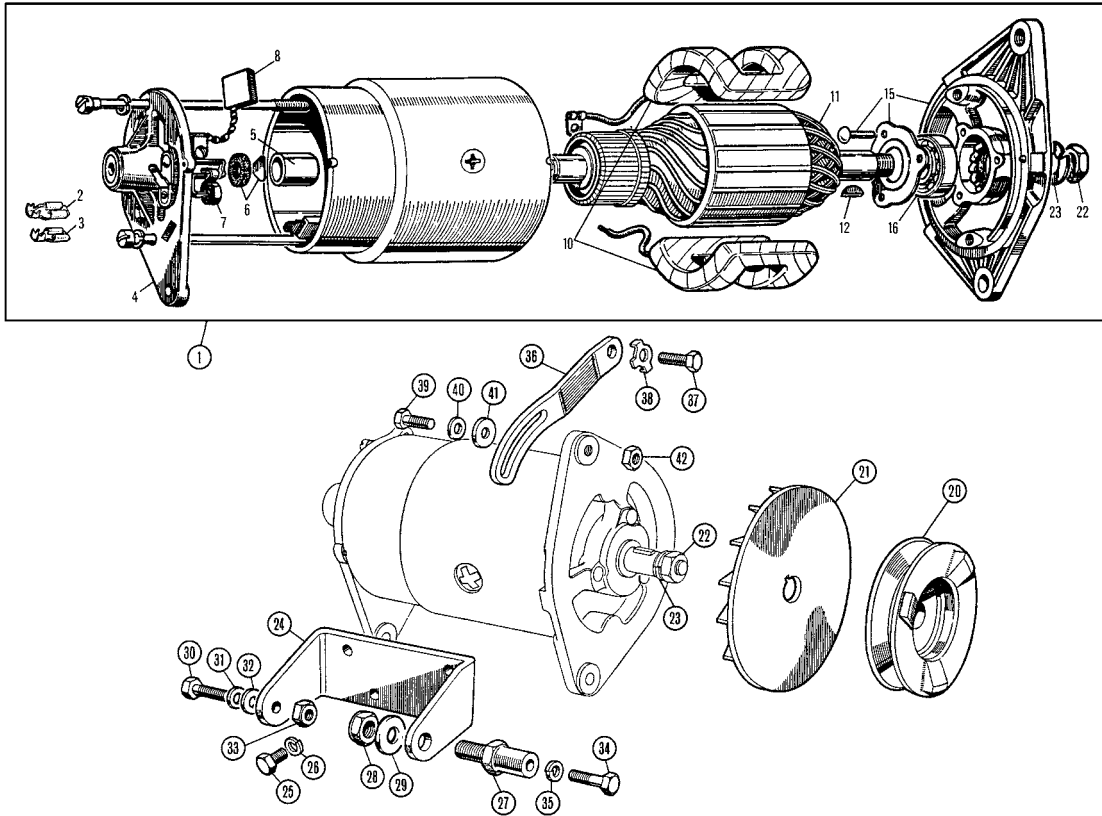
86	BH606161	£0.60 BOLT	2	} for gearboxes with a 11mm thick flange
87	GHF202	£0.22 WASHER, plain	2	
88	GHF333	£0.30 WASHER, spring	2	
89	BH606191	£1.50 BOLT	2	} for gearboxes with a 14mm thickness flange
90	GHF202	£0.22 WASHER, plain	2	
91	GHF333	£0.30 WASHER, spring	2	

**Pre-Engaged (Geared) 'High Torque' Starter Motors**

These brand new (non-exchange) powerful starter motors are High Torque, meaning they will not suffer the same fate as the original 'Inertia' type, especially on high compression engines and, they are a direct replacement. No more costly motor rebuilds or excessive battery drain.

NI	201906X	£222.80 STARTER MOTOR, replacement	1	} TR2-TR3A (to TS50000)+
NI	201906XSP	£222.80 STARTER MOTOR, replacement**	1	
		(+ Shrink on flywheel)		
NI	GEU4412X	£222.80 STARTER MOTOR, replacement	1	TR3A (from TS50001)++
		(++ Bolt on flywheel).		

\*\*Note: This high performance starter motor is aimed specifically at TR2-3's fitted with the 'shrink-on' type ring gear/and or fitted with high compression engines (9.5:1 - 12.5:1). To fit this starter motor (201906XSP), you will need to fit a new ring gear (201350). No other modification is required.



**Dynamo**

Note: See page 84 for our alternator conversion kits.

**Original fitment dynamos are identified as follows:**

ill	Part Number	Description	Req.	Details
	200657	NCA STAMPED WITH LUCAS 22258D (Post & nut terminals with cover band over brush gear).		TR2, TR3 To TS9842
	203252	NCA STAMPED WITH LUCAS 22258E/F (As above but with solid case).		TR3 From TS9843 TR3A To TS60000
	205939	NCA STAMPED WITH LUCAS 22700/22704 (As above but with Lucar terminal).		TR3A From TS60001, TR4
	211941	NCA STAMPED WITH LUCAS 22715 (As above).		TR4A

**That is the history, now for the reality....**

1	GXE3101Z	NCA DYNAMO, exchange	1	rebuild unit, Lucar terminals (To fit this to a car originally fitted with ring terminals you will require one of each of the Lucar connectors listed below (items 2 & 3).
	GEU3101	£70.80 DYNAMO, new	1	
2	RTC220A	£0.53 LUCAR CONNECTOR, (1/4")	1	
3	47H5419	£0.82 LUCAR CONNECTOR, (3/8")	1	

Note: On installing a replacement dynamo, it must be polarised. See our technical tip on this page.

4		BRACKET, commutator end	1	22258 only
	47H5395	NCA BRACKET, commutator end	1	all others
5		BUSH, in end bracket		
6	032307	£1.50 'OILER PAD', felt pad	1	
7	RTC466A	NCA SPRING, for bushes	2	
8	GGB105	£2.26 BRUSH SET	1	22258 only
	GGB102	£2.40 BRUSH SET	1	all others
10		FIELD COIL SET	1	22258 only
11	509311A	£51.40 ARMATURE	1	
12	WKN404	£1.04 WOODRUFF KEY, for pulley	1	
15		BRACKET, drive end	1	22258 only
	27H7647	NCA BRACKET, drive end	1	all others
16	529221A	NCA BEARING	1	
20	102266	£33.80 PULLEY, standard	1	uses original (wide) fan belt
	12G1054	£18.80 PULLEY, lightweight alloy*	1	uses narrow fan belt GCB10975

\*Note: See page 84 for full details of narrow belt conversion.

21	1B2178	NCA FAN	1
22	NT607041	£1.00 NUT	1
23	GHF334	£0.73 WASHER, locking	1

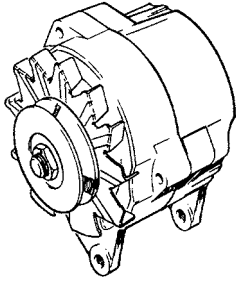
**Dynamo Mounting Details**

24	058912	£17.35 BRACKET, mounting	1
25	SH505061	£0.64 SCREW, bracket	3
26	GHF332	£0.40 WASHER, locking	3
27	059015	£11.70 PEDESTAL	1
28	GHF275	£0.89 NUT, nyloc	1
29	GHF304	£0.34 WASHER, plain	1
30	BH605101	£0.95 BOLT, dynamo to bracket	1
31	GHF301	£0.24 WASHER, plain	a/r
32	PWZ305	£0.64 WASHER, plain	a/r
33	GHF272	£0.66 NUT, nyloc	1
34	51K1774	£3.00 BOLT, dynamo to pedestal	1
35	GHF332	£0.40 WASHER, locking	1
36	058914	£13.90 ADJUSTING LINK	1
	058914	£13.90 ADJUSTING LINK, stainless steel	1
37	GHF163	£0.55 SCREW, link to w/pump housing	1
38	106706	£8.00 LOCK TAB	1
39	SH505091	£1.26 SCREW, link to dynamo	1
40	WP19	£0.98 WASHER, plain	1
41	WP17	£0.30 WASHER, plain	1
42	JN2158	£0.47 NUT, locking link to dynamo	1

**Dynamo Polarisation**

Any replacement dynamo must be polarised to suit the vehicle's electrical system, and therefore the following procedures must be adopted.

1. Fit the dynamo to the vehicle, but do not at this stage connect any leads to the terminals.
2. Determine which terminal of the battery is 'live' (i.e. not earthed to the vehicle), and directly to the battery, it may instead be connected to the 'battery side' terminal of the starter solenoid.
3. Taking the free end of the wire, hold it against the field terminal (the small one) of the dynamo for three to five seconds, after which the dynamo is correctly polarised.
4. Remove the temporary connector wire and then restore the original leads to the terminals of the dynamo.



## Alternator Conversion (TR2-4A)

There is no simple kit that can be offered to convert the cars still struggling on with a dynamo to an alternator system. Over the years many TR2-4A's have acquired narrow belt conversions, while there will be many who are determined to retain the wide belt, even though its many negative points are well known. The conversion components are also listed individually for replacement spares servicing in the future, and to assist those who may wish to source some of their own components and obtain a bespoke system.

Part Number	Description	Req.	Details
NI TTK3020	FITTING KIT, alternator, all models	1	

### Kit includes the following items:

NI 147472	£5.40	SPACER	1
NI 142134	£21.00	LINK, adjustment	1
NI BH605221	£1.00	BOLT, through spacer	1
NI GHF301	£0.24	WASHER, plain	4
NI GHF272	£0.66	NUT, nyloc	1
NI GHF163	£0.55	SCREW, link to water pump housing	1
NI GHF332	£0.40	WASHER, locking	2
NI 51K1774	£3.00	BOLT, alternator to pedestal	1
NI GHF103	£0.60	SCREW, belt adjustment	1
NI GHF201	£0.14	NUT, on screw	1
NI 059015Q1	£12.90	PEDESTAL, all models	1
NI GHF304	£0.34	WASHER, plain to pedestal	1

## Additional Parts

You will also need to purchase an alternator, fan and the loom to suit your car. The alternator pulley is included in the narrow belt conversion kit.

NI GEU2206M	£101.60	ALTERNATOR, 18 acr, 45 amp	1
NI C37222A	£23.80	FAN, alternator	1
NI TTK3020LA	£35.80	LOOM	a/r TR2-4 (To CT14913)
NI TTK3020LB	£35.80	LOOM	a/r TR4 (From CT14913 & TR4A)

## Associated Parts

The parts listed below may be required if your bracket is in need of replacement.

NI 058912	£17.35	BRACKET, to block	1
NI SH505061	£0.64	SCREW, bracket to block	3
NI GHF332	£0.40	WASHER, locking, under screw	3

## Narrow Belt Conversion

There will be many who will wish to seize the opportunity to fit a 'narrow belt' conversion at this time, and ensure the life of that precious crankshaft with the harmonic damper included in this kit.

Every modern car is fitted with a damper, so this must be key to engine harmonic stress elimination within older engines. This kit includes harmonic damper (crank), spacer, bolt, washer, (alternator) pulley (water pump) pulley (alloy) & fan belt.

NI TT1132	£174.00	NARROW BELT CONVERSION	1	damped pulley
(The damped pulley conversion (TT1132) requires the use of an electric fan and removal of the fan & fan hub extension - which is obviously the best way to go. For those who are determined to retain the original (rather agricultural) fan arrangement, we can supply the correct crankshaft pulley (107252A) which does allow this if used in conjunction with the water pump pulley (105537A) and the alternator pulley required for your application).				
NI 107252A	£65.50	CRANKSHAFT PULLEY, alloy	1	
NI 105537A	£59.10	WATER PUMP PULLEY, alloy	1	

Lastly (unless you are retaining your old wide belt pulley), you now need to choose the pulley to enable

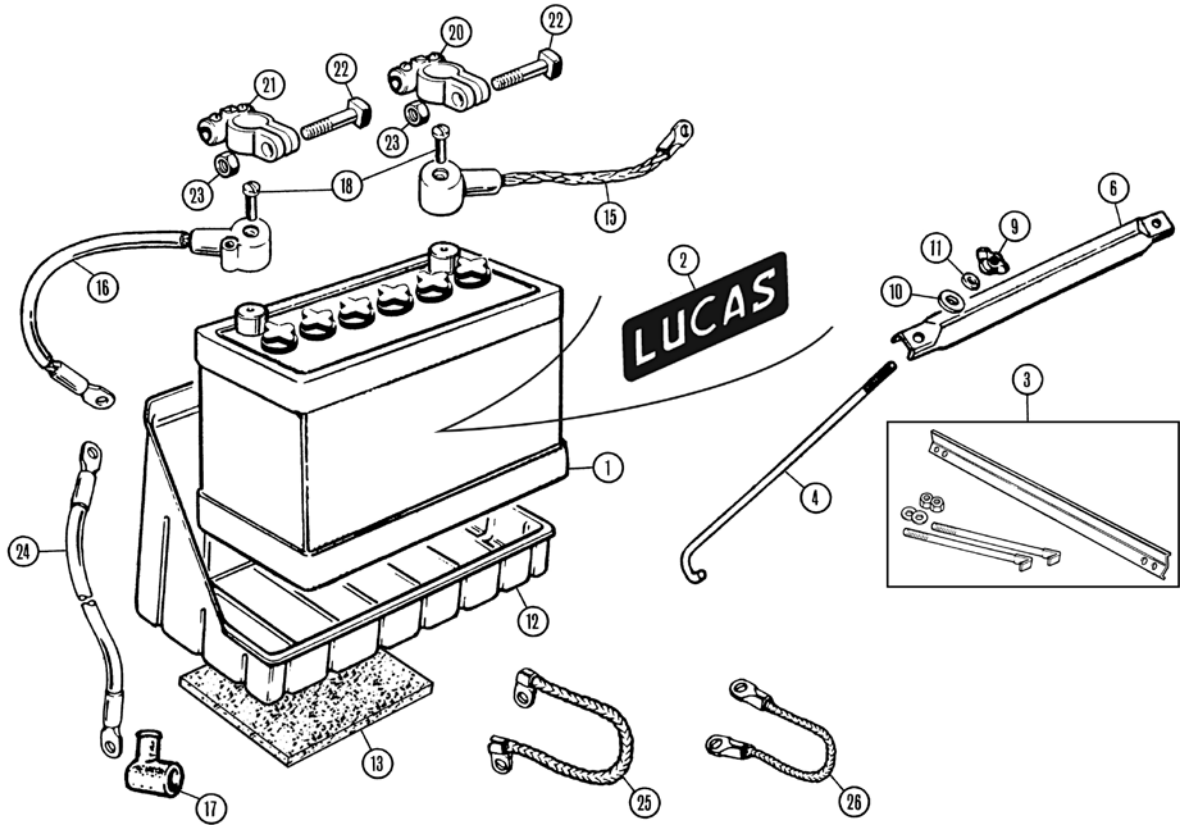
a perfect match of alternator performance to your TR's use. Only one of the 4 listed is essential, though you might wish to select more, for instance if the car is used for occasional competition use. All these are for narrow belts. If you are retaining the wide belt, ignore this list. As the wide belt stretches, it may be necessary to re-install the 'old' adjustment link to obtain sufficient adjustment.

NI AEU1238	£13.20	PULLEY, (2.5" diameter)	
(For normal road work. Use with fan belt GCB10965).			
NI 12G1054	£18.80	PULLEY. (2.75" diameter)	
(For fast road work. Use with fan belt GCB10975).			
NI CAEA535	£61.20	PULLEY, (4.5" alloy)	
(For competition use only. Use with fan belt GCB11000).			
NI 102266A	NCA	PULLEY, (4.5" alloy)	
(Reverse flow. Competition use only without fan. Use with fan belt GCB11000).			

Note: If TT1132 is to be fitted, this kit includes the correct pulley and fan belt, and this arrangement works well for just about any type of use.

Fitting instructions are included covering all vehicles currently fitted with an original starter motor & solenoid. Pre-engaged & Geared starters may require a different arrangement as the solenoid may have been removed. All TR's fitted with an alternator **MUST** be converted to negative earth.

The coil leads will also need swapping over. This may affect some car radios.



**Battery & Fittings**

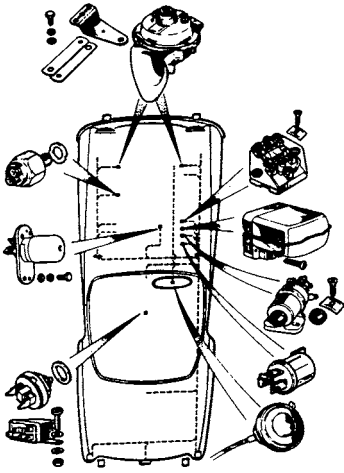
ill	Part Number	Description	Req.	Details	
1	GBY241D	£177.60 BATTERY, 12 volt, 68 A/hr, dry	1	positive earth	
	GBY241X	£177.60 BATTERY, 12 volt, 68 A/hr, wet	1		
	GBY242D	£177.60 BATTERY, 12 volt, 65 A/hr, dry	1		
	GBY242X	£177.60 BATTERY, 12 volt, 65 A/hr, wet	1		
		(Classic batteries measure 12" long, 8" high & 6 3/4" wide (use with 8 1/4" long 'J' bolts, part no. 610798).			
2	CRST191	£3.70 DECAL, Lucas	1		
3	601898K	£15.80 CLAMP KIT, battery, 8 1/4" J bolts	1	(Use with our GBY241 & GBY242 type batteries above).	
	601898K2	£15.00 CLAMP KIT, battery, 7" J bolts	1		
	601898K3	£10.00 CLAMP KIT, battery, 5 3/4" J bolts	1		
4	601552	£3.50 J BOLT, battery clamp, 4" long	2		
	613051	£2.26 J BOLT, battery clamp, 5 3/4" long	2		
	618434	£4.50 J BOLT, battery clamp, 7" long	2		
	610798	£4.60 J BOLT, battery clamp, 8 1/4" long	2		
6	601898	£6.70 CLAMP, battery, 13" hole centres	1		
	157740	£8.70 CLAMP, battery, 12 1/4" hole centres	1		
	157910	£11.35 CLAMP, battery, 12" hole centres	1		
9	132068	£0.98 NUT, wing	2		
10	WM57	£0.24 WASHER, plain	2		
11	GHF331	£0.38 WASHER, locking	2		
12	AM7300	£41.40 TRAY, battery box liner, plastic	1	TR2-3A	
	AM7301	£41.40 TRAY, battery box liner, plastic	1	TR4-4A	
13	602945	£2.50 PAD, battery shelf, rubber	a/r	use 2 stacks of 2	
15	131113	£14.80 CABLE, battery earth	1	positive earth	
	142590	£16.60 CABLE, battery earth	1	negative earth	
16	131115	£13.70 CABLE, battery to solenoid	1	positive earth	
	142591	£13.00 CABLE, battery to solenoid	1	negative earth	
17	8G548	£1.50 CAP, cable end, rubber	3		
18	2K8645	£0.26 SCREW, cap terminals	a/r		
20	GHF2750	£5.00 CLAMP, battery terminal, negative	a/r		
21	GHF2755	£5.00 CLAMP, battery terminal, positive	a/r		
22	518903	£3.05 BOLT, terminal clamp	a/r		
23	GHF208	£0.30 NUT, plain	a/r		
24	131114	£11.50 CABLE, solenoid to starter	1		
25	131116	£8.20 CABLE, engine earth, braided	1		
26	130581	£2.20 CABLE, steering coupling earth, braided	2	TR4-4A	
	134301	£2.40 CABLE, steering rack earth, braided	1		

**Beware the Engine Earthing Strap**

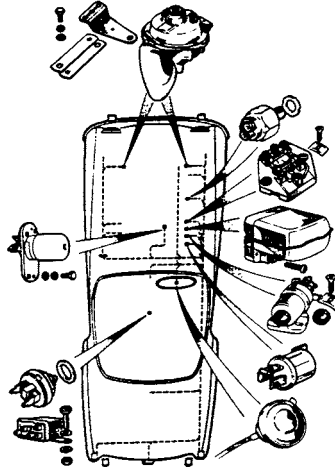
To enable any flow of electricity to occur, a complete loop must be maintained from one connection of the battery to the other. To enable a greater flow of electricity, a more substantial link is required between connections. Starting the engine (especially in cold conditions), requires a massive surge of battery power - up to 200 amperes of current, which flows from the battery terminal to the starter motor - and then to the other terminal any way it can.

To make this flow easier, an electrical 'motorway' is provided in the form of the engine earth strap, allowing current to flow from the engine to the body shell and back to the battery with ease. A frayed, damaged or badly corroded earth connecting strap causes the electrical equivalent of a traffic jam, then the current just looks for some other way of returning to battery. The choke cable seems especially popular, its wire wound casing turning rapidly to a heater element, providing extra assistance in cold weather! If normal heating is insufficient, now is a good time to check the engine earth strap.

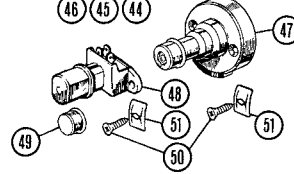
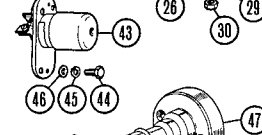
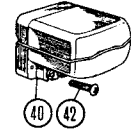
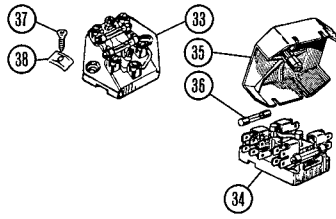
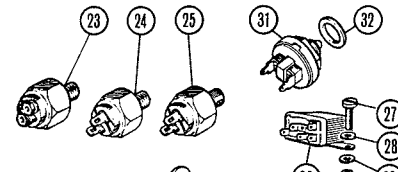
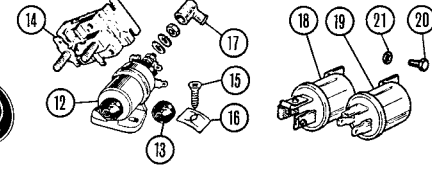
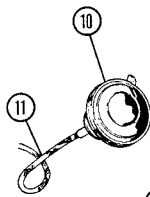
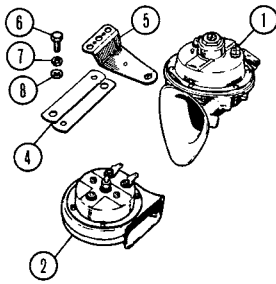
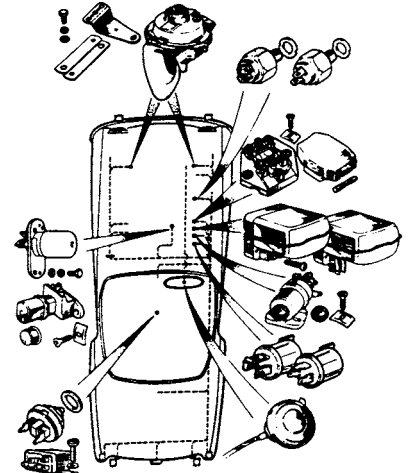
TR2-3 To TS13045



TR3 From TS13046 to TS18912



TR3 From TS18913, TR3A



RH Drive Only Illustrated

**Horns, Relays & Miscellaneous Switches TR2-3A**

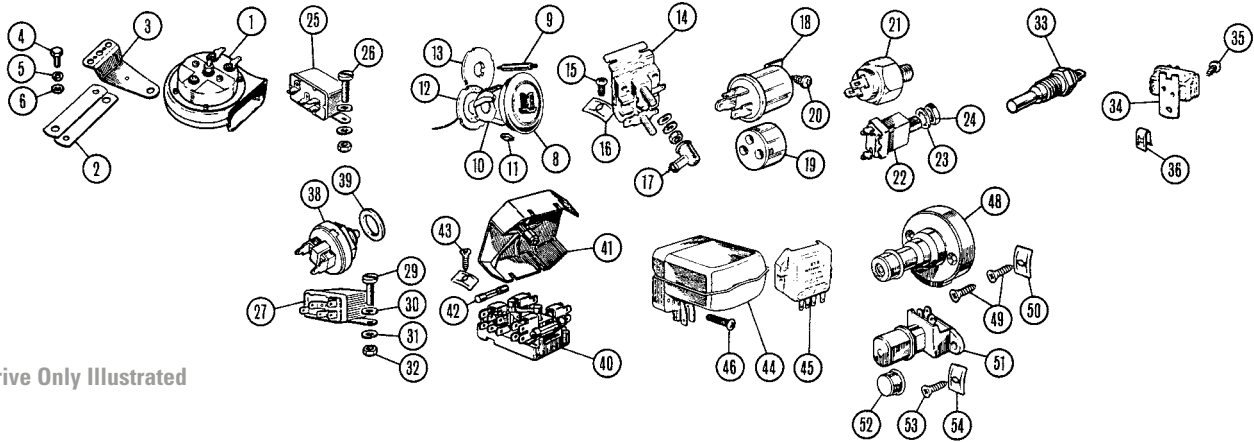
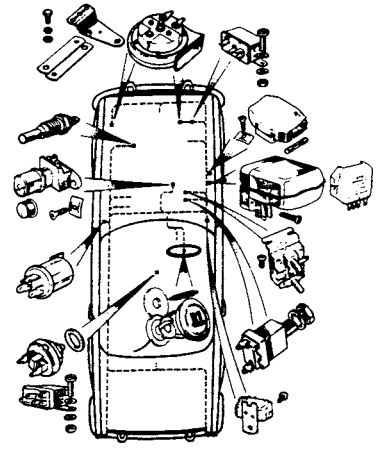
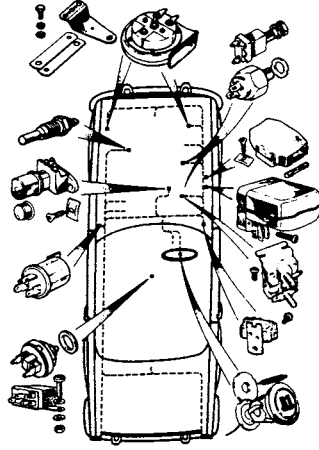
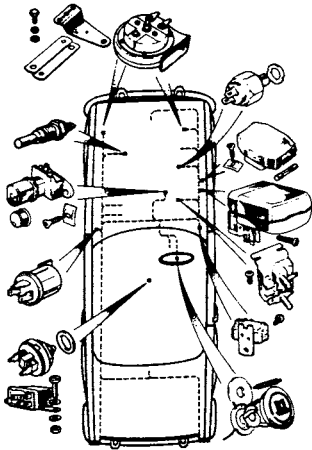
Ill	Part Number	Description	Req.	Details
1	1B9007	HORN, low note, RH side	1	marked 'L'
	1B9008	HORN, high note, LH side	1	marked 'H'
(These horns do not include the domed covers as fitted originally. The original domed cover can be glued on to these horns, but remember to install the wires first).				
2	GGE165	HORN, low note	1	marked 'L'
	GGE164	HORN, high note	1	marked 'H'
	GGE164K	HORN KIT, replacement	1	high/low
(Including 2 horns, brackets & fixings).				
4	GGE109	NCA BRACKETS, horn, (pair)	2	alternatives
5	GGE113	NCA BRACKET, horn	2	
(These horns are plastic replacements for the original metal Lucas horns and require mounting brackets (items 4 or 5).				
6	GHF101	SCREW, horn	4	
7	GHF331	WASHER, locking	4	both type horns
8	WM93	WASHER, plain	4	
10	201872	£146.00 HORN PUSH, (control head)	a/r	fixed steering wheel
	201872ADJ	£177.00 CONTROL HEAD, (control head)	a/r	adjustable steering wheel
(The horn push control head assemblies do not include stator tube).				
11	502355	£41.30 HARNESS, in column	1	
12	BCA4501	£31.80 SOLENOID, round type	1	
13	AJD8205Z	£0.53 NUT, (cable)	1	
NI	27H5576	£3.20 RUBBER CAP, push button	1	
14	BMK1727	£9.30 SOLENOID, square type	1	
15	AB610063	£0.78 SCREW, solenoid	2	
16	FC2805	£2.70 CLIP NUT, solenoid	2	
17	8G548	£1.50 CAP, rubber terminal	3	solenoid & starter
18	GFU2101	£7.50 FLASHER UNIT, screwed	1	
19	GFU2101	£7.50 FLASHER UNIT, Lucar	1	
20	HU706P	£1.06 SCREW, flasher unit	1	
21	WM57	£0.24 WASHER, plain	1	
23	13H2303	£7.00 SWITCH, brake lamp	1	TR2-3 with Lockheed brakes
		(Screw type connections).		
24	C16062A	£4.85 SWITCH, brake lamp	1	(Lucar type connections). (Switches 13H2303 & C16062A are BSP threaded).

25	21B291	£7.20 SWITCH, brake lamp	1	TR3-3A, TR4 (Lucar type connections). (Switch 21B291 is 3/8"x24 UNF threaded. No screwed terminal type is currently available).
26	142169A	£25.80 RELAY, overdrive, Lucar	1	with Girling brakes
27	PT505	£0.73 SET SCREW, relay attachment	2	
28	PWZ203	£0.19 WASHER, plain	2	
29	WL700101	£0.25 WASHER, locking	2	
30	HN2005	£0.16 NUT, plain	2	if overdrive fitted
31	BAU1074A	NCA SWITCH, overdrive isolator	1/2	aftermarket if overdrive fitted
	BAU1074Z	£9.20 SWITCH, overdrive isolator	1/2	
32	1B3664	£0.50 WASHER, switch adjusting/sealing	a/r	
33	1G2613	£21.20 FUSE BOX, screw type	1	TR2-3, TR3A To TS60000
34	606253A	£12.60 FUSE BOX, Lucar type	1	TR3A
35	505158A	£4.70 LID, for fuse box	1	From TS60001
36	GFS35X	£0.60 FUSE, 35 amp	2/4	17 amp continuous
	GFS50X	£0.47 FUSE, 50 amp	2	25 amp continuous
(TR2-3A were fitted with one 35 amp and one 50 amp fuse. The fuse box has the facility to carry two spare fuses, which is why the double quantities are shown, two fitted plus two spare).				
37	AB610063	£0.78 SCREW, fuse box	2	
38	FC2805	£2.70 CLIP NUT, fuse box	2	
40	3H1835	£26.10 CONTROL BOX, dynamo	1	TR2-3, TR3A To TS60000
41	GEU6603	£26.10 CONTROL BOX, dynamo	1	TR3A From TS60001
		(Lucar type connections).		
42	YJ2552	NCA SCREW, control box	2	
43	11G2007	£33.90 DIP SWITCH, headlamp	1	TR2-3, TR3A To TS60000
		(Screw type connections).		
44	TR6504	£0.83 SCREW, dip switch	2	
45	WL700101	£0.25 WASHER, locking	2	
46	PWZ203	£0.19 WASHER, plain	2	
47	502087A	£21.90 DIP SWITCH, headlamp	1	TR2-3, TR3A To TS60000
48	RTC432A	£12.10 DIP SWITCH, headlamp, (alternative)	1	
49	RTC432CAP	NCA RUBBER CAP, for RTC432	1	TR3A From TS60001
50	AD610073	NCA SCREW, dip switch attachment	2	
51	GHF702	£0.41 CLIP NUT	2	

TR4 To CT14913

TR4 From CT14914

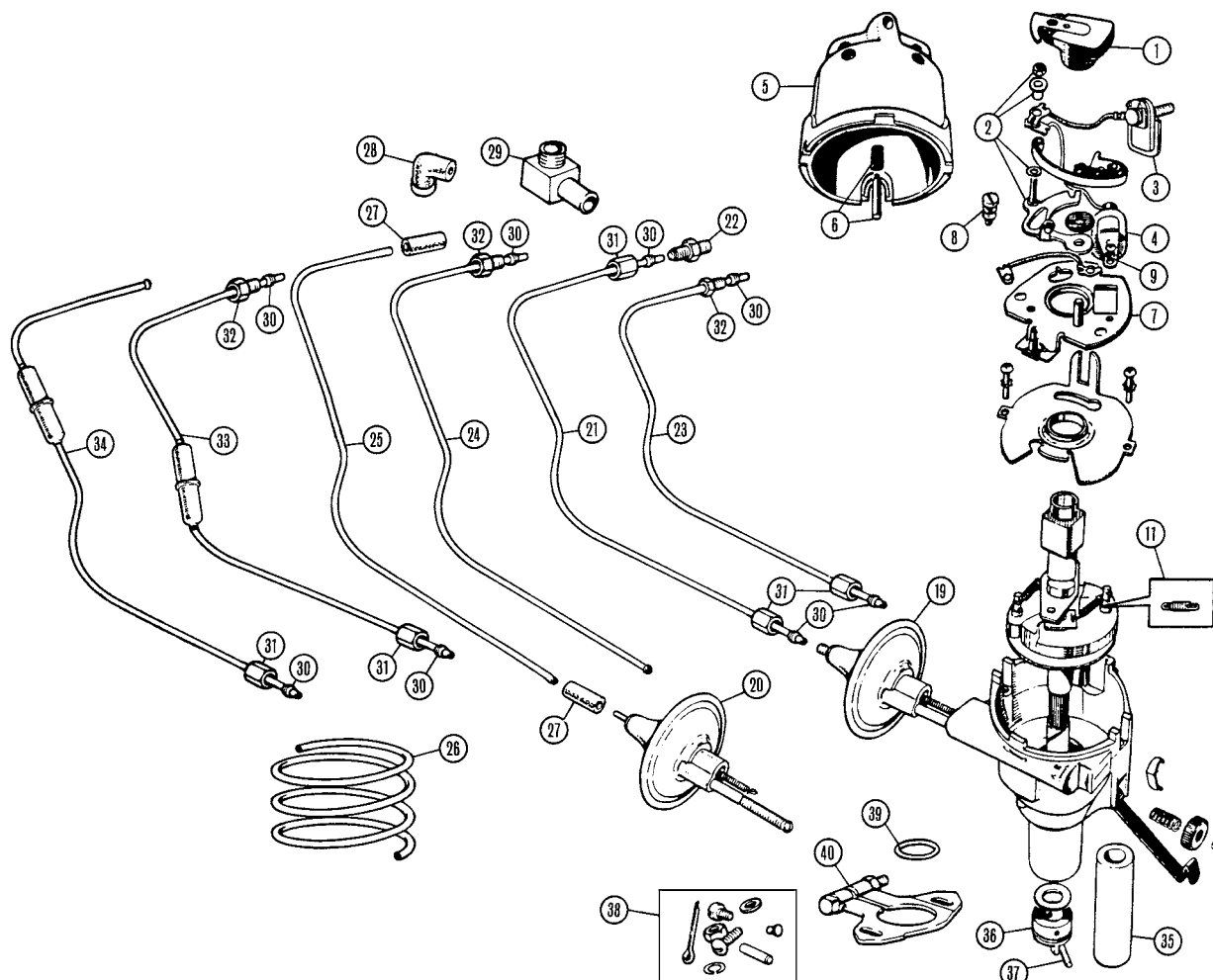
TR4A



RH Drive Only Illustrated

**Horns, Relays & Miscellaneous Switches TR4 & TR4A**

Ill	Part Number	Description	Req.	Details
1	GGE165	£10.40 HORN, low note	1	marked 'L'
	GGE164	£10.40 HORN, high note	1	marked 'H'
	GGE164K	£30.30 HORN KIT, replacement (Including 2 horns, brackets & fixings).	1	high/low
2	GGE109	NCA BRACKETS, horn, pair	1	alternatives
3	GGE113	NCA BRACKET, horn	2	
4	GHF101	£0.30 SCREW, horn attaching	4	
5	GHF331	£0.38 WASHER, locking	4	
6	WM93	£1.31 WASHER, plain	4	
		(These horns are plastic replacements for the original metal Lucas horns and require mounting brackets (items 4 or 5).		
8	150277	£30.50 HORN PUSH	1	
9	142534	£12.10 BRUSH CONTACT, horn push	1	(2.6" long)
	142534X	£18.40 BRUSH CONTACT, horn push	1	(3.4" long)
		(The longer horn brush contact may be needed if a non-original steering wheel is fitted).		
10	204741	£10.10 CLIP, horn push retaining	1	
11	613766	£1.06 CLIP, horn push retaining	1	alternative
12	608462	£15.00 SLIP RING & INSULATOR	1	
13	608139	NCA INSULATOR ONLY	1	
14	BMK1727	£9.30 SOLENOID, square type	1	
15	AB610063	£0.78 SCREW, solenoid	2	
16	FC2805	£2.70 CLIP NUT, solenoid	2	
17	8G548	£1.50 RUBBER CAP	3	solenoid & starter
18	GFU2101	£7.50 FLASHER UNIT, Lucas	1	
19	BAU2110	£5.20 ADAPTOR, flasher unit	1	
20	AB606082	£0.52 SCREW, flasher unit	1	
21	21B291	£7.20 SWITCH, brake light, hydraulic	1	1961-63
22	13H3735	£4.50 SWITCH, brake lamp, mechanical, plastic	1	1964-67
	13H3735X	£7.40 SWITCH, brake lamp, mechanical, metal	1	(Improved quality metal body switch)
23	GHF325	£0.34 WASHER, locking	1	
24	FNZ208	£0.77 NUT	1	
25	CHM68	NCA RELAY, horn	1	TR4A
26	GHF425	£0.22 SCREW, relay attachment	2	
27	142169A	£25.80 RELAY, overdrive, Lucas type	1	
29	PT505	£0.73 SET SCREW	2	
30	PWZ203	£0.19 WASHER, plain	2	if overdrive fitted
31	WL700101	£0.25 WASHER, locking	2	
32	HN2005	£0.16 NUT, plain	2	
33	GTR104	£5.95 TEMPERATURE SENDER	1	
34	128484	£19.40 VOLTAGE STABILISER, +ve	1	
	BHA4602	£17.90 VOLTAGE STABILISER, -ve	1	
35	GHF423	£0.30 SCREW, stabiliser	1	
36	GHF712	£0.30 SPIRE CLIP	1	
38	BAU1074A	NCA SWITCH, overdrive inhibitor	2	if overdrive fitted
	BAU1074Z	£9.20 SWITCH, overdrive inhibitor	2	aftermarket
	BAU1074A	NCA SWITCH, reverse lamp inhibitor	1	
	BAU1074Z	£9.20 SWITCH, reverse lamp inhibitor	1	aftermarket
39	1B3664	£0.50 WASHER, switch adjusting/sealing	a/r	
40	606253A	£12.60 FUSE BOX, Lucas connectors	1	
41	505158A	£4.70 LID, for fuse box	1	
42	GFS35X	£0.60 FUSE, 35 amp	a/r	17 amp continuous
43	AB610063	£0.78 SCREW, fuse box	2	
44	GEU6603	£26.10 CONTROL BOX	1	cars with dynamo
45	GEU6609	£39.90 CONTROL BOX	1	cars with AC type alternator
46	PMZ320	£0.64 SCREW, control box	2	
48	502087A	£21.90 DIP SWITCH, headlamp	1	early TR4
49	RMP320	£0.83 SCREW, dip switch	2	early TR4 RHD
	TR6504	£0.83 SCREW, dip switch	2	early TR4 LHD
50	GHF702	£0.41 SPIRE CLIP	2	
51	RTC432A	£12.10 DIP SWITCH, headlamp	1	
52	RTC432CAP	NCA RUBBER CAP, 'non slip'	1	Late TR4, TR4A
53	AD610073	NCA SCREW, dip switch	2	
54	GHF702	£0.41 SPIRE CLIP	2	



### Identifying Your Distributor

Triumph used a number of different calibration distributors to meet the alternative engine specifications throughout the production range. The diagram below shows how to identify the Lucas distributor type and specification you have fitted. What is found to be fitted should be compared with the table showing what should be fitted and to what engine specification. All those shown can be exchanged against your repairable similar model distributor.

Lucas Model Number Stamped Here

Lucas Part Number Stamped Here



### Distributor Service Parts

Bill	Part Number	Description	Req.	Details
1	GRA2101	£3.70 ROTOR ARM	1	
	GRA2101HQ	£8.00 ROTOR ARM, high quality	1	
2	501466	£13.20 POINTS, contact breakers	1	TR2 only (40403)
	GCS2101	£3.25 POINTS, contact breakers	1	TR3-3A, TR4-4A
	GCS111	£12.80 POINTS, contact breakers (Competition 32oz spring).	1	TR3-3A, TR4-4A
3	502283	£27.40 LT LEAD AND BUSH (Screwed post terminal).	1	DM2P4 types
	57H5346	£12.65 LT LEAD & BUSH, Lucar terminal	1	DM2P4 types
	600329A	£6.00 LT LEAD & BUSH, Lucar terminal	1	25D4 types
	37H2981	£12.50 LT LEAD & BUSH, Lucar terminal	1	alternative
4	GSC111	£3.25 CONDENSER & LEAD	1	
5	GDC114	£12.00 DISTRIBUTOR CAP	1	
6	262703A	£5.80 CARBON BRUSH & SPRING	1	
7	17H5469	£33.00 BASE PLATE	1	TR3-3A, TR4-4A, (not 40403)
8	GCS1001S	£0.83 SCREW, for points	1	
9	GSC1001S	£0.66 SCREW, for condenser	1	
11	TT1903	£13.80 SPRING PACK, advance/retard	1	(5 pieces)
19	502346	NCA VACUUM UNIT	1	DM2P4, 40403
	503697	NCA VACUUM UNIT	1	DM2P4, 40480
20	510890	£63.70 VACUUM UNIT	1	25D4, 40735, 40795
	517251	£60.60 VACUUM UNIT	1	25D4, 40698, 40783, 40842, 40850
21	201875	£23.00 VACUUM PIPE, two female fittings	1	H4 carburettors
22	AUC4490	£7.20 ADAPTOR, vacuum line to carburettor	1	
23	509167	£22.00 VACUUM PIPE, (1 female, 1 male)	1	H6 carburettors
24	305997	£22.00 VACUUM PIPE, (1 male, 1 slip-on)	1	
25	307724	£14.70 VACUUM PIPE, (2 slip-on fittings)	1	Zenith Stromberg & HS6 carburettors
26	37H4229M	£1.70 VACUUM PIPE, nylon,	1	(per metre) alternative
27	12B2095	£2.00 CONNECTOR, rubber, straight	a/r	Zenith Stromberg carbs
28	12B2062	£1.57 CONNECTOR, rubber, right angled	1	HS6 carburettor's
29	512328	£4.24 CONNECTOR, nylon, right angled	1	Zenith Stromberg carbs
30	6K649	£0.77 COMPRESSION OLIVE	a/r	
31	6K650	£4.30 FEMALE FITTING, distributor end	a/r	

MOSS NO.	LUCAS NO.	MODEL NO.	FITS	FOR
LU40403R	40403	DM2P4	TR2	83mm engine
LU40480R	40480	DM2P4	TR3-3A	83mm engine
LU40698R	40698	DM2P4	TR3A	83mm engine
LU40735R	40735	DM2P4	TR3A-TR4	86mm engine
LU40783R	40783	25D4	TR2-3A, TR4	83mm (replacement)
LU40795R	40795	25D4	TR4-4A	86mm engine
LU40842R	40842	25D4	TR4A	Low comp' engine
LU40850R	40850	25D4	TR4-4A	83mm engine

If you have not got, or cannot supply us with a repairable DM2P4 distributor, we suggest that you choose either:

LU40783R	25D4 type distributor	for 83mm engines	push-on vacuum fitting
LU40795R	25D4 type distributor	for 86mm engines	push-on vacuum fitting

All distributors are matched for original profile camshafts & carburettors. If you have something non-standard, don't moan when it doesn't work! See also updated distributors.

50	214279A	£0.43	SPLIT WASHER, coil, (if fitted)	1	} coil leads
51	LUCYB306	NCA	RUBBER COVER, acorn nut	1	
52	GCL110	£2.52	END KIT, for HT lead into coil	1	} use for push-in
53	12G1040	£1.31	COVER, HT lead coil end	1	
54	12G1476	£1.00	TERMINAL, HT lead coil end	1	} coil leads

.... And for those who do not wish to make their own:

55	TT1172	£35.95	HT LEAD SET & DISTRIBUTOR CAP	1	high performance silicone leads
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Silicone leads with push-in coil cap ends. Not original but functional.

56	GDC103	£6.10	REPLACEMENT CAP	1	} For TT1172 lead set
57	CRST255	£4.60	LABEL SET, (lead numbering)	1	
58	13H6107	£2.26	RUBBER TIE, for leads	1	} alternatives
60	509347	£1.00	LT WIRE, ring terminals	1	
61	125957	£0.60	LT WIRE, Lucas terminals	1	} alternatives
65	GCL101	£14.70	COIL, screw-in HT lead	1	
	GCL110	£12.00	COIL, push-in HT lead	1	} alternatives
	TT2981	£24.60	COIL, sports type	1	
66	CRST156	£1.70	DECAL, Lucas, for coil	1	} alternatives
70	L87YCC	£5.10	SPARK PLUG, Champion copper cored	4	
	BP6HS	£4.00	SPARK PLUG, NGK	4	

(Although there are many alternatives, the above spark plugs represent the best available at the moment. Owners running a modified engine should refer to the relevant section in this catalogue).

75	SH504051	£0.36	SCREW, coil to cylinder block	2
76	WM57	£0.24	WASHER, plain	2
77	GHF331	£0.38	WASHER, locking	2

### Ignition Technical Tips

#### Engine 'Misfire' ?

If your engine begins to misfire, cuts off intermittently and finally won't run at all, the cause could be a broken low tension lead (the thin wire from the ignition coil to the side of the distributor). The wire conductors in these tend to break under the insulation, just above the clip, so they appear to be in good condition when in fact they won't work at all.

#### Setting Ignition Timing

Setting the ignition timing after a tune-up is simply done. With the engine running at fast idle speed, adjust the distributor for maximum RPM, and then retard the timing to give a drop of 100 RPM in engine speed.

#### Engine develops a will of its own!

If you are driving down the road and the engine suddenly dies on you and in desperation, you call your best friend who knows about TR's and ask him to come out and rescue you. He arrives and says "Now, what's wrong with this car?" He turns the key and presses the button and it fires up. You:

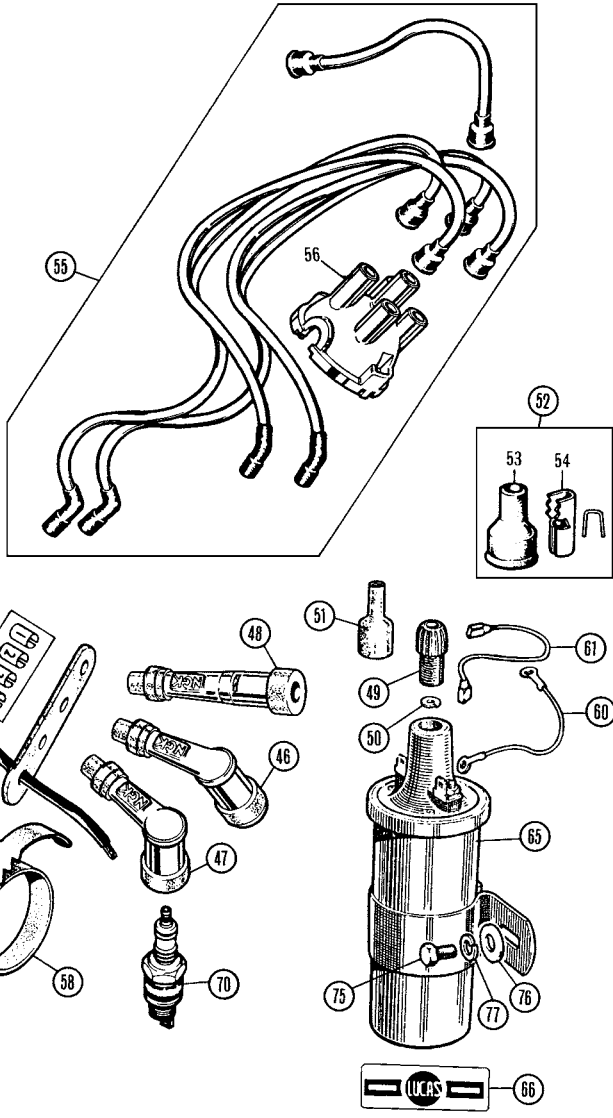
1. Develop a red face,
2. Are frustrated to hell, and
3. Wish you could sell the car because you know it died on you.

You happily drive down the road to find within the next 15 miles or so the same thing happens again. There is a good chance that this sequence of events is caused by the condenser failing to work when it warms up. For the sake of a couple of pounds we recommend you keep a spare one in the car.

#### Spare Contact Breaker Assembly

Having your points or condenser fail is a problem at the best of times. But when you are on a tour, and it's raining and dark, the task of installing new ones is even more difficult.

One way to make the job easier is to obtain a spare contact breaker plate assembly from an old distributor, and fit it with new points & condenser. The points can be set by installing this plate on your distributor (good practice for changing the plates!), then put the original plate back on, and carry the spare plate in your cars tool kit or glove compartment. Should the need ever arise, you have the correct parts ready to hand, and they will be much easier to install than the individual components.



32	2A459	£4.10	MALE FITTING, carburettor end	a/r	} H4 & H6 carburettor's
33	1H919	£29.60	VACUUM PIPE* (With one female one male fitting).	1	
34	12H733	£25.50	VACUUM PIPE* (With one female one slip-on fitting).	1	} HS6 & Zenith Stromberg carburettor's

\*Note: At the time of writing we have an intermittent supply of rigid vacuum pipes. To this end, and, during the famine, use the MG (!!) items, either 1H919 (H4 & H6 carburettors) or 12H733 (HS6 & Zenith Stromberg carburettors). Neither of these items are correct as they have a vapour trap in the pipe, but are better than nothing.

35	606895	£26.80	BUSH, supporting shaft	1
36	513679A	£11.00	DRIVING DOG	1
37	057992	£0.66	PIN, driving dog retaining	1
38	245015	NCA	SUNDRIES KIT, (nuts, washers, seals)	1
39	513682A	£1.25	SEAL, distributor shank to engine	1 (if fitted)
40	3H2138	£13.10	CLAMP PLATE	1

### Plugs, Coil & Ignition Leads

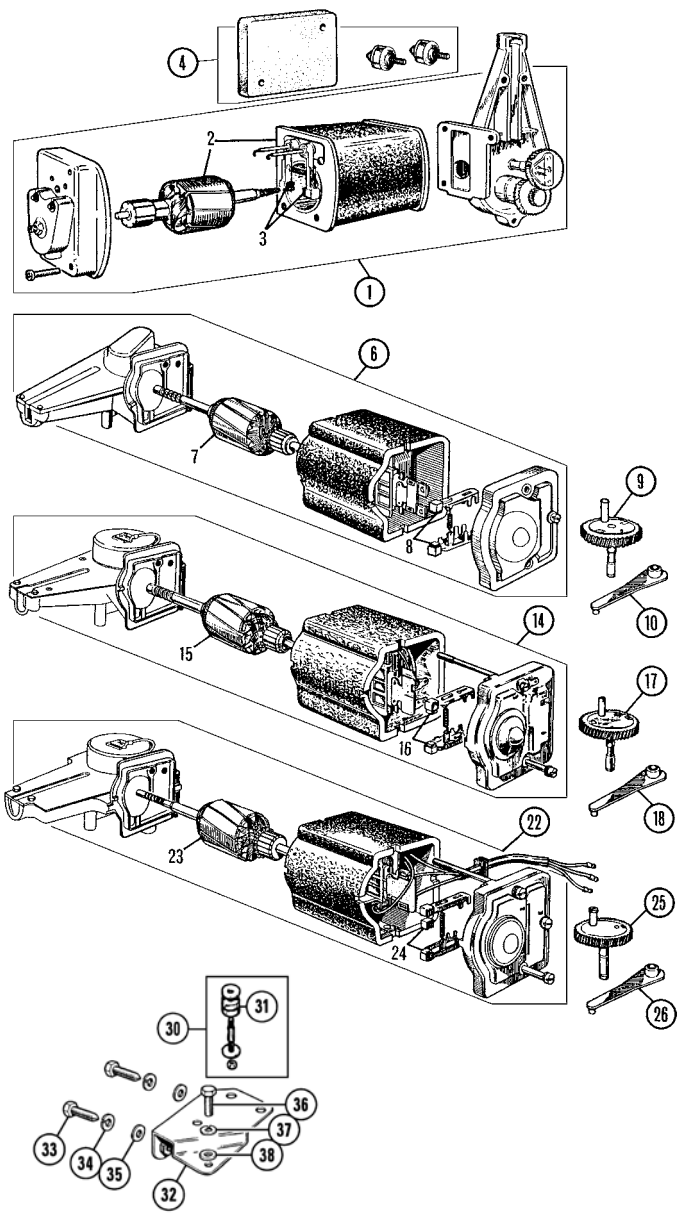
See the Accessories section for further details.

45	AAA5981M	£2.75	HT LEAD, copper, (PVC bound)	a/r	black stripe
	TT2982M	£6.30	HT CABLE, copper, (PVC bound) (Lucas (period) competition HT cable).	a/r	yellow/black

Note: Ignition leads are sold by the metre length. You will need 2 metres to renew your 4 cylinder TR engine HT leads.

46	NYB5	£3.90	SUPPRESSOR CAP, 60° angled, red	1	} NGK, aftermarket
	NYB5BLK	£5.20	SUPPRESSOR CAP, 60° angled, black	1	
47	NLB5	£5.50	SUPPRESSOR CAP, 90° angled, red	1	} aftermarket
	NLB5BLK	£3.16	SUPPRESSOR CAP, 90° angled, black	1	
48	NSB5	£3.90	SUPPRESSOR CAP, straight, red	1	} use for screw-in
	NSB5BLK	£3.70	SUPPRESSOR CAP, straight, black	1	
49	105036	£1.60	ACORN NUT, coil, (if fitted)	1	





**Wiper Motor**

**Single Speed Wiper Motor**  
CRT Type TR2, TR3 to TS12567

ill	Part Number	Description	Req.	Details
1	501684R	£231.10 WIPER MOTOR, recon/exchange	1	less drive gear
2	MM145-390	NCA MOTOR ONLY	1	
3	508170	£7.30 CARBON BRUSHES, (pair)	1	
4	501684FK	NCA MOUNTING KIT	1	(Kit inc: 2 studs, 2 nuts, 2 washers, 2 special rubber ferrules & 1 rubber pad).

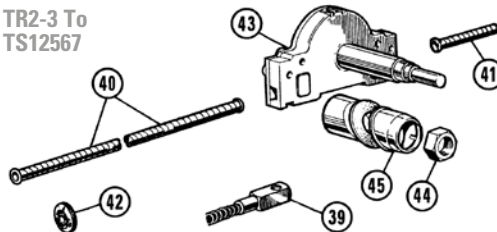
**Single Speed Wiper Motor**  
DR2 Type TR3 from TS12568, TR3A, TR4 to CT7783 (RHD) & to CT30 (LHD)

6	LULRW113R	£209.10 WIPER MOTOR, recon/exchange	1	less drive gear
7	17H5255	NCA ARMATURE	1	
8	508170	£7.30 CARBON BRUSHES, (pair)	1	
9	520939	NCA GEAR & SHAFT	1	
10	503601	NCA CONNECTING LINK	1	

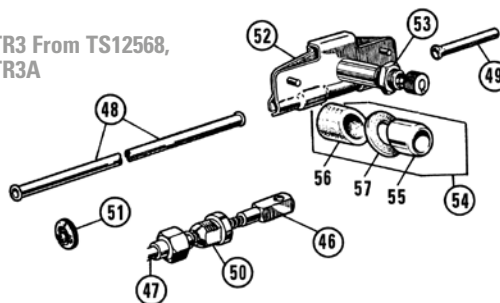
**Single Speed Wiper Motor**  
DR3A Type TR4 from CT7784 (RHD) & from CT31 (LHD)

14	GXE7714	£213.30 WIPER MOTOR, recon/exchange	1	less drive gear
15	511003	NCA ARMATURE	1	
16	508170	£7.30 CARBON BRUSHES, (pair)	1	
17	511078	NCA GEAR & SHAFT	1	
18	511096	NCA CONNECTING LINK	1	

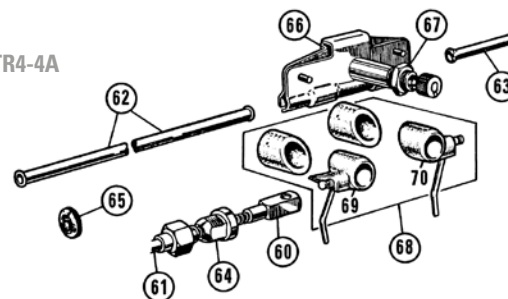
TR2-3 To TS12567



TR3 From TS12568, TR3A



TR4-4A



**Two Speed Wiper Motor**

DR3 Type Standard Equipment for TR4A (Optional Equipment for TR3 from TS12568, TR3A & TR4)

22	514821R	£213.30 WIPER MOTOR, recon/exchange	1	less drive gear
23	511003	NCA ARMATURE	1	
24	508170	£7.30 CARBON BRUSHES, (pair)	1	
25	511078	NCA GEAR & SHAFT	1	
26	511096	NCA CONNECTING LINK	1	
30	17H5431	£5.20 MOUNTING KIT	3	(Kit includes: 1 stud, 1 nut, 2 washers & 1 grommet).
31	17H5431X	NCA GROMMET, wiper mounting	3	
32	611169	NCA BRACKET ASSEMBLY, wiper motor	1	
33	GHF101	£0.30 SCREW, bracket to bulkhead lower panel	2	
34	GHF331	£0.38 WASHER, locking	2	
35	WM57	£0.24 WASHER, plain	2	
36	SH604041	£0.41 SCREW, bracket to bulkhead bracket	1	
37	GHF331	£0.38 WASHER, locking	1	
38	WM57	£0.24 WASHER, plain	1	

**Wiper Racks & Wheel boxes**

**TR2, TR3 to TS12567**

39	501730	£30.00 RACK, wheel box driving	1	TR2 To TS996 (31 15/16") TR2, TR3 From TS997 To TS12567 (34 15/16")
		(Requires cutting to correct length).		
40	502254	NCA RACK CASING	1	
41	502255	NCA RACK CASING	1	wheel box to wheel box
42	RFN305	£0.79 GROMMET	1	rack through bulkhead
43	502005	NCA WHEEL BOX	2	
44	502005NT	£7.96 NUT, 6 sided	2	
45	502005CB	£49.50 CHROME BEZEL	2	

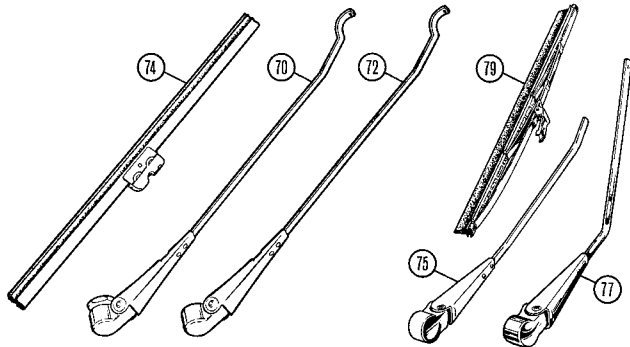
**TR3 from TS12568, TR3A**

46	RTC202A	£8.70 RACK, wheel box driving	1	cut to correct length (38 29/32")
47	114483	£35.80 RACK TUBING	1	
48	203473	£18.50 RACK TUBING	1	wheel box to wheel box
49	575047A	£5.10 RACK TUBING	1	short to wheel box
50	37H5282	£11.70 FERRULE	1	rack outer tube to motor
51	C5574A	£3.80 GROMMET	1	rack through bulkhead

52	37H6316	£35.20	WHEEL BOX	2	Includes nut & bush
53	ANK3459	£1.80	NUT, (6 sided)	2	
54	37H6316FK	£7.80	BEZEL KIT	2	
55	ADB826	£5.20	CHROME BEZEL	2	
56	AHH5414	£4.75	RUBBER SPACER	2	
57	ADC560X	£0.70	RUBBER GASKET	2	

**Wiper Motor TR4-4A**

60	RTC202A	£8.70	RACK, wheel box driving	1	cut to correct length, (28 11/32")
61	AAU1909A	£19.60	TUBING, rack	1	motor to 1st wheelbox
62	131151	NCA	TUBING, rack	1	wheel box to wheelbox
63	575047A	£5.10	TUBING, rack	1	short to wheel box
64	37H5282	£11.70	FERRULE	1	rack outer tube to motor
65	600395	£1.60	GROMMET	1	rack through bulkhead
66	37H6316	£35.20	WHEEL BOX	2	Includes nut & bush
67	ANK3459	£1.80	NUT, 6 sided	2	
68	LU54704807	£20.10	JET & BUSH KIT, car set	1	
69	511070	£6.00	JET & BUSH, RH	1	
70	511071	£6.00	JET & BUSH, LH	1	



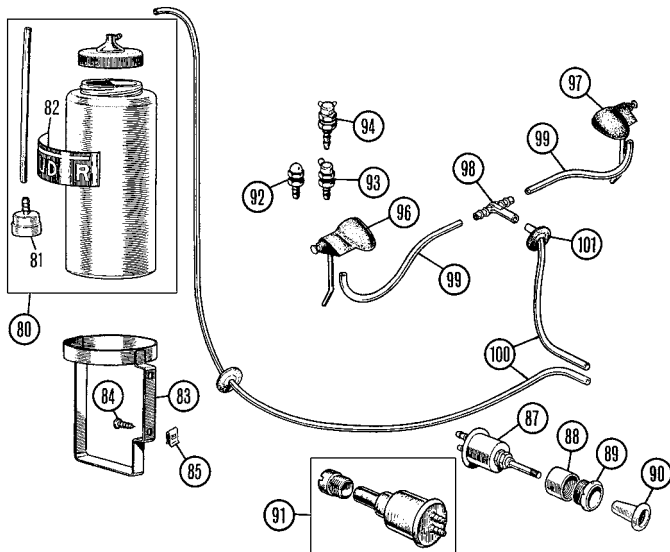
**Wiper Arms & Blades**

**TR2-3A**

70	107963	£19.20	WIPER ARM, RHD	2	TR2, TR3 To TS12567
	107965	£22.40	WIPER ARM, LHD	2	collet fitment
72	114485	£17.70	WIPER ARM, RHD	2	TR3 From TS12568, TR3A
	114488	£17.70	WIPER ARM, LHD	2	spline fitment
74	114486	£7.60	WIPER BLADE	2	

**TR4-4A**

75	131105	£18.50	WIPER ARM, RH, (RHD)	1	straight arm
	131108	£21.60	WIPER ARM, LH, (LHD)	1	
77	131106	£18.50	WIPER ARM, LH, (RHD)	1	cranked arm
	131107	£21.60	WIPER ARM, RH, (LHD)	1	
79	GWB219Z	£6.00	WIPER BLADE	2	



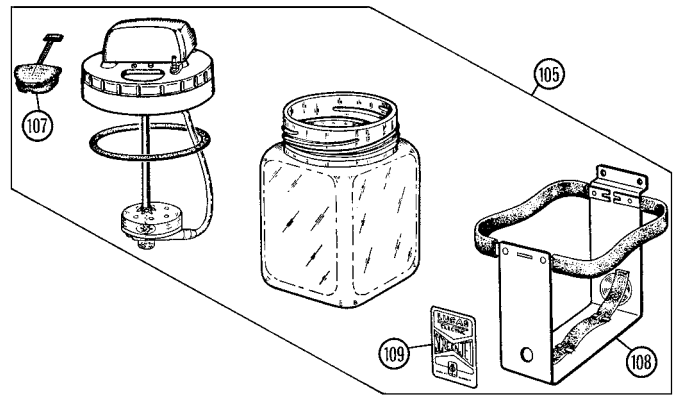
**Windscreen Washer System**

TR2-3A models did not have a screen washer system as standard, but it was listed in the back of the parts book as an accessory. The original (optional) factory kit is no longer available, but we can supply some components that are close copies of the original. The same goes for the replacement of parts as originally fitted to TR4's & TR4A's.

**TR2-3A-4-4A**

**Replacement for Original (Optional) Type**

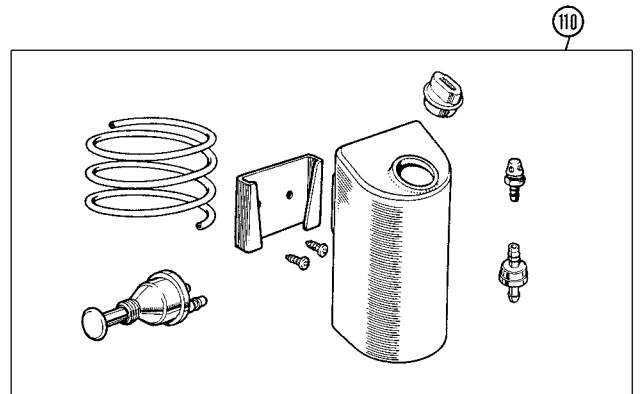
80	GWW918K	£12.50	WASHER BOTTLE	1	inc. bottle, cap, pipe & valve
81	GWW506	£1.57	NON-RETURN VALVE	1	
82	CRST124	£1.90	LABEL, 'Tudor'	1	
83	13H232	£6.60	BRACKET	1	
84	AB606051	£0.41	SCREW, bracket to inner wing	2	
85	FC2803	£0.95	SPIRE NUT, (in front inner wing)	2	
87	609173	£43.40	PUMP, original	1	
88	609526	NCA	HOUSING	1	
89	609919	NCA	BEZEL	1	
90	609946	£7.10	KNOB, (for pump 609173)	1	
91	GWW102	£18.40	WASHER PUMP, manual	1	
	GWW102B	£21.90	WASHER PUMP, manual, plastic	1	
92	MM802-805	£14.40	JET, chrome, single, (original)	2	TR2-3A
93	GWW802	£3.70	JET, chrome, single, (Lucas)	2	
94	GWW801	£4.75	JET, chrome, twin, (Lucas)	2	TR4-4A
			JET & BUSH KIT, (car set)	1	
96	511070	£6.00	JET & BUSH, RH	1	
97	511071	£6.00	JET & BUSH, LH	1	
98	GWW404	£1.75	'T' PIECE	1	
99	GWW201M	£1.10	TUBING, 3mm bore	a/r	'T' piece to jets
100	GWW202M	£1.80	TUBING, 4mm bore	a/r	bottle to pump/to 'T' piece
101	061917	£0.67	GROMMET, around tubing	a/r	



**TR2-3A-4-4A (Optional Equipment)**

This screen washer is a reproduction of the electric screen washer that was also offered as optional equipment. It is a beautifully reproduced period accessory. It does not include any wiring, tubing jets or switch. This type was commonly used as an accessory on TR2-3A's, some TR4-4A's may have been fitted retrospectively.

105	GAC9211X	£272.70	ELECTRIC SCREEN WASHER	1	glass bottle type
107	503786	£18.60	FILLER PLUG	1	
108	553758	NCA	BRACKET	1	
109	CRST169	£1.90	DECAL, Lucas screen jet	1	



**TR2-3A-4-4A (Aftermarket Replacement)**

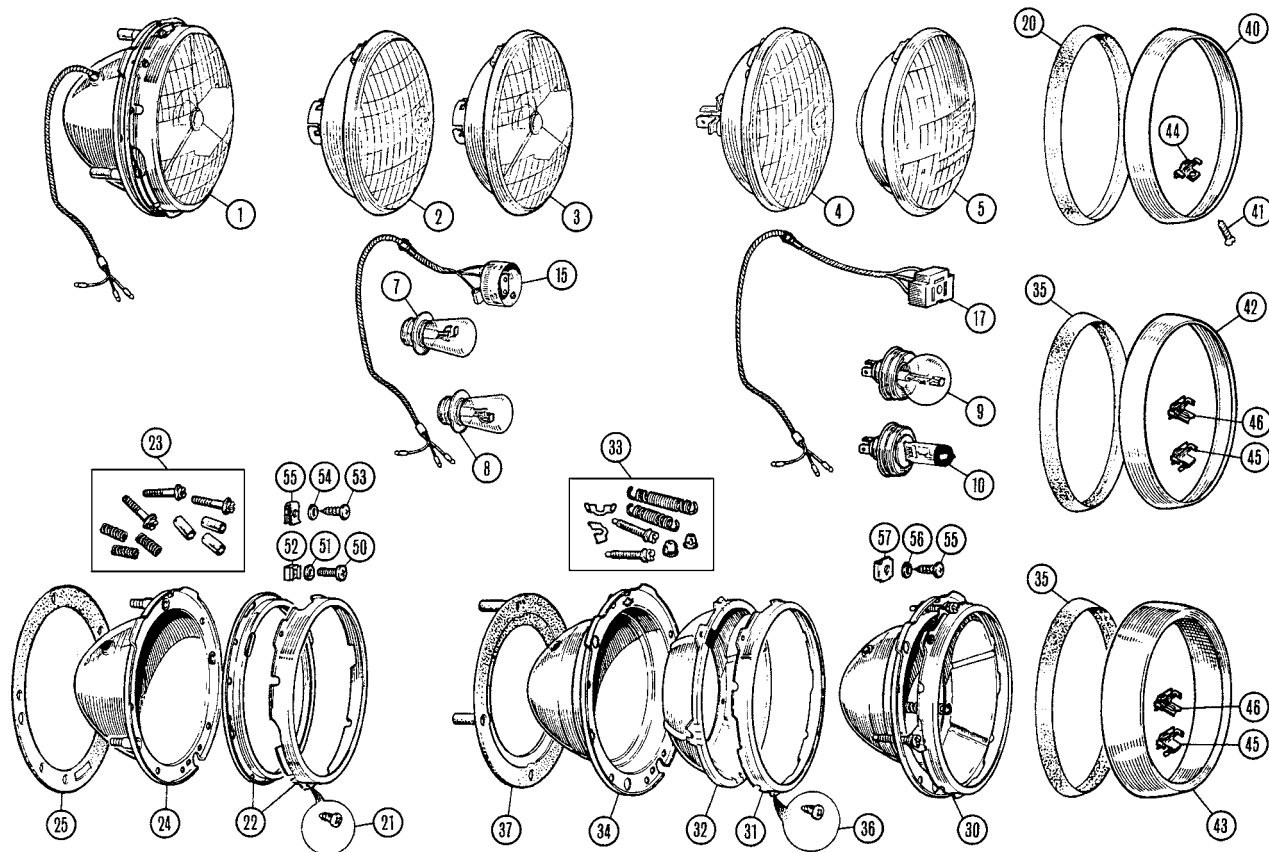
If your TR2-3A has no screen washer at all, the complete kit (GAC9212X) will fit and keep it legal in the eyes of the UK MOT tester. Most owners however prefer to replace the supplied plastic jets with the original chrome jets listed above.

110	GAC9212X	£60.35	SCREEN WASHER KIT (Including container, bracket, tubing, manual pump & jet).	1	
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**So, the conclusions:**

**TR2-3A with no screen washer system:**

Buy GAC9212X or select the components as required from the optional equipment listings. TR4-4A with no screen washer system, select the components as required.



**Headlamps TR2-3A, TR4-4A**

The various designs and types of headlamps originally fitted are too numerous to mention. In addition they are now generally not available. The favourite headlamp type amongst owners the world over is the 'Tripod' design. We have reproduced this item in both RHD and LHD formats to accept British Pre-Focus (BPF) bulbs of either RHD or LHD to match the lens pattern. Customers wishing to install 'Tripod' type lamps, but have nothing fitted should buy: Bucket & Bowl 27H8263X, Seal 512222, Chrome Rim 500929, Cable 27H2333 and either LU554308 with GLB414 (RHD lamp & bulb), or LU555296 with GLB415 (LHD lamp & bulb), depending on which side of the road you intend to drive on! We also offer a selection of Halogen conversion headlamps for TR's, see the Accessories section for details.

**Headlamp Units**

ill	Part Number	Description	Req.	Details
1	506370X	HEADLAMP, 'tripod', RHD	2	
		(For this headlamp assembly use 119072Z or 124020 rim).		
	506372X	HEADLAMP, 'tripod', LHD	2	
		(For this headlamp assembly use 119072Z or 124020 rim).		
	BHM7198	HEADLAMP, sealed beam, RHD	2	
		(For this headlamp assembly use 500929 rim).		
	512223X	NCA HEADLAMP, sealed beam, RHD	2	
		(For this headlamp assembly use 119072Z or 124020 rim).		
	XBC103360	HEADLAMP, sealed beam, 75/50W, RHD	2	
	XBC103LUCAS	NCA HEADLAMP, sealed beam, 75/50W, RHD	2	LUCAS moulded in glass
	514579	NCA HEADLAMP, sealed beam, LHD	2	
		(For this headlamp assembly use 119072Z or 124020 rim).		
	27H8495	HEADLAMP, BPF lamp, RHD	2	
		(For this headlamp assembly use 500929 rim).		
	AEU1061A	HEADLAMP, P45T asymmetric, LHD	2	
		(For this headlamp assembly use 500929 rim).		
	512224X	HEADLAMP, P45T asymmetric, LHD	2	
		(For this headlamp assembly use 119072Z or 124020 rim).		

**Replacement Parts**

2	GLU501	£33.40	LIGHT UNIT, BPF	2	RHD, LH dipping
3	LU554308	£102.00	LIGHT UNIT, BPF 'tripod'	2	RHD, LH dipping
	LU555296	£89.10	LIGHT UNIT, BPF 'tripod'	2	LHD, RH dipping
4	GLU101	NCA	LIGHT UNIT, sealed beam	2	RHD, LH dipping
	BMK2508	NCA	LIGHT UNIT, sealed beam	2	LHD, RH dipping
	BMK2508H	£20.10	LIGHT UNIT, sealed beam, halogen	2	LHD, RH dipping
5	27H4146A	£28.90	LIGHT UNIT, P45T asymmetric	2	LHD, RH dipping
7	GLB414	£3.80	BULB, BPF, clear	2	RHD, LH dipping

8	GLB415	£7.10	BULB, BPF, clear	2	LHD, RH dipping
	GLB409X	NCA	BULB, BPF, cadmium yellow	2	LHD, RH dipping
9	GLB410	£3.05	BULB, P45T, clear	2	France
	GLB411	NCA	BULB, P45T, cadmium yellow	2	France
10	GLB2983	£7.20	BULB, P45T, halogen, clear	2	for BPF lamp unit
15	27H2333	£13.00	ADAPTOR & CABLES	2	for BPF lamp
16	501473	£16.40	ADAPTOR, Lucar terminals	2	plug connector & cables
17	BAU2110	£5.20	ADAPTOR, Lucar	2	plug connector & cables

**Type 'A' Bucket (3 Adjusters)**

20	3H2962	£4.00	DUST EXCLUDER, rubber	2	
21	AB606021	£0.36	SCREW, rim retaining	6	
22	17H5205	£26.00	MOUNTING RIM, headlamp	2	(2 pieces)
23	17H5394K	£4.25	ADJUSTER KIT	2	
			(Kit includes: 3 screws, 3 springs, 3 sleeves).		
24	7H6838	£15.90	BUCKET, headlamp	2	3 adjuster type
25	3H1031	£3.40	SEAL, bucket to body	2	

**Type 'B' Bucket (2 Adjusters)**

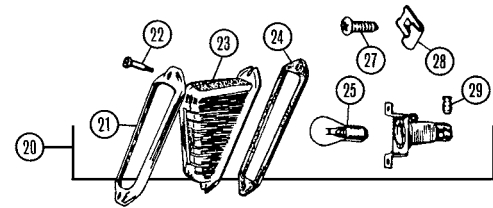
30	27H8263X	£27.40	BUCKET, BOWL & RIM UNIT	2	
31	515218A	£5.80	RING, outer mounting, chrome	2	
32	SML4	£9.50	RING, inner mounting	2	
33	BHM7058	£4.40	ADJUSTER KIT	2	
			(Kit includes: 2 screws, 2 ferrules, 2 springs & 2 clips).		
34	SML3	£15.20	BUCKET, headlamp	2	2 adjuster type
35	3H2962	£4.00	DUST EXCLUDER, rubber	2	
36	AB606021	£0.36	SCREW, rim retaining	6	
37	512222	£10.80	SEAL, bucket to body	2	
	13H565	£3.80	SEAL, bucket to body	2	alternative
	009403	£3.80	SEAL, bucket to body	2	fit in pairs

**Headlamp Rims (see also the Accessories section)**

40	500929	£19.20	RIM, headlamp, screw-on type	2	TR2-3
41	RTC465	£0.60	SCREW, rim retaining	2	
42	119072Z	£16.36	RIM, headlamp, clip-on type	2	TR3A, TR4-4A
43	124020	£63.30	RIM, headlamp, wide/clip-on type	2	TR3A, From TS32585 USA
44	37H7421A	£1.90	CLIP, rim retaining	2	TR2-3
			(Use with rim 500929).		
45	BAU1460TR	£5.45	CLIP, rim retaining, original	2	TR3A-4A
			(Use with rims 119072Z & 124020).		
46	BAU1460	£2.26	CLIP, rim retaining, clip, repro	2	TR3A-4A
			(Use with rims 119072Z & 124020).		

**Fittings - Headlamp to Body**

50	PMZ312	£0.76	SCREW	6	TR2-3A original fitment
51	WL700101	£0.25	WASHER, locking	6	must be used in sets,
52	FS2701	£1.75	NUT & RETAINER	6	fits 9/32" square hole
53	GHF424	£0.22	SCREW	6	
54	WP4	£0.30	WASHER, plain	6	TR2-3A alternative
55	GHF1000	£0.53	SPIRE NUT	6	
55	GHF424	£0.22	SCREW	8	
56	WP4	£0.30	WASHER, plain	8	TR4-4A
57	FC2804	£0.47	SPIRE NUT	8	fits 7/16" square hole

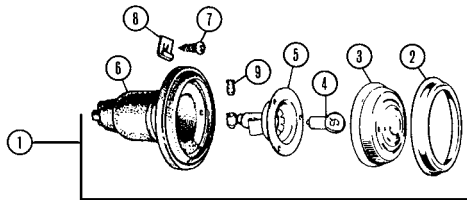


**Headlamp Control Relay Kit**

The Triumph TR4-4A electrical system does not include relays in the headlamp dip or main beam circuits. The omission of relays from these circuits means that the high electrical currents required to power the lamps runs through the switch gear when the lamps are used. This is contributory to the burning & subsequent failure of light and dip switch contact points. This situation is aggravated if the original equipment headlamps are uprated to a higher wattage or supplemented with additional lights, as this increases the current load on the existing circuit. Another benefit to the installation of operating relays is that of brighter headlamps without uprating their wattage. All TR's from TR2 to TR6 easily lend themselves to the installation of relays to control headlamp operating power without having to do any butchery to the wiring loom that is non reversible.

It also pays back by not involuntarily melting the dip, flash or main lighting switch. The additional wiring and relays can be easily tucked out of sight so as not to inflame the wrath of the purists.

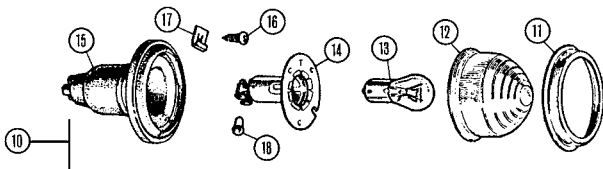
NI	117-515	£37.90	HEADLAMP RELAY KIT	1	see page A41 for full details
			(kit includes: Fittings & 2 (aftermarket) relays).		



**Front Side & Flasher Lamp**

**TR2, TR3 to TS17340**

1	3H3055	£22.00	FRONT SIDE & FLASHER LAMP	2
2	7H5182	£2.40	RIM, chrome, lens retaining	2
3	AJA5076	£6.90	LENS, clear, flat type	2
4	GLB380	£0.48	BULB	2
5	17H5426	£14.10	BULB HOLDER	2
6	37H5481	£3.10	BODY, rubber	2
7	GHF421	£0.14	SCREW, lamp attaching	6
8	AK606021	£0.95	SPIRE NUT, lamp attaching	6
9	27H6713	£1.70	BULLET CONNECTOR	3



**Front Side & Flasher Lamp**

**TR3 from TS17341, TR3A**

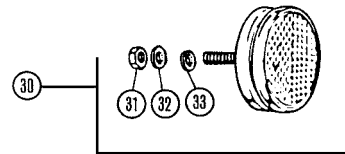
10	1B9100	£18.65	FRONT SIDE & FLASHER	2	
11	7H5182	£2.40	RIM, chrome, lens retaining	2	
12	37H6928	£6.90	LENS, clear, glass	2	
	37H6928Z	£5.40	LENS, clear, glass	2	aftermarket
13	GLB380	£0.48	BULB, 21/5 watt	2	
14	27H5545	£8.10	BULB HOLDER	2	
15	508162	£2.54	BODY, (rubber)	2	
16	GHF421	£0.14	SCREW, lamp	6	
17	AK606021	£0.95	SPIRE NUT, lamp	6	
18	27H6713	£1.70	BULLET CONNECTOR	3	

**Tail Lamp**

**TR2 to TS1306**

20	107592Z	£80.50	TAIL LAMP, reproduction	2
21	157-920	£16.00	RIM, tail lamp lens	2
22	157-800	£7.00	SCREW, tail lamp rim	4
23	501934X	£15.50	LENS, glass	2
	501934	NCA	LENS, plastic	2
24	502332	£5.90	GASKET, tail lamp lens	2
25	GLB380	£0.48	BULB	2
27	GHF424	£0.22	SCREW	4
28	GHF712	£0.30	SPIRE NUT	4
29	27H6713	£1.70	BULLET CONNECTOR	3

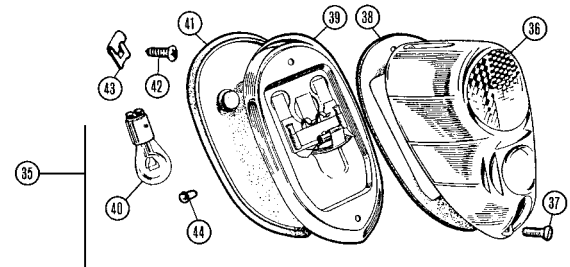
The lamp that we supply is a reproduction of the original lamp fitted on the MG 'T' series and early Morris Minors. It differs in the construction of the backplate only; a very minor modification to the rear apron will be required in fitting. Externally, once fitted, the lamp is visually indistinguishable from the original.



**Reflector**

**TR2 to TS1306**

30	501485	£9.00	REFLECTOR	2
31	AJD8012Z	£0.30	NUT, plain, (2BA)	26
32	WL700101	£0.25	WASHER, locking	4
33	PWZ203	£0.19	WASHER, plain	4

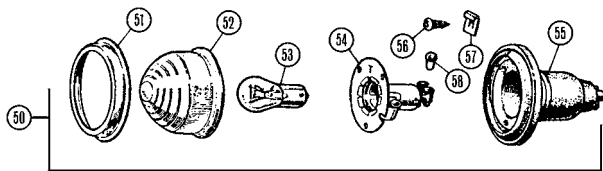


**Tail Lamp**

**TR2 from TS1307, TR3-3A**

35	13H23	£32.10	TAIL LAMP*	2
36	AJA5069	£7.80	LENS, red	2
	AJA5069Z	£6.80	LENS, red, aftermarket	2
37	57H5569	£0.90	SCREW, lens to base	4
38	AJA5071	£2.90	GASKET, lens to base	2
39	AJA5072	£23.80	BASE	2
40	GLB380	£0.48	BULB	2
41	AJA5073	£3.20	GASKET, lamp mounting	2
42	GHF424	£0.22	SCREW	4
43	GHF712	£0.30	SPIRE NUT	4
44	27H6713	£1.70	BULLET CONNECTOR	3

\*Note: This lamp was a 'tail & flasher' lamp up to TS15601, after which it was used as a stop & tail lamp.

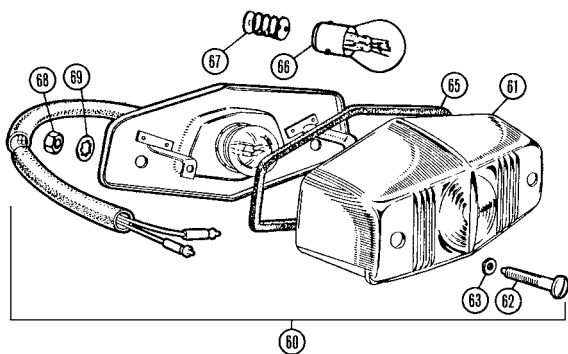
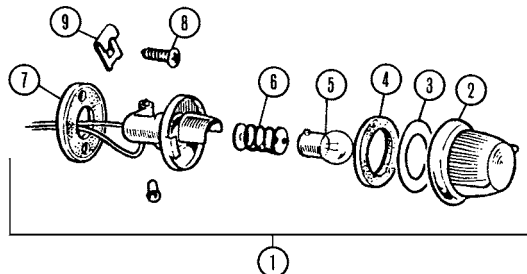


79	GLB989	£0.90	BULB*	1/2
80	57H5368	£3.90	GASKET	1
81	AJD8012Z	£0.30	NUT	2
82	WL700101	£0.25	WASHER, locking	2
83	27H6713	£1.70	BULLET CONNECTOR	2

\*Note: The early single bulb number plate lamp has been replaced by a lamp which appears identical, except that it uses two bulbs.

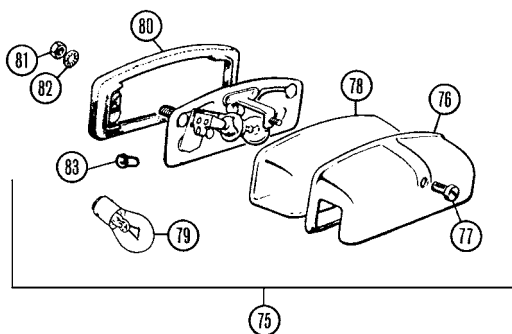
**Rear Flasher Lamp (TR3 from TS15601, TR3A)**

50	2A9013	£16.30	REAR FLASHER LAMP, amber	2
	2A9040	£16.30	REAR FLASHER LAMP, red	2
51	7H5182	£2.40	RIM, flasher lamp lens	2
52	37H5520	£6.90	LENS, amber, glass	2
	37H5520Z	£5.40	LENS, amber, glass	2 aftermarket
	37H5531	£6.90	LENS, red, glass	2
	37H5531Z	£5.40	LENS, red, glass	2 aftermarket
53	GLB382	£0.48	BULB	2
54	37H5528	£6.30	BULB HOLDER	2
55	508162	£2.54	BODY, rubber	2
56	GHF421	£0.14	SCREW	6
57	AK606021	£0.95	SPIRE NUT	6
58	27H6713	£1.70	BULLET CONNECTOR	2



**Stop & Number Plate Lamp (TR2, TR3 to TS18912)**

60	109497	£34.00	STOP & NUMBER PLATE	1
61	501798	NCA	LENS	1
62	501799	NCA	SCREW	2
63	2169057	£0.34	WASHER, screw	2
65	502351	NCA	GASKET, lens seating	1
66	GLB380	£0.48	BULB	1
67	37H5459	£3.25	TERMINAL KIT, bulb socket	2 twin contact
68	AJD8012Z	£0.30	NUT	2
69	WL700101	£0.25	WASHER, locking	2

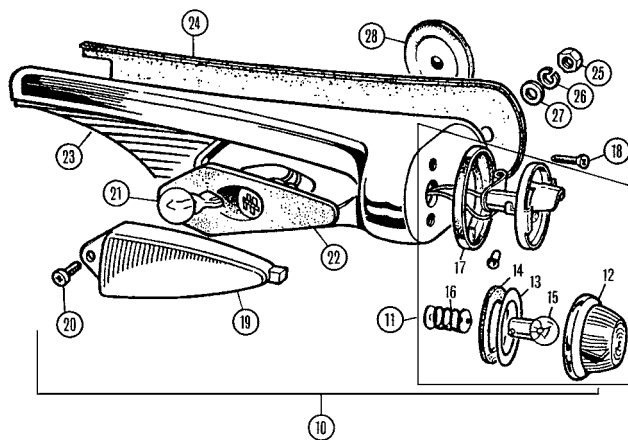


**Number Plate Lamp (TR3 from TS18913, TR3A)**

75	127916	£26.40	NUMBER PLATE LAMP	1
	127916Z	£14.70	NUMBER PLATE LAMP, plastic	1
76	502264	£12.10	COVER, chrome	1
77	17H5385	£2.20	SCREW	1
78	601721A	£5.60	LENS	1

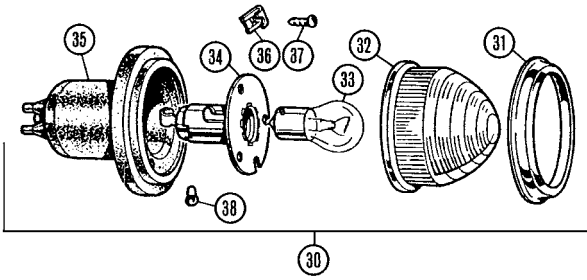
**Side Lamp (TR4)**

1	514805	£39.80	SIDE LAMP	2
2	510897	£11.40	LENS & RIM, clear	2
3	510898	£1.60	WASHER, plastic, (sliding ring)	2
4	510899	£2.90	GASKET, lens seating	2
5	GLB233	£0.83	BULB	2
6	244700A	£2.50	CONTACT & SPRING	2
7	510900	£3.20	GASKET, assembly seating	2
8	AT606042	£0.66	SCREW, lamp retaining	4
9	AK606021	£0.95	SPIRE NUT	4



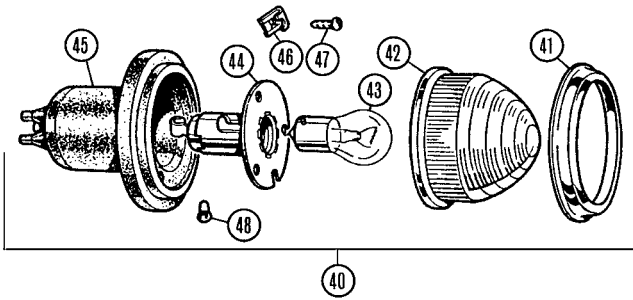
**Side/Repeater Lamps (TR4A)**

10	212486	£310.00	SIDE/REPEATER LAMP, RH	1
	212488	£310.00	SIDE/REPEATER LAMP, LH	1
11	514805	£39.80	SIDE LAMP	2
12	510897	£11.40	LENS & RIM, clear	2
13	510898	£1.60	WASHER, plastic, (sliding ring)	2
14	510899	£2.90	GASKET, lens seating	2
15	GLB233	£0.83	BULB	2
16	244700A	£2.50	CONTACT & SPRING	2
17	510900	£3.20	GASKET, seating	2
18	AT606042	£0.66	SCREW, base to housing	4
19	616648	£14.50	LENS, side-marker, (amber)	2
20	PMZ208	£0.30	SCREW, lens retaining	2
21	GLB501	£0.77	BULB	2
22	616628	NCA	GASKET, with bulb holder	2
23	808677	NCA	BASE, lamp unit, RH	1
	808678	NCA	BASE, lamp unit, LH	1
24	514808	£11.86	GASKET, lamp to wing, RH	1
	514809	£11.86	GASKET, lamp to wing, LH	1
25	GHF200	£0.22	NUT, assembly to wing	4
26	GHF331	£0.38	WASHER, locking	4
27	GHF300	£0.22	WASHER, plain	4
28	061917	£0.67	GROMMET, wires/inner wing	2



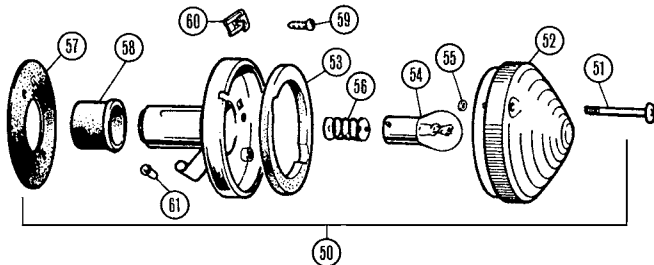
**Front Flasher Lamps (TR4-4A UK Models)**

30	2A9013	£16.30	FLASHER LAMP, amber	2
31	7H5182	£2.40	RIM	2
32	37H5520	£6.90	LENS, amber, glass	2
	37H5520Z	£5.40	LENS, amber, glass	2 aftermarket
33	GLB382	£0.48	BULB	2
34	37H5528	£6.30	BULB HOLDER	2
35	508162	£2.54	BODY, rubber	2
36	AK606021	£0.95	SPIRE NUT	6
37	GHF421	£0.14	SCREW	6
38	27H6713	£1.70	BULLET CONNECTOR	2



**Front Flasher Lamps (TR4-4A USA Models to Body no. 30348CT)**

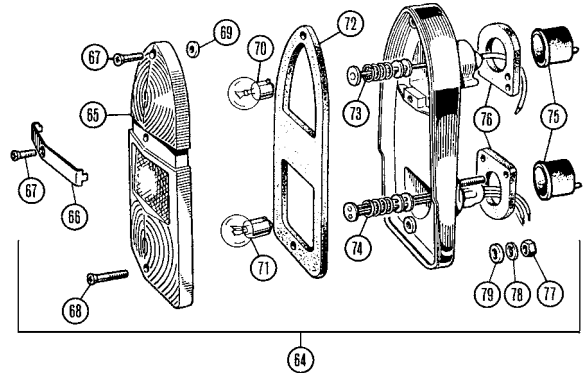
40	532806	£16.30	FLASHER LAMP, clear	2
41	7H5182	£2.40	RIM	2
42	37H6928	£6.90	LENS, front, clear, glass	2
	37H6928Z	£5.40	LENS, front, clear, glass	2 aftermarket
43	GLB382	£0.48	BULB	2
44	37H5528	£6.30	BULB HOLDER	2
45	508162	£2.54	BODY, rubber	2
46	AK606021	£0.95	SPIRE NUT	6
47	GHF421	£0.14	SCREW	6
48	27H6713	£1.70	BULLET CONNECTOR	2



**Flasher Lamps (TR4-4A USA Models from Body no. 30349CT)**

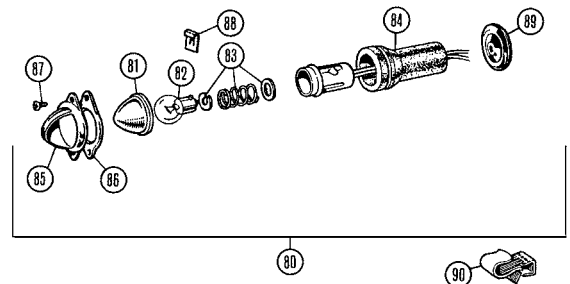
50	BHA4476	£22.00	FLASHER LAMP	2
51	518868	£0.77	SCREW, lens retaining	4
52	17H6763	£7.00	LENS, clear	2
53	17H6765	£3.90	GASKET, lens seating	2
54	GLB382	£0.48	BULB	2
55	21G9057	£0.34	WASHER, fibre	2
56	37H5452	£3.00	TERMINAL KIT, bulb socket	2 single contact

57	27H2724	£3.20	GASKET, lamp seating	2
58	17H5216	£1.04	BOOT, flasher wires	2
59	AB606051	£0.41	SCREW	6
60	AK606021	£0.95	SPIRE NUT	6
61	27H6713	£1.70	BULLET CONNECTOR	2



**Stop/Tail Lamp (TR4-4A)**

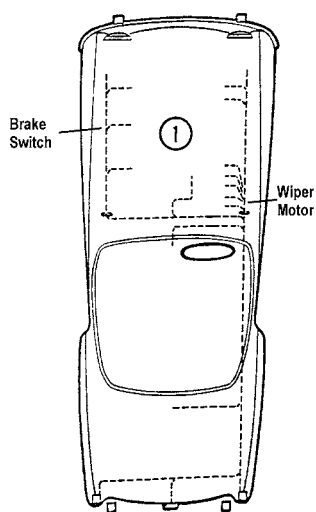
64	208208Z	£135.80	TAIL LAMP, red/amber lens	2 UK models
	208207Z	£135.80	TAIL LAMP, all red lens	2 US models
65	516040	£15.00	LENS, red with amber flasher	2 UK models
	516061	£22.50	LENS, all red	2 US models
66	510903	£1.26	CHROME STRIP	2
67	510904	£1.49	SCREW, top & centre	4
68	510905	£1.60	SCREW, bottom	2
69	21G9057	£0.34	WASHER, screw retaining	6
70	GLB382	£0.48	BULB, flasher lamp	2
71	GLB380	£0.48	BULB, stop/tail lamp	2
72	510906	£3.00	GASKET, lens seating	2
73	37H5452	£3.00	TERMINAL KIT, bulb socket	2 single contact
74	37H5459	£3.25	TERMINAL KIT, bulb socket	2 twin contact
75	17H5216	£1.04	GROMMET, flasher lamp wires	4
76	133364	£2.00	GASKET, lamp to body	4
77	GHF206	£0.16	NUT, lamp retaining	8
78	WL700101	£0.25	WASHER, locking	8
79	PWZ203	£0.19	WASHER, plain	8



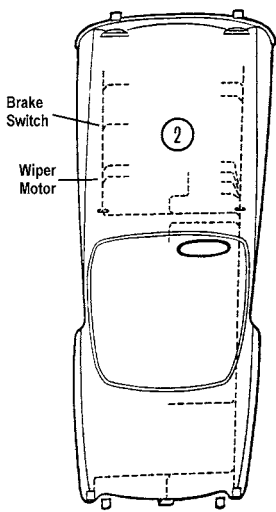
**Number Plate Lamps (TR4-4A)**

80	142002	£16.40	NUMBER PLATE LAMP	2
	142002Z	£11.80	NUMBER PLATE LAMP, aftermarket	2
81	510875A	£6.00	LENS	2
82	GLB207	£0.84	BULB	2
83	37H5452	£3.00	TERMINAL KIT, bulb socket	2 single contact
84	510912	NCA	BODY, rubber	2
85	131465A	£11.40	RIM	2
86	612189	NCA	PLINTH, chrome	2 TR4 To CT6402
87	AB606053	£0.66	SCREW, rim retaining	4
88	AK606021	£0.95	SPIRE NUT	4
89	600395	£1.60	GROMMET, No plate lamp wires	2
90	611406	NCA	CLIP, lead to bumper bracket	2

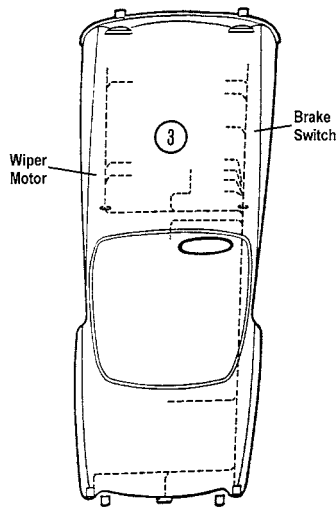
At an unknown change point during the production of the TR4A, German market cars switched from this type of number plate lamp (mounted on the rear overriders) to the earlier type lamp used on the TR3's & TR3A's (mounted on the boot lid). The part number for this earlier lamp is 127916, see page 94.



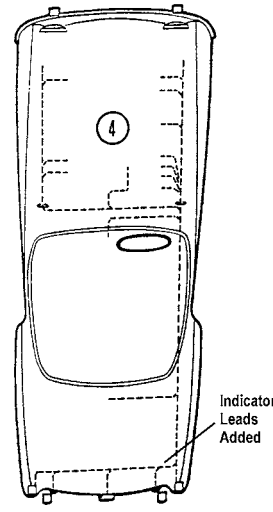
TR2/3 to TS12568



TR3 TS12569 to TS13045



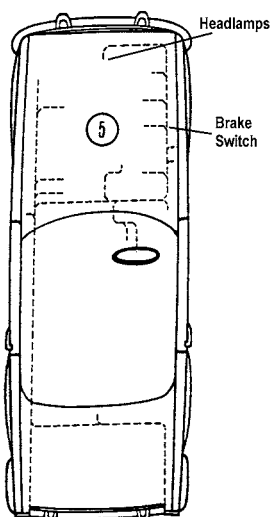
TR3 TS13046 to TS18912



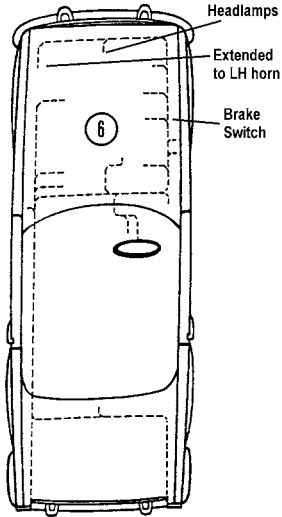
TR3 TS18913, TR3A

RHD models only illustrated

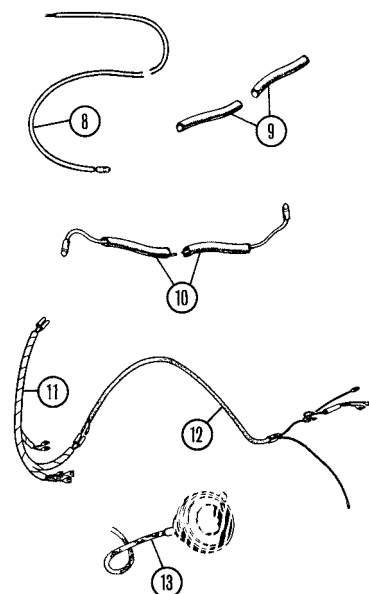
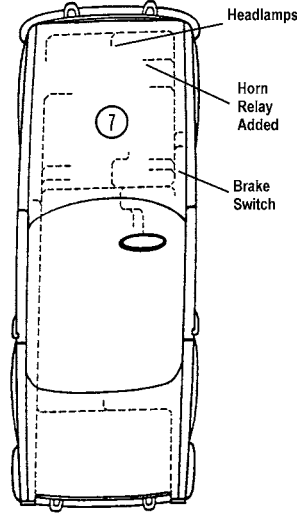
TR4 to CT14913



TR4 CT14914 on



TR4A



Wiring Harness (Looms)

ill	Part Number	Description	Req.	Details					
1	501493CL	£186.65 MAIN LOOM, cloth bound	1	TR2, TR3 To TS12568	307234CL	£264.00	MAIN LOOM, cloth bound	1	TR4A LHD
	501493PVC	£153.60 MAIN LOOM, PVC bound	1	wiper motor on right of bulkhead	307234	£211.00	MAIN LOOM, PVC bound	1	
2	504803CL	£183.00 MAIN LOOM, cloth bound	1	TR3 From TS12569	8	108647	£1.00 CABLE, red, (cut to fit)	a/r	side lamp to main loom
	504803PVC	NCA MAIN LOOM, PVC bound	1	To TS13045	108648	108648	£0.50 CABLE, green, (cut to fit)	a/r	flasher to main loom
3	505137CL	£186.60 MAIN LOOM, cloth bound	1	TR3 From TS13046	108649	108649	£0.50 CABLE, black, (cut to fit)	a/r	lamp unit body earth
	505137PVC	NCA MAIN LOOM, PVC bound	1	To TS18912	108650	108650	£0.85 CABLE, horn to loom	a/r	
4	303004CL	£186.65 MAIN LOOM, cloth bound	1	TR3 From TS18913	9	504806	£2.20 PVC SLEEVING, cut to length	a/r	
	303004PVC	£156.70 MAIN LOOM, PVC bound	1	TR3A To TS60000	10	139033	NCA EXTENSION HARNESS (Brake switch).	1	TR4 LHD From CT27000
	207162CL	£212.00 MAIN LOOM, cloth bound	1	TR3A From TS600001	11	131338	£18.70 HARNESS, overdrive	1	switch to relay
5	207162PVC	£177.00 MAIN LOOM, PVC bound	1		12	131339	£21.60 HARNESS, overdrive	1	gearbox top cover
	305321CL	£258.80 MAIN LOOM, cloth bound	1	TR4 RHD	13	502355	£41.30 HARNESS, in column	1	TR2-3A
6	305321	£207.00 MAIN LOOM, PVC bound	1	To CT14913					
	305610CL	£240.10 MAIN LOOM, cloth bound	1	TR4 RHD					
7	305610	£241.10 MAIN LOOM, PVC bound	1	From CT14914					
	305281CL	£258.80 MAIN LOOM, cloth bound	1	TR4 LHD					
	305281	£207.00 MAIN LOOM, PVC bound	1	To CT9983					
	305611CL	£264.00 MAIN LOOM, cloth bound	1	TR4 LHD From CT9984					
	305611	£211.20 MAIN LOOM, PVC bound	1	To CT26999					
	306645CL	£264.00 MAIN LOOM, cloth bound	1	TR4 LHD					
	306645	£211.15 MAIN LOOM, PVC bound	1	From CT27000					
	307235CL	£264.00 MAIN LOOM, cloth bound	1	TR4A RHD					
	307235	£211.00 MAIN LOOM, PVC bound	1						

**Loom Descriptions & Change Points**

The following looms were originally Cloth bound:

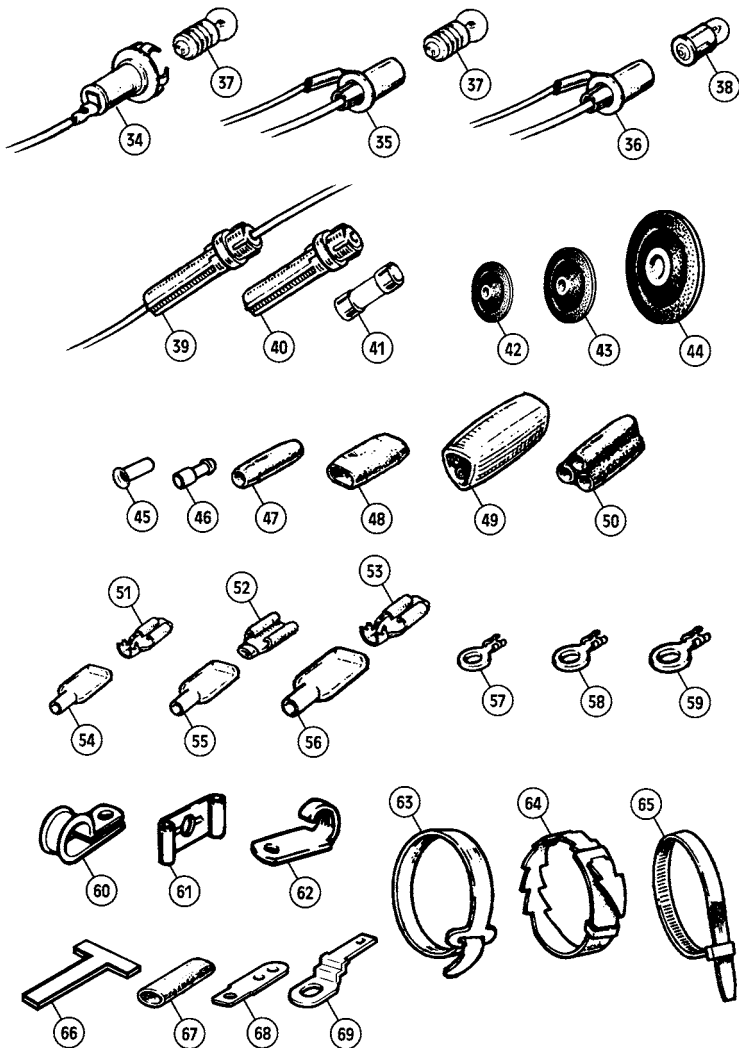
TR2, TR3 up to TS12568	Hydraulic switch on LH side, wiper motor on RH side, centre stop lamp.
TR3 from TS12569 to TS13045	Hydraulic switch on LH side, wiper motor (self parking) on LH side, centre stop lamp.
TR3 from TS13046 to TS18912	Hydraulic switch on RH side, wiper motor (self parking) on LH side, centre stop lamp.
TR3 from TS18913, TR3A to TS60000	Hydraulic switch on RH side, separate rear flasher, stop lamps in tail lamps.

Note: By the clever design of placing the hole for the loom in the centre of the bulkhead, TR2-3A looms were not handed for RH or LH drive.

The following looms were originally PVC bound:

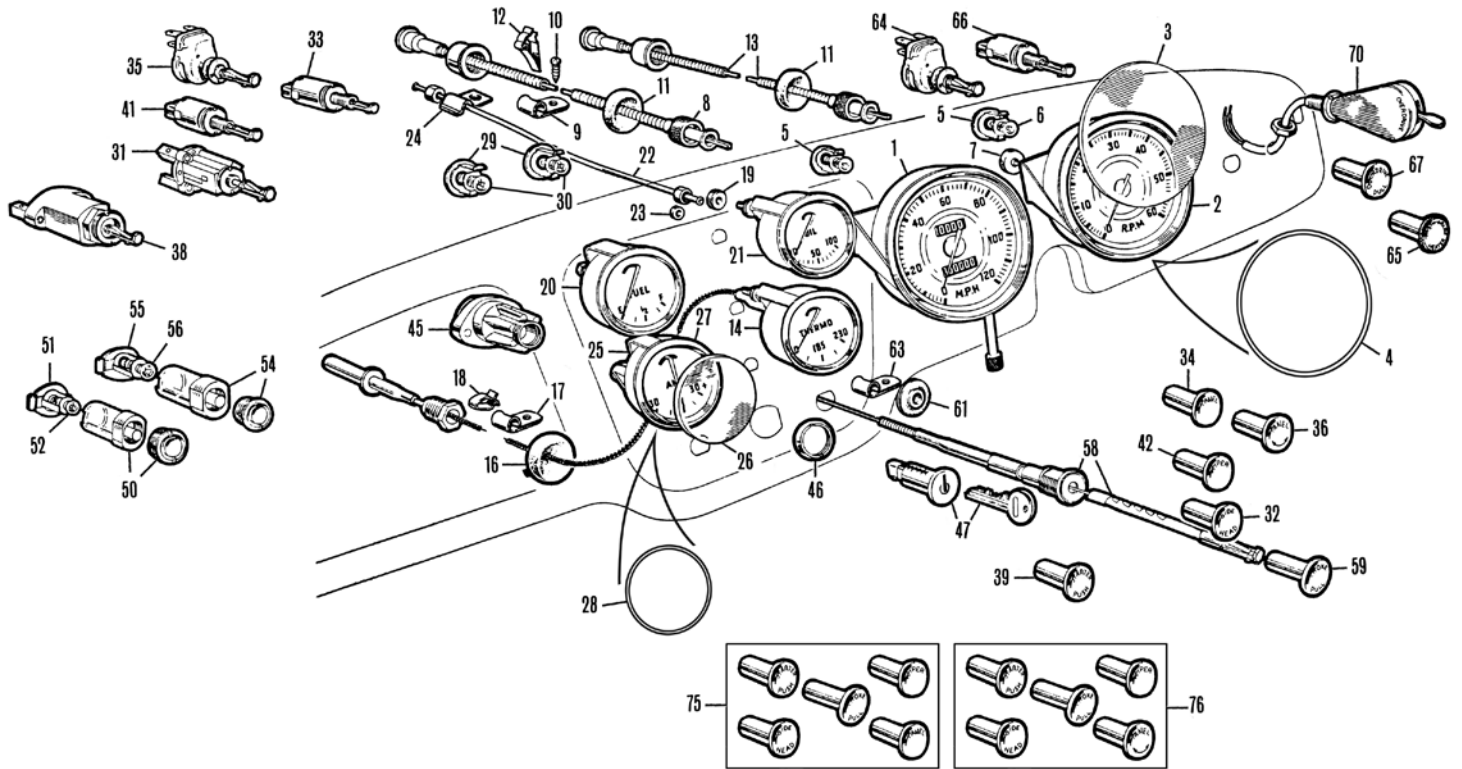
TR3A from TS60001	As TS18913 to TS60000 but with Lucar connectors, not screwed connectors.
TR4 RHD to CT14913 TR4 LHD to CT9983	Coil and temperature sender cables fed from the switch on RH side.
TR4 RHD from CT14914 TR4 LHD from CT9984 to CT26999 side.	Coil and temperature sender and LH horn fed from front lights, hydraulic brake switch on RH side.
TR4 LHD from CT27000	Brake switch cables on RH side with extension blue PVC.
TR4A RHD or LHD	One for either hand of drive.

**Connectors & Fittings**



Part Number	Description	Req.	Details
34 AEU1313A 37H5181	NCA BULB HOLDER, claw type, screw-in bulb	a/r	MES type, self earthing
35 13H1927	BULB HOLDER, claw type, screw-in bulb	a/r	MES type, separate earth
36 UKC4187	BULB HOLDER, sleeve type (Screw-in bulb).	a/r	MES type
37 GLB987	BULB, 2.2W, screw-in type (Glove box lamp).	a/r	fits MES type bulb holder
38 GLB281	BULB, 2.0W, bayonet type (Footwell lamp).	a/r	fits BA7 type bulb holder
39 UKC4446	INLINE FUSE HOLDER (Includes wires, terminals and spring).	a/r	
41 GFS3005	FUSE, 5 amp, pack of five fuses	a/r	
GFS3010	FUSE, 10 amp, pack of five fuses	a/r	
GFS3015	FUSE, 15 amp, pack of five fuses	a/r	in line headlamp main beam
GFS3020	FUSE, 20 amp, pack of five fuses	a/r	
GFS3025	FUSE, 25 amp, pack of five fuses	a/r	in line cigar lighter
GFS3035	FUSE, 35 amp, pack of five fuses	a/r	
GFS3050	FUSE, 50 amp, pack of five fuses	a/r	
42 061917	GROMMET	2	
061917	(Harness to front side repeater lamps).		
061917	GROMMET	1	
061917	(Harness to number plate lamp, outer valance).		
43 600395	GROMMET, screen washer tubing	1	
600395	GROMMET	2	
600395	(Harness to rear side repeater lamps).		
600395	GROMMET	2	
600395	(Harness to front side repeater lamps).		
600395	GROMMET	2	
600395	(Harness to number plate lamp, inner valance).		
600395	GROMMET	1	
600395	(Harness to number plate lamp, inner valance).		
602037	GROMMET, gearbox harness	1	through tunnel
44 600400W	GROMMET, main harness	1	through dash
45 27H6713	BULLET, single, male, push-on	a/r	
46 MQC412111	BULLET, single, male, solder/crimp, 1mm	a/r	9/0.3 cable
MQC412112	BULLET, single, male, solder/crimp, 1.5mm	a/r	14/0.3 cable
MQC412113	BULLET, single, male, solder/crimp, 2mm	a/r	28/0.3 cable
MQC412114	BULLET, single, male, solder/crimp, 3mm	a/r	44/0.3 cable
003632	BULLET, single, male, solder	a/r	28/0.3 cable
47 104618	CONNECTOR, female, single line	a/r	2 way
48 RTC603A	CONNECTOR, female, double line	a/r	4 way common contacts
49 BHA4460	CONNECTOR, female, triple line	a/r	6 way
50 2H4992	CONNECTOR, female, triple line	a/r	6 way Insulated contacts
51 13H2050	CONNECTOR, Lucar, 3/16" wide	a/r	6 amp
52 RTC220A	CONNECTOR, Lucar, 1/4" wide	a/r	17.5 amp
53 47H5419	CONNECTOR, Lucar, 3/8" wide	a/r	35 amp
54 BMK449	NCA INSULATOR, for 3/16" Lucar connector	a/r	
55 511269	INSULATOR, for 1/4" Lucar connector	a/r	
56 515399	INSULATOR, for 3/8" Lucar connector	a/r	
57 17H5287	EYELET, 3/16" hole	a/r	
58 2H4528	NCA EYELET, 1/4" hole	a/r	
59 13H625	EYELET, 5/16" hole	a/r	
60 PCR809	'P' CLIP, fuse holder attaching	a/r	
61 236366A	CLIP, holding fuse holder to edge	a/r	
62 616312	CLIP, earthing lead (Head, side and flasher lamps).	a/r	
63 AHH7108	NCA CLIP, aluminium band type	a/r	
64 13H6107	CABLE TIE, 'fir tree' type	a/r	
65 GHF1265	CABLE TIE, 9 cm long	a/r	ratchet type
GHF1266	CABLE TIE, 13 cm long	a/r	
GHF1267	CABLE TIE, 22 cm long	a/r	
GHF1268	CABLE TIE, 31 cm long	a/r	
66 603559	LOOM TAG, welded to bodywork	a/r	
67 503213	NCA INSULATING SLEEVE, on loom tag	a/r	
68 123759	NCA EARTH TAG, Lucar	a/r	welded to body panels
69 123759	NCA EARTH TAG, Lucar (Screwed to wiper motor mount).	1	





**Instruments, Cables & Dash Switches TR2-3A**

Part Number	Description	Req.	Details
1 108192R	GAUGE, speedo, MPH, exchange	1	3.7:1 axle
113637R	NCA GAUGE, speedo, MPH, exchange	1	4.1:1 axle
108193R	NCA GAUGE, speedo, KPH, exchange	1	3.7:1 axle
113632R	NCA GAUGE, speedo, KPH, exchange	1	4.1:1 axle
2 106970R	GAUGE, tachometer	1	(RC163, RN1402/09 or RN1411/00).
3 502268	GLASS, domed, large gauges	2	
4 502268G	SEAL, bezel, large	2	
5 070066	BULB HOLDER, speedo & tachometer	2	
6 GLB987	BULB, screw cap, 2.2w	2	
7 MM361-020	KNURLED NUT, large, brass	4	fits 5mm stud
17H1304	KNURLED NUT, large, aluminium	4	fits 4mm stud
8 504611	CABLE, speedometer, 84"	1	RHD, all models
GSD169	CABLE, speedometer, 69"	1	LHD, non-overdrive
504609	CABLE, speedometer, 96"	1	LHD, with overdrive
9 CP105081	P CLIP, speedo cable to dash	1	
10 GHF425	SCREW, for clip	1	
11 600395	GROMMET, speedo/tacho cables	2	
12 059191	CLIP, speedo cable to chassis	1	
13 GSD113	CABLE, tachometer, 51"	1	RHD
504619	CABLE, tachometer, 36"	1	LHD
14 106965R	GAUGE, temperature, F°	1	(RT70 or TL2561/01).
110895R	GAUGE, temperature, C°	1	(51-312-561-03 or TL2561/03).
16 600395	GROMMET	1	
17 PCR307	CLIP, tube to fascia stays	2	
18 138892	CLIP, tube to fuel pipe	2	
19 17H932	NUT, thumb, gauge retaining	8	fits 4mm stud
20 106964R	GAUGE, fuel	1	(PG163 or FG2530/20).

Note: Speedometers are calibrated for 5.60x15 tyres which, luckily, are pretty close to what most TR's now wear, 165x15. If your TR is shod with something drastically different, or has non-standard wheel rim width, you should consider re-calibration but allow a generous time for this process.

21 106966R	GAUGE, oil pressure	1	lbs. per square inch
110896R	GAUGE, oil pressure	1	kilograms per square centimetre
22 202973	PIPE, oil pressure, on bulkhead	1	
23 2K4936	WASHER, sealing, oil tube	1	
24 059380	CLIP, oil pressure pipe to bulkhead	2	
25 106967R	GAUGE, ammeter, screw type	1	(36174B)
125111R	GAUGE, ammeter, spade terminal	1	(36264A/D), alternative
26 502269	GLASS, domed, small gauges	4	
27 106964BEZEL	BEZEL, gauge, small	4	
28 17H1642	O RING, small, gauge to dash	4	
29 070066	BULB HOLDER	2	auxiliary instrument panel
30 GLB987	BULB, screw cap, 2.2w	2	
31 3H3098	SWITCH, push/pull, headlamps	1	
32 106685	KNOB, side & headlamp switch*†	1	
33 2H4841	SWITCH, push/pull, panel lights	1	
34 107680	KNOB, panel light switch*	1	
35 BHA4278	SWITCH, rheostat, dashboard lights	1	
36 125677	KNOB, panel light switch*†	1	
38 501777	STARTER SWITCH	1	
39 109311	KNOB, starter switch*†	1	
41 2H4841	SWITCH, push/pull, windscreen wiper#	1	single speed
42 106689	KNOB, wiper switch*†	1	
45 107936	BODY, ignition switch	1	
46 107937	NCA BEZEL	1	
47 24G1345	BARREL & KEY, ignition	1	
24G1345Z	BARREL & KEY, ignition, aftermarket	1	
50 501347	WARNING LAMP, ignition, red	1	
51 502342	BULB HOLDER	1	
52 GLB987	BULB, screw cap, 2.2w	1	
54 501348	WARNING LAMP, indicator, amber	1	TR2-3A
128378	WARNING LAMP, indicator, green	1	late TR3A
55 502342	BULB HOLDER	1	
56 GLB987	BULB, screw cap, 2.2w	1	
58 400627	CHOKE CABLE, inner & outer	1	
59 107764	KNOB, choke cable*†	1	
61 061917	GROMMET, for choke cable	1	
63 CP105081	P CLIP, choke cable to bulkhead	1	
64 57H5260	SWITCH, rheostat, heater fan	1	

\*Note: We do not anticipate being able to offer the two speed wiper switch in the near future.

65	509735	£4.50	KNOB, heater	1	
	500513	£5.80	KNOB, screw retained	1	alternative
66	2H4841	£15.00	SWITCH, pull/push, 2 position, overdrive#	1	TR2 To TS6266
67	108437	£1.64	KNOB, overdrive switch	1	
70	112474	£57.30	SWITCH, overdrive	1	TR2 from TS6266, TR3/3A

#Note: The early push-pull overdrive switch (item 66) can be used as an alternative to 112474 on TR3's & TR3A's.

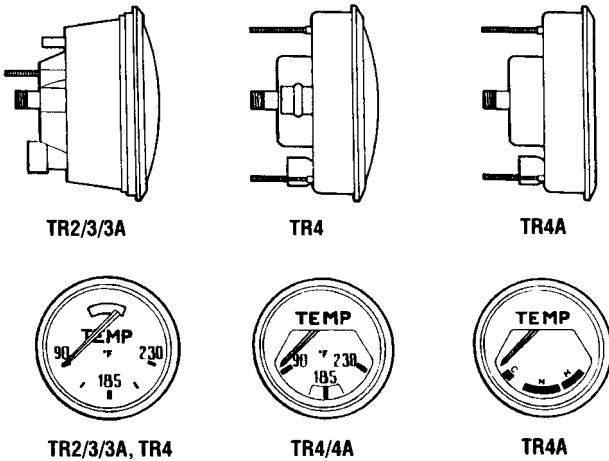
**Dash Knob Sets**

75	GKS6001X	£29.80	DASH KNOB SET, (inc. items marked*)	1	TR2-3, early TR3A
	106685	£9.80	KNOB, side & headlamp switch*	1	
	107680	£3.46	KNOB, panel light switch*	1	
	109311	£6.20	KNOB, starter switch*	1	
	106689	£4.90	KNOB, wiper switch*	1	
	107764	£7.40	KNOB, choke cable*	1	
76	GKS6002X	£35.60	DASH KNOB SET, (inc. items marked†)	1	late TR3A
	106685	£9.80	KNOB, side & head lamp switch†	1	
	125677	£6.30	KNOB, panel light switch †	1	
	109311	£6.20	KNOB, starter switch†	1	
	106689	£4.90	KNOB, wiper switch†	1	
	107764	£7.40	KNOB, choke cable†	1	

**Beware the Engine Earthing Strap**

To enable any flow of electricity to occur, a complete loop must be maintained from one connection of the battery to the other. To enable a greater flow of electricity, a more substantial link is required between connections. Starting the engine (especially in cold conditions), requires a massive surge of battery power - up to 200 amperes of current, which flows from the battery terminal to the starter motor - and then to the other terminal any way it can.

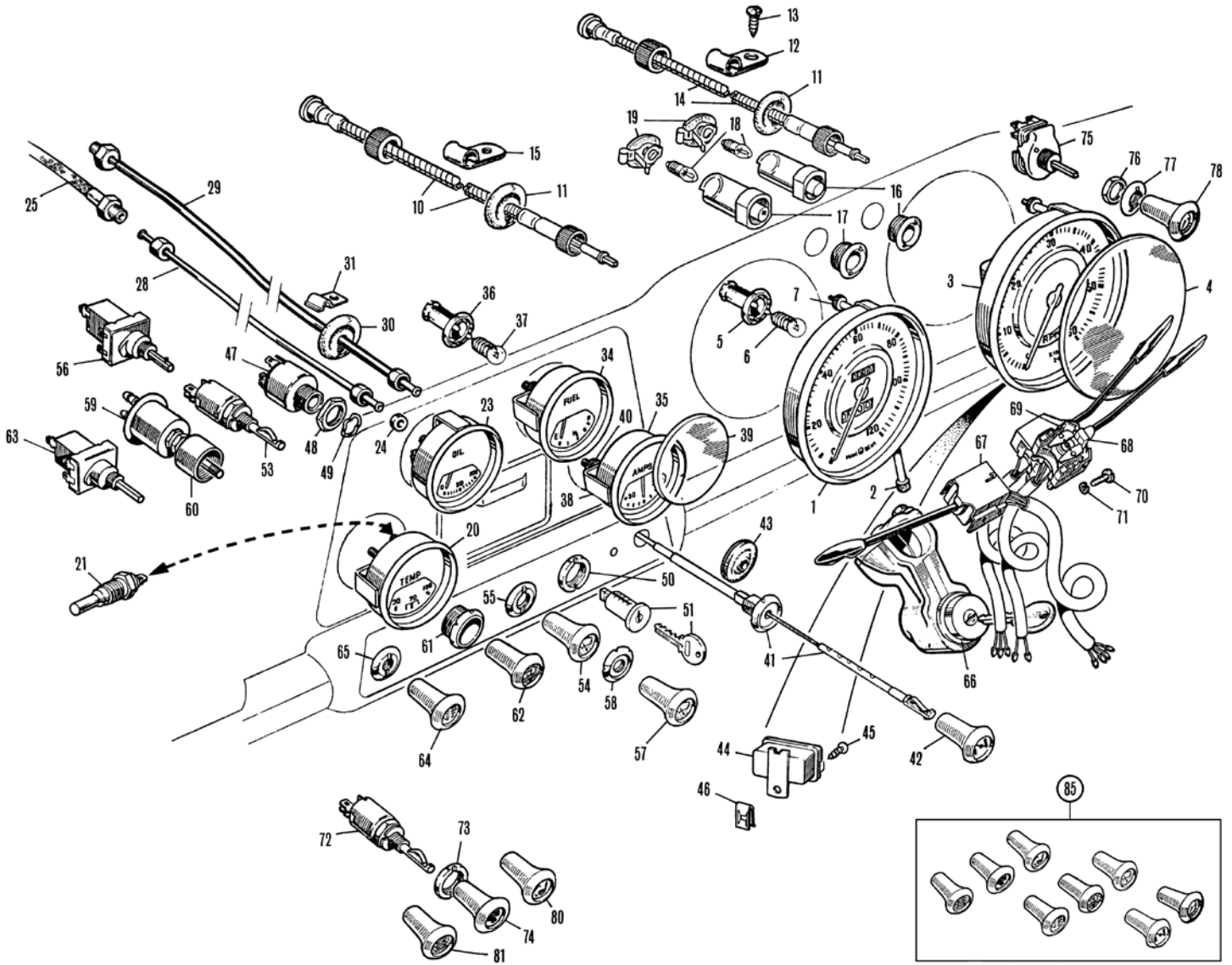
To make this flow easier, an electrical 'motorway' is provided in the form of the engine earth strap, allowing current to flow from the engine to the body shell and back to the battery with ease. A frayed, damaged or badly corroded earth connecting strap causes the electrical equivalent of a traffic jam, then the current just looks for some other way of returning to battery. The choke cable seems especially popular, its wire wound casing turning rapidly to a heater element, providing extra assistance in cold weather! If normal heating is insufficient, now is a good time to check the engine earth strap.



**Instrument Identification (All Models)**

Instruments from the TR2 to the TR4 range appear basically similar. There are however, several important differences which make their interchange hazardous, but compared to the problem of their scarcity, this is minor. It is not recommended to interchange the two basic types of 5" instruments. Not only is the clamping arrangement different, the fascia wiring would also require drastic alteration. Due to this, the best consideration would be to get a matching set of the six instruments that were originally fitted to your car.

We have listed the Smiths reference numbers that are stamped on the face of the instruments to help you determine which ones are fitted to your car. We adopt a 'one-for-one' and 'like-for-like' exchange. We have illustrated here a side view of the 5" gauges and a frontal view of the different temperature gauges to help in identifying the different castings and facings for the 4 cylinder TR Range.



**Instruments, Cables & Dash Switches TR4 & TR4A**

Although the list of part numbers relating to speedometers looks daunting, in reality there are only two types: The early TR4 one (facially similar to the TR2-3A type, including the use of domed glass), and the flat glass type used for the rest of the TR4's and all TR4A's. We have listed the Smiths reference numbers that are stamped on the face of the instruments, to help you determine what is fitted to your car. Speedo's were calibrated differently for all the tyre sizes supplied as OE on both models, and then as many again for the two OE axle ratios. Over the years, these instruments may have been swapped about, and flat/domed glass mismatched. Modern, low profile tyres can be another complication. This instrument is available on an exchange basis and can be re-calibrated to suit the tyres and axle ratio fitted.

**When 6.95x15 (550/590x15) tyres & 3.7:1 Axle fitted**

Ill	Part Number	Description	Req.	Details
1	208062R	£111.30 GAUGE, speedo, MPH, exchange (SN6313/09, 1184 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	208063R	NCA GAUGE, speedo, KPH, exchange (SN6313/10, 740 turns).	1	
	209182R	£102.00 GAUGE, speedo, MPH, exchange (SN6325/00A, 1184 turns).	1	
	209183R	£90.10 GAUGE, speedo, KPH, exchange (SN6325/01A, 740 turns).	1	

**When 6.95x15 (550/590x15) tyres & 4.1:1 Axle fitted**

	208066R	NCA GAUGE, speedo, MPH, exchange (SN6313/11, 1312 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	208067R	NCA GAUGE, speedo, KPH, exchange (SN6313/12, 820 turns).	1	
	209184R	NCA GAUGE, speedo, MPH, exchange (SN6325/06, 1312 turns).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
	209185R	NCA GAUGE, speedo, KPH, exchange (SN6325/07, 820 turns).	1	

**When 165x15 tyres & 3.7:1 Axle fitted**

208655R	NCA	GAUGE, speedo, MPH, exchange (SN6313/19, 1152 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
208656R	NCA	GAUGE, speedo, KPH, exchange (SN6313/20, 720 turns).	1	
209188R	£98.50	GAUGE, speedo, MPH, exchange (SN6325/02A, 1152 turns).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
209189R	£100.30	GAUGE, speedo, KPH, exchange (SN6325/03A, 720 turns).	1	

**When 165x15 tyres & 4.1:1 Axle fitted**

208657R	NCA	GAUGE, speedo, MPH, exchange (SN6313/17, 1280 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
208658R	NCA	GAUGE, speedo, KPH, exchange (SN6313/18, 800 turns).	1	
209186R	NCA	GAUGE, speedo, MPH, exchange (SN6325/08, 1280 turns).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
209187R	NCA	GAUGE, speedo, KPH, exchange (SN6325/09, 800 turns).	1	

**All Types/Models**

2	503465	NCA	TRIP, flexible	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
3	208090R	£97.50	GAUGE, tachometer (RN1409/02, domed glass).	1	
	209194R	£98.00	GAUGE, tachometer (RN1417/00, flat glass).	1	TR4 From CT15053 (RHD) & CT11308 (LHD), TR4A
4	502268	£13.90	GLASS, domed, large	2	
	502268F	£6.30	GLASS, flat, large	2	speedometer & tachometer
5	13H1924	£4.40	BULB HOLDER, illumination	2	
6	GLB987	£0.66	BULB, screw cap, 2.2w	2	
7	17H1304	£1.31	NUT, thumb, gauge retaining	4	

10	504607	£16.10	CABLE, speedometer, 78"	1	RHD standard gearbox
	GSD169	£13.40	CABLE, speedometer, 69"	1	LHD
11	602037	£1.30	GROMMET	2	
12	CP105081	£1.10	CLIP, speedo cable to bulkhead	1	RHD
	CP105081	£1.10	CLIP, speedo cable to valance	1	LHD
13	GHF425	£0.22	SCREW, securing clip	1	
14	GSD111	£11.40	CABLE, tachometer, 48"	1	RHD
	504619	£19.60	CABLE, tachometer, 36"	1	LHD
15	CP110125	£1.10	CLIP, cable to battery carrier hook	1	
16	128378	£11.40	WARNING LAMP, indicator, green	1	
17	501347	£9.20	WARNING LAMP, ignition, red	1	
18	GLB987	£0.66	BULB, screw cap, 2.2w	2	
19	502342	£9.00	BULB HOLDER, warning lamps	2	
20	131060R	£68.70	TEMPERATURE GAUGE, F° (BT2300/00, domed glass).	1	TR4 To CT115053 (RHD) & To CT11307 (LHD)
	131061R	NCA	TEMPERATURE GAUGE, C° (BT2300/01, domed glass).	1	TR4 To CT115053 (RHD) & To CT11307 (LHD)
	133124R	NCA	TEMPERATURE GAUGE, F° (BT2203/00, flat glass).	1	TR4-4A From CT15054 (RHD) & CT11308 (LHD) To CTC62636
	133119R	£66.00	TEMPERATURE GAUGE, C° (BT2203/01, flat glass)	1	TR4-4A From CT15054 (RHD) & CT11308 (LHD) To CTC62636
	145594R	£66.00	TEMPERATURE GAUGE, CNH (BT2203/03, flat glass).	1	TR4A From CT62637
21	GTR104	£5.95	TEMPERATURE TRANSMITTER	1	
23	106966R	£87.60	GAUGE, oil pressure, lbs. (PL2561/00, domed glass).	1	TR4 To CT115053 (RHD) CT11307 (LHD)
	133120R	£63.40	GAUGE, oil pressure, lbs. (PL2302/22, flat glass).	1	TR4 From CT115054 (RHD) & CT11308 (LHD), TR4A
	110896R	£89.00	GAUGE, oil pressure, kilo's (PL2561/01, domed glass).	1	TR4 To CT115053 (RHD) & CT11307 (LHD)
	113121R	NCA	GAUGE, oil pressure, kilo's (PL2302/23, flat glass).	1	TR4 From CT115054 (RHD) & CT11308 (LHD), TR4A
24	2K4936	£0.30	WASHER, sealing, oil tube	1	pipe to gauge
25	102238	£23.60	HOSE, oil pressure, stainless steel braided	1	early TR4
			(The above hose links the oil pressure gauge pipe on the engine to the one on the bulkhead).		
28	202973	£23.00	PIPE, oil pressure, on bulkhead	1	early TR4
29	138308	£27.00	PIPE, oil pressure, engine to gauge	1	TR4-4A
			(This replaces the flexible and rigid pipes listed above, in that it goes direct from the oil pipe leading from the oil filter head to the bulkhead, to the oil pressure gauge. Listed as an 'alternative' to 202793 in the Triumph parts book, but standard on all TR4's).		
30	600395	£1.60	GROMMET	1	
31	059380	£2.50	CLIP, oil pressure pipe to bulkhead	2	
34	130539R	£76.20	GAUGE, fuel (BF2301/00, domed glass).	1	TR4 To CT115053 (RHD) & CT11307 (LHD)
	133118R	£112.20	GAUGE, fuel (BF2206/00, flat glass).	1	TR4 From CT115054 (RHD) & CT11308 (LHD), TR4A
35	125111R	£85.70	GAUGE, ammeter, Lucas (36264A/D, domed glass).	1	TR4 To CT115053 (RHD) & CT11307 (LHD)
	133117R	£88.50	GAUGE, ammeter, Lucas (26313B, flat glass).	1	TR4 From CT115054 (RHD) & CT11308 (LHD), TR4A
36	13H1927	£5.40	BULB HOLDER, illumination	4	auxiliary gauges
37	GLB987	£0.66	BULB, screw cap, 2.2w	4	
38	136643	NCA	BRACKET, ammeter	1	metal fascia
	136642	NCA	BRACKET, ammeter	1	veneered fascia
39	502269	£17.00	GLASS, domed, small	4	
	502269F	£5.80	GLASS, flat, small	4	
40	17H932	£1.31	NUT, knurled, small	1	
41	401900/1	£66.00	CHOKE CABLE	1	TR4 fitted with H6 carbs TR4A fitted with HS6 carbs TR4-4A fitted with Zenith Stromberg 175CD carbs
42	704873	£6.80	KNOB, choke cable†	1	
43	061917	£0.67	GROMMET, in bulkhead	1	
44	128484	£19.40	VOLTAGE STABILISER, +ve	1	
	BHA4602	£17.90	VOLTAGE STABILISER, -ve	1	
			(The voltage stabiliser supplies power to the fuel and water temperature gauges. Apparent high water temperature, or unbelievably low fuel consumption is often attributable to stabiliser failure. It's usually tucked in a particularly inaccessible place on the bulkhead sides, partially hidden by carpeting).		
45	GHF423	£0.30	SCREW, voltage stabiliser	1	
46	GHF712	£0.30	SPIRE CLIP	1	
47	127651	£15.20	SWITCH, ignition	1	
48	510369	NCA	NUT	1	
49	128087	NCA	WASHER, wavy, under knob	1	
50	609793	NCA	BEZEL	1	
51	24G1345	£9.00	BARREL & KEY, ignition	1	
	24G1345Z	£8.20	BARREL & KEY, ignition, aftermarket	1	
53	2H4841	£15.00	SWITCH, pull/push, 2 position, wipers	1	
54	704875	£6.80	KNOB, wiper switch†	1	TR4
55	609933	NCA	BEZEL	1	
56	BHA4578	£24.40	SWITCH, push/pull, wipers, two speed	1	

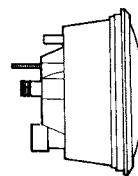
57	704875	£6.80	KNOB, wiper switch	1	TR4, (optional), TR4A, (all)
58	609792	£8.40	BEZEL	1	
59	609173	£43.40	WASHER PUMP	1	
60	609526	NCA	SPACER	1	
61	609919	NCA	BEZEL	1	
62	609946	£7.10	KNOB, screen washer†	1	
63	BHA4578	£24.40	SWITCH, push/pull, side & headlights	1	
64	704885	£6.80	KNOB, light switch†	1	TR4
65	609792	£8.40	BEZEL	1	
66	219061/1	£79.30	STEERING LOCK & IGNITION SWITCH	1	Germany only
67	142579	£60.00	SWITCH, lighting	1	TR4A RHD
	141858	£47.50	SWITCH, lighting	1	TR4A LHD
68	158966	£36.00	SWITCH, indicators	1	
69	132424	NCA	SWITCH, overdrive, chrome stalk	1	TR4-4A
	147281	£43.20	SWITCH, overdrive, black stalk, LHD	1	alternative switches
	147280	£43.20	SWITCH, overdrive, black stalk, RHD	1	
70	TP402	£0.60	SCREW, switch	1	
71	WE604	NCA	WASHER, shake-proof	1	
72	2H4841	£15.00	SWITCH, pull/push, 2 position, heater	1	
73	609933	NCA	BEZEL, fan switch	1	
74	704883	£6.80	KNOB, fan switch†	1	
75	BHA4278	£26.90	SWITCH, rheostat, dashboard lights	1	
76	510368	NCA	NUT	1	
77	609792	£8.40	BEZEL	1	
78	704879	£6.80	KNOB, rheostat†	1	
80	704881	£6.80	KNOB, heater, air distribution†	1	
81	704884	£6.80	KNOB, heater valve†	1	

**Dash Knob Set**

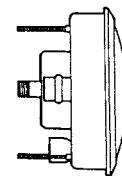
85	GKS6003X	£57.30	DASH KNOB SET, (inc. items marked†)	1	
	704873	£6.80	KNOB, choke cable†	1	
	704875	£6.80	KNOB, wiper switch†	1	
	609946	£7.10	KNOB, screen washer†	1	TR4-4A
	704885	£6.80	KNOB, side and headlamps†	1	
	704883	£6.80	KNOB, heater fan†	1	
	704879	£6.80	KNOB, rheostat†	1	
	704881	£6.80	KNOB, heater, air distribution†	1	
	704884	£6.80	KNOB, heater valve†	1	

**Beware the Engine Earthing Strap**

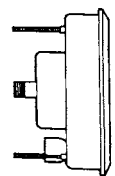
To enable any flow of electricity to occur, a complete loop must be maintained from one connection of the battery to the other. To enable a greater flow of electricity, a more substantial link is required between connections. Starting the engine (especially in cold conditions), requires a massive surge of battery power (up to 200 amperes of current, which flows from the battery terminal to the starter motor) and then to the other terminal any way it can. To make this flow easier, an electrical 'motorway' is provided in the form of the engine earth strap, allowing current to flow from the engine to the body shell and back to the battery with ease. A frayed, damaged or badly corroded earth connecting strap causes the electrical equivalent of a traffic jam, then the current just looks for some other way of returning to battery. The choke cable seems especially popular, its wire wound casing turning rapidly to a heater element, providing extra assistance in cold weather! If normal heating is insufficient, now is a good time to check the engine earth strap.



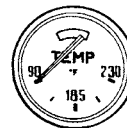
TR2/3/3A



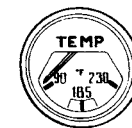
TR4



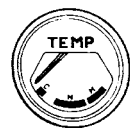
TR4A



TR2/3/3A, TR4



TR4/4A



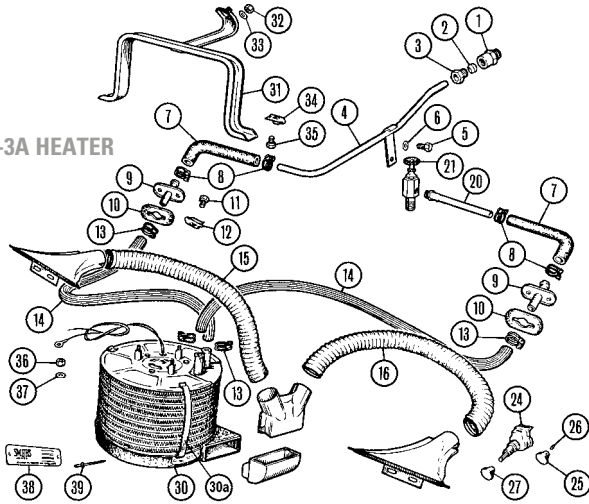
TR4A

**Instrument Identification (All Models)**

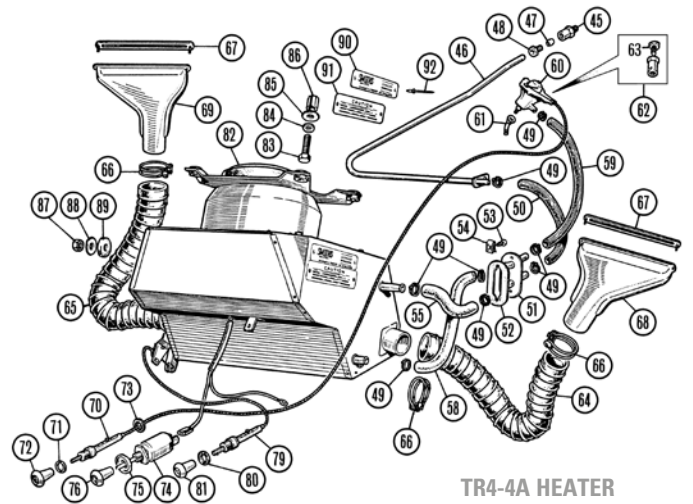
Instruments from the TR2 to the TR4 range appear basically similar. There are however, several important differences which make their interchange hazardous, but compared to the problem of their scarcity, this is minor. It is not recommended to interchange the two basic types of 5" instruments. Not only is the clamping arrangement different, the fascia wiring would also require drastic alteration. Due to this, the best consideration would be to get a matching set of the six instruments that were originally fitted to your car.

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TR2-3A HEATER



TR4-4A HEATER



TR2-3A Models

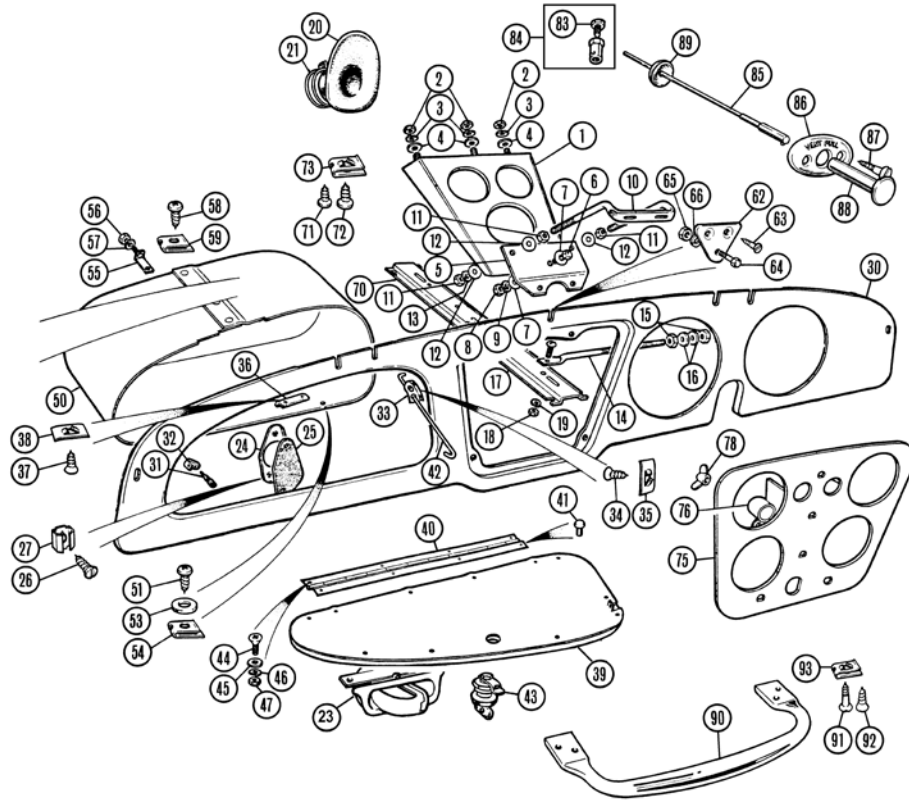
Ill	Part Number	Description	Req.	Details
1	101343	£6.50 ADAPTOR, water pump housing	1	
2	TL11	£1.52 OLIVE, brass	1	
3	101302	£2.45 NUT	1	
4	201947SS	£25.66 PIPE, from w/pump housing	1	
5	SH504051	£0.36 SCREW, pipe to engine	1	
6	GHF331	£0.38 WASHER, locking	1	
7	105176	£7.00 HOSE, bulkhead to engine	1	
	105176Z	£4.30 HOSE, bulkhead to engine, aftermarket	1	
	105176X	£8.70 HOSE, bulkhead to engine, silicone	1	
8	CS4012	£1.20 CLIP, engine compartment hoses	4	
9	601950	£15.00 ADAPTOR, bulkhead	2	
10	601951	£4.75 PAD, rubber	2	
11	GHF405	£0.36 SCREW, adaptor to bulkhead	4	
12	FU2585	£0.47 SPIRE NUT	4	
13	CS4013	£1.20 CLIP, 'under dash' hoses	4	
14	602057	£10.00 HOSE, heater inlet & outlet, rubber	2	standard
15	602056	£23.60 HOSE, demister, LH	1	
16	602055	NCA HOSE, demister, RH	1	
20	107994	£14.50 PIPE, heater valve extension	1	
21	100399	£48.30 VALVE, heater tap	1	
	100399K	£54.80 HEATER TAP KIT	1	
24	57H5260	£60.00 SWITCH, rheostat, (heater fan)	1	(Two different switches were originally fitted: the earlier used a knob retained by a screw, the later type used a push-on knob retained by a spring-loaded stud. Switches supplied are the later type).
25	500513	£5.80 KNOB, screw retained	1	
26	500513S	NCA SCREW, for knob	1	
27	509735	£4.50 KNOB, push-on	1	
30	700899	NCA HEATER ASSEMBLY	1	
	700899X	£566.80 HEATER ASSEMBLY, uprated	1	high output
	700899M	£322.00 MATRIX, in heater, (3" deep)	1	
	700899M/4	£412.50 MATRIX, in heater, (4" deep)	1	
	565755HX	NCA VALVE, heater control	1	to suit 700899X only
30a	17H1595	£1.40 CLIPS, (3")	2	
	17H1605	£1.40 CLIPS, (4")	2	
31	700855	NCA BRACKET, heater support	1	
32	GHF200	£0.22 NUT, plain	1	
33	GHF331	£0.38 WASHER, locking	1	
34	FJ24074	£0.68 SPIRE CLIP	2	
35	UL2705	£0.47 ACME SCREW	2	heater to support fixing
36	GHF200	£0.22 NUT, plain	3	
37	GHF331	£0.38 WASHER, locking	3	
38	CRCP302	£3.20 NAME PLATE, 'Smiths'	1	
39	RU608123	£0.47 RIVET, name plate	2	

TR4-4A Models

45	101343	£6.50 ADAPTOR, water pump housing	1	
46	208606SS	£28.80 PIPE, pump housing to bulkhead	1	
47	TL11	£1.52 OLIVE, brass	1	
48	101302	£2.45 NUT	1	
49	CS4012	£1.20 CLIP, water hoses	8	
50	GZA1336	£4.70 HOSE, pipe to bulkhead	1	
	GZA1336X	£14.70 HOSE, pipe to bulkhead, silicone	1	
51	611043	£22.10 ADAPTOR, through bulkhead	1	
52	611040	£1.50 PAD, rubber	1	
53	GHF403	£0.30 SCREW, adaptor to bulkhead	2	
54	GHF712	£0.30 SPIRE NUT	2	
55	623285	£7.10 HOSE, heater outlet	1	
58	623284	£7.20 HOSE, heater inlet	1	
59	627310	£12.30 HOSE, feed, straight, green	1	
	627310Z	£5.00 HOSE, feed, straight, black, aftermarket	1	
	627310X	£8.80 HOSE, feed, straight, green, aftermarket	1	silicone
	627310XBLK	£21.10 HOSE, feed, straight, black, aftermarket	1	
60	565755	£39.60 HEATER VALVE	1	
	565755Z	£17.30 HEATER VALVE	1	aftermarket
61	133061	£10.50 ADAPTOR, valve to cylinder head	1	
62	24G1482K	£1.60 TRUNNION KIT, cable end & screw	1	
63	53K1016	£0.64 SCREW, in trunnion	2	
64	602638	£7.80 HOSE, demister, RH	1	
65	602638	£7.80 HOSE, demister, LH	1	
66	CS4025	£1.40 CLIP, demister hoses	4	
67	610181	NCA OUTLET, demister	2	
68	806740	NCA DUCT, demister, LH	1	
69	806741	NCA DUCT, demister, RH	1	
70	611284	£30.00 CABLE ASSEMBLY, heater control	1	
71	566407	NCA BEZEL	1	
72	704884	£6.80 KNOB, heater control*	1	
73	600395	£1.60 GROMMET, cable	1	
74	2H4841	£15.00 SWITCH, heater fan	1	plain knob & bezel
75	609933	NCA BEZEL, (original type)	1	
76	704883	£6.80 KNOB, fan switch*	1	
79	612262	£26.10 CABLE ASSEMBLY	1	air duct control
80	566407	NCA BEZEL	1	
81	704881	£6.80 KNOB, air duct control*	1	
NI	GKS6003X	£57.30 DASH KNOB SET	1	complete car set (Includes items: 72, 76 & 81. See page 101 for full details).
82	812301	NCA HEATER ASSEMBLY	1	
	812301M	£85.90 MATRIX, in heater	1	
	812301MTR	NCA MOTOR, in heater	1	
	812301FAN	NCA FAN, on motor	1	
NI	812301HX	£725.00 HEATER KIT, uprated	1	
NI	812301FK	£25.80 FITTING KIT, heater mount	1	polyurethane
NI	812301XM	£125.00 FAN MOTOR	1	
NI	812301XF	NCA FAN	1	
	565755HX	NCA VALVE, heater control	1	to suit 812301HX only
83	GHF101	£0.30 SCREW, heater to bulkhead	3	
84	WM57	£0.24 WASHER, plain	3	
85	WM57	£0.24 WASHER, locating	3	
86	566374	NCA SPACER	3	
87	GHF200	£0.22 NUT, plain	1	
88	WM57	£0.24 WASHER, plain	1	
89	612241	£0.53 WASHER, rubber	1	
90	CRCP302	£3.20 NAME PLATE, 'Smiths'	1	
91	CRCP303	£3.60 INFORMATION PLATE	1	'Drain Warning'
92	RU608123	£0.47 RIVET, (name plate)	4	

Dash Knob Sets

NI	GKS6001X	£29.80 DASH KNOB SET	1	
	106685	£9.80 KNOB, side & headlamp switch	1	TR2-3, early TR3A
	107680	£3.46 KNOB, panel light switch	1	
	109311	£6.20 KNOB, starter switch	1	
	106689	£4.90 KNOB, wiper switch	1	
	107764	£7.40 KNOB, choke cable	1	
NI	GKS6002X	£35.60 DASH KNOB SET	1	
	106685	£9.80 KNOB, side & headlamp switch	1	late TR3A
	125677	£6.30 KNOB, panel light switch	1	
	109311	£6.20 KNOB, starter switch	1	
	106689	£4.90 KNOB, wiper switch	1	
	107764	£7.40 KNOB, choke cable	1	

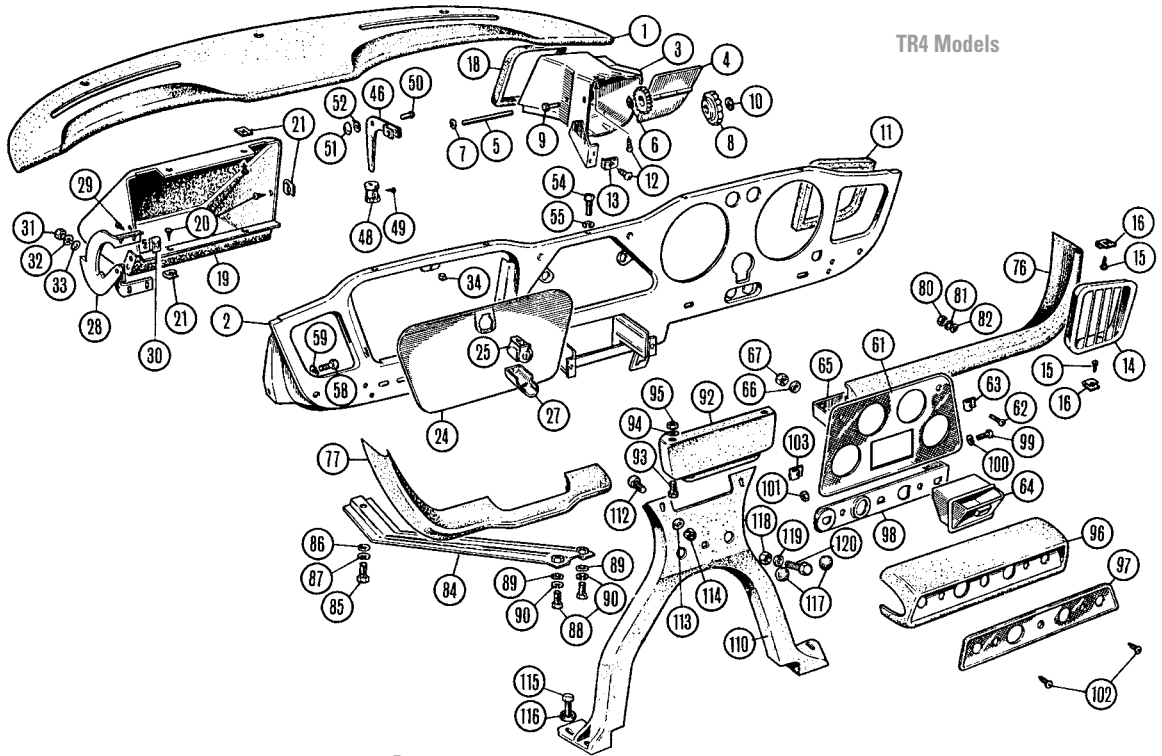


**Dash (Fascia) TR2-3A**

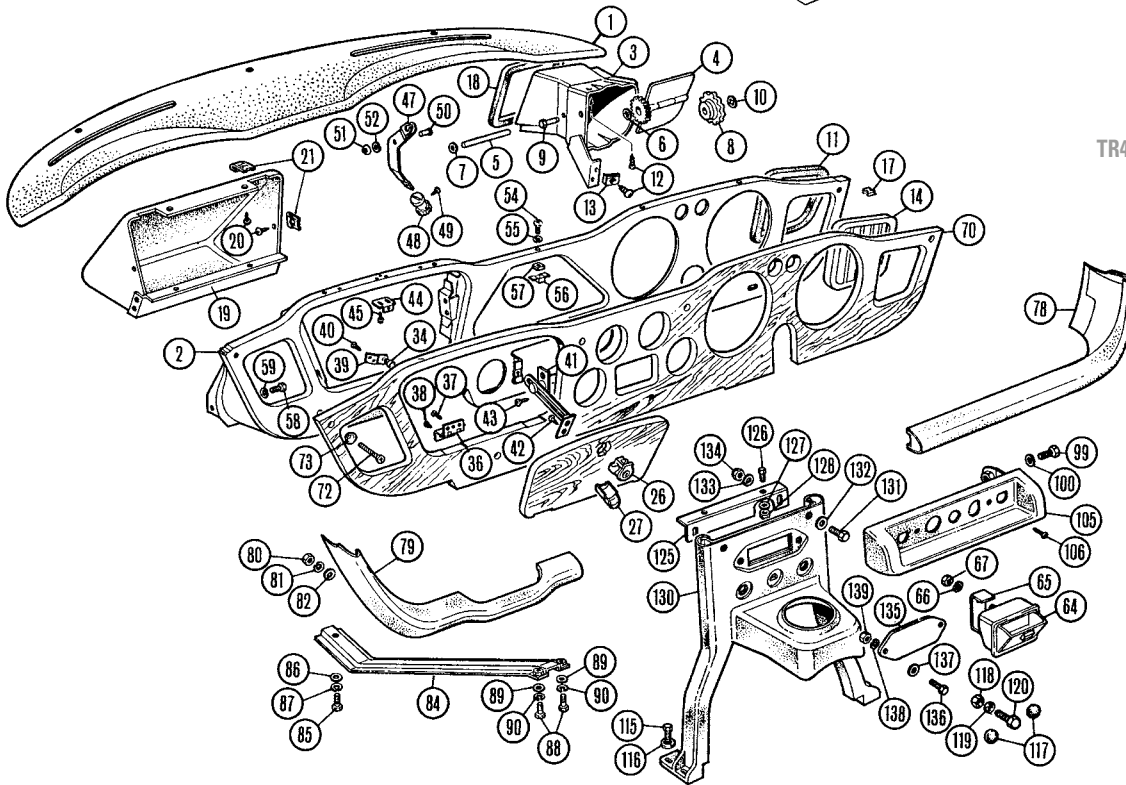
This section has been included in detail to assist TR builders whose vehicles arrived in buckets. Under fascia fittings are often unrecognisable as to their true destination, especially when converting a LHD donor car to RHD. Correct fitment will go some way to removing that 'quivering jelly' feeling at the wheel and hold the instruments still long enough for you to read them.

1	701160	NCA	BRACKET	1	steering column anchor
2	GHF200	£0.22	NUT, bracket to fascia panel	3	
3	GHF331	£0.38	WASHER, locking	3	
4	GHF300	£0.22	WASHER, plain	3	
5	701158	NCA	BRACKET & STIFFENER	1	RHD
	701157	NCA	BRACKET & STIFFENER	1	LHD
6	SH605071	£0.64	SCREW	5	bracket & stiffener to anchor
7	WP17	£0.30	WASHER, plain, on screw	2	
8	GHF201	£0.14	NUT, locking screw	1	
9	GHF332	£0.40	WASHER, locking	1	
10	602860	NCA	SUPPORT, steering column	1	
11	GHF201	£0.14	NUT, support	4	to stiffener & anchor brkt
12	WP17	£0.30	WASHER, plain	4	
13	GHF332	£0.40	WASHER, locking	2	
14	602790	NCA	ROD, tie	1	steering column to fascia stay
15	GHF201	£0.14	NUT	2	
16	GHF301	£0.24	WASHER, plain	2	
17	HU706P	£1.06	SCREW, tie rod to fascia stay	1	
18	GHF201	£0.14	NUT	1	
19	GHF331	£0.38	WASHER, locking	1	
20	701106	£10.20	GROMMET	1	steering column sealing
21	CS4025	£1.40	CLIP, grommet attachment	1	
23	701019	NCA	ASHTRAY	1	one of many styles! (Choose fixings required from General Hardware & Fittings on page 150).
24	601961	NCA	PLATE, retaining sealing pad	1	RHD
	601962	NCA	PLATE, retaining sealing pad	1	LHD
25	603346	£4.50	PAD, sealing steering	1	column aperture
26	AD610053	£0.72	SCREW, retaining plate	2	
27	FC2805	£2.70	NUT, spire	2	
30	900381	£336.30	FASCIA PANEL	1	RHD
	900382	NCA	FASCIA PANEL	1	LHD
31	CD28789	£2.86	BUFFER, cubby box lid	1	
32	601967	£7.00	BRACKET, for buffer	1	
33	601968	NCA	BRACKET, buffer and check rod	1	RHD
	601969	£9.00	BRACKET, buffer and check rod	1	LHD
34	GHF400	£0.19	SCREW, bracket to fascia panel	3	
35	PFS103	£0.47	NUT, spire	3	
36	601972	£8.00	STRIKER PLATE, cubby box lock	1	
37	GHF400	£0.19	SCREW	2	
38	PFS103	£0.47	SPIRE NUT	2	
39	601985	NCA	CUBBY BOX LID	1	RHD
	601986	NCA	CUBBY BOX LID	1	LHD
40	601971	NCA	HINGE, cubby box	1	

41	RU608123	£0.47	RIVET, round head	4	
42	601973	£12.50	CHECK ROD, cubby box lid	1	
43	602139	£16.80	CUBBY BOX LOCK	1	
44	501555	NCA	SCREW	4	(Cubby box lid hinge to fascia panel).
45	WP3	£0.41	WASHER	4	
46	NH806011	£0.18	NUT	4	
47	WL700061	£0.30	WASHER, locking	4	
50	800537BBY	£43.20	CUBBY BOX, black	1	RHD
	800538BBY	£43.20	CUBBY BOX, black	1	LHD
51	GHF423	£0.30	SCREW, cubby box to fascia	2	
	GHF424	£0.22	SCREW, cubby box to fascia	1	
53	WP127	£0.52	WASHER, plain	1	
54	GHF712	£0.30	SPIRE NUT, for above screws	3	
55	602048	£9.00	BRACKET ASSEMBLY	1	rear cubby box support
56	HN2005	£0.16	NUT, bracket attachment	1	
57	WL700101	£0.25	WASHER	1	
58	GHF424	£0.22	SCREW	1	
59	GHF712	£0.30	SPIRE NUT	1	
62	601984	NCA	BRACKET, fascia	1	centre fixing
	601964	NCA	BRACKET, fascia	2	outer fixing
63	SP87K5	£3.10	SCREW,	4	outer bracket to scuttle rim
64	HU706P	£1.06	SCREW,	5	fascia panel to scuttle rim
65	GHF200	£0.22	NUT, fascia	7	
66	GHF331	£0.38	WASHER, locking, under nut	7	
70	601939	NCA	STAY, fascia panel to battery box	2	
71	GHF425	£0.22	SCREW, stay	4	
72	GHF426	£0.22	SCREW, stay	4	
73	FU2585	£0.47	SPIRE NUT, for GHF425/6 screws	8	
75	608613	NCA	INSTRUMENT PANEL	1	
76	601979	NCA	SUPPORT, panel light, RH	1	
	601978	NCA	SUPPORT, panel light, LH	1	
78	V242	£1.43	WING NUT	4	instrument panel to fascia
83	53K1016	£0.64	SCREW, trunnion	1	
84	24G1482K	£1.60	TRUNNION KIT, cable end & screw	1	
85	112019	£23.70	VENT PULL	1	
86	603416	£4.50	ESCUTCHEON	1	
87	SP87K5	£3.10	SCREW, escutcheon	2	
88	111258	£7.80	KNOB	1	
89	061917	£0.67	GROMMET, for cable	1	
90	603088	£54.00	GRAB HANDLE, chrome	1	(TR2's originally had a grab handle finished in Black. We supply the later all chrome type, which is a direct replacement).
91	SP87K7CP	£1.04	SCREW, countersunk, chrome	2	TR2-3, TR3A To TS60000
92	AD610063	£1.49	SCREW, self tapping, chrome	2	TR3A From TS60001
93	GHF713	£0.43	SPIRE NUT	2	]



TR4 Models



TR4A Models

**Dash (Fascia) TR4-4A**

Ill	Part Number	Description	Req.	Details
1	904115	£172.60 CRASH PAD, dash top, vinyl/foam	1	no ashtray hole
	904115Z	£100.20 CRASH PAD, dash top, polyurethane	1	alternative
2	903997	NCA FASCIA PANEL, metal	1	TR4A RHD
	903996	NCA FASCIA PANEL, metal	1	TR4A LHD
3	705217	NCA DUCT, fresh air control, RH	1	
	705216	NCA DUCT, fresh air control, LH	1	
4	610415	NCA VALVE, air control, RH	1	

Can be used for the TR4 with very minor alterations to the area where the support bracket (item 110) is attached. If a wooden veneered fascia is to be fitted, again, the area above the support bracket may need slight 're-carpentering'. The wooden fascia was a factory option for the TR4.

5	610414	NCA VALVE, air control, LH	1	
	610416	NCA SPINDLE, air control valve	2	
	WM57	£0.24 WASHER, plain	2	
	FX3203	NCA SPIRE FIXING, retaining spindle	4	
	610418	NCA KNOB, control	2	
	610513	NCA PIVOT PIN, for control knob	2	
	GHF704	NCA SPIRE CLIP	2	
	610777	NCA SEAL, fresh air control	2	
	AB606031	£0.36 SCREW,	2	air control bracket to fascia
	AB606031	£0.36 SCREW,	4	duct to fascia bracket
	GHF700	£0.47 SPIRE CLIP	4	
	705001/2	£49.90 GRILLE, vent, pair	1	RH & LH
	705002	NCA GRILLE, vent, RH	1	
	705001	NCA GRILLE, vent, LH	1	
	AB606031	£0.36 SCREW, grille to fascia	4	TR4
	GHF711	£0.28 SPIRE CLIP	4	
	GHF711	£0.28 CLIP, grille to fascia	8	TR4A

18	610639	NCA	SEAL, duct to plenum chamber	2	
19	815747	£18.50	CUBBY BOX	1	
20	AB606031	£0.36	SCREW, cubby box to fascia	6	
21	GHF711	£0.28	SPIRE CLIP	6	
24	705087	NCA	LID, cubby box	1	TR4 To CT21267
	569482	NCA	LID, cubby box	1	TR4 From CT21268
(Cubby box lids and hinges for the TR4 are not needed when the optional wooden fascia is fitted. These are supplied as part of the assembly).					
25	609748	£33.00	LOCK, cubby box	1	TR4
26	611584	£48.60	LOCK, cubby box	1	TR4A
27	609463	£4.50	FINGER PULL, cubby box lock	1	TR4-4A
28	610259	NCA	HINGE, cubby box, LH	1	
	610260	NCA	HINGE, cubby box, RH	1	
29	AD606033	£0.66	SCREW, hinge to cubby box	4	
30	GHF711	£0.28	SPIRE NUT, hinge to cubby box	4	TR4
31	HN2005	£0.16	NUT, hinges to fascia panel	2	
32	WL700101	£0.25	WASHER, locking	2	
33	PWZ203	£0.19	WASHER, plain	2	
34	613863	NCA	BUFFER, cubby box lid	1	
36	611565	£12.00	HINGE, cubby box lid	2	
37	511668	NCA	SCREW, wood, hinge to lid	10	
38	511669	NCA	SCREW, wood, hinge to fascia	4	
39	612988	NCA	BRACKET, cubby box lid buffer	2	
40	TW402	NCA	SCREW, wood, bracket to fascia	4	TR4A
41	609745	NCA	LINK, check, cubby box lid	1	
42	AD606033	£0.66	SCREW, wood, link to lid	2	
43	AF604031	NCA	SCREW, wood, link to fascia	2	
44	616275	NCA	BRACKET, striker, cubby box lock	1	
45	AB606031	£0.36	SCREW, striker bracket to fascia	2	
46	601656	NCA	LEVER, vent	1	TR4
47	616333	NCA	LEVER, vent	1	TR4A
48	17H490	£4.50	KNOB, on lever	1	
49	AB608031	£0.22	SCREW, knob to handle	1	
50	RR606	NCA	RIVET, lever to fascia	1	
51	FH3155	NCA	RETAINER	1	
52	AJD7722	£0.40	WASHER, Thackery	1	
54	SE604041	£0.47	SCREW, fascia to scuttle rail	5	
55	GHF331	£0.38	WASHER, locking	5	
56	CN1	£0.36	NUT, square	5	TR4A
57	CN2	£0.48	CAGE	5	
58	HU706P	£1.06	SCREW, fascia to 'A' post	2	
59	GHF331	£0.38	WASHER, locking	2	
61	610302	NCA	INSTRUMENT PANEL	1	TR4 To CT4398
	612233	NCA	INSTRUMENT PANEL	1	TR4 From CT4399
62	GHF423	£0.30	SCREW, instrument panel to fascia	2	TR4
63	FU25648	NCA	SPIRE NUT	2	
64	627503X	£23.50	ASH TRAY	1	TR4-4A
(Ashtrays on TR4's were an optional extra).					
65	612430	NCA	RETAINER, for ashtray	1	
66	WL700101	£0.25	WASHER, locking	1	
67	HN2005	£0.16	NUT	1	

One of the nicest parts of the TR is, or should be, the dashboard. Let's face it; both driver and passenger spend enough time looking at it! Many TRs sport all black trim, so the dash is often the only relief to the blackness. The wooden, veneered dashboard panels used in Triumphs of the sixties and seventies tend to suffer from exposure to the elements which can lead to fading & cracking lacquer and lifting veneer. Damaged dashboards can be easily replaced with one of our high quality, real wood veneer panels. We offer a comprehensive range of high quality, handcrafted replacement dashboards. They are manufactured in the UK using high quality materials and are available with a choice of veneer & finish to suit your requirements. Dashboards are supplied with glove box hinges but not locks.

As original TR4-4A models were supplied with a crown cut (straight grain) American walnut veneer dashboard, finished with gloss lacquer and fitted with chrome glove box hinges and lock assembly. For those looking for originality we offer this original veneer specification, referred to as crown gloss in the listing below. These are often confused with 'Teak'. However, teak veneer was never used on TR dashboards. This confusion is due to the way the American walnut fades over time to resemble teak.

If you are looking for something more luxurious then we offer a burr walnut version. These are finished with a gloss lacquer and supplied with chrome glove box hinges. They are a stylish & popular alternative to the original type, referred to as burr gloss in the listing below. To complement the burr walnut dashboards we also offer burr walnut door cappings. Please note: The veneers used in these products are natural wood and therefore we cannot guarantee an exact match between dashboards & door capping sets.

70	903504	£370.00	DASHBOARD, crown gloss, RHD	1	
	903508	£370.00	DASHBOARD, crown gloss, LHD	1	TR4
	903504BG	£370.00	DASHBOARD, burr gloss, RHD	1	
	903508BG	£370.00	DASHBOARD, burr gloss, LHD	1	
	904154	£370.00	DASHBOARD, crown gloss, RHD	1	
	904153	£370.00	DASHBOARD, crown gloss, LHD	1	TR4A
	904154BG	£370.00	DASHBOARD, burr gloss, RHD	1	
	904153BG	£370.00	DASHBOARD, burr gloss, LHD	1	
72	AD608103	£0.72	SCREW, veneered fascia	5	
73	CD24153	£0.30	CUP WASHER	5	TR4A

The original method of production for the waist rail trim, dash top and crash rail padding is called foam box moulding. It isn't really suitable for mass production, especially as it involves 3 separate operations. The first is the metal press tool to produce the mounting metalwork (as in the dash crash padding). The second is the vacuum forming tool, which puts the shape and grain into the vinyl. Finally, these two components are assembled into a box which aligns the skin correctly relative to its metal work and expanding foam is injected between the two. Open the box and out pops the finished article, though this may need Light trimming. Regrettably though this trim is nice when new, both skin and foam are easily damaged. The foam also seems to succumb to the ravages of sunlight, not that too much ravaging by sunlight occurs in the UK. The actual crash protection offered is negligible and the hardness of the foam varies considerably.

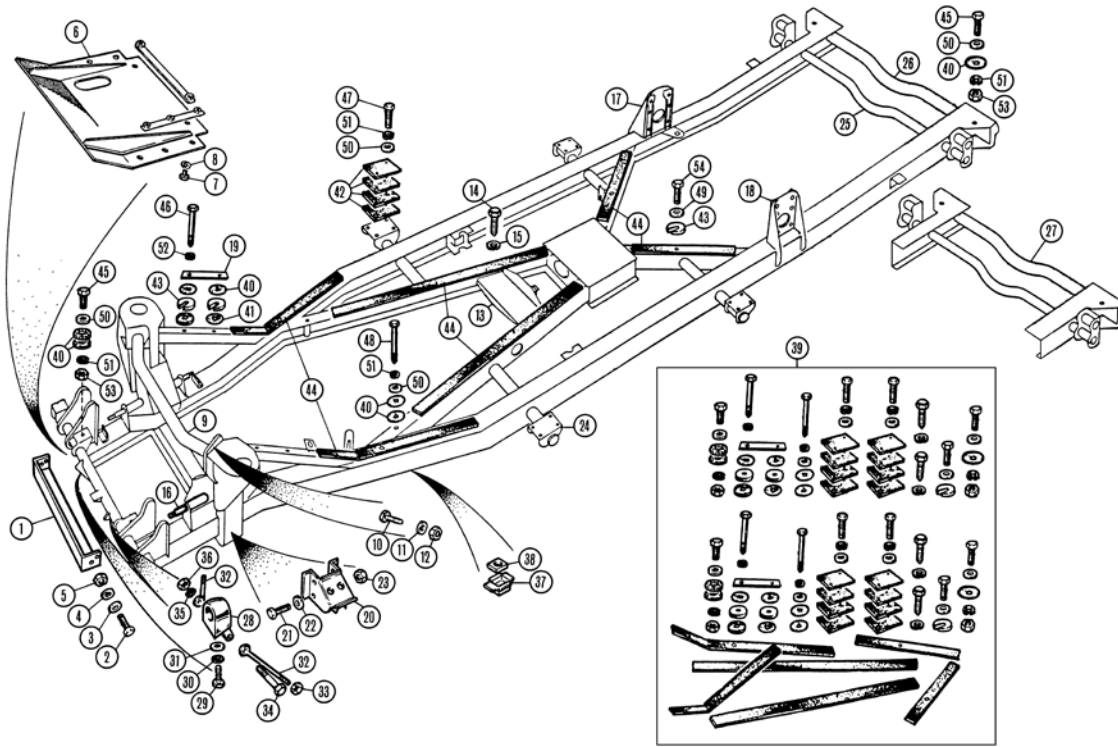
76	812091	£84.00	CRASH PAD, RH, RHD, vinyl/foam	1	
	808733	£84.00	CRASH PAD, RH, LHD, vinyl/foam	1	TR4
77	808732	NCA	CRASH PAD, LH, RHD, vinyl/foam	1	
	812081	£84.00	CRASH PAD, LH, LHD, vinyl/foam	1	
78	812091	£84.00	CRASH PAD, RH, RHD, vinyl/foam	1	
	808733	£84.00	CRASH PAD, RH, LHD, vinyl/foam	1	TR4A
79	808732	NCA	CRASH PAD, LH, RHD, vinyl/foam	1	
	812081	£84.00	CRASH PAD, LH, LHD, vinyl/foam	1	
80	HN2005	£0.16	NUT, crash pads to fascia panel	6	
81	WL700101	£0.25	WASHER, locking	6	
82	PWZ203	£0.19	WASHER, plain	6	
84	610592	NCA	SUPPORT CHANNEL	1	fascia to dash, cubby box
85	SH604041	£0.41	SCREW, channel support to dash	1	
86	GHF300	£0.22	WASHER, plain	1	
87	GHF331	£0.38	WASHER, locking	1	
88	PMZ308	£0.30	SCREW, channel support to fascia	2	
89	PWZ203	£0.19	WASHER, plain	2	
90	WL700101	£0.25	WASHER, locking	2	
92	612237	NCA	BRACKET, lower fascia board	1	TR4
	612246	£80.10	BRACKET, lower fascia board	1	TR4 To CT8379 U.S. only
	612488	NCA	BRACKET, lower fascia board	1	TR4 From CT8380 U.S. only
	612237Z	£32.10	BRACKET, lower fascia board	1	replacement type
(Manufactured without radio hole. Replaces all above types).					
93	SH606061	£0.77	SCREW, bracket to fascia	2	
94	GHF301	£0.24	WASHER, plain	2	TR4
95	GHF222	£0.55	NUT, nylon	2	
96	705206	NCA	SWITCH PLINTH, trimmed	1	TR4 To CT25934
	706882	£79.60	SWITCH PLINTH, trimmed	1	TR4 From CT25935
97	610817	£13.70	PLATE, switch mounting	1	TR4 To CT25934
	610817	£13.70	PLATE, switch mounting	1	TR4 From CT25935
98	569926	NCA	REINFORCEMENT, switch mounting	1	TR4 To CT25934
	610818	NCA	REINFORCEMENT, switch mounting	1	TR4 From CT25935
99	SH604041	£0.41	SCREW, reinforcement to fascia	1	TR4-4A
100	GHF331	£0.38	WASHER, locking	1	TR4-4A
101	GHF200	£0.22	NUT	1	
102	GHF402	£0.30	SCREW	2	TR4
103	GHF712	£0.30	SPIRE NUT	2	
105	809003	£107.10	SWITCH PLINTH, trimmed	1	TR4-4A
106	500647	£1.25	SCREW	1	
110	566108	NCA	BRACKET, support, fascia to floor	1	TR4 To CT1527
	806506	NCA	BRACKET, support, fascia to floor	1	TR4 From CT1528
112	624818	£2.90	SET SCREW, chrome	2	
113	WA108052	£1.10	WASHER, chrome plated	2	TR4
114	GHF272	£0.66	NUT, nylon	2	
115	GHF101	£0.30	SCREW, bracket to chassis	4	TR4-4A
116	GHF300	£0.22	WASHER, plain, under screw	4	

Items 117 to 120, were fitted on TR4-4A's to blank the heater control hole on the switch plinth when a heater was not fitted.

117	RFR208	£0.48	PLUG	2	
118	GHF201	£0.14	NUT	1	
119	GHF332	£0.40	WASHER, locking	1	
120	SH605051	£1.00	SCREW	1	
125	616193	NCA	BRACKET	1	
126	SH605061	£0.22	SCREW, bracket to fascia	2	
127	GHF301	£0.24	WASHER, plain	2	
128	GHF222	£0.55	NUT, nylon	2	
130	808682	NCA	BRACKET, support, fascia to floor	1	
	808682X	£191.10	COVER, dash support, moulded	1	TR4A
(Moulded vinyl & foam cover to retrim existing bracket).					
131	624818	£2.90	SCREW	2	
132	WA108052	£1.10	WASHER, chrome plated	2	
133	GHF301	£0.24	WASHER, plain	2	
134	GHF222	£0.55	NUT, nylon	2	
135	617069	£17.00	COVER PLATE, radio mounting	1	
136	RMP2312	£1.20	SCREW, black finish	2	
137	PWZ203	£0.19	WASHER, plain	2	
138	WL700101	£0.25	WASHER, locking	2	
139	HN2005	£0.16	NUT, plain	2	







**Chassis & Fittings TR2-3A**

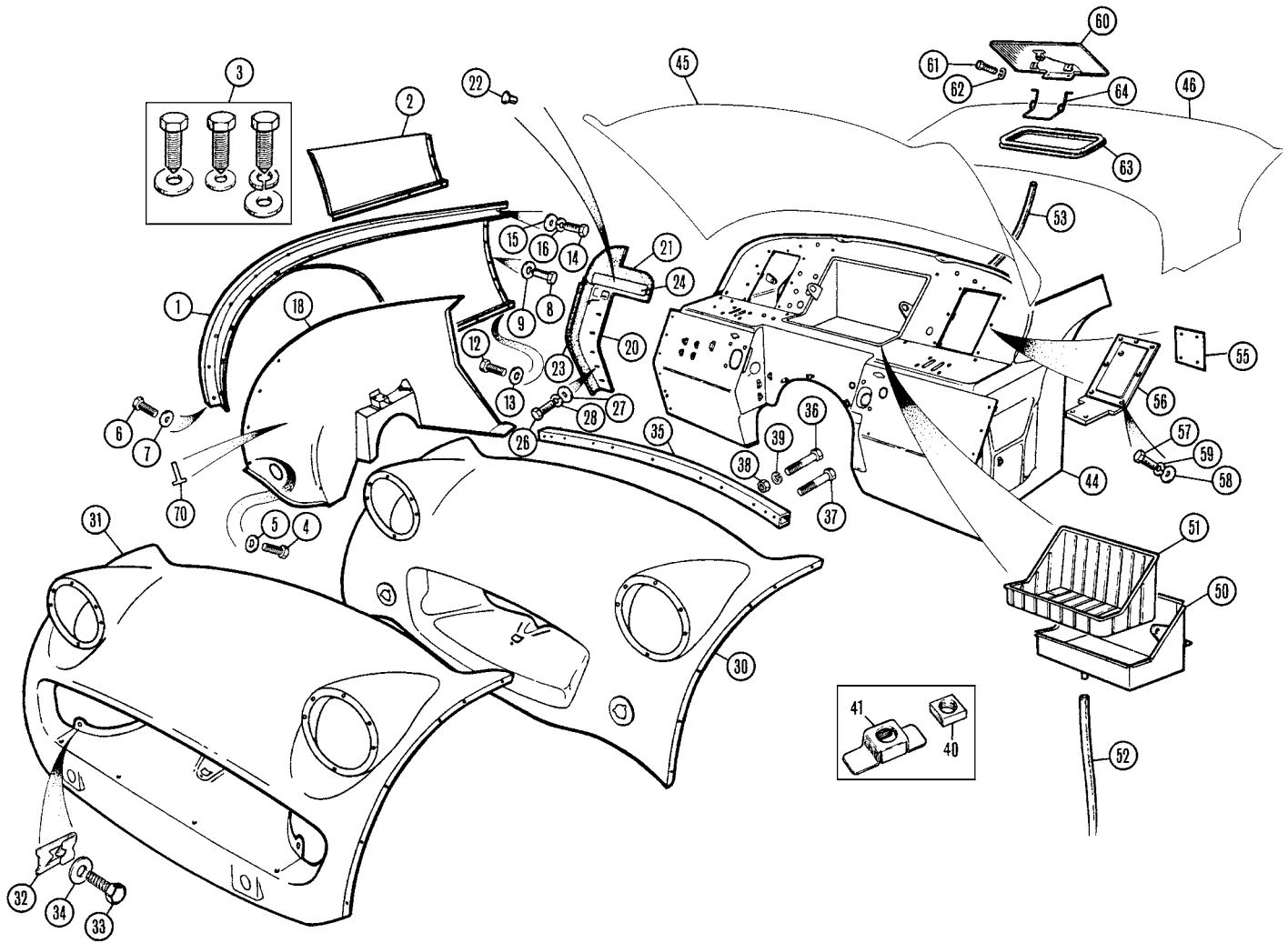
Ill	Part Number	Description	Req.	Details
1	109487	£43.50 SHIELD, radiator protection	1	original type
2	BH606301	£1.39 BOLT, shield to chassis	2	TR2-3
	BH606261	£1.48 BOLT, shield to chassis	2	TR3A
3	WM59	£0.40 WASHER, plain	2	
4	GHF333	£0.30 WASHER, locking	2	
5	GHF202	£0.22 NUT, plain	2	
6	301644	£101.00 SUMP SHIELD, rally type	1	
7	HU706P	£1.06 SCREW, securing shield	8	
8	GHF331	£0.38 WASHER, locking	8	
9	106191	£84.90 CROSS-TUBE	1	
10	SH606061	£0.77 BOLT, cross-tube attachment	6	
11	GHF333	£0.30 WASHER, locking	6	
12	GHF202	£0.22 NUT	6	
13	128055	£21.30 CROSSMEMBER	1	gearbox mounting (The cross member may require the gearbox mounting holes to be altered depending upon the type of gearbox used).
14	SH606051	£0.92 SCREW	4	(Cross-member to chassis cruciform).
15	GHF333	£0.30 WASHER, locking	4	
16	106196	£42.40 FULCRUM PIN, lower 'A' arms	1	
17	110788	NCA BRACKET, shock absorber, RH	1	(later reinforced type)
18	110789	NCA BRACKET, shock absorber, LH	1	(later reinforced type)
19	602443	£5.50 PLATE, inner front wing mounting	2	
20	109281	NCA BRACKET, rebound	2	
21	BH605281	£1.60 BOLT, rebound bracket to chassis	4	
22	GHF332	£0.40 WASHER, locking	4	
23	GHF201	£0.14 NUT, plain	4	
24	CHAS1	£49.00 OUTRIGGER, outrigger	4	
25	CHAS6	£50.00 CROSS TUBE, rear spring hangers	1	
26	CHAS2	£51.00 CROSS TUBE, rear	1	
27	CHAS8	£424.40 CHASSIS REPAIR SECTION, rear	1	(Repair section includes Cross tubes CHAS2 & CHAS6).
28	506721	£97.45 GUIDE, starting handle	1	
29	HU706P	£1.06 SCREW, securing guide	1	
30	GHF331	£0.38 WASHER, locking	1	
31	WM57	£0.24 WASHER, plain	1	
32	107934	£10.00 STAY-ROD, guide	2	
33	NT605041	£0.30 NUT, stay to cross-tube	4	on chassis

34	BH605151	£0.95 BOLT, stay to guide bracket	1
35	GHF332	£0.40 WASHER, locking	1
36	GHF201	£0.14 NUT, plain	1
37	600032	NCA NUT, (retainer nut)	2
38	NQ2708	£1.84 NUT, square	2

**Body Mounting Pad Set**

Due to the adjustments necessary in mounting the body square to the chassis, a greater number of pads are included in each kit than are shown in the parts book. More pads may be ordered separately to further 'shim' the mounting points.

39	GFK6001X	£64.40 PAD SET, body mounting	1
40	601994	£1.57 PAD, rubber/canvas, thin	14
41	608836	£0.40 PAD, rubber/canvas, thick	4
42	611732	£1.10 PAD, rubber/canvas, square	16
43	CD26326	£2.40 PAD, aluminium, notched	6
44	078447A	£5.00 STRIP, protection, (sold per metre)	4 cut to suit
45	GHF103	£0.60 SCREW	4
46	SH606101	£0.60 SCREW	4
47	SH605101	£0.89 SCREW	8
48	BH605301	£2.05 BOLT	2
49	CD14056	£2.21 WASHER, cup	2
50	WP185	£0.80 WASHER, plain	14
51	GHF332	£0.40 WASHER, locking	14
52	GHF333	£0.30 WASHER, locking	4
53	GHF201	£0.14 NUT, plain	4
54	SF605101	£0.83 SCREW, countersunk	2



## An Introduction to TR2-TR3 Body Panels

When Peter Cox and I first went into business together, supplying the first hundred or so members of the TR Register with parts for their cars, the position on TR3 body panels had already become fairly dire. This was in 1971, and of course at that time the TR Register basically only comprised TR2-3A owners, and I remember at the early meetings of the TR Register the cry for the supply of quarter panels (850043/4) was immense. Already the cars had begun to go rusty and these 'three dimensionally' curved items were extremely difficult to hand fabricate. In fact, the only panels that were available from Triumph were rear wings and outer sills

It became a personal quest of mine to attempt to provide the fullest possible range of body panels for the TR2-3A, and to enable enthusiasts to rebuild their cars to a high standard. There was a problem in those days with the fact that the cars were owned by people who would frequently complain that £17.10.6d for a rear wing was a ludicrous price when they could buy a fibreglass rear wing for £6.2.6d There was also a large number of hand fabrication shops that were making panels which, quite frankly, were at best not very good and at worst terrible. The real danger with hand made panels is that, in general, the consistency is highly suspect and the number of people who have the skills to do these jobs is now very few and reducing.

The answer to these problems is fairly clear. What is required is tooling to produce consistent & accurate panels where the tooling has been developed and checked against original components. The problem that I faced in 1973/74 was to find a manufacturer who could produce tooling at a price that I could afford. I estimate that a set of proper production, hardened steel tools to produce a TR3A rear valance would cost, in 1992, around £200,000. If we were selling thousands of these items a year this would be an investment which would be worth considering, but the demand for all TR2-3A panel work is in the order of tens per month, or a hundred per year. Clearly it is not viable to spend £200,000.00 to produce a hundred of anything a year.

So the search was on for a method of providing cheap tooling. I made contact with a former Triumph employee in Coventry who remains a supplier to us to this day, and he recommended contacting John

Down. John was Managing Director of a company who produced prototype and production panels for, among others, Rolls Royce and Aston Martin. Although it may seem ironic, Rolls Royce and Aston Martin suffer from the same problems as Cox & Buckles (now Moss Europe) did, in that some of their models, in the case of Rolls Royce, the Corniche and Carmargue are produced in extremely small numbers, maybe only 20 a month, and despite the price of the cars you may be surprised to know that they cannot afford to lay down millions of pounds in tooling to produce the body shells. For this reason they use low cost 'soft tooling' and, I think the quality of these two cars shows that there is nothing wrong with the basic process. This is the first process we used in 1975 to produce TR3 floor panels, and we have refurbished the tooling for the floor panels at a cost which was 60% higher than the total purchase price in 1975.

We added to our range of TR3 panel work between 1975 & 1980, and were in a position in 1980 to supply almost everything on the car. I made a journey to Los Angeles to meet with Gene Golling and Joe Stix, who had in their possession tooling that they built to manufacture TR3 front wings and TR3 front aprons. These two gentlemen are currently rivals in different companies, but in those days were working together and, I will never forget Joe Stix driving into a fuel station in Los Angeles (in a 500 series Mercedes) and, realising he had left his credit card at home, managed to amaze everyone by going to the self-serve section, and putting \$1.00 worth of fuel into the car. He continued to do this twice more before I returned to my hotel.

The tooling that Gene Golling had built was extremely unusual, but unfortunately it did not do us much good as it ended up with Vickers, who despite definite confirmation by independent witnesses, lost the tooling and denied ever having it. The up-shot of this is that, with demand for these panels declining, we have had to resort to hand-made substitutes for the pressed items and indeed, our range of pressed panels is complemented by a number of hand-made items where the demand is between, for example, 5 and 10 pieces per year.

Due to the low volume sales of almost all these items and the methods used to produce them, they appear a relatively high produced product range. I can assure you that the enthusiasm and commitment from all our R & D team here at Moss Europe means that the owners of TR2-3A models have always

had a product which represents good value for money. We could improve the panels but they will be much more expensive, or we could also decrease the quality and make them cheaper. We hope we have found the right balance.

I think it is worth pointing out that the production line techniques in the 1950's are not those of the 1990's and, even new factory panels do not necessarily fit as well as you might expect. I have original factory TR3 rear wings and rear quarter panels which, when screwed together have a 1" gap at the high point between the outer edge of the wing and the quarter panel that it should match. You should be prepared for a large amount of work, probably more than you expect, when fitting all these panels. It also worth observing that, although there are some notable exceptions, most of these cars have had a hard tough life, and have rarely escaped being nudged and knocked in what is over 40 years of use. I mention this because the fitting of all parts for cars over 30+ years of age can be a long drawn out process. It is not unusual to take a day or two to make a wing fit perfectly.

When you are doing this in your garage it can drive you to distraction, but, when you are paying a professional to carry out the work it can drive you to bankruptcy. It is always worth drawing any garages attention to the hand-made nature of the original cars before you accept a quotation for the rebuild of a car. I recommend that you always deal with a specialist who has carried out the job before, and has already encountered the problems.

Despite this 'health warning', I believe that the position of supply of body panels for the TR2-3A series is first rate, and considering the age of the cars you should have relatively no problem in rebuilding your car to the highest standards. The point I am really making is, think yourself lucky that you are not the owner of a Ford or Vauxhall from the same era as your TR. What do they do when they want body panels ?!!! We are justifiably proud of the range of panels that we can offer and hope that you will understand our commitment to providing you with the ways and means whereby your car can be restored to its former glory.

Pete Buckles

### Front Body Panels TR2-3A

See also 'EXTERIOR TRIM & BADGES - Front/Side Body Fittings, Grille & Bumper' on page 128.

ill	Part Number	Description	Req.	Details
1	901271	£822.00 WING, RH front*	1	
	901270	£822.00 WING, LH front*	1	
	901271A	NCA WING, RH front, alloy*	1	
	901270A	NCA WING, LH front, alloy*	1	
2	901271RP	£166.80 REPAIR PANEL, lower 12", RH	1	
	901270RP	£166.80 REPAIR PANEL, lower 12", LH	1	
3	901270FK	£21.00 FITTING KIT, front wing (Kit includes all fittings for 1 wing).	2	
4	HU706P	£1.06 SCREW, wing to inner wing	22	
5	WM57	£0.24 WASHER, plain	22	
6	HU706P	£1.06 SCREW, wing to front apron	12	
7	WM57	£0.24 WASHER, plain	12	
8	HU706P	£1.06 SCREW, wing to 'A' post	12	
9	WM57	£0.24 WASHER, plain	12	
12	HU706P	£1.06 SCREW, wing to inner sill	6	
13	GHF300	£0.22 WASHER	6	
14	HU706P	£1.06 SCREW, wing to scuttle panel*	2	
15	WM57	£0.24 WASHER, plain, on screw*	2	
16	GHF331	£0.38 WASHER, locking*	2	

\*Note: These are nearly impossible to fit. On certain models there was a radio speaker hole which was at least hand size. On the left hand wing there was no reasonable access. Peter Wigglesworth's tip is to fit this screw to the wing first before final fix, lots of luck with this. One of the wing to inner mountings is the CD24540 bonnet stop, which is not included in the fitting kit, and requires adjustment of the lock nuts when fitting. It screws into the captive nut and the inner front wing, and is then locked with GHF200 (and WM57) when adjustment is completed.

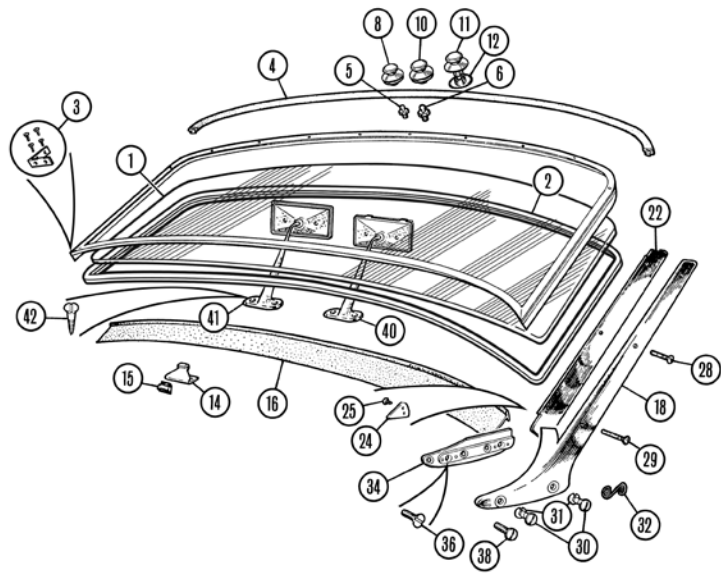
18	900691	£723.30 INNER FRONT WING, RH	1	TR2-3
	900690	£723.30 INNER FRONT WING, LH	1	
	901213	£740.70 INNER FRONT WING, RH	1	TR3A
	901212	£740.70 INNER FRONT WING, LH	1	

Our inner front wings are assembled from several hand rolled pieces. They do not include any captive nuts or wiring tags, and do not have any holes drilled. They really should only be purchased when your original panel cannot be repaired. They are not for the faint hearted, and I would expect a minimum of two days work to drill all the holes, fit the captive nuts, check alignment, and fit the wing. They are not cheap; so consider carefully the cost of repairing your own panel before buying them.

As usual, the rule applies that when you 'adjust or improve' this panel by cutting or piercing, etc... you then irrevocably own it.

20	900410	£9.70 PLATE, bulkhead sealer	2	
21	602079	£3.90 TOP SEAL	2	
22	552522	£0.64 RIVET, top seal to plate	8	
23	650172	£7.30 SIDE SEAL	2	
24	602080	£5.45 TOP STRIP, sealer plate	2	
26	HU706P	£1.06 SCREW, plate securing	10	

27	WM57	£0.24 WASHER, plain	10	
28	GHF331	£0.38 WASHER, locking	10	
Failure to fit a pair of bulkhead sealer plates and associated fittings will result in mud and general road muck filling up the back of the wing and rusting your 'A' post, inner sill, bulkhead and wing. So coat all these surfaces liberally with rust protector and paint, and 'seal for life'. We recommend the use of clip (606389) to the sealer plate to help secure the side seal (item 23) to the bulkhead sealer plate (item 20). This was not used on TR2-3A, but was later used on TR4-4A, TR5-250 and TR6.				
The side seal (item 23) may be a touch too long (1" to 2"), simply 'cut to fit'. The correct factory method of locating the sealer plate (item 20) to the bulkhead was to put the screw (item 26) through the slot into a flange on the bulkhead containing a captive nut. The chances of this flange surviving 40 years are approximately nil (except in California). The captive nuts chances of survival are even less. For this reason, we have made the inner flange of the seal plate slightly wider so that you can cheat and secure the plate to the main bulkhead with a self tapping screw.				
30	901006	£2,090.70 FRONT APRON ASSEMBLY	1	TR2-3
31	508841	£1,890.00 FRONT APRON ASSEMBLY	1	TR3A
32	FJ24074	£0.68 CLIP, platform to inner wing	4	
33	UL2705	£0.47 ACME SCREW	4	
34	GHF314	£0.22 WASHER, plain	4	
As with the front inner wings the aprons are assembled from a multiplicity of bits & pieces. They have no holes pierced and will need considerable effort to obtain a perfect fit. The apron part no. 901006 as supplied is designed for both TR2 & TR3 models even though the originals were different. TR3 owners will need to pierce holes for the reveal mouldings, if they are lucky enough to have them.				
On the TR3A apron - the raised inner lip that is part of the lower face of the air duct, has a couple of small holes on each side to mount a spire clip (item 32) which was used to receive the same screw (item 33), which was screwed from the wheel side of the inner front wing to stop the lower platform from 'flapping'. I know you are bored but I'll repeat it, if you adjust it - You own it irrevocably.				
35	900396	NCA TIE MEMBER	1	
36	SH604111	£1.36 SCREW	8	tie member to front apron
37	GHF102	£0.60 BOLT	4	tie member to inner front wing
38	GHF200	£0.22 NUT, plain	12	
39	GHF321	£0.22 WASHER, shake proof	12	
40	CN1	£0.36 NUT, square	a/r	
41	CN2	£0.48 CAGE for square nut	a/r	
44	901273	£1,611.60 BULKHEAD ASSEMBLY	1	
45		BONNET	1	
46		SCUTTLE PANEL	1	
*Note: Please contact your nearest Moss branch for further details.				
<b>Bonnets</b>				
TS1 to TS550		Aluminium construction.		
TS551 to TS4228		Steel construction. Fittings to accept cable operated bonnet release mechanism. 4 rear slits.		
TS4229 to TS60000		Holes to accept Dzus fasteners. 2 rear slits.		
TS60001 on		Raised rear position to mount hinges. 2 rear slits.		
<b>Scuttle Panels</b>				
TS1 to TS994		No vent lid, 10 1/2" between wiper spindle outlets		
TS995 to TS6156		No vent lid, 14 1/2" between wiper spindle outlets		
TS6157 to TS12569		Vent lid fitted, 14 1/2" between wiper spindle outlets.		
TS12570 to TS32833		Vent lid fitted, 14 1/2" between wiper spindle outlets, but spindle holes enlarged.		
TS32834 to TS60000		Aero screen mounting holes removed.		
TS60001 on		Raised hinge mounting points.		
50	BOD1	£49.40 BATTERY BOX, steel, replacement	1	
51	AM7300	£41.40 BATTERY LINER, hard plastic	1	
52	552365	£5.50 TUBE, rubber	1	(The 552365 is a rubber tube draining fluid out of the battery box, through the passenger compartment through the metal gearbox tunnel cover, to drop nasty battery acid fluid over the top of your nicely reconditioned gearbox).
53	602947	£6.60 TUBE, drain	1	(Vent tray to steering column hole in bulkhead).
55	553129	NCA PLATE, back	1	master cylinder pocket
56	708049	NCA PLATE, blanking	1	m/cyl. pocket aperture
57	HU706P	£1.06 SCREW	14	(Pocket & blanking plate to bulkhead).
58	WM57	£0.24 WASHER, plain	14	
59	GHF331	£0.38 WASHER, locking	14	
60	800912	£82.00 VENT LID, with mechanism	1	
	603421	£73.20 VENT LID, without mechanism	1	
61	HU503	£0.83 SCREW, vent lid to bulkhead	4	
62	WL700101	£0.25 WASHER, locking	4	
63	600597	£3.70 SEAL, vent lid	1	
64	600549	£7.30 SPRING, for vent lid	1	
70	603559	£1.04 TAG, securing wiring loom	a/r	



**Windscreen, Fittings & Rear View Mirror TR2-3A**

See the Accessories section for side 'wind wings', 'aero screens' & sun visors.

ill	Part Number	Description	Req.	Details
1	800592	£146.30 WINDSCREEN, laminated	1	
	800592T	£136.80 WINDSCREEN, laminated, tinted	1	
Note: Special shipping applies to all windscreens. Please see page 152 for more information.				
2	CD31407	£6.90 SEAL, glass to frame	1	
3	TR3WSCB	£10.20 BRACKET SET, windscreen corner	2	(per side)
4	552422	£11.40 SEAL, hood to windscreen frame*	1	TR2
	554339	£17.00 SEAL, hood to windscreen frame	1	TR3-3A
5	551866	NCA PEG, top fastener, baby Tenax†	10	TR2 To TS5513
6	553827	£3.30 STUD, Tenax fastener†	10	TR2 From TS5514, TR3-3A
8	552964	£4.66 FASTENER, socket, Tenax	10	TR2 To TS5513
10	TF5106	£2.80 FASTENER, standard Tenax	10	
11	552964	£4.66 FASTENER, socket, Tenax	10	TR2 From TS5514, TR3-3A
12	551684	£1.25 NUT, Tenax fastening	10	

†Note: The baby Tenax pegs and fasteners have been unavailable for many years. Use the slightly larger fittings as a set. Please also note that we cannot supply fasteners for cars with aluminium screen frames.

14	602229	£13.80 BRACKET, centre windscreen	1	
15	602246	£6.70 BUFFER, in bracket	1	
16	704126	£14.30 SEAL, screen frame to body	1	
18	552181	NCA STANCHION, windscreen, LH	1	TR2-3, TR3A To TS60000
	552182	NCA STANCHION, windscreen, RH	1	(Dzus fixing)
	804511	NCA STANCHION, windscreen, LH	1	TR3A from TS60001
	804512	NCA STANCHION, windscreen, RH	1	(screw fixing)
22	560630	£35.40 TENON PLATE, windscreen	2	
	560630SS	NCA TENON PLATE, windscreen	2	stainless steel
(Between windscreen & stanchion).				
24	562605	£7.50 FINISHER, corner	2	
25	AB604023	£0.53 SCREW, self tapping	4	
28	552662	£2.16 SCREW, stanchion to frame, short	4	
29	CD31441	£2.30 SCREW, stanchion to frame, long	2	
30	554720	£12.70 DZUS fastener, stanchion to plate	4	
31	554721	£0.96 WASHER, Dzus fastener retaining	4	
32	7H9828	£3.60 SPRING, Dzus fastening	4	TR2-3, TR3A To TS60000
34	552818	NCA PLATE, stanchion guide, LH	1	(Dzus fixing)
	552819	NCA PLATE, stanchion guide, RH	1	
36	TK4708P	£2.35 SCREW, guide plate to body	4	
38	609108	£3.50 BOLT, stanchion to body	4	TR3A From TS60001
40	601999	NCA MIRROR*	1	(early)
41	609317	£29.80 MIRROR*	1	(late)
42	SP87K5	£3.10 SCREW, mirror mounting	2	

\*Note: Early mirrors (Part No: 601999) have 'bare' edges, while late mirrors are slightly larger and have a rubber covering around the edges. The exact change point is not known, but it is believed to be during TR3A production. The early mirror is no longer available, we suggest using the later type 609317.

**Aero screen**

The original aero screen is no longer available, we suggest using our excellent reproduction accessory that comes with feet.

700896	£93.00	AERO SCREEN KIT	2	(per side)
700896FK	£11.10	FEET, aero screen mounting	1	(car set)
AD608063	£0.47	SCREW, self tapping	4	feet to scuttle
602078	£13.00	SCREW, aero screen	4	for mounting
WA108052	£1.10	WASHER, (under screw)	4	original aero screen

**Doors & Fittings TR2-3A**

There were four different kinds of doors fitted. The main identifiers are:

LONG DOOR, as drawn (right) to wing bottoms	TR2 To TS4001
SHORT DOOR (To top of outer sill, no external handles*).	TR2 From TS4002, TR3
EXTERNAL HANDLES, wooden top rail	TR3A To TS60000
ALL METAL DOOR, metal top rail	TR3A From TS60001

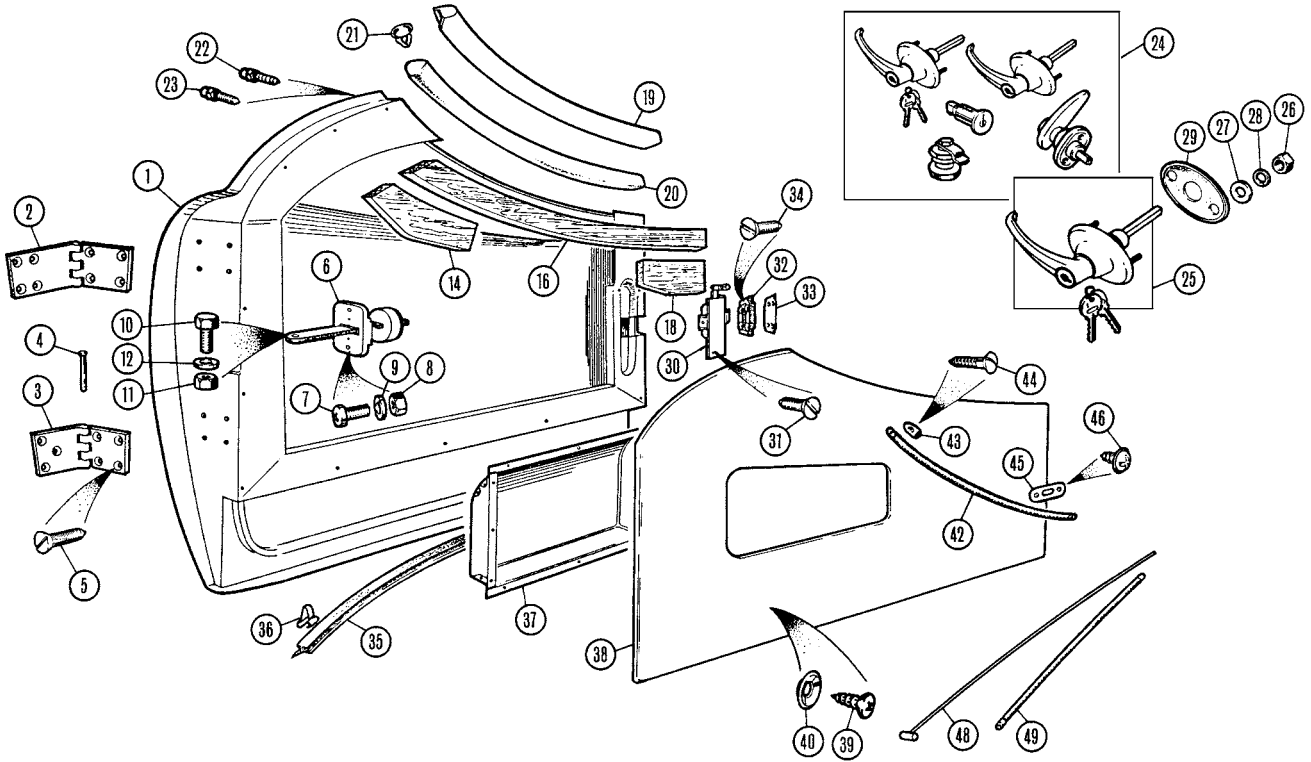
\*Note: Door handles were part of the rare factory optional GT kit for this range of cars.

**Door Fittings**

1	900492RP	£134.10 DOOR SKIN, RH, outer	1	TR2 To TS4001
	900491RP	£134.10 DOOR SKIN, LH, outer	1	
	553036RP	£120.00 DOOR SKIN, RH, outer	1	TR2 From TS4002, TR3
	553035RP	£120.00 DOOR SKIN, LH, outer	1	
	901211RP	£116.40 DOOR SKIN, RH, outer	1	TR3A From TS60001
	901210RP	£116.40 DOOR SKIN, LH, outer	1	
2	602066	£54.80 HINGE, upper, RH door	1	TR2-3, TR3A To TS60000
	602065	£54.80 HINGE, upper, LH door	1	
	650028	£29.60 HINGE, upper, RH door	1	TR3A From TS60001
	650027	£31.00 HINGE, upper, LH door	1	
3	602068	£54.80 HINGE, lower, RH door	1	TR2-3, TR3A To TS60000
	602067	£54.80 HINGE, lower, LH door	1	
	650026	£31.00 HINGE, lower, RH door	1	TR3A From TS60001
	650025	£29.60 HINGE, lower, LH door	1	
4	602065X	£5.50 HINGE PIN	4	
5	TK4705P	£1.50 SCREW, door hinge	30	
6	650129	£42.12 DOOR CHECK	2	
7	PMZ312	£0.76 SCREW, door check to door	4	
8	HN2005	£0.16 NUT, plain	4	
9	WL700101	£0.25 WASHER, shakeproof	4	
10	HU706P	£1.06 SCREW, door check to 'A' post	2	
11	GHF200	£0.22 NUT, plain	2	
12	GHF331	£0.38 WASHER, locking	2	
14	602180	NCA BLOCK, side screen support, front	2	TR2-3, TR3A To TS60000
	650088	NCA BLOCK, side screen support, front	2	TR3A From TS60001
16	802890	NCA RAIL, RH door top	1	TR2-3, TR3A To TS60000
	802889	NCA RAIL, LH door top	1	
18	602181	NCA BLOCK, side screen support, rear	2	TR2-3, TR3A To TS60000
	650089	NCA BLOCK, side screen support, rear	2	TR3A From TS60001
19	703212	£61.10 DOOR CAPPING, steel, LH	1	
	703213	£61.10 DOOR CAPPING, steel, RH	1	
(TR2's and TR3's were originally fitted with aluminium door cappings. The cappings listed here are the later TR3A type, but will fit the earlier doors. For fibreglass replacements see page 138).				
20	559365	£12.30 RUBBER CORE, door edge trim	2	
21	606848	£4.60 BUTTON, door edge trim end	4	TR3A
22	552391	£2.20 STUD, on door, baby Tenax	8	TR2 To TS5255
23	55267	£1.16 STUD, on door, 'Lift the Dot'	8	TR2 From TS5256, TR3-3A
24	TR3ADLS	£231.24 LOCK SET, (5 piece set)	1	TR3A
(Set includes door handles, boot lock, cubby box lock, ignition switch tumbler & 2 keys).				
25	604991	£44.40 DOOR HANDLE & LOCK	2	(Handle & lock assembly comes with keys.)
26	HN2005	£0.16 NUT, securing handle	4	TR3A
27	PWZ203	£0.19 WASHER, plain	4	
28	WL700101	£0.25 WASHER, locking	4	
29	554355	£1.10 GASKET, door handle	2	
30	650104	£31.70 DOOR LATCH ASSEMBLY, RH†	1	TR2-3
	650103	£31.70 DOOR LATCH ASSEMBLY, LH†	1	
	650104	£31.70 DOOR LATCH ASSEMBLY, RH†	1	TR3 To TS600000
	650103	£31.70 DOOR LATCH ASSEMBLY, LH†	1	
	650104	£31.70 DOOR LATCH ASSEMBLY, RH†	1	TR3 From TS60001
	650103	£31.70 DOOR LATCH ASSEMBLY, LH†	1	
31	500166	£2.05 SCREW, door latch to door	8	

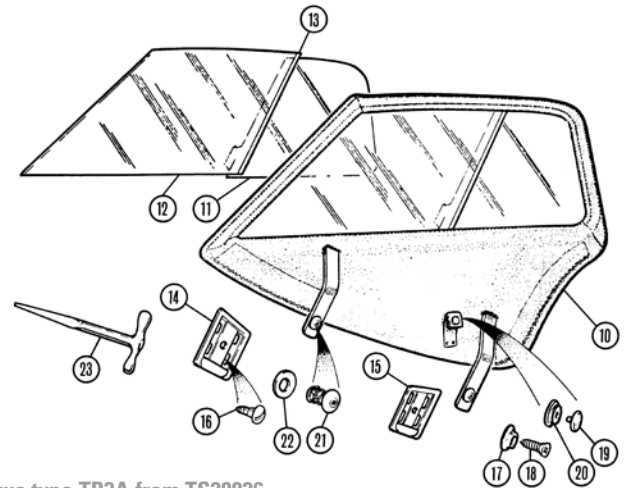
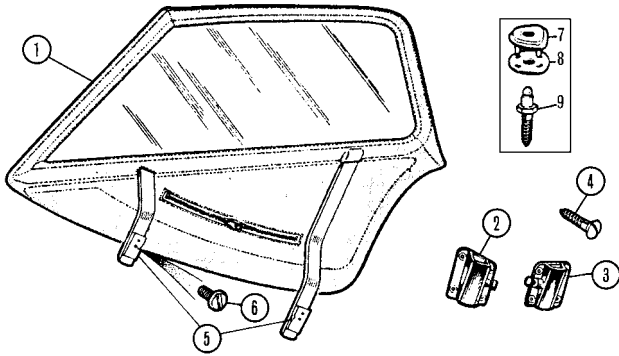
†Note: Door latch changes reflect the different fittings on the ends of the upright levers to accommodate the different pull-cables. Part numbers 650104/3 are supplied for all applications, and are correct when used with your original cable end fittings.

32	602075	£14.90 STRIKER PLATE, door latch	2	
33	602248	£1.04 PACKING, striker plate	a/r	
34	500166	£2.05 SCREW, striker plate	8	
35	605301	£13.60 SEAL, door bottom	2	
36	552901	£1.61 CLIP, retaining seal	28	
37	700895	£29.50 DOOR POCKET, black	2	TR2
	703277	£38.80 DOOR POCKET, black	2	TR3-3A
38		DOOR PANEL	2	see trim section
39	AD604062	£0.47 SCREW, interior panel	60	



40	SP132BCP	£0.47	CUP WASHER	60
42	552227	NCA	DOOR PULL, black	2
43	602064	NCA	FINISHER, door pull end	2
44	SP89C4CP	£1.16	SCREW, finisher	2 TR2-3
45	602072	£6.60	ESCUTCHEON, latch lever slot	2
46	AB604023	£0.53	SCREW, escutcheon	4
48	557211	£5.40	CABLE, inner, door pull	2 TR3A
49	557212	£4.80	CABLE, outer, door pull	2

5	MM803-255	£31.80	WEDGE, sidescreen mount	4
				(These were not drilled or tapped, so that they may be fitted to any sidescreen).
6	TP703	£1.75	SCREW, wedge attachment	4
7	552650	£0.72	FASTENER, socket, 'Lift the Dot'	8
8	552651	£0.76	CLINCH PLATE, 'Lift the Dot'	8
9	552667	£1.16	STUD, 'Lift the Dot'	8



**Sidescreens TR2-3A**

See the Accessories section for side 'wind wings' & sun visors.

**Wedge type TR2-3A to TS28825**

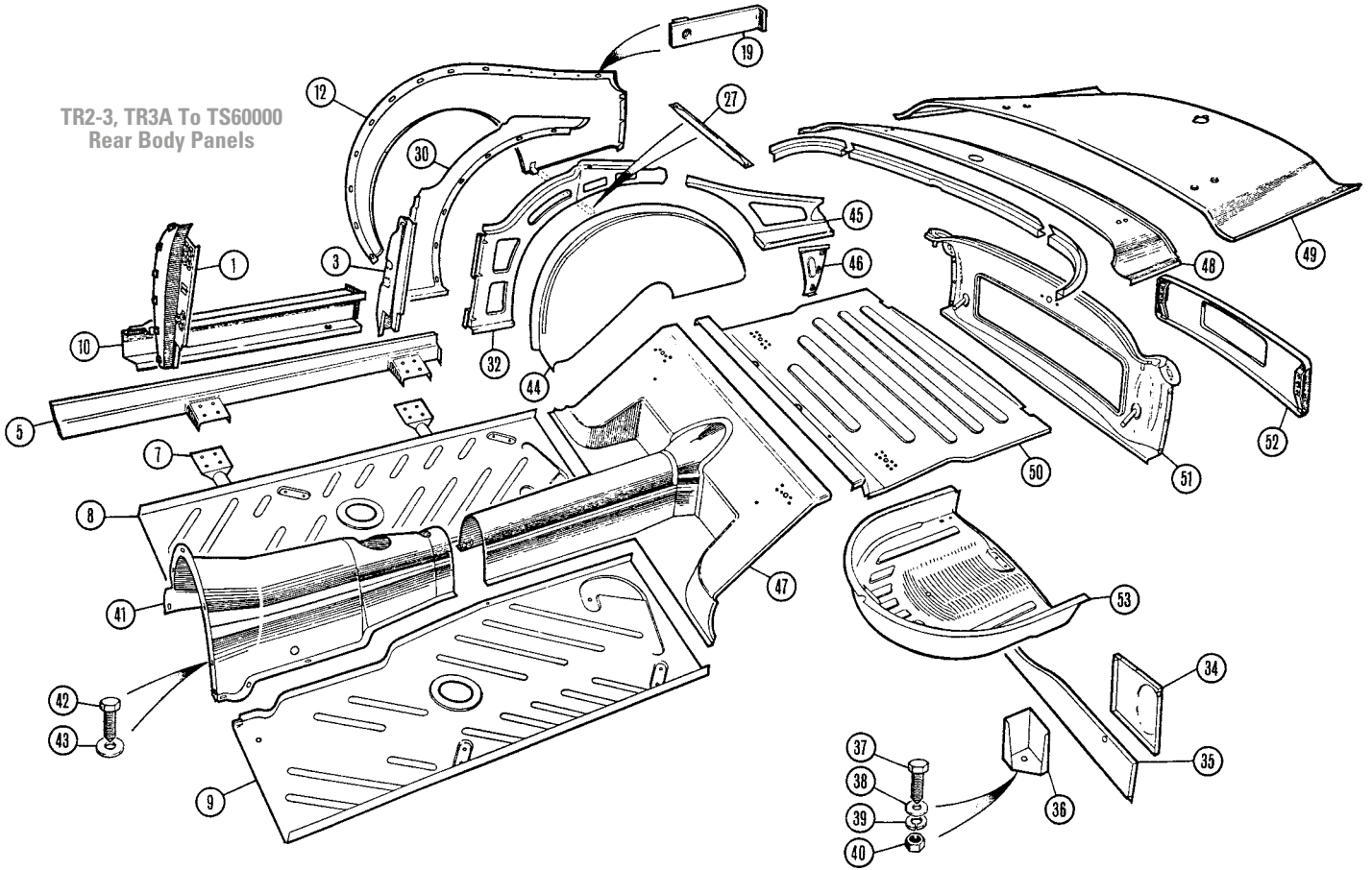
1	900386BLK	£260.00	SIDESCREEN, RH, black	1	TR2 type - fixed windows with flap and zip opening
	900385BLK	£260.00	SIDESCREEN, LH, black	1	
	900386WHT	£260.00	SIDESCREEN, RH, white	1	
	900385WHT	£260.00	SIDESCREEN, LH, white	1	
(The Sidescreens supplied under part numbers 900385 LH and 900386 RH are of the early TR2 design and have one-piece fixed window. They have a 'flapping' curtain with a zip in it to allow access to the door opening mechanism - which was inside the car. The TR3, TR3A to TS2885 were of the same design, but had sliding windows).					
	900683	£302.40	SIDESCREEN, RH, black	1	TR3-3A To TS28825 sliding windows with flap and zip opening
	900682	£302.40	SIDESCREEN, LH, black	1	
	900683W	£338.00	SIDESCREEN, RH, white	1	
	900682W	£338.00	SIDESCREEN, LH, white	1	
2	602040	£56.50	SOCKET, sidescreen	2	RH front/LH rear
3	602041	£56.50	SOCKET, sidescreen	2	LH front/RH rear
4	SP89E4	£2.40	SCREW, sidescreen socket	16	

**Dzus type TR3A from TS28826**

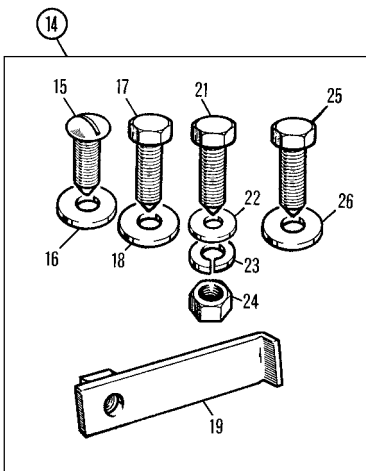
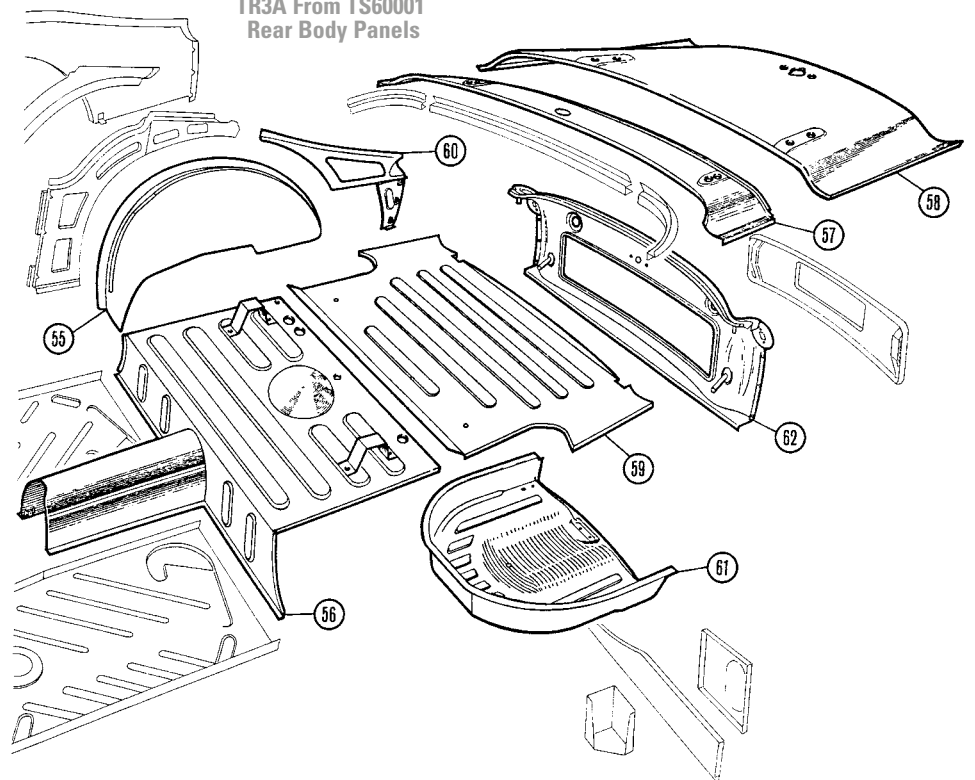
See Information notes for Wedge type screens.

10	901287	£282.71	SIDESCREEN, RH, black	1	sliding windows
	901286	£282.71	SIDESCREEN, LH, black	1	
	901291	NCA	SIDESCREEN, RH, white	1	
	901290	NCA	SIDESCREEN, LH, white	1	
11	508177	£38.65	SLIDING WINDOW, RH	1	
	508176	£38.65	SLIDING WINDOW, LH	1	
12	559748	£15.30	COBEX FIXED WINDOW	2	
13	606861	£3.20	EDGING STRIP, U section, stainless steel	2	
14	607106	£9.50	BRACKET, sidescreen	2	RH front/LH rear
15	607105	£9.50	BRACKET, sidescreen	2	LH front/RH rear
16	SP88H7	£1.80	SCREW, sidescreen plate	16	
17	610624	£0.62	STUD, door to sidescreen strap	2	
18	AD606063	£0.47	WOOD-SCREW, stud	2	
19	7H9864	£0.28	BUTTON, strap to stud	2	
20	7H9866	£0.34	SOCKET, strap to stud	2	
21	556023	£9.40	DZUS FASTENER, with spring	4	
22	556022	£4.10	WASHER, Dzus fastener	4	
23	650161	£3.10	'T' KEY, (for Dzus fasteners)	1	

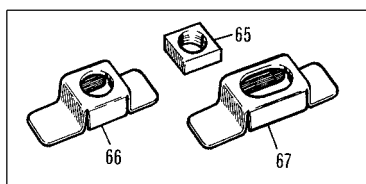
TR2-3, TR3A To TS60000  
Rear Body Panels



TR3A From TS60001  
Rear Body Panels



Rear Wing Fitting Kit



Captive Nuts

Rear Body & Floor Panels

TR2-3A

See also 'EXTERIOR TRIM & BADGES - Rear/Side Body Fittings & Overrides' on page 128.

Ill	Part Number	Description	Req.	Details
1	800574	£194.40 'A' POST ASSEMBLY, RH	1	
	800573	£194.40 'A' POST ASSEMBLY, LH	1	
3	850119	£155.50 'B' POST ASSEMBLY, RH	1	
	850118	£155.50 'B' POST ASSEMBLY, LH	1	
5	900391	£191.00 SILL, inner assembly, RH	1	
	900390	£191.00 SILL, inner assembly, LH	1	
7	CHAS1	£49.00 OUTRIGGER, chassis	2	for body mounting
8	950054	£110.20 FLOOR, RH	1	
9	950053	£110.20 FLOOR, LH	1	
10	850038	£23.80 SILL, outer, RH	1	TR2 From TS4002, TR3-3A
	850037	£23.80 SILL, outer, LH	1	
12	900613	£639.90 WING, RH rear	1	
	900612	£639.90 WING, LH rear	1	
14	900612FK	£21.60 FITTING KIT, rear wing	2	(Fitting kit includes all fittings for 1 wing).
15	552433	£0.73 SCREW, (mushroom headed)	10	rear wing to boot liner panel
16	WM57	£0.24 WASHER, on mushroom screw	10	
17	HU706P	£1.06 SET SCREW, rear wing to chassis	6	
18	WM57	£0.24 WASHER, on screw	6	
19	602167	£7.00 CLAMP, rear wing fixing	2	
21	HU706P	£1.06 SET SCREW, rear wing to chassis	4	
22	GHF300	£0.22 WASHER, plain	4	
23	GHF331	£0.38 WASHER, locking	4	
24	GHF200	£0.22 NUT, plain	4	
25	HU706P	£1.06 SET SCREW, rear wing to qtr. panel	18	
26	WM57	£0.24 WASHER, on screw	18	
27	601937	£13.15 STAY, rear wing to chassis	2	
30	850044	£199.80 QUARTER PANEL, RH	1	
	850043	£199.80 QUARTER PANEL, LH	1	

(The TR2 had different rear wings (900485/6), but ours will do the job. The rear wing had elongated cage & nuts (CN3 for the cage & CN1 for the nut) to accept the mushroom screw through the boot liner panel).

(When we were tooling these quarter panels we could not find a pair of OE samples, and those we tooled are both early & late. We continue to produce them to those specifications to this day. We use the late part numbers to describe them. The difference is the way the quarter panel joins the rear deck, see illustration).



Quarter Panel/Rear Deck Joint

32	900416	£192.90 QUARTER PANEL, inner, RH	1	
	900415	£192.90 QUARTER PANEL, inner, LH	1	
34	900421	£25.60 CLOSING PANEL, LH	1	
	900422	£25.60 CLOSING PANEL, RH	1	
35	900402	£34.80 PANEL, inner rear bottom	1	
36	900419	£17.10 BRACKET, body to chassis, LH	1	
	900420	£17.10 BRACKET, body to chassis, RH	1	
37	GHF103	£0.60 SET SCREW	2	rear body bracket to chassis
38	WP17	£0.30 WASHER, plain	2	
39	GHF332	£0.40 WASHER, locking	2	
40	GHF201	£0.14 NUT, plain	2	
41		COVER, gearbox, steel	1	

The TR2-3A gearbox tunnel covers were made in steel and have usually survived very well, especially as they were usually continuously sprayed with oil. To secure them to the body requires the following:

42	HU706P	£1.06 SET SCREW*	16
43	WM57	£0.24 WASHER, plain	16

\*Note: The works rally cars had these screws replaced by Dzus fasteners for speedy removal.

TR2-3A to TS60000

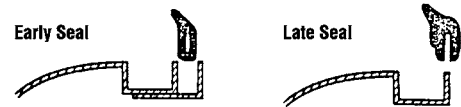
44	552909	£305.50 WHEEL ARCH ASSEMBLY, RH	1
	552908	£305.50 WHEEL ARCH ASSEMBLY, LH	1

(The rear wheel arch had 9 elongated 'cage with nuts' fitted to receive the bolts through the rear wing and quarter panel. The square nut is CN1 (item 65) and the elongated cage is CN3 (item 67). This concept allowed adjustment to achieve an acceptable fit).

45	900614	£105.00 LINING PANEL, boot, RH	1
	900615	£105.00 LINING PANEL, boot, LH	1
46	800640	£32.40 STIFFENER, RH	1
	800639	£32.40 STIFFENER, LH	1
47	900449	£351.90 PANEL, rear floor	1
48	900475	NCA PANEL, tonneau saddle	1
49	900479	£673.50 BOOT LID	1
	802637	£710.80 BOOT LID	1
50	900412	£269.40 FLOOR, boot	1
51	900477	£795.60 REAR APRON	1
	901299	£795.60 REAR APRON	1
52	900483	£147.00 LID, spare wheel compartment	1
53	900401	£367.80 PAN, spare wheel compartment	1

TR3A from TS60001

There was a major re-tooling of body panels at TS60001; the obvious signs are plinths pressed in the bonnet, scuttle, boot lid and rear tonneau saddle to seat the hinges. Inside the body, the boot floor assembly was changed; the main panel being extended to the full width of the boot area (previously the outer 4" of the floor area on either side were part of the boot lining panel assemblies - item 45). The re-tooled boot lining panels (item 60 in the lower illustration opposite) are now available.



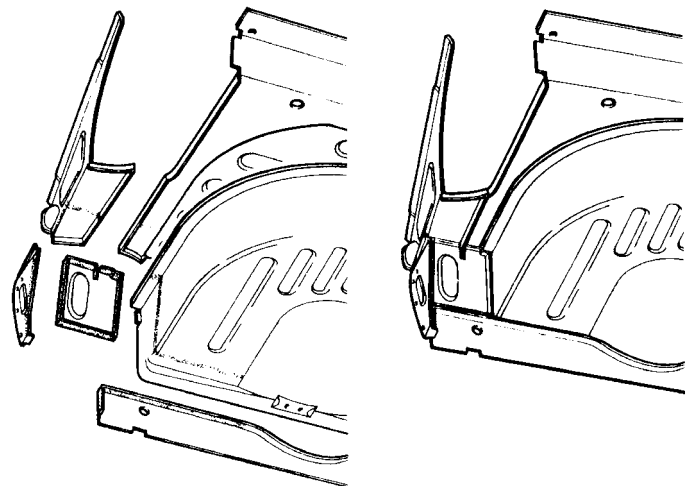
All of the components which changed at TS60001 are listed here and illustrated in the lower half on the opposite page. The remainder of the rear body components follow the 'all model' listing.

55	850052	£268.30 WHEEL ARCH ASSEMBLY, RH	1
	850051	£268.30 WHEEL ARCH ASSEMBLY, LH	1
56	850117	£357.30 PANEL, rear floor	1
57	850124	NCA PANEL, tonneau saddle	1
58	803780	£673.80 BOOT LID	1
59	803767	£208.20 FLOOR, boot	1
60	901648	NCA BOOT LINING PANEL, RH	1
	901647	NCA BOOT LINING PANEL, LH	1
61	950046	£362.70 PAN, spare wheel compartment	1
62	901299	£795.60 REAR APRON	1

Captive Nuts

Throughout the TR, there are captive nuts which comprise a cage & square nut. We can supply these individually under the unimpressive CN range of part numbers.

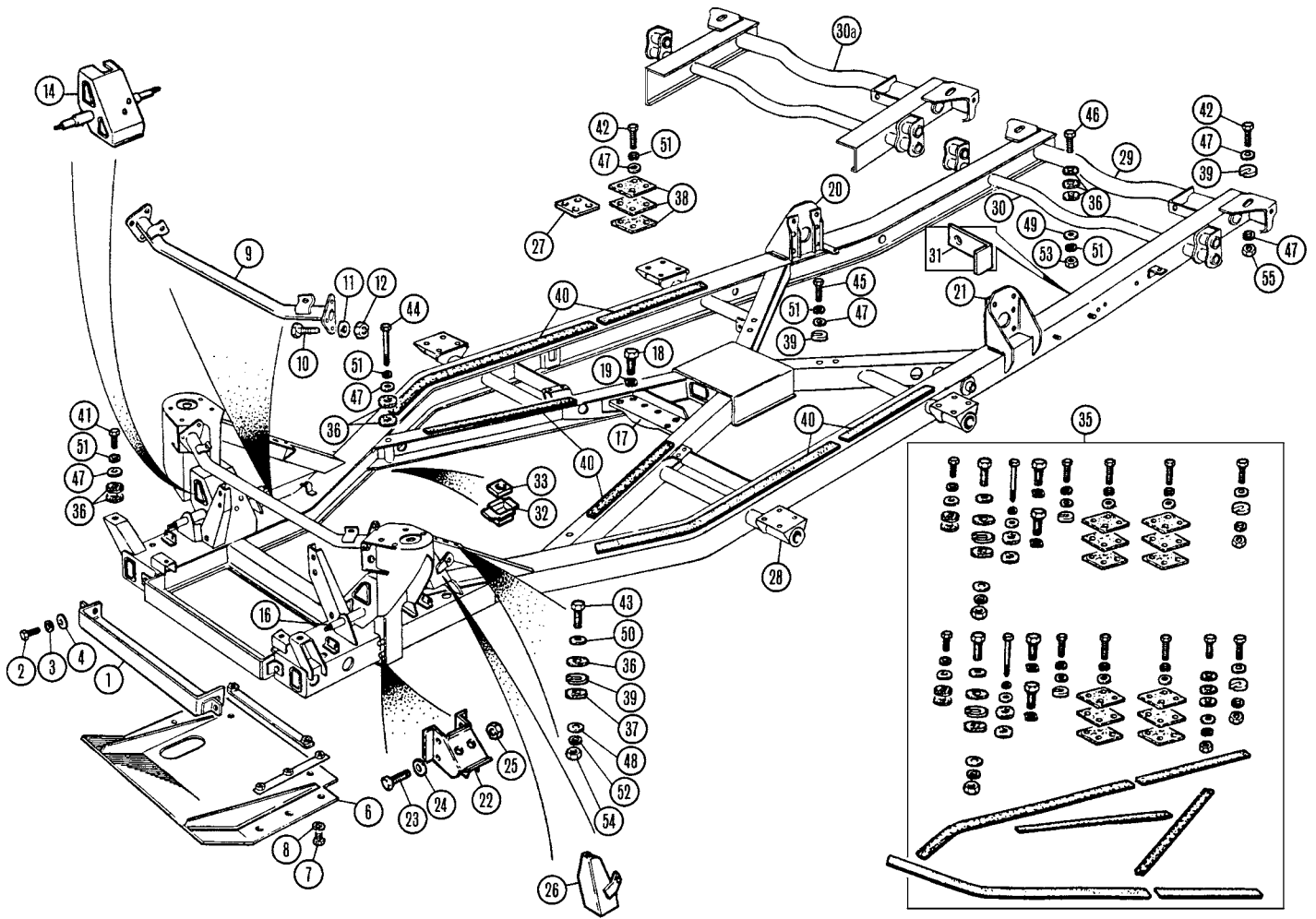
65	CN1	£0.36 NUT, square	a/r
66	CN2	£0.48 CAGE, for nut	a/r
67	CN3	£0.79 CAGE, elongated type, for nut	a/r



Boot Floor Construction

It's not easy to see how the panels shown opposite could be assembled on the car – even less if your example has corroded to the extent whereby, typically, the closing panels (item 34) have virtually disappeared altogether! Here is a visual guide to the construction on the pre TS60000 cars: Post TS60001 cars are of course very similar (see heading 'TR3A from TS60001' for differences on this page).





**Chassis Frame & Fittings TR4**

We are aware that there were variations in the method of building TR4 chassis, which can cause slight changes in the hardware requirements. Some TR4 chassis' had outrigger 'extensions' bolted on for instance. Unfortunately, there is no useful way of predicting where these variations will 'pop up'.

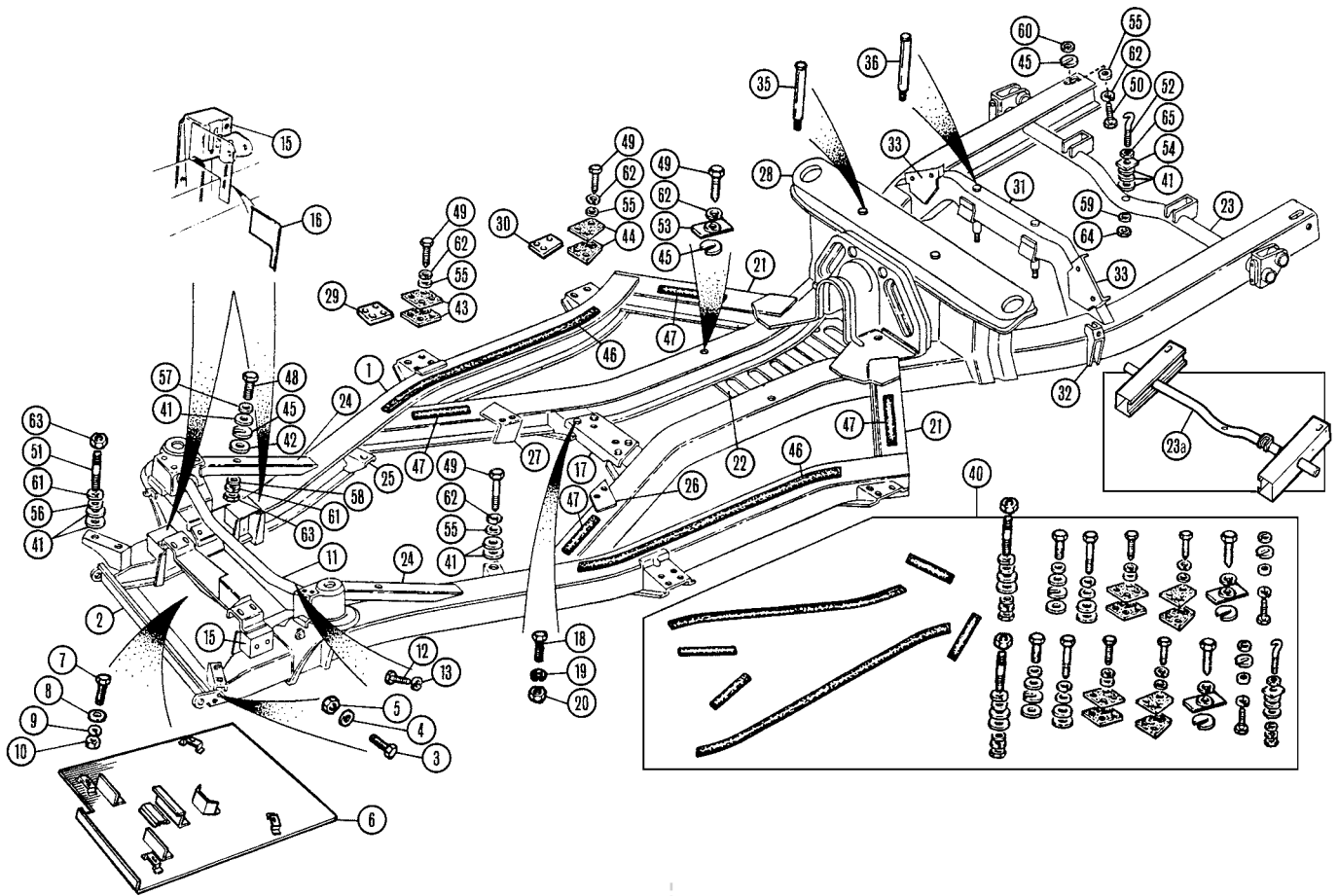
Ill	Part Number	Description	Req.	Details
1	208639	SHIELD, radiator protection	1	original type
2	SH606061	SCREW, shield to chassis	2	
3	GHF333	WASHER, locking	2	
4	GHF302	WASHER, plain	2	
6	301644	SUMP SHIELD, rally type	1	
7	HU706P	SCREW, shield to chassis	8	
8	GHF331	WASHER, locking	8	
9	208604	CROSS-TUBE	1	
10	SH606061	BOLT, cross-tube to chassis	6	
11	GHF333	WASHER, locking	6	
12	GHF202	NUT	4	
14	208114	BRACKET, engine mounting, RH	1	include fulcrum pin
	208113	BRACKET, engine mounting, LH	1	
16	106196	£42.40 FULCRUM PIN,	2	lower inner wishbone
17	128055	£21.30 CROSS-MEMBER	1	gearbox mounting
18	SH606051	£0.92 SCREW	4	
		(Cross-member to chassis cruciform).		
19	GHF333	£0.30 WASHER, locking	4	
20	110788	NCA BRACKET, shock absorber, RH	1	
21	110789	NCA BRACKET, shock absorber, LH	1	
22	109281	NCA BRACKET, rebound	2	
23	BH605281	£1.60 BOLT, rebound bracket to chassis	4	
24	GHF332	£0.40 WASHER, locking	4	
25	GHF201	£0.14 NUT, plain	4	
26	133638	NCA BRACKET, bump stop, LH	1	
	133637	NCA BRACKET, bump stop, RH	1	
27	619395	£3.70 PACKING PLATE	a/r	'A' & 'B' post mounting to sill bracket

28	CHAS1	£49.00	CHASSIS OUTRIGGER	4
29	CHAS2	£51.00	CROSS TUBE, rear	1
30	CHAS6	£50.00	CROSS TUBE, rear spring hangers	1
30A	CHAS8	£424.40	CHASSIS REPAIR SECTION, rear	1
			(Repair section includes Cross tubes CHAS2 & CHAS6).	
31	132933	NCA	BRACKET, exhaust mounting	1 under axle
32	600032	NCA	NUT, (retainer nut)	2
33	NQ2708	£1.84	NUT, square	2

**Body Mounting Pad Set**

Due to the adjustments necessary in mounting the body square to the chassis, a greater number of pads are included in each kit than are shown in the parts book. More pads may be ordered separately to further 'shim' the mounting points.

35	GFK6002X	£80.90	PAD SET, body mounting	1
36	601994	£1.57	PAD, rubber/canvas, thin	13
37	608836	£0.40	PAD, rubber/canvas, thick	2
38	611732	£1.10	PAD, rubber/canvas, square	12
39	CD26326	£2.40	PAD, aluminium, notched	6
40	078447A	£5.00	STRIP, protection, (sold per metre)	4 cut to suit
41	GHF103	£0.60	SCREW	2
42	SH605101	£0.89	SCREW	18
43	SH606201	£1.70	SCREW	2
44	BH605321	£2.05	BOLT	2
45	SH605111	£1.75	SCREW	2
46	BH605181	£1.10	BOLT	1
47	WP185	£0.80	WASHER, plain	26
48	GHF302	£1.00	WASHER, plain	2
49	GHF301	£0.24	WASHER, plain	1
50	WM59	£0.40	WASHER, plain	2
51	GHF332	£0.40	WASHER, locking	23
52	GHF333	£0.30	WASHER, locking	2
53	GHF201	£0.14	NUT, plain	1
54	GHF202	£0.22	NUT, plain	2
55	GHF222	£0.55	NUT, nylon	2



**Chassis Frame & Fittings TR4A**

1	402284	NCA	CHASSIS	1	TR4A IRS
2	213021	£76.60	SHIELD, radiator protection	1	original type
3	SH606071	£0.41	SCREW, shield to chassis	4	
4	GHF333	£0.30	WASHER, locking	4	
5	GHF202	£0.22	NUT	4	
6	308208	£109.15	SUMP SHIELD, (rally type)	1	
7	SH606061	£0.77	SCREW, securing shield	4	
8	GHF302	£1.00	WASHER, plain	4	
9	GHF333	£0.30	WASHER, locking	4	
10	GHF202	£0.22	NUT, plain	4	
11	211419	NCA	CROSS-TUBE	1	
12	SH606071	£0.41	SCREW, cross-tube to chassis	2	
13	GHF333	£0.30	WASHER, locking	2	

The lower front inner wishbone brackets which are welded to the chassis are considered weak points of the front suspension, as they are often found top be cracked or even broken away. These brackets are easily replaced by a competent chassis repair workshop, and represent a considerable improvement to the earlier TR2-3A and TR4 design. On these earlier cars, instead of breaking a bracket, the entire spring tower twists & cracks - much more difficult and expensive to repair than a bracket! It's a good idea to periodically check your front inner wishbone brackets and have them replaced if they are cracked or broken, as this condition represents a severe safety hazard.

15	139580	£13.80	BRACKET, lower inner wishbone mounting	4
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We have followed a design from Triumph themselves and produced a strengthening kit (item 16), which comprises three plates which are welded to the bracket 139580 (item 15) and the chassis.

16	TT3259R	£39.40	STRENGTHENING KIT, RH	1	} 3 plates per kit
	TT3259L	£39.40	STRENGTHENING KIT, LH	1	
17	211361	£27.10	CROSS-MEMBER	1	gearbox mounting
18	SH606051	£0.92	SCREW, cross-member	4	
19	GHF333	£0.30	WASHER, locking	4	
20	GHF202	£0.22	NUT, plain	4	
21	CHAS3	£64.60	OUTRIGGER, trailing arm	2	
22	CHAS4	£27.30	BREASTPLATE	1	
23	CHAS6	£50.00	CROSS-TUBE	1	brackets not included
23A	CHAS10	£175.90	CHASSIS REPAIR SECTION, rear	1	
			(Repair section includes Cross tube CHAS6).		
24	CHAS7	£36.20	FRONT DIAGONAL TUBE	2	
25	140089	NCA	BRACKET, side member	2	
26	139447	NCA	BRACKET, mounting scuttle, LH	1	
27	139448	NCA	BRACKET, mounting scuttle, RH	1	

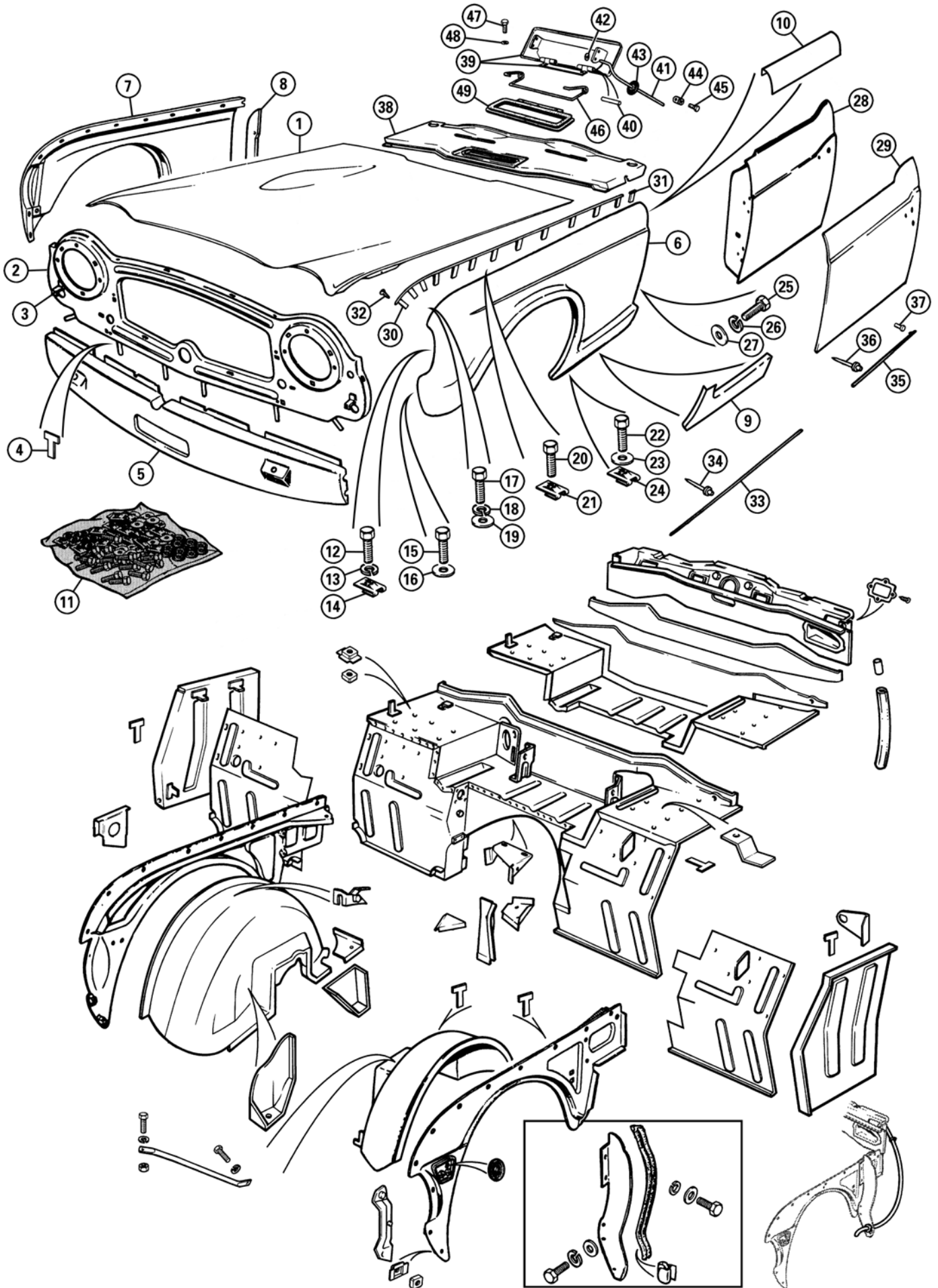
28	214107	£183.40	BRACKET, front differential mounting	1	
29	619395	£3.70	PACKING PLATE	a/r	'A' post mounting to sill bracket
30	619396	£9.80	PACKING PLATE	a/r	
31	214031	£159.90	CROSS-MEMBER, rear differential	1	IRS models
32	140194	NCA	BRACKET, rebound, LH	1	
	140195	NCA	BRACKET, rebound, RH	1	
33	147947	£15.60	BRACKET, (rear shock abs' mounting)	2	
35	147671	NCA	STUD, front differential mounting	2	
36	147400	£9.30	STUD, rear differential mounting	2	

**Body Mounting Pad Set**

Due to the adjustments necessary in mounting the body square to the chassis, a greater number of pads are included in each kit than are shown in the parts book. More pads may be ordered separately to further 'shim' the mounting points.

40	574244	£77.86	PAD SET, body mounting	1
41	601994	£1.57	PAD, rubber/canvas, thin	13
42	608836	£0.40	PAD, rubber/canvas, thick	2
43	611732	£1.10	PAD, rubber/canvas, front mounting	4
44	616613	£0.89	PAD, rubber/canvas, rear mounting	4
45	CD26326	£2.40	PAD, aluminium, notched	6
46	6019953	£3.35	STRIP, protection	2
47	6019954	£1.26	STRIP, protection	4
48	SH606201	£1.70	SCREW	2
49	SH605111	£1.75	SCREW	18
50	SH605101	£0.89	SCREW	2
51	143712	£1.50	STUD	2
52	650017	£4.00	HOOK BOLT, spare wheel pan	1
53	619585	£5.50	PLATE, reinforcing	2
54	611875	£2.30	PLATE, reinforcing	1
55	WP185	£0.80	WASHER, plain	18
56	WD110061	£0.77	WASHER, plain	2
57	WC110061	£1.57	WASHER, plain	2
58	GHF302	£1.00	WASHER, plain	2
59	GHF301	£0.24	WASHER, plain	1
60	WP19	£0.98	WASHER, plain	2
61	GHF333	£0.30	WASHER, locking	4
62	GHF332	£0.40	WASHER, locking	20
63	GHF202	£0.22	NUT, plain	4
64	GHF272	£0.66	NUT, nyloc	1
65	GHF201	£0.14	NUT, plain	1

See pages 118 & 119 for Front Inner Body Panels & Fittings



## Front Outer Body Panels/Fittings & Door Panels

### TR4-4A

See also 'EXTERIOR TRIM & BADGES - Front/Side Body Fittings, Grille & Bumper' on page 132.

Owners of TR4-4A models are really very lucky in terms of availability of body panels.

Unlike the TR2-3A's which were designed to have flowing curves with difficult to construct three-dimensionally directed panels, the TR4 was a relatively simple car to tool in the sense that with the exception of the boot lid and four wheel arches, very few panels had extremely deep draws. This has been a 'godsend' when we come to re-tool the panel work for the car.

You may, or may not be aware that the centre section of the TR4 body shell was continued through for use on the TR5 & TR6, thus items such as floors, inner and outer sills, front door posts, door skins etc., are still available because British Motor Heritage was around in time to rescue the TR6 tooling, which usually was the same tooling as had been used to produce the TR4 item. They were not around to rescue the TR4 tooling which I remember being scrapped in 1977. I could do nothing to prevent this very depressing state of affairs.

When Pete Cox and I went into partnership in the amateur business of Spare Secretaries to the TR Register, it was late 1970 and the TR5 had barely finished production. The TR6 was the car of the moment, but availability of sheet metal for the TR4-4A and TR5 was very good. When I say very good you will note that I do not use 100%, because even by then things like boot floor sides & boot floors were not available. In their wisdom, Triumph believed that there would be very little call for these items and hence, no provision was made to hand over the production tooling to the spares department. Incidentally, they did the same with the similar panels on the TR6. However, almost all outer panels were available & supply was just 14 days away via the Triumph delivery service.

Our endeavours had been to supply as much of the TR2-3A sheet metal as possible, and it was a relatively easy task to add TR4 to the range of panels we re-manufactured because, rather conveniently, they were discontinued in a gradual fashion as they ran out. Thus, we could be tooling the left inner front wing of the TR4 whilst still supplying genuine right hand TR4 front wings, due to the fact that we could get those from the factory. When they ran out, we re-tooled them, so the continuity of supply of these panels has been quite reasonable. The general shape of the panels has also made them easier to re-tool, with the exception of the front & rear wings. These panels have proved to be extremely difficult to make accurately, and in the last few years we have spent a substantial number of thousands of pounds building and improving jigs and fixtures for final finishing on these components. The high content of hand work on these panels means that they will never be cheap, but I think it is fair to say that there are very few vehicles manufactured in 1963 for which you can buy virtually every single item to assemble a body shell 'off the shelf' at your nearest Moss branch.

We are particularly proud of the body panel range we offer the TR4-4A, and feel that there is almost no rebuild job that should be prevented from being carried out on a TR4 or TR4A body due to a lack of availability of parts.

Peter Buckles

### Bonnet & Valances

Ill	Part Number	Description	Req.	Details
1	950121	NCA BONNET	1	TR4 To CT6429
1	903178	NCA BONNET	1	TR4 CT6430 To CT37689
1	904130	£1,559.40 BONNET	1	TR4 From CT37690 & TR4A (For bonnet fitting details please see page 132).
NI	908031XK	£53.40 BONNET STIFFENING PANEL KIT	1	TR4-4A
2	850618	£474.00 UPPER VALANCE, front	1	TR4
	808801	£474.00 UPPER VALANCE, front	1	TR4A
3	616886	NCA BRACKET, (grille & lamp attachment)	2	
4	603559	£1.04 WIRING LOOM TAG	a/r	
5	850406	£98.90 LOWER VALANCE, front	1	without oil cooler aperture
	812030	£130.60 LOWER VALANCE, front	1	with oil cooler aperture

### Front Wings

6	950109	£686.70 FRONT WING, LH	1	} aluminium
	950109AL	£730.90 FRONT WING, LH, (lightweight)	1	
7	950110	£686.70 FRONT WING, RH	1	} aluminium
	950110AL	£730.90 FRONT WING, LH, (lightweight)	1	
8	850455	£61.40 FILLER, wing to A post, LH	1	
	850456	£61.40 FILLER, wing to A post, RH	1	
9	950109RP	£109.80 REPAIR PANEL, front wing, lower, rear, LH	1	
	950110RP	£109.80 REPAIR PANEL, front wing, lower, rear, RH	1	
10	950109RP3	£44.80 REPAIR PANEL, front wing, upper, rear, LH	1	
	950110RP3	£44.80 REPAIR PANEL, front wing, upper, rear, RH	1	
11	950109FK	£20.00 FITTING KIT, front wing	2	
12	650307	£1.31 SCREW, special, wing forward edge	2	
13	GHF331	£0.38 WASHER, locking	6	
14	FN2059	NCA SPIRE NUT	2	
15	HU706P	£1.06 SCREW, set, wing to lower valance	4	
16	WM57	£0.24 WASHER, plain	4	
17	HU706P	£1.06 SCREW, (wing to upper valance)	4	
18	GHF331	£0.38 WASHER, locking	4	
19	WM57	£0.24 WASHER, plain	4	

20	650307	£1.31 SCREW, special, (wing to inner wing)	14
21	FJ24074	£0.68 SPIRE NUT	14
22	UL2705	£0.47 BOLT, Acme type, wing to sill	6
23	WM57	£0.24 WASHER, plain	6
24	FJ24074	£0.68 SPIRE NUT	6
25	HU706P	£1.06 SCREW, (wing to 'A' post)	6
26	GHF331	£0.38 WASHER, locking	6
27	WM57	£0.24 WASHER, plain	6

### Doors & Door Skins\*

28	907757	NCA DOOR, LH	1
	938830	DOOR, RH	1
29	950005	£282.00 DOOR SKIN, LH	1
	950006	£282.00 DOOR SKIN, RH	1

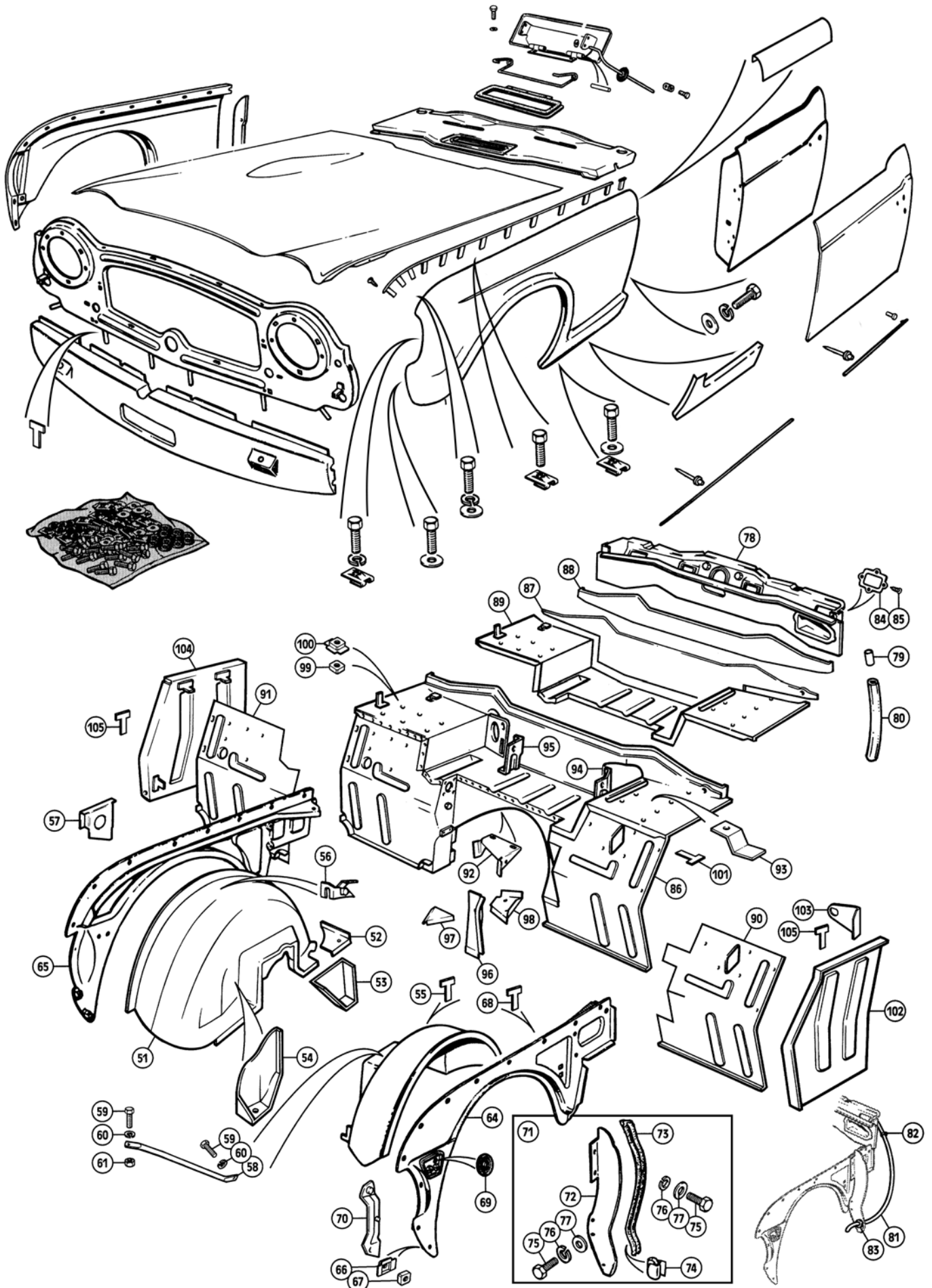
### Wing Beading & Body Mouldings

	TR45WBS	£65.00 WING BEADING SET, 6 pieces	1
30	850479	£18.60 WING BEADING, front wing	2
	750126	£15.60 WING BEADING, upper rear wings	2
	750187	£10.80 WING BEADING, lower rear wing, LH	1
	750188	£10.80 WING BEADING, lower rear wing, RH	1
31	553926	£0.50 LOCATING TAB	52
32	GHF421	£0.14 SCREW, self tapping, beading	2
33	708477	NCA MOULDING, wing, LH	1
	708478	NCA MOULDING, wing, RH	1
	708478X	£26.15 MOULDING, wing, RH & LH	2
34	GHF1461	£1.30 RIVET CLIP, wing moulding	14
35	708487	£27.90 MOULDING, door, RH & LH	2
36	GHF1461	£1.30 RIVET CLIP, door moulding	12
37	GHF1532	£0.26 BARREL CLIP, rear of door moulding	2

### Scuttle Top

38	850352	£756.00 SCUTTLE TOP PANEL	1
39	705242	£18.00 VENT LID	1
40	563040	NCA PIN, hinge	2
41	611117	£6.70 ROD, vent lid operating	1
42	FR1202	NCA NUT, fix round	1
43	061917	£0.67 GROMMET, vent lid operating rod	1
44	604844	NCA CABLE CLAMP, rod to vent lever	1
45	53K1016	£0.64 SCREW, for clamp	1
46	611145	£8.70 SPRING, vent lid	1
47	HU503	£0.83 SCREW, vent lid to scuttle	3
48	WL700101	£0.25 WASHER, locking	3
49	611118	£12.10 SEAL, vent lid	1

See Pages 116 & 117 for Front Outer Body Panels & Fittings.



## Front Inner Body Panels &amp; Fittings

## Wheel Arch Assembly

Ill	Part Number	Description	Req.	Details
51	850453	NCA WHEEL ARCH ASSEMBLY, RH	1	
	850452	NCA WHEEL ARCH ASSEMBLY, LH	1	
52	811485	NCA REINFORCEMENT, arch, upper, RH	1	
	811480	NCA REINFORCEMENT, arch, upper, LH	1	
53	811494	NCA REINFORCEMENT, arch, lower, RH	1	
	811493	NCA REINFORCEMENT, arch, lower, LH	1	
54	811704	NCA BRACKET, mounting to chassis, RH	1	
	811703	NCA BRACKET, mounting to chassis, LH	1	
55	603559	£1.04 WIRING LOOM TAG	9	8 on LH, 1 on RH
56	750229	£18.20 BRACKET, bonnet stay rod	1	not included with part of RH wheel arch
	623588	NCA BRACKET, body lifting, LH	1	
57	623589	NCA BRACKET, body lifting, RH	1	
58	750205	£15.00 STAY ROD, valance to wheel arch, LH	1	
	750206	£15.00 STAY ROD, valance to wheel arch, RH	1	
59	HU706P	£1.06 SCREW, upper valance & wheel arch	4	
60	GHF331	£0.38 WASHER, locking	4	
61	GHF200	£0.22 NUT, plain	2	

## Front Inner Wings

64	811944	£286.75	INNER WING, LH	1	
65	811945	£286.75	INNER WING, RH	1	
66	CN2	£0.48	RETAINER, nut cage	4	
67	CN1	£0.36	NUT, square, captive	4	
68	603559	£1.04	TAG, securing wiring loom	a/r	
69	061917	£0.67	GROMMET, side lamp lead	2	
70	850457	£34.80	FILLER, LH, front wing	1	
	850458	£34.80	FILLER, RH, front wing	1	
71	750150K	£26.40	BAFFLE PLATE KIT, LH	1	
	750151K	£26.40	BAFFLE PLATE KIT, RH	1	
72	750150	£10.80	BAFFLE PLATE, LH	1	
	750151	£10.80	BAFFLE PLATE, RH	1	
73	650172	£7.30	SEAL, baffle plate	2	
74	606389	£0.90	CLIP, seal to baffle plate	6	
75	HU706P	£1.06	SCREW, baffle plate	12	
	HU706SS	£1.80	SCREW, baffle plate, (stainless steel)	12	alternative
76	GHF331	£0.38	WASHER, locking	12	
77	WM57	£0.24	WASHER, plain	12	

Corrosion occurring in the lower edges of front wings can be minimised by ensuring that sealer plates and seals are in good condition, and do not allow the passage of water and/or dirt. The lower edge of the wing is crimped to provide for 'vertical' drainage (dream on!) and require very frequent un-blocking with soft wire to achieve even the remotest success. A build-up of dirt here will rapidly have a destructive effect on the front portions of the outer sills.

## Plenum &amp; Bulkhead Assemblies

78	811989	NCA	PLENUM ASSEMBLY	1	
79	650162	NCA	DRAIN TUBE, plenum	2	
80	602057Z	£8.20	HOSE, plenum water drainage, rubber	2	cut to fit

Water drainage from the plenum is very important if wet carpets and feet are to be avoided. Regular clearing of the drain hoses with a flexible rod will dislodge any congealing rain soaked leaves or small furry fauna which might otherwise block the system. A longer water drain hose can be fitted to take the water out of the wing/sill/bulkhead box section. The hole should provide a snug fit for the hose, (see illustrations 81 to 83 opposite).

81	602057Z	£8.20	HOSE, plenum water drainage, rubber	2	longer with elbow end
	602057X	£20.40	HOSE, plenum water drainage, silicone	2	
82	CS4013	£1.20	CLIP, hose	2	
83	AHA8401	£1.26	GROMMET, hose	2	
84	650159	NCA	PLATE, wheel box access	2	refit using suitable,
85	AB608031	£0.22	SCREW, plate to plenum	8	pliable water sealant
86	815834	NCA	BULKHEAD ASSEMBLY, RHD	1	
	815835	NCA	BULKHEAD ASSEMBLY, LHD	1	
87	812120	£117.00	REPAIR PANEL, vertical, (behind battery)	1	RHD
	812121	NCA	REPAIR PANEL, vertical, (behind battery)	1	LHD
88	812122	NCA	REPAIR PANEL, vertical section	1	to plenum
89	907418RP	£96.70	REPAIR PANEL (Horizontal section below battery).	1	RHD
	907418RP	£96.70	REPAIR PANEL (Horizontal section below battery).	1	LHD
90	815836	£105.00	FOOTWELL FRONT PANEL, LH	1	RHD
91	811979	£88.00	FOOTWELL FRONT PANEL, RH	1	
	815837	£105.00	FOOTWELL FRONT PANEL, LH	1	LHD
	811981	£88.00	FOOTWELL FRONT PANEL, RH	1	
92	705219	£34.20	BRACKET, steering column strap	1	RHD
	705218	NCA	BRACKET, steering column strap	1	LHD

93	611152	NCA	BRACKET, wiper motor mount	2	
94	611048	NCA	BRACKET, battery stay LH	1	
95	610796	NCA	BRACKET, battery stay RH	1	
96	750058	NCA	POCKET, bulkhead	1	
97	612283	NCA	GUSSET, bulkhead pocket	1	
98	706313	NCA	GUSSET, dash, LH	1	
99	NQ2708	£1.84	NUT, square, pedals to bulkhead	a/r	
100	600032	NCA	RETAINER, square nut	a/r	
101	603559	£1.04	TAG, wiring loom	a/r	

## Wiring Loom Tags

These little tinkers have caused many heated discussions over the years. The long thin tag used on the inner front wings and wheel arches was part number 603559. Fact: It was 'T' shaped.

Fact: The item was re-designed 13th January 1978 and was then no longer shaped.

102	811985	£88.20	BULKHEAD END PANEL, LH	1	
103	615901	NCA	BRACKET, bonnet release cable	1	
104	811986	£88.20	BULKHEAD END PANEL, RH	1	
105	603559	£1.04	TAG, wiring loom	a/r	

**Wing Mirrors**

Whether you fit the early Lucas type round mirrors or the later Leyland rectangular style, these period accessories will add that finishing touch.

**Early Lucas Long Arm Style - Fixed Type**

ill	Part Number	Description	Req.	Details
	WM1904	£16.60 LONG ARM, RH, convex glass	1	
	WM1905	£16.60 LONG ARM, LH, convex glass	1	
	WM1906	£16.60 LONG ARM, RH, flat glass	1	
	WM1907	£16.60 LONG ARM, LH, flat glass	1	
	GAM1001	£34.80 LONG ARM, RH/LH, flat glass, wing only	1	
	GAM1001X	£35.80 LONG ARM, RH/LH, flat glass	1	

**Late Leyland Style - Spring-Back Type**

	GAM118	£38.40 LATE SPRING BACK, RH & LH, flat glass	1	
	GAM117	£38.40 LATE SPRING BACK, RH & LH, convex glass	1	
	GAM207T	£6.70 LATE SPRING BACK, flat glass	1	replacement glass
	GAM210	NCA LATE SPRING BACK, convex glass	1	replacement glass

**Bullet Racing Mirror - Chrome**

	GAM105	£16.40 3.75" LONG BASE, 2" BOLT CENTRE	1	flat glass
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**Body Paints**

**Moss Classic Car Colours**



Moss Europe has a division (called 'Classic Car Colours') that specialises in the production of spray & touch-up paints. If there is sufficient demand to 're-instate' a colour, we will do our utmost to include it in our range

It is fair to say that Triumph experimented a great deal in the early TR days before settling on 6 basic colours for the TR4-4A paint work range. Not only that, but in addition to the colours listed here, practically anything could also be arranged to special order. The control of paint & trim colours in those pre-computer days was no doubt very time consuming. It is believed that Triumph actually tried to play down their hard won (and deserved) sporting image by re-naming 'British Racing Green' with the anonymous sounding 'Conifer', still, as the competition department had painted their rally TR4's 'Wedgewood blue' by then, maybe there were plans for a new colour; 'British Racing Wedgewood'!

The colours here are carefully blended to be an exact match to the original paint as used by the factory, but it is worth observing that your car may well have faded from its original colour over the years. For this reason before you start, we recommend that you do a test spray

of any aerosol on a piece of old metal or a carefully selected area of the car where a mis-match will not be noticed. We can supply paint in either aerosol or brush-on format. The aerosols come in 300ml cans and the brush-on paints are available in 125ml cans with a brush in the cap (except for engine and chassis paints, which are supplied in 500ml tins).

Colour	TR Code	Aerosol	Price £ea.	Touch-up	Price £ea.
Matador Red	12	CCRD12	NCA	CCRD12TU	NCA
New White	19	£31,963.00 CCWT19	£18.70	CCWT19TU	£12.90
Triumph RG† (Conifer)	25	£11,963.00 CCGN25	£18.70	CCGN25TU	£12.90
Wedgewood Blue	26	£31,963.00 CCBU26	£18.70	CCBU26TU	£12.90
Signal Red	32	£71,953.00 CCRD32	£18.70	CCRD32TU	£12.90
Royal Blue	56	£31,963.00 CCBU56	£18.70	CCBU56TU	£12.90
British RG†	75	£7,195,311,963.00 CCGN75	£18.70	CCGN75TU	£12.90
Beige*	74	10/1955 to 11/1957			
Spa White*		6/1960 to 3/1963			
Powder Blue*		9/1957 to 3/1963			
Velasquez Cream*	61				
Geranium*		to 7/1954			
Ice Blue*		to 7/1953			
Olive Yellow*		to 7/1953			
Pearl White*		to 9/1958			
Salvador Blue*		10/1955 to 9/1956			
Apple Green*		10/55 to 9/1958			
Winchester Blue*		9/1956 to 11/1957			
Pearl Grey*		9/1957 to 9/1958			
Primrose Yellow*		9/1957 to 9/1958			
Pale Yellow*		9/1958   to end of			
Sebring White*		9/1958 TR3A			
Silverstone Grey*		9/1958   production			

\*Note: These colours are no longer available from Moss and therefore do not have part numbers.

†Note: RG stands for Racing Green.

**General Paints**

Description £ea.	Part Number	Price	Part Number	Price
Wheel Silver	CCWP1	£18.70	CCWP1TU	£11.20
'Crackle Black'	MRD1048A	£13.00		
Super Black Gloss	CCSB1	£18.70	CCSB1TU	£11.20
Satin Black	CCSB2	£18.70	CCSB2TU	£11.20
Matt Black	CCMB1	£17.20		
Primer, (High Build)	CCP1	£17.20		
Engine Paint, (Black)	CCEP4	£18.70	CCEP4BR	£20.15
Chassis Paint, (Black), (500ml tins)	CCCB1BR	£20.15		

**Engine Paints**

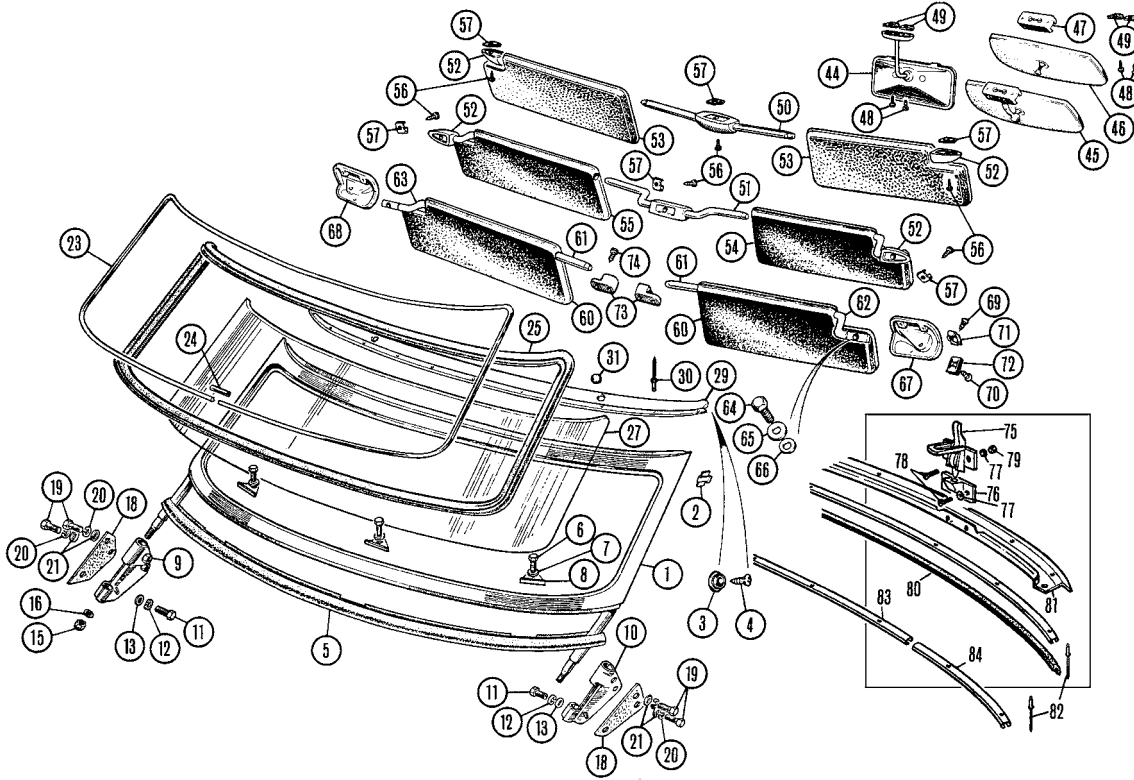
Maroon	CCEP1	£18.70	CCEP1BR	£20.15
Metallic Green	CCEP2	£18.70	CCEP2BR	£20.15
Green	CCEP3	£18.70	CCEP3BR	£20.15
Engine Black	CCEP4	£18.70	CCEP4BR	£20.15
Gold	CCEP6	£17.20		
Yellow	CCEP11	£18.70	CCEP11BR	£20.15
Bright Red	CCEP10	£17.20		

**Grommets (by size)**

ill	Part Number	Description	Req.	Details
	061917	£0.67 GROMMET, rubber	a/r	fits 1/2" hole
	600395	£1.60 GROMMET, rubber, very small hole	a/r	fits 1" hole
	602037	£1.30 GROMMET, rubber, small hole	a/r	fits 1" hole
	600397	NCA GROMMET, rubber, medium hole	a/r	fits 1" hole
	602037	£1.30 GROMMET, rubber, large hole	a/r	fits 1" hole
	602037	£1.30 GROMMET, rubber	a/r	fits 1" hole
		(As 602037 but to fit thicker panel section).		
	600395	£1.60 GROMMET, rubber	a/r	fits 1 1/4" hole
	600400W	£1.42 GROMMET, rubber	a/r	fits 1 1/2" hole
	622683	NCA GROMMET, rubber	a/r	fits 2 3/8" hole
			a/r	TR250 only
	650247	£3.25 GROMMET, rubber	a/r	fits 2 3/8" hole
			a/r	TR5 only
	610608	£5.10 GROMMET, rubber	a/r	fits 2 3/8" hole

**Plugs (by size)**

ADA803	£1.60	PLUG, rubber	a/r	fits 1/4" hole
RRF103	£2.40	PLUG, rubber	a/r	fits 5/16" hole
CD27769	£1.60	PLUG, rubber	a/r	fits 3/8" hole
RRF208	£0.48	PLUG, rubber	a/r	fits 1/2" hole
CFP625	£0.64	PLUG, rubber	a/r	fits 5/8" hole
GHF822	£0.47	PLUG, rubber	a/r	fits 7/8" hole
600399	£2.00	PLUG, rubber	a/r	fits 1" hole
623176	NCA	PLUG, rubber	a/r	fits 1 3/8" hole
600400	£2.40	PLUG, rubber	a/r	fits 1 1/2" hole
605602	£5.56	PLUG, rubber	a/r	fits 2 1/2" hole
603384	£3.00	PLUG, rubber	a/r	fits 3 1/4" hole



**Windscreen, Sun Visors & Rear View Mirror TR4-4A**

Ill	Part Number	Description	Req.	Details
1	714771	NCA FRAME, windscreen	1	
2	611895	£7.30 BRACKET, softtop to frame	2	
3	610624	£0.62 FASTENER, for softtop	2	TR4
4	AD606071	£0.38 SCREW	2	
(TR4A's fitted with Surrey softtops will also need items 3 & 4).				
5	650130	£22.70 SEAL, frame to body	1	
6	624818	£2.90 BOLT, frame to body	3	
7	WA108052	£1.10 WASHER, chrome	3	
8	611669	£6.60 COVER PLATE	3	
9	750158	NCA BRACKET, frame mounting, RH	1	
10	750157	NCA BRACKET, frame mounting, LH	1	
11	GHF101	£0.30 SCREW, bracket to 'A' post	2	
12	GHF331	£0.38 WASHER, locking	2	
13	WM93	£1.31 WASHER, plain	2	
15	GHF272	£0.66 NUT, nyloc	2	
16	WP139	£0.66 WASHER, plain	2	
18	650313	£2.35 PACKING, bracket to 'A' post	2	
19	GHF117	£0.30 SCREW, bracket to 'A' post	4	
20	GHF331	£0.38 WASHER, locking	4	
21	WM93	£1.31 WASHER, plain	4	
23	613954	£6.30 FINISHER, glazing rubber	1	
(This one piece finisher may be substituted for the (early) TR4 two piece type. It can even be cut and an additional joining clip (item 24) used to make it look like the early type).				
24	611437	£1.84 CLIP, finisher	1/2	
25	913442	£44.40 RUBBER, glazing	1	
27	906707	£96.50 WINDSCREEN, laminated	1	clear
	9067070E	£262.50 WINDSCREEN, laminated, Triplex	1	
	906707TT	£132.20 WINDSCREEN, laminated	1	top tinted
Note: Special shipping applies to all windscreens. Please see page 01 for more information.				
29	806189	£67.20 CAPPING STRIP	1	TR4-TR4A with Surrey Top
	808231	£75.00 CAPPING STRIP	1	TR4A softtop
30	RU608123	£0.47 RIVET, capping strip to frame	11	
31	612976	£1.50 PLUG, capping strip	2	
44	614090	£33.90 MIRROR ASSEMBLY, metal	1	TR4-4A
45	632095	£44.00 MIRROR ASSEMBLY, plastic	1	
46	632091	£36.50 MIRROR HEAD	1	alternative
47	RTC1006	£4.90 MOUNTING	1	
48	AD608063	£0.47 SCREW, mirror	2	both types of mirrors
49	GHF711	£0.28 SPIRE CLIP	2	
50	611103	NCA CENTRE MOUNTING, sun visor	1	TR4
51	616317	NCA CENTRE MOUNTING, sun visor	1	TR4A
52	611104	NCA OUTER MOUNTING, sun visor	2	TR4
	616318	NCA OUTER MOUNTING, sun visor	2	TR4A
53	705754	£62.00 SUN VISOR, white	2	TR4
54	708288	NCA SUN VISOR, L/H	1	TR4A

55	708289	NCA SUN VISOR, R/H	1
56	AD608103	£0.72 SCREW, sun visor mounting	3
57	GHF711	£0.28 SPIRE FIXING	3

Many of the items comprising the mounting of the TR4-4A sun visors are not currently available. While not original, we can offer a complete range of the TR5-250 & TR6 parts as alternatives if all the mounting brackets & hardware are replaced as a set. (see items 60 to 74 listed here):

60	812719	NCA SUN VISOR, driver, white	1
	812711	£39.60 SUN VISOR, driver, black	1
	812749	NCA SUN VISOR, passenger, white	1
	812759	NCA SUN VISOR, passenger, white	1
	812741	£43.70 SUN VISOR, passenger, black	1
	812751	£43.70 SUN VISOR, passenger, black	1
61	812760	£14.80 MOUNTING BAR, inner	2
62	812761	£29.10 MOUNTING BAR, LH, outer*	1
63	812762	£29.10 MOUNTING BAR, RH, outer*	1
64	SH604041	£0.41 SCREW, Outer mounting bar to w/screen	2
65	GHF300	£0.22 WASHER, plain	2
66	GHF300	£0.22 WASHER, plain	2
67	812684	£11.30 BRACKET, mounting, LH*	1
68	812685	£11.30 BRACKET, mounting, RH*	1
69	AD608084	£0.66 SCREW	2
70	AD606054	£0.20 SCREW	4
71	570145	£0.66 FIX NUT	2

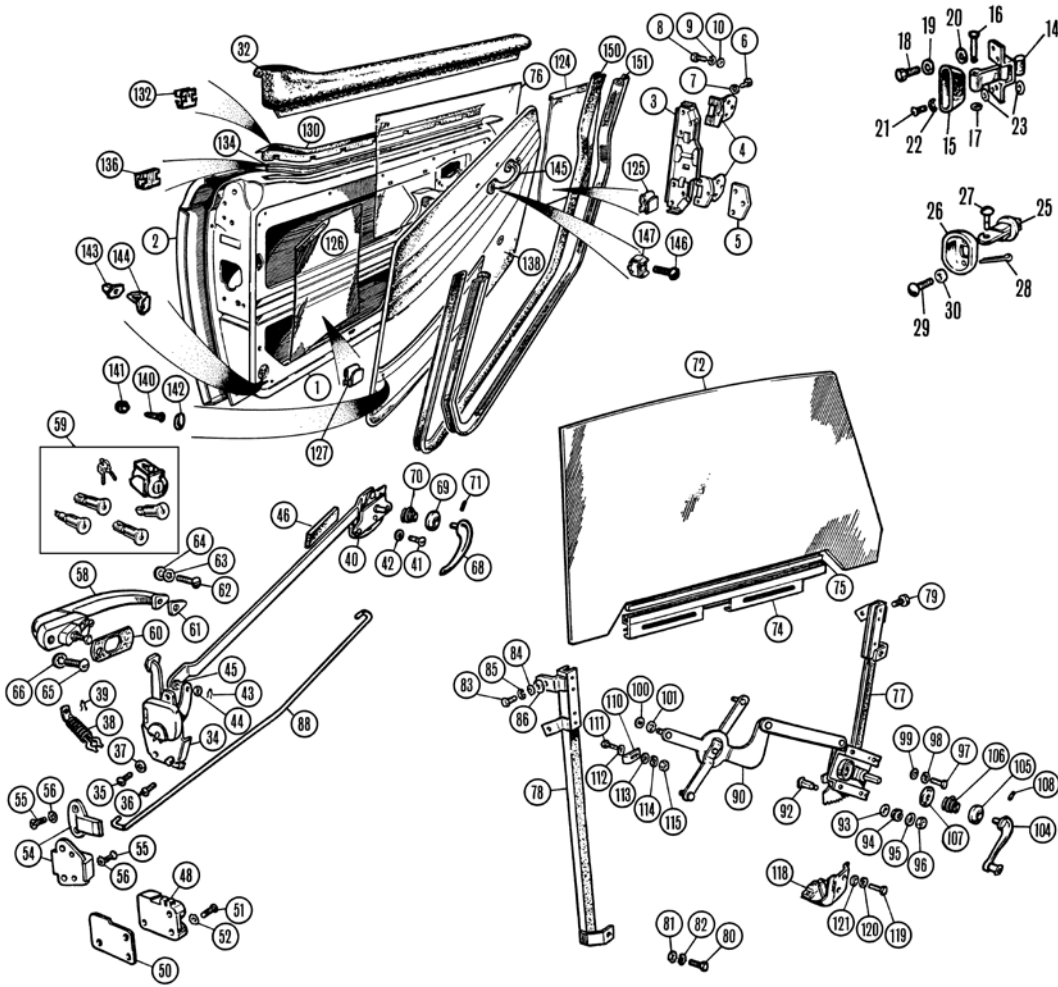
\*Note: Cars fitted with original TR4-4A windscreen frames will find that screw (item 64), prevents the mounting bars & unions fitting flush with the screen frame. Later frames (TR5 on) have holes opposite the 2 screws. We suggest you countersink the mounting bar bars (812761/812762) and Loctite the countersunk screws (SF604041, shortened as required) into the mounting brackets.

72	FC2804	£0.47 FIX NUT	4
73	622431	£1.20 RETAINER, sun visor, standard	2
	622431SP	£7.15 RETAINER, sun visor, polyurethane	2
	622431SPK	£14.20 RETAINER, sun visor, polyurethane, pair	1
74	AB606051	£0.41 SCREW, to windscreen frame	4
75	609331	£84.10 LATCH, on header rail	2
76	609332	£32.00 CATCH, on frame	2
77	WL700101	£0.25 WASHER, locking	4
78	RMP310	£0.77 SCREW	4
79	HN2005	£0.16 NUT	4
80	616187	£15.16 SEAL, header rail	1
81	708250	NCA CHANNEL, for header rail*	1
82	RU608123	£0.47 RIVET, attaching channel	a/r

\*Note: The original one-piece header rail channel (item 81) is not currently available. As a replacement we offer the three pieces used on TR5-250, TR6.

83	713036	£6.65 CHANNEL, centre	1
84	713038	£6.40 CHANNEL, RH side	1
	713037	£6.40 CHANNEL, LH side	1





Doors, Door Skins & Fittings

TR4-4A

ill	Part Number	Description	Req.	Details
1	907757	NCA DOOR, LH	1	steel
	638830	NCA DOOR, RH	1	
2	950005	£282.00 DOOR SKIN, LH	1	steel
	950006	£282.00 DOOR SKIN, RH	1	
3	750074	NCA REINFORCEMENT, hinge, LH	1	TR4 To CT22343
	750075	NCA REINFORCEMENT, hinge, RH	1	
	707059	NCA REINFORCEMENT, hinge, LH	1	TR4 From CT22344,
	707060	NCA REINFORCEMENT, hinge, RH	1	TR4A
4	650112	£31.50 HINGE ASSEMBLY	4	
5	610042	£0.84 PACKING, hinge	a/r	
6	SH605051	£1.00 SCREW, hinge to door	12	
7	GHF332	£0.40 WASHER, locking	12	
8	SH605061	£0.22 SCREW, hinge to body	12	
9	GHF332	£0.40 WASHER, locking	12	
10	PWZ205	£0.30 WASHER, plain	12	
14	613913	£43.80 DOOR CHECK STRAP, LH	1	
	613914	£43.80 DOOR CHECK STRAP, RH	1	
	613913/14	NCA DOOR CHECK STRAP, pair	1	LH & RH
15	650201	£5.00 CHECK STRAP GAITER	2	
16	650216	NCA PIN, check strap	2	
17	FT2902	NCA CIRCLIP	2	
18	SH604041	£0.41 SCREW, check strap to 'A' post	6	TR4 To CT22343
19	GHF321	£0.22 WASHER, shakeproof	6	
20	GHF314	£0.22 WASHER, plain	4	
21	PT504	£0.60 SCREW, sealing gaiter to 'A' post	4	

22	PWZ203	£0.19 WASHER, plain	4	
23	PWZ203	£0.19 WASHER, plain	8	
25	613622	£12.30 CHECK STRAP	2	
26	613623	£1.88 CHECK STRAP GAITER	2	
27	CLZ410	£1.43 CLEVIS PIN	2	TR4 From CT22344,
28	GHF500	£0.22 SPLIT PIN	2	TR4A
29	AB606031	£0.36 SCREW	4	
30	WP3	£0.41 WASHER	4	
32	808228	£91.40 DOOR TOP FINISHER, LH, vinyl/foam	1	
	808228Z	NCA DOOR TOP FINISHER, LH, polyurethane	1	TR4A
	808229	£91.40 DOOR TOP FINISHER, RH, vinyl/foam	1	
	808229Z	NCA DOOR TOP FINISHER, RH, polyurethane	1	
<p>Our door top finishers are available in the original type vinyl &amp; foam construction or manufactured from polyurethane. The polyurethane type is manufactured from textured finish polyurethane. Please note that due to the differences in material types there will be a difference in the grain pattern &amp; surface finish, between the vinyl and polyurethane.</p>				
34	750169	NCA ROTARY LOCK, LH	1	
	750170	NCA ROTARY LOCK, RH	1	
35	PT504	£0.60 SCREW	6	
36	GHF425	£0.22 SCREW, self tapping	2	
37	WF702101	£0.36 WASHER, shakeproof	8	lock to inner door panel
38	650251	NCA LINK ASSEMBLY	2	
39	604156	£3.80 SPRING CLIP	2	
40	750171	NCA REMOTE CONTROL, LH	1	
	750172	NCA REMOTE CONTROL, RH	1	
	614146	NCA REMOTE CONTROL, LH	1	alternative to 750171
	614145	NCA REMOTE CONTROL, RH	1	alternative to 750172
41	PT504	£0.60 SCREW	6	remote control to door inner
42	WF702101	£0.36 WASHER, shakeproof	6	

43	608703	NCA	CLIP, remote control link to lock	2
44	550924	NCA	WASHER, waved	2
45	GHF300	£0.22	WASHER, plain	4
46	608188	£2.40	FELT PAD, anti-rattle for remote	2
48	701353	£34.80	STRIKER, LH	1
	701354	£34.80	STRIKER, RH	1
50	554194	£3.00	SHIM, striker	a/r
51	ZKC36	£1.85	SCREW	6
52	WK7607	£0.77	WASHER, locking, cupped	6
54	703741	NCA	RESTRAINT DEVICE, door	2
55	ZKC38	£3.05	SCREW	8
56	WK7607	£0.77	WASHER, shakeproof	8
58	701560X	NCA	DOOR HANDLE, exterior, single	2 (includes lock)
	701560XPR	£157.20	DOOR HANDLES, exterior, pair	1 (includes lock)

Note: These door handles are offered as an alternative to the original item. With these alternative handles fitted you will lose the ability to lock/unlock the doors from inside the car. They also require extra work to enable fitting.

59	TR4DLS	£106.56	LOCK SET (Includes: 2 keys, 4 barrels; for ignition, door locks & cubby box and a boot handle assembly).	1
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Note: The lock set (part no: TR4DLS) is not compatible with our door handles (part no: 701560X & 701560XPR).

60	603393	£1.80	GASKET, large	2
61	617402	£0.53	GASKET, small	2
62	PT504	£0.60	SCREW	2
63	WF702101	£0.36	WASHER, shakeproof	2
64	PWZ203	£0.19	WASHER, plain	2
65	PT504	£0.60	SCREW	2
66	WF702101	£0.36	WASHER, shakeproof	2
68	608454Z	£20.10	DOOR HANDLE, interior, (remote)	2
69	650261	£1.20	ESCUTCHEON	2
70	603382	£3.76	SPRING	2
71	ALH1527	£1.20	PIN, handle attachment	2
72	750135	£43.80	DOOR GLASS, clear	2
	750135T	£55.00	DOOR GLASS, tinted	2
74	750090	NCA	CHANNEL, LH	1
	750091	NCA	CHANNEL, RH	1
75	617166	£2.80	STRIP, glazing	2
76	611812	NCA	CURTAIN	2
77	850430	£61.50	CHANNEL ASSY, with brackets, LH	1   front
	850431	£61.50	CHANNEL ASSY, with brackets, RH	1
78	850432	£83.50	CHANNEL ASSY, with brackets, LH	1   rear
	850433	£83.50	CHANNEL ASSY, with brackets, RH	1
	850430FT	£6.30	CHANNEL, felt for window	4

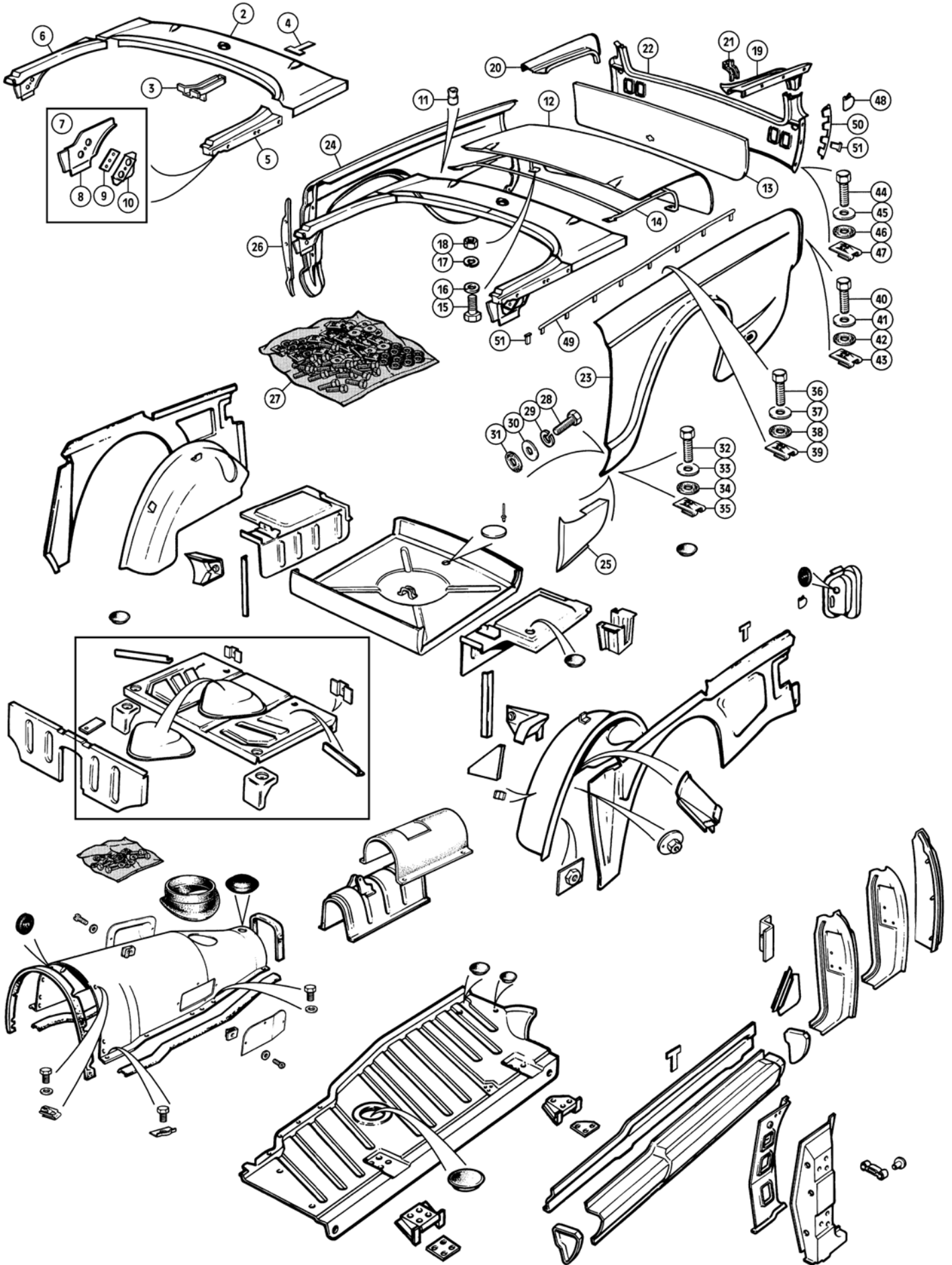
(We also supply the felt channel on its own, but you will need to rivet your existing brackets on this new felt channel. Each of the four guides are different so care must be taken preserving & replacing the original brackets in their correct relative positions).

79	SH604041	£0.41	SCREW, front channel only	2
80	HU706P	£1.06	SCREW	4
81	WM57	£0.24	WASHER, plain	8
82	GHF321	£0.22	WASHER, shakeproof	8   front & rear
83	HU706P	£1.06	SET SCREW	4   channel fittings
84	WM57	£0.24	WASHER, plain	4
85	GHF321	£0.22	WASHER, shakeproof	4
86	GHF314	£0.22	WASHER, spacer	4
88	750165	NCA	TIE ROD, glass channel, LH	1   bottom
	750166	NCA	TIE ROD, glass channel, RH	1
90	850400	£88.00	WINDER, window lift, LH	1
	850401	£88.00	WINDER, window lift, RH	1
92	650236	NCA	PIVOT, window winder	2
93	GHF304	£0.34	WASHER, plain	6
94	608301	NCA	WASHER, Thackery	2
95	GHF332	£0.40	WASHER, locking	2   TR4 To CT35273
	GHF304	£0.34	WASHER, plain	2   TR4 From CT35274,
			(Window winder to door panel).	TR4A
96	NT605041	£0.30	'HALF' NUT	2
97	HU706P	£1.06	SCREW	8
98	GHF331	£0.38	WASHER, locking	8
99	GHF300	£0.22	WASHER, plain	8
100	607867	£2.40	STUD RETAINER	4
101	607902	£0.80	WASHER, leather	8
104	613017	£18.44	HANDLE, winder handle	2
105	650261	£1.20	ESCUTCHEON	2
106	603382	£3.76	SPRING	2
107	609649	£1.10	WASHER, sealing	2
108	ALH1527	£1.20	PIN, attaching handle	2
110	610174	NCA	STOP BRACKET, window winder	2
111	HU706P	£1.06	SCREW	2
112	GHF300	£0.22	WASHER, plain	2
113	WM57	£0.24	WASHER, plain	4

114	GHF331	£0.38	WASHER, locking	2
115	GHF200	£0.22	NUT, plain	2
118	650242	NCA	STOP BRACKET, glass	2
119	PMZ308	£0.30	SCREW	4
120	WL700101	£0.25	WASHER, locking	4
121	PWZ203	£0.19	WASHER, plain	4
124	611818	NCA	CURTAIN, water, front	2
125	BHA4359	£0.64	CLIP, fixing curtain front	6
126	611819	NCA	CURTAIN, water, rear	2
127	BHA4359	£0.64	CLIP, fixing curtain, rear	4
130	850324	£11.20	WEATHER STRIP, outer, LH	1
	850325	£11.20	WEATHER STRIP, outer, RH	1
132	GHF1560	£0.36	CLIP, securing strip, outer	14
134	850322	£7.90	WEATHER STRIP, inner, LH	1
	850323	£7.90	WEATHER STRIP, inner, RH	1
136	GHF1582	£0.53	CLIP, securing strip, inner	14
138			DOOR TRIM PANEL	1   available only in trim kits
140	GHF403	£0.30	SCREW, self tapping	4   pocket attachment
141	608586	£1.19	CUP WASHER	4
142	621991NF	£0.80	CAP, pocket screw, primed	4   unpainted
	621997	NCA	CAP, pocket screw, blue	4
	621991	£2.70	CAP, pocket screw, black	4
143	563589	NCA	SNAPSAC	20
144	GHF1230	£0.64	CLIP, door trim attachment	30
145	650306	£18.40	PULL HANDLE	2
146	510799	£1.60	SCREW	4
147	FS27584	NCA	SPIRE NUT	4
150	650310	NCA	SEAL, rubber, inner	2   Soft-top models
	650311	£16.20	SEAL, rubber, inner	2   Surrey top models
151	611597	NCA	SEAL, Furflex, red*	2   use when
	611598	NCA	SEAL, Furflex, blue*	2   Soft-top fitted
	611599	£30.60	SEAL, Furflex, black*	2
	611587	NCA	SEAL, Furflex, red*	2   use when
	611588	NCA	SEAL, Furflex, blue*	2   Surrey top fitted
	611589	NCA	SEAL, Furflex, black*	2
	611599M	£14.50	SEAL, Furflex, black	a/r   per metre

\*Note: The original Furflex material for TR4-4A models is now no longer available, we now supply a similar material (611599M) which has a slightly smaller section. This is sold per metre, 2.5 metres is required for each door or 7 metres is required for the complete car including the surrey top. As an alternative to the original type of seal (item 151), we offer the TR6 (631321) type that has the rubber seal attached. When using this on TR4-4A you eliminate the need for the door sealing rubber (item 150).

631321	£14.40	SEAL, felt/rubber, black	2	2.5 metre pre cut length
724031M	£6.50	SEAL, felt/rubber, black	a/r	per metre
724031MX7	£42.00	SEAL, felt/rubber, black	1	7 metre pre cut length
724031MX50	NCA	SEAL, felt/rubber, black	1	50 metre roll



## Rear Outer Body Panels &amp; Fittings

See also 'EXTERIOR TRIM & BADGES - Rear/Side Body Fittings & Bumper' on page 134.

## Rear Deck

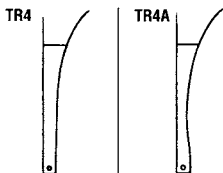
Ill	Part Number	Description	Req.	Details
2	808776RP	£238.80 CENTRE SECTION, rear deck	1	
3	813958	NCA FRAME, deck section support	1	
4	603559	£1.04 TAG, wiring loom	4	

## Forward Deck Sections

The TR4 forward deck piece was different to the TR4A in that the upper reverse channel was of fixed width. The TR4A is 'waisted' across its length to facilitate the folding of the soft top frame assembly into the bodywork. The TR4 hood was stored in the boot when not in use and so the frame of the TR4 occupied less space. See illustration.

For appearance sake (if rusting hasn't already consumed the parts) they should be changed in pairs. They are also prone to cracking as they absorb much of the door slam impact.

## FORWARD DECK SECTIONS



5	813708	NCA FORWARD SECTION, LH, rear deck	1	TR4
	815521	£51.80 FORWARD SECTION, LH, rear deck	1	TR4A
6	813709	NCA FORWARD SECTION, RH, rear deck	1	TR4
	815522	£51.80 FORWARD SECTION, RH, rear deck	1	TR4A
7	708093	NCA GUSSET, 'B' post, (top), LH	1	
	708094	NCA GUSSET, 'B' post, (top), RH	1	
8	750179	NCA GUSSET PLATE, LH	1	
	750180	NCA GUSSET PLATE, RH	1	
9	619592	NCA TAPPED PLATE, hood pivot	2	
10	616058	NCA RETAINER, tapped plate	2	
11	617975RP	£3.90 NUT, 'rivnut'	5	softtop to deck
	GHF200	£0.22 NUT, 'projection welded'	5	softtop to deck, alternative

## Boot Lid &amp; Rear Valance

12	813650	£957.77 BOOT LID, steel	1	
	813650A	£949.63 BOOT LID, alloy	1	
13	813650RP	£356.40 REPAIR PANEL, boot lid	1	
14	903233	£179.10 REINFORCEMENT, boot lid	1	
15	GHF101	£0.30 SCREW, reinforcement to boot lid	2	
16	GHF300	£0.22 WASHER, plain	2	
17	GHF331	£0.38 WASHER, locking	2	
18	GHF200	£0.22 NUT, plain	2	
19	850007	£210.00 REAR SECTION, LH rear deck	1	
20	850008	£210.00 REAR SECTION, RH rear deck	1	
21	612487	NCA BRACKET, boot lid stay	1	
22	850379	£474.30 REAR VALANCE	1	

The lower tonneau side and rain channel set are the four pieces of metal that should stand up from the rear valance on either side of the boot lid. These parts are welded to the rear valance panel assembly.

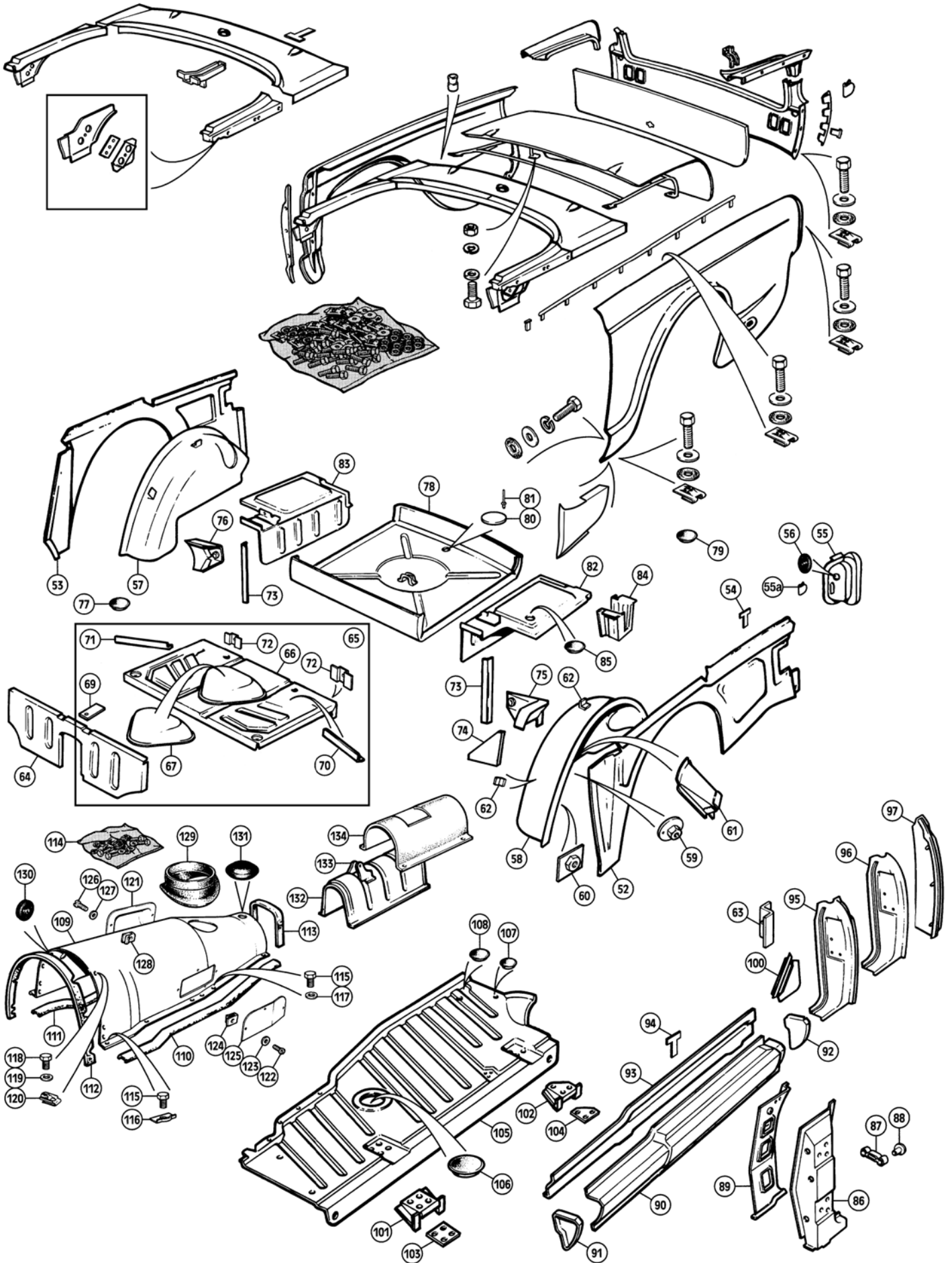
## Rear Wings

23	850475	£611.86 REAR WING, LH	1	
	850475AL	£762.00 REAR WING, LH, (lightweight)	1	aluminium
24	850476	£611.86 REAR WING, RH	1	
	850476AL	£762.00 REAR WING, RH, (lightweight)	1	aluminium
25	850475RP2	£57.10 REAR PANEL rear wing, lower, front LH	1	
	850476RP2	£57.10 REAR PANEL rear wing, lower, front RH	1	
26	850328	£52.70 Baffle, rear wing to 'B' post, LH	1	
	850329	£52.70 Baffle, rear wing to 'B' post, RH	1	
27	850475FK	£17.00 FITTING KIT, rear wing	2	(per wing)
28	HU706P	£1.06 SCREW, wing to 'B' post	6	
29	GHF331	£0.38 WASHER, locking	6	
30	WM57	£0.24 WASHER, plain	6	
31	626716	£0.55 WASHER, Everseal	6	
32	UL2705	£0.47 SCREW, Acme, wing to sill panel	2	
33	WM57	£0.24 WASHER, plain	2	
34	626716	£0.55 WASHER, Everseal	2	
35	FJ24074	£0.68 NUT, spire	2	
36	UL2705	£0.47 SCREW, Acme	16	(Wing to deck and tonneau side).
37	WM57	£0.24 WASHER, plain	16	
38	626716	£0.55 WASHER, Everseal	16	
39	FJ24074	£0.68 NUT, spire	16	
40	UL2705	£0.47 SCREW, Acme	2	(Wing to rear valance and inner wing).
41	WM57	£0.24 WASHER, plain	2	
42	626716	£0.55 WASHER, Everseal	2	
43	FJ24074	£0.68 NUT, spire	2	
44	UL2705	£0.47 SCREW, Acme, (wing to rear valance)	4	

45	WM57	£0.24 WASHER, plain	4
46	626716	£0.55 WASHER, Everseal	4
47	FJ24074	£0.68 NUT, spire	4
48	ANK5046A	£0.25 CLIP, wing to lamp housing	4

## Wing Beading

	TR45WBS	£65.00 WING BEADING SET, 6 pieces	1
	850479	£18.60 WING BEADING, front wing	1
49	750126	£15.60 WING BEADING, upper rear wings	2
50	750187	£10.80 WING BEADING, lower rear wing, LH	1
	750188	£10.80 WING BEADING, lower rear wing, RH	1
51	553926	£0.50 LOCATING TAB	52



**Rear Inner Wings & Wheel Arches**

ill	Part Number	Description	Req.	Details
52	850120	£296.10 INNER REAR WING, LH	1	
53	850121	£296.10 INNER REAR WING, RH	1	
54	603559	£1.04 TAG, wiring loom	a/r	
55	850428	£79.20 TAIL LAMP HOUSING, LH	1	
	850429	£79.20 TAIL LAMP HOUSING, RH	1	
55a	ANK5046A	£0.25 CLIP, wing to lamp housing	4	
56	600395	£1.60 GROMMET, in housing for lamp wiring	2	
57	850426	£253.00 WHEEL ARCH ASSEMBLY, rear, RH	1	TR4
	850394	£289.80 WHEEL ARCH ASSEMBLY, rear, RH	1	TR4A
58	850393	£289.80 WHEEL ARCH ASSEMBLY, rear, LH	1	TR4
	850425	£253.00 WHEEL ARCH ASSEMBLY, rear, LH	1	TR4A
59	615984	NCA REINFORCEMENT, seat belt, upper	2	for static seat belts
60	616446	NCA REINFORCEMENT, seat belt, lower	2	for inertia reel seat belts
61	713042	NCA BRACKET, LH suspension bump stop	1	
	713043	NCA BRACKET, RH suspension bump stop	1	
62	650294	NCA BRACKET, millboards support	4	
63	615968	£44.60 SEAT BELT ANCHOR, LH	1	
	615969	£44.60 SEAT BELT ANCHOR, RH	1	

**Heelboard, Seat Pan & Boot Floor**

64	850397	£89.56 HEELBOARD	1	
65	910065	NCA SEAT PAN ASSEMBLY, rear shelf	1	
66	910065	NCA PANEL & BULGE, seat pan	1	
67	850117X	NCA DIFFERENTIAL COVER	1	
69	618376	NCA BRACKET, tunnel cover support	1	
70	650271	£0.24 SUPPORT, bracket, squab, bottom, LH	1	
71	650272	NCA SUPPORT, bracket squab, bottom, RH	1	
72	612288	NCA NUT PLATE, fuel tank	2	
73	750175	NCA BRACKET, support, squab side, vertical	2	
74	808379	NCA GUSSET, arch to rear floor, LH	1	
	808380	NCA GUSSET, arch to rear floor, RH	1	
75	650165	NCA BRACKET, fuel tank support, LH	1	
76	650166	NCA BRACKET, fuel tank support, RH	1	
77	ADA803	£1.60 PLUG, rubber, blanking	1	
78	850387	£251.00 BOOT FLOOR, spare wheel pan	1	
79	600399	£2.00 PLUG, paint drainage, 1" diameter	1	
80	625944	NCA PLATE, metal, blanking paint drain hole	1	
81	GHF600	£0.16 RIVET, imex	2	
82	850470	£206.10 BOOT FLOOR, side, LH	1	
83	850471	£206.10 BOOT FLOOR, side, RH	1	
84	750022	£49.20 MOUNTING BRACKET, boot floor	2	
85	ADA803	£1.60 PLUG, rubber, blanking	3	

**'A' Post, 'B' Post & Sills**

86	XKC510	£149.70 'A' POST, outer panel, LH	1	
	813101	£149.70 'A' POST, outer panel, RH	1	
87	603344	£5.80 SPRING GUIDE, check strap	2	
88	569313	£0.73 RIVET, spring guide attachment	4	
89	850343	£87.70 'A' POST, inner panel, LH	1	
	850344	£87.70 'A' POST, inner panel, RH	1	
90	850281	£96.00 SILL PANEL, outer, LH	1	
	850281Z	£39.00 SILL PANEL, outer, LH, replacement	1	
	850282	£96.00 SILL PANEL, outer, RH	1	
	850282Z	£39.00 SILL PANEL, outer, RH, replacement	1	
91	750086	£4.10 FILLER, front sill end, LH	1	
	750087	£4.10 FILLER, front sill end, RH	1	
92	750047	£3.80 FILLER, rear sill end, LH	1	
	750048	£3.80 FILLER, rear sill end, RH	1	
93	850122	£53.45 INNER SILL PANEL, LH	1	without loom tags
	564807	£53.45 INNER SILL PANEL, RH	1	with loom tags.
NI	750163	£6.00 RETAINER, sill seal	a/r	

Note: These should only be fitted (or replaced). IF the original TR4-4A door aperture rubber seals are to be used, with separate draught excluder (furlflex). Most non-purists opt for the TR5-250 and TR6 combined seal & draught excluder, see notes on page 123 (items 150/151). This should be planned in advance. Surrey top fitted vehicles will require a single piece seal, approximately 7 metres, to do the car. Also if the sill seal retainer is to be fitted, it will be necessary to use it on the 'A' and 'B' posts, and cut to suit.

94	603559	£1.04 TAG, wiring loom	a/r	
95	850275	£192.00 'B' POST, LH	1	
	850276	£192.00 'B' POST, RH	1	
96	850275F	£196.20 'B' POST, front face only, LH	1	repair sections
	850276F	£196.20 'B' POST, front face only, RH	1	
97	817412B	£26.40 'B' POST, rear face only, LH	1	weld together
	817413B	£26.40 'B' POST, rear face only, RH	1	
	621711	NCA RETAINER, tapped plate, RH	1	
100	611570	£5.60 FILLER, B post to sill panel, flat	2	
	611571	£7.40 REINFORCEMENT, B post to sill panel	2	

101	750027	£14.00 SILL MOUNTING, front	2	
102	616004	£10.50 SILL MOUNTING, left rear	1	
	616005	£10.50 SILL MOUNTING, right rear	1	
103	619395	£3.70 PLATE, packing, 'A' post mounting	a/r	square shaped plate
104	619396	£9.80 PLATE, packing, 'B' post mounting	a/r	triangular shaped plate

**Floor Panels**

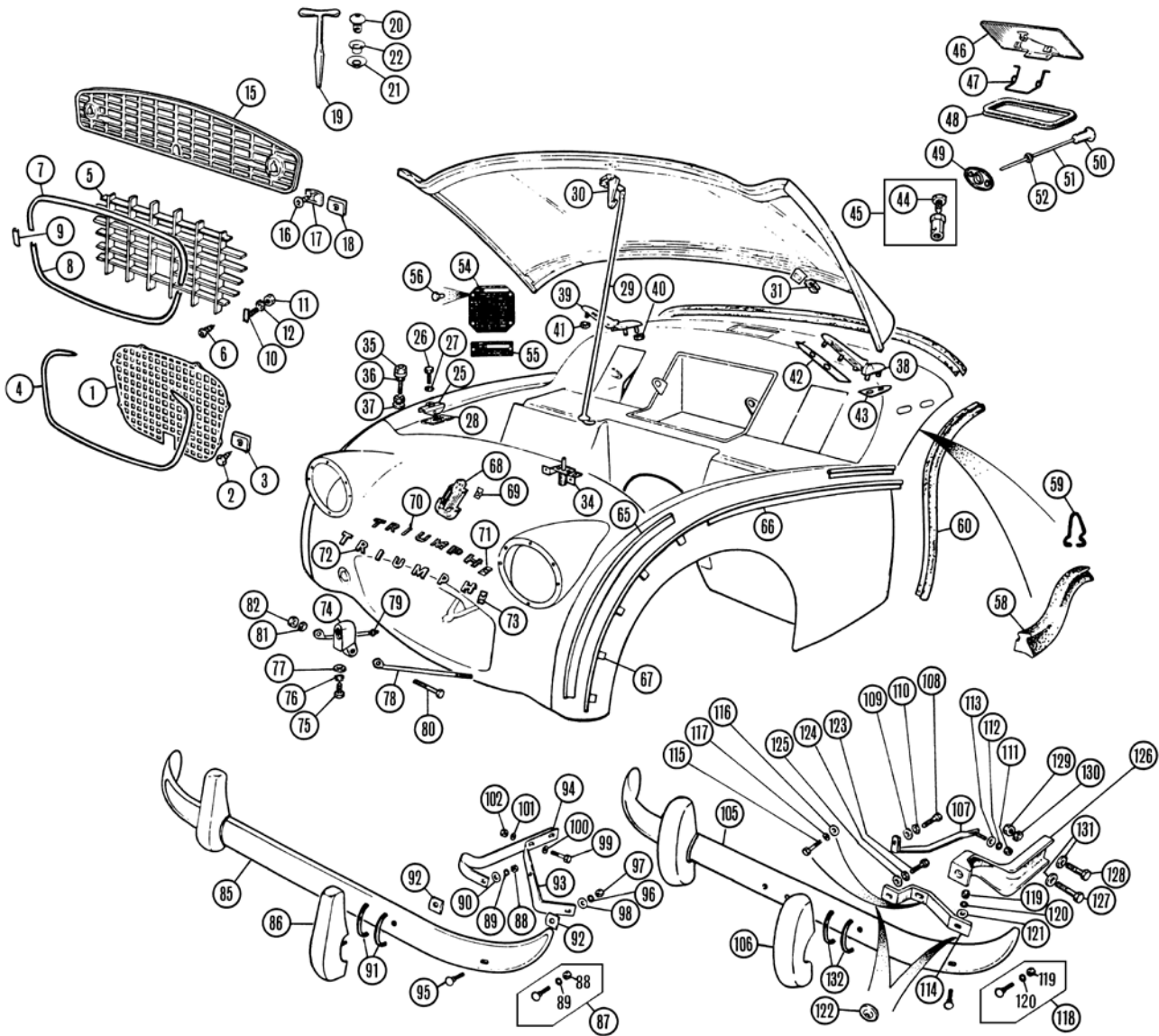
105	904005	£216.46 MAIN FLOOR PANEL, LH	1	
	904006	£216.46 MAIN FLOOR PANEL, RH	1	
(These floor panels will require drilling to suit the TR4 type rear floor to sill mounting bracket, which has 4 holes set further back. The panels are correctly drilled for the TR4A. Rubber grommet GHF824 (3 req. per side) may be used to blank off these holes for the TR4).				
106	603384	£3.00 RUBBER PLUG, jack hole	2	
107	CFP625	£0.64 GROMMET, 5/8", main floor panel	2	
108	600399	£2.00 GROMMET, 1", main floor panel	2	

**Gearbox Cover & Fittings**

109	713569FG	£95.00 GEARBOX COVER, fibreglass	1	
	713569SAP	£91.20 GEARBOX COVER, plastic	1	
	713569SAP1	£119.50 GEARBOX COVER, plastic	1	2 piece
	713569GS	£12.20 SEAL SET, gearbox cover	1	
110	805673	NCA SEAL, cover to floor, LH	1	
111	805674	NCA SEAL, cover to floor, RH	1	
112	805684	NCA SEAL, centre	1	cover to bulkhead panel
113	705758	NCA SEAL	1	cover to propshaft tunnel
114	713569FK	£27.60 GEARBOX COVER FITTING KIT	1	
115	HU706P	£1.06 SCREW, cover to floor	10	
116	612286	£1.80 WASHER, plate, tunnel to floor	7	
117	WM57	£0.24 WASHER, plain	3	
118	HU706P	£1.06 SCREW, cover to bulkhead	7	
119	WM57	£0.24 WASHER, plain	7	
120	518454X	£1.80 CAPTIVE NUT & RETAINER	7	
121	705851	£24.00 COVER PLATE, speedo cable access	1	
122	AB608051	£0.41 SCREW, cover plate attachment	3	
123	WP4	£0.30 WASHER, plain	3	
124	FU25648	NCA SPIRE CLIP	3	
125	809271	NCA COVER PLATE, solenoid access	1	
126	GHF423	£0.30 SCREW, cover plate attachment	3	
127	WP4	£0.30 WASHER, plain	3	
128	GHF712	£0.30 SPIRE CLIP	3	
129	709329	£8.00 GROMMET, gear lever gaiter	1	
130	602037	£1.30 GROMMET, loom through tunnel cover	1	
131	605602	£5.56 PLUG, propshaft lubrication access	1	

**Propshaft Tunnel**

132	808230	NCA TUNNEL, (propshaft)	1	
133	121765	NCA BRACKET, for anchoring handbrake	1	
134	809046	£30.00 TUNNEL COVER, fibreboard	1	
	809046SAP	£69.46 TUNNEL COVER, plastic	1	
	809046FG	£73.90 TUNNEL COVER, fibreglass	1	



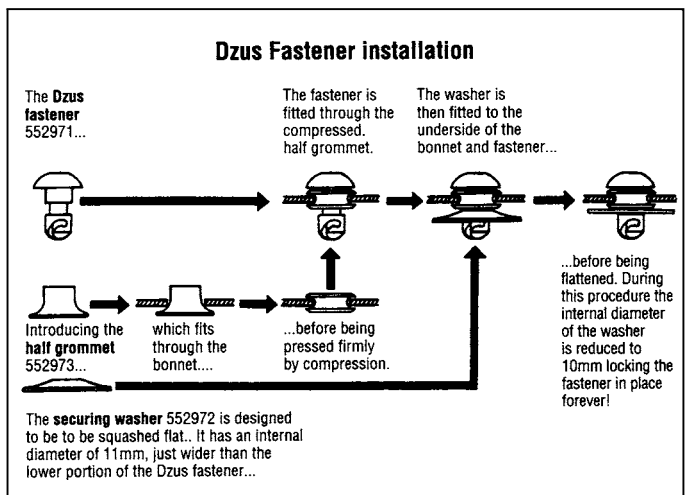
**Front/Side Body Fittings, Grille & Bumper TR2-3A**

Ill	Part Number	Description	Req.	Details
1	554813	£144.60 GRILLE, sheet metal, polished	1	TR2
2	YH6507	£0.77 SCREW, grille to apron	8	
3	FU2585	£0.47 SPIRE NUT	8	
4	603177	NCA REVEAL MOULDING (Lower 1/2 of intake).	1	
5	801255	£135.05 GRILLE	1	TR3
6	AB608053	£0.47 SCREW, grille to apron	4	
7	604338	£83.60 REVEAL MOULDING, upper	1	
8	554204	£83.60 REVEAL MOULDING, lower	1	
9	604340	£18.00 COVER, moulding joint	2	
10	603267	£2.60 STUD PLATE, moulding to apron	9	
11	HN2005	£0.16 NUT, for stud	9	
12	WL700101	£0.25 WASHER, locking	9	
15	802174	£135.05 GRILLE	1	
16	AD608053	£0.47 SCREW, grille to apron	8	
17	GHF701	£0.28 SPIRE NUT	4	TR2 From TS4229, TR3-3A
18	FU2585	£0.47 FIX-NUT	4	
19	650161	£3.10 'T' KEY, for Dzus fasteners	1	
20	552971	£8.40 DZUS FASTENER, bonnet	2	
21	552972	£1.62 WASHER, securing fastener	2	
22	552973	£6.65 HALF GROMMET	2	
25	603079	£15.00 BRACKET, Dzus anchor	2	
26	HU706P	£1.06 SCREW, bracket to inner front wing	4	
27	GHF331	£0.38 WASHER, locking	4	
28	553001	£2.80 PACKING, fastener bracket	a/r	
29	602096	£58.30 STAY ROD, with safety hook	1	TR3-3A
30	ADA896	£37.60 SAFETY HOOK	1	
31	2H9215	£2.40 RUBBER, stay rod retaining	1	
34	603083	£73.00 BONNET LIFT ASSEMBLY	1	

TR2 prior to TS4229, cars had cable operated bonnet releases. We have no parts available for this early system.

35	CD24540	£6.70 BONNET BUFFER	2	
36	GHF200	£0.22 LOCK NUT, on buffer	2	
37	WM57	£0.24 WASHER, plain	2	
38	602092	NCA HINGE, bonnet, un-plated, LH	1	TR2 To TS4229
39	602093	NCA HINGE, bonnet, un-plated, RH	1	
38	602092/93	HINGES, bonnet, un-plated, pair	1	TR2 From TS7229, TR3 & TR3A
38	650021	HINGE, bonnet, chromed, LH	1	
39	650022	HINGE, bonnet, chromed, RH	1	
	650021/22	£46.90 HINGES, bonnet, chromed pair	1	

TR2 to TS7228 had un-plated bonnet hinges which were painted body colour. Chromed and un-plated hinges are identical in all other respects.



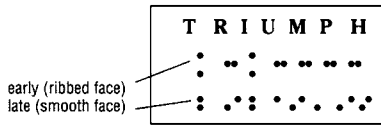
40	GHF201	£0.14	NUT, bonnet hinges	4	bulkhead end
41	GHF200	£0.22	NUT, bonnet hinges	4	bonnet end
42	602222	£0.77	GASKET	2	hinge to bonnet
43	602223A	£0.66	GASKET	2	hinge to bulkhead
44	53K1016	£0.64	SCREW, trunnion	1	
45	24G1482K	£1.60	TRUNNION KIT, cable end & screw	1	
46	800912	£82.00	VENT LID, with mechanism	1	
	603421	£73.20	VENT LID, without mechanism	1	
47	600549	£7.30	SPRING, for vent lid	1	
48	600597	£3.70	SEALING RUBBER, vent lid	1	TR2 From TS6157,
49	603416	£4.50	ESCUTCHEON, vent pull	1	TR3-3A
50	111258	£7.80	KNOB, vent control	1	
51	112019	£23.70	ROD ASSEMBLY, vent control	1	
52	061917	£0.67	GROMMET, on rod	1	
54	CNPTR2	£6.60	COMMISSION PLATE	1	TR2
55	CNPTR3	£6.60	COMMISSION PLATE	1	TR3
	CNPTR3A	£10.45	COMMISSION PLATE	1	TR3A
56	SP91A2	£1.04	RIVET, commission plate	2	
58	603257	£5.80	SEALING RUBBER, on bulkhead	2	TR2 From TS5251,
59	552901	£1.61	CLIP, for sealing rubber	14	TR3-3A
60	552877BLK	£11.70	DRAUGHT EXCLUDER, black	a/r	sold per metre (3 required per car)
	552877RED	£11.70	DRAUGHT EXCLUDER, red	a/r	
	552877BLU	£11.70	DRAUGHT EXCLUDER, blue	a/r	
	552877TAN	NCA	DRAUGHT EXCLUDER, tan	a/r	
65	700947	NCA	WING PIPING, (per metre)*	a/r	
	TR23WBS	£65.00	WING BEADING SET, 6 pieces	1	includes locating tabs
66	553924	£19.20	WING BEAD, front	2	
	553925	£19.20	WING BEAD, rear, long	2	
	554172	£8.40	WING BEAD, rear, short	2	
67	553926	£0.50	MOUNTING TAGS	a/r	

\*Note: The TR2 had a plastic wing piping similar to the MGA and other sports cars of that era. This suffered from the twin problems of melting in hot climates, and cracking up in cold climates. Triumph decided to solve the problem by using a rolled section stainless steel (not chrome). Wing piping/bead was devised to hide the poor fit of the wings to the main body!

68	601890	£125.35	MEDALLION, red/black	1	'TRIUMPH', (TR2)
	604272	£125.35	MEDALLION, red/black	1	'TRIUMPH', (TR3)
	606422	£125.35	MEDALLION, red/black, plain bottom	1	TR3A To TS41873
	608377	£125.35	MEDALLION, blue/white	1	TR3A From TS41874
69	PFS106	£0.29	CLIP, medallion mounting	2	

Letter sets were fitted to all TR3A's. The early ribbed type seem to have been fitted up to around TS72000. After that point the smooth letter set (as fitted to Heralds, Spitfires etc.) was fitted.

It is easy to tell which of the two front 'TRIUMPH' letter sets is needed for a particular car by the pattern of the mounting holes. Each letter has two mounting studs on the back. The 'hole-pairs' for the ribbed face letters are either vertical or horizontal, while the 'hole-pairs' for the smooth faced letters are either vertical or angled.



70	703036SET	NCA	LETTER SET, ribbed face, (clips required)	1	TR3A early
	703036	NCA	LETTER 'T'	1	
	703037	£3.14	LETTER 'R'	1	
	703038	NCA	LETTER 'I'	1	
	703039	NCA	LETTER 'U'	1	
	703040	£3.14	LETTER 'M'	1	
	703041	£3.14	LETTER 'P'	1	
	703042	£3.14	LETTER 'H'	1	
71	PFS104	£0.23	SPIRE CLIP, (for letters)	14	
72	703862SET	£25.60	LETTER SET, smooth face, (clips required)	1	TR3A late
	703862	NCA	LETTER 'T'	1	
	703863	£3.14	LETTER 'R'	1	
	703864	£3.14	LETTER 'I'	1	
	703865	£3.14	LETTER 'U'	1	
	703866	£3.14	LETTER 'M'	1	
	703867	£3.14	LETTER 'P'	1	
	703868	£3.14	LETTER 'H'	1	
73	PFS104	£0.23	SPIRE CLIP, for letters	14	
74	506721	£97.45	GUIDE, starting handle	1	
75	HU706P	£1.06	SCREW, securing guide	1	
76	GHF331	£0.38	WASHER, locking	1	
77	WM57	£0.24	WASHER, plain	1	
78	107934	£10.00	STAY ROD, guide	2	
79	NT605041	£0.30	NUT	4	stay to cross-tube on chassis
80	BH605151	£0.95	BOLT, stay to guide bracket	1	
81	GHF332	£0.40	WASHER, locking	1	
82	GHF201	£0.14	NUT, plain	1	

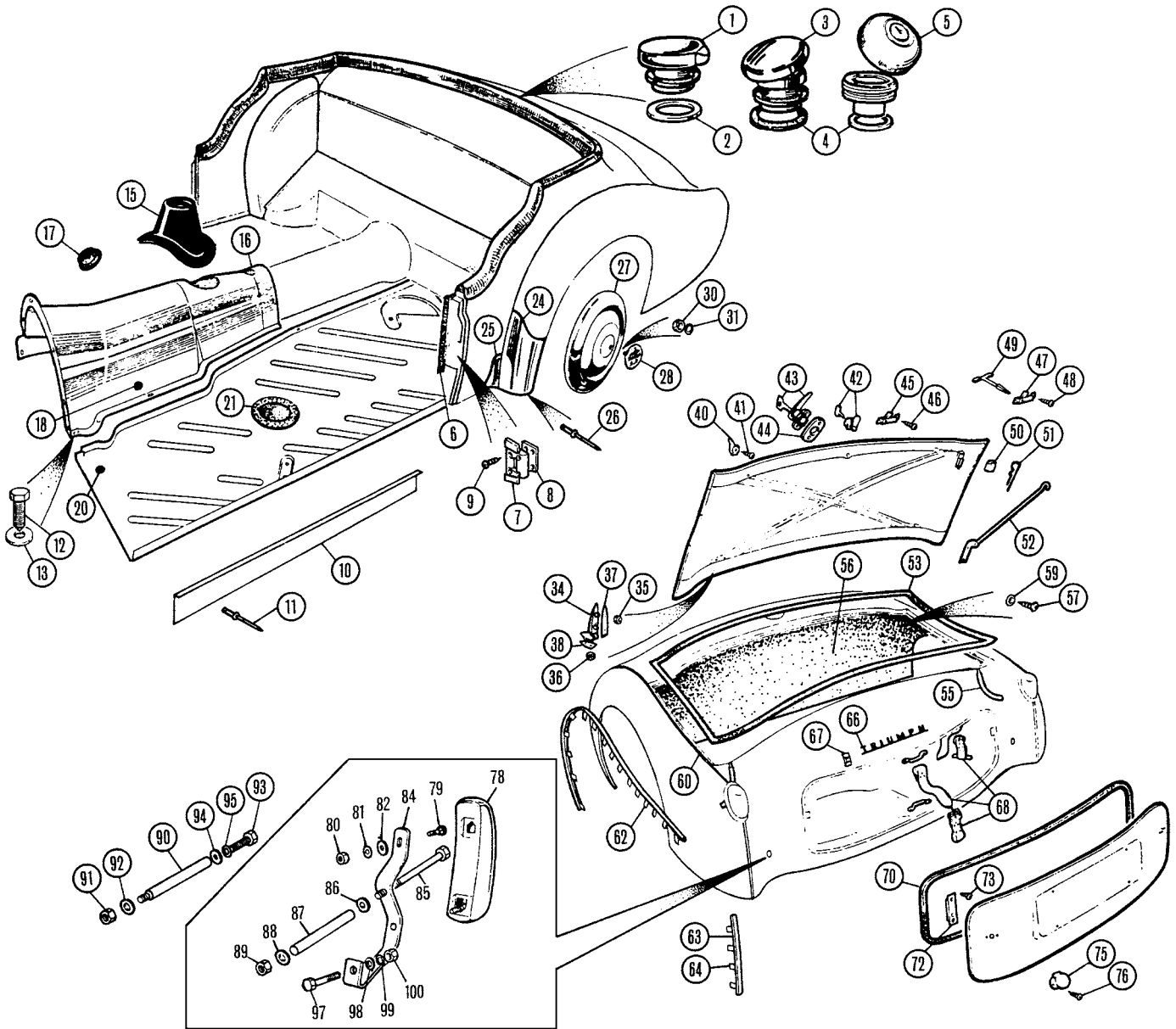
TR2-3 Bumper & Mountings

85	800561	£454.00	BUMPER, front	1	
	800561SS	£275.40	BUMPER, front, stainless steel	1	
86	700911	£78.00	OVERRIDE, front	2	
87	554700K	£1.70	BOLT & NUT	2	override to bumper/brkt
88	GHF202	£0.22	NUT	2	
89	GHF333	£0.30	WASHER, locking	2	
90	WM59	£0.40	WASHER, plain	2	
91	552218	£0.47	PACKING, override	4	
92	ACC5811	£2.50	PACKING, bumper to iron	4	
93	800559	£32.60	BUMPER IRON, LH outer	1	
	800560	£32.60	BUMPER IRON, RH outer	1	
94	700907	£27.60	BUMPER IRON, LH inner	1	
	700908	£27.60	BUMPER IRON, RH inner	1	
95	554700K	£1.70	BOLT & NUT, bumper to iron	2	
96	GHF333	£0.30	WASHER, locking	2	
97	GHF202	£0.22	NUT	2	
98	WM59	£0.40	WASHER, plain	2	
99	BH606301	£1.39	BOLT, bumper iron to chassis	4	
100	WM59	£0.40	WASHER, plain	4	
101	GHF333	£0.30	WASHER, locking	4	
102	GHF202	£0.22	NUT, plain	4	

TR3A Bumper & Mountings

105	802259	£458.20	BUMPER, front	1	
	NI 805118FK	£25.75	FITTING KIT, bumper	1	
106	703047	£59.00	OVERRIDE	2	
107	606450	£10.20	STAY, override, RH	1	
	606449	£10.20	STAY, override, LH	1	
108	GHF105	£0.41	SCREW, stay to override	2	
109	GHF302	£1.00	WASHER, plain	2	
110	GHF333	£0.30	WASHER, locking	2	
111	GHF201	£0.14	NUT, stay to inner front wing	2	
112	GHF332	£0.40	WASHER, locking	2	
113	WP139	£0.66	WASHER, plain	2	
114	606500	£9.70	BUMPER IRON	2	
115	107960	£2.40	BOLT, (bumper iron to bumper bracket)	2	
116	WM59	£0.40	WASHER, plain	2	
117	GHF333	£0.30	WASHER, locking	2	
118	554700K	£1.70	BOLT & NUT	2	bumper iron to bumper
119	GHF202	£0.22	NUT, plain	2	
120	GHF333	£0.30	WASHER, locking	2	
121	WM59	£0.40	WASHER, plain	2	
122	607085	£2.20	PACKING PIECE, bumper to iron	4	
123	GHF106	£0.53	BOLT	2	bumper iron to override & bumper
124	GHF333	£0.30	WASHER, locking	2	
125	WM59	£0.40	WASHER, plain	2	
126	606515	NCA	BRACKET, bumper, LH	1	] to chassis
	606516	NCA	BRACKET, bumper, RH	1	
127	BH606401	£2.32	BOLT, (bumper bracket to chassis)	1	steering box side
128	BH606261	£1.48	BOLT, (bumper bracket to chassis)	3	
129	GHF202	£0.22	NUT plain	4	
130	GHF333	£0.30	WASHER, locking	4	
131	WM59	£0.40	WASHER, plain	4	
132	552218	£0.47	PACKING, override	4	





Rear/Side Body Fittings & Overrides TR2-3A

Ill	Part Number	Description	Req.	Details				
1	704551	£51.60 CAP, fuel filler	1	original				
2	704551W	£13.40 CHROME WASHER, spacing	1					
3	613506	£64.10 CAP, fuel filler	1	alternative				
4	650247	£3.25 GROMMET, rubber	1	(use with 613506)				
5	571086	£59.40 CAP, fuel filler, locking	1					
6	552877BLK	£11.70 DRAUGHT EXCLUDER, black	a/r	sold per metre (3 req. per car)				
	552877RED	£11.70 DRAUGHT EXCLUDER, red	a/r					
	552877BLU	£11.70 DRAUGHT EXCLUDER, blue	a/r					
	552877TAN	NCA DRAUGHT EXCLUDER, tan	a/r					
7	602075	£14.90 STRIKER PLATE, door latch	2					
8	602248	£1.04 PACKING, striker plate	4					
9	500166	£2.05 SCREW, striker plate mounting	8					
10	900429	£23.60 THRESHOLD PLATE, sill edge RH	1	aluminium stainless steel				
	900428	£23.60 THRESHOLD PLATE, sill edge LH	1					
	900429SS	£22.10 THRESHOLD PLATE, sill edge RH	1					
	900428SS	£22.10 THRESHOLD PLATE, sill edge LH	1					
		(Protect your door sill/floor edge from foot scuffs and other damage with these original equipment style plates. Available in aluminium (as original) or stainless steel).						
11	RU608123	£0.47 RIVET, threshold plate to sill	4					
					12	HU706P	£1.06 SCREW, gearbox cover mounting	16
					13	WM57	£0.24 WASHER, plain	16
					15	603065	£18.90 GROMMET, gear lever	1
					16	605602	£5.56 PLUG, universal joint access	1
					17	605602	£5.56 PLUG, gearbox dipstick access	1
					18	600399	£2.00 PLUG, gearbox cover, LH	1
						600395	£1.60 GROMMET, gearbox cover, LH	1
					20	600399	£2.00 PLUG, floorboard	2
					21	603384	£3.00 PLUG, jack hole, rubber	2
					24	800539	£28.10 STONE GUARD, LH, (large)	1
						800540	£28.10 STONE GUARD, RH, (large)	1
					25	601992	£16.60 STONE GUARD, LH, (small)	1
						601993	£16.60 STONE GUARD, RH, (small)	1
					26	RU608123	£0.47 RIVET, stone & foot guards	a/r
					27	201870	£26.60 HUB CAP	4
					28	101042	£36.10 MEDALLION, (enamelled as original)	4
						113256	£15.00 MEDALLION, (painted as original)	4
					30	HN2005	£0.16 NUT, medallion attachment	4
					31	WL700101	£0.25 WASHER, locking	4
					34	602930/31	NCA BOOT HINGE, pair, (un-plated)	1
						650023/24	£49.40 BOOT HINGE, pair, (chromed)	1
							(All TR2's had un-plated boot hinges, painted to body colour. Chromed hinges will fit TR2's, and are identical in shape & size to un-plated hinges).	
					35	GHF200	£0.22 NUT, hinge to boot lid	4

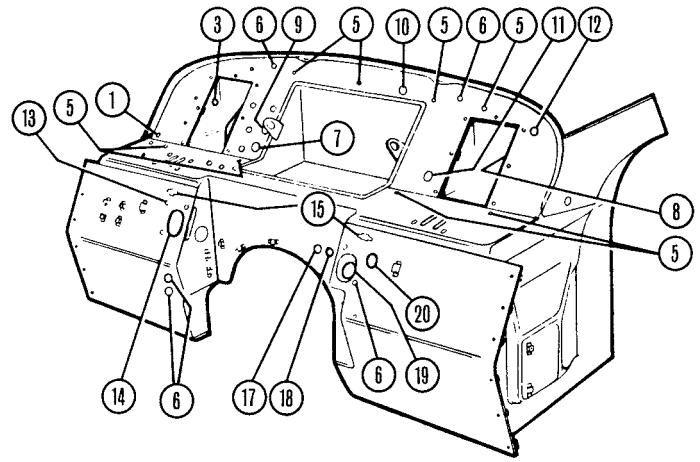
36	GHF201	£0.14	NUT, hinge to tonneau panel	4	
37	602222	£0.77	GASKET, boot hinge	2	to boot lid
38	602223A	£0.66	GASKET, boot hinge	2	to tonneau saddle
40	CD22284	£23.90	ESCUTCHEON, on boot lid ('Teardrop' type).	2	
41	SP86CO/CP	£0.66	SCREW, escutcheon	4	TR2-3
42	607070X	£16.50	LOCK ASSEMBLY, boot lid (With 2 keys).	1	
43	607070	£39.00	HANDLE & LOCK ASSEMBLY, with 2 keys	1	
44	554355	£1.10	GASKET, boot lock	1	TR3A
45	602217	£6.30	BUDGET LOCK, boot lid centre	1	
46	SP87K5	£3.10	SCREW, mounting handle	2	
47	602217	£6.30	BUDGET LOCK, RH, boot lid	1	
	602216LH	£6.30	BUDGET LOCK, LH, boot lid	1	TR2-3
48	TK4503	£0.36	SCREW, budget lock securing	4	
49	650166	NCA	'T' KEY, for budget locks	1	
50	2H9215	£2.40	RETAINER, boot lid stay rod	1	
51	GHF504	£0.22	SPLIT PIN, retainer	1	
52	700898	£22.50	STAY ROD, boot lid	1	
53	605810	£25.80	SEAL, boot lid, channel type*	1	TR2-3, TR3A To TS60000
	608434	£18.30	SEAL, boot lid, lip type*	1	TR3A From TS60001

\*Note: See page 113 for illustration of different boot lid seals.

55	552365	£5.50	TUBE, boot edge drain	2	
56	950058	£27.60	COVER PANEL, fuel tank	1	
57	AD604062	£0.47	SCREW, attaching fuel tank cover	10	
59	SP132BCP	£0.47	WASHER, cup	10	
60	700947	NCA	WING PIPING, (sold per metre) (To be painted car colour, as original).	a/r	
			*Rear wing top, (68 1/2")		TR2
			*Rear wing, below tail lamp, (10 1/8")		
			*Front wing to apron, (27 1/2")		
			*Front wing behind bonnet, (9 5/16")		
	TR23WBS	£65.00	WING BEADING SET, 6 pieces (Includes locating tabs).	1	
62	553925	£19.20	WING BEAD, rear, long	2	
63	554172	£8.40	WING BEAD, rear, short	2	TR3-3A
	553924	£19.20	WING BEAD, front	2	
64	553926	£0.50	LOCATING TABS	a/r	

\*Note: The TR2 had a plastic wing piping similar to the MGA and other sports cars of that era. This suffered from the twin problems of melting in hot climates, and cracking up in cold climates. Triumph decided to solve the problem by using a rolled section stainless steel (not chrome). Wing piping/bead was devised to hide the poor fit of the wings to the main body!

66	605556	£15.00	'TRIUMPH' NAMEPLATE	1	TR3A
67	PFS104	£0.23	SPIRE CLIP, for nameplate	3	
68	MM802-845	£34.40	STRAP SET, spare wheel & tools	1	
70	552559	£9.00	SEAL, spare wheel cover	1	
	552559Z	NCA	SEAL, spare wheel cover	1	aftermarket
72	602216LH	£6.30	BUDGET LOCK, LH	1	spare wheel cover
	602217	£6.30	BUDGET LOCK, RH	1	
73	TK4503	£0.36	SCREW, budget locks	4	
75	CD22241	£7.50	ESCUTCHEON, round style	2	
76	SP86CO/CP	£0.66	SCREW, escutcheon	4	
78	700913	£59.00	OVERRIDER, rear	2	
79	554700K	£1.70	BOLT & NUT	2	override to support spring
80	GHF202	£0.22	NUT	2	
81	GHF333	£0.30	WASHER, locking	2	
82	WM59	£0.40	WASHER, plain	2	
84	700912	£12.40	SPRING, override support	2	
85	BH606441	£3.90	BOLT, support spring	2	
86	GHF302	£1.00	WASHER	2	support spring to tube
87	602001	NCA	DISTANCE TUBE, original type (We cannot supply the original distance tube. It was a non-standard size and the bolt always seized after 2 weeks due to the tight tolerance between the bolt and the tube. Instead our 602001S (item 90) emulates the original with a female thread at the top requiring a combination of GHF1052, GHF333 & GHF302, and a male thread at the bottom requiring a GHF202 & GHF333 to secure it (Items 90 to 95).	2	
88	GHF333	£0.30	WASHER, locking	2	
89	GHF202	£0.22	NUT	2	
90	602001S	£26.80	DISTANCE TUBE, stainless steel	2	
91	GHF202	£0.22	NUT	2	
92	GHF333	£0.30	WASHER, locking	2	replacement
93	GHF105	£0.41	SCREW	2	
94	GHF302	£1.00	WASHER, flat	2	
95	GHF333	£0.30	WASHER, locking	2	
97	SH606071	£0.41	SCREW, support to chassis	2	
98	GHF302	£1.00	WASHER, flat	2	
99	GHF333	£0.30	WASHER, locking	2	
100	GHF202	£0.22	NUT	2	



### Grommets & Blanking Plugs

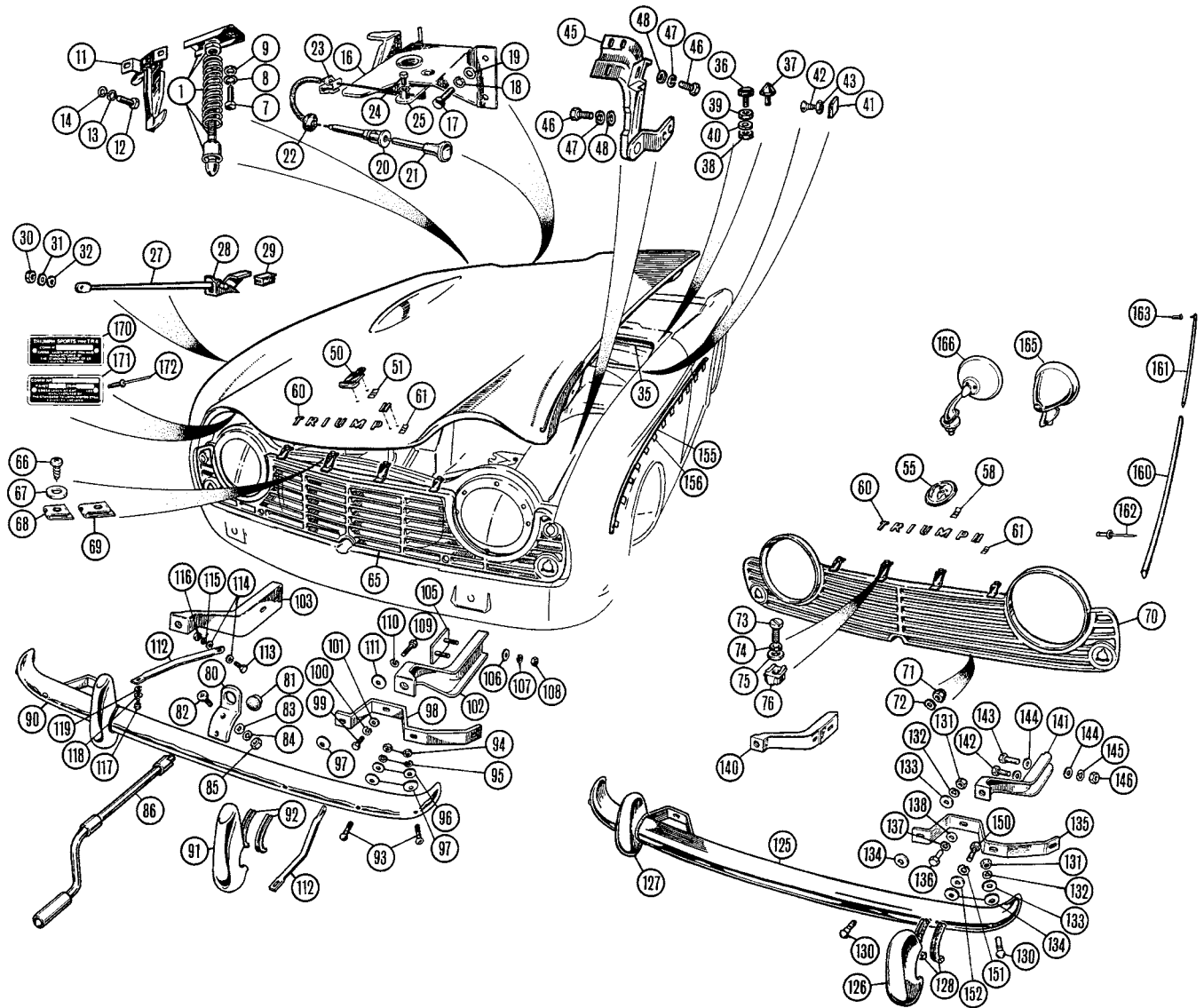
1	061917	£0.67	GROMMET, bonnet release cable	1	TR2 To TS4228
	CD27769	£1.60	PLUG, blanking, (3/8")	1	TR2 From TS4229
3	GHF800	£1.75	GROMMET, wiper drive, (5/8")	1	TR2, TR3 To TS12568
	RFN210	£0.84	PLUG, blanking, (5/8")	1	TR3 From TS12569, TR3A
5	GHF822	£0.47	PLUG, blanking, (3/8")	a/r	
6	CD27769	£1.60	PLUG, blanking, (3/8")	a/r	
7	600399	£2.00	PLUG, blanking, (1")	1	
8			PLUG, blanking, (13/16")	1	
9	600400	£2.40	PLUG, blanking, (11/2")	1	
10	600395	£1.60	GROMMET, oil pressure line	1	
11	600395	£1.60	GROMMET, speedo cable	1	
12	C5574A	£3.80	GROMMET, wiper drive, (11/4")	1	TR3 From TS12569, TR3A
13	061917	£0.67	GROMMET, choke cable	1	
14	603346	£4.50	BLANKING RUBBER	1	when fitted
15	601951	£4.75	SEALING RUBBER, hose connector	2	cars with heaters
	601952	NCA	SEALING PAD, blanking plate	2	cars without heaters
17	600395	£1.60	GROMMET, capillary tube	1	
18	600395	£1.60	GROMMET, tachometer cable	1	
19	701106	£10.20	GROMMET, steering column	1	
20	600400W	£1.42	GROMMET, wiring harness	1	

Note: Sizes given are the sizes of the holes in the bulkhead into which these plugs and grommets fit. Locations shown vary from model to model and not all plugs and grommets listed are used on all cars. For your convenience, plugs and standard round grommets are listed by size.

GHF822	£0.47	PLUG, for 3/8" hole	a/r
CD27769	£1.60	PLUG, for 3/8" hole	a/r
14A7031	£1.30	PLUG, for 1/2" hole	a/r
RFN210	£0.84	PLUG, for 5/8" hole	a/r
600399	£2.00	PLUG, for 1" hole	a/r
600400	£2.40	PLUG, for 1 1/2" hole	a/r

Note: The following grommets are diaphragm type with central holes. A grommet is used to prevent the wire or cable that it carries from rubbing on the steel panel that it is routed through. Blanking plugs are used on to fill holes which may carry cables or wire in different model configurations.

061917	£0.67	GROMMET, for 1/2" hole	a/r
GHF800	£1.75	GROMMET, for 5/8" hole	a/r
RFN303	£0.67	GROMMET, for 5/8" hole	a/r
600395	£1.60	GROMMET, for 1" hole	a/r
C5574A	£3.80	GROMMET, for 1 1/4" hole	a/r
600400W	£1.42	GROMMET, for 1 1/2" hole	a/r



Front/Side Body Fittings, Grille & Bumper

TR4-4A

ill	Part Number	Description	Req.	Details
NI	GAC6066X	£40.70 THRESHOLD PLATE, sill edge, (pair)	1	aluminium
	TT7346	£25.00 THRESHOLD PLATE, sill edge, (pair)	1	stainless steel
(These threshold plates are designed to protect your door sill from foot scuffs and other damage, available in either brushed aluminium or stainless steel with 'Triumph' script).				
1	619580	£17.70 BONNET CATCH	1	
(This assembly is the later (TR6) type with a safety hook which will be redundant with an original catch plate. The later 'set' of a 619580 & 710592 is a much better combination, and it's available, which also helps your choice).				
7	GHF117	£0.30 SCREW, fastener to bonnet	2	TR4
8	GHF331	£0.38 WASHER, locking	2	
9	GHF300	£0.22 WASHER, plain	2	
11	611635	NCA SAFETY CATCH	1	
12	53K126	£0.60 SCREW	1	
13	WL700101	£0.25 WASHER, locking	2	
14	PW2203	£0.19 WASHER, plain	2	
16	710592	£23.60 CATCH PLATE	1	
17	GHF117	£0.30 SCREW, catch plate to bulkhead	4	
18	GHF331	£0.38 WASHER, locking	4	
19	GHF300	£0.22 WASHER, plain	4	
20	603469	£8.40 CABLE, outer, bonnet release	1	
21	603468	£10.60 CABLE, inner, bonnet release	1	
22	061917	£0.67 GROMMET, bonnet release cable	1	

23	611768	£1.48 CLIP, bonnet release cable	1
24	53K126	£0.60 SCREW, clamping cable	1
25	611626	NCA LEVER, catch assembly	1
27	750231	£18.50 BONNET PROP	1
28	750229	£18.20 BRACKET	1
29	601663	£2.00 BUFFER, rubber	1
	601663SP	£9.50 BUFFER, polyurethane	1
30	GHF221	£0.41 NUT, nyloc, stay rod to bonnet	1
31	AJD7722	£0.40 WASHER, 'Thackery'	1
32	WM57	£0.24 WASHER, plain	1
35	610675	£9.30 SEALING RUBBER, bonnet, rear	1
36	612962	£3.25 BUFFER, bonnet, flat	2 TR4 Up To CT37689
(TR4's to CT37689 used a flat top bonnet buffer. 612962 (item 37) is pointed and may easily be modified to look authentic. However, check first to ensure that the rear corners of the bonnet are correctly shaped to accept this. The frequent interchange of panels over the years may have produced a vehicle not as original as you believed).			
37	612962	£3.25 BUFFER, bonnet, pointed	2
38	GHF201	£0.14 NUT, buffer attachment	2
39	NT605041	£0.30 NUT, locking	2
40	WP139	£0.66 WASHER, plain	2
41	611842	£0.95 BUFFER, bonnet side, standard	4
	611842SPK	£13.04 BUFFER SET, bonnet side, polyurethane	1 4 piece
42	AD606063	£0.47 SCREW, securing bonnet buffer	8
43	CD24152	£0.53 CUP WASHER	8
45	750148	£70.00 BONNET HINGE, LH	1
	750149	£70.00 BONNET HINGE, RH	1
46	GHF103	£0.60 SCREW	10
47	GHF332	£0.40 WASHER, locking	10
48	GHF301	£0.24 WASHER, plain	10

50	705950	£125.35	MEDALLION	1	TR4 only
51	ADB509	£0.36	FIXING, for medallion	2	
55	708837	£21.60	MEDALLION ASSEMBLY	1	TR4A only
58	PFS103	£0.47	FIXING, for medallion	2	
60	703862SET	£25.60	TRIUMPH LETTER SET, (clips required)	1	
	703862	NCA	LETTER 'T'	1	
	703863	£3.14	LETTER 'R'	1	
	703864	£3.14	LETTER 'I'	1	
	703865	£3.14	LETTER 'U'	1	
	703866	£3.14	LETTER 'M'	1	
	703867	£3.14	LETTER 'P'	1	
	703868	£3.14	LETTER 'H'	1	
61	PFS104	£0.23	CLIPS, for letters	14	

**TR4 Grille**

65	902687	£198.65	GRILLE	1	
66	GHF426	£0.22	SCREW, grille to upper valance	6	
67	WP4	£0.30	WASHER, plain	6	
68	GHF701	£0.28	SPIRE NUT	2	
69	FU2585	£0.47	SPIRE NUT	4	

**TR4A Grille**

70	904120	£360.30	GRILLE	1	
71	GHF271	£0.41	NUT, nyloc, grille to valance panel	2	
72	WP124	£0.60	WASHER, plain	2	
73	PT505	£0.73	SCREW	2	
74	WL700101	£0.25	WASHER, locking	2	
75	WP124	£0.60	WASHER, plain	2	
76	FZ34044	£1.45	NUT, retained	2	

**TR4 Starting Handle**

80	706163	£14.60	GUIDE, starting handle	1	chromed
81	612082	NCA	PLUG, for above	1	
82	PMP308	£0.73	SCREW	2	
83	PWZ203	£0.19	WASHER, plain	2	
84	WL700101	£0.25	WASHER, locking	2	
85	HN2005	£0.16	NUT, plain	2	
86	131818	NCA	STARTING HANDLE	1	

(Items 80 to 86, comprise the factory optional starting handle kit. Whilst an excellent idea for those with long term storage in mind (or flat batteries), it is wise to ensure that the radiator has the correct aperture. See radiator details on page 22).

**TR4 Bumper**

90	805118	£192.10	BUMPER, front	1	
	805118FK	£25.75	FITTING KIT, bumper	1	
91	705920	£83.50	OVERRIDE, front	2	
92	552218	£0.47	PACKING, overrides	4	
93	554700K	£1.70	BOLT, chrome	4	inc. nut & lock washer
94	GHF202	£0.22	NUT, plain	4	
95	GHF333	£0.30	WASHER, locking	4	
96	GHF302	£1.00	WASHER, plain	4	
97	607085	£2.20	PACKING PIECE	6	bumper bar to mounts
98	706035	£13.00	SPRING, support	2	
99	SH606101	£0.60	SCREW	2	
100	GHF333	£0.30	WASHER, locking	2	
101	GHF302	£1.00	WASHER, plain	2	
102	610949	NCA	BRACKET, bumper support, RH	1	
103	610948	NCA	BRACKET, bumper support, LH	1	
105	611455	NCA	STUD PLATE, bumper bracket	2	
106	WM59	£0.40	WASHER, plain	4	
107	GHF333	£0.30	WASHER, locking	4	
108	GHF202	£0.22	NUT, plain	4	
109	BH606141	£0.83	BOLT (spring bracket to bumper)	2	
110	GHF333	£0.30	WASHER, locking	2	
111	GHF302	£1.00	WASHER, plain	2	
112	611970	£35.00	TUBE, support, LH	1	override to wheel arch
	611971	£35.00	TUBE, support, RH	1	
113	GHF103	£0.60	SCREW, (support to wheel arch)	2	
114	GHF301	£0.24	WASHER, plain	4	
115	GHF332	£0.40	WASHER, locking	2	
116	GHF201	£0.14	NUT, plain	2	
117	SH605051	£1.00	SCREW, (support to override)	2	
118	GHF332	£0.40	WASHER, locking	2	
119	GHF301	£0.24	WASHER, plain	2	

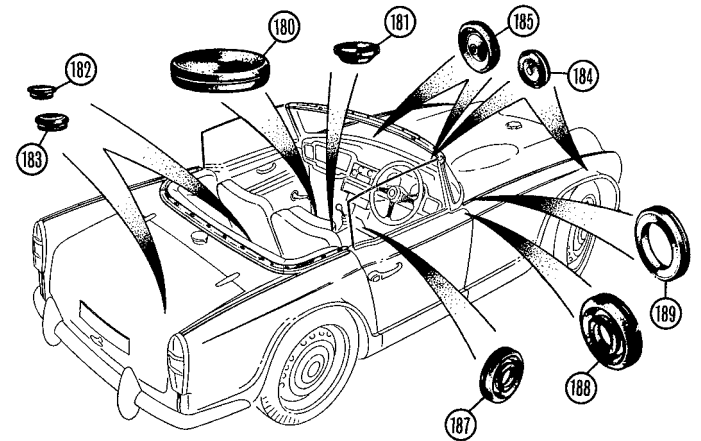
**TR4A Bumper**

125	808381Z	£192.10	BUMPER, front	1	aftermarket
NI	808381FK	£30.05	FITTING KIT, bumper	1	
126	708282	£48.00	OVERRIDE, LH	1	

127	708283	£48.00	OVERRIDE, RH	1	
128	552218	£0.47	PACKING, overrides	4	
130	554700K	£1.70	BOLT, chrome	4	inc. nut & lock washer
131	GHF202	£0.22	NUT, plain	4	
132	GHF333	£0.30	WASHER, locking	4	
133	GHF302	£1.00	WASHER, plain	4	
134	607085	£2.20	PACKING PIECE	6	bumper bar to mounts
135	708279	£11.60	SPRING, support	2	
136	SH606101	£0.60	SCREW	2	
137	GHF333	£0.30	WASHER, locking	2	
138	GHF302	£1.00	WASHER, plain	2	
140	808675	NCA	BRACKET, bumper support, RH	1	
141	808674	NCA	BRACKET, bumper support, LH	1	
142	GHF126	£1.44	BOLT, bracket to chassis, front	2	
143	BH606221	£1.57	BOLT, bracket to chassis, rear	2	
144	WM59	£0.40	WASHER, plain	8	
145	GHF333	£0.30	WASHER, locking	4	
146	GHF202	£0.22	NUT, plain	4	
150	BH606151	£1.26	BOLT	2	spring bracket and override to bumper
151	GHF333	£0.30	WASHER, locking	2	
152	GHF302	£1.00	WASHER, plain	2	
NI	TR45WBS	£65.00	WING BEADING SET, 6 pieces*	1	(includes locating tabs)
155	850479	£18.60	WING BEADING, front wings*	2	
	750126	£15.60	WING BEADING, upper rear wings*	2	
	750187	£10.80	WING BEADING, lower rear wing*	1	LH
	750188	£10.80	WING BEADING, lower rear wing*	1	RH
156	553926	£0.50	LOCATING TAB	52	

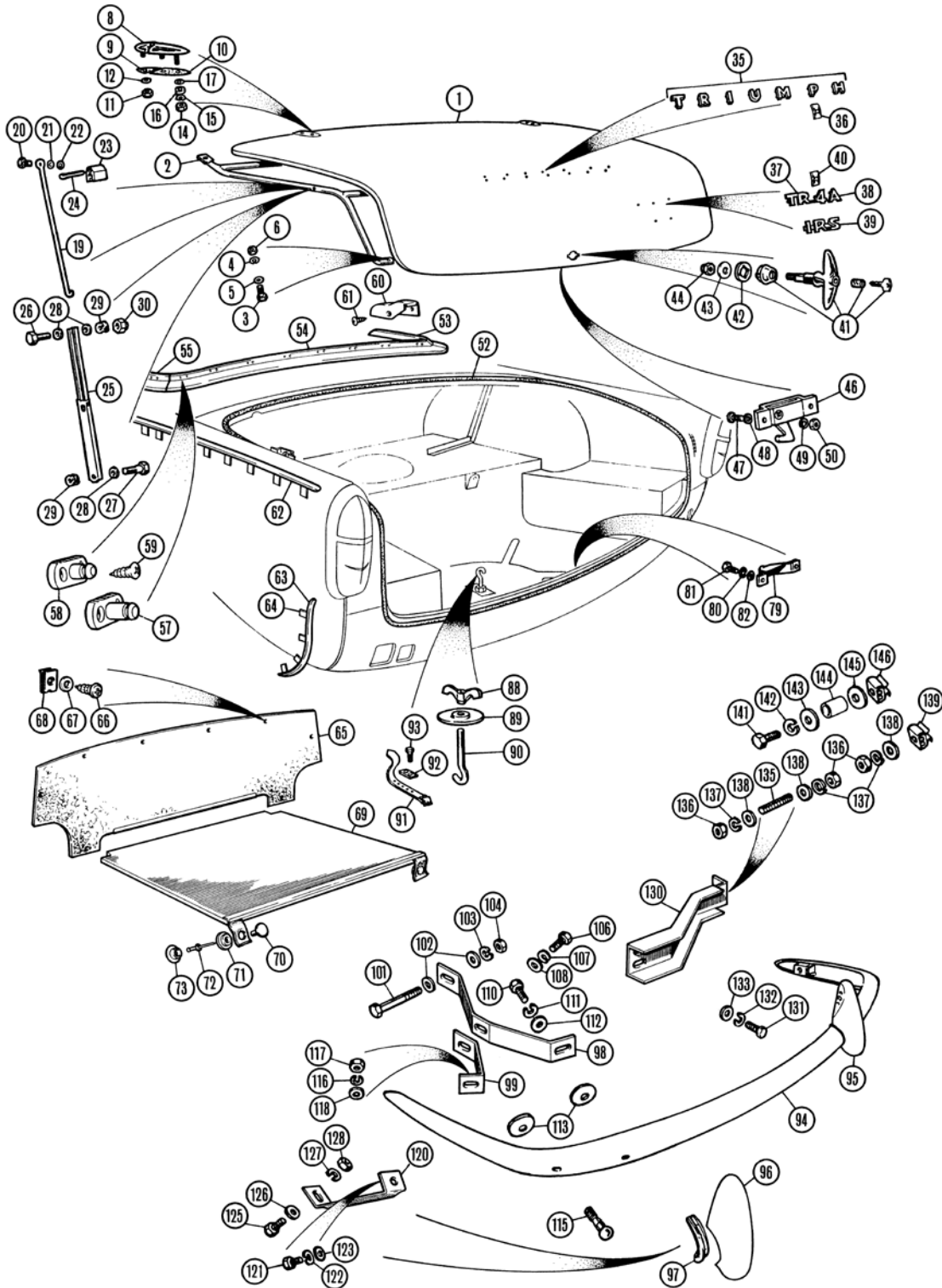
\*Note: Wing bead is made from stainless steel (not chromed steel).

160	708477	NCA	MOULDING, wing, LH	1	TR4A only
	708478	NCA	MOULDING, wing, RH	1	
	708478X	£26.15	MOULDING, wing, RH & LH	2	
161	708487	£27.90	MOULDING, door	2	
162	GHF1461	£1.30	RIVET CLIP, mouldings	26	
163	GHF1532	£0.26	BARREL CLIP, door moulding, rear	2	
165	GAM105	£16.40	MIRROR, racing style	a/r	
166	WM1904	£16.60	MIRROR, convex lens, RH	1	Lucas style
	WM1905	£16.60	MIRROR, convex lens, LH	1	
	WM1906	£16.60	MIRROR, flat lens, RH	1	
	WM1907	£16.60	MIRROR, flat lens, LH	1	
170	CNPTR4	£7.14	COMMISSION PLATE	1	TR4
171	CNPTR4A	£13.85	COMMISSION PLATE	1	TR4A
172	RU608123	£0.47	RIVET, plate attachment	2	



**Grommets & Blanking Plugs**

180	603384	£3.00	BLANKING PLUG, (3")	2	jack hole in floor
181	605602	£5.56	BLANKING PLUG, gearbox,	1	universal joint access
182	600399	£2.00	BLANKING PLUG, (1"), (drainage)	3	floor, boot, rear seat pan
183	14A7031	£1.30	BLANKING PLUG, (drainage)	2	main floor, boot
184	061917	£0.67	GROMMET, (1/2")	4	side lamp, choke cable, washer hose & bonnet release cable
185	600395	£1.60	GROMMET, (1")	4	
			(Wiper drive cable, speedo cable, rev counter cable & heater control cable).		
187	602037	£1.30	GROMMET, (1")	a/r	wiring through gearbox cover
188	600400W	£1.42	GROMMET, (11/2")	1	main wiring harness
189	610608	£5.10	GROMMET	1	steering column



Rear/Side Body Fittings & Bumper

TR4-4A

ill	Part Number	Description	Req.	Details
1	813650	£957.77 BOOT LID, steel	1	without
	813650A	£949.63 BOOT LID, alloy	1	reinforcement
	813650RP	£356.40 REPAIR PANEL, lower/rear, steel	1	
2	903233	£179.10 TUBULAR REINFORCEMENT	1	
3	GHF101	£0.30 SCREW, reinforcement to boot lid	2	
4	GHF331	£0.38 WASHER, locking	2	
5	WC701121	£0.76 WASHER, plain	2	
6	GHF200	£0.22 NUT, plain	2	
8	604917/8	£39.00 BOOT HINGE, (pair)	1	
9	603213	£0.36 GASKET, hinge to deck	2	
10	603212	£0.41 GASKET, hinge to boot lid	2	
11	GHF222	£0.55 NUT, nyloc	2	

12	GHF315	£0.22 WASHER, plain	2
14	GHF200	£0.22 NUT, plain	4
15	GHF331	£0.38 WASHER, locking	4
16	WM93	£1.31 SPACER	2
17	WM57	£0.24 WASHER, plain	2
19	750154	NCA STAY ROD	1
20	PJ8708	£2.05 PIN, stay rod pivot	1
21	WM57	£0.24 WASHER, plain	1
22	FT2906	NCA RETAINER CLIP	1
23	2H9215	£2.40 RETAINER, stay rod, rubber	1
24	GHF504	£0.22 SPLIT PIN	1
25	612473	£24.00 STAY ROD, telescopic	1
26	612474	£3.60 BOLT, upper, stay rod	1
27	22B525	£3.90 BOLT, lower, stay rod	1
28	GHF300	£0.22 WASHER, plain	2
29	AJD7731	£0.77 WASHER, double coil	2
30	GHF221	£0.41 NUT, nyloc	1
35	703862SET	£25.60 'TRIUMPH' LETTER SET, (clips required)	1

TR4 To CT5642  
TR4 From CT5643,  
TR4A

703862	NCA	LETTER 'T'	1	
703863	£3.14	LETTER 'R'	1	
703864	£3.14	LETTER 'I'	1	
703865	£3.14	LETTER 'U'	1	
703866	£3.14	LETTER 'M'	1	
703867	£3.14	LETTER 'P'	1	
703868	£3.14	LETTER 'H'	1	
36 PFS104	£0.23	CLIPS, for letters	28	
37 612276	£19.60	'TR4' BADGE	1	
38 617820	£12.70	'A' BADGE	1	TR4A
39 617821	£13.90	'IRS' BADGE	1	TR4A IRS only
NI 603906	£24.90	'OVERDRIVE' BADGE	1	
40 PFS104	£0.23	FIXING, for badges	9	

Note: Remember, not all TR4A's were IRS, some USA vehicles retained the solid axle.

41 607978	£33.36	BOOT HANDLE	1	
557046	£15.60	LOCK BARREL & KEY	1	boot handle
42 600949	£0.60	GASKET, under handle	1	
43 GHF300	£0.22	WASHER, plain	1	
44 GHF271	£0.41	NUT, nylon, thin	1	
46 714485	£5.80	BUDGET LOCK	1	
47 PMZ308	£0.30	SCREW, lock to boot lid	2	
48 WL700101	£0.25	WASHER, locking	2	
49 WL700101	£0.25	WASHER, locking	2	
50 HN2005	£0.16	NUT	2	
52 613277	£21.00	SEAL, boot lid	1	
53 805120	£62.00	MOULDING, hood fastener, RH*	1	
54 705421	£77.40	MOULDING, hood fastener, centre*	1	TR4 softtop model
55 805119	£62.00	MOULDING, hood fastener, LH*	1	

\*Note: These mouldings are bright anodised aluminium, which cannot be re-chromed.

57 611670	£3.30	HOOD PEG, male, (long)	2	
58 LFP116	£2.40	HOOD PEG, male, (short)	14	TR4 softtop model
59 AD606071	£0.38	SCREW, hood pegs to moulding	32	
60 622748	£7.40	FINISHER, 'B' post, RH	1	TR4A softtop model
622747	£7.40	FINISHER, 'B' post, LH	1	
61 AT606042	£0.66	SCREW, securing finisher	2	
TR45WBS	£65.00	WING BEADING SET, (6 pieces)	1	includes locating tabs
850479	£18.60	BEADING, front wings	2	
62 750126	£15.60	BEADING, upper rear wings	2	
63 750187	£10.80	BEADING, lower rear wing, LH	1	
750188	£10.80	BEADING, lower rear wing, RH	1	
64 553926	£0.50	LOCATING TAB	52	
65 806135	£25.20	CASING BOARD, fuel tank	1	
66 GHF425	£0.22	SCREW	8	
67 WP124	£0.60	WASHER	8	
68 GHF712	£0.30	SPIRE NUT	8	
69 806837	£122.80	COVER, spare wheel	1	
70 7H9866	£0.34	SOCKET, on strap	2	
71 7H9868	£0.24	BUTTON, on strap	2	
72 GHF600	£0.16	RIVET	2	
73 610624	£0.62	STUD	2	

The boot floor, if original, may have several apertures (originally for paint drainage mainly). These may be filled using the following grommets and plugs.

600395	£1.60	GROMMET, (1")	2	for number plate lamp leads
600399	£2.00	PLUG, (1"), (drainage)	2	boot floor
14A7031	£1.30	PLUG, (5/8"), (drainage)	1	main floor
600395	£1.60	GROMMET, (1")	1	fuel tank vent hole
600399	£2.00	PLUG, (1")	1	fuel tank vent access
79 611135	£2.60	CATCH PLATE, boot latch	1	
80 PMZ308	£0.30	SCREW, securing catch plate	2	
81 WL700101	£0.25	WASHER, locking	2	
82 PWZ203	£0.19	WASHER, plain	2	
88 650019	£12.60	WING NUT, securing spare wheel	1	
89 650016	£8.20	DISC, securing spare wheel	1	
90 650017	£4.00	HOOK, spare wheel clamp	1	
91 611760	£18.00	STRAP, for tool roll	1	
92 611763	£3.10	PLATE, for tool roll strap	1	
93 PT504	£0.60	SCREW	2	
94 902685	£636.50	BUMPER, rear	1	
NI 902685FK	£39.16	FITTING KIT, bumper	1	
95 705906	£67.00	OVERRIDER, RH	1	
619125	NCA	OVERRIDER, RH, no lamp holes	1	German market only
96 705905	£67.00	OVERRIDER, LH	1	
619124	NCA	OVERRIDER, LH, no lamp holes	1	German market only
97 552218	£0.47	PACKING, overriders	4	
98 705589	£46.80	BRACKET, inner	2	TR4
708171	£34.80	BRACKET, inner	2	TR4A
99 611112	£26.10	BRACKET, outer	2	TR4
616109	£34.80	BRACKET, outer	2	TR4A
101 BH606261	£1.48	BOLT	2	

102 GHF302	£1.00	WASHER, plain	4	
103 GHF333	£0.30	WASHER, locking	2	
104 GHF202	£0.22	NUT, plain	2	
106 SH606101	£0.60	SCREW	2	
107 GHF333	£0.30	WASHER, locking	2	
108 GHF302	£1.00	WASHER, plain	2	
110 BH606141	£0.83	BOLT	2	spring bracket and
111 GHF333	£0.30	WASHER, locking	2	overrider to bumper
112 GHF302	£1.00	WASHER, plain	2	
113 607085	£2.20	PACKING, bracket spacer	4	
115 554700K	£1.70	BOLT, chrome	2	inc. nut & lock washer
116 GHF333	£0.30	WASHER, locking	2	
117 GHF202	£0.22	NUT, plain	2	
118 GHF302	£1.00	WASHER, plain	2	
120 611642	£13.50	BRACKET, overrider support, LH	1	TR4
611643	£13.50	BRACKET, overrider support, RH	1	
616120	NCA	BRACKET, overrider support, LH	1	TR4A
616121	NCA	BRACKET, overrider support, RH	1	
121 GHF120	£0.30	BOLT	2	
122 GHF332	£0.40	WASHER, locking	2	for overrider support bracket
123 GHF301	£0.24	WASHER, plain	2	
125 SH606061	£0.77	SCREW	2	
126 GHF302	£1.00	WASHER, plain	2	
127 GHF333	£0.30	WASHER, locking	2	
128 GHF202	£0.22	NUT	2	
130 705633	NCA	OUTRIGGER, bumper support, LH	1	TR4
705634	NCA	OUTRIGGER, bumper support, RH	1	
708103	£16.30	OUTRIGGER, bumper support, LH	1	TR4A
708104	£16.30	OUTRIGGER, bumper support, RH	1	
131 SH606051	£0.92	SCREW, outrigger to chassis	4	
132 GHF333	£0.30	WASHER, locking	4	
133 GHF302	£1.00	WASHER, plain	4	

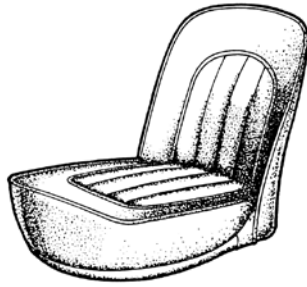
Early TR4's had a complex stud/nut/washer locating arrangement for fixing the bumper sides. Thus items 135 to 138 may be replaced with items 141 to 146. It is also recommended for all TR's that a reinforced rubber packing washer (part number 601994) be used to protect the paint work on the rear wings.

135 611134	NCA	STUD	2	
136 GHF202	£0.22	NUT	6	
137 GHF331	£0.38	WASHER, locking	6	TR4 To CT3018
138 GHF302	£1.00	WASHER, plain	6	
139 FS2756	£1.43	RETAINING NUT	2	
141 BH606181	£0.40	BOLT, bumper to outrigger	2	
142 GHF333	£0.30	WASHER, locking	2	
143 GHF302	£1.00	WASHER, plain	4	TR4 From CT3019,
144 612875SS	£5.00	SPACER	2	TR4A
145 GHF302	£1.00	WASHER, plain	2	
146 FS2756	£1.43	RETAINING NUT	2	

Front Seat Covers TR2-3A

TR2-3

The seats covers on the TR2 and TR3 are essentially the same design but different in that TR2 had self coloured piping, whereas the TR3 had white piping. The correct design is shown in the illustration. Covers are suitable for fixed and folding seat frames. We offer seat cover sets in vinyl or leather faced with vinyl side & back sections, in the colours listed. Sets include covers for a pair of front seats. Seat springs, foams & fittings sold separately.



Seat Cover Sets TR2

SEAT COVER SET - BLACK
SEAT COVER SET - RED
SEAT COVER SET - TAN
SEAT COVER SET - L/S BEIGE
SEAT COVER SET - BLUE

Vinyl

SCA6111	£419.40
SCA6112	£419.40
SCA6113	£419.40
SCA6114	£419.40
SCA6117	£419.40

Leather faced

SCL6111	£689.50
SCL6112	£689.50
SCL6113	£689.50
SCL6114	£689.50
SCL6117	£689.50

Seat Cover Sets TR3

SEAT COVER SET - BLACK/WHITE
SEAT COVER SET - RED/WHITE
SEAT COVER SET - TAN/WHITE
SEAT COVER SET - L/S BEIGE/WHITE
SEAT COVER SET - BLUE/WHITE

Vinyl

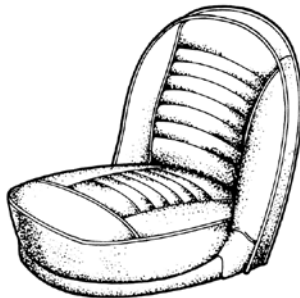
SCA6121	£419.40
SCA6122	£419.40
SCA6123	£419.40
SCA6124	£419.40
SCA6127	£419.40

Leather faced

SCL6121	£689.50
SCL6122	£689.50
SCL6123	£689.50
SCL6124	£689.50
SCL6127	£689.50

TR3A

TR3A seats were improved design and appearance over the TR2-3. The changes also made this seat more comfortable with improved seat cushion spring. TR3A has white piping as standard & the correct design is shown in the illustration. Covers are suitable for fixed and folding seat frames. We offer seat cover sets in vinyl or leather faced with vinyl side & back sections, in the colours listed. Sets include covers for a pair of front seats. Seat springs, foams & fittings sold separately.



Front Seat Covers Sets TR3A

SEAT COVER SET - BLACK/WHITE
SEAT COVER SET - RED/WHITE
SEAT COVER SET - TAN/WHITE
SEAT COVER SET - L/S BEIGE/WHITE
SEAT COVER SET - BLUE/WHITE

Vinyl

SCA6131	£454.20
SCA6132	£454.20
SCA6133	£454.20
SCA6134	£454.20
SCA6137	£454.20

Leather faced

SCL6131	£615.30
SCL6132	£615.30
SCL6133	£615.30
SCL6134	£615.30
SCL6137	£615.30



Rear Seat Cover Sets & Assemblies TR2-3

We offer seat assemblies (trimmed & ready to install), & seat cover sets in vinyl or leather faced in colours as listed. Rear seat covers do not include board or foam, if you do not have these we recommend buying the appropriate assembly.

The TR2-3 rear seat is a two-piece arrangement, a base cushion & squab, as with the front seats this has self-coloured piping on TR2 models and white piping on TR3 models. The correct design is shown in the illustration.

Seat Cover Sets TR2

SEAT COVER SET - BLACK
SEAT COVER SET - RED
SEAT COVER SET - TAN
SEAT COVER SET - L/S BEIGE
SEAT COVER SET - BLUE

Vinyl

SCA6151	£524.10
SCA6152	£524.10
SCA6153	£524.10
SCA6154	£524.10
SCA6157	£524.10

Leather Faced

SCL6151	£726.50
SCL6152	£726.50
SCL6153	£726.50
SCL6154	£726.50
SCL6157	£726.50

Seat Assemblies TR2

SEAT ASSEMBLY - BLACK
SEAT ASSEMBLY - RED
SEAT ASSEMBLY - TAN
SEAT ASSEMBLY - L/S BEIGE
SEAT ASSEMBLY - BLUE

Vinyl

SAA6151	£1,010.00
SAA6152	£1,010.00
SAA6153	£1,010.00
SAA6154	£1,010.00
SAA6157	£1,010.00

Leather Faced

SAL6151	£1,060.80
SAL6152	£1,060.80
SAL6153	£1,060.80
SAL6154	£1,060.80
SAL6157	£1,060.80

Seat Cover Sets TR3

SEAT COVER SET - BLACK/WHITE
SEAT COVER SET - RED/WHITE
SEAT COVER SET - TAN/WHITE
SEAT COVER SET - L/S BEIGE/WHITE
SEAT COVER SET - BLUE/WHITE

Vinyl

SCA6161	£524.10
SCA6162	£524.10
SCA6163	£524.10
SCA6164	£524.10
SCA6167	£524.10

Leather Faced

SCL6161	£726.50
SCL6162	£726.50
SCL6163	£726.50
SCL6164	£726.50
SCL6167	£726.50

Seat Assemblies TR3

SEAT ASSEMBLY - BLACK/WHITE
SEAT ASSEMBLY - RED/WHITE
SEAT ASSEMBLY - TAN/WHITE
SEAT ASSEMBLY - L/S BEIGE/WHITE
SEAT ASSEMBLY - BLUE/WHITE

Vinyl

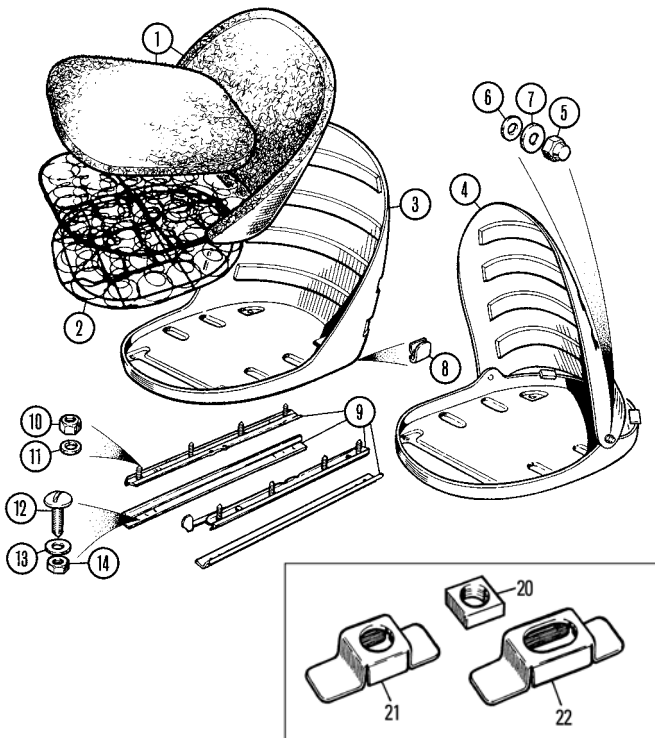
SAA6161	£1,010.00
SAA6162	£1,010.00
SAA6163	£1,010.00
SAA6164	£1,010.00
SAA6167	£1,010.00

Leather Faced

SAL6161	£1,060.80
SAL6162	£1,060.80
SAL6163	£1,060.80
SAL6164	£1,060.80
SAL6167	£1,060.80

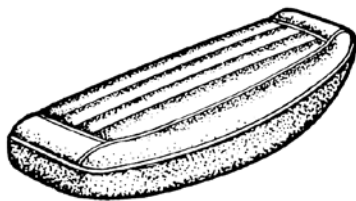
Seat Frames & Fittings TR2-3A

We recommend that if you are retrimming your seats you should use new foams and springs. This will give the seat more comfort and a better shape.



Ill	Part Number	Description	Req.	Details
1	SFK6111	£131.20 SEAT FOAM KIT	1	TR2-3
	SFK6211	£108.80 SEAT FOAM KIT	1	TR3A
2	700969	£114.00 SEAT SPRING	2	TR2-3
	555439	£100.80 SEAT SPRING	2	TR3A
3	900427	NCA SEAT FRAME, fixed back	1/2	TR2, both seats
	901208	£240.40 SEAT FRAME, fixed back	1	TR3, driver's side
4	900913	NCA SEAT FRAME, tilt back	1	TR3, passenger's side
	901209	£197.30 SEAT FRAME, tilt back	1	TR3A, passenger's side
NI	GAC6118X	£33.40 TACKING STRIP SET, 2 seats	1	TR2-3
NI	GAC6218X	£32.90 TACKING STRIP SET, 2 seats	1	TR3A-4
5	14B2685	£2.20 ACORN NUT, chromed	2	passenger seat
6	GHF315	£0.22 WASHER, packing	2	TR3-3A
7	WA108052	£1.10 WASHER, chrome	2	
8	ANK5046A	£0.25 CLIP, seat cover	a/r	
9	MM801-400	£50.10 SEAT RAIL SET, RH seat	1	4 piece
	MM801-405	£50.10 SEAT RAIL SET, LH seat	1	
10	GHF200	£0.22 NUT, plain, seat pan to slides	16	
11	GHF331	£0.38 WASHER, locking	16	
12	552433	£0.73 SCREW, seat slide to floor	12	
13	GHF300	£0.22 WASHER, plain	12	
14	GHF200	£0.22 NUT, plain, seat slide to floor	12	(use in place of captive nuts)
20	CN1	£0.36 NUT, square	a/r	
21	CN2	£0.48 CAGE, for square nut	a/r	
22	CN3	£0.79 CAGE, for square nut	a/r	elongated type

Note: Captive nuts for the floor pan seat fixings are available if required.



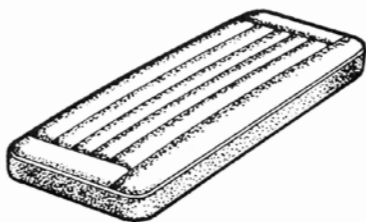
## Rear Seat Cover Sets & Assemblies TR3A

### Rear Seats - TR3A to TS60000

The early TR3A rear seat is a one piece base cushion only, the rear trim panel acts as the squab. As with the front seats this has white piping & the correct design is shown in the illustration.

Seat Cover Sets TR3A to TS60000	Vinyl	Leather Faced
SEAT COVER SET - BLACK/WHITE	SCA6171 £285.40	SCL6171 £456.00
SEAT COVER SET - RED/WHITE	SCA6172 £285.40	SCL6172 £456.00
SEAT COVER SET - TAN/WHITE	SCA6173 £285.40	SCL6173 £456.00
SEAT COVER SET - L/S BEIGE/WHITE	SCA6174 £285.40	SCL6174 £456.00
SEAT COVER SET - BLUE/WHITE	SCA6177 £285.40	SCL6177 £456.00

Seat Assemblies TR3A to TS60000	Vinyl	Leather Faced
SEAT ASSEMBLY - BLACK/WHITE	SAA6171 £535.80	SAL6171 £626.00
SEAT ASSEMBLY - RED/WHITE	SAA6172 £535.80	SAL6172 £626.00
SEAT ASSEMBLY - TAN/WHITE	SAA6173 £535.80	SAL6173 £626.00
SEAT ASSEMBLY - L/S BEIGE/WHITE	SAA6174 £535.80	SAL6174 £626.00
SEAT ASSEMBLY - BLUE/WHITE	SAA6177 £535.80	SAL6177 £626.00



### Rear Seats - TR3A from TS60001

The later TR3A rear seat is a one piece base cushion only, the rear trim panel acts as the squab. The change is due to the redesign of the rear floor area. As with the front seats this has white piping & the correct design is shown in the illustration.

Seat Cover Sets	Vinyl	Leather Faced
SEAT COVER SET - BLACK/WHITE	SCA6181 £285.40	SCL6181 £456.00
SEAT COVER SET - RED/WHITE	SCA6182 £285.40	SCL6182 £456.00
SEAT COVER SET - TAN/WHITE	SCA6183 £285.40	SCL6183 £456.00
SEAT COVER SET - L/S BEIGE/WHITE	SCA6184 £285.40	SCL6184 £456.00
SEAT COVER SET - BLUE/WHITE	SCA6187 £285.40	SCL6187 £456.00

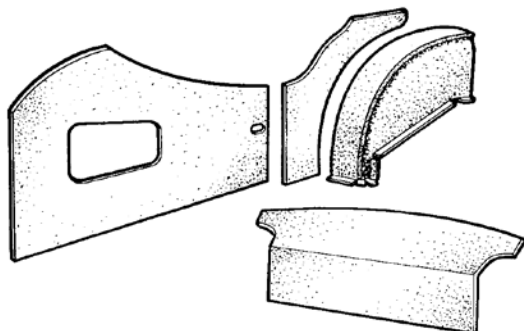
Seat Assemblies	Vinyl	Leather Faced
SEAT ASSEMBLY - BLACK/WHITE	SAA6181 £535.80	SAL6181 £626.00
SEAT ASSEMBLY - RED/WHITE	SAA6182 £535.80	SAL6182 £626.00
SEAT ASSEMBLY - TAN/WHITE	SAA6183 £535.80	SAL6183 £626.00
SEAT ASSEMBLY - L/S BEIGE/WHITE	SAA6184 £535.80	SAL6184 £626.00
SEAT ASSEMBLY - BLUE/WHITE	SAA6187 £535.80	SAL6187 £626.00



Interior Trim TR2-3A

Trim Kits

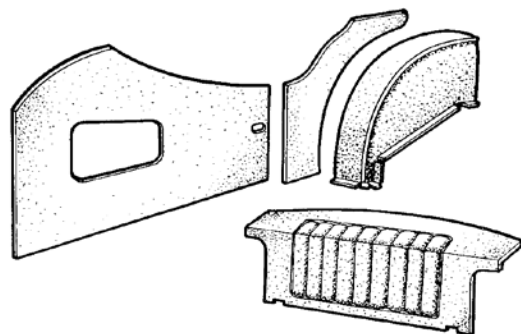
Our trim kits are manufactured from vinyl mounted on accurately die cut boards. The trim kit includes: a pair of door panels, a pair of quarter panels, a pair of rear wheel arch covers, tank board, loose material to cover the dashboard & cockpit cappings.



Trim Kits TR2

TR2 models feature a rectangular door pocket aperture and piercing at the rear for the door lock mechanism. The rear quarter panels are not piped and the wheel arches are self-coloured piped. The tank board is a simple vinyl covered board.

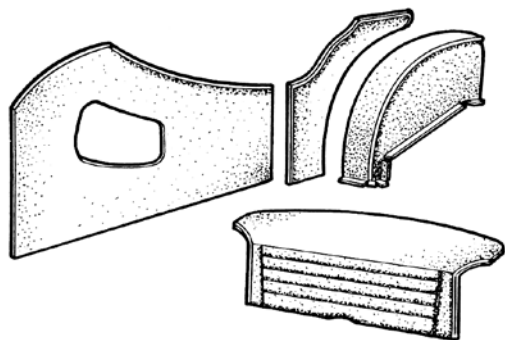
TRIM KIT - BLACK	TKA6111	£596.00
TRIM KIT - RED	TKA6112	£596.00
TRIM KIT - TAN	TKA6113	£596.00
TRIM KIT - L/S BEIGE	TKA6114	£596.00
TRIM KIT - BISCUIT	TKA6115	£551.60
TRIM KIT - BLUE	TKA6117	£596.00



Trim Kits TR3

The TR3 trim kit is essentially the same as the TR2 but with white piping on the rear wheel arch covers. The tank board is also different, it features slightly padded, welded vertical pattern which forms the squab of the rear seat on these models.

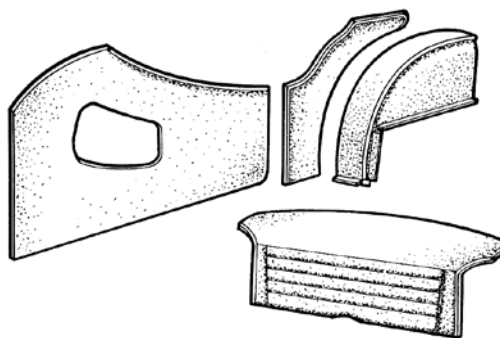
TRIM KIT - BLACK/WHITE	TKA6121	£563.00
TRIM KIT - RED/WHITE	TKA6122	£563.00
TRIM KIT - TAN/WHITE	TKA6123	£563.00
TRIM KIT - L/S BEIGE/WHITE	TKA6124	£563.00
TRIM KIT - BLUE/WHITE	TKA6127	£563.00



Trim Kits TR3A to TS60000

This early TR3A trim kit features door panels with square cut lower corners, a kidney shaped door pocket aperture, and no lock piercing at the rear as the door is released by a cable in the door pocket. The tank board features a slightly padded, welded horizontal fluted pattern; this forms the squab of the rear seat. As with TR3A seats the trim is white piped where required.

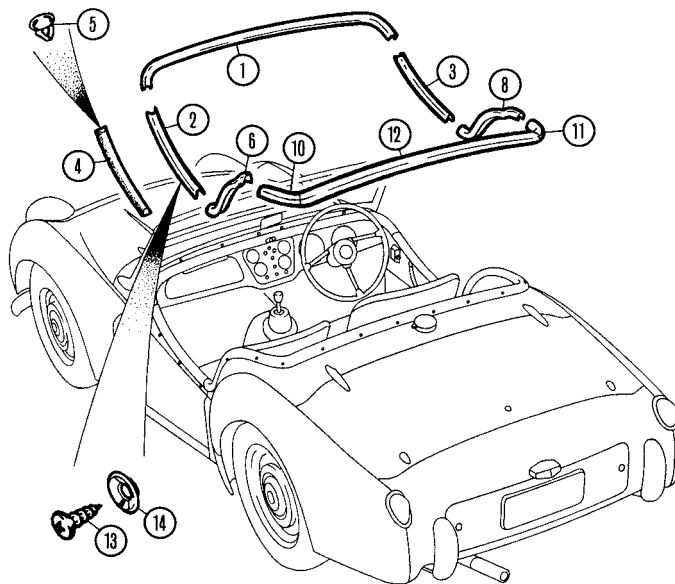
TRIM KIT - BLACK/WHITE	TKA6131	£563.00
TRIM KIT - RED/WHITE	TKA6132	£563.00
TRIM KIT - TAN/WHITE	TKA6133	£563.00
TRIM KIT - L/S BEIGE/WHITE	TKA6134	£563.00
TRIM KIT - BLUE/WHITE	TKA6137	£563.00



Trim Kits TR3A from TS60001

As with the earlier TR3A the door panels in this kit feature kidney shaped door pocket apertures, but the lower rear corner is rounded to match the door frame, which by this stage had changed to an all metal pressing as opposed to a part metal, part wood assembly for earlier models. The rear quarter panels are the same as the earlier cars but the wheel arch covers are different to accommodate the rear floor changes at TS60001. The tank board features a slightly padded, welded horizontal fluted pattern; this forms the squab of the rear seat. As with TR3A seats the trim is white piped where required.

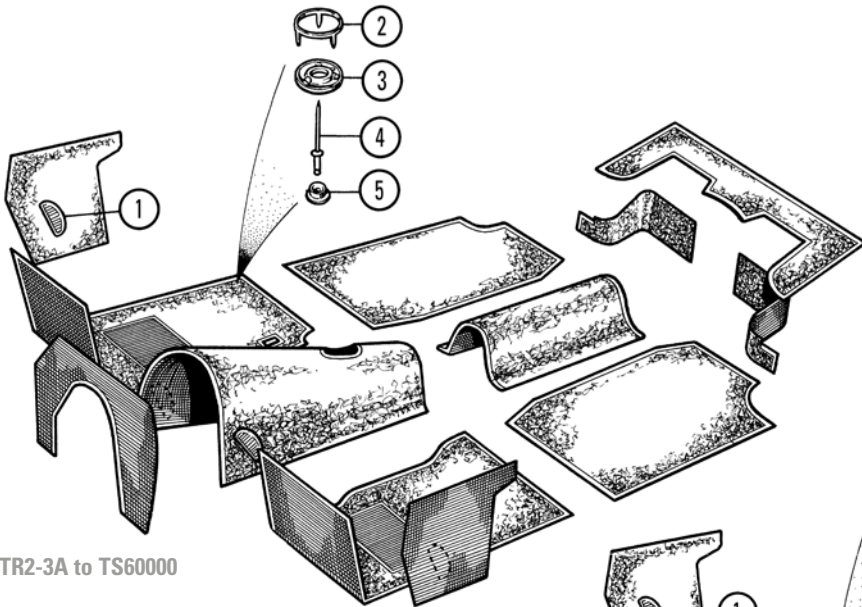
TRIM KIT - BLACK/WHITE	TKA6141	£563.00
TRIM KIT - RED/WHITE	TKA6142	£563.00
TRIM KIT - TAN/WHITE	TKA6143	£563.00
TRIM KIT - L/S BEIGE/WHITE	TKA6144	£563.00
TRIM KIT - BLUE/WHITE	TKA6147	£563.00



Cockpit Cappings TR2-3A

The cockpit of the side screen TR's was surrounded by trimmed aluminium pressings, which covered up a variety of unsightly welded joins, such as; like the top bulkhead and rear quarter panels. We offer remanufactured cappings, as below, the vinyl required to cover these cappings is supplied in our trim kits. Note: part numbers with an 'FG' suffix are manufactured from fibreglass.

1	900490FG	NCA	CAPPING, fascia top, fibreglass	1
2	703212	£61.10	CAPPING, door top, steel, LH	1
3	703213	£61.10	CAPPING, door top, steel, RH	1
4	559365	£12.30	SPONGE CORE, door capping	2
5	606848	£4.60	BUTTON, door capping end	4 TR3A
6	703214FG	£43.00	CAPPING, elbow, fibreglass, LH	1
7	703215FG	£43.00	CAPPING, elbow, fibreglass, RH	1
8	602131	£61.40	CAPPING, tonneau side, aluminium, LH	1
9	602132	£61.40	CAPPING, tonneau side, aluminium, RH	1
10	900389	£69.40	CAPPING, tonneau centre, aluminium	1
11	AD604062	£0.47	SCREW, capping	10
12	SP132BCP	£0.47	CUP WASHER	



TR2-3A to TS60000

**Carpet sets TR2-3A**

Our carpet sets are manufactured to high standards using materials that are better quality than the originals. We offer both wool and nylon carpets sets and for customers to choose their preference.

**TR2-3A to TS60000**

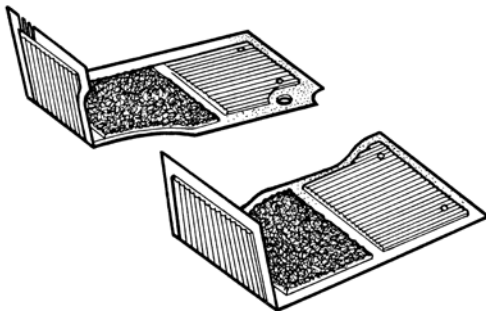
There were probably three different carpet sets originally supplied in this period. Certainly, the gearbox tunnel cover which we supply as a one piece sewn assembly was also available as a three piece fitment in early TR2's and TR3's. There were also some minor modifications made around the rear sloping section of the floor in this period. TR2-TR3's were originally supplied with carpet footwell mats, whereas TR3A models had rubber mats and were never fitted with carpet. Our carpet sets include gearbox tunnel cover, bulkhead & scuttle pieces, carpet footwell and under seat mats, and rear shelf pieces. A range of aftermarket footwell overmats are also available.

Carpet Sets TR2-3A to TS60000		Nylon	Wool
CARPET SET - BLACK	CSA6111	£224.50	CSB6111 £375.00
CARPET SET - RED	CSA6112	£224.50	CSB6112 £375.00
CARPET SET - TAN	CSA6113	NCA	CSB6113 NCA
CARPET SET - BLUE	CSA6116	NCA	CSB6117 £375.00

**TR3A from TS60001**

This carpet set is suitable for the cars with the flat floor behind the seats.

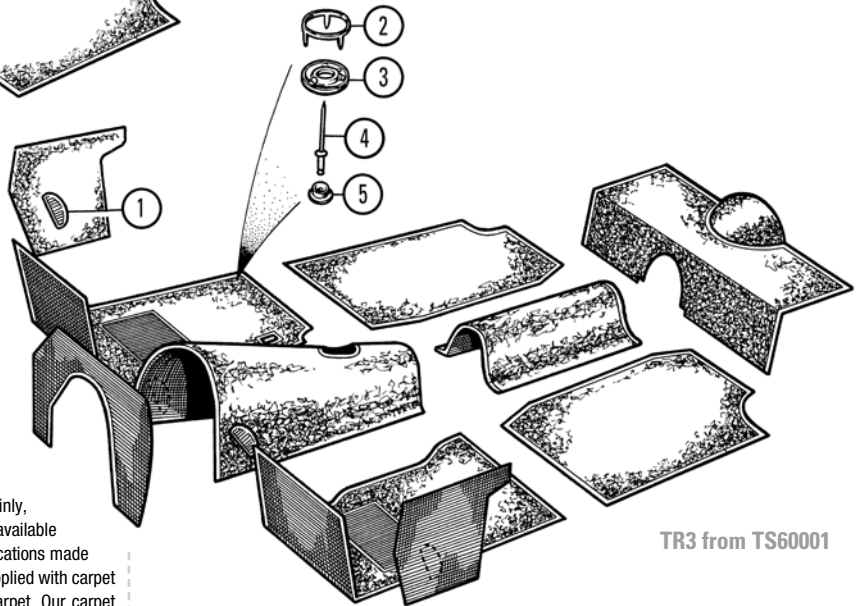
Carpet Sets TR3A from TS60001		Nylon	Wool
CARPET SET - BLACK	CSA6211	£224.50	CSB6211 £375.00
CARPET SET - RED	CSA6212	£224.50	CSB6212 £375.00
CARPET SET - TAN	CSA6213	NCA	CSB6213 NCA
CARPET SET - BLUE	CSA62171	£224.50	CSB6217 £375.00



**Footwell Mats TR3A**

TR3A models were originally fitted with a rubber mat in the footwells.

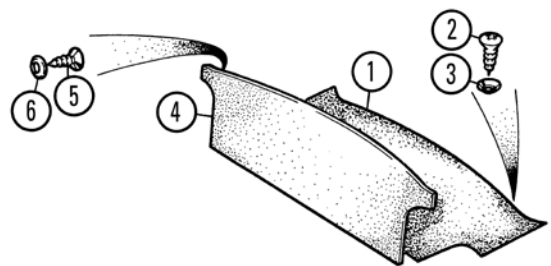
FOOTWELL MAT, RUBBER, LH	701237	NCA
FOOTWELL MAT, RUBBER, RH	701238	NCA



TR3 from TS60001

**Carpet Fixings**

1	602221	£4.30	TOE PAD, carpet protection	4
2	14G8736	£0.30	SPIKE RING	a/r
3	CD23803	£1.10	FASTENER	a/r
4	RU608123	£0.47	RIVET, for stud	a/r
5	610624	£0.62	STUD	a/r



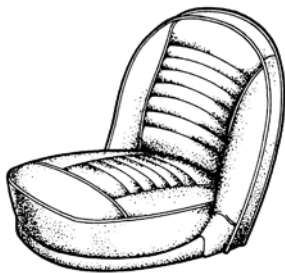
**Boot trim & fittings TR2-3A**

The original boot floor covering for TR2-3 models was a piece of carpet material cut to the exact shape of the floor. TR3A's were fitted with a Black Hardura boot mat, also cut to fill out the boot area.

1	552259	£69.60	BOOT MAT, carpet, nylon, black	1	TR2-3A
	552259X	£47.20	BOOT MAT, carpet, wool black	1	
	556900	£22.20	BOOT MAT, hardura, black	1	TR3A
	CSA6291	£47.20	BOOT MAT, carpet, nylon, black	1	
	CSB6291	£69.60	BOOT MAT, carpet, wool, black	1	from TS60K
2	AD604062	£0.47	SCREW	4	
3	SP132BCP	£0.47	CUP WASHER	4	
4	950058	£27.60	COVER PANEL, fuel tank	1	
5	AD604062	£0.47	SCREW, cover	10	
6	SP132BCP	£0.47	CUP WASHER	10	

Front Seat Covers TR4-4A

There were three different specifications fitted throughout the TR4 range and although we have available the technical information to give you the exact change point according to the body number of your car, however, this is not always accurate. Therefore, we sell seat covers based on the style of seat fitted as per the diagram. This minimises the difficulty in ordering the appropriate cover for your seat. Please be aware that cover sets for seat types 1 & 2 are interchangeable with each other but not with seat type 3.



TR4, Type 1

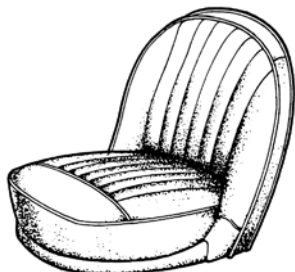
The first type of TR4 seat looks almost identical to the TR3A seat, in fact, the seat cover set we offer is actually the same as for the TR3A seat. However, the frame & base springs are different which means that, although they look the same, they actually function differently.

Seat Cover Sets TR4 Type 1

	Vinyl	Leather Faced
SEAT COVER SET - BLACK/WHITE	SCA6131 £454.20	SCL6131 £615.30
SEAT COVER SET - MATADOR RED/WHITE	SCA6132 £454.20	SCL6132 £615.30
SEAT COVER SET - CHEROKEE RED/WHITE	SCA61321 £454.20	SCL61321 £615.30
SEAT COVER SET - TAN/WHITE	SCA6133 £454.20	SCL6133 £615.30
SEAT COVER SET - L/S BEIGE/WHITE	SCA6134 £454.20	SCL6134 £615.30
SEAT COVER SET - MIDNIGHT BLUE/WHITE	SCA6137 £454.20	SCL6137 £615.30

TR4, Type 2

The second type of TR4 seat still retains the frame & removable spring base cushion arrangement but has a revised design with a vertical pleat pattern. This type of seat, is in our experience, relatively rare on UK market specified cars. It is however, we are told, very common on American specification vehicles.



Seat Cover Sets TR4, Type 2

	Vinyl	Leather Faced
SEAT COVER SET - BLACK/WHITE	SCA6221 £454.20	SCL6221 £615.30
SEAT COVER SET - MATADOR RED/WHITE	SCA6222 £454.20	SCL6222 £615.30
SEAT COVER SET - CHEROKEE RED/WHITE	SCA62221 £454.20	SCL62221 £615.30
SEAT COVER SET - TAN/WHITE	SCA6223 £454.20	SCL6223 NCA
SEAT COVER SET - L/S BEIGE/WHITE	SCA6224 £454.20	SCL6224 NCA
SEAT COVER SET - MIDNIGHT BLUE/WHITE	SCA6227 £454.20	SCL6227 £615.30

TR4, Type 3

The third type of seat is of a completely different design and structure in the sense that it has a tubular seat frame on which all the material and foam padding is suspended by a rubber diaphragm & straps and a hardboard backing was fitted to the rear of the squab. This design is similar to the seat offered in the Triumph Herald saloon of that era and was fitted probably from mid 1963 to late 1964, in the latter part of the TR4 production.

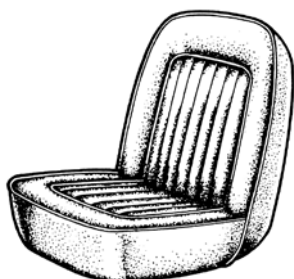


Seat Cover Sets TR4, Type 3

	Vinyl	Leather Faced
SEAT COVER SET - BLACK/WHITE	SCA6231 £454.20	SCL6231 £606.90
SEAT COVER SET - MATADOR RED/WHITE	SCA6232 £454.20	SCL6232 £606.90
SEAT COVER SET - CHEROKEE RED/WHITE	SCA62321 £454.20	SCL62321 £606.90
SEAT COVER SET - TAN/WHITE	SCA6233 £454.20	SCL6233 NCA
SEAT COVER SET - L/S BEIGE/WHITE	SCA6234 £454.20	SCL6234 NCA
SEAT COVER SET - MIDNIGHT BLUE/WHITE	SCA6237 £454.20	SCL6237 £606.90

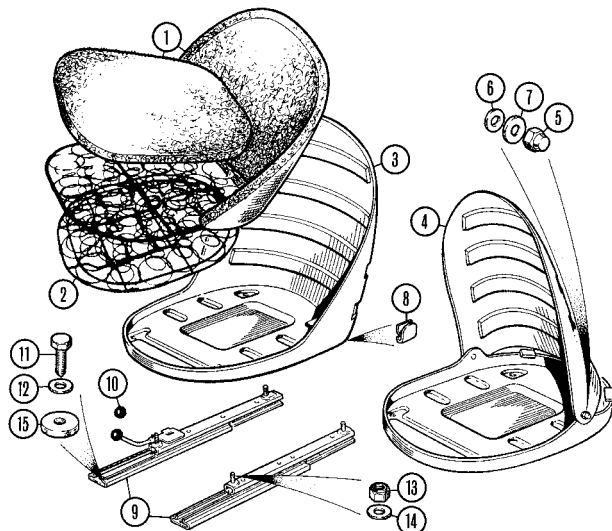
TR4A

TR4A seat design uses the same frame & foam padding arrangement of the third type of TR4 seat, but with a revised cover design and foam shape.



Seat Cover Sets TR4A

	Vinyl	Leather Faced
SEAT COVER SET - BLACK/WHITE	SCA6311 £454.20	SCL6311 £606.90
SEAT COVER SET - MATADOR RED/WHITE	SCA6312 £454.20	SCL6312 £606.90
SEAT COVER SET - CHEROKEE RED/WHITE	SCA63121 £454.20	SCL63121 £606.90
SEAT COVER SET - TAN/WHITE	SCA6313 NCA	SCL6313 NCA
SEAT COVER SET - MIDNIGHT BLUE/WHITE	SCA6317 £454.20	SCL6317 £606.90

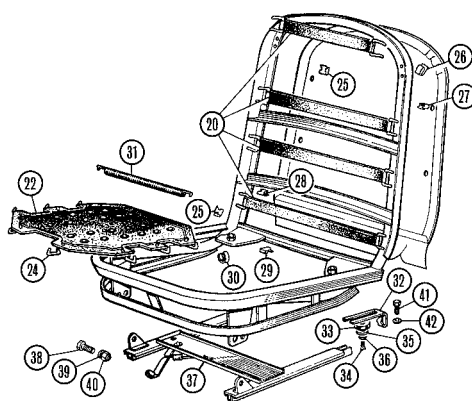


Seat Frames & Fittings

TR4, Type 1 & 2

We recommend that if you are retrimming your seats you should use new foams and springs. This will give the seat more comfort and a better shape.

1	SFK6211	£108.80	SEAT FOAM KIT	1
2	806222	£127.20	SEAT SPRING	2
3	564763NF	£323.10	SEAT FRAME, fixed back	2 driver's side
4	564769NF	£323.10	SEAT FRAME, tilt back	1 passenger's side
NI	GAC6218X	£32.90	TACKING STRIP SET, 2 seats	1 TR3A-4
5	14B2685	£2.20	ACORN NUT, chromed	2 passenger's seat
6	GHF315	£0.22	WASHER, packing	2
7	WA108052	£1.10	WASHER, chrome	2
8	ANK5046A	£0.25	CLIP, rear squab board	12
9	MM801-410	NCA	SEAT RUNNER SET, 4 piece, RH	1
	MM801-420	NCA	SEAT RUNNER SET, 4 piece, LH	1
10	24K6809	£4.60	KNOB, seat adjustment	2
11	GHF101	£0.30	SCREW, seat slides to floor	8
12	GHF300	£0.22	WASHER, plain	8
13	GHF271	£0.41	NUT, nyloc, seat slides to seat	8
14	GHF300	£0.22	WASHER, plain	8
15	AHH6939	£0.90	SPACER, slide to floor	8



TR4, Type 3 & TR4A

We recommend that if you are retrimming your seats you should use new foams and springs. This will give the seat more comfort and a better shape.

20	GAC6120X	£37.00	WEBBING KIT	2
22	612251	£19.20	DIAPHRAGM, with hooks	2
24	612261	£0.43	HOOK, diaphragm	a/r
25	GHF1500	£0.19	CLIP, cover to frame	76
26	613770	£1.80	CLIP	6 rear squab board
27	BD21133	NCA	CLIP	12 to frame
28	GHF1560	£0.36	CLIP	10 rear squab board
29	ANK5046A	£0.25	CLIP	12 finisher to frame
30	BHA4339	£0.64	CLIP, tubular, cushion border	4

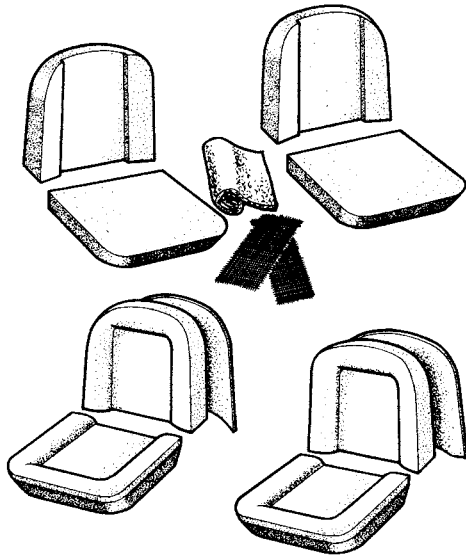
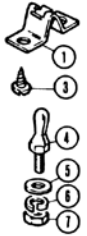
**Seat Frames & Fittings (Continued)**

**TR4, Type 3 & TR4A**

31	612273	NCA	SPRING, cushion tension	2
32	613303	NCA	SPRING, seat retaining	2
33	613746	NCA	BUFFER	4
34	YL6512	NCA	SCREW, spring & buffer to seat frame	4
35	GHF314	£0.22	WASHER, plain	6
36	613745	NCA	WASHER, countersunk	4
37	MM801-430	£84.00	SEAT RUNNER, per seat	2
38	SH605061	£0.22	SCREW, seat to seat rail	4
39	PWZ305	£0.64	WASHER, plain	8
40	GHF272	£0.66	NUT, nyloc	4
41	GHF101	£0.30	SCREW, seat slides to floor	8
42	GHF300	£0.22	WASHER, plain	8

**Rear Seat Fittings TR4-4A**

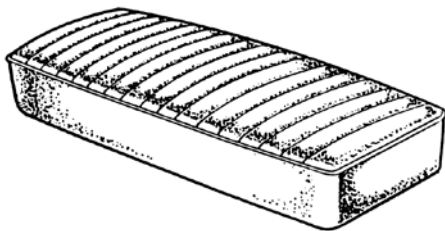
1	562604	NCA	SPRING LATCH, seat	2	TR4
	618429	NCA	SPRING LATCH, seat	2	TR4A
3	TH4603	NCA	SCREW, latch to seat	4	
4	618953	NCA	STUD, seat to seat pan	2	
5	PWZ203	£0.19	WASHER, plain	2	
6	WL700101	£0.25	WASHER, locking	2	
7	HN2005	£0.16	NUT	2	



**Seat Foam Sets**

**TR4, Type 3 & TR4A**

SEAT FOAM SET - TR4, SEAT TYPE 3	SFK6231	£197.60
SEAT FOAM SET - TR4A	SFK6311	£281.10



**Rear Seats TR4-4A**

The TR4 & TR4A have the same rear seat, which is only a cushion fitted on the rear floor. On TR4 soft top models the squab is formed by the trim panels that also enclose the stowed hood frame. TR4 survey top & TR4A models use the tank board as the squab, these panels are included in the relevant trim kit.

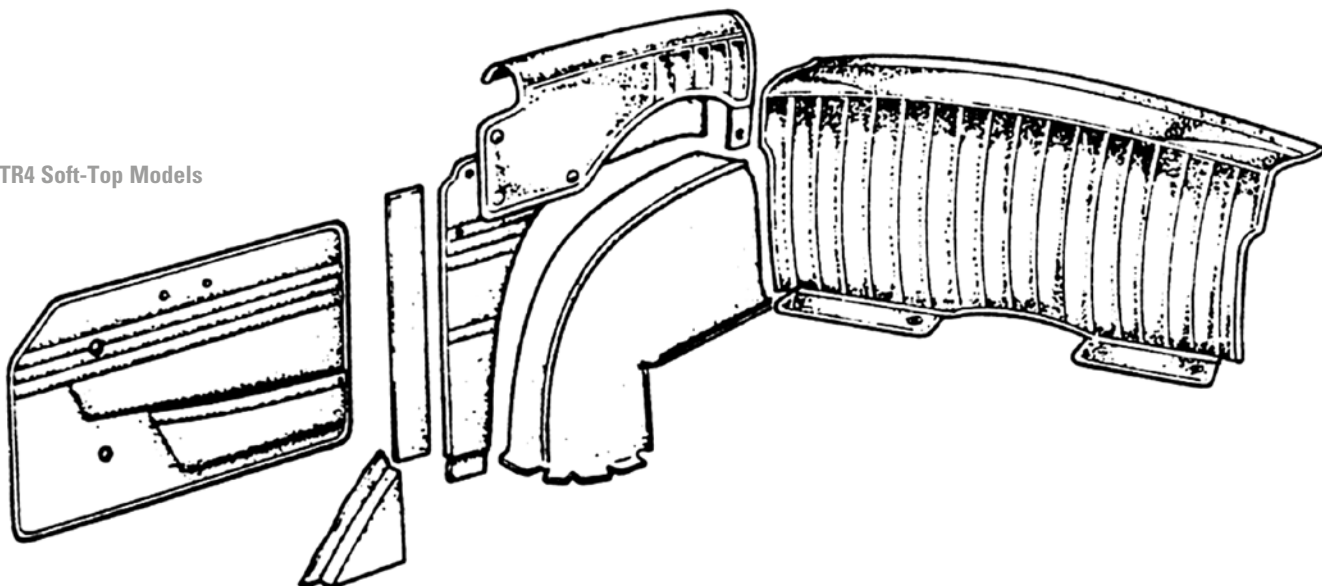
**Seat Cover Sets TR4-4A**

	Vinyl		Leather Faced	
SEAT COVER SET - BLACK/WHITE	SCA6351	£500.60	SCL6351	£628.00
SEAT COVER SET - MATADOR RED/WHITE	SCA6352	£500.60	SCL6352	£628.00
SEAT COVER SET - CHEROKEE RED/WHITE	SCA63521	£500.60	SCL63521	£628.00
SEAT COVER SET - TAN/WHITE	SCA6353	NCA	SCL6353	NCA
SEAT COVER SET - MIDNIGHT BLUE/WHITE	SCA6357	£500.60	SCL6357	£628.00

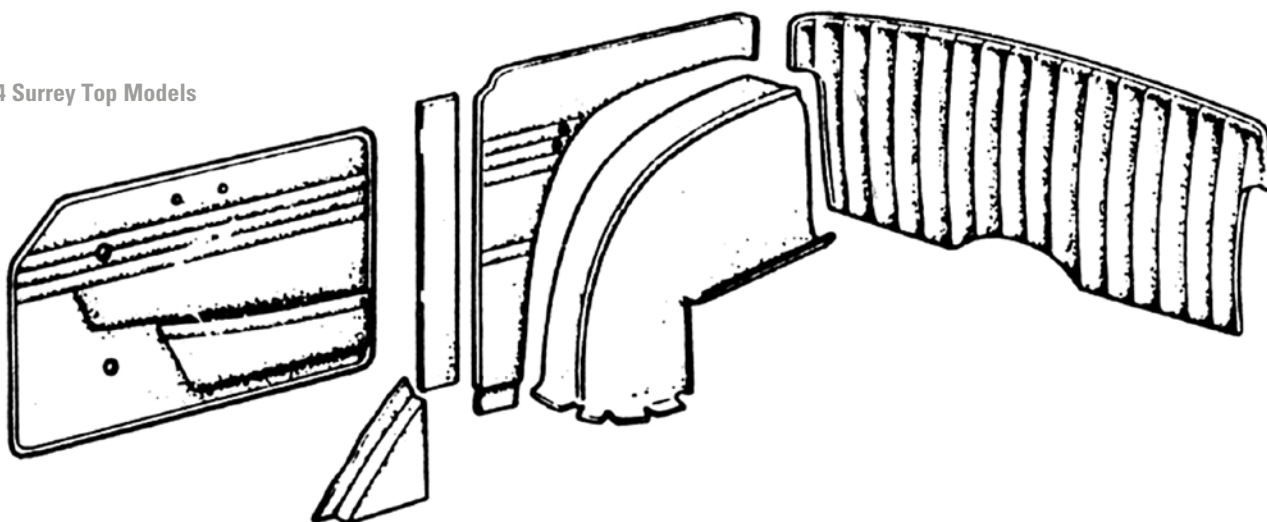
**Seat Assemblies**

	Vinyl		Leather Faced	
SEAT ASSEMBLY - BLACK/WHITE	SAA6351	£698.80	SAL6351	£849.00
SEAT ASSEMBLY - MATADOR RED/WHITE	SAA6352	£698.80	SAL6352	£849.00
SEAT ASSEMBLY - CHEROKEE RED/WHITE	SAA63521	£698.80	SAL63521	£849.00
SEAT ASSEMBLY - TAN/WHITE	SAA6353	NCA	SAL6353	NCA
SEAT ASSEMBLY - MIDNIGHT BLUE/WHITE	SAA6357	£698.80	SAL6357	£849.00

TR4 Soft-Top Models



TR4 Surrey Top Models



## Trim Kits TR4-4A

### TR4, Soft-Top Models

The TR4 soft top (i.e. with the removable canopy and folding hood frame), had a somewhat interesting arrangement in the rear cockpit, when the hood is not being used to protect you from the elements, it is taken off the frame and stored in the boot of the car, this is the arrangement used by most sports cars of the period, including TR2-3A. This leaves the frame on the car, which when folded down looks quite ugly. On the TR3 there is a hood frame stowage cover, but on the TR4 soft-top models - rather ingeniously - the hood frame stowage cover is incorporated in the rear cockpit interior trim, and forms a kind of mini 'armchair' with two sides and a back provided with thick padding, to allow rear passengers to sit in comfort! As with TR4 seats the trim is white piped where required.

The trim kit includes: a pair of door panels, a pair of quarter panels, a pair of rear wheel arch covers, loose material to cover the inner rear wing behind the B post, and the triangular B post gusset covers, plus the three pieces that form the hood stowage cover.

TRIM KIT - BLACK/WHITE	TKA6271	£677.80
TRIM KIT - MATADOR RED/WHITE	TKA6272	£677.80
TRIM KIT - CHEROKEE RED/WHITE	TKA62721	£677.80
TRIM KIT - TAN/WHITE	TKA6273	NCA
TRIM KIT - MIDNIGHT BLUE/WHITE	TKA6277	£677.80

### TR4, 'Surrey' Top Models

As the 'Surrey' top comprises a fixed back light there is no requirement for hood frame stowage, this means the rear cockpit trim for these models is far simpler. In the main the trim is identical to the soft-top type but features flat rear quarter panels, and the tank board features a slightly padded, welded vertically fluted pattern; this forms the squab of the rear seat. As with TR4 seats the trim is white piped where required.

The trim kit includes: a pair of door panels, a pair of quarter panels, a pair of rear wheel arch covers, tank board, loose material to cover the inner rear wing behind the B post, and the triangular B post gusset covers.

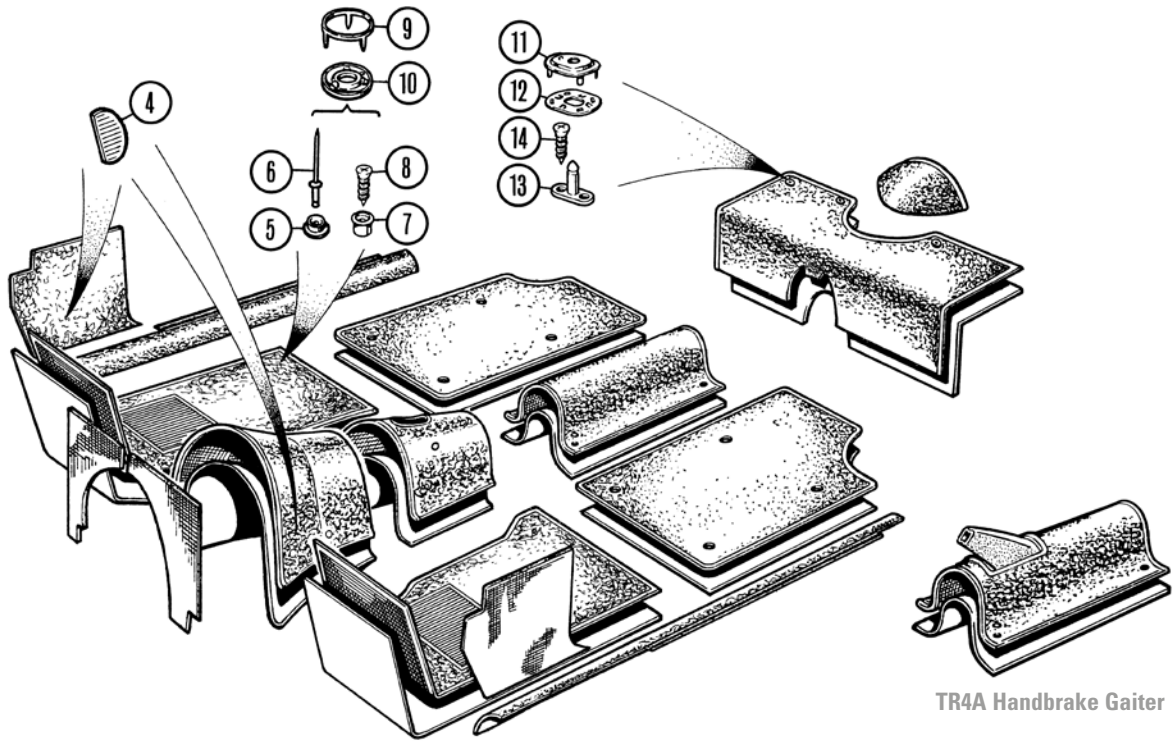
TRIM KIT - BLACK/WHITE	TKA6211	£408.40
TRIM KIT - MATADOR RED/WHITE	TKA6212	£408.40
TRIM KIT - CHEROKEE RED/WHITE	TKA62121	£408.40
TRIM KIT - MIDNIGHT BLUE/WHITE	TKA6217	£408.40

### TR4A Models

TR4A models only feature one type of interior trim, whether fitted with a soft-top or 'Surrey' top. The tank board features a slightly padded, welded vertically fluted pattern; this forms the squab of the rear seat. As with TR4A seats the trim is white piped where required.

The trim kit includes: a pair of door panels, a pair of quarter panels, a pair of rear wheel arch covers, tank board, loose material to cover the inner rear wing behind the B post, and the triangular B post gusset covers.

TRIM KIT - BLACK/WHITE	TKA6221	£408.40
TRIM KIT - MATADOR RED/WHITE	TKA6222	£408.40
TRIM KIT - CHEROKEE RED/WHITE	TKA62221	£408.40
TRIM KIT - MIDNIGHT BLUE/WHITE	TKA6227	£408.40



TR4A Handbrake Gaiter

**Carpet Sets TR4-4A**

Our carpet sets are manufactured to high standards using materials that are better quality than the originals. We offer both wool and nylon carpets sets and for customers to choose their preference.

TR4 & TR4A carpets sets are very similar, except the position of the handbrake, which comes through the floor on the right of the gearbox tunnel on TR4 models, in common with TR2-3A. This means for drivers of RHD cars there is always something nagging at your left knee while you are driving. The luckier people are the drivers of LHD cars who have their girlfriend in the passenger seat and are able to lean over to put the fly-off hand brake on or off as appropriate (Pete Cox once explained that this is something worth emigrating for...).

TR4A carpet sets include the hand brake gaiter sewn into the propshaft tunnel carpet. This is not original, as the original carpets simply had a rectangular hole cut in the carpet that allowed the gaiter (which was stapled to the fibreboard support beneath the carpet) to poke through. We are unable to supply the fibreboard support in this specification.

**TR4**

**TR4 Carpet Sets**

	Nylon		Wool	
CARPET SET - BLACK	CSA6311	£224.50	CSB6311	£375.00
CARPET SET - RED	CSA6312	£224.50	CSB6312	£375.00
CARPET SET - TAN	CSA6313	NCA	CSB6313	£375.00
CARPET SET - BLUE	CSA6317		CSB6317	NCA

**TR4A**

**TR4A Carpet Sets**

	Nylon		Wool	
CARPET SET - BLACK	CSA6411	£222.50	CSB6411	£375.00
CARPET SET - RED	CSA6412	£222.50	CSB6412	£375.00
CARPET SET - TAN	CSA6413	£222.50	CSB6413	£375.00
CARPET SET - BLUE	CSA6417	NCA	CSB6417	£460.00

**Underfelt Set**

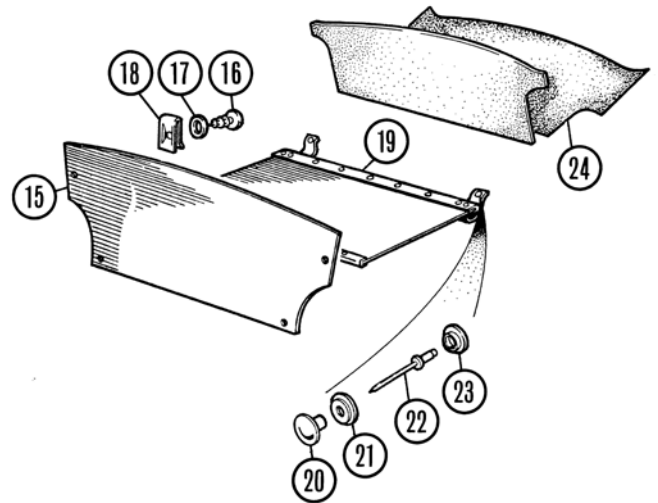
We also offer a pre-cut underfelt set to reduce unwanted noise. Suitable for all TR4-4A models.

UNDERFELT SET	639-355	£68.50
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**Carpet Hardware & Consumables**

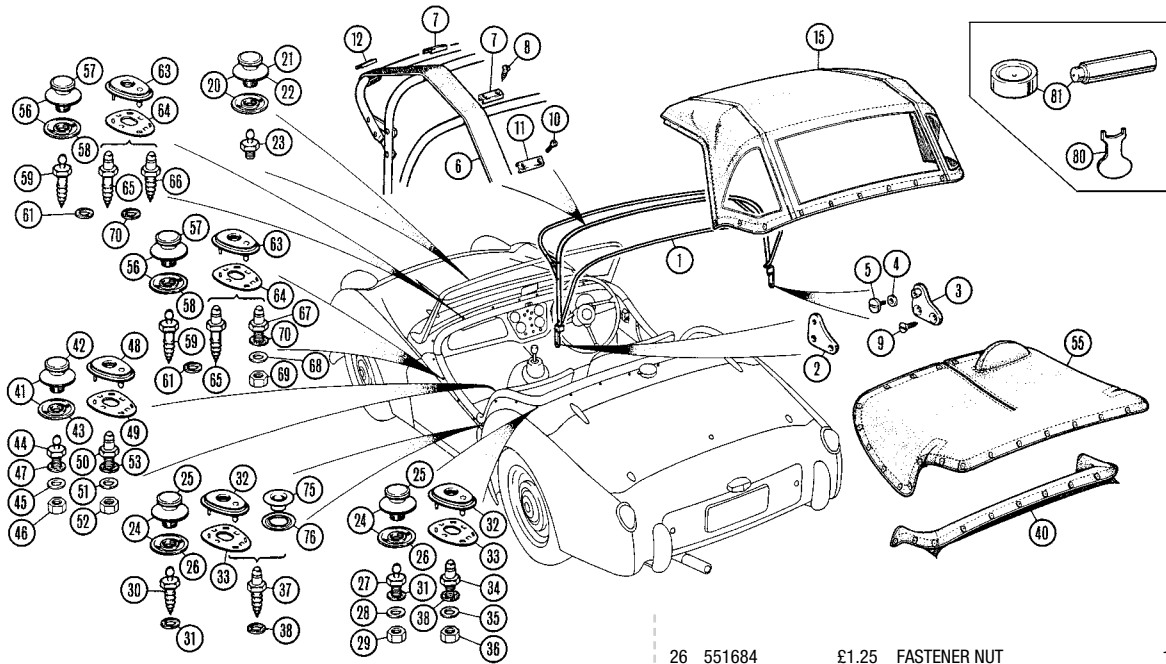
4	602221	£4.30	TOE PAD, carpet protection	a/r
5	610624	£0.62	STUD, short	a/r
6	RU608123	£0.47	RIVET, (use with 610624)	a/r
7	611845	£3.55	STUD, long	a/r when underfelt fitted
8	GHF401	£0.30	SCREW, (use with 611845)	a/r
9	14G8736	£0.30	SPIKE RING	a/r
10	CD23803	£1.10	FASTENER	a/r

11	552650	£0.72	FASTENER, socket, 'Lift the Dot'	8	} carpet to seat pan TR4
12	552651	£0.76	CLINCH PLATE, 'Lift the Dot'	4	
13	611670	£3.30	PEG & PLATE, 'Lift the Dot'	4	
14	AD606053	£0.66	SCREW, self-tapping	8	
	UBS110	£22.10	ADHESIVE, tin, 500ml	a/r	
	UBS203	£8.70	ADHESIVE, aerosol, 500ml	a/r	



**Boot Trim & Fittings**

15	806135	£25.20	BOARD, fuel tank casing	1
16	GHF425	£0.22	SCREW	8
17	WP124	£0.60	WASHER	8
18	GHF712	£0.30	SPIRE NUT	8
19	806837	£122.80	COVER, spare wheel	1
20	7H9866	£0.34	SOCKET, on strap	2
21	7H9868	£0.24	BUTTON, on strap	2
22	GHF600	£0.16	RIVET	2
23	610624	£0.62	STUD	2
24	CSA6391	£39.30	BOOT MAT, carpet, nylon, black	1
	CSB6391	£69.60	BOOT MAT, carpet, wool, black	1



**Hood, Frame & Tonneau TR2-3A**

**Frame & Fittings**

Ill	Part Number	Description	Req.	Details
1	800542	£262.40 FRAME ASSEMBLY, hood	1	

Note: Hood frame pivots on the Lower End Hole - NOT the centre hole.

2	602024	£8.90 PIVOT & BODY BRACKET, LH	1	
3	602025	£8.90 PIVOT & BODY BRACKET, RH	1	
4	WB110061	£0.77 WASHER, plain	2	
5	602029	£10.96 SCREW, main link to body pivot bracket	2	
6	531970	£5.40 WEBBING, black	2	
7	602030	£1.80 PLATE (Plate secures webbing to main & rear sticks).	4	
8	YA163	£0.41 SCREW, plate to sticks	12	
9	516158	£1.43 SCREW	4	
10	PMZ308	£0.30 SCREW, plate to tonneau panel	2	
11	602030	£1.80 PLATE, webbing to tonneau panel	2	
12	602030	£1.80 PLATE, webbing to front stick	1	

**Hood & Fittings**

Note: If Dzus type sidescreens are fitted to an earlier car it is necessary to fit the later type of hood.

15	551863	£334.50 HOOD, black, vinyl, single window	1	TR2
	703169	£324.30 HOOD, black, vinyl	1	TR2-3, TR3A
	703169DD	NCA HOOD, black, double duck	1	To TS28825
	703169MH	£393.40 HOOD, black, mohair	1	
	703168	£376.70 HOOD, white, vinyl	1	
	704108	£312.60 HOOD, black, vinyl	1	TR3A From TS28826
	704108MH	£554.90 HOOD, black, mohair	1	
	704108NMH	£585.70 HOOD, blue, mohair	1	
	704110	£349.40 HOOD, white, vinyl	1	
	705963Z	£360.00 HOOD, black, vinyl	1	
	705963ZWZ	NCA HOOD, zip out window, vinyl	1	
	705963DD	NCA HOOD, double duck	1	TR4
	705963WDD	NCA HOOD, zip out window, double duck	1	
	705963ZWMH	NCA HOOD, zip out window, mohair	1	
	572598Z	£398.90 HOOD, black, vinyl	1	
	572598ZWZ	£371.50 HOOD, zip out window, black, vinyl	1	
	572598DD	NCA HOOD, double duck	1	TR4A
	572598MH	£567.30 HOOD, mohair	1	
	572598ZWMH	£604.40 HOOD, zip out window, mohair	1	
NI	559698	£51.50 HOOD DRAUGHT EXCLUDER, black	1	TR3A
NI	559699	£51.50 HOOD DRAUGHT EXCLUDER, white	1	
20	TFS106	£2.80 FASTENER, Tenax*	10	hood to screen frame
21	552964	£4.66 FASTENER	10	
22	551684	£1.25 FASTENER NUT	10	
23	553827	£3.30 PEG, Tenax*	10	
24	TFS106	£2.80 FASTENER, Tenax, hood to body*	14	
25	552964	£4.66 FASTENER	14	

26	551684	£1.25 FASTENER NUT	14	
27	TFP1006	£1.00 PEG, Tenax, threaded, on body*	12	TR2 To TS5255
28	WL700101	£0.25 WASHER, locking	12	
29	GHF206	£0.16 NUT, plain	12	
30	552392	£2.65 PEG, Tenax, on body*	2	
31	2K4936	£0.30 WASHER, leather	14	
32	552650	£0.72 FASTENER, socket, 'Lift the Dot'	14	hood to body
33	552651	£0.76 PLATE, clinch, socket to hood	14	
34	97H717	£0.89 PEG, 'Lift the Dot', on body	12	TR2 From TS5256,
35	WL700101	£0.25 WASHER, locking	12	TR3-3A
36	GHF206	£0.16 NUT, plain	12	
37	552670	£1.04 PEG, 'Lift the Dot', on body	2	TR2 From TS5256,
38	2K4936	£0.30 WASHER, leather	14	TR3-3A

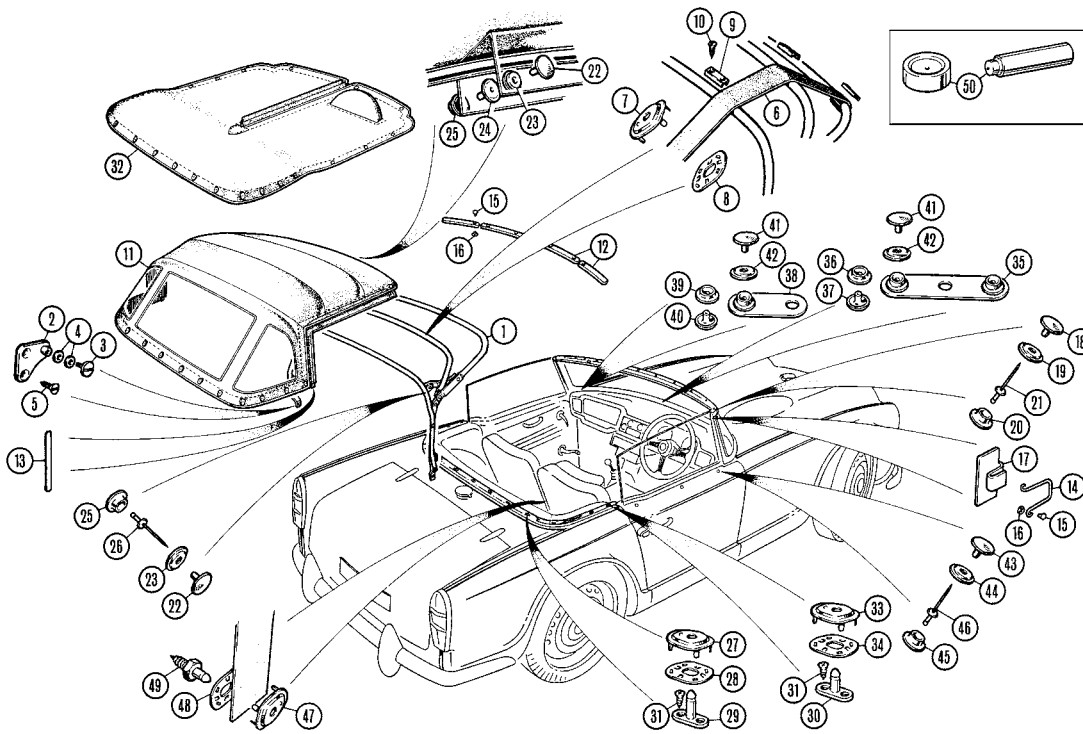
**Hood Stick Cover & Fittings**

40	559444	£121.30 HOOD STICK COVER, black	1	
	559446	£121.30 HOOD STICK COVER, white	1	
41	TFS106	£2.80 FASTENER, Tenax, cover to body*	14	
42	552964	£4.66 FASTENER	14	
43	551684	£1.25 FASTENER NUT	14	
44	TFP1006	£1.00 PEG, Tenax, on capping*	2	TR2 To TS5255
45	WL700101	£0.25 WASHER, locking	2	
46	GHF206	£0.16 NUT, plain	2	
47	2K4936	£0.30 WASHER, leather	2	
48	552650	£0.72 FASTENER, socket, 'Lift the Dot'	14	cover to body
49	552651	£0.76 PLATE, clinch, socket to cover	14	
50	97H717	£0.89 PEG, 'Lift the Dot', on body	2	TR2 From TS5256,
51	WL700101	£0.25 WASHER, locking	2	TR3-3A
52	GHF206	£0.16 NUT, plain	2	
53	2K4936	£0.30 WASHER, leather	2	

**Tonneau Cover & Fittings**

All Moss Europe replacement tonneau covers are to the post TS41743 specification.

55	559479	£219.80 TONNEAU COVER, black, vinyl	1	RHD models
	559479DD	NCA HOOD COVER, black, double duck	1	To TS28825
	559479MH	£384.90 HOOD COVER, black, mohair	1	
	559483	NCA TONNEAU COVER, white, vinyl	1	
	559478	£219.80 TONNEAU COVER, black, vinyl	1	LHD models
	559478MH	£384.90 TONNEAU COVER, black, mohair	1	
	559482	£242.10 TONNEAU COVER, white, vinyl	1	
56	TFS106	£2.80 FASTENER, Tenax, (cover to body)*	30	
57	552964	£4.66 FASTENER	30	
58	551684	£1.25 FASTENER NUT	30	TR2 To TS5255
59	552391	£2.20 PEG Tenax, door & scuttle*	16	
61	2K4936	£0.30 WASHER, leather	16	
63	552650	£0.72 FASTENER, socket, 'Lift the Dot'	30	on cover
	552650Z	NCA FASTENER, socket, 'Lift the Dot', unbranded	30	TR2 From TS5256,
64	552651	£0.76 PLATE, clinch, socket to cover	30	TR3-3A
65	552667	£1.16 PEG, 'Lift the Dot', (door & scuttle)	16	TR2 From TS5256,
				TR3, TR3A To TS60000
66	552670	£1.04 PEG, 'Lift the Dot', (on scuttle)	8	
67	97H717	£0.89 PEG, 'Lift the Dot', (on door skin)	8	TR3 From TS60001
68	WL700101	£0.25 WASHER, locking	8	
69	GHF206	£0.16 NUT, plain	8	
70	2K4936	£0.30 WASHER, leather	16	TR2 From TS5256, TR3-3A
75	618177	£0.72 SAIL EYELET	2	TR3 From TS41743
76	618178	£0.41 SAIL EYELET RING	2	



\*Note: The baby Tenax pegs & fasteners were used to attach the hood, tonneau and hood stick cover on TR2's up to TS5255. These have been unavailable for many years. We supply the regular sized Tenax fasteners & pegs which must be fitted in sets to replace individual baby/Tenax items.

**Tools**

80	GAC5063X	£1.43	TENAX TOOL	1
81	GAC5062X	NCA	SAIL EYELET TOOL, 2 piece	1

**Hood, Frame & Tonneau TR4**

The TR4 hood had a rather interesting method of holding its leading edge to the windscreen. Later cars such as TR4A had 'over centre' clamps and, the TR6 (& Spitfire) had interesting handle arrangements with a 'cam lock peg' system, which gave a very satisfactory seal between the hood and the front edge of the windscreen. TR4's however, relied on steel stripping which was enclosed in the leading edge of the hood and was clipped under an extended top windscreen capping. This meant that it was only the up-force on the underside of the hood (in cockpit) that kept it from flying away. The windscreen capping on TR4's had a pronounced forward extension to take this and, the same method was used to secure the front edge of the Surrey top to the windscreen. Whereas the rear edge was by a bar which was sewn into the Surrey top and secured by two thumb screws, through the rear aluminium Surrey top unit. These items are supplied as a 3 piece set (there were three piece originally) under the part number 806696/MET (item 12). This is the part number for the steel strips on the Surrey top, but they are the same in both the Surrey top and the softtop, so you can use them to replace the worn out rusty ones in your softtop. For cars fitted with the Surrey hard top (which incidentally was available in both aluminium and steel), the windscreen capping could be changed for a much shorter type, as there was no need to provide an arrangement for holding the softtop on the leading edge of the windscreen.

**Frame & Fittings**

Note: Hood frame pivots on the centre hole, **NOT** the lower hole.

1	850405	£233.10	HOOD FRAME ASSEMBLY	1
2	602024	£8.90	BRACKET, body & pivot, LH	1
	602025	£8.90	BRACKET, body & pivot, RH	1
3	602029	£10.96	SCREW, main link to pivot	2
4	WB110061	£0.77	WASHER, plain	4
5	516158	£1.43	SCREW, body & pivot to body	4
6	531970	£5.40	WEBBING, black	2
7	552650	£0.72	FASTENER, socket, 'Lift the Dot'	2 on webbing
8	552651	£0.76	CLINCH PLATE, for socket	2
9	602030	£1.80	PLATE, webbing to hood sticks	6
10	YA163	£0.41	SCREW, plate & webbing	12 to hood sticks

**Hood & Fittings**

Hoods can be made in a variety of colours and materials (such as Double Duck & Mohair). These hoods are also available with zip out rear windows, please phone. Please contact your nearest Moss branch for details & options. Allow extra time for their manufacture.

11	705963Z	£360.00	HOOD, black, vinyl	1
	705963W	£372.70	HOOD, white, vinyl	1
12	806696/MET	£23.80	HOOD STIFFENER, front	1 (set of 3)

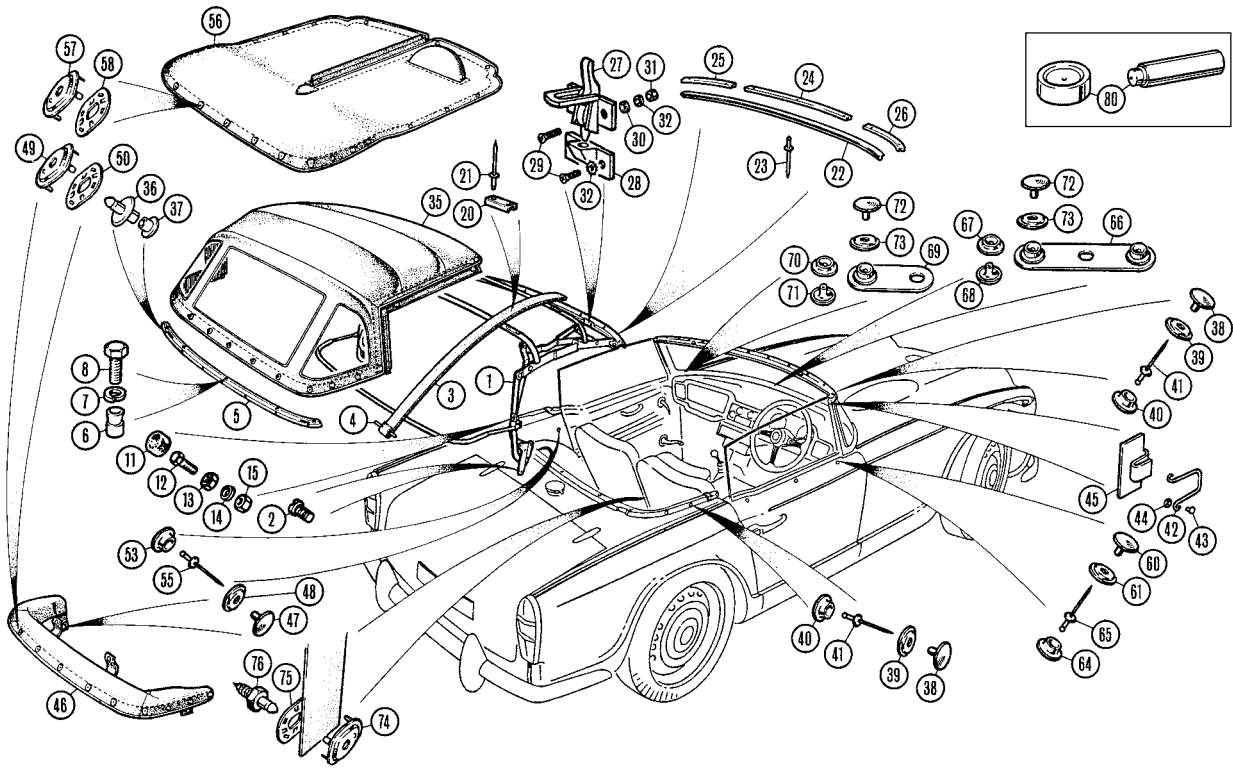
13	705963/MET	£11.70	HOOD STIFFENER, side	2
14	613767	£3.16	HOOK, side valance	2
15	563032	£0.66	TUBULAR RIVET	16 retaining hook & stiffener
16	565756	£0.41	RIVET CAP	16
17	611895	£7.30	BRACKET, hook to screen frame	2
18	7H9864	£0.28	BUTTON, hood to screen frame	2
19	7H9866	£0.34	SOCKET, hood to screen frame	2
20	610624	£0.62	STUD, on screen frame capping	2
21	RU608123	£0.47	RIVET, stud to capping	2
22	7H9864	£0.28	BUTTON, hood to hood frame	6
23	7H9866	£0.34	SOCKET, hood to hood frame	6
24	7H9868	£0.24	BASE, stud to hood fabric	4
25	610624	£0.62	STUD, hood to hood frame	6
26	RU608123	£0.47	RIVET, stud to hood frame	2
27	552650	£0.72	FASTENER, socket, 'Lift the Dot'	16 hood to body
28	552651	£0.76	CLINCH PLATE, 'Lift the Dot'	16
29	611670	£3.30	HOOD PEG, male, (long)	2 on tonneau capping
30	LFP116	£2.40	HOOD PEG, male, (short)	14 on tonneau capping
31	AD606063	£0.47	SCREW, hood pegs	32 to tonneau capping

**Tonneau Cover & Fittings**

Tonneau covers can be made in a variety of colours and materials (such as Double Duck & Mohair). Please contact your nearest Moss branch for details & options. Allow extra time for their manufacture.

32	822051	£263.60	TONNEAU COVER, black	1	} RHD models
	713889	NCA	TONNEAU COVER, white	1	
	822061	£263.60	TONNEAU COVER, black	1	} LHD models
	713891	NCA	TONNEAU COVER, white	1	
33	552650	£0.72	FASTENER, socket, 'Lift the Dot'	16	cover to body
34	552651	£0.76	CLINCH PLATE, 'Lift the Dot'	16	
35	611707	£9.00	BRACKET, centre	1	cover to fascia
36	610624	£0.62	STUD, in bracket	2	
37	7H9868	£0.24	BASE, stud to bracket	2	
38	611709	£8.80	BRACKET, outer	2	cover to fascia
39	610624	£0.62	STUD, in bracket	2	
40	7H9868	£0.24	BASE, stud to bracket	2	
41	7H9864	£0.28	BUTTON, cover to fascia	4	
42	7H9866	£0.34	SOCKET, cover to fascia	4	
43	7H9864	£0.28	BUTTON, cover to door	6	
44	7H9866	£0.34	SOCKET, cover to door	6	
45	610624	£0.62	STUD, cover to door	6	
46	GHF600	£0.16	RIVET, stud to door	6	
47	552650	£0.72	FASTENER, socket, 'Lift the Dot'	1	} tie strap to passenger seat
	552650Z	NCA	FASTENER, socket, 'Lift the Dot', unbranded	1	
48	552651	£0.76	CLINCH PLATE, 'Lift the Dot'	1	
49	552670	£1.04	PEG, (on passenger seat)	1	
50	GAC5060X	£5.90	DURABLE DOT TOOL, 2 piece	1	





**Hood, Frame & Tonneau TR4A**

**Frame & Fittings**

Ill	Part Number	Description	Req.	Details
1	904015	NCA FRAME ASSEMBLY, hood	1	
2	516158	£1.43 SCREW	6	
3	531970	£5.40 WEBBING	2	
4	571097	£2.50 RETAINER, wire	2	
5	812832	£48.90 RETAINER BAR, hood rear	1	
6	617975RP	£3.90 RIVNUT	5	
7	GHF331	£0.38 WASHER, locking	5	
8	HU706P	£1.06 SCREW	5	
11	615561	NCA BUFFER	2	
12	GHF101	£0.30 SCREW	2	
13	JN2107	£0.43 HALF NUT	2	
14	GHF300	£0.22 WASHER, plain	2	
15	GHF200	£0.22 NUT, plain	2	
20	602030	£1.80 RETAINER, hood webbing	8	
21	RU608123	£0.47 RIVET, retainer to frame	16	
22	616187	£15.16 SEAL, header rail	1	
23	RU608123	£0.47 RIVET	9	
24	713036	£6.65 CHANNEL, to hold seal, centre	2	
25	713037	£6.40 CHANNEL, to hold seal, LH	1	
26	713038	£6.40 CHANNEL, to hold seal, RH	1	
27	609331	£84.10 LATCH, hood	2	on hood frame
28	609332	£32.00 CATCH, hood	2	on windscreen frame
29	SP87K5	£3.10 SCREW	8	
30	WM55	£0.30 WASHER, plain	4	
31	HN2005	£0.16 NUT, plain	4	
32	WL700101	£0.25 WASHER, locking	8	

**Hood & Fittings**

35	572598Z	£398.90 HOOD COVER, black	1	
	572598W	NCA HOOD COVER, white	1	

Note: Hoods can be made in a variety of colours and materials (such as Double Duck & Mohair). These hoods are also available with zip out rear windows, please phone. Please contact your nearest Moss branch for details & options. Allow extra time for their manufacture.

36	565349	£3.40 PEG, 'Lift the Dot'	7	in hood & rear rail
37	571242	£1.10 FASTENER, peg	7	to hood & rear rail
38	7H9864	£0.28 BUTTON, Durable dot	6	in hood cover
39	7H9866	£0.34 SOCKET, Durable dot	6	
40	610624	£0.62 STUD, Durable dot, in body	6	
41	RU608123	£0.47 RIVET, stud to body	6	
42	613767	£3.16 HOOK, side valance	2	to screen frame
43	563032	£0.66 TUBULAR RIVET, hook & stiffener	4	

44	565756	£0.41 RIVET CAP	4	
45	611895	£7.30 HOOK BRACKET	2	on screen frame

**Hood Stowage Cover & Fittings**

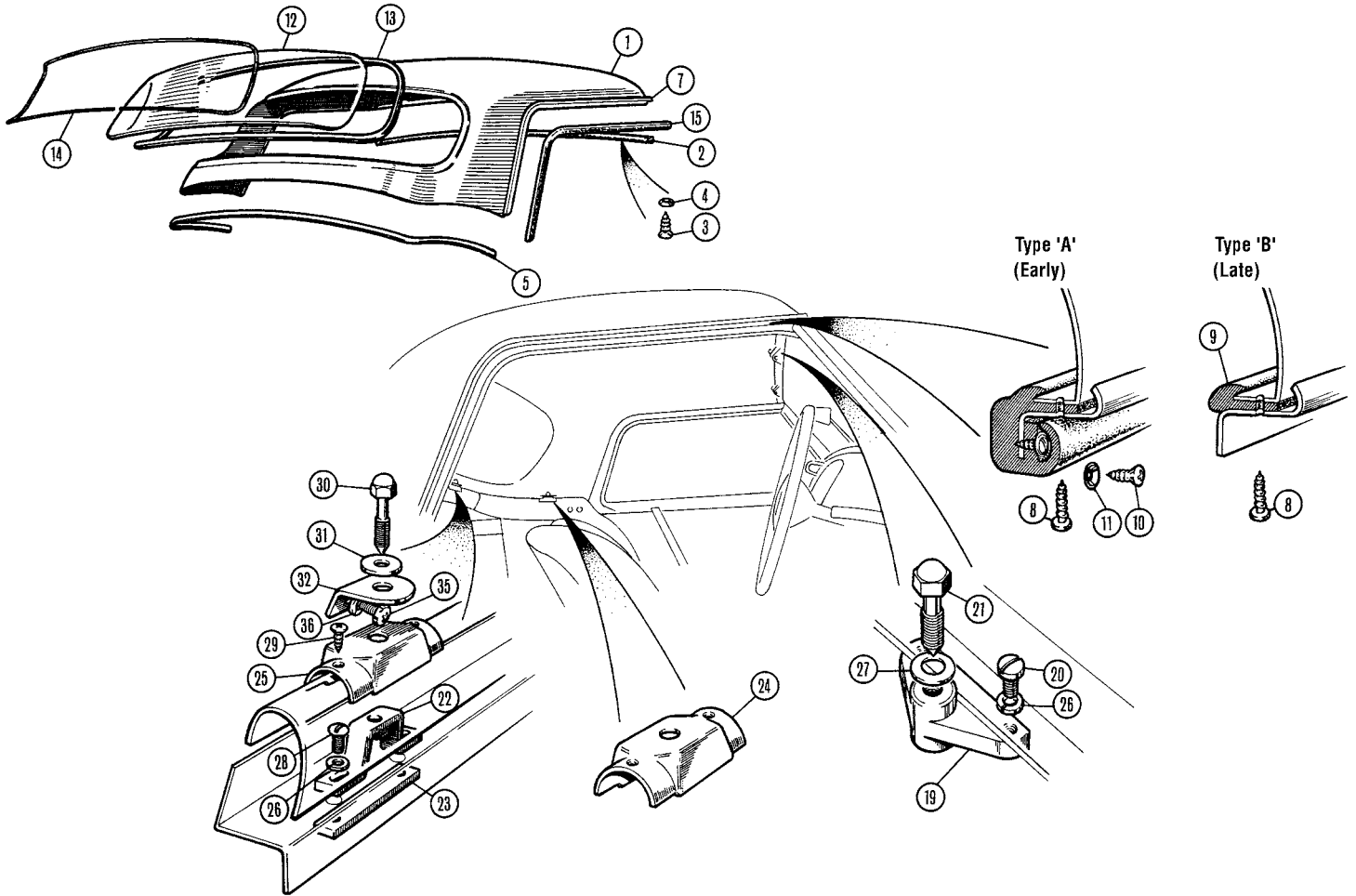
46	708722	£168.20 STOWAGE COVER	1	black with white piping
	726211W	NCA STOWAGE COVER	1	white
	708720	NCA STOWAGE COVER	1	red with white piping
47	7H9864	£0.28 BUTTON, Durable dot	10	} (stowage cover to body & trim panel)
48	7H9866	£0.34 SOCKET, Durable dot	10	
49	552650	£0.72 FASTENER, socket, 'Lift the Dot'	7	} stowage cover to body
50	552651	£0.76 CLINCH PLATE, 'Lift the Dot'	7	
53	610624	£0.62 STUD, Durable dot, (on trim panel)	4	
54	RU608123	£0.47 RIVET, stud to trim panel	4	

**Tonneau Cover & Fittings**

56	822051	£263.60 TONNEAU COVER, black, RHD	1	} vinyl without headrests
	713889	NCA TONNEAU COVER, white, RHD	1	
	822061	£263.60 TONNEAU COVER, black, LHD	1	
	713891	NCA TONNEAU COVER, white, LHD	1	
	822051MH	£393.00 TONNEAU COVER, black, RHD*	1	} without headrests
	822061MH	£393.00 TONNEAU COVER, black, LHD	1	
	TDT002	£379.00 TONNEAU COVER, black, RHD*	1	} Double duck without headrests
	TDT004	£379.00 TONNEAU COVER, black, LHD*	1	
	TDT001	£395.00 TONNEAU COVER, black, RHD*	1	} Double duck with headrests
	TDT003	£395.00 TONNEAU COVER, black, LHD*	1	
57	552650	£0.72 FASTENER, socket, 'Lift the Dot'	7	} cover to body
58	552651	£0.76 CLINCH PLATE, 'Lift the Dot'	7	
60	7H9864	£0.28 BUTTON	12	} (cover to door and forward deck pieces)
61	7H9866	£0.34 SOCKET	12	
64	610624	£0.62 STUD, cover to door	6	
65	GHF600	£0.16 RIVET, stud to door	6	
66	611707	£9.00 BRACKET	1	centre, cover to fascia
67	610624	£0.62 STUD, in bracket	2	
68	7H9868	£0.24 BASE, stud to bracket	2	
69	611709	£8.80 BRACKET	2	outer, cover to fascia
70	610624	£0.62 STUD, in bracket	2	
71	7H9868	£0.24 BASE, stud to bracket	2	
72	7H9864	£0.28 BUTTON, cover to fascia	4	
73	7H9866	£0.34 SOCKET, cover to fascia	4	
74	552650	£0.72 FASTENER, socket, 'Lift the Dot'	1	} cover to body & strap to passenger seat
75	552651	£0.76 CLINCH PLATE, 'Lift the Dot'	1	
76	552670	£1.04 PEG, on passenger seat	1	
80	GAC5060X	£5.90 DURABLE DOT TOOL, 2 piece	1	

**Hardtop (Factory) TR2-3A**

The hardtop kit was offered as an optional extra quite early on in the life of the TR2. There was a considerable improvement in the car build accuracy from TS6824, when new body jigs were introduced



on the assembly line, which made fitting the kit less difficult. The factory fitting instructions more than hinted to leave all the fittings quite loose to allow plenty of 'adjustment scope' - until all was sitting on the car satisfactorily, then start fully tightening the bolts. Somewhat near the end of the process the onset of a 'squeegee' sound usually meant that the rear window wasn't too happy with the new shape it was being asked to become; partly the price paid for hand built cars, but probably more often the result of bodywork re-arrangement.

As the windows were made of Perspex, this was really catastrophic, but may explain some strange scratch marks on windows of otherwise good second-hand units. Hardtops were constructed in both polyester and steel, to identical patterns.

Ill	Part Number	Description	Req.	Details
1	553742	£910.00 HARDTOP	1	inc. backlight & seals only
2	603328	£12.50 SEAL, rubber, front sealing	1	
3	AD604062	£0.47 SCREW, sealing rubbers	12	
4	SP132BCP	£0.47 CUP WASHER, on screw	12	
5	602269	£55.10 SEALING STRIP, hardtop to saddle	1	
7	802612	NCA DRIP CHANNEL, cantrail, RH	1	
	802611	NCA DRIP CHANNEL, cantrail, LH	1	
8	GHF421	£0.14 SCREW, drip channel	24	
9	607071	£30.60 STRIP, sealing cantrail	2	
(There were two types of cantrail seal fitted during the production history of the hardtop. Both were supplied under the same part no. (607071) by the same supplier. There was the early all rubber type (see ill. 'A') which was superseded to the later 2-piece rubber & furflex type (see ill. 'B', & item 15). We supply the later 2-piece type).				
10	AD604062	£0.47 SCREW, sealing strip	14	type 'A' cantrail
11	SP132BCP	£0.47 CUP WASHER, (under screw)	14	sealing strip only
12	553132	NCA BACKLIGHT, perspex	1	
	553132Z	£170.00 BACKLIGHT, perspex, aftermarket	1	
13	559766	£13.50 SEALING STRIP, (backlight)	1	
14	559767	£6.60 FILLER, sealing, (backlight)	1	
15	609450	£6.40 SEAL, (Furflex), black	2	'Snap-on' type
	609451	NCA SEAL, (Furflex), red	2	
	609452	NCA SEAL, (Furflex), blue	2	
	609453	NCA SEAL, (Furflex), Silverstone grey	2	
	609454	NCA SEAL, (Furflex), Targo purple	2	

Note: The original items were supplied in a number of different material finishes. As original stocks dwindle we will supply modern equivalents in furflex, woven or plastic finish. The modern replacement items are listed here - 2 metres required per hardtop.

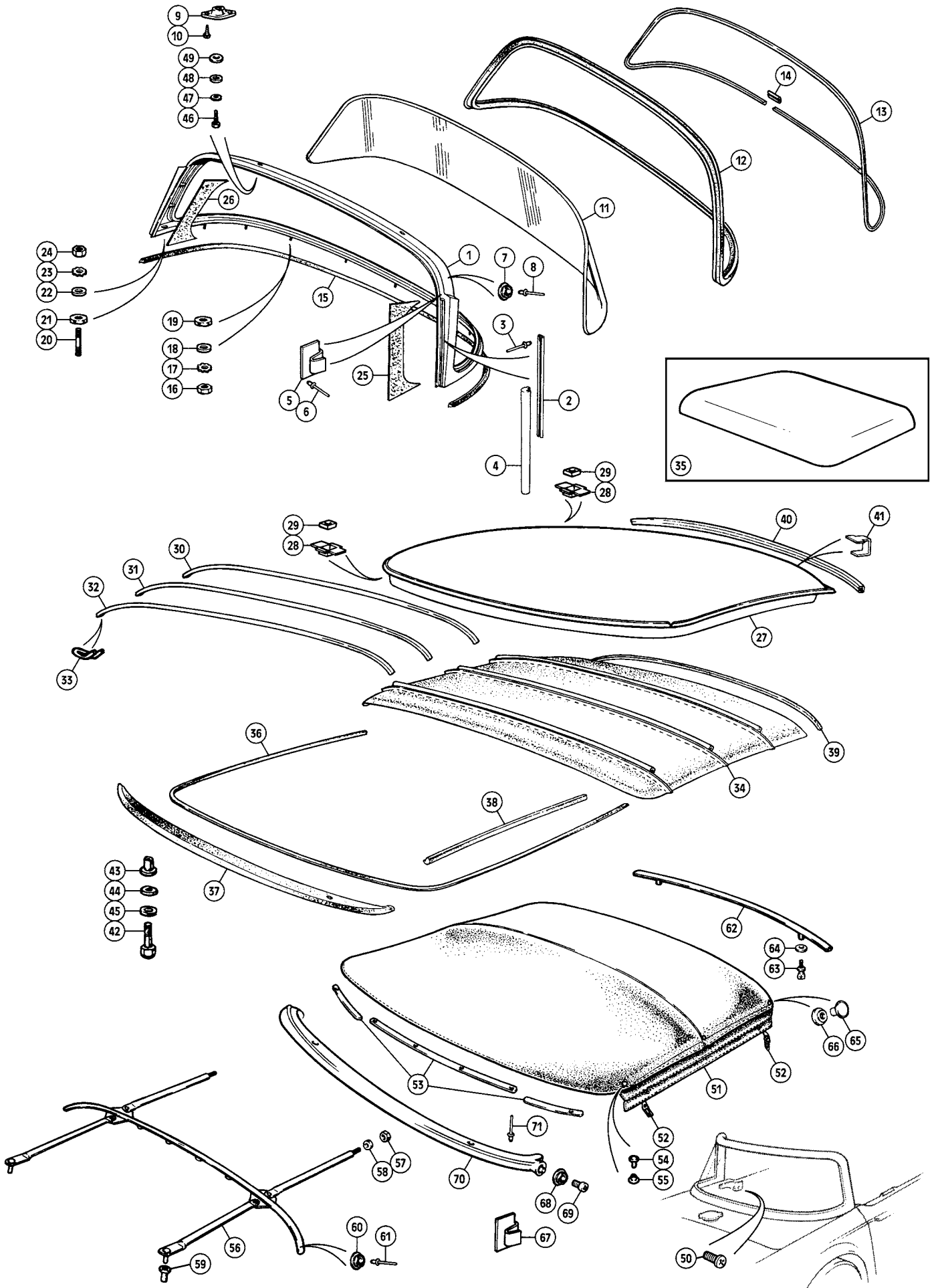
724031M	£6.50	SEAL, (felt/rubber), black	2	
DER5001M	NCA	SEAL, (felt/rubber), red	2	
DEG3220M	£11.30	SEAL, (woven/rubber), green	2	
DEL3220M	£11.30	SEAL, (woven/rubber), blue	2	
KGF817M	NCA	SEAL, (plastic/rubber), grey	2	
NI 556034FK	£200.00	FITTING KIT, (hardtop)	1	(Kit includes items 19 to 31).
19	603189	£22.40 BRACKET	3	hardtop to windscreen
20	501434	£1.43 SCREW	6	w/screen bracket to screen
21	602295	£8.40 SCREW	3	hardtop to w/screen brkt
22	602326	£5.80 BRIDGE PIECE, hardtop rear	5	
23	602299	£5.70 PLATE, bridge piece	5	(tapping plate)
24	602938	£9.20 PLATE, tonneau capping	2	(protector plate)
25	602939	£8.86 PLATE, tonneau capping, rear	3	(protector plate)
26	WL700101	£0.25 WASHER, locking	16	
27	WA108052	£1.10 WASHER, chrome, on screw	3	
28	TR6504	£0.83 SCREW	10	bridge piece to topping plate
29	AB604023	£0.53 SCREW	10	protection plates to capping
30	602327	£6.40 SCREW	5	hardtop to bridge piece
31	WM57	£0.24 WASHER, plain	5	
32	650195	NCA ANGLE FIXING, rear	2	
	650194	NCA ANGLE FIXING, centre	1	
	650193	NCA ANGLE FIXING, side	2	
35	SE604031	£0.66 SCREW	5	angles to hardtop stiffener
36	GHF321	£0.22 WASHER, shakeproof	5	

### Hardtop Storage Pouch

This hardtop storage system offers total protection for your hardtop when not in use. Designed to protect from dirt and scratches, it is ideal when you want to ensure safe storage for your hardtop. The system comprises of a fully padded, heavy duty, zip-up black pouch and comes complete with it's own simple but effective wall hanging kit.

NI GAC1005	£171.90	HARDTOP STORAGE POUCH	1
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Note: See the Accessories section for our full range of Renovo hood care products.



Surrey Top & Fittings TR4-4A

Backlight Assembly

Ill.	Part Number	Description	Req.	Details
1	566993	NCA FRAME, backlight, aluminium	1	lightweight
	566993X	£450.00 FRAME, backlight, fibreglass	1	
2	750163	£6.00 RETAINER, seal	2	
3	552522	£0.64 RIVET, retainer	8	
4	650310/13	£2.66 SEALING RUBBER	2	
5	612453	NCA BRACKET, canopy	2	
6	RU608123	£0.47 RIVET, bracket	4	
7	610624	£0.62 STUD, canopy fixing	2	
8	GHF600	£0.16 RIVET, Imex	2	
9	611668SS	£15.60 COVER PLATE, in frame, stainless steel	2	
10	AB608033	£0.53 SCREW, cover plate	4	
11	902343	£267.90 BACKLIGHT, glass, plain	1	laminated
	902343G	£295.20 BACKLIGHT, glass, green tint	1	laminated
	902343H	£274.80 BACKLIGHT, glass, heated, plain	1	laminated
	902343GH	£297.10 BACKLIGHT, glass, heated, green tint	1	laminated
	902343X	NCA BACKLIGHT, perspex	1	
	902343Z	£180.00 BACKLIGHT, perspex, aftermarket	1	
12	902349	£65.70 RUBBER, glazing	1	
13	613958	£7.30 FINISHER, chromed beading	1	
14	611437	£1.84 COVER, joint finisher	1	
15	610633	£9.70 SEAL, Surrey frame to rear deck	1	
16	GHF200	£0.22 NUT, plain	7	
17	WE600041	£0.47 WASHER, shakeproof	7	
18	WM57	£0.24 WASHER, plain	7	
19	WF507	£0.41 WASHER, fibre	7	
20	FHS2410	£1.80 STUD, backlight frame to body	2	
21	WF507	£0.41 WASHER, fibre	2	
22	WM57S	WASHER, plain	2	
23	WE600041	£0.47 WASHER, shakeproof	2	
24	GHF200	£0.22 NUT	2	
25	611936	NCA FINISHER, LH	1	
26	611937	NCA FINISHER, RH	1	

Roof Assembly

27	903978	NCA ROOF ASSEMBLY, steel	1	
	903979	NCA ROOF ASSEMBLY, aluminium	1	lightweight
	566994X	£465.00 ROOF ASSEMBLY, fibreglass	1	
28	600032	NCA RETAINER	4	
29	NQ2708	£1.84 NUT, square	4	
30	611583	NCA ROD, listing, rear	1	
31	611582	NCA ROD, listing, centre	1	
32	611581	NCA ROD, listing, front	1	
33	608307	£0.30 CLIP, locating listing rod	6	
34	713149	£153.70 HEADLINING ASSEMBLY, white	1	
35	713149X	£139.60 HEADLINING ASSEMBLY, fibreglass ('Pop-in' type).	1	alternative, replaces items. 30 to 34
36	611599M	£14.50 DRAUGHT EXCLUDER, black	3	per metre 3 metres required
	618021	NCA DRAUGHT EXCLUDER, black	1	
	618022	NCA DRAUGHT EXCLUDER, red	1	
	618023	NCA DRAUGHT EXCLUDER, light tan	1	
	618026	NCA DRAUGHT EXCLUDER, midnight blue	1	
	618027	NCA DRAUGHT EXCLUDER, shadow blue	1	
37	806144	£35.70 RUBBER, sealing to windscreen top	1	
38	650312	£2.80 RUBBER, sealing to cantrail	2	
39	611656	£17.00 RUBBER, sealing roof to backlight	1	
40	806175	NCA CAPPING, rear	1	
	613766	£1.06 CLIP, capping	9	alternative
42	611639	£7.50 BOLT, domed, chrome	2	
	622887	£8.80 BOLT, domed, blackadised	2	alternative
43	613508	£8.10 DISTANCE TUBE	2	
44	WA108052	£1.10 WASHER, locking, chromed	2	
	GHF332	£0.40 WASHER, locking, blackadised	2	alternative
45	WM57	£0.24 WASHER, plain, chromed	2	
	517263	£0.47 WASHER, plain, blackadised	2	alternative
46	624818	£2.90 BOLT, chromed, (roof to back-light)	2	
47	GHF332	£0.40 WASHER, locking	2	
48	WA108052	£1.10 WASHER, plain, chromed	2	
49	WF508	£0.70 WASHER, fibre	2	
50	SE604041	£0.47 SCREW	4	fitted in body

The screw listed above is fitted to the hood frame fixing tapped plates to prevent rattles when hard top is fitted.

Surrey Top Conversion

When originally sold by Triumph the 'Surrey' top was only supplied as a hard top. The name 'Surrey' was originally applied to the fabric conversion that was available as an option, although it has been adopted as the name for this style of roof and back light assembly.

Detailed below are the parts required to allow installation and use of the 'Surrey' soft top. These components are required if you have an existing back light assembly or you purchase one of our backlight assemblies. The conversion kits contain all necessary components, items 51-69.

	566330	£403.20 SURREY TOP CONVERSION KIT	1	black
	566458	£435.25 SURREY TOP CONVERSION KIT	1	white
51	806696	£260.00 SOFT TOP CANOPY	1	black
	806697	£260.00 SOFT TOP CANOPY	1	white
52	613767	£3.16 HOOK, canopy attachment	4	
53	806696/MET	£23.80 CANOPY STIFFENER, front, (set of 3)	1	
54	565756	£0.41 CAP RIVET, securing hook & stiffener	4	
55	563032	£0.66 RIVET BACK	4	
56	806603	£105.10 FRAMEWORK, soft top canopy	1	
57	NT606041	£0.60 NUT, tension adjustment	2	
58	WP9	£1.04 WASHER, plain	2	
59	612092	£3.25 BUSH, end, rubber	2	
60	610624	£0.62 STUD, durable dot	6	
61	GHF600	£0.16 RIVET, pop	6	
62	706240	£49.00 RETAINER ASSEMBLY, rear	1	
63	612205	£3.76 THUMBSCREW, rear retainer	2	
64	WM57	£0.24 WASHER, plainSS	2	
65	7H9864	£0.28 BUTTON	10	
66	7H9866	£0.34 SOCKET	10	
67	611895	£7.30 BRACKET, hook	2	
68	610624	£0.62 STUD, durable dot	2	
69	AD606071	£0.38 SCREW, self tapping	2	

Windscreen Capping

70	806189	£67.20 CAPPING, windscreen	1	] required when Surrey top is fitted
71	552522	£0.64 RIVET, Imex	9	

Consumables

NI	UBS203	£8.70 TRIM ADHESIVE, contact type	a/r	370gm, aerosol
NI	UBS110	£22.10 TRIM ADHESIVE, contact type	a/r	1 litre tin, for brush-on
NI	153317	NCA GREASE, copper, anti-seize	a/r	10 fl. oz
NI	LKLPK104	£1.66 GREASE, copper, anti-seize	a/r	25ml sachet
NI	AG006	NCA VINYL/RUBBER CARE, Autoglym	a/r	500ml

**General Hardware & Fixings**

Following is a listing of the common fasteners used on Triumph cars. These fasteners are for general use and are not intended to replace those listed for specific applications elsewhere in this catalogue. To aid identification by terminology, a screw is threaded for its full length. A bolt is only part threaded with a plain unthreaded shank area between the head and the thread. The part number two letter prefix of SH means that the item is a Screw with a Hexagon head. The prefix BH means a Bolt with a Hexagon head. The first number defines the thread type, UNF = 6, UNC = 5. The second and third numbers give the thread diameter in increments of 1/16", e.g. 04 = 1/4", 05 = 5/16", 10 = 5/8". The fourth and fifth digits show the length in increments of 1/8", e.g. 04 = 1/2", 16 = 2", 23 = 2 7/8". The last digit defines finish, 1 = zinc plated. This coding system is only applicable to bolts/screws: nuts/washers are coded by a similar system that follows some of the above principles.

**Bolts and Set Screws**

**3/16" UNF**

Hexagon Headed 3/8" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	HU503
	1/2"	53K126
	5/8"	HU505
	3/4"	HU506
	7/8"	HU507
	1"	HU508

**1/4" UNF**

Hexagon Headed 7/16" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH604031
	1/2"	SH604041
	5/8"	SH604051
	3/4"	SH604061
	7/8"	SH604071
	1"	SH604081
BH604081	1"	SH604081
BH604091	1 1/8"	SH604091
BH604101	1 1/4"	SH604101
BH604111	1 3/8"	SH604111
BH604121	1 1/2"	SH604121
BH604141	1 3/4"	SH604141
BH604161	2"	SH604161
BH604181	2 1/4"	
BH604201	2 1/2"	
BH604241	3"	

**5/16" UNF**

Hexagon Headed 1/2" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH605031
	1/2"	SH605041
	5/8"	SH605051
	3/4"	SH605061
	7/8"	SH605071
	1"	GHF103
BH605091	1 1/8"	SH605091
BH605101	1 1/4"	SH605101
BH605111	1 3/8"	SH605111
BH605121	1 1/2"	SH605121
BH605141	1 3/4"	SH605141
BH605151	1 7/8"	SH605151
BH605161	2"	SH605161
BH605181	2 1/4"	SH605181
BH605201	2 1/2"	SH605201
BH605221	2 3/4"	SH605221
BH605241	3"	SH605241

**3/8" UNF**

Hexagon Headed 9/16" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH606031
	1/2"	SH606041
	5/8"	SH606051
	3/4"	SH606061
	7/8"	SH606071
BH606081	1"	SH606081

**3/8" UNF (Continued)**

Hexagon Headed 9/16" A.F. Spanner Size

Bolt	Length	Set Screw
BH606091	1 1/8"	SH606091
BH606101	1 1/4"	SH606101
BH606111	1 3/8"	SH606111
BH606121	1 1/2"	SH606121
BH606141	1 3/4"	SH606141
BH606161	2"	SH606161
BH606181	2 1/4"	SH606181
BH606201	2 1/2"	SH606201
BH606221	2 3/4"	
BH606241	3"	
BH606281	3 1/2"	
BH606321	4"	

**7/16" UNF**

Hexagon Headed 5/8" A.F. Spanner Size

Bolt	Length	Set Screw
	5/8"	SH607051
	3/4"	SH607061
	7/8"	SH607071
	1"	SH607081
	1 1/8"	SH607091
	1 1/4"	SH607101
	1 3/8"	SH607111
BH607121	1 1/2"	SH607121
BH607141	1 3/4"	SH607141
BH607161	2"	SH607161
BH607181	2 1/4"	SH607181
BH607201	2 1/2"	
BH607241	3"	

**1/2" UNF**

Hexagon Headed 3/4" A.F. Spanner Size

Bolt	Length	Set Screw
	1/2"	SH608041
	5/8"	SH608051
	1"	SH608081
	1 1/2"	SH608121
	1 3/4"	SH608141
BH608141	2"	
BH608161	2 1/4"	
BH608181	2 1/2"	
BH608201	2 1/2"	SH608201
BH608241	3"	

**1/4" UNC**

Hexagon Headed 7/16" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH504031
	1/2"	SH504041
	5/8"	SH504051
	3/4"	SH504061
	7/8"	SH504071
	1"	SH504081
BH504091	1 1/8"	SH504091
	1 1/4"	SH504101
BH504111	1 3/8"	SH504111
BH504121	1 1/2"	SH504121
BH504141	1 3/4"	SH504141
BH504161	2"	
BH504181	2 1/4"	SH504181
BH504201	2 1/2"	

**5/16" UNC**

Hexagon Headed 1/2" A.F. Spanner Size

Bolt	Length	Set Screw
	3/8"	SH505031
	1/2"	SH505041
	5/8"	SH505051
	3/4"	SH505061
	7/8"	SH505071
	1"	SH505081
	1 1/8"	SH505091
	1 1/4"	SH505101
BH505101	1 1/4"	SH505101
BH505111	1 3/8"	SH505111
BH505121	1 1/2"	SH505121
BH505141	1 3/4"	SH505141
BH505161	2"	
BH505181	2 1/4"	
BH505201	2 1/2"	SH505201
BH505241	3"	

**3/8" UNC**

Hexagon Headed 9/16" A.F. Spanner Size

Bolt	Length	Set Screw
	1/2"	SH506041

**3/8" UNC (Continued)**

Hexagon Headed 9/16" A.F. Spanner Size

Bolt	Length	Set Screw
	3/4"	SH506061
	7/8"	SH506071
BH506081	1"	SH506081
	1 1/8"	SH506091
	1 1/4"	SH506101
BH506111	1 3/8"	SH506111
BH506121	1 1/2"	SH506121
BH506141	1 3/4"	
BH506161	2"	SH506161
BH506181	2 1/4"	
BH506201	2 1/2"	
BH506241	3"	SH506241

**Screws**

**Self Tapping Screws**

Pan Headed	Size	Length	Countersunk Headed
AB604021	No.4	1/4"	AC604021
AB606021	No.6	1/4"	
AB606031	No.6	3/8"	
AB606041	No.6	1/2"	AC606041
AB606061	No.6	3/4"	AC606061
AB606081	No.6	1"	AC606081
AB608041	No.8	1/2"	AC608041
AB608061	No.8	3/4"	AC608061
AB608081	No.8	1"	
AB610041	No.10	1/2"	AC610041
AB610061	No.10	3/4"	AC610061
AB610081	No.10	1"	AC610081
AB612041	No.12	1/2"	AC612041
AB612061	No.12	3/4"	
AB612081	No.12	1"	AC612081
AB614061	No.14	3/4"	AC614061
AB614081	No.14	1"	AC614081

**B** = Pan Head

**C** = Countersunk Head

**1st digit** = thread type (coarse or fine)

**2nd/3rd digit** = diameter

**4th/5th** = length in 1/8" increments

**6th** = finish (1 = zinc plated)

**Screws (Cross Slot)**

Pan Headed	Size	Length	Countersunk Headed
PMZ204	No.6 UNC	1/4"	CMZ204
PMZ208	No.6 UNC	1/2"	CMZ208
PMZ304	No.10 UNF	1/4"	CMZ304
PMZ305	No.10 UNF	5/16"	CMZ305
PMZ306	No.10 UNF	3/8"	CMZ306
PMZ307	No.10 UNF	7/16"	CMZ307
PMZ308	No.10 UNF	1/2"	CMZ308
PMZ310	No.10 UNF	5/8"	CMZ310
PMZ312	No.10 UNF	3/4"	CMZ312
PMZ314	No.10 UNF	7/8"	
PMZ316	No.10 UNF	1"	CMZ316
SE604041	1/4" UNF	1/2"	SF604041
SE604051	1/4" UNF	5/8"	SF604051
SE604061	1/4" UNF	3/4"	SF604061
SE604071	1/4" UNF	7/8"	SF604071
SE604081	1/4" UNF	1"	SF604081
SE604121	1/4" UNF	1 1/2"	SF604121
	1/4" UNF	1 3/4"	CMZ428
SE605061	5/16" UNF	3/4"	SF605061
SE605081	5/16" UNF	1"	SF605081

**Nuts**

**Nuts: Plain**

Full Nut	Thread Size	Spanner Size	Half Nut
HN2003	No.6 UNF	5/16"	
HN2005	3/16" UNF	3/8"	
GHF206	3/16" UNF	5/16"	
GHF200	1/4" UNF	7/16"	NJ2107
HN2008	5/16" UNF	1/2"	JN2108
HN2009	3/8" UNF	9/16"	JN2109
HN2010	7/16" UNF	5/8"	JN2110
HN2011	1/2" UNF	3/4"	JN2111
HN2012	9/16" UNF	7/8"	JN2112
HN2013	5/8" UNF	15/16"	JN2113

**Nuts: Plain (Continued)**

Full Nut	Thread Size	Spanner Size	Half Nut
HN2057	1/4" UNC	7/16"	JN2157
HN2058	5/16" UNC	1/2"	JN2158
HN2059	3/8" UNC	9/16"	JN2159

**Nuts: Nyloc Self Locking**

Full Nut	Thread Size	Spanner Size	Half Nut
YN2905	3/16" UNF	5/16"	
YN2907	1/4" UNF	7/16"	GHF271
YN2908	5/16" UNF	1/2"	TN3208
YN2909	3/8" UNF	9/16"	TN3209
YN2910	7/16" UNF	5/8"	TN3210
YN2911	1/2" UNF	3/4"	TN3211
YN2912	9/16" UNF	7/8"	TN3212
YN2913	5/8" UNF	15/16"	TN3213

**Nuts: Self Locking, 'Aero' or all metal, 'Phillidas'**

Full Nut	Thread Size	Spanner Size	Half Nut
AN3507	1/4" UNF	7/16"	
AN3508	5/16" UNF	1/2"	
AN3509	3/8" UNF	9/16"	
AN3510	7/16" UNF	5/8"	
AN3511	1/2" UNF	3/4"	

**Nuts: Slotted**

Full Nut	Thread Size	Spanner Size	Half Nut
ND606041	3/8" UNF	9/16"	LN2209
ND607041	7/16" UNF	5/8"	NL607041
ND608041	1/2" UNF	3/4"	LN2211
ND609041	9/16" UNF	7/8"	LN2212
ND610041	5/8" UNF	15/16"	NL610041

**Nuts: Plain Brass - Manifold**

Full Nut	Thread Size	Spanner Size
GHF261	5/16" UNF	1/2"
GHF262	3/8" UNF	9/16"
GHF270	5/16" UNC	1/2"
GHF269	3/8" UNC	9/16"

**Spring/Spire Nut**

Flat Type	Screw Size	'U' Type
GHF700	No. 6	GHF711
GHF701	No. 8	GHF712
GHF702	No. 10	GHF713
GHF703	No. 12	GHF714
GHF704	No. 14	

**Captive Nuts**

Captive nuts consist of a square nut & cage which we supply individually as required. Always match nut & cage A.F. sizes.

Part Number	Description	Thread Size
NQ2707	Nut, 7/16" AF	1/4"
NQ2708	Nut, 5/8" AF	5/16"
CN4	Nut, fits CN3 cage	1/4"
CN5	Nut, 1/2" AF	5/16"

Part Number	Description	Spanner (AF) Size
CN2	Cage, square	7/16"
CN3	Cage, oblong	7/16"
600032	Cage, square	1/2"

**Washers**

**Shake-proof Washers**

Internal Star	Hole Size	External Star
WF704061	No.6	WE704061
WF702101	3/16"	WE702101
WF600041	1/4"	WE600041
WF600051	5/16"	WE600051
WF600061	3/8"	WE600061
WF600071	7/16"	WE600071
GHF325	1/2"	WE600081
WF6000		

**Locking Washers - Spring Type**

Single Coil	Hole Size	Double Coil
WL700061	No.6	
WL700081	No.8	
WL700101	3/16"	AJD7721
GHF331	1/4"	AJD7722
GHF332	5/16"	AJD7731
GHF333	3/8"	AJD7742
GHF334	7/16"	
GHF335	1/2"	
GHF336	5/8"	

**Plain Washers**

Standard Type	Hole Size	Repair Type
	No.6	WP3
	No.8	WP4
	3/16"	WP5
GHF306	3/16"	GHF314
GHF300	1/4"	GHF314
GHF301	5/16"	WP105
GHF302	3/8"	WP130
GHF303	7/16"	WM69
GHF304	1/2"	
	9/16"	WP12
	5/8"	PWZ110

**Sealing Washers**

Fibre Washer	Hole Size	Copper Washer
WF505	3/16"	
GHF342	1/4"	GHF361
GHF343	5/16"	GHF362
GHF344	3/8"	GHF363
GHF345	7/16"	GHF364
GHF346	1/2"	GHF365
GHF347	9/16"	
GHF348	5/8"	

**Studs**

**Studs- UNF**

A stud is a length of round bar threaded at both ends. The length of thread at each end of the stud may vary for specific applications. The following list is of studs have fine (UNF) threads at both ends.

Part Number	Diameter	Overall length
TE604081	1/4"	1"
TE604091	1/4"	1 1/8"
TE604101	1/4"	1 1/4"
TE605101	5/16"	1 1/4"
TE605111	5/16"	1 3/8"
TE605121	5/16"	1 1/2"
TE605131	5/16"	1 5/8"
TE605141	5/16"	1 3/4"
TE605151	5/16"	1 7/8"
TE605181	5/16"	2 1/4"
TE605201	5/16"	2 1/2"
TE605221	5/16"	2 3/4"
TE605251	5/16"	3 1/8"
TE605291	5/16"	3 5/8"
TE606101	3/8"	1 1/4"
TE606111	3/8"	1 3/8"
TE606121	3/8"	1 1/2"
TE606141	3/8"	1 3/4"
TE606151	3/8"	1 7/8"

**Studs- UNF/UNC**

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE504081	1/4"	1"
TE504131	1/4"	1 5/8"
TE505091	5/16"	1 1/8"
TE505111	5/16"	1 3/8"
TE505121	5/16"	1 1/2"
TE505131	5/16"	1 5/8"
TE505141	5/16"	1 3/4"
TE505151	5/16"	1 7/8"
TE505161	5/16"	2"
TE505181	5/16"	2 1/4"
TE505201	5/16"	2 1/2"
TE505221	5/16"	2 3/4"

**Studs- UNF/UNC (Continued)**

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE505241	5/16"	3"
TE505261	5/16"	3 1/4"
TE505271	5/16"	3 3/8"
TE505281	5/16"	3 1/2"
TE505341	5/16"	4 1/4"
TE506101	3/8"	1 5/16"
TE506131	3/8"	1 5/8"
TE506141	3/8"	1 3/4"
TE506161	3/8"	2"
TE506201	3/8"	2 1/2"
TE506361	3/8"	3 1/2"

The following studs have course (UNC) threads at both ends.

Part Number	Diameter	Overall length
101442	3/8"	1 5/8"
058688	3/8"	1 11/16"
115696	3/8"	1 13/16"
058917	3/8"	1 15/16"
102474	3/8"	2 1/16"
107055	3/8"	2 3/8"

**Dowels**

Part Number	Dia.	Overall length	Part Number	Dia.	Overall length
DP204	1/8"	1/4"	DP414	1/4"	7/8"
DP205	1/8"	5/16"	DP508	5/16"	1/2"
DP306	3/16"	3/8"	DP514	5/16"	7/8"
DP407	1/4"	7/16"	DP608	3/8"	1/2"
DP408	1/4"	1/2"	DP610	3/8"	5/8"
DP410	1/4"	5/8"	DP610	3/8"	1 3/16"
DP411	1/4"	1 1/16"			

**Clevis Pins**

(Measured from under head to end)

Part No.	Length	Dia.	Part No.	Length	Dia.
108326	1/2"	1/8"	CLZ412	3/4"	1/4"
PJ8504	3/8"	3/16"	CLZ413	13/16"	1/4"
CLZ307	7/16"	3/16"	CLZ414	7/8"	1/4"
CLZ308	1/2"	3/16"	CLZ415	15/16"	1/4"
CLZ309	9/16"	3/16"	CLZ416	1"	1/4"
CLZ310	5/8"	3/16"	CLZ417	1 1/16"	1/4"
CLZ311	11/16"	3/16"	CLZ427	1 11/16"	1/4"
CLZ312	3/4"	3/16"		1/2"	5/16"
CLZ313	13/16"	3/16"		9/16"	5/16"
CLZ314	7/8"	3/16"	CLZ510	5/8"	5/16"
CLZ315	15/16"	3/16"	CLZ511	11/16"	5/16"
CLZ316	1"	3/16"	CLZ512	3/4"	5/16"
CLZ317	1 1/16"	3/16"	CLZ513	13/16"	5/16"
	3/8"	1/4"	CLZ514	7/8"	5/16"
	7/16"	1/4"	CLZ515	15/16"	5/16"
CLZ408	1/2"	1/4"	CLZ516	1"	5/16"
CLZ409	9/16"	1/4"	CLZ517	1 1/16"	5/16"
CLZ410	5/8"	1/4"	CLZ518	1 1/8"	5/16"
CLZ411	11/16"	1/4"			

**Split Pins**

Part No.	Length	Dia.	Part No.	Length	Dia.
GHF500	1 1/2"	1/16"	GHF504	2 1/4"	1/8"
GHF501	1 1/2"	5/64"	GHF505	2 1/4"	9/64"
GHF502	1 1/2"	3/32"	GHF506	2 1/4"	5/32"
GHF503	2 1/4"	7/64"	GHF513	3"	5/16"

**Pipes & Hardware**

**Brake and Fuel Pipe**

Supplied in 25 foot rolls.

Part No.	Material	Diameter
MPKF125	Cupro-nickel	3/16"
MPKF225	Cupro-nickel	1/4"
MPKF325	Cupro-nickel	5/16"
EF125	Steel	3/16"
EF225	Steel	1/4"
EF325	Steel	5/16"

**Male Pipe Nuts**

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU1	TM606031	3/8" UNF	3/16"
AEHU2	TM110051	10mm x 1mm	3/16"
AEHU3	LK21994	3/8" BSF	3/16"
	BCA4370	7/16" UNF	1/4"

**Male Pipe Nuts (Continued)**

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU7	BHA4706	7/16" UNF	3/16"
	AUSU40A	1/2" UNF	5/16"

**Female Pipe Nuts**

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU1A	TN606031	3/8" UNF	3/16"
AEHU2A	SU2A	10mm x 1mm	3/16"
AEHU4A	SU4A	7/16" UNF	1/4"
	HU41A	1/2" UNF	5/16"

**Bleed Screws**

Part Number	Thread Size
3H2428	3/8" UNF
608400A	10mm metric
27H7166	3/8" BSF

**Pipe Clips**

Part Number	Capacity
GHF1191	SINGLE, 3/16"
GHF1192	SINGLE, 1/4"
624155	DOUBLE, 3/16"

**Grease Nipples**

Part Number	Thread Size	Angle
UHN400	1/8" BSP	straight, short
UHN445	1/8" BSP	450 angle
LN30041	1/8" BSP	900 angle
7H3858	1/8" BSP	straight, long
056935	1/4" BSP	straight
125361	1/4" BSP	450 angle
056934	1/4" BSP	900 angle

**Hose Clamps**

**Petrol Pipe Clips (Metric) (Enots' type)**

Part Number	to suit diameter	Part Number	to suit diameter
GGT1108X	8mm	GGT1113X	13mm
GGT1109X	9mm	GGT1114X	14mm
GGT1110X	10mm	GGT1115X	15mm
GGT1111X	11mm	GGT1116X	16mm
GGT1112X	12mm	GGT1117X	17mm

**Hose Clips ('Jubilee' type)**

Mild Steel (Imperial)

Part Number	to suit diameter	Part Number	to suit diameter
GHC304	3/8" - 1/2"	GHC1015	1 3/8" - 2"
GHC405	7/16" - 5/8"	GHC1217	1 1/2" - 2 1/4"
GHC406	1/2" - 3/4"	GHC1622	2" - 2 3/4"
GHC110225/8" - 7/8"		GHC2228	2 3/4" - 3 1/2"
GHC608	3/4" - 1"	GHC2632	3 1/4" - 4"
GHC709	5/8" - 1 1/8"	GHC3036	3 3/4" - 4 1/2"
GHC811	1" - 1 3/8"	GHC3340	4 1/8" - 5"
GHC913	1 1/8" - 1 5/8"		

**Stainless Steel (Metric)**

Part Number	to suit diameter	Part Number	to suit diameter
GHC10408	8 - 12 mm	GHC10416	32 - 50 mm
GHC10410	12 - 18 mm	GHC10417	46 - 60 mm
GHC10411	8 - 16 mm	GHC10418	50 - 70 mm
GHC10412	12 - 20 mm	GHC10419	60 - 80 mm
GHC10413	16 - 25 mm	GHC10420	70 - 90 mm
GHC10414	20 - 32 mm	GHC10421	80 - 100 mm
GHC10415	25 - 40 mm		

**Hose Clips ('Supergrip' type)**

(With single slotted hexagon head)

Part Number	to suit diameters	Part Number	to suit diameters
CS4009	7/16" - 9/16"	CS4028	1 9/16" - 1 3/4"
CS4011	1/2" - 11/16"	CS4029	1 5/8" - 1 13/16"
CS4012	9/16" - 3/4"	CS4030	1 11/16" - 1 7/8"
CS4013	5/8" - 13/16"	CS4032	1 7/8" - 2"
CS4014	11/16" - 7/8"	CS4034	1 15/16" - 2 1/8"
CS4016	3/4" - 1"	CS4036	2 1/16" - 2 1/4"
CS4017	13/16" - 1 1/16"	CS4037	2 1/8" - 2 5/16"
CS4018	7/8" - 1 1/8"	CS4038	2 3/16" - 2 7/16"

**Hose Clips ('Supergrip' type) (Cont.)**

(With single slotted hexagon head)

Part Number	to suit diameters	Part Number	to suit diameters
CS4020	1" - 1 1/4"	CS4039	2 1/4" - 2 7/16"
CS4022	1 1/8" - 1 3/8"	CS4040	2 5/16" - 2 1/2"
CS4023	1 1/4" - 1 7/16"	CS4041	2 3/8" - 2 9/16"
CS4024	1 5/16" - 1 1/2"	CS4042	2 7/16" - 2 5/8"
CS4025	1 3/8" - 1 9/16"	CS4048	2 13/16" - 3"
CS4026	1 7/16" - 1 5/8"	CS4052	3 1/16" - 3 1/4"

Note: Original "Supergrip" clips were supplied with a with single slotted round-head screw. The modern replacement comes with a hexagon headed screw. For the authentic look we have resourced the original type screw, (sold separately).

CS4099 (round-head screw)

**'P' Clips**

**Imperial**

Part Number	Cable Dia.	Hole Dia.	Part Number	Cable Dia.	Hole Dia.
PCR207	1/8"	7/32"	PCR807	1/2"	7/32"
PCR307	3/16"	7/32"	PCR809	1/2"	9/32"
PCR309	3/16"	9/32"	PCR811	1/2"	11/32"
PCR311	3/16"	11/32"	PCR813	1/2"	13/32"
PCR40					

## Ordering Information

### Notification of prices

Due to the volatility of world markets and currency fluctuations the prices in this catalogue are subject to change. Moss make every attempt to keep prices competitive and stable, however in common with all other suppliers in our industry, we reserve the right to alter these prices without prior notice.

For the latest prices, please visit our website [www.moss-europe.co.uk](http://www.moss-europe.co.uk). All prices are per unit (unless otherwise stated) and include (UK) VAT at 20% (where applicable) and are correct at the time of going to print. Postage and packaging is not included. E&OE. Where the price is replaced with NCA this part is Not Currently Available. Please visit our website ([moss-europe.co.uk](http://moss-europe.co.uk)) or call our sales staff for the latest availability information or to enquire if we can offer an alternative part.

### Product supersessions

Moss Europe's policy is to detail the most up to date part information in our catalogues. Where possible parts are kept to original specification. However, in some instances we have to supersede to the most viable alternative product to maintain supply and keep cars on the road. Every effort is made to ensure high quality products.

### UK ordering

We accept orders by mail, telephone, e-mail, fax and on-line at [www.moss-europe.co.uk](http://www.moss-europe.co.uk). If you have the opportunity, we invite you to visit one of our branches. Remember, supplying details of your car, (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications) saves time and helps us to help you. Please inform us of your customer number, as this will speed up the processing of your order.

### Overseas ordering

We accept orders by mail, telephone, e-mail, fax and on-line at [www.moss-europe.co.uk](http://www.moss-europe.co.uk). If you visit the U.K. please come and visit one of our branches. When ordering, please ensure that you enclose full details of your name, address and customer number, plus details of your car (i.e. engine, commission or Vehicle Identification Number (VIN) LHD or RHD, year of manufacture and any modifications).

Please note: Overseas orders are often subject to local import duties, taxes and Customs clearance, which will need to be paid for at the point of entry. These charges are NOT included in the price of the goods or delivery prices. All relevant Customs forms and documentation needed to ensure the order arrives with the minimum of delay, will be included with your shipment. If you have any special requirements, please contact us to discuss them. Delivery charges are dependent upon the size and weight of the shipment. If a quotation is required prior to placing an order, please contact the export department at your chosen branch and they will be pleased to supply a full quotation.

### Parts back-order system

A back-order system is used when a part is not in stock at the time of ordering. If the item is expected to become available within 6 months, then it will be put on back-order, unless the customer instructs us otherwise. When we have the parts in stock, the back-order will be processed automatically and the item will be dispatched to the customer. If the particular part becomes No Longer Available (NLA) or does not become available within 6 months the back-order will be cancelled. If you are unsure when you placed a back-order contact your nearest branch.

### Dispatch & delivery methods

Orders for delivery in the UK may be dispatched by regular post for small/lightweight items, larger items may be dispatched via a courier. Please call us for the best delivery option for your order and the latest delivery prices. For delivery outside the UK we offer the following services.

- **Economy delivery (by road):** 2 to 5 days (approximately).
- **Express delivery (by air):** 1 to 2 days (Guaranteed) - next day service to most countries.
- **For small and low value orders we also use airmail.**

For these services, please ask for prices and the best delivery option when you place your order. Most deliveries (except airmail) are 'trackable', (inc: e-mail updates and internet access for selected carriers). Please remember, all carriage charges are dependent on weight band, volume, destination and delivery time. If a quotation is required prior to placing your order, please contact a member of the sales department. Alternatively, you can arrange your own delivery and dispatch.

### Windscreens delivery information

We always suggest that windscreens should be collected from one of our branches to ensure you are able to transport your glass with the utmost of care. However, we understand that this is not always possible.

To minimise the possibility of damage to the windscreen in the shipping process, it is now Moss Europe's policy to ship windscreens packed in a specially designed heavy duty 'Tri-Wall' cardboard box. The price of this box is £35.00 (Ex VAT), non-refundable and is not included in the price of the product. The crate's dimensions will also increase shipping costs, particularly in EU countries. The crate dimensions are 150cm x 33cm x 74cm. The maximum volumetric weight is 92kgs. For more information please contact your nearest Moss branch.

### Hazardous goods delivery information

At the time of going to print, Moss Europe Ltd conforms to international shipping regulations regarding packaging and transportation of Hazardous Goods by road and sea freight (only).

Due to these international shipping regulations and licencing rules all goods deemed as Hazardous are currently available for shipping to the UK and Europe only. If you place an order containing Hazardous goods and your shipping address is not in the UK or Europe, we will not be able to ship this item to you. Please contact your nearest branch or visit our website [moss-europe.co.uk](http://moss-europe.co.uk) for the latest delivery information of Hazardous goods.

### Quotations & payment methods

We will be pleased to provide a full parts quotation detailing price, availability and relevant shipping costs. Payment may be made by cash, personal cheque (to the card guarantee limit), Certified Bank Draft, Sterling Travellers Cheques and credit or debit card including: Mastercard, Visa, Delta. If you intend to make payment by Cheque or Bankers Draft when

using our fast mail-order parts service, please confirm parts availability and carriage charges. We can accept payments using PayPal for website, email and phone orders.

### Value added tax (VAT)

Value Added Tax (VAT) at the current rate will be levied on all orders being dispatched to all countries within the European Community. EU countries may be charged at their local VAT rate, please contact us or see website for details. VAT is not charged on goods dispatched to countries outside of the EU. However, such orders are often subject to local import duty, taxes and Customs clearance, which MUST be paid by you at the port of entry. Such charges are not included in the cost of the goods or delivery prices.

### Exchange units

We are able to offer a full rebuild service on numerous major components in our product range. We offer this service as an alternative to direct replacement parts, or when a brand new item is no longer available. However, the continuity of this exchange scheme needs the understanding and co-operation of our customers in relation to several important points: It is important to remember that "rebuild" does not mean "brand new". Rebuilding a unit involves stripping, cleaning, inspecting and re-assembling the unit. During this process, parts showing signs of wear will either be completely replaced or suitably renovated. However, it is not always feasible for major sub-components to be replaced with brand new ones, for example, an exchange engine will not have a new block. Due to the nature of certain product lines, some items can only be offered on a "one for one" exchange basis. This effectively means that you must offer us a viable unit before we can release a fully rebuilt item from our stock. In some instances we can only carry out reconditioning of your own unit. Our staff will inform you if this is the case.

All exchange units are subject to a surcharge. This surcharge serves two purposes; firstly, it acts as an incentive for you to return your old unit, and secondly it provides us with financial cover if your returned unit proves unsuitable for exchange purposes.

Whether or not your returned unit is suitable for exchange purposes cannot be ascertained until it is made available to us for inspection. As a general rule, suitable for exchange basically excludes any items that are beyond reasonable repair (e.g. crankcases pierced by a connecting rod) or units irrevocably damaged. We are also unable to accept units unless they are returned in whole, complete form (i.e. differential units which are returned partly stripped with no bearings and all the shims missing are not generally accepted), nor do we accept a "box of bits".

Surcharges will only be refunded once our core department has passed the item as serviceable. Under no circumstances can any exchange unit be shipped overseas until we receive your original unit. We have predetermined prices for our exchange units based on our experience of repair costs for a gearbox, axle or engine. Occasionally, however, the damage to the unit is so great that we will contact you before beginning work on your unit to advise you of any additional cost that may be incurred during the rebuild of the unit. We can return the unit (at your cost) if this proves unacceptable.

### 'Old unit' returns

Exchange items including reconditioned engines are subject to a surcharge that is refunded when a rebuildable unit (core) is returned. When you receive the rebuilt unit, attached to it will be a Core Return Authorisation Tag. This tag must be removed from the rebuilt unit and attached to the returned core in order to receive credit. Cores must be returned within 90 days of purchase in the original box, carton or engine cradle supplied with the rebuilt unit. Cores must be shipped clean and empty of fluids. Cores must be complete, assembled and rebuildable to receive credit or refund. You must pay all shipping charges for the return of the core and these charges are not refundable.

### Warranty

All parts are warranted against defects in materials and workmanship for a period of twelve (12) months from the date of purchase. The warranty does not cover failure resulting from incorrect installation or misuse; failure during any competition, motorsports or track events; failure of any, or caused by any, related component. The warranty does not cover labour charges, nor will a warranty settlement be greater than the cost of the original component. Should you need to make a warranty claim, please contact us immediately at the branch of purchase. We will then advise you as to the best course of action. With all warranty claims a copy of the original purchase invoice must be produced.

### Warranty returns

Parts that fail in use may be returned for 12 months from the date of purchase. Returns must be accompanied by the original invoice - no warranty claims will be paid without a copy of the original invoice. Return freight will be reimbursed. Electrical parts returned for warranty will be tested and if found functional, no return credit will be given and the part will be returned. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

### Non-warranty returns

All uninstalled parts, in their original packaging may be returned within 90 days for any reason. A copy of the original invoice or the picking label (which is generally attached to the original packaging) must accompany the return. Return freight is paid by the customer. If the return is due to our error, the return freight will be reimbursed. Parts returned outside of this policy or in non-resalable condition may not be accepted or may be assessed a 15% handling fee. Reimbursement is made by the original payment method. Complete the return form included in each order, pack the items securely and use the shipping return label supplied.

### Customer service

We value your custom and wish to ensure that you receive the very best service. Every effort will be made to provide you with Quality Parts and Expertise in a relaxed, helpful and friendly manner. Should you consider the service you receive from us to be unsatisfactory, or you have any problems with the part(s) purchased, please advise a member of the sales team at the originating branch. If the matter is not resolved to your satisfaction, please e-mail our Customer Services Department at [customerservices@moss-europe.co.uk](mailto:customerservices@moss-europe.co.uk) or write to: Customer Services, Moss Europe Ltd, Unit 16, Hampton Business Park, Bolney Way, Feltham TW13 6DB England.

### British Motor Heritage

Moss Europe Ltd is a British Motor Heritage approved specialist. Our agreement with British Motor Heritage allows us the use of marque logos and some of the artwork contained within this catalogue.





## PAINT & COLOUR CODES

Here is a list of the colours used on the TR2-4A. The colours are carefully blended to be an exact match to the original paint as used by the factory, but it is worth observing that your car may well have faded from its original colour over the years. For this reason before you start, we recommend that you do a test spray of any aerosol on a piece of old metal or a carefully selected area of the car where a mismatch will not be noticed. The boot or spare wheel area is often a convenient place to do your testing.

We can supply paint in either aerosol or brush-on format (not for spray shop use). The aerosols come in 400ml cans and the brush-on paints are available in 125ml cans with a brush in the cap (#except for engine and chassis paints, which are supplied in 500ml tins).

## KEY TO PAINT CODES

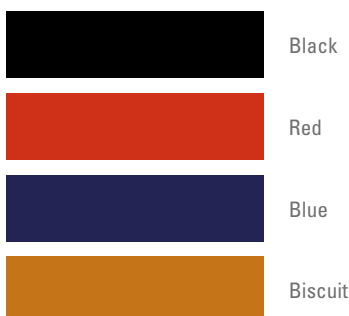
**Conifer Green (125)** - On the right are the paint colours applied to TR2-4A models during production (see example left).  
**01/1963 Onwards CCGN125 (TU)**

- Conifer Green** - Is the colour name.
- (25)** - The figure in brackets is the original Triumph factory paint code.
- 01/1963 On** - The dates refer to model years during which the paint was used.
- CCGN25** - Is the Moss paint code.
- (TU)** - Means that a touch up option is available.
- \*NLA** - Means that the colour is no longer available from Moss.

Conifer Green (paint code 25) was available from January 1963 onwards. It is available from Moss as an aerosol (part no. CCGN25) or as a touch up can (part no. CCGN25TU).

## TRIM COLOURS

Moss supply trim for the TR2-4A, from complete interior trim kits right through to replacement door trim panels. Moss can supply these in both leather and vinyl materials. The colours available were: black, red, blue and biscuit. Our interior trim kits are all made from original colour vinyls of correct specification mounted on accurately die cut boards. Much time and money has been invested in producing exact replacement parts including the tooling to produce original heat formed patterns. Other trim colour and piping specifications are available, please see the chart below for the standard colours or contact Moss Europe for full details.



Matador Red (12)	Special Order	CCRD12 (TU)
New White (19)	03/1963 Onwards	CCWT19 (TU)
Conifer Green (125)	01/1963 Onwards	CCGN125 (TU)
Wedgwood Blue (26)	03/1963 Onwards	CCBU26 (TU)
Signal Red (32)	07/1953 Onwards	CCRD32 (TU)
Royal Blue (56)	03/1963	CCBU56 (TU)
British Racing Green (75)	07/1953 to 01/1963	CCGN75 (TU)
Beige (74)	10/1955 to 11/1957	*NLA
Spa White	06/1960 to 03/1963	*NLA
Powder Blue	09/1957 to 03/1963	*NLA
Velasquez Cream (61)		*NLA
Geranium	to 07/1954	*NLA
Ice Blue	to 07/1953	*NLA
Olive Yellow	to 07/1953	*NLA
Pearl White	to 09/1958	*NLA
Salvador Blue	10/1955 to 09/1956	*NLA
Apple Green	10/1955 to 09/1958	*NLA
Winchester Blue	09/1956 to 11/1957	*NLA
Pearl Grey	09/1957 to 09/1958	*NLA
Primrose Yellow	09/1957 to 09/1958	*NLA
Pale Yellow	09/1958 to end of TR3A	*NLA
Sebring White	09/1958 to end of TR3A	*NLA
Silverstone Grey	09/1958 to end of TR3A	*NLA
Wheel Silver		CCWP1 (TU)
Crackle Black		MRD1048A
Super Black Gloss		CCSB1 (TU)
Satin Black		CCSB2 (TU)
Matt Black		CCMB1
Primer (High Build)		CCP1 (TU)
Engine Paint (Black)#		CCEP4 (TU)
Chassis Paint (Black)#		CCCB1 (TU)
Maroon Engine Paint#		CCEP1 (TU)
Metallic Green Engine Paint#		CCEP2 (TU)
Green Engine Paint#		CCEP3 (TU)
Black Engine Paint#		CCEP4 (TU)
Gold Engine Paint#		CCEP6 (TU)
Yellow Engine Paint#		CCEP11 (TU)
Bight Red Engine Paint#		CCEP10

Please note: Colours may vary slightly to samples shown here, due to the limitations of the colour printing press, and should be used as a guide only.



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