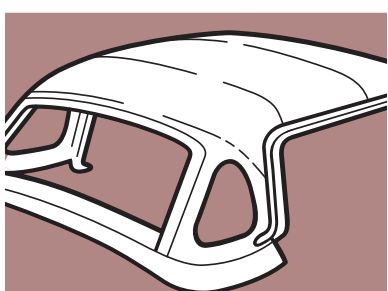
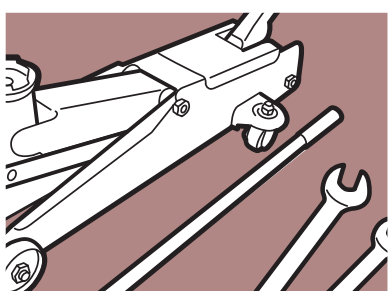
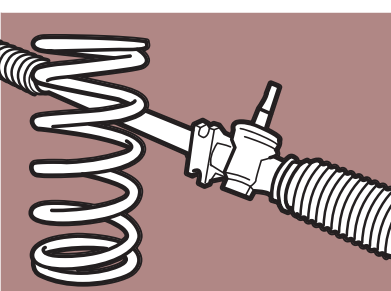
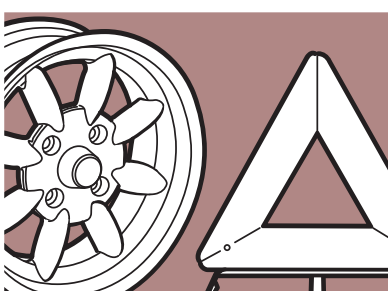
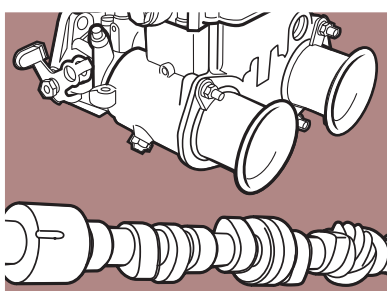
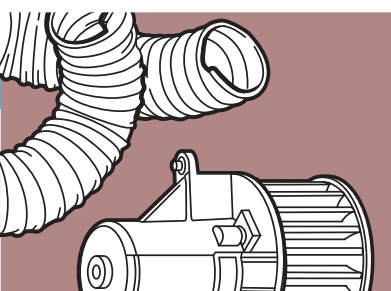
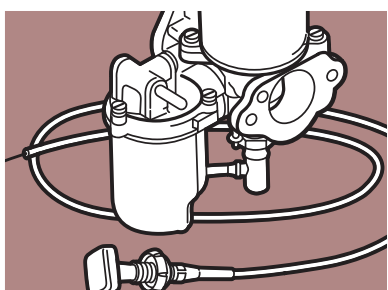
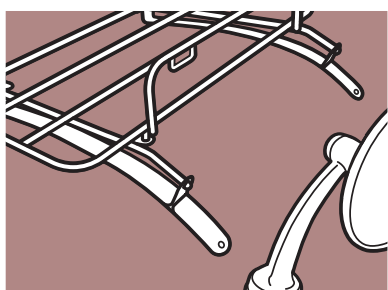
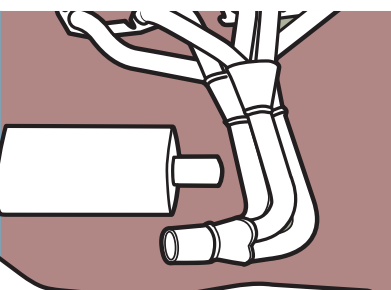
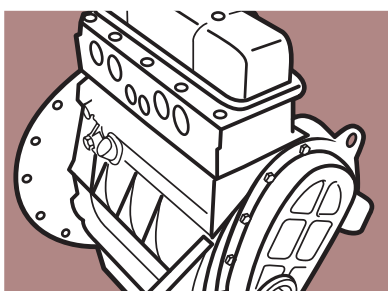
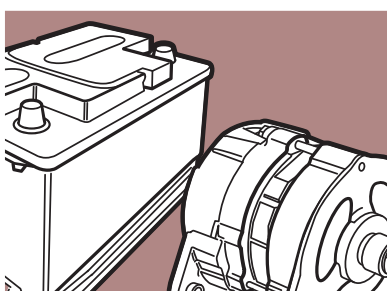
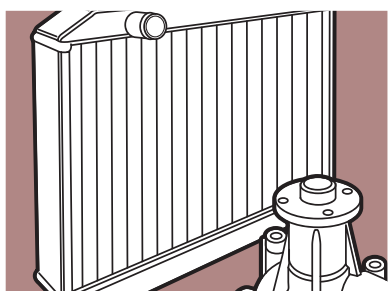
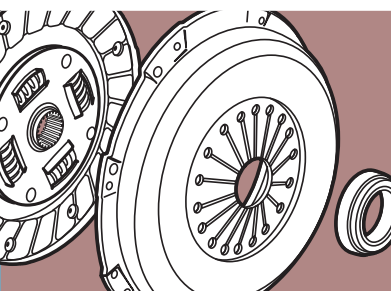
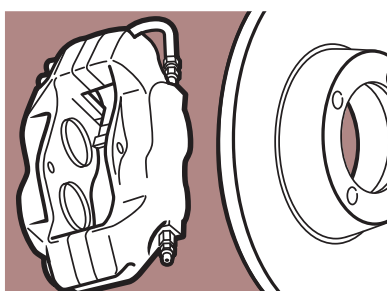
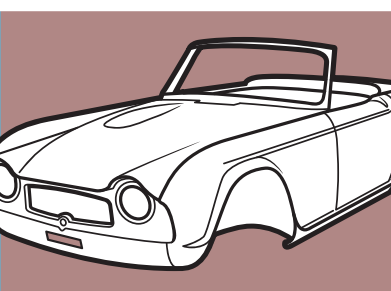


ISSUE 19

PARTS & ACCESSORIES FOR YOUR

# TR2-4A

including technical advice and detailed schematics



PARTS · ACCESSORIES · TOOLS

# Shopping with Moss Europe in the EU



Moss has been supplying Classic Car parts to enthusiasts since 1948. We specialise in MG, Triumph, Austin-Healey, classic Mini, Jaguar, Morris, and Mazda MX-5 parts and accessories, and offer a wide range of tools and consumables. Benefitting from decades of experience, we are now one of the world's oldest and largest suppliers to owners of classic cars.

Today, our mission is to keep the great marques alive and well by supplying parts and accessories of the highest standard. We offer friendly, professional, and knowledgeable service, and hold a vast inventory of parts in stock, backed by fast, reliable delivery throughout Europe.

EU based customers can now shop with Moss in the EU without worrying about customs charges or import taxes, and can benefit from fast and reliable delivery sent from Moss Paris across the EU.

- ✓ No customs charges
- ✓ No import taxes
- ✓ EU to EU shipping
- ✓ EU based sales and customer service team
- ✓ English speaking staff



Moss fournit des pièces de voitures de collection aux passionnés depuis 1948. Nous sommes spécialisés dans les pièces et accessoires MG, Triumph, Austin-Healey, Mini classique, Jaguar, Morris et Mazda MX-5, et proposons une large gamme d'outils et de consommables. Forts de plusieurs décennies d'expérience, nous sommes de fait, l'un des plus anciens et des plus importants fournisseurs de propriétaires de voitures de collection au monde.

Aujourd'hui, notre mission est de maintenir les grandes marques en vie et en parfait état ce, en fournissant des pièces et des accessoires de la plus haute qualité. Nous offrons un service convivial, professionnel et compétent, et possédons une vaste gamme de pièces en stock, doublé d'une livraison rapide et fiable dans toute l'Europe.

Les clients basés au sein de l'UE peuvent désormais faire leurs achats chez Moss dans l'UE sans se soucier des frais de douane ou des taxes d'importation et peuvent bénéficier d'une livraison rapide et fiable expédiée depuis Moss Paris dans toute l'UE.

- ✓ Pas de frais de transitaire
- ✓ Pas de taxes d'importation
- ✓ Livraison de l'UE à l'UE
- ✓ Équipe de vente et de service à la clientèle basée dans l'UE
- ✓ Personnel parlant anglais



Moss versorgt Oldtimer-Liebhaber seit 1948 mit Einzelteilen für Ihre Klassiker und ist mit seiner jahrzehntelangen Erfahrung einer der ältesten und größten Anbieter für Kunden in diesem Segment. Zu unserem Repertoire zählen Autoteile und Zubehör für die Marken MG, Triumph, Austin-Healey, den klassischen Mini, Jaguar, Morris und den Mazda MX-5. Darüber hinaus bieten wir eine breite Palette an Werkzeugen und Verschleißteilen an.

Mit unserer Arbeit möchten wir die großen Marken am Leben erhalten und liefern hierzu die hochwertigsten Teile und Zubehörartikel. Unser umfassender Lagerbestand kann schnell und zuverlässig an verschiedene Orte in ganz Europa versandt werden. Unser freundlicher, professioneller und fachkundiger Kundenservice berät Sie gerne dazu.

Kunden aus der EU können nun dank EU-Versand über Moss Paris ganz sorgenfrei bei Moss bestellen, ohne Zollgebühren oder Importsteuern zu zahlen.

- ✓ Keine Zollgebühren
- ✓ Keine Importsteuern
- ✓ Versand innerhalb der EU
- ✓ Vertriebs- und Kundendienstbüro in der EU
- ✓ Englischsprachige Mitarbeiter



Moss fornisce parti per auto classiche agli appassionati dal 1948. Siamo specializzati in parti e accessori per MG, Triumph, Austin-Healey, Mini Classic, Jaguar, Morris e Mazda MX-5 e offriamo una vasta gamma di utensili e prodotti di consumo. Grazie all'esperienza decennale, ora siamo uno dei fornitori più vecchi e più grandi del mondo per i proprietari di auto classiche.

Oggi la nostra missione è mantenere vivi e in buone condizioni i grandi marchi, fornendo parti e accessori dello standard più elevato. Offriamo un servizio cordiale, professionale e competente e possediamo un vasto catalogo di parti in stock, supportato da un sistema di consegne veloce e affidabile in tutta Europa.

I clienti nell'UE ora possono acquistare da Moss nell'Unione Europea senza preoccuparsi di spese doganali o tasse di importazione e possono beneficiare della consegna veloce e affidabile da Moss Paris in tutta l'Unione.

- ✓ Niente spese doganali
- ✓ Niente tasse di importazione
- ✓ Spedizione in UE dall'UE
- ✓ Team di vendita e di assistenza clienti con sede in Europa
- ✓ Staff che parla la lingua inglese



Moss lleva suministrando piezas a los amantes de los deportivos clásicos desde 1948. Estamos especializados en piezas y accesorios de MG, Triumph, Austin-Healey, Mini clásico, Jaguar, Morris y Mazda MX-5, y ofrecemos una amplia variedad de herramientas y consumibles. Gracias a las décadas de experiencia acumuladas, ahora somos uno de los proveedores más antiguos y grandes del mundo para propietarios de coches clásicos.

Hoy nuestra misión es mantener vivas y presentes las grandes marcas suministrando piezas y accesorios de la más alta calidad. Ofrecemos un servicio cercano, experimentado y profesional, y poseemos un extenso inventario de piezas en stock que se ve respaldado por un servicio de entrega a toda Europa rápido y fiable.

Ahora, los clientes de la Unión Europea (UE) pueden adquirir los productos de Moss directamente desde su territorio, sin preocuparse por las tarifas aduaneras ni los aranceles, y beneficiarse así de un servicio de entrega rápido y fiable a toda la UE desde Moss París.

- ✓ Sin tarifas aduaneras
- ✓ Sin aranceles
- ✓ Envío de UE a UE
- ✓ Equipo comercial y de atención al cliente basado en la UE
- ✓ Le atendemos en inglés



A Moss tem vindo a fornecer peças de automóveis clássicos a entusiastas desde 1948. Especializamo-nos em peças e acessórios para MG, Triumph, Austin-Healey, Mini clássico, Jaguar, Morris e Mazda MX-5. Disponibilizamos também uma vasta gama de ferramentas e consumíveis. Com décadas de experiência, somos um dos maiores e mais antigos fornecedores de peças do mundo para proprietários de automóveis clássicos.

A nossa missão é manter as grandes marcas vivas e presentes, fornecendo peças e acessórios do mais alto nível. Oferecemos um serviço amigável, profissional e especializado, e mantemos um vasto inventário de peças em stock, apoiado por uma entrega rápida e fiável em toda a Europa.

Os clientes sedeados na UE podem agora efetuar compras na Moss Paris sem preocupações relativas a taxas aduaneiras ou impostos de importação, beneficiando também de entregas rápidas e fiáveis com envio a partir de França.

- ✓ Sem taxas aduaneiras
- ✓ Sem impostos de importação
- ✓ Envio da UE para a UE
- ✓ Equipa de vendas e apoio ao cliente sediada na UE
- ✓ Funcionários que falam inglês

<b>A</b>		<b>F</b>		<b>N</b>			
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Aerials . . . . .	A45	Flying helmet & goggles . . . . .	A53	Negative camber vertical link . . . . .	A09	Threshold plates . . . . .	A48
Aeroscreens . . . . .	A44	Fuel pipe kits . . . . .	A29			Throttle discs . . . . .	A25
Air filters . . . . .	A27	Fuel pump blanking kit . . . . .	A29	<b>O</b>		Throttle linkages . . . . .	A26
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Alloy front hubs . . . . .	A09	Fuel regulators . . . . .	A29	Oil cooler radiators & kits . . . . .	A20	Tonneau covers . . . . .	A44
Alternators . . . . .	A18	Fuel tanks . . . . .	A30	Oil filters . . . . .	A27	Tool rolls . . . . .	A52
Anti roll bars & kits . . . . .	A09	Fulcrum kit . . . . .	A08	Oil pressure switch . . . . .	A20	Tracker . . . . .	A52
				Overdrive conversion brackets . . . . .	A21	Travel cases . . . . .	A35
<b>B</b>		<b>G</b>		Overmats . . . . .	A48	Tyre valve caps . . . . .	A38
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Personal A51

BLACK & WHITE  
Restoration  
SectionRestoration  
Parts 01



## 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
TR4-4A aluminium front wing RH.....	950110AL
TR4-4A aluminium rear wing LH.....	850475AL
TR4-4A aluminium rear wing RH.....	850476AL
TR4-4A aluminium boot lid.....	813650A



## 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
Plastic gearbox tunnel, 2 piece.....	713569SAP1
Plastic transmission tunnel cover.....	809046SAP
Gearbox tunnel fitting kit.....	713569FK
Gearbox tunnel seal kit.....	713569GS

## 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.



TT31501KV

### 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



TT31501G

### 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

TR4-4A type C imperial calipers fast road/sport..... TT31501G

TR4-4A type C metric calipers fast road/sport..... TT32501G  
(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

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



TT3041A

## 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

Brake hose rear (each)..... TT3042

### TR3-4 Girling system

Brake hose front (each)..... TT3142

Brake hose rear (each)..... TT3142

Clutch hose (each)..... TT3041A

### TR4A

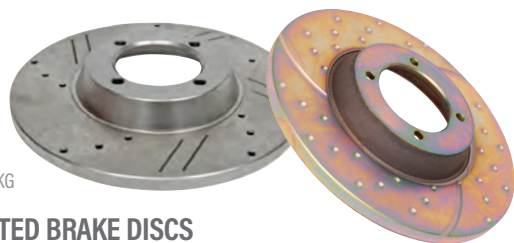
Brake hose front (pair) ..... TT3240

Brake hose rear (pair) ..... TT3242

Clutch hose (each)..... TT3141



209327XKG



209327TG

EBC  
BRAKES

## UPDATED 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  
(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



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

Remote brake servo kit aftermarket ..... TT3949Z



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  
TR2-3 LHD (Lockheed) ..... HGB1010L  
TR3-3A RHD (Girling) ..... HGB1011  
TR3-3A LHD (Girling) ..... HGB1011L  
TR4 RHD ..... HGB6227  
TR4 LHD ..... HGB6227L  
TR4A IRS RHD ..... HGB6228  
TR4A IRS LHD ..... HGB6228L



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.

Note: Will not fit any standard steel wheels. If using wire wheels, they must be 72 spoke and in good condition. Please contact Moss for advice if in doubt.

TR3-4A 4-pot vented caliper conversion kit ..... SPB32521

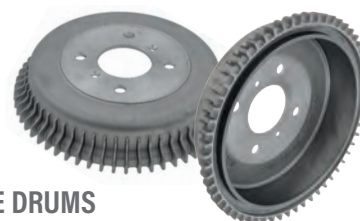
TR3-4A 4-pot vented caliper conv. kit (cross drilled) ..... SPB32521X

(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

Greenstuff pad set ..... RD150-3668



## ALFIN BRAKE DRUMS

The TR4A brake drums are reproductions of the rare factory option. That will help to reduce brake fade under heavy braking and they also look good.

Alfin Brake drum - 9" (each) ..... 210578ALF  
(TR4A-6)



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

Brake Hose Set, clear, mild steel fittings, TR3 ..... GBL102121

Brake Hose Set, black, mild steel fittings, TR4 ..... GBL112190

Brake Hose Set, clear, mild steel fittings, TR4 ..... GBL112120

Brake Hose Set, clear, mild steel fittings, TR4A ..... GBL112121



## TR3A-4A UPDATED 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





## 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  
 TR2-3A Koni rear, pair\* ..... TT3312PR  
 TR2-3A Spax front, pair ..... TT3001PR  
 TR2-3A Spax rear, pair\* ..... TT3311PR  
 TR2-3A Gaz front, each ..... TT3103

TR4 no spacers Koni front, pair ..... TT3002PR  
 TR4 no spacers Koni rear, pair\* ..... TT3312PR  
 TR4 no spacers Spax front, pair ..... TT3001PR  
 TR4 no spacers Spax rear, pair\* ..... TT3311PR  
 TR4 no spacers Gaz front, each ..... TT3103  
 TR4 deep dish Koni front, pair ..... TT3002PR  
 TR4 deep dish Spax front, pair ..... TT3001PR  
 TR4 deep dish Spax rear, pair\* ..... TT3311PR  
 TR4 deep dish Gaz front, each ..... TT3103

TR4A live axle Koni front, pair ..... TT3102PR  
 TR4A live axle Koni rear, pair\* ..... TT3212PR  
 TR4A live axle Spax front, pair ..... TT3101PR  
 TR4A live axle Spax rear, pair\* ..... TT3111PR  
 TR4A live axle Gaz front, each ..... TT3203

TR4A IRS-5-6 Koni front, pair ..... TT3102PR  
 TR4A IRS-5-6 Spax front, pair ..... TT3101PR  
 TR4A IRS-5-6 Spax rear, pair\* ..... TT3211PR  
 TR4A IRS-5-6 Gaz front, each ..... TT3203  
 TR4A IRS-5-6 Gaz rear, each ..... TT3213

(\*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

## 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.



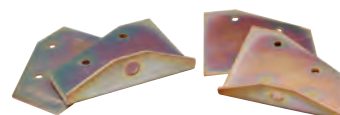
## TR2-4 live axle

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

## 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.

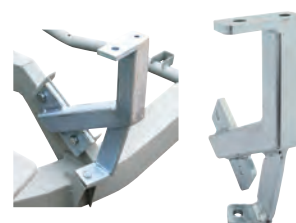
TR4A IRS type 1 conversion kit ..... TT3218



## 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



## 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



## 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





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  
 Spax front/rear telescopic conversion kit ..... TTK3112S  
 Gaz front/rear telescopic conversion kit ..... TTK3112G



### UPDATED LEVER ARM DAMPERS

We supply new, non-exchange updated 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 update them, as well as damper oils so you can tweak your damping rates. We suggest the 25% updated dampers are suitable for fast road and the 50% updated shocks are for competition use only.

TR2-4 new 25% updated shock LH ..... TT3014LN  
 TR2-4 new 25% updated shock RH ..... TT3014RN  
 TR4A new 25% updated shock LH ..... TT3214LN  
 TR4A new 25% updated shock RH ..... TT3214RN  
 TR4A new 50% updated shock LH ..... TT3215LN  
 TR4A new 50% updated shock RH ..... TT3215RN  
 25% updated replacement shock valve ..... AHH7218



### CHASSIS STRENGTHENING BRACKETS

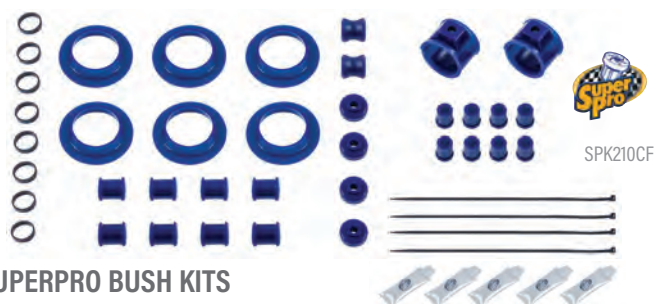
The lower front inner wishbone brackets which are welded to the chassis are weak points of the front suspension. They are often found to be cracked or even broken away from the chassis. We have followed a design from Triumph themselves and produced a strengthening kit which comprises of three plates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

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

### UPDATED 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  
 TR2 front bush kit ..... SPK210CF  
 TR2-4 rear bush kit ..... 112503SPK  
 TR3-3A-3B car bush kit ..... SPK10CK  
 TR3-3A-3B front bush kit ..... SPK10CF  
 TR3-3A-3B rear bush kit ..... SPK11CR  
 TR4 car bush kit ..... SPK11CK  
 TR4 front bush kit ..... SPK11CF  
 TR4 rear bush kit ..... SPK11CR  
 TR4A IRS car bush kit ..... SPK4IRSCK  
 TR4A IRS front bush kit ..... SPK4IRSCF  
 TR4A IRS rear bush kit ..... SPK4IRSCR  
 TR4A live axle car bush kit ..... SPK4LACK  
 TR4A live axle front bush kit ..... SPK4LACF



### 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



### 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

## TR4A SPAX 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.

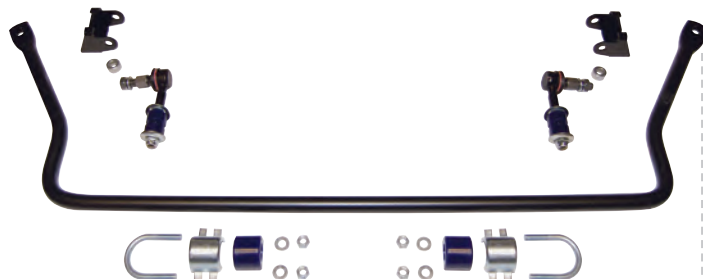


PlusPac road Koni dampers .....	TTK3130K
PlusPac road Spax dampers .....	TTK3130S
PlusPac road Gaz dampers .....	TTK3130G

### 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
PlusPac sprint Spax dampers .....	TTK3140S
PlusPac sprint Gaz dampers .....	TTK3140G



## UPRATED FRONT ANTI-ROLL BARS AND KITS

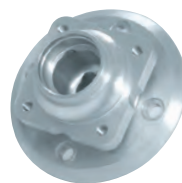
A very good modification is to fit an anti-roll bar to tighten up the front end. Our anti-roll bar kits have been developed to give the correct control for each model, reducing the amount of body roll when cornering and helps to keep the inner front wheel in contact with the road. The bar thicknesses 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.

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

### Replacement bushes and fittings

See page 70 in the Restoration section for more information..

U-bolt for anti-roll bar (2 required) .....	155307
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## ALLOY FRONT HUB

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

114284A



## 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



## 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
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## 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
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## 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
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## 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  
 Road spring set front - lowered (pair) ..... TT4001PR  
 Road spring set front - race lowered (pair) ..... TT4102PR  
 Road spring set front - full race (pair) ..... TT4207PR

### 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 Spring type (colour code)	Spring rate	Fitted length	Rear Spring type (colour code)	Spring rate	Fitted length
Upated - slightly raised	TT4006PR (B)	390lbs	7.00"	TT4211PR (WY)	390lbs	9.65"
Upated - lowered	TT4001PR (WB)	390lbs	6.70"	TT4212PR (GY)	420lbs	8.85"
Upated - 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  
 Road spring set front - lowered (pair) ..... TT4001PR  
 Road spring set front - fast road/sprint (pair) ..... TT4102PR  
 Road spring set front - race/sprint (pair) ..... TT4102PR

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

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  
 Road spring rear - fast road/lowered dished (late TR4) ..... TT4021  
 Road spring rear - competition/rally flat ..... TT4016



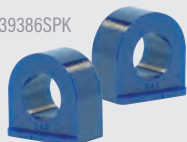




TTK3000L



139386SPK



TT3255



### 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  
TR4-4A Superpro poly rack mount (pair) ..... 139386SPK



### 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.

Up-rated steering pivot bush (pair) ..... 105063X



### 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
1" x 50' roll .....	GAC154
2" x 50' roll .....	GAC156

Snap Strap kit 8 x 9" & 4 x 18" lengths..... GAC172  
Snap Strap kit 6 x 9" & 4 x 18" lengths..... GAC173

### 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  
TR2-3A short column rack conversion LHD.....TTK3000L  
Steering rack boot kit .....GRG210Z  
Upper column kit RHD..... 121154R  
Upper column kit LHD ..... 121154L  
Horn/indicator conversion kit .....667-247

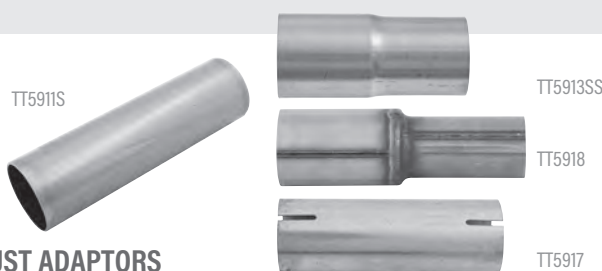


306829HR

### 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  
High ratio steering rack LHD ..... 306830HR



TT5911S

TT5913SS

TT5918

TT5917

### 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  
Stainless steel adaptor 1.875 x 1.75" ..... TT5913SS  
Stainless steel sleeve 1.625" .....TT5918  
Mild steel adaptor 1.5 x 1.875" .....TT5917



GFK6210X

### FITTING KITS FOR STANDARD EXHAUST SYSTEMS

These fitting kits are for Falcon stainless steel and standard mild steel systems.

TR4 system fitting kit .....GFK6210X  
TR4A twin box system fitting kit .....GFK6310X  
TR4A cross box system fitting kit .....GFK6320X





## 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 carburettors. 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

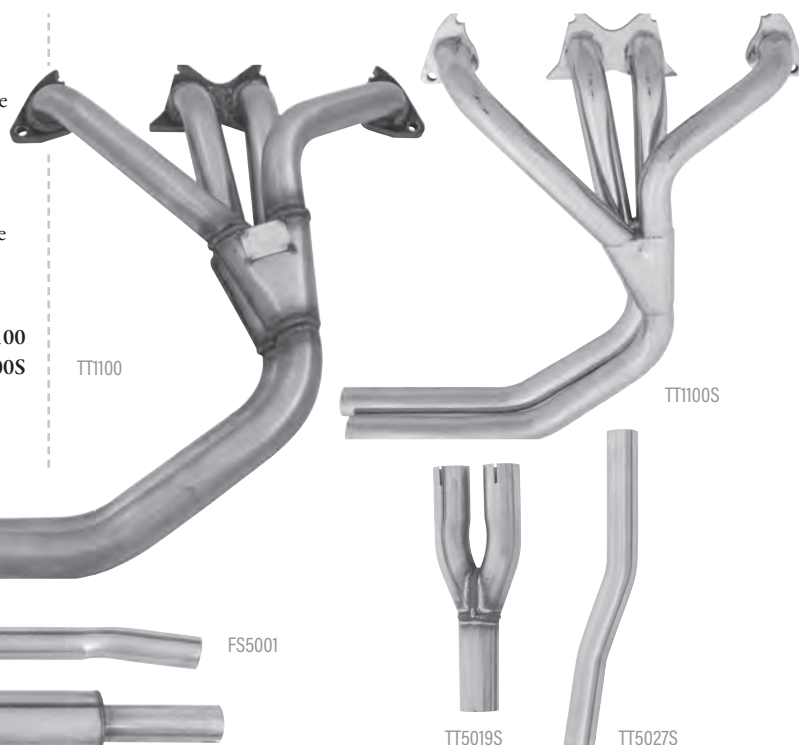
### Extractor manifolds

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

TR3-4A Extractor manifold 2 piece stainless steel .....TT1100S



### GT sports exhaust systems

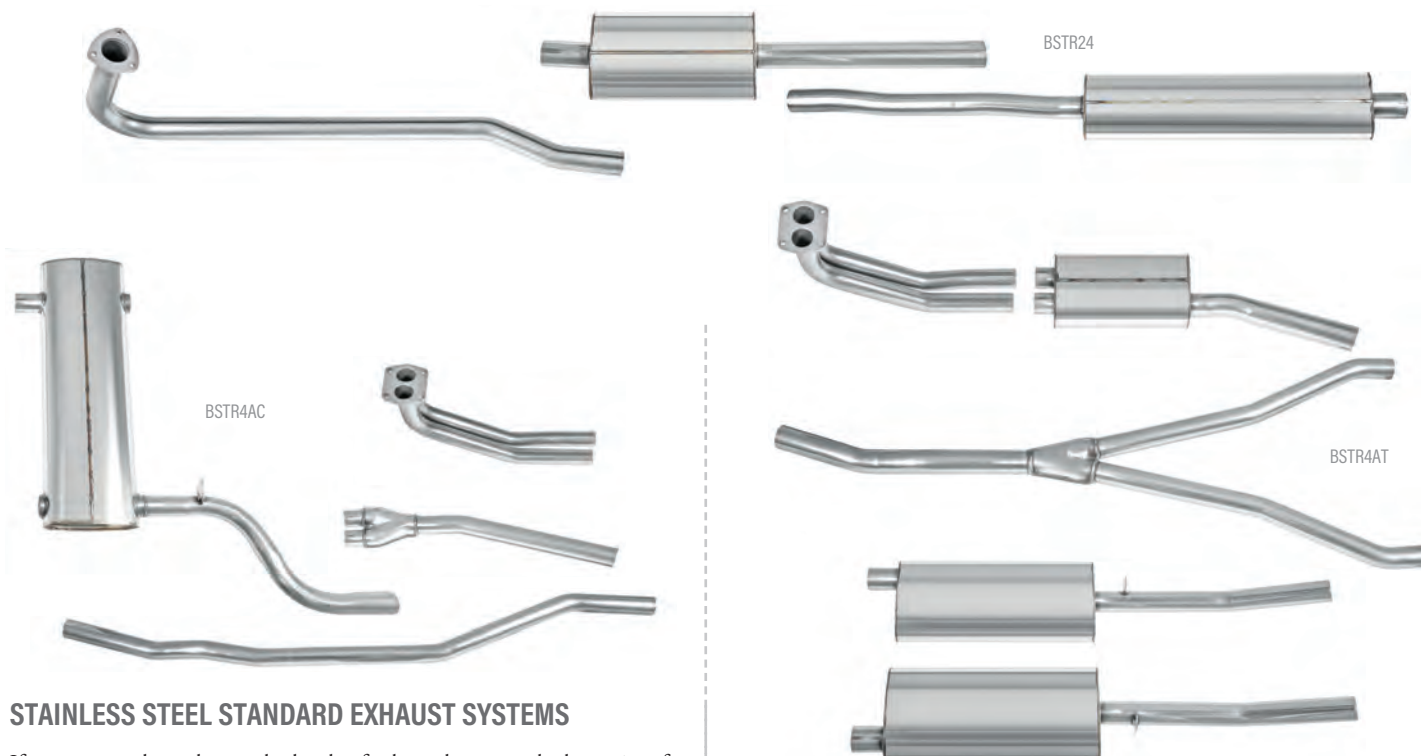
Our single pipe systems feature a 24" round rear silencer with a polished acoustic tail pipe. Our Twin GT TR4A system features a pair of rear silencers with acoustic tail pipes. Fits directly to standard the downpipe or to a Moss extractor manifold with appropriate Y piece.

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

TR4A type A GT exhaust system, stainless steel .....FS5101  
(Requires Y piece FSTH56 to fit TT1100).

Y piece .....TT5019S

Link pipe .....TT5027S



## 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

TR2-4 twin box fitting kit (for BSTR24) .....GFK6210X

TR4A cross box system .....BSTR4AC

TR4A cross box fitting kit (for BSTR4AC) .....GFK6310X

TR4A twin pipe box system .....BSTR4AT

TR4A twin pipe box fitting kit (for BSTR4AT) .....GFK6320X



## PHOENIX PERFORMANCE EXHAUSTS

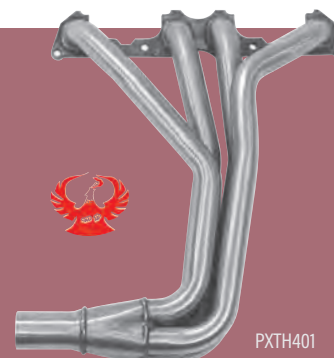
Phoenix performance exhausts are renowned in the Triumph world as producing high quality exhaust systems. We stock a range of their Fast Road manifolds and systems to cater for owners looking for high quality performance products.

### 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  
TR3A-4A extractor manifold small starter .....PXTH401  
(PXTH401 is TUV approved).

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 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!

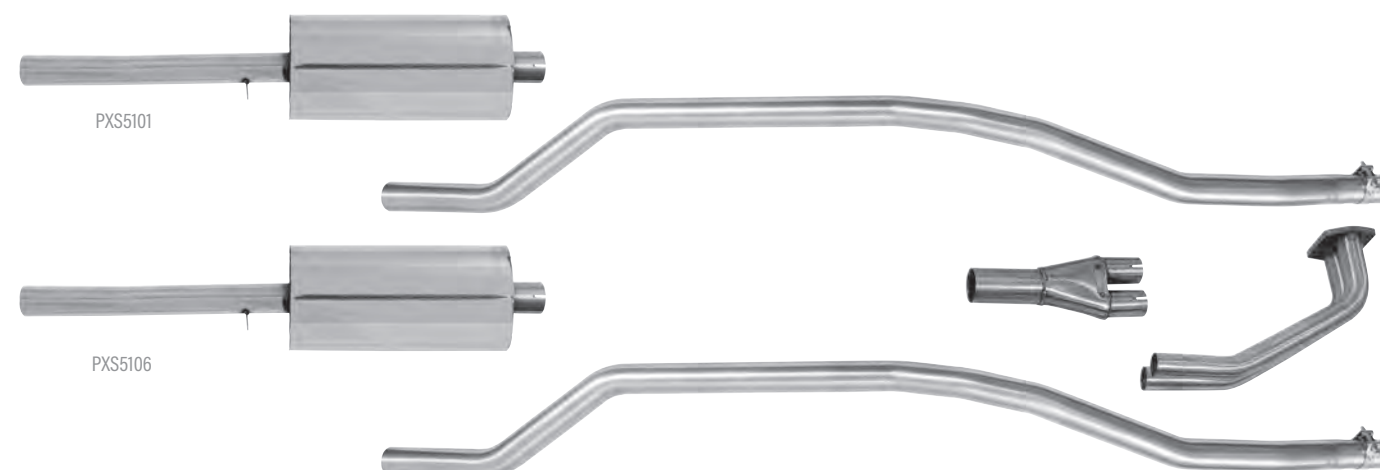
TR2-4 big bore system single box .....PXS5001  
(PXS5001 is TUV approved).  
Exhaust fitting kit for PXS5001.....PXS5001FK



#### 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  
Exhaust fitting kit for PXS5002.....GFK6130X



#### 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  
Exhaust fitting kit for PXS5101.....PXS5101FK  
TR4A big bore single box system (type 2) .....PXS5106  
Exhaust fitting kit for PXS5106.....PXS5106FK

PXS5102

PXS5105

### 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
Exhaust fitting kit for PXS5102.....	PXS5102FK
TR4A twin box system (type 2) .....	PXS5105
Exhaust fitting kit for PXS5105.....	PXS5105FK

PXS5104

PXS5103

### 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
Exhaust fitting kit for PXS5103.....	PXS5103FK
TR4A super sport cross box system (type 2) .....	PXS5104
Exhaust fitting kit for PXS5104.....	PXS5104FK

### 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



## 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
Tuned 25D4 positive earth .....	CSD1023571
Optimised 25D4 negative earth .....	CSD1014581
Tuned 25D4 negative earth .....	CSD1023581
Optimised with immobiliser 25D4 positive earth .....	CSD1014671
Tuned with immobiliser 25D4 positive earth .....	CSD1023671
Optimised with immobiliser 25D4 negative earth .....	CSD1014681
Tuned with immobiliser 25D4 negative earth .....	CSD1023681

### Distributors for TR4-4A

Optimised 25D4 positive earth .....	CSD1114571
Tuned 25D4 positive earth .....	CSD1123571
Optimised 25D4 negative earth .....	CSD1114581
Tuned 25D4 negative earth .....	CSD1123581
Optimised with immobiliser 25D4 positive earth .....	CSD1114671
Tuned with immobiliser 25D4 positive earth .....	CSD1123671
Optimised with immobiliser 25D4 negative earth .....	CSD1114681
Tuned with immobiliser 25D4 negative earth .....	CSD1123681

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



## 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
Coil replacement for CEK150 .....	CEC

### Power modules and mounting bracket

All models power module .....	PMA50
Mounting bracket for power module .....	MK006

### Fitting kits

Lucas 22D 25D fitting kit .....	LFK116
Lucas DM2P4 fitting kit .....	LFK125

### Performance ignition coil

All models performance ignition coil .....	LMS4
--	------



## PERTRONIX IGNITION

**PERTRONIX**

### 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
Pertronix ignition Lucas 25D4 +ve earth .....	222-555



**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

**HT LEAD**

The standard black lead for an 'OE' look. We recommend you assemble leads with NGK suppressed plug caps.

HT lead (per metre) - black ..... AAA5981M

**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

6 cylinder ignition lead numbering set ..... 171-640

**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

TR2-4 fast road plug (each) ..... BP7HS

**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

Straight plug cap, black (each) ..... NSB5BLK

60° plug cap, red (each) ..... NYB5

60° plug cap, black (each) ..... NYB5BLK

90° plug cap, red (each) ..... NLB5

90° plug cap, black (each) ..... NLB5BLK

Ignition lead end kit (each) ..... GCL1110

**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.

Silicone HT lead set, black - Cobalt ..... 172-020  
(Use to replace original screw-in distributor cap).

GCL1110

**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

Ignition lead end kit ..... GCL1110

**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

Stainless steel coil clamp and coil cover set ..... GAC8470CC

**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

**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

Battery liner - hard plastic, TR4-4A ..... AM7301



## 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  
 TR2-4 (to CT14913) alternator loom ..... TTK3020LA  
 TR4-4A (CT14914 on) alternator loom ..... TTK3020LB  
 New 18 ACR alternator (modified) ..... GEU2206M  
 Alternator fan ..... AAU3956A  
 Alloy alternator pulley ..... 147530A  
 Modified dynamo pedestal\* ..... 059015Q1  
 (\*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  
 Alternator pulley 4.5" competition use ..... CAEA535

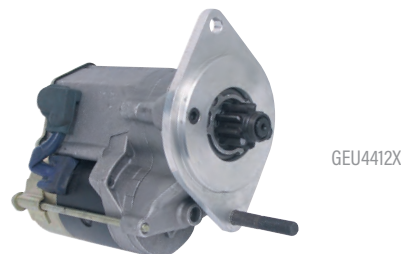


## NARROW BELT CONVERSION KIT

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  
 1/2" undamped pulley kit ..... TT1132A  
 Fan belt for TT1132/TT1132A ..... GCB10975



## 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.

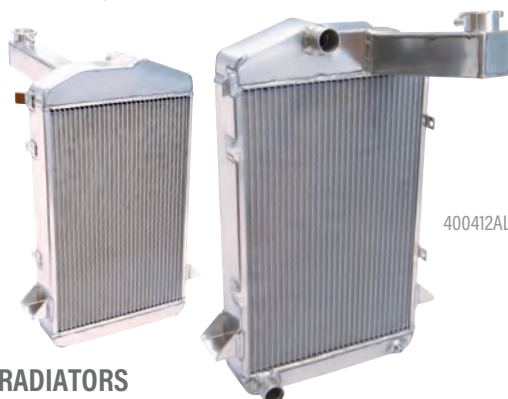
TR2-3A (to TS50000) shrink on ring gear ..... 201906X  
 TR2-3A with TR6 ring gear (201350) ..... 201906XSP  
 TR3A-4A (TS50001 on) bolt-on ring gear ..... GEU4412X



## 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  
 Positive earth ..... PT10802P  
 (For use with our narrow belt conversions).  
 Negative earth ..... PT10802TR  
 Positive earth ..... PT10802TRP  
 (For use with the original wide belt).



## 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  
 TR4 alloy radiator - no neck ..... 402001AL  
 TR4A alloy radiator ..... 307309AL



057014A



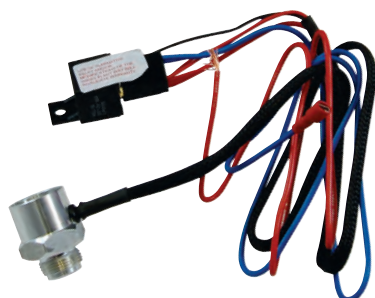
QHQCPI70X



## UPGRADED WATER PUMPS AND HOUSING

Our upgraded water pumps will appeal to those of you with upgraded 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
TR2-4A water pump .....	QHQCPI70X
TR2-4A water pump, Classic Gold.....	QHQCPI70X
Alloy pulley (for narrow belt kits TT1132(A) .....	105537A
TR2-4A alloy water pump housing.....	835-535



RFC010



## FAN CONTROL SWITCHES

### 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
(Use with threaded boss soldered in to radiator header tank).	
Threaded boss - brass .....	RFC012

### Thermostatic switches

These switches offer simple on/off fan switching.

Thermostatic switch (on 82°C off 68°C) .....	IM50100
Thermostatic switch (on 86°C off 81°C) .....	IM50090
Thermostatic switch (on 86°C off 76°C) .....	IM50250
Thermostatic switch (on 88°C off 79°C) .....	IM50120
Thermostatic switch (on 92°C off 87°C) .....	IM50200



## 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 a universal mounting system, these Revotec kits have bespoke laser cut brackets that mount directly to the radiator mountings. The brackets are stainless steel to give a smart appearance and prevent corrosion. To enable easy adjustment to suit your car, the kits also uses a precise electronic controller. The kit includes a high efficiency fan assembly, electronic controller, bespoke stainless steel brackets for corrosion resistance, hardware & wiring & fitting instructions.

Revotec cooling fan kit, -ve earth, TR2-4 .....	RFK10
Revotec cooling fan kit, +ve earth, TR2-4.....	RFK10P
Revotec cooling fan kit, -ve earth, TR4A.....	RFK11
Revotec cooling fan kit, +ve earth, TR4A .....	RFK11P
Manual override switch .....	RFC020



## 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 upgraded .....	115467X
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## 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
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## 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 TR2-3A intermediate hose ..... GRH389X
- TR2-4A top hose ..... GRH453X
- TR2-4A bottom hose ..... 130038X
- TR2-4A bypass hose ..... 105598X
- 2 TR2-3A heater hose - black ..... 602057X
- 3 TR4-4A straight heater feed hose - green ..... 627310X
- 4 TR4-4A L shaped heater return hose - green ..... 627311X



## 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
- 13 row oil cooler radiator for fast road ..... ARA221
- 16 row oil cooler radiator for fast road/sprint ..... ARO9875
- 19 row oil cooler radiator for race ..... ARO9888



## 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
- TR2-4 standard filter non-thermo s/s braided hoses ..... TT1167
- TR4A standard filter non-thermo s/s braided hoses\* ..... TT1168S
- (\*Can be used on earlier models for improved oil control).
- TR4A standard filter thermostatic s/s braided hoses ..... TT1175S
- TR4 remote filter thermostatic rubber hoses ..... TT1178
- TR4 remote filter thermostatic s/s braided hoses ..... TT1178S
- TR2-4 spin-on filter, non-thermo, rubber hoses ..... TT1068A
- TR2-4 spin-on filter non-thermo s/s braided hoses ..... TT1068S
- TR2-4 spin-on filter thermostatic rubber hoses ..... TT1069A
- TR2-4 spin-on filter thermostatic s/s braided hoses ..... TT1069S



## SPEEDI SLEEVE

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
- (Mounts on drive flange spigot).
- Speedi sleeve - timing cover ..... 520-505
- (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
- Oil catch tank 2lt. .... TT2901
- Breather hose - 1/2" ID (per metre) ..... BAU5065M
- Hose clip (each) ..... GHC11016



## 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
- (From TS12649E onwards).

### Oil filters

Oil filters for use with the above filter conversions.

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



## UPRATED OIL PRESSURE SWITCH

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

- Uprated oil pressure switch 20lb ..... TT2998





### 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.

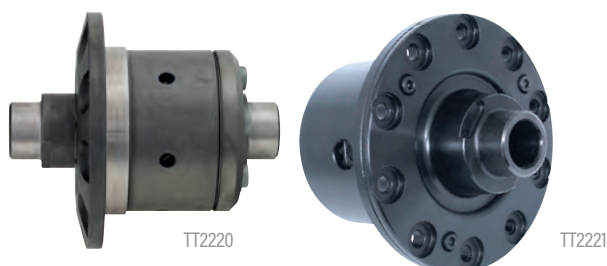
TR2-4A alloy sump.....	301318
TR2-4A fitting kit for 301318 .....	301318FK
TR2-4A sump gasket .....	211123
Replacement sump plug.....	301318PLUG



### 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
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### 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
LSD - plate type (IRS cars only).....	TT2221
LSD - Quaife type (Girling live axle cars) .....	TT2220

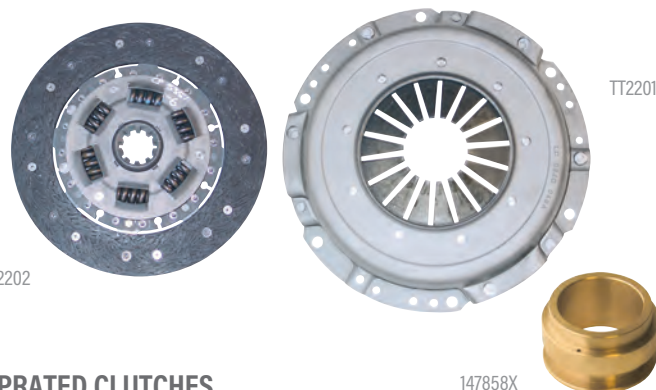
(We offer a range of reconditioned axles and differentials, including units rebuilt with LSDs. Please see Restoration section page 79 for live axle models and page 80 for IRS models).



### 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
Differential mounting - cup (pair) .....	134236SPK



### UPGRADED 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
TR4A clutch plate 8.5" (10 x 1.25" spline) .....	TT2202
TR4A bronze bearing carrier .....	147858X
TR4A clutch release bearing.....	GRB211



### 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
Replacement mounting.....	130985X



### 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 upgraded clutches above, and late type or high torque starter motors, see page A18.

Lightweight flywheel .....	143105X
Ring gear - bolt-on type.....	202834





## 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

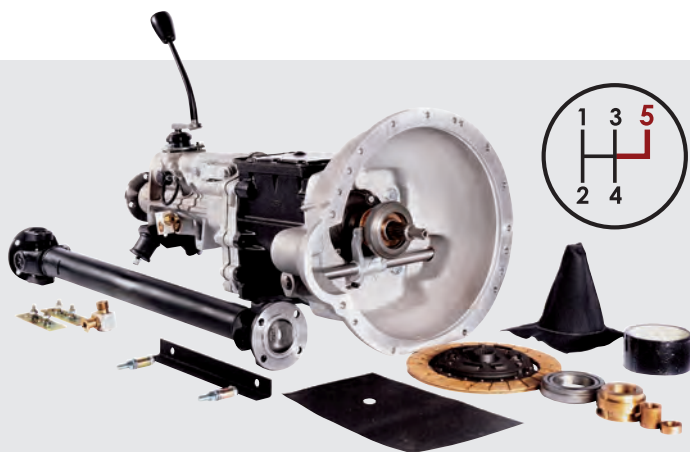
### Classic eight spoke bolt-on alloy wheels

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.

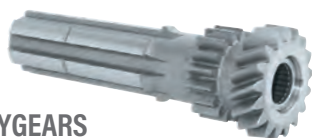
With a synchromesh first gear and quieter reverse the vibration and hassle are taken out of town driving. With similar ratios from first to fourth, the performance through the gears is unaffected, and the added benefit of a 0.82:1 fifth gear ratio gives a comfortable reduction in engine RPM providing 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
TR2-3A with diaphragm clutch	TTK20101
TR4 with spring clutch	TTK2011
TR4 with diaphragm clutch	TTK20111
TR4A	TTK2012



UKC662UR

## 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

Uprated laygear\* (17 teeth) includes bearings..... UKC662UR

(\*Must be matched with correct first gear, refer to the Restoration section).



TKC853UR

## 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



TT2210

## 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
Constant pinion gear	TT2210A
Spigot bearing sleeve	145008X
Laygear (28 teeth)	STR548
3rd gear (29 teeth)	STR549
Constant gear (31 teeth)	STR552

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

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

## 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  
Battery mounted cut-off switch with bypass fuse ..... GAC3192I

### 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.

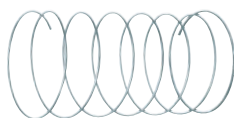
Period battery cut-off switch (short knob) ..... 1B2804  
Period battery cut-off switch (long knob) ..... 1B2804L



### 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  
Battery cut-off switch race spec (FIA approved) ..... TT7962  
Remote cable 6 foot ..... TT7962I  
Spare key for switches TT7964 and TT7962 ..... TT7964I  
Terminal kit for battery cable ..... TT7964TK



AUD4398

## 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  
8oz yellow damper spring large (2" diameter) ..... AUD4398



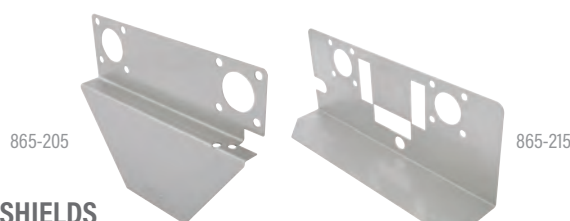
Model	Needles for: standard	Needles for: filter and exhaust	Needles for: plus head and cam	Needles for: Fully modified
4 cyl 83mm fixed (7)	'SM' ..AUD1328	'RH' AUD1291	'RG' AUD1290	'RB' AUD1286
4 cyl 86/87mm fixed	'TW' ..AUD1362	'SM' AUD1328	'SM' AUD1328	'RH' AUD1291
4 cyl 86/87mm biased	'BAB' .CUD1101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



## 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  
Linkage Kit, HS6 carburettor conversion ..... TT1156FK



## 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  
Heat shield SU H6 Carbs TR3-4 (LHD) ..... 865-205  
Heat shield SU HS6 Carbs TR4A (LHD) ..... 865-215  
Gasket (carb to manifold) ..... 112867



## DASHPOT COVERS FOR SU CARBURETTORS

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

Alloy dashpot cover for HS2 ..... SFR22  
Anodised blue dashpot cover for HS4/HS6 ..... SFR23B  
Anodised red dashpot cover for HS4/HS6 ..... SFR23R  
Chrome dashpot cover for HS4/HS6 ..... SFR150  
Chrome dashpot cover short type for HS/HIF 4/6 ..... SFR175

## 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.





WZX1323

## 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
Plain throttle disc for HS4.....	WZX1323
Plain throttle disc for HS6.....	WZX1321



386-385



WZX1178RP

## 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 oversized throttle shafts.

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



## 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.

Heat shields (pair).....	TMG1714
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### Parts needed for TR2-4A

Carburettor bell crank (1 required) .....	148960
Throttle rod short (1 required).....	148496
Throttle rod long (1 required) .....	145077
Throttle support bracket (1 required).....	145072
Throttle rod ball joint (2 required) .....	TT9941
Throttle/choke lever RH.....	AUE586
Throttle/choke lever LH.....	AUE587
Throttle/choke connecting spindle 12" (1 reqd.).....	TT9911



GAC9201X

## GROSE JETS

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

Grose jets for SU H/HS carburetors .....	GAC9201X
Grose jets for Stromberg 150/175 carburetors .....	GAC9200X

## 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.

TTK1159



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

TT2935361



### Weber carburettor kit

Please note; We can supply different jet set ups according to your requirements, please discuss this with us when placing your order.

TR2-4A 45DCOE for fast road .....	TT2935361
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TT2939



TT2937A



## 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
Carburettor mounting bush kit (for one carb.) .....	TT2939



## TWM MANIFOLD KIT

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
TR3-4A TWM manifold kit, twin DCOE .....	TWM2041M

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

Throttle linkage DCOE - single cable..... LP42411

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

T/linkage DCOE - top mount/twin cable..... LP4101

T/linkage DCOE - bottom mount/single cable..... LP4102

T/linkage DCOE - bottom mount/twin cable..... LP4103



## 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



## 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 Piper 30mm ram pipe for HS2..... SFR230
- 2 Piper 30mm ram pipe for HS4..... SFR430
- 3 Piper 30mm ram pipe for HIF44..... SFR4430
- 4 Piper 50mm ram pipe for HS6..... SFR650



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



### Ram pipes for Weber carburetors

These ram pipes are genuine Weber replacement products.

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





## 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

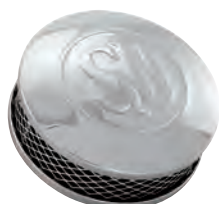


## STELLING & HELTINGS AIR FILTERS

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

S&H Air filter - SU 1 1/2" carbs (each)..... 223-200



## 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



## K&N PERFORMANCE GOLD<sup>®</sup> 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<sup>®</sup> oil filter ..... 235-830  
(For use with spin-on conversion only).



K&N crankcase breather filter

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



KN56-1630A

KN56-9095

## 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

HS2 offset mounting 1 3/4" deep ..... KN56-1630A

HS4 centre mounting 1 3/4" deep ..... KN56-1390A

HS4 centre mounting 3 1/4" deep .....KN56-9095

HS4 offset mounting 1 3/4" deep .....KN56-9128



KN56-1400A

KN56-9098

HS6 centre mounting 1 3/4" deep ..... KN56-1400A

(Also TR4A with 175 Strombergs).

HS6 centre mounting 3 1/4" deep .....KN56-9098

(Also TR4A with 175 Strombergs).

HS6 offset mounting 1 3/4" deep .....KN56-9132

(Also TR4A with 175 Strombergs).



KN56-9106

KN56-9265

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

DCOE fitting 45mm-1.3/4" deep .....KN56-9106

DCOE fitting 63mm-2.1/2" deep .....KN56-9104

DCOE fitting 83mm-3.1/4" deep .....KN56-9265



KN99-0621

## 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 fluid 1 litre.....KN99-0621

K&N filter oil aerosol 400ml .....KN99-0516

K&N filter oil 250ml .....KN99-0533

K&N filter oil sachet 57ml ..... KN99-11312





## 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.



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.



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
85mm deep glass filter/regulator 5/16" unions .....	TT2928
Fuel pressure regulator 1/4" unions .....	TT2925
Fuel pressure regulator 5/16" unions .....	TT2926



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
TR4 fuel pipe kit .....	HFFK35
TR4A fuel pipe kit .....	HFFK36



## 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
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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
Gasket .....	139041



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
(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 .....	MG2930K
(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 .....	MG2932K
(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
(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.

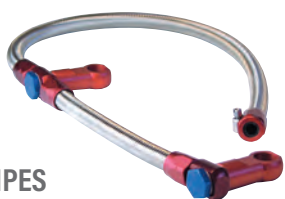
Solid state fuel pump kit - fast road .....	TMG2931K
(Up to 150bhp, flow rate: 32 gal/hr, 4.5-7 psi, unions: 8mm x 1/8 npt).	
Solid state fuel pump only - fast road .....	MG2931
(Up to 180bhp, flow rate: 34 gal/hr, 7.0-10.0 psi, 1/8 npt threads).	

### 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
Straight union 5/16" (8mm) 1/8 npt .....	MOC1604
Straight union 3/8" (10mm) 1/4 npt .....	FPA904/B
90° union 5/16" (8mm) 1/8 npt .....	MOC1841
90° unions 5/16" (8mm) 1/4 npt (pair) .....	TT2930A
90° unions 3/8" (8mm) 1/4 npt (pair) .....	FPA902B

### Fuel filter union

Unions 1/4" (6mm) 1/8 npt (pair) .....	TT29321
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### 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



### 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

TR3A (TS60001 on) aluminium tank ..... 303999AL

TR4-4A aluminium tank ..... 312359X



### 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

Roller rocker kit 1.65:1 ratio ..... TT1146

Rocker pedestal set ..... 112545X

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

TR2-4A polished vented ..... TT1137

TR2-4A polished vented with TriumphTune logo ..... TT1127

TR2-4A black non-vented with TriumphTune logo ..... TT1020

#### Rocker cover fittings

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

TR2-4A rocker cover gasket ..... GEG437

Chrome oil filler cap ..... TT9920

Knurled rocker cover nut plain - each ..... 310-215

Knurled rocker cover nut TR logo - each ..... 310-225



TT1136

### IMPROVED HEAD GASKETS

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

Head gasket - copper 86mm x 0.032" thick ..... TT1136

(Can be modified with care to suit larger cylinder bores).

Head gasket - steel shim 89mm x 0.020" thick ..... 202775

(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).



TT1017



112545X

### 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

Tufrided rocker shaft ..... TT1017

Rocker spacer set ..... TT1018

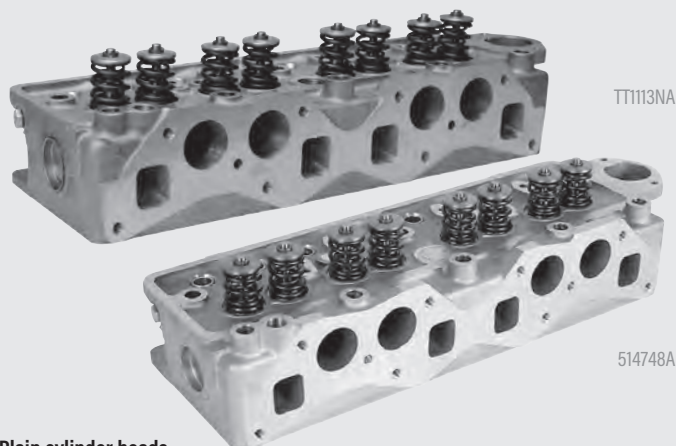
Rocker pedestal shim ..... TT1910

Up rated rocker pedestal nut ..... 51K1193B



## 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
Cylinder head plain alloy .....	511695AX

### 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
Cylinder head standard bare alloy .....	511695A

## 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
Exhaust valve large size 1.42" (each) .....	TT1135
Inlet valve large size 1.60" (each) .....	TT1134

### 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
Cylinder head standard assembled alloy .....	514748A

### 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
Cylinder head stage II new iron .....	TT1112N
Cylinder head stage II new alloy .....	TT1112NA

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

Further modifications to the ports and combustion chambers to improve gas flow. Fitted with large (1.605" 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
Cylinder head stage III new iron .....	TT1113N
Cylinder head stage III new alloy .....	TT1113NA



TR2-TR4 (to CT21470) bronze valve guide set. ....	TT1019
TR4 (CT21471 on) - TR4A bronze valve guide set .....	TT1419
TR2-TR4 (to CT21470) valve spring set. ....	TT1007
(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

Alloy valve cap (each) .....	TT1116
Washer - valve spring lower (each) .....	TT11161
(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.

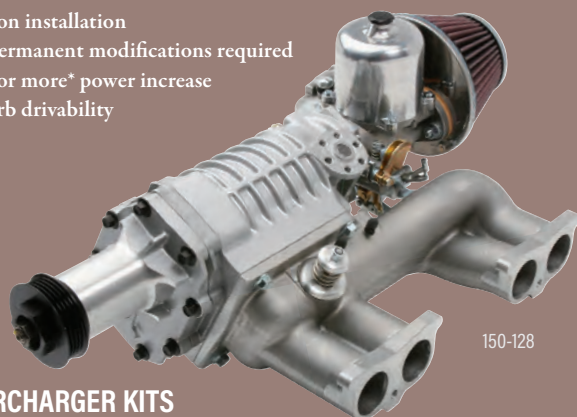
Available for positive or negative earth, with full fitting instructions provided.



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
Supercharger kit, LHD, TR4-4A.....	150-138
Big Boost Upgrade Kit.....	150-129



## 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
TR2-4A heavy duty timing chain.....	057151UR



## 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
TR2-4A standard length push rod 10.15" .....	TT1131
TR2-4A high compression push rod 10.10".....	TT1133

## 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
TR2-4A fast road camshaft.....	TT1004N
TR2-4A sprint camshaft .....	TT1105N
TR2-4A sprint 88 camshaft.....	TT11051N
TR2-4A race camshaft .....	TT1106N
TR2-4A race 96 camshaft .....	TT11061N

**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
--------------------------------	----------



## 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.

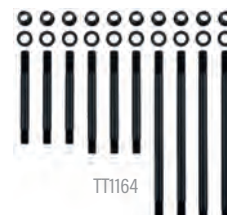
Oil Seal Conversion Kit, rear crankshaft .....	837-006
Oil Seal Conversion Kit, rear crankshaft .....	TT1032
Oil seal standard replacement (For 837-006) .....	TT1032S
Oil seal Viton replacement (For 837-006).....	TT1032SX
Oil Seal, rear crankshaft, Viton (For TT1032).....	TT10321
Alignment Tool, rear crankshaft seal (For TT1032) .....	TT1032TOOL



## 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
Big end bolt kit, ARP uprated .....	TT1180K



## DOOR MIRRORS

### 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



### 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

Stainless steel flat anti-glare glass LH .....GAM259X

Black finish flat glass RH .....GAM261X

Black finish flat glass LH .....GAM262X



## WING MIRRORS

Whether you fit the Tourist Trophy Long Arm style, round mirrors or the later Leyland, rectangular style, these accessories will add that finishing touch

### Long arm style (fixed type)

Chrome convex glass RH. ....WM1904

Chrome convex glass LH. ....WM1905

Chrome flat glass RH. ....WM1906

Chrome flat glass LH. ....WM1907



Chrome flat glass curved arm RH/LH (each).....GAM1001

Chrome flat glass cranked arm RH/LH (each)..... GAM1001X

### Late Lucas style (spring back type)

Chrome flat glass RH/LH (each).....GAM118

Chrome convex RH/LH (each) .....GAM117

## 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

Raydyot alloy mirror, convex glass. ....222-356



### 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



### 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



### 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

Chrome flat glass LH.....GAM107

Adaptor plate kit RH.....CZH1626

Adaptor plate kit LH.....CZH1625



### 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





## 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



## 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  
(Pair of door handles, boot handle, cubby box lock and ignition barrel).



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

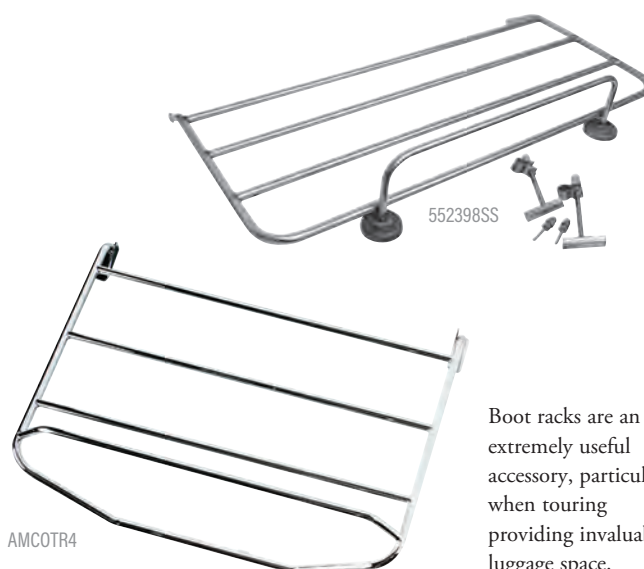


## EMERGENCY BONNET RELEASE KIT

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

## 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 TR4-5 boot rack fits using plates that sit between the boot lid and its hinges, and behind the numberplate where you will have to drill two fixing holes.

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



### 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  
Alloy with wood slats ..... GAC4005X



Stainless steel .....GAC4004SS  
Stainless steel with wood slats .....GAC4005SS  
Boot rack sucker set (4 piece) ..... BRS4





## 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.

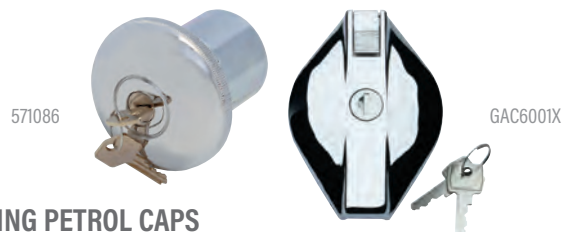
- |    |  |              |
|----|--|--------------|
| 1  | BMC Drivers Club.....                          | GAC9967X     |
| 2  | England Union flag toothed.....                | GAC8043X     |
| 3  | St. Christopher.....                           | GAC9970X     |
| 4  | RAC diamond.....                               | GAC9971X     |
| 5  | RAC round laurel.....                          | GAC1028X     |
| 6  | RAC toothed.....                               | GAC8045X     |
| 7  | UK mainland.....                               | 105-432      |
| 8  | Union chequered flag (42 x 24mm) .....         | DAG000070MMM |
| 9  | Union flag screw fit (30 x 50mm) .....         | GAC4100      |
| 10 | Union flag screw fit (35 x 57mm) - chrome..... | GAC4101      |
| 11 | Union flag stick on (pair) .....               | CRST186      |
| 12 | Union flag magnetic.....                       | MM215-330    |
| 13 | Union flag 'flying'.....                       | DAG000080MMM |
| 14 | Union flag stick on - chrome .....             | GAC4100CR    |
| 15 | GB letters stick on - chrome.....              | MRD1034SA    |
| 16 | GB letters set 3 piece - chrome.....           | MRD1034A     |



## BADGE BARS

Original style badge bars for early TR's.

- |                                     |          |
|-------------------------------------|----------|
| TR2-3 badge bar with brackets ..... | 552399   |
| TR3A badge bar with brackets.....   | 552399X  |
| Badge to bar clip .....             | GAC8041X |
| Optional badge mounting plate.....  | GAC8042X |



## 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   |
| Chrome original style flip-up lozenge cap..... | GAC6001X |



## 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 |
|-------------------------|----------|



## 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.

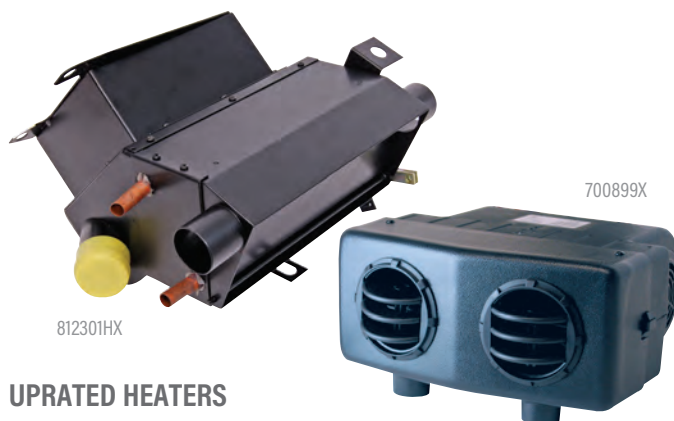
- |                                 |        |
|---------------------------------|--------|
| Chrome classic horn 105mm ..... | MT9143 |
|---------------------------------|--------|



## 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 |
|-------------------------|----------|



## 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  |
| TR4-4A uprated heater ..... | 812301HX |



## 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



## 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.

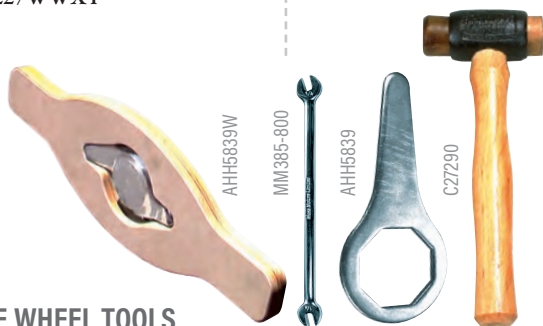
GLZ227WWX4



## TYRE VALVE CAPS

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

HMP190129



## 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  
 Copper faced hammer ..... 11B5166  
 Spoke adjusting spanner ..... MM385-800  
 Short octagonal spanner ..... AHH5839  
 Long octagonal spanner ..... MM386-120  
 Long spanner 2-eared ..... MM386-125  
 Wooden wrench 2-eared ..... AHH5839W  
 (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



## 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  
 2-eared spinner (8tpi) lefthand ..... AHA7374  
 3-eared spinner (8tpi) righthand ..... 107948/3  
 3-eared spinner (8tpi) lefthand ..... 107949/3  
 Octagonal spinner (8tpi) righthand ..... 88G606  
 Octagonal spinner (8tpi) lefthand ..... 88G607



## 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  
 Octagonal style spinner kit ..... GAC7050X



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  
 Inner tube for 15" x 175/185 tyres ..... 452-765  
 Rim band for 15" wheels ..... 452-750



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



## 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
- Standard 15" x 4" 48 spoke - chrome ..... WWC450
- Wide 15" x 4.5" 60 spoke - painted..... WWP452
- 1 Wide 15" x 4.5" 60 spoke - chrome..... WWC452

### TR4-4A wire wheels

- Standard 15" x 4.5" 60 spoke - painted ..... WWP452
- Standard 15" x 4.5" 60 spoke - chrome ..... WWC452
- Wide 15" x 5.5" 72 spoke - painted..... WWP457C
- 2 Wide 15" x 5.5" 72 spoke - chrome..... WWC457C

### 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
- Centre laced 15" x 5.5" 70 spoke - chrome ..... WWC370
- (\*Recommended tyre size 185/70R15).
- Centre laced 15" x 6" 70 spoke - painted ..... WWP5726
- Centre laced 15" x 6" 70 spoke - chrome ..... WWC5726
- (\*\*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

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



GAC8225X



GBC101TR



GAC8201XP

### MINATOR ALLOY WHEEL

This eight spoke, MiniLite replica bolt-on alloy wheel is a timeless classic design, adding a period charm to your classic. It is manufactured using the latest techniques and testing procedures to ensure the highest quality and reliability.

Available in 15" diameter, the wheel is sold individually with a centre cap supplied. 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
- Wheel nut tube type (each)..... GAC8225XNT

### 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
- Hub cap metal - polished 59mm (each) ..... GAC8211X
- Hub cap plastic - silver 61mm (each) ..... GAC8201XPP
- Hub cap plastic - flint 61mm (each) ..... GAC8201XPF
- TR centre badge ..... GBC101TR



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
- Wheel nut - tube type (each)..... GAC8225XNT
- Centre cap - replacement (each)..... GAC8277X



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
- 6mm wheel spacer set (pair)..... TT6902

GAC4608



GAC4609



### 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  
 Auxiliary reverse lamp .....GAC4609  
 Bulb replacement 12V 20W (each).....GAC4608B



3H3058



GWW102X



RTC430A



GAE132G

### 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.

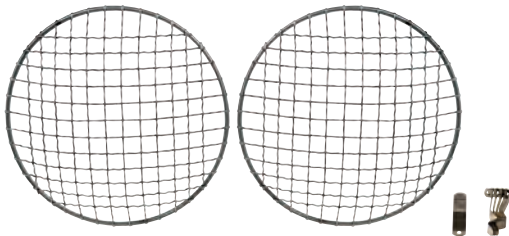
- Push button switch momentary.....3H3058  
 Toggle switch momentary.....GWW102X  
 Toggle switch on/off.....RTC430A  
 Pull switch on/off - green illumination.....GAE132G  
 Pull switch on/off - red illumination.....GAE132R  
 Pull switch on/off - yellow illumination.....GAE132Y  
 Fuse holder in-line.....UKC4446



### ALLOY HEADLAMP RIMS

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

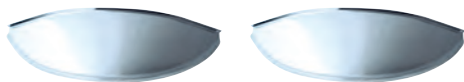
- Alloy headlamp rim (each).....500929ALLOY



### CHROME HEADLAMP STONE GUARDS

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

- Stone guard chrome clip fit (pair).....GAC8000X



### CHROME HEADLAMP PEAKS

A good excuse to fit some chrome.

- Headlamp peaks (pair).....GAC7999X



GAC4601



GAC4619

### 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  
 Chrome 5.5" angel eye fog lamps (pair).....GAC4602  
 Stainless steel 5" driving lamps (pair).....GAC4619



GAC4610

- Chrome 5.5" standard pattern spot lamps (pair).....GAC4610  
 Chrome 5.5" standard pattern fog lamps (pair).....GAC4611  
 Replacement bulb H3.....GLB453  
 Wiring fitting kit (universal).....GAC4027

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

- Driving lamp (pair) - Wipac.....WPS6007  
 Fog lamp (pair) - Wipac.....WPS6078



BHA4399



MM162-800

### 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).....MM162-701  
 Front fog lamp with fluted lens (each).....MM162-800  
 Back mounted lamp with fluted lens (each).....BHA4399  
 Back mounted lamp with clear lens (each).....57H5322

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  
 Replacement lamp unit with clear lens (each).....57H5015  
 Replacement bulb driving lamp (each).....GLB185  
 Replacement bulb fog lamp (each).....GLB323





## 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

(Inc: 2 relays, pre-wired relay holders, fitted terminals, fittings & instructions).

Relay kit 1 relay..... GAC4027

(Inc: 1 relay, non-assembled wiring, terminals & fittings).

PVC tubing black pre cut metre..... 504806



## 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



## 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

No pilot LHD (pair)..... MGE203

With pilot RHD (pair)..... GAC4023Z

With pilot LHD (pair)..... WPS4699

### Lucas H4 asymmetric kits

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

With pilot RHD (pair)..... GAC4023

With pilot LHD (pair)..... LULUB802



### 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

H4 100/90 watts (check regulations) (each)..... GLB484

Xenon H4 60/55 watts blue tint (pair)..... GLB472BLU



506370X



LU554308



## 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

Tripod headlamp assembly LHD (each)..... 506372X

Tripod lamp unit RHD (each)..... LU554308

Tripod lamp unit LHD (each)..... LU555296

Replacement bulb RHD (each)..... GLB414





## PERTRONIX ELECTRONIC IGNITION

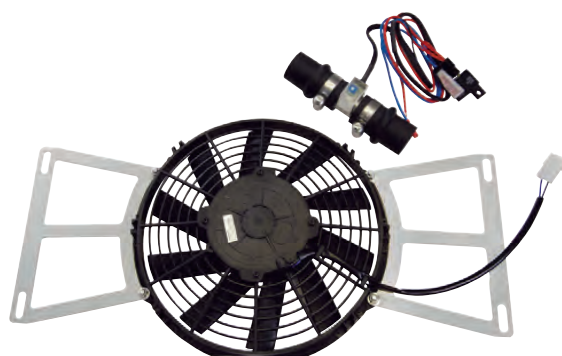
**These self contained electronic ignition units offer a simple alternative to traditional points and condenser arrangement.**

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°, 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 cowl using existing mounting bolts.

**Revotec**  
DRIVEN BY 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



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



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

TR4-4A Mosom Plus car cover ..... 237-420

**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

Cockpit cover - TR4-4A ..... 237-800

## CABLE AND LOCK

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

Car cover cable and lock ..... GAC2022X

Stowage bag ..... GAC2013X



## 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 caddy and cover ..... MXV1120X



## 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

Backlight glass - plain ..... 902343Z

Backlight glass - green tinted ..... 902343G

Backlight glass - plain and heated ..... 902343H

Backlight glass - green tinted and heated ..... 902343GH

Backlight perspex - lightweight alternative ..... 902343X

GRP Surrey top roof ..... 566994X

Pop-in style headlining for hard Surrey top ..... 713149X

Vinyl Surrey top - black ..... 806696

Vinyl Surrey top - white ..... 806697

Frame for vinyl Surrey top ..... 806603



## 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
TR2-3A vinyl RHD - black .....	559479
TR4-4A vinyl no headrests LHD - black .....	822061
TR4-4A vinyl no headrests RHD - black .....	822051
TR4-4A double duck no headrests LHD - black .....	TDT004
TR4-4A double duck no headrests RHD - black .....	TDT002
TR4-4A vinyl with headrests LHD - black .....	822101
TR4-4A vinyl with headrests RHD - black .....	822091
TR4-4A double duck with headrests LHD - black .....	TDT003
TR4-4A double duck with headrests RHD - black .....	TDT001



## HOOD STOWAGE COVERS

TR3A vinyl stick cover - black .....	559444
TR4A vinyl stowage cover - black .....	708722



## 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
Aeroscreen fitting kit .....	700896FK
Fixing screw (each) .....	AD608063
Attachment bolt (each) .....	602078



## 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
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## 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
TR2-3A vinyl hood with welded window - black .....	703169
TR2-3A vinyl hood with welded window - black .....	703169B
TR2-3A mohair hood with sewn window - black .....	703169MH
TR3A* vinyl hood with welded window - black .....	704108
TR3A* mohair hood with sewn window - black .....	704108MH
(*TS28826 on).	
TR4 vinyl hood - black .....	705963Z
TR4 vinyl hood - white .....	705963W
TR4A vinyl hood - black .....	572598B
TR4A vinyl hood - black .....	572598Z
TR4A mohair hood - black .....	572598MH



## 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
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## 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
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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
Suffolk seats, leather, matador red, pair .....	646-561
Suffolk seats, leather, midnight blue, pair .....	646-320
Suffolk seats, leather, black/white piping, pair....	646-311



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
Classic Seats, black/white piping, pair, TR4-4A ..	SAA6221W



STEERING WHEEL COVERS

We can certainly attest to the pains of a scalding-hot steering wheel! So we created a solution, this heat-resistant steering wheel cover. This will keep your wheel cool to the touch, whilst also protecting it from sun damage. Made from a combination of quality vinyl and heat reflective materials, it has a compact design made for easy storage.

Black, 15” .....	009-123
Tan, 15” .....	009-124
Grey, 15” .....	009-125



### 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  
 Leather rim matt alloy drilled spokes 15" ..... 489-020  
 Leather rim matt alloy drilled spokes 14" ..... 489-030  
 Leather rim black slotted spokes 15" ..... 489-050

Laminated wood rim matt alloy drilled spokes 14" ..... 489-070  
 Laminated wood rim matt alloy drilled spokes 15" ..... 489-060  
 Laminated wood rim matt alloy slotted spokes 14" ..... 489-085  
 Laminated wood rim matt alloy slotted spokes 15" ..... 489-080  
 Solid thick wood rim alloy drilled spokes 14" ..... 489-095  
 Solid thick wood rim alloy drilled spokes 15" ..... 489-090



### 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  
 Horn push with TR badge TR4-4A ..... 905-647



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

#### Leather rimmed steering wheels

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



**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  
 TR2-3A fixed column (original horn push)..... MLW1117B22  
 TR2-3A adjustable column (original horn push) ..... MLW1117B7T

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



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  
 2 Plastic centre cap/horn push ..... MLW1117X2  
 Polished alloy centre cap ..... MLW1117BCC  
 3 Polished alloy centre cap/horn push..... MLW1117BHP  
 Polished ring kit ..... MLW1117X3  
 Black ring kit ..... MLW1117X3B

**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  
 2 Capillary oil pressure half face - black..... GAE123X  
 3 Electric water temp half face - black..... GAE124X  
 4 Dynamo ammeter half face - black ..... GAE120  
 5 Alternator ammeter half face - black..... GAE121  
 6 Voltmeter half face - black ..... GAE122  
 Chrome bezel 52mm ..... 106964BEZEL

**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  
 TR4 crown cut gloss RHD ..... 903504  
 TR4 burr gloss RHD ..... 903504BG  
 TR4A burr gloss RHD..... 904154BG  
 TR4A burr gloss LHD..... 904153BG

**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  
 Leather gear knob nylon inset ..... GAC6051X

**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



### 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



### 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

#### 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

#### 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

#### 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



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

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



**FOR FULL RANGE  
VISIT MOSS-EUROPE.CO.UK**

### 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  
 (2 sheets of 254mm x 254mm (10" x 10").  
 Dynamat Xtreme - wedge pack ..... GAC90512  
 (1 sheet of 457mm x 812mm (18" x 32").  
 Dynamat Xtreme - door pack..... GAC90513  
 (4 sheets of 305mm x 914mm (12" x 36").  
 Dynamat Xtreme - bulk pack ..... GAC90514  
 (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  
 (1 sheet of 813mm x 1372mm (32" x 54").  
 Dynaliner - 1/4" thick ..... GAC90532  
 (1 sheet of 813mm x 1372mm (32" x 54").  
 Dynaliner - 1/2" thick ..... GAC90534  
 (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  
 (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
Static seat belt kit - red.....	SBS300/30RED
Static seat belt kit - beige.....	SBS300/30BGE
Static seat belt kit - grey.....	SBS300/30GREY
Static seat belt kit - blue.....	SBS300/30BLU



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



### 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
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## 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
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## HARNESS 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
3 point harness kit - red.....	SBH628RED
3 point harness kit - blue.....	SBH628BLUE
4 point harness kit - black.....	SBH629BLACK
4 point harness kit - red.....	SBH629RED
4 point harness kit - blue.....	SBH629BLUE

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
3 point harness kit - red.....	SBH605RED
3 point harness kit - blue.....	SBH605BLUE
4 point harness kit - black.....	SBH655BLACK
4 point harness kit - red.....	SBH655RED
4 point harness kit - blue.....	SBH655BLUE

### Harness fittings

Eye bolts (pair) - use with clip-in mountings.....	TT7967
Bolt and spacer (pair) - use with plate mountings.....	TT7969
Nut plates (pair) - reinforced for fixing bolts.....	TT7968



## 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
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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
- RetroSound San Diego, black.....230-388

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, black.....230-395

Long Beach

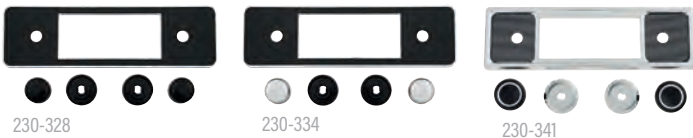
AM/FM Tuner, iPod/iPhone & Android compatible, Bluetooth, x2 rear USB ports & x2 rear Auxiliary inputs. 32,000 colour LCD with built in amp (45 watts peak/25 watts RMS x 4 channels).

- RetroSound Long Beach, chrome.....230-381
- RetroSound Long Beach, black.....230-386

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



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



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
- 5” x 7” 3 way, DVC, no grilles (each).....230-545

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
- 5” x 7” 3 way, 60W max, with grilles (pair).....230-540

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





### 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

### 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 magnets and 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



### 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



### 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

### RetroSound Amplifier

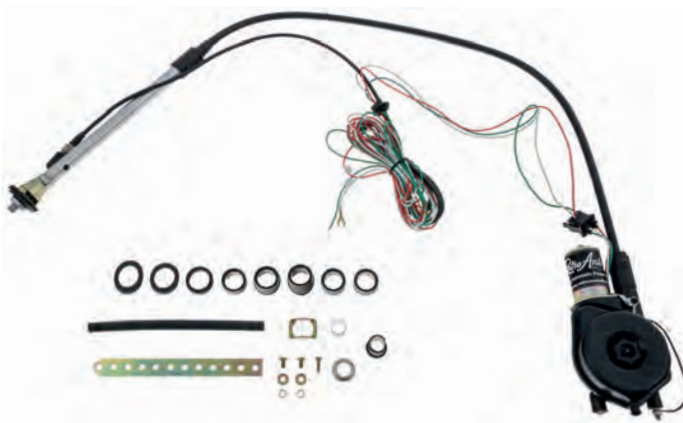
The RetroSound Quadrophonic is a full-range Class D (digital) power amplifier that plugs directly into any RetroSound radio. Featuring 4 x 45 watts RMS power, Quadrophonic offers exceptional dynamic range and low distortion for the best possible sound reproduction from your RetroSound audio system. Low 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 interference.
- 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



### 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



1 2 3 4

### 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  |
| 2 | Triumph shield - blue/white ..... | GAC6053X |
| 3 | Triumph shield - red/white .....  | GAC6054X |
| 4 | Union flag.....                   | GAC4042  |



### 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



### 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



### GARAGE SIGN

Screen printed metal replicas of original factory dealer sign.

Triumph shield parking sign (9" x 12") ..... GAC8030X



### TR SHIELD EARRINGS

Enamelled miniature marque logo earrings.

TR shield earrings..... GAC9941X



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

#### 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
2	Tool roll small 9 pouches & flap .....	MM647-100
	Tool roll large 8 pouches.....	GAC8418X

#### 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

Jack bag end flap with buckles .....AHH6540



1 2 3 4

### EMBROIDERED PATCHES

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





## 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 |
| 2 | Travel mug - Union flag..... | 230-946 |
| 3 | Desk mug - TR logo.....      | 230-887 |
| 4 | Desk mug - Union flag.....   | 230-947 |



## 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 |
|---|---------|



## 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 |
| Waterproof blanket, grey, Triumph logo..... | 231-380 |



## 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 |
|----------------------------|---------|



## 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   |
|   | Leather pilot helmet medium - brown .....    | ALCFHL/M   |
|   | Leather pilot helmet large - brown .....     | ALCFHL/L   |
|   | Leather pilot helmet X-large - brown .....   | ALCFHL/XL  |
| 2 | Leather motoring helmet small - brown.....   | ALCFHLL/S  |
|   | Leather motoring helmet medium - brown.....  | ALCFHLL/M  |
|   | Leather motoring helmet large - brown.....   | ALCFHLL/L  |
|   | Leather motoring helmet X-large - brown..... | ALCFHLL/XL |
| 3 | RAF vintage goggles MK8.....                 | ALCGMK8    |



## 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 |
|-------------------------|----------|



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
BMC Sales & Service T-shirt, navy, large .....	013-706
BMC Sales & Service T-shirt, navy, x-large .....	013-707
BMC Sales & Service T-shirt, navy, xx-large .....	013-708



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



### 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
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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
Piston & Tyre hoodie, dark grey, large .....	GAC54942
Piston & Tyre hoodie, dark grey, x-large .....	GAC54943
Piston & Tyre hoodie, dark grey, xx-large .....	GAC54944



### 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
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### 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
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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
Sun catcher, Triumph wreath logo .....	214-723



## BOOKS, MANUALS &amp; DVDS

## Owners handbooks

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

TR2 owners handbook.....	501528/1
TR3A owners handbook.....	501528/3
TR4 owners handbook.....	510326
TR4A owners handbook.....	512916

## 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
TR4-4A workshop manual.....	510322

## Factory parts books

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

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

## 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
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## 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
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## 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
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## 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
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## SU workshop manual

Factory workshop manual covering both carbs and fuel pumps.

SU workshop manual.....	GAC1044X
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## 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
SU parts catalogue.....	ALT9524

## 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
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## 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
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## 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
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## 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
TR4-4A comp. preparation manual.....	MGL6211

## SU carburettor rebuild DVD

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

SU carburettor rebuild DVD.....	211-036
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## 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
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## 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 MARKT. Providing easy to follow guidance, helping you make your car interior look as good as new.

How to restore classic car interiors.....	MGL0364
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## 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
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## The Zenith Reference CD &amp; 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
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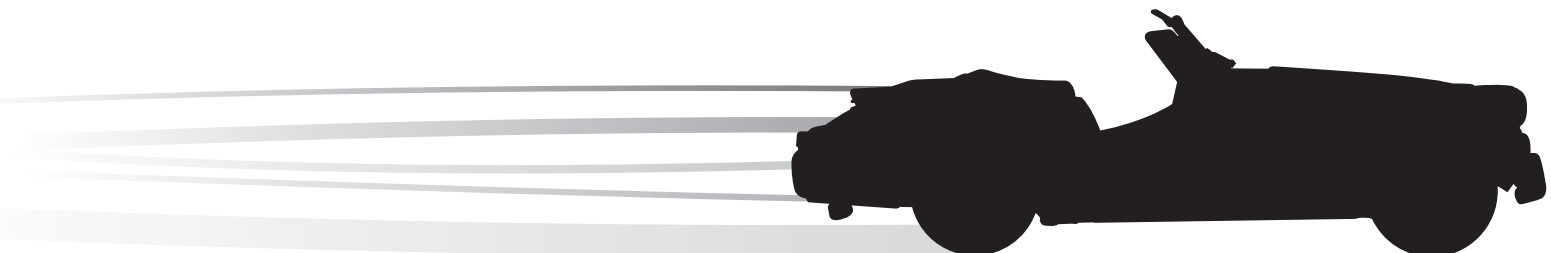
## Original Technical Publications

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, zoomable & bookmarked. Limited to 1 device. USB portable – Printable, searchable, zoomable, bookmarked, offline capable, instant access. Take anywhere.

OTP TR Collection USB.....	HTP2014E
OTP TR Collection USB portable.....	HTP2014USB
OTP TR2-6 USB.....	HTP2008E
OTP TR2-6 USB portable.....	HTP2008USB







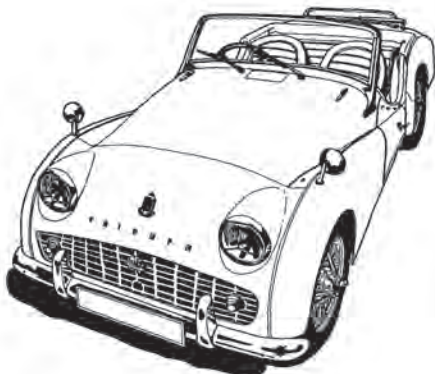
## TR2-4A **Restoration Parts**

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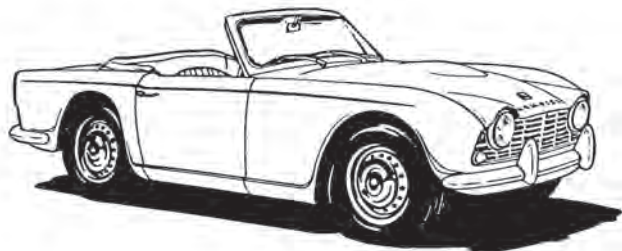


## Production Dates & Commission Numbers

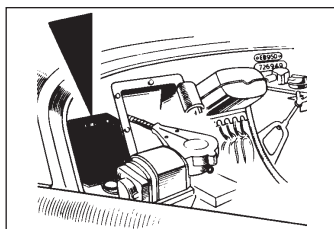
When ordering parts, it is essential that you identify your car exactly, by model year and serial number. Since many part changes were made during model years, the commission number, engine number and body number provide the only positive identification. Quite often a car's title will not show the correct 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	
1953 1954 1955	<b>TR2</b>	(From) TS1 (Aug) TS303 TS5193	(To) 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.)

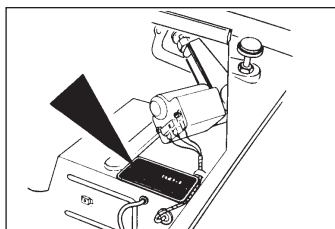


## Location of Serial Numbers...



**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.

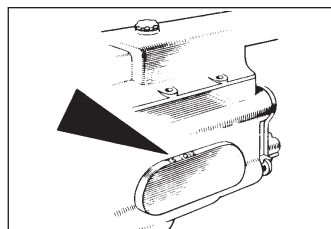
## \*A Note on TR3B's

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

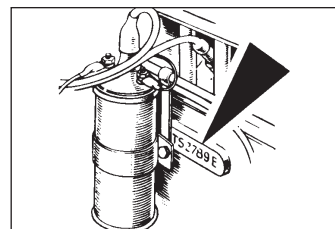
For those of you in possession of original Triumph parts books you may have information which conflicts with that given in the original book. This is usually because the part has been 'superseded' because of some change in specification. For example XKC510 is the lefthand A-post. It used to be 813100 (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 off the production line (10th July 1967).



**TR2-4A Gearbox Number**

This number is stamped on the lefthand side of the gearbox casing.



**TR2-4A 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

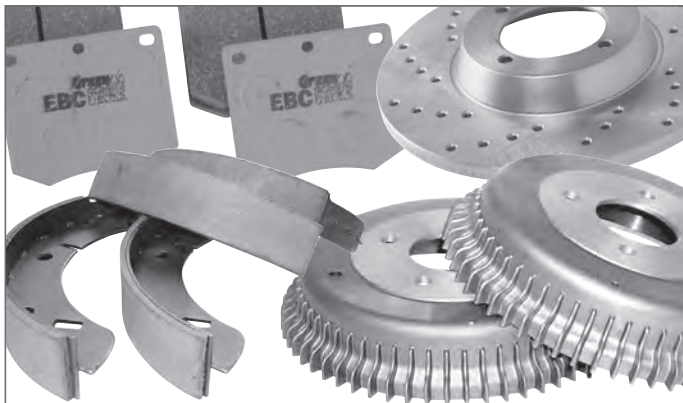
This is a very important area that must be attended to when carrying out any conversion work. We will continue on the assumption that the braking system is in a working condition and that the brake discs/drums are not 'worn out' or badly 'scored', both of which will affect the possible braking efficiency. 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 uprating... 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 uprated road springs. We also supply uprated 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

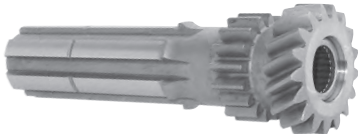
If you have one of these models; 2000/2500 Saloon and Dolomite Sprint (Standard) models use the same ratios as listed for TR boxes, depending on the year of manufacture of the individual gearbox.

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 mandril 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-upon 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.

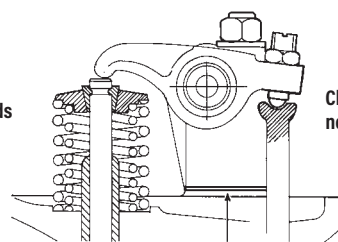
## Manifold Side

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

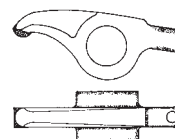
Pedestal Shim - TT1910

**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.

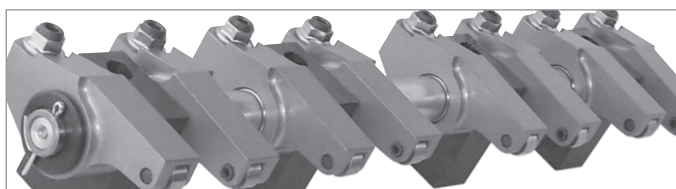
## Rocker Pedestal Shims, TT1910

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 shown 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 =  $\frac{\text{swept volume (divide by sign here) chamber volume}}{\text{chamber volume where chamber volume includes gasket, piston (if dished) and amount of deck height as well.}}$

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

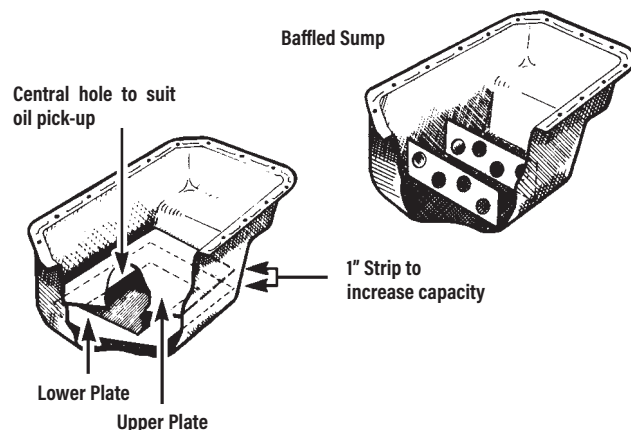
Always use a new oil pump or rotor assembly and preferably improve it's capacity - especially for competition work, by carrying out the following; Reduce the end float of the spindle/base plate, this will then restrict pressure loss. Make sure that the rotor clearances are as small as possible, as again 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.

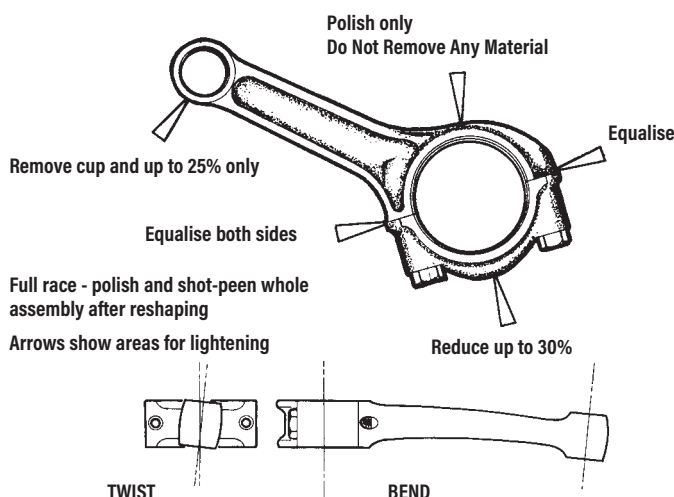
### Flywheel

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 pullers. 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. If you require any further assistance please contact your nearest Moss branch.

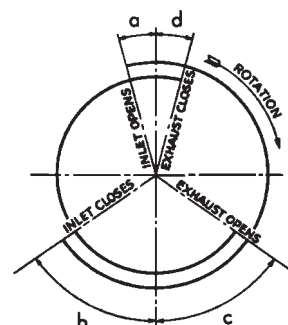
### Valve Timing Explained

**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.



$a+b+180^\circ$  = the period or duration during which the inlet valve is open.

$c+d+180^\circ$  = 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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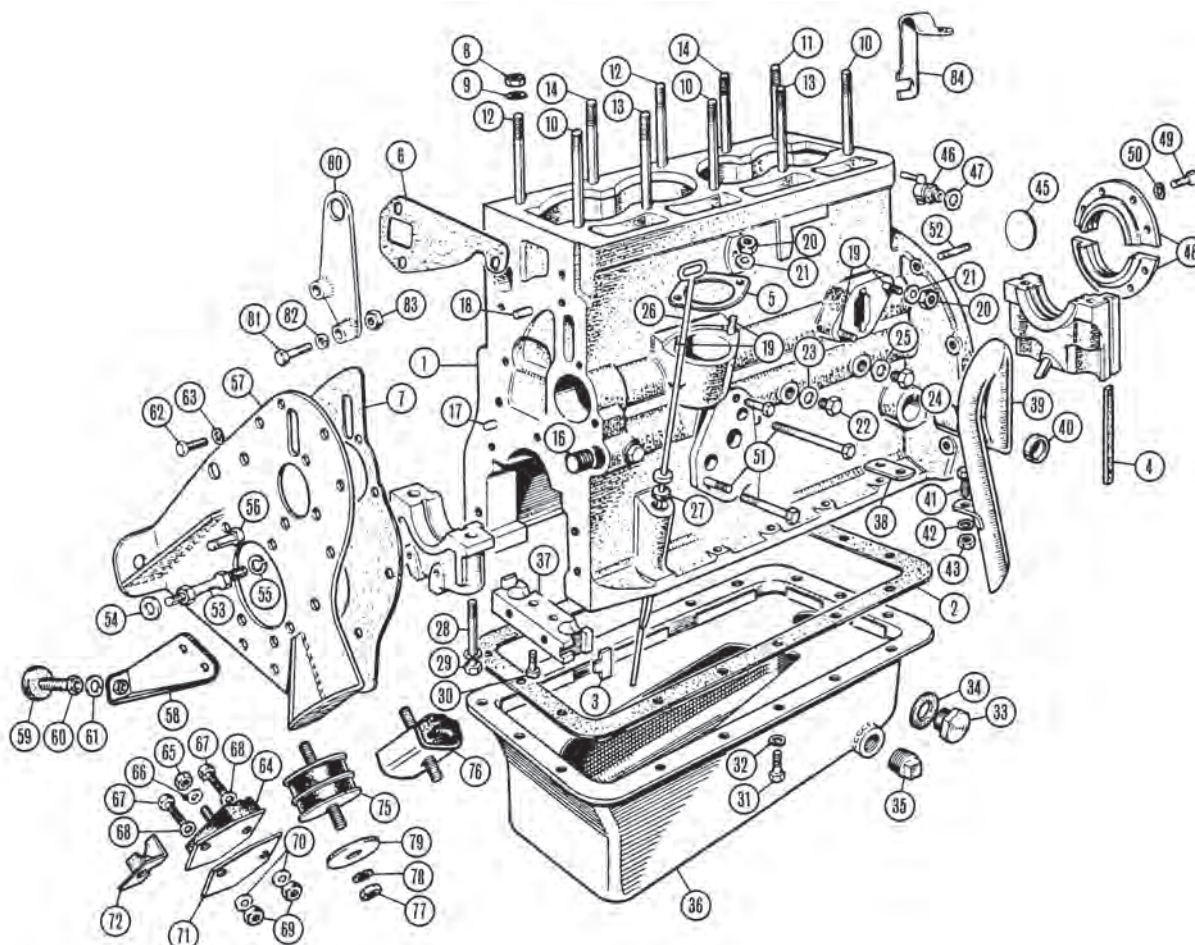
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## External Engine & Components

### 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	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	CYLINDER BLOCK	1	bare block
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## Gaskets & Gasket Sets

Head Gasket Sets are sometimes called 'De-Coke Sets'.

NI	501678	GASKET SET, cylinder head	1	TR2 low port
NI	GEG178	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	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	GASKET, sump	1	
3	059381	CORK 'T' PIECE, sealing	2	
4	058335	FELT ROPE, rear main bearing	2	
5	125251	GASKET/SHIM, distributor pedestal	1	
6	138586	GASKET, w/pump housing to block	1	
7	056389	GASKET, engine plate	1	

Note: The following gaskets/seal are also included in GEG248 but are not illustrated on this page.

NI	138587	GASKET, water pump to housing	1	
NI	112146	GASKET, oil filter housing	1	
NI	112789	SEAL, 'figure of 8', liners to block	2	steel, 0.016"
NI	139041	GASKET, fuel pump	1	
NI	211122	GASKET, timing cover	1	
NI	056282	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	NUT, cylinder head stud	10	
9	WA112081	WASHER, plain	10	

On the 'low port head' (TR2, TR3 to TS13051), the head studs are as follows:

NI	106959	STUD, cylinder head, 5"	6	
NI	106960	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	STUD, cylinder head, 5"	3	
11	113570	STUD, cylinder head, 5 3/8"	1	without lifting bracket
	121734	STUD, cylinder head, 5 9/16"	1	with lifting bracket
12	113570	STUD, cylinder head, 5 3/8"	2	
13	106960	STUD, cylinder head, 9"	2	
14	113169	STUD, cylinder head, 9 1/2"	2	
	TT1164	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

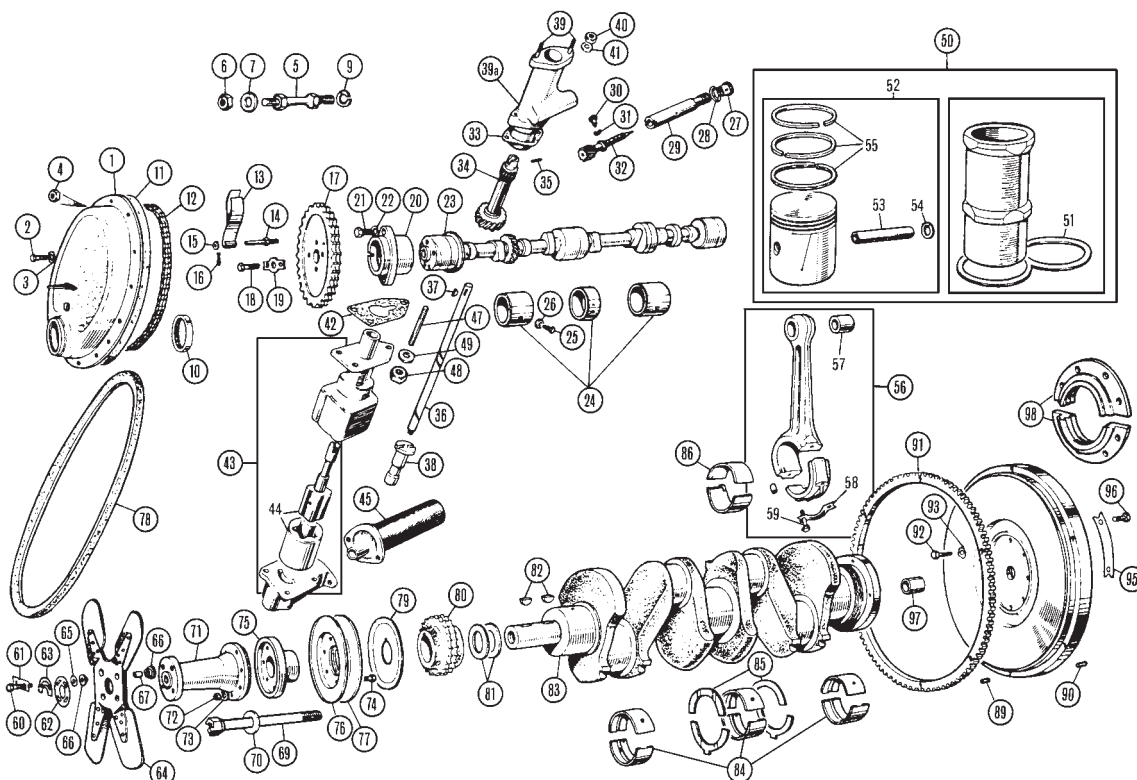
16	PU1404	PLUG, oil gallery ends	2	
	328-256	PLUG, oil gallery ends	1	set of 4
17	DP514	DOWEL, locating	2	
18	TE505111	STUD, engine plate	1	
19	TE505111	STUD, pedestal	4	fuel pump & distributor
20	GHF201	NUT	4	
21	GHF332	WASHER, locking	4	
22	102785	PLUG, screwed into oil gallery	3	
23	3H550	WASHER, copper, oil gallery plug	3	
25	500464	WASHER, copper	1	
26	102139	DIPSTICK	1	
27	032307	SEAL, felt, (on dipstick)	1	
28	057121	BOLT, main bearing caps	6	
29	GHF335	WASHER, locking	6	
30	056574	SCREW, sealing block	2	
31	SH505061	SCREW, oil sump	16	without closed circuit
	BH505101	BOLT, breather pipe to sump	2	breather fitted
	SH505051	SCREW, sump to front sealing block	1	
	SH505061	SCREW, oil sump	17	
	BH505101	BOLT	1	with closed circuit
		(Breather pipe to sump & slave cylinder stay).		
	SH505051	SCREW, sump to front sealing block	1	breather fitted
32	GHF332	WASHER, locking	19	
33	ULC1999	PLUG, oil drain, shouldered type	1	
34	AUC2141	WASHER, fibre	1	use with ULC1999
35	114774	PLUG, oil drain, tapered, square	1	
	22G2115	PLUG, oil drain, tapered, hex	1	alternatives
	155660	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	SUMP, standard, shouldered type plug	1	
	115350	SUMP, standard, tapered type plug	1	
	301318	SUMP, alloy, tapered type plug	1	
		(This is a cast alloy internally baffled sump).		
	301318FK	FITTING KIT, alloy sump	1	
37	055810	BLOCK, front sealing	1	
38	120211	BRACKET, breather pipe	1	
39	205020	PIPE, breather	1	
40	132924	PLUG, (in place of breather pipe)	1	closed circuit breathing
41	GHF120	SCREW, pipe to bracket	1	
42	GHF332	WASHER, locking	1	
43	GHF201	NUT, plain	1	
45	044473	CORE PLUG, camshaft rear	1	
46	061478	TAP, water drain	1	
47	GHF346	WASHER, fibre	1	
48	060862	OIL SEAL, crankshaft rear	1	standard type oil seal
NI	837-006	OIL SEAL CONVERSION	1	lip type oil seal
	TT1032S	OIL SEAL, crankshaft rear	1	
49	SH504051	SCREW, oil seal	8	
50	GHF331	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	PEDESTAL, timing cover support	1	
54	WF508	WASHER, fibre	1	
55	GHF332	WASHER, locking	1	
56	058701	PIN, timing chain tensioner pivot	1	
57	301251R	ENGINE PLATE	1	TR2-3A
	301251A	ENGINE PLATE, lightweight alloy	1	alternative
	304711R	ENGINE PLATE	1	TR4-4A
	304711A	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.

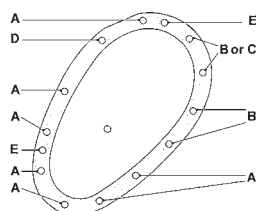
58	133471	ARM, torque reaction	1	
59	612962	BUFFER, torque reaction arm	1	TR4
60	GHF201	NUT	1	
61	GHF332	WASHER, locking	1	
62	SH505061	SCREW, engine plate attaching	5	
63	GHF332	WASHER, locking	5	
64	059180	ENGINE MOUNTING	2	
	059180X	ENGINE MOUNTING, harder/comp.	2	
65	GHF223	NUT, mounting to engine plate	2	
66	GHF302	WASHER, plain	2	
67	GHF103	SCREW, mounting to chassis	4	
68	GHF301	WASHER, plain	4	TR2-3-3A
69	GHF222	NUT, nyloc	2	
70	GHF332	WASHER, locking	2	
71	109582	SHIM, engine mounting	a/r	
72	106428	BRACKET, steady	4	
75	130985	ENGINE MOUNTING, round	2	TR4
76	143057	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	NUT, engine mounting	4	
78	GHF332	WASHER, locking	4	TR4-4A
79	134234	WASHER, packing	a/r	
80	121231	FRONT LIFTING EYE	1	
81	GHF104	BOLT, front lifting eye	2	to engine plate
82	GHF332	WASHER, locking	2	
83	GHF201	NUT, plain	2	
84	121752	BRACKET, rear lifting	1	



## Internal Engine Components

ill	Part Number	Description	Req.	Details
1	203681	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).



### Timing Cover Fittings

(Use listings with diagram).

2	SH505071	(A) SET SCREW, 7/8" UNC	7	
	SH605051	(B) SET SCREW, 5/8" UNF	4	when lifting eye not fitted
	SH605051	(C) SET SCREW, 5/8" UNF	2	when lifting eye fitted
	GHF104	(C) SET SCREW, 11/2" UNF	2	when lifting eye fitted
	TE505111	(D) STUD	1	
	DP514	(E) DOWEL, (must be cut to fit)	2	
3	GHF332	WASHER, locking	12	use with A, B, C & D
4	GHF201	NUT, plain	5	use with B, C & D
5	056763	PEDESTAL, timing cover support	1	
6	GHF272	NUT, timing cover to pedestal	1	
7	GHF301	WASHER, plain	1	
8	WF508	WASHER, fibre, (under cover)	1	
9	GHF332	WASHER, locking	1	
10	104662	OIL SEAL, timing chain cover	1	
11	211122	GASKET, timing chain cover	1	
12	057151	TIMING CHAIN	1	
	057151UR	TIMING CHAIN, heavy duty	1	
13	043404	TENSIONER, timing chain	1	
14	058701	STUD, tensioner mounting	1	
15	WP18	WASHER	a/r	
16	GHF500	SPLIT PIN	1	
17	057113	CHAIN WHEEL, on camshaft	1	
18	056370	BOLT, sprocket retaining	2	
19	056293	TAB WASHER, cam sprocket	1	
20	060214	CAM BEARING, front	1	
21	056370	BOLT, shouldered	2	front bearing
22	GHF332	WASHER, locking	2	
23	301466	CAMSHAFT, new	1	TR2-3A, TR4
	307036R	CAMSHAFT, exchange	1	
	301466	CAMSHAFT	1	TR4A
	307036R	CAMSHAFT, exchange	1	

Note: Camshafts with special profiles are available, please enquire.

24	AEC3027S	BEARING SET, camshaft	1	TR3 from TS8997,
	113522	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	SET SCREW, bearing retaining	3	TR3 from TS8997
26	GHF301	WASHER, plain	3	TR3A, TR4-4A
27	060246	SCREWED END, tacho drive	1	
28	060247	OIL SEAL, tacho drive	1	
29	132472	BEARING, tacho drive	1	
30	056305	SCREW, locking	1	
31	GHF332	WASHER, locking	1	
32	106184	GEAR, tacho drive	1	
33	125251	GASKET/SHIM	a/r	distributor pedestal
(Consult your workshop manual to determine how many shims are required).				
34	106981	GEAR, driving	1	
35	500975	PIN, (fitted in gear 106981)	1	
36	104966	SHAFT, oil pump drive	1	
37	WKN304	KEY, gear to shaft	1	
38	056405	BUSH, oil pump drive shaft	1	
39	105280	STUD, distributor to pedestal	2	
39A	201623ALI	PEDESTAL, distributor	1	aluminium
40	GHF200	NUT, plain	2	
41	GHF331	WASHER, locking	2	
42	056282	GASKET, block	1	
NI	200155X	OIL PUMP, uprated	1	
43	200155Z	OIL PUMP, standard	1	
44	504862	SPINDLE & ROTOR, oil pump	1	
45	100682	FILTER	1	
47	TE505111	STUD, block to pump body	3	
48	GHF201	NUT, plain	3	
49	GHF332	WASHER, locking	3	
50	AESA512X4	PISTON & LINER SET, standard	1	83mm
	AESA1096X4	PISTON & LINER SET, standard	1	
	AESA109620X4	PISTON & LINER SET, +0-020"	1	86mm
	AESA109630X4	PISTON & LINER SET, +0-030"	1	
	AESA109640X4	PISTON & LINER SET, +0-040"	1	
	AE18510X	PISTON & LINER SET, 89mm	1	89mm
	122166STD	LINER, cylinder, standard	4	
	122166020	LINER, cylinder, +0-020"	4	86mm
	122166030	LINER, cylinder, +0-030"	4	
	122166040	LINER, cylinder, +0-040"	4	
	122166/89	LINER, cylinder, 89mm	1	89mm
51	112789	SEAL, 'figure of 8', liners to block	2	steel, 0.016"
	112789C	SEAL, 'figure of 8', liners to block	2	copper, 0.018"
	112789X	SEAL, 'figure of 8', liners to block	2	oversized, +0.005
52	AE12655STDx4	PISTON SET, standard, (83mm)	1	83mm
	AE12655020X4	PISTON SET, +0-020", (83mm)	1	TR2-3, TR4



AE12655030X4	PISTON SET, +0.030", (83mm)	1	(option on TR4)
AE15765STDx4	PISTON SET, standard. (86mm)	1	
AE15765020X4	PISTON SET, +0.020", (86mm)	1	86mm
AE15765030X4	PISTON SET, +0.030", (86mm)	1	TR2-4A
AE15765040X4	PISTON SET, +0.040", (86mm)	1	
AESA1710KR	PISTON, standard, (87mm)	4	87mm option
53 060254	GUDGEON PIN	4	
54 045985	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	RING SET, (83mm), standard	1	
MM817-020	RING SET, (83mm), +0.020"	1	
MM817-030	RING SET, (83mm), +0.030"	1	83mm 3 ring pistons
MM817-040	RING SET, (83mm), +0.040"	1	engine set
MM817-060	RING SET, (83mm), +0.060"	1	
MM817-100	RING SET, (83mm), standard	1	
MM817-120	RING SET, (83mm), +0.020"	1	
MM817-130	RING SET, (83mm), +0.030"	1	83mm 4 ring pistons
MM817-140	RING SET, (83mm), +0.040"	1	engine set
MM817-160	RING SET, (83mm), +0.060"	1	
MM817-300	RING SET, (86mm), standard	1	
MM817-320	RING SET, (86mm), +0.020"	1	86mm 3 ring pistons
MM817-330	RING SET, (86mm), +0.030"	1	engine set
MM817-340	RING SET, (86mm), +0.040"	1	
MM817-400	RING SET, (86mm), standard	1	
MM817-420	RING SET, (86mm), +0.020"	1	86mm 4 ring pistons
MM817-430	RING SET, (86mm), +0.030"	1	engine set
MM817-440	RING SET, (86mm), +0.040"	1	
MM817-200	RING SET, (87mm), standard	1	87mm option
MM817-230	RING SET, (87mm), +0.030"	1	engine set
56 211044	CON ROD	4	stretch bolt type
201782	CON ROD, new	4	tab washer type
201782R	CON ROD, recon/exchange	4	
57 C17164	BUSH, gudgeon pin	4	
58 105313	TAB WASHER	4	TR2-3A
59 105312	BOLT, (used with tab washers)	8	TR4 To CT34071
138528	BOLT, self-locking	8	TR4 From CT34072
	(used without tab washers)		TR4A
TT1180K	BOLT KIT, big ends, ARP uprated	1	used without tab washers
	(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).		
60 BH605111	BOLT, fan attachment	4	
61 107857	TAB WASHER	2	
62 108497	LOCK PLATE, crank bolt	1	
63 107858	BALANCE PIECE	1	
64 202025	FAN, 4-bladed	1	TR2-3A
209792	FAN, 4-bladed	1	TR4-4A
211986	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) 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).

65 GHF301	WASHER	4	
66 108496	BUSH, rubber, fan mounting	8	
67 108499	SLEEVE, steel	4	
69 108498	BOLT*	1	TR2-3B
128319	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	SHIM	a/r	
71 108493	EXTENSION, fan hub	1	TR2-3B
128318	EXTENSION, fan hub	1	TR4-4A
72 GHF271	NUT, nyloc, pulley to hub	6	
73 WP127	WASHER, (fits under nut)	6	
74 BH604111	BOLT, pulley to hub	6	
75 107250	HUB, pulley	1	
76 107252	PULLEY, front half, dished	1	
77 110023	PULLEY, rear half, flat	1	
107252X	PULLEY, machined billet, wide belt	1	replacements for
107252A	PULLEY, machined billet, narrow belt	1	76 & 77
78 GFB40975	FAN BELT	1	
79 057196	OIL DEFLECTOR	1	
80 055971	CHAIN WHEEL, on crankshaft	1	
81 056522	SHIM, sprocket, 0.004"	a/r	
056523	SHIM, sprocket, 0.006"	a/r	
82 WKN606	KEY, crankshaft	2	
83 301815	CRANKSHAFT, reground/exchange*	1	standard type oil seal
301815X	CRANKSHAFT, new	1	lip type oil seal

301815RX	CRANKSHAFT, reground/exchange*	1	
*Note: Reground cranks are supplied less bearings, allowing you to choose Glacier or replacement shells.			
84 AEM3196STD	BEARING SET, main, standard	1	*glacier bearings
108810	BEARING SET, main, standard	1	#replacement bearings
108810HD	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	THRUST WASHER SET, standard	1	0.0925"
AEW2004005	THRUST WASHER SET, +0.005"	1	
AEW2004008	THRUST WASHER SET, +0.008"	1	
AEW2004010	THRUST WASHER SET, +0.010"	1	
AEW2004015	THRUST WASHER SET, +0.015"	1	
(Adjust crankshaft end float with selective use of thrust washers refer to workshop manual).			

86 117590	BEARING SET, con rod, standard	1	*replacement bearings
AEB4331STD	BEARING SET, con rod, standard	1	**glacier bearings
AEB4331STDx	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	DOWEL PIN, flywheel to c/shaft	1	
90 DP408	DOWEL PIN, flywheel to c/cover	2	spring clutch
DP408	DOWEL PIN, flywheel to c/cover	3	diaphragm clutch
91 201454	RING GEAR, (shrink-on)	1	TR2-3, TR3A To TS50000
202834	RING GEAR, (bolt-on)	1	TR3A From TS50001
92 112653	BOLT, ring gear retaining	6	TR4-4A
93 115776	TAB WASHER, ring gear bolts	6	
95 056524	TAB WASHER, flywheel bolts	2	TR2-3A
96 102065	BOLT, flywheel to crankshaft	4	TR4 To CT34071
138527	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	BUSH, spigot	1	
98 060862	OIL SEAL, crankshaft rear	1	standard type oil seal
NI 837-006	OIL SEAL CONVERSION	1	lip type oil seal
TT1032S	OIL SEAL, crankshaft rear	1	
99 201475R	FLYWHEEL, ring gear, recon/exchange	1	TR2-3
			(shrink-on ring gear)
115785R	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.

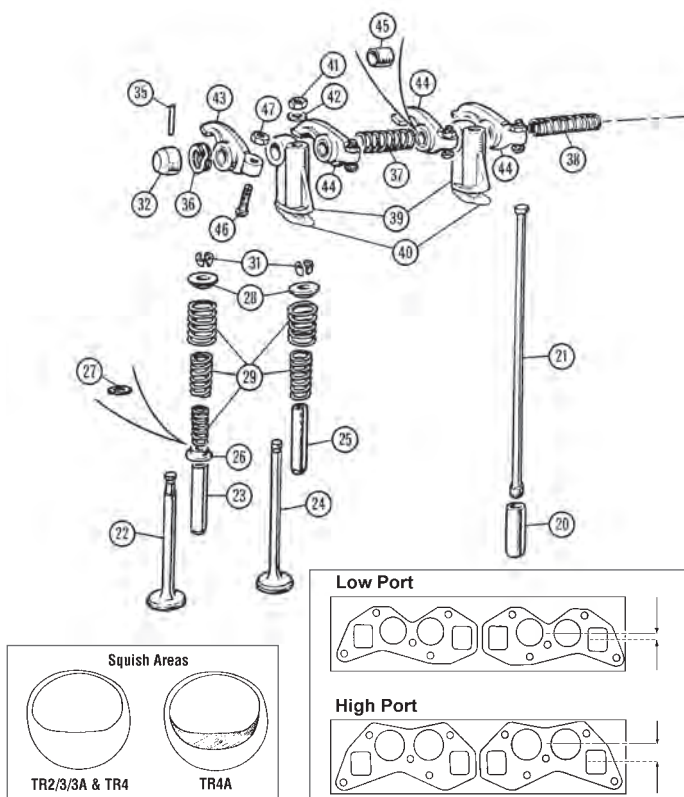
(For help with identification of the different starter motors see page 82). These Steel flywheels all weigh around 4kg (9lbs), which leaves a sensible amount of inertia to keep the TR driveable. The serious reduction in reciprocating mass being accelerated and decelerated is probably equivalent to 10-20 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	FLYWHEEL, steel, less ring gear	1	TR2-4A models
	(4 bolt fixing use with 8.5" diaphragm clutch).		
TT2230S	FLYWHEEL, steel, less ring gear	1	
	(8 bolt fixing for 7.25" comp. clutch only).		
TT2231S	FLYWHEEL, steel, less ring gear	1	4 cylinder TR models
	(12 bolt fixing for 7.25" comp. clutch only).		

## 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 13/4" (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.



## 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	CYLINDER HEAD, cast iron	1	
	511695AX	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	CYLINDER HEAD, cast iron	1	
	511695A	CYLINDER HEAD, aluminium	1	
The following heads are fully finished & assembled with standard valves.				
	514748	CYLINDER HEAD, cast iron	1	
	514748A	CYLINDER HEAD, aluminium	1	

## Performance (Stage Tuned) Cylinder Heads

2	501678	GASKET SET, cylinder head	1	TR2
	GEG178	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	GASKET, inlet/exhaust manifold	2	for high port heads
NI	GEG718	GASKET, exhaust downpipe	1	TR2-3A, TR4
NI	GUG4811MG	GASKET, exhaust downpipe	1	TR4A
NI	115467	GASKET, thermostat	2	
NI	112867	GASKET, carburettors, (1 3/4")	4	

## Moss 'High Port' Cylinder Heads

Note: For detailed specifications please call your nearest Moss branch.

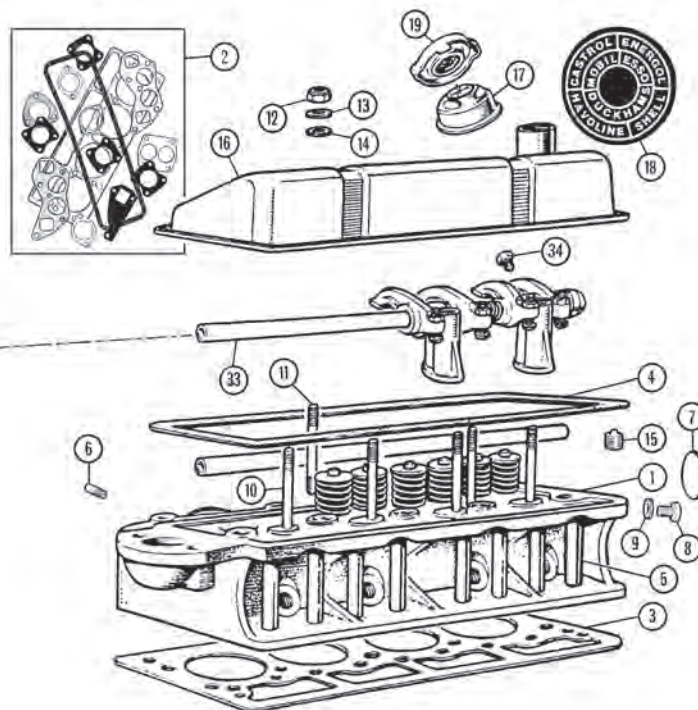
Working to original drawings, these Brand New cylinder heads are designed (as closely as possible) to resemble the original (late) TR4-4A units. We recommend that you use as much NEW hardware as possible during installation to ensure the heads are as good a fit as possible. If you are fitting a Cast 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.



NI	138586	GASKET, water pump to housing	1	
NI	125251	GASKET, distributor pedestal	1	
3	205481	GASKET, cylinder head, copper, 86mm	1	
	TT1136	GASKET, cylinder head, copper, 86mm	1	uprated alternative
	202775	GASKET, cylinder head, steel, 89mm	1	uprated alternative
4	GEG437	GASKET, rocker cover	1	
	694-001	GASKET, rocker cover, silicone	1	standard cover
	694-002	GASKET, rocker cover, silicone	1	alloy cover
5	100792	TUBE, push rod	8	
6	DP514	DOWEL	1	manifold face of head
7	027378	CORE PLUG, dished	1	TR2-3A, TR4 to mid TR4A
	AEH592	CORE PLUG, cupped	1	mid TR4A onwards
8	SH506041	SET SCREW	1	rear of head
9	500464	WASHER, copper	1	
10	TE506241	STUD, rocker pedestal	4	
11	059011	STUD, original rocker cover	2	
	TE505341	STUD, alloy rocker cover	2	
12	GHF222	NUT, nyloc, valve cover	2	
13	GHF301	WASHER, steel	2	
14	WF508	WASHER, fibre	2	
15	PS1603	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	CAP, oil filler, (push-on)	1	TR2-3A, TR4
18	CRTR210	DECAL oil filler cap	1	open circuit breathing
19	GZC1400	CAP, oil filler, zinc plated, (eared)	1	TR4A, closed
	GRC126	CAP, oil filler, (eared)	1	circuit breathing
	143393	CAP, oil filler	1	TR4A
		(Oil filler cap GZC1400 is an alternative).		
20	057933	TAPPET	8	
21	106968	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	VALVE, exhaust, 3/8" diameter stem	4	TR2-3A, TR4 To CT21470
	136567	VALVE, exhaust, 5/16" diameter stem	4	TR4 From CT21471, TR4A
23	108239	GUIDE, exhaust valve, (for 108806)	4	TR2-3A, TR4 To CT21470
	058923	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	GUIDE 'CONVERSION', exhaust valve	4	17/32" O/D to 5/16" I/D
24 107626	VALVE, inlet	4	
25 058923	GUIDE, inlet valve	4	
26 108242	VALVE COLLAR	4	when triple exhaust valve springs fitted
27 TT11161	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	COLLAR, valve spring	8	triple exhaust & twin inlet spring type. TR2-3A, TR4
142137	COLLAR, valve spring	8	
TT1116	COLLAR, valve spring, alloy	8	twin exhaust & twin inlet spring type. TR4-4A
29 TT1007	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	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	COTTER, split, valve retaining	16	
32 060733	END CAP, rocker shaft	2	
33 111064Z	SHAFT, rocker	1	
TT1017	SHAFT, rocker, tuftride	1	
34 042880	SCREW, shaft retaining	1	
35 500975	PIN, retainer	2	
36 044630	SPRING, end	2	
37 128075	SPRING, intermediate	2	
38 128074	SPRING, centre	1	
TT1018	SPACER SET, rocker shaft	1	
39 112546	PEDESTAL, front & intermediate	3	cast iron
112545	PEDESTAL, rear, (drilled)	1	
112545X	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	SHIM, pedestal	4	
41 GHF202	NUT, pedestal	4	
51K1193B	NUT, pedestal	4	improved
42 WP9	WASHER, locking	4	
43 108012	ROCKER ARM, No. 1, 3, 5, 7	4	
44 108014	ROCKER ARM, No. 2, 4, 6, 8	4	
45 044370	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	ADJUSTER, rocker arm	8	
47 51K1178	'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	ROCKER OIL FEED KIT, external	1	
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Purolator  
'Bypass' Type

'Purolator'  
Written Here

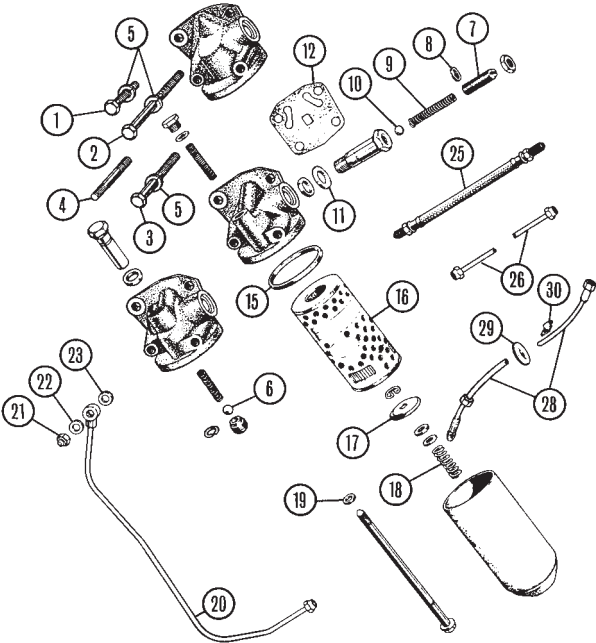
Purolator  
'Full Flow' Type

'Purolator'  
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Tecalomit  
'Full Flow' Type

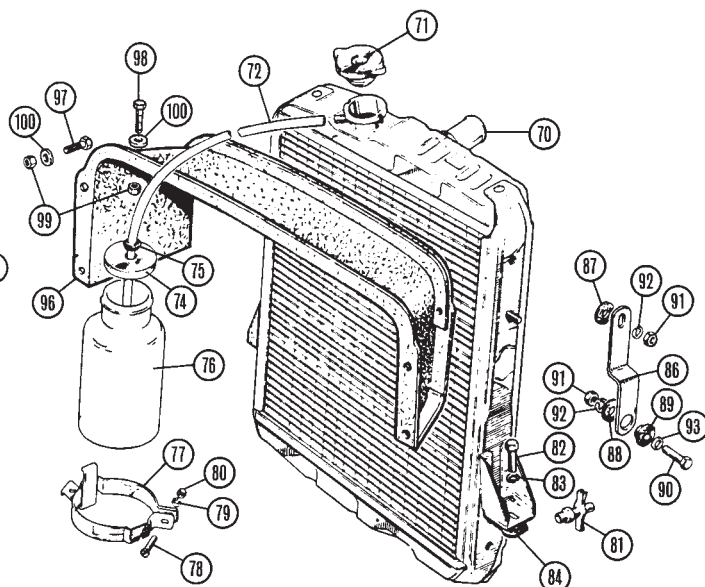
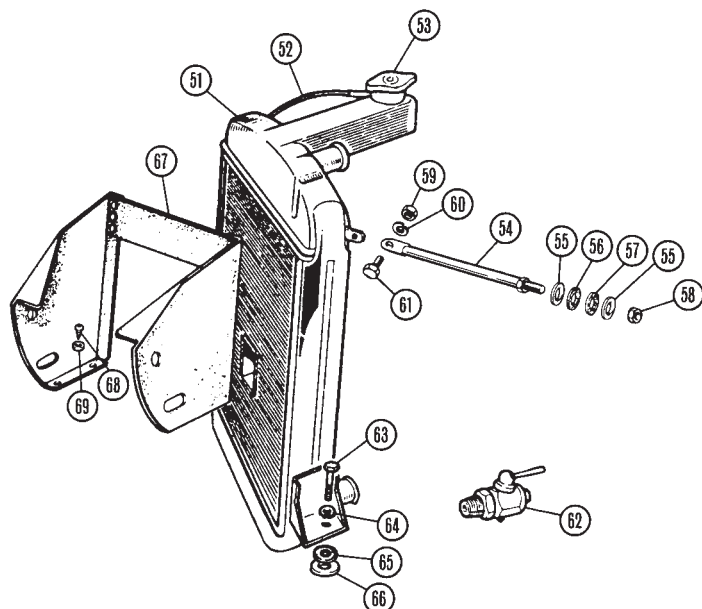
'Tecalomit'  
Written Here

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 Tecalomit head. Getting them wrong is a messy and potentially expensive mistake. You can tell the three heads apart by the these differences.



Oil Filter & Mountings

ill	Part Number	Description	Req.	Details
1	GHF163	BOLT, filter head, upper front	1	bypass type
	BH505101	BOLT, filter head, upper front	1	full flow type
2	BH505321	BOLT, filter head, upper rear	1	bypass type
	BH505321	BOLT, filter head, upper rear	1	full flow type
3	BH505241	BOLT, filter head, lower rear	1	
4	CHS2517	STUD, oil filter and banjo fitting	1	
5	GHF332	WASHER, locking	3	
6	BL27	BALL, (on balance valve)	1	Purolator
	BL28	BALL, (on balance valve)	1	Tecalomit
7	060416	SCREW, adjusting	1	Purolator
8	030123	WASHER, lead linger/wire	1	
9	060414	SPRING, relief valve	1	Purolator
	059609	SPRING, relief valve	1	Tecalomit
10	BL27	BALL	1	Purolator
	BL28	BALL	1	Tecalomit
11	500329	WASHER	1	Purolator
12	112146	GASKET	1	all
15	13H998	'O' RING, sealing, oil filter	1	all
16	48G171	OIL FILTER, felt	1	
	GFE104	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	GUIDE PLATE, oil filter	1	Purolator
	17H846	GUIDE PLATE, oil filter	1	Tecalomit
18	500319	SPRING, on main bolt	1	Purolator
19	500321	WASHER, rubber	1	Purolator
	37H1173	WASHER, rubber	1	Tecalomit
The following items are the same whichever filter head is fitted:				
20	200646	OIL PIPE, filter head to bulkhead	1	including banjo
	200646B	BANJO, (fits on end of 200646)	1	
21	14B2685	NUT, domed	1	
22	GHF362	WASHER, copper, (outer)	1	
23	233220A	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	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	PIPE, (rigid), on bulkhead to gauge	1	TR2-3A & early TR4
28	138308	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	GROMMET	1	
30	059380	CLIP, oil pressure pipe to bulkhead	2	



## Radiator & Fittings

ill	Part Number	Description	Req.	Details
51	400311R	RADIATOR, exchange, reconditioned (With extended filler neck and centred top hose inlet).	1	TR2 to TS1200 customers own unit
	400412	RADIATOR, new (With extended filler neck and offset top hose inlet and crank hole).	1	TR2 from TS1201, TR3-3A TR4 to CT9552
	400412AL	RADIATOR, aluminium, new1		
	400412W0	RADIATOR, new, without starter hole		
	402001	RADIATOR, new (No filler neck).	1	TR4 from CT9553
	402001AL	RADIATOR, aluminium new	1	
52	GRH1005M	HOSE, overflow, (cut to 30")	1	TR2-3A TR4
53	GRC103	CAP, radiator, 4 psi	1	TR2-3A TR4
	GRC103SS	CAP, radiator, 4 psi, stainless steel	1	
	GRC101	CAP, radiator, 7 psi	1	TR4, (with filler neck)
	GRC101SS	CAP, radiator, 7 psi, stainless steel	1	
	GRC112	CAP, radiator, 7 psi	1	TR4, (without filler neck)
	GRC112SS	CAP, radiator, 7 psi, stainless steel	1	
54	111164	ROD, radiator support	2	TR2-3A
	131585	ROD, radiator support	2	TR4
55	WP17	WASHER, plain	4	
56	GEX7329	GROMMET	2	TR4 From CT1016
	GEX7329Z	GROMMET, aftermarket	2	
57	GEX7330	WASHER, rubber	2	
58	NT605041	NUT	4	
59	GHF201	NUT, (plain), stay to radiator	2	
60	GHF332	WASHER, locking	2	
61	SH605061	SCREW, hexagon headed	2	
62	061864	TAP, radiator drain	1	
63	SH606101	BOLT, radiator mounting	2	
		(Radiator mounting screws on TR2-3A go from under the frame upwards to the radiator. The system illustrated is TR4).		
64	GHF333	WASHER, locking	2	
65	GHF316	WASHER, plain	2	
66	601994	PACKING, radiator mounting	a/r	(see note: item 84)
67	803440/8	DUCT SET, radiator	1	
68	GHF423	SET SCREW	4	TR3A
69	WP4	WASHER, plain	4	
70	307309	RADIATOR	1	TR4A, standard
	307309AL	RADIATOR	1	TR4A, aluminium
71	GRC112	CAP, radiator, 7 psi	1	TR4A, (without filler neck)
	GRC112SS	CAP, radiator, 7 psi, stainless steel	1	
72	137742	HOSE, overflow	1	
74	137743	CAP, overflow bottle	1	
75	12H1060	GROMMET	1	
76	137632	BOTTLE, overflow	1	
77	142804	BRACKET, overflow bottle, original	1	TR4A
	713544	BRACKET, overflow bottle, reproduced	1	
78	PT507	SET SCREW, bottle bracket	1	
79	WL700101	WASHER, locking	1	
80	HN2005	NUT, plain	1	
81	132565	TAP, radiator drain	1	
82	SH606101	SCREW, radiator mounting	2	
83	GHF333	WASHER, locking	2	
84	601994	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	BRACKET, radiator support	2	
87	2K9679	WASHER, rubber	2	
88	GEX7330	WASHER, rubber	2	
89	GEX7329	BUSH	2	
	GEX7329Z	BUSH, aftermarket	2	
90	BH605101	BOLT, bracket to radiator	2	
91	GHF201	NUT, plain, bracket to radiator	4	
92	GHF332	WASHER, locking	4	
93	WP17	WASHER, plain	2	
96	850435	DUCT, radiator	1	
	850435A	DUCT, radiator, aluminium	1	
97	AB610043	SET SCREW, 1/2"	4	TR4-4A
98	AB610063	SET SCREW, 3/4"	3	
99	GHF713	NUT, fixing	7	
100	PWZ203	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	RADIATOR, aluminium, (with neck)	1	TR2, TR3, TR4 To CT9552
NI	402001AL	RADIATOR, aluminium, (without neck)	1	TR4 From CT9553
NI	307309AL	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	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 is 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.

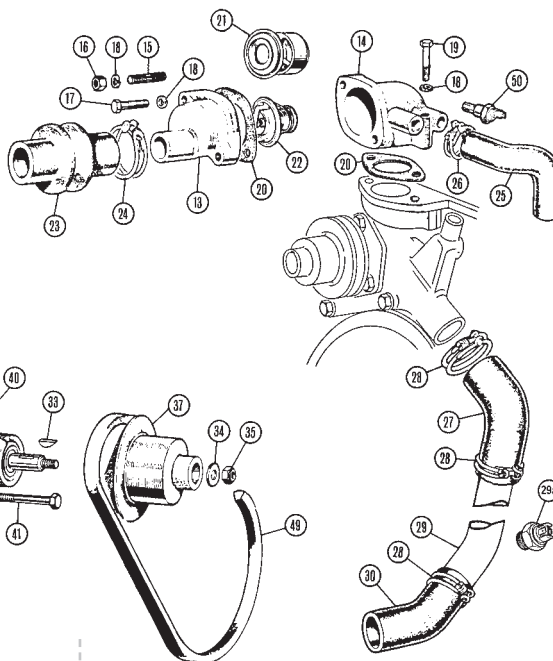
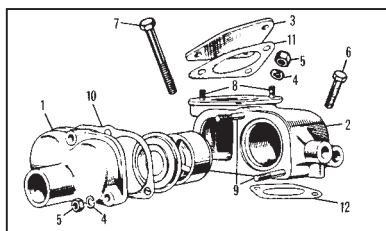
The hidden benefit of using anti freeze throughout the year is that not only does it protect the cooling  
system from freezing in cold weather, as the name suggests, but it also increases the boiling point of  
the water; this is ideal for the hotter conditions of summer driving. Most high grade anti 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	ANTI-FREEZE	a/r	1 litre
NI	GEC2002	ANTI-FREEZE	a/r	2 litre
NI	GEC3005B	ANTI-FREEZE	a/r	5 litre
NI	GAC6073	BARS SEAL, Pellet	a/r	
NI	MRD1031	BARS LEAK	a/r	135ml
NI	MRD1032	BARS FLUSH	a/r	100gm
NI	GGL852104	SUPERCool COOLANT, Dynolite	a/r	473ml

See page 24 for our narrow fan belt conversion and the Accessories section for our alternator conversion kit.





## 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	COVER, thermostat	1	
2	201522	HOUSING, thermostat	1	
3	108490	COVER PLATE, thermostat housing	1	
4	GHF332	WASHER, locking	a/r	
5	GHF201	NUT, plain	a/r	
6	BH505281	BOLT, housing & cover plate	1	
7	BH505161	BOLT, housing	1	
8	53K2171	STUD, cover plate	2	
9	FHS2512	STUD, thermostat cover	2	
10	105593	GASKET, cover to housing	1	
11	105592	GASKET, top cover	1	
12	115467	GASKET, thermostat housing	1	standard material
	115467X	GASKET, thermostat housing	1	uprated material

### TR2 from TS1201, TR3-3A-4-4A

13	124744	COVER, thermostat	1	
14	203781	HOUSING, thermostat	1	
15	FHS2512	STUD, thermostat cover	2	alternative to 17
16	GHF201	NUT, plain	2	
17	BH605111	BOLT, thermostat cover	2	alternative to 15 & 16
18	GHF332	WASHER, locking	a/r	
19	BH505161	BOLT, (2"), thermostat housing	1/2	
	BH505221	BOLT, (2 3/4"), thermostat housing	2	
20	115467	GASKET, thermostat housing	1	standard material
	115467X	GASKET, thermostat housing	1	uprated material
21	107590	THERMOSTAT, bellows type, (72°C)	1	
22	GTS102	THERMOSTAT, wax type, (165°F, 74°C)	1	hot climate
	GTS104	THERMOSTAT, wax type, (180°F, 82°C)	1	standard
	GTS106	THERMOSTAT, wax type, (195°F, 88°C)	1	cold climate

## All Models

23	GRH453	HOSE, radiator top, standard	1	
	GRH453X	HOSE, radiator top, silicone	1	
24	CS4029	CLIP, top hose	2	wire type
	GHC11045	CLIP, top hose	2	jubilee type
25	105598	HOSE, bypass, standard	1	
	105598X	HOSE, bypass, silicone	1	
26	CS4020	CLIP, bypass hose	2	wire type
	GHC11035	CLIP, bypass hose	2	jubilee type
27	GRH389	HOSE, intermediate, standard	1	
	GRH389X	HOSE, intermediate, silicone	1	
28	CS4029	CLIP, intermediate & bottom hoses	4	wire type
	GHC11045	CLIP, intermediate & bottom hoses	4	jubilee type
29	130039SS	PIPE, water return, stainless steel	1	
	130039SST	PIPE, water return, stainless steel	1	with adaptor for Kenlowe electric fan thermo' switch

29a	IM50250	THERMO' SWITCH, (86°C on - 76°C off)*	1	
	IM50090	THERMO' SWITCH, (86°C on - 81°C off)*	1	electric fan control
	IM50100	THERMO' SWITCH, (82°C on - 68°C off)*	1	electric fan control
	IM50120	THERMO' SWITCH, (88°C on - 79°C off)*	1	(continued)

\*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	HOSE, bottom, standard	1	TR2-3A
	GRH389X	HOSE, bottom, silicone	1	
	130038	HOSE, bottom, standard	1	TR4-4A
	130038X	HOSE, bottom, silicone	1	
31	501488	WATER PUMP, standard, (with pulley)*		
	501488X	WATER PUMP, uprated, (with pulley)**		uses removable pulley
	QHQP170	WATER PUMP, standard, (less pulley)*		(item 37)
	QHQP170CG	WATER PUMP, standard, less pulley*		Classic Gold
	QHQP170XCG	WATER PUMP, uprated, (less pulley)**		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.

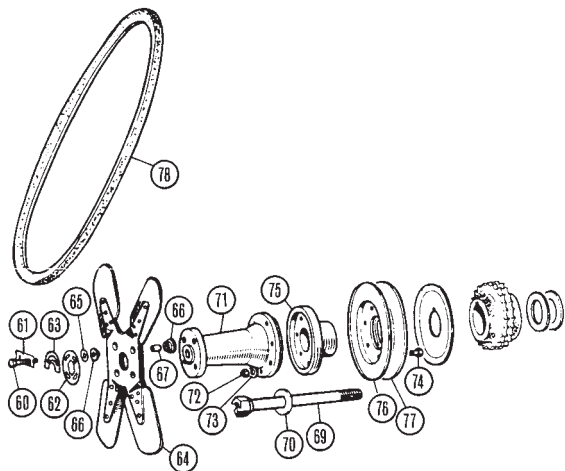
NI	060313	SEAL, gland, inner	1	
NI	88G446	SEAL, gland, outer	1	

\*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	GASKET, pump to housing	1	
33	WKN405	KEY, pulley to shaft	1	
34	WP181	WASHER	1	pumps with
35	GHF242	NUT, self-locking, (5/16")	1	removable pulley
	GHF232	NUT, nylon, (M8 metric)	1	may be used by replacement pumps
36	125361	GREASE NIPPLE	1	
37	105537	PULLEY, water pump, standard*	1	original type pumps/wide belt
	105537A	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	STUD, water pump to housing	2	
39	GHF333	WASHER, locking	3	
40	GHF202	NUT	2/3	(replacement pumps use 3)
41	BH506241	BOLT, water pump to housing	1	removable pulley type
	TE506241	STUD, to replace bolt	1	pressed-on pulley type
44	057014	HOUSING, water pump, standard	1	cast iron
	057014A	HOUSING, water pump, lightweight	1	aluminium
	835-535	HOUSING, waterpump	1	aluminium
45	138586	GASKET, housing to block	1	
46	GHF333	WASHER, locking	2	
47	BH506181	BOLT, housing to block	2	
49	GFB40975	FAN BELT, (original wide belt)	1	
	GCB10975	FAN BELT, (narrow belt)	1	
50	GTR104	TEMPERATURE TRANSMITTER	1	TR4-4A



Fan Blades, Hub/Extension & Fittings

ill	Part Number	Description	Req.	Details
60	BH605111	BOLT, fan attachment	4	
61	107857	TAB WASHER	2	
62	108497	LOCK PLATE, crank bolt	1	
63	107858	BALANCE PIECE	1	
64	202025	FAN, 4-bladed	1	TR2-3A
	209792	FAN, 4-bladed	1	TR4-4A
	211986	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	WASHER	4	
66	108496	BUSH, rubber, fan mounting	8	
67	108499	SLEEVE, steel	4	
69	108498	BOLT*	1	TR2-3B
	128319	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	SHIM	a/r	
71	108493	EXTENSION, fan hub	1	TR2-3B
	128318	EXTENSION, fan hub	1	TR4-4A
72	GHF271	NUT, nyloc, pulley to hub	6	
73	WP127	WASHER, (fits under nut)	6	
74	BH604111	BOLT, pulley to hub	6	
75	107250	HUB, pulley, standard	1	for original wide fan belt
	107250X	HUB, pulley, lightweight alloy	1	for narrow belt GCB107950
76	107252	PULLEY, front half, dished	1	
77	110023	PULLEY, rear half, flat	1	
	107252X	PULLEY, machined billet, wide belt	1	replacements for
	107252A	PULLEY, machined billet, narrow belt	1	76 & 77
78	GFB40975	FAN BELT, original wide belt	1	
	GCB10975	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	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	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	CRANKSHAFT PULLEY, alloy	1
NI	105537A	WATER PUMP PULLEY, alloy	1
NI	12G1054	ALTERNATOR PULLEY	1
NI	GCB10963	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	PULLEY, (2.5" diameter)	1
(For normal road work. Use with fan belt GCB10965).			
NI	12G1054	PULLEY, (2.75" diameter)	1
(For fast road work. Use with fan belt GCB10975).			
NI	CAEA535	PULLEY, (4.5" alloy)	1
(For competition use only. Use with fan belt GCB11000).			
NI	102266A	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	NARROW BELT KIT, un-damped	1	} with un-damped alloy crankshaft pulley
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The following parts are available separately:

NI	107252A	PULLEY, crankshaft, alloy	1	un-damped
NI	105537A	PULLEY, water pump, alloy	1	
NI	GCB10975	FAN BELT	1	
NI	BH610131	BOLT	1	
NI	TT11321	WASHER	1	

Hose Clips

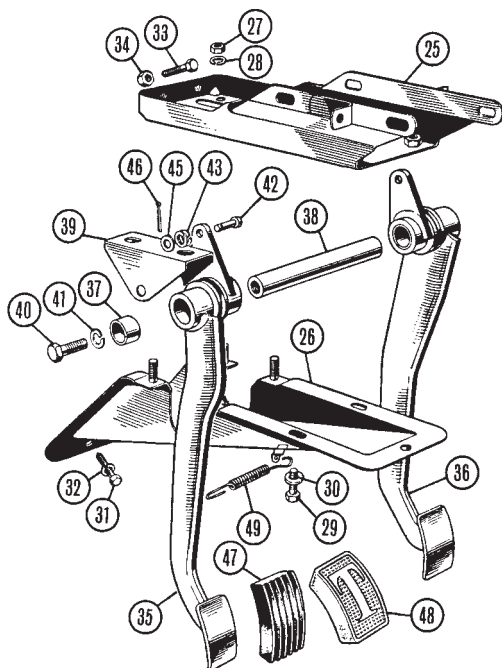
Original wire style



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	HOSE CLIP, (3/4" to 7/8")	a/r
CS4020	HOSE CLIP, (1 1/16" to 1 1/4")	a/r
CS4025	HOSE CLIP, (1 3/8" to 1 9/16"	a/r
CS4026	HOSE CLIP, (1 7/16" to 1 5/8")	a/r
CS4029	HOSE CLIP, (1 11/16" to 1 7/8")	a/r
CS4038	HOSE CLIP, (2 1/4" to 2 7/16")	a/r
CS4042	HOSE CLIP, (2 7/16" to 2 5/8")	a/r





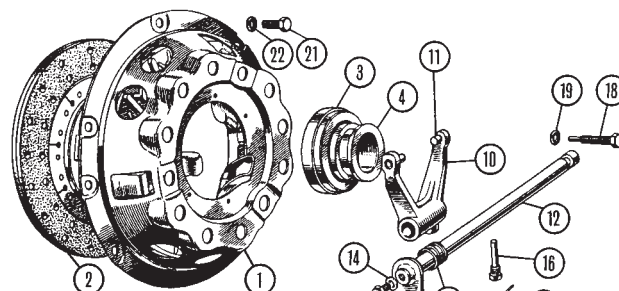
### Clutch/Brake Pedals & Master Cylinder Mountings

Ill	Part Number	Description	Req.	Details
	25	106668	1	TR2, TR3 To TS13045
		203239	1	TR3 From TS13046, TR3A
		138910SR	1	TR4-4A
	26	106670	1	cover & m/cyl. to bulkhead
	27	GHF201	4	
	28	GHF332	4	
	29	SH605061	2	
	30	GHF332	2	
	31	SH605051	2	
	32	GHF332	2	
	33	SH604091	2	
	34	JN2107	2	
	35	106672	1	TR2, TR3 To TS13045
		113363	1	TR3 From TS13046, TR3A
		133810	1	TR4-4A
		106766	1	TR2, TR3 To TS13045
		113363	1	TR3 From TS13046, TR3A
		129275	1	TR4-4A
	36	106673	1	TR2, TR3 To TS13045
		113366	1	TR3 From TS13046, TR3A
		133808	1	TR4-4A
		106767	1	TR2, TR3 To TS13045
		113364	1	TR3 From TS13046, TR3A
		129277	1	TR4-4A
	37	100954	4	
	38	110016	1	
	39	106678	2	
	40	SH606051	2	
	41	GHF333	2	
	42	PJ8812	2	TR2, TR3 To TS13045
		057194K	2	TR3 From TS13046, TR3A
		PJ8812	2	TR4-4A
	43	AJD7731	2	TR2, TR3 To TS13045
		131787	2	TR4-4A
	45	GHF301	2	TR2, TR3 To TS13045, TR4-4A
	46	PS103121	2	TR2, TR3 To TS13045
		GHF502	2	TR3 From TS13046, TR3A
		GHF503	2	TR4-4A
	47	105159	2	TR2, TR3 To TS13045
	48	122289	2	TR3 From TS13046, TR3A
			1	TR4-4A
	49	057950	2	

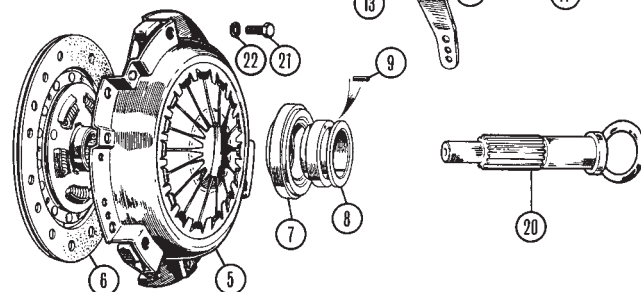
### Clutch Drive Components

	GCK6001X	CLUTCH KIT, COVER, PLATE & BEARING	1	
1	GCC127	COVER, clutch	1	
	GCC127BB	CLUTCH COVER, B&B, aftermarket	1	
2	116638	PLATE, clutch	1	TR2-3A, TR4

### TR2-3A, TR4



### TR4A



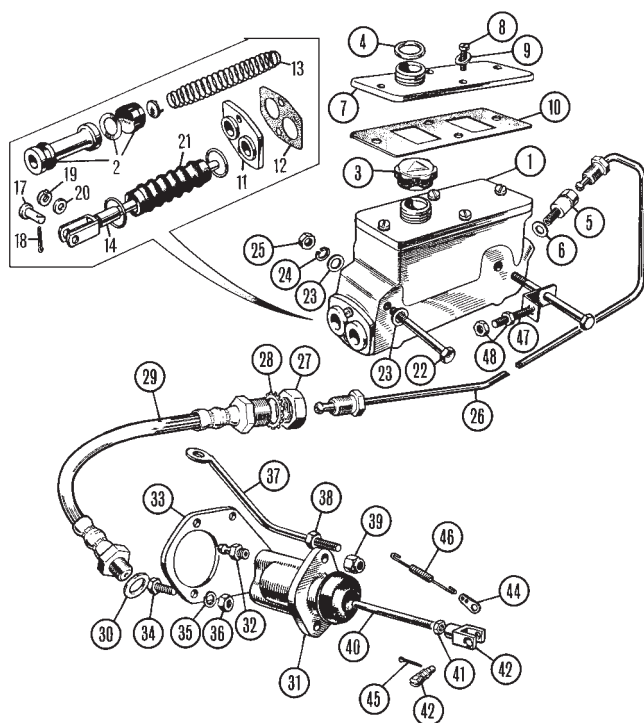
3	501608	BEARING, clutch release	1	
4	100159	SLEEVE, release bearing carrier	1	
	GCK6004X	CLUTCH KIT, cover, plate & bearing	1	
5	GCC228	COVER, clutch*	1	
	GCC228	COVER, laycock, clutch*	1	
6	GCP143	PLATE, clutch*	1	TR4A
7	GRB211	BEARING, clutch release	1	
	BBHD3269	BEARING, clutch release, uprated	1	
8	147858	SLEEVE, release bearing carrier	1	
9	DS811	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	FORK, clutch	1	includes pins 100164
11	100164	PIN, clutch fork	2	
12	108887	SHAFT, clutch operating	1	greaseable bearings
	136354	SHAFT, clutch operating	1	non-greaseable bearings
13	LN30041	GREASE NIPPLE	2	greaseable clutch shaft
14	WF507	WASHER, fibre	2	
15	105752	SPRING, clutch shaft	1	
16	158777X	PIN, fork to clutch shaft	1	
17	EAW4321	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	BOLT, shouldered, shaft to casing	a/r	cut to length after fitting
19	GHF332	WASHER, locking	a/r	
20	MM387-220	TOOL, clutch alignment, (standard gears)	1	10 x 1.25" splines
	GAC5064X	TOOL, clutch alignment, (close ratio gears)	1	23 x 1" splines
21	SH505061	SCREW, pressure plate to flywheel	6	
22	GHF332	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.



Lockheed Clutch Hydraulics, TR2, TR3, To TS13045

## 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.

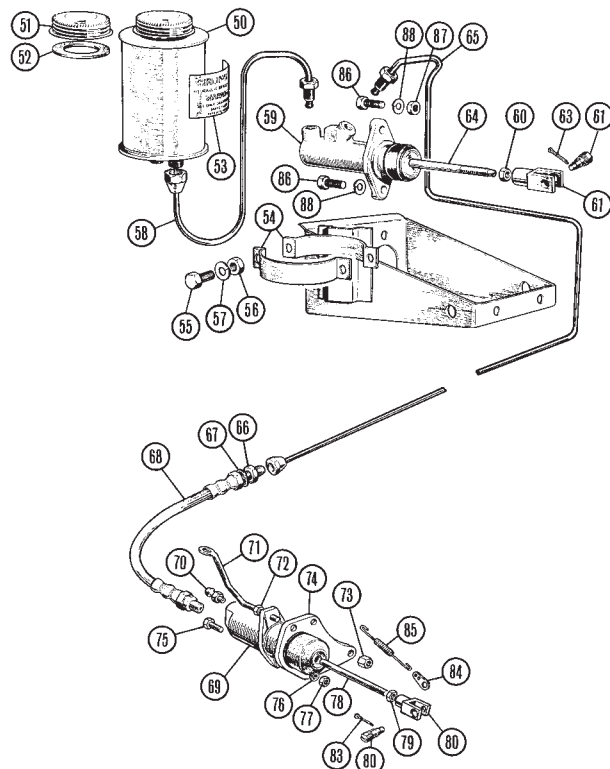
We believe Lockheed could do a better job for us in servicing the system, but they are a large company and don't seem to care about owners of older cars. Ever resourceful however, we have managed to 'cobble together' some items from the existing Lockheed range which function okay, but may not look exactly original.

## Lockheed Clutch Hydraulics - TR2, TR3 To TS13045

Part Number	Description	Req.	Details
1 LK36944X	MASTER CYLINDER, clutch & brake	1	
2 8G8224	REPAIR KIT, less bellows	1	services both types
8G8224Z	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 ungodly 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	FILLER CAP, plastic	1	(replaces metal cap)
4	17H4708	SEAL, filler cap	1	(for original metal cap)
5		ADAPTOR, original master cylinder	1	
	21K8564	ADAPTOR, replacement master cylinder	1	
6	233220A	WASHER	1	
		(Locates between master cylinder and adaptor).		
7	501189	COVER, (original cylinder)	1	
8	AAA4758	SCREW, cover to body	a/r	
9	GHF321	WASHER, star	a/r	
10	501190	GASKET, cover, (original cylinder)	1	
11	501193	PLATE, front	1	
12	AAA4757	GASKET, (for plate 501193)	1	
		(Must be replaced when rebuilding master cylinder).		



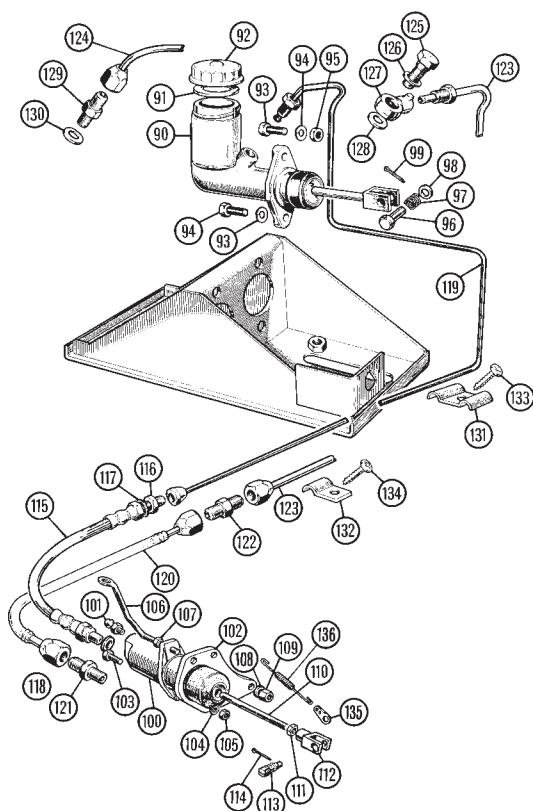
Girling Clutch Hydraulics, TR3 from TS13046, TR3A

13	AJH5083	SPRING	2	
14	501775	PUSH ROD	2	
17	PJ8812	PIN	2	
18	PS103121	SPLIT PIN	2	
19	AJD7731	WASHER, double coil spring	2	
20	GHF301	WASHER, plain	2	
21	501194	BELLOW, push rod	2	
22	BH605261	BOLT, m/cyl. to support & adj. brkt	2	
23	GHF302	WASHER, plain	4	
24	GHF333	WASHER, locking	2	
25	GHF202	NUT	2	
26	108217	PIPE, m/cyl. to chassis bracket	1	RHD
	108218	PIPE, m/cyl. to chassis bracket	1	LHD
27	2K8686	NUT, hose to chassis bracket	1	
28	WE600101	WASHER, 'star'	1	
29	GVP1001	HOSE, slave cylinder, flexible	1	
	GVP1001SS	HOSE, slave cylinder, flexible	1	stainless steel
	TT3041	HOSE, slave cylinder, braided	1	stainless steel
30	3H550	WASHER, copper	1	
31	109746	SLAVE CYLINDER, Lockheed	1	
	502281	REPAIR KIT/SEAL	1	
32	501207	BLEED NIPPLE, slave cylinder	1	
33	106701	BRACKET, slave cylinder	1	
34	SH605091	BOLT, slave cylinder to bracket	1	
35	GHF332	WASHER, locking	1	
36	GHF201	NUT	1	
37	128043	STAY	1	
38	GHF201	NUT, plain, stay	1	
39	GHF222	NUT, nyloc, stay	1	
40	504852	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	NUT	1	
42	057194K	FORK END KIT	1	includes screw pin
44	106347	ANCHOR PLATE	1	
45	GHF502	SPLIT PIN	1	
46	027645	SPRING	1	
47	107691	BRACKET ASSEMBLY	2	cylinder adjustment
48	JN2107	JAM NUT	4	



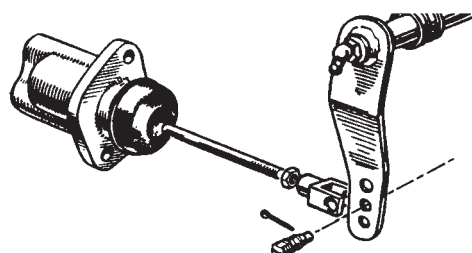
## Girling Clutch Hydraulics - TR3 from TS13046, TR3A

50	114530	SUPPLY TANK, twin master cylinder	1	
51	500201	CAP, master cylinder	1	
	500201Z	CAP, master cylinder, black	1	
52	106095	SEAL, filler cap	1	
	582-505	SEAL, filler cap, splashproof	1	
153	CRST148	DECAL, "GIRLING WARNING"	1	
54	113368	CLIP, tank attachment	1	
55	GHF117	SCREW	2	
56	GHF200	NUT, plain	2	
57	GHF331	WASHER, spring	2	
58	505062	PIPE, tank to master cylinder	1	
59	GR64067854	CLUTCH MASTER CYLINDER	1	
		(Includes push rod but not fork).		
	GRK1027	REPAIR KIT, clutch master cylinder	1	
60	NT605041	NUT, locking	1	
61	057194K	FORK END KIT	1	includes screw pin
63	GHF502	SPLIT PIN	1	
64	507206	PUSHROD	1	
65	507200	PIPE, master cylinder to hose bracket	1	RHD
	507201	PIPE, master cylinder to hose bracket	1	LHD
66	NT606041	NUT, locking, hose to bracket	1	
67	GHF323	WASHER, shakeproof	1	
68	GBH415	HOSE, slave cylinder	1	
	GBH415Z	HOSE, slave cylinder, aftermarket	1	
	TT3041A	HOSE, slave cylinder, braided	1	stainless steel
69	516788	SLAVE CYLINDER	1	includes bleed nipple
	505704	REPAIR KIT, slave cylinder	1	
70	3H2428	BLEED NIPPLE	1	
71	128043	STAY, slave cylinder	1	
72	GHF201	NUT, plain	1	
73	GHF222	NUT, nyloc	1	
74	128042	BRACKET, slave cylinder	1	
75	SH605091	SCREW, slave cylinder to bracket	1	
76	GHF332	WASHER, locking	1	
77	GHF201	NUT, plain	1	
78	504852	PUSHROD	1	
79	NT605041	NUT, locking on push rod	1	
80	057194K	FORK END KIT	1	includes screw pin
83	GHF502	SPLIT PIN	1	
84	106347	ANCHOR PLATE	1	
85	027645	SPRING, return	1	
86	SH605071	SCREW, cylinder to bracket	2	
87	GHF201	NUT, plain	1	
88	GHF332	WASHER, locking	2	



## Girling Clutch Hydraulics - TR4-4A

90	130887	CLUTCH MASTER CYLINDER	1	includes push rod
	GRK1027	REPAIR KIT, (0.75" cylinder bore)	1	
	18G8986	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	SEAL, filler cap	1	
	582-505	SEAL, filler cap, splashproof	1	
92	500201	CAP, master cylinder	1	
	500201Z	CAP, master cylinder, black	1	
93	GHF103	SCREW, master cylinder to bracket	2	
94	GHF332	WASHER, locking	2	
95	GHF202	NUT, plain	2	
96	PJ8812	CLEVIS PIN	1	
97	131787	SPRING, anti-rattle	1	
98	GHF301	WASHER, plain	1	
99	GHF503	SPLIT PIN	1	
100	516788	SLAVE CYLINDER	1	
	505704	REPAIR KIT, slave cylinder	1	
101	3H2428	BLEED NIPPLE	1	
102	128042	BRACKET, slave cylinder mounting	1	
103	SH605091	SCREW, slave cylinder to bracket	1	
104	GHF332	WASHER, locking	1	
105	GHF201	NUT, plain	1	
106	128043	STAY, slave cylinder	1	
107	GHF201	NUT, plain	1	
108	GHF302	WASHER, plain	1	
109	GHF272	NUT, nyloc	1	
110	504852	PUSH ROD	1	
111	NT605041	NUT, locking	1	
112	057194K	FORK END KIT	1	includes screw pin
114	GHF502	SPLIT PIN	1	
115	GBH415	HOSE, slave cylinder	1	
	GBH415Z	HOSE, slave cylinder, aftermarket	1	
	TT3041A	HOSE, slave cylinder, braided	1	stainless steel
116	NT606041	NUT, locking, hose to bracket	1	TR4
117	GHF323	WASHER, shakeproof	1	
118	233220A	WASHER, copper, hose to slave cylinder	1	
119	305385	PIPE, master cylinder to bracket, RHD	1	TR4
	507201	PIPE, master cylinder to bracket, LHD	1	
120	TT3141	HOSE, stainless steel braided	1	TR4A
121	143033	ADAPTOR, hose to slave cylinder	1	
122	598693	UNION, double ended, hose to pipe	1	
123	308362	PIPE, master cylinder to union	1	TR4A RHD
124	148816	PIPE, master cylinder to union	1	TR4A LHD
125	C5192A	BOLT, banjo, pipe to master cylinder	1	
126	216914	WASHER, copper	1	TR4 RHD
127	BHA4310	BANJO UNION	1	
128	233220A	WASHER, copper	1	
129	143033	ADAPTOR, pipe to master cylinder	1	
130	233220A	WASHER, copper	1	TR4 LHD
131	2H400	CLIP, pipe to bulkhead	1	
132	149766	CLIP, pipe to bulkhead	1	
133	GHF421	SCREW, clip	1	TR4A
134	AB610031	SCREW, clip	1	
135	106347	PLATE, anchor	1	TR4 with spring
136	027645	SPRING, return	1	type clutch



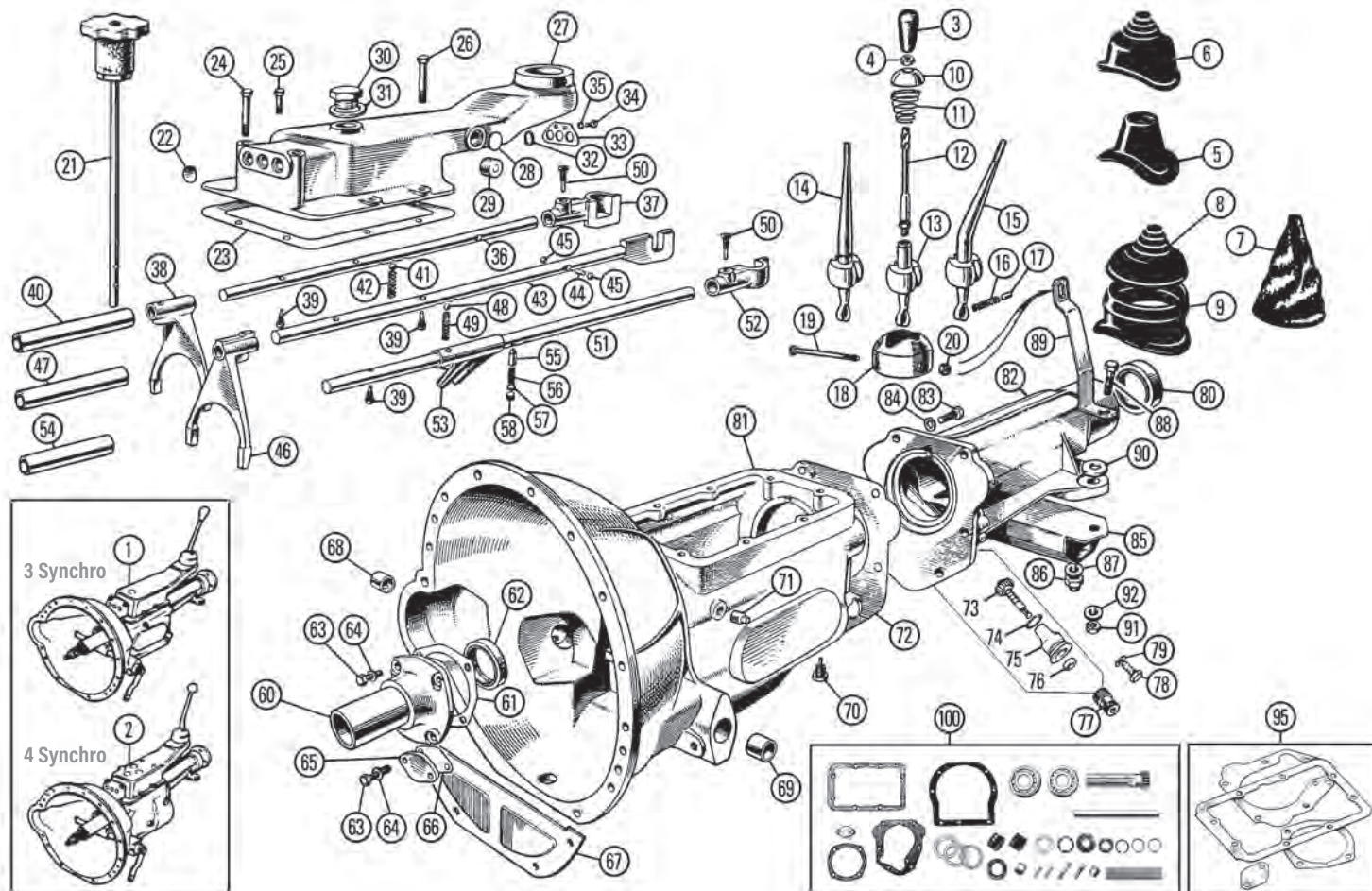
## Clutch Cross Shaft Lever End

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 &amp; Hydraulic System Tools

Please see the Accessories section for full details of our range of hydraulic fluids & hydraulic service tools.



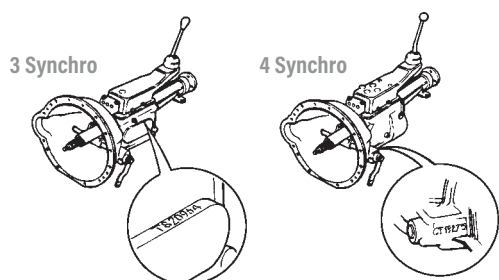
## 5 Speed Gearbox Conversion

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	5 SPEED GEARBOX CONVERSION (Spring clutch fitted).	1	TR2-3A
	TTK20101	5 SPEED GEARBOX CONVERSION (Diaphragm clutch fitted).	1	TR2-3A
	TTK2011	5 SPEED GEARBOX CONVERSION (Spring clutch fitted).	1	TR4
	TTK20111	5 SPEED GEARBOX CONVERSION (Diaphragm clutch fitted).	1	TR4
	TTK2012	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	GEARBOX, recon/exchange	1	non-overdrive
	509364R	GEARBOX, recon/exchange	1	for 'A' Type overdrive

## Gearbox Units (4 Synchro) TR3B-4-4A

2	UKC5196R	GEARBOX, recon/exchange	1	non-overdrive
	UKC816R	GEARBOX, recon/exchange	1	for 'A' Type overdrive
	TGK110	GEARBOX & OVERDRIVE, recon/exchange	1	with 'A' Type overdrive

## External Gearbox Components

3	107885	KNOB, gear lever, (push-on)	1	TR2 To TS2876
	109045	KNOB, gear lever, (screw-on)	1	TR2 From TS2877
			1	TR3 To TS50000
	109045	KNOB, gear lever	1	TR3A From TS50001, TR3B
	22B19	KNOB, gear lever, (spherical)	1	TR4-4A
4	109047	LOCK NUT, gear lever	1	TR2-3B
	506157	LOCK NUT, gear lever	1	TR4-4A
5	603065	GROMMET, gear lever	1	TR2-3B
6	705913	GROMMET, gear lever	1	TR4-4A
7	631881	GAITER, gear lever, vinyl	1	TR4A
	680-745	GAITER, gear lever, leather (Gaiters include upper grommet)	1	
		GROMMET, gear lever, (upper)	1	
8	709328	GROMMET, gear lever, (lower)	1	TR2 To TS2876
9	709329	RETAINER, spring	1	
10	112442	SPRING, gear lever	1	
11	109531	LEVER, gear, upper	1	TR2 To TS2876
12	107891	LEVER, gear, lower	1	
13	107888	GEAR LEVER	1	
14	112447	GEAR LEVER, 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	GEAR LEVER, lever	1	TR4
15	143624	GEAR LEVER, lever	1	TR4A
		(TR4-4A gear lever can be used on TR2-3B's. Watch your knuckles!).		
16	137988	SPRING, anti-rattle plunger	1	TR2 From TS2876,
17	112424	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	CAP, gear lever	1	
19	BH604281	BOLT, cap retaining	1	



20	GHF271	NUT, nyloc	1	
21	108164	DIPSTICK, oil level	1	TR2-3A To TS50000
22	51K3424	CORE PLUG, selector shaft	3	
23	105758	GASKET, top cover†	1	
24	BH505221	BOLT, top cover, front	2	
25	056370	BOLT, top cover, side	4	
26	BH505241	BOLT, top cover, rear	2	
27	TKC1000	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	CORE PLUG, side, dished	2	as required
29	PS1004	CORE PLUG, side, screwed	2	
30	108114	PLUG, threaded	a/r	blanks extra switch holes
31	6K433	WASHER, sealing	a/r	
32	506129A	'O' RING, selector shaft	3	
33	106051	RETAINER, 'O' ring	1	
34	SH604041	SCREW, securing retainer	2	
35	GHF331	WASHER, locking	2	
36	122071	SHAFT, 1st/2nd selector	1	TR2-3A
	158464	SHAFT, 1st/2nd selector	1	TR3B, TR4-4A
37	127386	SELECTOR, 1st/2nd	1	
38	127383	FORK, 1st/2nd selector	1	TR2-3A
	128067	FORK, 1st/2nd selector	1	TR3B, TR4-4A
39	122653	SET SCREW, fork to shaft	3	replaces wire locked type
40	122062	SLEEVE, 1st/2nd selector	1	TR3A From TS50001
	128063	SLEEVE, 1st/2nd selector	1	TR3B, TR4-4A
41	BLS112	BALL, 1st/2nd detent	1	
42	155632	SPRING, for ball	1	
43	156373	SHAFT, 3rd/4th selector	1	
44	105788	ROLLER, interlock	1	
45	BLS112	BALL, interlock	2	
46	127387	FORK, 3rd/4th selector	1	
47	117811	SLEEVE, 3rd/4th selector	1	TR3A From TS500011
48	BLS112	BALL, 3rd/4th detent	1	TR2-3B, TR4 To CT9898
	106481	PLUNGER, 3rd/4th detent	1	TR4 From CT 9899, TR4A
49	155632	SPRING, for ball	1	TR2-3B, TR4 To CT9898
	106489	SPRING, for plunger	1	TR4 From CT 9899, TR4A
50	122653	SET SCREW, selectors to shafts	2	
51	132389	SHAFT, reverse selector	1	
52	127385	SELECTOR, reverse	1	
53	127389	FORK, reverse selector	1	TR2-3A
	129780	FORK, reverse selector	1	TR3B, TR4-4A
54	122064	SLEEVE, reverse selector	1	TR3A From TS50001
	129799	SLEEVE, reverse selector	1	TR3B, TR4-4A
55	106481	PLUNGER, reverse detent	1	
56	106489	SPRING, plunger	1	
57	109401	SPACER, reverse plunger	1	
58	108166	PLUG, for detent springs	3	
60	100157	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	GASKET, front cover	1	
62	141756	OIL SEAL, front, input shaft	1	
63	DAM7754	SCREW, wedge lock	6	
64	GHF362	WASHER, copper	6	
65	055773	COVER, layshaft end	1	
66	055774	GASKET, layshaft end cover†	1	
67	112445	COVER, clutch housing	1	
68	036997	BUSH, clutch shaft, RH	1	TR2-3B, TR4
69	036998	BUSH, clutch shaft, LH, (7/8" long)	1	
	137651	BUSH, clutch shaft, (3/8" long)	2	TR4
(Use with non grease-able clutch shaft).				
70	114774	PLUG, oil drain, original	1	
	155660	PLUG, oil drain, magnetic	1	alternative
71	114774	PLUG, oil level/filler, (on case side)	1	TR3A From TS50001
72	132465	GASKET, main case to tail housing†	1	
73	147965	PINION, speedo drive gear	1	
74	147751	'O' RING	1	
75	146542	BEARING, speedo drive gear	1	
76	060247	OIL SEAL, speedo drive	1	
77	060246	END CAP, speedo drive	1	
78	107746	BOLT, bearing retaining	1	
79	GHF332	WASHER, locking	1	
80	GHS179	OIL SEAL, rear	1	
81	301039	CASING, gearbox	1	TR2-3, TR3A To TS50000
	206286	CASING, gearbox	1	TR3 From TS50001
	304692	CASING, gearbox	1	TR3B, TR4, TR4A To CT50124
	210622SR	CASING, gearbox	1	TR4A From CT50125
(If replacing a 4 synchro gearbox case with part no. 210622, it may 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 a thicker bell housing flange increasing the overall length of the gearbox).				
82	305048SR	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	SCREW, attaching extension	5	
	BH505161	BOLT, attaching extension	1	
84	GHF332	WASHER, locking	6	
85	104086Z	MOUNTING, gearbox	1	
	104086X	MOUNTING, gearbox, harder/comp.	1	
86	GHF204	NUT, gearbox to mounting	1/2	
87	GHF335	WASHER, locking	1/2	
88	GHF109	BOLT, gearbox to mounting	1	TR2-3A
	GHF109	BOLT, gearbox to mounting, RH	1	TR3B, TR4-4A
	BH608161	BOLT, gearbox to mounting, LH	1	
89	131711	STRAP, top cover to flange	1	TR3B, TR4-4A
90	131690	SPACER, anti-rattle strap to gearbox	1	
91	GHF203	NUT, gearbox to mounting	2	
92	GHF334	WASHER, locking	2	
95	515121	GASKET SET, gearbox	1	includes items 23, 61, 66 & 72
100	TGK121	REBUILD KIT, 3 synchro	1	
				overdrive type gearbox

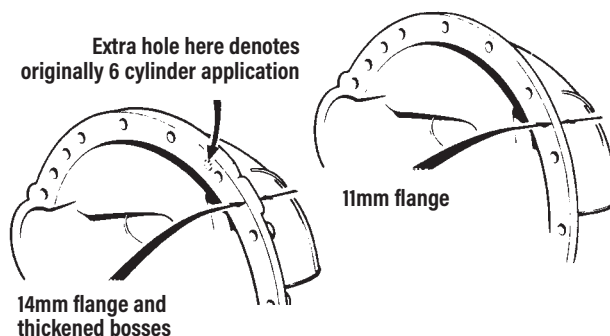
## Gearbox Mounting Hardware

### Gearboxes with 11 mm mounting flange TR2-3B-4 approximately

TE505111	STUD, gearbox attachment	3	
BH606161	BOLT, starter attachment	2	
GHF202	NUT, starter attachment bolt	2	
GHF333	WASHER, locking	2	
GHF163	SCREW, (into cylinder block)	6	hexagon headed
GHF332	WASHER, locking	13	
GHF120	SCREW, attaching clutch shield	2	
GHF103	BOLT, (clutch slave cylinder bracket)	2	

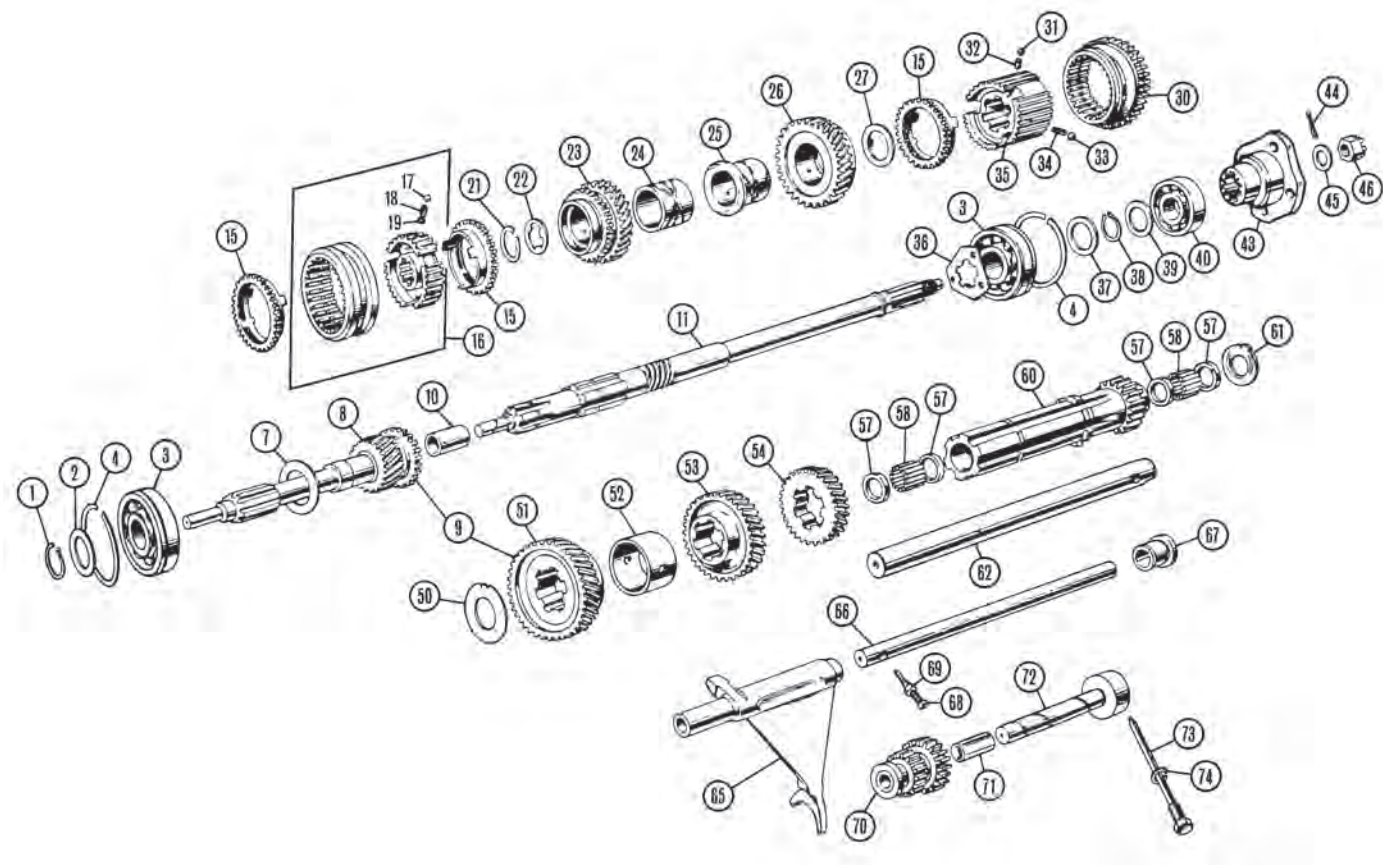
### Gearboxes with 14 mm mounting flange TR4-4A approximately

CHS2513	STUD, gearbox attachment	3	
BH606191	BOLT, starter attachment	2	
GHF202	NUT, starter attachment bolt	2	
GHF333	WASHER, locking	2	
SH505101	SCREW, (into cylinder block)	6	hexagon headed
GHF332	WASHER, locking	13	
GHF103	SCREW, attaching clutch shield	2	
GHF104	BOLT, (clutch slave cylinder bracket)	2	
GHF201	NUT, plain	7	



## 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 have 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

Part Number	Description	Req.	Details
1 058956	CIRCLIP, bearing retaining	1	
2 060078	WASHER	1	
3 058391	BEARING	2 (front & centre)	
058391RHP	BEARING, OE Quality	2 (front & centre)	
4 058955	CIRCLIP, bearing locating	2	
7 060658	OIL THROWER	1	
8 201712	INPUT SHAFT	1	TR2-3, TR3A To TS26824
204214	INPUT SHAFT	1	TR3A From TS26825
9 148949	GEAR SET (Input shaft (item 8) and constant mesh gear (item 51).	1	TR3A From TS26825
10 055911	BUSH, input shaft	1	TR2-3, TR3A To TS26824
145008	BEARING, input shaft	1	TR3A From TS26825
11 201590	MAINSHAFT, (non-overdrive)	1	TR2-3, TR3A To TS26824
204011	MAINSHAFT, (non-overdrive)	1	TR3A From TS26825
110736	MAINSHAFT, (overdrive)	1	TR2-3, TR3A To TS26824
204044	MAINSHAFT, (overdrive)	1	TR3A From TS26825
15 113431	SYNCHRO RING	3	
16 153844X	SYNCHRO HUB, 3rd/4th	1	
17 BLS108	BALL, detent	3	
18 122075	SPRING, for ball	3	
19 037948	SHIM, to adjust spring tension	a/r	
21 055707	CIRCLIP, 3rd gear to shaft	1	
22 157054	WASHER, (between circlip & gear)	1	
23 105630	GEAR, 3rd	1	
24 101585	BUSH, 3rd gear	1	
25 129939	BUSH, 2nd gear	1	
129939SS	BUSH, 2nd gear, steel (includes thrust washer 153239)	1	uprated
105731	BUSH, 2nd gear, steel	1	uprated
26 105629	GEAR, 2nd	1	
27 105732	WASHER	1	
30 109137	GEAR 1st speed	1	
31 BLS108	BALL, interlock	1	
32 106106	PLUNGER, interlock	1	
33 BLS108	BALL, detent	3	
34 122075	SPRING, for ball	3	
037948	SHIM, (to adjust spring tension)	a/r	
35 105627	INNER HUB, 1st speed	1	
36 060569	WASHER	1	between 1st gear & bearing

Note: 060569 is to be used with mainshafts requiring 055911 brass bush.

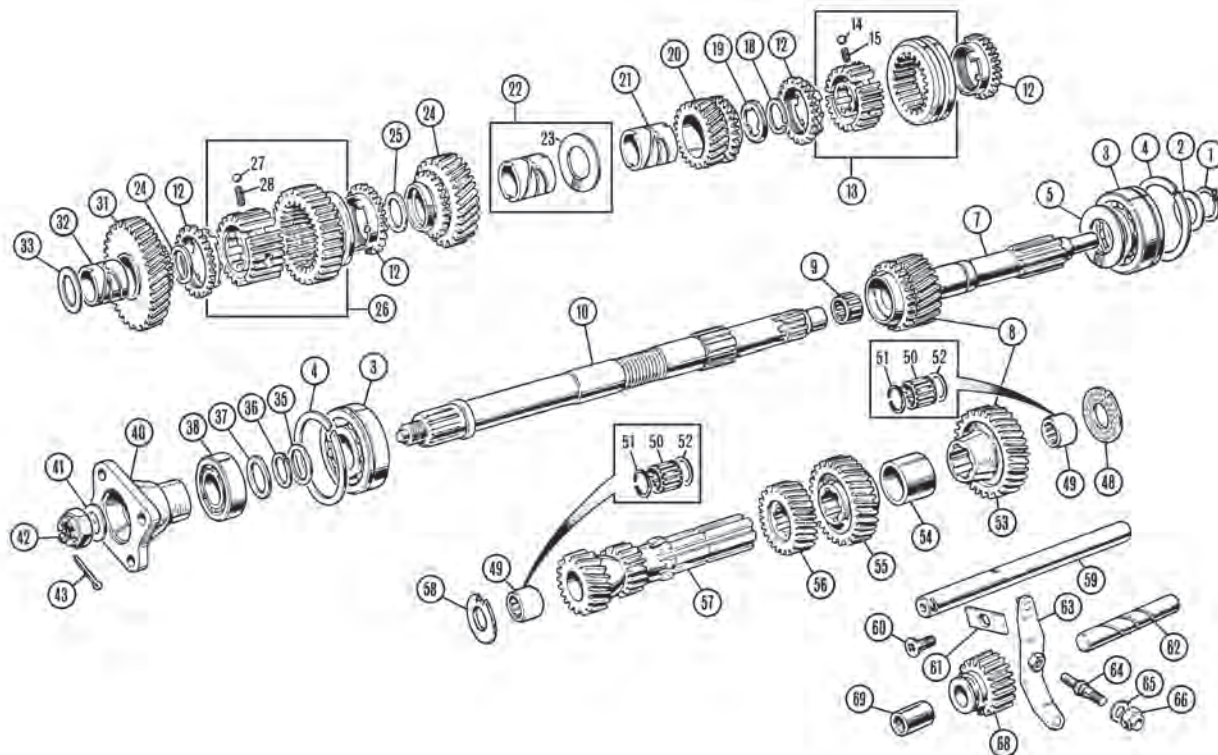
Note: 116496 is to be used with mainshafts requiring 145008 needle roller bearing.

37 059443	WASHER	1	between circlip & bearing
38 058956	CIRCLIP	1	
39 058949	WASHER, rear mainshaft	1	
40 SP75G	BEARING, rear	1	
43 518109	FLANGE	1	
44 GHF504	SPLIT PIN	1	
45 WP24	WASHER	1	
46 057868	NUT	1	
50 129955	THRUST WASHER, front	1	
51 105626SR	GEAR, constant mesh	1	
52 059456	DISTANCE PIECE	1	
53 140509	GEAR, 3rd countershaft	1	
54 105658	GEAR, 2nd countershaft	1	
57 055721	RETAINER, needle bearing	4	
58 058088	NEEDLE BEARING	48	
60 105625	GEAR, 1st countershaft	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!!

61 129956	THRUST WASHER, rear	1	
62 108168	COUNTERSHAFT	1	
65 105727	FORK, reverse	1	
66 105782	ROD, reverse fork	1	
67 058951	BUSH, reverse rod	1	
68 055815	SCREW, rod retaining	1	
69 51K1178	NUT, screw locking	1	
70 111153	GEAR, reverse	1	
71 2A3282	BUSH	1	
72 105757	SPINDLE, reverse gear	1	
73 055715	SCREW, spindle retaining	1	
74 GHF332	WASHER, for screw	1	





### Internal Gearbox (4 Synchro) TR3A-4-4A

ill	Part Number	Description	Req.	Details				
NI	TGK112	GEARBOX REPAIR KIT	1	non overdrive gearbox	31	152770	GEAR, 1st, (33 teeth)	1 use with 128107
NI	TGK113	GEARBOX REPAIR KIT	1	'A' type overdrive gearbox		152803	GEAR, 1st, (32 teeth)	1 use with UKC662
		(These kits include: countershaft, bearings, seals, synchro cups, circlips & thrust washers. Everything you will need to service your gearbox).			32	129940	BUSH, (brass), 1st gear	1
1	058956	CIRCLIP, bearing retaining	1			153238	BUSH, (steel), 1st gear	1
2	060078	WASHER	1		33	116496	WASHER	1
3	058391	BEARING	2	(front & centre)	35	059443	WASHER, bearing spacer	1
	058391RHP	BEARING, OE Quality	2	(front & centre)	36	058956	CIRCLIP, bearing retaining	1
4	058955	CIRCLIP, bearing locating	2		37	058949	WASHER, rear mainshaft	1
5	060658	OIL THROWER	1		38	SP75G	BEARING, rear mainshaft	1
7	204214	INPUT SHAFT	1		40	518109	FLANGE, mainshaft	1
8	148949	GEAR SET	1	input shaft (item 7) and constant mesh gear (item 53)	41	WP24	WASHER	1
9	145008	BEARING, mainshaft spigot	1		42	057868	NUT, flange retaining	1
10	208051	MAINSHAFT, (non-overdrive)	1		43	GHF504	SPLIT PIN	1
12	113431	SYNCHRO RING	4		48	129955	THRUST WASHER, front, large	1
13	153844X	SYNCHRO HUB, 3rd/4th	1		49	126862	BEARING, shell type	2
14	BLS108	BALL, detent	1		50	150339	BEARING, open cage type	2
15	122075	SPRING, for ball	3		51	147749	CIRCLIP	2
18	055707	CIRCLIP, 3rd gear to shaft	1		52	154396	SPACER, supporting	2
19	157054	WASHER, (between circlip & gear)	1		53	142434	GEAR, constant mesh	1
20	105630	GEAR, 3rd	1			142434SR	GEAR, constant mesh, reconditioned	1
21	129940	BUSH, (brass), 3rd gear	1		54	059456	DISTANCE PIECE	1
	153238	BUSH, (steel), 3rd gear	1		55	140509	GEAR, 3rd countershaft	1
22	129939	BUSH, 2nd gear	1		56	140508	GEAR, 2nd countershaft	1
	129939X	BUSH, 2nd gear, uprated	1					
		(Includes thrust washer 153239).						
23	153239	THRUST WASHER, 2nd gear	a/r	0.121" - 0.124"				
	153239A	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	GEAR, 2nd	1	
	152771X	GEAR KIT, 2nd	1	
25	129941	WASHER, 0.118"	a/r	
	129942	WASHER, 0.121"	a/r	
	129943	WASHER, 0.124"	a/r	
	129944	WASHER, 0.127"	a/r	
	134670	WASHER, 0.132"	a/r	
26	152773	SYNCHRO HUB, 1st/2nd	1	
27	BLS108	BALL, detent	3	
28	122075	SPRING, for ball	3	

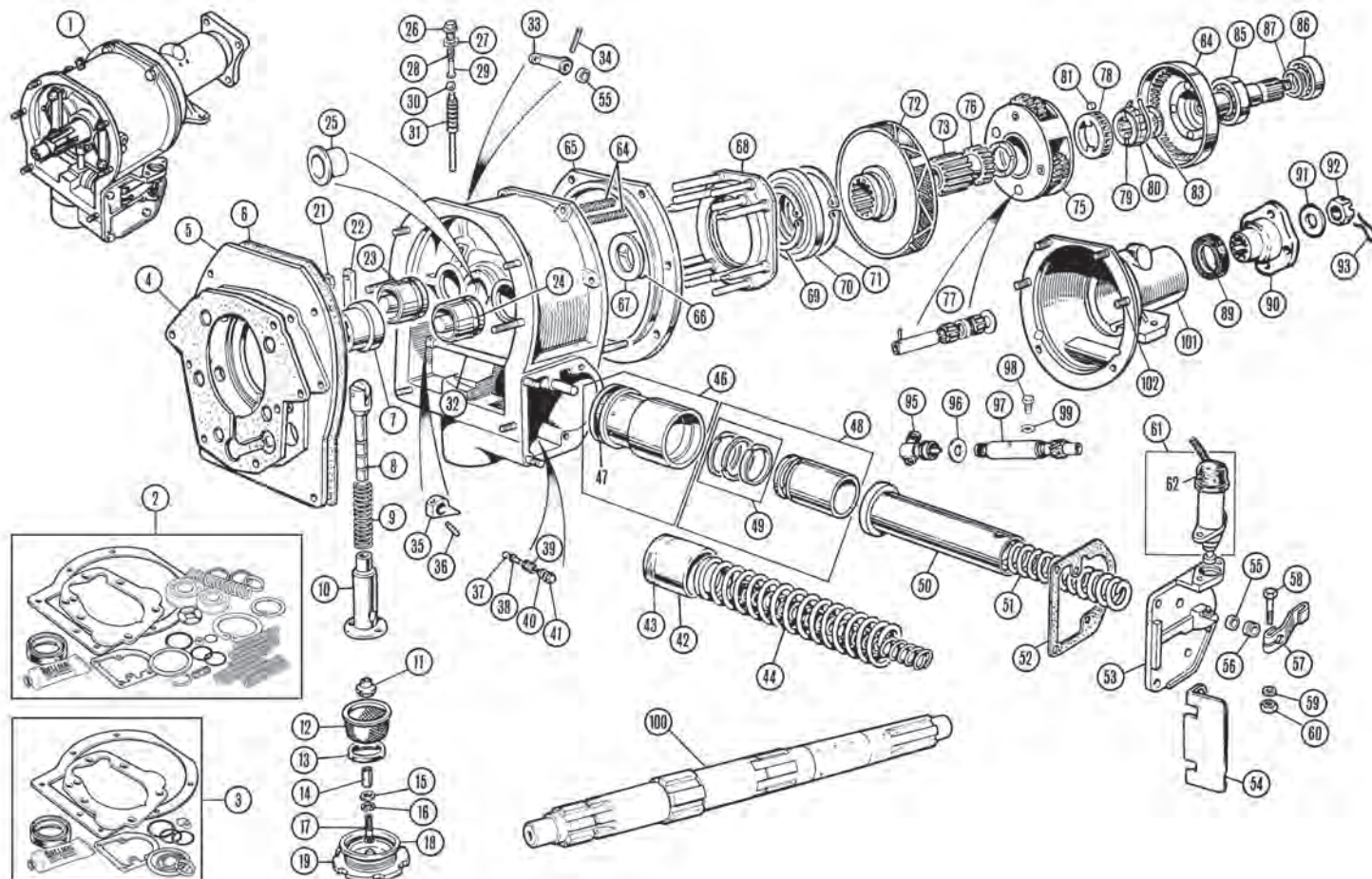
### Standard Laygear

57	128107	LAYGEAR, (16 tooth), 1st & reverse	1	use with 128100
	UKC662	LAYGEAR, (17 tooth), 1st & reverse	1	use with 152803

### Up-rated 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	LAYGEAR, 16 tooth, 1st & reverse	1	bearings, circlips & thrust washers are fitted
NI	UKC662UR	LAYGEAR, 17 tooth, 1st & reverse	1	
58	129956	THRUST WASHER, rear, small	1	
59	128105	COUNTERSHAFT, original fitment	1	
60	129954	SCREW, self-locking	1	
61	129938	PLATE, shaft retaining	1	
62	129937	SPINDLE, reverse gear	1	
63	129894	LEVER, reverse gear	1	
64	106448	PIN, lever fulcrum	1	
		(If bent, replace the pin 106448 and be sure to check clearance with reverse gear bush (items 69).		
65	WP20X	WASHER	1	
66	GHF223	NUT	1	
68	128110	GEAR, reverse	1	
69	129862	BUSH, reverse gear	1	



## A Type Overdrive

### A Summary of the A Type Overdrive

Part Number	Description	Req.	Details
OVERDRIVE UNIT, (series 22/61275)	TR2 To TS5979	1	
OVERDRIVE UNIT, (series 22/61374)	TR2 From TS5980, TR3-3A TR4 (To October 1964)	1	
OVERDRIVE UNIT, (series 22/61712)	TR4 (From October 1964) through TR4A solid rear axle	1	
OVERDRIVE UNIT, (series 22/61753)	TR4 IRS	1	

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

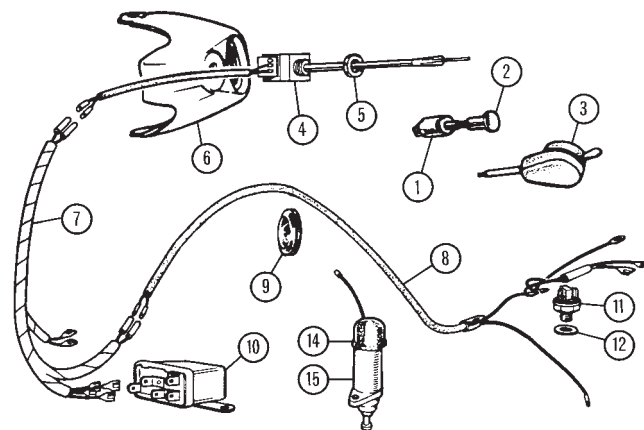
Note: Please see pages 34 & 35 for 'overdrive conversion' and 'overdrive uprating kits'.

1	305063	OVERDRIVE UNIT	1	TR2-4
	305063R	OVERDRIVE UNIT, recon/exchange	1	
	312373	OVERDRIVE UNIT	1	TR4A
	312373R	OVERDRIVE UNIT, recon/exchange	1	
2	TGK116	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	SEAL & GASKET SET, overdrive	1	
(Kit includes gaskets, seals, 'O' rings & washers).				
4	132465	GASKET, adaptor to gearbox	1	
5	208098	ADAPTOR, overdrive to gearbox	1	
6	502556	GASKET, adaptor to overdrive	1	
7	500627	CAM	1	
8	513891	PLUNGER ASSEMBLY, pump	1	
9	500633	SPRING	1	
10	505507	BODY, pump	1	
11	513902	PLUG, pump body	1	

12	509884	FILTER	1	
13	513205	MAGNET, (set of 3)	1	
14	505551	DISTANCE PIECE	1	
15	PWZ203	WASHER, plain	1	
16	WL700101	WASHER, locking	1	all except 22/61753
17	103270	BOLT	1	
18	500641	WASHER	1	
19	521814	PLUG, oil drain	1	
	521814T	SPANNER, drain plug	1	
(Special shaped spanner to fit drain plug without damaging plugs).				
21	JS616A	NUT, locking	4	
22	500587	BRIDGE-PIECE	2	
23	503161	OPERATING PISTON, (1 1/8" Dia)	2	22/61275
	503161X	OPERATING PISTON, (1 1/8" Dia)	2	uprated
24	503162	RING SET	2	
	513890	OPERATING PISTON, (1 3/8" Dia)	2	22/61374,
	513912	'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	BUSH, front overdrive casing brass	1	pair
26	506117	PLUG, operating valve	1	
27	3H693	WASHER	1	
28	007972	SPRING, operating valve	1	
29	500591	PLUNGER, operating valve	1	
30	BLS110	BALL, operating valve	1	
31	500658	VALVE, operating	1	
32	513908	SHAFT, operating	1	
33	513909	LEVER, adjustment setting	1	
34	513888	MILLS PIN, adjustment lever	1	
35	513910	CAM, on shaft	1	
36	500593	PIN, cam to shaft	1	
37	BLS110	BALL, pump valve, (0.3125")	1	all except 22/61753
	BLS108	BALL, pump valve, (0.250")	1	22/61753
38	500591	PLUNGER, pump valve	1	
39	007972	SPRING, pump valve	1	
40	3H693	WASHER, pump valve	1	
41	506117	PLUG, pump valve	1	
42	502565	ACCUMULATOR PISTON, w/rings	1	
43	500605	RING SET, accumulator piston	1	
44	500634K	SPRING, accumulator, inner & outer	1	all except 22/61753
46	501908	HOUSING, accumulator	1	



47	501910	'O' RING	1	]
48	501909	ACCUMULATOR PISTON, w/rings	1	
49	505555	RING SET	1	
50	502563	SPACING TUBE	1	22/61753
51	515131	SPRING, accumulator	1	
	WM58	WASHER, packing, on spring	a/r	
(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).				
52	500645	GASKET	1	
53	502566	BRACKET, solenoid	1	
54	502569	STONE SHIELD	1	
55	500594	'O' RING, operating shaft	2	
56	502567	COLLAR, for shaft	1	
57	502568	LEVER, actuating	1	
58	503163K	BOLT, lever to shaft	1	
59	GHF300	WASHER, plain	1	
60	GHF200	NUT	1	
61	508794	SOLENOID	1	
62	109521	COVER, solenoid	1	
64	502554	SPRING SET	1	
65	502555	BRAKE RING	1	
66	500610	THRUST WASHER	1	
67	500588A	WASHER, adjusting, 0.113-0.114"	a/r	
	500588B	WASHER, adjusting, 0.107-0.108"	a/r	
	500588C	WASHER, adjusting, 0.101-0.102"	a/r	
	500588D	WASHER, adjusting, 0.095-0.096"	a/r	
	500588E	WASHER, adjusting, 0.089-0.090"	a/r	
	500588F	WASHER, adjusting, 0.083-0.084"	a/r	
	500588G	WASHER, adjusting, 0.077-0.078"	a/r	
(Total destruction of the thrust washer and its adjusting washers is a common occurrence, and will require skilled rectification to the casing and bushes).				
68	500660	THRUST RING	1	
Note: Always inspect the thrust ring assembly for loose pins, & re-rivet if necessary.				
69	500636	CIRCLIP	1	
70	500640	BEARING	1	
71	500637	CIRCLIP	1	
72	520975R	CLUTCH ASSEMBLY, exchange	1	
73	505549	SUN GEAR	1	
75	505545R	CARRIER ASSEMBLY, with planet gears	1	reconditioned/exchange
	505545SR	PLANET GEAR	3	
76	505548	THRUST WASHER	1	
77	505546	BEARING KIT, planet gears	3	
78	BAU2061A	CAGE	1	
79	BAU2061A	CLUTCH INNER MEMBER	1	
80	513208	SPRING	1	
81	506063A	ROLLER SET	1	
83	500613A	THRUST WASHER	1	
84	500602	ANNULUS	1	
	500602R	ANNULUS, reconditioned/exchange	1	
85	217325A	BEARING, annulus head	1	
86	SP75G	BEARING, annulus tail	1	
87	500623E	WASHER, adjusting, 0.146"	a/r	
	500623F	WASHER, adjusting, 0.151"	a/r	
	500623G	WASHER, adjusting, 0.156"	a/r	
	500623H	WASHER, adjusting, 0.161"	a/r	
	500623J	WASHER, adjusting, 0.166"	a/r	
	500623K	WASHER, adjusting, 0.171"	a/r	
	500623L	WASHER, adjusting, 0.176"	a/r	
	500623M	WASHER, adjusting, 0.181"	a/r	
89	GHS179	OIL SEAL	1	
90	518109	FLANGE	1	
91	WP24	WASHER	1	
92	057868	NUT	1	
93	GHF504	SPLIT PIN	1	
95	120694	SPEEDOMETER ANGLE DRIVE	1	TR4A
96	3H550	WASHER, adaptor to speedo drive	1	
97	146542K	PINION & PINION HOUSING, speedo drive	1	standard
	146542	PINION HOUSING, speedo drive	1	alloy
	147965	PINION, speedo drive	1	
	060247	OIL SEAL, speedo pinion shaft	1	brass housing
	NKC105A	OIL SEAL, speedo pinion shaft	1	alloy housing
(The pinion & bearing assembly may be replaced by 147965, 146542 and 147751. See page 29, items 70, 71 & 72).				
98	506071	SCREW, bearing housing	1	
99	500469	WASHER, sealing, copper	1	
100	110736	MAINSHAFT, overdrive	1	TR2-3A To TS26824
	204044	MAINSHAFT, overdrive	1	TR3A From TS26825
	208052	MAINSHAFT, overdrive	1	TR3B, TR4-4A
101	500655	REAR CASING	1	
102	FHS2513	STUD, rear casing, upper	4	
	500579	STUD, rear casing, lower	2	

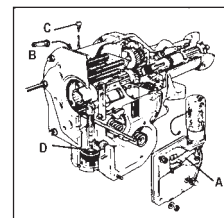


## Overdrive Electrics

1	2H4841	SWITCH, overdrive push-pull	1	TR2
2	108437	KNOB	1	
(Can be used as an alternative to 112474 on TR3-3A).				
3	112474	SWITCH, overdrive, egg-shaped	1	TR3-3A
4	132424	SWITCH, overdrive, chrome stalk	1	TR4-4A
	147280	SWITCH, overdrive, black stalk	1	RHD
	147281	SWITCH, overdrive, black stalk	1	LHD
5	609792	BEZEL	1	
6	611974	ESCUTCHEON,	1	o/drive switch to column
7	131338	WIRING LOOM, switch to relay	1	
8	131339	WIRING LOOM, gearbox top cover	1	
(The above looms will require modification to suit screw terminals or single isolator switch installations).				
9	602037	GROMMET, gearbox cover	1	
10	142169A	RELAY, Lucar terminals	1	
11	BAU1074A	SWITCH, isolator, spade terminals	1	
	BAU1074Z	SWITCH, isolator, spade terminals	1	aftermarket
(The overdrive relay & 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 & 8).				
12	1B3664	WASHER, switch adjusting	a/r	
(Refer to the workshop manual for adjustment instructions).				
14	508794	SOLENOID	1	
15	109521	COVER, rubber	1	

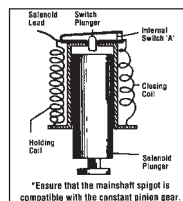
## Overdrive Trouble Shooting

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.

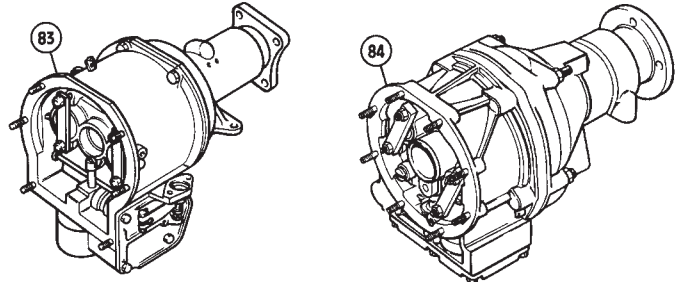
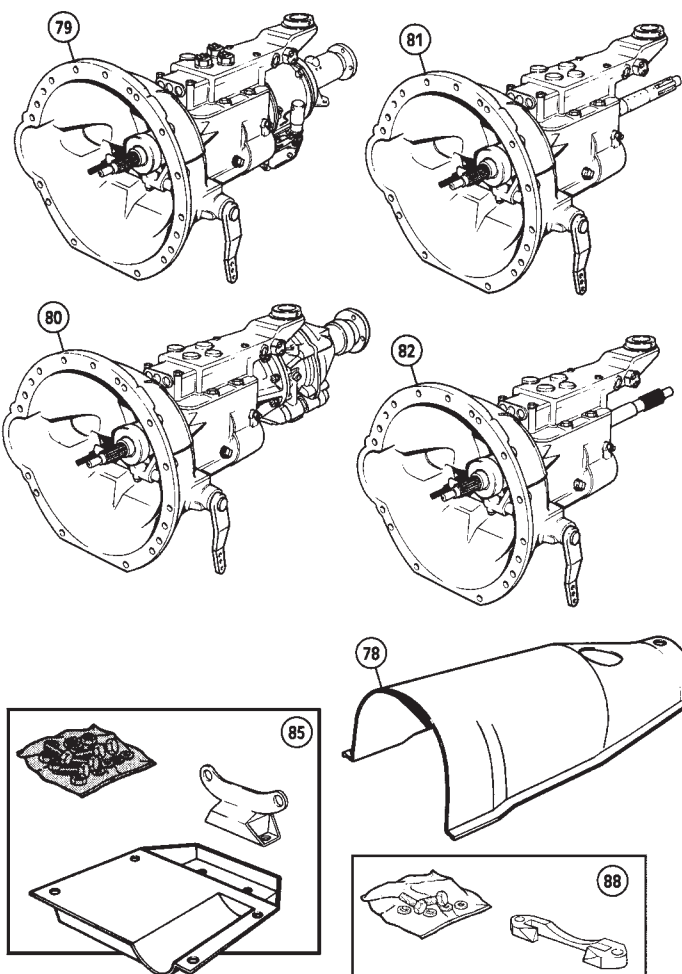
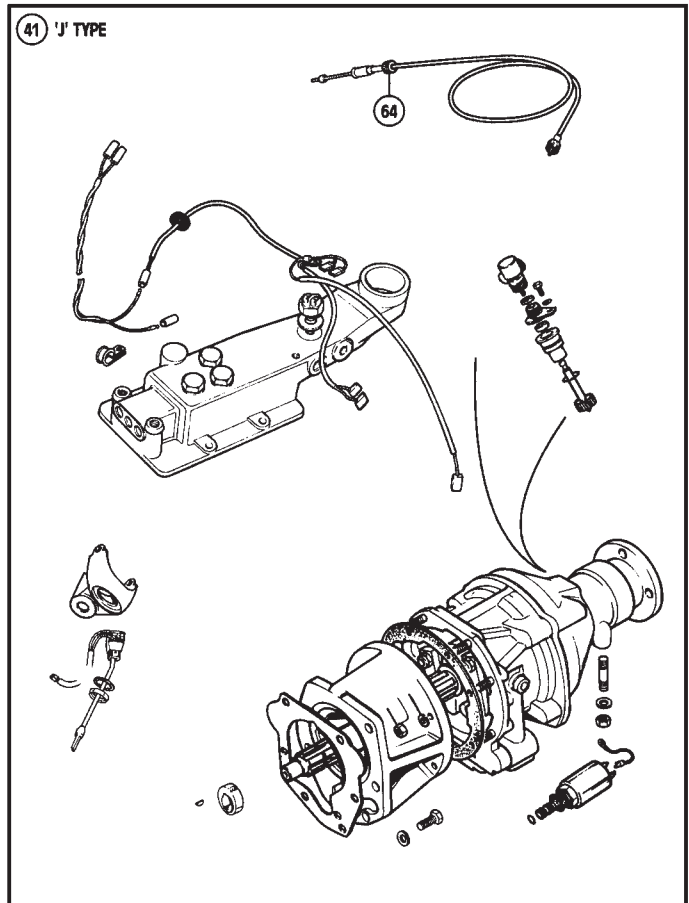
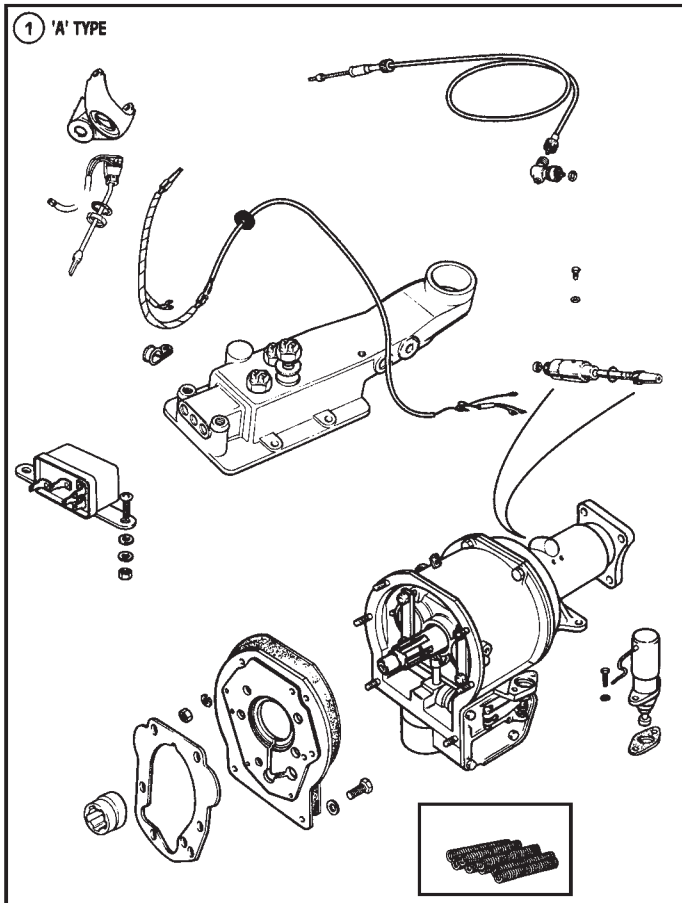


## Overdrive Solenoid Operating Lever

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 Synchronmesh 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

ill	Part Number	Description	Req.	Details
(All synchromesh gearboxes)				
1	517198	OVERDRIVE CONVERSION KIT	1	RHD
	517197	OVERDRIVE CONVERSION KIT	1	LHD

J' Type Overdrive Conversion

(All synchromesh gearboxes)				
41	521158	OVERDRIVE CONVERSION KIT	1	RHD
	521159	OVERDRIVE CONVERSION KIT	1	LHD

Overdrive & Gearbox Cover

78	713569SAP	GEARBOX COVER, plastic	1	
	713569SAP1	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 2nd, 3rd & 4th please call.	TR
Dolomite Sprint	swap for TR or saloon	use TR plate to suit shaft	same as TR	shorten to 2"		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). alterations 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	ANGLE DRIVE	1
3H550	WASHER, sealing	1
NKC48	PINION & GEAR, speedo drive	1
NKC42	SPEEDO DRIVE HOUSING	1
NKC106	'O' RING	1
NKC105A	OIL SEAL	1
NKC43	RETAINER ASSEMBLY	1
SH604051	SCREW, attaching retainer	1
WE600041	WASHER, locking	1

Flange Dimensions

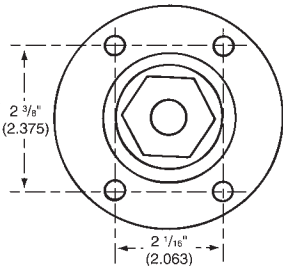
(Flanges 518109, 518109 and 160292)

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 (2.375) 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	GEARBOX & OVERDRIVE, 'A' type	1	outright
80	TGK101	GEARBOX & OVERDRIVE, 'J' type	1	purchase

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	GEARBOX RECONDITION & CONVERSION	1	'A' type
82	TGK103	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	OVERDRIVE, RECONDITION & CONVERSION	1	'A' type
84	TGK105	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	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	OVERDRIVE UPATING KIT	1	'A' type
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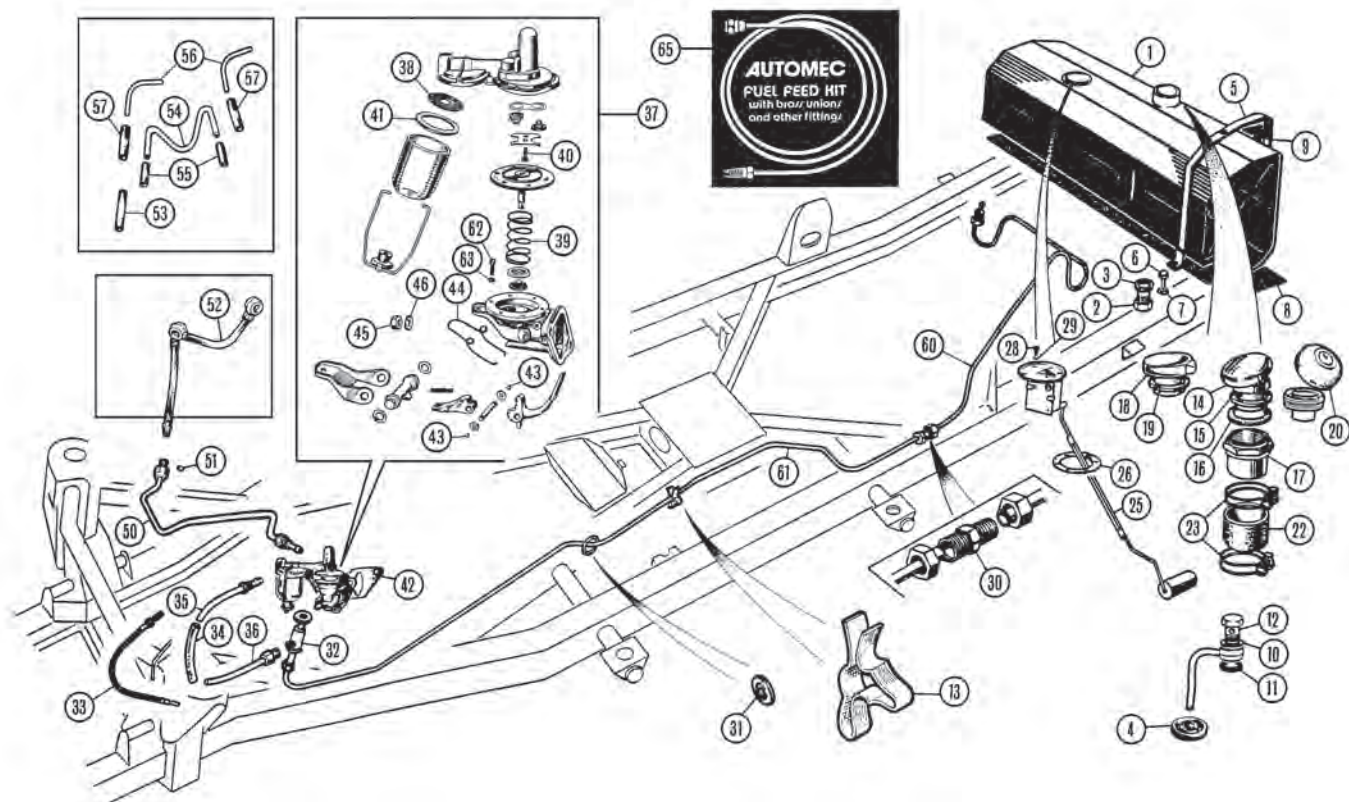
J-Type Overdrive Upating

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	OVERDRIVE UPATING KIT	1	'J' type
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Overdrive Conversion Bracket Kits

85	211361X	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	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

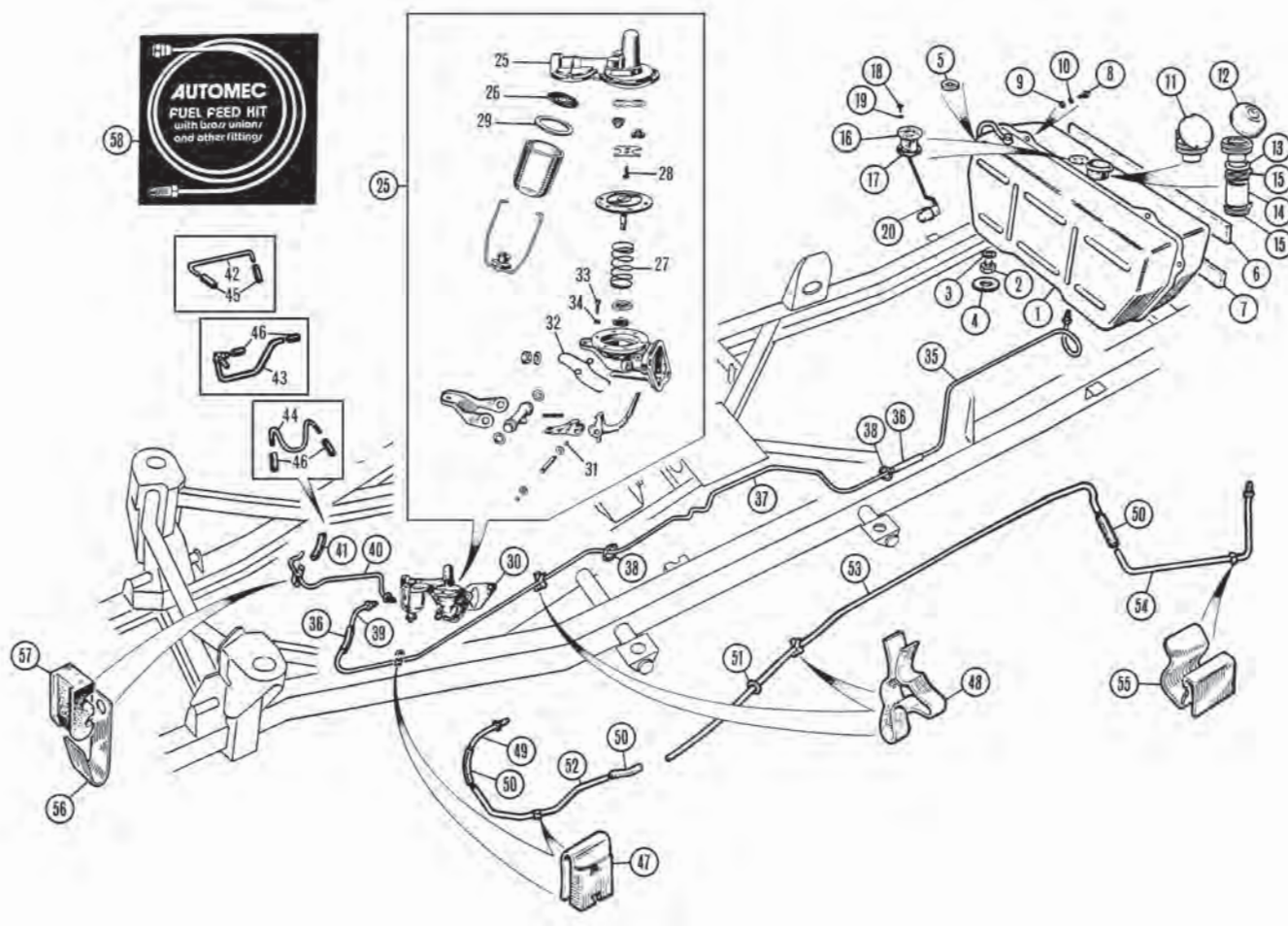
### Lead Additive

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	Description	Req.	Details
1	302125	FUEL TANK	1	TR2-3, TR3A To TS60000
	302125AL	FUEL TANK, aluminium	1	outlet in bottom centre
Note: fuel tank 302125 is the smaller capacity fitted as standard to TR3's & TR3A's to TS60000. The reduced capacity of approximately half a gallon allows for the fitment of the occasional rear seat option to all TR2-3A's.				
	303999	FUEL TANK	1	TR3A From TS60001
	303999AL	FUEL TANK, aluminium	1	outlet at bottom right
2	103222	PLUG, drain	1	original tanks only
3	AAA836	WASHER, on drain plug	1	
4	061917	GROMMET, 1/2" hole, vent pipe	1	alternative
	600395	GROMMET, 1" hole, vent pipe	1	alternative
5	201864	STRAP, tank retaining	2	TR2-3, TR3 To TS60000
	203139	STRAP, tank retaining	2	TR3A From TS60001
	204964	STRAP, tank retaining	2	TR3A To TS60000
	206370	STRAP, tank retaining	2	TR3A From TS60001
6	SH606061	SCREW, hex headed, (short)	2	tank strap to chassis
	SH606101	SCREW, hex headed, (long)	2	tank strap to chassis
7	GHF333	WASHER, locking	4	
8	107562	STRIP, felt, tank base to body	2	
		(The tank base felt strips must be trimmed to suit installation).		
9	107563	STRIP, felt, retaining strap to tank	2	
10	AUC2141	WASHER, fibre, upper	1	original tanks
11	GHF346	WASHER, fibre, lower	1	
12	435-480	BANJO BOLT, fuel tank vent	1	
13	059191	CLIP	3	
		(Vent pipe anti-rattle, and fuel line to chassis).		
14	704551	CAP, fuel filler, screw type	1	
15	704551W	ESCUTCHEON, chromed	1	
16		WASHER, fibre	1	
17	704551NECK	EXTENSION, screwed to filler cap	1	
18	613506	CAP, fuel filler, with tube extension	1	alternative to 704551
		(If your car is missing the fuel cap, use 613506 (item 18) or 571086 (item 20), regardless of model or chassis number).		
19	650247	GROMMET, in rear deck	1	use with items
20	571086	CAP, fuel filler, locking	1	
22	650279	HOSE, rubber, filler to tank	1	

23	CS4038	CLIP, wire type	2	
	GHC11060	CLIP, jubilee type	2	
25	203610	SENDER UNIT, fuel gauge	1	
26	2H1082	GASKET, seating sender unit	1	
	293-401	GASKET SET, Viton	1	
28	TR6504	SCREW, sender unit to tank	6	
29	WF702101	WASHER, locking	6	
30	060172	UNION, fuel line connecting	1	
31	CD23720	GROMMET, fuel line	a/r	through chassis
32	104818	TAP ASSEMBLY, fuel	1	
	104818C	CORK SEAL, in fuel tap	1	
33	104842S	HOSE, stainless steel braided	1	alternative to 34, 35, 36
		(Tap to pump union & nuts).		
34	115784	HOSE, flexible, fuel inlet to pipe	1	
35	149556	PIPE, fuel inlet to pump	1	alternative to 33
36	115780	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	FUEL PUMP, replacement	1	
		(This comes with a glass bowl and an external priming lever as original).		
		GAUZE	1	
38	500419	SPRING, under diaphragm	1	
39	052492A	SCREW, retaining valve plate	2	
40	059660	REPAIR KIT, fuel pump	1	
	AEU2760A	(Includes diaphragm, valves & gaskets).		
41	500418	GASKET, sediment bowl	1	
42	139041	GASKET, pump to crankcase	1	
43	052484	'C' CLIP, on pivot	2	
44	052498	SPRING, priming handle	1	
45	GHF201	NUT, pump attachment	2	
46	GHF332	WASHER, pump attachment	2	
50	203121	PIPE, pump to carburettor inlet hose	1	use with 203120
	205048	PIPE, pump to carburettor inlet hose	1	use with 115784
51	TL7	OLIVE	1/2	
52	203120	HOSE, flexible with banjos	1	carburettor to carburettor, only for banjo type float chamber lid
53	115784	HOSE, flexible, pipe to front carburettor	1	carburettor to carburettor,
54	120329	PIPE, rigid	1	use with float lids
55	120331	HOSE, pipe to carburettors	2	AUC4103 & AUC4104
56	121273	PIPE, vent, rigid, to float chamber	2	use with AUC carburettors
57	120331	HOSE, flexible, vent pipes to carburettors	2	
60	206402	PIPE, fuel, rigid, tank to coupling	1	cut & bend to fit
61	303754	PIPE, fuel, rigid, coupling to fuel tap	1	
62	AJD3204Z	SCREW, 2BA x1/2"	6	
63	WL700101	WASHER, spring, 3/15"	6	
65	HFFK34	FUEL PIPE KIT, (TR2-3A)	1	copper, car set



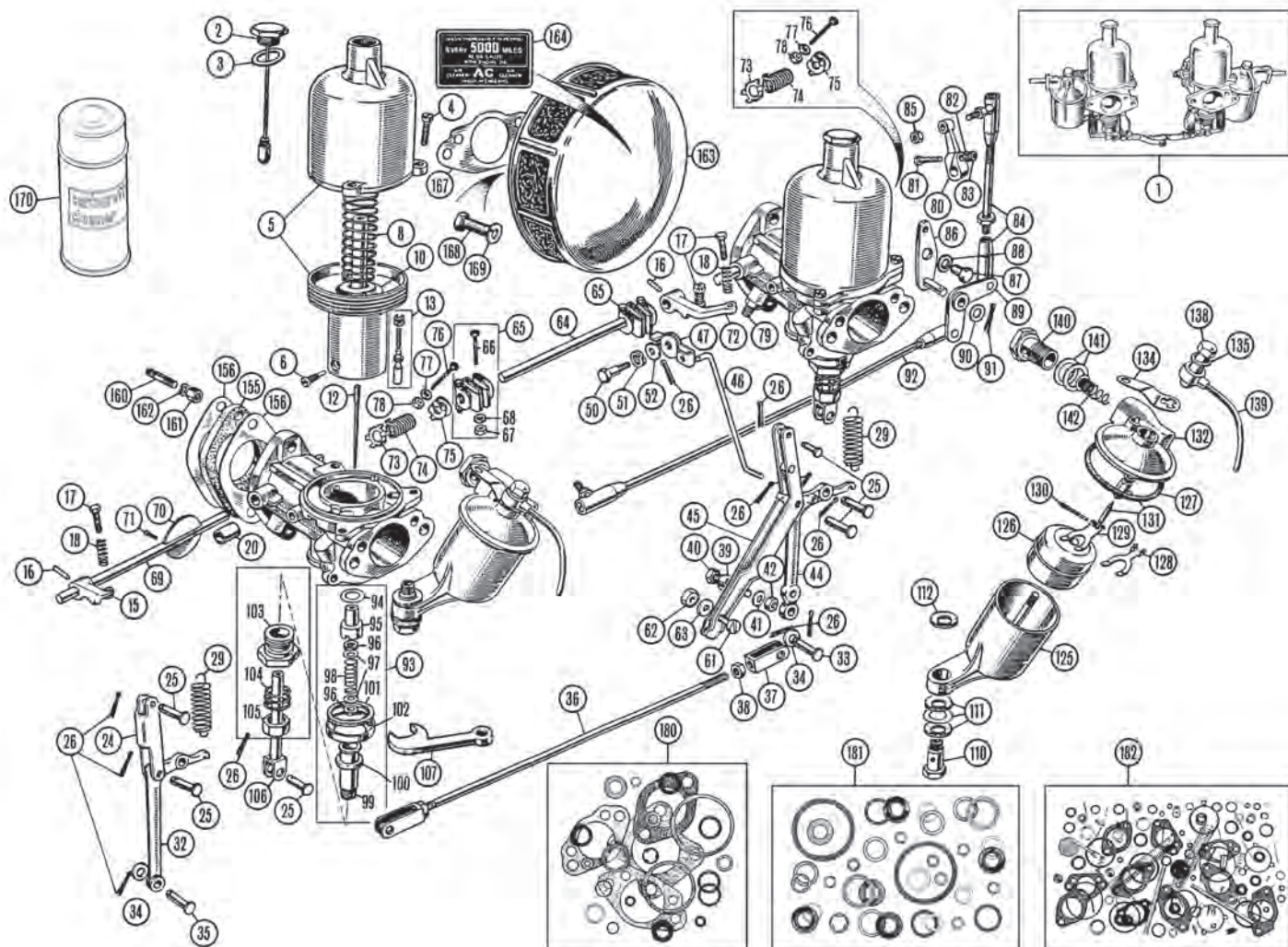


## Fuel Tank, Pipe & Pump TR4-4A

### 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	FUEL TANK, steel	1			
	312359X	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	PLUG, tank drain	1			
3	AAA836	WASHER, fibre, drain plug	1			
4	611733	PAD, drain plug to floor	1			
5	061917	GROMMET, 1/2" hole, vent pipe	1	alternatives		
	600395	GROMMET, 1" hole, vent pipe	1			
6	107562	FELT, anti-rattle, upper	1			
7	107562	FELT, anti-rattle, lower	1			
8	GHF101	SCREW	6			
9	GHF314	WASHER, plain	6			
10	GHF331	WASHER, locking	6			
11	613506	CAP, fuel filler	1			
12	571086	CAP, fuel filler, locking	1			
13	650247	GROMMET, fuel cap	1			
14	650279	HOSE, rubber, filler to tank	1			
15	CS4038	CLIP, wire type	2			
	GHC11060	CLIP, jubilee type	2			
16	208209R	SENDER UNIT, fuel gauge	1	(Smiths no. TF1002/097)		
	209195R	SENDER UNIT, fuel gauge	1	(Smiths no. TF1002/500)		
	214465	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	GASKET	1			
	293-401	GASKET SET, Viton	1			
18	TR6504	SCREW	6			
19	WF505	WASHER, fibre	6			
20	139908	RING, anti-rattle	1	TR4A		
25	109637	FUEL PUMP, replacement	1			
		(This comes with a glass bowl and an external priming lever as original).				
26	500419	GAUZE	1			
27	052492A	SPRING, under diaphragm	1			
28	059660	SCREW, valve plate retaining	2			
	AEU2760A	REPAIR KIT, fuel pump	1			
29	500418	GASKET, sediment bowl	1			
30	139041	GASKET, fuel pump to crankcase	1			
31	052484	'C' CLIP, on pivot	2			
32	052498	SPRING, priming handle	1			
33	AJD3204Z	SCREW, 2BA x 1/2"	6			
34	WL700101	WASHER, spring, 3/16"	6			
35	208495	PIPE, tank outlet	1			
36	115784	CONNECTOR, fuel pipe	2			
37	303754	PIPE, intermediate	1			TR4
38	CD23720	GROMMET	2			
39	149556	PIPE, pump inlet	1			
40	305995	PIPE, pump outlet to carburettors, (1/4")	1			
	205048	PIPE, pump outlet to carburettors, (5/16")	1			TR4A
41	115784	CONNECTOR, pipe to carburettor	1			
42	120329	PIPE, carburettor to carburettor	1			TR4 H6 carburettors
43	136489	PIPE, carburettor to carburettor	1			TR4-4A Stromberg carbs
44	145124	PIPE, carburettor to carburettor	1			TR4A HS6 carburettors
45	120331	CONNECTOR, pipe to carburettor	2			TR4 H6 carburettors
46	115784	CONNECTOR, feed pipe to carburettor	1			TR4A Stromberg carbs
	120331	CONNECTOR, feed pipe to carburettor	1			TR4A HS6 carburettors
47	130882	CLIP, pipe to hose bracket	1			TR4-4A
48	059191	CLIP, pipe to frame	4			
49	149556	PIPE, pump inlet	1			
50	115784	CONNECTOR, fuel pipes	3			TR4A
51	CD23720	GROMMET	3			
52	212515	PIPE, pump inlet to intermediate	1			early TR4A
	212799	PIPE, pump inlet to intermediate	1			late TR4A
53	307378	PIPE, intermediate	1			early TR4A
	307532	PIPE, intermediate	1			late TR4A
54	307370	PIPE, tank to connector	1			early TR4A
	143846	PIPE, tank to connector	1			late TR4A
55	611793	CLIP, pipe to frame	1			TR4A alternative
	ARA951	CLIP, pipe to frame	1			
	616312	CLIP, pipe to frame	1			
56	133072	CLIP, pipe to thermostat housing	1			TR4-4A
57	133083	INSULATOR, rubber, pipe to clip	1			
58	HFFK35	FUEL PIPE KIT, (SU HS6 carburettors)	1			copper, car set
	HFFK36	FUEL PIPE KIT, (Stromberg carburettors)	1			



## H&HS 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 pails 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	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 AUC8103A	DAMPER & CAP, brass DAMPER & CAP, plastic	2 2	(AUC8103HB is a brass capped damper assembly as fitted originally to TR2's. AUC8103A is the 'modern' replacement plastic capped damper).
3	AUC2141	WASHER, fibre	2	
4	JZX1394	SCREW, chamber to body	6	
5	AUC8019	CHAMBER & PISTON	2	
6	AUC2383	SCREW, needle locking	2	
8	AUC4387	SPRING, piston return, red	2	
10	AUC3071	THRUST WASHER	2	
12	AUD1201	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	WXZ1105	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	STOP, throttle, rear carburettor	1	
16	AUC2106	PIN, tapered	2	
17	AUC3464	SCREW, idle adjusting	3	
18	AUC2451	SPRING, idle screws	3	
20	AUD3080	BUSH, throttle shaft, (in carburettor body)	4	(These bushes require machine shop installation. See 'Tech Tips' on page 46).
24	AUC3419	LINK, jet lever, rear carburettor	1	
25	AUC2381	CLEVIS PIN, link & jet	6	
26	GHF500	SPLIT PIN	10	
29	AUC4667	SPRING, jet lever return	2	



32	AUC3346	LEVER, jet, rear carburettor	1
33	AUC5074	CLEVIS PIN, rod to front lever	1
	CLZ316	CLEVIS PIN, rod to front lever	1
34	AUC8396	WASHER, plain	1
35	AUC2108	CLEVIS PIN, rod to rear lever	1
36	AUC3435	ROD, jet connecting	1
37	AUC2256	FORK, rod end	2
38	AJD8012Z	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	TRUNNION, cable clamping	1
40	HU503	SCREW, trunnion	1
41	PWZ203	WASHER, plain	1
42	GHF220	NUT, nyloc	1
44	AUC3234	LEVER, jet, front carburettor	1
45	AUE63	LINK, front jet lever	1
46	AUC4853	LINK, jet lever to fast idle lever	1
47	AUC3502	LEVER, fast idle	1
50	AUC3471	BOLT, pivot	1
51	AJD7722	WASHER, locking	1
52	AUC4848	WASHER, plain	1
61	AUB660	BOLT, clamp	1
62	AJD8012Z	NUT, (2BA)	1
63	WL700101	WASHER, locking	1
64	AUC1462	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	COUPLING ASSEMBLY	2	includes bolt, nut & washer
66	AUC2669	BOLT	4	
67	AJD8014Z	NUT	4	
68	PWZ102	WASHER, plain	4	
69	AUC3242	THROTTLE SHAFT, standard	2	
	AUC3242RP	THROTTLE SHAFT, oversize	2	
70	WX1323	THROTTLE DISC, 1 1/2", carburettors	2	includes screws
71	AUC1358	SCREW, throttle disc	4	
72	AUC3437	THROTTLE STOP, front carburettor	1	
73	AUC4770	ANCHOR PLATE, spring	2	
74	AUC4782	SPRING, throttle return	2	
75	AUC4771	CLIP, return spring	2	
76	AUC2669	BOLT, (for clip AUC4771)	2	
77	PWZ102	WASHER, locking	2	
78	AJD8014Z	NUT	2	
79	AUC5100	UNION, vacuum advance	1	on front carburettor
80	AUE180	LEVER, throttle shaft, (1 1/4")	1	
	AUE191	LEVER, throttle shaft, (1")	1	
81	AUC2694	BOLT, for lever	1	
82	PWZ102	WASHER, locking	2	
83	AJD8014Z	NUT	2	
84	148496	LINK ROD, vertical, short	1	
85	JN2107	NUT, short rod to throttle shaft lever	1	
86	106759	PIVOT, bellcrank	1	
87	SH605061	SET SCREW	1	bellcrank lever to manifold
88	GHF332	WASHER, locking	1	
89	106756	LEVER, bellcrank	1	
90	GHF301	WASHER, plain	1	
91	GHF500	SPLIT PIN	1	
92	106764	LINK ROD, horizontal, long	1	
93	WX1593	BEARING KIT, jet	2	

(Includes items 94 to 105 for 1 carburettor).

94	AUC2122	WASHER, copper, upper	2	
95	AUC3230	BEARING, jet, upper	2	
96	AUC2120	SEAL, cork	4	
97	AUC2119	WASHER, cupped	4	
98	AUC1158	SPRING, jet gland	2	
99	AUC3231	BEARING, jet, lower	2	
100	AUC3233	WASHER, copper, lower	2	
101	AUC2118	SEAL, cork	2	
102	AUC2117	RING, sealing, aluminium	2	
103	AUC3232	NUT, sealing	2	
104	AUC2114	SPRING, mixture adjusting nut	2	
105	AUC2121	NUT, mixture adjusting	2	
106	WX1595	JET ASSEMBLY KIT	2	

(Includes items 96, 101, 102 for 1 carburettor).

107	AUD2693	SPANNER, jet adjusting	1	
110	AUC1541	BOLT, shouldered	2	
111	AUE6	WASHER KIT	2	2 fibre & 1 steel
112	AUC2130	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 carburettor body. Although the above parts are available at the time of writing this catalogue, we would still recommend using the mounting method on AUC786 H6 type carburettors on pages 40 & 41).

FLOAT CHAMBER	2
FLOAT	2
GASKET, float chamber lid	2
LEVER, float, for original lids	2
LEVER, float, for new lids	2
PIN, lever pivot	2
NEEDLE & SEAT	2
GROSE JET	2 see page 46

(Superior replacement for standard needle and seat. Highly recommended).

FLOAT LID, float chamber	2	original
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	ARM, float chamber support	2
135	AUC1928	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).

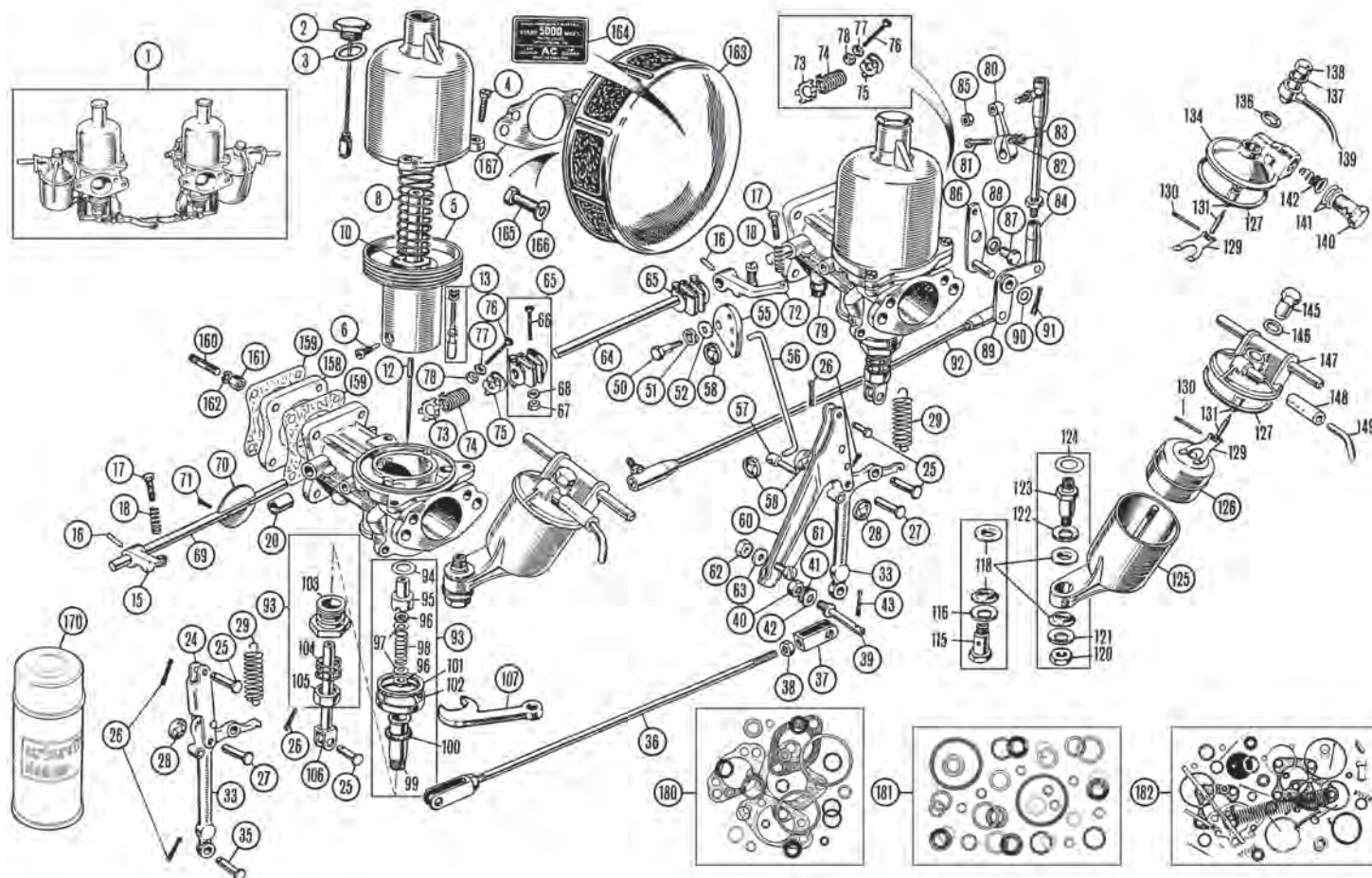
138	AUC1867X	BANJO BOLT	2
139	AUC1866	PIPE, float chamber vent	2
140	AUC2698	BANJO BOLT, fuel line to lid	2
141	AUC2141	WASHER, fibre	4
142	AUC2139	FILTER	2
155	AHH5713	INSULATING BLOCK	2 carburettor to manifold

(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	GASKET, carburettor to manifold	4
160	058917	STUD, carburettor to manifold	4
161	056675	NUT, carburettor to manifold, steel	4
	108951	NUT, carburettor to manifold, brass	4
162	GHF333	WASHER, locking	4
163	107356	AIR CLEANER	2
164	CRTR212	DECAL, air cleaner	2
167	12G2125	GASKET, air cleaner to carburettor	2
168	SH605071	SET SCREW, air cleaner to carburettor	4
169	GHF332	WASHER, locking	4
170	GGL1011	SPRAY CLEANER	1

#### Carburettor Gasket Kits & Rebuild Kit

180	AUE801A	GASKET KIT, 'Major'	2	for one carburettor
		(Includes mounting gaskets).		
181	AUE2	GASKET KIT, 'Minor'	1	for two carburettors
182	GAC6102X	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 ½" and 1 ¾" 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	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	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	DAMPER & CAP	2	
	AUC8102A	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	WASHER, fibre	2	
4	JZX1394	SCREW, chamber to body	6	
5	AUC8054	CHAMBER & PISTON	2	
6	AUC2468	SCREW, needle locking	2	
8	AUC4387	SPRING, piston return, red	2	
10	AUC3071	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	NEEDLE, jet, rich, (RH)	2
	AUD1328	NEEDLE, jet, standard, (SM)	2
	AUD1327	NEEDLE, jet, lean, (SL)	2

\*Note: These needles were also recommended for TR4 applications with the 2138cc engine.

13	WZX1105	LIFT PIN & SPRING	2	includes circlip & washers
15	AUC2198	THROTTLE STOP, rear carburettor	1	
16	AUC2106	PIN, tapered	2	
17	AUC3464	SCREW, idle adjusting	3	
18	AUC2451	SPRING, idle screws	3	
20	AUD3080	BUSH, throttle shaft, (in carburettor body)	4	(These bushes require machine shop installation. See tech tips on page 46).
24	AUC4819	LINK, jet lever, rear carburettor	1	
25	AUC2381	CLEVIS PIN, link & jet	6	with hole for split pin below
26	GHF500	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	CLEVIS PIN, link & jet	4	with hole for split pin
26	GHF500	SPLIT PIN	4	
27	AUC5009	CLEVIS PIN, lower end of link	2	(Without hole, used with star-lock washer, item 28).
28	AUC5004	WASHER, shakeproof	2	
29	AUC4667	SPRING, jet lever return	2	
33	AUC1029	LEVER, jet, front & rear carburettors	2	
35	AUC2108	CLEVIS PIN, rod to rear lever	1	
36	AUC3435	ROD, jet connecting	1	
37	AUC2256	FORK, rod end	2	
38	AJD8012Z	LOCKNUT, (2BA)	2	

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 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	PIN, cable clamp	1
40	AJD8204Z	NUT, locking	1
41	PWZ203	WASHER, plain	1
42	WL700101	WASHER, locking	1
43	GHF500	SPLIT PIN	2
50	AUC3471	BOLT, pivot	1
51	AJD7722	WASHER, locking	1
52	AUC4848	WASHER, plain	1
55	AUC4730	CAM, fast idle	1
56	AUC3525	LINK, jet lever to cam	1
57	AUC5011	SWIVEL PIN	1
58	AUC5002	WASHER, shakeproof	3



60	AUE55	LINK, front jet lever	1	inc. items 61, 62, & 63
61	AUB660	BOLT, clamp	1	
62	AJD8012Z	NUT, (2BA)	1	
63	WL700101	WASHER, locking	1	
64	AUC2414	ROD, coupling	1	
65	AUE75	COUPLING ASSEMBLY	2	inc. 2 each of 61, 62, & 63
66	AUC2669	BOLT	4	
67	AJD8014Z	NUT	4	
68	PWZ102	WASHER, plain	4	
69	AUC4284	THROTTLE SHAFT, standard	2	
	AUC4284RP	THROTTLE SHAFT, oversize	2	
70	WZX1321	THROTTLE DISC, 1 3/4" carburettors	2	includes screws AUC1358
71	AUC1358	SCREW, throttle disc	4	
72	AUC5049	THROTTLE STOP, front carburettor	1	
73	AUC4770	ANCHOR PLATE, spring	2	
74	AUC4782	SPRING, throttle return	2	
75	AUC4771	CLIP, return spring	2	
76	AUC2669	BOLT, for clip	2	
77	PWZ102	WASHER, locking	2	
78	AJD8014Z	NUT	2	
79	AUC5100	UNION, vacuum advance	1	on front carburettor
80	AUE191	LEVER, throttle shaft	1	
81	AUC2694	BOLT, for lever	1	
82	PWZ102	WASHER, locking	2	
83	AJD8014Z	NUT	2	
84	148496	LINK ROD, vertical, short	1	
85	JN2107	NUT, short rod to throttle shaft lever	1	
86	112854	PIVOT, bellcrank	1	
87	SH605061	SET SCREW	1	bellcrank lever to manifold
88	GHF332	WASHER, locking	1	
89	106756	LEVER, bellcrank	1	
90	GHF301	WASHER, plain	1	
91	GHF500	SPLIT PIN	1	
92	106764	LINK ROD, horizontal, long	1	
93	WZX1593	BEARING KIT, jet	2	
		(Includes items 94 to 105 for 1 carburettor).		
94	AUC2122	WASHER, copper, upper	2	
95	AUC3230	BEARING, jet, upper	2	
96	AUC2120	SEAL, cork	4	
97	AUC2119	WASHER, cupped	4	
98	AUC1158	SPRING, jet gland	2	
99	AUC3231	BEARING, jet, lower	2	
100	AUC3233	WASHER, copper, lower	2	
101	AUC2118	SEAL, cork	2	
102	AUC2117	RING, sealing, aluminium	2	
103	AUC3232	NUT, sealing	2	
104	AUC2114	SPRING, mixture adjusting nut	2	
105	AUC2121	NUT, mixture adjusting	2	
106	AUC8183	JET ASSEMBLY, 0.100"	2	
107	AUD2693	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	BOLT, shouldered	2	AUC786
116	AUC1337	WASHER, cupped steel	2	
118	AUC1534	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	GROMMET, shouldered, rubber	4	AUC878
120	AJD8206Z	NUT, locking	2	
121	GHF302	WASHER, flat, steel	2	
122	AUC1389	WASHER, flat, steel	2	
123	AUC1387	STUD, float bowl mounting	2	
124	AUC1384	WASHER, fibre	2	
125	AUC3495	FLOAT CHAMBER	2	
126	WZX1303	FLOAT	2	
127	AUC1147A	GASKET, float chamber lid	2	
128	AUC1980	LEVER, float, (for original lids)	2	
129	AUD2285	LEVER, float, (for new lids)	2	
130	AUC1152	PIN, lever pivot	2	
131	WZX1101A	NEEDLE & SEAT	2	
	GAC9201X	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	has a lever AUC1980 (item 128) which was discontinued part way through the production range of AUC786. You can service this earlier lid with AUC1152 pin, AUC1980 lever and WZX1101 needle & seat).	
136	AUC1928	FLOAT LID	2
137	AUC1557	WASHER, fibre	2
138	AUC1867X	WASHER, aluminium	2
139	AUC1866	BANJO BOLT	2
140	AUC2698	PIPE, float chamber vent	2
141	AUC2141	BANJO BOLT, fuel line to lid	2
142	AUC2139	WASHER, fibre	4
145	AUC1163	FILTER	2
146	AUC1557	BANJO BOLT	2
147	AUC4103	WASHER, aluminium	2
	AUC4104	LID, float chamber, front	1
148	120331	LID, float chamber, rear	1
149	121273	CONNECTOR, vent pipe	2
		PIPE, float chamber vent	2

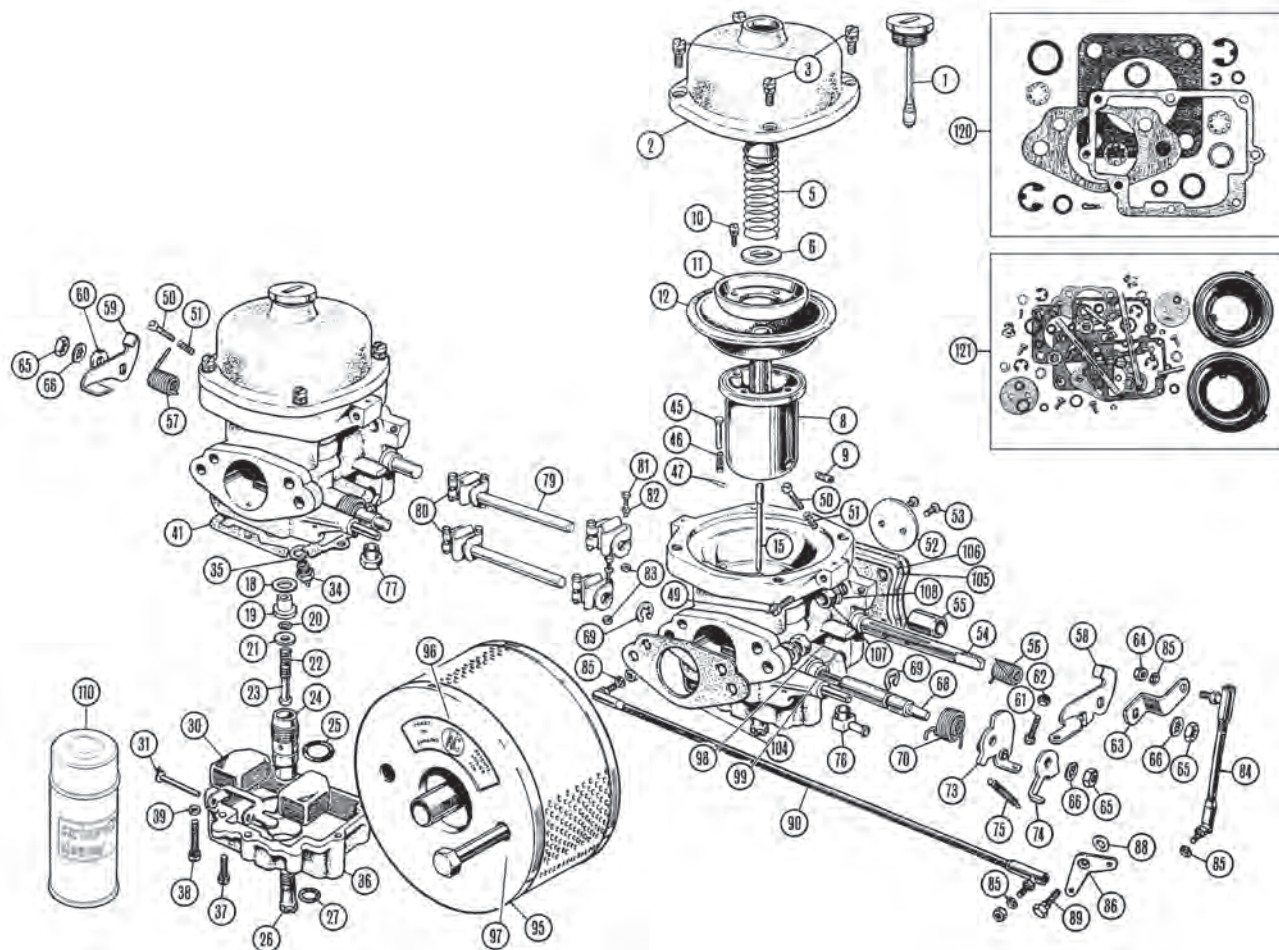
The float chamber lids on AUC878 carburettors utilised rubber 'push-on' connectors to join the fuel pipes and carburettors. Neither the front (with 2 inlet pipes), or the rear (with one inlet pipe) are available, but the float lever and pin is the same as AUC786.

158	112866	INSULATING BLOCK	2	carburettor to manifold
159	112867	GASKET, carburettor to manifold	4	
160	FHS2513	STUD, carburettor to manifold	8	
161	GHF201	NUT, carburettor to manifold, steel	8	
162	GHF332	WASHER, locking	8	
163	203131	AIR CLEANER†	2	TR3-3A, early TR4
164	CRTR212	DECAL, air cleaner	2	
165	GHF103	SCREW, air cleaner to carburettor	4	
166	GHF332	WASHER, locking	4	
167	112892	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	GASKET KIT, 'Major'	2	for one carburettor
		(Includes mounting gaskets).		
181	AUE2	GASKET KIT, 'Minor'	1	for two carburettors
182	GAC6103X	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
518432A	DAMPER & CAP	2	
605847A	COVER, suction chamber	2	
516946A	SCREW & WASHER, cover	8	
512320	SPRING, air valve	2	
	WASHER	2	
	AIR VALVE ASSEMBLY	2	
605845	SCREW, needle locking	2	
517119	SCREW, retaining ring	8	
RTC164	RING, diaphragm retaining	2	
512278	DIAPHRAGM	2	
512323	NEEDLE, metering, (2A)	2	C1825
ZEB16625	NEEDLE, metering, (2E)	2	C3043
514835	NEEDLE, metering, (2H)	2	C3069

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).

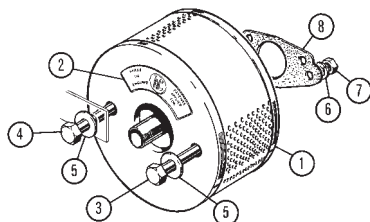
512319	WASHER, jet bush	2
512318	BUSH, jet	2
RTC165A	'O' RING	2
512316	WASHER, 'O' ring retaining	2
512315	SPRING, jet	2
512313	JET*	2
512312	SCREW, bush retaining	2
512311	'O' RING	2
512307	SCREW, mixture adjusting	2
37H1924	'O' RING	2
512310	FLOAT & ARM	1
606819A	PIN, float pivot	1
512301	NEEDLE & SEAT	2
GAC9200X	GROSE JET	2 highly recommended
	(Superior replacement for standard needle & seat).	
512301	WASHER, needle & seat	2
	FLOAT CHAMBER	2
605838	SCREW & WASHER, short	6
605837A	SCREW & WASHER, long	10
512304	WASHER, locking	8
512309	GASKET, float chamber	2
512326	PIN, air valve lifting	2
512325	SPRING	2
512324	CLIP, pin retaining	2
512314	SCREW, choke cable clamp	1
512281	SCREW, throttle stop	1
512282	SPRING, for screw	2
605800A	DISC, throttle	2
C28932	SCREW, original throttle shaft	4
512285	SHAFT, throttle	2
AUD3080	BUSH, throttle shaft	4
512286	SPRING, throttle return, front carburettor	1
512321	SPRING, throttle return, rear carburettor	1
512289	THROTTLE STOP, front carburettor	1
512332	THROTTLE STOP, rear carburettor	1
512333	WASHER, spacing, rear throttle shaft	1
512288	SCREW, adjusting fast idle	1
512287	NUT, locking, fast idle screw	1
512290	LEVER, throttle, front carburettor	1
JN2107	NUT, short rod to throttle lever	1



65	512292	NUT, throttle shaft & front starter bar	3	
66	GHF322	WASHER, locking	3	for throttle shaft & front starter bar
68	512297	STARTER BAR, front carburettor	1	
	512329	STARTER BAR, rear carburettor	1	
69	512298	CIRCLIP, starter bars	4	
70	512296	SPRING, starter bar, front	1	
	512330	SPRING, starter bar, rear	1	
73	512295	CAM, fast idle, front carburettor	1	
74	512293	LEVER, for cam	1	
75	512294	SPRING, fast idle cam	1	
76	512328	ELBOW, vacuum advance line	1	front carburettor
77	ZEP26	PLUG, vacuum advance boss	1	rear carburettor
79	512336	SPINDLE, throttle shaft coupling	1	
	512337	SPINDLE, starter bar coupling	1	
80	AUE75	COUPLING LINK	4	inc: one each of 81 to 83
81	AUC2669	BOLT	8	
82	PWZ102	WASHER	8	
83	AJD8014Z	NUT	8	
84	148496	LINK ROD, short, vertical	1	
85	GHF332	WASHER, locking, on rods	4	
86	136481	BELLCRANK	1	
88	GHF301	WASHER, plain	1	
89	136482	BOLT, shouldered	1	
90	106764	LINK ROD, long, horizontal	1	
95	209269	AIR CLEANER	2	
96	CRST256	DECAL, air cleaner	2	
97	BH605221	SET SCREW, air cleaner to carburettor	4	
98	GHF332	WASHER, locking	4	
99	GHF201	NUT	4	
104	112892	GASKET, air cleaner to carburettor	2	
105	112867	GASKET, carburettor to manifold	2	
106	112866	INSULATING BLOCK	2	carburettor to manifold
107	GHF201	NUT, carburettor to manifold	8	
108	GHF332	WASHER, locking	8	
110	GGL1011	SPRAY CLEANER	1	

### Carburettor Gasket Kits & Rebuild Kit

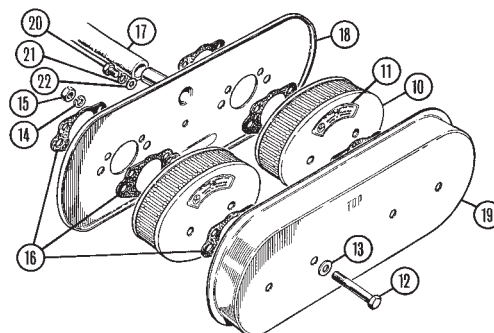
120	GP58	GASKET KIT, 'Major'	2	for one carburettor
121	CDRK6	REBUILD KIT, 175CD Stromberg carbs	1	for two carburettors
(Kit includes items: 6, 12, 20, 23, 25, 27, 35, 41, 47, 52, 53, 54, 57, 69, 104, 105, 108).				



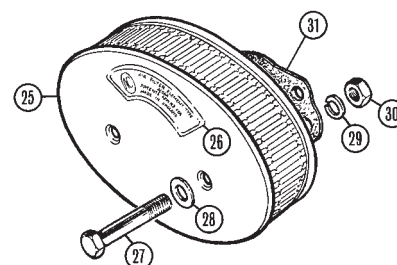
### TR4-4A Air Filters

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.

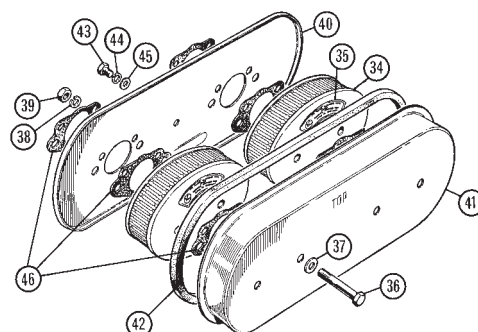
1	209269	AIR CLEANER	2	
2	CRST256	DECAL, air cleaner	2	TR4 with closed circuit engine
3	BH605221	BOLT, air cleaner to carburettor	2	
4	BH605241	BOLT, 'Y' piece to air cleaner/carburettor	2	breather system, separate air cleaner
5	GHF301	WASHER, plain	4	
6	GHF332	WASHER, locking	4	
7	GHF201	NUT, plain	4	
8	112892	GASKET, air cleaner to carburettor	2	



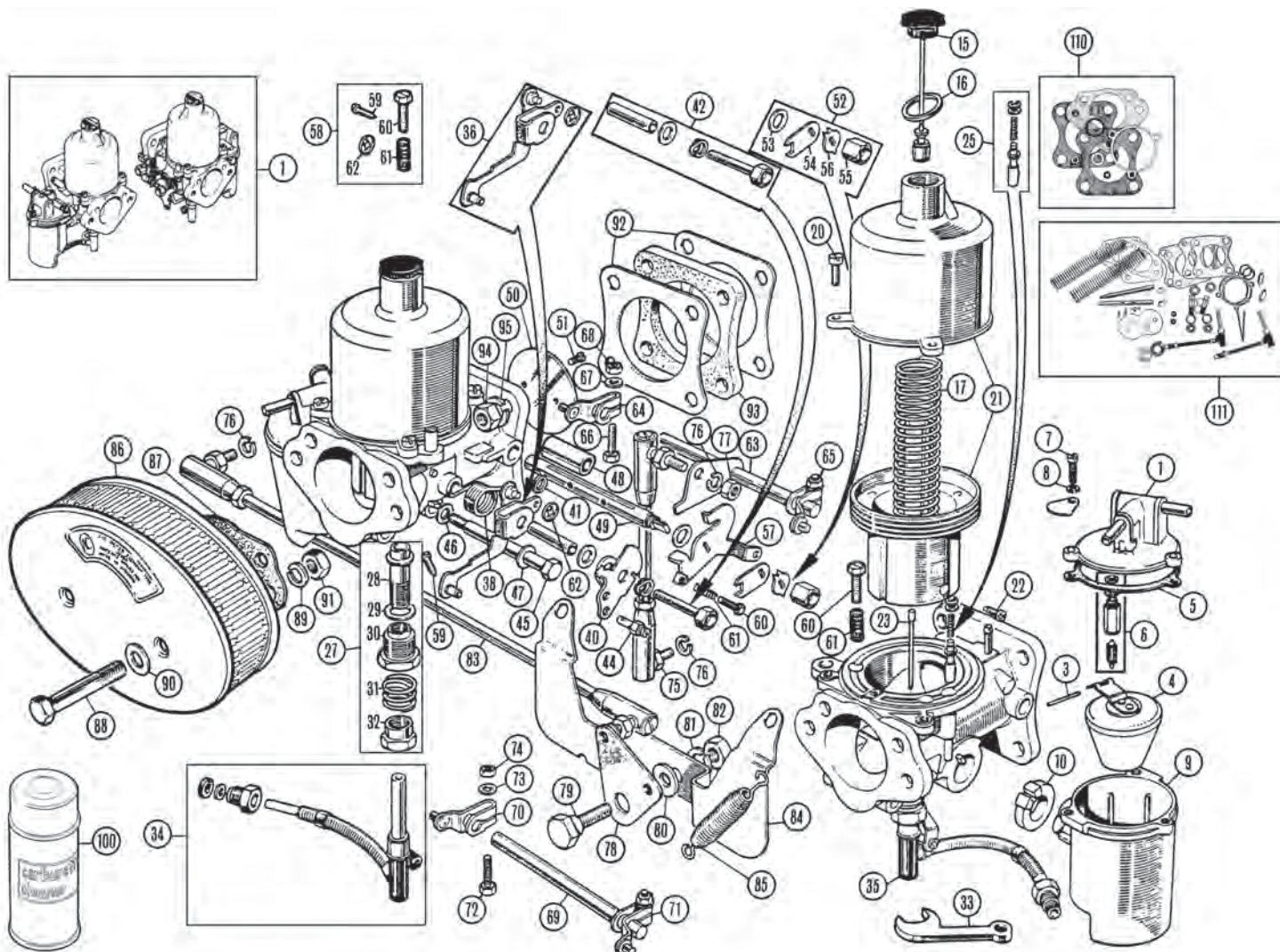
10	212278	AIR CLEANER ELEMENT	2	
11	CRST257	DECAL	2	
12	BH605261	BOLT, air cleaner to carburettors	4	
13	GHF301	WASHER, plain	4	TR4 with closed circuit engine breather system and air box for air cleaners
14	GHF332	WASHER, locking	4	
15	GHF201	NUT, plain	4	
16	112892	GASKET	6	
17	149994Z	HOSE, breather (Filter box to rocker cover).	1	
18	212277	PLATE, air filter box backplate	1	
19	212275	COVER, air filter box cover	1	
20	SH604041	SCREW, air filter backplate to cover	1	
21	GHF331	WASHER, locking, backplate to cover	1	
22	GHF300	WASHER, plain, backplate to cover	1	



25	212278	AIR CLEANER	2	
26	CRST257	DECAL	2	TR4A with separate air cleaner, standard fitment
27	BH605241	BOLT, filter attaching	4	
28	GHF301	WASHER, plain	4	
29	GHF332	WASHER, locking	4	
30	GHF201	NUT, plain	4	
31	112892	GASKET, air cleaner to carburettor	2	



34	212278	AIR CLEANER ELEMENT	2	
35	CRST257	DECAL	2	
36	BH605261	BOLT, air cleaner to carburettor's	4	
37	GHF301	WASHER, plain	4	TR4 with air box type air cleaner, optional fitment
38	GHF332	WASHER, locking	4	
39	GHF201	NUT, plain	4	
40	212276	PLATE, air filter box backplate	1	
41	212275	COVER, air filter box cover	1	
42	141648	SEAL, air filter	1	
43	SH604041	SCREW, backplate to cover	1	
44	GHF331	WASHER, locking, backplate to cover	1	
45	GHF300	WASHER, plain, backplate to cover	1	
46	112892	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	CARBURETTORS, HS6 (1 3/4"), pair	1	European
2	AUE269	LID, float chamber, front	1	
	AUD9258	LID, float chamber, rear	1	
3	AUC1152	PIN, float pivot	2	
4	WZX1300	FLOAT	2	
5	AUC8459A	GASKET, float chamber lid	2	
6	WZX1101A	NEEDLE & SEAT	2	
	GAC9201X	GROSE JET	2	see page 46
7	JZX1394	SCREW, float chamber lid	6	
8	WL700101	WASHER, locking	6	
9	AUC1310	FLOAT CHAMBER	2	
10	AUD2072	ADAPTOR, front float chamber	1	
	AUD2071	ADAPTOR, rear float chamber	1	
15	AUC8114A	DAMPER ASSEMBLY	2	for AUD209 carburettors
	AUC8103A	DAMPER ASSEMBLY	2	for AUD284 carburettors
16	AUC2141	WASHER, fibre	2	
17	AUC4387	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	SCREW, chamber to body	6	

\*Note: Superior replacement for standard needle & seat. Highly recommended.

21	AUD9187	CHAMBER & PISTON	2	for AUD209 carburettors
	AUD9632	CHAMBER & PISTON	2	for AUD284 carburettors
22	AUC2057	SCREW, needle locking	2	
23	AUD1337	NEEDLE, metering, rich, (SW)	2	
	AUD1362	NEEDLE, metering, standard, (TW)	2	for AUD209 carburettors
	AUD1284	NEEDLE, metering, standard, (QW)	2	for AUD284 carburettors
	AUD1117	NEEDLE, metering, lean, (C1W)	2	
25	WZX1112	PIN, piston lifting	2	for AUD209 carburettors
	WZX1105	PIN, piston lifting	2	for AUD284 carburettors
27	WZX1341	BEARING ASSEMBLY, jet	2	
		(Each jet bearing assembly includes one of items 28 to 32).		
28	AUC8460	BEARING, jet	2	
29	AUC8478	WASHER	2	
30	AUC2002	SCREW, jet bearing	2	
31	AUC2114	SPRING	2	
32	AUC8461	NUT, mixture adjusting	2	
33	AUD2693	SPANNER, jet adjusting	1	
34	AUD9148A	JET ASSEMBLY, rear*	1	for AUD209 carburettors
	AUD9149	JET ASSEMBLY, front*	1	
	AUD9141A	JET ASSEMBLY, rear	1	for AUD284 carburettors
	AUD9142A	JET ASSEMBLY, front	1	
35	WZX1855X	'SURVISKIT'	1	for AUD209 carburettors

\*Note: 'Surviskit' includes a complete set of all items marked\* for 2 carburettors).

36	AUD9090	LEVER & LINK, rear†	1	original fitment
	AUD9091	LEVER & LINK, front†	1	
	LZX1275	LEVER & LINK, rear	1	replacement type,
	LZX1274	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	SPRING, jet return, rear	1	
	WZX1336	SPRING, jet return, front	1	
40	AUD3347	CAM, fast idle, rear	1	



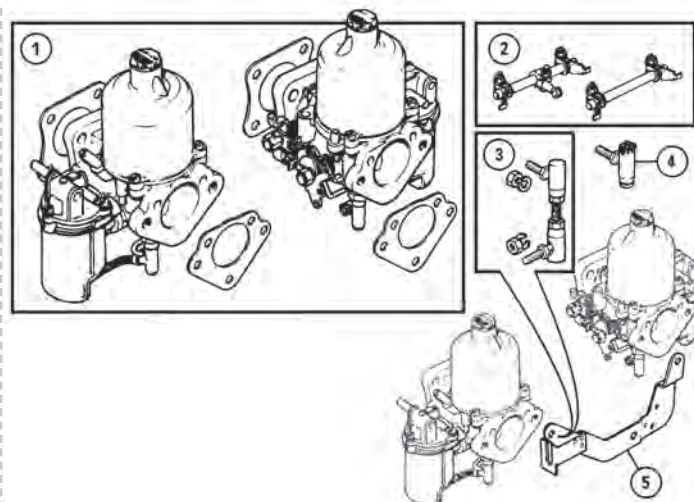
AUD3346	CAM, fast idle, front	1	
41 AUD2431	SPRING, fast idle cam, rear	1	
AUD2049	SPRING, fast idle cam, front	2	
42 WZX1331	PIVOT BOLT	2	
44 AUE34	TRUNNION, cable end	1	
45 AUD3017	BOLT, float chamber mounting	2	
46 GHF300	WASHER, plain	2	
47 GHF331	WASHER, locking	2	
48 AUD3080	BUSH, throttle shaft	4	
(See carburettor technical tips on page 46).			
49 WZX1178	THROTTLE SHAFT, standard	2	
WZX1178RP	THROTTLE SHAFT, oversize	2	
50 WZX1321	THROTTLE DISC, 1 3/4" carburettors	2	for AUD209 carburettors
WZX1326	THROTTLE DISC, 1 3/4" carburettors	2	for AUD284 carburettors
51 AUC1358	SCREW, throttle disc	4	
52 WZX1130	SUNDRIES KIT, throttle shaft	2	
(Sundries kit WZX1130 contains one of each item 53 to 56).			
53 AUC2625	WASHER, brass	2	
54 JZX1328	LEVER, lost motion	2	
55 AUC1424	NUT, throttle	2	
56 AUC1206	TAB WASHER	2	
57 AUD2788	LEVER, throttle, rear	1	
AUD2787	LEVER, throttle, front	1	
58 WZX1140	SUNDRIES KIT, throttle linkage	2	
(Sundries kit WZX1140 contains one of each item 59 to 62).			
59 AB606051	SCREW, jet to lever	2	
60 AUC3464	SCREW, idle and fast idle	2	
61 AUC2451	SPRING, idle and fast idle screw	2	
62 AUC5004	WASHER, shakeproof	2	
63 145074	ROD, throttle connecting	1	
64 AUE586	LEVER, throttle rod to rear carburettor	1	includes one each of items 66 to 68
65 AUE587	LEVER, throttle rod to front carburettor	1	
66 AUC2694	BOLT	2	
67 AUC8396	WASHER	2	
68 AJD8012Z	NUT	2	
69 511747	ROD, jet lever connecting	1	
70 AUE586	LEVER, jet lever to rear carburettor	1	includes one each of items 72 to 74
71 AUE587	LEVER, jet lever to front carburettor	1	
72 AUC2694	BOLT	2	
73 AUC8396	WASHER	2	
74 AJD8012Z	NUT	2	
75 148496	LINK ROD, short, vertical	1	
76 GHF331	WASHER, locking, fitted on rods	4	
77 JN2107	NUT, short rod to throttle lever	1	
78 148960	BELLCRANK	1	
79 136482	BOLT, shouldered	1	
80 GHF301	WASHER, plain	1	
81 GHF332	WASHER, locking	1	
82 GHF201	NUT	1	
83 145077	LINK ROD, long, horizontal	1	
84 145072	THROTTLE SUPPORT BRACKET	1	
85 145197	SPRING, throttle	2	
86 212278	AIR CLEANER	2	(see page 43 for details)
87 112892	GASKET, air cleaner to carburettor	2/6	

\*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	BOLT, air cleaner to carburettor	4	
89 GHF332	WASHER, locking	4	
90 GHF301	WASHER, plain	4	
91 GHF201	NUT	4	
92 112867	GASKET, carburettor to manifold	4	
93 112866	INSULATOR BLOCK	2	carburettor to manifold
94 GHF201	NUT, carburettor to manifold	8	
95 GHF332	WASHER, locking	8	
100 GGL1011	SPRAY CLEANER	1	

### Carburettor Rebuild & Gasket Kits

110 AUE812A	GASKET KIT, 'Major'	2	for one carburettor
111 GAC6104X	REBUILD KIT, HS6 carburettors	1	for two carburettors
(Kit includes items: 10, 17, 23, 27, 35, 49, 50, 100 & (x2) 110)			



### HS6 SU Carburettor Conversion TR3-3A-4 (High Port)

#### The History (& TR5-TR6 Background) of this Conversion

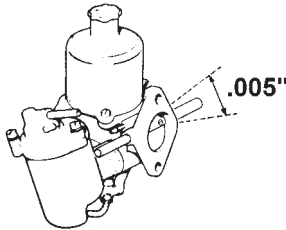
During the 1980s particularly, due in no small part to the rising cost of fuel, but mostly to the challenges the Lucas Pi system constantly threw at TR5s and TR6s, (whose owners always seemed to be putting their hands in pockets to bale out yet another breakdown), many turned to carburettor conversions. 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	CARBURETTORS, HS6 (1 3/4"), pair	1	
2	TT1156FK	LINKAGE KIT, HS6 conversion	1	
3	148496	LINK ROD, short, vertical	1	
4	TT9941	BALL JOINT, throttle rod end	2	
5	145072	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 HSC conversions).

## 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 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 centralised 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.

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

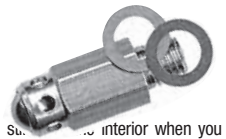
COLORTUNE

1

## Grose Jets

### Precision Fuel Flow

Your carburettors may be reconditioned, but they still leak fuel and suck 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

GROSE JETS, H &amp; HS Type SU carbs 1

GAC9200X

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)



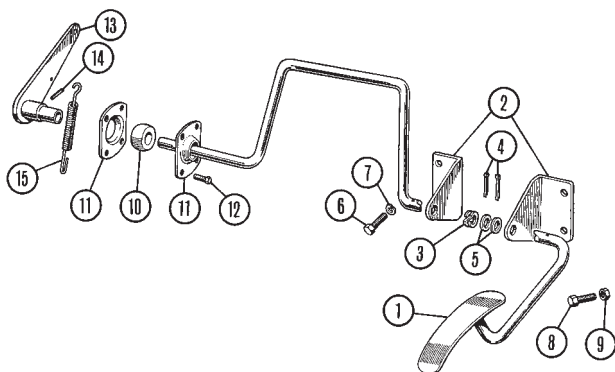
## Carburettor Adjusting Tools

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	SU TOOL KIT	1	
2	MM386-200	UNI-SCAN CARBURETTOR SYNCHRO	1	
3	AUD2693	SU JET SPANNER	1	
4	GAC6106X	JET CENTRING TOOL	1	

## Choke Adjustment

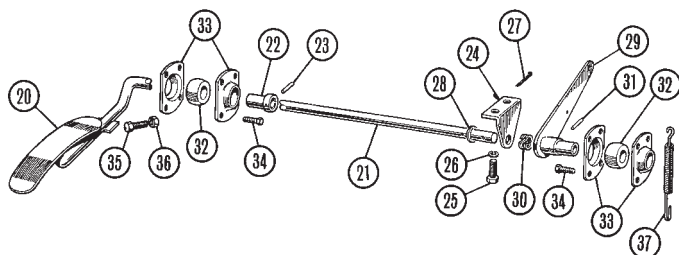




Ill	Part Number	Description	Req.	Details
1	208437	PEDAL, accelerator	1	TR2-3A
	209411	PEDAL, accelerator	1	TR4-4A
2	106752	BRACKET, pedal	2	TR2-3A
	106752	BRACKET, pedal	2	TR4-4A
3	WS600061	WASHER, double coil spring	1	
4	GHF502	SPLIT PIN	2	
5	WP20X	WASHER, plain	2	
6	HU706P	SCREW, bracket	4	
7	GHF331	WASHER, locking	4	
8	SH604161	SCREW, pedal limit stop	1	
9	JN2107	NUT, locking	1	
10	058282	BUSH, pedal support	1	
11	105226	PLATE, bush retaining	2	
12	AB610031	SCREW, plate retaining	4	
13	106753	LEVER ASSEMBLY	1	
14	DS1312	PIN, locating lever to shaft	1	
15	027645	SPRING, return	1	

#### Blanking Details (RHD only)

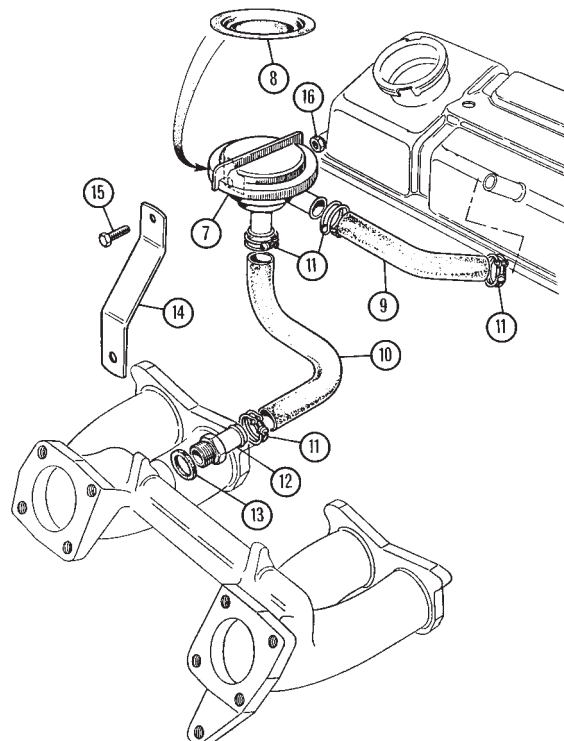
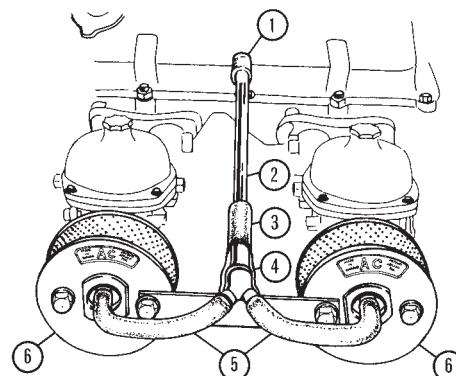
HU706P	SCREW	3
GHF331	WASHER, spring	3
600400	PLUG, blanking 1 1/2" diameter	1



#### Accelerator Pedal & Fittings (Left Hand Drive)

20	106749	PEDAL, accelerator	1	TR2-3, TR3A To TS29820
	206590	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	BAR, connecting pedal to lever	1	TR2-3, TR3A To TS29820
22	108614	BUSH, connector, pedal to shaft	1	
	120443	BUSH, on pedal shaft	1	TR3A From TS29821, TR4-4A
23	DS1312	PIN, locating bush and shafts	1/2	
24	106763	BRACKET, shaft	1	
25	HU706P	SCREW, bracket	2	
26	GHF331	WASHER, locking	2	
27	GHF502	SPLIT PIN	1	
28	WP20X	WASHER, plain	1	
29	106753	LEVER ASSEMBLY	1	
30	WS600061	WASHER, double coil spring	1	
31	DS1312	PIN, locating lever	1	
32	058282	BUSH, pedal support	2	
33	105226	PLATE, bush retaining	4	
34	AB610031	SCREW, plate retaining	8	
35	SH604161	SCREW, pedal limit stop	1	
36	JN2107	NUT, jam	1	
37	027645	SPRING, return	1	

#### Engine Breather/Emission Controls TR4-4A Models



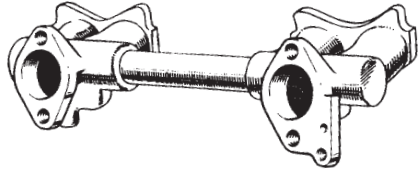
The TR4 had a closed circuit breather system introduced at chassis no CT25394. The oil breather pipe (pages 16 & 17, item 39) was removed and a core plug (item 40) replaced it. The crankcase breathing was then achieved by a pipe from the rocker box cover into the air filter.

1	149995Z	HOSE, rocker cover to pipe	1	
2	138078	PIPE	1	
3	149995Z	HOSE, pipe to flame trap	1	
4	12G2134	FLAME TRAP	1	TR4 From CT25394
5	137974Z	HOSE, flame trap to air filter	2	
6	209269	AIR FILTER, replacement type (With breather hose fittings).	2	

Note: See page 43 for details of air cleaners.

7	13H5191	'PCV' VALVE*	1	
8	27H7758	DIAPHRAGM	1	
9	143323	HOSE, rocker cover to valve	1	rubber
	143323X	HOSE, rocker cover to valve	1	silicone
10	143314	HOSE, valve to inlet manifold adaptor	1	
11	CS4012	CLIP, wire type	4	
	GHC11022	CLIP, jubilee type	4	TR4A
12	138530	ADAPTOR, in manifold	1	
13	AUC2141	WASHER, fibre	1	
14	143313	BRACKET	1	
15	GHF101	SCREW, bracket to valve	1	
16	GHF271	NUT, nyloc	1	

\*Note: 'PCV' is an abbreviation for 'Positive Crankcase Ventilation' valve.



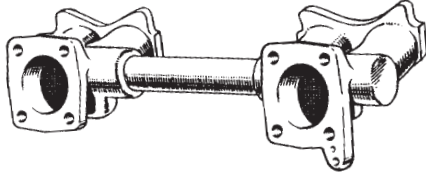
### 1) 301145 TR2 Low Port Cylinder Head

Taking twin 1/2" H4 type SU carburettors

Port to Head Diameter = 1 13/32" (35.5mm).

301145 cast on underside of balance tube.

Long Type



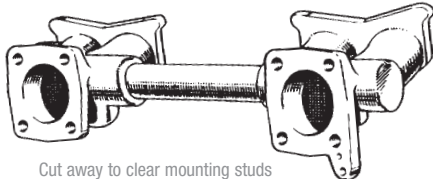
### 2) 302006 TR3 Low Port Cylinder Head

Taking twin 13/4" H6 type SU carburettors

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

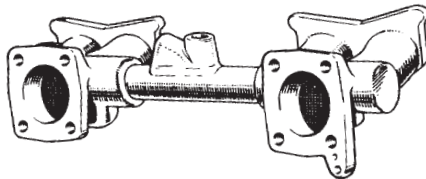
Taking twin 13/4" H6 type SU carburettors

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

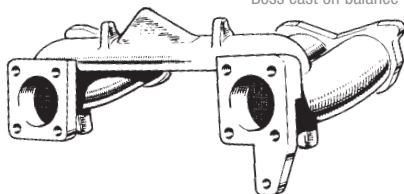
Taking twin 13/4" H6 type SU carburettors

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

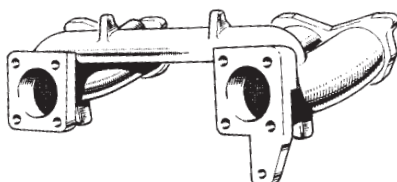
Taking twin 13/4" HS type SU carburettors or 175CD Stromberg carburettors

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 carburettors or 175CD Stromberg carburettors

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 carburettors, 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 carburettors (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 carburettors, 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.

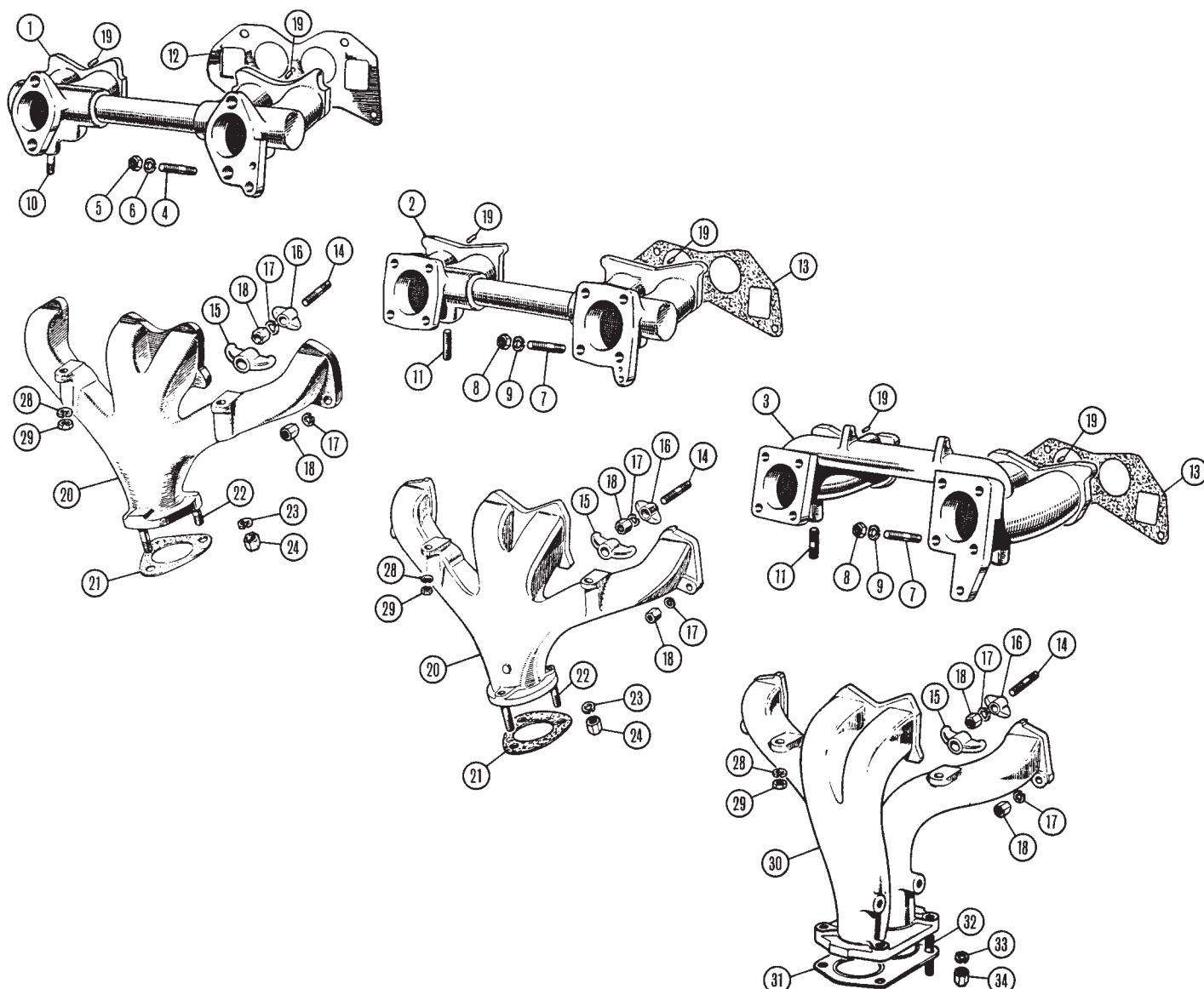
The choice of a standard TR4A manifold would clearly be the best, but in the event that you are seeking an improvement in performance - with little or no disadvantage in terms of flexibility of the engine, you should fit our TriumphTune sports extractor manifold (TT1100 in mild steel or TT1100S in stainless 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.





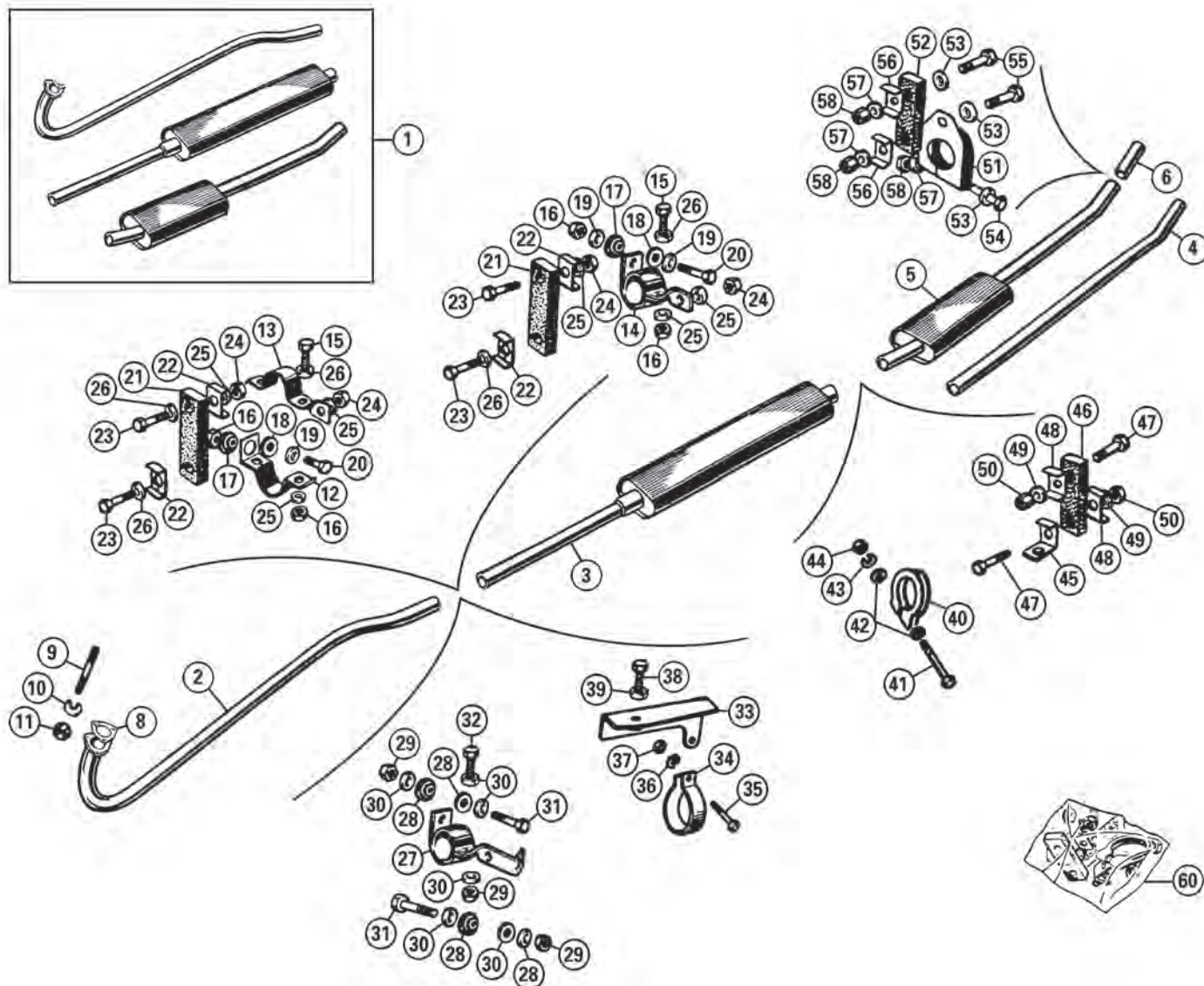


### Manifolds (Inlet & Exhaust)

Ill	Part Number	Description	Req.	Details
1	301145	MANIFOLD, inlet (Low port for 1 1/2" carburetors).	1	TR2
	302006	MANIFOLD, inlet (Low port for 1 3/4" carburetors).	1	TR3 To TS9349
2	302119	MANIFOLD, inlet, high port	1	TR3 From TS9350 To TS13052E
	305547	MANIFOLD, inlet (High port with boss on balance tube).	1	TR3 From TS13053 TR3A
3	305744	MANIFOLD, inlet (Long curved tubes no tapping with boss on balance tube).	1	TR4 To CT21470
	307455	MANIFOLD, long curved (Long curved tubes with tapping for 'PCV' valve).	1	TR4 From CT21471 TR4A
4	058917	STUD, carburettor to manifold	4	
5	056675	NUT, steel	4	TR2-3 To TS8996
6	GHF333	WASHER, locking	4	
7	FHS2513	STUD, carburettor to manifold	8	TR3 From TS8997
8	GHF201	NUT, steel	8	TR3, TR4-4A
9	GHF332	WASHER, locking	8	
10	TE605141	STUD, inlet to exhaust manifold	2	TR2-3 To TS8997
11	FHS2513	STUD, inlet to exhaust manifold	2	TR2-3 To TS8997 TR3A, TR4-4A
12	106937	GASKET, manifold	2	TR2-3 To TS9349

Note: 'PCV' is an abbreviation for 'Positive Crankcase Ventilation' valve.

13	113122	GASKET, manifold	2	TR3 From TS9350 TR3, TR4-4A
14	102474	STUD, manifold, 2 1/16"	4	upper
	107055	STUD, manifold, 2 3/8"	2	lower centre
	058688	STUD, manifold, 11 1/16"	1	lower front
	058688	STUD, manifold, 11 1/16"	1	lower rear, (no lifting eye)
	058917	STUD, manifold, 11 5/16"	1	lower rear, (with lifting eye)
15	033148	CLAMP, manifold, large	2	
16	058258	CLAMP, manifold, small	4	
17	GHF333	WASHER, locking, manifold	8	
18	056675	NUT, manifold, steel	8	
	108951	NUT, manifold, brass	8	
19	DP514	DOWEL, plain	2	inlet manifold to cyl head
20	301144	MANIFOLD, exhaust	1	TR2-3 low port head
	304164	MANIFOLD, exhaust	1	TR3A, TR4 high port head
21	GEG718	GASKET, manifold to front pipe	1	
22	101442	STUD, manifold to front pipe	3	
23	GHF333	WASHER, locking	3	TR2-3A, TR4
24	108951	NUT, brass	3	
28	GHF332	WASHER, locking, inlet to	2	
29	GHF201	NUT, inlet to exhaust manifold	2	
30	306378	MANIFOLD, exhaust	1	
31	GUG4811MG	GASKET, manifold to front pipe	1	
32	115696	STUD, manifold to front pipe	4	TR4A
33	GHF333	WASHER, locking	4	
34	108951	NUT, brass	4	1024731



### 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	EXHAUST SYSTEM, stainless steel	1	
2	201763	DOWNPIPE, mild steel	1	
	BSTH20	DOWNPIPE, stainless steel	1	
3	HRSU331	SILENCER, front, mild steel	1	
	BSTH21	SILENCER, front, stainless steel	1	
4	202009	TAIL PIPE, mild steel	1	TR2, TR3 To TS11716
	202009SS	TAIL PIPE, stainless steel	1	
5	HRSU358	SILENCER & TAIL PIPE, mild steel	1	TR3 From TS11717, TR4
	BSTH28	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	EXTENSION, tail pipe, chrome	1	press-on type
8	GEG718	GASKET, head pipe to manifold	1	
9	101442	STUD, head pipe to manifold	3	
10	GHF333	WASHER, locking	3	
11	108951	NUT, brass	3	
12	114074	CLAMP, lower half	1	TR2 To TS4309
13	107643	CLAMP, upper half	1	
14	114074	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 TS11716 onwards. A similar 'faking' could be achieved on earlier models, but remember it does require drilling, cutting and filing.

15	GHF103	SCREW, hexagon headed	2	TR2 To TS4309, TR2 From TS4310
16	GHF201	NUT, plain	1	TR3 To TS11716
17	GEX7329	BUSH, fitted in bracket or chassis	1	TR2 To TS4309, TR2 From TS4310
	GEX7329Z	BUSH, fitted in bracket or chassis, aftermarket	1	TR3 To TS11716
18	GEX7330	WASHER, rubber	1	TR2 To TS4309, TR3 To TS11716
19	WP17	WASHER, plain	1	
20	GHF103	SCREW, clamp to chassis	1	
	BH605201	BOLT, clamp to chassis	1	TR2 From TS4310, TR3 To TS11716
21	GEX7044	STRAP, flexible	1	
22	GEX7510	PLATE, clamp on flexible strap	2	
23	SH605091	SCREW, strap attaching	2	TR2 To TS4309, TR3 To TS11716
24	GHF201	NUT, plain, strap to clamp	2	
25	GHF332	WASHER, locking	5	TR2 To TS4309, TR3 To TS11716
26	GHF301	WASHER, plain	4	TR2 To TS4309, TR3 To TS11716
27	114074	CLAMP & BRACKET, one piece	1	
28	GEX7329	BUSH, fitted in chassis	4	
	GEX7329Z	BUSH, fitted in chassis, aftermarket	4	
29	GHF242	NUT, locking, (mounting bolts)	3	TR3 From TS11717, TR3A
30	WP17	WASHER, plain	6	
31	BH605201	BOLT, bracket to chassis	2	
32	GHF103	SCREW, hexagon headed	1	



33	130888	BRACKET, mounting	1	TR4
34	130890	RING CLAMP	1	
35	GHF103	SCREW, clamping pipe	1	
36	GHF332	WASHER, locking	1	
37	GHF201	NUT, plain	1	all models
38	SH608141	BOLT, bracket to mount	1	
39	GHF335	WASHER, locking on bolt	1	
40	GEX7500	CLAMP, original, (alternative)	1	
	GEX7500	CLAMP, original, (alternative)	1	TR4 From CT114544
41	BH605221	BOLT, clamp	1	
42	GHF301	WASHER, plain	2	
43	GHF332	WASHER, locking	1	
44	GHF201	NUT, plain	1	all models
45	105578	BRACKET, (right angle)	1	
46	GEX7044	STRAP, (flexible)	1	
47	GHF103	SCREW, hexagon headed	2	
48	GEX7510	PLATE, clamp	2	all models
49	GHF332	WASHER, locking	2	
50	GHF201	NUT, plain	2	
51	107602	BRACKET, clamp	1	
52	GEX7044	STRAP, (flexible)	1	all models
53	GHF301	WASHER, plain	3	
54	BH605241	BOLT	1	
55	GHF103	SCREW, hexagon headed	2	
56	GEX7510	PLATE, clamp	2	all models
57	GHF332	WASHER, locking	3	
58	GHF201	NUT, plain	3	

41	BH605221	BOLT, clamp	1	TR4 From CT11454 only
42	GHF301	WASHER, plain	2	
43	GHF332	WASHER, locking	1	
44	GHF201	NUT, plain	1	
45	105578	BRACKET	1	all models
46	GEX7044	STRAP, (flexible)	1	
47	GHF103	SCREW, hexagon headed	2	
48	GEX7510	PLATE, clamp	2	
49	GHF332	WASHER, locking	2	all models
50	GHF201	NUT, plain	2	
51	107602	CLAMP	1	
52	GEX7044	STRAP, (flexible)	1	
53	GHF301	WASHER, plain	3	all models
54	BH605221	BOLT	1	
55	GHF103	SCREW, hexagon headed	2	
56	GEX7510	PLATE, clamp	2	
57	GHF332	WASHER, locking	3	all models
58	GHF201	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	TUBULAR MANIFOLD, (2 piece), mild steel	1	TR3-3A & TR4
TT1100S	TUBULAR MANIFOLD, (2 piece), stainless	1	
TT5019S	ADAPTOR, ('Y' piece)	1	stainless steel
TT5027S	FRONT PIPE	1	
TT5001	SPORTS SYSTEM, (mild steel)	1	includes fitting kit
FS5001	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	TUBULAR MANIFOLD, (2 piece)	1	mild steel
TT1100S	TUBULAR MANIFOLD, (2 piece)	1	stainless steel
FSTH56	ADAPTOR, ('Y' piece)	1	stainless steel
TT5101	SPORTS SYSTEM, (mild steel)	1	includes fitting kit
FS5101	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	TUBULAR MANIFOLD, (2 piece)	1	mild steel
TT1100S	TUBULAR MANIFOLD, (2 piece)	1	stainless steel
BSTH56	ADAPTOR, (front), ('Y' piece)	1	stainless steel
BSTH54	REAR 'Y' PIPE, (large)	1	mild steel
TT5913SS	STEPPED ADAPTOR	1	stainless steel
TT5209	SILENCER	2	mild steel
FSTH73	SILENCER	2	stainless steel
GFK6310X	FITTING KIT	1	

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.

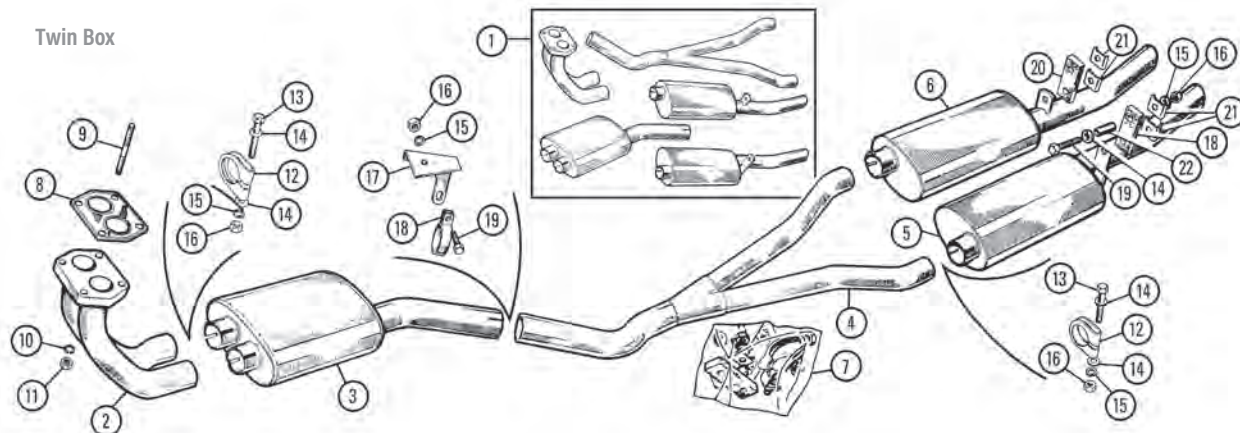
TR3 from TS11717, TR3A

60	GFK6130X	FITTING KIT, exhaust	1	(Includes all the part numbers & quantities listed below).
8	GEG718	GASKET, front pipe to manifold	1	
9	101442	STUD, front pipe to manifold	3	
10	GHF333	WASHER, locking	3	
11	108951	NUT, brass	3	aftermarket
27	114074	CLAMP & BRACKET, (one piece)	1	
28	GEX7329	BUSH, fitted in chassis frame	4	
	GEX7329Z	BUSH, fitted in chassis frame	4	
29	GHF242	NUT, locking, for mounting bolts	3	aftermarket
30	WP17	WASHER, plain	6	
31	BH605201	BOLT, bracket to chassis frame	2	
32	GHF103	SCREW, hexagon headed	1	
40	GEX7500	CLAMP, original type	1	aftermarket
41	BH605241	BOLT, clamp	1	
42	GHF301	WASHER, plain	2	
43	GHF332	WASHER, locking	1	
44	GHF201	NUT, plain	1	aftermarket
51	107602	CLAMP	1	
52	GEX7044	STRAP, (flexible)	1	
53	GHF301	WASHER, plain	3	
54	BH605221	BOLT	1	aftermarket
55	GHF103	SCREW, hexagon headed	2	
56	GEX7510	PLATE, clamp	2	
57	GHF332	WASHER, locking	3	
58	GHF201	NUT, plain	3	aftermarket

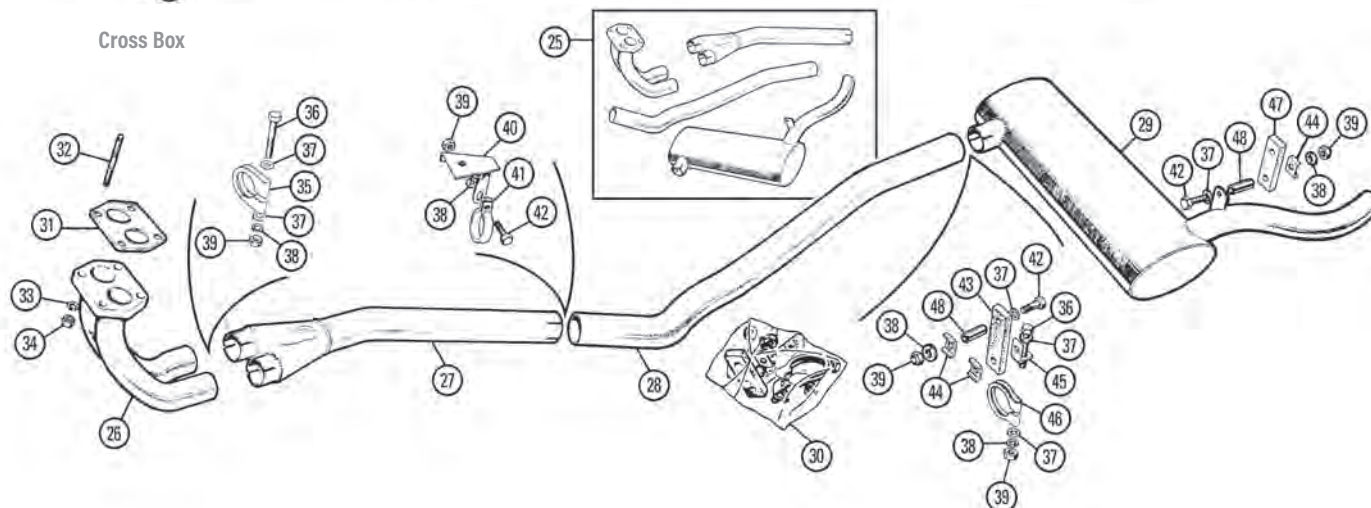
TR4

60	GFK6210X	FITTING KIT, exhaust	1	(Includes all the part numbers & quantities listed below).
8	GEG718	GASKET, front pipe to manifold	1	
9	101442	STUD, front pipe to manifold	3	
10	GHF333	WASHER, locking	3	
11	108951	NUT, brass	3	aftermarket
33	130888	BRACKET, (on RH gearbox mount)	1	
34	130890	RING CLAMP	1	
35	GHF103	SCREW, clamping pipe	1	
36	GHF332	WASHER, locking	1	aftermarket
37	GHF201	NUT, plain	1	
38	SH608141	BOLT, bracket to gearbox mounting	1	
39	GHF335	WASHER, locking on bolt	1	
40	GEX7500	CLAMP	1	aftermarket

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	EXHAUST SYSTEM, stainless steel	1	twin box system
2	GEX1255	FRONT PIPE, twin, mild steel	1	
	BSTH47	FRONT PIPE, twin, stainless steel	1	
3	HRSU1224	SILENCER, front, mild steel	1	
	BSTH48	SILENCER, front, stainless steel	1	
4	BSTH54	'Y' PIECE, large, stainless steel	1	
5	HRSU1226	SILENCER, rear, LH, mild steel	1	
	BSTH50	SILENCER, rear, LH, stainless steel	1	
6	HRSU1227	SILENCER, rear, RH, mild steel	1	
	BSTH49	SILENCER, rear, RH, stainless steel	1	
7	GFK6310X	FITTING KIT, twin box exhaust (Includes all the part numbers & quantities listed below).	1	
8	GUG4811MG	GASKET, exhaust flange	1	
9	115696	STUD, manifold to downpipe	4	
10	GHF333	WASHER, locking	4	
11	108951	NUT, brass	4	
12	GEX7506	CLAMP, exhaust, original	4	
13	BH605241	BOLT, hexagon headed	4	
14	GHF301	WASHER, plain	8	
15	GHF332	WASHER, locking	9	
16	GHF201	NUT, plain	9	
17	142531	BRACKET, exhaust mounting	1	RH gearbox mount
18	130890	CLAMP, exhaust to gearbox bracket	1	
19	GHF103	SCREW, hexagon headed	5	
20	GEX7359	STRAP, flexible	2	
21	GEX7510	CLAMP PLATE, strap support	4	
22	155249	SPACER, anti-crush, in rubber strap	4	

27	BSTH56	'Y' PIECE, small, stainless steel	1
28	213214	INTERMEDIATE PIPE, mild steel	1
	BSTH55	INTERMEDIATE PIPE, stainless steel	1
29	307697	SILENCER, cross box, mild steel	1
	BSTH57	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	FITTING KIT, cross box exhaust (Includes all the part numbers & quantities listed below).	1
31	GUG4811MG	GASKET, exhaust flange	1
32	115696	STUD, manifold to downpipe	4
33	GHF333	WASHER, spring	4
34	108951	NUT, brass	4
35	GEX7506	CLAMP, exhaust, original	2
36	BH605241	BOLT, on exhaust clamp	3
37	GHF301	WASHER, plain	8
38	GHF332	WASHER, locking	8
39	GHF201	NUT, plain	8
40	142531	BRACKET, exhaust mounting	1 RH gearbox mount
41	130890	CLAMP, exhaust to gearbox bracket	1
42	GHF103	SCREW, hexagon headed	5
43	GEX7360	STRAP, flexible	1
44	GEX7510	CLAMP PLATE, strap support	6
45	105578	BRACKET, exhaust, angle	1
46	GEX7500	CLAMP, exhaust, original	1
47	GEX7359	STRAP, flexible	1
48	155249	SPACER, anti-crush, in rubber strap	4

#### Cross-Box Rear Silencer System

25	BSTR4AC	EXHAUST SYSTEM, stainless steel	1	cross box system
26	GEX1255	DOWNPIPE, twin, mild steel	1	
	BSTR47	DOWNPIPE, twin, stainless steel	1	



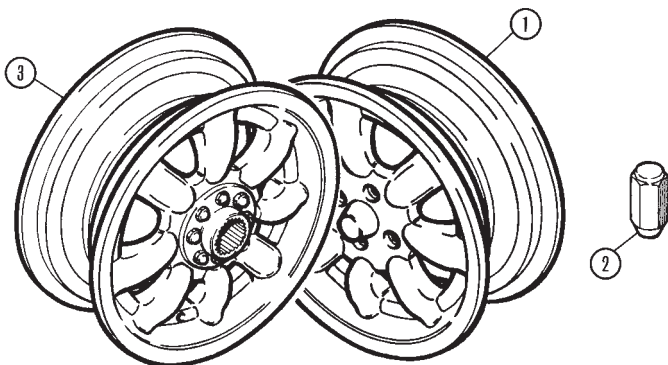
## Road Wheels

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.

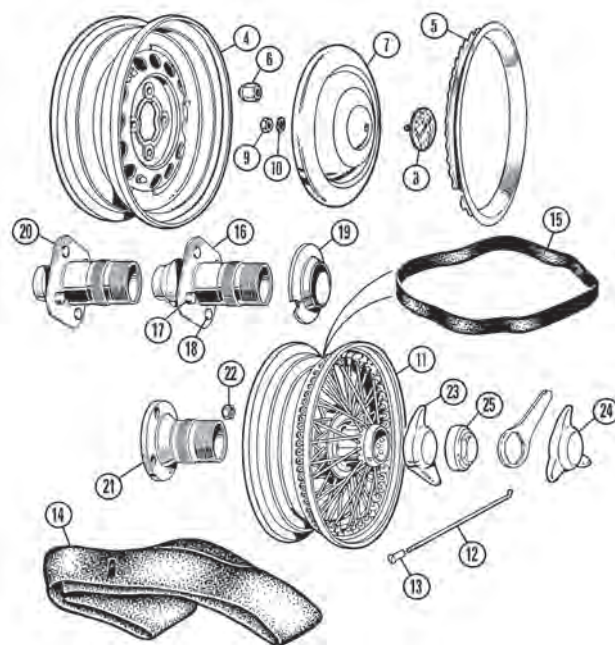
Some TR4-4A owners have experienced clearance problems between the top ball joint mounting bolts on the front suspension and the inside edge of the 'Minilite' replica alloy wheels. The reduction in length of the outer mounting bolt, so that only '3 threads' protrude through the nut, will help to stop 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. (It 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.



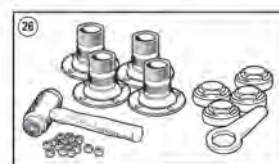
ill	Part Number	Description	Req.	Details
1	GAC8225X	WHEEL, Minator 8 spoke alloy, silver	4	(bolt-on)
	GAC8235X	WHEEL, Minator 8 spoke alloy, flint	4	15" x 5.5"
	TT6902	HUB SPACER KIT	a/r	(if required, see intro text)
2	GAC4116X	WHEEL NUT SET	1	for bolt-on Minilite 'Replicas'
3	GAC8255X	WHEEL, Minator 8 spoke alloy, silver	4	(centre lock)
	GAC8265X	WHEEL, Minator 8 spoke alloy, flint	4	15" x 5.5"
4	301672	ROAD WHEEL, (steel, 15" x 4")	5	TR2, TR3 To TS13045
	302262	ROAD WHEEL, (steel, 15" x 4.5")	5	TR3 From TS13046, TR3A, TR4-4A
5	502160Z	TRIM RING, chrome	5	
6	109586	WHEEL NUT	16	
7	201870	HUB CAP	4	
8	101042	MEDALLION, enamelled	4	TR2-3A
	113256	MEDALLION, painted	4	TR3A, TR4-4A
9	HN2005	NUT, retaining medallion	4	
10	WL700101	WASHER, locking	4	



11	WWP450	WIRE WHEEL, painted, 15" x 4"	5	48 spoke
	WWC450	WIRE WHEEL, chrome, 15" x 4"	5	
	WWP452	WIRE WHEEL, painted, 15" x 4.5"	5	60 spoke
	WWC452	WIRE WHEEL, chrome, 15" x 4.5"	5	
12	7H1805	SPOKE, outer/long, mild steel	a/r	48 spoke painted
	7H1806	SPOKE, inner/short, mild steel	a/r	wire wheels
	7H1805CP	SPOKE, outer/long, chromed stainless	a/r	48 spoke chrome
	7H1806CP	SPOKE, inner/short, chromed stainless	a/r	wire wheels
	17H8619	SPOKE, outer/long, mild steel	a/r	60 spoke painted
	17H8620	SPOKE, inner/short, mild steel	a/r	wire wheels
	17H8619CP	SPOKE, outer/long, chromed stainless	a/r	60 spoke chrome
	17H8620CP	SPOKE, inner/short, chromed stainless	a/r	wire wheels
13	7H1709	NIPPLE, mild steel	a/r	painted wire wheels
	37H3651	NIPPLE, chromed stainless	a/r	chrome wire wheels
14	452-755	INNER TUBE, (15" x 165 tyre)	a/r	
	452-765	INNER TUBE, (15" x 185 tyre)	a/r	
15	452-750	RIM BAND, (15")	a/r	
16	108277	HUB, wire wheel, front, RH	1	
	108278	HUB, wire wheel, front, LH	1	
17	109457	PEG, collar locating	2	TR2, TR3 To TS13045
18	107950	PEG, brake drum to hub	6	fitted with Lockheed brakes
19	107942	COLLAR, tapered, wire wheel	2	
20	217602	HUB, wire wheel, rear, RH	1	
	217603	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	EXTENSION, hub, splined, RH	2	TR3 From TS13046,
	217603	EXTENSION, hub, splined, LH	2	TR3A & TR4-4A
22	110366	NUT, extension to hub	16	
23	AHA7373	WHEEL NUT, RH knock-off	2	2-eared
	AHA7374	WHEEL NUT, LH knock-off	2	
24	107948/3	WHEEL NUT, RH knock-off	2	3-eared
	107949/3	WHEEL NUT, LH knock-off	2	
25	88G606	WHEEL NUT, RH knock-off	2	octagonal
	88G607	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	HUB CONVERSION KIT	1	
		(Kit includes splined hubs, bevelled nuts, spinners and a hide hammer).		octagonal
	GAC7049X	HUB CONVERSION KIT	1	
		(Kit includes splined hubs, bevelled nuts, spinners and a hide hammer).		2-eared

## Roadside Tools &amp; Equipment

ill	Part Number	Description	Req.	Details
1	107863	STARTING HANDLE	1	TR2-3
	118366	STARTING HANDLE	1	TR3A
	131818	STARTING HANDLE*	1	TR4, (option)

\*Note: May be used on TR4's with 'starter hole' in radiator.

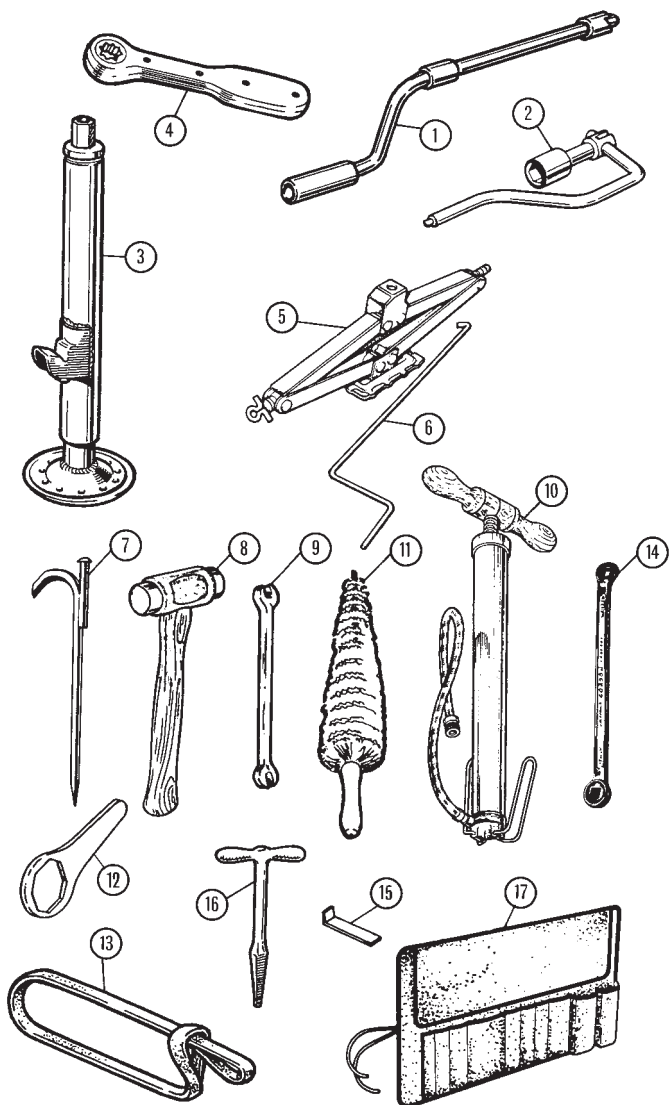
2	138514	SPANNER, wheel nut	1	
3	110774	JACK*	1	TR2-3A, TR4
4	110775	HANDLE, ratchet, for jack	1	

\*Note: TR2 to TS5468 used a very different jack. The jack listed here will work on these early cars.

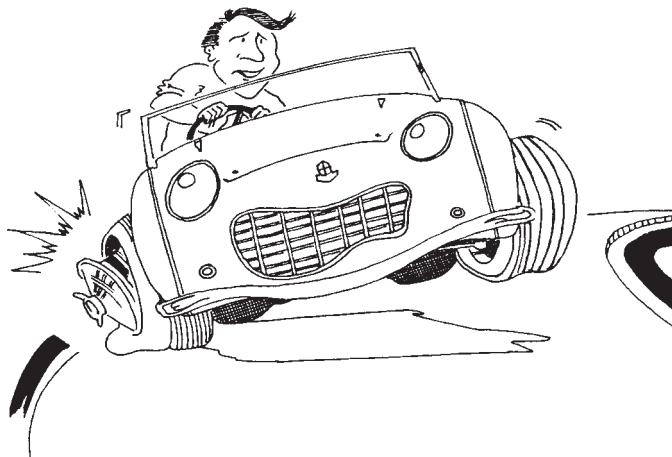
5	212677	JACK	1	TR4A
6	UKC4389	HANDLE, for jack	1	
7	509816	COMBINATION TOOL	1	hub cap removal
8	C27290	HAMMER, wire wheels	1	copper/hide
9	MM385-800	SPANNER, wire wheel spokes	1	
		(This wide faced spanner is the correct size to tighten spoke nipples without rounding them off. Quality steel is used and the spanner is plated).		
10	523638A	TYRE PUMP	1	
11	GAC4089	BRUSH, wire wheels	1	
12	AHH5839	SPANNER, wire wheel 'octagon nut'	1	
13	JRC7954	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	SPANNER, brake adjuster (1/4" and 5/16" square holes to fit both early and late Girling adjusters).	1	Girling brakes
15	11H1051	TOOL, headlamp rim removal	1	clip-on type
16	650161	'T' KEY, for Dzus fasteners	1	TR2-3A
	650161Z	'T' KEY, for Dzus fasteners	1	file to fit
17	MM647-100	TOOL ROLL, (coated jute)	1	TR2-3
	024731	TOOL ROLL, (vinyl)	1	

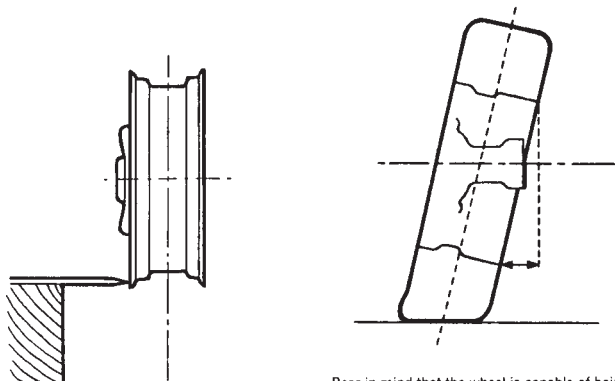






## So You Think You've Got Wobbly Wire Wheels?

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, 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

Pete Cox

## How To Balance Centre Lock Wire Wheels

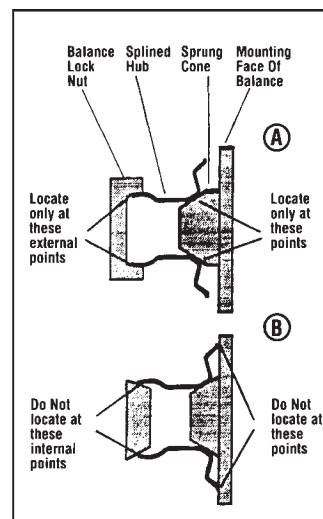
We show here the advice given to tyre fitters, produced by Motor Wheel Services.

These notes are intended as a guide in helping to solve problems that are commonly encountered when balancing wire wheels on a 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.

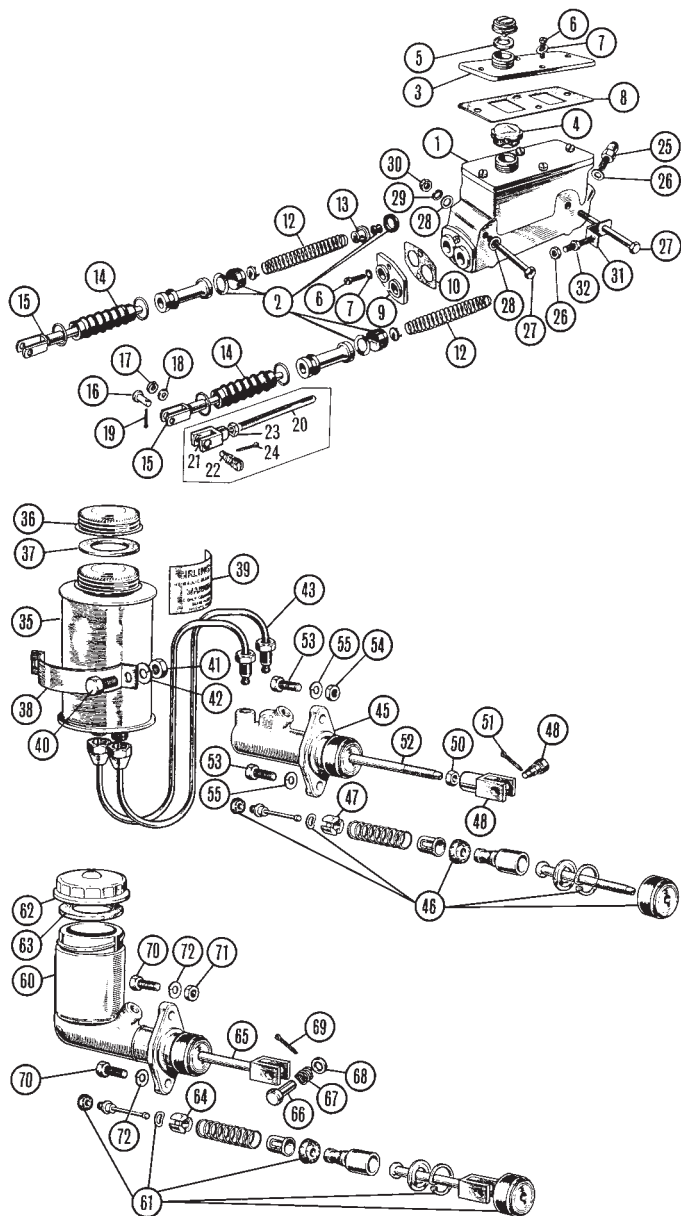


Motor Wheel Services' dedicate considerable time to ensure that your wheels are of the highest quality & reliability. Following this guide, and the information contained in our centre-lock brochure will provide the highest level of customer satisfaction.

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



## 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	MASTER CYLINDER, clutch & brake	1	(original)
	LK36944X	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	REPAIR KIT, less bellows	1	services both types
	8G8224Z	REPAIR KIT, less bellows, aftermarket	1	
3	501189	COVER, (original cylinders)	1	
4	513123A	FILLER CAP, plastic	1	(replaces metal cap)

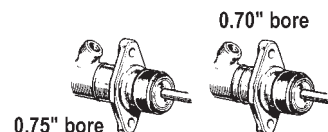
5	17H4708	WASHER	1	(for original metal cap)
6	AAA4758	SCREW, cover to body	a/r	
7	GHF321	WASHER, star	a/r	
8	501190	GASKET, cover, (original cylinders)	1	
9	501193	PLATE, front	1	
10	AAA4757	GASKET, for plate	1	(replace when rebuilding cyl.)
12	AJH5083	SPRING	2	
13	059267	CHECK VALVE, (brake only)	1	
14	501194	BELLOW, push rod	2	
15	501775	PUSH ROD ASSEMBLY	2	see item 20
16	PJ8812	CLEVIS PIN	2	
17	AJD7731	WASHER, double coil	2	
18	GHF301	WASHER, plain	2	
19	PS103121	SPLIT PIN	2	
20	504852	PUSH ROD, (cut to fit)	2	
21	057194K	FORK END KIT	2	includes screw pin
23	NT605041	NUT, 'jam', for fork	2	
24	GHF502	SPLIT PIN	2	
25		ADAPTOR, clutch pipe		(original)
	21K8564	ADAPTOR, clutch pipe	1	(replacement)
26	233220A	WASHER, copper	1	
27	BH605261	BOLT, master cylinder	2	
28	GHF302	WASHER, plain	4	
29	GHF333	WASHER, locking	2	
30	GHF202	NUT	2	
31	107691	BRACKET ASSEMBLY	2	cylinder adjustment
32	JN2107	NUT, 'jam'	4	

### Girling Brake Hydraulics (TR3 from TS13046, TR3A)

35	114530	RESERVOIR, brake & clutch fluid	1	TR3 from TS13046, TR3A
	ACB5856	RESERVOIR, brake & clutch fluid	1	TR3A from TS41630
36	500201	CAP, reservoir	1	
	500201Z	CAP, reservoir, black	1	
37	106095	SEAL, filler cap	1	
	582-505	SEAL, filler cap, splashproof	1	
38	113368	CLAMP, reservoir mounting	1	
39	CRST148	DECAL, 'GIRLING WARNING'	1	
40	GHF117	SCREW	2	
41	GHF200	NUT, plain	2	
42	GHF331	WASHER, locking	2	
43	505062	PIPE, brake & clutch	1	
45	GR64067854	MASTER CYLINDER, brake	1	
46	GRK1027	REPAIR KIT	1	
47	111163	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	FORK END KIT	1	includes screw pin
50	NT605041	NUT, 'jam', for fork	1	
51	GHF502	SPLIT PIN	1	
52	507206	PUSH ROD	1	
53	SH605071	SCREW, cylinder to support bracket	2	
54	GHF201	NUT, plain	1	
55	GHF332	WASHER, locking	2	

### Girling Brake Hydraulics (TR4-4A)

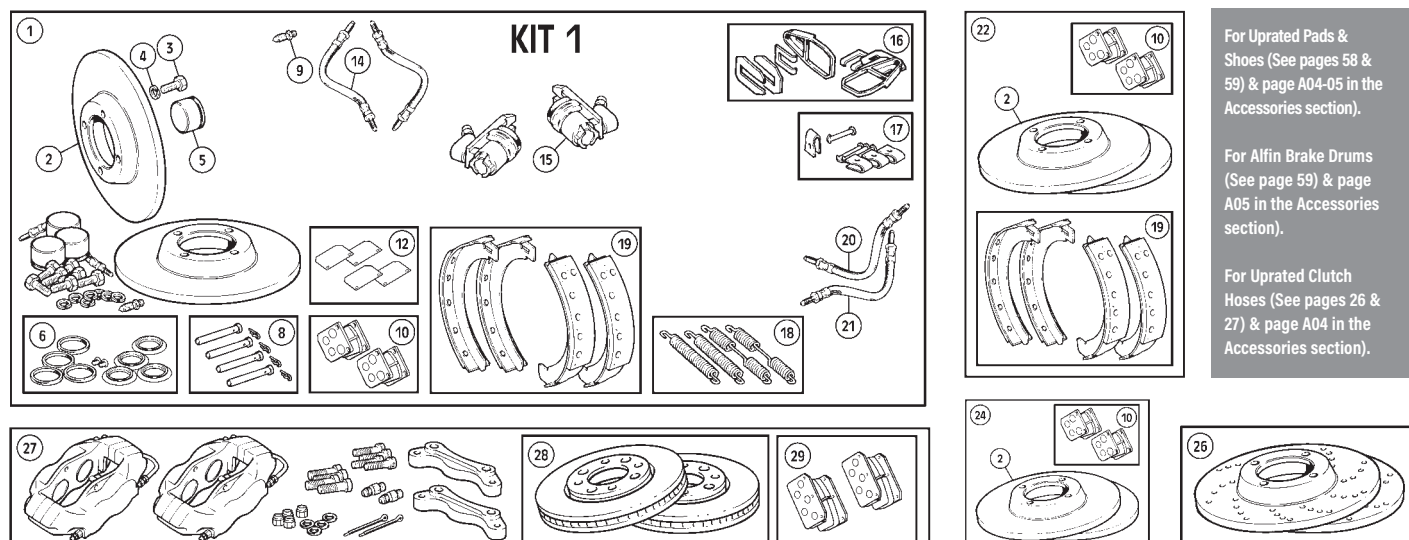
60	131661	MASTER CYLINDER, brake	1	TR4, (0.75" bore)
	GR64067671	MASTER CYLINDER, brake	1	TR4A, (0.70" bore)
61	GRK1027	REPAIR KIT	1	TR4, (0.75" bore)
	18G8986	REPAIR KIT	1	TR4A, (0.70" bore)
62	510844	CAP	1	
63	606404A	SEAL, filler cap	1	
64	111163	SPACER	1	
65	510197	PUSH ROD	1	



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	CLEVIS PIN	1	
67	131787	SPRING, anti-rattle	2	
68	GHF301	WASHER, plain	1	
69	GHF503	SPLIT PIN	1	
70	GHF103	SCREW, cylinder to bracket	2	
71	GHF202	NUT, plain	1	
72	GHF332	WASHER, locking	2	





For Up-rated 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 Up-rated 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	BRACKET ASSEMBLY	1	TR2, TR3 To TS13045
203239	BRACKET ASSEMBLY	1	TR3 From TS13046, TR3A
138910SR	BRACKET ASSEMBLY	1	TR4-4A
NI 106670	COVER ASSEMBLY, pedal shaft	1	
NI GHF201	NUT, bracket & cover to bulkhead	4	
NI GHF332	WASHER, locking	4	
NI SH605061	SCREW	2	cover & m/cyl. to bulkhead
NI GHF332	WASHER, locking	2	
NI SH605051	SCREW, cover to bulkhead	2	
NI GHF332	WASHER, locking	2	
NI SH604091	SCREW, pedal stop	2	
NI JN2107	NUT, jam	2	
NI 106672	PEDAL, clutch, RHD	1	TR2, TR3 To TS13045
113363	PEDAL, clutch, RHD	1	TR3 From TS13046, TR3A
133810	PEDAL, clutch, RHD	1	TR4-4A
106766	PEDAL, clutch, LHD	1	TR2, TR3 To TS13045
113363	PEDAL, clutch, LHD	1	TR3 From TS13046, TR3A
129275	PEDAL, clutch, LHD	1	TR4-4A
NI 106673	PEDAL, brake, RHD	1	TR2, TR3 To TS13045
113366	PEDAL, brake, RHD	1	TR3 From TS13046, TR3A
133808	PEDAL, brake, RHD	1	TR4-4A
106767	PEDAL, brake, LHD	1	TR2, TR3 To TS13045
113364	PEDAL, brake, LHD	1	TR3 From TS13046, TR3A
129277	PEDAL, brake, LHD	1	TR4-4A
NI 100954	BUSH, pedal pivot	4	
NI 110016	SHAFT, pedal	1	
NI 106678	BRACKET, pedal shaft	2	
NI SH606051	SCREW, bracket to shaft	2	
NI GHF333	WASHER, locking	2	
NI PJ8812	CLEVIS PIN	2	TR2, TR3 To TS13045
057194K	SCREWED PIN	2	TR3 From TS13046, TR3A
PJ8812	CLEVIS PIN	2	TR4-4A
NI AJD7731	WASHER, double coil	2	TR2, TR3 To TS13045
131787	SPRING, anti-rattle	2	TR4-4A
NI GHF301	WASHER, plain	2	TR2, TR3 To TS13045, TR4-4A
NI PS103121	SPLIT PIN	2	TR2, TR3 To TS13045
GHF502	SPLIT PIN	2	TR3 From TS13046, TR3A
GHF503	SPLIT PIN	2	TR4-4A
NI 105159	PEDAL RUBBER, ribbed	2	TR2, TR3 To TS13045
NI 122289	PEDAL RUBBER, 'Triumph' logo	2	TR3 From TS13046, TR3A
NI 057950	SPRING, pedal return	2	TR4-4A

## Standard & Up-rated 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	BRAKE KIT	1
2	209327	BRAKE DISC, front brake caliper	2
3	113150	BOLT, friction disc to front hub	8

4	GHF333	WASHER, locking	8
5	510792	PISTON, caliper	4
6	601960	SEAL SET, caliper, car set	1
8	GBK1003	PAD FITTING KIT	1
9	3H2428	SCREW, bleed nipple	2
10	GBP114	BRAKE PAD SET, standard	1
12	GRSP2750	SHIM SET, anti-squeal	1
14	GBH176	HOSE, flexible, front	2
	GBH176Z	HOSE, flexible, front	2 aftermarket
15	GWG1154	REAR WHEEL CYLINDER	2
16	GRSP2862	FITTING KIT	1 cylinder to back plate
17	BAU1420A	FITTING KIT	1 brake shoe hold down set
18	GRSRS8	FITTING KIT	1 brake shoe return springs
19	GBS778AF	BRAKE SHOE SET, standard	1
20	GBH178	HOSE, flexible, rear LH	1
	GBH178Z	HOSE, flexible, rear LH	1 aftermarket
21	GBH177	HOSE, flexible, rear RH	1
	GBH177Z	HOSE, flexible, rear RH	1 aftermarket

### Brake Kit 1A (Standard Brake Discs, Pads & Shoes)

22	TGK133	BRAKE KIT	1
2	209327	BRAKE DISC	2
10	GBP114	BRAKE PAD SET	1 standard
19	GBS778AF	BRAKE SHOE SET	1 standard

### Brake Kit 1B (Standard Brake Discs & Pads)

24	TGK135	BRAKE KIT	1
2	209327	BRAKE DISC	2
10	GBP114	BRAKE PAD SET	1 standard

### 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.

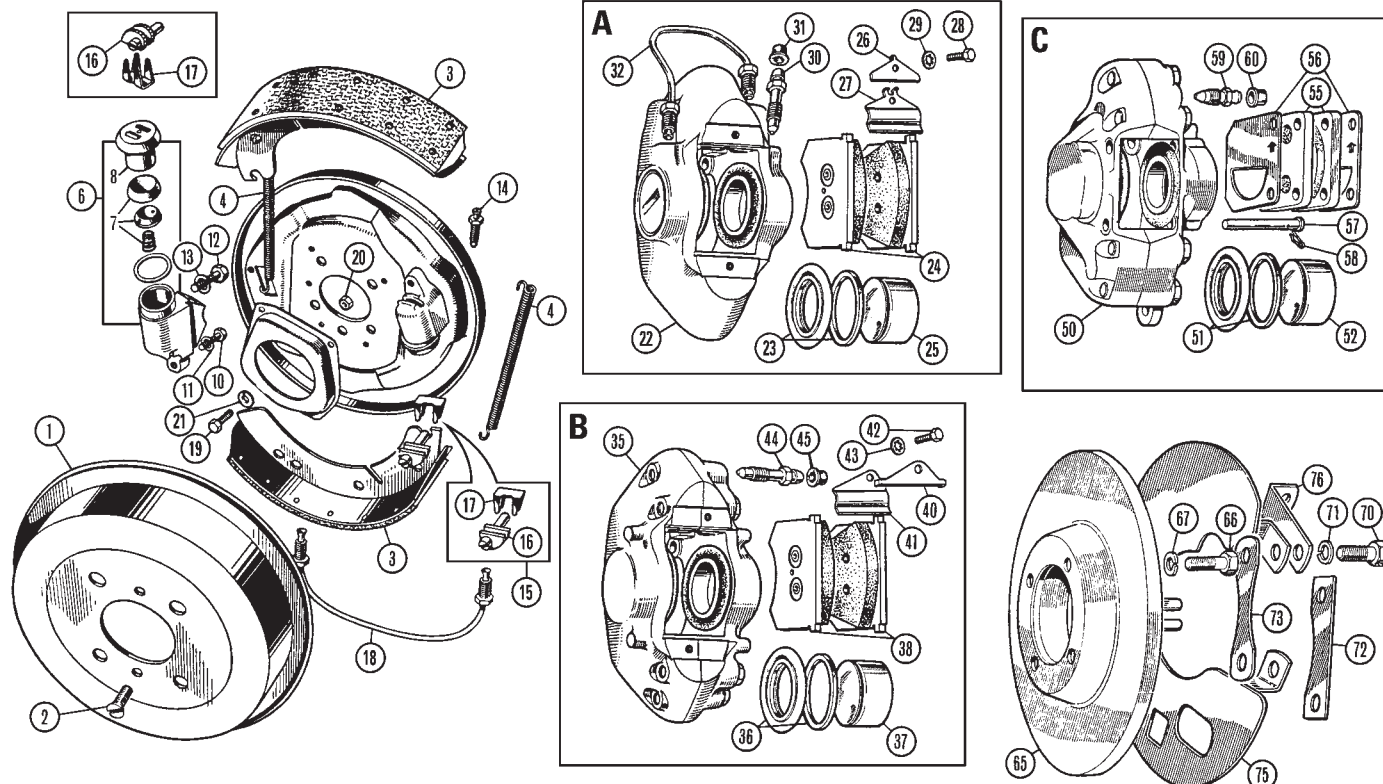
26	209327XKG	BRAKE DISC SET, cross-drilled, grooved	1 (pair)
NI	209327TG	EBC 'SLOTTED & DOTTED', brake disc	1 (pair)

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	VENTED BRAKE KIT	1
	SPB32521X	VENTED BRAKE KIT	1 cross-drilled discs
28	SPB32524	BRAKE DISC SET, vented	1
	SPB32524X	BRAKE DISC SET, vented & cross-drilled	1
29	RD150-3668	BRAKE PAD SET, soft	1 road
	RD1311	BRAKE PAD SET, medium	1 fast road/test day
	RD1313	BRAKE PAD SET, hard	1 race



## Front Brakes

ill	Part Number	Description	Req.	Details
1	301126	BRAKE DRUM, 10", front, standard	2	
	301590	BRAKE DRUM, 10", front, 'Alfin' alloy	4	
2	V5435	SCREW, drum retaining	4	
3	LKKB1010R	SHOE SET, (10"), front, (relined)	1	
4	7H7936	SPRING, brake return	4	
6	GWC110	WHEEL CYLINDER, front, RH	2	
	GWC110Z	WHEEL CYLINDER, front, RH, aftermarket	2	
	GWC111	WHEEL CYLINDER, front, LH	2	
	GWC111Z	WHEEL CYLINDER, front, LH, aftermarket	2	
7	8G8245	SEAL KIT, wheel cylinder	4	
	8G8245Z	SEAL KIT, wheel cylinder, aftermarket	4	
8	7H7941	PISTON ASSEMBLY	4	
10	SH605051	SCREW, 5/16", (one per cylinder)	4	
11	GHF332	WASHER, locking, 5/16"	4	TR2, TR3 To TS13045
12	SH604031	SCREW, 1/4", (one per cylinder)	4	
13	GHF331	WASHER, locking, 1/4"	4	
14	3H2428	BLEED NIPPLE	2	
15	7H7931K	ADJUSTER KIT	4	
16	7H7931	CAM, adjuster	4	
17	7H7930	MASK, adjuster	4	
18		BRIDGE PIPE		
		(Bridge pipes are only supplied in our brake pipe sets).		
19	TR6504	SCREW, grease catcher retaining	8	
20	HN2005	NUT, plain	8	
21	WL700101	WASHER, locking	8	
22	203544E	CALIPER ASSEMBLY, RH	1	'A' type
	203543E	CALIPER ASSEMBLY, LH	1	solid calipers
23	601960	REPAIR KIT, (for 2 calipers)	1	
24	GBP172	PAD SET, standard, Classic Gold	1	
	GBP172G	PAD SET, EBC Greenstuff, fast road	1	
25	510792	PISTON, caliper	4	
	510792SS	PISTON, caliper, stainless steel	4	
26	504833	PLATE, pad retaining	4	
27	119245	SPRING, anti-rattle	4	
28	SH604041	SCREW, for plate & spring	4	
29	GHF331	WASHER, locking	4	
30	601959	BLEED SCREW	2	
31	SMP100030	CAP, bleeder screw	2	
32	GPPI0AA	BRIDGE PIPE, (9")	2	
35	205396	CALIPER ASSEMBLY RH, new	1	'B' type
	205395	CALIPER ASSEMBLY LH, new	1	split calipers
36	601960	REPAIR KIT, (for 2 calipers)	1	
37	510792	PISTON	4	
	510792SS	PISTON, stainless steel	4	
38	GBP172	PAD SET, Classic Gold, ceramic	1	Illustration 'B'
				TR3A From TS56377

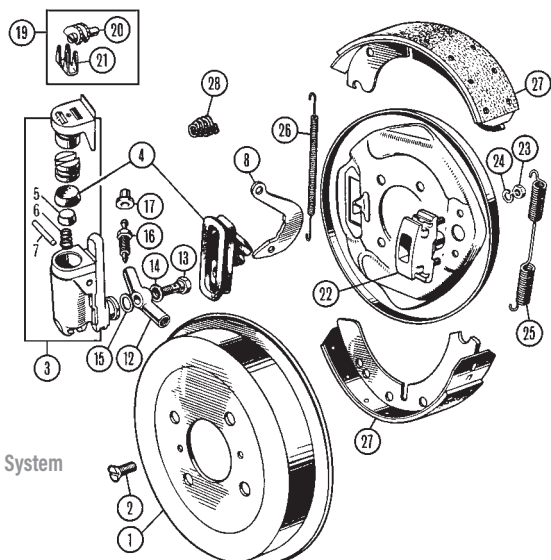
	GBP172G	PAD SET, EBC Greenstuff, fast road	1	(wire wheels) & from
40	509051	PLATE, pad retaining	4	TS56834, (steel wheels)
41	509049	SPRING, anti-rattle	4	TR3B, (TSF series)
42	SH604041	SCREW	4	TR4 To CT4689, (wire wheels)
43	GHF331	WASHER, locking	4	& CT4387, (steel wheels)
44	601959	BLEED NIPPLE	2	
45	SMP100030	CAP, bleed nipple	2	
50	311851	CALIPER ASSEMBLY, RH, new	1	'C' type
	311852	CALIPER ASSEMBLY, LH, new	1	split calipers
51	601960	REPAIR KIT, (for 2 calipers)	1	
52	510792	PISTON	4	
	510792SS	PISTON, stainless steel	4	Illustration 'C'
55	GBP114	PAD SET, standard, Classic Gold	1	TR3B, (TCF series)
	TT31501KV	PAD SET, EBC Ultimax, road, imperial	1	TR4-4A From
	TT32501KV	PAD SET, EBC Ultimax, road, metric	1	CT4690, (wire wheels)
	TT31501G	PAD SET, EBC Greenstuff, fast road, imperial	1	& CT4388, (steel wheels)
	TT32501G	PAD SET, EBC Greenstuff, fast road, metric	1	
	TT31501Y	PAD SET, EBC Yellowstuff, race, imperial	1	
	TT32501Y	PAD SET, EBC Yellowstuff, race, metric	1	
	GRPFK1	FITTING KIT, brake pads	1	
56	GRSP2750	SHIM SET, anti-squeal	1	
57	011368A	PIN, pad retaining	4	
58	011369A	CLIP, for pin	4	
59	3H2428	BLEED NIPPLE	2	
60	SMP100030	CAP, bleed nipple	2	
65	203189	BRAKE DISC (11")	2	use with calipers
	209327	BRAKE DISC (10 13/16"), standard	2	use with type C
	209327XKG	BRAKE DISC (10 13/16"), cross drilled	2	calipers
66	113150	BOLT, disc to front hub	8	
67	GHF333	WASHER, locking, for bolt	8	
70	BTB610	BOLT, caliper mounting	4	
71	GHF334	WASHER, locking, for bolt	4	
72	560199	LOCK TAB	2	(alternative to GHF334)
73	115682	SHIM, caliper mounting	a/r	
		(Use to centralise the caliper on the disc).		
75	204378SS	DUST COVER, RH	1	use with calipers A & B
	204379	DUST COVER, LH	1	
	204379SS	DUST COVER, LH	1	stainless steel
	209325	DUST COVER, RH	1	use with type C calipers
	209326	DUST COVER, LH	1	(except TR4A)
	307226	DUST COVER, RH	1	
	307226SS	DUST COVER, RH, stainless steel	1	TR4A
	307227	DUST COVER, LH	1	
	307227SS	DUST COVER, LH, stainless steel	1	
76	141124	BRACKET, brake hose	2	

## Caliper Tip

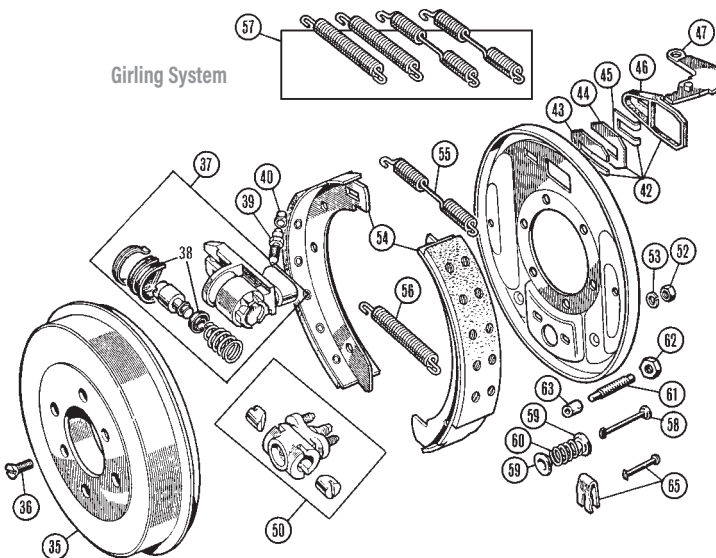
We do not recommend that Girling 'split' type calipers (B & C) halves are separated. They were not designed for separation and re-assembly, and proper torque specifications are not published (inner and outer bolts are torqued differently). Also, the screwed plug in type 'A' should not be undone.



Lockheed System



Girling System



## Rear Brakes Lockheed System

(TR2, TR3 to TS13045)

ill	Part Number	Description	Req.	Details
1	210578	BRAKE DRUM*, 9", rear, standard	2	TR2 To TS5442
	202267	BRAKE DRUM*, 9", rear, 'Alfin' alloy	2	
	301126	BRAKE DRUM, 10", rear, standard	2	TR2 From TS5443
	301590	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	SCREW, drum retaining	4	
3	GWC1111	WHEEL CYLINDER, rear	2	gaiter for lever not included
	GWC1111Z	WHEEL CYLINDER, rear, aftermarket	2	
4	8G8243	REPAIR KIT	2	includes gaiter for lever
5	7H7940	EXPANDER	2	
6	7H7939	SPRING	2	
7	17H7203	PIN	2	
8	27H7395	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	CONNECTOR	2	
13	7H7847	BOLT, banjo	2	
14	3H550	WASHER, bolt to connector	2	
15	233220A	WASHER, connector to cylinder	2	
16	27H7166	BLEED NIPPLE	2	
17	SMP100030	COVER, bleed nipple	2	
19	7H7931K	ADJUSTER KIT	4	
20	7H7931	CAM, adjuster	4	
21	7H7930	MASK, adjuster	4	
22	7H7932	ABUTMENT ASSEMBLY	2	
23	AJD8105Z	NUT, plain	4	
24	GHF332	WASHER, locking	4	
25	17H7499	SPRING, abutment end	2	
26	7H7936	SPRING, wheel cylinder end	2	
27	LKKB1007	BRAKE SHOE SET, rear	1	9" brakes
	LKKB1010R	BRAKE SHOE SET, rear	1	10" brakes
28	AAA4714	SPRING, shoe retaining	4	

## Girling System

10" Brake System (TR3-3A from TS13046 to 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	301126	BRAKE DRUM, 10", rear, standard	2	TR3-3A to TS56376
	301590	BRAKE DRUM, 10", rear, "Alfin" style	2	
37	GWC1112	WHEEL CYLINDER (0.75" bore, flast piston)	2	TR3 from TS13046 to TS15331
	119600	WHEEL CYLINDER (5/8" bore - 0.625")	2	TR3A from TS34404 to TS56376
	GWC1154	WHEEL CYLINDER (0.70" bore)	2	alternative to 119600 must be replaced as pair
	GWC1118Z	WHEEL CYLINDER, aftermarket (0.75" bore, slotted piston)	2	TR3 from TS15332 to TR3A to TS34403

38	18G9065	REPAIR KIT, (per cylinder)	2	
50	7H4997	ADJUSTER ASSEMBLY	2	
52	GHF201	NUT, plain	4	
53	GHF322	WASHER, shake-proof	4	
54	505351X4	BRAKE SHOE SET, rear	1	set of 4
55	505081	RETURN SPRING, cylinder end	2	9" & 10" brakes
56	FRC3234	RETURN SPRING, adjuster end	2	
58	17H7993	PIN, brake shoe retaining	4	10" brakes
59	17H4374	WASHER	8	TR3 from
60	504877	SPRING	4	TS13046 To TS15331
61	505349	STEADY POST, brake shoe	4	10" brakes
62	505350	NUT	4	TR3 From TS15332
63	7H4429	FELT BUSH	4	TR3A To TS56376 (approx.)

## 9" Brake System (TR3A from 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.

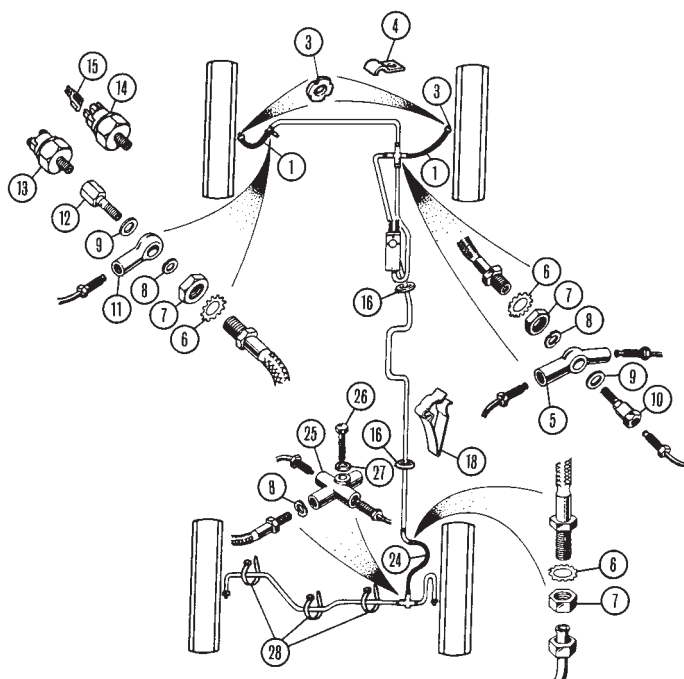
1	210578	BRAKE DRUM*, 9", rear, standard	2	TR3A From approximately TS56377 TR4-4A
	202267	BRAKE DRUM*, 9", rear, 'Alfin' alloy	2	

\*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	WHEEL CYLINDER (0.75" bore).	2	TR3A From TS56377, TR3B TR4 To CT5655 (wire wheels) & CT5782 (steel wheels)
38	18G9065	REPAIR KIT, (axle set)	1	
	GWC1154	WHEEL CYLINDER (0.70" bore).	2	TR4 From CT5656 (wire wheels) & CT5783 (steel wheels)
38	512351Z	REPAIR KIT, (per cylinder)	1	
50	37H6134Z	ADJUSTER ASSEMBLY	2	
51	111054	WEDGE	4	
52	GHF200	NUT, plain	4	
53	GHF321	WASHER, shake-proof	4	
54	GBS778AF	BRAKE SHOES, rear, standard	1	set of 4
NI	TT31524	BRAKE SHOES, rear, uprated	1	
55	505081	RETURN SPRING, cylinder end	2	9" & 10" brakes
	508817	RETURN SPRING, adjuster end	2	
57	GRSRS8	KIT, brake pull off springs, per axle	1	
65	BAU1420A	KIT, shoe hold down, (axle set)	1	

## All Models

36	V5435	SCREW, drum retaining	4	
39	3H2428	BLEED NIPPLE	2	
40	SMP100030	CAP, bleed nipple	2	
42	GRSP2862	KIT, cylinder retaining, (axle set)	1	
43	505091A	SPRING PLATE	2	
44	7H4907	LOCKING PLATE, w/cylinder	2	
45	7H4925	WASHER, spacer, (locking plate)	2	
46	505093A	DUST COVER	2	
47	157672	LEVER, handbrake cable	2	

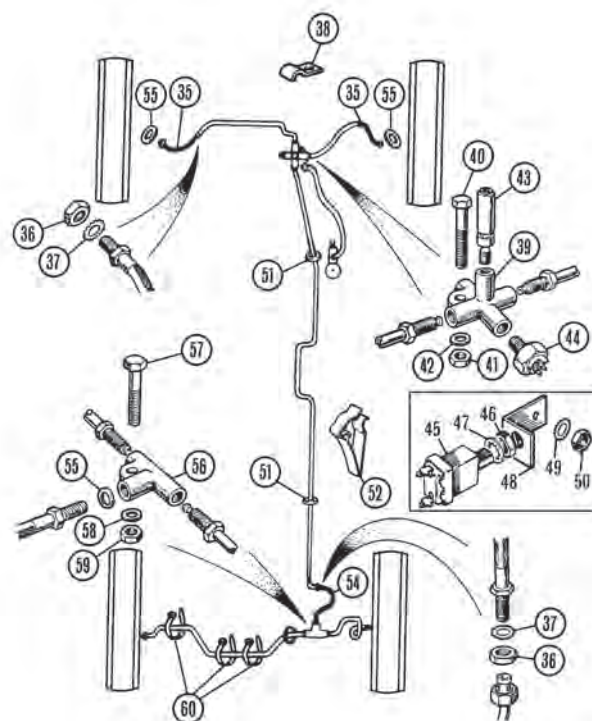


TR2-3 to TS13045 (Lockheed)

## Brake Pipes Lockheed System

(TR2-3 to TS13045)

ill	Part Number	Description	Req.	Details
1	108595	BRAKE HOSE, front	2	standard
	TT3040	BRAKE HOSE SET, front, (pair)	1	stainless steel braided
3	233220A	WASHER, copper, hose to cylinder	2	
4	059380	CLIP, pipe to bulkhead	a/r	
5	059258	CONNECTOR, RH	1	
6	WE600101	WASHER, locking	3	
7	2K8686	NUT, on hoses	3	
8	233220A	WASHER, copper	3	hose to connector
9	3H550	WASHER, copper	2	adaptor to connector
10	27H7167	ADAPTOR, RH	1	
11	27H7189	CONNECTOR, banjo, LH	1	
12	059293	ADAPTOR, LH	1	
13	13H2303	SWITCH, brake light	1	screw type contacts
14	C16062A	SWITCH, brake light	1	Lucar type contacts
(These 2 brake light switches have BSP threads).				
15	RTC220A	LUCAR CONNECTOR	a/r	
(Use for converting from screw type switch).				
16	CD23720	GROMMET, pipe to chassis	2	
18	059191	CLIP, pipe to chassis	4	
24	108596Z	BRAKE HOSE, rear	1	standard
	TT3042	BRAKE HOSE, rear	1	stainless steel braided
25	501505	CONNECTOR, 3 way, rear	1	
26	SH605041	SCREW, connector to chassis	1	
27	GHF331	WASHER, locking	1	
28	GHF1268	CLIP, pipes to axle housing	3	plastic
	14G800	CLIP, pipes to axle housing	3	metal



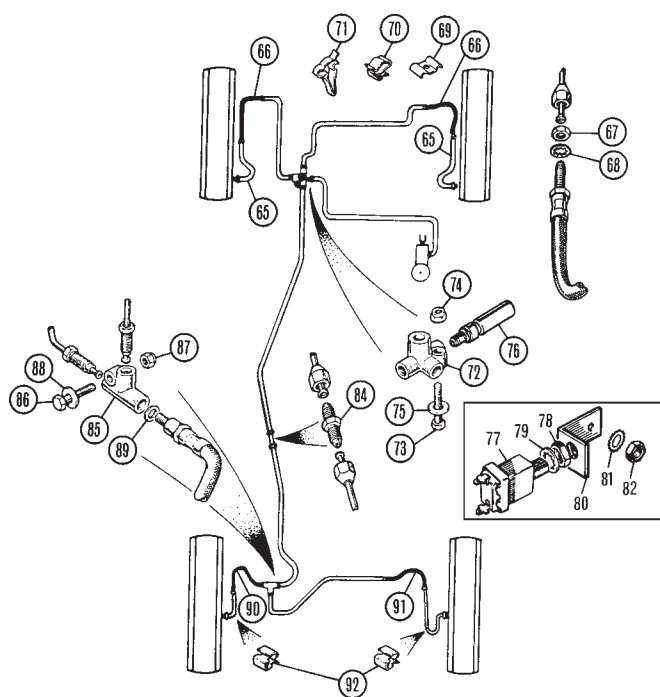
TR3, TR3A &amp; TR4 (Girling)

## Brake Pipes Girling System

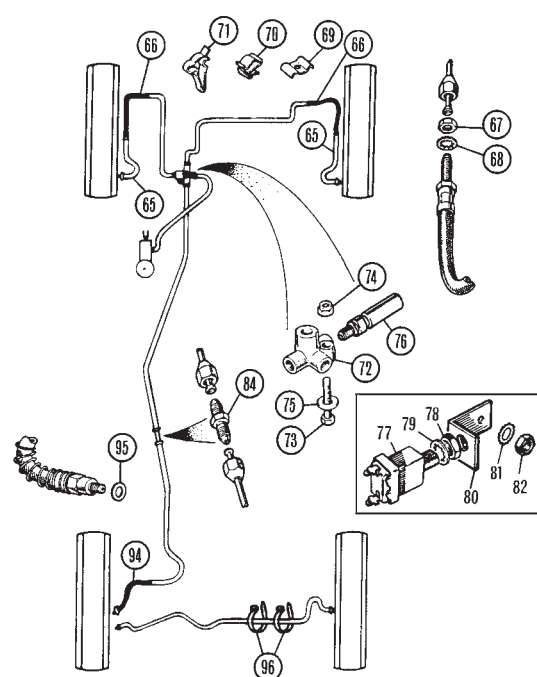
(TR3 from TS13046, TR3A-TR4)

ill	Part Number	Description	Req.	Details
35	GBH206	BRAKE HOSE, front	2	standard
	GBH206Z	BRAKE HOSE, front	2	aftermarket
	TT3142	BRAKE HOSE, front	2	stainless steel braided
36	NT606041	NUT, brake hoses	3	
37	GHF323	WASHER, locking, brake hoses	3	
38	059380	CLIP, pipe to bulkhead	a/r	
39	279412K	UNION & SWITCH KIT, 5 way	1	TR3 From TS13046 TR3A, TR4 To CT26929
	565719A	CONNECTION, 4 way	1	TR4 From CT26930
40	BH604101	BOLT, connector to chassis	1	
41	GHF271	NUT, nyloc	1	
42	GHF300	WASHER, plain	1	
43	116197	RESTRICTOR VALVE	1	
44	21B291	SWITCH, brake light	1	TR3 From TS13046 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	SWITCH, brake light	1	
(Mounted on master cylinder bracket).				
46	FNZ208	NUT, nyloc, (use with 134529)	1	
47	GHF325	WASHER, shakeproof	1	TR4 From CT26930
48	138911	BRACKET, mounting switch	1	
	141124	BRACKET, mounting switch	1	
49	GHF325	WASHER, star	1	
50	FNZ208	NUT, nyloc	1	
51	CD23720	GROMMET, pipe to chassis, front	2	
52	059191	CLIP, pipe to frame	3	
54	GBH206	BRAKE HOSE, rear	1	standard
	GBH206Z	BRAKE HOSE, rear	1	aftermarket
	TT3142	BRAKE HOSE, rear	1	stainless steel braided
55	233220A	WASHER, copper, hose to connector	1	
56	BTB657	CONNECTOR, 3 way	1	
57	GHF120	SCREW, connector to chassis	1	
58	GHF272	NUT, nyloc	1	
59	GHF301	WASHER, plain	1	
60	GHF1268	CLIP, pipes to axle housing	3	plastic replacement
	14G800	CLIP, pipes to axle housing	3	metal replacement





TR4A (I.R.S Rear Axle)



TR4A (Solid Rear Axle)

## Brake Pipes

### (TR4A)

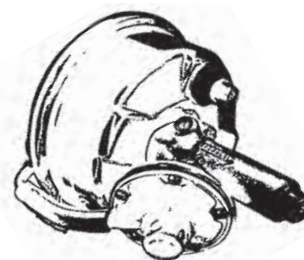
Ill	Part Number	Description	Req.	Details
65	309723	PIPE, hose to calipers	2	
66	GBH176	BRAKE HOSE, front	2	standard
	GBH176Z	BRAKE HOSE, front	2	aftermarket
	TT3240	BRAKE HOSE SET, front, (pair)	1	stainless steel braided
67	NT606041	NUT,	5/7	IRS models use 7
68	GHF323	WASHER, locking	5/7	
69	2H400	CLIP, 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	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	BRACKET, switch mounting	1	
	141124	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	BRAKE HOSE, rear, RH, (standard)	1	
	GBH177Z	BRAKE HOSE, rear, RH, (aftermarket)	1	
	TT3242	BRAKE HOSE SET, rear, (pair)	1	
		(Stainless steel braided).		
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	1	
		(Stainless steel braided)		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	BRAKE PIPE SET, Lockheed	1	TR2-3 To TS13045, RHD
	HGB1010L	BRAKE PIPE SET, Lockheed	1	
	HGB1011	BRAKE PIPE SET, Girling*	1	TR3 From TS13046, TR3A, RHD
	HGB1011L	BRAKE PIPE SET, Girling*	1	
	HGB6227	BRAKE PIPE SET	1	TR4 RHD
	HGB6227L	BRAKE PIPE SET	1	TR4 LHD
	HGB6228	BRAKE PIPE SET	1	TR4A IRS RHD
	HGB6228L	BRAKE PIPE SET	1	TR4A IRS LHD
	HGB6229	BRAKE PIPE SET	1	TR4A solid axle, RHD
	HGB6229L	BRAKE PIPE SET	1	TR4A solid axle, LHD

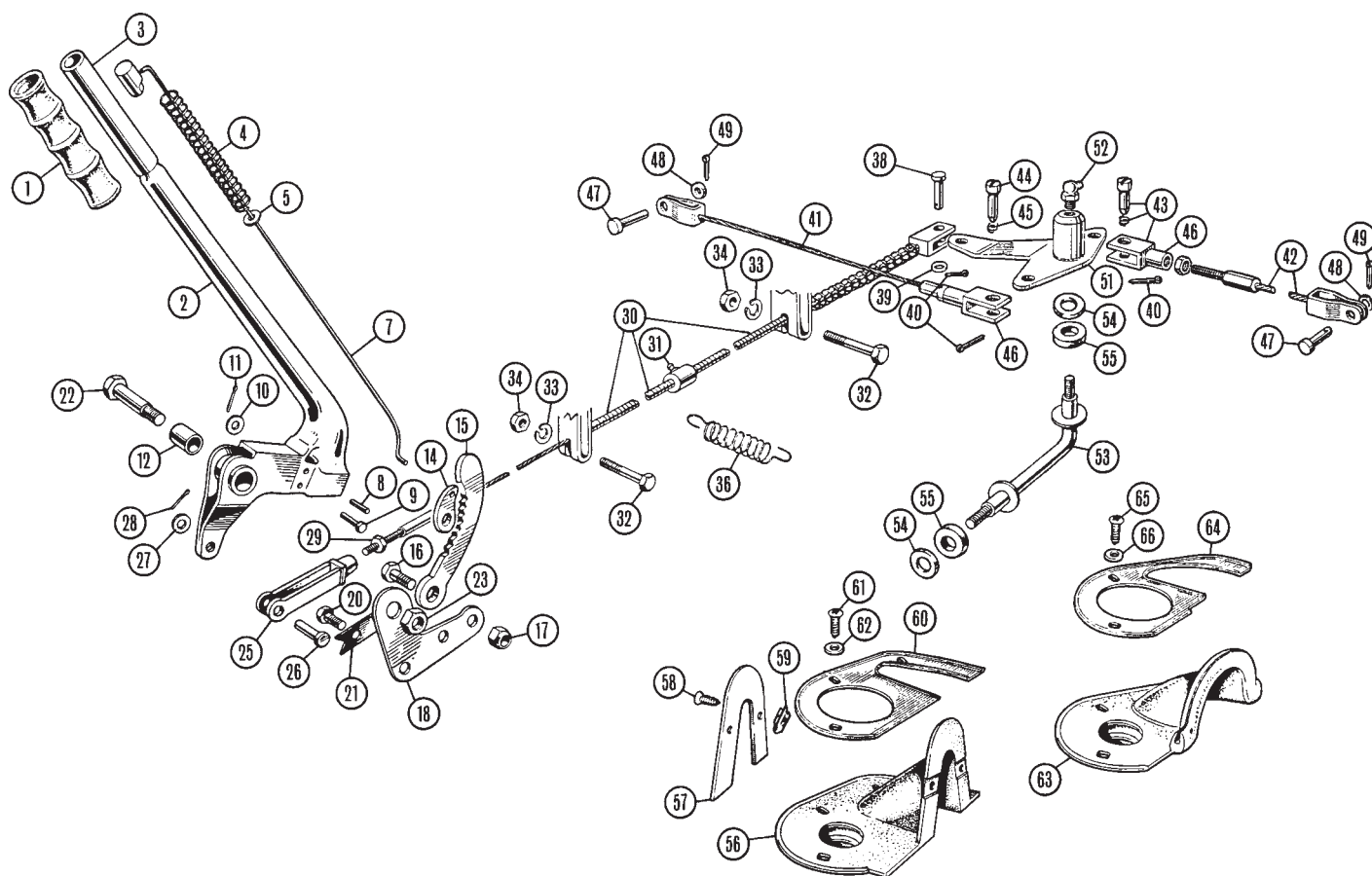
\*Note: These kits inc caliper bridge pipes, which are not used after TS56376 (wire wheels) and TS56383 (steel wheels).



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	INLINE BRAKE SERVO KIT, OE quality	1
TT3949Z	INLINE BRAKE SERVO KIT, aftermarket	1



## Handbrake

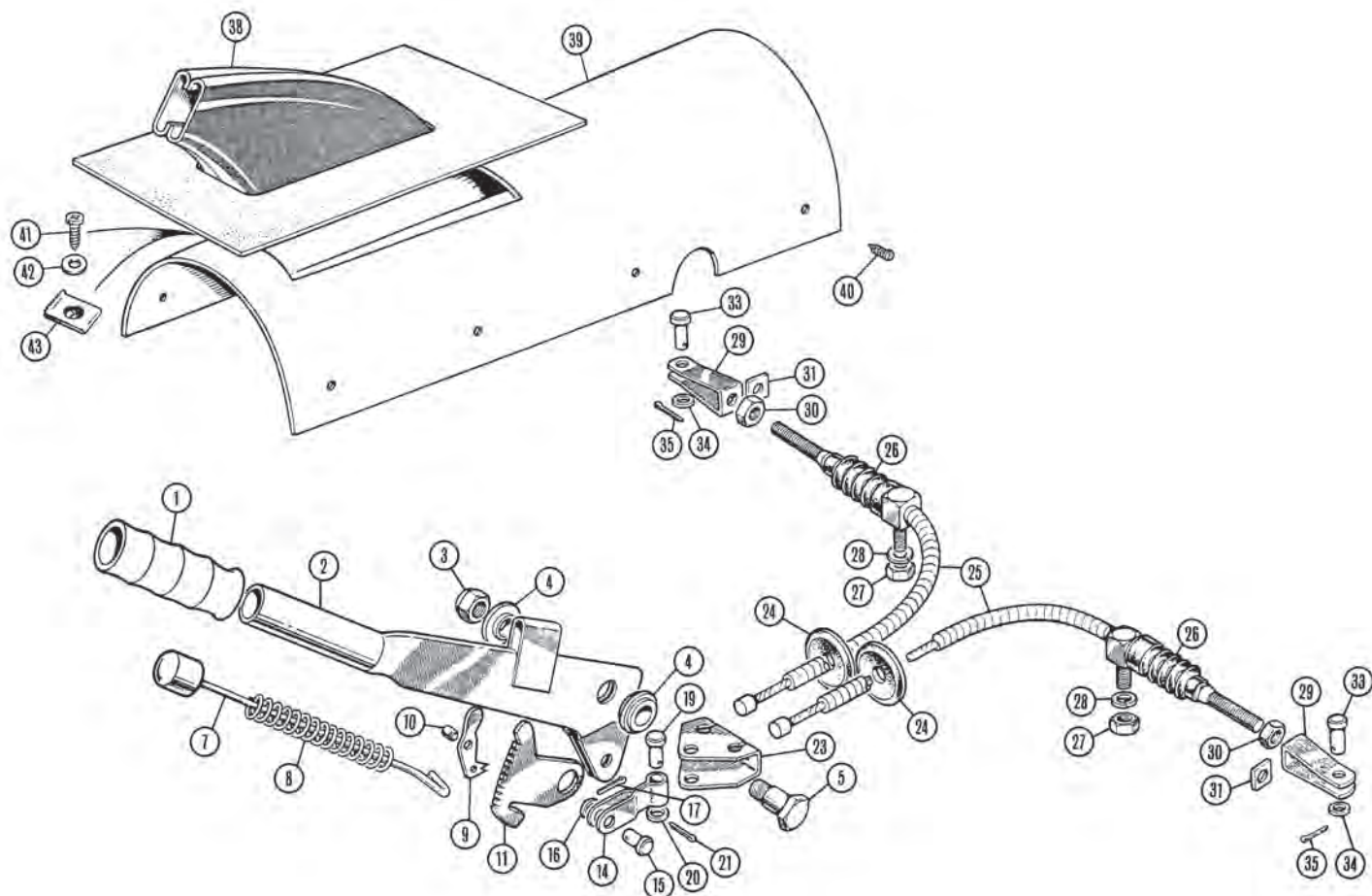
### TR2-TR3-3A & TR4

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	GRIP, screw-on	1	TR2-3A
	131312	GRIP, push-on	1	TR4
2	107637	LEVER, for screw-on grip	1	TR2-3A
	131321	LEVER, for push-on grip	1	TR4
3	107636	BUTTON	1	
4	104740	SPRING, pawl release	1	
5	GHF301	WASHER, plain	1	
7	107633	ROD, pawl release	1	
8	501026	PIN, pawl release	1	
9	AUC2108	PIN, pawl to lever	1	
10	PWZ203	WASHER	1	
11	GHF500	SPLIT PIN	1	
12	AAA4129	BUSH, lever pivot	1	
14	107632	PAWL	1	
15	107631	RATCHET	1	
NI	107631/2	RATCHET & PAWL	1	
16	GHF120	BOLT, ratchet to plate	1	
17	GHF272	NUT, nyloc	1	
18	107630	PLATE, handbrake	1	
20	SH605051	SCREW, plate to chassis	2	
21	107953	TAB WASHER	1	
22	107634	BOLT, pivot	1	
23	GHF275	NUT, pivot bolt securing	1	
25	101247	FORK END, cable to lever	1	
26	PJ8806	CLEVIS PIN, fork to lever	1	

27	GHF301	WASHER, plain	1	
28	GHF500	SPLIT PIN	1	
29	JN2107	NUT, jam	1	
30	202069	CABLE ASSEMBLY	1	lever to compensator
31	UHN400	GREASE NIPPLE	1	
32	BH604111	BOLT, cable support	2	
33	GHF331	WASHER, locking	2	
34	GHF200	NUT	2	
36	060274	SPRING, cable conduit to tunnel	1	
38	PJ8708	CLEVIS PIN	1	
39	GHF300	WASHER, plain	1	
40	PS103121	SPLIT PIN	3	
41	112469	CABLE ASSEMBLY, RH	1	TR2-3A
	129284	CABLE ASSEMBLY, RH	1	TR4
	112470	CABLE ASSEMBLY, LH	1	TR2-3A
	129283	CABLE ASSEMBLY, LH	1	TR4
43	057190	CLEVIS ASSEMBLY	2	
44	057192	CLEVIS PIN	2	
45	057239	SPRING	2	
46	057191	CLEVIS FORK	2	
47	PJ8808	CLEVIS PIN	2	
48	GHF301	WASHER, plain	2	
49	GHF502	SPLIT PIN	2	
51	100571	COMPENSATOR LEVER	1	
52	LN30041	GREASE NIPPLE	1	
53	100569	COMPENSATOR BAR	1	
54	100572	SEAL, felt	2	
55	WB600071A	WASHER, plain	2	
56	700922	GAITER, handbrake lever	1	
57	602138	PLATE, gaiter to tunnel	1	
58	AB610043	SCREW, securing plate	2	
59	GHF713	SPRING NUT	2	TR2-3A
60	602137	PLATE, gaiter to floor	1	
61	AD604062	SCREW, securing plate	3	
62	WP4	WASHER, plain	3	
63	705402	GAITER, handbrake lever	1	
64	610942	PLATE, gaiter to floor	1	TR4
65	AD604062	SCREW, securing plate	3	
66	WP4	WASHER, plain	3	

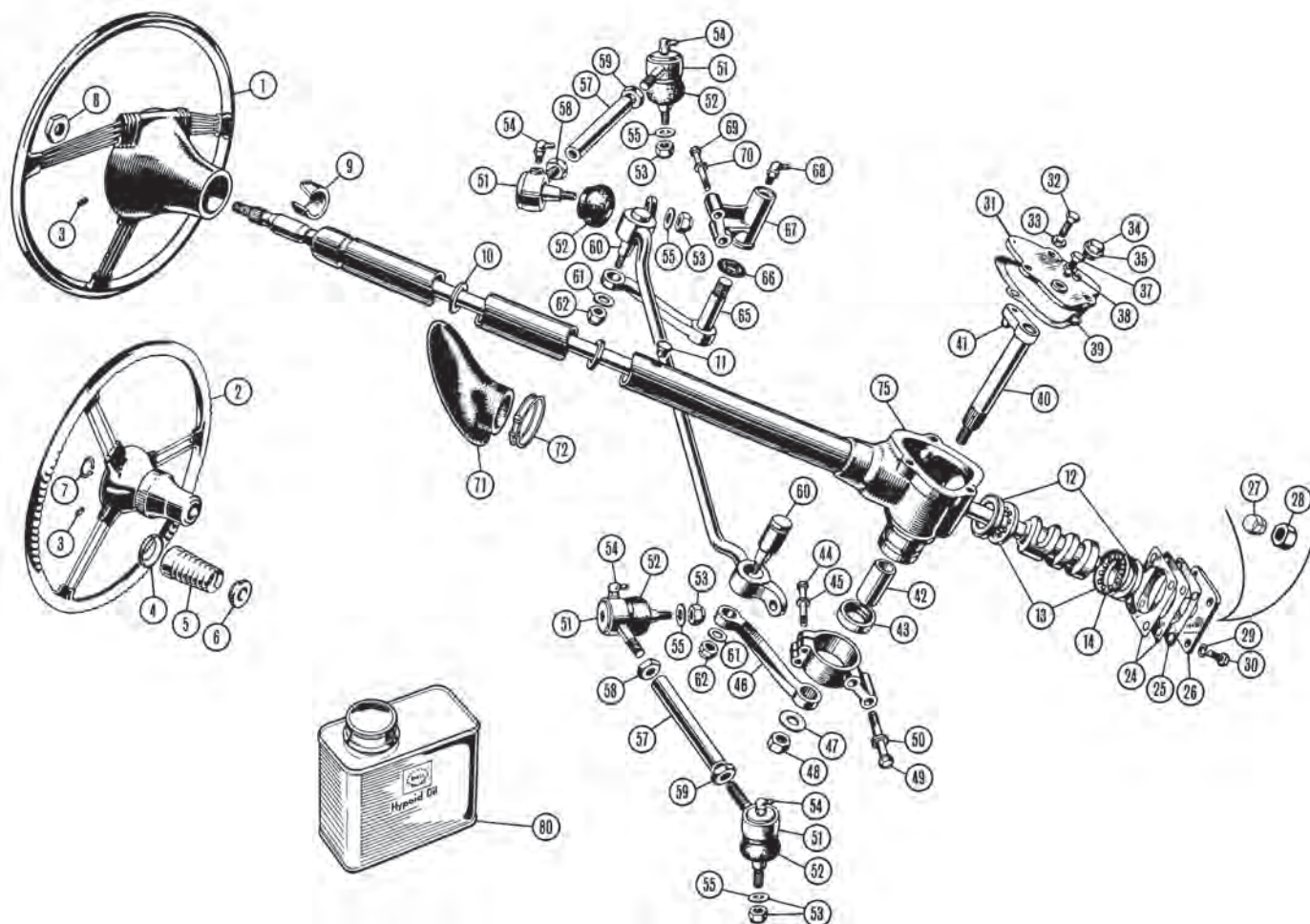




## TR4A

ill	Part Number	Description	Req.	Details
1	131312	GRIP	1	
2	141635	LEVER, handbrake	1	
3	GHF223	NUT, nyloc, for fulcrum pin	1	
4	142754	BUSH, fulcrum	2	
5	142755	FULCRUM PIN	1	
7	141688	ROD & KNOB, pawl release	1	
8	104740	SPRING, pawl release	1	
9	134143	PAWL	1	} alternatives
	104737	PAWL	1	
(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).				
10	104738	PIN, pawl to lever	1	
11	148083	RATCHET PLATE	1	
14	140374	LINK, compensator	1	
15	CLZ410	CLEVIS PIN, link to lever	1	
16	WM93	WASHER	1	
17	GHF500	SPLIT PIN	1	
19	CLZ314	CLEVIS PIN, link to compensator	1	
20	WC701121	WASHER	1	
21	PS103121	SPLIT PIN	1	
23	140375	COMPENSATOR SECTOR	1	
24	602037	GROMMET, cable to heel-board	2	
25	140373	CABLE ASSEMBLY	2	
26	140373G	GAITER	2	
27	GHF200	NUT	2	
28	GHF331	WASHER, locking	2	
29	138247	FORK END, cable	2	
30	JN2107	NUT, jam, fork end to cable	2	
31	CN1	NUT, square	2	fork end to cable

33	PJ8808	CLEVIS PIN	2	fork end to w/cyl lever
34	GHF301	WASHER, plain	2	
35	GHF502	SPLIT PIN	2	
38		GAITER, handbrake lever	1	
(The gaiter is only available as part of the carpet set).				
39	809046	COVER, handbrake mechanism	1	fibreboard
	809046SAP	COVER, handbrake mechanism	1	plastic
	809046FG	COVER, handbrake mechanism	1	fibreglass
40	AB606031	SCREW, cover to side of tunnel	8	
41	AB606051	SCREW, cover to top of tunnel	1	
42	PWZ203	WASHER, plain	1	
43	GHF711	SPIRE NUT	1	



## Steering Box, Column & Wheel TR2-3A

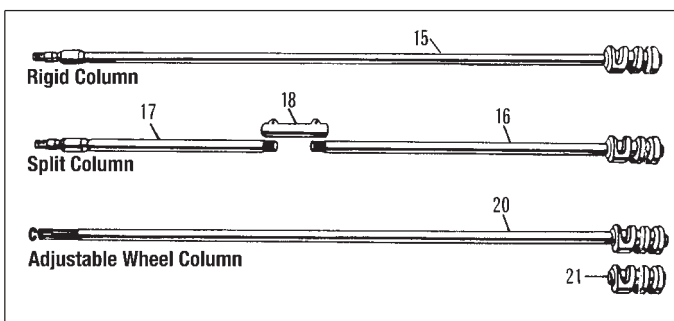
Note: See page 65 for our TR2-3A steering rack conversion.

ill	Part Number	Description	Req.	Details
1	300389	STEERING WHEEL, (standard)	1	non-adjustable
2	301359	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	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	RETAINER CUP	1	adjustable wheel only
5	1D6163	SHROUD, spring, (chromed)	1	
6	108613	WASHER, (spigoted)	1	
7	502161	CIRCLIP, retaining steering wheel	1	non adjustable wheel only
8	060372	NUT, steering wheel	1	
9	043314	BUSH, felt, (top of steering column)	1	
	209423	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	RING, anti-rattle, (on inner column)	2	
11	14A7031	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'.



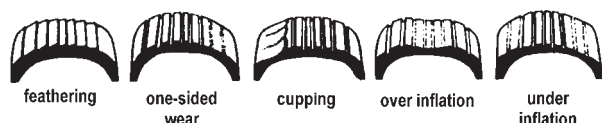
12	060373	RACE, outer	2	rigid column type
13	060371	BALL & CAGE ASSEMBLY	2	
	060371/3K	BEARING, ball cage & cup, steering box	2	
14	BLS108	BALL	a/r	split column type
15	501581	COLUMN & CAM, RHD	1	
	508191	COLUMN & CAM, LHD	1	
16	508189	LOWER COLUMN & CAM, RHD	1	adjustable type
	508191	LOWER COLUMN & CAM, LHD	1	
	121154R	UPPER COLUMN, RHD	1	
	121154L	UPPER COLUMN, LHD	1	adjustable type
17	205221	COLUMN, upper inner	1	
18	121090	ADAPTOR, coupling	1	
NI	121089	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	COLUMN & CAM, RHD	1	adjustable type
	502400	COLUMN & CAM, LHD	1	
21	508189X	WORM only, RHD	1	
	508191X	WORM only, LHD	1	
The worm is only supplied to repair steering columns when column & cam assemblies are unavailable. Requires professional installation.				
24	060367	SHIM, column end float, 0.0025"	a/r	
	060368	SHIM, column end float, 0.005"	a/r	
	060369	SHIM, column end float, 0.010"	a/r	



25	060370	GASKET, on end cover	1
26	501587	COVER PLATE	1
27	501575	COMPRESSION SLEEVE	1
			} 'olive' or 'gland' on stator tube
28	103611	NUT, stator tube gland	1
29	GHF332	WASHER, locking	7
30	SH605051	SCREW, hexagon headed	7
31	501584	COVER PLATE	1 RHD models
	501591	COVER PLATE	1 LHD models
32	SH605051	SCREW, cover to steering box	3
33	GHF332	WASHER, locking	3
34	SP68B	PLUG, in cover plate	1
35	ARH517	WASHER, fibre, for plug	1
37	500279	SCREW, adjusting rocker shaft thrust	1
38	060360	LOCK NUT, on adjusting screw	1
39	501571	GASKET, on cover plate	1
40	501583	ROCKER SHAFT ASSEMBLY	1
41	501568	PEG, in rocker shaft	1
42	501562	BUSH, in housing	1

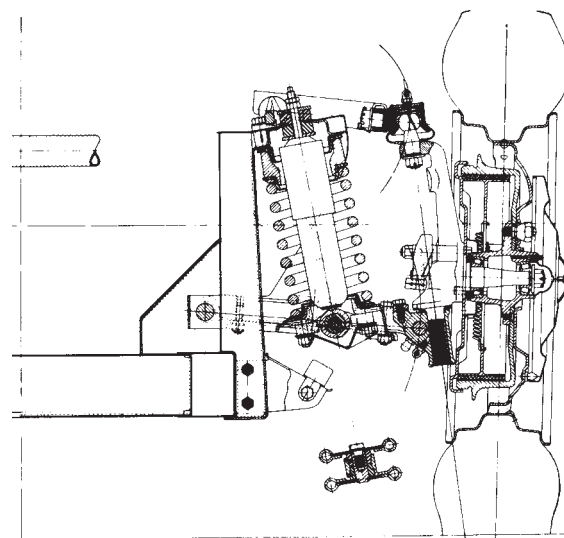
Experience has shown us that the steering box housing could have 1 or 2 bushes to support the rocker shaft. (Perhaps a repair scheme by the factory not known by us to salvage excessively worn steering box housings).

43	501563	OIL SEAL, on rocker shaft	1
44	BH605141	BOLT, steering unit to trunnion bracket	2
45	GHF332	WASHER, locking	2
46	107418	LEVER, drop arm	1 RHD models
	108153	LEVER, drop arm	1 LHD models
47	501577	WASHER, locking	1 nut to drop arm lever
48	FNZ510	NUT, drop arm lever to rocker shaft	1
49	BH606261	BOLT	2
		(Steering bracket to trunnion bracket).	
50	GHF333	WASHER, locking	2
51	110466/8	TIE ROD END SET	2
		(Includes 1 inner and 1 outer for one side).	
	110466	TIE ROD END, LH inner, RH hthread	1
	110467	TIE ROD END, RH inner, RH thread	1
	110468	TIE ROD END, RH/LH outer, LH thread	2
52	17H3501	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	NUT, nyloc, track rod ends	4
54	LN30041	GREASE NIPPLE	4 (if fitted, OE type only)
55	GHF302	WASHER, plain	4
57	106650	TIE ROD	2
58	101668	NUT, inner tie rod end locking	2 RH thread
59	101669	NUT, outer tie rod end locking	2 LH thread
60	105063	BUSH, ('silent-bloc' & pin)	2
61	GHF302	WASHER, plain	2
62	GHF273	NUT, nyloc	2
65	105728	IDLER LEVER	1
66	058615	SEAL, on idler lever shank	1
67	501958	BRACKET, idler lever housing	1
68	UHN405	GREASE NIPPLE	1
69	BH606261	BOLT	2 idle bracket to chassis
70	GHF333	WASHER, locking	2
71	701106	GROMMET	1 steering column to b/head
72	CS4025	WIRE CLIP, grommet to column	1
75	508188X	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	GGL823110	GEAR OIL, 80W90, steering box, 1L	a/r Dynolite



## 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.



## 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	CONVERSION KIT	1	TR3A RHD models
NI	TTK3000L	CONVERSION KIT	1	TR3A LHD models
NI	GRG210Z	BOOT/GAITER KIT, rack, replacement	1	all models
NI	667-247	HORN/INDICATOR CONVERSION KIT	1	

'Long Column' type models will also need:

NI	121154R	UPPER COLUMN KIT	1	RHD models
NI	121154L	UPPER COLUMN KIT	1	LHD models

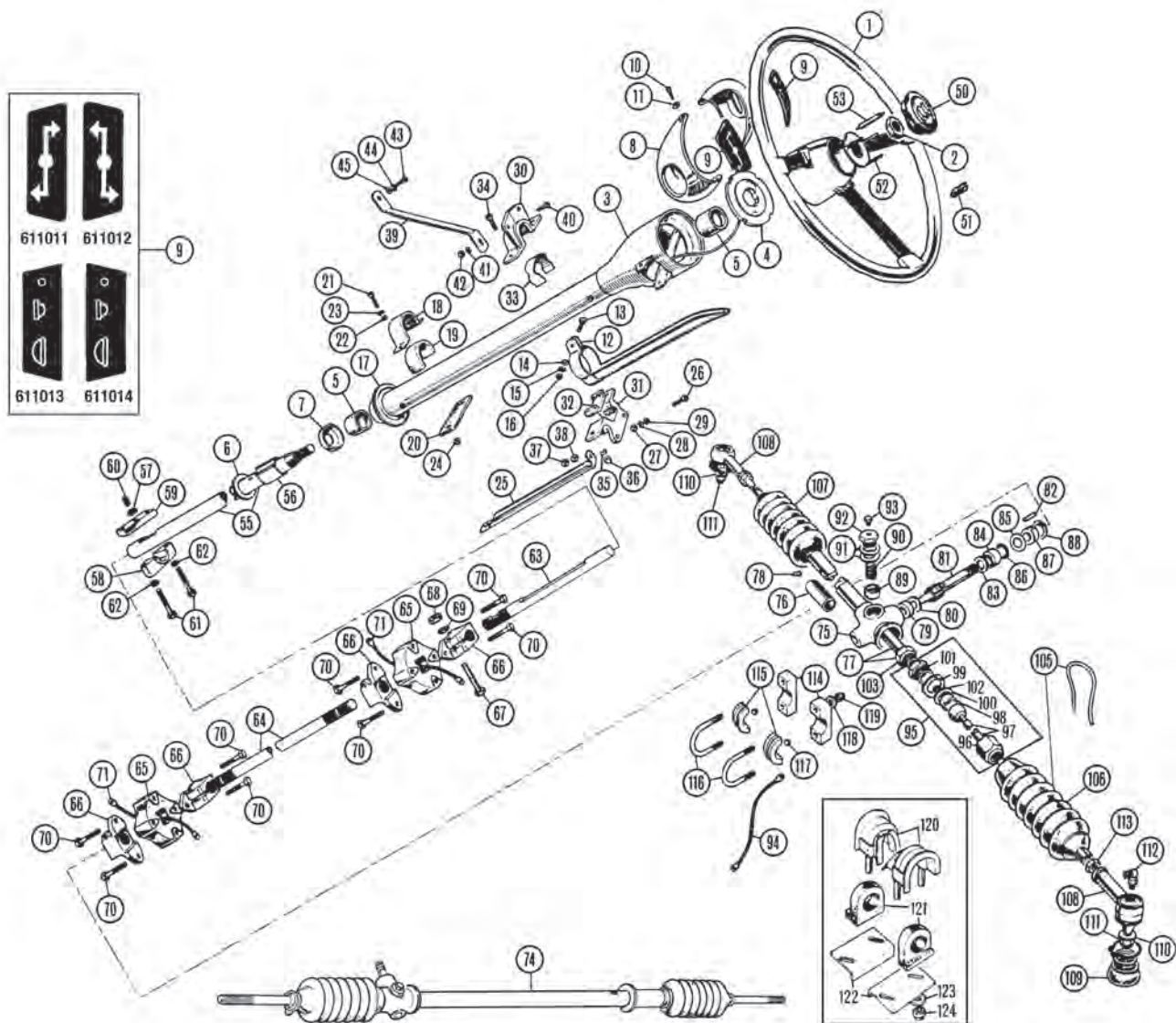
The following parts are included in the Upper Column Kits:

NI	205221	UPPER COLUMN*	1
NI	121089	OUTER TUBE	1
NI	043314	BUSH, felt, (top of column)	1
NI	209423	BUSH, rubber/nylon, (either side)	2
NI	607429X	BRACKET/SUPPORT KIT, RHD*	1
NI	607433X	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 Synchromesh gearbox has been fitted.



## 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	STEERING WHEEL	1	
2	105438	NUT, securing steering wheel	1	
3	154731	COWL, steering column	1	
4	608462	SLIP RING, insulator & cable	1	
5	209423	BUSH, steering column	2	
6	122719	WASHER, nylon thrust	1	
7	122718	END CAP	1	
8	611835	ESCUTCHEON, blank	1	TR4, non overdrive
	611366	ESCUTCHEON, indicator switch	1	TR4
	611982	ESCUTCHEON, overdrive switch	1	TR4, with overdrive
	708479	ESCUTCHEON, indicator switch	1	TR4A
	708479	ESCUTCHEON, indicator switch	1	TR4A, non overdrive
	611974	ESCUTCHEON, indicator & overdrive switch	1	TR4A, with overdrive
9	611011	LABEL, indicator switch	1	LH side of steering column
	611012	LABEL, indicator switch	1	RH side of steering column
	611014	LABEL, lighting switch, RHD	1	TR4A
	611013	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	SCREW, escutcheon to cowl	2	
11	FC2803	NUT	2	
12	611369	COVER, column harness	1	
13	PT504	SCREW, clamping cover clamping	1	

14	PW2203	WASHER, plain	1	
15	WL700101	WASHER, locking	1	
16	HN2005	NUT, plain	1	
17	610608	SEALING GROMMET	1	column to bulkhead
18	608185	BRACKET CLAMP, column lower	1	
19	608223	FELT, (strip), lower bracket, long	1	
20	608222	FELT, (strip), lower bracket, short	1	
21	GHF117	SCREW, hexagon headed	2	
22	WM93	WASHER, plain	2	
23	GHF331	WASHER, locking	2	
24	GHF200	NUT, plain	2	
25	611834	TIE ROD, lower clamp to fascia	1	RHD models
	611531	TIE ROD, lower clamp to fascia	1	LHD models
26	GHF117	SCREW, hexagon headed	1	
27	GHF200	NUT, plain	1	
28	GHF331	WASHER, locking	1	
29	WP42	WASHER, plain	1	
30	611530	CLAMP, steering rack column	1	rear/upper
31	611529	CLAMP, steering column	1	rear/lower
32	608188	FELT STRIP	1	
33	609639	SPRING, column clamp	1	
34	GHF103	SCREW, hexagon headed	2	
35	GHF332	WASHER, locking	2	
36	GHF201	NUT, plain	2	
37	GHF200	NUT, plain, lower clamp to fascia	2	
38	JN2107	'HALF' NUT, (locks GHF200)	2	
39	611532	TIE ROD, rear clamp to dash	1	
40	GHF117	SCREW, hexagon headed	1	
41	GHF331	WASHER, locking	1	
42	GHF200	NUT, plain	1	
43	GHF117	SCREW, hexagon headed	1	
44	GHF331	WASHER, locking	1	
45	GHF300	WASHER, plain	1	
50	150277	HORN PUSH	1	Triumph 'Shield' badge

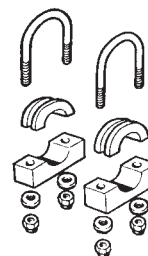


51	613766	CLIP, attached to horn push	a/r	142687	BALL JOINT, Inner	2	(190mm), TR4A
52	204741	CLIP, 3 pronged, horn push	1	96	HOUSING, ball	2	
53	142534	BRUSH, horn contact	1 (2.6" long)	97	BALL PIN	2	TR4
	142534X	BRUSH, horn contact	1 (3.4" long)		BALL PIN	2	TR4A
		(The longer horn brush contact may be needed if a non-original steering wheel is fitted).		98	SOCKET, for ball	2	
55	154640	STEERING COLUMN, upper/outer	1	99	TAB WASHER	3	
56	140549	CLIP, turn signal	1	100	SHIM, ball pin adjusting, 0.002"	a/r	
57	JN2110	LOCK NUT, steering column clamp	1		SHIM, ball pin adjusting, 0.010"	a/r	
58	122669	CLAMP	1	101	SLEEVE ADAPTOR	2	
59	125782	TAPPED PLATE	1	102	SPRING, ball pin to rubber	2	
60	125781	SCREW, locating	1	103	NUT, locking inner joint to rack	2	
61	BH604101	BOLT, clamp assembly	2	105	GAITER SET	1	(inc. 2 gaiters & clips)
62	GHF331	WASHER, locking	2	106	GAITER, (passenger's side)	1	
63	149862	STEERING COLUMN, upper/inner	1	107	GAITER, (driver's side)	1	
64	128838	STEERING COLUMN, lower	1	108	TRACK ROD END, (outer)	2	OE specification
65	21H5384	FLEXIBLE COUPLING, (early type)	2		TRACK ROD END, (outer)	2	aftermarket type
		(Uses x4 128323 bolts. See item 70).		109	GAITER, track rod end	2	
	150696	FLEXIBLE COUPLING, (later type)	2	110	WASHER, plain	2	
		(Uses x2 128323 & x2 150697 bolts. See item 70).		111	NUT, nyloc	2	
66	156270	COUPLING CLAMP, (splined)	4	112	GREASE NIPPLE	2	
				113	NUT, locking track rod end	2	
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.				114	MOUNTING BLOCK	2	
67	109438	BOLT, 1/4" diameter	4	115	RING CLAMP	2	
	BH605131	BOLT, 5/16" diameter	4	116	'U' BOLT	2	TR4 RHD To CT20265
68	GHF241	NUT, self locking, 1/4" diameter	4	117	DOWEL	2	TR4 LHD To CT20063
	GHF242	NUT, self locking, 5/16" diameter	4	118	WASHER, plain	4	
69	GHF300	WASHER, plain, 1/4" diameter	4	119	NUT, nyloc	2	
	GHF302	WASHER, plain, 5/16" diameter	4	120	CLAMP & 'U' BOLT	2	
70	128323	BOLT, special, coupling to adaptor	8	121	MOUNTING, steering rack, standard	2	TR4-4A
	150697	BOLT, special, coupling to adaptor	8		MOUNTING SET, steering rack, poly, pair	1	RHD From CT20266
				122	LOCATING PLATE	2	LHD From CT20064
				123	WASHER, plain	4	
				124	NUT, nyloc	4	
71	130581	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	STEERING RACK ASSEMBLY, new	1	TR4 RHD
	305648R	STEERING RACK ASSEMBLY, rebuilt	1	Up To CT20265
	305932	STEERING RACK ASSEMBLY, new	1	TR4 RHD
	305930R	STEERING RACK ASSEMBLY, rebuilt	1	From CT20266
	305647	STEERING RACK ASSEMBLY, new	1	TR4 LHD
	305647R	STEERING RACK ASSEMBLY, rebuilt	1	Up To CT20063
	305929	STEERING RACK ASSEMBLY, new	1	TR4 LHD
	305929R	STEERING RACK ASSEMBLY, rebuilt	1	From CT20064
	306829	STEERING RACK ASSEMBLY, new	1	TR4A RHD
	306829R	STEERING RACK ASSEMBLY, rebuilt	1	
	306830	STEERING RACK ASSEMBLY, new	1	TR4A LHD
	306830R	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	HOUSING, rack & pinion, RHD	1	TR4-4A From CT20266
	305774	HOUSING, rack & pinion, LHD	1	TR4-4A From CT20064
76	128002	BUSH, passenger end of rack tube	1	
77	208375	RACK BAR	1	
78	145108	DAMPER PLUG, nylon	1	TR4-4A RHD From CT20266
		(Fitted through rack tube).		LHD From CT20064
79	127997	BUSH, pinion lower	1	
80	128000	THRUST WASHER, lower	1	
81	134689	PINION, RHD	1	
	134688	PINION, LHD	1	
82	128008	PIN, locating upper bush	1	
83	127999	THRUST WASHER, upper	1	
84	127998	BUSH, pinion, upper	1	
85	120941	SHIM, pinion, 0.005"	a/r	
	130902	SHIM, pinion, 0.010"	a/r	
86	128021	'O' RING, in end plug	1	
87	128001	END PLUG	1	
88	509537	CIRCLIP	1	
89	120946	PLUNGER	1	
90	126765	SPRING, on plunger	1	
91	120959	SHIM, under cap, 0.002"	a/r	
	120949	SHIM, under cap, 0.004"	a/r	
	132055	SHIM, under cap, 0.010"	a/r	
92	132053	CAP, screwed	1	
93	ARA1618	PLUG, replacing grease nipple	1	alternatives
	056935	GREASE NIPPLE, replacing plug	1	
94	134301	EARTH LEAD, s/rack to chassis	1	
95	129961	BALL JOINT, Inner	2	(200mm), TR4

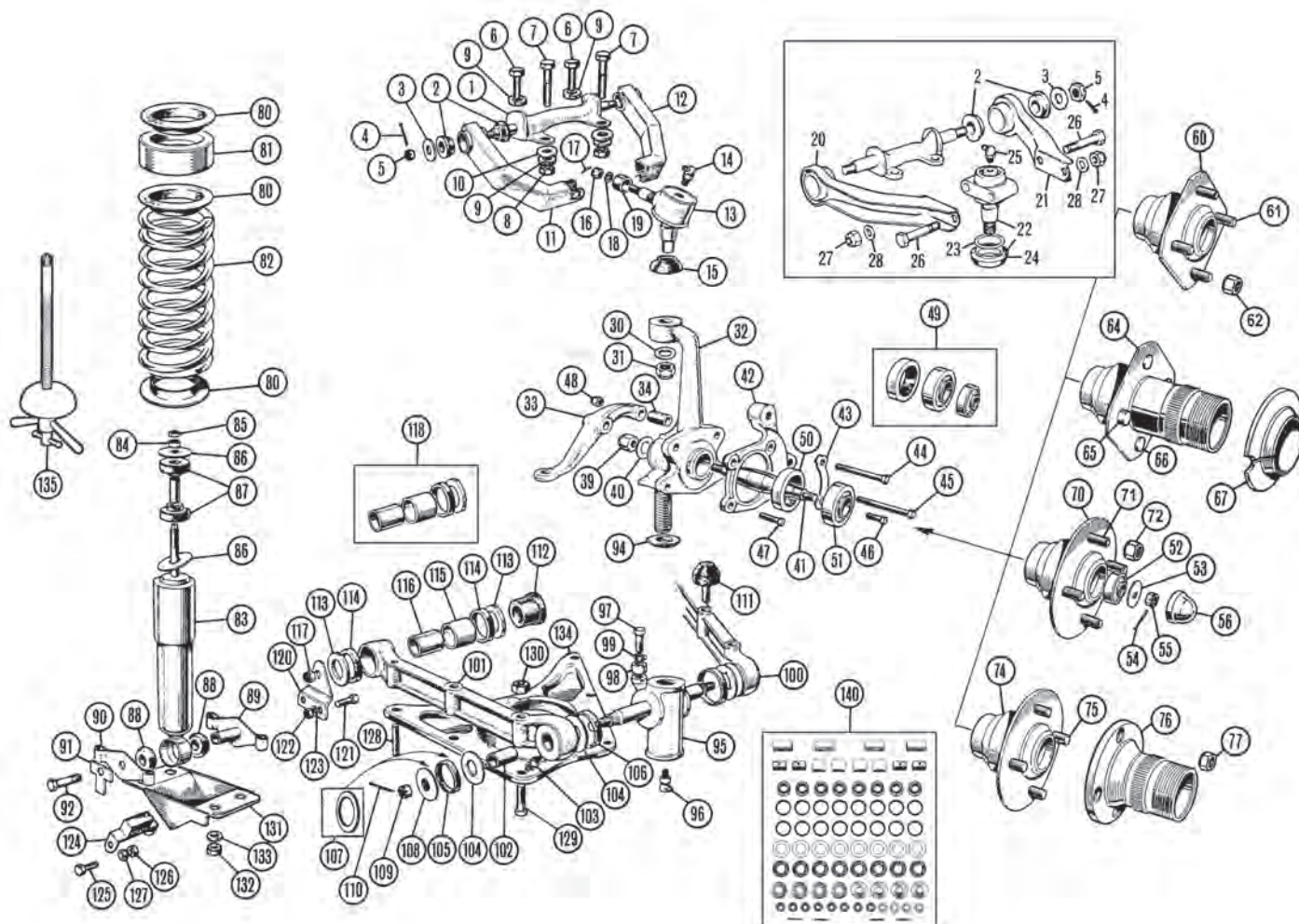


## Late TR4-4A 'Alloy' Steering Rack Mounting Kit

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	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	FULCRUM PIN, upper	2	
2	102228	BUSH, lower wishbone, rubber	8	
	102228SPK	BUSH KIT, lower wishbone, poly (Kit includes: 4 one piece bushes).	1	
3	WM69	WASHER	4	
4	PC10	SPLIT PIN#	4	
5	NL607041	NUT, slotted#	4	
6	GHF105	SCREW, hex headed	4	
7	BH606141	BOLT, hex headed	4	
8	GHF203	NUT	4	
9	GHF333	WASHER, locking	8	
10	GHF302	WASHER, plain	4	
11	100695	WISHBONE ARM (Upper RH front & LH rear).	2	
12	100696	WISHBONE ARM (Upper RH rear & LH front).	2	
13	200772	BALL JOINT, upper	2	TR2-3A & TR4 To
14	056934	GREASE NIPPLE	2	CT6343, (wire wheels)

15	100726	GAITER	2	& CT6390, (steel wheels)
16	252165	NUT, nyloc	2	
17	GHF504	SPLIT PIN, (when fitted)	2	
18	WA600091	WASHER	2	
19	100697	DISTANCE PIECE	2	
20	133507	WISHBONE ARM, upper rear	2	
21	133504	WISHBONE ARM, upper front	2	
22	GSJ131	BALL JOINT, upper, original	2	TR4 From
	GSJ131Z	BALL JOINT, upper, non-original	2	
	GSJ131CG	BALL JOINT, upper, Classic Gold	2	
	GSJ131CGPR	BALL JOINT, upper, classic gold, pair	1	
23	138869	CLIP, gaiter retaining	2	CT6344, (wire wheels)
24	C43216Z	GAITER	2	& CT6391, (steel wheels)
25	UHN445	GREASE NIPPLE	2	
26	112347	BOLT, ball joint to wishbone	4	
27	GHF223	NUT, nyloc	4	
28	WB110061	WASHER, plain	4	
30	WC112081	WASHER, ball joint to vertical link	2	
31	GHF225	NUT, nyloc	2	
32	201803	VERTICAL LINK	2	
33	106576	LEVER, tie rod, RH	1	TR2-3A
	106575	LEVER, tie rod, LH	1	
	127830	LEVER, tie rod, RH	1	TR4 To CT6343, (wire wheels)
	127831	LEVER, tie rod, LH	1	and CT6389, (steel wheels)
	129836	LEVER, tie rod, RH	1	TR4 From CT6344 to CT16462 (wire wheels) & CT6390
	129837	LEVER, tie rod, LH	1	To CT16349 (steel wheels)
	134542	LEVER, tie rod, RH	1	TR4 From CT16463 (wires)
	134541	LEVER, tie rod, LH	1	& CT16350 (steel wheels)
34	107106	DISTANCE PIECE	4	
39	GHF275	NUT, stub axle to vertical link	2	
40	WC112081	WASHER, (for GHF275)	2	
41	115763	STUB AXLE	2	
42	113124	PLATE, caliper mounting, RH	1	TR3 From TS13046, TR3A,
	113124SR	PLATE, caliper mounting, RH, reconditioned	1	TR4 To CT4689 (wire

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.



113123	PLATE, caliper mounting, LH	1	wheels) or CT4389
113123SR	PLATE, caliper mounting, LH, reconditioned	1	(steel wheels)
133499	PLATE, caliper mounting, RH	1	TR4 From CT4690
133499SR	PLATE, caliper mounting, RH, reconditioned	1	(wire wheels) or
133500	PLATE, caliper mounting, LH	1	CT4388, (steel wheels)
133500SR	PLATE, caliper mounting, LH, reconditioned	1	
43 106641	TAB WASHER	4	
44 BH606221	BOLT, t/rod lever to v/link, front	2	TR2-3A, TR4
45 BH606261	BOLT, t/rod lever to v/link, rear	2	TR2, TR3 To TS13045
BH606281	BOLT, t/rod lever to v/link, rear	2	TR3-3A From TS13046, TR4
46 SH606051	BOLT, back plate to v/link, front	2	TR2, TR3 To TS13045
BH606111	BOLT, caliper mount to v/link, front	2	TR3-3A From TS13046, TR4
47 SH606051	BOLT, backing plate to v/link, rear	2	TR2, TR3 To TS13045
SH606061	BOLT, caliper mount to v/link, rear	2	TR3-3A From TS13046, TR4
48 GHF223	NUT, for bolts	4/6	the quantity increases with disc brakes
49 GHK1021	BEARING KIT	2	(inc. 2 bearings, 1 seal)
50 GHS110	OIL SEAL	2	
51 GHB111	BEARING, inner	2	
52 GHB110	BEARING, outer	2	
53 102690	'D' WASHER	2	
54 GHF504	SPLIT PIN	2	
55 NL608041	NUT, slotted	2	
56 102689	CAP, grease retaining	2	
60 109975	HUB, steel wheel	2	
61 100869	STUD, steel wheel	8	
62 109586	WHEEL NUT, steel wheel	8	
64 108277	HUB, wire wheel, RH	1	TR2, TR3 to TS13045
108278	HUB, wire wheel, LH	1	
65 109457	PEG, collar locating	2	
66 107950	PEG, brake drum to hub	6	
67 107942	COLLAR, tapered, wire wheel	2	
70 114284	HUB, steel, less studs, for steel wheels	2	
114284A	HUB, alloy, less studs, for steel wheels	2	
114284X	HUB, alloy, less studs, for steel wheels	2	
71 114282	STUD, front, standard length, steel wheels	8	TR3 From TS13046, TR3A, TR4
114282XL	STUD, front, extra long, steel wheels	8	
	(May need shortening to suit application).		
72 109586	WHEEL NUT, steel wheel	8	
74 114283	HUB, wire wheel	2	
75 114281	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	EXTENSION, hub, splined, RH	1	TR3 From TS13046,
217603	EXTENSION, hub, splined, LH	1	TR3A, TR4
77 110366	NUT, extension to hub	16	
80 100751	COLLAR, spring insulator, standard	4/6	
100751SPK	COLLAR SET, spring insulator, poly	2/3	pair, std 3mm thick
100751TSPK	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.

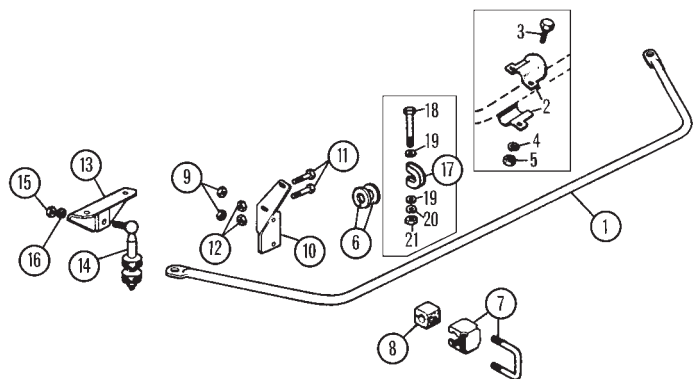
81 107682	SPACER, aluminium	2	for 201898 & TT4006PR
82 201898	ROAD SPRING, front, single	2	standard 310lbs
	(Chrome vanadium, requires spacer part no: 107682).		
210903	ROAD SPRING, front, single	1	standard 312lbs
210903PR	ROAD SPRING SET, front, (pair)	1	standard 310lbs
	(Silicon chrome).		
TT4006PR	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	SHOCK ABSORBER, standard	2	
TT3001PR	SHOCK ABSORBER, Spax, pair	1	adjustable,
TT3002PR	SHOCK ABSORBER, Koni, pair	1	fit in pairs only
TT3103	SHOCK ABSORBER, Gaz, individual	2	
84 GHF202	NUT, plain	2	
85 NT606041	LOCKNUT	2	
86 ACA9759	WASHER, cupped	4	
87 21A860	BUSH, upper	4	
21A860SP	BUSH, upper, poly	4	
88 102987	BUSH, shock absorber, lower, standard	4	
102987SPK	BUSH SET, shock absorber, lower, poly	2	pair
89 106841	PIN & BRACKET	2	
90 106843	BRACKET	2	
91 101229	TAB WASHER	2	
92 SH607081	BOLT	2	
94 058224	SEAL, trunnion to vertical link, standard	2	
142402	SEAL, trunnion to vertical link, standard	2	
142402SPK	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	TRUNNION ASSEMBLY*	2	TR2-3A & TR4 To CT6343, (wire wheels) & CT6390, (steel wheels)
	(0° degree castor).		
133838	TRUNNION ASSEMBLY, RH*	1	TR4 From CT6344 (wire wheels), and CT6391 (steel wheels)
133839	TRUNNION ASSEMBLY, LH*	1	(steel wheels)
	(3° degree castor).		

\*Note: Trunnion pins are not cross-drilled for split pins. Use nyloc nuts (GHF274, 2 per trunnion).

96 056934	GREASE NIPPLE	2	
97 SH605061	BOLT	2	
98 101407	STOP, steering lock	2	
99 GHF332	WASHER, locking	2	
100 106577R	ARM, lower wishbone, recon/exchange	2	RH front LH rear
101 106578R	ARM, lower wishbone, recon/exchange	2	LH front RH rear
102 101615	BUSH, wishbone arm	4	
	(The wishbone arm bush must be reamed to 0.625" to fit after being pressed into arm).		
103 056934	GREASE NIPPLE	4	
104 101533	THRUST WASHER	8	
105 115702	SEAL, wishbone outer side, 3/8"	8	TR2-3A, TR4 to (c) CT7218
106 134319	SEAL, wishbone trunnion side, 5/16"	4	TR4 from (c) CT7219
107 134293	SHIM, for seal 134319	16	
108 115701	WASHER, locking	4	TR2-3A, TR4 to (c) CT7218
134320	WASHER, locking	4	TR4 from (c) CT7219
109 NL607041	NUT, slotted, (original trunnions)	4	
GHF274	NUT, nyloc, (repro trunnions)	4	
110 PC10	SPLIT PIN, (original trunnions)	4	
111 106845	'BUMP' RUBBER	2	
112 102228	BUSH, lower wishbone, inner, standard	8	TR2, TR3 To TS9120
102228SPK	BUSH SET, lower wishbone, inner, poly	1	
	(Kit includes: 4 one piece bushes).		
113 110697	WASHER, nylon	8	
	WASHER, nylatron	8	TR3 From TS9121,
114 115702	SEAL, wishbone outer	8	TR3A, TR4
115 110696	BUSH, nylon	4	TR4
TT9130	BUSH, nylatron	4	
116 110695	BUSH, steel	4	
117 GHF224	NUT, lower fulcrum pin	4	
118 TT3160	UPRATED BUSH KIT, upper/inner	1	see 'Uprating Your Suspension' on page 70
	(Uprated versions of items 113 to 116).		
120 107430	BRACKET, lower fulcrum	4	
121 SH605051	SCREW, bracket to frame	8	
122 GHF201	NUT, plain	8	
123 GHF332	WASHER, locking	8	
124 100175	'REBOUND' RUBBER	2	
125 GHF120	SCREW, rubber to chassis	4	
126 GHF201	NUT, plain	4	
127 GHF332	WASHER, locking	4	
128 143712	STUD, inner end of lower wishbones	4	
129 BH606161	BOLT, spring pan to wishbone	8	
130 GHF273	NUT, nyloc, spring pan to wishbone	12	
131 106844	BRACKET, rebound abutment	2	
132 GHF202	NUT, plain	8	
133 GHF333	WASHER, locking	8	
134 200193	SPRING PAN	2	
135 GAC5076	TOOL, (Churchill)	1	
	(We have remanufactured the special Churchill spring compressor tool (GAC5076).		
140 GAC6068X	SUSPENSION KIT	1	TR2-4
	(Includes items: 102, 104, 109, 113, 114, 115, 116, 117).		



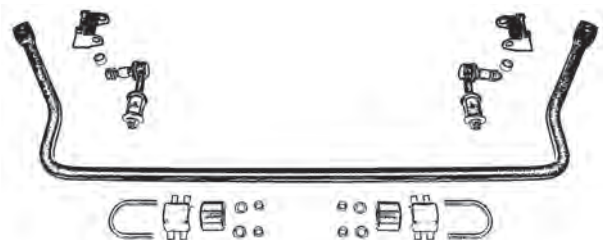
## Front Anti-Roll Bar (TR4)

### 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.

Part Number	Description	Req.	Details
510584	ANTI-ROLL BAR KIT	1	
1 208571	BAR only, (9/16" diameter)	1	
2 AHH6546	CLAMP, locating*	4	included in kit (510584), alternative assembly to item 17
3 PMZ308	SCREW	4	
4 WL700101	WASHER, locking	4	
5 GHF206	NUT	4	
6 122231	WASHER, locating	4	
7 121792	RETAINER ASSEMBLY	2	
8 121791	BLOCK, rubber	2	
9 GHF222	NUT, retainer assembly	4	
10 131964	BRACKET, RH	1	
131963	BRACKET, LH	1	
11 SH606071	BOLT, bracket to bumper bracket	4	
12 GHF223	NUT, nyloc	4	
13 131479	BRACKET, attachment	2	
14 121797	LINK ASSEMBLY	2	
15 FNZ507	NUT, link to bracket	2	
16 WB600071A	WASHER, locking	2	
17 122230	CLAMP, (not included in kit)*	2	alternative
18 BH604141	BOLT	2	
19 GHF300	WASHER, plain	4	
20 GHF331	WASHER, locking	2	
21 GHF200	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.



## Upgraded 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	TR2-3A front 7/8" anti-roll bar kit	1
TT3181	TR4 front 3/4" anti-roll bar kit	1
	(We recommend this is mounted with our radiator shield Part No: 301644).	
TT3282	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.

## Upgrading 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.

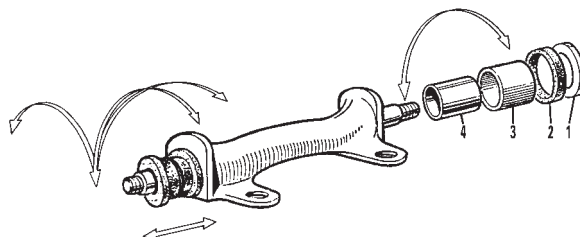
## Upgraded Front Coil Springs, Shock Absorbers & Bushes

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	ROAD SPRING SET, front, (pair)	1	uprated 390lbs (Silicon chrome, requires spacer Part No: 107682).
107682	COLLAR	2	use when TT4006PR fitted
TT3001PR	SHOCK ABSORBER, Spax, pair	1	adjustable, fit in pairs only
TT3002PR	SHOCK ABSORBER, Koni, pair	1	
TT3103	SHOCK ABSORBER, Gaz, individual	2	
TT3160	UPRATED BUSH KIT, (upper/inner)	1	TR2-4A
TT3160	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	WASHER	8
2 115702	SEAL	8
3 110696	BUSH, nylon	4
4 110695	BUSH, steel	4

Even if it's still not clear, we'll give you the bottom line. Upgraded bushes give a harsher & noisier ride, but they usually last longer.



## Front Tyre Wear Patterns

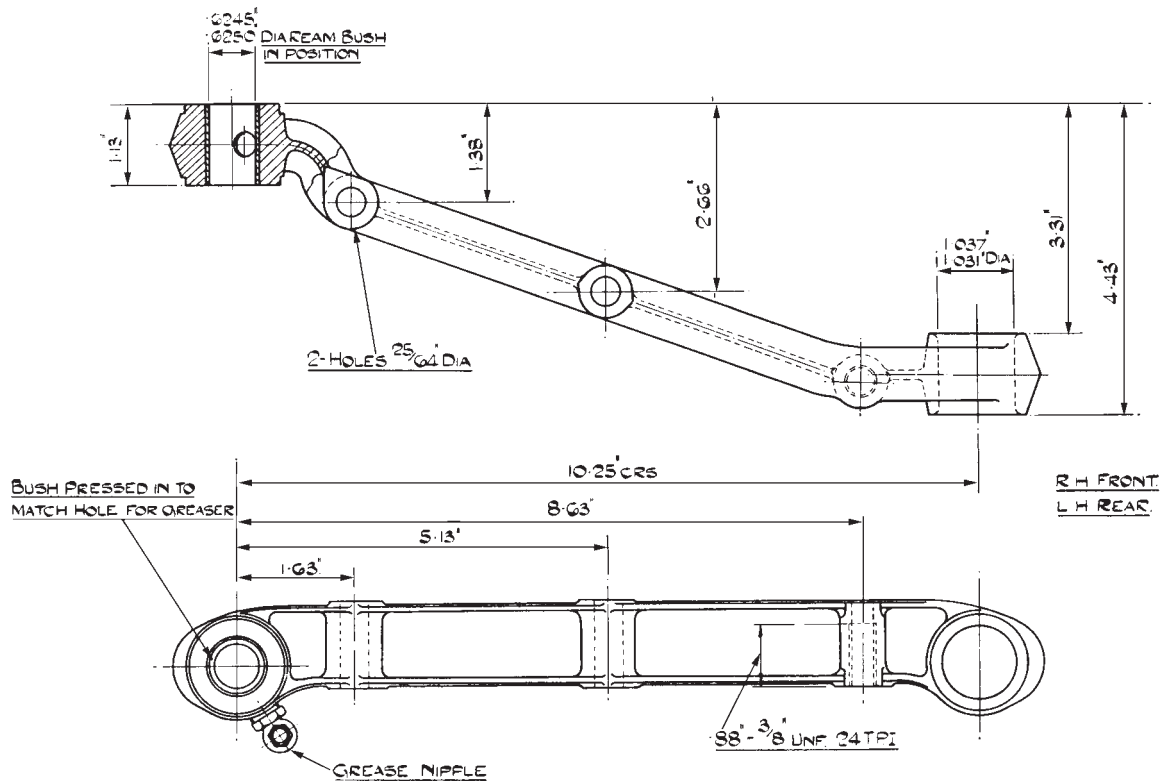
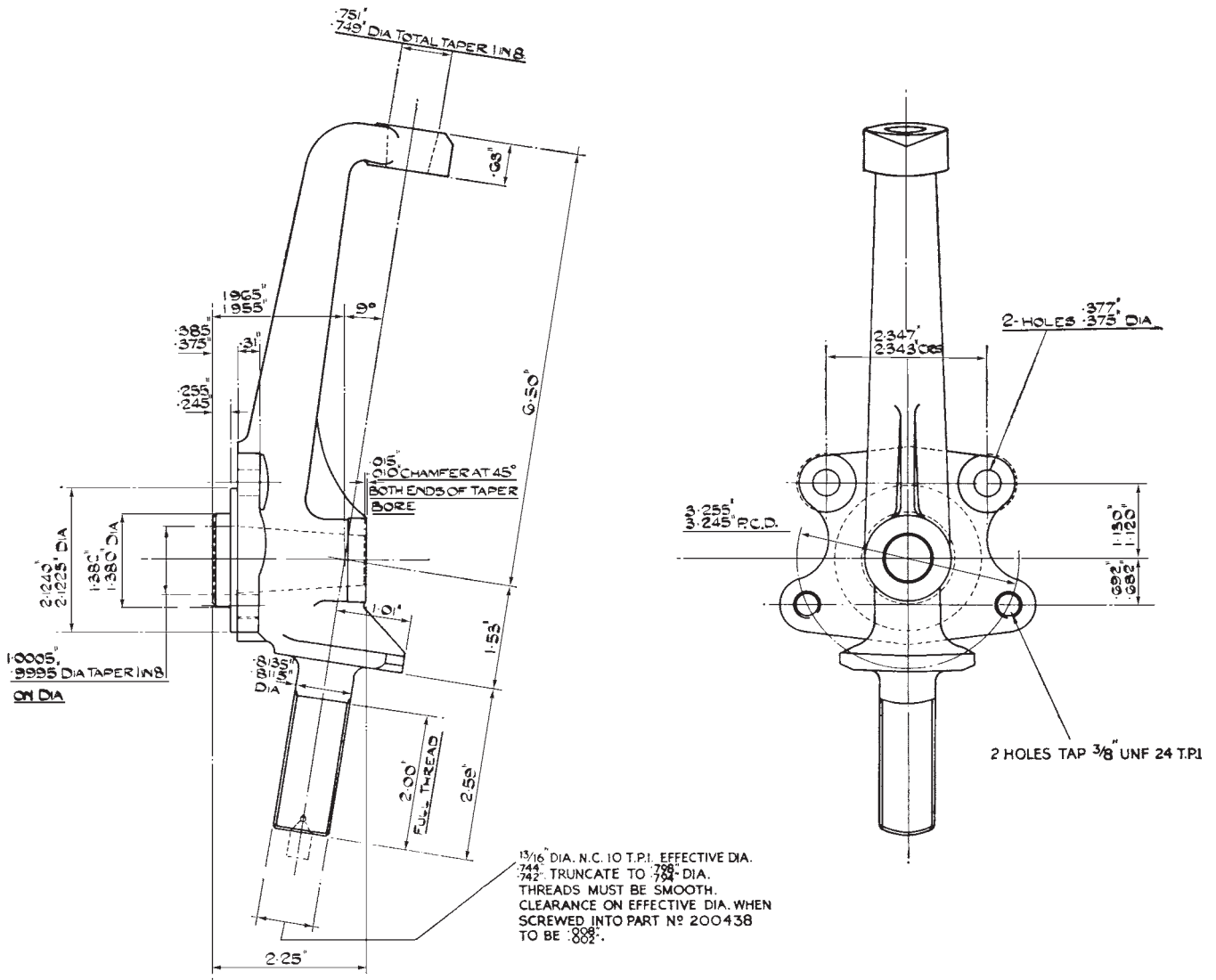
Feathering is caused by incorrect tracking or worn front-end components. One-sided wear can be caused by incorrect camber or grossly incorrect tracking. Cupping is the result of out-of-balance wheels, worn shocks, grabbing brakes or worn tie rods.

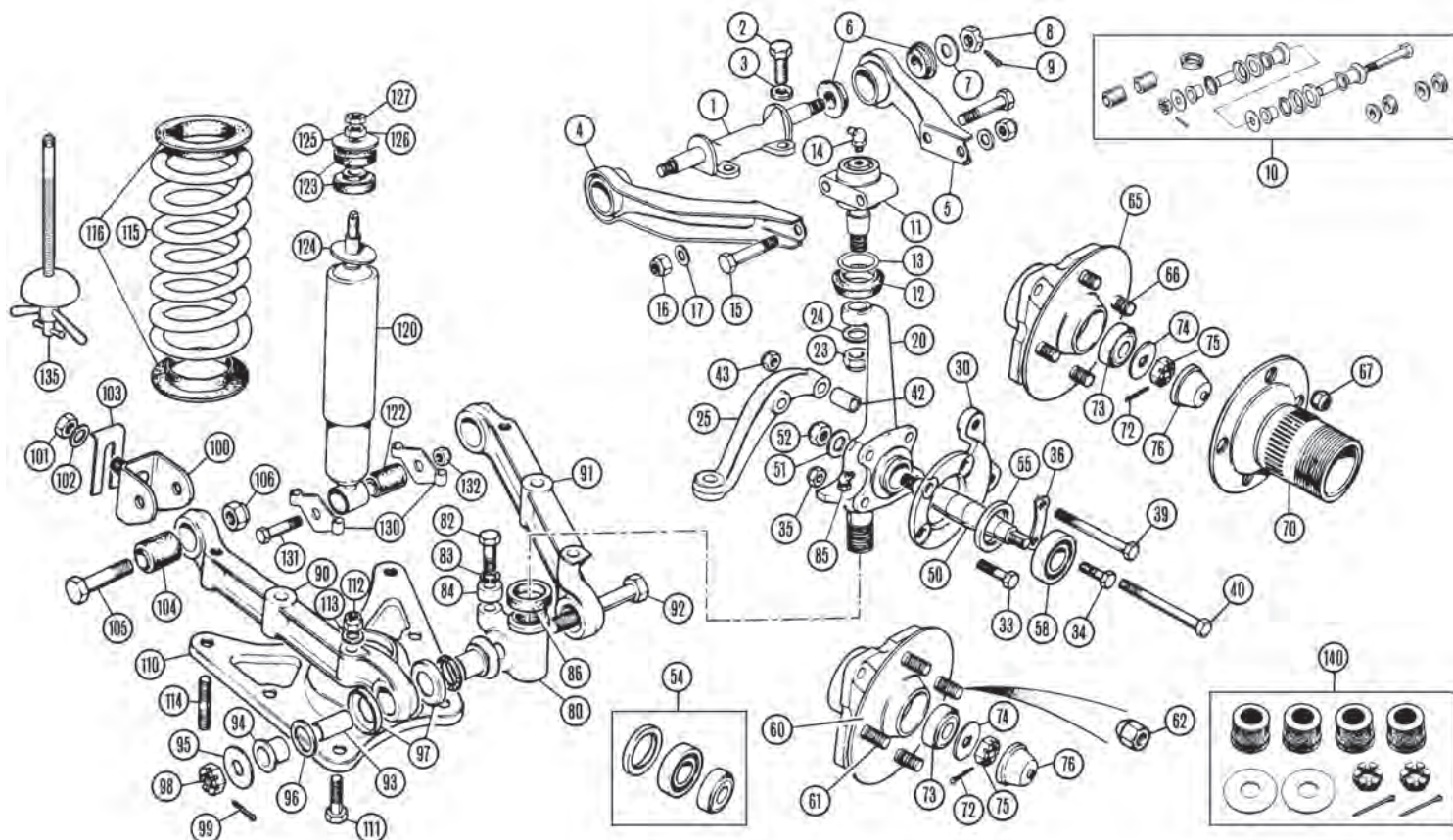
## Slotted & Nyloc Nuts

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	FULCRUM PIN, upper	2	
2	GHF105	SCREW	8	
3	GHF333	WASHER, locking	8	
4	133504	ARM, wishbone upper front	2	
5	133507	ARM, wishbone upper rear	2	
6	102228	BUSH, upper wishbones inner, rubber*	8	standard
	QHOSK199S	BUSH KIT, upper wishbones inner, rubber	2	
	102228SPK	BUSH KIT, upper wishbones inner, poly	1	car set
		(Kit includes: 4 one piece bushes).		
7	WM69	WASHER, fulcrum pin	4	
8	NL607041	NUT, fulcrum pin	4	
9	PC10	SPLIT PIN, fulcrum nut	4	
10	GAC6067X	MAJOR SUSPENSION OVERHAUL KIT	1	standard bushes
	GAC6067P	MAJOR SUSPENSION OVERHAUL KIT	1	polyurethane bushes

\*Note: Both kits repair both sides and include all items marked\*.

11	GSJ131	BALL JOINT, (original)	2	
	GSJ131Z	BALL JOINT, (non-original)	2	
	GSJ131CG	BALL JOINT, classic Gold	2	
	GSJ131CGPR	BALL JOINT, Classic Gold, pair	2	
12	C43216Z	GAITER, ball joint	2	
13	138869	CLIP, ball joint boot	2	
14	UHN445	GREASE NIPPLE	2	

15	112347	BOLT, ball joint to wishbone	4	
16	GHF223	NUT, nyloc, ball joint bolt	4	
17	GHF302	WASHER	4	
20	307216	VERTICAL LINK, LH	1	
	307215	VERTICAL LINK, RH	1	

The TR4A vertical posts have a threaded hole for a grease nipple. The workshop manual recommends using an 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	LOCK-NUT, link to ball joint	2	
24	WC112081	WASHER	2	
25	307212	TIE ROD LEVER, LH	1	
	307211	TIE ROD LEVER, RH	1	
30	133499	PLATE, caliper mounting, RH	1	
	133499SR	PLATE, caliper mounting, RH, reconditioned	1	
	133500	PLATE, caliper mounting, LH	1	
	133500SR	PLATE, caliper mounting, LH, reconditioned	1	
33	BH606111	BOLT	1	mounting plate to vertical link
34	SH606061	SCREW	2	
35	GHF223	NUT	2	
36	106641	TAB WASHER	4	
39	GHF126	BOLT	2	mounting plate & tie rod lever
40	BH606281	BOLT	2	
42	107106	DISTANCE PIECE, mounting plate	4	
43	GHF223	NUT	4	
50	115763	STUB AXLE	2	
51	WC112081	WASHER, stub axle	2	
52	GHF275	NUT, stub axle	2	
54	GHK1021	BEARING KIT	2	includes items marked†
55	GHS110	OIL SEAL †	2	
58	GHB111	BEARING, inner †	2	
60	114284	HUB, steel, less studs	2	for steel wheels
	114284A	HUB, alloy, less studs	2	
	114284X	HUB, alloy, less studs	2	
		(With extra thick flange for adjustment).		
61	114282	STUD, front, standard length	8	for wire wheels
	114282XL	STUD, front, (extra long)	8	
		(May need shortening to suit application).		
62	109586	NUT, wheel	16	
65	114283	HUB, includes studs	2	for wire wheels
66	114281	STUD, hub to extension	8	
67	110366	NUT, extension to hub	8	
70	217603	SPLINED EXTENSION, LH	1	
	217602	SPLINED EXTENSION, RH	1	
72	GHF504	SPLIT PIN†	2	



73	GHB110	BEARING, outer†	2	
74	102690	'D' WASHER	2	
75	NL608041	NUT	2	
76	102689	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	TRUNNION ASSEMBLY, LH bottom	1	
	142377	TRUNNION ASSEMBLY, RH bottom	1	
82	SH605111	SCREW	2	
83	GHF332	WASHER	2	
84	156111	STOP, steering lock	2	
85	UHN400	GREASE NIPPLE	2	
86	142402	SEAL, trunnion to vertical link*	2	
90	307209	WISHBONE, lower	2	LH front & RH rear
91	307210	WISHBONE, lower	2	RH front & LH rear
92	139835	PIVOT BOLT*	2	
93	139832	DISTANCE PIECE*	4	
94	139833	BUSH, trunnion lower*	8	
	139833SPK	BUSH SET, trunnion lower, polyurethane (Includes: 8 bushes & 4 tubes).	1	
95	142388	WASHER*	8	
96	142387	SEALING RING*	8	
97	139834	SHIELD, water*	8	
98	LN2212	NUT*	2	
99	GHF504	SPLIT PIN*	2	
100	148691	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	NUT	4	4 if single stud brkt fitted
			8	8 if double stud brkt fitted
102	WM59	WASHER, plain	8	8 if single stud brkt fitted
			8	8 if double stud brkt fitted
103	139727	SHIM, bracket to frame	a/r	
104	141481	BUSH, lower wishbone, inner	4	
	141481SPK	BUSH SET, lower wishbone, inner, poly (Kit includes: 4 bushes & 4 tubes).	1	
105	BH608221	BOLT, wishbone to bracket	4	
106	GHF225	NUT, nyloc	4	
110	140951	SPRING PAN, lower	2	
111	BH606181	BOLT, spring pan to wishbone	6/8	
	BH606221	BOLT, spring pan to wishbone	2	when anti-roll bar fitted
112	GHF223	NUT, nyloc	12	
113	WP20X	WASHER, plain	12	
114	143712	STUD, spring pan to wishbone	4	
115	213165	ROAD SPRING SET, front, (pair)	1	standard
	TT4006PR	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	COLLAR, spring insulator, standard	4/6	
	100751SPK	COLLAR SET, spring insulator, poly	2/3	pair, std 3mm thick
	100751TSPK	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	SHOCK ABSORBER, standard	2	
	TT3101PR	SHOCK ABSORBER, Spax, pair	1	adjustable,
	TT3102PR	SHOCK ABSORBER, Koni, pair	1	fit in pairs only
	TT3203	SHOCK ABSORBER, Gaz, individual	2	
122	119450	BUSH, shock absorber, lower, rubber	2	
	119450Z	BUSH, shock absorber, lower, rubber	2	
	119450SPK	BUSH SET, shock absorber, lower, poly (Includes: 2 bushes & 2 tubes).	1	
123	21A860	BUSH, shock absorber, upper, rubber	4	
	21A860SPK	BUSH SET, shock absorber, upper, poly	1	
124	140479	WASHER	2	
125	140479	WASHER	2	
126	GHF202	NUT	2	
127	NT606041	'JAM' NUT	2	
128	GHF302	WASHER	8	
129	GHF273	NUT, nyloc	8	lower shock absorber to spring pan
130	106843	BRACKET	4	
131	BH607201	BOLT, shock absorber to bracket	2	
132	GHF274	NUT	2	
135	GAC5076	TOOL, (Churchill)	1	
(We have remanufactured the special Churchill spring compressor tool (GAC5076).				
140	QHQS199S	BUSH KIT, upper/inner, rubber	2	
	QHQS200S	BUSH KIT, lower/outer, rubber	2	
	TT3160	UPRATED BUSH KIT, upper/inner, nylatron 1	1	see 'Uprating Your Susp.'
	TT3264	UPRATED BUSH KIT, lower/outer, nylatron 1	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
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"

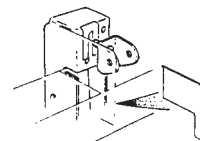
## Spring Collars

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.

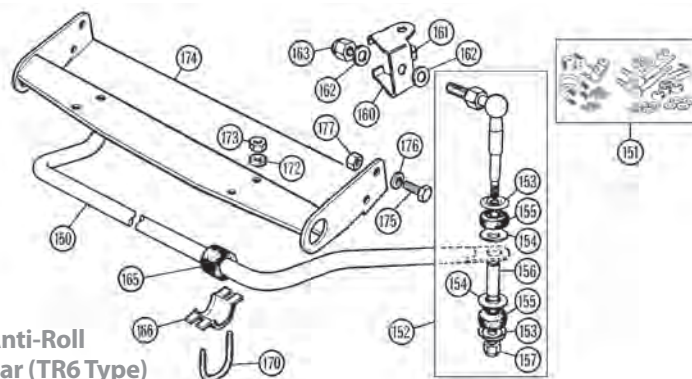
100751	COLLAR, spring insulator, standard	4/6	
100751SPK	COLLAR SET, spring insulator, poly	2/3	pair, std 3mm thick
100751TSPK	COLLAR SET, spring ins, poly, thick	2/3	pair, 8mm thick
MGS40904	SPACER, shim 3mm	a/r	
	(Maximum 2 spacers per side)		

## 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	STRENGTHENING KIT, LH	1	3 plates per kit
TT3259R	STRENGTHENING KIT, RH	1	
139580R	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	ANTI-ROLL BAR	1	
151	215647K	FITTING KIT, anti-roll bar	1	
152	152143A	LINK ASSEMBLY	2	
153	517984	WASHER, cupped	4	
154	517983	WASHER	4	
155	517985	BUSH, anti-roll bar link, standard	4	
	517985SPK	BUSH SET, anti-roll bar link, poly	4	4 piece
156	517986	DISTANCE PIECE	4	
157	GHF223	NUT, nyloc	2	
160	152144	BRACKET, mounting	2	
161	152145	PACKING PIECE	2	
162	WB600071A	WASHER	4	
163	GHF223	NUT, nyloc	2	
165	123998	BUSH, anti-roll bar, centre mount, std	2	
	123998SPK	BUSH SET, anti-roll bar, centre mount, poly	1	pair
166	123502	BRACKET, anti-roll bar mount	2	
170	123694	'U' BOLT, plain	2	
	139126	'U' BOLT, with towing eye	2	
172	GHF301	WASHER, plain	4	
173	GHF222	NUT, nyloc	4	
174	213021	SHIELD, radiator protection	1	
175	SH606071	SCREW, attaching shield to chassis	2	
176	GHF333	WASHER, locking	2	
177	GHF202	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 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. The first modification suggested is the installation of a uprated Front Anti-Roll bar. You can fit either our TR4A uprated 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, Lawrenceetune & 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:

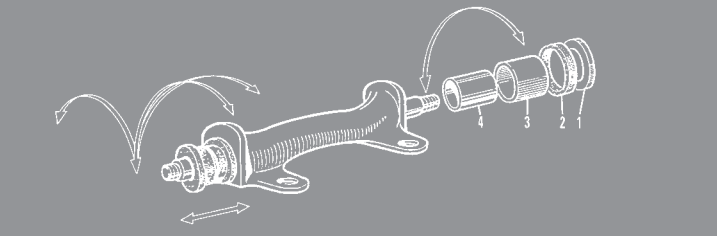
ill	Part Number	Description	Req.	Details
	TT3281	ANTI-ROLL BAR KIT, front	4	TR4A

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 uprated 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	FRONT SPRING, uprated	2	all models
TT3101PR	SHOCK ABSORBER, Spax, adjustable	1	pair
TT3102PR	SHOCK ABSORBER, Koni, adjustable	1	pair
TT3203	SHOCK ABSORBER, GAZ, adjustable	2	
	(It is advised to always fit shock absorbers in pairs)		
TT3160	UPRATED BUSH KIT, (upper/inner)	1	
TT3264	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	WASHER	8
2	115702	SEAL	8
3	110696	BUSH, nylon	4
4	110695	BUSH, steel	4

The bottom line is that uprated bushes give a harsher & noisier ride, but they usually last longer.

Slotted & Nyloc nuts

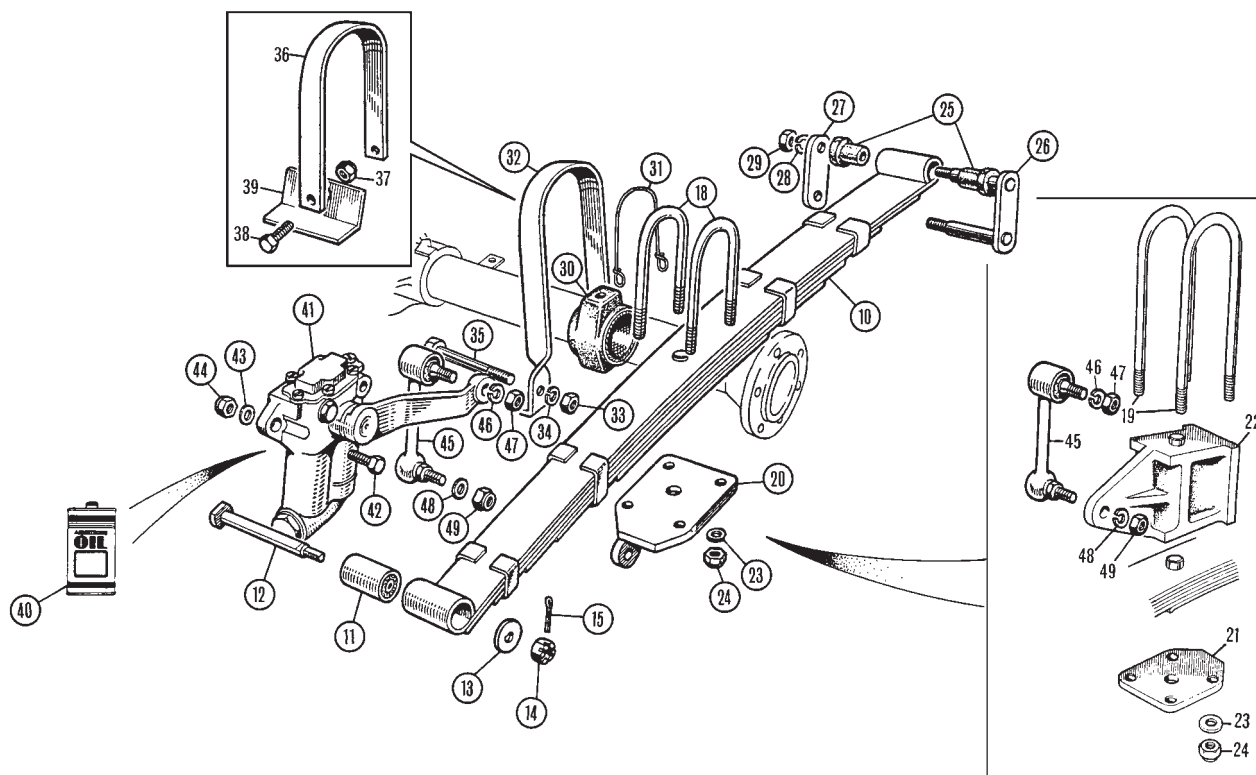
Throughout the history of the TR2-3A and TR4A front suspension, split pins and slotted nuts were the order of the day. The self locking nuts were not yet in common use on motor vehicles. For enthusiasts seeking originality or for owners without split pin holes in their studs, bolts, ball joints etc, 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.

22	137634	SPACER, LH	1	TR4 From CT23383
	137635	SPACER, RH	1	
23	GHF302	WASHER, plain	8	
24	GHF223	NUT, nylon	8	
25	112503	BUSH, rear shackle pin, rubber	8	
	TT30765	BUSH, rear shackle pin, nylatron	8	
	112503SPK	BUSH SET, rear shackle pin, poly	1	8 bushes
26	107535	SHACKLE PIN ASSEMBLY	2	
27	AHH5019	SHACKLE PLATE	2	
28	GHF333	WASHER, locking	4	
29	GHF202	NUT	4	
30	115456	BUMP STOP, rear axle, rubber*	2	TR3 From TS13046,
	115456SPK	BUMP STOP SET, rear axle, poly	1	TR4
31	EAW4321	WIRE, buffer to axle	4	

\*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.

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	208636A	LEAF SPRING, rear	2	TR2-3A
	TT4016A	LEAF SPRING, competition	2	TR4 To CT23382
	209964	LEAF SPRING, deep dish	2	TR4 From CT23383
11	107769	BUSH, in front spring eye	2	TR2-3A, TR4

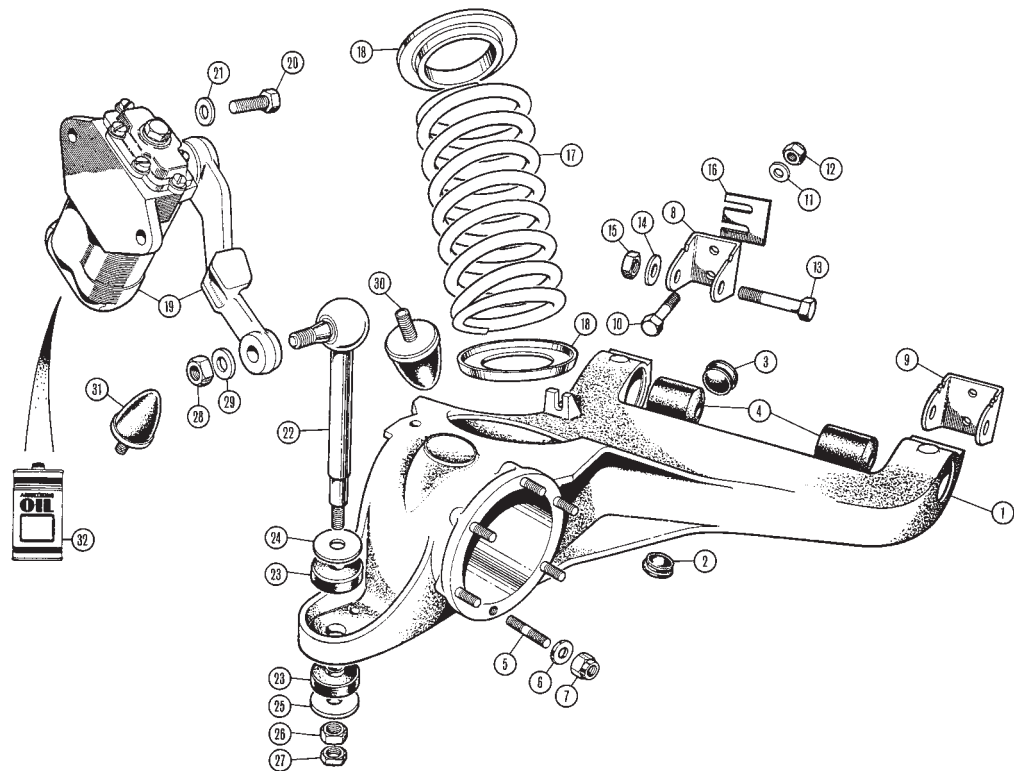
The distance between spring mounting points after chassis no. CT23383 is reduced by 1" compared with prior chassis numbers. For this reason it is not possible to fit TT4016 springs to later TR4's.

12	106231	PIN, front attachment	2	
13	102690	'D' WASHER	2	
14	NL608041	NUT, slotted	2	
15	PC10	SPLIT PIN	2	
18	107688	'U' BOLT, Lockheed axle	4	TR2, TR3 To TS13045
	113194	'U' BOLT, Girling axle	4	TR3 From TS13046, TR3A, TR4 To CT23382
19	136865	'U' BOLT, deep dish spring	4	TR4 From CT23383
20	105929	PLATE, rear spring, LH	1	TR2, TR3 To TS13045
	105928	PLATE, rear spring, RH	1	
	113181	PLATE, rear spring, LH	1	TR3 From TS13046, TR3A, TR4 To CT23382
	113191	PLATE, rear spring, RH	1	
21	139489	PLATE, rear spring	2	

32	107476	CHECK STRAP	2	
33	NT606041	NUT	4	TR2-3A,
34	GHF333	WASHER, locking	4	TR4 To CT23382
35	BH606321	BOLT, mounting check strap	2	
36	137338	CHECK STRAP	2	
37	GHF223	NUT, nylon	4	TR4 From CT23383
38	GHF103	SCREW	4	
39		BRACKET, anchor, check strap	2	
40	GGL832110	OIL, shock absorber, Dynolite, 1L	a/r	
41	202388	SHOCK ABSORBER, RH, new	1	standard
	202389	SHOCK ABSORBER, LH, new	1	
	202388R	SHOCK ABSORBER, RH, recon/exch	1	standard
	202389R	SHOCK ABSORBER, LH, recon/exch	1	
	TT3014RN	SHOCK ABSORBER, RH, new	1	uprated 25%
	TT3014LN	SHOCK ABSORBER, LH, new	1	
42	SH606101	BOLT, shock absorber to frame	4	
43	WP20X	WASHER, plain	4	
44	GHF223	NUT, nylon	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	LINK, shock absorber	2	
46	GHF333	WASHER, locking, link to arm	2	
47	GHF202	NUT, link to arm	2	
48	WD600071	WASHER, link to spring plate	2	
49	GHF274	NUT, nylon, link to spring plate	2	



Rear Suspension TR4A With IRS Axle

Part Number	Description	Req.	Details
308267	TRAILING ARM, with bushes, LH	1	
308268	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).)			
138801	BLANKING PLUG, 7/8"	4	
138532	BLANKING PLUG, 11/8"	4	
137599	BUSH, trailing arm, rubber	4	
137599SPK	BUSH SET, trailing arm, poly	1	
(Kit includes 4 bushes & 4 tubes).			
FHS2512	STUD, hub attachment	12	
GHF301	WASHER, plain	12	
GHF272	NUT, nyloc	12	
141399	BRACKET, inner, (1 notch)	2	
141398	BRACKET, outer, (2 notch)	2	
BH606261	BOLT, support bracket to chassis	8	
WC600071	WASHER, plain	8	
GHF274	NUT, nyloc	8	
HBZ730	BOLT, trailing arm to support bracket	4	
GHF302	WASHER, plain	4	
GHF274	NUT, nyloc	4	
139363	SHIM, bracket to chassis	a/r	
139363SS	SHIM, bracket to chassis, stainless steel	a/r	

The rear end of the IRS TR4A was notoriously weak. Our standard spring (Part No: 216275) 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.

216275	ROAD SPRING SET, rear	2	standard 350lbs
(Silicon chrome).			
TT4211PR	ROAD SPRING SET, rear, (pair)	1	uprated 390lbs
(Silicon chrome).			
138823	COLLAR, spring insulator, standard	4	
138823SPK	COLLAR, spring insulator, polyurethane	2	pair, standard 7mm thick
138823TSPK	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	SHOCK ABSORBER, standard, LH, new	1	standard
	GSA286	SHOCK ABSORBER, standard, RH, new	1	
	GSA287R	SHOCK ABSORBER, standard, LH, rebuilt	1	
	GSA286R	SHOCK ABSORBER, standard, RH, rebuilt	1	
	TT3214RN	SHOCK ABSORBER, uprated, RH, new*	1	setting uprated 25%, road and competition.
	TT3214LN	SHOCK ABSORBER, uprated, LH, new*	1	
	TT3215RN	SHOCK ABSORBER, uprated, RH, new*	1	setting uprated 50%, full competition only.
	TT3215LN	SHOCK ABSORBER, uprated, LH, new*	1	
(not suitable for road use)				

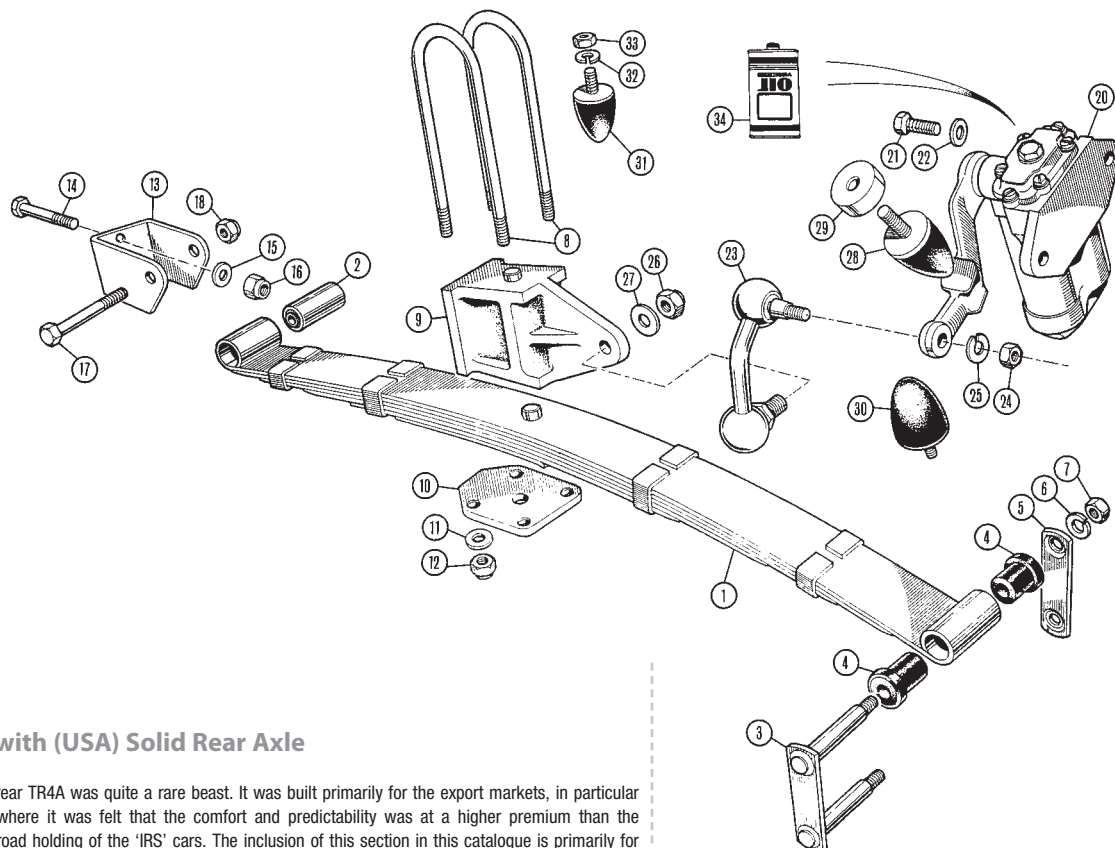
\*Note: See the Accessories section for full range of uprated valves & rear telescopic conversion kits.

20	SH607101	BOLT, securing shock absorber	4	
21	WB600070	WASHER, plain	4	
22	141464A	LINK, shock absorber	2	
23	21A860	BUSH, standard, link to arm	4	rubber
	21A860SP	BUSH, uprated, link to arm	4	polyurethane
24	140416	WASHER, link to arm, upper	4	
25	140479	WASHER, link to arm, upper	2	
26	GHF202	NUT, plain	2	
27	NT606041	NUT, jam	2	
28	GHF203	NUT, plain	2	
29	GHF334	WASHER, locking	2	
30	140290	'BUMP STOP' RUBBER, on wheel arch	2	
31	136758	'BUMP STOP' RUBBER, on chassis	2	
32	GGL832110	OIL, shock absorber, Dynolite, 1L	a/r	

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"



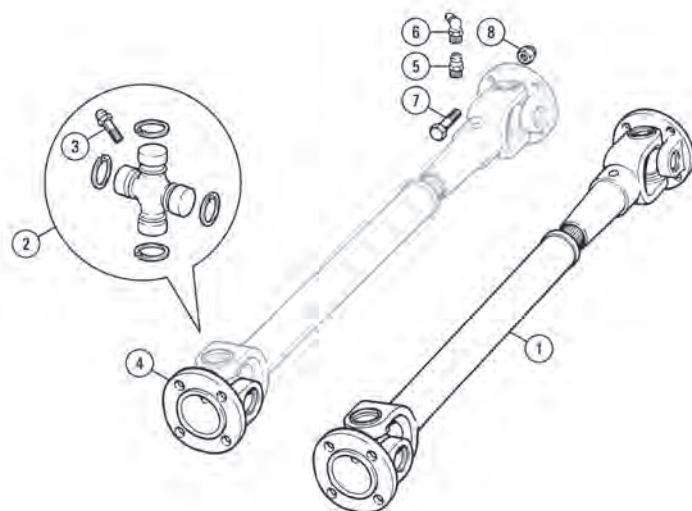


### TR4A with (USA) Solid Rear Axle

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.

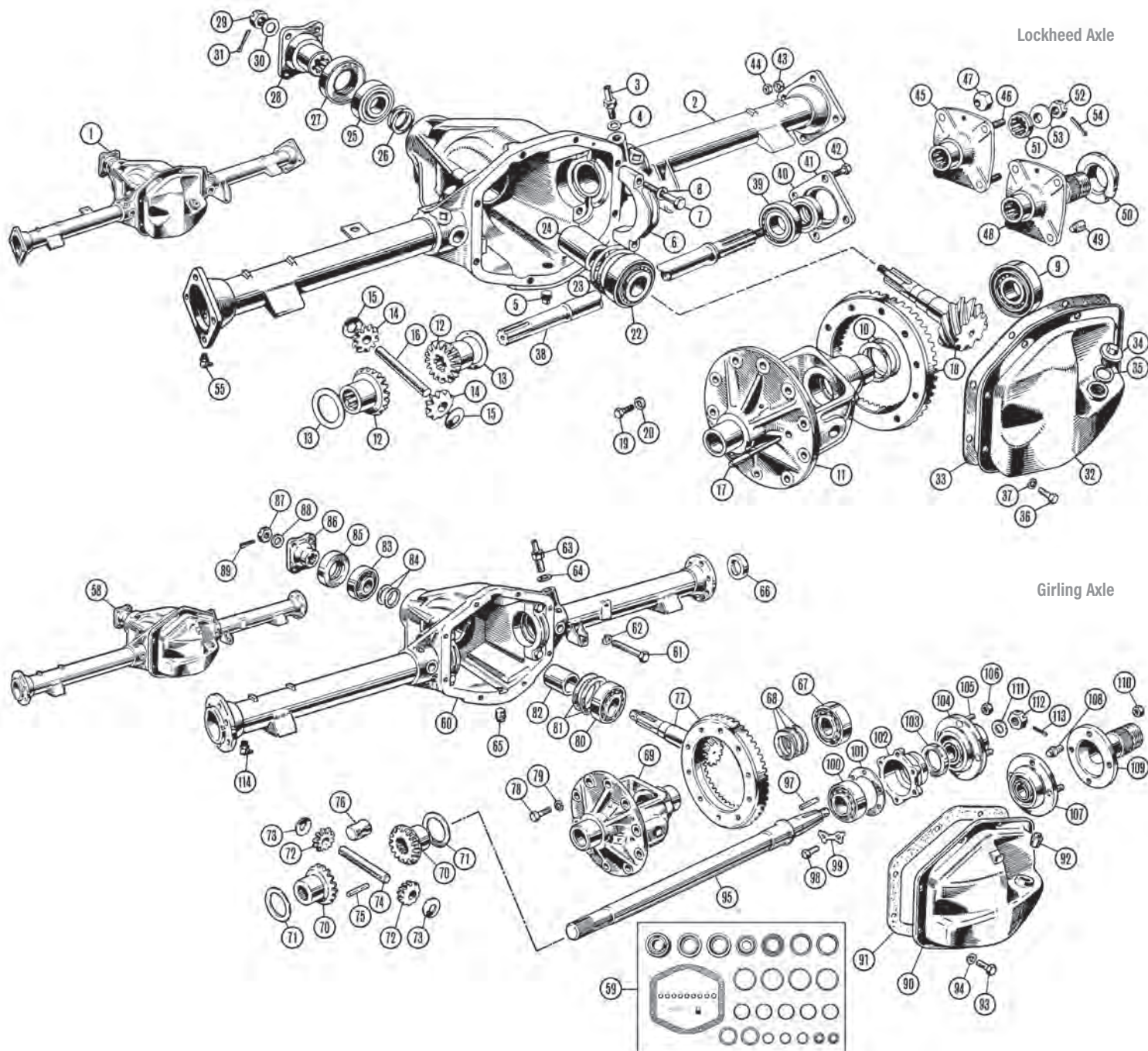
In our effort to provide the fullest possible service we have commissioned special runs of the shock absorber links (142155/6) and leaf springs (212113), so owners of these cars can keep them as original as possible:

Ill	Part Number	Description	Req.	Details
1	212113A	LEAF SPRING, rear	2	
2	107769	BUSH, front spring eye	2	
3	142273	SHACKLE PLATE, with pins	2	
4	112503	BUSH, shackle pins	8	
5	142275	SHACKLE PLATE	2	
6	GHF333	WASHER, locking	4	
7	GHF202	NUT, shackle plate	4	
8	136865	U-BOLT, axle housing to spring	4	
9	142277	DISTANCE PIECE	2	
10	139489	PLATE, U-bolt mounting	2	
11	GHF302	WASHER, plain	8	
12	GHF223	NYLOC NUT, U-bolt securing	8	
13	142427	BRACKET, front eye, RH	1	
	142426	BRACKET, front eye, LH	1	
14	GHF126	BOLT, bracket to frame	4	
15	WM59	WASHER	4	
16	GHF223	NYLOC NUT	4	
17	BH610281	BOLT, front eye to bracket	2	
18	GHF226	NUT, nyloc	2	
20	GSA286	SHOCK ABSORBER, new, RH	1	standard
	GSA287	SHOCK ABSORBER, new, LH	1	
	GSA286R	SHOCK ABSORBER, rebuilt, RH	1	
	GSA287R	SHOCK ABSORBER, rebuilt, LH	1	
21	SH607101	SCREW, shock absorber to chassis	4	
22	WB600070	WASHER	4	
23	142155	LINK, shock absorber, RH	1	link to shock absorber
	142156	LINK, shock absorber, LH	1	
24	GHF203	NUT, shock link to shock	2	
25	GHF334	WASHER, locking	2	
26	GHF275	NUT, nyloc, link to distance piece	2	
27	GHF302	WASHER, plain	2	
28	140290	BUMP RUBBER, (on body)	2	
29	142159	SPACER BLOCK, bump rubber	2	
30	140290	REBOUND RUBBER, (on chassis)	2	
31	136758	BUFFER, pinion housing	1	
32	GHF333	WASHER, locking	1	
33	GHF202	NUT	1	
34	GGL832110	OIL, shock absorber, Dynolite, 1L	a/r	



### Propshaft (All Models)

1	208075	PROPSHAFT ASSEMBLY	1	new
	208075E	PROPSHAFT ASSEMBLY	1	recon/exchange
2	GUJ116	UNIVERSAL JOINT, greaseable	2	
	GUJ116UR	UNIVERSAL JOINT, greaseable,	2	heavy duty
	GUJ102	UNIVERSAL JOINT, non-greaseable	2	
	GUJ102Z	UNIVERSAL JOINT, non-greaseable	2	aftermarket
3	7H3858	GREASE NIPPLE, long, universal joint	2	
4	211137	FLANGE, yoke	2	
5	UHN400	GREASE NIPPLE, straight, sliding spline	1	
6	UHN445	GREASE NIPPLE, straight, sliding spline	1	
7	107960	BOLT, propshaft	8	
8	GHF273	NUT, nyloc	8	
	GHF243	NUT, 'Cleveloc'	8	



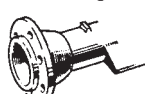
### Rear Axle (Solid) TR2-4 (& TR4A USA)

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 TR3 To TS13045
502153RX	AXLE ASSEMBLY, rebuilt new CW&P (3.7:1)	1	
505017R	AXLE ASSEMBLY, recon/exch (4.1:1)	1	
505017RX	AXLE ASSEMBLY, rebuilt new CW&P (4.1:1)	1	

### Lockheed Axle Components

2	105515	AXLE CASING	1
3	056894	BREATHER, axle casing	1
4	WF509	WASHER, fibre	1
5	057216	DRAIN PLUG	1
7	100878	BOLT, cap to casing	4
8	GHF333	WASHER, locking	4
9	110515	BEARING, differential carrier	2
	110515Z	BEARING, differential carrier	2
10	100894/3	SHIM, (0.003"), carrier bearing	a/r
	100895/5	SHIM, (0.005"), carrier bearing	a/r
	100896/10	SHIM, (0.010"), carrier bearing	a/r
11	301607	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	SUN WHEEL GEAR, side differential	2
13	102801	WASHER, thrust, replace in pairs	2



14	134074	PLANET GEAR, pinion	2	
15	056793	THRUST WASHER	2	(0.0465" - 0.0495")
	139951	THRUST WASHER	2	(0.051" - 0.053")
	139952	THRUST WASHER	2	(0.055" - 0.057")
	139953	THRUST WASHER	2	(0.059" - 0.061")
	139954	THRUST WASHER	2	(0.063" - 0.065")
	160375	THRUST WASHER	2	(0.065" - 0.067")
	139955	THRUST WASHER	2	(0.067" - 0.069")
	139956	THRUST WASHER	2	(0.071" - 0.073")
16	100844	CROSS SHAFT	1	
17	111215	PIN, cross shaft to carrier	1	
18	516398	CROWN WHEEL & PINION, 3.45:1	1	
	502127	CROWN WHEEL & PINION, 3.7:1	1	
	505014	CROWN WHEEL & PINION, 4.1:1	1	
	502523	CROWN WHEEL & PINION, 4.3:1	1	
	503924	CROWN WHEEL & PINION, 4.55:1	1	
19	110737	BOLT, 3/8", crown wheel to carrier	10	
20	118977A	WASHER, locking	10	use with 110737
		(Alternative to plain washers & lock tabs).		
22	100897A	BEARING, rear pinion, (head)	1	
23	100965/3	SHIM, (0.003")	a/r	rear pinion bearing
	1009665	SHIM, (0.005")	a/r	
	100967/10	SHIM, (0.010")	a/r	
24	100846	SPACER, between bearings	1	
25	100422	BEARING, front pinion, tail	1	
26	140793	SHIM, (0.003")	a/r	front pinion bearing
	100563	SHIM, (0.005")	a/r	
	100564	SHIM, (0.010")	a/r	
27	100898	OIL SEAL, pinion	1	
28	107947	PINION FLANGE, square flange	1	alternatives
	138105	PINION FLANGE, round flange	1	

Note: The square pinion flange is NCA. Please use the round pinion flange. Flanges are interchangeable.

29	100892	NUT, slotted	1	original
	510618A	NUT, nyloc	1	alternative
30	2A7323	WASHER, pinion flange	1	
31	GHF501	SPLIT PIN	1	
32	201918	REAR COVER	1	Lockheed axle
	203660	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	GASKET, for cover	1	
34	062058	FILLER PLUG	1	Lockheed axle
	114774	FILLER PLUG	1	Girling axle
35	056912	WASHER, fibre	1	(use only with 062058)
36	SH605051	SCREW, attaching cover	8	
37	GHF332	WASHER, locking	8	
38	201933	AXLE SHAFT	2	
39	SP75G	BEARING, rear hub	2	
40	103811	OIL SEAL	2	TR2 To TS5555
	109543	OIL SEAL	2	TR2 From TS5556, TR3
41	200194	HOUSING, for bearing	2	
42	107960	BOLT	8	
43	GHF302	WASHER, plain	8	
44	GHF223	NUT, nyloc	8	
45	109553	HUB, steel wheel	2	steel wheels
46	100869	STUD, fitted to rear hub	8	
47	109586	WHEEL NUT	8	
48	109550	HUB, LH, wire wheels	1	wire wheels
	109551	HUB, RH, wire wheels	1	
49	107950	PEG, drum to hub, short	6	
	109457	PEG, drum to hub, long	2	
50	107942	COLLAR, taper, notched	2	
51	108608	COLLAR, taper, internally splined	2	
52	112635	NUT, slotted, hub to axle shaft	2	
53	WC600121	WASHER, plain	2	
54	GHF502	SPLIT PIN	2	
55	056934	GREASE NIPPLE	2	
		(CAP, part of 105515 axle casing).		not supplied separately.

#### Girling Axle - TR3 from TS13046, TR3A-TR4 (& TR4A USA)

58	503833R	AXLE ASSY, recon/exchange, (3.7:1)	1	TR3 From TS13046, TR3A
	503833RX	AXLE ASSY, rebuilt new CW&P, (3.7:1)	1	
	505018R	AXLE ASSY, recon/exchange, (4.1:1)	1	TR3A
	505018RX	AXLE ASSY, rebuilt new CW&P, (4.1:1)	1	
	510922R	AXLE ASSY, recon/exchange, (3.7:1)	1	
	510922RX	AXLE ASSY, rebuilt new CW&P, (3.7:1)	1	TR4
	510923R	AXLE ASSY, recon/exchange, (4.1:1)	1	
	510923RX	AXLE ASSY, rebuilt new CW&P, (4.1:1)	1	
	514755R	AXLE ASSY, recon/exchange, (4.1:1)	1	TR4A solid axle
	514755RX	AXLE ASSY, rebuilt new CW&P, (4.1:1)	1	

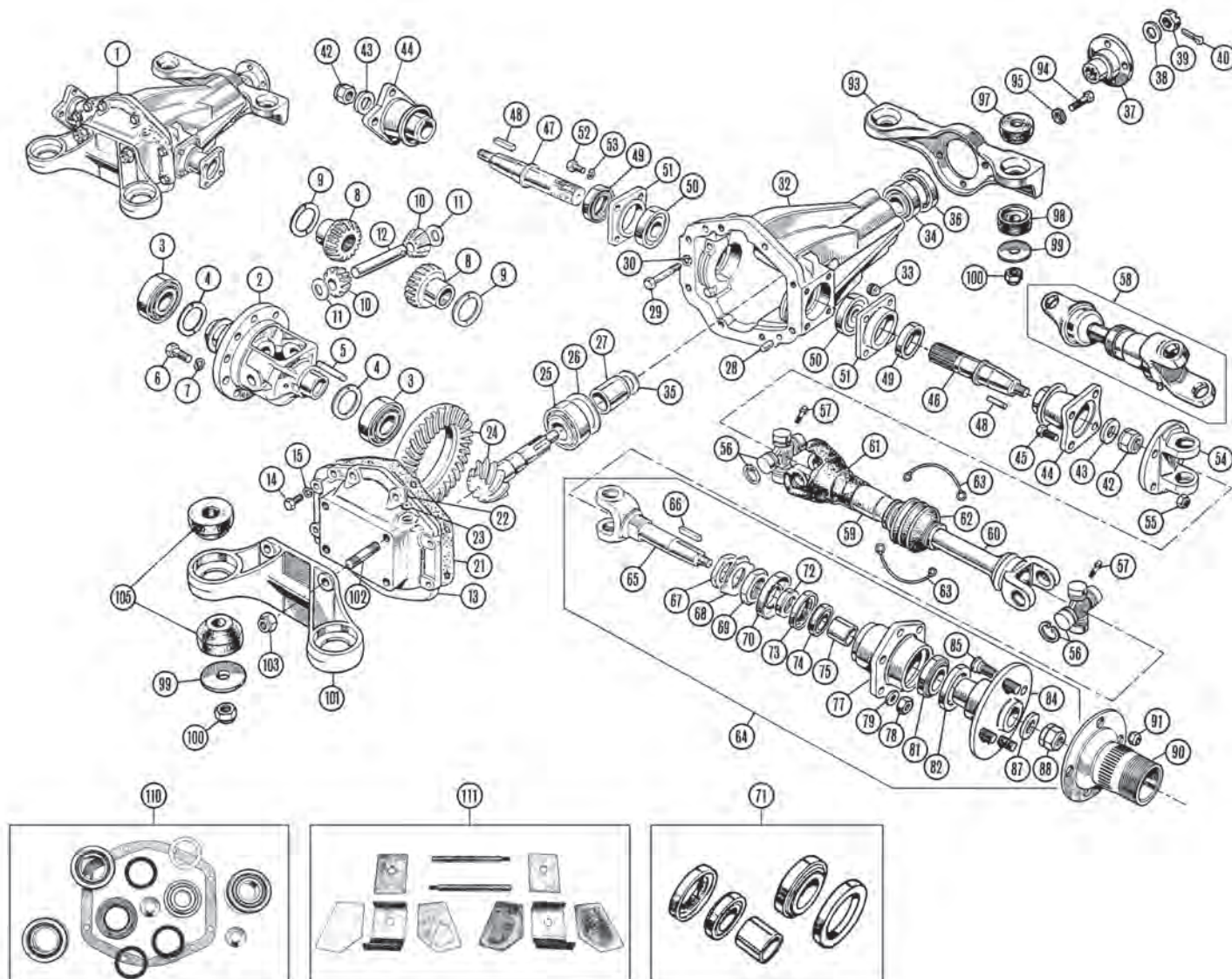
Note: "R" suffix denotes rebuilding a 'customers own unit' and the existing crown wheel and pinion is to be re-used. If the unit is noisy or the CW&P is damaged, order "RX" suffix.

#### Girling Axle Components

59	503832K	HARDWARE KIT, differential rebuild	1	
		(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).		
60	503832	AXLE CASING	1	
61	100878	BOLT, bearing cap	4	
62	GHF333	WASHER, locking	4	
63	056894	BREATHER	1	
64	WF509	WASHER, fibre	1	
65	114774	PLUG, oil drain	1	
NI	GHK1144	BEARING KIT, per side	2	
		(Includes items: 66, 100, 103 & 113).		
66	GHS185	OIL SEAL, axle housing	2	
67	110515	BEARING, differential carrier	2	'Timken'
	110515Z	BEARING, differential carrier	2	alternative
68	100894/3	SHIM, bearing adjusting, (0-003")	a/r	
	100896/10	SHIM, bearing adjusting, (0-010")	a/r	
69	302155	CARRIER, differential	1	
70	153384	SUN WHEEL GEAR	2	side differential
71	102801	THRUST WASHER	2	replace in pairs
72	153385	PLANET GEAR, pinion	2	
73	139951	THRUST WASHER	a/r	(0.051-0.053")
	139952	THRUST WASHER	a/r	(0.055-0.057")
	139953	THRUST WASHER	a/r	(0.059-0.061")
	139954	THRUST WASHER	a/r	(0.063-0.065")
	160375	THRUST WASHER	a/r	(0.065-0.067")
	139955	THRUST WASHER	a/r	(0.067-0.069")
	139956	THRUST WASHER	a/r	(0.071-0.073")
74	100844	SHAFT, pinion gear	1	
75	111215	PIN, shaft locating	1	
76	109566	THRUST BUTTON	1	
77	502127	CROWN WHEEL & PINION	1	(3.7:1)
	505014	CROWN WHEEL & PINION	1	(4.1:1)
78	110737	BOLT, ring gear to carrier, 3/8"	10	see the note below
79	118977A	WASHER, locking	10	
80	100897A	BEARING, rear pinion, (head)	1	item no. 11
81	100965/3	SHIM, (0.003")	a/r	pinion adjustment
	1009665	SHIM, (0.005")	a/r	
	100967/10	SHIM, (0.010")	a/r	
82	100846	SPACER, between bearings	1	
83	100422	BEARING, front pinion, tail	1	
84	140793	SHIM, (0.003")	a/r	bearing adjustment
	140792	SHIM, (0.005")	a/r	
	140791	SHIM, (0.010")	a/r	
85	100898	OIL SEAL, pinion	1	
86	107947	PINION FLANGE, square flange	1	alternatives
	138105	PINION FLANGE, round flange	1	

Note: The square pinion flange is NCA. Please use the round pinion flange. Flanges are interchangeable.

87	112635	NUT, slotted	1	
88	2A7323	WASHER	1	
89	GHF501	SPLIT PIN	1	
90	203660	COVER, rear, standard	1	
91	101359	GASKET, for cover	1	
92	114774	PLUG, filler	1	
93	SH605051	BOLT, cover to case	8	
94	GHF332	WASHER, locking	8	
95	203200	HALF SHAFT, taper on outer end	2	TR3 From TS130416, TR3A
	207613	HALF SHAFT	2	TR4A
97	134591	KEY	2	
98	112653	BOLT, casing to bearing housing	12	
99	036567	TAB WASHER	6	
100	GHB166	BEARING, axle	2	
101	036583	SHIM, (0.006")	a/r	
	038264	SHIM, (0.008")	a/r	
	036582	SHIM, (1/64")	a/r	
	036581	SHIM, (1/32")	a/r	
102	058773	HOUSING, bearing	2	
103	GHS162	OIL SEAL, hub	2	
104	113175	HUB, steel wheel	2	steel wheels
105	100869	STUD, steel wheel	8	
106	109586	WHEEL NUT, steel wheel	8	
107	113173	HUB, wire wheel	2	wire wheels
108	110365	STUD, wire wheel	8	
109	217602	EXTENSION, RH hub	1	
	217603	EXTENSION, LH hub	1	
110	110366	NUT, extension to hub	8	
111	WC600121	WASHER, axle nut	2	
112	058784	NUT, axle	2	
113	GHF504	SPLIT PIN	2	
NI	125361	GREASE NIPPLE	2	



## 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	DIFFERENTIAL, (3.7:1)	1	
	514752RX	DIFFERENTIAL, (3.7:1)	1	new c/wheel & pinion
	514753R	DIFFERENTIAL, (4.1:1)	1	
	514753RX	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	LIMITED SLIP DIFF, plate type	1	Girling live axles
TT2221	LIMITED SLIP DIFF, plate type	1	IRS differentials only
TT2220	LIMITED SLIP DIFF, torque sensing	1	Girling live axles & IRS diffs.

### Differential Components & Drive Shafts

2	302155	DIFFERENTIAL CARRIER	1	
3	110515	BEARING, differential carrier	2	
	110515Z	BEARING, differential carrier	2	alternative
4	100894/3	SHIM, diff carrier bearing, (0.003")	a/r	

	100895/5	SHIM, diff carrier bearing, (0.005")	a/r	
	100896/10	SHIM, diff carrier bearing, (0.010")	a/r	
5	111215	PIN, cross shaft to carrier	1	
6	110737	BOLT, crown wheel to carrier	10	
7	118977A	WASHER, locking	10	
8	153384	GEAR, differential, planet wheel	2	16 teeth
9	102801	WASHER, thrust, differential side gear	2	
10	153385	GEAR, differential, planet wheel	2	10 teeth
11	056793	THRUST WASHER, (0.0465-0.0495")	a/r	
	142165	THRUST WASHER, (0.049-0.051")	a/r	
	139951	THRUST WASHER, (0.051-0.053")	a/r	
	142166	THRUST WASHER, (0.053-0.055")	a/r	
	139952	THRUST WASHER, (0.055-0.057")	a/r	
	160373	THRUST WASHER, (0.057-0.059")	a/r	
	139953	THRUST WASHER, (0.059-0.061")	a/r	
	160374	THRUST WASHER, (0.061-0.063")	a/r	
	139954	THRUST WASHER, (0.063-0.065")	a/r	
	160375	THRUST WASHER, (0.065-0.067")	a/r	
	139955	THRUST WASHER, (0.067-0.069")	a/r	
	160376	THRUST WASHER, (0.069-0.071")	a/r	
	139956	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	CROSS PIN, planet gears	1	
13	141360	COVER ASSEMBLY, rear	1	
14	GHF103	BOLT, rear cover to case	8	
15	GHF332	WASHER, locking	8	
16	149826	REAR COVER & MOUNTING, differential	1	
17	147783	MOUNTING, differential, rear, rubber	2	only for TR6
	147783SPK	MOUNTING SET, differential, rear, poly	1	replacement rear
18	BH605111	BOLT, mounting to cover	4	differential cover
19	GHF301	WASHER, plain	4	
20	GHF223	NUT, nyloc	4	



21	134480	GASKET, rear cover to case	1	
22	GHF504	SPLIT PIN, differential breather	1	
23	51K3424	CORE PLUG, breather hole	1	
24	502127	CROWN WHEEL & PINION, (3.7:1)	1	standard
	516398	CROWN WHEEL & PINION, (3.45:1)	1	
	505014	CROWN WHEEL & PINION, (4.1:1)	1	
	502523	CROWN WHEEL & PINION, (4.3:1)	1	
	503924	CROWN WHEEL & PINION, (4.55:1)	1	
	515709	CROWN WHEEL & PINION, (4.875:1)	1	
	516398SHIM	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
At 5000 rpm (standard diameter tyre) the respective road speeds are approximately.	4.3	87 mph
	4.55	83 mph
	4.875	77 mph

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	BEARING, differential pinion, inner	1	
26	100965/3	SHIM, (0.003")	a/r	rear pinion bearing
	1009665	SHIM, (0.005")	a/r	
	100967/10	SHIM, (0.010")	a/r	
27	100846	SPACER, solid, between pinion bearings	1	
28	DP514	DOWEL, rear cover locating	2	
29	100878	BOLT, differential bearing cap	4	
30	GHF333	WASHER, locking	4	
32	305815	HOUSING ASSEMBLY, differential	1	
33	114774	PLUG, oil filler	1	
34	100422	BEARING, differential pinion, outer	1	Timken original
	100422TIM	BEARING, differential pinion, outer	1	Timken alternative
35	100562	SHIM, (0.003")	a/r	front pinion bearing
	100563	SHIM, (0.005")	a/r	
	100564	SHIM, (0.010")	a/r	
36	140337	OIL SEAL, diff pinion	1	
	140337X	OIL SEAL, diff pinion, improved rubber	1	
37	160275	FLANGE, differential pinion	1	
38	2A7323	WASHER, plain, flange	1	
39	112635	NUT, slotted	1	
40	GHF505	SPLIT PIN	1	
42	138563	NUT, nyloc, inner axle shaft	2	
43	2A7323	WASHER, plain, inner axle shaft	2	
44	138726	FLANGE, driving	2	
45	107960	BOLT, propshaft	8	
46	134441	HALF SHAFT, inner, RH	1	
47	134440	HALF SHAFT, inner, LH	1	
48	136842	KEY, inner axle shaft	2	
49	138523	OIL SEAL, inner axle shaft	2	
50	134465	BEARING, inner axle shaft	2	
51	128638	BEARING HOUSING, axle shaft	8	
52	GHF120	SCREW, bearing housing	8	
53	GHF332	WASHER, locking	2	
54	211137	FLANGE, yoke	8	
55	GHF223	NUT, nyloc	4	
56	GUJ116	UNIVERSAL JOINT, greaseable	2	
	GUJ116UR	UNIVERSAL JOINT, greaseable, heavy duty	2	
	GUJ102	UNIVERSAL JOINT, non-greaseable	2	
	GUJ102Z	UNIVERSAL JOINT, non-greaseable	2	aftermarket
57	7H3858	GREASE NIPPLE	4	
58	TKC853	OUTER AXLE SHAFT, standard	2	original

Note: TKC853 outer axle shaft assembly only consists of items 59 & 60.

TKC853UR	OUTER AXLE SHAFT, uprated*	2	with flange & UJ
TKC853XR	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	SLIP JOINT ASSEMBLY	2	
60	142437	SLIDING SHAFT	2	
61	213844	GAITER, protecting inner joint, rubber	2	

62	140753	GAITER, driveshaft, rubber	2	
63	EAW4321	WIRE TIE	2	
64	402347	HUB UNIT, rear, outer, new	2	
	402347R	HUB UNIT, rear, outer, recon/exchange	2	(These outer hub units include items 65 to 84).
65	UKC643	AXLE SHAFT, outer	2	
66	134591	KEY, axle shaft to flange	2	
67	134585	NUT, locking	2	
	134585Q1	NUT, locking, (0.005")	2	
68	139057	LOCKTAB, rear hub	2	
69	138861	NUT, adjusting	2	
	138861Q2	NUT, adjusting, (0.005")	2	
	138861Q1	NUT, adjusting, (0.010")	2	
70	137497	STONE GUARD	2	
71	GHK1015	HUB BEARING KIT, rear	2	(Kit contains items marked†).
72	ULC2188	SPACER, adjusting	2	
73	GHS131	OIL SEAL, inner†	2	
74	GHB101	BEARING, rear hub, inner†	2	
75	138272	SPACER, inner†	2	
77	137496	HOUSING, rear hub	12	
78	GHF222	NUT, nyloc	12	
79	GHF301	WASHER, plain	2	
81	GHB265	BEARING, rear hub, outer†	2	
82	GHS133	OIL SEAL, outer†	2	
84	210979	DRIVE FLANGE, steel wheels	8	
	212403	DRIVE FLANGE, wire wheels	8	
85	132317	STUD, steel wheels	2	
	142799	STUD, wire wheels	2	
87	WM63	WASHER, outer axle shaft	2	
88	138563	NUT, nyloc, outer axle shaft	1	
90	217602	HUB ADAPTOR, wire wheel, RH	1	
	217603	HUB ADAPTOR, wire wheel, LH	1	
91	110366	NUT, extension to hub	8	
93	211793Z	PLATE, differential mount, front	1	
94	132856	BOLT, plate to differential housing	4	
95	GHF324	WASHER, locking	4	
97	134235	BUSH, diff mounting, cone, front upper	2	
	134235SP	BUSH SET, diff mounting, cone, front upper	1	pair, polyurethane
98	134236	BUSH, diff mounting, cup, front lower	2	
	134236SP	BUSH SET, diff mounting, cup, front lower	1	pair, polyurethane
99	134234	WASHER, axle mounting	4	
100	GHF223	NUT, nyloc	4	
101	212047	BRACKET, rear differential mount	1	
102	143712	STUD, bracket to differential housing	4	
103	GHF223	NUT, rear differential mount	4	
105	134235	BUSH, diff mounting, cone, front upper	4	
	134235SP	BUSH SET, diff mounting, cone, front upper	2	pair, polyurethane

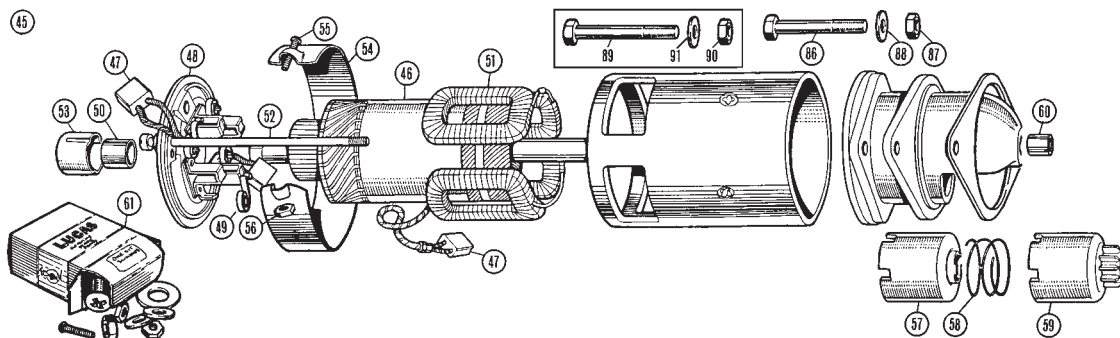
Rear Axle Repair Kit

110	312061K	REBUILD KIT, differential	1	
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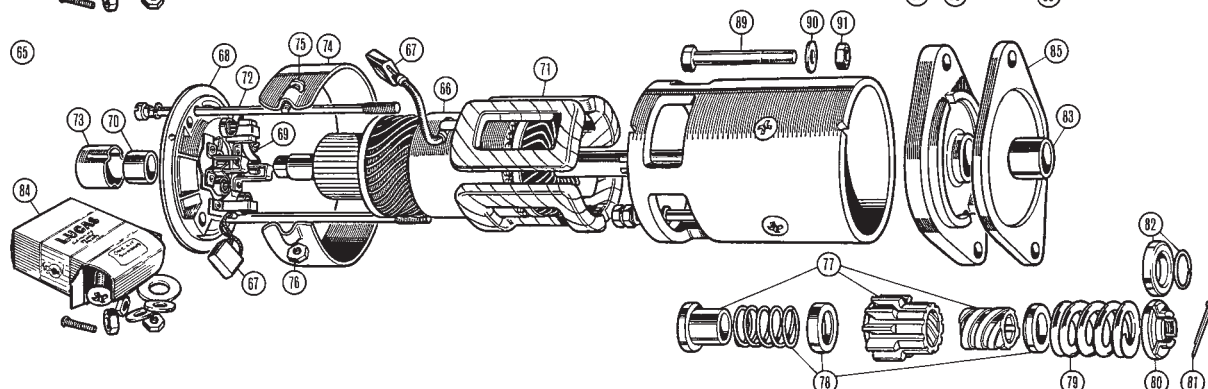
Rear Axle Mounting Kits

111	140009K	REINFORCEMENT KIT, diff mounting, front	2	(Includes reinforcements & mounting pin).
	147400RK	REINFORCEMENT KIT, diff mounting, rear	2	(Includes reinforcements & mounting pin).

## Bomb Type 45



## Long Type 55



## 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.

**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).

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	STARTER MOTOR, recon/exchange	1	TR2-3, TR3A To TS50000
46	501779	ARMATURE	1	
47	GSB103	BRUSH SET, (pair)	2	
48	7H5498	END PLATE, commutator	1	(inc. 1 pair of brushes)
49	27H2291	SPRING, brush tension	3	
50	242958A	BUSH, commutator end plate	1	
51	7H5013	FIELD COIL ASSEMBLY	1	
52	7H5339	BOLT, assembly retaining	2	
53	059754	END CAP, commutator end plate	1	
54	7H5000	COVER BAND	1	
55	PT507	SCREW, cover band clamping	1	
56	HN2005	NUT, cover band clamping	1	
57	501217	COUPLING, sleeve & rubber drive	1	
58	058491	SPRING	1	
59	501030	BENDIX GEAR	1	
60	059762	BUSH, drive end	1	
61	070391	SUNDRY PARTS KIT	1	nuts, washers, etc.

## 'Long' Type 'B' Starter

65	GXE4412R	STARTER MOTOR, recon/exchange	1	TR3A From TS50001, TR4-4A
66	057580	ARMATURE*	1	M418G motor
67	GSB103	BRUSH SET, original	2	
68	GSB108	BRUSH SET, replacement	2	
69	7H5498	END PLATE, commutator end	1	M418
70	27H2291	SPRING, brush tension	4	
71	242958A	BUSH, commutator	1	
72	7H5013	FIELD COILS	1	
73	7H5339	BOLT, assembly retaining	2	
74	059754	END CAP, commutator end plate	1	
75	7H5000	COVER BAND	1	
76	PT507	SCREW, cover band clamping	1	
77	HN2005	NUT, cover band clamping	1	
78	503529	PINION ASSEMBLY	1	
79	070062	SPRING KIT	1	
80	7H5007	MAIN SPRING	1	
81	503527	NUT, bendix spring retaining	a/r	alternative
82	PC10	SPLIT PIN, locking nut	a/r	
	LUTLB192	SPRING RING & CUP	a/r	alternative

\*Note: Use LUTLB192 with armature 057580.

83	244714A	BUSH, drive end	1	
84	070391	SUNDRY PARTS KIT	1	nuts, screws, washers, etc
85	102014	SHIM, starter motor adjustment	a/r	

## Starter Mounting Details

86	BH606161	BOLT	2	for gearboxes with a
87	GHF202	WASHER, plain	2	11mm thick flange
88	GHF333	WASHER, spring	2	
89	BH606191	BOLT	2	for gearboxes with a
90	GHF202	WASHER, plain	2	14mm thickness flange
91	GHF333	WASHER, spring	2	

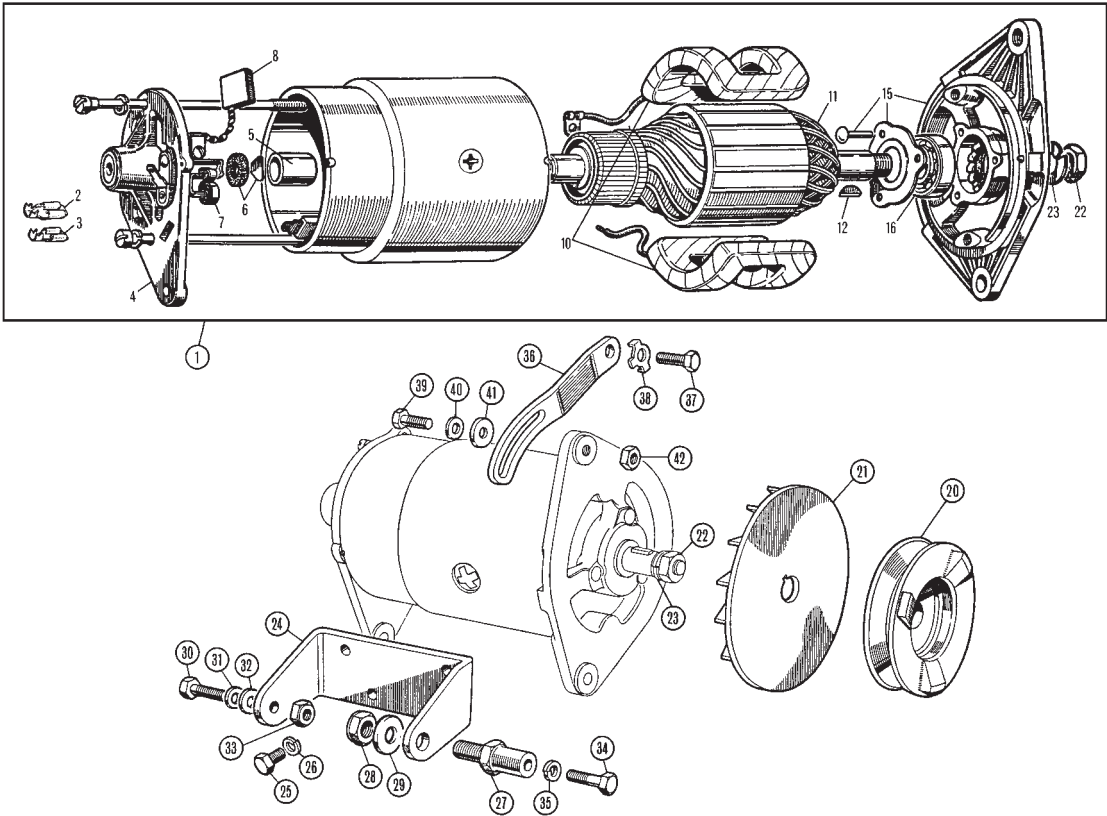
## Pre-Engaged (Geared) 'High Torque' Starter Motors

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	STARTER MOTOR, replacement	1	TR2-TR3A (to TS50000)+
NI	201906XSP	STARTER MOTOR, replacement**	1	(+ Shrink on flywheel)
NI	GEU4412X	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	STAMPED WITH LUCAS 22258D (Post & nut terminals with cover band over brush gear).		TR2, TR3 To TS9842
	203252	STAMPED WITH LUCAS 22258E/F (As above but with solid case).		TR3 From TS9843 TR3A To TS60000
	205939	STAMPED WITH LUCAS 22700/22704 (As above but with Lucar terminal).		TR3A From TS60001, TR4
	211941	STAMPED WITH LUCAS 22715 (As above).		TR4A

That is the history, now for the reality...

1	GXE3101Z	DYNAMO, exchange (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).	1	rebuild unit, Lucar terminals
	GEU3101	DYNAMO, new	1	
2	RTC220A	LUCAR CONNECTOR, (1/4")	1	
3	47H5419	LUCAR CONNECTOR, (3/8")	1	

Note: On installing a replacement dynamo, it must be polarised. See our technical tip on this page.

4	47H5395	BRACKET, commutator end	1	22258 only
		BRACKET, commutator end	1	all others
5		BUSH, in end bracket		
6	032307	'OILER PAD', felt pad	1	
7	RTC466A	SPRING, for bushes	2	
8	GGB105	BRUSH SET	1	22258 only
	GGB102	BRUSH SET	1	all others
10		FIELD COIL SET	1	22258 only
11	509311A	ARMATURE	1	
12	WKN404	WOODRUFF KEY, for pulley	1	
15		BRACKET, drive end	1	22258 only
	27H7647	BRACKET, drive end	1	all others
16	529221A	BEARING	1	
20	102266	PULLEY, standard	1	uses original (wide) fan belt
	12G1054	PULLEY, lightweight alloy*	1	uses narrow fan belt GCB10975

\*Note: See page 84 for full details of narrow belt conversion.

21	1B2178	FAN	1
	17D11	FAN	1
22	NT607041	NUT	1
23	GHF334	WASHER, locking	1

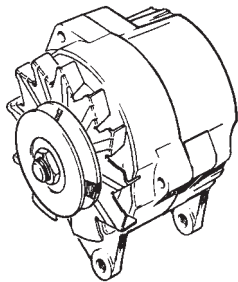
Dynamo Mounting Details

24	058912	BRACKET, mounting	1
25	SH505061	SCREW, bracket	3
26	GHF332	WASHER, locking	3
27	059015	PEDESTAL	1
28	GHF275	NUT, nyloc	1
29	GHF304	WASHER, plain	1
30	BH605101	BOLT, dynamo to bracket	1
31	GHF301	WASHER, plain	a/r
32	PWZ305	WASHER, plain	a/r
33	GHF272	NUT, nyloc	1
34	51K1774	BOLT, dynamo to pedestal	1
35	GHF332	WASHER, locking	1
36	058914	ADJUSTING LINK	1
	058914	ADJUSTING LINK, stainless steel	1
37	GHF163	SCREW, link to w/pump housing	1
38	106706	LOCK TAB	1
39	SH505091	SCREW, link to dynamo	1
40	WP19	WASHER, plain	1
41	WP17	WASHER, plain	1
42	JN2158	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.

- Fit the dynamo to the vehicle, but do not at this stage connect any leads to the terminals.
- 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.
- 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.
- 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 a 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.

ill	Part Number	Description	Req.	Details
NI	TTK3020	FITTING KIT, alternator, all models	1	

Kit includes the following items:

NI	147472	SPACER	1	
NI	142134	LINK, adjustment	1	
NI	BH605221	BOLT, through spacer	1	
NI	GHF301	WASHER, plain	4	
NI	GHF272	NUT, nyloc	1	
NI	GHF163	SCREW, link to water pump housing	1	
NI	GHF332	WASHER, locking	2	
NI	51K1774	BOLT, alternator to pedestal	1	
NI	GHF103	SCREW, belt adjustment	1	
NI	GHF201	NUT, on screw	1	
NI	059015Q1	PEDESTAL, all models	1	
NI	GHF304	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	ALTERNATOR, 18 acr, 45 amp	1	
NI	C37222A	FAN, alternator	1	
NI	TTK3020LA	LOOM	a/r	TR2-4 (To CT14913)
NI	TTK3020LB	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	BRACKET, to block	1	
NI	SH505061	SCREW, bracket to block	3	
NI	GHF332	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	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	CRANKSHAFT PULLEY, alloy	1	
NI	105537A	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.

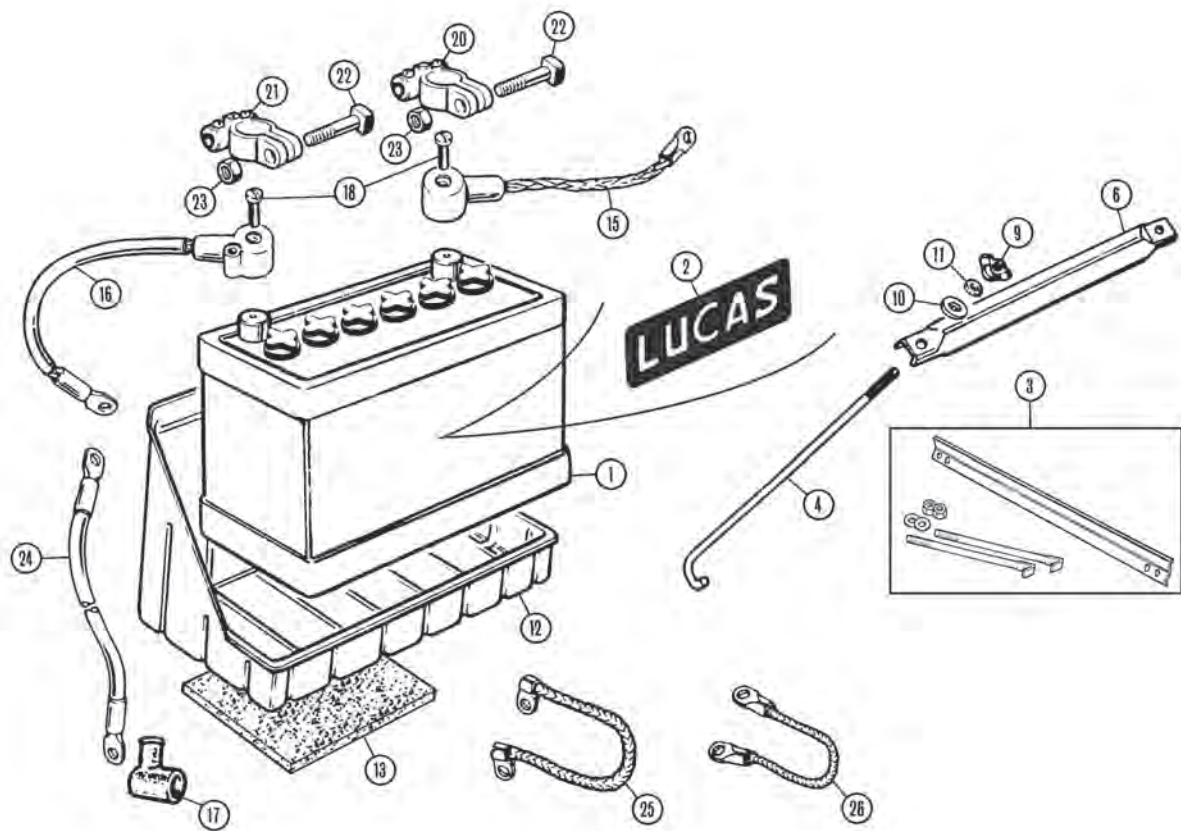
NI	AEU1238	PULLEY, (2.5" diameter) (For normal road work. Use with fan belt GCB10965).
NI	12G1054	PULLEY. (2.75" diameter) (For fast road work. Use with fan belt GCB10975).
NI	CAEA535	PULLEY, (4.5" alloy) (For competition use only. Use with fan belt GCB11000).
NI	102266A	PULLEY, (4.5" alloy) (Reverse 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

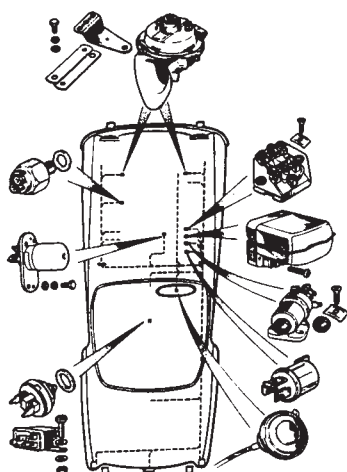
ill	Part Number	Description	Req.	Details
1	GBY241D	BATTERY, 12 volt, 68 A/hr, dry	1	positive earth
	GBY241X	BATTERY, 12 volt, 68 A/hr, wet	1	
	GBY242D	BATTERY, 12 volt, 65 A/hr, dry	1	negative earth
	GBY242X	BATTERY, 12 volt, 65 A/hr, wet	1	
		(Classic batteries measure 12" long, 8" high & 6 3/4" wide (use with 8 1/4" long 'J' bolts, part no. 610798).		
2	CRST191	DECAL, Lucas	1	
3	601898K	CLAMP KIT, battery, 8 1/4" J bolts	1	
		(Use with our GBY241 & GBY242 type batteries above).		
	601898K2	CLAMP KIT, battery, 7" J bolts	1	
	601898K3	CLAMP KIT, battery, 5 3/4" J bolts	1	
4	601552	J BOLT, battery clamp, 4" long	2	
	613051	J BOLT, battery clamp, 5 3/4" long	2	
	618434	J BOLT, battery clamp, 7" long	2	
	610798	J BOLT, battery clamp, 8 1/4" long	2	
6	601898	CLAMP, battery, 13" hole centres	1	
	157740	CLAMP, battery, 12 1/4" hole centres	1	
	157910	CLAMP, battery, 12" hole centres	1	
9	132068	NUT, wing	2	
10	WM57	WASHER, plain	2	
11	GHF331	WASHER, locking	2	
12	AM7300	TRAY, battery box liner, plastic	1	TR2-3A
	AM7301	TRAY, battery box liner, plastic	1	TR4-4A
13	602945	PAD, battery shelf, rubber	a/r	use 2 stacks of 2
15	131113	CABLE, battery earth	1	positive earth
	142590	CABLE, battery earth	1	negative earth
16	131115	CABLE, battery to solenoid	1	positive earth
	142591	CABLE, battery to solenoid	1	negative earth
17	8G548	CAP, cable end, rubber	3	
18	2K8645	SCREW, cap terminals	a/r	
20	GHF2750	CLAMP, battery terminal, negative	a/r	
21	GHF2755	CLAMP, battery terminal, positive	a/r	
22	518903	BOLT, terminal clamp	a/r	
23	GHF208	NUT, plain	a/r	
24	131114	CABLE, solenoid to starter	1	
25	131116	CABLE, engine earth, braided	1	
26	130581	CABLE, steering coupling earth, braided	2	TR4-4A
	134301	CABLE, steering rack earth, braided	1	

Beware the Engine Earthing Strap

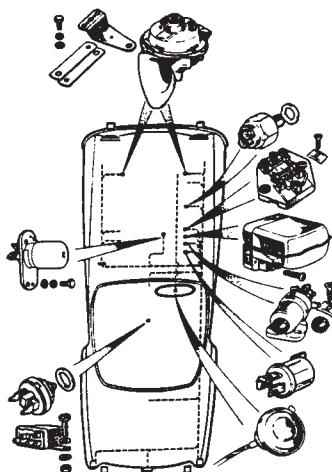
To enable any flow of electricity to occur, a complete loop must be maintained from one connection of the battery to the other. To enable a greater flow of electricity, a more substantial link is required between connections. Starting the engine (especially in cold conditions), requires a massive surge 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.

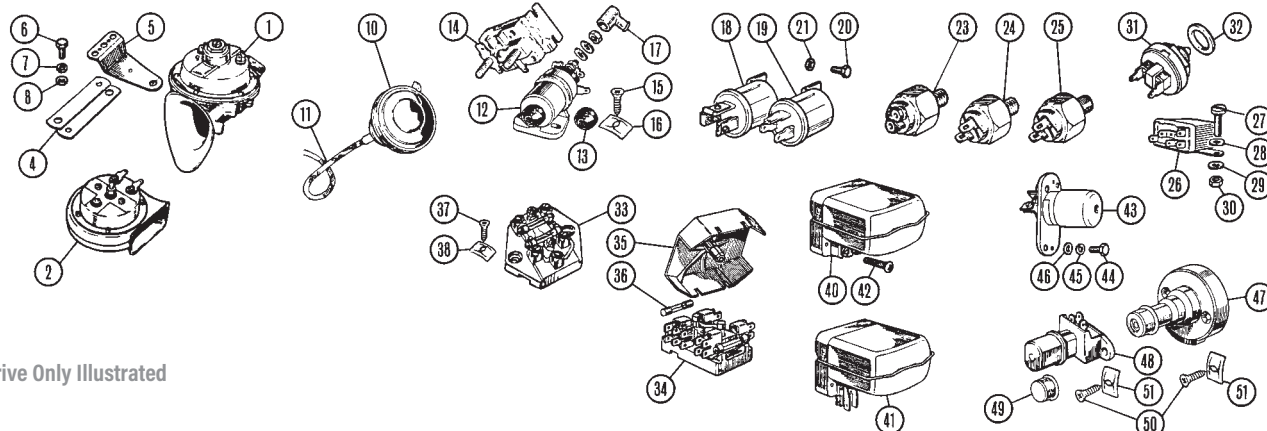
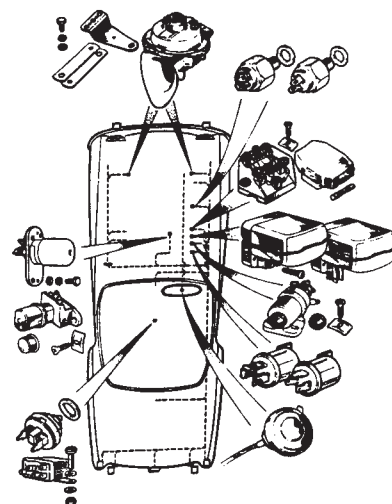
TR2-3 To TS13045



TR3 From TS13046 to TS18912



TR3 From TS18913, TR3A



RH Drive Only Illustrated

## Horns, Relays &amp; 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	BRACKETS, horn, (pair)	2	alternatives
5	GGE113	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	HORN PUSH, (control head)	a/r	fixed steering wheel
	201872ADJ	CONTROL HEAD, (control head)	a/r	adjustable steering wheel
		(The horn push control head assemblies do not include stator tube).		
11	502355	HARNESS, in column	1	
12	BCA4501	SOLENOID, round type	1	
	AJD8205Z	NUT, (cable)	1	
13	27H5576	RUBBER CAP, push button	1	
14	BMK1727	SOLENOID, square type	1	
15	AB610063	SCREW, solenoid	2	
16	FC2805	CLIP NUT, solenoid	2	
	8G548	CAP, rubber terminal	3	solenoid & starter
18	GFU2101	FLASHER UNIT, screwed	1	
19	GFU2101	FLASHER UNIT, Lucar	1	
20	HU706P	SCREW, flasher unit	1	
21	WM57	WASHER, plain	1	
23	13H2303	SWITCH, brake lamp	1	
		(Screw type connections).		
24	C16062A	SWITCH, brake lamp	1	TR2-3 with Lockheed brakes
		(Lucar type connections).		
		(Switches 13H2303 & C16062A are BSP threaded).		

25	21B291	SWITCH, brake lamp	1	TR3-3A, TR4 (Lucar type connections). with Girling brakes
		(Switch 21B291 is 3/8"x24 UNF threaded. No screwed terminal type is currently available).		
		RELAY, overdrive, Lucar	1	
		SET SCREW, relay attachment	2	
		WASHER, plain	2	if overdrive fitted
		WASHER, locking	2	
		NUT, plain	2	
		SWITCH, overdrive isolator	1/2	
		SWITCH, overdrive isolator	1/2	aftermarket
		(Lucar type connections).		
		WASHER, switch adjusting/sealing	a/r	if overdrive fitted
		FUSE BOX, screw type	1	TR2-3, TR3A To TS60000
		FUSE BOX, Lucar type	1	TR3A
		LID, for fuse box	1	From TS60001
		FUSE, 35 amp	2/4	17 amp continuous
		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).		
		SCREW, fuse box	2	
		CLIP NUT, fuse box	2	
		CONTROL BOX, dynamo	1	TR2-3, TR3A
		(Screw type connections).		
		CONTROL BOX, dynamo	1	To TS60000
		(Lucar type connections).		
		SCREW, control box	2	TR3A
		DIP SWITCH, headlamp	1	From TS60001
		(Screw type connections).		
		SCREW, dip switch	2	TR2-3, TR3A
		WASHER, locking	2	To TS60000
		WASHER, plain	2	
		DIP SWITCH, headlamp	1	
		DIP SWITCH, headlamp, (alternative)	1	
		RUBBER CAP, for RTC432	1	TR3A From TS60001
		SCREW, dip switch attachment	2	
		CLIP NUT	2	

37 AB610063

38 FC2805

40 3H1835

41 GEU6603

42 YJ2552

43 11G2007

44 TR6504

45 WL700101

46 PWZ203

47 502087A

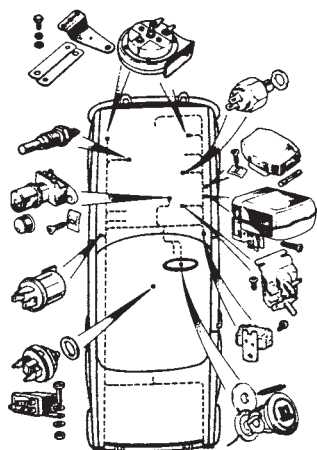
48 RTC432A

49 RTC432CAP

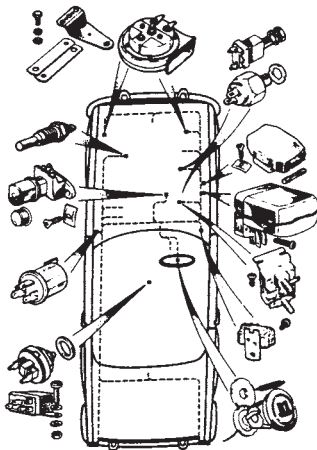
50 AD610073

51 GHF702

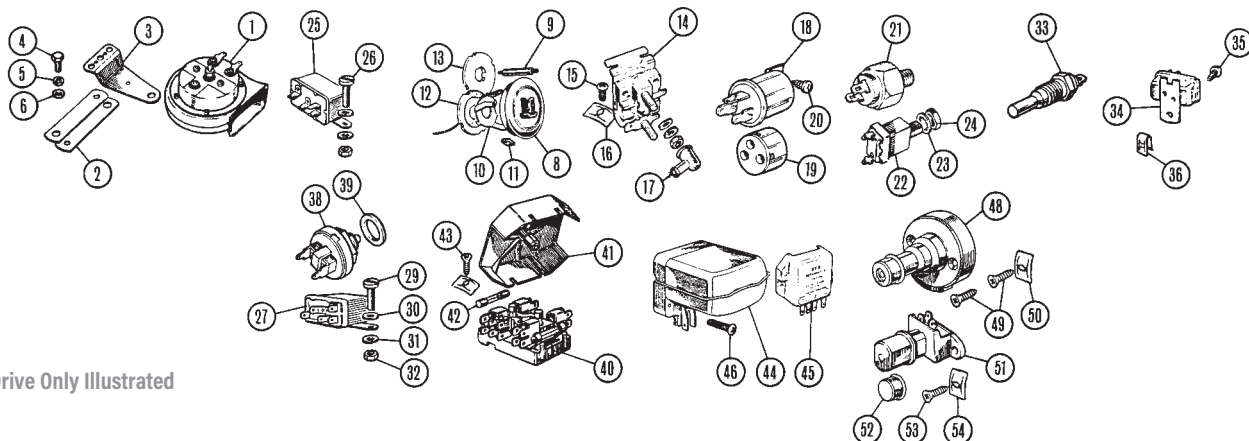
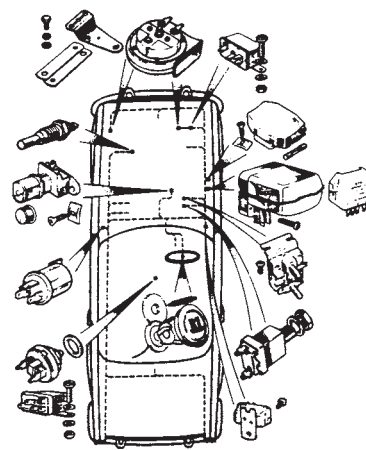
TR4 To CT14913



TR4 From CT14914



TR4A

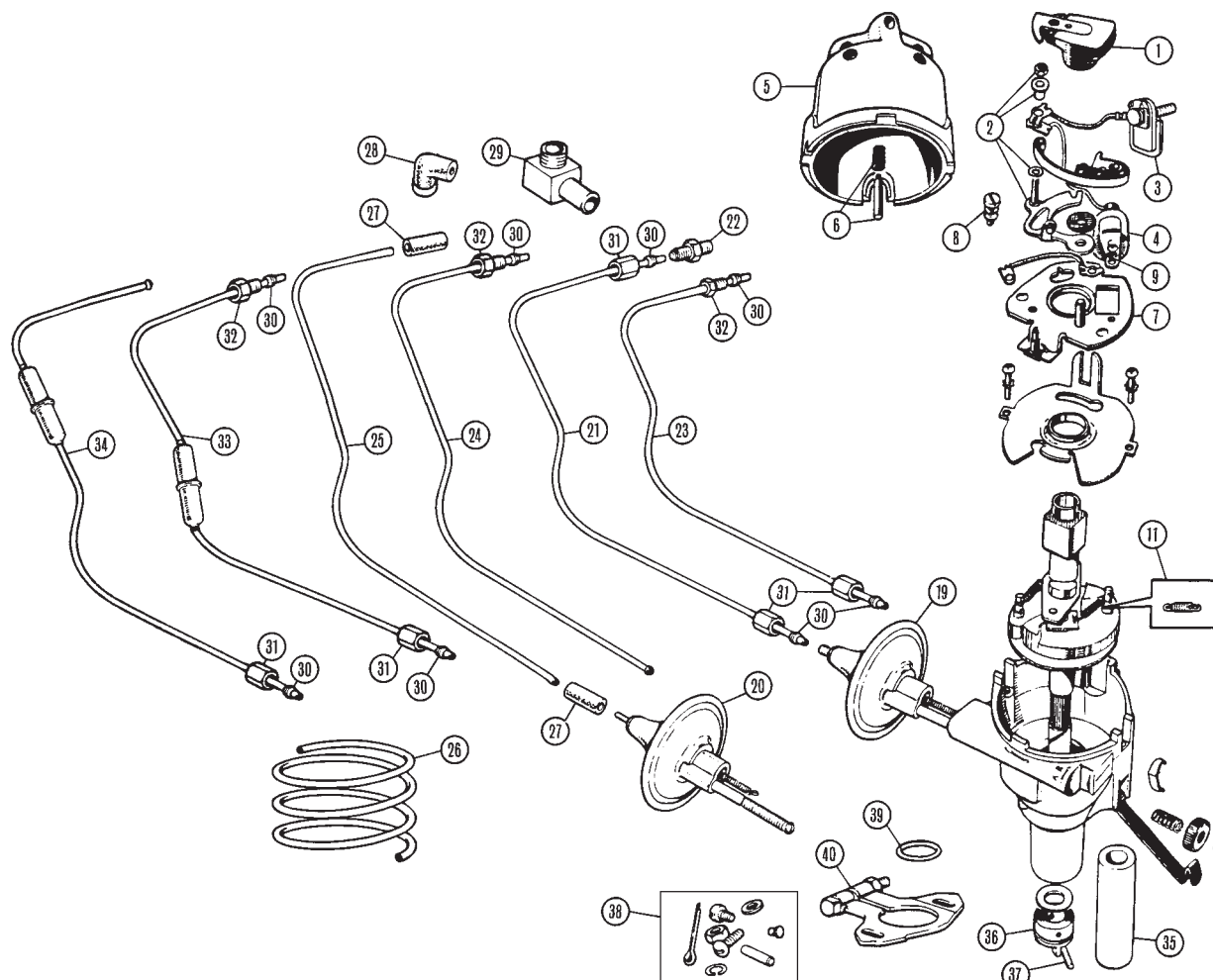


RH Drive Only Illustrated

## Horns, Relays &amp; Miscellaneous Switches TR4 &amp; TR4A

ill	Part Number	Description	Req.	Details			
1	GGE165	HORN, low note	1	marked 'L'			
	GGE164	HORN, high note	1	marked 'H'			
		(These horns are plastic replacements for the original metal Lucas horns and require mounting brackets (items 4 or 5).					
	GGE164K	HORN KIT, replacement (Including 2 horns, brackets & fixings).	1	high/low			
2	GGE109	BRACKETS, horn, pair	1	alternatives			
3	GGE113	BRACKET, horn	2				
4	GHF101	SCREW, horn attaching	4				
5	GHF331	WASHER, locking	4				
6	WM93	WASHER, plain	4				
		(These horns are plastic replacements for the original metal Lucas horns and require mounting brackets (items 4 or 5).					
8	150277	HORN PUSH	1				
9	142534	BRUSH CONTACT, horn push	1	(2.6" long)			
	142534X	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	CLIP, horn push retaining	1				
11	613766	CLIP, horn push retaining	1	alternative			
12	608462	SLIP RING & INSULATOR	1				
13	608139	INSULATOR ONLY	1				
14	BMK1727	SOLENOID, square type	1				
15	AB610063	SCREW, solenoid	2				
16	FC2805	CLIP NUT, solenoid	2				
17	8G548	RUBBER CAP	3	solenoid & starter			
18	GFU2101	FLASHER UNIT, Lucas	1				
19	BAU2110	ADAPTOR, flasher unit	1				
20	AB606082	SCREW, flasher unit	1				
21	21B291	SWITCH, brake light, hydraulic	1	1961-63			
22	13H3735	SWITCH, brake lamp, mechanical, plastic	1	1964-67			
	13H3735X	SWITCH, brake lamp, mechanical, metal	1				
		(Improved quality metal body switch)					
23	GHF325	WASHER, locking	1				
24	FNZ208	NUT	1				
25	CHM68SQ	RELAY, horn	1				TR4A
26	GHF425	SCREW, relay attachment	2				
27	142169A	RELAY, overdrive, Lucas type	1				
29	PT505	SET SCREW	2				
30	PWZ203	WASHER, plain	2				if overdrive fitted
31	WL700101	WASHER, locking	2				
32	HN2005	NUT, plain	2				
33	GTR104	TEMPERATURE SENDER	1				
34	128484	VOLTAGE STABILISER, +ve	1				
	BHA4602	VOLTAGE STABILISER, -ve	1				
35	GHF423	SCREW, stabiliser	1				
36	GHF712	SPIRE CLIP	1				
38	BAU1074A	SWITCH, overdrive inhibitor	2				if overdrive fitted
	BAU1074Z	SWITCH, overdrive inhibitor	2				aftermarket
	BAU1074A	SWITCH, reverse lamp inhibitor	1				
	BAU1074Z	SWITCH, reverse lamp inhibitor	1				aftermarket
39	1B3664	WASHER, switch adjusting/sealing	a/r				
40	606253A	FUSE BOX, Lucas connectors	1				
41	505158A	LID, for fuse box	1				
42	GFS35X	FUSE, 35 amp	a/r				17 amp continuous
43	AB610063	SCREW, fuse box	2				
44	GEU6603	CONTROL BOX	1				cars with dynamo
45	GEU6609	CONTROL BOX	1				cars with AC type alternator
46	PMZ320	SCREW, control box	2				
48	502087A	DIP SWITCH, headlamp	1				early TR4
49	RMP320	SCREW, dip switch	2				early TR4 RHD
	TR6504	SCREW, dip switch	2				early TR4 LHD
50	GHF702	SPIRE CLIP	2				
51	RTC432A	DIP SWITCH, headlamp	1				Late TR4, TR4A
52	RTC432CAP	RUBBER CAP, 'non slip'	1				
53	AD610073	SCREW, dip switch	2				
54	GHF702	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



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

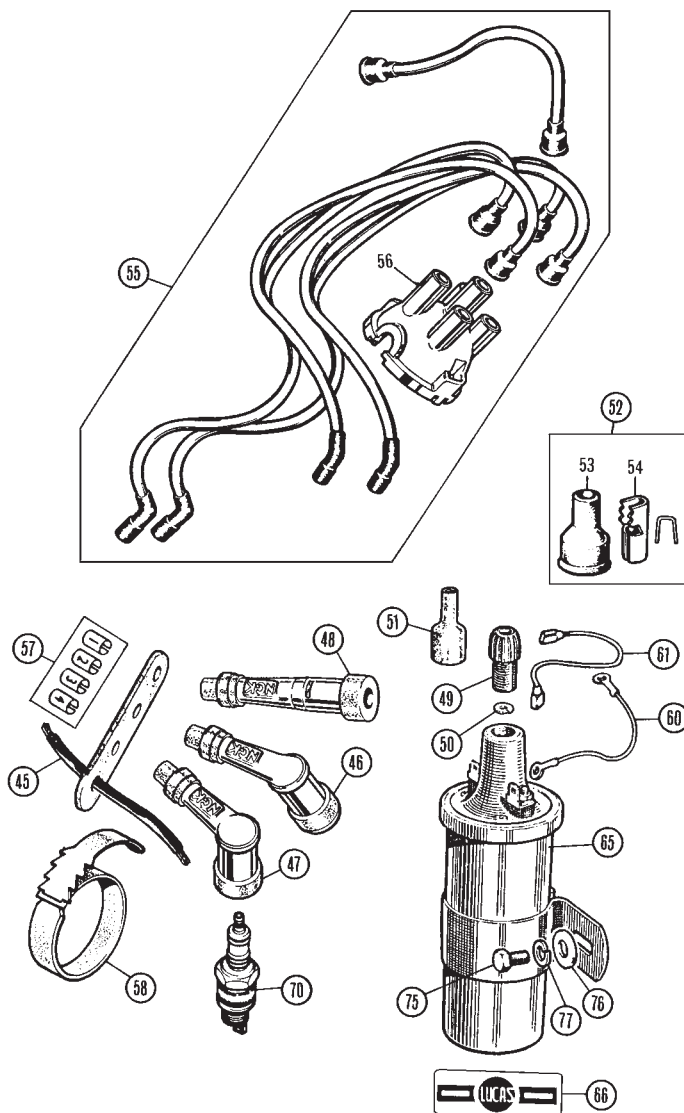
If you have not got, or cannot supply us with a repairable DM2P4 distributor, we suggest that you choose either:

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 uprated distributors.

### Distributor Service Parts

Ill	Part Number	Description	Req.	Details
1	GRA2101	ROTOR ARM	1	
	GRA2101HQ	ROTOR ARM, high quality	1	
	151-805	ROTOR ARM, Premium Red Rotors	1	
2	501466	POINTS, contact breakers	1	TR2 only (40403)
	GCS2101	POINTS, contact breakers	1	TR3-3A, TR4-4A
	GCS111	POINTS, contact breakers (Competition 32oz spring).	1	TR3-3A, TR4-4A
3	502283	LT LEAD AND BUSH	1	DM2P4 types
	57H5346	LT LEAD & BUSH, Lucar terminal	1	DM2P4 types
	600329A	LT LEAD & BUSH, Lucar terminal	1	25D4 types
	37H2981	LT LEAD & BUSH, Lucar terminal	1	alternative
4	GSC111	CONDENSER & LEAD	1	
5	GDC114	DISTRIBUTOR CAP	1	
6	262703A	CARBON BRUSH & SPRING	1	
7	17H5469	BASE PLATE	1	TR3-3A, TR4-4A, (not 40403)
8	GCS1001S	SCREW, for points	1	
9	GSC1001S	SCREW, for condenser	1	
11	TT1903	SPRING PACK, advance/retard	1	(5 pieces)
19	502346	VACUUM UNIT	1	DM2P4, 40403
	503697	VACUUM UNIT	1	DM2P4, 40480
20	510890	VACUUM UNIT	1	25D4, 40735
	517251	VACUUM UNIT	1	40795
			1	25D4, 40698, 40783, 40842, 40850
21	201875	VACUUM PIPE, two female fittings	1	H4 carburettors
22	AUC4490	ADAPTOR, vacuum line to carburettor	1	
23	509167	VACUUM PIPE, (1 female, 1 male)	1	H6 carburettors
24	305997	VACUUM PIPE, (1 male, 1 slip-on)	1	
25	307724	VACUUM PIPE, (2 slip-on fittings)	1	Zenith Stromberg & HS6 carburettors
26	37H4229M	VACUUM PIPE, nylon,	1	(per metre) alternative
27	12B2095	CONNECTOR, rubber, straight	a/r	Zenith Stromberg carbs
28	12B2062	CONNECTOR, rubber, right angled	1	HS6 carburettor's
29	512328	CONNECTOR, nylon, right angled	1	Zenith Stromberg carbs
30	6K649	COMPRESSION OLIVE	a/r	



31	6K650	FEMALE FITTING, distributor end	a/r
32	2A459	MALE FITTING, carburettor end	a/r
33	1H919	VACUUM PIPE*	1 H4 & H6 carburettor's
		(With one female one male fitting).	
34	12H733	VACUUM PIPE*	1 HS6 & Zenith Stromberg carburettor's
		(With one female one slip-on fitting).	

\*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	BUSH, supporting shaft	1
36	513679A	DRIVING DOG	1
37	057992	PIN, driving dog retaining	1
38	245015	SUNDRIES KIT, (nuts, washers, seals)	1
39	513682A	SEAL, distributor shank to engine	1 (if fitted)
40	3H2138	CLAMP PLATE	1

## Plugs, Coil & Ignition Leads

See the Accessories section for further details.

45	AAA5981M	HT LEAD, copper, (PVC bound)	a/r	black stripe
	TT2982M	HT CABLE, copper, (PVC bound)	a/r	yellow/black
		(Lucas (period) competition HT cable).		

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	SUPPRESSOR CAP, 60° angled, red	1	
	NYB5BLK	SUPPRESSOR CAP, 60° angled, black	1	
47	NLB5	SUPPRESSOR CAP, 90° angled, red	1	NGK,
	NLB5BLK	SUPPRESSOR CAP, 90° angled, black	1	aftermarket
48	NSB5	SUPPRESSOR CAP, straight, red	1	

	NSB5BLK	SUPPRESSOR CAP, straight, black	1	
49	105036	ACORN NUT, coil, (if fitted)	1	use for screw-in
50	214279A	SPLIT WASHER, coil, (if fitted)	1	coil leads
51	LUCYB306	RUBBER COVER, acorn nut	1	
52	GCL1110	END KIT, for HT lead into coil	1	use for push-in
53	12G1040	COVER, HT lead coil end	1	coil leads
54	12G1476	TERMINAL, HT lead coil end	1	

.... And for those who do not wish to make their own:

55	172-020	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.

	HMP221001	HT LEAD SET, screw fit	1	
	HMP221002	HT LEAD SET, push fit	1	
56	GDC103	REPLACEMENT CAP	1	For 172-020 lead set
57	CRST255	LABEL SET, (lead numbering)	1	
58	13H6107	RUBBER TIE, for leads	1	
60	509347	LT WIRE, ring terminals	1	coil to distributor
61	125957	LT WIRE, Lucar terminals	1	alternatives
65	GCL101	COIL, screw-in HT lead	1	ring or Lucar LT leads
	GCL110	COIL, push-in HT lead	1	Lucar LT leads
	TT2981	COIL, sports type	1	Lucar LT leads
66	CRST156	DECAL, Lucas, for coil	1	
70	L87YCC	SPARK PLUG, Champion copper cored	4	alternatives
	BP6HS	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	SCREW, coil to cylinder block	2
76	WM57	WASHER, plain	2
77	GHF331	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:

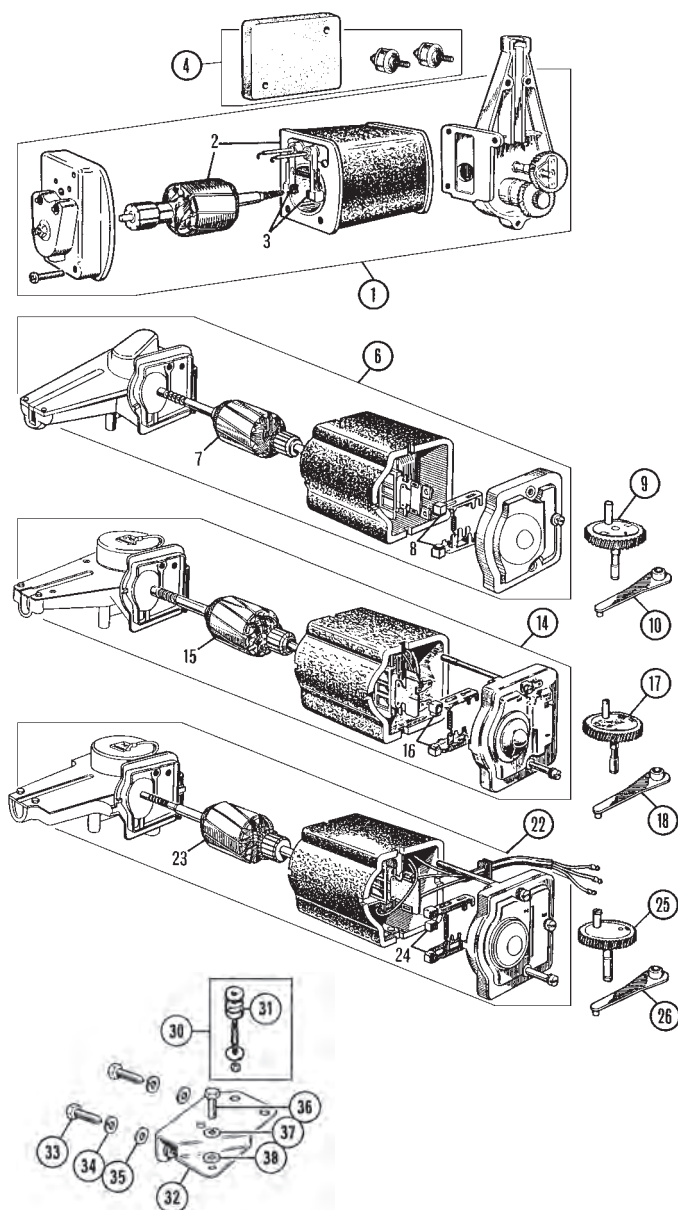
1. Develop a red face,
2. Are frustrated to hell, and
3. Wish you could sell the car because you know it died on you.

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 car's 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.



## Wiper Motor

### Single Speed Wiper Motor

CRT Type TR2, TR3 to TS12567

ill	Part Number	Description	Req.	Details
1	501684R	WIPER MOTOR, recon/exchange	1	less drive gear
2	MM145-390	MOTOR ONLY	1	
3	508170	CARBON BRUSHES, (pair)	1	
4	501684FK	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)

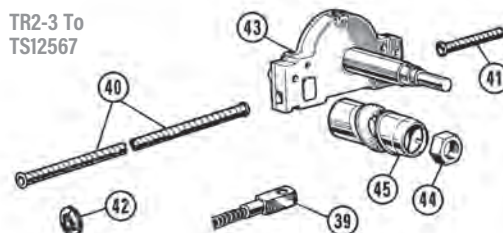
6	LULRW113R	WIPER MOTOR, recon/exchange	1	less drive gear
7	17H5255	ARMATURE	1	
8	508170	CARBON BRUSHES, (pair)	1	
9	520939	GEAR & SHAFT	1	
10	503601	CONNECTING LINK	1	

### Single Speed Wiper Motor

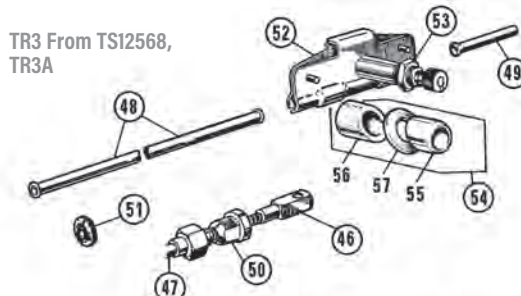
DR3A Type TR4 from CT7784 (RHD) & from CT31 (LHD)

14	GXE7714	WIPER MOTOR, recon/exchange	1	less drive gear
15	511003	ARMATURE	1	
16	508170	CARBON BRUSHES, (pair)	1	
17	511078	GEAR & SHAFT	1	
18	511096	CONNECTING LINK	1	

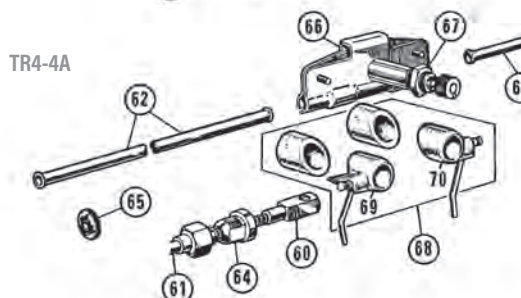
TR2-3 To  
TS12567



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	WIPER MOTOR, recon/exchange	1	less drive gear
23	511003	ARMATURE	1	
24	508170	CARBON BRUSHES, (pair)	1	
25	511078	GEAR & SHAFT	1	
26	511096	CONNECTING LINK	1	
30	17H5431	MOUNTING KIT	3	(Kit includes: 1 stud, 1 nut, 2 washers & 1 grommet).
31	17H5431X	GROMMET, wiper mounting	3	
32	611169	BRACKET ASSEMBLY, wiper motor	1	
33	GHF101	SCREW, bracket to bulkhead lower panel	2	
34	GHF331	WASHER, locking	2	
35	WM57	WASHER, plain	2	
36	SH604041	SCREW, bracket to bulkhead bracket	1	
37	GHF331	WASHER, locking	1	
38	WM57	WASHER, plain	1	

## Wiper Racks & Wheel boxes

### TR2, TR3 to TS12567

39	501730	RACK, wheel box driving (Requires cutting to correct length).	1	TR2 To TS996 (31 15/16") TR2, TR3 From TS997 To TS12567 (34 15/16")
40	502254	RACK CASING	1	motor to wheel box
41	502255	RACK CASING	1	wheel box to wheel box
42	RFN305	GROMMET	1	rack through bulkhead
43	502005	WHEEL BOX	2	
44	502005NT	NUT, 6 sided	2	
45	502005CB	CHROME BEZEL	2	

### TR3 from TS12568, TR3A

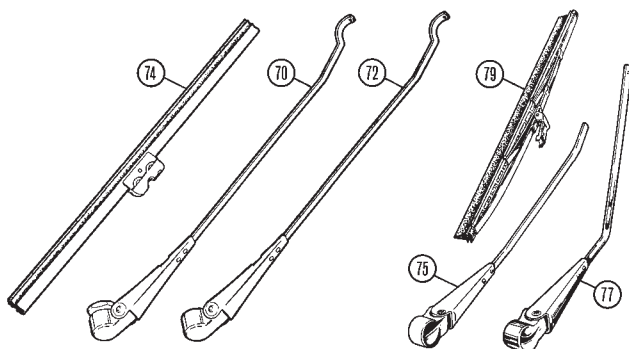
46	RTC202A	RACK, wheel box driving	1	cut to correct length (38 29/32")
47	114483	RACK TUBING	1	motor to 1st wheel box
48	203473	RACK TUBING	1	wheel box to wheel box
49	575047A	RACK TUBING	1	short to wheel box
50	37H5282	FERRULE	1	rack outer tube to motor
51	C5574A	GROMMET	1	rack through bulkhead



52	37H6316	WHEEL BOX	2	Includes nut & bush
53	ANK3459	NUT, (6 sided)	2	
54	37H6316FK	BEZEL KIT	2	
55	ADB826	CHROME BEZEL	2	
56	AHH5414	RUBBER SPACER	2	
57	ADC560X	RUBBER GASKET	2	

### Wiper Motor TR4-4A

60	RTC202A	RACK, wheel box driving	1	cut to correct length, (28 11/32")
61	AAU1909A	TUBING, rack	1	motor to 1st wheelbox
62	131151	TUBING, rack	1	wheel box to wheelbox
63	575047A	TUBING, rack	1	short to wheel box
64	37H5282	FERRULE	1	rack outer tube to motor
65	600395	GROMMET	1	rack through bulkhead
66	37H6316	WHEEL BOX	2	Includes nut & bush
67	ANK3459	NUT, 6 sided	2	
68	LU54704807	JET & BUSH KIT, car set	1	
69	511070	JET & BUSH, RH	1	
70	511071	JET & BUSH, LH	1	



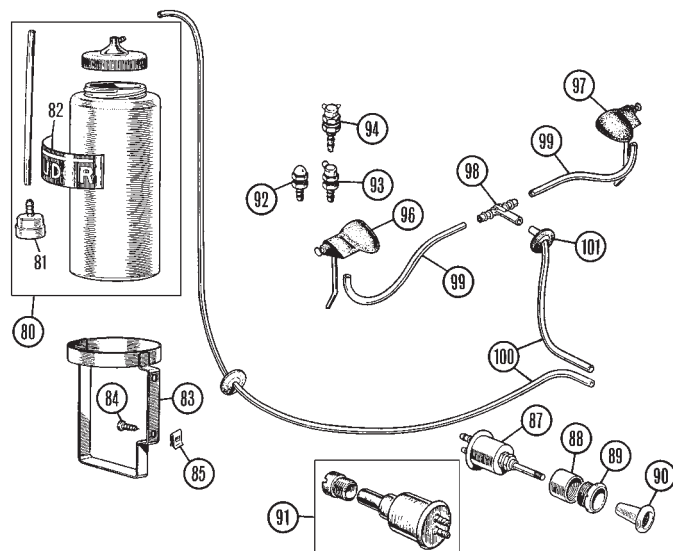
### Wiper Arms & Blades

#### TR2-3A

70	107963	WIPER ARM, RHD	2	TR2, TR3 To TS12567
	107965	WIPER ARM, LHD	2	collet fitment
72	114485	WIPER ARM, RHD	2	TR3 From TS12568, TR3A
	114488	WIPER ARM, LHD	2	spline fitment
74	114486	WIPER BLADE	2	

#### TR4-4A

75	131105	WIPER ARM, RH, (RHD)	1	straight arm
	131108	WIPER ARM, LH, (LHD)	1	
77	131106	WIPER ARM, LH, (RHD)	1	cranked arm
	131107	WIPER ARM, RH, (LHD)	1	
79	GWB219	WIPER BLADE	2	
	GWB219Z	WIPER BLADE	2	aftermarket



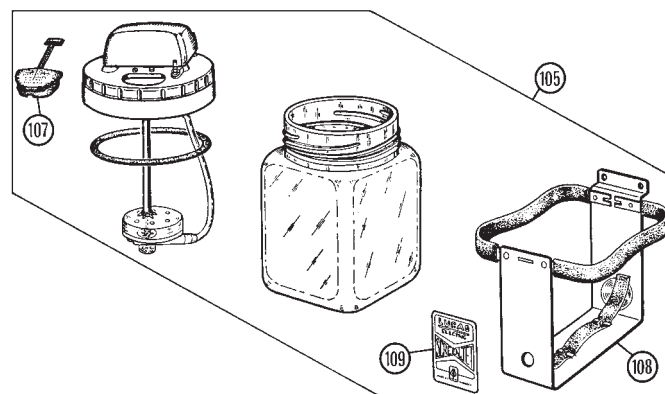
### Windscreen Washer System

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

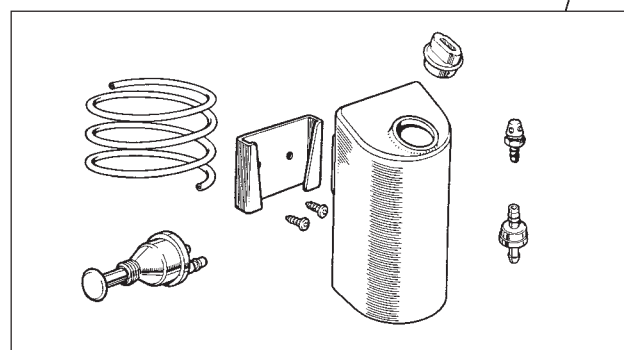
80	GAC9214X	WASHER BOTTLE	1	inc. bottle, cap, pipe & valve
	GAC9215X	BRACKET, mounting, washer bottle	1	for GAC9214X
81	GWW506	NON-RETURN VALVE	1	
82	CRST124	LABEL, 'Tudor'	1	
83	GAC9215X	BRACKET	1	
84	AB606051	SCREW, bracket to inner wing	2	
85	FC2803	SPIRE NUT, (in front inner wing)	2	
87	609173	PUMP, original	1	
88	609526	HOUSING	1	
89	609919	BEZEL	1	
90	609946	KNOB, (for pump 609173)	1	
91	GWW102	WASHER PUMP, manual	1	
	GWW102B	WASHER PUMP, manual, plastic	1	
92	MM802-805	JET, chrome, single, (original)	2	TR2-3A
93	GWW802	JET, chrome, single, (Lucas)	2	
94	GWW801	JET, chrome, twin, (Lucas)	2	TR4-4A
		JET & BUSH KIT, (car set)	1	
96	511070	JET & BUSH, RH	1	
97	511071	JET & BUSH, LH	1	
98	GWW404	'T' PIECE	1	
99	GWW201M	TUBING, 3mm bore	a/r	'T' piece to jets
100	GWW202M	TUBING, 4mm bore	a/r	bottle to pump/to 'T' piece
101	061917	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	ELECTRIC SCREEN WASHER	1	glass bottle type
107	503786	FILLER PLUG	1	
108	553758	BRACKET	1	
109	CRST169	DECAL, Lucas screen jet	1	



#### TR2-3A-4-4A (Aftermarket Replacement)

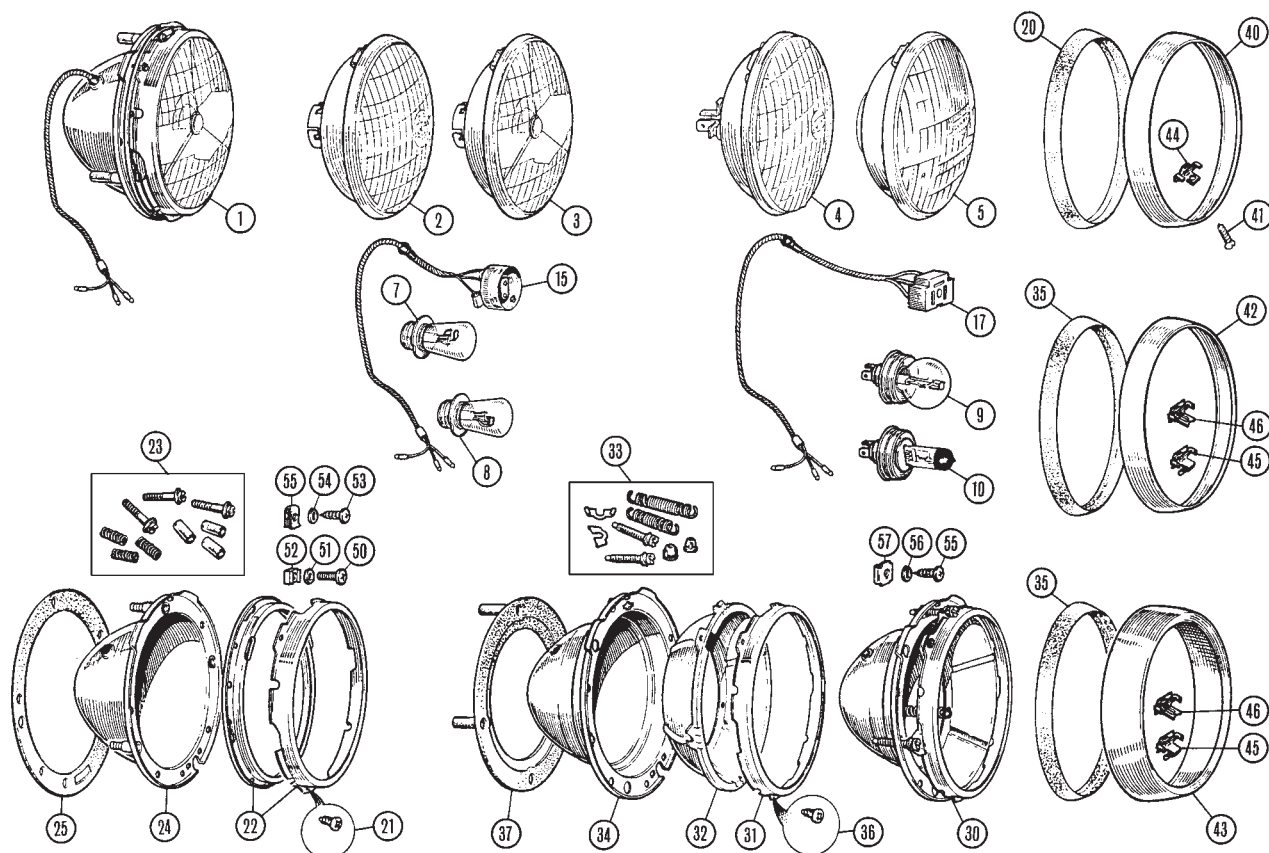
If your TR2-3A has no screen washer at all, the complete kit (GAC9212X) will fit and keep it legal in the eyes of the UK MOT tester. Most owners however prefer to replace the supplied plastic jets with the original chrome jets listed above.

110	GAC9212X	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 (For this headlamp assembly use 119072Z or 124020 rim).	2	
	506372X	HEADLAMP, 'tripod', LHD (For this headlamp assembly use 119072Z or 124020 rim).	2	
	BHM7198	HEADLAMP, sealed beam, RHD (For this headlamp assembly use 500929 rim).	2	
	512223X	HEADLAMP, sealed beam, RHD (For this headlamp assembly use 119072Z or 124020 rim).	2	
	XBC103360	HEADLAMP, sealed beam, 75/50W, RHD	2	
	XBC103LUCAS	HEADLAMP, sealed beam, 75/50W, RHD	2	LUCAS moulded in glass
	514579	HEADLAMP, sealed beam, LHD (For this headlamp assembly use 119072Z or 124020 rim).	2	
	27H8495	HEADLAMP, BPF lamp, RHD (For this headlamp assembly use 500929 rim).	2	
	AEU1061A	HEADLAMP, P45T asymmetric, LHD (For this headlamp assembly use 500929 rim).	2	
	512224X	HEADLAMP, P45T asymmetric, LHD (For this headlamp assembly use 119072Z or 124020 rim).	2	

### Replacement Parts

2	GLU501	LIGHT UNIT, BPF	2	RHD, LH dipping
3	LU554308	LIGHT UNIT, BPF 'tripod'	2	RHD, LH dipping
	LU555296	LIGHT UNIT, BPF 'tripod'	2	LHD, RH dipping
4	GLU101	LIGHT UNIT, sealed beam	2	RHD, LH dipping
	BMK2508	LIGHT UNIT, sealed beam	2	LHD, RH dipping
	BMK2508H	LIGHT UNIT, sealed beam, halogen	2	LHD, RH dipping
5	27H4146A	LIGHT UNIT, P45T asymmetric	2	LHD, RH dipping
7	GLB414	BULB, BPF, clear	2	RHD, LH dipping

8	GLB415	BULB, BPF, clear	2	LHD, RH dipping
	GLB409X	BULB, BPF, cadmium yellow	2	LHD, RH dipping
9	GLB410	BULB, P45T, clear	2	France
	GLB411	BULB, P45T, cadmium yellow	2	
10	GLB2983	BULB, P45T, halogen, clear	2	for BPF lamp unit
15	27H2333	ADAPTOR & CABLES	2	for BPF lamp
16	501473	ADAPTOR, Lucar terminals	2	plug connector & cables
17	BAU2110	ADAPTOR, Lucar	2	

### Type 'A' Bucket (3 Adjusters)

20	3H2962	DUST EXCLUDER, rubber	2	
21	AB606021	SCREW, rim retaining	6	
22	17H5205	MOUNTING RIM, headlamp	2	(2 pieces)
23	17H5394K	ADJUSTER KIT (Kit Includes: 3 screws, 3 springs, 3 sleeves).	2	
24	7H6838	BUCKET, headlamp	2	3 adjuster type
25	3H1031	SEAL, bucket to body	2	

### Type 'B' Bucket (2 Adjusters)

30	27H8263X	BUCKET, BOWL & RIM UNIT	2	
31	515218A	RING, outer mounting, chrome	2	
32	SML4	RING, inner mounting	2	
33	BHM7058	ADJUSTER KIT (Kit includes: 2 screws, 2 ferrules, 2 springs & 2 clips).	2	
34	SML3	BUCKET, headlamp	2	2 adjuster type
35	3H2962	DUST EXCLUDER, rubber	2	
36	AB606021	SCREW, rim retaining	6	
37	512222	SEAL, bucket to body	2	
	13H565	SEAL, bucket to body	2	alternative
	009403	SEAL, bucket to body	2	fit in pairs

### Headlamp Rims (see also the Accessories section)

40	500929	RIM, headlamp, screw-on type	2	TR2-3
41	RTC465	SCREW, rim retaining	2	
	119072Z	RIM, headlamp, clip-on type	2	TR3A, TR4-4A
43	124020	RIM, headlamp, wide/clip-on type	2	TR3A, From TS32585 USA
44	37H7421A	CLIP, rim retaining (Use with rim 500929).	2	TR2-3
45	BAU1460TR	CLIP, rim retaining, original (Use with rims 119072Z & 124020).	2	TR3A-4A
46	BAU1460	CLIP, rim retaining, clip, repro (Use with rims 119072Z & 124020).	2	TR3A-4A

## Fittings - Headlamp to Body

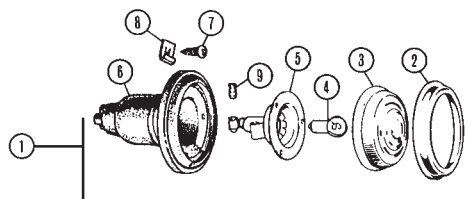
50	PMZ312	SCREW	6	TR2-3A original fitment
51	WL700101	WASHER, locking	6	must be used in sets,
52	FS2701	NUT & RETAINER	6	fits 9/32" square hole
53	GHF424	SCREW	6	
54	WP4	WASHER, plain	6	TR2-3A alternative
55	GHF1000	SPIRE NUT	6	
55	GHF424	SCREW	8	
56	WP4	WASHER, plain	8	TR4-4A
57	FC2804	SPIRE NUT	8	fits 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.

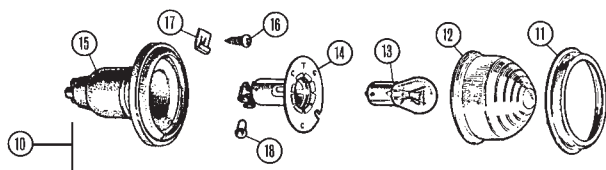
NI	117-515	HEADLAMP RELAY KIT	1	see page A41 for full details
		(Kit includes: Fittings & 2 (aftermarket) relays).		



## Front Side &amp; Flasher Lamp

## TR2, TR3 to TS17340

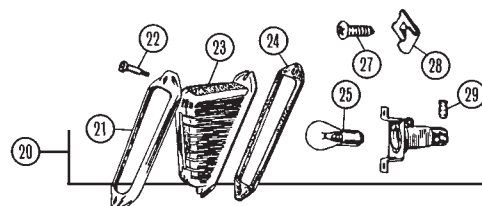
1	3H3055	FRONT SIDE & FLASHER LAMP	2
2	7H5182	RIM, chrome, lens retaining	2
3	AJA5076	LENS, clear, flat type	2
4	GLB380	BULB	2
5	17H5426	BULB HOLDER	2
6	37H5481	BODY, rubber	2
7	GHF421	SCREW, lamp attaching	6
8	AK606021	SPIRE NUT, lamp attaching	6
9	27H6713	BULLET CONNECTOR	3



## Front Side &amp; Flasher Lamp

## TR3 from TS17341, TR3A

10	1B9100	FRONT SIDE & FLASHER	2
11	7H5182	RIM, chrome, lens retaining	2
12	37H6928	LENS, clear, glass	2
	37H6928Z	LENS, clear, glass	2
13	GLB380	BULB, 21/5 watt	2
14	27H5545	BULB HOLDER	2
15	508162	BODY, (rubber)	2
16	GHF421	SCREW, lamp	6
17	AK606021	SPIRE NUT, lamp	6
18	27H6713	BULLET CONNECTOR	3

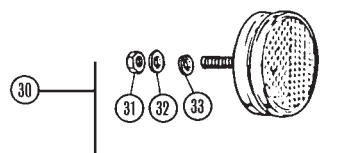


## Tail Lamp

## TR2 to TS1306

20	107592Z	TAIL LAMP, reproduction	2
21	157-920	RIM, tail lamp lens	2
22	157-800	SCREW, tail lamp rim	4
23	501934X	LENS, glass	2
	501934	LENS, plastic	2
24	502332	GASKET, tail lamp lens	2
25	GLB380	BULB	2
27	GHF424	SCREW	4
28	GHF712	SPIRE NUT	4
29	27H6713	BULLET CONNECTOR	3

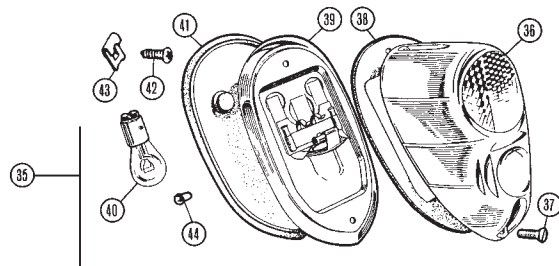
The lamp that we supply is a reproduction of the original lamp fitted on the MG 'T' series and early Morris Minors. It differs in the construction of the backplate only; a very minor modification to the rear apron will be required in fitting. Externally, once fitted, the lamp is visually indistinguishable from the original.



## Reflector

## TR2 to TS1306

30	501485	REFLECTOR	2
31	AJD8012Z	NUT, plain, (2BA)	26
32	WL700101	WASHER, locking	4
33	PWZ203	WASHER, plain	4



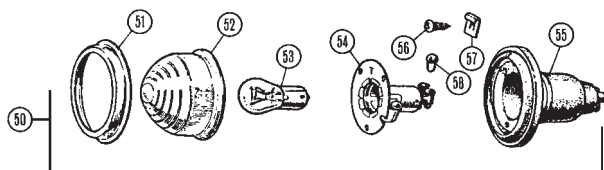
## Tail Lamp

## TR2 from TS1307, TR3-3A

35	13H23	TAIL LAMP*	2
36	AJA5069	LENS, red	2
	AJA5069Z	LENS, red, aftermarket	2
37	57H5569	SCREW, lens to base	4
38	AJA5071	GASKET, lens to base	2
39	AJA5072	BASE	2
40	GLB380	BULB	2
41	AJA5073	GASKET, lamp mounting	2
42	GHF424	SCREW	4
43	GHF712	SPIRE NUT	4
44	27H6713	BULLET CONNECTOR	3

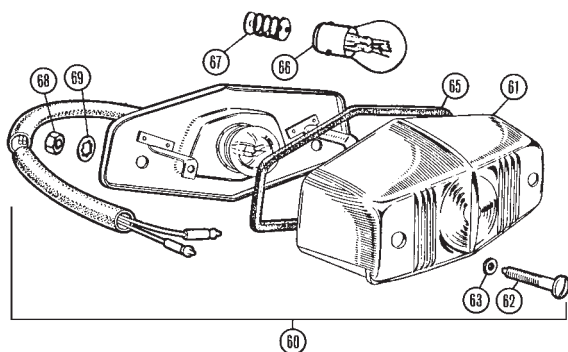
\*Note: This lamp was a 'tail & flasher' lamp up to TS15601, after which it was used as a stop & tail lamp.





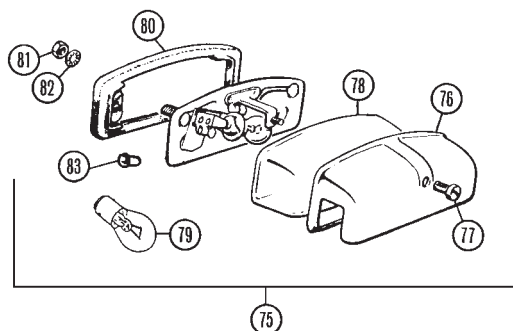
### Rear Flasher Lamp (TR3 from TS15601, TR3A)

50	2A9013	REAR FLASHER LAMP, amber	2
	2A9040	REAR FLASHER LAMP, red	2
51	7H5182	RIM, flasher lamp lens	2
52	37H5520	LENS, amber, glass	2
	37H5520Z	LENS, amber, glass	2
	37H5531	LENS, red, glass	2
	37H5531Z	LENS, red, glass	2
53	GLB382	BULB	2
54	37H5528	BULB HOLDER	2
55	508162	BODY, rubber	2
56	GHF421	SCREW	6
57	AK606021	SPIRE NUT	6
58	27H6713	BULLET CONNECTOR	2



### Stop & Number Plate Lamp (TR2, TR3 to TS18912)

60	109497	STOP & NUMBER PLATE	1
61	501798	LENS	1
62	501799	SCREW	2
63	21G9057	WASHER, screw	2
64	502351	GASKET, lens seating	1
65	GLB380	BULB	1
66	37H5459	TERMINAL KIT, bulb socket	2
67	AJD8012Z	NUT	2
68	WL700101	WASHER, locking	2

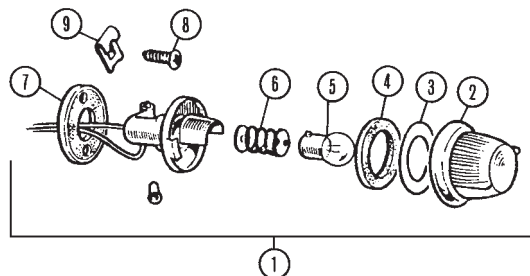


### Number Plate Lamp (TR3 from TS18913, TR3A)

75	127916	NUMBER PLATE LAMP	1
	127916Z	NUMBER PLATE LAMP, plastic	1
76	502264	COVER, chrome	1
77	17H5385	SCREW	1
78	601721A	LENS	1

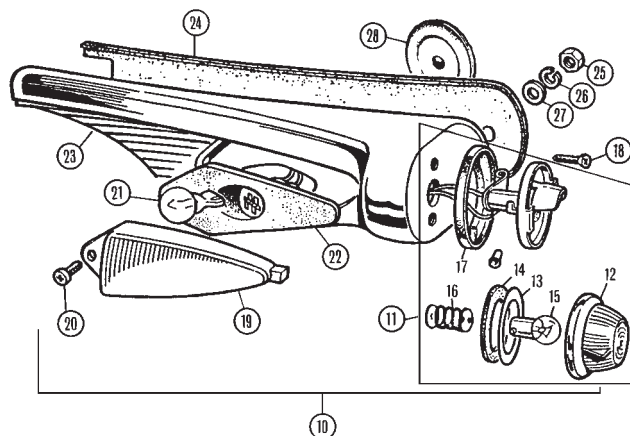
79	GLB989	BULB*	1/2
80	57H5368	GASKET	1
81	AJD8012Z	NUT	2
82	WL700101	WASHER, locking	2
83	27H6713	BULLET CONNECTOR	2

\*Note: The early single bulb number plate lamp has been replaced by a lamp which appears identical, except that it uses two bulbs.



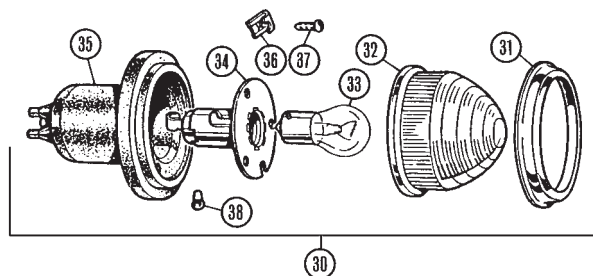
### Side Lamp (TR4)

1	514805	SIDE LAMP	2
2	510897	LENS & RIM, clear	2
3	510898	WASHER, plastic, (sliding ring)	2
4	510899	GASKET, lens seating	2
5	GLB233	BULB	2
6	244700A	CONTACT & SPRING	2
7	510900	GASKET, assembly seating	2
8	AT606042	SCREW, lamp retaining	4
9	AK606021	SPIRE NUT	4

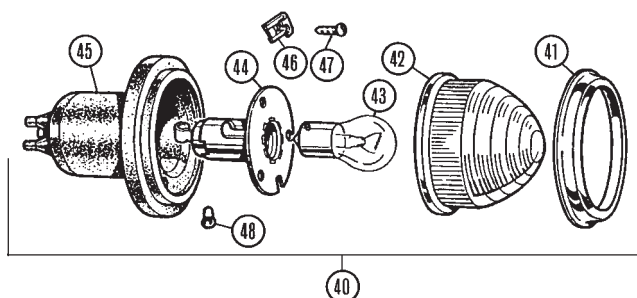


### Side/Repeater Lamps (TR4A)

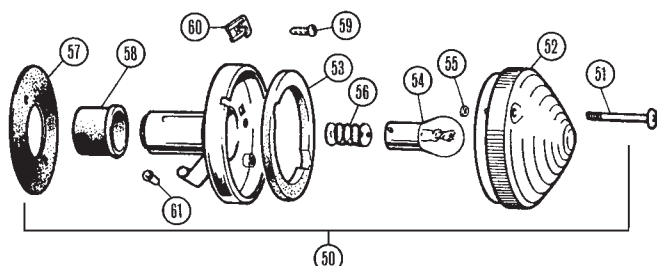
10	212486	SIDE/REPEATER LAMP, RH	1
	212488	SIDE/REPEATER LAMP, LH	1
11	514805	SIDE LAMP	2
12	510897	LENS & RIM, clear	2
13	510898	WASHER, plastic, (sliding ring)	2
14	510899	GASKET, lens seating	2
15	GLB233	BULB	2
16	244700A	CONTACT & SPRING	2
17	510900	GASKET, seating	2
18	AT606042	SCREW, base to housing	4
19	616648	LENS, side-marker, (amber)	2
20	PMZ208	SCREW, lens retaining	2
21	GLB501	BULB	2
22	616628	GASKET, with bulb holder	2
23	808677	BASE, lamp unit, RH	1
	808678	BASE, lamp unit, LH	1
24	514808	GASKET, lamp to wing, RH	1
	514809	GASKET, lamp to wing, LH	1
25	GHF200	NUT, assembly to wing	4
26	GHF331	WASHER, locking	4
27	GHF300	WASHER, plain	4
28	061917	GROMMET, wires/inner wing	2

**Front Flasher Lamps (TR4-4A UK Models)**

30	2A9013	FLASHER LAMP, amber	2
31	7H5182	RIM	2
32	37H5520	LENS, amber, glass	2
	37H5520Z	LENS, amber, glass	2 aftermarket
33	GLB382	BULB	2
34	37H5528	BULB HOLDER	2
35	508162	BODY, rubber	2
36	AK606021	SPIRE NUT	6
37	GHF421	SCREW	6
38	27H6713	BULLET CONNECTOR	2

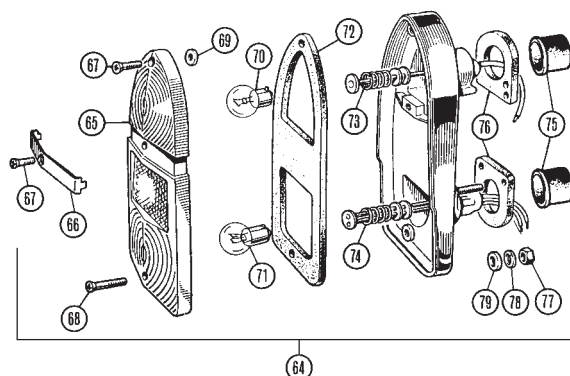
**Front Flasher Lamps (TR4-4A USA Models to Body no. 30348CT)**

40	532806	FLASHER LAMP, clear	2
41	7H5182	RIM	2
42	37H6928	LENS, front, clear, glass	2
	37H6928Z	LENS, front, clear, glass	2 aftermarket
43	GLB382	BULB	2
44	37H5528	BULB HOLDER	2
45	508162	BODY, rubber	2
46	AK606021	SPIRE NUT	6
47	GHF421	SCREW	6
48	27H6713	BULLET CONNECTOR	2

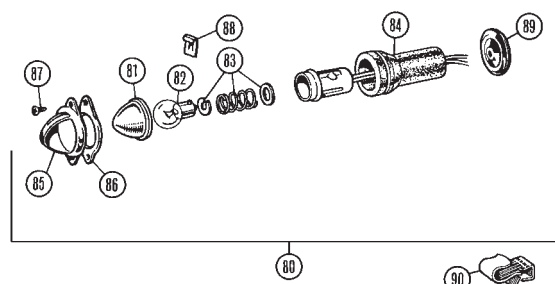
**Flasher Lamps (TR4-4A USA Models from Body no. 30349CT)**

50	BHA4476	FLASHER LAMP	2
51	518868	SCREW, lens retaining	4
52	17H6763	LENS, clear	2
53	17H6765	GASKET, lens seating	2
54	GLB382	BULB	2
55	21G9057	WASHER, fibre	2
56	37H5452	TERMINAL KIT, bulb socket	2 single contact

57	27H2724	GASKET, lamp seating	2
58	17H5216	BOOT, flasher wires	2
59	AB606051	SCREW	6
60	AK606021	SPIRE NUT	6
61	27H6713	BULLET CONNECTOR	2

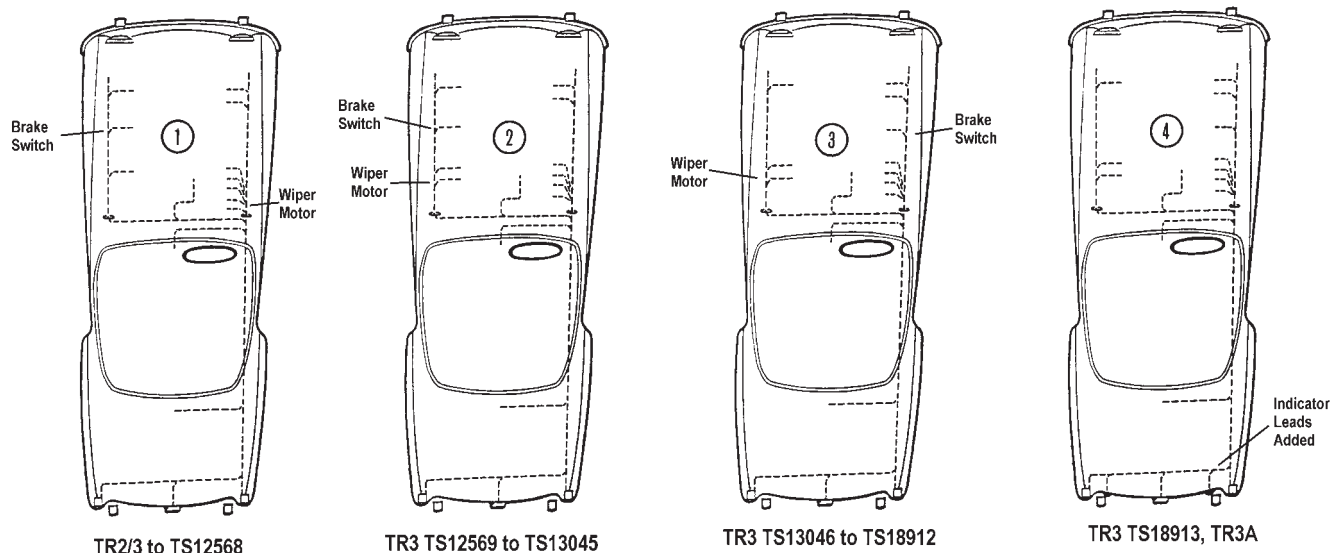
**Stop/Tail Lamp (TR4-4A)**

64	208208Z	TAIL LAMP, red/amber lens	2 UK models
	208207Z	TAIL LAMP, all red lens	2 US models
65	516040	LENS, red with amber flasher	2 UK models
	516061	LENS, all red	2 US models
66	510903	CHROME STRIP	2
67	510904	SCREW, top & centre	4
68	510905	SCREW, bottom	2
69	21G9057	WASHER, screw retaining	6
70	GLB382	BULB, flasher lamp	2
71	GLB380	BULB, stop/tail lamp	2
72	510906	GASKET, lens seating	2
73	37H5452	TERMINAL KIT, bulb socket	2 single contact
74	37H5459	TERMINAL KIT, bulb socket	2 twin contact
75	17H5216	GROMMET, flasher lamp wires	4
76	133364	GASKET, lamp to body	4
77	GHF206	NUT, lamp retaining	8
78	WL700101	WASHER, locking	8
79	PWZ203	WASHER, plain	8

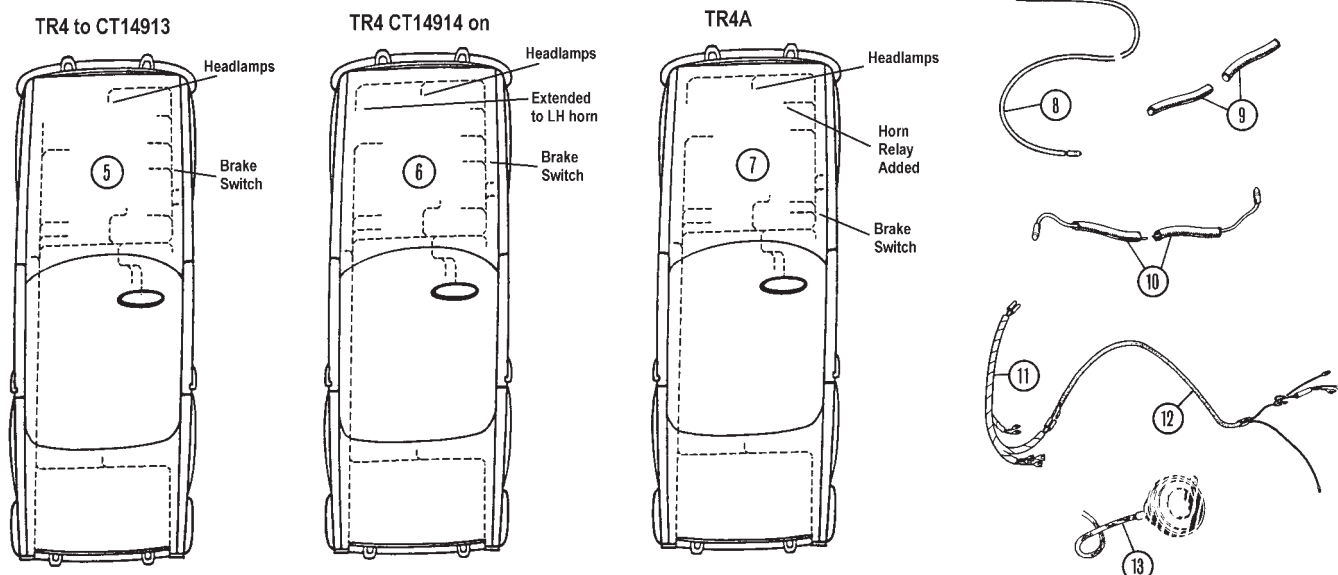
**Number Plate Lamps (TR4-4A)**

80	142002	NUMBER PLATE LAMP	2
	142002Z	NUMBER PLATE LAMP, aftermarket	2
81	510875A	LENS	2
82	GLB207	BULB	2
83	37H5452	TERMINAL KIT, bulb socket	2 single contact
84	510912	BODY, rubber	2
85	131465A	RIM	2
86	612189	PLINTH, chrome	2 TR4 To CT6402
87	AB606053	SCREW, rim retaining	4
88	AK606021	SPIRE NUT	4
89	600395	GROMMET, No plate lamp wires	2
90	611406	CLIP, lead to bumper bracket	2

At an unknown change point during the production of the TR4A, German market cars switched from the this type of number plate lamp (mounted on the rear overrides) 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.



RHD models only illustrated



## Wiring Harness (Looms)

ill	Part Number	Description	Req.	Details
1	501493CL 501493PVC	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR2, TR3 To TS12568 wiper motor on right of bulkhead
2	504803CL 504803PVC	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR3 From TS12569 To TS13045
3	505137CL 505137PVC	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR3 From TS13046 To TS18912
4	303004CL 303004PVC 207162CL 207162PVC	MAIN LOOM, cloth bound MAIN LOOM, PVC bound MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1 1 1	TR3 From TS18913 TR3A To TS60000 TR3A From TS600001
5	305321CL 305321	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR4 RHD To CT14913
6	305610CL 305610 305281CL 305281 305611CL 305611 306645CL 306645	MAIN LOOM, cloth bound MAIN LOOM, PVC bound MAIN LOOM, cloth bound MAIN LOOM, PVC bound MAIN LOOM, cloth bound MAIN LOOM, PVC bound MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1 1 1 1 1 1 1	TR4 RHD From CT14914 TR4 LHD To CT9983 TR4 LHD From CT9984 To CT26999 TR4 LHD From CT27000
7	307235CL 307235	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR4A RHD

307234CL
307234
8 108647
108648
108649
108650
9 504806
10 139033
11 131338
12 131339
13 502355

MAIN LOOM, cloth bound	1	TR4A LHD
MAIN LOOM, PVC bound	1	
CABLE, red, (cut to fit)	a/r	side lamp to main loom
CABLE, green, (cut to fit)	a/r	flasher to main loom
CABLE, black, (cut to fit)	a/r	lamp unit body earth
CABLE, horn to loom	a/r	
PVC SLEEVING, cut to length	a/r	
EXTENSION HARNESS (Brake switch).	1	TR4 LHD From CT27000
HARNESS, overdrive	1	switch to relay
HARNESS, overdrive	1	gearbox top cover
HARNESS, in column	1	TR2-3A



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.

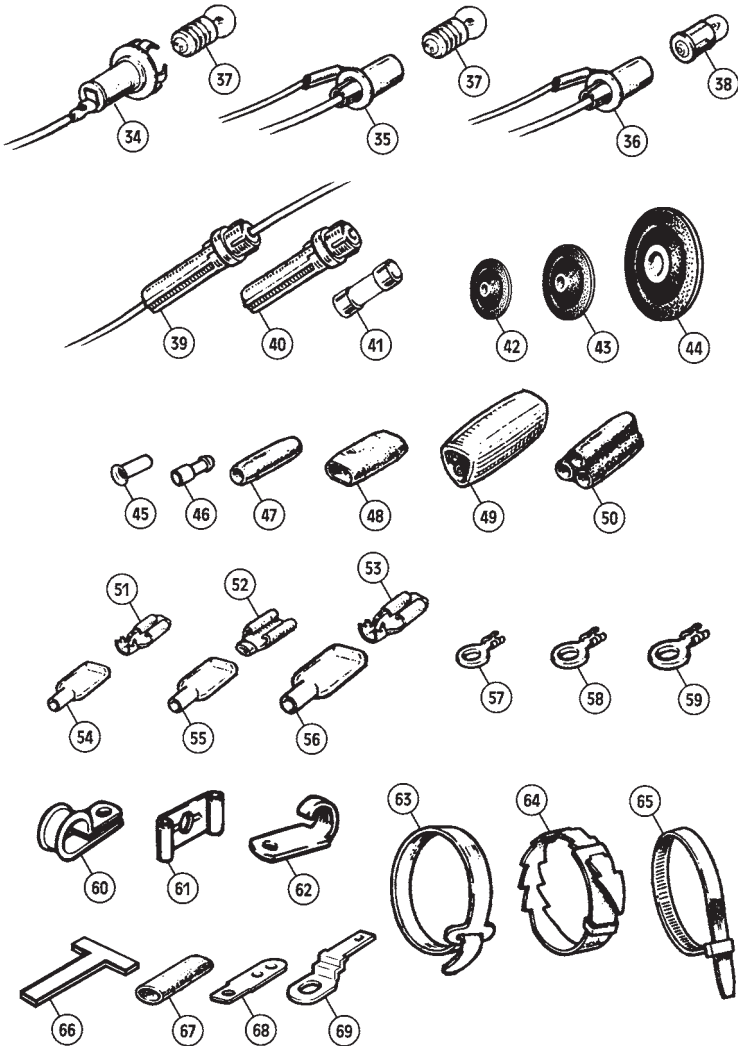
Note: By the clever design of placing the hole for the loom in the centre of the bulkhead, TR2-3A looms were not handed for RH or LH drive.

The following looms were originally PVC bound:

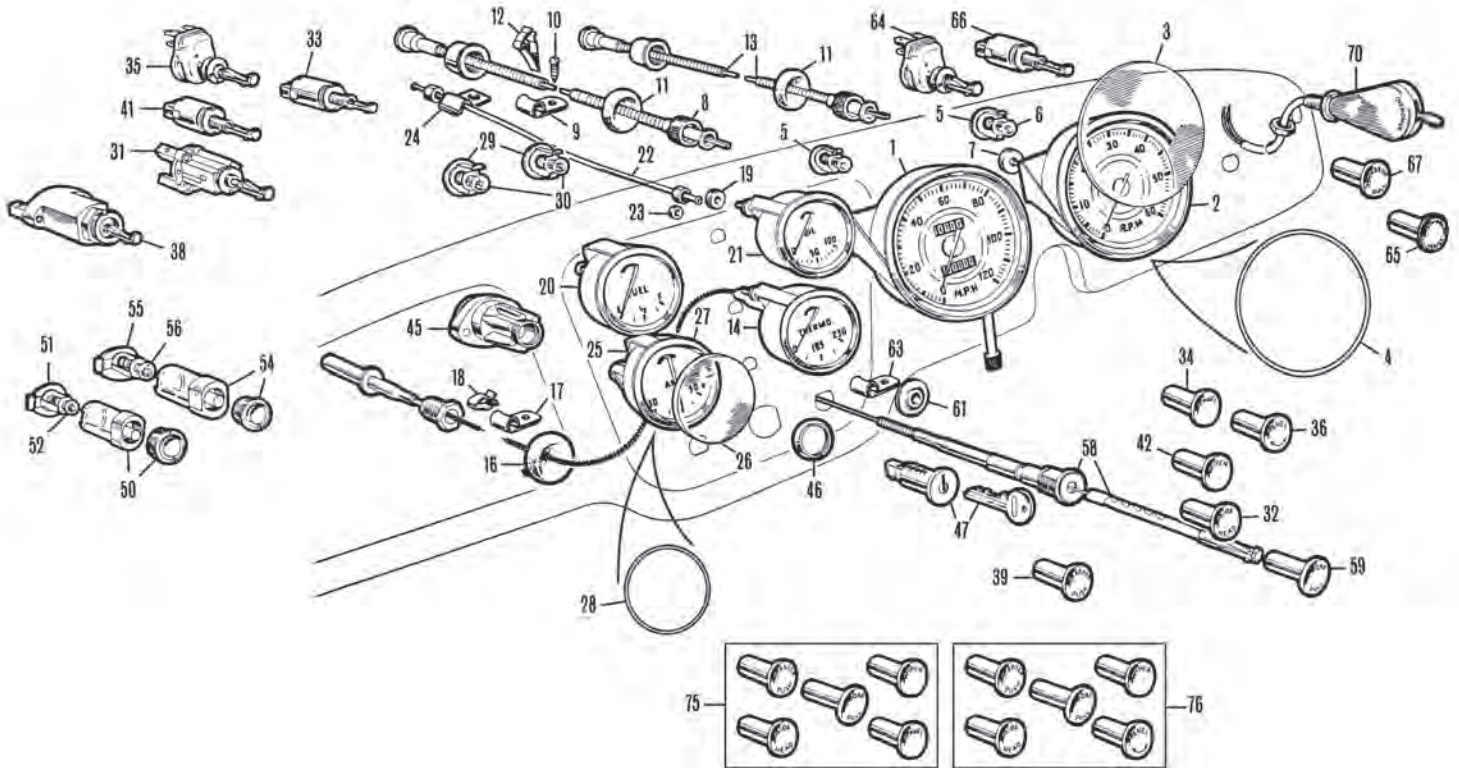
TR3A from TS60001	As TS18913 to TS60000 but with Lucar connectors, not screwed connectors.
TR4 RHD to CT14913 TR4 LHD to CT9983	Coil and temperature sender cables fed from the switch on RH side.
TR4 RHD from CT14914 TR4 LHD from CT9984 to CT26999	Coil and temperature sender and LH horn fed from front 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	BULB HOLDER, claw type, screw-in bulb	a/r	MES type, self earthing
35	13H1927	BULB HOLDER, claw type, screw-in bulb (Glove box & key lamp).	a/r	MES type, separate earth
36	UKC4187	BULB HOLDER, sleeve type (Screw-in bulb).	a/r	MES type
37	GLB987	BULB HOLDER, sleeve type (Bayonet bulb, footwell lamp).	a/r	BA7 type
38	GLB281	BULB, 2.2W, screw-in type (Glove box lamp).	a/r	fits MES type bulb holder
39	UKC4446	BULB, 2.0W, bayonet type (Footwell lamp).	a/r	fits BA7 type bulb holder
41	GFS3005	INLINE FUSE HOLDER (Includes wires, terminals and spring).	a/r	
	GFS3010	FUSE, 5 amp, pack of five fuses	a/r	
	GFS3015	FUSE, 10 amp, pack of five fuses	a/r	
	GFS3020	FUSE, 15 amp, pack of five fuses	a/r	in line headlamp main beam
	GFS3025	FUSE, 20 amp, pack of five fuses	a/r	
	GFS3035	FUSE, 25 amp, pack of five fuses	a/r	in line cigar lighter
	GFS3050	FUSE, 35 amp, pack of five fuses	a/r	
42	061917	FUSE, 50 amp, pack of five fuses	a/r	
	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	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	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	a/r	
63	AHH7108	(Head, side and flasher lamps).		
64	13H6107	CLIP, aluminium band type	a/r	
65	GHF1265	CABLE TIE, 'fir tree' type	a/r	
	GHF1265	CABLE TIE, 9 cm long	a/r	
	GHF1266	CABLE TIE, 13 cm long	a/r	ratchet type
	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	INSULATING SLEEVE, on loom tag	a/r	
68	123759	EARTH TAG, Lucar	a/r	welded to body panels
69	123759	EARTH TAG, Lucar	1	
		(Screwed to wiper motor mount).		



## Instruments, Cables & Dash Switches TR2-3A

III	Part Number	Description	Req.	Details
1	108192R	GAUGE, speedo, MPH, exchange (S628, SN6307/04 or SN6319/00, 1180 turns).	1	3.7:1 axle
	113637R	GAUGE, speedo, MPH, exchange (SN6307 or SN6319, 1300 turns).	1	4.1:1 axle
	108193R	GAUGE, speedo, KPH, exchange (S628K, SN6307/05 or SN6319/02, 740 turns).	1	3.7:1 axle
	113632R	GAUGE, speedo, KPH, exchange (SN6307/09 or SN6319/03, 820 turns).	1	4.1:1 axle
Note: Speedometers are calibrated for 5.60x15 tyres which, luckily, are pretty close to what most now wear, 165x15. If your TR is shod with something drastically different, or has non-standard rim width, you should consider re-calibration but allow a generous time for this process.				
2	106970R	GAUGE, tachometer (RC163, RN1402/09 or RN1411/00).	1	
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° (RT70 or TL2561/01).	1	
	110895R	GAUGE, temperature, C° (51-312-561-03 or TL2561/03).	1	
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 (PG163 or FG2530/20).	1	

21	106966R	GAUGE, oil pressure (X8051612 or PL2561/00).	1	} lbs. per square inch
	110896R	GAUGE, oil pressure (X8051613 or PL2561/01).	1	
22	202973	PIPE, oil pressure, on bulkhead	1	} kilograms per square centimetre
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, windshield wiper#	1	single speed
42	106689	KNOB, wiper switch*†	1	

#Note: We do not anticipate being able to offer the two speed wiper switch in the near future.

45	107936	BODY, ignition switch	1	
46	107937	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	

65	509735	KNOB, heater	1	
	500513	KNOB, screw retained	1	alternative
66	2H4841	SWITCH, pull/push, 2 position, overdrive#	1	TR2 To TS6266
67	108437	KNOB, overdrive switch	1	
70	112474	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.

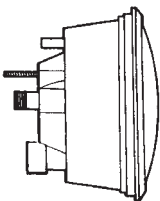
Dash Knob Sets

75	GKS6001X	DASH KNOB SET, (inc. items marked*)	1	
	106685	KNOB, side & headlamp switch*	1	
	107680	KNOB, panel light switch*	1	TR2-3, early TR3A
	109311	KNOB, starter switch*	1	
	106689	KNOB, wiper switch*	1	
	107764	KNOB, choke cable*	1	
76	GKS6002X	DASH KNOB SET, (inc. items marked†)	1	
	106685	KNOB, side & head lamp switch†	1	
	125677	KNOB, panel light switch †	1	late TR3A
	109311	KNOB, starter switch†	1	
	106689	KNOB, wiper switch†	1	
	107764	KNOB, choke cable†	1	

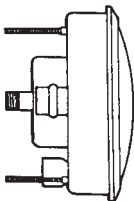
Beware the Engine Earthing Strap

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.

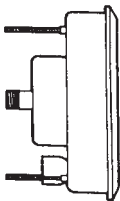
To make this flow easier, an electrical 'motorway' is provided in the form of the engine earth strap, allowing current to flow from the engine to the body shell and back to the battery with ease. A frayed, damaged or badly corroded earth connecting strap causes the electrical equivalent of a traffic 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.



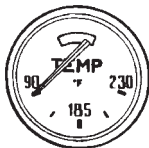
TR2/3/3A



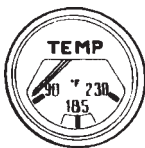
TR4



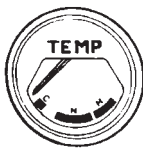
TR4A



TR2/3/3A, TR4



TR4/4A



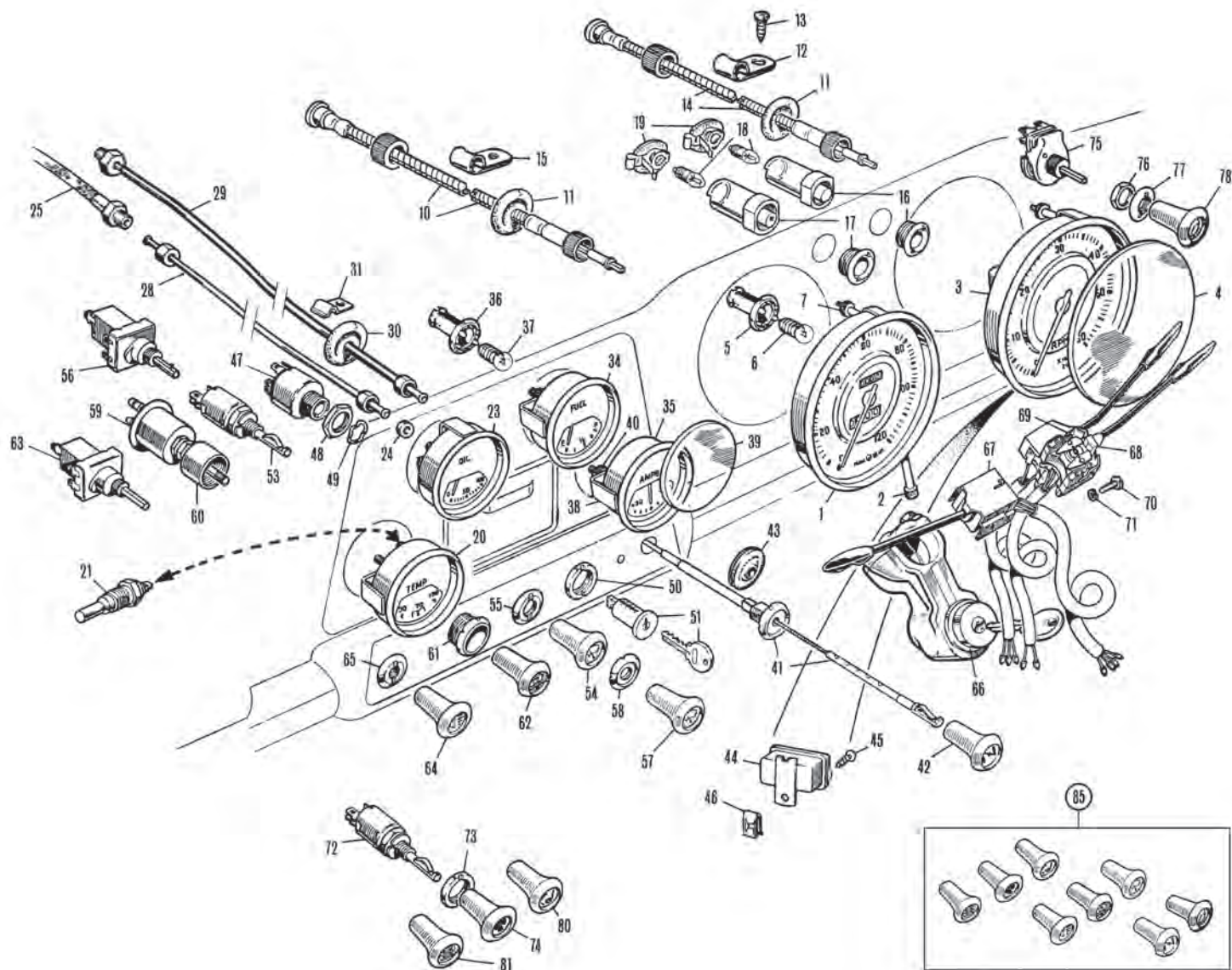
TR4A

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.

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	GAUGE, speedo, MPH, exchange (SN6313/09, 1184 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	208063R	GAUGE, speedo, KPH, exchange (SN6313/10, 740 turns).	1	
	209182R	GAUGE, speedo, MPH, exchange (SN6325/00A, 1184 turns).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
	209183R	GAUGE, speedo, KPH, exchange (SN6325/01A, 740 turns).	1	

When 6.95x15 (550/590x15) tyres & 4.1:1 Axle fitted

	208066R	GAUGE, speedo, MPH, exchange (SN6313/11, 1312 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	208067R	GAUGE, speedo, KPH, exchange (SN6313/12, 820 turns).	1	
	209184R	GAUGE, speedo, MPH, exchange (SN6325/06, 1312 turns).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
	209185R	GAUGE, speedo, KPH, exchange (SN6325/07, 820 turns).	1	

When 165x15 tyres & 3.7:1 Axle fitted

208655R	GAUGE, speedo, MPH, exchange (SN6313/19, 1152 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
208656R	GAUGE, speedo, KPH, exchange (SN6313/20, 720 turns).	1	
209188R	GAUGE, speedo, MPH, exchange (SN6325/02A, 1152 turns).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
209189R	GAUGE, speedo, KPH, exchange (SN6325/03A, 720 turns).	1	

When 165x15 tyres & 4.1:1 Axle fitted

208657R	GAUGE, speedo, MPH, exchange (SN6313/17, 1280 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
208658R	GAUGE, speedo, KPH, exchange (SN6313/18, 800 turns).	1	
209186R	GAUGE, speedo, MPH, exchange (SN6325/08, 1280 turns).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
209187R	GAUGE, speedo, KPH, exchange (SN6325/09, 800 turns).	1	

All Types/Models

2	503465	TRIP, flexible	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
3	208090R	GAUGE, tachometer (RN1409/02, domed glass).	1	
	209194R	GAUGE, tachometer (RN1417/00, flat glass).	1	TR4 From CT15053 (RHD) & CT11308 (LHD), TR4A
4	502268	GLASS, domed, large	2	
	502268F	GLASS, flat, large	2	speedometer & tachometer
5	13H1924	BULB HOLDER, illumination	2	
6	GLB987	BULB, screw cap, 2.2w	2	
7	17H1304	NUT, thumb, gauge retaining	4	

10	504607	CABLE, speedometer, 78"	1	RHD standard gearbox
	GSD169	CABLE, speedometer, 69"	1	LHD
11	602037	GROMMET	2	
12	CP105081	CLIP, speedo cable to bulkhead	1	RHD
	CP105081	CLIP, speedo cable to valance	1	LHD
13	GHF425	SCREW, securing clip	1	
14	GSD111	CABLE, tachometer, 48"	1	RHD
	504619	CABLE, tachometer, 36"	1	LHD
15	CP110125	CLIP, cable to battery carrier hook	1	
16	128378	WARNING LAMP, indicator, green	1	
17	501347	WARNING LAMP, ignition, red	1	
18	GLB987	BULB, screw cap, 2.2w	2	
19	502342	BULB HOLDER, warning lamps	2	
20	131060R	TEMPERATURE GAUGE, F° (BT2300/00, domed glass).	1	TR4 To CT15053 (RHD) & To CT11307 (LHD)
	131061R	TEMPERATURE GAUGE, C° (BT2300/01, domed glass).	1	TR4 To CT15053 (RHD) & To CT11307 (LHD)
	133124R	TEMPERATURE GAUGE, F° (BT2203/00, flat glass).	1	TR4-4A From CT15054 (RHD) & CT11308 (LHD) To CTC62636
	133119R	TEMPERATURE GAUGE, C° (BT2203/01, flat glass)	1	TR4-4A From CT15054 (RHD) & CT11308 (LHD) To CTC62636
	145594R	TEMPERATURE GAUGE, CNH (BT2203/03, flat glass).	1	TR4A From CT62637
21	GTR104	TEMPERATURE TRANSMITTER	1	
23	106966R	GAUGE, oil pressure, lbs. (PL2561/00, domed glass).	1	TR4 To CT15053 (RHD) CT11307 (LHD)
	133120R	GAUGE, oil pressure, lbs. (PL2302/22, flat glass).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
	110896R	GAUGE, oil pressure, kilo's (PL2561/01, domed glass).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	113121R	GAUGE, oil pressure, kilo's (PL2302/23, flat glass).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
24	2K4936	WASHER, sealing, oil tube	1	pipe to gauge
25	102238	HOSE, oil pressure, stainless steel braided (The above hose links the oil pressure gauge pipe on the engine to the one on the bulkhead).	1	early TR4
28	202973	PIPE, oil pressure, on bulkhead	1	early TR4
29	138308	PIPE, oil pressure, engine to gauge (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).	1	TR4-4A
30	600395	GROMMET	1	
31	059380	CLIP, oil pressure pipe to bulkhead	2	
34	130539R	GAUGE, fuel (BF2301/00, domed glass).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	133118R	GAUGE, fuel (BF2206/00, flat glass).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
35	125111R	GAUGE, ammeter, Lucas (36264A/D, domed glass).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	133117R	GAUGE, ammeter, Lucas (26313B, flat glass).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
36	13H1927	BULB HOLDER, illumination	4	auxiliary gauges
37	GLB987	BULB, screw cap, 2.2w	4	
38	136643	BRACKET, ammeter	1	metal fascia
	136642	BRACKET, ammeter	1	veneered fascia
39	502269	GLASS, domed, small	4	
	502269F	GLASS, flat, small	4	
40	17H932	NUT, knurled, small	1	
41	401900/1	CHOKE CABLE	1	TR4 fitted with H6 carbs TR4A fitted with HS6 carbs TR4-4A fitted with Zenith Stromberg 175CD carbs
42	704873	KNOB, choke cable†	1	
43	061917	GROMMET, in bulkhead	1	
44	128484	VOLTAGE STABILISER, +ve	1	
	BHA4602	VOLTAGE STABILISER, -ve (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).	1	
45	GHF423	SCREW, voltage stabiliser	1	
46	GHF712	SPIRE CLIP	1	
47	127651	SWITCH, ignition	1	
48	510369	NUT	1	
49	128087	WASHER, wavy, under knob	1	
50	609793	BEZEL	1	
51	24G1345	BARREL & KEY, ignition	1	
	24G1345Z	BARREL & KEY, ignition, aftermarket	1	
53	2H4841	SWITCH, pull/push, 2 position, wipers	1	
54	704875	KNOB, wiper switch†	1	TR4
55	609933	BEZEL	1	
56	BHA4578	SWITCH, push/pull, wipers, two speed	1	

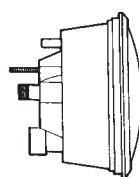
57	704875	KNOB, wiper switch	1	TR4, (optional), TR4A, (all)
58	609792	BEZEL	1	
59	609173	WASHER PUMP	1	
60	609526	SPACER	1	
61	609919	BEZEL	1	
62	609946	KNOB, screen washer†	1	
63	BHA4578	SWITCH, push/pull, side & headlights	1	
64	704885	KNOB, light switch†	1	TR4
65	609792	BEZEL	1	
66	219061/1	STEERING LOCK & IGNITION SWITCH	1	Germany only
67	142579	SWITCH, lighting	1	TR4A RHD
	141858	SWITCH, lighting	1	TR4A LHD
68	158966	SWITCH, indicators	1	
69	132424	SWITCH, overdrive, chrome stalk	1	TR4-4A
	147281	SWITCH, overdrive, black stalk, LHD	1	alternative switches
	147280	SWITCH, overdrive, black stalk, RHD	1	
70	TP402	SCREW, switch	1	
71	WE604	WASHER, shake-proof	1	
72	2H4841	SWITCH, pull/push, 2 position, heater	1	
73	609933	BEZEL, fan switch	1	
74	704883	KNOB, fan switch†	1	
75	BHA4278	SWITCH, rheostat, dashboard lights	1	
76	510368	NUT	1	
77	609792	BEZEL	1	
78	704879	KNOB, rheostat†	1	
80	704881	KNOB, heater, air distribution†	1	
81	704884	KNOB, heater valve†	1	

### Dash Knob Set

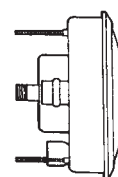
85	GKS6003X	DASH KNOB SET, (inc. items marked†)	1	
	704873	KNOB, choke cable†	1	
	704875	KNOB, wiper switch†	1	
	609946	KNOB, screen washer†	1	TR4-4A
	704885	KNOB, side and headlamps†	1	
	704883	KNOB, heater fan†	1	
	704879	KNOB, rheostat†	1	
	704881	KNOB, heater, air distribution†	1	
	704884	KNOB, heater valve†	1	

### Beware the Engine Earthing Strap

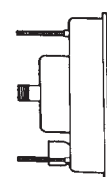
To enable any flow of electricity to occur, a complete loop must be maintained from one connection of the battery to the other. To enable a greater flow of electricity, a more substantial link is required between connections. Starting the engine (especially in cold conditions), requires a massive surge 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.



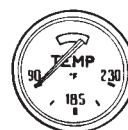
TR2/3/3A



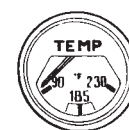
TR4



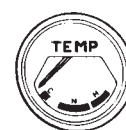
TR4A



TR2/3/3A, TR4



TR4/4A



TR4A

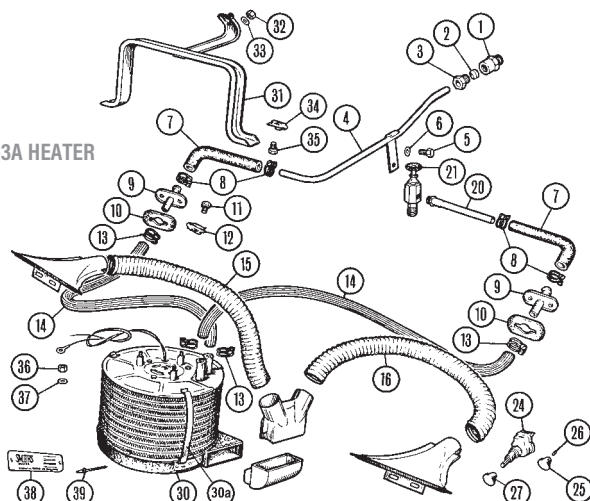
### Instrument Identification (All Models)

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.

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.



TR2-3A HEATER

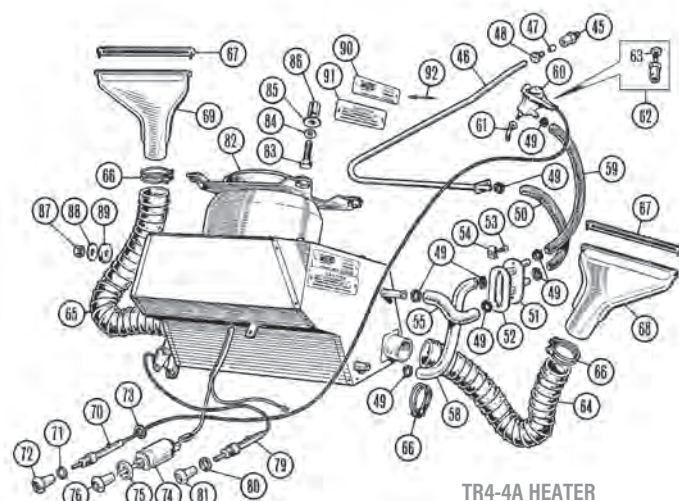


## TR2-3A Models

Ill	Part Number	Description	Req.	Details
1	101343	ADAPTOR, water pump housing	1	
2	TL11	OLIVE, brass	1	
3	101302	NUT	1	
4	201947SS	PIPE, from w/pump housing	1	
5	SH504051	SCREW, pipe to engine	1	
6	GHF331	WASHER, locking	1	
7	105176	HOSE, bulkhead to engine	1	
	105176Z	HOSE, bulkhead to engine, aftermarket	1	
	105176X	HOSE, bulkhead to engine, silicone	1	
8	CS4012	CLIP, engine compartment hoses	4	
9	601950	ADAPTOR, bulkhead	2	
10	601951	PAD, rubber	2	
11	GHF405	SCREW, adaptor to bulkhead	4	
12	FU2585	SPIRE NUT	4	
13	CS4013	CLIP, 'under dash' hoses	4	
14	602057	HOSE, heater inlet & outlet, rubber	2	standard
15	602056	HOSE, demister, LH	1	
16	602055	HOSE, demister, RH	1	
20	107994	PIPE, heater valve extension	1	
21	100399	VALVE, heater tap	1	
	100399K	HEATER TAP KIT (includes heater tap & pipe)	1	
24	57H5260	SWITCH, rheostat, (heater fan) (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).	1	
25	500513	KNOB, screw retained	1	
26	500513S	SCREW, for knob	1	
27	509735	KNOB, push-on	1	
30	700899	HEATER ASSEMBLY	1	
	700899X	HEATER ASSEMBLY, uprated	1	high output
	700899M	MATRIX, in heater, (3" deep)	1	
	700899M/4	MATRIX, in heater, (4" deep)	1	
	565755HX	VALVE, heater control	1	to suit 700899X only
30a	17H1595	CLIPS, (3")	2	
	17H1605	CLIPS, (4")	2	
31	700855	BRACKET, heater support	1	
32	GHF200	NUT, plain	1	
33	GHF331	WASHER, locking	1	
34	FJ24074	SPIRE CLIP	2	
35	UL2705	ACME SCREW	2	heater to support fixing
36	GHF200	NUT, plain	3	
37	GHF331	WASHER, locking	3	
38	CRCP302	NAME PLATE, 'Smiths'	1	
39	RU608123	RIVET, name plate	2	

## Dash Knob Sets

NI	GKS6001X	DASH KNOB SET	1	
	106685	KNOB, side & headlamp switch	1	
	107680	KNOB, panel light switch	1	TR2-3, early TR3A
	109311	KNOB, starter switch	1	
	106689	KNOB, wiper switch	1	
	107764	KNOB, choke cable	1	
NI	GKS6002X	DASH KNOB SET	1	
	106685	KNOB, side & headlamp switch	1	
	125677	KNOB, panel light switch	1	late TR3A
	109311	KNOB, starter switch	1	
	106689	KNOB, wiper switch	1	
	107764	KNOB, choke cable	1	

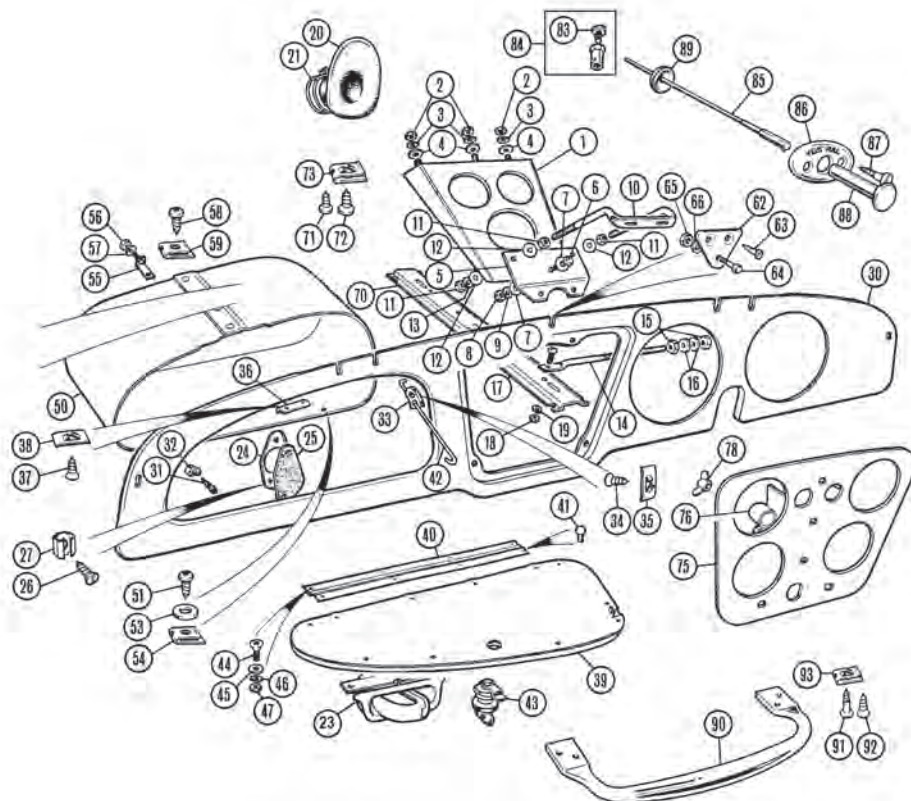


TR4-4A HEATER

## TR4-4A Models

45	101343	ADAPTOR, water pump housing	1	
46	208606SS	PIPE, pump housing to bulkhead	1	
47	TL11	OLIVE, brass	1	
48	101302	NUT	1	
49	CS4012	CLIP, water hoses	8	
50	GZA1336	HOSE, pipe to bulkhead	1	
	GZA1336X	HOSE, pipe to bulkhead, silicone	1	
51	611043	ADAPTOR, through bulkhead	1	
52	611040	PAD, rubber	1	
53	GHF403	SCREW, adaptor to bulkhead	2	
54	GHF712	SPIRE NUT	2	
55	623285	HOSE, heater outlet	1	
58	623284	HOSE, heater inlet	1	
59	627310	HOSE, feed, straight, green	1	
	627310Z	HOSE, feed, straight, black, aftermarket	1	
	627310X	HOSE, feed, straight, green, aftermarket	1	silicone
	627310XBLK	HOSE, feed, straight, black, aftermarket	1	
60	565755	HEATER VALVE	1	
	565755Z	HEATER VALVE	1	aftermarket
61	133061	ADAPTOR, valve to cylinder head	1	
62	24G1482K	TRUNNION KIT, cable end & screw	1	
63	53K1016	SCREW, in trunnion	2	
64	602638	HOSE, demister, RH	1	
65	602638	HOSE, demister, LH	1	
66	CS4025	CLIP, demister hoses	4	
67	610181	OUTLET, demister	2	
68	806740	DUCT, demister, LH	1	
69	806741	DUCT, demister, RH	1	
70	611284	CABLE ASSEMBLY, heater control	1	
71	566407	BEZEL	1	
72	704884	KNOB, heater control*	1	
73	600395	GROMMET, cable	1	
74	2H4841	SWITCH, heater fan	1	plain knob & bezel
75	609933	BEZEL, (original type)	1	
76	704883	KNOB, fan switch*	1	
79	612262	CABLE ASSEMBLY	1	air duct control
80	566407	BEZEL	1	
81	704881	KNOB, air duct control*	1	
NI	GKS6003X	DASH KNOB SET (Includes items: 72, 76 & 81. See page 101 for full details).	1	complete car set
82	812301	HEATER ASSEMBLY	1	
	812301M	MATRIX, in heater	1	
	812301MTR	MOTOR, in heater	1	
	812301FAN	FAN, on motor	1	
NI	812301HX	HEATER KIT, uprated	1	
NI	812301FK	FITTING KIT, heater mount	1	polyurethane
NI	812301XM	FAN MOTOR	1	
NI	812301XF	FAN	1	
	565755HX	VALVE, heater control	1	to suit 812301HX only
83	GHF101	SCREW, heater to bulkhead	3	
84	WM57	WASHER, plain	3	
85	WM57	WASHER, locating	3	
86	566374	SPACER	3	
87	GHF200	NUT, plain	1	
88	WM57	WASHER, plain	1	
89	612241	WASHER, rubber	1	
90	CRCP302	NAME PLATE, 'Smiths'	1	
91	CRCP303	INFORMATION PLATE	1	'Drain Warning'
92	RU608123	RIVET, (name plate)	4	

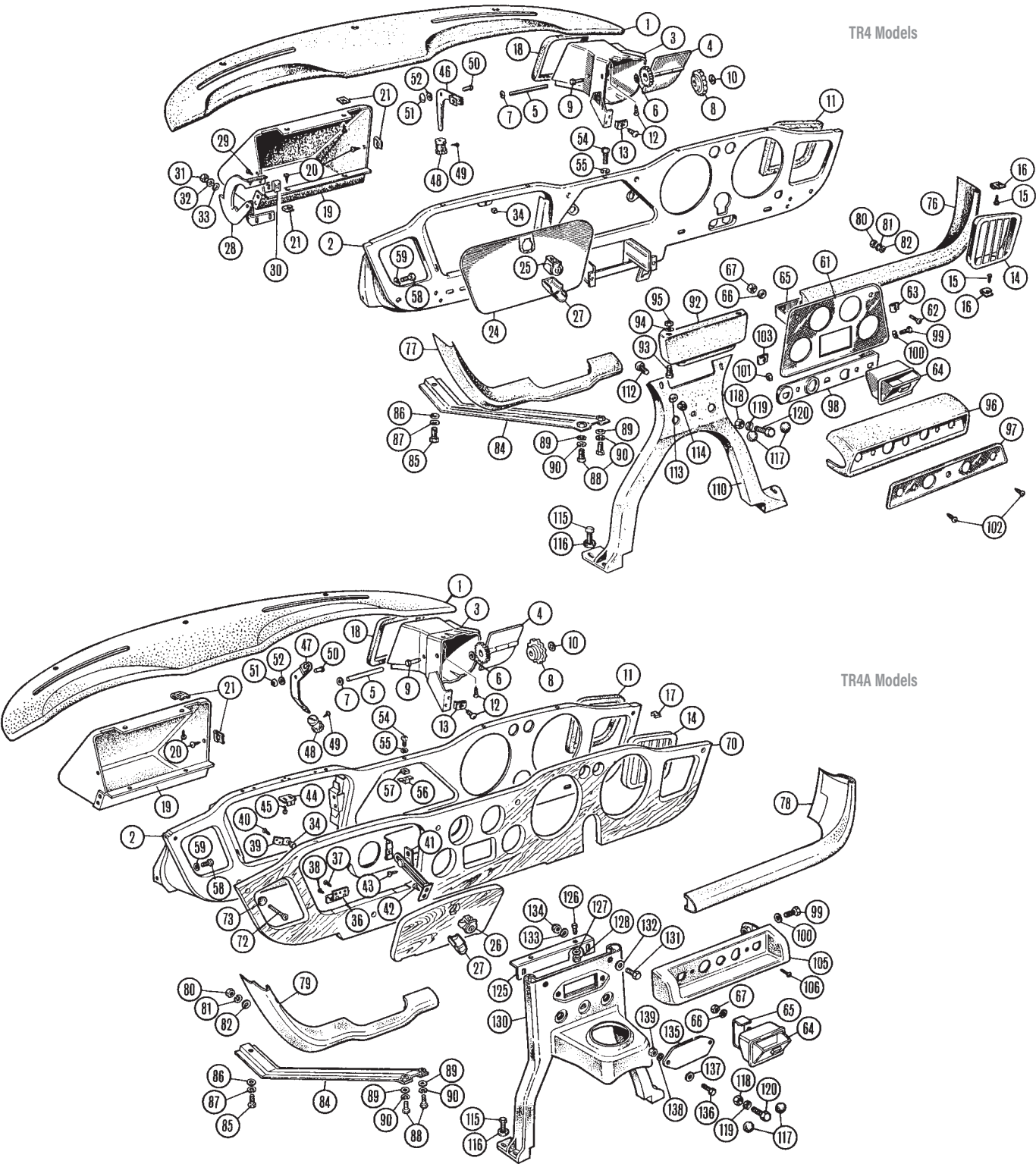




### Dash (Fascia) TR2-3A

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	BRACKET	1	steering column anchor	41	RU608123	RIVET, round head	4
2	GHF200	NUT, bracket to fascia panel	3		42	601973	CHECK ROD, cubby box lid	1
3	GHF331	WASHER, locking	3		43	602139	CUBBY BOX LOCK	1
4	GHF300	WASHER, plain	3		44	501555	SCREW	4
5	701158	BRACKET & STIFFENER	1	RHD			(Cubby box lid hinge to fascia panel).	
	701157	BRACKET & STIFFENER	1	LHD	45	WP3	WASHER	4
6	SH605071	SCREW	5	bracket & stiffener to anchor	46	NH806011	NUT	4
7	WP17	WASHER, plain, on screw	2		47	WL700061	WASHER, locking	4
8	GHF201	NUT, locking screw	1		50	800537BBY	CUBBY BOX, black	1 RHD
9	GHF332	WASHER, locking	1			800538BBY	CUBBY BOX, black	1 LHD
10	602860	SUPPORT, steering column	1		51	GHF423	SCREW, cubby box to fascia	2
11	GHF201	NUT, support	4	to stiffener & anchor brkt		GHF424	SCREW, cubby box to fascia	1
12	WP17	WASHER, plain	4		53	WP127	WASHER, plain	1
13	GHF332	WASHER, locking	2		54	GHF712	SPIRE NUT, for above screws	3
14	602790	ROD, tie	1	steering column to fascia stay	55	602048	BRACKET ASSEMBLY	1 rear cubby box support
15	GHF201	NUT	2		56	HN2005	NUT, bracket attachment	1
16	GHF301	WASHER, plain	2		57	WL700101	WASHER	1
17	HU706P	SCREW, tie rod to fascia stay	1		58	GHF424	SCREW	1
18	GHF201	NUT	1		59	GHF712	SPIRE NUT	1
19	GHF331	WASHER, locking	1		62	601984	BRACKET, fascia	1 centre fixing
20	701106	GROMMET	1	steering column sealing		601964	BRACKET, fascia	2 outer fixing
21	CS4025	CLIP, grommet attachment	1		63	SP87K5	SCREW,	4 outer bracket to scuttle rim
23	701019	ASHTRAY	1	one of many styles!	64	HU706P	SCREW,	5 fascia panel to scuttle rim
		(Choose fixings required from General Hardware & Fittings on page 150).			65	GHF200	NUT, fascia	7
24	601961	PLATE, retaining sealing pad	1	RHD	66	GHF331	WASHER, locking, under nut	7
	601962	PLATE, retaining sealing pad	1	LHD	70	601939	STAY, fascia panel to battery box	2
25	603346	PAD, sealing steering	1	column aperture	71	GHF425	SCREW, stay	4
26	AD610053	SCREW, retaining plate	2		72	GHF426	SCREW, stay	4
27	FC2805	NUT, spire	2		73	FU2585	SPIRE NUT, for GHF425/6 screws	8
30	900381	FASCIA PANEL	1	RHD	75	608613	INSTRUMENT PANEL	1
	900382	FASCIA PANEL	1	LHD	76	601979	SUPPORT, panel light, RH	1
31	CD28789	BUFFER, cubby box lid	1			601978	SUPPORT, panel light, LH	1
32	601967	BRACKET, for buffer	1		78	V242	WING NUT	4 instrument panel to fascia
33	601968	BRACKET, buffer and check rod	1	RHD	83	53K1016	SCREW, trunnion	1
	601969	BRACKET, buffer and check rod	1	LHD	84	24G1482K	TRUNNION KIT, cable end & screw	1
34	GHF400	SCREW, bracket to fascia panel	3		85	112019	VENT PULL	1
35	PFS103	NUT, spire	3		86	603416	ESCUTCHEON	1
36	601972	STRIKER PLATE, cubby box lock	1		87	SP87K5	SCREW, escutcheon	2
37	GHF400	SCREW	2		88	111258	KNOB	1
38	PFS103	SPIRE NUT	2		89	061917	GROMMET, for cable	1
39	601985	CUBBY BOX LID	1	RHD	90	603088	GRAB HANDLE, chrome	1
	601986	CUBBY BOX LID	1	LHD			(TR2's originally had a grab handle finished in Black. We supply the later all chrome type, which is a direct replacement).	
40	601971	HINGE, cubby box	1		91	SP87K7CP	SCREW, countersunk, chrome	2 TR2-3, TR3A To TS60000
					92	AD610063	SCREW, self tapping, chrome	2 TR3A From TS60001
					93	GHF713	SPIRE NUT	2



Dash (Fascia) TR4-4A

ill	Part Number	Description	Req.	Details
1	904115	CRASH PAD, dash top, vinyl/foam	1	no ashtray hole
	904115Z	CRASH PAD, dash top, polyurethane	1	alternative
2	903997	FASCIA PANEL, metal	1	TR4A RHD
	903996	FASCIA PANEL, metal	1	TR4A LHD

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.

3	705217	DUCT, fresh air control, RH	1	
	705216	DUCT, fresh air control, LH	1	
4	610415	VALVE, air control, RH	1	

	610414	VALVE, air control, LH	1	
5	610416	SPINDLE, air control valve	2	
6	WM57	WASHER, plain	2	
7	FX3203	SPIRE FIXING, retaining spindle	4	
8	610418	KNOB, control	2	
9	610513	PIVOT PIN, for control knob	2	
10	GHF704	SPIRE CLIP	2	
11	610777	SEAL, fresh air control	2	
12	AB606031	SCREW,	2	air control bracket to fascia
	AB606031	SCREW,	4	duct to fascia bracket
13	GHF700	SPIRE CLIP	4	
14	705001/2	GRILLE, vent, pair	1	RH & LH
	705002	GRILLE, vent, RH	1	
	705001	GRILLE, vent, LH	1	
15	AB606031	SCREW, grille to fascia	4	] TR4
16	GHF711	SPIRE CLIP	4	
17	GHF711	CLIP, grille to fascia	8	

18	610639	SEAL, duct to plenum chamber	2	
19	815747	CUBBY BOX	1	
20	AB606031	SCREW, cubby box to fascia	6	
21	GHF711	SPIRE CLIP	6	
24	705087	LID, cubby box	1	TR4 To CT21267
	569482	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	LOCK, cubby box	1	TR4
26	611584	LOCK, cubby box	1	TR4A
27	609463	FINGER PULL, cubby box lock	1	TR4-4A
28	610259	HINGE, cubby box, LH	1	}
	610260	HINGE, cubby box, RH	1	
29	AD606033	SCREW, hinge to cubby box	4	}
30	GHF711	SPIRE NUT, hinge to cubby box	4	
31	HN2005	NUT, hinges to fascia panel	2	}
32	WL700101	WASHER, locking	2	
33	PWZ203	WASHER, plain	2	}
34	613863	BUFFER, cubby box lid	1	
36	611565	HINGE, cubby box lid	2	}
37	511668	SCREW, wood, hinge to lid	10	
38	511669	SCREW, wood, hinge to fascia	4	}
39	612988	BRACKET, cubby box lid buffer	2	
40	TW402	SCREW, wood, bracket to fascia	4	TR4A
41	609745	LINK, check, cubby box lid	1	}
	CZA7135	LINK, check, cubby box lid	1	
42	AD606033	SCREW, wood, link to lid	2	}
43	AF604031	SCREW, wood, link to fascia	2	
44	616275	BRACKET, striker, cubby box lock	1	}
45	AB606031	SCREW, striker bracket to fascia	2	
46	601656	LEVER, vent	1	TR4
47	616333	LEVER, vent	1	TR4A
48	17H490	KNOB, on lever	1	
49	AB608031	SCREW, knob to handle	1	
50	RR606	RIVET, lever to fascia	1	
51	FH3155	RETAINER	1	
52	AJD7722	WASHER, Thackery	1	
54	SE604041	SCREW, fascia to scuttle rail	5	
55	GHF331	WASHER, locking	5	}
56	CN1	NUT, square	5	
57	CN2	CAGE	5	TR4A
58	HU706P	SCREW, fascia to 'A' post	2	
59	GHF331	WASHER, locking	2	
61	610302	INSTRUMENT PANEL	1	TR4 To CT4398
	612233	INSTRUMENT PANEL	1	TR4 From CT4399
62	GHF423	SCREW, instrument panel to fascia	2	TR4
63	FU25648	SPIRE NUT	2	}
64	627503X	ASH TRAY	1	
(Ashtrays on TR4's were an optional extra).				
65	612430	RETAINER, for ashtray	1	
66	WL700101	WASHER, locking	1	
67	HN2005	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	DASHBOARD, crown gloss, RHD	1	}
	903508	DASHBOARD, crown gloss, LHD	1	
	903504BG	DASHBOARD, burr gloss, RHD	1	}
	903508BG	DASHBOARD, burr gloss, LHD	1	
	904154	DASHBOARD, crown gloss, RHD	1	}
	904153	DASHBOARD, crown gloss, LHD	1	
	904154BG	DASHBOARD, burr gloss, RHD	1	}
	904153BG	DASHBOARD, burr gloss, LHD	1	
72	AD608103	SCREW, veneered fascia	5	
73	CD24153	CUP WASHER	5	TR4A

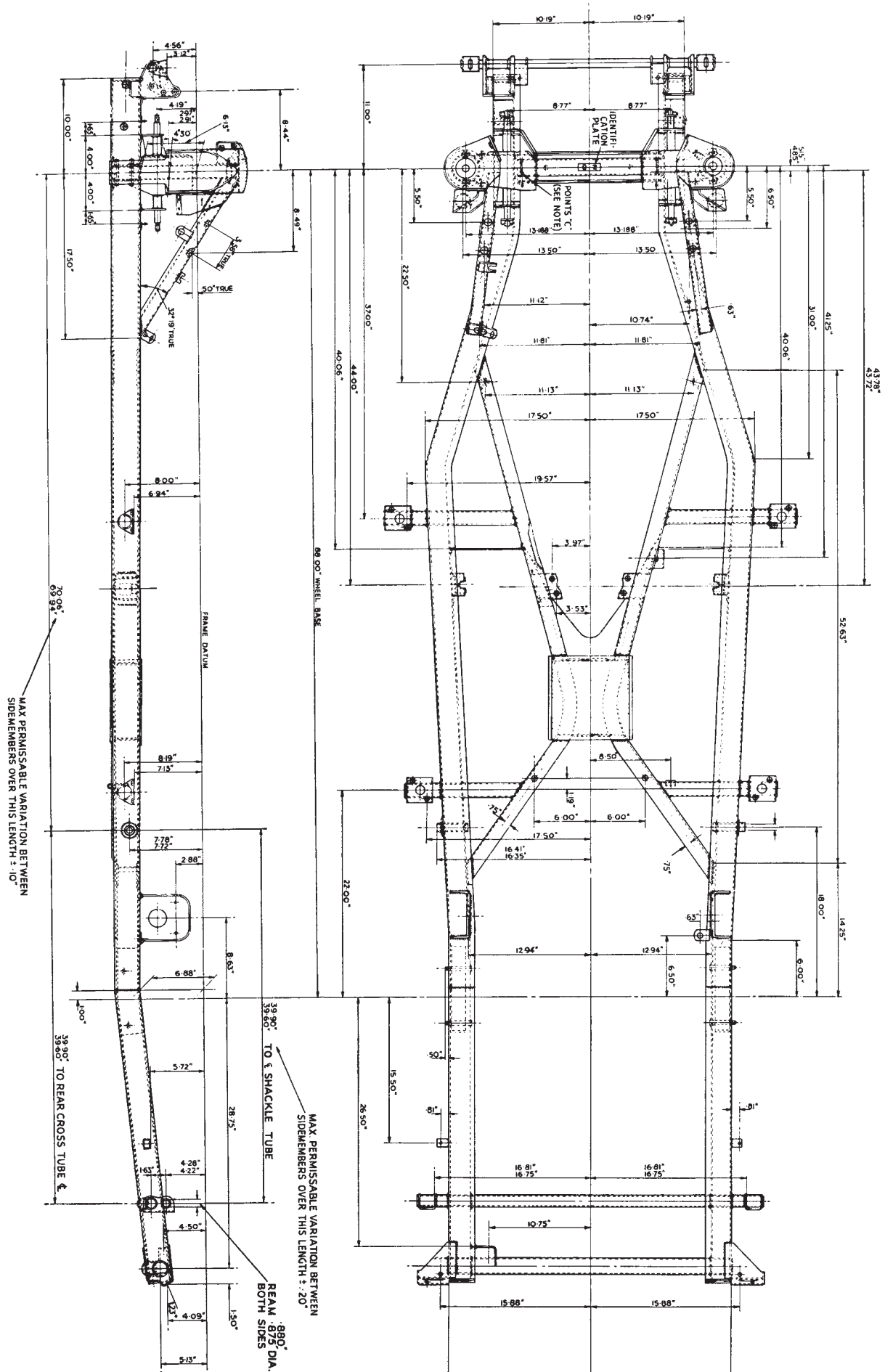
The original method of production for the waist rail trim, dash top and crash rail padding is called foam box moulding. It isn't really suitable for mass production, especially as it involves 3 separate operations. The first is the metal press tool to produce the mounting metalwork (as in the dash crash 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.

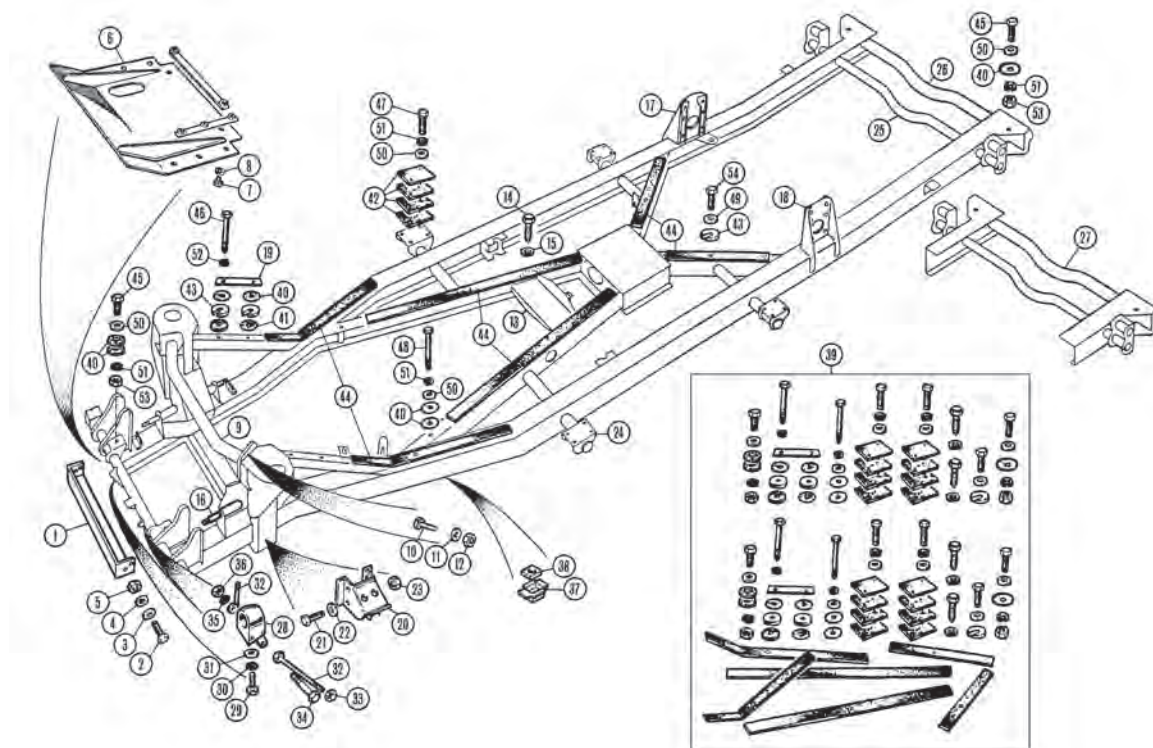
76	812091	CRASH PAD, RH, RHD, vinyl/foam	1	}
	808733	CRASH PAD, RH, LHD, vinyl/foam	1	
77	808732	CRASH PAD, LH, RHD, vinyl/foam	1	}
	812081	CRASH PAD, LH, LHD, vinyl/foam	1	
78	812091	CRASH PAD, RH, RHD, vinyl/foam	1	}
	808733	CRASH PAD, RH, LHD, vinyl/foam	1	
79	808732	CRASH PAD, LH, RHD, vinyl/foam	1	}
	812081	CRASH PAD, LH, LHD, vinyl/foam	1	
80	HN2005	NUT, crash pads to fascia panel	6	
81	WL700101	WASHER, locking	6	
82	PWZ203	WASHER, plain	6	
84	610592	SUPPORT CHANNEL	1	fascia to dash, cubby box
85	SH604041	SCREW, channel support to dash	1	
86	GHF300	WASHER, plain	1	
87	GHF331	WASHER, locking	1	
88	PMZ308	SCREW, channel support to fascia	2	
89	PWZ203	WASHER, plain	2	
90	WL700101	WASHER, locking	2	
92	612237	BRACKET, lower fascia board	1	TR4
	612246	BRACKET, lower fascia board	1	TR4 To CT8379 U.S. only
	612488	BRACKET, lower fascia board	1	TR4 From CT8380 U.S. only
	612237Z	BRACKET, lower fascia board	1	replacement type
(Manufactured without radio hole. Replaces all above types).				
93	SH606061	SCREW, bracket to fascia	2	}
94	GHF301	WASHER, plain	2	
95	GHF222	NUT, nyloc	2	}
96	705206	SWITCH PLINTH, trimmed	1	
	706882	SWITCH PLINTH, trimmed	1	TR4 To CT25935
97	610817	PLATE, switch mounting	1	TR4 To CT25934
	610817	PLATE, switch mounting	1	TR4 From CT25935
98	569926	REINFORCEMENT, switch mounting	1	TR4 To CT25934
	610818	REINFORCEMENT, switch mounting	1	TR4 From CT25935
99	SH604041	SCREW, reinforcement to fascia	1	TR4-4A
100	GHF331	WASHER, locking	1	TR4-4A
101	GHF200	NUT	1	}
102	GHF402	SCREW	2	
103	GHF712	SPIRE NUT	2	TR4
105	809003	SWITCH PLINTH, trimmed	1	TR4-4A
106	500647	SCREW	1	}
110	566108	BRACKET, support, fascia to floor	1	
	806506	BRACKET, support, fascia to floor	1	TR4 To CT1527
112	624818	SET SCREW, chrome	2	}
113	WA108052	WASHER, chrome plated	2	
114	GHF272	NUT, nyloc	2	TR4
115	GHF101	SCREW, bracket to chassis	4	TR4-4A
116	GHF300	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	14A7031	PLUG	2	TR4A
118	GHF201	NUT	1	
119	GHF332	WASHER, locking	1	
120	SH605051	SCREW	1	
125	616193	BRACKET	1	
126	SH605061	SCREW, bracket to fascia	2	
127	GHF301	WASHER, plain	2	
128	GHF222	NUT, nyloc	2	
130	808682	BRACKET, support, fascia to floor	1	
	808682X	COVER, dash support, moulded (Moulded vinyl & foam cover to retrim existing bracket).	1	
131	624818	SCREW	2	
132	WA108052	WASHER, chrome plated	2	
133	GHF301	WASHER, plain	2	
134	GHF222	NUT, nyloc	2	
135	617069	COVER PLATE, radio mounting	1	
136	RMP2312	SCREW, black finish	2	
137	PWZ203	WASHER, plain	2	
138	WL700101	WASHER, locking	2	
139	HN2005	NUT, plain	2	







## Chassis & Fittings TR2-3A

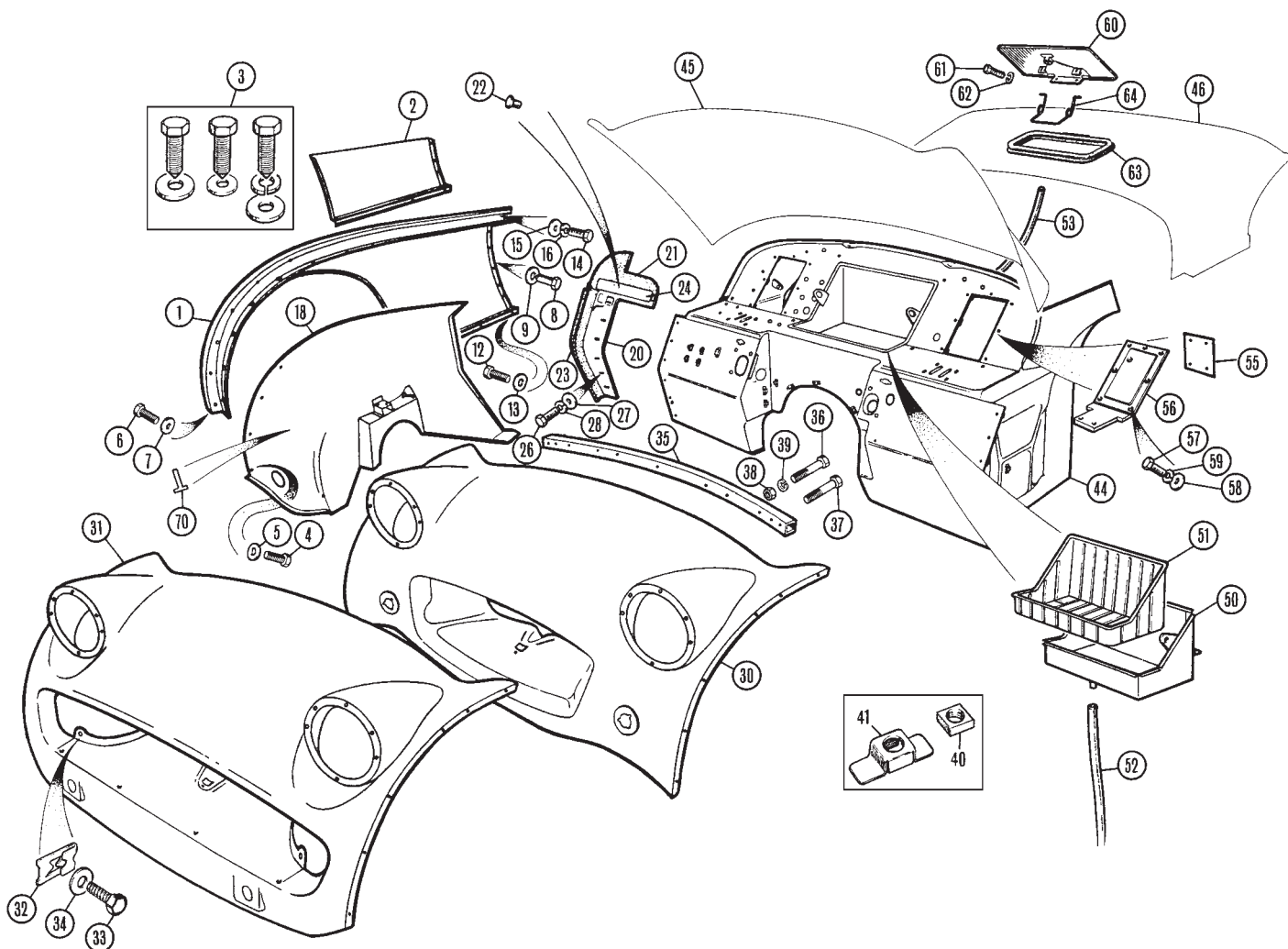
Ill	Part Number	Description	Req.	Details
1	109487	SHIELD, radiator protection	1	original type
2	BH606301	BOLT, shield to chassis	2	TR2-3
	BH606261	BOLT, shield to chassis	2	TR3A
3	WM59	WASHER, plain	2	
4	GHF333	WASHER, locking	2	
5	GHF202	NUT, plain	2	
6	301644	SUMP SHIELD, rally type	1	
7	HU706P	SCREW, securing shield	8	
8	GHF331	WASHER, locking	8	
9	106191	CROSS-TUBE	1	
10	SH606061	BOLT, cross-tube attachment	6	
11	GHF333	WASHER, locking	6	
12	GHF202	NUT	6	
13	128055	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	SCREW	4	(Cross-member to chassis cruciform).
15	GHF333	WASHER, locking	4	
16	106196	FULCRUM PIN, lower 'A' arms	1	
17	110788	BRACKET, shock absorber, RH	1	(later reinforced type)
18	110789	BRACKET, shock absorber, LH	1	(later reinforced type)
19	602443	PLATE, inner front wing mounting	2	
20	109281	BRACKET, rebound	2	
21	BH605281	BOLT, rebound bracket to chassis	4	
22	GHF332	WASHER, locking	4	
23	GHF201	NUT, plain	4	
24	CHAS1	OUTRIGGER, outrigger	4	
25	CHAS6	CROSS TUBE, rear spring hangers	1	
26	CHAS2	CROSS TUBE, rear	1	
27	CHAS8	CHASSIS REPAIR SECTION, rear	1	(Repair section includes Cross tubes CHAS2 & CHAS6).
28	506721	GUIDE, starting handle	1	
29	HU706P	SCREW, securing guide	1	
30	GHF331	WASHER, locking	1	
31	WM57	WASHER, plain	1	
32	107934	STAY-ROD, guide	2	
33	NT605041	NUT, stay to cross-tube	4	on chassis

34	BH605151	BOLT, stay to guide bracket	1
35	GHF332	WASHER, locking	1
36	GHF201	NUT, plain	1
37	600032	NUT, (retainer nut)	2
38	NQ2708	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	PAD SET, body mounting	1
40	601994	PAD, rubber/canvas, thin	14
41	608836	PAD, rubber/canvas, thick	4
42	611732	PAD, rubber/canvas, square	16
43	CD26326	PAD, aluminium, notched	6
44	078447A	STRIP, protection, (sold per metre)	4 cut to suit
45	GHF103	SCREW	4
46	SH606101	SCREW	4
47	SH605101	SCREW	8
48	BH605301	BOLT	2
49	CD14056	WASHER, cup	2
50	WP185	WASHER, plain	14
51	GHF332	WASHER, locking	14
52	GHF333	WASHER, locking	4
53	GHF201	NUT, plain	4
54	SF605101	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 for a rear wing was a ludicrous price when they could buy a fibreglass rear wing for 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 into 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	WING, RH front*	1	
	901271A	WING, RH front, alloy*	1	
	901270	WING, LH front*	1	
	901270A	WING, LH front, alloy*	1	
	901271RP	REPAIR PANEL, lower 12", RH	1	
2	901270RP	REPAIR PANEL, lower 12", LH	1	

\*Note: Please try these panels on your car before painting or installing permanently, as we cannot under any circumstances accept these as returns after they have been painted, 'tweaked' or modified in any way.

3	901270FK	FITTING KIT, front wing (Kit includes all fittings for 1 wing).	2	
4	HU706P	SCREW, wing to inner wing	22	
5	WM57	WASHER, plain	22	
6	HU706P	SCREW, wing to front apron	12	
7	WM57	WASHER, plain	12	
8	HU706P	SCREW, wing to 'A' post	12	
9	WM57	WASHER, plain	12	
12	HU706P	SCREW, wing to inner sill	6	
13	GHF300	WASHER	6	
14	HU706P	SCREW, wing to scuttle panel*	2	
15	WM57	WASHER, plain, on screw*	2	
16	GHF331	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	INNER FRONT WING, RH	1	} TR2-3
	900690	INNER FRONT WING, LH	1	
	901213	INNER FRONT WING, RH	1	} TR3A
	901212	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	PLATE, bulkhead sealer	2	
21	602079	TOP SEAL	2	
22	552522	RIVET, top seal to plate	8	
23	650172	SIDE SEAL	2	
24	602080	TOP STRIP, sealer plate	2	
26	HU706P	SCREW, plate securing	10	
27	WM57	WASHER, plain	10	
28	GHF331	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	FRONT APRON ASSEMBLY	1	} TR2-3
	TT7001A	FRONT APRON ASSEMBLY, fibreglass	1	
31	508841	FRONT APRON ASSEMBLY	1	} TR3A
	TT7001	FRONT APRON ASSEMBLY, fibreglass	1	
32	FJ24074	CLIP, platform to inner wing	4	
33	UL2705	ACME SCREW	4	
34	GHF314	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	TIE MEMBER	1	
36	SH604111	SCREW	8	tie member to front apron
37	GHF102	BOLT	4	} tie member to inner front wing
38	GHF200	NUT, plain	12	
39	GHF321	WASHER, shake proof	12	
40	CN1	NUT, square	a/r	
41	CN2	CAGE for square nut	a/r	
44	901273	BULKHEAD ASSEMBLY	1	
45		BONNET	1	
46		SCUTTLE PANEL	1	

\*Note: Please contact your nearest Moss branch for further details.

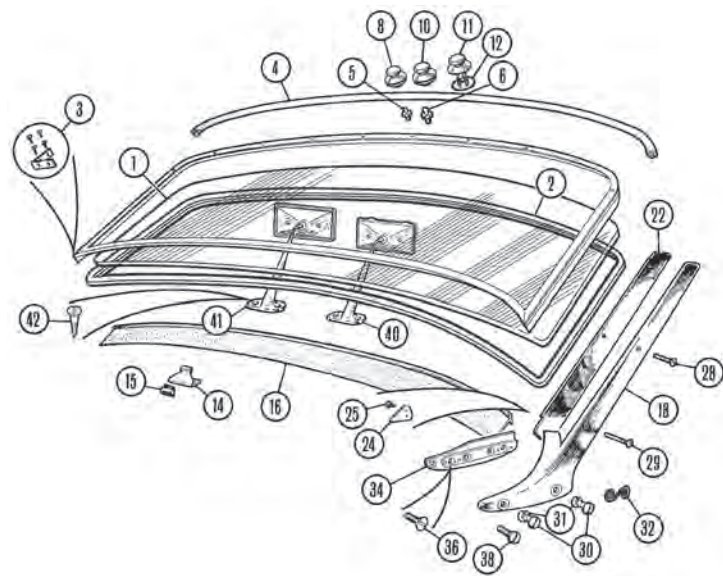
Bonnets

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.

Scuttle Panels

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	B0D1	BATTERY BOX, steel, replacement	1	
51	AM7300	BATTERY LINER, hard plastic	1	
52	552365	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	TUBE, drain	1	
		(Vent tray to steering column hole in bulkhead).		
55	553129	PLATE, back	1	master cylinder pocket
56	708049	PLATE, blanking	1	m/cyl. pocket aperture
57	HU706P	SCREW	14	
		(Pocket & blanking plate to bulkhead).		
58	WM57	WASHER, plain	14	
59	GHF331	WASHER, locking	14	
60	800912	VENT LID, with mechanism	1	
	603421	VENT LID, without mechanism	1	
61	HU503	SCREW, vent lid to bulkhead	4	
62	WL700101	WASHER, locking	4	
63	600597	SEAL, vent lid	1	
64	600549	SPRING, for vent lid	1	
70	603559	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	WINDSCREEN, laminated	1	
	800592T	WINDSCREEN, laminated, tinted	1	
Note: Special shipping applies to all windscreens. Please see page 152 for more information.				
2	CD31407	SEAL, glass to frame	1	
3	TR3WSCB	BRACKET SET, windscreen corner	2	(per side)
4	552422	SEAL, hood to windscreen frame*	1	TR2
	554339	SEAL, hood to windscreen frame	1	TR3-3A
5	551866	PEG, top fastener, baby Tenax†	10	TR2 To TS5513
6	553827	STUD, Tenax fastener†	10	TR2 From TS5514, TR3-3A
8	552964	FASTENER, socket, Tenax	10	TR2 To TS5513
10	TFS106	FASTENER, standard Tenax	10	
11	552964	FASTENER, socket, Tenax	10	TR2 From TS5514, TR3-3A
12	551684	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	BRACKET, centre windscreen	1	
15	602246	BUFFER, in bracket	1	
16	704126	SEAL, screen frame to body	1	
18	552181	STANCHION, windscreen, LH	1	TR2-3, TR3A To TS60000
	552182	STANCHION, windscreen, RH	1	(Dzus fixing)
	804511	STANCHION, windscreen, LH	1	TR3A from TS60001
	804512	STANCHION, windscreen, RH	1	(screw fixing)
22	560630	TENON PLATE, windscreen	2	
	560630SS	TENON PLATE, windscreen	2	stainless steel
		(Between windscreen & stanchion).		
24	562605	FINISHER, corner	2	
25	AB604023	SCREW, self tapping	4	
28	552662	SCREW, stanchion to frame, short	4	
29	CD31441	SCREW, stanchion to frame, long	2	
30	554720	DZUS fastener, stanchion to plate	4	
31	554721	WASHER, Dzus fastener retaining	4	
32	7H9828	SPRING, Dzus fastening	4	TR2-3, TR3A To TS60000
34	552818	PLATE, stanchion guide, LH	1	(Dzus fixing)
	552819	PLATE, stanchion guide, RH	1	
36	TK4708P	SCREW, guide plate to body	4	
38	609108	BOLT, stanchion to body	4	TR3A From TS60001
40	601999	MIRROR*	1	(early)
41	609317	MIRROR*	1	(late)
42	SP87K5	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	AERO SCREEN KIT	2	(per side)
700896FK	FEET, aero screen mounting	1	(car set)
AD608063	SCREW, self tapping	4	feet to scuttle
602078	SCREW, aero screen	4	for mounting
WA108052	WASHER, (under screw)	4	original aero screen

Doors & Fittings TR2-3A

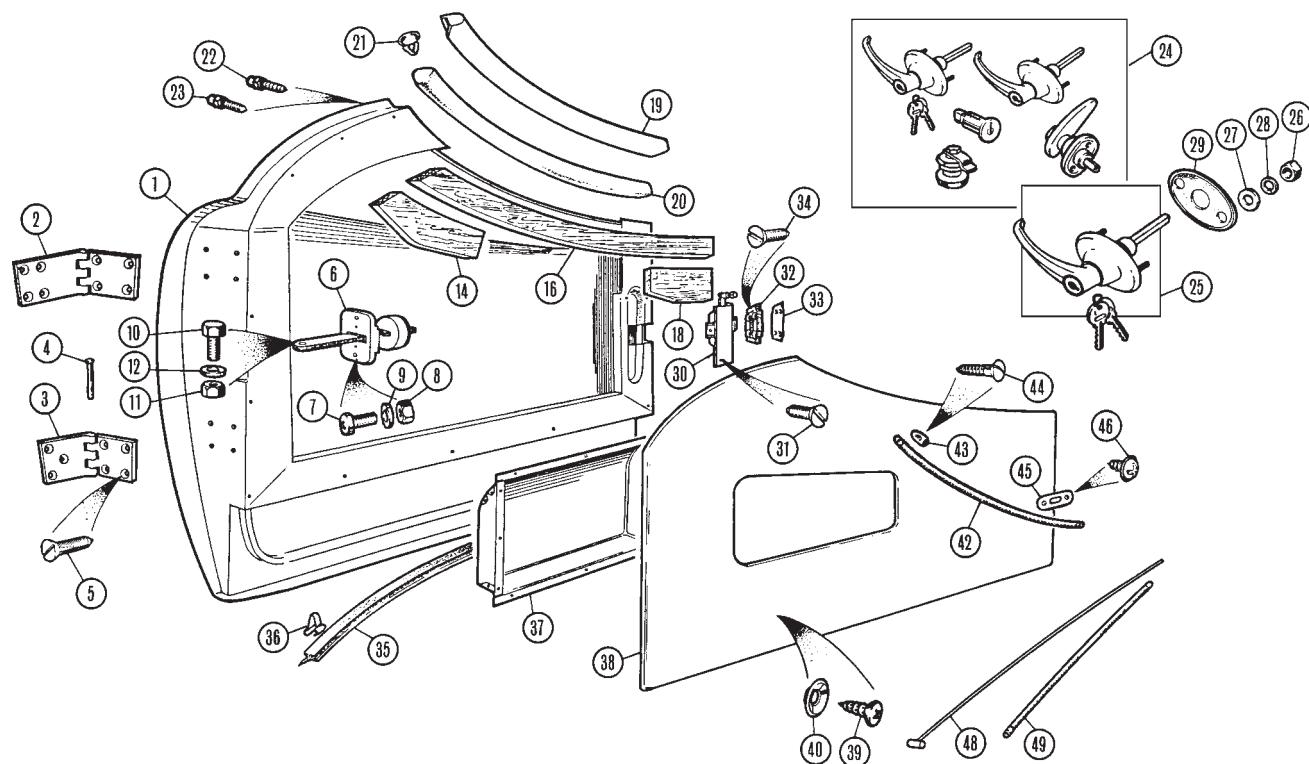
There were four different kinds of doors fitted. The main identifiers are:

LONG DOOR, as drawn (right) to wing bottoms	TR2 To TS4001
SHORT DOOR	TR2 From TS4002, TR3
(To top of outer sill, no external handles*).	
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.

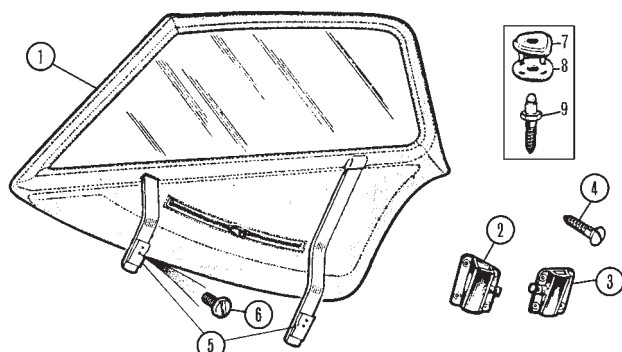
Door Fittings

1	900492RP	DOOR SKIN, RH, outer	1	TR2 To TS4001
	900491RP	DOOR SKIN, LH, outer	1	
	553036RP	DOOR SKIN, RH, outer	1	TR2 From TS4002, TR3
	553035RP	DOOR SKIN, LH, outer	1	
	901211RP	DOOR SKIN, RH, outer	1	TR3A From TS60001
	901210RP	DOOR SKIN, LH, outer	1	
2	602066	HINGE, upper, RH door	1	TR2-3, TR3A To TS60000
	602065	HINGE, upper, LH door	1	
	650028	HINGE, upper, RH door	1	TR3A From TS60001
	650027	HINGE, upper, LH door	1	
	650027SET	HINGE SET	1	4 piece car set
3	602068	HINGE, lower, RH door	1	TR2-3, TR3A To TS60000
	602067	HINGE, lower, LH door	1	
	650026	HINGE, lower, RH door	1	TR3A From TS60001
	650025	HINGE, lower, LH door	1	
	650025SET	HINGE SET	1	4 piece car set
4	602065X	HINGE PIN	4	
5	TK4705P	SCREW, door hinge	30	
6	650129	DOOR CHECK	2	
7	PMZ312	SCREW, door check to door	4	
8	HN2005	NUT, plain	4	
9	WL700101	WASHER, shakeproof	4	
10	HU706P	SCREW, door check to 'A' post	2	
11	GHF200	NUT, plain	2	
12	GHF331	WASHER, locking	2	
14	602180	BLOCK, side screen support, front	2	TR2-3, TR3A To TS60000
	650088	BLOCK, side screen support, front	2	TR3A From TS60001
16	802890	RAIL, RH door top	1	TR2-3, TR3A To TS60000
	802889	RAIL, LH door top	1	
18	602181	BLOCK, side screen support, rear	2	TR2-3, TR3A To TS60000
	650089	BLOCK, side screen support, rear	2	TR3A From TS60001
19	703212	DOOR CAPPING, steel, LH	1	
	703213	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	RUBBER CORE, door edge trim	2	
21	606848	BUTTON, door edge trim end	4	TR3A
22	552391	STUD, on door, baby Tenax	8	TR2 To TS5255
23	552667	STUD, on door, 'Lift the Dot'	8	TR2 From TS5256, TR3-3A
24	TR3ADLS	LOCK SET, (5 piece set)	1	TR3A
(Set includes door handles, boot lock, cubby box lock, ignition switch tumbler & 2 keys).				
25	604991	DOOR HANDLE & LOCK	2	
(Handle & lock assembly comes with keys.)				
26	HN2005	NUT, securing handle	4	TR3A
27	PWZ203	WASHER, plain	4	
28	WL700101	WASHER, locking	4	
29	554355	GASKET, door handle	2	
30	650104	DOOR LATCH ASSEMBLY, RH†	1	TR2-3
	650103	DOOR LATCH ASSEMBLY, LH†	1	
		DOOR LATCH ASSEMBLY, RH†	1	TR3 To TS600000
		DOOR LATCH ASSEMBLY, LH†	1	
	650104	DOOR LATCH ASSEMBLY, RH†	1	TR3A From TS60001
	650103	DOOR LATCH ASSEMBLY, LH†	1	
31	500166	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	STRIKER PLATE, door latch	2	
33	602248	PACKING, striker plate	a/r	
34	500166	SCREW, striker plate	8	
35	605301	SEAL, door bottom	2	
36	552901	CLIP, retaining seal	28	
37	700895	DOOR POCKET, black	2	TR2
	703277	DOOR POCKET, black	2	TR3-3A
38		DOOR PANEL	2	see trim section
39	AD604062	SCREW, interior panel	60	
40	SP132BCP	CUP WASHER	60	



42	552227	DOOR PULL, black	2
43	602064	FINISHER, door pull end	2
44	SP89C4CP	SCREW, finisher	2 TR2-3
45	602072	ESCUTCHEON, latch lever slot	2
46	AB604023	SCREW, escutcheon	4
48	557211	CABLE, inner, door pull	2 TR3A
49	557212	CABLE, outer, door pull	2

6	TP703	(These were not drilled or tapped, so that they may be fitted to any sidescreen).	
7	552650	FASTENER, socket, 'Lift the Dot'	4
8	552651	CLINCH PLATE, 'Lift the Dot'	8
9	552667	STUD, 'Lift the Dot'	8

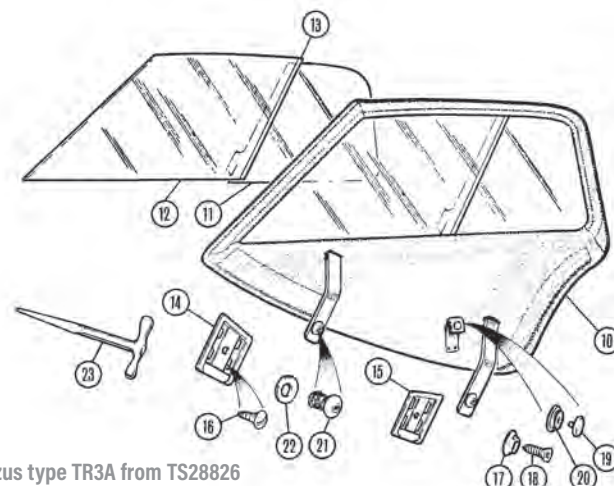


### Sidescreens TR2-3A

See the Accessories section for side 'wind wings' & sun visors.

#### Wedge type TR2-3A to TS28825

1	900386BLK	SIDESCREEEN, RH, black	1	TR2 type - fixed windows
	900385BLK	SIDESCREEEN, LH, black	1	with flap and zip opening
	900386WHT	SIDESCREEEN, RH, white	1	
	900385WHT	SIDESCREEEN, 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	SIDESCREEEN, RH, black	1	TR3-3A To TS28825
	900682	SIDESCREEEN, LH, black	1	sliding windows
	900683W	SIDESCREEEN, RH, white	1	with flap
	900682W	SIDESCREEEN, LH, white	1	and zip opening
2	602040	SOCKET, sidescreen	2	RH front/LH rear
3	602041	SOCKET, sidescreen	2	LH front/RH rear
4	SP89E4	SCREW, sidescreen socket	16	
5	MM803-255	WEDGE, sidescreen mount	4	

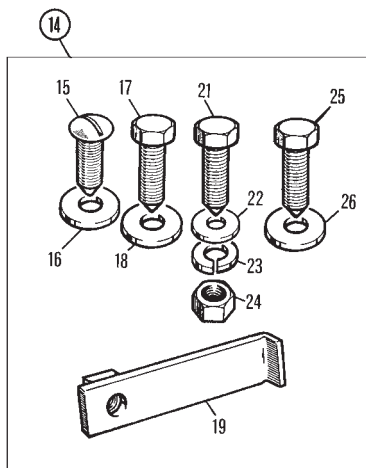
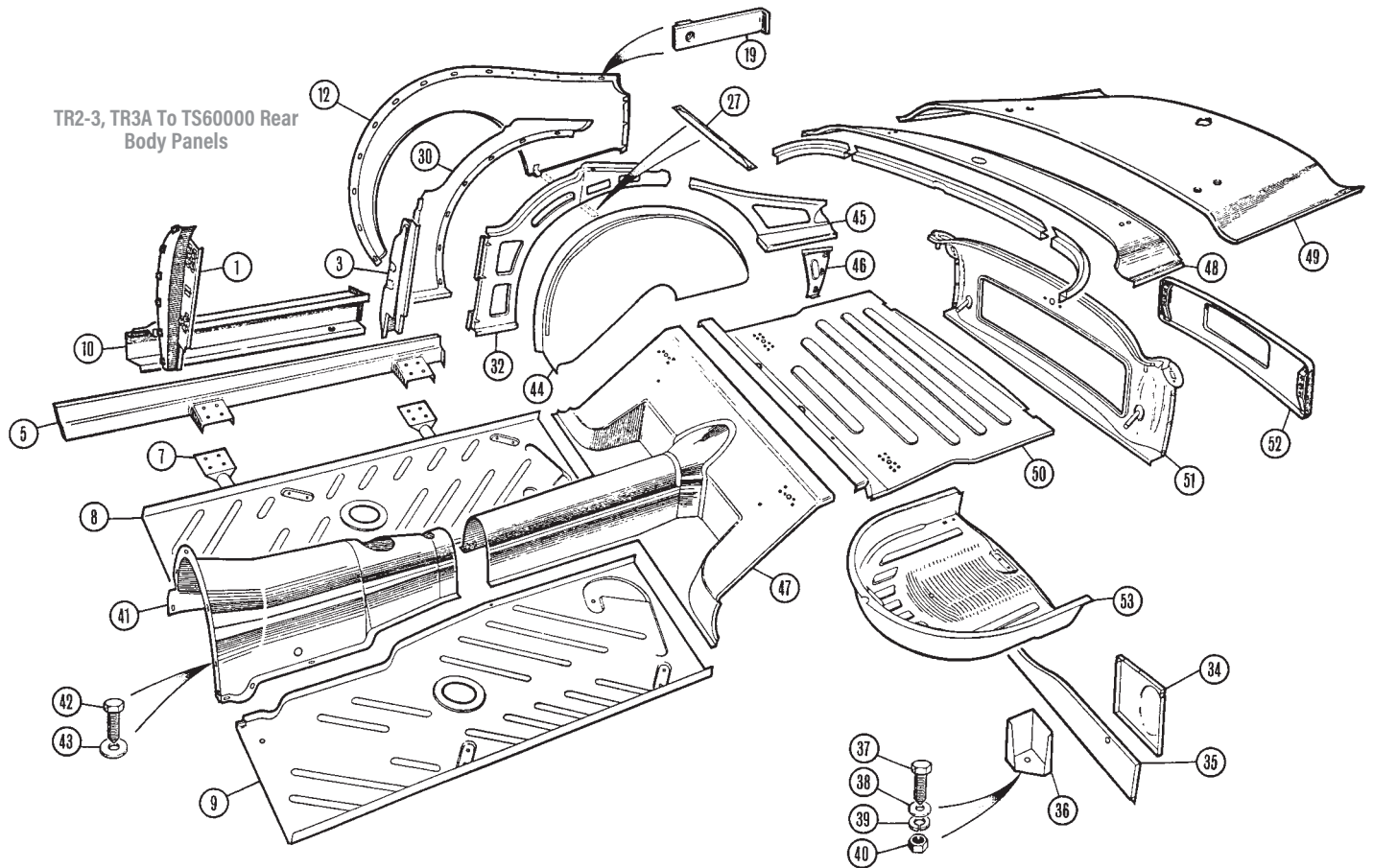


### Dzus type TR3A from TS28826

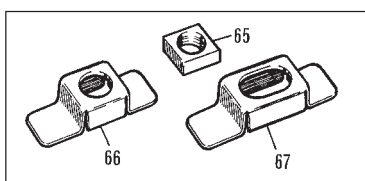
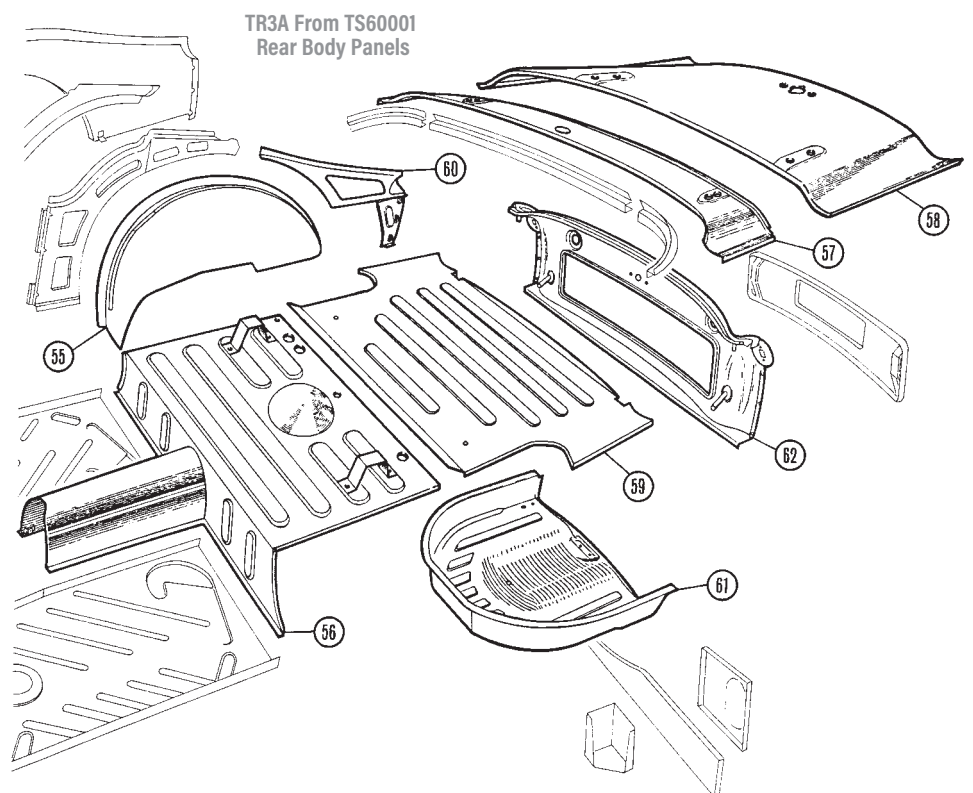
See Information notes for Wedge type screens.

10	901287	SIDESCREEEN, RH, black	1	sliding windows
	901286	SIDESCREEEN, LH, black	1	
	901291	SIDESCREEEN, RH, white	1	
	901290	SIDESCREEEN, LH, white	1	
11	508177	SLIDING WINDOW, RH	1	
	508176	SLIDING WINDOW, LH	1	
12	559748	COBEX FIXED WINDOW	2	
13	606861	EDGING STRIP, U section, stainless steel	2	
14	607106	BRACKET, sidescreen	2	RH front/LH rear
15	607105	BRACKET, sidescreen	2	LH front/RH rear
16	SP88H7	SCREW, sidescreen plate	16	
17	610624	STUD, door to sidescreen strap	2	
18	AD606063	WOOD-SCREW, stud	2	
19	7H9864	BUTTON, strap to stud	2	
20	7H9866	SOCKET, strap to stud	2	
21	556023	DZUS FASTENER, with spring	4	
22	556022	WASHER, Dzus fastener	4	
23	650161	'T' KEY, (for Dzus fasteners)	1	





Rear Wing Fitting Kit



Captive Nuts

## Rear Body &amp; 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	'A' POST ASSEMBLY, RH	1	
	800573	'A' POST ASSEMBLY, LH	1	
3	850119	'B' POST ASSEMBLY, RH	1	
	850118	'B' POST ASSEMBLY, LH	1	
5	900391	SILL, inner assembly, RH	1	
	900390	SILL, inner assembly, LH	1	
7	CHAS1	OUTRIGGER, chassis	2	for body mounting
8	950054	FLOOR, RH	1	
9	950053	FLOOR, LH	1	
10	850038	SILL, outer, RH	1	TR2 From TS4002, TR3-3A
	850037	SILL, outer, LH	1	
12	900613	WING, RH rear	1	
	900612	WING, LH rear	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).				
14	900612FK	FITTING KIT, rear wing	2	
(Fitting kit includes all fittings for 1 wing).				
15	552433	SCREW, (mushroom headed)	10	rear wing to boot liner panel
16	WM57	WASHER, on mushroom screw	10	
17	HU706P	SET SCREW, rear wing to chassis	6	
18	WM57	WASHER, on screw	6	
19	602167	CLAMP, rear wing fixing	2	
21	HU706P	SET SCREW, rear wing to chassis	4	
22	GHF300	WASHER, plain	4	
23	GHF331	WASHER, locking	4	
24	GHF200	NUT, plain	4	
25	HU706P	SET SCREW, rear wing to qtr. panel	18	
26	WM57	WASHER, on screw	18	
27	601937	STAY, rear wing to chassis	2	
30	850044	QUARTER PANEL, RH	1	
	850043	QUARTER PANEL, LH	1	
(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).				

Early



Late



## Quarter Panel/Rear Deck Joint

32	900416	QUARTER PANEL, inner, RH	1	
	900415	QUARTER PANEL, inner, LH	1	
34	900421	CLOSING PANEL, LH	1	
	900422	CLOSING PANEL, RH	1	
35	900402	PANEL, inner rear bottom	1	
36	900419	BRACKET, body to chassis, LH	1	
	900420	BRACKET, body to chassis, RH	1	
37	GHF103	SET SCREW	2	rear body bracket to chassis
38	WP17	WASHER, plain	2	
39	GHF332	WASHER, locking	2	
40	GHF201	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	SET SCREW*	16
43	WM57	WASHER, plain	16

\*Note: The works rally cars had these screws replaced by Dzus fasteners for speedy removal.

## TR2-3A to TS60000

44	552909	WHEEL ARCH ASSEMBLY, RH	1
	552908	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	LINING PANEL, boot, RH	1
	900615	LINING PANEL, boot, LH	1
46	800640	STIFFENER, RH	1
	800639	STIFFENER, LH	1
47	900449	PANEL, rear floor	1
48	900475	PANEL, tonneau saddle	1
49	900479	BOOT LID	1 TR2-3
	802637	BOOT LID	1 TR3A
50	900412	FLOOR, boot	1
51	900477	REAR APRON	1 TR2, TR3 To TS18912
	901299	REAR APRON	1 TR3 From TS18913, TR3A
52	900483	LID, spare wheel compartment	1
53	900401	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.

Early Seal



Late Seal



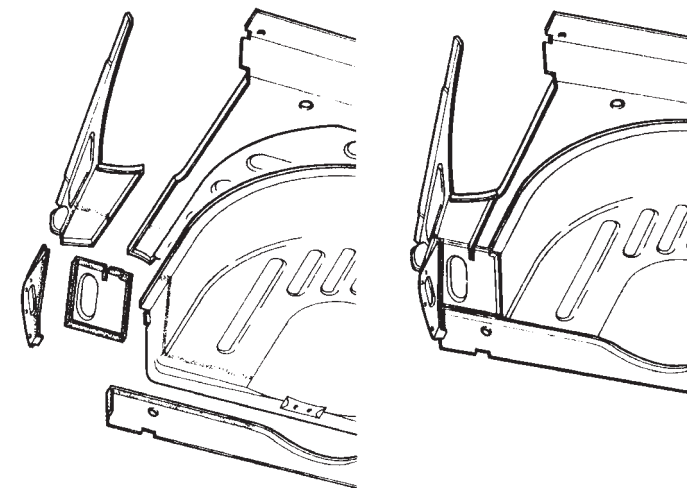
All of the components which changed at TS60001 are listed here and illustrated in the lower half on the opposite page. The remainder of the rear body components follow the 'all model' listing.

55	850052	WHEEL ARCH ASSEMBLY, RH	1
	850051	WHEEL ARCH ASSEMBLY, LH	1
56	850117	PANEL, rear floor	1
57	850124	PANEL, tonneau saddle	1
58	803780	BOOT LID	1
59	803767	FLOOR, boot	1
60	901648	BOOT LINING PANEL, RH	1
	901647	BOOT LINING PANEL, LH	1
61	950046	PAN, spare wheel compartment	1
62	901299	REAR APRON	1

## Captive Nuts

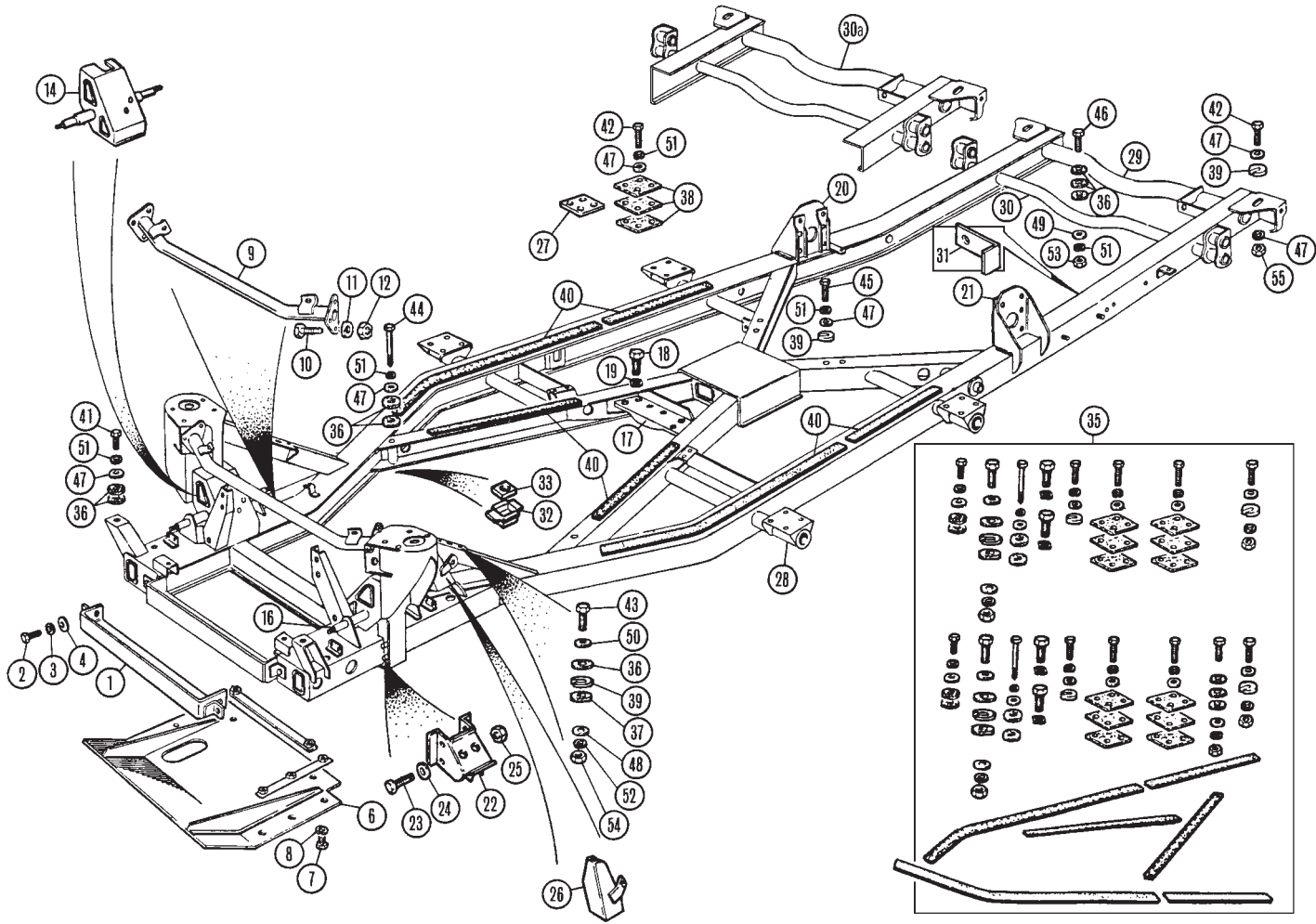
Throughout the TR, there are captive nuts which comprise a cage & square nut. We can supply these individually under the unimpressive CN range of part numbers.

65	CN1	NUT, square	a/r
66	CN2	CAGE, for nut	a/r
67	CN3	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	FULCRUM PIN	2	lower inner wishbone
17	128055	CROSS-MEMBER	1	gearbox mounting
18	SH606051	SCREW	4	
		(Cross-member to chassis cruciform).		
19	GHF333	WASHER, locking	4	
20	110788	BRACKET, shock absorber, RH	1	
21	110789	BRACKET, shock absorber, LH	1	
22	109281	BRACKET, rebound	2	
23	BH605281	BOLT, rebound bracket to chassis	4	
24	GHF332	WASHER, locking	4	
25	GHF201	NUT, plain	4	
26	133638	BRACKET, bump stop, LH	1	
	133637	BRACKET, bump stop, RH	1	
27	619395	PACKING PLATE	a/r	'A' & 'B' post mounting ] to sill bracket

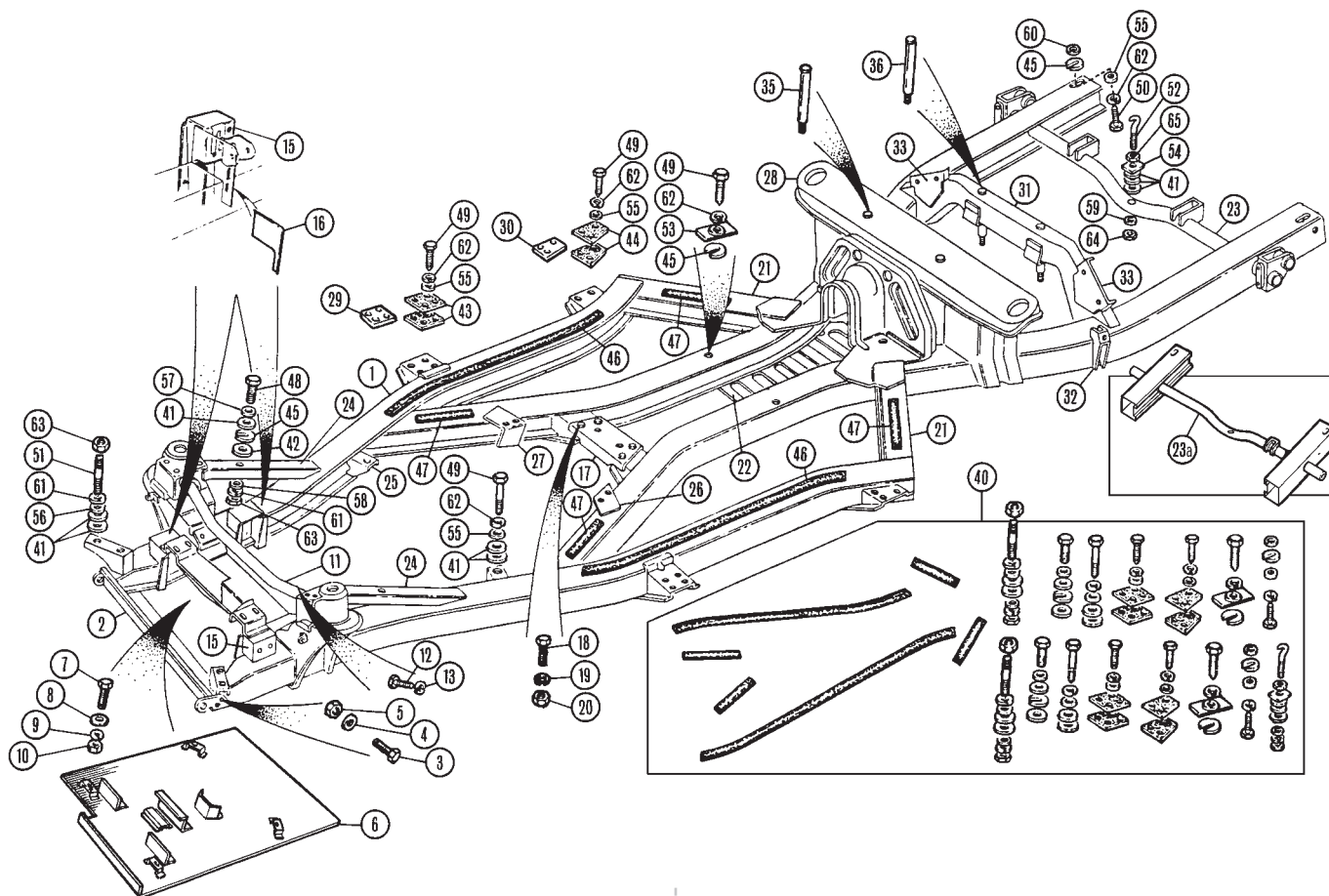
28	CHAS1	CHASSIS OUTRIGGER	4
29	CHAS2	CROSS TUBE, rear	1
30	CHAS6	CROSS TUBE, rear spring hangers	1
30A	CHAS8	CHASSIS REPAIR SECTION, rear	1
		(Repair section includes Cross tubes CHAS2 & CHAS6).	
31	132933	BRACKET, exhaust mounting	1 under axle
32	600032	NUT, (retainer nut)	2
33	NQ2708	NUT, square	2

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	PAD SET, body mounting	1
36	601994	PAD, rubber/canvas, thin	13
37	608836	PAD, rubber/canvas, thick	2
38	611732	PAD, rubber/canvas, square	12
39	CD26326	PAD, aluminium, notched	6
40	078447A	STRIP, protection, (sold per metre)	4 cut to suit
41	GHF103	SCREW	2
42	SH605101	SCREW	18
43	SH606201	SCREW	2
44	BH605321	BOLT	2
45	SH605111	SCREW	2
46	BH605181	BOLT	1
47	WP185	WASHER, plain	26
48	GHF302	WASHER, plain	2
49	GHF301	WASHER, plain	1
50	WM59	WASHER, plain	2
51	GHF332	WASHER, locking	23
52	GHF333	WASHER, locking	2
53	GHF201	NUT, plain	1
54	GHF202	NUT, plain	2
55	GHF222	NUT, nylon	2





### Chassis Frame & Fittings TR4A

1	402284	CHASSIS	1	TR4A IRS
2	213021	SHIELD, radiator protection	1	original type
3	SH606071	SCREW, shield to chassis	4	
4	GHF333	WASHER, locking	4	
5	GHF202	NUT	4	
6	308208	SUMP SHIELD, (rally type)	1	
7	SH606061	SCREW, securing shield	4	
8	GHF302	WASHER, plain	4	
9	GHF333	WASHER, locking	4	
10	GHF202	NUT, plain	4	
11	211419	CROSS-TUBE	1	
12	SH606071	SCREW, cross-tube to chassis	2	
13	GHF333	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 to 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	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	STRENGTHENING KIT, RH	1	3 plates per kit
	TT3259L	STRENGTHENING KIT, LH	1	
17	211361	CROSS-MEMBER	1	gearbox mounting
18	SH606051	SCREW, cross-member	4	
19	GHF333	WASHER, locking	4	
20	GHF202	NUT, plain	4	
21	CHAS3	OUTRIGGER, trailing arm	2	
22	CHAS4	BREASTPLATE	1	
23	CHAS6	CROSS-TUBE	1	brackets not included
23A	CHAS10	CHASSIS REPAIR SECTION, rear	1	
		(Repair section includes Cross tube CHAS6).		
24	CHAS7	FRONT DIAGONAL TUBE	2	
25	140089	BRACKET, side member	2	
26	139447	BRACKET, mounting scuttle, LH	1	
27	139448	BRACKET, mounting scuttle, RH	1	

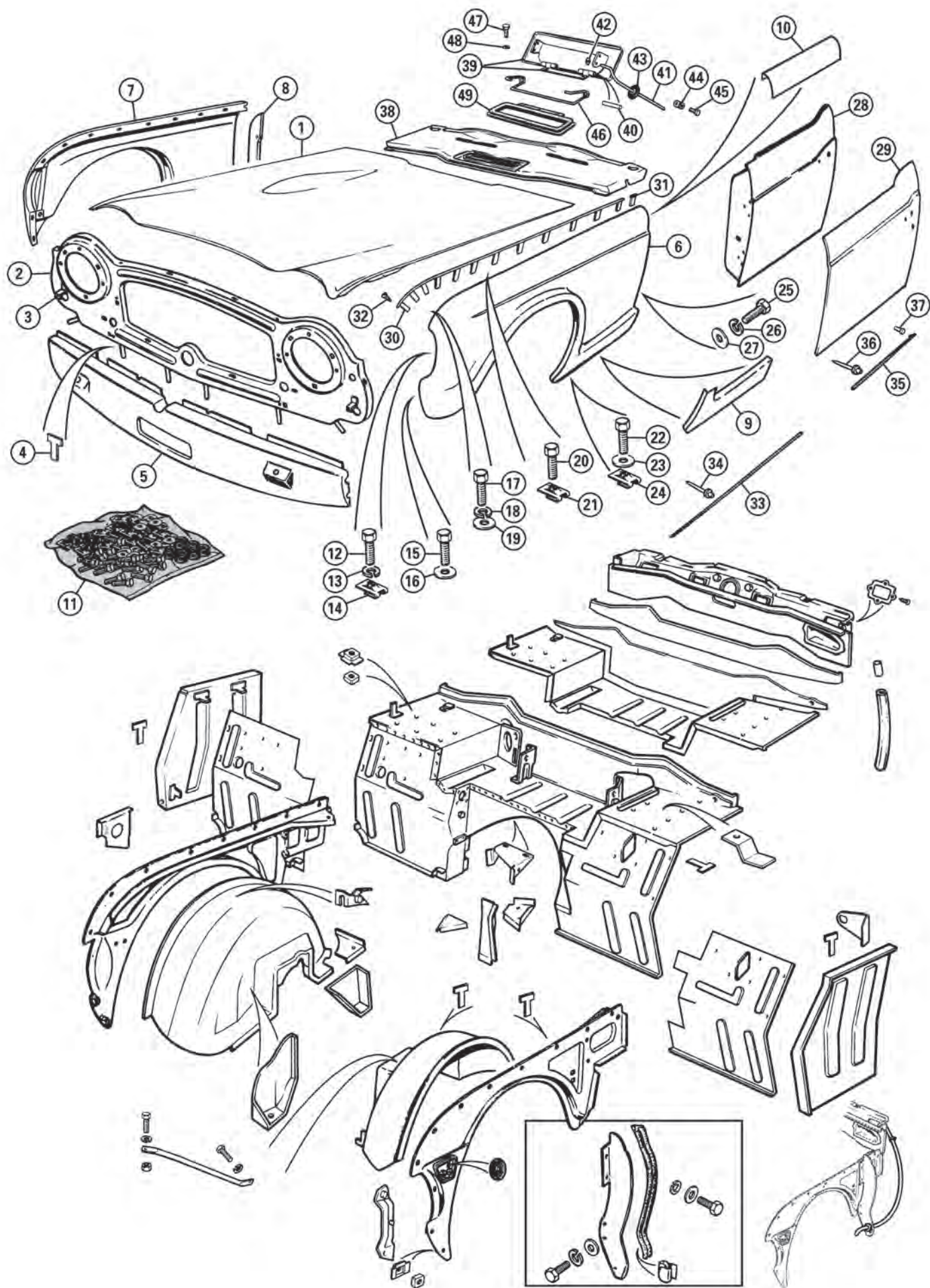
28	214107	BRACKET, front differential mounting	1
29	619395	PACKING PLATE	a/r
		] 'A' post mounting ] to sill bracket	
30	619396	PACKING PLATE	a/r
		] 'B' post mounting ] to sill bracket	
31	214031	CROSS-MEMBER, rear differential	1
32	140194	BRACKET, rebound, LH	1
	140195	BRACKET, rebound, RH	1
33	147947	BRACKET, (rear shock abs' mounting)	2
35	147671	STUD, front differential mounting	2
36	147400	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	PAD SET, body mounting	1
41	601994	PAD, rubber/canvas, thin	13
42	608836	PAD, rubber/canvas, thick	2
43	611732	PAD, rubber/canvas, front mounting	4
44	616613	PAD, rubber/canvas, rear mounting	4
45	CD26326	PAD, aluminium, notched	6
46	6019953	STRIP, protection	2
47	6019954	STRIP, protection	4
48	SH606201	SCREW	2
49	SH605111	SCREW	18
50	SH605101	SCREW	2
51	143712	STUD	2
52	650017	HOOK BOLT, spare wheel pan	1
53	619585	PLATE, reinforcing	2
54	611875	PLATE, reinforcing	1
55	WP185	WASHER, plain	18
56	WD110061	WASHER, plain	2
57	WC110061	WASHER, plain	2
58	GHF302	WASHER, plain	2
59	GHF301	WASHER, plain	1
60	WP19	WASHER, plain	2
61	GHF333	WASHER, locking	4
62	GHF332	WASHER, locking	20
63	GHF202	NUT, plain	4
64	GHF272	NUT, nyloc	1
65	GHF201	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	BONNET	1	TR4 To CT6429
1	903178	BONNET	1	TR4 CT6430 To CT37689
1	904130	BONNET	1	TR4 From CT37690 & TR4A
(For bonnet fitting details please see page 132).				
Ni	908031XK	BONNET STIFFENING PANEL KIT	1	TR4-4A
2	850618	UPPER VALANCE, front	1	TR4
	808801	UPPER VALANCE, front	1	TR4A
3	616886	BRACKET, (grille & lamp attachment)	2	
4	603559	WIRING LOOM TAG	a/r	
5	850406	LOWER VALANCE, front	1	without oil cooler aperture
	812030	LOWER VALANCE, front	1	with oil cooler aperture

Front Wings

6	950109	FRONT WING, LH	1	}	aluminium
	950109AL	FRONT WING, LH, (lightweight)	1		
7	950110	FRONT WING, RH	1	}	aluminium
	950110AL	FRONT WING, RH, (lightweight)	1		
8	850455	FILLER, wing to A post, LH	1		
	850456	FILLER, wing to A post, RH	1		
9	950109RP	REPAIR PANEL, front wing, lower, rear, LH	1		
	950110RP	REPAIR PANEL, front wing, lower, rear, RH	1		
10	950109RP3	REPAIR PANEL, front wing, upper, rear, LH	1		
	950110RP3	REPAIR PANEL, front wing, upper, rear, RH	1		
11	950109FK	FITTING KIT, front wing	2		
12	650307	SCREW, special, wing forward edge	2		
13	GHF331	WASHER, locking	6		
14	FN2059	SPIRE NUT	2		
15	HU706P	SCREW, set, wing to lower valance	4		
16	WM57	WASHER, plain	4		
17	HU706P	SCREW, (wing to upper valance)	4		
18	GHF331	WASHER, locking	4		
19	WM57	WASHER, plain	4		

20	650307	SCREW, special, (wing to inner wing)	14
21	FJ24074	SPIRE NUT	14
22	UL2705	BOLT, Acme type, wing to sill	6
23	WM57	WASHER, plain	6
24	FJ24074	SPIRE NUT	6
25	HU706P	SCREW, (wing to 'A' post)	6
26	GHF331	WASHER, locking	6
27	WM57	WASHER, plain	6

Doors & Door Skins\*

28	907757	DOOR, LH	1
	938830	DOOR, RH	1
29	950005	DOOR SKIN, LH	1
	950006	DOOR SKIN, RH	1

Wing Beading & Body Mouldings

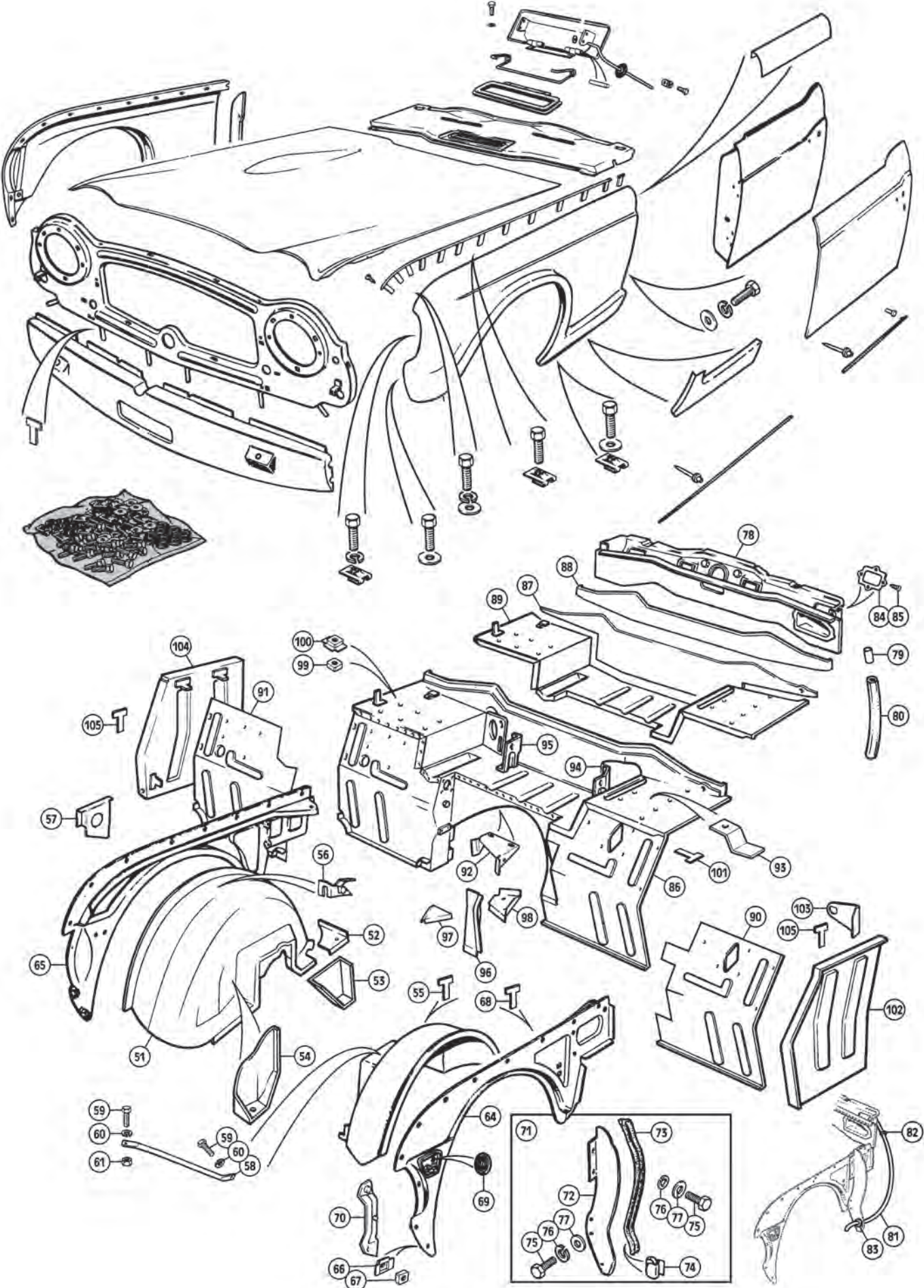
	TR45WBS	WING BEADING SET, 6 pieces	1
30	850479	WING BEADING, front wing	2
	750126	WING BEADING, upper rear wings	2
	750187	WING BEADING, lower rear wing, LH	1
	750188	WING BEADING, lower rear wing, RH	1
31	553926	LOCATING TAB	52
32	GHF421	SCREW, self tapping, beading	2
33	708477	MOULDING, wing, LH	1
	708478	MOULDING, wing, RH	1
	708478X	MOULDING, wing, RH & LH	2
34	GHF1461	RIVET CLIP, wing moulding	14
35	708487	MOULDING, door, RH & LH	2
36	GHF1461	RIVET CLIP, door moulding	12
37	GHF1532	BARREL CLIP, rear of door moulding	2

Scuttle Top

38	850352	SCUTTLE TOP PANEL	1
39	705242	VENT LID	1
40	563040	PIN, hinge	2
41	611117	ROD, vent lid operating	1
42	FR1202	NUT, fix round	1
43	061917	GROMMET, vent lid operating rod	1
44	604844	CABLE CLAMP, rod to vent lever	1
45	53K1016	SCREW, for clamp	1
46	611145	SPRING, vent lid	1
47	HU503	SCREW, vent lid to scuttle	3
48	WL700101	WASHER, locking	3
49	611118	SEAL, vent lid	1



See Pages 116 & 117 for Front Outer Body Panels & Fittings.



Front Inner Body Panels & Fittings

Wheel Arch Assembly

ill	Part Number	Description	Req.	Details
51	850453	WHEEL ARCH ASSEMBLY, RH	1	
	850452	WHEEL ARCH ASSEMBLY, LH	1	
52	811485	REINFORCEMENT, arch, upper, RH	1	
	811480	REINFORCEMENT, arch, upper, LH	1	
53	811494	REINFORCEMENT, arch, lower, RH	1	
	811493	REINFORCEMENT, arch, lower, LH	1	
54	811704	BRACKET, mounting to chassis, RH	1	
	811703	BRACKET, mounting to chassis, LH	1	
55	603559	WIRING LOOM TAG	9	8 on LH, 1 on RH
56	750229	BRACKET, bonnet stay rod	1	] not included with part of RH wheel arch
	623588	BRACKET, body lifting, LH	1	
57	623589	BRACKET, body lifting, RH	1	
58	750205	STAY ROD, valance to wheel arch, LH	1	
	750206	STAY ROD, valance to wheel arch, RH	1	
59	HU706P	SCREW, upper valance & wheel arch	4	
60	GHF331	WASHER, locking	4	
61	GHF200	NUT, plain	2	

Front Inner Wings

64	811944	INNER WING, LH	1	
65	811945	INNER WING, RH	1	
66	CN2	RETAINER, nut cage	4	
67	CN1	NUT, square, captive	4	
68	603559	TAG, securing wiring loom	a/r	
69	061917	GROMMET, side lamp lead	2	
70	850457	FILLER, LH, front wing	1	
	850458	FILLER, RH, front wing	1	
71	750150K	BAFFLE PLATE KIT, LH	1	
	750151K	BAFFLE PLATE KIT, RH	1	
72	750150	BAFFLE PLATE, LH	1	
	750151	BAFFLE PLATE, RH	1	
73	650172	SEAL, baffle plate	2	
74	606389	CLIP, seal to baffle plate	6	
75	HU706P	SCREW, baffle plate	12	
	HU706SS	SCREW, baffle plate, (stainless steel)	12	alternative
76	GHF331	WASHER, locking	12	
77	WM57	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 & Bulkhead Assemblies

78	811989	PLENUM ASSEMBLY	1	
79	650162	DRAIN TUBE, plenum	2	
80	602057Z	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	HOSE, plenum water drainage, rubber	2	] longer with elbow end
	602057X	HOSE, plenum water drainage, silicone	2	
82	CS4013	CLIP, hose	2	
83	AHA8401	GROMMET, hose	2	
84	650159	PLATE, wheel box access	2	] refit using suitable, pliable water sealant
85	AB608031	SCREW, plate to plenum	8	
86	815834	BULKHEAD ASSEMBLY, RHD	1	
	815835	BULKHEAD ASSEMBLY, LHD	1	
87	812120	REPAIR PANEL, vertical, (behind battery)	1	RHD
	812121	REPAIR PANEL, vertical, (behind battery)	1	LHD
88	812122	REPAIR PANEL, vertical section	1	to plenum
89	907418RP	REPAIR PANEL	1	] ]
	(Horizontal section below battery).			
	907418RP	REPAIR PANEL	1	] ]
	(Horizontal section below battery).			
90	815836	FOOTWELL FRONT PANEL, LH	1	RHD
91	811979	FOOTWELL FRONT PANEL, RH	1	] LHD
	815837	FOOTWELL FRONT PANEL, LH	1	
	811981	FOOTWELL FRONT PANEL, RH	1	
92	705219	BRACKET, steering column strap	1	RHD
	705218	BRACKET, steering column strap	1	LHD

93	611152	BRACKET, wiper motor mount	2
94	611048	BRACKET, battery stay LH	1
95	610796	BRACKET, battery stay RH	1
96	750058	POCKET, bulkhead	1
97	612283	GUSSET, bulkhead pocket	1
98	706313	GUSSET, dash, LH	1
99	NQ2708	NUT, square, pedals to bulkhead	a/r
100	600032	RETAINER, square nut	a/r
101	603559	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	BULKHEAD END PANEL, LH	1
103	615901	BRACKET, bonnet release cable	1
104	811986	BULKHEAD END PANEL, RH	1
105	603559	TAG, wiring loom	a/r

Wing Mirrors

Whether you fit the Tourist Trophy Long arm style 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	LONG ARM, RH, convex glass	1	
	WM1905	LONG ARM, LH, convex glass	1	
	WM1906	LONG ARM, RH, flat glass	1	
	WM1907	LONG ARM, LH, flat glass	1	
	GAM1001	LONG ARM, RH/LH, flat glass, wing only	1	
	GAM1001X	LONG ARM, RH/LH, flat glass	1	

Late Leyland Style - Spring-Back Type


	GAM118	LATE SPRING BACK, RH & LH, flat glass	1	
	GAM117	LATE SPRING BACK, RH & LH, convex glass	1	
	GAM207T	LATE SPRING BACK, flat glass	1	replacement glass
	GAM210	LATE SPRING BACK, convex glass	1	replacement glass

Bullet Racing Mirror - Chrome

	GAM105	3.75" LONG BASE, 2" BOLT CENTRE	1	flat glass
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Body Paints

Moss Classic Car Colours



i n

It is

days play

there

T h e paint

start,

Moss Europe has a division (called 'Classic Car Colours') that specialises 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

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 was no doubt very time consuming. It is believed that Triumph actually tried to 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 were plans for a new colour; 'British Racing Wedgewood'!

colours here are carefully blended to be an exact match to the original 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 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	Touch-up
Matador Red	12	CCRD12	CCRD12TU
New White	19	CCWT19	CCWT19TU
Triumph RG† (Conifer)	25	CCGN25	CCGN25TU
Wedgewood Blue	26	CCBU26	CCBU26TU
Signal Red	32	CCRD32	CCRD32TU
Royal Blue	56	CCBU56	CCBU56TU
British RG†	75	CCGN75	CCGN75TU
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	Part Number	Part Number
Wheel Silver	CCWP1	CCWP1TU
'Crackle Black'	MRD1048A	
Super Black Gloss	CCSB1	CCSB1TU
Satin Black	CCSB2	CCSB2TU
Matt Black	CCMB1	
Primer, (High Build)	CCP1	
Engine Paint, (Black)	CCEP4	CCEP4BR
Chassis Paint, (Black), (500ml tins)	CCCB1BR	

Engine Paints

Maroon	CCEP1	CCEP1BR
Metallic Green	CCEP2	CCEP2BR
Green	CCEP3	CCEP3BR
Engine Black	CCEP4	CCEP4BR
Gold	CCEP6	
Yellow	CCEP11	CCEP11BR
Bright Red	CCEP10	

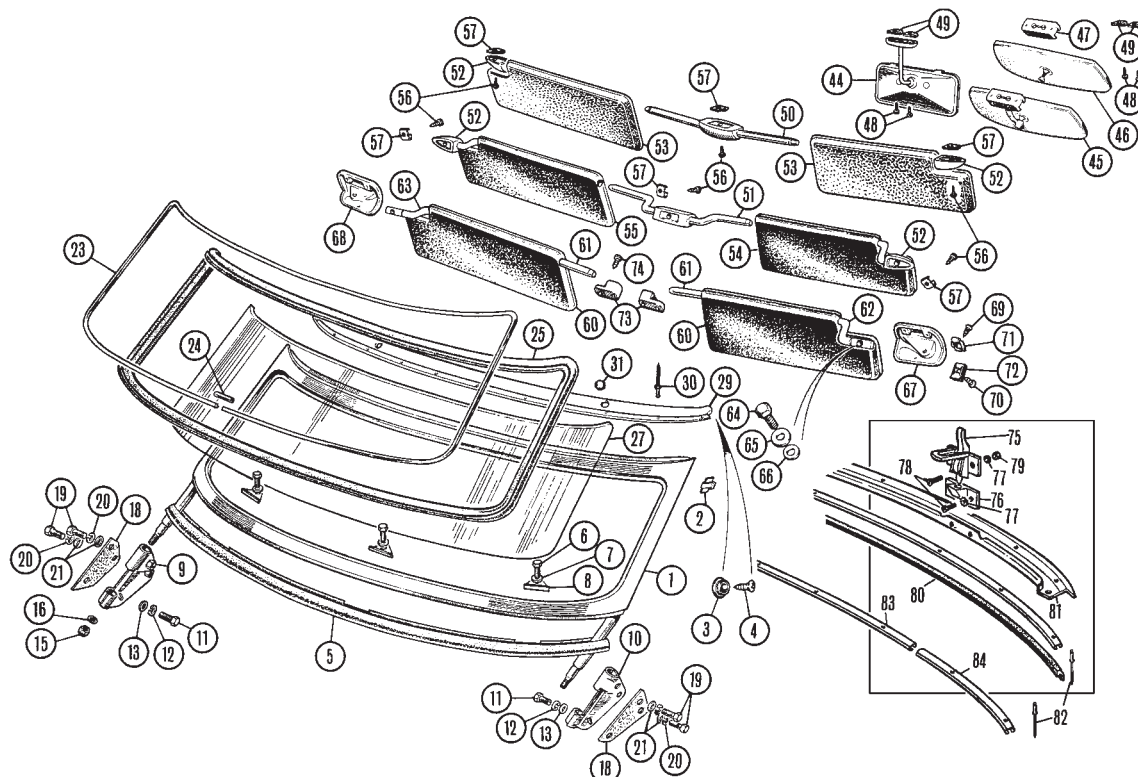
Grommets (by size)

ill	Part Number	Description	Req.	Details
	061917	GROMMET, rubber	a/r	fits 1/2" hole
	600395	GROMMET, rubber, very small hole	a/r	fits 1" hole
	602037	GROMMET, rubber, small hole	a/r	fits 1" hole
	600397	GROMMET, rubber, medium hole	a/r	fits 1" hole
	602037	GROMMET, rubber, large hole	a/r	fits 1" hole
	602037	GROMMET, rubber (As 602037 but to fit thicker panel section).	a/r	fits 1" hole
	600395	GROMMET, rubber	a/r	fits 1 1/4" hole
	600400W	GROMMET, rubber	a/r	fits 1 1/2" hole
	622683	GROMMET, rubber	a/r	fits 2 3/8" hole
				TR250 only
	650247	GROMMET, rubber	a/r	fits 2 3/8" hole
				TR5 only
	610608	GROMMET, rubber	a/r	fits 2 3/8" hole

Plugs (by size)

ADA803	PLUG, rubber	a/r	fits 1/4" hole
RFR103	PLUG, rubber	a/r	fits 5/16" hole
CD27769	PLUG, rubber	a/r	fits 3/8" hole
14A7031	PLUG, rubber	a/r	fits 1/2" hole
CFP625	PLUG, rubber	a/r	fits 5/8" hole
GHF822	PLUG, rubber	a/r	fits 7/8"hole
600399	PLUG, rubber	a/r	fits 1" hole
623176	PLUG, rubber	a/r	fits 1 3/8" hole
600400	PLUG, rubber	a/r	fits 1 1/2" hole
605602	PLUG, rubber	a/r	fits 2 1/2" hole
603384	PLUG, rubber	a/r	fits 3 1/4" hole





## Windscreen, Sun Visors &amp; Rear View Mirror TR4-4A

ill	Part Number	Description	Req.	Details
-----	-------------	-------------	------	---------

1	714771	FRAME, windscreen	1	
NI	GAC6029X	MOULDED FINISHER SET, frame, black	1	
2	611895	BRACKET, softtop to frame	2	
3	610624	FASTENER, for softtop	2	TR4
4	AD606071	SCREW	2	
(TR4A's fitted with Surrey softtops will also need items 3 & 4).				
5	650130	SEAL, frame to body	1	
6	624818	BOLT, frame to body	3	
7	WA108052	WASHER, chrome	3	
8	611669	COVER PLATE	3	
9	750158	BRACKET, frame mounting, RH	1	
10	750157	BRACKET, frame mounting, LH	1	
11	GHF101	SCREW, bracket to 'A' post	2	
12	GHF331	WASHER, locking	2	
13	WM93	WASHER, plain	2	
15	GHF272	NUT, nyloc	2	
16	WP139	WASHER, plain	2	
18	650313	PACKING, bracket to 'A' post	2	
19	GHF117	SCREW, bracket to 'A' post	4	
20	GHF331	WASHER, locking	4	
21	WM93	WASHER, plain	4	
23	613954	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	CLIP, finisher	1/2	
25	913442	RUBBER, glazing	1	
27	906707	WINDSCREEN, laminated	1	clear
	9067070E	WINDSCREEN, laminated, Triplex	1	
	906707TT	WINDSCREEN, laminated	1	top tinted

Note: Special shipping applies to all windscreens. Please see page 01 for more information.

29	806189	CAPPING STRIP	1	TR4-TR4A with Surrey Top
	808231	CAPPING STRIP	1	TR4A softtop
30	RU608123	RIVET, capping strip to frame	11	
31	612976	PLUG, capping strip	2	
44	614090	MIRROR ASSEMBLY, metal	1	TR4-4A
45	632095	MIRROR ASSEMBLY, plastic	1	
46	632091	MIRROR HEAD	1	alternative
47	RTC1006	MOUNTING	1	
48	AD608063	SCREW, mirror	2	both types of mirrors
49	GHF711	SPIRE CLIP	2	
50	611103	CENTRE MOUNTING, sun visor	1	TR4
51	616317	CENTRE MOUNTING, sun visor	1	TR4A
52	611104	OUTER MOUNTING, sun visor	2	TR4
	616318	OUTER MOUNTING, sun visor	2	TR4A
53	705754	SUN VISOR, white, pair	1	TR4
54	708288	SUN VISOR, L/H	1	TR4A

55	708289	SUN VISOR, R/H	1	
56	AD608103	SCREW, sun visor mounting	3	
57	GHF711	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):

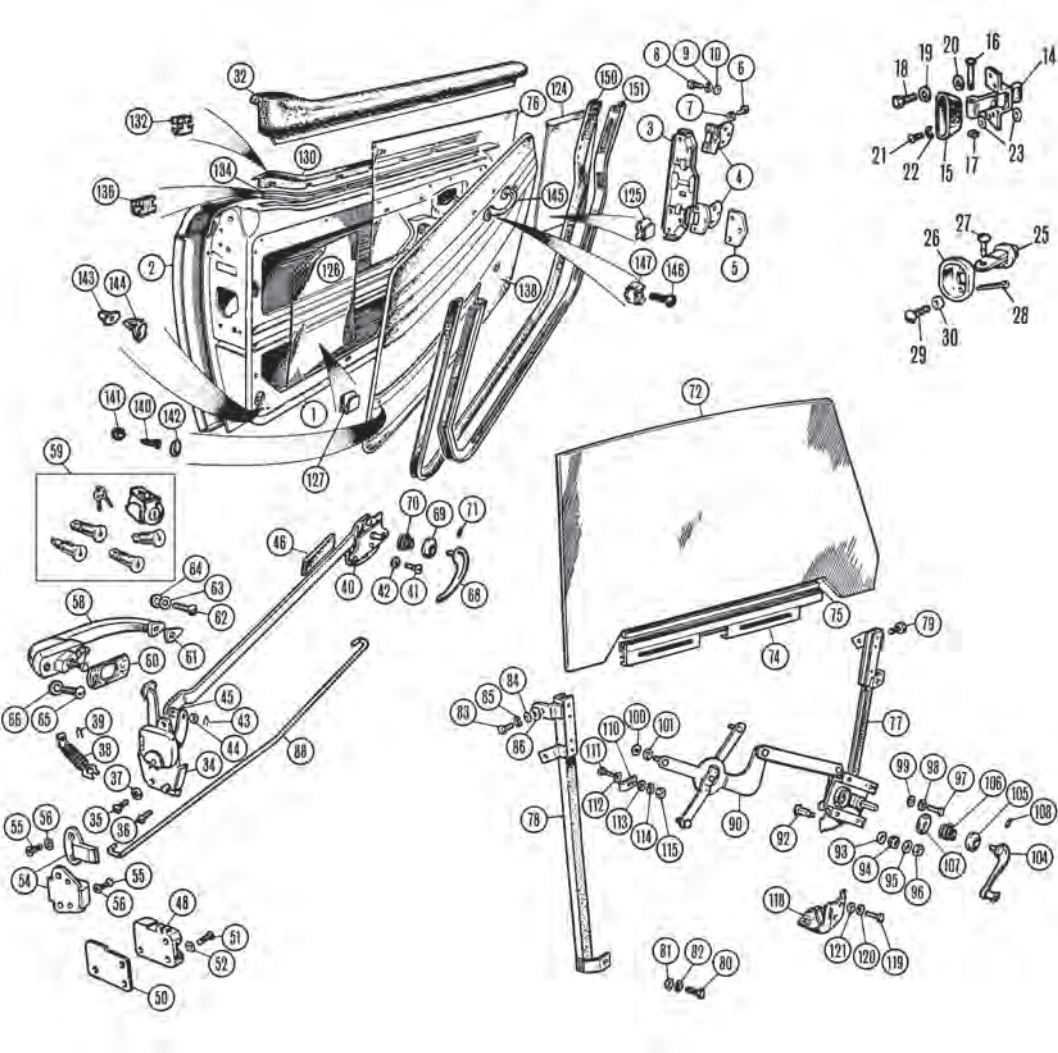
60	812719	SUN VISOR, driver, white	1	
	812711	SUN VISOR, driver, black	1	
	812749	SUN VISOR, passenger, white	1	RHD, with mirror
	812759	SUN VISOR, passenger, white	1	LHD, with mirror
	812741	SUN VISOR, passenger, black	1	RHD, with mirror
	812751	SUN VISOR, passenger, black	1	LHD, with mirror
61	812760	MOUNTING BAR, inner	2	
62	812761	MOUNTING BAR, LH, outer*	1	
63	812762	MOUNTING BAR, RH, outer*	1	
64	SH604041	SCREW, Outer mounting bar to w/screen	2	
65	GHF300	WASHER, plain	2	
66	GHF300	WASHER, plain	2	
67	812684	BRACKET, mounting, LH*	1	
68	812685	BRACKET, mounting, RH*	1	
69	AD608084	SCREW	2	
70	AD606054	SCREW	4	
71	570145	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	FIX NUT	4	
73	622431	RETAINER, sun visor, standard	2	
	622431SP	RETAINER, sun visor, polyurethane	2	
	622431SPK	RETAINER, sun visor, polyurethane, pair	1	
74	AB606051	SCREW, to windscreen frame	4	
75	609331	LATCH, on header rail	2	
76	609332	CATCH, on frame	2	
77	WL700101	WASHER, locking	4	
78	RMP310	SCREW	4	
79	HN2005	NUT	4	TR4A
80	616187	SEAL, header rail	1	
81	708250	CHANNEL, for header rail*	1	
82	RU608123	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	CHANNEL, centre	1	
84	713038	CHANNEL, RH side	1	
	713037	CHANNEL, LH side	1	



Doors, Door Skins & Fittings

TR4-4A

Part Number	Description	Req.	Details
1 907757	DOOR, LH	1	steel
638830	DOOR, RH	1	
2 950005	DOOR SKIN, LH	1	steel
950006	DOOR SKIN, RH	1	
3 750074	REINFORCEMENT, hinge, LH	1	TR4 To CT22343
750075	REINFORCEMENT, hinge, RH	1	
707059	REINFORCEMENT, hinge, LH	1	TR4 From CT22344,
707060	REINFORCEMENT, hinge, RH	1	TR4A
4 650112	HINGE ASSEMBLY	4	
5 610042	PACKING, hinge	a/r	
6 SH605051	SCREW, hinge to door	12	
7 GHF332	WASHER, locking	12	
8 SH605061	SCREW, hinge to body	12	
9 GHF332	WASHER, locking	12	
10 PWZ205	WASHER, plain	12	
14 613913	DOOR CHECK STRAP, LH	1	LH & RH
613914	DOOR CHECK STRAP, RH	1	
15 650201	CHECK STRAP GAITER	2	
16 650216	PIN, check strap	2	
17 FT2902	CIRCLIP	2	
18 SH604041	SCREW, check strap to 'A' post	6	TR4 To CT22343
19 GHF321	WASHER, shakeproof	6	
20 GHF314	WASHER, plain	4	
21 PT504	SCREW, sealing gaiter to 'A' post	4	
22 PWZ203	WASHER, plain	4	
23 PWZ203	WASHER, plain	8	

25 613622	CHECK STRAP	2	
26 613623	CHECK STRAP GAITER	2	
27 CLZ410	CLEVIS PIN	2	TR4 From CT22344,
28 GHF500	SPLIT PIN	2	TR4A
29 AB606031	SCREW	4	
30 WP3	WASHER	4	
32 808228	DOOR TOP FINISHER, LH, vinyl/foam	1	
808228Z	DOOR TOP FINISHER, LH, polyurethane	1	TR4A
808229	DOOR TOP FINISHER, RH, vinyl/foam	1	
808229Z	DOOR TOP FINISHER, RH, polyurethane	1	

Our door top finishers are available in the original type vinyl & 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 & surface finish, between the vinyl and polyurethane.

34 750169	ROTARY LOCK, LH	1	
750170	ROTARY LOCK, RH	1	
35 PT504	SCREW	6	
36 GHF425	SCREW, self tapping	2	
37 WF702101	WASHER, shakeproof	8	lock to inner door panel
38 650251	LINK ASSEMBLY	2	
39 604156	SPRING CLIP	2	
40 750171	REMOTE CONTROL, LH	1	
750172	REMOTE CONTROL, RH	1	
614146	REMOTE CONTROL, LH	1	alternative to 750171
614145	REMOTE CONTROL, RH	1	alternative to 750172
41 PT504	SCREW	6	remote control to door inner
42 WF702101	WASHER, shakeproof	6	
43 608703	CLIP, remote control link to lock	2	
44 550924	WASHER, waved	2	

45	GHF300	WASHER, plain	4
46	608188	FELT PAD, anti-rattle for remote	2
48	701353	STRIKER, LH	1
	701354	STRIKER, RH	1
50	554194	SHIM, striker	a/r
51	ZKC36	SCREW	6
52	WK7607	WASHER, locking, cupped	6
54	703741	RESTRAINT DEVICE, door	2
55	ZKC38	SCREW	8
56	WK7607	WASHER, shakeproof	8
58	701560X	DOOR HANDLE, exterior, single	2 (includes lock)
	701560XPR	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	LOCK SET	1
		(Includes: 2 keys, 4 barrels; for ignition, door locks & cubby box and a boot handle assembly).	

Note: The lock set (part no: TR4DLS) is not compatible with our door handles (part no: 701560X & 701560XPR).

60	603393	GASKET, large	2
61	617402	GASKET, small	2
62	PT504	SCREW	2
63	WF702101	WASHER, shakeproof	2
64	PWZ203	WASHER, plain	2
65	PT504	SCREW	2
66	WF702101	WASHER, shakeproof	2
68	608454Z	DOOR HANDLE, interior, (remote)	2
69	650261	ESCUTCHEON	2
70	603382	SPRING	2
71	ALH1527	PIN, handle attachment	2
72	750135	DOOR GLASS, clear	2
	750135T	DOOR GLASS, tinted	2
74	750090	CHANNEL, LH	1
	750091	CHANNEL, RH	1
75	617166	STRIP, glazing	2
76	611812	CURTAIN	2
77	850430	CHANNEL ASSY, with brackets, LH	1 } front
	850431	CHANNEL ASSY, with brackets, RH	1 }
78	850432	CHANNEL ASSY, with brackets, LH	1 } rear
	850433	CHANNEL ASSY, with brackets, RH	1 }
	850430FT	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).

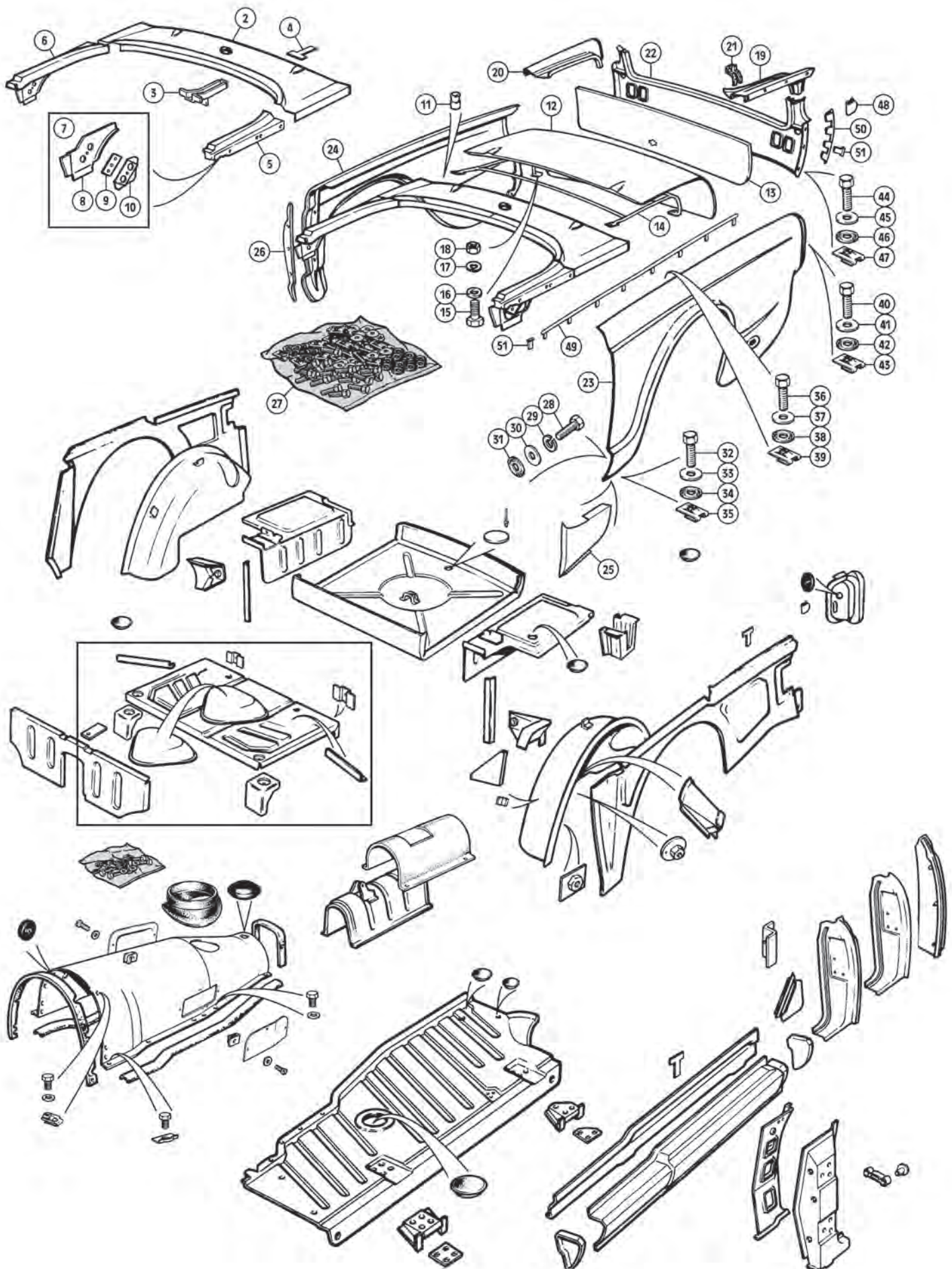
79	SH604041	SCREW, front channel only	2
80	HU706P	SCREW	4
81	WM57	WASHER, plain	8
82	GHF321	WASHER, shakeproof	8
83	HU706P	SET SCREW	4
84	WM57	WASHER, plain	4
85	GHF321	WASHER, shakeproof	4
86	GHF314	WASHER, spacer	4
88	750165	TIE ROD, glass channel, LH	1 } bottom
	750166	TIE ROD, glass channel, RH	1 }
90	850400	WINDER, window lift, LH	1
	850401	WINDER, window lift, RH	1
92	650236	PIVOT, window winder	2
93	GHF304	WASHER, plain	6
94	608301	WASHER, Thackery	2
	2A18	WASHER, spring	2
95	GHF332	WASHER, locking	2
	GHF304	WASHER, plain	2
		(Window winder to door panel).	
96	NT605041	'HALF' NUT	2
97	HU706P	SCREW	8
98	GHF331	WASHER, locking	8
99	GHF300	WASHER, plain	8
100	607867	STUD RETAINER	4
101	607902	WASHER, leather	8
104	613017	HANDLE, winder handle	2
105	650261	ESCUTCHEON	2
106	603382	SPRING	2
107	609649	WASHER, sealing	2
108	ALH1527	PIN, attaching handle	2
110	610174	STOP BRACKET, window winder	2
111	HU706P	SCREW	2
112	GHF300	WASHER, plain	2
113	WM57	WASHER, plain	4
114	GHF331	WASHER, locking	2

115	GHF200	NUT, plain	2
118	650242	STOP BRACKET, glass	2
119	PMZ308	SCREW	4
120	WL700101	WASHER, locking	4
121	PWZ203	WASHER, plain	4
124	611818	CURTAIN, water, front	2
125	BHA4359	CLIP, fixing curtain front	6
126	611819	CURTAIN, water, rear	2
127	BHA4359	CLIP, fixing curtain, rear	4
130	850324	WEATHER STRIP, outer, LH	1
	850324Z	WEATHER STRIP, outer, LH	1 aftermarket
	850325	WEATHER STRIP, outer, RH	1
	850325Z	WEATHER STRIP, outer, RH	1 aftermarket
132	GHF1560	CLIP, securing strip, outer	14
134	850322	WEATHER STRIP, inner, LH	1
	850323	WEATHER STRIP, inner, RH	1
136	GHF1582	CLIP, securing strip, inner	14
138		DOOR TRIM PANEL	1 available only in trim kits
140	GHF403	SCREW, self tapping	4 pocket attachment
141	608586	CUP WASHER	4
142	621991NF	CAP, pocket screw, primed	4 unpainted
	621997	CAP, pocket screw, blue	4
	621991	CAP, pocket screw, black	4
143	563589	SNAPSAC	20
144	GHF1230	CLIP, door trim attachment	30
145	650306	PULL HANDLE	2
146	510799	SCREW	4
147	FS27584	SPIRE NUT	4
150	650310	SEAL, rubber, inner	2 Soft-top models
	650311	SEAL, rubber, inner	2 Surrey top models
151	611597	SEAL, Furflex, red*	2 } use when
	611598	SEAL, Furflex, blue*	2 } Soft-top fitted
	611599	SEAL, Furflex, black*	2 }
	611587	SEAL, Furflex, red*	2 } use when
	611588	SEAL, Furflex, blue*	2 } Surrey top fitted
	611589	SEAL, Furflex, black*	2 }
	611599M	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	SEAL, felt/rubber, black	2	2.5 metre pre cut length
724031M	SEAL, felt/rubber, black	a/r	per metre
724031MX7	SEAL, felt/rubber, black	1	7 metre pre cut length
724031MX50	SEAL, felt/rubber, black	1	50 metre roll





Rear Outer Body Panels & Fittings

See also 'EXTERIOR TRIM & BADGES - Rear/Side Body Fittings & Bumper' on page 134.

Rear Deck

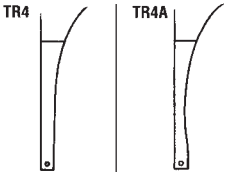
ill	Part Number	Description	Req.	Details
2	808776RP	CENTRE SECTION, rear deck	1	
3	813958	FRAME, deck section support	1	
4	603559	TAG, wiring loom	4	

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	FORWARD SECTION, LH, rear deck skin	1	TR4
	815521	FORWARD SECTION, LH, rear deck	1	TR4A
6	813709	FORWARD SECTION, RH, rear deck skin	1	TR4
	815522	FORWARD SECTION, RH, rear deck	1	TR4A
7	708093	GUSSET, 'B' post, (top), LH	1	
	708094	GUSSET, 'B' post, (top), RH	1	
8	750179	GUSSET PLATE, LH	1	
	750180	GUSSET PLATE, RH	1	
9	619592	TAPPED PLATE, hood pivot	2	
10	616058	RETAINER, tapped plate	2	
11	617975RP	NUT, 'rivnut'	5	softtop to deck
	GHF200	NUT, 'projection welded'	5	softtop to deck, alternative

Boot Lid & Rear Valance

12	813650	BOOT LID, steel	1	
	813650A	BOOT LID, alloy	1	
13	813650RP	REPAIR PANEL, boot lid	1	
14	903233	REINFORCEMENT, boot lid	1	
15	GHF101	SCREW, reinforcement to boot lid	2	
16	GHF300	WASHER, plain	2	
17	GHF331	WASHER, locking	2	
18	GHF200	NUT, plain	2	
19	850007	REAR SECTION, LH rear deck	1	
20	850008	REAR SECTION, RH rear deck	1	
21	612487	BRACKET, boot lid stay	1	
22	850379	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

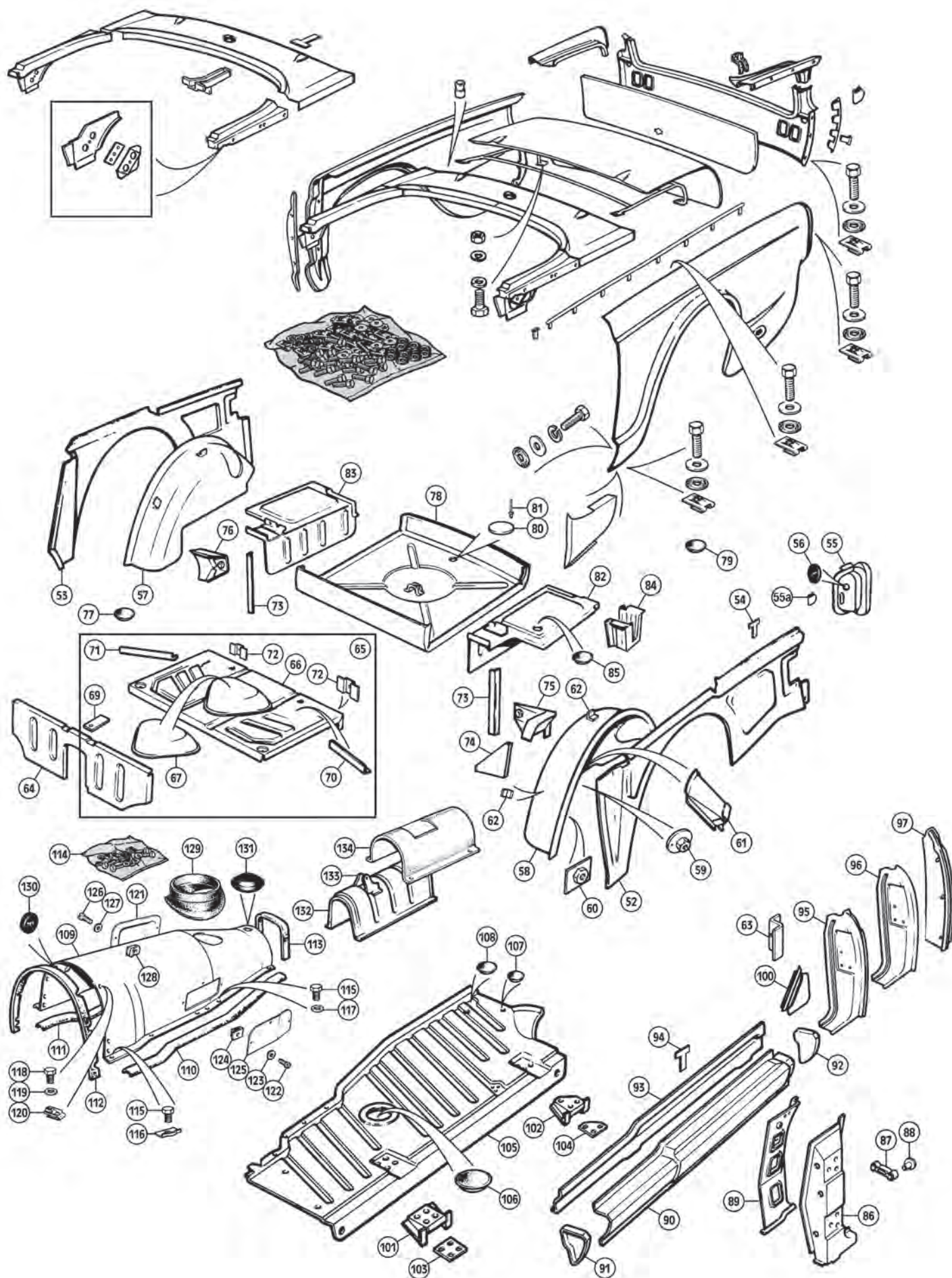
23	850475	REAR WING, LH	1	
	850475AL	REAR WING, LH, (lightweight)	1	aluminium
24	850476	REAR WING, RH	1	
	850476AL	REAR WING, RH, (lightweight)	1	aluminium
25	850475RP2	REAR PANEL rear wing, lower, front LH	1	
	850476RP2	REAR PANEL rear wing, lower, front RH	1	
26	850328	BAFFLE, rear wing to 'B' post, LH	1	
	850329	BAFFLE, rear wing to 'B' post, RH	1	
27	850475FK	FITTING KIT, rear wing	2	(per wing)
28	HU706P	SCREW, wing to 'B' post	6	
29	GHF331	WASHER, locking	6	
30	WM57	WASHER, plain	6	
31	626716	WASHER, Everseal	6	
32	UL2705	SCREW, Acme, wing to sill panel	2	
33	WM57	WASHER, plain	2	
34	626716	WASHER, Everseal	2	
35	FJ24074	NUT, spire	2	
36	UL2705	SCREW, Acme	16	
		(Wing to deck and tonneau side).		
37	WM57	WASHER, plain	16	
38	626716	WASHER, Everseal	16	
39	FJ24074	NUT, spire	16	
40	UL2705	SCREW, Acme	2	
		(Wing to rear valance and inner wing).		
41	WM57	WASHER, plain	2	
42	626716	WASHER, Everseal	2	
43	FJ24074	NUT, spire	2	
44	UL2705	SCREW, Acme, (wing to rear valance)	4	

45	WM57	WASHER, plain	4
46	626716	WASHER, Everseal	4
47	FJ24074	NUT, spire	4
48	ANK5046A	CLIP, wing to lamp housing	4

Wing Beading

	TR45WS	WING BEADING SET, 6 pieces	1
	850479	WING BEADING, front wing	1
49	750126	WING BEADING, upper rear wings	2
50	750187	WING BEADING, lower rear wing, LH	1
	750188	WING BEADING, lower rear wing, RH	1
51	553926	LOCATING TAB	52







Rear Inner Wings & Wheel Arches

ill	Part Number	Description	Req.	Details
52	850120	INNER REAR WING, LH	1	
53	850121	INNER REAR WING, RH	1	
54	603559	TAG, wiring loom	a/r	
55	850428	TAIL LAMP HOUSING, LH	1	
	850429	TAIL LAMP HOUSING, RH	1	
55a	ANK5046A	CLIP, wing to lamp housing	4	
56	600395	GROMMET, in housing for lamp wiring	2	
57	850426	WHEEL ARCH ASSEMBLY, rear, RH	1	TR4
	850394	WHEEL ARCH ASSEMBLY, rear, RH	1	TR4A
58	850393	WHEEL ARCH ASSEMBLY, rear, LH	1	TR4
	850425	WHEEL ARCH ASSEMBLY, rear, LH	1	TR4A
59	615984	REINFORCEMENT, seat belt, upper	2	for static seat belts
60	616446	REINFORCEMENT, seat belt, lower	2	for inertia reel seat belts
61	713042	BRACKET, LH suspension bump stop	1	
	713043	BRACKET, RH suspension bump stop	1	
62	650294	BRACKET, millboards support	4	
63	615968	SEAT BELT ANCHOR, LH	1	
	615969	SEAT BELT ANCHOR, RH	1	

Heelboard, Seat Pan & Boot Floor

64	850397	HEELBOARD	1	
65	910065	SEAT PAN ASSEMBLY, rear shelf	1	
66	910065	PANEL & BULGE, seat pan	1	
67	850117X	DIFFERENTIAL COVER	1	
69	618376	BRACKET, tunnel cover support	1	
70	650271	SUPPORT, bracket, squab, bottom, LH	1	
71	650272	SUPPORT, bracket squab, bottom, RH	1	
72	612288	NUT PLATE, fuel tank	2	
73	750175	BRACKET, support, squab side, vertical	2	
74	808379	GUSSET, arch to rear floor, LH	1	
	808380	GUSSET, arch to rear floor, RH	1	
75	650165	BRACKET, fuel tank support, LH	1	
76	650166	BRACKET, fuel tank support, RH	1	
77	ADA803	PLUG, rubber, blanking	1	
78	850387	BOOT FLOOR, spare wheel pan	1	
79	600399	PLUG, paint drainage, 1" diameter	1	
80	625944	PLATE, metal, blanking paint drain hole	1	
81	GHF600	RIVET, imex	2	
82	850470	BOOT FLOOR, side, LH	1	
83	850471	BOOT FLOOR, side, RH	1	
84	750022	MOUNTING BRACKET, boot floor	2	
85	ADA803	PLUG, rubber, blanking	3	

‘A’ Post, ‘B’ Post & Sills

86	XKC510	‘A’ POST, outer panel, LH	1	
	813101	‘A’ POST, outer panel, RH	1	
87	603344	SPRING GUIDE, check strap	2	
88	569313	RIVET, spring guide attachment	4	
89	850343	‘A’ POST, inner panel, LH	1	
	850344	‘A’ POST, inner panel, RH	1	
90	850281	SILL PANEL, outer, LH	1	
	850281Z	SILL PANEL, outer, LH, replacement	1	
	850282	SILL PANEL, outer, RH	1	
	850282Z	SILL PANEL, outer, RH, replacement	1	
91	750086	FILLER, front sill end, LH	1	
	750087	FILLER, front sill end, RH	1	
92	750047	FILLER, rear sill end, LH	1	
	750048	FILLER, rear sill end, RH	1	
93	850122	INNER SILL PANEL, LH	1	without loom tags
	564807	INNER SILL PANEL, RH	1	with loom tags.
NI	750163	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 (furflex). 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	TAG, wiring loom	a/r	
95	850275	‘B’ POST, LH	1	
	850276	‘B’ POST, RH	1	
96	850275F	‘B’ POST, front face only, LH	1	repair sections
	850276F	‘B’ POST, front face only, RH	1	
97	817412B	‘B’ POST, rear face only, LH	1	
	817413B	‘B’ POST, rear face only, RH	1	
	621711	RETAINER, tapped plate, RH	1	
100	611570	FILLER, B post to sill panel, flat	2	weld together
	611571	REINFORCEMENT, B post to sill panel	2	

101	750027	SILL MOUNTING, front	2	
102	616004	SILL MOUNTING, left rear	1	
	616005	SILL MOUNTING, right rear	1	
103	619395	PLATE, packing, ‘A’ post mounting	a/r	square shaped plate
104	619396	PLATE, packing, ‘B’ post mounting	a/r	triangular shaped plate

Floor Panels

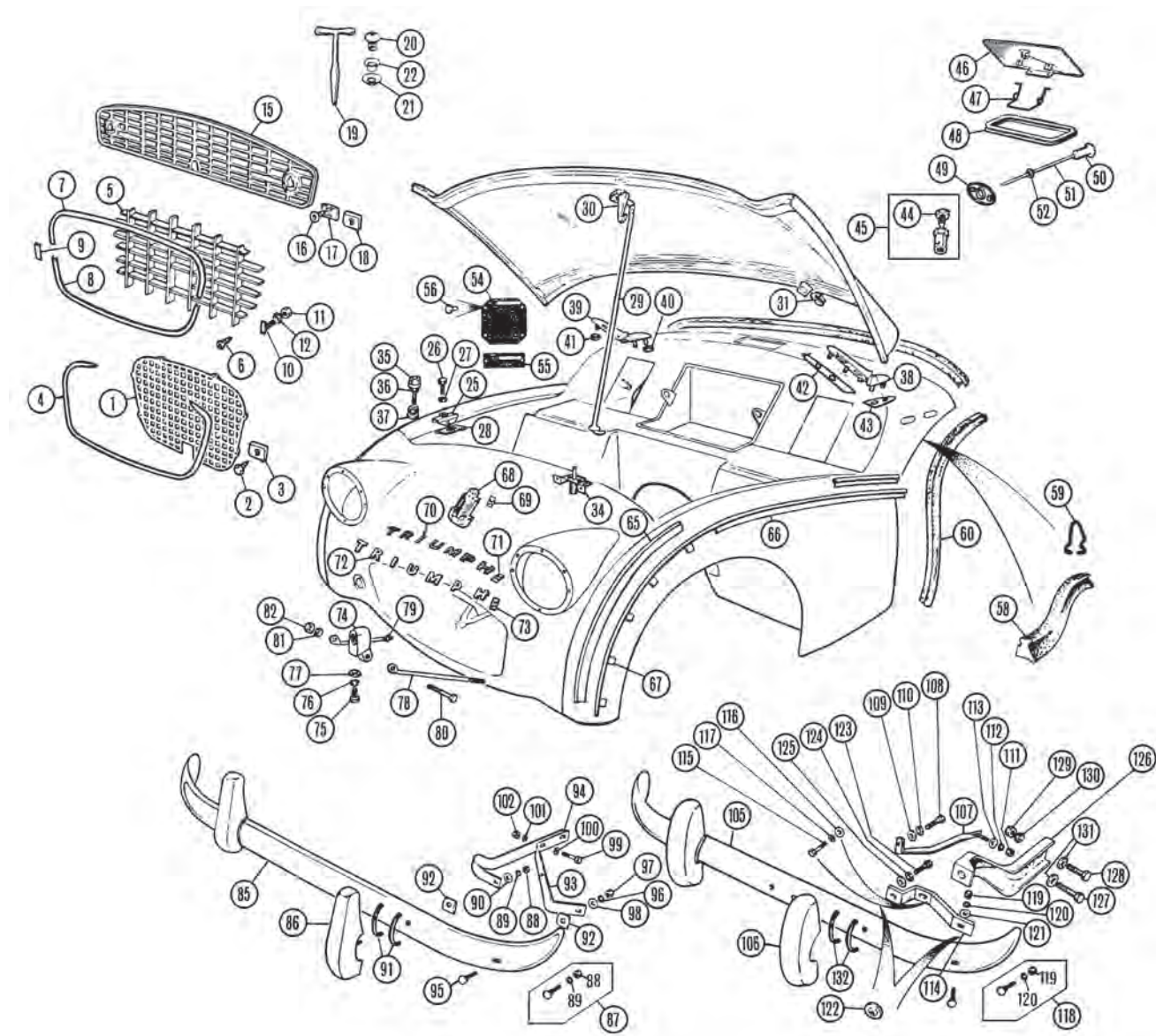
105	904005	MAIN FLOOR PANEL, LH	1	
	904006	MAIN FLOOR PANEL, RH	1	
(These floor panels will require drilling to suit the TR4 type rear floor to sill mounting bracket, which has 4 holes set further back. The panels are correctly drilled for the TR4A. Rubber grommet GHF824 (3 req. per side) may be used to blank off these holes for the TR4).				
106	603384	RUBBER PLUG, jack hole	2	
107	CFP625	GROMMET, 5/8", main floor panel	2	
108	600399	GROMMET, 1", main floor panel	2	

Gearbox Cover & Fittings

109	713569FG	GEARBOX COVER, fibreglass	1	
	713569SAP	GEARBOX COVER, plastic	1	
	713569SAP1	GEARBOX COVER, plastic	1	2 piece
	713569GS	SEAL SET, gearbox cover	1	
110	805673	SEAL, cover to floor, LH	1	
111	805674	SEAL, cover to floor, RH	1	
112	805684	SEAL, centre	1	cover to bulkhead panel
113	705758	SEAL	1	cover to propshaft tunnel
114	713569FK	GEARBOX COVER FITTING KIT	1	
115	HU706P	SCREW, cover to floor	10	
116	612286	WASHER, plate, tunnel to floor	7	
117	WM57	WASHER, plain	3	
118	HU706P	SCREW, cover to bulkhead	7	
119	WM57	WASHER, plain	7	
120	518454X	CAPTIVE NUT & RETAINER	7	
121	705851	COVER PLATE, speedo cable access	1	
122	AB608051	SCREW, cover plate attachment	3	
123	WP4	WASHER, plain	3	
124	FU25648	SPIRE CLIP	3	
125	809271	COVER PLATE, solenoid access	1	
126	GHF423	SCREW, cover plate attachment	3	
127	WP4	WASHER, plain	3	
128	GHF712	SPIRE CLIP	3	
129	709329	GROMMET, gear lever gaiter	1	
130	602037	GROMMET, loom through tunnel cover	1	
131	605602	PLUG, propshaft lubrication access	1	

Propshaft Tunnel

132	808230	TUNNEL, (propshaft)	1	
133	121765	BRACKET, for anchoring handbrake	1	
134	809046	TUNNEL COVER, fibreboard	1	
	809046SAP	TUNNEL COVER, plastic	1	
	809046FG	TUNNEL COVER, fibreglass	1	



Front/Side Body Fittings, Grille & Bumper TR2-3A

Part Number	Description	Req.	Details
1 554813	GRILLE, sheet metal, polished	1	TR2
2 YH6507	SCREW, grille to apron	8	
3 FU2585	SPIRE NUT	8	
4 603177	REVEAL MOULDING (Lower 1/2 of intake).	1	
5 801255	GRILLE	1	very late TR2
6 AB608053	SCREW, grille to apron	4	
7 604338	REVEAL MOULDING, upper	1	
8 554204	REVEAL MOULDING, lower	1	
9 604340	COVER, moulding joint	2	TR3
10 603267	STUD PLATE, moulding to apron	9	
11 HN2005	NUT, for stud	9	
12 WL700101	WASHER, locking	9	
15 802174	GRILLE	1	TR3A
16 AD608053	SCREW, grille to apron	8	
17 GHF701	SPIRE NUT	4	
18 FU2585	FIX-NUT	4	
19 650161	'T' KEY, for Dzus fasteners	1	TR2 From TS4229,
20 552971	DZUS FASTENER, bonnet	2	
21 552972	WASHER, securing fastener	2	
22 552973	HALF GROMMET	2	
25 603079	BRACKET, Dzus anchor	2	TR3-3A
26 HU706P	SCREW, bracket to inner front wing	4	
27 GHF331	WASHER, locking	4	
28 553001	PACKING, fastener bracket	a/r	
29 602096	STAY ROD, with safety hook	1	TR2 From TS4229,
30 ADA896	SAFETY HOOK	1	
31 2H9215	RUBBER, stay rod retaining	1	
34 603083	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	BONNET BUFFER	2	TR2 To TS4229
36 GHF200	LOCK NUT, on buffer	2	
37 WM57	WASHER, plain	2	
38 602092	HINGE, bonnet, un-plated, LH	1	
39 602093	HINGE, bonnet, un-plated, RH	1	TR2 From TS7229,
602092/93	HINGES, bonnet, un-plated, pair	1	
38 650021	HINGE, bonnet, chromed, LH	1	
39 650022	HINGE, bonnet, chromed, RH	1	
650021/22	HINGES, bonnet, chromed pair	1	TR3 & TR3A


TR2 to TS7228 had un-plated bonnet hinges which were painted body colour. Chromed and un-plated hinges are identical in all other respects.

### Dzus Fastener installation


The **Dzus fastener** 552971...




Introducing the **half grommet** 552973...




The fastener is fitted through the compressed half grommet.




...before being pressed firmly by compression.



The washer is then fitted to the underside of the bonnet and fastener...



...before being flattened. During this procedure the internal diameter of the washer is reduced to 10mm locking the fastener in place forever!



The **securing washer** 552972 is designed to be to be squashed flat.. It has an internal diameter of 11mm, just wider than the lower portion of the Dzus fastener...

40	GHF201	NUT, bonnet hinges	4	bulkhead end
41	GHF200	NUT, bonnet hinges	4	bonnet end
42	602222	GASKET	2	hinge to bonnet
43	602223A	GASKET	2	hinge to bulkhead
44	53K1016	SCREW, trunnion	1	
45	24G1482K	TRUNNION KIT, cable end & screw	1	
46	800912	VENT LID, with mechanism	1	
	603421	VENT LID, without mechanism	1	
47	600549	SPRING, for vent lid	1	
48	600597	SEALING RUBBER, vent lid	1	TR2 From TS6157,
49	603416	ESCUTCHEON, vent pull	1	TR3-3A
50	111258	KNOB, vent control	1	
51	112019	ROD ASSEMBLY, vent control	1	
52	061917	GROMMET, on rod	1	
54	CNPTR2	COMMISSION PLATE	1	TR2
55	CNPTR3	COMMISSION PLATE	1	TR3
	CNPTR3A	COMMISSION PLATE	1	TR3A
56	SP91A2	RIVET, commission plate	2	
58	603257	SEALING RUBBER, on bulkhead	2	TR2 From TS5251,
59	552901	CLIP, for sealing rubber	14	TR3-3A
60	552877BLK	DRAUGHT EXCLUDER, black	a/r	
	552877RED	DRAUGHT EXCLUDER, red	a/r	sold per metre
	552877BLU	DRAUGHT EXCLUDER, blue	a/r	(3 required per car)
	552877TAN	DRAUGHT EXCLUDER, tan	a/r	
65	700947	WING PIPING, (per metre)*	a/r	
	TR23WBS	WING BEADING SET, 6 pieces	1	includes locating tabs
66	553924	WING BEAD, front	2	
	553925	WING BEAD, rear, long	2	
	554172	WING BEAD, rear, short	2	
67	553926	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	MEDALLION, red/black	1	'TRIUMPH', (TR2)
	604272	MEDALLION, red/black	1	'TRIUMPH', (TR3)
	606422	MEDALLION, red/black, plain bottom	1	TR3A To TS41873
	608377	MEDALLION, blue/white	1	TR3A From TS41874
69	PFS106	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	LETTER SET, ribbed face, (clips required)	1	
	703036	LETTER 'T'	1	
	703037	LETTER 'R'	1	
	703038	LETTER 'I'	1	TR3A early
	703039	LETTER 'U'	1	
	703040	LETTER 'M'	1	
	703041	LETTER 'P'	1	
	703042	LETTER 'H'	1	
71	PFS104	SPIRE CLIP, (for letters)	14	
72	703862SET	LETTER SET, smooth face, (clips required)	1	
	703862	LETTER 'T'	1	
	703863	LETTER 'R'	1	
	703864	LETTER 'I'	1	TR3A late
	703865	LETTER 'U'	1	
	703866	LETTER 'M'	1	
	703867	LETTER 'P'	1	
	703868	LETTER 'H'	1	
73	PFS104	SPIRE CLIP, for letters	14	
74	506721	GUIDE, starting handle	1	
75	HU706P	SCREW, securing guide	1	
76	GHF331	WASHER, locking	1	
77	WM57	WASHER, plain	1	
78	107934	STAY ROD, guide	2	
79	NT605041	NUT	4	stay to cross-tube on chassis
80	BH605151	BOLT, stay to guide bracket	1	
81	GHF332	WASHER, locking	1	
82	GHF201	NUT, plain	1	

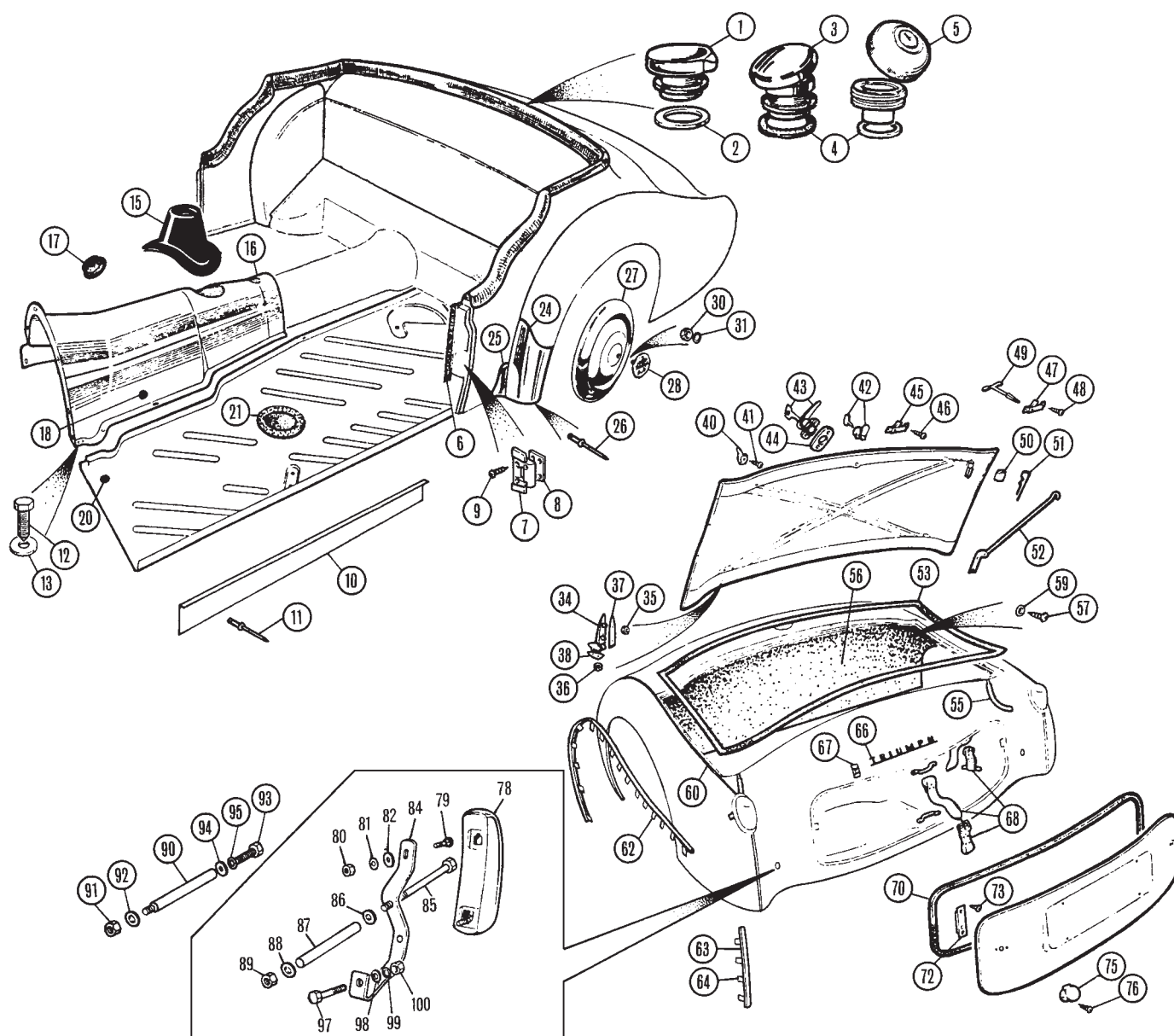
## TR2-3 Bumper & Mountings

85	800561	BUMPER, front	1	
	800561SS	BUMPER, front, stainless steel	1	
86	700911	OVERRIDE, front	2	
87	554700K	BOLT & NUT	2	override to bumper/brkt
88	GHF202	NUT	2	
89	GHF333	WASHER, locking	2	
90	WM59	WASHER, plain	2	
91	552218	PACKING, override	4	
92	ACC5811	PACKING, bumper to iron	4	
93	800559	BUMPER IRON, LH outer	1	
	800560	BUMPER IRON, RH outer	1	
94	700907	BUMPER IRON, LH inner	1	
	700908	BUMPER IRON, RH inner	1	
95	554700K	BOLT & NUT, bumper to iron	2	
96	GHF333	WASHER, locking	2	
97	GHF202	NUT	2	
98	WM59	WASHER, plain	2	
99	BH606301	BOLT, bumper iron to chassis	4	
100	WM59	WASHER, plain	4	
101	GHF333	WASHER, locking	4	
102	GHF202	NUT, plain	4	

## TR3A Bumper & Mountings

105	802259	BUMPER, front	1	
	NI 802259FK	FITTING KIT, bumper	1	
106	703047	OVERRIDE	2	
107	606450	STAY, override, RH	1	
	606449	STAY, override, LH	1	
108	GHF105	SCREW, stay to override	2	
109	GHF302	WASHER, plain	2	
110	GHF333	WASHER, locking	2	
111	GHF201	NUT, stay to inner front wing	2	
112	GHF332	WASHER, locking	2	
113	WP139	WASHER, plain	2	
114	606500	BUMPER IRON	2	
115	107960	BOLT, (bumper iron to bumper bracket)	2	
116	WM59	WASHER, plain	2	
117	GHF333	WASHER, locking	2	
118	554700K	BOLT & NUT	2	bumper iron to bumper
119	GHF202	NUT, plain	2	
120	GHF333	WASHER, locking	2	
121	WM59	WASHER, plain	2	
122	607085	PACKING PIECE, bumper to iron	4	
123	GHF106	BOLT	2	bumper iron to override & bumper
124	GHF333	WASHER, locking	2	
125	WM59	WASHER, plain	2	
126	606515	BRACKET, bumper, LH	1	to chassis
	606516	BRACKET, bumper, RH	1	
127	BH606401	BOLT, (bumper bracket to chassis)	1	steering box side
128	BH606261	BOLT, (bumper bracket to chassis)	3	
129	GHF202	NUT plain	4	
130	GHF333	WASHER, locking	4	
131	WM59	WASHER, plain	4	
132	552218	PACKING, override	4	





### Rear/Side Body Fittings & Overrides TR2-3A

Ill	Part Number	Description	Req.	Details
1	704551	CAP, fuel filler	1	original
2	704551W	CHROME WASHER, spacing	1	
3	613506	CAP, fuel filler	1	alternative
4	650247	GROMMET, rubber	1	(use with 613506)
5	571086	CAP, fuel filler, locking	1	
6	552877BLK	DRAUGHT EXCLUDER, black	a/r	sold per metre (3 req. per car)
	552877RED	DRAUGHT EXCLUDER, red	a/r	
	552877BLU	DRAUGHT EXCLUDER, blue	a/r	
	552877TAN	DRAUGHT EXCLUDER, tan	a/r	
7	602075	STRIKER PLATE, door latch	2	
8	602248	PACKING, striker plate	4	
9	500166	SCREW, striker plate mounting	8	
10	900429	THRESHOLD PLATE, sill edge RH	1	aluminium
	900428	THRESHOLD PLATE, sill edge LH	1	
	900429SS	THRESHOLD PLATE, sill edge RH	1	stainless steel
	900428SS	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	RIVET, threshold plate to sill	4	

12	HU706P	SCREW, gearbox cover mounting	16
13	WM57	WASHER, plain	16
15	603065	GROMMET, gear lever	1
16	605602	PLUG, universal joint access	1
17	605602	PLUG, gearbox dipstick access	1
18	600399	PLUG, gearbox cover, LH	1
	600395	GROMMET, gearbox cover, LH	1
20	600399	PLUG, floorboard	2
21	603384	PLUG, jack hole, rubber	2
24	800539	STONE GUARD, LH, (large)	1
	800540	STONE GUARD, RH, (large)	1
25	601992	STONE GUARD, LH, (small)	1
	601993	STONE GUARD, RH, (small)	1
26	RU608123	RIVET, stone & foot guards	a/r
27	201870	HUB CAP	4
28	101042	MEDALLION, (enamelled as original)	4
	113256	MEDALLION, (painted as original)	4
30	HN2005	NUT, medallion attachment	4
31	WL700101	WASHER, locking	4
34	602930/31	BOOT HINGE, pair, (un-plated)	1
	650023/24	BOOT HINGE, pair, (chromed)	1
35	GHF200	NUT, hinge to boot lid	4

TR2-3, TR3A To TS50000  
non-overdrive  
overdrive models

TR2, TR3 To TS13045  
TR3 From TS13046, TR3A

(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).

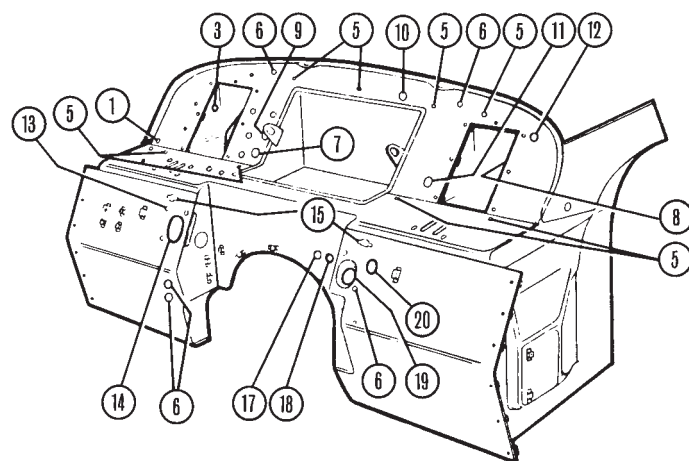
36	GHF201	NUT, hinge to tonneau panel	4	
37	602222	GASKET, boot hinge	2	to boot lid
38	602223A	GASKET, boot hinge	2	to tonneau saddle
40	CD22284	ESCUTCHEON, on boot lid ('Teardrop' type).	2	
41	SP86CO/CP	SCREW, escutcheon	4	TR2-3
42	607070X	LOCK ASSEMBLY, boot lid (With 2 keys).	1	
43	607070	HANDLE & LOCK ASSEMBLY, with 2 keys	1	
44	554355	GASKET, boot lock	1	TR3A
45	602217	BUDGET LOCK, boot lid centre	1	
46	SP87K5	SCREW, mounting handle	2	
47	602217	BUDGET LOCK, RH, boot lid	1	
	602216LH	BUDGET LOCK, LH, boot lid	1	TR2-3
48	TK4503	SCREW, budget lock securing	4	
49	650166	'T' KEY, for budget locks	1	
50	2H9215	RETAINER, boot lid stay rod	1	
51	GHF504	SPLIT PIN, retainer	1	
52	700898	STAY ROD, boot lid	1	
53	605810	SEAL, boot lid, channel type*	1	TR2-3, TR3A To TS60000
	608434	SEAL, boot lid, lip type*	1	TR3A From TS60001

\*Note: See page 113 for illustration of different boot lid seals.

55	552365	TUBE, boot edge drain	2	
56	950058	COVER PANEL, fuel tank	1	
57	AD604062	SCREW, attaching fuel tank cover	10	
59	SP132BCP	WASHER, cup	10	
60	700947	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	WING BEADING SET, 6 pieces (Includes locating tabs).	1	
62	553925	WING BEAD, rear, long	2	
63	554172	WING BEAD, rear, short	2	TR3-3A
	553924	WING BEAD, front	2	
64	553926	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	'TRIUMPH' NAMEPLATE	1	TR3A
67	PFS104	SPIRE CLIP, for nameplate	3	
68	MM802-845	STRAP SET, spare wheel & tools	1	
70	552559	SEAL, spare wheel cover	1	
	552559Z	SEAL, spare wheel cover	1	aftermarket
72	602216LH	BUDGET LOCK, LH	1	spare wheel cover
	602217	BUDGET LOCK, RH	1	
73	TK4503	SCREW, budget locks	4	
75	CD22241	ESCUTCHEON, round style	2	
76	SP86CO/CP	SCREW, escutcheon	4	
78	700913	OVERRIDE, rear	2	
79	554700K	BOLT & NUT	2	override to support spring
80	GHF202	NUT	2	
81	GHF333	WASHER, locking	2	
82	WM59	WASHER, plain	2	
84	700912	SPRING, override support	2	
85	BH606441	BOLT, support spring	2	
86	GHF302	WASHER	2	support spring to tube
87	602001	DISTANCE TUBE, original type	2	
		(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).		
88	GHF333	WASHER, locking	2	
89	GHF202	NUT	2	
90	602001S	DISTANCE TUBE, stainless steel	2	
91	GHF202	NUT	2	
92	GHF333	WASHER, locking	2	replacement
93	GHF105	SCREW	2	
94	GHF302	WASHER, flat	2	
95	GHF333	WASHER, locking	2	
97	SH606071	SCREW, support to chassis	2	
98	GHF302	WASHER, flat	2	
99	GHF333	WASHER, locking	2	
100	GHF202	NUT	2	



## Grommets & Blanking Plugs

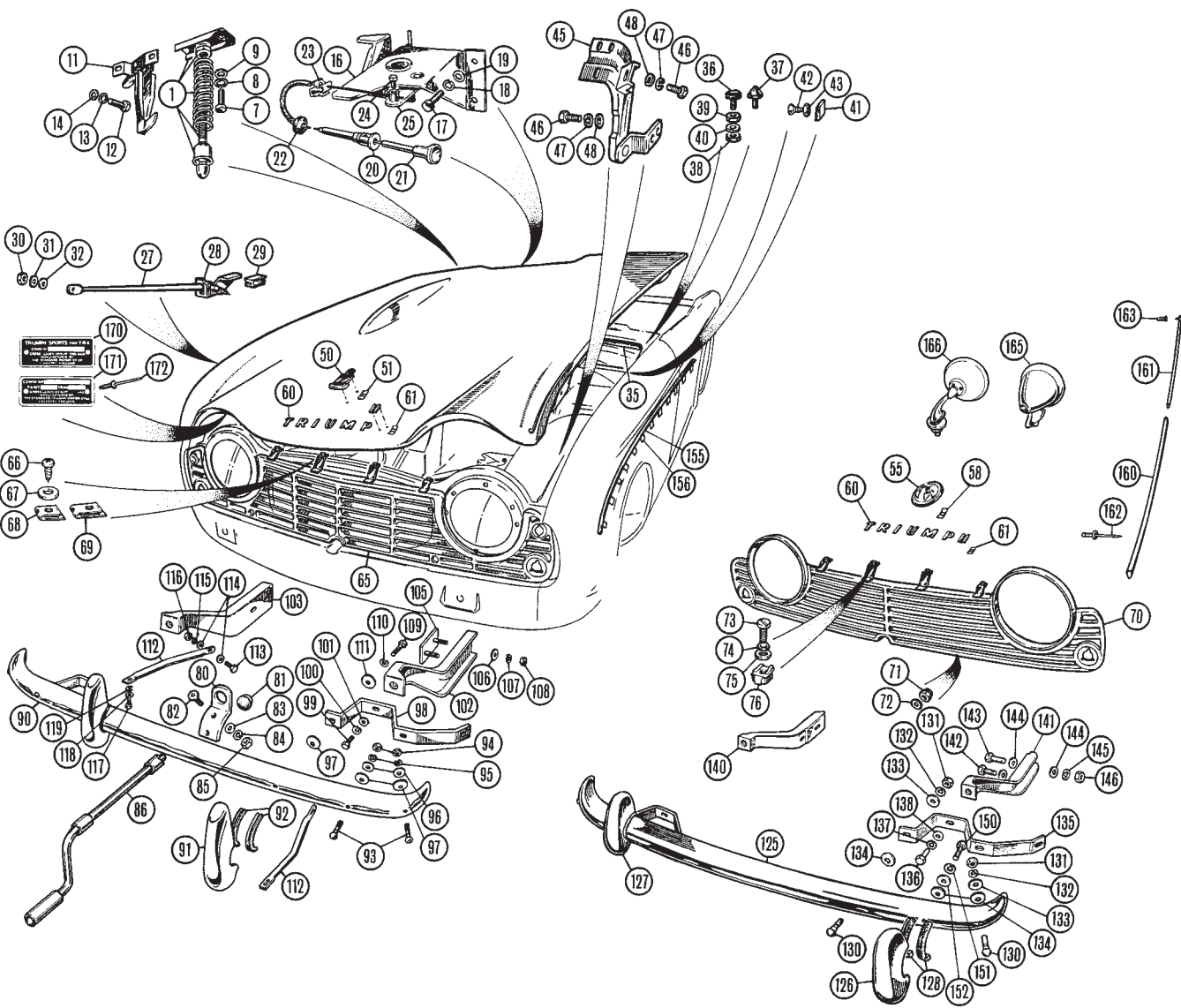
1	061917	GROMMET, bonnet release cable	1	TR2 To TS4228
	CD27769	PLUG, blanking, (3/8")	1	TR2 From TS4229
3	GHF800	GROMMET, wiper drive, (5/8")	1	TR2, TR3 To TS12568
	RFN210	PLUG, blanking, (5/8")	1	TR3 From TS12569, TR3A
5	GHF822	PLUG, blanking, (3/8")	a/r	
6	CD27769	PLUG, blanking, (3/8")	a/r	
7	600399	PLUG, blanking, (1")	1	
8		PLUG, blanking, (13/16")	1	
9	600400	PLUG, blanking, (11/2")	1	
10	600395	GROMMET, oil pressure line	1	
11	600395	GROMMET, speedo cable	1	
12	C5574A	GROMMET, wiper drive, (11/4")	1	TR3 From TS12569, TR3A
13	061917	GROMMET, choke cable	1	
14	603346	BLANKING RUBBER	1	when fitted
15	601951	SEALING RUBBER, hose connector	2	cars with heaters
	601952	SEALING PAD, blanking plate	2	cars without heaters
17	600395	GROMMET, capillary tube	1	
18	600395	GROMMET, tachometer cable	1	
19	701106	GROMMET, steering column	1	
20	600400W	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	PLUG, for 3/8" hole	a/r
CD27769	PLUG, for 3/8" hole	a/r
14A7031	PLUG, for 1/2" hole	a/r
RFN210	PLUG, for 5/8" hole	a/r
600399	PLUG, for 1" hole	a/r
600400	PLUG, for 11/2" 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	GROMMET, for 1/2" hole	a/r
GHF800	GROMMET, for 5/8" hole	a/r
RFN303	GROMMET, for 5/8" hole	a/r
600395	GROMMET, for 1" hole	a/r
C5574A	GROMMET, for 11/4" hole	a/r
600400W	GROMMET, for 11/2" hole	a/r



Front/Side Body Fittings, Grille & Bumper

TR4-4A

ill	Part Number	Description	Req.	Details
NI	GAC6066X TT7346	THRESHOLD PLATE, sill edge, (pair)	1	aluminium
		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	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	SCREW, fastener to bonnet	2	
8	GHF331	WASHER, locking	2	
9	GHF300	WASHER, plain	2	
11	611635	SAFETY CATCH	1	TR4
12	53K126	SCREW	1	
13	WL700101	WASHER, locking	2	
14	PWZ203	WASHER, plain	2	
16	710592	CATCH PLATE	1	
17	GHF117	SCREW, catch plate to bulkhead	4	
18	GHF331	WASHER, locking	4	
19	GHF300	WASHER, plain	4	
20	603469	CABLE, outer, bonnet release	1	
21	603468	CABLE, inner, bonnet release	1	
22	061917	GROMMET, bonnet release cable	1	

23	611768	CLIP, bonnet release cable	1	
24	53K126	SCREW, clamping cable	1	
25	611626	LEVER, catch assembly	1	
27	750231	BONNET PROP	1	
28	750229	BRACKET	1	
29	601663	BUFFER, rubber	1	
	601663SP	BUFFER, polyurethane	1	
30	GHF221	NUT, nyloc, stay rod to bonnet	1	
31	AJD7722	WASHER, 'Thackery'	1	
32	WM57	WASHER, plain	1	
35	610675	SEALING RUBBER, bonnet, rear	1	
36	612962	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	BUFFER, bonnet, pointed	2	TR4 From CT37690, TR4A
38	GHF201	NUT, buffer attachment	2	
39	NT605041	NUT, locking	2	
40	WP139	WASHER, plain	2	
41	611842	BUFFER, bonnet side, standard	4	
	611842SPK	BUFFER SET, bonnet side, polyurethane	1	4 piece
42	AD606063	SCREW, securing bonnet buffer	8	
43	CD24152	CUP WASHER	8	
45	750148	BONNET HINGE, LH	1	
	750149	BONNET HINGE, RH	1	
46	GHF103	SCREW	10	
47	GHF332	WASHER, locking	10	
48	GHF301	WASHER, plain	10	



50	705950	MEDALLION	1	TR4 only
51	ADB509	FIXING, for medallion	2	
55	708837	MEDALLION ASSEMBLY	1	TR4A only
58	PFS103	FIXING, for medallion	2	
60	703862SET	TRIUMPH LETTER SET, (clips required)	1	
	703862	LETTER 'T'	1	
	703863	LETTER 'R'	1	
	703864	LETTER 'I'	1	
	703865	LETTER 'U'	1	
	703866	LETTER 'M'	1	
	703867	LETTER 'P'	1	
	703868	LETTER 'H'	1	
61	PFS104	CLIPS, for letters	14	

### TR4 Grille

65	902687	GRILLE	1	
66	GHF426	SCREW, grille to upper valance	6	
67	WP4	WASHER, plain	6	
68	GHF701	SPIRE NUT	2	
69	FU2585	SPIRE NUT	4	

### TR4A Grille

70	904120	GRILLE	1	
71	GHF271	NUT, nyloc, grille to valance panel	2	
72	WP124	WASHER, plain	2	
73	PT505	SCREW	2	
74	WL700101	WASHER, locking	2	
75	WP124	WASHER, plain	2	
76	FZ34044	NUT, retained	2	

### TR4 Starting Handle

80	706163	GUIDE, starting handle	1	chromed
81	612082	PLUG, for above	1	
82	PMP308	SCREW	2	
83	PWZ203	WASHER, plain	2	
84	WL700101	WASHER, locking	2	
85	HN2005	NUT, plain	2	
86	131818	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	BUMPER, front	1	
	805118FK	FITTING KIT, bumper	1	
91	705920	OVERRIDE, front	2	
92	552218	PACKING, overrides	4	
93	554700K	BOLT, chrome	4	inc. nut & lock washer
94	GHF202	NUT, plain	4	
95	GHF333	WASHER, locking	4	
96	GHF302	WASHER, plain	4	
97	607085	PACKING PIECE	6	bumper bar to mounts
98	706035	SPRING, support	2	
99	SH606101	SCREW	2	
100	GHF333	WASHER, locking	2	
101	GHF302	WASHER, plain	2	
102	610949	BRACKET, bumper support, RH	1	
103	610948	BRACKET, bumper support, LH	1	
105	611455	STUD PLATE, bumper bracket	2	
106	WM59	WASHER, plain	4	
107	GHF333	WASHER, locking	4	
108	GHF202	NUT, plain	4	
109	BH606141	BOLT (spring bracket to bumper)	2	
110	GHF333	WASHER, locking	2	
111	GHF302	WASHER, plain	2	
112	611970	TUBE, support, LH	1	override to wheel arch
	611971	TUBE, support, RH	1	
113	GHF103	SCREW, (support to wheel arch)	2	
114	GHF301	WASHER, plain	4	
115	GHF332	WASHER, locking	2	
116	GHF201	NUT, plain	2	
117	SH605051	SCREW, (support to override)	2	
118	GHF332	WASHER, locking	2	
119	GHF301	WASHER, plain	2	

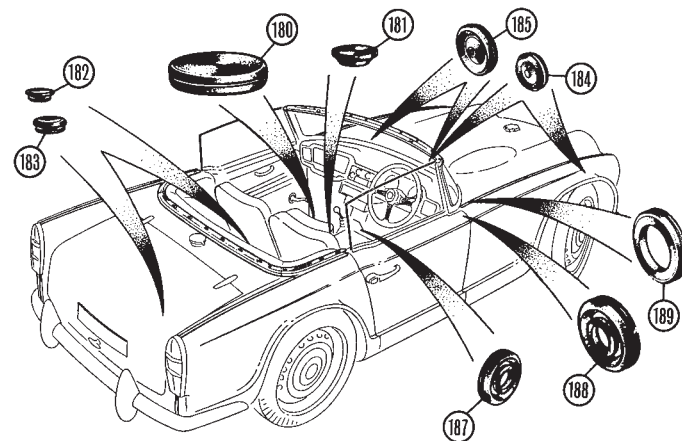
### TR4A Bumper

125	808381Z	BUMPER, front	1	aftermarket
NI	808381FK	FITTING KIT, bumper	1	
126	708282	OVERRIDE, LH	1	

127	708283	OVERRIDE, RH	1	
128	552218	PACKING, overrides	4	
130	554700K	BOLT, chrome	4	inc. nut & lock washer
131	GHF202	NUT, plain	4	
132	GHF333	WASHER, locking	4	
133	GHF302	WASHER, plain	4	
134	607085	PACKING PIECE	6	bumper bar to mounts
135	708279	SPRING, support	2	
136	SH606101	SCREW	2	
137	GHF333	WASHER, locking	2	
138	GHF302	WASHER, plain	2	
140	808675	BRACKET, bumper support, RH	1	
141	808674	BRACKET, bumper support, LH	1	
142	GHF126	BOLT, bracket to chassis, front	2	
143	BH606221	BOLT, bracket to chassis, rear	2	
144	WM59	WASHER, plain	8	
145	GHF333	WASHER, locking	4	
146	GHF202	NUT, plain	4	
150	BH606151	BOLT	2	spring bracket and override to bumper
151	GHF333	WASHER, locking	2	
152	GHF302	WASHER, plain	2	
NI	TR45WBS	WING BEADING SET, 6 pieces*	1	(includes locating tabs)
155	850479	WING BEADING, front wings*	2	
	750126	WING BEADING, upper rear wings*	2	
	750187	WING BEADING, lower rear wing*	1	LH
	750188	WING BEADING, lower rear wing*	1	RH
156	553926	LOCATING TAB	52	

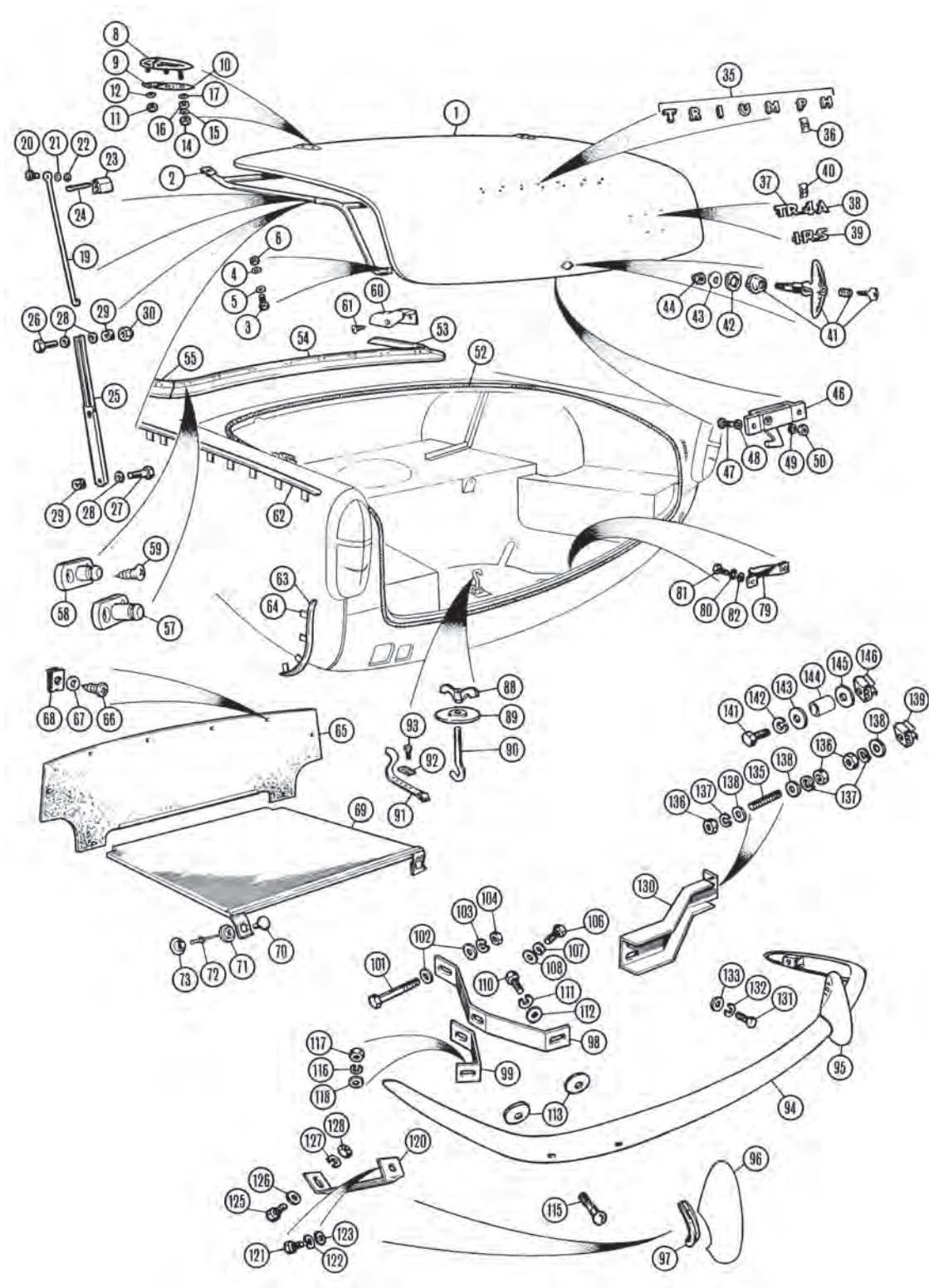
\*Note: Wing bead is made from stainless steel (not chromed steel).

160	708477	MOULDING, wing, LH	1	TR4A only
	708478	MOULDING, wing, RH	1	
	708478X	MOULDING, wing, RH & LH	2	
161	708487	MOULDING, door	2	
162	GHF1461	RIVET CLIP, mouldings	26	
163	GHF1532	BARREL CLIP, door moulding, rear	2	
165	GAM105	MIRROR, racing style	a/r	
166	WM1904	MIRROR, convex lens, RH	1	
	WM1905	MIRROR, convex lens, LH	1	Tourist Trophy
	WM1906	MIRROR, flat lens, RH	1	Long arm style
	WM1907	MIRROR, flat lens, LH	1	
170	CNPTR4	COMMISSION PLATE	1	TR4
171	CNPTR4A	COMMISSION PLATE	1	TR4A
172	RU608123	RIVET, plate attachment	2	



### Grommets & Blanking Plugs

180	603384	BLANKING PLUG, (3")	2	jack hole in floor
181	605602	BLANKING PLUG, gearbox,	1	universal joint access
182	600399	BLANKING PLUG, (1"), (drainage)	3	floor, boot, rear seat pan
183	14A7031	BLANKING PLUG, (drainage)	2	main floor, boot
184	061917	GROMMET, (1/2")	4	side lamp, choke cable, washer hose & bonnet release cable
185	600395	GROMMET, (1")	4	
		(Wiper drive cable, speedo cable, rev counter cable & heater control cable).		
187	602037	GROMMET, (1")	a/r	wiring through gearbox cover
188	600400W	GROMMET, (11/2")	1	main wiring harness
189	610608	GROMMET	1	steering column



Rear/Side Body Fittings & Bumper

TR4-4A

ill	Part Number	Description	Req.	Details
1	813650	BOOT LID, steel	1	without reinforcement
	813650A	BOOT LID, alloy	1	
	813650RP	REPAIR PANEL, lower/rear, steel	1	
2	903233	TUBULAR REINFORCEMENT	1	
3	GHF101	SCREW, reinforcement to boot lid	2	
4	GHF331	WASHER, locking	2	
5	WC701121	WASHER, plain	2	
6	GHF200	NUT, plain	2	
8	604917/8	BOOT HINGE, (pair)	1	
9	603213	GASKET, hinge to deck	2	
10	603212	GASKET, hinge to boot lid	2	
11	GHF222	NUT, nyloc	2	

12	GHF315	WASHER, plain	2	
14	GHF200	NUT, plain	4	
15	GHF331	WASHER, locking	4	
16	WM93	SPACER	2	
17	WM57	WASHER, plain	2	
19	750154	STAY ROD	1	
20	PJ8708	PIN, stay rod pivot	1	TR4 To CT5642
21	WM57	WASHER, plain	1	
22	FT2906	RETAINER CLIP	1	
23	2H9215	RETAINER, stay rod, rubber	1	
24	GHF504	SPLIT PIN	1	
25	612473	STAY ROD, telescopic	1	
26	612474	BOLT, upper, stay rod	1	
27	22B525	BOLT, lower, stay rod	1	TR4 From CT5643, TR4A
28	GHF300	WASHER, plain	2	
29	AJD7731	WASHER, double coil	2	
30	GHF221	NUT, nyloc	1	
35	703862SET	'TRIUMPH' LETTER SET, (clips required)	1	

703862	LETTER 'T'	1	
703863	LETTER 'R'	1	
703864	LETTER 'I'	1	
703865	LETTER 'U'	1	
703866	LETTER 'M'	1	
703867	LETTER 'P'	1	
703868	LETTER 'H'	1	
36 PFS104	CLIPS, for letters	28	
37 612276	'TR4' BADGE	1	
38 617820	'A' BADGE	1	TR4A
39 617821	'IRS' BADGE	1	TR4A IRS only
NI 603906	'OVERDRIVE' BADGE	1	
40 PFS104	FIXING, for badges	9	

Note: Remember, not all TR4A's were IRS, some USA vehicles retained the solid axle.

41 607978	BOOT HANDLE	1	
557046	LOCK BARREL & KEY	1	boot handle
42 600949	GASKET, under handle	1	
43 GHF300	WASHER, plain	1	
44 GHF271	NUT, nyloc, thin	1	
46 714485	BUDGET LOCK	1	
47 PMZ308	SCREW, lock to boot lid	2	
48 WL700101	WASHER, locking	2	
49 WL700101	WASHER, locking	2	
50 HN2005	NUT	2	
52 613277	SEAL, boot lid	1	
53 805120	MOULDING, hood fastener, RH*	1	TR4 softtop model
54 705421	MOULDING, hood fastener, centre*	1	
55 805119	MOULDING, hood fastener, LH*	1	

\*Note: These mouldings are bright anodised aluminium, which cannot be re-chromed.

57 611670	HOOD PEG, male, (long)	2	TR4 softtop model
58 LFP116	HOOD PEG, male, (short)	14	
59 AD606071	SCREW, hood pegs to moulding	32	TR4A softtop model
60 622748	FINISHER, 'B' post, RH	1	
622747	FINISHER, 'B' post, LH	1	
61 AT606042	SCREW, securing finisher	2	
TR45WBS	WING BEADING SET, (6 pieces)	1	includes locating tabs
850479	BEADING, front wings	2	
62 750126	BEADING, upper rear wings	2	
63 750187	BEADING, lower rear wing, LH	1	
750188	BEADING, lower rear wing, RH	1	
64 553926	LOCATING TAB	52	
65 806135	CASING BOARD, fuel tank	1	
66 GHF425	SCREW	8	
67 WP124	WASHER	8	
68 GHF712	SPIRE NUT	8	
69 806837	COVER, spare wheel	1	
70 7H9866	SOCKET, on strap	2	
71 7H9868	BUTTON, on strap	2	
72 GHF600	RIVET	2	
73 610624	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	GROMMET, (1")	2	for number plate lamp leads
600399	PLUG, (1"), (drainage)	2	boot floor
14A7031	PLUG, (5/8"), (drainage)	1	main floor
600395	GROMMET, (1")	1	fuel tank vent hole
600399	PLUG, (1")	1	fuel tank vent access
79 611135	CATCH PLATE, boot latch	1	
80 PMZ308	SCREW, securing catch plate	2	
81 WL700101	WASHER, locking	2	
82 PWZ203	WASHER, plain	2	
88 650019	WING NUT, securing spare wheel	1	
89 650016	DISC, securing spare wheel	1	
90 650017	HOOK, spare wheel clamp	1	
91 611760	STRAP, for tool roll	1	
92 611763	PLATE, for tool roll strap	1	
93 PT504	SCREW	2	
94 902685	BUMPER, rear	1	
NI 902685FK	FITTING KIT, bumper	1	
95 705906	OVERRIDE, RH	1	
619125	OVERRIDE, RH, no lamp holes	1	German market only
96 705905	OVERRIDE, LH	1	
619124	OVERRIDE, LH, no lamp holes	1	German market only
97 552218	PACKING, overrides	4	
98 705589	BRACKET, inner	2	TR4
708171	BRACKET, inner	2	TR4A
99 611112	BRACKET, outer	2	TR4
616109	BRACKET, outer	2	TR4A
101 BH606261	BOLT	2	

102 GHF302	WASHER, plain	4	
103 GHF333	WASHER, locking	2	
104 GHF202	NUT, plain	2	
106 SH606101	SCREW	2	
107 GHF333	WASHER, locking	2	
108 GHF302	WASHER, plain	2	
110 BH606141	BOLT	2	spring bracket and override to bumper
111 GHF333	WASHER, locking	2	
112 GHF302	WASHER, plain	2	
113 607085	PACKING, bracket spacer	4	
115 554700K	BOLT, chrome	2	inc. nut & lock washer
116 GHF333	WASHER, locking	2	
117 GHF202	NUT, plain	2	
118 GHF302	WASHER, plain	2	
120 611642	BRACKET, override support, LH	1	TR4
611643	BRACKET, override support, RH	1	
616120	BRACKET, override support, LH	1	TR4A
616121	BRACKET, override support, RH	1	
121 GHF120	BOLT	2	for override support bracket
122 GHF332	WASHER, locking	2	
123 GHF301	WASHER, plain	2	
125 SH606061	SCREW	2	
126 GHF302	WASHER, plain	2	
127 GHF333	WASHER, locking	2	
128 GHF202	NUT	2	
130 705633	OUTRIGGER, bumper support, LH	1	TR4
705634	OUTRIGGER, bumper support, RH	1	
708103	OUTRIGGER, bumper support, LH	1	TR4A
708104	OUTRIGGER, bumper support, RH	1	
131 SH606051	SCREW, outrigger to chassis	4	
132 GHF333	WASHER, locking	4	
133 GHF302	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	STUD	2	TR4 To CT3018
136 GHF202	NUT	6	
137 GHF331	WASHER, locking	6	TR4 From CT3019,
138 GHF302	WASHER, plain	6	
139 FS2756	RETAINING NUT	2	TR4A
141 BH606181	BOLT, bumper to outrigger	2	
142 GHF333	WASHER, locking	2	
143 GHF302	WASHER, plain	4	
144 612875SS	SPACER	2	
145 GHF302	WASHER, plain	2	
146 FS2756	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  
SCA6112  
SCA6113  
SCA6114  
SCA6117

Leather faced

SCL6111  
SCL6112  
SCL6113  
SCL6114  
SCL6117

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  
SCA6122  
SCA6123  
SCA6124  
SCA6127

Leather faced

SCL6121  
SCL6122  
SCL6123  
SCL6124  
SCL6127

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

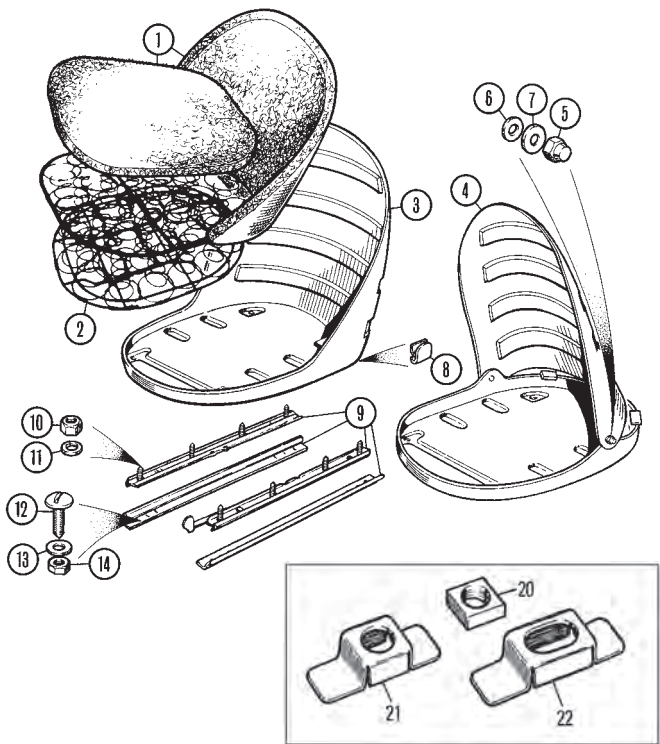
SEAT COVER SET - BLACK/WHITE  
SEAT COVER SET - RED/WHITE  
SEAT COVER SET - TAN/WHITE  
SEAT COVER SET - L/S BEIGE/WHITE  
SEAT COVER SET - BLUE/WHITE

Vinyl

SCA6131  
SCA6132  
SCA6133  
SCA6134  
SCA6137

Leather faced

SCL6131  
SCL6132  
SCL6133  
SCL6134  
SCL6137



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  
SCA6152  
SCA6153  
SCA6154  
SCA6157

Leather Faced

SCL6151  
SCL6152  
SCL6153  
SCL6154  
SCL6157

Seat Assemblies TR2

SEAT ASSEMBLY - BLACK  
SEAT ASSEMBLY - RED  
SEAT ASSEMBLY - TAN  
SEAT ASSEMBLY - L/S BEIGE  
SEAT ASSEMBLY - BLUE

Vinyl

SAA6151  
SAA6152  
SAA6153  
SAA6154  
SAA6157

Leather Faced

SAL6151  
SAL6152  
SAL6153  
SAL6154  
SAL6157

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  
SCA6162  
SCA6163  
SCA6164  
SCA6167

Leather Faced

SCL6161  
SCL6162  
SCL6163  
SCL6164  
SCL6167

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  
SAA6162  
SAA6163  
SAA6164  
SAA6167

Leather Faced

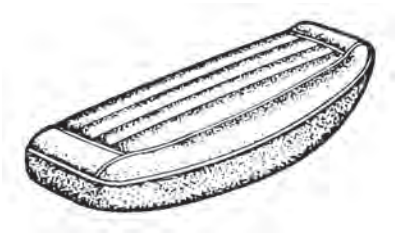
SAL6161  
SAL6162  
SAL6163  
SAL6164  
SAL6167

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	SEAT FOAM KIT	1	TR2-3
	SFK6211	SEAT FOAM KIT	1	TR3A
2	700969	SEAT SPRING	2	TR2-3
	555439	SEAT SPRING	2	TR3A
3	900427	SEAT FRAME, fixed back	1/2	TR2, both seats
	901208	SEAT FRAME, fixed back	1	TR3A, driver's side
4	900913	SEAT FRAME, tilt back	1	TR3, passenger's side
	901209	SEAT FRAME, tilt back	1	TR3A, passenger's side
NI	GAC6118X	TACKING STRIP SET, 2 seats	1	TR2-3
NI	GAC6218X	TACKING STRIP SET, 2 seats	1	TR3A-4
5	14B2685	ACORN NUT, chromed	2	passenger seat
6	GHF315	WASHER, packing	2	TR3-3A
7	WA108052	WASHER, chrome	2	
8	ANK5046A	CLIP, seat cover	a/r	
9	MM801-400	SEAT RAIL SET, RH seat	1	4 piece
	MM801-405	SEAT RAIL SET, LH seat	1	
10	GHF200	NUT, plain, seat pan to slides	16	
11	GHF331	WASHER, locking	16	
12	552433	SCREW, seat slide to floor	12	
13	GHF300	WASHER, plain	12	
14	GHF200	NUT, plain, seat slide to floor	12	(use in place of captive nuts)
20	CN1	NUT, square	a/r	
21	CN2	CAGE, for square nut	a/r	
22	CN3	CAGE, for square nut	a/r	elongated type

Note: Captive nuts for the floor pan seat fixings are available if required.



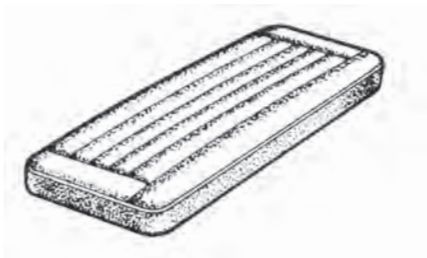
Rear Seat Cover Sets & Assemblies TR3A

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	SCL6171
SEAT COVER SET - RED/WHITE	SCA6172	SCL6172
SEAT COVER SET - TAN/WHITE	SCA6173	SCL6173
SEAT COVER SET - L/S BEIGE/WHITE	SCA6174	SCL6174
SEAT COVER SET - BLUE/WHITE	SCA6177	SCL6177

Seat Assemblies TR3A to TS60000	Vinyl	Leather Faced
SEAT ASSEMBLY - BLACK/WHITE	SAA6171	SAL6171
SEAT ASSEMBLY - RED/WHITE	SAA6172	SAL6172
SEAT ASSEMBLY - TAN/WHITE	SAA6173	SAL6173
SEAT ASSEMBLY - L/S BEIGE/WHITE	SAA6174	SAL6174
SEAT ASSEMBLY - BLUE/WHITE	SAA6177	SAL6177



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.

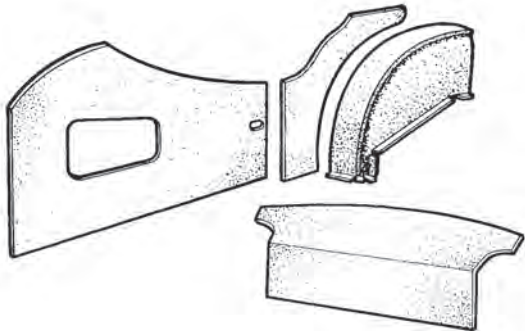
Seat Cover Sets	Vinyl	Leather Faced
SEAT COVER SET - BLACK/WHITE	SCA6181	SCL6181
SEAT COVER SET - RED/WHITE	SCA6182	SCL6182
SEAT COVER SET - TAN/WHITE	SCA6183	SCL6183
SEAT COVER SET - L/S BEIGE/WHITE	SCA6184	SCL6184
SEAT COVER SET - BLUE/WHITE	SCA6187	SCL6187

Seat Assemblies	Vinyl	Leather Faced
SEAT ASSEMBLY - BLACK/WHITE	SAA6181	SAL6181
SEAT ASSEMBLY - RED/WHITE	SAA6182	SAL6182
SEAT ASSEMBLY - TAN/WHITE	SAA6183	SAL6183
SEAT ASSEMBLY - L/S BEIGE/WHITE	SAA6184	SAL6184
SEAT ASSEMBLY - BLUE/WHITE	SAA6187	SAL6187

Interior Trim TR2-3A

Trim Kits

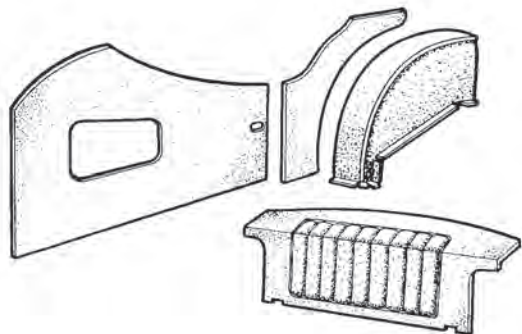
Our trim kits are manufactured from vinyl mounted on accurately die cut boards. The trim kit includes: a pair of door panels, a pair of quarter panels, a pair of rear wheel arch covers, tank board, loose material to cover the dashboard & cockpit cappings.



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.

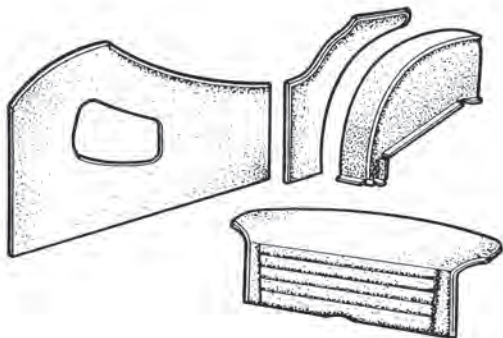
TRIM KIT - BLACK	TKA6111
TRIM KIT - RED	TKA6112
TRIM KIT - TAN	TKA6113
TRIM KIT - L/S BEIGE	TKA6114
TRIM KIT - BISCUIT	TKA6115
TRIM KIT - BLUE	TKA6117



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.

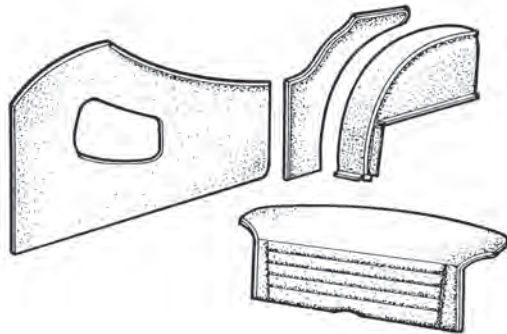
TRIM KIT - BLACK/WHITE	TKA6121
TRIM KIT - RED/WHITE	TKA6122
TRIM KIT - TAN/WHITE	TKA6123
TRIM KIT - L/S BEIGE/WHITE	TKA6124
TRIM KIT - BLUE/WHITE	TKA6127



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.

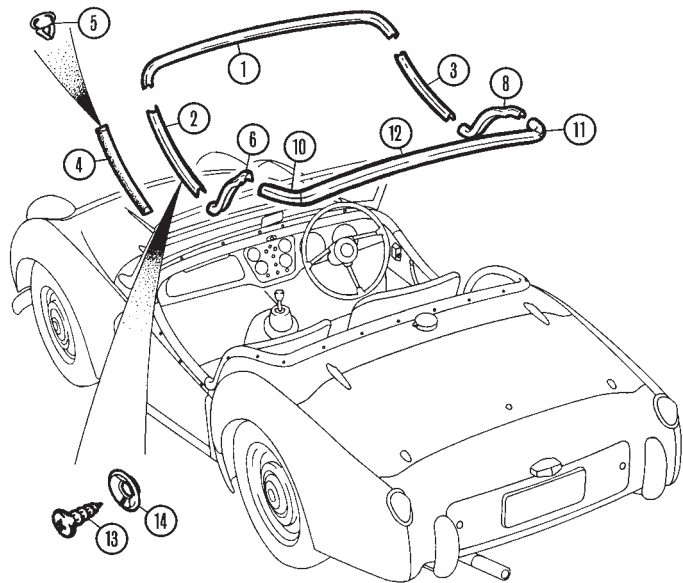
TRIM KIT - BLACK/WHITE	TKA6131
TRIM KIT - RED/WHITE	TKA6132
TRIM KIT - TAN/WHITE	TKA6133
TRIM KIT - L/S BEIGE/WHITE	TKA6134
TRIM KIT - BLUE/WHITE	TKA6137



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
TRIM KIT - RED/WHITE	TKA6142
TRIM KIT - TAN/WHITE	TKA6143
TRIM KIT - L/S BEIGE/WHITE	TKA6144
TRIM KIT - BLUE/WHITE	TKA6147

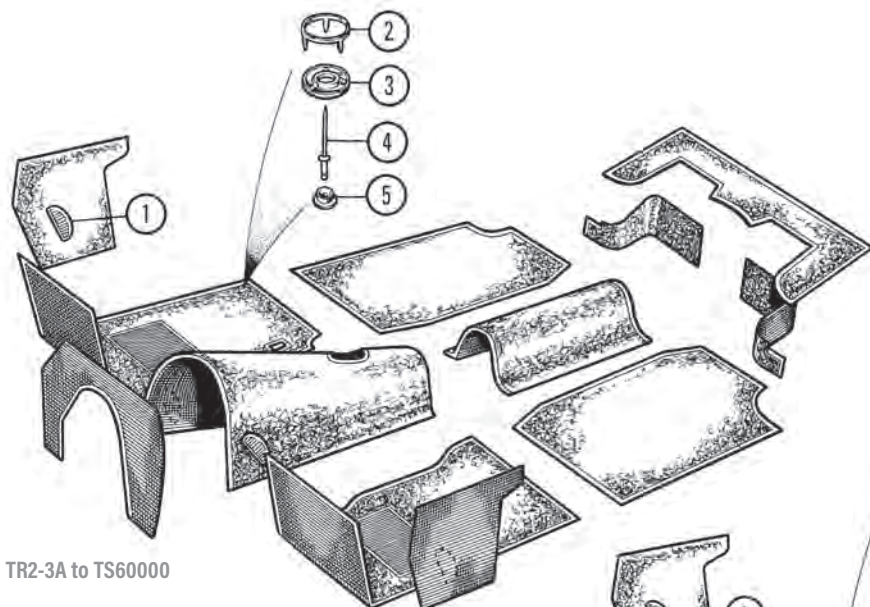


Cockpit Cappings TR2-3A

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	CAPPING, fascia top, fibreglass	1
2	703212	CAPPING, door top, steel, LH	1
3	703213	CAPPING, door top, steel, RH	1
4	559365	SPONGE CORE, door capping	2
5	606848	BUTTON, door capping end	4 TR3A
6	703214FG	CAPPING, elbow, fibreglass, LH	1
8	703215FG	CAPPING, elbow, fibreglass, RH	1
10	602131	CAPPING, tonneau side, aluminium, LH	1
11	602132	CAPPING, tonneau side, aluminium, RH	1
12	900389	CAPPING, tonneau centre, aluminium	1
13	AD604062	SCREW, capping	10
14	SP132BCP	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

CARPET SET - BLACK  
CARPET SET - RED  
CARPET SET - TAN  
CARPET SET - BLUE

#### Nylon

CSA6111  
CSA6112  
CSA6113  
CSA6116

#### Wool

CSB6111  
CSB6112  
CSB6113  
CSB6117

#### TR3A from TS60001

This carpet set is suitable for the cars with the flat floor behind the seats.

#### Carpet Sets TR3A from TS60001

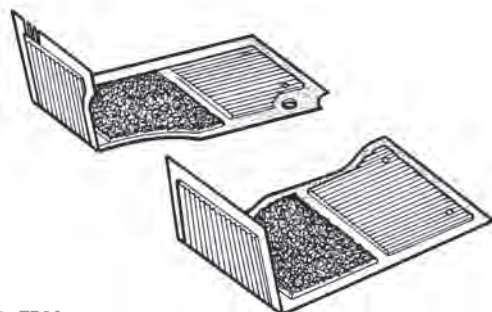
CARPET SET - BLACK  
CARPET SET - RED  
CARPET SET - TAN  
CARPET SET - BLUE

#### Nylon

CSA6211  
CSA6212  
CSA6213  
CSA6217

#### Wool

CSB6211  
CSB6212  
CSB6213  
CSB6217



### Footwell Mats TR3A

TR3A models were originally fitted with a rubber mat in the footwells.

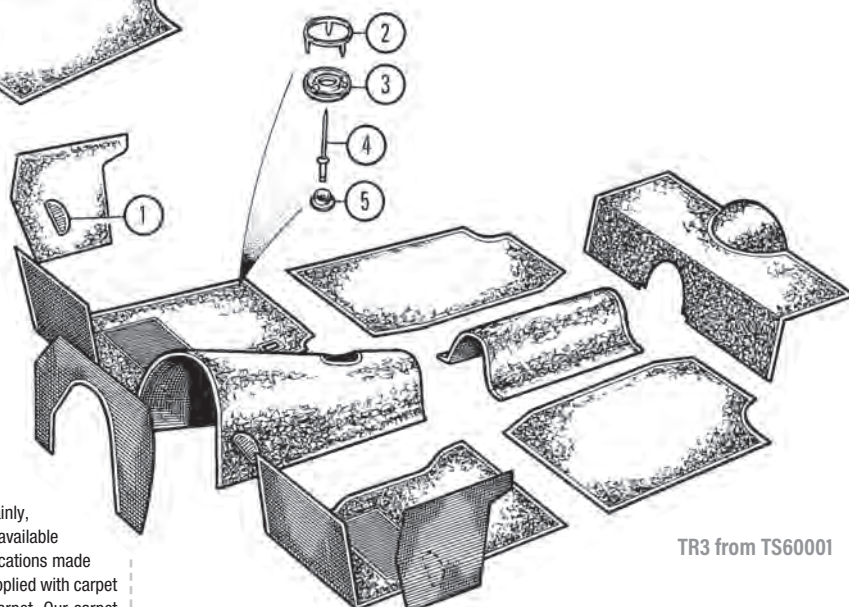
FOOTWELL MAT, RUBBER, LH  
FOOTWELL MAT, RUBBER, RH

701237  
701238

Original style footwell mats for TR2 from (c)TS0589, TR3, TR3A

FOOTWELL MATS, RUBBER, PAIR

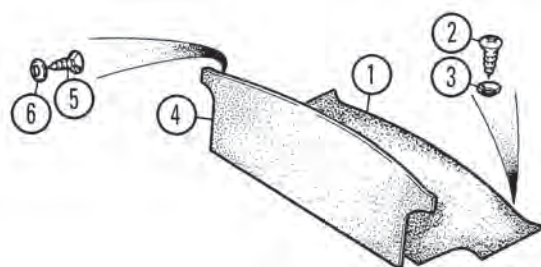
701237/8



TR3 from TS60001

### Carpet Fixings

1	602221	TOE PAD, carpet protection	4
2	14G8736	SPIKE RING	a/r
3	CD23803	FASTENER	a/r
4	RU608123	RIVET, for stud	a/r
5	610624	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	BOOT MAT, carpet, nylon, black	1	TR2-3A
	552259X	BOOT MAT, carpet, wool black	1	to TS60K
	556900	BOOT MAT, hardura, black	1	TR3A
	CSA6291	BOOT MAT, carpet, nylon, black	1	from TS60K
	CSB6291	BOOT MAT, carpet, wool, black	1	
2	AD604062	SCREW	4	
3	SP132BCP	CUP WASHER	4	
4	950058	COVER PANEL, fuel tank	1	
5	AD604062	SCREW, cover	10	
6	SP132BCP	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	SCL6131
SEAT COVER SET - MATADOR RED/WHITE	SCA6132	SCL6132
SEAT COVER SET - CHEROKEE RED/WHITE	SCA61321	SCL61321
SEAT COVER SET - TAN/WHITE	SCA6133	SCL6133
SEAT COVER SET - L/S BEIGE/WHITE	SCA6134	SCL6134
SEAT COVER SET - MIDNIGHT BLUE/WHITE	SCA6137	SCL6137

### 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	SCL6221
SEAT COVER SET - MATADOR RED/WHITE	SCA6222	SCL6222
SEAT COVER SET - CHEROKEE RED/WHITE	SCA62221	SCL62221
SEAT COVER SET - TAN/WHITE	SCA6223	SCL6223
SEAT COVER SET - L/S BEIGE/WHITE	SCA6224	SCL6224
SEAT COVER SET - MIDNIGHT BLUE/WHITE	SCA6227	SCL6227

### 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

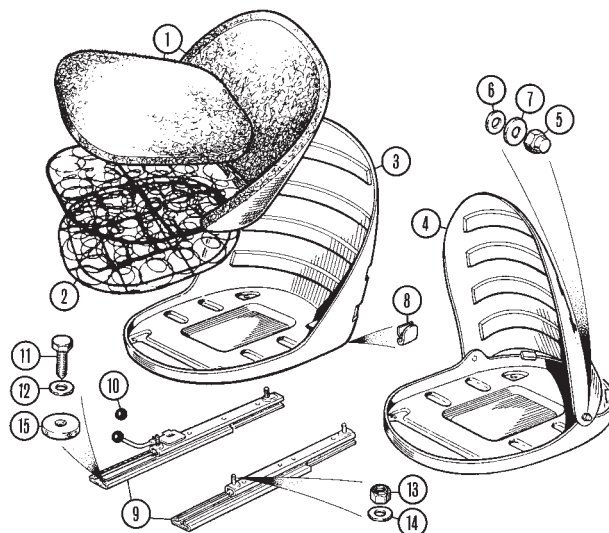
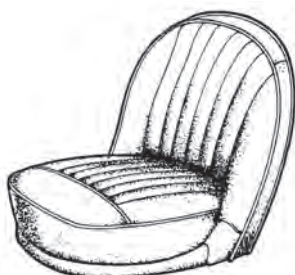
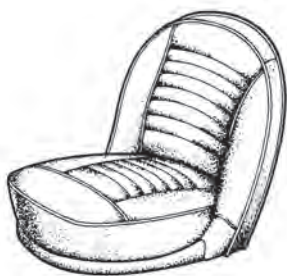
	Vinyl	Leather Faced
SEAT COVER SET - BLACK/WHITE	SCA6231	SCL6231
SEAT COVER SET - MATADOR RED/WHITE	SCA6232	SCL6232
SEAT COVER SET - CHEROKEE RED/WHITE	SCA62321	SCL62321
SEAT COVER SET - TAN/WHITE	SCA6233	SCL6233
SEAT COVER SET - L/S BEIGE/WHITE	SCA6234	SCL6234
SEAT COVER SET - MIDNIGHT BLUE/WHITE	SCA6237	SCL6237

### 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	SCL6311
SEAT COVER SET - MATADOR RED/WHITE	SCA6312	SCL6312
SEAT COVER SET - CHEROKEE RED/WHITE	SCA63121	SCL63121
SEAT COVER SET - TAN/WHITE	SCA6313	SCL6313
SEAT COVER SET - MIDNIGHT BLUE/WHITE	SCA6317	SCL6317

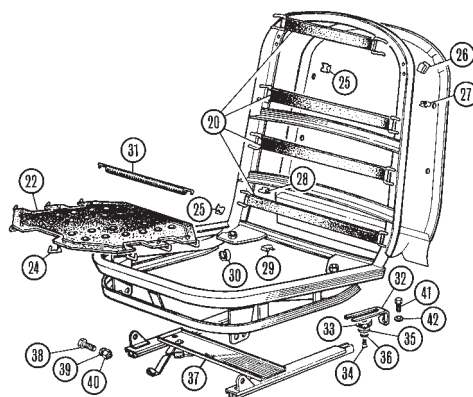


## Seat Frames & Fittings

### 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	SEAT FOAM KIT	1
2	806222	SEAT SPRING	2
3	564763NF	SEAT FRAME, fixed back	1 driver's side
4	564769NF	SEAT FRAME, tilt back	1 passenger's side
NI	GAC6218X	TACKING STRIP SET, 2 seats	1 TR3A-4
5	14B2685	ACORN NUT, chromed	2 passenger's seat
6	GHF315	WASHER, packing	2
7	WA108052	WASHER, chrome	2
8	ANK5046A	CLIP, rear squab board	12
9	MM801-410	SEAT RUNNER SET, 4 piece, RH	1
	MM801-420	SEAT RUNNER SET, 4 piece, LH	1
10	24K6809	KNOB, seat adjustment	2
11	GHF101	SCREW, seat slides to floor	8
12	GHF300	WASHER, plain	8
13	GHF271	NUT, nyloc, seat slides to seat	8
14	GHF300	WASHER, plain	8
15	AHH6939	SPACER, slide to floor	8



### TR4, Type 3 & TR4A

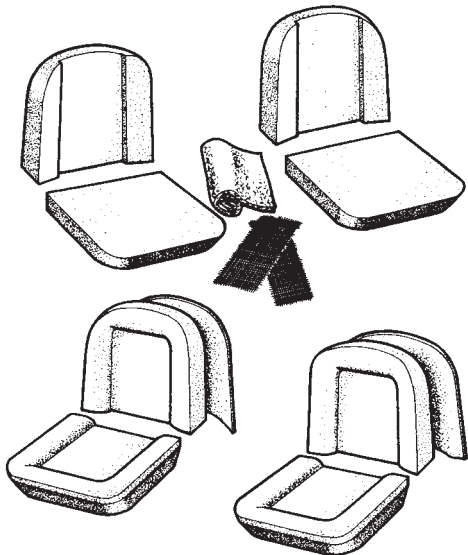
We recommend that if you are retrimming your seats you should use new foams and springs. This will give the seat more comfort and a better shape.

20	GAC6120X	WEBBING KIT	2
22	612251	DIAPHRAGM, with hooks	2
24	612261	HOOK, diaphragm	a/r
25	GHF1500	CLIP, cover to frame	76
26	613770	CLIP	6 rear squab board
27	GHF1230	CLIP	12 to frame
28	GHF1560	CLIP	10 rear squab board
29	ANK5046A	CLIP	12 finisher to frame
30	BHA4339	CLIP, tubular, cushion border	4

Seat Frames & Fittings (Continued)

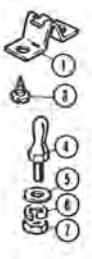
TR4, Type 3 & TR4A

31	612273	SPRING, cushion tension	2
32	613303	SPRING, seat retaining	2
33	613746	BUFFER	4
34	YL6512	SCREW, spring & buffer to seat frame	4
35	GHF314	WASHER, plain	6
36	613745	WASHER, countersunk	4
37	MM801-430	SEAT RUNNER, per seat	2
38	SH605061	SCREW, seat to seat rail	4
39	PWZ305	WASHER, plain	8
40	GHF272	NUT, nyloc	4
41	GHF101	SCREW, seat slides to floor	8
42	GHF300	WASHER, plain	8



Rear Seat Fittings TR4-4A

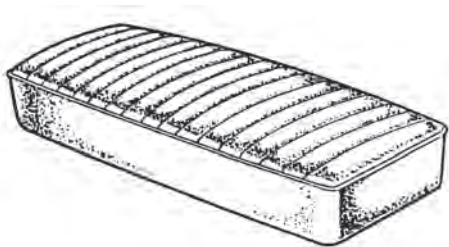
1	562604	SPRING LATCH, seat	2	TR4
	618429	SPRING LATCH, seat	2	TR4A
3	TH4603	SCREW, latch to seat	4	
4	618953	STUD, seat to seat pan	2	
5	PWZ203	WASHER, plain	2	
6	WL700101	WASHER, locking	2	
7	HN2005	NUT	2	



Seat Foam Sets

TR4, Type 3 & TR4A

SEAT FOAM SET - TR4, SEAT TYPE 3	SFK6231
SEAT FOAM SET - TR4A	SFK6311



Rear Seats TR4-4A

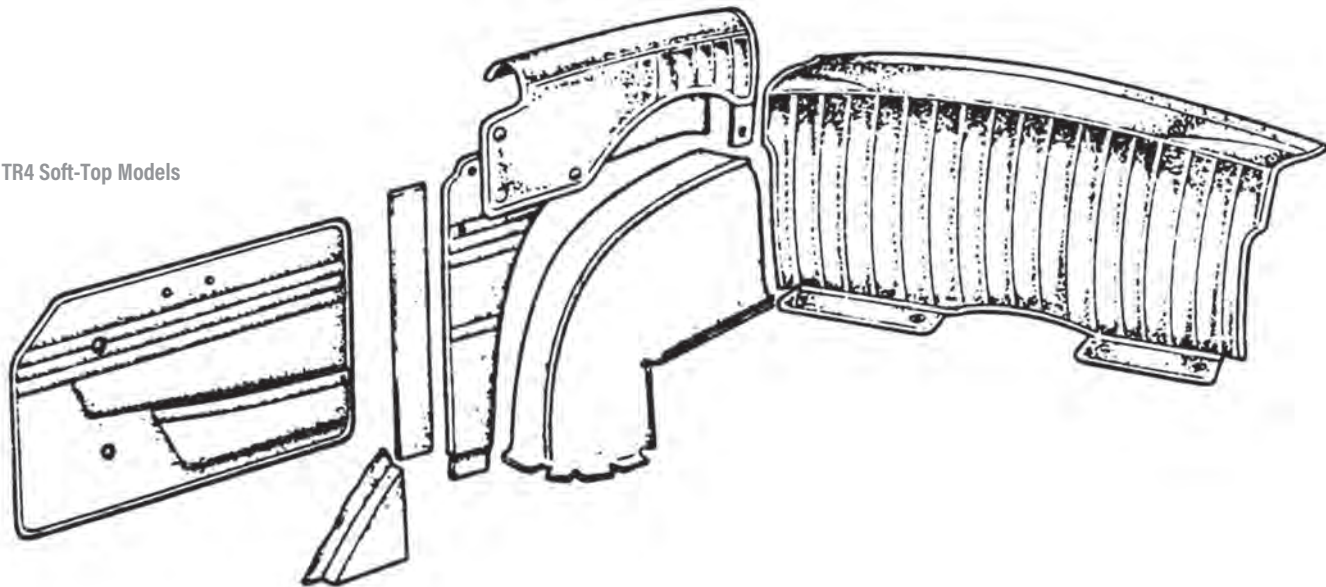
The TR4 & TR4A have the same rear seat, which is only a cushion fitted on the rear floor. On TR4 soft top models the squab is formed by the trim panels that also enclose the stowed hood frame. TR4 surrey top & TR4A models use the tank board as the squab, these panels are included in the relevant trim kit.

Seat Cover Sets TR4-4A	Vinyl	Leather Faced
SEAT COVER SET - BLACK/WHITE	SCA6351	SCL6351
SEAT COVER SET - MATADOR RED/WHITE	SCA6352	SCL6352
SEAT COVER SET - CHEROKEE RED/WHITE	SCA63521	SCL63521
SEAT COVER SET - TAN/WHITE	SCA6353	SCL6353
SEAT COVER SET - MIDNIGHT BLUE/WHITE	SCA6357	SCL6357

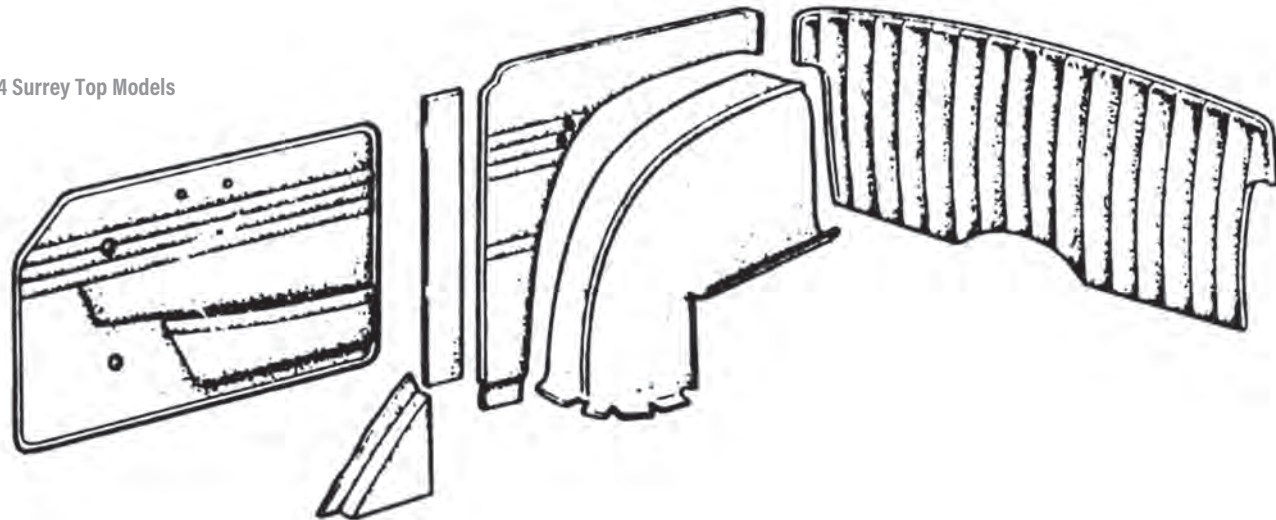
Seat Assemblies	Vinyl	Leather Faced
SEAT ASSEMBLY - BLACK/WHITE	SAA6351	SAL6351
SEAT ASSEMBLY - MATADOR RED/WHITE	SAA6352	SAL6352
SEAT ASSEMBLY - CHEROKEE RED/WHITE	SAA63521	SAL63521
SEAT ASSEMBLY - TAN/WHITE	SAA6353	SAL6353
SEAT ASSEMBLY - MIDNIGHT BLUE/WHITE	SAA6357	SAL6357



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
TRIM KIT - MATADOR RED/WHITE	TKA6272
TRIM KIT - CHEROKEE RED/WHITE	TKA62721
TRIM KIT - TAN/WHITE	TKA6273
TRIM KIT - MIDNIGHT BLUE/WHITE	TKA6277

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.

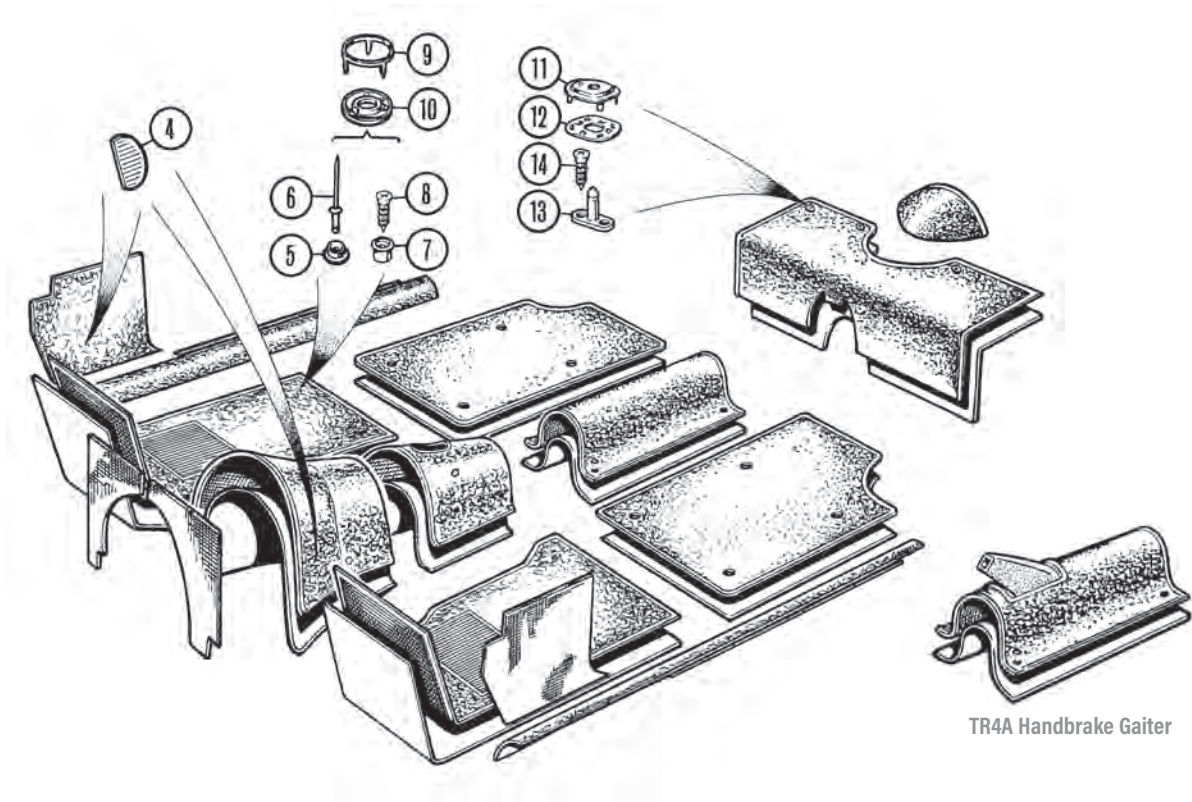
TRIM KIT - BLACK/WHITE	TKA6211
TRIM KIT - MATADOR RED/WHITE	TKA6212
TRIM KIT - CHEROKEE RED/WHITE	TKA62121
TRIM KIT - MIDNIGHT BLUE/WHITE	TKA6217

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
TRIM KIT - MATADOR RED/WHITE	TKA6222
TRIM KIT - CHEROKEE RED/WHITE	TKA62221
TRIM KIT - MIDNIGHT BLUE/WHITE	TKA6227



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	CSB6311
CARPET SET - RED	CSA6312	CSB6312
CARPET SET - TAN	CSA6313	CSB6313
CARPET SET - BLUE	CSA6317	CSB6317

TR4A

TR4A Carpet Sets	Nylon	Wool
CARPET SET - BLACK	CSA6411	CSB6411
CARPET SET - RED	CSA6412	CSB6412
CARPET SET - TAN	CSA6413	CSB6413
CARPET SET - BLUE	CSA6417	CSB6417

Underfelt Set

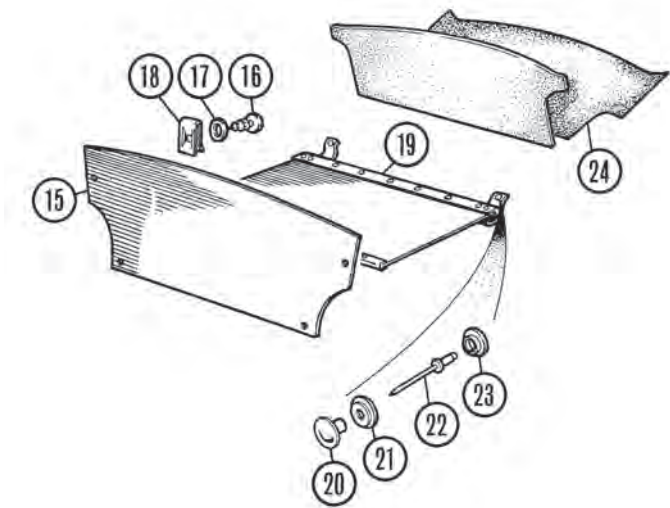
We also offer a pre-cut underfelt set to reduce unwanted noise. Suitable for all TR4-4A models.

UNDERFELT SET	639-355
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Carpet Hardware & Consumables

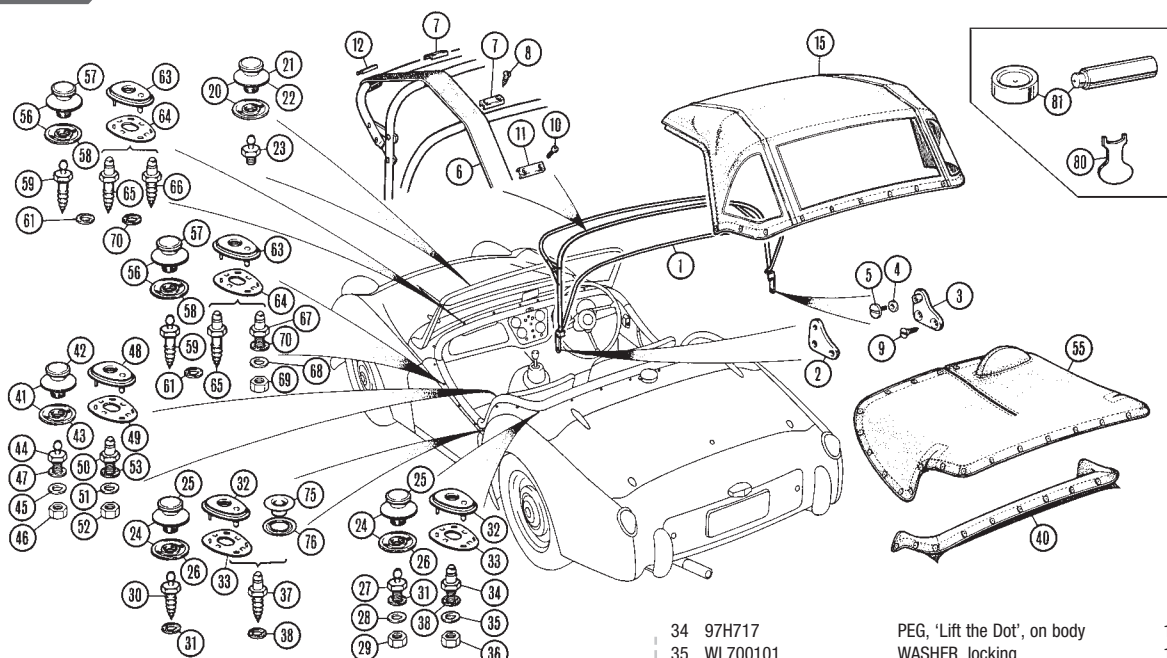
4	602221	TOE PAD, carpet protection	a/r
5	610624	STUD, short	a/r
6	RU608123	RIVET, (use with 610624)	a/r
7	611845	STUD, long	a/r when underfelt fitted
8	GHF401	SCREW, (use with 611845)	a/r
9	14G8736	SPIKE RING	a/r
10	CD23803	FASTENER	a/r

11	552650	FASTENER, socket, 'Lift the Dot'	8	carpet to seat pan
12	552651	CLINCH PLATE, 'Lift the Dot'	4	TR4
13	611670	PEG & PLATE, 'Lift the Dot'	4	
14	AD606053	SCREW, self-tapping	8	
UBS110		ADHESIVE, tin, 500ml	a/r	
UBS203		ADHESIVE, aerosol, 500ml	a/r	



Boot Trim & Fittings

15	806135	BOARD, fuel tank casing	1
16	GHF425	SCREW	8
17	WP124	WASHER	8
18	GHF712	SPIRE NUT	8
19	806837	COVER, spare wheel	1
20	7H9866	SOCKET, on strap	2
21	7H9868	BUTTON, on strap	2
22	GHF600	RIVET	2
23	610624	STUD	2
24	CSA6391	BOOT MAT, carpet, nylon, black	1
	CSB6391	BOOT MAT, carpet, wool, black	1



## Hood, Frame & Tonneau TR2-3A

### Frame & Fittings

ill	Part Number	Description	Req.	Details
1	800542	FRAME ASSEMBLY, hood	1	
Note: Hood frame pivots on the Lower End Hole - NOT the centre hole.				
2	602024	PIVOT & BODY BRACKET, LH	1	
3	602025	PIVOT & BODY BRACKET, RH	1	
4	WB110061	WASHER, plain	2	
5	602029	SCREW, main link to body pivot bracket	2	
6	531970	WEBBING, black	2	
7	602030	PLATE	4	
		(Plate secures webbing to main & rear sticks).		
8	YA163	SCREW, plate to sticks	12	
9	516158	SCREW	4	
10	PMZ308	SCREW, plate to tonneau panel	2	
11	602030	PLATE, webbing to tonneau panel	2	
12	602030	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	HOOD, black, vinyl, single window	1	TR2
	703169	HOOD, black, vinyl	1	TR2-3, TR3A
	703169B	Hood, black, vinyl, fixed window	1	
	703169DD	HOOD, black, double duck	1	To TS28825
	703169MH	HOOD, black, mohair	1	
	703168	HOOD, white, vinyl	1	
	704108	HOOD, black, vinyl	1	TR3A From TS28826
	704108S	HOOD, black, vinyl, fixed window	1	
	704108MH	HOOD, black, mohair	1	
	704108NMH	HOOD, blue, mohair	1	
	704110	HOOD, white, vinyl	1	
NI	559698	HOOD DRAUGHT EXCLUDER, black	1	TR3A
NI	559699	HOOD DRAUGHT EXCLUDER, white	1	
20	TFS106	FASTENER, Tenax*	10	hood to screen frame
21	552964	FASTENER	10	
22	551684	FASTENER NUT	10	
23	553827	PEG, Tenax*	10	
24	TFS106	FASTENER, Tenax, hood to body*	14	
25	552964	FASTENER	14	
26	551684	FASTENER NUT	14	
27	TFP1006	PEG, Tenax, threaded, on body*	12	TR2 To TS5255
28	WL700101	WASHER, locking	12	
29	GHF206	NUT, plain	12	
30	552392	PEG, Tenax, on body*	2	
31	2K4936	WASHER, leather	14	
32	552650	FASTENER, socket, 'Lift the Dot'	14	hood to body
33	552651	PLATE, clinch, socket to hood	14	

34	97H717	PEG, 'Lift the Dot', on body	12	TR2 From TS5256,
35	WL700101	WASHER, locking	12	TR3-3A
36	GHF206	NUT, plain	12	
37	552670	PEG, 'Lift the Dot', on body	2	TR2 From TS5256,
38	2K4936	WASHER, leather	14	TR3-3A

### Hood Stick Cover & Fittings

40	559444	HOOD STICK COVER, black	1	
	559446	HOOD STICK COVER, white	1	
41	TFS106	FASTENER, Tenax, cover to body*	14	
42	552964	FASTENER	14	
43	551684	FASTENER NUT	14	
44	TFP1006	PEG, Tenax, on capping*	2	TR2 To TS5255
45	WL700101	WASHER, locking	2	
46	GHF206	NUT, plain	2	
47	2K4936	WASHER, leather	2	
48	552650	FASTENER, socket, 'Lift the Dot'	14	cover to body
49	552651	PLATE, clinch, socket to cover	14	
50	97H717	PEG, 'Lift the Dot', on body	2	TR2 From TS5256,
51	WL700101	WASHER, locking	2	TR3-3A
52	GHF206	NUT, plain	2	
53	2K4936	WASHER, leather	2	

### Tonneau Cover & Fittings

All Moss Europe replacement tonneau covers are to the post TS41743 specification.

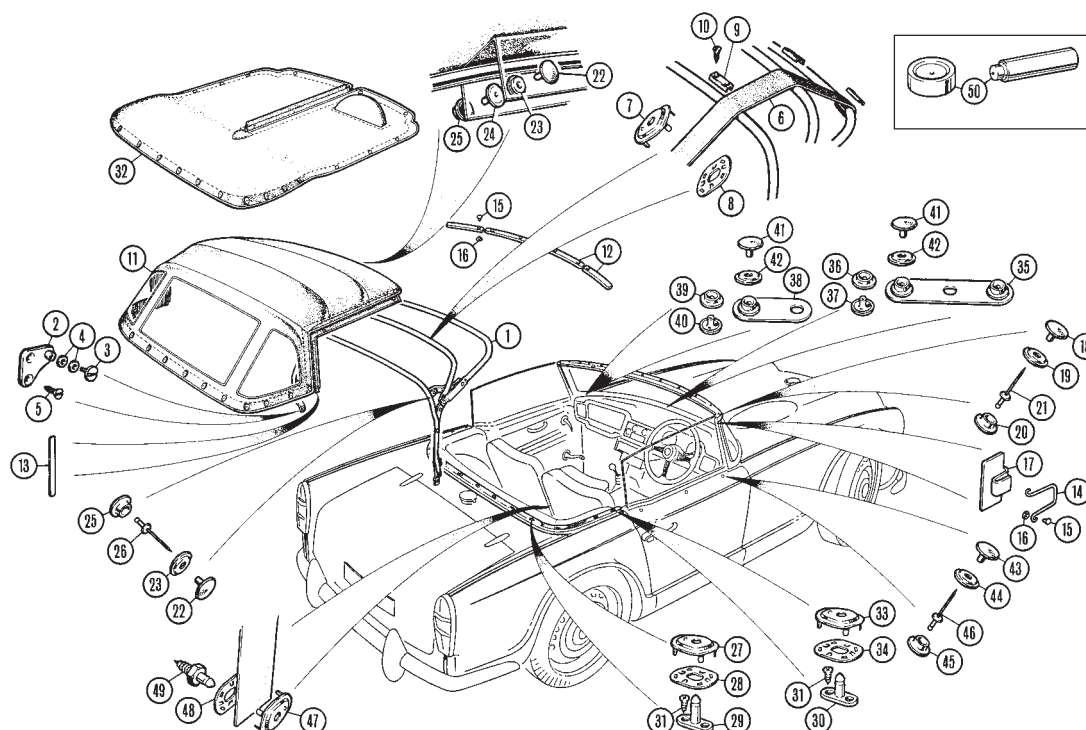
55	559479	TONNEAU COVER, black, vinyl	1	RHD models
	559479DD	HOOD COVER, black, double duck	1	To TS28825
	559479MH	HOOD COVER, black, mohair	1	
	559483	TONNEAU COVER, white, vinyl	1	
	559478	TONNEAU COVER, black, vinyl	1	LHD models
	559478MH	TONNEAU COVER, black, mohair	1	
	559482	TONNEAU COVER, white, vinyl	1	
56	TFS106	FASTENER, Tenax, (cover to body)*	30	
57	552964	FASTENER	30	
58	551684	FASTENER NUT	30	TR2 To TS5255
59	552391	PEG Tenax, door & scuttle*	16	
61	2K4936	WASHER, leather	16	
63	552650	FASTENER, socket, 'Lift the Dot'	30	on cover
	552650Z	FASTENER, socket, 'Lift the Dot', unbranded	30	TR2 From TS5256,
64	552651	PLATE, clinch, socket to cover	30	TR3-3A
65	552667	PEG, 'Lift the Dot', (door & scuttle)	16	TR2 From TS5256,
				TR3, TR3A To TS60000
66	552670	PEG, 'Lift the Dot', (on scuttle)	8	
67	97H717	PEG, 'Lift the Dot', (on door skin)	8	TR3 From TS60001
68	WL700101	WASHER, locking	8	
69	GHF206	NUT, plain	8	
70	2K4936	WASHER, leather	16	TR2 From TS5256, TR3-3A
75	618177	SAIL EYELET	2	TR3 from TS41743
76	618178	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	TENAX TOOL	1
81	GAC5062X	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	HOOD FRAME ASSEMBLY	1
2	602024	BRACKET, body & pivot, LH	1
	602025	BRACKET, body & pivot, RH	1
3	602029	SCREW, main link to pivot	2
4	WB110061	WASHER, plain	4
5	516158	SCREW, body & pivot to body	4
6	531970	WEBBING, black	2
7	552650	FASTENER, socket, 'Lift the Dot'	2 on webbing
8	552651	CLINCH PLATE, for socket	2
9	602030	PLATE, webbing to hood sticks	6
10	YA163	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.

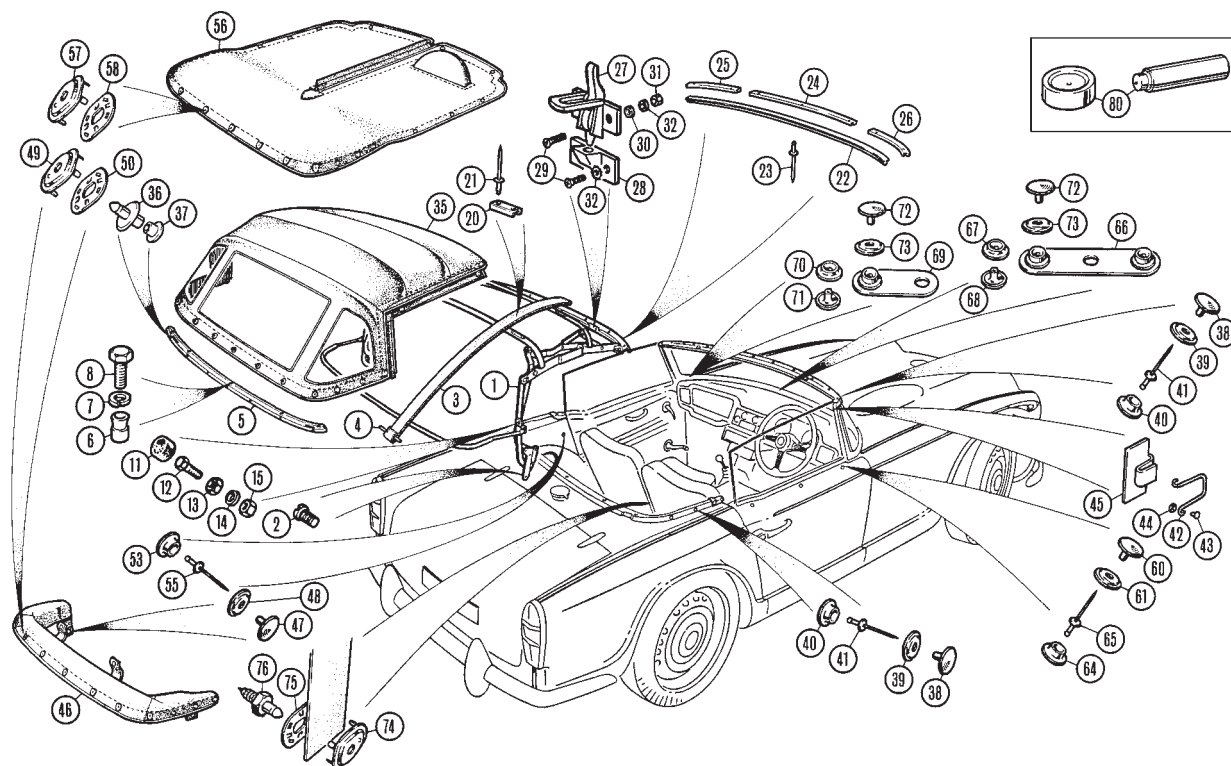
11	705963Z	HOOD, black, vinyl, fixed window	1 welded
	705963W	HOOD, white, vinyl, fixed window	1 welded
	705693SF	HOOD, black, stayfast, fixed window	1 stitched
	705963Z	HOOD, black, vinyl	1
	705963ZWZ	HOOD, zip out window, vinyl	1
	705963DD	HOOD, double duck	1
	705963ZWDD	HOOD, zip out window, double duck	1
	705963ZWMH	HOOD, zip out window, mohair	1
12	806696/MET	HOOD STIFFENER, front	1 (set of 3)
13	705963/MET	HOOD STIFFENER, side	2
14	613767	HOOK, side valance	2
15	563032	TUBULAR RIVET	16 retaining hook & stiffener
16	565756	RIVET CAP	16

17	611895	BRACKET, hook to screen frame	2
18	7H9864	BUTTON, hood to screen frame	2
19	7H9866	SOCKET, hood to screen frame	2
20	610624	STUD, on screen frame capping	2
21	RU608123	RIVET, stud to capping	2
22	7H9864	BUTTON, hood to hood frame	6
23	7H9866	SOCKET, hood to hood frame	6
24	7H9868	BASE, stud to hood fabric	4
25	610624	STUD, hood to hood frame	6
26	RU608123	RIVET, stud to hood frame	2
27	552650	FASTENER, socket, 'Lift the Dot'	16 hood to body
28	552651	CLINCH PLATE, 'Lift the Dot'	16
29	611670	HOOD PEG, male, (long)	2 on tonneau capping
30	LFP116	HOOD PEG, male, (short)	14 on tonneau capping
31	AD606063	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	TONNEAU COVER, black	1 RHD models
	713889	TONNEAU COVER, white	1 no headrests
	822061	TONNEAU COVER, black	1 LHD models
	713891	TONNEAU COVER, white	1 no headrests
33	552650	FASTENER, socket, 'Lift the Dot'	16 cover to body
34	552651	CLINCH PLATE, 'Lift the Dot'	16
35	611707	BRACKET, centre	1 cover to fascia
36	610624	STUD, in bracket	2
37	7H9868	BASE, stud to bracket	2
38	611709	BRACKET, outer	2 cover to fascia
39	610624	STUD, in bracket	2
40	7H9868	BASE, stud to bracket	2
41	7H9864	BUTTON, cover to fascia	4
42	7H9866	SOCKET, cover to fascia	4
43	7H9864	BUTTON, cover to door	6
44	7H9866	SOCKET, cover to door	6
45	610624	STUD, cover to door	6
46	GHF600	RIVET, stud to door	6
47	552650	FASTENER, socket, 'Lift the Dot'	1 tie strap to
	552650Z	FASTENER, socket, 'Lift the Dot', unbranded	1 passenger seat
48	552651	CLINCH PLATE, 'Lift the Dot'	1
49	552670	PEG, (on passenger seat)	1
50	GAC5060X	DURABLE DOT TOOL, 2 piece	1



## Hood, Frame & Tonneau TR4A

### Frame & Fittings

ill	Part Number	Description	Req.	Details
1	904015	FRAME ASSEMBLY, hood	1	
2	516158	SCREW	6	
3	531970	WEBBING	2	
4	571097	RETAINER, wire	2	
5	812832	RETAINER BAR, hood rear	1	
6	617975RP	RIVNUT	5	
7	GHF331	WASHER, locking	5	
8	HU706P	SCREW	5	
11	615561	BUFFER	2	
12	GHF101	SCREW	2	
13	JN2107	HALF NUT	2	
14	GHF300	WASHER, plain	2	
15	GHF200	NUT, plain	2	
20	602030	RETAINER, hood webbing	8	
21	RU608123	RIVET, retainer to frame	16	
22	616187	SEAL, header rail	1	
23	RU608123	RIVET	9	
24	713036	CHANNEL, to hold seal, centre	1	
25	713037	CHANNEL, to hold seal, LH	1	
26	713038	CHANNEL, to hold seal, RH	1	
27	609331	LATCH, hood	2	on hood frame
28	609332	CATCH, hood	2	on windscreen frame
29	SP87K5	SCREW	8	
30	WM55	WASHER, plain	4	
31	HN2005	NUT, plain	4	
32	WL700101	WASHER, locking	8	

### Hood & Fittings

35	572598Z	HOOD COVER, black	1	
	572598W	HOOD COVER, white	1	
	572598Z	HOOD, black, vinyl	1	
	572598ZWZ	HOOD, zip out window, black, vinyl	1	
	572598DD	HOOD, double duck	1	
	572598MH	HOOD, mohair	1	
	572598WMH	HOOD, zip out window, mohair	1	
36	565349	PEG, 'Lift the Dot'	7	in hood & rear rail
37	571242	FASTENER, peg	7	to hood & rear rail
38	7H9864	BUTTON, Durable dot	6	in hood cover
39	7H9866	SOCKET, Durable dot	6	
40	610624	STUD, Durable dot, in body	6	
41	RU608123	RIVET, stud to body	6	
42	613767	HOOK, side valance	2	to screen frame
43	563032	TUBULAR RIVET, hook & stiffener	4	
44	565756	RIVET CAP	4	

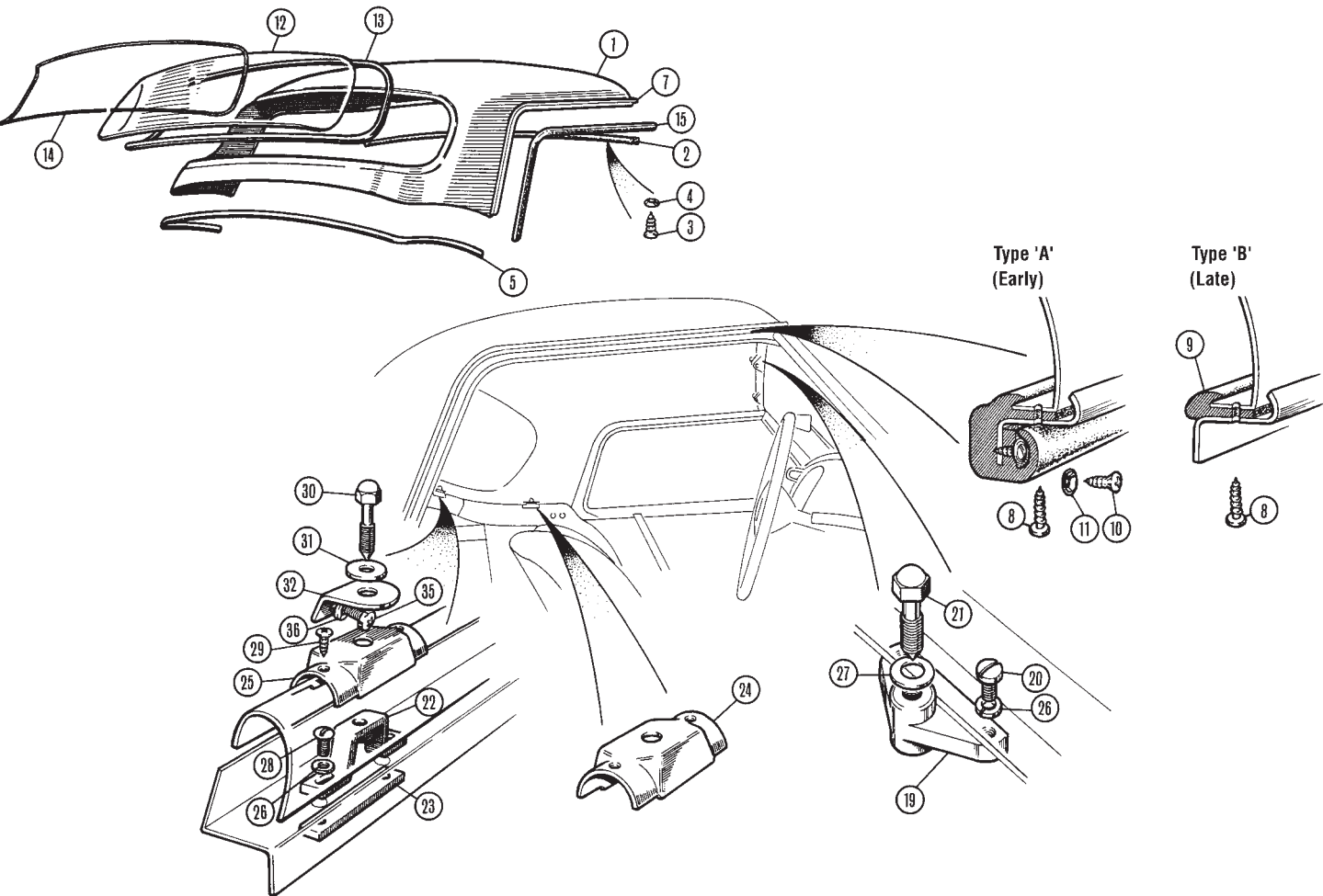
45	611895	HOOK BRACKET	2	on screen frame
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### Hood Stowage Cover & Fittings

46	708722	STOWAGE COVER	1	black with white piping
	726211W	STOWAGE COVER	1	white
	726211MH	STOWAGE COVER	1	mohair
	708720	STOWAGE COVER	1	red with white piping
47	7H9864	BUTTON, Durable dot	10	(stowage cover
48	7H9866	SOCKET, Durable dot	10	to body & trim panel)
49	552650	FASTENER, socket, 'Lift the Dot'	7	stowage cover
50	552651	CLINCH PLATE, 'Lift the Dot'	7	to body
53	610624	STUD, Durable dot, (on trim panel)	4	
55	RU608123	RIVET, stud to trim panel	4	

### Tonneau Cover & Fittings

56	822051	TONNEAU COVER, black, RHD	1	
	713889	TONNEAU COVER, white, RHD	1	vinyl
	822061	TONNEAU COVER, black, LHD	1	without headrests
	713891	TONNEAU COVER, white, LHD	1	
	822051MH	TONNEAU COVER, black, RHD*	1	
	822061MH	TONNEAU COVER, black, LHD	1	without headrests
	TDT002	TONNEAU COVER, black, RHD*	1	Double duck
	TDT004	TONNEAU COVER, black, LHD*	1	without headrests
	TDT001	TONNEAU COVER, black, RHD*	1	Double duck
	TDT003	TONNEAU COVER, black, LHD*	1	with headrests
57	552650	FASTENER, socket, 'Lift the Dot'	7	cover to body
58	552651	CLINCH PLATE, 'Lift the Dot'	7	
60	7H9864	BUTTON	12	(cover to door and
61	7H9866	SOCKET	12	forward deck pieces)
64	610624	STUD, cover to door	6	
65	GHF600	RIVET, stud to door	6	
66	611707	BRACKET	1	centre, cover to fascia
67	610624	STUD, in bracket	2	
68	7H9868	BASE, stud to bracket	2	
69	611709	BRACKET	2	outer, cover to fascia
70	610624	STUD, in bracket	2	
71	7H9868	BASE, stud to bracket	2	
72	7H9864	BUTTON, cover to fascia	4	
73	7H9866	SOCKET, cover to fascia	4	
74	552650	FASTENER, socket, 'Lift the Dot'	1	cover to body &
75	552651	CLINCH PLATE, 'Lift the Dot'	1	strap to passenger seat
76	552670	PEG, on passenger seat	1	
80	GAC5060X	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	HARDTOP	1	inc. backlight & seals only
2	603328	SEAL, rubber, front sealing	1	
3	AD604062	SCREW, sealing rubbers	12	
4	SP132BCP	CUP WASHER, on screw	12	
5	602269	SEALING STRIP, hardtop to saddle	1	
7	802612	DRIP CHANNEL, cantrail, RH	1	
	802611	DRIP CHANNEL, cantrail, LH	1	
8	GHF421	SCREW, drip channel	24	
9	607071	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 & furlflex type (see ill. 'B', & item 15). We supply the later 2-piece type).		
10	AD604062	SCREW, sealing strip	14	type 'A' cantrail
11	SP132BCP	CUP WASHER, (under screw)	14	sealing strip only
12	553132	BACKLIGHT, perspex	1	
	553132Z	BACKLIGHT, perspex, aftermarket	1	
13	559766	SEALING STRIP, (backlight)	1	
14	559767	FILLER, sealing, (backlight)	1	
15	609450	SEAL, (Furlflex), black	2	
	609451	SEAL, (Furlflex), red	2	
	609452	SEAL, (Furlflex), blue	2	'Snap-on' type
	609453	SEAL, (Furlflex), Silverstone grey	2	
	609454	SEAL, (Furlflex), 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 furlflex, woven or plastic finish. The modern replacement items are listed here - 2 metres required per hardtop.

724031M	SEAL, (felt/rubber), black	2	
DER5001M	SEAL, (felt/rubber), red	2	
DEG3220M	SEAL, (woven/rubber), green	2	
DEL3220M	SEAL, (woven/rubber), blue	2	
KGF817M	SEAL, (plastic/rubber), grey	2	
NI 556034FK	FITTING KIT, (hardtop)	1	
	(Kit includes items 19 to 31).		
19 603189	BRACKET	3	hardtop to windscreen
20 501434	SCREW	6	w/screen bracket to screen
21 602295	SCREW	3	hardtop to w/screen brkt
22 602326	BRIDGE PIECE, hardtop rear	5	
23 602299	PLATE, bridge piece	5	(tapping plate)
24 602938	PLATE, tonneau capping	2	(protector plate)
25 602939	PLATE, tonneau capping, rear	3	(protector plate)
26 WL700101	WASHER, locking	16	
27 WA108052	WASHER, chrome, on screw	3	
28 TR6504	SCREW	10	bridge piece to topping plate
29 AB604023	SCREW	10	protection plates to capping
30 602327	SCREW	5	hardtop to bridge piece
31 WM57	WASHER, plain	5	
32 650195	ANGLE FIXING, rear	2	
650194	ANGLE FIXING, centre	1	
650193	ANGLE FIXING, side	2	
35 SE604031	SCREW	5	angles to hardtop stiffener
36 GHF321	WASHER, shakeproof	5	

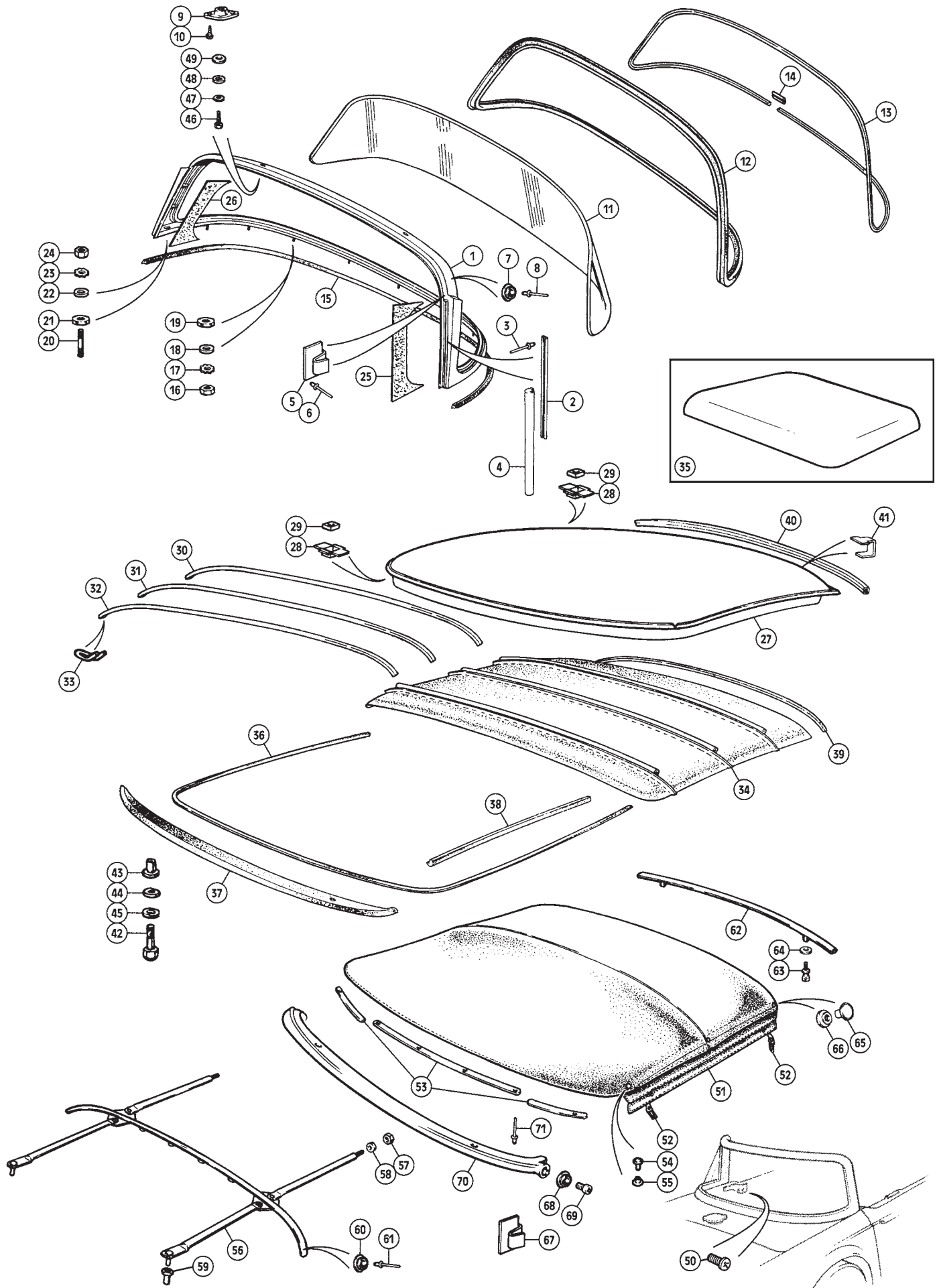
Hardtop Storage Pouch

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	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	FRAME, backlight, aluminium	1	lightweight
	566993X	FRAME, backlight, fibreglass	1	
2	750163	RETAINER, seal	2	
3	552522	RIVET, retainer	8	
4	650310/13	SEALING RUBBER	2	
5	612453	BRACKET, canopy	2	
	611895	BRACKET, canopy	2	
6	RU608123	RIVET, bracket	4	
7	610624	STUD, canopy fixing	2	
8	GHF600	RIVET, Imex	2	
9	611668SS	COVER PLATE, in frame, stainless steel	2	
10	AB608033	SCREW, cover plate	4	
11	902343	BACKLIGHT, glass, plain	1	laminated
	902343G	BACKLIGHT, glass, green tint	1	
	902343H	BACKLIGHT, glass, heated, plain	1	laminated
	902343GH	BACKLIGHT, glass, heated, green tint	1	
	902343X	BACKLIGHT, perspex	1	
	902343Z	BACKLIGHT, perspex, aftermarket	1	
12	902349	RUBBER, glazing	1	
13	613958	FINISHER, chromed beading	1	
14	611437	COVER, joint finisher	1	
15	610633	SEAL, Surrey frame to rear deck	1	
16	GHF200	NUT, plain	7	
17	WE600041	WASHER, shakeproof	7	
18	WM57	WASHER, plain	7	
19	WF507	WASHER, fibre	7	
20	FHS2410	STUD, backlight frame to body	2	
21	WF507	WASHER, fibre	2	
22	WM57S	WASHER, plain	2	
23	WE600041	WASHER, shakeproof	2	
24	GHF200	NUT	2	
25	611936	FINISHER, LH	1	
26	611937	FINISHER, RH	1	

Roof Assembly

27	903978	ROOF ASSEMBLY, steel	1	
	903979	ROOF ASSEMBLY, aluminium	1	lightweight
	566994X	ROOF ASSEMBLY, fibreglass	1	
28	600032	RETAINER	4	
29	NQ2708	NUT, square	4	
30	611583	ROD, listing, rear	1	
31	611582	ROD, listing, centre	1	
32	611581	ROD, listing, front	1	
33	608307	CLIP, locating listing rod	6	
34	713149	HEADLINING ASSEMBLY, white	1	
35	713149X	HEADLINING ASSEMBLY, fibreglass	1	alternative, replaces items. 30 to 34
		('Pop-in' type).		
36	611599M	DRAUGHT EXCLUDER, black	3	per metre 3 metres required
	618021	DRAUGHT EXCLUDER, black	1	
	618022	DRAUGHT EXCLUDER, red	1	
	618023	DRAUGHT EXCLUDER, light tan	1	
	618026	DRAUGHT EXCLUDER, midnight blue	1	
	618027	DRAUGHT EXCLUDER, shadow blue	1	
37	806144	RUBBER, sealing to windscreen top	1	
38	650312	RUBBER, sealing to cantrail	2	
39	611656	RUBBER, sealing roof to backlight	1	
40	806175	CAPPING, rear	1	
	613766	CLIP, capping	9	alternative
42	611639	BOLT, domed, chrome	2	
	622887	BOLT, domed, blackadised	2	alternative
43	613508	DISTANCE TUBE	2	
44	WA108052	WASHER, locking, chromed	2	
	GHF332	WASHER, locking, blackadised	2	alternative
45	WM57	WASHER, plain, chromed	2	
	517263	WASHER, plain, blackadised	2	alternative
46	624818	BOLT, chromed, (roof to back-light)	2	
47	GHF332	WASHER, locking	2	
48	WA108052	WASHER, plain, chromed	2	
49	WF508	WASHER, fibre	2	
50	SE604041	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	SURREY TOP CONVERSION KIT	1	black
	566458	SURREY TOP CONVERSION KIT	1	white
51	806696	SOFT TOP CANOPY	1	black
	806697	SOFT TOP CANOPY	1	white
52	613767	HOOK, canopy attachment	4	
53	806696/MET	CANOPY STIFFENER, front, (set of 3)	1	
54	565756	CAP RIVET, securing hook & stiffener	4	
55	563032	RIVET BACK	4	
56	806603	FRAMEWORK, soft top canopy	1	
57	NT606041	NUT, tension adjustment	2	
58	WP9	WASHER, plain	2	
59	612092	BUSH, end, rubber	2	
60	610624	STUD, durable dot	6	
61	GHF600	RIVET, pop	6	
62	706240	RETAINER ASSEMBLY, rear	1	
63	612205	THUMBSCREW, rear retainer	2	
64	WM57	WASHER, plainSS	2	
65	7H9864	BUTTON	10	
66	7H9866	SOCKET	10	
67	611895	BRACKET, hook	2	
68	610624	STUD, durable dot	2	
69	AD606071	SCREW, self tapping	2	

Windscreen Capping

70	806189	CAPPING, windscreen	1	required when Surrey top is fitted
71	552522	RIVET, Imex	9	

Consumables

NI	UBS203	TRIM ADHESIVE, contact type	a/r	370gm, aerosol
NI	UBS110	TRIM ADHESIVE, contact type	a/r	1 litre tin, for brush-on
NI	153317	GREASE, copper, anti-seize	a/r	10 fl. oz
NI	LKLPK104	GREASE, copper, anti-seize	a/r	25ml sachet
NI	AG006	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
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
BH608141	1 3/4"	SH608141
BH608161	2"	
BH608181	2 1/4"	
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
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
WF600091	9/16"	WE600091
WF600101	5/8"	WE600101



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
GHF306	3/16"	WP5
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"	11/16"			

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"	CLZ514	7/8"	5/16"
		7/16"	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		3/16"
AEHU2	TM110051		3/16"
AEHU3	LK21994		3/16"
AEHU14	BCA4370		1/4"

Male Pipe Nuts (Continued)

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU7	BHA4706		3/16"
GRP12	AUSU40A		5/16"

Female Pipe Nuts

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU1A	TN606031		3/16"
AEHU2A	SU2A		3/16"
AEHU4A	SU4A		1/4"
GRP6	HU41A		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 size	Part Number	Cable Dia.	Hole size
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"
PCR407	1/4"	7/32"	PCR1007	5/8"	7/32"
PCR409	1/4"	9/32"	PCR1009	5/8"	9/32"
PCR411	1/4"	11/32"	PCR1011	5/8"	11/32"
PCR507	5/16"	7/32"	PCR1207	3/4"	7/32"
PCR509	5/16"	9/32"	PCR1209	3/4"	9/32"
PCR511	5/16"	11/32"	PCR1211	3/4"	11/32"
PCR607	3/8"	7/32"	PCR1407	7/8"	7/32"
PCR609	3/8"	9/32"	PCR1409	7/8"	9/32"
PCR611	3/8"	11/32"	PCR1411	7/8"	11/32"
PCR707	7/16"	7/32"	PCR1607	1"	7/32"
PCR709	7/16"	9/32"			
PCR711	7/16"	11/32"			

Metric

Part Number	Cable Diameter	Hole size
CP105081	8mm	5mm
PCR611	10mm	8mm
CP108121	12mm	8mm
CP106161	16mm	6mm
CP108165	16mm	8mm

Steel Balls

Part Number	Diameter
BLS106	3/16"
BLS108	1/4"
BLS110	5/16"
BLS112	3/8"
BLS28	7/16"

Pop Rivets

Open End Type Part Number	Diameter	Closed End Type Part Number	Diameter
RA607096	2.9 x 5mm	RU608123	1/8" x 3/8"
RA608126	1/8" x 3/16"	RU608313	1/8" x 1/2"
RA608176	1/8" x 1/4"	RU612123	3/16" x 5/16"
RA608236	1/8" x 5/16"		
RA608253	1/8" x 3/8"		

**For your notes...**



## 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.

	Black
	Red
	Blue
	Biscuit



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	



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