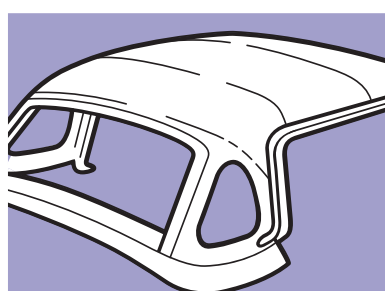
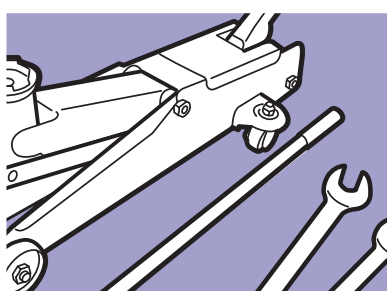
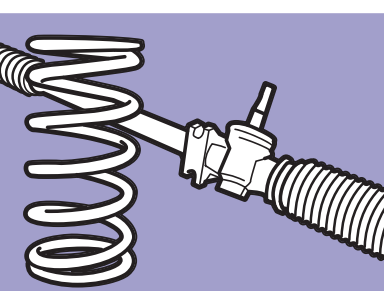
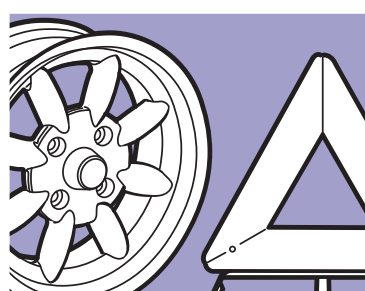
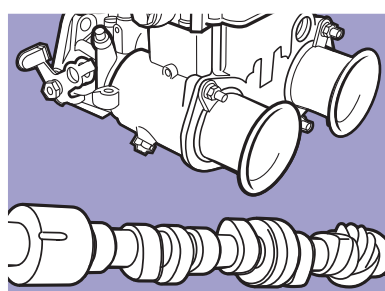
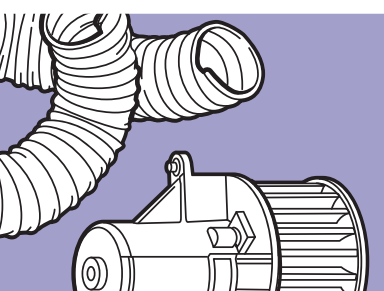
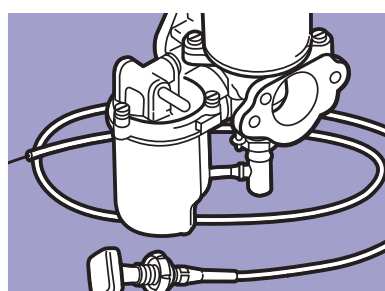
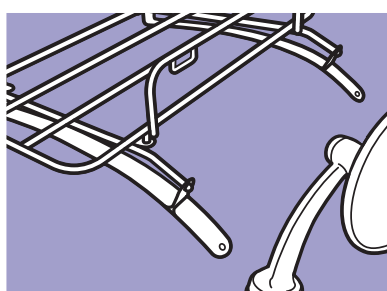
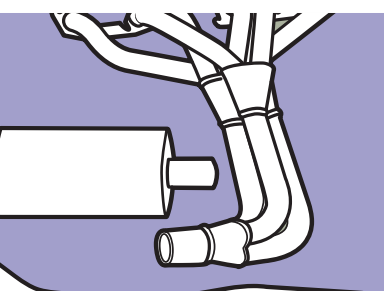
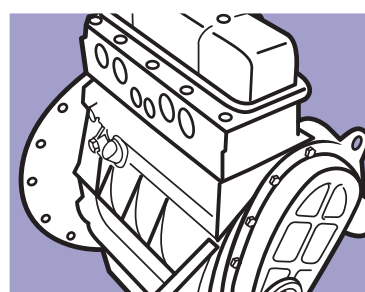
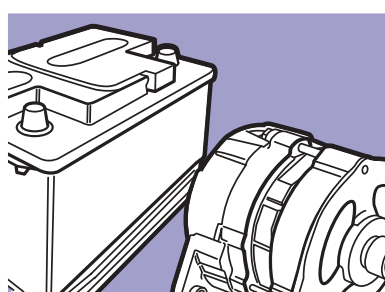
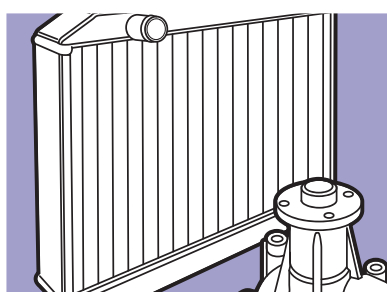
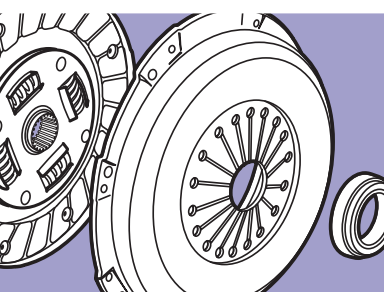
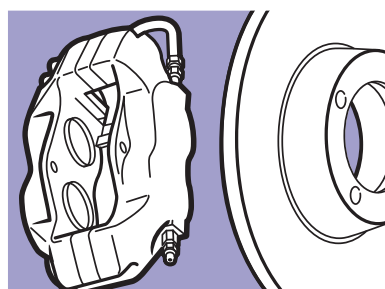
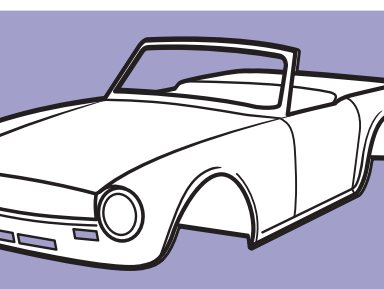


ISSUE 23

PARTS & ACCESSORIES FOR YOUR

TR5-6

including technical advice and detailed schematics



PARTS · ACCESSORIES · TOOLS



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 transitaires
- ✓ 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 sediados 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

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BLACK & WHITE Restoration Section

Restoration
Parts 01

Please visit our websites (moss-europe.co.uk | moss-europe.eu) or call our sales staff for the latest price and availability information or to enquire if we can offer an alternative part.

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PERFORMANCE AND TUNING

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

When tuning your car to get more power you need to get more air and fuel through the system in the right proportions. The first stage is to replace the restrictive standard exhaust system and air filter, the fuelling would then have to be adjusted to suit. Beyond this you are looking at modifying the engine internals with a gas flowed big valve cylinder head, performance camshaft and possibly a bigger bore.

Whilst you are in there you can fit lightened and/or strengthened internals. Again the fuelling would have to be adjusted to suit, possibly with Weber carburettors. Another route to bigger power outputs is supercharging.

TR5 ALUMINIUM PANELS

The harder any vehicle is driven, the faster parts wear out. A reduction in all-up weight will slow this process.

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.

| | |
|--|----------|
| TR5 aluminium front wing lefthand..... | 950109AL |
| TR5 aluminium front wing righthand | 950110AL |
| TR5 aluminium rear wing lefthand..... | 850475AL |
| TR5 aluminium rear wing righthand | 850476AL |
| TR5 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 | 713569SAP |
| Gearbox tunnel fitting kit | 713569FK |
| Gearbox tunnel seal kit | 713569GS |



ALLOY FINNED BRAKE DRUMS

These TR5-6 brake drums are reproductions of the rare factory option. Both will help to reduce brake fade under heavy braking and they also look good.

| | |
|--|-----------|
| TR4-6 Alfin Brake Drum - 9" (each) | 210578ALF |
|--|-----------|

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.

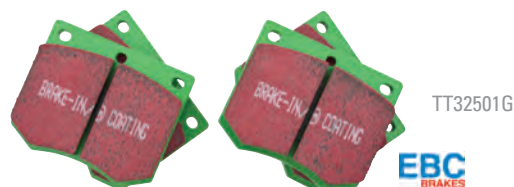
We stock the standard replacement Ultimax, uprated Greenstuff and race Yellowstuff pads.



EBC Ultimax brake pads

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

EBC Ultimax road - imperial calipers..... TT31501KV



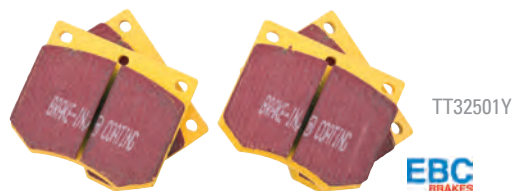
EBC Greenstuff brake pads

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.

EBC Greenstuff fast road/sport - imperial calipers TT31501G

EBC Greenstuff fast road/sport - metric calipers..... TT32501G



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.

EBC Yellowstuff track day/comp. - imperial calipers TT31501Y

EBC Yellowstuff track day/comp. - metric calipers..... TT32501Y



UPRATED BRAKE SHOES

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

TR5-6 uprated brake shoes TT31524



EBC POWERSTOP BRAKE KIT

This EBC PowerStop brake kit is designed to give maximum braking efficiency without the need for extensive caliper and component replacement. The kit requires the original caliper to be split and the spacers inserted between the caliper halves to give necessary clearance for the wider vented disc.

We recommend the caliper is rebuilt at the same time, see Restoration section for caliper rebuild parts. The kit includes a pair of EBC vented, grooved and dotted discs, caliper bolts, special spacers, GreenStuff pads and detailed instructions.

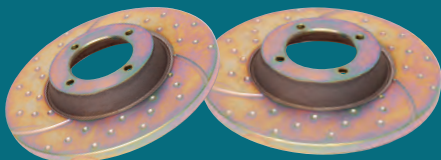
PowerStop brake kit - imperial calipers. SPB3201
PowerStop brake kit - metric calipers SPB32012
PowerStop vented brake discs (pair) SPB3201D



UPRATED CROSS-DRILLED GROOVED BRAKE DISCS

Our cross-drilled 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.

TR5-6 cross-drilled grooved brake discs (pair) 209327XKG



EBC TURBO GROOVED BRAKE DISCS

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

TR5-6 EBC brake discs (pair) 209327TG



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.

TR5-6 s/less steel braided hose set, clear GBL122120
TR5-6 classic s/less steel braided hose set, black GBL122190



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 replacement for cars with 16P or 16PB calipers. Note: Will not fit standard steel wheels, if using wire wheels, they must be 72 spoke and in good condition. Please contact us for further information.

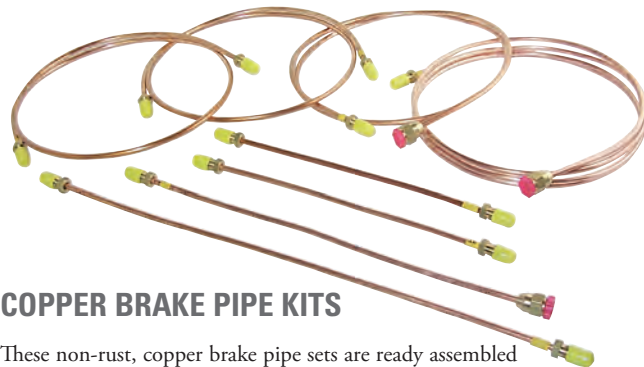
4-pot caliper conversion kit (vented) SPB32521
4-pot caliper conversion kit (vented/cross-drilled) SPB32521X



SPB3453G

Brake pads for 4-pot conversion

EBC Greenstuff fast road/sport - replacement SPB3453G
EBC Yellowstuff track day/comp. - replacement SPB3453Y



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.

TR5-6 (imperial) RHD HGB6230
TR5-6 (imperial) LHD HGB6230L
TR6 (metric) RHD HGB6240
TR6 (metric) LHD HGB6240L



TT3240

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.

Brake hose front (pair) TT3240
Brake hose rear (pair) TT3242
Clutch hose (each) TT3241



UPDATED LEVER ARM DAMPERS

We supply new non-exchange uprated shock absorbers. 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 upgrade them, as well as shock absorber oils so you can tweak your damping rates.

We suggest the 25% uprated shocks are suitable for fast road and the 50% uprated shocks are suitable for competition use only.

TR5-6 new 25% uprated shock lefthand..... TT3214LN
 TR5-6 new 25% uprated shock righthand TT3214RN
 TR5-6 new 50% uprated shock lefthand..... TT3215LN
 TR5-6 new 50% uprated shock righthand TT3215RN
 25% uprated replacement shock valve..... AHH7218

TTK3130S



TR5-6 SUSPENSION KITS

If you want to modify the suspension of your TR5-6 a good step is to use one of our suspension PlusPacs. Developed over years of research and development, these spring and damper kits will upgrade your cars 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, which allow you to choose from our rear telescopic conversion bracket kits (left). For maximum benefit these kits are best used with Superpro polyurethane suspension bushes.

Road PlusPac

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

Sprint lowered PlusPac

These kits use lower and stiffer springs 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

TELESCOPIC DAMPER 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. See right for our range of Spax, Koni and Gaz dampers. There is a choice of conversions 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.

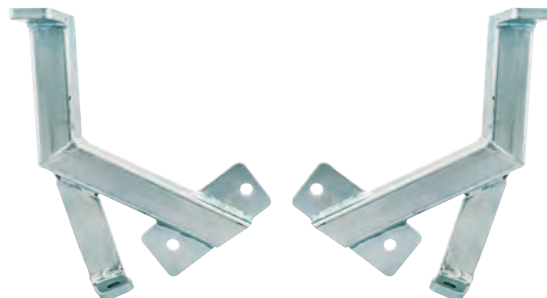
IRS type 1 conversion kit.....TT3218



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.

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 utilising the rebound buffer bracket, keeping all the mounting points on the chassis. No drilling required. Bolts required separately.

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.

IRS type 3 conversion kit.....TT3225

REPLACEMENT TELESCOPIC DAMPERS

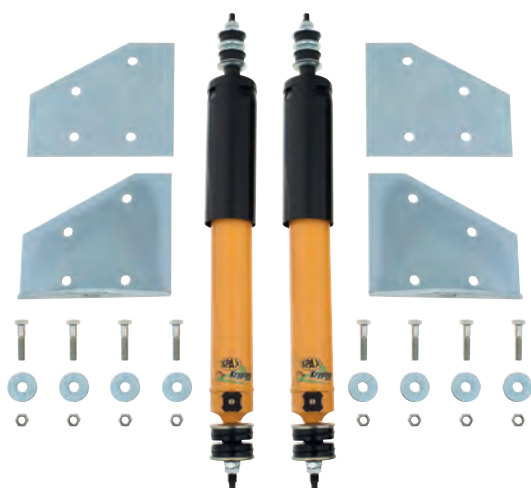
The next step to improving the handling of your car is to fit good quality adjustable shock absorbers. Shock absorbers should always be replaced in pairs.

Koni adjustable dampers 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. All of the adjustable dampers have a two year warranty, the zero setting is equivalent to the standard setting.

- | | |
|---------------------------------|----------|
| 1 Koni front damper (pair)..... | TT3102PR |
| Koni rear* damper (pair)..... | TT3212PR |
| 2 Spax front damper (pair)..... | TT3101PR |



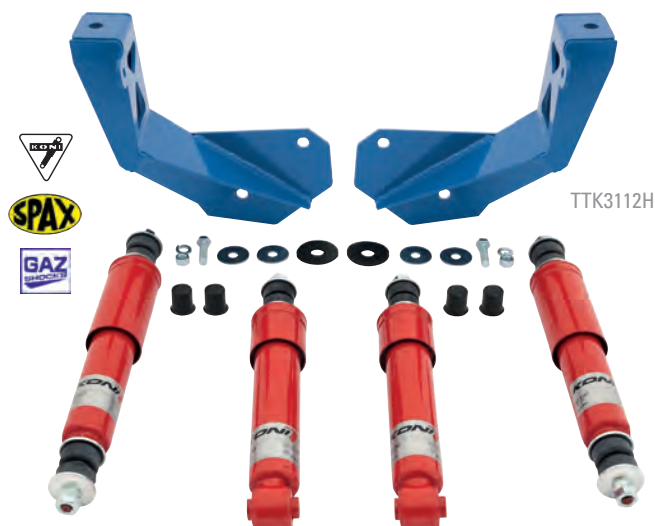
- | | |
|---------------------------------|----------|
| Spax rear* damper (pair) | TT3211PR |
| 3 Gaz front damper (each) | TT3203 |
| 4 Gaz rear* damper (each) | TT3213 |
- (*Rear dampers can only be used with telescopic conversion brackets).



SPAX REAR TELESCOPIC CONVERSION KIT

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

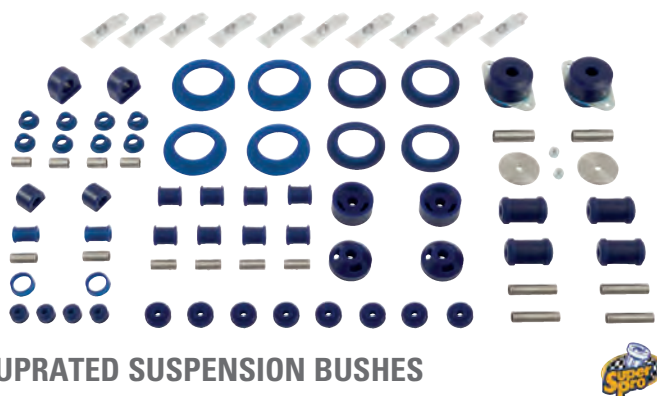
TR5-6 Spax rear telescopic conversion kit. SPCK29



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.

| | |
|---|----------|
| TR5-6 Koni front/rear telescopic conversion kit | TTK3112H |
| TR5-6 Spax front/rear telescopic conversion kit. | TTK3112S |
| TR5-6 Gaz front/rear telescopic conversion kit | TTK3112G |



UPRATED 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 and buy a Superpro bush kit for your car. Available as a complete car kit, front or rear kits. For vehicles with standard/ original suspension layout. (Image shows a selection of Superpro bushes).

| | |
|----------------------------|---------|
| TR5-6 car bush kit | SPK13CK |
| TR5-6 front bush kit | SPK13CF |
| TR5-6 rear bush kit | SPK13CR |



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



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 A15 for more information



RETRO SOUND RADIOS

Combining classic style with modern digital music capabilities

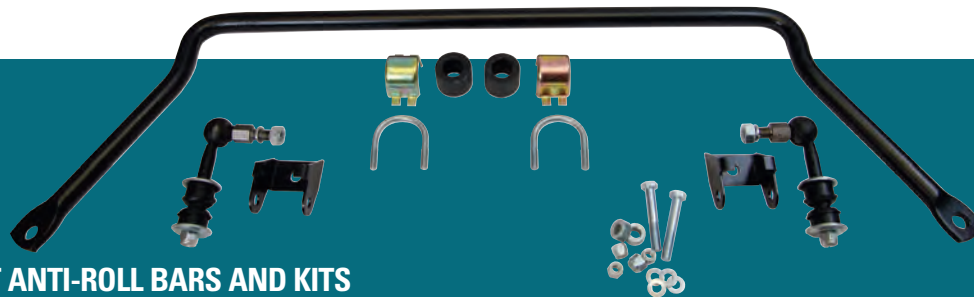
The RetroSound range of radio and MP3 players feature the original 'twin knob' style mounting required for many classic cars.

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 A62 for more information



TT3282

UPDATED FRONT ANTI-ROLL BARS AND KITS

A front anti-roll bar should be fitted or if already fitted as a standard upgrade when the engine and suspension are modified. We have a range of larger diameter bars available which reduce the amount of body roll when cornering and helps to keep the inner front wheel in contact with the road.

Kits come complete with all parts needed to fit to cars that do not have anti-roll bars fitted as standard, new mounting bushes will be needed when replacing a standard bar.

| | |
|---|-----------|
| TR5 front 7/8" anti-roll bar kit | TT3282 |
| TR6 front 7/8" anti-roll bar (bar only) | TT3284 |
| U-bolt for anti-roll bar | 155307 |
| Bracket for anti-roll bar | 155308 |
| Rubber bush for 7/8" anti-roll bar | 155310 |
| Poly bush kit for 7/8" anti-roll bar | 155310SPK |
| Poly bush kit for 1" anti-roll bar | TT3464K |

TR5-6 UPDATED ROAD SPRINGS

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

We now offer our range of coil 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 'unsprung' weight, ideal for fast road & competition cars. These new springs are only supplied in matched pairs.

TT4001PR

Fitment recommendations

| Ride height | Front Springs | Fitted Length | | Spring Rate | Rear Springs | Fitted Length | | Spring Rate |
|---------------------------|---------------|---------------|-------|-------------|--------------|---------------|-------|-------------|
| | | TR5 | TR6 | | | TR5 | TR6 | |
| Standard specification | . | 213165PR | 6.75" | 310lbs | 216275PR | 9.00" | 9.00" | 350lbs |
| Upated - raised | . | TT4006PR | 6.90" | 390lbs | TT4211PR | 9.65" | 9.50" | 390lbs |
| Upated - slightly lowered | . | TT4001PR | 6.65" | 390lbs | TT4212PR | 8.85" | 8.65" | 420lbs |
| Upated - lowered road | . | TT4201PR | 6.50" | 420lbs | TT4216PR | 8.65" | 8.65" | 420lbs |
| Upated - lowered sprint | . | TT4102PR | 5.75" | 420lbs | TT4215PR | 8.45" | 8.25" | 510lbs |
| Upated - lowered race | . | TT4207PR | 6.00" | 450lbs | TT4215APR | 7.30" | 7.45" | 550lbs |

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 - standard (pair) | 213165PR |
| Road spring set front - uprated raised (pair) | TT4006PR |
| Road spring set front - uprated slightly lowered (pair) | TT4001PR |
| Road spring set front - uprated lowered road (pair) | TT4201PR |
| Road spring set front - uprated lowered sprint (pair) | TT4102PR |
| Road spring set front - uprated lowered race (pair) | TT4207PR |

Rear road springs

| | |
|--|-----------|
| Road spring set rear - standard (pair) | 216275PR |
| Road spring set rear - uprated raised (pair) | TT4211PR |
| Road spring set rear - uprated slightly lowered (pair) | TT4212PR |
| Road spring set rear - uprated lowered road (pair) | TT4216PR |
| Road spring set rear - uprated lowered sprint (pair) | TT4215PR |
| Road spring set rear - uprated lowered race (pair) | TT4215APR |



138823SPK

MGS40904

SPRING SPACERS AND COLLARS

We supply spring spacers or polyurethane spring collars to replace the rubber ones fitted as standard. Use maximum of two spacers per side.

| | |
|---|------------|
| Poly front spring collar set - 3mm (pair) | 100751SPK |
| Poly front spring collar set - 5mm (pair) | 100751TSPK |
| Poly rear spring collar set - 3mm (pair) | 138823SPK |
| Poly rear spring collar set - 12mm (pair) | 138823TSPK |
| Front spring spacer - 3mm | MGS40904 |



TT3259L

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.

| | |
|---|---------|
| Chassis bracket set lefthand | TT3259L |
| Chassis bracket set righthand | TT3259R |
| Reinforcement plate washer (4 required) | 139580R |

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.

Short upper bump stop 155719

ANTI-ROLL BAR LINK



These ball joint anti-roll bar links offer more precise movement over the original rubber bush type, giving greater control over the front suspension. We offer the anti-roll bar link with either an uprated rubber bush, or an uprated polyurethane bush.

Anti-roll bar link, polyurethane bush (2 reqd.) 152143X

Anti-roll bar link, uprated rubber bush (2 reqd.) 152143XR



UPGRADED 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.

Alloy rack mount kit TT3255

Superpro poly rack mount (each) TT3456



ADJUSTABLE TRAILING ARM BRACKETS

These adjustable trailing arm brackets eliminate the difficulty in adjusting rear wheel camber. This simple system is designed to replace the standard bracket and give precise and infinite adjustments simply by turning a screw. Easier than changing the brackets to achieve desired camber angle. Kit includes bracket and hardware.



We recommend you upgrade your suspension bushes when you fit this kit. Using our polyurethane trailing arm bushes will give you the best location.

Adjustable trailing arm brackets (car set) 852-055

Trailing arm bush set - polyurethane (1 required) 137599SPK



HIGH RATIO 'QUICK' STEERING RACK ASSEMBLIES

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, without compromising the turning circle of the car. These high ratio rack assemblies are a sealed for life standard configuration unit for use with standard rubber, polyurethane or solid rack mounts as required. The racks are for street use, not racing; modern suspensions and wide sticky treads generate forces the original Triumph design simply was not designed for, even with the improvements of modern manufacturing.

High ratio steering rack - RHD 306829HR

High ratio steering rack - LHD 306830HR



ALLOY FRONT HUB

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

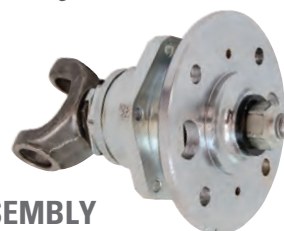
Alloy, front hub 114284A



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



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.

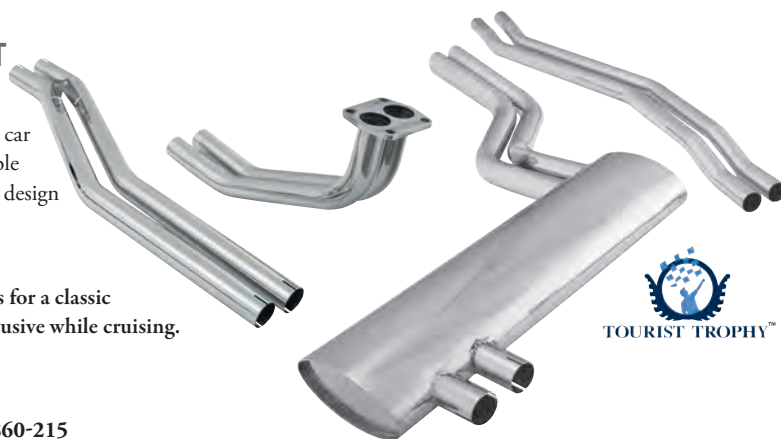
TR4A-6 rear hub assembly 402347

TOURIST TROPHY STAINLESS STEEL EXHAUST

One of the finest looking exhausts on the market for your TR. With superior build quality and focus on the important true British sports car sound, the Tourist Trophy exhaust is in a class of its own. The durable stainless steel high quality finish will stay beautiful and solid and the design means the tips meet the bumper perfectly.

- 1.2mm thick stainless steel for the muffler shell, pipes and tips.
- The muffler is a combination of stainless steel wool and fibreglass for a classic sports car sound that is throaty under acceleration but never intrusive while cruising.
- The entire system is completely polished to a mirror shine.
- Uses all the original hangers and supports.

Tourist Trophy stainless steel exhaust860-215



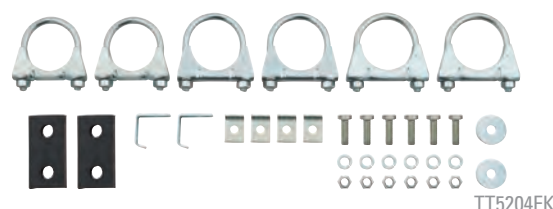
FITTING KITS FOR STANDARD EXHAUST SYSTEMS

TR250 (USA)-TR6 single pipe system fitting kit GFK6410X

TR5-6 (to CR1/CF1) system fitting kit GFK6510X

TR6 (CR1/CF1 on) system fitting kit GFK6520X

TR5-6 twin pipe sports system fitting kitTT5204FK

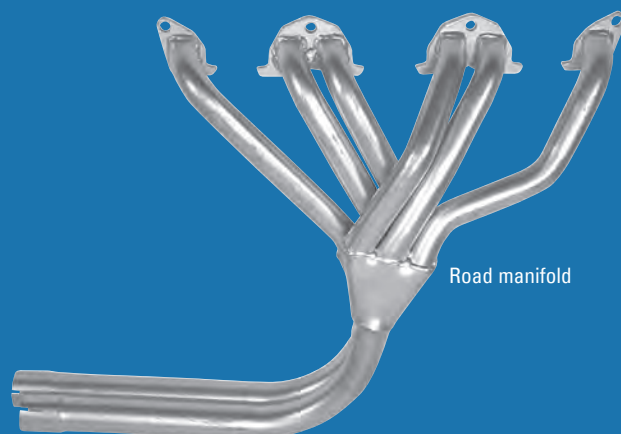


TT5204FK

MOSS PERFORMANCE EXHAUST MANIFOLDS & SYSTEMS

Improving the gas flow through the engine is the key to gaining more power. A simple first step 'Stage 1' is to upgrade the induction (see page A29 for details on air filters) and exhaust systems. Fitting an extractor manifold with a performance exhaust allows the engine to breathe more easily. To gain the most benefit, our extractor manifolds and performance exhaust systems should be used together. Additional power can be gained by wrapping the manifold as this reduces the temperature in the engine bay, allowing cooler air into the carburetors, and exhaust gases stay hot meaning less density and more flow. For heat wraps and insulation please see page A57.

Our manifolds and systems are manufactured to the highest standards and are available in high quality mild steel or (type 304) stainless steel as listed. All pipes are mandrel bent to maintain tube shape and assembly is done on jigs to ensure accuracy and quality fit.



Road manifold

EXHAUST MANIFOLDS

Road manifold

This 2 part mild steel road specification manifold is a direct replacement for the standard manifold and down pipe and fits directly to a twin pipe standard or Type B sports system. Manufactured in mild steel only.

Road 2 piece manifoldTT1200

Sports extractor manifold

This sports extractor manifold is a long-branch 6-2 manifold manufactured in stainless steel. This manifold is a direct fit with exhaust system Type B. It requires a Y piece for fitting to system Type D.

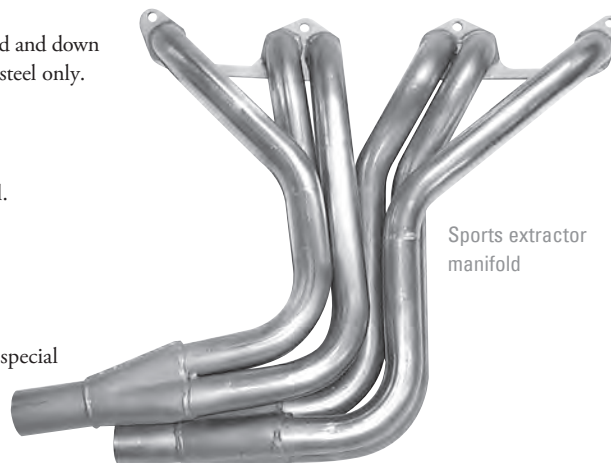
Sports extractor 2 piece manifold TT1230S1

Y piece for type D systemTH6003X

If you want to fit this manifold to your existing twin pipe system, you will need to use our special replacement front pipes FSTH603 and FSTH604.

Front pipe LH FSTH603

Front pipe RH FSTH604



Sports extractor manifold



BELL STAINLESS STEEL EXHAUST SYSTEMS

Bell Stainless Steel Exhausts have stood the test of time and are the perfect upgrade for your classic cars mild steel exhaust system. Made from high quality stainless steel, right here in the U.K. these exhaust systems feature an improved exhaust note and increased longevity and will last for years and years to come. Note: These systems do not come with as manifold.

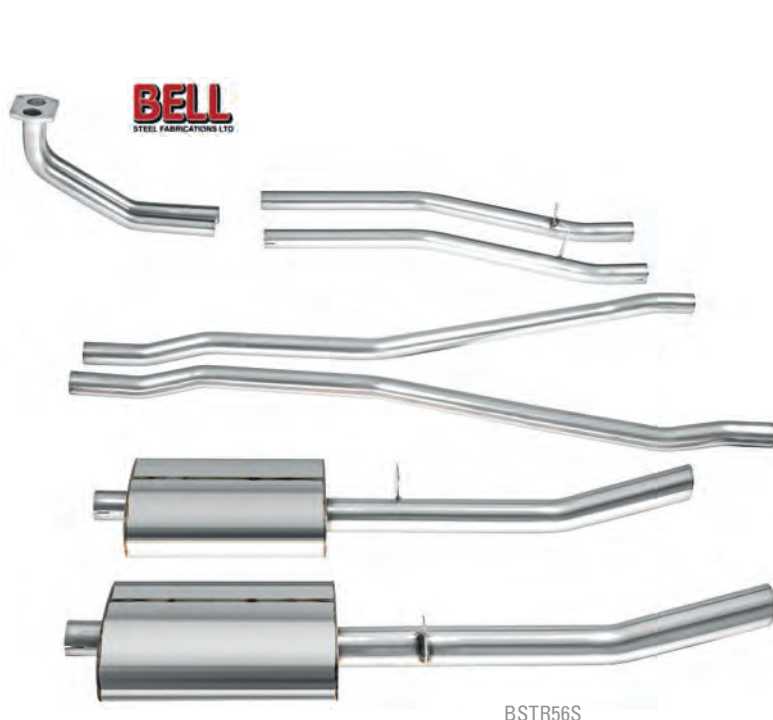
Stainless Steel standard systems

TR250 standard system, 3 piece..... **BSTR250**
 TR5-6 standard system, 7 piece..... **BSTR56**
 (With front pipe).

GT single pipe exhaust systems

For those looking to get substantial power out of their TR the best system is our GT single pipe system. We recommend that these systems are used with either our Sports Extractor or Pulse Race manifolds. These systems are a must if you want to get the best out of any camshaft and cylinder head modifications.

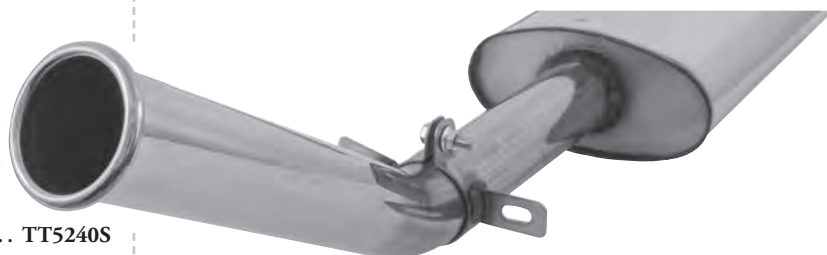
TR5-6 stainless steel GT single pipe system **TT5240S**
 (Type D - suitable for non overdrive and A type models).



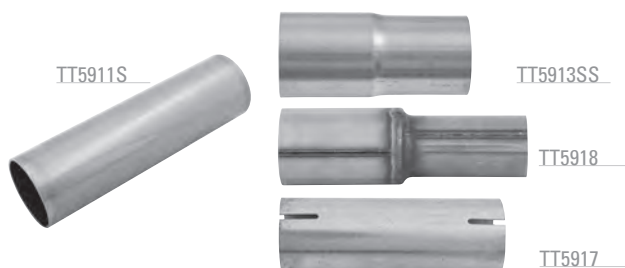
Twin box sports exhaust system

Our twin box sports system uses twin pipe configuration and features two 18" silencers with polished acoustic tail pipes that give a classic look and distinctive exhaust note.

Twin box sports system, 7 piece..... **BSTR56S**
 (With front pipe).
 Twin box sports system, 6 piece..... **BSTR56X**
 (Without front pipe).



TT5240S (detail)



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"..... **BST018**
 Stainless steel adaptor 1.875 x 1.75"..... **TT5913SS**
 Stainless steel sleeve 1.625"..... **TT5918**



HIGH PERFORMANCE MANIFOLD GASKETS

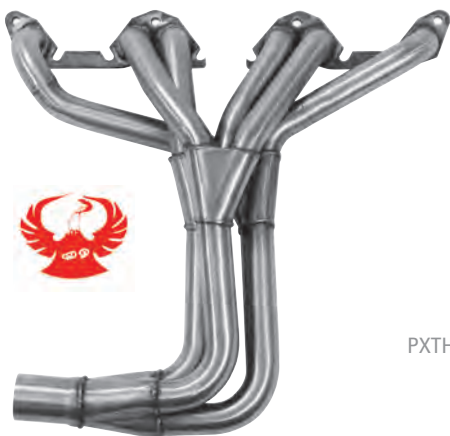
This gasket is made from a high temperature resistant fibrous material that is thicker than the original composite gaskets. Sealing and longevity are both improved making these gaskets suitable for use with standard or performance manifolds and our supercharger kits.

High performance manifold gasket..... **.695-050**
 (TR250 & US Spec TR6 to CC75000).

PHOENIX PERFORMANCE EXHAUSTS

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

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



PXT604

Phoenix performance manifold

These manifolds are designed to fit TR250 and 5-6 heads and feature tuned length pipes in a 6-3-1 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. The manifold is designed to be compatible with all the Phoenix exhaust systems listed.

Use the Y piece PXT605 to fit the Phoenix manifold to an existing twin pipe system. Remove the existing manifold, down pipe and two front intermediate pipes and fit the Y piece to the rear intermediate pipes.

TR250, TR5-6 pulse type manifoldPXT604
Y piece manifold to twin pipe systemPXT605

Phoenix exhaust systems

We offer three types of Phoenix exhaust systems for the six cylinder TR range. Both of the sports types are available to suit either the Phoenix extractor manifold (type 1) or the standard twin down pipe Triumph cast iron manifold (type 2). Type 2 is not suitable for TR250 or early US spec TR6 up to CC67893.

TR250, TR5-6 big bore single box system

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

TR250, TR5-6 big bore single box system (type 1)PXS5201
Exhaust fitting kit for PXS5201.....PXS5201FK
TR5-6 big bore single box system (type 2).....PXS5204
Exhaust fitting kit for PXS5204.....PXS5204FK



PXS5201



PXS5203

TR250, TR5-6 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 system and silencer inlet, with twin polished tail pipes exiting on the lefthand side of the car. This gives a standard look with a great exhaust note!

TR250, TR5-6 super sport cross box system (type 1) PXS5203
Exhaust fitting kit for PXS5203..... PXS5203FK
TR5-6 super sport cross box system (type 2) PXS5205
Exhaust fitting kit for PXS5205..... PXS5205FK



PXS5202

TR250, TR5-6 cross box system

This standard style system is a must for the TR owner who wants a high quality exhaust for their car.

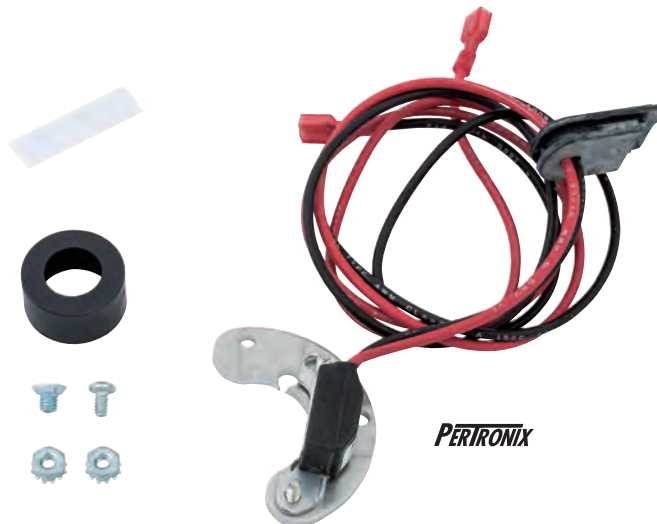
TR250, TR5-6 standard cross box system (type 1)PXS5202
Exhaust fitting kit for PXS5202.....PXS5202FK



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 25D6 -VE earth143-322

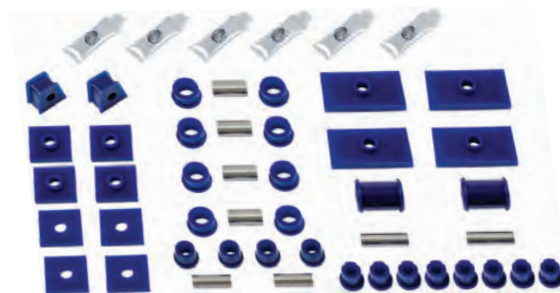


PERTRONIX IGNITION

Ignitor I

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

Pertronix ignition Lucas 22D6 -VE earth222-395



SUPERPRO POLYURETHANE BUSHES

With an extensive range of high quality polyurethane bushes and suspension bush kits. SuperPro bushes offer a quieter and longer lasting upgrade to standard rubber bushes.

SuperPro has developed a unique polyurethane formulation exclusively for suspension bushes resulting in an extremely durable product with superior properties to rubber.

- Superior abrasion resistance
- Unaffected by extreme temperature, oils and coolant
- Superior control of noise and vibration



See page A07 for more information



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 nearest Moss 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 module and performance ignition coil

Power module PMA50
Performance ignition coil MegaSpark 4..... LMS4



Mounting bracket

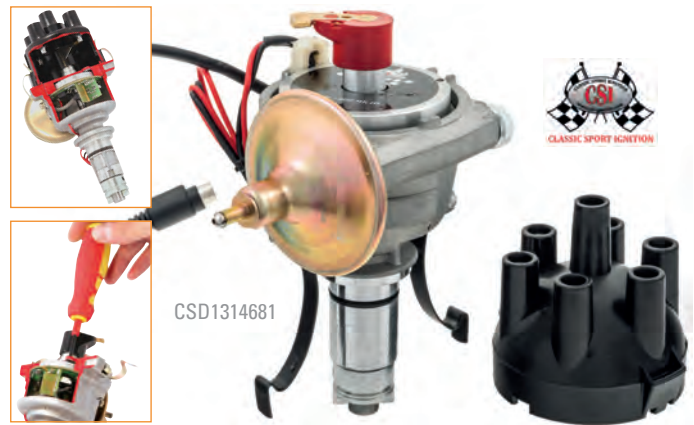
Designed to mount the power module neatly using coil bracket screws. Suitable for all power modules.

Power module mounting bracket MK006

Fitting kits

Use these fitting kits with your choice of ignition kit.

Lucas 22D6 distributor LFK116



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. The immobiliser system features a compact receiver, which should be fitted close to the ignition switch but out of sight, and an electronic key.

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 carburetors, or Tuned without vacuum advance for cars running Weber type carburetors.

Optimised 25D6 electronic tachometer CSD1314581
Tuned 23D6 electronic tachometer CSD1323581
Optimised with immobiliser 25D6 electronic tachometer CSD1314681
Tuned with immobiliser 23D6 electronic tachometer CSD1323681
Optimised 23D6 mechanical tachometer CSD1314583
Tuned 23D6 mechanical tachometer CSD1313583
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



COBALT SILICONE HT LEAD SETS

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

Cobalt HT lead set 172-010



IGNITION LEAD NUMBERING SET

Keep track of which ignition lead is which with a set of useful numbered sleeves. Available for 4 and 6 cylinder engines.

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.

Standard plug (each) BP6ES

Fast road plug (each) BP7ES

Platinum competition plug (each) BPR7EIX

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



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



COMPETITION HT LEAD

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

HT lead (per metre) - black AAA5981M



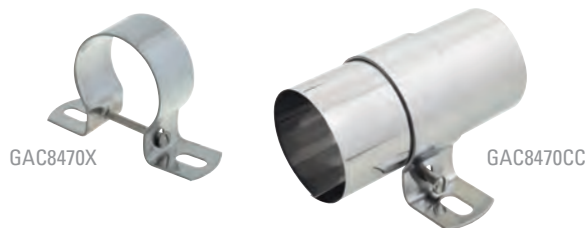
SPORTS COIL

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. Only use the ballast type coil if your car is fitted with a ballast resistor in the wiring. Please check before ordering. 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

Sports coil ballast type TT29812

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



SMOOTH CUT REV LIMITERS

A rev limiter could save you from an expensive bill. Designed to allow full use of power up to maximum revs, where they will not exceed the preset limit. They work by progressively miss-timing the spark preventing an increase in engine speed from over revving due to missed gears or over exuberance.

SmoothCut rev limiter 4 cylinder preset 6000rpm TT2987

SmoothCut rev limiter adjustable limit RL5



BATTERY TRAY/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 TR5-6 AM7301

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, see our website or our Restoration Tools catalogue.



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 GAC31921



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.

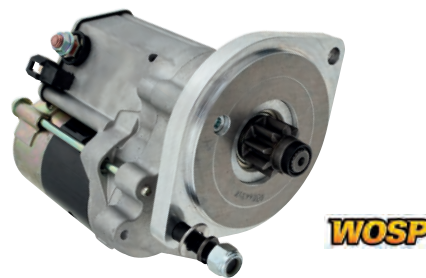
Battery cut-off switch TT7964

Battery cut-off switch race spec (FIA approved) TT7962

Remote cable 6 foot TT79621

Spare key for switches TT7964 and TT7962 TT79641

Terminal kit for battery cable TT7964TK



HIGH TORQUE STARTER MOTOR

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.

High torque starter motor GXE4439X
(Suitable for TR250 - remove stepped adaptor plate).



LUCAS ALTERNATOR

Being brand new this alternator is available without having to pay a surcharge against the old unit. With a higher output than the original alternator it will be more than able to cope with your cars requirements.

Lucas 18ACR alternator - 45 amp GEU2206

Alloy alternator pulley 147530A

Alternative alternator pulleys

2.5" pulley for general road use and low revs. AEU1238
(Use fan belt GCB10965).

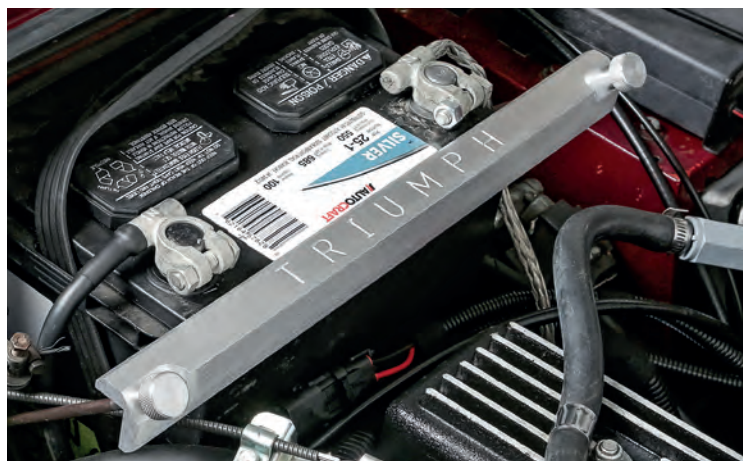
4.5" pulley alloy for competition use only CAEA535
(Use fan belt GCB11000).



BATTERY HOLD DOWN KIT

Replace your old or missing battery tie down with this machined, high quality aluminium piece. Sporting 'TRIUMPH' and matching knurled knobs for easy installation.

Tie Down Kit 850-428





RFK12

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 the TR range. 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. A manual override switch is also available separately, enabling manual control of either On, Off or Automatic. Kits include: High efficiency fan assembly, electronic controller, bespoke brackets, hardware & wiring, & full instructions. The standard crank mounted fan and extension will need to be removed and replaced with the new bolt, spacer and lock washer included in the kit. This bolt, spacer and lock washer is also available separately as a kit (Part No: 148832SK) if required. **Negative earth only.**

Revotec cooling fan kit, TR5-6RFK12
Crank bolt and spacer kit 148832SK
Manual override switch RFC020



RFC010

IM50100

RFC003

WATER PIPE & FAN CONTROL SWITCHES

We offer a wide range of control switches for electric cooling fan conversions. All these switches can be retro fitted to an existing electric fan to give precise switching of the cooling fan. **Negative earth only.**

Revotec 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 and accurate temperature control and effective sealing of the coolant system are maintained. **Negative earth only.**

EFC - top hose fitting 32mm RFC003
EFC - M22 x 1.5 for threaded boss RFC010
(Use with threaded boss soldered into radiator header tank).
Threaded boss - brass RFC012

Water pipe and thermostatic switches: The water pipe features an M22 x 1.5 threaded boss for threaded thermal switches.

Water pipe with adaptor 158417SST
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



KLINGERSIL GASKET

Withstands temperatures up to 400°F and pressures up to 750psi.

Gasket thermostat housing uprated115467X



SILICONE HOSES

These silicone water hoses are capable of withstanding higher pressures and temperatures than standard rubber hoses and do not degrade in the way rubber does. Replacement hoses are available, please see Restoration section.

Silicone hose kit (with clips)..... GZA971XK



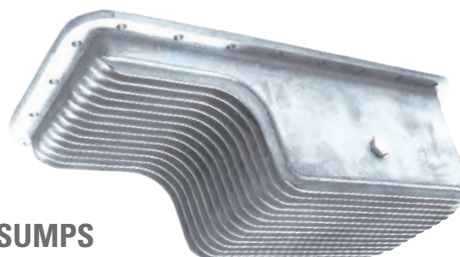
312347ALI

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.

Alloy radiator - TR5-6 (to CP75000).....308850ALI
Alloy radiator - TR6 (from CP75001)312347ALI

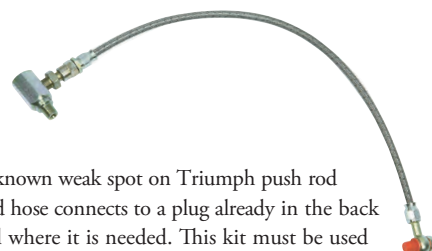


307834ALI

ALLOY SUMPS

These finned alloy sumps will help to keep the oil temperature down. They are 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.

Alloy sump307834ALI
Sump gasket AJM515



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.

Rocker feed kit.....TT1226



OIL CATCH TANKS

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 |



OIL COOLER KITS

Oil thins as the temperature increases, thinner oil reduces oil pressure and is less effective at preventing metal to metal contact. Longer journeys or driving at sustained high speeds, such as on motorways, tends to exacerbate the problem. Fitting an oil cooler minimises this effect and helps prevent engine damage. The thermostatic kit works by diverting the oil through the thermostat away from the cooler until it has warmed to 74°C, this allows the engine to get to the correct operating temperature. Our oil cooler kits come with brackets and unions in a variety of styles depending upon your requirements. Oil radiator supplied separately.

Oil cooler kits for standard element filters

Our basic installation kit features an adaptor plate to retain the original element type of oil filter.

| | |
|--|--------|
| Non-thermostatic with rubber hoses | TT1265 |
| Replacement filter element | GFE131 |

Oil cooler kits with spin-on filter adaptors

Advanced kit utilises a modern type of spin-on filter for improved filtration and oil flow at start up. We recommend using the long filter, not included in kits.

| | |
|--|---------|
| Non-thermostatic with rubber 1/2" hoses..... | TT1268 |
| Non-thermostatic with braided 1/2" hoses..... | TT1268S |
| Non-thermostatic with rubber 5/8" hoses (race use) | TT12681 |
| Thermostatic with rubber 1/2" hoses | TT1278 |
| Thermostatic with braided 1/2" hoses | TT1278S |
| Oil filter long - recommended | GFE227 |
| Oil filter short | GFE166 |



UPRATED OIL PRESSURE SWITCH AND VALVES

This 20lb oil pressure switch will give you earlier warning of any oil pressure problems. When fitting an oil cooler a stiffer oil pressure relief valve spring will provide improved oil pressure. The valve should be replaced at the same time.

| | |
|--|--------|
| 1 Oil pressure relief valve | 132107 |
| 2 Upgraded oil pressure relief valve spring..... | TT1229 |
| 3 Pressure switch 20lb | TT2998 |



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 requirements. Available in two sizes 1/2" or 5/8" to suit the installation kits.

Oil coolers with 1/2" fittings

| | |
|---|---------|
| 10 row for road use | ARO9807 |
| 13 row for fast road..... | ARA221 |
| 13 row for fast road/sport | ARO9809 |
| 13 row high flow for fast road..... | ARA221X |
| 16 row oil cooler radiator for fast road/sprint | ARO9875 |
| 19 row oil cooler radiator for race | ARO9888 |

Oil coolers with 5/8" fittings

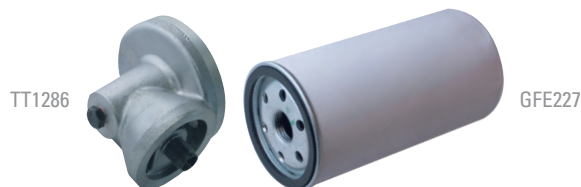
| | |
|----------------------------------|---------|
| 13 row for competition use | TT29631 |
| 16 row for competition use | TT29641 |



OIL THERMOSTATS AND GAUGE ADAPTORS

These oil thermostats and temperature gauge adaptors can be fitted to an existing oil cooler system. The standard units features 'push-on' hose connectors. Alternatively hoses can be cut and fitted with screw-on unions for a smart installation. The temperature gauge adaptor allows for fitting an electric thermal sender which can be connected to an oil temperature gauge. Note: If fitting into a braided hose the braiding may fray when cut.

| | |
|--|---------|
| Push-on oil cooler thermostat | TT2960 |
| 1 Screw-on oil cooler thermostat..... | TT29602 |
| 2 Push-on temperature gauge adaptor | TT2969 |
| 3 Screw-on temperature gauge adaptor | TT29691 |
| Screw-on straight unions 1/2" (pair)..... | TT9961 |



SPIN-ON OIL FILTERS AND CONVERSIONS

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. The filter fits between the engine and chassis rail.

| | |
|--|-------------|
| Spin-on adaptor..... | TT1286MOCAL |
| Spin-on adaptor - with oil cooler take offs..... | TT1286A |
| Oil filter long - recommended | GFE227 |
| Oil filter short | GFE166 |



K&N AIR FILTERS

Anyone can flow more air. The trick is to flow more air safely. K&N filters have a reputation as being one of the most efficient air filtration available.

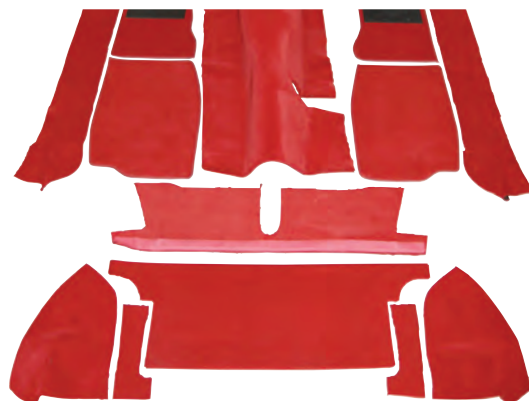
K&N air filters have 4 to 6 layers of cotton gauze sandwiched between two aluminium wire screens. The cotton is treated with a specially formulated grade of oil causing tackiness throughout the cotton. The cotton allows high volumes of airflow, while the

tackiness of the oil creates a powerful filtering media that ensures engine protection.

- Designed to increase horsepower and acceleration
- Washable and reusable



See page A29 for more information

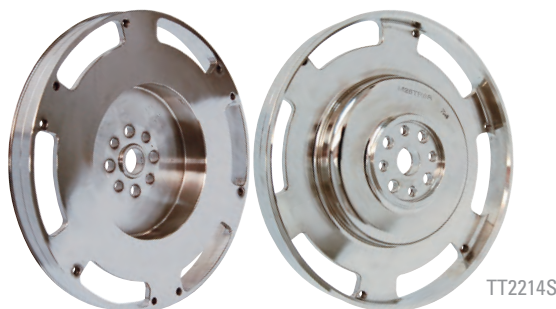


CARPET & CARPET SETS

We have a range of quality carpet sets in a variety of colours that are manufactured to high standards ensuring an excellent fit. Often using materials superior to those used for the original carpets. Where required, some of our carpet sets are moulded to follow the contours of the floor pan as per the originals.

We also offer underfelt kits, competitively priced budget carpet sets for some models and replacement carpet sections, footwell mats, and fittings. Check your model for full details.

See page A53 for more information



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. Ring gear supplied separately. Refer to Restoration section for other hardware.

| | |
|---|---------|
| Steel lightweight flywheel (Short backed crank) | TT2214S |
| Steel lightweight flywheel (Long backed crank) | TT2239S |
| Up-rated flywheel bolt set | TT2223S |
| Ring gear standard | 201350 |



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 torque sensing 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.

| | |
|--|--------|
| Limited slip differential - torque sensing | TT2220 |
| Limited slip differential - plate type | TT2221 |

Rebuilt axles with limited slip differential

We can rebuild your axle with a new crown wheel and pinion, necessary bearings and seals along with the torque sensing type differential. This service is normally only available to customer's own unit. Please contact us for more details.

| | |
|---|-----------|
| Rebuilt axle assembly - TR5-6 (3.45:1) | 312061RLX |
| Rebuilt axle assembly - TR250 TR6 carb. (3.7:1) | 312060RLX |

POLYURETHANE DIFFERENTIAL MOUNTS

Polyurethane has many advantages over rubber for use in differential mounts. 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 and it does not soften with age giving a longer service life.



CLOSE RATIO GEAR SETS

Suitable for TR5-6 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 gear set (set of 4) | TT2210 |
| (Gear ratios: 1st = 2.19:1, 2 = 1.57:1, 3rd = 1.23:1, 4th = 1:1). | |
| Constant pinion gear | TT2210A |
| Spigot bearing sleeve | 145008X |
| Laygear (28 teeth) | STR548 |
| 3rd gear (29 teeth) | STR549 |
| Constant gear (31 teeth) | STR552 |



UPRATED LAYGEARS

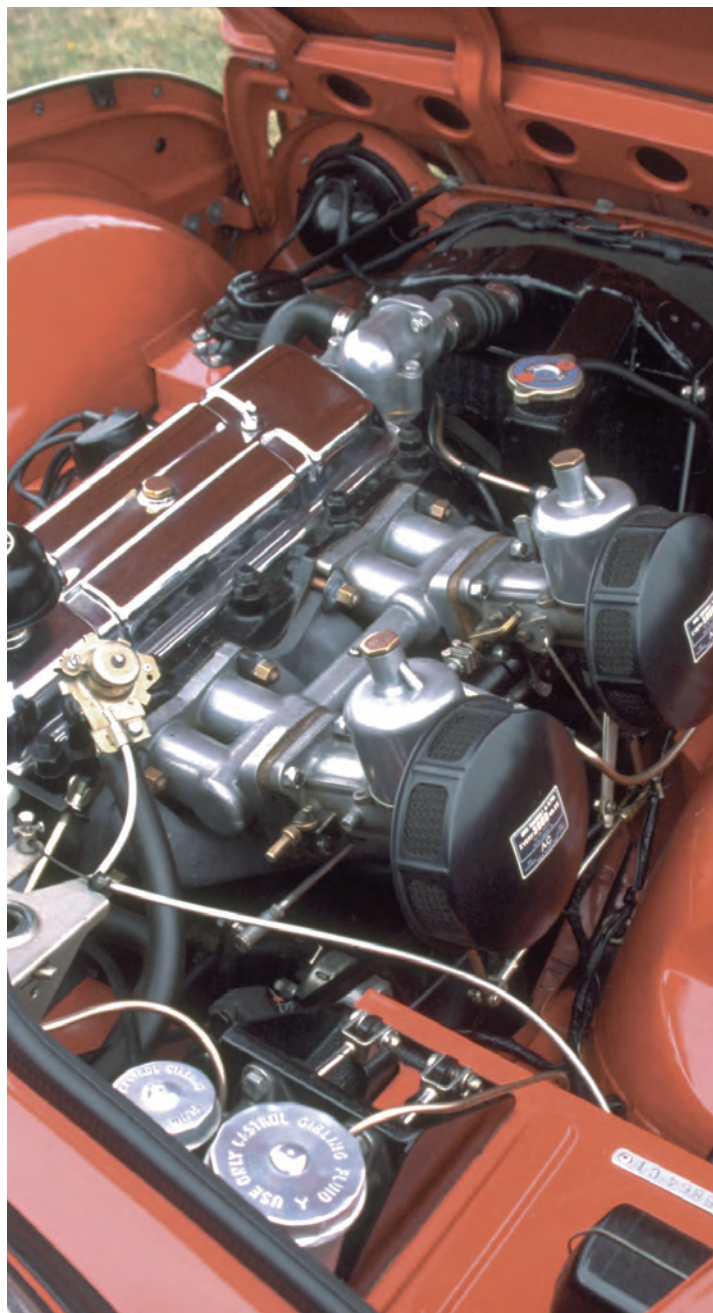
Since its introduction in 1961, the achilles heel of the 4 speed synchromesh gearbox - as fitted to TR4/6, Dolomite Sprints and the Big Triumph saloons, was the laygear and layshaft. Failure of the bearing(s) causes destruction of the layshaft and the bore(s) of the laygear, the resulting debris often destroys many other expensive components. During the mid 1980's, with racing TRs in particular suffering with 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' up-rated laygears come with bearings pre-fitted, ready to install and with no modifications needed. For full details please contact your nearest Moss branch.

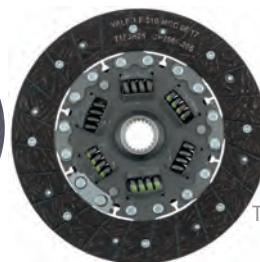
| | |
|---|----------|
| Up-rated laygear* (16 teeth) includes bearings | 128107UR |
| Up-rated laygear* (17 teeth) includes bearings | UKC662UR |
| (*Must be matched with correct first gear, refer to the Restoration section). | |



| | |
|--|-----------|
| 1 Polyurethane diff mount set - cone (pair) | 134235SPK |
| 2 Polyurethane diff mount set - cup (pair) | 134236SPK |
| 3 Polyurethane diff mount kit - rear (1 reqd.) | 147783SPK |



TT2202



TT2502

UPRATED CLUTCHES

These quality uprated clutch components are specially developed to cope with the higher power outputs of modified TR5-6's, specifically for fast road or competition use. For other clutch components, including standard clutches, please see page 42 in the Restoration section.

| | |
|---|---------|
| Clutch plate 8.5" (10 x 1.25" spline)..... | TT2202 |
| Clutch plate 8.5" (23 x 1" spline)..... | TT2502 |
| Clutch plate 8.5" (23 x 1" spline) race | TT2504 |
| (Use with close ratio gear set). | |
| Bronze bearing carrier | 147858X |
| Clutch release bearing | GRB211 |



BRAIDED CLUTCH HOSE

Our braided clutch hose adds a racing look to your car and gives reduced expansion under pressure.

| | |
|--------------------------|--------|
| Braided clutch hose..... | TT3241 |
|--------------------------|--------|



ADJUSTABLE SLAVE CYLINDER PUSH ROD KIT

The TR5-6 uses a non-adjustable pushrod with a self-adjusting Lockheed slave cylinder. If the clutch system is correct, and in good working order, this push rod should not be required. However, if a problem develops with the free-play, the usual remedy is to replace the slave cylinder. Some owners have gone so far as to fit the earlier Girling (not-self adjusting) slave cylinder with its adjustable clutch pushrod assembly. While this solution has an excellent reputation, it can be expensive. This adjustable pushrod gives you direct control of the free-play using the standard TR5-6 clutch slave cylinder, making it an effective, but much less costly solution.

| | |
|--|----------|
| Adjustable slave cylinder push rod kit | .596-046 |
|--|----------|

UPRATED 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.



TKC853UR

However driveshaft sourced ones, albeit easily removed, are at a much greater cost. The shafts can be modified (expensively) to take larger universal joints and some powerful competition cars justify the cost of bespoke hubs, but the problem of spline lock-up has always remained. This manifests itself



TKC853CV

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 |
| CV driveshaft with hub (pair)..... | TKC853CV |



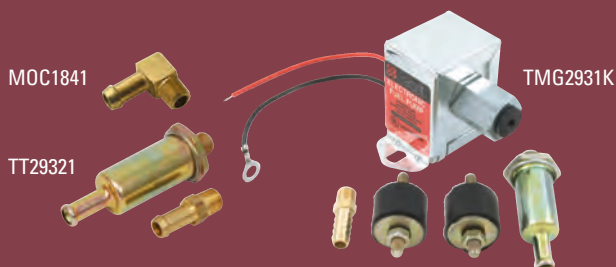
HIGH CAPACITY FUEL PUMPS

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 right. 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 TopTMG2930K
(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 TopMGS2930K
(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 TopMGS2932K
(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).



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 roadMGS2931
(Up to 180bhp, flow rate: 34 gal/hr, 7.0-10.0 psi, 1/8 npt threads).

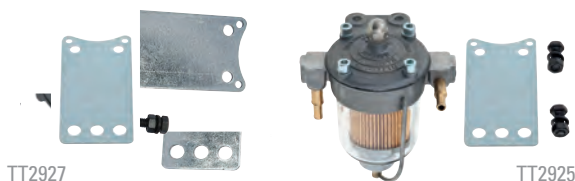
Fuel pump unions

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 nptFPA904/B
90° union 5/16" (8mm) 1/8 nptMOC1841
90° unions 5/16" (8mm) 1/4 npt (pair) TT2930A
90° unions 3/8" (8mm) 1/4 npt (pair) FPA902B

Fuel filter union

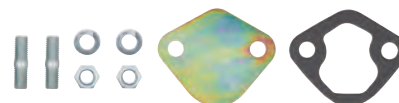
Unions 1/4" (6mm) 1/8 npt (pair) TT29321



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" unionsTT2927
85mm deep glass filter/regulator 5/16" unionsTT2928
Fuel pressure regulator 1/4" unionsTT2925
Fuel pressure regulator 5/16" unionsTT2926



FUEL PUMP BLANKING PLATE KIT

Use this blanking plate kit to replace the block mounted fuel pump if you are fitting an electric fuel pump. Kit includes blanking plate, gasket and hardware.

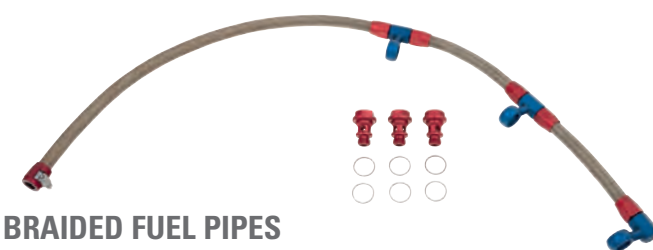
Fuel pump blanking plate kit147876K



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.

TR5-6 (to CP50000) fuel pipe kit..... HFFK6
TR6 (CP50001 on) fuel pipe kit HFFK7
TR250-6 (carburettor) fuel pipe kitHFFK037



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.

6 cylinder braided stainless steel fuel pipe kitTT1255



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 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



DYNOLITE OILS

Dynolite offers a premium quality range of lubricants and additives specifically developed for Veteran, Vintage, Classic cars and motorcycles.

Dynolite lubricants are formulated to exceed the original vehicle manufacturer's specifications and are blended using high quality base oils combined with additive formulations that are suitable for use in these historic vehicles.

For example, Dynolite Pre-War and Dynolite Classic engine oils include optimal levels of ZDDP to reduce wear, which is often found at reduced levels in modern engine oils.

DYNOLITE
EUROPE'S CLASSIC MOTOR OIL

Visit moss-europe.co.uk for more information



HIGH TORQUE STARTER MOTORS

Especially useful for high compression engines, these powerful and lightweight starter motors are a straight replacement for the original.

The benefit of their huge increase in cranking power means they are less likely to burn out under strain.

WOSP high performance starters have been available in the UK for the last 20 years. They

are built to the highest standards. Most WOSP starter units are based on a modified high power 1.4kW Denso high torque starter motor.

WOSP

See page A17 for more information



FUEL INJECTION PIPES AND HOSES

For improved safety and appearance use our ready assembled Aeroquip stainless steel pipes.

Fuel injection pipe set (6 piece)TT1284
 Stainless steel supply pipe to metering unit..... 214890S
 TR6 stainless steel pump to release valve 215642S
 TR6 poly. air hose plenum to throttle body152601SP

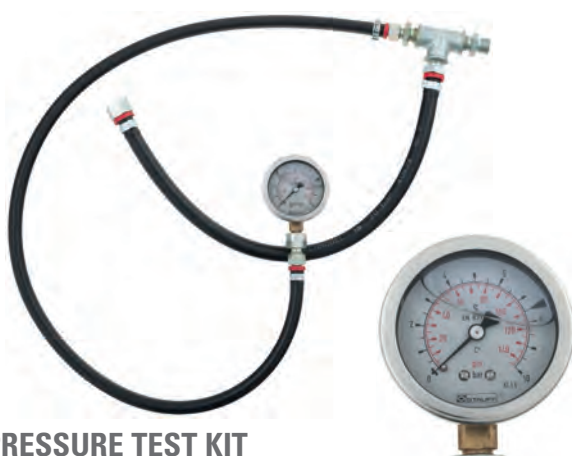


PI FUEL PUMP KIT

This pump conversion uses a 'Bosch' type cylindrical pump and offers improved reliability over the original Lucas pump. It is supplied assembled on the mounting plate which fits to the original Lucas filter mounting bracket on the boot floor side. Supplied complete with mounting plate, brackets, pump, filter, hoses & wiring. For full details of fuel system please refer to the Restoration section.

Note: Early TR5's had the PRV on the chassis so to install this kit on such cars, it will be necessary to purchase an extra long hose to connect the pump to the PRV, part no TGK1255.

- 1 PI fuel pump kit 'Bosch' type cylindrical pump TGK125
- 2 PRV 'Bosch' type pump156167B
 (This PRV is recommended for use with our cylindrical 'Bosch' type pump kit. It operates at the correct 95psi for the 'Bosch' style pump).
- 3 Replacement filterTGK125F



FUEL PRESSURE TEST KIT

The correct fuel pressure is vital to the performance of your fuel injection system, so testing the pressure is the first thing on the list when issues arise. This kit accurately reads the fuel pressure, letting you know of any problems.

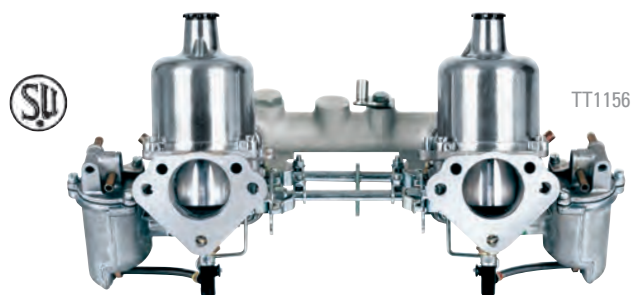
Fuel pressure test kit. GAC1030X



ALUMINIUM FUEL TANK

Even if it's not obviously rusted through, the 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.

Aluminium fuel tank, carburettor and injection 312359X



SU HS6 CARBURETTORS

Supplied as a pair of SU HS6 carburetors with standard jets and no needles, this allows you to choose appropriate biased needle, see table on following page. They are available with angled or horizontal floats according to the application. Can be fitted to all 6 cylinder Triumphs or whatever else tickles your fancy.

HS6 carburetors angled float chamber (pair)TT1156

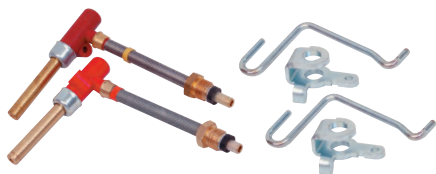
HS6 carburetors horizontal float chamber (pair)TT1256



SU SU HS6 CONVERSION KIT

This kit includes a pair of HS6 carburetors (to fit standard inlet manifold on U.S.A. models), linkage assembly, air filters and fittings.

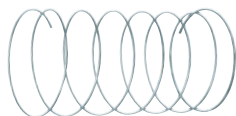
TR6 US SU HS6 conversion kit TTK1261



SU JET CONVERSION KIT

The waxstat jets used on some SU HS6 carburetors can give major problems in warm weather and heavy traffic as they weaken the mixture too much, causing rough idling. This can be cured by converting to standard fixed jets. The conversion kits consist of a set of fixed jets and a pair of choke linkages to suit.

Jet conversion kit for HS6's with 100 thou jets TT1559



AUD4398

DAMPER SPRINGS FOR SU CARBURETTORS

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



GAC9201X

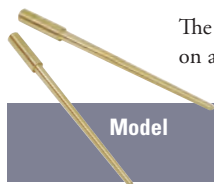
GROSE JETS

Use of a more modern ball valve means they won't stick open, preventing flooding.

Grose jets for SU H/HS carburetors GAC9201X

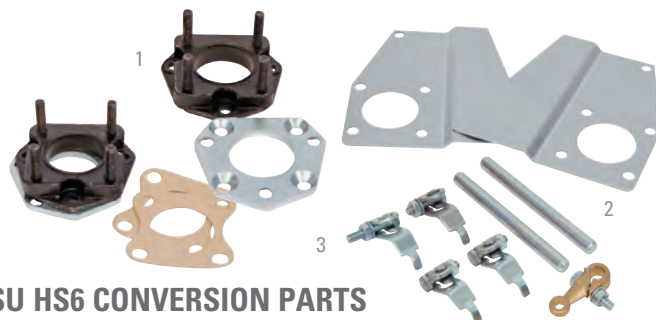
Grose jets for Stromberg 150/175 carburetors GAC9200X

NEEDLES AND SPRINGS FOR HS6 CARBURETTORS



The table is a 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. We offer an SU needle chart to help guide you in your choice of needles, part no. ALT9501.

| Model | Needles for: standard | Needles for: filter and exhaust | Needles for: plus head and cam |
|---------------------|--------------------------|------------------------------------|-----------------------------------|
| 6 cyl 2000cc biased | | 'BAE' CUD1104 | 'BAM' CUD1111 |
| 6 cyl 2500cc biased | 'BDB' NZX8002 | 'BDQ' NZX8015 | 'BAE' CUD1104 |



SU HS6 CONVERSION PARTS

Listed 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.

1 Adaptor plate kit TT12561

2 Heat shields (pair) TMG1714

Parts needed for TR5-6

3 HS6 x 2 link kit TT1261



PLAIN THROTTLE DISCS CONVERSION

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 HS6 WZX1321



OVERSIZED SHAFTS FOR SU CARBURETTORS

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

Oversize throttle shafts for HS6 WZX1178RP

Carburettor reamer 386-385

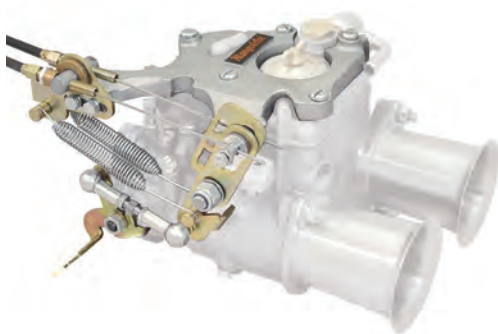


HS6 & ZENITH-STROMBERG HEAT SHIELD

Highly recommended for better performance where high temperatures are an operating issue on your TR250 or TR6. Stainless steel has a high heat deflection rate, improving performance and also enhances the appearance of the engine bay. Easily mounts between the air filters and carbs and requires only two extra carb to manifold gaskets, one on each side of the heat shield.

Stainless steel heat shield 865-210

Gasket BHH1992



WEBER DCOE THROTTLE LINKAGES - MANGOLETSI

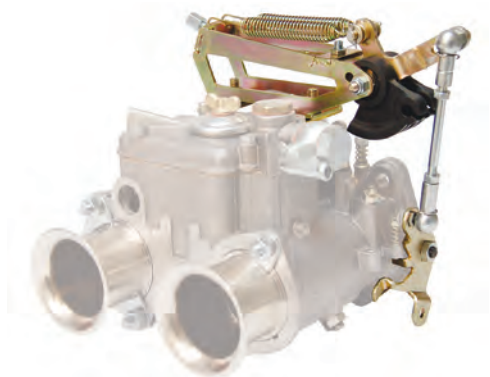
Mangoletsi is a long established name in the performance tuning industry, and a leading manufacturer of competition inlet manifolds & throttle linkages. We now offer Mangoletsi's new range of DCOE 'sliding set-up' throttle linkages.

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



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 cableLP4100

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

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

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



PI THROTTLE LINK ROD SET

This set of replacement throttle links offers an alternative to the original arrangement and replaces many of the unavailable items. The set includes 3 throttle link assemblies featuring LH & RH threaded rods and ball joint ends. The ball joints provide smooth operation and the threaded rods allow for easy adjustment. Easy to install with no modification required to the original linkage levers. **Note: Threaded link rods may require filing to allow throttle closing.**

Throttle link rod set 3 piece 152889XK



THINKING OF UPGRADING TO WEBERS?

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

Weber conversion kits

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

TR250-5-6 triple 40DCOE carburettor kit TTK1259
(Fitted with fast road settings and TWM inlet manifold).



TT2937A



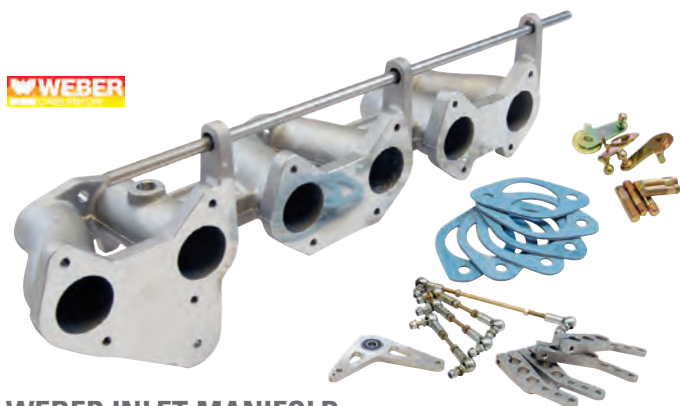
TT2939

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



WEBER INLET MANIFOLD

TWM one piece cast inlet manifold, comes complete with mountings, linkage and fittings for rod throttle linkages.

Weber inlet manifold.....TWM0089



RAM PIPES

Ram pipes fitted inside the air filter help to smooth the air flow into the carburettor. The shorter the ram pipe the higher up the rev range power is produced. 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 50mm ram pipe for HS6..... | SFR650 |
| 2 | Period short ram pipe for HS6..... | SFR3 |
| 3 | Period long ram pipe for HS6..... | SFR9 |

Ram pipes for Weber carburettors

These ram pipes are genuine Weber replacement products.

- | | | |
|---|----------------------------|----------|
| 4 | Ram pipe 40 DCOE 16mm..... | KNSS1640 |
| 5 | Ram pipe 40 DCOE 26mm..... | KNSS2640 |
| 6 | Ram pipe 40 DCOE 39mm..... | KNSS3940 |
| | Ram pipe 45 DCOE 16mm..... | KNSS1645 |
| 7 | Ram pipe 45 DCOE 26mm..... | KNSS2645 |
| 8 | 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



SFR23

SFR23B

SFR23R

SFR175

DASHPOT COVERS FOR SU CARBURETTORS

Dashpot covers are an ideal way to enhance and brighten the engine bay. Available in classic chrome or more modern anodised finish.

- | | |
|---|--------|
| Alloy dashpot cover for HS2..... | SFR22 |
| Alloy dashpot cover for HS4/HS6 | SFR23 |
| 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 HS4/HIF6..... | SFR175 |



EXCHANGE PERFORMANCE ENGINES

To cater for owners who are looking for more performance from their cars, we have developed a Stage II engine specification with the following components:

- Lead-free stage II cylinder head.
- Bronze valve guides.
- Stainless steel inlet and exhaust valves.
- New fast road camshaft or choice of one of our TT cams.
- Camshaft timed in with a vernier gear.
- Balanced rods, pistons, crankshaft, flywheel and new clutch.

This rebuild service is only available to customer's own units.

Stage II engine.....UKC902LFS2



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 US spec TR.

S&H air filter - SU 1 1/4" carbs. only (each).....223-100
S&H air filter - SU 1 1/2" carbs. only (each).....223-200



K&N 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.

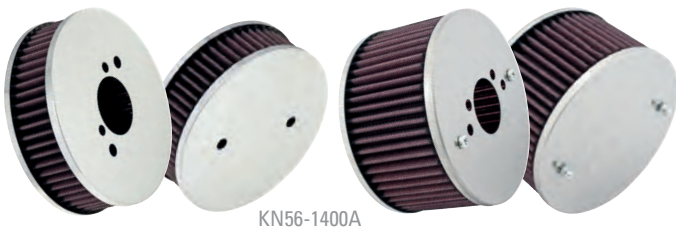
K&N air filters for TR5-6 PI systems

Tapered filter fits on end of air plenum.....KNRU2710
Clamp-on filters fits to throttle bodies (3 reqd.)..... KNR0990



K&N sports air filters for Weber carburetors

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



K&N sports air filters for SU and Stromberg carburetors

HS/HIF6 centre mounting 45mm 1 3/4" deepKN56-1400A
HS6 centre mounting 83mm 3 1/4" deep KN56-9098
HS6 offset mounting 45mm 1 3/4" deep..... KN56-9132

BREATHER FILTERS



KN62-1330

Engine breather filters are an alternative to running pipes from crankcases, clutch housings and timing cover breathers to the inlet manifold, they are particularly useful if induction set ups have been changed. Filters simply push on and are retained by a hose clip. Just remember to block off the other fitting on the carburettor or air filter where the original pipe was attached.

K&N crankcase breather filters

Breather filter 2" diameter 1/2" external inlet KN62-1010
(Filter has 1/2" (12mm) OD metal inlet stub to fit into 1/2" (12mm) ID breather hose).

Breather filter 2" diameter 1/2" internal inlet KN62-1330
(Filter has 1/2" (12mm) ID rubber inlet to fit onto 1/2" (12mm) OD breather pipes).



Aftermarket crankcase breather filters

Breather filter 12mm inlet - blue MT1200
Breather filter 12mm inlet - chrome MT1201
Breather filter 12mm inlet - red MT1202
(These filters have 1/2" (12mm) ID rubber inlet to fit onto 1/2" (12mm) OD breather pipes).



K&N SERVICE PRODUCTS

The cotton gauze 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 and oil kit001-130
(250ml oil and 400ml cleaner).
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 57mlKN99-11312



K&N PERFORMANCE GOLD® OIL FILTER

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

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

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



IMPROVED HEAD GASKETS

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

6 cylinder copper head gasket .032" thick*TT1236
(*Flat block only).



TT1203BUL

MODIFIED CYLINDER HEADS

Our range of gas flowed heads are available to suit all needs. On some heads the work is carried out to the customers own unit, the more popular heads may be available on an exchange basis. All heads are supplied with stainless valves, bronze-alloy valve guides and valve seats suitable for unleaded petrol unless requested otherwise. Please advise us of the engine capacity and any planned changes when ordering.

Stage II cylinder heads

Modifications include gas flowed ports and reshaped combustion chambers. New standard diameter valves are reshaped fitted with new guides and uprated valve springs.

6 cylinder stage II cylinder head..... TT1212BUL

Stage III cylinder heads

Further modifications to the ports and chambers. Large inlet valves are fitted with new guides, uprated valve springs and alloy valve caps.

6 cylinder stage III cylinder head..... TT1203BUL



TT1208

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.

Inlet valve large size 1.44"TT1714
Inlet valve larger size 1.475" (race)TT1234
Exhaust valve large size 1.25"TT1715
Bronze valve guide setTT1219
Valve spring setTT1207
Valve spring set (race)TT1208
Alloy valve capTT1216



TT1264

UPRATED CYLINDER HEAD FASTENERS

Using uprated engine fasteners provides more accurate control of clamping pressure and reduces the risk of failure during use, highly recommended for uprated or competition engines.

Uprated ARP con rod bolts (set of 12).....322-828
Uprated main bearing bolt (each) BH607241X
Uprated cylinder head studs (set of 14)TT1264
Uprated cylinder head nut (each)103810X
Uprated cylinder head washer (each) 508289

211505A



ALLOY ENGINE PLATES

Weight is your enemy! This lightweight but strong rear engine plate strips the weight from your engine, improving handling and acceleration. Made from 6061-T6 aluminium alloy, the plate weighs about 1/3 the weight of original steel plates. Designed for race or rally use, these plates also make a good replacement for bent or missing original plates.

Alloy engine plate - rear.....211505A
Alloy engine plate - front.....215349A

TRIUMPH TUNE



GAC6004X

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.

6 cylinder - polished GAC6004X
6 cylinder - black GAC6005X

Rocker cover fittings

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

6 cylinder rocker cover gasket..... GUG5039VC
Chrome oil filler cap (for GAC... rocker covers)8G612CP
Chrome oil filler cap (for TT... rocker covers)TT9920
6 cylinder dome nut14B2685
Knurled rocker cover nut - plain (each)310-216
Knurled rocker cover nut - TR logo (each)310-225



TT1209



TT1233

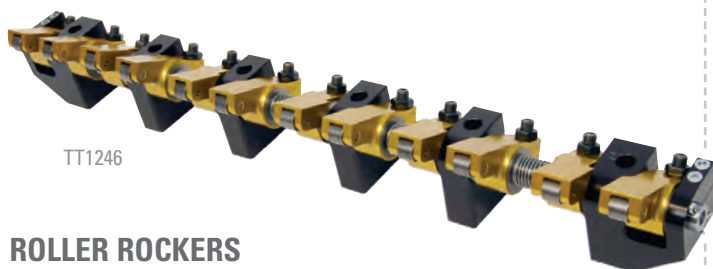
CAM FOLLOWERS AND PUSH RODS

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.

Lightweight cam followerTT1209

TR5-6 (to 1972) high compression push rod 8.11".....TT1233

TR6 (1972 on) high compression push rod 8.25"..... TT10433



TT1246

ROLLER ROCKERS

The roller rocker kit replaces the complete rocker assembly. The advantages are lower friction, less side loading on the valves and the ability to withstand the stresses of high rpm without breaking.

Standard rockers give a ratio of 1.5:1, if using rockers with a higher ratio it is vital to check the valve springs for coil binding when using with high lift cams. A rocker feed kit and tubular push rods must be used with roller rockers.

Roller rocker high lift 1.65:1TT1246



TT10405N

CAMSHAFTS

All of the recommendations listed are with the proviso that the Triumph 6 engine must be allowed to breathe first and not change the cam profile until at least some initial improvements are made. We recommend for all models that an Extractor manifold and GT system are fitted first.

The change of camshaft profile will alter the power range further up the rev range, but the tractability will be improved by the correct matching of the engine components. It's worthwhile to note that after the Road 83 profile, the metering unit may require attention to the fuel supply, this can only be carried out on the car and with a rolling road.

All 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. You will also need Cam Lube (KEN2) and a camshaft timing disc (TT2929). Please see our website for more details.

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

TR5-6 road 83 camshaftTT10404N

TR5-6 fast road camshaftTT1204N

TR5-6 fast road 83 camshaft.....TT10405N

TR5-6 fast road 89 camshaft.....TT12041N

TR5-6 sprint camshaft..... TT1205N



2H4286UR



TT1225

TIMING GEARS

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

Vernier cam gear duplex chainTT1225

Heavy duty duplex timing chain 2H4286UR



TT1217



TT1910

TT1218



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.

Tufrided rocker shaftTT1217

Rocker spacer setTT1218

Rocker pedestal shimTT1910

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

TR5-6 sprint 90 camshaftTT1244N

TR5-6 race 86 camshaft..... TT1706N



TT2929



GGL1020



GGL9122X



GGL9031X



GGL1009

CAMSHAFT AND ENGINE BUILDING ESSENTIALS

Timing disc.....TT2929

Cam lube 250ml KEN2

Loctite loc 'n' seal, 24ml GGL1020

Graphogen engine assembly lube 125g..... GGL9122X

Penrite cam lube 40g GGL9031X

Wellseal 100ml600569A

Silicone sealant 200mlGGL1009



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 A23 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 A06 for more information

DOOR MIRRORS

TR250-5 door mirror

Reproduction of the original mirror offered by Triumph for TR250 and TR5 models, suitable for lefthand or righthand mounting. The shape of the mirror replicates the shape of the bonnet badge!

Stainless steel flat glass 622352



TR6 door mirrors

These mirrors were originally offered for TR6 models but will also fit the TR250-5 models. The general rule is stainless wipers and mirrors, black wipers and mirrors.

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



Raydot reproduction mirrors

Raydot mirrors were often bolted to racing and performance cars in the 1950s and 1960s. Their brushed aluminium design was extremely lightweight and strong. Moss has captured not only the distinctive look and character of the original Raydot mirror, our aluminium reproductions also share the same performance advantages.

Raydot alloy flat glass 222-355

Raydot alloy 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.

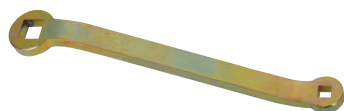
Dual base chrome flat glass 222-372



CLASSIC BADGES

A range of quality badges for your British classic. 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 |



TRIUMPH ADJUSTER WRENCH

This handy wrench is a must for any Triumph owner. One end fits the brake adjusters, the other the drain/filler plugs on the engine, gearbox and differential.

Triumph adjuster wrench386-190



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).

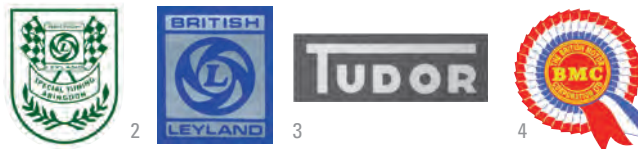
- | | |
|--|----------|
| TR5-250 lock set | GAC6400X |
| (Boot handle, cubby box lock, pair of door locks and ignition barrel). | |
| TR6 (to 1969) lock set | GAC6401X |
| (Cubby box lock, pair of door locks, boot barrel and ignition barrel). | |
| TR6 (1970-72) lock set | GAC6402X |
| (Chrome cubby box lock, pair of door locks and boot barrel). | |
| TR6 (1972 on) lock set | GAC6403X |
| (Black cubby box lock, pair of door locks and boot barrel). | |



IMPROVED DOOR LOCKS

Our Nutfix lock sets are direct replacements for the original locks but are located using a large nut instead of the flimsy clip used originally. The security door lock sets use a round key that help to keeps light fingers at bay.

- | | |
|--------------------------------------|----------|
| Nutfix lock set (2 door locks) | 621773PX |
| Secure lock kit (2 door locks) | BHH973S |



DECALS

A small selection from our range of decals available for your car, please refer to the Restoration section for a listing of the exact requirements for your model.

- | | | |
|---|---|---------|
| 1 | Leyland Special Tuning sticker | CRST110 |
| 2 | Leyland Special Tuning Abingdon - green | CRST153 |
| | British Leyland house sticker | CRST126 |
| | Negative earth sticker | CRST113 |
| 3 | Tudor water bottle sticker | CRST124 |
| 4 | BMC rosette (internal) - red/white/blue | CRTR204 |
| | Unipart filter sticker | CRST119 |
| | Triplex screen sticker | CRST125 |
| | Lucas coil sticker | CRST156 |



ROAD SPRING COMPRESSOR

This reproduction of the original tool specified by Triumph allows for easy compression of front coil springs.

Spring compressor TR OE typeGAC5076



ASM4

BOOT RACKS

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



AM5347SS

Boot racks

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. The TR6 boot lid requires drilling for the bolt on rack but there is also a clamp-on version available that doesn't require drilling.

| | |
|---|----------|
| TR4-5 bolt-on rack stainless steel (original spec)..... | ASM4 |
| TR4-5 bolt-on rack chrome (Amco style) | AMCOTR4 |
| TR6 bolt-on rack stainless steel | AM5347SS |
| TR6 clamp-on removeable rack, brushed stainless steel. | .646-120 |
| TR6 clamp-on removeable rack, black stainless steel..... | .646-121 |

GAC4001



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 |

GAC4005SS



| | |
|---------------------------------------|-----------|
| Stainless steel | GAC4004SS |
| Stainless steel with wood slats | GAC4005SS |
| Boot rack fitting kit | BRK2 |
| Boot rack sucker set (4 piece)..... | BRS4 |



BONNET STRAPS AND PIN SET

Works style bonnet straps add a classic race & rally look to any car and prevent unwanted opening of the bonnet. Manufactured from high quality leather with stainless steel end plates. Available in tan or black. Alternatively we offer stainless steel bonnet pins to give a modern competition look. Some bodywork modification is required.

| | |
|------------------------------------|----------|
| Bonnet strap black (single) | .222-601 |
| Bonnet strap set black (pair)..... | .222-602 |
| Bonnet strap tan (single) | .222-729 |
| Bonnet strap set tan (pair)..... | .222-728 |
| Stainless steel pin set | MRAC801S |



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 |
|-----------------------|---------|



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 |
|------------------------------------|---------|



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



TONNEAU COVERS & HOODS

Made to original specifications.

Moss supply quality tonneau covers made to the original specifications. Protecting your interior from the elements.

Hoods supplied by Moss are made by staff with over 100 years experience of hood manufacturing between them. They are built on jigs matching those used by the factory, using vinyl from the same supplier. They are the closest you will get to an original hood in

terms of quality, fit and appearance. Hoods can be made in Double duck, a canvas based material or in Mohair.

Tonneaus and hoods are available in a choice of colours.

See page A45 for more information



CLASSIC HORNS

Choose a horn that suits your classic the most. A replacement chrome classic horn is suitable for most classic cars, or you can go for the distinctive sounding Lucas style windtone horn set. Our twin horn set includes two tuned horns, a heavy duty die cast compressor, all the necessary fittings and full instructions.

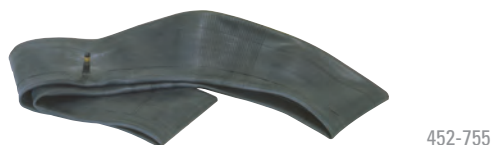
| | |
|---------------------------------|----------|
| Chrome classic horn 105mm | MT9143 |
| Dual air horn kit | GAC9978X |
| Windtone horn set | 1B9007/8 |



LOCKING PETROL CAPS

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

| | |
|---|----------|
| TR5-6 chrome original style cap | 571086 |
| Chrome original style flip-up lozenge cap | GAC6001X |



WIRE WHEEL ESSENTIALS

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

| | |
|--|---------|
| Inner tube for 13" x 135/145 tyres | 452-766 |
| Inner tube for 14" x 155/165 tyres | 452-736 |
| Inner tube for 14" x 155/185 tyres | 452-745 |
| Inner tube for 15" x 155/165 tyres | 452-755 |
| Inner tube for 15" x 175/185 tyres | 452-765 |
| Rim band for 13" wheels | 452-730 |
| Rim band for 14" wheels | 452-740 |
| Rim band for 15" wheels | 452-750 |



TRIUMPH MUDFLAPS

Protect your paintwork with these Triumph logo'd mudflaps.

| | |
|---|----------|
| Mudflaps with Triumph logo (pair) | GAC6002X |
|---|----------|



WHEEL TRIMS

Another popular accessory from days past were wheel embellisher trims. Fitted in seconds, these polished stainless steel trims instantly improve the appearance of steel wheels - without breaking the bank.

| | |
|-------------------------------------|---------|
| TR2-250 wheel trim 15" (each) | 502160Z |
| TR6 wheel trim 15" (set of 4) | TR525SS |



TR4-6 WHEEL ARCH PROTECTOR SETS

Protect your TR from the elements with these moulded glass fibre, wheel arch protectors. Designed to fit inside your front and rear wheel arches, they reduce the roadspray and build up of mud in the corners of the arches and inner wings to reduce the chance of rust developing.

| | |
|---|--------|
| Front wheel arch protector set (pair) | GTK160 |
| Rear wheel arch protector set (pair) | GTK161 |



WHITE WALL TYRE TRIMS

A popular accessory in the past were white wall tyres, unfortunately if you can find them now they tend to be made for the US market and of a much harder compound than European tyres. However we are able to supply a rubber ring which is sandwiched between the wheel rim and the tyre wall, recreating the look of white wall tyres but using better quality modern tyres.

| | |
|---|------------|
| White wall trim for 13" wheels (set of 4) | GLZ225WWX4 |
| White wall trim for 14" wheels (set of 4) | GLZ226WWX4 |
| White wall trim for 15" wheels (set of 4) | GLZ227WWX4 |

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.



WWC452



WWC457C



WWP370

TR5 and TR250 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
 Wide 15" x 5.5" 72 spoke - chrome..... WWC457C

TR6 wire wheels

- Standard 15" x 5.5" 72 spoke - painted..... WWP457C
 Standard 15" x 5.5" 72 spoke - chrome..... WWC457C

Centre laced wire wheels

These centre laced wheels are offered as a wide fitment for TR6 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 on TR5 models.

- 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).



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



CENTRE LOCK ALLOY WHEEL

Offered as an alternative to wire wheels, these MiniLite style alloys are an ideal way to add 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.

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



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 2-eared spanner..... MM386-125
 2-eared wooden wrench..... 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 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.

Two eared style spinner kit **GAC7049X**
 Octagonal style spinner kit **GAC7050X**



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.

Two eared spinner (8tpi) righthand **AHA7373**
 Two eared spinner (8tpi) lefthand **AHA7374**
 Three eared spinner (8tpi) righthand **107948/3**
 Three eared spinner (8tpi) lefthand **107949/3**
 Octagonal spinner (8tpi) righthand **88G606**
 Octagonal spinner (8tpi) lefthand **88G607**



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 TR250 and TR5 steel wheels only. They are not suitable for original TR6 steel wheels if using the original centre cap. They are sold as a set of four and are supplied with a security socket for removal.

Locking wheel nut set (coned nut) **MLN006**



STAINLESS STEEL WHEEL NUTS

Replace those rusty old chrome wheel nuts with new stainless steel nuts that will stay shiny for longer. Standard steel wheels only.

TR6 stainless steel nut (each) **154470SS**

GAC8225X



GBC101TR



GAC8201XP

MINILITE REPLICA ALLOY WHEELS

These 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 and is supplied with a centre cap. 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.

MiniLite replica 15" x 5.5" 8 spoke - silver **GAC8225X**

Wheel nut - tube type (each) **GAC8225XNT**

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



GAC8225XNT

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**

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

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.

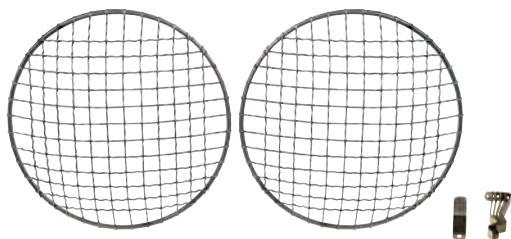
Push button switch momentary 3H3058
 Toggle switch momentary GWW102X
 Toggle switch on/off RTC430A
 Pull switch on/off - green illumination GAE132G
 Pull switch on/off - red illumination GAE132R
 Pull switch on/off - yellow illumination GAE132Y
 Fuse holder inline UKC4446



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



GAC4610



WPS6007

Chrome 5.5" standard pattern spot lamps (pair) GAC4610
 Chrome 5.5" standard pattern fog lamps (pair) GAC4611
 Replacement bulb H3 Xenon 30% brighter (each) GLB453X
 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



MM162-700

PERIOD STYLE LAMPS

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

Driving lamp with clear lens (each) MM162-700
 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



117-515

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



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 |



Aftermarket H4 asymmetric kits

These H4 asymmetric halogen lamp units are 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 |



H4 LED HEADLAMP CONVERSION

Producing light levels of 3000 lumens per bulb, this LED conversion kit is 3 times brighter than a standard halogen H4 bulb, meaning vastly improved visibility and safety when driving your classic car at night. Emitting a bright 6000k white colour and a 10,000+ hour lifespan, you'll never worry about visibility in low light conditions again.

Features; A pair of premium quality 25W Lumiled Luxeon Z ES LED H4 light units and low load "plug & play" dual polarity drivers.

Note: Suitable for H4 light units only and will not fit sealed beam lamps.

| | |
|--------------------------------------|---------|
| H4 LED headlamp conversion kit | 171-250 |
|--------------------------------------|---------|



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 |



CRYSTAL HALOGEN HEADLAMP KITS

These crystal lamps give your car a modern look with the beam pattern moulded into the reflector rather than the lens. Manufactured with a tough polycarbonate clear lens they are available with or without pilot lamp, and are a direct replacement for original 7" sealed beam or H4 conversion lamp units. Headlamp bulbs are supplied separately.

| | |
|--|----------|
| Crystal halogen without side light kit** (pair) | GAC4022X |
| Crystal halogen with side light kit** (pair) | GAC4023X |
| (**'E' marked for legal road use, use dipping H4 bulbs. RHD only). | |
| Crystal halogen with angel eye kit* (pair) | GAC4600 |
| Crystal halogen kit* (pair) | GAC4615 |
| (*NOT 'E' marked for legal road use, no dip pattern). | |



SPOT/FOG LAMP COVER WITH LUCAS LOGO

This authentic 1950-60's style, vinyl spot/fog lamp cover features the Lucas lion logo, with a clear viewing window. Suitable for 6" and 7" diameter lamps.

| | |
|---|---------|
| Lucas spot/fog lamp cover, 6", black (each) | 162-705 |
| Lucas spot/fog lamp cover, 7", black (each) | 162-706 |



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 A15 for more information



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 it's 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



WINDSTOP

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

Windstop.....GAC4099X



BROOKLANDS AEROSCREENS

Create the ultimate classic sporting look with these period style aeroscreens. They feature a polished cast aluminium frame, chrome 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



HARDTOP STORAGE

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

Universal hardtop storage pouch.....GAC1005



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!

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

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 - size S1GAC95041

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. Car covers must only be used on a dry car.

Mosom Plus car cover237-420

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



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



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 A56 for more information



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 A11 for more information



HOOD STOWAGE COVERS

Keep the folded hood tidy and protected by using a cover.

| | |
|---|----------|
| TR5-250 vinyl stowage cover - black/white piping..... | 713461 |
| TR6 vinyl stowage cover - black..... | 726211 |
| TR6 mohair stowage cover - black..... | 726211MH |
| TR6 double duck stowage cover - black..... | THC101 |



TR5 SURREY TOPS

The Moss replacement high quality GRP Surrey top is a must for all TR5 owners, the ideal solution between a coupé and convertible. For fixtures and fittings please see the Restoration section.

| | |
|---|----------|
| Steel reinforced GRP rear frame | 566993X |
| Backlight glass - plain..... | 902343 |
| Backlight glass - green tinted | 902343G |
| Backlight glass - plain and heated | 902343H |
| Backlight glass - green tinted and heated..... | 902343GH |
| Backlight perspex - lightweight alternative | 902343Z |

Wiring kit heated rear window

(Use with choice of switches on page A40).

| | |
|--|---------|
| 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 |



TOP PIN BUFFERS

Keep your convertibles roof from stretching, punctures and wear with these top pin buffers. Made from long lasting ABS plastic, these unique little caps fit snugly over the top of the locking pins, and have an added layer of soft, yet sturdy foam that offers further protection to your roof. These caps can help give a cleaner look by covering the top locking pin, and can be easily stored in the glovebox when not in use.

| | |
|----------------------------|---------|
| Top Pin Buffers, pair..... | 803-456 |
|----------------------------|---------|



VINYL, DOUBLE DUCK AND MOHAIR HOODS

The hoods supplied by Moss are made on jigs matching those used by the factory, with staff that have over 100 years experience of hood manufacturing between them. 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, although this is a time consuming and laborious process it is the only reliable way of attaching a window to these materials.

| | |
|--------------------------------|----------|
| TR5-6 vinyl hood - black..... | 813451Z |
| TR5-6 mohair hood - black..... | 813451MH |

| | |
|---|----------|
| TR6 vinyl hood with zip out window - black | 822021 |
| TR6 mohair hood with zip out window - black | 822021MH |



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 branch.

| | |
|---|--------|
| TR5-6 vinyl no headrests LHD - black..... | 822061 |
| TR5-6 vinyl no headrests RHD - black | 822051 |
| TR5-6 double duck no headrests LHD - black..... | TDT004 |
| TR5-6 double duck no headrests RHD - black..... | TDT002 |

| | |
|--|--------|
| TR5-6 vinyl with headrests LHD - black..... | 822101 |
| TR5-6 vinyl with headrests RHD - black..... | 822091 |
| TR5-6 double duck with headrests LHD - black | TDT003 |
| TR5-6 double duck with headrests RHD - black | TDT001 |

SEAT COVERS

Our seat cover kits are manufactured to the highest standard using quality materials. Following the Triumph tradition, we also offer a leather faced seat cover kit. The diamond pattern as originally used on vinyl covers is not available on our leather faced covers. To ensure colour match our seat cover kits include covers for both seats.

We also offer a range of alternative seats. Please see page A51 for full details.

Seat covers colour swatch

| | | | |
|---|--|---|---|
|  |  |  |  |
| Black | Matador red | Shadow blue | Midnight blue |
|  |  |  |  |
| Light tan | New tan | Chestnut | Beige |

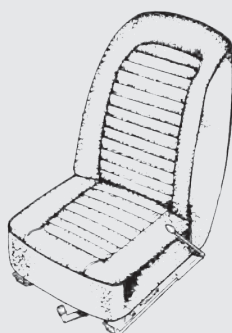
Please note: Colours may vary slightly to samples shown here, due to the limitations of the colour printing press, and should be used as a guide only.



Type 1: TR5 and TR250 seat cover kits

TR5 and TR250 seats are the same. All covers are supplied in the correct fine grain material with white piping except light tan. For hardware and fittings please see page 179 in the Restoration section.

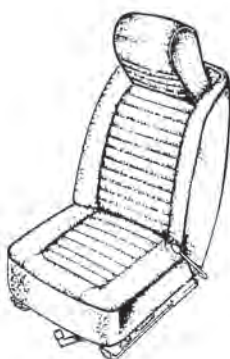
| | Vinyl | Leather faced |
|---|----------|---------------|
| Seat cover kit - black/white..... | SCA6411 | SCL6411 |
| Seat cover kit - matador red/whit | SCA6412 | SCL6412 |
| Seat cover kit - light tan/white..... | SCA6413 | SCL6413 |
| Seat cover kit - midnight blue/white..... | SCA6417A | SCL6417AL |
| Seat cover kit - shadow blue/ white..... | SCA6417 | SCL6417 |



Type 2: TR6 (CP25000 to CP26998) UK and R.O.W. spec seat cover kits

These early UK model TR6's were fitted with a non-reclining seat without headrests. All seats feature self coloured piping. For hardware and fittings please see page 181 in the Restoration section.

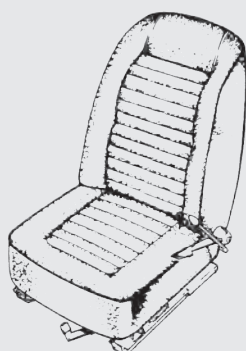
| | Vinyl | Leather faced |
|------------------------------------|---------|---------------|
| Seat cover kit - black..... | SCA6511 | SCL6511 |
| Seat cover kit - matador red | SCA6512 | SCL6512 |
| Seat cover kit - light tan..... | SCA6513 | SCL6513 |
| Seat cover kit - shadow blue | SCA6517 | SCL6517 |



Type 3: TR6 (CC2500 to CC32142) US and Canadian spec seat cover kits

The early US specification TR6 had a non-reclining seat with an integral folding head rest. This headrest was an anti-whiplash measure required by US legislation. All seats feature self coloured piping. For hardware and fittings please see page 187 in the Restoration section.

| | Vinyl | Leather faced |
|------------------------------------|---------|---------------|
| Seat cover kit - black..... | SCA6521 | SCL6521 |
| Seat cover kit - matador red | SCA6522 | SCL6522 |
| Seat cover kit - light tan..... | SCA6523 | SCL6523 |
| Seat cover kit - shadow blue | SCA6527 | SCL6527 |
| Seat cover kit - new tan | SCA6529 | SCL6529 |



Type 4: TR6 (CP50000 to CP77716) UK and R.O.W. spec seat cover kits

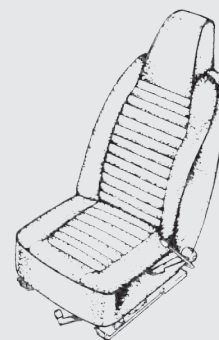
The seats were upgraded to feature a reclining mechanism, operated by a chrome lever on the outside of the seat. These seats do not have headrests. All seats feature self coloured piping. For hardware and fittings please see page 183 in the Restoration section.

| | Vinyl | Leather faced |
|---|---------|---------------|
| Seat cover kit reclining - black | SCA6551 | SCL6551 |
| Seat cover kit reclining - matador red..... | SCA6552 | SCL6552 |
| Seat cover kit reclining - light tan | SCA6553 | SCL6553 |
| Seat cover kit reclining - new tan..... | SCA6559 | SCL6559 |
| Seat cover kit reclining - shadow blue..... | SCA6557 | SCL6557 |
| Seat cover kit reclining - grey | SCA6558 | SCL6558L |

Type 5: TR6 (CC50000 to CC85737) US and Canadian spec seat cover kits

These US spec seats feature an integral, fixed head rest and a reclining mechanism operated by a chrome lever on the outside of the seat. All seats feature self coloured piping. For hardware and fittings see page 189 in the Restoration section.

| | Vinyl | Leather faced |
|--|---------|---------------|
| Seat cover kit reclining - black | SCA6531 | SCL6531 |
| Seat cover kit reclining - matador red | SCA6532 | SCL6532 |
| Seat cover kit reclining - light tan | SCA6533 | SCL6533 |
| Seat cover kit reclining - shadow blue | SCA6537 | SCL6537 |
| Seat cover kit reclining - new tan | SCA6539 | SCL6539 |

**Type 6: TR6 (CR/CF1 on) all markets seat cover kits**

Triumph had a major change of image trim-wise in 1973 when they introduced a new range of colours and also changed the 'grain' of the material to a coarser pattern known as 'bubble grain'. The design of seats for this range also changed and was the same for both UK and US markets. The seats feature a reclining mechanism and a detachable, adjustable height headrest and all seats feature self coloured piping. These seat cover kits also include headrest covers. For hardware and fittings please see page 185 in the Restoration section.

| | Vinyl | Leather faced |
|------------------------------------|---------|---------------|
| Seat cover kit - black | SCB6541 | SCL6541 |
| Seat cover kit - chestnut | SCB6543 | SCL6543 |
| Seat cover kit - new tan | SCB6549 | SCL6549 |
| Seat cover kit - shadow blue | SCB6547 | SCL6547 |
| Seat cover kit - beige | SCB6544 | SCL6544 |

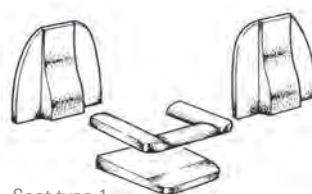
**HEADRESTS AND COVERS**

| | Headrest assembly | Covers - vinyl | Covers - leather |
|----------------------------|-------------------|----------------|------------------|
| Black | 919071 | 919071C | 919071L |
| Chestnut | 919073 | 919073C | N/A |
| New tan | 923083 | 923083C | N/A |
| Shadow blue | 919077 | 919077C | N/A |
| Beige | 919074 | 919074C | N/A |
| Headrest foam (each) | 722937 | N/A | N/A |

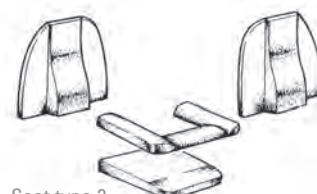
**SEAT FOAMS AND DIAPHRAGMS**

We strongly recommend that if you are retrimming your seats with one of our seat cover kits you should always use new foams, diaphragms and straps. This will give the seat more comfort and a better shape. Seat foams supplied in car sets only.

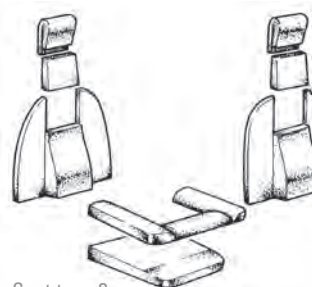
| | |
|-------------------------------------|----------|
| Seat foam kit - seat type 1 | SFK6411 |
| Seat webbing kit (2 required) | GAC6121X |
| Seat diaphragm (2 required) | 612251 |
| Seat foam kit - seat type 2 | SFK6511 |
| Seat webbing kit (2 required) | GAC6121X |
| Seat diaphragm (2 required) | 612251 |
| Seat foam kit - seat type 3 | SFK6521 |
| Seat webbing kit (2 required) | SRK13 |
| Seat diaphragm (2 required) | 612251 |
| Seat foam kit - seat type 4 | SFK6551 |
| Seat webbing kit (2 required) | GAC6121X |
| Seat diaphragm (2 required) | 612251 |
| Seat foam kit - seat type 5 | SFK6531 |
| Seat webbing kit (2 required) | SRK15 |
| Seat diaphragm (2 required) | 612251 |
| Seat foam kit - seat type 6 | SFK6541 |
| Seat webbing kit (2 required) | SRK11 |
| Seat diaphragm (2 required) | 612251 |



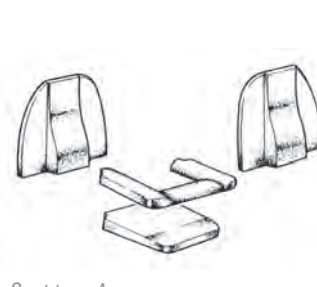
Seat type 1



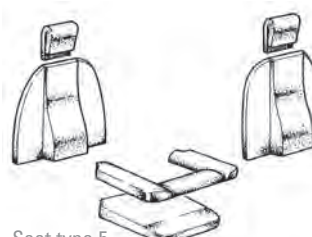
Seat type 2



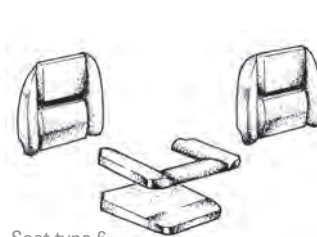
Seat type 3



Seat type 4



Seat type 5



Seat type 6

INTERIOR TRIM KITS

The TR5, TR250 and TR6 used basically two different grain vinyl materials throughout their production. These are best described as fine (known as Stag) and coarse (known as Bubble). Broadly speaking the grain pattern started production with fine (Stag) and went to a coarse (Bubble) in 1973 when (c) CR/CF models were introduced.

There are two distinct styles, across 3 change points, used in the welded face pattern of the liners, detailed below. Another change happened to the door liners at (c) CR5001/CF12501 when the door closing pull was relocated from the padded door top to the centre of the door liner. This was a change that gave a more durable door pull closing method than the sculptured padded door top that had been used earlier.

- To (c) CP50000 the door liners and rear quarter liners have 4 horizontal welded lines and the rear cockpit liner has vertical welded lines.
- From (c) CC/CP50001 to (c) CR5000/CF12500 the door, rear quarter and rear cockpit liners have 2 horizontal welded lines.
- From (c) CR5001/CF12501 the liners had the same welded pattern as those previously, the door liners however were pierced centrally with an oblong hole to accommodate the door pull handle and pocket.

Trim kit contents

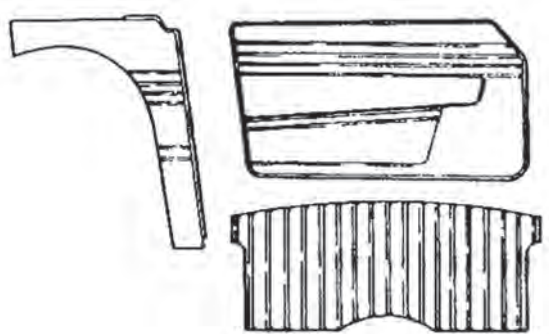
Trim kits include the following items constructed in a similar manner to the original from matched colour grained vinyl's:

- One pair of door liners.
- One pair of rear quarter liners.
- One pair of rear wheel arch covers with foam support backings.
- Two pieces of vinyl material to cover the inside face of the 'B' post.
- Two vinyl covered triangular 'B' post gusset liners.
- One rear cockpit liner.

Interior trim kit colour swatch

| | | | |
|---|--|---|---|
|  |  |  |  |
| Black | Matador red | Shadow blue | Midnight blue |
|  |  |  |  |
| Light tan | New tan | Chestnut | Beige |

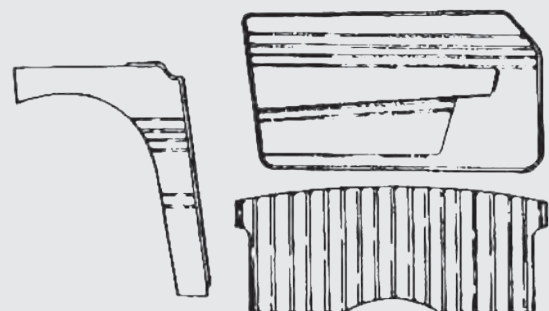
Please note: Colours may vary slightly to samples shown here, due to the limitations of the colour printing press, and should be used as a guide only.



Interior trim kits - TR5 and TR250

The door liners and rear quarter liners have 4 horizontal welded lines and the rear cockpit liner has vertical welded lines. This style is produced in the fine 'Stag' grain vinyl. This range featured door pulls in the padded door tops. This interior trim kit is used with seat type 1.

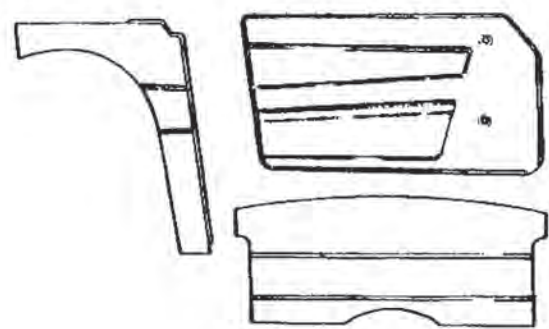
| | Vinyl trim kits | Leather trim kits |
|----------------------------|-----------------|-------------------|
| Black/white piping | TKA6221 | TKA6221L |
| Matador red/white piping | TKA6222 | TKA6222L |
| Shadow blue/white piping | TKA6227 | TKA6227L |
| Midnight blue/white piping | TKA6397 | TKA6397L |
| Light tan/white piping | TKA6223 | TKA6223L |
| Light tan/tan piping | TKA6224 | TKA6224L |



Interior trim kits - TR6 (to CC/CP50000)

The door liners and rear quarter liners have 4 horizontal welded lines and the rear cockpit liner has vertical welded lines. This style is produced in the fine 'Stag' grain vinyl. This range featured door pulls in the padded door tops. This interior trim kit is used with seat types 2 and 3.

| | Vinyl trim kits | Leather trim kits |
|-------------------|-----------------|-------------------|
| Black | TKA6311 | TKA6311L |
| Matador red..... | TKA6312 | TKA6312L |
| Shadow blue | TKA6317 | TKA6317L |
| Light tan..... | TKA6313 | TKA6313L |



Interior trim kits - TR6 (from CC/CP50000 to CR/CF1)

The door, rear quarter and rear cockpit liners have 2 horizontal welded lines, also with door pulls in the padded door tops. This style is produced in the coarse 'Stag' grain vinyl. This interior trim kit was originally fitted with seat types 4 and 5.

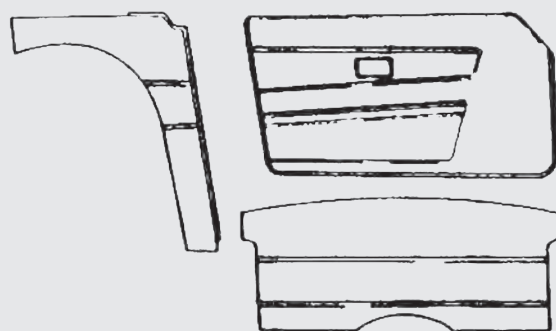
| | Vinyl trim kits | Leather trim kits |
|-------------------|-----------------|-------------------|
| Black | TKA6321 | TKA6321L |
| Matador red..... | TKA6322 | TKA6322L |
| Shadow blue | TKA6327 | TKA6327L |
| Light tan..... | TKA6323 | TKA6323L |
| New tan | TKA6329 | TKA6329L |

Interior trim kits - TR6 (CR/CF1 to CR5000/CF12500)

Whilst the style of 2 horizontal lines remains the same the vinyl material was changed to 'Bubble' grain. This interior trim kit was originally fitted with seat type 6.

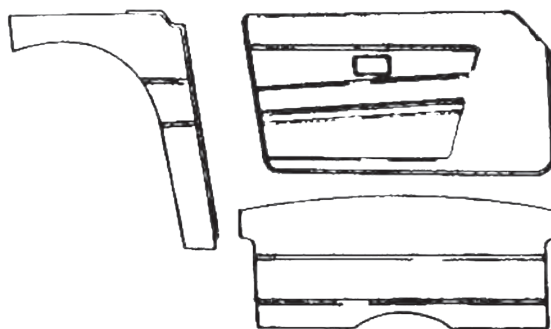
| | Vinyl trim kits | Leather trim kits |
|--------------------|-----------------|-------------------|
| Black | TKB6331 | TKB6331L |
| Matador red* | TKA6322 | TKA6332L |
| Shadow blue* | TKA6327 | TKA6337L |
| New tan | TKB6339 | TKB6339L |
| Chestnut | TKB6333 | TKB6333L |

*Note: Fine grain only.

**Interior trim kits - TR6 (CR5001/CF12501 on)**

The liners have the same 2 horizontal line welded pattern as those previously, the door liners however were pierced centrally with an oblong hole to accommodate the door pull handle and pocket. This interior trim style was originally fitted with seat type 6. This trim style also saw the introduction of the coarse 'Bubble' grain. Door panels feature the integral door pull.

| | Vinyl trim kits | Leather trim kits |
|-------------------|-----------------|-------------------|
| Black | TKB6341 | TKB6341L |
| Shadow blue | TKA6347 | TKA6347L |
| New tan | TKB6349 | TKB6349L |
| Chestnut | TKB6343 | TKB6343L |
| Beige | TKB6344 | TKB6344L |

**Trim panel fitting kit**

This kit includes sufficient screws and washers to fit one interior trim kit.

Trim panel fitting kit (all models).....TKA6221FK

**REPLACEMENT TRIM PANELS**

We only offer black replacement trim panels, in pairs for each type of interior trim. This is due to specification changes in modern materials which render it almost impossible to guarantee a match to OE or existing panels which may have faded. However if an individual panel is needed, it may be possible to special order it on the understanding that it will only match what we currently supply. The required item may have to be purchased in pairs. Please contact your nearest Moss branch to discuss your requirements.

Door liners

| | |
|--|---------|
| Black/white piping TR250 TR5 (pair)..... | DP2010A |
| Black TR6 to CP/CC50000 (pair) | DP2011A |
| Black TR6 CP/CC50001 to CR/CF1 (pair)..... | DP2018A |
| Black TR6 CR/CF1 to CR/CF12500 (pair)..... | DP2019A |

Rear quarter panels

| | |
|--|-----------|
| Black/white piping TR250 TR5 (pair)..... | 808542/52 |
| Black TR6 to CP/CC50000 (pair) | 816211/21 |
| Black TR6 CP/CC50001 to CR/CF1 (pair)..... | 819751/61 |
| Black TR6 CR/CF1 to CR/CF12500 (pair)..... | 822171/81 |

Wheel arch covers

| | |
|--|-----------|
| Black/white piping TR250 TR5 (pair)..... | 564846/7 |
| Black TR6 to (c) CP/CC50000 (pair) | 717211/21 |
| Black TR6 CP/CC50001 to CR/CF1 (pair)..... | 717211/21 |
| Black TR6 CR/CF1 to CR/CF12500 (pair)..... | 726321/31 |
| Wheel arch foam pad (2 required)..... | 806245 |

Rear cockpit liner

| | |
|--------------------------------------|--------|
| Black TR250 TR5..... | 813051 |
| Black TR6 to (c) CP/CC50000..... | 813051 |
| Black TR6 CP/CC50001 to CR/CF1 | 819731 |
| Black TR6 CR/CF1 to CR/CF12500 | 822211 |

**Door top pulls and finishers**

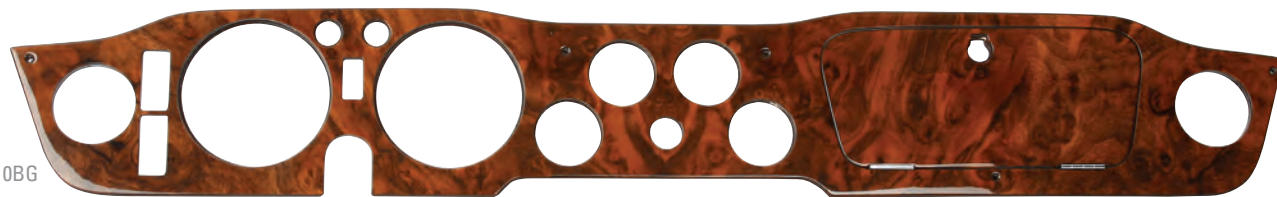
The door top pull finisher assemblies originally planned for the TR model were coloured to match the interior trim colour of the car. This was not incorporated in the production TR. The foam filled and shaped door top pulls were only fitted to TR5-250-6 models up to CR/CF12501. After this the door pull was incorporated as a pocket in the face of the door liner panel; and the door top finisher was reduced to being a simple black vacuum formed vinyl covering.

| | |
|--|---------|
| Door pull vinyl/foam - black LH..... | 812311 |
| Door pull vinyl/foam - black RH..... | 812321 |
| Door pull polyurethane - black LH..... | 812311Z |
| Door pull polyurethane - black RH..... | 812321Z |
| Door finisher - black LH..... | 824901 |
| Door finisher - black RH..... | 824911 |

**Door seals and finishers**

Door seal, draft excluder was originally supplied in a matching colour to the trim. The only colour currently available is black.

| | |
|---------------------------------|--------|
| Door seal - black | 631321 |
| Seal finisher - B post LH | 622747 |
| Seal finisher - B post RH | 622748 |



907710BG

DASHBOARDS

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 choice of veneer & finish on our range of dashboards. For those looking for originality the crown cut (straight grain) walnut, with a matt lacquer finish is the right choice. If you are looking for something more luxurious then the burr walnut version is for you. These are finished with a high sheen gloss lacquer finish, and are a stylish alternative to the original type. For full details of dash fittings refer to the Restoration section towards the back of the catalogue.

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

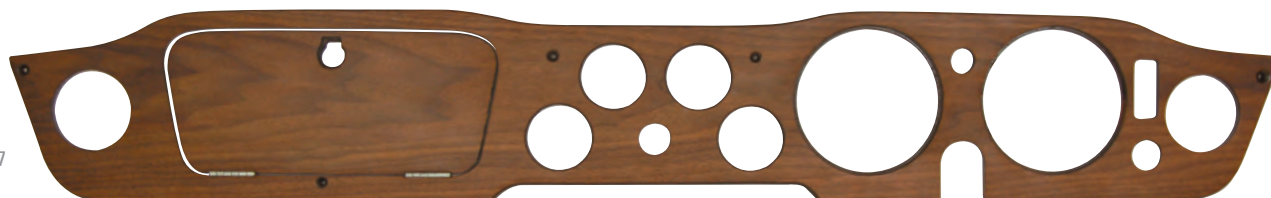


907709BG

TR5-6 CP & CC models

| | |
|---|----------|
| TR5-6 (CP models) crown matt RHD | 907709 |
| TR5-6 (CP models) burr gloss RHD | 907709BG |
| TR250-5-6 (to CC67893) crown matt LHD | 907710 |
| TR250-5-6 (to CC67893) burr gloss LHD | 907710BG |

| | |
|--|----------|
| TR6 (CC75001-85737) crown matt LHD | 910058 |
| TR6 (CC75001-85737) burr gloss LHD | 910058BG |
| TR6 (CC75001-85737) crown matt LHD | 910059 |
| TR6 (CC75001-85737) burr gloss LHD | 910059BG |



917647

TR6 CR & CF models

| | |
|--|----------|
| TR6 (CR1-CR2911) crown matt RHD | 910057 |
| TR6 (CR1-CR2911) burr gloss RHD | 910057BG |
| TR6 (CR5001 on) crown matt RHD | 917647 |
| TR6 (CR5001 on) burr gloss RHD | 917647BG |
| TR6 (CF1-CF27000) crown matt LHD | 917648 |

| | |
|---|-----------|
| TR6 (CF1-CF27000) burr gloss LHD | 917648BG |
| TR6 (CF1-CF35000) crown matt LHD (USA spec) | 917550 |
| TR6 (CF1-CF35000) burr gloss LHD (USA spec) | 917550BG |
| TR6 (CF35001 on) crown matt LHD (USA spec) | WKC2511 |
| TR6 (CF35001 on) burr gloss LHD (USA spec) | WKC2511BG |

CONSOLE PANELS

These side trims fit neatly behind the dash support and above the gearbox tunnel, neatly hiding radio and other wiring. They are available with or without a speaker hole and are supplied in either fine or coarse grained black vinyl. The early CP/CC models use fine 'Stag' grain vinyl whilst the later CR/CF models change to coarse 'Bubble' grain vinyl.



Fine 'Stag' grain vinyl

| | |
|------------------------------------|---------|
| Console panel, no hole, LH | 815921 |
| Console panel, with hole, LH | 815921H |
| Console panel, no hole, RH | 815931 |
| Console panel, with hole, RH | 815931H |

Coarse 'Bubble' grain vinyl

| | |
|------------------------------------|--------|
| Console panel, no hole, LH | 822251 |
| Console panel, with hole, LH | XKC371 |
| Console panel, no hole, RH | 822261 |
| Console panel, with hole, RH | XKC351 |

DASHBOARD SUPPORT

The dashboard support frame can be easily refurbished with either our moulded cover or recovering kit. The moulded cover gives a factory finish and complements our crash pads.

The old padded cover and foam must be removed to allow fitting. The recovering kits feature pre-stitched vinyl or leather pieces to fit over existing padded frames.



815721X

| | |
|--------------------------------------|---------|
| Moulded cover - TR5 TR250 | 812001X |
| Moulded cover - TR6 CP/CC | 815721X |
| Moulded cover - TR6 CR/CF | 821551X |
| Recovering kit - black vinyl | 821551Z |
| Recovering kit - black leather | 821551L |



631881



GAC9540

GEAR LEVER GAITER AND FINISHER

A new gear lever gaiter can really improve the interior of your car. You can smarten your interior even further with the easy to fit universal gaiter finishing kit. Some gaiters may require modification to fit (gaiter not included).

Gear lever gaiter, vinyl 631881
 Gear lever gaiter, leather 680-745
 Chrome gaiter finishing kit..... GAC9540



WINDSCREEN SURROUND TRIMS

Our windscreen surround kit makes recovering the windscreen frame easy. Supplied as a set of four high quality vacuum moulded vinyl panels that give an excellent finish.

Windscreen surround trims GAC6029X



SUN VISORS

TR250 models were originally fitted with white sun visors, whereas, TR5 and TR6 models were all black. Triumph changed the grain of the sun visor from fine to coarse in 1973 to correspond with other vinyl grain changes. However, we only supply sun visors in early fine grain. Our sun visors are still manufactured by the OE supplier to Triumph.

Sun visor - white driver's side 812719
 Sun visor - white passenger's side..... 812759
 Sun visor - black driver's side 812711
 Sun visor - black passenger's side LHD 812751
 Sun visor - black passenger's side RHD 812741



409-016

FOIL HEATSHIELD

GAC9908X



UBS203

This foil covered deadening material insulates against hot and cold, and deadens noise. The insulation material is lightweight, has a layer of foil on both sides and will not absorb moisture. For more information on heat and sound insulation please see page A57.

Foil heatshield insulation 409-016
 1.21m x 1.82m (48" x 72")
 High temperature adhesive aerosol 400ml..... GAC9908X
 Standard adhesive aerosol 400ml..... UBS203



CLASSIC LEATHER SEATS

Our handcrafted leather faced Classic seats have been designed to provide the ultimate in driver comfort with styling to complement 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. They feature height adjustable headrests for added comfort and safety.

These seats have been designed to easily fit 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 to the original 'H' frame seat runner. Supplied in pairs, fully assembled and ready to fit.

Classic seats, horizontal pleat - black/black piping.SAA6221A
 Classic seats, horizontal pleat - black/white piping.SAA6221W



TR250-6 CENTRE CONSOLE WITH POWER JACKS

This centre console with a vinyl-covered armrest adds three enhancements to your interior; a vinyl resting place for your elbow, two storage compartments to keep several small items out of sight and two power jacks with covers to power your phone or GPS etc.

The console base is made of tough durable ABS plastic and is grained to match other interior items. Some assembly required. Instructions included.

TR250-6 centre console with power jacks 642-796



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 A55 for more information



646-560

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 TR5-6. Featuring a reclining back rest, a forward tilting mechanism for easy 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 your car and incorporate a seat belt anchorage point. Supplied in pairs.

| | |
|--|--------------|
| Suffolk Seat Assembly, leather, black |646-560 |
| Suffolk Seat Assembly, leather, matador red |646-561 |
| Suffolk Seat Assembly, leather, light tan |646-562 |
| Suffolk Seat Assembly, leather, midnight blue |646-563 |
| Suffolk Seat Assembly, leather, shadow blue |646-564 |
| Suffolk Seat Assembly, leather, new tan |646-565 |
| Suffolk Seat Assembly, leather, chestnut |646-566 |
| Suffolk Seat Assembly, leather, beige |646-567 |
| Suffolk Seat Assembly, leather, black/white piping |646-570 |



646-570



FOR FULL RANGE
VISIT MOSS-EUROPE.
CO.UK

DYNAMAT HEAT & SOUND INSULATION

We now stock Dynamat, a revolutionary range of products designed to keep your classic cool & quiet.

- Non absorbent materials
- Isolates panel vibration
- Self adhesive 'peel & stick'
- Reduces road noise
- Easily cut & moulded to fit
- 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 packGAC90511
(2 sheets of 254mm x 254mm (10" x 10").
- Dynamat Xtreme - wedge packGAC90512
(1 sheet of 457mm x 812mm (18" x 32").
- Dynamat Xtreme - door packGAC90513
(4 sheets of 305mm x 914mm (12" x 36").
- Dynamat Xtreme - bulk packGAC90514
(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" thickGAC90531
(1 sheet of 813mm x 1372mm (32" x 54").
- Dynaliner - 1/4" thickGAC90532
(1 sheet of 813mm x 1372mm (32" x 54").
- Dynaliner - 1/2" thickGAC90534
(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.

- HoodlinerGAC90541
(1 sheet of 813mm x 1372mm (32" x 54").



UNDER FELT KIT

This die cut under felt kit contains all necessary pieces to help quieten the road noise from the car. The sound deadening pad is made from a bitumen type material and is self adhesive for sticking to metal panel work to prevent 'drumming'.

- Under felt kit639-355
Sound deadening pad (each)..... CHM228



CARPET SETS

Our carpet sets are manufactured to high standards using materials that are better quality than the originals. Originally TR5, TR250 and TR6 (up to CR/CF1) were supplied with a wool carpet and late TR6's were supplied with tufted nylon. We offer both wool and nylon carpets sets and for customers to choose their preference.

| | Wool | Nylon |
|---------------------------------|----------|----------|
| Carpet set - black..... | CSB6411 | CSA6411 |
| Carpet set - red | CSB6412 | CSA6412 |
| Carpet set - chestnut..... | CSB6413 | CSA6413 |
| Carpet set - beige..... | CSB6414 | CSA6414 |
| Carpet set - midnight blue..... | CSB6417B | CSA6417A |



GAC6066X



TT7246



TT7346

DOOR TREADPLATES

Protect your paint from scuffs and scratches and add a finishing touch of class to your TR. 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.

- TR4-6 aluminium (pair) GAC6066X
TR6 stainless steel with TR6 logo (each).....TT7246
TR4-6 stainless steel with laurel (each)TT7346
Threshold plate fitting screw (as required)..... 575937



713569GS

713569SAP

713569FK

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

**BOOT TRIM**

813512

TR5 and TR250 boot trim

Casing board - fuel tank TR250..... 806135

Casing board - fuel tank TR5..... 813512

Spare wheel cover TR5 & TR250..... 812236

TR6 boot liner kits

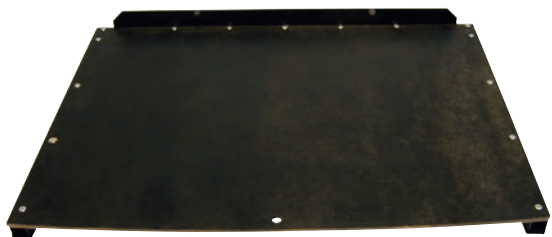
The front LH side of the boot trim has to accommodate the fuel pump on Lucas Pi. equipped TR6's. Many TR6's now use an alternative pump (usually Bosch) which can be located elsewhere so there is no reason why these vehicles should not use the carburettor type boot trim and take advantage of the valuable extra space and neater appearance.

Our kits are listed below. For individual components please see the Restoration section.

Boot liner kit - Pi models..... GAC6070X

Boot liner kit - carburettor models..... GAC6069X

Fitting kit - boot liners..... TFK6003

**TR6 spare wheel cover**

Our spare wheel cover is designed to be used with tyres up to 185 section on a 5.5" rim. If larger tyres have been fitted you may need to add a spacer to raise the spare wheel cover, to allow for clearance.

Spare wheel cover..... 815662



924921

TR6 BOOT CARPET**TR6 boot carpet**

The OE boot carpet fitted to TR6's was always black. The material changed from a short pile wool based material to a viscose based type during 1974.

We offer both wool and nylon carpets with full bound edges, for both carburettor and PI models.

Boot carpet carburettor models - nylon black..... 924921

Boot carpet carburettor models - wool black..... 924921W

Boot carpet PI models - nylon black..... 924941

Boot carpet PI models - wool black..... 924941W



CSA64911

CSB64921

**TR5 and TR250 boot carpet**

We also offer TR5 and TR250 boot carpets in nylon or wool.

Boot carpet TR5 - nylon black..... CSA64911

Boot carpet TR5 - wool black..... CSB64911

Boot carpet TR250 - nylon black..... CSA64921

Boot carpet TR250 - wool black..... CSB64921

FOOTWELL MATS

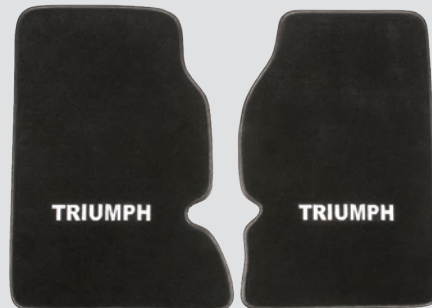
AM6819-2



MAT3



240-741



240-740

Rubber footwell mats

These high quality injection moulded rubber overmats feature a TR logo. Keep carpet wear to a minimum and easily cleaned with a bit of soap and water. Supplied as a pair, suitable for RHD and LHD.

..... AM6819-2

Nylon carpet footwell mats

These nylon carpet footwell overmats are mud and water resistant, they feature a rubber heel mat and an antislip backing. Supplied as a pair, suitable for RHD and LHD.

.....MAT3

Plush embroidered carpet footwell mats

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.

.....240-741

Ultra plush embroidered carpet footwell mats

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.

.....240-740



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

Mahogany rimmed steering wheels

Mk9 flat polished spokes with thin slot 14" MLW1119-14
 Mk9 flat polished spokes with thin slot 15" MLW1119-15

Mk9 flat polished spokes with holes 14" MLW1119-14H
 Mk9 flat polished spokes with holes 15" MLW1119-15H



TOURIST TROPHY STEERING WHEELS

Designed to complement your classic, these wheels are handcrafted to high standards. Available with the choice of either 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.

Leather rimmed steering wheels

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 rimmed steering wheels

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 wood rimmed steering wheel

Solid thick wood rim alloy drilled spokes 14" 489-095
 Solid thick wood rim alloy drilled spokes 15" 489-090

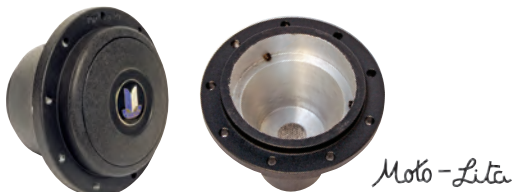


TOURIST TROPHY ADAPTOR BOSS

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.

Adaptor boss kit and accessory

Boss kit with horn push TR5-6853-786
Horn push with TR badge TR5-6905-647



MOTO-LITA BOSSES AND ACCESSORIES

For TR5-6 models we supply a black boss with a plastic Moto-Lita horn push. Replacement horn pushes are available separately, see below.

TR5-6 boss (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 capMLW1117BCC
- 3 Polished alloy centre cap/horn push..... MLW1117BHP
- Polished ring kit MLW1117X3
- Black ring kitMLW1117X3B



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



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



GAE128X



GAE123X



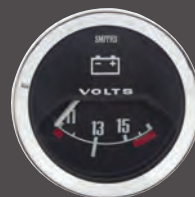
GAE124X



GAE120



GAE121



GAE122

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.

Clock full face 52mm - blackGAE128X
Capillary oil pressure half face 52mm - blackGAE123X
Electric water temp half face 52mm - black.....GAE124X
Dynamo ammeter half face 52mm - black GAE120
Alternator ammeter half face 52mm - black GAE121
Voltmeter half face 52mm - black GAE122
Chrome bezel 52mm 106964BEZEL

815747RED



815747TAN



FLOCK LINED GLOVE BOXES

Now available in a range of coloured flock linings to complement your car's interior colour.

| | |
|------------------------------------|-----------|
| Flock lined glove box - black..... | 815747BLK |
| Flock lined glove box - blue..... | 815747BLU |
| Flock lined glove box - red | 815747RED |
| Flock lined glove box - tan | 815747TAN |



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.

Expandable cup holder.....222-090



GAC0060

PRO START PUSH BUTTON

Add that race car feel to starting your classic with the pro start push button starter switch. Easy to fit with no cutting of wires required.

Pro start push button.....GAC0060



UPRATED HEATER

The uprated heaters consists of a high output heater box that is a direct replacement for the original, using an improved fan and matrix.

TR5-6 uprated heater.....812301HX



CHM228

GAC154

GAC90541

MANIFOLD HEAT INSULATION

Excessive heat build up in the engine bay can cause premature failure of components, and leads to poor engine running due to reduced inlet air density. Excess heat in the engine bay can also cause fuel cavitation. Wrapping a tubular manifold will keep engine bay heat to a minimum, reducing temperatures by up to 70%.

| Roll size (w x l) | Natural | Black |
|---------------------|----------|--------|
| 1" x 15' roll | GAC150.. | GAC151 |
| 2" x 15' roll | GAC152.. | GAC153 |
| 1" x 50' roll | GAC154.. | GAC155 |
| 2" x 50' roll | GAC156.. | GAC157 |

Manifold blanket and starter motor cover

Using a manifold blanket provides excellent heat retention for exhaust manifolds and can be easily installed to both cast iron and tubular manifold.

| | |
|---------------------------------------|--------|
| Manifold blanket 4-6 cylinder | GAC182 |
| Manifold blanket V8 2 piece..... | GAC183 |
| Starter motor cover with straps | GAC181 |

Snap Straps

Use Snap Straps to hold the wrap or blanket in position.

| | |
|---|--------|
| Snap Strap kit 8 x 9" and 4 x 18" lengths | GAC172 |
| Snap Strap kit 6 x 9" and 4 x 18" lengths | GAC173 |
| Snap Strap kit 12 x 9" lengths | GAC174 |
| Snap Strap kit 6 x 18" lengths..... | GAC175 |
| Snap Strap kit 4 x 14" lengths..... | GAC176 |

HEAT AND SOUND INSULATION

Insulate against heat and sound deaden bulkheads and under bonnet areas. Both materials can be easily cut to shape and fixed using contact trim adhesive.

Dynamat hoodliner

Made from 3/4" urethane foam with a water and oil resistant foil face that reflects 97% of radiant heat while providing sound insulation and preventing heat damage to paintwork. The hoodliner 'sound soaker' foam absorbs engine noise giving a quieter environment in your car.

Foil Heatshield

This foil covered heat and sound deadening material can be installed under carpets, over the transmission tunnel, against bulkheads, etc. Insulates against hot and cold, deadens noise and provides protection against fire. The insulation material is lightweight, has a layer of foil on both sides and will not absorb moisture.

| | |
|--|----------|
| Dynamat hoodliner 813mm x 1.37m (32" x 54") | GAC90541 |
| Foil heatshield insulation 1.21m x 1.82m (48" x 72") | 409-016 |
| Bitumen type sound deadening pad self adhesive | CHM228 |
| High temperature adhesive aerosol 400ml | GAC9908X |
| Standard adhesive aerosol 400ml..... | UBS203 |

EXHAUST SYSTEM HEAT INSULATION

Exhaust heat shield can be used on the underside of the floors where the exhaust runs close to the floor particularly above silencers and catalytic converters. The general purpose material can be used to cover bulkheads and floors to keep general heat transfer to the cockpit to a minimum. It can also be used to wrap and cover components in the engine bay to prevent heat damage.

| | |
|-------------------------------------|--------|
| Exhaust heat shield 40" x 24" | GAC184 |
| General heat shield 1m x 1m..... | GAC185 |

SECURON SEAT BELT & HARNESS KITS

This is our range of suggested Securon replacement seat belts to best suit TR5-6 models. All Securon seat belt products are 'E' approved for road use. On cars 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. Once positioned the strap can be adjusted for length and fit on the over-shoulder section of the belt.

| | |
|-----------------------------------|---------------|
| 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. This is the recommended inertia reel seat belt mechanism as it allows clearance for the hood frame when folded.

| | |
|--------------------------------------|---------------|
| 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 and then bolted to the eyelet on the end of the seat belt. It must not be used at any other mounting point. 'E' approved for road use.

| | |
|------------------------------------|--------|
| Seat belt extender - red only..... | SBS227 |
|------------------------------------|--------|



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 |



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 |



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 |
|--|---------|



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 |
|-----------------------------|---------|



BOOKS, MANUALS & DVDS

Owners handbooks

As supplied with your car from new. Essential for day to day maintenance.

| | |
|---------------------------------------|-----------|
| TR250 (USA) owners handbook..... | 545033 |
| TR5 (1967-68) owners handbook..... | 545034 |
| TR6 (1968-73 CP) owners handbook..... | 545078 |
| TR6 (1974 on CR) owners handbook..... | 545078A |
| TR6 USA 1972 owners handbook..... | 545111/73 |
| TR6 USA 1974 owners handbook..... | 545111/74 |
| TR6 USA 1975 owners handbook..... | 545111/75 |

Factory workshop manuals

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

| | |
|---|-----------|
| TR4 workshop manual..... | 510322 |
| TR5 supp. (use with TR4 manual 510322)..... | 545053 |
| TR6 workshop manual..... | 545277SC |
| TR250, TR5-6 glovebox sized manual..... | 545277HBS |

Factory parts books

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

| | |
|----------------------------------|----------|
| TR250 factory parts book..... | 516914 |
| TR6 1969-73 parts catalogue..... | 517785A |
| TR6 from CR5001 & CF12501..... | RTC9093A |

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.

| | |
|--------------------------|----------|
| TR5-6 Haynes manual..... | MGL6216X |
|--------------------------|----------|

TR restoration manual, by Roger Williams

These 'how to restore' publications are an absolute must have, for all TR owners. The books cover every aspect of classic car restoration, from creating a restoration plan to welding techniques, and steering conversions.

| | |
|-------------------------------------|---------|
| TR5-250-TR6 restoration manual..... | MGL6026 |
|-------------------------------------|---------|

Haynes carburettor manual

This manual covers SU, Stromberg, Weber and Dellorto carbs. 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 |
|--------------------------------|---------|

Weber carburetors: 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 |
|---------------------------------|---------|

Tuning SU carburetors

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 carburetors..... | MGL0070 |
|----------------------------|---------|

SU workshop manual

Factory workshop manual covering both carbs and fuel pumps.

| | |
|-------------------------|----------|
| SU workshop manual..... | GAC1044X |
|-------------------------|----------|

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 |

Lucas fault diagnosis manual

This Lucas 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/owner.

| | |
|-------------------|----------|
| Lucas manual..... | GAC1029X |
|-------------------|----------|

SU carburettor rebuild DVD

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

| | |
|---------------------------------|---------|
| SU carburettor rebuild DVD..... | 211-036 |
|---------------------------------|---------|

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 |
|---------------------|---------|

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 |
|---|---------|

How to Restore 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.

| | |
|--|---------|
| How to restore classic car bodywork..... | MGL0330 |
|--|---------|

Gold Portfolio TR6

Road tests/specs, performance data, new model instructions, long term reports and much, much more. A real must for TR6 enthusiasts everywhere.

| | |
|-------------------------|----------|
| Gold portfolio TR6..... | MGL6007X |
|-------------------------|----------|

Competition preparation manual TR250-6

Competition preparation manual from British Leyland for your TR250, TR5 or TR6, including graphs, tips, tricks and invaluable information on the best ways to tune your car for competition.

| | |
|-------------------------------------|---------|
| Competition preparation manual..... | MGL6311 |
|-------------------------------------|---------|

How to Improve your TR250/5/6

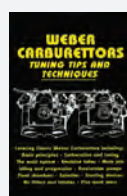
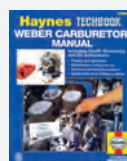
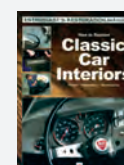
Detailed practical advice on improving performance, handling, braking, comfort, appearance and reliability. Written by Roger Williams with input from many amateur restorers and aided by the top TR specialists. Essential for the TR owner wishing to get that bit more out of their pride and joy.

| | |
|------------------------------------|---------|
| How to improve your TR250/5/6..... | MGL6614 |
|------------------------------------|---------|

Original Technical Publications Heritage USB

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

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





WING COVER

The top quality wing cover is printed with the Triumph logos and has a padded foam rubber backing that protects your cars finish from spills, scratches or small dents.

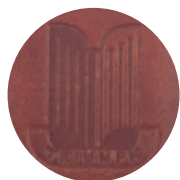
Triumph wing coverGAC9975X



TR SHIELD EARRINGS

Enamelled miniature marque logo earrings.

Triumph earringsGAC9941X



EMBLEM KEY FOBs

Our new range of Triumph key fobs feature a smart brushed finish ring & metal hanger with an embossed leather logo tag. Available in black or brown.

Triumph emblem leather - blackGAC9842X

Triumph emblem leather - tanGAC9843X



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



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



GARAGE SIGNS

Screen printed metal replicas of original factory dealer signs.

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



PINT GLASS SET

Enjoy your favourite drink from these glasses bearing the Triumph Laurel logo. Pint size glass set of 4.

.....230-932



UNION FLAG

The Union flag is made from lightweight polyester complete with metal grommets on the hoist.

Union flag - 36" x 60"

.....GAC9939X



LEATHER KEY FOBs

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

- 1 Triumph globeGAC6053
- 2 Triumph shield - blue/whiteGAC6053X
- 3 Triumph shield - red/whiteGAC6054X
- 4 Union flagGAC4042
- 5 Triumph shield - black fob621-000
- 6 Triumph shield - tan fob621-001
- 7 Triumph globe - black fob621-015
- 8 Triumph globe - tan fob621-016



EMBROIDERED PATCHES

- 1 Triumph embroidered patchGAC4135X
- 2 TR logo embroidered patchGAC9955X
- 3 British Leyland logo embroidered patchGAC9960X
- 4 Union flag embroidered patch229-510



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.

- | | | |
|---|---|------------|
| 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 |



MOSS DRIVERS CAP

Get your style on with a Moss drivers cap. Sporting a Moss block logo, this flex-to-fit cap has a knitted construction and offers a snug fit to your head.

Moss Drivers Cap..... 217-246



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. 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



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 |



EXPANDABLE CUP HOLDER

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

Expandable cup holder..... 222-090



230-390



230-355



230-388

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

RETROSOUND 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, chrome.....230-390

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).

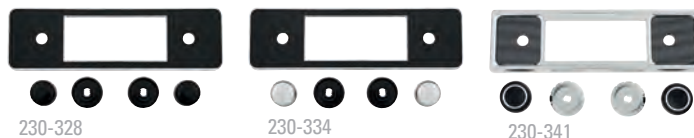
RetroSound Long Beach, chrome.....230-381

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 RETROSOUND

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

6" x 9" 3 way, DVC, no grilles (each).....230-510

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

6" x 9" 3 way, 100W max, with grilles (pair).....230-530

6" x 9" 3 way, 100W max, with grilles (pair).....230-531

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



TR5-6 Restoration Parts



For your notes...

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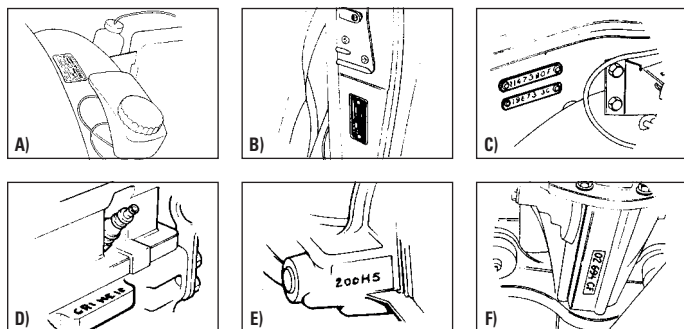
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Identifying Your Car

Before ordering any parts for your TR sports car, it is essential that you have full details of the chassis number, engine number, body number, rear axle and gearbox numbers.

Number Locations

- A)** The commission number on TR5-250 and early TR6 models were mounted on plates affixed to the top of the inner lefthand front wing. The plate included the commission number which could have a suffix 'L' or 'U' (1971 on) for lefthand drive models, and 'O' for overdrive. Paint & trim colour codes were also shown - information for which is listed on the paints page of this book.
- B)** Later TR6 models had the commission plate attached to the lefthand 'B' post, below the door shut plate.
- C)** Two plates attached to the bulkhead were body numbers. One was fitted by the manufacturers of the body shell, the other by Triumph. These numbers are not required when ordering replacement parts.
- D)** The engine number was stamped onto a lip at the rear of the lefthand side of all engine blocks, just visible below the spark plug. The engine number is essential when ordering engine parts.
- E)** The gearbox number is stamped onto the casing just behind the clutch lever cross-haft box. On later US models the number was stamped above the starter motor bulge on the righthand side of the gearbox casing. Use this number when ordering gearbox parts.
- F)** The rear axle number is located at the base of the axle housing, when viewed from beneath the car. Use this number when ordering axle parts.



TR5 Pi Models

| | | |
|------|--------|--|
| 1967 | CP1 | Prototype |
| | CP2 | First production car, (built 29th August 1967) |
| | CP585 | Last production car that year |
| 1968 | CP586 | First production car, (built 1st January 1968) |
| | CP3101 | Last production car, (built 19th September 1968) |

TR250 Carburettor Models

| | | |
|------|----------|--|
| 1967 | CD1-L | First production car, (built on 11th July 1967) |
| | CD2684 L | Last production car that year |
| 1968 | CD2685 L | First production car |
| | CD8594 L | Last production car, (built 19th September 1968) |

TR6 Pi Models

| | | |
|------|-----------------|--|
| 1968 | 1969 model year | |
| | CP25156 | First production car, (built 28th November 1968) |
| | CP25158 | Last production car that year |
| | CP25001 | First car was probably a prototype |
| | CKD | CP25002 To CP25145 were CKD |
| 1969 | 1969 model year | |
| | CP25159 | First production car, (built 2nd January 1969) |
| | CP26998 | Last production car, (built 10th September 1968) |
| | 1970 model year | |
| | CP50001 | First production car, (built 1st September 1969) |
| 1970 | CP50464 | Last production car that year |
| | CKD | CP50002 To CP50436 believed to be CKD |
| | 1970 model year | |
| | CP50465 | First production car, (built 1st January 1970) |
| | CP52785 | Last production car that year |
| 1971 | 1971 model year | |
| | CP52786 | First production car, (built 1st January 1971) |
| | CP54572 | Last production car, (built 7th September 1971) |
| | CKD | CP54573 To CP54584 were CKD cars |

| | |
|-----------------|---|
| 1972 model year | |
| CP75001 | First production car, (built 27th September 1971) |
| CP7544 | Last production car that year |

| | | |
|------|-----------------|--|
| 1972 | 1972 model year | |
| | CP75455 | First production car, (built 3rd January 1972) |
| | CP77718 | Last production car, (built 21st September 1972) |

| | |
|-----------------|--|
| 1973 model year | |
| CR169 | First production car, (built 15th November 1972) |
| CR664 | Last production car that year |
| CKD | CR1 to CR168 were CKD cars |

| | | |
|------|-----------------|---|
| 1973 | 1973 model year | |
| | CR665 | First production car, (built on 2nd January 1973) |
| | CR2911 | Last production car, (built 17th October 1973) |

| | |
|-----------------|---|
| 1974 model year | |
| CR5049 | First production car, (built 14th September 1973) |
| CR5612 | Last production car that year |
| CKD | CR5001 To CR5048 were CKD cars |

| | | |
|------|-----------------|--|
| 1974 | 1974 model year | |
| | CR5613 | First production car, (built 1st January 1974) |
| | CR6630 | Last production car that year |

| | | |
|------|-----------------|--|
| 1975 | 1974 model year | |
| | CR6631 | First production car, (built 1st January 1975) |
| | CR6701 | Last production car, (built 7th February 1975) |

TR6 Carburettor Models

| | | |
|------|-------------------|---|
| 1968 | 1969 model year | |
| | CC25003 L | First production car, (built 19th September 1968) |
| | CC27383 L | Last production car that year |
| | CC25001 & CC25002 | Not yet found in factory build records |

| | | |
|------|-----------------|---|
| 1969 | 1969 model year | |
| | CC27384 L | First production car, (built 2nd January 1969) |
| | CC32142 L | Last production car, (built 19th December 1969) |

| | |
|-----------------|--|
| 1970 model year | |
| QCC50001 L | First production car, (built 22nd November 1969) |
| CC51032 L | Last production car that year |

| | | |
|------|-----------------|--|
| 1970 | 1970 model year | |
| | CC51033 L | First production car, (built 1st January 1970) |
| | CC60902 L | Last production car that year |

| | | |
|------|-----------------|--|
| 1971 | 1971 model year | |
| | CC60903 L | First production car, (built 1st January 1971) |
| | CC67893 L | Last production car, (built 20th August 1971) |

| | |
|-----------------|--|
| 1972 model year | |
| CC75001 L | First production car, (built 20th August 1971) |
| CC7881 | Last production car that year |

| | | |
|------|-----------------|--|
| 1972 | 1972 model year | |
| | CC78813 U | First production car, (built 3rd January 1972) |
| | CC85737 U | Last production car, (built 5th October 1972) |

| | |
|-----------------|---|
| 1973 model year | |
| CF1 U | First production car, (built 11th September 1972) |
| CF 4028 U | Last production car that year |

| | | |
|------|-----------------|--|
| 1973 | 1973 model year | |
| | CF4029 U | First production car, (built 2nd January 1973) |
| | CF17002 U | Last production car that year |

| | | |
|------|-----------------|--|
| 1974 | 1974 model year | |
| | CF17002 U | First production car, (built 2nd January 1974) |
| | CF25777 U | Last production car, (built 18th September 1974) |

| | |
|-----------------|--|
| 1975 model year | |
| CF27001 U | First production car, (built 22nd August 1974) |
| CF29580 U | Last production car that year |

| | | |
|------|-----------------|--|
| 1975 | 1975 model year | |
| | CF29581 U | First production car, (built 2nd January 1975) |
| | CF39991 U | Last production car, (built 23rd August 1975) |

| | |
|-----------------|--|
| 1976 model year | |
| CF50001 U | First production car, (built 29th August 1975) |
| CF52314 U | Last production car that year |

| | | |
|------|-----------------|--|
| 1976 | 1976 model year | |
| | CF52315 U | First production car, (built 5th January 1976) |
| | CF58328 U | Last production TR6, (built 15th July 1976) |

"Not a lot of people know that..."

An intriguing ramble through the history of Canley's finest.

What you are about to explore is the result of 25 years of catalogue development appertaining to the classic car market. It is much more than a mere catalogue: it has become a parts manual with addition of what the foreseeable future may offer. It illustrates definitively how the 6 cylinder TR has developed from being simply the last of the separate-chassis TR's, as built by Triumph during the 1970's, into bespoke machines echoing the desires of their owners.

It is also a story of that development, but where should that story begin? Perhaps with the sea of the green TR2's, 3's and 3A's, that spilled noisily onto racetrack on the world of the 1950's, forever changing sports car racing? Or maybe with the flying 'British Racing Wedgwood' blue TR4's which struggled to cope with the changing face of rallying in the early 1960's, in the forests and tracks in Europe, Asia and Africa? Actually, Wedgwood Blue is amazingly close to the start of this story, but first we must share a journey...

The welcome sight of Brandon Hall off to the right means our journey to Coventry is nearing its end. At the next and final crossroads, with Stoneleigh village and Abbey signposted off to the left, our pace slows as we climb a modest hill. The journey from Northampton has taken about five hours though this did include a stop near Rugby for refreshments, and we were overtaken by nothing during the 20 or so miles.

As we crest the hill, the spires of several churches become visible, but they are belittled by the three in the city centre: Christchurch, St. Michael's, and Holy Trinity. All appear to rise out of a pall of mist and smoke emanating from the workshops, factories and houses surrounding the mediaeval town centre. Of course we could have travelled by train, but the railway spends much of its route underground, punctuated by the large ventilation towers visible in the fields. Having one's own transport is so convenient, as we all know, but Coventry now has its own transport system, so this has become less important. Another 20 miles straight ahead would bring us to the rapidly spreading town of Birmingham, but we veer right towards Coventry City Centre. Though less than 2 miles to go, we are still in open farmland. We have a feeling that's about to change significantly. The year is 1884: Queen Victoria is 44 years into her long reign. The city has been selected by Seigfreid Bettmann, as being ideal for the setting up of a company to market the produce of several German manufacturers, the most successful of which will prove to be the sewing machine agency. The above hypothetical journey would have demonstrated to Seigfreid the poor quality of the road surfaces encountered on inter-city carriageways, ripped up and rutted by the iron tyres on the heavier carts and the horses and oxen hooves used to pull them. He may have surmised that the Government should find some way of taxing these heavy goods vehicles to provide a road-repairing fund. However the railways and canals were providing an efficient service in transporting materials, so the road situation would not have been significant, although it might have been a catalyst in persuading Seigfreid to develop and market a cycle less painful to use than the 'boneshakers' in common use.

Before returning to the 20th century, you might ask 'why sewing machines?' The answer lies much further back in time. At the time of the Domesday Book, about 1000 people occupied the area that became Coventry (or Copa-Tree, as it was known then). It was a sheltered hollow, well watered by the River Sherbourne and several lakes and springs. The main occupation was sheep and wool based and then the subsequent woven goods. A speciality was ribbon weaving and there was a growing demand for colours to relieve the natural ones (sheep only come in black and white), so dyeing techniques and different colours were developed. Believe it or not, the most sought after colour was 'Coventry Blue'.

The dye's formula was a closely guarded secret for several hundred years and as none has survived in good condition we can only surmise (and who can argue) that this was the first occurrence of Wedgwood Blue! Based on this industry, Coventry grew steadily until it was struck, first in 1350, then again in 1478, by the Black Death and plague, each time suffering the setback of losing about a third of its population and the subsequent devastation of its workforce. Recession also struck, as clothing tastes changed, but even by 1700 over 2000 people were still employed in the wool and silk weaving industry. Fifty years later watchmaking arrived but then everything changed forever when steam powered machinery arrived, in particular the steam loom in 1830. The next industry to arrive and flourish was sewing machine manufacture, with several familiar names, such as Singer, Humber and Hillman. So it was to this city of about 50000 inhabitants that Seigfreid was drawn. Now Seigfreid was not a man to rest on his laurels and he used his mechanical abilities to move into the cycle manufacturing trade, launching his own machine which he named the 'TRIUMPH' in 1890. It was a relatively short step, in 1901, with a cash injection from Dunlop, to launch the first Triumph motorcycle. As we all know, the sewing machine manufacturers added cycles, then motorcycles, and finally cars to their produce. At its peak, in Coventry there were 248 cycle manufacturers employing 40000 people!

The first Triumph car appeared in 1923, and whilst the first production TR appeared in 1953, the story really begins for the 6-cylinder TR's a few years after this when Triumph asked Giovanni Michelotti to re-style the TR. Michelotti's first offering, with lines instantly recognisable on TR4/5 models Was 'Zest' in 1958. A pair of slightly differing 'Zooms' followed in 1959 featuring two piece hard tops (later called 'Surrey Tops') and a longer wheelbase, needed to fit the twin cam (Sabrina) engine. This engine was used in the similarly long wheel based TR3's as raced in 1959. It appeared in both 1960 and 1961 in Zoom based bodies but featuring widened track chassis and called TR's. So when the TR4 appeared in September 1961, it would have to be described as a combination of all the above. The IRS chassis was a typical piece of Triumph 'budget' engineering, and appeared under an unchanged Michelotti body shell, in March 1965. Triumph engineers had been testing a 2.5 litre 4-cylinder engine, but decided this was not the way to go respective to their noise, vibration, harshness (NVH) suppression programme. Those engines featured dry liners with 93mm bores. The head casting appeared externally as TR4A but had different ports, waterways, and combustion chambers. The block featured many changes, especially for stiffness and the three bearing crankshaft had larger main bearings (up 1/4"), with the flywheel attached by six bolts.

The engineers obviously tried very hard to make this work, but of the three complete engines produced, one was completely destroyed and one, X947, still exists in the West Midlands. With the abandonment of this route, the parts bin was raided, and the 'Wasp' project commenced with a car straight off the production line, in February 1965, a month before the TR4A was released. The car, commission Number X747, was first registered to Lucas, who kept it until 1972 and used it as a test hack for development work. X747 is both externally and internally a TR4A with the Pi '6' installed, although there are non-production 4A and 5 details. Careful study of photographs taken at Canley in its experimental department show there was also a modified TR4A chassis fitted with a 6-cylinder engine mated to an overdrive gearbox, to which many hand finished Pi parts were attached. It is assumed that this was to be a working unit as all engine ancillaries are in place, including inertia starter (as TR250), dynamo and exhaust. The injectors were machined directly into the cylinder head. It looked doubtful if the engine ever ran in this chassis. The Wasp project, which culminated in the TR5 launch in August 1967, was preceded (by 6 weeks) by the TR250 launch.

The 6-cylinder Michelotti cars enjoyed a short life, by Triumph standards. Indeed it is more than likely that plans were under way for the face-lifted replacement before TR5-250 hit the streets. Anyone who has the slightest idea of what body panel tooling costs to produce will be amazed at how small the budget was for this project, and though the precise actual sum is buried, (probably deliberately), in the mist of time, it is likely to be a 6-figure sum. The job was put out for tender, and it is assumed that the only way to meet the budget restrictions was to use as many of the existing inner body panel tools as possible, for this was what happened. The contract was won by Kharman, who turned their quotation and drawings into shaped metal with the TR6, in January 1969, producing the most successful TR to date, but brought to an end the solid chassis or classic line of hairy sports cars. Canley itself closed in 1981, and at the time it seemed likely that The End had arrived, but just over a decade later the MGF was released, so who knows what the future may hold? What would they call it...?

By Pete Cox





Moss Hoods & Tonneau Covers

Moss Europe are committed to an intense programme of product development and re-manufacturing - one of those products is hoods and tonneau.

Investing For The Future

By Preserving Traditional Crafts, Methods And Skills

The only way to ensure that a part is right for the job, is to manufacture it by the best possible means to the highest standards and, although modern production techniques have transformed the classic car industry, some-times, the only way to do it is the traditional way.

The People

Any product is only as good as the people who make it. At our own manufacturing plant in Shropshire, we have a hand picked team of craftsmen and women, who are all dedicated enthusiasts of vintage and classic cars. With a combined total of nearly 100 years experience, they produce hoods and tonneau to the highest standards (some served their apprenticeship in the manufacturers trim shops - such as Austin Healey, MG and Triumph, whilst many served their apprenticeship with traditional independent coach trimmers).

The Very Best Materials

Modern materials assist the craftsman to produce the best possible hood, but they must look right. Modern materials (due to their inherent strength) greatly assist traditional manufacturing methods by allowing the craftsman to fully use his or her skills to ensure that every section of a hood is cut to a precise pattern - every time. This assists the skilled machinists to ensure that every seam is perfectly formed and finished. No matter how well the product is made, it must look and feel right, as well as being durable. To this end, we source our material from two of the worlds leading fabric manufacturers. Sometimes you can't cut corners.

Design And Development

Modern sports cars can sometimes benefit from their predecessors. As well as hoods (and tonneau covers) for classic sports cars, we also produce them for modern sports cars such as the MGF and Mazda MX-5. Our aim is to produce the best hoods by using our in-house skills and experience.

Quality Control

Every hood is checked for fit by using trim bucks. Not only do we fit every hood and tonneau to a Trim Buck (A perfectly engineered OE specification test rig that checks fit), we also monitor each and every stage of production, from first cutting to final stitching. "When you buy a Moss hood or tonneau, you can be sure that you have the finest product available, produced by craftsmen."

What Can I Do To Make My TR Go Faster?

There really isn't a simple answer to this question...

- Do you want higher speeds on the motorway or more mid-range torque?
- Do you drive your car fairly hard on a daily basis, or just use it on weekends?
- Would you like that little bit more power, or do you want maximum BHP?
- Do you just want the car to be quicker through bends?
- Then we could ask, have you, or are you going to, upgrade the brakes?
- Are your suspension and/or steering bushes/components OK?
- Will your transmission and drive train handle more power/speed?
- 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 and, if you want to make it a real head turner, complete the transformation by fitting a set of wide section alloy wheels. 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.

Body Panels

We supply a range of replacement aluminium panels. Please see the Accessories section for full 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.

Engine Oil Cooling

The Triumph 6 cylinder always requires a oil cooler especially in modern day traffic, where the speeds are much higher for longer periods than were to be expected when the car was designed. We offer a full range of options that allow you to fit the oil cooler/filter of your choice. 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. The use of the larger diameter hoses (5/8") gives less pressure drop across the radiator, so it can be beneficial for competition use.

Oil System

Engine Oil Filter

The standard oil filter system is okay, but it does have one major fault - once the engine is stopped all the oil drains back into the sump. Therefore, the filter must be refilled on start-up before oil is supplied to the crankshaft etc... this causes the usual bearing rattle on initial starting in the mornings. The fitting of a spin-on oil filter prevents oil drain and helps prolong bearing life.

Oil Pump

The standard pump - if in good condition, is more than adequate for most uses. The later type pump, all aluminium body, can be used for all applications. For fast road or racing use, get the end float reduced to around 0.001/2" as this will reduce the pressure leakage. See also the general engine preparation section on page 12.

Oil Pressure Relief Valve And Spring

On these engines the oil pressure is a little low especially when hot. We recommend that the spring is replaced and, when building a hot engine, replace the valve as well. When re building it can be a good idea to ensure that the valve is seated correctly by lapping in, wash out fully afterwards, though. Do not use any extra washers when reassembling.

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 maximum power at the top end of the rev range.

Standard Distributor

The standard distributor when in good condition, will work perfectly for all but the race camshaft profile. We also supply uprated contact points, GCS111, for fast road/sprint work.

TR5 & Early TR6

For the 150BHP motors (CP engine number) the distributor unit has the best advance curve of all the production units, especially when being used on road engines. These units use a 6 degree base plate as well as lighter weights. This unit can also be improved for competition engines.

Late TR6 Models

These units use a 12 degree base plate. There are many different settings but all of them can be adapted to a usable specification by either fitting the exchange distributor or by using the set of advance springs, TT1903.

U.S. Models

With these models, the fitting of a set of advance springs, TT1903, can sometimes be adequate, but, it may well be necessary to amend the base plate to limit the curve and adjust the settings to suit your new requirements. This can be done using the special distributor setting machines, now available in the States. New Lucas units can only be supplied without cable tach drive.

Lucas Advance Springs

For Lucas distributors, we are able to supply a set of five advance springs, 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.

Electronic Ignition

If you are tired of setting the points, then electronic ignition is the answer, see the Accessories section for full details of the different ignition systems we supply.

Mallory Distributors

If your vehicle was originally fitted with a Lucas distributor, then you can fit the track proven twin point Mallory distributor.

Note: if you fit a Mallory twin point distributor, you will need to fit an electric rev counter.

Performance HT Ignition Leads

Whether you fit high performance silicone or competition plug leads, they are essential if you have fitted a sports coil, uprated distributor and NGK spark plugs.

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 or badly scored, both of which will affect the possible braking efficiency.

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) are still 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 Aeroquip, 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 complete, ready assembled with unions for easy installation.

Uprated Brake Components

As well as uprated brake pads that can be used with standard calipers and discs, we also supply complete uprated and ventilated brake kits, and, finned/ alloy rear brake drums.

Note: Race regulation may not permit ventilated discs.

Ventilated Discs

This TriumphTune conversion utilises the standard calipers, with a spacer that enables the thicker ventilated discs to be installed. The fitment normally does not require any other modifications, as long as clearance inside the wheel is fully checked on installation. The substantial improvement in the braking makes this conversion highly recommended for all cars. We also offer a four pot brake conversion that has alloy calipers. Ideal for all applications and where regulations allow full race cars.

Rear Brakes

Here the road car does not require any special work although for race use hard linings are essential, and the rear brake cylinder should be changed for one with a smaller bore.

Steering

It goes without saying that all steering components/bushes must be thoroughly inspected and replaced as a matter of course if suspect. For pin point steering, we recommend you fit one of our quick racks (that utilise solid alloy mounts), that have a high ratio pinion giving you lock-to-lock in only 2.5 turns, compared to the standard 3.5.

Note: If you have solid (alloy) steering rack mounts - which are essential for race 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 order of priority for suspension tuning for TR5-TR6 models is:

- | | |
|--------------------------------|------------------------------|
| 1. Front Anti-Roll Bar | 5. Front Shock Absorbers |
| 2. Rear Springs | 6. Rear Anti-Roll Bar |
| 3. Rear Shocks (or conversion) | 7. Uprated Suspension Bushes |
| 4. Front Springs | |

Front Suspension

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.

TR5-TR250 models were not fitted with a front anti-roll bar as standard, so an installation kit is required. The diameter of the bars may be larger than was originally listed for the car, this is because we are using the inner wishbone bolt for the mounting position to allow clearance for larger tyres.

For the TR6, the bars are the same shape only larger diameter than standard, this is recommended for fast road cars where larger tyres/wheels have been fitted. The outer 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.

Front Shock Absorbers

When you fit uprated springs it is essential that you also fit uprated dampers. We also supply uprated top shock absorber bushes, order part number 21A860SPK. See the Accessories section for full details of uprated shock absorbers.

Front Springs

The standard specification springs were designed primarily for the U.S. 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.





Front Springs (Continued)

Before altering the car, measure the fitted height both front and rear. This will allow you to make the right choice for the height of the 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

Here the front springs are in two basic rates, for the TR5-TR250 models we prefer to recommend the TT4102/TT4201. The TR6 models can take the higher rate TT4207 spring units. We have remanufactured the special Churchill spring compressor tool, 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 & TT3259L. These were fitted as standard on late 1973 TR6 models. For racing use, the actual brackets must also be checked over regularly for fracturing and replaced, this also is necessary if a road car is heavily kerbed.

Inner Fulcrum

The inner pivot bracket on most cars, uses only one stud for attachment to the chassis mounting bracket. This is adequate for a road car but if large 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.

Bushes

For all fast road or competition cars the inner bushes should ideally be replaced with the nylontron 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, that occurs with the standard rubber set-up. The suspension will be a little noisier in it's operation.

Top Wishbone

This can be shortened for competition use, so as to induce more negative camber, depending on the type of front springs used. 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.

Rear Suspension

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 locater 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. The 25% road uprated units are supplied on exchange. The racing units have the damper setting increased by 50% and are usually based on new units, although they are supplied on an exchange basis, as we always require the old units to maintain this service.

Telescopic Conversion Rear Shock Absorbers

These specially designed 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 racing where rules allow its use.

Rear Coil Springs

Here we have a mine field there are so many variables. The standard range of springs is listed in the Accessories 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. For our full range of uprated springs and fitting recommendations see the Accessories section.

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:

| MODEL | INNER | OUTER |
|-----------------------|-------|-------|
| TR5-TR250 & Early TR6 | 1 | 2 |
| TR6 Late Models | 3 | 1 |

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, without excessive rear end steerage. We have had the TT3266 specially manufactured in 70 shore material with a stepped centre sleeve so as to stop the bush splitting when under extreme loads.

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.

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 and body modifications.

Wheels

| MODEL/WHEEL SIZE | STANDARD | ROAD/SPRINT | RACING |
|------------------------------|-------------------|------------------------|----------------------|
| TR5-TR250 & Early TR6 TR6 | 4 or 4.5" 5.5" | 4 to 4.5" 5.5 to 6" | 5.5 to 6" 6 to 7" |

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

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 stronger 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.

Uprated Clutch

These components are built specially for fast road/sport, for both standard and close ratio gear sets, or full competition use. For full details see the Accessories section.

Clutch Plate

All six cylinder Triumph models are fitted with an 8" diameter clutch. The only difference with the plates is the manufacturer, Borg & Beck or Laycock, and the diameter of the Input shaft, TR models = 1 1/4"/others = 1.00". The uprated plates we supply are available in different specifications depending on your requirements/expectations. The fast road units are made from stronger steel reinforcing plate as well as using stronger damper springs and facing material, the race units have stronger springs and facing material. When choosing the clutch, be careful to check the input diameter and that the recommended application is correct for your car/use.

Clutch Release Bearing

This is only required to be standard, but in good condition. The release bearing carrier should always be checked and replaced if any wear is shown. The replacements can be either standard steel or in brass.

Dog Clutch

We supply a set of gears and hubs to convert your TR4 gearbox to dog engagement, that permits clutch-less fast gear changes. If you have to ask what a dog clutch gearbox is, you probably don't need one. Contact Moss for details.

Standard Flywheel

Lightening of the flywheel to reduce the rotating weight will enable the engine to pick up and rev easier. This work is usually carried out to your own unit at the same time as balancing. The amount of weight saving will depend on the actual flywheel design but it is normally between 5-9lbs. Alternatively you could fit one of our brand new lightweight flywheels - see lightened flywheel.

Lightened Flywheel

In the past, when engine tuning, the cast iron flywheel came in for some serious attention. As much material would be removed as deemed safe. Years of stress caused by engine revs, heat and clutch abuse, may well have pushed this hard-worked part into an unsafe condition. Flywheels (and clutches) have been known to fail catastrophically.

Now though, with our steel, and alloy flywheels, you are spoiled for choice. If your TR is to be used for FIA competition the all steel unit is required, though rules may change! For alloy flywheels, the ring gear must be also be pinned once it has been shrunk on. Because the TR 6 cylinder engine has two different types of crankshaft, crankshafts/flywheels can only be interchanged as matched pairs.

Gearbox

Ratios

The input shaft on TR4A/5/6 gearboxes is 10 spline x 1 1/4". The input shaft on 2000 Saloons and Sprints gearboxes is 10 spline x 1.00". Gear ratios are as follows.

Gearbox Ratios (Continued)

| MODEL | 1st | 2nd | 3rd | 4th | O/Drive |
|--------------------------|------|------|------|------|---------|
| Standard TR5 & Early TR6 | 3.14 | 2.10 | 1.39 | 1.00 | 0.797 |
| Standard Late TR6 | 2.99 | 2.10 | 1.39 | 1.00 | N/A |
| Close ratio (TT2210) | 2.19 | 1.57 | 1.23 | 1.00 | N/A |

And just in case 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 that are suitable for all Triumph gearboxes with needle roller constant pinion bearings, including 2000 but not Stag or Sprint. If you want to keep the engine on cam then this gear set is the answer. See the Accessories section for full details.

Wide Ratio Gear Sets

Unfortunately, due to manufacturing restrictions, we are unable to supply this product.

Uprated Lay Gears

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 the Accessories section for full details.

5-Speed Gearbox Conversion

Our precision engineered 5 speed gearbox conversion kits include every-thing you need (including a gearbox unit) to convert your classic to 5 speed.

Uprated Overdrive

We may be able to uprate your own overdrive if the unit is in good condition. Please ask your nearest Moss branch 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 TR5-TR6.

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 rev's is also an important factor.

DIFFERENTIAL RATIOS

| | | | | | |
|--------|--------|-------|--------|---------|----------|
| 3.45:1 | 3.70:1 | 4.1:1 | 4.3:1* | 4.55:1* | 4.875:1* |
|--------|--------|-------|--------|---------|----------|

(*These ratios are virtually impossible to obtain).

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.

Engine Variations

On any engine conversion, it is essential to consider very carefully the suspension and braking systems. We list here some of the sensible and possible engine transplant conversions. There are many more combinations which will depend on your own ingenuity and engineering capabilities. Purists are warned not to read this section, it may be bad for your health.

We know of some owners who have fitted the Rover 3.5 V8 in without too many problems. The TR axle and gearbox are able to take up to 250bhp, without too many problems, although it may be better to use a 5 speed box and/or Jaguar rear end.

Probably it would be better to use the 2.5 litre engine and increase the cc by over boring or stroking. 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.

General Guides To Engine Tuning

Tuning The TR Engine

The TR engine can be made to produce good reliable power for a road car without excessive amounts being spent on the engine unit.

Engine Balancing

With all Triumph engines this is very worthwhile both in general rebuild or competition use. The rotating components are all balanced to reduce any engine vibrations in two operations. The crankshaft, front pulley/extension, flywheel, and clutch cover are all bolted together and spun-up to find, and remove, the in-balance point. The connecting rods are balanced end-to-end and the pistons are then balanced to each other. The end result is that the vibration point usually felt at 2500 - 3400 rpm 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. Later in the performance section we have laid out the order of our PlusPac conversion suggestions that give you value for money steps, they are all designed for installation as a bolt on kit to an otherwise standard engine in good condition. PlusPacs are not mandatory steps, but they are the most logical way of obtaining improved performance without wasting money. The order can be amended as to your final stage required, as long as you are prepared to accept varying degrees of improvement if the whole conversion is not being fitted at one time.

- | | |
|---|--|
| A | Extractor manifold and sports exhaust system |
| B | Sports air filters |
| C | Pi system renovated or fit carburettors, as required |
| D | Modified cylinder head |
| E | Performance profile camshaft |

If you prefer to install the camshaft or cylinder head in a different order, then the power increase will be altered and the full potential of the component may not be realised until it's associated component is installed. On some models the installation of Weber or Dellorto carburettors at an early stage can be very worthwhile if you are contemplating carrying out a full conversion later.

We list the recommended sizes to be used for each model, there is not normally any benefit in going larger than this unless the car is used for outright competition use where the top-end power can be improved with the obvious loss of low speed tractability.

The engine can be improved easily, but do not forget to also 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 Manifolds

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 extractor tubular manifolds are produced using mandrill bending equipment to give full diameter pipe bends.

Road Manifold

The TriumphTune road manifold, part number TT1200, is specially designed to give major benefit in the mid range of the power band, which is the most important area for a road car. The manifold is a 6 into 2 design. The lengths of the primary pipes are designed to be as long as practical, whilst retaining equality so as to spread overall power increase.

Sports Manifolds

We offer two stainless steel manifolds for this specification.

The first is a 6 into 2' long branch design, part number TT1230S1, is suitable for all models from 1973 with carburettors, all Pi's and Weber conversions and, it can be used on fast road cars. The second option, part number PXT605, is a 6-3-1 pulse design that has short secondary pipes for easy fitment. Suitable for all TR5-TR250-TR6 with carburettors, all Pi's and Weber conversions. This manifold is suitable for mild competition engines.

Race Manifold

This is a 6 into 3 Pulse type manifold, part number TT1740X, with long branch pipes and slip joints. It is designed for maximum power with a wide power range for fully modified engines. Can be coupled to twin or single systems.

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. Most systems are supplied with a fitting kit.

We offer three different exhaust systems in mild and stainless steel, depending on your requirements - and sound level! Our sports twin pipe systems have either 18" or 24" silencers to suit all road applications. The world famous TriumphTune GT twin pipe systems, which have large bore tail pipes are suitable for both fast road/competition. Choose from high or low level exit tailpipes. The full race single pipe systems are suitable for fully modified engines, the large bore single rear silencer have rolled lip tailpipes. Choose from high or low level exit tailpipes.

Sports Air Filters

Because these engines need large amounts of air, it makes sense to fit sports air filters.

K&N 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. 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 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.

Carburation

SU & Stromberg Carburettors

Note For 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.

Note For Stromberg Carburettors: Due to the demise of the Zenith factory in England, spares availability is getting more difficult, so the chance of maintaining these in serviceable condition is very small. Therefore, we would recommend that you convert to the SU HS6 carburettors.

TR250-TR6 U.S. models use a full emission type of carburettor which means that the amount of modifications available for normal use is very limited. For cars which need to retain the emission settings there are no legal types of modifications for road use. For competition use the carburettors can be extensively reworked internally which can also entail the changing of the needle holders so that a reasonable amount of mixture adjustment can be available.

Where it is not essential for emission controls to be retained, then the change to normal type SU HS6 carburettors will release a reasonable amount of power without any difficulty and can be very worthwhile. The carburettors only need to be changed, as the linkage can be retained, as can the standard air filter, or change to K&N type.

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.

Weber And Dellorto Carburettors

This conversion is available for triple carburettors only and is suitable for all 2.5 models. We recommend that this conversion is used when at least PlusPac B is being carried out, as the main benefit with these carburettors is the improvement in top end breathing, whilst when set up properly they will extend the lower power bands as well.

Inlet Manifolds

The TriumphTune manifolds are cast with linkage pedestals that use a single cross bar with separate operating levers to each carb. The linkage kit includes all the necessary fittings for easy installation. Fuel pipes are not included as these vary depending on carburettors being used. We can supply all parts necessary separately.

Do You Fit 40's Or 45's?

The recommended size of carburettors is for the 40's to be used, though for full race use and ultimate top end power the 45's can be fitted. For a road car the chokes should be 28/30 to give the best all-round power, the choke size will alter the drive-ability considerably of any conversion.

The 45's jet setting will depend on application and can only be set-up on the car on a rolling road. For listings and jet settings please see the Accessories section.

Weber/Dellorto vs Fuel Injection - Pi

The Pi system can be made to produce slightly more BHP when everything is in A1 condition, but if the reliability of your system has been variable then the triple carb set-up may well prove to be a viable alternative, as once they have been jetted correctly there is only the normal idle settings to be adjusted.

Fuel Injection

The Pi system can be retained for all applications, with suitable modifications. The power output from the Pi engine, as detailed in the PlusPacs pages, may vary according to the way the engine is built.

Metering Unit

The metering unit if it is in good set-up condition will not require readjustment for road use. However, for competition use the top end setting will normally need attention when being set up on a rolling road. The type of metering unit used will not matter as they can be adjusted to suit.

Pre 1972 TR5-6 Models

On these models the metering unit does not normally require any alteration up to PlusPac C, after which the fuel settings may need correcting to suit, on the car on a rolling road.

Late TR6 And Saloons

For these models the fuel supply will require attention after PlusPac B. This can sometimes mean only the substitution of the springs, S1873, and the advancing of the metering unit timing by 5 degrees.

Sprint/Race

For all models where the car is used for sprint/racing use, then we can offer a specially reset unit to suit the TT10405/TT1706 camshafts. These units may not always be completely correct in the fuel settings for your car to produce maximum power, but will be close to it.

Airbox

You can improve air flow by adding two 3" diameter holes to the outer casing and use the K&N, KNE87, element, this will then flow enough to suit most uses. The airbox can be removed and replaced by separate ram pipes and/or separate K&N elements. These are available to special order and would entail the complete re-adjustment of the metering unit to suit. The cost of the ram pipe conversion is not cheap.

Inlet Manifolds

Although there are a number of types the overall effect is not so important, as the mixture can be adjusted to suit. For converting late 1972 on Pi models to 150bhp specification, we recommend the use of the PlusPac B and the metering unit adjusted to suit, rather than trying to install early specification parts, cam and head, to the late injection, as this never works well. Although only the camshaft, head, metering unit and inlets were changed, it is not easy to try to retro fit the conversion, even when installed the power is not as much as the PlusPac B.

Injectors/Pressure Relief Valve (PRV)

These do not need any special attention for road/competition use, other than being in good condition. The injector must give a good cone spray when tried out of the manifold. The pressure relief valve only needs to be to the correct setting to suit the type of fuel pump being used.

Fuel Pipes

These are all as standard, although the injector pipes can be supplied in Aeroquip stainless steel for improved appearance. All the standard flexible pipes are available separately.

Fuel Pump

The standard Lucas fuel pump can still be repaired and retained, although this is now becoming more difficult due to the close tolerances that the pump section must run under. We can offer an alternative pump which uses the fuel as a coolant as well, this does not run at the top pressure of 95lbs but at 85 lbs. This also requires the changing of the PRV settings to suit, or replacing with a new one to the lower setting.

Engine Modifications

Note: See also the general engine preparation section on page 12.

Cylinder Block

For full race engines, camshaft bearings can be fitted as they can save scrapping a block if excess wear is found on cam bearing surfaces. Use 3 x 142647 plus 2 x 142648 bearings. The bearings will require to be reamed to size after installation. The front bearing retainer must also be checked and replaced.

Cylinder Liners

If you are modifying your engine, then you really ought to think long and hard about fitting brand new liners - whether or not you intend to fit oversize pistons.

Pistons

Standard pistons are available up to plus +0.060 and we recommend that only the 'three ring' type are used as these are far more reliable a unit. General preparation modifications include the radiusing of the lower piston edges and of the ring ends. Clearances are to be as per piston manufacturers specifications, settings for race specification can be up to 0.004/5" extra. Set the piston ring gaps to 0.012". We also supply forged aluminium pistons for outright competition use, which are available in standard, +1mm and +2mm.

Con Rods

As well as lightweight con rods, in forged steel, we also supply a competition con rod bolt kit, which are made from a high grade material that gives greater control of clamping pressure. Always use Loctite when assembling.

Main Bearing Caps

The standard caps do not normally require any special work, although it is essential to ensure that the markings are noted and that the caps are re-fitted in the correct position. We recommend that you fit TriumphTune high grade bolts, BH607241X, for extra reliability.

Special Note: A factory modification in 1971 deleted the use of locking washers on main bearing cap bolts, shorter bolts (2 3/4" long) were introduced at this time. Bolts measuring 3" from under the head to the end should be used with locking washers, whereas the less desirable shorter bolts should not be used.

Thrust Washers

These require to be installed at the correct clearances and then silver pinned or doweled into position to ensure they cannot drop out.

Crankshaft

No special work is required, apart from careful balancing of the rotating assembly, crankshaft, flywheel, clutch cover and pulley. The tuffride hardening process is recommended for extra safety. Shot peening is also worthwhile when available.

For racing applications, the crankshaft can be micro polished an extra 0.001" under size for more clearance to assist in extra oil supply to surfaces. The main bearing oil supply holes can be tear drop shaped in direction of rotation, again to assist in oil supply, only really needed for sprint/race engines.

Sump

As well as standard sumps, we also supply aluminium and magnesium sumps for those who want that little bit extra. For fast road use baffling is very worthwhile, see General Engine Preparation. For racing use we can also supply a slightly larger sump, remember also to extend the oil pickup.

Cylinder Head

These heads do not require much work to the ports, but it is still an important part of improving the flow through the engine for the head to be gas flowed correctly. The important area is the valve seat/throat area with general cleaning of the rest of the ports. The shape and size of the throats is very important to mid/top end power. All of this work can only be carried out by careful hand operation to match the throat shape to our template design.

Note: The compression ratio will require to be increased slightly to 9.65:1 for UK road use. For European use, 9.5 or lower depending on which is preferred.

Modified Heads

Stage II: Modifications normally include the reshaping of standard valves, flowing the ports, throats and slight reshaping of the chamber, uprated springs and standard guides are also fitted. Can also be supplied with bronze valve guides.

Stage III: Uses large inlet valves, much more work to valve throats and chambers. Supplied with new valves, alloy valve caps, uprated springs and bronze guides. This head is suitable for fast road, sprint and competition use. Compression ratio is to your own requirements depending on the country and the application.

We normally suggest for the UK that a 9.65:1 ratio is used for road type cars and, for competition use, up to 11.0:1 may be required. For Europe a ratio of 9.5:1 (or lower) is normally recommended. 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.

Valves

The standard shape of the 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.

There are two shapes for the inlet valves one for 2.0 Litre models with a flat rear shape to the head for higher revving engines and, the 2.5 Litre design which is for power up to 6000rpm.

| Standard Valves | Inlet | Exhaust |
|----------------------|-------|---------|
| 2.0 MkI | 1.31" | 1.19" |
| 2.0 MkII & 2.5 Early | 1.44" | 1.25" |
| 2.5 1972 On | 1.44" | 1.19" |
| TriumphTune Valves | Inlet | Exhaust |
| 2.0 MkII | 1.45" | |
| 2.5 | 1.45" | 1.28" |



Engine Modifications (Continued)

Head Gaskets

There are two main types of standard gasket used on this range:

Early Type Heads - No Tag. These are for the flat engine block.

Late Type Heads - With Tag. These heads have a tag on the rear edge, that protrudes from block at the rear of cylinder head, these are only used with a cylinder block that has a recessed lip around the bores.

Shim Steel Head Gasket

The shim steel type is for higher compression engines, 0.020" in thickness, it also enables the size of the bores to be opened out to suit race type cylinder head modifications with increased chamber sizes.

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. Specially shortened and reshaped for improved flow.

Valve Springs

The special TriumphTune road uprated springs that we have been supplying for many years, are still the best units for a road based car that give excellent valve control without excessive loading on the camshaft. Remove lower spring collars if TriumphTune springs are used, as they are no longer required.

Note: If fitting a roller rocker conversion it is essential for the valve lift to be checked carefully to ensure that there is at least a total of 0.040" clearance between the valve spring coils, at full lift.

Alloy Valve Spring Caps

Standard caps are adequate in strength for all applications - including competition, but our TriumphTune 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 Tuftride hardening process will provide improved reliability as well as being more resistant to wear. Before installation clear the internal bore of any residual material and install new end caps.

Rocker Gear

The basic rocker assembly does not require extensive modifications, though the use of our rocker arm spacer set can allow the engine to rev more freely. Check the rocker geometry after fitting an uprated camshaft and/or modified cylinder head. See also the general engine preparation section for Rocker Arm action at the end of this page.

Rocker Arm Spacers

These spacers 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 can require some machining work to ensure that the positions are correct.

Rocker Arms

For a road car there is no need to carry out any big changes to the rocker arm. For racing the shape can be amended slightly, and the whole unit can be polished for extra strength. See also the general engine preparation section for Rocker Arm Lightening at the end of this page.

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. Use also when fitting a performance high lift camshaft.

Roller Rocker Conversion

This specially manufactured assembly is designed to operate valves with less resistance and with more efficiency. The power increase with the use of these rockers is approximately an extra 10bhp, and the power band can also be extended.

The steel rockers are made with needle roller inserts and have solid spacers already fitted. The end roller tips are specially made in high quality steel for long life. The roller rockers are also designed to give a higher lift ratio of 1.65:1 against the standard of 1.5:1. The design is also specially strengthened so as not to deflect at any time through the operating sequence.

This conversion requires the use of the high pressure external rocker oil feed kit. When fitting this conversion it is essential for the valve lift to be checked carefully, to ensure that there is at least a total of 0.040" clearance between the valve spring coils, at full lift.

1. On installation check maximum valve lift to ensure adequate clearance of valve springs.
2. Before starting the engine, the clearance of the rocker cover must also be checked.
3. Check the push-rods for flexing and replace with tubular type if necessary.
4. Use with uprated valve springs.

High Pressure External Rocker Oil Feed Kit

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 rods are adequate for all but full race applications, although the length may not be correct when a modified cylinder head is used, we have therefore made the tubular type in various lengths to suit most requirements, though these may be adjusted to suit your application by machining. On fitting check the rocker geometry, see general engine preparation - Rocker Gear.

| MODEL | LENGTH (ins.) | PART No. |
|--------------|---------------|----------|
| 2.5 Pre 1972 | 8.11" | TT1233 |
| 2.5 1972 On | 8.25" | TT10433 |
| 2L MkII | 7.98" | TT1633 |

We also list a range of push rods, please see the Accessories section.

Camshafts

For detailed listings and specification/use, please see the Accessories 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, TT1209, is strongly recommended. The lighter variety will also reduce loading on the camshaft lobes for extended life.

General Engine Preparation

When carrying out any engine rebuild, it is very important to use an accurate workshop manual, this should be a genuine version as these tend to give the various model changes and the correct torque settings.

When building any engine, the only correct way is to make sure that the area being used for assembly is clean, not to mention the components themselves prior to assembly, so that there is no chance of unwanted bits getting into the engine. If you are not sure of the correct assembly procedure, follow the workshop manual closely. Full engine preparation will include some or all of the following modifications, depending on your own requirements.

Here we show some formulae which are useful when modifying an engine.

| | | |
|--------------------------|---|---|
| Swept Volume | = | $\pi r^2 h = 3.142 \times (1/2 \text{ bore diameter})^2 \times \text{stroke}$ |
| Cubic Capacity | = | swept volume x no. of cylinders. |
| Compression Ratio | = | swept volume + chamber volume. (Chamber volume where chamber volume includes gasket, piston, if dished, and amount of deck height). All dimensions should be in centimetres, though of course inches are a more popular measurement in the U.S. |



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 a larger capacity is being used.

Cylinder Bores

When carrying out re-boring work make sure that the piston supplier's recommendations are complied with.

Thrust Washers

These can be normally doweled into position once the required size has been found. This ensures that the washers cannot revolve or move during arduous applications.

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.

Oil Pump

Always use a new oil pump 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 pressure spring can be increased to improve the overall oil pressure, especially when an oil cooler is being used. If the TriumphTune uprated spring is fitted make sure that there are no extra washers also installed.

Crankshaft

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.

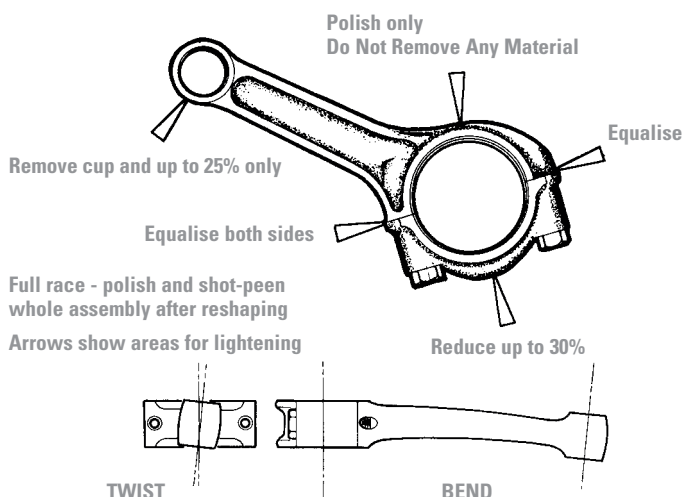
Flywheel

Lightening of the flywheel, to reduce the rotating weight will enable the engine to pick up and rev easier which is highly recommended for all fast road cars. 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.

- Check the rod for twist and bend defects, and also the big end for an out-of-round condition, replace any that are faulty.
- Check the overall length to make sure they are all equal.
- Check the little end bushes and replace, line bore to size.



Pistons

For a road car the standard piston is perfectly okay as long as a solid skirt type is used. We would not recommend the use of a race piston 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 oil seals, front and rear, should be replaced at any rebuild. The rear unit should be centralised carefully to stop oil leaks at high engine speeds.

Crankshaft And Camshaft Timing Chain And Gears

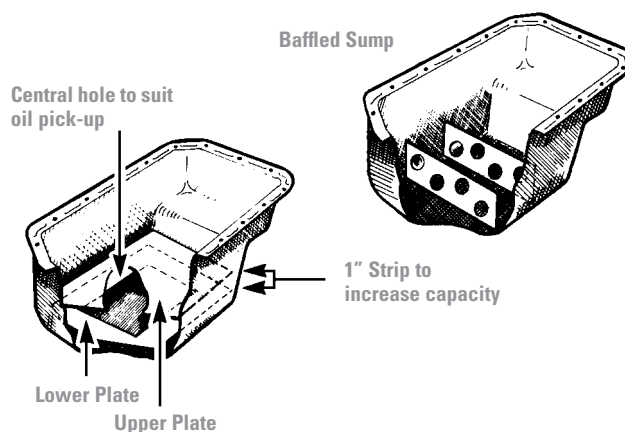
If a performance camshaft profile is being used, we recommend that you fit a new timing chain and check the gears.

Tensioner

The standard tensioner needs to 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.



General Rocker Gear

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.

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.

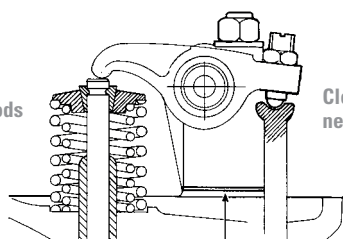
Manifold Side

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, 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

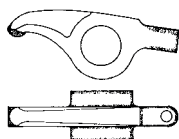
Pedestal Rocker Shims (TT1910)

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. Use also when fitting performance high lift camshaft.

Lightening Rocker Arm

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



Valve Springs

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 highlift cams.

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 uprated 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 UK, 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 'Al-Fin' brake drums are designed to disperse the heat build up, particularly for fast road and competition cars where uprated brake shoes are used, they are available for 9" brake

(Part No: 202267). For more information see the Accessories section. 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 uprating 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 uprated engine to provide the speed in the first place.

5 Speed Gearbox Conversions

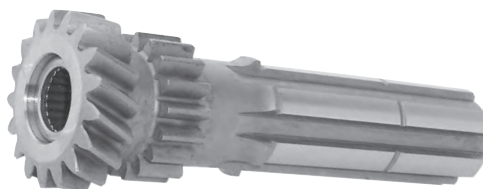
Our precision engineered 5 speed gearbox conversion kits include every-thing you need, including a gearbox unit, to convert your classic to 5 speed. Designed to replace existing units without any body work modifications. For full specifications please contact your nearest Moss branch.

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. 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 TR's 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, with no modifications needed. For full details please contact your nearest Moss branch.



Close Ratio Gear Set

Suitable for all Triumph gearboxes with needle roller constant pinion bearings, including 2000 but not Stag or Sprint. Now uses 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 lower axle ratio e.g. 4.1:1. The extra high 1st gear (part no. STR550) is not included in the kit as it needs at least a 4.3:1 rear axle ratio to make it usable.

Note: Earlier version close ratio gear sets, purchased before 1999 used a 10 spline input shaft and should use clutch plates TT2702 for uprated use, or TT2704 for sprint or race use. Cannot be used in Stags or Sprints.



Uprated Overdrive Units

'A' Type Overdrive Uprating

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.



High Capacity Fuel Pumps Filters & Fuel Regulator

The standard fuel pump may not be able to maintain adequate fuel 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.

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 12" from the bottom of the fuel tank and the filter union must be fitted to the suction side of the pump.

Both types of pump are supplied in negative earth only, they come complete with mounting bobbins and unions, 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.

The History & Background Of This Conversion

During the 1980's, particularly, due in no small part to the rising cost of petrol, but mostly to the challenges the Lucas Pi system constantly threw at TR5's and TR6's, 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 Strombergs 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 misjudgment 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, (see illustration no 16 in the Performance Improvements section on pages 32 to 33). To connect the cable to the lever is very simple. Also illustrated is bracket 218410, (item. no.19), which fits between the lower inner left and right carburettor fixings.

Before fitting this bracket, place it in a vice and make two hacksaw cuts about 1/2" deep, approximately 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 de-burr 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 and adjusted, a std. 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!

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 5000rpm 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 PlusPac B conversion, as these allow the cam profile to work properly. The profile gives good power from 2500rpm right through to 5500rpm 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 6000rpm 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

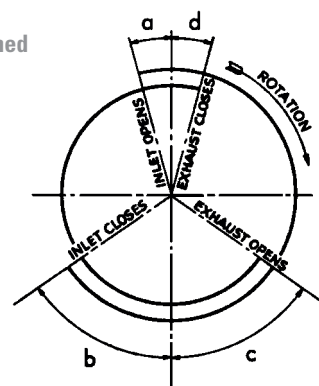
The full race profile is not suitable for a road car as the power band is from 4200-6500rpm. This is ideal for a full competition engine and must be used with high compression head and a maximum distributor advance of 30 degrees.

The full competition profiles TT1106 onwards are being continuously developed to suit the availability of steel reciprocating engine parts. With 89-92mm pistons and 8000rpm capability, careful setting up, high build quality, 200bhp is now a reality.

Installation

Please follow the detailed instructions supplied with every TriumphTune camshaft. If you require any further assistance please contact your nearest Moss branch.

Valve Timing Explained



- (a) Angle when inlet valve opens, before top dead centre.
- (b) Angle when inlet valve closes, after bottom dead centre.
- (c) Angle when exhaust valve opens, before bottom dead centre.
- (d) Angle when exhaust valve closes, after top dead centre.
- (a+b+180°) The period or duration during which the inlet valve is open.
- (c+d+180°) The period or duration during which the exhaust valve is open. a+d Valve overlap.



Note: 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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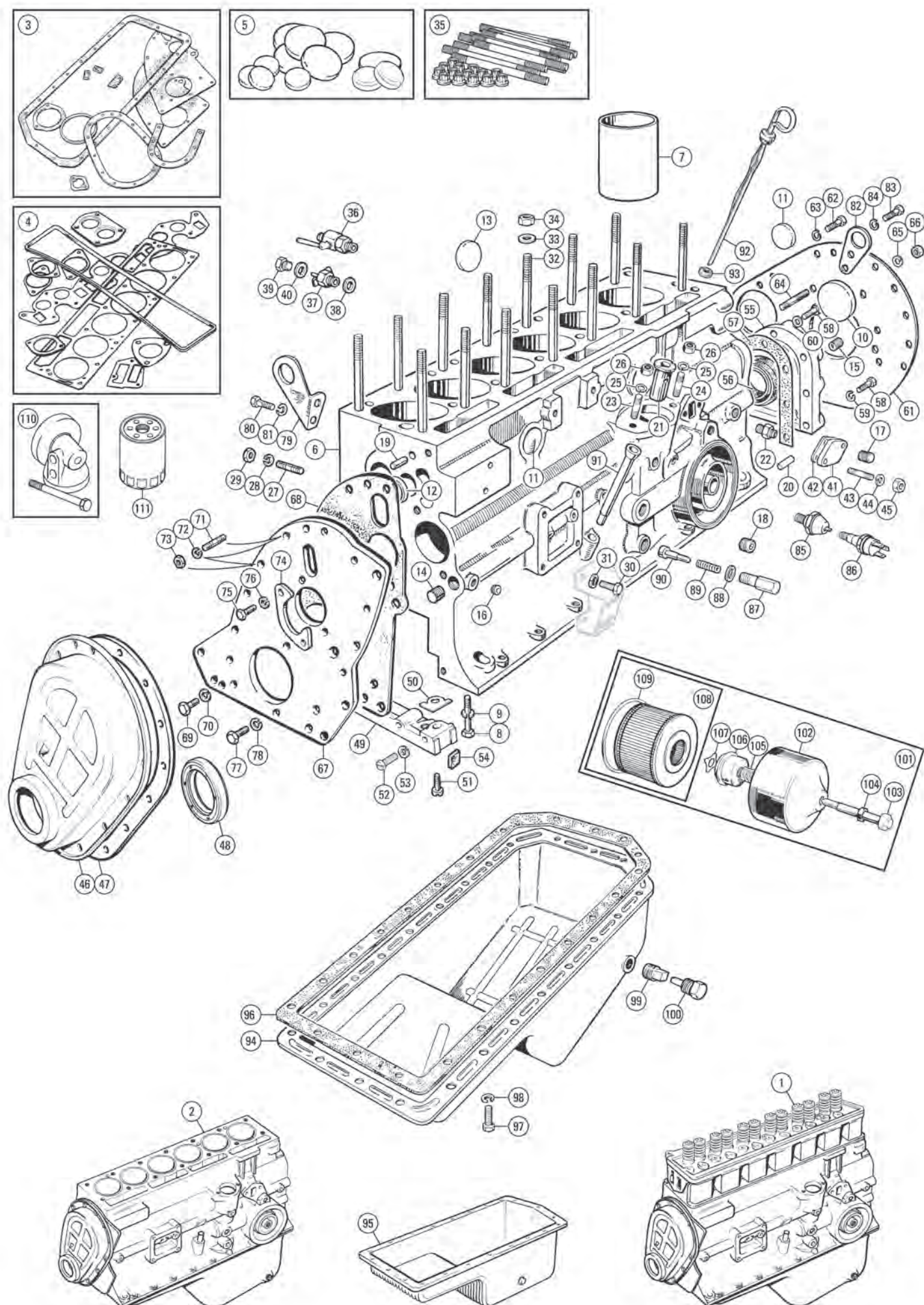
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External Engine

Reconditioned Exchange Engines

If you opt for an exchange engine in preference to a home rebuild, you must establish which exact type of engine (and at what state of assembly) you will have to order. Your own engine can be reconditioned by arrangement. A recon exchange TR6 engine is supplied as either a 'full engine assembly' or 'short engine' (i.e. minus cylinder head), to one of four specifications, depending on the crankshaft, cylinder block and camshaft combination in your old unit. Genuine TR6 Pi engines were numbered with CP or CR prefixes and a suffix of HE. The prefix is the same as the chassis (commission) number, whereas the suffix 'H' is for high compression and 'E' is for engine number (as opposed to a chassis number). An explanation of the cylinder block descriptions follows item 6 on this page. Old units returned under the exchange scheme should be drained of oil and externally clean with no irreparable damage (like a hole in the block). If you are unsure please call to determine exactly what should be returned as an old unit. For example, you will have to remove the water pump, inlet and exhaust manifolds, distributor, starter motor, sparking plugs, oil filter, flywheel, rear engine mounting plate, front crankshaft pulley, harmonic damper, thermostat and housing from your old engine. Moss Reconditioned Engine Assemblies include a fully built 'lead free' cylinder head, re-bored engine block, pistons, connecting rods, re-ground crankshaft and camshaft, rocker cover, new bearings, front engine plate, timing chain and gears, timing cover, cam followers, rear seal housing, oil pump, sump, and gaskets. They do not include the oil filter, oil filter housing, back plate, engine or alternator mounting brackets, dipstick, front pulley and flywheel. Moss Reconditioned Short Engine Assemblies are supplied as above less the cylinder head and cylinder head studs. Please enquire for North American application exchange engines.

ill. Part Number Description Req. Details

Engines with 'long backed' crankshaft, 'flat topped' cylinder block & 150 bhp camshaft:

1 516795R FULL ENGINE, reconditioned/exchange 1 To (e) CP50000

Engines with 'Short backed' crankshaft, 'flat topped' cylinder block & 150 bhp camshaft:

520880LF FULL ENGINE, reconditioned/exchange 1 (e) CP50001 To CP75000

Engines with 'Short backed' crankshaft, 'recessed top' cylinder block & 150 bhp camshaft:

UKC902LF FULL ENGINE, reconditioned/exchange 1 }
2 UKC902R SHORT ENGINE, reconditioned/exchange 1 } (e) CP75001 On

Engines with 'Short backed' crankshaft, 'recessed top' cylinder block & 125 bhp camshaft:

520854LF FULL ENGINE, reconditioned/exchange 1 all (e) CR

3 AJM214 SUMP GASKET SET 1 also known as
conversion set
AJM214Z SUMP GASKET SET 1
4 GEG179 HEAD GASKET SET, 'flat top' block 1
GEG179Z HEAD GASKET SET, 'flat top' block 1 TR5, TR6 To (e) CP75000
AJM1193 HEAD GASKET SET, 'recessed' block 1
AJM1193Z HEAD GASKET SET, 'recessed' block 1 TR6 From (e) CP75001
5 GAC6201X CORE PLUG SET 1
6 517611 CYLINDER BLOCK, un-reinforced, 'flat top' 1 TR5, TR6 To (e) CP50000
520880 CYLINDER BLOCK, reinforced, 'flat top' 1 TR6 From (e) CP50001
To CP75000
UKC902 CYLINDER BLOCK, reinforced, 'recessed top' 1 TR6 From (e) CP75001

Cylinder blocks are supplied complete with main bearing caps fitted, as they are individually matched during production machining. The three types of cylinder block are identified by the lack of, or presence of, a groove machined into the top surface around each cylinder bore (hence 'flat top' or 'recessed top' blocks), this change took place at (e) CP75001. During 1970, the 2.5 litre cylinder block was strengthened by the addition of a lengthways rib on each side. This is the visible difference between cylinder blocks 520880, UKC902 and the early block 517611 which has no such ribs. The ribbed blocks were fitted to all engine units after (e) CP50001. A change of cylinder head gasket design coincided with the 'recessed top' modification. The correct head gasket to match the cylinder block must be used, or premature gasket failure may be encountered.

The later head gasket has raised metal circular rings around each cylinder bore, designed to locate in the recesses cut into the top surface of the cylinder block. This gasket can also be identified by a tag that protrudes beyond the back of the block and has the word 'TOP' printed into it. The TR and 2.5 saloons use common blocks, cranks, connecting rods, oil pumps etc. The significant differences are camshafts used prior to 1973 and the front engine plate. A saloon engine plate can be trimmed to produce a TR one. After 1973 all the 2.5 litre 6 cylinder engines used the same camshaft, part no. 311399. So what we're saying is that in the event of a major engine failure the source of a replacement could be saloon based. TR engine numbers are prefixed 'CP/CD/CC/CR/CF' and Triumph 2.5 litre saloons 'MG/MM/MD'. For exchange purposes saloon short engines may be acceptable but only by PRIOR ARRANGEMENT.

7 158942 CYLINDER LINER 6
8 BH607241 BOLT, main bearing cap, (3" long)* 8
BH607241X BOLT, main bearing cap (3" long)* 8 uprated
9 GHF334 WASHER, locking* 8 use with BH607241
BH607221 BOLT, main bearing cap, (2 3/4" long)* 8 alternative to 8 & 9

*Note: A factory modification in 1971 deleted the use of locking washers on main bearing cap bolts, shorter bolts being introduced at this time. Bolts measuring 3" from under the head to the end should be used with locking washers, whereas the less desirable shorter bolts should not.

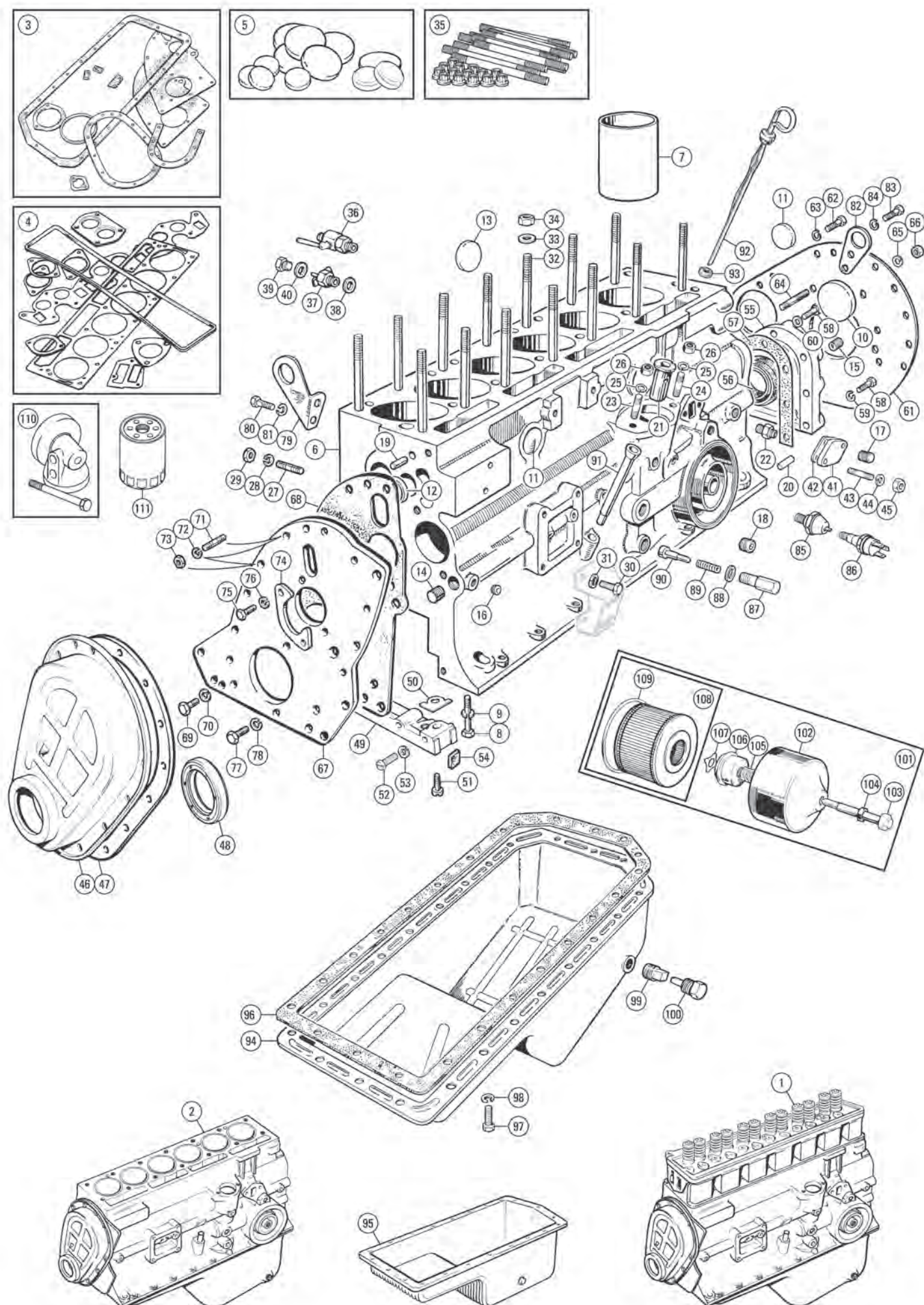
10 148353 PLUG, core, rear of camshaft 1 2", (bucket type)
11 144686 PLUG, core, rear & LH side of block 3 1 1/4", (bucket type)
12 144687 PLUG, core, front of block 1 1", (bucket type)
13 144688 PLUG, core, front & RH side 5 1 1/2", (bucket type)
14 PS1103 PLUG, alloy, oil gallery, front 1 sold as a stick of 10
15 118632 PLUG, oil gallery, rear 1
16 118686 PLUG, oil gallery, LH side 5
17 PU1404 PLUG, alloy, oil gallery 1 sold as a stick of 9
18 116511 PLUG, oil gallery, above relief valve 1
19 DP514 DOWEL PIN, timing cover locating 2
20 DP619 DOWEL PIN, rear plate locating 2
21 149776 BUSH, oil pump drive 1
22 143943 ADAPTOR, oil pressure gauge pipe 1 original on all Pi. Engines
23 TE605105 STUD, distributor pedestal, (short) 1 1 1/4"
24 FHS2520 STUD, distributor pedestal, (long) 1 2 1/2"
25 GHF332 WASHER, locking 2
26 GHF201 NUT 2
27 105124 STUD, RH 2
(Engine mounting bracket & air manifold to block).
28 GHF333 WASHER, locking 2
29 GHF202 NUT, bracket & stay attaching 2
30 SH606061 SCREW 6 engine bracket to block
31 GHF333 WASHER, locking 6
32 156274 STUD, cylinder head* 14
156274X STUD, cylinder head 14 uprated
33 508289 WASHER, under cylinder head nut 14 (special hardened washer)
34 103810 NUT, cylinder head 14
103810X NUT, cylinder head 14 uprated
35 TT1264 HEAD STUD KIT, (competition) 1
(Our competition head stud kits are manufactured with high grade materials for greater control of clamping pressure).
36 061478 TAP, water drain, brass 1 TR5, TR6 To (e) CP50000
37 602915A TAP, water drain 1 TR6 From (e) CP50001
38 GHF346 WASHER, fibre, drain tap 1
39 129077 PLUG, water drain 1 alternative to tap
40 ARH517 WASHER, fibre, drain plug 1
41 147876 BLANKING PLATE, fuel pump 1
147876K BLANKING PLATE KIT, fuel pump 1
(Kit includes blanking plate, gasket & hardware).
42 138791 GASKET, blanking plate 1
43 100433 STUD, blanking plate to block 2
44 GHF332 WASHER, locking 2
45 GHF201 NUT 2
46 214678 TIMING COVER, single timing mark 1 original
217790 TIMING COVER, multiple timing mark 1 alternative
47 211126 GASKET, timing cover 1
48 UKC1110 OIL SEAL, timing cover, twin lip 1
49 151134 SEALING BLOCK, front 1
50 UKC8321 GASKET, sealing block to cylinder block 2
51 SW605081 SCREW, sealing block to cylinder block 2
52 SE605061 SCREW, engine plate to sealing block 2 late TR5, TR6
53 GHF332 WASHER, locking 2
54 036234 FILLING PIECE, wood 2
55 212622 HOUSING & SEAL, rear* 1 TR5, early TR6
156530 HOUSING & SEAL, rear* 1 late TR6

*Note: Both types of housing & seal assemblies are interchangeable.

56 143456 OIL SEAL, crankshaft rear 1
57 105321 GASKET, housing to cylinder block 1
58 SH605091 SCREW, housing to cylinder block 7
59 GHF332 WASHER, locking 6
60 500469 WASHER, copper, (top centre bolt only) 1 to avoid oil leaks
61 211505 BACK PLATE, engine 1
211505A BACK PLATE, engine, alloy 1
62 SH605071 SCREW, back plate to cylinder block 7
63 GHF332 WASHER, locking 7
64 TE605141 STUD, gearbox & back plate to block 3
65 GHF332 WASHER, locking 3
66 GHF201 NUT 3
67 213777 FRONT PLATE, engine 1 early TR5
215349 FRONT PLATE, engine 1 late TR5, TR6
215349A FRONT PLATE, engine, alloy* 1

*Note: Suitable for all 6 cylinder TR engines

68 215350 GASKET, front plate to cylinder block 1



External Engine (Continued)

Reconditioned Exchange Engines

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|----------------------|
| 69 | SH605061 | SCREW, front plate to cylinder block | 3 | |
| 70 | GHF332 | WASHER, locking | 3 | |
| 71 | 100433 | STUD, timing cover & front plate | 2 | |
| 72 | GHF332 | WASHER, locking | 2 | |
| 73 | GHF201 | NUT | 2 | |
| 74 | 105114 | PLATE, camshaft locating | 1 | |
| 75 | SH605071 | SCREW, locating plate to cylinder block | 2 | |
| 76 | GHF332 | WASHER, locking | 2 | |
| 77 | SH605071 | SCREW, engine plate & timing cover | 5 | |
| 78 | GHF332 | WASHER, locking | 5 | |
| 79 | 123716 | LIFTING EYE, front | 1 | TR5, TR6 |
| | UKC1190 | LIFTING EYE, front | 1 | late TR6 |
| 80 | SH605051 | SCREW, lifting eye to cylinder block | 2 | |
| 81 | GHF332 | WASHER, locking | 2 | |
| 82 | 145987 | LIFTING EYE, rear | 1 | |
| 83 | SH605051 | SCREW, lifting eye to cylinder block | 2 | |
| 84 | GHF332 | WASHER, locking | 2 | |
| 85 | GPS117 | SWITCH, oil pressure | 1 | TR5, TR6 all CP, CR, |
| | TT2998 | SWITCH, oil pressure, (uprated to 20 psi) | 1 | & CC models |
| 86 | GPS113 | SWITCH, oil pressure | 1 | TR6 From (c) CF1 |

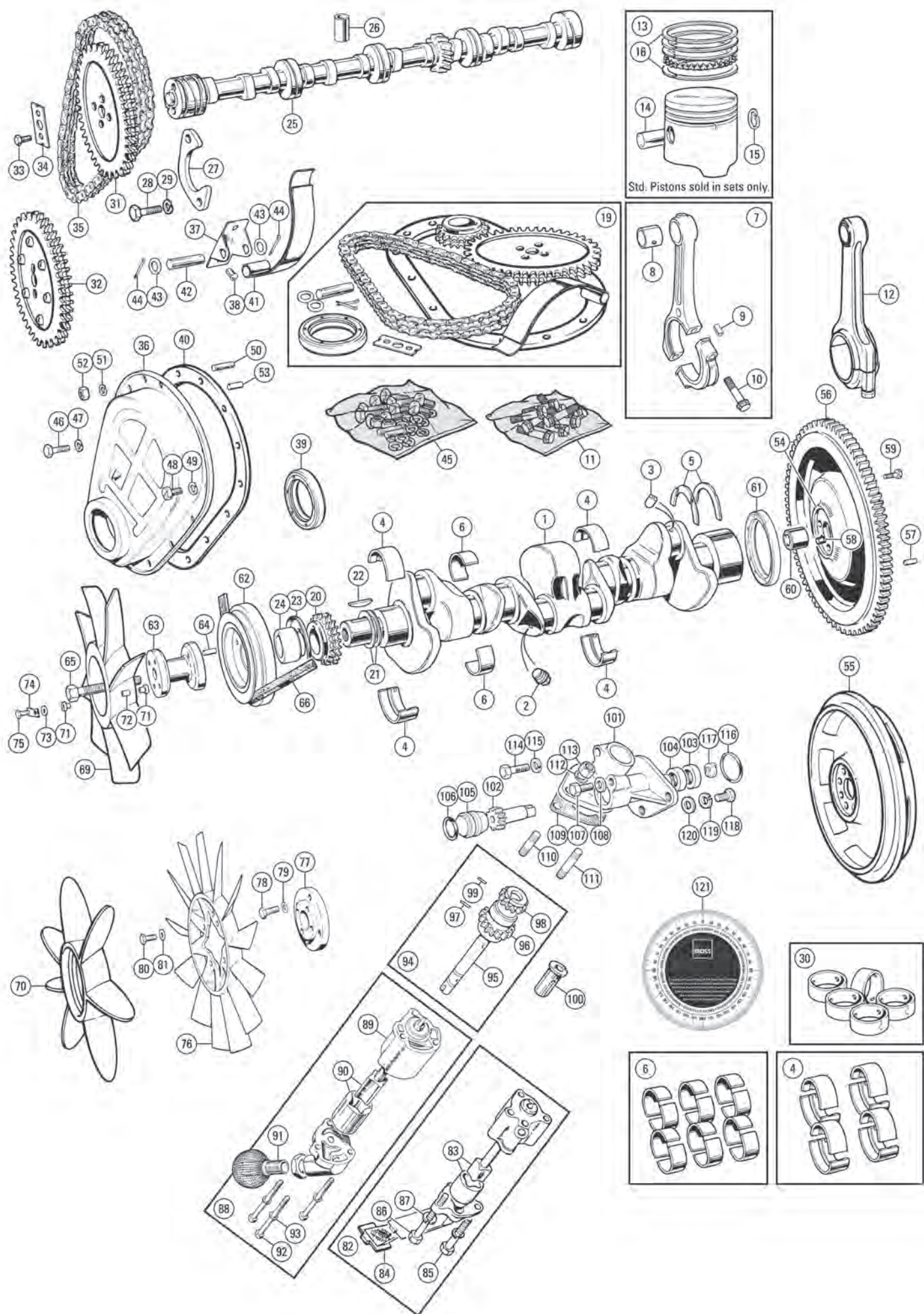
Testing The Oil Pressure Warning Light

Wire the low-tension coil lead via the oil pressure-warning switch, but make sure it is working correctly and accurately first. This could be further wired via a 'telltale' warning light to give early warning of impending disaster. This light should be placed somewhere prominent - a five-second delay in cutting the engine may be a couple too long.

| | | | | |
|----|--------|--|---|--------------|
| 87 | 107246 | PLUG, oil pressure relief valve | 1 | |
| 88 | 6K433 | WASHER, copper, sealing plug | 1 | |
| 89 | 131535 | SPRING, oil pressure relief valve | 1 | |
| | TT1229 | SPRING, oil pressure relief valve | 1 | uprated |
| 90 | 132107 | PISTON, oil pressure relief valve | 1 | |
| 91 | 127652 | DIPSTICK TUBE | 1 | |
| 92 | 147712 | DIPSTICK | 1 | |
| 93 | 032307 | WASHER, felt, sealing dipstick in tube | 1 | |
| 94 | 307836 | OIL SUMP, standard* | 1 | alternatives |
| | 307834 | OIL SUMP, standard* | 1 | |

*Note: Standard oil sumps are interchangeable, the difference being the location of the drain plug. Early 6 cylinder sumps feature a front centre drain plug. At an unspecified chassis no. this was moved to the left rear of the sump.

| | | | | |
|--|-----------|---|----|---------------------|
| 95 | 307834ALI | OIL SUMP, aluminium | 1 | |
| | 307834MAG | OIL SUMP, magnesium | 1 | |
| (In the event of a disaster causing you to replace the steel sump we can offer aluminium or magnesium as uprated options. Most 6 cylinder engines were 2 litre, and yes, you've guessed it, the sumps are different. Inspecting the front edge of a pan (the shallow bit) can identify a 2.5 litre type. It should hang about 2cm and gently tapers upward towards the opposite side. A 2 litre set up has a pan that runs parallel to the bolt-up flange. The difference is to permit adequate clearance for the connecting rods in the longer throw 2.5 litre engine. The taper promotes oil drainage to the main sump pan). | | | | |
| 96 | AJM515 | GASKET, oil sump to block | 1 | |
| 97 | SH605051 | SCREW, oil sump to block | 23 | |
| 98 | GHF332 | WASHER, locking | 23 | |
| 99 | 114774 | PLUG, tapered, oil drain | 1 | square headed |
| 100 | 155660 | PLUG, magnetic, oil drain | 1 | alternative |
| 101 | 129917 | OIL FILTER CANISTER | 1 | |
| 102 | 510107 | CANISTER | 1 | |
| 103 | 510108 | BOLT, canister to cylinder block | 1 | |
| 104 | 510109 | SEAL, rubber, under head of bolt | 1 | |
| 105 | 510110 | SPRING, retaining element | 1 | |
| 106 | 510111 | VALVE ASSEMBLY | 1 | |
| 107 | 509883 | CENTRALISER, element | 1 | |
| 108 | GFE131 | OIL FILTER ELEMENT, (with sealing ring) | 1 | |
| 109 | 272539 | SEALING RING | 1 | |
| 110 | TT1286 | ADAPTOR, spin-on oil filter | 1 | non oil cooler |
| | TT1286A | ADAPTOR, spin-on oil filter | 1 | with oil cooler |
| 111 | GFE227 | OIL FILTER, spin-on type | 1 | RHD |
| | GFE166 | OIL FILTER, spin-on type | 1 | LHD, limited access |



Internal Engine

| ill. | Part Number | Description | Req. | Details |
|--|-------------------|--|--------|---|
| 1 | 307546 307546K | CRANKSHAFT, new CRANKSHAFT, recon/exch (Includes bearings & thrust washers). | 1 1 | 'long backed crank' TR5, TR6 to (e) CP50000 |
| | 311322 311322K | CRANKSHAFT, new CRANKSHAFT, recon/exch (Includes bearings & thrust washers). | 1 1 | 'short backed crank' TR6 from (e) CP50001 |
| Note: 'Long backed' & 'Short backed' refer to the depth of the rear oil seal surface. Having removed the flywheel and any spacers, if the end of the crank is flush with the engine back plate, it is a 'short backed' crank. If almost an inch of crankshaft stands proud, a 'long backed' crank is fitted. The appropriate flywheel must be used with each type, i.e. long back cranks use a recessed flywheel, short backs a non recessed flywheel. | | | | |
| 2 | 118632 | PLUG, screwed, crankshaft oilways | 6 | ensure replacements are |
| 3 | 149748 | PLUG, brass, oilway jet | 6 | obtained before removal |
| 4 | AEM4229STD | BEARING SET, main, standard | 1 | Glacier |
| | AEM4229010 | BEARING SET, main, +.010" | 1 | Glacier |
| | RTC1752STD | BEARING SET, main, standard | 1 | Heavy Duty |
| | RTC1752010 | BEARING SET, main, +.010" | 1 | Heavy Duty |
| | RTC1752020 | BEARING SET, main, +.020" | 1 | Heavy Duty |
| | RTC1752030 | BEARING SET, main, +.030" | 1 | Heavy Duty |
| | RTC1752040 | BEARING SET, main, +.040" | 1 | Heavy Duty |
| | 149082 | BEARING SET, main, standard | 1 | |
| | 149082/10 | BEARING SET, main, +.010" | 1 | |
| | 149082/20 | BEARING SET, main, +.020" | 1 | |
| | 149082/30 | BEARING SET, main, +.030" | 1 | |
| | 149082/40 | BEARING SET, main, +.040" | 1 | |
| 5 | BHM1366 | THRUST WASHER SET, standard | 1 | |
| | BHM1366/5 | THRUST WASHER SET, +.005" | 1 | |
| | BHM1366/10 | THRUST WASHER SET, +.010" | 1 | |
| | BHM1366/15 | THRUST WASHER SET, +.015" | 1 | |
| | BHM1366/25 | THRUST WASHER SET, +.025" | 1 | |
| | BHM1366/30 | THRUST WASHER SET, +.030" | 1 | |
| 6 | AEB6433STD | BEARING SET, con rod, standard | 1 | Glacier |
| | AEB6433010 | BEARING SET, con rod, +.010" | 1 | Glacier |
| | AEB6433020 | BEARING SET, con rod, +.020" | 1 | Glacier |
| | AEB6433040 | BEARING SET, con rod, +.040" | 1 | Glacier |
| | 149081STDZ | BEARING SET, con rod, standard | 1 | |
| | 149081010Z | BEARING SET, con rod, +.010" | 1 | |
| | 149081020Z | BEARING SET, con rod, +.020" | 1 | |
| | 149081030Z | BEARING SET, con rod, +.030" | 1 | |
| | 149081040Z | BEARING SET, con rod, +.040" | 1 | |
| 7 | 146454 | CON ROD, new | 6 | |
| | 146454R | CON ROD, reconditioned/exchange | 6 | |
| 8 | 119813 | BUSH, small end | 6 | |
| 9 | 107401 | DOWEL, hollow, cap locating | 12 | |
| 10 | UKC2598 | BOLT, connecting rod | 12 | uprated |
| | TT1280 | BOLT, connecting rod | 12 | |
| 11 | 322-828 | BOLT KIT, (for competition con rod) | 1 | see con rod 146454X |

Note: Our Competition rod bolt kits are manufactured with higher grade material for greater control of clamping pressure. Specially engineered and produced for the most demanding competition use. Always use Loctite when fitting any connecting rod bolts.

| | | | | |
|----|------------|------------------------------------|-----|---------------------------|
| 12 | 146454 | CON ROD, new | 6 | includes special bolts |
| | 146454X | CON ROD, new, steel billet type | 6 | |
| 13 | AE17753STD | PISTON, single, standard | a/r | Hepolite |
| | AE17753020 | PISTON, single, +.020" | a/r | Hepolite |
| | AE17753030 | PISTON, single, +.030" | a/r | Hepolite |
| | AE17753040 | PISTON, single, +.040" | a/r | Hepolite |
| | 148118 | PISTON SET, engine set, standard | 1 | |
| | 148118/20 | PISTON SET, engine set, +.020" | 1 | |
| | 148118/30 | PISTON SET, engine set, +.030" | 1 | |
| | 148118/40 | PISTON SET, engine set, +.040" | 1 | |
| | 148118/60 | PISTON SET, engine set, +.060" | 1 | |
| 14 | 149215 | GUIDGEON PIN | 6 | |
| 15 | 508978 | CIRCLIP, gudgeon pin retaining | 12 | |
| 16 | RA22626STD | RING SET, engine set, standard | 1 | |
| | RA22626020 | RING SET, engine set, +.020" | 1 | |
| | RA22626030 | RING SET, engine set, +.030" | 1 | |
| | RA22626040 | RING SET, engine set, +.040" | 1 | |
| 19 | TT1428 | TIMING GEAR KIT | 1 | |
| 20 | 145864 | TIMING GEAR, crankshaft, duplex | 1 | |
| 21 | 145275 | SHIM, 0.004" | a/r | timing gear alignment |
| | 145276 | SHIM, 0.006" | a/r | |
| 22 | 133234 | KEY, timing gear & pulley locating | 1 | |
| 23 | 119390 | OIL THROWER | 1 | |
| 24 | 133235 | SLEEVE, timing cover oil seal | 1 | |
| 25 | 307689 | CAMSHAFT, new* | 1 | all (e) CP ('150 bhp', |
| | 307689R | CAMSHAFT, reconditioned/exchange* | 1 | 2 rings on front journal) |
| | 311399 | CAMSHAFT, new* | 1 | all (e) CR ('125 bhp', |
| | 311399R | CAMSHAFT, reconditioned/exchange* | 1 | 3 rings on front journal) |

*Important Note: The installation of a '150 bhp' camshaft in place of a '125 bhp' item does not give an instant performance increase. Other items such as the cylinder head, metering unit and the distributor must be replaced and/or adjusted. Ensure that the cylinder head spec. is matched to the camshaft fitted, see Engine Improvements.

Sports Camshafts (Road)

Please see the Accessories section for our full range of Sports & Competition camshafts & power band tables. Also available are performance profiled camshafts to produce good power improvements with a wide torque band. If the emission control is left intact on North American cars there is little/no point changing the camshaft. For 'road' cars, whether fitted with fuel injection or HS6 carburetors the recommendation is as follows:

| | | | | |
|----|----------|--------------------------|----|------------------------|
| 25 | TT10404N | CAMSHAFT, new | 1 | Road 83, for mainly |
| | TT10404 | CAMSHAFT, recon/exch | 1 | town use |
| | TT10405N | CAMSHAFT, new | 1 | Fast Road 83, mainly |
| | TT10405 | CAMSHAFT, recon/exch | 1 | for out of town use |
| 26 | 143552 | CAM FOLLOWER, ('tappet') | 12 | |
| | TT1209 | CAM FOLLOWER, ('tappet') | 12 | lightened & tufttrided |

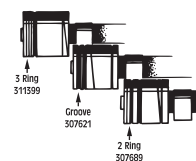
Note: Never reuse old cam followers in the engine (even if they appear sound) as they are considered a likely weak link in the drive chain. It is vital that a camshaft and its followers are properly lubricated when installed and run in an engine for the first time. A suitable 'Cam Lube' must be used.

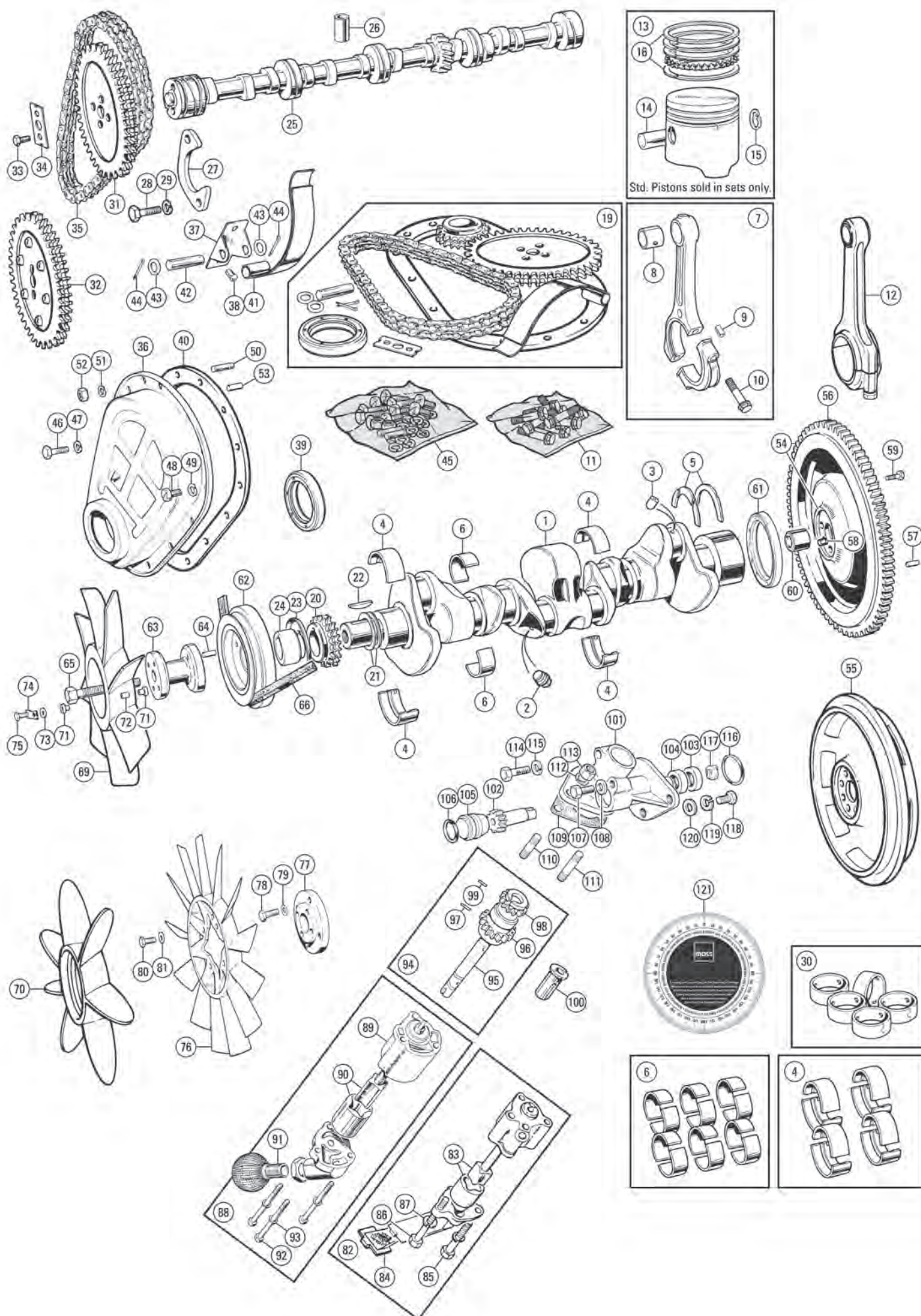
| | | | | |
|---|----------|--|---|--------------------------|
| 27 | 105114 | PLATE, locating camshaft | 1 | |
| (Check for excess wear to cam groove when doing a rebuild. This should be a clean fit with no more than .010" total end float). | | | | |
| 28 | SH605071 | SCREW, locating plate to cylinder block | 2 | |
| 29 | GHF332 | WASHER, locking | 2 | |
| 30 | 142647K | CAM BEARING SET, (set of 5) | 1 | see also |
| | | | | Performance Improvements |
| 31 | 145865 | TIMING GEAR, camshaft, duplex | 1 | |
| | 145865X | TIMING GEAR, camshaft, duplex | 1 | lightened/uprated |
| 32 | TT1225 | TIMING GEAR, camshaft, vernier | 1 | adjustable gear |
| 33 | 100500 | BOLT, timing gear to camshaft | 2 | |
| 34 | 036411 | LOCK TAB, timing gear bolt | 1 | |
| 35 | 2H4286 | TIMING CHAIN, duplex type | 1 | |
| 36 | 214678 | TIMING COVER, single timing mark | 1 | original |
| | 217790 | TIMING COVER, multiple timing mark | 1 | alternative |
| 37 | 043752 | ANCHOR PLATE, tensioner | 1 | part of cover |
| 38 | RR610040 | RIVET, anchor plate to timing cover | 2 | |
| 39 | UKC1110 | OIL SEAL, timing cover | 1 | TR5, TR6 To (e) CR2665 |
| 40 | 211126 | GASKET, timing cover to front plate | 1 | |
| 41 | 145866 | TENSIONER, timing chain, duplex | 1 | |
| 42 | 033214 | PIN, tensioner pivot | 1 | |
| 43 | WP18 | WASHER, plain | 2 | |
| 44 | PS103121 | SPLIT PIN, tensioner pivot pin retaining | 2 | |
| 45 | MBK113 | FITTING KIT, timing cover | 1 | |
| 46 | SH605071 | SCREW, hex head | 5 | timing cover to block |
| 47 | GHF332 | WASHER, locking | 5 | |
| 48 | SE605031 | SCREW, pan head, (5/16 x 3/8") | 5 | timing cover to block |
| 49 | GHF332 | WASHER, locking | 5 | |
| 50 | 100433 | STUD, timing cover to cylinder block | 2 | |
| 51 | GHF332 | WASHER, locking | 2 | |
| 52 | GHF201 | NUT | 2 | |
| 53 | DP514 | DOWEL PIN, timing cover locating | 2 | |

'Lightened' engines are often talked of. In reality there is very little that can be lightened. A few ounces may be polished off a crankshaft and de-burring and polishing the con-rods may be worthwhile for competition purposes. Tappets may be lightened for the same reason, though some of the modern camshafts use such a fierce valve-opening ramp, all the strength possible in a tappet may be a more sensible option. What can be usefully reduced in weight is the flywheel.

Only machinists who understand fully what they're doing should do this. Metal removed farthest from the centre is the most effective and strength is paramount towards the centre. The final cuts should leave nicely radiused corners. Due to strength limitation (as cast iron gets thinner), for competition use only steel faced light alloy or billet flywheels can realistically be recommended.

Note: The flywheel changes to suit the design of crankshaft fitted. See the note (under item no. 3) at the beginning of this section about 'long' and 'short' backed cranks. Alloy & Steel Flywheels only weigh approximately 4Kgs, whereas cast Iron Flywheels weigh approximately 10Kgs.





Internal Engine (Continued)

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|--|
| 54 | 148041R | FLYWHEEL, iron, with ring gear (Reconditioned/exchange). | 1 | recessed - fits 'longbacked' crank for |
| | TT2213 | FLYWHEEL, iron, lightened with ring gear (Reconditioned/exchange). | 1 | |
| | TT2239S | FLYWHEEL, steel, less ring gear (Use with 8.5" standard or uprated clutch cover). | 1 | |
| | 151214E | FLYWHEEL, iron, with ring gear (Reconditioned/exchange). | 1 | non recessed - fits 'short backed' crank for |
| | TT2212 | FLYWHEEL, iron, lightened with ring gear (Reconditioned/exchange). | 1 | |
| 55 | TT2214S | FLYWHEEL, steel, less ring gear (Use with 8.5" standard or uprated clutch cover). | 1 | TR6 From (e) CP50001 |
| | TT2241S | FLYWHEEL, steel, less ring gear (Use with 7.25" race clutch cover). | 1 | |
| 56 | 201350 | RING GEAR | 1 | all models |
| 57 | DP414 | DOWEL PIN, locating clutch cover | 3 | |
| 58 | DP619 | DOWEL PIN, locating flywheel | 1 | fit with Loctite |
| 59 | UKC4254 | BOLT, flywheel to crank, standard | 4 | |
| | TT2223S | BOLT SET, flywheel to crank, uprated | 1 | TR5, TR6 To (e) CP50000 |
| 60 | 047246 | SPIGOT BUSH, 1" x 1", in crankshaft | 1 | |
| | 151213 | SPIGOT BUSH, 1" x 1/2", in flywheel | 1 | TR6 from (e) CP50001 |
| 61 | 143456 | OIL SEAL, rear housing | 1 | |
| 62 | 214479 | FRONT PULLEY & DAMPER, 3/8" | 1 | |
| 63 | 148831 | EXTENSION, fan | 1 | |
| 64 | DP508 | DOWEL PIN, locating extension | 2 | |
| 65 | 148832 | BOLT, extension & pulley to crankshaft | 1 | |
| 66 | GCB11088 | FAN BELT, 3/8" wide | 1 | |

Note: Ensure both pulley groove & fan belt are the correct 3/8" width (a wider, 1/2" belt and pulley system was used on carburettor fitted TR6's for the North American market places).

There were three types of fan originally fitted to the TR250 and the TR5-6. The only fan now available is the eight bladed yellow fan (308353) as fitted to the early cars. This fan can also be fitted to all 6 cylinder TR's by using the correct mounting hardware (items 71-75).

| | | | | |
|----|----------|--------------------------------------|---|-------------------------|
| 69 | 308353 | FAN, 8 blade, plastic, yellow | 1 | TR5, TR6 To CP50000 |
| 70 | 311868 | FAN, 7 blade, plastic, yellow | 1 | |
| 71 | 108496 | BUSH, fan to extension, standard | 8 | TR6 From (e) CP50001 |
| | 108496SP | BUSH, fan to extension, polyurethane | 8 | |
| 72 | 108499 | SLEEVE, fan to extension | 4 | all (e) CP models |
| 73 | WM58 | WASHER, plain | 4 | |
| 74 | 107857 | TAB WASHER | 2 | |
| 75 | BH605101 | BOLT, fan to extension | 4 | |
| 76 | 312301 | FAN, 13 blade, plastic, red | 1 | all (e) CR models |
| 77 | 157876 | ADAPTOR, fan extension | 1 | |
| 78 | BH605131 | BOLT, adaptor to extension | 4 | |
| 79 | GHF301 | WASHER, plain | 4 | |
| 80 | BH605101 | BOLT, fan to adaptor | 4 | TR5, TR6 To (e) CP53747 |
| 81 | GHF301 | WASHER, plain | 4 | |
| 82 | 217488 | OIL PUMP, (alloy body) | 1 | |
| 83 | 508975 | ROTOR & SPINDLE | 1 | |
| 84 | 149621 | FILTER, oil pump | 1 | |
| 85 | BH604241 | BOLT, oil pump, (3" long) | 2 | |
| 86 | BH604281 | BOLT, oil pump, (3 3/8" long) | 1 | |
| 87 | GHF331 | WASHER, locking | 3 | |

*Note: The early cast iron oil pump is no longer available. The later higher capacity aluminium bodied pump should be used as a replacement together with the correct mounting bolts, BH604261.

| | | | | |
|-----|----------|---|---|----------------------|
| 88 | 217488 | OIL PUMP, (aluminium body)* | 1 | TR6 From (e) CP53748 |
| 89 | 217486 | BODY, oil pump | 1 | |
| 90 | 519569 | ROTOR & SPINDLE | 1 | replacement |
| 91 | TKC2006 | STRAINER ASSEMBLY | 1 | |
| 92 | BH604261 | BOLT, oil pump to cylinder block | 3 | press fit in block |
| 93 | GHF331 | WASHER, locking | 3 | |
| 94 | 149099 | DRIVE SHAFT & GEAR | 1 | injection models |
| | 149099X | DRIVE SHAFT & GEAR | 1 | |
| 95 | 149097 | SHAFT, driving oil pump & gear | 1 | carburettor models |
| 96 | 126785 | GEAR, driving shaft | 1 | |
| 97 | 500974 | PIN, mills, securing driven gear | 1 | |
| 98 | 149098 | GEAR, driving distributor and metering unit | 1 | |
| 99 | 500975 | PIN, mills, securing gear to shaft | 1 | |
| 100 | 149776 | BUSH, supporting drive shaft assembly | 1 | |
| 101 | 308396 | DISTRIBUTOR PEDESTAL (With metering unit flange). | 1 | |
| | 126784 | DISTRIBUTOR PEDESTAL | 1 | |
| 102 | 149100 | GEAR, driving metering unit | 1 | |
| 103 | 145720 | SEAL, fuel | 1 | |
| 104 | 145720 | SEAL, oil | 1 | |

Replacing Distributor Pedestal Oil Seals

If your TR is being meticulously rebuilt from end to end the distributor pedestal will come in for its moment of glory so why else would you want to ruin a good shirt on a Sunday afternoon to change the seals in the pedestal? One good reason (well three actually) could be rising oil level in the sump. The usual give away for petrol contamination is that after months of stable oil consumption, you take the TR out, get it nice and hot, check the oil level and find it has dropped noticeably, and you've 'boiled' the petrol off. Reason two could be the noticeable stink of petrol when you know you haven't got any apparent leaks. Finally, after a modest drive you check the oil and the level has risen. The reason could be that one or more of the injectors are dribbling so it is worth checking these first. If, however you've read your workshop manual, you'll have read that there's a drain hole in the distributor pedestal between the two seals to allow the leak from one of the seals to be noticed before the other fails which would allow fuel from the metering unit access to the sump.

Replacement Of The Seals Goes Something Like This:

- 1) Disconnect the metering unit from the distributor pedestal (3 x 7/16" AF screws) and leave it suspended by wire from a suitable point. Remove the red plastic drive. Replace all O-rings on re-assembly as a matter of course.
- 2) It is a lot easier to change the pedestal seals if the whole thing is removed and attended to 'on the bench', but either way, the same process takes place. Remove the thrust plug after first removing its retaining bolt and ease out the pinion which would take the drive off the distributor gear (149099). If the pedestal were off the car, you'd no doubt have a look at this exposed gear and be horrified at the play between the short shaft and 2 pinned-on gears, itself the source of erratic running and low speed misfire. An excellent opportunity to change it.
- 3) Remove both pedestal seals with a hook or screwdriver taking care not to score the housing. Ensure the drain hole is clear.
- 4) Coat both seals with grease and fit the two new seals ensuring they are nice and square to the housing and each other. Ideally a 0.90 flat punch should be used but no doubt there is a nice clean socket with the right sort of O/D in the toolbox. Grease should be packed between the seals and the seals should be back to back, lips facing away from each other and ensure the inner seal is properly seated before inserting the outer. Don't forget to check that the drain hole is unobstructed.
- 5) To ensure the seals don't get damaged wrap a layer of masking or similar tape around the end of the pinion before insertion. Lightly grease it and slide it gently into the pedestal and through the seals. As the gear engages you need to align it with the drive for the metering unit, as removed. A couple of tries should be all that is necessary. If you want to avoid this hit and miss method, the engine should be set to no. 1 + 6 at TDC, no. 1 firing and the pinion will be observed to be vertical when the metering unit is removed.
- 6) Tease off and remove the protective tape. Replace the O-ring and pinion end plug and its retaining screw.
- 7) Use a little grease to locate the plastic drive dog onto the pinion and replace the metering unit (with its new O-ring). You may wish to check the 'tuning' of the metering unit before doing this and this is dealt with in detail in the workshop manual according to the spec of the engine, CP or CR.

| | | | |
|-----|----------|--|--------------------|
| 105 | 149226 | PLUG, driving gear end thrust and pedestal sealing | 1 |
| 106 | NKC101A | 'O' RING, on plug | 1 |
| 107 | SH604041 | SCREW, thrust plug retaining | 1 fit with Loctite |
| 108 | GHF300 | WASHER, plain | 1 |
| 109 | 104939 | GASKET, pedestal to cylinder block* | a/r |

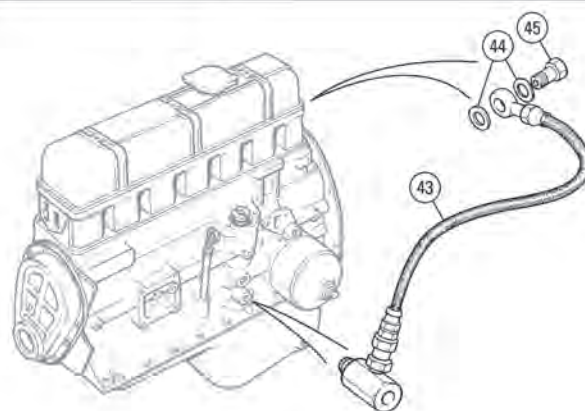
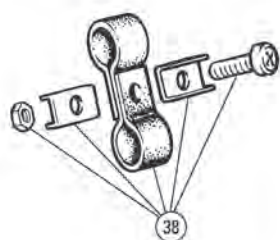
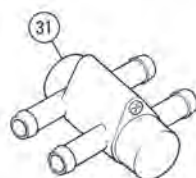
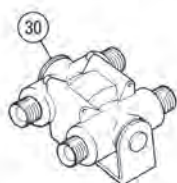
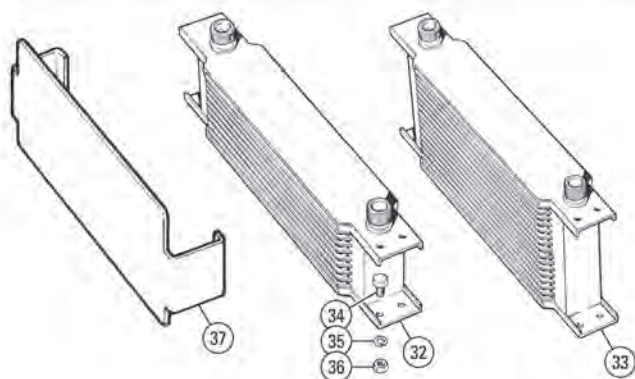
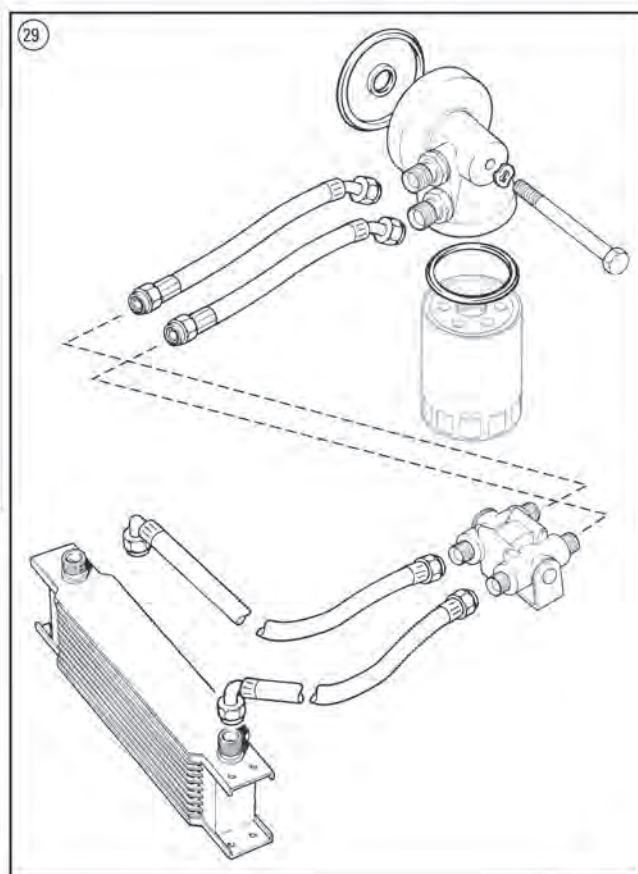
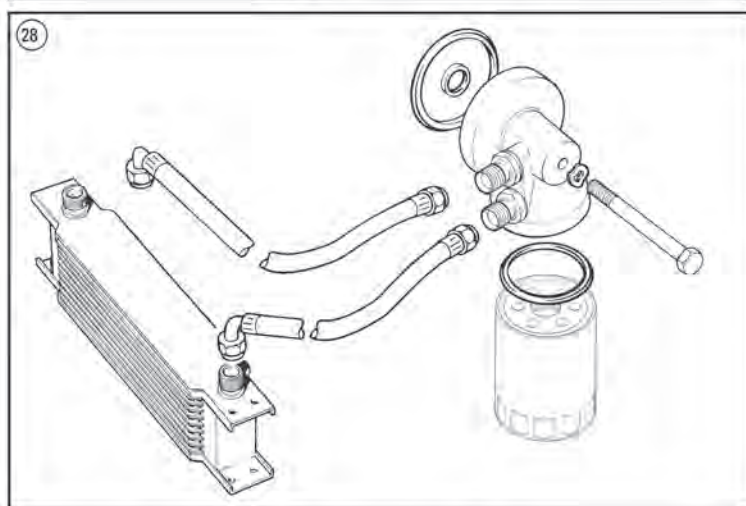
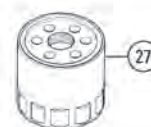
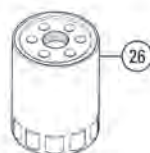
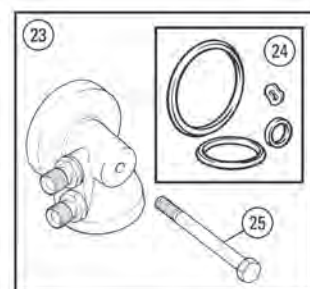
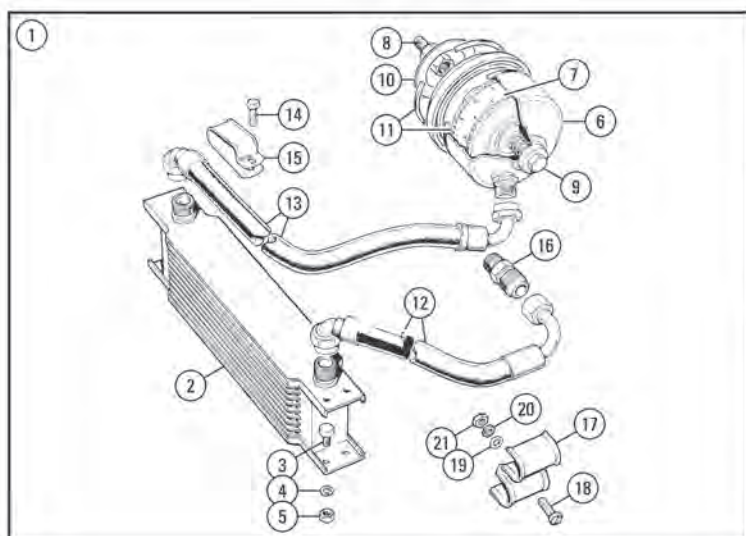
*Note: Refer to the factory workshop manual for details regarding using these gaskets as shims to set gear end float.

| | | | | |
|-----|----------|-----------------------------------|---|--------|
| 110 | TE605105 | STUD, distributor pedestal, short | 1 | 1 1/4" |
| 111 | FHS2520 | STUD, distributor pedestal, long | 1 | 2 1/2" |

Note: Carburettor models use 2 short studs.

| | | | | |
|-----|----------|-------------------------------------|---|-------------|
| 112 | GHF332 | WASHER, locking | 2 | |
| 113 | GHF201 | NUT | 2 | |
| 114 | SH605051 | SCREW, distributor to pedestal | 1 | |
| 115 | GHF332 | WASHER, locking | 1 | |
| 116 | 149486 | 'O' RING, metering unit to pedestal | 1 | |
| 117 | 149595 | DRIVE, plastic, metering unit | 1 | |
| 118 | SH604071 | SCREW, metering unit to pedestal | 3 | |
| 119 | GHF331 | WASHER, locking | 3 | |
| 120 | GHF300 | WASHER, plain | 3 | |
| 121 | TT2929 | TIMING DISC | 1 | TriumphTune |

(Use this timing degree disc for accurate installation of any camshaft where the performance setting is required).



Oil Cooler - Original

Surprisingly, although Triumph offered oil cooler conversions for both the TR5 & TR6, not many cars were originally fitted with this kit. For those that were and for customers wishing to keep their car as original, the original kit & components are listed here.

Note: TR5's were originally fitted with a slightly different kit but continued 'improvements' listed in three different service amendments in 1968 and 1969 eventually gave us the specification listed here.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|--|
| 1 | 309052 | OIL COOLER KIT | 1 | |
| 2 | 214372 | OIL COOLER | 1 | |
| 3 | SH604051 | SCREW, oil cooler to skid-plate | 4 | |
| 4 | GHF331 | WASHER, locking | 4 | |
| 5 | GHF200 | NUT | 4 | |
| 6 | 155672 | OIL FILTER SUB ASSEMBLY | 1 | |
| 7 | GFE138 | ELEMENT, oil filter | 1 | |
| 8 | 151870 | ADAPTOR, filter, bowl to block | 1 | |
| 9 | 149695 | ADAPTOR, filter, centre bolt | 1 | |
| 10 | 149713 | GASKET, adaptor to block | 1 | |
| 11 | 272539 | RING, sealing | 2 | |
| 12 | TT1268C | HOSE, engine to cooler | 1 | |
| 13 | TT1268B | HOSE, cooler to filter | 1 | |
| 14 | GHF103 | SCREW | 1 | hoses to LH radiator stay see item 18 External Engine |
| 15 | 148783 | 'P' CLIP | 1 | |
| 16 | 146285 | ADAPTOR, hose to cylinder block (Replaces plug 116511). | 1 | |
| 17 | AHH6866K | RETAINING CLIP, hoses to LH | 1 | |
| 18 | PT355 | SCREW, pan head | 1 | |
| 19 | WP4 | WASHER, plain | 1 | |
| 20 | WL700061 | WASHER, locking | 1 | |
| 21 | HN2053 | NUT | 1 | |

Spin-On Filter Adaptor

Note: See the Accessories section for full details.

The design of the standard TR6 oil filtration system (see External Engine) is fundamentally flawed in that when the engine is not running, oil will drain out of the oil filter back to the sump. Thus, every time the engine is restarted, the oil pump must refill the filter bowl before any lubricant can be pressure fed to any part of the engine. It doesn't take much to realise that this delay in oil pressure build up when the engine is started will result in premature wear to the moving components within the engine, most notably the main and big end bearings (you must have noticed the brief rattling noise when you start the engine from cold - that's your big ends saying good morning).

To overcome this problem, a special filter head adaptor has been developed that relocates the filter so that it hangs from its mounting and therefore cannot drain its contents back to the sump. As a bonus, the original fiddly filter element and bowl is replaced by a modern 'spin on' disposable canister filter, greatly easing the task of oil filter changing. The sealing ring groove depth is not a specified depth so in some cases extra sealing rings may be required. This simple spin-on conversion is all that most TR's, or their owners, want.

One of Triumph's optional extras, originally offered, was an oil cooler kit. The spin on adaptor with fittings for oil cooler take-off is therefore a natural development. The Adaptor body for both types might appear identical, but they are in fact produced from entirely different castings, with totally different internal oilways, so neither can be converted into the other form. When a TR is being built there is often the need to avoid fitment of the oil cooler, but the benefit of the spin-on system should be enjoyed. So, to avoid having to buy both types of adaptor, fit the oil-cooler type and simply join the two adaptor unions together with a suitable length of high-pressure oil hose. If a kit is purchased, therein is the required hose. Quite a range of such hoses is available independently, so please telephone with your precise need.

| | | | | |
|----|-------------|---|---|------------------------|
| 22 | TT1286MOCAL | ADAPTOR, spin-on oil filter | 1 | |
| 23 | TT1286A | ADAPTOR*, spin-on oil filter (*With oil cooler hose tappings). | 1 | |
| 24 | TT12861 | SEAL SET, filter adaptor | 1 | use if adaptor removed |
| 25 | BH507301 | BOLT, adaptor to block | 1 | |
| 26 | GFE227 | OIL FILTER, spin-on type, long | 1 | RHD |
| 27 | GFE166 | OIL FILTER, spin-on type, short | 1 | LHD, limited access |

Oil Cooler Installation Kit (Non Thermostatic)

Note: See the Accessories section for full details.

As a natural progression from the 'spin-on' conversion, the special oil filter adaptor casting has been modified, tapped and threaded to create an oil cooler system connection point. This allows not only the previously mentioned benefits of improved lubrication supply and an easy to fit 'spin-on' filter canister, but also cools oil. TT1286 cannot retrospectively be converted to TT1286A as the oilways in the two castings are different. Triumph originally specified, as a high speed use optional accessory, an oil cooler kit for TR6 models. Thankfully they also pierced the water radiator skid shield of all cars to accept an oil cooler radiator... just in case. This makes the installation of the oil radiator particularly easy. We recommend that 1/2" hoses be used for road applications and 5/8" for competition applications. Both sizes are available with either plain rubber or Stainless Steel braided hoses.

Note: The oil cooler radiator and oil filter are not included in the kits, they are supplied separately.

| | | | | |
|----|----------|-------------------------------------|---|--------------------|
| 28 | TT1268 | OIL COOLER INSTALLATION KIT, (std.) | 1 | 1/2" rubber hoses |
| | TT1268S | OIL COOLER INSTALLATION KIT, (std.) | 1 | 1/2" braided hoses |
| | TT12681 | OIL COOLER INSTALLATION KIT, (std.) | 1 | 5/8" rubber hoses |
| | TT12681S | OIL COOLER INSTALLATION KIT, (std.) | 1 | 5/8" braided hoses |

'Thermostatic' Oil Cooler Installation Kit

Note: See the Accessories section for full details.

To take developments one stage further, it would be advantageous to control the oil temperature, by means of a thermostat (in the same way that the water cooling system uses a thermostat). Maintaining the oil at or around its optimum working temperature means that it should retain its intended viscosity and thus provide its best lubrication and protection performance. A thermostatic conversion assists in warming the engine from cold starts on vehicles fitted with an oil cooler, since it bypasses the cooler when it is not required. Conversion kits listed below utilise screw-on unions for easy installation and include adaptor, thermostat & mountings.

Note: The oil cooler radiator and oil filter are not included in the kits, they are supplied separately.

| | | | | |
|----|----------|---|---|--------------|
| 29 | TT1278 | OIL COOLER INSTALLATION KIT (1/2" rubber hoses). | 1 | thermostatic |
| | TT1278S | OIL COOLER INSTALLATION KIT | 1 | |
| | TT12781 | OIL COOLER INSTALLATION KIT (5/8" rubber hoses). | 1 | |
| | TT12781S | OIL COOLER INSTALLATION KIT | 1 | |
| 30 | TT29602 | THERMOSTAT, 1/2" hoses, (screw-on) | 1 | |
| | TT29603 | THERMOSTAT, 5/8" hoses, (screw-on) | 1 | |
| | | (If your TR is already fitted with a non-thermostatic oil cooler kit, and you would like the benefit of temperature control, then this thermostatic unit is ideal. It is easily installed by cutting the hoses and placing in the circuit, ensuring flow direction is matched. Care must be taken when cutting hoses especially braided versions. | | |
| 31 | TT2960 | THERMOSTAT, 1/2" hoses, (push-on) | 1 | |
| | TT29604 | THERMOSTAT, 5/8" hoses, (push-on) | 1 | |

Oil Cooler Radiators

Note: See the Accessories section for full details.

The essential part of the cooling process is the radiator. Available in a range of sizes to suit your application.

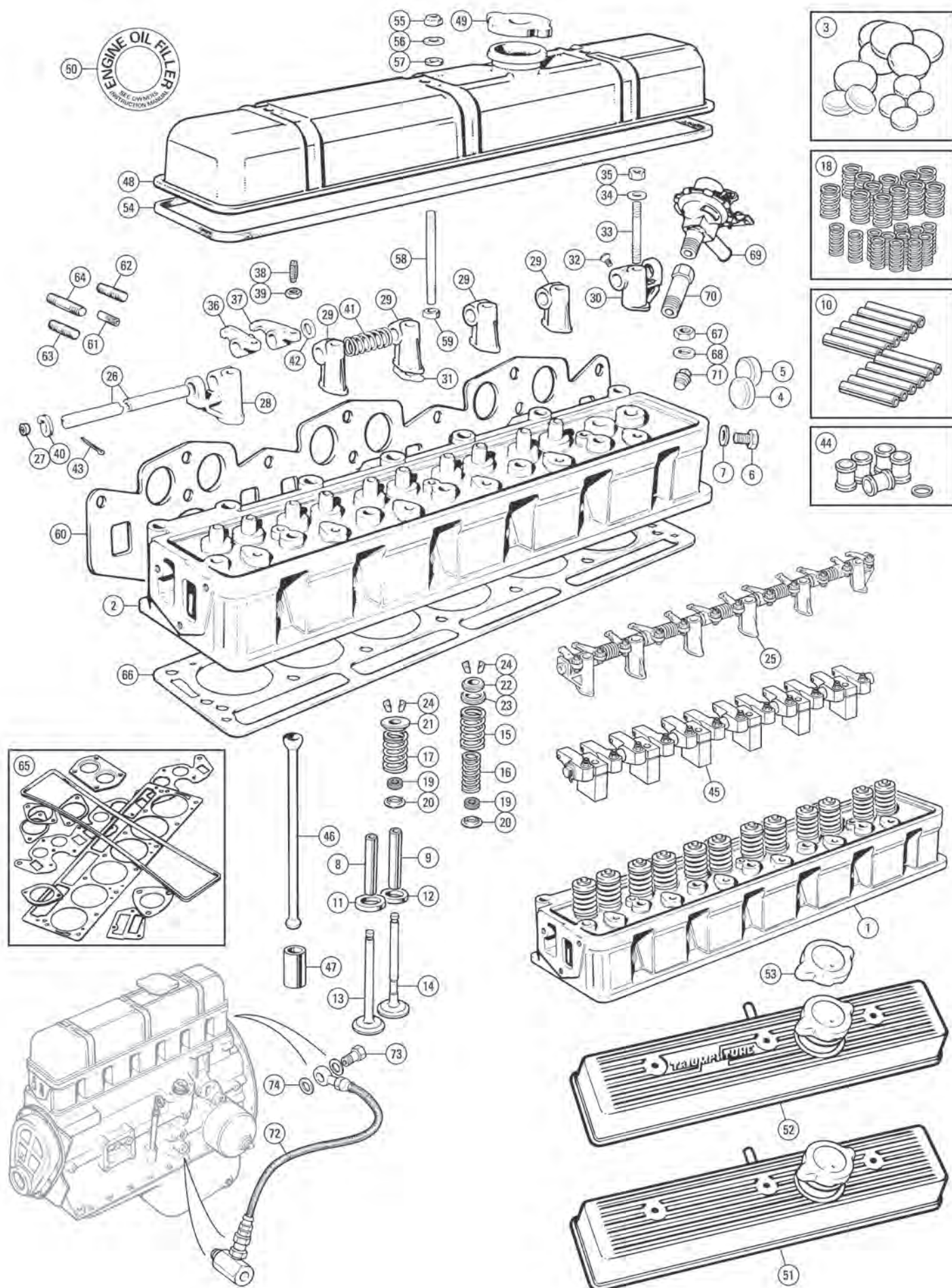
| | | | | |
|----|----------|---|---|---------------------------|
| 32 | ARA221 | OIL RADIATOR, 13 row, 1/2" | 1 | road |
| | TT29631 | OIL RADIATOR, 13 row, 5/8" | 1 | competition |
| 33 | AR09875 | OIL RADIATOR, 16 row, 1/2" | 1 | road, hot climates |
| | TT29641 | OIL RADIATOR, 16 row, 5/8" | 1 | competition |
| | TT29651 | OIL RADIATOR, 19 row, 5/8" | 1 | competition, hot climates |
| 34 | SH604051 | SCREW, oil radiator to skid shield | 4 | |
| 35 | GHF331 | WASHER, locking | 4 | |
| 36 | GHF200 | NUT | 4 | |
| 37 | C-AHT181 | SHROUD, oil radiator | 1 | |
| 38 | AHH6866K | STRAP KIT, hoses to LH radiator stay | 1 | |
| 39 | AHH6866K | STRAP KIT (Hoses to LH engine mounting bracket). | 1 | |
| 40 | PT355 | SCREW, pan head, (for clip 148513) | 1 | |
| 41 | WL700061 | WASHER, locking | 1 | |
| 42 | HN2005 | NUT | 2 | |

Rocker Feed Pipe

| | | | | |
|----|---------|----------------------|---|--|
| 43 | TT1226 | ROCKER FEED KIT | 1 | |
| 44 | TT1226B | WASHER, copper crush | 2 | |
| 45 | TT1226D | BOLT, banjo | 1 | |
| | TT1226C | T PIECE | 1 | |

The Rocker Feed Kit & Oil Consumption

When the supplementary oil feed to the rocker gear is fitted on the Triumph TR6 engine an increase in oil consumption is often encountered. This is attributed to oil being drawn down worn valve guides. The extra amount of lubricating oil flowing through the valve and rocker chamber, as supplied by the feed kit, exaggerates any tendency for oil to be sucked down worn valve guides past worn valve stems. The best solution is to fit new valves and guides, but this is not always on the top of the repair priority list. To assist in the reduction of oil being sucked down the guides a method of valve stem oil seal is required. We offer the simple donut rubber ring that is used so successfully on MG sports cars. Its part number is AEK113 (see Cylinder Head, item. 19), 12 of which are required, one per valve stem, to service an engine.



Cylinder Head Assemblies

Cylinder head assemblies are fitted with valves, guides and springs, but less studs. All recon cylinder heads are now built to a lead-free condition. Should a leaded fuel version be required, this would now be a 'special': please telephone. All cylinder heads listed have a compression ratio of approximately 9.5:1. Please telephone for special requirements.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------------|------|-------------------------|
| 1 | 516798LFE | CYLINDER HEAD ASSY, recon/exch | 1 | TR5, TR6 To (e) CP75000 |
| | 520869LFE | CYLINDER HEAD ASSY, recon/exch | 1 | TR6 From (e) CP75001 |
| | | | 1 | To (e) CR1 |
| | UKC1420LFE | CYLINDER HEAD ASSY, recon/exch | 1 | TR6 From (e) CR1 |

Performance Cylinder Heads

Also available are exchange cylinder heads uprated and ready to fit either in a 'Stage II' or 'Stage III' specification. Stage II condition is supplied with gas flowed ports, reshaped chambers, reshaped valves, new springs and guides. Stage III condition is supplied fully gas flowed for right up to competition use specification as Stage II but with new larger stainless valves, bronze guides and alloy valve caps. All Stage III cylinder heads are supplied with bronze valve guides. If a Stage II cylinder head with bronze valve guides is required, please add a 'B' in front of the 'UL' suffix when ordering.

| | | | | |
|---|-----------|-----------------------------------|---|----------------------|
| | TT1202UL | CYLINDER HEAD ASSEMBLY, stage II | 1 | TR5, TR6 |
| | TT1203BUL | CYLINDER HEAD ASSEMBLY, stage III | 1 | To (e) CP75000. |
| | TT1212UL | CYLINDER HEAD ASSEMBLY, stage II | 1 | |
| | TT1212BUL | CYLINDER HEAD ASSEMBLY, stage II | 1 | TR6 From (e) CP75001 |
| | TT1213UL | CYLINDER HEAD ASSEMBLY, stage II | 1 | |
| | TT1213BUL | CYLINDER HEAD ASSEMBLY, stage III | 1 | |
| 2 | 520869 | CYLINDER HEAD, bare | 1 | TR6 From (e) CP75001 |

Note: Bare cylinder heads do not include valve guides.

Core Plugs

| | | | | |
|---|----------|-------------------------------------|---|-----------------------|
| 3 | GAC6201X | CORE PLUG SET | 1 | cylinder head & block |
| 4 | AEH592 | CORE PLUG, large, (1 5/8" diameter) | 1 | rear face of head |
| 5 | 144686 | CORE PLUG, small, (1 1/4" diameter) | 1 | |
| 6 | SH605041 | SCREW, plugging rocker oil feed | 1 | |
| 7 | 500469 | WASHER, copper, sealing screw | 1 | |

Valves, Guides & Springs

| | | | | |
|---|--------|-------------------------------|---|--|
| 8 | 058923 | GUIDE, inlet valve, (2.0625") | 6 | |
| 9 | 111869 | GUIDE, exhaust valve, (2.25") | 6 | |

Valve Guides

Triumph valves are designed to run with a stem to guide clearance of 0002". Bronze guides should certainly never be run with less than this. Remember different metals expand at different rates. Aluminium and brass alloys expand more than ferrous alloys. Both valves and guides are designed to have the correct fit at working temperature, say 80°C (160°F). For those who like to check such things out, why not immerse a cylinder head in water at temperature and, after lubricating the valve stems and guides, measure or try the fit. Don't forget to clean the sink afterwards.

| | | | | |
|----|---------|--------------------------------|---|----------------------|
| 10 | TT1219 | GUIDE SET, bronze, (set of 12) | 1 | high performance |
| | TT1319A | GUIDE, inlet valve, bronze | 6 | alternative to 8 & 9 |
| | TT1219A | GUIDE, exhaust valve, bronze | 6 | |
| 11 | 146496 | INSERT, valve seat, Inlet | 6 | all (e) CP models |
| 12 | 146497 | INSERT, valve seat, exhaust | 6 | |
| | 12H462 | INSERT, valve seat, Inlet | 6 | all (e) CR models |
| | 159904 | INSERT, valve seat, exhaust | 6 | |

Important Note: If one valve seat becomes damaged it may be replaced individually. Ensure its finished form produces matching valve heights. Triumph heads are not normally fitted with valve seats. All exhaust seats are now to unleaded specification.

Valves & Seats

Due to the possibility of cylinder heads not being exactly to original specification, (a problem you may not discover until the head is off the engine), it isn't really practical to match valves and seats to engine commission numbers. Any 'late' head with small exhaust valve throats can be converted to 'early' specification by fitment of larger valves (part no. 149658) and enlargement of the valve throat. An ideal time is when converting to lead-free condition. After fitting the larger valve seats required it is a simple matter to blend the port to match the valve seat before shaping the seat for the valve. Most genuine engineering shops can willingly perform this work. Ask to see an example of a finished seat which should show roughly 1.5 - 2mm of cut face for the valve to sit and seal onto. The best results will come from double or treble angled chamfers to the valve seat. Exhaust valve seat 146497 to be used with valve 149658 or TT1715. Exhaust valve seat 159904 to be used with valve 159873. (All our exhaust valves are lead-free compatible).

| | | | | |
|----|--------|---------------------------------|---|-----------------------|
| 13 | 146128 | VALVE, inlet, 1.44" | 6 | |
| | TT1714 | VALVE, inlet, stainless, 1.44" | 6 | reshaped & gas-flowed |
| | TT1234 | VALVE, inlet, stainless, 1.475" | 6 | |

| | | | | |
|----|--------|----------------------------------|----|-----------------------------|
| 14 | 149658 | VALVE, exhaust, 1.25" | 6 | all (e) CP models |
| | 159873 | VALVE, exhaust, 1.19" | 6 | all (e) CR models |
| | TT1715 | VALVE, exhaust, stainless, 1.28" | 6 | reshaped & gas-flowed |
| 15 | 149633 | VALVE SPRING, outer | 12 | (twin fitment) |
| 16 | 102564 | VALVE SPRING, inner | 12 | TR5, TR6 To (e) CP75000 |
| 17 | 157229 | VALVE SPRING | 12 | (single fitment) TR6 |
| | | | 1 | From (e) CP75001 To (e) CR1 |
| | 157229 | VALVE SPRING, outer | 12 | (twin fitment) |
| | 157476 | VALVE SPRING, inner | 12 | all (e) CR models |
| 18 | TT1207 | VALVE SPRING SET, uprated | 1 | (twin fitment) |

Note: Our uprated valve spring sets replace all standard combinations. They must be installed without the use of any lower spacer collars between the base of the springs and the cylinder head top face.

| | | | | |
|----|--------|--|----|-------------------------|
| 19 | AEK113 | VALVE STEM OIL SEAL | 12 | supplementary fitment |
| | | (Valve stem oil seals were not originally specified for use on the Triumph TR6 engine. To help in the battle against engine emissions caused by oil being sucked down the valve guide bores past the valve stems, a simple oil seal is available). | | |
| 20 | 149717 | SPACER, valve spring, lower inner | 12 | TR5, TR6 To (e) CP75000 |
| | 105118 | COLLAR, valve spring, lower inner | 12 | TR6 From (e) CP75001 |
| | | (Single spring only). | 1 | To (e) CR1 |
| | 157509 | SPACER, valve spring, lower | 12 | all (e) CR models |
| 21 | 111870 | COLLAR, spring, upper | 6 | inlet |
| | TT1216 | COLLAR, spring, upper, alloy | 12 | inlet & exhaust |
| 22 | 128335 | COLLAR, upper outer | 6 | exhaust |
| 23 | 111870 | COLLAR, upper inner | 6 | |
| 24 | 106663 | COLLET, split cone type, sold each | 24 | |

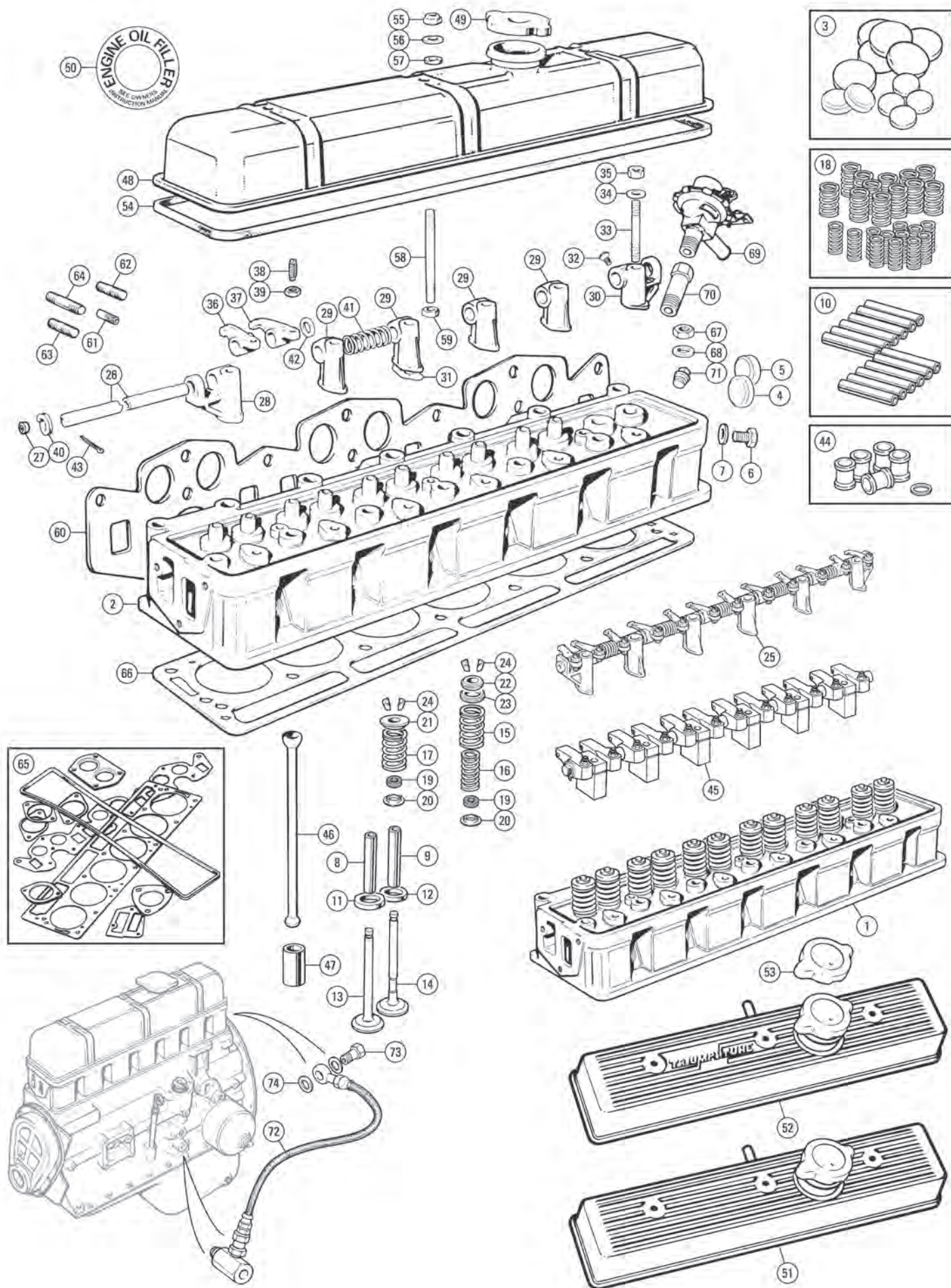
Rocker Gear

| | | | | |
|----|---------|--|----|-----------------------------|
| 25 | 214559K | ROCKER GEAR ASSEMBLY | 1 | reconditioned/exchange |
| 26 | 214559Z | ROCKER SHAFT, replacement | 1 | ready plugged |
| | TT1217 | ROCKER SHAFT, tufrided | 1 | |
| | | (Rocker shafts are tubular in construction. The ends of the shaft must be plugged to form an oil gallery inside the shaft. Oil is fed via the rear rocker pedestal into the shaft; drillings in the shaft allow lubrication of the rockers). | | |
| 27 | 137811 | PLUG, rocker shaft ends | 2 | original rocker shafts only |
| 28 | 145867 | PEDESTAL, no. 1 | 1 | |
| 29 | 144974 | PEDESTAL, intermediate | 4 | alternatives |
| | 145868 | PEDESTAL, intermediate | 4 | |
| 30 | 145869 | PEDESTAL, no. 6, (drilled for oil feed) | 1 | |
| 31 | TT1910 | SHIM, pedestal | 6 | |
| 32 | 104859 | SCREW, shaft to drilled pedestal | 1 | |
| 33 | 132495 | STUD, rocker pedestal to cylinder head | 6 | |
| 34 | GHF302 | WASHER, plain | 6 | |
| 35 | GHF202 | NUT | 6 | |
| 36 | 109024Z | ROCKER ARM, nos 1, 3, 5, 7, 9, 11 | 6 | |
| | 109024X | ROCKER ARM, nos 1, 3, 5, 7, 9, 11, bushed | 6 | uprated |
| 37 | 109023Z | ROCKER ARM, nos 2, 4, 6, 8, 10, 12 | 6 | |
| | 109023X | ROCKER ARM, nos 2, 4, 6, 8, 10, 12, bushed | 6 | uprated |
| 38 | 109495 | SCREW, rocker clearance adjusting | 12 | |
| 39 | 51K1178 | NUT, half, adjusting screw | 12 | |
| 40 | 2A18 | SPRING, rocker shaft, outer | 2 | |
| 41 | 119313 | SPRING, rocker shaft, intermediate | 5 | |
| 42 | WP8013 | WASHER, rocker shaft spacing | 4 | |
| 43 | PC10 | SPLIT PIN, rocker shaft end | 1 | |
| 44 | TT1218 | ROCKER SPACER SET | 1 | replaces items 41 to 43 |
| | | (A set of solid spacers to replace the coil spring spacers on the standard rocker shaft assembly. These allow the rockers to rotate easier, prolong shaft life by retaining the oil. Set of five spacers and one adjusting washer). | | |
| 45 | TT1246 | ROLLER ROCKER CONVERSION* | 1 | |

*Note: The complete rocker assembly is replaced with this kit. The new rocker arms use roller tips and internal rollers on an all new steel shaft. The rocker ratio is increased from 1.5 to 1.65:1 giving greater valve lift without changing the camshaft. The increased valve opening (or lift) produced by the roller-rocker gear will require attention to the valve springs as these could become coil-bound. You could check what you've got with feeler gauges - .030" between coils is safe. Anything less will require different springs. TT1708 are correct and perfect for the job. All of this will depend on any extra work that may have been done to the cylinder head which can alter the relationship of the valve to the head. What we are saying is that TT1246 plus TT1708 are bombproof, anything else requires careful measurement. Uprated push rods must also be fitted.

| | | | | |
|----|---------|----------------------------|----|-------------------|
| 46 | 149513 | PUSH ROD, (8.11"), forged | 12 | all (e) CP models |
| | TT1233 | PUSH ROD, (8.11"), tubular | 12 | |
| | 148916 | PUSH ROD, (8.30"), forged | 12 | all (e) CR models |
| | TT10433 | PUSH ROD, (8.25"), tubular | 12 | |
| 47 | 143552 | CAM FOLLOWER, ("tappet")* | 12 | standard |
| | TT1209 | CAM FOLLOWER, ("tappet")* | 12 | uprated |

*Note: Never re-use your old cam followers in this engine as they are considered a likely weak link in the drive train. It is vital that a camshaft and its followers are properly lubricated when installed and run in an engine for the first time. A suitable 'Cam Lube' must be used).



Rocker Cover

| ill. | Part Number | Description | Req. | Details |
|------|-------------|-------------------------------------|------|-------------------|
| 48 | 210908 | ROCKER COVER, silver | 1 | all (e) CP models |
| | 210908R | ROCKER COVER, silver, reconditioned | 1 | |
| | TKC378 | ROCKER COVER, silver | 1 | all (e) CR models |
| | TKC378R | ROCKER COVER, silver, reconditioned | 1 | |
| | 213496 | ROCKER COVER, chromed | 1 | alternative |
| 49 | GZC1400 | CAP, oil filler, zinc plated | 1 | original |
| 50 | CRST262 | LABEL, oil cap | 1 | |

Note: These oil caps are only suitable for the original steel rocker covers.

| | | | | |
|----|----------|--------------------------------------|---|-------------------|
| 51 | GAC6004X | ROCKER COVER, alloy, polished | 1 | ribbed |
| | GAC6005X | ROCKER COVER, black, polished | 1 | |
| 52 | TT1627 | ROCKER COVER, alloy, polished | 1 | TriumphTune logo |
| | TT1220 | ROCKER COVER, black, polished | 1 | |
| 53 | 8G612CP | CAP, oil filler, alloy rocker covers | 1 | ribbed cover |
| | TT9920 | CAP, oil filler, alloy rocker covers | 1 | TriumphTune cover |

Note: All rocker covers listed are completely interchangeable - standard fasteners and gasket are used to attach both steel and alloy rocker covers. The alloy rocker covers are precision, high pressure die cast items and include a unique bright chrome filler cap.

| | | | | |
|----|-----------|-------------------------------------|---|---------------------|
| 54 | GUG5039VC | GASKET, rocker cover | 1 | |
| | 694-011 | GASKET, rocker cover, silicone | 1 | standard cover |
| | 694-012 | GASKET, rocker cover, silicone | 1 | |
| 55 | GHF272 | NUT, nylon, rocker cover | 3 | do not over-tighten |
| 56 | GHF301 | WASHER, plain | 3 | |
| 57 | WF508 | WASHER, fibre | 3 | |
| 58 | 105123 | STUD, rocker cover to cylinder head | 3 | |
| 59 | GHF201 | NUT, locking, stud to cylinder head | 3 | |
| 60 | AJM682 | GASKET, manifold | 1 | |
| 61 | RPS2012 | DOWEL, locating, (inlet manifolds) | 3 | |
| 62 | 105124 | STUD, exhaust manifold mounting | 4 | |
| 63 | 105125 | STUD, inlet & exhaust manifolds | 6 | |
| 64 | TE605105 | STUD, inlet manifold mounting | 3 | CP models |
| | 111456 | STUD, inlet manifold mounting | 3 | CR models |

Note: For manifolds, fixing details & fittings, please refer to Fuel System, Manifolds & Air Cleaners.

Cylinder Head Gaskets

| | | | | |
|----|-------------|--|---|-------------------------|
| 65 | GEG179 | DECOKE GASKET SET, 'flat top' block | 1 | TR5, TR6 To (e) CP75000 |
| | GEG179Z | DECOKE GASKET SET, 'flat top' block, (GEG179Z, alternative specification). | 1 | |
| | AJM1193 | DECOKE GASKET SET, 'recessed' block | 1 | |
| | AJM1193Z | DECOKE GASKET SET, 'recessed' block (AJM1193Z, alternative specification). | 1 | TR6 From (e) CP75001 |
| 66 | GUG702597HG | GASKET, cylinder head, flat | 1 | TR5, TR6 To (e) CP75000 |
| | TT1236 | GASKET, cyl. head, copper, flat (0.032") | 1 | |
| | AJM387 | GASKET, cylinder head, recessed | 1 | TR6 From (e) CP75001 |
| | AJM387B | GASKET, cylinder head, recessed | 1 | Aftermarket |

Note: As a guide to deciding which head gasket or head gasket set that you need, they are identifiable by the presence or the lack of presence of a tag. All later head gaskets for recessed blocks included a tag on the rear of the gasket.

Cylinder Head Attachment

Note: For cylinder head studs, please refer to External Engine.

| | | | | |
|----|---------|-----------------------------------|----|---------|
| 67 | 103810 | NUT, cylinder head | 14 | |
| | 103810X | NUT, cylinder head | 14 | uprated |
| 68 | 508289 | WASHER, (under cylinder head nut) | 14 | |

Heater Fittings

Note: For other heater details, please refer to Heating & Ventilation.

| | | | | |
|----|---------|------------------------------|---|-------------------------|
| 69 | 565755 | HEATER VALVE | 1 | vehicles fitted |
| | 565755Z | HEATER VALVE, aftermarket | 1 | with heater |
| 70 | 148435 | ADAPTOR, water valve to head | 1 | |
| 71 | 114774 | PLUG, replaces water adaptor | 2 | vehicles without heater |

Rocker Feed Kit

Excessive rocker shaft wear is a classic complaint about the Triumph push rod engines. The external rocker feed kit is an effective and easy to fit solution to the problem. It works by piping oil from a plug hole in the cylinder block main oil gallery up to the cylinder head, thereby maintaining a higher oil flow than standard. No drilling or tapping is required for installation. The kit is so good, it looks as though it should always have been there!

| | | | | |
|----|---------|----------------------|---|----------|
| 72 | TT1226 | ROCKER FEED KIT | 1 | external |
| 73 | TT1226D | BOLT, banjo | 1 | |
| 74 | TT1226B | WASHER, copper crush | 2 | |
| | TT1226C | T PIECE | 1 | |

Valve Spring Specifications

The specification of valve springs is critical to the correct functioning of any engine. The spring rate is the amount of load the spring applies to close the valve. It has to cope with the weight of the valve and cap, and, significantly, in a very brief space of time. At 6000rpm, each valve opens and closes 50 times per second. It also has to do so for the correct period of time as per camshaft requirements. Lastly, sufficient clamping pressure must be available to seal the combustion chamber while combustion takes place at between 8 and 11:1. The rates have to be kept as low as possible to reduce camshaft and follower (tappet) wear. The spring height and wire thickness enables a variety of camshaft profiles to be coped with. As you may notice from the chart below an uprated spring doesn't necessarily mean increased rate. A modern method in use to control valve closing is 'interference' valve springs, i.e., where there is friction between the inner and outer spring.

This damps the valve movement without resorting to heavier springs (TT1208 and TT1708). The springs and ratios listed below are based on original specifications (including uprated springs) in use during production (1967 to 1976). TT1208 & TT1708 are also Moss unique. The critical areas are installed height (A) to give 'closed' load and full lift load with adequate clearance to allow working clearance (B). Coil binding is to be avoided at all costs, so allow a working clearance between coils, fully compressed of at least .030". Check when installed. Failure to check this at each valve could result in smashed springs, damaged rocker gear, damage to camshaft/followers damage to rocker shaft and locating studs - but more likely bent push-rods.

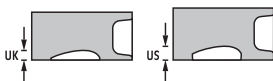
| Part Number | Installed Rate | Solid | Coils | Free |
|-------------|----------------|----------------|--------------|----------------|
| 149633 | | 23.32 | 4 | 39.87 |
| 102564 | | 18.54 | 6 | 39.62 |
| 157229 | | 22.2 | 3.75 | 38.6 |
| 157476 | | 14.02 | 4 | 28.9 |
| TT1207 | 35 lbs. | 21.67 15.87 | 5.75 7.75 | 39.37 46.48 |
| TT1208 | N/A | N/A | N/A | N/A |
| TT1708 | N/A | N/A | N/A | N/A |
| 2.5 | 1.45" | 1.28" | | |

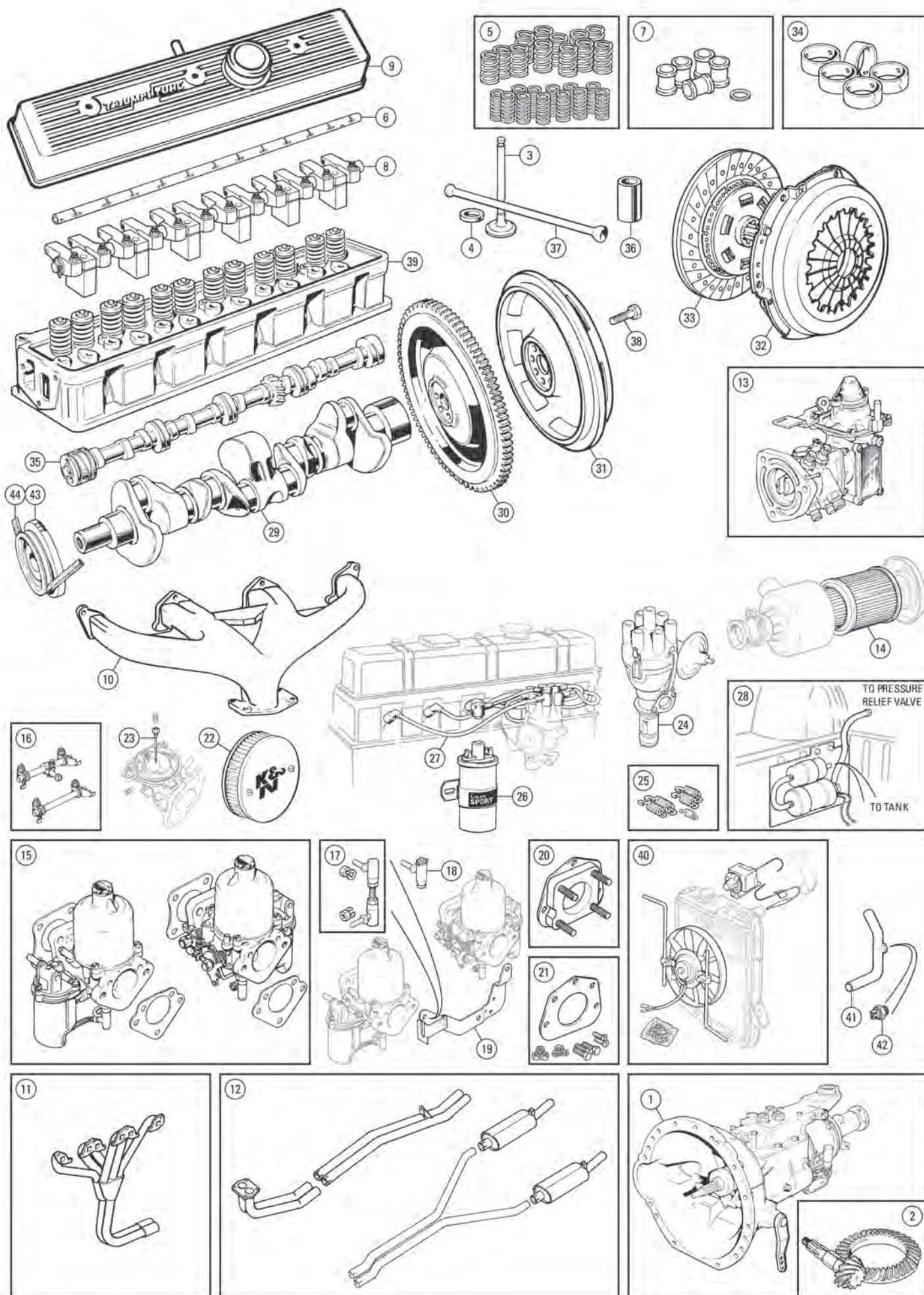
Cylinder Head Identification

To help identify the correct head for your TR5, TR250 or TR6 we have created this chart below:

| Casting Number | Head Number | Machined head assembly | Service head assy. (less valves) | Service head assy. (including valves) |
|-----------------------|---------------------|------------------------|----------------------------------|---------------------------------------|
| Pi. models | | | | |
| 308351 | 308351 | 516816 | 516799 | 516798 |
| 312388 | 312388 | 218225 | 520871 | 520869 |
| V3298 | 313248 | 219015 | 520871 | UKC1420LFE |
| Carb. models | | | | |
| 307837 | 307837 | 516323 | 516797R | 516796R |
| 312388 | 312388 | 218227 | 520869LFE | 520868 |
| V3298 | TKC999 | 219019 | RTC1860 | UKC1421 |
| 2 litre models | | | | |
| 308351 | 151003 | 519788 | 519792 | 519790 |
| | No. stamped on head | Overall Thickness | Chamber Depth (A) | comments |
| TR5, Early TR6 | 516816 | 3.75 | 0.525 | Pi. models |
| Intermediate TR6 | 218225 | 3.75 | 0.525 | Pi models |
| Late TR6 | 219015 | 3.4375 | 0.525 | Pi models |
| TR250, Early TR6 | 516323 | 3.4375 | 0.688 | Carb. models |
| Intermediate TR6 | 218227 | 3.562 | 0.688 | Carb. models |
| Late TR6 | 219019 | 3.50 | 0.625 | Carb. models |
| 2 litre | 519788 | 3.3125 | 0.375 | |

If your cylinder head varies from these thickness dimensions it is an indication that it has been skimmed at some time, usually to ensure flatness. Other cylinder heads do surface and with the exception of the U.S. specification. carburettor head used from 1967 to 1971 (chassis no. CC75000) all 2.5 litre heads may be interchangeable, with modifications. The later heads used smaller valves but it is quite easy to enlarge the valve throat to fit larger valves, particularly when converting to lead free condition. U.S. specification heads run a lower compression (LC) ratio than European ones. It is pretty important therefore to simply measure the total thickness of the head prior to any machining or serious modification and use the reference chart above. The same casting is used for 2 litre engines and these are thinned even more. At a glance inspecting the combustion chamber may differentiate a low compression head. Remember to use the correct valves, springs and collars (see Cylinder Head). Also, changing the thickness of the head may well require different length push rods.





Performance Improvements

Like many car makers, Triumph always seemed to run out of money before new model development was completed, however, the conversion of the 2 litre 'six' into 2.5 litre form didn't pose any real problems. Rather a pity the engine's Achilles heels (the poor crankshaft and flywheel location) were not engineered out, but at least it left a few jobs for future developers to tackle.

In 2 litre form the engine revs freely and sweetly with a ceiling around 7000rpm. Enlarging the engine to 2.5 litre (by increasing the stroke) seems to take the edge off the sweetness but then fewer revs are needed: you could be a gear higher and still maintain the same performance. In early Pi form the performance is excellent up to 6000 rpm. Later Pi's 'die' about 1000 rpm lower and Stromberg cars are gasping by 4500 rpm, though both are still very pleasant to drive.

So, why do you need to improve the power of the engine? Is it a need for more performance or simply bombproof reliability? As long as there is an overdrive or 5 speed gearbox fitted (to give the TR 'long legs') a quick and easy suggestion is to fit a higher differential ratio. PI TR's used 3.45:1 with 165 section tyres and Carburettor TR's 3.7:1 with 185 section tyres. So a PI car fitted with a 3.7:1 ratio would gain about a 10% acceleration improvement: about 20bhp's worth of tuning! Carburettor cars can reduce the tyre profile (say to 185/70) or even consider a 4.1:1 axle (the usual choice for competition TR's). Either of these will achieve the same net result.

Please refer to the appropriate sections of this catalogue for overdrive and 5 speed gearbox conversions and various axle choices.

Next question is, do you want to remove the engine as little can be done to improve reliability without removing it. Let's assume the engine is fit and healthy but you'd like some more 'oomph'. A very good time to tackle this is during a 'lead free' conversion. This requires removal of the head to fit hard exhaust valve seats. All exhaust valves Moss sell are lead-free compatible and have been since 1998. The machine shop fitting the seats could easily bore out the valve throats to take early Pi valves if not already fitted, which are larger, (part no. 149658, size 1.25"), than the later valves (part no. 159873, size 1.192") or, better still, use stainless valves (TT1715) which are a better shape in addition to being 1.25" diameter. The head could be polished and ported, but unless the camshaft is being changed, little, if any, difference will be measurable from this. Early Pi heads benefit from TT1715, in place of 149658, thanks to the standard camshaft (307689) profile being quite radical.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|-----------------------------|------|-------------------------|
| 3 | 149658 | VALVE, exhaust, 1.25" | 6 | all (e) CP models |
| | TT1715 | VALVE, exhaust, 1.25" | 6 | reshaped and gas-flowed |
| 4 | 146497 | INSERT, valve seat, exhaust | 6 | |
| 5 | TT1207 | VALVE SPRING SET, double | 1 | |

The specification of these (TT1207) valve springs is unique to Moss. The primary spring is uprated and does most of the work and a look at the specifications of various springs in use (see page 29) will show TT1207 load up the camshaft and rocker gear little different to standard springs. They work in a different way, producing an uprated spring which is compatible with all performance camshafts using standard rocker ratio and valve caps, and are extremely versatile.

Before refitting the cylinder head, it is well worth raising the compression ratio to the European 9.5:1. U.S. specification heads will require .100" approximately removed from the head, which wants to end up 3.375" thick. There is no point in exceeding this compression figure unless a different camshaft is to be used. An easy 'mod' having refitted the cylinder head is to fit a tufrided rocker shaft and solid spacers, to give a longer and more accurate life. If funds will stretch, a roller rocker shaft represents the ultimate in this area. The shaft is thicker and therefore stronger, and the rollers work wonders for valve stem life. If the standard cam is to be retained the roller rocker assembly (part no. TT1246) will give more valve lift, as its ratio is 1.65:1 instead of the standard rocker gearing of 1.5:1 (see also note on page 29).

| | | | | |
|----|---|--------------------------|---|--|
| 6 | TT1217 | ROCKER SHAFT, tufrided | 1 | |
| 7 | TT1218 | ROCKER SPACER SET | 1 | |
| 8 | TT1246 | ROLLER ROCKER CONVERSION | 1 | |
| 9 | There are several rocker cover alternatives to choose from. Please refer to page A30. | | | |
| 10 | 308292 | MANIFOLD, exhaust | 1 | |

The standard Pi exhaust manifold is very good. Owners of a single downpipe system should change to a twin: either standard cast iron or tubular alternatives of which there are several options. A free-flow twin outlet system gives an 'instant' power increase but don't be tempted by the big-bore single systems unless the engine is seriously 'breathed on'.

| | | | | |
|----|---------|--|---|---------|
| 11 | TT1200 | EXHAUST MANIFOLD, tubular, mild steel | 1 | |
| 12 | BSTR56S | EXHAUST SYSTEM, s/steel, complete | 1 | 7 piece |
| | FS5204 | EXHAUST SYSTEM, s/steel, less downpipe | 1 | 6 piece |

Note: See Exhaust System section for full listings & details.

The burnt air/fuel mixture now passes through the head and exhaust much more freely, so how about getting it in more efficiently? This is easy, whatever the starting point. Users of Pi TR's merely have to fit a modified metering unit, ideally changed when converting to lead-free specification. If a big valve head is opted for see listing below. It is worth changing the air filter to a modern free flow type as shown (or refer to Fuel System) but make sure you keep the air pick-up as original, where the cold air is not high up in the engine bay.

| | | | |
|----|---|-------------------------|--|
| 13 | METERING UNIT, with push on petrol return union | 1 |] see Fuel System and Injection System |
| 14 | KNE9108 | AIR FILTER ELEMENT, K&N | |

Users of carburettors have five options. You could persevere with Strombergs. You could source a pair of SU's (TR7's are handy for this) and with a good rebuild, a change of needle (see chart right) and a

pair of decent air filters achieve both performance and economy improvements. You could fit a pair of new SU' (TT1256) and filters and get the same improvements with no extra work. You could fit a set of twin choke carburettors and air filters to suit (see the Accessories section). Whatever carburettor system you choose try and supply it cold air. Lastly you could convert to Pi, either Lucas or one of the EFI alternatives now being offered. It is worth sorting out all the costs and compare, and also to shop around and see what is on offer.

| | | | | |
|----|----------|---------------------------------|---|---------------|
| 15 | TT1256 | CARBURETTOR SET, SU HS6, (pair) | 1 | new |
| 16 | TT1261TR | LINKAGE KIT, HS6 conversion | 1 | |
| 17 | 148496 | THROTTLE ROD | 1 | |
| 18 | TT9941 | BALL JOINT, throttle rod end | 2 | original type |
| | TT9941 | BALL JOINT, throttle rod end | 2 | alternative |
| 19 | 218410 | BRACKET, throttle support | 1 | |
| NI | 148960 | BELLCRANK | 1 | |

During the 1980's, particularly, due in no small part to the rising cost of petrol, but mostly to the challenges the Lucas Pi system constantly threw at TR5's and TR6's, (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 Strombergs 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" carburetors 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 (see illustration no 16). To connect the cable to the lever is very simple. Also illustrated is bracket 218410 (item no. 19), which fits between the lower inner left and right carb' fixings. Before fitting this bracket, place it in a vice and make two hacksaw cuts about 1/2" deep, approximately 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 de-burr 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 and adjusted, a std. 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!

| | | | | |
|----|----------|------------------------------|---|--|
| 20 | TKC1338Z | MOUNTING FLANGE, carburettor | 2 | |
| 21 | TT12561 | ADAPTOR PLATE KIT | 1 | |

This adaptor plate kit allows 1 1/2", 1 3/4" and 2" SU carburetors to be 'rubber' mounted to the manifold. Why bother you may ask? Engine vibration - especially under hard acceleration, will normally be transmitted to the float chambers, severely reducing the ability of the float needle to seat properly and so causing flooding, possibly even blowing fuel backwards into the cockpit. Rubber insulating the carburetors will stop this. Our kit contains 2 mounting plates, 2 insulator rubbers (part No TKC1338, which are also available separately), mounting bolts, gaskets & Loctite 'studloc'.

| | | | | |
|----|-----------|--------------------------|---|-----------------|
| 22 | KN56-9098 | AIR FILTER ASSEMBLY, K&N | 2 | |
| 23 | | METERING NEEDLE | 2 | see chart below |

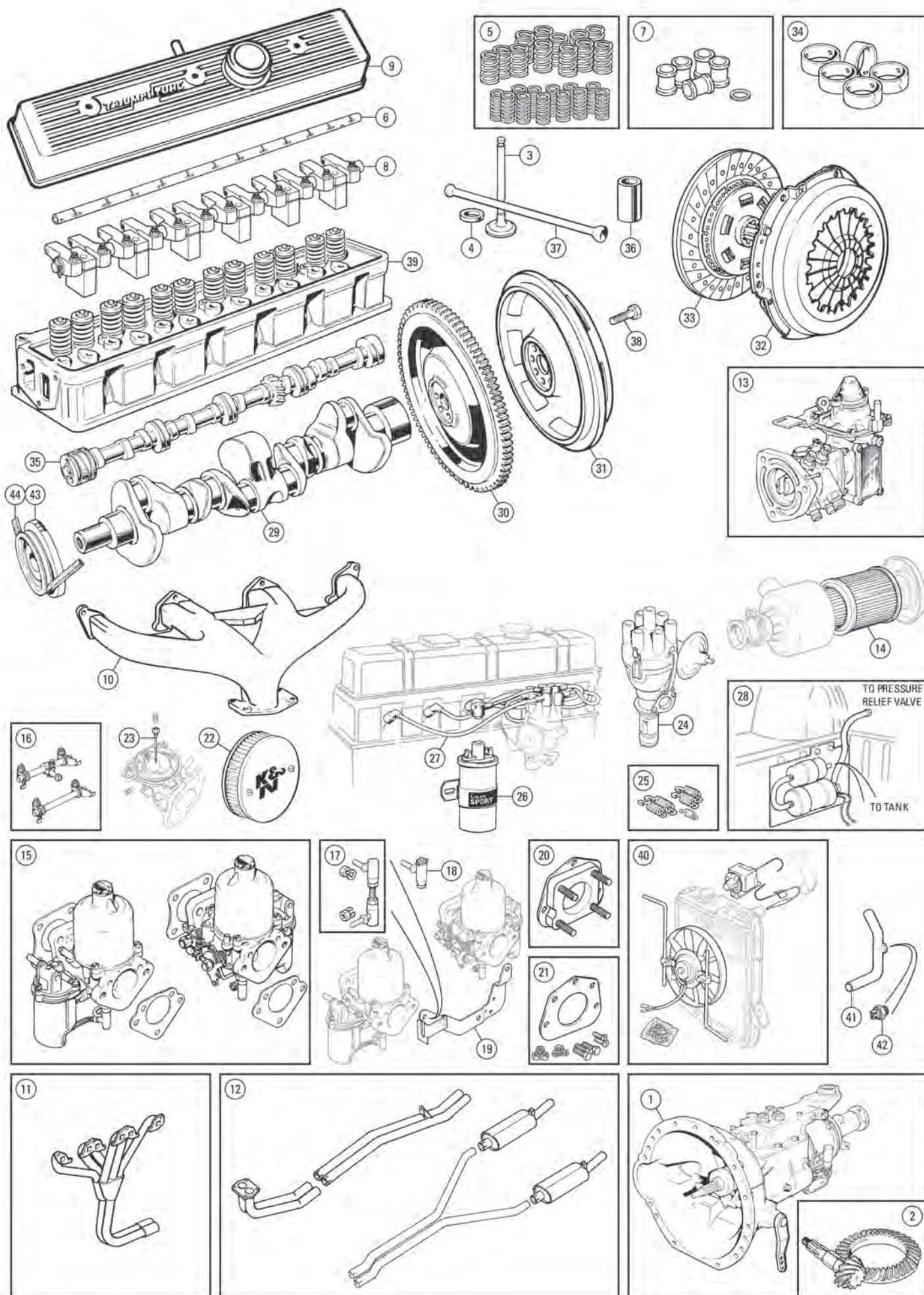
We list below a range of suggested needles which should cover most requirements.

| | HS6 FIXED | HS6 BIASED | 175CD FIXED |
|--|--|---|--|
| STANDARD + EXHAUST + K&N FILTER + CYLINDER HEAD + CAMSHAFT RICH | TW (AUD1362) SM (AUD1328) | BDB (NZX8002) BDQ (NZX8015) BDM (NZX8012) BAE (CUD1104) 6AM (CUD1111) | 2E (ZEB16625) 2D (ZEB16304) IAS (ZEB20353) |

Whatever carburettor combination is chosen from the previous page, the electrics need attention, from a rebuild of the original distributor, to electronic ignition systems (see page 142) and possibly even engine management. A common problem with uprated engines and even standard ones is 'pinking', or pre-ignition. The usual cure for this is to retard the ignition which causes reduction in performance, economy and overheating! The true remedy is to firstly make sure the distributor is working freely and correctly and then 'tune' the base springs to suit the fuel now available (spring pack TT1903). Set the timing as per workshop manual for your TR.

Don't forget the coil and plug leads. Modern plug leads are silicone rubber sheathed and sealed and virtually never give trouble for the life of the car. A far cry from the old carbon-string days (Saturday night wreckers). A change of induction may well require a change of fuel pump, which again, is a good time to check the fuel supply systems and tank. Be prepared to discuss all your requirements in some detail with your supplier.

| | | | |
|----|-------------------------------------|---------------------------------|-----------------------|
| 24 | DISTRIBUTOR, reconditioned/exchange | 1 | see electrical system |
| 25 | TT1903 | SPRING SET, distributor advance | 1 |
| 26 | TT2981 | IGNITION COIL, sports, 12 volt | 1 |
| 27 | 172-010 | SILICONE HIGH TENSION LEAD SET | 1 |
| 28 | TGK125 | BOSCH PETROL PUMP KIT | 1 |



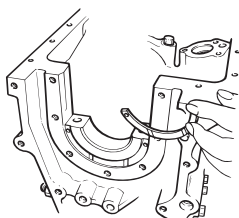
Performance Improvements (Continued)

These changes may seem extensive, but many of them will arise at routine servicing or during 'unleading'. They may cost quite a lot but you should still check the end result on a rolling road, preferably one operated by someone used to TR's. From the above, Pi cars can expect maybe 30bhp more at the wheels - carburettor cars, rather more as they start with much less. Lets take things a stage further and assume the full engine is to be rebuilt. It will be assumed that all the usual components are to be reground, new bearings fitted, new oil pump, timing chain and tensioner, seals etc. In addition, it is well worth balancing all the moving parts: rods, pistons, crank, flywheel and clutch cover. The only item which can be lightened is the flywheel, which will improve pickup (or acceleration) or you could fit a lightweight flywheel (see below and Engine Components, Internal Engine).

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|-----------------------|
| 29 | | CRANKSHAFT, tufttrided, new | 1 | } see Internal Engine |
| 30 | | FLYWHEEL, alloy, includes ring gear | 1 | |
| 31 | | FLYWHEEL, steel, without ring gear (Tufttriding service for crankshafts available). | 1 | |
| 32 | | CLUTCH COVER ASSEMBLY | 1 | } see Clutch System |
| 33 | | CLUTCH DRIVEN PLATE (The above clutch covers are pre-balanced and ready to fit). | 1 | |

Pinning The Thrust Washer

The cure for the problems of 'ejection' or 'dropping' of thrust washers, (and most good shops can routinely perform these tasks) is to either pin the rearmost washer, using a couple roll pins or dowels (1/16" - 3/32"), one each side on to the block or machine the rear of the block and rear bearing cap to take a full thrust ring (like the 4 cylinder TR's use). Some fit bearings for the camshaft to run in, but this is really not worth it unless the block is very worn or extra special as it will require line boring. If the cam is to be changed, keep the specification fairly mild if it is for a road car. More radical camshafts can produce serious performance increases but can cause the car to be a nightmare to drive 'round town'. A change of cam must be accompanied by a change of follower (or tappet). Lightweight cam followers can be specified if desired (TT1209). These become more significant as the useable rev band gets higher. A cam change usually requires a compression increase and head modification and this level of change must be discussed carefully with your supplier. You may require extra bolts to hold the flywheel to the crankshaft (i.e. 6 or 8 instead of 4), as this is another weak engine design feature.



| | | | | |
|----|---------|--------------------------------|----|------------------------|
| 34 | 142647K | CAM BEARING SET | 1 | |
| 35 | | CAMSHAFT, new or reconditioned | 1 | see Internal Engine |
| 36 | TT1209 | CAM FOLLOWER, ('tappet') | 12 | lightened & tufttrided |
| 37 | TT1233 | PUSHROD, 8.11", tubular | 12 | all (e) CP models |
| | TT10433 | PUSHROD, 8.25", tubular | 12 | all (e) CR models |

For those who are experimenting the following may also be of help:

| | | | | |
|----|---------|--------------------------------------|----|-------------------|
| | TT1633 | PUSHROD, 7.99", tubular | 12 | } alternatives |
| | 148916 | PUSHROD, 8.3", solid | 12 | |
| | 149513 | PUSHROD, 8.149", solid | 12 | |
| 38 | TT2223S | BOLT SET, flywheel to crank, uprated | 1 | |
| 39 | | CYLINDER HEAD | 1 | see Cylinder Head |

It is always a good idea to lose the crankshaft mounted fan. Kenlowe electric fans are very reliable, particularly if switched by a water pipe mounted sensor.

| | | | | |
|----|-----------|------------------------------------|---|--------------|
| 40 | TT29422 | KENLOWE FAN KIT, (12") | 1 | see page A17 |
| 41 | 158417SST | PIPE, stainless steel with adaptor | 1 | |
| 42 | IM50250 | THERMOSTAT SWITCH, 86-760 | 1 | see page A18 |

Lastly, if the engine is to be taken to 6500 rpm, a good idea is to change the (damped) front crankshaft pulley for a 2 litre version (part no. 154380), but don't forget the fan belt. The grooved portion of the pulley has a slightly smaller diameter which reduces belt speed and the likelihood of the belt throwing or turning inside out.

| | | | | |
|----|----------|-----------------------------|---|--|
| 43 | 154380 | FRONT PULLEY & DAMPER, 3/8" | 1 | |
| 44 | GCB11088 | FAN BELT, 3/8" | 1 | |

The Rocker Feed Kit And Oil Consumption

When the supplementary oil feed to the rocker gear is fitted on the Triumph TR6 engine an increase in oil consumption is often encountered. This is attributed to oil being drawn down worn valve guides. The extra amount of lubricating oil flowing through the valve and rocker chamber, as supplied by the feed kit, exaggerates any tendency for oil to be sucked down worn valve guides past worn valve stems. The best solution is to fit new valves and guides, but this is not always on the top of the repair priority list. To assist in the reduction of oil being sucked down the guides a method of valve stem oil seal is required. We offer the simple do-nut rubber ring that is used so successfully on MG sports cars. Its part number is AEK113 (12 of which are required), one per valve stem, to service an engine.

Now the clever bit... How to fit them without removing the cylinder head from the car. Each seal needs to be fitted to the valve stem above the valve guide but below the valve spring upper retaining cap(s). Remove the rocker cover, rocker gear and the spark plugs. Cover the holes that the push rods come up through so nothing can be dropped down into the engine. Turn the crankshaft so that number one

piston is at Bottom Dead Centre (BDC). Feed a length of clean, pliable rope down the spark plug hole of number one cylinder, leaving a bit hanging out so you can retrieve it. Now, slowly and carefully turn the crankshaft clockwise by hand, a resistance will be felt as the rising piston in that bore compresses the rope against the combustion faces of the two valves in that cylinder, holding them against their seats. The valve collets and spring caps of that cylinder can now be removed without the fear of losing the valves down the bore. The valve stem oil seals can be fitted to these two valve stems and perhaps a new set of valve springs. Be honest, this tip has saved the cost of a decoke set! Once the valve stem oil seals and other parts have been refitted to this first pair of valves satisfactorily, simply turn the crank anti-clockwise to BDC, withdraw the rope and repeat the process on the remaining five cylinders and five pairs of valves.

To be sure that the rope has compressed sufficiently against the faces of the valves, attempt to push the valves by hand, as if being acted on by the rockers before removing the spring caps or collets, this is the fail safe check. This method can be adopted anywhere as it does not require the use of compressed air, special tools or luck.



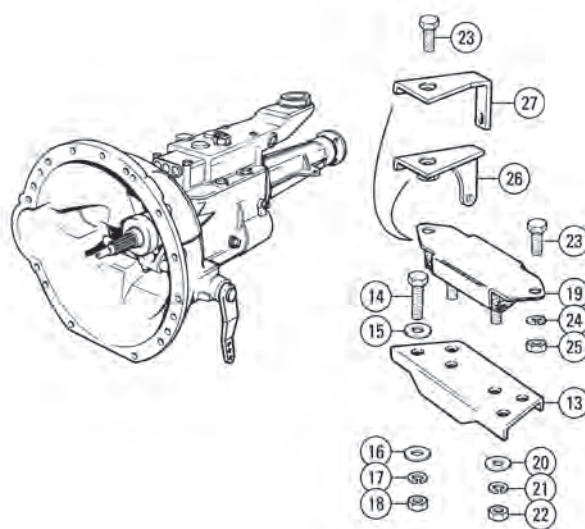
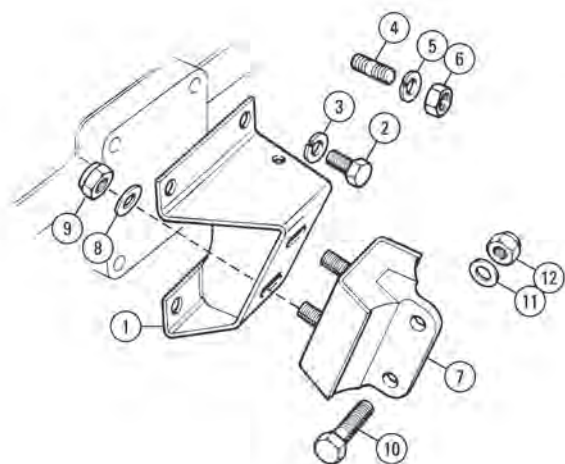
Revotec fan kits

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 the TR range.

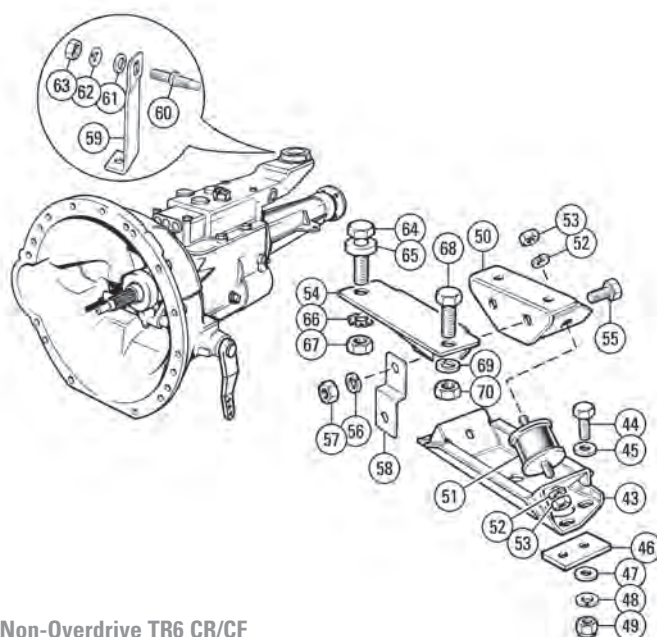
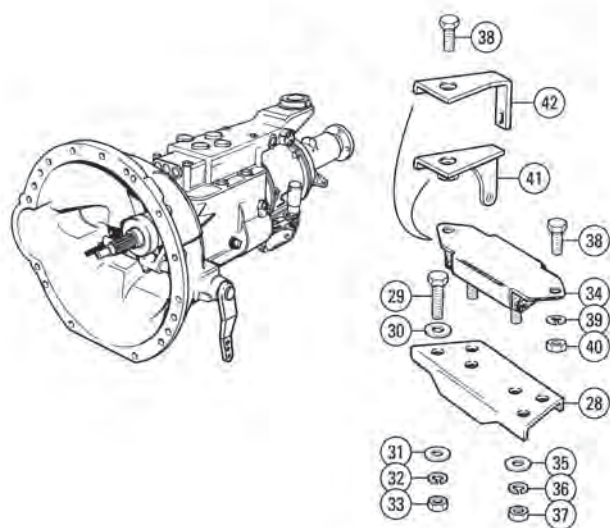
Using the latest high efficiency fans with adjustable electronic controllers these kits are designed to replace the standard original mechanical fan, reducing the load on the engine, noise and improving both power and mpg.

Unlike other fan kits that use a universal mounting system through the radiator core, these Revotec kits have bespoke laser cut brackets that mount directly to the radiator mountings. The brackets are bright passivated to give a smart appearance and prevent corrosion.

| | | |
|-------|-----------------|---|
| RFK12 | REVOTEC FAN KIT | 1 |
|-------|-----------------|---|

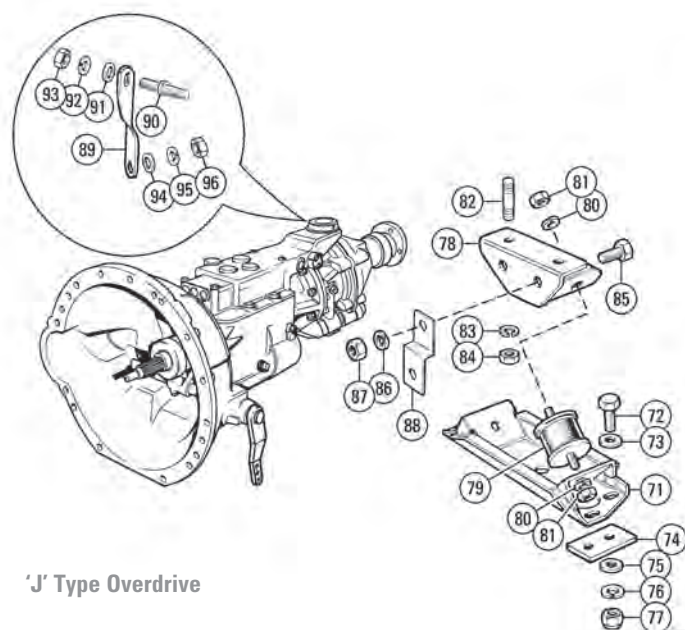


Non-Overdrive TR5, TR250, TR6 CP/CC

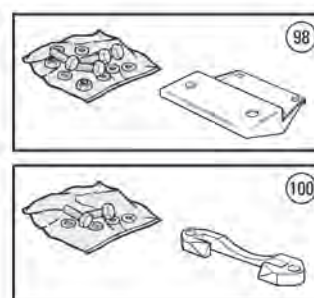
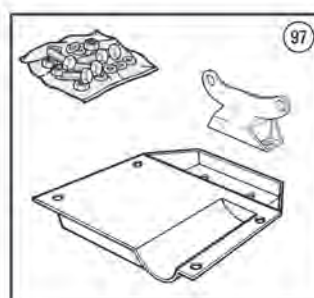


Non-Overdrive TR6 CR/CF

'A' Type Overdrive



'J' Type Overdrive



Engine & Gearbox Mountings

Engine Mountings

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---|
| 1 | 145385 | BRACKET, engine mounting | 2 | |
| 2 | SH606061 | SCREW, bracket to cylinder block | 6 | } carburettor models use 8 |
| 3 | GHF333 | WASHER, locking | 6 | |
| 4 | 105124 | STUD, bracket & air manifold stay to cylinder block | 2 | } upper positions of RH engine mounting bracket, Pi models only |
| 5 | GHF333 | WASHER, locking | 2 | |
| 6 | GHF202 | NUT | 2 | } standard |
| 7 | 132669 | MOUNTING, engine | 2 | |
| 8 | WP9 | WASHER, plain | 4 | |
| 9 | GHF273 | NUT, nyloc, mounting to bracket | 4 | |
| 10 | BH606101 | SCREW, mounting to chassis frame | 4 | |
| 11 | WP9 | WASHER, plain | 4 | |
| 12 | GHF223 | NUT, nyloc | 4 | |

Gearbox Mountings

Non-Overdrive TR5, TR250, All TR6 (c) CP/CC Models

| | | | | |
|----|----------|---|---|---------------------------------------|
| 13 | 211361 | CROSSMEMBER, gearbox mounting | 1 | |
| 14 | SH606061 | SCREW, crossmember to chassis frame | 4 | |
| 15 | WP9 | WASHER, plain | 4 | |
| 16 | WP9 | WASHER, plain | 4 | |
| 17 | GHF333 | WASHER, locking | 4 | |
| 18 | GHF202 | NUT | 4 | |
| 19 | 104086 | MOUNTING, gearbox, flexible | 1 | } replacement |
| | 104086Z | MOUNTING, gearbox, flexible | 1 | |
| 20 | WD600071 | WASHER, plain | 2 | |
| 21 | GHF334 | WASHER, locking | 2 | |
| 22 | GHF203 | NUT, mounting to crossmember | 2 | |
| 23 | GHF109 | BOLT, gearbox to mounting | 2 | |
| 24 | GHF335 | WASHER, locking | 1 | |
| 25 | GHF204 | NUT, gearbox to mounting | 1 | |
| 26 | 142531 | NUT & BRACKET ASSEMBLY (Gearbox mounting to exhaust). | 1 | } TR250, TR6 (c) CC models to CC75000 |
| 27 | 148875 | NUT & BRACKET ASSEMBLY (Gearbox mounting to exhaust). | 1 | |

'A' Type Overdrive TR5, TR250, All TR6 (c) CP/CC Models

| | | | | |
|----|----------|---|---|---------------------------------------|
| 28 | 211361 | CROSSMEMBER, gearbox mounting | 1 | |
| 29 | SH606061 | SCREW, crossmember to chassis frame | 4 | |
| 30 | WP9 | WASHER, plain | 4 | |
| 31 | WP9 | WASHER, plain | 4 | |
| 32 | GHF333 | WASHER, locking | 4 | |
| 33 | GHF202 | NUT | 4 | |
| 34 | 104086 | MOUNTING, gearbox | 1 | } replacement |
| | 104086Z | MOUNTING, gearbox | 1 | |
| 35 | WD600071 | WASHER, plain | 2 | |
| 36 | GHF334 | WASHER, locking | 2 | |
| 37 | GHF203 | NUT, mounting to crossmember | 2 | |
| 38 | GHF109 | BOLT, gearbox to mounting | 2 | |
| 39 | GHF335 | WASHER, locking | 1 | |
| 40 | GHF204 | NUT, gearbox to mounting | 1 | |
| 41 | 142531 | NUT & BRACKET ASSEMBLY (Gearbox mounting to exhaust). | 1 | } TR250, TR6 (c) CC models To CC75000 |
| 42 | 148875 | NUT & BRACKET ASSEMBLY (Gearbox mounting to exhaust). | 1 | |

Non-Overdrive TR6 (c) CR/CF Models

| | | | | |
|----|----------|-------------------------------------|-----|--|
| 43 | 218275 | CROSSMEMBER, gearbox mounting | 1 | |
| 44 | SH606101 | SCREW, crossmember to chassis frame | 4 | |
| 45 | WP9 | WASHER, plain | 4 | |
| 46 | WP9 | WASHER, spacer | a/r | |

Note: Some cars were fitted with a spacer between the gearbox crossmember and the chassis (original Part No: 160120). This spacer is not available. If required us washer (Part No: WP9) as required.

| | | | | |
|----|----------|--|---|--|
| 47 | WP9 | WASHER, plain | 4 | |
| 48 | GHF333 | WASHER, locking | 4 | |
| 49 | GHF202 | NUT | 4 | |
| 50 | 160118 | BRACKET, mounting to gearbox bracket | 1 | |
| 51 | 150403 | MOUNTING, gearbox | 2 | |
| 52 | GHF332 | WASHER, locking | 4 | |
| 53 | GHF201 | NUT (Mounting to bracket & crossmember). | 4 | |
| 54 | 160117 | BRACKET, gearbox to mounting bracket | 1 | |
| 55 | SH606071 | SCREW, bracket | 2 | |
| 56 | GHF333 | WASHER, locking | 2 | |

| | | | | |
|----|----------|---|---|----|
| 57 | GHF202 | NUT | 2 | |
| 58 | UKC878 | STRAP, exhaust | 1 | |
| 59 | 157644 | STRAP, anti-rattle (Remote housing to mounting bolt). | 1 | |
| 60 | 160190 | STUD, shouldered | 1 | |
| 61 | GHF301 | WASHER, plain | 1 | |
| 62 | GHF332 | WASHER, locking | 1 | |
| 63 | NT605041 | NUT, anti-rattle strap to gearbox remote | 1 | |
| 64 | BH608141 | BOLT, anti-rattle strap, gearbox to bracket | 1 | RH |
| 65 | 131690 | SPACER, anti-rattle strap to gearbox | 1 | |
| 66 | WE600051 | WASHER, shakeproof | 1 | |
| 67 | FNZ208 | NUT, half, locking | 1 | |
| 68 | GHF109 | BOLT, gearbox to bracket, LH | 1 | |
| 69 | GHF335 | WASHER, locking | 1 | |
| 70 | GHF204 | NUT | 1 | |

'J' Type Overdrive TR6 All (c) CR/CF Models

| | | | | |
|----|----------|-------------------------------------|---|-------------|
| 71 | 218275 | CROSSMEMBER, gearbox mounting | 1 | |
| 72 | SH606101 | SCREW, crossmember to chassis frame | 4 | |
| 73 | WP9 | WASHER, plain | 4 | |
| 74 | WP9 | WASHER, spacer | 2 | as required |

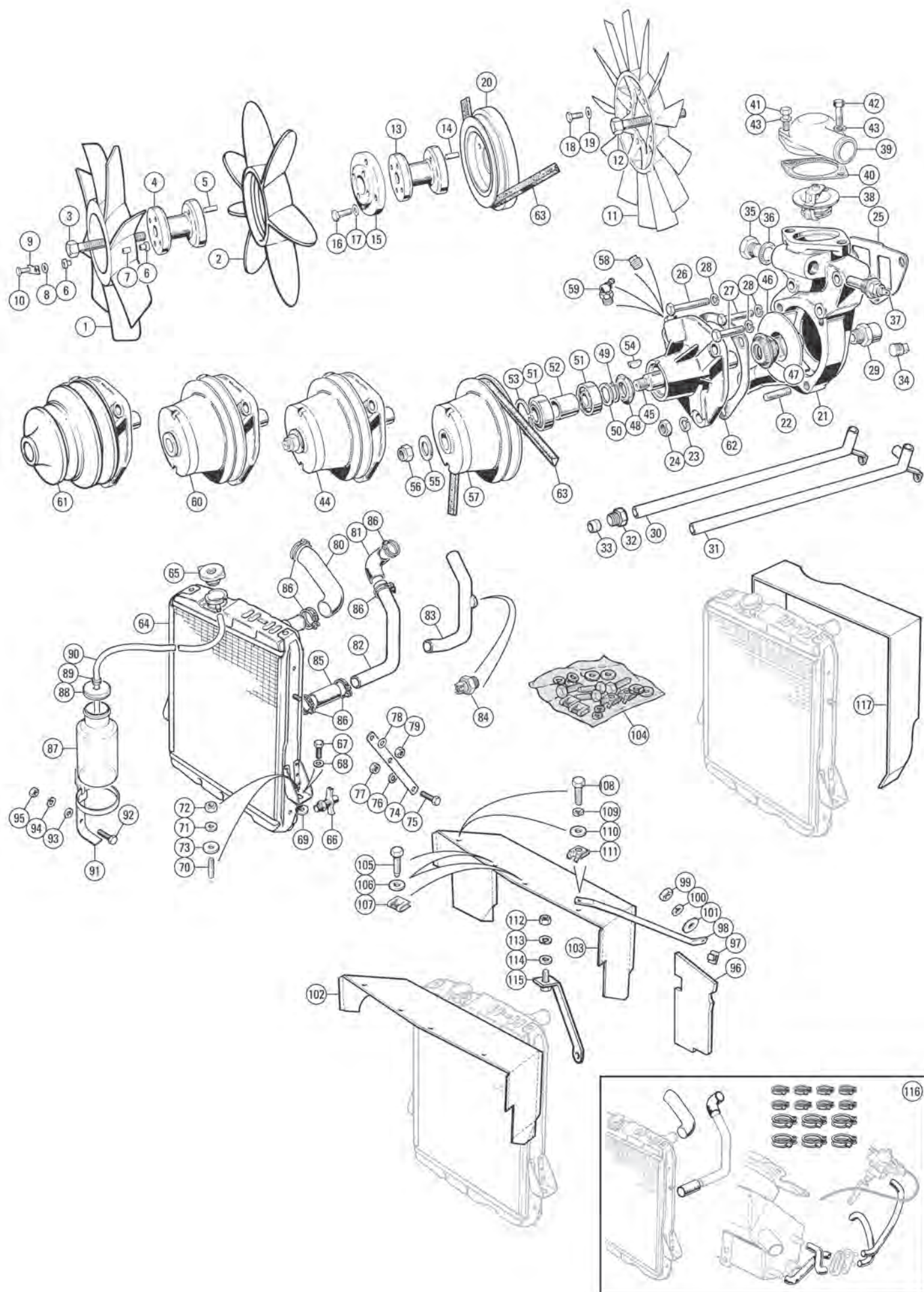
Note: Some cars were fitted with a spacer between the gearbox crossmember and the chassis (original Part No: 160120). This spacer is not available. If required use washer (Part No: WP9) as required.

| | | | | |
|----|----------|--|---|-----------------------------|
| 75 | WP9 | WASHER, plain | 4 | |
| 76 | GHF333 | WASHER, locking | 4 | |
| 77 | GHF202 | NUT | 4 | |
| 78 | 160118 | BRACKET, flexible mounting to gearbox | 1 | |
| 79 | 150403 | MOUNTING, gearbox | 2 | |
| 80 | GHF332 | WASHER, locking | 4 | |
| 81 | GHF201 | NUT, mounting to bracket & crossmember | 4 | |
| 82 | CHS2614 | STUD, overdrive to bracket | 2 | |
| 83 | GHF333 | WASHER, locking | 2 | |
| 84 | GHF202 | NUT | 2 | |
| 85 | SH606071 | SCREW, bracket | 2 | |
| 86 | GHF333 | WASHER, locking | 2 | |
| 87 | GHF202 | NUT | 2 | |
| 88 | UKC878 | STRAP, exhaust | 1 | |
| 89 | 160189 | STRAP, anti-rattle | 1 | remote housing to overdrive |
| 90 | 160190 | STUD, shouldered | 2 | |
| 91 | GHF301 | WASHER, plain | 1 | |
| 92 | GHF332 | WASHER, locking | 1 | |
| 93 | NT605041 | NUT, anti-rattle strap to gearbox remote | 1 | |
| 94 | NKC89 | WASHER, plastic | 1 | |
| 95 | GHF332 | WASHER, locking | 1 | |
| 96 | GHF301 | NUT, anti-rattle strap to overdrive | 1 | |

Overdrive Conversion Bracket Kits

If the overdrive gearbox that you have purchased doesn't match your chassis, all is not lost. These conversion bracket kits will solve your problem.

| | | | | |
|----|---------|---|---|--|
| 97 | 211361X | BRACKET & FITTING KIT (Allows 'J' type overdrive to fit to 'A' type chassis (TR2 to TR6) without modification. Comes complete with mounting). | 1 | |
|----|---------|---|---|--|



Cooling System

There were 3 types of fan originally fitted to the TR250, TR5-6. The only fan now available is the 8 bladed yellow fan (308353) as fitted to the early cars, this can also be fitted with the correct mounting hardware (items 6-10) to all 6 cylinder TR's.

Fan Blades

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|-------------------------|
| 1 | 308353 | FAN, 8 blade, plastic, yellow | 1 | TR5, TR6 To (e) CP50000 |
| 2 | 311868 | FAN, 7 blade, plastic, yellow | 1 | TR6 From (e) CP50001 |
| 3 | 148832 | BOLT, extension & pulley to crankshaft | 1 | all (e) CP models |
| 4 | 148831 | EXTENSION, fan | 1 | |
| 5 | DP508 | DOWEL PIN, extension on pulley | 1 | |
| 6 | 108496 | BUSH, fan to extension | 8 | |
| | 108496SP | BUSH, fan to extension, polyurethane | 8 | |
| 7 | 108499 | SLEEVE, fan to extension | 4 | |
| 8 | WM58 | WASHER, plain | 4 | |
| 9 | 107857 | WASHER, tab, locking fan bolt | 2 | |
| 10 | BH605101 | BOLT, fan to extension | 4 | |
| 11 | 312301 | FAN, 13 blade, plastic, red | 1 | |
| 12 | 148832 | BOLT, extension & pulley to crankshaft | 1 | all (e) CR models |
| 13 | 148831 | EXTENSION, fan | 1 | |
| 14 | DP508 | DOWEL PIN, extension on pulley | 1 | |
| 15 | 157876 | ADAPTOR, fan extension | 1 | |
| 16 | BH605131 | BOLT, adaptor to extension | 4 | |
| 17 | GHF301 | WASHER, plain | 4 | |
| 18 | BH605101 | BOLT, fan to adaptor | 4 | |
| 19 | GHF301 | WASHER, plain | 4 | |
| 20 | 214479 | PULLEY & DAMPER ASSEMBLY | 1 | 3/8" wide belt groove |
| | 217371 | PULLEY & DAMPER ASSEMBLY | 1 | 1/2" wide belt groove |

Water Pump Housing And Thermostat

| | | | | |
|----|----------|--|---|-----------------------------|
| 21 | 307095 | HOUSING, water pump | 1 | alternative |
| | 307095A | HOUSING, water pump, aluminium | 1 | |
| 22 | TE605105 | STUD, water pump to housing | 3 | housing to cylinder head |
| 23 | GHF332 | WASHER, locking | 3 | |
| 24 | GHF201 | NUT | 3 | heater return pipe |
| 25 | 138792 | GASKET, housing to cylinder head | 1 | |
| 26 | BH605261 | BOLT, (3 1/8" long) | 2 | to housing |
| 27 | BH605181 | BOLT, (2 1/4" long) | 2 | |
| 28 | GHF332 | WASHER, locking | 3 | European models, |
| 29 | 101343 | ADAPTOR | 1 | |
| | 101343SS | ADAPTOR, stainless steel | 1 | North American models, |
| 30 | 214404SS | PIPE, heater return, stainless steel | 1 | |
| | | | | TR5, TR6 |
| 31 | 214405 | PIPE, heater return, standard | 1 | TR250, TR6 |
| | 214405SS | PIPE, heater return, stainless steel | 1 | |
| 32 | 101302 | NUT, tube, standard | 1 | when heater not fitted |
| | 101302SS | NUT, tube, stainless steel | 1 | |
| 33 | TL11 | OLIVE, sealing | 1 | standard |
| 34 | 114774 | PLUG, blanking lower return | 1 | |
| 35 | ADP210 | PLUG, blanking | 1 | hot climates/summer |
| 36 | AA4836 | WASHER, fibre, sealing plug | 1 | |
| 37 | GTR108 | TEMPERATURE SENDER UNIT | 1 | cold climates/winter |
| 38 | GTS104 | THERMOSTAT, 180°F, (82°C) | 1 | |
| | GTS102 | THERMOSTAT, 165°F, (74°C) | 1 | TR5, TR6 To (e) CP53031 |
| | GTS106 | THERMOSTAT, 195°F, (88°C) | 1 | |
| 39 | 156333 | HOUSING, thermostat cover | 1 | TR6 From (e) CP53032 |
| 40 | 115467 | GASKET, thermostat housing, cork | 1 | |
| | 115467X | GASKET, thermostat housing, Klingersil | 1 | all models |
| 41 | GHF103 | SCREW, thermostat housing | 1 | |
| 42 | GHF104 | BOLT, thermostat housing | 1 | TR5, TR6 To (c) CP75000 |
| 43 | GHF332 | WASHER, locking | 2 | |
| | 156333 | HOUSING, thermostat cover | 1 | alternatives to items 65-67 |
| | 115467 | GASKET, thermostat housing, cork | 1 | |
| | 115467X | GASKET, thermostat housing, Klingersil | 1 | TR6 From (e) CP50001 |
| | GHF103 | SCREW, thermostat housing | 1 | |
| | BH605101 | BOLT, thermostat housing | 1 | To CR12500 |
| | GHF332 | WASHER, locking | 2 | |

Water Pump

TR5's and the earliest TR6's were fitted with a water pump that had a detachable pulley. This type of pump is easily identified by the self locking nut that retains the pulley on the pump spindle; as a bonus, this design of water pump is repairable. It was replaced on later cars by a water pump and pulley assembly; this time the pulley was pressed on to the shaft. This unfortunately means that the pulley cannot easily be removed and therefore the pump is not easily repaired. The pump and pulley assembly, GWP201, will substitute for any previous TR6 water pump application. All Pi model water pumps were fitted with a 3/8" pulley.

| | | | | |
|----|---------|---|---|------------------------|
| 44 | 517257 | WATER PUMP & PULLEY (With detachable 3/8" pulley). | 1 | with detachable pulley |
| 45 | 104839 | SPINDLE | 1 | |
| 46 | 104840 | IMPELLER, standard | 1 | all models |
| | 105981X | IMPELLER, multi-vane, alloy | 1 | |

| | | | | |
|----|---------|--------------------------------------|-----|-------------------------------|
| 47 | 88G446 | (High output alternative). | | |
| 48 | 060313 | SEAL, impeller to bearing housing | 1 | with detachable pulley |
| 49 | 500047 | SEAL, on spindle | 1 | |
| 50 | 101092 | CIRCLIP, bearing locating on shaft | 1 | fit only when servicing |
| 51 | 100764 | WASHER, abutment circlip to bearing | 1 | |
| 52 | 104841 | BEARING | 2 | (with fixed 3/8" pulley) |
| 53 | 100851 | SPACER, between bearings | 1 | |
| 54 | WKN405 | CIRCLIP, bearing locating in housing | 1 | (with fixed 1/2" dual pulley) |
| 55 | WP181 | KEY, woodruff, spindle to pulley | 1 | |
| 56 | GHF272 | WASHER, plain | 1 | all models |
| 57 | 133239 | NUT, nyloc, pulley to spindle | 1 | |
| | 133239A | PULLEY, water pump, standard | 1 | fit only when servicing |
| 58 | 122115 | PULLEY, water pump, alloy | 1 | |
| 59 | 125361 | PLUG, lubrication hole | 1 | (with fixed 3/8" pulley) |
| 60 | GWP201 | LUBRICATOR, grease nipple | a/r | |
| 61 | TKC2106 | WATER PUMP & PULLEY | 1 | (with fixed 1/2" dual pulley) |
| 62 | 138701 | WATER PUMP & PULLEY | 1 | |
| | | GASKET, pump to housing | 1 | |

Note: Please refer to text concerning pulley groove widths in 'Fan Belt' subsection before ordering a water pump & pulley assembly. US specification models with 1/2" fan belts originally used 2 types of water pump, with either a single or twin grooved pulley. The single grooved pulley is no longer available. Use the twin groove water pump (Part No: TKC2106) for all 1/2" belt applications.

Fan Belt

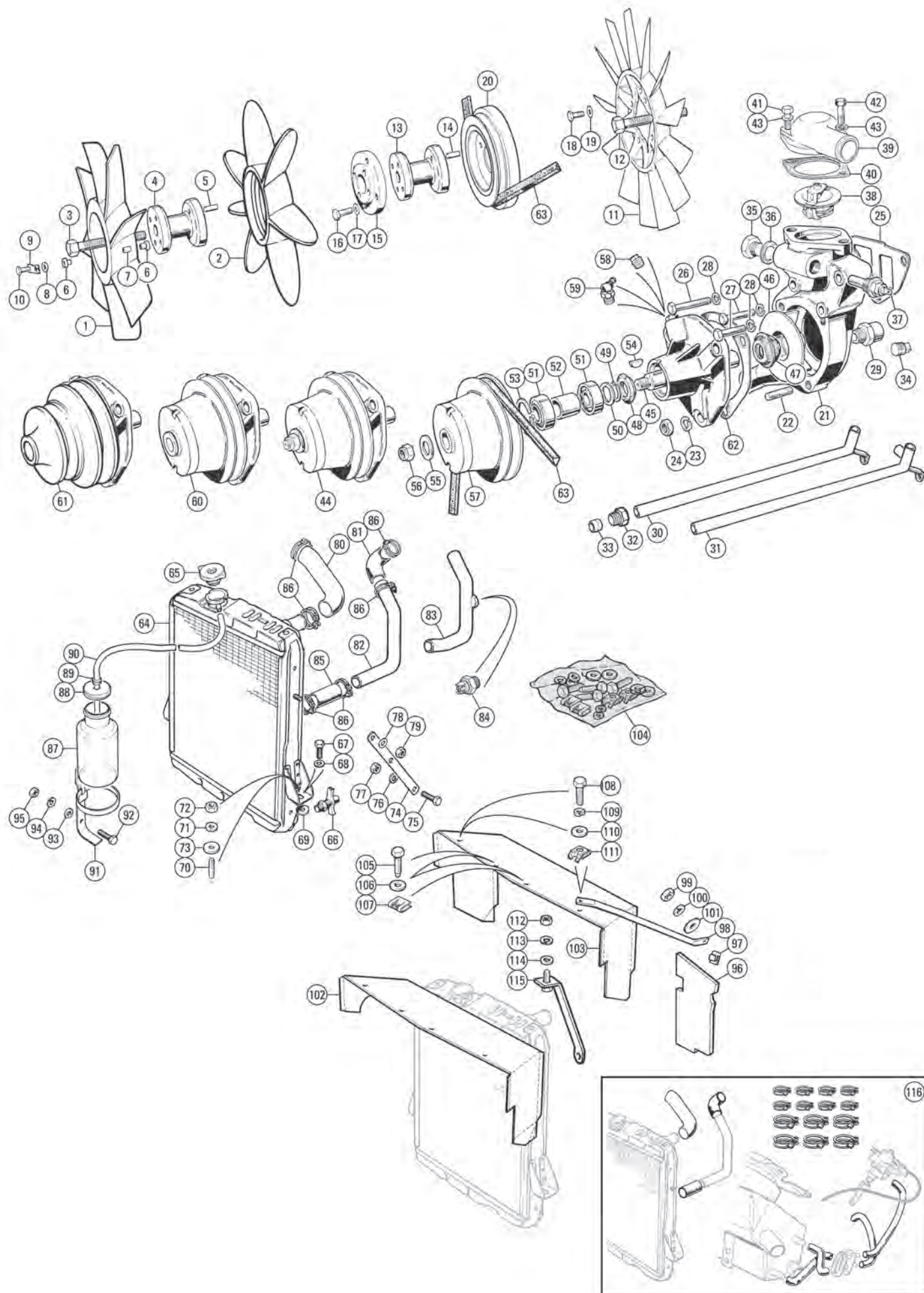
Certain North American market carburettor-engined TR6's had a fan belt that was 1/2" wide in place of the 3/8" wide belt fitted to all TR6 Pi models. The associated pulleys that the 1/2" fan belt ran with were also wider (which in turn means that the fixed pulley water pumps were also different). To this end, an owner must check the width of the belt and pulley system on his or her car prior to ordering replacement parts, if there is any doubt regarding the originality of the specification of the engine.

| | | | |
|----|----------|------------------------------|-----|
| 63 | GCB11088 | FAN BELT, 3/8" pulley | 1 |
| | 217391 | FAN BELT, 1/2" single pulley | a/r |
| | TKC2165 | FAN BELT, 1/2" dual pulley | a/r |

Radiator And Hoses

Two radiator designs were used during the production life of the TR5 & TR6 Pi. The design changed when the bottom outlet tube to the radiator was repositioned. This in turn caused the reshaping of the steel tube between the two lower radiator hoses (see 'Radiator Identification' illustration on page 41).

| | | | | |
|----|-----------|--|-----|-----------------------------|
| 64 | 308850 | RADIATOR, new | 1 | TR5, TR6 To (c) CP75000 |
| | 308850ALI | RADIATOR, aluminium | 1 | |
| | 312347 | RADIATOR, new | 1 | TR6 From (c) CP75001 |
| | 312347ALI | RADIATOR, aluminium | 1 | |
| | 850-041 | RADIATOR, aluminium | 1 | from CP75001 to CR6630 |
| | 850-071 | RADIATOR, aluminium, US spec | 1 | |
| 65 | GRC112 | CAP, radiator, 7 psi | 1 | CF29581 on |
| | GRC112SS | CAP, radiator, 7 psi, stainless steel | 1 | |
| | GRC180 | CAP, radiator, 13 psi | 1 | TR5, TR6 To (c) CP75000 |
| | GRC180SS | CAP, radiator, 13 psi, stainless steel | 1 | |
| 66 | 132565 | DRAIN TAP | 1 | TR6 From (c) CP75001 |
| 67 | SH606101 | SCREW, radiator to chassis frame | 2 | |
| 68 | WP9 | WASHER, plain | 2 | TR5, TR6 To (c) CP75000 |
| 69 | 601994 | PACKING, radiator mounting | a/r | |
| 70 | 143712 | STUD, radiator mounting to chassis | 2 | alternatives to items 65-67 |
| 71 | WP9 | WASHER, plain | 2 | |
| 72 | GHF202 | NUT, plain, radiator mounting | 2 | TR6 From (e) CP50001 |
| 73 | 601994 | PACKING, radiator mounting | a/r | |
| 74 | 147574 | STAY, radiator to chassis cross tube | 2 | To CR12500 |
| 75 | SH605061 | SCREW, stay to cross tube | 2 | |
| 76 | GHF332 | WASHER, locking | 2 | all models |
| 77 | GHF201 | NUT | 2 | |
| 78 | GHF332 | WASHER, locking | 2 | TR5, TR6 To (c) CP75000 |
| 79 | GHF201 | NUT, stay to radiator frame | 2 | |
| 80 | 154148 | TOP HOSE, green | 1 | TR6 From (c) CP75001 |
| | | | | |
| | GZA971X | TOP HOSE, green, silicone | 1 | To CR12500 |
| | GRH387 | TOP HOSE, black, replacement | 1 | |
| 81 | GRH393 | BOTTOM HOSE, curved, green | 1 | all models |
| | GRH393BLK | BOTTOM HOSE, curved, black, reinforced | 1 | |
| | GRH393Z | BOTTOM HOSE, curved, black, repro | 1 | TR5, TR6 To (c) CP75000 |
| | GRH393X | BOTTOM HOSE, curved, green, silicone | 1 | |
| 82 | 145398 | PIPE, water return, mild steel | 1 | TR6 From (c) CP75001 |
| | 158417SS | PIPE, water return, stainless steel | 1 | |
| 83 | 158417SST | PIPE, water return, stainless steel | 1 | with adaptor for |
| | | | | |
| 84 | IM50250 | THERMO' SWITCH, 86°C on - 76°C off | 1 | thermostat switch |
| | IM50090 | THERMO' SWITCH, 86°C on - 81°C off | 1 | |
| | IM50100 | THERMO' SWITCH, 82°C on - 68°C off | 1 | electric fan control |
| | IM50120 | THERMO' SWITCH, 88°C on - 79°C off | 1 | |
| | IM50200 | THERMO' SWITCH, 92°C on - 87°C off | 1 | all models |
| 85 | GRH392 | BOTTOM HOSE, straight, green | 1 | |
| | GRH392BLK | BOTTOM HOSE, straight, black | 1 | 'Supergrip' type |
| | GRH392X | BOTTOM HOSE, straight, green, silicone | 1 | |
| 86 | CS4024 | CLIP, hose clamping | 6 | all models |
| | GHC11040 | CLIP, hose clamping, stainless steel | 6 | |
| 87 | 137632 | BOTTLE, overflow | 1 | |



Cooling System (Continued)

Radiator And Hoses

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---------------------------------|------|---------|
| 88 | 137743 | CAP, overflow bottle | 1 | |
| 89 | 12H1060 | GROMMET, protecting pipe in cap | 1 | |
| 90 | 137742 | PIPE, overflow | 1 | |
| 91 | 713544 | BRACKET, overflow bottle | 1 | |
| 92 | 53K126 | SCREW, bracket to wheel arch | 2 | |
| 93 | PWZ203 | WASHER, plain | 2 | |
| 94 | WL700101 | WASHER, locking | 2 | |
| 95 | HN2005 | NUT | 2 | |

Valance, Air Duct & Stay Rods

| | | | | |
|----|---------|-------------------------------|---|-------|
| 96 | 714536 | PANEL, radiator ducting | 2 | TR5 |
| | 714536P | PANEL, radiator ducting, pair | 2 | TR250 |
| 97 | 606389 | CLIP, valance | 8 | |

Note: Although the parts book does list a valance fitted between the wheel arch and radiator on TR5's, it was only ever fitted to TR250's.

| | | | | |
|-----|----------|--|---|-------------------------|
| 98 | 714768 | STAY ROD, valance to wheel arch, LH | 1 | TR6 |
| | 714769 | STAY ROD, valance to wheel arch, RH | 1 | |
| 99 | GHF200 | NUT, plain, stay rod to wheel arch | 2 | |
| 100 | GHF331 | WASHER, locking | 2 | |
| 101 | WM57 | WASHER, plain | 2 | |
| 102 | 910442 | AIR DUCT, radiator, original | 1 | TR6 Pi models |
| | 910442A | AIR DUCT, radiator, aluminium, crinkle black | 1 | TR6 Pi models |
| 103 | 910441 | AIR DUCT, radiator, original | 1 | TR6 Carburettor models |
| | 910441A | AIR DUCT, radiator, aluminium, crinkle black | 1 | TR6 Carburettor models |
| 104 | 910442FK | FITTING KIT, air duct | 1 | TR6 Pi models |
| | 910441FK | FITTING KIT, air duct | 1 | TR6 Carburettor models |
| 105 | AB610051 | SCREW | 2 | TR6 |
| 106 | WM57 | WASHER, plain | 2 | |
| 107 | FU2585 | NUT, fix | 2 | |
| 108 | UL2705 | SCREW | 2 | |
| | | (Stay rod & air duct to front valance). | | |
| 109 | GHF331 | WASHER, locking | 2 | TR6, quantity increases |
| 110 | WM57 | WASHER, plain | 2 | for Carburettor models |
| 111 | FJ24074 | SPIRE NUT | 2 | |
| | | (Attached to front valance top flange). | | |
| 112 | GHF200 | NUT, plain, stay rod to wheel arch | 1 | TR6, Pi models |
| 113 | GHF331 | WASHER, locking | 1 | |
| 114 | WM57 | WASHER, plain | 1 | |
| 115 | 153282 | STRAP ASSEMBLY, (air cleaner support) | 1 | |

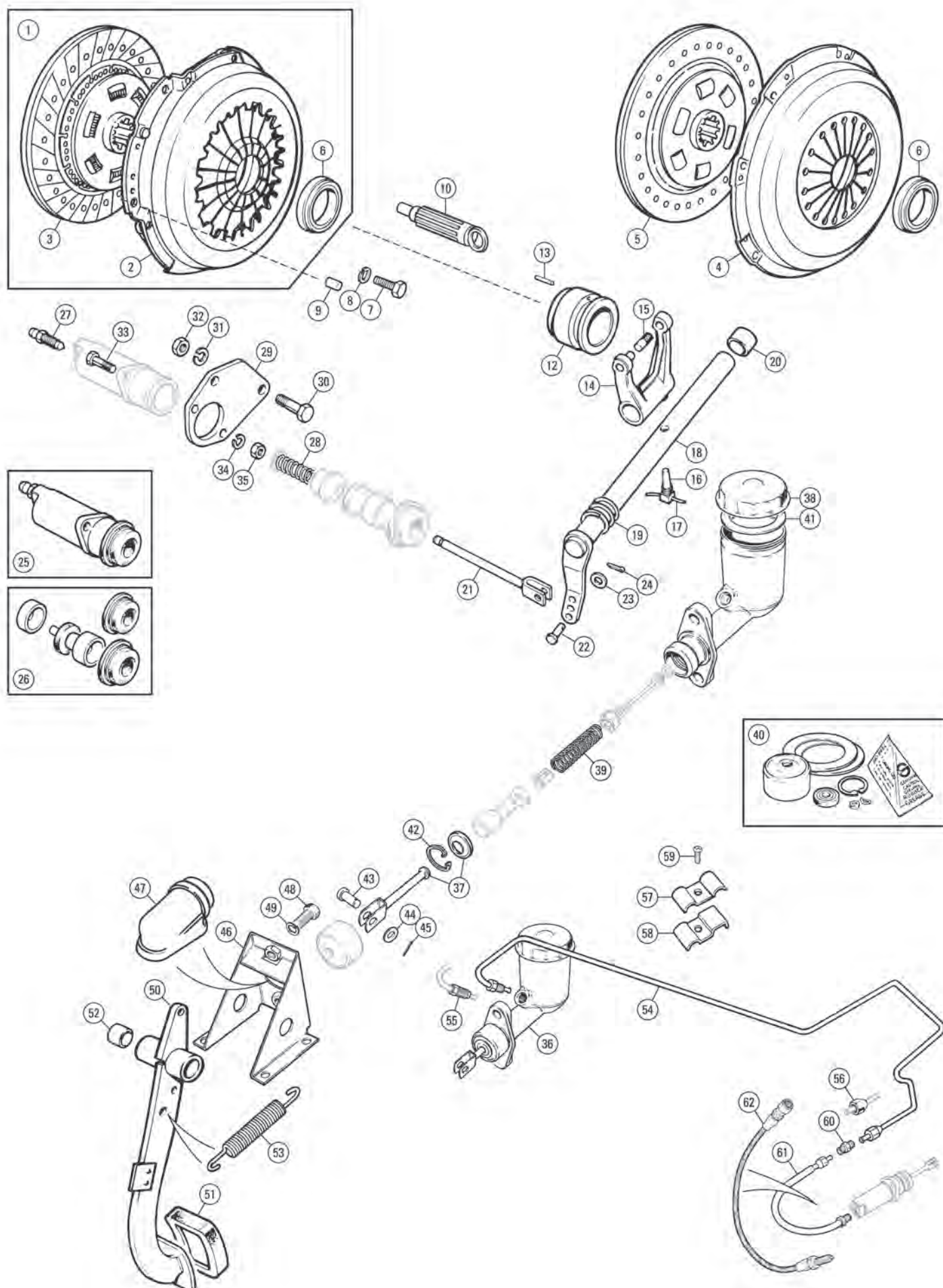
Hose Kits

Kits include all hoses for cooling and heating and corresponding hose clips. Available in black, green or green silicone.

| | | | | |
|-----|------------|------------------------------|---|---------------|
| 116 | GZA971K | HOSE KIT, green, original | 1 | all Pi models |
| | GZA971BLKK | HOSE KIT, black, reinforced | 1 | |
| | GZA971ZK | HOSE KIT, black, replacement | 1 | |
| | GZA971XK | HOSE KIT, green silicone | 1 | |

Fan Duct

It is vital to control cooling air on its way to and through the radiator. It is very noticeable if any modern car is inspected that the manufacturers also control the air exiting the radiator core, as this further aids cooling and assists rapid warm-up. The fan duct achieves this and also protects hands and pinkies from the moving fan.



Clutch System

Clutch Assembly

Two different manufacturers supplied clutch assemblies for production line fitment to TR5's, TR250's and TR6's. Debate still rages on the pros and cons to be had from using either a Borg & Beck or a Laycock clutch, the only indisputable fact is that they are completely interchangeable if fitted as sets of cover and plate. One limiting factor must be considered when changing allegiances from one manufacturer to the other.

The Borg & Beck cover assembly requires longer screws to attach it to the flywheel than those used to fit the Laycock cover (this is because the mounting flange on the Laycock cover is thinner than that on the Borg & Beck item). On the other hand, the length of the screw thread must not exceed 3/4" (for the Borg & Beck clutch) or 5/8" (for the Laycock clutch), otherwise the screws may bottom in the tapped hole in the flywheel, leaving the clutch cover loose.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|--|
| 1 | GCK6004X | CLUTCH KIT, 3 piece* (HK9649 clamping load 400dn). | 1 | TR4A, TR250, TR6 } Carburettor standard |
| 1 | GCK6003X | CLUTCH KIT, 3 piece* (HK966S clamping load 535dn). | 1 | TR5 and TR6 Pi models } standard |
| | GCK6003Z | CLUTCH KIT, 3 piece, aftermarket | 1 | |

*Note: The clutch kit currently supplied by Borg & Beck covers TR4A, TR250, TR5 & TR6 models. During 1999 Borg & Beck re-introduced a clutch kit as originally specified for the TR4A. In both kits, the release bearing and friction plate are both the same. The '4A' clutch cover gives a much lower clamping pressure than that specified for Pi cars, resulting in a much lighter clutch pedal. This now offers you the choice: should you go for a lighter clutch and risk slipping due to the lower clamping pressure (usually only a high mileage problem), or should you opt for a heavier kit which definitely will not slip but has been known to cause problems with both hydraulics and the operating mechanism? The choice of risks is yours.

Standard Clutch

| | | | | |
|---|-----------|---|---|---|
| 2 | GCC228 | CLUTCH COVER, (8.5") | 1 | Borg & Beck |
| 3 | GCP143 | CLUTCH PLATE, (8.5"), 10 x 1.25" spline | 1 | } |
| 4 | GCC139LAY | CLUTCH COVER, (8.5") | 1 | |
| 5 | GCP214 | CLUTCH PLATE, (8.5"), 10 x 1.25" spline | 1 | } |
| | GCC228 | CLUTCH COVER, (8.5") | 1 | |
| | GCP253 | CLUTCH PLATE, (8.5"), 23 x 1" spline* | 1 | use with TT2210 close ratio gear set |

Upated Clutch

Note: See the Accessories section for full details.

| | | | | |
|--------|---|---|---|--------------------------------------|
| TT2201 | CLUTCH COVER, (8.5") | 1 | } | uprated road |
| TT2202 | CLUTCH PLATE, (8.5"), 10 x 1.25" spline | 1 | | |
| TT2502 | CLUTCH PLATE, (8.5"), 23 x 1" spline* | 1 | } | use with TT2210 close ratio gears |

*Note: Earlier version close ratio gear sets (purchased before 1999) used a 10 spline input shaft and should use clutch plates TT2702 for uprated use, or TT2704 for sprint or race use.

| | | | | |
|----|-----------|---|---|------------------------------------|
| 6 | GRB211 | BEARING, clutch release | 1 | |
| 7 | SH505061 | SCREW, clutch cover, 3/4", (fit in sets) | 6 | clutch |
| | SH505051 | SCREW, clutch cover, 5/8", (fit in sets) | 6 | Laycock clutch |
| | | (We recommend locating these screws. Adhere to the recommended fixing torque of 20 ft/lbs). | | |
| 8 | GHF332 | WASHER, locking | 6 | always replace these |
| 9 | DP414 | DOWEL PIN, cover on flywheel | 3 | TR5, TR6 To (c) CR5000/ CF12500 |
| | DP408 | DOWEL, clutch cover to flywheel | 3 | TR6 From (c) CR5001/ CF12501 |
| 10 | MM387-220 | CLUTCH ALIGNMENT TOOL | 1 | 10 x 1.25" spline |
| | GAC5064X | CLUTCH ALIGNMENT TOOL | 1 | 23 x 1" spline |

Probably the trickiest aspect of clutch replacement is the fact that the clutch driven plate must be exactly centred on the flywheel when the clutch cover is fastened over it. This must be done to ensure that the gearbox input shaft mates correctly with both the driven plate and the spigot bush in the tail of the crankshaft or flywheel (late cars). The result of clutch plate misalignment is the gearbox's stubborn inability to clamp up flush to the back of the engine when re-assembly is attempted. A clutch alignment tool will take the guesswork out of trying to centre the clutch driven plate. Most alignment tools are of a universal type; the item listed here is manufactured as a plastic replica of a TR6 gearbox input shaft - there is no more accurate way of aligning your clutch (other than using a real, 'spare', input shaft!). Insert the clutch alignment tool (MM387-220) through the new clutch plate, and into the tool into the spigot bush in the crankshaft, and then press the plate up flat against the flywheel. Locate the new clutch cover on the three dowel pins, install the six bolts and your new release bearing, being sure to clean the transmission 'nose' on which the release bearing sleeve slide. Having secured a new clutch to the flywheel, and before refitting the gearbox to the engine, a very light coating of copper grease should be applied to the splines (having wire brushed and cleaned them first) and spigot end of the gearbox input shaft.

Operating Mechanism

| | | | | |
|----|---------|------------------------------------|---|--------------------|
| 12 | 147858 | SLEEVE, release bearing carrier | 1 | original type |
| | 147858X | SLEEVE, release bearing carrier | 1 | bronze alternative |
| 13 | DS811 | ROLL PIN, release fork on sleeve | 1 | |
| 14 | 106022 | RELEASE FORK ASSEMBLY | 1 | |
| 15 | 100164 | PIN, pivot, release fork to sleeve | 2 | |

Although these are cheap and easy to replace, sometimes this cannot be done (maybe you forgot to order them and it's bank holiday). A perfectly adequate solution is to rotate them 90° and peen the outer end to ensure they don't rotate anymore. The 2000/2.5 saloons use a smaller pin on which a bearing rotates (these bearings can be round or square) which is a far superior system to the TR arrangement. To fit these, you'd need to adjust the width of the groove in the clutch release-bearing carrier in a lathe. A very worth while modification.

| | | | | |
|----|---------|-----------------------------|---|-------------------------|
| 16 | 158777X | PIN, tapered | 1 | pin to cross shaft (18) |
| 17 | EAW4321 | LOCKING WIRE, (tapered pin) | 1 | |

The tapered pin holding the release fork to the cross shaft often cracks or breaks causing gradual deterioration in clutch performance. Some of the bodgees encountered to compensate for this have to be seen. The most common is to lengthen the push rod (item 21). If a TR is purchased always inspect the push rod for modifications. Its length should be 6" from ball end to clevis pin centre. When carrying out any work involving the removal of the engine, gearbox or both from the car, the opportunity should be taken to replace the pin while access to it is easy, whether it appears to need replacing or not.

Correct seating of the pin in the cross shaft is important. The taper angle of the pin should correspond to that in the hole in the cross shaft. Trial fitment of the pin in the hole in the cross shaft without the presence of the release fork will bring to light any irregularities in the two components: if the pin wobbles in the hole, it may be 'lapped' into a better fit. If the amount of lapping required is excessive, replacement of the clutch cross shaft or the tapered pin may be necessary.

| | | | | |
|----|--------|--------------------------------|---|---------------------|
| 18 | 136354 | CROSS SHAFT & LEVER | 1 | |
| 19 | 144578 | SPRING, alignment, cross shaft | 1 | |
| 20 | 137651 | BUSH, cross shaft | 2 | (in gearbox casing) |

Note: The bearings supplied by Moss are wider than the originals, which does increase life expectancy. Wear grooves on the cross shaft (no. 18) may be avoided by careful placement of the bearings.

| | | | | |
|----|---------|--|---|-------------|
| 21 | 138572 | PUSH ROD, slave cylinder, non-adjustable | 1 | standard |
| | 596-046 | PUSH ROD KIT, slave cylinder, adjustable | 1 | alternative |

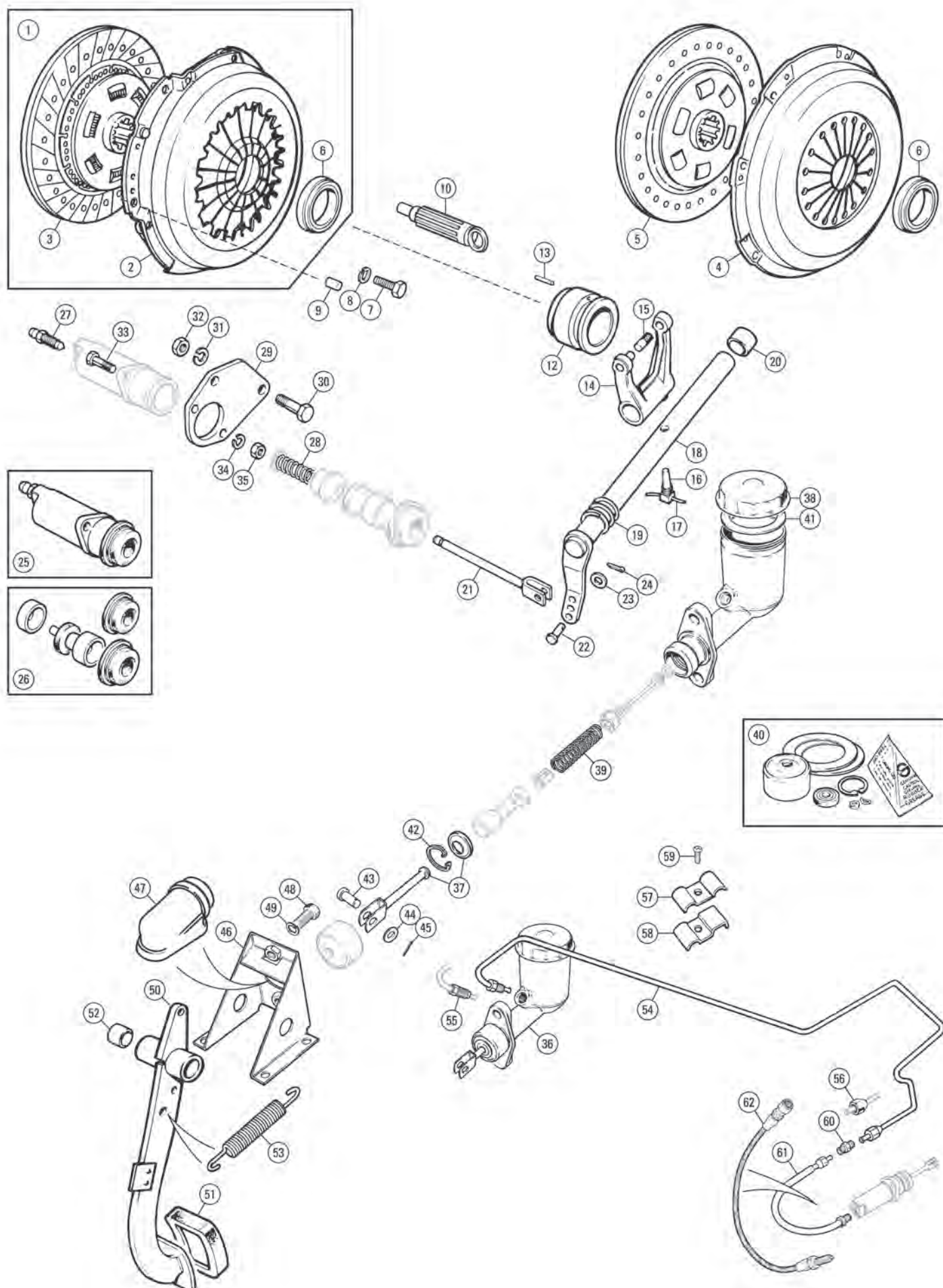
Note: The TR5-6 uses a non-adjustable pushrod with a self-adjusting Lockheed slave cylinder. If the clutch system is correct, and in good working order, this push rod should not be required. However, if a problem develops with the free-play, the usual remedy is to replace the slave cylinder. Some owners have gone so far as to fit the earlier Girling (not-self adjusting) slave cylinder with its adjustable clutch pushrod assembly. While this solution has an excellent reputation, it can be expensive. This adjustable pushrod gives you direct control of the free-play using the standard TR5-6 clutch slave cylinder, making it an effective, but much less costly solution.

| | | | | |
|----|--------|---|---|--|
| 22 | PJ8808 | CLEVIS PIN (Securing push rod on lever). | 1 | |
| 23 | GHF301 | WASHER, plain | 1 | |
| 24 | GHF502 | SPLIT PIN | 1 | |

Slave Cylinder

At an undefined time in the past, the design of some of the internal components of the clutch slave cylinder was changed. While the cylinder bore size remained unaltered, the seal and piston changed in assembly method. As stated above the change point was not documented, so the repair kit that is now supplied includes not only the parts to reseal a later cylinder, but also those required to update an earlier version.

| | | | | |
|----|----------|---|---|--------------------------|
| 25 | UKC8677 | SLAVE CYLINDER, clutch | 1 | |
| | UKC8677Z | SLAVE CYLINDER, clutch | 1 | replacement |
| 26 | GRK4007 | REPAIR KIT, slave cylinder | 1 | including seals & piston |
| | GRK4007Z | REPAIR KIT, slave cylinder, aftermarket | 1 | piston not included |
| 27 | 501207 | NIPPLE, bleed | 1 | |
| 28 | 606731 | SPRING | 1 | |
| 29 | 136353 | BRACKET, slave cylinder to gearbox | 1 | |
| 30 | BH605131 | BOLT, slave cylinder to bracket | 2 | |
| 31 | GHF332 | WASHER, locking | 2 | |
| 32 | GHF201 | NUT | 2 | |
| 33 | SH605091 | BOLT, bracket to gearbox casing | 2 | |
| 34 | GHF332 | WASHER, locking | 2 | |
| 35 | GHF201 | NUT | 2 | |



Clutch System (Continued)

Master Cylinder

The bore of the TR6 clutch master cylinder assembly changed, at body number (b) 50910CP, from 3/4" (0.75") to 7/10" (0.70"). This change very effectively lightened the clutch pedal load; the downside was that it aggravated the problem of insufficient clutch clearance on a mechanism that was worn or had a broken tapered pin in the cross shaft. The later, smaller bore diameter, master cylinders may be used to replace earlier types or visa versa. If a repair kit is required, before placing an order the cylinder bore diameter must obviously be identified. This is simply achieved by reading the size off the exterior of the cylinder.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|---|
| 36 | 148531 | CLUTCH MASTER CYLINDER | 1 | RHD models: To (b) 50910CP (0.75" bore) |
| 37 | 122296 | PUSH ROD ASSEMBLY | 1 | |
| 38 | 500201 | CAP, master cylinder | 1 | |
| | 500201Z | CAP, master cylinder, black | 1 | |
| 39 | 510815A | SPRING, piston return | 1 | LHD models: To (b) 50910CP/52951CC (0.75" bore) |
| 40 | GRK1027 | REPAIR KIT, master cylinder | 1 | |
| 41 | 106095 | SEAL, filler cap | 1 | |
| | 582-505 | SEAL, filler cap, splashproof | 1 | |
| 42 | 106092 | CIRCLIP, push rod retaining | 1 | LHD models: To (b) 50911CP On (0.70" bore) |
| | 148530 | CLUTCH MASTER CYLINDER | 1 | |
| | 148530Z | CLUTCH MASTER CYLINDER, aftermarket | 1 | |
| | 148607 | PUSH ROD ASSEMBLY | 1 | |
| | 500201 | CAP, master cylinder | 1 | LHD models: (b) 50911CP/52952CC On (0.70" bore) |
| | 500201Z | CAP, master cylinder, black | 1 | |
| | 510815A | SPRING, piston return | 1 | |
| | GRK1027 | REPAIR KIT, master cylinder | 1 | |
| | 106095 | SEAL, filler cap | 1 | LHD models: (b) 50911CP/52952CC On (0.70" bore) |
| | 582-505 | SEAL, filler cap, splashproof | 1 | |
| | 106092 | CIRCLIP, push rod retaining | 1 | |
| | 154932 | CLUTCH MASTER CYLINDER | 1 | |
| | 154932Z | CLUTCH MASTER CYLINDER, aftermarket | 1 | LHD models: (b) 50911CP/52952CC On (0.70" bore) |
| | 122296 | PUSH ROD ASSEMBLY | 1 | |
| | 500201 | CAP, master cylinder | 1 | |
| | 500201Z | CAP, master cylinder, black | 1 | |
| | 510815A | SPRING, piston return | 1 | LHD models: (b) 50911CP/52952CC On (0.70" bore) |
| | 18G8986 | REPAIR KIT, master cylinder | 1 | |
| | 106095 | SEAL, filler cap | 1 | |
| | 582-505 | SEAL, filler cap, splashproof | 1 | |
| | 106092 | CIRCLIP, push rod retaining | 1 | LHD models: (b) 50911CP/52952CC On (0.70" bore) |
| 43 | PJ8808 | CLEVIS PIN, securing push rod to pedal | 1 | |
| 44 | GHF301 | WASHER, plain | 1 | |
| 45 | GHF502 | SPLIT PIN | 1 | |

Any wear or looseness of the clevis pin (item 43), either in the pedal or in the master cylinder push rod, must be rectified. The wear will restrict the total amount of clutch pedal movement being transmitted to the master cylinder. This in turn brings on the age old problem of clutch drag that Triumph TR6's seem to be dogged with as they get older. If you suffer clutch drag (symptoms: 'rattling' engagement into reverse gear; engagement/disengagement stiffness in other gears), fit new clevis pins as they may just fix your problem - at minimal expense! If the holes in the fork look elongated these should either be repaired accurately or completely replaced.

Clutch Mounting, Pedal And Fittings

| | | | | |
|----|----------|-------------------------------------|---|-----|
| 46 | 146313 | BRACKET, clutch mounting | 1 | RHD |
| 47 | 125217 | DUST COVER, clutch pedal & push rod | 1 | |
| 48 | SH605071 | SCREW, master cylinder to bracket | 2 | |
| 49 | GHF332 | WASHER, locking | 2 | |
| | GHF103 | SCREW, master cylinder to pedal box | 2 | LHD |
| | GHF332 | WASHER, locking | 2 | |
| 50 | 148021 | PEDAL ASSEMBLY, clutch | 1 | RHD |
| | 148023 | PEDAL ASSEMBLY, clutch | 1 | LHD |
| 51 | 122289 | PAD, pedal, rubber | 1 | |
| 52 | 136611 | BUSH, clutch pedal to pedal shaft | 2 | |
| 53 | 057950 | RETURN SPRING, pedal | 1 | |

Clutch Pipework

| | | | | |
|----|---------|---------------------------------------|---|-----|
| 54 | 308362 | PIPE, master cylinder to hose, steel | 1 | RHD |
| | 308362C | PIPE, master cylinder to hose, copper | 1 | |
| | 148816 | PIPE, master cylinder to hose, steel | 1 | LHD |
| | 148816C | PIPE, master cylinder to hose, copper | 1 | |

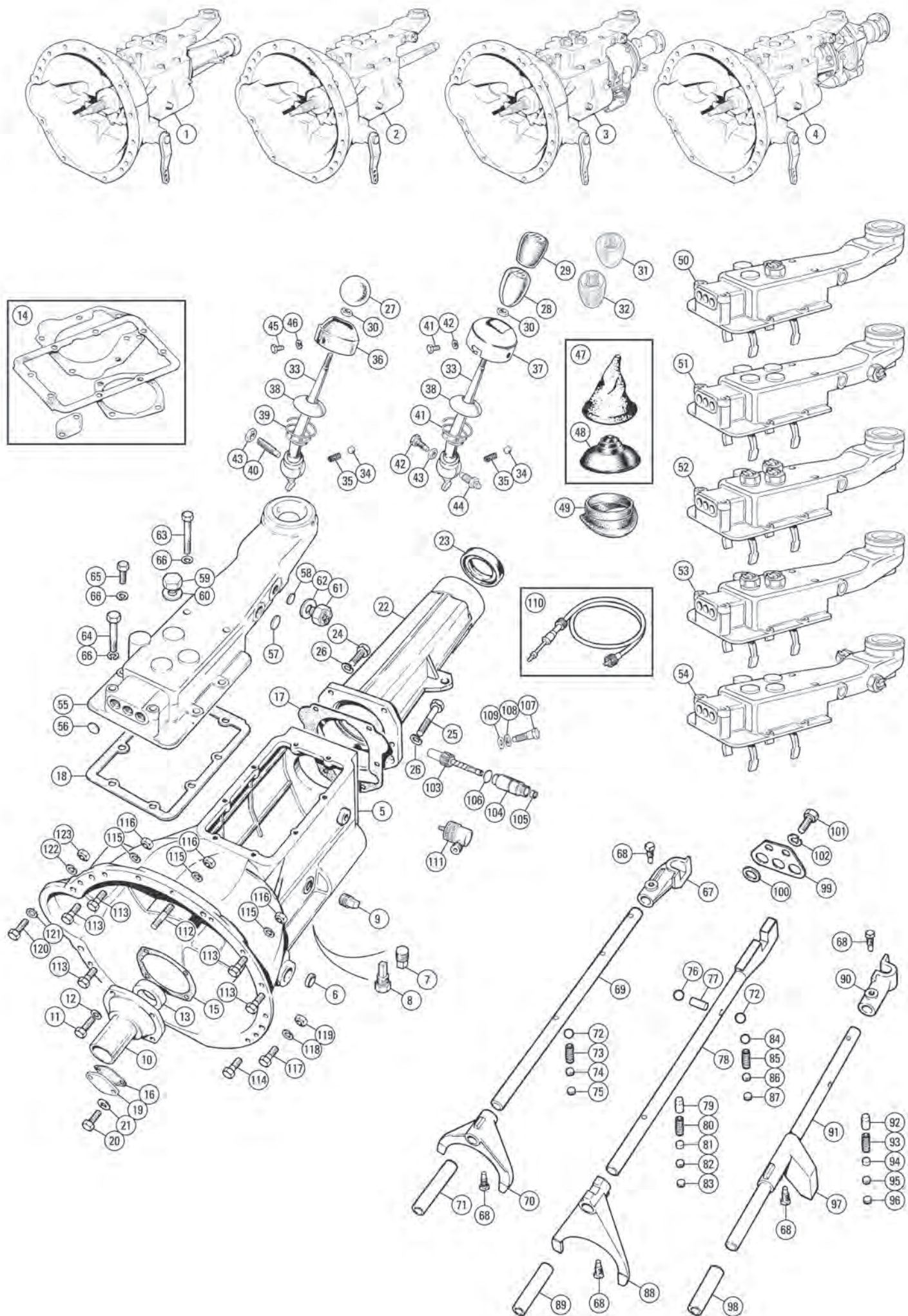
| | | | | |
|----|----------|---|-----|----------------------------------|
| 55 | AEHU14 | TUBE NUT, brass, 7/16", UNF | 1 | |
| 56 | AEHU4A | TUBE NUT, female, brass, 7/16", UNF | 1 | |
| 57 | 2H400 | CLIP, pipe to bulkhead | 4 | RHD |
| 58 | 149766 | CLIP, pipe to bulkhead | 1 | LHD |
| 59 | AB606031 | SCREW, pipe clip to bulkhead | 4/1 | quantity increased on RHD models |
| 60 | 598693 | CONNECTOR, pipe to hose | 1 | |
| 61 | 140420 | HOSE, flexible, connector to slave cyl. | 1 | original |
| 62 | TT3241 | HOSE, flexible, connector to slave cyl. | 1 | stainless steel braided |

Clutch & Brake Fluids

When did you last change your Clutch/Brake fluid?

DOT3 fluid ought to be completely discarded, DOT4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers. An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT5 'ABF'), which is 'Non-Hygroscopic', so it doesn't promote rust problems in the hydraulic system. The bonus is that it won't damage paint work.

When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components. Racing Fluid (DOT5.1 'GBF5') really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT5.1 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.



Gearbox Units & External Components

Reconditioned Exchange Gearboxes

Reconditioned exchange gearboxes have different specifications to match your vehicle. Whether you exchange your old gearbox for a reconditioned item, or attempt a rebuild or repair yourself, you must first establish the exact type of gearbox which you currently possess in your TR5, TR250 or TR6. The gearbox number is always stamped on one of the lower corners of the bell housing: usually the lower left hand corner, adjacent to where the clutch operating cross shaft protrudes. Genuine Triumph TR6 gearboxes were numbered with CD, CC, or CF prefixes; these prefixes and the subsequent serial numbers bore little relationship to the commission (chassis) number of the car. To further compound the lottery of what might be fitted in your car, gearboxes from other Triumph sports and saloon models could be fitted directly or adapted to fit - and frequently were. The most commonly discovered anomaly on TR6's is fitment of the overdrive gearbox from the Triumph 'Large Car' 2000/2.5 saloon range. Such fitment does however involve an amount of adaptation on the gearbox, chassis, and clutch. Original factory exchange reconditioned units were numbered with the prefix 'GR' and a suffix of '/7', and can be identified by these markings.

Units returned for the exchange reconditioning scheme should as a matter of course be completely assembled, drained of oil and externally clean, with no obvious visual damage. Customers should contact Moss Europe to determine exactly what is required in return as an exchange old unit (i.e. whether the top cover should be left in place, etc.; as a rule, the overdrive must be removed from the old unit, along with the adaptor plate, unless prior arrangement has been made to recondition it along with the gearbox).

Although its unlikely, if the commission number is located on an oval boss in the centre of this LH side of the casing and starts TS..., you've got a TR2 - 3A crash first box, obviously a less desirable unit. This was a more common find in the past as the owners were prepared to go to any length to get an overdrive fitted gearbox. Sometimes the swap took place (for economical reasons) just to keep the TR mobile.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|-------------------------|
| 1 | UKC5196R | GEARBOX ASSEMBLY, recon/exch | 1 | non-overdrive |
| 2 | UKC816R | GEARBOX ASSEMBLY, recon/exch | 1 | for 'A' type overdrive |
| | UKC5230R | GEARBOX ASSEMBLY, recon/exch | 1 | for 'J' type overdrive |
| 3 | TGK110 | GEARBOX & OVERDRIVE ASSEMBLY (Reconditioned/exchange). | 1 | with 'A' type overdrive |
| 4 | TGK111 | GEARBOX & OVERDRIVE ASSEMBLY (Reconditioned/exchange). | 1 | with 'J' type overdrive |

Note: Overdrives are sold separately, for full details see 'A' & 'J' type Overdrives in this section.

External Gearbox Components & Gear Lever

| | | | | |
|---|--------|------------------------------|---|--------------|
| 5 | 210622 | GEAR CASE & BELL HOUSING | 1 | |
| 6 | 137651 | BUSH, clutch operating shaft | 2 | |
| 7 | 114774 | PLUG, drain, standard | 1 | alternatives |
| 8 | 155660 | PLUG, drain, magnetic type | 1 | |

The two types of drain plug are interchangeable. It is advisable to use the magnetic type for safety's sake, to attract and collect any unwanted ferrous particles in the gearbox lubricant.

| | | | | |
|----|--------|--------------------------|---|--|
| 9 | 114774 | PLUG, oil filler & level | 1 | |
| 10 | 100157 | COVER, front | 1 | |

The length of the tube on the cover must not exceed 2 inches, or it will foul on the clutch cover release fingers. In other words, the front cover from a Stag or early TR, even though it may have 100157 stamped on it, is not appropriate for TR6, unless it is shortened.

| | | | | |
|----|----------|---|---|--|
| 11 | DAM7754 | SCREW, 'Locwel' | 4 | front cover to gear case |
| 12 | GHF362 | WASHER, copper | 4 | |
| 13 | 141756 | OIL SEAL, input, (first motion), shaft | 1 | |
| 14 | 515121 | GASKET SET, gearbox | 1 | |
| 15 | 059537 | GASKET, front cover | 1 | |
| 16 | 055774 | GASKET, layshaft end cover | 1 | |
| 17 | 132465 | GASKET, rear extension | 1 | |
| 18 | 105758 | GASKET, top cover | 1 | |
| 19 | 055773 | COVER, layshaft end | 1 | |
| 20 | 155542 | SCREW, 'Locwel', layshaft cover | 2 | |
| 21 | GHF362 | WASHER, copper | 2 | |
| 22 | 305048SR | REAR EXTENSION, gearbox | 1 | |
| 23 | GHS179 | OIL SEAL, output, (third motion) | 1 | non o/drive & 'A' type o/drive |
| | NKC39A | OIL SEAL, output, (third motion) | 1 | 'J' type overdrive |
| 24 | GHF163 | SCREW, 1", rear extension | 5 | used on non-o/drive models |
| | DAM7754 | SCREW, 1", overdrive adaptor plate | 6 | use with GHF301 washer |
| 25 | BH505161 | BOLT, 2", rear extension | 1 | non-o/drive, (use in position by speedo drive) |
| 26 | GHF332 | WASHER, locking | 6 | |
| 27 | 22B19 | KNOB, gear lever, spherical | 1 | TR5, TR6 To (c) CP53853 |
| 28 | 156138 | KNOB, gear lever, teardrop, plastic | 1 | TR6 From (c) CP53854 |
| 29 | 148870 | KNOB, gear lever, nice & thick, leather | 1 | North American models |
| 30 | 506157 | NUT, half, locking gear lever knob | 1 | |
| 31 | GAC6042X | KNOB, gear lever, wood, 'TR' shield | 1 | 5/16" thread |
| | GAC6043X | KNOB, gear lever, leather 'TR' shield | 1 | |
| 32 | GAC6050X | KNOB, gear lever, wood 'TR' shield | 1 | self threading |

| | | | |
|-----------|--|---|------------------------|
| GAC6051X | KNOB, gear lever, leather 'TR' shield | 1 | |
| 33 148095 | GEAR LEVER ASSEMBLY | 1 | |
| 34 112424 | PLUNGER, anti-rattle, in ball end of lever | 1 | |
| 35 137988 | SPRING, anti-rattle plunger | 1 | |
| 36 140816 | CAP, lever retaining, (3 holes)* | 1 | TR5, TR6 To (c) CR/CF1 |
| 37 156460 | CAP, gear lever retaining, (bayonet type)* | 1 | TR6 From (c) CR/CF1 |

*Note: Gear lever retaining cap 156460 and spring 158984 can be used as a pair to replace the earlier 140816 cap and 145796 spring. Use with correct pins and shouldered fittings.

| | | | | |
|----|----------|--------------------------------------|---|--|
| 38 | 112442 | RETAINER, spring, (fitted under cap) | 1 | |
| 39 | 145796 | SPRING, (fitted under cap) | 1 | } use with cap no. 140816 |
| 40 | 141984 | PIN, threaded, locating gear lever | 2 | |
| 41 | 158984 | SPRING, (fitted under cap) | 1 | } use with cap no. 156460 |
| 42 | 156408 | SCREW, shouldered-hex head | 2 | |
| 43 | NT605041 | NUT, half, locking cap to pin | 2 | |
| 44 | 160190 | STUD, shouldered | 2 | } use with overdrive steady bracket |
| 45 | SH604041 | SCREW, locating cap | 1 | |
| 46 | GHF331 | WASHER, locking | 1 | |
| 47 | 631881 | GAITER, gear lever, vinyl | 1 | } Gaiters include upper grommet |
| | 680-745 | GAITER, gear lever, leather | 1 | |
| 48 | 709328 | GROMMET, gear lever, (upper) | 1 | |
| 49 | 709329 | GROMMET, gear lever, (lower) | 1 | |

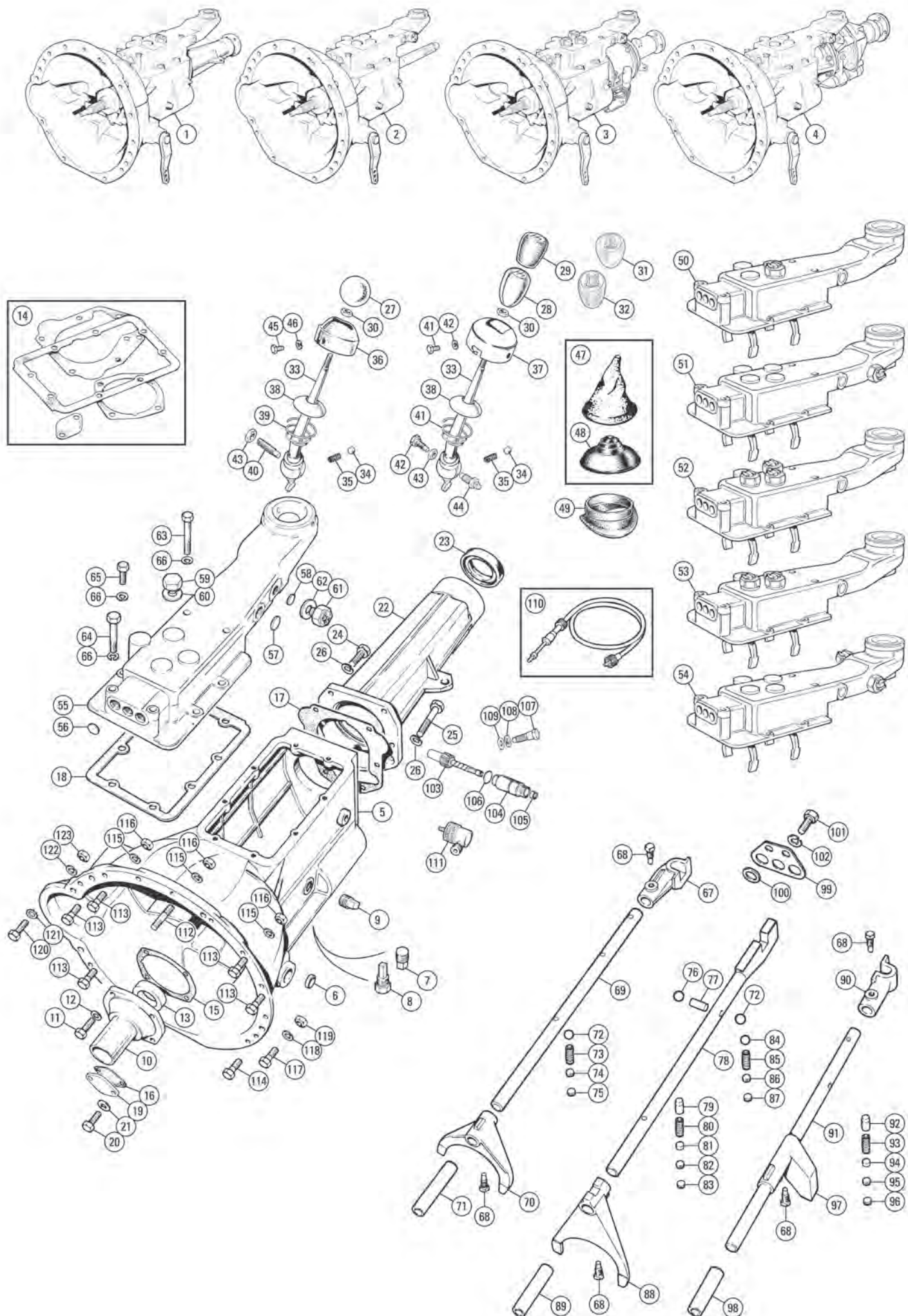
Top Covers

There are at least 10 TR6 gearbox top cover assemblies, for overdrive/non-overdrive and the electrical interlock requirements of various marketplaces. The TR6 Pi, however, uses only 3 basically different types:- non-overdrive, 'A' type overdrive and 'J' type overdrive. These types are identified by the quantity and positioning of electrical switches. They all have a reversing light switch, which is either screwed into a boss on the left side of the top cover surface, or in the left side of the case. The 'A' type overdrive cover will have a switch screwed into each of the three bosses on the top of the cover: these are for reversing lights, second gear inhibitor and third/fourth gear inhibitor. The 'J' type overdrive top cover has only two switches: one to operate the reversing lights, the other screwed into the middle boss on the top surface of the cover to inhibit the third and fourth gear overdrive engagement. Conversion of non-overdrive top covers to overdrive type is a matter of drilling and tapping to accept the switch(es) in the correct position(s). This can be done by the owner, or by a machine shop; thread size is M16.

| | | | |
|--------------|--|-----|--------------------------|
| 50 516259SR | TOP COVER ASSEMBLY, non overdrive | 1 | with top-fitted reverse |
| 520319 | TOP COVER ASSEMBLY, non overdrive | 1 | light switch |
| 51 UKC5112 | TOP COVER ASSEMBLY, non overdrive | 1 | with side fitted reverse |
| | | | light switch |
| 52 516260SR | TOP COVER ASSEMBLY, 'A' type overdrive | 1 | with 3 top-fitted |
| | | | switches |
| 53 520331 | TOP COVER ASSEMBLY, 'J' type overdrive | 1 | with 2 top-fitted |
| | | | switches |
| 54 UKC5113SR | TOP COVER ASSEMBLY, 'J' type overdrive | 1 | with 1 top-fitted and |
| | | | side fitted switch |
| 55 518362 | TOP COVER CASING, bare | 1 | TR5, TR6 To (g) CD48491 |
| 307109 | TOP COVER CASING, bare | 1 | TR6 From (g) CD48492 |
| TKC1000 | TOP COVER CASING, bare | 1 | universal replacement |
| 56 51K3424 | PLUG, 'welch', selector shafts ends | 3 | |
| 57 054505 | PLUG, 'welch', left & right sides | 2 | as fitted |
| 58 51K3424 | PLUG, 'welch', interlock plunger, side | 1 | |
| 59 108114 | PLUG, screwed, (blanks unused holes) | a/r | |
| 60 6K433 | WASHER, sealing, blanking plug | a/r | |
| 61 BAU1074A | SWITCH, overdrive and/or reverse light | a/r | |
| BAU1074Z | SWITCH, overdrive and/or reverse light | a/r | aftermarket |
| 62 1B3664 | WASHER, sealing/adjusting, switch | a/r | |

Note: See Overdrive Units in this section for electrical details.

Selector (inhibitor) switches are best adjusted with the lid off the gearbox. Ideally use a test meter or an illuminated circuit tester (power source, bulb and wires as shown in various workshop manuals) to test for makes or breaks. The further 'in' the switch is screwed the more resistance to ease of gear change will be felt when the gear-lever is moved from gear to gear. The idea therefore is to screw the switch into the lid the least possible amount to get positive circuit makes and breaks. As the packing washers are thin card, which changes its thickness as it compresses, this can only be achieved by trial and error, and 1-3 is the normal range of requirement. Each switch must be adjusted individually. Don't take chances with broken insulation on the switches and/or very loose terminals. There's a lot of 'stripping out' involved to get at a rogue switch which will far outweigh replacement cost (ditto: dodgy wiring). The presence of switches with screw terminals only indicates that an earlier variety has been substituted at some time in the past to keep the TR mobile and functioning safely. These may require adjustment during the life of the gearbox as the selector forks wear at the top where the switch makes contact. Wear in the gearbox bushes may cause selector fork face wear, which may also cause intermittent overdrive operation. Continues on next page...



Gearbox Units & External Components (Continued)

Top Covers

These faulty switch operations will in turn cause the solenoid to chatter and that will certainly cause premature solenoid failure as the points burn out. Reference was made to the switches providing a safety circuit to protect the overdrive. The simple fact is that the unidirectional clutch is exactly that. A unit that works in one direction. It fails very expensively when driven the wrong way, usually destroying the gearbox 3rd motion shaft (or mainshaft) in addition to the whole overdrive. The inhibitor switches are really there to prevent overdrive engagement in reverse.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------------------|------|---------------------------|
| 63 | BH505241 | BOLT, top cover, rear, (2 7/8") | 2 | |
| 64 | BH505221 | BOLT, top cover, front, (2 3/4") | 2 | |
| 65 | 056370 | SCREW, top cover, middle | 4 | |
| 66 | GHF332 | WASHER, locking | 8 | |
| 67 | 127386 | SELECTOR, 1st and 2nd speeds | 1 | |
| 68 | 122653 | SCREW, selectors and forks to shafts | 5 | |
| 69 | 128066 | SHAFT, 1st & 2nd speed selector | 1 | } alternatives |
| | 158464 | SHAFT, 1st & 2nd speed selector | 1 | |
| 70 | 128067 | FORK, 1st & 2nd speed selector | 1 | |
| 71 | 128063 | SLEEVE, 1st & 2nd speed selector | 1 | |
| 72 | BLS112 | BALL, 1st & 2nd speed selector | 1 | |
| 73 | 155632 | SPRING, 1st & 2nd speed selector | 1 | |
| 74 | 108166 | PLUG, screwed | 1 | |
| 75 | 156665 | PLUG, cup type | 1 | as fitted |
| 76 | BLS112 | BALL, interlock | 2 | |
| 77 | 105788 | ROLLER, interlock | 1 | |
| 78 | 129986 | SHAFT, 3rd & 4th speed selector | 1 | |
| | 156373 | SHAFT, 3rd & 4th speed selector | 1 | alternative |
| 79 | 106481 | PLUNGER, 3rd & 4th speed selector | 1 | } TR5, TR6 To (g) CD22093 |
| 80 | 106489 | SPRING, 3rd & 4th speed selector | 1 | |
| 81 | 109401 | DISTANCE PIECE, reverse plunger | 1 | |
| 82 | 108166 | PLUG, screwed | 1 | |
| 83 | 156665 | PLUG, cup type, (as fitted) | 1 | |
| 84 | BLS112 | BALL, 3rd & 4th speed selector | 1 | |
| 85 | 155632 | SPRING, 3rd & 4th speed selector | 1 | TR6 From (g) CD22094 |
| 86 | 108166 | PLUG, screwed | 1 | |
| 87 | 156665 | PLUG, cup type, (as fitted) | 1 | |
| 88 | 127387 | FORK, 3rd & 4th selector | 1 | |
| 89 | 117811 | SLEEVE, 3rd & 4th selector | 1 | |
| 90 | 127385 | SELECTOR, reverse | 1 | TR5, TR6 To (g) CC10960 |
| | UKC5098 | SELECTOR, reverse | 1 | TR6 From (g) CC10961 |
| 91 | 132389 | SHAFT, reverse selector | 1 | TR5, TR6 To (g) CC75000 |
| | 209902 | SHAFT, reverse selector | 1 | TR6 From (g) CC75001 |
| 92 | 136990 | PLUNGER, reverse selector | 1 | |
| 93 | 106489 | SPRING, reverse plunger* | 1 | |
| 94 | 109401 | DISTANCE PIECE, reverse plunger* | 1 | |

*Note: The spring & plunger combination 106489 and 109401 may be found fitted in other selector shaft positions (depending on the machining specification of the top cover casting).

| | | | | |
|-----|----------|--|---|-----------------------|
| 95 | 108166 | PLUG, screwed | 1 | |
| 96 | 156665 | PLUG, cup type, (as fitted) | 1 | |
| 97 | 129780 | FORK, reverse selector | 1 | |
| 98 | 129779 | SLEEVE, reverse selector | 1 | |
| 99 | 106051 | PLATE, retaining | 1 | |
| 100 | 506129A | RING, sealing, selector shafts | 3 | |
| 101 | SH604041 | SCREW, plate to casing | 2 | |
| 102 | GHF331 | WASHER, locking | 2 | |
| 103 | 147965 | PINION ASSEMBLY, speedometer | 1 | |
| 104 | 146542 | BEARING HOUSING, speedometer pinion | 1 | |
| 105 | NKC105A | OIL SEAL, pinion to bearing housing | 1 | |
| 106 | 147751 | 'O' RING, housing to gearbox extension | 1 | non overdrive only |
| 107 | 107746 | SCREW, special, bearing housing | 1 | |
| 108 | GHF332 | WASHER, locking | 1 | |
| 109 | GHF301 | WASHER, plain | 1 | |
| 110 | GSD109 | SPEEDOMETER CABLE, 63" | 1 | RHD with overdrive |
| | GSD114 | SPEEDOMETER CABLE, 66" | 1 | RHD without overdrive |
| | GSD169 | SPEEDOMETER CABLE, 69" | 1 | LHD |

Note: The 69" long speedometer cable is the one preferred for RHD cars as it allows that little extra length when routing. Remember all cables must be securely clipped to prevent chaffing or snagging.

| | | | | |
|-----|--------|---------------|---|-----------------|
| 111 | 120694 | DRIVE, angled | 1 | RHD & overdrive |
|-----|--------|---------------|---|-----------------|

Gearbox To Engine Mounting Hardware

| | | | | |
|-----|----------|----------------------------------|----|---------------------------|
| 112 | TE605141 | STUD, bell housing to engine | 3 | top 3 positions |
| 113 | BH605111 | SCREW, gearbox to cylinder block | 8 | |
| 114 | BH605131 | BOLT, slave cylinder | 2 | bracket to gearbox flange |
| 115 | GHF332 | WASHER, locking | 13 | |
| 116 | GHF201 | NUT | 13 | |
| 117 | 132872 | BOLT, dowel | 2 | |

| | | | | |
|-----|----------|---------------------|---|----------------------|
| 118 | GHF333 | WASHER, locking | 2 | |
| 119 | GHF202 | NUT | 2 | |
| 120 | BH606151 | BOLT, starter motor | 2 | |
| 121 | WE600061 | WASHER, shakeproof | 2 | bolt head to starter |
| 122 | GHF333 | WASHER, locking | 2 | |
| 123 | GHF202 | NUT, starter bolt | 2 | |

Note: See Engine & Gearbox Mountings for gearbox steady brackets & mountings.

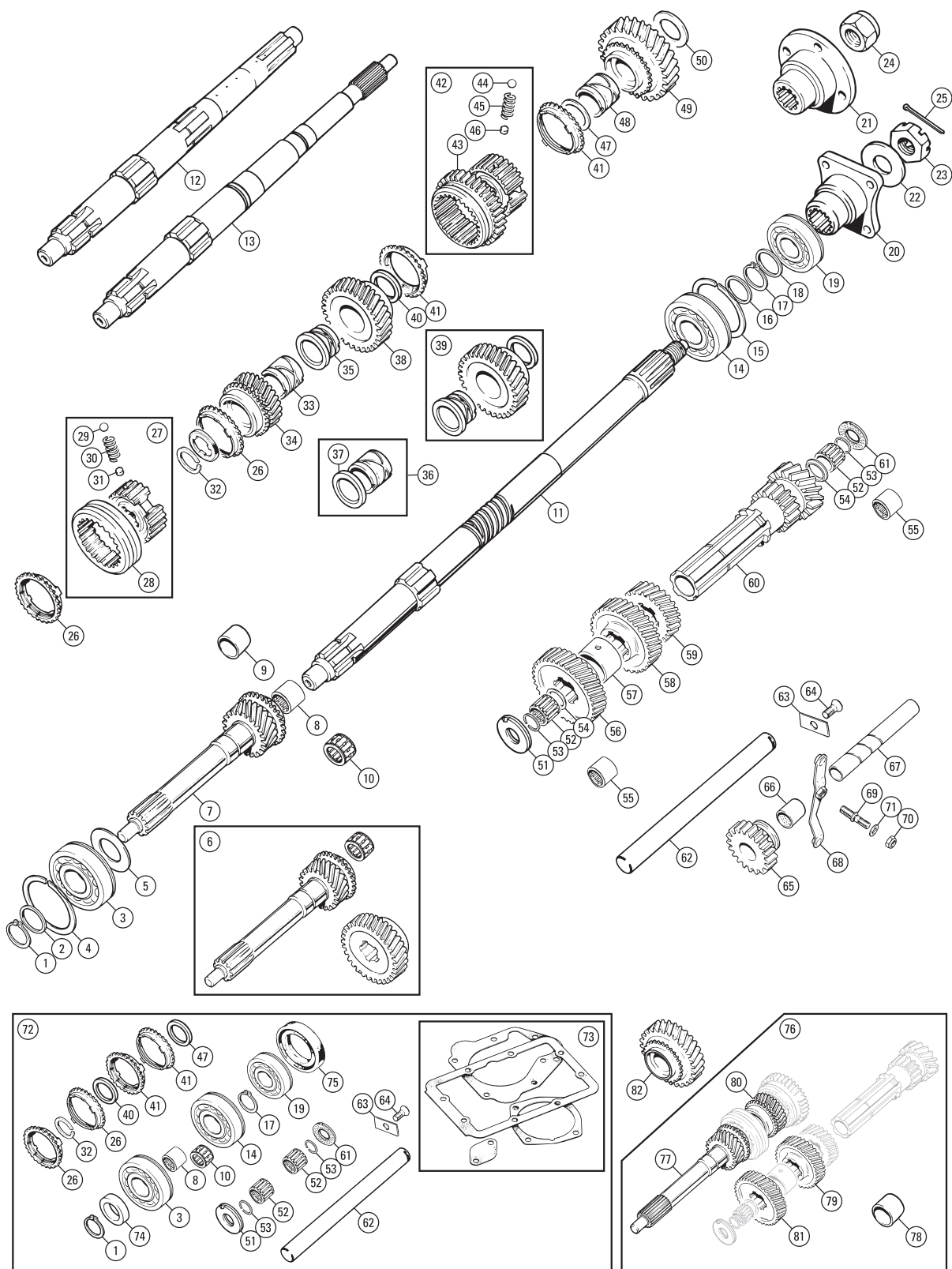
Gearbox Oil Capacities

| | |
|----------------------------------|------------|
| GEARBOX, non overdrive | 1.13 litre |
| GEARBOX, with 'A' type overdrive | 2 litre |
| GEARBOX, with 'J' type overdrive | 1.5 litre |

Gearbox Hints

Certain simple inspection routines can be carried out to ascertain what type of (or level) of repair may be required to your gearbox. The primary requirement of anything mechanical is of course the correct amount of a suitable lubricant. TR gearboxes are less robust in certain bearing areas which means lubrication is all important.

- 1) New or unusual noises from the gearbox may mean the failure of an internal component has occurred. The favourite is a knock or rattle in first, second and third gears, this usually indicates the failure of the countershaft (layshaft) bearings.
- 2) Drain the gearbox oil into a clean container and look at the oil and what may have come out with it.
 - 2a) If oil has moderate brassy look this is normal.
 - 2b) Pieces of brass denote broken synchro rings or bushes.
 - 2c) If the oil contains grey coloured lumps, remove the gearbox top cover and look for obvious damage to gears. The grey sludge invariably indicates the countershaft (layshaft), countershaft gear and bearings have collapsed. The fitment of a magnetic drain plug will guarantee a heart attack every time you remove it! It will also enable you to assess the amount of ferrous sludge in your gearbox. The overdrive unit should have a magnetic washer inside the large brass drain plug.
- 3) While inspecting inside the gearbox with the top cover removed, check the end float of 2nd. gear, If 2nd gear play exceeds 0.020", suspect its thrust washer has broken. This can eventually destroy the gear and mainshaft if not attended to.
- 4) After reinstalling a gearbox and refilling it with the correct quantity and grade of oil, test-drive the car before refitting tunnel or trim. There is nothing more depressing than having to disassemble the interior of the car to re-attach the reversing lights wiring that you forgot and now the reversing lights do not work.
- 5) A useful tip to aid with installing a gearbox is with the gearbox flush with the engine back plate, and hanging off the 3 5/16" studs at the top, to ensure the 2 dowel (or place) bolts are fitted prior to fitting or tightening any of the others. These are 2 bolts (3/8" UNF) which fit opposite each other at approximately. 2 o'clock and 7 o'clock. Their purpose is to align the engine to the gearbox on 6 cyl. Cars and such is their fit, they may require driving into place. Misalignment of the gearbox and engine may produce any one of a number of clutch problems which are dealt with in some detail on pages 49 to 51, so careful installation of these bolts is paramount; before going on to look for other "erratic" clutch cures.
- 6) If you've got a pre-73 car and would like a higher 1st gear (giving a closer-ratio gearbox), the time to change is when rectifying the failed layshaft, which will probably have damaged the existing laygear in addition. Simply substitute UKC662 laygear and 152803 1st gear for the existing pair. You could even go the whole way and fit that close ratio gear set you always dreamed of but never had an excuse for before. (TT2210 fits all TR5, TR250 and TR6 gearboxes.)
- 7) Don't forget! A standard gearbox requires 1 litre and an overdrive type 2 litres of oil.
- 8) A 'J' type overdrive does not require a relay in its wiring system, so don't try and fit one. The holding circuit is dealt with by the solenoid internals.



Interchanging Gearbox Components

The internal components changed in design several times during the production of the Triumph TR6. Changes that are crucial are things that mean whole running assemblies must be replaced rather than individual components. Following is a table showing the gearboxes by serial number and the changes to internal components. The four basic sets of gears are interchangeable as sets, the mainshaft will of course govern their use ultimately if overdrive is used. The most significant and frequent changes were to the helix or tooth angle of the gears - 3 in the life of the TR6! The spigot size on the mainshaft changed from imperial to metric, which required matching constant pinion gears.

Interchanging Gearbox Components (Continued)

| Item No. | Part Description | Type 1 To (g) CD20281 | Type 2 (g) CD20282 To CD21768 | Type 3 (g) CD21769 To (c) CR5000 | Type 4 From (c) CR5001 |
|----------|---------------------------------|-----------------------------|-------------------------------------|--|------------------------------|
| 7 | Constant pinion shaft | * | 219126 | 219126 | 219126 |
| 8 | Bearing, constant pinion shaft | 145008 (see note on item 9) | | | |
| 10 | Bearing, constant pinion shaft | 150989 | 150989 | 150989 | |
| 11 | Mainshaft, (non overdrive) | 208051 | TKC824 | TKC824 | TKC824 |
| 12 | Mainshaft, ('A' type overdrive) | 208052 | UKC1933 | UKC1933 | |
| 13 | Mainshaft, ('J' type overdrive) | | | | TKC832 |
| 27 | Synchro hub assembly 3/4th | 509649 | 153844X | 153844X | 153844X |
| 33 | Third gear bush | 129940 | 129940 | 129940 | 153238 |
| 34 | Third gear | 105630 | 152772 | 152772 | 152772 |
| 35 | Second gear bush | 129939 | 129939 | 129939 | UKC956 |
| 38 | Second gear | 105629 | 152771X | 216802 | TKC454 |
| 42 | Synchro hub assembly 1/2nd | 515650 | 153843 | 153843 | 153843 |
| 48 | First gear bush | 129940 | 129940 | 129940 | 153238 |
| 49 | First gear | 128100SR | 152770 | 152803 | 152803 |
| 56 | Constant gear, countershaft | * | 142434 | 159621 | 159621 |
| 59 | Countershaft gear, second | 140508 | 140508 | 140508 | 140508 |
| 60 | Countershaft | 128107 | 128107 | UKC662 | UKC662 |

*Note: Part of kit 148949.

Constant Pinion & Mainshafts

Gearbox numbers prefixed 'CC' are later than 'CD' prefixed numbers. 'CF' gearbox numbers have no relation to similar commission numbers. Individual gears may have been changed. 'CD' was the original prefix for TR5 and TR6 Pi model gearboxes.

| Part Number | Description | Req. | Details |
|-------------|--------------------------------|------|----------------|
| 1 058956 | CIRCLIP, retaining | 1 | |
| 2 060078 | WASHER | 1 | |
| 3 058391 | BEARING, constant pinion shaft | 2 | |
| 058391RHP | BEARING, constant pinion shaft | 2 | OE Quality |
| 4 058955 | CIRCLIP, locating | 1 | |
| 5 060658 | OIL THROWER | 1 | |
| 6 148949 | GEAR SET, constant mesh** | 1 | To (g) CD20281 |

**Note: The gear set 148949 contains three matched items, an constant pinion shaft, constant gear and shell bearing, 145008. It should be used as a complete set to service gearboxes up to (g) CD20281 and runs with mainshafts 208051 & 208052.

| | | | |
|------------|-------------------------|---|------------------------------------|
| 7 See note | (Use gear set 148949)** | 1 | To (g) CD20281 |
| 216044 | CONSTANT PINION SHAFT | 1 | (g) CD20282 To CD21768 |
| 216871 | CONSTANT PINION SHAFT | 1 | From (g) CD21769 |
| 219126 | CONSTANT PINION SHAFT* | 1 | later fitted alternative To 216871 |
| | (*Use with 159621) | | |

*Note: The two early types of Constant Pinion Shaft (Part No: 216044 and 216871) are no longer available. The later constant pinion (Part No: 219126) can be used as a replacement, but must be used with matched gear (Part No: 159621) and the mainshaft spigot bearing sleeve (Part No: 145008X).

Care must be taken to ensure the angular cut of the teeth match between the constant gear and constant pinion shaft, by building them together prior to installation in the gearbox. This angle is called the 'helix'.

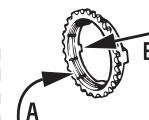
| | | | |
|-----------|---------------------------|---|----------------|
| 8 145008 | BEARING, mainshaft spigot | 1 | To (g) CD20281 |
| 9 145008X | SLEEVE, spigot bearing* | 1 | |

*Note: This is a precision ground steel sleeve which should be pressed into the constant pinion gear to enable the proper fitment of bearing 145008 and therefore allowing 'imperial' nose mainshafts to be compatible with the later metric bore constant pinion gear (part no. 219126).

| | | | |
|-----------|---|-----|---|
| 10 158368 | BEARING, mainshaft spigot, 'metric' | 1 | From (g) CD20282 |
| | (Use with mainshafts 216393, 216866, TKC824, UKC1933 and TKC832). | | |
| 11 208051 | MAINSHAFT, non overdrive, 'imperial' | 1 | To (g) CD20281 |
| | (Also known as 'big nose' mainshaft). | | |
| 216393 | MAINSHAFT, non overdrive, 'metric' | 1 | (g) CD20282 To CD21768 |
| 216866 | MAINSHAFT, non overdrive, 'metric' | 1 | CD21768 To CR5000/12500 |
| TKC824 | MAINSHAFT, non overdrive, 'metric' | 1 | From (c) CR5001/12501 |
| 12 208052 | MAINSHAFT, overdrive, 'A' type, 'imperial' | 1 | To (g) CD20281 |
| | (Also known as 'big nose' mainshaft). | | |
| UKC1933 | MAINSHAFT, overdrive, 'A' type, 'metric' | 1 | From (g) CD20282 |
| 13 TKC832 | MAINSHAFT, overdrive, 'J' type, 'metric' | 1 | From (c) CR1/CF1 |
| 14 058391 | BEARING, mainshaft centre | 2 | |
| 058391RHP | BEARING, mainshaft centre | 2 | OE Quality |
| 15 058955 | CIRCLIP, locating | 1 | |
| 16 059443 | WASHER, plain, bearing supporting | 1 | |
| 17 058956 | CIRCLIP, bearing retaining | 1/2 | fitted to |
| 18 058949 | WASHER, plain, bearing supporting | 1 | non overdrive |
| 19 SP75G | BEARING, mainshaft rear | 1 | gearboxes only |
| 20 058948 | FLANGE, mainshaft, square, (Interchangeable with 518109). | 1 | non overdrive & 'A' type To (g) CD15651 |
| 21 518109 | FLANGE, mainshaft, round (Interchangeable with 058948). | 1 | non overdrive & 'A' type From (g) CD15652 |
| 160292 | FLANGE, mainshaft, round | 1 | 'J' type |
| 22 WP24 | WASHER | 1 | |
| 23 057868 | NUT, slotted | 1 | alternatives |
| 24 NKC81 | NUT, nyloc | 1 | |
| 25 GHF504 | SPLIT PIN | 1 | use with slotted nut |

Mainshaft 'Cluster'

26 113431 SYNCHRO CUP, 3/4 synchro hub 2
Early TR boxes used rings made of 'Iron Bronze' a sintered metal containing copper and iron predominately. This provided synchronising (of sorts) and long life. The brass compounds used these days offer more synchronising though no-where near that of modern gearboxes. In reality the actual ring size and friction area are inadequate. The working life of the ring is indicated externally by the gap between the dog teeth on the ring and the gear, from the 0.045" (new) down to 0.025" (worn) range. It is not unknown for less than scrupulous re-builders to skim off the back face to give the appearance of a new ring. The problem here is that this ignores the relationship between the areas shown, A and B, to give the internals of the box their correct clearance.



| | | | |
|-----------|------------------------|---|------------------|
| 27 509649 | SYNCHRO HUB, 3rd & 4th | 1 | To (g) CD19740 |
| 153844 | SYNCHRO HUB, 3rd & 4th | 1 | From (g) CD19741 |

Note: The synchro hubs (Part No: 509649 and 153844) are no longer available. We can supply the outer sleeve (Part No: 153844X) for use with existing components.

| | | | |
|------------|-----------------------------------|-----|--------------------------------|
| 28 153844X | OUTER SLEEVE, 3rd-4th synchro hub | 1 | |
| 29 BLS108 | BALL | 3 | |
| 30 122075 | SPRING | 3 | To (g) CD19740 |
| 153318 | SPRING | 3 | From (g) CD19741 |
| 31 037948 | SHIM, spring tension adjusting | a/r | |
| 32 055707 | CIRCLIP, retaining third gear | 1 | always replace - they stretch! |
| 157054 | WASHER, 6 lugs | 1 | |
| 33 129940 | BUSH, third gear, brass | 1 | To (c) CR1/CF1 |
| 153238 | BUSH, third gear, steel* | 1 | From (c) CR1/CF1 |

*Note: Bush, part no. 153238, may be considered uprated and can be used to replace 129940.

| | | | |
|-----------|---------------------------|---|-------------------------|
| 34 105630 | GEAR, third | 1 | To (g) CD20281 |
| 152772 | GEAR, third | 1 | From (g) CD20282 |
| 35 129939 | BUSH, second gear, brass | 1 | To (c) CR5000/CF12500 |
| UKC956 | BUSH, second gear, steel* | 1 | From (c) CR5001/CF12501 |

*Note: Bush part no. UKC956, may only be fitted with 2nd gear TKC454 and the appropriate thrust washers (UKC956 to UKC961).

| | | | |
|------------|----------------------------|---|-----------------------|
| 36 129939X | BUSH, second gear, uprated | 1 | To (c) CR5000/CF12500 |
|------------|----------------------------|---|-----------------------|

The brass second gear bush used up to 1973 often breaks where its flange joins the cylindrical body. This leads to excessive end float in the second and third gears, causing severe and rapid mechanical failure. This uprated bush may be supplied as a one or two piece item and should not be used with the later 2nd gear, part no. TKC454.

| | | | |
|-----------|-------------------------|-----|-----------------|
| 37 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!

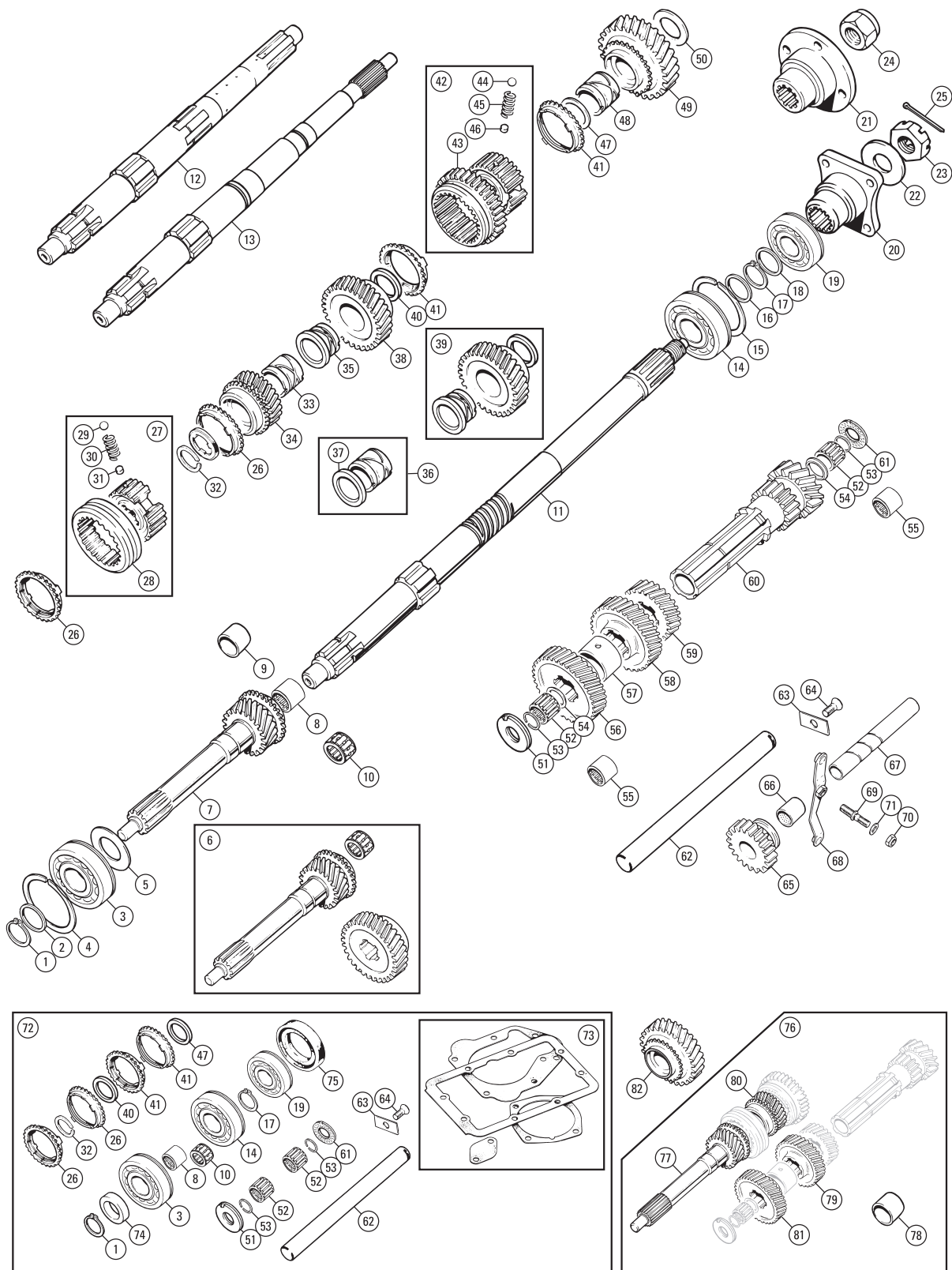
Triumph use selective thrust washers (129941 & 129944) to obtain correct end float for 2nd and 3rd speed gears. If the thickest has to be used, the 2nd speed gear can be moved 0.017" further away from the mainshaft splines and this reduces the life of its synchro ring, 113431, by around 50%. The gearboxes 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.

| | | | |
|------------|-----------------------------------|-----|--|
| 38 105629 | GEAR, second | 1 | To (g) CD20281 |
| 152771X | GEAR, second | 1 | (g) CD20282 To CD21768 |
| 216802 | GEAR, second | 1 | From (g) CD21769 To (c) CR5000/CF12500 |
| TKC454 | GEAR, second | 1 | From (c) CR5001/CF12501 |
| 39 152771X | GEAR KIT, second, uprated | 1 | |
| 40 129941 | WASHER, spacer 0.118", silver | a/r | |
| 129942 | WASHER, spacer 0.121", green | a/r | |
| 129943 | WASHER, spacer 0.124", blue | a/r | To (c) CR5000/CF12500 |
| 129944 | WASHER, spacer 0.127", orange | a/r | |
| 155951 | WASHER, spacer 0.131", uncoloured | a/r | |
| 134670 | WASHER, spacer 0.132" | a/r | |
| UKC958 | WASHER, spacer 0.197/0.199" | a/r | |
| UKC959 | WASHER, spacer 0.200/0.202" | a/r | From (c) CR5001/CF12501 |
| UKC960 | WASHER, spacer 0.203/0.205" | a/r | |
| UKC961 | WASHER, spacer 0.206/0.208" | a/r | |

Note: The steel ball (BLS106) locates the above four thrust washers.

| | | | |
|-----------|-------------------------------------|-----|------------------|
| 41 113431 | SYNCHRO CUP, 1/2 synchro hub | 2 | |
| 42 515650 | SYNCHRO HUB, 1st, 2nd, reverse | 1 | To (g) CD19740 |
| 153843 | SYNCHRO HUB, 1st, 2nd, reverse | 1 | From (g) CD19741 |
| 43 152773 | GEAR, 1st, 2nd, reverse synchro hub | 1 | |
| 44 BLS108 | BALL | 3 | |
| 45 122075 | SPRING | 3 | To (g) CD19740 |
| 153318 | SPRING | 3 | From (g) CD19741 |
| 46 037948 | SHIM, spring tension adjusting | a/r | |
| 47 129941 | WASHER, spacer 0.118", silver | a/r | |
| 129942 | WASHER, spacer 0.121", green | a/r | |
| 129943 | WASHER, spacer 0.124", blue | a/r | |
| 129944 | WASHER, spacer 0.127", orange | a/r | |
| 155951 | WASHER, spacer 0.131", uncoloured | a/r | |
| 134670 | WASHER, spacer 0.132", yellow | a/r | |



Mainshaft 'Cluster'

| iii. | Part Number | Description | Req. | Details |
|--|-------------|--|------|-----------------------|
| 48 | 129940 | BUSH, first gear, (brass) | 1 | To (c) CR1/CF1 |
| | 153238 | BUSH, first gear, (steel) | 1 | From (c) CR1/CF1 |
| | 153238 | BUSH, first gear, (steel), uprated* | 1 | |
| *Note: Bush (part no. 153238) may be considered uprated and can be used to replace 129940. | | | | |
| 49 | 152770 | GEAR, first, 33 teeth, (use with 128107) | 1 | To (g) CD20281 |
| | 152770 | GEAR, first, 33 teeth, (use with 128107) | 1 | From (g) CD20282 |
| | | | | To (c) CR5000/CF12500 |

| | | |
|-----------|--|-------------------------|
| 152803 | GEAR, first, 32 teeth, use with UKC662 1 | From (c) CR5001/CF12501 |
| 50 116496 | WASHER, between 1st gear & bearing 1 | |

Countershaft Gears

| | | | | |
|----|--------|---|---|-------------------------|
| 51 | 129955 | THRUST WASHER, countershaft, front | 1 | |
| 52 | 150339 | BEARING, countershaft 'open cage' | 2 | |
| 53 | 147749 | CIRCLIP, countershaft bearing retaining | 2 | use with bearing 150339 |
| 54 | 154396 | SPACER, supporting bearing | 2 | |
| 55 | 126862 | BEARING, countershaft, shell type* | 2 | alternative |

*Note: Part no. 126862 (introduced on TR3B's & TR4's) was never actually fitted to production TR5's or TR6's. By this time the factory, to improve the durability of the countershaft bearings, had changed production gearboxes to use the 'open cage' type bearing, this type being a more efficient high speed bearing arrangement.

The earlier shell type bearings do however appear in the later gearboxes as they proved to be a good alternative to salvage countershaft gears with slightly pitted bearing surfaces. When fitting new countershafts and gears the 'open cage' bearings should always be used. The 126862 shell type bearing is identifiable by an external solid steel shell or case. It is a press fit in the countershaft gear. The 150339 'open cage' bearing is loose fitted in the counter gear and is retained by a spacer & circlip except on 'early' installations. If the countershaft gear has a circlip groove, it must be fitted with a circlip to retain the bearing.

| | | | | |
|---|-----------|---|---|--------------------------|
| 56 | See note* | CONSTANT GEAR, countershaft | 1 | To (g) CD20281 |
| *Note: This item should be fitted with its matched parts in kit number 148949. | | | | |
| | 142434 | GEAR, constant mesh | 1 |] (g) CD20282 To CD21768 |
| | 142434SR | GEAR, constant mesh, reconditioned | 1 | |
| | 159621 | CONSTANT GEAR, countershaft | 1 | From (g) CD21769 |
| 57 | 059456 | DISTANCE PIECE | 1 | |
| (Currently supplied 0.10" longer than originally specified to allow adjustment of countershaft gear end float). | | | | |
| 58 | 140509 | GEAR, countershaft, third | 1 | |
| 59 | 140508 | GEAR, countershaft, second | 1 | |
| 60 | 128107 | LAY GEAR, 1st & reverse | 1 |] To (c) CR5000/CF12500 |
| | | (With 16 tooth first gear, use with 128100SR and 152770). | | |
| | UKC662 | LAY GEAR, 1st & reverse* | 1 | From (c) CR5001/CF12501 |
| | | (With 17 tooth first gear use with 152803). | | |

*Note: It is strongly recommended that UKC662 (with its matching 1st speed gear 152803) be used for all uprated/modified engine/competition boxes. Uprated Laygears Most TR owners know that the Stag and Police specification saloon gearboxes were uprated by the modifications to the weak zones of the laygear and 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. 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.

Uprated Laygears

| | | | | |
|----|----------|--|---|---|
| | 128107UR | LAYGEAR, 16 tooth, 1st & reverse | 1 |] bearings, circlips & washers are fitted |
| | UKC662UR | LAYGEAR, 17 tooth, 1st & reverse | 1 | |
| 61 | 129956 | THRUST WASHER, countershaft, rear | 1 | |
| 62 | 128105 | COUNTERSHAFT | 1 | |
| 63 | 129938 | PLATE, locking | 1 | |
| | | (Countershaft & reverse gear spindle). | | |
| 64 | 129954 | SCREW, countersunk, lock plate | 1 | |

Reverse Gear

| | | | | |
|---|--------|---------------------------------------|---|--|
| 65 | 128110 | GEAR, reverse | 1 | |
| 66 | 129862 | BUSH, reverse gear | 1 | |
| 67 | 129937 | SPINDLE, reverse gear | 1 | |
| 68 | 129894 | LEVER, reverse operating | 1 | |
| 69 | 106448 | PIN, fulcrum, reverse operating lever | 1 | |
| (This pin is especially prone to bending. Always check and adjust before refitting as whole gearbox has to be stripped to rectify). | | | | |
| 70 | GHF273 | NUT, nyloc | 1 | |
| 71 | WP20X | WASHER, plain | 1 | |

Gearbox Repair Kit: Non Overdrive Gearbox

Gearbox repair kits contain the following selection of parts. Everything that you will want to service during any overhaul.

| | | | | |
|----|-----------|------------------------------------|---|--------------|
| 72 | TGK112 | GEARBOX REPAIR KIT | 1 | |
| 73 | 515121 | GASKET SET, gearbox | 1 | |
| 74 | 141756 | OIL SEAL, constant pinion | 1 | |
| 75 | GHS179 | OIL SEAL, rear | 1 | |
| 1 | 058956 | CIRCLIP, retaining | 1 | |
| 3 | 058391 | BEARING, constant pinion shaft | 2 | |
| | 058391RHP | BEARING, constant pinion shaft | 2 | OE Quality |
| 8 | 145008 | BEARING, mainshaft spigot | 1 | To CD20281 |
| 10 | 158368 | BEARING, mainshaft spigot | 1 | From CD20282 |
| 14 | 058391 | BEARING, mainshaft centre | 1 | |
| | 058391RHP | BEARING, mainshaft centre | 1 | OE Quality |
| 17 | 058956 | CIRCLIP, bearing retaining | 1 | |
| 19 | SP75G | BEARING, mainshaft rear | 1 | |
| 26 | 113431 | SYNCHRO CUP, 3/4 synchro hub | 2 | |
| 32 | 055707 | CIRCLIP, third gear on mainshaft | 1 | |
| 40 | 129943 | WASHER, spacer 0.124", blue | 1 | |
| 41 | 113431 | SYNCHRO CUP, 1/2 synchro hub | 2 | |
| 47 | 129943 | WASHER, spacer 0.124", blue | 1 | |
| 51 | 129955 | THRUST WASHER, countershaft, front | 1 | |
| 52 | 150339 | BEARING, countershaft | 2 | |
| 53 | 147749 | CIRCLIP, bearing retaining | 2 | |
| 61 | 129956 | THRUST WASHER, countershaft, rear | 1 | |
| 62 | 128105 | COUNTERSHAFT | 1 | |

| | | | |
|----|--------|--------------------------------|---|
| 63 | 129938 | PLATE, locking countershaft | 1 |
| 64 | 129954 | SCREW, countersunk, lock plate | 1 |

Gearboxes Fitted With 'A' Type Overdrive

| | | | |
|----|-----------|------------------------------------|---|
| 72 | TGK113 | GEARBOX REPAIR KIT | 1 |
| 73 | 515121 | GASKET SET, gearbox | 1 |
| | 502556 | GASKET, overdrive adaptor | 1 |
| 74 | 141756 | OIL SEAL, constant pinion | 1 |
| 75 | GHS179 | OIL SEAL, rear | 1 |
| 1 | 058956 | CIRCLIP, retaining | 1 |
| 3 | 058391 | BEARING, constant pinion shaft | 1 |
| | 058391RHP | BEARING, constant pinion shaft | 1 |
| 8 | 145008 | BEARING, mainshaft spigot | 1 |
| 10 | 158368 | BEARING, mainshaft spigot | 1 |
| 14 | 058391 | BEARING, mainshaft centre | 1 |
| | 058391RHP | BEARING, mainshaft centre | 1 |
| 17 | 058956 | CIRCLIP, bearing retaining | 1 |
| 26 | 113431 | SYNCHRO CUP, 3/4 synchro hub | 2 |
| 32 | 055707 | CIRCLIP, third gear on mainshaft | 1 |
| 40 | 129943 | WASHER, spacer 0.124", blue | 1 |
| 41 | 113431 | SYNCHRO CUP, 1/2 synchro hub | 2 |
| 47 | 129943 | WASHER, spacer 0.124", blue | 1 |
| 51 | 129955 | THRUST WASHER, countershaft, front | 1 |
| 52 | 150339 | BEARING, countershaft | 2 |
| 53 | 147749 | CIRCLIP, bearing retaining | 2 |
| 61 | 129956 | THRUST WASHER, countershaft, rear | 1 |
| 62 | 128105 | COUNTERSHAFT | 1 |
| 63 | 129938 | PLATE, locking countershaft | 1 |
| 64 | 129954 | SCREW, countersunk | 1 |

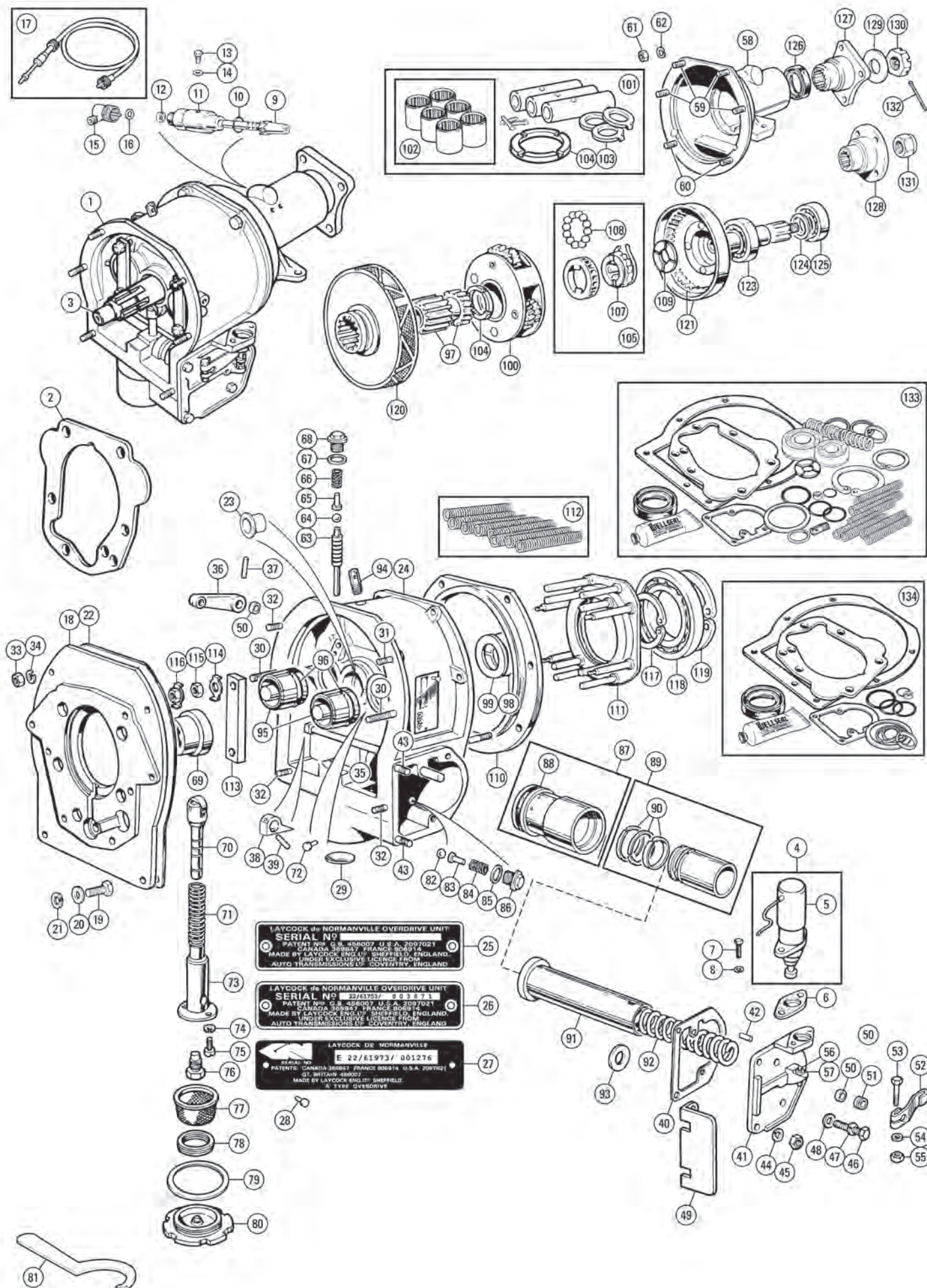
Gearboxes Fitted With 'J' Type Overdrive

| | | | |
|----|-----------|------------------------------------|---|
| 72 | TGK114 | GEARBOX REPAIR KIT | 1 |
| 73 | 515121 | GASKET SET, gearbox | 1 |
| | 37H1901 | GASKET, overdrive adaptor | 1 |
| 74 | 141756 | OIL SEAL, constant pinion | 1 |
| 75 | NKC39A | OIL SEAL, rear | 1 |
| 1 | 058956 | CIRCLIP, retaining | 1 |
| 3 | 058391 | BEARING, constant pinion shaft | 2 |
| | 058391RHP | BEARING, constant pinion shaft | 2 |
| 10 | 158368 | BEARING, mainshaft spigot | 1 |
| 14 | 058391 | BEARING, mainshaft centre | 1 |
| | 058391RHP | BEARING, mainshaft centre | 1 |
| 17 | 058956 | CIRCLIP, bearing retaining | 1 |
| 26 | 113431 | SYNCHRO CUP, 3/4 synchro hub | 2 |
| 32 | 055707 | CIRCLIP, third gear on mainshaft | 1 |
| 40 | 129943 | WASHER, spacer 0.124", blue | 1 |
| 41 | 113431 | SYNCHRO CUP, 1/2 synchro hub | 2 |
| 47 | 129943 | WASHER, spacer 0.124", blue | 1 |
| 51 | 129955 | THRUST WASHER, countershaft, front | 1 |
| 52 | 150339 | BEARING, countershaft | 2 |
| 53 | 147749 | CIRCLIP, bearing retaining | 2 |
| 61 | 129956 | THRUST WASHER, countershaft, rear | 1 |
| 62 | 128105 | COUNTERSHAFT | 1 |
| 63 | 129938 | PLATE, locking countershaft | 1 |
| 64 | 129954 | SCREW, countersunk | 1 |

Close Ratio Gear Set

Suitable for all Triumph gearboxes with needle roller constant pinion bearings, including 2000 (but not Stag or Sprint). Now uses 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 lower axle ratio e.g. 4.1:1. The extra high 1st gear (part no. STR550) is eliminated in this kit as it needs at least a 4.3:1 rear axle ratio to make it usable. (Cannot be used in Stags or Sprints).

| | | | |
|----|---------|-------------------------------------|---|
| 76 | TT2210 | CLOSE RATIO GEAR SET | 1 |
| 77 | TT2210A | CONSTANT PINION GEAR | 1 |
| 78 | 145008X | SLEEVE, spigot bearing | 1 |
| 79 | STR548 | GEAR, countershaft, third, 28 teeth | 1 |
| 80 | STR549 | GEAR, third, 29 teeth | 1 |
| 81 | STR552 | CONSTANT GEAR, countershaft | 1 |
| 82 | STR550 | GEAR, first, 31 teeth | 1 |



'A' Type Overdrive

TR5, TR250, TR6 To (c) CR/CF1 (1967 To 1972)

Note: Overdrive units are Exchange items, subject to a Refundable Surcharge. For uprated 'A' type overdrive kits, please refer to Overdrive Conversions.

The 'A' type overdrive unit that was fitted as an option operates in 2nd 3rd & 4th gears. It provides a 22% reduction ratio to the engine speed for a given road speed when engaged. The reduction ratio is signified by the serial number prefix of the Laycock unit. In the case of the 'A' type this is 22/, other cars used a different ratio unit, notably the standard Vanguard at 28%, whose serial number begins 28/... Overdrive gives three useful additional gear ratios, for use under all driving conditions. Creeping about in town, the use of 2nd overdrive and 2nd gear saves on the continual 2nd to 3rd to 2nd gear changes. It nicely bridges that 2nd to 3rd speed ratio gap. The 4th gear overdrive provides effortless high speed long distance touring economy. The 3rd gear gives that little extra help for high speed overtaking when an upward gear change could best be ignored.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---|
| 1 | 312373R | OVERDRIVE UNIT, 'A' type, reconditioned | 1 | |
| 2 | 132465 | GASKET, adaptor plate to gearbox | 1 | |
| 3 | 208052 | MAINSHAFT, overdrive | 1 |] TR5, TR250, TR6 To (g) CD20281 From (g) CD20282 |
| | UKC1933 | MAINSHAFT, overdrive | 1 | |
| 4 | 508794 | SOLENOID, overdrive operating | 1 | |
| 5 | 109521 | COVER, rubber, solenoid wiring | 1 | |
| 6 | 7H8196 | GASKET, solenoid to bracket | 1 | |
| 7 | 53K126 | SCREW, solenoid to bracket | 2 | |
| 8 | WL700101 | WASHER, locking | 2 | |
| 9 | 147965 | GEAR & SPINDLE ASSEMBLY | 1 | |
| 10 | 147751 | 'O' RING, housing to extension | 1 | |
| 11 | 146542 | BEARING HOUSING, speedometer gear | 1 | |
| 12 | NKC105A | OIL SEAL, spindle to bearing housing | 1 | |
| 13 | 506071 | SCREW, special | 1 | bearing housing |
| 14 | 500469 | WASHER, copper, sealing screw | 1 | |
| 15 | 120694 | ANGLE DRIVE | 1 | |
| 16 | 3H550 | WASHER, sealing | 1 | |
| 17 | GSD109 | SPEEDOMETER CABLE, 63" | 1 | RHD |
| | GSD169 | SPEEDOMETER CABLE, 69" | 1 | LHD |

The 69" long speedometer cable is the one preferred for RH steering cars as it allows that little extra length when routing. Remember all cables must be securely clipped to prevent chaffing or snagging.

Adaptor Plate And Casings

| | | | | |
|----|------------|-------------------------------------|---|---|
| 18 | 208098 | ADAPTOR PLATE, overdrive to gearbox | 1 |] TR5, TR250, TR6 To (g) CD15651 |
| | 500654 | ADAPTOR PLATE, overdrive to gearbox | 1 | |
| 19 | 155542 | SCREW, 'Locwel' | 6 |] alternatives |
| | SH505071 | SCREW, plain | 6 | |
| 20 | GHF301 | WASHER, plain | 6 | use with 'Locwel' screw |
| 21 | GHF332 | WASHER, locking | 6 | use with plain screw |
| 22 | 502556 | GASKET, adaptor plate to overdrive | 1 | |
| 23 | 503159BUSH | BUSH, front overdrive casing, brass | 1 | pair |
| 24 | 503159 | CASING ASSEMBLY, front | 1 |] TR5, TR250, TR6 To (g) CD15651, serial no. 22/61753 |
| | 520679 | CASING ASSEMBLY, front | 1 | |
| | | | |] TR6 From (g) CD15652 serial no. 22/61985 |
| 25 | CRST264 | NAMEPLATE, black | 1 | brass |
| 26 | CRST265 | NAMEPLATE, black | 1 | aluminium |
| 27 | CRST266 | NAMEPLATE, blue | 1 | |
| 28 | FAS2 | SCREW, drive, securing nameplate | 2 | |
| 29 | 500570 | PLUG, welch | 1 | |
| 30 | 500576 | STUD, 2 5/8" long | 2 | |
| 31 | 500666 | STUD, 1" long | 1 | |
| 32 | TE605105 | STUD, 1 1/4" long | 3 | |
| 33 | GHF201 | NUT | 6 | |
| 34 | GHF332 | WASHER, locking | 6 | |
| 35 | 513908 | SHAFT, operating | 1 | |
| 36 | 513909 | LEVER, adjustment setting | 1 | |
| 37 | 513888 | MILLS PIN, adjustment lever | 1 | |
| 38 | 513910 | CAM, on shaft | 1 | |
| 39 | 500593 | PIN, cam to shaft | 1 | |
| 40 | 500645 | GASKET, solenoid bracket to casing | 1 | |
| 41 | 502566 | BRACKET, solenoid mounting | 1 | |
| 42 | DP508 | DOWEL PIN | 1 | |
| 43 | FHS2512 | STUD, bracket assembly | 2 | |
| 44 | GHF332 | WASHER, locking | 2 | |
| 45 | GHF201 | NUT | 2 | |
| 46 | 103268 | SCREW, bracket to body | 2 | |
| 47 | GHF332 | WASHER, locking | 2 | |
| 48 | GHF301 | WASHER, plain | 2 | |
| 49 | 502569 | STONE SHIELD | 1 | |
| 50 | 500594 | 'O' RING, operating shaft | 2 | |

| | | | |
|----|---------|---------------------------------|---|
| 51 | 502567 | COLLAR, for shaft | 1 |
| 52 | 502568 | LEVER, actuating | 1 |
| 53 | 503163K | BOLT, clamping, lever to shaft | 1 |
| 54 | GHF300 | WASHER, plain | 1 |
| 55 | 503164 | NUT | 1 |
| 56 | 513918 | SCREW, adjusting, solenoid stop | 1 |
| 57 | 513919 | NUT, locking | 1 |
| 58 | 500655 | REAR CASING ASSEMBLY | 1 |
| 59 | FHS2513 | STUD, rear casing, upper | 4 |
| 60 | 500579 | STUD, rear casing, lower | 2 |
| 61 | GHF201 | NUT | 6 |
| 62 | GHF332 | WASHER, locking | 6 |

Operating Valve, Oil Pump And Filter

| | | | |
|----|----------|--|---|
| 63 | 500658 | VALVE, operating | 1 |
| 64 | BLS110 | BALL, operating valve | 1 |
| 65 | 500591 | PLUNGER, operating valve | 1 |
| 66 | 007972 | SPRING, operating valve | 1 |
| 67 | 3H693 | WASHER, sealing | 1 |
| 68 | 506117 | PLUG, operating valve | 1 |
| 69 | 500627 | CAM, overdrive oil pump driving | 1 |
| 70 | 513891 | PLUNGER ASSEMBLY, oil pump | 1 |
| 71 | 500633 | SPRING, pump plunger | 1 |
| 72 | 500581 | GUIDE, peg | 1 |
| 73 | 505507 | BODY, oil pump | 1 |
| 74 | WL700101 | WASHER, locking | 2 |
| 75 | UFS1194R | SCREW, oil pump to body | 2 |
| 76 | 513902 | PLUG, in pump body | 1 |
| 77 | 509884 | FILTER | 1 |
| | | |] TR5, TR250, TR6 To (g) CD15651, serial no. 22/61753 |
| | 516010 | FILTER | |
| | | |] TR6 From (g) CD15652, serial no. 22/61985 |
| 78 | 513205 | MAGNET | 1 |
| 79 | 500641 | WASHER, fibre | 1 |
| 80 | 521814 | CAP, oil drain | 1 |
| | 521814T | SPANNER, drain plug (special shaped spanner to fit drain plug without damaging lugs) | 1 |
| 81 | TMG4901 | SPANNER, oil drain cap | 1 |
| 82 | BLS108 | BALL, pump valve | 1 |
| 83 | 500591 | PLUNGER, pump valve | 1 |
| 84 | 007972 | SPRING, pump valve | 1 |
| 85 | 3H693 | WASHER, sealing | 1 |
| 86 | 506117 | PLUG, pump valve | 1 |

Accumulator And Operating Pistons

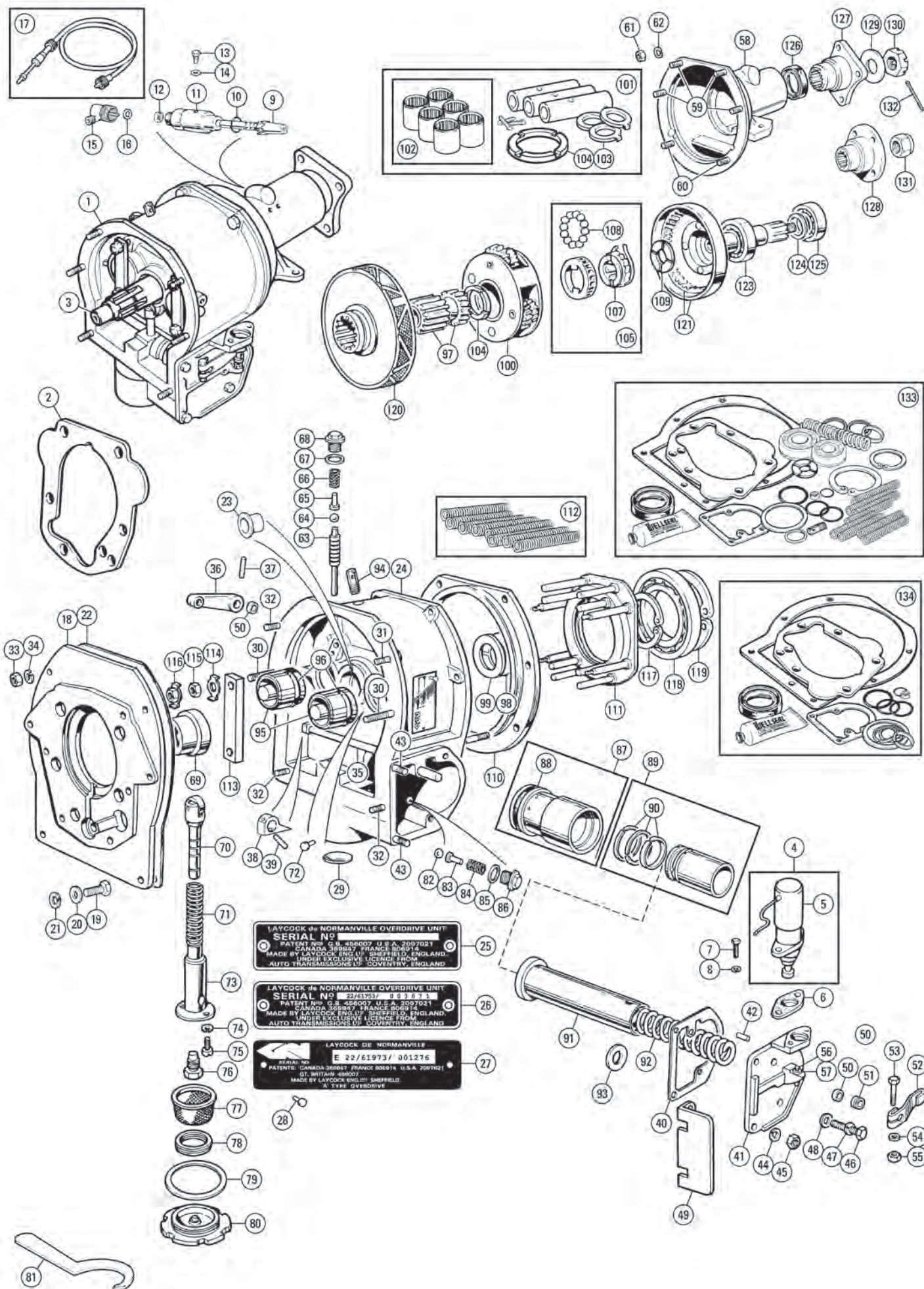
The difference between the early (solid axle) to late (IRS) 'A' type overdrives is in the accumulator piston. The early one is cast iron one piece; the later is a two piece iron piston in an alloy body. As accumulator pressure builds up, the spring in either type is compressed until a relief valve opens when exposed by the accumulator piston to control pressure.

Simple school room maths tells you that the volume of oil expressed by the single 2" (approximately) piston will be (r₂) about 4 times that of the concentric later 1" type, causing the overdrive to engage with quite a thump, which would be absorbed through the rear axle by the leaf springs. The force would be ultimately sufficient to rip the (IRS) differential pins out of the chassis. The pistons are interchangeable. It is quite common to shim the later smaller accumulator spring, but remember, too much shimming will cause the accumulator spring to become coil bound without exposing the blow off ports in the alloy piston body, so the pressure would rise until something breaks or bends. So the theory is that although the pressure remains the same the oil volume reduction cushions the engagement of the overdrive.

The early unit could be preferable for competition use where long life is not so important. The chassis will probably have been rebuilt and reinforced, and hopefully the overdrive will have been properly calibrated. Any increase in accumulator pressure should be balanced by uprating the bridge springs an equivalent amount to avoid sluggish disengagement.

Many early overdrives have been rebuilt using a later accumulator piston as the solid piston, rings and spring were not available as a set for several years. In the interests of extending the working life of these 25 to 45 year old cars, the cushioned type does make sense.

| | | | |
|----|--------|--------------------------------|---|
| 87 | 501908 | HOUSING, accumulator | 1 |
| 88 | 501910 | 'O' RING | 1 |
| 89 | 501909 | ACCUMULATOR PISTON, with rings | 1 |
| 90 | 505555 | PISTON RING SET | 1 |
| 91 | 502563 | SPACING TUBE | 1 |
| 92 | 515131 | SPRING, accumulator | 1 |
| | | |] TR5, TR250, TR6 To (g) CD15651, serial no. 22/61753 |
| | | | |



Accumulator And Operating Pistons (Continued)

| ill. | Part Number | Description | Req. | Details |
|--|-------------|--|------|---|
| | 515131 | SPRING, accumulator* | 1 | TR6 From (g) CD15652, serial no. 22/61985 |
| *Note: The renewal of the overdrive accumulator spring often revitalises the sluggish operation of a previously condemned overdrive unit as the original spring having lost some of its strength and tension after years of operating in extreme temperatures. | | | | |
| 93 | WM58 | WASHER, packing | a/r | |
| 94 | 502560 | BREATHER (This breather is always fitted to TR overdrives. Triumph saloon models 2000 and 2.5 always had a an 3/8" AF squared headed plug. This is another clue to the origin of your overdrive). | 1 | |
| 95 | 513890 | OPERATING PISTON, including 'O' ring | 2 | |
| 96 | 513912 | 'O' RING | 2 | |

Sun-Wheel And Planet Carrier

| | | | | |
|-----|----------|--|-----|---|
| 97 | 505549 | SUN-WHEEL ASSEMBLY | 1 | |
| 98 | 500610 | WASHER, thrust | 1 | |
| 99 | 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 | |
| 100 | 505545R | CARRIER ASSEMBLY, with planet gears (Serial no. 22/61753) | 1 | TR5, TR250, TR6 To (g) CD15651, serial no. 22/61753 |
| | 518600 | CARRIER ASSEMBLY, with planet gears (Serial no. 22/61985) | 1 | TR6 From (g) CD15652 |
| | 505545SR | PLANET GEAR | 3 | |
| 101 | 505546 | BEARING, SHAFT & THRUST WASHER KIT, planet gears | 1 | |
| 102 | 505546 | BEARING SET | 1 | |
| 103 | 513914 | THRUST WASHER | 3 | |
| 104 | 505548 | THRUST WASHER | 1 | |

Uni-Directional Clutch

| | | | | |
|-----|----------|----------------------------------|---|--|
| 105 | BAU2061A | CLUTCH ASSEMBLY, uni-directional | 1 | |
| 107 | 513208 | SPRING, cage locating | 1 | |
| 108 | 506063A | ROLLER SET, (set of 12) | 1 | |
| 109 | 500613A | THRUST WASHER, 0.125" | 1 | minimal acceptable thickness is 0.122" |

Brake Ring And Clutch Sliding Member

| | | | | |
|-----|----------|---------------------------|---|-------------------------|
| 110 | 502555 | BRAKE RING | 1 | |
| | 502555SR | BRAKE RING, reconditioned | 1 | |
| 111 | 500660 | RING ASSEMBLY | 1 | clutch thrust with pins |

Always inspect the thrust ring (item 111) assembly for loose pins. If the pins are found to be loose they can be tightened in their location by peening the swaged area on the back of the ring where the pin protrudes through.

| | | | | |
|-----|----------|---|---|---------------------------------------|
| 112 | 502554 | SPRING SET, clutch operating | 1 | (set of 8) |
| 113 | 500587 | BRIDGE PIECE | 2 | |
| 114 | JS616A | WASHER, tab, locking nut | 4 | |
| 115 | GHF200 | NUT | 4 | |
| 116 | JS616A | NUT, locking | 4 | alternative to plain nut & tab washer |
| 117 | 500636 | CIRCLIP, ball bearing retaining | 1 | |
| 118 | 500640 | BEARING ASSEMBLY, clutch thrust ring | 1 | |
| 119 | 500637 | CIRCLIP, ball bearing retaining | 1 | |
| 120 | 520975R | CLUTCH ASSEMBLY, sliding member (Reconditioned/exchange. Standard material). | 1 | alternatives |
| | 520975RX | CLUTCH ASSEMBLY, sliding member (Reconditioned/exchange. Up-rated material for fast road/competition). | 1 | |

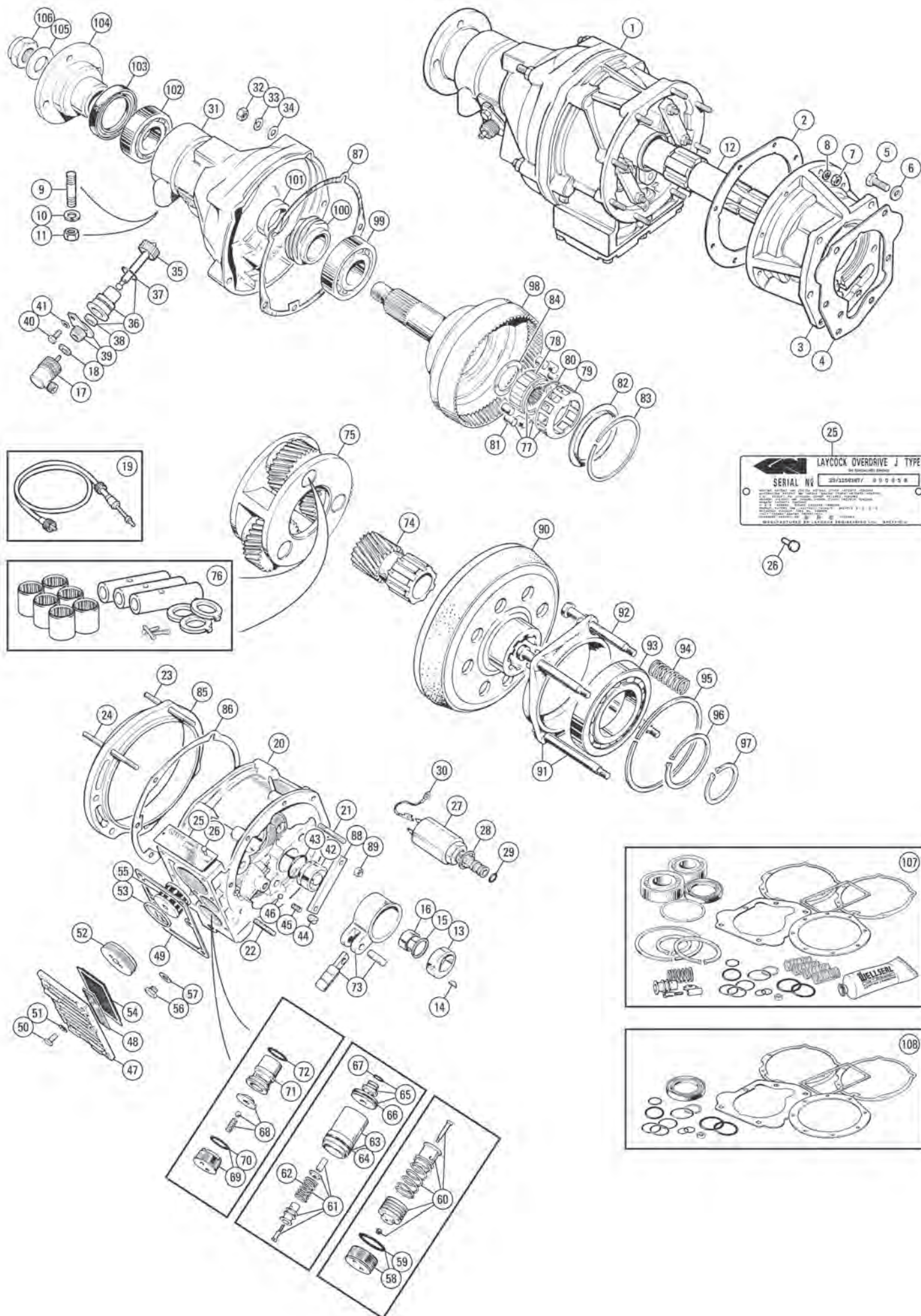
Annulus And Rear Flange

| | | | | |
|-----|---------|---|-----|---|
| 121 | 500602 | ANNULUS ASSEMBLY | 1 | |
| 122 | 500602X | RING, outer, (uni-directional clutch) | 1 | |
| 123 | 217325A | BEARING ASSEMBLY, annulus front | 1 | |
| 124 | 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 | |
| 125 | SP75G | BEARING ASSEMBLY, annulus rear | 1 | |
| 126 | GHS179 | OIL SEAL | 1 | |
| 127 | 058948 | FLANGE, mainshaft, square (Interchangeable with 518109). | 1 | TR5, TR250, TR6 To (g) CD15651, serial no. 22/61753 |
| 128 | 518109 | FLANGE, mainshaft, round (Interchangeable with 058948). | 1 | TR6 From (g) CD15652, serial no. 22/61985 |
| 129 | WP24 | WASHER, plain | 1 | |
| 130 | 057868 | NUT, slotted | 1 | alternatives |
| 131 | NKC81 | NUT, nyloc | 1 | |
| 132 | GHF504 | SPLIT PIN | 1 | use with slotted nut |

Overdrive Repair Kits

Overdrive repair kits contain the following selection of parts. Everything you need to service your overdrive during an overhaul.

| | | | | |
|-----|---------|--------------------------------------|-----|------------|
| 133 | TGK116 | OVERDRIVE REPAIR KIT | 1 | |
| 2 | 132465 | GASKET, adaptor plate to gearbox | 1 | |
| 11 | 147751 | 'O' RING, housing to extension | 1 | |
| 13 | NKC105A | OIL SEAL, spindle to bearing housing | 1 | |
| 23 | 502556 | GASKET, adaptor plate to overdrive | 1 | |
| 40 | 500645 | GASKET, solenoid bracket to casing | 1 | |
| 79 | 500641 | WASHER, fibre | 1 | |
| 88 | 501910 | 'O' RING | 1 | |
| 90 | 505555 | PISTON RING SET | 1 | |
| 92 | 515131 | SPRING, accumulator | 1 | |
| 94 | 502560 | BREATHER | 1 | |
| 96 | 513912 | 'O' RING | 2 | |
| 109 | 500613A | THRUST WASHER | 1 | |
| 112 | 502554 | SPRING SET, clutch operating | 1 | (set of 8) |
| 117 | 500636 | CIRCLIP, ball bearing retaining | 1 | |
| 119 | 500637 | CIRCLIP, ball bearing retaining | 1 | |
| 123 | 217325A | BEARING ASSEMBLY, annulus front | 1 | |
| 124 | 500623J | WASHER, adjusting, 0.166" | a/r | |
| 125 | SP75G | BEARING ASSEMBLY, annulus rear | 1 | |
| 126 | GHS179 | OIL SEAL | 1 | |
| 135 | 600569A | JOINT COMPOUND, Wellseal | a/r | 100ml |
| 134 | TGK117 | OVERDRIVE SEAL & GASKET KIT | 1 | |
| 2 | 132465 | GASKET, adaptor plate to gearbox | 1 | |
| 11 | 147751 | 'O' RING, housing to extension | 1 | |
| 13 | NKC105A | OIL SEAL, spindle to bearing housing | 1 | |
| 23 | 502556 | GASKET, adaptor plate to overdrive | 1 | |
| 40 | 500645 | GASKET, solenoid bracket to casing | 1 | |
| 79 | 500641 | WASHER, fibre | 1 | |
| 88 | 501910 | 'O' RING | 1 | |
| 90 | 505555 | PISTON RING SET | 1 | |
| 96 | 513912 | 'O' RING | 2 | |
| 126 | GHS179 | OIL SEAL | 1 | |



J' Type Overdrive & Fittings

Note: Overdrive units are Exchange items, subject to a Refundable Surcharge. For uprated 'J' type overdrive kits, please refer to Overdrive Conversions.

The 'J' type overdrive made by Laycock was fitted from 1973 model year on as an option and was originally operable in 3rd and 4th gears only. Most 'J' type overdrives are interchangeable (except Ford sourced varieties) To make one function correctly in your TR will require the correct speedometer drive gears, item 35 & 100 plus associated fixings (item 36 to 41). The right angle drive (120694) is required. The correct flange (item 104) must be used and relief valve (item 61 & 62). Change all 'O' rings. Adapter plate (item 3) is required. Never seal with Hylomar blue or silicon rubber type sealants.

| ill. | Part Number | Description | Req. | Details |
|--|-------------|-------------------------------------|------|--|
| 1 | 313242R | OVERDRIVE UNIT, 'J' type, recon | 1 | TR6 (c) CF1 To CF35000, serial no. 25/115838 |
| | RKC1971R | OVERDRIVE UNIT, 'J' type, recon | 1 | serial no. 25/115876 |
| 2 | 37H1901 | GASKET, adaptor to overdrive | 1 | |
| 3 | 312305SR | ADAPTOR, gearbox to overdrive | 1 | |
| 4 | 132465 | GASKET, adaptor to gearbox | 1 | |
| 5 | GHF163 | SCREW, plain, adaptor to gearbox | 6 | |
| 6 | GHF332 | WASHER, locking | 6 | |
| 7 | GHF200 | NUT, overdrive to adaptor | 8 | |
| 8 | WE600041 | WASHER, locking | 8 | |
| 9 | CHS2614 | STUD, overdrive to chassis mounting | 2 | |
| 10 | GHF333 | WASHER, locking | 2 | |
| 11 | GHF202 | NUT | 2 | |
| 12 | TKC832 | MAINSHAFT | 1 | |
| 13 | 159505 | CAM, pump driving | 1 | |
| 14 | WKN304 | KEY, woodruff, cam driving | 1 | |
| 15 | 137308 | CIRCLIP, cam retaining | 1 | |
| 16 | 159503 | SPRING RING | 1 | |
| 17 | 120694 | ANGLE DRIVE | 1 | |
| 18 | 3H550 | WASHER, sealing | 1 | |
| 19 | GSD109 | SPEEDOMETER CABLE, 63" | 1 | RHD |
| | GSD169 | SPEEDOMETER CABLE, 69" | 1 | LHD |
| (The 69" long speedometer cable is the one preferred for RHD cars as it allows that little extra length when routing. Remember all cables must be securely clipped to prevent chaffing or snagging). | | | | |

Main Casing

| | | | | |
|----|---------|----------------------------------|---|---|
| 20 | NKC18 | MAIN CASING ASSEMBLY | 1 | |
| 21 | NKC56 | STUD, front, 1 1/4" long | 6 | TR6 (c) CR1 To CR6701, TR6 (c) CF1 To CF35000, serial no. 25/115838 |
| | NKC56 | STUD, front, 1 3/8" long | 6 | TR6 From (c) CF35001, serial no. 25/115876 |
| 22 | 37H1897 | STUD, front, 1" long | 2 | |
| 23 | NKC58 | STUD, rear, 2 3/4" long | 4 | |
| 24 | NKC59 | STUD, rear, 3 1/8" long | 2 | |
| 25 | NKC74 | NAMEPLATE, blue | 1 | |
| 26 | NKC98 | SCREW, drive, securing nameplate | 2 | |

Solenoid Assembly

| | | | | |
|----|---------|---------------------------|---|--|
| 27 | NKC41 | SOLENOID & VALVE ASSEMBLY | 1 | |
| | NKC41T | SPANNER, solenoid | 1 | (Special sized spanner to fit the solenoid). |
| 28 | NKC108 | WASHER, copper | 1 | alternatives |
| | NKC108X | WASHER, 'dowty' | 1 | |
| 29 | NKC107 | 'O' RING | 2 | |
| 30 | NKC67 | WIRE, solenoid earthing | 1 | |

The overdrive solenoid earth wire NK67 is an often ignored but very important part of the overdrive operating electrical system. Without it the solenoid will not work. Good electrical contact and continuity must be maintained through this somewhat insignificant wire, or an inoperative 'J' type overdrive will be encountered.

Rear Casing

| | | | | |
|----|----------|---------------------------------------|---|---|
| 31 | NKC38 | REAR CASING, annulus housing | 1 | TR6 (c) CR1 To CR6701, TR6 (c) CF1 To CF35000 |
| | RTC1951 | REAR CASING, annulus housing | 1 | TR6 From (c) CF35001 |
| 32 | GHF201 | NUT, rear casing to main | 6 | |
| 33 | GHF332 | WASHER, locking | 4 | |
| 34 | NKC89 | WASHER, plastic | 2 | |
| 35 | NKC48 | PINION & GEAR ASSEMBLY, speedo' drive | 1 | |
| 36 | NKC42 | SPEEDO' DRIVE HOUSING ASSEMBLY | 1 | |
| 37 | NKC106 | 'O' RING | 1 | |
| 38 | NKC105A | OIL SEAL | 1 | |
| 39 | NKC43 | RETAINER ASSEMBLY | 1 | |
| 40 | SH604051 | SCREW, attaching retainer | 1 | |
| 41 | WE600041 | WASHER, locking | 1 | |

Operating Piston

| | | | | |
|----|--------|-------------------|---|--|
| 42 | NKC21 | OPERATING PISTON | 2 | |
| 43 | NKC99A | 'O' RING | 2 | |
| 44 | NKC93 | PLUG, lubrication | 1 | |
| 45 | NKC94 | SPRING | 1 | |
| 46 | BLS108 | BALL | 1 | |

Sump Cover And Filters

| | | | | |
|----|----------|------------------------------------|---|--------|
| 47 | NKC54 | COVER, sump | 1 | |
| 48 | 37H1943 | MAGNET SET | 2 | |
| 49 | NKC76 | GASKET, sump | 1 | |
| 50 | 37H1946 | SCREW, plain, sump cover to casing | 6 | |
| 51 | WE600041 | WASHER, locking | 6 | |
| 52 | NKC24 | PLUG, filter retaining | 1 | |
| 53 | NKC11 | WASHER | 1 | |
| 54 | NKC53 | FILTER, suction, small inlet | 1 | |
| | NKC53X | FILTER, suction, large inlet | 1 | 0.427" |
| 55 | NKC23 | FILTER, pressure | 1 | |
| 56 | NKC97 | PLUG | 1 | |
| 57 | NKC96 | WASHER, sealing plug | 1 | |

Dash-Pot, Relief Valve And Pump

| | | | | |
|----|---------|-------------------------|---|--|
| 58 | NKC13 | DASHPOT PLUG KIT | 1 | |
| 59 | NKC91 | 'O' RING | 1 | |
| 60 | NKC15 | DASHPOT PISTON ASSEMBLY | 1 | |
| 61 | NKC36 | RELIEF VALVE ASSEMBLY | 1 | |
| 62 | NKC104 | SPRING, relief valve | 1 | |
| 63 | NKC14 | DASHPOT SLEEVE | 1 | |
| 64 | NKC92 | 'O' RING | 1 | |
| 65 | NKC30 | BODY, relief valve | 1 | |
| 66 | NKC92 | 'O' RING, large | 1 | |
| 67 | NKC102A | 'O' RING, small | 1 | |
| 68 | NKC29A | NON-RETURN VALVE KIT | 1 | |
| 69 | NKC26A | PUMP PLUG | 1 | |
| 70 | NKC101A | 'O' RING | 1 | |
| 71 | NKC25 | PUMP BODY | 1 | |
| 72 | 37H1914 | 'O' RING | 1 | |
| 73 | NKC28 | PUMP PLUNGER ASSEMBLY | 1 | |

Sun-Wheel And Planet Carrier

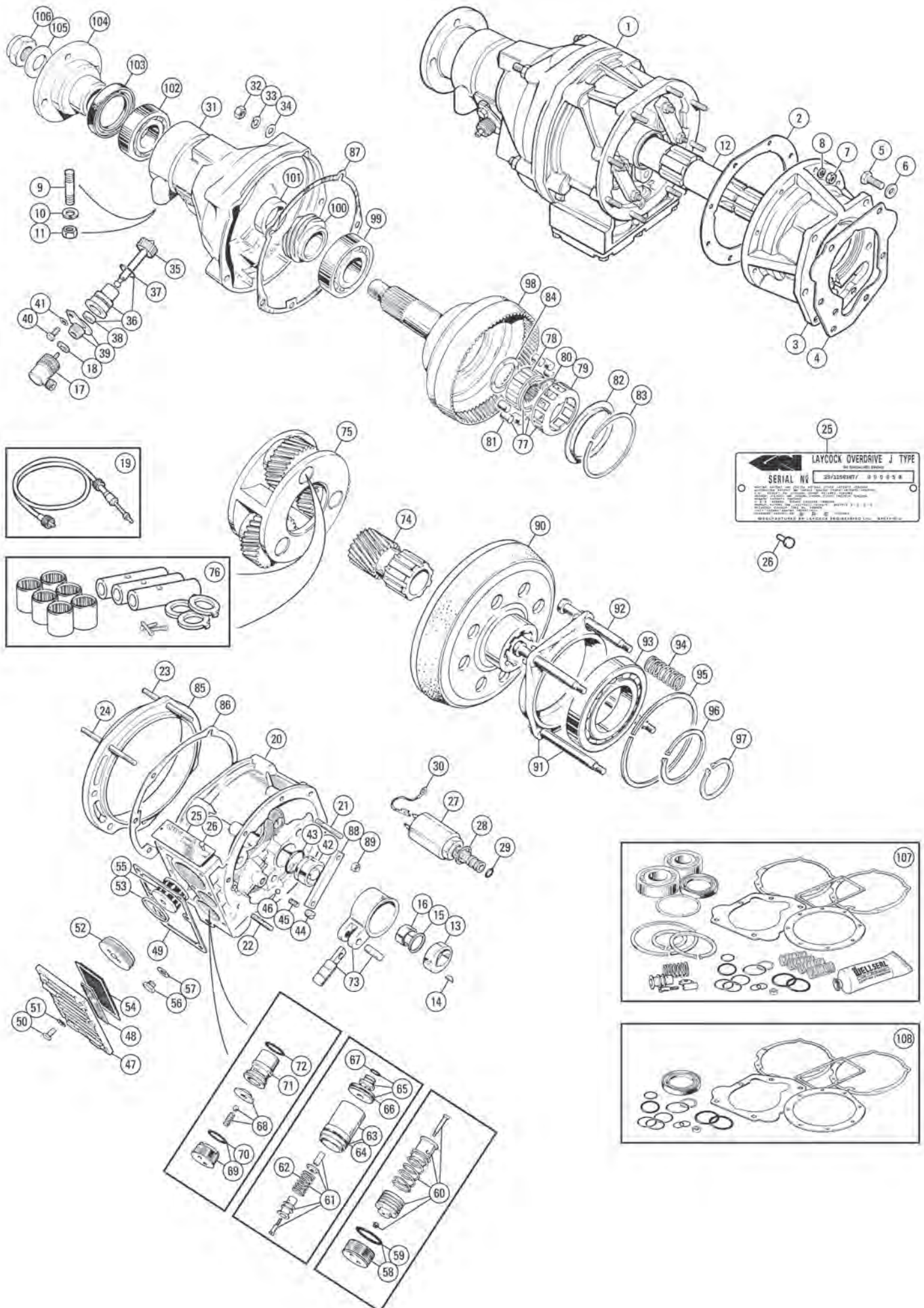
| | | | | |
|----|---------|--------------------------------|---|--|
| 74 | NKC55 | SUN-WHEEL | 1 | |
| 75 | NKC22 | PLANET GEAR & CARRIER ASSEMBLY | 1 | |
| 76 | NKC22BK | BEARING AND SPINDLE KIT | 1 | |

Uni-Directional Clutch

| | | | | |
|----|----------|--------------------------------------|---|--|
| 77 | NKC17 | CLUTCH ASSEMBLY, uni-directional | 1 | |
| 78 | NKC16 | INNER MEMBER, uni-directional clutch | 1 | |
| 79 | BAU2061A | CAGE, roller retaining | 1 | |
| 80 | 513208 | SPRING, cage locating | 1 | |
| 81 | 506063A | ROLLER SET | 1 | |
| 82 | NKC20 | OIL THROWER | 1 | |
| 83 | NKC77A | CIRCLIP | 1 | |
| 84 | NKC79 | THRUST WASHER | 1 | |

Brake Ring And Sliding Members

| | | | | |
|----|--------|---------------------------------|---|------------------------|
| 85 | NKC10 | BRAKE RING | 1 | |
| 86 | NKC86 | GASKET, brake ring to housing | 1 | |
| 87 | NKC87 | GASKET, annulus housing | 1 | |
| 88 | 500587 | BRIDGE PIECE | 2 | |
| 89 | LNZ104 | NUT, self-locking | 4 | |
| 90 | NKC40E | CLUTCH ASSEMBLY, sliding member | 1 | |
| | NKC40E | CLUTCH ASSEMBLY, sliding member | 1 | reconditioned/exchange |
| 91 | NKC62 | BEARING HOUSING ASSEMBLY | 1 | |
| | NKC62R | BEARING HOUSING | 1 | reconditioned |
| 92 | NKC109 | BOLT | 4 | |
| 93 | NKC63 | BEARING, clutch | 1 | |
| 94 | NKC12 | OPERATING SPRING, set of 4 | 1 | |
| 95 | NKC84 | CIRCLIP, bearing | 1 | |
| 96 | NKC85 | CIRCLIP, clutch | 1 | |
| 97 | NKC83 | CIRCLIP, sun gear | 1 | |



'J' Type Overdrive & Fittings (Continued)**Annulus And Rear Flange**

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|--|
| 98 | NKC9 | ANNULUS ASSEMBLY | 1 | |
| 99 | 217325A | BEARING, annulus head | 1 | |
| 100 | NKC47 | GEAR, speedometer drive | 1 |] TR6 (c) CR1 To CR6701,] TR6 (c) CF1 To CF35000 |
| | AAU1096 | (Serial no. 25/115838), ('8 thread start'). GEAR, speedometer drive | 1 | |
| | | (Serial no. 25/115876). | 1 |] TR6 From (c) CF35001 |
| 101 | NKC78 | SPACER, annulus shaft | 1 | |
| 102 | SP75G | BEARING, annulus tail | 1 | |
| 103 | NKC39A | OIL SEAL, rear casing to flange | 1 | |
| 104 | 160292 | FLANGE, mainshaft, round | 1 | |
| 105 | NKC82A | WASHER | 1 | |
| 106 | NKC81 | NUT, nyloc | 1 | |

Overdrive Repair Kits

Overdrive repair kits contain the following selection of parts. Everything that you will want to service during any overhaul.

| | | | | |
|-----|---------|---------------------------------|---|--|
| 107 | TGK118 | OVERDRIVE REPAIR KIT | 1 | |
| 2 | 37H1901 | GASKET, adaptor to overdrive | 1 | |
| 4 | 132465 | GASKET, adaptor to gearbox | 1 | |
| 28 | NKC108 | WASHER, copper | 1 | |
| 29 | NKC107 | 'O' RING | 2 | |
| 37 | NKC106 | 'O' RING | 1 | |
| 38 | NKC105A | OIL SEAL | 1 | |
| 43 | NKC99A | 'O' RING | 2 | |
| 49 | NKC76 | GASKET, sump | 1 | |
| 59 | NKC91 | 'O' RING | 1 | |
| 61 | NKC36 | RELIEF VALVE ASSEMBLY | 1 | |
| 64 | NKC92 | 'O' RING | 1 | |
| 66 | NKC92 | 'O' RING, large | 1 | |
| 67 | NKC102A | 'O' RING, small | 1 | |
| 70 | NKC101A | 'O' RING | 1 | |
| 72 | 37H1914 | 'O' RING | 1 | |
| 83 | NKC77A | CIRCLIP | 1 | |
| 86 | NKC86 | GASKET, brake ring to housing | 1 | |
| 87 | NKC87 | GASKET, annulus housing | 1 | |
| 94 | NKC12 | OPERATING SPRING, set of 4 | 1 | |
| 95 | NKC84 | CIRCLIP, bearing | 1 | |
| 96 | NKC85 | CIRCLIP, clutch | 1 | |
| 97 | NKC83 | CIRCLIP, sun gear | 1 | |
| 99 | 217325A | BEARING, annulus head | 1 | |
| 102 | SP75G | BEARING, annulus tail | 1 | |
| 103 | NKC39A | OIL SEAL, rear casing to flange | 1 | |
| 108 | TGK119 | OVERDRIVE SEAL & GASKET KIT | 1 | |
| 43 | NKC99A | 'O' RING | 2 | |

Useful Hints**'A' Type Overdrives**

The correct operating pressure (op) range is 380 - 400 psi. On an otherwise good overdrive our new springs, part no. 515131 should increase this by 20 psi (i.e. 400 - 420 psi). The overdrive ceases to be of any use below 360 psi. Padding the spring will increase the operating pressure.

Never add more than .040" which may produce an extra 20-40 psi, though the engagement will be fiercer. Packing a worn spring will make no difference. The pressure should be measured using a suitable gauge reading up to at least 500-psi, screwed in place of item 68 in the operating valve port. All illustration nos. see pages 54 to 57.

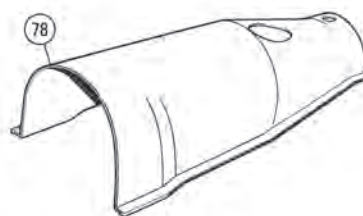
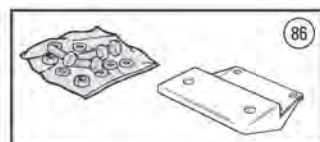
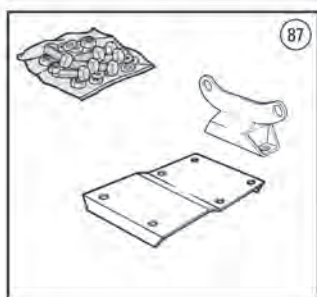
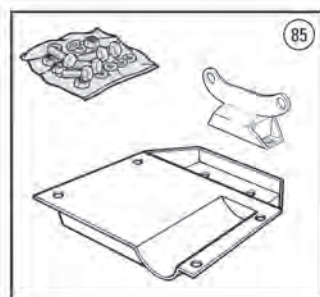
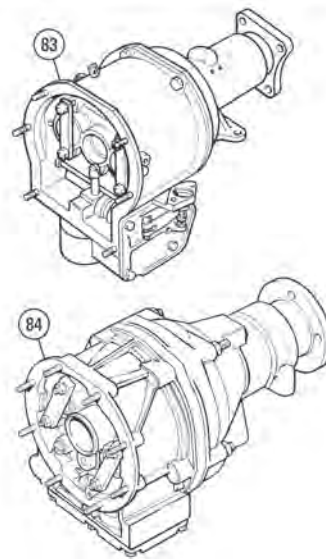
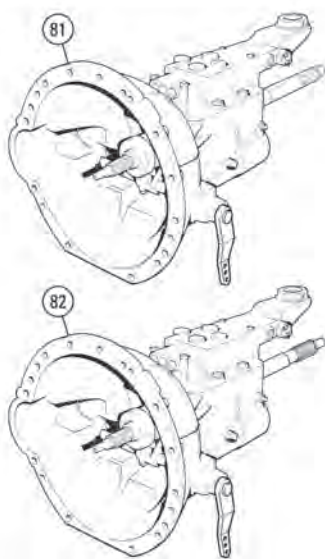
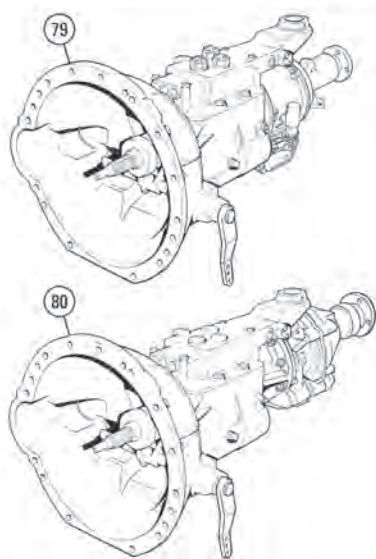
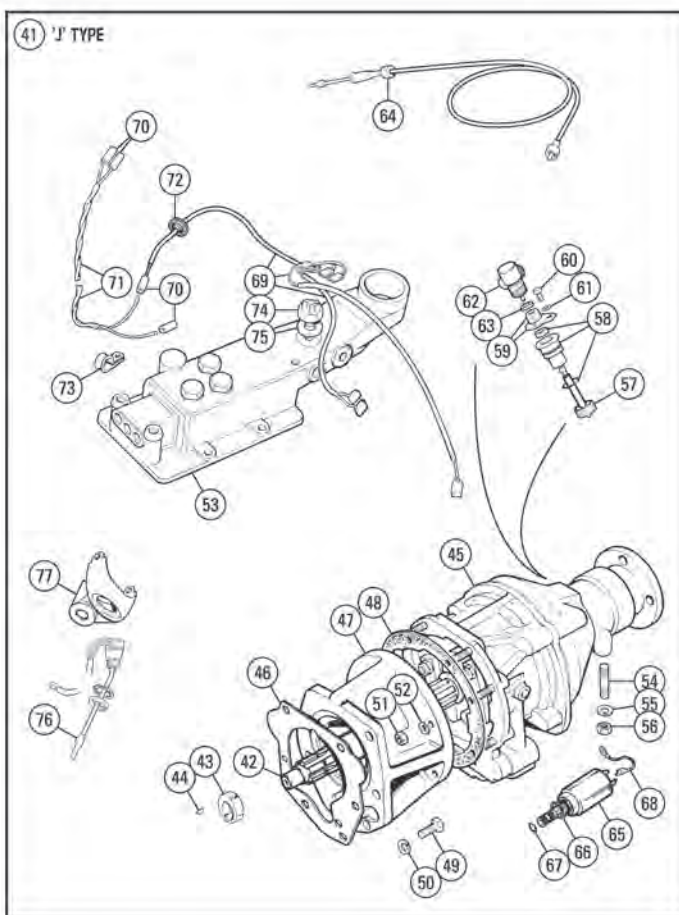
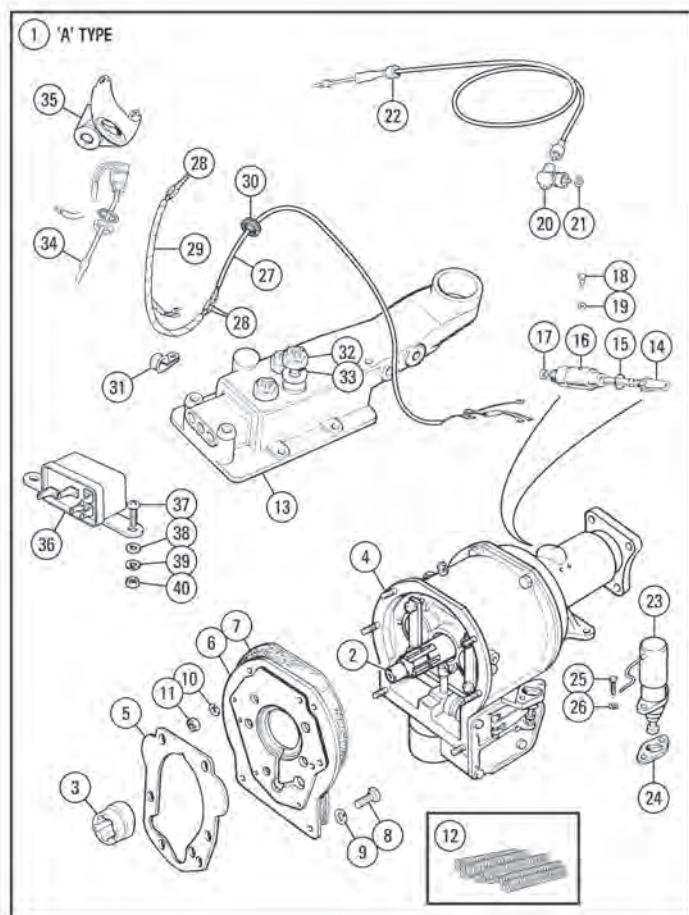
'J' Type Overdrives

The operating pressure for 'J' type TR6 overdrives is 450-460 psi.

Fault Diagnosis:

- 1) Most work requires removal of the gearbox from the car and the overdrive from the gearbox.
- 2) Jumping out of overdrive when warm/under load is usually due to worn accumulator piston rings, and often the bore.
- 3) A stuck pump piston may be accessed from the underneath by removing item 80, then item 76 and pushing upwards on the revealed base of the plunger (item 70). If it sticks again, you're wasting you're time; go back to '1'.
- 4) A sudden cessation is often caused by circlip (item 117) breaking - go back to '1'.
- 5) Intermittent working may be cured by dumping gearbox and overdrive oil and cleaning the filter (item 77) and the magnetic collectors (item 78). Refill with 20- 50 multi-grade, run for an hour or so (up to 50 miles) and dump the oil again. Refill this time with S.A.E. 40 oil GGL9020X, though some prefer Hypoid oil for 'J' type overdrives.

- 6) Air trapped in the system can often be bled out by removal of plug item 68. Place a catch tank under the car below the valve. With the back wheels jacked off the ground, start the engine, engage 4th gear and allow air to pump out of the port, for 1 to 2 minutes. Replace plug, and top up to correct the oil level.
- 7) If the overdrive does not disengage, don't even think about using reverse gear. Again, remove plug item 68, then items 67 to 63. Inspect valve ill. no. 63 and you'll see a tiny hole about midway from either end. Scrupulously clean the whole valve and check this hole by sucking or blowing through it then carefully replace items 63 to 68. Don't forget to re-seat ball item 64 in to the casing. Check the engagement again. Sometimes the clutch linings (item 120) stick to the brake ring. A sharp tap or two with an iron hammer often releases the bond. Failure of these two suggestions to cure the lack of disengagement usually requires a return to no. 1 above.
- 8) That clutch slip feeling under load or wheel engaging overdrive is probably due to a worn 'item 120', especially if the overdrive feels hot and the oil smells. Replacement of no. 120 is the only answer (via no.1).
- 9) If you know that the clutch assembly (item 120) is good, the pressure is good, i.e. 380 to 420, but the unit still slips under load or gear changes, the uni-directional clutch is the rogue - replace it (item 102).



Overdrive Conversions & Overdrive Electrics

An overdrive conversion is among the most useful modifications 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, & 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.

Overdrive 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), speedometer 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 - U.S. 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 below, gearbox covers must be purchased separately.

'A' Type Overdrive Conversion Kits

| ill. | Part Number | Description | Req. | Details |
|----------------------------------|-------------|--|------|--------------------------------|
| All synchromesh gearboxes | | | | |
| 1 | 517198 | OVERDRIVE CONVERSION KIT, RHD | 1 | TR5, TR6 To (g) 20281 |
| | 517197 | OVERDRIVE CONVERSION KIT, LHD | 1 | TR5, TR250, |
| | | | | TR6 To (g) 20281 |
| | 518873 | OVERDRIVE CONVERSION KIT, RHD | 1 | TR6 From (g) 20282 |
| | 518874 | OVERDRIVE CONVERSION KIT, LHD | 1 | |
| 2 | 208052 | MAINSHAFT, overdrive | 1 | TR5, TR250, TR6 To (g) CD20281 |
| | UKC1933 | MAINSHAFT, overdrive | 1 | TR6 From (g) CD20282 |
| 3 | 500627 | CAM, overdrive oil pump driving | 1 | |
| 4 | 312373R | OVERDRIVE UNIT, 'A' type | 1 | reconditioned/exchange |
| 5 | 132465 | GASKET, adaptor plate to gearbox | 1 | |
| 6 | 208098 | ADAPTOR PLATE, overdrive to gearbox | 1 | |
| 7 | 502556 | GASKET, adaptor plate to overdrive | 1 | |
| 8 | SH505071 | SCREW, plain | 6 | |
| 9 | GHF332 | WASHER, locking | 6 | |
| 10 | GHF332 | WASHER, locking | 6 | |
| 11 | GHF201 | NUT | 6 | |
| 12 | 502554 | SPRING SET, clutch operating, (set of 8) | 1 | |
| 13 | 516260SR | TOP COVER ASSEMBLY | 1 | |
| 14 | 147965 | GEAR & SPINDLE ASSEMBLY | 1 | |
| 15 | 147751 | 'O' RING, housing to extension | 1 | |
| 16 | 146542 | BEARING HOUSING, speedometer gear | 1 | |
| 17 | NKC105A | OIL SEAL, spindle to bearing housing | 1 | |
| 18 | 506071 | SCREW, special, locating housing | 1 | |
| 19 | 500469 | WASHER, copper, sealing screw | 1 | |
| 20 | 120694 | ANGLE DRIVE | 1 | |
| 21 | 3H550 | WASHER, sealing | 1 | |
| 22 | GSD169 | SPEEDOMETER CABLE, 69" | 1 | |
| | GSD109 | SPEEDOMETER CABLE, 63" | 1 | |

'A' Type Overdrive Electrics

| | | | | |
|----|----------|---------------------------------------|-----|-------------|
| 23 | 508794 | SOLENOID, overdrive operating | 1 | |
| 24 | 7H8196 | GASKET, solenoid to bracket | 1 | |
| 25 | 53K126 | SCREW, solenoid to bracket | 2 | |
| 26 | WL700101 | WASHER, locking | 2 | |
| 27 | 131339 | LOOM, overdrive, on gearbox | 1 | |
| 28 | 104618 | CONNECTOR, loom, single line | 4 | |
| 29 | 148696 | LOOM, overdrive, on body | 1 | |
| 30 | 602037 | GROMMET, loom to switches | 1 | |
| 31 | CP110125 | 'P' CLIP, loom to gearbox top cover | 1 | |
| 32 | BAU1074Z | SWITCH, isolator, overdrive operation | 3 | aftermarket |
| 33 | 1B3664 | WASHER, sealing/adjusting, switch | a/r | |

| | | | | |
|----|----------|------------------------------|---|--|
| 34 | 147280 | SWITCH, overdrive, RHD | 1 | |
| | 147281 | SWITCH, overdrive, LHD | 1 | |
| 35 | 611974 | ESCUTCHEON, overdrive switch | 1 | |
| 36 | 142169A | RELAY | 1 | |
| 37 | SE910201 | SCREW, relay attachment | 2 | |
| 38 | PWZ203 | WASHER, plain | 2 | |
| 39 | WL700101 | WASHER, locking | 2 | |
| 40 | HN2005 | NUT | 2 | |

'J' Type Overdrive Conversion Kits

All synchromesh gearboxes

| | | | | |
|----|----------|-------------------------------------|---|------------------------|
| 41 | 521158 | OVERDRIVE CONVERSION KIT, RHD | 1 | |
| | 521159 | OVERDRIVE CONVERSION KIT, LHD | 1 | |
| 42 | TKC832 | MAINSHAFT | 1 | |
| 43 | 159505 | CAM, pump driving | 1 | |
| 44 | WKN304 | KEY, woodruff, cam driving | 1 | |
| 45 | 313242R | OVERDRIVE UNIT, 'J' type | 1 | reconditioned/exchange |
| 46 | 132465 | GASKET, adaptor to gearbox | 1 | |
| 47 | 312305 | ADAPTOR, gearbox to overdrive | 1 | |
| 48 | 37H1901 | GASKET, adaptor to overdrive | 1 | |
| 49 | GHF163 | SCREW, plain, adaptor to gearbox | 6 | |
| 50 | GHF332 | WASHER, locking | 6 | |
| 51 | GHF201 | NUT, overdrive to adaptor | 8 | |
| 52 | WE600041 | WASHER, locking | 8 | |
| 53 | 520331 | TOP COVER ASSEMBLY | 1 | |
| 54 | CHS2614 | STUD, overdrive to chassis mounting | 2 | |
| 55 | GHF333 | WASHER, locking | 2 | |
| 56 | GHF202 | NUT | 2 | |
| 57 | NKC48 | PINION & GEAR ASSEMBLY | 1 | speedometer drive |
| 58 | NKC42 | SPEEDO' DRIVE HOUSING ASSEMBLY | 1 | |
| 59 | NKC43 | RETAINER ASSEMBLY | 1 | |
| 60 | SH604051 | SCREW, attaching retainer | 1 | |
| 61 | WE600041 | WASHER, locking | 1 | |
| 62 | 120694 | ANGLED SPEEDOMETER DRIVE | 1 | |
| 63 | 3H550 | WASHER, sealing | 1 | |
| 64 | GSD169 | SPEEDOMETER CABLE, 69" | 1 | |
| | GSD109 | SPEEDOMETER CABLE, 63" | 1 | |

'J' Type Overdrive Electrics

| | | | | |
|----|----------|--|-----|--|
| 65 | NKC41 | SOLENOID & VALVE ASSEMBLY | 1 | |
| 66 | NKC108 | WASHER, copper | 1 | |
| 67 | NKC107 | 'O' RING | 2 | |
| 68 | NKC67 | WIRE, solenoid earthing | 1 | |
| 69 | UKC344 | LOOM, overdrive, on gearbox | 1 | |
| 70 | 104618 | CONNECTOR, loom, single line | 4 | |
| 71 | UKC345 | LOOM, overdrive, on body | 1 | |
| 72 | 602037 | GROMMET, loom to switches | 1 | |
| 73 | CP110125 | 'P' CLIP, loom to gearbox top cover | 1 | |
| 74 | BAU1074A | SWITCH, o/drive isolator & reverse light | 2 | |
| 75 | 1B3664 | WASHER, switch adjusting | a/r | |
| 76 | 147280 | SWITCH, overdrive, RHD | 1 | |
| | 147281 | SWITCH, overdrive, LHD | 1 | |
| 77 | 611974 | ESCUTCHEON, overdrive switch | 1 | |

Overdrive And Gearbox Cover

| | | | | |
|----|------------|---------------------------------|---|--|
| 78 | 713569FG | GEARBOX COVER, fibreglass | 1 | |
| | 713569SAP | GEARBOX COVER, plastic | 1 | |
| | 713569SAP1 | GEARBOX COVER, plastic, 2 piece | 1 | |

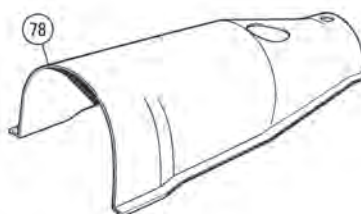
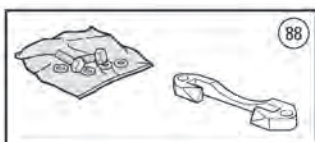
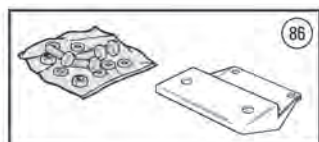
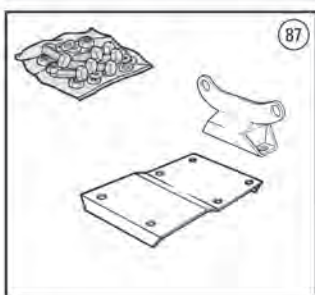
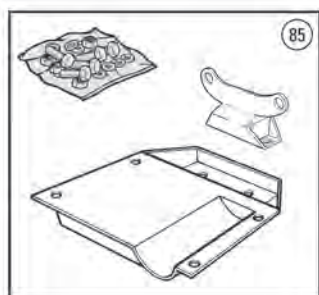
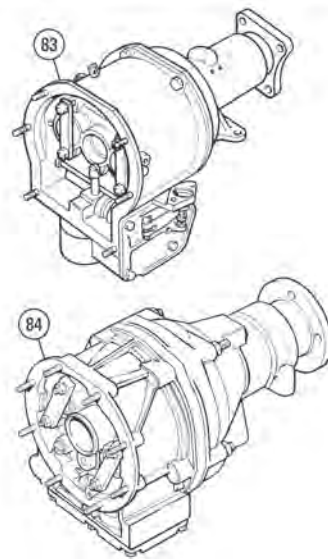
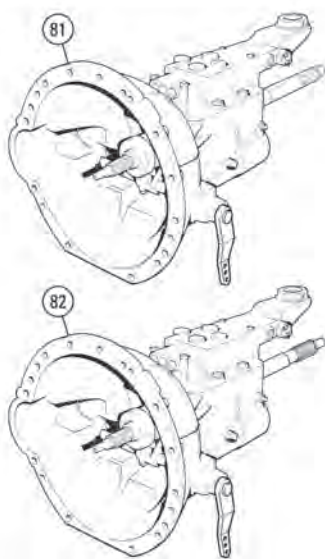
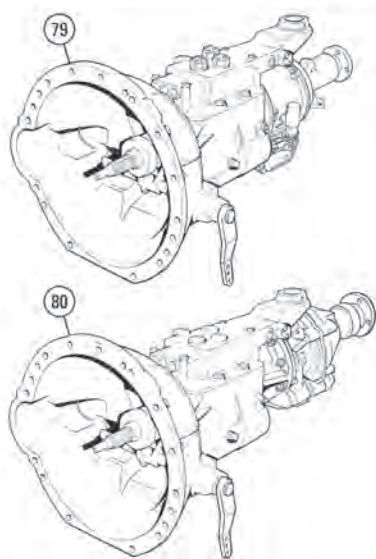
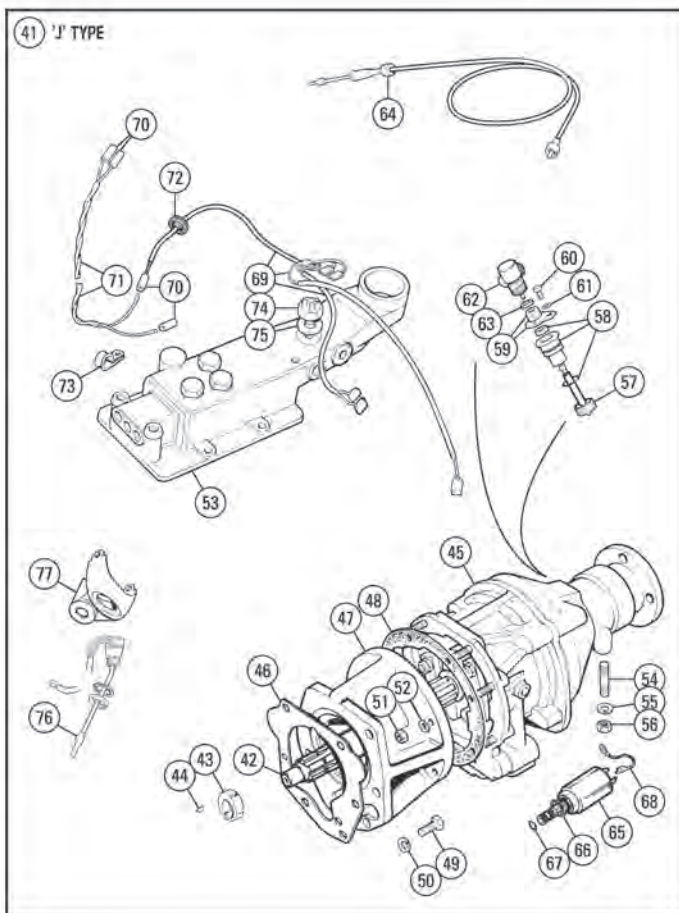
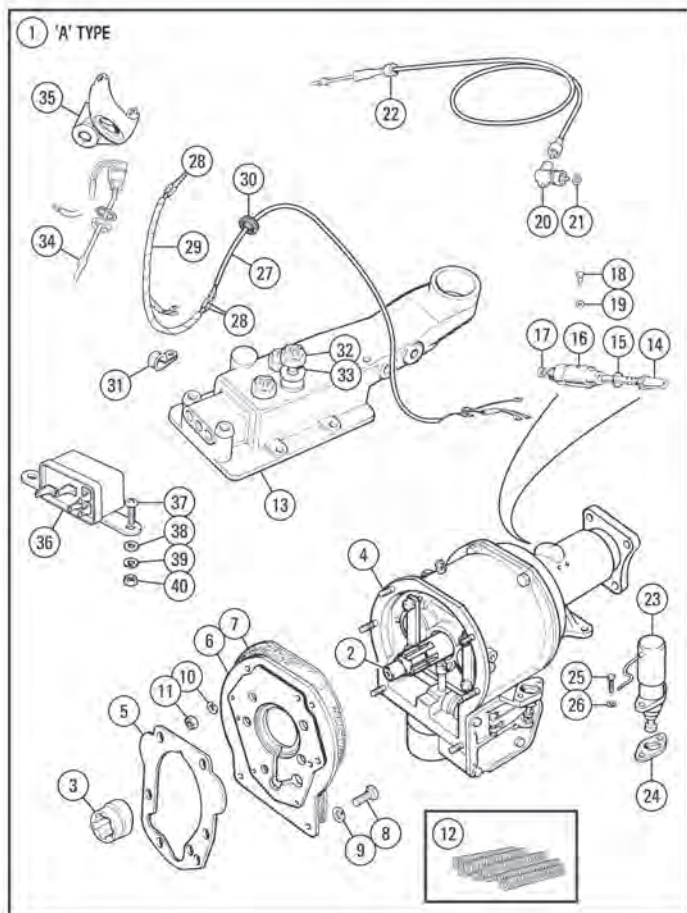
Overdrive And Gearbox Donor Combinations

There are sources of donor units that are adaptable to fit TR's. The hazard is that there is no certainty of the internal integrity of the units without stripping, rebuilding and testing them or trying them in a car first. Finally, be aware of the differences between the donor vehicle and your TR.

If a donor unit is obtained, even though it is non-TR, this conversion may well provide the least costly option, so consider the unit as a whole. If your TR is a CC/CP series (pre 1973) you should look for an 'A' type donor unit, and for CR/CF models (from 1973 onwards) a 'J' type unit is recommended. If using an overdrive from a non-TR source it is worth checking the reduction ratio. The reduction ratio is signified by the serial number prefix of the Laycock unit. In the case of the TR 'A' type this is 22/. Other cars used a different ratio unit, the best known being the standard Vanguard at 28%, so its serial number begins 28/... Cunning eh?

How can you tell 'A' type from 'J' type? The simple way is to upturn the unit. If the drain plug is a large brass nut, it is 'A' type. If it has a ribbed alloy sump held on by 6 7/16" AF screws, it is a 'J' type. The rear mountings for the gearbox are in different places for the two types of overdrive on a TR6 chassis, so selecting the 'correct' overdrive conversion makes life considerably easier.

The 'J' type locates about 1" lower and 3" further back than the 'A' type. Generally, 'J' type donors are less expensive than 'A' type. If you've already bought an overdrive gearbox and it's the wrong one for your chassis, don't despair; 'Converter' bracket kits are also available: see page 65.



Overdrive And Gearbox Donor Combinations (Continued)

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, bearing, & sleeve |
|----------------------------|-----------------------|----------------------------|---------------------------------|--|--------------------|---------------------------|
| TR2000 2500TC 2.5 Pi | retain | use saloon version | change pins for TR Old g/box | use TR off your if you want Overdrive shorten to 2" | same, however | TR |
| Dolomite Sprint | swap for TR or saloon | use TR plate to suit shaft | same as TR | 3rd & 4th shorten to 2" | to operate in 2nd, | TR |
| Stag | swap for TR or saloon | use plate to suit shaft | same as TR | | see page 109 | TR |

Changes To Overdrives

'A' Type:

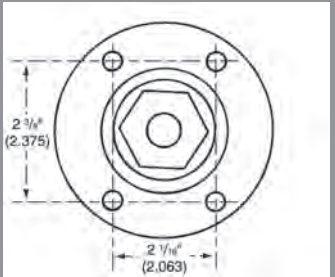
- 1) If non-TR donor unit is used the operating pressure is wrong and accumulator spring 515131 or 518601 will need to be fitted to correct this.
- 2) Wrong solenoid bracket, solenoid may foul or strike chassis, part no. 502566 should be fitted, see page 55 item 41.
- 3) Rear flange won't fit TR propshaft, swap for existing TR one from old gearbox, purchase 058948 or 518109. Or weld up and re-drill donor's unit.
- 4) Speedo' will read 'low'. Either recalibrate speedo', information sheet available, or change output shaft/annulus in overdrive. If the output shaft/annulus is changed use your original TR speedo' drive pinion and right-angle drive to connect to cable.
- 5) Rear overdrive casing needs to be changed for a TR variety (part no. 500655). Alternatively use the conversion bracket 104086ADP which, with minor rear casing alterations allows the saloon casing to fit the TR mounting, 104086.

'J' Type:

- 1) If non-TR donor unit is used fit relief valve, page 59, item.61, part no. NKC36.
- 2) Fit TR propshaft flange 160292. Or weld up and re-drill donor's unit.
- 3) Swap speedo' gear in overdrive (item 100) for NKC99 and fit rest of 'TR' fittings items. 35-41, 17 & 18 as shown on page 59.

Flange Dimensions: 058948, 518109 and 160292

If any dimensions don't match, it isn't 'TR'



Whatever you do, you must thoroughly clean the gearbox and overdrive unit, for which 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. See page 49 on gearbox hints. Either type of gearbox from any of the above donors may include a gear lever. All use longer gear levers that are less cranked than TR ones so your knuckles may strike the dashboard. Your choices: refit your TR gear lever, bend the donor's lever and use knob switch, or live with it as it is and use knob switch and buy a bulk pack of Elastoplast.

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 |
|--------|-------------------------------|---|-------------|

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 (early TR6- on)

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 placement of order. Where two sources of donor units are involved, this may incur 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, 'A' type | 1 | competition specification |
|--------|---------------------------------|---|---------------------------|

'J' Type Overdrive Upating

This is only supplied as a kit. It requires modifications to the clutch (90), to which a grippier lining is bonded, the dashpot assembly (60) 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, 'J' type, TR6 | 1 | competition specification |
|--------|--------------------------------------|---|---------------------------|

Overdrive Conversion Bracket Kits

| | | | |
|----|---------|-----------------------|---|
| 85 | 211361X | BRACKET & FITTING KIT | 1 |
|----|---------|-----------------------|---|

Allows 'J' type overdrive to fit to 'A' type chassis (TR2 to TR6) without modification complete with mounting.

| | | | |
|----|---------|---------|---|
| 86 | 218275X | BRACKET | 1 |
|----|---------|---------|---|

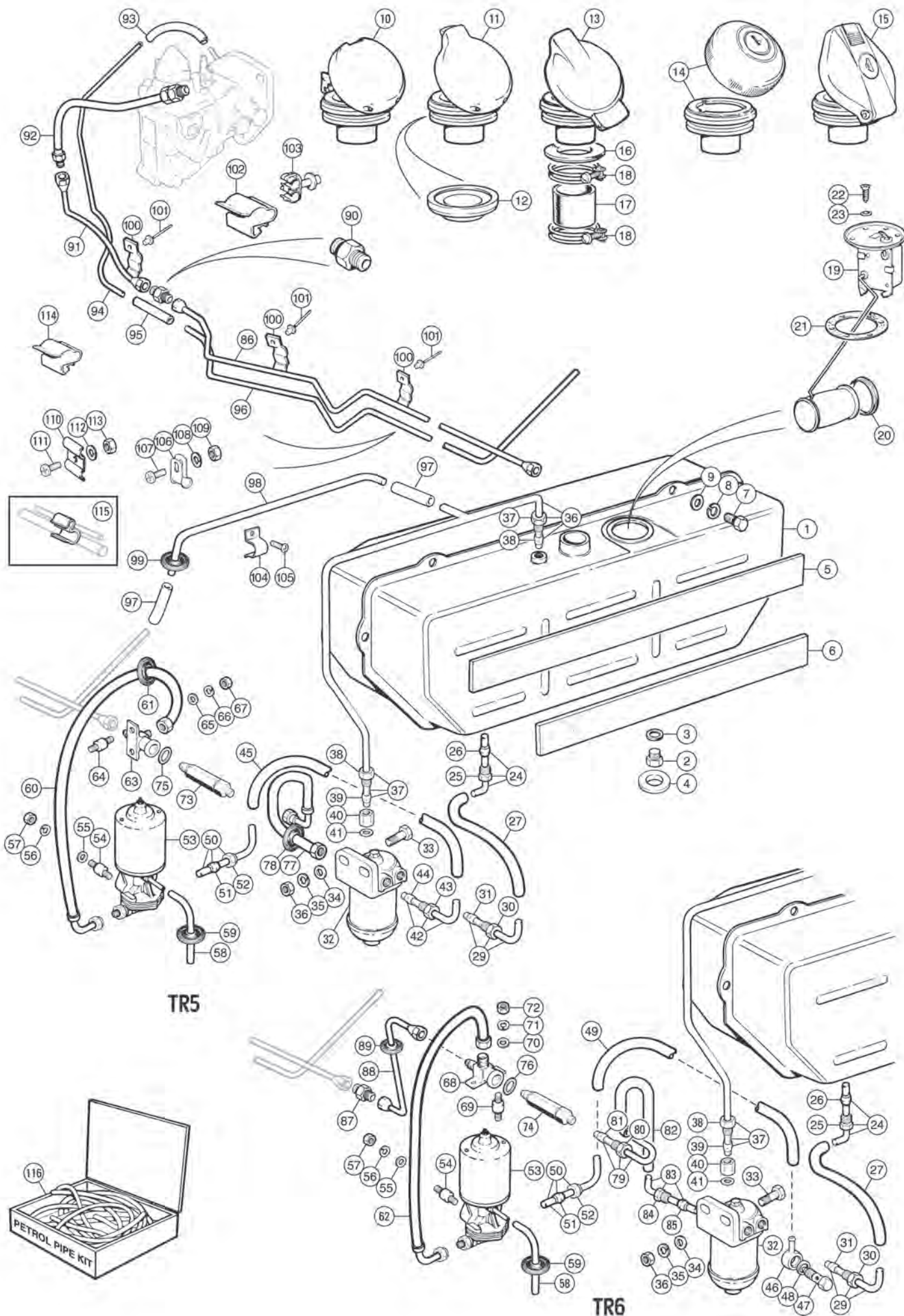
Allows an 'A' type TR overdrive to fit to 'J' type chassis. Fits into existing cotton reel type mountings (part no. 150403). Will require additional purchase of 104086 mounting (page 37, item 19).

| | | | |
|----|----------|-----------------------|---|
| 87 | 218275XS | BRACKET & FITTING KIT | 1 |
|----|----------|-----------------------|---|

This kit is required if an 'A' type 2000/2.5 saloon overdrive is being fitted to a 'J' type TR6 chassis. The kit comprises the converter bracket, a rubber mounting and fitting hardware.

| | | | |
|----|-----------|---------|---|
| 88 | 104086ADP | BRACKET | 1 |
|----|-----------|---------|---|

Allows a saloon 'A' type overdrive casing to fit the TR mounting, 104086 (minor rear casing alterations are required).



Fuel System TR5, TR6 - CP50000

Abbreviations:
PRV = Pressure Release Valve
DE. union = Double End Union

Fuel Tank And Fittings

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|----------------|
| 1 | 312359 | FUEL TANK, steel, universal | 1 | |
| | 312359X | FUEL TANK, aluminium, universal | 1 | |
| | | (These universal fuel tanks are made for all fuel systems - Carb & PL) | | |
| 2 | 103222 | PLUG, drain | 1 |] alternatives |
| | 103222SS | PLUG, drain, stainless steel | 1 | |
| 3 | AAA836 | WASHER, fibre | 1 | |
| 4 | 611733 | SEAL, drain plug, tank to floor | 1 | |
| 5 | 107562 | PAD, felt, tank mounting, rear top | 1 | |
| 6 | 107562 | PAD, felt, tank mounting, rear bottom | 1 | |
| 7 | GHF101 | SCREW, petrol tank to body | 6 | |
| 8 | GHF331 | WASHER, locking | 6 | |
| 9 | GHF314 | WASHER, plain | 6 | |

Problem Solving

The most common problems affecting classic cars these days are caused by their low general usage and the periods that they spent in storage. Even in dry garages the inside of the fuel tank may corrode, shedding fine iron sediment as soon as the car is moved. Once corrosion has started it may be more expensive to cure/eradicate than the cost of a new tank. If a car is to be stored, the fuel tank should be left quite full of fuel and with the addition of a Redex-type upper cylinder lubricant (MRD1006) added at maybe 10x the normal running strength. When the engine is started this may cause a little smoke, but this will disappear when the fuel is consumed, which doesn't take long in a Pi TR! If a problem is suspected, the tank may have to be flushed by filling and draining several times. With a suitable catch-tank positioned, pull the hose from the tank off at the filter end. Fuel should 'jet' out until the tank is empty. If it doesn't, the likelihood is that your problem in the tank is more than just iron sediment. A 'dribble' of fuel will not work for a P.I engine.

Another common ailment is caused by water, which will sit at the bottom of the tank, under the fuel, and cause corrosion. This may actually get as far as the engine where it will cause havoc to a metering unit or injector. This problem may be complicated if the tank outlet pipe protrudes above the bottom of the tank as the tank will never completely empty whilst in situ. Therefore careful examination and accurate assembly, lots of flushing and cleanliness are all vital.

A Pi system may need pressure checking at several points to identify a problem. The PRV should 'blow' at 105-110 psi, and there should be over 90 psi at the metering unit outlets. Injectors pop at 45-55 psi. Correctly rebuilt units should have been tested to perform within this pressure window and spray an even cone of fuel, the assessment of which takes a few minutes, including set-up time, which should be taken into consideration when considering their exchange price.

| | | | | |
|----|----------|--------------------------------------|---|----------------|
| 10 | 613506 | FUEL CAP | 1 | TR5 |
| 11 | 725117 | FUEL CAP | 1 | TR6 |
| 12 | 718738 | SEAL, cap to filler neck, vented | 1 | |
| 13 | 714774 | FUEL CAP, magnetic | 1 |] alternatives |
| 14 | 571086 | FUEL CAP, locking, round | 1 | |
| 15 | GAC6001X | FUEL CAP, locking, lozenge shaped | 1 | |
| 16 | 650247 | GROMMET | 1 | |
| 17 | 650279 | HOSE, filler | 1 | |
| 18 | CS4038 | CLIP, wire band type | 2 |] alternatives |
| | GHC11060 | CLIP | 2 | |
| 19 | 214465 | SENDER UNIT, petrol gauge | 1 | |
| 20 | 139908 | WASHER, rubber, anti-rattle on float | 1 | |
| 21 | 2H1082 | GASKET, cork, sender to tank | 1 | |
| | 293-401 | Gasket Set, Viton | 1 | |
| 22 | TR6504 | SCREW, sender to tank | 6 | |
| 23 | WF505 | WASHER, fibre | 6 | |

Pipework: Fuel Tank to Filter

| | | | | |
|----|--------|--|---|--|
| 24 | 149556 | PIPE & UNION ASSEMBLY, tank outlet | 1 | |
| 25 | 060142 | UNION NUT, 3/8" thread, 5/16" pipe | 1 | |
| 26 | TL8 | OLIVE, 5/16" | 1 | |
| 27 | 149608 | HOSE, petrol tank to filter inlet, 13 1/2" | 1 | |
| 29 | 149556 | PIPE & UNION ASSEMBLY, filter to pump | 1 | |
| 30 | 060142 | UNION NUT, 3/8", thread, 5/16" pipe | 1 | |
| 31 | TL8 | OLIVE, 5/16" | 1 | |

Fuel Filter

Note: See Injection System for fuel filter details.

| | | | | |
|----|---------|----------------------------|---|--|
| 32 | 563190 | BOWL ASSEMBLY, fuel filter | 1 | |
| | GFE5296 | FILTER ELEMENT | 1 | |
| 33 | GHF105 | BOLT, filter housing | 2 | |
| 34 | WP9 | WASHER, plain | 2 | |
| 35 | GHF333 | WASHER, locking | 2 | |
| 36 | GHF202 | NUT | 2 | |

Pipework: Fuel Filter Vent

| | | | | |
|----|--------|--|---|--|
| 37 | 214895 | PIPE, filter vent to tank | 1 | |
| 38 | 060176 | UNION NUT, 3/8" thread, 1/4" pipe | 2 | |
| 39 | TL7 | OLIVE, 1/4" | 2 | |
| 40 | 148312 | CONNECTION ADAPTOR, vent pipe | 1 | |
| 41 | 150710 | WASHER, sealing adaptor to filter head | 1 | |

Pipework: Filter To Fuel Pump

| | | | | |
|----|--------|---|---|-------|
| 42 | 149556 | PIPE & UNION ASSEMBLY, hose to filter | 1 |] TR5 |
| 43 | 060142 | UNION NUT, 3/8" thread, 5/16" pipe | 1 | |
| 44 | TL8 | OLIVE, 5/16" | 1 | |
| 45 | 149607 | HOSE, filter to pump inlet, 9 1/2" long | 1 |] TR6 |
| 46 | 151215 | BANJO UNION, filter to pump | 1 | |
| 47 | 135566 | BOLT, banjo to filter head | 1 | |
| 48 | 133006 | WASHER, sealing | 2 | |
| 49 | 153146 | HOSE, filter to pump inlet, 9 1/2" long | 1 | |
| 50 | 149557 | PIPE & UNION ASSEMBLY, inlet to pump | 1 | |
| 51 | 148813 | OLIVE & TUBE | 1 | |
| 52 | 151878 | NUT, tube | 1 | |

Fuel Pump

Note: See Injection System for the standard or Bosch replacement pump details.

| | | | | |
|----|---------|-----------------------------------|---|--|
| 53 | 214347R | FUEL PUMP, reconditioned/exchange | 1 | |
| 54 | UKC2451 | MOUNTING, flexible | 3 | |
| 55 | GHF300 | WASHER, plain | 3 | |
| 56 | GHF331 | WASHER, locking | 3 | |
| 57 | GHF200 | NUT | 3 | |

Pipework: Fuel Pump Vent/Drain

| | | | | |
|----|--------|------------------------------|---|--|
| 58 | 149775 | TUBING, fuel pump vent/drain | 1 | |
| 59 | 602037 | GROMMET, fuel pump vent | 1 | |

Pipework: Fuel Pump To Pressure Relief Valve

| | | | | |
|----|---------|------------------------------------|---|-------|
| 60 | 215585 | HOSE, fuel pump to PRV 'T' piece | 1 |] TR5 |
| | 215585S | HOSE, fuel pump to PRV 'T' piece* | 1 | |
| 61 | 600397 | GROMMET, return through boot floor | 1 |] TR6 |
| 62 | 215642 | HOSE, fuel pump to PRV 'T' piece | 1 | |
| | 215642S | HOSE, fuel pump to PRV 'T' piece* | 1 | |

*Note: Stainless steel braided.

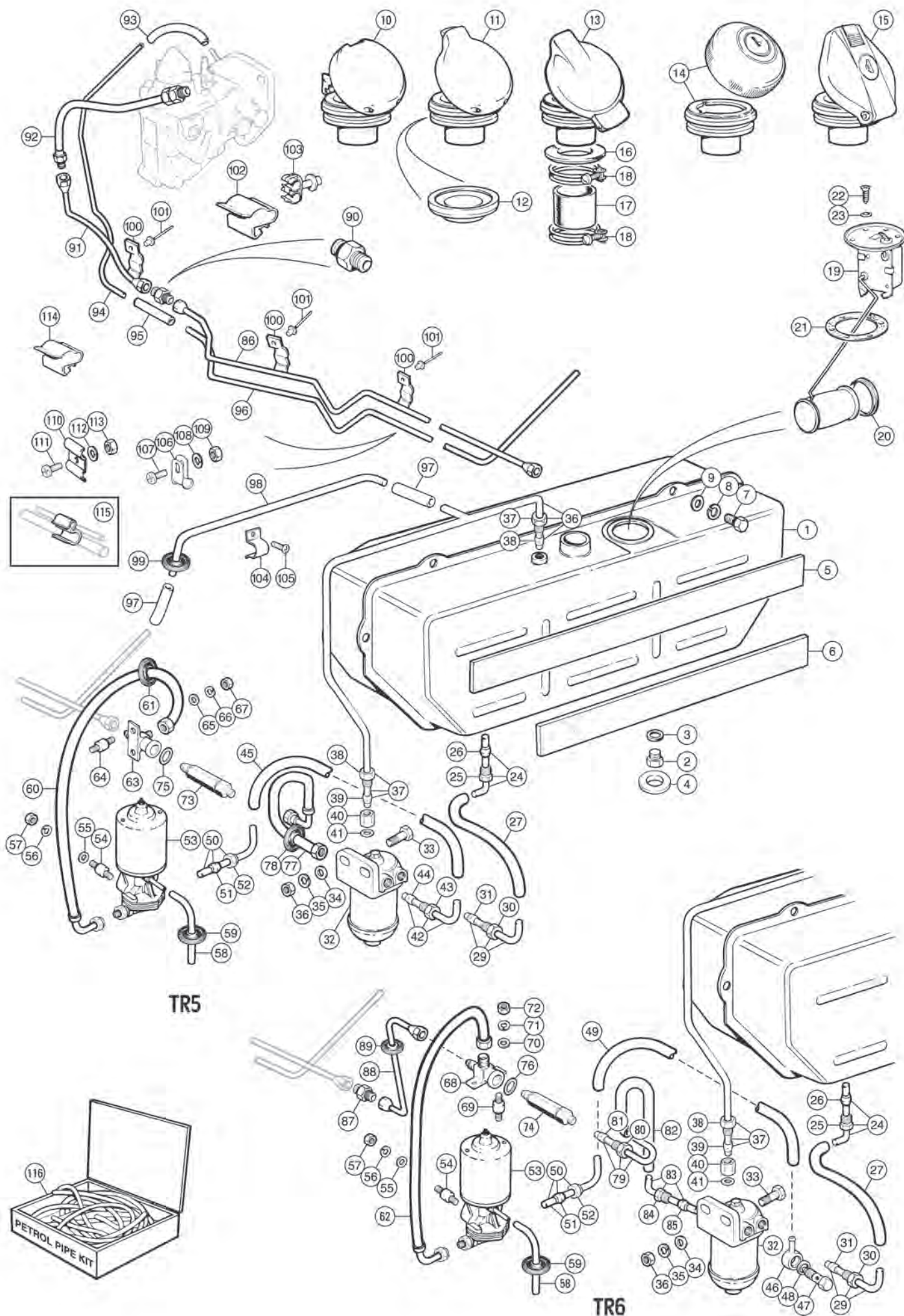
Pressure Relief Valve

Note: For a breakdown of the 'PRV', please refer to Injection System.

| | | | | |
|----|---------|-----------------------------------|---|-------|
| 63 | 149773 | 'T' PIECE, PRV mounting | 1 |] TR5 |
| 64 | UKC2451 | MOUNTING, flexible | 2 | |
| 65 | GHF300 | WASHER, plain | 4 | |
| 66 | GHF331 | WASHER, locking | 4 | |
| 67 | GHF200 | NUT | 4 |] TR6 |
| 68 | 149773 | 'T' PIECE, PRV mounting | 1 | |
| 69 | UKC2451 | MOUNTING, flexible | 2 | |
| 70 | GHF300 | WASHER, plain | 4 | |
| 71 | GHF331 | WASHER, locking | 4 |] TR5 |
| 72 | GHF200 | NUT | 4 | |
| 73 | 149811R | PRESSURE RELIEF VALVE, recon/exch | 1 |] TR6 |
| 74 | 156167 | PRESSURE RELIEF VALVE, new | 1 | |
| | 156167R | PRESSURE RELIEF VALVE, recon/exch | 1 | |
| 75 | 149814 | DOWTY WASHER, PRV to 'T' piece | 1 | TR5 |
| 76 | 152068 | DOWTY WASHER, PRV to 'T' piece | 1 | TR6 |

Pipework: Return From Pressure Relief Valve To Fuel Filter

| | | | | |
|----|---------|---|---|-------|
| 77 | 214892 | HOSE, return from PRV to filter | 1 |] TR5 |
| | 214892S | HOSE, return from PRV to filter* (*Stainless steel braided). | 1 | |
| 78 | 600395 | GROMMET, PRV to filter hose | 1 |] TR6 |
| 79 | 152235 | PIPE ASSEMBLY, PRV to connector | 1 | |
| 80 | 152275 | NUT | 1 | |
| 81 | 148813 | NIPPLE | 1 | |
| 82 | 153142 | HOSE, return from PRV to tank, 19" | 1 | |
| 83 | 152232 | PIPE ASSEMBLY, PRV into filter | 1 | |
| 84 | 060142 | UNION NUT, 3/8" thread, 5/16" pipe | 1 | |
| 85 | TL8 | OLIVE, 5/16" | 1 | |



Pipework: Delivery From Pressure Relief Valve To Metering Unit

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---------|
| 86 | 308826 | PIPE ASSEMBLY, intermediate feed | 1 | TR6 |
| 87 | 149767 | DOUBLE ENDED UNION, (DE. union) | 1 | |
| 88 | 151229 | PIPE ASSEMBLY, PRV to DE. union | 1 | |
| 89 | 600395 | GROMMET, return & drain pipe | 1 | |
| 90 | 149767 | DOUBLE ENDED UNION, (DE. union) | 1 | |
| 91 | 151229 | PIPE ASSEMBLY, DE union to hose | 1 | |
| 92 | 214890 | HOSE, flexible, standard | 1 | |
| | 214890S | HOSE, flexible, stainless steel braided | 1 | |

Pipework: Drain From Metering Unit To Fuel Filter Vent Pipe

| | | | | |
|----|--------|---------------------------------------|---|--------------------|
| 93 | 148947 | ELBOW HOSE, rubber | 1 | push-on connection |
| 94 | 214588 | PIPE, front | 1 | |
| 95 | 148945 | CONNECTOR, front pipe to intermediate | 1 | 5" x 3/16" bore |
| 96 | 308493 | PIPE, intermediate | 1 | TR5 |
| | 308953 | PIPE, intermediate | 1 | TR6 |
| 97 | 148945 | CONNECTOR, intermediate pipe & tank | 2 | 3" x 3/16" bore |
| 98 | 214896 | PIPE ASSEMBLY, rear | 1 | TR5 |
| | 215686 | PIPE ASSEMBLY, rear | 1 | TR6 |
| 99 | 600395 | GROMMET, return pipe | 1 | |

Pipe Clips

| | | | | |
|-----|----------|---------------------------------------|-----|-------------------------|
| 100 | 149765 | CLIP, fuel pipe to chassis, double | 3 | |
| 101 | RA608236 | RIVET, 'Pop' type, clip attaching | 6 | |
| 102 | 149810 | CLIP, petrol pipe to chassis | 1 | TR5, TR6 To (c) CP26892 |
| 103 | 625521A | CLIP, petrol pipe to chassis, double | 1 | TR6 From (c) CP26893 |
| 104 | 059380 | CLIP, rear drain pipe to tank support | 1 | |
| 105 | AB608031 | SCREW, self tapping | 1 | |
| 106 | 149815 | CLIP, pipe securing to crossmember | 1 | TR5 |
| 107 | PX503 | SCREW, clip retaining | 2 | |
| 108 | WL700101 | WASHER, locking | 2 | |
| 109 | HN2005 | NUT | 2 | |
| 110 | 2H400 | CLIP, pipe securing to crossmember | 1 | TR6 |
| 111 | PX503 | SCREW, clip retaining | 1 | |
| 112 | WL700101 | WASHER, locking | 1 | |
| 113 | HN2005 | NUT | 1 | |
| 114 | 11K9181 | CLIP, pipes to rear crossmember | 2 | |
| 115 | 148820 | CLIP, double, 3/16" to 5/16" | a/r | anti-rattle |

Pipe Security

The clip, part number 148820 is an in service modification to stop the fuel pipes and the brake pipe from fretting. It was originally specified to be installed at the rear most horizontal position of the two fuel and brake pipes. The clips can be used to either clip the two differing sized fuel pipes together or the brake pipe to the larger fuel pressure feed pipe. As with all pipes it is imperative that they are securely clipped to the vehicle structure in such a way that they will not flex, vibrate, chaff or fracture. Pipes should be positioned and routed where rotating or moving components can not easily damage them. Pipes routed under a car should be securely clipped and hopefully shielded away from possible damage or snagging by road debris.

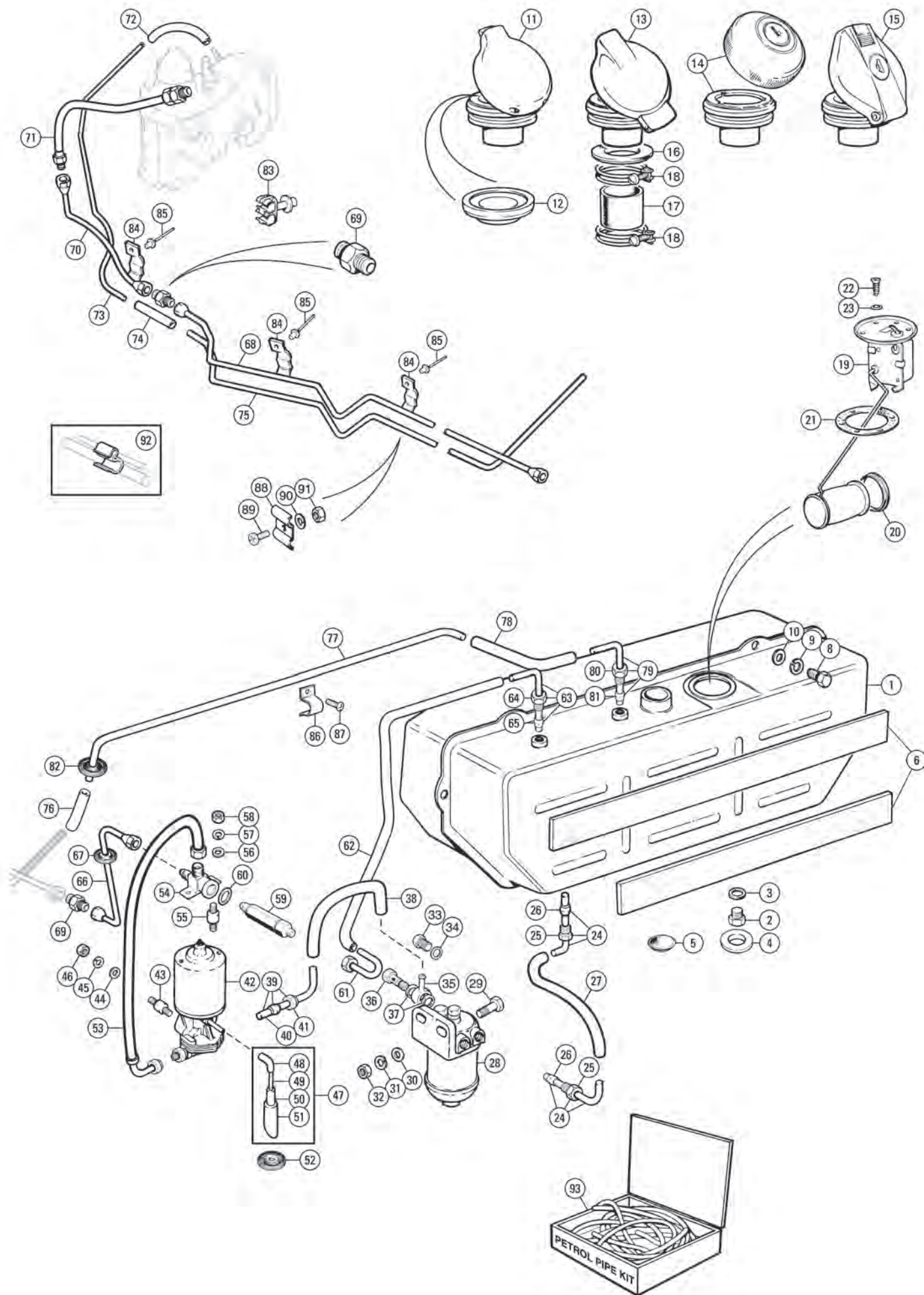
**Fuel Pipe Kit**

| | | | | |
|-----|-------|--|---|--|
| 116 | HFFK6 | FUEL PIPE KIT, copper (Includes supply & return pipes only. Does not include rubber connections for the supply pipes to the injectors). | 1 | |
|-----|-------|--|---|--|

Plumbing And Pipes-Fuel Tanks And Systems

The post CP50000 fuel tank design and pipe routing are considered to be the best option for operational reliability. The later design fuel tank includes an internal anti-surge baffle to ensure a constant fuel supply available to the fuel outlet connection. Without this baffled outlet fuel starvation could occur when cornering sharply if the fuel level was low.

The baffle is a simple construction of a large cylinder with fuel ways pierced around its base. The open topped cylinder is attached to the base of the tank around the fuel outlet union. The principle is that the fuel ways allow fuel into the cylinder at a rate and capacity sufficient to supply the car's demands, but not so large as to allow the fuel outlet union to be uncovered in the event of fuel surge due to hard cornering or braking. Cutting the fuel supply to the engine when manoeuvring with large throttle openings has some interesting side effects, (apart from possibly losing control of the car). When the fuel supply is re-established, and the throttles are still open the engine's sudden RPM rise could provoke it to shear the engine, gearbox or differential mountings and damage the radiator.



Fuel System TR6 From (c) CP50001

Fuel Tank And Fittings

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|----------------------------|
| 1 | 312359 | FUEL TANK, steel, universal | 1 | |
| | 312359X | FUEL TANK, aluminium, universal | 1 | |
| | | (These universal fuel tanks are made for all fuel systems - Carb & Pl.) | | |
| 2 | 103222 | PLUG, drain, standard | 1 | alternatives |
| | 103222SS | PLUG, drain, stainless steel | 1 | |
| 3 | AAA836 | WASHER, fibre | 1 | |
| 4 | 611733 | SEAL, drain plug, tank to floor | 1 | |
| 5 | 623176 | PLUG, blanking redundant hole | 1 | when drain plug not fitted |
| 6 | 107562 | PAD, felt, tank mounting, rear top | 2 | |
| 8 | GHF101 | SCREW, fuel tank to body | 6 | |
| 9 | GHF331 | WASHER, locking | 6 | |
| 10 | GHF314 | WASHER, plain | 6 | |
| 11 | 725117 | FUEL CAP | 1 | |
| 12 | 718738 | SEAL, cap to filler neck, vented | 1 | |
| 13 | 714774 | FUEL CAP, magnetic | 1 | alternatives |
| 14 | 571086 | FUEL CAP, locking, round | 1 | |
| 15 | GAC6001X | FUEL CAP, locking, lozenge shaped | 1 | |
| 16 | 650247 | GROMMET, fuel cap to body | 1 | |
| 17 | 650279 | HOSE, filler | 1 | |
| 18 | CS4038 | CLIP, wire band type | 2 | alternatives |
| | GHC11060 | CLIP | 2 | |
| 19 | 214465 | SENDER UNIT, fuel gauge | 1 | |
| 20 | 139908 | WASHER, rubber, anti-rattle on float | 1 | |
| 21 | 2H1082 | GASKET, cork, sender to tank | 1 | |
| | 293-401 | Gasket Set, Viton | 1 | |
| 22 | TR6504 | SCREW, sender to tank | 6 | |
| 23 | WF505 | WASHER, fibre | 6 | |

Pipework: Fuel Tank To Fuel Filter

| | | | |
|----|--------|------------------------------------|---|
| 24 | 149556 | PIPE & UNION ASSEMBLY | 2 |
| 25 | 060142 | UNION NUT, 3/8" thread, 5/16" pipe | 2 |
| 26 | TL8 | OLIVE, 5/16" | 2 |
| 27 | 159425 | CONNECTOR HOSE, rubber, 11 1/4" | 1 |

Fuel Filter

Note: See Injection System for fuel filter details.

| | | | |
|----|---------|---------------------------------|---|
| 28 | 563190 | FUEL FILTER ASSEMBLY | 1 |
| | GFE5296 | FILTER ELEMENT | 1 |
| 29 | GHF105 | BOLT, filter housing attachment | 2 |
| 30 | WP9 | WASHER, plain | 2 |
| 31 | GHF333 | WASHER, locking | 2 |
| 32 | GHF202 | NUT, plain | 2 |
| 33 | 151203 | PLUG, screwed, blanking | 2 |
| 34 | 517957 | WASHER, aluminium, sealing plug | 2 |
| | 506682 | WASHER, copper, sealing plug | 2 |

Pipework: Fuel Filter To Fuel Pump

| | | | |
|----|--------|--------------------------------------|---|
| 35 | 151215 | BANJO UNION, fuel outlet from filter | 1 |
| 36 | 135566 | BOLT, banjo retaining | 1 |
| 37 | 133006 | WASHER, sealing | 2 |
| 38 | 153146 | CONNECTOR, rubber | 1 |
| 39 | 149557 | PIPE ASSEMBLY, fuel inlet to pump | 1 |
| 40 | 148813 | OLIVE | 1 |
| 41 | 151878 | NUT, tubing | 1 |

Fuel Pump

Note: See Injection System for the standard or Bosch replacement pump details.

| | | | |
|----|---------|-----------------------------------|---|
| 42 | 214347R | FUEL PUMP, reconditioned/exchange | 1 |
| 43 | UKC2451 | MOUNTING, flexible | 3 |
| 44 | GHF300 | WASHER, plain | 3 |
| 45 | GHF331 | WASHER, locking | 3 |
| 46 | GHF200 | NUT, plain | 3 |

Pipework: Fuel Pump Vent/Drain

| | | | |
|----|--------|---------------------------------------|---|
| 47 | 155945 | PIPE, fuel pump vent/drain | 1 |
| 48 | 148947 | ELBOW, fuel pump vent/drain | 1 |
| 49 | 215921 | PIPE, fuel pump vent/drain | 1 |
| 50 | 154299 | TUBE, fuel pump vent/drain | 1 |
| 51 | 120331 | CONNECTOR, fuel pump vent/drain | 1 |
| 52 | 600395 | GROMMET, fuel pump vent in boot floor | 1 |

Pipework: Fuel Pump To Pressure Relief Valve

Note: For a breakdown of the 'PRV', please refer to Injection System.

| | | | | |
|----|---------|-----------------------------------|---|-------------|
| 53 | 215642 | HOSE, fuel pump to PRV 'T' piece | 1 | standard |
| | 215642S | HOSE, fuel pump to PRV 'T' piece* | 1 | alternative |

*Note: Stainless steel braided.

| | | | |
|----|---------|-----------------------------------|---|
| 54 | 149773 | 'T' PIECE, PRV mounting | 1 |
| 55 | UKC2451 | MOUNTING, flexible | 2 |
| 56 | GHF300 | WASHER, plain | 4 |
| 57 | GHF331 | WASHER, locking | 4 |
| 58 | GHF200 | NUT, plain | 4 |
| 59 | 156167 | PRESSURE RELIEF VALVE, new | 1 |
| | 156167R | PRESSURE RELIEF VALVE, recon/exch | 1 |
| 60 | 152068 | DOWTY WASHER, body to 'T' piece | 1 |

Pipework: Return From Pressure Relief Valve To Tank

| | | | |
|----|--------|------------------------------------|---|
| 61 | 152235 | PIPE ASSEMBLY, PRV to connector | 1 |
| 62 | 149613 | CONNECTOR, rubber | 1 |
| 63 | 149556 | PIPE ASSEMBLY, fuel return to tank | 1 |
| 64 | 060142 | UNION NUT, 3/8" thread, 5/16" pipe | 1 |
| 65 | TL8 | OLIVE, 5/16" | 1 |

Pipework: Delivery From Pressure Relief Valve To Metering Unit

| | | | |
|----|---------|---|---|
| 66 | 151229 | PIPE ASSEMBLY, PRV to DE. union | 1 |
| 67 | 600395 | GROMMET, pipe through boot floor | 1 |
| 68 | 308826 | PIPE ASSEMBLY, pressure feed | 1 |
| 69 | 149767 | DOUBLE END UNION, (DE. union) | 2 |
| 70 | 151229 | PIPE ASSEMBLY, (DE. union to hose) | 1 |
| 71 | 214890 | HOSE, flexible, standard | 1 |
| | 214890S | HOSE, flexible, stainless steel braided | 1 |

Pipework: Drain From Metering Unit To Fuel Filter Vent Pipe

| | | | | |
|----|---------|---|---|-----------------------------|
| 72 | 154954 | CONNECTOR, rubber, push-on type | 1 | From (c) CP50001 To CP75000 |
| | 217841 | CONNECTOR, flexible, screw-on type | 1 | From (c) CP75001 |
| 73 | 214588 | PIPE, front, drain, metering unit drain | 1 | From (c) CP50001 To CP75000 |
| | 217891 | PIPE, front, drain, metering unit drain | 1 | |
| 74 | 148945 | CONNECTOR, rubber, front intermediate | 1 | 5" x 3/16" bore |
| 75 | 308953 | PIPE, intermediate metering unit drain | 1 | |
| 76 | 148944 | CONNECTOR, rubber, rear intermediate | 1 | 3" x 3/16" bore |
| 77 | 217833 | PIPE, rear, metering unit drain | 1 | |
| 78 | 148945 | CONNECTOR, rubber, (original type) | 1 | pipe to tank adaptor |
| | 122796 | CONNECTOR, rubber, (alternative) | 1 | |
| 79 | AHA5535 | PIPE ASSEMBLY, fuel return to tank | 1 | |
| 80 | 060176 | UNION NUT, 3/8" thread, 1/4" pipe | 2 | |
| 81 | TL7 | OLIVE, 1/4" | 2 | |
| 82 | 600395 | GROMMET, pipe through boot floor | 1 | |

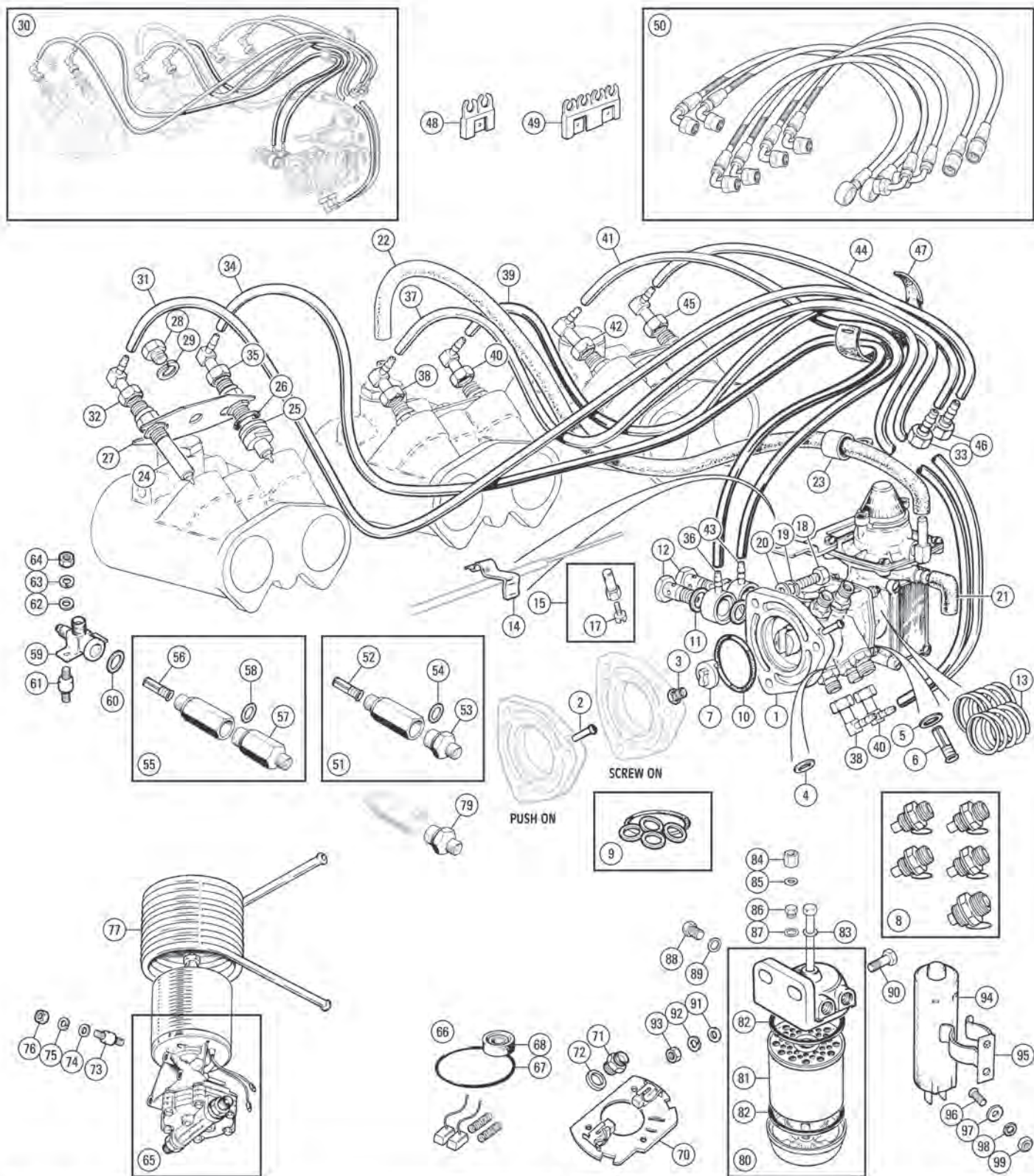
Pipe Clips

See 'Plumbing & Pipes, Fuel Tanks & Systems on page 69.

| | | | | |
|----|----------|------------------------------------|-----|-------------|
| 83 | 625521A | CLIP, fuel pipe to chassis, double | 1 | |
| 84 | 149765 | CLIP, fuel pipe to chassis | 3 | |
| 85 | RA608236 | RIVET, 'Pop' type, clip attaching | 6 | |
| 86 | 059380 | CLIP, return pipe to boot surround | 2 | |
| 87 | AB608031 | SCREW, self tapping | 2 | |
| 88 | 2H400 | CLIP, fuel pipes to crossmember | 1 | |
| 89 | PX503 | SCREW, clip retaining | 1 | |
| 90 | WL700101 | WASHER, locking | 1 | |
| 91 | HN2005 | NUT, plain | 1 | |
| 92 | 148820 | CLIP, double, 3/16" to 5/16" | a/r | anti-rattle |

Fuel Pipe Kit

| | | | |
|----|-------|---|---|
| 93 | HFFK7 | FUEL PIPE KIT, copper | 1 |
| | | (Includes supply & return pipes only. Does not include rubber connections for the supply pipes to the injectors). | |



EXCHANGE METERING UNIT

ACCEPTABLE CONDITION

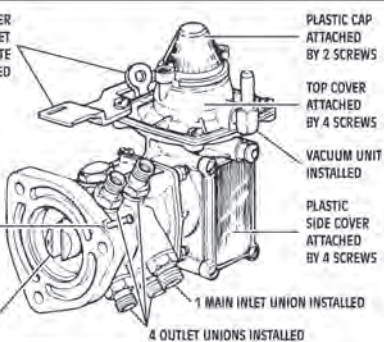
UNITS SHOULD BE DRAINED OF FUEL. CLEAN EXTERNALLY. SHOW NO SIGNS OF TAMPERING OR CASE DAMAGE.

Weight = 1.96 kg min.

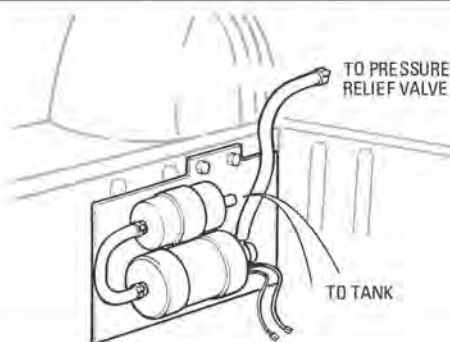
OVERFUEL LEVER & BRACKET FREE TO OPERATE AND INSTALLED

SPILL FUEL RETURN UNION (SCREWED OR PUSH ON TYPE) INSTALLED

ROTOR MUST BE FREE TO ROTATE



78



Injection System

Metering Units

Much has been written about the benefits and failings of the fuel injection system made by Lucas that was fitted to Triumph TR5 and TR6 models. Few spares to assist the home repairer are available. The only major option is an exchange rebuilt unit, in the event of your own going wrong through normal wear and tear or internal failure. Units returned for exchange must be complete and serviceable or a surcharge will be levied until an acceptable item is received.

| ill. | Part Number | Description | Req. | Details |
|--|-------------|---|------|------------------------------------|
| This is the history: | | | | |
| | 308205 | METERING UNIT, with push on fuel return tube and without air bleed tick-over control valve. 'Non air bleed' type. | 1 | TR5 |
| | 309154 | METERING UNIT, with push on fuel return tube and with air bleed tick-over control valve. | 1 | TR6 To (e) CP52533 |
| | 312070 | METERING UNIT, with push on fuel return tube and with air bleed tick-over control valve. | 1 | TR6 (e) CP52534 To CP53160 |
| | 312097 | METERING UNIT, with push on fuel return tube and with air bleed tick-over control valve. | 1 | TR6 (e) CP53161 To CP75314 |
| | 312529 | METERING UNIT, with screwed fuel return tube and with air bleed tick-over control valve. | 1 | TR6 (e) CP 75315 To CR1 |
| | RKC94 | METERING UNIT, with screwed fuel return tube and with air bleed tick-over control valve. Control cap sometimes green. | 1 | TR6 From (e) CR1 |
| | RKC95 | METERING UNIT, with screwed fuel return tube. Identifiable by the double sided control assembly. | 1 | TR6 From (e) CR1 for high altitude |
| How the world understands and sells it: | | | | |
| 1 | 308205R | METERING UNIT, with push on fuel return tube and without air bleed tick-over control valve. | 1 | TR5 |
| | 309154R | METERING UNIT, with push on fuel return tube. | 1 | TR6 To (e) CP75314 |
| | 312529R | METERING UNIT, with screw on fuel return tube | 1 | TR6 From (e) CP75315 To CR1 |
| | RKC94R | METERING UNIT, with emission control system | 1 | TR6 From (e) CR1 |
| 2 | KM002 | UNION, for push-on fuel return pipe | 1 | |
| 3 | KM001 | UNION, for screw-on fuel return pipe | 1 | |
| 4 | 518495 | WASHER, outlet sealing | 4 | |
| 5 | 152068 | WASHER, inlet sealing | 1 | |
| 6 | 519872 | STRAINER | 1 | |
| 7 | 149595 | PLASTIC DRIVE, for metering unit | 1 | |
| 8 | LU60600197 | UNION SET, metering unit | 1 | |
| 9 | 516917 | SEAL SET, installation, metering unit | 1 | |
| NI | 519870 | SEAL, fuel control, metering unit | 1 | |
| NI | 519857 | VACCUUM DIAPHRAGM, metering unit | 1 | |
| 10 | 149486 | 'O' RING, metering unit housing | 1 | |
| 11 | 518493 | 'O' RING, banjos | 4 | |
| 12 | 518630 | BANJO BOLT, new | 2 | outlets nos. 2 and 5 |
| 12 | 518630 | BANJO BOLT, exchange | 2 | |
| 13 | TT1274 | DIAPHRAGM SPRING SET, (pair*) | 1 | uprated |

*Note: To improve the later type (post CR1) metering units for use with a higher performance camshaft.

If your engine starts on less than 6 cylinders, the fault may be traced to either number 2 or 5 fuel injector. Often the misfiring of one of these two cylinders is caused by a faulty banjo bolt part number 518630, not a failed injector. Substitution of another injector that is known to be working will pin point these banjo bolts, that include a non return valve, to be at fault.

The problem seemed to affect aftermarket injector pipe assemblies, not OE ones or stainless braided pipes. Only very careful measurement and 'foot printing' will reveal the cause. On some engines, rising heat may cause air locks in stainless pipes, manifesting itself as misfiring. The cure is careful bleeding, but persistent cases may require pipe insulation.

Dirt does find its way to the injectors occasionally (see fuel tank tech tip page 67). This causes misfiring, but worse, it allows fuel to dribble continuously from the injectors, washing the bores and entering the sump, contaminating the oil and can destroy the oil pump and bearings. When the engine gets hot, the

fuel is driven off; the lubricant level drops and again bearing failure can result. An instant cure, assuming the injectors to be in good condition, is to pull out an injector, WHILE THE ENGINE IS RUNNING, and gently tap it on, say, a balance pipe until it sprays a cone of fuel. Alternatively it may be necessary to remove the injector from its pipe and blow it clean using high-pressure air. Injectors should be inspected annually at least. Gently pull out the needle a few 'thou'. The needle valve should snap back into place - if it doesn't replacement is required. Lastly if the TR is to be stored for a few months or more, add UCL. (Upper Cylinder Lubricant, part no. MRD1006) in adequate concentration to the fuel and run the car long enough to be sure the UCL. gets into the injectors (a faint oil smell at the exhausts should indicate this). Never store the car with a known fuel system fault. Corrosion to the PI components will make them un-exchangeable and therefore much more expensive to replace.

Testing For Injector Faults

Indications that your TR might have a faulty injector will manifest themselves by (1) an irregular beat to the engine on tickover, (2) missing and hesitation when accelerating, or (3) a noise like a bag of spanners in a cement mixer if you so much as look at the accelerator.

Before reaching for the tool kit and investing in test equipment, there's a much easier way of making an accurate assessment. Start the engine, open the bonnet and with the engine ticking over, hold each injector pipe in turn between the thumb and forefinger. Regular pulses should be felt. An irregular or weak pulse will indicate a possible faulty injector.

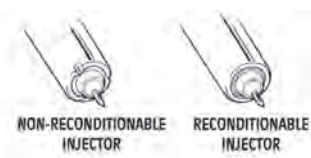
That takes care of the items 1 & 2 above. Item 3 might take a little longer. There could well be one or more injectors leaking and dumping fuel into the sump, which will be pretty obvious from the sump lubricant level and smell. Sorting this out will be an excellent cure for smoking.

| | | | |
|----|----------|---------------------------------------|---|
| 14 | 516962A | CLIP, choke cable to metering unit | 1 |
| 15 | AUE34 | CLAMP ASSEMBLY, choke cable | 1 |
| 17 | 53K3503 | SCREW, cable clamping | 1 |
| 18 | SH604071 | SCREW, metering unit to drive housing | 3 |
| 19 | GHF331 | WASHER, locking | 3 |
| 20 | GHF300 | WASHER, plain | 3 |
| 21 | 148946 | ELBOW, rubber | 1 |
| 22 | 149609 | HOSE, vacuum | 1 |
| 23 | PCR1011 | CLIP, hose attachment | 1 |

The changing of engine components such as the camshaft or exhaust system may alter the fuel requirements of the engine. The metering units listed above are for use on standard specification engines.

Injectors

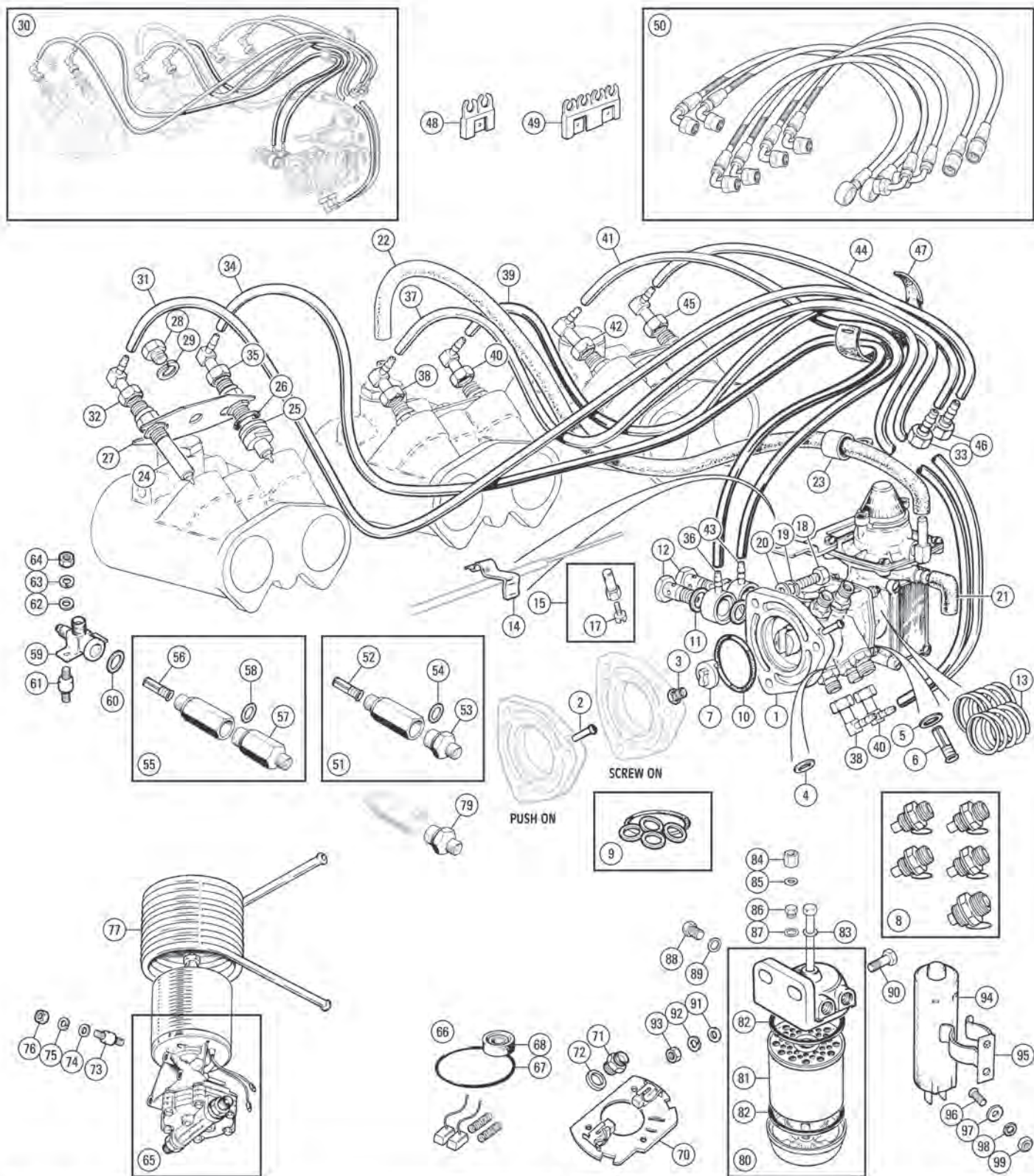
There are three different types of injectors and one of these is not serviceable. If you find yourself in possession of the type that cannot be re-conditioned please try to obtain one which can be for exchange purposes. The two serviceable types are identifiable by a wire 'C' clip fitted to the nozzle end of the injector. The non-serviceable type has the nozzle end held into the body by crimping. All injectors, after installation need to be 'bled' to expel any air from them. This will ensure that they work satisfactorily. If any of the fuel lines to the injectors are disconnected, they too will need 'bleeding' to purge them of air.



| | | | | |
|----|----------|--------------------------------------|---|--------------------------------|
| 24 | 149512 | INJECTOR, new | 6 | TR5, early TR6, |
| | 157913RL | INJECTOR, recon/exchange | 6 | see illustration above |
| | 157913 | INJECTOR, new | 6 | all but TR5's and early TR6's, |
| | 157913R | INJECTOR, recon/exchange | 6 | see illustration above |
| 25 | 516922 | ADAPTOR, nylon, injector to manifold | 6 | push-in fitting |
| | 516922S | ADAPTOR, nylon, injector to manifold | 6 | screw-in fitting |
| 26 | TRS1114 | 'O' RING, adaptor block to manifold | 6 | |
| 27 | 149308 | PLATE, clamping injectors, standard | 3 | alternatives |
| | 149308SS | PLATE, clamping injectors, stainless | 3 | |
| 28 | SH505041 | SCREW, clamping plate to manifold | 3 | |
| 29 | GHF332 | WASHER, locking | 3 | |

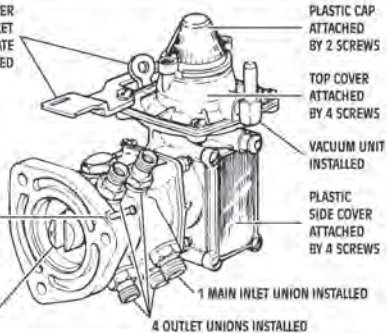
Injector Pipes

| | | | | |
|----|-----------|--------------------------------------|-----|---|
| 30 | UKC351SET | INJECTOR PIPE KIT | 1 | set of 6 pipes |
| | 517305 | TUBING, injector pipe, (black nylon) | a/r | sold per metre, 5 metres to service an engine |
| | UKC351 | INJECTOR PIPE, No. 1 | 1 | |
| 31 | 517305/1 | TUBE, black nylon, 30 1/4" | 1 | |
| 32 | 517307 | ELBOW, to injector | 1 | |
| 33 | 517306 | NIPPLE & NUT, to metering unit | 1 | |
| | UKC361 | INJECTOR PIPE, No. 2 | 1 | |
| 34 | 517305/2 | TUBE, black nylon, 31" | 1 | |
| 35 | 517307 | ELBOW, to injector | 1 | |
| 36 | 517308 | BANJO, to metering unit | 1 | |
| | UKC371 | INJECTOR PIPE, No. 3 | 1 | |
| 37 | 517305/3 | TUBE, black nylon, 30" | 1 | |
| 38 | 517307 | ELBOW, to injector & metering unit | 2 | |
| | UKC372 | INJECTOR PIPE, No. 4 | 1 | |
| 39 | 517305/4 | TUBE, black nylon, 39 1/8" | 1 | |
| 40 | 517307 | ELBOW, to injector & metering unit | 2 | |
| | UKC362 | INJECTOR PIPE, No. 5 | 1 | |
| 41 | 517305/5 | TUBE, black nylon, 21 3/4" | 1 | |
| 42 | 517307 | ELBOW, to injector | 1 | |
| 43 | 517308 | BANJO, to metering unit | 1 | |

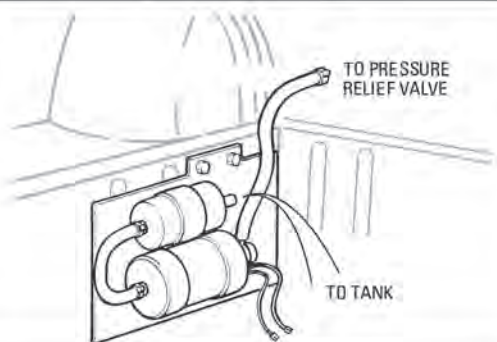
**EXCHANGE
METERING
UNIT**ACCEPTABLE
CONDITION

UNITS SHOULD BE
DRAINED OF FUEL.
CLEAN EXTERNALLY.
SHOW NO SIGNS
OF TAMPERING OR
CASE DAMAGE.

Weight = 1.96 kg min.

OVERFUEL LEVER
FREE TO OPERATE
AND INSTALLEDSPILL FUEL
RETURN UNION
(SCREWED OR
PUSH ON TYPE)
INSTALLEDROTOR
MUST BE FREE
TO ROTATE

(78)



Injection System (Continued)

Injector Pipes

| Ill. | Part Number | Description | Req. | Details |
|------|-------------|-----------------------------|------|------------------------|
| | UKC352 | INJECTOR PIPE, No. 6 | 1 | |
| 44 | 517305/6 | TUBE, black nylon, 20 1/4" | 1 | |
| 45 | 517307 | ELBOW, to injector | 1 | |
| 46 | 517306 | NIPPLE & NUT, fitting to MU | 1 | |
| 47 | 13H6107 | CLIP, strapping pipes | 3 | TR5, TR6 (e) CP models |
| 48 | 148672 | CLIP, nylon, double | 2 | TR6 (e) CR models |
| 49 | 148673 | CLIP, nylon, quadruple | 3 | |

Injector Pipe Set In Stainless

| | | | | |
|----|--------|----------------------------|---|-------------------------------------|
| 50 | TT1284 | INJECTOR PIPE ASSEMBLY KIT | 1 | set of 6 pipes stainless braided |
|----|--------|----------------------------|---|-------------------------------------|

Note: Always replace the banjo bolt O' rings (item 11) when fitting new injector pipes.

Pressure Relief Valves (PRV)

All units are calibrated to give 105-110 psi., which is the correct working fuel pressure for these Lucas injection systems. TR5's & early TR6 models (to body no. 51887CP) had a short (3/8") valve. All later TR6's had a longer (1 1/4") valve. They are interchangeable. The design change was adopted to help to stop valve body distortion and subsequent relief valve pressure fluctuations.

| | | | | |
|----|---------|--|---|-------------------------|
| 51 | 149811 | PRESSURE RELIEF VALVE, new | 1 | TR5, TR6 to (b) 51887CP |
| | 149811R | PRESSURE RELIEF VALVE, recon/exch | 1 | |
| 52 | 152069 | STRAINER | 1 | |
| 53 | 149811 | RELIEF VALVE, short bodied, new | 1 | |
| | 149811R | RELIEF VALVE, short bodied, recon/exch | 1 | TR6 from (b) 51888CP |
| 54 | 152068 | DOWTY WASHER, relief valve | 1 | |
| 55 | 156167 | PRESSURE RELIEF VALVE, new | 1 | |
| | 156167R | PRESSURE RELIEF VALVE, recon/exch | 1 | |
| 56 | 152069 | STRAINER | 1 | |
| 57 | 156167 | RELIEF VALVE, long bodied, new | 1 | |
| | 156167R | RELIEF VALVE, long bodied, recon/exch | 1 | |
| 58 | 152068 | DOWTY WASHER, relief valve | 1 | |

Pressure Relief Valve (PRV) Setting

There is only one correct way of setting up a PRV and that is, pretty obviously, with an accurate pressure gauge fitted with the correct unions to allow it to be plumbed in to the system at the 3 way brass 'T' junction. If you do have access to one, when using it don't forget to disconnect the return from the PRV to the fuel tank and place a catch tank underneath to catch the excess fuel which may be returned to the tank on completion. Ensure the strainer or filter (fitted between the valve and the 'T' junction) is clean before commencing.

Is the problem the PRV or the fuel pump - you won't know (without the pressure gauge) unless one of them is new and its replacement didn't cure the problem. Fuel pumps usually whine, leak, cavitate or get extremely hot (even on a cold day), so normally offer some indication of an ailment. PRV's do nothing.

It is essential to eliminate dirt and inadequate fuel supply (usually caused by sediment contaminates from the tank). Inspect the PRV: has it been tampered with? Look for spanner marks, rounded corners or a clean appearance when all around is uniformly murky. Remove the return pipe to the tank and get some light (preferably not a match) on the inside of the PRV now visible. The PRV is adjusted by means of a cross-head screwdriver so look for damage to this plastic head of the valve and immediately suspect the valve if you see any.

The effects of the wrong pressure control by the valve are:

- 1) 80 psi or below: If it runs at all, the engine won't have any pick-up.
- 2) 80-90 psi: Flat spot(s) on acceleration and erratic running.
- 3) Too high a pressure will cause excess wear to take place to metering unit linkage.
This may be caused by a blocked or kinked return pipe - well worth checking.

So, the engine will run reasonably well over 90 psi but probably simply lack performance until 100 psi is provided. The correct setting at the PRV is 105-110 psi. To adjust the valve, screw-in, i.e. clockwise, to increase pressure, and the opposite to reduce it (1/4 turn = 5 lbs.). The best that can be said is that, excluding obvious valve or pump faults, adjusting the pressure upwards will indicate that there is a problem. If adjustment cures it, the culprit is most likely the pump, if it doesn't it could be either. In the end it is probably better and cheaper to fit a new valve and use it as an indication of the condition of the pump!

If you did happen to have access to the correct test equipment check the pressure at the metering unit and any one injector and measure the dropped pressure drop through the system. You may discover a damaged pipe or a leaky one-way valve on the metering unit this way, as a bonus.

| | | | | |
|----|---------|---------------------------|---|---------------------------|
| 59 | 149773 | 'T' PIECE, (PRV mounting) | 1 | |
| 60 | 152068 | DOWTY WASHER | 1 | relief valve to 'T' piece |
| 61 | UKC2451 | MOUNTING, flexible | 4 | |
| 62 | GHF300 | WASHER, plain | 4 | |
| 63 | GHF331 | WASHER, locking | 4 | |
| 64 | GHF200 | NUT, plain | 4 | |

Fuel Pumps

Look under the skin of a British-built classic car of the 1965 to 1980 period and you'll find a Lucas 14w wiper motor. Look under a TR7 bonnet and you'll find 3: there's one powering each headlamp as well as the windscreen wipers. Look under a TR5 or Pi TR6 and tucked in the boot is the same basic motor pressurising the injection system.

There are those who might rightly say the same motor, intended for intermittent use as a screen wiper power source, cannot cope long term in constant use providing 100+ psi fuel pressure required for the Lucas Pi system. The actual volume being pumped is quite small, however the pressure isn't, as the system has to cope with various power-sapping bottlenecks on its journey to the injectors. The motor should run at a constant speed of 2200rpm driving a pair of precision built gears in the brass part of the pump. The drive is transmitted by a drive coupling which features a spiral on its upper surface which should throw fuel upwards to lubricate the shaft seal. If this seal fails, fuel will leak from the pipe projecting from the bottom casting, which is fitted with a drainpipe.

The maximum delivery of the pump is 16 gallon/hour and there will be TR owners out there who believe this to be the rate at which their TR consumes fuel! It is not recommended that the pump be dismantled for attention other than to the brushes as it is doubtful that anything else could be changed (and tested properly) by the average owner. Pi specialists are always suspicious of a pump that has been "messed with" and may reject it as an exchangeable item, especially if it has been hastily and carelessly assembled.

The true roots of the Lucas Fuel Injection system are probably buried in mists of time and like many aspects of automotive development, probably came from several different projects, maybe Lucas's involvement in the Aero industry and wartime experiments. What we're interested in as TR owners is what we can recognise in our TR5 or TR6 engine bay so cast your mind back to 1956 when a D-type Jaguar won at Le-Mans, but regrettably not the Hawthorne-driven works car fuelled by Lucas Pi on its first public outing. Jaguar returned the following year and this time won securing Lucas Pi's first racing victory. No doubt it was experimented with on several vehicles during the remaining '50's, as was the modus operandi prevalent at this time. Little point in close secrets when you're trying to get something working properly (what we now call development). It was sufficiently well developed to go into limited production in what is known as Mark I form on certain Maserati sports cars. Obviously sufficient bugs had been removed when BRM F1 racing cars appeared with it around 1965. This featured the now familiar mechanical metering unit but without a vacuum control unit. Its purpose was to provide drive-ability as well as power for the 1.5 litre V8 and the fuel consumption was unimportant. An expensive-to-make bomb shaped fuel pump fed the system rather than the wiper motor based type TR's use.

Finally, after almost 10 years, the system finally evolved into Mark II form and was released publicly in March 1966 in several race engine applications, the best known of which was the Group 5 'Works' Lotus Cortina of Jim Clark and Peter Arundell. None of this would produce any significant revenue so Lucas approached Triumph who were looking at ways of seriously uprating the power of the TR's without any loss of drive-ability. Triumph had built 2.5 litre 4 cylinder engines but they were insufficiently refined ("bloody rough" to quote Harry Webster). Stroking the 2 litre 6 provided part of the solution (from 76mm to 95mm), but with the addition of fuel injection the increase in power was spectacular (for those days) and the torque spread most impressive. Since its debut Lucas had cobbled up the fuel pump: you can sort of see how the impeller was gradually increased in size and the motor was uprated until it produced performance adequate for the system.

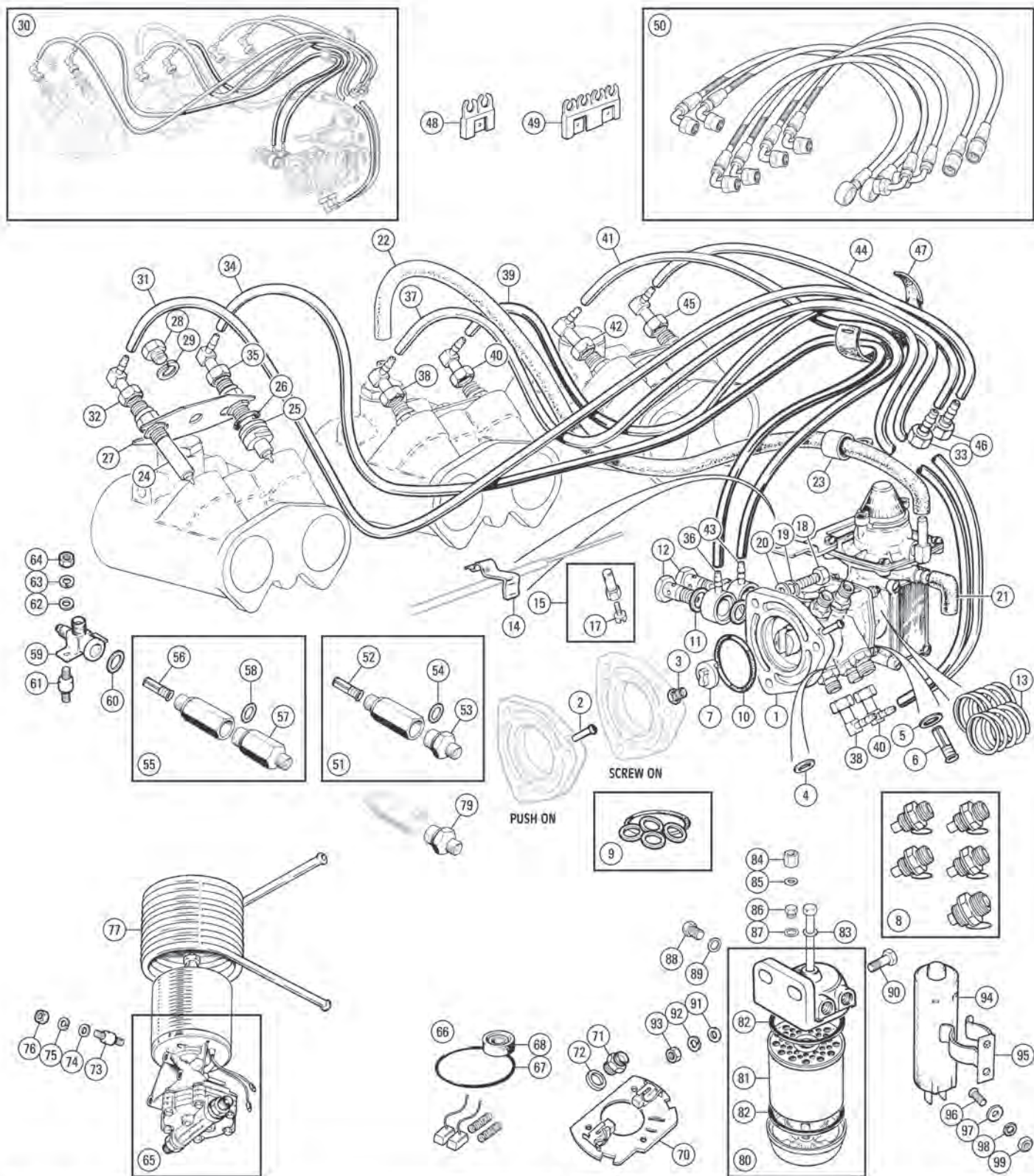
As it happened the TR5 and the 2.5 Pi saloon appeared simultaneously in 1967. There were a few gremlins, the worst of which was eliminated with a bit of pipe alteration, in place for the TR6 Pi's in late 1968. In response to the customers complaints, Lucas quickly developed and offered a cooling coil which wrapped tightly around the motor and used excess fuel on its way back to the fuel tank to achieve the cooling. Okay until fuel level dropped below a couple of gallons, as we all know!

Actually the development did continue, and had the system continued after about 1976, it would probably have emerged with an all new electronic pump, properly and fully fuel cooled. This was completely developed but never produced due to the dropping of the system. There is no doubt that what Lucas was trying to achieve was not possible purely mechanically and with the crude (by today's standards) controls then available. The engineering was to a very high level, hence the high-ish cost, with fuel pump and metering unit tolerances being held literally to a thousandth of an inch. Modern electronics do a better job at a fraction of the production cost, though to the end user costs don't seem to have gone down.

The system may well have found its way in modified form onto military vehicles but information about such things is, predictably, scarce. Somehow I can't imagine winning a war when dependent on the dear old Lucas Pi pump, (as in 'hold on for an hour while the pump cools down' or 'anybody got a cold wet towel'?)

We are indebted for comments from the famous British TR Racer (TR3A & Modsport TR5), Reg Woodcock who was senior engineer in the Lucas windscreen wiper laboratory where the pump was developed, his twin brother Ray who worked on Pi system development and Mike Pumford who has operated from the Liverpool area since about 1980 and is still famous for his work with TR's and Pi in particular.

| | | | | |
|----|------------|--|---|--|
| 65 | 214347R | FUEL PUMP, reconditioned/exchange | 1 | compatible with leaded or unleaded fuel |
| 66 | 214347RKIT | PUMP REPAIR KIT (Includes brushes springs and seals). | 1 | |
| 67 | 517413 | 'O' RING, sealing pump to motor body | 1 | |
| 68 | 517419 | SEAL, drive shaft | 1 | |
| 69 | RTC198A | BRUSH & SPRING SET | 1 | |
| 70 | RTC198A | BRUSH GEAR | 1 | |
| 71 | 518632SR | UNION, outlet and inlet | 2 | |
| 72 | 518495 | WASHER, sealing | 2 | |
| 73 | UKC2451 | MOUNTING, flexible | 3 | |
| 74 | GHF300 | WASHER, plain | 3 | |
| 75 | GHF331 | WASHER, locking | 3 | |
| 76 | GHF200 | NUT, plain | 3 | |
| 77 | LU60600115 | COOLING COIL, fuel pump | 1 | |

**EXCHANGE
METERING
UNIT**ACCEPTABLE
CONDITION

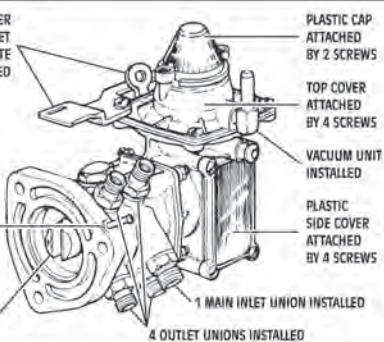
UNITS SHOULD BE
DRAINED OF FUEL.
CLEAN EXTERNALLY.
SHOW NO SIGNS
OF TAMPERING OR
CASE DAMAGE.

Weight = 1.96 kg min.

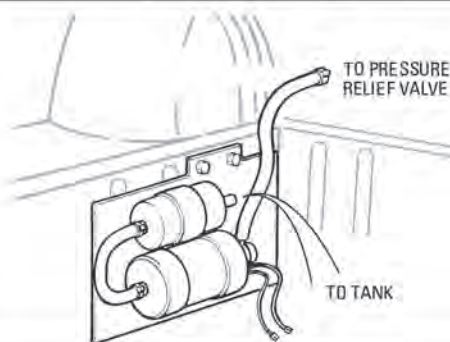
OVERFUEL LEVER
FREE TO OPERATE
AND INSTALLED

SPILL FUEL
RETURN UNION
(SCREWED OR
PUSH ON TYPE)
INSTALLED

ROTOR
MUST BE FREE
TO ROTATE



78



Injection System (Continued)

Bosch Replacement Fuel Pump

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|---------|
| 78 | TGK125 | PI FUEL PUMP KIT, 'Bosch' type (Includes pump, filter, hoses and clamps). | 1 | |

Bosch Fuel Pump Conversions

During the late 1980's, supplies of rebuildable Lucas Pi pumps were already showing signs of drying up. The specialists used their knowledge and experience of alternative options and universally settled on models from the Bosch range. Many conversions using this generation of pump were performed. The siting of these pumps varied according to both supplier and customer's individual tastes: some went under the boot side floor, some went under the LH rear wheel arch, some went on the wheel arch in the position of the original pump, and some were fitted in the LH front corner of the boot, to take maximum advantage of gravity to supply fuel from the tank. One thing was and still is certain: healthy supply of clean fuel would ensure a long reliable life. Some TR's found extra benefit from a Bosch-friendly fuel tank, part no GAC5110X, which features a larger bore outlet pipe. Some owners retained the original filter, with its bleed screw on top, enabling easy purging of gases. Others favoured the Bosch inline filter. Even a combination of both has been seen.

Bosch have moved on to the next generation of high pressure pumps and filters which are slightly smaller than the 'old' type, so advantage has been taken of this to use up the front LH corner of the spare wheel well with a plate-mounted set-up, with the added bonus of maximum gravity feeding from the nearby fuel tank outlet. This mounts to the redundant Lucas filter mounting holes and no cutting or drilling is required. With boot floor and lining boards in place, nothing non-original should be visible, which should appeal to original-appearance seekers.

To fit the conversion, the fuel tank needs to be drained, so this is obviously the time to flush out by disconnecting the out let hose at the filter, after first clamping the pipe to halt the fuel flow until you're ready with a suitable catch tank. The fuel should gush out - if it doesn't you've definitely got a major tank problem. Repeat this flushing several times and inspect the catch tank for undesirable material. If there is a lot of it, the tank may need professional cleaning or even replacement. It is now safe to proceed with the pump change, and this should connect up with all the original electrical and fuel connections without problems, unless, of course, something has been changed in the past. Before reconnecting the electrical supply replace the fuel and check for leaks. The system may need air-purging.

For those who still have an as-built TR5 or early TR6, the following recommendations are made: Remove the air purge pipe from the top of the Lucas filter housing and blank off the connection with the correct type of plug and sealing washer. The vertical pipe should be cut about 9" up from the housing. The PRV return pipe to the filter should also be removed and re-routed (the filter connection being blanked), to connect with the now open end of the air purge pipe, back to the tank. This will mean that the Bosch filter and mounting bracket will be of little use, but the conversion is really intended to eliminate all the undesirable features of the Lucas system, not merely replace the pump. Early TR5's had the PRV on the chassis so to install this kit on such cars, it will be necessary to purchase an extra long hose to connect the pump to the PRV, part no TGK1255 Some of the early installations of Bosch pumps placed the pump out in open air. Ironically this might well have benefited the original Lucas pump, but it will make no difference to the Bosch pump.

Unlike the Lucas fuel pump, the Bosch pump is dedicated. Both pumps deliver fuel at adequate pressure but the Bosch pump is capable of supplying a larger volume, hence the possible need for the 'Bosch' fuel tank. The early TR Pi system circulated excess fuel back into the filter from both PRV and metering unit, which, especially on warm days would rapidly warm up sufficiently to form fuel vapour (i.e. gas) which of course does not pump, but merely compresses i.e. cavitates in the pump. The only solution is to cool the pump right down, make sure there is plenty of fuel in the tank and even then the gas might have to be purged before normal running resumes.

The Bosch pump, being capable of shifting more fuel, does need a very adequate fuel supply. If the early Pi system were retained, fuel would still overheat and cavitation would occur, as with the Lucas pump. So the solution is to ensure it can't happen by installing the correct fuel return system, which it is designed to run with. As with the Lucas system, low fuel reserve will also adversely affect a Bosch pump. Dirt can find its way in, in spite of the presence of a filter, which would indicate a failure in this region, so we're back to the old chestnut of deterioration of the tank lining. Water in the system will cause misfiring but as long as it is immediately fully purged out, it shouldn't cause harm, though its cause must be found and eradicated.

Another problem that affected TR5's was fuel starvation on long left-hand corners. Under hard cornering the fuel can climb to an amazing height on one side of the tank. If the fuel level is below even one-third of a tank, the fuel can climb away from the fuel outlet. This causes the engine to cut and the fuel system has to bleed itself before normal performance resumes- sometimes taking several minutes. Triumph mostly cured this by fitting a tun dish or trough around the outlet to retain about a pint of fuel, wherever the bulk of it went. The problem was finally as good as eliminated by feeding the returned fuel (from PRV and the metering unit) via a long pipe into this tun dish, as long as there was at least a gallon sloshing around. The tun dish is fitted to Moss replacement tanks.

| | | | | |
|----|---------|----------------------------|---|--|
| 79 | 156167B | PRESSURE RELIEF VALVE, new | 1 |] for 'Bosch' type fuel pumps, 105 psi |
|----|---------|----------------------------|---|--|

Fuel Filter

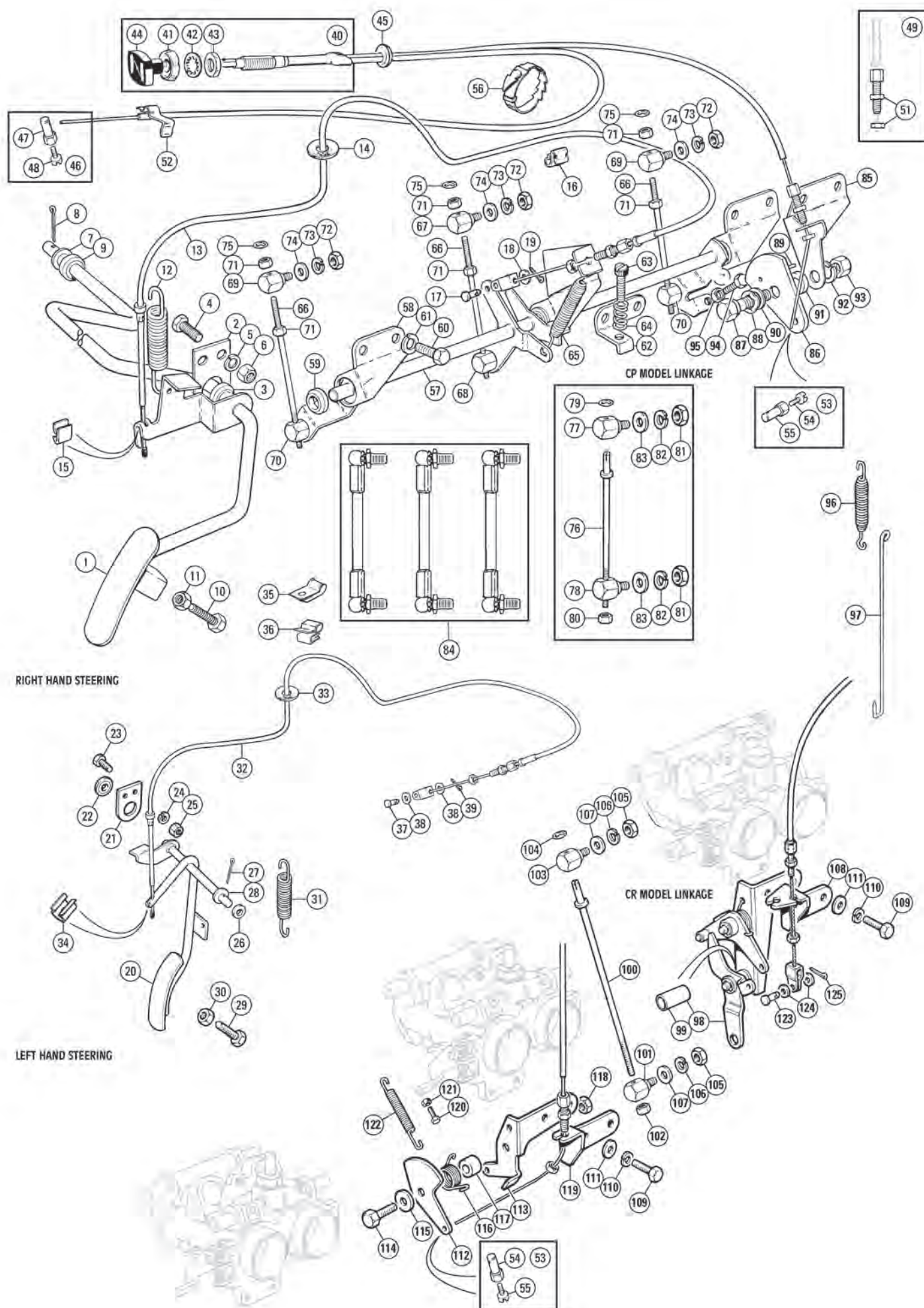
Note: For pipe work and other fuel system parts see Early (or Late) Fuel Tank, Pump & Pipes.

| | | | | |
|----|---------|--|---|---------------------------|
| 80 | 563190 | FUEL FILTER ASSEMBLY | 1 | |
| 81 | GFE5296 | FUEL FILTER ELEMENT | 1 | |
| 82 | 512147 | 'O' RING, sealing element bolt | 2 | |
| 83 | 522940A | WASHER, retaining bolt | 1 | |
| 84 | 148312 | CONNECTION ADAPTOR, vent pipe | 1 |] TR5, TR6 To (c) CP50000 |
| 85 | 150710 | WASHER, sealing adaptor to filter head | 1 |]] |

| | | | | |
|----|--------|--|---|------------------------|
| 86 | 153928 | PLUG, screwed, blanking fuel return port | 1 |] TR6 From (c) CP50001 |
| 87 | 150710 | WASHER, sealing plug | 1 |]] |
| 88 | 151203 | PLUG, screwed, blanking | 2 | |
| 89 | 517957 | WASHER, aluminium, sealing plug | 2 |] alternatives |
| | 506682 | WASHER, copper, sealing plug | 2 |]] |
| 90 | GHF105 | SCREW, filter assembly | 2 | |
| 91 | WP9 | WASHER, plain | 2 | |
| 92 | GHF333 | WASHER, locking | 2 | |
| 93 | GHF202 | NUT, plain | 2 | |

Fuel Cut-Off Switch

| | | | | |
|----|----------|-------------------------|---|----------------|
| 94 | 153052 | SWITCH, inertia cut-off | 1 |]] |
| 95 | 153109 | CLIP, switch | 1 |] TR6 RHD From |
| 96 | PMZ308 | SCREW, clip to body | 2 |] (b) 52328CP |
| 97 | PWZ203 | WASHER, plain | 2 |] LHD From |
| 98 | WL700101 | WASHER, locking | 2 |] (b) 51399CP |
| 99 | HN2005 | NUT, plain | 2 |]] |



Accelerator Pedals & Cables

Right Hand Drive Models

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|------------------------|
| 1 | 214420 | ACCELERATOR PEDAL ASSEMBLY | 1 | |
| 2 | 148526 | PLATE, bearing assembly | 1 | RH pedal support |
| 3 | 138490 | BEARING | 1 | alternatives |
| | 138490SP | BEARING, polyurethane | 1 | |
| 4 | SH604051 | SCREW, plate to pedal box | 2 | |
| 5 | GHF331 | WASHER, locking | 2 | |
| 6 | GHF200 | NUT | 2 | |
| 7 | WP9 | WASHER, plain, pedal shaft thrust | 1 | |
| 8 | GHF502 | SPLIT PIN, pedal shaft locating | 1 | |
| 9 | 138490 | BEARING, (fitted in bulkhead) | 1 | alternatives |
| | 138490SP | BEARING, Polyurethane | 1 | |
| 10 | SH605161 | BOLT, accelerator pedal stop | 1 | |
| 11 | GHF201 | NUT, locking pedal stop bolt | 1 | |
| 12 | 027645 | SPRING, pedal return | 1 | |
| 13 | 149005 | ACCELERATOR CABLE | 1 | TR5, TR6 (e) CP models |
| | 160308 | ACCELERATOR CABLE | 1 | TR6 (e) CR models |
| 14 | 131492 | WASHER, rubber | 1 | |
| 15 | 613766 | CLIP, edge type, cable end to pedal | 1 | TR5, TR6 (e) CP models |
| | 606389 | CLIP, edge type, cable end to pedal | 1 | TR6 (e) CR models |
| 16 | 11K9181 | CLIP, cable to RH inner wing | 1 | |
| 17 | PJ8504 | CLEVIS PIN, cable end to linkage lever | 1 | |
| 18 | PWZ203 | WASHER, plain | 2 | |
| 19 | GHF500 | SPLIT PIN | 1 | |

Left Hand Drive Models

| | | | | |
|----|----------|--|---|------------------------|
| 20 | 148951 | ACCELERATOR PEDAL ASSEMBLY | 1 | TR5, TR6 (e) CP models |
| | 159877 | ACCELERATOR PEDAL ASSEMBLY | 1 | TR6 (e) CR models |
| 21 | 148954 | PLATE, bearing assembly | 1 | LH pedal support |
| 22 | 138490 | BEARING | 1 | |
| 23 | SH604051 | SCREW, securing plate to footwell | 2 | |
| 24 | GHF331 | WASHER, locking | 2 | |
| 25 | GHF200 | NUT | 2 | |
| 26 | WP9 | WASHER, plain, pedal shaft thrust | 1 | |
| 27 | GHF502 | SPLIT PIN, pedal shaft locating | 1 | |
| 28 | 138490 | BEARING, (fitted in bulkhead) | 1 | alternatives |
| | 138490SP | BEARING, polyurethane | 1 | |
| 29 | GHF101 | SCREW, accelerator pedal stop | 1 | |
| 30 | NT605041 | NUT, locking pedal stop screw | 1 | |
| 31 | 027645 | SPRING, pedal return | 1 | |
| 32 | 149004 | ACCELERATOR CABLE | 1 | TR5, TR6 (e) CP models |
| | 160309 | ACCELERATOR CABLE | 1 | TR6 (e) CR models |
| 33 | 131492 | WASHER, rubber | 1 | |
| 34 | 149042 | CLIP, tubular type, cable end to pedal | 1 | alternatives |
| | 153041 | CLIP, tubular type, cable end to pedal | 1 | |
| 35 | 059380 | CLIP, cable to dash shelf | 1 | |
| 36 | PCR409 | 'P' CLIP, cable to battery fixing rod | 2 | |
| 37 | PJ8504 | CLEVIS PIN, cable end to linkage lever | 1 | |
| 38 | PWZ203 | WASHER, plain | 2 | |
| 39 | GHF500 | SPLIT PIN | 1 | |

Choke Cable

The main difference between the (e) CP series and the (e) CR series choke cables is the length of the inner cable that activates the fast idle cam on the throttle linkage. This inner cable measures 41 1/2" for (e) CP models and 34 1/4" for (e) CR models.

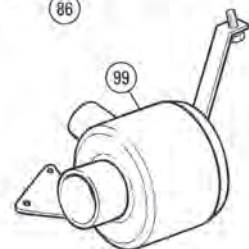
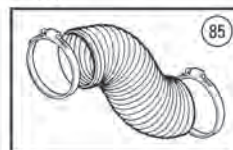
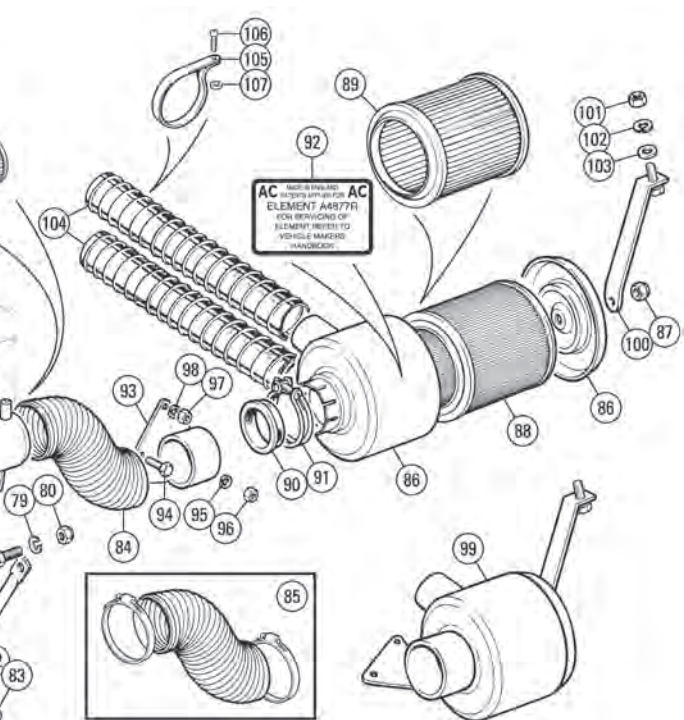
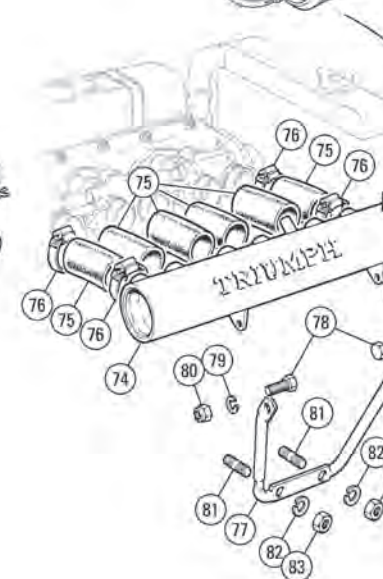
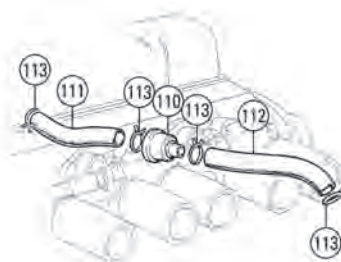
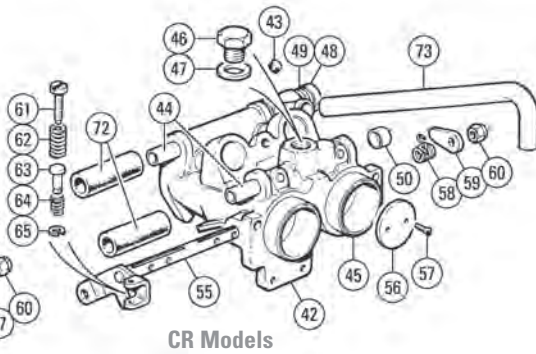
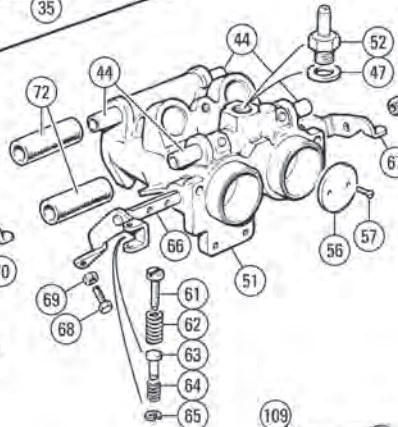
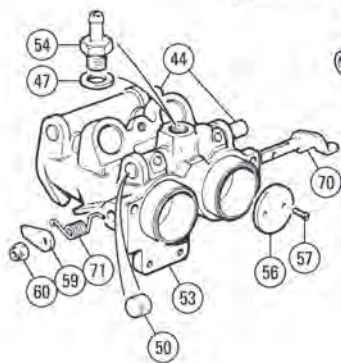
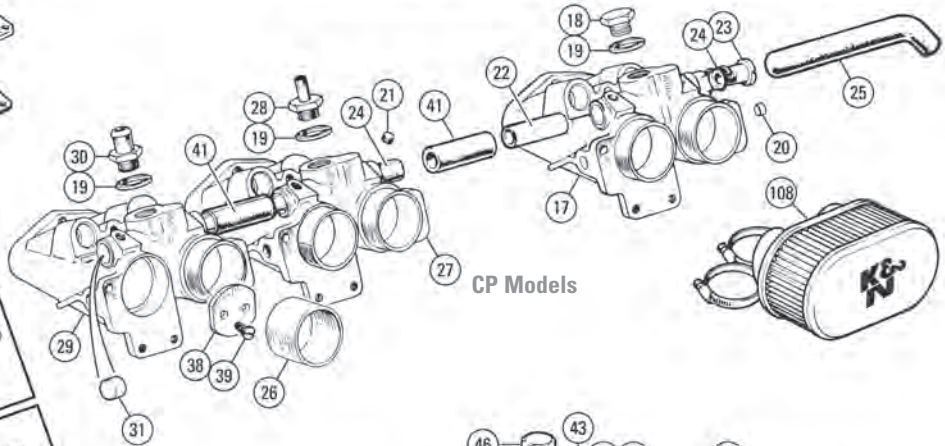
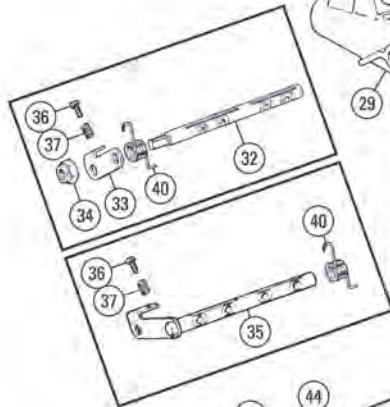
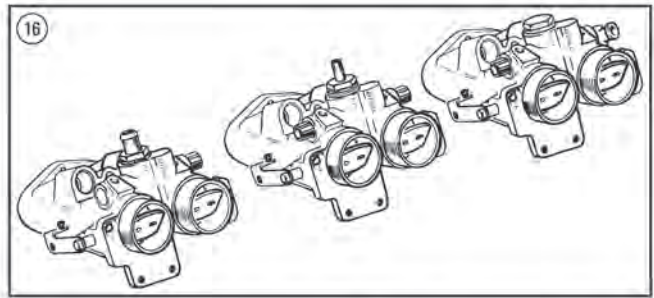
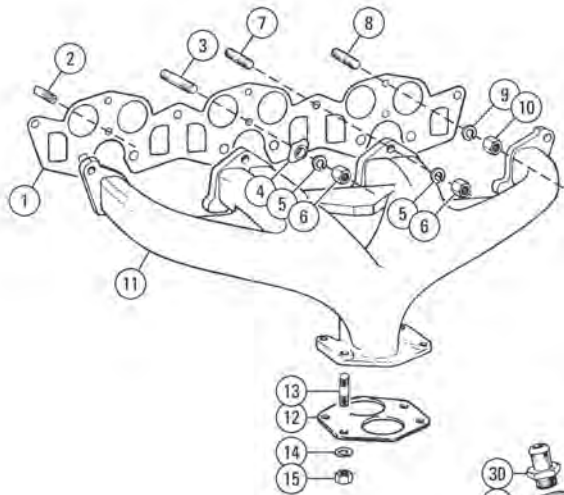
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|----|---------|------------------------------------|---|-------------------------------|
| 40 | 214888 | CHOKE CABLE ASSEMBLY | 1 | TR5, TR6 (e) CP models |
| 41 | 618946 | BEZEL, chrome | 1 | |
| 42 | GHF325 | WASHER, shakeproof | 1 | |
| 43 | 515789 | NUT, locking | 1 | |
| 44 | 712907 | KNOB, choke, (pictorial) | 1 | TR6 (e) CR models |
| | 219258 | CHOKE CABLE ASSEMBLY | 1 | |
| | 618946 | BEZEL, chrome | 1 | |
| | GHF325 | WASHER, shakeproof | 1 | |
| | 515789 | NUT, locking | 1 | |
| | 712907 | KNOB, choke, (pictorial) | 1 | |
| 45 | 061917 | GROMMET, cable through bulkhead | 1 | |
| 46 | AUE34 | TRUNNION ASSEMBLY | 1 | cable to over-fuel lever |
| 47 | AUE34 | TRUNNION, cable to over-fuel lever | 1 | cable to over-fuel lever |
| 48 | 53K3503 | SCREW, trunnion | 1 | |
| 49 | BHH1059 | ADJUSTER ASSEMBLY | 1 | |
| 50 | BHH1059 | ADJUSTER, choke cable | 1 | |
| 51 | 146984 | NUT, locking cable adjuster | 2 | |
| 52 | 516962A | CLIP, outer cable to metering unit | 1 | |
| 53 | AUE34 | TRUNNION ASSEMBLY | 1 | cable to fast idle cam |
| 54 | AUE34 | TRUNNION, cable to fast idle cam | 1 | |
| 55 | 53K3503 | SCREW, trunnion | 1 | |
| 56 | 13H6107 | CLEAT, 'fir tree type' | 1 | choke cable to injector pipes |

Throttle Linkage TR5, TR6 (e) CP Models

| | | | | |
|----|-----------|--|---|--|
| 57 | 149604 | COUNTERSHAFT ASSEMBLY | 1 | TR5, TR6 To (e) CP50000 |
| | 153978 | COUNTERSHAFT ASSEMBLY | 1 | TR6 From (e) CP50001 |
| 58 | 148927 | BEARING BRACKET ASSEMBLY | 2 | |
| 59 | 138490 | BEARING, countershaft assembly | 3 | alternatives |
| | 138490SP | BEARING, polyurethane | 3 | |
| 60 | SH604051 | SCREW, bearing bracket to manifold | 6 | |
| 61 | GHF331 | WASHER, locking | 6 | |
| 62 | 149618 | BRACKET, throttle stop | 1 | |
| 63 | PT507 | SCREW, throttle stop adjusting | 1 | |
| 64 | 149552 | SPRING, throttle stop screw | 1 | |
| 65 | 145197 | SPRING, countershaft return | 1 | |
| 66 | 149537 | THROTTLE LINK ROD | 3 | TR5, TR6 To (e) CP26804 |
| 67 | 149536 | SWIVEL POST, centre link, upper | 1 | |
| 68 | 149535 | SWIVEL POST, centre link, lower | 1 | |
| 69 | 149780 | SWIVEL POST, front & rear link, upper | 2 | |
| 70 | 149535 | SWIVEL POST, front & rear link, lower | 2 | |
| 71 | HN2005 | NUT, locking link rod to upper swivel post | 6 | |
| 72 | HN2005 | NUT, swivel post to lever | 6 | |
| 73 | WL700101 | WASHER, locking | 6 | |
| 74 | WC701121 | WASHER, plain | 6 | |
| 75 | FX3203 | FIX NUT, throttle link rod to top swivel post | 3 | (Alternative prevent nuts from working loose). |
| | | THROTTLE LINK ROD SET, 3 piece | 1 | |
| 76 | 152589K | THROTTLE LINK ROD | 3 | stainless steel |
| | 152889 | THROTTLE LINK ROD | 3 | |
| 77 | 149780 | SWIVEL POST, upper | 3 | |
| 78 | 152724 | SWIVEL POST, lower | 3 | |
| 79 | FX3203 | FIX NUT, link rod to top swivel post | 3 | TR6 From (e) CP26805 |
| 80 | HN2005 | NUT, locking link rod to lower swivel post | 3 | |
| 81 | HN2005 | NUT, swivel post to lever | 6 | |
| 82 | WL700101 | WASHER, locking | 6 | |
| 83 | WC701121 | WASHER, plain | 6 | |
| 84 | 152889XK | THROTTLE LINK ROD SET, 3 piece | 1 | all CP models |
| | | (Set of 3 throttle link assemblies with LH & RH threaded rods and ball joint ends for easy and accurate adjustment. Alternative to original arrangement and replaces many of the unavailable items). | | |
| 85 | 149778 | CAM CARRIER | 1 | TR5, TR6 To (e) CP50000 |
| | 153559 | CAM CARRIER | 1 | TR6 From (e) CP50001 |
| 86 | 149779 | CAM, cable operated fast idle | 1 | |
| 87 | 136482 | BOLT, special, cam to carrier | 1 | |
| 88 | 624905 | WASHER, waved, cam to cam carrier | 1 | |
| 89 | DS1607 | DOWEL PIN | 1 | |
| 90 | WB600071A | WASHER, plain, bolt to cam | 1 | 7/16" int. diameter |
| 91 | WP129 | WASHER, plain, cam to carrier | 1 | 5/16" int. diameter |
| 92 | GHF332 | WASHER, locking | 1 | |
| 93 | GHF201 | NUT, locking cam pivot bolt | 1 | |
| 94 | 517542 | SCREW, adjusting | 1 | |
| 95 | 517074 | NUT, locking adjusting screw | 1 | |
| 96 | 145197 | SPRING, choke cam return | 1 | |
| 97 | 149785 | LINK, cam return spring, inner front wing | 1 | |

Throttle Linkage TR6 (e) CR Models

| | | | | |
|-----|----------|--|---|---------------------|
| 98 | 160304 | THROTTLE LINKAGE ASSEMBLY | 1 | TR6 To (e) CR5000 |
| | UKC1561 | THROTTLE LINKAGE ASSEMBLY | 1 | TR6 From (e) CR5001 |
| 99 | 155780 | BEARING, pivot, cam & cam lever | 2 | |
| 100 | 160254K | THROTTLE LINK ROD, stainless steel | 1 | TR6 To (e) CR5000 |
| | 160254 | THROTTLE LINK | 1 | |
| | UKC1588K | THROTTLE LINK ROD, stainless steel | 1 | TR6 From (e) CR5001 |
| | UKC1588 | THROTTLE LINK | 1 | |
| 101 | 152724 | SWIVEL POST, lower | 1 | |
| 102 | HN2005 | NUT, locking link rod to lower swivel post | 1 | |
| 103 | 149780 | SWIVEL POST, upper | 1 | |
| 104 | FX3203 | FIX NUT, link rod to top swivel post | 1 | |
| 105 | HN2005 | NUT, swivel post to lever | 2 | |
| 106 | WL700101 | WASHER, locking | 2 | |
| 107 | WC701121 | WASHER, plain | 2 | |
| 108 | 160257 | BRACKET, accelerator cable abutment | 1 | |
| 109 | GHF117 | SCREW, bracket attachment | 4 | |
| 110 | GHF331 | WASHER, locking | 4 | |
| 111 | GHF300 | WASHER, plain | 4 | |
| 112 | 160256 | CAM, fast idle | 1 | TR6 To (e) CR5000 |
| | UKC1158 | CAM, fast idle | 1 | TR6 From (e) CR5001 |
| 113 | 160255 | BRACKET, mounting fast idle cam | 1 | |
| 114 | GHF103 | SCREW, fast idle cam pivot | 1 | |
| 115 | GHF301 | WASHER, plain | 1 | |
| 116 | 160228 | SPRING, return | 1 | |
| 117 | 160281 | SPACER, fast idle cam to bracket | 1 | |
| 118 | NT605041 | NUT, half, locking pivot screw | 1 | |
| 119 | 160258 | BRACKET, choke cable abutment | 1 | |
| 120 | 512288 | SCREW, adjusting, fast idle | 1 | |
| 121 | 517074 | NUT, locking fast idle screw | 1 | |
| 122 | UKC665 | SPRING, throttle return, fast idle cam | 1 | |
| 123 | PJ8504 | CLEVIS PIN, cable end to linkage lever | 1 | |
| 124 | PWZ203 | WASHER, plain | 2 | |
| 125 | GHF500 | SPLIT PIN | 1 | |



Exhaust Manifold

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|---------------|
| 1 | AJM682 | GASKET, manifolds to cylinder head | 1 | |
| 2 | RPS2012 | DOWEL, scrolled, locating manifolds | 3 | |
| 3 | TE605105 | STUD, intake manifold to cylinder head | 3 | |
| 4 | 058258 | CLAMP, securing manifolds | 6 | |
| 5 | GHF333 | WASHER, locking | 10 | |
| | WP20X | WASHER, plain | 10 | for brass nut |
| 6 | 100498 | NUT, steel | 10 | |
| | GHF262 | NUT, brass | 10 | alternative |
| 7 | 105124 | STUD, exhaust manifold to cyl. head | 4 | |
| 8 | 105125 | STUD, both manifolds to cyl. head | 6 | |
| 9 | GHF332 | WASHER, locking | 3 | |
| 10 | GHF201 | NUT | 3 | |
| 11 | 308292 | MANIFOLD, exhaust | 1 | |
| 12 | GUG4811MG | GASKET, exhaust down pipe | 1 | |
| 13 | 115696 | STUD, manifold to exhaust down pipe | 4 | |
| 14 | GHF333 | WASHER, locking | 4 | |
| 15 | 108951 | NUT, brass | 4 | |

Inlet Manifold, All (c) CP Models

| | | | | |
|----|---------|--|-----|------------------------------|
| | 150066K | INLET MANIFOLD, set of 3 (Inc. spindles, discs etc., recon/exchange)] | 1 | TR5 |
| 16 | 152807K | INLET MANIFOLD, set of 3 (Inc. spindles, discs etc., recon/exchange)] | 1 | TR6 |
| | 150066 | MANIFOLD, front inlet | 1 | TR5 |
| 17 | 152807 | MANIFOLD, front inlet, (air bleed) | 1 | TR6 |
| 18 | ADP210 | PLUG, blanking | 1 | |
| 19 | AAA836 | WASHER, fibre | 3 | |
| 20 | 148986 | PLUG, spindle bore | 3 | |
| 21 | PU702 | PLUG, blanking, cross drill | 6 | TR5 |
| | PU852 | PLUG, blanking, cross drill | 6 | TR6 |
| 22 | 148899 | TUBE, air balance | 4 | |
| 23 | 508782 | SCREW, metering, air valve | 1 | late TR5 |
| | 152685 | SCREW, metering, air valve | 1 | TR6 |
| 24 | 152691 | SPRING, metering screw | 1 | late TR5 |
| | 152684 | SPRING, metering screw | 1 | TR6 |
| 25 | 152891 | HOSE, air valve to air inlet manifold | 1 | late TR5 |
| | 152855 | HOSE, air valve to air inlet manifold | 1 | TR6 |
| | 152855Z | HOSE, air valve to air inlet manifold | 1 | |
| 26 | 149374 | TUBE, air inlet | 6 | |
| 27 | 149651 | MANIFOLD, centre inlet | 1 | |
| 28 | 149764 | ADAPTOR, metering unit control hose | 1 | |
| 29 | 149659 | MANIFOLD, rear inlet | 1 | |
| 30 | 149487 | ADAPTOR, brake servo hose | 1 | |
| 31 | 144537 | PLUG, core, rear | 1/2 | 2 req. for TR5 non air bleed |
| 32 | 152185 | SPINDLE, throttle assembly | 3 | |
| 33 | 152185 | LEVER, throttle | 3 | TR5 |
| 34 | GHF221 | NUT, nyloc | 3 | |
| 35 | 152185 | SPINDLE, throttle assembly | 3 | TR6 |
| 36 | 149805 | SCREW, slow running adjustment | 3 | |
| 37 | 149552 | SPRING, slow running adjustment | 3 | |
| 38 | 148989 | DISC, throttle | 6 | use new spindles |
| 39 | 148988 | SCREW, throttle disc to spindle | 12 | |
| 40 | 148987 | SPRING, throttle return | 3 | |
| 41 | 148899 | PIPE, air balance | 2 | |

Inlet Manifold, All (c) CR Models

| | | | | |
|----|---------|--------------------------------------|----|------------------|
| 42 | 160300 | MANIFOLD, front inlet | 1 | |
| 43 | PU852 | PLUG, blanking, cross drill | 6 | |
| 44 | 148899 | TUBE, air balance | 8 | |
| 45 | 149374 | TUBE, air inlet | 6 | |
| 46 | ADP210 | PLUG, blanking | 1 | |
| 47 | AAA836 | WASHER, fibre | 3 | |
| 48 | 152685 | SCREW, metering, air valve | 1 | |
| 49 | 152684 | SPRING, metering screw | 1 | |
| 50 | 144537 | PLUG, core, front and rear | 3 | |
| 51 | 160302 | MANIFOLD, centre inlet | 1 | |
| 52 | 149764 | ADAPTOR, metering unit control hose | 1 | |
| 53 | 160303 | MANIFOLD, rear inlet | 1 | |
| 54 | 149487 | ADAPTOR, brake servo hose | 1 | |
| 55 | 160247 | SPINDLE, throttle assembly, front | 1 | |
| 56 | 160109 | DISC, throttle | 6 | use new spindles |
| 57 | AUC1358 | SCREW, throttle disc to spindle | 12 | |
| 58 | UKC663 | SPRING, return | 1 | |
| 59 | 160251 | LEVER, return spring, front and rear | 2 | |
| 60 | GHF271 | NUT, nyloc, lever retaining | 3 | |
| 61 | UKC550 | SCREW | 2 | |
| 62 | 160229 | SPRING | 2 | |
| 63 | 160259 | PIN | 2 | |
| 64 | 160230 | SPRING | 2 | |

| | | | | |
|----|---------|---------------------------------------|---|--|
| 65 | 160301 | CIRCLIP | 2 | |
| 66 | 160246 | SPINDLE, throttle assembly, centre | 1 | |
| 67 | 160250 | LEVER, throttle action relay | 1 | |
| 68 | 512288 | SCREW, fast idle setting | 1 | |
| 69 | 512287 | NUT, locking, fast idle screw | 1 | |
| 70 | 160248 | SPINDLE, throttle assembly, rear | 1 | |
| 71 | UKC664 | SPRING, return | 1 | |
| 72 | 148899 | PIPE, air balance | 4 | |
| 73 | 160242Z | HOSE, air valve to air inlet manifold | 1 | |

Air Manifold

| | | | | |
|----|----------|--|---|--------------------------|
| 74 | 214804 | AIR MANIFOLD ASSEMBLY, non air bleed | 1 | TR5 |
| | 216062 | AIR MANIFOLD ASSEMBLY, air bleed | 1 | TR6 To (e) CP50000 |
| 75 | 152601SP | HOSE, plain, air to inlet manifold | 6 | TR5, TR6 To (e) CP50000 |
| | 216374 | AIR MANIFOLD ASSEMBLY | 1 | TR6 From CP50001 |
| | 152601SP | HOSE, moulded, air to inlet manifold | 6 | |
| 76 | GHC11055 | CLIP, hose attachment | 4 | two outermost hoses only |
| 77 | 214840 | STAY, supporting air manifold | 1 | |
| 78 | GHF117 | SCREW, stay to air manifold | 2 | |
| 79 | GHF331 | WASHER, locking | 2 | |
| 80 | GHF200 | NUT | 2 | |
| 81 | 105124 | STUD, stay & mounting bracket to block | 2 | |
| 82 | GHF333 | WASHER, locking | 2 | |
| 83 | GHF202 | NUT | 2 | |
| 84 | 149693 | HOSE, air cleaner to air manifold | 1 | |
| | 149693X | HOSE, air cleaner to air manifold | 1 | |
| 85 | 149693K | HOSE KIT, air cleaner to air manifold | 1 | |

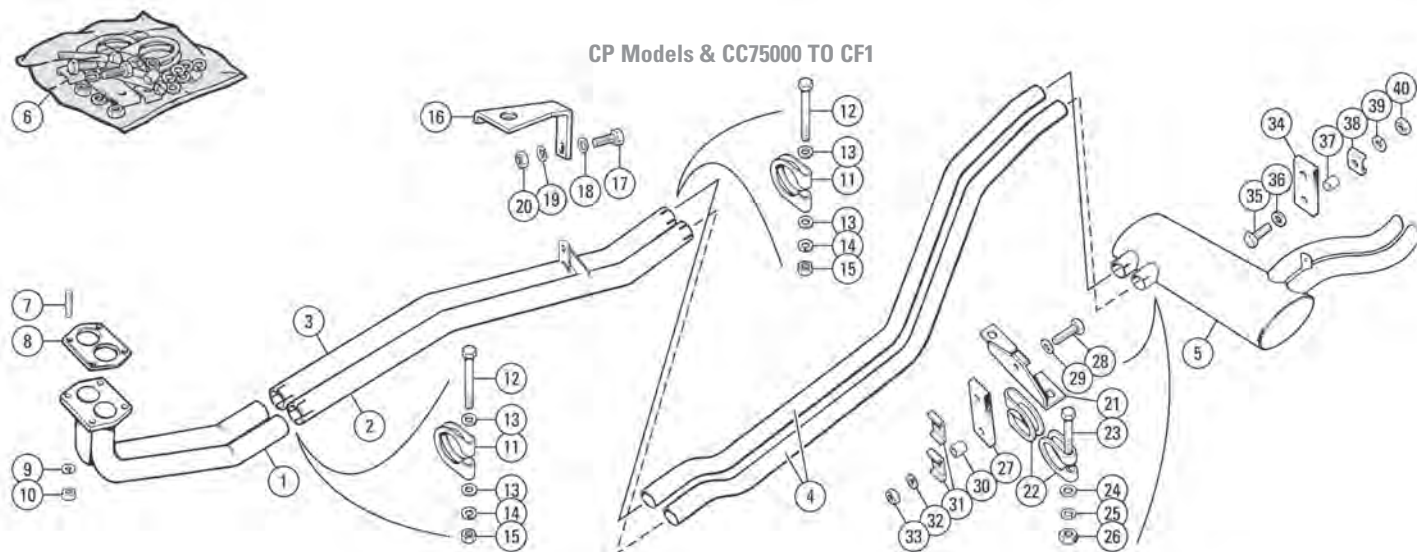
Air Cleaner

| | | | | |
|-----|----------|--|---|-----------------------------|
| 86 | 308444SS | AIR CLEANER ASSEMBLY | 1 | includes lid, nut & element |
| 87 | 517410 | NUT, nyloc | 1 | |
| 88 | GFE1048 | ELEMENT, air filter | 1 | standard filter |
| 89 | KNE9108 | ELEMENT, K&N, air filter | 1 | performance filter |
| 90 | 517411 | INSULATOR, rubber | 1 | |
| 91 | GHC11090 | CLIP, securing air cleaner and insulator | 1 | |
| 92 | CRST283 | DECAL, 'AC' air filter element | 1 | |
| 93 | 149306 | BRACKET, air cleaner support | 1 | |
| 94 | SH605051 | SCREW, bracket to radiator stay | 1 | |
| 95 | GHF332 | WASHER, locking | 1 | |
| 96 | GHF201 | NUT | 1 | |
| 97 | GHF201 | NUT, bracket & radiator stay to radiator | 1 | |
| 98 | GHF332 | WASHER, locking | 1 | |
| 99 | 308444SS | AIR CLEANER ASSEMBLY, stainless steel | 1 | alternative |
| 100 | 153282 | STRAP ASSEMBLY, air cleaner support | 1 | |
| 101 | GHF200 | NUT, air cleaner support to valance | 1 | TR6 |
| 102 | GHF331 | WASHER, locking | 1 | |
| 103 | WM57 | WASHER, plain | 1 | |
| 104 | 627527 | HOSE, air cleaner feed | 2 | |
| 105 | 156401 | CLIP, hose retaining | 2 | TR6 From (c) CP52894 |
| 106 | HU506 | SCREW, clip attaching | 2 | |
| 107 | PWZ203 | WASHER, plain | 2 | |
| 108 | KNR0990 | AIR CLEANER, K&N, intake manifold | 3 | alternative |
| 109 | KNRU2710 | AIR CLEANER, K&N, air manifold | 1 | performance filters |

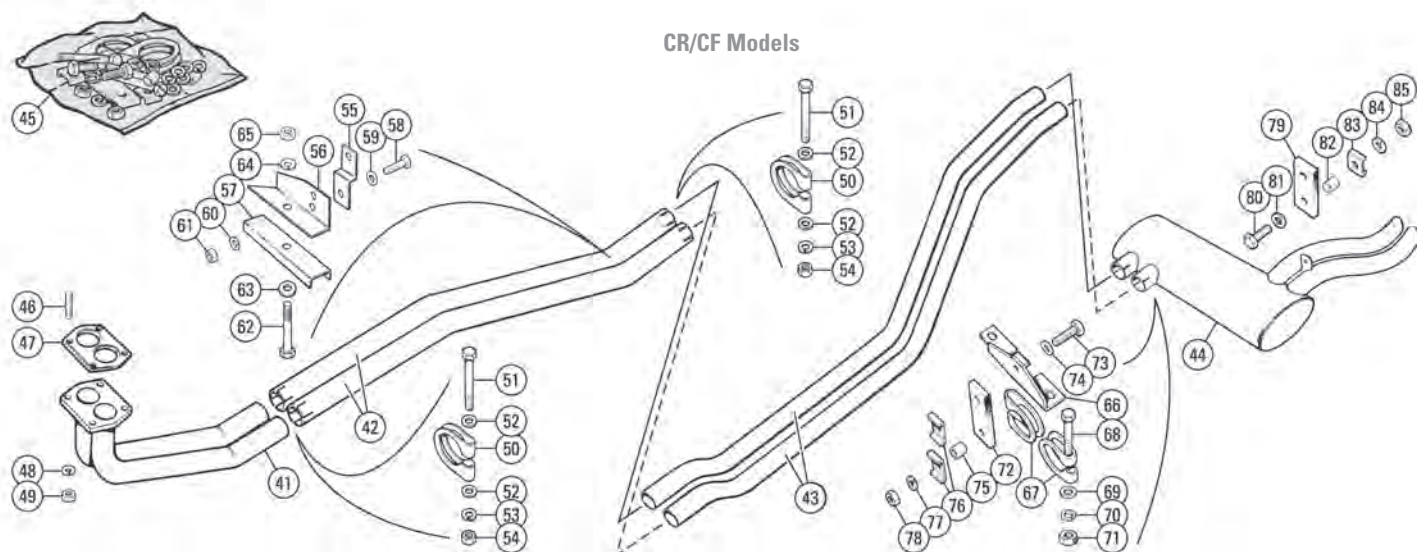
Closed Circuit Breather

| | | | | |
|-----|---------|--------------------------------|---|--|
| 110 | 603330A | BREATHER & FLAME TRAP ASSEMBLY | 1 | |
| 111 | 149995Z | HOSE, breather to rocker cover | 1 | |
| 112 | 149994Z | HOSE, breather to air manifold | 1 | |
| 113 | ACA5290 | CLIP, Corbin, hose fitting | 4 | |

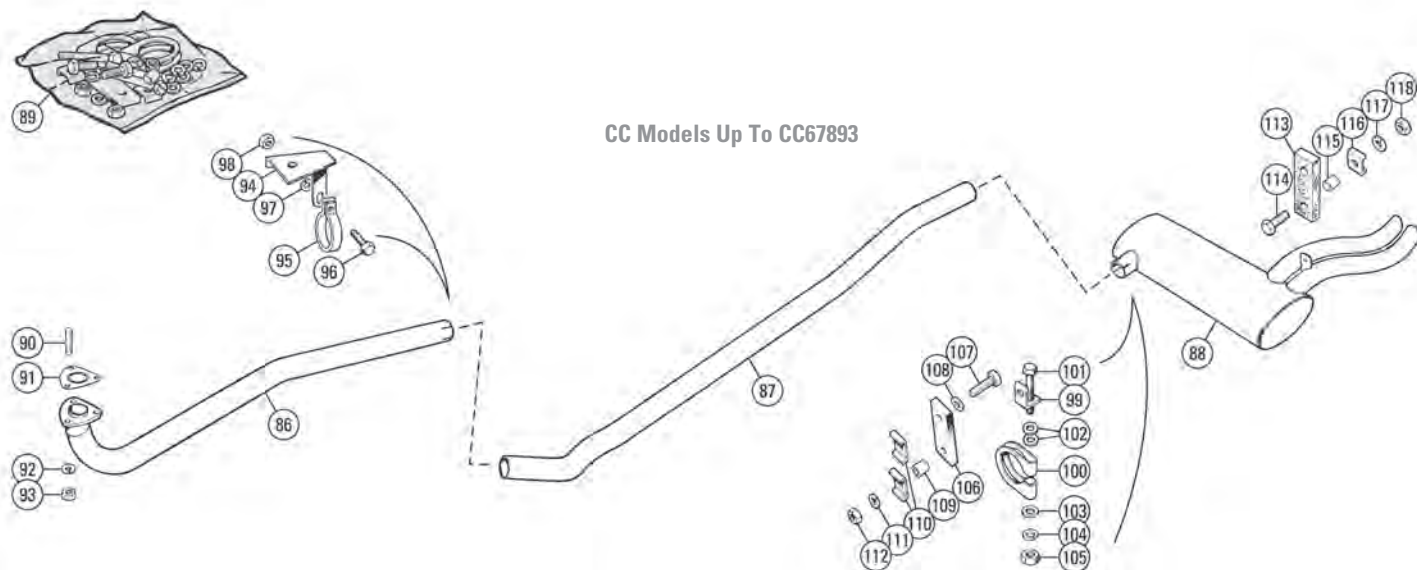
CP Models & CC75000 TO CF1



CR/CF Models



CC Models Up To CC67893



Standard Exhaust Systems

All Pi (c) CP Models; Carburettor Models (c) CC75000 To CF1

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|----------------------------|
| | MSTR56 | EXHAUST SYSTEM, 6 piece | 1 | mild steel |
| 1 | GEX1255 | FRONT EXHAUST PIPES | 1 | |
| 2 | GEX1270 | INTERMEDIATE PIPE, front, LH | 1 | |
| 3 | GEX1269 | INTERMEDIATE PIPE, front, RH | 1 | |
| 4 | GEX1271 | INTERMEDIATE PIPE, rear | 2 | |
| 5 | HRSU1982 | SILENCER & TAILPIPE, | 1 | stainless steel |
| | BSTR56 | EXHAUST SYSTEM, 6 piece | 1 | |
| 1 | BSTH47 | FRONT EXHAUST PIPES | 1 | |
| 2 | BSTH76 | INTERMEDIATE PIPE, front, RH | 1 | |
| 3 | BSTH77 | INTERMEDIATE PIPE, front, LH | 1 | |
| 4 | BSTH74 | INTERMEDIATE PIPE, rear | 2 | stainless steel |
| 5 | BSTH102 | SILENCER & TAILPIPE | 1 | |
| | BSTR56X | EXHAUST SYSTEM, 6 piece (This system is supplied less front pipes, but includes items 2, 3, 4 & 5). | 1 | |
| 6 | GFK6510X | EXHAUST FITTING KIT | 1 | |
| 7 | 115696 | STUD, exhaust pipe to manifold | 4 | |
| 8 | GUG4811MG | GASKET, exhaust pipe | 1 | mild steel |
| 9 | GHF333 | WASHER, locking | 4 | |
| 10 | 108951 | NUT, brass | 4 | |
| 11 | GEX7506 | CLAMP, exhaust pipe | 4 | |
| 12 | BH605241 | BOLT, exhaust pipe clamp | 4 | |
| 13 | GHF301 | WASHER, plain | 8 | stainless steel |
| 14 | GHF332 | WASHER, locking | 4 | |
| 15 | GHF201 | NUT | 4 | |
| 16 | 148875 | BRACKET, mounting to front int. pipes | 1 | |
| 17 | GHF103 | SCREW, intermediate pipe bracket | 1 | |
| 18 | GHF301 | WASHER, plain | 1 | mild steel |
| 19 | GHF332 | WASHER, locking | 1 | |
| 20 | GHF201 | NUT | 1 | |
| 21 | 148871 | BRACKET, rear exhaust mounting | 1 | |
| 22 | GEX7506 | CLAMP, exhaust pipe | 2 | |
| 23 | BH605241 | BOLT, exhaust pipe clamp | 2 | stainless steel |
| 24 | GHF301 | WASHER, plain | 4 | |
| 25 | GHF332 | WASHER, locking | 2 | |
| 26 | GHF201 | NUT | 2 | |
| 27 | GEX7360 | FLEXIBLE STRAP, rear mounting bracket | 1 | |
| 28 | GHF103 | SCREW, securing flexible strap | 2 | 3" between screw holes |
| 29 | GHF301 | WASHER, plain | 2 | |
| 30 | 155249 | SLEEVE, distance, in flexible strap | 2 | |
| 31 | GEX7510 | PLATE, reinforcing flexible strap | 2 | |
| 32 | GHF332 | WASHER, locking | 2 | |
| 33 | GHF201 | NUT | 2 | 1 1/2" between screw holes |
| 34 | GEX7359 | FLEXIBLE STRAP, silencer to chassis | 1 | |
| 35 | GHF103 | SCREW, securing flexible strap | 2 | |
| 36 | GHF301 | WASHER, plain | 2 | |
| 37 | 155249 | SLEEVE, distance, in flexible strap | 2 | |
| 38 | GEX7510 | PLATE, reinforcing flexible strap | 2 | mild steel |
| 39 | GHF332 | WASHER, locking | 2 | |
| 40 | GHF201 | NUT | 2 | |

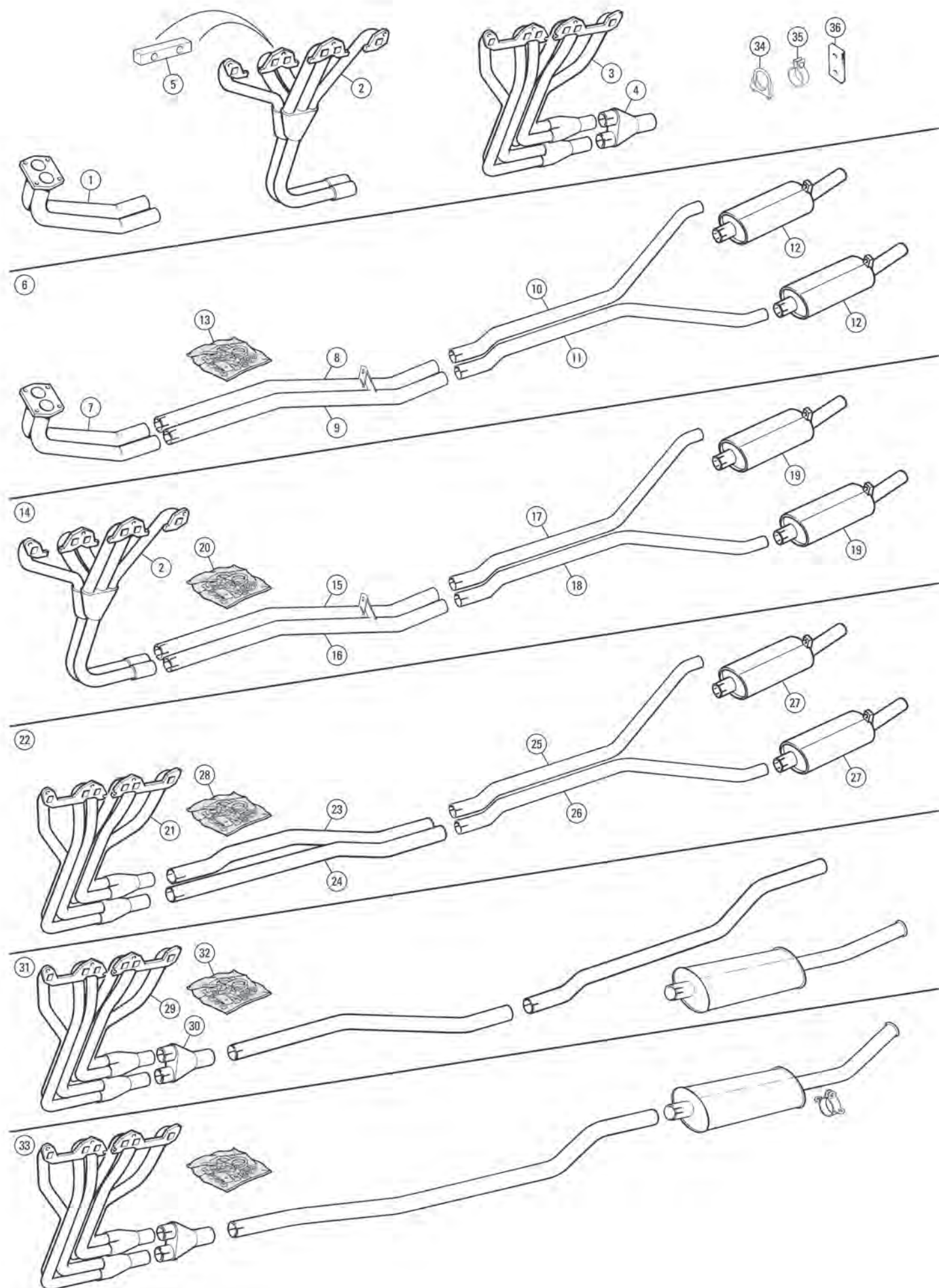
All Pi (c) CR models; All Carburettor (c) CF Models

| | | | | |
|----|-----------|--|---|------------------------|
| | MSTR6L | EXHAUST SYSTEM, 6 piece | 1 | mild steel |
| 41 | GEX1255 | FRONT EXHAUST PIPES | 1 | |
| 42 | GEX1270 | INTERMEDIATE PIPE, front, LH | 1 | |
| | GEX1269 | INTERMEDIATE PIPE, front, RH | 1 | |
| 43 | GEX1271 | INTERMEDIATE PIPE, rear | 2 | |
| 44 | HRSU1982 | SILENCER & TAILPIPE, original | 1 | stainless steel |
| | HRSU1982 | SILENCER & TAILPIPE, reproduction | 1 | |
| | BSTR56 | EXHAUST SYSTEM, 7 piece inc front pipe | 1 | |
| 41 | BSTH47 | FRONT EXHAUST PIPES | 1 | |
| 42 | BSTH76 | INTERMEDIATE PIPE, front, RH | 2 | |
| | BSTH77 | INTERMEDIATE PIPE, front, LH | 2 | mild steel |
| 43 | BSTH74 | INTERMEDIATE PIPE, rear | 2 | |
| 44 | BSTH102 | SILENCER AND TAILPIPE | 1 | |
| 45 | GFK6520X | EXHAUST FITTING KIT | 1 | |
| 46 | 115696 | STUD, exhaust pipe to manifold | 4 | |
| 47 | GUG4811MG | GASKET, exhaust pipe | 1 | mild steel |
| 48 | GHF333 | WASHER, locking | 4 | |
| 49 | 108951 | NUT, brass | 4 | |
| 50 | GEX7506 | CLAMP, exhaust pipe | 4 | |
| 51 | BH605241 | BOLT, exhaust pipe clamp | 4 | |
| 52 | GHF301 | WASHER, plain | 8 | stainless steel |
| 53 | GHF332 | WASHER, locking | 4 | |
| 54 | GHF201 | NUT | 4 | |
| 55 | UKC878 | SUPPORT STRAP | 1 | |
| 56 | UKC879 | ANGLE BRACKET | 1 | |
| 57 | UKC880 | CHANNEL PLATE | 1 | below front int. pipes |

| | | | | |
|----|----------|---|---|----------------------------|
| 58 | GHF103 | SCREW, support strap to angle bracket | 1 | mild steel |
| 59 | GHF301 | WASHER, plain | 1 | |
| 60 | GHF332 | WASHER, locking | 1 | |
| 61 | GHF201 | NUT | 1 | |
| 62 | BH605201 | SCREW (Clamping channel & exhaust pipes to angle bracket). | 1 | |
| 63 | GHF301 | WASHER, plain | 1 | stainless steel |
| 64 | GHF332 | WASHER, locking | 1 | |
| 65 | GHF201 | NUT | 1 | |
| 66 | 148871 | BRACKET, rear exhaust mounting | 1 | |
| 67 | GEX7506 | CLAMP, exhaust pipe | 2 | |
| 68 | BH605241 | BOLT, exhaust pipe clamp | 2 | 3" between screw holes |
| 69 | GHF301 | WASHER, plain | 4 | |
| 70 | GHF332 | WASHER, locking | 2 | |
| 71 | GHF201 | NUT | 2 | |
| 72 | GEX7360 | FLEXIBLE STRAP, rear mounting | 1 | |
| 73 | GHF103 | SCREW, securing flexible strap | 2 | 1 1/2" between screw holes |
| 74 | GHF301 | WASHER, plain | 2 | |
| 75 | 155249 | SLEEVE, distance, in flexible strap | 2 | |
| 76 | GEX7510 | PLATE, reinforcing flexible strap | 2 | |
| 77 | GHF332 | WASHER, locking | 2 | |
| 78 | GHF201 | NUT | 2 | mild steel |
| 79 | GEX7359 | FLEXIBLE STRAP, silencer to chassis | 1 | |
| 80 | GHF103 | SCREW, securing flexible strap | 2 | |
| 81 | GHF301 | WASHER, plain | 2 | |
| 82 | 155249 | SLEEVE, distance, in flexible strap | 2 | |
| 83 | GEX7510 | PLATE, reinforcing flexible strap | 2 | stainless steel |
| 84 | GHF332 | WASHER, locking | 2 | |
| 85 | GHF201 | NUT | 2 | |

TR250, TR6 To (c) CC67893

| | | | | |
|-----|----------|--|---|----------------------------|
| | MSTR250 | EXHAUST SYSTEM, mild steel, 3 piece | 1 | mild steel |
| 86 | 308202 | FRONT EXHAUST PIPE | 1 | |
| 87 | 213214 | INTERMEDIATE PIPE | 1 | |
| 88 | 308329 | SILENCER & TAILPIPE, original | 1 | |
| | 308329 | SILENCER & TAILPIPE, replacement | 1 | |
| | BSTR250 | EXHAUST SYSTEM, 3 piece | 1 | stainless steel |
| 86 | BSTH71 | FRONT EXHAUST PIPE | 1 | |
| 87 | BSTH55 | INTERMEDIATE PIPE | 1 | |
| 88 | BSTH79 | SILENCER & TAILPIPE | 1 | |
| 89 | GFK6410X | EXHAUST FITTING KIT | 1 | |
| 90 | 115696 | STUD, exhaust pipe to manifold | 3 | mild steel |
| 91 | GEG718 | GASKET, exhaust pipe | 1 | |
| 92 | GHF333 | WASHER, locking | 3 | |
| 93 | 108951 | NUT, brass | 3 | |
| 94 | 142531 | BRACKET, mounting to front int. pipe | 1 | |
| 95 | 130890 | CLAMP, exhaust pipe to gearbox bracket | 1 | mild steel |
| 96 | SH605091 | BOLT, exhaust pipe clamp to bracket | 1 | |
| 97 | GHF332 | WASHER, locking | 1 | |
| 98 | GHF201 | NUT | 1 | |
| 99 | 105578 | BRACKET (Intermediate pipe clamp to flexible mounting). | 1 | |
| 100 | GEX7500 | CLAMP, exhaust pipe | 1 | mild steel |
| 101 | BH605241 | BOLT, bracket to clamp | 1 | |
| 102 | WP129 | WASHER, plain | 2 | |
| 103 | GHF301 | WASHER, plain | 1 | |
| 104 | GHF332 | WASHER, locking | 1 | |
| 105 | GHF201 | NUT | 1 | 3" between screw holes |
| 106 | GEX7360 | FLEXIBLE STRAP, rear mounting bracket | 1 | |
| 107 | GHF103 | SCREW, securing flexible strap | 2 | |
| 108 | GHF301 | WASHER, plain | 2 | |
| 109 | 155249 | SLEEVE, distance, in flexible strap | 2 | |
| 110 | GEX7510 | PLATE, reinforcing flexible strap | 2 | 1 1/2" between screw holes |
| 111 | GHF332 | WASHER, locking | 2 | |
| 112 | GHF201 | NUT | 2 | |
| 113 | GEX7359 | FLEXIBLE STRAP, tailpipes to chassis | 1 | |
| 114 | GHF103 | SCREW, securing flexible strap | 2 | |
| 115 | 155249 | SLEEVE, distance, in flexible strap | 2 | mild steel |
| 116 | GEX7510 | PLATE, reinforcing flexible strap | 2 | |
| 117 | GHF332 | WASHER, locking | 2 | |
| 118 | GHF201 | NUT | 2 | stainless steel |



Performance Exhaust Systems

Tubular Manifolds And Sports Exhaust Systems

Opinions about the TR exhaust system vary considerably, and in some cases very seriously. Suppliers have responded to various requirements, resulting in a large number of choices, though none seem to satisfy all of everyone's parameters. Some think the original system, in mild steel, sounds the best, while others like the music the twin silencer 'Sports' system makes. Few can argue against the lifetime guarantee a stainless steel system offers.

There is quite a choice of manifolds and systems to enable customers to tailor their exhausts to fit their wishes; many individual components of systems are shown below. There are rules to be followed in as much as the pipe bores should be matched to the engine specification. Don't think that the fitment of a big bore exhaust will enhance standard or mildly uprated engine performance. It won't, and may even reduce bhp. Generally the exhaust should be designed to permit a free flow of gases, so if you put more gas into the engine (a product of camshaft timing and compression) you will need a large capacity exhaust to allow it to escape.

The same applies to (manifold) down pipes. Big bore primary pipes are only applicable to full race specification engines. TR250's uses a 2" nominal bore single pipe system. Our big bore single pipe systems use 2 1/4" (26% increase in capacity). If performance is the goal, for road use, the selection of 'Sports' twin box systems, will have something to offer which will fit in with your requirements, especially so if your engines performance is enhanced in some way. In a straight back to back comparison, the 'Sports' systems will generally give about 10 bhp extra at the rear wheels and the engine will feel freer revving. Even one of these might benefit from a change to distributor advance springs and metering unit calibration or carburettor needles to get maximum benefit. For maximum bhp, the 'big bore' single pipe systems are the way to go, correctly matched to the correct manifold, of course. These big bore manifold/exhaust systems really require several additional modifications before they deliver what they look as if they should. For this reason, you would have to consider which camshaft is best for your taste, matched to suitable cylinder head modifications. These two changes will definitely then require compensatory changes to the distributor advance curve (the base springs, in English), and fuelling requirements, i.e. re-calibration of the metering unit or carburettor needles or jets. Unfortunately both these last two factors may need attention from a Pi specialist or the carburettor equivalent, who may well suggest running the TR under load on a rolling road to obtain optimum performance. By now things might be getting sufficiently confusing to make you wonder why bother, so first lets split the choices into 2 categories:

- A) Road/fun/appearance/sound (sports).
- B) Serious performance (competition).

Into A will come the standard exhaust system, in mild or stainless steel, see page 82, which may well be all most TR owners will require. The standard manifold and down pipe is quite a good design, though rather heavy. Your TR may arrive with the carburettor type, single downpipe system, (though the silencer has twin outlet pipes) or alternatively it may have a damaged manifold or even be missing the whole thing. Whatever the reason, you've decided to install a 6-branch manifold! This will mate with a standard exhaust system, if that's what your choice is. It is possible that a 'Sports' system has been chosen, or you wouldn't have read this far, and so here, every taste (we hope) has been catered for.

Front Exhaust Pipes And Manifolds

Note: For gaskets and hardware please see page 81.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---------------------------------|------|-----------------------|
| 1 | BSTH47 | FRONT EXHAUST PIPES | 1 | stainless steel |
| | GEX1255 | FRONT EXHAUST PIPES | 1 | mild steel |
| 2 | TT1200 | EXHAUST MANIFOLD, tubular | 1 | mild steel |
| 3 | TT1230S1 | EXHAUST MANIFOLD, tubular | 1 | stainless steel |
| 4 | TH6003X | 'Y' PIECE | 1 | stainless steel |
| 5 | TT9220 | SPACER, clears throttle linkage | 1 | required From (c) CR1 |

Exhaust Systems

| | | | | |
|----|----------|---|---|----------------------------|
| 6 | BSTR56S | SPORTS EXHAUST SYSTEM (Complete stainless steel, 7 piece). | 1 |] fitting kit not included |
| 7 | BSTH47 | FRONT EXHAUST PIPES | 1 | |
| 10 | BSTH71 | INTERMEDIATE PIPE, rear, RH | 1 | |
| 11 | FSTH72 | INTERMEDIATE PIPE, rear, LH | 1 | |
| 13 | TT5204FK | EXHAUST FITTING KIT | 1 | |

Our sports exhaust system is also available without front exhaust pipes in stainless and mild steel. Use with exhaust manifold part no. TT1200 (item 2) or of course the standard pipes (illustration 1).

| | | | |
|----|----------|--|-------------------------------------|
| 14 | TT5204 | SPORTS EXHAUST SYSTEM, less downpipe 1 |] these systems include fitting kit |
| | TT5204A | (Mild steel, 6 piece, 18" Oval silencers chromed acoustic tailpipes). | |
| | | SPORTS EXHAUST SYSTEM, less downpipe 1 | |
| | | (Mild steel, 6 piece, 18" Round silencers chromed acoustic tailpipes). | |
| 15 | TT5205 | INTERMEDIATE PIPE, front, RH | 1 |
| 16 | TT5206 | INTERMEDIATE PIPE, front, LH | 1 |
| 17 | TT5207 | INTERMEDIATE PIPE, rear, RH | 1 |
| 18 | TT5208 | INTERMEDIATE PIPE, rear, LH | 1 |
| 19 | TT5209 | SILENCER & TAILPIPE, 18" oval* | 2 |
| | TT5209A | SILENCER & TAILPIPE, 18" round* | 2 |
| 20 | TT5204FK | EXHAUST FITTING KIT | 1 |

*Note: Generally, the 18" oval silencers provide better ground clearance, but the round (24") ones are quieter. It is also essential that the correct rear road springs are fitted to prevent damaging these systems (TT4212). Again, in response to demand, another equally free-flowing system of the same 'sports' design is available, giving a significantly quieter exhaust note:

| | | |
|----------|--------------------------------|---|
| TT5205 | INTERMEDIATE PIPE, front, RH | 1 |
| TT5206 | INTERMEDIATE PIPE, front, LH | 1 |
| TT5002 | SILENCER & TAILPIPE, 24" round | 2 |
| TT5204FK | EXHAUST FITTING KIT | 1 |

There will be some who prefer the stunning appearance of the stainless 6-branch manifold, but who prefer to keep to a road noise-legal system, so for you we have:

| | | | | |
|----|----------|-------------------------------------|---|---------------------|
| 21 | TT1230S1 | EXHAUST MANIFOLD, tubular, 6-branch | 1 | 304 stainless steel |
| 25 | FSTH71 | INTERMEDIATE PIPE, rear, RH | 1 | |
| 26 | FSTH72 | INTERMEDIATE PIPE, rear, LH | 1 | |
| 28 | TT5204FK | EXHAUST FITTING KIT | 1 | |

Competition Systems

So, we finally arrive at the 'serious performance' systems, which will require the additional modifications outlined above, to make them work. We will start with:

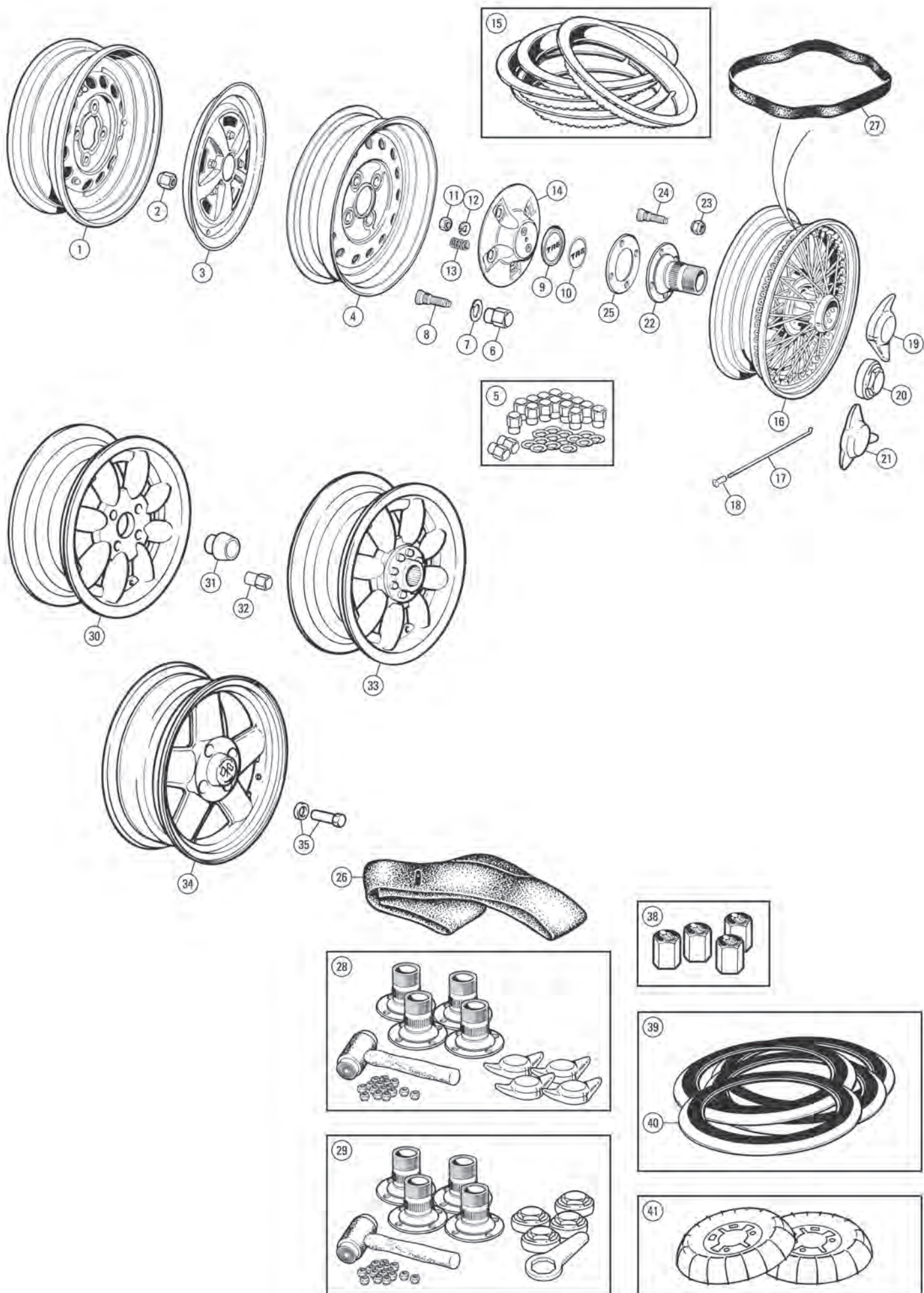
| | | | | |
|----|----------|---|---|--|
| 29 | TT1230S1 | EXHAUST MANIFOLD, tubular, 6-branch | 1 | 304 stainless steel |
| 30 | TH6003X | 'Y' PIECE | | stainless steel, connects TT1230S1 and any of the systems listed below |
| | TT5240S | 'GT' EXHAUST SYSTEM, less manifold, single 1 (Big bore high exit silencer, stainless steel). |] | 'A' type or non overdrive includes fitting kit |
| 31 | TT5240SX | 'GT' EXHAUST SYSTEM, less manifold, single 1 (Big bore low exit silencer, stainless steel). | | |
| | TT5241S | 'GT' EXHAUST SYSTEM, less manifold, single 1 (Big bore high exit silencer, stainless steel). |] | 'J' type overdrive includes fitting kit |
| | TT5241SX | 'GT' EXHAUST SYSTEM, less manifold, single 1 (Big bore low exit silencer, stainless steel). | | |
| 32 | TT5201FK | EXHAUST FITTING KIT | 1 | |

Lastly, but certainly not least, for right up to full competition use (however modified the engine might be), there are the following full systems, all featuring polished 304 stainless steel through out, 6 into 2 long-primary pipe manifold, and a large-bore single rear silencer, with rolled-lip finish. All 4 kits include fitting hardware:

| | | | |
|----|---------|---|-----------------------------|
| 33 | TTK1221 | COMPETITION EXHAUST SYSTEM 1 |] 'A' type or non overdrive |
| | | (Manifold stainless steel, high exit tailpipe). | |

Miscellaneous Fittings

| | | | |
|----|---------|---|------------------------|
| 34 | GEX9005 | EXHAUST 'U' CLAMP, 1 5/8" | a/r |
| | GEX9007 | EXHAUST 'U' CLAMP, 1 3/4" | a/r |
| | GEX9009 | EXHAUST 'U' CLAMP, 2" | a/r |
| | GEX9010 | EXHAUST 'U' CLAMP, 2 1/8" | a/r |
| | GEX9011 | EXHAUST 'U' CLAMP, 2 1/4" | a/r |
| 35 | TT9931S | EXHAUST CLIP, 1 5/8" | 2 Mikalor clamp |
| | TT9932S | EXHAUST CLIP, 1 3/4" | 2 Mikalor clamp |
| | TT9934S | EXHAUST CLIP, 2" | 2 Mikalor clamp |
| | TT9935S | EXHAUST CLIP, 2 1/8" | 2 Mikalor clamp |
| | TT9936S | EXHAUST CLIP, 2 1/4" | 2 Mikalor clamp |
| 36 | GEX7360 | FLEXIBLE STRAP, rear mounting bracket 1 | 3" between screw holes |
| | GEX7359 | FLEXIBLE STRAP, silencer to chassis 1 | 1 1/2" between holes |



Road Wheels

There are dozens of wheel styles varying from 15" to 16" diameter and widths from 5" (5J) to almost anything. Individual styles may require spacers front and/or rear which may in turn require longer studs. As the rim width increases the tyre width inevitably does the same. An acceptable fit can be obtained by reducing the tyre diameter or aspect ratio. Details of these dimensions would have to come from the specialist wheel and tyre distributors. Remember to check the clearance front and rear and inside and out. Stiffer springs reducing body movement may be required with certain wider combinations. It is fair to say that all the modifications to suspension and steering will not have as much effect as a wheel width or, particularly, tyre type change. Think what difference a suspension combined with tyre change would make! To obtain the correct rolling diameter, (though even these parameters may be different between tyre makes), use this as a guide:

165 (x15) = 185/70 = 195/65 = 205/60 = 225/50 etc.

Remember also that the extra grip of different rubber compounds and extra rubber in contact with the tarmac do load up suspension and chassis, so make sure these areas are adequate for their job. The extra grip can also load up the brakes so these may require a pad material change or even cooling ducts. The speedometer may need calibration (see Instruments, Cables & Dash Switches).

Steel Road Wheels

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|--------------------------------------|
| 1 | 308288 | STEEL WHEEL, 4.5J x 15" | 5 | TR5, TR250 |
| | 308908 | STEEL WHEEL, 5.5J x 15" | 5 | TR6 To (c) CP/CC50000 |
| 2 | 109586 | NUT, road wheel | 16 | TR5, TR250, TR6 To (c) CP/CC50000 |
| 3 | 811974 | WHEEL TRIM, hub cap | 4 | |
| 4 | 151532 | STEEL WHEEL, 5.5J x 15" | 5 | Aftermarket |
| | 151532Z | STEEL WHEEL, 5.5J x 15" | 5 | |
| | 151532/6 | STEEL WHEEL, 6J x 15" | 5 | Aftermarket |
| | 151532/6Z | STEEL WHEEL, 6J x 15" | 5 | |
| 5 | 154470K | NUT & WASHER KIT, chrome, car set | 1 | TR6 From (c) CP/CC50001 |
| | 154470KSS | NUT & WASHER KIT, stainless, car set | 1 | |
| 6 | 154470 | NUT, wheel, chrome | 16 | |
| | 154470SS | NUT, wheel, stainless | 16 | |
| 7 | 154466 | WASHER, plastic, supporting nut | 16 | |
| 8 | 114282 | STUD, wheel, front hub | 8 | |
| | 132317 | STUD, wheel, rear hub | 8 | TR6 From (c) CP/CC50001 |
| 9 | 627502 | BADGE ASSEMBLY, hub cap centre | 4 | |
| 10 | 627502RP | DECAL, 'TR6' | 4 | TR6 From (c) CP/CC50001 |
| 11 | HN2005 | NUT, plain, badge assembly to hub cap | 4 | |
| 12 | WL700101 | WASHER, locking | 4 | TR6 From (c) CR1/CF1 |
| 13 | 628097 | SPRING, hub cap supporting | 16 | |
| 14 | 718295 | HUB CAP TRIM, plastic, black | 4 | set of 4 |
| | 722898 | HUB CAP TRIM, plastic, grey | 4 | |
| 15 | TR525K | WHEEL TRIM RING SET (Brushed aluminium). | 1 | |
| | TR525SS | WHEEL TRIM RING SET, stainless steel | 1 | |

Wire Wheels

| | | | | |
|----|-----------|---------------------------------------|-----|---|
| 16 | WWP452 | WIRE WHEEL, painted, 60 spoke | 5 | TR5, TR250, 4.5J x 15 |
| | WWC452 | WIRE WHEEL, chrome, 60 spoke | 5 | |
| | WWP457C | WIRE WHEEL, painted, 72 spoke | 5 | TR6, 5.5J x 15 |
| | WWC457C | WIRE WHEEL, chrome, 72 spoke | 5 | |
| | WWP370 | WIRE WHEEL, painted, 70 spoke | 5 | TR6, centre laced 5.5J x 15 |
| | WWC370 | WIRE WHEEL, chrome, 70 spoke | 5 | |
| 17 | 17H8619 | SPOKE, outer/long, mild steel | a/r | 60 spoke painted wire wheels |
| | 17H8620 | SPOKE, inner/short, mild steel | a/r | |
| | 17H8619CP | SPOKE, outer/long, chromed stainless | a/r | 60 spoke chrome wire wheels |
| | 17H8620CP | SPOKE, inner/short, chromed stainless | a/r | |
| | 27H8503 | SPOKE, outer/long, mild steel | a/r | 72 spoke painted wire wheels |
| | 27H8502 | SPOKE, inner/short, mild steel | a/r | |
| | 37H3650 | SPOKE, outer/long, chromed stainless | a/r | 72 spoke chrome wire wheels |
| | 37H3649 | SPOKE, inner/short, chromed stainless | a/r | |
| 18 | 7H1709 | NIPPLE, mild steel | a/r | painted wire wheels chrome wire wheels |
| | 37H3651 | NIPPLE, chromed stainless | a/r | |
| 19 | AHA7374 | 2-EARED KNOCK-OFF, LH | 2 | |
| | AHA7373 | 2-EARED KNOCK-OFF, RH | 2 | |
| 20 | 88G607 | OCTAGONAL KNOCK-OFF, LH | 2 | |
| | 88G606 | OCTAGONAL KNOCK-OFF, RH | 2 | |
| 21 | 107949/3 | 3-EARED KNOCK-OFF NUT, LH | 2 | |
| | 107948/3 | 3-EARED KNOCK-OFF NUT, RH | 2 | |
| 22 | 217603 | SPLINED EXTENSION, wire wheel, LH | 2 | |
| | 217602 | SPLINED EXTENSION, wire wheel, RH | 2 | |
| 23 | 110366 | NUT, special, chamfered | 16 | wire wheel only |
| 24 | 114281 | STUD, wheel, front hub | 8 | |
| | 142799 | STUD, wheel, rear hub | 8 | |

Note: If you wish to fit wire wheels and don't want to shorten these studs, why not use our spacers, part no. TT6902, two pairs required. This will permit swapping back and forth for different uses.

| | | | |
|----|---------|----------------------------|-----|
| 25 | TT6902 | SPACER, solid, 6mm, (pair) | a/r |
| | TT6901 | SPACER, solid, 3mm, (pair) | a/r |
| 26 | 452-755 | INNER TUBE, 15" x 165 tyre | 5 |
| | 452-765 | INNER TUBE, 15" x 185 tyre | 5 |
| 27 | 452-750 | RIM BAND, 15" | 5 |

HUB (Wire Wheel) Conversion Kits

| | | | | |
|----|----------|---|---|---------|
| 28 | GAC7049X | HUB CONVERSION KIT (Includes splined hubs, bevelled nuts, spinners and a hide hammer). | 1 | 2-eared |
| 29 | GAC7050X | HUB CONVERSION KIT (Includes splined hubs, bevelled nuts, spinners, octagon spanner and a hide hammer). | 1 | |

Alloy Wheels

Minator 8 Spoke Alloy Wheels

| | | | | |
|----|------------|------------------------------|-----|---|
| 30 | GAC8225X | ALLOY WHEEL, bolt-on, silver | 5 | 5.5J x 15" |
| | GAC8245X | ALLOY WHEEL, bolt-on, silver | 5 | 6J x 15" |
| 31 | GAC8201XP | HUB CAP, silver, 59mm | a/r | spun metal cap suits 59mm wheel hole |
| | GAC8211X | HUB CAP, polished, 59mm | a/r | |
| | GAC8201XPP | HUB CAP, silver, 61mm | a/r | plastic cap suits 61mm wheel hole |
| | GAC8201XPF | HUB CAP, flint, 61mm | a/r | |

Note: Minator 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. For wheels with 61mm centre holes the cap is made from plastic. If you are replacing a missing hub cap please check the hole in the centre of the wheel before ordering.

The above wheels are supplied with a hub cap but the special nuts (Part No.: GAC8225XNT) must be purchased separately.

| | | | | |
|----|------------|-----------|----|-----------------|
| 32 | GAC8225XNT | WHEEL NUT | 16 | sold separately |
|----|------------|-----------|----|-----------------|

Minator 8 spoke alloy wheels are also available with a centre lock hub to suit knock-on spinners. These are a direct replacement for wire wheels. If your car has bolt-on wheels the hubs will need to be converted to knock-ons using one of our kits detailed above.

| | | | | |
|----|----------|--------------------------------------|---|------------|
| 33 | GAC8255X | ALLOY WHEEL, centre lock, silver | 5 | 5.5J x 15" |
| | GAC8265X | ALLOY WHEEL, centre lock, anthracite | 5 | |

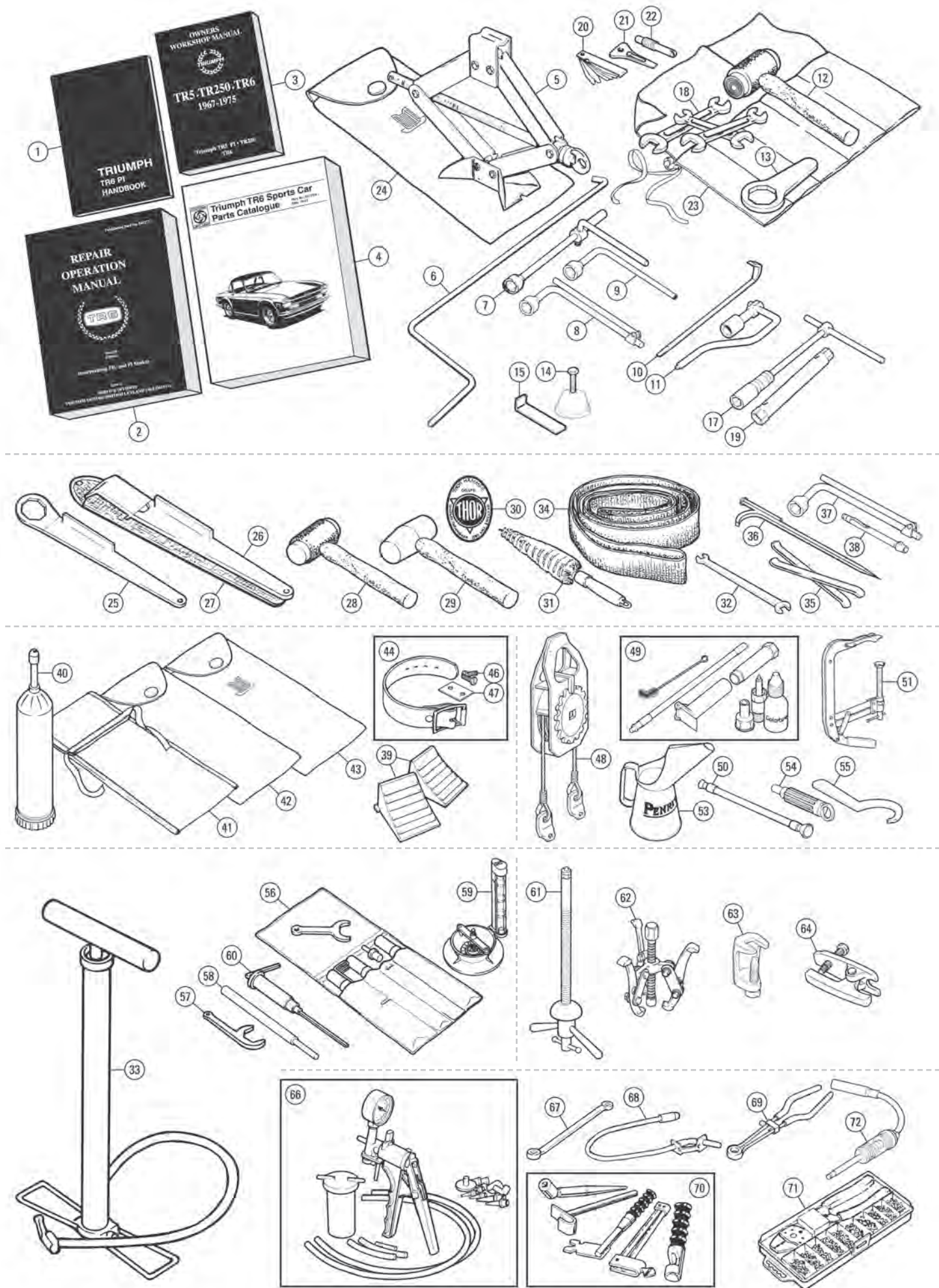
Revolution 5-Spoke Alloy Wheels

Revolution wheels are a 5 spoke design and feature black spokes and diamond turned bright rims.

| | | | | |
|----|------------|---------------------------|-----|----------|
| 34 | GAC82701X | ALLOY WHEEL, 'Revolution' | 5 | 6J x 15" |
| | GAC8277X | HUB CAP, 'Revolution' | a/r | |
| 35 | GAC8225XNT | WHEEL NUT, tube type | 16 | |

Miscellaneous Accessories

| | | | | |
|----|------------|--------------------------------------|---|----------|
| 38 | HMP190129 | VALVE CAP SET, 'Triumph' | 1 | |
| 39 | GLZ227WWX4 | TYRE TRIM SET, 15", white wall | 1 | set of 4 |
| 40 | GLZ229RWX4 | TYRE TRIM SET, 15", red line | 1 | |
| 41 | TT6041 | CLEAN WHEEL, dust protectors, (pair) | 2 | |



Roadside Tools & Equipment

Factory Publications

Note: See the Accessories section for full details.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|----------------------------------|
| 1 | 545034 | DRIVER'S HANDBOOK | 1 | TR5 |
| | 545033 | DRIVER'S HANDBOOK | 1 | TR250 |
| | 545078 | DRIVER'S HANDBOOK | 1 | TR6 CP models |
| | 545078A | DRIVER'S HANDBOOK | 1 | TR6 CR models |
| | 545074 | DRIVER'S HANDBOOK | 1 | TR6 CC models |
| | 545111/73 | DRIVER'S HANDBOOK | 1 | TR6 CF 1973 models |
| | 545111/74 | DRIVER'S HANDBOOK | 1 | TR6 CF 1974 models |
| | 545111/75 | DRIVER'S HANDBOOK | 1 | TR6 CF 1975 models |
| | 545111/76 | DRIVER'S HANDBOOK | 1 | TR6 CF 1976 models |
| | 510322 | WORKSHOP MANUAL | 1 | TR4, TR4A |
| 2 | 545053 | SUPPLEMENT, workshop manual | 1 | TR5 |
| | 545053/250 | SUPPLEMENT, workshop manual | 1 | TR250 |
| 3 | 545277SC | WORKSHOP MANUAL | 1 | TR6 |
| | | (TR5 & TR250 workshop manuals are supplements to the TR4, TR4A publication listed above). | | |
| | 545277HBS | WORKSHOP MANUAL | 1 | TR6 |
| | 516915 | PARTS CATALOGUE | 1 | TR5 |
| 4 | 516914 | PARTS CATALOGUE | 1 | TR250 |
| | 517785 | PARTS CATALOGUE | 1 | TR6 To (c) CR2911/CF12500 |
| | RTC9093A | PARTS CATALOGUE | 1 | TR6 From (c) CR5001, and CF12501 |

Tools And Equipment

Note: See our website or Restoration Tools catalogue for full details.

Tools Offered By The Factory

| | | | | |
|----|----------|--|---|---|
| 5 | 212677 | JACK, scissor type | 1 | |
| 6 | UKC4389 | HANDLE, jack | 1 | |
| 7 | 516677 | WHEEL BRACE, combination type | 1 | TR5, TR250, TR6 To (c) CP/CC50000 |
| 8 | 516676 | WHEEL BRACE, simple type | 1 | TR6 From (c) CP/CC50000 To CR5000/CF12500 approximately |
| 9 | 138514 | WHEEL BRACE, simple type | 1 | TR6 From (c) CR5001/CF12501 approximately |
| 10 | 129833 | COMBINATION TOOL, hub cap | 1 | TR5, TR250 |
| 11 | 152166 | COMBINATION TOOL | 1 | TR6 |
| | | (Wheel nut hub cap & wheel trim removal). | | |
| 12 | C27290 | WHEEL HAMMER, copper/hide | 1 | |
| 13 | AHH5839 | SPANNER, octagonal knock-off removal | 1 | |
| 14 | 53K129 | SCREW, front hub grease cap removal | 1 | |
| 15 | 118971 | TOOL, head lamp removal | 1 | |
| 17 | DMR13868 | SPARK PLUG SPANNER | 1 | universal coupling type |
| | | See our Restoration Tools catalogue for spanners and spanner sets. | | |
| 19 | 109319 | SPANNER, tube, 1/2" x 9/16" A/F | 1 | |
| 20 | DMR73970 | GAUGE, feeler, imperial | 1 | |
| 21 | 500905 | GAUGE & SCREWDRIVER | 1 | points adjusting |
| 22 | DMR11502 | TYRE VALVE TOOL | 1 | |
| 23 | 024731 | TOOL ROLL | 1 | TR5, TR250, TR6 |
| 24 | 146366 | TOOL & JACK POUCH | 1 | late TR6 |

More Tools

Note: See our website or Restoration Tools catalogue for full details.

Wheels And Boot

| | | | | |
|----|-----------|-----------------------------------|-----|--------------------|
| 25 | MM386-120 | SPANNER, wire wheel | 1 | octagonal spinners |
| 26 | MM386-125 | SPANNER, wire wheel | 1 | 2-eared spinners |
| 27 | MM386-115 | CLOTH COVER, wire wheel spanners | 1 | |
| 28 | C27290 | WHEEL HAMMER, lead | 1 | |
| 29 | 11B5166 | WHEEL HAMMER, copper | 1 | |
| 30 | CRST268 | DECAL, 'Thor' | a/r | |
| 31 | GAC4089 | BRUSH, wire wheel cleaning | 1 | |
| 32 | MM385-800 | SPANNER, spoke nipple tweaking | 1 | |
| 33 | 523638A | TYRE PUMP | 1 | |
| 34 | JRC7954 | TYRE LIFTING STRAP | 1 | |
| 35 | AJJ281K | TYRE IRON SET | 1 | |
| 36 | 509816 | COMBINATION TOOL, hub cap removal | 1 | |
| 37 | 516677 | WHEEL BRACE, combination type | 1 | |
| 38 | GAC8049X | TYRE PRESSURE GAUGE, pen type | 1 | |
| 39 | DMR54500 | WHEEL CHOCK SET | 1 | |
| 40 | DMR47810 | GREASE GUN | 1 | |
| 41 | 716032 | TOOL BAG, 'Hardura', black | 1 | |
| 42 | 725793 | TOOL POUCH, black polythene | 1 | |

| | | | | |
|----|--------|--|---|-----------------------|
| 43 | 715091 | TOOL POUCH, black polythene | 1 |] with Triumph shield |
| | 715092 | TOOL POUCH, red polythene | 1 | |
| | 715097 | TOOL POUCH, blue polythene | 1 | |
| 44 | 611760 | TOOL STRAP KIT | 1 |] TR6 |
| 46 | 611763 | PLATE, strap securing to boot floor | 1 | |
| 47 | PT504 | SCREW, machine, strap & plate to floor | 2 | |

Engine, Clutch And Gearbox

| | | | | |
|----|-----------|-----------------------------------|---|--------------------|
| 48 | GAC9130X | ENGINE LIFT & TILT HOIST, 'Oberg' | 1 | |
| 49 | MRD1005 | COLORTUNE | 1 | |
| 50 | DMR10409 | VALVE GRINDING TOOL, suction type | 1 | |
| 51 | DMR26967 | VALVE SPRING COMPRESSOR | 1 | |
| 53 | GAC8066X | POURING CAN, Penrite | 1 | 1 litre |
| | GAC8065X | POURING CAN, Penrite | 1 | 500ml |
| 54 | MM387-220 | CLUTCH ALIGNMENT TOOL | 1 | |
| 55 | TMG4901 | SPANNER, oil drain cap | 1 | 'A' type overdrive |

Carburettor Tools

| | | | | |
|----|-----------|------------------------------|---|------------------------|
| 56 | GAC6101X | SU TOOL KIT | 1 | many TR's now use SU's |
| 57 | AUD2693 | SPANNER, jet adjusting | 1 | SU's |
| 58 | GAC6106X | JET CENTRING TOOL | 1 | fixed needle SU's |
| 59 | MM386-200 | CARBURETTOR SYNCHRONISER | 1 | SU's & Strombergs |
| 60 | MM386-310 | CARBURETTOR AIRFLOW ADJUSTER | 1 | Strombergs |

Suspension Tools

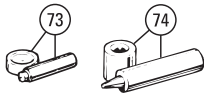
| | | | | |
|----|----------|------------------------|---|--|
| 61 | GAC5076 | COIL SPRING COMPRESSOR | 1 | |
| 62 | DMR13909 | HUB PULLER, 3 legged | 1 | |
| 63 | DMR13913 | BALL JOINT PULLER | 1 | |
| 64 | DMR13914 | TAPER JOINT SPLITTER | 1 | |

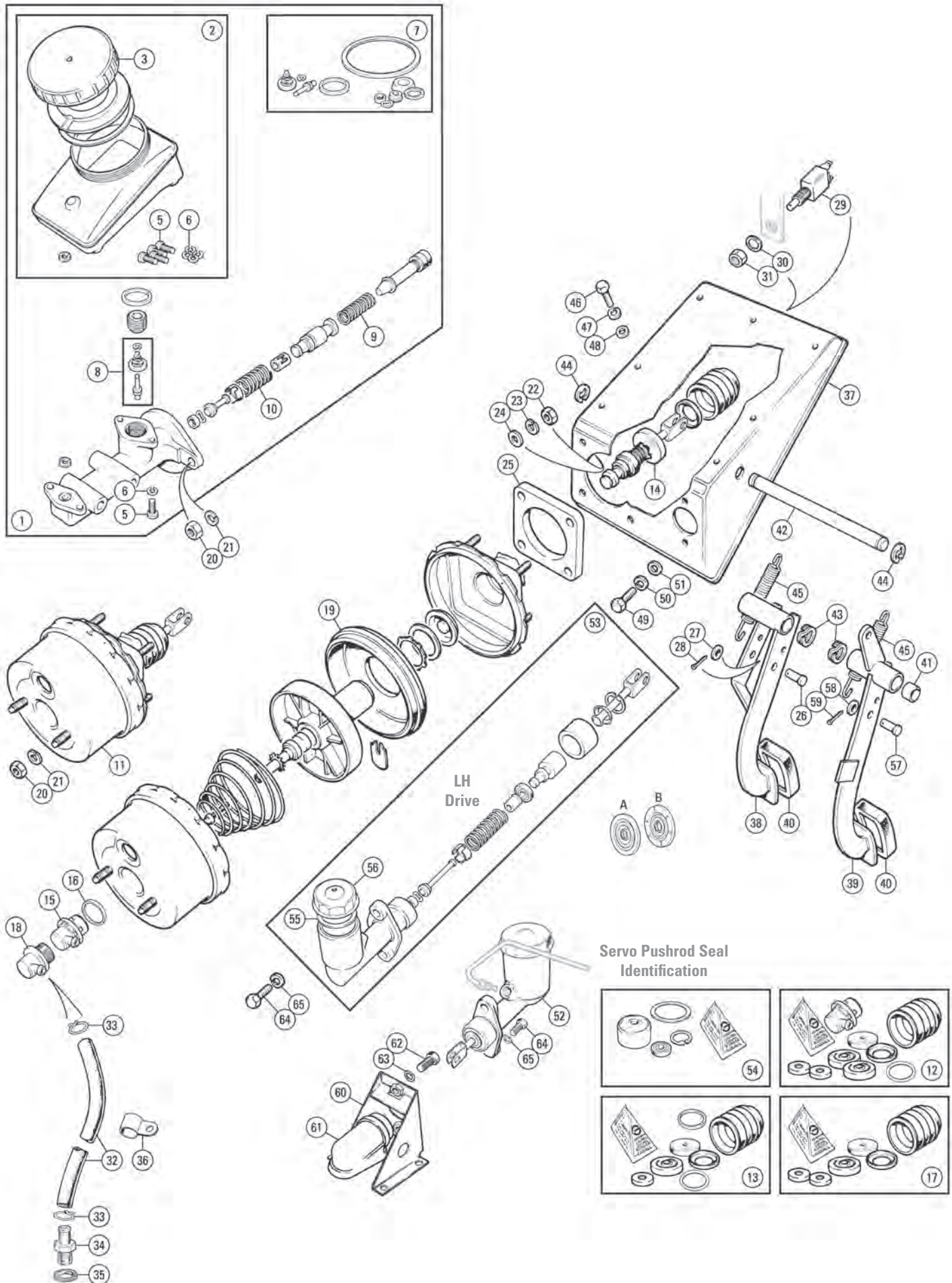
Brakes And Electrical Tools

| | | | | |
|----|-----------|-------------------------------------|---|--|
| 66 | 386-215 | MITYVAC KIT | 1 | |
| 67 | GAC5051 | BRAKE ADJUSTING SPANNER | 1 | |
| 68 | GAC9378 | BRAKE BLEED KIT | 1 | |
| 67 | MTR44211 | BRAKE ADJUSTING SPANNER | 1 | |
| 70 | HMP190090 | BRAKE SERVICE TOOL KIT, 5 piece | 1 | |
| 71 | DMR13658 | CRIMP TOOL, with terminal selection | 1 | |
| 72 | DMR38898 | SPARK TESTER | 1 | |

Trim And Body

| | | | | |
|----|----------|---------------------------|---|--------------------------|
| 73 | GAC5060X | HOOD BUTTON TOOL, 2 piece | 1 | installs ZKC751 & 713511 |
| 74 | GAC5062X | SAIL EYELET TOOL, 2 piece | 1 | installs 618177 & 618178 |





Brake Master Cylinder & Servo

| ill. | Part Number | Description | Req. | Details |
|------|-------------|-------------------------------------|------|--|
| 1 | GMC234 | MASTER CYLINDER, brake | 1 | } includes cap & reservoir |
| | GMC234Z | MASTER CYLINDER, brake, aftermarket | 1 | |
| 2 | 517333 | FLUID RESERVOIR | 1 | } includes seal |
| 3 | 214912 | CAP, filler | 1 | |
| 5 | SE910201 | SCREW, reservoir to cylinder | 4 | } Includes seals for filler cap and reservoir |
| 6 | 517045 | WASHER, locking | 4 | |
| 7 | 517332 | REPAIR KIT, brake master cylinder | 1 | |
| 8 | 517033 | TIPPING VALVE ASSEMBLY | 1 | } push rod seal is supported in a metal disc. (ill. A) |
| 9 | 517028 | SPRING | 1 | |
| 10 | 517031 | SPRING | 1 | } push rod seal is cup type with grooved surface. (ill. B) |
| 11 | GSM90156Z | SERVO UNIT ASSEMBLY | 1 | |
| 12 | 517330 | MAJOR REPAIR KIT | 1 | (With non-return valve). |
| 13 | 18G8951A | REPAIR KIT, servo | 1 | |
| 14 | 516899 | FILTER, air | 1 | (It is recommended that the servo air filter (516899), which is a foam seal around the pedal push rod be changed every 40,000 miles or 3 years. The filter is part of both types of servo repair kit). |
| 15 | 516907 | NON-RETURN VALVE, bayonet type | 1 | } bayonet non return valve |
| 16 | 516906 | O RING, non-return valve to servo | 1 | |
| | BAU1019 | O RING, non-return valve to servo | 1 | } push-in non return valve |
| 17 | 18G8951X | REPAIR KIT, servo | 1 | |
| 18 | 18G8953 | NON-RETURN VALVE, push-in type | 1 | } push rod seal is cup type with grooved surface. (ill. B) |
| 19 | 516901 | DIAPHRAGM, servo | 1 | |

Servo Repair Kits

All servo repair kits include the following: seal & plate assembly, dust cover, dust cover retainer and filters. The major repair kit also includes the bayonet type non-return valve and 'O' Ring seal. None of the repair kits include the main diaphragm seal.

Construction and design of the servo fitted to the TR6 has changed since production commenced. There are two areas that will need to be observed if the correct repair kits are obtained and used. These items are the servo air inlet non-return valve attachment and the push rod seal between the servo and the brake master cylinder. The servo air non-return valve can be either a bayonet fitting, sealed with an O' ring, or a push-in type valve with a serrated sided seal area that fits into a grommet in the servo. The other change that is not so easy to see is the seal between the brake master cylinder and the push rod that it acts on in the servo. The easy identification for this is whether the seal is supported in a metal disc or it is a cup shape with radial grooves in it. The latter is also identifiable by a series of parallel knurls on the shank of the push rod.

The servo serviced by 012446 is quite rare and to make matters worse it was not allocated to any particular chassis numbers. The difference between the two types of servo is internal so the servo must be dismantled to ascertain which one of the two is fitted. If the master cylinder is removed from the servo, the outside face of the seal and plate assembly will be visible through the aperture to facilitate easy identification. The actual difference is that the master cylinder end of the valve push rod and the servo requiring kit 18G8951X has a 3/8" diameter and parallel knurled rod. Those requiring 18G8951A are diamond knurled and are 5/16" diameter. The correct seal for the 3/8" push rod has 6 radially moulded ribs to identify it. (See illustrations A & B opposite).

| | | | | |
|----|--------|---|---|-----------------------------|
| 20 | GHF201 | NUT, plain, imperial threaded (Master cylinder to servo). | 2 | } early supply servo units* |
| 21 | GHF332 | WASHER, locking | 2 | |
| | GHF214 | NUT, plain, metric threaded (Master cylinder to servo). | 2 | } later supply servo units* |
| | GHF383 | WASHER, locking | 2 | |
| 22 | GHF201 | NUT, plain, imperial threaded (Servo to pedal box). | 4 | } early supply servo units* |
| 23 | GHF332 | WASHER, locking | 4 | |
| 24 | PWZ305 | WASHER, plain | 4 | } early supply servo units* |
| | GHF213 | NUT, plain, metric threaded (Servo to pedal box). | 4 | |
| | GHF382 | WASHER, locking | 4 | } early supply servo units* |
| | PWZ305 | WASHER, plain | 4 | |

*Note: The servo unit may be fitted with metric threaded studs to attach the brake master cylinder. When installing a new servo, ensure new nuts of the correct type are obtained with the servo to save difficulty when installing because of not having the correct fasteners.

| | | | | |
|----|----------|---|---|---|
| 25 | 148024 | SPACER, aluminium | 1 | } servo to bulkhead |
| 26 | PJ8808 | PIN, clevis, pedal to push rod | 1 | |
| 27 | GHF301 | WASHER, plain | 1 | } (brake light switch) |
| 28 | GHF502 | SPLIT PIN | 1 | |
| 29 | 13H3735 | SWITCH, brake lamp, mechanical, plastic | 1 | } (Improved quality metal body switch). |
| | 13H3735X | SWITCH, brake lamp, mechanical, metal | 1 | |
| 30 | GHF325 | WASHER, shakeproof | 1 | } (brake light switch) |
| 31 | FNZ208 | NUT, half, locking | 1 | |
| 32 | CRC2131A | HOSE, servo to manifold | 1 | } (brake light switch) |
| 33 | ACA5290 | CLIP, 'Corbin', servo hose clamping | 2 | |

| | | | | |
|----|---------|----------------------------------|---|-------------------------------|
| 34 | ADU1402 | VALVE & ADAPTOR, non return | 1 | (screwed into inlet manifold) |
| 35 | AAA836 | WASHER, fibre | 1 | } LHD |
| 36 | PCR1011 | CLIP, servo hose to rocker cover | 1 | |

Brake & Clutch Pedals

| | | | | |
|----|--------|--------------------------------|---|---------------|
| 37 | 308273 | PEDAL BOX, sub assembly | 1 | } 2 per pedal |
| 38 | 148020 | BRAKE PEDAL, RHD | 1 | |
| | 148022 | BRAKE PEDAL, LHD | 1 | } 2 per pedal |
| 39 | 148021 | CLUTCH PEDAL, RHD | 1 | |
| | 148023 | CLUTCH PEDAL, LHD | 1 | } 2 per pedal |
| 40 | 122289 | PEDAL RUBBER, brake and clutch | 2 | |
| 41 | 136611 | BUSH, pedal to pedal shaft | 4 | } 2 per pedal |
| | | | | |

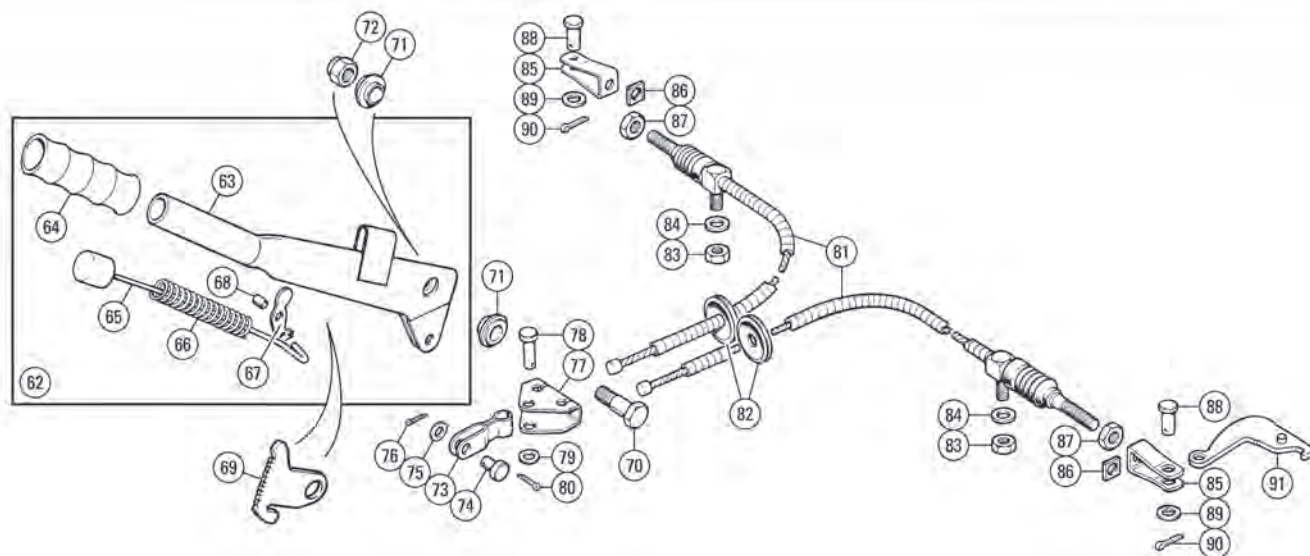
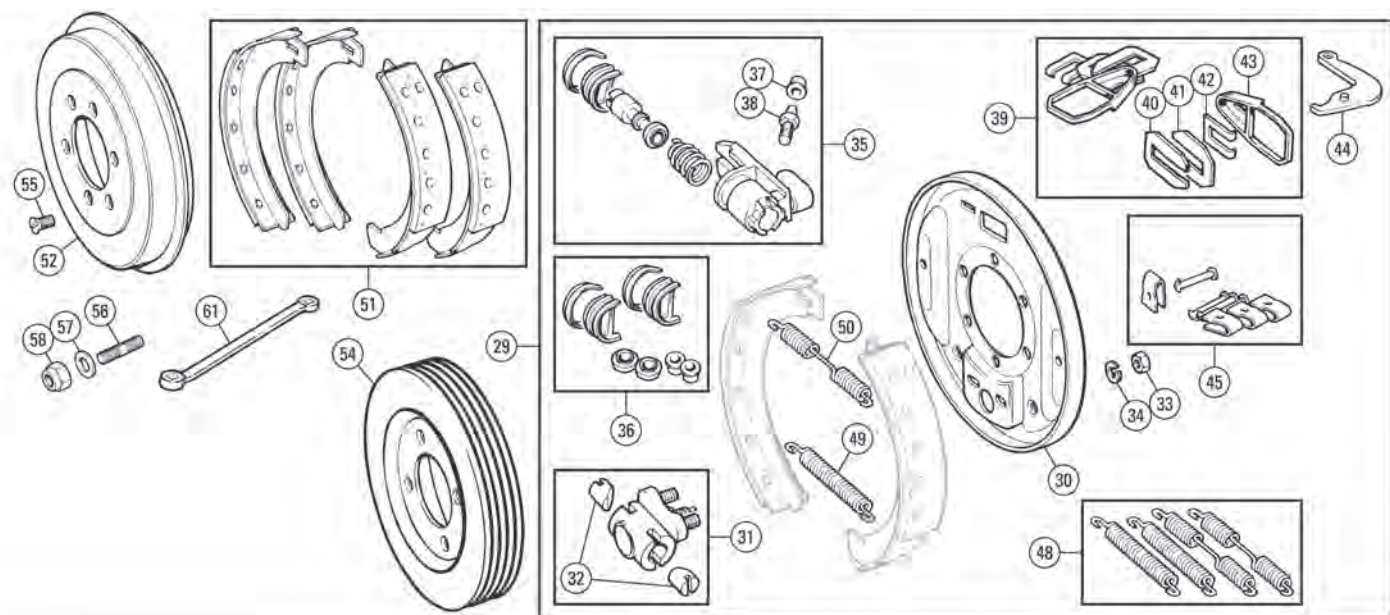
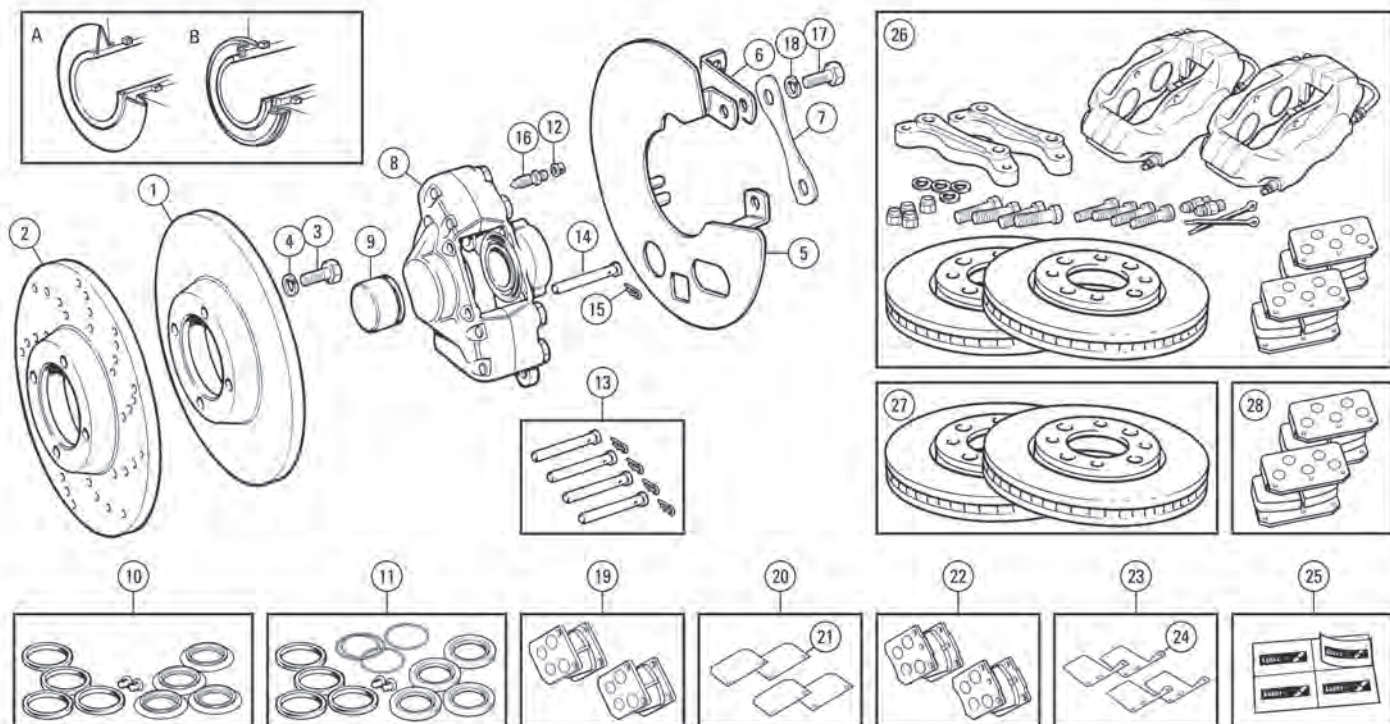
Initial production of cars had plastic pedal bushes (147166), these were found to be insufficiently hard wearing so the installation was modified by the fitment of steel-backed bushes. Triumph spares departments subsequently supplied the steel backed bush (136611) for all replacements. Cars built after (c) CP50000 were also so fitted. Many cars are still fitted with the plastic pedal bushes (or what is left of them). A clutch or brake pedal that is able to be wobbled from side to side will indicate worn pedal bushes.

| | | | | |
|----|----------|---------------------------------------|---|----------------------|
| 42 | 148017 | SHAFT, pedal pivot | 1 | } RHD models only, |
| 43 | 044630 | WASHER, double coil | 2 | |
| 44 | 506542 | CIRCLIP, securing ends of pedal shaft | 2 | } blanking holes for |
| 45 | 057950 | SPRING, pedal return | 2 | |
| 46 | SH604051 | SCREW, upper, pedal box to bulkhead | 9 | } LHD cylinder |
| 47 | GHF331 | WASHER, locking | 9 | |
| 48 | WM57 | WASHER, plain | 9 | } LHD cylinder |
| 49 | SH605051 | SCREW, front, pedal box to bulkhead | 2 | |
| 50 | GHF332 | WASHER, locking | 2 | } LHD cylinder |
| 51 | GHF301 | WASHER, plain | 2 | |

Clutch Master Cylinder

Both types of clutch master cylinders are interchangeable, the earlier type with a 0.75" bore gives a heavier clutch, but more clutch movement. Refer to Clutch System for full details.

| | | | | |
|----|----------|---|---|------------------------------|
| 52 | 148531 | CLUTCH MASTER CYLINDER (0.75" bore, RHD). | 1 | } TR5, TR250, TR6 |
| 53 | 148530 | CLUTCH MASTER CYLINDER | 1 | |
| | 148530Z | CLUTCH MASTER CYLINDER, aftermarket | 1 | } To (b) 50910CP/52951CC |
| | | (0.75" bore, LHD). | | |
| 54 | GRK1027 | REPAIR KIT, 0.75" bore | 1 | } TR6 From |
| | 154932 | CLUTCH MASTER CYLINDER | 1 | |
| | 154932Z | CLUTCH MASTER CYL., aftermarket | 1 | } (b) 50911CP/52952CC |
| | | (0.70" bore, RHD). | | |
| | 154933 | CLUTCH MASTER CYLINDER | 1 | } (b) 50911CP/52952CC |
| | 154933Z | CLUTCH MASTER CYLINDER, aftermarket | 1 | |
| | | (0.70" bore, LHD). | | } RHD models only |
| | 18G8986 | REPAIR KIT, 0.70" bore | 1 | |
| 55 | 106095 | SEAL, filler cap | 1 | } LHD models only |
| | 582-505 | SEAL, filler cap, splashproof | 1 | |
| 56 | 500201 | CAP, master cylinder | 1 | } LHD models only |
| | 500201Z | CAP, master cylinder, black | 1 | |
| 57 | PJ8808 | PIN, clevis, | 1 | } cylinder push rod to pedal |
| 58 | GHF301 | WASHER, plain | 1 | |
| 59 | GHF502 | SPLIT PIN | 1 | } RHD models only |
| 60 | 146413 | BRACKET, master cyl. to bulkhead | 1 | |
| | 146413SS | BRACKET, master cyl. to bulkhead, s/steel | 1 | } LHD models only |
| 61 | 125217 | DUST COVER, pedal to cyl. push rod | 1 | |
| 62 | SH605071 | SCREW, cylinder attachment | 2 | } LHD models only |
| 63 | GHF332 | WASHER, locking | 2 | |
| 64 | GHF103 | SCREW, cylinder | 2 | } LHD models only |
| 65 | GHF332 | WASHER, locking | 2 | |



Front Disc Brakes

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---------------------------------------|------|---------|
| 1 | 209327 | BRAKE DISC | 2 | car set |
| | 209327GEO | BRAKE DISC, geomet finish | 2 | |
| 2 | 209327XKG | BRAKE DISC SET, cross-drilled | 1 | |
| 3 | 113150 | BOLT, friction disc to front hub | 8 | |
| 4 | GHF333 | WASHER, locking | 8 | |
| 5 | 307226 | DUST SHIELD, RH | 1 | |
| | 307226SS | DUST SHIELD, RH, s/steel | 1 | |
| | 307227 | DUST SHIELD, LH | 1 | |
| | 307227SS | DUST SHIELD, LH, s/steel | 1 | |
| 6 | 141124 | BRACKET, brake hose | 2 | |
| 7 | 115682 | SHIM, caliper centralising about disc | a/r | |

New Front Brake Calipers

| | | | | |
|---|--------|-------------------------------------|---|--|
| 8 | 311851 | CALIPER ASSEMBLY, RH, new, imperial | 1 | |
| | 311852 | CALIPER ASSEMBLY, LH, new, imperial | 1 | |

Note: we have remanufactured these calipers to the 16PB imperial thread specification and they are supplied complete with pistons & seals. These calipers can be used as direct replacements for any imperial caliper (up to CP76094/CC81078). They can also be used to replace later metric calipers (from CP76095/CC81079) using the following supplementary parts and pads:

| | | | |
|--------|--------------------------------|---|------------------------|
| BTB610 | BOLT, caliper mounting | 2 | |
| 309723 | PIPE ASSEMBLY, hose to caliper | 2 | |
| GBP114 | BRAKE PAD SET, standard | 1 | alternatives available |

If you wish to recondition your existing calipers, detailed below are the relevant parts for each type of caliper.

Girling Type 16P Calipers, TR5, TR250, TR6 To (c) CP26075/CC29929, Imperial Threads

| | | | | |
|----|-----------|-----------------------------------|---|----------------------|
| 8 | 307977 | CALIPER ASSEMBLY, LH | 1 | use 311852 see above |
| | 307976 | CALIPER ASSEMBLY, RH | 1 | use 311851 see above |
| 9 | 510792 | PISTON, caliper* | 4 | |
| | 510792SS | PISTON, caliper, stainless steel* | 4 | |
| 10 | 601960 | SEAL SET, caliper, (car set)* | 1 | |
| 12 | SMP100030 | CAP, bleed screw | 2 | |
| 13 | GBK1003 | FITTING KIT, (brake pads) | 1 | |
| 14 | 011368A | PIN, pad retaining, 1/4" diameter | 4 | |
| 15 | 011369A | CLIP, pin securing | 4 | |
| 16 | 3H2428 | SCREW, bleed nipple | 2 | |
| 17 | BTB610 | BOLT, caliper to mounting bracket | 2 | |
| 18 | GHF334 | WASHER, locking | 4 | |

Girling Type 16PB, TR6 From (c) CP26076/CC29930 To CP76094/CC81078, Imperial Threads

| | | | | |
|----|-----------|-----------------------------------|---|----------------------|
| 8 | 310188 | CALIPER ASSEMBLY, LH | 1 | use 311852 see above |
| | 310189 | CALIPER ASSEMBLY, RH | 1 | use 311851 see above |
| | 310188R | CALIPER ASSEMBLY, LH, recon/exch | 1 | |
| | 310189R | CALIPER ASSEMBLY, RH, recon/exch | 1 | |
| 9 | 157685 | PISTON, caliper* | 4 | |
| | 157685SS | PISTON, caliper, stainless steel* | 4 | |
| 11 | 519731 | SEAL SET, caliper, car set* | 1 | |
| | 519731Z | SEAL KIT, caliper, one side* | 2 | |
| 12 | SMP100030 | CAP, bleed screw | 2 | |
| 13 | GBK1003 | FITTING KIT, (brake pads) | 1 | |
| 14 | 011368A | PIN, pad retaining, 1/4" diameter | 4 | |
| 15 | 011369A | CLIP, pin securing | 4 | |
| 16 | 3H2428 | SCREW, bleed nipple | 2 | |
| 17 | BTB610 | BOLT, caliper to mounting bracket | 4 | |
| 18 | GHF334 | WASHER, locking | 4 | |

*Important Note: Brake Calipers. The repair kits and pistons for early calipers with imperial thread can be of two types and they are not interchangeable. The later type kit (part no. 519731) differs from the early kit (part no. 601960) in using a steel clip to retain the dust shield on the caliper body. For reference please refer to illustrations A & B on opposite page. The calipers 307977 and 307976 can be replaced directly by either the later imperial threaded items or by the metric threaded ones; if the appropriate brake pipe and caliper mounting bolts are used.

Girling Type M16P, TR6 From (c) CP76095/CC81079, Metric Threads

| | | | | |
|----|-----------|------------------------------------|---|--|
| 8 | 159026 | CALIPER ASSEMBLY, LH, new, metric | 1 | |
| | 159027 | CALIPER ASSEMBLY, RH, new, metric | 1 | |
| 9 | 157685 | PISTON, caliper | 4 | |
| | 157685SS | PISTON, caliper, stainless steel | 4 | |
| 11 | 519731 | SEAL SET, caliper, car set | 1 | |
| | 519731Z | SEAL KIT, caliper, one side | 2 | |
| 12 | SMP100030 | CAP, bleed screw | 2 | |
| 13 | GRPFK5 | FITTING KIT, (brake pads) | 1 | |
| 14 | 521121 | PIN, pad retaining, 3/16" diameter | 4 | |
| 15 | 511032 | CLIP, pin securing | 4 | |
| 16 | SMG100030 | SCREW, bleed nipple | 2 | |
| 17 | 158668 | BOLT, caliper to mounting bracket | 4 | |
| 18 | GHF335 | WASHER, locking | 4 | |

Brake Pads & Fittings

| | | | | |
|----|-----------|---------------------------------------|---|---------------------|
| 19 | GBP114 | BRAKE PAD SET, Classic Gold, standard | 1 | TR5, TR250, TR6 To |
| | GBP114CM | BRAKE PAD SET, Classic Gold, ceramic | 1 | (c) CP76094/CC81078 |
| | TT31501KV | BRAKE PAD SET, EBC Ultimax | 1 | |
| | TT31501G | BRAKE PAD SET, EBC Greenstuff | 1 | |
| | TT31501Y | BRAKE PAD SET, EBC Yellowstuff | 1 | |
| 20 | GRSP2750 | SHIM SET, anti-squeal | 1 | |

| | | | | |
|----|-----------|---------------------------------------|---|---------------------|
| 21 | 27H2953 | SHIM, anti-squeal | 4 | |
| 22 | GBP216 | BRAKE PAD SET, Classic Gold, standard | 1 | TR6 From |
| | GBP216CM | BRAKE PAD SET, Classic Gold, ceramic | 1 | (c) CP76095/CC81079 |
| | TT32501G | BRAKE PAD SET, EBC Greenstuff | 1 | |
| | TT32501Y | BRAKE PAD SET, EBC Yellowstuff | 1 | |
| 23 | GBK1019 | SHIM SET, anti-squeal | 1 | |
| 24 | UKC951 | SHIM, anti-squeal | 4 | |
| 25 | GBP240ASK | ANTI-SQUEAL STRIPS, disc pads | 1 | set of 4 |

4 Pot Vented Brake Caliper Kits

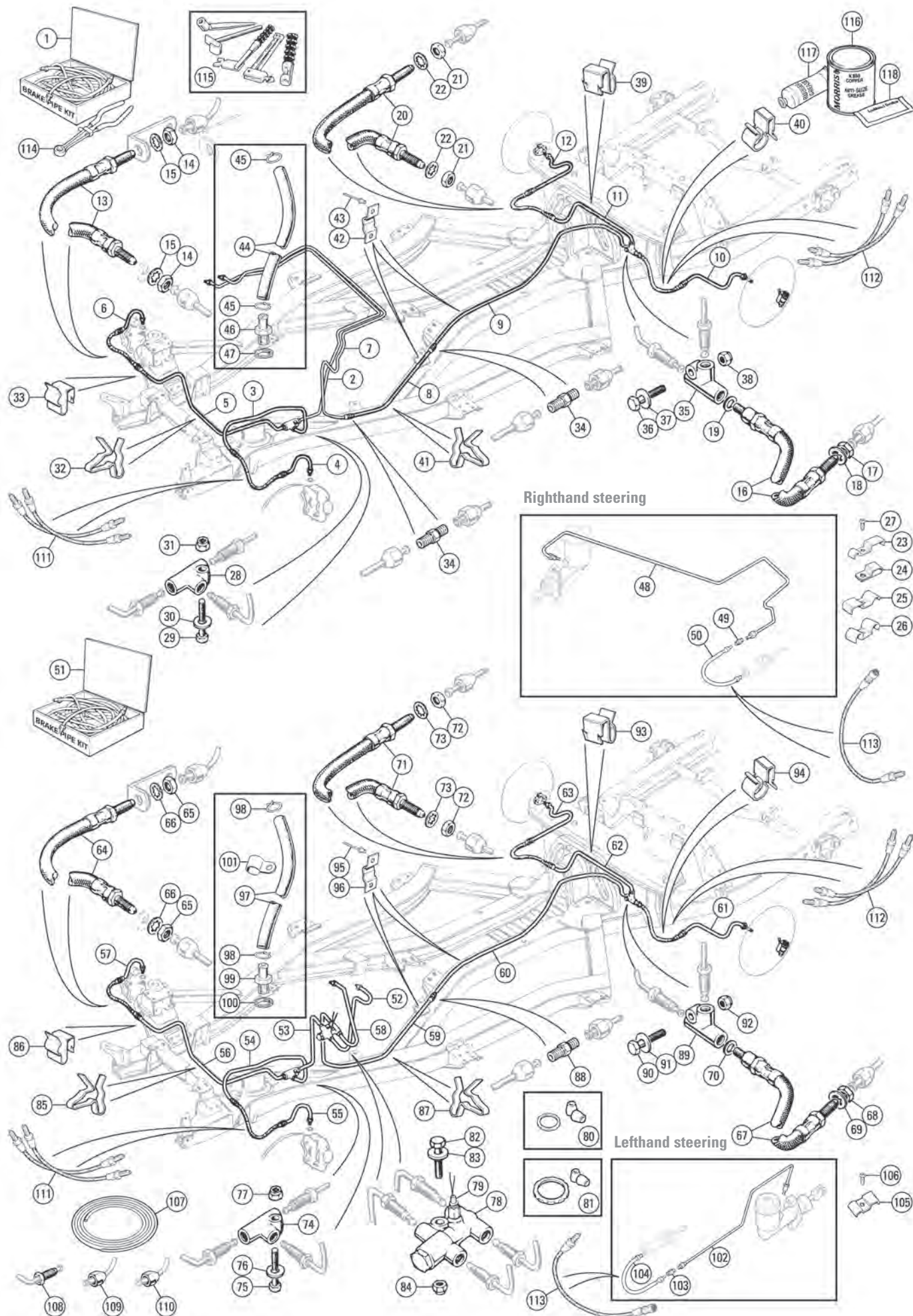
| | | | | |
|----|------------|--|---|--------------------------|
| 26 | SPB32521 | VENTED BRAKE KIT, 4 pot, 283mm dia. | 1 | |
| | SPB32521X | VENTED BRAKE KIT, 4 pot, 283mm dia. | 1 | with cross-drilled discs |
| 27 | SPB32524 | BRAKE DISC, vented, each | 2 | |
| | SPB32524X | BRAKE DISC SET, vented & cross-drilled | 1 | |
| 28 | RD150-3668 | BRAKE PAD SET, soft | 1 | road |
| | RD1311 | BRAKE PAD SET, medium | 1 | fast road |
| | RD1313 | BRAKE PAD SET, hard | 1 | race |

Rear Drum Brakes

| | | | | |
|----|-----------|--|----|-------------------------|
| 29 | 211445 | REAR BRAKE ASSEMBLY, RH | 1 | |
| | 211444 | REAR BRAKE ASSEMBLY, LH | 1 | |
| 30 | 212059 | BACK PLATE, RH | 1 | |
| | 212058 | BACK PLATE, LH | 1 | |
| 31 | 37H6134 | ADJUSTER ASSEMBLY | 2 | |
| | 37H6134Z | ADJUSTER ASSEMBLY | 2 | aftermarket |
| 32 | 111054 | TAPPET, brake adjuster | 4 | |
| 33 | GHF200 | NUT, plain, adjuster to back plate | 4 | |
| 34 | GHF321 | WASHER, shakeproof | 4 | |
| 35 | GWC1154 | REAR WHEEL CYLINDER, 0.7" bore | 2 | |
| | GWC1154Z | REAR WHEEL CYLINDER, repro | 2 | |
| | GWC1112 | REAR WHEEL CYLINDER, 0.75" bore | 2 | TR6, 1976 North America |
| 36 | 512351Z | SEAL SET, wheel cylinder, 0.7" | 1 | per cylinder |
| | 18G9065 | SEAL SET, wheel cylinder, car set, 0.75" | 1 | TR6, 1976 North America |
| 37 | SMP100030 | CAP, bleed screw | 2 | |
| 38 | 3H2428 | SCREW, bleed nipple | 2 | |
| 39 | GRSP2862 | FITTING KIT, cylinder to back plate | 1 | |
| 40 | 505091A | SPRING PLATE, cylinder retaining | 2 | |
| 41 | 505094 | DISTANCE WASHER, boot retaining | 2 | |
| 42 | 505092 | PLATE, locking wheel cylinder | 2 | |
| 43 | 505093A | BOOT, rubber, dust excluding | 2 | |
| 44 | 157672 | LEVER ASSEMBLY, handbrake | 2 | |
| 45 | BAU1420A | FITTING KIT, brake shoe hold down | 1 | car set |
| 48 | GRSRS8 | FITTING KIT, brake shoe return springs | 1 | |
| 49 | 508817 | SPRING, shoe return, adjuster end | 2 | |
| 50 | 505081 | SPRING, shoe return, cylinder end | 2 | |
| 51 | GBS778AF | BRAKE SHOE SET, standard | 1 | |
| | TT31524 | BRAKE SHOE SET, uprated | 1 | |
| 52 | 210578 | BRAKE DRUM | 2 | |
| 54 | 202267 | ALFIN BRAKE DRUM circumferential fins | 2 | radial fins |
| | | (As originally supplied by Triumph). | | 9 x 1 3/4" |
| 55 | V5435 | SCREW, brake drum to hub | 4 | countersunk |
| 56 | FHS2512 | STUD, rear hub unit to back plate | 12 | |
| 57 | GHF301 | WASHER, plain | 12 | |
| 58 | GHF222 | NUT, nyloc | 12 | |
| 61 | MTR44211 | BRAKE ADJUSTING SPANNER | 1 | |

Handbrake Assembly

| | | | | |
|----|----------|---|---|---------------------------|
| 62 | 148078 | HANDBRAKE ASSEMBLY | 1 | |
| 63 | 148080 | LEVER, handbrake | 1 | alternatives |
| | UKC6206 | LEVER, handbrake | 1 | |
| 64 | 131312 | GRIP, lever | 1 | |
| 65 | 148082 | ROD & KNOB, pawl release | 1 | |
| 66 | 104740 | SPRING, pawl release | 1 | |
| 67 | 104737 | PAWL, handbrake | 1 | |
| 68 | 104738 | PIN, fulcrum, pawl to lever | 1 | |
| 69 | 148083 | RATCHET PLATE, segment | 1 | |
| 70 | 142755 | BOLT, fulcrum | 1 | lever to mounting bracket |
| 71 | 142754 | BUSH, lever to mounting bracket | 2 | |
| 72 | GHF273 | NUT, nyloc | 1 | |
| 73 | 140374 | COMPENSATOR LINK | 1 | |
| 74 | 104750 | PIN, clevis, link to handbrake | 1 | |
| 75 | WM93 | WASHER, plain | 1 | |
| 76 | GHF500 | SPLIT PIN | 1 | |
| 77 | 140375 | COMPENSATOR SECTOR | 1 | |
| 78 | PJ8713 | PIN, clevis, compensator sector to link | 1 | |
| 79 | GHF300 | WASHER, plain | 1 | |
| 80 | PS103121 | SPLIT PIN | 1 | |
| 81 | 140373 | HANDBRAKE CABLE, | 2 | |
| 82 | 602037 | GROMMET, cable to body | 2 | |
| 83 | GHF200 | NUT, plain, brake cable to trailing arm | 2 | |
| 84 | GHF331 | WASHER, locking | 2 | |
| 85 | 138247 | FORK END, cable | 2 | |
| 86 | CN1 | NUT, square | 2 | |
| 87 | JN2107 | NUT, half, locking fork end | 2 | |
| 88 | PJ8807 | PIN, clevis, fork end to cylinder lever | 2 | |
| 89 | GHF301 | WASHER, plain | 2 | |
| 90 | GHF502 | SPLIT PIN | 2 | |
| 91 | 157672 | LEVER ASSEMBLY, handbrake | 2 | |



Brake Pipes & Hoses

Copper Brake Pipe Kits For RHD Models

Note: Copper may not be acceptable in certain countries. Brake pipe sets do not include flexible hoses.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------------------------|------|-------------------------|
| 1 | HGB6230 | BRAKE PIPE SET, copper, imperial | 1 | TR5, TR6 To (c) CP76094 |
| | HGB6240 | BRAKE PIPE SET, copper, metric | 1 | TR6 From (c) CP76095 |

Copper Nickel Brake Pipe Kits For RHD Models

Note: Copper may not be acceptable in certain countries. Brake pipe sets do not include flexible hoses.

| | | | | |
|----|----------|--|---|-------------------------|
| | HGB6230K | BRAKE PIPE SET, copper nickel, imperial | 1 | TR5, TR6 To (c) CP76094 |
| | HGB6240K | BRAKE PIPE SET, metric | 1 | TR6 From (c) CP76095 |
| 2 | 309719 | PIPE ASSEMBLY (Master cylinder to front 3 way connector). | 1 | |
| 3 | 309720 | PIPE ASSEMBLY (Front 3 way connector to LH front hose). | 1 | |
| 4 | 309723 | PIPE ASSEMBLY (LH front hose to caliper, imperial). | 1 | TR5, TR6 To (c) CP76094 |
| | 312550 | PIPE ASSEMBLY (LH front hose to caliper, metric). | 1 | TR6 From (c) CP76095 |
| 5 | 309721 | PIPE ASSEMBLY (Front 3 way connector to RH front hose). | 1 | |
| 6 | 309723 | PIPE ASSEMBLY (RH front hose to caliper, imperial). | 1 | TR5, TR6 To (c) CP76094 |
| | 312550 | PIPE ASSEMBLY (RH front hose to caliper, metric). | 1 | TR6 From (c) CP76095 |
| 7 | 309718 | PIPE ASSEMBLY (Master cylinder to rear intermediate pipe). | 1 | |
| 8 | 309717 | PIPE ASSEMBLY (Intermediate, double ended union to double ended union). | 1 | |
| 9 | 309725 | PIPE ASSEMBLY (Intermediate pipe to rear 3 way connector). | 1 | |
| 10 | 309726 | PIPE ASSEMBLY (LH rear hose to brake cylinder). | 1 | |
| 11 | 309724 | PIPE ASSEMBLY (Rear 3 way union to RH rear hose). | 1 | |
| 12 | 309727 | PIPE ASSEMBLY (RH rear hose to brake cylinder). | 1 | |
| 13 | GBH176 | HOSE, flexible, front | 2 | |
| | GBH176Z | HOSE, flexible, front, aftermarket | 2 | |
| 14 | NT606041 | NUT, half, hose ends to brackets | 4 | |
| 15 | GHF323 | WASHER, shakeproof | 4 | |
| 16 | GBH178 | HOSE, flexible, rear, LH | 1 | |
| | GBH178Z | HOSE, flexible, rear, LH, aftermarket | 1 | |
| 17 | NT606041 | NUT, half, hose end to trailing arm | 1 | |
| 18 | GHF323 | WASHER, shakeproof | 1 | |
| 19 | 233220A | WASHER, copper | 1 | hose to 3 way connector |
| 20 | GBH177 | HOSE, flexible, rear, RH | 1 | |
| | GBH177Z | HOSE, flexible, rear, RH, aftermarket | 1 | |
| 21 | NT606041 | NUT, half, securing front hose ends | 2 | |
| 22 | GHF323 | WASHER, shakeproof | 2 | |

Hardware And Fittings For Brake Pipes

| | | | | |
|----|----------|--|------|-------------------------------|
| 23 | 149059 | CLIP, retaining pipes to bulkhead | 4 | TR5 |
| | | | 2 | TR6 |
| 24 | 150969 | CLIP, double, (Front brake pipes to master cyl. bracket). | 1 | TR6 |
| 25 | 149766 | CLIP, retaining (Master cylinder pipe to 3 way). | 1 | |
| 26 | 2H400 | CLIP, retaining (To clutch & brake pipes bulkhead). | 4 | |
| 27 | AB606031 | SCREW, self tapping | 10/8 | |
| 28 | BTB657 | CONNECTOR, 3 way, front | 1 | |
| 29 | BH604101 | BOLT, connector to chassis | 1 | |
| 30 | GHF300 | WASHER, plain | 1 | |
| 31 | GHF271 | NUT, nyloc | 1 | |
| 32 | 059191 | CLIP, spring, RH pipe to crossmember | 1 | |
| 33 | 11K9181 | CLIP, pipe to suspension stay | 1 | |
| 34 | ACB5559 | UNION, double ended | 2 | for intermediate pipes |
| 35 | BTB657 | CONNECTOR, 3 way, rear | 1 | |
| 36 | BH604101 | BOLT, connector to chassis | 1 | |
| 37 | GHF300 | WASHER, plain | 1 | |
| 38 | GHF271 | NUT, nyloc | 1 | |
| 39 | 618386 | CLIP, pipe to rear chassis crossmember | 1 | |
| 40 | 615836 | CLIP, pipe to trailing arm | 2 | |
| 41 | 059191 | CLIP, spring | 1 | pipe to centre chassis member |
| 42 | 149765 | CLIP, brake and fuel pipe to chassis | a/r | |
| 43 | RA608236 | RIVET, 'Pop' type, clip to chassis | a/r | |

Servo Hose And Fittings

| | | | | |
|----|----------|-------------------------------------|---|----------------------------|
| 44 | CRC2131A | HOSE, servo to manifold 25" long | 1 | |
| 45 | ACA5290 | CLIP, 'Corbin', servo hose clamping | 2 | |
| 46 | ADU1402 | VALVE & ADAPTOR, non return | 1 | screws into inlet manifold |
| 47 | AAA836 | WASHER, fibre | 1 | |

Clutch Pipes

| | | | | |
|----|---------|---|---|--|
| 48 | 308362 | PIPE, cylinder to flexible hose | 1 | |
| | 308362C | PIPE, cylinder to flexible hose, copper | 1 | |
| 49 | 598693 | CONNECTOR, pipe to hose | 1 | |
| 50 | 140420 | HOSE, flexible, connector to slave cyl. | 1 | |

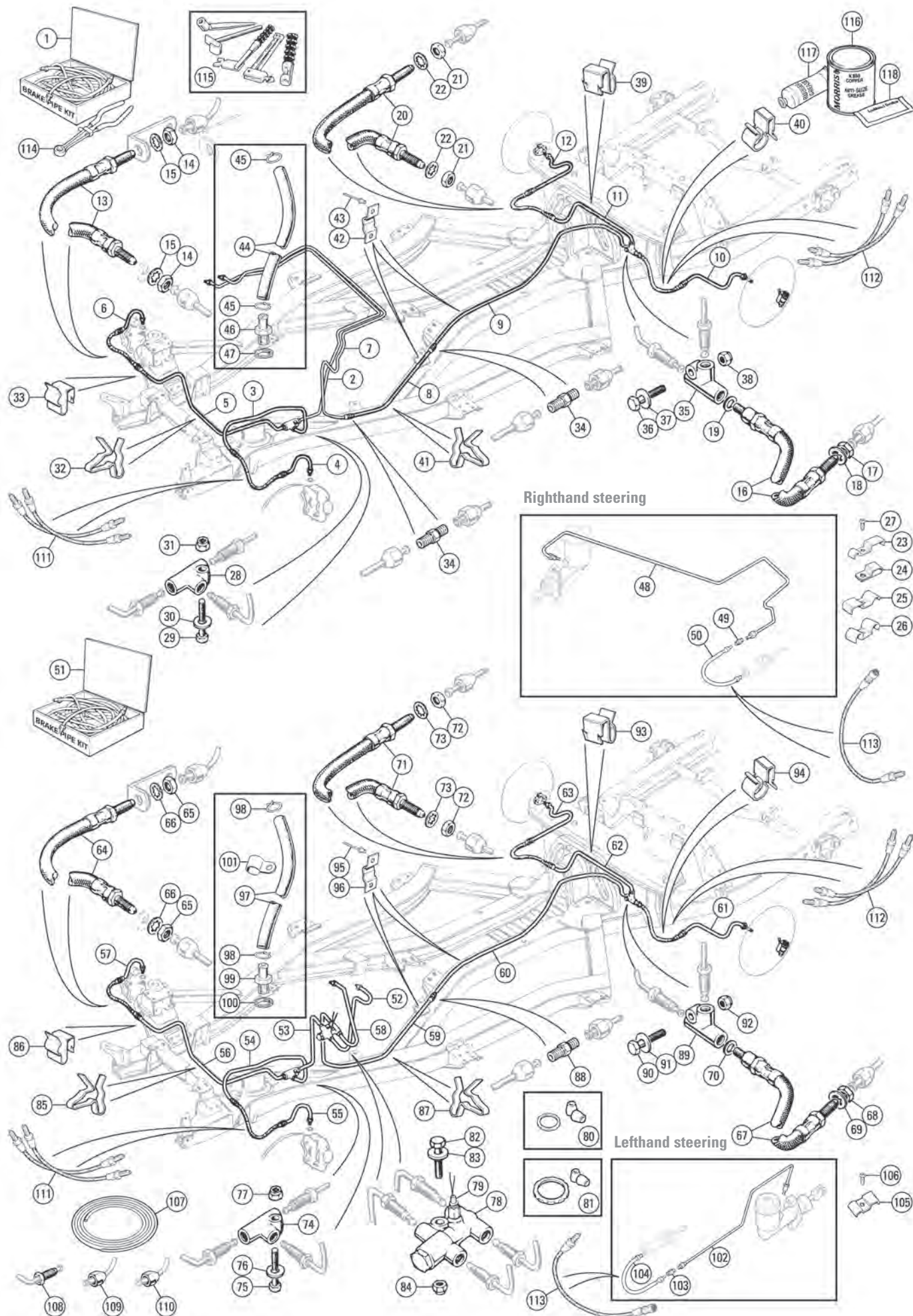
Copper Nickel Brake Pipe Kits For LHD Models

Note: Copper may not be acceptable in certain countries. Brake pipe sets do not include flexible hoses.

| | | | | |
|----|----------|---|---|---|
| 51 | HGB6230L | BRAKE PIPE SET, imperial threads (Kunifer brake pipe set). | 1 | TR5, TR250, TR6 To (c) CP76094/CC81078 |
| | HGB6240L | BRAKE PIPE SET, metric threads (Kunifer brake pipe set). | 1 | TR6 From (c) CP76095/CC81079 |
| 52 | 309730 | PIPE ASSEMBLY (Front, master cylinder to PDWA valve). | 1 | |
| 53 | 309728 | PIPE ASSEMBLY (PDWA valve to front 3 way connector). | 1 | |
| 54 | 309720 | PIPE ASSEMBLY (Front 3 way connector to LH front hose). | 1 | |
| 55 | 309723 | PIPE ASSEMBLY (LH front hose to caliper, imperial). | 1 | TR5, TR250, TR6 To (c) CP76094/CC81078 |
| | 312550 | PIPE ASSEMBLY (LH front hose to caliper, metric). | 1 | TR6 From (c) CP76095/CC81079 |
| 56 | 309721 | PIPE ASSEMBLY (Front 3 way connector to RH front hose). | 1 | |
| 57 | 309723 | PIPE ASSEMBLY (RH front hose to caliper, imperial). | 1 | TR5, TR250, TR6 To (c) CP76094/CC81078 |
| | 312550 | PIPE ASSEMBLY (RH front hose to caliper, metric). | 1 | TR6 From (c) CP76095/CC81079 |
| 58 | 309729 | PIPE ASSEMBLY (Rear, master cylinder to PDWA valve). | 1 | |
| 59 | 309731 | PIPE ASSEMBLY (PDWA valve to rear intermediate pipe). | 1 | |
| 60 | 309725 | PIPE ASSEMBLY (Intermediate pipe to rear 3 way connector). | 1 | |
| 61 | 309726 | PIPE ASSEMBLY (LH rear hose to brake cylinder). | 1 | |
| 62 | 309724 | PIPE ASSEMBLY (Rear 3 way connector to RH hose). | 1 | |
| 63 | 309727 | PIPE ASSEMBLY (RH rear hose to brake cylinder). | 1 | |
| 64 | GBH176 | HOSE, flexible, front | 2 | |
| | GBH176Z | HOSE, flexible, front, aftermarket | 2 | |
| 65 | NT606041 | NUT, half, hose ends to brackets | 4 | |
| 66 | GHF323 | WASHER, shakeproof | 4 | |
| 67 | GBH178 | HOSE, flexible, rear LH | 1 | |
| | GBH178Z | HOSE, flexible, rear, LH, aftermarket | 1 | |
| 68 | NT606041 | NUT, half, hose end to trailing arm | 1 | |
| 69 | GHF323 | WASHER, shakeproof | 1 | |
| 70 | 233220A | WASHER, copper | 1 | hose to 3 way connector |
| 71 | GBH177 | HOSE, flexible, rear, RH | 1 | |
| | GBH177Z | HOSE, flexible, rear, RH, aftermarket | 1 | |
| 72 | NT606041 | NUT, half, securing front hose ends | 2 | |
| 73 | GHF323 | WASHER, shakeproof | 2 | |

Hardware And Fittings For Brake Pipes

| | | | | |
|----|----------|--------------------------------|---|-------------|
| 74 | BTB657 | CONNECTOR, 3 way, front | 1 | |
| 75 | BH604101 | BOLT, connector to chassis | 1 | |
| 76 | GHF300 | WASHER, plain | 1 | |
| 77 | GHF271 | NUT, nyloc | 1 | |
| 78 | 149972 | PDWA VALVE & SWITCH, brass | 1 | |
| 79 | AAU1700A | SWITCH, pressure warning | 1 | original |
| 80 | BAU1704A | REPAIR KIT, PDWA valve | 1 | |
| | RTC2525 | PDWA VALVE & SWITCH, cast iron | 1 | |
| | AAU1700A | SWITCH, pressure warning | 1 | alternative |
| 81 | BAU1775 | REPAIR KIT, PDWA valve | 1 | |



Hardware And Fittings For Brake Pipes (Continued)

As assemblies, the cast iron and brass valves are interchangeable, however the actuator switches screwed into the bodies are not. The switch to fit the brass valve, AAU1700A, has a coarse pitch thread of approximately 9mm diameter, whereas the switch for the cast iron valve, AAU1700A, has a fine pitch thread of approximately 15mm diameter.

The pressure differential warning valve in the LHD brake system will cause the brake warning light to be lit after almost any work on the brake system. Usually the light will not go out, even after the brakes are bled and the brake system is in perfect working order. Re-centralise the shuttle as per the workshop manual instructions.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|---------|
| 82 | BH604091 | BOLT, PDWA valve to body | 1 | |
| 83 | GHF331 | WASHER, locking | 1 | |
| 84 | GHF271 | NUT, nyloc | 1 | |
| 85 | 059191 | CLIP, spring, RH pipe to crossmember | 1 | |
| 86 | 11K9181 | CLIP, pipe to turret support | 1 | |
| 87 | 059191 | CLIP, spring (Pipe to centre chassis member). | 1 | |
| 88 | ACB5559 | UNION, double ended (Intermediate to rear pipe connecting). | 1 | |
| 89 | BTB657 | CONNECTOR, 3 way rear | 1 | |
| 90 | BH604101 | BOLT, connector to chassis | 1 | |
| 91 | GHF300 | WASHER, plain | 1 | |
| 92 | GHF271 | NUT, nyloc | 1 | |
| 93 | 618386 | CLIP, pipe to rear chassis crossmember | 1 | |
| 94 | 615836 | CLIP, pipe to trailing arm | 2 | |
| 95 | 149765 | CLIP, brake and fuel pipe to chassis | a/r | |
| 96 | RA608236 | RIVET, 'Pop' type, clip to chassis | a/r | |

Servo Hose And Fittings

| | | | | |
|-----|----------|--|---|----------|
| 97 | CRC2131A | HOSE, servo to manifold | 1 | 30" long |
| 98 | ACA5290 | CLIP, 'Corbin', servo hose clamping | 2 | |
| 99 | ADU1402 | VALVE & ADAPTOR, non return (Screws into inlet manifold). | 1 | |
| 100 | AAA836 | WASHER, fibre | 1 | |
| 101 | PCR1011 | CLIP, servo hose to rocker cover | 1 | |

Clutch Pipes

| | | | | |
|-----|----------|---|---|-----------------------|
| 102 | 148816 | PIPE, cylinder to flexible hose | 1 | |
| | 148816C | PIPE, cylinder to flexible hose, copper | 1 | |
| 103 | 598693 | CONNECTOR, pipe to hose | 1 | |
| 104 | 140420 | HOSE, flexible, connector to slave cyl. | 1 | |
| 105 | 149766 | CLIP, clutch pipe to bulkhead | 1 | |
| 106 | AB606031 | SCREW, self tapping | 1 | pipe clip to bulkhead |

Brake Pipe And Nuts

| | | | | |
|-----|----------|------------------------------------|-----|---------------|
| 107 | MPKF125 | BRAKE PIPE, cupro-nickel, 25' roll | a/r | 3/16" O/D |
| | MPKF225 | BRAKE PIPE, cupro-nickel, 25' roll | a/r | 1/4" O/D |
| | MPKF325 | BRAKE PIPE, cupro-nickel, 25' roll | a/r | 5/16" O/D |
| 108 | TM606031 | TUBE NUT, male, steel, 3/8" UNF | a/r | for 3/16" O/D |
| | AEHU1 | TUBE NUT, male, brass, 3/8" UNF | a/r | |
| | TM110051 | TUBE NUT, male steel, 10mm x 1mm | a/r | |
| | AEHU2 | TUBE NUT, male brass, 10mm x 1mm | a/r | |
| | AEHU3 | TUBE NUT, male, brass, 3/8" BSF | a/r | for 1/4" O/D |
| 109 | AEHU14 | TUBE NUT, male, steel, 7/16" UNF | a/r | |
| | AEHU7 | TUBE NUT, male, brass, 7/16" UNF | a/r | |
| | BHA4706 | TUBE NUT, male, steel, 7/16 UNF | a/r | for 5/16" O/D |
| | GRP12 | TUBE NUT, male, brass, 1/2 UNF | a/r | |
| 110 | AEHU1A | TUBE NUT, female, brass, 3/8 UNF | a/r | for 3/16" O/D |
| | AEHU2A | TUBE NUT, female brass, 10mm x 1mm | a/r | |
| | GRP5 | TUBE NUT, female, steel, 7/16 UNF | a/r | for 1/4" O/D |
| | AEHU4A | TUBE NUT, female, brass, 7/16 UNF | a/r | |
| | GRP6 | TUBE NUT, female, brass, 1/2 UNF | a/r | for 5/16" O/D |

Stainless Steel (Braided) Brake And Clutch Hoses

| | | | | |
|-----|--------|----------------------|---|-------------------------------------|
| 111 | TT3240 | FRONT BRAKE HOSE SET | 1 | } stainless steel } braided } |
| 112 | TT3242 | REAR BRAKE HOSE SET | 1 | |
| 113 | TT3241 | CLUTCH HOSE | 1 | |

Brake Drums

At the end of a long restoration it is likely that the brake drums will be refinished in the some way. The TR may be parked for some length of time and probably with the handbrake 'on'. One of the last jobs to do before using the car is to visit your local friendly machinist. For a 'drink' he will probably be pleased to give the friction area a very light 'skim' to ensure roundness. Don't let him take more than 0.010" off. When fitting the shoes don't adjust them fully, put up with the handbrake travel until the TR has done a couple of hundred miles to give the shoes chance to 'bed' to the correct radius, then perform the correct adjustments as per workshop manual. Run out, or ovality of the drum should not exceed 0.010" under any circumstances. The effect will be vibration felt through the brake pedal and, in bad

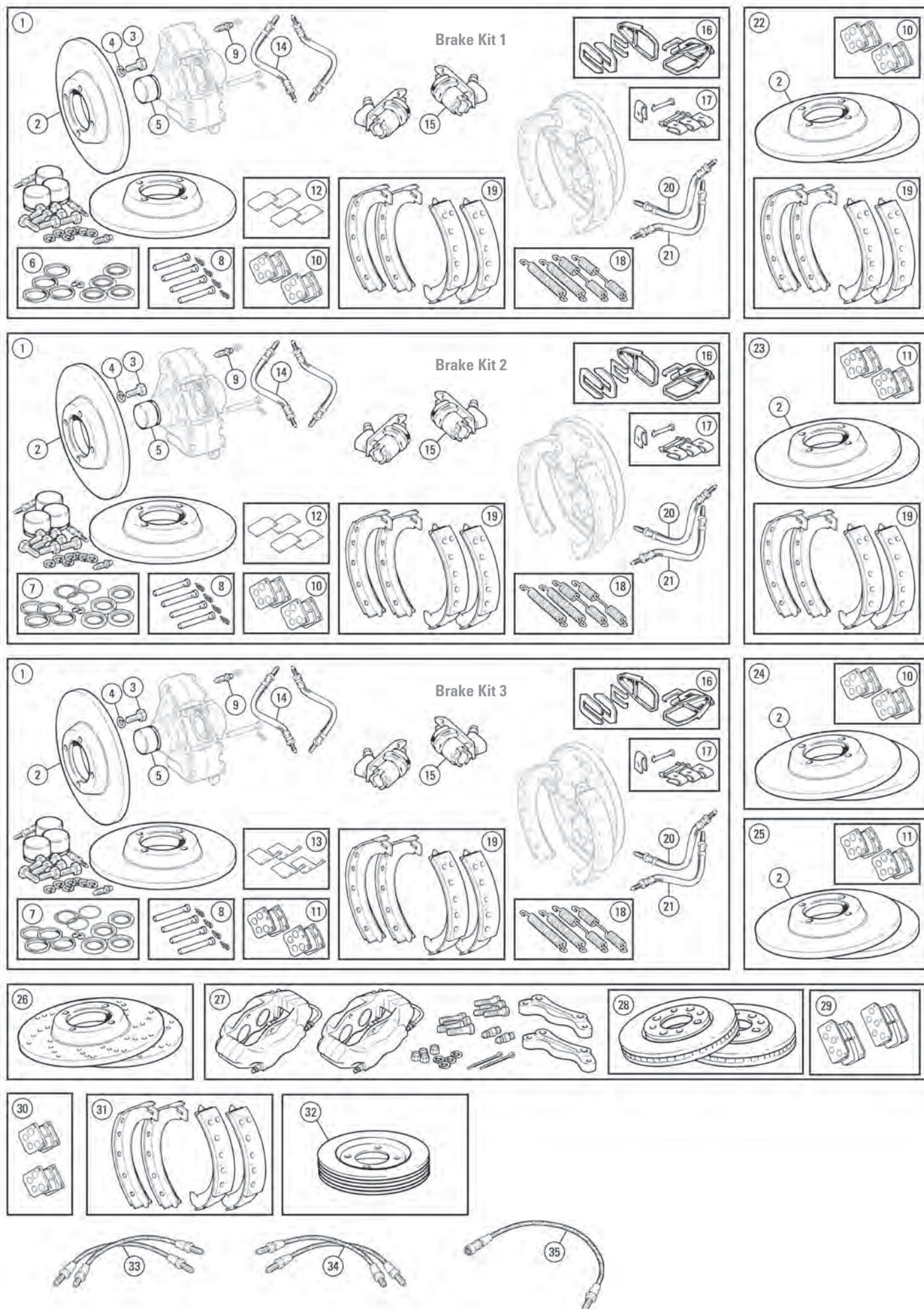
cases, the whole car. It will further reduce the already mediocre handbrake performance. Under spirited driving it will cause localised overheating which may result in brake fade and has been known to cause the linings to break up and detach from the shoes. If the drums are outside tolerance, why not consider replacement with finned alloy replacements (see page 93).

Clutch & Brake Fluids

When did you last change your Clutch/Brake fluid?

DOT3 fluid ought to be completely discarded, DOT4 ('GBF4') should be installed and replaced every 2 years, as recommended by manufacturers. An alternative, especially if you are replacing master cylinders, brake calipers and/or wheel cylinders, is to thoroughly flush out the pipes and install Silicone fluid (DOT5 'ABF'), which is 'Non-Hygroscopic', so it doesn't promote rust problems in the hydraulic system. The bonus is that it won't damage paint work.

When silicone is in use it will provide years of trouble free braking and an end to the monotonous and expensive pastime of repairing or replacing worn or leaking hydraulic components. Racing Fluid (DOT5.1 'GBF5') really is the ultimate in brake fluid. Its anti-boil properties mean that even when the brakes get hot the fluid will remain efficient, rather than boiling locally (such as in the calipers) into useless vapour. Ideal on the race track or when the brakes are used to their limits. Due to its high 'Hygroscopic' nature, DOT5.1 Racing fluid should be replaced annually otherwise the quality and effectiveness will be drastically reduced.



Upated Brakes & Brake Kits

Standard Brake Discs, Pads, Shoes, Hoses And Fittings

| ill. | Part Number | Description | Req. | Details |
|-------------|-------------|--|------|---|
| Brake Kit 1 | | | | |
| 1 | TGK130 | BRAKE KIT | 1 | KIT 1 - TR5, TR250, TR6 To (c) CP26075/CC29929, Imperial threads |
| 2 | 209327 | BRAKE DISC | 2 | |
| | 209327GEO | BRAKE DISC, geomet finish | 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 | FITTING KIT, (brake pads) | 1 | |
| 9 | 3H2428 | SCREW, bleed nipple | 2 | |
| 10 | GBP114 | BRAKE PAD SET, Classic Gold, standard | 1 | |
| 12 | GRSP2750 | SHIM SET, anti-squeal | 1 | |
| 14 | GBH176 | HOSE, flexible, front | 2 | |
| 15 | GWC1154 | REAR WHEEL CYLINDER | 2 | |
| 16 | GRSP2862 | FITTING KIT, cylinder to back plate | 1 | |
| 17 | BAU1420A | FITTING KIT, brake shoe hold down | 1 | |
| 18 | GRSRS8 | FITTING KIT, brake shoe return springs | 1 | |
| 19 | GBS778AF | BRAKE SHOE SET, standard | 1 | |
| 20 | GBH178 | HOSE, flexible, rear, LH | 1 | |
| 21 | GBH177 | HOSE, flexible, rear, RH | 1 | |

| | | | | |
|--------------|-----------|--|---|--|
| Brake Kit 1A | | | | |
| 1 | TGK131 | BRAKE KIT | 1 | KIT 1A - TR6 From (c) CP26076/CC29930 To CP76094/CC81078, Imperial threads |
| 2 | 209327 | BRAKE DISC | 2 | |
| | 209327GEO | BRAKE DISC, geomet finish | 2 | |
| 3 | 113150 | BOLT, friction disc to front hub | 8 | |
| 4 | GHF333 | WASHER, locking | 8 | |
| 5 | 157685 | PISTON, caliper | 4 | |
| 7 | 519731 | SEAL SET, caliper, car set* | 1 | |
| | 519731Z | SEAL KIT, caliper, one side* | 2 | |
| 8 | GBK1003 | FITTING KIT, (brake pads) | 1 | |
| 9 | 3H2424 | SCREW, bleed nipple | 2 | |
| 10 | GBP114 | BRAKE PAD SET, Classic Gold, standard | 1 | |
| 12 | GRSP2750 | SHIM SET, anti-squeal | 1 | |
| 14 | GBH176 | HOSE, flexible, front | 2 | |
| 15 | GWC1154 | REAR WHEEL CYLINDER | 2 | |
| 16 | GRSP2862 | FITTING KIT, cylinder to back plate | 1 | |
| 17 | BAU1420A | FITTING KIT, brake shoe hold down | 1 | |
| 18 | GRSRS8 | FITTING KIT, brake shoe return springs | 1 | |
| 19 | GBS778AF | BRAKE SHOE SET, standard | 1 | |
| 20 | GBH178 | HOSE, flexible, rear LH | 1 | |
| 21 | GBH177 | HOSE, flexible, rear RH | 1 | |

| | | | | |
|--------------|-----------|--|---|--|
| Brake Kit 1B | | | | |
| 1 | TGK132 | BRAKE KIT | 1 | Kit 1B - TR6 From (c) CP76095/CC81079, Metric threads |
| 2 | 209327 | BRAKE DISC | 2 | |
| | 209327GEO | BRAKE DISC, geomet finish | 2 | |
| 3 | 113150 | BOLT, friction disc to front hub | 8 | |
| 4 | GHF333 | WASHER, locking | 8 | |
| 5 | 157685 | PISTON, caliper | 4 | |
| 7 | 519731 | SEAL SET, caliper, car set | 1 | |
| | 519731Z | SEAL KIT, caliper, one side | 2 | |
| 8 | GRPFK5 | FITTING KIT, (brake pads) | 1 | |
| 9 | SMG100030 | SCREW, bleed nipple | 2 | |
| 11 | GBP216 | BRAKE PAD SET, Classic Gold, standard | 1 | |
| 13 | GBK1019 | SHIM SET, anti-squeal | 1 | |
| 14 | GBH176 | HOSE, flexible, front | 2 | |
| 15 | GWC1154 | REAR WHEEL CYLINDER | 2 | |
| 16 | GRSP2862 | FITTING KIT, cylinder to back plate | 1 | |
| 17 | BAU1420A | FITTING KIT, brake shoe hold down | 1 | |
| 18 | GRSRS8 | FITTING KIT, brake shoe return springs | 1 | |
| 19 | GBS778AF | BRAKE SHOE SET, standard | 1 | |
| 20 | GBH178 | HOSE, flexible, rear, LH | 1 | |
| 21 | GBH177 | HOSE, flexible, rear, RH | 1 | |

Standard Brake Discs, Pads And Brake Shoes

| | | | | |
|-------------|-----------|---------------------------------------|---|---|
| Brake Kit 2 | | | | |
| 22 | TGK133 | BRAKE KIT | 1 | TR5, TR250, TR6 To (c) CP76094/CC81078 |
| 2 | 209327 | BRAKE DISC | 2 | |
| | 209327GEO | BRAKE DISC, geomet finish | 2 | |
| 10 | GBP114 | BRAKE PAD SET, Classic Gold, standard | 1 | |
| 19 | GBS778AF | BRAKE SHOE SET, standard | 1 | |

| | | | | |
|--------------|-----------|---------------------------------------|---|---------------------------------|
| Brake Kit 2A | | | | |
| 23 | TGK134 | BRAKE KIT | 1 | TR6 From (c) CP76095/CC81079 |
| 2 | 209327 | BRAKE DISC | 2 | |
| | 209327GEO | BRAKE DISC, geomet finish | 2 | |
| 11 | GBP216 | BRAKE PAD SET, Classic Gold, standard | 1 | |
| 19 | GBS778AF | BRAKE SHOE SET, standard | 1 | |

Standard Brake Discs And Pads

| | | | | |
|-------------|-----------|---------------------------|---|---|
| Brake Kit 3 | | | | |
| 24 | TGK135 | BRAKE KIT | 1 | TR5, TR250, TR6 To (c) CP76094/CC81078 |
| 2 | 209327 | BRAKE DISC | 2 | |
| | 209327GEO | BRAKE DISC, geomet finish | 2 | |
| 10 | GBP114 | BRAKE PAD SET, standard | 1 | |

| | | | | |
|--------------|-----------|---------------------------|---|---------------------------------|
| Brake Kit 3A | | | | |
| 25 | TGK136 | BRAKE KIT | 1 | TR6 From (c) CP76095/CC81079 |
| 2 | 209327 | BRAKE DISC | 2 | |
| | 209327GEO | BRAKE DISC, geomet finish | 2 | |
| 11 | GBP216 | BRAKE PAD SET, standard | 1 | |

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 bled at the start of the season (March in UK), 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 'Al-Fin' 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" brake, item 33 (Part No: 202267). 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 0.625" (119600) or 0.75" (GWC1118). 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 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.

Cross-Drilled Brake Disc Set

These specially drilled brake disc's will dissipate heat and shed water quicker than the solid standard versions, assuring faster and more consistent braking under all conditions.

| | | | | |
|----|-----------|-------------------------------|---|--|
| 26 | 209327XKG | BRAKE DISC SET, cross-drilled | 1 | |
| | 209327TG | EBC TURBOGROOVE | 1 | |

4-Pot 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, 4 pot, 283mm dia. | 1 | cross-drilled discs |
| | SPB32521X | VENTED BRAKE KIT, 4 pot, 283mm dia. | 1 | |
| 28 | SPB32524 | BRAKE DISC SET, vented | 2 | 1 road 1 fast road 1 race |
| | SPB32524X | BRAKE DISC SET, vented & cross-drilled | 1 | |
| 29 | RD150-3668 | BRAKE PAD SET, soft, Greenstuff | 1 | |
| | RD1311 | BRAKE PAD SET, medium, Redstuff | 1 | |
| | RD1313 | BRAKE PAD SET, hard, Yellowstuff | 1 | |

Upated Pads And Shoes

Upated pads and shoes fit directly into standard calipers and drums. The greater pad area and harder linings reduce brake fade and provide more efficient braking.

Brake Pads & Fittings

| | | | | |
|----|-----------|--------------------------------|---|-----------------------------------|
| 30 | GBP114CM | BRAKE PAD SET, ceramic | 1 | TR5, TR250, TR6 To (c) CP76094 |
| | TT31501KV | BRAKE PAD SET, EBC Ultimix | 1 | |
| | TT31501G | BRAKE PAD SET, EBC Greenstuff | 1 | |
| | TT31501Y | BRAKE PAD SET, EBC Yellowstuff | 1 | |
| | GBP216CM | BRAKE PAD SET, ceramic | 1 | |
| | T32501G | BRAKE PAD SET, EBC Greenstuff | 1 | TR6 From (c) CP76095/CC81079 |
| | T32501Y | BRAKE PAD SET, EBC Yellowstuff | 1 | |
| 31 | TT31524 | BRAKE SHOE SET, uprated | 1 | |

Alfin Style Alloy Brake Drums

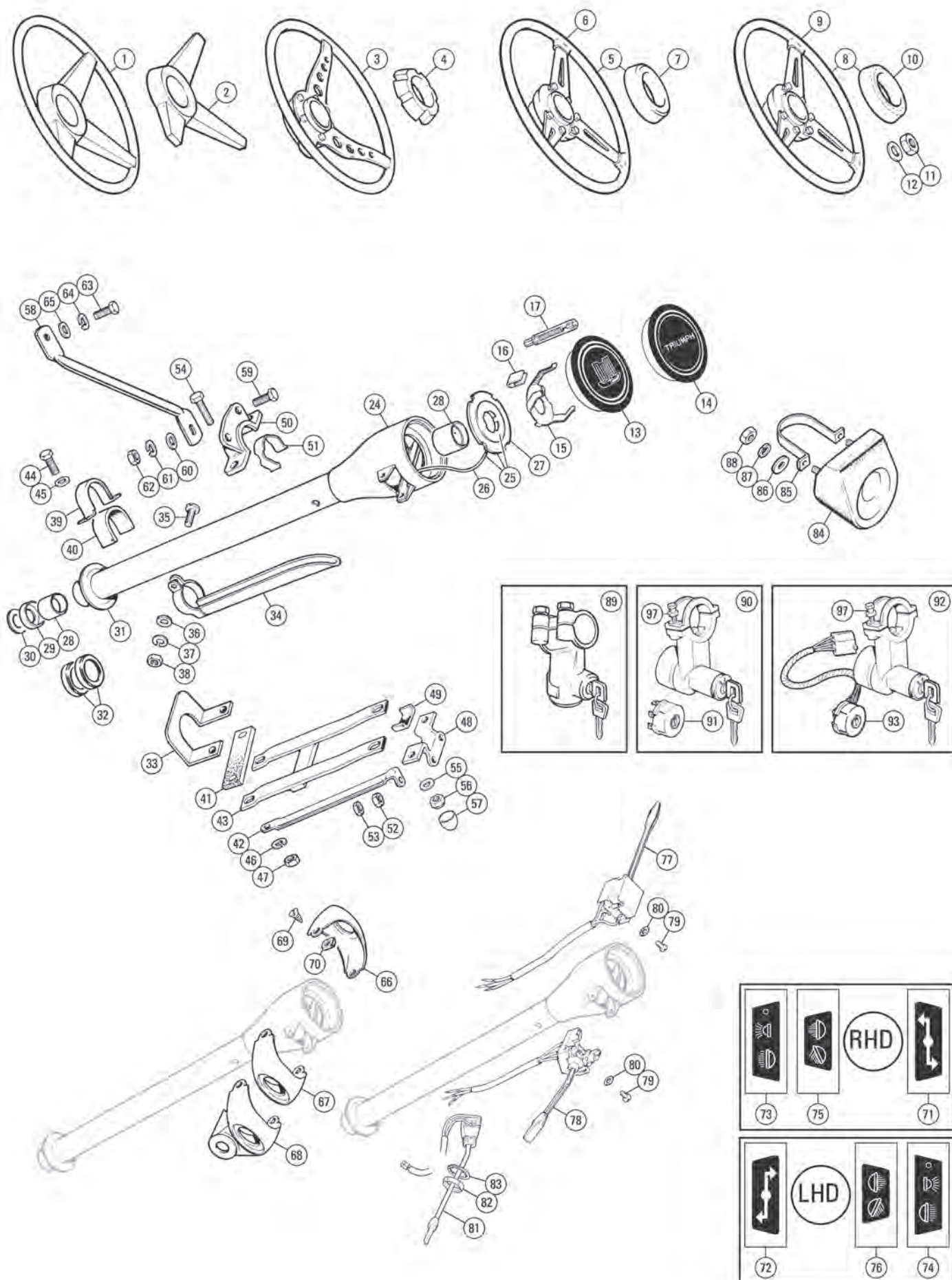
Just like the extremely rare, factory optional, Alfin style brake drums, these reproduction finned drums not only look good but substantially reduce brake fade on hard driven TR's. They feature strong finned aluminium alloy shells with iron inserts.

| | | | | |
|----|--------|---|---|------------------------------------|
| 32 | 202267 | ALFIN SRTYLE BRAKE DRUM (As originally supplied by Triumph). | 2 | 9 x 1 3/4" circumferential fins |
|----|--------|---|---|------------------------------------|

Stainless Steel (Braided) Brake And Clutch Hoses

The problem of spongy feeling brakes may well be caused by old hoses, which, having lost their strength, begin to expand under pressure. To prove it, clamp pipe pliers around the hoses so that they are unable to expand. If the pedal becomes stiffer then you know the cause. To stop it, simply replace the hoses with stainless steel braided equivalents. The steel braiding constricts the hose and stops expansion, forcing fluid all the way down into the calipers and cylinders giving a firmer pedal. It is certainly more effective than driving around with pipe clamps strapped to the brake hoses.

| | | | | |
|----|--------|----------------------|---|----------------------------|
| 33 | TT3240 | FRONT BRAKE HOSE SET | 1 | stainless steel braided |
| 34 | TT3242 | REAR BRAKE HOSE SET | 1 | |
| 35 | TT3241 | CLUTCH HOSE | 1 | |



Steering Wheel & Horn Push

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|-------------------------|
| 1 | 812651 | STEERING WHEEL | 1 | TR5 |
| 2 | 812651P | CENTRE PAD, replacement | 1 | |
| 3 | 308907 | STEERING WHEEL | 1 | TR6 To (c) |
| 4 | 156170 | CENTRE PAD, horn push surround | 1 | CP50000/CC50000 |
| 5 | 518535 | STEERING WHEEL & CENTRE PAD | 1 | TR6 From (c) CP50001/ |
| 6 | 153937 | STEERING WHEEL | 1 | CC50000 To CR1/CF1 |
| 7 | 216508 | CENTRE PAD, horn push surround | 1 | |
| 8 | 160038 | STEERING WHEEL & CENTRE PAD | 1 | |
| 9 | 313150 | STEERING WHEEL | 1 | TR6 From (c) CR1/CF1 |
| 10 | 156170 | CENTRE PAD, horn push surround | 1 | |
| 11 | 105438 | NUT, steering wheel attachment | 1 | |
| 12 | WA600091 | WASHER, plain | 1 | TR6 From (c) CP50001/ |
| | | | | CC50001 or as fitted |
| 13 | 150277 | HORN PUSH ASSY., Triumph medallion | 1 | TR5, TR6 To (c) CR1/CF1 |
| 14 | 159761 | HORN PUSH ASSY., Triumph word | 1 | TR6 From (c) CR1/CF1 |
| 15 | 204741 | CLIP, 3 pronged, horn push retaining | 1 | TR5, TR6 to (c) CR1/CF1 |
| 16 | 613766 | CLIP, barbed, horn push retaining | 1 | TR6 From (c) CR1/CF1 |
| 17 | 142534 | BRUSH, horn contact, (2.6") | 1 | as fitted, check length |
| | 142534X | BRUSH, horn contact, (3.4") | 1 | |
| | | (Different length brushes are fitted according to different types of steering wheels. Please measure the brush length before ordering). | | |

A wider range of Moto-Lita steering wheels are available: Please see the Accessories section for more information.

Steering Column & Fittings

| | | | | |
|----|----------|---|---|-----------------------------|
| 24 | 611618 | STEERING COLUMN COWL ASSEMBLY | 1 | TR5, TR250, TR6 To (c) |
| | | | | CP50000/CC50000 models, |
| | | | | without steering locks |
| | 612072 | STEERING COLUMN COWL ASSEMBLY | 1 | TR5, TR250, TR6 To (c) |
| | | | | CP50000/CC50000 |
| | | | | models, with steering locks |
| | 154731 | STEERING COLUMN COWL ASSEMBLY | 1 | TR6 From |
| | | | | (c) CP50001/CC50001 |
| | 608136 | CHANNEL, mounting column switches | 1 | |
| 25 | 608462 | SLIP RING, CABLE & INSULATOR | 1 | |
| 26 | 608356 | CABLE ASSEMBLY, slip ring | 1 | |
| 27 | 608462 | INSULATOR | 1 | |
| 28 | 209423 | BEARING ASSEMBLY, steering column | 2 | standard |
| | 209423X | BEARING ASSEMBLY, steering column | 2 | uprated |
| 29 | 122718 | END CAP, aluminium | 1 | |
| 30 | 122719 | WASHER, bearing, nylon | 1 | |
| 31 | 610608 | GROMMET, rubber, steering column | 1 | TR5, TR6 To (c) |
| | | | | CP75000/CC75000 |
| | 631205 | SEAL, steering column | 1 | TR6 From (c) CP75000/ |
| | | | | CC75000 To CR1/CF1 |
| 32 | 633679 | SEAL, foam, steering column | 2 | |
| | 631207 | RETAINER, seal, LHD | 1 | TR6 From (c) CR1/CF1 |
| 33 | 631208 | RETAINER, seal, RHD | 1 | |
| 34 | 611369 | COVER, column harness | 1 | |
| 35 | PT504 | SCREW, clamping cover | 1 | |
| 36 | PWZ203 | WASHER, plain | 1 | |
| 37 | WL700101 | WASHER, locking | 1 | |
| 38 | HN2005 | NUT, plain | 1 | |
| 39 | 608185 | BRACKET, clamp, forward | 1 | |
| 40 | 608223 | STRIP, felt, forward bracket, long | 1 | |
| 41 | 608222 | STRIP, felt, forward bracket, short | 1 | |
| 42 | 611531 | ROD, tie, between column brackets | 1 | TR5, TR6 To (c) |
| | | | | CP50000/CC50000 models, |
| | | | | without steering locks |
| | 147892 | ANTI-TORQUE STRAP, LH | 1 | TR5, TR6 To (c) |
| | 147893 | ANTI-TORQUE STRAP, RH | 1 | CP50000/CC50000 models, |
| | | | | with steering locks |
| 43 | 154168 | ANTI-TORQUE STRAP, between brackets | 1 | TR6 From |
| | | | | (c) CP50001/CC50001 |
| 44 | GHF117 | SCREW, tie rod & clamp to bulkhead | 2 | without steering lock |
| | SH604101 | SCREW, tie rod & clamp to bulkhead | 2 | with steering lock fitted |
| 45 | WM93 | WASHER, plain | 2 | |
| 46 | GHF331 | WASHER, locking | 2 | |
| 47 | GHF200 | NUT, plain | 2 | |
| 48 | 611529 | COLUMN CLAMP, rearward, lower half | 1 | |
| 49 | 608188 | STRIP, felt, rearward bracket lower | 1 | |
| 50 | 611530 | COLUMN CLAMP, rearward, upper half | 1 | |
| 51 | 609639 | SPRING, rearward clamp upper half | 1 | |
| 52 | GHF200 | NUT, plain, tie rod and bracket to dash | 2 | |
| 53 | JN2107 | NUT, half, locking plain nut | 2 | |
| 54 | GHF103 | SCREW, clamping brackets | 2 | models without |
| 55 | GHF332 | WASHER, locking | 2 | steering locks |
| 56 | GHF201 | NUT, plain | 2 | |
| | SH605101 | SCREW, brackets and anti-torque tie rod | 2 | |

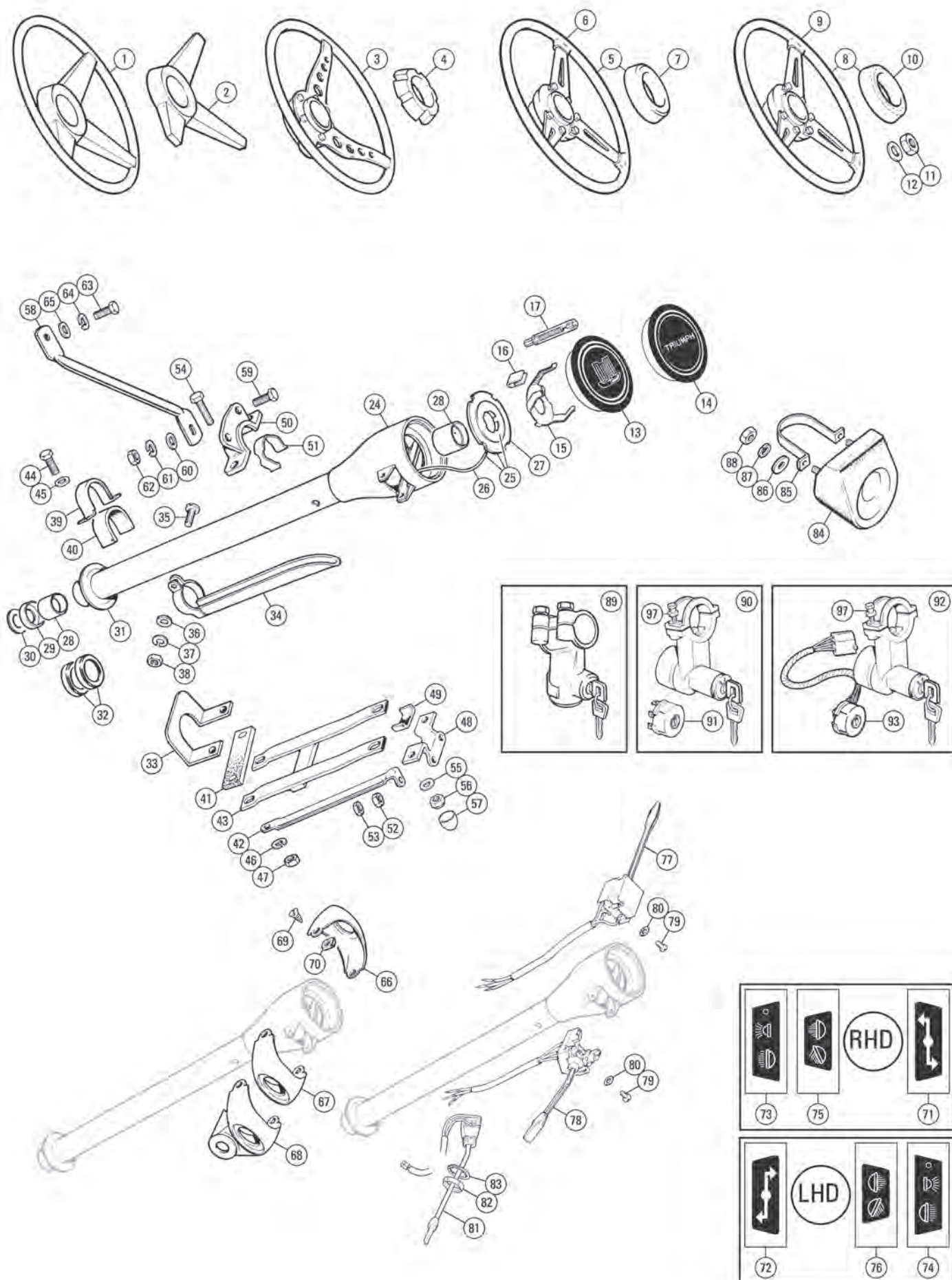
| | | | | |
|----|-----------|---|---|------------------------------------|
| | GHF301 | WASHER, plain | 2 | } models with steering locks |
| | GHF222 | NUT, nyloc | 2 | |
| 57 | 154172 | COVER, nut head | 2 | |
| 58 | 622137 | TIE ROD, upper | 1 | |
| 59 | GHF117 | SCREW, tie rod to rearward upper clamp | 1 | |
| 60 | WM93 | WASHER, plain | 1 | |
| 61 | GHF331 | WASHER, locking | 1 | } models without steering locks |
| 62 | GHF200 | NUT, plain | 1 | |
| 63 | SH604051 | SCREW, tie rod to bulkhead | 1 | |
| | | (The screw (item 63) is also used to blank the captive nut in the bulkhead when the upper tie rod is not fitted). | | |
| 64 | GHF331 | WASHER, locking | 1 | |
| 65 | WB600071A | WASHER, plain | 1 | |

Escutcheons, Decals & Switches

| | | | | |
|----|----------|--|---|-------------------------|
| 66 | 708479 | ESCUTCHEON, light switch | 1 | |
| 67 | 708479 | ESCUTCHEON, indicator switch | 1 | without overdrive |
| 68 | 611974 | ESCUTCHEON, indicator & overdrive switch | 1 | overdrive models |
| 69 | AD606033 | SCREW, escutcheon to cowl | 2 | |
| 70 | FC2803 | NUT, fixing | 2 | |
| 71 | 611012 | DECAL, indicator switch, RHD | 1 | |
| 72 | 611011 | DECAL, indicator switch, LHD | 1 | |
| 73 | 611014 | DECAL, lighting switch, RHD | 1 | TR5, TR6 To (c) CR1/CF1 |
| 74 | 611013 | DECAL, lighting switch, LHD | 1 | |
| 75 | 621967 | DECAL, main/dip beam | 1 | |
| | | (Headlamp and flasher switch, RHD). | | TR6 From (c) CR1/CF1 |
| 76 | 621968 | DECAL, main/dip beam | 1 | |
| | | (Headlamp and flasher switch, LHD). | | |
| 77 | LU35783 | SWITCH ASSEMBLY, lighting* | 1 | |
| | | (RHD models). | | TR5, TR6 To (c) CR1/CF1 |
| | LU35782 | SWITCH ASSEMBLY, lighting* | 1 | |
| | | (LHD models). | | |
| | 152616 | SWITCH ASSEMBLY, lighting* | 1 | |
| | | (Headlamp dip main beam and flash, RHD). | | TR6 From (c) CR1/CF1 |
| | 148648 | SWITCH ASSEMBLY, lighting, headlamp* | 1 | |
| | | (Headlamp dip main beam and flash, LHD). | | |

*Note: All TR5 & TR6 (c) CP series car are fitted with a floor mounted, foot operated headlamp dip switch. All TR6's after (c) CR1 had the headlamp dip on the lighting switch mounted on the steering column.

| | | | | |
|----|----------|------------------------------------|---|---------------------|
| 78 | 158966 | SWITCH ASSEMBLY, indicator | 1 | |
| 79 | TP402 | SCREW, switch attaching | 4 | |
| 80 | WE604 | WASHER, shakeproof | 4 | |
| 81 | 147280 | SWITCH, overdrive, RHD | 1 | |
| | 147281 | SWITCH, overdrive, LHD | 1 | |
| 82 | 609792 | BEZEL, nut, overdrive switch | 1 | |
| 83 | WN715 | WASHER, shakeproof, internal | 1 | |
| 84 | 718813 | CRASH PAD, ignition switch | 1 | |
| 85 | 627340 | CLIP, fits, 'Waso' locks | 1 | |
| | UKC894 | CLIP, fits, 'Wilmot Breedon' locks | 1 | TR6 From |
| 86 | PWZ203 | WASHER, plain | 1 | (c) CP50000/CC50000 |
| 87 | WL700101 | WASHER, locking | 1 | |
| 88 | HN2005 | NUT | 1 | |



Steering Locks & Ignition Switch Assemblies

The TR6 from CP50000 had a multitude of different steering lock types fitted for differing markets. Triumph had at least four different suppliers, and over the life of your car the steering lock may well have been changed. For ease of identification you should order your ignition switch based on the presence or absence of a plastic loom connection plug. If you have a plug order part number UKC2719/1: if not order part no. 219061/1. By rights the ignition steering lock switch assembly with the plastic loom connector plug should only be fitted to (c) CR series cars.

This Is The History:

European Models

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---|
| | 132135 | STEERING LOCK/IGNITION SWITCH (Neiman manufacture). | 1 | TR5, TR6 To CP50000 wherever steering lock is fitted |
| | 154936 | STEERING LOCK/IGNITION SWITCH | 1 | TR6 From CP50001, Germany, Sweden, Denmark, France and special orders |
| | 216449/1 | STEERING LOCK/IGNITION SWITCH (Without audible warning buzzer). (Waso manufacture). | 1 | TR6 (c) CP52000 To CR5000 |
| | 216449/2 | STEERING LOCK/IGNITION SWITCH (Without audible warning buzzer). (Wilmot Breedon manufacture). | 1 | TR6 (c) CP52000 To CR5000 |
| | UKC2719/1 | STEERING LOCK/IGNITION SWITCH (Without audible warning buzzer). (Waso manufacture). | 1 | TR6 From (c) CR5001 |
| | UKC2719/2 | STEERING LOCK/IGNITION SWITCH (Without audible warning buzzer). (Wilmot Breedon manufacture). | 1 | TR6 From (c) CR5001 |

North American Models

| | | | | |
|--|-----------|--|---|--|
| | 132135 | STEERING LOCK/IGNITION SWITCH (Neiman manufacture). | 1 | TR250, TR6 to CP50000, for use wherever steering locking is fitted |
| | 216446 | STEERING LOCK/IGNITION SWITCH (With audible warning buzzer). | 1 | TR6 listed from (c) CC50001 but never fitted |
| | 219061/1 | STEERING LOCK/IGNITION SWITCH (With audible warning buzzer). (Waso manufacture). | 1 | TR6 (c) CC50000 To CF12500 |
| | 219061/2 | STEERING LOCK/IGNITION SWITCH (With audible warning buzzer). (Wilmot Breedon manufacture). | 1 | TR6 (c) CC50000 To CF12500 |
| | UKC2720/1 | STEERING LOCK/IGNITION SWITCH (With audible warning buzzer). (Waso manufacture). | 1 | TR6 From (c) CF12501 |
| | UKC2720/2 | STEERING LOCK/IGNITION SWITCH (With audible warning buzzer). (Wilmot Breedon manufacture). | 1 | TR6 From (c) CF12501 |

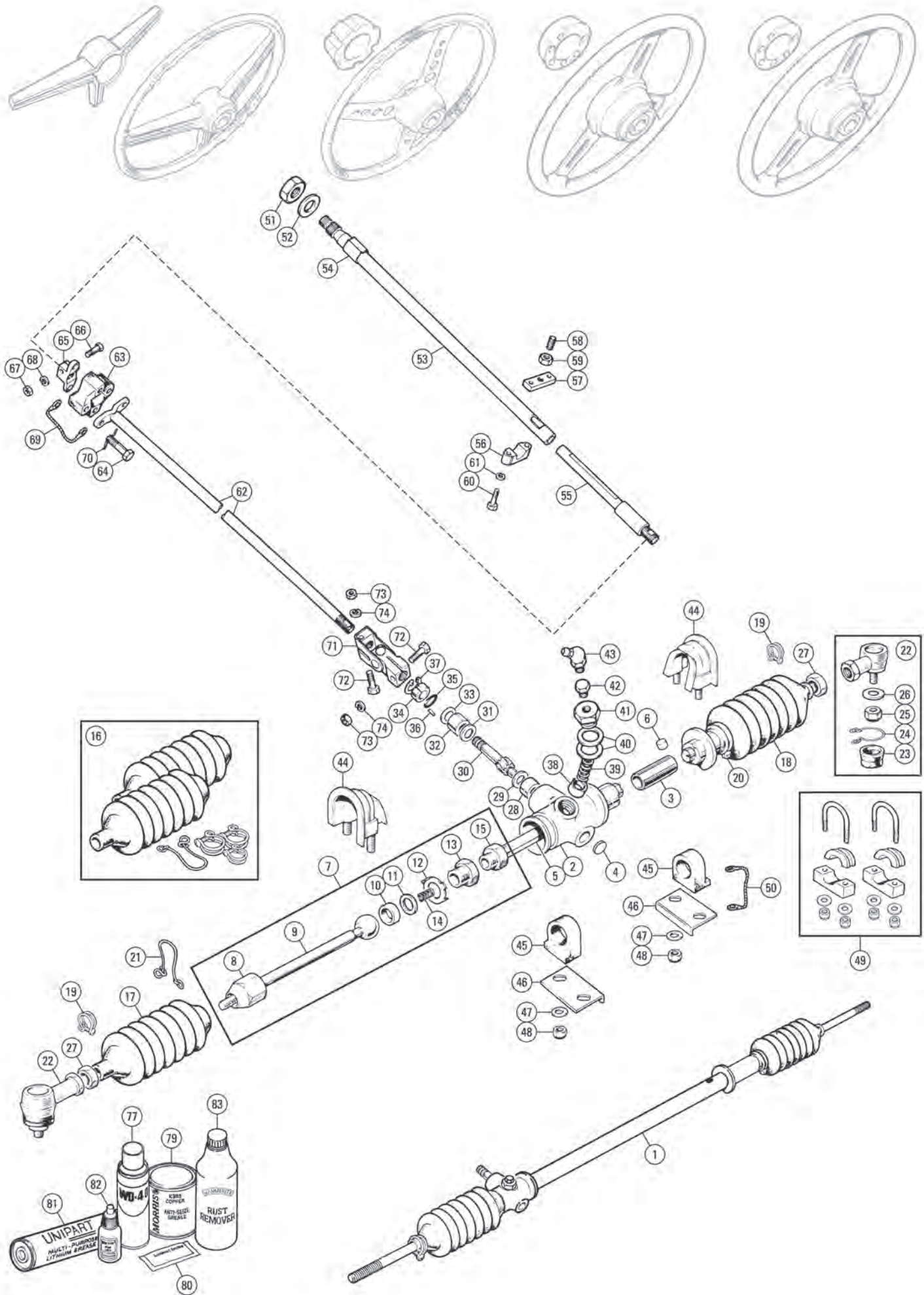
How The World Understands And Sells It

Ignition Locks and Switches with Lucar Connectors

| | | | |
|----|----------|-------------------------------|---|
| 90 | 219061/1 | STEERING LOCK/IGNITION SWITCH | 1 |
| 91 | 579085 | SWITCH, ignition | 1 |

Ignition Locks and Switches with Loom and Multiplug

| | | | |
|----|-----------|-------------------------------------|-------------------|
| 92 | UKC2719/1 | STEERING LOCK/IGNITION SWITCH | 1 |
| 93 | 218959 | SWITCH, ignition | 1 European models |
| | LU30399 | SWITCH, ignition, Lucas | 1 European models |
| 97 | 152597 | SHEAR BOLT, steering lock to column | 2 |



Steering Rack (Standard)

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|------------------------|
| 1 | 306829 | STEERING RACK ASSEMBLY, new | 1 | RHD models |
| | 306830 | STEERING RACK ASSEMBLY, new | 1 | LHD models |
| 2 | 305773 | BODY, rack & pinion | 1 | RHD models |
| | 305774 | BODY, rack & pinion | 1 | LHD models |
| 3 | 128002 | BUSH, rack tube, passenger side | 1 | |
| 4 | 128020 | COVER, blanking, pinion housing | 1 | |
| 5 | 208375 | RACK BAR | 1 | |
| 6 | 145108 | PLUG, nylon, rack damping | 1 | |
| | | (Held in place by passenger side rubber rack mounting bush). | | |
| 7 | 142687 | INNER TIE ROD & BALL PIN ASSEMBLY | 2 | |
| 8 | 128024 | HOUSING, ball pin | 2 | |
| 9 | 139860 | PIN & BALL | 2 | |
| 10 | 158732 | SOCKET, ball, ball pin to rack | 2 | |
| 11 | 130031 | SHIM, 0.002", adjusting | a/r | |
| | 153516 | SHIM, 0.004", adjusting | a/r | |
| | 130032 | SHIM, 0.010", adjusting | a/r | |
| 12 | 120957 | WASHER, tab, sleeve to housing | 2 | |
| 13 | 129963 | SLEEVE, adaptor | 2 | |
| 14 | 120953 | SPRING, ball pin to rack | 2 | |
| 15 | 145364 | NUT, half, locking ball pin to rack | 2 | |
| 16 | GSV1104/5 | GAITER KIT, steering rack | 1 | |
| 17 | GSV1105 | BELLOWS, pinion end, driver's side | 1 | |
| 18 | GSV1104 | BELLOWS, passenger's side | 1 | |
| 19 | CS4009 | CLIP, bellows to ball pin shaft | 2 | |
| 20 | CS4020 | CLIP, bellows to rack body | 1 | |
| 21 | EAW4321 | WIRE, binding, bellows to housing | 1 | |
| 22 | GSJ156 | TRACK ROD END, OE | 2 | |
| | GSJ156Z | TRACK ROD END, aftermarket | 2 | |
| 23 | EAW2270 | GAITER, grease, ball joint | 2 | |
| 24 | 138869 | CLIP, gaiter | 2 | OE track rod ends only |
| 25 | GHF224 | NUT, nyloc track rod to tie rod lever | 2 | |
| 26 | WD600071 | WASHER, PLAIN | 2 | |
| 27 | FNZ208 | NUT, half, track rod end adjustment | 2 | |
| 28 | 127997 | BUSH, pinion, lower | 1 | |
| 29 | 128000 | WASHER, thrust, lower | 1 | |
| 30 | 134689 | PINION | 1 | RHD models |
| | 134688 | PINION | 1 | LHD models |
| 31 | 127999 | WASHER, thrust, upper | 1 | |
| 32 | 127998 | BUSH, pinion, upper | 1 | |
| 33 | 120941 | SHIM, pinion, 0.005" | a/r | |
| | 130902 | SHIM, pinion, 0.010" | a/r | |
| 34 | 128001 | PLUG, end, retaining 'O' ring seal | 1 | |
| 35 | 128021 | 'O' RING | 1 | |
| 36 | 128008 | PIN, locating plug | 1 | |
| 37 | 509537 | CIRCLIP, retaining end plug in body | 1 | |
| 38 | 120946 | PLUNGER, loading, rack to pinion | 1 | |
| 39 | 126765 | SPRING, loading plunger | 1 | |
| 40 | 120959 | SHIM, 0.002" | a/r | adjusting plunger |
| | 120949 | SHIM, 0.004" | a/r | |
| | 132055 | SHIM, 0.010" | a/r | |
| 41 | 132053 | CAP, screwed | 1 | |
| 42 | ARA1618 | GREASE PLUG | 1 | |
| 43 | 056935 | GREASE NIPPLE | 1 | |
| | | (The grease nipple (056935) should be fitted in place of the grease plug when lubricating the rack and pinion assembly). | | |

Steering Rack Mountings

| | | | | |
|----|-----------|--|---|----------------|
| 44 | 156024 | CLAMP ASSEMBLY, rack body to chassis | 2 | |
| 45 | 139386 | MOUNTING, rubber | 2 | } alternatives |
| | TT3456 | MOUNTING, Polyurethane | 2 | |
| | | (As an alternative to rubber (and solid rack) mountings, polyurethane mountings offer increased strength and more responsive feel than original rubber). | | |
| | 139386SPK | MOUNTING SET, polyurethane | 1 | |
| 46 | 133875 | PLATE, reinforcing | 2 | |
| 47 | GHF301 | WASHER, plain | 4 | |
| 48 | GHF222 | NUT, nyloc | 4 | |

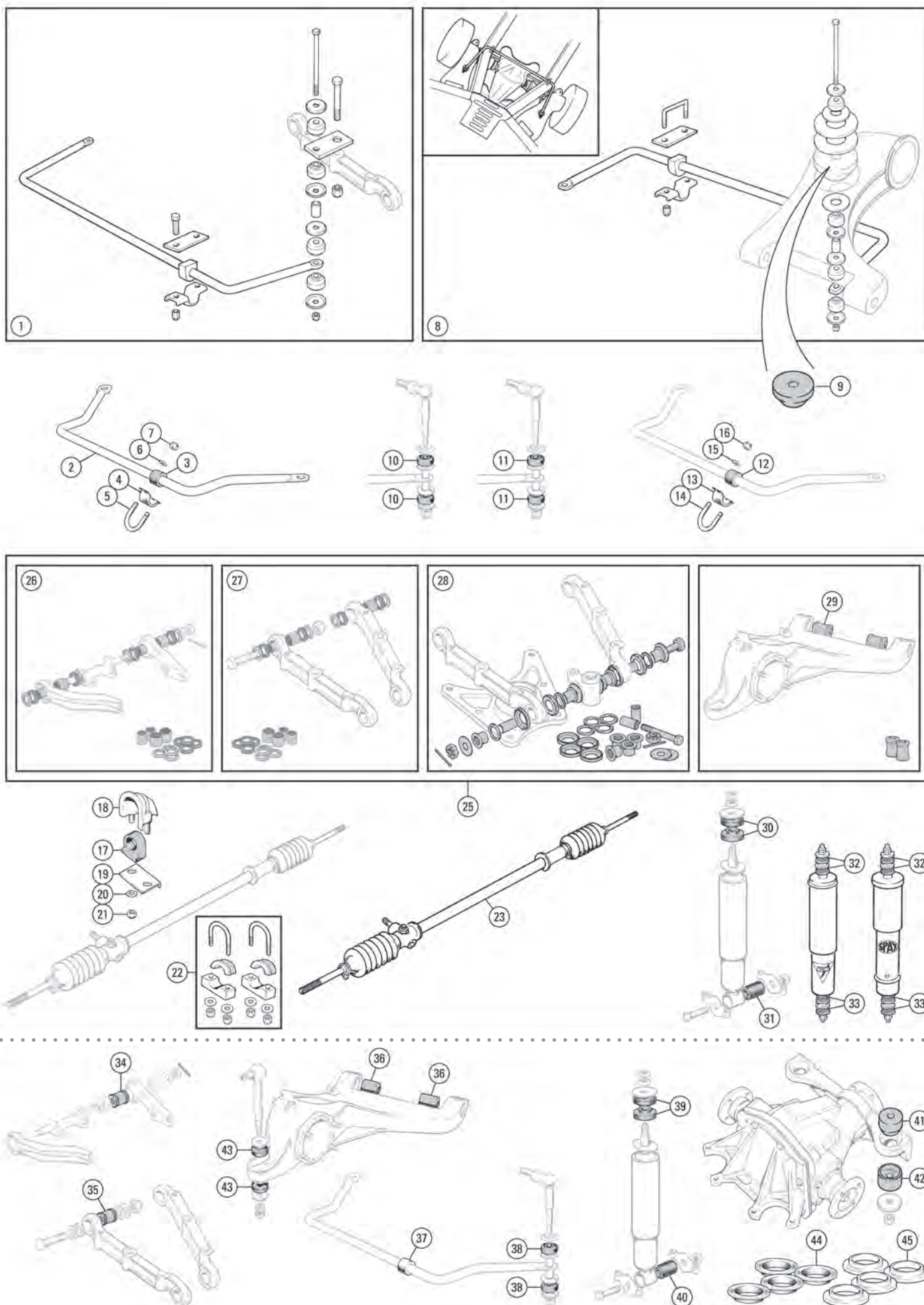
A further kit to replace the original rubber mountings and clamps is also available. It consists of solid aluminium blocks clamping the rack body to the chassis frame by 'U' bolts. This system does eliminate rack float caused by oil soaked or worn rubber mounting bushes. The design of the solid mounting kit will transmit road noise, vibration and shocks up the steering column. The standard rubber mounting system of course insulates the steering from such things, as do polyurethane bushes.

| | | | | |
|----|--------|-----------------------------------|---|--|
| 49 | TT3255 | SOLID MOUNTING KIT, uprated | 1 | |
| 50 | 134301 | CABLE CONDUCTOR, rack to 'U' bolt | 1 | |

Inner Steering Columns

| | | | | |
|----|----------|--|-----|--------------------------------------|
| 51 | 105438 | NUT, steering wheel attachment | 1 | |
| 52 | WA600091 | WASHER, plain | 1 | TR6 From (c) CP50001 or as fitted |
| 53 | 149864 | STEERING COLUMN ASSEMBLY UPPER | 1 | |
| | | (Outer, non steering lock type). | | TR5, TR250, |
| | 149869 | STEERING COLUMN ASSEMBLY UPPER | 1 | TR6 To (c) |
| | | (Outer, steering lock type). | | CP50000/CC50000 |
| | 156060 | STEERING COLUMN ASSEMBLY UPPER | 1 | TR6 From (c) CP52786 |
| | | (Outer, RHD models). | | |
| | 154640 | STEERING COLUMN ASSEMBLY UPPER | 1 | TR6 From |
| | | (Outer, LHD models). | | (c) CP50001/CC50001 |
| 54 | 140549 | CLIP, turn signal cancelling | 1 | |
| 55 | 149862 | STEERING COLUMN UPPER, inner | 1 | |
| 56 | 122669 | CLAMP, steering column | 1 | |
| 57 | 125782 | PLATE, locating | 1 | |
| 58 | 125781 | SCREW, locating | 1 | |
| 59 | JN2110 | NUT, half | 1 | |
| 60 | BH604101 | BOLT, clamp & plate to steering column | 2 | 1/4" x 1 1/4" |
| | GHF104 | BOLT, clamp & plate to steering column | 2 | 5/16" x 1 1/8" |
| 61 | GHF331 | WASHER, locking | 2 | 1/4" |
| | GHF332 | WASHER, locking | 2 | 5/16" |
| 62 | 213308 | STEERING COLUMN, lower | 1 | |
| 63 | 21H5384 | COUPLING, flexible | 1 | alternative To 150696 |
| 64 | 128323 | BOLT, hexagon headed, coupling | 4 | use 4 with coupling 21H5384 |
| | | | | use 2 with coupling 150696 |
| | 150696 | COUPLING, flexible | 1 | use with coupling 150696, |
| | 150697 | BOLT, socket headed, coupling | 2 | requires allen key |
| 65 | 150699 | ADAPTOR, coupling to column* | 1 | |
| 66 | 109438 | BOLT, adaptor clamping | 1 | TR5, TR6 To |
| 67 | GHF271 | NUT, self locking | 1 | (c) CP75371/CC77477 |
| 68 | GHF300 | WASHER, plain | 1 | |
| | 156270 | ADAPTOR, coupling to column* | 1 | |
| | BH605131 | BOLT, adaptor clamping | 1 | TR6 From |
| | GHF272 | NUT, self locking | 1 | (c) CP75372/CC77478 |
| | GHF301 | WASHER, plain | 1 | |
| 69 | 130581 | CABLE CONDUCTOR, flexible coupling | 1 | |
| 70 | EAW4321 | WIRE, locking bolts | a/r | |
| 71 | 145377 | UNIVERSAL JOINT, column to rack | 1 | |
| 72 | GHF104 | BOLT, joint clamping | 2 | |
| 73 | GHF222 | NUT, self locking | 2 | |
| 74 | GHF301 | WASHER, plain | 2 | |

*Note: The difference between the two adaptors, 150699 and 156270 is the hole size for the bolt that clamps it to the column. The correct sized bolt must be selected to suit the adaptor being fitted.



Upated Suspension & Steering Components

The whole temperament of a TR can be dramatically changed by careful selection of bush materials, steering mounts and anti-roll bars. The completely standard car understeers, though this can change to dramatic oversteer when locked drive-shaft splines suddenly unlock. In wet conditions, the back of the car can rise in a corner causing the outer wheel to tuck under (i.e. the camber becomes positive).

So, where do you start? Probably not where you think! Decide first whether the finished TR will retain its standard power output. A 20 bhp rise is about 20% more power at the rear wheels and will be sufficient to change the normal understeer into power oversteer. If the TR is being fully rebuilt, a change from rubber bushes to polyurethane is recommended. If any form of competition or a more than 20 bhp- power increase is the aim, Nylatron should be used where possible. The same instruction should apply to the rack mounts except that solid ones replace Nylatron. Quick racks come with solid mounts.

This done the TR will already feel much more positive, but the rear end will still wallow, so a change of springs must occur. Upated rear levers or a telescopic conversion will complete the cure. If lowered rear springs are selected, the equivalent lowering spring should be fitted at the front. Usually the standard front shock suffices for road use, but for competition and those who feel competent to understand the changes, there are adjustable Koni's, Spax & Gaz available. Again the rule here is if the back is changed, do the same to the front, but try one 'click', at alternate ends at a time, to the shock absorbers, starting at the rear.

So what about anti-roll bars? Now is the time to decide what to use. Stiffening the springs (and shocks) may eliminate the need for change here. Before going for a bar change (or addition), consider the bushes and mountings. Harder bushes on the bar and drop links will again sharpen the bars effect. For competition, more roll resistance will be needed so increasing the bar's thickness will be essential. An LSD will increase the likelihood of understeer, especially on sharper corners, so the cure here is a rear bar. It might be worth considering simply disconnecting one end of the front bar and trying the TR first, especially in wet conditions. Do remember that stiffening the springs and shock mountings and adding anti-roll bar (s) may well reduce wet road grip, though the sheer pleasure of how the TR performs in the dry may be compensation enough. Of course a decent set of tyres may be all the car needed in the first place so don't scrimp here!

Front Anti-Roll Bars

The standard anti-roll bar will need uprating when the performance and suspension is modified. We have a range of larger diameter bars which reduce the amount of body roll when cornering. New bushes will be needed when replacing the bar for TR6's or TR5's and TR250's with factory (11/16" diameter) bars added. Otherwise TR5 and TR250 applications are supplied in kits.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|--------------|
| 1 | TT3281 | FRONT ANTI-ROLL BAR KIT, 0.75" dia. | 1 | } TR5, TR250 |
| | TT3282 | FRONT ANTI-ROLL BAR KIT, 0.875" dia. | 1 | |
| 2 | TT3284 | FRONT ANTI-ROLL BAR ONLY, 0.875" dia. | 1 | } TR6 |
| 3 | 155310 | BUSH, anti-roll bar | 2 | |
| | 155310SPK | BUSH SET, anti-roll bar, polyurethane | 1 | } car set |
| 4 | 155308 | BRACKET, clamp, anti-roll bar | 2 | |
| 5 | 155307 | 'U' BOLT, plain, anti-roll bar bracket | 2 | |
| 6 | GHF301 | WASHER, plain | 4 | |
| 7 | GHF222 | NUT, nyloc | 4 | |

Rear Anti-Roll Bar

The addition of the rear anti-roll bar will change the characteristics of the car considerably. It will increase road holding because it will cause the car to corner flatter by limiting roll. With modern tyres and/or more tread on the road the TR must grip better on a dry surface. The bar causes more weight transfer to the outside rear wheel, which will ultimately promote oversteer, a condition you either love or hate. The bar is supplied standard with 4 rubber link bushes. The bar can be made more effective by the use of nylatron or Polyurethane instead: either one each side or two for maximum effect. It is suggested that these substitutions are made progressively and the TR test-driven to tune the suspension precisely to personal taste. Don't forget, the wet road behaviour will change too and oversteer in the wet can be quite a challenge, though good fun, once mastered. The ultimate condition is to rose joint the bar ends to the trailing arms, though these may not be practical on road applications.

| | | | | |
|---|--------|-----------------------------|---|--|
| 8 | TT3288 | REAR ANTI-ROLL BAR KIT | 1 | |
| 9 | TT3906 | ALLOY CONE, rear axle mount | 2 | |

Note: For improved location of the rear anti-roll bar into the rear trailing arm, these location cones allow increased tension to be used.

End Link Bushes

To alter rate of roll bar action, we offer the following nylatron outer link bush or polyurethane bush kit:

| | | | | |
|----|-----------|--------------------------------------|---|---------|
| 10 | TT3996 | BUSH, ARB end link, nylatron | 4 | |
| 11 | 517985SPK | BUSH SET, ARB end link, polyurethane | 1 | car set |

Front Anti-Roll Bar Bushes (Polyurethane)

Upated front anti-roll bar bushes aid handling by restricting the movement of the bar

| | | | | |
|----|-----------|---------------------------------------|---|--------------|
| 12 | 123998 | BUSH, anti-roll bar, rubber | 2 | |
| | 123998SPK | BUSH SET, anti-roll bar, polyurethane | 1 | car set |
| 13 | 123502 | BRACKET, clamp, anti-roll bar | 2 | standard bar |

| | | | | |
|----|--------|--|---|---------------------|
| | 155308 | BRACKET, clamp, anti-roll bar | 2 | 0.875" diameter bar |
| 14 | 123694 | 'U' BOLT, plain, anti-roll bar bracket | 2 | } standard bar |
| | 123694 | 'U' BOLT, with towing eyes | 2 | |
| | | (Anti-roll bar bracket). | | |
| | 155307 | 'U' BOLT, plain, anti-roll bar bracket | 2 | 0.875" diameter bar |
| 15 | GHF301 | WASHER, plain | 4 | |
| 16 | GHF222 | NUT, nyloc | 4 | |

Steering Rack Mounts (Polyurethane)

There is no doubt that if polyurethane had been used for bushes and mountings from the introduction of the first TR, both parts sellers and customers would have a lot less to do with each other. Price does matter to many TR owners and rubber is considerably cheaper than polyurethane. The annual mileage covered these days is a fraction of what used to be the case so rubber components will probably last many years. Polyurethane should last the remaining life of the car!

That said, there are other considerations. Like rubber, the hardness of polyurethane can be varied. In use it is naturally self lubricating and stays stable almost indefinitely, so, having selected its working parameters, the polyurethane can be totally relied on, year after year. Oil, petrol, cold and weather variations do not affect it. Fitting polyurethane as a steering rack mounting medium should be performed (as per workshop manual) the same as the replaced rubber mountings; i.e.:

- 1) Remove the clamps and old mountings, there is no need to completely remove the rack (if correctly adjusted) from the track rod ends or the car.
- 2) Clean as well as possible all vestiges of old rubber, dirt, flaky paint and rust and lightly polish the mounting areas with abrasive paper or cloth to as smooth a finish as possible.
- 3) Lightly smear the mounting area with silicone grease (or similar).
- 4) Fit the polyurethane mountings and metal clamps, tightening the lock-nuts until all play is removed but do not fully tighten them.
- 5) Ensure the rack (which should be able to move) is correctly centred/positioned. Check for right/left lock.
- 6) Ideally now you need to get some compression via the clamps onto the mountings. A couple of suggestions for this process (which is important, especially as, in theory after fitting polyurethane bushes, it will never have to be performed again) are aimed at the unlucky majority of us who don't own the correct installation tool.
- 6a) Use a couple of lengths of 'Allthreade' (threaded bar) about 10mm thick, each with a nut on each end. Hold a length either side of the rack bar with the nuts touching the clamps? sticky tape or cable ties will be sufficient. Unscrew the nuts equally each side a couple of turns which should give the correct and equal compression. Tighten the clamp nuts to the correct torque (16 ft. lbs.). Remove the 'spreader'. Unless the track has been altered, your TR is now ready to use.
- 6b) The really cheap method, which needs 2 sets of hands is to tighten the clamp fully (16 ft. lbs.) on one side. One pair of hands now levers the other clamp to the desired amount of compression, at which point the other pair tightens the other 2 clamp nuts.

To test the effectiveness of either method, lower the car to its natural position on the ground and turn the steering wheel an inch or so left and right. The wheels should move but the rack shouldn't other than the millimetre of flex you'd expect to see in the polyurethane mounting bush. These methods work equally well with traditional rubber mountings (tube size 1.062").

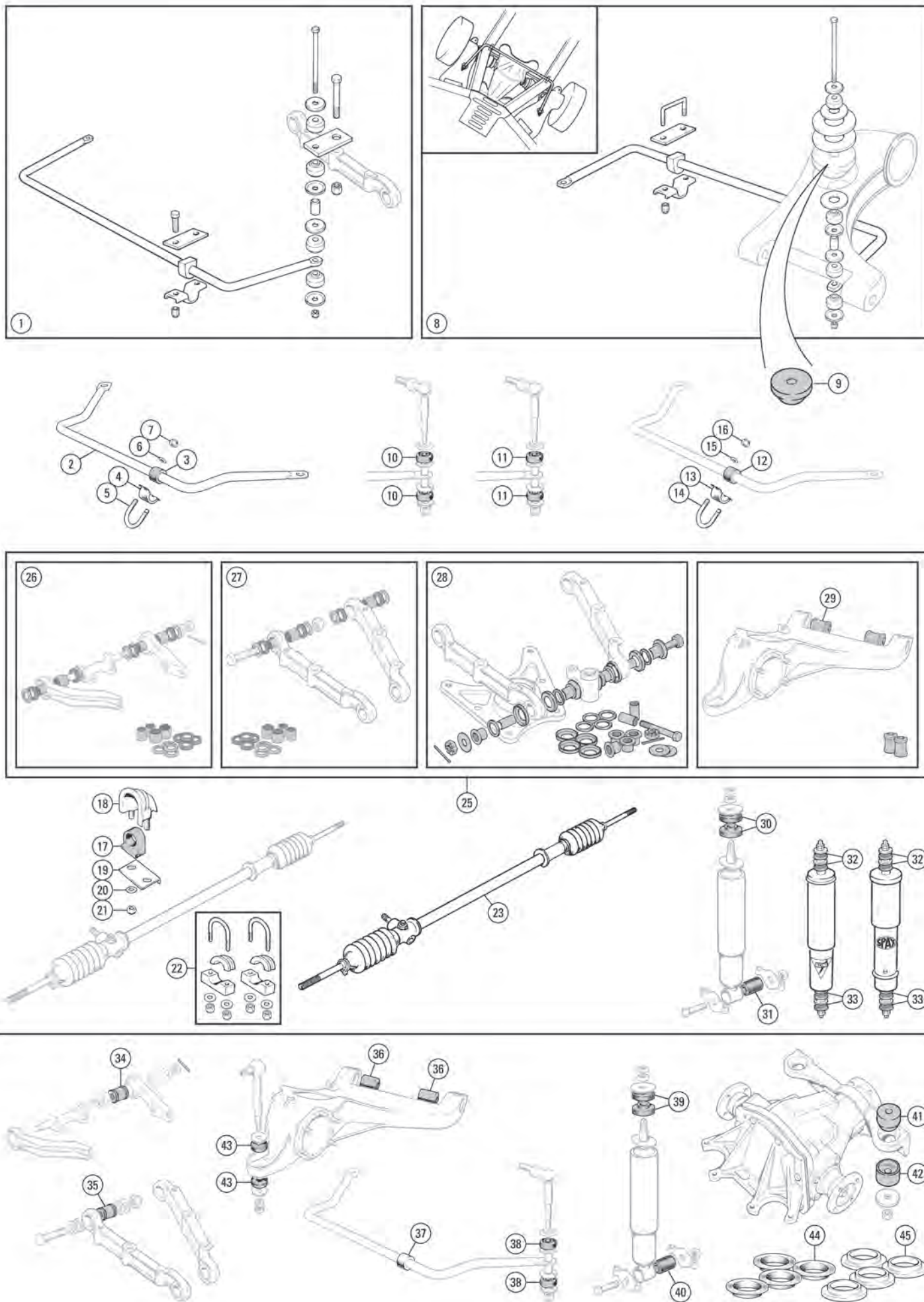
| | | | | |
|----|--------|-----------------------------------|---|--|
| 17 | TT3456 | BUSH, polyurethane, steering rack | 2 | |
| 18 | 156024 | CLAMP BRACKET | 2 | |
| 19 | 133875 | SUPPORT PLATE | 2 | |
| 20 | GHF301 | WASHER, plain | 4 | |
| 21 | GHF222 | NUT, nyloc | 4 | |

'Solid' Steering Rack Mounts

These solid steering rack mount kit is designed to retain the steering rack and prevent movement when in use. The standard rubber mountings allow movement even when correctly clamped. These aluminium mountings retain the rack giving more responsive steering and greater control. Recommended for road or racing applications. Supplied as a kit with 'U' bolts ready to install. Only suitable for cars with original steering racks.

| | | | | |
|----|--------|--------------------------|---|-------|
| 22 | TT3255 | STEERING RACK MOUNT KIT* | 1 | solid |
|----|--------|--------------------------|---|-------|

*Note: Suitable for our new 'Quick' racks.



High Ratio ‘Quick’ Steering Rack Assemblies

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, without compromising the turning circle of the car. These high ratio rack assemblies are a sealed for life standard configuration unit for use with standard rubber, polyurethane or solid rack mounts as required.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------------------|------|---------|
| 23 | 306829HR | ‘QUICK’ RACK ASSEMBLY, RHD | 1 | |
| | 306830HR | ‘QUICK’ RACK ASSEMBLY, LHD | 1 | |

Upated Bushes

These bush kits are designed to improve the handling by reducing the amount of excess body/ suspension movement allowed by the standard type of bush. We have nylatron bush kits for the front suspension and uprated bushes for the rear trailing arms. These will tighten up the suspension nicely for road or more serious use.

| | | | | |
|----|-----------|---|---|-------------------------|
| 25 | TTK3111 | UPRATED BUSH KIT | 1 | front & rear suspension |
| 26 | TT3160 | NYLATRON BUSH KIT, UPPER (Upper wishbone). | 1 | |
| 27 | TT3261 | NYLATRON BUSH KIT, LOWER (Inner lower wishbone). | 1 | |
| 28 | TT3264 | NYLATRON BUSH KIT, LOWER (Outer lower wishbone). | 1 | |
| 29 | 137599SPK | BUSH SET, trailing arm, polyurethane | 1 | supplied in car sets |
| 30 | 21A860SPK | BUSH SET, front damper spigot, upper, polyurethane | 1 | |
| 31 | 119450SPK | BUSH SET, front damper eye, lower, polyurethane | 1 | |
| 32 | 517985SPK | BUSH SET, rear damper spigot, upper, polyurethane | 1 | |
| 33 | 21A860SPK | BUSH SET, front damper spigot, lower, polyurethane | 1 | |

Polyurethane Suspension Bushes

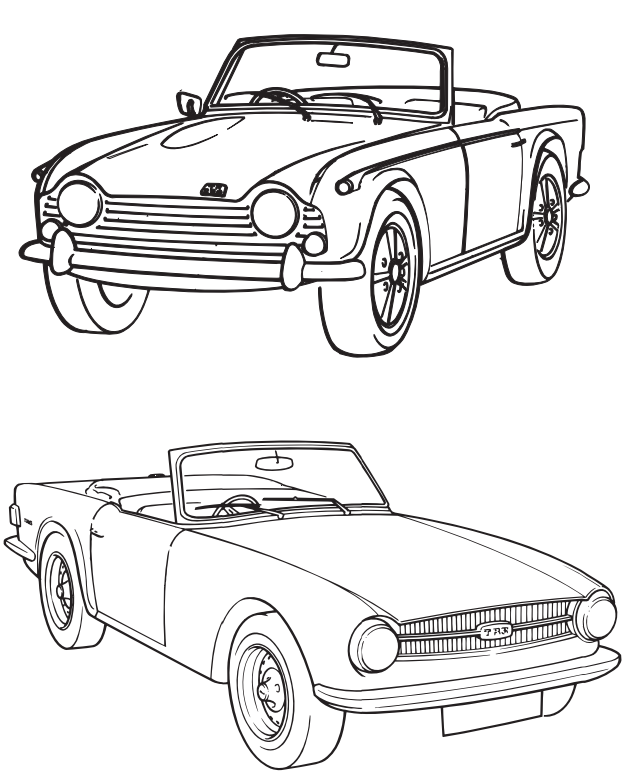
Polyurethane bushes are the best compromise between standard rubber bushes and nylatron for road going TR’s. They give improved suspension location with greater wear resistance compared to their rubber equivalents and without the transmission of road noise suffered when fitting Nylatron alternatives. They are naturally self-lubricating. A worthwhile addition to any car, the polyurethane bushes are supplied individually, with a steel sleeve where necessary.

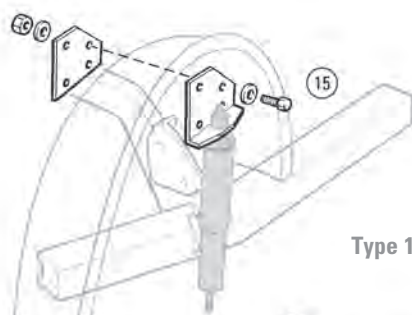
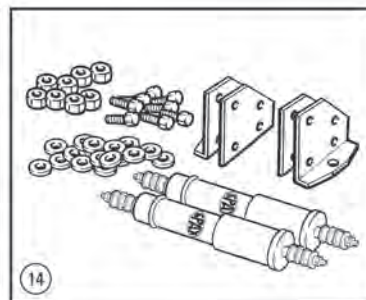
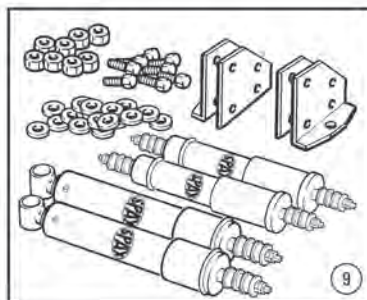
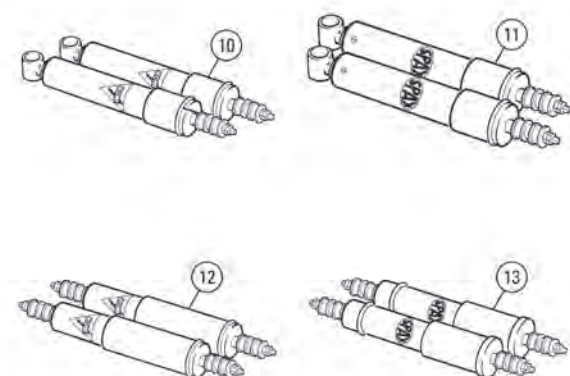
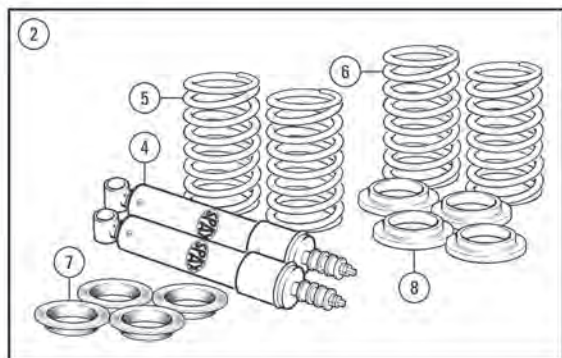
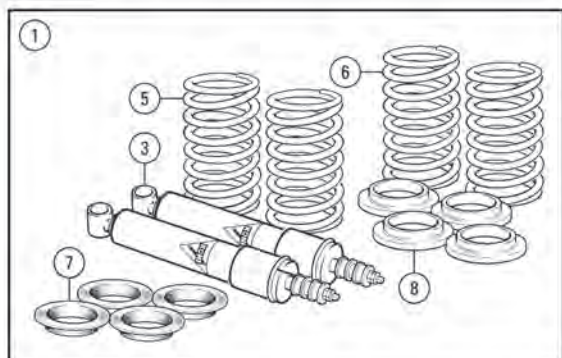
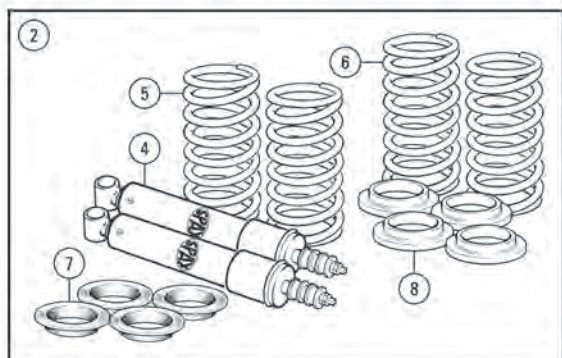
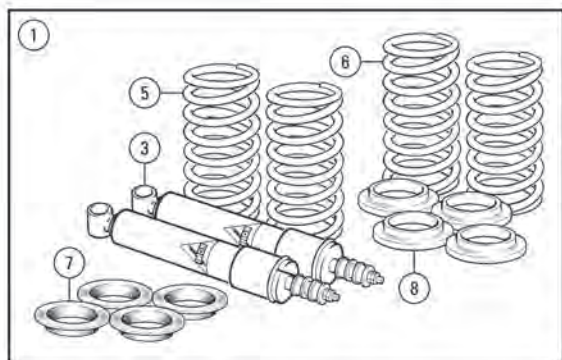
| | | | | |
|----|------------|---|-----|--------------------------------------|
| 34 | 102228SPK | BUSH SET, front wishbone, upper inner | 1 | Supplied in car sets |
| 35 | 141481SPK | BUSH SET, front wishbone, lower inner | 1 | |
| 36 | 137599SPK | BUSH SET, trailing arm, polyurethane | 1 | |
| 37 | 123998SPK | BUSH SET, anti-roll bar, polyurethane | 1 | |
| 38 | 517985SPK | BUSH SET, ARB end link, polyurethane | 1 | |
| 39 | 21A860SPK | BUSH SET, front damper spigot, lower, polyurethane | 1 | |
| 40 | 119450SPK | BUSH SET, front damper eye, lower, polyurethane | 1 | |
| 41 | 134235SPK | BUSH SET, diff mounting, cone, polyurethane | 1 | |
| 42 | 134236SPK | BUSH SET, diff mounting, cup, polyurethane | 1 | |
| 43 | 21A860SPK | BUSH SET, front damper spigot, lower, polyurethane | 1 | |
| 44 | 100751SPK | COLLAR SET, spring seating, front, standard, pair | a/r | supplied in pairs |
| | 100751TSPK | COLLAR SET, spring seating, front, thick +5mm, pair | a/r | to allow for ride height adjustments |
| 45 | 138823SPK | COLLAR SET, spring seating, rear, standard, pair | a/r | |
| | 138823TSPK | COLLAR SET, spring seating, rear, thick +5mm, pair | a/r | |

Note: we offer polyurethane spring collars in either standard or +5mm thicknesses. Combinations of these collars can be fitted to allow adjustments in ride height particularly if lowered springs have been fitted. Thicker collars increase ride height. They are supplied in pairs.

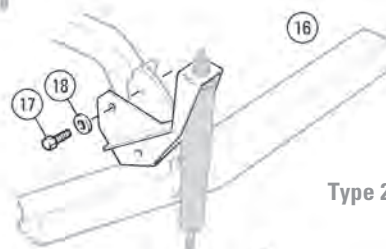
Loose Drive Shaft Nuts & Bolts?

The Triumph TR sports cars suffer periodically from loosening of the nuts and bolts that attach the propeller shaft to the gearbox or axle drive flanges. Overdrive models are perhaps more prone to this than those with standard transmission. An engineering adhesive such as Loctite (GGL1021) can be used when assembling the propeller shaft bolts and nuts. Alternative nuts such as the ‘Cleveloc’ all steel type do prove more positive than the original nyloc form. Whenever the propeller shaft bolts are undone it is recommended that the nuts be replaced as a full set. Loose bolts can be identified by the noise of the propeller shaft rattling or an unbalanced vibration. If the bolts have been run loose it will invariably mean that the bolts will be damaged, or worse still the holes in the flange yokes or drive flanges are elongated.

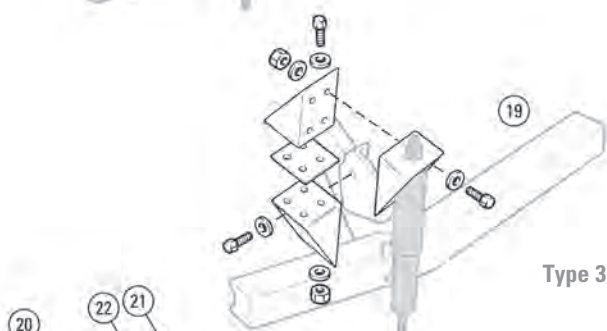




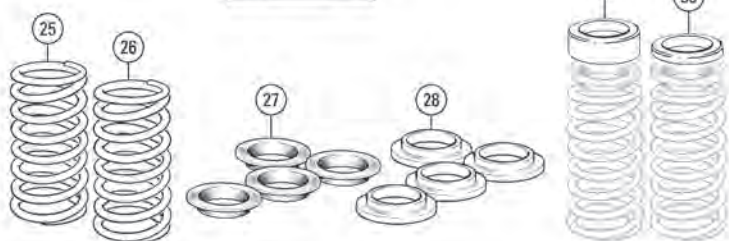
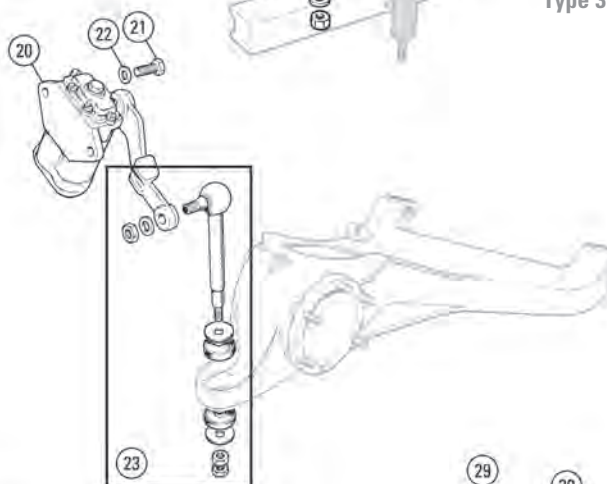
Type 1



Type 2



Type 3



Suspension PlusPacs

Here are listed a range of ready assembled suspension conversion kits. They have been assembled due to demand from our customers over the years, which makes the selection of the various components in our range easier for standard applications.

Spring & Damper Kits

These spring and damper kits can be split into two specifications depending on the fitted height of the road springs and/or damper being used. The 'Road' type kits feature a nominal reduction in height, but uprated for a basic road conversion. If smaller diameter tyres are being used, this type is to be recommended. The 'Sprint' type kits use a lower still setting of spring, which is still suitable for road and ideal for sprint use together with the dampers to suit. This type is for the standard or larger diameter of road tyre. The rear dampers also need uprating, either with uprated levers, TT3214LN and TT3214RN, or a telescopic conversion as listed below.

Fast Road Spring & Damper Kit

| ill. | Part Number | Size | Description | Req. | Details |
|--|-------------|------|-------------|------|---------|
| Using slightly lowered front and rear springs and Koni, Spax or Gaz front damper to improve overall handling, especially for road use. | | | | | |

| | | | | | |
|---|----------|--|----------------------------|---|-------------------|
| 1 | TTK3130K | | SPRING & DAMPER KIT | 1 | with Koni dampers |
| 2 | TTK3130S | | SPRING & DAMPER KIT | 1 | with Spax dampers |
| | TTK3130G | | SPRING & DAMPER KIT | 1 | with Gaz dampers |
| 3 | TT3102PR | | FRONT DAMPERS, Koni, pair | 1 | |
| 4 | TT3101PR | | FRONT DAMPERS, Spax, pair | 1 | |
| | TT3203 | | FRONT DAMPERS, Gaz, each | 2 | |
| 5 | TT4001PR | | FRONT COIL SPRING, lowered | 2 | |
| 6 | TT4212PR | | REAR COIL SPRING, lowered | 2 | |
| 7 | 100751 | | SPRING SEAT, front | 4 | |
| 8 | 138823 | | SPRING SEAT, rear | 4 | |

Sprint Lowered Spring & Damper Kit

As above but using the slightly lower road springs for fast road or sprint work. Recommended if standard or larger diameter tyres are being used.

| | | | | | |
|---|----------|--|----------------------------|---|-------------------|
| 1 | TTK3140K | | SPRING & DAMPER KIT | 1 | with Koni dampers |
| 2 | TTK3140S | | SPRING & DAMPER KIT | 1 | with Spax dampers |
| | TTK3140G | | SPRING & DAMPER KIT | 1 | with Gaz dampers |
| 3 | TT3102PR | | FRONT DAMPERS, Koni, pair | 1 | |
| 4 | TT3101PR | | FRONT DAMPERS, Spax, pair | 1 | |
| | TT3203 | | FRONT DAMPERS, Gaz, each | 2 | |
| 5 | TT4102PR | | FRONT COIL SPRING, lowered | 2 | |
| 6 | TT4216PR | | REAR COIL SPRING, lowered | 2 | |
| 7 | 100751 | | SPRING SEAT, front | 4 | |
| 8 | 138823 | | SPRING SEAT, rear | 4 | |

Shock Absorber Pack - Car Set

(Includes 2 front, 2 rear adjustable shock absorbers and rear telescopic conversion).

| | | | | | |
|---|----------|--|---------------------|---|------|
| 9 | TTK3112S | | SHOCK ABSORBER PACK | 1 | Spax |
| | TTK3112H | | SHOCK ABSORBER PACK | 1 | Koni |
| | TTK3112G | | SHOCK ABSORBER PACK | 1 | Gaz |

Koni, Spax & Gaz Replacement Shock Absorbers

(For use with all 3 types of conversion brackets).

| | | | | | |
|----|----------|--|----------------------------|---|------|
| 10 | TT3102PR | | FRONT SHOCK ABSORBER, pair | 1 | Koni |
| 11 | TT3101PR | | FRONT SHOCK ABSORBER, pair | 1 | Spax |
| | TT3203 | | FRONT SHOCK ABSORBER, each | 2 | Gaz |
| 12 | TT3212PR | | REAR SHOCK ABSORBER, pair | 1 | Koni |
| 13 | TT3211PR | | REAR SHOCK ABSORBER, pair | 1 | Spax |
| | TT3213 | | REAR SHOCK ABSORBER, each | 2 | Gaz |

Spax Telescopic Shock Absorber Conversion Kit

Converting to telescopic damper units will improve the ride and suspension making the handling more stable and predictable under pressure. Kits are supplied complete with brackets, dampers and full instructions. (Uses type 1 brackets).

| | | | | | |
|----|--------|--|--------------------------------|---|--|
| 14 | SPCK29 | | REAR TELESCOPIC CONVERSION KIT | 1 | |
|----|--------|--|--------------------------------|---|--|

Rear Telescopic Shock Absorber Brackets

Type 1

These brackets mount to the inner wing and require minimal bodywork modification to be carried out. Ideal for road applications.

| | | | | | |
|----|--------|--|------------------------|---|---------------------------|
| 15 | TT3218 | | TELESCOPIC BRACKET SET | 1 | fitting hardware included |
|----|--------|--|------------------------|---|---------------------------|

Type 2

One piece brackets mount to the lever arm chassis point and outside inner wheel arch. Easy to install, but certain combinations of tyre and wheel sizes may cause problems if the bodyshell is not aligned to the chassis correctly.

| | | | | | |
|----|-----------|--|------------------------------|---|-----------------------------|
| 16 | TT3225X | | SHOCK CONVERSION BRACKET SET | 1 | telescopic |
| NI | TT3225TUV | | SHOCK CONVERSION BRACKET SET | 1 | TUV approved, inc. 3rd mtg. |
| 17 | SH607101 | | SCREW, bracket to chassis | 4 | |
| 18 | 508289 | | WASHER, special | 4 | |

Type 3

A set of six stepped brackets and fittings to mount up through bodywork and out to the inner wheel arch, creating a new damper mounting point. Brackets take a little longer to install but do strengthen and stiffen the rear of the bodyshell. Kit contains fittings and instructions.

| | | | | | |
|----|--------|--|------------------------------|---|---------------------------|
| 19 | TT3225 | | TELESCOPIC SHOCK BRACKET SET | 1 | inc, all fitting hardware |
|----|--------|--|------------------------------|---|---------------------------|

This is the type of kit that may have to be used when an abnormal combination of wheels/tyres is specified.

Uprated Rear (Lever Arm) Shock Absorbers

| | | | | | |
|----|----------|--|--|---|---|
| 20 | TT3214LN | | REAR SHOCK ABSORBER, uprated, LH, new | 1 | setting uprated 25%, road and competition |
| | TT3214RN | | REAR SHOCK ABSORBER, uprated, RH, new | 1 | |
| | TT3215LN | | REAR SHOCK ABSORBER (Uprated, LH, reconditioned/exchange). | 1 | |
| | TT3215RN | | REAR SHOCK ABSORBER (Uprated, RH, reconditioned/exchange). | 1 | setting uprated 50%, racing use only |
| 21 | SH607101 | | SCREW, shock to chassis | 4 | |
| 22 | 508289 | | WASHER, special | 4 | |
| 23 | 141464A | | LINK ASSEMBLY, shock absorber | 2 | |

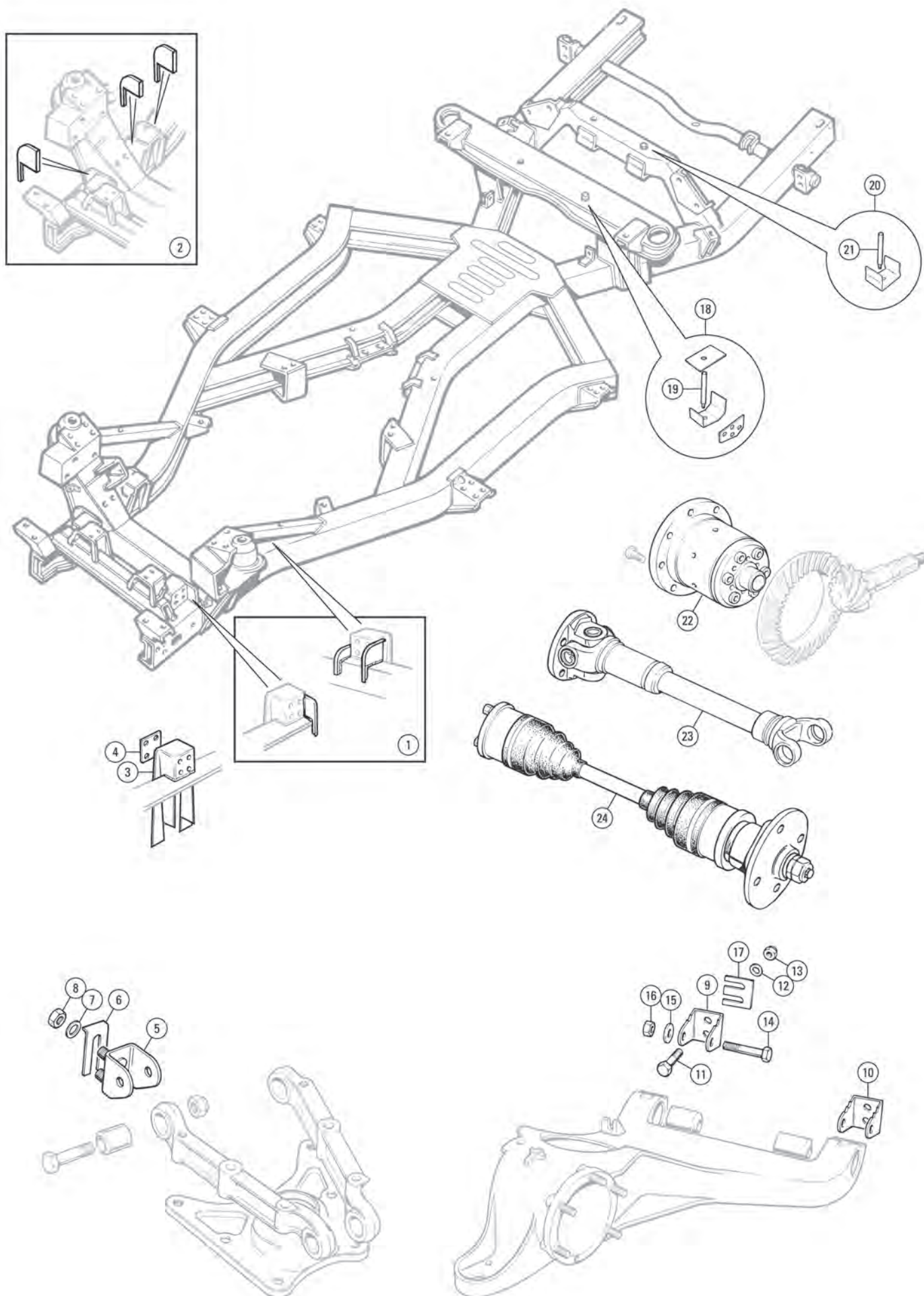
Front & Rear Road Springs

We now offer our range of uprated coil 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 & competition cars. These new springs are only supplied in matched pairs. For fitting recommendations please see the table on page A08 in the Accessories section for full details.

| | | | | | |
|----|------------|--|--|-----|--|
| 25 | TT4006PR | | ROAD SPRING SET, front, (pair) (Silicon chrome). | 1 | raised height 390lbs |
| | TT4001PR | | ROAD SPRING SET, front, (pair) (Silicon chrome). | 1 | slight lower 390lbs |
| | TT4201PR | | ROAD SPRING SET, front, (pair) (Silicon chrome). | 1 | lowered road 420lbs |
| | TT4102PR | | ROAD SPRING SET, front, (pair) (Silicon chrome). | 1 | lowered sprint 420lbs |
| | TT4207PR | | ROAD SPRING SET, front, (pair) (Silicon chrome). | 1 | lowered race 450lbs |
| 26 | TT4211PR | | ROAD SPRING SET, rear, (pair) (Silicon chrome). | 1 | raised height 390lbs |
| | TT4212PR | | ROAD SPRING SET, rear, (pair) (Silicon chrome). | 1 | standard height 420lbs |
| | TT4216PR | | ROAD SPRING SET, rear, (pair) (Silicon chrome). | 1 | lowered road 420lbs |
| | TT4215PR | | ROAD SPRING SET, rear, (pair) (Silicon chrome). | 1 | lowered spring 510lbs |
| | TT4215APR | | ROAD SPRING SET, rear, (pair) (Silicon chrome). | 1 | lowered spring 550lbs |
| 27 | 100751 | | COLLAR, spring seat, front, rubber | 4 | supplied in pairs to allow for ride height adjustments |
| | 100751SPK | | COLLAR SET, spring seat, front, standard, poly | a/r | |
| | 100751TSPK | | COLLAR SET, spring seat, front, thick +5mm, poly | a/r | |
| 28 | 138823 | | COLLAR, spring seat, rear, standard, rubber | 4 | supplied in pairs to allow for ride height adjustments |
| | 138823SPK | | COLLAR SET, spring seating, rear, standard, poly | a/r | |
| | 138823TSPK | | COLLAR SET, spring seating, rear, thick +5mm, poly | a/r | |
| 29 | 107682 | | SPACER, aluminium* | 2 | |

*Note: Part number 107682 is not required for any of our range of springs. We list it here for owners that may have a special requirement.

| | | | | | |
|----|----------|--|--------------------------------|-----|---|
| 30 | MGS40904 | | SPACER, nylon, 3mm thick, rear | a/r | (Max 2 recommended per side, each adjusts ride height approx. 5mm). |
|----|----------|--|--------------------------------|-----|---|



Strengthening Brackets For Lower Wishbone Arms

The lower front inner wishbone brackets (page 195 item 15) which are welded to the frame are considered weak points of the front suspension. They are often found to be cracked or even broken away from the chassis. This is usually caused by running into pot holes or hitting kerbs. These brackets are easily replaced by a competent chassis repair workshops, and represent a considerable improvement to the earlier TR2/3/3A 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 these 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 which comprises of three plates that are welded to the inner wishbone bracket and the chassis.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------------------------|------|---|
| 1 | TT3259L | STRENGTHENING KIT, LH | 1 | } 3 plates per kit |
| 2 | TT3259R | STRENGTHENING KIT, RH | 1 | |
| 3 | 139580 | BRACKET, lower wishbone arm | 4 | |
| 4 | 139580R | PLATE WASHER, reinforcement | 4 | aftermarket or comp. use |
| 5 | 148691 | BRACKET, lower fulcrum | 4 | lower wishbone to chassis |
| 6 | 139727 | SHIM, adjusting, fulcrum bracket | a/r | to chassis frame |
| 7 | WM59 | WASHER, plain | 8 | |
| 8 | GHF223 | NUT, nyloc | 8 | |
| 9 | 141399 | BRACKET, support, inner, 1 notch | 2 | } TR5, TR250, TR6 To (c) CP52867/CC61570 |
| | 155502 | BRACKET, support, inner, 3 notch | 2 | |
| | | | | } TR6 From (c) CP52868/CC61571 |
| 10 | 141398 | BRACKET, support, outer, 2 notch | 2 | } TR5, TR250, TR6 To (c) CP52867/CC61570 |
| | 141399 | BRACKET, support, outer, 1 notch | 2 | |
| | | | | } TR6 From (c) CP52868/CC61571 |

The support bracket fitment changes with the type of rear coil springs fitted. The brackets must be fitted in sets in the positions specified to ensure the correct rear suspension geometry is maintained. We recommend the later type of rear spring (part no. GSV1001) as a replacement for all TR6 installations as it is slightly stronger than the earlier one (part no. GSV1001).

| | | | | |
|----|----------|---|-----|--|
| 11 | BH606261 | BOLT, support bracket to chassis | 4 | } use when up to 3 shims are fitted |
| | BH606281 | BOLT, support bracket to chassis | 4 | |
| | | | | } use when 3 to 8 shims are fitted |
| 12 | WP9 | WASHER, plain | 8 | |
| 13 | GHF223 | NUT, nyloc | 8 | |
| 14 | HBZ730 | BOLT, trailing arm to support bracket | 4 | |
| 15 | WC600071 | WASHER, plain | 4 | |
| 16 | GHF274 | NUT, nyloc | 4 | |
| 17 | 139363 | SHIM, adjusting, bracket to chassis | a/r | |
| 18 | 140009K | REINFORCEMENT KIT, axle mtg. front (Includes reinforcements and mounting pin). | 1 | |
| 19 | 147400 | STUD, axle mounting, front | 2 | |
| 20 | 147400RK | REINFORCEMENT KIT, axle mtg. rear (Includes reinforcements and mounting pin). | 1 | |
| 21 | 147400 | STUD, axle mounting, rear | 2 | |

This design of torque sensing differential makes it a worthwhile addition to any competition or fast road car, allowing maximum drive to both rear wheels giving more grip under hard acceleration. These differentials (crown wheel carriers) are for fitting inside your own axle.

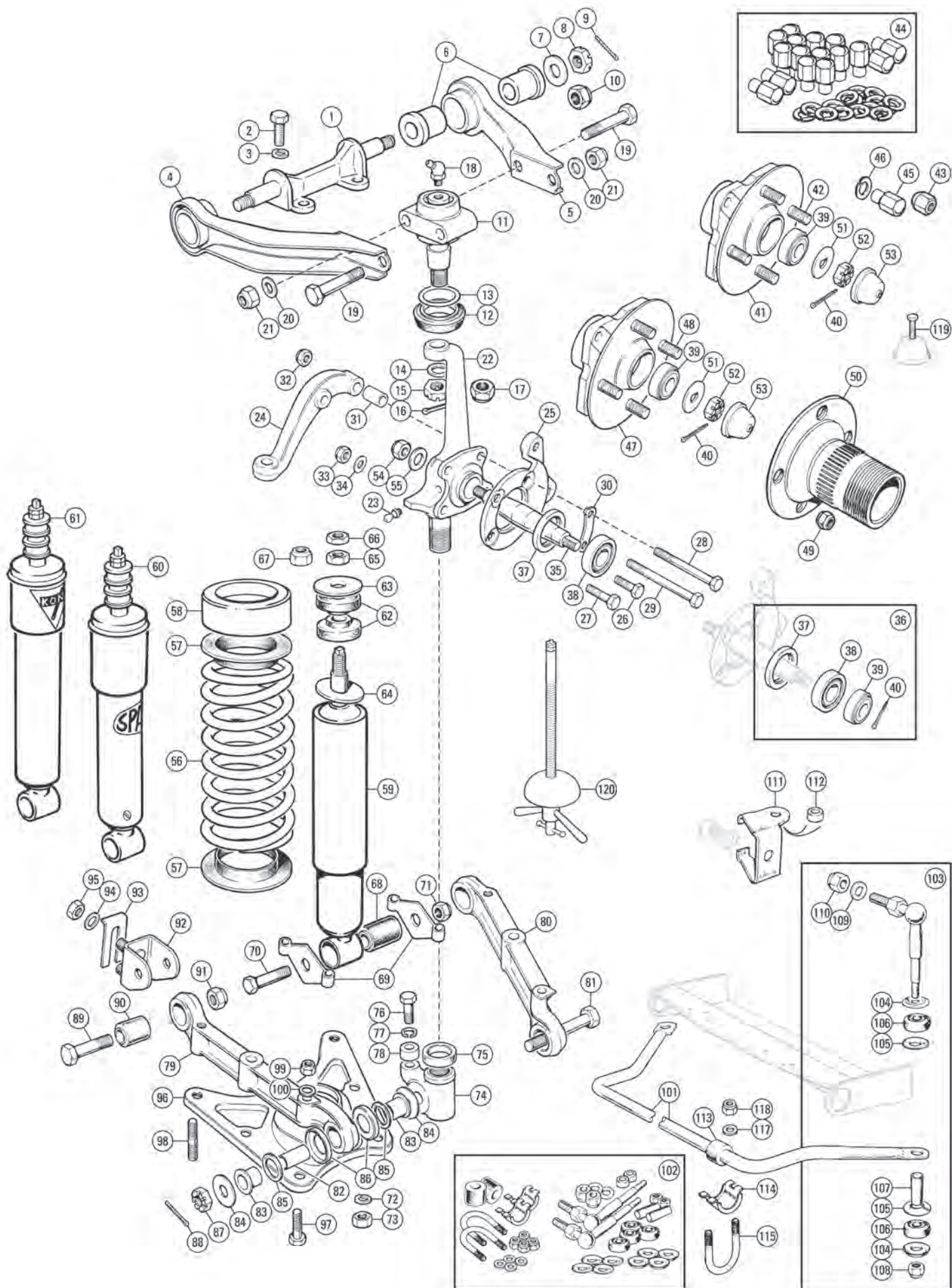
| | | | | |
|----|--------|---------------------------|---|--|
| 22 | TT2220 | LIMITED SLIP DIFFERENTIAL | 1 | |
|----|--------|---------------------------|---|--|

GKN Roller Axle Shaft

Using the latest design of constant velocity joints and ball bearing sliding shafts, these units reduce the inherent problem with the original sliding spline design, i.e. spline locking. The elimination of universal joints alone should be sufficient reason to change to these.

| | | | | |
|----|------------|-----------------------------------|---|------------------|
| 23 | TKC853UR | OUTER AXLE SHAFT, uprated* | 2 | with flange & UJ |
| 24 | TKC853XRGK | ROLLER DRIVE SHAFT & HUB ASSEMBLY | 2 | |

*Note: These are brand new uprated/performance drive shafts that can handle up to 250bhp!

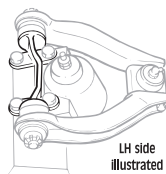


Front Suspension

It is a fair bet that if there is any knocking noise from the front suspension or tendency for your car to wander at speed, it will be traceable to worn front suspension components. The suspension is not delicate; it is just fitted with bushes that wear rapidly when they become impregnated with dirt.

Fulcrum Pin And Ball Joint

Fulcrum Pin Fitting: Before fitting the fulcrum pins to the turrets, you'll probably notice that they can be fitted in two ways giving different positioning of the top wishbones. Illustrated is the fitment for IRS cars which gives the correct geometry for the front suspensions designed, for TR4A to TR6. Turning the fulcrums the alternative way gives correct geometry for TR2 to TR4's, which use a mostly different suspension and, of course, a completely different chassis.



| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---------------------------|
| 1 | 200659 | FULCRUM PIN, upper | 2 | |
| 2 | GHF105 | SCREW, fulcrum pin | 8 | |
| 3 | GHF333 | WASHER, locking | 8 | |
| 4 | 133504 | ARM, wishbone upper front | 2 | |
| 5 | 133507 | ARM, wishbone upper rear | 2 | |
| 6 | 102228 | BUSH, upper inner wishbone, rubber | 8 | |
| | 102228SPK | BUSH KIT, upper inner wishbone, poly | 1 | 4 one piece bushes |
| 7 | WM69 | WASHER, fulcrum pin | 4 | |
| 8 | NL607041 | NUT, slotted, fulcrum pin | 4 | |
| 9 | PC10 | SPLIT PIN, fulcrum nut | 4 | |
| 10 | GHF274 | NUT, nyloc | 4 | alternative |
| 11 | GSJ131 | BALL JOINT, top, OE | 2 | |
| | GSJ131CG | BALL JOINT, top | 2 | Classic Gold |
| | GSJ131CGPR | BALL JOINT, top, pair | 1 | Classic Gold |
| | GSJ131Z | BALL JOINT, top, replacement | 2 | aftermarket |
| 12 | 138509 | GAITER, ball joint | 2 | original ball joints only |
| 13 | 138869 | CLIP, ball joint gaiter | 2 | |
| 14 | WC112081 | WASHER, plain | 2 | |
| 15 | NL608041 | NUT, slotted, ball joint to vertical link | 2 | |
| 16 | PC10 | SPLIT PIN, ball joint nut | 2 | |
| 17 | GHF225 | NUT, nyloc | 2 | alternative |
| 18 | UHN445 | GREASE NIPPLE | 2 | as fitted |
| 19 | 112347 | BOLT, ball joint to wishbone | 4 | |
| 20 | WB110061 | WASHER, plain | 4 | |
| 21 | GHF223 | NUT, nyloc, ball joint bolt | 4 | |

Vertical Link And Tie Rod Lever

| | | | | |
|----|----------|--|---|---------------|
| 22 | 307216 | VERTICAL LINK, LH | 1 | |
| | 307215 | VERTICAL LINK, RH | 1 | |
| 23 | UHN400 | GREASE NIPPLE, vertical post | 2 | |
| 24 | 307212 | TIE ROD LEVER, steering, LH | 1 | |
| | 307211 | TIE ROD LEVER, steering, RH | 1 | |
| 25 | 133499 | PLATE, caliper mounting, RH | 1 | |
| | 133499SR | PLATE, caliper mount., RH | 1 | reconditioned |
| | 133500 | PLATE, caliper mounting, LH | 1 | |
| | 133500SR | PLATE, caliper mount., LH | 1 | reconditioned |
| 26 | SH606061 | SCREW, mounting plate, lower rear | 2 | |
| 27 | BH606111 | BOLT, mounting plate, lower front | 2 | |
| 28 | GHF126 | BOLT, plate & tie rod lever, upper rear | 2 | |
| 29 | 112032 | BOLT, plate & tie rod lever, upper front | 2 | |
| 30 | 106641 | WASHER, tab, locking bolt heads | 4 | |
| 31 | 107106 | DISTANCE PIECE | 4 | |
| | | (Mounting plate & tie rod lever to vertical link). | | |
| 32 | GHF223 | NUT, nyloc | 4 | |
| 33 | GHF273 | NUT, nyloc, brake shield attachment | 2 | |
| 34 | WB110061 | WASHER, plain, nut to disc shield | 2 | |

Front Hubs

| | | | | |
|----|---------|--|---|------------------------|
| 35 | 115763 | STUB AXLE | 2 | |
| 36 | GHK1021 | WHEEL BEARING KIT | 2 | 2 per car |
| 37 | GHS110 | SEAL ASSEMBLY, felt in steel retainer | 2 | |
| 38 | GHB111 | BEARING, inner | 2 | |
| 39 | GHB110 | BEARING, outer | 2 | |
| 40 | GHF504 | SPLIT PIN | 2 | |
| | | | | |
| 41 | 114284 | HUB, disc wheel, (studs not included) | 2 | |
| | 114284A | HUB, disc wheel, alloy, (studs not included) | 2 | |
| | 114284X | HUB, disc wheel, (studs not included) | 2 | cars with steel wheels |
| 42 | 114282 | STUD, front wheel, standard length | 8 | |

| | | | | |
|----|-----------|--|---|--------------------------------------|
| | 114282XL | STUD, front wheel, extra long | 8 | |
| | | (May need shortening to suit application). | | |
| 43 | 109586 | WHEEL NUT, disc wheels | 8 | TR5, TR250, TR6 To (c) CP/CC50000 |
| 44 | 154470K | NUT & WASHER KIT, chrome, car set | 1 | |
| | 154470KSS | NUT & WASHER KIT, stainless, car set | 1 | |
| 45 | 154470 | WHEEL NUT, chrome | 8 | TR6 From (c) CP/CC50001 |
| | 154470SS | WHEEL NUT, stainless | 8 | |
| 46 | 154466 | WASHER, plastic | 8 | |
| 47 | 114283 | HUB, wire wheel, (includes studs) | 2 | |
| 48 | 114281 | STUD, hub to wire wheel adaptor | 8 | |
| 49 | 110366 | NUT, special, extension to hub | 8 | cars with wire wheel |

It is recommended that these high tensile nuts are both correctly torqued (65 ft/lbs.) and Loctite used when fitted or refitted.

| | | | | |
|----|----------|-----------------------------------|---|--|
| 50 | 217603 | SPLINED EXTENSION, wire wheel, LH | 1 | |
| | 217602 | SPLINED EXTENSION, wire wheel, RH | 1 | |
| 51 | 102690 | WASHER, 'D' special | 2 | |
| 52 | NL608041 | NUT, slotted, hub attachment | 2 | |
| 53 | 102689 | CAP, grease retaining | 2 | |
| 54 | GHF275 | NUT, stub axle retaining | 2 | |
| 55 | WC112081 | WASHER, stub axle | 2 | |

Coil Springs And Shock Absorbers

| | | | | |
|----|----------|--------------------------------|---|-----------------------------------|
| 56 | 213165PR | ROAD SPRING SET, front, (pair) | 1 | standard 310lbs |
| | | (Silicon chrome). | | |
| | TT4006PR | ROAD SPRING SET, front, (pair) | 1 | uprated 390lbs slightly raised |
| | | (Silicon chrome). | | |

Note: See Accessories section for more details & recommendations for uprated road springs.

| | | | | |
|----|-----------|--|-----|--------------------------------------|
| 57 | 100751 | COLLAR, spring seat, front, rubber | 4 | |
| | 100751SPK | COLLAR SET, spring seat, front, standard, poly | a/r | supplied in pairs |
| | | COLLAR SET, spring seat, front, thick +5mm, poly | a/r | to allow for ride height adjustments |
| 58 | 107682 | SPACER, aluminium | 2 | see improvements, page 111 |
| 59 | GSA272 | SHOCK ABSORBER, standard | 2 | |
| 60 | TT3101PR | SHOCK ABSORBER, Spax, pair | 1 | |
| 61 | TT3102PR | SHOCK ABSORBER, Koni, pair | 1 | adjustable |
| | TT3203 | SHOCK ABSORBER, Gaz, each | 2 | |
| | 21A860 | BUSH, front damper spigot, upper, rubber | 4 | |
| | 21A860SPK | BUSH SET, front damper spigot, upper, polyurethane | 1 | |
| 63 | 140479 | WASHER, plain, upper | 2 | |
| 64 | 140416 | WASHER, plain, lower | 2 | |
| 65 | GHF202 | NUT, plain | 2 | |
| 66 | NT606041 | NUT, half | 2 | |
| 67 | GHF223 | NUT, nyloc | 2 | alternative |
| 68 | 119450 | BUSH, mounting, lower, rubber | 2 | |
| | 119450Z | BUSH, mounting, lower, rubber | 2 | aftermarket |
| | 119450SPK | BUSH, mounting, lower, poly | 1 | 2 bushes |

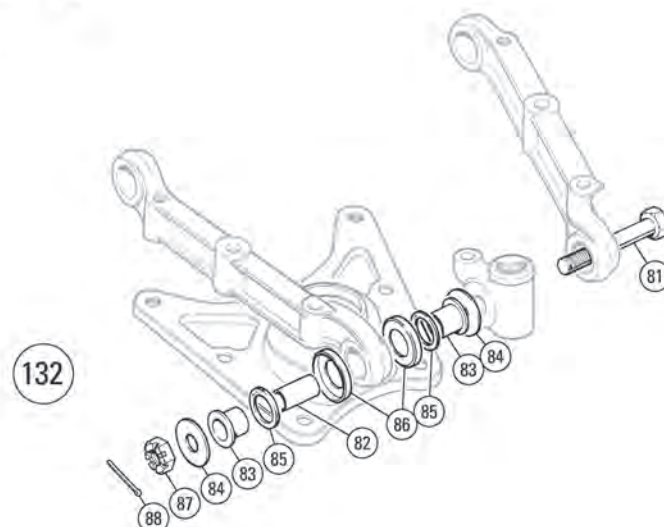
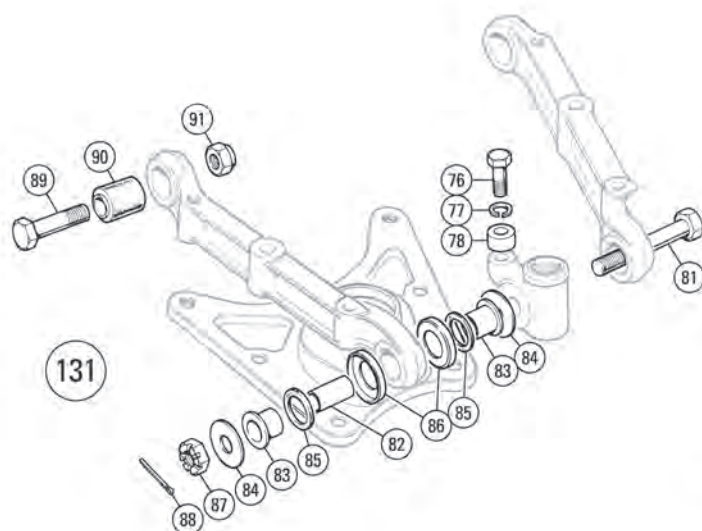
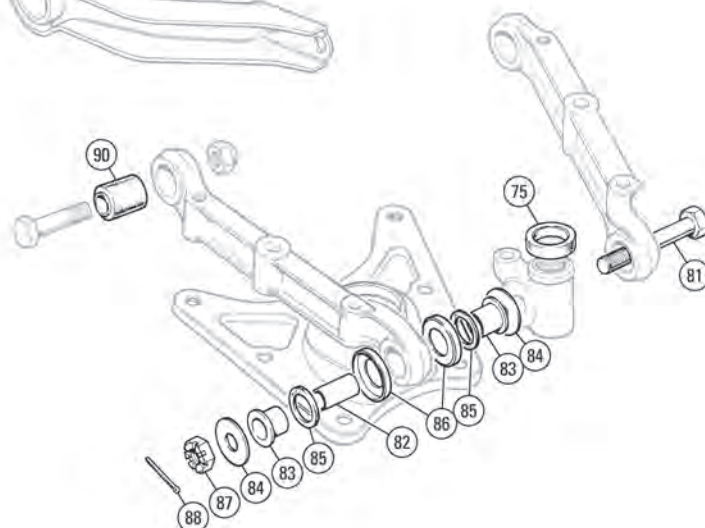
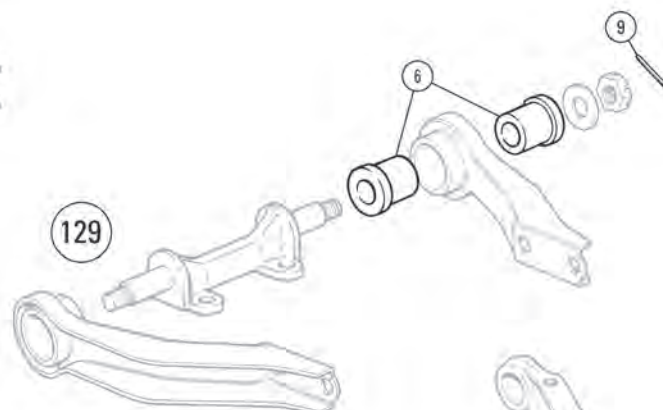
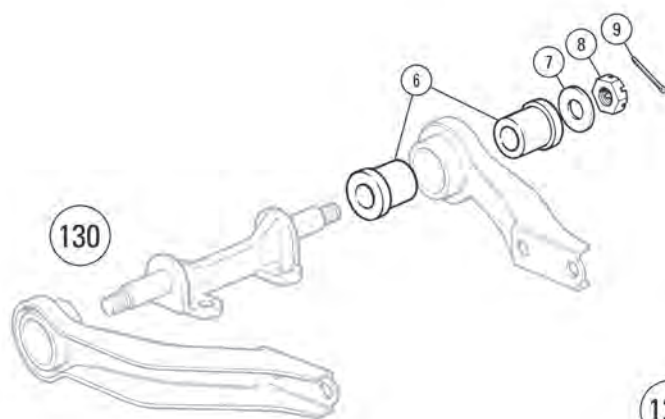
Note: Please enquire for replacement mountings for Spax, Koni or Gaz shock absorbers.

| | | | | |
|----|----------|---------------------------------------|---|--|
| 69 | 106843 | BRACKET, shock absorber, lower | 4 | |
| 70 | BH607201 | BOLT, shock absorber to bracket | 2 | |
| 71 | GHF274 | NUT, nyloc, shock absorber to bracket | 2 | |
| 72 | GHF333 | WASHER, plain | 8 | |
| 73 | GHF202 | NUT, bracket to spring pan studs | 8 | |

Trunnions And Lower Wishbones

When the trunnion is installed on the vertical link it should be lubricated with Hypoid gear oil (EP90) not grease. The trunnion and vertical link assembly should be lubricated regularly to pre-serve long service life.

| | | | | |
|----|-----------|---|---|-------------|
| 74 | 142378 | BOTTOM TRUNNION ASSEMBLY, LH | 1 | |
| | 142377 | BOTTOM TRUNNION ASSEMBLY, RH | 1 | |
| | 142378CB | BOTTOM TRUNNION ASSEMBLY, LH | 1 | replacement |
| | 142377 | BOTTOM TRUNNION ASSEMBLY, RH | 1 | |
| 75 | 142402 | SEAL, trunnion to vertical link | 2 | |
| 76 | SH605111 | SCREW, lock stop attaching | 2 | |
| 77 | GHF332 | WASHER, locking | 2 | |
| 78 | 156111 | STOP, steering lock | 2 | |
| 79 | 307209 | WISHBONE, lower, LH front & RH rear | 2 | |
| 80 | 307210 | WISHBONE, lower, RH front & LH rear | 2 | |
| 81 | 139835 | BOLT, pivot, trunnion to lower wishbone | 2 | |
| 82 | 139832 | DISTANCE PIECE | 4 | |
| 83 | 139833 | BUSH, trunnion, nylon | 8 | |
| | 139833SPK | BUSH KIT, trunnion, poly | 1 | |
| 84 | 142388 | WASHER, plain steel, thrust | 8 | |
| 85 | 142387 | RING, rubber, sealing | 8 | |
| 86 | 139834 | SHIELD, water | 8 | |
| 87 | LN2212 | NUT, slotted | 2 | |
| 88 | GHF504 | SPLIT PIN | 2 | |



Trunnions And Lower Wishbones (Continued)

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|--|
| 89 | BH608221 | BOLT, wishbone to bracket | 4 | |
| 90 | 141481 | BUSH, inner wishbone, rubber | 4 | |
| | 141481SPK | BUSH KIT, inner wishbone, poly | 1 | |
| 91 | GHF225 | NUT, nyloc | 4 | |
| 92 | 148691 | BRACKET, lower fulcrum | 4 | |
| 93 | 139727 | SHIM, adjusting, bracket to chassis | a/r | |
| 94 | WM59 | WASHER, plain | 8 | |
| 95 | GHF223 | NUT, nyloc | 8 | |
| 96 | 140951 | LOWER SPRING PAN ASSEMBLY | 2 | |
| 97 | BH606161 | BOLT, spring pan to wishbone | 8/6 | } quantity decreases when anti-roll bar fitted TR6 only with anti-roll bar |
| | BH606221 | BOLT, spring pan and roll bar bracket to wishbone | 2 | |
| 98 | 143712 | STUD, spring pan to wishbone | 4 | |
| 99 | GHF223 | NUT, nyloc | 12 | |
| 100 | WP20X | WASHER, plain | 12 | |

Anti-Roll Bar

Originally TR6 only, can also be fitted to TR5 or TR250.

| | | | | |
|-----|-----------|--|---|--|
| 101 | 215647 | ANTI-ROLL BAR | 1 | |
| 102 | 215647K | FITTING KIT, anti-roll bar | 1 | |
| 103 | 152143A | LINK ASSEMBLY | 2 | } anti-roll bar to wishbones alternatives, ball joint type |
| | 152143X | LINK ASSEMBLY, polyurethane | 2 | |
| | 152143XR | LINK ASSEMBLY, uprated rubber | 2 | |
| 104 | 517984 | WASHER, (outer) | 4 | (13/32" internal diameter) |
| 105 | 517983 | WASHER, (inner) | 4 | (9/16" internal diameter) |
| 106 | 517985 | BUSH, ARB end link, standard | 4 | |
| | 517985SPK | BUSH SET, ARB end link, polyurethane | 1 | car set |
| 107 | 517986 | TUBE, distance | 2 | |
| 108 | GHF223 | NUT, nyloc | 2 | |
| 109 | WB600071A | WASHER, plain | 4 | |
| 110 | GHF224 | NUT, nyloc | 2 | |
| 111 | 152144 | BRACKET, mounting, link to wishbone | 2 | |
| 112 | 152145 | PACKING PIECE, bracket to wishbone | 2 | |
| 113 | 123998 | BUSH, anti-roll bar, rubber | 2 | } 2 bushes |
| | 123998SPK | BUSH KIT, anti-roll bar, polyurethane | 1 | |
| 114 | 123502 | BRACKET, clamp, securing anti-roll bar | 2 | |
| 115 | 123694 | 'U' BOLT, plain, anti-roll bar bracket | 2 | |
| 117 | GHF301 | WASHER, plain | 4 | |
| 118 | GHF222 | NUT, nyloc | 4 | |

Miscellaneous

| | | | | |
|-----|---------|-------------------------------------|---|--|
| 119 | 53K129 | SCREW, front hub grease cap removal | 1 | |
| 120 | GAC5076 | COIL SPRING COMPRESSOR | 1 | |

We have remanufactured the special Churchill spring compressor tool (GAC5076).

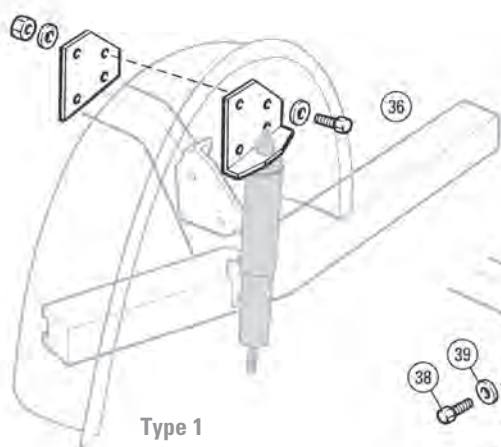
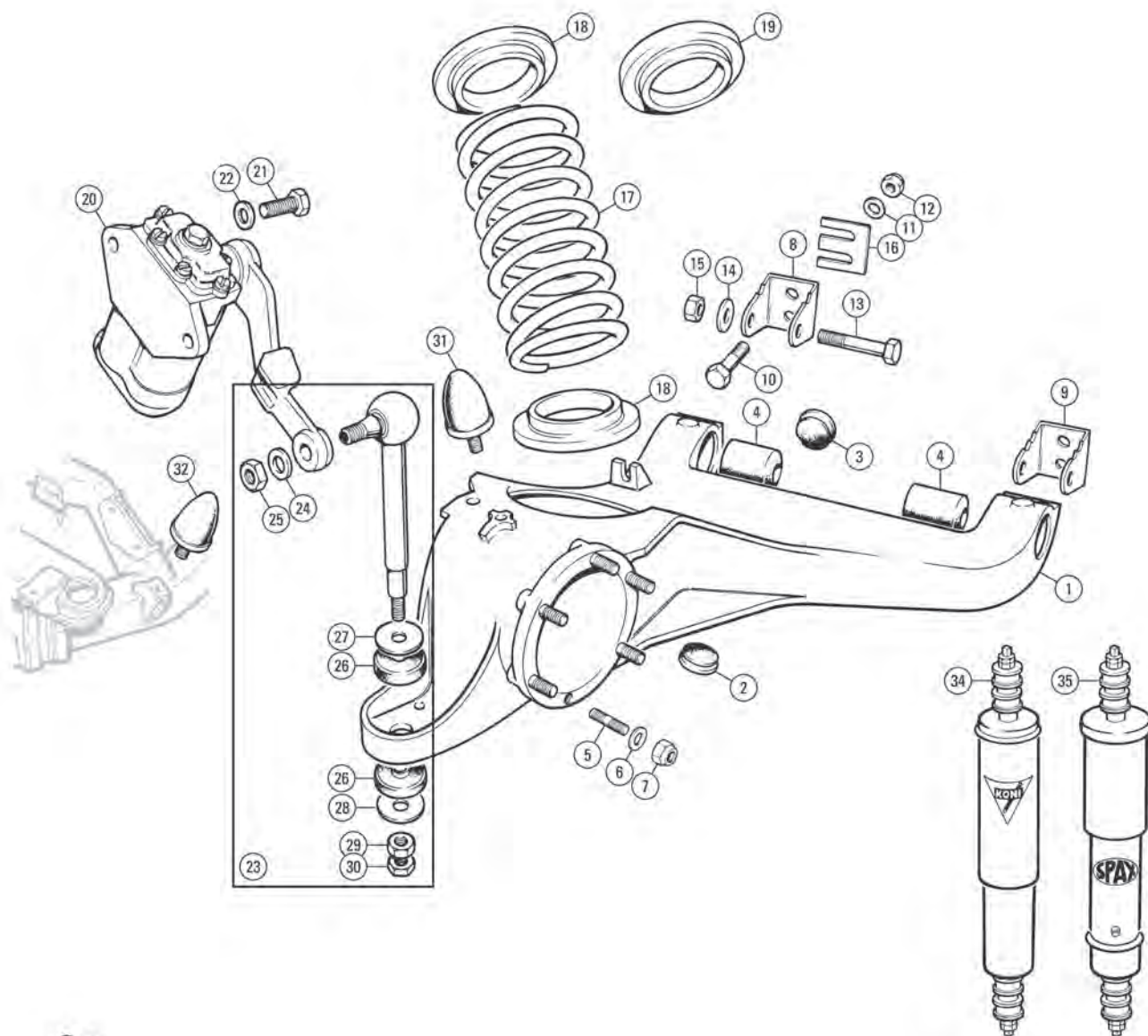
Front Suspension Overhaul Kits

Quantities listed for kits are per vehicle, quantities listed for components are per kit. For suspension improvements and packs, see pages 110 & 111.

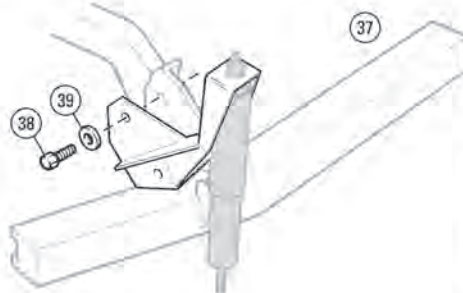
| | | | | |
|---|-----------|---|---|----------------------|
| 129 | GAC6067X | MAJOR SUSPENSION OVERHAUL KIT | 1 | rubber bushes |
| | GAC6067P | MAJOR SUSPENSION OVERHAUL KIT | 1 | polyurethane bushes |
| The following parts are included in the kits: | | | | |
| 6 | 102228 | BUSH, upper inner wishbone | 8 | rubber |
| | 102228SPK | BUSH KIT, upper inner wishbone | 1 | polyurethane |
| (Kit includes 4 one piece bushes). | | | | |
| 9 | PC10 | SPLIT PIN, fulcrum nut | 4 | |
| 75 | 142402 | SEAL, trunnion to vertical link | 2 | |
| | 142402SPK | SEAL SET, trunnion to vertical link, poly | 1 | |
| 81 | 139835 | BOLT, pivot, trunnion to wishbone | 2 | |
| 82 | 139832 | DISTANCE PIECE, steel | 4 | |
| 83 | 139833 | BEARING, nylon, top hat shaped | 8 | |
| 84 | 142388 | WASHER, plain steel, thrust | 8 | |
| 85 | 142387 | RING, rubber, sealing | 8 | |
| 86 | 139834 | SHIELD, water | 8 | |
| 87 | LN2212 | NUT, slotted | 2 | |
| 88 | GHF504 | SPLIT PIN | 2 | |
| 90 | 141481 | BUSH, inner wishbone, rubber | 4 | |
| | 141481SPK | BUSH KIT, inner wishbone, poly | 1 | |
| (Kit includes 4 bushes & 4 tubes). | | | | |
| 130 | QHQS199S | SUSPENSION KIT, upper wishbone | 2 | with rubber bushes |
| The following parts are included in the kit: | | | | |
| 6 | 102228 | BUSH, rubber, upper inner wishbone | 4 | |
| 7 | WM69 | WASHER, fulcrum pin | 2 | |
| 8 | NL607041 | NUT, slotted, fulcrum pin | 2 | |
| 9 | PC10 | SPLIT PIN, fulcrum nut | 2 | |
| 131 | QHQS200S | SUSPENSION KIT, lower wishbone | 2 | with rubber bushes |
| | TT3264 | SUSPENSION KIT, lower wishbone | 2 | with nylatron bushes |
| The following parts are included in the kits: | | | | |
| 76 | SH605111 | SCREW, lock stop attaching | 1 | |
| 77 | GHF332 | WASHER, locking | 1 | |
| 78 | 156111 | STOP, steering lock | 1 | |
| 81 | 139835 | BOLT, pivot, trunnion to wishbone | 1 | |
| 82 | 139832 | DISTANCE PIECE, steel | 2 | |
| 83 | 139833 | BEARING, nylon, top hat shaped | 4 | |
| 84 | 142388 | WASHER, plain steel, thrust | 4 | |
| 85 | 142387 | RING, rubber, sealing | 4 | |
| 86 | 139834 | SHIELD, water | 4 | |
| 87 | LN2212 | NUT, slotted | 1 | |
| 88 | GHF504 | SPLIT PIN | 1 | |
| 89 | BH608221 | BOLT, wishbone to bracket | 2 | |
| 90 | 141481 | BUSH, inner wishbone | 2 | |
| 91 | GHF225 | NUT, nyloc | 2 | |
| 132 | 139835K | SUSPENSION KIT, trunnion | 2 | |
| The following parts are included in the kit: | | | | |
| 81 | 139835 | BOLT, pivot, trunnion to lower wishbone | 1 | |
| 82 | 139832 | DISTANCE PIECE | 2 | |
| 83 | 139833 | BEARING, nylon, top hat shaped | 4 | |
| 84 | 142388 | WASHER, plain steel, thrust | 4 | |
| 85 | 142387 | RING, rubber, sealing | 4 | |
| 86 | 139834 | SHIELD, water | 4 | |
| 87 | LN2212 | NUT, slotted | 1 | |
| 88 | GHF504 | SPLIT PIN | 1 | |

Front Suspension

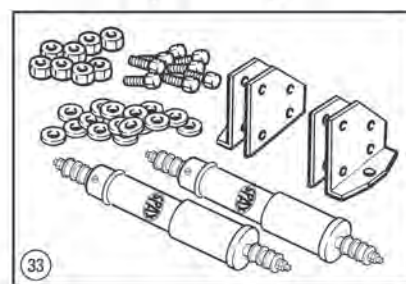
Many miles of testing on various types of road and road surface, in lots of different cars and for many TR owners, have produced a personal preference which overall, seems to produce the most smiles on the most faces i.e. the happiest friends and customers. This is a personal view as it is appreciated that comfort at one end of the spectrum and precise, razor sharp handling and steering at the other will appeal to different types of TR driver. The original suspension was right for its day, which we should remember was 1965, with roots back in 1953. The 'modern' equivalent of this would have to be the major suspension kit with polyurethane bushes, GAC6067P, but it still leaves that hint of vagueness unacceptable to some of us, so, what about rebuilding the suspension, using polyurethane bushes at the lower inner ends of the wishbones, nylatron bushes at the lower outer swivel (TT3264), and a nylatron/steel kit (TT3160) for the top wishbones? The top fulcrum pins were only designed to work with squeezed-tight rubber bushes (which didn't even have to undergo an annual MOT through the 50's and 60's!), so the tolerance was extremely vague. For this reason the steel bushes will be a sloppy fit so, simply Araldite them into place and follow the rest of the instructions in the kit. The wishbones should move stiffly but very accurately up and down, which is precisely what you want them to do. All in, a very cheap way of fine-tuning the suspension, without overloading it for long-term road use.



Type 1



Type 2



Type 3

Rear Suspension

Trailing Arm

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---------|
| 1 | 308268 | TRAILING ARM ASSEMBLY, RH | 1 | |
| | 308267 | TRAILING ARM ASSEMBLY, LH | 1 | |
| 2 | 138801 | PLUG, blanking, 7/8" | 4 | |
| 3 | 138532 | PLUG, blanking, 1 1/8" | 4 | |
| 4 | 137599 | BUSH, trailing arm, rubber | 4 | |
| | 137599SPK | BUSH KIT, trailing arm, polyurethane (Kit includes: 4 bushes & 4 tubes). | 1 | |

The replacement of the trailing arm mounting bushes with uprated items can prove beneficial to those owners requiring a better located rear suspension. By using the uprated bushes improved control of the rear suspension during acceleration and braking can be obtained. The 'poly' bush is softer than the nylon.

| | | | | |
|---|---------|-------------------------------------|----|---|
| 5 | FHS2512 | STUD, rear hub unit to trailing arm | 12 | |
| 6 | GHF301 | WASHER, plain | 12 | |
| 7 | GHF222 | NUT, nyloc | 12 | |
| 8 | 141399 | BRACKET, support, inner, 1 notch | 2 | TR5, TR250, TR6 To (c) CP52867/CC61570 |
| | 155502 | BRACKET, support, inner, 3 notch | 2 | TR6 From (c) CP52868/CC61571 |
| 9 | 141398 | BRACKET, support, outer, 2 notch | 2 | TR5, TR250, TR6 To (c) CP52867/CC61570 |
| | 141399 | BRACKET, support, outer, 1 notch | 2 | TR6 From (c) CP52868/CC61571 |

The support bracket fitment changes with the type of rear coil springs fitted. The brackets must be fitted in sets, in the positions specified, to ensure the correct rear suspension geometry is maintained. The later type of rear spring (GSV1001) is supplied as a replacement for all TR6 installations as it is slightly stronger than those originally specified.

| | | | | |
|----|----------|---|-----|----------------------------------|
| 10 | BH606261 | BOLT, support bracket to chassis | 4 | when up to 3 shims are fitted |
| | BH606281 | BOLT, support bracket to chassis | 4 | when 3 to 8 shims are fitted |
| 11 | PWZ306 | WASHER, plain | 8 | |
| 12 | GHF273 | NUT, nyloc | 8 | |
| 13 | HBZ730 | BOLT, trailing arm to support bracket | 4 | |
| 14 | WC600071 | WASHER, plain | 4 | |
| 15 | GHF274 | NUT, nyloc | 4 | |
| 16 | 139363 | SHIM, bracket to chassis | a/r | |
| | 139363SS | SHIM, bracket to chassis, stainless steel | a/r | |

Coil Springs

| | | | | |
|----|---------|-------------------|-----|--|
| NI | GAC5076 | TOOL, (Churchill) | a/r | |
|----|---------|-------------------|-----|--|

We have remanufactured the special Churchill spring compressor tool (GAC5076).

| | | | | |
|----|----------|-------------------------------|---|-----------------|
| 17 | 216275 | ROAD SPRING, rear | 2 | standard 350lbs |
| | TT4211PR | ROAD SPRING SET, rear, (pair) | 1 | uprated 390lbs |

Note: See page A08 in the Accessories section for more details & recommendations for uprated road springs.

| | | | | |
|----|------------|---|-----|--|
| 18 | 138823 | COLLAR, spring seating, rear, standard, rubber | 4 | |
| | 138823SPK | COLLAR SET, spring seating, rear, standard, poly | a/r | supplied in pairs to allow for ride height adjustments |
| | 138823TSPK | COLLAR SET, spring seating, rear, thick +5mm, poly | a/r | |
| 19 | MM675-065 | SPACER, 0.431", deep, alloy | a/r | increases ride height |

Lever Arm Shock Absorbers

| | | | | |
|----|----------|-----------------------------------|---|--|
| 20 | GSA286 | SHOCK ABSORBER, rear, RH, new | 1 | |
| | GSA287 | SHOCK ABSORBER, rear, LH, new | 1 | |
| | GSA286R | SHOCK ABSORBER, rear, RH | 1 | reconditioned/exchange |
| | GSA287R | SHOCK ABSORBER, rear, LH | 1 | standard spec |
| | TT3214RN | SHOCK ABSORBER, rear, RH, uprated | 1 | setting uprated 25%, road and competition |
| | TT3214LN | SHOCK ABSORBER, rear, LH, uprated | 1 | |
| | TT3215RN | SHOCK ABSORBER, rear, RH, uprated | 1 | setting uprated 50%, racing use only |
| | TT3215LN | SHOCK ABSORBER, rear, LH, uprated | 1 | |
| 21 | SH607101 | SCREW, shock absorber to chassis | 4 | |
| 22 | 508289 | WASHER, special | 4 | |
| 23 | 141464A | LINK ASSEMBLY, shock absorber | 2 | |
| 24 | GHF334 | WASHER, locking | 2 | |
| 25 | GHF203 | NUT, plain | 2 | |
| 26 | 21A860 | MOUNTING, link to trailing arm | 4 | rubber |
| | 152588SP | MOUNTING, link to trailing arm | 4 | polyurethane |
| 27 | 140416 | WASHER, plain, upper | 2 | |
| 28 | 140479 | WASHER, lower, link to arm | 2 | |

| | | | | |
|----|----------|------------------------------|---|---|
| 29 | GHF202 | NUT, plain | 2 | |
| 30 | NT606041 | NUT, half, locking plain nut | 2 | |
| 31 | 136758 | BUMP STOP, on trailing arm | 2 | |
| 32 | 136758 | REBOUND STOP, on chassis | 2 | TR5, TR250, TR6 To (c) CP52867/CC61570 |
| | 155719 | REBOUND STOP, on chassis | 2 | TR6 From (c) CP52868/CC61571 |

Telescopic Shock Absorber Conversions

Note: See also Uprated Suspension & Steering.

Buy A Spax Telescopic Shock Absorber Conversion Kit

Converting to telescopic damper units will improve the ride and suspension making the handling more stable and predictable under pressure. Kits are supplied complete with brackets, dampers and full instructions. (Uses type 1 brackets).

| | | | | |
|----|--------|--------------------------------|---|--|
| 33 | SPCK29 | REAR TELESCOPIC CONVERSION KIT | 1 | |
|----|--------|--------------------------------|---|--|

Or Build Your Own Shock Absorber Conversion Kit

| | | | | |
|----|----------|-----------------------------------|---|--|
| 34 | TT3212PR | REAR SHOCK ABSORBER, Koni, (pair) | 1 | |
| 35 | TT3211PR | REAR SHOCK ABSORBER, Spax, (pair) | 1 | |
| | TT3213 | REAR SHOCK ABSORBER, Gaz, each | 2 | |

Rear Telescopic Shock Absorber Brackets

Type 1

These brackets mount to the inner wing and require minimal bodywork modification to be carried out. Ideal for road applications.

| | | | | |
|----|--------|--|---|---------------------------|
| 36 | TT3218 | TELESCOPIC SHOCK CONVERSION BRACKET SET | 1 | all fitting hardware inc. |
|----|--------|--|---|---------------------------|

Type 2

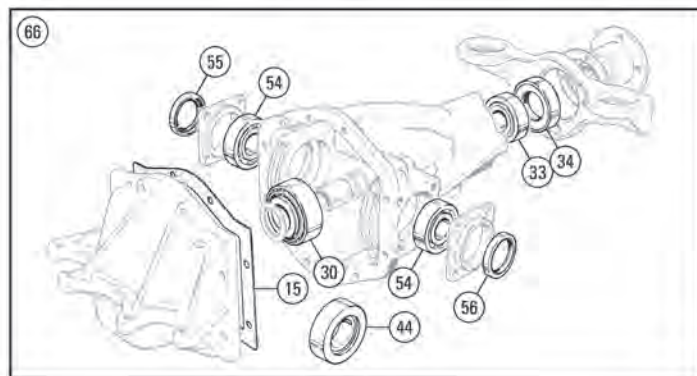
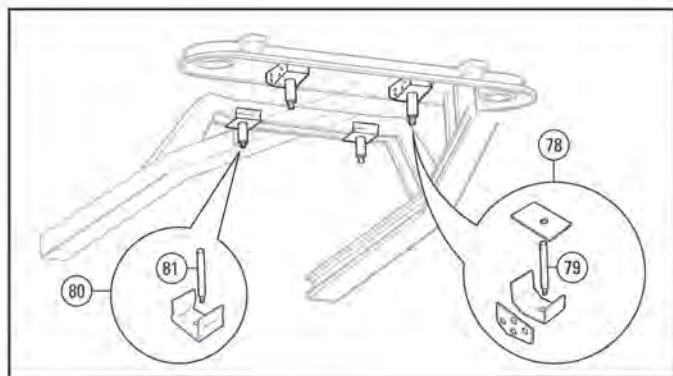
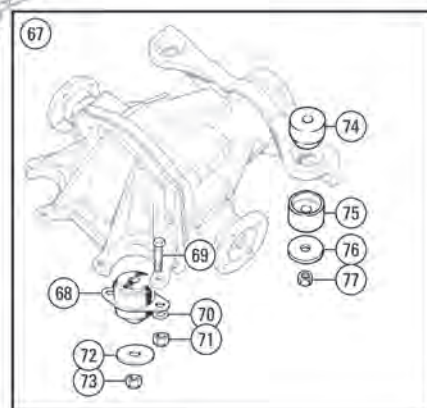
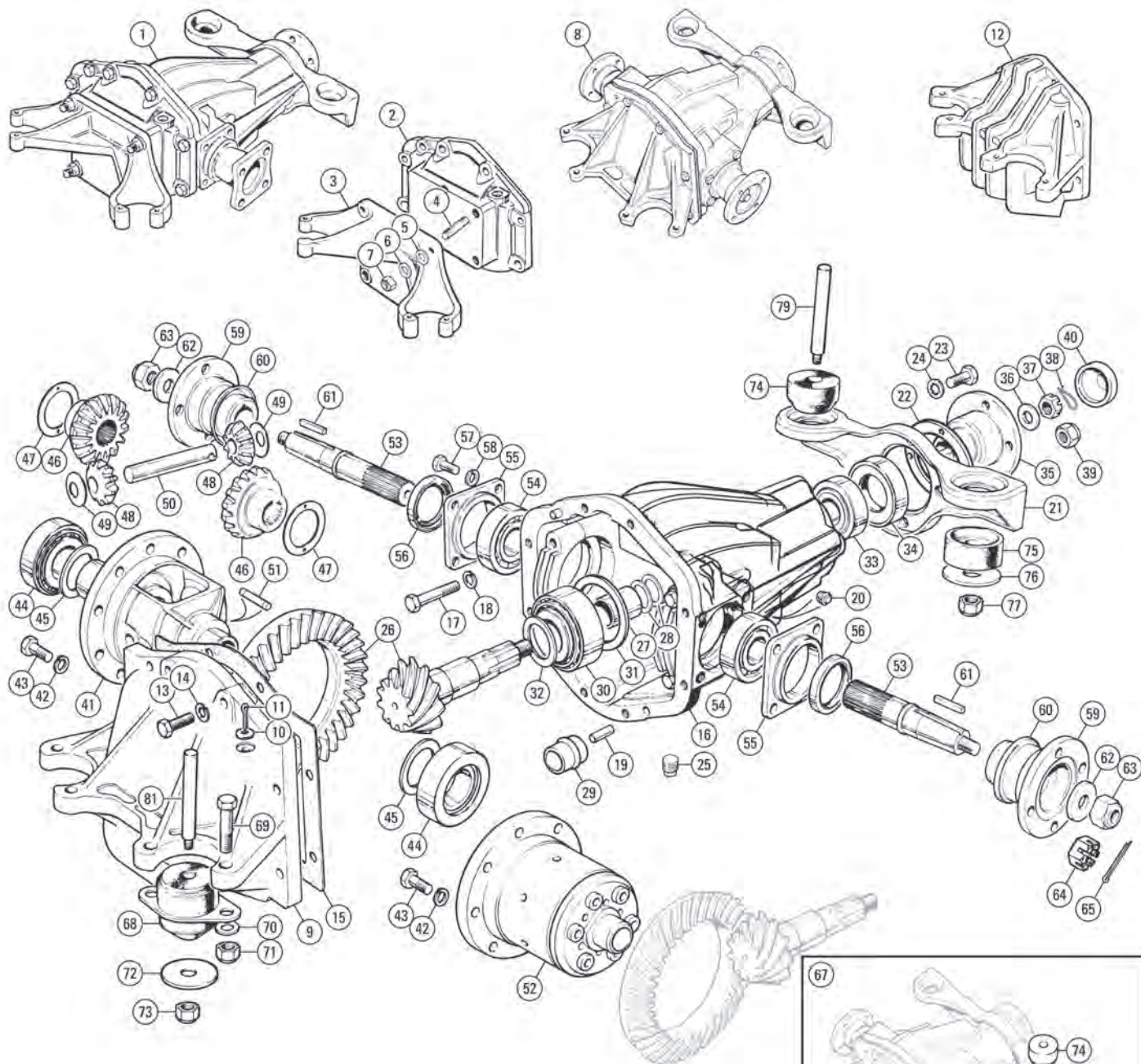
These one piece brackets mount to the lever arm chassis point and outside inner wheel arch. They are easy to install, but certain combinations of tyre and wheel sizes may cause problems if the bodyshell is not aligned to the chassis correctly.

| | | | | |
|----|----------|--|---|--|
| 37 | TT3225X | TELESCOPIC SHOCK CONVERSION BRACKET SET | 1 | |
| 38 | SH607101 | SCREW, bracket to chassis | 4 | |
| 39 | 508289 | WASHER, special | 4 | |

Type 3

A set of six stepped brackets and fittings to mount up through bodywork and out to inner wheel arch, creating a new damper mounting point. Brackets take a little longer to install but do strengthen and stiffen the rear of the bodyshell and will cope with a greater variety of wheel and tyre variables. Kit contains fittings and instructions.

| | | | | |
|----|--------|--|---|---------------------------|
| 40 | TT3225 | TELESCOPIC SHOCK CONVERSION BRACKET SET | 1 | all fitting hardware inc. |
|----|--------|--|---|---------------------------|



Rear Axle

The original ratio of the axle fitted to the Triumph TR6 Pi is 3.45:1. The simple way to check is by counting the crown wheel and pinion teeth. The crown wheel will have 38 teeth and the pinion 11. The ratio is arrived at by dividing the quantity of teeth on the pinion into the quantity of teeth on the crown wheel. Other ratios that may be discovered fitted are 3.7:1 and occasionally 4.1:1. Both of the last incorrect ratios are common to other models in the TR sports car range and the big saloons or estates. The petrol injected Triumph TR sports cars were the only TR's to have the 3.45:1 ratio axle as standard fitment.

Selected other models from the Triumph range of the same period were also fitted with the 3.45:1 ratio, i.e., the Dolomite Sprint and 2.5 Pi (Innsbruck). As there was no ratio change during the production period of the TR6 Pi axle, they are assumed to be interchangeable between model years. This is true if entire units are replaced. If the internals of a certain model year are used to repair another axle of a different model year problems may be encountered with non-compatible parts. The major significant change was the replacement of the solid, shim adjusted pinion bearing spacer for a collapsible type. The other item to change internally was the sun and planet gear sets. The early type had plain teeth, the later ones had a groove machined into their tooth edge to aid identification and so should be fitted in sets of four when interchanged.

Rear Axle Assemblies

| Ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---|
| 1 | 312060RX | REAR AXLE ASSEMBLY, (3.7:1) (New Crown wheel & pinion, recon/exch). | 1 | TR250 fitted To axle No. CTC6241 |
| | 312060RLX | REAR AXLE ASSEMBLY, (3.7:1) (New crown wheel & pinion, limited slip differential, recon/exch). | 1 | |
| 2 | 141360 | COVER ASSEMBLY, rear | 1 | |
| 3 | 308223 | BRACKET, rear axle | 1 | |
| 4 | 143712 | STUD | 4 | TR5, TR6 Pi models |
| 5 | WP48 | WASHER, locking | 4 | |
| 6 | GHF333 | WASHER, plain | 4 | |
| 7 | GHF223 | NUT, nyloc | 4 | |
| 8 | 312061RX | REAR AXLE ASSEMBLY, (3.45:1) (New crown wheel & pinion, recon/exch.). | 1 | TR250 fitted from rear axle No. CTC6242, TR6 carburettor models |
| | 312061RLX | REAR AXLE ASSEMBLY, (3.45:1) (New crown wheel & pinion, limited slip differential, recon/exch). | 1 | |
| | 312060RX | REAR AXLE ASSEMBLY, (3.7:1), new | 1 | |
| | 312060R | REAR AXLE ASSEMBLY, (3.7:1) (Used crown wheel & pinion, recon/exch). | 1 | |
| | 312060RX | REAR AXLE ASSEMBLY, (3.7:1) (New crown wheel & pinion, recon/exch). | 1 | TR6 carburettor models |
| | 312060RLX | REAR AXLE ASSEMBLY, (3.7:1) (New crown wheel & pinion, limited slip differential, recon/exch). | 1 | |

These castings sometimes get damaged usually by fragments of wrecked crown wheel and pinion trying to escape. They are repairable at extra cost. Alternatively, fit one of our alloy or magnesium covers.

| | | | | |
|----|----------|-----------------------------------|---|--|
| 9 | 149826 | COVER & AXLE MOUNTING, rear | 1 | TR250 fitted to rear axle No. CTC6241, |
| 10 | 51K3424 | PLUG, core, breather | 1 | |
| 11 | GHF502 | SPLIT PIN, in breather plug | 1 | TR5, TR6 |
| 12 | 149816X | COVER & AXLE MOUNTING, finned | 1 | alloy |
| | 149816MX | COVER & AXLE MOUNTING, finned | 1 | magnesium |
| 13 | GHF103 | SCREW, rear cover to axle casing | 8 | Includes bearing caps & retaining bolts |
| 14 | GHF332 | WASHER, locking | 8 | |
| 15 | 134480 | GASKET, rear cover to axle casing | 1 | alternatives |
| 16 | 305815 | HOUSING ASSEMBLY, rear axle | 1 | |
| 17 | 100878 | BOLT, bearing cap retaining | 4 | alternatives |
| 18 | GHF333 | WASHER, locking | 4 | |
| 19 | DP508 | DOWEL, rear cover locating | 2 | alternatives |
| 20 | 114774 | PLUG, oil filler & level | 1 | |
| | 22G2115 | PLUG, oil filler & level | 1 | alternative |
| 21 | 211793Z | PLATE ASSEMBLY, axle mounting | 1 | |

This is one of the weakest parts of the TR. This pressed steel plate can be thin in certain areas, one of which coincides with a very high stress area, just inboard of the RH front mounting area. It can be welded and reinforced but should only be repaired by a truly competent welder. Only sound brackets will be accepted for exchange differentials, though it will be possible to repair a cracked bracket at extra cost.

| | | | | |
|----|---------|-------------------------------------|---|----------------------------|
| 22 | 140007 | WASHER, distance | 1 | welded to plate, (211793Z) |
| 23 | 132856 | BOLT, mounting plate to axle casing | 4 | alternative |
| 24 | GHF324 | WASHER, shakeproof | 4 | |
| 25 | 114774 | PLUG, oil drain, tapered thread | 1 | |
| | 22G2115 | PLUG, oil drain, straight thread | 1 | |

The axle is not provided originally with a drain plug for the lubricating oil. Many axles have been modified by owners or restorers to incorporate an oil drain plug. From a maintenance point of view the provision of a drain plug is desirable. Having to remove the axle rear cover to drain and change the oil periodically is inconvenient bordering on painful.

Crown Wheel And Pinion

| | | | | |
|----|--------|--|---|------------------------------|
| 26 | 516398 | CROWN WHEEL & PINION ASSEMBLY (3.45:1), solid spacer type). | 1 | TR5, TR6 To (c) CP52867 |
| | 502127 | CROWN WHEEL & PINION ASSEMBLY (3.7:1), solid spacer type). | 1 | TR250, TR6 To (c) CC61570 |

Crown wheel & pinion sets of varying ratios were offered by the Competition Department at Triumph as follows:

| | | | | |
|--------|---|--------------------------------------|--|---|
| 505014 | CROWN WHEEL & PINION ASSEMBLY (4.1:1), solid spacer type). | 1 | European models: TR5, TR6 To (c) CP52867 | |
| 502523 | CROWN WHEEL & PINION ASSEMBLY (4.3:1), solid spacer type). | 1 | | |
| 503924 | CROWN WHEEL & PINION ASSEMBLY (4.55:1), solid spacer type). | 1 | North American models: TR250, TR6 To (c) CC61570 | |
| 515709 | CROWN WHEEL & PINION ASSEMBLY (4.875:1), solid spacer type). | 1 | | |
| 516398 | CROWN WHEEL & PINION ASSEMBLY (3.45:1), solid spacer type). | 1 | TR6 From (c) CP52868 | |
| 502127 | CROWN WHEEL & PINION ASSEMBLY (3.7:1), solid spacer type). | 1 | | |
| 27 | 100846 | SPACER, solid | 1 | TR5, TR250, TR6 To (c) CP52867/CC61570 alternatives |
| 28 | 100562 | SHIM, (0.003"), front pinion bearing | a/r | |
| | 100563 | SHIM, (0.005"), front pinion bearing | a/r | |
| | 100564 | SHIM, (0.010"), front pinion bearing | a/r | |
| | 140793 | SHIM, (0.003"), front pinion bearing | a/r | |
| | 140792 | SHIM, (0.005"), front pinion bearing | a/r | |
| | 140791 | SHIM, (0.010"), front pinion bearing | a/r | TR6 From (c) CP52868/CC61571 |
| 29 | 156903 | SPACER, collapsible | 1 | |

The lowest practical ratio for a road car is 4.1:1 even with overdrive fitted. At 5000 rpm (Std diameter tyre) the respective road speeds are approximately:

| | |
|-------|---------|
| 3.45 | 109 mph |
| 3.7 | 102 mph |
| 4.1 | 92 mph |
| 4.3 | 87 mph |
| 4.55 | 83 mph |
| 4.875 | 77 mph |

It is highly recommended that if a low axle ratio is specified the close ratio gears (part no. TT2210, see page 53 for details) should be used. The lower the ratio the better they work.

| | | | |
|----|------------|--------------------------------|-----|
| 30 | 100897A | BEARING, pinion head, rear | 1 |
| 31 | 100965/3 | SHIM, (0.003"), pinion bearing | a/r |
| | 1009665 | SHIM, (0.005"), pinion bearing | a/r |
| | 100967/10 | SHIM, (0.010"), pinion bearing | a/r |
| 32 | 516398SHIM | WASHER, adjusting, (.040") | a/r |

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 and Innsbruck saloons). The IRS axles require a single spacer, in addition, between the pinion and the pinion head bearing. 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.

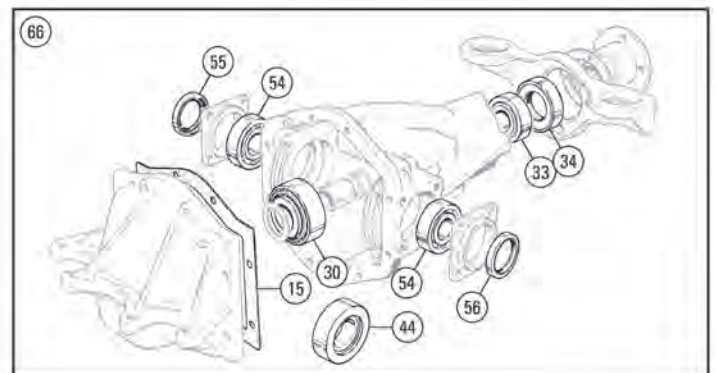
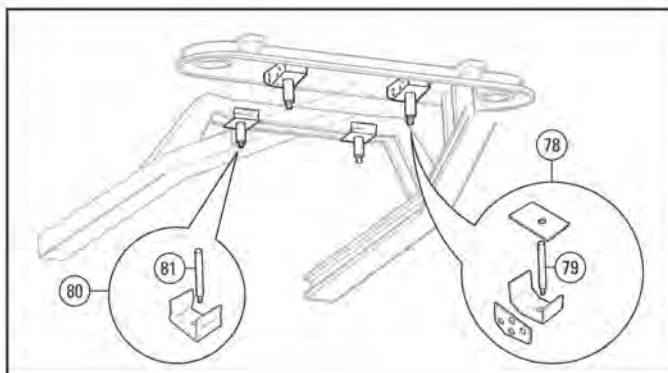
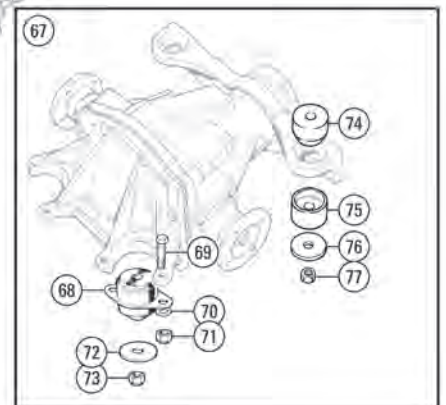
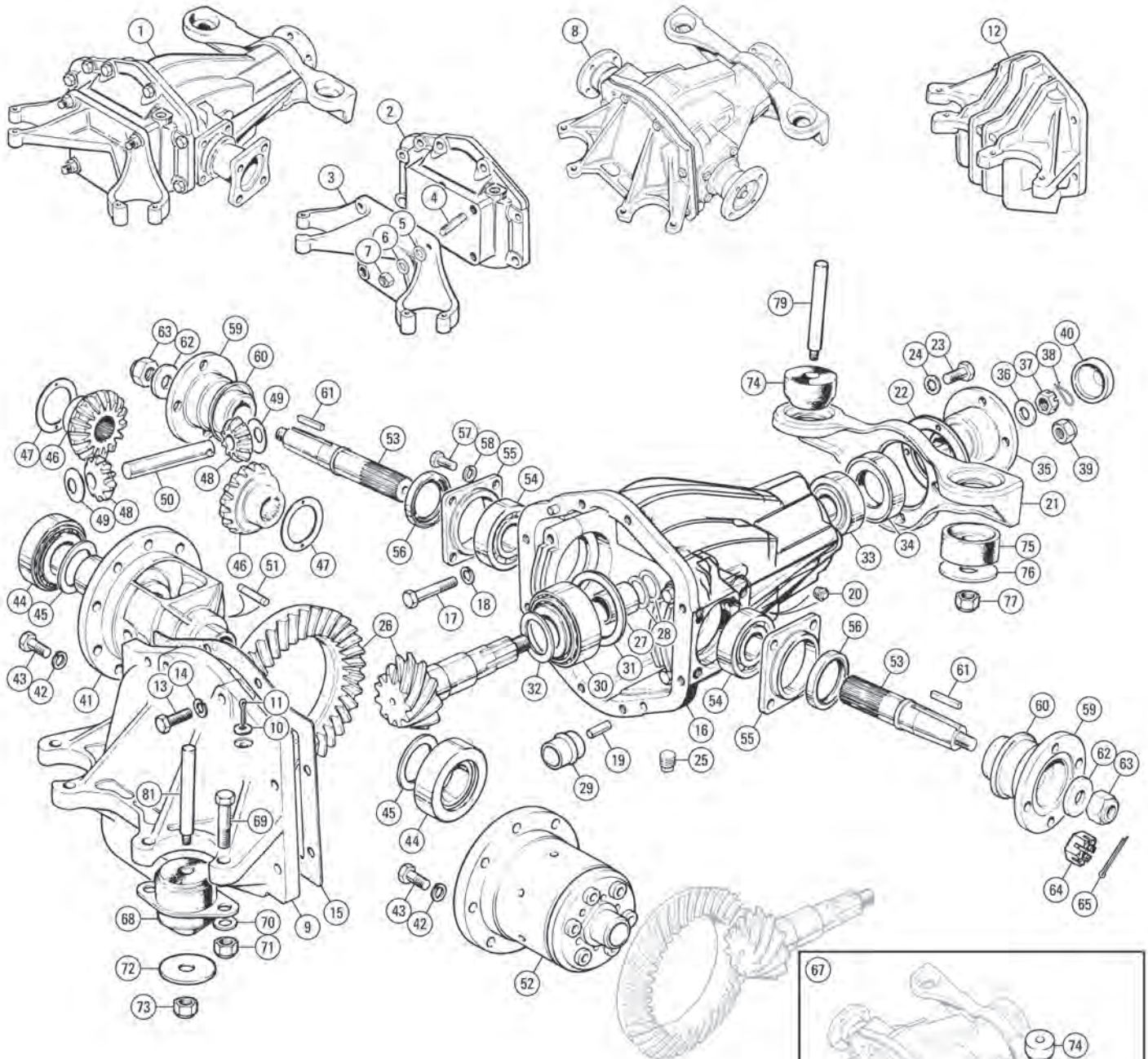
In the absence of full engineering drawings it can only be guessed that the internal machining of the differential casings between solid axle TR's and IRS versions is different. With the introduction of the 3.45 to 1 ratio in 1967 the pinion teeth would foul the casing in some circumstances due to the 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 to 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.

| | | | | |
|----|-----------|-----------------------------------|---|------------------|
| 33 | 100422 | BEARING, pinion, front, 'Timken' | 1 | original spec |
| | 100422TIM | BEARING, pinion, front, 'Timken' | 1 | alternative spec |
| 34 | 140337 | SEAL, oil, pinion flange, leather | 1 | alternative |
| | 140337X | SEAL, oil, pinion flange, rubber | 1 | |

Note: Leather varies in hardness and is susceptible to leakage. A change to our alternative rubber oil seal is an excellent and economic improvement.

| | | | | |
|----|---------|--------------------------------------|---|---|
| 35 | 160275 | FLANGE, pinion | 1 | all IRS models |
| 36 | 2A7323 | WASHER, pinion flange | 1 | TR5, TR250, TR6 To CP52868/CC61571 |
| 37 | 112635 | NUT, slotted, pinion flange | 1 | TR5, TR250, TR6 To (c) CP52867/CC61570 |
| 38 | EAW4321 | WIRE, soft iron, locking slotted nut | 1 | TR5, TR250, TR6 To (c) CP52867/CC61570 |
| 39 | 159394 | NUT, nyloc, pinion flange* | 1 | TR6 From (c) |
| 40 | UKC725 | SHIELD, cap, over pinion nut | 1 | CP52868/CC61571 |

*Note: The fitment of a slotted nut that is positively locked by wire threaded through a drilled hole in the pinion threaded shank should indicate that an axle is fitted with the earlier crown wheel and pinion set that has a solid bearing spacer adjusted by shims.



Rear Axle (Continued)

Carrier And Differential Gears

| | | | |
|----|---------|-------------------------------------|----|
| 41 | 302155 | CARRIER, crown wheel & differential | 1 |
| 42 | 118977A | WASHER, locking | 10 |
| 43 | 110737 | BOLT, crown wheel to carrier | 10 |

The crown wheel to carrier attachment bolts must be fitted using Loctite or similar thread locking engineering adhesive. (GGL1021). The use of the locking washers alone is insufficient. All the bolts must be tightened to the torque of 46 ft./lbs. as specified in the workshop manual.

| | | | | |
|----|-----------|--|-----|--|
| 44 | 110515 | BEARING, differential carrier | 2 | 'Timken' |
| | 110515Z | BEARING, differential carrier | 2 | alternative |
| 45 | 100894/3 | SHIM, adjusting bearing, (0.003") | a/r | |
| | 100895/5 | SHIM, bearing adjusting, (0.005") | a/r | |
| | 100896/10 | SHIM, adjusting bearing, (0.010") | a/r | |
| 46 | 113187 | GEAR, side differential, sun wheel; (16 teeth, plain). | 2 | fit in pairs, alternative to 153384 |
| | 153384 | GEAR, side differential, sun wheel; (16 teeth, with machined groove). | 2 | fit in pairs, alternative to 113187 |
| 47 | 102801 | WASHER, thrust, differential side gear | 2 | |
| 48 | 113188 | GEAR, differential pinion, planet; (10 teeth, plain). | 2 | fit in pairs, alternative to 153385 |
| | 153385 | GEAR, differential pinion, planet; (10 teeth, with machined groove). | 2 | fit in pairs, alternative to 113188 |
| 49 | 056793 | THRUST WASHER, (0.046/0.049") | 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 | |
| 50 | 100844 | PIN, cross, differential planet gears | 1 | |
| 51 | 111215 | PIN, locating cross pin in carrier | 1 | |

Limited Slip Differential

This design of torque sensing differential makes it a worthwhile addition to any competition or fast road car, allowing maximum drive to both rear wheels giving more grip under hard acceleration. These differentials (crown wheel carriers) are for fitting inside your own axle. Replaces ill. nos. 41 and 46 to 51. Alternatively, purchase one of our exchange rear axles - fully reconditioned, complete with brand new limited slip differential and crown wheel & pinion. See start of section for details.

| | | | |
|----|--------|-----------------------------------|---|
| 52 | TT2220 | LIMITED SLIP DIFF, torque sensing | 1 |
| | TT2221 | LIMITED SLIP DIFF, plate type | 1 |

Inner Axle Shaft

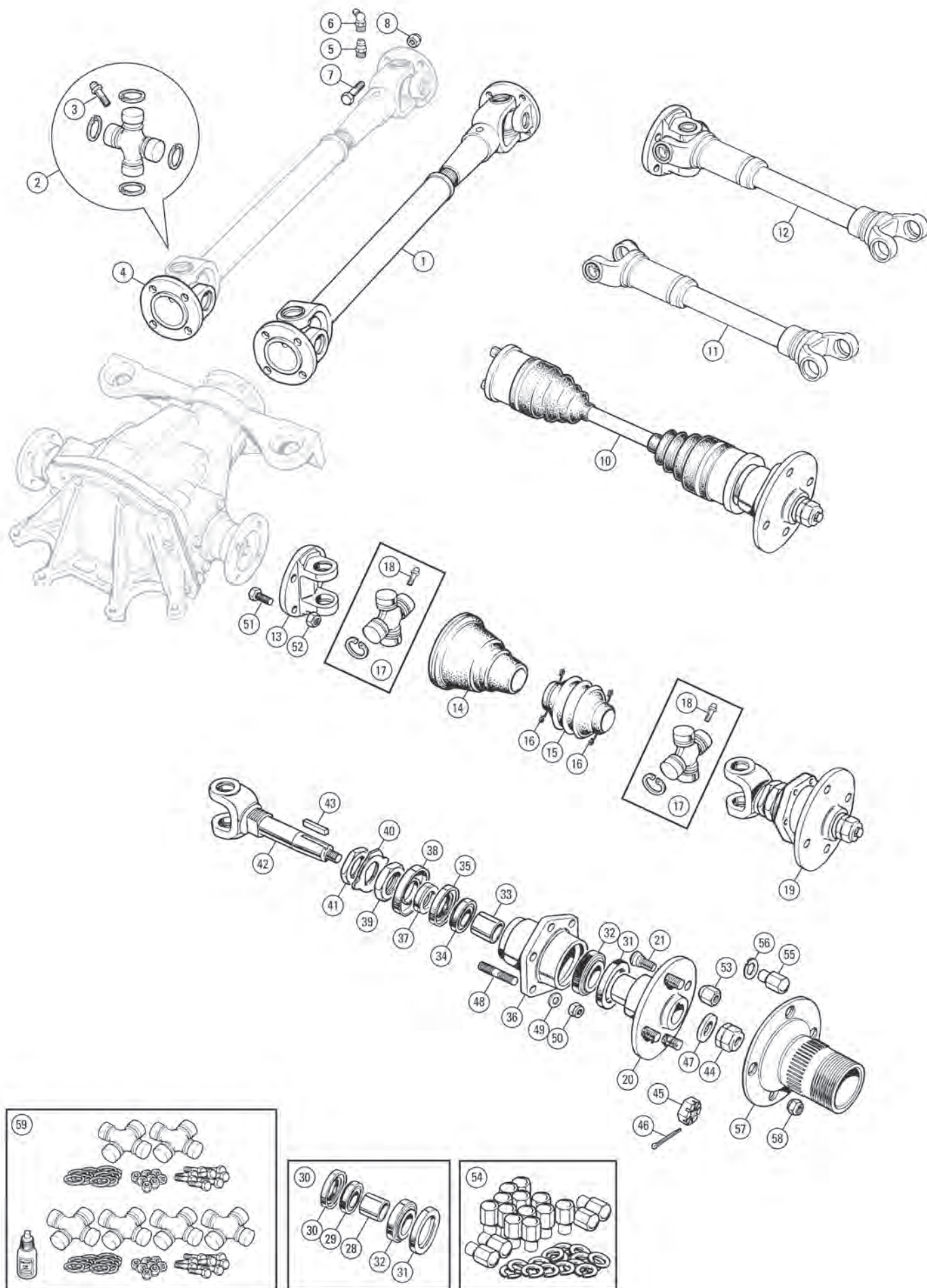
| | | | | |
|----|----------|--|---|---------------------------------|
| 53 | 149378 | INNER AXLE SHAFT, LH | 1 | uses nyloc nut |
| | 149379 | INNER AXLE SHAFT, RH | 1 | |
| | UKC4862 | INNER AXLE SHAFT, LH | 1 | alternative, uses castle nut |
| | 149379SR | INNER AXLE SHAFT, RH | 1 | |
| 54 | 134465 | BEARING ASSEMBLY, ball, axle shaft | 2 | |
| 55 | 128638 | HOUSING, oil seal | 2 | |
| 56 | 138523 | SEAL, oil, inner axle shaft | 2 | |
| 57 | SH605061 | SCREW, inner axle to axle casing | 8 | |
| 58 | GHF332 | WASHER, locking | 8 | |
| 59 | 149409 | FLANGE ASSEMBLY, driving, inner | 2 | |
| 60 | 134450 | STONE GUARD, welded to flange | 2 | |
| 61 | 143280 | KEY, inner flange to inner axle shaft | 2 | |
| 62 | 142333 | WASHER | 2 | |
| 63 | 138563 | NUT, nyloc, flange to inner axle shaft | 2 | |
| 64 | 21A79 | NUT, slotted, flange to inner axle shaft | 2 | |
| 65 | GHF504 | SPLIT PIN, locking slotted nut | 2 | |

Rear Axle Repair Kit

| | | | | |
|---|-----------|--|---|------------------|
| 66 | 312061K | REAR AXLE BEARING & SEAL KIT | 1 | |
| 15 | 134480 | GASKET, rear cover to axle casing | 1 | |
| 30 | 100897A | BEARING, pinion head, rear | 1 | |
| 33 | 100422 | BEARING, diff. pinion, front, 'Timken' | 1 | original spec |
| | 100422TIM | BEARING, diff. pinion, front, 'Timken' | 1 | alternative spec |
| (Features a wider inner bearing race, this may require the spacer to be machined to allow correct shimming for pre-load setting). | | | | |
| 34 | 140337 | SEAL, oil, pinion flange, axle front | 1 | |
| 44 | 110515 | BEARING, differential carrier | 2 | 'Timken' |
| | 110515Z | BEARING, differential carrier | 2 | alternative |
| 54 | 134465 | BEARING, ball, axle shaft | 2 | |
| 56 | 138523 | SEAL, oil, inner axle shaft | 2 | |

Rear Axle Mountings

| | | | | |
|--|-----------|---|---|--|
| 67 | 312061FK | REAR AXLE MOUNTING KIT | 1 | |
| (Includes rubber front and rear mountings with hardware). | | | | |
| | SPK13AM | REAR AXLE MOUNTING KIT | 1 | |
| (Includes polyurethane front and rear mountings. No hardware). | | | | |
| 68 | 147783 | BUSH, axle to chassis, rear, rubber | 2 | |
| | 147783SPK | BUSH KIT axle to chassis, rear, poly | 1 | |
| (Kit includes: 2 bushes, 2 tubes, 2 washers & 2 nuts). | | | | |
| 69 | BH605111 | BOLT, mounting rubber to axle cover | 4 | |
| 70 | WM58 | WASHER, plain | 4 | |
| 71 | GHF272 | NUT, nyloc | 4 | |
| 72 | 134234 | WASHER, special, axle mounting | 4 | |
| 73 | GHF273 | NUT, nyloc, axle mounting to chassis | 4 | |
| 74 | 134235 | BUSH, diff mounting, cone, rubber | 2 | |
| | 134235SPK | BUSH SET, diff mounting, cone, polyurethane | 1 | |
| 75 | 134236 | BUSH, diff mounting, cup, rubber | 2 | |
| | 134236SPK | BUSH SET, diff mounting, cup, polyurethane | 1 | |
| 76 | 134234 | WASHER, special, axle mounting | 4 | |
| 77 | GHF273 | NUT, nyloc, axle mounting to chassis | 4 | |
| 78 | 140009K | REINFORCEMENT KIT, axle mounting, front | 1 | |
| (Includes reinforcements & mounting pin). | | | | |
| 79 | 147400 | STUD, axle mounting, front | 1 | |
| 80 | 147400RK | REINFORCEMENT KIT, axle mounting, rear | 2 | |
| (Includes reinforcements & mounting pin). | | | | |
| 81 | 147400 | STUD, axle mounting, rear | 2 | |



Propshaft & Drive shafts

Propshaft

The engineers at Triumph were clever enough when they designed the TR2-6 series of sports cars to produce a gearbox that when fitted with overdrive, was virtually the same length as the non-overdrive version. This is an absolute bonus for spares stockists of propshafts as 'one size fits all'.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|---------------------------|
| 1 | 208075 | PROPSHAFT ASSEMBLY, new | 1 | greaseable |
| 2 | GUJ116 | UNIVERSAL JOINT | 2 | greaseable |
| | GUJ116UR | UNIVERSAL JOINT, Hardy Spicer | 2 | high quality uprated type |
| | GUJ102 | UNIVERSAL JOINT | 2 | non greaseable |
| 3 | 7H3858 | NIPPLE, grease, UJ | 2 | |
| 4 | 211137 | FLANGE, yoke | 2 | |
| 5 | UHN400 | NIPPLE, grease, straight, sliding spline | a/r | |
| 6 | UHN445 | NIPPLE, grease, 45°, sliding spline | a/r | |
| 7 | 107960 | BOLT, propshaft | 8 | |
| 8 | GHF273 | NUT, nyloc | 8 | |
| | GHF243 | NUT, 'Cleveloc' | 8 | |

GKN Roller Axle Shaft

Using the latest design of constant velocity joints and ball bearing sliding shafts, these units reduce the inherent problem with the original sliding spline design, i.e. spline locking. The elimination of universal joints alone should be sufficient reason to change to these. Supplied individually.

| | | | | |
|----|----------|-----------------------------------|---|--|
| 10 | TKC853XR | ROLLER DRIVE SHAFT & HUB ASSEMBLY | 2 | |
|----|----------|-----------------------------------|---|--|

Drive Shafts And Hub Units

The two types of outer axle shaft and hub assembly are interchangeable as complete assemblies. The recommended replacement is the later specification shaft that incorporates an outer hub nut positively locked with a split pin. Regrettably, there is no such thing as an exchange drive shaft. Once the sliding splines wear, the cost of re-metalling and then precision re-grinding would exceed the cost of a new drive shaft.

| | | | | |
|----|----------|----------------------------|---|------------------|
| 11 | TKC853 | OUTER AXLE SHAFT, standard | 2 | |
| 12 | TKC853UR | OUTER AXLE SHAFT, uprated* | 2 | with flange & UJ |

*Note: TKC853UR is a brand new uprated/performance drive shafts that can handle up to 250bhp! For more information see Accessories section.

| | | | | |
|----|----------|--|---|--------------------------|
| 13 | 211137 | FLANGE, yoke, inner | 2 | |
| 14 | 213844 | BOOT, PVC, inner UJ protection | 2 | |
| 15 | 140753 | BOOT, rubber, protecting sliding joint | 2 | |
| 16 | EAW4321 | WIRE, binding | 4 | |
| 17 | GUJ116 | UNIVERSAL JOINT | 4 | greaseable |
| | GUJ116UR | UNIVERSAL JOINT, Hardy Spicer | 4 | |
| | GUJ102 | UNIVERSAL JOINT | 4 | non greaseable |
| 18 | 7H3858 | NIPPLE, grease | 4 | |
| 19 | 402347 | HUB UNIT, rear, outer, new | 2 | |
| | 402347 | HUB UNIT, rear, outer, recon/exchange | 2 | wheel studs not included |
| 20 | 210979 | FLANGE ASSEMBLY, driving* | 2 | disc wheel fitment |
| 21 | 132317 | STUD, steel wheels | 8 | |
| | 212403 | FLANGE ASSEMBLY, driving* | 2 | wire wheel fitment |
| | 142799 | STUD, wire wheels | 8 | |

*Note: If the drive flange is buckled or has been machined too thin, please don't expect it to be exchangeable without extra cost. The original thickness at the rim is 0.3125". Assuming the diameter has not been reduced, the minimum acceptable thickness is 0.25".

| | | | | |
|----|----------|-------------------------|---|--|
| 30 | GHK1015 | BEARING KIT | 2 | |
| 31 | GHS133 | SEAL, grease, outer | 2 | |
| 32 | GHB265 | BEARING ASSEMBLY, outer | 2 | |
| 33 | 138272 | SPACER, collapsible | 2 | |
| 34 | GHB101 | BEARING ASSEMBLY, inner | 2 | |
| 35 | GHS131 | SEAL, grease, inner | 2 | |
| 36 | 137496 | HOUSING, rear hub | 2 | |
| 37 | ULC2188 | ADJUSTING SPACER, solid | 2 | |
| 38 | 137497 | STONE GUARD | 2 | |
| 39 | 138861 | NUT, adjusting | 2 | |
| | 138861Q2 | NUT, adjusting (0.005") | 2 | |
| | 138861Q1 | NUT, adjusting (0.010") | 2 | |
| 40 | 139057 | WASHER, tab | 2 | |
| 41 | 134585 | NUT, locking | 2 | |
| | 134585Q1 | NUT, locking (0.005") | 2 | |
| 42 | UKC643 | YOKE & STUB AXLE* | 2 | |

*Note: The yoke and stub axle (UKC643) is manufactured to safety critical specifications and should be used for all replacements.

| | | | | |
|----|--------|--|---|--|
| 43 | 134591 | KEY, axle shaft to driving flange | 2 | |
| 44 | 138563 | NUT, nyloc, driving flange to axle shaft | 2 | TR5, TR250, TR6 To (c) CR5390/CF15750 |

| | | | | |
|----|-----------|--|----|--------------------------------------|
| 45 | 21A79 | NUT, slotted, driving flange to axle shaft | 2 | TR6 From (c) CR5391/CF15751 |
| 46 | GHF504 | SPLIT PIN, locking slotted nut | 2 | |
| 47 | WM63 | WASHER, nut to driving flange | 2 | |
| 48 | FHS2512 | STUD, rear hub unit to trailing arm | 12 | |
| 49 | GHF301 | WASHER, plain | 12 | |
| 50 | GHF222 | NUT, nyloc | 12 | |
| 51 | 107960 | BOLT, drive shaft inner yoke to flange | 8 | |
| 52 | GHF273 | NUT, nyloc | 8 | |
| | GHF243 | NUT, 'Cleveloc' | 8 | |
| 53 | 109586 | WHEEL NUT, disc wheels | 8 | TR5, TR250, TR6 To (c) CP/CC50000 |
| 54 | 154470K | NUT & WASHER KIT, chrome, car set | 1 | |
| | 154470KSS | NUT & WASHER KIT, stainless, car set | 1 | |
| 55 | 154470 | WHEEL NUT, chrome | 8 | TR6 From (c) CP/CC50001 |
| | 154470SS | WHEEL NUT, stainless | 8 | |
| 56 | 154466 | WASHER, plastic, wheel nut | 8 | |
| 57 | 217603 | SPLINED EXTENSION, wire wheel, LH | 1 | |
| | 217602 | SPLINED EXTENSION, wire wheel, RH | 1 | |
| 58 | 110366 | NUT, special, extension to hub* | 8 | wire wheels only |

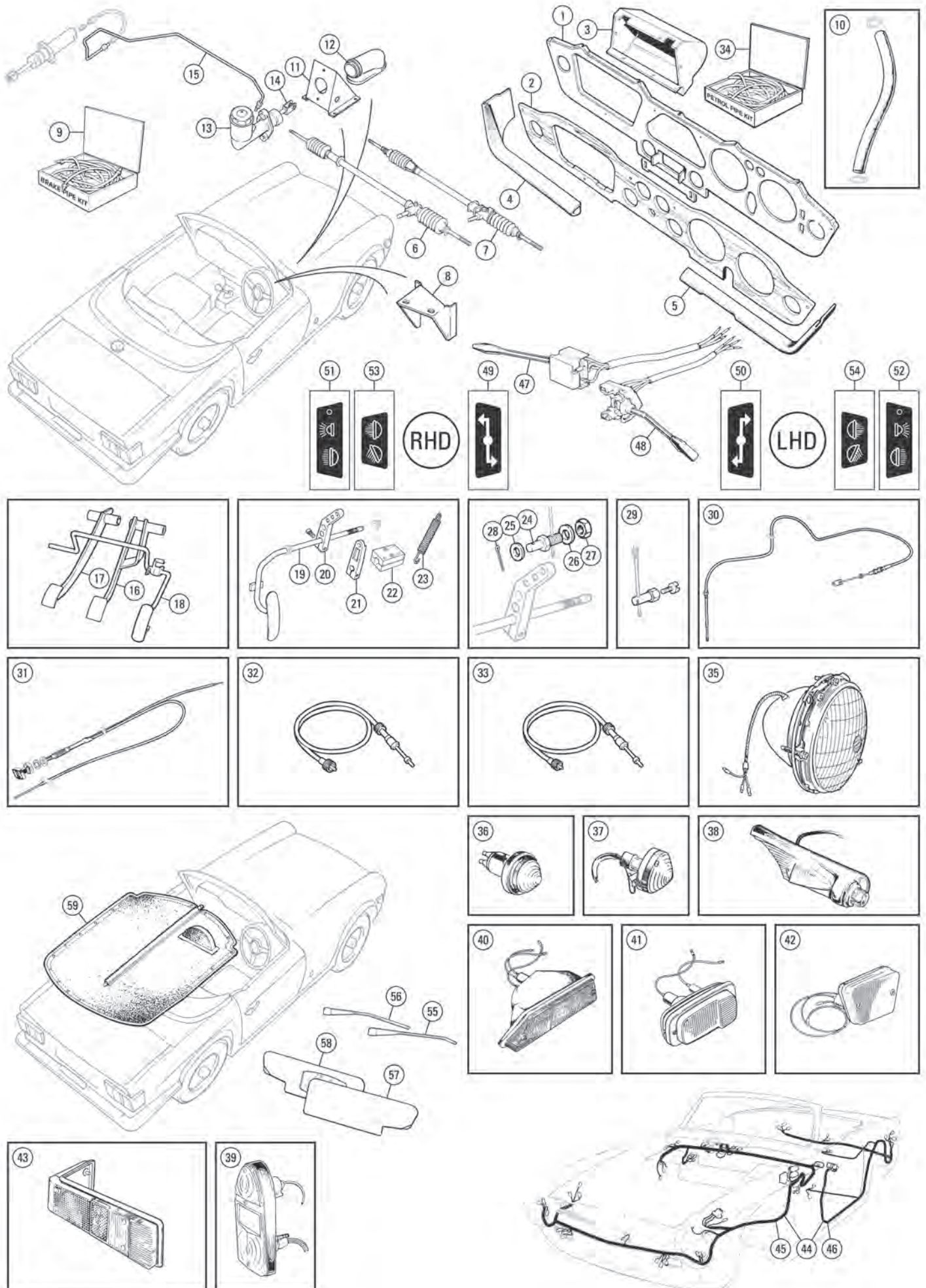
*Note: It is recommended that these high tensile nuts are both correctly torqued (65 ft/lbs.) and Loctite used when fitting, or re-fitting.

Universal Joint Kits

| | | | | |
|----|---------|--|---|----------------|
| 59 | GUJ102K | UNIVERSAL JOINT KIT | 1 | non greaseable |
| | GUJ102 | UNIVERSAL JOINT | 2 | |
| | 107960 | BOLT, propeller shaft | 8 | |
| | GHF273 | NUT, nyloc | 8 | |
| | GUJ102 | UNIVERSAL JOINT | 4 | non greaseable |
| | 107960 | BOLT, drive shaft inner yoke to flange | 8 | |
| | GHF273 | NUT, nyloc | 8 | |
| | GGL1020 | STUDLOC, Loctite | 1 | 10ml |

Loose Drive Shaft Nuts & Bolts?

The Triumph TR sports cars suffer periodically from loosening of the nuts and bolts that attach the propeller shaft to the gearbox or axle drive flanges. Overdrive models are perhaps more prone to this than those with standard transmission. An engineering adhesive such as Loctite (GGL1021) can be used when assembling the propeller shaft bolts and nuts. Alternative nuts such as the 'Cleveloc' all steel type do prove more positive than the original nyloc form. Whenever the propeller shaft bolts are undone it is recommended that the nuts be replaced as a full set. Loose bolts can be identified by the noise of the propeller shaft rattling or an unbalanced vibration. If the bolts have been run loose it will invariably mean that the bolts will be damaged, or worse still the holes in the flange yokes or drive flanges are elongated.



RHD & LHD Steering Conversions

As we all know most TR's were produced in left-hand drive form (about 75%). During the 1980's many cars were imported from the U.S. into the United Kingdom for conversion into right-hand drive condition.

More recently there is a trend for classic cars to go straight from the US into Europe. There now seems to be a trend towards conversion of cars fitted with carburettors to fuel injection in it's various forms. We have set out what we believe to be the significant parts involved in conversions to allow bespoke conversion to the condition required. Listed here are the major items. For individual fixings and further fitment details refer to relevant parts manual page.

Fascia And Dash Panels

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|-------------------|
| 1 | | FASCIA PANEL ASSEMBLY | 1 | see page 168-172 |
| 2 | | WOOD DASH PANEL (With glove box hinges). | 1 | |
| 3 | 815747 | CUBBY BOX ASSEMBLY, cardboard | 1 | universal fitting |
| | 815747SAP | CUBBY BOX ASSEMBLY | 1 | |
| 4 | | CRASH PAD, lower, LH | 1 | see page 168-172 |
| 5 | | CRASH PAD, lower, RH | 1 | |

Steering Racks

| | | | | |
|---|----------|--------------------------------|---|------------------|
| 6 | | STEERING RACK ASSEMBLY | 1 | see page 100-105 |
| 7 | 306829HR | 'QUICK' RACK ASSEMBLY | 1 | RHD |
| | 306830HR | 'QUICK' RACK ASSEMBLY | 1 | LHD |
| 8 | 705219 | BRACKET, steering column strap | 1 | RHD |
| | 705218 | BRACKET, steering column strap | 1 | LHD |

Brake Pipes And Servo Hose

| | | | | |
|----|----------|-------------------------|---|-----------------|
| 9 | | BRAKE PIPE SET | 1 | see pages 90-97 |
| 10 | CRC2131A | HOSE, servo to manifold | 1 | |

Clutch Master Cylinder And Pipes

| | | | | |
|----|---------|---|---|-----------------|
| 11 | 146313 | BRACKET, clutch mounting | 1 | |
| 12 | 125217 | DUST COVER, clutch pedal & push rod | 1 | |
| 13 | | CLUTCH MASTER CYLINDER | 1 | see pages 42-45 |
| 14 | 122296 | PUSH ROD ASSEMBLY | 1 | RHD |
| | 148607 | PUSH ROD ASSEMBLY | 1 | LHD |
| 15 | 308362 | PIPE, cylinder to flexible hose | 1 | RHD |
| | 308362C | PIPE, cylinder to flexible hose, copper | 1 | |
| | 148816 | PIPE, cylinder to flexible hose | 1 | LHD |
| | 148816C | PIPE, cylinder to flexible hose, copper | 1 | |

Pedals

| | | | | |
|----|--------|-----------------------|---|----------------------------------|
| 16 | 148020 | BRAKE PEDAL ASSEMBLY | 1 | RHD |
| | 148022 | BRAKE PEDAL ASSEMBLY | 1 | LHD |
| 17 | 148021 | CLUTCH PEDAL ASSEMBLY | 1 | RHD |
| | 148023 | CLUTCH PEDAL ASSEMBLY | 1 | LHD |
| 18 | 214420 | ACCELERATOR PEDAL | 1 | RHD |
| | 148951 | ACCELERATOR PEDAL | 1 | TR5, TR6 (e) CP models, LHD |
| | 159877 | ACCELERATOR PEDAL | 1 | TR6 (e) CR models, LHD |
| 19 | 214444 | ACCELERATOR PEDAL* | 1 | TR250, TR6 (e) CC/CF models, LHD |

*Note: To convert a North American model accelerator pedal to take a cable, one of the following throttle levers can be used.

| | | | | |
|----|----------|-----------------------|---|--------------|
| 20 | TWM32000 | THROTTLE LEVER, long | 1 | alternatives |
| 21 | TWM32002 | THROTTLE LEVER, short | 1 | |
| 22 | TT9918 | CLAMP | 1 | |
| 23 | 027645 | RETURN SPRING, pedal | 1 | |

The selected lever should be slid onto the throttle pedal shaft and locked into position directly under the point of exit under the bulkhead of the throttle cable. The cable can be attached to the lever using the following arrangement:

| | | | | |
|----|---------|----------------------|---|--|
| 24 | ACC5062 | LINK PIN | 1 | |
| 25 | GHF300 | WASHER, plain, 1/4" | 1 | |
| 26 | PWZ203 | WASHER, plain, 3/16" | 1 | |
| 27 | GHF200 | NUT | 1 | |
| 28 | GHF503 | SPLIT PIN | 1 | |
| 29 | AUE34 | TRUNNION ASSEMBLY | 1 | |

Alternatively the cable(s) may be fixed to the pedal shaft using clamp (TT9918) and a couple of trunnions (AUE34). A final alternative is to modify the existing throttle lever 148500 and some of the hardware selection above. Whichever choice is made, don't forget to attach a pedal return spring (027645). These fittings are also of use when fitting twin choke carburettors.

Cables

| | | | | |
|----|---------|------------------------|---|---------------------------|
| 30 | 149005 | ACCELERATOR CABLE, RHD | 1 | TR5, TR6 (e) CP models |
| | 160308 | ACCELERATOR CABLE, RHD | 1 | TR6 (e) CR models |
| | 149004 | ACCELERATOR CABLE, LHD | 1 | TR5, TR6 (e) CP models |
| | 160309 | ACCELERATOR CABLE, LHD | 1 | TR6 (e) CR models |
| 31 | 214888 | CHOKE CABLE | 1 | TR5, TR6 (e) CP models |
| | 219258 | CHOKE CABLE | 1 | TR6 (e) CR models |
| | 214672 | CHOKE CABLE | 1 | TR250, TR6 To (c) CC75000 |
| | 218301 | CHOKE CABLE | 1 | TR6 From (c) CC75001 |
| | | | 1 | To CF12500 |
| | UKC2121 | CHOKE CABLE* | 1 | TR6 From (c) CF12501 |

*Note: We recommend the stiff wire type choke cable (UKC2121) for all Stromberg applications.

| | | | | |
|----|-----------|------------------------|---|-----|
| 32 | GSD169 | SPEEDOMETER CABLE, 69" | 1 | |
| 33 | UKC2873 | TACHOMETER CABLE, 48" | 1 | RHD |
| | UKC2873JH | TACHOMETER CABLE, 36" | 1 | LHD |

Fuel Pipes

| | | | | |
|----|---------|-----------------------|---|-----------------------------|
| 34 | HFFK6 | FUEL PIPE KIT, copper | 1 | TR5, TR6 To (c) CP50000 |
| | HFFK7 | FUEL PIPE KIT, copper | 1 | TR6 From (c) CP50001 |
| | HFFK037 | FUEL PIPE KIT, copper | 1 | TR250, TR6 (c) CC/CF models |

Headlamps

| | | | | |
|----|--|-------------------|---|------------------------|
| 35 | | HEADLAMP ASSEMBLY | 2 | see page 149 for appl. |
|----|--|-------------------|---|------------------------|

Miscellaneous Lamps

| | | | | |
|----|--|------------------------|---|------------------|
| 36 | | FLASHER LAMP, front | 2 | TR5, TR250, |
| 37 | | FLASHER LAMP, front | 2 | see page 151 for |
| 38 | | FRONT/SIDE MARKER LAMP | 2 | applications |
| 39 | | STOP/TAIL FLASHER LAMP | 2 | |
| 40 | | SIDE/FLASHER LAMP | 2 | TR6 |
| 41 | | SIDE & FLASHER LAMP | 2 | see page 152-155 |
| 42 | | REPEATER LAMP | 2 | for applications |
| 43 | | TAIL LAMP | 2 | |

Wiring Looms

| | | | | |
|----|--|-----------------------|---|--|
| 44 | | FULL LOOM ASSEMBLY | 1 | see Electrical, page 157 for applications |
| 45 | | MAIN HARNESS ASSEMBLY | 1 | |
| 46 | | BODY HARNESS ASSEMBLY | 1 | |

Column Mounted Switches

| | | | | |
|----|---------|-------------------------------------|---|------------------------------|
| 47 | LU35783 | SWITCH ASSEMBLY, lighting, RHD | 1 | TR5, TR6 (c) CP models |
| | LU35782 | SWITCH ASSEMBLY, lighting, LHD | 1 | |
| | 152616 | SWITCH ASSEMBLY, lighting, headlamp | 1 | TR6 (c) CR models |
| | | dip main beam and flash, RHD | | |
| | 148648 | SWITCH ASSEMBLY, lighting, headlamp | 1 | dip main beam and flash, LHD |
| | | | | |
| | 141858 | SWITCH ASSEMBLY, lighting, LHD | 1 | TR250, TR6 To (c) CC75000 |
| | 159358 | SWITCH ASSEMBLY, lighting, LHD | 1 | TR6 (c) CC75001 To CF1 |
| | 148648 | SWITCH ASSEMBLY, lighting, LHD | 1 | TR6 From (c) CF1 |
| 48 | 158966 | SWITCH ASSEMBLY, indicator | 1 | |

Indicator And Light Switch Labels

| | | | | |
|----|--------|--|---|---------------------|
| 49 | 611012 | LABEL, indicator switch, RHD | 1 | TR5, TR6 To (c) CR1 |
| 50 | 611011 | LABEL, indicator switch, LHD | 1 | |
| 51 | 611014 | LABEL, lighting switch, RHD | 1 | |
| 52 | 611013 | LABEL, lighting switch, LHD | 1 | |
| 53 | 621967 | LABEL, main/dip beam, headlamp and flasher switch, RHD | 1 | TR6 From (c) CR1 |
| 54 | 621968 | LABEL, main/dip beam, headlamp and flasher switch, LHD | 1 | |

Wiper Arms

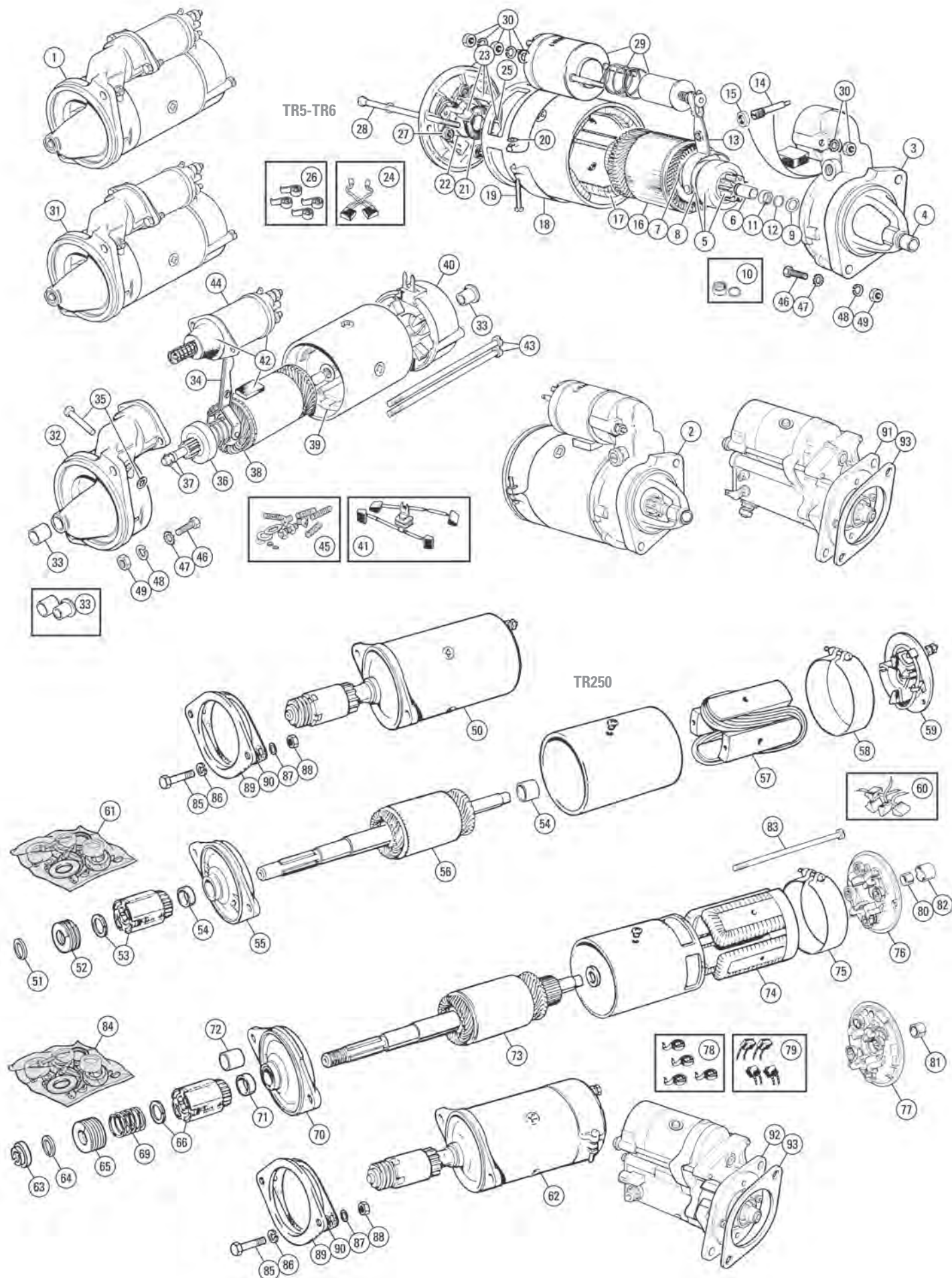
| | | | | |
|----|--|--|---|--|
| 55 | | WIPER ARM, straight, drivers side | 1 | see Electrical, page 145 for applications |
| 56 | | WIPER ARM, cranked, passenger side | 1 | |
| | | (Refer to Wiper Motor (in Electrical) for notes on how to convert your wiper motor). | | |

Sun Visors

| | | | | |
|----|--|---------------------------------------|---|--------------------------------|
| 57 | | SUN VISOR, driver's | 1 | see page 219 for applications. |
| 58 | | SUN VISOR, passenger's, (with mirror) | 1 | |

Tonneau Cover

| | | | | |
|----|--|----------------------|---|-----------------------------|
| 59 | | TONNEAU COVER, black | 1 | see pages 248-249 for appl. |
|----|--|----------------------|---|-----------------------------|



Starter Motors

The Triumph TR5 & TR6 Pi cars were always fitted with a pre engaged type Lucas starter motor of either the M418G or 2M100 model type. Due to further improvement by Lucas the later type 2M100 model starter is supplied for all replacement purposes. The M418G starter is identified by the Lucas part number 25626 stamped on the main casing. The 2M100 model is identified by the part number 25647 or 25714 stamped on the main casing. M418G starter motors have the electrical carbon brushes bearing on the sides of the armature's commutator in a radial manner. The carbon brushes of the 2M100 bear against an end facing commutator in an axial manner.

The components of the two designs of starters are not interchangeable, the complete starter motor assemblies are. If you intend to carry out repairs to your own starter motor you must establish which model starter is fitted by obtaining the information of model type and part number from the starter motor main casing.

TR5 And TR6

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|----------|
| 1 | GXE4439B | STARTER MOTOR, recon/exch (This starter motor is the replacement for both types that were originally fitted. The original models and the Lucas numbers that they were fitted are listed above). | 1 | TR5, TR6 |

TR5, TR6 To (c) CP53636/CC63895

| | | | | |
|----|------------|--------------------------------|---|-----------------------------|
| 2 | GXE4439B | STARTER MOTOR, recon/exch | 1 | Lucas nos. 25626A/B |
| 3 | 517466 | BRACKET, drive end | 1 | |
| 4 | 517467 | BUSH, drive end bracket | 1 | |
| 5 | 517462 | DRIVE PINION ASSEMBLY | 1 | |
| 6 | 517465 | BUSH, drive pinion | 1 | |
| 7 | 517463 | RING, retaining bush | 1 | |
| 8 | 517464 | PLATE, operating lever | 1 | |
| 9 | 517468 | WASHER, thrust, drive end | 1 | |
| 10 | LU54245339 | DRIVE RETENTION KIT | 1 | |
| 11 | 517469 | COLLAR, thrust | 1 | |
| 12 | 517470 | RING, spring, retaining drive | 1 | |
| 13 | 517461 | LEVER, pinion engaging | 1 | |
| 14 | 517459 | BOLT, lever pivot | 1 | |
| 15 | 517460 | NUT, locking pivot bolt | 1 | |
| 16 | 517473 | ARMATURE | 1 | |
| 17 | 517475 | FIELD COIL SET | 1 | |
| 18 | 517454 | COVER BAND, brush gear | 1 | |
| 19 | 517455 | SCREW, cover securing | 1 | |
| 20 | 517456 | NUT, cover securing | 1 | |
| 21 | 517472 | WASHER, thrust, commutator end | 1 | fabric |
| 22 | 517471 | WASHER, thrust, commutator end | 1 | |
| 23 | 517457 | END PLATE, commutator | 1 | 1pr brushes & armature bush |
| 24 | GSB103 | BRUSH SET, carbon, (pair) | 1 | |
| 25 | 47H5340 | BUSH, commutator end plate | 1 | |
| 26 | 517458K | SPRING SET, brush tension | 1 | |
| 27 | 27H2291 | SPRING, brush tension | 4 | |
| 28 | 511596 | BOLT, through, fixing | 2 | |
| 29 | AEU1649 | SOLENOID | 1 | attached by studs |
| | AEU1649Z | SOLENOID | 1 | aftermarket |
| 30 | 503721 | SUNDRY PARTS KIT | 1 | |

TR6 From (c) CP53637/CC63895

| | | | | |
|----|------------|---|---|--|
| 31 | GXE4439B | STARTER MOTOR, recon/exch | 1 | Lucas no. 25647A/E/F/J Lucas no. 25714A |
| 32 | 520458 | BRACKET, drive end | 1 | Lucas no. 25647A/E/F/J |
| | LU54249562 | BRACKET, drive end | 1 | Lucas no. 25714A |
| 33 | 520465 | BUSH SET, drive & commutator end | 1 | |
| 34 | 520456 | PINION LEVER ENGAGING KIT | 1 | includes pivot pin kit |
| 35 | 520455 | PIVOT PIN KIT | 1 | |
| 36 | RTC1324 | DRIVE PINION ASSEMBLY | 1 | Lucas no. 25647A/E/F/J |
| | LU54262658 | DRIVE PINION ASSEMBLY | 1 | Lucas no. 25714A |
| 37 | 519558 | RETENTION KIT, drive end | 1 | |
| 38 | 520460 | ARMATURE | 1 | |
| 39 | 517475 | FIELD COIL SET | 1 | |
| 40 | 520454 | END PLATE, commutator, includes | 1 | 1pr brushes & armature bush |
| 41 | GSB108 | BRUSH SET, carbon, (pair) | 1 | |
| 42 | 520459 | SEALING KIT | 1 | |
| | | (Includes solenoid end cap, bellows and brass cap and grommet). | | |
| 43 | 520464 | BOLT KIT, through fixing | 1 | |
| 44 | NAF10001 | SOLENOID ASSEMBLY | 1 | Lucas nos. 25647A/E/F/J |
| | NAF10001 | SOLENOID ASSEMBLY | 1 | Lucas no. 25714A |
| 45 | 520466 | SUNDRY PARTS KIT | 1 | |

Starter Motor Mounting Hardware

| | | | | |
|----|----------|--------------------------------|---|--|
| 46 | BH606151 | BOLT, starter motor attachment | 2 | |
| 47 | WE600061 | WASHER, shakeproof | 2 | |
| 48 | GHF333 | WASHER, locking | 2 | |
| 49 | GHF202 | NUT, starter attachment bolt | 2 | |

TR250's

These models were fitted with Lucas model M35G-1 starter motors. The factory replaced the early design (which had radial brushes contacting a 'side' commutator) by an all-variants-encompassing starter motor of the later design (with axial brushes contacting a 'face' commutator). The net result was two starter motors of clearly different construction which were, in fact, interchangeable, and can be identified by:

- Lucas Type M35G (original Triumph part no. 200535): Stamped with Lucas no. 25022. or 25079, plus suffix between A and H.
- Lucas Type M35J: Stamped with Lucas no. 25149.

| | | | | |
|----|---------|--------------------|---|-------|
| 50 | GEU9405 | STARTER MOTOR, new | 1 | TR250 |
|----|---------|--------------------|---|-------|

If you wish to repair your own starter motor, you must identify which type is fitted prior to ordering spares for it. The following is a parts breakdown by Lucas model type.

Lucas no. 25149

| | | | | |
|----|---------|------------------------------------|---|--|
| 51 | 519813 | CLIP, retaining mechanism on shaft | 1 | |
| 52 | 7H5045 | SPRING | 1 | |
| 53 | 67H5010 | PINION & SLEEVE, 9 tooth | 1 | |
| | BAU5781 | PINION & SLEEVE, 10 tooth | 1 | |
| 54 | 519812 | BUSH SET, front and rear | 1 | |
| 55 | 37H4675 | BRACKET ASSEMBLY, drive end | 1 | |
| 56 | 501714 | ARMATURE ASSEMBLY | 1 | |
| 57 | 37H4670 | FIELD COIL SET | 1 | |
| 58 | 57458 | BAND, cover | 1 | |
| 59 | 37H4672 | END PLATE | 1 | |
| 60 | GSB105 | BRUSH SET | 1 | |
| 61 | 070391 | SUNDRY PARTS KIT | 1 | |

Lucas nos. 25022 and 25079

| | | | | |
|----|---------|------------------------------------|---|----------------------------|
| 62 | 200535 | STARTER MOTOR, | 1 | Lucas nos. 25022 and 25079 |
| 63 | 501709 | NUT, retaining mechanism on shaft | 1 | |
| 64 | 519813 | CLIP, retaining mechanism on shaft | 1 | alternatives, as fitted |
| 65 | 7H5045 | SPRING | 1 | |
| 66 | 67H5010 | PINION, 9 tooth | 1 | 25022 & 25079 |
| 69 | 501711 | SPRING | 1 | |
| 70 | 501712 | BRACKET ASSEMBLY, drive end | 1 | |
| 71 | 7H5049 | BUSH, drive end | 1 | 25022 |
| 72 | 47H5346 | BUSHING & BEARING, drive end | 1 | 25079 |
| 73 | 501714 | ARMATURE ASSEMBLY | 1 | 25022 |
| | 514026 | ARMATURE ASSEMBLY | 1 | 25079 |
| 74 | 7H5051 | FIELD COIL SET | 1 | |
| 75 | 57458 | BAND, cover | 1 | |
| 76 | 509817 | END PLATE, commutator end | 1 | pressed |
| 77 | 501706 | END PLATE, commutator end | 1 | die cast |
| 78 | 509819 | SPRING SET | 1 | for pressed end plate |
| | 501708 | SPRING SET | 1 | for die cast end plate |
| 79 | GSB102 | BRUSH SET | 1 | |
| 80 | 47H5340 | BUSH, commutator end | 1 | for pressed end plate |
| 81 | 511141 | BUSH, commutator end | 1 | for die cast end plate |
| 82 | 501704 | CAP, shaft | 1 | 25022 |
| 83 | 502210 | BOLT, through end brackets | 2 | |
| 84 | 070391 | SUNDRY PARTS KIT | 1 | |

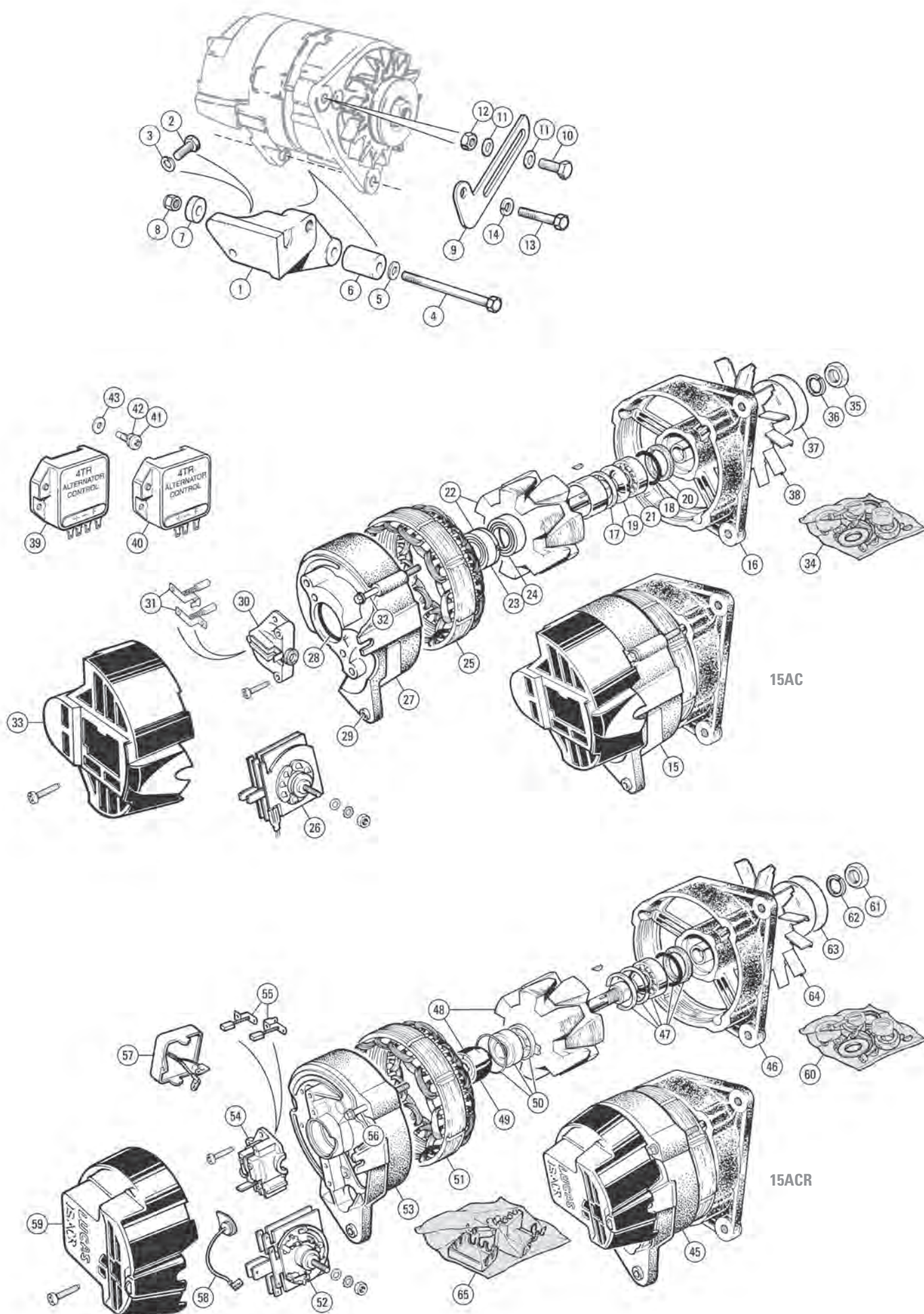
Starter Motor Mounting Hardware

| | | | | |
|----|----------|-------------------------------------|-----|--|
| 85 | BH606181 | BOLT, starter and gearbox to engine | 2 | |
| 86 | GHF333 | WASHER, locking | 2 | |
| 87 | WE600061 | WASHER, shakeproof | 1 | |
| 88 | GHF202 | NUT | 2 | |
| 89 | 102014 | SHIM, starter bendix position | a/r | |
| | 104549 | SHIM, starter bendix position | a/r | |
| 90 | 131570 | MOUNTING SPACER | 1 | |

High Torque Starter Motors

These brand new (non-exchange) starters are high torque, meaning their armatures will not suffer the same fate as the originals, especially on high compression engines. More reliable by design, they are half the weight of the original TR6 starter. This brings TR's (literally) into the millennium. No other parts are required (except possibly part no. 102014 spacer) and these are sold on an outright basis.

| | | | | |
|----|----------|-------------------------------|-----|----------------------------|
| 91 | GXE4439X | STARTER MOTOR, high torque | 1 | TR5, TR6 |
| 92 | GXE4439X | STARTER MOTOR, high torque | 1 | TR250 |
| 93 | 102014 | SHIM, starter bendix position | a/r | needed for correct spacing |



Alternator & Fittings

Alternator Mountings (All)

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|-------------|
| 1 | 147899 | MOUNTING BLOCK, alternator | 1 | |
| 2 | GHF103 | SCREW, mounting block to crankcase | 2 | |
| 3 | GHF332 | WASHER, locking | 2 | |
| 4 | BH605401A | BOLT, mounting alternator | 1 | |
| 5 | WP139 | WASHER, plain | 1 | |
| 6 | 147472 | SPACER, front, mounting block | 1 | |
| 7 | 147902 | SPACER, rear, mounting block | 1 | |
| 8 | GHF242 | NUT, self locking, mounting bolt | 1 | |
| 9 | UKC646 | LINK, alternator adjusting | 1 | |
| | UKC646SS | LINK, alternator adjusting, stainless steel | 1 | |
| 10 | SH505071 | SCREW, adjusting link to alternator | 1 | |
| 11 | WP17 | WASHER, plain | 2 | |
| 12 | JN2158 | NUT, half, locking screw to link | 1 | |
| 13 | BH605181 | BOLT, water pump housing | 1 | 2 1/4" long |
| 14 | GHF332 | WASHER, locking | 1 | |

Lucas 15 AC Alternator TR5 And TR250

| | | | | |
|----|----------|------------------------------------|---|--------------------|
| 15 | 37H2245 | ALTERNATOR, 15AC type, new | 1 | 28 amp, |
| | 37H2245R | ALTERNATOR, 15AC type, recon/exch. | 1 | Lucas no. 23544A/D |
| 16 | 517221 | BRACKET, drive end | 1 | |
| 17 | 515592 | CIRCLIP | 1 | |
| 18 | 515593 | 'O' RING, oil seal | 1 | |
| 19 | 517222 | WASHER, retaining felt | 1 | |
| 20 | 517223 | FELT, oil | 1 | |
| 21 | 509307 | BEARING, front | 1 | |
| 22 | 517224 | ROTOR ASSEMBLY | 1 | |
| 23 | 517225 | SLIP RING | 1 | |
| 24 | 18G8620 | BEARING, rear | 1 | |
| 25 | 517236 | STATOR ASSEMBLY | 1 | |
| 26 | 517231 | RECTIFIER ASSEMBLY | 1 | |
| 27 | 517229 | BRACKET, slip ring end | 1 | |
| 28 | 517230 | 'O' RING, oil seal | 1 | |
| 29 | 517227 | SLEEVE, bracket adjustment | 1 | |
| 30 | 517233 | BRUSH BOX ASSEMBLY | 1 | |
| | 517234 | CONNECTOR, Lucas, female | 1 | |
| | 517235 | SLEEVE, Lucar, output | 1 | |
| 31 | GGB503 | BRUSH SET | 1 | |
| 32 | 517189 | BOLT, through brackets | 3 | |
| 33 | 517228 | COVER | 1 | |
| 34 | 37H2258 | SUNDRY PARTS KIT | 1 | |
| 35 | 517190 | NUT, shaft | 1 | |
| 36 | 517191 | WASHER, shaft | 1 | |

Note: Items 35 & 36 are only available in the sundries kit

| | | | | |
|----|----------|--------------------------------------|---|--------------|
| 37 | 147530 | PULLEY, 3/8" groove, 2 3/4" diameter | 1 | alternatives |
| | AEU1238 | PULLEY, 3/8" groove, 2 1/2" diameter | 1 | |
| 38 | AAU3956A | FAN | 1 | |
| 39 | BHA4789 | REGULATOR, external, 4 terminals | 1 | alternatives |
| 40 | GEU6609 | REGULATOR, external, 3 terminals | 1 | |
| 41 | SE910201 | SCREW, control box to valance | 2 | |
| 42 | WL700101 | WASHER, locking | 2 | |
| 43 | PW2203 | WASHER, plain | 2 | |

Lucas 15 ACR Alternator TR6 To (c) CP52785 Approximately

| | | | | |
|----|--------|-------------------|---|---|
| 45 | 215346 | ALTERNATOR, 15ACR | 1 | 28 amp, Lucas nos. 23562A/B, 23563D, 23581A/B/E |
| | 217772 | ALTERNATOR, 15ACR | 1 | 28 amp, Lucas nos. 23634A/B/D, 23636A/B/D |

Note: These 15ACR units are no longer available. See below for details of 17 & 18ACR units and the modifications required for installation. Replacement parts listed below are only compatible with original Lucas nos listed above.

| | | | | |
|----|---------|----------------------------|---|---|
| 46 | 517654 | BRACKET, drive end | 1 | Lucas nos. 23562A, 23581A, 23634A, 23636A |
| | UKC1666 | BRACKET, drive end | 1 | Lucas nos. 23562B/D, 23581B/E, 23634B/D, 23636B/D |
| 47 | 18G8619 | BEARING KIT, drive end | 1 | |
| 48 | 517652 | ROTOR ASSEMBLY | 1 | |
| 49 | 517653 | SLIP RING | 1 | |
| 50 | 18G8620 | BEARING KIT, slip ring end | 1 | |
| 51 | 517236 | STATOR ASSEMBLY | 1 | |
| 52 | 517649 | RECTIFIER ASSEMBLY | 1 | |
| 53 | 517656 | BRACKET, slip ring end | 1 | Lucas nos. 23562A, 23581A, 23634A, 23636A |
| | UKC1658 | BRACKET, slip ring end | 1 | Lucas nos. 23562B, 23562D, 23581B/E, 23634B/D, 23636B/D |

| | | | | |
|----|----------|--------------------------------------|---|--------------|
| 54 | 517650 | BRUSH BOX ASSEMBLY | 1 | |
| 55 | GGB504 | BRUSH SET | 1 | |
| 56 | 517189 | BOLT, through brackets | 3 | |
| 57 | BAU4443A | REGULATOR | 1 | |
| 58 | UKC1332 | SURGE PROTECTOR | 1 | |
| 59 | 517647 | COVER | 1 | |
| 60 | 37H2258 | SUNDRY PARTS KIT | 1 | |
| 61 | 517190 | NUT, shaft | 1 | included in |
| 62 | 517191 | WASHER, shaft | 1 | item 60 |
| 63 | 147530 | PULLEY, 3/8" groove, 2 3/4" diameter | 1 | alternatives |
| | AEU1238 | PULLEY, 3/8" groove, 2 1/2" diameter | 1 | |
| 64 | AAU3956A | FAN | 1 | |

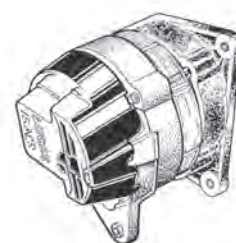
Fitting a Replacement Alternator

Original Alternators

The Triumph TR5 & TR250 was fitted with a Lucas alternator and charging equipment as standard. The original specified alternator was a 15AC type with an external regulator. This was replaced on the TR6 by alternators with internal regulators. The low power output (28 amp) 15ACR alternator can be replaced by the later higher output internally regulated type if some minor electrical wiring modifications are carried out. (see Alternator Terminal Conversion).

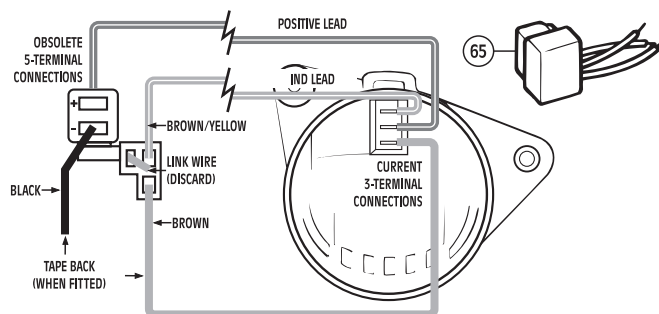
Replacement Alternators

We supply a choice of either 17ACR (36 amp) or 18ACR (45 amp) new units. These can be used to upgrade all original ACR types with simple wiring modifications as detailed below. If you have additional electrical equipment on your TR such as spot lamps, electric fans, radios etc we suggest going for the higher output 18ACR unit. If replacing a TR5 AC type alternator further modification are required to bypass the external regulator.



| | | | |
|----|---------|---------------------------------|---|
| 45 | GXE8211 | ALTERNATOR, 17ACR type, 35 amp | 1 |
| | GEU2206 | ALTERNATOR, 18ACR type, 45 amp | 1 |
| 65 | GEU250 | PLUG KIT, alternator conversion | 1 |

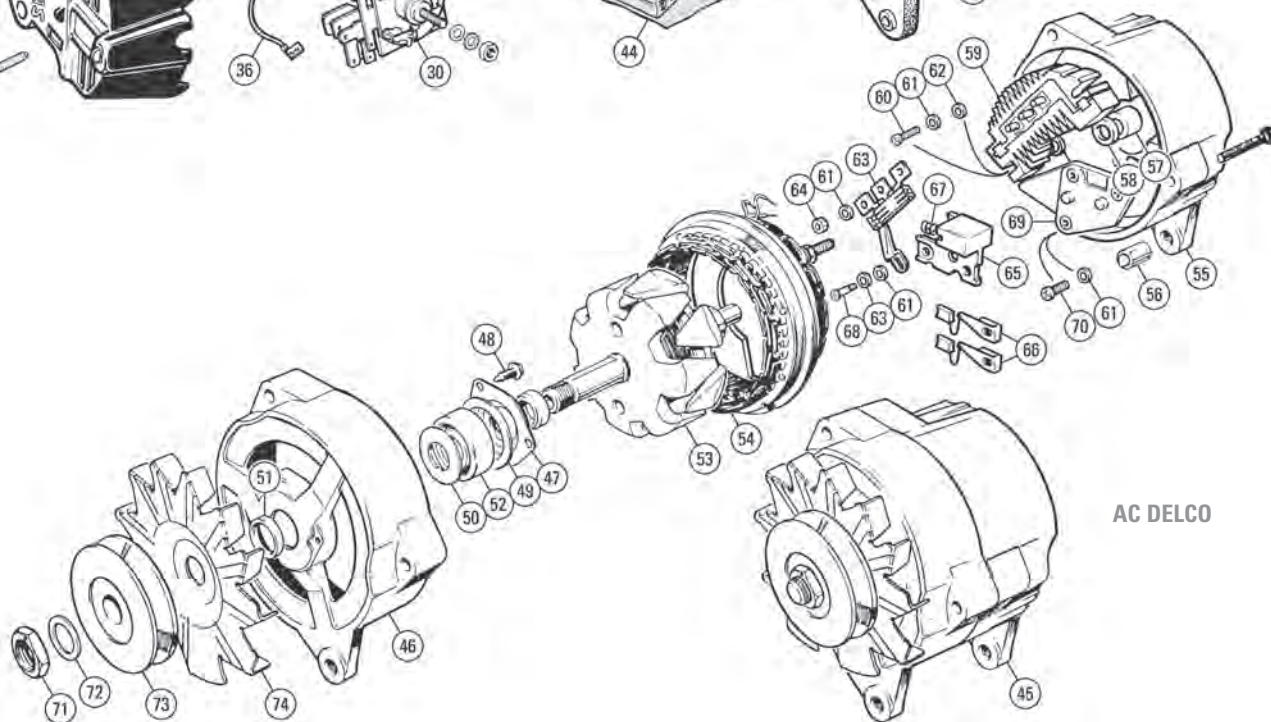
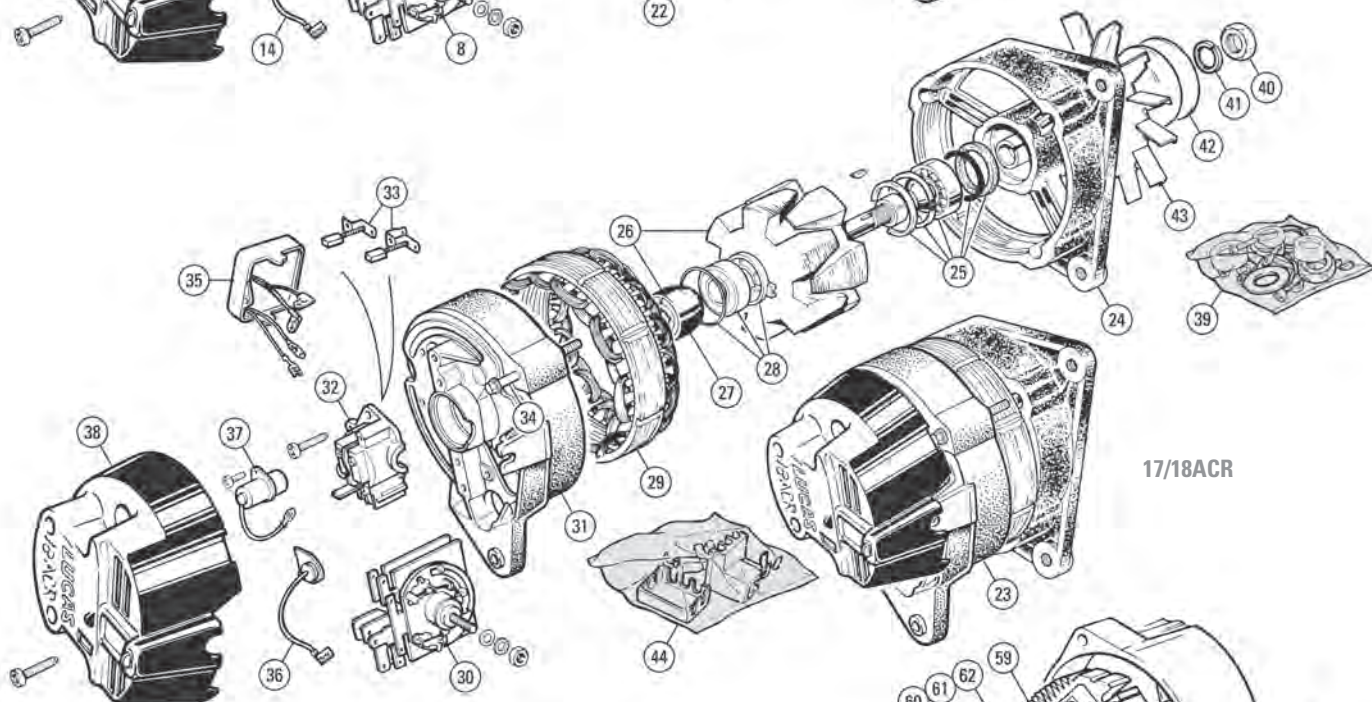
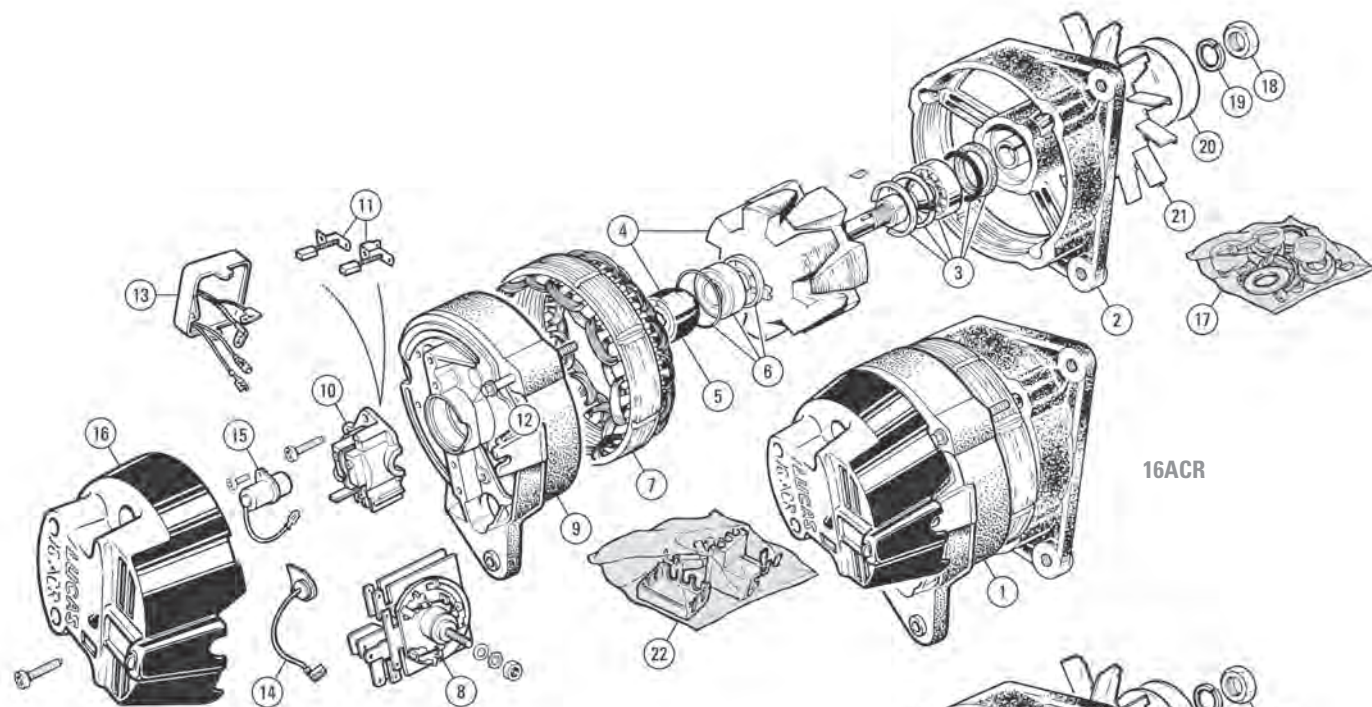
Please note: These replacement units cannot be serviced with the components detailed on these pages.



Alternator Terminal Conversion

Many TR6's with internally regulated alternators are wired for 5 electrical terminals. The '5 terminal' alternator design is obsolete and is now replaced by a '3 terminal' type. The following wiring instructions, provided by Lucas, outline the conversion procedure from the '5 terminal' to '3 terminal' type.

- Disconnect battery.
- Cut off wiring terminal plugs from alternator wiring.
- Remove and discard link wire (see illustration above).
- Remove wiring harness tape approximately 1 inch.
- Slide small insulator over remaining IND wire (brown/yellow), and solder to the small terminal.
- Slide large insulator over positive lead wire (brown/white), and solder to the large terminal.
- Separately tape back onto harness, the brown and black wires not used as they are no longer required.
- Connect the small brown/yellow IND wire to the small terminal on the alternator.
- Connect the large brown/white positive lead to either of the two large terminals on the alternator.
- Re-Connect the battery.



Alternator & Fittings (Continued)

Lucas 16 ACR Alternator TR6 From (c) CP52785

| iii. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------------------|------|--|
| 1 | 219267 | ALTERNATOR, 16ACR | 1 | 34 amp Lucas nos. 23747A, 23750A, 23795A |
| 2 | UKC1680 | BRACKET, drive end | 1 | |
| 3 | 18G8619 | BEARING KIT, drive end | 1 | |
| 4 | 517652 | ROTOR ASSEMBLY | 1 | |
| 5 | 517653 | SLIP RING | 1 | |
| 6 | 18G8620 | BEARING KIT, slip ring end | 1 | |
| 7 | UKC1663 | STATOR ASSEMBLY | 1 | |
| 8 | NKC486 | RECTIFIER ASSEMBLY | 1 | |
| 9 | UKC1658 | BRACKET, slip ring end | 1 | |
| 10 | 517650 | BRUSH BOX ASSEMBLY | 1 | |
| 11 | GGB504 | BRUSH SET | 1 | |
| 12 | 517189 | BOLT, through brackets | 3 | |
| 13 | UKC1656 | REGULATOR | 1 | |
| 14 | UKC1332 | SURGE PROTECTOR | 1 | Lucas no. 23747A only |
| 15 | UKC1665 | SUPPRESSION CAPACITOR | 1 | |
| 16 | UKC1679 | COVER | 1 | |
| 17 | 37H2258 | SUNDRY PARTS KIT | 1 | |
| 18 | 37H2258 | NUT, shaft | 1 | |
| 19 | 37H2258 | WASHER, shaft | 1 | |
| 20 | 147530 | PULLEY, 3/8" groove, 2 3/4" diameter | 1 | alternatives |
| | AEU1238 | PULLEY, 3/8" groove, 2 1/2" diameter | 1 | |
| 21 | AAU3956A | FAN | 1 | |
| 22 | GEU250 | PLUG KIT | 1 | |

Lucas 17 ACR & 18 ACR Alternators

Higher output replacements: Original Lucas Alternators

| | | | |
|----|---------|--------------------------------|---|
| 23 | GXE8211 | ALTERNATOR, 17ACR type, 35 amp | 1 |
| | GEU2206 | ALTERNATOR, 18ACB type, 45 amp | 1 |

See below for the range of current replacement alternators.

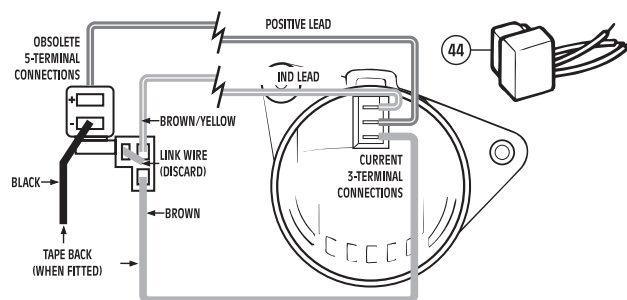
| | | | | |
|----|------------|--------------------------------------|---|-----------------------|
| 24 | UKC1666 | BRACKET, drive end | 1 | |
| 25 | 18G8619 | BEARING KIT, drive end | 1 | |
| 26 | UKC1664 | ROTOR ASSEMBLY | 1 | |
| 27 | 517653 | SLIP RING | 1 | |
| 28 | 18G8620 | BEARING KIT, slip ring end | 1 | |
| 29 | UKC1659 | STATOR ASSEMBLY | 1 | |
| 30 | LU83192 | RECTIFIER ASSEMBLY, 17ACR | 1 | 23635A/B and 23642A/B |
| | BAU2288A | RECTIFIER ASSEMBLY, 17ACR/18ACR | 1 | 23745A and 23748 |
| | | | | 23739A/23740A/23860 |
| 31 | UKC1658 | BRACKET, slip ring end | 1 | |
| 32 | 517650 | BRUSH BOX ASSEMBLY | 1 | |
| 33 | GG8504 | BRUSH SET | 1 | |
| 34 | 517189 | BOLT, through brackets | 3 | |
| 35 | UKC1656 | REGULATOR | 1 | |
| 36 | LU60210096 | SURGE PROTECTOR, 17ACR | 1 | 23635A/B |
| | LU54048364 | SURGE PROTECTOR, 17ACR | 1 | 23642A/B |
| | LU54486144 | SURGE PROTECTOR, 17ACR/18ACR | 1 | 23745A/23748/23739A |
| | | | | 23740A/23860 |
| 37 | UKC1665 | SUPPRESSION CAPACITOR | 1 | |
| 38 | UKC1679 | COVER | 1 | |
| 39 | 37H2258 | SUNDRY PARTS KIT | 1 | |
| | | NUT, shaft | 1 | included in item 39 |
| | | WASHER, shaft | 1 | |
| 42 | 147530 | PULLEY, 3/8" groove, 2 3/4" diameter | 1 | alternatives |
| | AEU1238 | PULLEY, 3/8" groove, 2 1/2" diameter | 1 | |
| | 155948 | PULLEY, 1/2" groove, 2 7/8" diameter | 1 | carb models only |
| 43 | C37222A | FAN | 1 | |

Replacement Alternators

We supply a choice of either 17ACR (36 amp) or 18ACR (45 amp) new units. These can be used to upgrade all original ACR types with simple wiring modifications as detailed below. If you have additional electrical equipment on your TR such as spot lamps, electric fans, radios etc we suggest going for the higher output 18ACR unit. If replacing a TR5 AC type alternator further modification are required to bypass the external regulator.

| | | | |
|----|---------|---------------------------------|---|
| 23 | GXE8211 | ALTERNATOR, 17ACR type, 35 amp | 1 |
| | GEU2206 | ALTERNATOR, 18ACR type. 45 amp | 1 |
| 44 | GEU250 | PLUG KIT. alternator conversion | 1 |

Please note: These replacement units cannot be serviced with the components detailed on these pages.



Alternator Terminal Conversion

Many TR6's with internally regulated alternators are wired for 5 electrical terminals. The '5 terminal' alternator design is obsolete and is now replaced by a '3 terminal' type. The following wiring instructions, provided by Lucas, outline the conversion procedure from the '5 terminal' to '3 terminal' type.

- Disconnect battery.
- Cut off wiring terminal plugs from alternator wiring.
- Remove and discard link wire (see illustration above).
- Remove wiring harness tape approximately 1 inch.
- Slide small insulator over remaining IND wire (brown/yellow), and solder to the small terminal.
- Slide large insulator over positive lead wire (brown/white), and solder to the large terminal.
- Separately tape back onto harness, the brown and black wires not used as they are no longer required.
- Connect the small brown/yellow IND wire to the small terminal on the alternator.
- Connect the large brown/white positive lead to either of the two large terminals on the alternator.
- Re-Connect the battery.

Higher output alternators may be substituted for 15 or 16ACR originals without any other alterations being necessary.

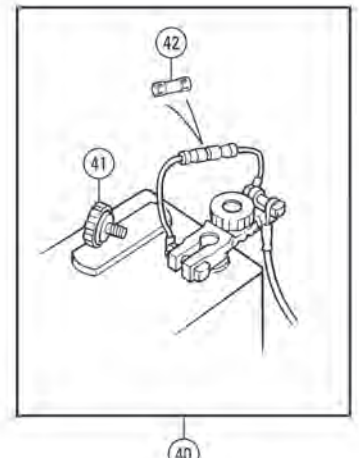
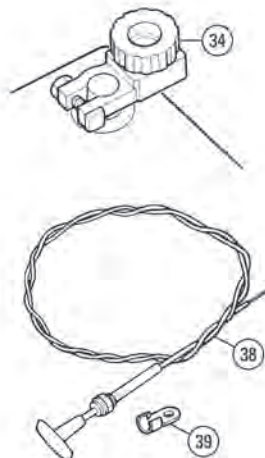
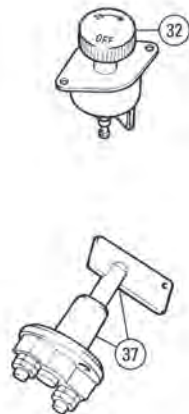
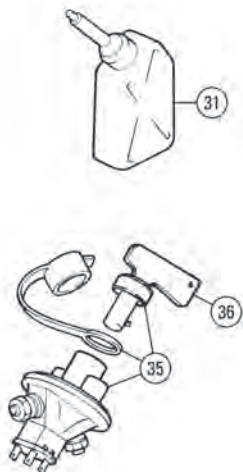
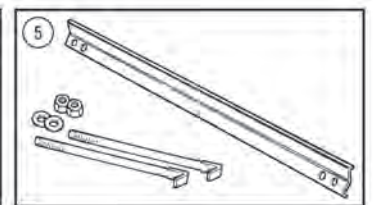
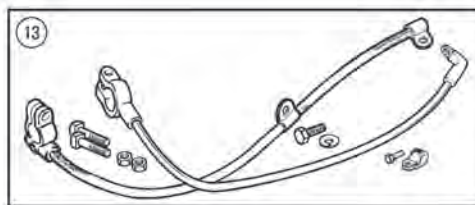
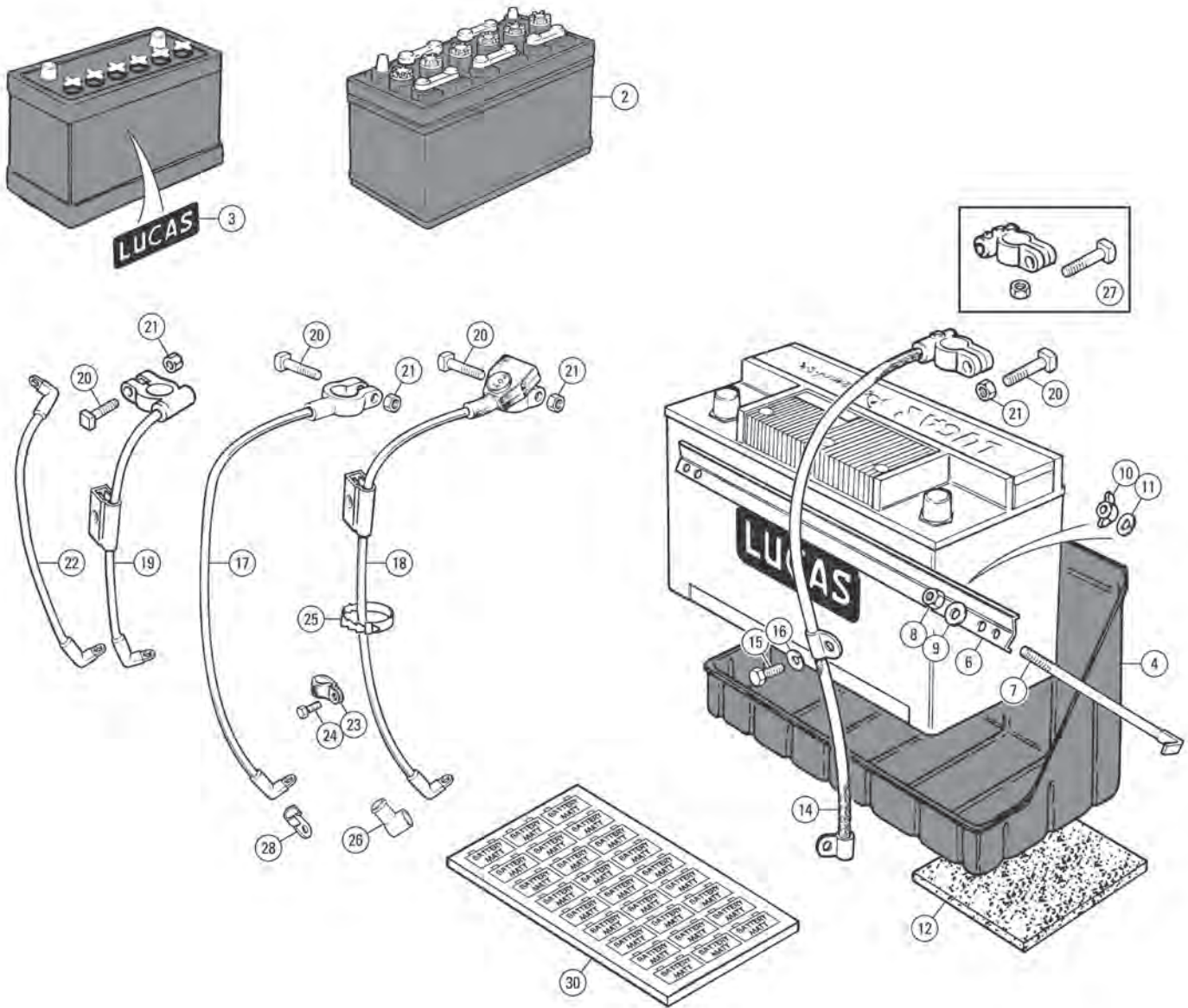
| | | | |
|----|--------|----------|---|
| 44 | GEU250 | PLUG KIT | 1 |
|----|--------|----------|---|

AC Delco Alternators

This is a rare original fitment item used as an alternative to the standard Lucas alternator fitted on most TR6's to commission number CF1 (1973).

| | | | | |
|----|---------|-----------------------------------|---|-------------|
| 45 | GEU2206 | ALTERNATOR, new | 1 | 35 amp |
| | 217456R | ALTERNATOR, recon/exch | 1 | |
| 46 | 520281 | BRACKET, drive end | 1 | |
| 47 | 520283 | PLATE, retaining bearing | 1 | |
| 48 | 520282 | SCREW, plate | 3 | |
| 49 | 520284 | COLLAR, alternator shaft, inner | 1 | |
| 50 | 520285 | COLLAR, alternator shaft, outer | 1 | |
| 51 | 520286 | SLINGER, grease | 1 | |
| 52 | 520287 | BEARING, front | 1 | |
| 53 | 520280 | ROTOR ASSEMBLY | 1 | |
| 54 | 520291 | STATOR ASSEMBLY | 1 | |
| | 520292 | TERMINAL | 3 | |
| 55 | 520293 | BRACKET, slip ring end | 1 | |
| 56 | 520294 | BUSHING | 1 | |
| 57 | 520295 | BEARING, rear | 1 | |
| 58 | 520296 | SEAL ASSEMBLY | 1 | |
| 59 | 520297 | RECTIFIER BRIDGE & INSULATOR ASSY | 1 | |
| 60 | 520298 | SCREW, bridge mounting | 2 | |
| 61 | 520299 | WASHER, plain | 8 | |
| 62 | 520300 | WASHER, insulating | 4 | |
| 63 | 520301 | DIODE, trim assembly | 1 | |
| 64 | 520302 | NUT, diode to bridge | 3 | |
| 65 | 520303 | BRUSH HOLDER & TERMINAL | 1 | |
| 66 | GGB506 | BRUSH SET | 2 | |
| 67 | 520305 | SPRING, brush | 2 | |
| 68 | 520306 | SCREW, brush holder mounting | 2 | |
| 69 | 520307 | REGULATOR | 1 | |
| 70 | 520308 | SCREW, regulator mounting | 1 | |
| 71 | 520288 | NUT, shaft | 1 | |
| 72 | 520289 | WASHER, shaft | 1 | |
| 73 | 217464 | PULLEY, 3/8" groove | 1 | |
| | 156364 | PULLEY, 1/2" groove | 1 | alternative |
| 74 | 519667 | FAN, alternator cooling | 1 | |

Customers having trouble obtaining an old unit AC Delco alternator for exchange can fit the more common Lucas unit instead - or break up an MGB GT V8 for its AC Delco alternator.



Batteries & Cables

The electrical system and circuit of the Triumph TR5 and TR6 was always negative earth. The battery terminals, when the battery is fitted in the car should be nearer the engine than the bulkhead, some earlier model TR's were opposite to this. The battery earth (negative) terminal is always on the left hand side with its cable connected by one tag to the bulkhead and one tag to a gearbox attachment bolt. These connections provide both body and power plant battery earth connections from one cable.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------------|------|----------------|
| 2 | 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).

Note: Due to delivery restrictions of hazardous goods, wet batteries can only be delivered by road and sea carrier to UK and mainland Europe. Dry batteries can be delivered worldwide, customers must arrange their own filling of dry batteries with suitable electrolyte and initial charge.

| | | | |
|---|---------|-------------------------|---|
| 3 | CRST191 | DECAL, 'Lucas' | 1 |
| 4 | AM7301 | TRAY, battery box liner | 1 |

During service different sized batteries may have been fitted to your car compared to that originally specified. When the physical size of the battery is changed the length of the fixing 'J' bolts may also. Below we list the applications as original and list the lengths, the correct length required should be established and ordered accordingly.

| | | | | |
|----|----------|--|-----|---|
| 5 | 601898K | BATTERY HOLD-DOWN KIT (Standard bar with 8 1/4" 'J' bolts). | 1 | TR5, TR250, TR6 To (c) CP75000/CC75000 |
| | 601898K2 | BATTERY HOLD-DOWN KIT (Standard bar with 7" 'J' bolts). | 1 | |
| | 601898K3 | BATTERY HOLD-DOWN KIT (Standard bar with 5 3/4" 'J' bolts). | 1 | TR6 From CP75001/CC75001 |
| 6 | 601898 | BAR, battery hold-down (13" between hole centres). | 1 | cold climate heavy duty |
| | 157910 | BAR, battery hold-down (12 3/4" between hole centres). | 1 | |
| | 157740 | BAR, battery hold-down (12" between hole centres). | 1 | |
| 7 | 610798 | 'J' BOLT, battery hold-down, 8 1/4" | 2 | standard |
| | 618434 | 'J' BOLT, battery hold-down, 7" | 2 | |
| | 613051 | 'J' BOLT, battery hold-down, 5 3/4" | 2 | |
| 8 | GHF221 | NUT, nyloc | 2 | select according to battery |
| 9 | WM57 | WASHER, plain, 1/4" x 3/4" od. | 2 | |
| | WP127 | WASHER, plain, 1/4" x 9/16" od. | 2 | |
| 10 | 132068 | NUT, wing | 2 | alternatives |
| 11 | GHF331 | WASHER, locking | 2 | |
| 12 | 602945 | RUBBER, battery shelf | 4 | |
| 13 | 517081K | BATTERY CABLE KIT | 1 | use with wing nut |
| | 159805K | BATTERY CABLE KIT | 1 | |
| 14 | 516508 | CABLE ASSEMBLY, battery neg. to earth (As opposed to the early TR's which used a cable to earth the engine to the chassis. TR5's and TR6's used battery cable, part no. 516508, to earth to the bulkhead). | 1 | |
| 15 | SH605051 | SCREW, earth cable to bulkhead | 1 | TR5, TR250 and TR6 |
| 16 | GHF332 | WASHER, locking | 1 | |
| 17 | 517081 | CABLE ASSEMBLY (Battery, positive to starter solenoid). | 1 | |
| 18 | 159805 | CABLE ASSEMBLY (Battery, positive to starter solenoid). | 1 | TR5, TR6 To (c) CR1/CF1 |
| 19 | 142591 | CABLE ASSEMBLY (Battery, positive to starter solenoid). | 1 | |
| | | CABLE ASSEMBLY | 1 | |
| 20 | 518903 | BOLT, clamp terminal | 2 | TR6 From (c) CR1/CF1 |
| 21 | GHF208 | NUT, clamp terminal | 2 | |
| 22 | 131114 | CABLE ASSEMBLY, solenoid to starter | 1 | |
| 23 | PCR811 | 'P' CLIP, insulated, positive cable | 1 | TR250 |
| 24 | HU706P | SCREW, clip securing | 1 | |
| 25 | RTC222A | CLEAT, fir tree | 1 | |
| 26 | 8G548 | BOOT, rubber, solenoid end of cable | 1 | for repair purposes |
| 27 | GHF2750 | CLAMP TERMINAL, negative | a/r | |
| | GHF2755 | CLAMP TERMINAL, positive | a/r | |
| 28 | LUCWB600 | RING TERMINAL | a/r | |

Battery Acid Neutralising Mat

Made from special acid absorbent material which neutralises acids as they leak from your battery. It can be easily cut with scissors to match the shape of any battery.

| | | | |
|----|----------|-------------------------------|---|
| 30 | GAC2029X | BATTERY ACID NEUTRALISING MAT | 1 |
|----|----------|-------------------------------|---|

Battery Filler

A very nice reproduction of the popular period accessory. Makes topping up your battery to the correct level easy and neat.

| | | | |
|----|------------|----------------|---|
| 31 | LU54029521 | BATTERY FILLER | 1 |
|----|------------|----------------|---|

Battery Cut-Off Switches

Lucas Type

| | | | | |
|----|--------|---------------------------------|---|-------------|
| 32 | 1B2804 | BATTERY CUT-OFF SWITCH, 'Lucas' | 1 | remote type |
|----|--------|---------------------------------|---|-------------|

Terminal Fitting Type

| | | | | |
|----|----------|------------------------|---|----------------|
| 34 | GAC3192X | BATTERY CUT-OFF SWITCH | 1 | negative earth |
|----|----------|------------------------|---|----------------|

Remote Fitting Type

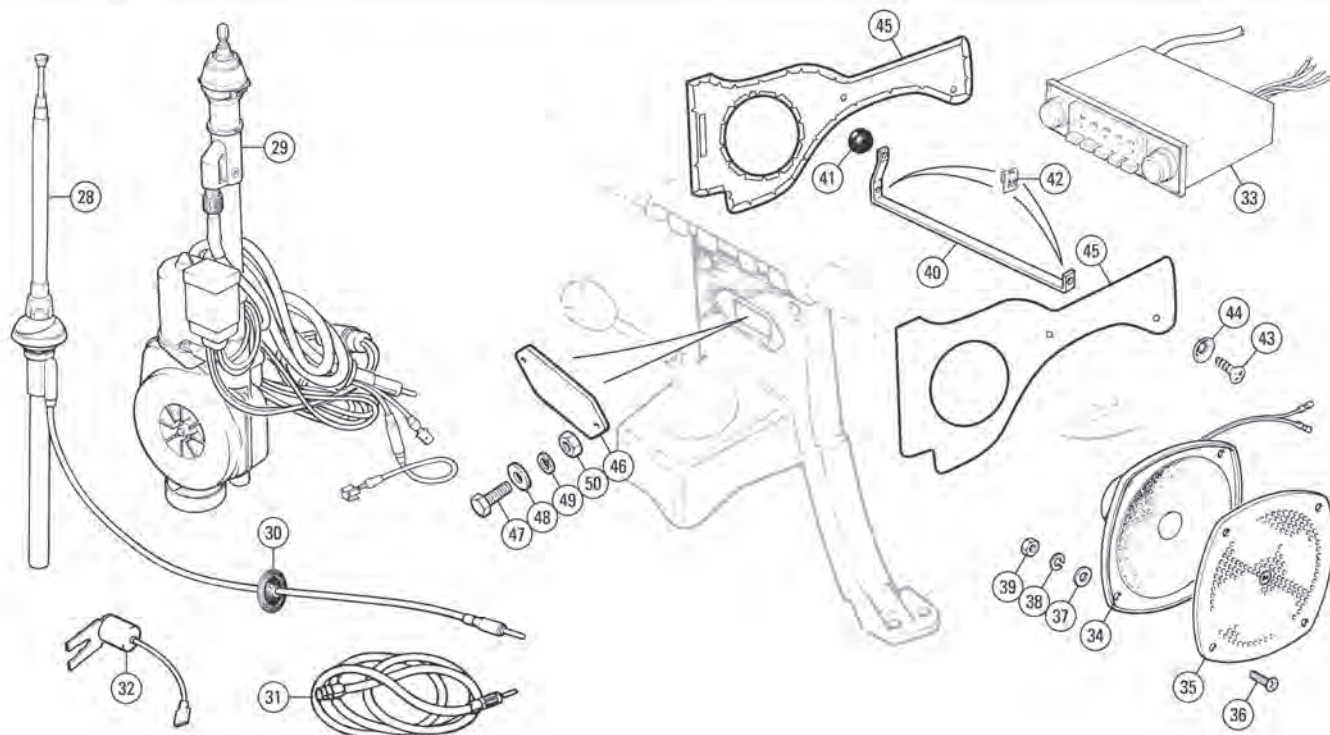
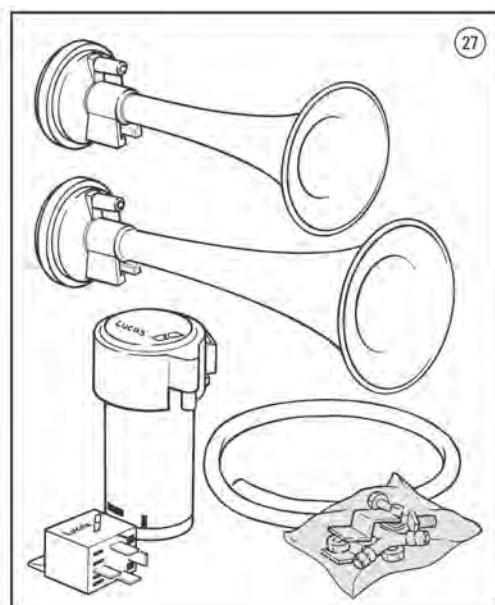
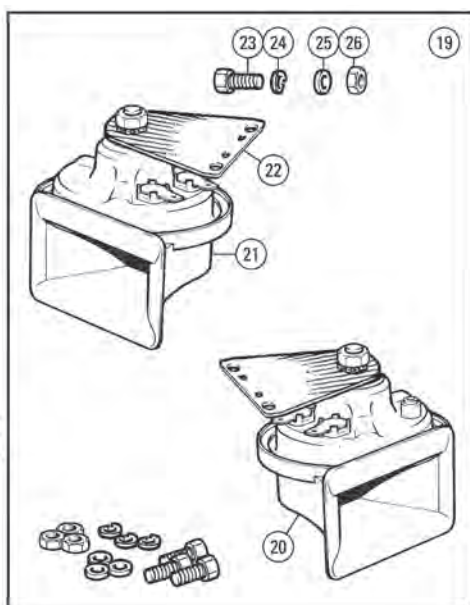
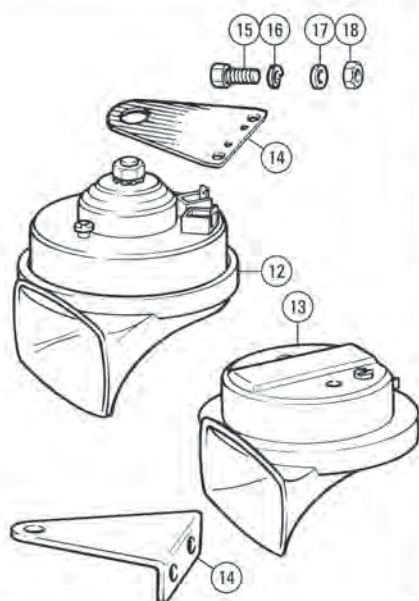
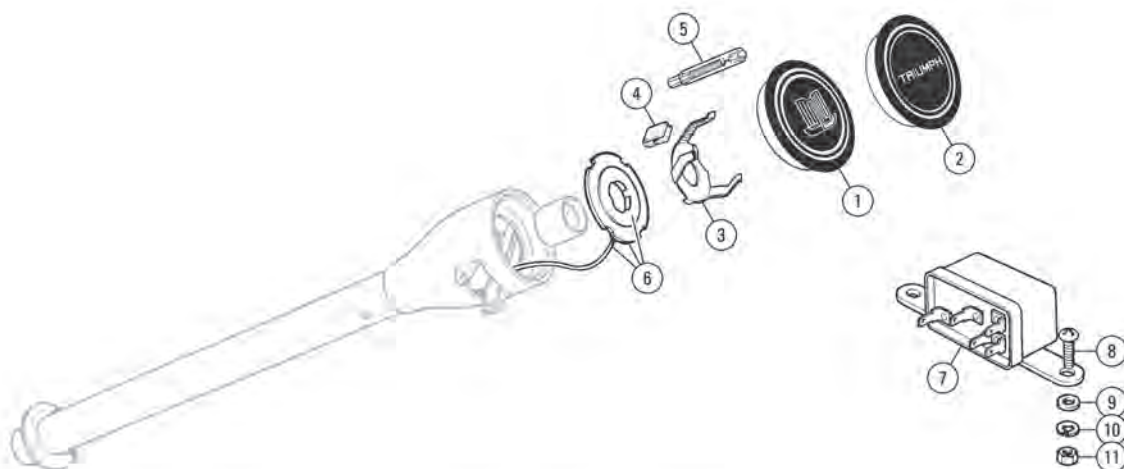
Battery cut-off switches are not only essential on competition vehicles, they are useful on road cars too. Fitting one to the main battery cable (between the battery and the starter solenoid) enables you to quickly immobilise and easily isolate the battery when working on your car. The difference between the two types is that the "race type" features extra circuitry to protect the alternator when the electrical feed to the engine is cut. It also cuts the alternator circuit so that the electrical circuit providing power to the engine is cut out - otherwise the engine can continue to run off the alternator even when the battery is out of the circuit.

| | | | | |
|----|----------|----------------------------------|-----|-----------|
| 35 | TT7962 | BATTERY CUT-OFF SWITCH | 1 | race type |
| 36 | TT79641 | KEY, replacement, race type only | 1 | |
| 37 | TT7964 | BATTERY CUT-OFF SWITCH | 1 | road type |
| 38 | TT79621 | CABLE, for TT7962 | 1 | |
| 39 | LUCWB600 | RING TERMINAL | a/r | |

Terminal Type, with fuse

When leaving your car, simply remove the knob to isolate the starter circuit. The 16 amp bypass fuse will maintain current to all other electrical circuits (stereo memories, alarm, etc). Because the starter draws more than 150 amps, any attempt to connect (hot wire) the starter motor will instantly cause the fuse to blow. This immobilises the car until the knob is replaced. If this should happen, simply replace the 16 amp fuse at a convenient time. As an added advantage, this isolator will also prevent battery drain if you intend to store your car, simply unscrew and remove the knob.

| | | | | |
|----|----------|--------------------------------------|---|--|
| 40 | GAC31921 | BATTERY CUT-OFF SWITCH, fused type 1 | | |
| 41 | GAC9981 | KNOB, spare | 1 | |
| 42 | GFS3035 | FUSE, 10 amp, 5 pack | 1 | |



Horn, Relays, Radios & Fittings

Horn Push Assemblies

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|-----------------------------------|
| 1 | 150277 | HORN PUSH ASSY', Triumph medallion 1 | | TR5, TR250, TR6 To (c) CR1/CF1 |
| 2 | 159761 | HORN PUSH ASSEMBLY, Triumph word 1 | | TR6 From (c) CR1/CF1 |
| 3 | 204741 | CLIP, 3 pronged, horn push retaining 1 | | TR5, TR250, TR6 To (c) CR1/CF1 |
| 4 | 613766 | CLIP, barbed, horn push retaining 1 | | TR6 From (c) CR1/CF1 |
| 5 | 142534 | BRUSH, horn contact, (2.6") 1 | | as fitted, check length |
| | 142534X | BRUSH, horn contact, (3.4") 1 | | |

Note: Different length brushes are fitted according to different types of steering wheels. Please measure the brush length before ordering.

| | | | | |
|---|--------|------------------------------|---|--|
| 6 | 608462 | SLIP RING, CABLE & INSULATOR | 1 | |
|---|--------|------------------------------|---|--|

Horn Relay

| | | | | |
|----|----------|-----------------------|---|--|
| 7 | 142169A | RELAY, horn | 1 | |
| 8 | SE910201 | SCREW, relay securing | 2 | |
| 9 | PWZ203 | WASHER, plain | 2 | |
| 10 | WL700101 | WASHER, locking | 2 | |
| 11 | HN2005 | NUT | 2 | |

Horn Assembly

| | | | | |
|----|----------|---|---|------------------|
| 12 | GGE164 | HORN, high note, plastic body | 1 | TR5, TR250, TR6 |
| | BHA4515 | HORN, high note, metal body | 1 | all models |
| 13 | GGE165 | HORN, low note, plastic body | 1 | TR5, TR250, TR6 |
| | BHA4514 | HORN, low note, metal body | 1 | all models |
| 14 | 57H5309 | BRACKET, horn mounting, straight | 2 | |
| | GGE110 | BRACKET, horn mounting, angled | 2 | |
| | GGE110SS | BRACKET, horn mounting, stainless steel | 2 | |
| 15 | SH604041 | SCREW, horn to bumper iron | 4 | |
| 16 | GHF331 | WASHER, locking | 4 | |
| 17 | GHF300 | WASHER, plain | 4 | |
| 18 | GHF200 | NUT | 4 | |
| 19 | GGE164K | HORN KIT, replacement | 1 | |
| 20 | GGE165 | HORN, low note | 1 | replacement type |
| 21 | GGE164 | HORN, high note | 1 | |
| 22 | 57H5309 | BRACKET, horn attachment | 2 | |
| 23 | SH604041 | SCREW, horn to bumper iron | 4 | |
| 24 | GHF331 | WASHER, locking | 4 | |
| 25 | GHF300 | WASHER, plain | 4 | |
| 26 | GHF200 | NUT | 4 | |
| 27 | 902-170 | AIR HORN SET | 1 | |

Radios And Equipment

The installation of a radio in the TR5 or TR6 is a simple matter of removing the radio console mounting plate, connecting the correct wires, fitting an aerial and speakers. The only problem seems to be obtaining a suitable radio that fits the pre formed piercing in the centre dash support console.

| | | | | |
|----|----------|---|---|------------------------------------|
| 28 | MRA001 | AERIAL, manual retractable | 1 | |
| 29 | AJM1112X | AERIAL, electric retractable | 1 | |
| 30 | 602037 | GROMMET | 1 | |
| 31 | ZKC533 | EXTENSION LEAD, radio to aerial cable 1 | | |
| 32 | UKC2211 | SUPPRESSOR, radio interference a/r | | coil and/or fuel pump fitment |
| | 579356A | SUPPRESSOR, radio interference a/r | | alternator fitment, alternative |

(Cars fitted with radios may experience interference from other electrical equipment on the car. To lessen interference, which is heard as a buzz or crackle, suppressors may be fitted to the possible sources. If in doubt consult your wireless equipment supplier).

| | | | | |
|----|----------|--|---|--|
| 33 | RADIO/M | CLASSIC RADIO, 'Motorola', (LW/MW 5 button, reconditioned). | 1 | |
| | RADIO/R | CLASSIC RADIO, 'Radiomobile', (LW/MW 5 button, reconditioned). | 1 | |
| | RADIO/MC | CLASSIC RADIO, 'Motorola', (AM/FM converted, 5 button, reconditioned). | 1 | |
| | RADIO/RC | CLASSIC RADIO, 'Radiomobile', (AM/FM converted, 5 button, reconditioned). | 1 | |

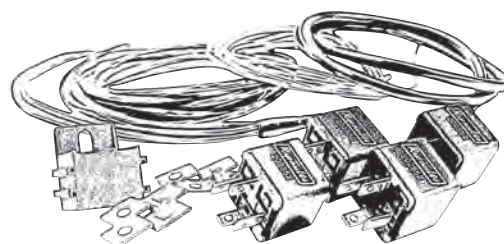
Note: We offer a wide range of RetroSound car radios and accessories. Please see the accessories pages for more details.

| | | | | |
|----|---------|-------------------------------------|---|--|
| 34 | YKC541 | SPEAKER, round | 2 | |
| 35 | ZKC412 | GRILLE, speaker | 2 | |
| 36 | RMP2312 | SCREW, speaker and grille attaching | 8 | |

| | | | | |
|----|----------|--|---|-----|
| 37 | WP124 | WASHER, plain | 8 | |
| 38 | WL700101 | WASHER, locking | 8 | |
| 39 | HN2005 | NUT | 8 | |
| 40 | ZKC401 | BRACKET, cross tie, speaker mounting 1 | | |
| 41 | 616233 | BUFFER, rubber | 2 | |
| 42 | FU2585 | NUT, spire | 2 | TR6 |
| 43 | AD608054 | SCREW, bracket to trim panel | 2 | |
| 44 | 517711 | WASHER, trim | 2 | |
| 45 | | TRIM PANEL, black, with speaker hole 1 | | |

Note: For details of the console trim & speaker supports see Interior Trim.

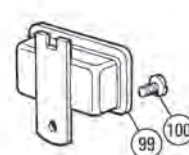
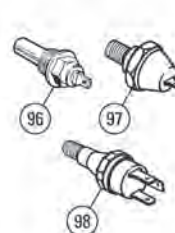
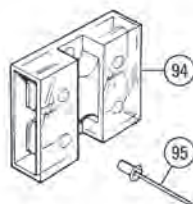
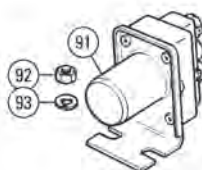
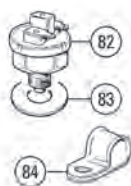
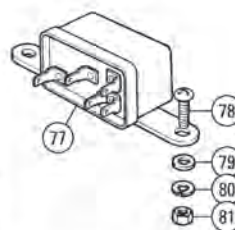
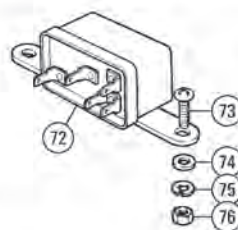
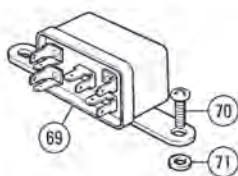
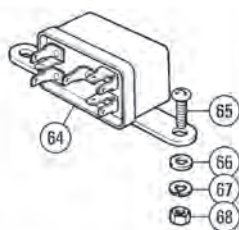
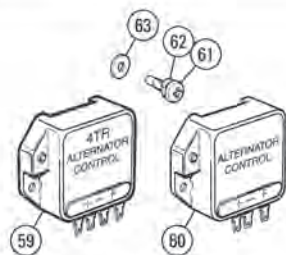
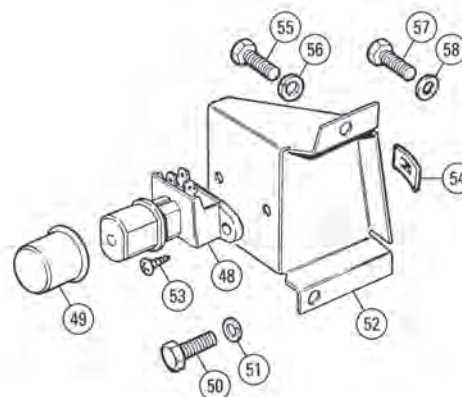
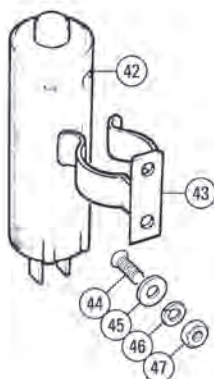
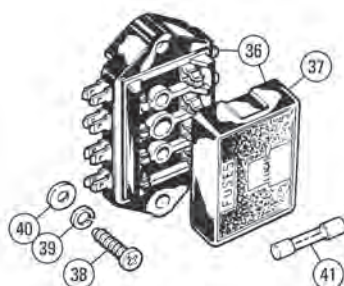
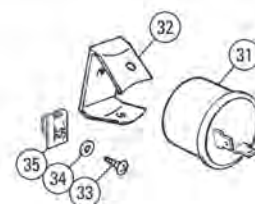
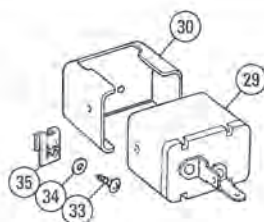
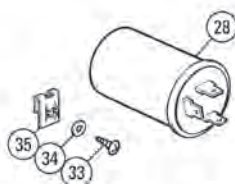
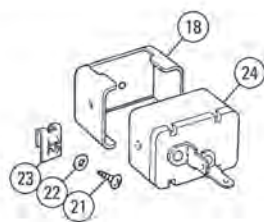
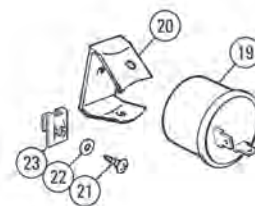
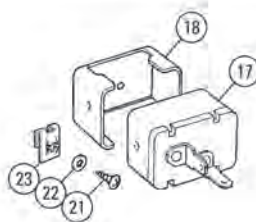
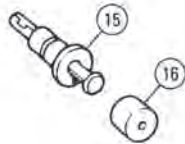
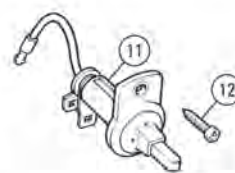
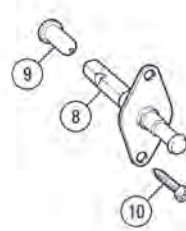
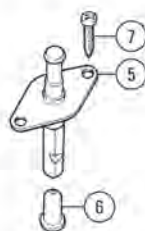
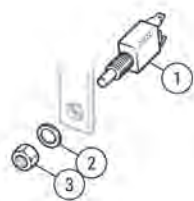
| | | | | |
|----|----------|--------------------------------|---|---|
| 46 | 617069 | BLANKING PLATE, radio aperture | 1 | TR5, TR250, TR6 To (c) CR1/CF1, (fine grain material) |
| | 617069 | BLANKING PLATE, radio aperture | 1 | TR6 From (c) CR1/CF1, (coarse grain material) |
| 47 | RMP312 | SCREW, blanking plate, chrome | 2 | |
| | RMP2312 | SCREW, blanking plate, black | 2 | alternative |
| 48 | PWZ203 | WASHER, plain | 2 | |
| 49 | WL700101 | WASHER, locking | 2 | |
| 50 | HN2005 | NUT | 2 | |



Headlamp Control Relay Kit

The Triumph TR5 & TR6 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 and 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.

| | | | |
|----------|--------------------|---|--|
| GAC40264 | HEADLAMP RELAY KIT | 1 | (Includes fittings & 4 round type relays). |
| 117-515 | HEADLAMP RELAY KIT | 1 | (Includes fittings & 2 round type relays). |



Switches, Relays & Fuses

Brake Switches

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|------------|
| 1 | 13H3735 | SWITCH, brake lamp, mechanical, plastic | 1 | |
| | 13H3735X | SWITCH, brake lamp, mechanical, metal (improved quality metal body switch) | 1 | |
| 2 | GHF325 | WASHER, locking | 1 | |
| 3 | FNZ208 | NUT, half, locking switch to pedal box | 1 | |
| 4 | AAU1700A | SWITCH, PDWA valve warning light | 1 | LHD models |
| | | (For original brass and cast iron body types). | | |

Note: For information on brake pressure differential actuator valves, please refer to Brake Pipes, Hose & Fittings.

Boot Light Switch

| | | | | |
|---|-----------|---|---|--------------|
| 5 | BHA4593Z | SWITCH, boot light | 1 | TR6 |
| 6 | MQC412111 | BULLET, single, male, solder/crimp, 1mm | 1 | 9/0.3 cable |
| | MQC412112 | BULLET, single, male, solder/crimp, 1.5mm | 1 | 14/0.3 cable |
| | MQC412113 | BULLET, single, male, solder/crimp, 2mm | 1 | 28/0.3 cable |
| | MQC412114 | BULLET, single, male, solder/crimp, 3mm | 1 | 44/0.3 cable |
| 7 | GHF421 | SCREW, self tapping, switch to body | 2 | |

Courtesy Light Switches

| | | | | |
|----|-----------|---|---|----------------------|
| 8 | BHA4593Z | SWITCH, interior light, bullet connector | 2 | TR6 To (c) |
| | | | | CP50000/CC50000 |
| 9 | MQC412111 | BULLET, single, male, solder/crimp, 1mm | 4 | 9/0.3 cable |
| | MQC412112 | BULLET, single, male, solder/crimp, 1.5mm | 4 | 14/0.3 cable |
| | MQC412113 | BULLET, single, male, solder/crimp, 2mm | 4 | 28/0.3 cable |
| | MQC412114 | BULLET, single, male, solder/crimp, 3mm | 4 | 44/0.3 cable |
| 10 | GHF421 | SCREW, self tapping, switch to body | 4 | |
| 11 | 627742 | SWITCH, interior light, Lucar connector | 2 | TR6 From (c) CP50001 |
| 12 | GHF421 | SCREW, self tapping, switch to body | 2 | To CR5000 |
| 13 | YKC940Z | SWITCH, interior light, Lucar connector | 2 | TR6 From (c) CR5001 |
| 14 | GHF421 | SCREW, self tapping, switch to body | 2 | |

Glove Box Light Switch

| | | | | |
|----|---------|-------------------------|---|--|
| 15 | 13H2018 | SWITCH, glove box light | 1 | |
| 16 | 631001 | BUFFER, rubber | 1 | |

Flasher Units

| | | | | |
|----|---------|---------------------------------------|---|-------------------------|
| 17 | GFU2124 | FLASHER UNIT, indicators, 2 terminals | 1 | |
| 18 | BHA4780 | CLIP, unit retaining, rectangular | 1 | |
| 19 | GFU2218 | FLASHER UNIT, indicators, 2 terminals | 1 | alternative |
| 20 | AEU1055 | CLIP, unit retaining, round | 1 | |
| 21 | GHF421 | SCREW, self tapping | 1 | |
| 22 | PWZ203 | WASHER, plain | 1 | |
| 23 | GHF711 | SPIRE NUT | 1 | |
| 24 | GFU2124 | FLASHER UNIT, indicators | 1 | |
| 25 | AEU1055 | CLIP, unit retaining, round | 1 | German markets only |
| 26 | GHF426 | SCREW, self-tapping | 1 | |
| 27 | WM55 | SPACER | 1 | |
| 28 | C28520 | FLASHER UNIT, hazard, 3 terminals | 1 | TR5, TR6 To (c) CR1/CF1 |
| | | | | LHD models |
| 29 | GFU204 | FLASHER UNIT, hazard, 2 terminals | 1 | TR6 From (c) CR1/CF1, |
| | | | | LHD models |
| 30 | BHA4780 | CLIP, unit retaining, rectangular | 1 | |
| 31 | GFU2204 | FLASHER UNIT, hazard, 2 terminals | 1 | alternative to 154577 |
| 32 | AEU1055 | CLIP, unit retaining, round | 1 | |
| 33 | GHF421 | SCREW, self tapping | 1 | |
| 34 | PWZ203 | WASHER, plain | 1 | |
| 35 | GHF711 | SPIRE NUT | 1 | |

Fuse Box

| | | | | |
|----|----------|----------------------------------|---|--|
| 36 | RTC440A | FUSE BOX, 4 fuse type | 1 | |
| 37 | 37H4727A | COVER, fuse box | 1 | |
| | BST440 | COVER, fuse box, stainless steel | 1 | |
| 38 | PMZ324 | SCREW, fuse box attachment | 2 | |
| 39 | WL700101 | WASHER, locking | 2 | |
| 40 | PWZ203 | WASHER, plain | 2 | |
| 41 | GFS3035 | FUSE, 35 amp, pack of five | 1 | |

Fuel Cut-Off Switch

| | | | | |
|----|----------|--------------------------------|---|----------------------|
| 42 | 153052 | SWITCH, inertia cut off | 1 | |
| 43 | 153109 | CLIP, inertia switch retaining | 1 | TR6 From (b) 51399CP |
| 44 | PMZ308 | SCREW, counter | 2 | RHD and, |
| 45 | PWZ203 | WASHER, plain | 2 | From (b) 52328CP |
| 46 | WL700101 | WASHER, locking | 2 | LHD |
| 47 | HN2005 | NUT | 2 | |

Headlamp Dip Switch

| | | | | |
|----|-----------|---|---|--------------------------|
| 48 | RTC432A | SWITCH, headlamp dipping | 1 | TR5, TR6 To (c) CR1/CF1 |
| 49 | RTC432CAP | RUBBER CAP, non slip operation, option | 1 | |
| 50 | GHF116 | SCREW, switch to bulkhead panel | 2 | TR5, TR6 To (c) CR1, |
| 51 | WL700101 | WASHER, locking | 2 | RHD models |
| 52 | 609384 | BRACKET, dip switch mounting | 1 | |
| 53 | GHF425 | SCREW, self tapping, switch to bracket | 2 | TR5, TR6 To (c) CR1/CF1, |
| 54 | GHF702 | SPIRE NUT | 2 | LHD models |
| 55 | SH604051 | SCREW, switch bracket to bulkhead panel | 2 | |
| 56 | GHF331 | WASHER, locking | 2 | |

Use the following hardware to blank the screw holes in the bulkhead for the opposite hand drive car to yours:

| | | | | |
|----|----------|---------------------------------------|---|----------|
| 57 | SH604041 | SCREW, blanking LH bulkhead end panel | 2 | RHD only |
| 58 | WM57 | WASHER, plain | 2 | |
| | HU505 | SCREW, blanking centre bulkhead | 2 | LHD only |
| | PWZ203 | WASHER, plain | 2 | |

Regulators

| | | | | |
|----|----------|-------------------------------|---|---------------------------|
| 59 | BHA4789 | REGULATOR, external, 4TR type | 1 | (4 terminals) TR5 |
| 60 | GEU6609 | REGULATOR, external, 4TR type | 1 | (3 terminals) alternative |
| 61 | SE910201 | SCREW, regulator attaching | 2 | |
| 62 | WL700101 | WASHER, locking | 2 | |
| 63 | PWZ203 | WASHER, plain | 2 | |

Relays

| | | | | |
|----|----------|--------------------------------------|---|------------------------|
| 64 | 148643 | RELAY, hazard warning | 1 | |
| 65 | SE910201 | SCREW, relay securing | 2 | TR5, TR250, |
| 66 | PWZ203 | WASHER, plain | 2 | TR6 To (c) CR1/CF1, |
| 67 | WL700101 | WASHER, locking | 2 | LHD models |
| 68 | HN2005 | NUT | 2 | |
| 69 | 148643 | RELAY, ignition | 1 | |
| 70 | AB610031 | SCREW, relay to w/arch closing panel | 2 | |
| 71 | PWZ203 | WASHER, plain | 2 | |
| 72 | 142169A | RELAY, horn | 1 | |
| 73 | SE910201 | SCREW, relay securing | 2 | |
| 74 | PWZ203 | WASHER, plain | 2 | |
| 75 | WL700101 | WASHER, locking | 2 | |
| 76 | HN2005 | NUT | 2 | |
| 77 | 142169A | RELAY, overdrive | 1 | TR5, TR250, TR6 To |
| | | | | (c) CR1/CF1 |
| 78 | SE910201 | SCREW, relay securing | 2 | TR5, TR6 To (c) CR1 |
| 79 | PWZ203 | WASHER, plain | 2 | RHD only |
| 80 | WL700101 | WASHER, locking | 2 | LHD uses |
| 81 | HN2005 | NUT | 2 | warning relay fittings |

Reverse Light and Overdrive Inhibitor Switches

| | | | | |
|----|----------|-------------------------------------|-----|-------------|
| 82 | BAU1074Z | SWITCH, reverse light | 1 | aftermarket |
| | BAU1074A | SWITCH, overdrive inhibiting | 2 | |
| 83 | 1B3664 | WASHER, switch adjusting | a/r | |
| 84 | PCR411 | 'P' CLIP, loom to gearbox top cover | 1 | |

Starter Solenoid

| | | | | |
|----|----------|--------------------------------|---|-------|
| 85 | BCA4501 | SOLENOID, starter, (Lucas 2ST) | 1 | |
| 86 | 27H5576 | CAP, rubber | 1 | |
| 87 | HU503 | SCREW, securing solenoid | 1 | |
| 88 | PWZ203 | WASHER, plain | 4 | |
| 89 | WL700101 | WASHER, locking | 2 | TR250 |
| 90 | HN2005 | NUT | 2 | |
| 91 | BMK1727 | SOLENOID, starter, (Lucas 4ST) | 1 | |
| 92 | AJD8205Z | NUT | 2 | |
| 93 | GHF332 | WASHER, locking | 2 | |

Wiring Loom Connector Block

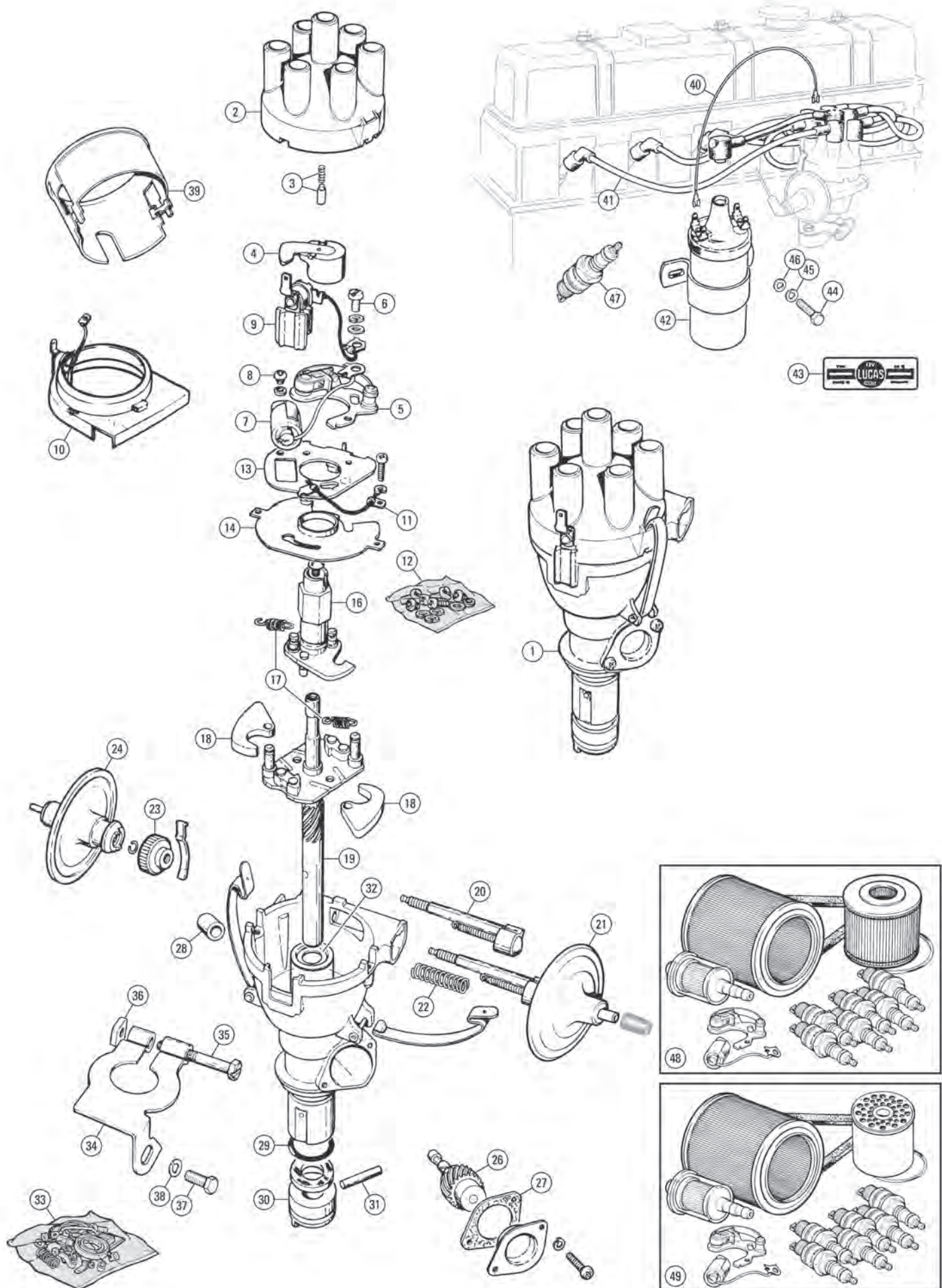
| | | | | |
|----|--------|------------------------------------|---|-----------------|
| 94 | 150640 | CONNECTOR BLOCK, loom | 1 | TR5, TR250, TR6 |
| 95 | 552522 | RIVET, 'Pop' type, connector block | 2 | To (c) CR1/CF1 |

Oil Pressure And Water Temperature Transmitters

| | | | | |
|----|--------|--------------------------------|---|----------------------------|
| 96 | GTR108 | TEMPERATURE TRANSMITTER, water | 1 | |
| 97 | GPS117 | OIL PRESSURE SWITCH | 1 | TR5, TR250, TR6 all CP, CR |
| | | | | and CC models |
| 98 | GPS113 | OIL PRESSURE SWITCH | 1 | TR6 From (c) CF1 |

Voltage Stabiliser

| | | | | |
|-----|----------|---------------------------|---|--|
| 99 | BHA4602 | VOLTAGE STABILISER, +ve | 1 | |
| | 148876A | VOLTAGE STABILISER, -ve | 1 | |
| 100 | AB604032 | SCREW, voltage stabiliser | 1 | |



Standard Ignition System

Distributor Assemblies, Lucas Type 22D6

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---------------------------------|
| 1 | 214459R | DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41219). | 1 | TR5, TR6 (e) CP |
| | 219243R | DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41501). | 1 | TR6 from (e) CR1 to CR2845 |
| | TKC762R | DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41542). | 1 | |
| | 308460R | DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41202). | 1 | TR250, TR6 To (e) CC58360 |
| | 217521R | DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41352). | 1 | TR6 From (e) CC58361 To CC75000 |
| | 218100R | DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41385). | 1 | TR6 From (e) CC75001 To CC85737 |
| | TKC517R | DISTRIBUTOR ASSEMBLY, recon/exch (Lucas no. 41558). | 1 | TR6 From (e) CF1 |

Distributors are available on a 'one for one' reconditioned exchange basis. If you have any queries as to the distributor you have fitted or should have fitted please contact us for help. Carburettor specification distributors as fitted to the Triumph TR6 are curious in the fact that they have both a vacuum retard and advance or just a retard unit fitted. These distributors are otherwise externally similar to the TR6 Pi item. The internal mechanical advance specification is far from similar between the Pi and carburettor distributors. It is not beyond specialist capabilities to convert the advance curve of the carb mechanism to match the Pi's. All TR5, TR250 and TR6 distributors featured a tachometer drive - this is unique to the TR range.

| | | | | |
|----|------------|---|---|--|
| 2 | GDC115 | CAP, distributor | 1 | |
| | GDC115Z | CAP, distributor, replacement | 1 | |
| 3 | 262703A | BRUSH AND SPRING, high tension | 1 | |
| 4 | GRA102 | ROTOR ARM ASSEMBLY | 1 | |
| | GRA102HQ | ROTOR ARM, high quality | 1 | |
| | 872-785 | ROTOR ARM, Premium Red Motors | 1 | |
| 5 | GCS2101 | CONTACT SET ('points') | 1 | standard |
| | GCS111 | CONTACT SET ('points') | 1 | fast road/competition |
| 6 | GCS1001S | SCREW, for points | 1 | |
| 7 | GSC111 | CONDENSER | 1 | |
| 8 | GSC1001S | SCREW, for condenser | 1 | |
| 9 | 600329A | LOW TENSION LEAD & INSULATOR BLOCK | 1 | TR5, TR6 (e) CP, TR250, TR6 (e) CC/CF models |
| 10 | RTC175A | LOW TENSION LEAD, INSULATOR BLOCK & SHROUD | 1 | TR6 From (e) CR1 |
| 11 | 503690 | EARTH LEAD | 1 | |
| 12 | GCS1001FK | SCREW KIT, base plate (Includes screws and washers for base plate, points and condenser). | 1 | |
| 13 | 17H5469 | BASE PLATE, contact breaker | 1 | Lucas nos. 41219A, 41202A |
| | 90607607 | BASE PLATE, contact breaker | 1 | Lucas nos. 41202B, 41306A, 41352A, 41385A, 41558, 41502, 41542 |
| 14 | RTC718 | BEARING PLATE, contact breaker | 1 | TR5, TR6 CP/CR models |
| | 511010 | BEARING PLATE, contact breaker | 1 | TR250, TR6 CC/CF models |
| 16 | 517424 | CAM | 1 | Lucas no. 41219 |
| | 511852 | CAM | 1 | Lucas no. 41501 |
| | LU54413923 | CAM | 1 | Lucas no. 41542 |
| | 517176 | CAM | 1 | Lucas no. 41202 |
| | LU54414859 | CAM | 1 | Lucas no. 41352, 41385 |
| | LU54413780 | CAM | 1 | Lucas no. 41558 |
| 17 | LU54413186 | SPRING SET, automatic advance | 1 | Lucas no. 41219 |
| | LU54415920 | SPRING SET, automatic advance | 1 | Lucas no. 41501 |
| | LU54426278 | SPRING SET, automatic advance | 1 | Lucas no. 41542 |
| | 513861 | SPRING SET, automatic advance | 1 | Lucas no. 41202 |
| | LU54423078 | SPRING SET, automatic advance | 1 | Lucas no. 41352 |
| | LU54424202 | SPRING SET, automatic advance | 1 | Lucas no. 41385 |
| | LU54426281 | SPRING SET, automatic advance | 1 | Lucas no. 41558 |
| | TT1903 | SPRING SET, automatic advance | 1 | (set of 5 springs) |
| 18 | LU54413922 | WEIGHT, automatic advance | 2 | Lucas no. 41219, 41542 |
| | LU54426278 | WEIGHT, automatic advance | 2 | Lucas no. 41501 |
| | 517177 | WEIGHT, automatic advance | 2 | TR250, TR6 CC/CF models |
| 19 | LU54415784 | PLATE, shaft and action | 1 | TR5, TR6 CP/CR models |
| | 515862 | PLATE, shaft and action | 1 | TR250, TR6 CC/CF models |
| 20 | 517426 | ADJUSTER, micrometer | 1 | TR5, TR6 To (e) CR1 |
| 21 | RTC1425 | VACUUM UNIT | 1 | TR6 From (e) CR1 |
| | 515859 | VACUUM ADVANCE UNIT | 1 | Lucas no. 41202 |
| 22 | 511014 | SPRING, micrometer adjustment | 1 | |
| 23 | 511013 | NUT, knurled, micrometer adjustment | 1 | |

Note: A vacuum advance unit is fitted to the distributors of all (e) CR models. The unit is not connected to a vacuum supply and therefore provides no ignition advance nor retard.

| | | | | |
|----|---------|--------------------------|---|-------------------------|
| 24 | 517178 | VACUUM RETARD UNIT | 1 | Lucas no. 41202 |
| | AEU1056 | VACUUM RETARD UNIT | 1 | Lucas no. 41352 |
| | RTC1423 | VACUUM RETARD UNIT | 1 | Lucas nos. 41385, 41558 |
| 26 | 515864 | GEAR, tachometer driving | 1 | |

| | | | | |
|----|----------|---|---|-------------------------|
| 27 | 515866 | GASKET | 1 | |
| 28 | 515867 | BUSH, tach drive gear | 1 | |
| 29 | 513682A | 'O' RING, sealing distributor to engine | 1 | |
| 30 | 513679A | DOG, driving distributor | 1 | |
| 31 | 057992 | PIN, roll, drive dog to shaft | 1 | |
| 32 | 606895 | BUSH, distributor shaft | 1 | cut to fit |
| 33 | 501728 | SUNDRY PARTS KIT | 1 | |
| 34 | 508534 | CLAMPING PLATE ASSEMBLY | 1 | TR5, TR6 CP/CR models |
| | 059766 | CLAMPING PLATE ASSEMBLY | 1 | TR250, TR6 CC/CF models |
| 35 | 519935 | BOLT, distributor clamping | 1 | TR5, TR6 (e) CP |
| | RTC289 | BOLT, distributor clamping | 1 | TR6 from (e) CR1 |
| | 58499 | BOLT, distributor clamping | 1 | TR250, TR6 CC/CF models |
| 36 | CN4 | NUT | 1 | |
| 37 | SH605051 | SCREW, distributor to pedestal | 1 | TR5, TR6 CP/CR models |
| 38 | GHF332 | WASHER, locking | 1 | |
| 39 | 149992 | SHIELD, suppression | 1 | TR5, TR6 (e) CR2845 |
| | RTC1424 | SHIELD, suppression | 1 | TR6 from (e) CR2846 |

Ignition Leads

| | | | | |
|----|---------|---|---|------------------------------------|
| 40 | 125957 | LOW TENSION LEAD (Coil to distributor, 2 female Lucar end terminals). | 1 | TR5, TR6 (e) CC/CP |
| | 518688 | LOW TENSION LEAD (Coil to distributor, 1 female and 1 male Lucar end terminal). | 1 | TR6 from (e) CR1/CF1 |
| 41 | GHT144 | HIGH TENSION CABLE SET (Straight connectors into cap). | 1 | TR5, TR250, TR6 (e) CR5000/CF12500 |
| | GHT156 | HIGH TENSION CABLE SET, green (With 900 connectors into cap). | 1 | TR6 From (e) CR5001/CF12501 |
| | GHT144 | HT LEAD SET, black | 1 | standard |
| | 172-010 | HT LEAD SET, black silicone, Cobalt | 1 | high performance |

Ignition Coil

| | | | | |
|----|---------|---|---|----------------------|
| 42 | GCL110 | IGNITION COIL, 12 volt | 1 | TR5, TR6 (e) CC/CP |
| | GCL132 | IGNITION COIL, 12 volt, (ballasted) | 1 | TR6 From (e) CR1/CF1 |
| | TT2981 | IGNITION COIL, sports, 12 volt | 1 | TR5, TR6 (e) CC/CP |
| | TT29812 | IGNITION COIL, sports, 10 volt, (ballasted) | 1 | TR6 From (e) CR1/CF1 |

Note: The 6 volt (ballasted) coil system was introduced on CR/CF models to assist with cold starting in seriously cold winter spells and climates (as the amperage from the coil is doubled). For an even more generous spark the 6 volt sports coil can be substituted here. For those who wish to eliminate the ballasted system and return to a 12 volt coil system, the ballast resistor can be bypassed by running a suitable grade wire from the fuse box straight to the coil, having removed the existing coil feed (from the ballast resistor). Fuse box outlet terminal number one should be used as on earlier applications.

| | | | | |
|----|----------|-------------------------------|---|--|
| 43 | CRST156 | DECAL, 'Lucas', for coil | 1 | |
| 44 | SH605041 | SCREW, coil to cylinder block | 2 | |
| 45 | GHF332 | WASHER, locking | 2 | |
| 46 | GHF301 | WASHER, plain | 2 | |

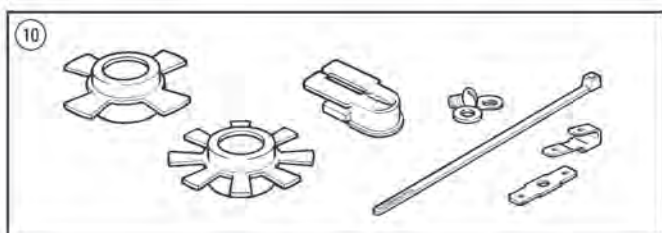
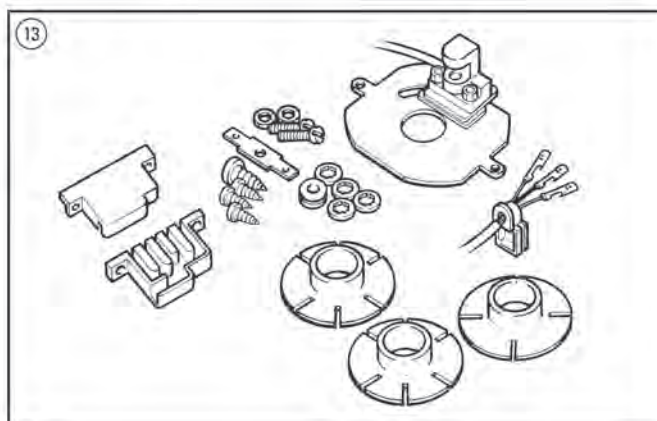
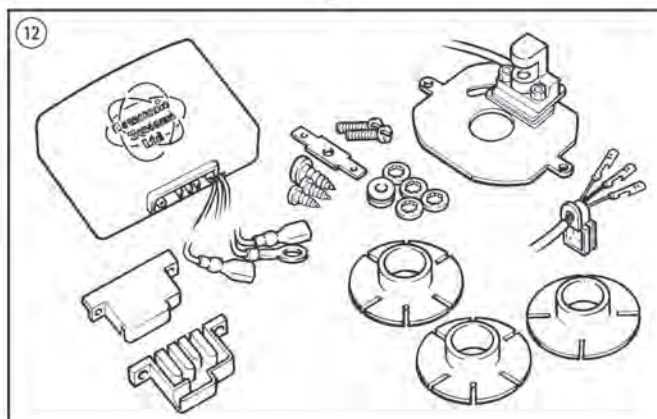
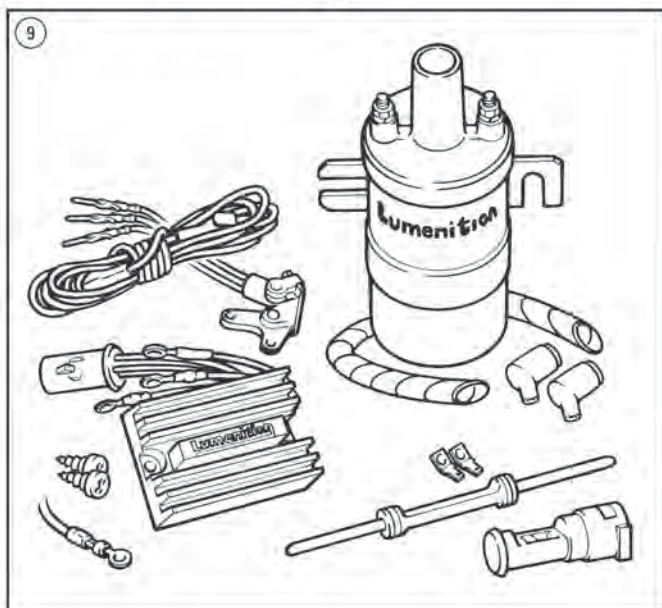
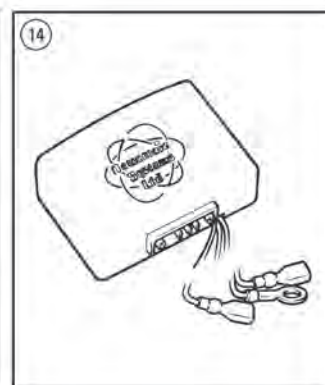
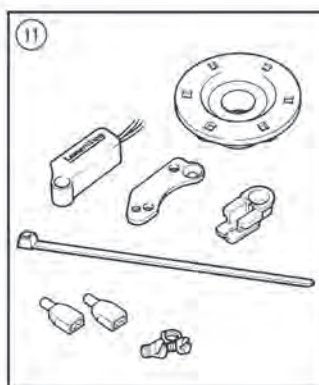
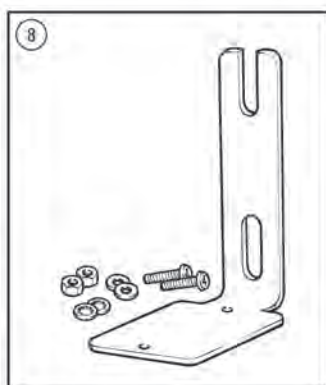
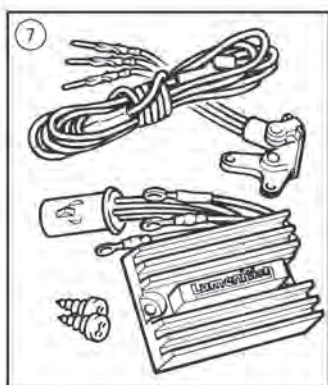
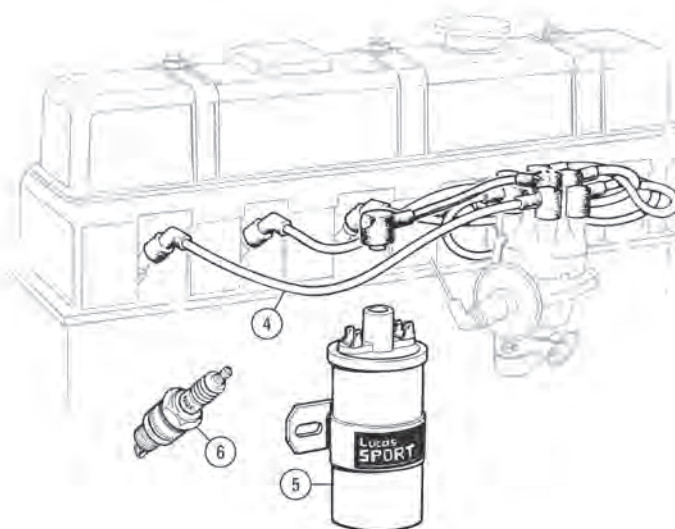
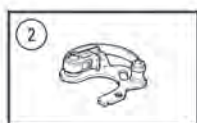
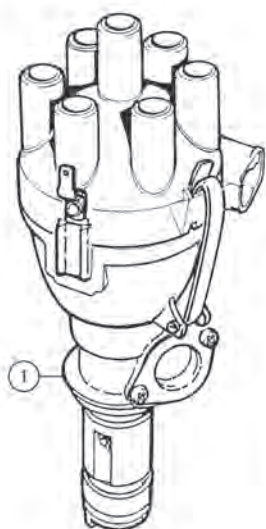
Spark Plugs

| | | | | |
|----|--------|----------------------------------|---|---|
| 47 | N9YCC | SPARK PLUG, 'Champion', original | 6 | |
| | N12YCC | SPARK PLUG, 'Champion', hotter | 6 | |
| | BP5ES | SPARK PLUG, NGK | 6 | lead free conversions |
| | BP6ES | SPARK PLUG, NGK | 6 | standard heat range |
| | BP7ES | SPARK PLUG, NGK | 6 | models with increased compression ratio |

Service Kits

Please enquire for North American applications.

| | | | | |
|----|--------|--|---|--|
| 48 | TGK140 | SERVICE KIT (Includes contact set, plugs, condenser, oil filter (canister type), air filter, fuel filter & fan belt). | 1 | TR5, TR6 CP/CR models, cars with standard oil filter |
| 49 | TGK141 | SERVICE KIT (Includes contact set, plugs, condenser, oil filter (spin-on type), air filter, fuel filter and fan belt). | 1 | TR5, TR6 CP/CR models, cars with a spin-on oil filter conversion |



Upated Ignition System

Upated Distributors

Also available is a range of re-designed advance curve units based on work carried out to your own unit only. Supplied as renovated units with changed advance curve, contact Points based.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|--|
| 1 | TT1271E | DISTRIBUTOR ASSEMBLY, CP/CR (Reconditioned/exchange). | 1 | } modified engine using vacuum advance unit |
| | TT1273E | DISTRIBUTOR ASSEMBLY, CP/CR (Reconditioned/exchange). | 1 | |
| | 215512R | DISTRIBUTOR ASSEMBLY, U.S. (Reconditioned/exchange). | 1 | } modified engine not having or needing vacuum advance unit, e.g. Webers and some injection models |
| | TT1771X | DISTRIBUTOR ASSEMBLY, U.S. (Reconditioned/exchange). | 1 | |
| | | | | } Carburettor models standard or mild modified with SU carbs and with a vacuum advance unit |
| | | | | |
| | | | | } Carburettor models as above but vacuum retard unit |
| | | | | |

Note: All TR5, TR250 and TR6's were originally fitted with 22D distributors, with a mechanical tachometer drive, which makes them unique to the TR range. In the event of failure (due to fracture, for instance) a 45D unit may be used but this will not have the tachometer drive, so an electronic tachometer would have to substituted.

Upated Contact Set

| | | | | |
|---|----------|-----------------------|---|-------------------------|
| 2 | GCS111 | CONTACT SET, 'points' | 1 | } fast road/competition |
| 3 | GCS1001S | SCREW, for points | 1 | |

High Tension Lead Sets (Silicone)

Changing High Tension Leads is often overlooked during routine servicing. The core of a high tension lead can break down after prolonged use, leading to less than satisfactory performance. Changing the high tension leads will ensure the spark plugs are receiving the maximum energy possible, providing that the rest of the ignition system is in good condition, creating the strongest spark. We stock standard lead sets as listed in the previous section or Silicone High Performance Leads listed here. The Silicone Leads transmit greater energy to the spark plug creating a stronger spark. Also, the silicone insulation is able to withstand higher temperatures and damp ingress, improving reliability. These leads are recommended for any modified cars.

| | | | |
|---|---------|------------------------------|---|
| 4 | 172-010 | SILICONE HT LEAD SET, Cobalt | 1 |
|---|---------|------------------------------|---|

Sports Coils

If you want improved ignition performance, the sports coil is for you. 40,000 volt output gives more reliable starting power, and greater performance at high rpm.

| | | | | |
|---|---------|---------------------------------------|---|-------------|
| 5 | TT2981 | IGNITION COIL, sports, 12 volt | 1 | (ballasted) |
| | TT29812 | IGNITION COIL, sports, 12 volt | 1 | |
| | DLB105 | IGNITION COIL, sports, 12 volt, Lucas | 1 | (ballasted) |
| | DLB110 | IGNITION COIL, sports, 12 volt, Lucas | 1 | |

The 6 volt (ballasted) coil system was introduced on CR/CF models to assist with cold starting in seriously cold winter spells and climates (as the amperage from the coil is doubled). For an even more generous spark the 6 volt sports coil can be substituted here. For those who wish to eliminate the ballasted system and return to a 12 volt coil system, the ballast resistor can be bypassed by running a suitable grade wire from the fuse box straight to the coil, having removed the existing coil feed (from the ballast resistor). Fuse box outlet terminal number one should be used as on earlier applications.

Spark Plugs

Spark Plugs should be replaced a regular service intervals. NGK spark plugs are renowned as being a high quality spark plug giving good performance over a wide operating temperature range, a strong spark and long life.

| | | | | |
|---|-------|-----------------|---|--|
| 6 | BP5ES | SPARK PLUG, NGK | 6 | } lead free conversions |
| | BP6ES | SPARK PLUG, NGK | 6 | |
| | BP7ES | SPARK PLUG, NGK | 6 | |
| | | | | } models with increased compression ratio cyl. heads |
| | | | | |

Lumenition Ignition Systems

Lumenition Electronic Ignition Kits are well known as being among the finest after-market electronic ignition systems available. Installation requires a distributor adaptor kit, comprising a chopper and hardware, and a power module with optical switch. The optical switch and chopper fit into the distributor replacing points and condenser, the power module is an electronic device which receives a pulse from the optical trigger and switches the coil. The optical trigger eliminates contact bounce, arcing, mechanical wear and spark splatter, reducing maintenance and increasing reliability. With minimal wiring and modifications this kit is very discreet. A performance Ignition system is also available, supplied with a power module matched to 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. An adaptor kit is also required.

| | | | |
|----|--------|--------------------------------|------------------------|
| 7 | PMA50 | POWER MODULE | 1 |
| 8 | MK006 | MOUNTING BRACKET, power module | 1 |
| 9 | CEK150 | PERFORMANCE IGNITION KIT | 1 |
| 10 | LFK116 | FITTING KIT | 1 for 22D distributors |
| | LFK117 | FITTING KIT | 1 for 45D distributors |

Lumenition 'Magnetronic' Ignition System

Designed as a budget electronic conversion for owners requiring the original look. All parts are neatly contained within the distributor unit. The system utilises the proven 'Hall Effect' magnetic pick-up and a unique triggering device. There are not any touching or wearing components, ensuring timing will remain accurate once installed.

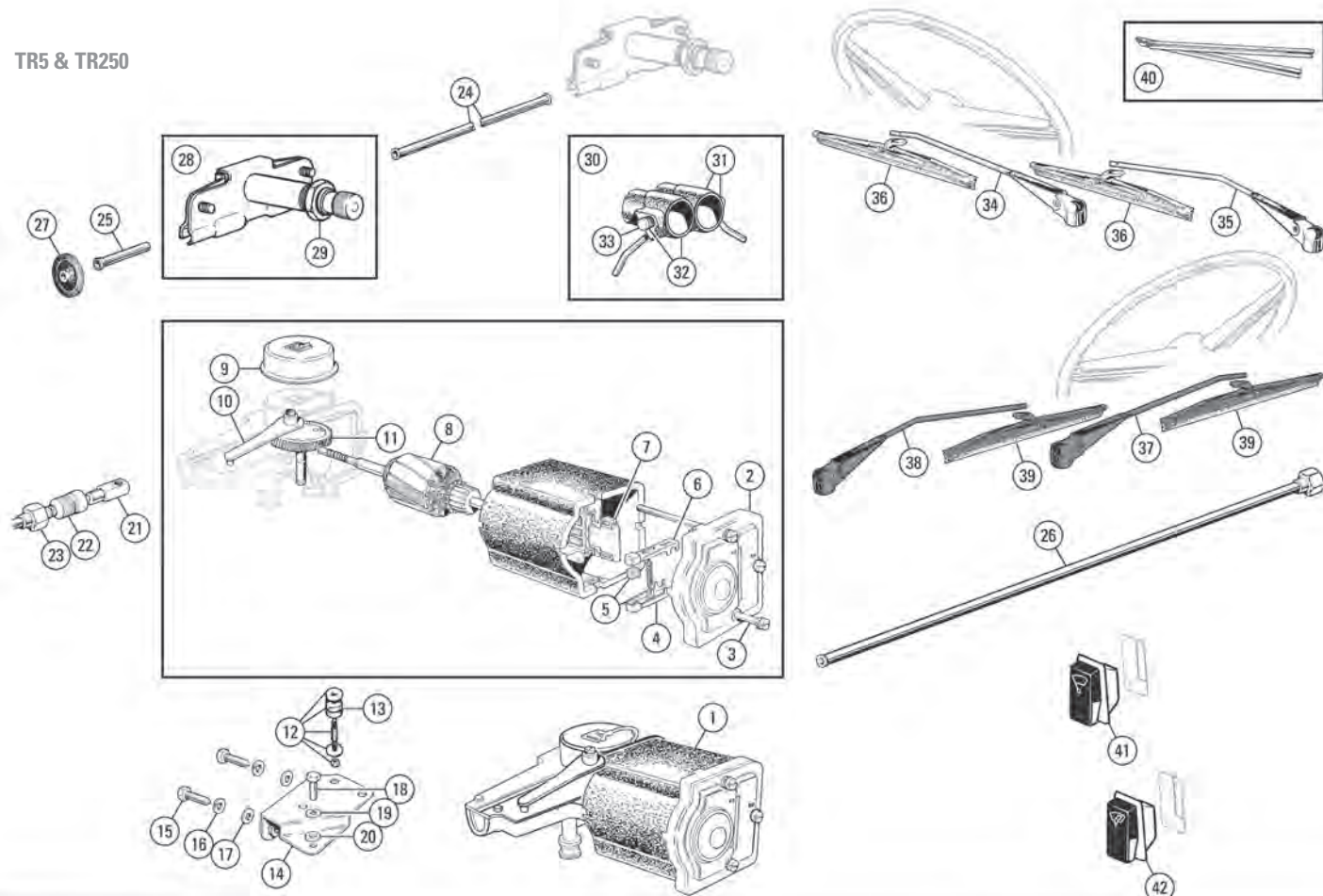
| | | | |
|----|--------|--------------------------|------------------------|
| 11 | MTK005 | MAGNETRONIC IGNITION KIT | 1 for 22D distributors |
| | MTK009 | MAGNETRONIC IGNITION KIT | 1 for 45D distributors |
| | MTK106 | INSTRUCTION SHEET | 1 |

Newtronic Ignition Kit

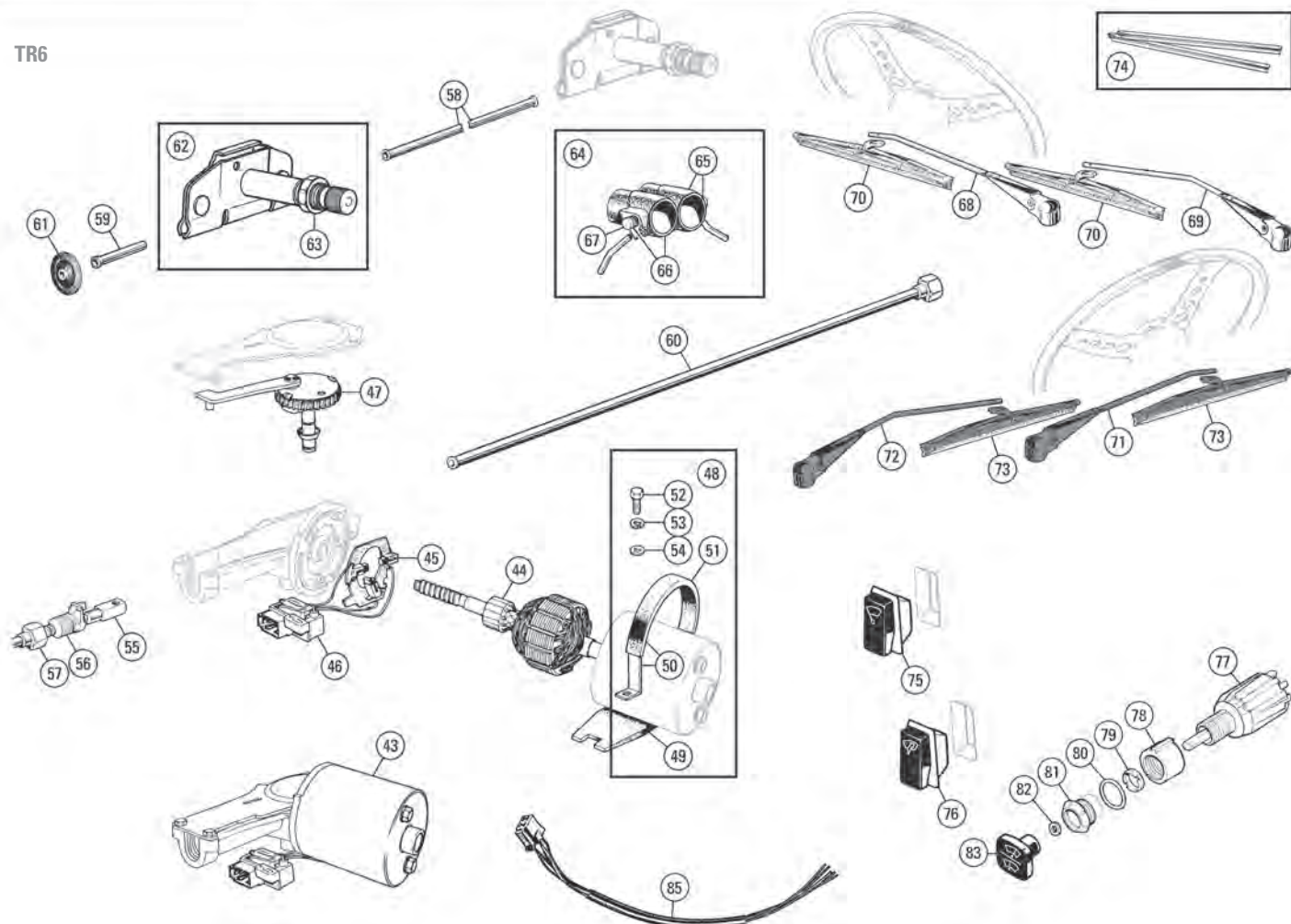
Newtronic (formerly Piranha) offers all the benefits of a full electronic ignition utilising an optical trigger pick-up operated via a scanning disc mounted on the distributor shaft. Kits are complete with a switch unit and adaptor kit. For fast road/competition use a Gold Switch unit and adaptor kit with a 12V sports coil.

| | | | |
|----|-----------|------------------------|------------------------|
| 12 | TT2970 | NEWTRONIC IGNITION KIT | 1 for 22D distributors |
| | TT2971 | NEWTRONIC IGNITION KIT | 1 for 45D distributors |
| 13 | TT2980-01 | ADAPTOR KIT | 1 for 22D distributors |
| | TT2980-09 | ADAPTOR KIT | 1 for 45D distributors |
| 14 | TT2977 | POWER PACK, standard | 1 replacement |
| | TT2978 | POWER PACK, 'Gold' | 1 |

TR5 & TR250



TR6



Windscreen Wiper System

Wiper Motor Assembly (TR5 and TR250)

| ill. | Part Number | Description | Req. | Details |
|------|---|--|------|---------|
| 1 | 514821 | WIPER MOTOR, new | 1 | |
| | 514821R | WIPER MOTOR, recon/exchange | 1 | |
| | Note: Less drive gear. | | | |
| 2 | 511094 | COVER, end | 1 | |
| 3 | 511001 | BOLT, fixing casing | 2 | |
| 4 | 508169 | BRUSH GEAR ASSEMBLY | 1 | |
| 5 | 508170 | BRUSH SET, carbon, (pair) | 1 | |
| 6 | 057492 | SPRING, brush tension | 1 | |
| 7 | 511095 | COIL, two speed type | 1 | |
| 8 | 511003 | ARMATURE | 1 | |
| 9 | 511006 | SWITCH, self parking, cap & ring | 1 | |
| 10 | 511096 | ROD, connecting gear to rack | 1 | |
| 11 | 511078 | SHAFT & GEAR ASSEMBLY | 1 | |
| | 505869 | SUNDRY PARTS KIT | 1 | |
| 12 | 17H5431 | MOUNTING KIT, wiper motor to bracket | 3 | |
| | (Includes 1 stud, 2 washers, 1 nut & 1 rubber grommet). | | | |
| 13 | 17H5431X | GROMMET, wiper mounting | 3 | |
| 14 | 611169 | BRACKET ASSEMBLY, wiper motor | 1 | |
| 15 | GHF101 | SCREW, bracket to bulkhead lower panel | 2 | |
| 16 | GHF331 | WASHER, locking | 2 | |
| 17 | WM57 | WASHER, plain | 2 | |
| 18 | SH604041 | SCREW, bracket to bulkhead bracket | 1 | |
| 19 | GHF331 | WASHER, locking | 1 | |
| 20 | WM57 | WASHER, plain | 1 | |

Wiper Wheel Boxes And Washer Jets (TR5 and TR250)

| | | | | |
|----|------------|--|-----|---|
| 21 | RTC202A | CROSS HEAD & RACK, cut to 28 13/32" | 1 | |
| 22 | 37H5282 | FERRULE, rack outer tube to motor | 1 | |
| 23 | AAU1909A | RACK TUBING & NUT (Motor to first wheelbox). | 1 | |
| 24 | 131151 | RACK TUBING, wheelbox to wheelbox | 1 | |
| 25 | 575047A | RACK TUBING, second w/box extension | 1 | |
| 26 | AAU1909A | RACK TUBE & NUT (Must be cut to length and flared). | a/r | 'bulk' alternative to items 23, 24 and 25 |
| 27 | 600395 | GROMMET, rack tubing through bulkhead | 1 | |
| 28 | 37H6316 | WHEELBOX ASSEMBLY | 2 | Includes nut & bush |
| 29 | ANK3459 | NUT, wheelbox retaining, 6 sided | 2 | |
| 30 | LU54704807 | WASHER JET & BUSH KIT (Includes 2 upper & lower bushes and 2 jets). | 1 | |
| 31 | 511071 | UPPER BUSH & JET, LH | 1 | |
| 32 | 511070 | UPPER BUSH & JET, RH | 1 | |
| 33 | 112740 | JET ONLY | 2 | |

Wiper Arms And Blades (TR5 and TR250)

| | | | | |
|----|--------|------------------------------------|---|-----------------|
| 34 | 131105 | WIPER ARM, straight, drivers side | 1 | TR5, RHD, |
| 35 | 131106 | WIPER ARM, cranked, passenger side | 1 | bright finish |
| 36 | GWB219 | WIPER BLADE | 2 | |
| 37 | 131108 | WIPER ARM, straight, drivers side | 1 | TR5, TR250 LHD, |
| 38 | 131107 | WIPER ARM, cranked, passenger side | 1 | bright finish |
| 39 | GWB219 | WIPER BLADE, bright finish | 2 | |
| 40 | GWR120 | WIPER BLADE REFILL, (pair) | 1 | |

Wiper/Washer Switches (TR5 and TR250)

| | | | | |
|----|--------|-----------------------------------|---|--|
| 41 | 148410 | SWITCH, rocker, windscreen wiper | 1 | |
| 42 | 158452 | SWITCH, rocker, windscreen washer | 1 | |

Wiper Motor Assembly (TR6)

| | | | | |
|----|---------|-------------------------------|---|---|
| 43 | GXE7708 | WIPER MOTOR, new | 1 | supplied without shaft, gear and link |
| 44 | 517643 | ARMATURE | 1 | |
| 45 | RTC198A | BRUSH GEAR & PLATE | 1 | Lucas nos. 75664A 75664B, 75664D and 75664F |
| 46 | 517645 | PARKING SWITCH, screw on type | 1 | Lucas nos. 75664A and 75664B |
| | 520160A | PARKING SWITCH, clip on type | 1 | Lucas nos. 75664D and 75664F |

The type of parking switch required for your wiper motor can be identified by the letter suffix used after the Lucas part number (which is a five digit number 75664) stamped on the raised round section of gearbox lid. This letter can be A, B, D or F. The switches are not interchangeable due to casting differences of the motor bodies.

| | | | | |
|----|---------|--------------------|---|--|
| 47 | 37H3048 | SHAFT, GEAR & LINK | 1 | |
|----|---------|--------------------|---|--|

The shaft gear and link assemblies incorporate a plastic ramp section that activates the parking switch. The plastic ramp is detachable from the assembly so care must be taken not to convert your RH steering shaft, gear and link assembly into a LH steering one. The positioning of the switch ramp in relation to the link drive crank pin, determines which side of the screen the wipers are caused to park, and that's the difference between 517622 & 517646. The position of the ramp relative to the crank pin on your existing gear and position the plastic ramp on the new gear to match.

| | | | | |
|----|-----------|---------------------------------|---|-----------------|
| 48 | 150846K | MOUNTING KIT | 1 | |
| 49 | 150844A | PAD, wiper motor mounting | 1 | |
| 50 | BHA4790 | STRAP & RUBBER, motor retaining | 1 | |
| | BHA4790SS | STRAP & RUBBER, motor retaining | 1 | stainless steel |
| 52 | SH604041 | SCREW, wiper motor attaching | 2 | |
| 53 | GHF331 | WASHER, locking | 2 | |
| 54 | GHF300 | WASHER, plain | 2 | |

Wiper Wheel Boxes And Washer Jets (TR6)

| | | | | |
|----|---------|--|---|--|
| 55 | RTC202A | CROSS HEAD & RACK, cut to 28 13/32" | 1 | |
| 56 | 37H3694 | FERRULE, rack outer tube to motor | 1 | |
| 57 | 625614 | RACK TUBING & NUT, (Motor to first wheelbox). | 1 | |
| 58 | 625613 | RACK TUBING, wheelbox to wheelbox | 1 | |
| 59 | 575047A | RACK TUBING, second w/box extension | 1 | |

Note: The original rack tubes from the wiper motor to the first wheel box and between the wheel boxes are no longer available. We can supply item 60 (Part No: AAU1909A) which is a length of pipe with the wheelbox nut. This can be cut and flared as required.

| | | | | |
|----|------------|--|-----|---|
| 60 | AAU1909A | RACK TUBE & NUT, (Must be cut to length and flared). | a/r | 'bulk' alternative to items 57, 58 and 59 |
| 61 | 600395 | GROMMET, rack tubing through bulkhead | 1 | |
| 62 | 37H7738 | WHEELBOX ASSEMBLY | 2 | |
| 63 | 17H8769 | NUT, wheelbox retaining, 8 sided | 2 | |
| 64 | LU54704807 | WASHER JET & BUSH KIT (Includes 2 upper and lower bushes and 2 jets). | 1 | |
| 65 | 511071 | UPPER BUSH & JET, LH | 1 | |
| 66 | 511070 | UPPER BUSH & JET, RH | 1 | |
| 67 | 112740 | JET ONLY | 2 | |

Wiper Arms And Blades (TR6)

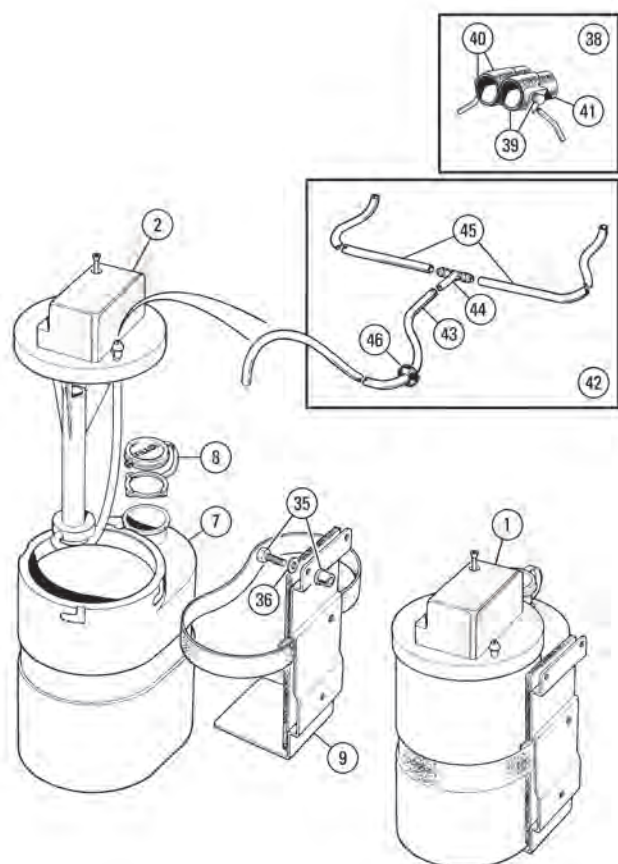
| | | | | |
|----|----------|-------------------------------------|---|-----------------------|
| 68 | 151886Z | WIPER ARM, straight, drivers side | 1 | TR6 To (c) CR1, |
| 69 | 151888Z | WIPER ARM, cranked, passenger side | 1 | RHD, bright finish |
| 70 | GWB118Z | WIPER BLADE | 2 | |
| | BHA5205Z | WIPER ARM, straight, drivers side | 1 | TR6 From (c) CR1, |
| | 159686Z | WIPER ARM, cranked, passenger side | 1 | RHD, black finish |
| | GWB180Z | WIPER BLADE, original type fitting | 2 | |
| | GWB911 | WIPER BLADE, universal type fitting | 2 | |
| 71 | 151887Z | WIPER ARM, straight, drivers side | 1 | TR6 To (c) CR1/CF1, |
| 72 | 151885Z | WIPER ARM, cranked, passenger side | 1 | LHD, bright finish |
| 73 | GWB118Z | WIPER BLADE | 2 | |
| | 159684 | WIPER ARM, straight, drivers side | 1 | TR6 From (c) CR1/CF1, |
| | 159685Z | WIPER ARM, cranked, passenger side | 1 | LHD, black finish |
| | GWB180Z | WIPER BLADE, original type fitting | 2 | |
| | GWB911 | WIPER BLADE, universal type fitting | 2 | |
| 74 | GWR120 | WIPER BLADE REFILL, (pair) | 1 | |

Wiper/Washer Switches (TR6)

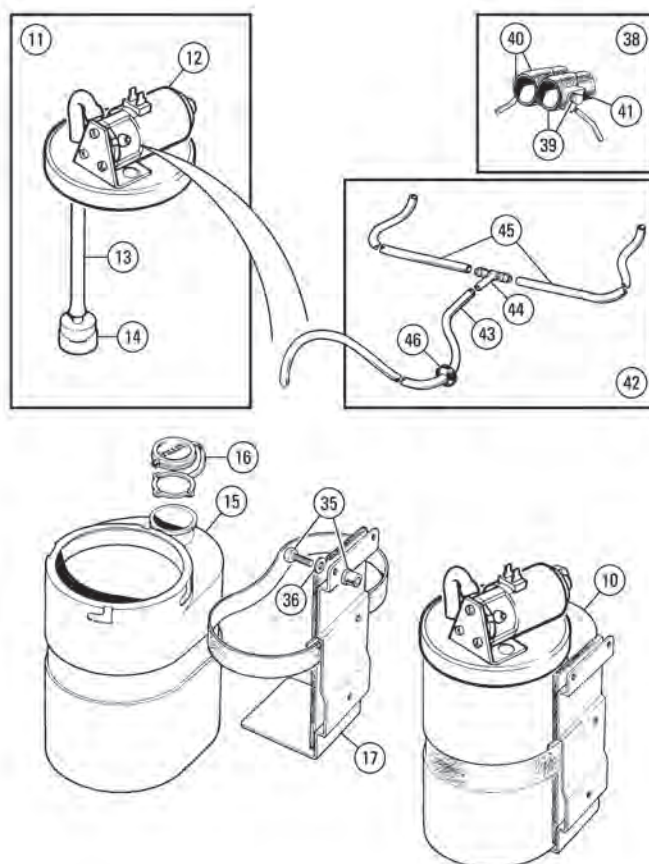
| | | | | |
|----|---------|----------------------------------|---|--|
| 75 | 13H7761 | SWITCH, rocker, windscreen wiper | 1 | |
|----|---------|----------------------------------|---|--|

Note: The original 'Clear-Hooters' wiper switches (part no. 151431) are no longer available. They should be replaced by the 'Lucas' type (part no. 13H7761). These are not a direct fit and the metal dashboard backing will require minor modification to fit. For more information please see pages 159 to 165.

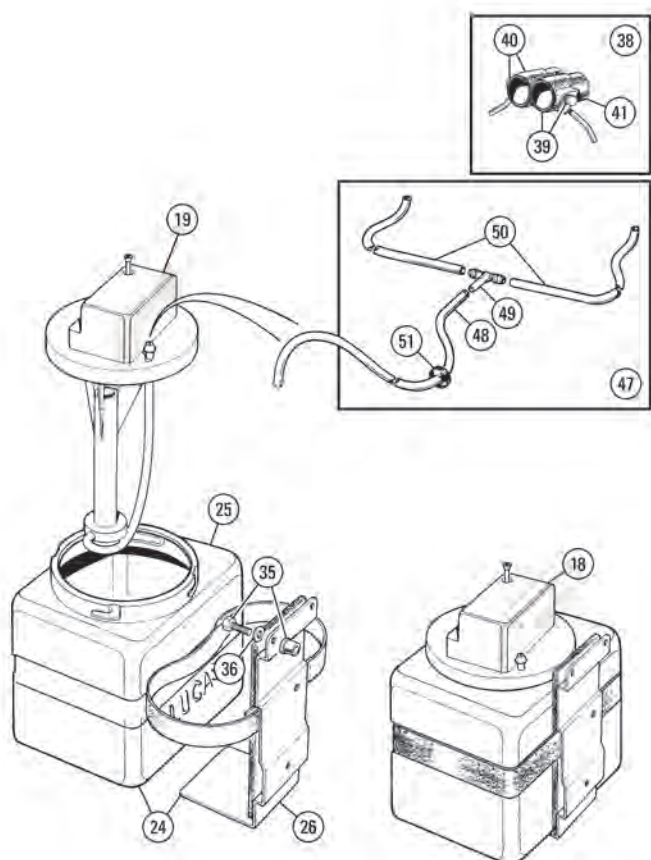
| | | | | |
|----|----------|--------------------------------------|-----|-------------------|
| 76 | 158452 | SWITCH, rocker, windscreen washer | 1 | |
| 77 | 155496 | SWITCH ASSEMBLY, wiper/washer | 1 | Clear-hooter |
| | 155496Z | SWITCH ASSEMBLY, wiper/washer | 1 | Lucas replacement |
| 78 | 621510 | SPACER TUBE, switch mounting | 1 | |
| 79 | 622682 | NUT, spacer to switch | 1 | |
| 80 | 616048 | WASHER, PVC | 1 | TR6 from |
| 81 | 622443 | BEZEL, wiper/washer switch | 1 | (c) CR1/CF1 |
| 82 | 059445 | PAD, rubber | 1 | |
| 83 | 725374 | KNOB, wiper/washer switch, pictorial | 1 | |
| 85 | GXE7708P | PLUG & LEAD, wiper motor | a/r | |



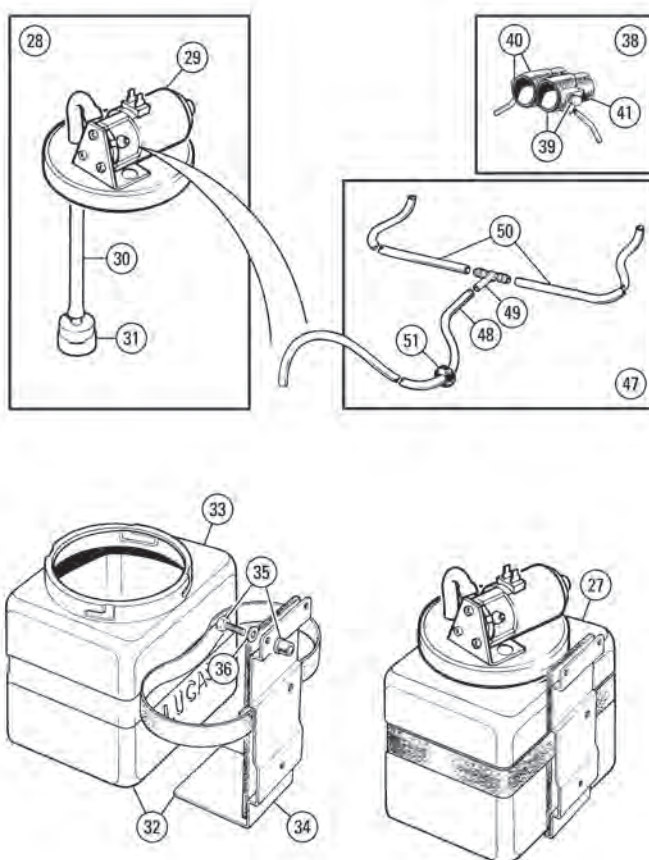
UP TO CP/CC50000
Original Type



UP TO CP/CC50000
Replacement Type



CP/CC50001 ON



CR1/CF1 ON

Windscreen Wiper System (Continued)

Washer Bottles

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|--|
| 1 | 211710 | WASHER BOTTLE, PUMP, LID & BRACKET ASSEMBLY, oval bottle | 1 | TR5, TR250, TR6 To (c) CP50000/CC50000, original |
| 2 | 514208 | MOTOR, PUMP & LID ASSEMBLY | 1 | |
| 7 | GW914 | BOTTLE, oval | 1 | |
| 8 | GW957 | FILLER CAP | 1 | |
| 9 | 514223A | BRACKET & STRAP ASSEMBLY | 1 | |

Note: The original oval washer bottle with a square motor assembly (Part No: 211710) is not available, use item 10 (Part No: TKC909) as replacement. The cap and motor (Part No: GW111) can also be used on the original bottle.

| | | | | |
|----|---------|--|-----|---|
| 10 | TKC909 | WASHER BOTTLE, PUMP, LID & BRACKET ASSEMBLY, oval bottle | 1 | TR5, TR250, TR6 To (c) CP50000/CC50000, replacement |
| 11 | GW111 | PUMP MOTOR & LID ASSEMBLY | 1 | |
| 12 | GW125 | MOTOR | 1 | |
| 13 | GW202M | TUBING, pump delivery, per metre | a/r | |
| 14 | GW506 | NON RETURN VALVE, inlet to pump | 1 | |
| 15 | GW914 | BOTTLE, oval | 1 | |
| 16 | GW957 | FILLER CAP | 1 | |
| 17 | 514223A | BRACKET & STRAP ASSEMBLY | 1 | |
| 18 | 215822 | WASHER BOTTLE, PUMP, LID & BRACKET ASSEMBLY, square bottle | 1 | TR6 (c) CP50001/CC50001 To CR1/CF1 |
| 19 | 514208 | MOTOR, PUMP & LID ASSEMBLY | 1 | |
| 24 | 518264 | BOTTLE, BRACKET & STRAP | 1 | |
| 25 | 518264X | BOTTLE, square | 1 | |
| 26 | 518265 | BRACKET & STRAP ASSEMBLY | 1 | |

Note: The original square washer bottle with a square motor assembly (Part No: 215822) is not available, use item 27 (Part No: 215822X) as replacement. The cap and motor (Part No: GW111) can also be used on the original bottle.

| | | | | |
|----|---------|--|-----|----------------------|
| 27 | 215822X | WASHER BOTTLE, PUMP, LID & BRACKET ASSEMBLY, square bottle | 1 | TR6 From (c) CR1/CF1 |
| 28 | GW111 | PUMP MOTOR & LID ASSEMBLY | 1 | |
| 29 | GW125 | PUMP MOTOR ONLY | 1 | |
| 30 | GW202M | TUBING, pump delivery, per metre | a/r | |
| 31 | GW506 | NON RETURN VALVE, inlet to pump | 1 | |
| 32 | 518264 | BOTTLE, BRACKET & STRAP | 1 | |
| 33 | 518264X | BOTTLE, square | 1 | |
| 34 | 518265 | BRACKET & STRAP ASSEMBLY | 1 | |

Note: All washer bottles and assemblies are interchangeable between models.

| | | | | |
|----|--------|---|---|------------------|
| 35 | 566293 | FASTENER ASSEMBLY (Washer bottle bracket to body). | 3 | *rawlnut & screw |
| 36 | GHF306 | WASHER, plain | 3 | |

*Note: The 'rawlnut' supplied today includes a screw cut with a metric thread, not the original No.10 unf with 32 tpi.

Washer Jets

| | | | | |
|----|------------|--|---|--|
| 38 | LU54704807 | WASHER JET & BUSH KIT (Includes 2 upper and lower bushes and 2 jets). | 1 | |
| 39 | 511071 | UPPER BUSH & JET, LH | 1 | |
| 40 | 511070 | UPPER BUSH & JET, RH | 1 | |
| 41 | 112740 | JET ONLY | 2 | |

Washer Tubing (TR5, TR250)

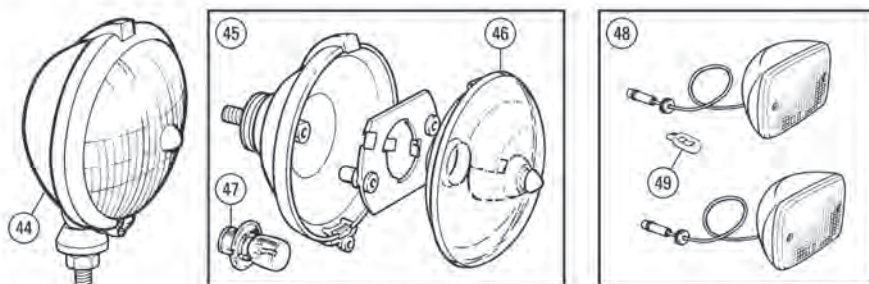
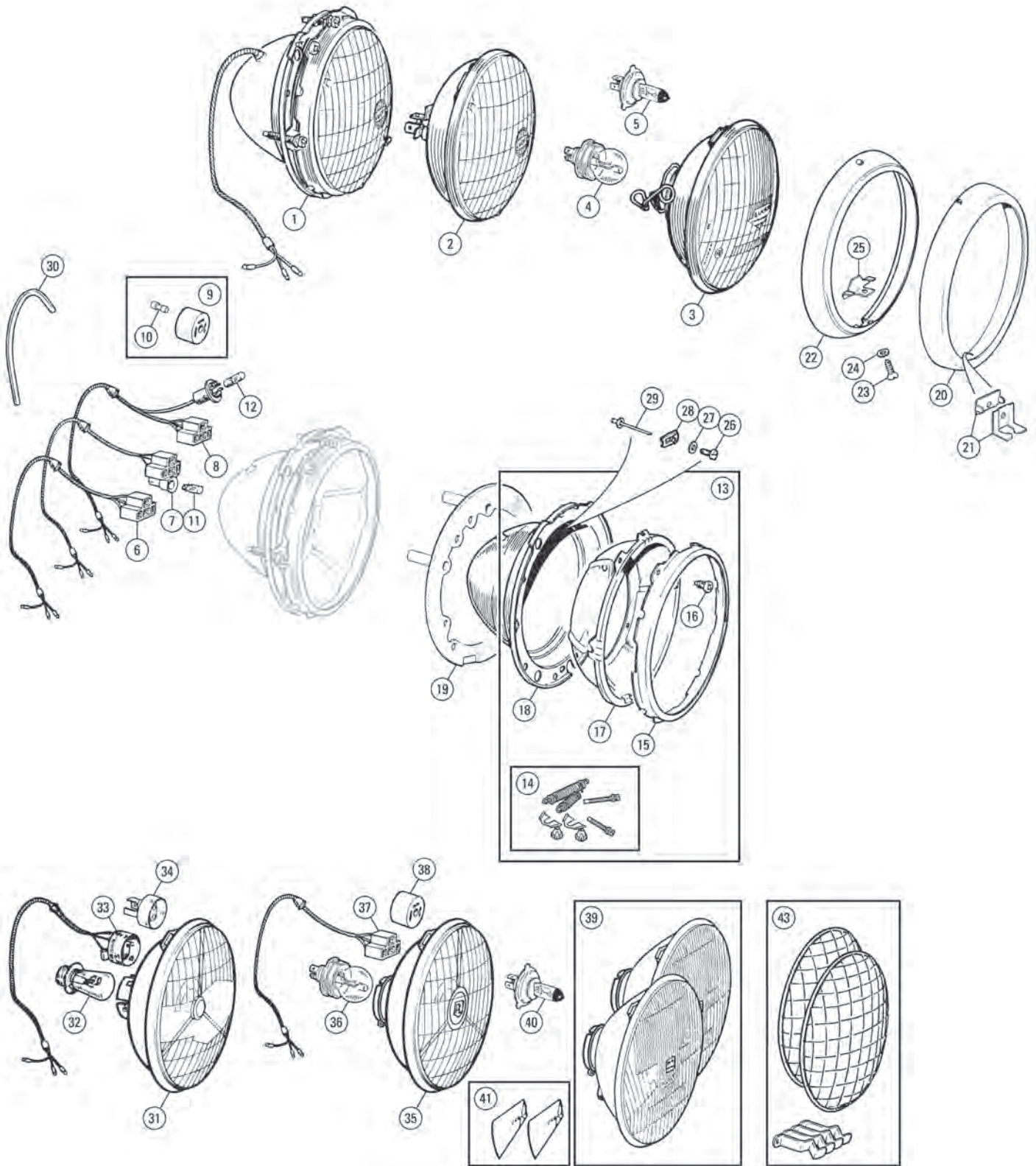
| | | | | |
|----|----------|----------------------------------|-----|-----------|
| 42 | 612601XK | 'T' PIECE & TUBING KIT, PVC | 1 | |
| 43 | GW202M | TUBING, pump to 'T' piece, PVC | a/r | per metre |
| 44 | GW404 | 'T' PIECE, between pump & nozzle | 1 | |
| 45 | GW201M | TUBING, 'T' piece to jet, PVC | a/r | per metre |
| 46 | 061917 | GROMMET, tubing into plenum | 1 | |

Washer Tubing (TR6)

| | | | | |
|----|----------|----------------------------------|-----|-----------|
| 47 | 612601XK | 'T' PIECE & TUBING KIT, PVC | 1 | |
| 48 | GW202M | TUBING, pump to 'T' piece, PVC | a/r | per metre |
| 49 | GW404 | 'T' PIECE, between pump & nozzle | 1 | |
| 50 | GW201M | TUBING, 'T' piece to jet, PVC | a/r | per metre |
| 51 | 061917 | GROMMET, tubing into plenum | 1 | |

Converting Your Wiper Motor To Either RHD Or To LHD

The wiper motor will need to be reset as RHD & LHD versions park on opposite sides of the car. The conversion is simple. Remove the top cover plate on the motor and reuse the large gear. There is a peg inserted in this gear which determines the park position. Split the halves of the gear and rotate by 180° before reconnecting them and re-assembling into the motor. Check that the motor is correct for your TR, it should be stamped 1300 for TR5's and TR250's and 1150 for TR6's to give the correct sweep. See page 145 if it is not.



Headlamps & Driving Lamps

Headlamps (Standard)

| ill. | Part Number | Description | Req. | Details |
|------|--|--|------------------|---|
| 1 | 512223X 13H7922 | HEADLAMP ASSEMBLY, sealed beam HEADLAMP ASSEMBLY, sealed beam (With pilot lamp). | 2 2 | RHD |
| | 514579 512224RH 512224X | HEADLAMP ASSEMBLY, sealed beam HEADLAMP ASSEMBLY, P45T asymmetric HEADLAMP ASSEMBLY, P45T asymmetric (With clear bulb). | 2 2 2 | |
| | AEU1061A | HEADLAMP ASSEMBLY, P45T asymmetric (With yellow bulb). | 2 | LHD |
| | BAU1177A | HEADLAMP ASSEMBLY, P45T asymmetric (With pilot lamp). | 2 | |
| 2 | GLU101 13H3471A | LIGHT UNIT, sealed beam LIGHT UNIT, sealed beam (With pilot window). | 2 2 | RHD |
| | BMK2508 BMK2508H | LIGHT UNIT, sealed beam LIGHT UNIT, sealed beam, halogen | 2 2 | |
| 3 | 512241RH 27H4146A 27H5981A | LIGHT UNIT, P45T asymmetric LIGHT UNIT, P45T asymmetric LIGHT UNIT, P45T asymmetric (With pilot hole). | 2 2 2 | LHD |
| 4 | GLB410 GLB411 | BULB, P45T, clear BULB, P45T, cadmium yellow | 2 2 | |
| 5 | GLB2983 | BULB, P45T, clear, quartz halogen | 2 | 45/40 watt (France) |
| 6 | BAU2110 | ADAPTOR, Lucar type, with cable | 2 | 60/55 watt |
| 7 | BAU2111 | ADAPTOR, Lucar type (With cable for sealed beam with pilot). | 2 2 | |
| 8 | 27H5976 | ADAPTOR, Lucar type (With cable for P45T with pilot). | 2 2 | |
| 9 | BAU2110 | ADAPTOR ONLY, for Lucar terminals | 2 | |
| 10 | MQC412111 MQC412112 MQC412113 MQC412114 | BULLET, single, male, solder/crimp, 1mm BULLET, single, male, solder/crimp, 1.5mm BULLET, single, male, solder/crimp, 2mm BULLET, single, male, solder/crimp, 3mm | 6 6 6 6 | 9/0.3 cable 14/0.3 cable 28/0.3 cable 44/0.3 cable |
| 11 | GLB501 | BULB, pilot, capless | 2 | |
| 12 | GLB233 | BULB, pilot, bayonet fitment type | 2 | |
| 13 | 27H8263X | BUCKET, BOWL & RIM ASSEMBLY | 2 | |
| 14 | BHM7058 | ADJUSTER KIT | 2 | |
| 15 | 515218A | OUTER MOUNTING RIM, chrome | 2 | |
| 16 | AB606021 | SCREW, retaining outer rim | 6 | |
| 17 | SML4 | INNER MOUNTING RIM | 2 | |
| 18 | SML3 SML3TR SML3P | HEADLAMP BUCKET, metal HEADLAMP BUCKET, metal HEADLAMP BUCKET, plastic | 2 2 2 | 'Lucas' with correct clip for 119072Z alternative |
| 19 | 512222 | GASKET, rubber, bucket to body | 2 | |
| 20 | 119072 119072Z | RIM, headlamp, spring clip fitting RIM, headlamp, spring clip fitting | 2 2 | Lucas reproduction |
| 21 | BAU1460TR BAU1460 | CLIP, spring, rim retaining CLIP, spring, rim retaining | 2 2 | |
| 22 | 500929 | RIM, headlamp, screw fitting | 2 | alternative |
| 23 | RTC465 | SCREW, rim retaining | 2 | alternatives |
| 24 | 21G9057 | WASHER, rubber | 2 | |
| 25 | 37H7421A | CLIP, rim screw retaining | 2 | |
| 26 | GHF424 | SCREW, self tapping, lamp to body | 6 | |
| 27 | WP4 | WASHER, under screw | 6 | |
| 28 | FC2804 | SPIRE NUT | 6 | TR5-250 |
| 29 | 569313 | RIVET, 'Pop', headlamp to wing | 6 | TR6 |
| 30 | 504806 | SLEEVE, plastic, protecting lamp wiring | 2 | |

General modern safety standards, regulations or requirements may inspire the owners of TR6 cars to fit all amber indicator lamps to their cars with pilot lamps in the headlamps instead of the side lamp arrangement as standard. To assist those who wish to follow this option, the all amber front indicator lamps as fitted to US cars are listed on page 153.

To install pilot lamps in the headlamps the simplest solution is to fit a replacement pair of halogen headlamps with this provision. The wiring for the side lamp is re routed to the headlamp by the use of a simple single cable with the appropriate bullet connector (003632), or by fitting a new headlamp harness (27H5976).

P700 Lucas Tripod Headlamps

For those owners who prefer the attractive and popular 'tripod' units, we are pleased to offer both the P700 & PL700 light units. The 'PL' units meet with standard TR5 & TR6 specification requirements for all markets NOT requiring a sealed beam unit and is also up-gradeable to Halogen or Xenon. Both types utilise standard headlamp buckets.

| | | | |
|-------------|----------------------------------|---|-----|
| 506370X | HEADLAMP ASSEMBLY, P700 'tripod' | 2 | RHD |
| 506372X | HEADLAMP ASSEMBLY, P700 'tripod' | 2 | LHD |
| 31 LU554308 | LIGHT UNIT, P700 'tripod' | 2 | RHD |
| LU555296 | LIGHT UNIT, P700 'tripod' | 2 | LHD |
| 32 GLB414 | BULB, BPF, clear | 2 | RHD |

| | | | |
|------------|-------------------------------|---|-------------------|
| GLB415 | BULB, BPF, clear | 2 | LHD |
| GLB409X | BULB, BPF, cadmium yellow | 2 | LHD (France) |
| 33 27H2333 | ADAPTOR & CABLES | 2 | for BPF lamp unit |
| 34 501473 | ADAPTOR, with Lucas terminals | 2 | |

PL700 Lucas Tripod Headlamps

Note: See the Accessories section for full details.

| | | | |
|------------|-----------------------------------|---|------------|
| 506373 | HEADLAMP ASSEMBLY, PL700 'tripod' | 2 | RHD |
| 506374 | HEADLAMP ASSEMBLY, PL700 'tripod' | 2 | LHD |
| 35 506375 | LIGHT UNIT, PL700 'tripod' | 2 | RHD |
| 506376 | LIGHT UNIT, PL700 'tripod' | 2 | LHD |
| 36 GLB410 | BULB, P45T, clear | 2 | |
| GLB2983 | BULB, P45T, clear, quartz halogen | 2 | |
| GLB411 | BULB, P45T, cadmium yellow | 2 | LHD France |
| 37 BAU2110 | ADAPTOR & CABLES, for P45T lamp | 2 | |

Halogen Headlamp Sets

Note: See the Accessories section for full details.

For those of you who find the standard headlamps on your TR inadequate for today's high speed night driving, convert your car to modern halogen bulb, asymmetric beam headlamps. The headlamp units are direct replacements for existing sealed beam or tungsten bulb units. We offer both Wipac Quadoptic H4 and Lucas H4 in RH or LH drive versions.

Halogen headlamp sets are supplied as vehicle sets

| | | | |
|--------------|---|---|---------------------------------------|
| 39 GAC4023 | H4, (inc. bulbs), with pilot, aftermarket | 1 | RHD |
| GAC4023Z | WIPAC H4, (inc. bulbs), with pilot | 1 | |
| GAC4022 | WIPAC H4, (inc. bulbs), no pilot | 1 | |
| LULUB802 | H4, (less bulbs), with pilot, aftermarket | 1 | LHD |
| WPS4699 | WIPAC H4, (inc. bulbs), with pilot | 1 | |
| MGE203 | WIPAC H4, (inc. bulbs), no pilot | 1 | |
| 40 GLB472 | BULB, H4 halogen, clear | 2 | twin filament |
| GLB476 | BULB, H4 halogen, cadmium yellow | 2 | |
| GLB484 | BULB, H4 halogen, clear (Check local regulations). | 2 | 100/80W twin filament |
| GLB472X | BULB, 'Xenon', H4 halogen, clear | 2 | 60/55W, 30% brighter twin filament |
| 41 XBQ100560 | CONVERTER KIT, for RHD lamps (On LHD roads, halogen lamps only). | 1 | |

Headlamp Stone Guards

| | | | |
|-------------|--------------------------|---|--|
| 43 GAC8000X | STONE GUARD SET, clip-on | 1 | |
|-------------|--------------------------|---|--|

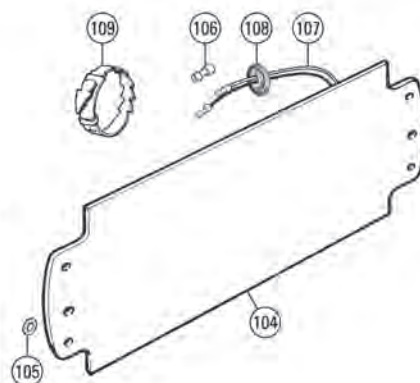
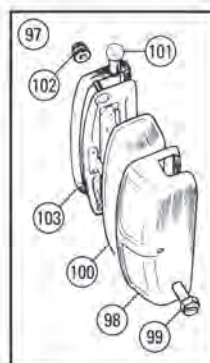
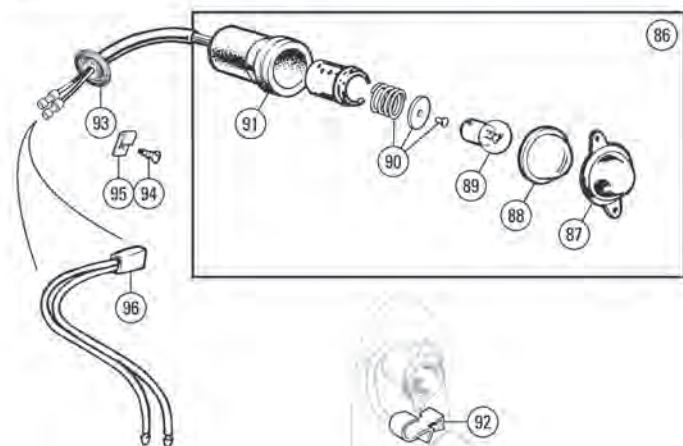
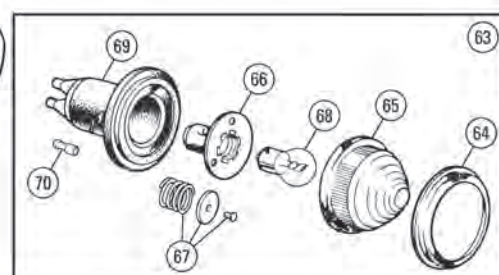
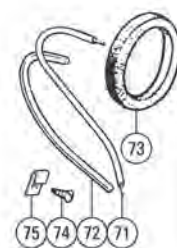
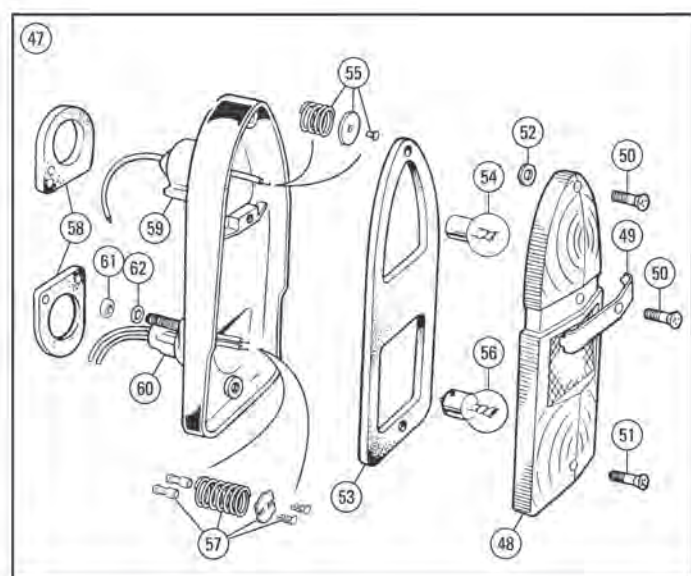
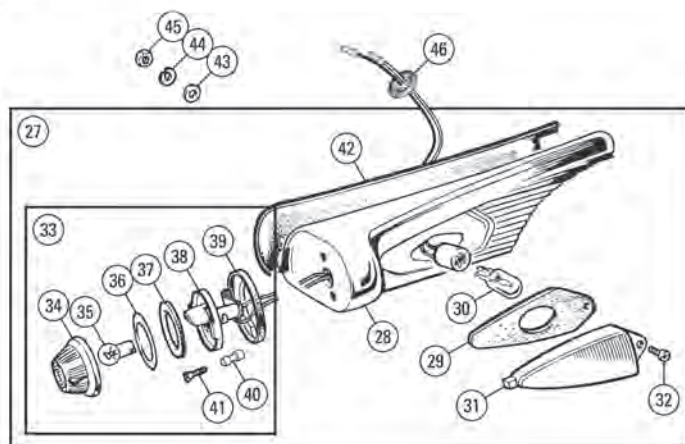
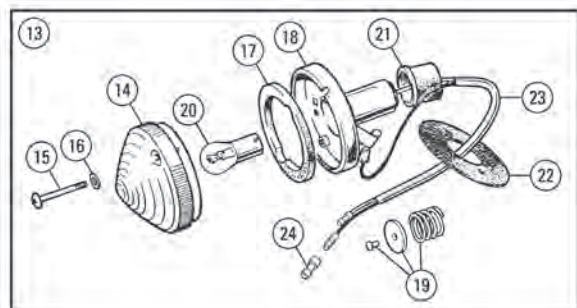
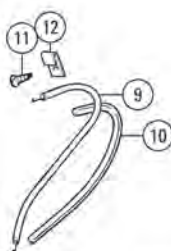
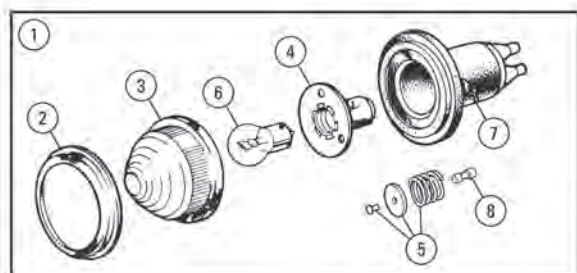
Driving And Fog Lamps

Lucas SLR And SFT

| | | | |
|--------------|--|-----|---------------|
| 44 MM162-700 | DRIVING LAMP, Lucas SLR (Clear lens, long range). | a/r | stem mounting |
| MM162-800 | FOG LAMP, Lucas SFT, fluted lens | a/r | |
| 45 57H5322 | DRIVING LAMP, Lucas SLR (Clear lens, long range). | a/r | back mounting |
| BHA4399 | FOG LAMP, Lucas SFT, fluted lens | a/r | |
| 46 57H5015 | LENS, driving lamp | a/r | |
| ACG5179 | LENS, fog lamp | a/r | |
| 47 GLB185 | BULB, driving lamp, 12v 48w | a/r | |
| GLB323 | BULB, fog lamp, 12v 48w | a/r | |

Wipac

| | | | |
|-------------|-------------------------------|-----|-------------|
| 48 WPSRX400 | DRIVING LAMP SET, rectangular | a/r | 7.5" x 3.4" |
| 49 GLB453 | BULB, halogen H3 | a/r | |



Front, Side & Rear Lamps TR5, TR250

Front Flasher Lamp TR5

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---------------------|
| 1 | 2A9013 | FLASHER LAMP, front, amber lens | 2 | |
| | 532806 | FLASHER LAMP, front, white lens | 2 | Italy only |
| | 1B9100 | SIDE & FLASHER LAMP, white lens | 2 | Switzerland only |
| 2 | 7H5182 | RIM | 2 | |
| 3 | 37H5520 | LENS, amber, glass | 2 | |
| | 37H5520Z | LENS, amber, glass | 2 | aftermarket |
| | 37H6928 | LENS, front, clear, glass | 2 | Italy & Switzerland |
| | 37H6928Z | LENS, front, clear, glass | 2 | aftermarket |
| 4 | 37H5528 | BULB HOLDER ASSEMBLY | 2 | |
| | 17H5426 | BULB HOLDER ASSEMBLY | 2 | Switzerland only |
| 5 | 37H5452 | TERMINAL KIT, bulb socket, single contact | 2 | |
| | 508545 | INTERIOR, b/holder contacts, single | 2 | Italy only |
| | 515126 | INTERIOR, b/holder contacts, dual | 2 | Switzerland only |
| 6 | GLB382 | BULB, 21 watt | 2 | |
| | GLB380 | BULB, 21/5 watt | 2 | Switzerland only |
| 7 | 508162 | BODY, rubber | 2 | |
| 8 | 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 |
| 9 | 108647 | CABLE, red, side lamp to main loom | a/r | cut to length |
| | 108648 | CABLE, green, flasher to main loom | a/r | |
| | 108649 | CABLE, black, lamp unit body earth | a/r | |
| 10 | 504806 | PVC SLEEVING, for above cables | a/r | |
| 11 | GHF421 | SCREW, self tapping, lamp to grille | 6 | |
| 12 | AK606021 | SPIRE NUT, lamp to grille | 6 | |

Front Flasher Lamp TR250

| | | | | |
|----|-----------|---|-----|--------------|
| 13 | BHA4477 | FLASHER LAMP, front, amber lens | 2 | |
| 14 | 517266 | LENS, amber | 2 | |
| 15 | PMP214 | SCREW, securing lens | 4 | |
| 16 | 21G9057 | WASHER, fibre, lens screw seating | 2 | |
| 17 | 17H6765 | GASKET, lens seating | 2 | |
| 18 | 148637BP | BULB HOLDER & PLATE | 2 | |
| 19 | 37H5452 | TERMINAL KIT, bulb socket, single contact | 2 | |
| 20 | GLB382 | BULB, 21 watt | 2 | |
| 21 | 513730 | GROMMET, cable entry to lamp body | 2 | |
| 22 | 27H2724 | GASKET, rubber, lamp seating | 2 | |
| 23 | 504806 | SLEEVE, cable | 2 | |
| 24 | 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 |
| 25 | AB606051 | SCREW, self tapping, lamp to grille | 6 | |
| 26 | AK606021 | SPIRE NUT, lamp to grille | 6 | |

Front Side Marker Lamp Assembly

| | | | | |
|----|-----------|--|-----|--------------|
| 27 | 212488 | FRONT/SIDE MARKER LAMP, LH (White & amber lens). | 1 | TR5 |
| | 212486 | FRONT/SIDE MARKER LAMP, RH (White & amber lens). | 1 | |
| | 214593 | FRONT/SIDE MARKER LAMP, LH (Amber lens). | 1 | TR250 |
| | 214592 | FRONT/SIDE MARKER LAMP, RH (Amber lens). | 1 | |
| 28 | 808678 | HOUSING, side, LH | 1 | |
| | 808677 | HOUSING, side, RH | 1 | |
| 29 | 616628 | SEAL, rubber, side lens | 2 | |
| 30 | GLB501 | BULB, marker lamp, 5 watt | 2 | |
| 31 | 616648 | LENS, marker lamp, amber | 2 | |
| 32 | PMZ208 | SCREW, lens securing | 2 | |
| 33 | 514805 | LAMP ASSEMBLY, parking, white | 2 | TR5 |
| | 517274 | LAMP ASSEMBLY, parking, amber | 2 | TR250 |
| 34 | 510897 | RIM & LENS ASSEMBLY, white | 2 | TR5 |
| | 517476 | RIM & LENS ASSEMBLY, amber | 2 | TR250 |
| 35 | GLB233 | BULB, 5 watt | 2 | |
| 36 | 510898 | RING, plastic, lens sliding | 2 | |
| 37 | 510899 | GASKET, seating lens | 2 | |
| 38 | 244700A | INTERIOR, contacts | 2 | |
| 39 | 510900 | GASKET, seating lamp | 2 | |
| 40 | 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 |
| 41 | AT606042 | SCREW, securing lamp to housing | 4 | |
| 42 | 514809 | GASKET, lamp assembly to wing, LH | 1 | |
| | 514808 | GASKET, lamp assembly to wing, RH | 1 | |
| 43 | WM57 | WASHER, plain | 4 | |
| 44 | GHF331 | WASHER, locking | 4 | |
| 45 | GHF200 | NUT, plain | 4 | |
| 46 | 061917 | GROMMET, cables through inner wing | 2 | |

Stop/Tail/Flasher Lamps

| | | | | |
|----|---------|------------------------|---|-------------------|
| 47 | 208208Z | STOP/TAIL FLASHER LAMP | 2 | amber flasher TR5 |
|----|---------|------------------------|---|-------------------|

| | | | | |
|----|----------|---|---|-------------------|
| | 208207Z | STOP/TAIL FLASHER LAMP | 2 | red flasher TR250 |
| 48 | 516040 | LENS, red with amber flasher | 2 | TR5 |
| | 516061 | LENS, red with red flasher | 2 | TR250 |
| 49 | 510903 | BEZEL | 2 | |
| 50 | 510904 | SCREW, lens securing, top & centre | 4 | |
| 51 | 510905 | SCREW, lens securing, bottom | 2 | |
| 52 | 21G9057 | WASHER, rubber, screw retaining | 6 | |
| 53 | 510906 | GASKET, lens seating | 2 | |
| 54 | GLB382 | BULB, flasher, 21 watt | 2 | |
| 55 | 37H5452 | TERMINAL KIT, bulb socket, single contact | 2 | |
| 56 | GLB380 | BULB, stop/tail, 21/5 watt | 2 | |
| 57 | 508545 | INTERIOR, contacts, stop/tail | 2 | |
| 58 | 133364 | GASKET, lamp to body | 4 | |
| 59 | 17H5216 | GROMMET, cable entry, flasher | 2 | |
| 60 | 17H5216 | GROMMET, cable entry, stop/tail | 2 | |
| 61 | HN2005 | NUT, plain | 8 | |
| 62 | WF702101 | WASHER, shakeproof | 8 | |

Reverse Lamp

| | | | | |
|----|-----------|---|-----|---------------|
| 63 | 532806 | REVERSE LAMP, white lens | 2 | |
| 64 | 7H5182 | RIM | 2 | |
| 65 | 37H6928 | LENS, front, clear, glass | 2 | |
| | 37H6928Z | LENS, front, clear, glass | 2 | aftermarket |
| 66 | 37H5528 | BULB HOLDER ASSEMBLY | 2 | |
| 67 | 37H5452 | TERMINAL KIT, bulb socket, single contact | 2 | |
| 68 | GLB382 | BULB, 21 watt | 2 | |
| 69 | 508162 | BODY | 2 | |
| 70 | 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 |
| 71 | 108647 | CABLE, red, side lamp to main loom | a/r | cut to length |
| | 108648 | CABLE, green, flasher to main loom | a/r | |
| | 108649 | CABLE, black, lamp unit body earth | a/r | |
| 72 | 504806 | PVC SLEEVING, for above cables | a/r | |
| 73 | 148928 | PLINTH, lamp to body, RH | 1 | |
| | 148929 | PLINTH, lamp to body, LH | 1 | |
| 74 | AB606082 | SCREW, self tapping, lamp securing | 6 | |
| 75 | AK606021 | SPIRE NUT, lamp securing | 6 | |

Side Marker Lamps

| | | | | |
|----|--------|---------------------------------------|---|--|
| 76 | 142923 | REAR SIDE MARKER LAMP, red | 2 | |
| 77 | 517335 | LENS | 2 | |
| 78 | PMP208 | SCREW, lens securing | 2 | |
| 79 | 517336 | GASKET, lens seating | 2 | |
| 80 | GLB501 | BULB, capless | 2 | |
| 81 | 517337 | BULB HOLDER, with leads | 2 | |
| 82 | 142925 | GASKET, lamp to body | 2 | |
| 83 | 504806 | SLEEVE, plastic, protects lamp wiring | 2 | |
| 84 | GHF421 | SCREW, self tapping, lamp securing | 4 | |
| 85 | FC2803 | SPIRE NUT, lamp securing | 4 | |

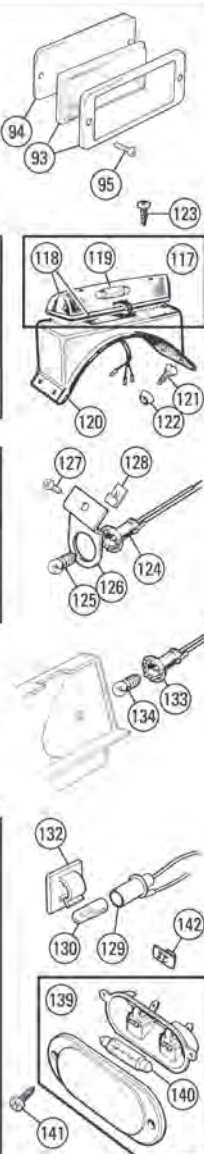
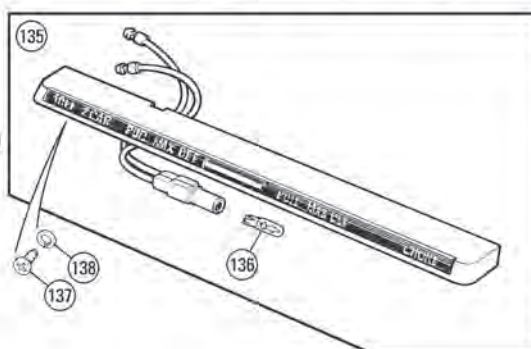
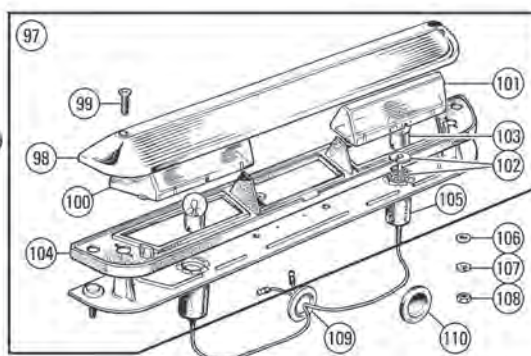
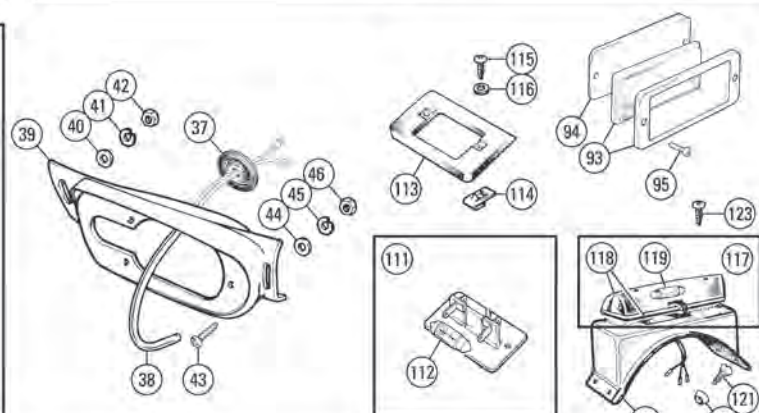
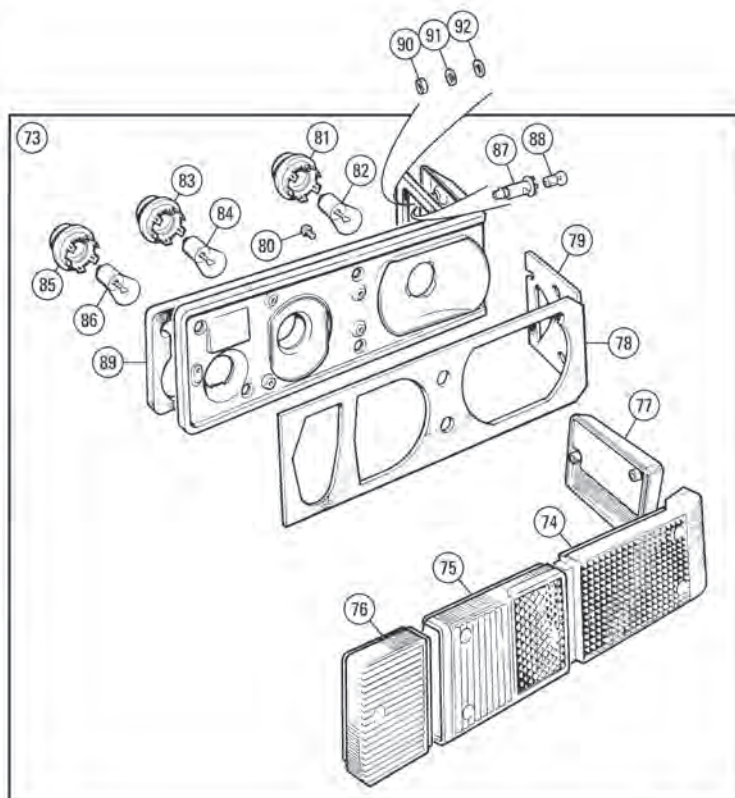
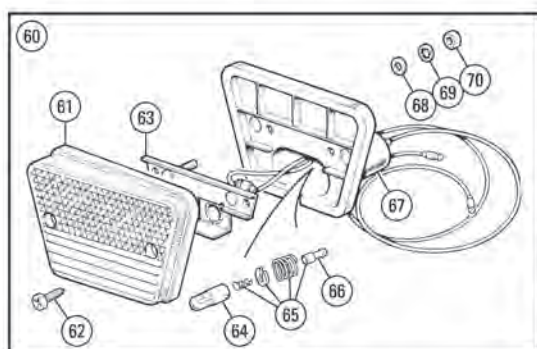
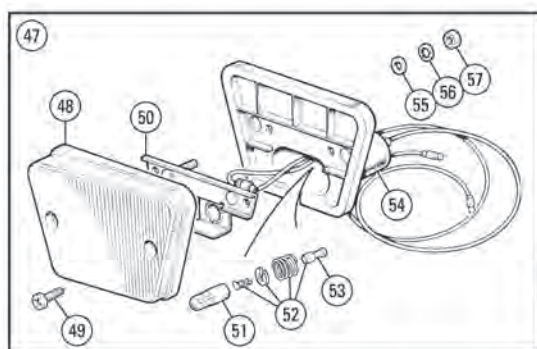
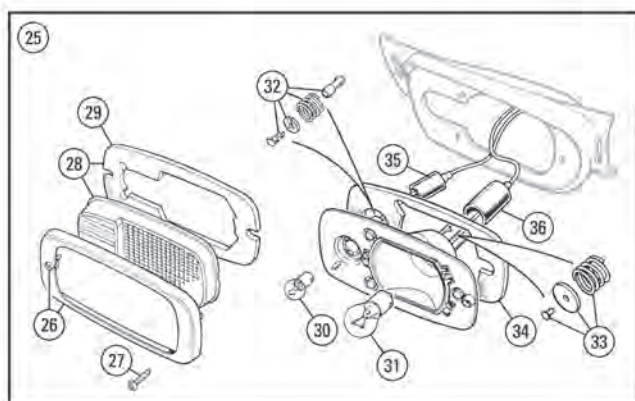
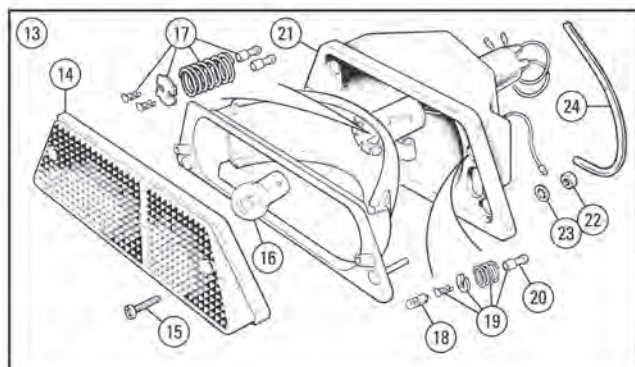
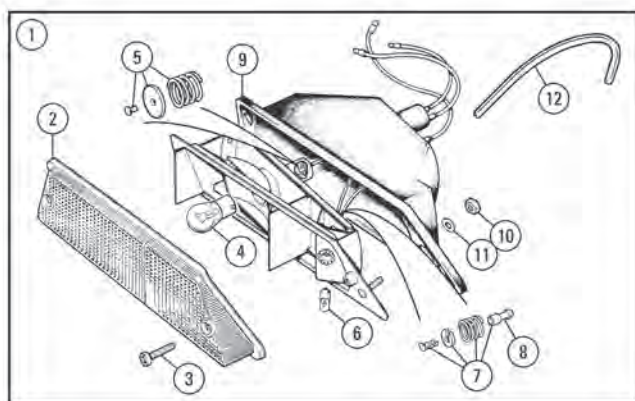
Number Plate Lamp

| | | | | |
|----|----------|---|---|--|
| 86 | 142002 | NUMBER PLATE LAMP | 2 | |
| | 142002Z | NUMBER PLATE LAMP, aftermarket | 2 | |
| 87 | 131465A | RIM, chrome | 2 | |
| 88 | 510875A | LENS, glass | 2 | |
| 89 | GLB207 | BULB, 5 watt | 2 | |
| 90 | 37H5452 | TERMINAL KIT, bulb socket, single contact | 2 | |
| 91 | 510912 | BODY | 2 | |
| 92 | 611406 | CLIP, lead to bumper bracket | 2 | |
| 93 | 600395 | GROMMET, lead through rear valance | 2 | |
| 94 | AB606053 | SCREW, self tapping, chrome | 4 | |
| 95 | AK606021 | SPIRE NUT | 4 | |
| 96 | 137631 | LEAD, extension, number plate lamp | 2 | |

Number Plate Lamp

TR5, Boot Lid Mounted, Germany and Denmark

| | | | | |
|-----|-----------|--|-----|--------------|
| 97 | 127916X | NUMBER PLATE LAMP, Lucas | 2 | original |
| | 127916 | NUMBER PLATE LAMP, chrome | 2 | alternatives |
| | 127916Z | NUMBER PLATE LAMP, plastic | 2 | |
| 98 | 502264 | COVER | 2 | |
| 99 | 17H5385 | NUT, cover | 2 | |
| 100 | 601721A | GLASS | 2 | |
| 101 | GLB989 | BULB, 5 watt | 2/4 | |
| 102 | AJD8012Z | NUT, dome | 2 | |
| 103 | 57H5368 | GASKET, lamp to plinth | 2 | |
| 104 | 618956 | PLINTH, mounting lamp | 2 | |
| 105 | WE702101 | WASHER, shakeproof | 4 | |
| 106 | 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 |
| 107 | 144658 | CABLE (RH tail lamp junction to RH number plate lamp). | 1 | |
| | 144659 | CABLE, RH to LH number plate lamp | 1 | |
| 108 | 061917 | GROMMET, cable fitted in boot lid | 2 | |
| 109 | 13H6107 | CLEAT, fir tree (RH lead to boot lid tube). | a/r | |



Front Side/Flasher Lamps TR6

TR6 European Models, North American Models To (c) CF27000

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|-----------------|
| 1 | 215246 | SIDE/FLASHER LAMP, LH | 1 | European models |
| | 215245 | SIDE/FLASHER LAMP, RH | 1 | |
| | 218669 | SIDE/FLASHER LAMP, LH | 1 | |
| | 218668 | SIDE/FLASHER LAMP, RH | 1 | |
| 2 | 517821 | LENS, white & amber, LH | 1 | European models |
| | 517818 | LENS, white & amber, RH | 1 | |
| | RTC285 | LENS, white, LH | 1 | |
| | RTC287 | LENS, white, RH | 1 | |
| 3 | 517819 | SCREW, securing lens | 4 | From (c) CF1 |
| 4 | GLB382 | BULB, indicator, 21 watt | 2 | |
| 5 | 37H5452 | TERMINAL KIT, bulb socket | 2 | |
| 6 | GLB989 | BULB, side lamp, 5 watt | 2 | |
| 7 | 244700A | CONTACT & SPRING, side lamp | 2 | single contact |
| 8 | MQC412111 | BULLET, single, male, solder/crimp, 1mm | 2 | |
| | MQC412112 | BULLET, single, male, solder/crimp, 1.5mm | 2 | |
| | MQC412113 | BULLET, single, male, solder/crimp, 2mm | 2 | |
| | MQC412114 | BULLET, single, male, solder/crimp, 3mm | 2 | 44/0.3 cable |
| 9 | 517822 | BODY, rubber, LH | 1 | |
| | 517820 | BODY, rubber, RH | 1 | |
| | RTC286 | BODY, rubber | 2 | |
| 10 | HN2005 | NUT | 4 | From (c) CF1 |
| 11 | WF702101 | WASHER, shakeproof | 4 | |
| 12 | 504806 | SLEEVE, plastic, protects lamp wiring | 2 | |

North American Models To (c) CF1

| | | | | |
|----|-----------|---|---|------------------------|
| | 215363 | SIDE/FLASHER LAMP, LH | 1 | North American models, |
| 13 | 215362 | SIDE/FLASHER LAMP, RH | 1 | |
| | 219122 | SIDE/FLASHER LAMP, LH | 1 | |
| | 219121 | SIDE/FLASHER LAMP, RH | 1 | |
| | 215248 | SIDE/FLASHER LAMP, LH | 1 | To (c) CF1, white lens |
| | 215247 | SIDE/FLASHER LAMP, RH | 1 | |
| | 517824 | LENS, amber & chromed edge, LH | 1 | |
| 14 | 517823 | LENS, amber & chromed edge, RH | 1 | |
| | RTC291 | LENS, amber, LH | 1 | (c) CF1 To CF27000 |
| | RTC290 | LENS, amber, RH | 1 | |
| | RTC285 | LENS, white, LH | 1 | |
| | RTC287 | LENS, white, RH | 1 | |
| 15 | 517819 | SCREW, securing lens | 4 | From (c) CF1 |
| 16 | GLB380 | BULB, 21/5 watt | 2 | |
| 17 | 508545 | CONTACT & SPRING, dual filament | 2 | |
| 18 | GLB989 | BULB, side lamp, 5 watt | 2 | |
| 19 | 244700A | CONTACT & SPRING, side lamp | 2 | 9/0.3 cable |
| 20 | MQC412111 | BULLET, single, male, solder/crimp, 1mm | 2 | |
| | MQC412112 | BULLET, single, male, solder/crimp, 1.5mm | 2 | |
| | MQC412113 | BULLET, single, male, solder/crimp, 2mm | 2 | |
| | MQC412114 | BULLET, single, male, solder/crimp, 3mm | 2 | 28/0.3 cable |
| 21 | 517822 | BODY, rubber, LH | 1 | |
| | 517820 | BODY, rubber, RH | 1 | |
| | 517822 | BODY, rubber, LH | 1 | |
| | 517820 | BODY, rubber, RH | 1 | |
| 22 | HN2005 | NUT | 4 | North American models, |
| 23 | WF702101 | WASHER, shakeproof | 4 | |
| 24 | 504806 | SLEEVE, plastic, protects lamp wiring | 2 | |

North American Models TR6 From (c) CF27000

| | | | | |
|----|----------|-----------------------------------|---|----------------------|
| 25 | RKC1530 | SIDE & FLASHER LAMP | 2 | TR6 From (c) CF27000 |
| | | (Front, amber & white). | 2 | |
| | RKC2924 | SIDE & FLASHER LAMP, front, amber | 2 | |
| 26 | RTC1847 | RIM & SCREW, chrome | 2 | |
| 27 | RTC1847S | SCREW, rim & lens | 4 | TR6 From (c) CF27000 |
| 28 | RTC1849 | LENS & GASKET, amber & white | 2 | |
| | | | 2 | |
| | AAU3394 | LENS & GASKET, amber | 2 | |
| 29 | RTC1847G | GASKET, lens seating | 2 | TR6 From (c) CF27000 |
| 30 | GLB989 | BULB, side lamp, 5 watt | 2 | |
| | | | 2 | |
| | GLB233 | BULB, side lamp, 4 watt | 2 | |
| 31 | GLB382 | BULB, indicator, 21 watt | 2 | TR6 From (c) CF50001 |
| 32 | 244700A | CONTACT & SPRING, side lamp | 2 | |
| 33 | 37H5452 | TERMINAL KIT, bulb socket | 2 | |
| 34 | RTC1848 | GASKET, lamp seating | 2 | |
| 35 | 37H5294 | GROMMET, cable entry, side lamp | 2 | single contact |
| 36 | 17H5216 | GROMMET, cable entry, indicator | 2 | |
| 37 | 061917 | GROMMET, cables through valance | 2 | |
| 38 | 504806 | SLEEVE, plastic, lamp wiring | 2 | |
| 39 | XKC1807 | PLINTH, mounting, LH | 1 | |

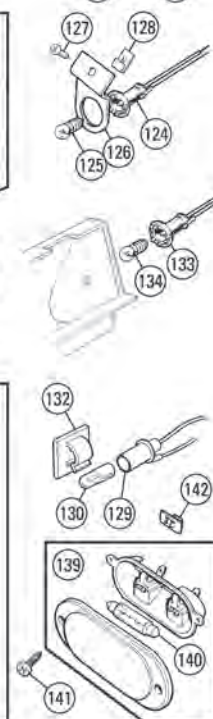
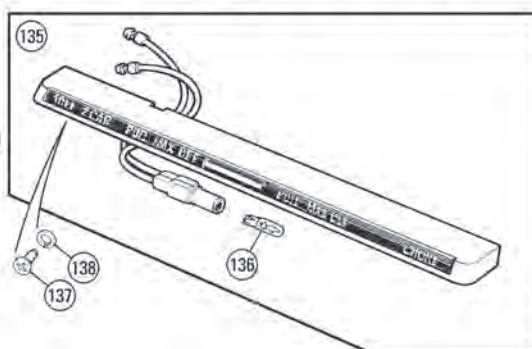
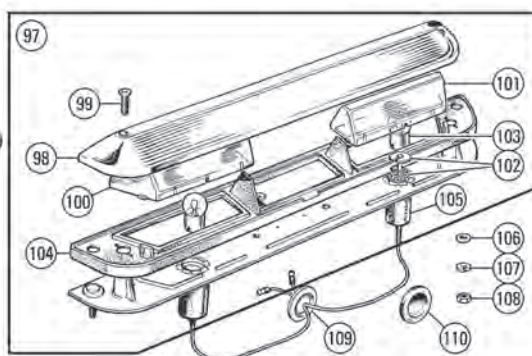
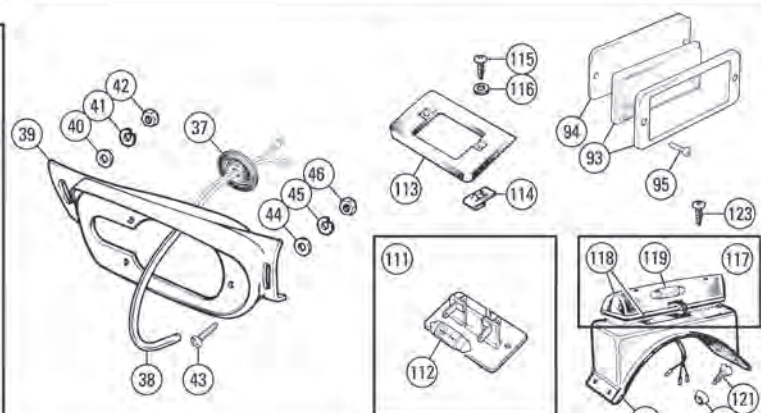
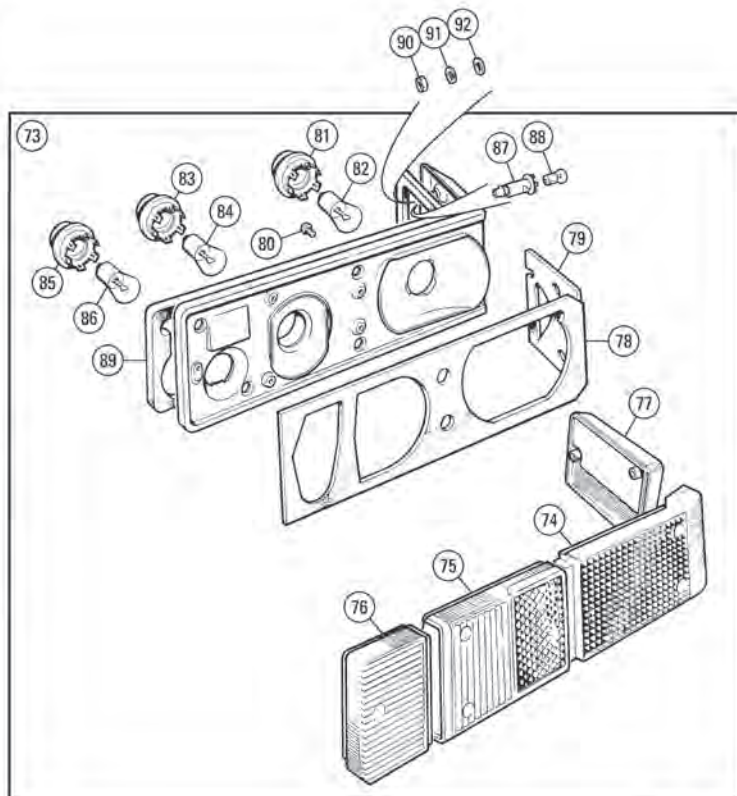
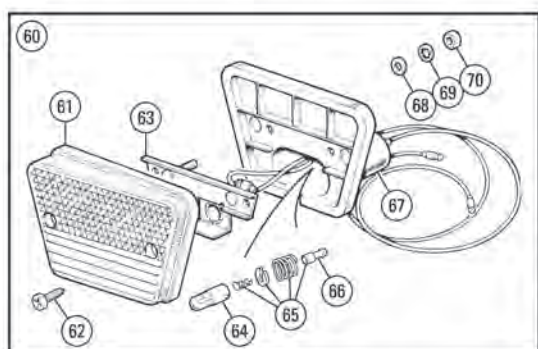
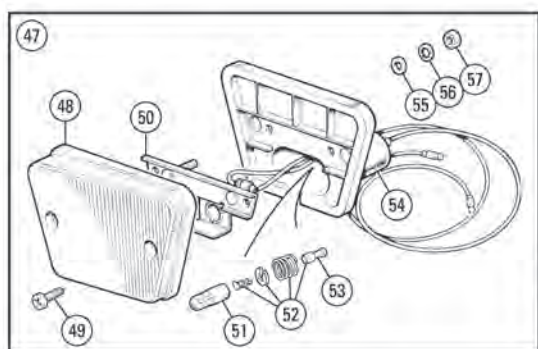
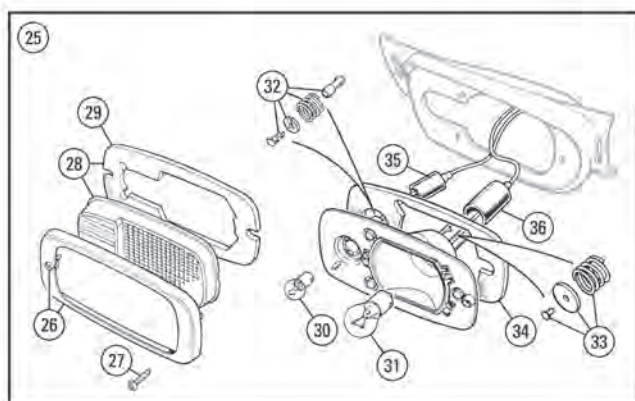
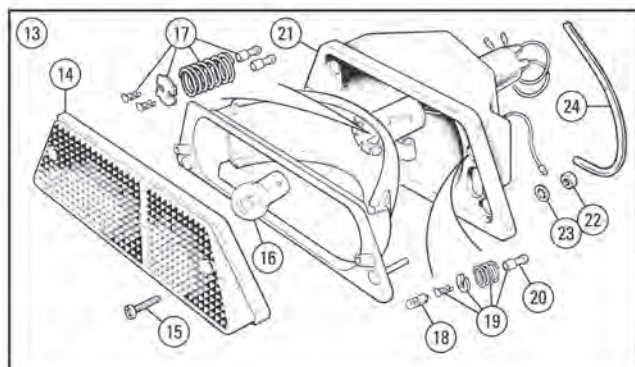
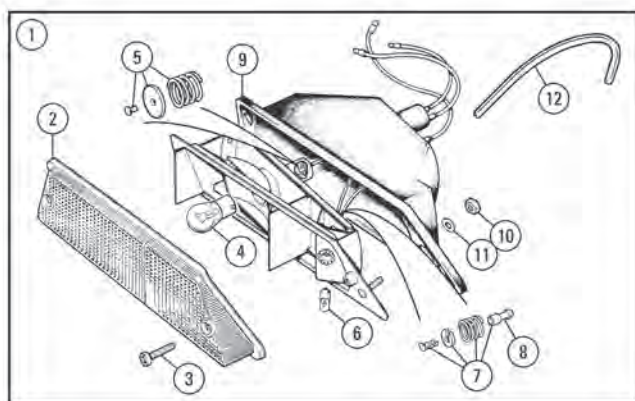
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|----|----------|-------------------------|---|
| | XKC1808 | PLINTH, mounting, RH | 1 |
| 40 | PWZ203 | WASHER, plain | 6 |
| 41 | WL700101 | WASHER, locking | 6 |
| 42 | HN2005 | NUT, lamp to plinth | 6 |
| 43 | PMZ308 | SCREW, plinth to bumper | 4 |
| 44 | PWZ203 | WASHER, plain | 4 |
| 45 | WL700101 | WASHER, locking | 4 |
| 46 | HN2005 | NUT | 4 |

Front Repeater Lamp Assembly, European Models

| | | | |
|----|-----------|---|----------------|
| 47 | 152769 | REPEATER LAMP, LH | 1 |
| | 152769Z | REPEATER LAMP, LH, aftermarket | 1 |
| | 152768 | REPEATER LAMP, RH | 1 |
| | 152768Z | REPEATER LAMP, RH, aftermarket | 1 |
| | 518221 | LENS, LH, amber/chrome | 1 |
| | 518221Z | LENS, LH, all amber, aftermarket | 1 |
| 48 | 518219 | LENS, RH, amber/chrome | 1 |
| | 518219Z | LENS, RH, all amber, aftermarket | 1 |
| 49 | PMP208 | SCREW, securing lens | 4 |
| 50 | | BASE ASSEMBLY | 2 |
| 51 | GLB233 | BULB, repeater, 4 watt | 2 |
| | GLB989 | BULB, repeater, 5 watt | 2 alternative |
| 52 | 244700A | CONTACT AND SPRING | 2 |
| 53 | MQC412111 | BULLET, single, male, solder/crimp, 1mm | 2 9/0.3 cable |
| | MQC412112 | BULLET, single, male, solder/crimp, 1.5mm | 2 14/0.3 cable |
| | MQC412113 | BULLET, single, male, solder/crimp, 2mm | 2 28/0.3 cable |
| | MQC412114 | BULLET, single, male, solder/crimp, 3mm | 2 44/0.3 cable |
| 54 | 518034X | GASKET, rubber, lamp & lens sealing | 2 |
| | 518034X | GASKET, rubber, lamp & lens sealing | 2 replacement |
| 55 | WM55 | WASHER, plain | 4 |
| 56 | WL700101 | WASHER, locking | 4 |
| 57 | HN2005 | NUT, lamp attaching | 4 |
| 58 | 504806 | SLEEVE, plastic, protecting lamp wiring | 2 |
| 59 | 600395 | GROMMET, harness | 2 |

Front Side Marker Lamp Assembly, North American Models

| | | | |
|----|-----------|---|----------------|
| 60 | 150789 | SIDE MARKER LAMP, LH | 1 |
| | 150789 | SIDE MARKER LAMP, LH, aftermarket | 1 |
| | 150788 | SIDE MARKER LAMP, RH | 1 |
| | 150788 | SIDE MARKER LAMP, RH, aftermarket | 1 |
| | 518035 | LENS, LH, amber/chrome | 1 |
| | 518035Z | LENS, LH, all amber, aftermarket | 1 |
| 61 | 518033 | LENS, RH, amber/chrome | 1 |
| | 518033Z | LENS, RH, all amber, aftermarket | 1 |
| 62 | PMP208 | SCREW, securing lens | 4 |
| 63 | | BASE ASSEMBLY | 2 |
| 64 | GLB989 | BULB, repeater, 5 watt | 2 |
| | GLB233 | BULB, repeater, 4 watt | 2 alternative |
| 65 | 244700A | CONTACT & SPRING | 2 |
| 66 | MQC412111 | BULLET, single, male, solder/crimp, 1mm | 2 9/0.3 cable |
| | MQC412112 | BULLET, single, male, solder/crimp, 1.5mm | 2 14/0.3 cable |
| | MQC412113 | BULLET, single, male, solder/crimp, 2mm | 2 28/0.3 cable |
| | MQC412114 | BULLET, single, male, solder/crimp, 3mm | 2 44/0.3 cable |
| 67 | 518034X | GASKET, rubber, lamp & lens sealing | 2 |
| 68 | WM55 | WASHER, plain | 4 |
| 69 | WL700101 | WASHER, locking | 4 |
| 70 | HN2005 | NUT, lamp attaching | 4 |
| 71 | 504806 | SLEEVE, plastic, protects lamp wiring | 2 |
| 72 | 600395 | GROMMET, harness | 2 |



Rear Tail Lamp Assembly

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---------------------------------|------|--------------------------|
| 73 | 216045 | TAIL LAMP, RH | 1 | European models, |
| | AEU1537 | TAIL LAMP, LH | 1 | |
| | | | | except Germany from CR1, |
| | | | | and France |
| | 215761 | TAIL LAMP, RH | 1 | French models |
| | 215762 | TAIL LAMP, LH | 1 | |
| | TKC174 | TAIL LAMP, RH | 1 | German models, |
| | TKC175 | TAIL LAMP, LH | 1 | |
| | 215249 | TAIL LAMP, RH | 1 | From CR1 |
| | 215250 | TAIL LAMP, LH | 1 | |
| | 217313 | TAIL LAMP, RH | 1 | North American models, |
| | 217312 | TAIL LAMP, LH | 1 | |
| | 218870 | TAIL LAMP, RH | 1 | To (b) 62020CC |
| | 218871 | TAIL LAMP, LH | 1 | |
| | | | | (b) 62021CC To (c) CF1 |
| | | | | From (c) CF1 |
| 74 | 518037 | LENS, flasher, amber, RH | 1 | |
| | 518047 | LENS, flasher, amber, LH | 1 | |
| 75 | 518036 | LENS, stop/tail/reflex, red, RH | 1 | |
| | 518046 | LENS, stop/tail/reflex, red, LH | 1 | |
| 76 | 518038 | LENS, reverse, clear, RH | 1 | |
| | RTC281 | LENS, reverse, clear, LH | 1 | |
| | 518038 | LENS, reverse, clear, RH | 1 | North American models, |
| | RTC281 | LENS, reverse, clear, LH | 1 | |
| | 518129 | LENS, reverse, amber, RH | 1 | From (c) CF1 |
| | 518131 | LENS, reverse, amber, LH | 1 | |
| | | | | French models |
| 77 | 518130 | LENS, side, amber RH | 1 | |
| | 518130Z | LENS, side, amber RH | 1 | |
| | 518132 | LENS, side, amber LH | 1 | aftermarket |
| | 518132Z | LENS, side, amber LH | 1 | |
| | 518039 | LENS, side, red, RH | 1 | aftermarket |
| | 518049 | LENS, side, red, LH | 1 | |
| | | | | North American models |
| 78 | 518040 | GASKET, rear lens seating | 2 | |
| 79 | 518040S | GASKET, side lens seating | 2 | |
| 80 | 518147 | SCREW, lens securing | 20 | |
| 81 | 518042 | BULB HOLDER, indicator | 2 | |
| 82 | GLB382 | BULB, indicator, 21 watt | 2 | |
| 83 | 518041 | BULB HOLDER, stop/tail | 2 | |
| 84 | GLB380 | BULB, stop/tail, 21/5 watt | 2 | |

Rear Lamps TR6

| | | | | |
|----|--------|-------------------------------------|---|-----------------------|
| 85 | 518042 | BULB HOLDER, reverse | 2 | |
| 86 | GLB382 | BULB, reverse, 21 watt | 2 | |
| 87 | 518043 | BULB HOLDER, side repeater | 2 | North American models |
| 88 | GLB989 | BULB, side repeater, 5 watt | 2 | |
| 89 | 152139 | GASKET, large, lamp to rear valance | 2 | |
| | 152140 | GASKET, small, lamp to rear wing | 2 | |

The rear lamp seating gaskets were supplied in different forms. Both as a one piece foam or as two separate items for side and rear. The two piece gasket is simply assembled using a suitable foam adhesive to form the required hand of gasket assembly).

| | | | | |
|----|----------|-------------------------|----|--|
| 90 | HN2005 | NUT, rear lamp assembly | 12 | |
| 91 | WL700101 | WASHER, locking | 12 | |
| 92 | WM55 | WASHER, plain | 12 | |

Reflector, North American Models (c) 52453 To CF1

| | | | | |
|----|---------|--------------------------|---|--|
| 93 | 155750 | REFLECTOR | 2 | |
| 94 | 629623 | PLINTH | 2 | |
| 95 | DRC5432 | SCREW, reflector to body | 2 | |

Number Plate Lamp, TR6 To (c) CR/CF1, Bumper Mounted

| | | | | |
|-----|----------|--------------------------------------|---|----------------|
| 97 | 151954 | NUMBER PLATE LAMP | 1 | |
| 98 | 518030 | COVER, chrome | 1 | |
| 99 | RMP316 | SCREW, cover to lamp base | 2 | |
| | RMP316SS | SCREW, cover to lamp base, stainless | 2 | alternative |
| 100 | 518031 | LENS, LH | 1 | |
| 101 | 518032 | LENS, RH | 1 | |
| 102 | 37H5452 | TERMINAL KIT, bulb socket | 2 | single contact |
| 103 | GLB207 | BULB, 5 watt | 2 | |
| 104 | 215823 | GASKET, mounting | 1 | |
| 105 | 17H5216 | SLEEVE, rubber | 2 | |
| 106 | WM55 | WASHER, plain | 2 | |
| 107 | WL700101 | WASHER, locking | 2 | |
| 108 | HN2005 | NUT | 2 | |
| 109 | 061917 | GROMMET, in rear outer valance | 1 | |
| 110 | 600399 | PLUG | 1 | |

(In rear inner valance for cable access).

Number Plate Lamp, TR6 From (c) CR/CF1, Rear Valance Mounted

| | | | | |
|-----|----------|---------------------------------------|---|--|
| 111 | DRC276 | NUMBER PLATE LAMP | 2 | |
| 112 | GLB239 | BULB | 2 | |
| 113 | 632043 | PLINTH, plastic, lamp to rear valance | 2 | |
| 114 | AK606021 | SPIRE NUT | 4 | |
| 115 | DRC5432 | SCREW, lamp attaching | 4 | |
| 116 | 634570 | WASHER, fibre, screw to lamp | 4 | |

Interior Lights TR6**Interior Lights, TR6 To (c) CR/CF1**

| | | | | |
|-----|----------|-----------------------------|---|-------------------|
| 117 | BHA5138 | INTERIOR LAMP | 1 | on gearbox tunnel |
| 118 | 27H3590 | COVER & LENS | 1 | |
| 119 | GLB239 | BULB | 1 | |
| 120 | 717241 | PLINTH ASSEMBLY, untrimmed | 1 | plinth |
| | 717241 | PLINTH, untrimmed | 1 | |
| 121 | AD606063 | SCREW, plinth to tunnel | 4 | |
| 122 | FWP206 | CUP WASHER, screw to plinth | 4 | |
| 123 | AD604062 | SCREW, lamp to plinth | 2 | |

Key Lamp, TR6 From (c) CP/CC50000

| | | | | |
|-----|---------|--|---|--|
| 124 | 37H5181 | BULB HOLDER, claw fitting | 1 | |
| | | (For screw-in bulb, MES type, with separate earth wire). | | |
| 125 | GLB987 | BULB, 2.2W, screw-in type | 1 | |
| 126 | 627318 | BRACKET, bulb holder to dash | 1 | |
| 127 | GHF421 | SCREW, self tapping, bracket/holder | 1 | |
| 128 | GHF701 | SPIRE NUT | 1 | |

Courtesy Lamp, TR6 From (c) CR/CF1

| | | | | |
|-----|---------|-------------------------------------|---|-------------|
| 129 | UKC4187 | BULB HOLDER, sleeve fitting | 1 | |
| | | (For bayonet bulb, (footwell lamp). | | |
| 130 | GLB281 | BULB, 2.0W, bayonet type | 1 | |
| 132 | GHF1101 | BRACKET, bulb holder to dash | 1 | alternative |

Glove Box Lamp, TR5, TR250, TR6

| | | | | |
|-----|---------|--|---|--|
| 133 | 37H5181 | BULB HOLDER, claw fitting | 1 | |
| | | (For screw-in bulb, MES type, with separate earth wire). | | |
| 134 | GLB987 | BULB, 2.2W, screw-in type | 1 | |

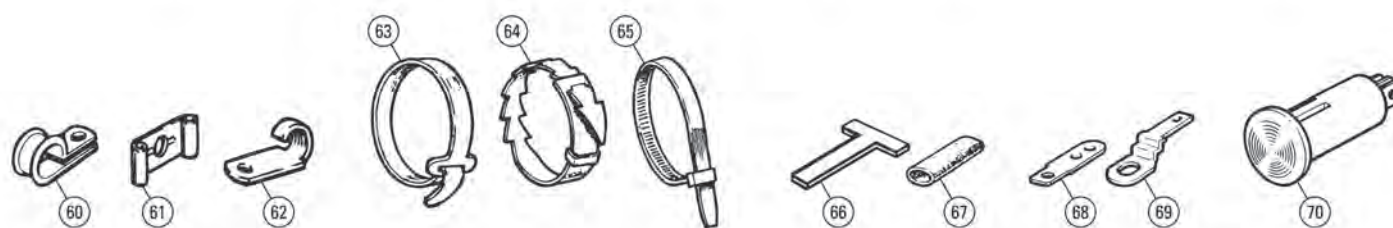
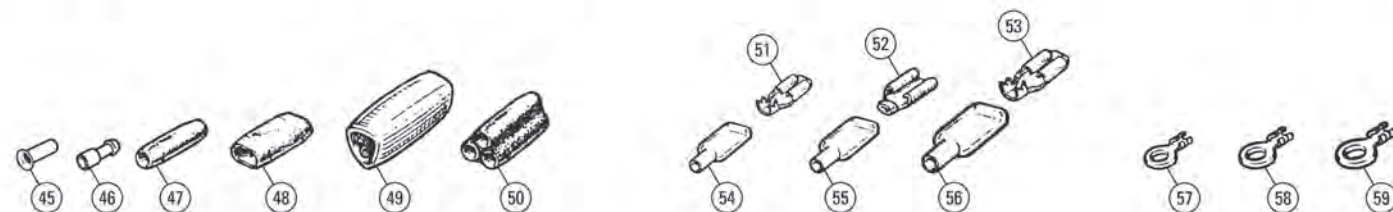
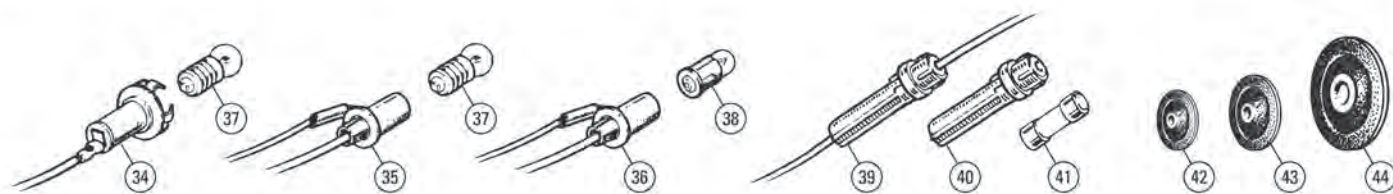
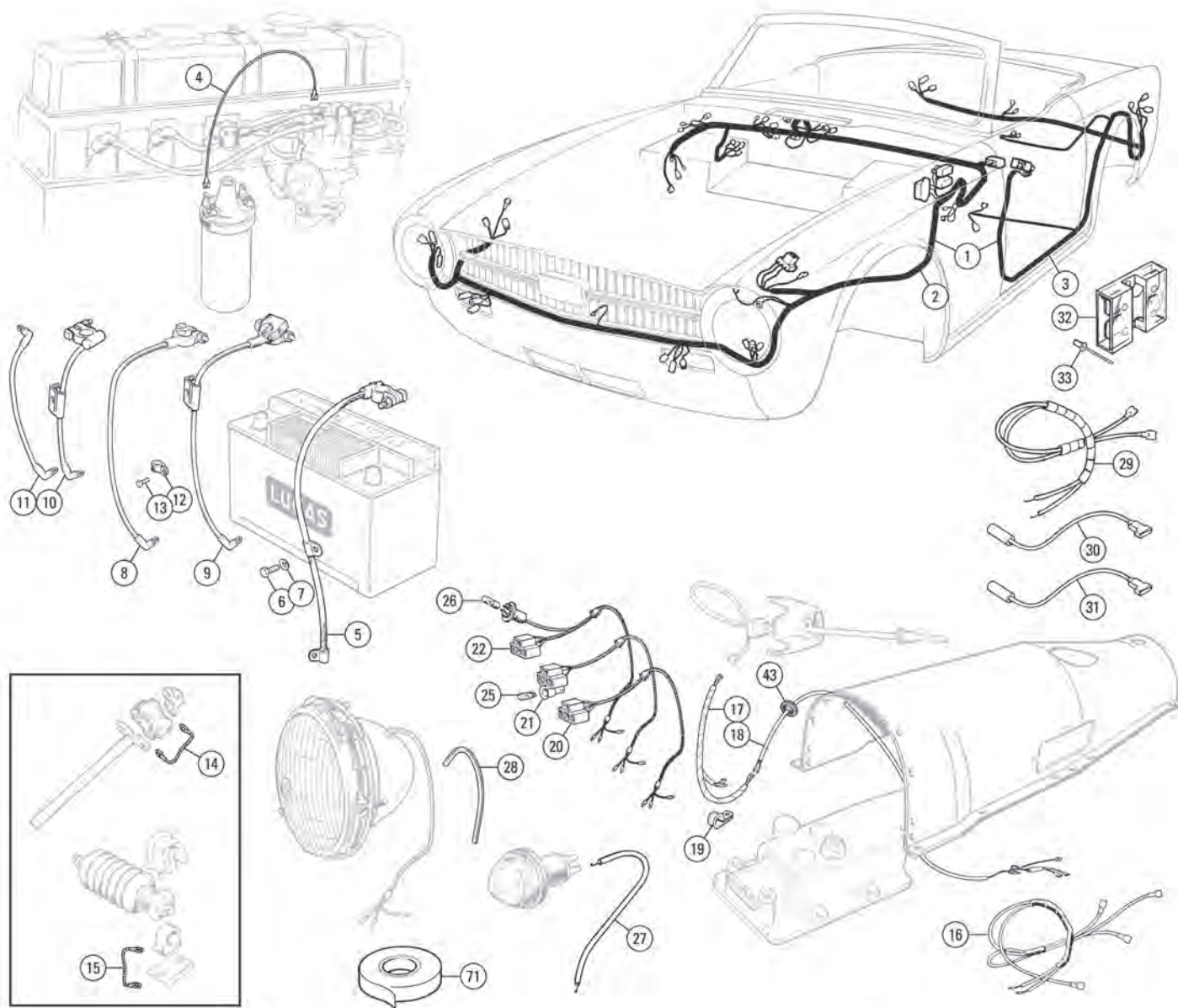
The glove box, footwell and key lamps are all supplied as part of the wiring loom. Their replacement will involve making safe and suitable electrical connections to the existing wiring harness assembly.

Heater Control

| | | | | |
|-----|----------|----------------------|---|--|
| 135 | 219139 | LAMP & BEZEL, heater | 1 | |
| 136 | GLB286 | BULB | 1 | |
| 137 | PW506 | SCREW | 2 | |
| 138 | WL700101 | WASHER, locking | 2 | |

Boot Lamp

| | | | | |
|-----|----------|-------------------------------|---|--|
| 139 | 151353 | BOOT LAMP | 1 | |
| 140 | GLB256 | BULB, 3 watt | 1 | |
| 141 | AD606033 | SCREW, lamp to body | 2 | |
| 142 | GHF711 | CLIP, lamp to boot trim board | 2 | |



Wiring Harness & Fittings

Main Harness, RHD Models

| ill. | Part Number | Description | Req. | Details |
|------|-------------|-----------------------|------|--|
| 1 | TP59C | FULL LOOM ASSEMBLY | 1 | TR5 |
| | TP57C | FULL LOOM ASSEMBLY | 1 | TR6 From (c) CP50001 To CR1 |
| 2 | 308497 | MAIN HARNESS ASSEMBLY | 1 | TR5 |
| | 308796 | MAIN HARNESS ASSEMBLY | 1 | TR6 To (c) CP50000 |
| | 311310 | MAIN HARNESS ASSEMBLY | 1 | TR6 From (c) CP50001 To (b) 51398CP |
| | 311715 | MAIN HARNESS ASSEMBLY | 1 | TR6 From (b) 51399CP To (c) CR1 |
| | RKC571 | MAIN HARNESS ASSEMBLY | 1 | TR6 From (c) CR1 |

Main Harness, LHD Models

| | | | |
|---------|---|---|------------------------------------|
| 308496X | MAIN HARNESS ASSEMBLY | 1 | TR5 |
| 308795 | MAIN HARNESS ASSEMBLY | 1 | TR6 To (c) CP50000 |
| 311311 | MAIN HARNESS ASSEMBLY (With inertia switch provision). | 1 | TR6 From (c) CP50001 To (c) CR1 |
| RKC572 | MAIN HARNESS ASSEMBLY | 1 | TR6 From (c) |

Body Harness

| | | | | |
|---|--------|-----------------------|---|------------------|
| 3 | 214910 | BODY HARNESS ASSEMBLY | 1 | TR5 |
| | 215413 | BODY HARNESS ASSEMBLY | 1 | TR6 To (c) CR1 |
| | 218949 | BODY HARNESS ASSEMBLY | 1 | TR6 From (c) CR1 |

Battery Cables And Low Tension Lead

| | | | | |
|----|----------|---|---|----------------------------------|
| 4 | 125957 | LEAD, LT, coil to distributor (2 female Lucar end terminals). | 1 | TR5, TR250 TR6 To (c) CR1/CF1 |
| | 518688 | LEAD, LT, coil to distributor, (1 female & 1 male Lucar end terminal). | 1 | TR6 From (c) CR1, CF1 |
| 5 | 516508 | CABLE, battery, negative, earth (As opposed to the early TR's which used a cable to earth the engine to the chassis. TR5's and TR6's used battery cable, part no. 516508, to earth to the bulkhead). | 1 | |
| 6 | SH605051 | SCREW, earth cable to bulkhead | 1 | |
| 7 | GHF332 | WASHER, locking | 1 | |
| 8 | 517081 | CABLE, battery, positive | 1 | TR5, TR6 To (c) CR1 |
| 9 | 159805 | CABLE, battery, positive | 1 | TR6 From (c) CR1 |
| 10 | 142591 | CABLE, battery, positive | 1 | TR250 |
| 11 | 131114 | CABLE, solenoid to starter | 1 | |
| 12 | PCR811 | 'P' CLIP, insulated, positive cable | 1 | |
| 13 | HU706P | SCREW, clip securing | 1 | |

Earth Cables

| | | | | |
|----|--------|--|---|------------------------|
| 14 | 130581 | CABLE, earth, steering column coupling | 1 | |
| 15 | 134301 | CABLE, earth, steering rack to chassis | 1 | TR5, TR6 To (c) CR5000 |

Gearbox Looms

| | | | | |
|----|----------|--|---|--------------------|
| 16 | 147777 | LOOM, reverse light operation on g/box | 1 | |
| 17 | 148696 | LOOM, overdrive, on body | 1 | 'A' type overdrive |
| | UKC345 | LOOM, overdrive, on body | 1 | 'J' type overdrive |
| 18 | 131339 | LOOM, overdrive, on gearbox | 1 | 'A' type overdrive |
| | UKC344 | LOOM, overdrive, on gearbox | 1 | 'J' type overdrive |
| 19 | CP110125 | 'P' CLIP, loom to gearbox top cover | 1 | |

Lamp Harness And Cables

| | | | | |
|----|---------|--------------------------------------|-----|--------------------------|
| 20 | BAU2110 | HARNESS, sealed beam headlamp | 2 | |
| 21 | BAU2111 | HARNESS, sealed beam headlamp | 2 | with pilot |
| 22 | 27H5976 | HARNESS, sealed beam headlamp | 2 | |
| 25 | GLB501 | BULB, pilot, capless type | 2 | fits BAU2111 |
| 26 | GLB233 | BULB, pilot, bayonet fitment type | 2 | fits 27H5976 |
| 27 | 108647 | CABLE, red, (side lamp to main loom) | a/r | |
| | 108648 | CABLE, green, (flasher to main loom) | a/r | TR5, TR250 cut to length |
| | 108649 | CABLE, black, (lamp unit body earth) | a/r | |
| 28 | 504806 | PVC SLEEVING, for above cables | a/r | cut to length |

Miscellaneous Cables

| | | | | |
|----|--------|-----------------------------------|---|--|
| 29 | 155712 | CABLE, extension, ignition switch | 1 | TR5, TR6 To (c) CP50000, when steering lock is fitted |
| 30 | 149967 | CABLE, extension, brake PDWA | 1 | TR5, TR6 To (c) CP50000, LHD |

Windscreen Washer Lead

| | | | | |
|----|--------|-------------------------|---|------------------|
| 31 | 159370 | LEAD, windscreen washer | 1 | TR6 From (c) CR1 |
|----|--------|-------------------------|---|------------------|

Wiring Harness Connector Block

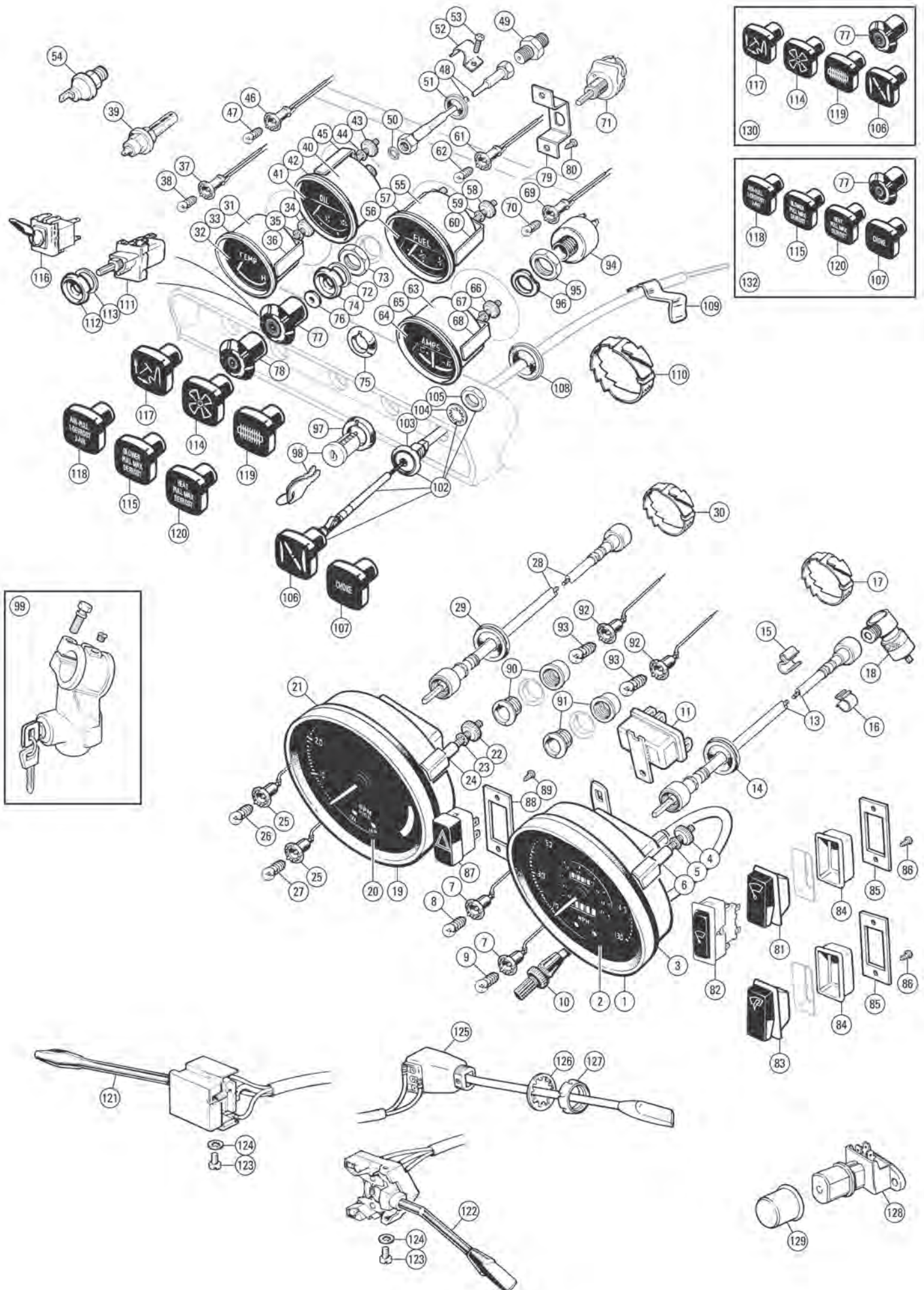
| | | | | |
|----|--------|------------------------------------|---|--------------------|
| 32 | 150640 | CONNECTOR BLOCK, loom | 1 | TR5, TR250, |
| 33 | 552522 | RIVET, 'Pop' type, connector block | 2 | TR6 To (c) CR1/CF1 |

Connectors And Fittings

| | | | | |
|----|-----------|--|-----|---------------------------------|
| 34 | AEU1313A | BULB HOLDER, claw type, screw-in bulb | a/r | MES type, self earthing |
| | 37H5181 | BULB HOLDER, claw type, screw-in bulb (Glove box & key lamp). | a/r | MES type, separate earth |
| 35 | 13H1927 | BULB HOLDER, sleeve type, push-in bulb | a/r | MES type |
| 36 | UKC4187 | BULB HOLDER, sleeve type (Bayonet bulb, footwell lamp). | a/r | TR6 From (c) CR1, BA7 type |
| 37 | GLB987 | BULB, 2.2W, screw-in type (Glove box lamp). | a/r | fits MES type bulb holder |
| 38 | GLB281 | BULB, 2.0W, bayonet type, footwell lamp | a/r | fits BA7 type bulb holder |
| 39 | UKC4446 | INLINE FUSE HOLDER | a/r | inc. wires, terminals & spring |
| 40 | UKC4446 | FUSE HOLDER ONLY | a/r | |
| 41 | GFS3005 | FUSE, 5 amp, pack of five fuses | a/r | |
| | GFS3010 | FUSE, 10 amp, pack of five fuses | a/r | |
| | GFS3015 | FUSE, 15 amp, pack of five fuses | a/r | in line headlamp main beam |
| | GFS3020 | FUSE, 20 amp, pack of five fuses | a/r | |
| | GFS3025 | FUSE, 25 amp, pack of five fuses | a/r | in line cigar lighter |
| | GFS3035 | FUSE, 35 amp, pack of five fuses | a/r | |
| | GFS3050 | FUSE, 50 amp, pack of five fuses | a/r | |
| 42 | 061917 | GROMMET (Harness to front side repeater lamps). | 2 | TR5, TR250 |
| | 061917 | GROMMET, harness to number plate (Harness to number plate lamp, outer valance). | 1 | TR6 To (c) CR1/CF1 |
| | 061917 | GROMMET, screen washer tubing | 1 | TR5, TR250 |
| 43 | 600395 | GROMMET (Harness to rear side repeater lamps). | 2 | |
| | 600395 | GROMMET (Harness to front side repeater lamps). | 2 | TR6 |
| | 600395 | GROMMET, harness to number plate (Harness to number plate lamp, inner valance). | 2 | TR5 |
| | 600395 | GROMMET, harness to number plate (Harness to number plate lamp, inner valance). | 1 | TR6 To (c) CR1/CF1 |
| | 602037 | GROMMET, gearbox harness | 1 | through tunnel |
| 44 | 600400W | GROMMET, main harness | 1 | through dash |
| 45 | 003632 | BULLET CONNECTOR, male | a/r | soldered type |
| | GHF2200 | BULLET CONNECTOR, male | a/r | soldered type alternative |
| 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 |
| 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 | 236336A | CLIP, holding fuse holder to edge | a/r | |
| 62 | 236366A | CLIP, earthing lead | a/r | head, side and flasher lamps |
| 63 | AHH7108 | CLIP, aluminium band type | a/r | |
| 64 | 13H6107 | CABLE TIE, 'fir tree' type | a/r | |
| 65 | GHF1265 | CABLE TIE, ratchet type, 9cm long | a/r | |
| | GHF1266 | CABLE TIE, ratchet type, 13cm long | a/r | |
| | GHF1267 | CABLE TIE, ratchet type, 22cm long | a/r | |
| | GHF1268 | CABLE TIE, ratchet type, 31cm 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 |
| 70 | AAU4824Z | WARNING LAMP, side lamps | 1 | Italy only, as fitted |

Consumables

| | | | | |
|----|---------|------------------|-----|--|
| 71 | MQC1001 | LOOM TAPE, black | a/r | |
| | MQC1000 | LOOM TAPE, blue | a/r | |



Instruments & Switches

TR5, TR250, TR6 To (c) CR1/CF1

Speedometer

Pi models were originally fitted with axles that had a 3.45:1 ratio and mated with 165 section tyres. Carburettor models were fitted with a 3.7:1 axle ratio & 185 section tyres. Both parameters need to be correct to obtain an accurate speedometer reading.

| ill. | Part Number | Description | Req. | Details |
|--|-------------|--------------------------------------|------|---|
| 1 | 214427R | SPEEDOMETER, 'MPH', (SN6409/06) | 1 | 3.45:1 rear axle, (Reconditioned/exchange). |
| | 214428R | SPEEDOMETER, 'KPH', (SN6409/07) | 1 | 3.45:1 rear axle, (Reconditioned/exchange). |
| | 214431R | SPEEDOMETER, 'MPH', (SN6409/10) | 1 | 3.7:1 rear axle, (Reconditioned/exchange). |
| | 214432R | SPEEDOMETER, 'KPH' (SN6409/11) | 1 | 3.7:1 rear axle, (Reconditioned/exchange). |
| 2 | 502268F | GLASS, flat, 5" diameter | 1 | |
| 3 | 502268G | GASKET, rubber, speedometer | 1 | |
| 4 | 17H1304 | NUT, thumb, 4mm thread | 2 | |
| 5 | WL700081 | WASHER, shakeproof | 2 | |
| 6 | 620847 | STRAP, instrument retaining | 2 | |
| 7 | 13H1924 | BULB HOLDER | 2 | instrument |
| 8 | GLB987 | BULB, 2.2 watt | 1 | illumination |
| 9 | GLB987 | BULB, 2.2 watt | 1 | high beam & indicator warning lights |
| 10 | 159738 | CABLE, trip meter reset, speedometer | 1 | |
| 11 | BHA4602 | VOLTAGE STABILISER, +ve | 1 | |
| | 148876A | VOLTAGE STABILISER, -ve | 1 | |
| 13 | GSD109 | SPEEDOMETER CABLE, 63" | 1 | RHD with overdrive |
| | GSD114 | SPEEDOMETER CABLE, 66" | 1 | RHD without overdrive |
| | GSD169 | SPEEDOMETER CABLE, 69" | 1 | LHD |
| (The 69" long speedometer cable is the one preferred for RHD cars as it allows that little extra length when routing. Remember all cables must be securely clipped to prevent chaffing or snagging and to maintain the correct curvature). | | | | |
| 14 | 602037 | GROMMET, speedometer cable | 2 | |
| 15 | 616312 | CLIP, cable to chassis | 1 | |
| 16 | 148820 | CLIP, cable to chassis | 1 | TR6 without overdrive, LHD |
| 17 | RTC222A | CLEAT, securing cable | 1 | |
| 18 | 120694 | DRIVE, angled | 1 | |

Tachometer

| | | | | |
|----|-----------|---|---|--|
| 19 | 214263R | TACHOMETER, (RN2413/00A) | 1 | reconditioned/exchange |
| 20 | 502268F | GLASS, flat | 1 | |
| 21 | 502268G | GASKET, rubber, speedometer | 1 | |
| 22 | 17H1304 | NUT, thumb, instrument retaining | 2 | |
| 23 | WL700081 | WASHER, shakeproof | 2 | |
| 24 | 620847 | STRAP, instrument retaining | 2 | |
| 25 | 13H1924 | BULB HOLDER | 2 | instrument |
| 26 | GLB987 | BULB, 2.2 watt, instrument illumination | 1 | illumination |
| 27 | GLB987 | BULB, 2.2 watt | 1 | ignition and oil pressure warning lights |
| 28 | 144370 | TACHOMETER CABLE, 42" | 1 | RHD |
| | UKC2873 | TACHOMETER CABLE, 48", (easier to fit) | 1 | |
| | UKC2873JH | TACHOMETER CABLE, 36", (easier to fit) | 1 | LHD |
| 29 | 602037 | GROMMET, tachometer cable | 1 | |
| 30 | RTC222A | CLEAT, securing cable | 1 | |
| | 13H6107 | CLEAT, securing cable, larger | 1 | |

Small Instruments

| | | | | |
|---------------------------|----------|--------------------------------------|---|--|
| 31 | 147963R | TEMPERATURE GAUGE, (BT2215/00) | 1 | scale in centigrade |
| (Reconditioned/exchange). | | | | |
| 32 | 502269F | GLASS, flat, 2" diameter | 1 | |
| 33 | 17H1642 | 'O' RING, instrument to dash seating | 1 | |
| 34 | 17H1304 | NUT, thumb, instrument retaining | 1 | |
| 35 | WL700081 | WASHER, shakeproof | 1 | |
| 36 | AJH5187 | STRAP, instrument retaining | 1 | |
| 37 | 13H1927 | BULB HOLDER | 2 | instrument |
| 38 | GLB987 | BULB, 2.2 watt | 1 | illumination |
| 39 | GTR108 | SENDER UNIT, water temperature | 1 | Screwed into thermostat and water pump housing |
| 40 | 147960R | OIL PRESSURE GAUGE, (PL2302/33) | 1 | |
| | 147960R | OIL PRESSURE GAUGE, (PL2302/33) | 1 | scale in lbs. & kilos |
| (Reconditioned/exchange). | | | | |
| 41 | 502269F | GLASS, flat, 2" diameter | 1 | |
| 42 | 17H1642 | 'O' RING, instrument to dash seating | 1 | |
| 43 | 17H1304 | NUT, thumb, instrument retaining | 1 | |
| 44 | WL700081 | WASHER, shakeproof | 1 | |
| 45 | AJH5187 | STRAP, instrument retaining | 1 | |

| | | | | |
|----|----------|--|---|------------------------|
| 46 | 13H1927 | BULB HOLDER | 1 | instrument |
| 47 | GLB987 | BULB, 2.2 watt | 1 | illumination |
| 48 | 149867 | PIPE, nylon, oil pressure, engine to gauge | 1 | Pi. Models |
| | 138308 | PIPE, nylon, oil pressure, engine to gauge | 1 | Carburettor models |
| 49 | 143943 | ADAPTOR, oil pressure pipe to engine | 1 | Pi models |
| 50 | 2K4936 | WASHER, leather, sealing pipe to gauge | 1 | |
| 51 | 600395 | GROMMET, oil pressure pipe | 1 | |
| 52 | 059380 | CLIP, securing pipe to bulkhead | 1 | |
| 53 | AB610031 | SCREW, self tapping, retaining clip | 1 | |
| 54 | GPS117 | OIL PRESSURE SWITCH | 1 | |
| | TT2998 | OIL PRESSURE SWITCH | 1 | uprated to 20 psi |
| 55 | 147961R | FUEL GAUGE, (BF2221/00) | 1 | reconditioned/exchange |
| 56 | 502269F | GLASS, flat, 2" diameter | 1 | |
| 57 | 17H1642 | 'O' RING, instrument to dash seating | 1 | |
| 58 | 17H1304 | NUT, thumb, instrument retaining | 1 | |
| 59 | WL700081 | WASHER, shakeproof | 1 | |
| 60 | AJH5187 | STRAP, instrument retaining | 1 | |
| 61 | 13H1927 | BULB HOLDER | 1 | instrument |
| 62 | GLB987 | BULB, 2.2 watt | 1 | illumination |
| 63 | 151272R | AMMETER, (Lucas 36427) | 1 | reconditioned/exchange |
| 64 | 502269F | GLASS, flat, 2" diameter | 1 | |
| 65 | 17H1642 | 'O' RING, instrument to dash seating | 1 | |
| 66 | 17H1304 | NUT, thumb, instrument retaining | 1 | |
| 67 | WL700081 | WASHER, shakeproof | 1 | |
| 68 | AJH5187 | STRAP, instrument retaining | 1 | |
| 69 | 13H1927 | BULB HOLDER | 1 | instrument |
| 70 | GLB987 | BULB, 2.2 watt | 1 | illumination |

Dash Switches And Warning Lamps

| | | | | |
|----|---------|--|---|--|
| 71 | BHA4278 | SWITCH, rheostat, illumination lights | 1 | |
| 72 | 128088 | WASHER, locking | 1 | |
| 73 | 510368 | NUT, switch to bracket | 1 | |
| 74 | 609792 | BEZEL | 1 | early TR5, TR250 |
| 75 | 143537 | BEZEL | 1 | late TR5, TR250, TR6 |
| 76 | 059445 | WASHER | 1 | |
| 77 | 621726 | KNOB, instrument light rheostat, pictorial | 1 | TR5, TR250, TR6 To (c) |
| 79 | 621794 | BRACKET, switch to dash rear | 1 | |
| 80 | TW402 | SCREW, wood, bracket to dash rear | 2 | |
| 81 | 148410 | SWITCH, rocker, windscreen wiper | 1 | TR5, TR250 |
| | 151431 | (3 terminal, clear-hooters). | 1 | TR6 European models, NAS models To CF75000 |
| 82 | 13H7761 | SWITCH, rocker, windscreen wiper | 1 | TR6 NAS models |
| | | (4 terminal, 'Lucas'). | 1 | From CF75001 |

Note: The original 'Clear-Hooters' wiper switches (item number 81: Part Nos: 148410 & 151431) are no longer available. They should be replaced with the 'Lucas' type, item no. 82. These are not a direct fit and the metal dashboard backing will require minor modification to fit.

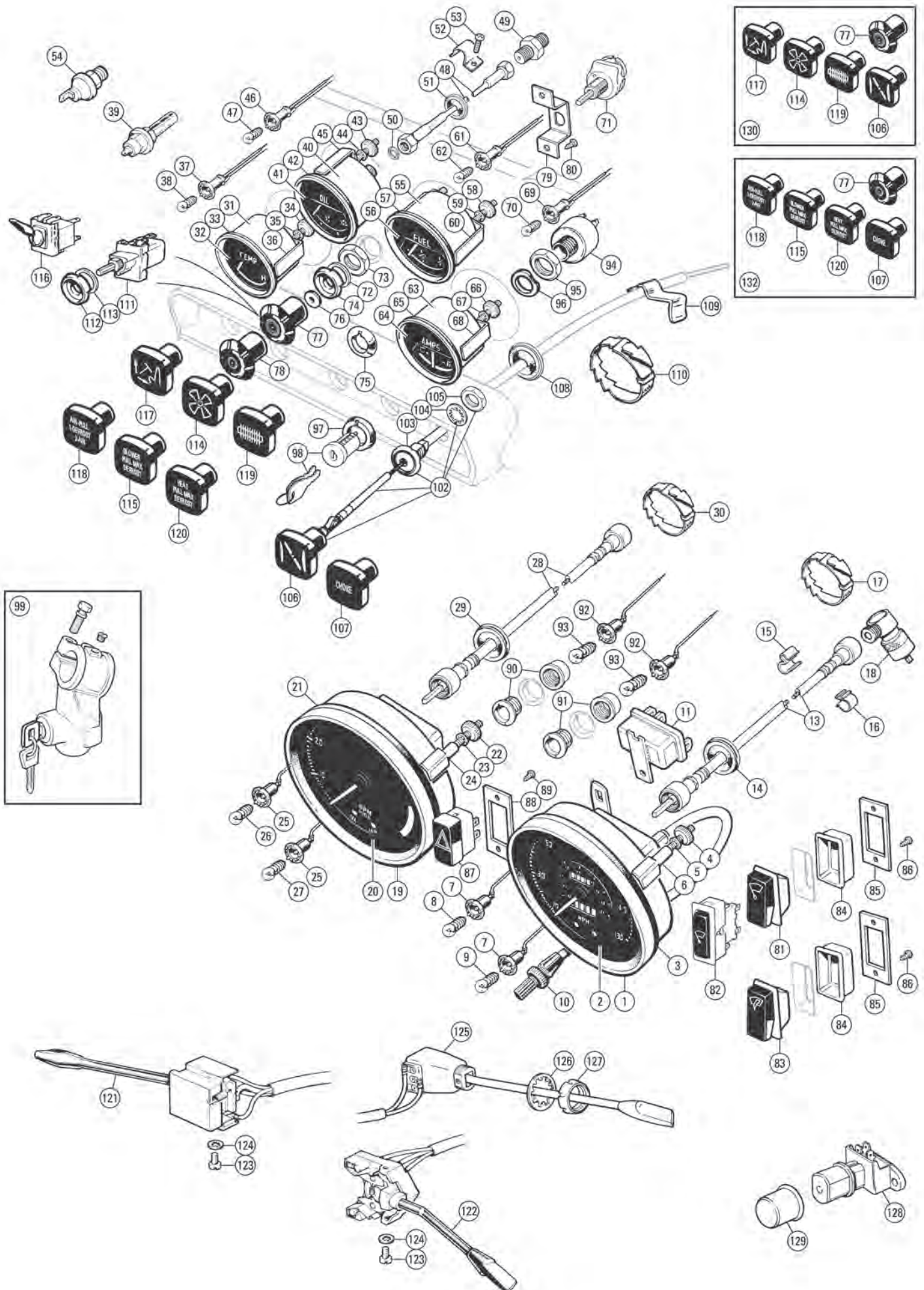
| | | | | |
|----|--------|-----------------------------------|---|--|
| 83 | 148418 | SWITCH, rocker, windscreen washer | 1 | TR6 European models, NAS models To CF75000 |
| | 158452 | SWITCH, rocker, windscreen washer | 1 | TR6 NAS models |
| | | | 1 | From CF75001 |

Note: The original 'Clear-Hooters' washer switch (item No: 83 - Part No: 148418) is also no longer available. Use 'Lucas' type (Part No: 158452).

| | | | | |
|----|--------|---------------------------------|---|------------------------|
| 84 | 148437 | ESCUTCHEON, rocker switch | 2 | switches clear-hooters |
| 85 | 621827 | PLATE, switch to dash | 2 | |
| 86 | TW402 | SCREW, wood, plate to dash rear | 4 | |
| 87 | 148401 | SWITCH, rocker, hazard flashers | 1 | TR5, TR250, TR6 To (c) |
| | | (Lucas no. 35857A). | 1 | CP75000/CC75000, LHD |
| | 156044 | SWITCH, rocker, hazard flashers | 1 | TR6 From (c) |
| | | (Lucas no. 39665). | 1 | CP75001/CC75001, LHD |

Note: 148401 is no longer available, please use 156044 as an alternative. The 156044 is not as per the original and the dashboard will need slight modification to fit.

| | | | | |
|----|---------|--------------------------------------|-----|------------------------|
| 88 | 622280 | PLATE, switch to dash | 1 | TR5, TR250, TR6 To (c) |
| | | | 1 | CP75000/CC75000, LHD |
| | 622230 | PLATE, switch to dash | 1 | TR6 From (c) |
| | | | 1 | CP75001/CC75001, LHD |
| 89 | TW402 | SCREW, wood, plate to dash rear | 4 | |
| 90 | 148830 | WARNING LAMP, hazard flasher | 1 | |
| 91 | 148830 | WARNING LAMP, brake PDWA | 1 | LHD |
| 92 | 13H1924 | BULB HOLDER, instrument illumination | 2 | |
| 93 | GLB987 | BULB, 2.2 watt, warning lights | 1/2 | |
| 94 | 127651 | SWITCH, ignition & starter | 1 | |
| | | (Lock barrel & keys not included). | 1 | |
| 95 | 510369 | NUT, ignition switch | 1 | TR5, TR250, TR6 To |
| 96 | 128087 | WASHER, waved | 1 | (c) CP50000/CC50000 |



Instruments & Switches (Continued)

Ignition Switches And Locks

| ill. | Part Number | Description | Req. | Details |
|------|---|--------------------------|------|---------------------|
| 97 | 609793 | BEZEL, ignition switch | 1 | TR5, TR250, TR6 To |
| 98 | 24G1345 | LOCK BARREL, with 2 keys | 1 | (c) CP50000/CC50000 |
| 99 | Please refer to page 102 for full details of steering column locks. | | | |

Choke Cable

| | | | | |
|-----|---------|--|---|-----------------------|
| 102 | 214888 | CHOKE CABLE, pictorial type knob | 1 | European models |
| | 214672 | CHOKE CABLE, pictorial type knob | 1 | North American models |
| | | | | To (c) CC75000 |
| | 218301 | CHOKE CABLE, written type knob | 1 | North American models |
| | | | | From (c) CC75001 |
| 103 | 618946 | BEZEL, on choke cable | 1 | |
| 104 | GHF325 | WASHER, shakeproof | 1 | |
| 105 | 515789 | NUT, locking | 1 | |
| 106 | 712907 | KNOB, choke, pictorial type | 1 | |
| 107 | 725373 | KNOB, choke, written type | 1 | alternative |
| 108 | 061917 | GROMMET, cable through bulkhead | 1 | |
| 109 | 516962A | CLIP, outer cable to metering unit | 1 | |
| 110 | 13H6107 | CLEAT, 'fir tree type' (Choke cable to injector pipes). | 1 | |

Heater Switch And Knobs

| | | | | |
|-----|---------|--|---|--------------|
| 111 | BHA4578 | SWITCH, heater control, pull type | 1 | |
| 112 | 609792 | BEZEL, for heater switch | 1 | |
| 113 | 128089 | WASHER, under knob | 1 | |
| 114 | 712911 | KNOB, heater fan | 1 | |
| 115 | 725371 | KNOB, heater switch, written type | 1 | alternatives |
| 116 | BCA4294 | SWITCH, heater control, toggle type | 1 | |
| 117 | 712909 | KNOB, air distribution, pictorial type | 1 | alternatives |
| 118 | 725370 | KNOB, air distribution, written type | 1 | |
| 119 | 712903 | KNOB, heater control, pictorial type | 1 | alternatives |
| 120 | 725372 | KNOB, heater control, written type | 1 | |

Note: For heater assembly and controls see Heating & Ventilation.

Column Switches

| | | | | |
|-----|---------|------------------------------|---|-----|
| 121 | LU35783 | SWITCH ASSEMBLY, lighting | 1 | RHD |
| | LU35782 | SWITCH ASSEMBLY, lighting | 1 | LHD |
| 122 | 158966 | SWITCH ASSEMBLY, indicator | 1 | |
| 123 | TP402 | SCREW, switch attaching | 4 | |
| 124 | WE604 | WASHER, shakeproof | 4 | |
| 125 | 147280 | SWITCH, overdrive | 1 | RHD |
| | 147281 | SWITCH, overdrive | 1 | LHD |
| 126 | WN715 | WASHER, shakeproof, internal | 1 | |
| 127 | 609792 | BEZEL NUT, overdrive switch | 1 | |

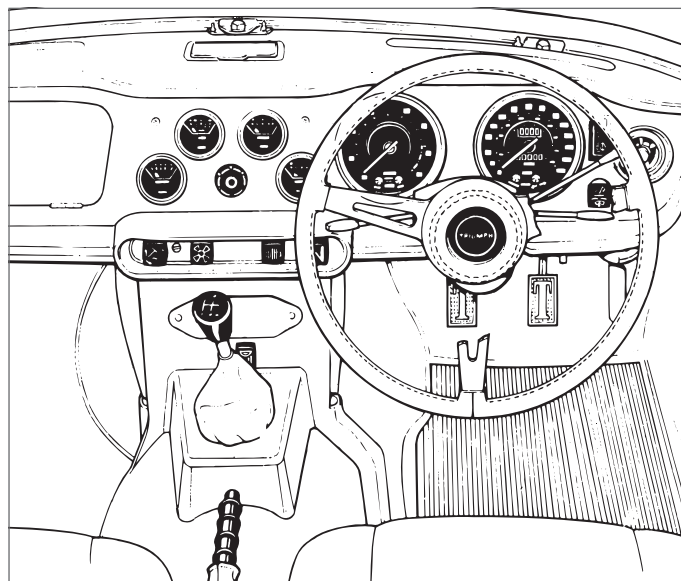
Headlamp Dip Switch

| | | | | |
|-----|-----------|---------------------------|---|--|
| 128 | RTC432A | DIP SWITCH, floor mounted | 1 | |
| 129 | RTC432CAP | RUBBER CAP, dip switch | 1 | |

Note: For mounting details of the dip switch see page 139.

Dash Knob Sets

| | | | | |
|-----|----------|--|---|------------------------|
| 130 | GKS6005X | DASH KNOB SET | 1 | European models, |
| 77 | 621726 | KNOB, instrument light rheostat, pictorial | 1 | TR5, |
| 106 | 712907 | KNOB, choke, pictorial type | 1 | TR6 To (c) CP50000, |
| 114 | 712911 | KNOB, heater switch, pictorial type | 1 | North American models, |
| 117 | 712909 | KNOB, air distribution, pictorial type | 1 | TR250, |
| 119 | 712903 | KNOB, heater control, pictorial type | 1 | TR6 To (c) CC50000 |
| 132 | GKS6006X | DASH KNOB SET | 1 | |
| 78 | 621726 | KNOB, instrument light rheostat, pictorial | 1 | North American models, |
| 107 | 725373 | KNOB, choke, written type | 1 | TR6 From (c) CP75001 |
| 115 | 725371 | KNOB, heater switch, written type | 1 | To CF1 and CR1 On |
| 118 | 725370 | KNOB, air distribution, written type | 1 | |
| 120 | 725372 | KNOB, heater control, written type | 1 | |



Speedometer Re-calibration

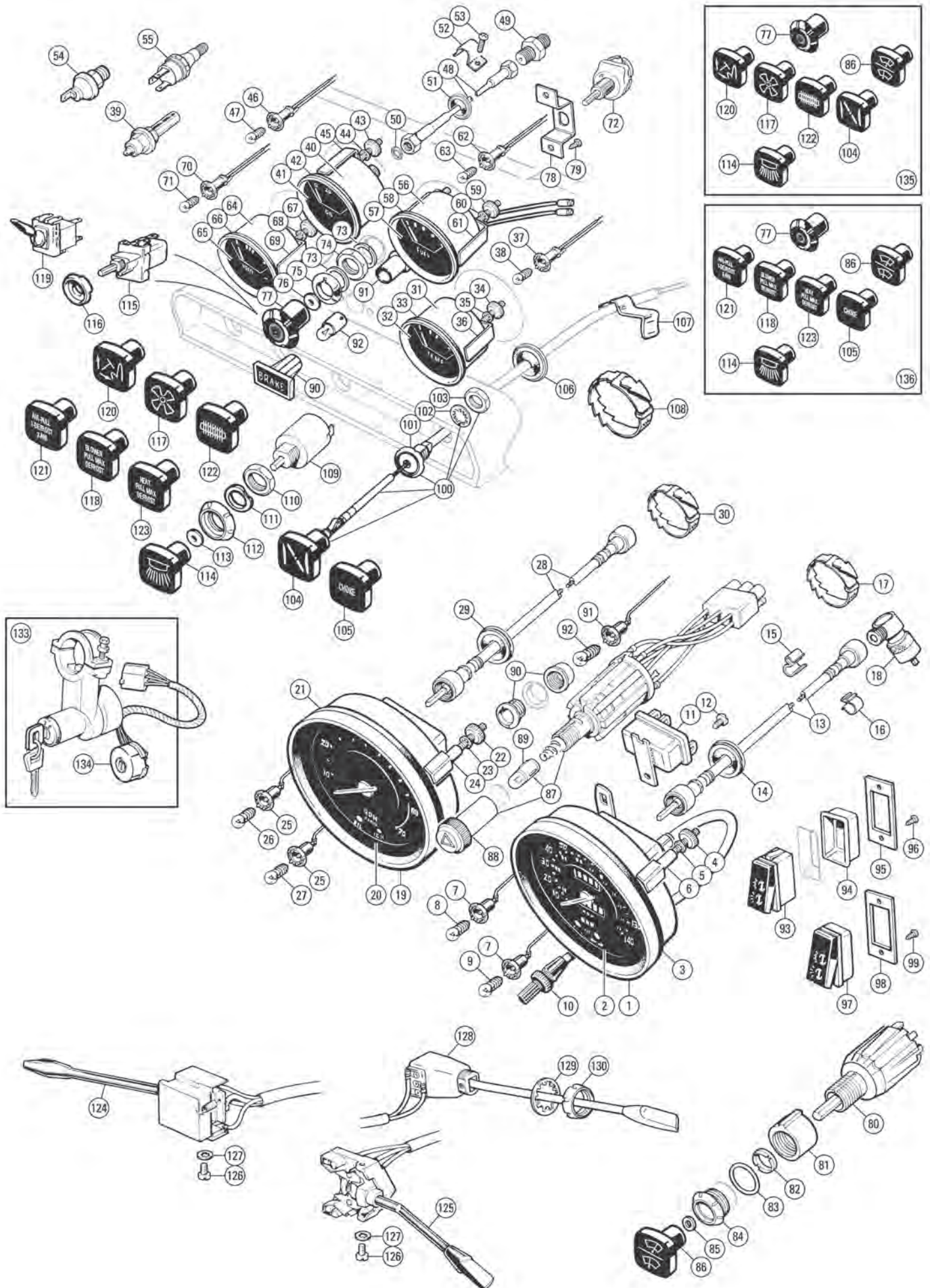
To have a speedometer recalibrated - the following exercise is all you need to do to supply the information we need.

- 1) Disconnect Flexible Drive from instrument end.
- 2) Jack up 1 (one) driving wheel. (Do not jack up both driving wheels!).
- 3) Mark tyre with chalk line, masking tape, or similar.
- 4) Mark body or chassis with a line corresponding to the line on the tyre.
- 5) Turn road wheel exactly 20 times whilst an assistant counts the number of turns the inner speedometer cable makes, to the nearest 1/8 of a turn. (To facilitate ease of counting a cardboard arrow can be made and pressed into the end of the inner cable).
- 7) Note make and size of tyres on the driving wheels.

You need to know:

- a) Number of turns of inner cable for 20 turns of drive wheel.
- b) Make and size of drive wheel tyre.
- c) Make and part number of speedometer (on instrument face).

Note: Please also ensure to tell us if the vehicle has a limited slip differential fitted.



Instruments & Switches TR6 From (c) CR1

Speedometers

Pi models were originally fitted with axles that had a 3.45:1 ratio and mated with 165 section tyres. Carburettor models were fitted with a 3.7:1 axle ratio & 185 section tyres. Both parameters need to be correct to obtain an accurate speedo reading.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|---|
| 1 | 218831R | SPEEDOMETER, MPH, (SN6411/04) (Reconditioned/exchange). | 1 | 3.45:1 rear axle |
| | 218832R | SPEEDOMETER, KPH, (SN6411/05) (Reconditioned/exchange). | 1 | 3.45:1 rear axle |
| | TKC2139R | SPEEDOMETER, KPH, (SN6411/09) (Reconditioned/exchange). | 1 | Australia, 3.45:1 rear axle |
| | 218827R | SPEEDOMETER, MPH, (SN6411/06) (Reconditioned/exchange). | 1 | 3.7:1 rear axle |
| | TKC2426R | SPEEDOMETER, MPH, (SN6411/11) (Reconditioned/exchange). | 1 | 3.7:1 rear axle |
| | 218828R | SPEEDOMETER, KPH, (SN6411/07) (Reconditioned/exchange). | 1 | 3.7:1 rear axle |
| 2 | 502268F | GLASS, flat, 5" diameter | 1 | |
| 3 | 502268G | GASKET, rubber, speedometer | 1 | |
| 4 | 17H1304 | NUT, thumb, instrument retaining | 2 | |
| 5 | WL700081 | WASHER, shakeproof | 2 | |
| 6 | 620847 | STRAP, instrument retaining | 2 | |
| 7 | 13H1924 | BULB HOLDER, | 2 | instrument |
| 8 | GLB987 | BULB, 2.2 watt, instrument illumination | 2 | illumination |
| 9 | GLB987 | BULB, 2.2 watt | 2 | high beam and indicator warning lights |
| 10 | 159738 | CABLE, trip meter reset, speedometer | 1 | |
| 11 | BHA4602 | VOLTAGE STABILISER, +ve | 1 | |
| | 148876A | VOLTAGE STABILISER, -ve | 1 | |
| 12 | AB604032 | SCREW, stabiliser to instrument | 1 | |
| 13 | GSD109 | SPEEDOMETER CABLE, 63" | 1 | RHD, with overdrive |
| | GSD114 | SPEEDOMETER CABLE, 66" | 1 | RHD, without overdrive |
| | GSD169 | SPEEDOMETER CABLE, 69" | 1 | LHD |

The 69" long speedometer cable is the one preferred for RH steering cars as it allows that little extra length when routing. Remember all cables must be securely clipped to prevent chaffing or snagging and to maintain the correct curvature.

| | | | | |
|----|---------|----------------------------|---|------------------------|
| 14 | 602037 | GROMMET, speedometer cable | 1 | |
| 15 | 616312 | CLIP, cable to chassis | 1 | |
| 16 | 148820 | CLIP, cable to chassis | 1 | LHD, without overdrive |
| 17 | RTC222A | CLEAT, securing cable | 1 | |
| 18 | 120694 | DRIVE, angled | 1 | |

Tachometer

| | | | | |
|----|-----------|---|---|---|
| 19 | 218833R | TACHOMETER, (RN2414/00A) (Reconditioned/exchange). | 1 | |
| 20 | 502268F | GLASS, flat | 1 | |
| 21 | 502268G | GASKET, rubber, speedometer | 1 | |
| 22 | 17H1304 | NUT, thumb, instrument retaining | 2 | |
| 23 | WL700081 | WASHER, shakeproof | 2 | |
| 24 | 620847 | STRAP, instrument retaining | 2 | |
| 25 | 13H1924 | BULB HOLDER | 2 | instrument |
| 26 | GLB987 | BULB, 2.2 watt, instrument illumination | 2 | illumination |
| 27 | GLB987 | BULB, 2.2 watt | 2 | ignition & oil pressure warning lights |
| 28 | 144370 | TACHOMETER CABLE, 42" | 1 | RHD |
| | UKC2873 | TACHOMETER CABLE, 48", (easier to fit) | 1 | |
| | UKC2873JH | TACHOMETER CABLE, 36", (easier to fit) | 1 | LHD |
| 29 | 602037 | GROMMET, tachometer cable | 1 | |
| 30 | RTC222A | CLEAT, securing cable | 1 | |
| | 13H6107 | CLEAT, securing cable, larger | 1 | |

Small Instruments

| | | | | |
|----|-----------|--|---|---|
| 31 | 159606R | TEMPERATURE GAUGE, (BT2230/00) (Reconditioned/exchange) | 1 | |
| | 159606BEZ | BEZEL, chrome | 1 | |
| 32 | 502269F | GLASS, flat, 2" diameter | 1 | |
| 33 | 17H1642 | 'O' RING, instrument to dash seating | 1 | |
| 34 | 17H1304 | NUT, thumb, instrument retaining | 1 | |
| 35 | WL700081 | WASHER, shakeproof | 1 | |
| 36 | AJH5187 | STRAP, instrument retaining | 1 | |
| 37 | 13H1927 | BULB HOLDER, instrument illumination | 1 | |
| 38 | GLB987 | BULB, 2.2 watt, instrument illumination | 1 | |
| 39 | GTR108 | SENDER UNIT, water temperature | 1 | screwed into thermostat and water pump housing |
| 40 | 159608R | OIL PRESSURE GAUGE, (PL2319/00) (Reconditioned/exchange). | 1 | |

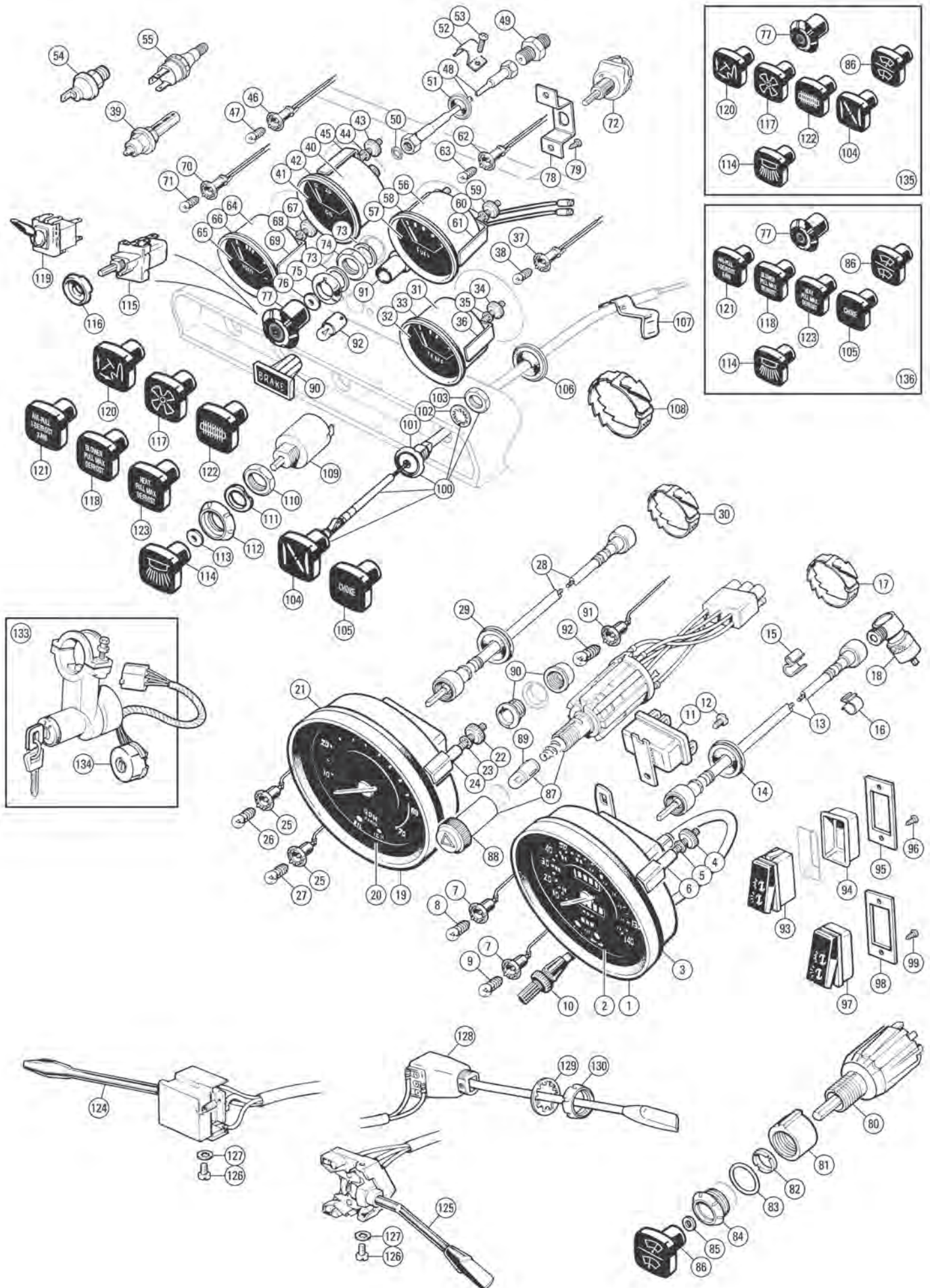
| | | | |
|-----------|---------------|--|---|
| 159606BEZ | BEZEL, chrome | 1 | |
| 41 | 502269F | GLASS, flat, 2" diameter | 1 |
| 42 | 17H1642 | 'O' RING, instrument to dash seating | 1 |
| 43 | 17H1304 | NUT, thumb, instrument retaining | 1 |
| 44 | WL700081 | WASHER, shakeproof | 1 |
| 45 | AJH5187 | STRAP, instrument retaining | 1 |
| 46 | 13H1927 | BULB HOLDER | 1 |
| 47 | GLB987 | BULB, 2.2 watt, instrument illumination | 1 |
| 48 | 149867 | PIPE, nylon, oil pressure, engine to gauge | 1 |
| | 138308 | PIPE, nylon, oil pressure, engine to gauge | 1 |
| 49 | 143943 | ADAPTOR, oil pressure pipe to engine | 1 |
| 50 | 2K4936 | WASHER, leather | 1 |
| 51 | 600395 | GROMMET, oil pressure pipe | 1 |
| 52 | 059380 | CLIP, securing pipe to bulkhead | 1 |
| 53 | AB610031 | SCREW, self tapping, retaining clip | 1 |
| 54 | GPS117 | OIL PRESSURE SWITCH | 1 |
| | TT2998 | OIL PRESSURE SWITCH | 1 |
| 55 | GPS113 | OIL PRESSURE SWITCH | 1 |
| 56 | 159604R | FUEL GAUGE, (BF2232/00) (Reconditioned/exchange). | 1 |
| | 159606BEZ | BEZEL, chrome | 1 |
| 57 | 502269F | GLASS, flat, 2" diameter | 1 |
| 58 | 17H1642 | 'O' RING, instrument to dash seating | 1 |
| 59 | 17H1304 | NUT, thumb, instrument retaining | 1 |
| 60 | WL700081 | WASHER, shakeproof | 1 |
| 61 | AJH5187 | STRAP, instrument retaining | 1 |
| 62 | 13H1927 | BULB HOLDER, | 1 |
| 63 | GLB987 | BULB, 2.2 watt, instrument illumination | 1 |
| 64 | 159605R | VOLTMETER, (BV2213/00) (Reconditioned/exchange). | 1 |
| | 159606BEZ | BEZEL, chrome | 1 |
| 65 | 502269F | GLASS, flat, 2" diameter | 1 |
| 66 | 17H1642 | 'O' RING, instrument to dash seating | 1 |
| 67 | 17H1304 | NUT, thumb, instrument retaining | 1 |
| 68 | WL700081 | WASHER, shakeproof | 1 |
| 69 | AJH5187 | STRAP, instrument retaining | 1 |
| 70 | 13H1927 | BULB HOLDER | 1 |
| 71 | GLB987 | BULB, 2.2 watt | 1 |

Dash Switches And Warning lamps

| | | | | |
|----|------------|--|---|-----------------------|
| 72 | BHA4278 | SWITCH, rheostat, illumination lights | 1 | European models |
| | BHA4278 | SWITCH, rheostat, illumination lights | 1 | North American models |
| 73 | 128089 | WASHER, locking | 2 | |
| 74 | 510368 | NUT, switch to bracket | 2 | |
| 75 | 143537 | BEZEL | 1 | |
| 76 | 059445 | PAD, rubber | 1 | |
| 77 | 621726 | KNOB, instrument light rheostat, pictorial | 1 | |
| 78 | 621794 | BRACKET, switch to dash rear | 1 | |
| 79 | TW402 | SCREW, wood, bracket to dash rear | 2 | |
| 80 | 155496 | SWITCH ASSEMBLY, wiper/washer | 1 | clear-hooter |
| | 155496Z | SWITCH ASSEMBLY, wiper/washer | 1 | Lucas replacement |
| 81 | 621510 | SPACER TUBE, switch mounting | 1 | |
| 82 | 622682 | NUT, spacer to switch | 1 | |
| 83 | 616048 | WASHER, PVC | 1 | |
| 84 | 622443 | BEZEL, wiper/washer switch | 1 | |
| 85 | 059445 | PAD, rubber | 1 | |
| 86 | 725374 | KNOB, wiper/washer switch, pictorial | 1 | |
| 87 | 159905A | SWITCH ASSEMBLY, hazard flashers | 1 | |
| 88 | LU54329399 | KNOB/LENS, hazard warning switch | 1 | LHD |
| 89 | GLB281 | BULB, 2.2 watt, warning light | 1 | |
| 90 | 159906 | WARNING LAMP, 'Brake', PDWA | 1 | |
| 91 | UKC4187 | BULB HOLDER | 1 | |
| 92 | GLB281 | BULB, 2.2 watt, warning light | 2 | LHD |
| 93 | 150380Z | SWITCH, rocker, lighting, | 1 | clear-hooters |
| 94 | 148437 | ESCUTCHEON, rocker switch | 1 | see note on |
| 95 | 621827 | PLATE, switch to dash | 1 | clear-hooters |
| 96 | TW402 | SCREW, wood, plate to dash rear | 2 | |

The original 'Clear-Hooters' manufactured light switch was the subject of a factory recall in the United States. The replacement fitted by the dealers was a 'Lucas' item. The 'Lucas' switch has a larger body than the 'Clear-Hooters' so the steel retaining plate that is screwed to the back of the wooden dash was either filed larger or replaced with a plate having a larger switch hole. The 'Lucas' switch has an integral non detachable escutcheon.

| | | | |
|----|---------|-----------------------------------|---|
| 97 | 150380Z | SWITCH, rocker, lighting, 'Lucas' | 1 |
| 98 | 622222 | PLATE, switch to dash | 1 |
| 99 | TW402 | SCREW, wood, plate to dash rear | 2 |



Instruments & Switches TR6 From (c) CR1 (Cont.)

Choke Cable

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|--|
| 100 | 219258 | CHOKE CABLE, written type knob | 1 | European models |
| | 218301 | CHOKE CABLE, pictorial type knob | 1 | |
| | UKC2121 | CHOKE CABLE, pictorial type knob | 1 | North American models To (c) CF12500 North American models From (c) CF12501 |
| 101 | 618946 | BEZEL, on choke cable | 1 | |
| 102 | GHF325 | WASHER, shakeproof | 1 | alternative |
| 103 | 515789 | NUT, locking | 1 | |
| 104 | 712907 | KNOB, choke, pictorial type | 1 | |
| 105 | 725373 | KNOB, choke, written type | 1 | |
| 106 | 061917 | GROMMET, cable through bulkhead | 1 | |
| 107 | 516962A | CLIP, outer cable to metering unit | 1 | |
| 108 | 13H6107 | CLEAT, 'fir tree type', to injector pipes | 1 | |

Interior Light Switch

| | | | | |
|-----|--------|---------------------------------|---|--|
| 109 | 2H4841 | SWITCH, interior light | 1 | |
| 110 | 510368 | NUT | 1 | |
| 111 | 128089 | WASHER, waived | 1 | |
| 112 | 609933 | BEZEL | 1 | |
| 113 | 059445 | PAD, rubber | 1 | |
| 114 | 712905 | KNOB, interior light, pictorial | 1 | |

Heater Switch And Knobs

| | | | | |
|-----|---------|--|-----|-------------|
| 115 | BHA4578 | SWITCH, heater control, pull type | 1 | |
| 116 | 609792 | BEZEL, for heater switch | a/r | |
| 117 | 712911 | KNOB, heater fan | 1 | |
| 118 | 725371 | KNOB, heater switch, written type | 1 | alternative |
| 119 | BCA4294 | SWITCH, heater control, toggle type | 1 | alternative |
| 120 | 712909 | KNOB, air distribution, pictorial type | 1 | |
| 121 | 725370 | KNOB, air distribution, written type | 1 | alternative |
| 122 | 712903 | KNOB, heater control, pictorial type | 1 | |
| 123 | 725372 | KNOB, heater control, written type | 1 | alternative |

Note: For heater assembly and controls see page 167.

Column Mounted Switches

| | | | | |
|-----|--|---|---|-----|
| 124 | 152616 | SWITCH ASSEMBLY | 1 | RHD |
| | | (Lighting, headlamp dip main beam & flash). | | |
| | 148648 | SWITCH ASSEMBLY | 1 | LHD |
| | | (Lighting, headlamp dip main beam & flash). | | |
| 125 | 158966 | SWITCH ASSEMBLY, indicator | 1 | |
| 126 | TP402 | SCREW, switch | 4 | |
| 127 | WE604 | WASHER, shakeproof | 4 | |
| 128 | 147280 | SWITCH, overdrive | 1 | RHD |
| | 147281 | SWITCH, overdrive | 1 | LHD |
| 129 | WN715 | WASHER, shakeproof, internal | 1 | |
| 130 | 609792 | BEZEL NUT, overdrive switch | 1 | |
| 133 | Please refer to page 102 for full details of steering locks. | | | |

Dash Knob Sets

| | | | | |
|-----|----------|--|---|-------------------------|
| 135 | GKS6008X | DASH KNOB SET | 1 | |
| 77 | 621726 | KNOB, instrument light rheostat, pictorial | 1 | |
| 86 | 725374 | KNOB, wiper/washer switch, pictorial | 1 | |
| 104 | 712907 | KNOB, choke, pictorial type | 1 | TR6 From (c) CR1-CR6701 |
| 114 | 712905 | KNOB, interior light, pictorial type | 1 | |
| 117 | 712911 | KNOB, heater fan, pictorial type | 1 | |
| 120 | 712909 | KNOB, air distribution, pictorial type | 1 | |
| 122 | 712903 | KNOB, heater control, pictorial type | 1 | |
| 136 | GKS6007X | DASH KNOB SET | 1 | |
| 77 | 621726 | KNOB, instrument light rheostat, pictorial | 1 | |
| 86 | 725374 | KNOB, wiper/washer switch, pictorial | 1 | |
| 105 | 725373 | KNOB, choke, written type | 1 | TR6 From (c) CF1 On |
| 114 | 712905 | KNOB, interior light, pictorial | 1 | |
| 118 | 725371 | KNOB, heater switch, written type | 1 | |
| 121 | 725370 | KNOB, air distribution, written type | 1 | |
| 123 | 725372 | KNOB, heater control, written type | 1 | |

Servicing Flexible Drives

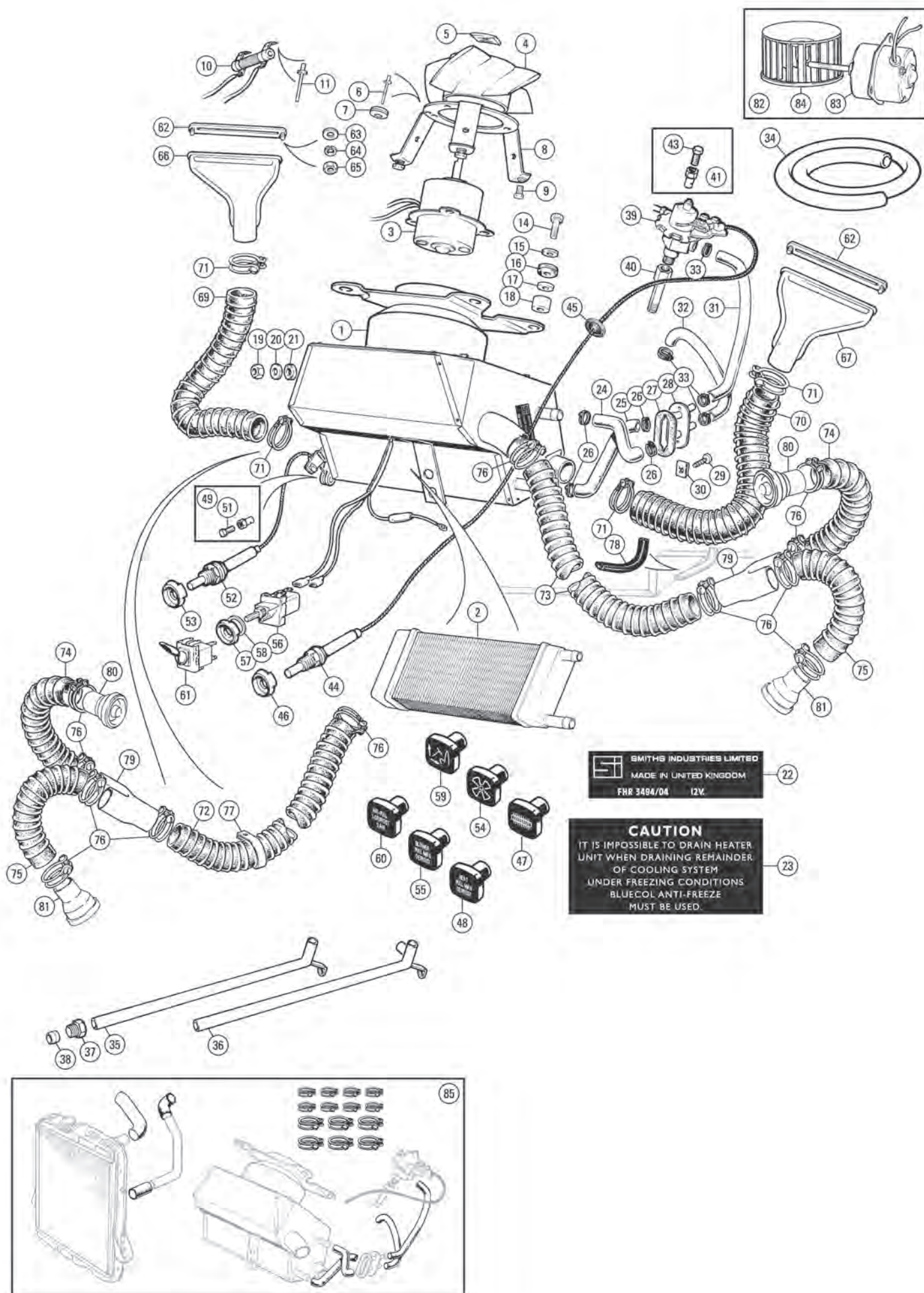
The condition of the flexible drive to a great extent controls the performance of the speedometer or tachometer, and poor installation or subsequent damage to the flexible drive will be shown up as an apparent instrument fault. It is, therefore, important that the flexible drive be correctly fitted and properly maintained.

The following instructions give general information for fitting and maintaining your flexible drive.

- 1) Run of flexible drive must be smooth. Minimum bend radius 6". No bend within 2" of connections.
- 2) Avoid crushing flexible drive by over-tightening clip. Flex can be crushed between moving components.
- 3) Avoid sharp bends at clips. If necessary alter position of clips. Excessive free movement of the flexible drive should be avoided. Fit extra clips if necessary.
- 4) Ensure that threaded end connections are secure with no looseness of the outer casing end collars. Connecting nuts should be tightened by hand. Spanner or pliers should not be used. It is important that the drive to which the flexible drive connects is free from dirt and grit.
- 5) Connection of inner flex: Where possible, slightly withdraw inner flex and connect outer casing first to point of drive. Then slide inner flex into engagement from the other end. It may be necessary to rotate flex.
- 6) Most inner flexes can be removed by disconnecting instrument end and pulling out flex. Some must be removed from point of drive end after first taking off washer at instrument end. Broken inner flex will have to be withdrawn from both ends.
- 7) Check inner flex. Layout flex straight on flat clean table and roll. Any 'kinks' or obvious signs of damage will be seen. Then take an end in each hand allowing flex to hang in a loop of approximately 9" diameter. Rotate it slowly with the fingers. A satisfactory flex will turn smoothly without 'snatch'.
- 8) Apply grease sparingly to replacement flex. Feed flex back into its casing. Then withdraw approximately 3" or 8" and wipe off surplus grease.
- 9) Avoid excessive lubrication. If oil appears inflexible drive, suspect faulty oil-seal at point of drive. If this condition exists, it is necessary to replace oil seal at point of drive before fitting a new flexible drive.
- 10) Check that inner flex rotates concentrically when fitted in outer casing, and not eccentrically.
- 11) Examine inner flex ends for wear or other damage. Before fitting new inner flex ensure instrument main spindle is free.
- 12) Examine point of drive for dirt or possible damage. Check driving key to ensure tightness between it and its gear in gearbox.

It has been found that the replacement of an inner flex does not always solve the problem of erratic speedometer or rev. counter performance, and in many instances it will be necessary to fit a new complete flexible drive. When the time for renewal of flex drive comes the following points should be considered.

On a car covering 12,000 miles a year the number of turns of the inner flex is approximately 12,000,000 and even with proper maintenance a certain amount of wear is inevitable. If the inner flex needs replacing it is correct to assume that the outer flex will also need replacing as a corresponding amount of internal wear will have taken place, especially on the curve of an outer flex with an awkward run. Concentric rotation of the inner flex is essential for accurate readings and long service, and the insertion of a new inner in an internally worn outer flex does not lend itself to this. The only answer is to fit a complete new flexible drive.



Heater Assembly

| ill. | Part Number | Description | Req. | Details |
|------|-------------|-----------------------------------|------|--------------|
| 1 | 812301 | HEATER ASSEMBLY | 1 | |
| NI | 812301FK | FITTING KIT, heater mount | 1 | polyurethane |
| | 812301HX | UPRATED HEATER ASSEMBLY KIT | 1 | high output |
| 2 | 812301M | MATRIX | 1 | |
| 3 | 812301MTR | FAN MOTOR | 1 | |
| 4 | 512365 | FAN | 1 | |
| 5 | PFS214 | SPIRE CLIP, securing fan | 1 | |
| 6 | GHF602 | RIVET, motor to cradle | 3 | |
| 7 | GHF801 | GROMMET, motor to cradle | 3 | |
| 8 | 521080CR | CRADLE, fan motor | 1 | |
| 9 | HU503 | SCREW, cradle to casing | 3 | |
| 10 | 515827 | RESISTOR | 1 | |
| 11 | GHF600 | RIVET, securing resistor | 2 | |
| 14 | GHF101 | SCREW, heater assembly to plenum | 3 | |
| 15 | WM57 | WASHER, plain | 3 | |
| 16 | 17H5431X | GROMMET, screws to heater | 3 | |
| 17 | WM57 | WASHER, plain | 3 | |
| 18 | 566374 | SPACER, heater assembly to plenum | 3 | |
| 19 | GHF200 | NUT, heater assembly to bulkhead | 1 | |
| 20 | 566581 | WASHER, plain | 1 | |
| 21 | 612241 | WASHER, rubber | 1 | |
| 22 | CRST267 | LABEL, heater, 'Smiths' | 1 | |
| 23 | CRST127 | LABEL, heater, 'Caution' | 1 | |

Heater Hoses

| | | | | |
|----|------------|--|-----|--------------|
| 24 | 623285 | HOSE, outlet, black | 1 | |
| | 623285Z | HOSE, outlet, black | 1 | alternative |
| 25 | 623284 | HOSE, inlet, black | 1 | |
| | 623284Z | HOSE, inlet, black | 1 | alternative |
| 26 | CS4012 | HOSE CLIP, 'Supergrip' type | 4 | |
| | GHC11020 | HOSE CLIP, 'band' type | 4 | alternative |
| 27 | 611040 | GASKET, rubber, connection to bulkhead | 1 | |
| 28 | 611043 | CONNECTION, bulkhead, heater hoses | 1 | |
| 29 | GHF402 | SCREW, connection to bulkhead | 2 | |
| 30 | GHF701 | SPIRE NUT | 2 | |
| 31 | 627310 | HOSE, feed, green | 1 | |
| | 627310Z | HOSE, feed, straight, black | 1 | |
| | 627310X | HOSE, feed, straight, green, silicone | 1 | alternatives |
| | 627310XBLK | HOSE, feed, straight, black, silicone | 1 | |
| 32 | GZA1336 | HOSE, return, black | 1 | TR5, TR250, |
| | GZA1336X | HOSE, return, black, silicone | 1 | early TR6 |
| | 627311 | HOSE, return, green | 1 | TR6 |
| | 627311X | HOSE, return, green, silicone | 1 | |
| 33 | CS4012 | HOSE CLIP, 'Supergrip' type | 4 | |
| | GHC11020 | HOSE CLIP, 'band' type | 4 | alternative |
| 34 | GRH1006M | HOSE, heater, 1/2" | a/r | per metre |

Heater Pipes

| | | | | |
|----|----------|--------------------------------------|---|------------------------------|
| 35 | 214404SS | PIPE, heater return, stainless steel | 1 | European models, TR5, TR6 |
| 36 | 214405 | PIPE, heater return | 1 | North American models, |
| | 214405SS | PIPE, heater return, stainless steel | 1 | TR250, TR6 |
| 37 | 101302 | NUT, tube | 1 | |
| | 101302SS | NUT, tub, stainless steel | 1 | |
| 38 | TL11 | OLIVE, sealing | 1 | |

Water Valve & Controls

| | | | | |
|----|---------|-----------------------------------|---|-------------|
| 39 | 565755 | HEATER VALVE | 1 | |
| | 565755Z | HEATER VALVE | 1 | alternative |
| 40 | 148435 | ADAPTOR, water valve to cyl. head | 1 | |

Heater Controls

| | | | | |
|----|----------|---|---|-------------|
| 41 | 24G1482K | TRUNNION KIT, cable end | 1 | |
| 43 | 53K1016 | SCREW, cable clamping | 1 | |
| 44 | 622361 | CABLE, water valve control | 1 | |
| 45 | 602037 | GROMMET, on control cable | 1 | |
| 46 | 566047X | BEZEL, securing cable to switch plinth | 1 | |
| 47 | 712903 | KNOB, water valve control, pictorial type | 1 | |
| 48 | 725372 | KNOB, water valve control, written type | 1 | alternative |
| 49 | 24G1482K | TRUNNION KIT, cable end | 1 | |
| 51 | 53K1016 | SCREW, cable clamping | 1 | |
| 52 | 622362 | CABLE ASSEMBLY, air distribution | 1 | |
| 53 | 566047X | BEZEL, securing cable to switch plinth | 1 | |
| 54 | 712909 | KNOB, air distribution, pictorial type | 1 | |
| 55 | 725370 | KNOB, air distribution, written type | 1 | alternative |
| 56 | BHA4578 | SWITCH, heater fan, push pull type | 1 | |
| 57 | 609792 | BEZEL, for heater switch | 1 | |
| 58 | 128089 | WASHER, under knob | 1 | |

| | | | | |
|----|---------|---|---|--------------|
| 59 | 712911 | KNOB, heater fan switch, pictorial type | 1 | alternatives |
| 60 | 725371 | KNOB, heater fan switch, written type | 1 | |
| 61 | BCA4294 | SWITCH, heater fan, toggle type | 1 | |

Demister & Air Hoses

| | | | | |
|----|-----------|---|-----|-----------------------------------|
| 62 | 610181 | ESCUTCHEON, demister outlet | 2 | |
| 63 | PWZ203 | WASHER, plain | 4 | |
| 64 | WL700101 | WASHER, locking | 4 | |
| 65 | HN2005 | NUT, escutcheon and nozzle attaching | 4 | |
| 66 | 806740 | NOZZLE ASSEMBLY, demister, LH | 1 | |
| 67 | 806741 | NOZZLE ASSEMBLY, demister, RH | 1 | |
| 69 | 602638 | HOSE, heater to demister nozzle, LH | 1 | (11 1/2" long x 1 1/2" diameter). |
| | | HOSE, heater to demister nozzle, RH | 1 | (13 1/2" long x 1 1/2" diameter). |
| 70 | 602638 | HOSE CLIP | 4 | |
| 71 | CS4024 | HOSE, heater to 'Y' piece tube | 1 | cut to 14" |
| 72 | GHH175/18 | (Driver side, 14" long x 1 3/4" diameter). | | |
| 73 | GHH175/18 | HOSE, heater to 'Y' piece tube | 1 | TR5, TR250 early TR6 |
| | | (Passenger side, 18" long x 1 3/4" diameter). | | |
| | GHH175M | HOSE, heater air, 1 3/4" diameter | a/r | per metre |
| 74 | GHH150/18 | HOSE, 'Y' piece tube to fascia louver | 2 | TR5, TR250, early TR6 |
| | | (7 1/2" long x 1 1/2" diameter). | | cut to 7 1/2" |
| 75 | GHH150/18 | HOSE, 'Y' piece tube to footwell louver | 2 | TR5, TR250, early TR6 |
| | | (11 1/2" long x 1 1/2" diameter). | | cut to 11 1/2" |
| | GHH150M | HOSE, heater air, 1 1/2" diameter | a/r | bulk, per metre |
| 76 | CS4029 | HOSE CLIP | 12 | |
| 77 | 622151 | HOSE CLIP | 1 | driver's side only |
| 78 | 504806 | SLEEVE, PVC, protecting hose | 1 | |
| 79 | 622138 | TUBE, 'Y' piece | 2 | |
| 80 | 713040 | LOUVRE, fascia fresh air, metal | 2 | TR5, TR250, TR6 To |
| | | | | (c) CP50000/CC50000 |
| | 720650 | LOUVRE, fascia fresh air, plastic | 2 | TR6 (c) CP50001/CC50001 |
| | | | | To CR1/CF1 |
| | 725776 | LOUVRE, fascia fresh air, plastic | 2 | TR6 From (c) CR1/CF1 |
| 81 | 713040 | LOUVRE, footwell fresh air, metal | 2 | TR5, TR250, TR6 To |
| | | | | (c) CP50000/CC50000 |
| | 720650 | LOUVRE, footwell fresh air, plastic | 2 | TR6 (c) CP50001/CC50001 |

For the mounting hardware to install the louvres, see Interior Trim - Dash (Fascia) & Crash Pads.

Up-rated Heater Kit

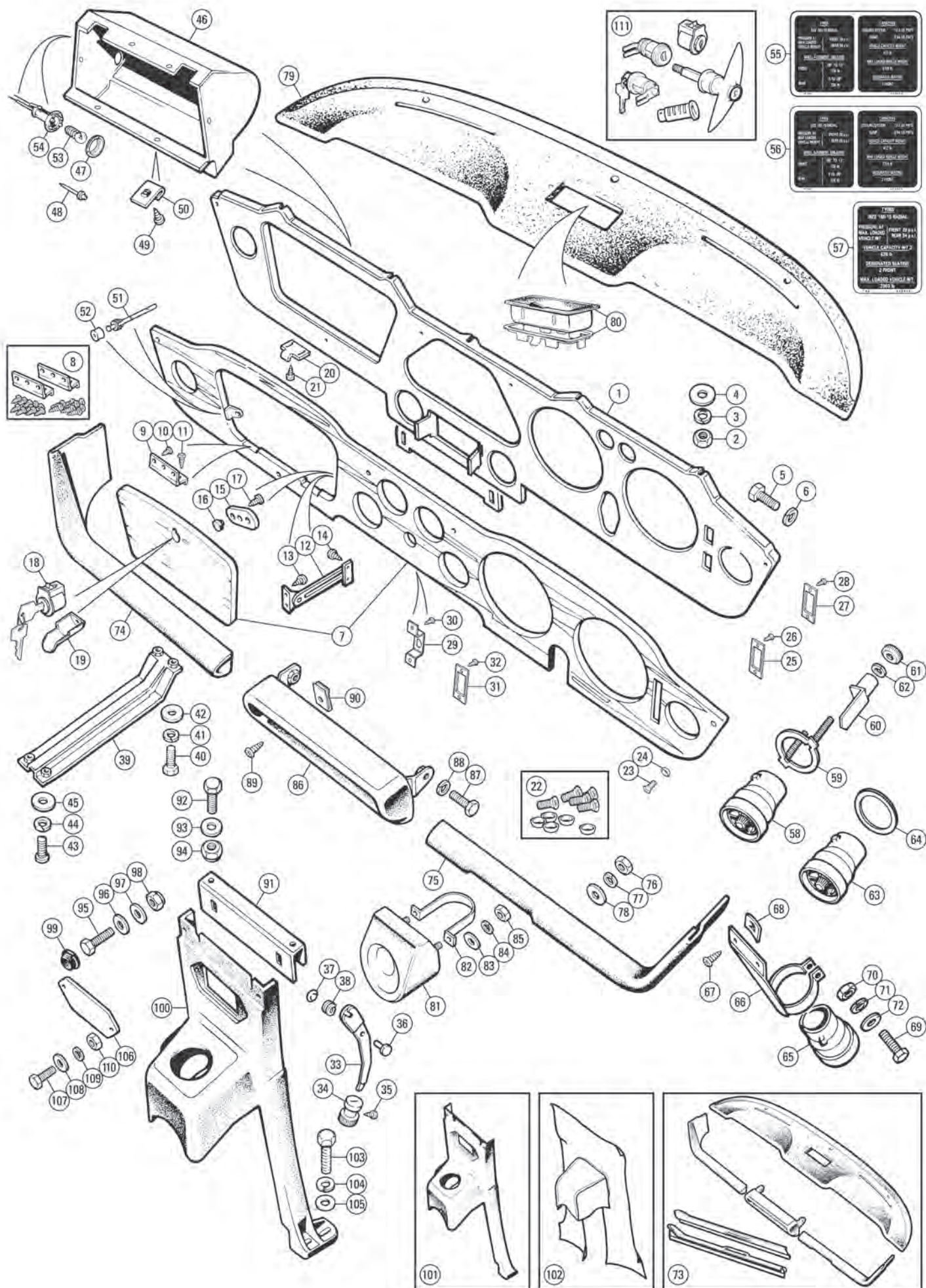
Kit includes high(er) speed motor and high volume fan.

| | | | | |
|----|----------|---------------------|---|--|
| 82 | 812301X | HEATER KIT, uprated | 1 | |
| 83 | 812301XM | FAN MOTOR | 1 | |
| 84 | 812301XF | FAN | 1 | |

Hose Kits

Kits include all hoses for cooling and heating and corresponding hose clips.

| | | | | |
|----|------------|-----------------------------|---|---------------|
| 85 | GZA971K | HOSE KIT, green, original | 1 | |
| | GZA971BLKK | HOSE KIT, black, reinforced | 1 | all Pi models |
| | GZA971XK | HOSE KIT, green silicone | 1 | |



Dash (Fascia)

Fascia Panel

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------------------|------|----------------------|
| 1 | 907668 | FASCIA PANEL ASSEMBLY, RHD | 1 | TR5 |
| | 910060 | FASCIA PANEL ASSEMBLY, RHD | 1 | TR6 (c) CP models |
| | 918203 | FASCIA PANEL ASSEMBLY, RHD | 1 | TR6 (c) CR models |
| | 907669 | FASCIA PANEL ASSEMBLY, LHD | 1 | TR5, TR250, |
| | | | | TR6 (c) CP/CC models |
| | 918204 | FASCIA PANEL ASSEMBLY, LHD | 1 | TR6 (c) CR/CF models |
| 2 | GHF200 | NUT, metal fascia to scuttle rail | 5 | |
| 3 | GHF331 | WASHER, locking | 5 | |
| 4 | GHF300 | WASHER, plain | 5 | |
| 5 | GHF117 | SCREW, metal fascia to 'A' post tops | 2 | |
| 6 | GHF331 | WASHER, locking | 2 | |

Wood Veneer Dash Panels

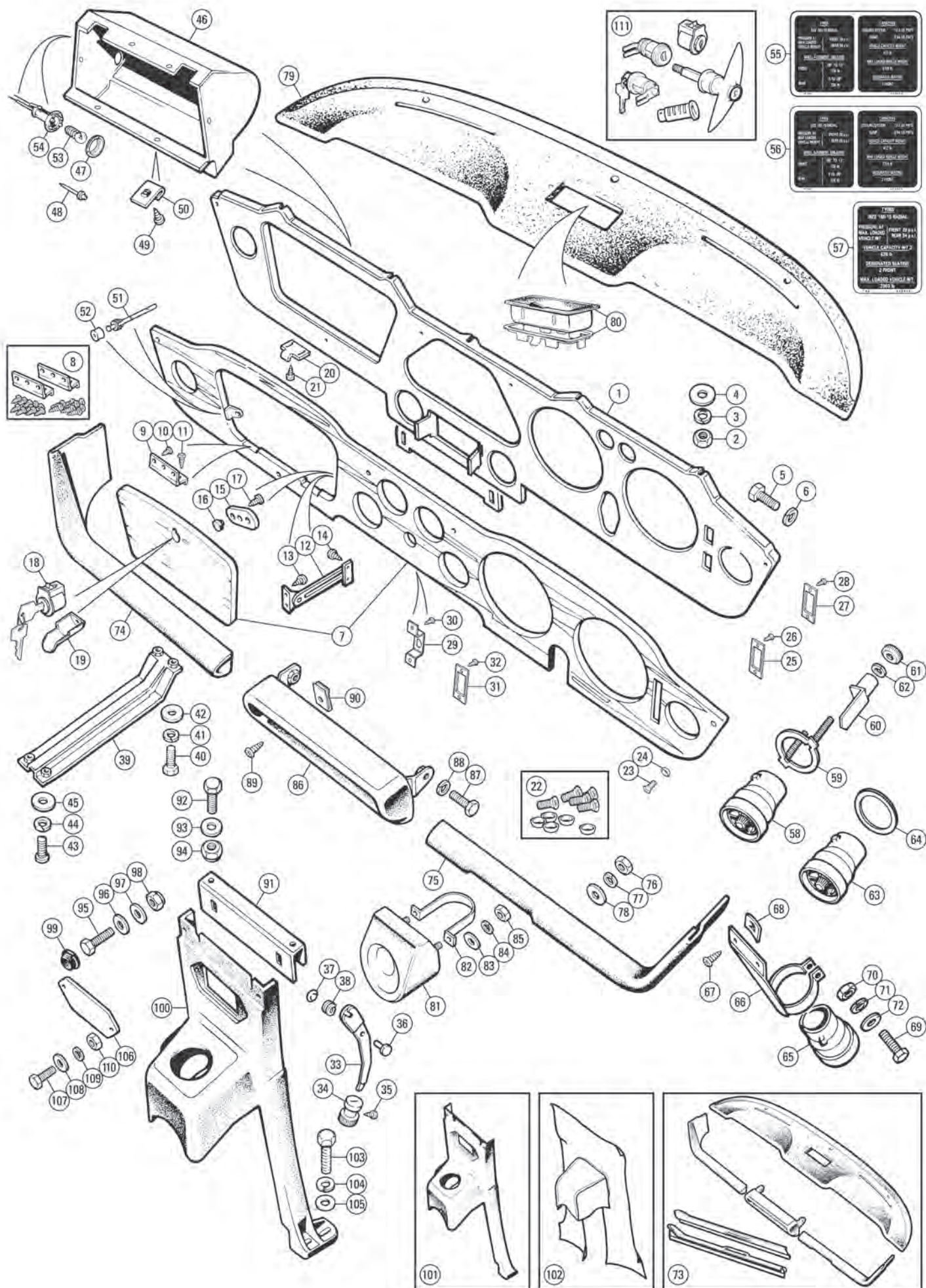
One of the nicest parts of the TR is, or should be, the dashboard. Let's face it; both driver and passenger spend enough time looking at it! Many TRs sport all black trim, so the dash is often the only relief to the blackness. The wooden, veneered dashboard panels used in Triumphs of the sixties and 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 TR5-6 models were supplied with a crown cut (straight grain) American walnut veneer dashboard, finished with a matt lacquer and fitted with black glove box hinges and lock assembly. For those looking for originality we offer this original veneer specification, referred to as crown matt 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.

| | | | | |
|---|----------|--|---|--|
| 7 | 907709 | DASHBOARD, veneered, crown matt, RHD | 1 | TR5 |
| | 907709BG | DASHBOARD, veneered, burr gloss, RHD (No hazard light switch hole. Separate rectangular holes for w/screen washer & wiper switches). | 1 | TR6 To (c) CP75000 All RHD |
| | 910057 | DASHBOARD, veneered, crown matt, RHD | 1 | |
| | 910057BG | DASHBOARD, veneered, burr gloss, RHD (No hazard light switch hole. Single rectangular hole for headlamps. Round hole for w/screen wiper & washer switch). | 1 | TR6 From (c) CR1 on RHD UK only |
| | 917647 | DASHBOARD, veneered, crown matt, RHD | 1 | |
| | 917647BG | DASHBOARD, veneered, burr gloss, RHD (Round hole for pull hazard light switch. Rectangular hole for headlamp switch. Round hole for w/screen wiper & washer switch). | 1 | TR6 (c) CR5001 To CR6701 All RHD export |
| | 907710 | DASHBOARD, veneered, crown matt, LHD | 1 | TR5, early TR6 |
| | 907710BG | DASHBOARD, veneered, burr gloss, LHD (Rectangular hole for hazard light switch. Separate rectangular holes for w/screen washer & wiper switches). | 1 | To (c) CP/CC75000 All LHD |
| | 910058 | DASHBOARD, veneered, crown matt, LHD | 1 | |
| | 910058BG | DASHBOARD, veneered, burr gloss, LHD (Square hole for rocker hazard light switch measuring 15/16" x 1 5/8" & 2 warning lamp holes between speedo & tacho. Separate rectangular holes for w/screen washer & wiper switches). | 1 | TR6 From (c) CP75001 To CR1 LHD Not USA |
| | 910059 | DASHBOARD, veneered, crown matt, LHD | 1 | |
| | 910059BG | DASHBOARD, veneered, burr gloss, LHD (Square hole for rocker hazard light switch measuring 15/16" x 1 5/8" & 2 warning lamp holes between speedo & tacho. Separate rectangular holes for w/screen washer & wiper switches. One round hole for warning lamp below rheostat). | 1 | TR6 From (c) CC75001 To CF1 USA only |

| | | | | |
|-----------|---|---|--|---|
| 917648 | DASHBOARD, veneered, crown matt, LHD | 1 | TR6 From (c) CR1 To CR6701 LHD not USA | |
| 917648BG | DASHBOARD, veneered, burr gloss, LHD (Round hole for pull hazard light switch. Rectangular hole for headlamp switch. Round hole for w/screen wiper & washer switch. One round hole for warning lamp below rheostat). | 1 | | |
| 917550 | DASHBOARD, veneered, crown matt, LHD | 1 | | |
| 917550BG | DASHBOARD, veneered, burr gloss, LHD (Round hole for pull hazard light switch. Rectangular hole for headlamp switch. Round hole for w/screen wiper & washer switch. Two round holes for warning lamps below rheostat). | 1 | | |
| WKC2511 | DASHBOARD, veneered, crown matt, LHD | 1 | TR6 From (c) CF1 To CF35000 LHD USA only | |
| WKC2511BG | DASHBOARD, veneered, burr gloss, LHD (Round hole for pull hazard light switch. Rectangular hole for headlamp switch. Round hole for w/screen wiper & washer switch. Three round holes for warning lamps below rheostat). | 1 | | |
| | | | | |
| | | | | |
| 8 | 907709HK | HINGE KIT, chromed hinges and screws | 1 | TR5, TR250, early TR6 |
| | 907712HK | HINGE KIT, black hinges and screws | 1 | TR6 |
| 9 | 611565 | HINGE, glove box lid, chromed | 2 | TR5, TR250, early TR6 |
| | 625806 | HINGE, glove box lid, black | 2 | TR6 |
| 10 | 511669 | SCREW, hinge to lid and fascia | 10 | TR5, TR250, early TR6 |
| | 517771 | SCREW, hinge to lid and fascia | 10 | TR6 |
| 11 | 511668 | SCREW, hinge to lid and fascia | 4 | |
| 12 | 609745 | CHECK LINK ASSEMBLY, metal | 1 | TR5, TR250, TR6 To (c) CC/CP75000 |
| | 630972 | CHECK LINK ASSEMBLY, plastic | 1 | TR6 (c) CP/CC75001 To CR/CF1 |
| | 609745 | CHECK LINK ASSEMBLY, metal | 1 | TR6 (c) CR/CF1 To CR5000/CF12500 |
| | CZA7135 | CHECK LINK ASSEMBLY, plastic | 1 | TR6 From (c) CR5001/CF12501 |
| 13 | 511670 | SCREW, link to lid | 2 | |
| 14 | AD606033 | SCREW, link to fascia | 2 | |
| 15 | 621695 | BRACKET, buffer, cubby box lid | 1 | |
| 16 | 613863 | BUFFER, rubber | 1 | |
| 17 | TW402 | SCREW, wood, bracket to dash | 2 | |
| 18 | 611584 | LOCK ASSEMBLY, cubby box, chrome | 1 | TR5, TR250, TR6 To (c) CP/CC75000 |
| | 631404 | LOCK ASSEMBLY, cubby box, black | 1 | TR6 From (c) CP/CC75001 optional fitment |
| 19 | 609463 | PULL, finger, cubby box lock | 1 | |
| 20 | 616275 | BRACKET, striker, cubby box lock | 1 | |
| 21 | AB606031 | SCREW, self tapping, bracket to fascia | 2 | |
| 22 | 511671K | FITTING KIT, dash, chrome screws | 1 | TR5, TR250, early TR6 |
| | 517710K | FITTING KIT, dash, black screws | 1 | TR6 |
| 23 | 511671 | SCREW, self tapping, chrome | 5 | TR5, TR250, early TR6 |
| 24 | CD24153 | WASHER, cup, chrome | 5 | |
| | 517710 | SCREW, self tapping, black | 5 | TR6 |
| | 517711 | WASHER, cup, black | 5 | |
| 25 | 621827 | PLATE, retaining wiper switch | 1 | TR5, TR250, TR6 To CR/CF1 |
| 26 | TW402 | SCREW, plate to dash | 2 | |
| 27 | 622222 | PLATE, retaining Light switch | 1 | TR6 From (c) CR/CF1 |
| 28 | TW402 | SCREW, plate to dash | 2 | |
| 29 | 621794 | BRACKET, mounting panel light switch | 1 | TR5, TR250, TR6 To CR/CF1 |
| | 630535 | BRACKET, mounting panel light switch | 1 | TR6 From (c) CR/CF1 |
| 30 | TW402 | SCREW, bracket to dash | 2 | |
| 31 | 622280 | BRACKET, mounting hazard lamp switch | 1 | TR5, TR250, TR6 To (c) CC/CP75000 |
| | 622230 | BRACKET, mounting hazard lamp switch | 1 | TR6 From (c) CP/CC75001 |
| 32 | TW402 | SCREW, bracket to dash | 2 | |
| 33 | 616333 | LEVER, vent lid operating | 1 | TR5, TR250, early TR6 |
| | 626687 | LEVER, vent lid operating | 1 | TR6 |
| 34 | 17H490 | KNOB, vent lid operating lever | 1 | |
| 35 | AB604023 | SCREW, knob to lever | 1 | |
| 36 | RR606 | RIVET, pivot, lever to fascia | 1 | |
| 37 | FX3203 | RETAINER, 'Truarc', pivotal rivet to fascia | 1 | |
| 38 | AJD7722 | WASHER, double coil, lever to fascia | 1 | |
| 39 | 610592 | CHANNEL, support, fascia to dash | 1 | |
| 40 | SH604041 | SCREW, support channel to dash | 1 | |
| 41 | GHF331 | WASHER, locking | 1 | |
| 42 | GHF300 | WASHER, plain | 1 | |
| 43 | PMZ308 | SCREW, support channel to fascia | 2 | |
| 44 | WL700101 | WASHER, locking | 2 | |
| 45 | PWZ203 | WASHER, plain | 2 | |



Dash (Fascia) (Continued)

Cubby Box And Fittings

| ill. | Part Number | Description | Req. | Details |
|------|-------------|------------------------------------|------|-------------------------------|
| 46 | 815747 | CUBBY BOX ASSEMBLY | 1 | |
| | 815747SAP | CUBBY BOX ASSEMBLY, universal | 1 | aftermarket plastic, fits all |
| 47 | 623920 | RETAINER, circular, cubby box lamp | 1 | |
| 48 | 552522 | RIVET, 'Pop' type | 3 | |
| 49 | AB606031 | SCREW, self tapping | 6 | |
| 50 | 514917 | SPIRE NUT | 6 | |

Original cubby boxes in TR6 cars are handed by the fact that the circular retainer for the cubby box lamp was fitted and a piercing in the fibre is made to allow the Light bulb to shine through. The retainer is not fitted to the universal replacement cubby box so you can fit it as required. The retainer fits on the LH side of the cubby box on RHD cars and vice-versa for LHD cars. TR5 & TR250 did not have the luxury of a glove box lamp which is why their glove boxes are not originally handed.

| | | | | |
|----|---------|-----------------------------|---|---|
| 51 | 13H2018 | SWITCH, glove box lamp | 1 | |
| 52 | 631001 | BUFFER, rubber | 1 | |
| 53 | GLB987 | BULB, glove box lamp | 1 | |
| 54 | 37H5181 | BULB HOLDER, glove box lamp | 1 | |
| 55 | 622405 | PLATE | 1 | TR5, TR250, (1967-68) (Self adhesive, tyre pressures etc. mounted on glove box lid). |
| 56 | 625964 | PLATE | 1 | TR6 (c) CC25000 To (Self adhesive, tyre pressures etc. mounted on glove box lid). CC51032, (1969) |
| 57 | 626856 | PLATE | 1 | TR6 (c) CC51033 To (Self adhesive, tyre pressures etc. mounted on glove box lid). CF58328, (1970-76) |

Louvre Assemblies

| | | | | |
|----|----------|---------------------------------------|---|--------------------------------------|
| 58 | 713040 | LOUVRE ASSEMBLY, metal | 2 | |
| 59 | 620408 | RING, clamping louvre to fascia | 2 | TR5, TR250, TR6 |
| 60 | 620847 | CLAMP, louvre to fascia | 4 | To (c) CP/CC50000 |
| 61 | 620848 | NUT, knurled | 4 | |
| 62 | WL700081 | WASHER, locking | 4 | |
| 63 | 720650 | LOUVRE ASSEMBLY, plastic | 2 | TR6 From (c) CP/CC50000 To CR/CF1 |
| | 725776 | LOUVRE ASSEMBLY, plastic | 2 | TR6 all (c) CR/CF models |
| 64 | 629142 | RING, rubber, sealing | 2 | TR6 From (c) CP/CC50000 |
| 65 | 713040 | LOUVRE ASSEMBLY, metal | 2 | TR5, TR250, TR6 CP50000 |
| | 720650 | LOUVRE ASSEMBLY, plastic | 2 | TR6 From (c) CP/CC50000 To CR/CF1 |
| 66 | 622133 | BRACKET ASSEMBLY, footwell louvre, RH | 1 | |
| | 622132 | BRACKET ASSEMBLY, footwell louvre, LH | 1 | |
| 67 | GHF423 | SCREW, self tapping | 4 | |
| 68 | FU25444 | SPIRE NUT | 4 | |
| 69 | HU506 | SCREW, clamping louvres in brackets | 2 | |
| 70 | HN2005 | NUT | 2 | |
| 71 | WL700101 | WASHER, locking | 2 | |
| 72 | PWZ203 | WASHER, plain | 2 | |

The plastic fascia fresh air louvre assemblies are interchangeable. The difference between the two plastic ones is a cosmetic bright finished edge on the later type. Other models from the Triumph range (TR5, Stag, Innsbruck) were fitted with similar vents to those in the TR6. The metal vents are retained in the fascia by a stud ring, clamps and nuts; the plastic vents are secured by clips on the periphery of the louvre.

Crash Pads

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.

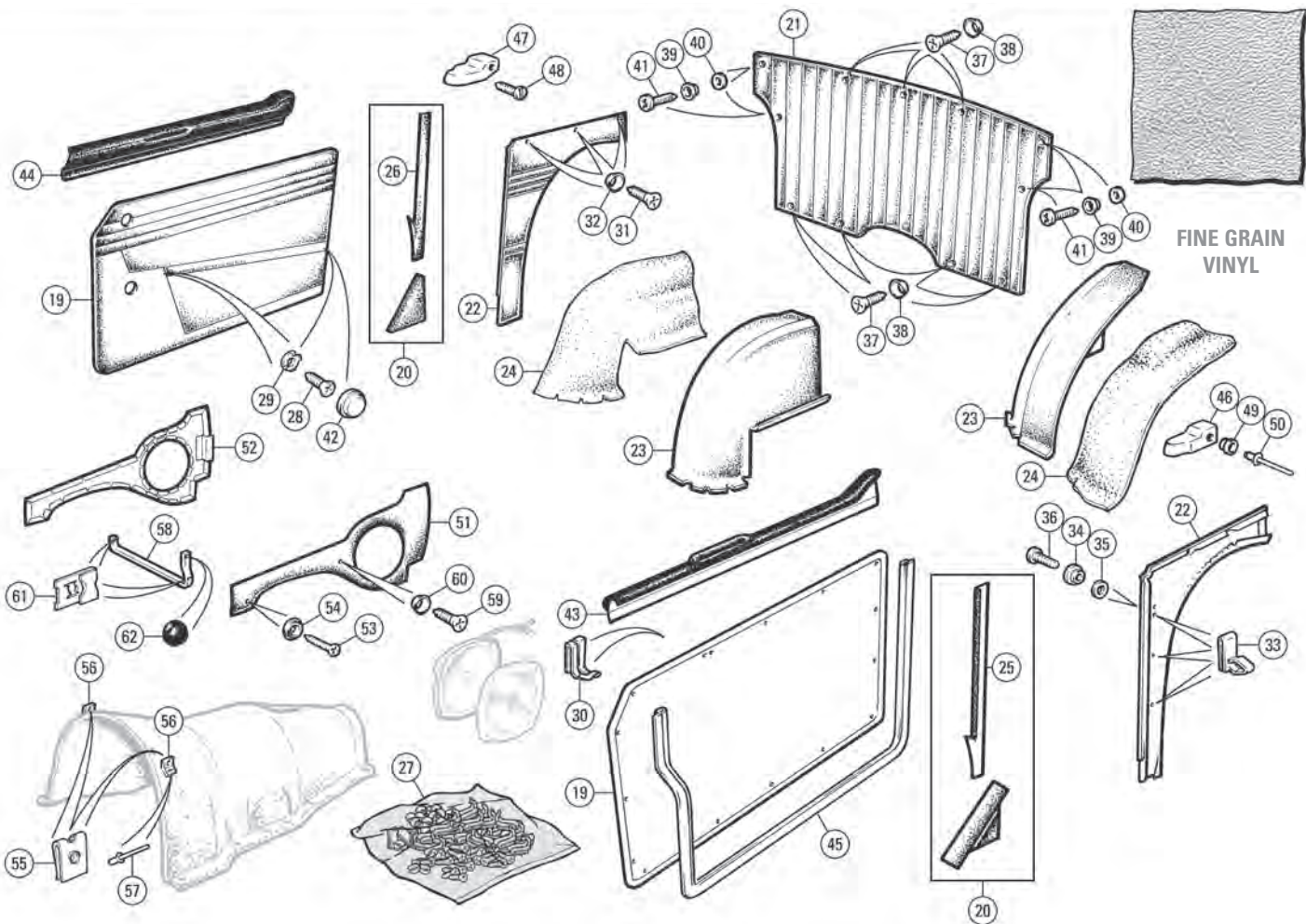
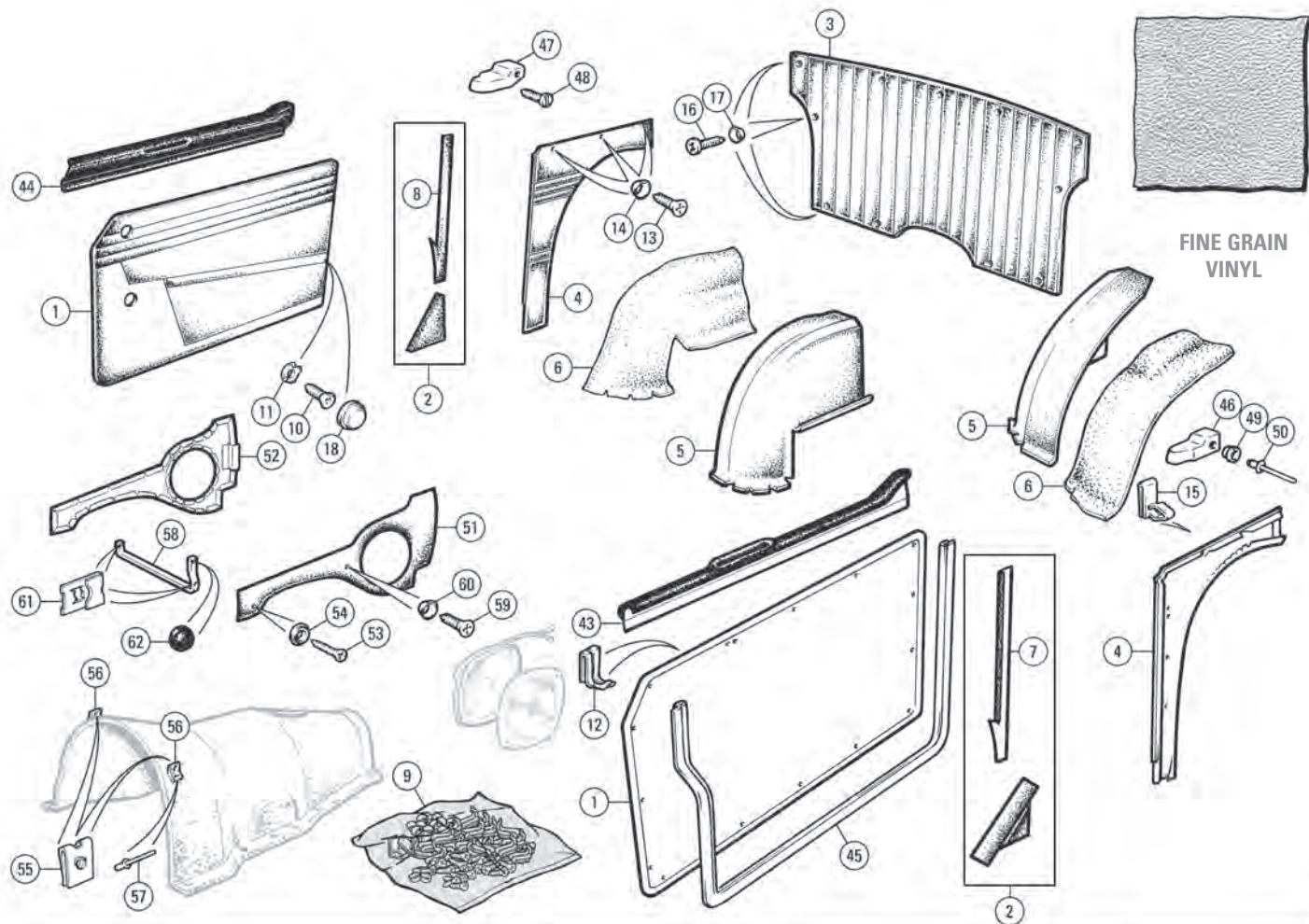
Our crash pads are available in the original type vinyl & foam construction or manufactured from polyurethane. The polyurethane type are manufactured from textured finish polyurethane with studs (where required) moulded into the core. All our crash pad kits use these polyurethane components. Please note that due to the differences in material types there will be a difference in the grain pattern & surface finish, between the vinyl and polyurethane.

| | | | | |
|----|--------|-----------------------------|---|--|
| 73 | TGK180 | CRASH PAD KIT, polyurethane | 1 | TR5, TR250, (Includes dash top, lower crash pads, switch plinth and door top trim pads). TR6 To (c) CP50000, RHD & LHD |
| | TGK181 | CRASH PAD KIT, polyurethane | 1 | TR6 RHD (Includes dash top, lower crash pads, switch plinth and door top trim pads). (c) CP50001 to CR5000 |

| | | | | |
|----|----------|---------------------------------------|---|---|
| | TGK182 | CRASH PAD KIT, polyurethane | 1 | TR6 RHD From (Includes dash top, lower crash pads, switch plinth and door top trim pads). (c) CR5001 |
| | TGK183 | CRASH PAD KIT, polyurethane | 1 | TR6 LHD (Includes dash top, lower crash pads, switch plinth and door top trim pads). (c) CP/CC50001 To CR5000/CF12500 |
| | TGK184 | CRASH PAD KIT, polyurethane | 1 | TR6 LHD From (Includes dash top, lower crash pads, switch plinth and door top trim pads). (c) CR5001/CF12501 |
| 74 | 812081 | CRASH PAD, lower, LH, vinyl/foam | 1 | TR5, TR6 RHD, TR6 |
| | 812081Z | CRASH PAD, lower, LH, polyurethane | 1 | LHD To (c) CP/CC50000 |
| | 818401 | CRASH PAD, lower, LH, vinyl/foam | 1 | TR6 LHD From |
| | 818401Z | CRASH PAD, lower, LH, polyurethane | 1 | (c) CP/CC50001 |
| 75 | 812091 | CRASH PAD, lower, RH, vinyl/foam | 1 | TR5, TR250, TR6 LHD |
| | 812091Z | CRASH PAD, lower, RH, polyurethane | 1 | LHD To (c) CP50000 |
| | 818411 | CRASH PAD, lower, RH, vinyl/foam | 1 | TR6 RHD |
| | 818411Z | CRASH PAD, lower, RH, polyurethane | 1 | From (c) CP50001 |
| 76 | HN2005 | NUT, crash pad to fascia lower | 6 | |
| 77 | WL700101 | WASHER, locking | 6 | |
| 78 | GHF306 | WASHER, plain | 6 | |
| 79 | 811936 | CRASH PAD, dash top, vinyl/foam | 1 | with ashtray hole |
| | 811936Z | CRASH PAD, dash top, polyurethane | 1 | alternative |
| | 904115 | CRASH PAD, dash top, vinyl/foam | 1 | without ashtray hole |
| | 904115Z | CRASH PAD, dash top, polyurethane | 1 | alternative |
| 80 | 613186 | ASHTRAY ASSEMBLY | 1 | |
| 81 | 718813 | CRASH PAD, ignition switch | 1 | |
| 82 | 627340 | CLIP | 1 | |
| 83 | PWZ203 | WASHER, plain | 1 | TR6 From (c) CP/CC50000 |
| 84 | WL700101 | WASHER, locking | 1 | |
| 85 | HN2005 | NUT | 1 | |
| 86 | 811932 | SWITCH PLINTH, 5 hole, vinyl/foam | 1 | TR5, TR6 to (c) CP/CC50000 |
| | 718787 | SWITCH PLINTH, 4 hole, vinyl/foam | 1 | TR6 from |
| | 718787Z | SWITCH PLINTH, 4 hole, polyurethane | 1 | (c) CP/CC50001 |
| 87 | SH604041 | SCREW, plinth reinforcement to fascia | 1 | |
| 88 | GHF331 | WASHER, locking | 1 | |
| 89 | 500647 | SCREW, self tapping | 2 | |
| 90 | FU2585 | SPIRE NUT | 2 | |

Dash Support

| | | | | |
|-----|----------|--|---|-------------------------------------|
| 91 | 616193 | BRACKET, filler, dash support | 1 | TR5, TR250, TR6 (c) CP/CC models |
| | 625225 | BRACKET, filler, dash support | 1 | TR6 (c) CR/CF models |
| 92 | SH605061 | SCREW, bracket to fascia | 2 | |
| 93 | GHF301 | WASHER, plain | 2 | |
| 94 | GHF222 | NUT, nyloc | 2 | |
| 95 | SH605071 | SCREW, dash support to bracket | 2 | TR5, TR6 |
| | 624818 | SCREW, dash support to bracket, chrome | 2 | TR250 |
| 96 | WA108052 | WASHER, plain, screw to dash support | 2 | |
| 97 | GHF301 | WASHER, plain | 2 | |
| 98 | GHF222 | NUT, nyloc | 2 | |
| 99 | 623201 | CAP, plastic, black, covering screw head | 2 | |
| 100 | 812001 | BRACKET, dash support | 1 | TR5, TR250 |
| | 815721 | BRACKET, dash support | 1 | TR6 (c) CP/CC models |
| | 821571 | BRACKET, dash support | 1 | TR6 (c) CR models |
| | 821551 | BRACKET, dash support | 1 | TR6 (c) CF models |
| | 821551Z | BRACKET, dash support, recovered | 1 | TR5, TR250 |
| | 815721R | BRACKET, dash support, recovered | 1 | TR6 (c) CP/CC models |
| | 821571R | BRACKET, dash support, recovered | 1 | TR6 (c) CR models |
| | 821551R | BRACKET, dash support, recovered | 1 | TR6 (c) CF models |
| 101 | 812001X | MOULDED COVER, support bracket | 1 | TR5, TR250 |
| | 815721X | MOULDED COVER, support bracket | 1 | TR6 (c) CP/CC models |
| | 821551X | MOULDED COVER, support bracket | 1 | TR6 (c) CR/CF models |
| 102 | 821551Z | RECOVERING KIT, black vinyl | 1 | |
| | 821551L | RECOVERING KIT, black leather | 1 | |
| 103 | SH604121 | SCREW, dash support to floor | 4 | |
| 104 | GHF331 | WASHER, locking | 4 | |
| 105 | GHF300 | WASHER, plain | 4 | |
| 106 | 617069 | PLATE, radio aperture blanking, fine grain | 1 | TR5, TR250, TR6 (c) CP/CC models |
| | 633891 | PLATE, radio aperture, coarse grain | 1 | TR6 (c) CR/CF models |
| 107 | RMP312 | SCREW, blanking plate, chrome | 2 | alternatives |
| | RMP2312 | SCREW, blanking plate, black | 2 | |
| 108 | PWZ203 | WASHER, plain | 2 | |
| 109 | WL700101 | WASHER, locking | 2 | |
| 110 | HN2005 | NUT | 2 | |



Cockpit Trim Kits TR5, TR250 & TR6 To (c) CP/CC50000

Interior Trim

The TR5, TR250 and TR6 used basically two different grain vinyl materials throughout their production. These are best described as fine and coarse. Broadly speaking the grain pattern started production with fine and went to a course in 1973 when (c) CR/CF models were introduced.

There are two distinct styles used in the welded face pattern of the panels. This pattern changed at (c) CP50001. Another change happened to the door panels at (c) CR12501 when the door closing pull was relocated from the padded door top to the centre of the door panel. This was a change that gave a more durable door pull closing method than the sculptured padded door top that had been used earlier.

- To (c) CP50000 the door panels and rear quarter panels had 4 horizontal welded lines and the rear cockpit panel had vertical welded lines.
- From (c) CP50001 to (c) CR12500 the door, rear quarter and rear cockpit panels had 2 horizontal welded lines.
- From (c) CR12501 the panels had the same welded pattern as those previously, the door panels however were pierced centrally with an oblong hole to accommodate the door pull handle and pocket.

We have not listed above individual components of NON-BLACK trim kits. This is due to specification changes in modern materials which render it almost impossible to guarantee either colour or grain match with OE panels. If, however an individual panel is needed, it may be possible to order it specially (prepaid) on the understanding that it will only match what we currently supply. The required item may have to be purchased as part of a pair. Please telephone to make necessary arrangements.

Trim Kit Contents

Trim kits include the following items constructed in a similar manner to the original from matched colour grained vinyl's:

- One pair of Door panels.
- One pair of Rear Quarter panels.
- One pair of Rear Wheel Arch Covers with foam support backings.
- Two Pieces of Vinyl material to cover the inside face of the 'B' post.
- Two vinyl covered triangular 'B' Post Gusset panels.
- One Rear Cockpit panel.

Trim Kits TR5, TR250

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|--|
| | TKA6221 | TRIM KIT, black/white piping | 1 | vinyl |
| | TKA6222 | TRIM KIT, red/white piping | 1 | |
| | TKA6227 | TRIM KIT, shadow blue/white piping | 1 | |
| | TKA6397 | TRIM KIT, midnight blue/white piping | 1 | |
| | TKA6223 | TRIM KIT, light tan/white piping | 1 | |
| | TKA6224 | TRIM KIT, light tan/tan piping | 1 | leather |
| | TK2030Z | TRIM KIT, biscuit/biscuit piping | 1 | |
| | TKA6221L | TRIM KIT, black/white piping | 1 | |
| | TKA6222L | TRIM KIT, red/white piping | 1 | |
| | TKA6227L | TRIM KIT, shadow blue/white piping | 1 | |
| | TKA6397L | TRIM KIT, midnight blue/white piping | 1 | (pair) |
| | TKA6223L | TRIM KIT, light tan/white piping | 1 | |
| | TKA6224L | TRIM KIT, light tan/tan piping | 1 | |
| | TKA2030ZL | TRIM KIT, biscuit/biscuit piping | 1 | |
| 1 | DP2010A | DOOR PANELS, black/white piping | 1 | |
| 2 | 621881K | 'B' POST FINISHER KIT, black | 2 | includes gusset & strip |
| 3 | 813051 | REAR COCKPIT PANEL, black | 1 | (pair) |
| 4 | 808542/52 | QUARTER PANELS, black/white piping | 1 | |
| 5 | 564846/7 | W/ARCH COVERS, black/white piping | 1 | (pair) |
| 6 | 806245 | FOAM PAD, wheel arch covers | 2 | |
| 7 | 713171 | STRIP, edge of door post, black, LH | 1 | |
| 8 | 713181 | STRIP, edge of door post, black, RH | 1 | |
| 9 | TKA6221FK | TRIM FITTING KIT | 1 | |
| 10 | GHF403 | SCREW, self tapping, door panel pocket | 4 | |
| 11 | 608586 | CUP WASHER, clawed | 4 | |
| 12 | GHF1230 | CLIP, spring, panel to door | 30 | rear quarter panel |
| 13 | 507819 | SCREW, self tapping | 6 | |
| 14 | CD24152 | WASHER, cup | 6 | |
| 15 | GHF1230 | CLIP, spring, rear quarter panel | 6 | |
| 16 | 507819 | SCREW, self tapping | 11 | rear cockpit panel |
| 17 | CD24152 | WASHER, cup | 11 | |
| 18 | 621991 | CAP, black | 4 | use appropriate coloured cap to match trim |
| | 621992 | CAP, matador red | 4 | |
| | 621993 | CAP, light tan | 4 | |
| | 621996 | CAP, midnight blue | 4 | |
| | 621997 | CAP, shadow blue | 4 | |
| | 621991NF | CAP, primed | a/r | |

Trim Kits TR6 To (c) CP/CC50000

| | | | |
|-----------|-----------------------|---|------------------|
| TKA6311 | TRIM KIT, black | 1 | fine grain vinyl |
| TKA6312 | TRIM KIT, red | 1 | |
| TKA6317 | TRIM KIT, shadow blue | 1 | |
| TKA6313 | TRIM KIT, light tan | 1 | |
| TK2031Z | TRIM KIT, biscuit | 1 | |
| TKA6311L | TRIM KIT, black | 1 | leather |
| TKA6312L | TRIM KIT, red | 1 | |
| TKA6317L | TRIM KIT, shadow blue | 1 | |
| TKA6313L | TRIM KIT, light tan | 1 | |
| TKA2031ZL | TRIM KIT, biscuit | 1 | |

| | | | | |
|----|-----------|-------------------------------------|-----|--|
| 19 | DP2011A | DOOR PANELS, black | 1 | (pair) |
| 20 | 621881K | 'B' POST FINISHER KIT, black | 2 | includes gusset & strip |
| 21 | 813051 | REAR COCKPIT PANEL, black | 1 | |
| 22 | 816211/21 | QUARTER PANELS, black | 1 | (pair) |
| 23 | 717211/21 | WHEEL ARCH COVERS, black | 1 | (pair) |
| 24 | 806245 | FOAM PAD, wheel arch covers | 2 | |
| 25 | 713171 | STRIP, edge of door post, black, LH | 1 | |
| 26 | 713181 | STRIP, edge of door post, black, RH | 1 | |
| 27 | TKA6221FK | TRIM FITTING KIT | 1 | |
| 28 | GHF403 | SCREW, self tapping | 4 | door panel pocket |
| 29 | 608586 | CUP WASHER, clawed | 4 | |
| 30 | GHF1230 | CLIP, spring, panel to door | 30 | |
| 31 | 507819 | SCREW, self tapping | 6 | rear quarter panel |
| 32 | CD24152 | WASHER, cup | 6 | |
| 33 | GHF1230 | CLIP, spring, rear quarter panel | 6 | |
| 34 | 713511 | STUD, snap, black | 2 | |
| 35 | 509563 | WASHER, spacing | 2 | |
| 36 | GHF401 | SCREW, self tapping | 2 | stud and washer |
| 37 | 507819 | SCREW, self tapping | 7 | rear cockpit panel |
| 38 | CD24152 | WASHER, cup | 7 | |
| 39 | 713511 | STUD, snap, black | 4 | |
| 40 | 509563 | WASHER, spacing | 4 | |
| 41 | GHF401 | SCREW, self tapping | 4 | stud and washer |
| 42 | 621991 | CAP, black | 4 | use appropriate coloured cap to match trim |
| | 621992 | CAP, matador red | 4 | |
| | 621993 | CAP, light tan | 4 | |
| | 621997 | CAP, shadow blue | 4 | |
| | 621991NF | CAP, primed | a/r | |

Door Pulls TR5, TR250, TR6 To (c) CP/CC50000

| | | | | |
|----|---------|-----------------------------|---|-------------|
| 43 | 812311 | DOOR PULL, LH, vinyl/foam | 1 | |
| | 812311Z | DOOR PULL, LH, polyurethane | 1 | alternative |
| 44 | 812321 | DOOR PULL, RH, vinyl/foam | 1 | |
| | 812321Z | DOOR PULL, RH, polyurethane | 1 | alternative |

Our door pulls 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.

The door top pull finisher assemblies originally planned for the TR model were coloured to match the interior trim colour of the car. This was not incorporated in the production TR. The foam filled and shaped door top pulls were only fitted to TR5-250-6 models up to CR/CF12501. After this the door pull was incorporated as a pocket in the face of the door liner panel; and the door top finisher was reduced to being a simple black vacuum formed vinyl covering.

Draught Excluder

| | | | | |
|----|----------|--------------------------------|---|----------------------------|
| 45 | | DRAUGHT EXCLUDER | 2 | see Body Panels & Fittings |
| 46 | 622747 | FINISHER, draught excluder, LH | 1 | |
| 47 | 622748 | FINISHER, draught excluder, RH | 1 | |
| 48 | AT606042 | SCREW | 2 | |
| 49 | 713511 | STUD, snap, black | 2 | |
| 50 | 552522 | RIVET, securing stud | 2 | |

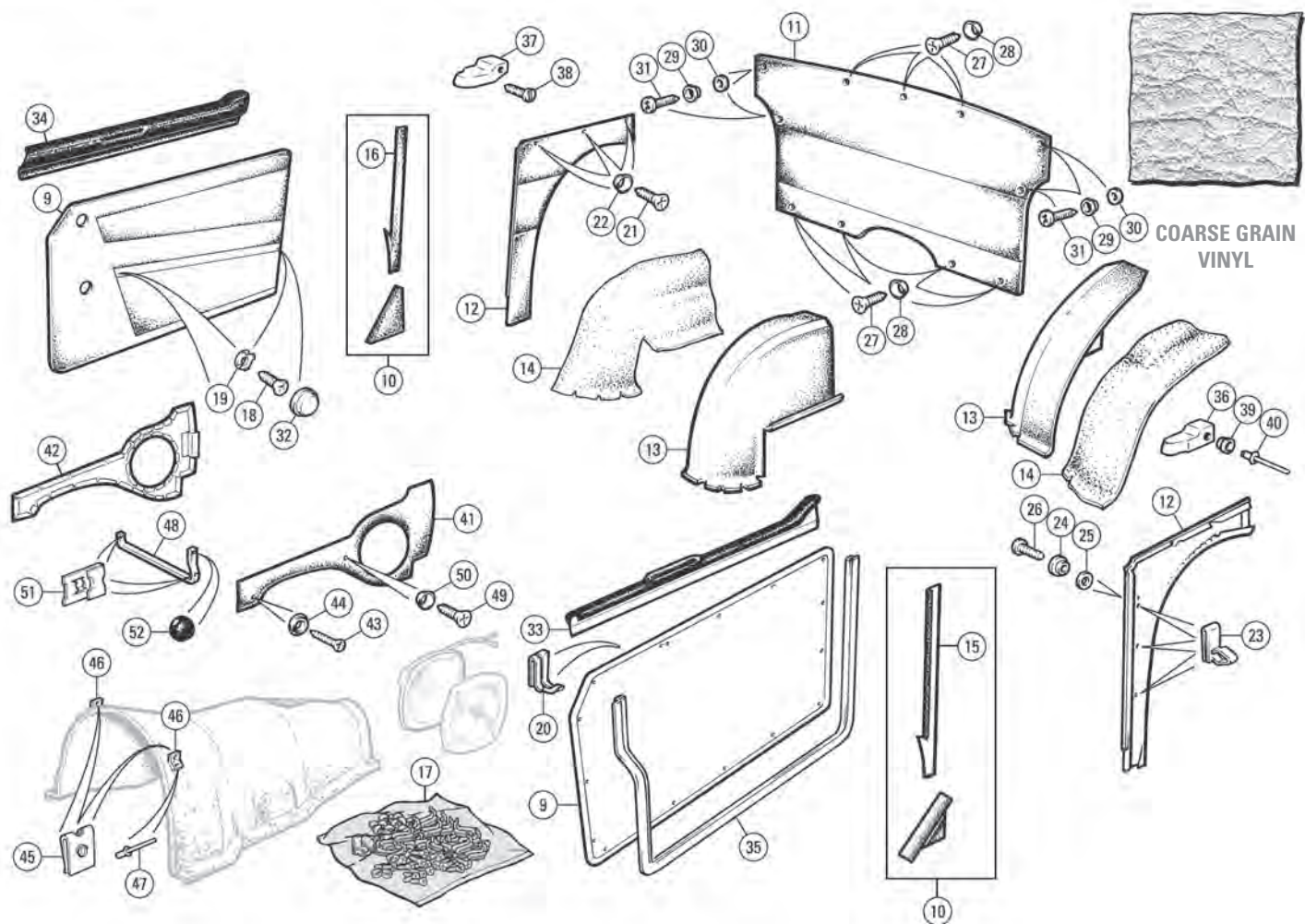
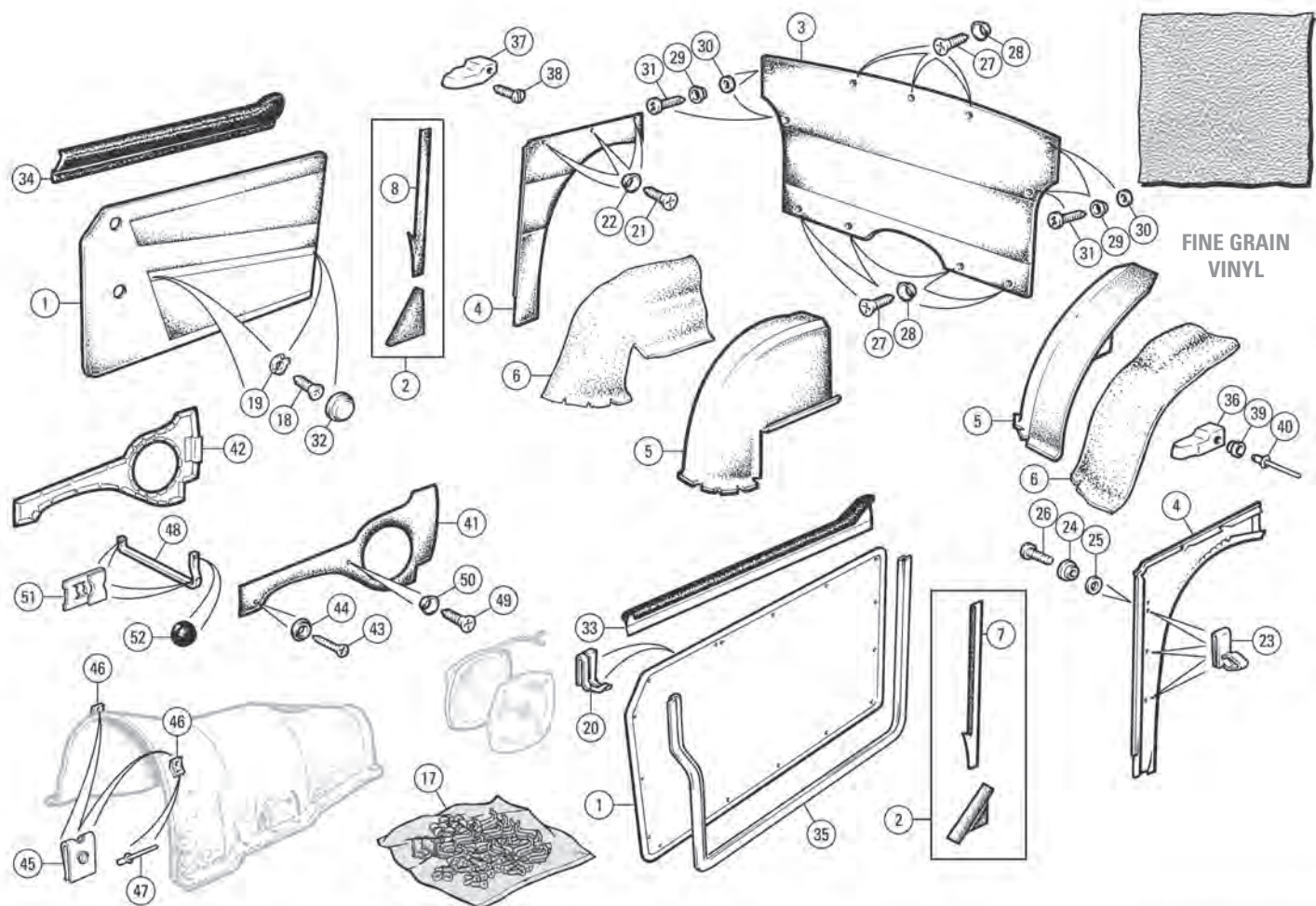
Console Panels TR6 To (c) CP/CC50000

As with other vinyl trim in the car, the padded console panels fitted along the gearbox tunnel were covered in either fine or coarse grained black vinyl, dependant on the year of the car. These early CP/CC models only used fine 'Stag' grain vinyl. These panels make an excellent job of hiding the under dash wiring for radios etc., and are available with or without a speaker hole.

| | | | | |
|----|---------|--|---|--------------------------------------|
| 51 | 815921 | CONSOLE PANEL, gearbox tunnel, no hole, LH | 1 | CP/CC models fine 'Stag' grain vinyl |
| | 815921H | CONSOLE PANEL, gearbox tunnel, with hole, LH | 1 | |
| 52 | 815931 | CONSOLE PANEL, gearbox tunnel, no hole, RH | 1 | |
| | 815931H | CONSOLE PANEL, gearbox tunnel, with hole, RH | 1 | |
| NI | 230-535 | SPEAKER, 4.5", 40W, pair | 1 | |

Note: Our 4.5" Retromod speakers, 230-535, from RetroSound are compatible with these console panels. Please see the Accessories section page A62 for more information).

| | | | | |
|----|----------|--|---|---------------------------------|
| 53 | GHF402 | SCREW, self tapping, panel to bracket | 2 | |
| 54 | FWP206 | CUP WASHER | 2 | |
| 55 | GHF712 | SPIRE NUT | 2 | |
| 56 | 625688 | BRACKET, spire nut to tunnel | 2 | riveted to gearbox tunnel cover |
| 57 | GHF600 | RIVET, 'Pop' type, bracket to tunnel | 4 | |
| 58 | ZKC401 | STAY BAR, speaker support | 1 | |
| 59 | AD608054 | SCREW, self tapping, panel to stay bar | 2 | |
| 60 | 517711 | CUP WASHER | 2 | |
| 61 | FU2585 | SPIRE NUT | 2 | |
| 62 | 616233 | BUFFER, rubber, stay bar to heater box | 1 | |



Cockpit Trim Kits (Continued)

Trim Kits TR6 CP/CC50000 Up To CR1/CF1

| ill. | Part Number | Description | Req. | Details |
|------|-------------|-------------------------------------|------|------------------------------|
| | TKA6321 | TRIM KIT, black | 1 | fine grain vinyl |
| | TKA6322 | TRIM KIT, red | 1 | |
| | TKA6327 | TRIM KIT, shadow blue | 1 | |
| | TKA6323 | TRIM KIT, light tan | 1 | |
| | TKA6329 | TRIM KIT, new tan | 1 | |
| | TK2035Z | TRIM KIT, biscuit | 1 | leather |
| | TKA6331L | TRIM KIT, black | 1 | |
| | TKA6332L | TRIM KIT, red | 1 | |
| | TKA6337L | TRIM KIT, shadow blue | 1 | |
| | TKA6333L | TRIM KIT, light tan | 1 | |
| | TKA6339L | TRIM KIT, new tan | 1 | includes gusset & strip |
| | TK2035ZL | TRIM KIT, biscuit | 1 | |
| 1 | DP2018A | DOOR PANELS, black, pair | 1 | |
| | DP2018LT | DOOR PANELS, light tan, pair | 1 | |
| | DP2018NT | DOOR PANELS, tan, pair | 1 | |
| 2 | 621881K | 'B' POST FINISHER KIT, black | 2 | (pair) |
| 3 | 819731 | REAR COCKPIT PANEL, black | 1 | |
| 4 | 819751/61 | QUARTER PANELS, black | 1 | (pair) |
| 5 | 717211/21 | WHEEL ARCH COVERS, black | 1 | |
| 6 | 806245 | FOAM PAD, wheel arch covers | 2 | edge of door post, black, LH |
| 7 | 713171 | STRIP, edge of door post, black, LH | 1 | |
| 8 | 713181 | STRIP, edge of door post, black, RH | 1 | |

Trim Kits TR6 CR1/CF1 To CR/CF12500

| | | | | |
|----|-----------|-------------------------------------|-----|--|
| | TKB6331 | TRIM KIT, black | 1 | coarse grain vinyl |
| | TKA6322 | TRIM KIT, red | 1 | fine grain vinyl |
| | TKA6327 | TRIM KIT, shadow blue | 1 | |
| | TKB6339 | TRIM KIT, new tan | 1 | coarse grain vinyl |
| | TKB6333 | TRIM KIT, chestnut | 1 | fine grain vinyl |
| | TK2035Z | TRIM KIT, biscuit | 1 | |
| | TKB6331L | TRIM KIT, black | 1 | |
| | TKA6332L | TRIM KIT, red | 1 | |
| | TKA6337L | TRIM KIT, shadow blue | 1 | |
| | TKB6339L | TRIM KIT, new tan | 1 | leather |
| | TKB6333L | TRIM KIT, chestnut | 1 | |
| | TK2035ZL | TRIM KIT, biscuit | 1 | |
| 9 | DP2019A | DOOR PANELS, black | 1 | (pair) |
| 10 | 631841K | 'B' POST FINISHER KIT, black | 2 | includes gusset & strip |
| 11 | 822211 | REAR COCKPIT PANEL, black | 1 | (pair) |
| 12 | 822171/81 | QUARTER PANELS, black | 1 | |
| 13 | 726321/31 | WHEEL ARCH COVERS, black | 1 | (pair) |
| 14 | 806245 | FOAM PAD, wheel arch covers | 2 | edge of door post, black, LH |
| 15 | 726301 | STRIP, edge of door post, black, LH | 1 | |
| 16 | 726311 | STRIP, edge of door post, black, RH | 1 | door panel pocket |
| 17 | TKA6221FK | TRIM FITTING KIT | 1 | |
| 18 | GHF403 | SCREW, self tapping | 4 | rear quarter panel |
| 19 | 608586 | CUP WASHER, clawed | 4 | |
| 20 | GHF1230 | CLIP, spring, panel to door | 30 | rear quarter panel to body |
| 21 | 507819 | SCREW, self tapping | 6 | |
| 22 | CD24152 | WASHER, cup | 6 | stud & washer |
| 23 | GHF1230 | CLIP, spring | 6 | |
| 24 | 713511 | STUD, snap, black | 2 | rear cockpit panel |
| 25 | 509563 | WASHER, spacing | 2 | |
| 26 | GHF401 | SCREW, self tapping | 2 | stud and washer |
| 27 | 507819 | SCREW, self tapping | 7 | |
| 28 | CD24152 | WASHER, cup | 7 | use appropriate coloured cap to match trim |
| 29 | 713511 | STUD, snap, black | 4 | |
| 30 | 509563 | WASHER, spacing | 4 | CAP, black |
| 31 | GHF401 | SCREW, self tapping | 4 | |
| 32 | 621991 | CAP, black | 4 | CAP, matador red |
| | 621992 | CAP, matador red | 4 | |
| | 621997 | CAP, shadow blue | 4 | CAP, light tan |
| | 621993 | CAP, light tan | 4 | |
| | 621997 | CAP, new tan | 4 | CAP, chestnut |
| | 630093 | CAP, chestnut | 4 | |
| | 621991NF | CAP, primed | a/r | unpainted |

Door Pulls TR6 CP/CC50000 Up To CR5000/CF12500

| | | | | |
|----|---------|------------------------------------|---|-------------|
| 33 | 812311 | DOOR PULL, black, LH, vinyl/foam | 1 | alternative |
| | 812311Z | DOOR PULL, black, LH, polyurethane | 1 | |
| 34 | 812321 | DOOR PULL, black, RH, vinyl/foam | 1 | alternative |
| | 812321Z | DOOR PULL, black, RH, polyurethane | 1 | |

Our door pulls 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.

Draught Excluder

| | | | |
|----|------------------|--------------------------------|----------------------------|
| 35 | DRAUGHT EXCLUDER | 2 | see Body Panels & Fittings |
| 36 | 622747 | FINISHER, draught excluder, LH | 1 |
| 37 | 622748 | FINISHER, draught excluder, RH | 1 |
| 38 | AT606042 | SCREW | 2 |
| 39 | 713511 | STUD, snap, black | 2 |
| 40 | 552522 | RIVET, securing stud | 2 |

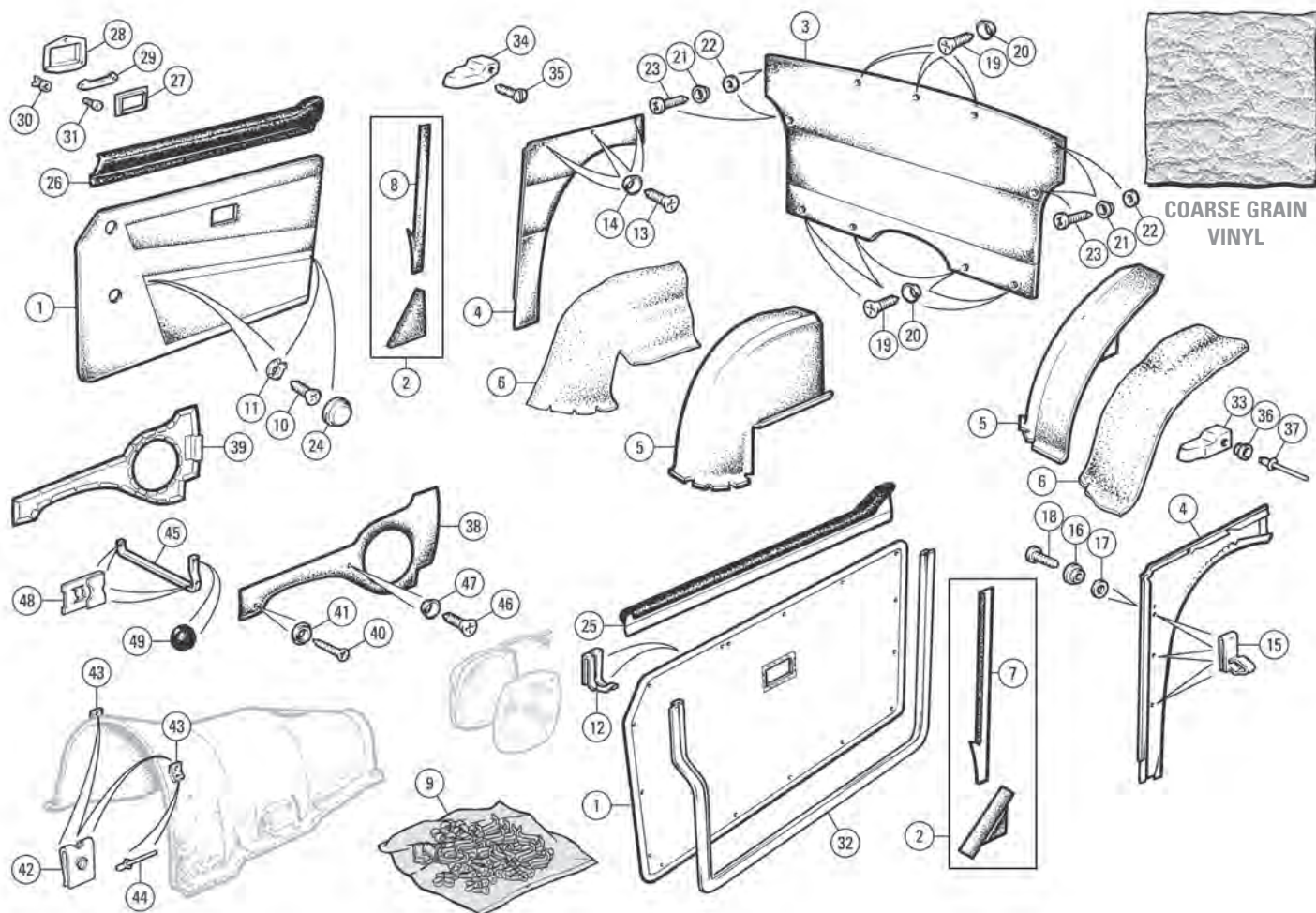
Console Panels

As with other vinyl trim in the car, the padded console panels fitted along the gearbox tunnel were covered in either fine or coarse grained black vinyl, dependant on the year of the car. These CP/CC models retain the fine 'Stag' grain vinyl whilst later CR/CF models change to coarse 'Bubble' grain vinyl. These panels make an excellent job of hiding the under dash wiring for radios etc., and are available with or without a speaker hole.

| | | | | |
|----|---------|--|---|---|
| 41 | 815921 | CONSOLE PANEL, gearbox tunnel, no hole, LH | 1 | CP/CC models fine 'Stag' grain vinyl |
| | 815921H | CONSOLE PANEL, gearbox tunnel, with hole, LH | 1 | |
| | 822251 | CONSOLE PANEL, gearbox tunnel, no hole, LH | 1 | CR/CF models coarse 'Bubble' grain vinyl |
| | XKC371 | CONSOLE PANEL, gearbox tunnel, with hole, LH | 1 | |
| 42 | 815931 | CONSOLE PANEL, gearbox tunnel, no hole, RH | 1 | CP/CC models fine 'Stag' grain vinyl |
| | 815931H | CONSOLE PANEL, gearbox tunnel, with hole, RH | 1 | |
| | 822261 | CONSOLE PANEL, gearbox tunnel, no hole, RH | 1 | CR/CF models coarse 'Bubble' grain vinyl |
| | XKC351 | CONSOLE PANEL, gearbox tunnel, with hole, RH | 1 | |
| NI | 230-535 | SPEAKER, 4.5", 40W, pair | 1 | |

Note: Our 4.5" Retromod speakers, 230-535, from RetroSound are compatible with these console panels. Please see the Accessories section page A62 for more information.

| | | | | |
|----|----------|--|---|------------------------------------|
| 43 | GHF402 | SCREW, self tapping, pad to bracket | 2 | riveted to gearbox tunnel cover |
| 44 | FWP206 | CUP WASHER | 2 | |
| 45 | GHF712 | SPIRE NUT | 2 | riveted to gearbox tunnel cover |
| 46 | 625688 | BRACKET, spire nut to tunnel | 2 | |
| 47 | GHF600 | RIVET, 'Pop' type, bracket to tunnel | 4 | riveted to gearbox tunnel cover |
| 48 | ZKC401 | STAY BAR, speaker support | 1 | |
| 49 | AD608054 | SCREW, self tapping, panel to stay bar | 2 | riveted to gearbox tunnel cover |
| 50 | 517711 | CUP WASHER | 2 | |
| 51 | FU2585 | SPIRE NUT | 2 | riveted to gearbox tunnel cover |
| 52 | 616233 | BUFFER, rubber, stay bar to heater box | 1 | |



Cockpit Trim Kits (Continued)

Trim Kits TR6 From CR5001/CF12501

| ill. | Part Number | Description | Req. | Details |
|------|-------------|-------------------------------------|------|----------------------------|
| | TKB6341 | TRIM KIT, black | 1 | coarse grain vinyl |
| | TKA6347 | TRIM KIT, shadow blue | 1 | fine grain vinyl |
| | TKB6349 | TRIM KIT, new tan | 1 | |
| | TKB6343 | TRIM KIT, chestnut | 1 | coarse grain vinyl |
| | TKB6344 | TRIM KIT, beige | 1 | |
| | TK2037Z | TRIM KIT, biscuit | 1 | fine grain vinyl |
| | TKB6341L | TRIM KIT, black | 1 | |
| | TKA6347L | TRIM KIT, shadow blue | 1 | |
| | TKB6349L | TRIM KIT, new tan | 1 | leather |
| | TKB6343L | TRIM KIT, chestnut | 1 | |
| | TKB6344L | TRIM KIT, beige | 1 | |
| | TK2037ZL | TRIM KIT, biscuit | 1 | |
| 1 | DP2026A | DOOR PANELS, black | 1 | (pair) |
| 2 | 631841K | 'B' POST FINISHER KIT, black | 2 | includes gusset & strip |
| 3 | 822211 | REAR COCKPIT PANEL, black | 1 | |
| 4 | 822171/81 | QUARTER PANELS, black | 1 | (pair) |
| 5 | 726321/31 | WHEEL ARCH COVERS, black | 1 | (pair) |
| 6 | 806245 | FOAM PAD, wheel arch covers | 2 | |
| 7 | 726301 | STRIP, edge of door post, black, LH | 1 | |
| 8 | 726311 | STRIP, edge of door post, black, RH | 1 | |
| 9 | TKA6221FK | TRIM FITTING KIT | 1 | |
| 10 | GHF403 | SCREW, self tapping | 4 | door panel pocket |
| 11 | 608586 | CUP WASHER, clawed | 4 | |
| 12 | GHF1230 | CLIP, spring, panel to door | 30 | |
| 13 | 507819 | SCREW, self tapping | 6 | rear quarter panel |
| 14 | CD24152 | WASHER, cup | 6 | |
| 15 | GHF1230 | CLIP, spring | 6 | rear quarter panel to body |
| 16 | 713511 | STUD, snap, black | 2 | |
| 17 | 509563 | WASHER, spacing | 2 | |
| 18 | GHF401 | SCREW, self tapping | 2 | stud & washer |
| 19 | 507819 | SCREW, self tapping | 7 | rear cockpit panel |

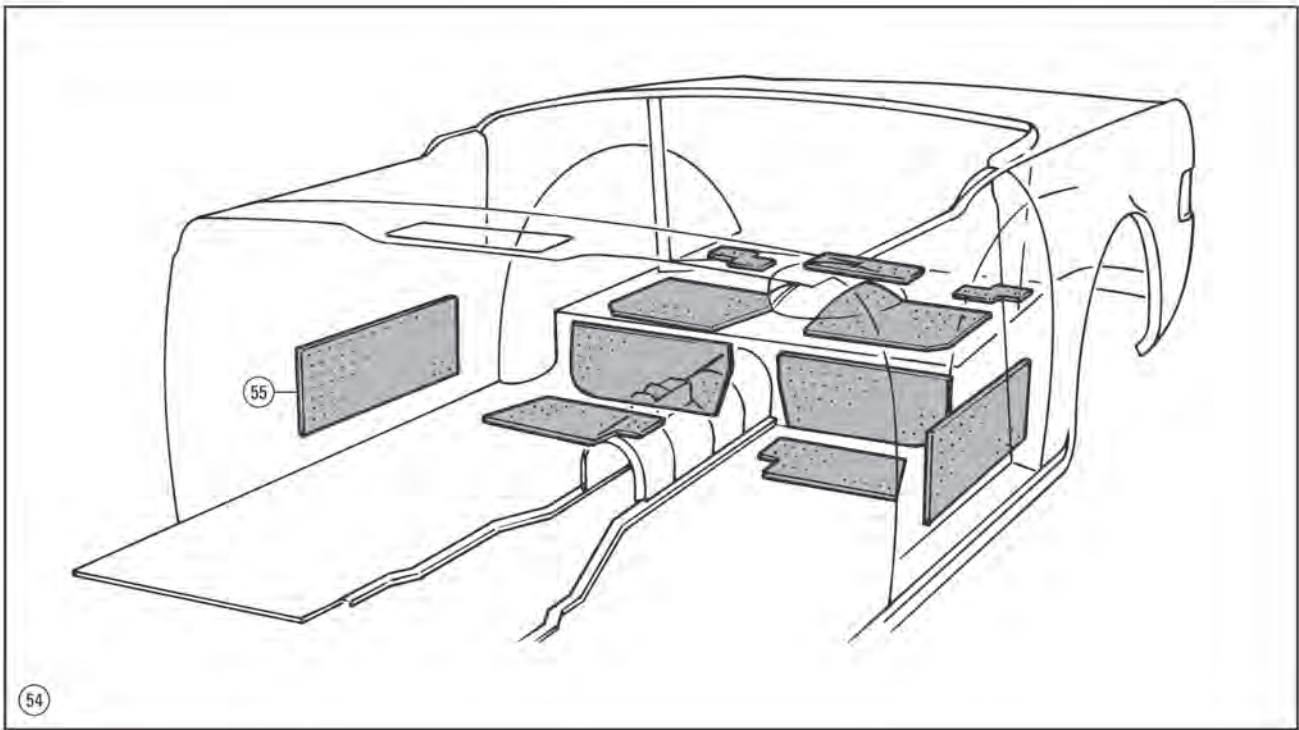
| | | | |
|----|----------|---------------------|-----------|
| 20 | CD24152 | WASHER, cup | 7 |
| 21 | 713511 | STUD, snap, black | 4 |
| 22 | 509563 | WASHER, spacing | 4 |
| 23 | GHF401 | SCREW, self tapping | 4 |
| 24 | 621991 | CAP, black | 4 |
| | 621997 | CAP, new tan | 4 |
| | 630093 | CAP, chestnut | 4 |
| | 630094 | CAP, beige | 4 |
| | 621997 | CAP, shadow blue | 4 |
| | 621991NF | CAP, primed | a/r |
| | | | unpainted |

Door Finisher

| | | | |
|----|----------|--------------------------------------|---|
| 25 | 824901 | FINISHER, black, LH | 1 |
| 26 | 824911 | FINISHER, black, RH | 1 |
| 27 | 624681 | ESCUTCHEON, plastic, black | 2 |
| | 634283 | ESCUTCHEON, plastic, new tan | 2 |
| | 624684 | ESCUTCHEON, plastic, beige | 2 |
| | 624683 | ESCUTCHEON, plastic, chestnut | 2 |
| | 624687 | ESCUTCHEON, plastic, shadow blue | 2 |
| 28 | 716011 | POCKET, moulded plastic, door pull | 2 |
| 29 | 624634 | GRAB, door pull finisher | 2 |
| 30 | GHF1022 | NUT, plastic, in door frame | 6 |
| 31 | AB610031 | SCREW, self tapping, pocket and pull | 6 |

Draught Excluder

| | | | | |
|----|----------|--------------------------------|---|----------------------------|
| 32 | | DRAUGHT EXCLUDER | 2 | see Body Panels & Fittings |
| 33 | 622747 | FINISHER, draught excluder, LH | 1 | |
| 34 | 622748 | FINISHER, draught excluder, RH | 1 | |
| 35 | AT606042 | SCREW | 2 | |
| 36 | 713511 | STUD, snap, black | 2 | |
| 37 | 552522 | RIVET, securing stud | 2 | |



Console Panels

As with other vinyl trim in the car, the padded console panels fitted along the gearbox tunnel were covered in either fine or coarse grained black vinyl, dependant on the year of the car. These CR/CF models use coarse 'Bubble' grain vinyl. These panels make an excellent job of hiding the under dash wiring for radios etc., and are available with or without a speaker hole.

| | | | | |
|----|---------|--|---|---|
| 38 | 822251 | CONSOLE PANEL, gearbox tunnel, no hole, LH | 1 | CR/CF models coarse 'Bubble' grain vinyl |
| | XKC371 | CONSOLE PANEL, gearbox tunnel, with hole, LH | 1 | |
| 39 | 822261 | CONSOLE PANEL, gearbox tunnel, no hole, RH | 1 | CR/CF models coarse 'Bubble' grain vinyl |
| | XKC351 | CONSOLE PANEL, gearbox tunnel, with hole, RH | 1 | |
| NI | 230-535 | SPEAKER, 4.5", 40W, (pair) | 1 | |

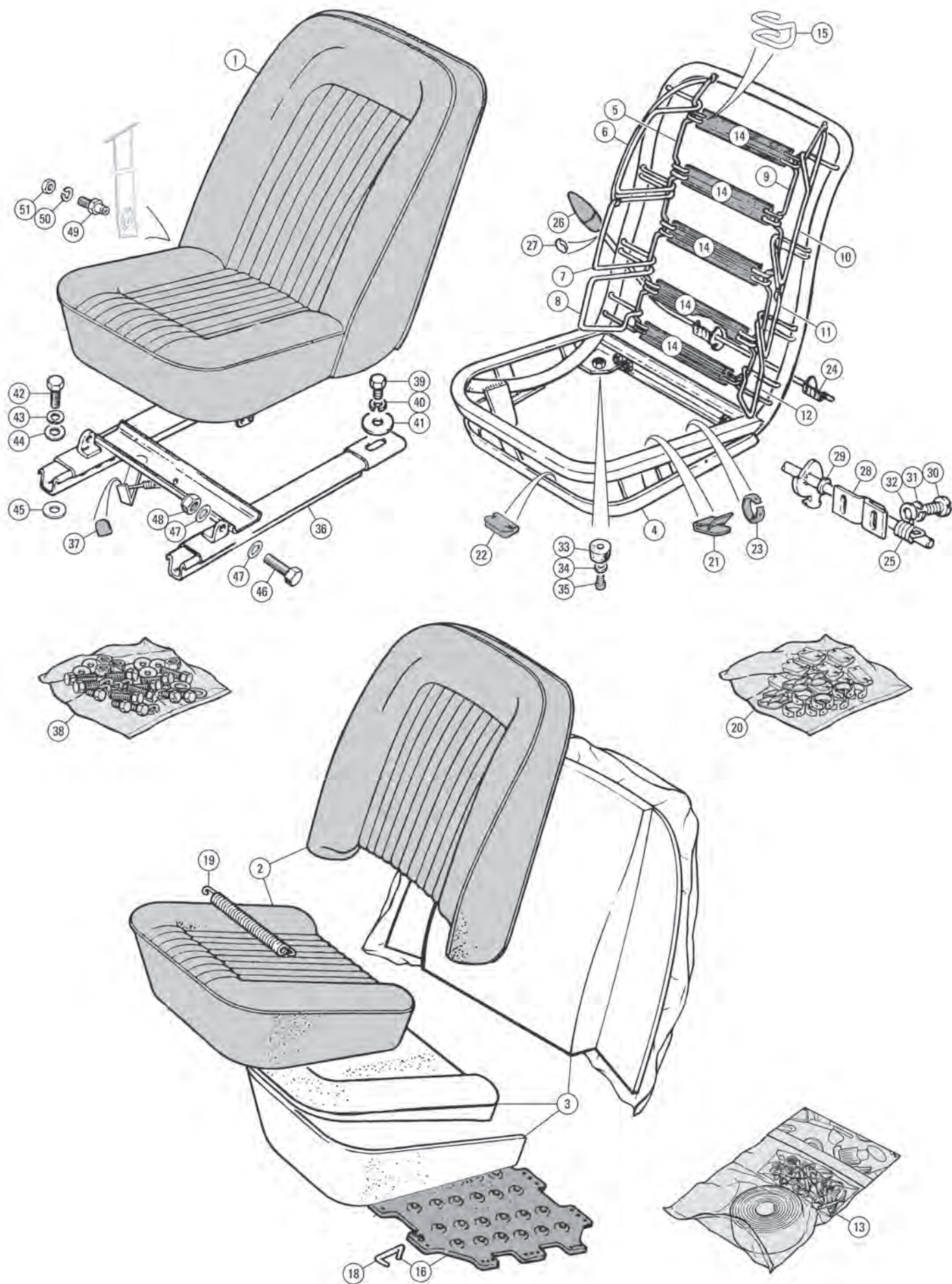
Note: Our 4.5" Retromod speakers, 230-535, from RetroSound are compatible with these console panels. Please see the Accessories section page A62 for more information).

| | | | | |
|----|----------|--------------------------------------|---|------------------------------------|
| 40 | GHF402 | SCREW, self tapping, pad to bracket | 2 | riveted to gearbox tunnel cover |
| 41 | FWP206 | CUP WASHER | 2 | |
| 42 | GHF712 | SPIRE NUT | 2 | |
| 43 | 625688 | BRACKET, spire nut to tunnel | 2 | |
| 44 | GHF600 | RIVET, 'Pop' type, bracket to tunnel | 4 | panel to stay bar |
| 45 | ZKC401 | STAY BAR, speaker support | 1 | |
| 46 | AD608054 | SCREW, self tapping | 2 | stay bar to heater box |
| 47 | 517711 | CUP WASHER | 2 | |
| 48 | FU2585 | SPIRE NUT | 2 | |
| 49 | 616233 | BUFFER, rubber | 1 | |

Sound Proof Pads

| | | | |
|----|--------|-----------------------------|---|
| 54 | | UNDERFELT KIT, carpet | 1 |
| 55 | CHM228 | SOUND PROOF PAD, door shell | 2 |

Note: CHM228 is a single pad (400mm x 210mm) with a self adhesive backing. Cut to fit as required.



Seat Assembly & Fittings

TR5, TR250

TR5 & TR250 seats are the same. All covers have white piping except Light tan. Following the Triumph tradition, is the option of leather facings to the parts of the seats which make contact with the body when sat on the seat. This is not a full leather seat.
The part numbers & applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see the Accessories section.

Right Hand Seat Assemblies

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|------------------|
| 1 | 907441 | SEAT ASSEMBLY, black/white piping | 1 | fine grain vinyl |
| | 907442 | SEAT ASSEMBLY, red/white piping | 1 | |
| | 907443 | SEAT ASSEMBLY, light tan | 1 | |
| | 907446 | SEAT ASSEMBLY, midnight blue/white piping | 1 | |
| | 907447 | SEAT ASSEMBLY, shadow blue/white piping | 1 | |
| | 907461 | SEAT ASSEMBLY, black/white piping | 1 | leather faced |
| | 907462 | SEAT ASSEMBLY, red/white piping | 1 | |
| | 90746 | SEAT ASSEMBLY, light tan | 1 | |
| | 907466 | SEAT ASSEMBLY, midnight blue/white piping | 1 | |
| | 907467 | SEAT ASSEMBLY, shadow blue/white piping | 1 | |

Left Hand Seat Assemblies

| | | | |
|--------|---|---|------------------|
| 907431 | SEAT ASSEMBLY, black/white piping | 1 | fine grain vinyl |
| 907432 | SEAT ASSEMBLY, red/white piping | 1 | |
| 907433 | SEAT ASSEMBLY, light tan | 1 | |
| 907436 | SEAT ASSEMBLY, midnight blue/white piping | 1 | |
| 907437 | SEAT ASSEMBLY, shadow blue/white piping | 1 | |
| 907451 | SEAT ASSEMBLY, black/white piping | 1 | leather faced |
| 907452 | SEAT ASSEMBLY, red/white piping | 1 | |
| 907453 | SEAT ASSEMBLY, light tan | 1 | |
| 907456 | SEAT ASSEMBLY, midnight blue/white piping | 1 | |
| 907457 | SEAT ASSEMBLY, shadow blue/white piping | 1 | |

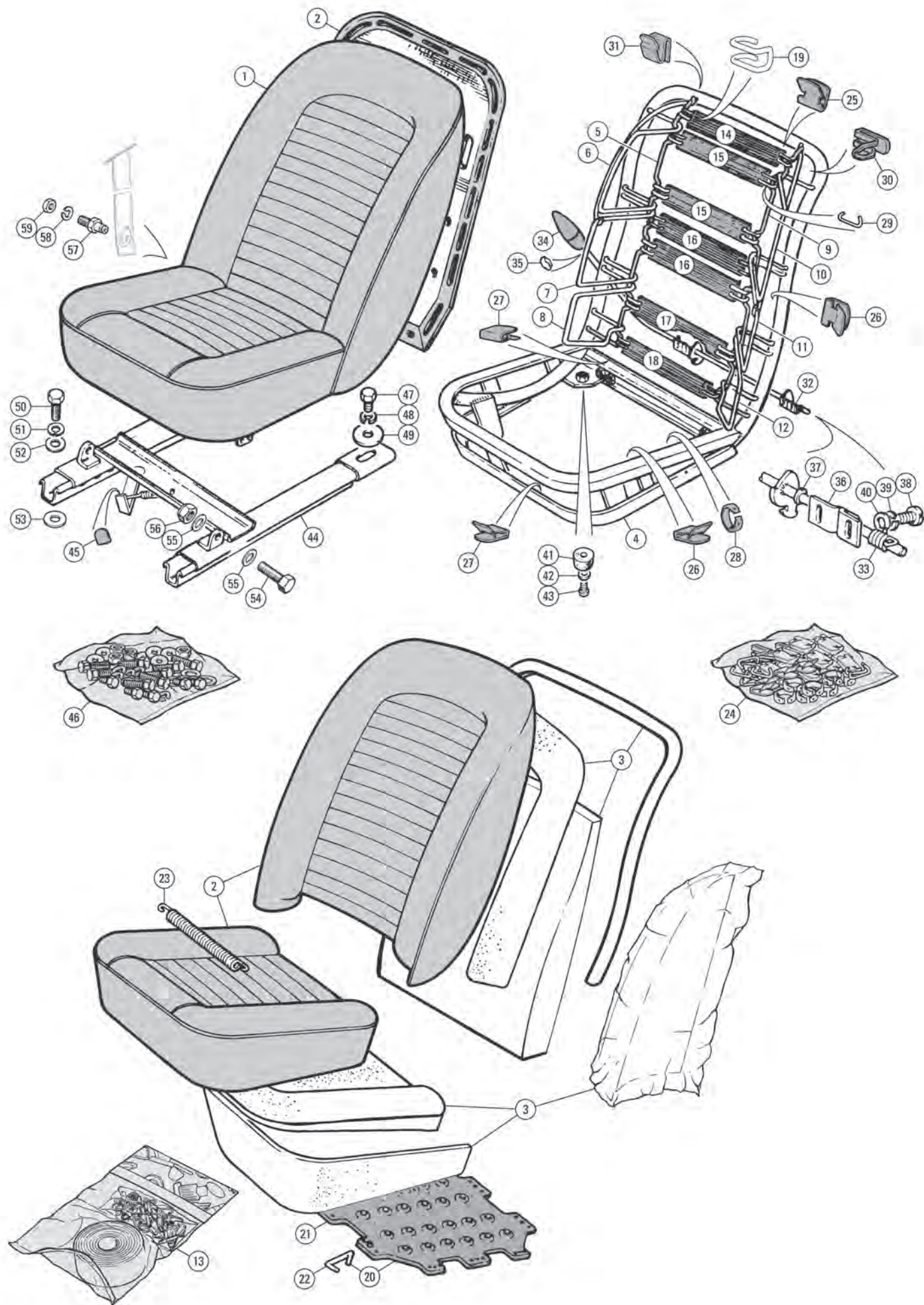
Seat Cover Kits

| | | | | |
|----|-----------|--|----|---------------------|
| 2 | SCA6411 | SEAT COVER KIT, black/white piping | 1 | fine grain vinyl |
| | SCA6412 | SEAT COVER KIT, red/white piping | 1 | |
| | SCA6413 | SEAT COVER KIT, light tan | 1 | |
| | SCA6417A | SEAT COVER KIT, midnight blue/white piping | 1 | |
| | SCA6417 | SEAT COVER KIT, shadow blue/white piping | 1 | |
| | SCL6411 | SEAT COVER KIT, black/white piping | 1 | leather faced |
| | SCL6412 | SEAT COVER KIT, red, white piping | 1 | |
| | SCL6413 | SEAT COVER KIT, light tan | 1 | |
| | SCL6417AL | SEAT COVER KIT, midnight blue/white piping | 1 | |
| | SCL6417 | SEAT COVER KIT, shadow blue/white piping | 1 | |
| 3 | SFK6411 | SEAT FOAM PADDING SET | 1 | one car set |
| 4 | 812023 | SEAT FRAME ASSEMBLY, RH | 1 | one car set |
| | 812022 | SEAT FRAME ASSEMBLY, LH | 1 | |
| | 812037WK | SEAT WIRE KIT | 1 | |
| 5 | 812037 | WIRE, inner, LH | 1 | outer squab support |
| | 812038 | WIRE, inner, RH | 1 | |
| | 812031 | WIRE, upper, LH | 1 | |
| 6 | 812032 | WIRE, upper RH | 1 | |
| | 812033 | WIRE, centre, LH | 1 | |
| 7 | 812034 | WIRE, centre, RH | 1 | inner squab support |
| | 812035 | WIRE, lower, LH | 1 | |
| | 812036 | WIRE, lower, RH | 1 | |
| 8 | 812049 | WIRE, inner, LH | 1 | |
| | 812050 | WIRE, inner, RH | 1 | |
| 9 | 812043 | WIRE, upper, LH | 1 | |
| 10 | 812044 | WIRE, upper, RH | 1 | inner squab support |
| | 812045 | WIRE, centre, LH | 1 | |
| | 812046 | WIRE, centre, RH | 1 | |
| 11 | 812047 | WIRE, lower, LH | 1 | |
| | 812048 | WIRE, lower, RH | 1 | |
| 12 | 812048 | WIRE, lower, RH | 1 | |
| 13 | GAC6121X | SEAT WEBBING KIT, one seat | 2 | |
| 14 | 621057 | RUBBER STRAP | 10 | |
| 15 | 621340 | HOOK, securing strap | 20 | |
| 16 | 612251 | DIAPHRAGM ASSEMBLY | 2 | |
| 18 | 612261 | CLIP | 20 | |
| 19 | 612273 | SPRING, cushion tension | 2 | |
| 20 | SCA6411FK | HARDWARE & FIXING KIT | 1 | |
| 21 | GHF1500 | CLIP, securing cover to frame | 4 | |
| 22 | 610520 | CLIP, securing cover to frame | 24 | |
| 23 | BHA4339 | CLIP, tubular | 8 | |
| 24 | 713307 | CONTROL ROD ASSEMBLY, LH | 1 | |
| | 713308 | CONTROL ROD ASSEMBLY, RH | 1 | |
| | 621981 | SPRING, safety catch, LH | 2 | |
| 25 | 621982 | SPRING, safety catch, RH | 2 | |
| 26 | 621458 | KNOB, safety catch | 2 | |

| | | | | |
|----|-----------|--|---|---|
| 27 | 621776 | CLIP, securing knob to rod | 2 | |
| 28 | 621960 | BRACKET, pivot | 4 | |
| 29 | 503661 | WASHER, plain | 4 | |
| 30 | 506731 | SCREW, pivot bracket to frame | 8 | |
| 31 | 505307 | WASHER, locking | 8 | |
| 32 | GHF306 | WASHER, plain | 8 | |
| 33 | 621515 | BUFFER, rubber | 4 | |
| 34 | 503923 | WASHER, plain | 4 | |
| 35 | SE910201 | SCREW, buffer to seat frame | 4 | |
| 36 | MM801-430 | SEAT SLIDE ASSEMBLY, LH & RH | 2 | |
| 37 | SLP138 | RUBBER COVER, slide handle | 2 | |
| 38 | 812237FK | FITTING KIT, seat slides | 1 | |
| 39 | HU706P | SCREW, catch plate to seat slide | 4 | |
| 40 | GHF331 | WASHER, locking | 4 | |
| 41 | WM57 | WASHER, plain | 4 | |
| 42 | GHF101 | SCREW, seat slide to floor | 8 | |
| 43 | GHF300 | WASHER, plain | 8 | |
| 44 | GHF331 | WASHER, locking | 8 | |
| 45 | WM57 | WASHER, spacer | 4 | |
| 46 | SH605061 | SCREW, seat slide to seat | 4 | |
| 47 | PWZ305 | WASHER, plain | 8 | |
| 48 | GHF222 | NUT, nylon | 4 | |
| 49 | 97H717 | STUD, 'Lift the Dot' (Tonneau restraining strap). | 1 | fitted to passenger seat base only, adjacent to handbrake |
| 50 | WL700101 | WASHER, locking | 1 | |
| 51 | HN2005 | NUT | 1 | tunnel |

more titbits...

During the 1960's a small business was discovered (called a 'Manufacturer's Agent') which disposed of obsolete stock for Triumph. This was done quite ruthlessly by Triumph to clear out tracks and make way for new models. It is hoped that the spares division was consulted first but doubtful that this was the case. The clearout would also include experimental parts including (in the writer's experience) a batch of 2.5 litre 4 pot engines and some rather optimistic 5-speed TR gearboxes (which were a combination of TR lower gears and Spitfire higher ones) but that's another story.
The obsolete stock was presumably supposed to be disposed of into non-competitive markets, but as we never heard from Triumph or BL and the 'Agent' has long since passed away, I don't suppose we'll ever be getting a visit from Rover Security after all these years.
Amongst the obsolete stock were quite a few seats. Some were off the track, slightly damaged, and not worth repairing as far as Triumph were concerned, but what were the unusually coloured ones? Often there would be three colours of material used to finish the seat.
The truth, when it arrived was (predictably) a disappointment. The trim manufactures had used up odd scraps of material to try out and demonstrate to Triumph, New ideas and patterns of seat. These were also used as slaves on the track. Amazingly a dozen or so survived (Moss still has a few) but they only now have value as re-coverable seat-frames.



Seat Assembly & Fittings (Continued)

TR6 (c) CP25000 To CP26998 (UK Specification)

The seats originally fitted to the Triumph TR6 Pi sports car came in three distinctly different styles.

- To (c) CP50000 having non reclining seats without head rests.
- From (c) CP50001 to CP77716 as fitted with similar style but with reclining seats without head rests.

The (c) CR1 onwards cars had reclining seats fitted with or without provision for head rests. The head rest is a simple single stalk push in, height adjustable type similar in construction and design to many other Triumph built cars of the period. Two other styles of seat were used in the TR6 model, although never fitted as standard to Fuel Injected, specification cars. These two seat types had head rests integral with the seat construction; one of the types having a tipping headrest that could be folded forward if a tonneau was to be fitted. These seats are termed as US Spec. seats as that was the market they were originally fitted for (see the following pages for these seats). All TR6 seats can be interchanged between model years and series as they all fit to the same spaced seat runners and floor panels.

The part numbers and applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see the Accessories section.

Right Hand Seat Assemblies

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------------------|------|------------------|
| 1 | 910701 | SEAT ASSEMBLY, black | 1 | fine grain vinyl |
| | 910702 | SEAT ASSEMBLY, red | 1 | |
| | 910703 | SEAT ASSEMBLY, light tan | 1 | |
| | 910707 | SEAT ASSEMBLY, shadow blue | 1 | |
| | 910721 | SEAT ASSEMBLY, black | 1 | leather faced |
| | 910722 | SEAT ASSEMBLY, red | 1 | |
| | 910723 | SEAT ASSEMBLY, light tan | 1 | |
| | 910727 | SEAT ASSEMBLY, shadow blue | 1 | |

Left Hand Seat Assemblies

| | | | | |
|--|--------|----------------------------|---|------------------|
| | 910691 | SEAT ASSEMBLY, black | 1 | fine grain vinyl |
| | 910692 | SEAT ASSEMBLY, red, | 1 | |
| | 910693 | SEAT ASSEMBLY, light tan | 1 | |
| | 910697 | SEAT ASSEMBLY, shadow blue | 1 | |
| | 910711 | SEAT ASSEMBLY, black | 1 | leather faced |
| | 910712 | SEAT ASSEMBLY, red | 1 | |
| | 910713 | SEAT ASSEMBLY, Light tan | 1 | |
| | 910717 | SEAT ASSEMBLY, shadow blue | 1 | |

Seat Cover Kits

| | | | | |
|---|---------|-----------------------------|---|------------------|
| 2 | SCA6511 | SEAT COVER KIT, black | 1 | fine grain vinyl |
| | SCA6512 | SEAT COVER KIT, red | 1 | |
| | SCA6513 | SEAT COVER KIT, light tan | 1 | |
| | SCA6517 | SEAT COVER KIT, shadow blue | 1 | |
| | SC2041Z | SEAT COVER KIT, biscuit | 1 | leather faced |
| | SCL6511 | SEAT COVER KIT, black | 1 | |
| | SCL6512 | SEAT COVER KIT, red | 1 | |
| | SCL6513 | SEAT COVER KIT, light tan | 1 | |
| | SCL6517 | SEAT COVER KIT, shadow blue | 1 | |
| | SC2048Z | SEAT COVER KIT, biscuit | 1 | |

Note: Other colours and materials are available, please enquire. To ensure that seats and trim match, it is important that you order these items from the same supplier.

Seat Foam Kit

| | | | |
|---|---------|-----------------------|---|
| 3 | SFK6511 | SEAT FOAM PADDING SET | 1 |
|---|---------|-----------------------|---|

Seat Frames And Wires

| | | | | |
|----|----------|---------------------------------|---|---------------------|
| 4 | 908580 | SEAT FRAME ASSEMBLY, LH | 1 | outer squab support |
| | 908581 | SEAT FRAME ASSEMBLY, RH | 1 | |
| | 910691WK | SEAT WIRE KIT, (for both seats) | 1 | |
| | 815689 | WIRE, inner, LH | 1 | |
| 5 | 815690 | WIRE, inner, RH | 1 | inner squab support |
| | 815683 | WIRE, upper, LH | 1 | |
| 6 | 815684 | WIRE, upper, RH | 1 | |
| | 815685 | WIRE, centre, LH | 1 | |
| 7 | 815686 | WIRE, centre, RH | 1 | |
| | 815687 | WIRE, lower, LH | 1 | |
| 8 | 815688 | WIRE, lower, RH | 1 | |
| | 815656 | WIRE, inner, LH | 1 | inner squab support |
| 9 | 815657 | WIRE, inner, RH | 1 | |
| | 815650 | WIRE, upper, LH | 1 | |
| 10 | 815651 | WIRE, upper, RH | 1 | |
| | 815652 | WIRE, centre, LH | 1 | |
| 11 | 815653 | WIRE, centre, RH | 1 | |
| | 815654 | WIRE, lower, LH | 1 | |
| 12 | 815655 | WIRE, lower, RH | 1 | |

Seat Webbing And Diaphragm

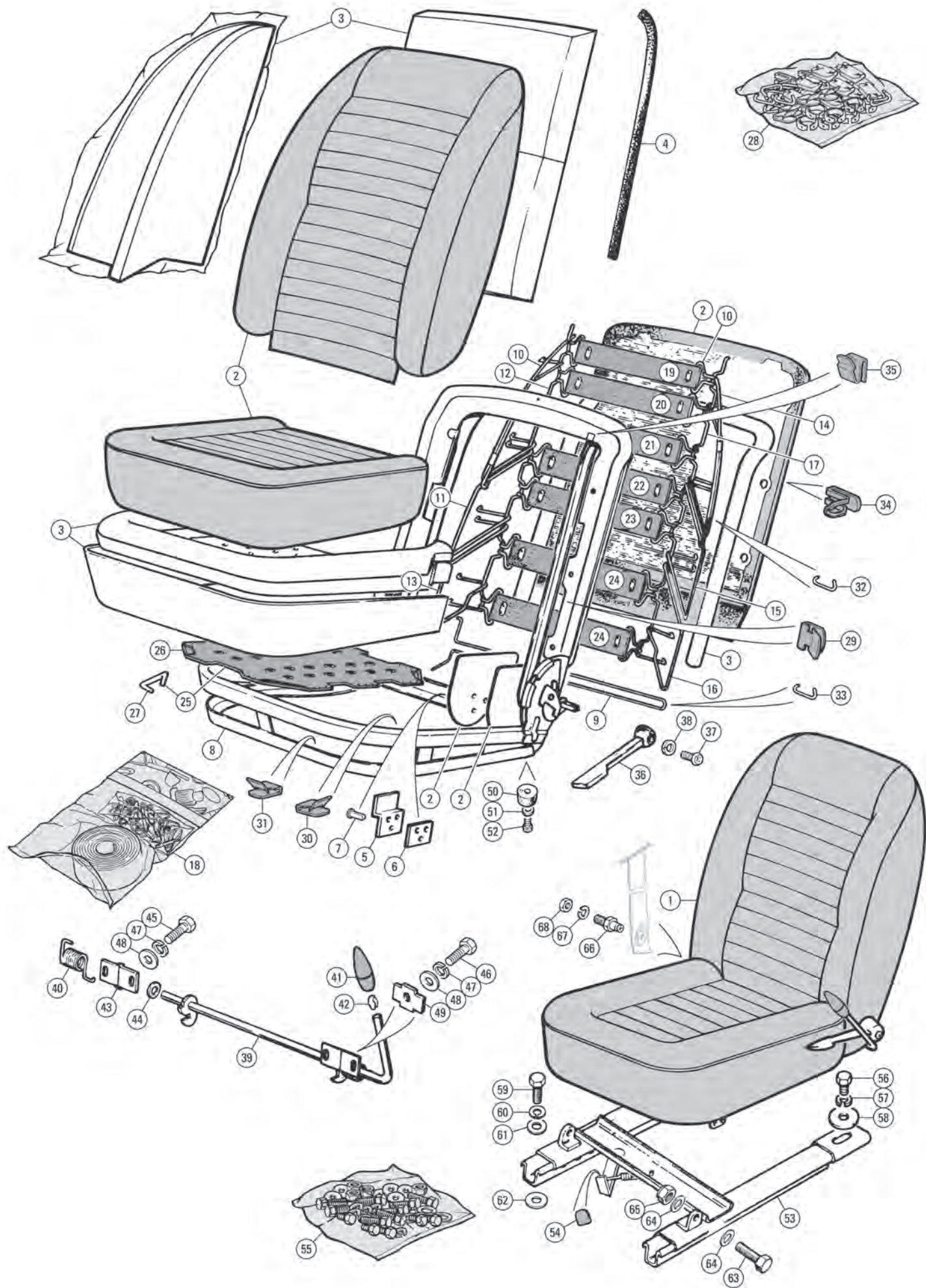
| | | | |
|----|----------|----------------------------|----|
| 13 | GAC6121X | SEAT WEBBING KIT, one seat | 2 |
| 14 | 621058 | RUBBER STRAP, 8" long | 2 |
| 15 | 621059 | RUBBER STRAP, 8.5" long | 4 |
| 16 | 621060 | RUBBER STRAP, 9" long | 4 |
| 17 | 621057 | RUBBER STRAP, 9.4" long | 2 |
| 18 | 621056 | RUBBER STRAP, 10" long | 2 |
| 19 | 621340 | HOOK, securing strap | 28 |
| 20 | 612251 | DIAPHRAGM ASSEMBLY | 2 |
| 22 | 612261 | CLIP | 20 |
| 23 | 612273 | SPRING, cushion tension | 2 |

Seat Fittings

| | | | | |
|----|-----------|-------------------------------------|----|-------------|
| 24 | SCA6511FK | SEAT COVER FITTING KIT | 1 | one car set |
| 25 | GHF1500 | CLIP, back board trim to frame | 8 | |
| 26 | GHF1500 | CLIP, squab trim to frame | 20 | |
| 27 | GHF1500 | CLIP, cushion valance to frame | 18 | |
| 28 | BHA4339 | CLIP, tubular, trim to frame | 8 | |
| 29 | 561785 | HOG RING, hessian to squab wires | 60 | |
| 30 | 613769 | CLIP, back board to seat frame | 12 | |
| 31 | 613770 | CLIP, back board tops to seat frame | 4 | |
| | 713307 | CONTROL ROD ASSEMBLY, LH | 1 | |
| 32 | 713308 | CONTROL ROD ASSEMBLY, RH | 1 | |
| | 621981 | SPRING, safety catch, LH | 2 | |
| 33 | 621982 | SPRING, safety catch, RH | 2 | |
| 34 | 621458 | KNOB, safety catch | 2 | |
| 35 | 621776 | CLIP, securing knob to rod | 2 | |
| 36 | 621960 | BRACKET, pivot | 4 | |
| 37 | 503661 | WASHER, plain | 4 | |
| 38 | 50673 | SCREW, pivot bracket to seat frame | 8 | |
| 39 | 505307 | WASHER, locking | 8 | |
| 40 | GHF306 | WASHER, plain | 8 | |
| 41 | 621515 | BUFFER, rubber | 4 | |
| 42 | 503923 | WASHER, plain | 4 | |
| 43 | SE910201 | SCREW, buffer to seat frame | 4 | |
| 44 | 821137 | SEAT SLIDE ASSEMBLY, LH | 1 | |
| | 821138 | SEAT SLIDE ASSEMBLY, RH | 1 | |

Note: Original seat slides are no longer available. Use our universal fit assemblies for RH & LH applications.

| | | | | |
|----|-----------|---|---|-------------------------------------|
| | MM801-430 | SEAT SLIDE ASSEMBLY, LH & RH | 2 | |
| 45 | SLP138 | RUBBER COVER, slide handle | 2 | |
| 46 | 812237FK | FITTING KIT, seat slides | 2 | |
| 47 | HU706P | SCREW, catch plate to seat slide | 4 | |
| 48 | GHF331 | WASHER, locking | 4 | |
| 49 | WM57 | WASHER, plain | 4 | |
| 50 | GHF101 | SCREW, seat slide to floor | 8 | |
| 51 | GHF331 | WASHER, locking | 8 | |
| 52 | GHF300 | WASHER, plain | 8 | |
| 53 | WM57 | WASHER, spacer | 8 | |
| 54 | SH605061 | SCREW, pivot, seat to seat slide | 4 | |
| 55 | PWZ305 | WASHER, plain | 8 | |
| 56 | GHF222 | NUT, nylon | 4 | |
| 57 | 97H717 | STUD, 'Lift the Dot', tonneau restraining strap | 1 | fitted to passenger seat base only, |
| 58 | WL700101 | WASHER, locking | 1 | adjacent to handbrake |
| 59 | HN2005 | NUT | 1 | tunnel |



Seat Assembly & Fittings (Continued)

TR6 (c) CP50001 To CP77716

Second type of seat fitted from (c) CP50001 to (c) CP77716. This is recognisable by having a reclining mechanism, operated by a chrome handle fitted to the outer side of the seat by the seat tipping safety catch release lever. No headrest is fitted nor incorporated in this seat.

Leather faced seats were also offered as an option at the time of production. The part numbers and applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see the Accessories section.

Right Hand Seat Assemblies

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------------------|------|------------------|
| | 912241 | SEAT ASSEMBLY, black | 1 | fine grain vinyl |
| | 912242 | SEAT ASSEMBLY, red | 1 | |
| | 576617 | SEAT ASSEMBLY, light tan | 1 | |
| | 912243 | SEAT ASSEMBLY, new tan | 1 | |
| | 912247 | SEAT ASSEMBLY, shadow blue | 1 | |
| | 912248 | SEAT ASSEMBLY, grey | 1 | leather faced |
| | 912261 | SEAT ASSEMBLY, black | 1 | |
| | 912262 | SEAT ASSEMBLY, red | 1 | |
| | 576618 | SEAT ASSEMBLY, light tan | 1 | |
| | 912263 | SEAT ASSEMBLY, new tan | 1 | |
| | 912267 | SEAT ASSEMBLY, shadow blue | 1 | |
| | 912268 | SEAT ASSEMBLY, grey | 1 | |

Left Hand Seat Assemblies

| | | | | |
|---|--------|----------------------------|---|------------------|
| 1 | 912231 | SEAT ASSEMBLY, black | 1 | fine grain vinyl |
| | 912232 | SEAT ASSEMBLY, red | 1 | |
| | 576615 | SEAT ASSEMBLY, light tan | 1 | |
| | 912233 | SEAT ASSEMBLY, new tan | 1 | |
| | 912237 | SEAT ASSEMBLY, shadow blue | 1 | |
| | 912238 | SEAT ASSEMBLY, grey | 1 | leather faced |
| | 912251 | SEAT ASSEMBLY, black | 1 | |
| | 912252 | SEAT ASSEMBLY, red | 1 | |
| | 576616 | SEAT ASSEMBLY, light tan | 1 | |
| | 912253 | SEAT ASSEMBLY, new tan | 1 | |
| | 912257 | SEAT ASSEMBLY, shadow blue | 1 | |
| | 912258 | SEAT ASSEMBLY, grey | 1 | |

Seat Cover Kits

| | | | | |
|---|----------|-----------------------------|---|------------------|
| 2 | SCA6551 | SEAT COVER KIT, black | 1 | fine grain vinyl |
| | SCA6552 | SEAT COVER KIT, red | 1 | |
| | SCA6553 | SEAT COVER KIT, light tan | 1 | |
| | SCA6559 | SEAT COVER KIT, new tan | 1 | |
| | SCA6557 | SEAT COVER KIT, shadow blue | 1 | |
| | SCA6558 | SEAT COVER KIT, grey | 1 | leather faced |
| | SC2043Z | SEAT COVER KIT, biscuit | 1 | |
| | SCL6551 | SEAT COVER KIT, black | 1 | |
| | SCL6552 | SEAT COVER KIT, red | 1 | |
| | SCL6553 | SEAT COVER KIT, light tan | 1 | |
| | SCL6559 | SEAT COVER KIT, new tan | 1 | |
| | SCL6557 | SEAT COVER KIT, shadow blue | 1 | |
| | SCL6558L | SEAT COVER KIT, grey | 1 | |
| | SC2050Z | SEAT COVER KIT, biscuit | 1 | |

Note: Other colours and materials are available, please enquire. To ensure that seats and trim match, it is important that you order these items from the same supplier.

| | | | | |
|----|----------|------------------------------------|----|---------------------|
| 3 | SFK6551 | SEAT FOAM PADDING SET | 1 | outer squab support |
| 4 | 716933 | FELT PAD STRIP, support wire | 4 | |
| 5 | 627211 | BRACKET, board to frame | 4 | |
| 6 | 627936 | SPACER, bracket to board | 4 | |
| 7 | RB5508 | RIVET, bifurcated | 12 | |
| 8 | 911566 | SEAT FRAME ASSEMBLY, LH | 1 | one car set |
| | 911567 | SEAT FRAME ASSEMBLY, RH | 1 | |
| 9 | 576161 | TORSION BAR, seat back recline, LH | 1 | |
| | 576162 | TORSION BAR, seat back recline, RH | 1 | |
| | 912231WK | SEAT WIRE KIT, (does both seats) | 1 | |
| 10 | 815683 | WIRE, upper, LH | 1 | outer squab support |
| | 815684 | WIRE, upper, RH | 1 | |
| 11 | 815685 | WIRE, centre, LH | 1 | |
| | 815686 | WIRE, centre, RH | 1 | |
| 12 | 816079 | WIRE, inner, LH | 1 | |
| | 816080 | WIRE, inner, RH | 1 | outer squab support |
| 13 | 816077 | WIRE, lower, LH | 1 | |
| | 816078 | WIRE, lower, RH | 1 | |
| 14 | 815650 | WIRE, upper, LH | 1 | |
| | 815651 | WIRE, upper, RH | 1 | |
| 15 | 815652 | WIRE, centre LH | 1 | |

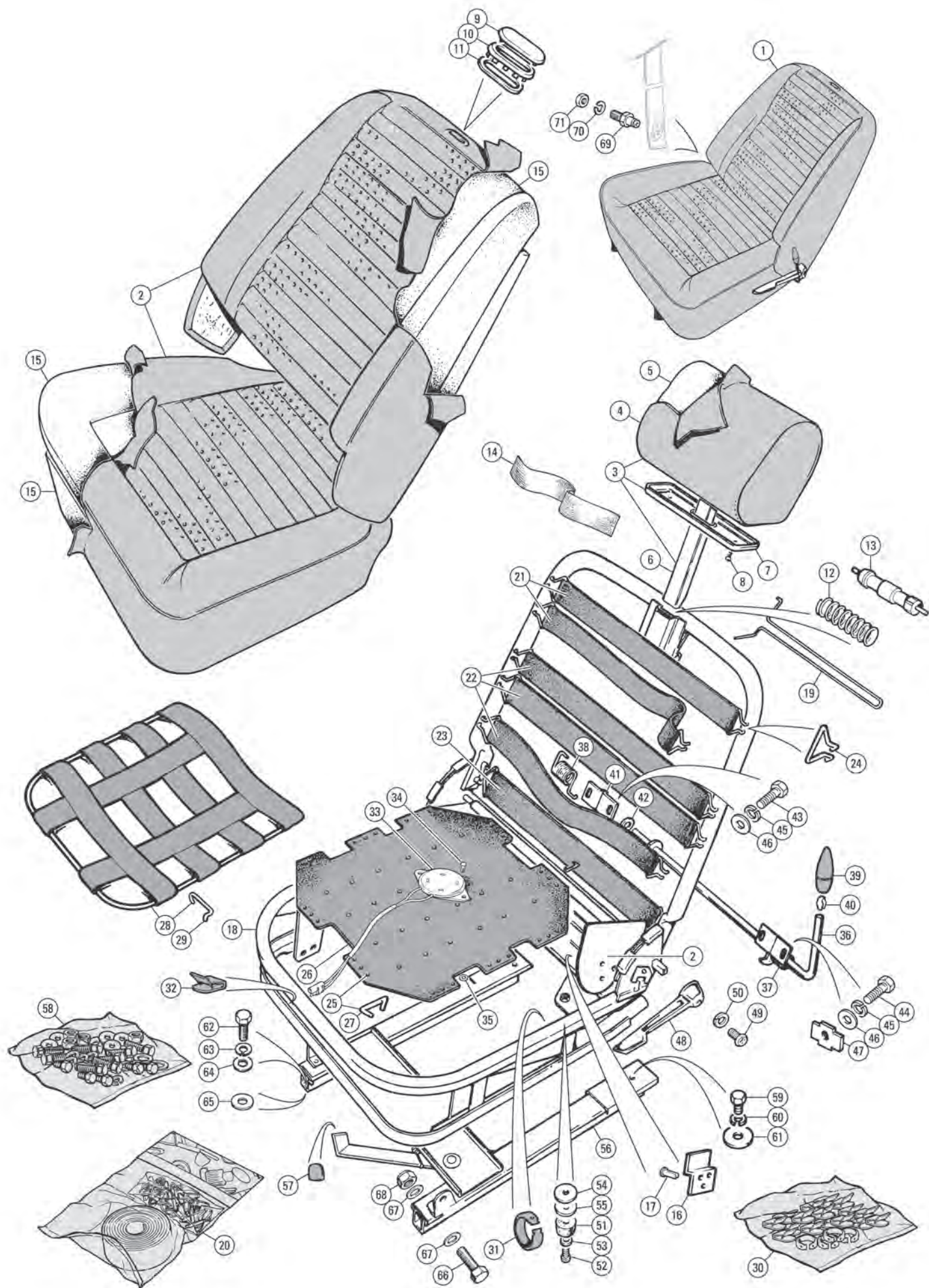
| | | | | |
|----|----------|----------------------------|----|---------------------|
| | 815653 | WIRE, centre, RH | 1 | inner squab support |
| 16 | 816070 | WIRE, lower, LH | 1 | |
| | 816071 | WIRE, lower, RH | 1 | |
| 17 | 816072 | WIRE, inner, LH | 2 | |
| | 816073 | WIRE, inner, RH | 2 | |
| 18 | GAC6121X | SEAT WEBBING KIT, one seat | 2 | |
| 19 | 816760 | RUBBER STRAP, 9.57" long | 2 | outer squab support |
| 20 | 816759 | RUBBER STRAP, 9.94" long | 2 | |
| 21 | 816758 | RUBBER STRAP, 10.24" long | 2 | |
| 22 | 816757 | RUBBER STRAP, 10.57" long | 2 | |
| 23 | 816755 | RUBBER STRAP, 10.74" long | 2 | |
| 24 | 816756 | RUBBER STRAP, 11.19" long | 4 | outer squab support |
| 25 | 612251 | DIAPHRAGM ASSEMBLY | 2 | |
| 27 | 612261 | CLIP | 20 | |

Hardware And Fixing Kit To Refurbish A Pair Of Seats

| | | | | |
|----|-----------|--|----|---------------------|
| 28 | SCA6551FK | HARDWARE AND FIXING KIT | 1 | outer squab support |
| 29 | GHF1500 | CLIP, back board trim to frame | 8 | |
| 30 | GHF1500 | CLIP, squab trim to frame | 28 | |
| 31 | GHF1500 | CLIP, cushion valance to frame | 24 | |
| 32 | 561785 | HOG RING, hessian to squab wires | 40 | |
| 33 | 561785 | HOG RING, bottom side panel | 4 | outer squab support |
| 34 | 613769 | CLIP, back board to seat frame | 12 | |
| 35 | 613770 | CLIP, back board tops to seat frame | 4 | |
| 36 | 617063 | HANDLE, seat adjustment | 2 | |
| 37 | PMP308 | SCREW | 2 | |
| | | | | outer squab support |
| 38 | WL700101 | WASHER, locking | 2 | |
| 39 | 720164 | CONTROL ROD ASSEMBLY, LH | 1 | |
| | 720165 | CONTROL ROD ASSEMBLY, RH | 1 | |
| | 621981 | SPRING, safety catch, LH | 2 | |
| 40 | 621982 | SPRING, safety catch, RH | 2 | outer squab support |
| 41 | 621458 | KNOB, safety catch | 2 | |
| 42 | 621776 | CLIP, securing knob to rod | 2 | |
| 43 | 621960 | BRACKET, pivot | 4 | |
| 44 | 555285 | WASHER, plain | 4 | |
| 45 | 506731 | SCREW, pivot bracket to seat frame | 6 | outer squab support |
| 46 | SE910201 | SCREW, pivot bracket and stop to frame | 2 | |
| 47 | 505307 | WASHER, locking | 8 | |
| 48 | GHF306 | WASHER, plain | 8 | |
| 49 | 629588 | PLATE, rod stop | 4 | |
| 50 | 621515 | BUFFER, rubber | 4 | outer squab support |
| 51 | GHF306 | WASHER, plain | 4 | |
| 52 | SE910201 | SCREW, buffer to seat frame | 4 | |
| 53 | 821137 | SEAT SLIDE ASSEMBLY, LH | 1 | |
| | 821138 | SEAT SLIDE ASSEMBLY, RH | 1 | |

Note: Original seat slides are no longer available. Use our universal fit assemblies for RH & LH applications.

| | | | | |
|----|-----------|--|---|---------------------|
| | MM801-430 | SEAT SLIDE ASSEMBLY, LH & RH | 2 | outer squab support |
| 54 | SLP138 | RUBBER COVER, slide handle | 2 | |
| 55 | 812237FK | FITTING KIT, seat slide | 2 | |
| 56 | HU706P | SCREW, catch plate to seat slide | 4 | |
| 57 | GHF331 | WASHER, locking | 4 | |
| 58 | WM57 | WASHER, plain | 4 | outer squab support |
| 59 | GHF101 | SCREW, seat slide to floor | 8 | |
| 60 | GHF331 | WASHER, locking | 8 | |
| 61 | GHF300 | WASHER, plain | 8 | |
| 62 | WM57 | WASHER, spacer | 8 | |
| 63 | SH605061 | SCREW, pivot, seat to seat slide | 4 | outer squab support |
| 64 | PWZ305 | WASHER, plain | 8 | |
| 65 | GHF222 | NUT, nyloc | 4 | |
| 66 | 97H717 | STUD, 'Lift the Dot' (Tonneau restraining strap). | 1 | |
| 67 | WL700101 | WASHER, locking | 1 | |
| 68 | HN2005 | NUT | 1 | |



Seat Assembly & Fittings (Continued)

TR6 (c) CR1 & CF1

The third and final design of TR6 seat had the provision for fitting a stalk type head rest. The head rest was not always a standard fitment, it can however be easily fitted by removal of the blanking plug (if fitted) and inserting the complete head rest assembly. The height adjustment of the head rest is maintained by a friction roller system integral with the seat. This seat had a rake adjustment, recline mechanism as per the previous type. All cars with commission no. prefix's CR or CF were fitted with this type of seat. From a constructional point of view this type of seat was very simple as the squab was supported only by rubber straps, not spring wires and rubber straps.

The part numbers and applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see Accessories section. Leather faced seats were also offered as an option at the time of production.

Right Hand Seat Assemblies

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------------------|------|--------------------|
| | 919171 | SEAT ASSEMBLY, black | 1 | coarse grain vinyl |
| | 919173 | SEAT ASSEMBLY, chestnut | 1 | |
| | 923183 | SEAT ASSEMBLY, new tan | 1 | |
| | 919177 | SEAT ASSEMBLY, shadow blue | 1 | |
| | 919174 | SEAT ASSEMBLY, beige | 1 | |

Left Hand Seat Assemblies

| | | | | |
|---|--------|----------------------------|---|--------------------|
| 1 | 919161 | SEAT ASSEMBLY, black | 1 | coarse grain vinyl |
| | 919163 | SEAT ASSEMBLY, chestnut | 1 | |
| | 923173 | SEAT ASSEMBLY, new tan | 1 | |
| | 919167 | SEAT ASSEMBLY, shadow blue | 1 | |
| | 919164 | SEAT ASSEMBLY, beige | 1 | |

Seat Cover Kits

| | | | | |
|---|---------|-----------------------------|---|--------------------|
| 2 | SCB6541 | SEAT COVER KIT, black | 1 | coarse grain vinyl |
| | SCB6543 | SEAT COVER KIT, chestnut | 1 | |
| | SCB6549 | SEAT COVER KIT, new tan | 1 | |
| | SCB6547 | SEAT COVER KIT, shadow blue | 1 | |
| | SCB6544 | SEAT COVER KIT, beige | 1 | |
| | SC2045Z | SEAT COVER KIT, biscuit | 1 | leather faced |
| | SCL6541 | SEAT COVER KIT, black | 1 | |
| | SCL6543 | SEAT COVER KIT, chestnut | 1 | |
| | SCL6549 | SEAT COVER KIT, new tan | 1 | |
| | SCL6547 | SEAT COVER KIT, shadow blue | 1 | |
| | SCL6544 | SEAT COVER KIT, beige | 1 | |
| | SC2052Z | SEAT COVER KIT, biscuit | 1 | |

Note: Other colours and materials are available, please enquire. To ensure that seats and trim match, it is important that you order these items from the same supplier.

| | | | | |
|---|----------|----------------------------------|---|--------------------|
| 3 | 919071 | HEAD REST ASSEMBLY, black | 2 | coarse grain vinyl |
| | 919073 | HEAD REST ASSEMBLY, chestnut | 2 | |
| | 923083 | HEAD REST ASSEMBLY, new tan | 2 | |
| | 919077 | HEAD REST ASSEMBLY, shadow blue | 2 | |
| | 919074 | HEAD REST ASSEMBLY, beige | 2 | |
| 4 | 919071C | COVER, head rest, black | 2 | coarse grain vinyl |
| | 727653 | COVER, head rest, chestnut | 2 | |
| | 923083C | COVER, head rest, new tan | 2 | |
| | 919077C | COVER, head rest, shadow blue | 2 | |
| | 919074C | COVER, head rest, beige | 2 | |
| 5 | 722937 | PAD, foam, head restraint | 2 | as fitted |
| 6 | 725972 | FRAME ASSEMBLY, headrest | 2 | |
| 7 | 625191 | FINISHER, head rest, black | 2 | |
| | 625193 | FINISHER, head rest, chestnut | 2 | |
| | 633053 | FINISHER, head rest, new tan | 2 | |
| | 625197 | FINISHER, head rest, shadow blue | 2 | |
| | 625194 | FINISHER, head rest, beige | 2 | |
| 8 | AD604062 | SCREW, self tapping | 4 | |

The top of each seat squab has an eyelet inserted to accept an head rest. If the hole is not fitted with an head rest it is blanked with a plastic plug. The blanking plug was coloured black, however to either match or contrast with the trim two other colours are offered.

| | | | | |
|----|----------|-----------------------|-----|-------------------------------------|
| 9 | BD36610A | PLUG, blanking, black | a/r | use with chestnut, new tan or beige |
| | AHA9779 | PLUG, blanking, brown | a/r | |
| | XGN1953 | PLUG, blanking, blue | a/r | |
| 10 | CZA4500S | EYELET & WASHER | 2 | |
| 11 | CZA4263 | REINFORCER, eyelet | 2 | |

The head rest is held up in place by a friction roller system that is secured in a welded section at the top of the seat back frame. Two types of friction roller system were used, they are not interchangeable as they fit different sized welded brackets on the seats.

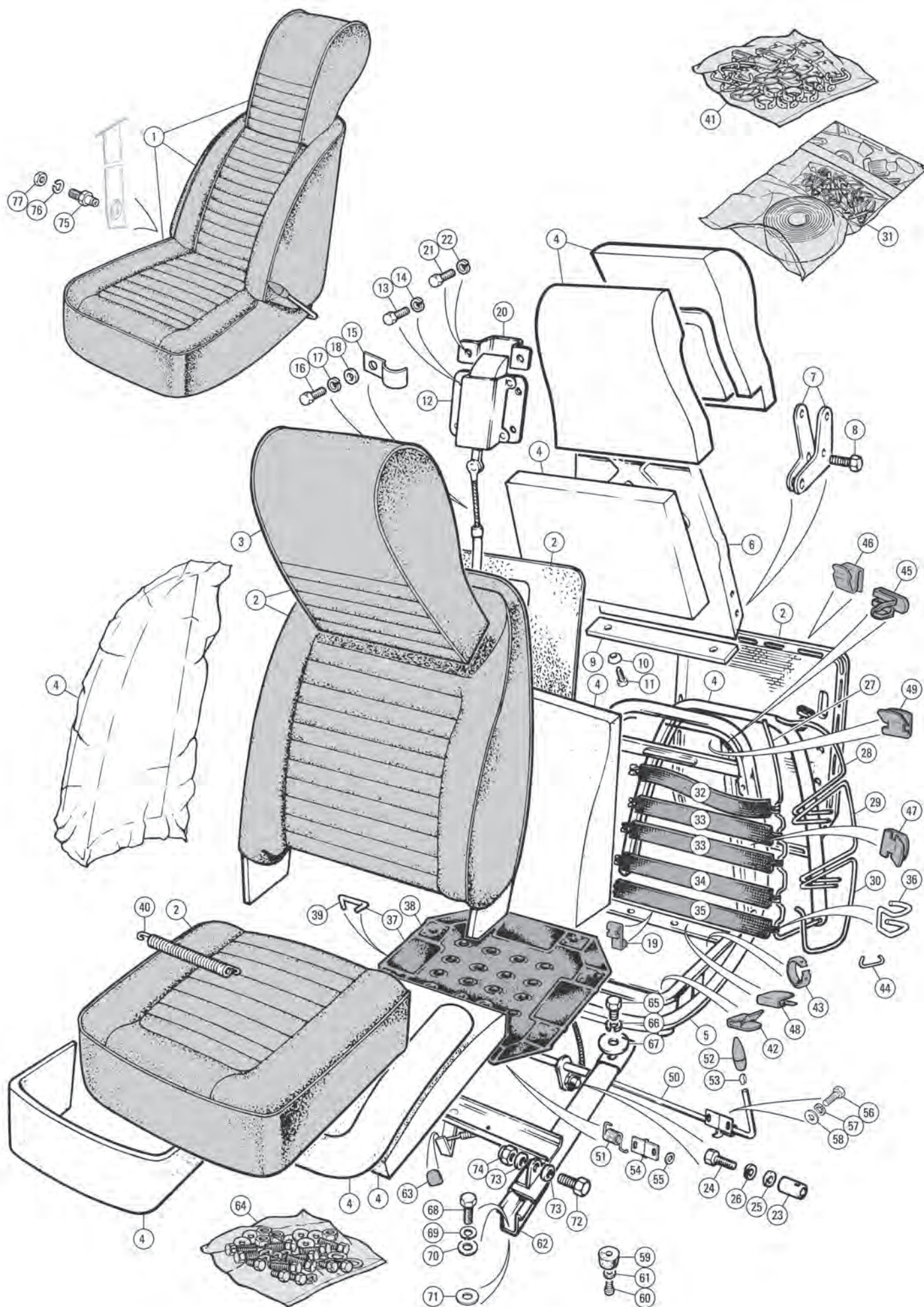
| | | | | |
|----|---------|--------------------------------------|----|---------------------|
| 12 | CZA4713 | ROLLER, head rest height, metal type | 2 | not interchangeable |
| 13 | ZKC1271 | ROLLER, head rest height, nylon type | 2 | |
| 14 | SRK10 | LINEN TAPE, retaining springs, black | 2 | |
| 15 | SFK6541 | SEAT FOAM SET | 1 | |
| 16 | 627211 | BRACKET, board to frame | 4 | |
| 17 | RB5508 | RIVET, bifurcated | 12 | |
| 18 | 917593 | SEAT FRAME ASSEMBLY, LH | 1 | |
| | 917594 | SEAT FRAME ASSEMBLY, RH | 1 | |
| 19 | 576161 | TORSION BAR, seat back recline, LH | 1 | |
| | 576162 | TORSION BAR, seat back recline, RH | 1 | |

A rubber strap and hook kit is available to service each seat. The rubber strap is supplied as a continuous strip which must be cut to length and fitted with the supplied securing hooks.

| | | | | |
|----|---------|---------------------------------------|----|---------------------|
| 20 | SRK11 | SEAT WEBBING KIT, one seat | 2 | |
| 21 | 816801 | RUBBER STRAP, upper | 4 | |
| 22 | 816804 | RUBBER STRAP, intermediate | 6 | |
| 23 | 816901 | RUBBER STRAP, lower | 2 | |
| 24 | 621340 | HOOK, securing strap | 24 | |
| 25 | 612251 | DIAPHRAGM ASSEMBLY | 2 | |
| 27 | 612261 | CLIP | 20 | |
| 28 | SLP139 | WEBBING ASSEMBLY | 2 | very late cars only |
| 29 | SLP140 | HOOK, securing webbing | 24 | |
| 30 | SRK12 | HARDWARE & FIXING KIT | 1 | |
| 31 | BHA4339 | CLIP, tubular, cushion cover to frame | 4 | |
| 32 | GHF1500 | CLIP, cover to frame | 38 | |

To advise the car occupants that they were not wearing a seat belt a simple weight operated switch was fitted under the seat cushion that interlocked with the seat belt stalk and a dash mounted warning Light.

| | | | | |
|----|-----------|---|---|---|
| 33 | 158534 | SWITCH, seat belt sensor | 2 | |
| 34 | BRP906 | RIVET, bifurcated | 4 | |
| 35 | WP4 | WASHER, plain | 4 | |
| 36 | 720164 | CONTROL ROD ASSEMBLY, LH | 1 | |
| | 720165 | CONTROL ROD ASSEMBLY, RH | 1 | |
| 37 | 621981 | SPRING, safety catch, LH | 1 | |
| 38 | 621982 | SPRING, safety catch, RH | 1 | |
| 39 | 621458 | KNOB, safety catch | 2 | |
| 40 | 621776 | CLIP, securing knob to rod | 2 | |
| 41 | 621960 | BRACKET, pivot | 4 | |
| 42 | 503661 | WASHER, plain | 4 | |
| 43 | 506731 | SCREW, bracket to seat frame | 6 | |
| 44 | SE910201 | SCREW, bracket & stop to seat frame | 2 | |
| 45 | 505307 | WASHER, locking | 8 | |
| 46 | GHF306 | WASHER, plain | 8 | |
| 47 | 629588 | PLATE, rod stop | 4 | |
| 48 | 617063 | HANDLE, seat adjustment | 2 | |
| 49 | PMP308 | SCREW, handle | 2 | |
| 50 | WL700101 | WASHER, locking | 2 | |
| 51 | 621515 | BUFFER, rubber | 4 | |
| 52 | SE910201 | SCREW, buffer to seat frame | 4 | |
| 53 | 503923 | WASHER, plain | 4 | |
| 54 | GHF314 | WASHER, plain | 4 | |
| 55 | GHF314 | WASHER, plain | 4 | |
| 56 | MM801-430 | SEAT SLIDE ASSEMBLY, LH & RH | 2 | |
| 57 | SRP138 | RUBBER COVER, slide handle | 2 | |
| 58 | 812237FK | FITTING KIT, seat slides | 2 | |
| 59 | HU706P | SCREW, catch plate to seat slide | 4 | |
| 60 | GHF331 | WASHER, locking | 4 | |
| 61 | WM57 | WASHER, plain | 4 | |
| 62 | GHF101 | SCREW, seat slide to floor | 8 | |
| 63 | GHF331 | WASHER, locking | 8 | |
| 64 | GHF300 | WASHER, plain | 8 | |
| 65 | WM57 | WASHER, spacer | 8 | |
| 66 | SH605061 | SCREW, pivot, seat to seat slide | 4 | |
| 67 | PWZ305 | WASHER, plain | 8 | |
| 68 | GHF222 | NUT, nylon | 4 | |
| 69 | 97H717 | STUD, 'Lift the Dot' (Tonneau restraining strap). | 1 | fitted to passenger seat base only adjacent to handbrake tunnel |
| 70 | WL700101 | WASHER, locking | 1 | |
| 71 | HN2005 | NUT | 1 | |



Seat Assembly & Fittings (Continued)

Seats, Fittings And Seat Covers TR6 To (c) CC50000

The headrest was required by U.S. safety regulations as an anti-whiplash measure and folded to permit use of the 'flat' tonneau cover then specified. With hindsight, it might have been easier to alter the design of the tonneau cover. Which was, of course, what happened a couple of years later. All seat covers for this type of seat have 'STAG' grain and are piped with their own colour. Only one handle is fitted and this permits the seat to tip forward to gain access to the shelf area.

The part numbers and applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see the Accessories section.

Right Hand Seat Assemblies

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------------------|------|------------------|
| | 910601 | SEAT ASSEMBLY, black | 1 | fine grain vinyl |
| | 910602 | SEAT ASSEMBLY, red | 1 | |
| | 910603 | SEAT ASSEMBLY, light tan | 1 | |
| | 910607 | SEAT ASSEMBLY, shadow blue | 1 | |
| | 910621 | SEAT ASSEMBLY, black | 1 | leather faced |
| | 910622 | SEAT ASSEMBLY, red | 1 | |
| | 910623 | SEAT ASSEMBLY, light tan | 1 | |
| | 910627 | SEAT ASSEMBLY, shadow blue | 1 | |

Left Hand Seat Assemblies

| | | | | |
|---|--------|----------------------------|---|------------------|
| 1 | 910591 | SEAT ASSEMBLY, black | 1 | fine grain vinyl |
| | 910592 | SEAT ASSEMBLY, red | 1 | |
| | 910593 | SEAT ASSEMBLY, light tan | 1 | |
| | 910597 | SEAT ASSEMBLY, shadow blue | 1 | |
| | 910611 | SEAT ASSEMBLY, black | 1 | leather faced |
| | 910612 | SEAT ASSEMBLY, red | 1 | |
| | 910613 | SEAT ASSEMBLY, light tan | 1 | |
| | 910617 | SEAT ASSEMBLY, shadow blue | 1 | |

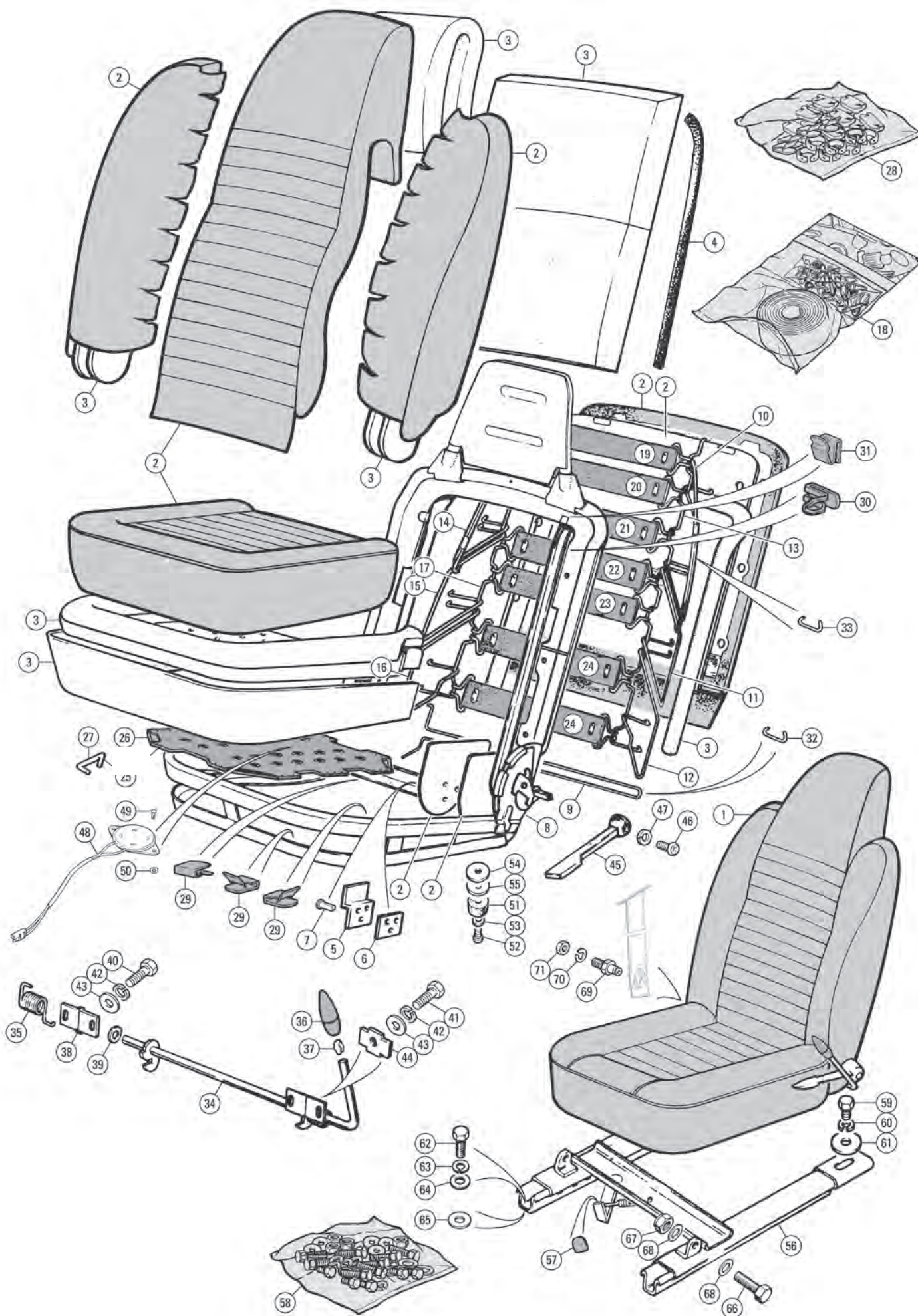
Seat Cover Kits

| | | | | |
|---|---------|-----------------------------|---|------------------|
| 2 | SCA6521 | SEAT COVER KIT, black | 1 | fine grain vinyl |
| | SCA6522 | SEAT COVER KIT, red | 1 | |
| | SCA6523 | SEAT COVER KIT, light tan | 1 | |
| | SCA6527 | SEAT COVER KIT, shadow blue | 1 | |
| | SCA6529 | SEAT COVER KIT, new tan | 1 | leather faced |
| | SCL6521 | SEAT COVER KIT, black | 1 | |
| | SCL6522 | SEAT COVER KIT, red | 1 | |
| | SCL6523 | SEAT COVER KIT, light tan | 1 | |
| | SCL6527 | SEAT COVER KIT, shadow blue | 1 | |
| | SCL6529 | SEAT COVER KIT, new tan | 1 | |

Note: Other colours and materials are available, please contact your nearest Moss branch for full details.

| | | | | |
|----|----------|--|----|------------------|
| 3 | 910671 | HEADREST ASSEMBLY, black | 2 | fine grain vinyl |
| | 910672 | HEADREST ASSEMBLY, red | 2 | |
| | 910673 | HEADREST ASSEMBLY, light tan | 2 | |
| | 910677 | HEADREST ASSEMBLY, shadow blue | 2 | |
| | 910681 | HEADREST ASSEMBLY, black | 2 | leather faced |
| | 910682 | HEADREST ASSEMBLY, red | 2 | |
| | 910683 | HEADREST ASSEMBLY, light tan | 2 | |
| | 910687 | HEADREST ASSEMBLY, shadow blue | 2 | |
| 4 | SFK6521 | SEAT FOAM SET | 1 | |
| 5 | 908624 | SEAT FRAME ASSEMBLY, LH | 1 | |
| | 908625 | SEAT FRAME ASSEMBLY, RH | 1 | |
| 6 | 815713 | FRAME ASSEMBLY, headrest | 2 | |
| 7 | 625649 | HINGE ASSEMBLY, headrest, LH | 1 | |
| | 625650 | HINGE ASSEMBLY, headrest, RH | 1 | |
| 8 | 512625 | SCREW, hinge to headrest frame | 16 | |
| 9 | 625686 | FINISHER, cover, headrest | 2 | |
| 10 | 619615 | WASHER, cup, securing finisher | 6 | |
| 11 | 517819 | SCREW, securing finisher | 6 | |
| 12 | 625631 | LOCK AND CABLE ASSEMBLY | 2 | |
| 13 | 506731 | SCREW, lock assembly | 4 | |
| 14 | WL700101 | WASHER, locking | 4 | |
| 15 | 625685 | CLAMP, cable (top) to headrest frame | 2 | |
| 16 | 506731 | SCREW, cable (top) to headrest frame | 2 | |
| 17 | WL700101 | WASHER, locking | 2 | |
| 18 | 516535 | WASHER, plain | 2 | |
| 19 | 611768 | CLIP, cable (bottom) to headrest frame | 2 | |
| 20 | 625655 | BRACKET, catch, headrest lock | 2 | |
| 21 | 509194 | SCREW, catch bracket to headrest | 4 | |
| 22 | 509354 | WASHER, locking | 4 | |
| 23 | 24G1482K | TRUNNION KIT, inner cable to control rod | 2 | |
| 24 | 517675 | SCREW | 2 | |
| 25 | WP4 | WASHER, plain | 2 | |
| 26 | 517676 | WASHER, locking | 2 | |
| | 910591WK | WIRE KIT, does pair of seats | 1 | |

| | | | | |
|----|-----------|---------------------------------------|----|--|
| 27 | 815508 | WIRE, inner, squab support, outer | 1 | LH seat |
| | 815665 | WIRE, inner, squab support, inner | 1 | |
| | 815509 | WIRE, inner, squab support, outer | 1 | RH seat |
| | 815666 | WIRE, inner, squab support, inner | 1 | |
| 28 | 815506 | WIRE, upper, squab support, outer | 1 | LH seat |
| | 815663 | WIRE, upper, squab support, inner | 1 | |
| | 815507 | WIRE, upper, squab support, outer | 1 | RH seat |
| | 815664 | WIRE, upper, squab support, inner | 1 | |
| 29 | 815685 | WIRE, centre squab support, outer | 1 | LH seat |
| | 815652 | WIRE, centre squab support, inner | 1 | |
| | 815686 | WIRE, centre squab support, outer | 1 | RH seat |
| | 815653 | WIRE, centre squab support, inner | 1 | |
| 30 | 815687 | WIRE, lower squab support, outer | 1 | LH seat |
| | 815654 | WIRE, lower squab support, inner | 1 | |
| | 815688 | WIRE, lower squab support, outer | 1 | RH seat |
| | 815655 | WIRE, lower squab support, inner | 1 | |
| 31 | SRK13 | SEAT WEBBING KIT, one seat | 2 | |
| 32 | 621059 | RUBBER STRAP, 8.5" long | 2 | |
| 33 | 621060 | RUBBER STRAP, 9" long | 4 | |
| 34 | 621057 | RUBBER STRAP, 9.4" long | 2 | |
| 35 | 621056 | RUBBER STRAP, 10" long | 2 | |
| 36 | 621340 | HOOK, securing strap | 20 | |
| 37 | 612251 | DIAPHRAGM ASSEMBLY | 2 | |
| 39 | 612261 | CLIP | 20 | |
| 40 | 612273 | SPRING, cushion tension | 2 | |
| 41 | SRK14 | HARDWARE & FIXING KIT | 1 | |
| 42 | GHF1500 | CLIP, trim covers to seat frame | 18 | |
| 43 | BHA4339 | CLIP, tubular | 4 | |
| 44 | 561785 | HOG RING, hessian to squab wires | 60 | |
| 45 | 613769 | CLIP, seat backboard to back rail | 6 | |
| 46 | 613770 | CLIP, seat backboard to seat frame | 4 | |
| 47 | GHF1500 | CLIP, trim covers to seat frame, side | 4 | |
| 48 | GHF1500 | CLIP, trim covers to seat frame, rear | 20 | |
| 49 | GHF1500 | CLIP, trim, headrest cover to frame | 10 | |
| 50 | 716815 | CONTROL ROD ASSEMBLY, LH & RH | 1 | |
| | 716816 | CONTROL ROD ASSEMBLY, RH | 1 | |
| 51 | 621981 | SPRING, safety catch, LH | 2 | |
| 52 | 621458 | KNOB, safety catch | 2 | |
| 53 | 621776 | CLIP, securing knob to rod | 2 | |
| 54 | 621960 | BRACKET, pivot | 4 | |
| 55 | 503661 | WASHER, plain | 4 | |
| 56 | 506731 | SCREW, pivot bracket to frame | 8 | |
| 57 | 505307 | WASHER, locking | 8 | |
| 58 | GHF306 | WASHER, plain | 8 | |
| 59 | 621515 | BUFFER, rubber | 4 | |
| 60 | SE910201 | SCREW, buffer to seat frame | 4 | |
| 61 | 503923 | WASHER, plain | 4 | |
| 62 | MM801-430 | SEAT SLIDE ASSEMBLY, LH & RH | 2 | |
| 63 | SLP138 | RUBBER COVER, slide handle | 2 | |
| 64 | 812237FK | FITTING KIT, seat slide | 2 | |
| 65 | HU706P | SCREW, catch plate to seat slide | 4 | |
| 66 | GHF331 | WASHER, locking | 4 | |
| 67 | WM57 | WASHER, plain | 4 | |
| 68 | GHF101 | SCREW slide to floor | 8 | |
| 69 | GHF331 | WASHER, locking | 8 | |
| 70 | GHF300 | WASHER, plain | 8 | |
| 71 | WM57 | WASHER, spacer | 8 | |
| 72 | SH605061 | SCREW, pivot to seat slide | 4 | |
| 73 | GHF222 | WASHER, plain | 8 | |
| 74 | PWZ305 | NUT, nyloc | 4 | |
| 75 | 97H717 | STUD, 'Lift the Dot' | 1 | fitted to passenger seat base only, adjacent to handbrake tunnel |
| | | (Tonneau restraining strap). | 1 | |
| 76 | WL700101 | WASHER, locking | 1 | |
| 77 | HN2005 | NUT | 1 | |



Seat Assembly & Fittings (Continued)

Seats, Fittings And Seat Covers TR6 From (c) CC50001 To CC85737

TR6 (CC50000 to CC85737) features fixed headrests built into the seat, and the facility to recline. The change in design requires a different tonneau cover to accommodate the fixed headrests. All seat covers have 'stag' grain and are piped with their own colour. The seat cover sets all include headrest covers. All seats now recline, so have two handles to the outside; the chrome one adjusting the rake of the backrest, and the other to allow the seat to pivot forward about its front end, allowing access to the rear seat area. Light tan was dropped from production after the first five hundred sets. This was replaced by New tan. As seats may have been swapped around over the years there may be some hazards matching wiring looms to seat sensors, though the seats may outwardly appear matched. Triumph fitted seat belt sensors to RH seats from CC75000, but not to the drivers, i.e. LH seat on LH steering TR6's. The part numbers and applications for the original seats are listed for historical information only. For aftermarket replacement seat assemblies, please see the Accessories section.

Right Hand And Left Hand Seat Assemblies

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------------|------|---------------------|
| 1 | 912191 | SEAT ASSEMBLY, black, LH | 1 | From (c) CC50000 |
| | 912192 | SEAT ASSEMBLY, red, LH | 1 | To CR/CF1 |
| | 576629 | SEAT ASSEMBLY, light tan, LH | 1 | fine grain vinyl |
| | 912197 | SEAT ASSEMBLY, shadow blue, LH | 1 | |
| | 912193 | SEAT ASSEMBLY, new tan, LH | 1 | |
| | 912211 | SEAT ASSEMBLY, black, LH | 1 | From (c) CC50000 |
| | 912212 | SEAT ASSEMBLY, red, LH | 1 | To CR/CF1 |
| | 576630 | SEAT ASSEMBLY, light tan, LH | 1 | leather faced |
| | 912217 | SEAT ASSEMBLY, shadow blue, LH | 1 | |
| | 912213 | SEAT ASSEMBLY, new tan, LH | 1 | |
| | 912201 | SEAT ASSEMBLY, black, RH | 1 | |
| | 912202 | SEAT ASSEMBLY, red, RH | 1 | From (c) CC50001 To |
| | 576631 | SEAT ASSEMBLY, light tan, RH | 1 | CC75000 |
| | 912207 | SEAT ASSEMBLY, shadow blue, RH | 1 | fine grain vinyl |
| | 912203 | SEAT ASSEMBLY, new tan, RH | 1 | |
| | 912221 | SEAT ASSEMBLY, black, RH | 1 | |
| | 912222 | SEAT ASSEMBLY, red, RH | 1 | From (c) CC50001 To |
| | 576632 | SEAT ASSEMBLY, light tan, RH | 1 | CC75000 |
| | 912227 | SEAT ASSEMBLY, shadow blue, RH | 1 | leather faced |
| | 912223 | SEAT ASSEMBLY, new tan, RH | 1 | |
| | 917421 | SEAT ASSEMBLY, black, RH | 1 | From (c) CC75001 |
| | 917422 | SEAT ASSEMBLY, red, RH | 1 | To CR/CF1 |
| | 917427 | SEAT ASSEMBLY, shadow blue, RH | 1 | fine grain vinyl |
| | 917423 | SEAT ASSEMBLY, new tan, RH | 1 | |
| | 917431 | SEAT ASSEMBLY, black, RH | 1 | From (c) CC75001 |
| | 917432 | SEAT ASSEMBLY, red, RH | 1 | CR/CF1 |
| | 917437 | SEAT ASSEMBLY, shadow blue, RH | 1 | leather faced |
| | 917433 | SEAT ASSEMBLY, new tan, RH | 1 | |

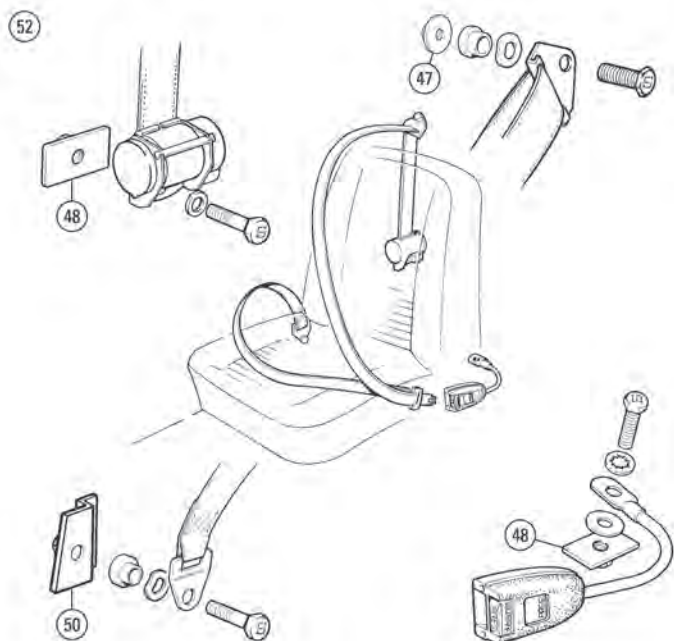
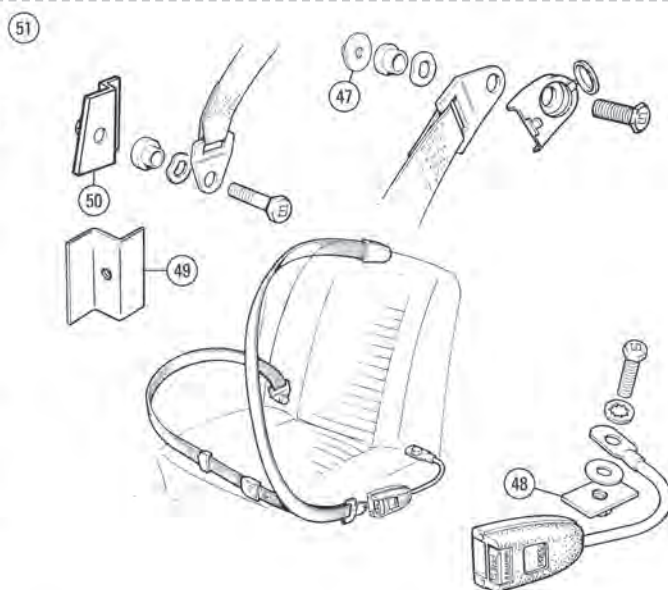
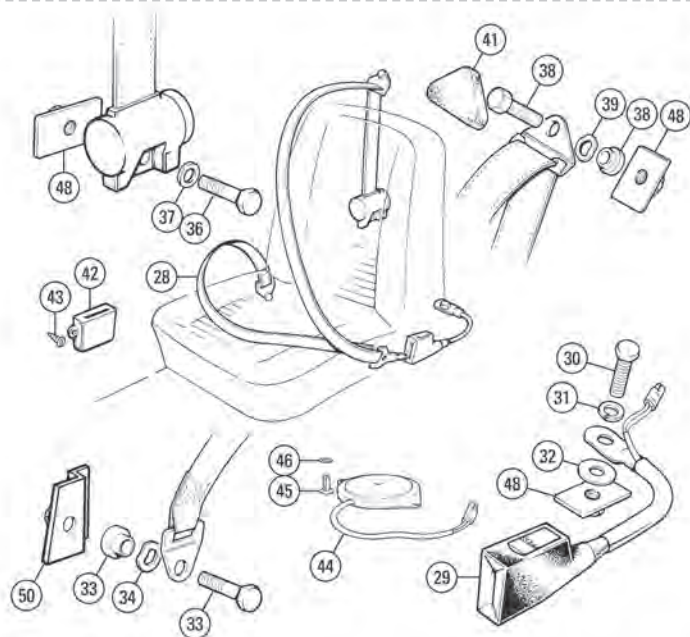
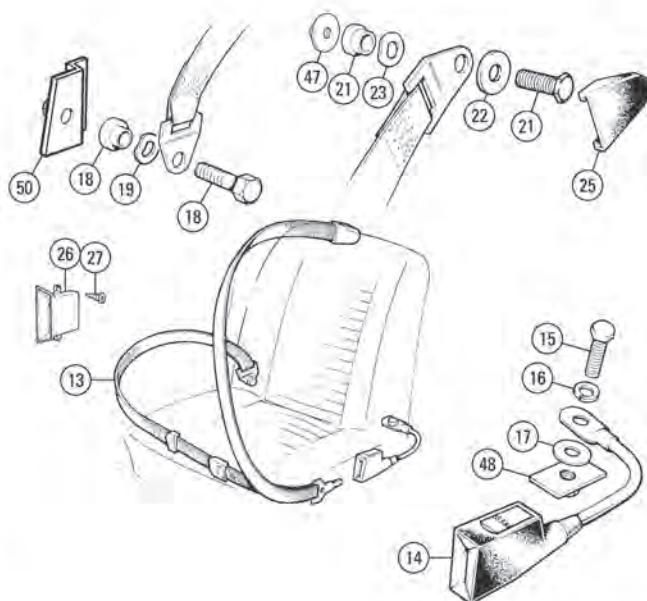
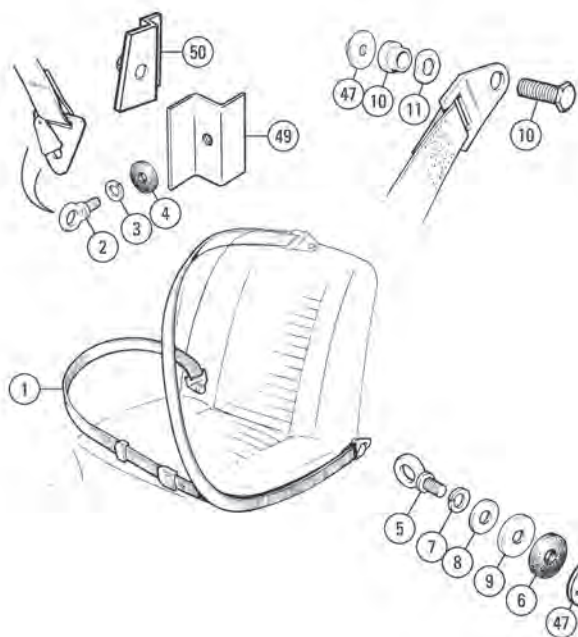
Seat Cover Kits

| | | | | |
|---|---------|-----------------------------|---|------------------|
| 2 | SCA6531 | SEAT COVER KIT, black | 1 | |
| | SCA6532 | SEAT COVER KIT, red | 1 | |
| | SCA6533 | SEAT COVER KIT, light tan | 1 | fine grain vinyl |
| | SCA6537 | SEAT COVER KIT, shadow blue | 1 | |
| | SCA6539 | SEAT COVER KIT, new tan | 1 | |
| | SCL6531 | SEAT COVER KIT, black | 1 | |
| | SCL6532 | SEAT COVER KIT, red | 1 | |
| | SCL6533 | SEAT COVER KIT, light tan | 1 | leather faced |
| | SCL6537 | SEAT COVER KIT, shadow blue | 1 | |
| | SCL6539 | SEAT COVER KIT, new tan | 1 | |

Notes: Other colours and materials are available, please contact your nearest Moss branch for full details.

| | | | | |
|----|----------|------------------------------------|----|---------------------|
| 3 | SFK6531 | SEAT FOAM SET | 1 | |
| 4 | 716933 | STRIP, felt, wire ends & edges | 4 | |
| 5 | 627211 | BRACKET, board to frame | 4 | |
| 6 | 627936 | SPACER, bracket to board | 4 | |
| 7 | RB5508 | RIVET, bifurcated | 12 | |
| 8 | 911568 | SEAT FRAME ASSEMBLY, LH | 1 | |
| | 911569 | SEAT FRAME ASSEMBLY, RH | 1 | |
| 9 | 576161 | TORSION BAR, seat back recline, LH | 1 | |
| | 576162 | TORSION BAR, seat back recline, RH | 1 | |
| | 912191WK | WIRE KIT, does pair of seats | 1 | |
| 10 | 815650 | WIRE, upper, LH | 1 | |
| | 815651 | WIRE, upper, RH | 1 | |
| 11 | 815652 | WIRE, centre, LH | 1 | |
| | 815653 | WIRE, centre, RH | 1 | inner squab support |
| 12 | 816070 | WIRE, lower, LH | 1 | |
| | 816071 | WIRE, lower, RH | 1 | |
| 13 | 816072 | WIRE, inner, LH | 1 | |
| | 816073 | WIRE, inner, RH | 1 | |
| 14 | 815683 | WIRE, upper, LH | 1 | |
| | 815684 | WIRE, upper, RH | 1 | |
| 15 | 815685 | WIRE, centre, LH | 1 | |

| | | | | |
|----|-----------|--|----|--|
| | 815686 | WIRE, centre, RH | 1 | outer squab support |
| 16 | 816077 | WIRE, lower, LH | 1 | |
| | 816078 | WIRE, lower, RH | 1 | |
| 17 | 816079 | WIRE, inner, LH | 1 | |
| | 816080 | WIRE, inner, RH | 1 | |
| 18 | SRK15 | RUBBER STRAP & HOOK KIT | 2 | per seat |
| 19 | 816760 | RUBBER STRAP, 9.57" long | 2 | |
| 20 | 816759 | RUBBER STRAP, 9.94" long | 2 | |
| 21 | 816758 | RUBBER STRAP, 10.24" long | 2 | |
| 22 | 816757 | RUBBER STRAP, 10.57" long | 2 | |
| 23 | 816755 | RUBBER STRAP, 10.74" long | 2 | |
| 24 | 816756 | RUBBER STRAP, 11.19" long | 4 | |
| 25 | 612251 | DIAPHRAGM ASSEMBLY | 2 | |
| 27 | 612261 | CLIP | 20 | |
| 28 | SRK16 | HARDWARE & FIXING KIT | 1 | |
| 29 | GHF1500 | CLIP, cover to backboard to rails | 72 | |
| 30 | 613769 | CLIP, backboard to back rail | 12 | |
| 31 | 613770 | CLIP, backboard to back rail, RH seat | 2 | From CC75001 To CF1 |
| 32 | 561785 | HOG RING, panel to torsion spring | 4 | |
| 33 | 561785 | HOG RING, hessian to squab wires | 40 | |
| 34 | 720164 | CONTROL ROD ASSEMBLY, LH | 1 | |
| | 720165 | CONTROL ROD ASSEMBLY, RH | 1 | |
| 35 | 621981 | SPRING, safety catch, LH | 2 | |
| | 621982 | SPRING, safety catch, RH | 2 | From CC50001 To CF1 |
| 36 | 621458 | KNOB, safety catch | 2 | |
| 37 | 621776 | CLIP, securing knob to rod | 2 | |
| 38 | 621960 | BRACKET, pivot | 4 | |
| 39 | 555285 | WASHER, plain | 4 | |
| 40 | 506731 | SCREW, bracket to seat frame | 6 | |
| 41 | SE910201 | SCREW, bracket and stop to seat frame | 2 | |
| 42 | 505307 | WASHER, locking | 8 | |
| 43 | GHF306 | WASHER, plain | 6 | |
| 44 | 629588 | PLATE, rod stop | 4 | |
| 45 | 617063 | HANDLE, seat adjustment | 2 | |
| 46 | PMP308 | SCREW, securing handle | 2 | |
| 47 | WL700101 | WASHER, locking | 2 | |
| 48 | 158534 | SWITCH, seat belt sensor | 1 | |
| 49 | BRP906 | RIVET, bifurcated | 2 | From CC75001 To CC85737 |
| 50 | WP4 | WASHER, plain | 2 | |
| 51 | 621515 | BUFFER, rubber | 4 | |
| 52 | SE910201 | SCREW, LH seat | 2 | |
| | SE910201 | SCREW, RH seat | 2 | From CC50001 To CC75000 |
| | SE910201 | SCREW, RH seat | 2 | |
| 53 | GHF306 | WASHER, plain | 4 | From CC75001 To CC85737 |
| 54 | GHF314 | WASHER, plain | 4 | |
| 55 | GHF314 | WASHER, plain | 4 | |
| 56 | MM801-430 | SEAT SLIDE ASSEMBLY, LH & RH | 2 | |
| 57 | SLP138 | RUBBER COVER, slide handle | 2 | |
| 58 | 812237FK | FITTING KIT, seat slide | 2 | |
| 59 | HU706P | SCREW, catch plate to seat slide | 4 | |
| 60 | GHF331 | WASHER, locking | 4 | |
| 61 | WM57 | WASHER, plain | 4 | |
| 62 | GHF101 | SCREW, seat slide to floor | 8 | |
| 63 | GHF331 | WASHER, locking | 8 | |
| 64 | GHF300 | WASHER, plain | 8 | |
| 65 | WM57 | WASHER, spacer | 8 | |
| 66 | SH605061 | SCREW, pivot, seat to seat slide | 4 | |
| 67 | GHF222 | NUT, nyloc | 4 | |
| 68 | PWZ305 | WASHER, plain | 8 | |
| 69 | 97H717 | STUD, 'Lift the Dot' (Tonneau restraining strap). | 1 | fitted to passenger seat base only, adjacent to handbrake tunnel |
| 70 | WL700101 | WASHER, locking | 1 | |
| 71 | HN2005 | NUT | 1 | |



Seat Belts

Anyone who has travelled on a motorcycle, at any speed, particularly in wet conditions or heavy traffic may wonder at 'laws' demanding car users to wear seat belts. There may be drivers mature enough to recall the exhilaration of driving an open sports car, preferably on a nice day, un-belted and un-speed restricted. Both motorcycles and open sports cars offer the same sort of excitement and pleasures. All this changes rapidly if something goes wrong, at which point the security of being cocooned in a car fitted with modern seats becomes most attractive. Many sports car owners take the aspect of security further and fit a properly developed and designed rollover bar. Laws and seat belt design do change, luckily not too frequently but, other than at shows and autojumbles, the reality of trying to match a period design of seat belt exactly is very slight. Inevitably it is the drivers belt that wears out or gets damaged. Luckily the replacement market is well looked after (by Securon) with a range of belts incorporating modern safety standards with discreet design. It isn't essential to change belts in pairs, but aesthetically it looks better. Anyone who is used to a modern car with self-adjusting, retractable belts will find it quite difficult to return to a 'static' lap or lap and diagonal type or the even more time-consuming full harness type, but all tastes are catered for. Belts may be fixed to a roll over bar as long as fitting instructions for both bar and belts are carefully adhered to. Type to be fitted should be considered early in build of car to ensure that mounting points and reinforcing is in place prior to painting and trimming.

Factory Seat Belts

We include the factory listings here for their historical significance as well as for the many cars that, especially in the case of later TR6's, still retain their original seat belts.

Eye Bolt Fixing Type

Original eye bolt fixing seat belts are no longer available, please see item 51 for Securon replacements.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|--------------|
| 1 | 568496 | SEAT BELT KIT, 3 point fixing, car set | 1 | TR5, TR250 |
| | 568511 | SEAT BELT KIT, 2 point fixing, car set | 1 | |
| | 568784 | SEAT BELT KIT, lap type, car set | 1 | |
| | 712600 | SEAT BELT KIT, static type, car set | 1 | |
| 2 | 612531 | EYE BOLT, fits to 'B' post | 2 | alternatives |
| | 626364 | EYE BOLT, fits to 'B' post | 2 | |
| | TT7967 | EYE BOLTS, fits to 'B' post, pair | 1 | |
| 3 | GHF334 | WASHER, locking | 2 | |
| 4 | 601994 | GROMMET, anti-rattle | 2 | alternatives |
| 5 | 621308 | EYE BOLT, to propshaft tunnel | 1 | |
| | 626364 | EYE BOLT, to propshaft tunnel | 1 | |
| | TT7967 | EYE BOLTS, to propshaft tunnel, pair | 1 | |

In order to eliminate the possibility of rattle from the existing eye bolts (part nos. 612531 and 621308), Triumph introduced a new eye bolt assembly (part no. 626364) in March of 1970 to be used on current production and to be used for all replacements.

| | | | | |
|----|--------|--|---|-------------|
| 6 | 601994 | GROMMET, anti-rattle | 2 | |
| 7 | GHF334 | WASHER, locking | 2 | |
| 8 | GHF303 | WASHER, plain | 2 | |
| 9 | 608836 | PAD, mounting | 2 | |
| 10 | 621370 | PIVOT BOLT, to wheel arch | 2 | |
| | TT7969 | BOLT & SPACER SET, to wheel arch, pair | 1 | alternative |
| | | (Includes spacer & wavy washer). | | |
| 11 | 621374 | WASHER, wavy | 2 | |
| 12 | 621371 | SPACER, pivot bolt | 2 | |

Static Type

Original static type seat belts are no longer available, please see item 51 for Securon replacements.

| | | | | |
|----|---------|-------------------------------------|-----|---------------------|
| | 719918 | SEAT BELT KIT, static type, car set | 1 | early TR6 |
| 13 | ZKC1667 | SEAT BELT KIT, static type, each | 2 | TR6 From (c) CR5001 |
| 14 | 821201 | BUCKLE ASSEMBLY | 2 | |
| 15 | 518471 | SCREW, buckle assembly to floor | 2 | |
| 16 | GHF334 | WASHER, locking | 2 | |
| 17 | WM69 | WASHER, plain | 2 | |
| 18 | TT7969 | BOLT & SPACER SET, (pair) | a/r | belt to 'B' post |
| | | (Includes spacer & wavy washer). | | |
| 19 | 624905 | WASHER, waved | 2 | |
| 20 | 624907 | SPACER | 2 | |
| 21 | TT7969 | BOLT & SPACER SET, (pair) | a/r | belt to wheel arch |
| | | (Includes spacer & wavy washer). | | |
| 22 | GHF303 | WASHER, plain | 2 | |
| 23 | 624905 | WASHER, waved | 2 | |
| 24 | TT7969 | SPACER | 2 | |
| 25 | 624914 | COVER | 2 | |
| 26 | 725695 | PARKING DEVICE, seat belt storage | 2 | early TR6 |
| | YKC1343 | PARKING DEVICE, seat belt storage | 2 | TR6 From (c) CR5001 |
| 27 | GHF426 | SCREW, parking device | 2 | |

Inertia Reel Type

Original inertia reel type seat belts are no longer available, please see item 52 for Securon replacements.

| | | | |
|--------|-----------------------------------|---|-----------|
| 576140 | SEAT BELT KIT, automatic, car set | 1 | early TR6 |
| 719948 | SEAT BELT KIT, inertia reel, each | 2 | |

| | | | | |
|----|---------|-----------------------------------|-----|------------------------------|
| 28 | ZKC3303 | SEAT BELT KIT, inertia reel, each | 2 | TR6 From (c) CF1250129 |
| | 821201X | BUCKLE & SWITCH ASSEMBLY | 2 | |
| 30 | 518471 | SCREW, buckle to floor | 2 | |
| 31 | GHF334 | WASHER, locking | 2 | |
| 32 | WM69 | WASHER, plain | 2 | |
| 33 | TT7969 | BOLT & SPACER SET, (pair) | a/r | belt to wheel arch |
| | | (Includes spacer & wavy washer). | | |
| 34 | 624905 | WASHER, waved | 2 | |
| 35 | 624907 | SPACER | 2 | |
| 36 | TT7969 | BOLT & SPACER SET, (pair) | a/r | reel to wheel arch |
| | | (Includes spacer & wavy washer). | | spacer not required for reel |
| 37 | GHF303 | WASHER, plain | 2 | |
| 38 | TT7969 | BOLT & SPACER SET, (pair) | a/r | belt to wheel arch |
| | | (Includes spacer & wavy washer). | | |
| 39 | 624905 | WASHER, waved | 2 | |
| 40 | 624907 | SPACER | 2 | |
| 41 | 725697 | COVER, seat belt to wheel arch | 2 | |
| 42 | YKC1343 | PARKING DEVICE, seat belt storage | 2 | |
| 43 | GHF425 | SCREW, parking device | 2 | |

Seat Belt Sensor

| | | | |
|----|--------|--------------------------|-----|
| 44 | 158534 | SWITCH, seat belt sensor | 1/2 |
| 45 | BRP906 | RIVET | 2/4 |
| 46 | WP4 | WASHER, plain | 2/4 |

Seat Belt Mounting Points

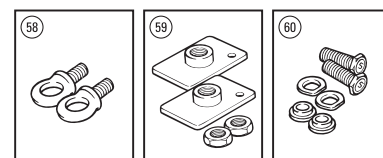
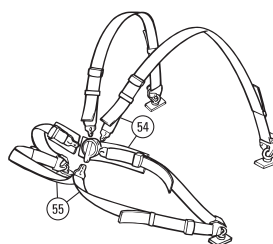
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|----|--------|----------------------|-----|-----------------------------|
| 47 | 615984 | REINFORCEMENT | a/r | for static seat belts |
| 48 | 616446 | REINFORCEMENT | a/r | for inertia reel seat belts |
| 49 | 615968 | SEAT BELT ANCHOR, LH | 1 | TR5, TR250 |
| | 615969 | SEAT BELT ANCHOR, RH | 1 | |
| 50 | 621328 | SEAT BELT ANCHOR, LH | 1 | TR6 |
| | 621329 | SEAT BELT ANCHOR, RH | 1 | |
| 49 | 615968 | SEAT BELT ANCHOR, LH | 1 | TR5, TR250 |
| | 615969 | SEAT BELT ANCHOR, RH | 1 | |
| 50 | 621328 | SEAT BELT ANCHOR, LH | 1 | TR6 |
| | 621329 | SEAT BELT ANCHOR, RH | 1 | |
| 49 | 615968 | SEAT BELT ANCHOR, LH | 1 | TR5, TR250 |
| | 615969 | SEAT BELT ANCHOR, RH | 1 | |
| 50 | 621328 | SEAT BELT ANCHOR, LH | 1 | TR6 |
| | 621329 | SEAT BELT ANCHOR, RH | 1 | |

Replacement Seat Belts

Securon belts are available in two stalk lengths. The preferred position for the seat(s) make selection of which length an individual choice, so it is suggested that with the occupant seated, measure from the tunnel fixing point to where you would like the buckle to be and select the seatbelt nearest to that measurement. LH and RH can, be the same or different, as you prefer.

Securon Seat Belts

| | | | | |
|----|-----------|---|---|--|
| 51 | SBS300/30 | SEAT BELT ASSEMBLY, 'static' (30 cm. stalk, includes all fittings). | 2 | attaches to original 3 mounting points |
| | SBS300/45 | SEAT BELT ASSEMBLY, 'static' (45 cm. stalk, includes all fittings). | 2 | |
| 52 | SBS500/30 | SEAT BELT ASSEMBLY, 'inertia reel' (30 cm. stalk, includes all fittings). | 2 | |
| | SBS500/45 | SEAT BELT ASSEMBLY, 'inertia reel' (45 cm. stalk, includes all fittings). | 2 | |



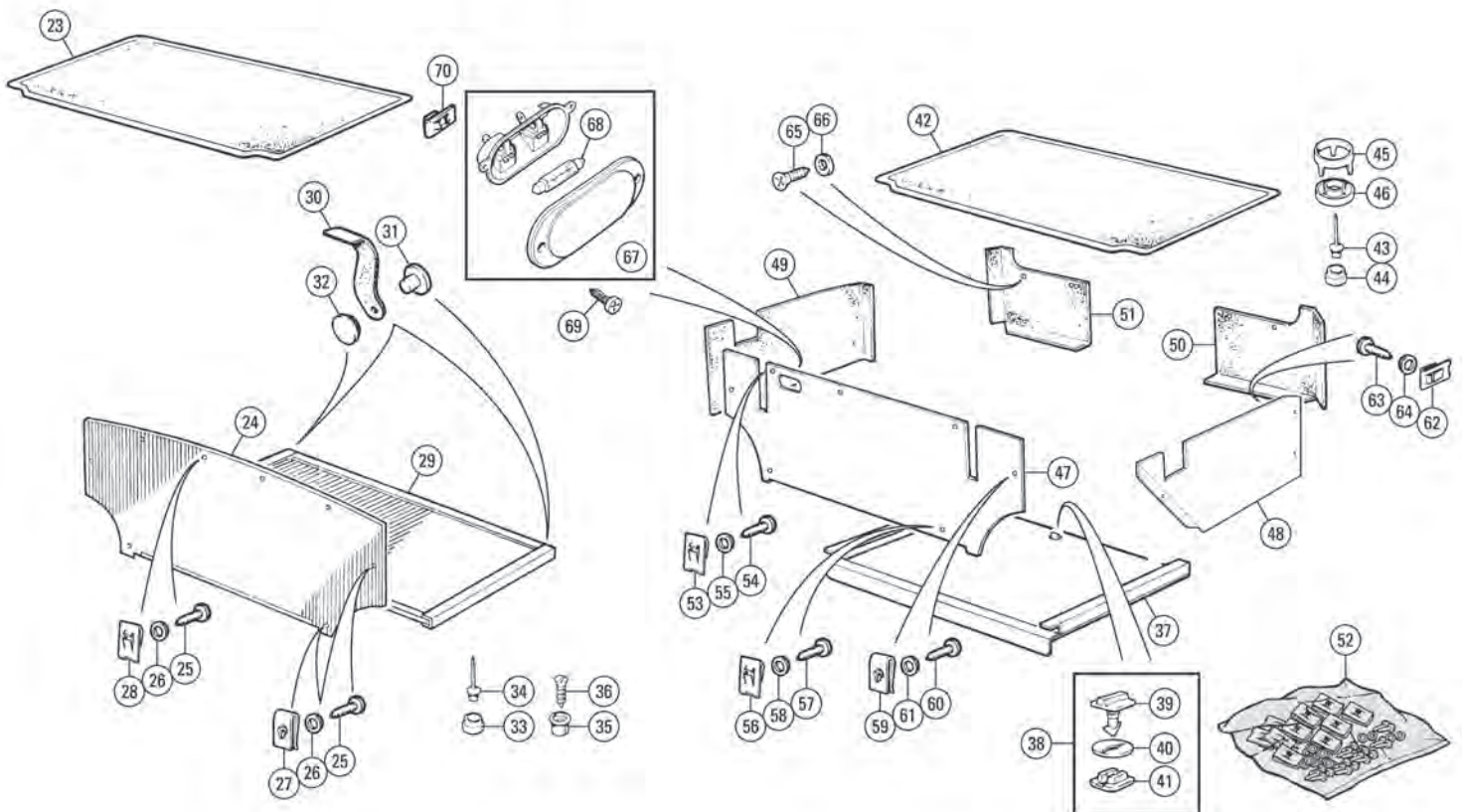
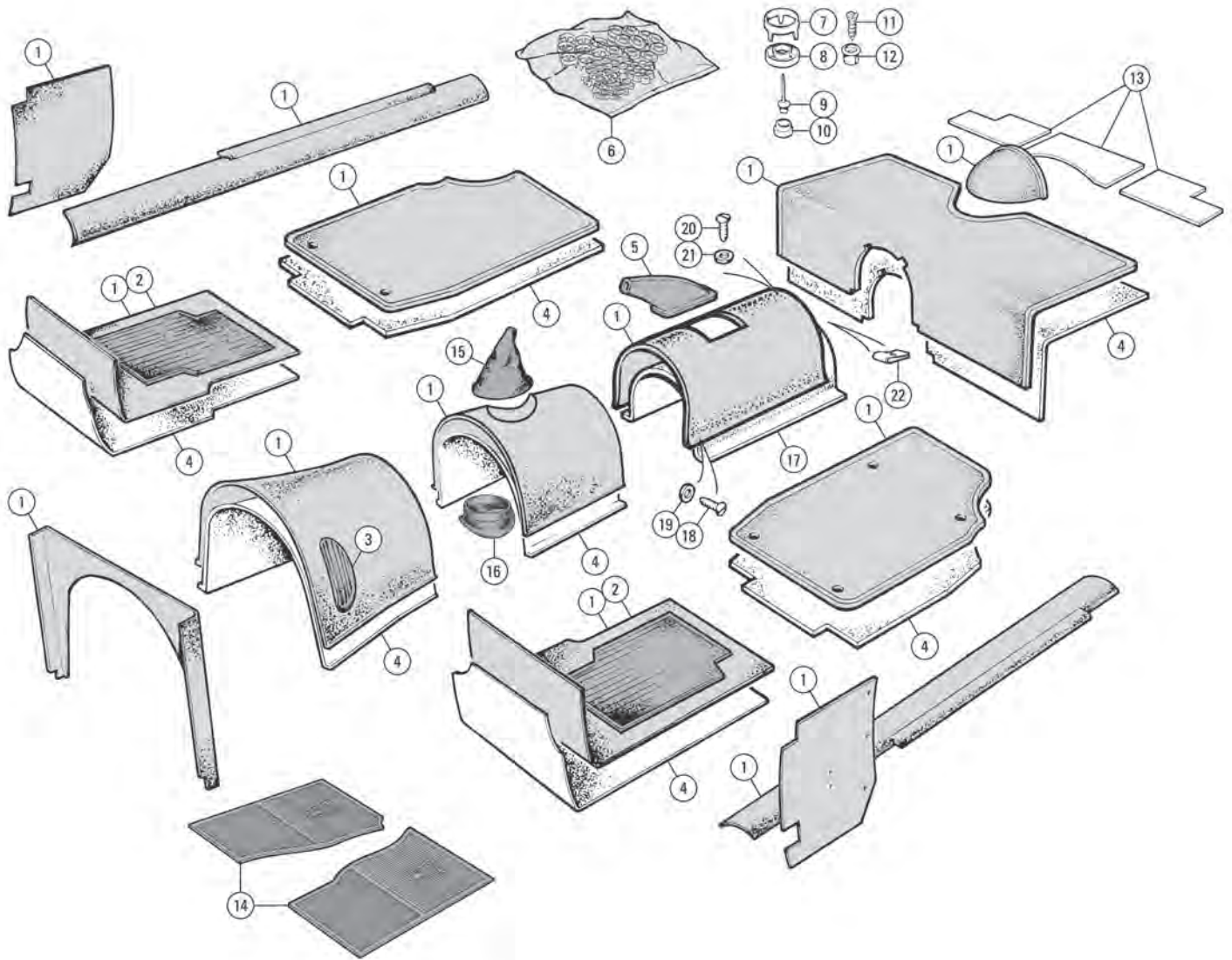
Competition Seat Belts

For racing, the rally harness can be converted to the six point type in accordance with FIA/RAC approved regulations by the inclusion of the crotch strap listed below.

| | | | |
|----|--------|---|---|
| 54 | TT7965 | SEAT BELT, full race/rally harness, red | 2 |
| 55 | TT7966 | CROTCH STRAP, full race/rally, red | 2 |

Fittings - Competition Seat Belts

| | | | |
|----|--------|-------------------------|---|
| 58 | TT7967 | EYE BOLT SET | 1 |
| 59 | TT7968 | REINFORCEMENT PLATE SET | 1 |
| 60 | TT7969 | BOLT & SPACER SET | 1 |



Carpets & Boot Trim

Our carpet sets are die cut with tools which resemble a continuous razor blade embedded in a (large) solid wood board. The materials used reflect requirements to meet current safety standards such as being flame resistance, resistance to damp (mould resistance?) and commercial availability of colours. If something special is required, contact your nearest Moss branch.

All carpets sets have bound edges where visible, as original, sewn-on footwell heel mats and half-moon kick pieces. The handbrake gaiter is sewn into the propshaft tunnel cover in material matching the edging and carpet colour. Two types of carpet are available, both of which are in a quality superior to the OE materials, and are generally referred to as wool type or tufted type. The wool type was originally fitted to TR5's, TR250's and TR6's up to (c) CR1/CF1 and the tufted thereafter, but it seems, these days, to be more a matter of personal preference as to which is fitted. If a non-standard colour or combination with trim or paint is being considered, it might be worth thinking about the effect this might have on the resale value of the car.

Carpets And Underfelt Sets

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------------------|------|----------------------------------|
| 1 | CSB6411 | WOOL CARPET SET, black | 1 | TR5, TR250, TR6 To (c) CR/CF1 |
| | CSB6412 | WOOL CARPET SET, red | 1 | |
| | CSB6413 | WOOL CARPET SET, chestnut | 1 | |
| | CSB6414 | WOOL CARPET SET, beige | 1 | |
| | CSB6417B | WOOL CARPET SET, midnight blue | 1 | |
| | CSB6417 | WOOL CARPET SET, shadow blue | 1 | |
| 2 | CSB6441 | WOOL FOOTWELL SET, black, (pair) | 1 | |
| 1 | CSA6411 | NYLON CARPET SET, black | 1 | TR6 To (c) CR/CF1 |
| | CSA6412 | NYLON CARPET SET, red | 1 | |
| | CSA6413 | NYLON CARPET SET, chestnut | 1 | |
| | CSA6414 | NYLON CARPET SET, beige | 1 | |
| | CSA6417A | NYLON CARPET SET, midnight blue | 1 | |
| | CSA6417 | NYLON CARPET SET, shadow blue | 1 | |
| 2 | CSA6441 | NYLON FOOTWELL SET, black, (pair) | 1 | |
| 3 | 602221 | TOE PAD, carpet protection | 1 | |
| 4 | 639-355 | UNDERFELT KIT, carpet | 1 | |
| 5 | 622691 | BOOT, handbrake lever, black | 1 | fine grain vinyl |
| | 622692 | BOOT, handbrake lever, red | 1 | |
| | 622693 | BOOT, handbrake lever, light tan | 1 | |
| | 629663 | BOOT, handbrake lever, new tan | 1 | |
| | 622696 | BOOT, handbrake lever, midnight blue | 1 | |
| | 622697 | BOOT, handbrake lever, shadow blue | 1 | |
| | 622691 | BOOT, handbrake lever, black | 1 | coarse grain vinyl |
| | 625283 | BOOT, handbrake lever, new tan | 1 | |
| | 631873 | BOOT, handbrake lever, chestnut | 1 | |
| | 631874 | BOOT, handbrake lever, beige | 1 | |
| | 631877 | BOOT, handbrake lever, shadow blue | 1 | |
| 6 | TFK6001 | FITTING KIT, carpet | 1 | |
| 7 | 14G8736 | RING, pronged | 16 | |
| 8 | CD23803 | SOCKET | 16 | |
| 9 | GHF600 | POP RIVET, fastener attaching | 16 | |
| 10 | 610624 | STUD, short | 16 | |
| | 611845 | STUD, long, (not in kit) | a/r | |
| 11 | 507819 | SCREW, trim board attaching | 12 | |
| 12 | CD24152 | CUP WASHER, trim screw | 12 | |
| 13 | 312359U FK | UNDERFELT KIT, under fuel tank | 1 | |

Floor Mats, Gearbox And Propshaft Covers

| | | | | |
|----|-----------|-----------------------------|---|----------------------------------|
| 14 | AM6819-2 | FLOOR MAT SET, rubber | 1 | with TR shield |
| 15 | 631881 | GAITER, gear lever, vinyl | 1 | Gaiters include upper grommet |
| | 680-745 | GAITER, gear lever, leather | 1 | |
| 16 | 709329 | GROMMET, gear lever, lower | 1 | |
| 17 | 809046 | TUNNEL COVER, fibreboard | 1 | |
| | 809046SAP | TUNNEL COVER, plastic | 1 | |
| | 809046FG | TUNNEL COVER, fibreglass | 1 | |
| 18 | GHF421 | SCREW, self-tapping | 6 | |
| 19 | WP4 | WASHER, plain | 6 | |
| 20 | GHF421 | SCREW, self-tapping | 1 | |
| 21 | WP3 | WASHER, plain | 1 | |
| 22 | GHF711 | NUT, fix | 1 | |

Boot Compartment Trim TR5, TR250

| | | | | |
|----|----------|----------------------------------|---|-------------|
| 23 | CSA64911 | BOOT CARPET, nylon, black | 1 | TR5 |
| | CSB64911 | BOOT CARPET, wool, black | 1 | |
| | CSA64921 | BOOT CARPET, nylon, black | 1 | TR250 |
| | CSB64921 | BOOT CARPET, wool, black | 1 | |
| 24 | 813512 | CASING BOARD ASSEMBLY, fuel tank | 1 | TR5 |
| | 806135 | CASING BOARD ASSEMBLY, fuel tank | 1 | TR250 |
| 25 | 511696 | SCREW, board to aperture | 8 | |
| 26 | 514438 | WASHER | 8 | |
| 27 | GHF701 | SPIRE NUT | 4 | |
| 28 | GHF712 | SPIRE NUT | 4 | |
| 29 | 812236 | COVER ASSEMBLY, spare wheel | 1 | TR5 & TR250 |
| 30 | 574622 | STRAP | 2 | |

| | | | |
|----|----------|---------------------------------------|---|
| 31 | 7H9866 | SOCKET, on strap | 2 |
| 32 | 553252 | BUTTON, on strap | 2 |
| 33 | 610624 | STUD, rear faces of trunk side panels | 2 |
| 34 | GHF600 | POP RIVET | 2 |
| 35 | 611845 | STUD, top faces of trunk side panels | 2 |
| 36 | AD606053 | SCREW | 2 |

Boot Compartment Trim TR6

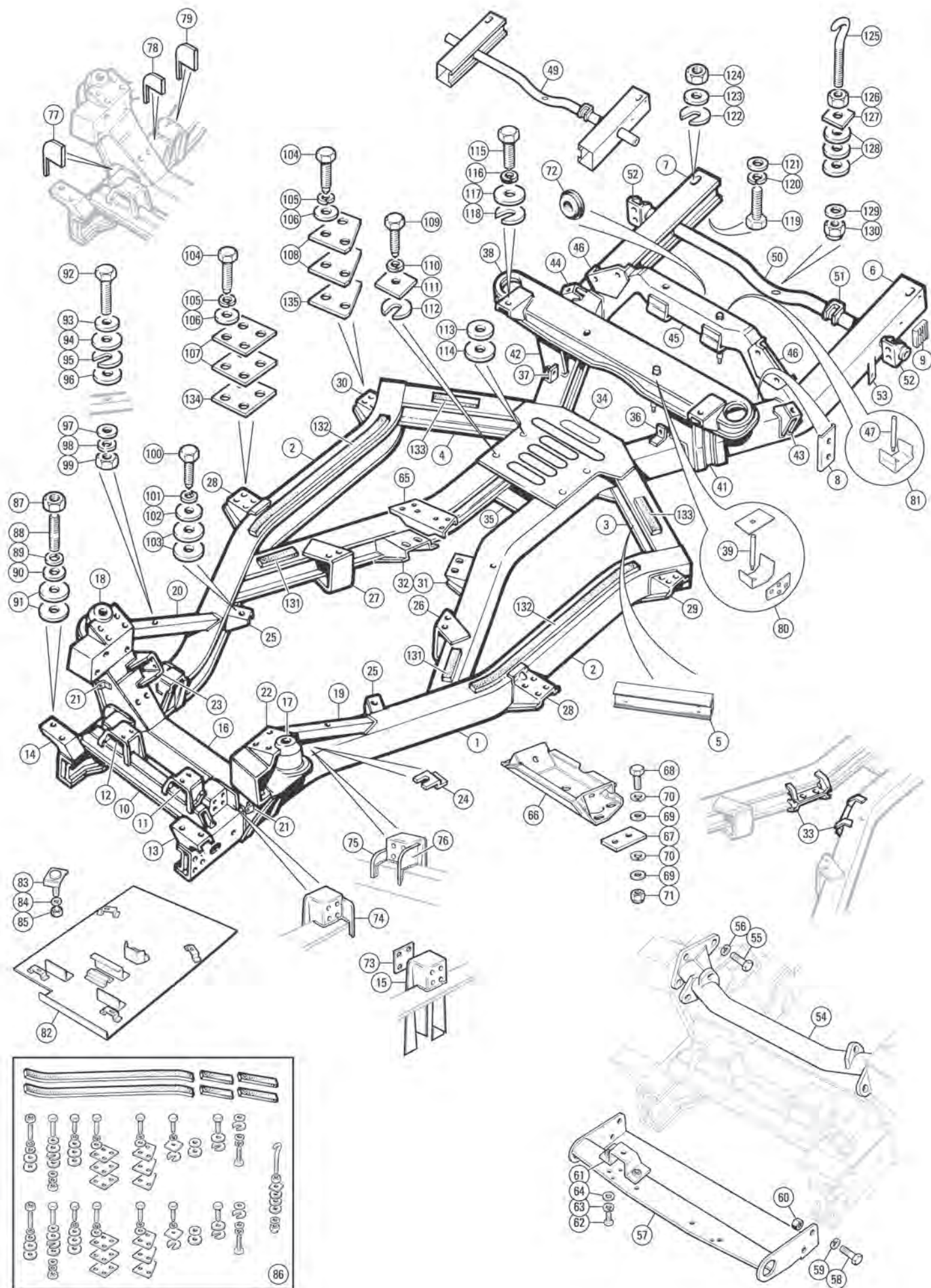
| | | | |
|----|---------|---|---|
| 37 | 815662 | COVER ASSEMBLY, spare wheel (Designed to cover up to 185 section tyres on 5 1/2" rims, anything larger may cause a problem). | 1 |
| 38 | TFK6002 | PLASTIC LATCH KIT, spare tyre cover | 1 |
| 39 | 623472Z | TURNBUCKLE STUD | 1 |
| 40 | 623471 | WASHER, plastic, retaining turnbuckle | 1 |
| 41 | 623473 | CAM LATCH | 1 |

The OE boot carpet fitted to TR6's was always black. The material changed from a short pile wool based material to a viscose based type during 1974. Many owners prefer to emulate the type fitted inside the cockpit, which of course leads on to matching the colour also, and, why not. Please telephone Moss for information on this option.

| | | | | |
|----|----------|-------------------------------|---|------------------------|
| 42 | 924921 | BOOT CARPET, nylon, black | 1 | TR6 carburettor models |
| | 924941 | BOOT CARPET, nylon, black | 1 | TR6 Pi models |
| 43 | GHF600 | POP RIVET | 4 | |
| 44 | 610624 | STUD, durable dot | 4 | |
| 45 | 14G8736 | SPIKED RING, socket to carpet | 4 | |
| 46 | CD23803 | SOCKET, carpet fastening | 4 | |
| | GAC6070X | BOOT LINER PANEL KIT | 1 | Pi models |
| 47 | 815893 | BOOT LINER PANEL, petrol tank | 1 | |
| 48 | 815719 | BOOT LINER PANEL, LH side | 1 | |
| 49 | 815718 | BOOT LINER PANEL, RH side | 1 | |
| 50 | 716980 | BOOT LINER PANEL, LH rear | 1 | |
| 51 | 716981 | BOOT LINER PANEL, RH rear | 1 | Carburettor models |
| | GAC6069X | BOOT LINER PANEL KIT | 1 | |
| | 815894 | BOOT LINER PANEL, petrol tank | 1 | |
| | 815717 | BOOT LINER PANEL, LH side | 1 | |
| | 815718 | BOOT LINER PANEL, RH side | 1 | |
| | 716980 | BOOT LINER PANEL, LH rear | 1 | |
| | 716981 | BOOT LINER PANEL, RH rear | 1 | |

The front LH side of the boot trim has to accommodate the fuel pump on Lucas Pi. equipped TR6's. Many TR6's now use an alternative pump (usually Bosch) which can be located elsewhere so there is no reason why these vehicles should not use the carburettor type boot trim and take advantage of the valuable extra space and neater appearance.

| | | | | |
|----|----------|--|---|---|
| 52 | TFK6003 | FITTING KIT, boot liner panels | 1 | |
| 53 | GHF712 | SPIRE NUT, tank liner | 4 | |
| 54 | 511696 | SCREW, black, self tapping | 4 | |
| 55 | 514438 | WASHER, plain | 4 | |
| 56 | GHF701 | SPIRE NUT, wheel arch metal brackets | 2 | |
| 57 | 511696 | SCREW, black, self tapping | 2 | |
| 58 | 514438 | WASHER, plain | 2 | |
| 59 | GHF701 | SPIRE NUT, boot floor metal brackets | 2 | |
| 60 | 511696 | SCREW, black, self tapping | 2 | |
| 61 | 514438 | WASHER, plain | 2 | |
| 62 | GHF712 | SPIRE NUT, liner panel, rear | 4 | |
| 63 | 511696 | SCREW, black, self tapping | 4 | |
| 64 | 514438 | WASHER, plain | 4 | |
| 65 | AD606054 | SCREW, black, self tapping, rear valance | 8 | |
| | 511696 | SCREW, black, self tapping | 8 | } alternative (when larger diameter required) |
| 66 | 515128 | WASHER, plain | 8 | |
| 67 | 151353 | BOOT LAMP ASSEMBLY | 1 | |
| 68 | GLB239 | BULB, 5 watt | 1 | |
| 69 | AD606033 | SCREW, lamp to body | 2 | |
| 70 | GHF711 | CLIP, lamp to boot trim board | 2 | |



Chassis Frame

Chassis Assembly

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------------------------|------|--|
| 1 | 402547 | CHASSIS ASSEMBLY | 1 | TR5, TR250, TR6 all (c) CP/CC models |
| | PKC21 | CHASSIS ASSEMBLY | 1 | TR6 (c) CR1 To CR5000, CF1 To CF12500 |
| | PKC54 | CHASSIS ASSEMBLY | 1 | TR6 (c) CR5001 To CR6020, CF12501 To CF21500 |
| | PKC21 | CHASSIS ASSEMBLY | 1 | TR6 From (c) CR6021 and CF21501 |
| 2 | 210531 | SIDE MEMBER, front | 2 | reversible, fits LH & RH |
| 3 | 211346 | OUTRIGGER, rear trailing arm, LH | 1 | |
| 4 | 211347 | OUTRIGGER, rear trailing arm, RH | 1 | |
| 5 | CHAS3 | OUTRIGGER, rear trailing arm | 2 | replacement, fits LH & RH |
| 6 | 211589 | SIDE MEMBER, rear, LH | 1 | TR5, TR250, TR6 To (c) |
| 7 | 211590 | SIDE MEMBER, rear, RH | 1 | CR5000 and CF12500 |
| 8 | 149944 | BRACKET, 'T' piece mounting | 1 | |
| 6 | TKC679 | SIDE MEMBER, rear, LH | 1 | TR6 from (c) CR5001 To |
| 7 | TKC678 | SIDE MEMBER, rear, RH | 1 | CR6020, and CF12501 To |
| 9 | 634729 | PLATE, serrated, bumper location | 2 | CF21500 |
| 6 | 211589 | SIDE MEMBER, rear, LH | 1 | TR6 From (c) CR6021 and |
| 7 | 211590 | SIDE MEMBER, rear, RH | 1 | CF21501 |

Note: The serrated square plate (item 9) may be welded to the rear chassis side member on some cars, or loose fitted on others. See Exterior Body Fittings & Trim for details on rear bumper fittings.

| | | | | |
|----|---------|--|---|--------------------------|
| 10 | 214167 | CROSSMEMBER ASSEMBLY | 1 | steering rack mounting |
| 11 | 214259 | MOUNTING BRACKET ASSEMBLY, LH | 1 | |
| 12 | 147702 | MOUNTING BRACKET ASSEMBLY, RH | 1 | |
| 13 | 144633 | BRACKET, radiator mounting, LH | 1 | |
| 14 | 144634 | BRACKET, radiator mounting, RH | 1 | |
| 15 | 139580 | BRACKET, lower wishbone arm | 4 | |
| 16 | 139354 | CROSSMEMBER, front suspension | 1 | |
| 17 | 307796 | TURRET, front suspension, LH | 1 | |
| 18 | 307797 | TURRET, front suspension, RH | 1 | |
| 19 | 211401 | SIDE BRACE, sub assembly, LH | 1 | |
| 20 | 211402 | SIDE BRACE, sub assembly, RH | 1 | |
| | CHAS7 | SIDE BRACE, sub assembly | 2 | replacement, LH & RH |
| 21 | 140677 | BRACKET, front brake hose to turret | 2 | |
| 22 | 148058 | BRACKET, engine mounting, LH | 1 | |
| 23 | 148059 | BRACKET, engine mounting, RH | 1 | |
| 24 | 114210 | BRACKET, front brake 3 way union, LH | 1 | |
| 25 | 140089 | BRACKET, body mounting, front | 2 | |
| 26 | 139447 | BRACKET, scuttle support, LH | 1 | |
| 27 | 139448 | BRACKET, scuttle support, RH | 1 | |
| 28 | 211354 | BRACKET, body mounting, sill, front | 2 | |
| 29 | 147897 | BRACKET, body mounting, sill, rear, LH | 1 | |
| 30 | 147898 | BRACKET, body mounting, sill, rear, RH | 1 | |
| 31 | 139223 | BRACKET, gearbox mounting, LH | 1 | TR5, TR250, |
| 32 | 139224 | BRACKET, gearbox mounting, RH | 1 | TR6 all (c) CP/CC models |
| 33 | 160114 | BRACKET, gearbox mounting | 2 | TR6 all (c) CR/CF models |
| 34 | 214253 | CRUCIFORM PLATE, upper | 1 | |
| | CHAS5 | CRUCIFORM PLATE, upper, repro | 1 | replacement |
| 35 | 211650 | CRUCIFORM PLATE, lower | 1 | |
| | CHAS4 | CRUCIFORM PLATE, lower, repro | 1 | replacement |
| 36 | 142935 | BRACKET, rear brake 3 way union, LH | 1 | |
| 37 | 147987 | BRACKET, rear brake hose, RH | 1 | |
| 38 | 214107 | CROSSMEMBER, rear suspension | 1 | |
| 39 | 147400 | STUD, axle mounting | 2 | |
| 41 | 307106 | SUPPORT BRACKET, LH | 1 | |
| 42 | 307107 | SUPPORT BRACKET, RH | 1 | |
| 43 | 140194 | BRACKET, rebound stop, LH | 1 | |
| 44 | 140195 | BRACKET, rebound stop, RH | 1 | |
| 45 | 214031 | CROSSMEMBER, rear axle | 1 | |
| 46 | 147947 | BRACKET & PLATE ASSEMBLY | 2 | rear damper mounting |
| 47 | 147400 | STUD, rear axle mounting | 2 | |
| 49 | CHAS10 | REAR CHASSIS REPAIR SECTION | 1 | |
| 50 | CHAS6 | CROSS TUBE, rear | 1 | |
| | CHAS6 | CROSS TUBE, rear, reproduction | 1 | replacement |
| 51 | 142449 | BRACKET, mounting exhaust | 1 | |
| 52 | 148002 | BRACKET, rear bumper side | 2 | |
| 53 | UKC2096 | BRACKET, anchorage point, LH | 1 | TR6 From (c) CR1/CF1 |
| | UKC2097 | BRACKET, anchorage point, RH | 1 | |

Chassis Additions

| | | | | |
|----|----------|------------------------------------|---|---|
| 54 | 213327 | CROSS TUBE ASSEMBLY, top | 1 | TR5, TR250, TR6 all (c) CP/CC models |
| | 219115 | CROSS TUBE ASSEMBLY, top | 1 | TR6 all (c) CR models CF1 To CF35000 |
| | TKC2147 | CROSS TUBE ASSEMBLY, top | 1 | TR6 From CF35001 On |
| 55 | SH606071 | SCREW, cross tube to chassis frame | 6 | |
| 56 | GHF333 | WASHER, locking | 6 | |
| 57 | 213021 | RADIATOR PROTECTION SHIELD | 1 | TR5, TR6 all CP/CR models, TR250, TR6 all CC models, CF1 To CF35000 |
| | TKC1972 | RADIATOR PROTECTION SHIELD | 1 | TR6 From CF35001 |
| 58 | SH606071 | SCREW, shield to chassis frame | 2 | |
| 59 | GHF333 | WASHER, locking | 2 | |
| 60 | GHF202 | NUT, plain | 2 | |
| 61 | ZKC1473 | BRACKET, bumper support strut | 2 | |
| 62 | SH605061 | SCREW, bracket to shield | 4 | TR6 From CF35001 |
| 63 | GHF332 | WASHER, locking | 4 | |
| 64 | GHF301 | WASHER, plain | 4 | |
| 65 | 211361 | CROSSMEMBER, gearbox mounting | 1 | TR5, TR250, TR6 all (c) CP/CC models |
| 66 | 218275 | CROSSMEMBER, gearbox mounting | 1 | TR6 all (c) CR/CF models |
| 67 | WP9 | PLATE, adjusting | 2 | TR6 From (c) CR1/CF1, as fitted |
| 68 | SH606061 | SCREW, crossmember | 4 | |
| | SH606101 | SCREW, crossmember | 4 | use with plate, (WP9) |
| 69 | WP9 | WASHER, plain, hardened | 8 | |
| 70 | GHF333 | WASHER, locking | 4 | |
| 71 | GHF202 | NUT, plain | 4 | |

Note: Please refer to Engine & Gearbox Mountings for details of engine flexible mountings, fasteners and support plates.

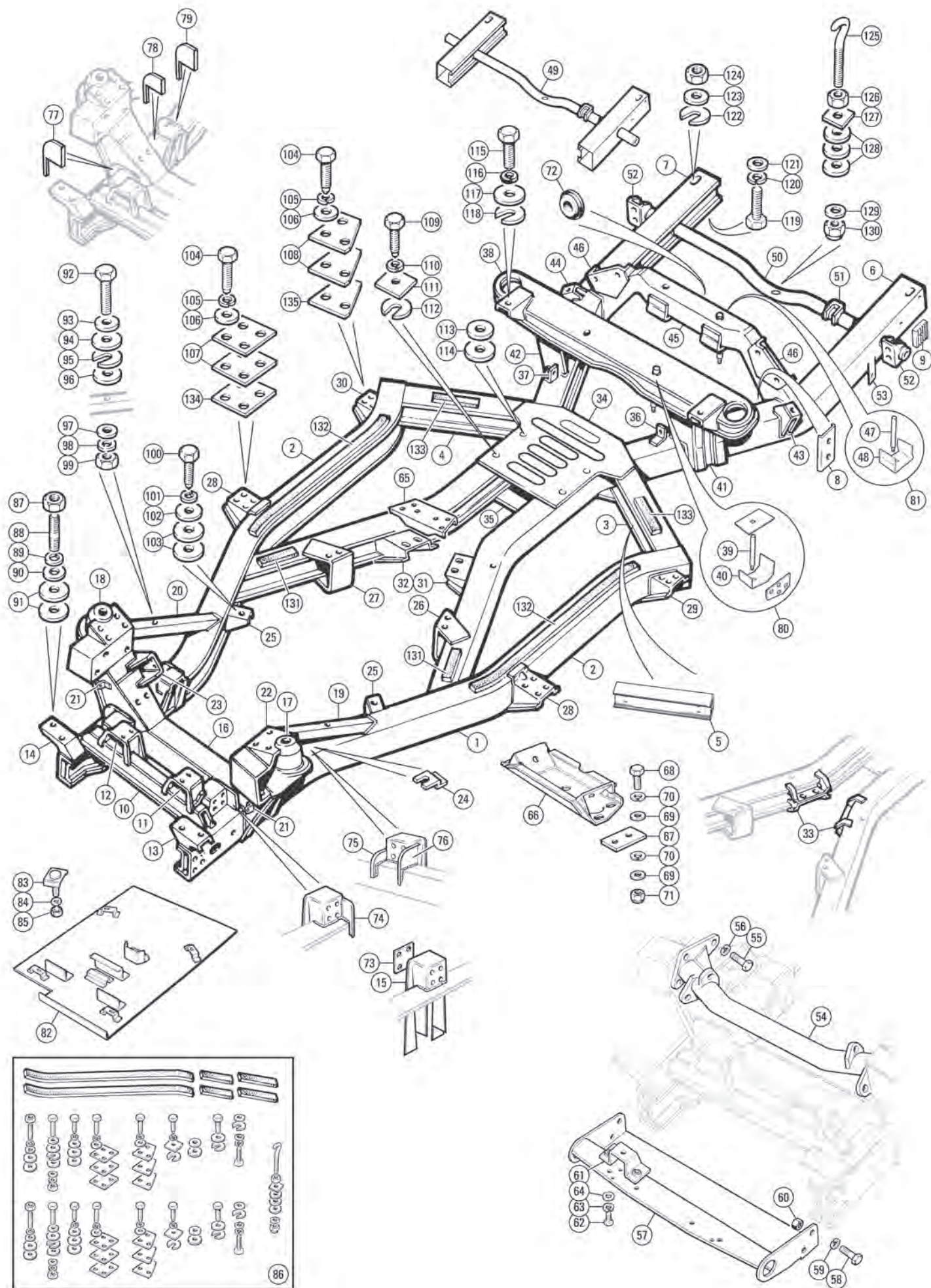
| | | | |
|----|--------|----------------|---|
| 72 | GHF822 | PLUG, blanking | 1 |
|----|--------|----------------|---|

Strengtheners And Improvements

| | | | | |
|----|----------|---|---|--------------------------|
| 73 | 139580R | PLATE WASHER, reinforcement | 4 | aftermarket or comp. use |
| | TT3259L | REINFORCEMENT PLATE SET, LH (Lower wishbone brackets). | 1 | |
| 74 | 155846 | PLATE, rear face of LH front bracket | 1 | |
| 75 | 155531 | PLATE, front face of LH rear bracket | 1 | |
| 76 | 155846 | PLATE, rear face of LH rear bracket | 1 | |
| | TT3259R | REINFORCEMENT PLATE SET, RH (Lower wishbone brackets). | 1 | |
| 77 | 155847 | PLATE, rear face of RH front bracket | 1 | |
| 78 | 155532 | PLATE, front face of RH rear bracket | 1 | |
| 79 | 155847 | PLATE, rear face of RH rear bracket | 1 | |
| 80 | 140009K | REINFORCEMENT KIT, axle mounting (Includes reinforcements and mounting pin). | 1 | front |
| 81 | 147400RK | REINFORCEMENT KIT, axle mounting (Includes reinforcements and mounting pin). | 1 | rear |

Skid Plate

| | | | |
|----|--------|---------------------|---|
| 82 | 308208 | SKID PLATE ASSEMBLY | 1 |
| 83 | 144326 | CLAMP PLATE | 4 |
| 84 | GHF333 | WASHER, locking | 4 |
| 85 | GHF202 | NUT | 4 |



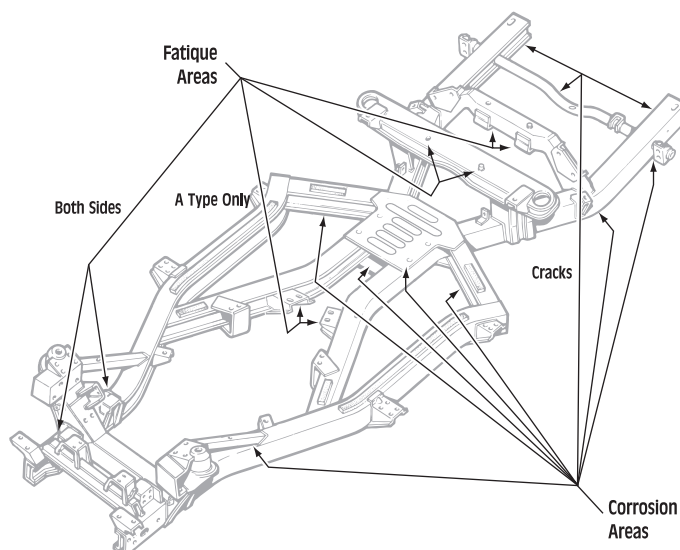
Chassis (Continued)

Body To Chassis Mountings

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|-------------------------|
| 86 | 574244 | BODY MOUNTING PACK | 1 | |
| 87 | GHF202 | NUT, mounting, front body | 2 | |
| 88 | 143712 | STUD, mounting, front body | 2 | |
| 89 | GHF333 | WASHER, locking | 2 | |
| 90 | PWZ206 | WASHER, plain | 2 | |
| 91 | 601994 | PAD, rubber/canvas, thin | 4 | |
| 92 | SH606201 | SCREW, mounting, front side brace | 2 | |
| 93 | WM59 | WASHER, plain | 2 | |
| 94 | 601994 | PAD, rubber/canvas, thin | 2 | |
| 95 | CD26326 | PAD, aluminium | 2 | |
| 96 | 608836 | PAD, rubber/canvas, thick | 2 | |
| 97 | WP9 | WASHER, plain | 2 | |
| 98 | GHF333 | WASHER, locking | 2 | |
| 99 | GHF202 | NUT, plain | 2 | |
| 100 | SH605111 | SCREW, mounting, front member | 2 | |
| 101 | GHF332 | WASHER, locking | 2 | |
| 102 | WP185 | WASHER, plain | 2 | |
| 103 | 601994 | PAD, rubber/canvas, thin | 4 | |
| 104 | SH605111 | SCREW, mounting, sill bracket | 14 | |
| 105 | GHF332 | WASHER, locking | 14 | |
| 106 | WP185 | WASHER, plain | 14 | |
| 107 | 611732 | PAD, rubber/canvas, 'A' post mounting | 4 | square shaped pad |
| 108 | 616613 | PAD, rubber/canvas, 'B' post mounting | 4 | triangular shaped pad |
| 109 | SH605111 | SCREW, rear member cruciform | 2 | |
| 110 | GHF332 | WASHER, locking | 2 | |
| 111 | 619585 | PLATE, reinforcing | 2 | |
| 112 | CD26326 | PAD, aluminium | 2 | |
| 113 | 601994 | PAD, rubber/canvas, thin | 2 | |
| 114 | 608836 | PAD, rubber/canvas, thick | 2 | |
| 115 | SH606101 | SCREW, rear floor to axle crossmember | 2 | |
| 116 | GHF333 | WASHER, locking | 2 | |
| 117 | GHF316 | WASHER, plain | 2 | |
| 118 | CD26326 | PAD, aluminium | 2 | |
| 119 | SH605101 | SCREW, mounting rear body | 2 | |
| 120 | GHF332 | WASHER, locking | 2 | |
| 121 | WP185 | WASHER, plain | 2 | |
| 122 | CD26326 | PAD, aluminium | 2 | |
| 123 | WP19 | WASHER, plain, body mounting, rear | 2 | |
| 124 | GHF202 | NUT, plain | 2 | |
| 125 | 650017 | HOOK BOLT, spare wheel | 1 | |
| 126 | GHF201 | NUT, plain, top of hook bolt | 1 | |
| 127 | 611875 | PLATE, reinforcing spare wheel pan | 1 | |
| 128 | 601994 | PAD, rubber/canvas, thin | 3 | |
| 129 | GHF301 | WASHER, plain | 1 | |
| 130 | GHF222 | NUT, nyloc, bottom of hook bolt | 1 | |
| 131 | 6019954 | STRIP, protection, front cruciform | 2 | |
| 132 | 6019953 | STRIP, protection, side member | 2 | |
| 133 | 6019954 | STRIP, protection, trailing arm outrigger | 2 | |
| 134 | 619395 | PLATE, packing, 'A' post mounting | a/r | square shaped plate |
| 135 | 619396 | PLATE, packing, 'B' post mounting | a/r | triangular shaped plate |

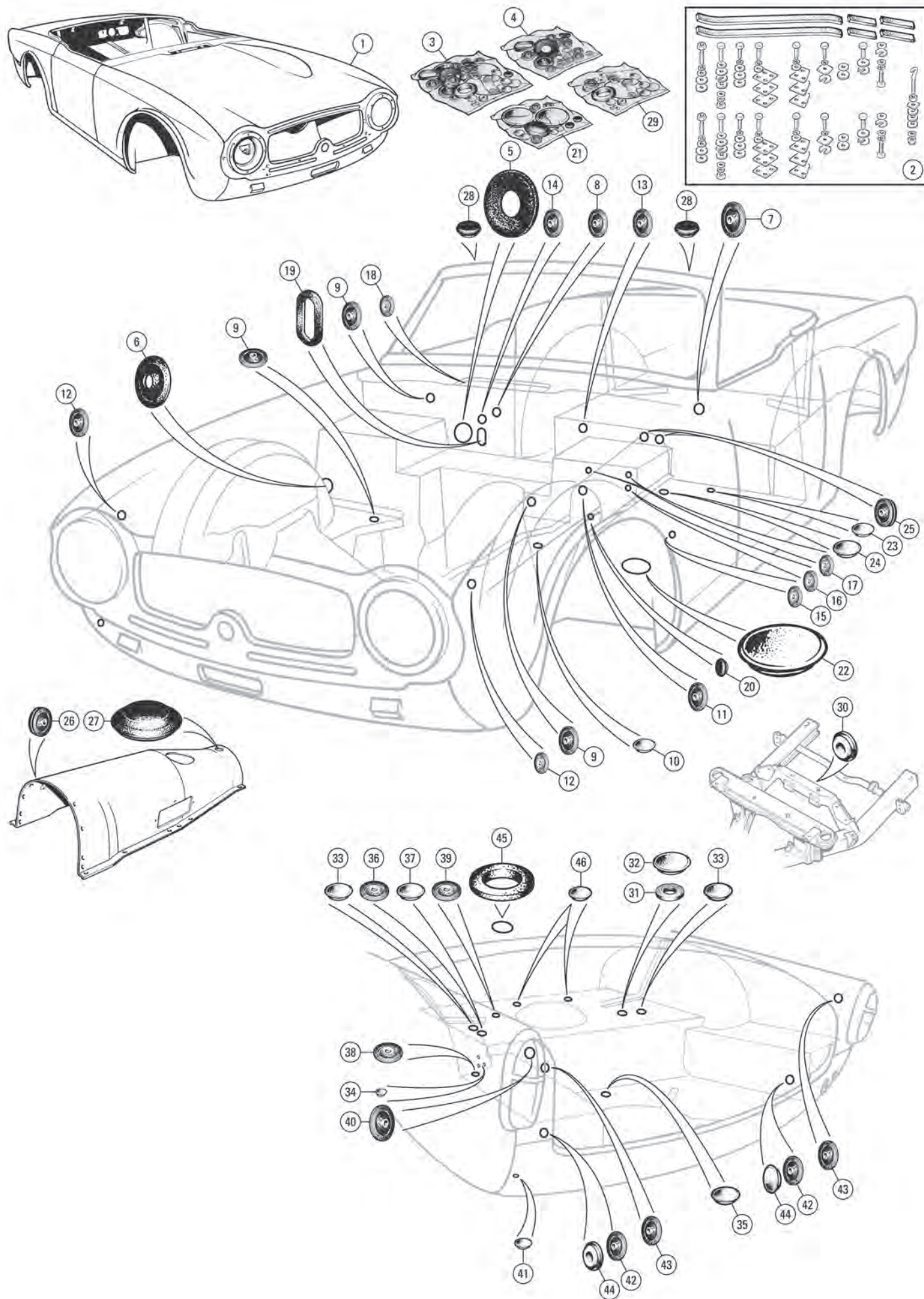
Chassis Alignment

The packing plates 619395 and 619396 are for use when a greater thickness of body to chassis packing is required than the stated quantity of rubber/canvas pads. The metal plates should be as a supplement to the rubber/canvas pads. The use of additional rubber/canvas pads should be avoided and the more solid packing basis utilised. It is rare for a body to fit a chassis with identical numbers of packing pads side to side and end to end. So how do you know which parts are right and wrong? Life is very easy if the chassis is bare. All that you need is a flat floor, a piece of string, a ruler and a tape measure. The diagonal dimensions are in the workshop manual (545277). The rest is a simple matter of measurement from the floor to selected points on the chassis. If the body and chassis are joined, the method used doesn't change too much. You still need a reliably flat floor. Raise the car from the floor and measure up to the selected chassis points. More care is needed because of larger measurement distances. Essentially, if the front end is set up parallel to the floor, the rear should be the same. The front needs to be reasonably correct to ensure steering accuracy. Probably as much as 1/2" of misalignment at the rear can be absorbed by careful packing - this depends on individual acceptance. If there is a problem and it's understood, the TR body can be built around it. We suggest that misalignment at the front of more than 1/2" should be corrected professionally especially if other repairs or modifications are to be carried out. Once the chassis is prepared to the tolerance you accept, it does provide a perfect jig for body preparation. It is obviously a good idea in this case to omit the paint finish until the body is finished. The chassis also provides an excellent transport jig for the bodyside when it goes for painting, so if it is used for this ensure the clamping bolts move freely in their threads. Pack these threads with greased screws when the chassis goes for painting (or galvanising).



Chassis Rot And Fatigue

The IRS chassis was a compromise which enabled Triumph to 'go independent' without spending too much. Regrettably this left a few development needs for customers to discover. Designs exist for beefing up lower fulcrum brackets and differential mountings which were not made public as a massive recall would have been financially devastating for the cash strapped company in the mid 1970's. Originally, ex Robery Owen, these chassis' were given only a coat of 'chassis Black' enamel and modern paint or galvanising finish would have controlled corrosion but fatigue problems were inevitable, so should be faced at the appropriate time during the rebuild. The differential mountings can be tackled from underneath although a popular route in the past was through the rear floor area, which may explain some unusual welding visible when the carpet is lifted. The pins could be re-welded and hopefully reinforced as well but the only proper solution is with the body off the chassis and to replace the pins and associated fixings completely with heavier gauge, reinforced units, which fully box the pins. The trailing arm chassis legs collect water and fatigue too, so should never be repaired: replacement is essential. This requires removal of the upper and lower cruciform (or breast) plates to permit full seam welding. The corrosion at the rear end of the chassis can be rampant, hence the need for ill. No. 49 (CHAS10). Fatigue to the differential bridges also quite frequently necessitates their complete replacement. At least the replacement bridges carry all the necessary strengthening modifications. The side braces, ill. Nos. 19 and 20, collect water and rot. After replacement, don't forget to drill water outlet holes at their bases. Pre 1973 cars can suffer from fatigue to the gearbox mounting brackets and should be replaced as required. A little extra reinforcement here does not go amiss. Don't forget that the 3/8" washers under the four fixing bolts should be hardened, not mild steel which soon wear and allow gearbox movement. The front suspension chassis brackets, ill. No. 15 fatigue and are easily damaged in accidents or even kerbing. These must be carefully inspected and replaced if showing any untoward signs. Either way, fitment of the reinforcement plate is recommended and adhere to the 25-ft/lbs. torque clamping the lower fulcrum brackets to the chassis. Finally remember, your chassis is over 25 years old and may have had an unhappy previous life. Accident stress might not make itself known for thousands of miles and may be hidden by paint or underseal.



Bodyshell & Grommets TR5, TR250

Bodyshell

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---------------------------------|------|------------|
| 1 | 574351 | BODYSHELL, RHD | 1 | TR5 |
| | 574352 | BODYSHELL, LHD | 1 | TR5, TR250 |
| | SF250 | TRANSPORTATION FRAME, bodyshell | 1 | |

Body Mounting Kit

| | | | | |
|---|--------|-------------------------------|---|--|
| 2 | 574244 | MOUNTING KIT, body to chassis | 1 | |
|---|--------|-------------------------------|---|--|

Note: Refer to Chassis Frame & Body Mountings for details and breakdown of body to chassis mounting kit.

Grommet And Plug Kits

| | | | | |
|----|---------|--|-----|--|
| 3 | TGK154 | GROMMET & PLUG KIT, complete | 1 | |
| 4 | TGK155 | GROMMET & PLUG KIT, front | 1 | bulkhead and forward |
| 5 | 610608 | GROMMET, steering column, through bulkhead | 1 | fits 2 3/8" hole |
| 6 | 600400W | GROMMET, main wiring loom, through bulkhead, driver's side | 1 | fits 1 1/2" hole |
| 7 | 600395 | GROMMET, wiper rack tube, through bulkhead | 1 | fits 1 1/4" hole |
| 8 | 602037 | GROMMET, main wiring loom, through bulkhead, passenger's side | 1 | fits 1" hole |
| 9 | 602037 | GROMMET, speedometer and tachometer cables | 3 | fits 1" hole |
| 10 | 600399 | PLUG, blanking hole on bulkhead for speedometer cable routing | 1 | fits 1" hole |
| 11 | 602037 | GROMMET, radio aerial lead through bulkhead end panel | 1 | fits 1" hole |
| 12 | 061917 | GROMMET, marker and side lamp cables through inner wing | 2 | fits 1/2" hole |
| 13 | 600395 | GROMMET, oil pressure gauge tube through bulkhead | 1 | fits 1" hole |
| 14 | 602037 | GROMMET, choke cable and water valve control cable through bulkhead | 1 | fits 1" hole |
| 15 | 061917 | GROMMET, bonnet release cable through bulkhead | 1 | fits 1/2" hole |
| 16 | 061917 | GROMMET, screen washer electrical cable through bulkhead | 1 | fits 1/2" hole |
| 17 | 061917 | GROMMET, screen washer tubing through bulkhead and into plenum | 2 | fits 1/2" hole |
| 18 | 061917 | GROMMET, scuttle vent operating rod into plenum | 1 | fits 1/2" hole |
| 19 | 611040 | GASKET, heater connector, bulkhead | 1 | |
| 20 | CD27769 | PLUG, blanking holes in bulkhead adjacent to screen washer reservoir | 2 | fits 3/8" hole |
| 21 | TGK156 | GROMMET & PLUG KIT | 1 | cockpit area |
| 22 | 603384 | PLUG, blanking jacking hole in floor panels | 2 | fits 3 1/4" hole |
| 23 | CFP625 | PLUG, blanking holes in floor panel behind seat | 2 | fits 5/8" hole |
| 24 | 600399 | PLUG, blanking holes in floor panel behind seat | 2 | fits 1" hole |
| 25 | 602037 | GROMMET, handbrake cable through heel board | 2 | fits 1" hole |
| 26 | 602037 | GROMMET, gearbox wiring loom through gearbox tunnel cover | 1 | fits 1" hole |
| 27 | 605602 | PLUG, prop shaft lubrication access | 1 | fits 2 1/2" hole |
| 28 | GHF822 | PLUG, blanking, screen capping | 2 | fits 3/8" hole |
| 29 | TGK157 | GROMMET & PLUG KIT | 1 | boot area and rear of bulkhead trim panel |
| 30 | GHF822 | PLUG, blanking, chassis rear crossmember | 1 | fits 3/8" hole |
| 31 | 611733 | SEAL, sponge, around petrol tank drain to boot floor | 2 | when drain plug in tank |
| 32 | 623176 | PLUG, blanking hole for petrol tank drain | 1 | fits 1 3/8", hole when no drain plug in tank |
| 33 | 600399 | PLUG, blanking holes either side of petrol tank | 2 | fits 1" hole, TR250 only |
| 34 | ADA803 | PLUG, LH arch side blanking, redundant Pi pump mounts | 3 | fits 1/4" hole, TR250 only |
| 35 | 600399 | PLUG, paint drainage holes | 1 | fits 1" hole |
| 36 | 600395 | GROMMET, petrol pipe through boot floor | 1/2 | fits 1" hole, qty. increases on TR5 |
| 37 | 600399 | PLUG, blanking fuel pipe holes through boot floor | 1 | fits 1" hole, TR250 only |
| 38 | 602037 | GROMMET, petrol pump vent pipe through boot floor | 1 | fits 1" hole, TR5 only |
| 39 | 600397 | GROMMET, fuel hose, petrol pump to PRV through boot floor | 1 | fits 1" hole, TR5 only |

| | | | | |
|----|--------|--|-----|---|
| 40 | 600395 | GROMMET, fuel hose, PRV to filter through seat pan | 1 | fits 1 1/4" hole, TR5 only |
| 41 | RFR208 | PLUG, rubber, blanking | 4 | fits 1/2" hole, as fitted |
| 42 | 600395 | GROMMET, number plate lamp cables through rear body spare wheel pan sides when lamps are overrider mounted | 2 | fits 1" hole, TR5 except Germany, TR250 |
| | 061917 | GROMMET, number plate lamp cables through boot lid when lamps are boot lid mounted | 2 | fits 1/2" hole, TR5 German markets |
| 43 | 600395 | GROMMET, reverse lamp and side marker cables through rear body side | 2 | fits 1" hole |
| 44 | 600399 | PLUG, wiring hole in spare wheel tray side when number plate lamps are boot mounted | 2 | fits 1" hole TR5 German markets |
| 45 | 650247 | GROMMET, petrol filler cap through rear deck | 1 | fits 2 3/8" hole, TR5 only |
| | 622683 | GROMMET, petrol filler cap through rear deck | 1 | fits 2 3/8" diameter hole, TR250 only |
| 46 | RFR103 | PLUG, rear bulkhead shelf | a/r | fits 5/16" diameter hole |

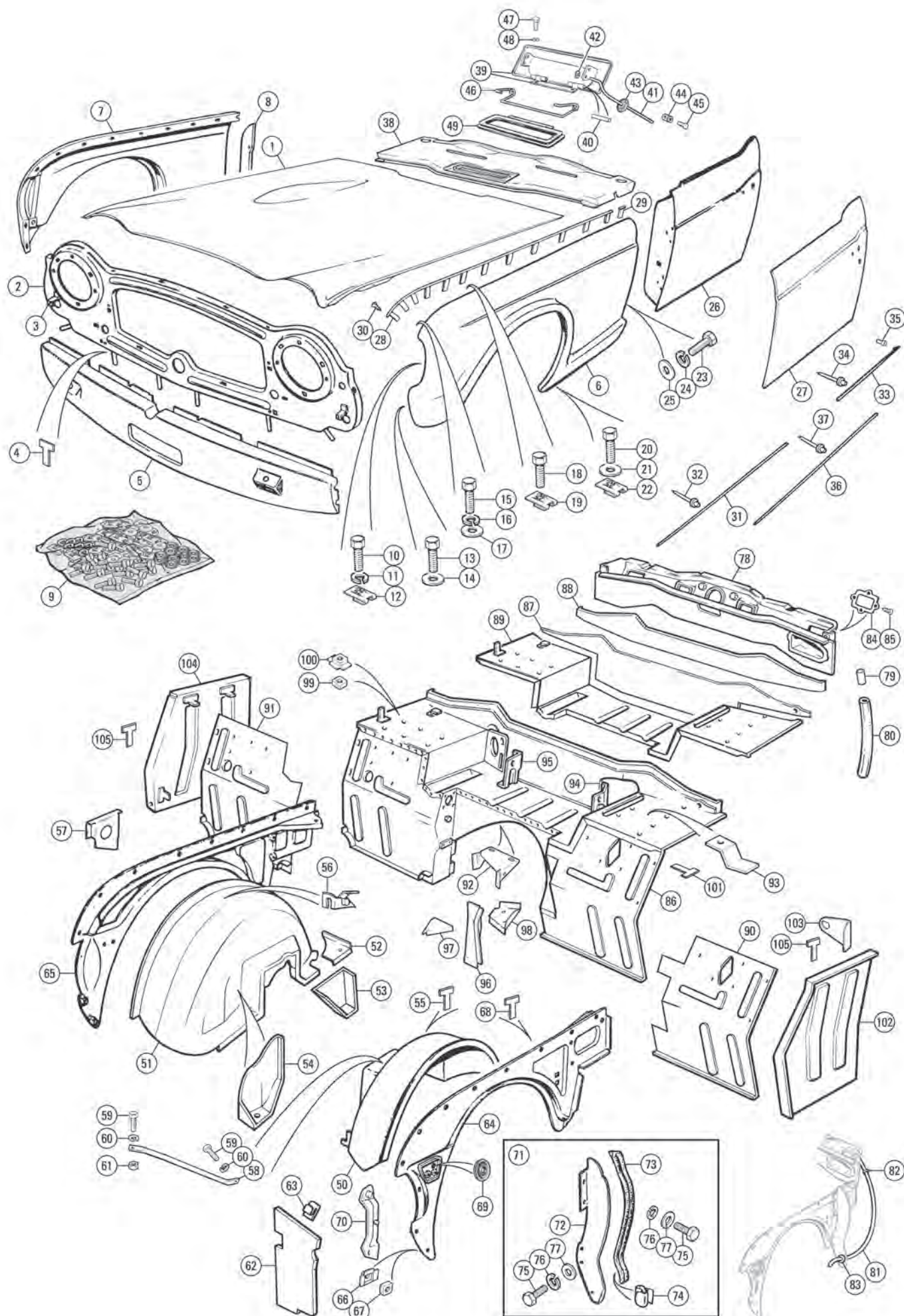
Grommets By Size

| | | | |
|---------|---|-----|------------------------------|
| 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 |
| RFR208 | 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 |

Note: Refer to Chassis Frame & Body Mountings for details and breakdown of body to chassis mounting kit.



Front Body & Door Panels TR5, TR250

Bonnet And Valances

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|--------------------------|
| 1 | 908031 | BONNET ASSEMBLY | 1 | |
| | 908031XK | (For bonnet fitting details refer to Exterior Fittings, Trim & Badges). | | |
| | | BONNET STIFFENING KIT | 1 | TR5 |
| 2 | 812408 | UPPER VALANCE, front | 1 | |
| 3 | 616886 | BRACKET, grille and lamp attachment | 2 | |
| 4 | 603559 | WIRING LOOM TAG | a/r | |
| 5 | 812030 | LOWER VALANCE, front | 1 | with oil cooler aperture |
| | 850406 | LOWER VALANCE, front | 1 | no oil cooler aperture |

Front Wings

| | | | | |
|----|----------|------------------------------------|----|---------------|
| 6 | 950109 | FRONT WING, LH | 1 | |
| 7 | 950110 | FRONT WING, RH | 1 | |
| | 950109AL | FRONT WING, LH, aluminium | 1 |] lightweight |
| | 950110AL | FRONT WING, RH, aluminium | 1 | |
| | 850455 | FILLER, wing to A post, LH | 1 | |
| 8 | 850456 | FILLER, wing to A post, RH | 1 | |
| 9 | 950109FK | FRONT WING FITTING KIT | 2 | |
| 10 | 650307 | SCREW, special, wing forward edge | 2 | |
| 11 | GHF331 | WASHER, locking | 6 | |
| 12 | FN2059 | SPIRE NUT | 2 | |
| 13 | HU706P | SCREW, set, wing to lower valance | 4 | |
| 14 | WM57 | WASHER, plain | 4 | |
| 15 | HU706P | SCREW, set, wing to upper valance | 4 | |
| 16 | GHF331 | WASHER, locking | 4 | |
| 17 | WM57 | WASHER, plain | 4 | |
| 18 | 650307 | SCREW, special, wing to inner wing | 14 | |
| 19 | FJ24074 | SPIRE NUT | 14 | |
| 20 | UL2705 | BOLT, Acme type, wing to sill | 6 | |
| 21 | WM57 | WASHER, plain | 6 | |
| 22 | FJ24074 | SPIRE NUT | 6 | |
| 23 | HU706P | SCREW, set, wing to A post | 6 | |
| 24 | GHF331 | WASHER, locking | 6 | |
| 25 | WM57 | WASHER, plain | 6 | |

Doors And Door Skins

| | | | | |
|----|-----------|--------------------------|---|-------------|
| 26 | 907757 | DOOR, LH | 1 | |
| 27 | 812775 | DOOR SKIN, LH | 1 | |
| | 812775AL | DOOR SKIN, LH, aluminium | 1 | lightweight |
| | 907758 | DOOR, RH | 1 | |
| | 812776 | DOOR SKIN, RH | 1 | |
| | 950006WOA | DOOR SKIN, RH, aluminium | 1 | lightweight |

Note: Refer to Doors & Fittings for fixings & components.

Wing Beading And Body Mouldings

| | | | | |
|----|---------|---|----|-------------|
| | TR45WBS | WING BEADING SET, 6 piece | 1 | |
| 28 | 850479 | WING BEADING, front wing, | 1 | |
| | 750126 | WING BEADING, upper rear wings | 2 | |
| | 750187 | WING BEADING, lower rear wing, LH | 1 | |
| | 750188 | WING BEADING, lower rear wing, RH | 1 | |
| 29 | 553926 | LOCATING TAB | 52 | |
| 30 | GHF421 | SCREW, self tapping, beading attachment | 2 | |
| 31 | 713541X | MOULDING, front wing | 2 | |
| 32 | GHF1437 | RIVET CLIP, wing moulding | 14 | |
| 33 | 713542 | MOULDING, door, LH | 1 | |
| | 713543 | MOULDING, door, RH | 1 | |
| 34 | GHF1437 | RIVET CLIP, door moulding | 12 | |
| 35 | GHF1532 | BARREL CLIP, rear of door moulding | 2 | |
| 36 | 713305 | MOULDING, sill | 2 | |
| | 623421 | MOULDING, sill | 2 | alternative |
| 37 | GHF1461 | RIVET CLIP, sill moulding, 19/32" x 1/8" 12 | | |

Scuttle Top

| | | | | |
|----|----------|---------------------------------|---|--|
| 38 | 850352 | SCUTTLE TOP PANEL ASSEMBLY | 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 | |

Wheel Arch Assembly

| | | | |
|----|--------|-------------------------|---|
| 50 | 576477 | WHEEL ARCH ASSEMBLY, LH | 1 |
| | 576478 | WHEEL ARCH ASSEMBLY, RH | 1 |

Unlike the TR6, wheel arches for TR5 & TR250's were never supplied as assemblies. The wheel arch assemblies listed above are in fact the TR6 component with a full recess in the right-hand arch. The right-hand panel for TR5's & TR250's originally was only partly recessed. All individual components listed below are as original.

| | | | |
|----|---------|-------------------------------------|-----------------------------|
| | 576477 | WHEEL ARCH PANEL, LH | 1 |
| 51 | 576478 | WHEEL ARCH PANEL, RH | 1 |
| | 811480 | REINFORCEMENT, arch, upper, LH | 1 |
| 52 | 811485 | REINFORCEMENT, arch, upper, RH | 1 |
| | 811493 | REINFORCEMENT, arch, lower, LH | 1 |
| 53 | 811494 | REINFORCEMENT, arch, lower, RH | 1 |
| | 811703 | BRACKET, mounting to chassis, LH | 1 |
| 54 | 811704 | BRACKET, mounting to chassis, RH | 1 |
| 55 | 603559 | WIRING LOOM TAG | 9 |
| 56 | 750229 | BRACKET, bonnet stay rod | 1 |
| | | | 8 on LH, 1 on RH |
| | | |] not included with part of |
| | | |] RH wheel arch assembly |
| | 623588 | BRACKET, body lifting, LH | 1 |
| 57 | 623589 | BRACKET, body lifting, RH | 1 |
| 58 | 712401 | STAY ROD, valance to wheel arch, LH | 1 |
| | 712402 | 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 |
| 6 | 714536 | PANEL, radiator ducting | 2 |
| | 714536P | PANEL, radiator ducting, pair | 2 |
| 63 | 606389 | CLIP, valance | 8 |
| | | |] TR5 |
| | | |] TR250 |

Note: Although the parts book does list a valance fitted between the wheel arch and radiator on TR5's, it was only ever fitted to TR250's.

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 |
| 76 | GHF331 | WASHER, locking | 12 |
| 77 | WM57 | WASHER, plain | 12 |

Plenum And 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 |
| | 602057X | HOSE, plenum water drainage, silicone | 2 |
| 82 | CS4013 | CLIP, hose | 2 |
| 83 | AHA8401 | GROMMET, hose | 2 |
| 84 | 650159 | PLATE, wheel box access | 2 |
| 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 |
| | 812121 | REPAIR PANEL, vertical, behind battery | 1 |
| 88 | 812122 | REPAIR PANEL, vertical section | 1 |
| 89 | 907418RP | REPAIR PANEL | 1 |
| | | (Horizontal section below battery). | |

longer with elbow end

refit using suitable,

pliable water sealant

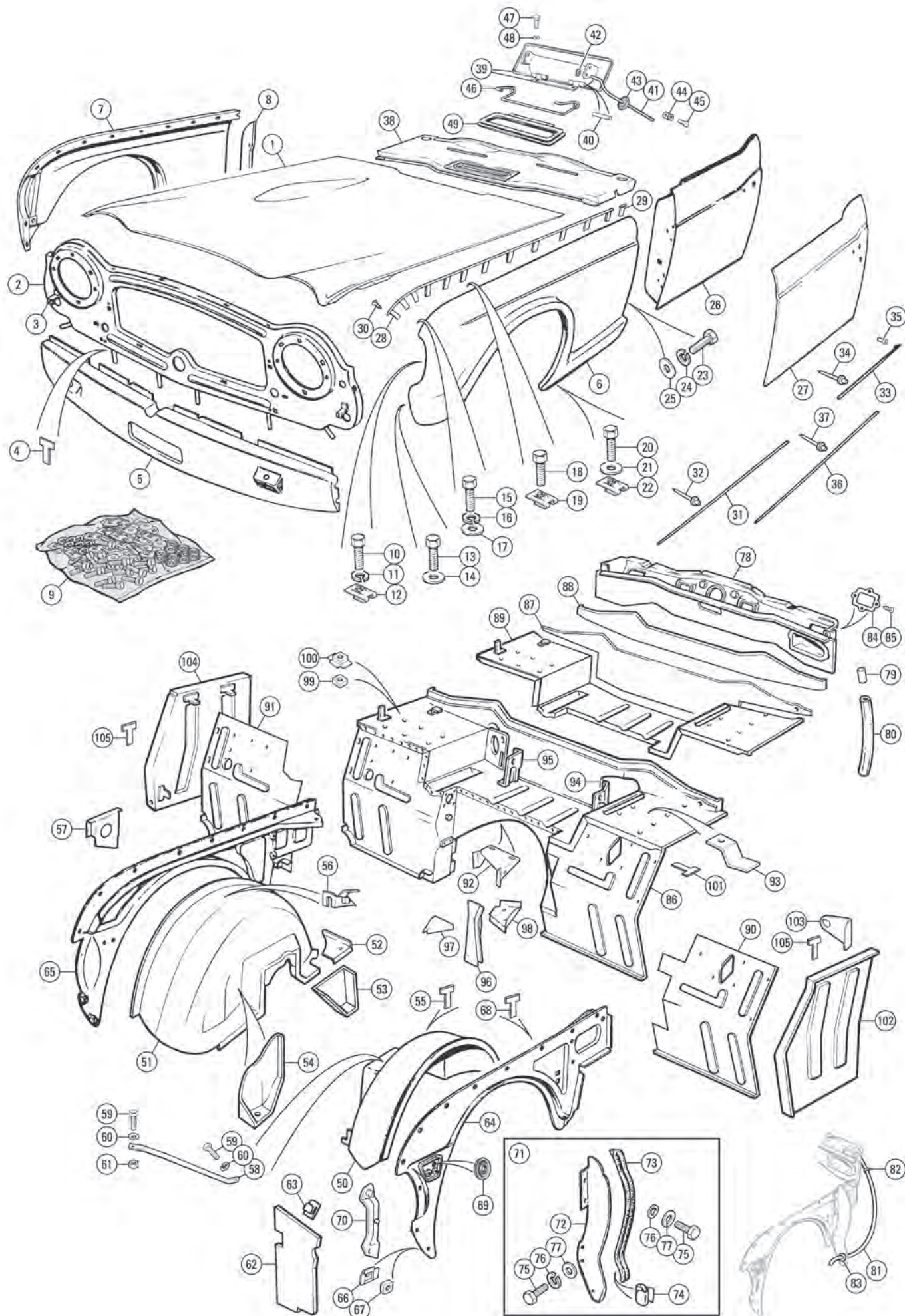
TR5

TR5, TR250

RHD

LHD

to plenum



Front Body & Door Panels TR5, TR250 (Continued)

Plenum And Bulkhead Assemblies

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---------------------------------|------|---------|
| 90 | 815836 | FOOTWELL FRONT PANEL, LH | 1 | } RHD |
| 91 | 811979 | FOOTWELL FRONT PANEL, RH | 1 | |
| | 815837 | FOOTWELL FRONT PANEL, LH | 1 | } LHD |
| | 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 redesigned 13th January 1978 and was then no longer shaped.

| | | | |
|-----|--------|---------------------------------|-----|
| 102 | 811985 | BULKHEAD END PANEL ASSEMBLY, LH | 1 |
| 103 | 615901 | BRACKET, bonnet release cable | 1 |
| 104 | 811986 | BULKHEAD END PANEL ASSEMBLY, RH | 1 |
| 105 | 603559 | TAG, wiring loom | a/r |

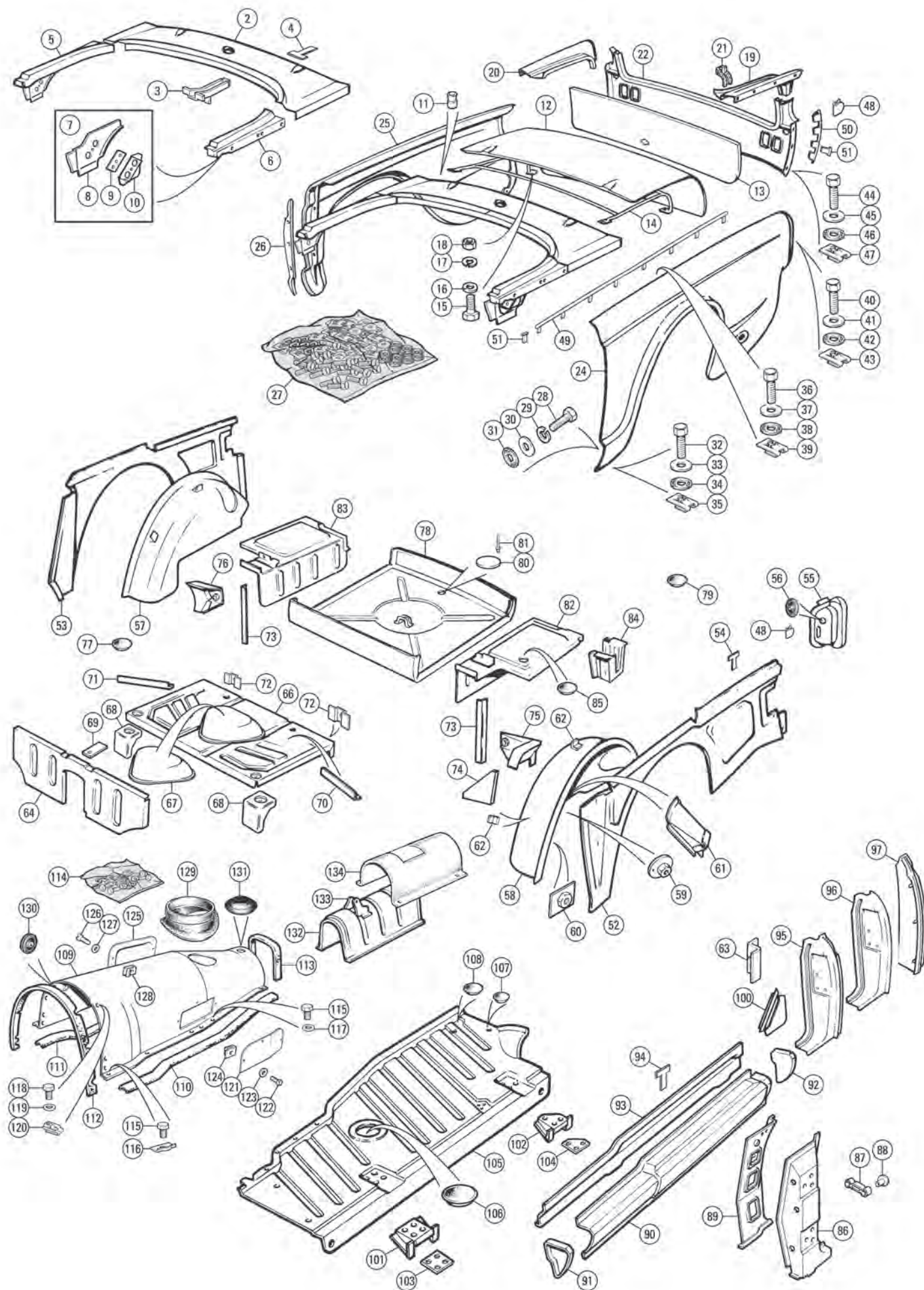
Early TR5 Differences

The first few TR5's had several differences to what may be considered mainstream production ones, which, the best information currently suggests commenced at commission no. CP50. Commission numbers CP1 to CP24 were built and were mostly used as development hacks, dealer demonstration vehicles and play things for the motoring press to destroy (as usual). Commission numbers CP25 to 49 probably weren't built as no records of these cars have ever come to light (so far!). The original TR5 parts book makes no mention of these differences and cars that do turn up often have had these very differences removed (or engineered out as Triumph would have said) to make the car usable and reliable. Most significantly commission numbers CP1 to CP24 had under bonnet mounted fuel pumps so all the low and high-pressure pipe work will be different. These same cars would have had a TR4A-type crankcase breather valve mounted on the front top manifold to cylinder head stud rather than the simple in line flame trap used from commission number CP50, with appropriately different hoses. There is a central boss on top of the metering unit into which is screwed a short PRV with a return to the tank from this. Fast idle cable is absent.

Door Repair Tips

To enable the TR5, TR250 and TR6 door to be repaired some additional original sub assembly components of the door assembly are available. The two most common repairs are to the door bottom frame because of rust and the check strap bracket that has been torn and split in service. The replacement of the angled bracket for the check strap is quite a straight forward task. The spot welds of the original item can be drilled out to release it and the replacement inserted. The new item can be attached with weld as original. Those without welding facilities could attach the bracket with small nuts and bolts or even rivets after drilling to suit. Genuine original steel door skins are available to replace existing items as required. The door skins are made from zinc coated steel and are electrophoretically painted to give modern car corrosion resistance. Also available are aluminium door skins pressed on the original tools but not pierced for handles or lock. These are for those wishing to save weight on their cars and will be of interest to TR4 and TR4A owners. Door skin replacement requires the door assembly to be removed from the car. The working area to carry out the skin replacement ideally needs to be big enough to lay the door flat. Tools required are minimal being a hammer, metal block, chisel, file, block of hard wood, angle grinder, safety glasses, welding equipment if frame repairs are required, spade handle and kitchen table. Remove the old skin by carefully grinding through the folded outer edge of the skin, without damaging the door frame. Once the skin is free you can set about cleaning and repairing the main frame. A replacement door frame assembly would be best used as the basis of a large repair section by cutting to remove the rotten area and welding in a section as required. Often a small patch repair can be made up as required. Check strap brackets must be inspected for integrity, if they are damaged this is the ideal time to do it as you can get at everything. The skin should be trial fitted to the frame to ensure the frame was not distorted when the skin was removed. A zinc based or other suitable metal to metal primer should be applied to the mating surfaces of the frame and skin. When you are happy with the fit and positioning start to clinch by hammering down a short section on each of the 3 sides. Check regularly as you clinch the skin to the frame that all is in the right place. Progress with the process around the skin until all is clinched and fitted correctly. When a door is manufactured a hydraulic press with a steel form that matches the door profile is utilised in stages to clinch the skin in precisely the right place. It also stops the 'thrupenny bit' effect so common on repro doors, boot lids, bonnets etc. where a skin is attached to a frame. No advice is given as to whether you should completely gut the door as it may be found that minimal disassembly is required. Too often you will find a horror show of rust inside the door and will feel that total stripping and de-rusting is the only solution. Do not forget that when you get to grips with your door

other parts may need renewing or repairing like glass channels private locks and hinges. These parts are also available to ease your restoration. At the do it yourself level repairs to existing doors that fit the gap between the existing 'A' & 'B' posts on your car are often preferable to fitting complete new door assemblies, due to the cost of repair parts against complete assemblies, as long as you ignore your labour costs. If the repair or replacement is entrusted to a professional, get a price to repair and a price to renew and go the route that suits you best. Either way the door will ultimately have to be painted once refitted and aligned to the body.



Rear Body & Door Panels TR5, TR250

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 | |
| 5 | 815522 | FORWARD SECTION, RH, rear deck | 1 | |
| 6 | 815521 | FORWARD SECTION, LH, rear deck | 1 | |
| 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' soft top to deck | 5 | |
| | GHF200 | NUT, 'projection welded', soft top to deck | 5 | alternative |

Boot Lid And Rear Valance

| | | | | |
|----|---------|---------------------|---|-------------|
| 12 | 813650 | BOOT LID, steel | 1 | |
| | 813650A | BOOT LID, aluminium | 1 | lightweight |

Note: For boot lid fitting details refer to Exterior Fittings, Trim & Badges.

| | | | | |
|----|----------|---|---|-----------------------|
| 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 | 575169 | REAR VALANCE ASSEMBLY (Pierced for reverse lamps). | 1 | TR5, TR250 |
| | 850379 | REAR VALANCE ASSEMBLY (Not pierced for reverse lamps). | 1 | TR4, TR4A alternative |

Rear Wings

| | | | | |
|----|----------|---|----|-----------------------------|
| 24 | 850475 | REAR WING, LH | 1 | |
| | 850475AL | REAR WING, LH, aluminium | 1 | lightweight |
| 25 | 850476 | REAR WING, RH | 1 | |
| | 850476AL | REAR WING, RH, aluminium | 1 | lightweight |
| | 850328 | FILLER, rear wing to 'B' post, LH | 1 | |
| 26 | 850329 | FILLER, rear wing to 'B' post, RH | 1 | |
| 27 | 850475FK | REAR WING FITTING KIT, (per wing) | 2 | |
| 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 & tonneau side |
| 37 | WM57 | WASHER, plain | 16 | |
| 38 | 626716 | WASHER, Everseal | 16 | |
| 39 | FJ24074 | NUT, spire | 16 | |
| 40 | UL2705 | SCREW, Acme (Wing to rear valance and inner wing). | 2 | |
| 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

| | | | | |
|----|---------|--------------------------------|----|--|
| | TR45WBS | WING BEADING SET, 6 piece | 1 | |
| | 850479 | WING BEADING, front wing | 1 | |
| 49 | 750126 | WING BEADING, upper rear wings | 2 | |
| 50 | 750187 | WING BEADING, lower rear wing | 1 | |
| 51 | 553926 | LOCATING TAB | 52 | |

Inner Rear Wings And Wheel Arches

| | | | | |
|----|--------|---------------------|---|--|
| 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 | |
| 56 | 600395 | GROMMET, in housing for lamp wiring | 2 | |
| 57 | 815958 | WHEEL ARCH ASSEMBLY, RH | 1 | |
| 58 | 815957 | WHEEL ARCH ASSEMBLY, LH | 1 | |
| 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 And Boot Floor

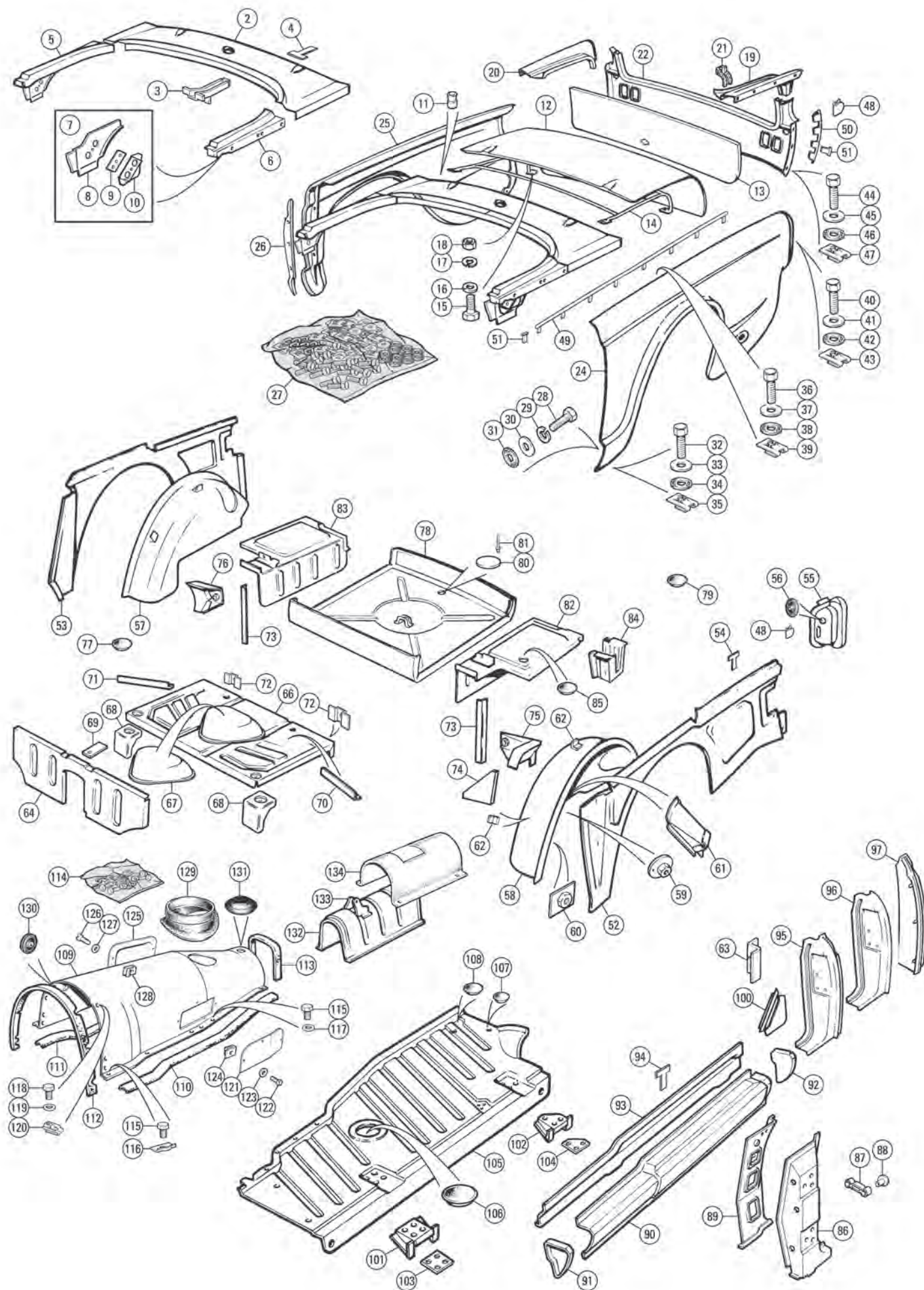
| | | | | |
|----|---------|---|---|--|
| 64 | 850397 | HEELBOARD | 1 | |
| 66 | 910065 | PANEL AND BULGE, seat pan | 1 | |
| 67 | 850117X | DIFFERENTIAL COVER | 1 | |
| 68 | 950008 | BRACKET, seat pan to chassis | 2 | |
| 69 | 618376 | BRACKET, tunnel cover support | 1 | |
| 70 | 650271 | SUPPORT, bracket, squab, bottom, LH | 1 | |
| 71 | 650272 | SUPPORT, bracket squab, bottom, RH | 1 | |
| 72 | 612288 | NUT PLATE, petrol 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, petrol tank support, LH | 1 | |
| 76 | 650166 | BRACKET, petrol 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 And 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 |
| 94 | 603559 | TAG, wiring loom | a/r | |
| 95 | 817412 | 'B' POST ASSEMBLY, LH | 1 | |
| | 817413 | 'B' POST ASSEMBLY, RH | 1 | |
| 96 | 817412F | 'B' POST, front face only, LH | 1 | |
| | 817413F | 'B' POST, front face only, RH | 1 | |
| 97 | 817412B | 'B' POST, rear face only, LH | 1 | |
| | 817413B | 'B' POST, rear face only, RH | 1 | |
| 100 | 621715 | REINFORCEMENT, 'B' post, LH | 1 | |
| | 621716 | REINFORCEMENT, 'B' post, RH | 1 | |
| 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 | |
| 106 | 603384 | RUBBER PLUG, jack hole | 2 | |
| 107 | CFP625 | GROMMET, 5/8", main floor panel | 2 | |
| 108 | 600399 | GROMMET, 1", main floor panel | 2 | |



Rear Body & Door Panels TR5, TR250 (Continued)

Gearbox Cover And Fittings

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|---------|
| 109 | 713569FG | GEARBOX COVER, fibreglass | 1 | |
| | 713569SAP | GEARBOX COVER, plastic | 1 | |
| | 713569SAP1 | GEARBOX COVER, plastic, 2 piece | 1 | |
| | 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, cover to bulkhead panel, centre | 1 | |
| 113 | 705758 | SEAL, cover to propeller shaft tunnel | 1 | |
| 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, speedometer cable access | 1 | |
| 122 | AB608051 | SCREW, cover plate | 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 | 602037 | GROMMET, loom through tunnel cover | 1 | |
| 130 | 605602 | PLUG, propeller shaft lubrication access | 1 | |
| 131 | 709329 | GROMMET, gear lever gaiter | 1 | |

Propshaft Tunnel

| | | | | |
|-----|-----------|----------------------------------|---|--|
| 132 | 808230 | PROPSHAFT TUNNEL | 1 | |
| 133 | 121765 | BRACKET, for anchoring handbrake | 1 | |
| 134 | 809046 | TUNNEL COVER, fibreboard | 1 | |
| | 809046SAP | TUNNEL COVER, plastic | | |
| | 809046FG | TUNNEL COVER, fibreglass | 1 | |

A TR5 Goes Racing

Finding a significant TR associated with the period covered by this production proved quite a challenge. TR2's, TR3's and TR4's pop up at important shows, or, more likely, out onto the world's racetracks and rally venues, but by the time we get to the TR4A, almost everything seemed to stop! True, there is Wasp (the TR4A + 6 cylinder engine, which could be loosely called the TR5 prototype), and CP1 and CP25001 still exist, but the latter two are ordinary production cars so hardly exciting unless you happen to own them and are thinking of selling.

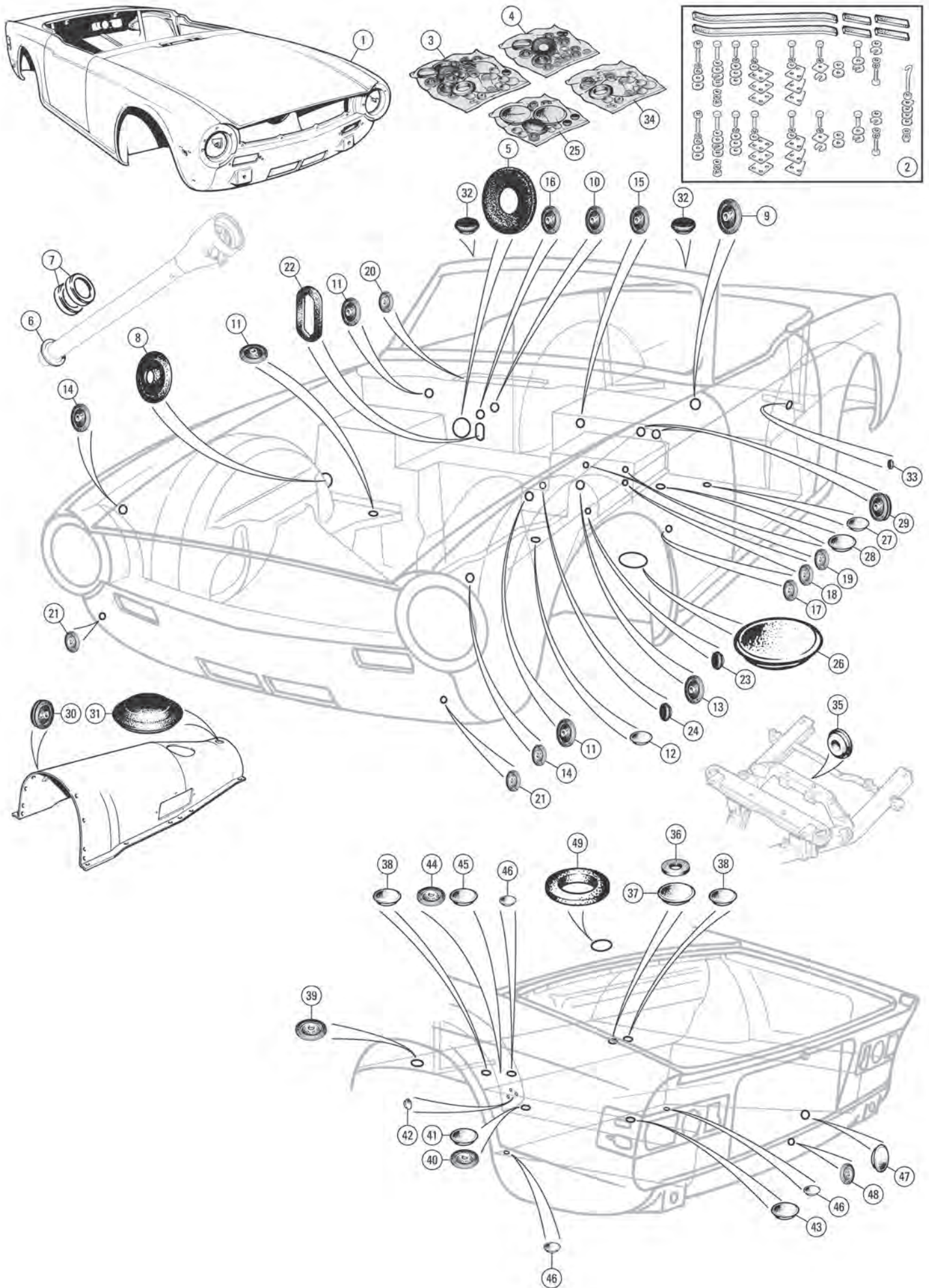
Luckily for us all, there is just one vehicle out there, and it might have become very famous, but for (as usual) a change to the rules. Back in the 60's and 70's, Mod-sports was a league of racing only one step down from FIA sports cars (such as might compete at Le-Mans or in the TT (Tourist Trophy) with full factory support). The rules for Mod-sports seemed to permit almost anything as long as the base engine and internal body tub were retained. Spectacle was the objective and the speed of some of the participating vehicles was prodigious. This was the arena into which Richard Hawkins launched his TR4A, with its dramatic (for those days) black and white paint scheme. Nobody at that time would have considered racing a TR that wasn't some variety of green. This TR4A ran on 10" wide, 6 bolt fixing Lola wheels, shod with slicks neatly (almost) covered by suitably flared wheel-arches. The engine was very potent for its size, no steel crankshafts in those days remember, but then there was no shortage of cheap replacements if one went bang. Unfortunately, the car just wasn't quick enough compared with the opposition, in spite of Richard's skills. The TR4A was sold, in very poor mechanical condition, eventually, to Reg Woodcock who, in his usual style de-modified the chassis and meticulously rebuilt the whole car, no doubt adding considerable lightness during the process. The braking system was uprated by the substitution of the TR calipers with a pair of Series 1 x J6 3 piston ones. A low wrap-round screen replaced the original full one, which meant the surrey top had to be removed (and carefully stored, of course). The dramatic and significant change was the swapping of the 4-cylinder engine for a 6 cylinder variety, coupled to a late TR6 /Stag based gearbox and 'A' type overdrive, all moved backwards about 10" in the chassis to improve weight distribution. Final drive was and still is through a 4.1 ratio differential and Salisbury LSD. Now Reg and his twin brother Ray both worked at Lucas at that time, and, as we all know, there's nothing like being in the right place at the right time, so a Lucas Pi system was obtained, incorporating a competition (i.e. mechanical, no vacuum) metering unit, and fitted.

In action the car looked and sounded fabulous, as it does to this day, with the straight 6 engine wailing its way round to its 7500 rev limit, cornering beautifully 'flat' on those enormous Lola wheels and slicks. Regrettably, before it had chance to become famous, Mod-sports ceased, and the TR5, as it had now become, had nowhere to go and play other than in occasional 'club' mixed events and relay races. The ultimate TR5, probably THE quickest pre-TR8 ever, is alive, safe and well, enjoying a temporary retirement in the Woodcock garage, and is now reunited with its original Hawkins surrey top and full screen, as befits such a unique car.



Woodcock At Woodcote

A youthful Reg Woodcock in 1978 in the ex-Hawkins car as originally purchased (externally) and sporting a TR4 grille, before it was finished to look more like a TR5, (and the screen and surrey top removed). The running gear is all as specified in 6-cylinder form. The circuit is believed to be Silverstone, at 'old' Woodcote corner, complete with its unforgiving Armco fencing backed by railway sleepers, which Reg was later to suffer a very close, hard encounter with in his equally famous TR3, effectively writing it off. Judging by the TR5's angle, it will be coming off the Club straight at about 80-mph, before heading down Pitt straight at nearer 140-mph!



Bodysells & Grommets TR6

Bodysells

The TR6 bodysell has been produced to enable the replacement of shells beyond economic repair, because of damage or corrosion. The shells are supplied mounted to a slave transportation frame to preserve door gaps and other panel alignment while the shell is not supported by a chassis. The slave frame is returnable for refund of a nominal deposit; this amount will be found in the price list under part number SF250. The electrophoretically primed bodysell is supplied complete with doors, wings, bonnet and boot. Please read the 'Bodysell Fitting' notes and ensure you fully understand their implications before commencing work.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------------|------|---|
| 1 | 575675 | BODYSHELL ASSEMBLY, RHD | 1 | all (c) CP/CC models, (1969-72) |
| | 575676 | BODYSHELL ASSEMBLY, LHD | 1 | |
| | 575807 | BODYSHELL ASSEMBLY, RHD | 1 | |
| | 575808 | BODYSHELL ASSEMBLY, LHD | 1 | |
| | 575808 | BODYSHELL ASSEMBLY, LHD | 1 | North American models, from (c) CF1 To CF27000, (1972-74) |
| | NKC613 | BODYSHELL ASSEMBLY, LHD | 1 | North American models, TR6 From (c) CF27001 To CF58328, (1974-76) |
| | SF250 | TRANSPORTATION FRAME, bodysell | 1 | |

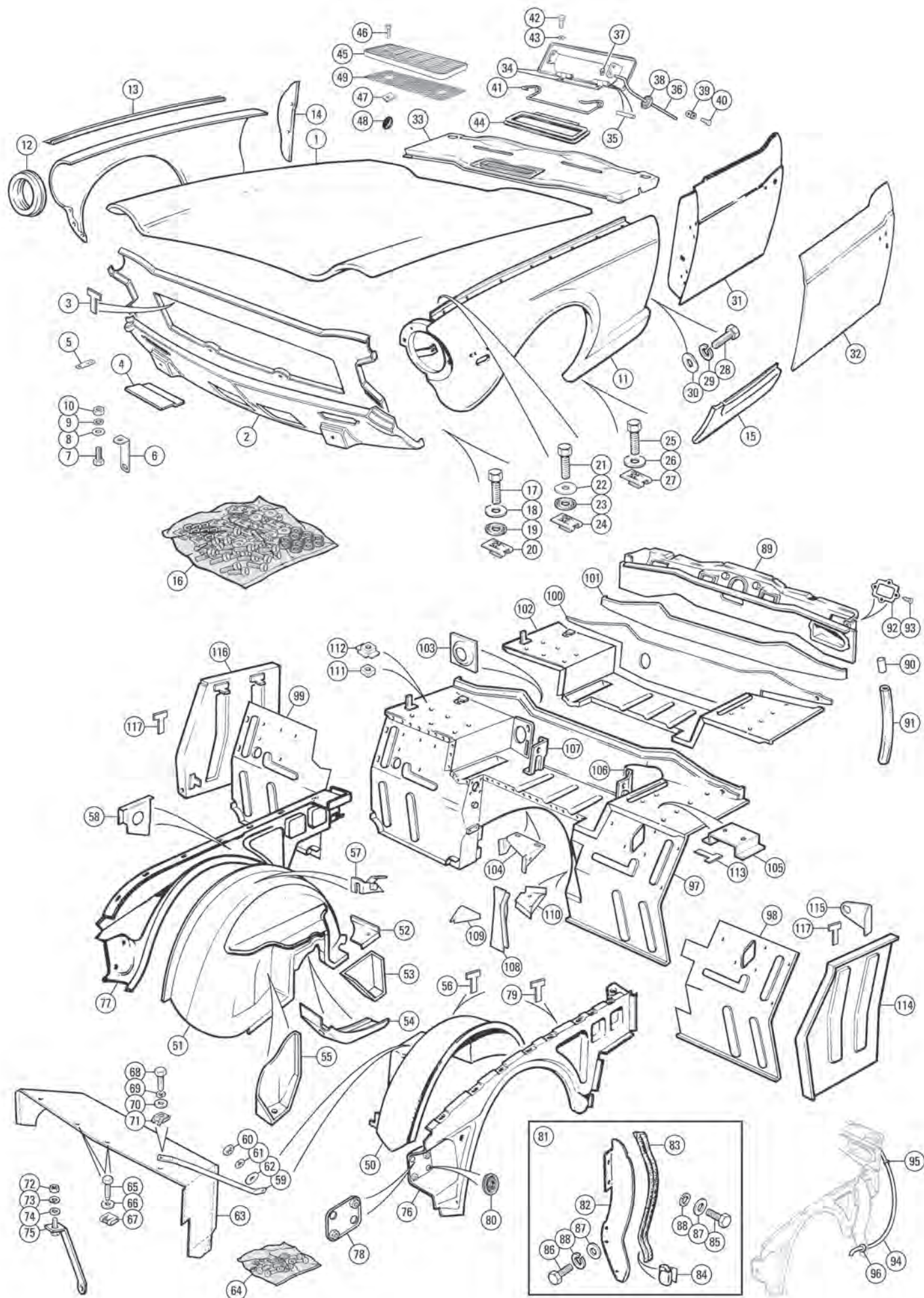
Body Mounting Kit

| | | | | |
|---|--------|--|---|--|
| 2 | 574244 | MOUNTING KIT, body to chassis | 1 | |
| | | (Refer to Chassis Frame & Body Mountings for details and breakdown of body to chassis mounting kit). | | |

Grommet And Plug Kits

| | | | | |
|----|---------|--|---|---|
| 3 | TGK150 | GROMMET & PLUG KIT, complete | 1 | |
| 4 | TGK151 | GROMMET & PLUG KIT, front | 1 | bulkhead and forward |
| 5 | 610608 | GROMMET, steering column, through bulkhead | 1 | To (c) CP/CC75000, fits 2 3/8" hole |
| 6 | 631205 | SEAL, steering column | 1 | From CP75001 to 77718, CC75001 To 85737 |
| 7 | 633679 | SEAL, steering column, foam | 2 | all (c) CR/CF models |
| 8 | 600400W | GROMMET, main wiring loom, through bulkhead, driver's side | 1 | fits 1 1/2" hole |
| 9 | 600395 | GROMMET, wiper rack tube, through bulkhead | 1 | fits 1 1/4" hole |
| 10 | 602037 | GROMMET, main wiring loom, through bulkhead, passenger's side | 1 | fits 1" hole |
| 11 | 602037 | GROMMET, speedometer and tachometer cables | 3 | fits 1" hole |
| 12 | 600399 | PLUG, blanking hole on bulkhead for speedometer cable routing | 1 | fits 1" hole |
| 13 | 602037 | GROMMET, radio aerial lead through bulkhead end panel | 1 | fits 1" hole |
| 14 | 602037 | GROMMET, marker and side lamp cables through inner wing | 2 | fits 1" hole |
| 15 | 600395 | GROMMET, oil pressure gauge tube through bulkhead | 1 | fits 1" hole |
| 16 | 600395 | GROMMET, choke cable and water valve control cable through bulkhead | 1 | fits 1" hole |
| 17 | 061917 | GROMMET, bonnet release cable through bulkhead | 1 | fits 1/2" hole |
| 18 | 061917 | GROMMET, screen washer electrical cable through bulkhead | 1 | fits 1/2" hole |
| 19 | 061917 | GROMMET, screen washer tubing through bulkhead and into plenum | 2 | fits 1/2" hole |
| 20 | 061917 | GROMMET, scuttle vent operating rod into plenum | 1 | all (c) CP/CC models, fits 1/2" hole |
| 21 | 061917 | GROMMET, front indicator leads, holes in front valance | 1 | North American models, From (c) CF27001, fits 1/2" hole |
| 22 | 611040 | GASKET, heater connector, bulkhead | 1 | |
| 23 | CD27769 | PLUG, blanking holes in bulkhead adjacent to screen washer reservoir | 2 | fits 3/8" hole |
| 24 | RFR103 | PLUG, blanking small hole in bulkhead above accelerator pedal | 2 | North American models, fits 5/16" hole |
| 25 | TGK152 | GROMMET & PLUG KIT, cockpit area | 1 | |
| 26 | 603384 | PLUG, blanking jacking hole in floor panels | 2 | fits 3 1/4" hole |
| 27 | CFP625 | PLUG, blanking holes in floor panel behind seat | 2 | fits 5/8" hole |
| 28 | 600399 | PLUG, blanking holes in floor panel behind seat | 2 | fits 1" hole |
| 29 | 602037 | GROMMET, handbrake cable through heel board | 2 | fits 1" hole |

| | | | | |
|----|--------|---|---|---|
| 30 | 602037 | GROMMET, gearbox wiring loom through gearbox tunnel cover | 1 | fits 1" hole |
| 31 | 605602 | PLUG, propeller shaft lubrication access | 1 | fits 2 1/2" hole |
| 32 | GHF822 | PLUG, blanking, screen capping | 2 | fits 7/8" hole |
| 33 | RFR208 | PLUG, blanking holes for inertia type seat belts | 2 | European models, fits 1/2" hole |
| 34 | TGK153 | GROMMET & PLUG KIT, boot area and rear of bulkhead trim panel | 1 | |
| 35 | GHF822 | PLUG, blanking, chassis rear crossmember | 1 | fits 1 7/8" hole |
| 36 | 611733 | SEAL, sponge, around petrol tank drain to boot floor | 2 | To (c) CP/CC75000, From (c) CP/CC75001, German Models |
| 37 | 623176 | PLUG, blanking hole for petrol tank drain | 1 | From (c) CP/CC75001 and all German Models, fits 1 3/8" hole |
| 38 | 600399 | PLUG, blanking holes either side of petrol tank | 2 | fits 1" hole |
| 39 | 600395 | GROMMET, petrol vapour tube, through boot floor | 1 | North American models, (c) CC50001 To CC85737 approx., fits 1 1/4" hole |
| | 602037 | GROMMET, petrol vapour tube, through boot floor | 1 | From (c) CF1 approx., fits 1" hole |
| 40 | 602037 | GROMMET, petrol pump vent pipe, through boot floor | 1 | European models, To (c) CC50000 approx., fits 1" hole |
| | 600395 | GROMMET, petrol pump vent pipe, through boot floor | 1 | From (c) CC50001 approx., fits 1 1/4" hole |
| 41 | 600399 | PLUG, blanking hole in LH boot floor panel | 1 | fits 1" hole |
| 42 | ADA803 | PLUG, LH arch side blanking redundant Pi pump mounts. | 3 | North American models, fits 1/4" hole |
| 43 | 600399 | PLUG, paint drainage holes | 1 | fits 1" hole |
| 44 | 600395 | GROMMET, petrol pipe through boot floor | 2 | all CP/CR models, fits 1" hole |
| 45 | 600399 | PLUG, blanking fuel pipe holes through boot floor | 1 | North American models, fits 1" hole, |
| 46 | RFR208 | PLUG, rubber, blanking (as fitted) | 4 | fits 1/2" hole |
| 47 | 600399 | PLUG, blanking hole in inner rear valance for wiring access | 1 | fits 1" hole |
| 48 | 061917 | GROMMET, number plate lamp cables through rear valance | 1 | all (c) CP/CC models, fits 1/2" hole |
| 49 | 650247 | GROMMET, petrol filler cap through rear deck | 1 | European models, fits 2 3/8" hole |
| | 622683 | GROMMET, petrol filler cap through rear deck | 1 | North American models, fits 2 3/8" hole |



Front Body & Door Panels TR6

Bonnet

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---------|
| 1 | 908406 | BONNET (For bonnet fitting details refer to Exterior Fittings, Trim & Badges). | 1 | |

Front Valance

| | | | | |
|----|---------|--|-----|--|
| 2 | 814020 | FRONT VALANCE, not pierced for spoiler | 1 | all (c) CP/CC models, (1969-72) |
| | 822701 | FRONT VALANCE, pierced for spoiler | 1 | |
| | 822701 | FRONT VALANCE, pierced for spoiler | 1 | European models, TR6 all (c) CR models, (1972-75) |
| | 822701 | FRONT VALANCE, pierced for spoiler | 1 | North American models, from (c) CF1 To CF27000, (1972-74) |
| | XKC1813 | FRONT VALANCE, pierced for spoiler | 1 | North American models, From (c) CF27001 To CF58328 (1974-76) |
| 3 | 603559 | TAG, wiring loom | a/r | |
| 4 | 623590 | RETAINER, lower grille finisher | 3 | |
| 5 | 123759 | BLADE, Lucar, electrical earth | 2 | |
| 6 | 625886 | BRACKET, number plate | 2 | |
| 7 | HU706P | SCREW, securing bracket | 2 | |
| 8 | WM57 | WASHER, plain | 2 | |
| 9 | 505259 | WASHER, locking | 2 | |
| 10 | GHF200 | NUT | 2 | |

Front Wings

| | | | | |
|----|---------|----------------|---|---|
| 11 | 814016 | FRONT WING, LH | 1 | European models, all (c) CP/CR models, (1969-75) |
| | 814017 | FRONT WING, RH | 1 | |
| | | | | North American models, all (c) CC & to CF27000, (1969-72) |
| | XKC1811 | FRONT WING, LH | 1 | North American models, from (c) CF27001, (1973-74) |
| | XKC1812 | FRONT WING, RH | 1 | |

Note: See the Accessories section for aluminium panels.

| | | | | |
|----|----------|------------------------------------|----|------------------------|
| | 715393 | NACELLE, headlamp, LH | 1 | |
| 12 | 715394 | NACELLE, headlamp, RH | 1 | |
| | 813658 | CHANNEL, wing to inner wing, LH | 1 | |
| 13 | 813659 | CHANNEL, wing to inner wing, RH | 1 | |
| | 850455 | BAFFLE, wing to A post, LH | 1 | |
| 14 | 850456 | BAFFLE, wing to A post, RH | 1 | |
| 15 | 814016RP | REPAIR PANEL, front wing, LH | 1 | |
| | 814017RP | REPAIR PANEL, front wing, RH | 1 | |
| 16 | 814016FK | FITTING KIT, front wing | 2 | one kit per front wing |
| 17 | UL2705 | SCREW, Acme, wing to front valance | 6 | |
| 18 | WM57 | WASHER, plain | 6 | |
| 19 | 626716 | WASHER, fibre, Everseal | 6 | |
| 20 | FJ24074 | SPIRE NUT | 6 | |
| 21 | UL2705 | SCREW, Acme, wing to inner wing | 16 | |
| 22 | 623478 | WASHER, offset hole 'D' shaped | 16 | |
| 23 | 626716 | WASHER, fibre, Everseal | 16 | |
| 24 | FJ24074 | SPIRE NUT | 16 | |
| 25 | UL2705 | SCREW, Acme | 6 | |
| 26 | GHF300 | WASHER, plain | 6 | |
| 27 | FJ24074 | SPIRE NUT, wing to sill | 6 | |
| 28 | HU706P | SCREW, wing to 'A' post | 6 | |
| 29 | GHF331 | WASHER, locking | 6 | |
| 30 | WM57 | WASHER, plain | 6 | |

Doors And Door Skins

| | | | | |
|----|--------|--|---|--|
| 31 | 907757 | DOOR SHELL ASSEMBLY, LH | 1 | European models, all (c) CP models, From (c) CR1 To CR5000 (1969-73) |
| | 907758 | DOOR SHELL ASSEMBLY, RH (No side impact reinforcement bar). | 1 | |
| | 634833 | DOOR SHELL ASSEMBLY, LH | 1 | From (c) CR5001 (1974-75) |
| | 634834 | DOOR SHELL ASSEMBLY, RH (With side impact reinforcement bar and cut-out for door pull pocket). | 1 | |
| | 907757 | DOOR SHELL ASSEMBLY, LH | 1 | North American models, all (c) CC models, (1969-72) |
| | 907758 | DOOR SHELL ASSEMBLY, RH (No side impact reinforcement bars). | 1 | |
| | 917559 | DOOR SHELL ASSEMBLY, LH | 1 | From CF1 To CF12500, (1973 models) |
| | 917560 | DOOR SHELL ASSEMBLY, RH (With side impact reinforcement bars). | 1 | |

| | | | | |
|--------|--|--------------------------|----------------------------|-------------|
| 634829 | DOOR SHELL ASSEMBLY, LH | 1 | From CF12501, (1974-76) | |
| 634830 | DOOR SHELL ASSEMBLY, RH (With side impact reinforcement bar and cut-out for door pull pocket). | 1 | | |
| 32 | 812775 | DOOR SKIN, LH | 1 | |
| | 812776 | DOOR SKIN, RH | 1 | |
| | 950005WOA | DOOR SKIN, LH, aluminium | 1 | lightweight |
| | 950006WOA | DOOR SKIN, RH, aluminium | 1 | |

Note: Refer to Doors & Fittings for door fixings & components.

Scuttle Top

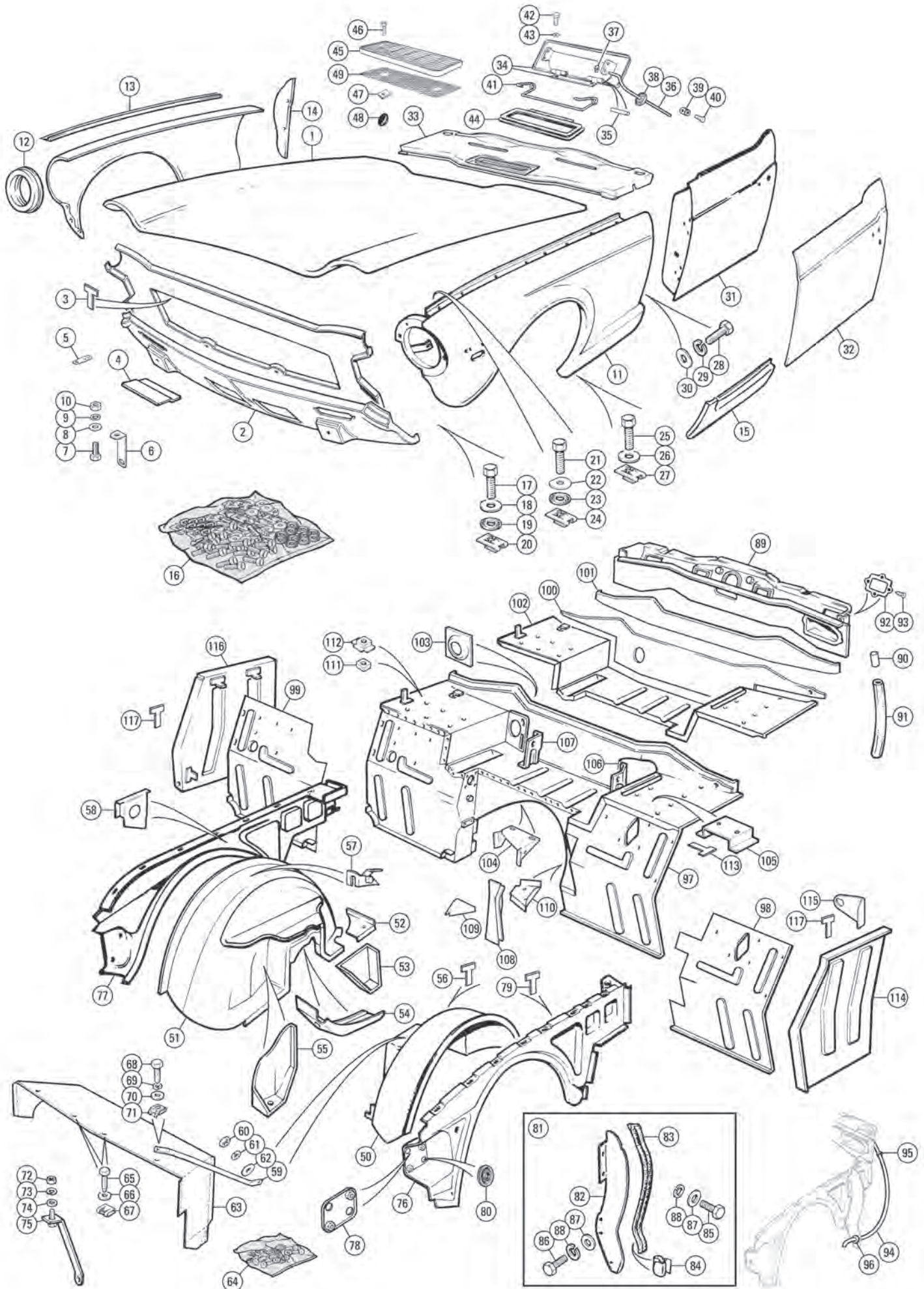
| | | | | |
|----|----------|---------------------------------------|---|-----------------------------------|
| 33 | 850352 | SCUTTLE TOP PANEL | 1 | all (c) CP/CC models (1969-72) |
| | 820499 | SCUTTLE TOP PANEL | 1 | |
| | | | | all (c) CR/CF models (1973-76) |
| 34 | 705242 | VENT LID & HINGE ASSEMBLY | 1 | all (c) CP/CC models (1969-72) |
| 35 | 563040 | PIN, hinge | 2 | |
| 36 | 611117 | ROD, operating vent lid | 1 | |
| 37 | FR1202 | FIXING, rod to vent lid | 1 | |
| 38 | 061917 | GROMMET, rod through plenum | 1 | all (c) CR/CF models |
| 39 | 612219 | TRUNNION, rod to dash lever mechanism | 1 | |
| 40 | 53K1016 | SCREW, clamping trunnion to rod | 1 | |
| 41 | 611145 | SPRING | 1 | |
| 42 | HU503 | SCREW, vent lid to scuttle top panel | 3 | |
| 43 | WL700101 | WASHER, locking | 3 | |
| 44 | 611118 | SEAL, vent lid to scuttle top panel | 1 | |
| 45 | 722849 | VENT GRILLE, plastic | 1 | all (c) CR/CF models |
| 46 | 511696 | SCREW, grille to scuttle top aperture | 2 | |
| 47 | GHF711 | SPIRE NUT | 2 | |
| 48 | CD27769 | PLUG, blanking, rod hole in plenum | 1 | |
| 49 | 722849X | MESH, vent grille | 1 | |

Wheel Arch Assemblies

| | | | | |
|----|----------|--|-----|---|
| 50 | 576477 | WHEEL ARCH ASSEMBLY, LH | 1 | |
| | 576478 | WHEEL ARCH ASSEMBLY, RH | 1 | |
| | 907097 | WHEEL ARCH PANEL, LH | 1 | |
| 51 | 907098 | WHEEL ARCH PANEL, RH | 1 | |
| | 811485 | REINFORCEMENT, arch, upper, LH | 1 | |
| 52 | 811480 | REINFORCEMENT, arch, upper, RH | 1 | |
| | 811493 | REINFORCEMENT, arch, lower, LH | 1 | |
| 53 | 811494 | REINFORCEMENT, arch, lower, RH | 1 | |
| | 712397 | BRACKET, reinforcement to mount, LH | 1 | |
| 54 | 712398 | BRACKET, reinforcement to mount, RH | 1 | |
| | 811703 | BRACKET, arch to chassis mount, LH | 1 | |
| 55 | 811704 | BRACKET, arch to chassis mount, RH | 1 | |
| 56 | 603559 | WIRING LOOM TAG | 9 | 8 on LH, 1 on RH |
| 57 | 750229 | BRACKET, bonnet stay | 1 | not included with RH wheel arch assembly |
| | | | | |
| | 623588 | BRACKET, body lifting, LH | 1 | |
| 58 | 623589 | BRACKET, body lifting, RH | 1 | |
| 59 | 714768 | STAY ROD, valance to wheel arch, LH | 1 | |
| | 714769 | STAY ROD, valance to wheel arch, RH | 1 | |
| 60 | GHF200 | NUT, plain, stay rod to wheel arch | 2 | |
| 61 | GHF331 | WASHER, locking | 2 | |
| 62 | WM57 | WASHER, plain | 2 | |
| 63 | 910442 | AIR DUCT, radiator | 1 | European models |
| | 910441 | AIR DUCT, radiator | 1 | North American models |
| 64 | 910442FK | FITTING KIT, air duct | 1 | European models |
| | 910441FK | FITTING KIT, air duct | 1 | North American models |
| 65 | AB610051 | SCREW, Acme, air duct to front valance | 2 | |
| 66 | WM57 | WASHER, plain | 2 | |
| 67 | FU2585 | SPIRE NUT, front valance top flange | 2 | |
| 68 | UL2705 | SCREW, stay rod and duct to valance | 1/2 | |
| 69 | GHF331 | WASHER, locking | 1/2 | quantity increases for North American models |
| 70 | WM57 | WASHER, plain | 1/2 | |
| 71 | 518454X | SPIRE NUT, valance top flange | 1/2 | |
| 72 | GHF200 | NUT, plain, air cleaner strap to valance | 1 | |
| 73 | GHF331 | WASHER, locking | 1 | European models |
| 74 | WM57 | WASHER, plain | 1 | |
| 75 | 153282 | STRAP ASSEMBLY, air cleaner support | 1 | European models |

Front Inner Wings

| | | | | |
|----|---------|------------------------------------|---|-------------|
| 76 | BMH7003 | INNER WING PANEL, LH | 1 | |
| | 908356 | INNER WING PANEL, LH | 1 | alternative |
| 77 | BMH7004 | INNER WING PANEL, RH | 1 | |
| | 908357 | INNER WING PANEL, RH | 1 | alternative |
| 78 | 623584 | NUT PLATE, hinge reinforcement LH | 1 | |
| | 623585 | NUT PLATE, hinge reinforcement RH | 1 | |
| 79 | 603559 | TAG, wiring loom securing | 9 | |
| 80 | 602037 | GROMMET, marker & head lamp cables | 2 | |
| 81 | 750150K | BAFFLE PLATE KIT, LH | 1 | |



Front Body & Door Panels TR6 (Continued)

Front Inner Wings

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------------|------|-------------|
| | 750151K | BAFFLE PLATE KIT, RH | 1 | |
| 82 | 750150 | BAFFLE PLATE, bulkhead, LH | 1 | |
| | 750151 | BAFFLE PLATE, bulkhead, RH | 1 | |
| 83 | 650172 | SEAL, baffle plate | 2 | |
| 84 | 606389 | CLIP, baffle seal | 6 | |
| 85 | HU706P | SCREW, baffle plate | 2 | |
| 86 | SH604051 | SCREW, baffle plate | 10 | |
| | HU706SS | SCREW, baffle plate, stainless | 10 | alternative |
| 87 | WM57 | WASHER, plain | 12 | |
| 88 | GHF331 | WASHER, locking | 12 | |

Plenum And Bulkhead Assemblies

| | | | | |
|---|----------|---|-----|---------------------------------|
| 89 | 811989 | PLENUM ASSEMBLY | 1 | |
| 90 | 650162 | TUBE, plenum water drainage | 2 | |
| 91 | 602057Z | HOSE, plenum water drainage, rubber | 2 | cut to fit |
| 92 | 650159 | PLATE, wheel box access | 2 | refit using suitable, |
| 93 | AB608031 | SCREW, plate to plenum | 8 | pliable water sealant |
| (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 items 94 to 96 in illustration). | | | | |
| 94 | 602057Z | HOSE, plenum water drainage, rubber | 2 | longer with elbow end |
| | 602057X | HOSE, plenum water drainage, silicone | 2 | |
| 95 | CS4013 | CLIP, hose to drain tube on plenum | 2 | |
| 96 | AHA8401 | GROMMET, hose through baffle plate | 2 | |
| 97 | 815834 | BULKHEAD ASSEMBLY, RHD | 1 | |
| | 815835 | BULKHEAD ASSEMBLY, LHD | 1 | |
| (The bulkhead change is signified by the redesign of the steering column outer tube to bulkhead seal. Early cars used a large rubber grommet, later cars had a foam seal held in place by plate). | | | | |
| 98 | 815836 | FOOTWELL FRONT PANEL, LH | 1 | RHD |
| 99 | 811979 | FOOTWELL FRONT PANEL, RH | 1 | |
| | 815837 | FOOTWELL FRONT PANEL, LH | 1 | LHD |
| | 811981 | FOOTWELL FRONT PANEL, RH | 1 | |
| 100 | 812120 | REPAIR PANEL, vertical, behind battery | 1 | RHD |
| | 812121 | REPAIR PANEL, vertical, behind battery | 1 | LHD |
| 101 | 812122 | REPAIR PANEL, vertical, section to plenum | 1 | |
| 102 | 907418RP | REPAIR PANEL | 1 | |
| (Horizontal section below battery). | | | | |
| 103 | 725405 | REINFORCING PLATE, RHD | 1 | |
| | | (Around steering column aperture). | | |
| | 725406 | REINFORCING PLATE, LHD | 1 | all (c) CR/CF models, (1973-76) |
| | | (Around steering column aperture). | | |
| 104 | 705219 | BRACKET, RHD | 1 | |
| | | (Steering column anti-torque strap). | | |
| | 705218 | BRACKET, LHD | 1 | |
| | | (Steering column anti-torque strap). | | |
| 105 | 625533 | BRACKET, wiper motor mount | 1 | |
| 106 | 611048 | BRACKET, battery stay, LH | 1 | |
| 107 | 610796 | BRACKET, battery stay, RH | 1 | |
| 108 | 750058 | POCKET, bulkhead | 1 | |
| 109 | 612283 | GUSSET, bulkhead pocket | 1 | |
| 110 | 706313 | GUSSET, dash, LH | 1 | |
| 111 | NQ2708 | NUT, square, pedals to bulkhead | a/r | |
| 112 | 600032 | RETAINER, square nut | a/r | |
| 113 | 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 redesigned 13th January 1978 and was then no longer shaped.

| | | | | |
|-----|--------|---------------------------------|-----|--|
| 114 | 811985 | BULKHEAD END PANEL ASSEMBLY, LH | 1 | |
| 115 | 615901 | BRACKET, bonnet release cable | 1 | |
| 116 | 811986 | BULKHEAD END PANEL ASSEMBLY, RH | 1 | |
| 117 | 603559 | TAG, wiring loom | a/r | |

TR6 Bodyshell Fitting Notes

The choice you have made in purchasing a bodyshell for your car instead of the component parts to repair the existing one is correct. The man hours of labour and degree of experience and skill involved to assemble the shell are extensive and you have rightly chosen to entrust this to British Motor Heritage, the original manufacturer.

The bodyshell is a semi-rigid item, delivered assembled onto a returnable slave transportation frame to the build condition you require. The body is electrophoretically primed and sealed (also known as 'E' coated). This process involves submerging the entire bodyshell in an electrically charged dip tank of special anodic etch primer. This, you will understand, means that the primer will contact all metal surfaces and electrically etch to them ensuring superior corrosion resistance. This process is to the same standards used by Rover Cars and other major car manufacturers world wide. The under-body is anti-stone chip coated and under-sealed. Additional coating and sealing may be applied to satisfy individual needs prior to painting.

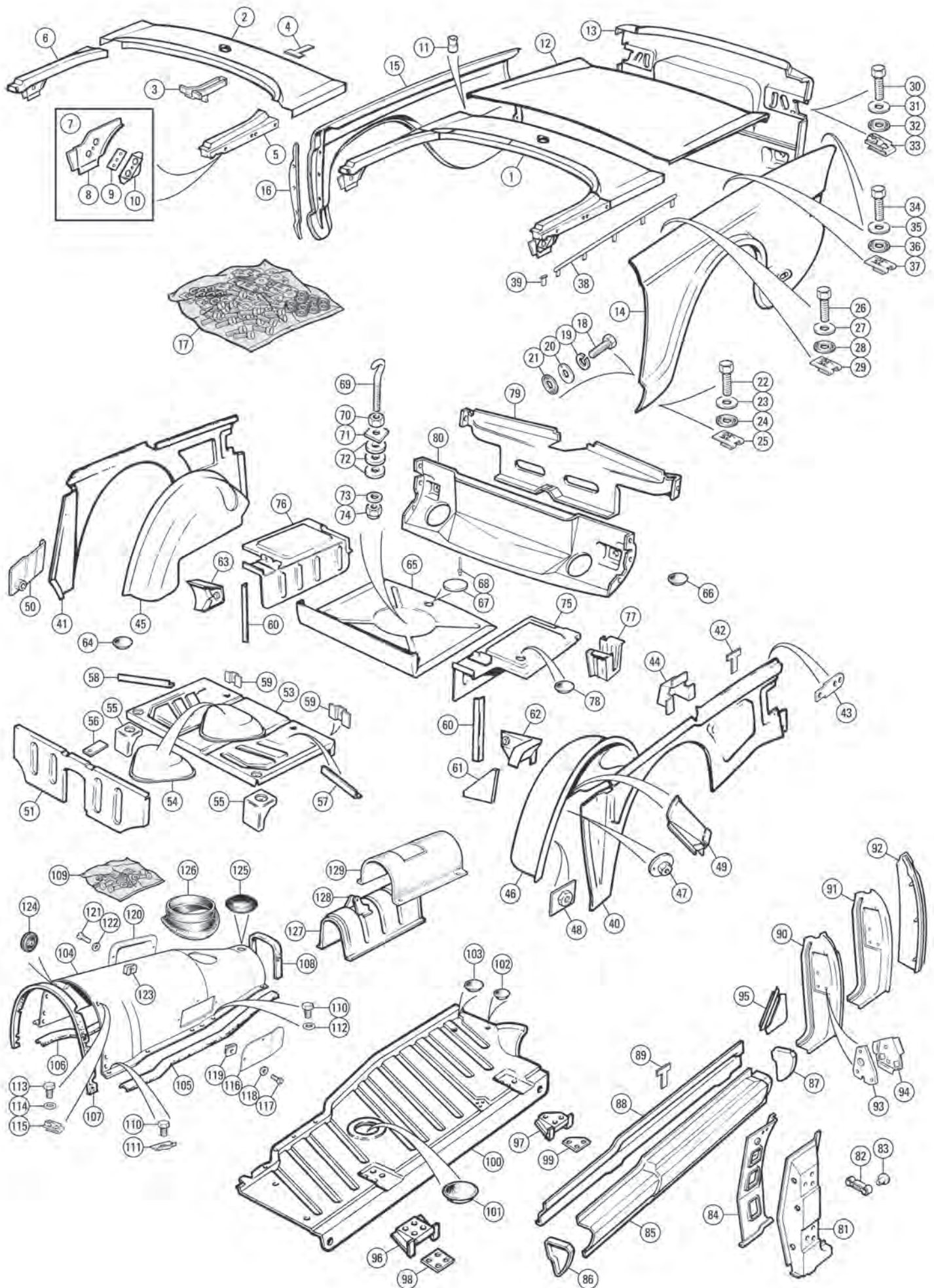
On receipt of your bodyshell, familiarise yourself with the item and inspect it to ensure that it is exactly the correct specification to accept your donor car's running gear, trim and fixings. This is particularly important if, for instance a different engine type has been fitted previously and your car's old bodyshell has been modified to accept it. The body is constructed to a standard. Those intending to build their car for entry in car club vehicle appearance or condition displays and competitions will need to apply much additional work to bring their entire car to the exceptionally high standards now demanded for Concours d'elegance eligibility.

If you believe the shell to be unsuitable for your requirements, or faulty in any way, contact the supplier immediately before any painting, fitting, modification or rectification costs are incurred. No such costs will be entertained unless accepted in writing by the supplier. Contact in the first instance must be made via the Heritage Distributor who supplied the body assembly. Prior to painting the shell, it is imperative that the following installation and fitting stages are completed:

- 1) Remove the complete shell from its slave transportation frame. Be aware that the unsupported shell is flexible and should therefore be lifted and carried squarely.
- 2) Trial fit the shell to the intended chassis assembly. Ensure all the mounting points and holes are present and align correctly. Fit a datum quantity of chassis to body packing pieces (as defined in the relevant factory workshop manual) along with all the mounting screws and bolts that attach the body to the chassis. Do not immediately blame the new body if it does not fit your chassis. Check your chassis for previous accident damage that may have bent and distorted both it and your old body assembly. Chassis alignment and distortion checks are easily carried out with the body removed. Details of these checks are given in the relevant factory workshop manual.
- 3) Body to chassis alignment and adjustment is a painstaking and long-winded task. These adjustments are crucial to obtain correct panel gaps for doors, boot lid and bonnet. If this job is to be undertaken by a paid professional you should be aware that at least 3 full working days may be charged to fulfil the task satisfactorily.
- 4) It is a matter of personal choice as to whether or not the body is part built with the running gear prior to painting. Bear in mind that moving a fully painted shell around the workshop without wheels often leads to paint damage. Painting a bare shell is of course the way to get the best possible finish and paint coverage. Bodysells should always be, where possible, transported fitted to a chassis or the slave transportation frame. If it is intended to remove all the wings, doors, bonnet and boot lid when the shell is painted, the new bodysell must be entirely supported by either the chassis or the slave transportation frame to reduce the risk of twisting or buckling. Remember that the removal of the bolt-on panels will involve a lot more work in panel re-alignment, once the body has been painted and fitted to the chassis.

For paint finishing advice, the assistance of a professional paint supplier or refinisher should be sought. The previously mentioned electrophoretically applied primer must not be removed from the body panel surfaces, nor rubbed through to expose bare metal; it should be prepared and have a polyurethane surfacer applied. This is a suitable and compatible basis for most modern top coat paint finishes. It may not be suitable for use with cellulose based paints, in which case an effective barrier coat and undercoats will be required. If in any doubt at all either, try a small test area of paint first and allow to dry, or, seek professional advice.

The primer and paint gets into every possible crevice of your new bodysell; this means that all tapped or threaded inserts, nuts or holes should be cleared and cleaned of primer, paint or debris prior to the attempted installation of any threaded fastener. This is particularly crucial for seat belt, steering and suspension mounting points, plus all other safety related components.



Rear Body & Floor Panels TR6

Rear Deck

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|-------------|
| 1 | 813959 | REAR DECK ASSEMBLY | 1 | |
| 2 | 575642 | CENTRE SECTION, rear deck | 1 | |
| 3 | 813958 | FRAME, deck section support | 1 | |
| 4 | 603559 | TAG, wiring loom | 4 | |
| 5 | 815521 | FORWARD SECTION, LH, rear deck | 1 | |
| | 813708 | FORWARD SECTION, LH, rear deck | 1 | skin only |
| 6 | 815522 | FORWARD SECTION, RH, rear deck | 1 | |
| | 813709 | FORWARD SECTION, RH, rear deck | 1 | skin only |
| 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' soft top to deck | 5 | |
| | GHF200 | NUT, 'projection welded', soft top to deck | 5 | alternative |

Boot Lid And Rear Valance

| | | | | |
|----|---------|---|---|---------------------------------|
| 12 | 813960 | BOOT LID ASSEMBLY | 1 | |
| | | (For boot lid fitting details refer to Exterior Fittings, Trim & Badges). | | |
| 13 | 813980 | REAR VALANCE ASSEMBLY | 1 | all (c) CP/CC models, (1969-72) |
| | XKC1814 | REAR VALANCE ASSEMBLY | 1 | all (c) CR/CF models, (1972-76) |

Rear Wings

| | | | | |
|----|--------|---------------|---|--|
| 14 | 815519 | REAR WING, LH | 1 | |
| 15 | 815520 | REAR WING, RH | 1 | |

Note: See the Accessories section for aluminium panels.

| | | | | |
|----|----------|--|----|----------------|
| | 850328 | BAFFLE, rear wing to 'B' post, LH | 1 | |
| 16 | 850329 | BAFFLE, rear wing to 'B' post, RH | 1 | |
| 17 | 815519FK | FITTING KIT, rear wing, (per wing) | 2 | |
| 18 | HU706P | SCREW, wing to 'B' post | 6 | |
| 19 | GHF331 | WASHER, locking | 6 | |
| 20 | WM57 | WASHER, plain | 6 | |
| 21 | 626716 | WASHER, fibre | 6 | |
| 22 | UL2705 | SCREW, Acme, wing to sill | 2 | |
| 23 | WM57 | WASHER, plain | 2 | |
| 24 | 626716 | WASHER, fibre | 2 | |
| 25 | FJ24074 | SPIRE NUT | 2 | |
| 26 | UL2705 | SCREW, Acme | 18 | |
| | | (Wing to rear deck and tonneau side). | | |
| 27 | WM57 | WASHER, plain | 18 | |
| 28 | 626716 | WASHER, fibre | 18 | |
| 29 | FJ24074 | SPIRE NUT | 18 | |
| 30 | UL2705 | SCREW, Acme | 8 | |
| | | (Wing to inner wing around lamp housing). | | |
| 31 | WM57 | WASHER, plain | 8 | |
| 32 | 626716 | WASHER, fibre | 8 | |
| 33 | 518454B | SPIRE NUT | 8 | |
| 34 | UL2705 | SCREW, Acme | 10 | |
| | | (Wing to inner wing and rear valance). | | |
| 35 | WM57 | WASHER, plain | 10 | |
| 36 | 626716 | WASHER, fibre | 10 | |
| 37 | FJ24074 | SPIRE NUT | 10 | |
| 38 | 715230 | WING BEADING, wing to rear deck | 2 | To CP/CC50000, |
| 39 | 553926 | TAB, locating | 12 | (1969 models) |
| | | (Painted to body colour of car after fitment). | | |

Inner Rear Wings And Wheel Arches

| | | | | |
|----|--------|---|---|-------------------------------|
| 40 | 815959 | INNER REAR WING, LH | 1 | |
| 41 | 817564 | INNER REAR WING, RH | 1 | To CP/CC50000 (1969 models) |
| | 817564 | INNER REAR WING, RH | 1 | From (c) CP/CC50001 (1970-76) |
| 42 | 603559 | TAG, wiring loom, LH inner wing | 6 | |
| 43 | 123759 | BLADE, Lucar, electrical earth | 2 | |
| 44 | 715232 | BRACKET, boot lid stay to inner rear wing | 1 | |

The right hand inner rear wing for post (c) CP50000 and all (c) CR1 on cars is identifiable by a recess pocket pressed into it. This pocket serves no purpose on Pi TR6 models. Either part number RH inner rear wing can therefore be used for replacement. The pocket was for containment of the carbon canister on U.S. market TR6's.

| | | | | |
|----|--------|-----------------------------------|---|-----------------------------|
| 45 | 815958 | WHEEL ARCH ASSEMBLY, RH | 1 | |
| 46 | 815957 | WHEEL ARCH ASSEMBLY, LH | 1 | |
| 47 | 615984 | REINFORCEMENT, seat belt, upper | 2 | for static seat belts |
| 48 | 616446 | REINFORCEMENT, seat belt, lower | 2 | for inertia reel seat belts |
| 49 | 713042 | BRACKET, LH, suspension bump stop | 1 | |
| | 713043 | BRACKET, RH, suspension bump stop | 1 | |
| 50 | 621328 | SEAT BELT ANCHOR, LH | 1 | |
| | 621329 | SEAT BELT ANCHOR, RH | 1 | |

Heelboard, Seat Pan And Boot Floor

| | | | | |
|----|---------|---|---|-----------------------------|
| 51 | 850397 | HEELBOARD | 1 | |
| 53 | 910065 | REAR FLOOR ASSEMBLY | 1 | |
| 54 | 850117X | DIFFERENTIAL COVER | 1 | |
| 55 | 950008 | BRACKET, seat pan to chassis | 2 | |
| 56 | 618376 | BRACKET, tunnel cover support | 1 | |
| 57 | 650271 | BRACKET, support, LH, squab bottom | 1 | |
| 58 | 650272 | BRACKET, support, RH, squab bottom | 1 | |
| 59 | 612288 | NUT PLATE, petrol tank attachment | 2 | |
| 60 | 750175 | BRACKET, support, squab side | 2 | To CP/CC50000 (1969 models) |
| | 722694 | BRACKET, support, squab side, LH | 1 | From (c) CP/CC50001 |
| | 722695 | BRACKET, support, squab side, RH | 1 | (1970-76) |
| 61 | 808379 | GUSSET, LH, arch to rear floor | 1 | |
| | 808380 | GUSSET, RH, arch to rear floor | 1 | |
| 62 | 650165 | BRACKET, LH petrol tank support | 1 | |
| 63 | 650166 | BRACKET, RH petrol tank support | 1 | |
| 64 | ADA803 | PLUG, rubber, blanking | 1 | |
| 65 | 850387 | PAN, spare wheel assembly | 1 | |
| 66 | 600399 | PLUG, paint drainage, 1" diameter | 1 | |
| 67 | 625944 | PLATE, metal, blanking paint drain hole | 1 | |
| 68 | GHF600 | RIVET, imex | 2 | |
| 69 | 650017 | HOOK BOLT, spare wheel | 1 | |
| 70 | GHF201 | NUT, plain, top of hook bolt | 1 | |
| 71 | 611875 | PLATE, reinforcing, spare wheel pan | 1 | |
| 72 | 601994 | PAD, rubber/canvas, thin | 3 | |
| 73 | GHF301 | WASHER, plain | 1 | |
| 74 | GHF222 | NUT, nylon, bottom of hook bolt | 1 | |
| 75 | 910067 | FLOOR, side, LH | 1 | |
| 76 | 910068 | FLOOR, side, RH | 1 | |
| 77 | 750022 | MOUNTING BRACKET, boot floor | 2 | |
| 78 | ADA803 | PLUG, rubber, blanking | 3 | |

Inner Rear Valances

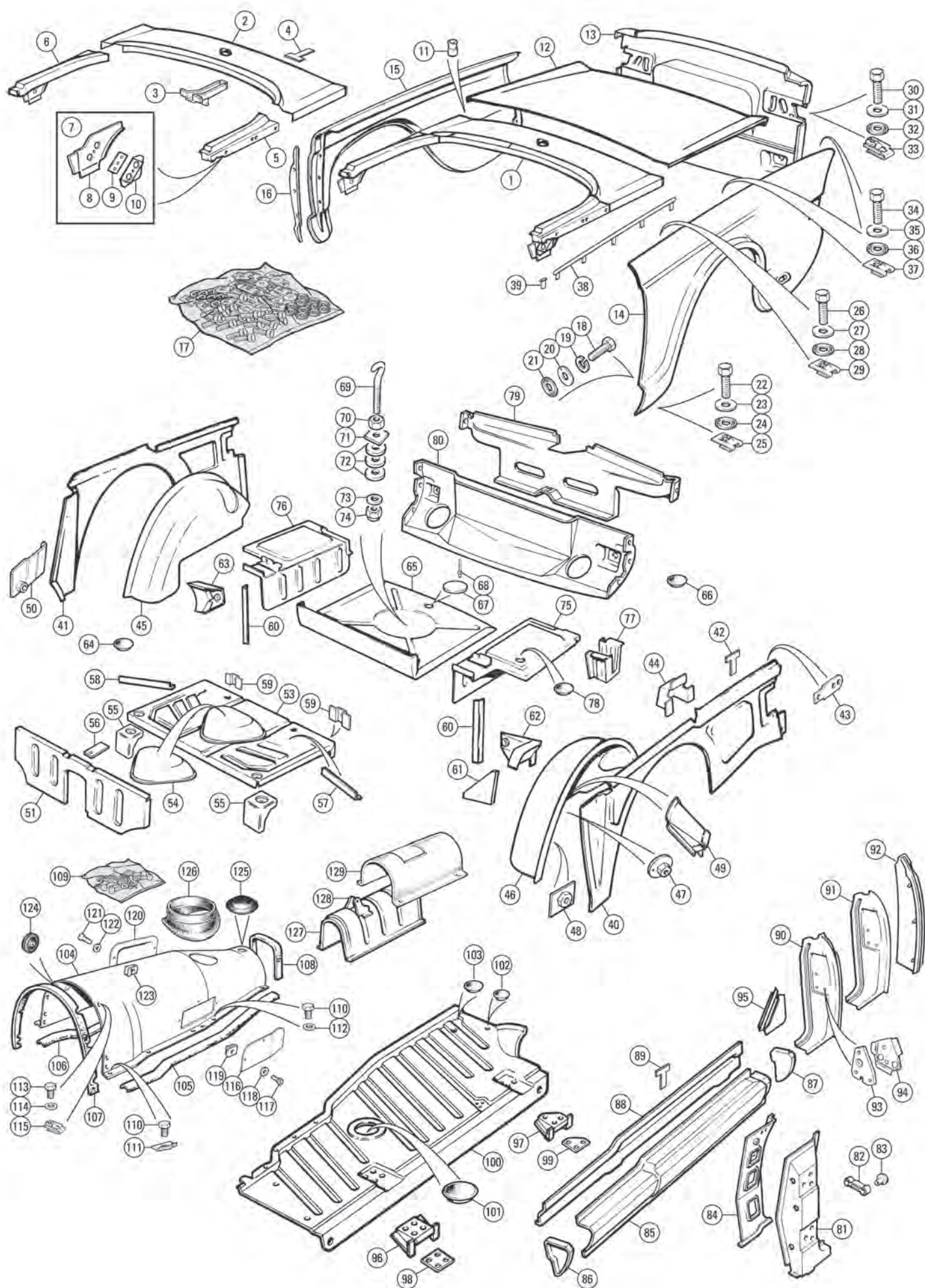
| | | | | |
|----|--------|------------------------------------|---|--|
| 79 | 908370 | REINFORCEMENT, rear valance, upper | 1 | |
| 80 | 908373 | VALANCE PANEL, lower, inner | 1 | |

'A' Post, 'B' Post And Sills

| | | | | |
|----|---------|---|---|---|
| 81 | XKC510 | 'A' POST, outer assembly, LH (Pierced for two courtesy light switches). | 1 | To (c) CR2911/CF12500, (1969-73) From (c) CR5001/CF12501 (1973-76) |
| | 813101 | 'A' POST, outer assembly, RH (Pierced for one courtesy light switch). | 1 | |
| 82 | 603344 | SPRING, guide for door check arm | 2 | |
| 83 | 569313 | RIVET, guide spring to 'A' post panel | 4 | |
| 84 | 850343 | 'A' POST, inner, LH | 1 | |
| | 850344 | 'A' POST, inner, RH | 1 | |
| 85 | 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 | |

Confusion often occurs as to exactly which is the inner sill, which can result in to-ing and fro-ing of parts. The inner sill is the section from the floor to the top of the outer sill, inside the car. The section which usually rots is actually the outer edge of the floor pan which drops vertically to meet the bottom edge of the outer sill. This is visible from underneath the car. It can be simply repaired with sheet metal cut to appropriate size and shape, however, this repair rarely lasts all that long. A preferred repair would be to remove one (or both) sill ends and repair the rotted floor section. It is then easy to get plenty of paint onto the repaired section followed by Waxoyl. After replacement of the sill end caps further Waxoyl can be inserted through a suitable drilled hole, which should then be sealed with a grommet. There are suitable holes on a new floor dropped sides.

| | | | | |
|----|--------|-----------------------------|-----|-------------------|
| 86 | 750086 | FILLER, sill end, front, LH | 1 | |
| | 750087 | FILLER, sill end, front, RH | 1 | |
| 87 | 750047 | FILLER, sill end, rear, LH | 1 | |
| | 750048 | FILLER, sill end, rear, RH | 1 | |
| 88 | 850122 | INNER SILL PANEL, LH | 1 | without loom tags |
| | 564807 | INNER SILL PANEL, RH | 1 | with loom tags |
| 89 | 603559 | TAG, wiring loom | a/r | |



Rear Body & Floor Panels TR6 (Continued)

| ill. | Part Number | Description | Req. | Details |
|------|-------------|------------------------------------|------|-------------------------|
| 90 | 817412 | 'B' POST ASSEMBLY, LH | 1 | |
| | 817413 | 'B' POST ASSEMBLY, RH | 1 | |
| 91 | 817412F | 'B' POST front face only, LH | 1 | |
| | 817413F | 'B' POST front face only, RH | 1 | |
| 92 | 817412B | 'B' POST rear face only, LH | 1 | |
| | 817413B | 'B' POST rear face only, RH | 1 | |
| 93 | 621751 | TAPPED PLATE | 2 | |
| 94 | 621710 | RETAINER, tapped plate, LH | 1 | |
| | 621711 | RETAINER, tapped plate, RH | 1 | |
| 95 | 621715 | GUSSET, 'B' post to sill panel, LH | 1 | |
| | 621716 | GUSSET, 'B' post to sill panel, RH | 1 | |
| 96 | 750027 | BRACKET, sill mounting, front | 2 | |
| 97 | 616004 | BRACKET, sill mounting, rear, LH | 1 | |
| | 616005 | BRACKET, sill mounting, rear, RH | 1 | |
| 98 | 619395 | PLATE, packing, 'A' post mounting | a/r | square shaped plate |
| 99 | 619396 | PLATE, packing, 'B' post mounting | a/r | triangular shaped plate |

Note: Refer to Chassis Frame & Body Mountings for chassis to body mounting details.

Floor Panels

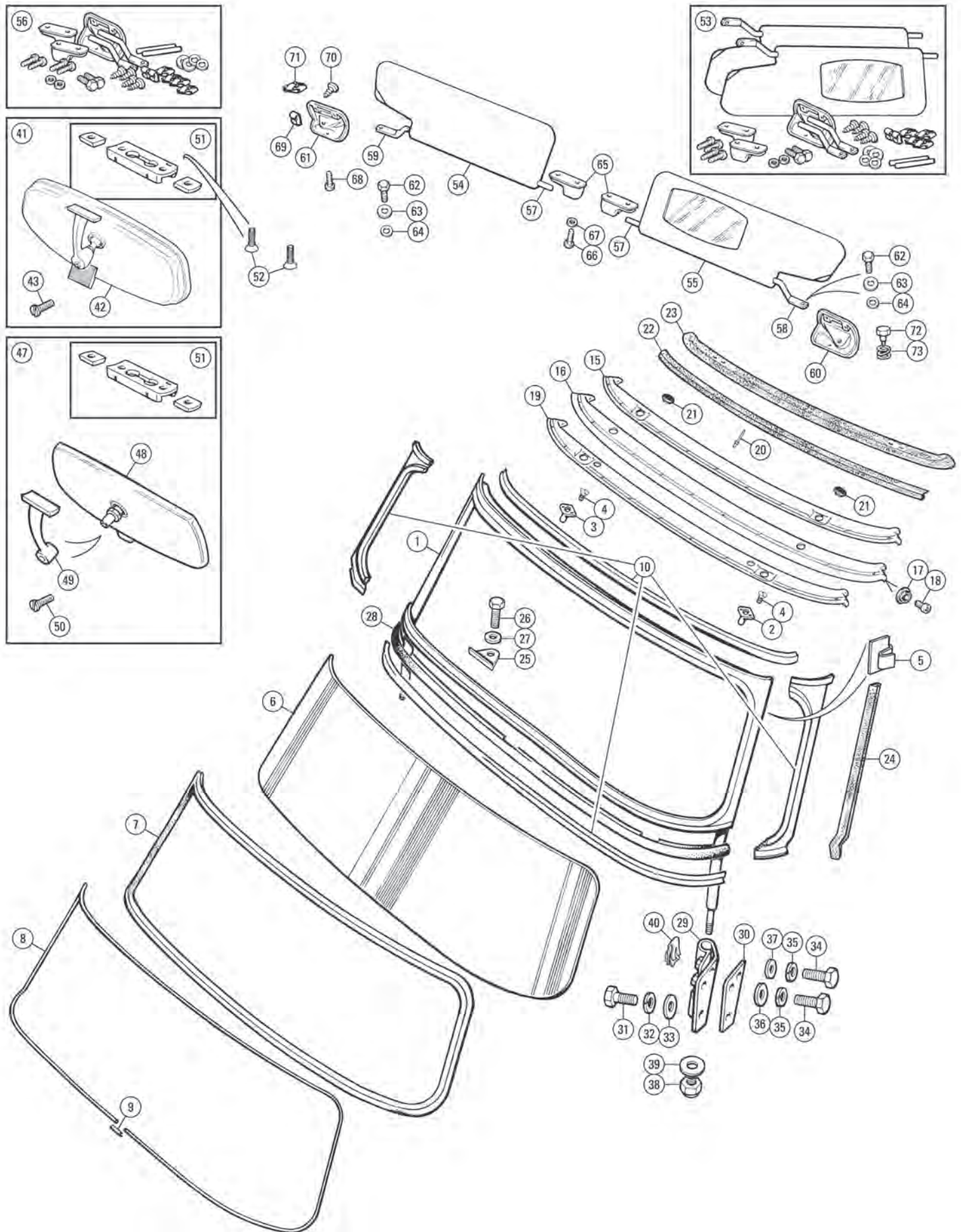
| | | | | |
|-----|--------|-------------------------------|---|--|
| 100 | 904005 | FLOOR PANEL, LH | 1 | |
| | 904006 | FLOOR PANEL, RH | 1 | |
| 101 | 603384 | PLUG, rubber, 3 1/4" diameter | 2 | |
| 102 | CFP625 | PLUG, rubber, 5/8" diameter | 2 | |
| 103 | 600399 | PLUG, rubber, 1" diameter | 2 | |

Gearbox Cover And Fittings

| | | | | |
|-----|------------|--|----|--|
| 104 | 713569FG | GEARBOX COVER, fibreglass | 1 | |
| | 713569SAP | GEARBOX COVER, plastic | 1 | |
| | 713569SAP1 | GEARBOX COVER, plastic, 2 piece | 1 | |
| | 713569GS | SEAL SET, gearbox cover | 1 | |
| 105 | 805673 | SEAL, cover to floor, LH | 1 | |
| 106 | 805674 | SEAL, cover to floor, RH | 1 | |
| 107 | 805684 | SEAL, cover to bulkhead | 1 | |
| 108 | 705758 | SEAL, cover to propeller shaft tunnel | 1 | |
| 109 | 713569FK | GEARBOX COVER FITTING KIT | 1 | |
| 110 | HU706P | SCREW, cover to floor | 10 | |
| 111 | 612286 | WASHER, plate, cover to floor | 7 | |
| 112 | WM57 | WASHER, plain, cover to floor | 3 | |
| 113 | HU706P | SCREW, cover to bulkhead | 7 | |
| 114 | WM57 | WASHER, plain, cover to bulkhead | 7 | |
| 115 | 518454X | CAPTIVE NUT & RETAINER | 7 | |
| 116 | 705851 | COVER PLATE, solenoid access | 1 | |
| 117 | AB608051 | SCREW, cover plate to cover | 3 | |
| 118 | WP4 | WASHER, plain | 3 | |
| 119 | FU25648 | SPIRE CLIP | 3 | |
| 120 | 809271 | COVER PLATE, speedometer cable access | 1 | |
| 121 | GHF423 | SCREW, cover plate to cover | 3 | |
| 122 | WP4 | WASHER, plain | 3 | |
| 123 | GHF712 | SPIRE CLIP | 3 | |
| 124 | 602037 | GROMMET, loom through tunnel cover | 1 | |
| 125 | 605602 | PLUG, propeller shaft lubrication access | 1 | |
| 126 | 709329 | GROMMET, gear lever gaiter | 1 | |

Propshaft Tunnel

| | | | | |
|-----|-----------|-----------------------------------|---|--|
| 127 | 808230 | PROPSHAFT TUNNEL | 1 | |
| 128 | 142428 | BRACKET, fulcrum, handbrake lever | 1 | |
| 129 | 809046 | TUNNEL COVER, fibreboard | 1 | |
| | 809046SAP | TUNNEL COVER, plastic | | |
| | 809046FG | TUNNEL COVER, fibreglass | 1 | |



Windscreen

Windscreen Assembly

| ill. | Part Number | Description | Req. | Details |
|---|-------------|---|------|--|
| 1 | 718048 | FRAME ASSEMBLY, windscreen | 1 | TR5 To (c) CP2066, TR250 To (c) CD4488, (1967-68) |
| | 714771 | FRAME ASSEMBLY, windscreen | 1 | TR5 From (c) CP2067, TR250 To (c) CD4489, TR6, (1968-76) |
| 2 | 621760 | PLATE, catch, header rail clamp, LH | 1 | TR5 To (c) CP2066, |
| 3 | 621761 | PLATE, catch, header rail clamp, RH | 1 | TR250 To (c) CD4488, (1967-68) |
| | 623434 | PLATE, catch, header rail clamp, LH | 1 | TR5 From (c) CP2067, |
| | 623435 | PLATE, catch, header rail clamp, RH | 1 | TR250 To (c) CD4489, TR6, (1968-76) |
| 4 | PMZ308 | SCREW, plate to windscreen frame (In order to improve the wearing qualities of the hood attachment to windscreen frame, replacement catch plates were offered by Triumph from May 1968). | 4 | |
| 5 | 611895 | BRACKET, securing Surrey soft top | 2 | TR5, TR250, (1967-68) |
| 6 | 906707 | WINDSCREEN, laminated | 1 | clear |
| | 906707OE | WINDSCREEN, laminated, Triplex | 1 | |
| | 906707TT | WINDSCREEN, laminated | 1 | top tinted |
| Note: Special shipping applies to all windscreens. Please see page 02 for more information. | | | | |
| 7 | 913442 | RUBBER, glazing | 1 | |
| 8 | 613954 | FINISHER, glazing rubber | 1 | |
| 9 | 611437 | CLIP, finisher | 1 | |
| 10 | GAC6029X | MOULDED FINISHER SET, frame, black | 1 | 4 piece |
| 15 | 812400 | CAPPING, windscreen, aluminium | 1 | TR5, TR250 soft top models, (1967-68) |
| 16 | 806189 | CAPPING, windscreen, aluminium | 1 | TR5, TR250 Surrey top models, (1967-68) |
| 17 | 610624 | STUD, snap | 2 | |
| 18 | AD606071 | SCREW, self tapping | 2 | |
| 19 | 714429 | CAPPING, windscreen, aluminium | 1 | TR6, (1969-76) |
| 20 | 552522 | RIVET, 'Pop', capping to frame | 9 | |

The windscreen capping should be sealed to the top of the windscreen frame by applying a suitable (silicone) flexible sealant before attachment. Omission of the sealant will invariably result in water seepage through to the passenger compartment. Ensure before starting that all traces of previously used sealant have been removed.

| | | | | |
|----|--------|-------------------------------------|---|--|
| 21 | 612235 | PLUG, blanking hard top bolt holes | 2 | TR5, TR250, TR6 to (c) CR5000/CF12500 |
| | 612976 | PLUG, blanking hard top bolt holes | 2 | TR6 from (c) CR5001/CF12501 |
| 22 | 616187 | SEAL, rubber, header rail | 1 | soft top models only |
| 23 | 806144 | SEAL, rubber, header rail | 1 | hard top models only |
| 24 | 620913 | SEAL, frame, thick sponge type | 2 | alternatives, fit in pairs |
| | 620403 | SEAL, frame, thin plain rubber type | 2 | |

Windscreen Frame Attachment Details

| | | | | |
|----|----------|--|-----|---------------------------------|
| 25 | 611669 | COVER, attachment plate, chrome | 3 | early TR5 and TR250 |
| 26 | 624817 | SCREW, dome headed, chrome (Windscreen frame to scuttle). | 3 | |
| 27 | WA108052 | WASHER, plain, chrome | 3 | later TR5 and TR250, all TR6 |
| | 622884 | COVER, attachment plate, black | 3 | |
| | 622886 | SCREW, dome headed, black (Windscreen frame to scuttle). | 3 | |
| | 516815 | WASHER, plain, black | 3 | |
| 28 | 650130 | SEAL, rubber, frame to scuttle | 1 | |
| 29 | 750157 | MOUNTING BRACKET, LH | 1 | |
| | 750158 | MOUNTING BRACKET, RH | 1 | |
| 30 | 650313 | PACKING, fibre, bracket to 'A' post | 2 | |
| 31 | GHF101 | SCREW, bracket to 'A' post, lower | 2 | |
| 32 | GHF331 | WASHER, locking | 2 | |
| 33 | WM57 | WASHER, plain | 2 | |
| 34 | SH604051 | SCREW, bracket to 'A' post, upper | 4 | |
| 35 | GHF331 | WASHER, locking | 4 | |
| 36 | GHF314 | WASHER, plain | 2 | (for upper forward screw) |
| 37 | WM93 | WASHER, plain | 2 | (for upper rearward screw) |
| 38 | GHF272 | NUT, nyloc, support leg to bracket | 2 | |
| 39 | WP139 | WASHER, plain | a/r | |
| 40 | FQ35074 | NUT, retained clip-on type | 2 | |

Interior Mirror

| | | | | |
|----|---------|---|---|---------------|
| 41 | 632095 | MIRROR ASSEMBLY, interior, dipping type | 1 | |
| 42 | 632091 | MIRROR HEAD | 1 | TR5, TR250, |
| 43 | 632095S | SCREW, mirror head to stem | 1 | TR6 To CR/CF1 |
| 44 | RTC1006 | MIRROR MOUNTING KIT, (3 piece) | 1 | |

| | | | | |
|----|------------|---|---|---------------------|
| 47 | 632095 | MIRROR ASSEMBLY, interior, dipping type | 1 | |
| 48 | 632091 | MIRROR HEAD | 1 | |
| 49 | 632095STEM | MIRROR STEM | 1 | TR6 From (c) CR/CF1 |
| 50 | 632095S | SCREW, mirror head to stem | 1 | |
| 51 | RTC1006 | MIRROR MOUNTING KIT, (3 piece) | 1 | |
| 52 | RMP2312 | SCREW, mirror to windscreen frame | 2 | |

Sun Visors

TR250 models were originally fitted with white sun visors, whereas, TR5 and TR6 models were all black. Triumph changed the grain of the sun visor from fine to coarse in 1973 to correspond with other vinyl grain changes. However, we only supply sun visors in early fine grain. Our sun visors are still manufactured by the OE supplier to Triumph.

| | | | | |
|----|-----------|---|---|-----------|
| 53 | 575720L | SUN VISOR KIT, white, LHD | 1 | TR250 |
| | 823421KR | SUN VISOR KIT, black, RHD | 1 | TR5, TR6 |
| | 823421KL | SUN VISOR KIT, black, LHD | 1 | |
| 54 | 812719 | SUN VISOR, white, driver's side | 1 | TR250 |
| | 812711 | SUN VISOR, black, driver's side | 1 | TR5-6 |
| 55 | 812759 | SUN VISOR, white, passenger's side | 1 | TR250 |
| | 812741 | SUN VISOR, black, passenger's side | 1 | TR5-6 RHD |
| | 812751 | SUN VISOR, black, passenger's side | 1 | TR5-6 LHD |
| 56 | 823421MK | MOUNTING KIT, for one pair of visors | 1 | |
| 57 | 812760 | BAR, pivot, inner | 2 | |
| 58 | 812761 | BAR, pivot, outer, LH | 1 | |
| 59 | 812762 | BAR, pivot, outer, RH | 1 | |
| 60 | 812684 | BRACKET, mounting sun visor, LH | 1 | |
| 61 | 812685 | BRACKET, mounting sun visor, RH | 1 | |
| 62 | SH604041 | SCREW, pivot bar to bracket | 2 | |
| 63 | AJD7722 | WASHER, thackery | 2 | |
| 64 | GHF300 | WASHER, plain | 2 | |
| 65 | 622431 | RETAINER, sun visor, standard | 2 | |
| | 622431SP | RETAINER, sun visor, polyurethane | 2 | |
| | 622431SPK | RETAINER, sun visor, polyurethane, (pair) | 1 | |
| 66 | AB606043 | SCREW, retainer to frame | 4 | |
| 67 | WP3 | WASHER, plain | 4 | |
| 68 | AD608084 | SCREW, bracket to frame | 2 | |
| 69 | 570145 | NUT, spire, in frame | 2 | |
| 70 | AD606054 | SCREW, bracket to frame | 4 | |
| 71 | FC2803 | NUT, fix, in frame | 4 | |

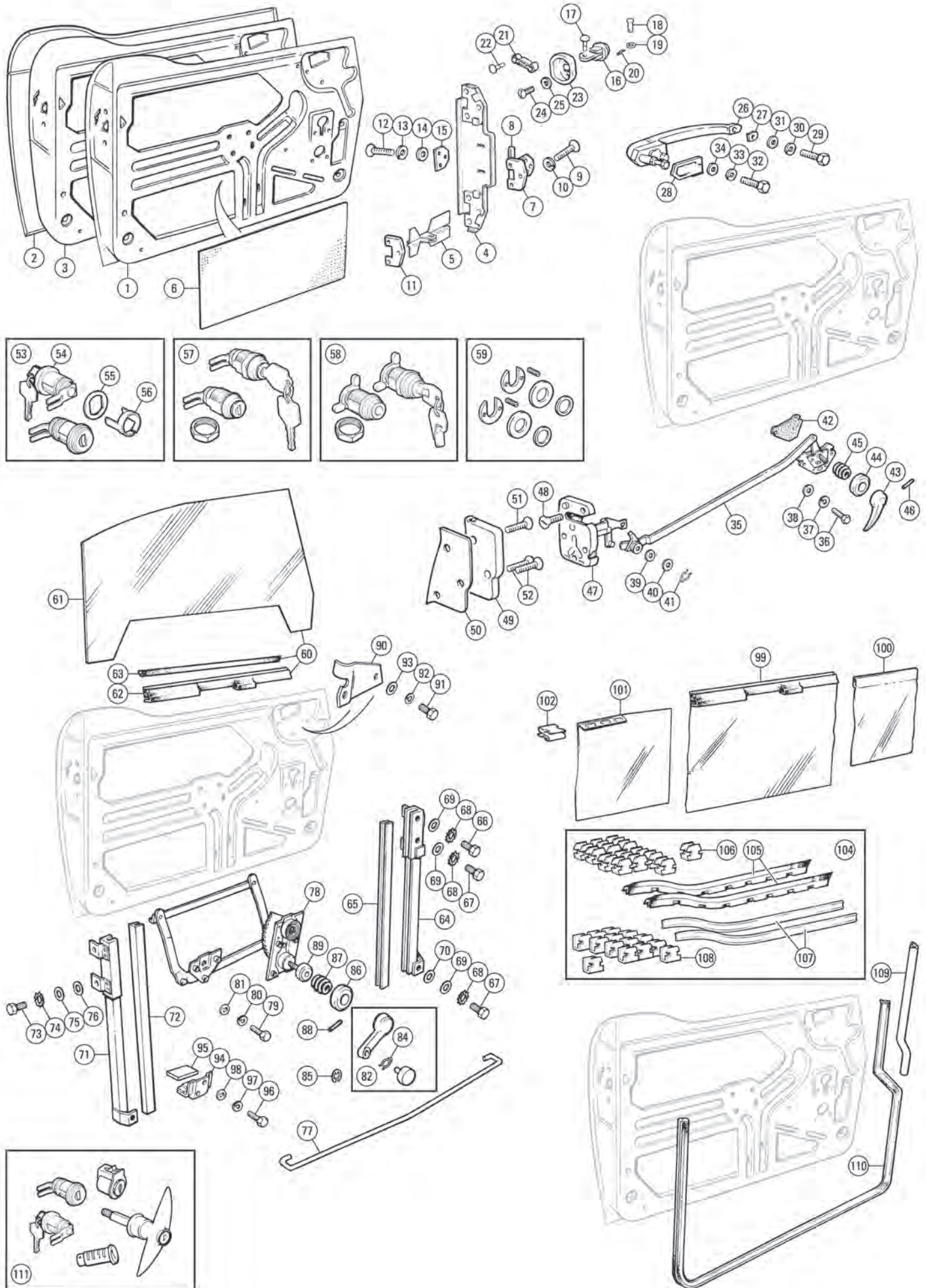
The screws attaching the pivot bars to the brackets should be locked in place with a liquid thread lock such as Loctite (available under part no. GGL1021), to ensure they do not undo in service.

| | | | |
|----|--------|-------------------------------------|---|
| 72 | 622354 | BOLT, pivot bar to mounting bracket | 2 |
| 73 | 622444 | SPRING | 2 |

The original sun visor bolt and spring pivoting arrangement (items 72 & 73) for TR5's & TR250's was improved and replaced in April 1968 by the screw and washer method listed above (items 62 to 64).

Floppy Sun Visors?

If your TR is blessed with droopy visor syndrome there a couple of things that can be done to correct it. The screw that attaches the mounting bar to the visor bracket, (575144) should be located and locked in place with a liquid thread lock compound such as Loctite. This is available as part number GGL1020. The screw should be tightened sufficiently to allow the visor bar to pivot but not have excessive axial movement. Sun visors often refuse to hold at an angled position to block out the bright sun and still allow a clear view of the road. The friction of the mounting bars inside the sun visor framework maintains the angular position. Too much friction and the visor gets mangled, too little and it droops. The fit of the visor outer mounting bars in the visors can be attended to in order to get the best possible use from the visors adjustable angle. If the mounting bar is too tight, probably caused by corrosion and dirt, merely remove the bar by pulling and refit it cleaned and perhaps lightly lubricated. Too loose may be caused by the bar not being located correctly in the visor frame, the frame being broken or the mounting bar being of too small a diameter for the visor's framework. This can be checked and rectified.



Doors & Fittings

Doors And Hinges

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---|------|---|
| 1 | 907757 | DOOR SHELL ASSEMBLY, LH | 1 | European models: TR5, TR6 all (c) CP models, CR1 To CR5000, (1967-72) |
| | 907758 | DOOR SHELL ASSEMBLY, RH | 1 | |
| | | (No side impact bars and no provision to fit the later door closing pull pocket). | | |
| | 634833 | DOOR SHELL ASSEMBLY, LH | 1 | TR6 From (c) CR5001, (1972-75) |
| | 634834 | DOOR SHELL ASSEMBLY, RH | 1 | |
| | | (No side impact bars and provision to fit the later door closing pull pocket). | | |
| | 907757 | DOOR SHELL ASSEMBLY, LH | 1 | North American models: TR250, TR6 all (c) CC models, (1967-72) |
| | 907758 | DOOR SHELL ASSEMBLY, RH | 1 | |
| | | (No side impact bars and no provision to fit the later door closing pull pocket). | | |
| | 917559 | DOOR SHELL ASSEMBLY, LH | 1 | TR6 From (c) CF1 To CF12500, (1972-73) |
| | 917560 | DOOR SHELL ASSEMBLY, RH | 1 | |
| | | (Side impact bars and no provision to fit the later door closing pull pocket). | | |
| | 634829 | DOOR SHELL ASSEMBLY, LH | 1 | TR6 From (c) CF12501 To CF58328, (1973-76) |
| | 634830 | DOOR SHELL ASSEMBLY, RH | 1 | |
| | | (Side impact bars and provision to fit the later door closing pull pocket). | | |
| 2 | 812775 | DOOR SKIN, LH | 1 | for door repair tips |
| | 950005WOA | DOOR SKIN, LH, aluminium | 1 | see TR5-TR250 |
| | 812776 | DOOR SKIN, RH | 1 | Front Body Panels |
| | 950006WOA | DOOR SKIN, RH, aluminium | 1 | |
| 3 | 907310 | INNER PANEL, frame, LH | 1 | |
| | 907311 | INNER PANEL, frame, RH | 1 | |
| 4 | 707059 | PLATE ASSEMBLY, reinforcement, LH | 1 | |
| | 707060 | PLATE ASSEMBLY, reinforcement, RH | 1 | |
| 5 | 613855 | ANGLE BRACKET, check strap arm | 2 | |
| 6 | CHM228 | PAD, sound deadening | 2 | |
| 7 | 650112 | DOOR HINGE | 4 | |
| 8 | 607823 | PIN, hinge pivot | 4 | |
| 9 | SH605051 | SCREW, hinge to door | 12 | |
| 10 | GHF332 | WASHER, locking | 12 | |
| 11 | 650112G | GASKET, shim, hinge to door | a/r | |
| 12 | SH605061 | SCREW, hinge to 'A' post | 12 | |
| 13 | GHF332 | WASHER, locking | 12 | |
| 14 | WP19 | WASHER, plain | 12 | |
| 15 | 610042 | GASKET, shim, hinge to 'A' post | a/r | |
| 16 | 613622 | CHECK STRAP | 2 | |
| 17 | 610707 | RIVET, check strap to door | 2 | |

While the check straps were originally attached by rivets, the clevis pin arrangement offered below is more satisfactory (and easier to install).

| | | | | |
|----|----------|---|---|------------------------------|
| 18 | CLZ410 | CLEVIS PIN, check strap to door | 2 | alternative to items 16 & 17 |
| 19 | GHF300 | WASHER, plain | 4 | |
| 20 | 511032 | 'R' CLIP, clevis pin securing | 2 | |
| 21 | 603344 | SPRING, guide for check strap | 2 | |
| 22 | 569313 | RIVET, guide spring to 'A' post | 4 | |
| 23 | 613623 | GAITER, check strap | 2 | |
| 24 | AB606031 | SCREW, self tapping, gaiter to 'A' post | 4 | |
| 25 | WP3 | WASHER, plain | 4 | |

Door Handles And Remote Control

| | | | | |
|----|----------|-------------------------------------|---|---|
| 26 | 712837 | HANDLE ASSEMBLY, door exterior | 2 | |
| 27 | 617402 | GASKET, small, handle front to door | 2 | |
| 28 | 617403 | GASKET, large, handle rear to door | 2 | |
| 29 | HU503 | SCREW, handle, front | 2 | |
| 30 | WL700101 | WASHER, locking | 2 | |
| 31 | PWZ203 | WASHER, plain | 2 | |
| 32 | 53K126 | SCREW, handle, rear | 2 | |
| 33 | WL700101 | WASHER, locking | 2 | |
| 34 | PWZ203 | WASHER, plain | 2 | |
| 35 | 712838 | REMOTE CONTROL, handle to latch, LH | 1 | European models: TR5, TR6 all (c) CP models, CR1 To CR5000, (1967-72) North American models, TR250, TR6 all (c) CC models, (1967-72) |
| | 712839 | REMOTE CONTROL, handle to latch, RH | 1 | |
| | | | | |
| | XKC91 | REMOTE CONTROL, handle to latch, LH | 1 | European models, TR6 From (c) CR5001, (1972-75) North American models, TR6 From (c) CF12501 To CF58328, (1973-76) |
| | XKC92 | REMOTE CONTROL, handle to latch, RH | 1 | |

The later type remote control mechanisms are suitable for all applications. They vary from the earlier item because of a set in their form to avoid the interior door pull of the later cars in the door inner panel. In English they are curved, the early ones were straight!

| | | | | |
|----|----------|--|---|---|
| 36 | 53K126 | SCREW, remote to inner door frame | 6 | |
| 37 | WL700101 | WASHER, locking | 6 | |
| 38 | PWZ203 | WASHER, plain | 6 | |
| 39 | 550924 | WASHER, waved | 2 | |
| 40 | GHF300 | WASHER, plain | 2 | |
| 41 | 608703 | CLIP, door lock to remote control link | 2 | |
| 42 | 612236 | FELT PAD, anti-rattle | 2 | all models To CR/CF1 |
| | 633678 | FELT PAD, anti-rattle | 2 | TR6 From CR/CF1 (Glued in appropriate position on door inner frame). |
| 43 | 621770 | HANDLE, door interior | 2 | |
| 44 | 621221 | ESCUTCHEON, handle to door casing | 2 | European models, TR5, TR6 all (c) CP models, CR1 To CR5000, (1967-72) North American models, TR250, TR6 all (c) CC models, (1967-72) |
| | | | | |
| | 623843 | ESCUTCHEON, handle to door casing | 2 | European models, TR6 From (c) CR5001, (1972-75) North American models, TR6 From (c) CF12501 To CF58328, (1973-76) |
| | | | | |
| 45 | 603382 | SPRING, door panel to door frame | 2 | |
| 46 | ALH1527 | PIN, door handle | 2 | |

Door Latch And Striker

| | | | | |
|----|---------|-----------------------------------|-----|--|
| 47 | 907177 | DOOR LATCH ASSEMBLY, LH | 1 | |
| | 907178 | DOOR LATCH ASSEMBLY, RH | 1 | |
| 48 | 517148 | SCREW, door latch, single-slotted | 6 | all models To CR/CF1 |
| | ZKC36 | SCREW, door latch, cross-slotted | 6 | TR6 From CR/CF1 (The above screws are interchangeable). |
| 49 | CZA3311 | STRIKER PLATE, LH | 1 | |
| | CZA3310 | STRIKER PLATE, RH | 1 | |
| 50 | ZKC6167 | SHIM, striker plate, 0.010" | a/r | |
| | BHH341 | SHIM, striker plate, 0.064" | a/r | |
| 51 | ZKC37 | SCREW, door striker, upper | 2 | |
| 52 | ZKC38 | SCREW, door striker, lower | 4 | (The above screws are interchangeable). |

Door Lock Assemblies

| | | | | |
|----|----------|---------------------------------|---|------------------------------|
| 53 | 621773P | DOOR LOCK ASSEMBLIES | 1 | original clip fitting type |
| | | (Matched pair with 2 keys). | | |
| 54 | 621773 | DOOR LOCK ASSEMBLY, with 2 keys | 2 | |
| 55 | BHH972G | GASKET, door lock to door skin | 2 | |
| 56 | 714599 | CLIP, door lock retaining | 2 | |
| 57 | 621773PX | DOOR LOCK ASSEMBLIES | 1 | replacement nut fitting type |
| | | (Matched pair with 2 keys). | | |

The replacement type nut fixing private door locks are more positively located in the door skin by a nut rather than a spring clip. This means that if the original private door lock assembly has, during service, rotated in the door skin and worn the shape and size of its piercing the spring clip will only hold it in place, allowing it to rotate when key is operated.

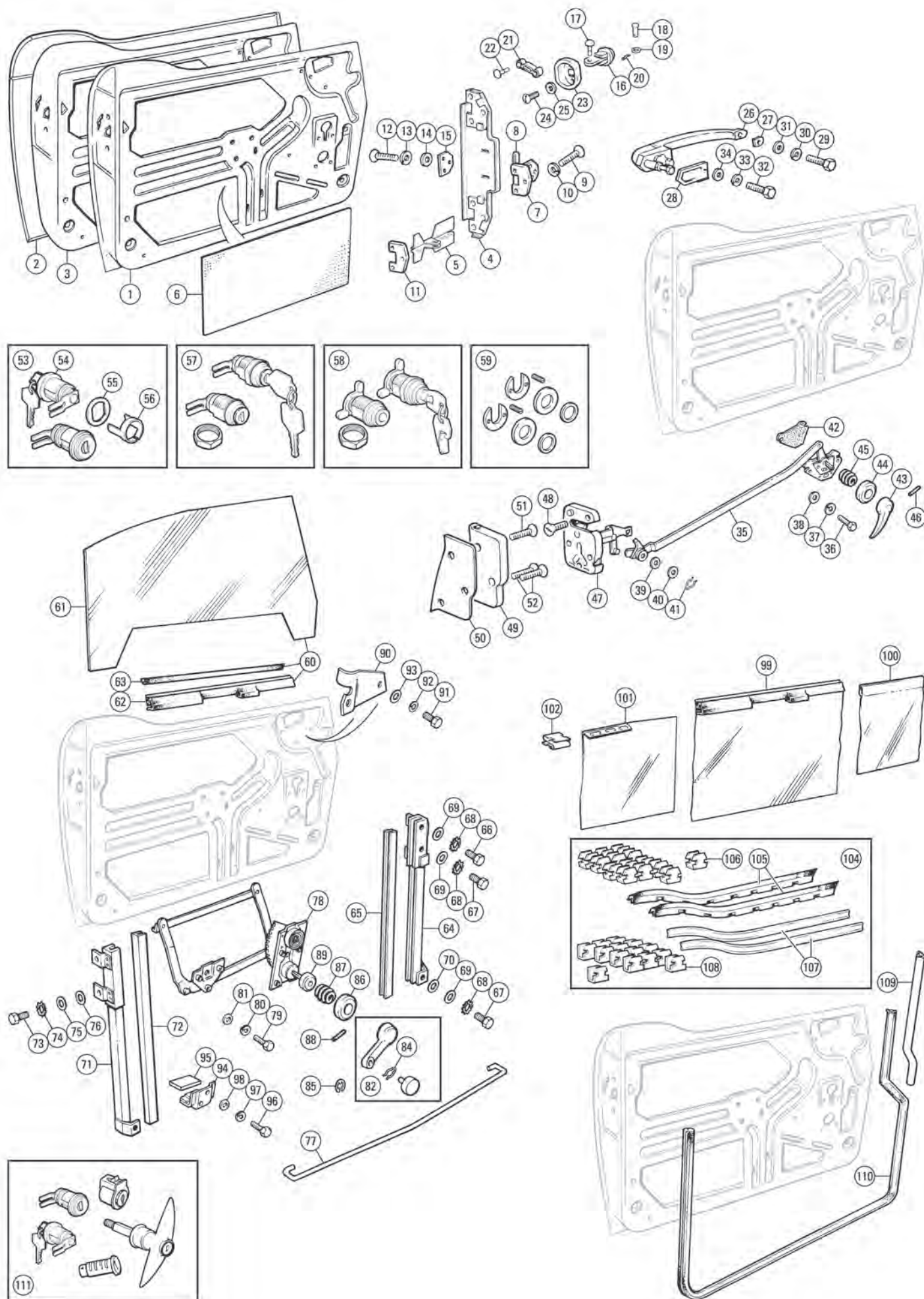
| | | | | |
|----|---------|-----------------------------|---|--------------------|
| 58 | BHH973S | DOOR LOCK ASSEMBLIES | 1 | security lock type |
| | | (Matched pair with 2 keys). | | |

These lock sets replace the factory barrels, helping to keep those people with light fingers out. Supplied in pairs, with two spare keys.

| | | | | |
|----|---------|---|---|--|
| 59 | MRD1067 | LOCK FITTING KIT | 1 | |
| | | (Replaces original clips and prevents locks from rotating). | | |

Door Glass And Window Regulators

| | | | | |
|----|----------|-------------------------------|-----|---|
| 60 | 713352 | DOOR GLASS & CHANNEL, LH | 1 | |
| | 713353 | DOOR GLASS & CHANNEL, RH | 1 | |
| 61 | 820508 | WINDOW GLASS | 2 | |
| | 820508T | WINDOW GLASS, tinted | 2 | |
| 62 | 712835 | CHANNEL, lower, LH | 1 | |
| | 712836 | CHANNEL, lower, RH | 1 | |
| 63 | 617166 | STRIP, rubber, door glass | 2 | |
| 64 | 850430 | CHANNEL & BRACKETS, front, LH | 1 | |
| | 850431 | CHANNEL & BRACKETS, front, RH | 1 | |
| 65 | 850430FT | CHANNEL, felt | a/r | use with original brackets for repair purposes only |
| | | | | |



Doors & Fittings (Continued)

Door Glass And Window Regulators

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------------------------|------|---------|
| 66 | SH604041 | SCREW, forward bracket to frame | 2 | |
| 67 | SH604051 | SCREW, inside bracket to frame | 4 | |
| 68 | GHF321 | WASHER, shakeproof | 6 | |
| 69 | WM57 | WASHER, plain | 6 | |
| 70 | GHF314 | WASHER, plain, channel adjusting | a/r | |

Use where required as shims between the channel brackets and door frames to align channels.

| | | | | |
|----|----------|---------------------------------------|-----|---|
| 71 | 812436 | CHANNEL ASSEMBLY, rear, LH | 1 | |
| | 812437 | CHANNEL ASSEMBLY, rear, RH | 1 | |
| 72 | 850430FT | CHANNEL, felt | a/r | use with original brackets for repair purposes only |
| 73 | SH604051 | SCREW, channel brackets to door frame | 6 | |
| 74 | GHF321 | WASHER, shakeproof | 6 | |
| 75 | WM57 | WASHER, plain | 6 | |
| 76 | GHF314 | WASHER, plain, channel adjusting | a/r | |

Use where required as shims between the channel brackets and door frames to align channels.

| | | | | |
|----|----------|------------------------------------|----|-----------------------------|
| 77 | 750165 | TIE ROD, glass channel bottom, LH | 1 | |
| | 750166 | TIE ROD, glass channel bottom, RH | 1 | |
| 78 | 907179 | REGULATOR MECHANISM, window, LH | 1 | |
| | 907180 | REGULATOR MECHANISM, window, RH | 1 | |
| 79 | SH604041 | SCREW, regulator to door frame | 14 | |
| 80 | GHF331 | WASHER, locking | 14 | |
| 81 | GHF300 | WASHER, plain | 14 | |
| 82 | 621811 | HANDLE, window | 2 | |
| 84 | 574581 | CLIP, securing knob to handle | 2 | |
| 85 | NKC513 | CLIP, securing knob to handle | 2 | alternative |
| 86 | 621221 | ESCUTCHEON, handle to door panel | 2 | |
| 87 | 603382 | SPRING, door panel to door frame | 2 | |
| 88 | ALH1527 | PIN, securing handle to mechanism | 2 | |
| 89 | 609649 | WASHER, sponge | 2 | |
| 90 | 621969 | BRACKET, door glass stop upper, LH | 1 | |
| | 621970 | BRACKET, door glass stop upper, RH | 1 | |
| 91 | HU503 | SCREW, stop bracket to door frame | 4 | |
| 92 | WL700101 | WASHER, locking | 14 | |
| 93 | PWZ203 | WASHER, plain | 4 | |
| 94 | 650242 | BRACKET ASSEMBLY, door glass stop | 2 | |
| 95 | AHH6434 | PAD, felt, door glass stop | 2 | repair purposes, cut to fit |
| 96 | 53K126 | SCREW, stop bracket to door frame | 4 | |
| 97 | WL700101 | WASHER, locking | 4 | |
| 98 | PWZ203 | WASHER, plain | 4 | |

Water Curtains

| | | | | |
|-----|---------|-------------------------------|----|--|
| 99 | 611812 | WATER CURTAIN, door glass | 2 | European models: TR5, TR6 all (c) CP models, (1967-72) North American models, TR250, TR6 all (c) CC models, (1967-72) |
| 100 | 611818 | WATER CURTAIN, front | 2 | |
| 101 | 611819 | WATER CURTAIN, rear | 2 | |
| 99 | 634192 | WATER CURTAIN, door glass | 2 | European models, TR6 all (c) CR models, (1972-75) North American models, TR6 all (c) CF models, (1972-76) |
| 100 | 634194 | WATER CURTAIN, front | 2 | |
| 101 | 634193 | WATER CURTAIN, rear | 2 | |
| | | | | |
| 102 | BHA4359 | CLIP, water curtain attaching | 10 | |

The omission of the water curtains from a TR door when it is rebuilt will invariably mean rain water that enters the door will soak the door casing board and window regulator mechanism. This causes distortion or rotting of the casing board and rusting of the mechanism. The casing board can be protected by covering the access holes in the inner door frame with a heavy grade, waterproof adhesive tape. AKA 'tank tape' or 'gaffer tape'. The method is now used by many modern car manufacturers. Triumph originally showed a change point of (c) CR1 and CF1 for the fitment of the above part numbered water curtains. The change of part numbers was not because of a design change but a material specification. In line with safety requirements and company policy fire retardant or non flammable trim materials were specified and utilised where possible in the manufacture of Triumph cars.

Door Window Weatherstrips

| | | | | |
|-----|---------|-----------------------------------|----|-------------|
| 104 | 850324K | DOOR WEATHERSTRIP KIT | 1 | one per car |
| 105 | 850324 | SEAL, window to door outer, LH | 1 | |
| | 850324Z | SEAL, window to door outer, LH | 1 | aftermarket |
| | 850325 | SEAL, window to door outer, RH | 1 | |
| | 850325Z | SEAL, window to door, outer, RH | 1 | aftermarket |
| 106 | GHF1560 | CLIP, securing seal to door frame | 14 | |
| 107 | 850322 | WEATHERSTRIP, door inner, LH | 1 | |

| | | | |
|-------------|---|------------------------------|--|
| 850323 | WEATHERSTRIP, door inner, RH | 1 | |
| 108 GHF1582 | CLIP, securing weatherstrip | 14 | |
| 109 620913 | SEAL, upper 'A' post, thick sponge type 2 | } alternatives, fit in pairs | |
| 620403 | SEAL, upper 'A' post, thin rubber type 2 | | |

Door Aperture Seals (Furflex)

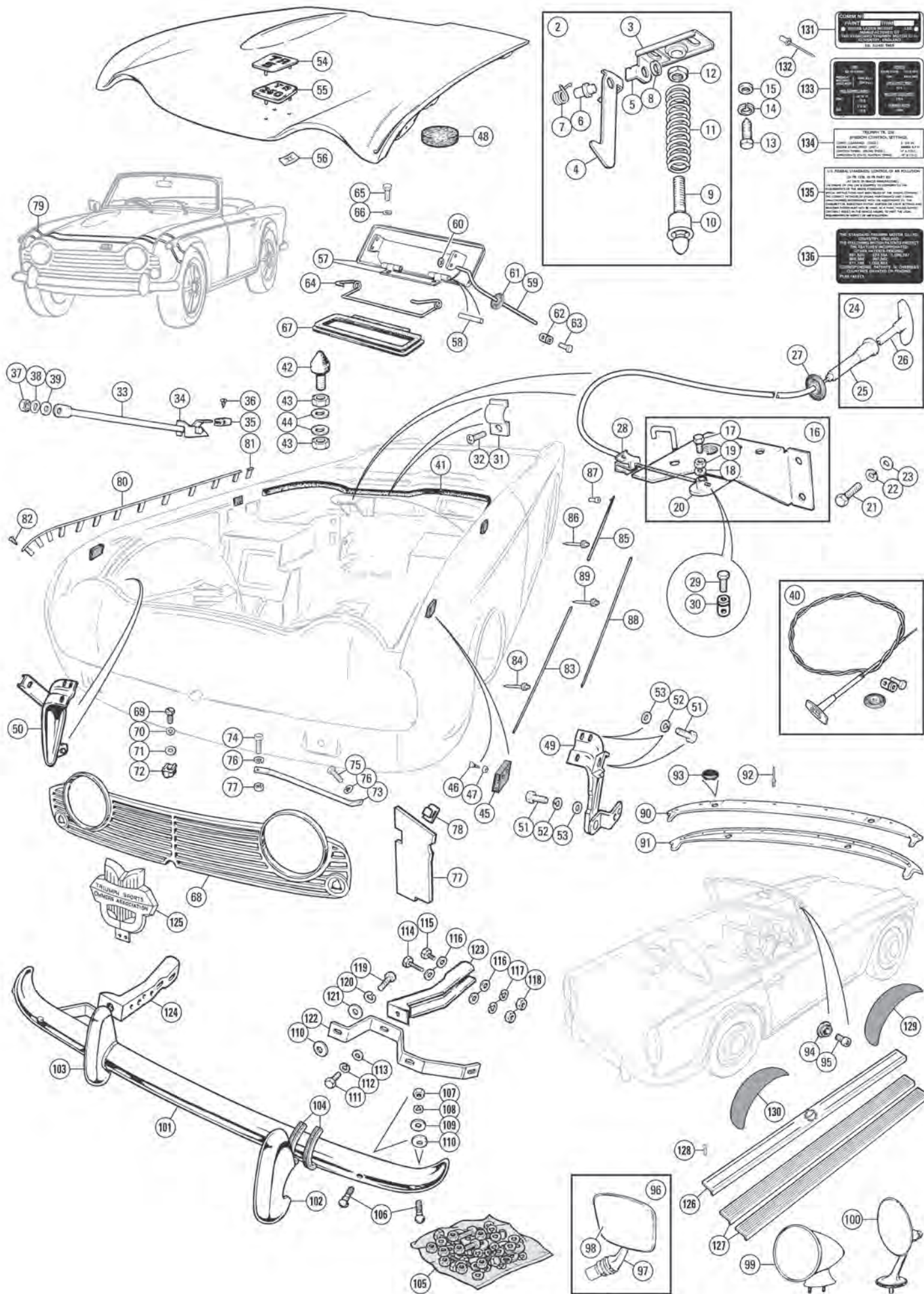
| | | | | |
|-----|--------|----------------------------------|---|---------------------------------|
| 110 | 631321 | SEAL, felt/rubber, black | 2 | all models |
| | 631322 | SEAL, felt/rubber, matador red | 2 | |
| | 631327 | SEAL, felt/rubber, shadow blue | 2 | |
| | 713366 | SEAL, felt/rubber, midnight blue | 2 | |
| | 713363 | SEAL, felt/rubber, light tan | 2 | |
| | 631323 | SEAL, felt/rubber, new tan | 2 | TR5, TR250 Surrey top models |
| | 724031 | SEAL, felt/rubber, black | 2 | |
| | 713372 | SEAL, felt/rubber, matador red | 2 | |
| | 713377 | SEAL, felt/rubber, shadow blue | 2 | |
| | 713376 | SEAL, felt/rubber, midnight blue | 2 | |
| | 713373 | SEAL, felt/rubber, light tan | 2 | |

Bulk material by the metre can be supplied as follows. Each door requires 2.5 metres of Furflex except for cars fitted with Surrey tops which require 7 metres.

| | | | |
|------------|--------------------------|-----|--------------------------|
| 631321 | SEAL, felt/rubber, black | 2 | 2.5 metre pre cut length |
| 724031M | SEAL, felt/rubber, black | a/r | per metre |
| DER4001M | SEAL, felt/rubber, red | a/r | |
| DEL4001M | SEAL, felt/rubber, blue | a/r | 7 metre pre cut length |
| 724031TAN | SEAL, felt/rubber, tan | a/r | |
| 724031MX7 | SEAL, felt/rubber, black | 1 | 50 metre roll |
| 724031MX50 | SEAL, felt/rubber, black | 1 | |

Matching Lock Sets

| | | | | |
|-----|----------|--|---|---------------------------------------|
| 111 | GAC6400X | MATCHING LOCK SET (Includes ignition tumbler, cubby box lock door lock set & locking boot handle with matched pair of 'FS' keys). | 1 | TR5, TR250, (1967-68) |
| | GAC6401X | MATCHING LOCK SET (Includes ignition tumbler, cubby box lock door lock set and boot lock barrel with matched pair of 'FS' keys). | 1 | |
| | GAC6402X | MATCHING LOCK SET (Includes chrome cubby box lock, door lock set & boot lock barrel with matched pair of 'FS' keys). | 1 | TR6 To (c) CP/CC50000, (1969) |
| | GAC6403X | MATCHING LOCK SET (Includes black cubby box lock door lock set & boot lock barrel with matched pair of 'FS' keys). | 1 | TR6 To (c) CP/CC75000, (1970-71) |
| | | | | TR6 From (c) CP/CC75001, (1972-76) |



Front Body Fittings TR5, TR250

Bonnet And Safety Catch

| ill. | Part Number | Description | Req. | Details |
|------|-------------|-------------------------------------|------|---------------------------|
| 1 | 908031 | BONNET | 1 | |
| | 908031XK | BONNET STIFFENING KIT | 1 | TR5 |
| 2 | 619580 | SAFETY CATCH ASSEMBLY | 1 | |
| 4 | 619582 | HOOK, safety | 1 | |
| 5 | 619581 | BRACKET, safety catch finger | 1 | welded to bonnet fastener |
| 6 | 619584 | RIVET, securing safety catch | 1 | |
| 7 | 619583 | SPRING, safety catch finger, return | 1 | |
| 8 | 505764 | WASHER, plain, on rivet | 1 | |
| 9 | 611622 | PIN, striker | 1 | |
| 10 | 611623 | CUP, spring retaining | 1 | |
| 11 | 611624 | SPRING | 1 | |
| 12 | 510488 | NUT, locking bonnet pin | 1 | |
| 13 | 110462 | SCREW, fastener to bonnet | 2 | |
| 14 | GHF331 | WASHER, locking | 2 | |
| 15 | PWZ204 | WASHER, plain | 2 | |

Catch Plate, Cable And Prop Rod

| | | | | |
|--|----------|--|---|--|
| 16 | 710592 | CATCH PLATE ASSEMBLY | 1 | |
| 17 | 53K126 | SCREW, cable clamping | 1 | |
| 18 | PWZ203 | WASHER, plain | 1 | |
| 19 | HN2005 | NUT | 1 | |
| 20 | 611626 | LEVER, catch assembly | 1 | |
| 21 | SH604041 | SCREW, catch plate to bulkhead | 4 | |
| 22 | GHF331 | WASHER, locking | 4 | |
| 23 | GHF300 | WASHER, plain | 4 | |
| (Bonnet cables fitted to TR5's & TR250's have no reason to break if they are regularly inspected and lubricated. If the cable does break some serious 'fiddling' will need to be done to release the mechanism. Be aware that bending up the corner of the bonnet and trying to pull the catch with a bent wire coat hanger is not only expensive on bonnets but likely to cause an electrical fire if the battery terminals get shorted out. If in doubt about the quality or operation of your bonnet release cable get it fixed, or rig up a piece of string to use in an emergency). | | | | |
| 24 | RTC2647 | BONNET CABLE ASSEMBLY | 1 | |
| 25 | 603469 | OUTER CABLE, bonnet release | 1 | |
| 26 | 603468 | INNER CABLE, bonnet release | 1 | |
| 27 | 061917 | GROMMET, bonnet release cable | 1 | |
| 28 | 611768 | CLIP, bonnet release cable | 1 | |
| 29 | 612219 | TRUNNION, cable end locking | 1 | |
| 30 | 53K1016 | SCREW, securing cable end in trunnion | 1 | |
| 31 | 059380 | CLIP, bonnet cable securing to body | 2 | |
| 32 | AB606031 | SCREW, bonnet cable clip securing | 2 | |
| 33 | 750231 | BONNET PROP ROD | 1 | |
| 34 | 750229 | BRACKET, bonnet prop rod | 1 | |
| 35 | 601663 | BUFFER, rubber, anti-rattle | 1 | |
| 36 | AD604043 | SCREW, self tapping, buffer to bracket | 1 | |
| 37 | GHF221 | NUT, nylon, stay rod to bonnet | 1 | |
| 38 | 550026 | WASHER, thackery | 1 | |
| 39 | WM57 | WASHER, plain | 1 | |

Emergency Bonnet Opening Kit

Save your bonnet, temper and time when your bonnet release cable breaks with our convenient and easy to install backup cable kit. Includes cable, cable stop, grommet and instructions.

| | | | | |
|----|-----------|----------------------------|---|--|
| 40 | MM807-088 | EMERGENCY BONNET CABLE KIT | 1 | |
|----|-----------|----------------------------|---|--|

Sealing Rubber, Buffers And Hinges

| | | | | |
|--|-----------|----------------------------------|----|--|
| 41 | 610675 | BONNET SEALING RUBBER, rear | 1 | |
| 42 | 612962 | BONNET BUFFER, pointed | 2 | |
| 43 | NT605041 | NUT, locking | 4 | |
| 44 | WP139 | WASHER, plain | 4 | |
| 45 | 611842 | BUFFER, bonnet, rubber | 4 | |
| | 611842SPK | BUFFER SET, bonnet, polyurethane | 1 | |
| | 611842SP | BUFFER, bonnet, polyurethane | 4 | |
| 46 | AD606053 | SCREW, securing bonnet buffer | 8 | |
| 47 | CD24152 | CUP WASHER | 8 | |
| 48 | 617034 | PACKING | 1 | |
| (Between bonnet and thermostat housing). | | | | |
| 49 | 750148 | BONNET HINGE, LH | 1 | |
| 50 | 750149 | BONNET HINGE, RH | 1 | |
| 51 | HPZ508 | SCREW, bonnet hinge securing | 12 | |
| 52 | GHF332 | WASHER, locking | 12 | |
| 53 | GHF301 | WASHER, plain | 12 | |

Medallions

| | | | | |
|----|--------|-----------------------|---|-------|
| 54 | 622279 | MEDALLION ASSEMBLY | 1 | TR5 |
| 55 | 622278 | MEDALLION ASSEMBLY | 1 | TR250 |
| 56 | PFS104 | FIXING, for medallion | 2 | |

Scuttle Vent Lid

| | | | | |
|--|----------|---------------------------------------|---|--|
| 57 | 705242 | VENT LID & HINGE ASSEMBLY | 1 | |
| 58 | 563040 | PIN, hinge | 2 | |
| 59 | 611117 | ROD, operating vent lid | 1 | |
| 60 | FR1202 | FIXING, rod to vent lid | 1 | |
| 61 | 061917 | GROMMET, rod through plenum | 1 | |
| 62 | 612219 | TRUNNION, rod to dash lever mechanism | 1 | |
| 63 | 53K1016 | SCREW, clamping trunnion to rod | 1 | |
| 64 | 611145 | SPRING | 1 | |
| 65 | HU503 | SCREW, vent lid to scuttle | 3 | |
| 66 | WL700101 | WASHER, locking | 3 | |
| 67 | 611118 | SEAL, vent lid to scuttle top panel | 1 | |
| (Closing the vent lid (on cars so fitted) when the car is not in use will stop a lot of water and debris from getting into the plenum. There is another advantage to be gained from keeping the plenum area of the bulkhead clear. First time out in hot weather, you turn on the heater fan to cool the car interior. Don't you just hate the tinkling of the fan, closely followed by the fascia air vents spitting forth at face level a pot pourri of chopped leaves & insect bodies). | | | | |

Grille And Stay Rod

| | | | | |
|----|----------|-------------------------------------|---|-------|
| 68 | 812300 | GRILLE | 1 | |
| 69 | PT505 | SCREW | 2 | |
| 70 | WL700101 | WASHER, locking | 2 | |
| 71 | 500223 | WASHER, plain | 2 | |
| 72 | FZ34044 | NUT, retaining | 2 | |
| 73 | 712401 | STAY ROD, valance to wheel arch, LH | 1 | |
| | 712402 | STAY ROD, valance to wheel arch, RH | 1 | |
| 74 | HU706P | SCREW, upper valance & wheel arch | 4 | |
| 75 | GHF331 | WASHER, locking | 4 | |
| 76 | GHF200 | NUT, plain | 2 | |
| 77 | 714536 | VALANCE, radiator air duct | 2 | TR250 |
| 78 | 606389 | CLIP, radiator duct | 8 | |

Although the parts book does list a valance fitted between the wheel arch and radiator on TR5's, it was only ever fitted to TR250's.

TR250 Bonnet Stripe Instruction Sheet

When a TR250 is painted, it is very difficult to authentically reproduce the painted stripes on the bonnet. As a result, most TR250's are now lacking their identifying stripes. The original stripes were painted with a reflective light silver paint (We advise care in selecting a stripe paint which is chemically compatible with the paint used on the rest of the body). This striping was not used on TR5 models.

| | | | | |
|----|-----------|-----------------------------------|---|--|
| 79 | MM601-390 | INSTRUCTION SHEET, bonnet stripes | 1 | |
|----|-----------|-----------------------------------|---|--|

Wing Beading And Mouldings

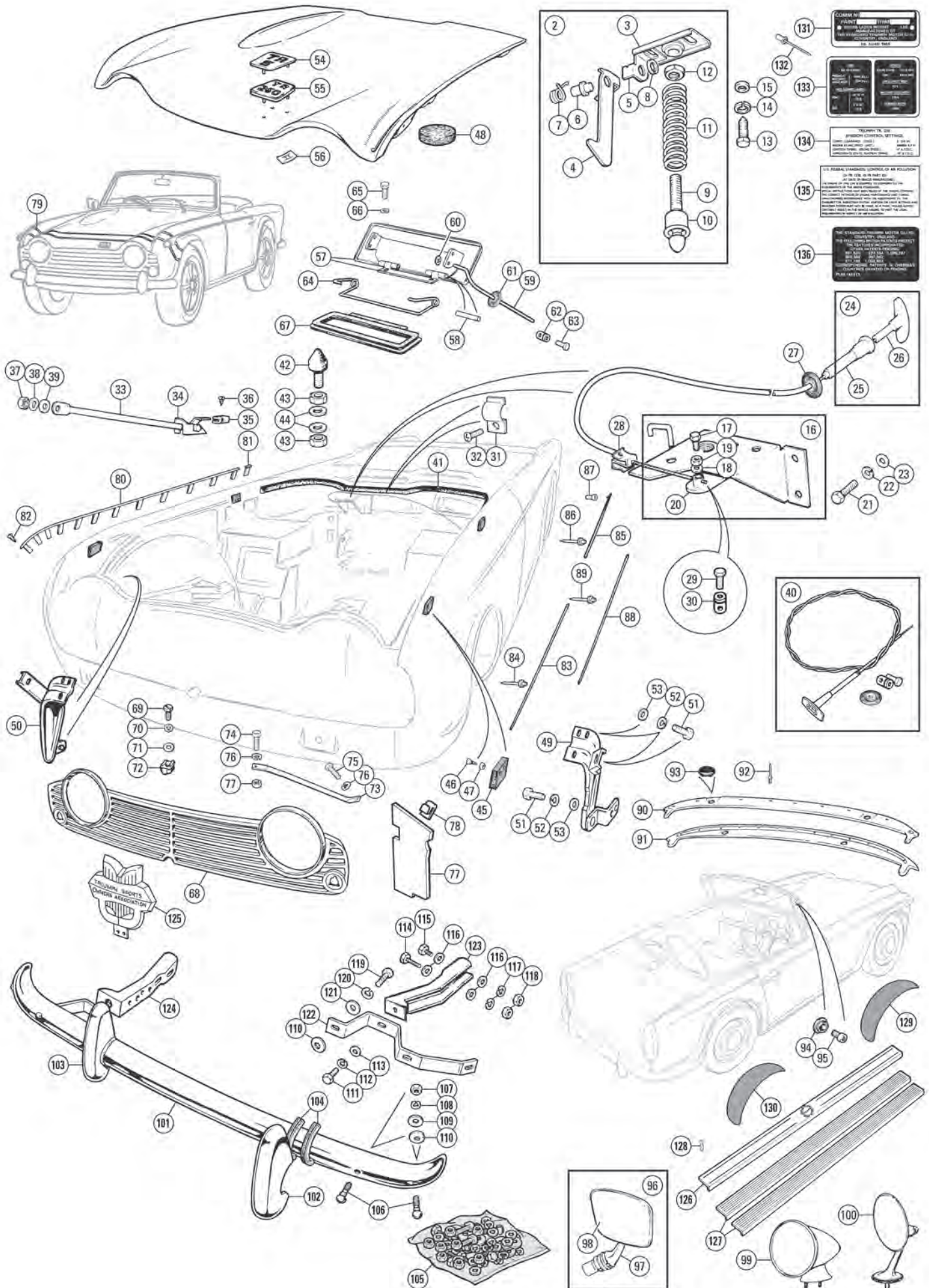
| | | | | |
|----|---------|-----------------------------------|----|--|
| | TR45WBS | WING BEADING SET, 6 piece | 1 | |
| 80 | 850479 | WING BEADING, front wing, | 1 | |
| | 750126 | WING BEADING, upper rear wings | 2 | |
| | 750187 | WING BEADING, lower rear wing, LH | 1 | |
| | 750188 | WING BEADING, lower rear wing, RH | 1 | |
| 81 | 553926 | LOCATING TAB | 52 | |
| 82 | GHF421 | SCREW, self tapping, beading | 2 | |

Wing bead is made from stainless steel (not chromed steel). On the TR5 the beading was painted to the colour of the car.

| | | | | |
|----|---------|--|----|-------------|
| 83 | 713541X | MOULDING, wing | 2 | |
| 84 | GHF1437 | RIVET CLIP, wing moulding | 14 | |
| 85 | 713542 | MOULDING, door, LH | 1 | |
| | 713543 | MOULDING, door, RH | 1 | |
| 86 | GHF1437 | RIVET CLIP, door moulding | 12 | |
| 87 | GHF1532 | BARREL CLIP, rear of door moulding | 2 | |
| 88 | 623421 | MOULDING, sill | 2 | |
| | 623421 | MOULDING, sill | 2 | alternative |
| 89 | GHF1461 | RIVET CLIP, sill moulding, 19/32" x 1/8" | 12 | |

Windscreen Capping

| | | | | |
|----|--------|---------------------|---|-------------------|
| 90 | 812400 | CAPPING, windscreen | 1 | soft top models |
| 91 | 806189 | CAPPING, windscreen | 1 | Surrey top models |



Front Body Fittings TR5, TR250 (Continued)

Windscreen Capping

| ill. | Part Number | Description | Req. | Details |
|------|-------------|------------------------------------|------|-------------------|
| 92 | 552522 | RIVET, 'Pop' type | 9 | |
| 93 | GHF822 | PLUG, blanking hard top bolt holes | 2 | |
| 94 | 610624 | STUD, snap | 2 | Surrey top models |
| 95 | AD606071 | SCREW, self tapping | 2 | |

Note: For advice on fitting & sealing the windscreen capping, refer to Body Panels & Fittings.

Mirrors

| | | | | |
|-----|---------|-----------------------------------|---|----------------------|
| 96 | 622352 | MIRROR, door, chrome | 2 | } optional fitment |
| 97 | 622350 | STEM | 2 | |
| 98 | 622351 | MIRROR HEAD | 2 | |
| 99 | GAM105 | MIRROR, racing style, flat lens | 2 | } long base |
| | 222-372 | MIRROR, racing style, flat lens | 2 | |
| | GAM105C | MIRROR, racing style, convex lens | 2 | } U.S. dealer option |
| | GAM105 | MIRROR, racing style, flat lens | 2 | |
| 100 | WM1905 | MIRROR LH, convex lens | 1 | |
| | WM1904 | MIRROR RH, convex lens | 1 | |
| | WM1907 | MIRROR LH, flat lens | 1 | |
| | WM1906 | MIRROR RH, flat lens | 1 | |

Bumper Bar And Overriders

| | | | | |
|-----|----------|-------------------------------------|-----|----------------------|
| 101 | 808381Z | BUMPER, front | 1 | aftermarket |
| 102 | 708282 | OVERRIDE, LH | 1 | |
| 103 | 708283 | OVERRIDE, RH | 1 | |
| 104 | 552218 | PACKING, overrider | 4 | pre-cut |
| | 37H9871M | PACKING, overrider | a/r | per metre |
| 105 | 808381FK | FRONT BUMPER FITTING KIT | 1 | |
| 106 | 554700K | BOLT | 4 | |
| 107 | GHF202 | NUT, plain | 4 | |
| 108 | GHF333 | WASHER, locking | 4 | |
| 109 | GHF316 | WASHER, plain | 4 | |
| 110 | 607085 | PACKING PIECE | 6 | bumper bar to mounts |
| 111 | BH606101 | SCREW | 2 | |
| 112 | GHF333 | WASHER, locking | 2 | |
| 113 | WP9 | WASHER, plain | 2 | |
| 114 | GHF126 | BOLT, bracket to chassis, front | 2 | |
| 115 | BH606221 | BOLT, bracket to chassis, rear | 2 | |
| 116 | WM59 | WASHER, plain | 8 | |
| 117 | GHF333 | WASHER, locking | 4 | |
| 118 | GHF202 | NUT, plain | 4 | |
| 119 | BH606151 | BOLT, bracket to bumper & overrider | 2 | |
| 120 | GHF333 | WASHER, locking | 2 | |
| 121 | GHF316 | WASHER, plain | 2 | |
| 122 | 708279 | SPRING, support | 2 | |
| 123 | 812404 | BRACKET, bumper support, LH | 1 | |
| 124 | 812405 | BRACKET, bumper support, RH | 1 | |

TSOA Grille Badge

'The Triumph Sports Owners' Association was the original factory club, initiated in 1954 by Triumph as a means of encouraging enthusiasm amongst owners. This unique nostalgic badge is supplied fully chromed, as original, but can be painted by the owners in the factory colours of the period to suit their requirements. Red with black was used on Triumph sports cars up to 1959, then blue and white.

| | | | |
|-----|-----------|-------------------|---|
| 125 | HMP121001 | TSOA GRILLE BADGE | 1 |
|-----|-----------|-------------------|---|

Threshold Plates

Mirror finished stainless steel or brushed aluminium door step threshold plates. Can be fitted using screws, rivets or doubled sided tape (not included).

| | | | | |
|-----|----------|---|-----|-----------|
| 126 | TT7346 | THRESHOLD PLATE | 2 | sold each |
| | | (Stainless steel with 'TR Laurel Wreath' logo). | | |
| 127 | GAC6066X | THRESHOLD PLATE set | 1 | pair |
| | | (Brushed aluminium ribbed). | | |
| 128 | 575937 | SCREW, threshold plate to sill | a/r | |

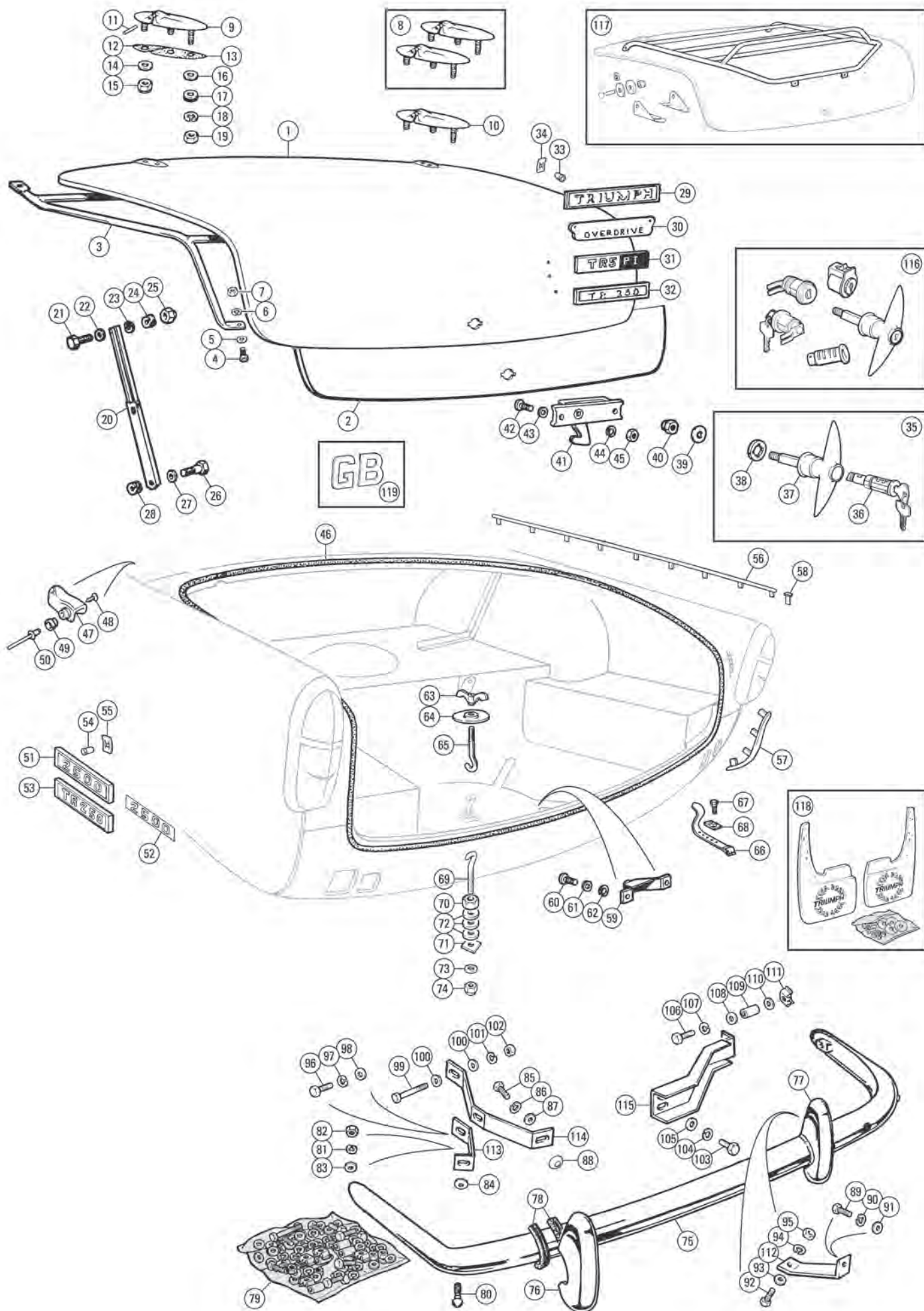
Wheel Arch Protectors

Protects your TR6 from the elements with these moulded glass fibre, wheel arch protectors. Designed to fit inside your front and rear wheel arches, they reduce the roadspray and build up of mud in the corners of the arches and inner wings to reduce the chance of rust developing. Hardware and instructions included.

| | | | |
|-----|--------|----------------------------------|---|
| 129 | GTK160 | PROTECTOR SET, wheel arch, front | 1 |
| 130 | GTK161 | PROTECTOR SET, wheel arch, rear | 1 |

Commission Plate And Decals

| | | | | |
|-----|----------|---------------------------------|---|---------|
| 131 | CNPTR5 | COMMISSION PLATE, LH wheel arch | 1 | |
| 132 | RU608123 | RIVET, plate attachment | 2 | |
| 133 | 622405 | DECAL, tyre pressure, glove box | 1 | } TR250 |
| 134 | CNP51 | DECAL, emission control setting | 1 | |
| | | (Underside of bonnet). | | |
| 135 | CNP52 | DECAL, air pollution control | 1 | |
| | | (Underside of bonnet). | | |
| 136 | 145313 | DECAL, patent information | 1 | |
| | | (Underside of bonnet). | | |



Rear Body Fittings TR5, TR250

Boot Lid Fittings

| ill. | Part Number | Description | Req. | Details |
|------|-------------|-------------------------------------|------|-------------|
| 1 | 813650 | BOOT LID, steel | 1 | |
| | 813650A | BOOT LID, aluminium | 1 | |
| 2 | 813650RP | REPAIR PANEL, boot lid | 1 | |
| 3 | 903233 | TUBULAR REINFORCEMENT | 1 | |
| 4 | GHF101 | SCREW, reinforcement to boot lid | 2 | |
| 5 | GHF300 | WASHER, plain | 2 | |
| 6 | GHF331 | WASHER, locking | 2 | |
| 7 | GHF200 | NUT, plain | 2 | |
| 8 | 604917/8 | BOOT HINGE, (pair) | 1 | |
| 11 | 552075 | PIN, hinge | 2 | |
| 12 | 603213 | GASKET, small, hinge to deck | 2 | |
| 13 | 603212 | GASKET, large, hinge to boot lid | 2 | |
| 14 | WM58 | WASHER, plain | 2 | |
| 15 | GHF222 | NUT, nyloc | 2 | |
| 16 | PWZ204 | WASHER | 2 | |
| 17 | WM93 | SPACER | 2 | |
| 18 | GHF331 | WASHER, locking | 4 | |
| 19 | GHF200 | NUT, plain | 4 | |
| 20 | 612473 | STAY ROD, telescopic | 1 | |
| 21 | 612474 | BOLT, stay rod to boot lid | 1 | |
| 22 | WM57 | WASHER, plain, stay rod to boot lid | 1 | |
| 23 | WM93 | WASHER, plain | 1 | |
| 24 | AJD7731 | WASHER, double coil | 1 | |
| 25 | GHF221 | NUT, nyloc | 1 | |
| 26 | 22B525 | BOLT, stay rod to body bracket | 1 | |
| 27 | WM93 | WASHER, plain | 1 | |
| 28 | AJD7731 | WASHER, double coil | 1 | |
| 29 | 622260 | NAMEPLATE, 'Triumph' | 1 | |
| 30 | 622152 | NAMEPLATE, 'Overdrive' | 1 | as fitted |
| 31 | 622261 | NAMEPLATE, 'TR5 Pi' | 1 | TR5 |
| 32 | 622262 | NAMEPLATE, 'TR250' | 1 | TR250 |
| 33 | GHF1532 | BUSH, friction | a/r | |
| 34 | PFS104 | FIXING, for badges | a/r | alternative |
| 35 | 607978 | BOOT HANDLE ASSEMBLY | 1 | |
| 36 | 557046 | LOCK BARREL & KEY | 1 | |
| 37 | 600635 | ESCUTCHEON, boot lid handle | 1 | |
| 38 | 600949 | GASKET, under handle | 1 | |
| 39 | GHF300 | WASHER, plain | 1 | |
| 40 | GHF271 | NUT, nyloc, thin | 1 | |
| 41 | 714485 | BUDGET LOCK | 1 | |
| 42 | PMZ308 | SCREW, lock to boot lid | 2 | |
| 43 | PWZ203 | WASHER, plain | 2 | |
| 44 | WL700101 | WASHER, locking | 2 | |
| 45 | HN2005 | NUT | 2 | |
| 46 | 613277 | SEAL, boot lid | 1 | |
| | 613277M | SEAL, boot lid | a/r | per metre |

'B' Post Finishers And Nameplates

| | | | | |
|----|------------|------------------------------------|---|-------|
| 47 | 622747 | FINISHER, 'B' post, LH | 1 | |
| | 622748 | FINISHER, 'B' post, RH | 1 | |
| 48 | AT606042 | SCREW, self tapping | 2 | |
| 49 | 713511 | STUD, black | 2 | |
| 50 | 552522 | RIVET, 'Imex' | 2 | |
| 51 | 621964 | NAMEPLATE, '2500', on rear wings | 2 | TR5 |
| 52 | 621964FOIL | FOIL ONLY, '2500' nameplate | 2 | |
| 53 | 621866 | NAMEPLATE, 'TR250', on rear wings | 2 | TR250 |
| 54 | GHF1532 | BUSH, friction, nameplate securing | 4 | |
| 55 | PFS104 | FIXING, for badges | 4 | |

Wing Beading

| | | | | |
|----|---------|-----------------------------------|----|---------------------------|
| | TR45WBS | WING BEADING SET, 6 piece | 1 | |
| | 850479 | WING BEADING, front wings | 2 | |
| 56 | 750126 | WING BEADING, upper rear wings | 2 | wing bead fitted to TR5's |
| | 750187 | WING BEADING, lower rear wing, LH | 1 | and TR250 was originally |
| 57 | 750188 | WING BEADING, lower rear wing, RH | 1 | painted body colour |
| 58 | 553926 | LOCATING TAB | 52 | |

Boot Catch And Spare Wheel Fittings

| | | | | |
|----|----------|--------------------------------|---|--|
| 59 | 611135 | CATCH PLATE, boot latch | 1 | |
| 60 | PMZ308 | SCREW, securing catch plate | 2 | |
| 61 | WL700101 | WASHER, locking | 2 | |
| 62 | PWZ203 | WASHER, plain | 2 | |
| 63 | 650019 | WING NUT, securing spare wheel | 1 | |
| 64 | 650016 | DISC, securing spare wheel | 1 | |
| 65 | 650017 | HOOK, spare wheel clamp | 1 | |

| | | | | |
|----|--------|-------------------------------------|---|--|
| 66 | 611760 | STRAP, for tool roll | 1 | |
| 67 | 611763 | PLATE, for tool roll strap | 1 | |
| 68 | PT504 | SCREW | 2 | |
| 69 | 650017 | HOOK BOLT, spare wheel | 1 | |
| 70 | GHF201 | NUT, plain, top of hook bolt | 1 | |
| 71 | 611875 | PLATE, reinforcing, spare wheel pan | 1 | |
| 72 | 601994 | PAD, rubber/canvas, thin | 3 | |
| 73 | GHF301 | WASHER, plain | 1 | |
| 74 | GHF222 | NUT, nyloc, bottom of hook bolt | 1 | |

Rear Bumper And Fittings

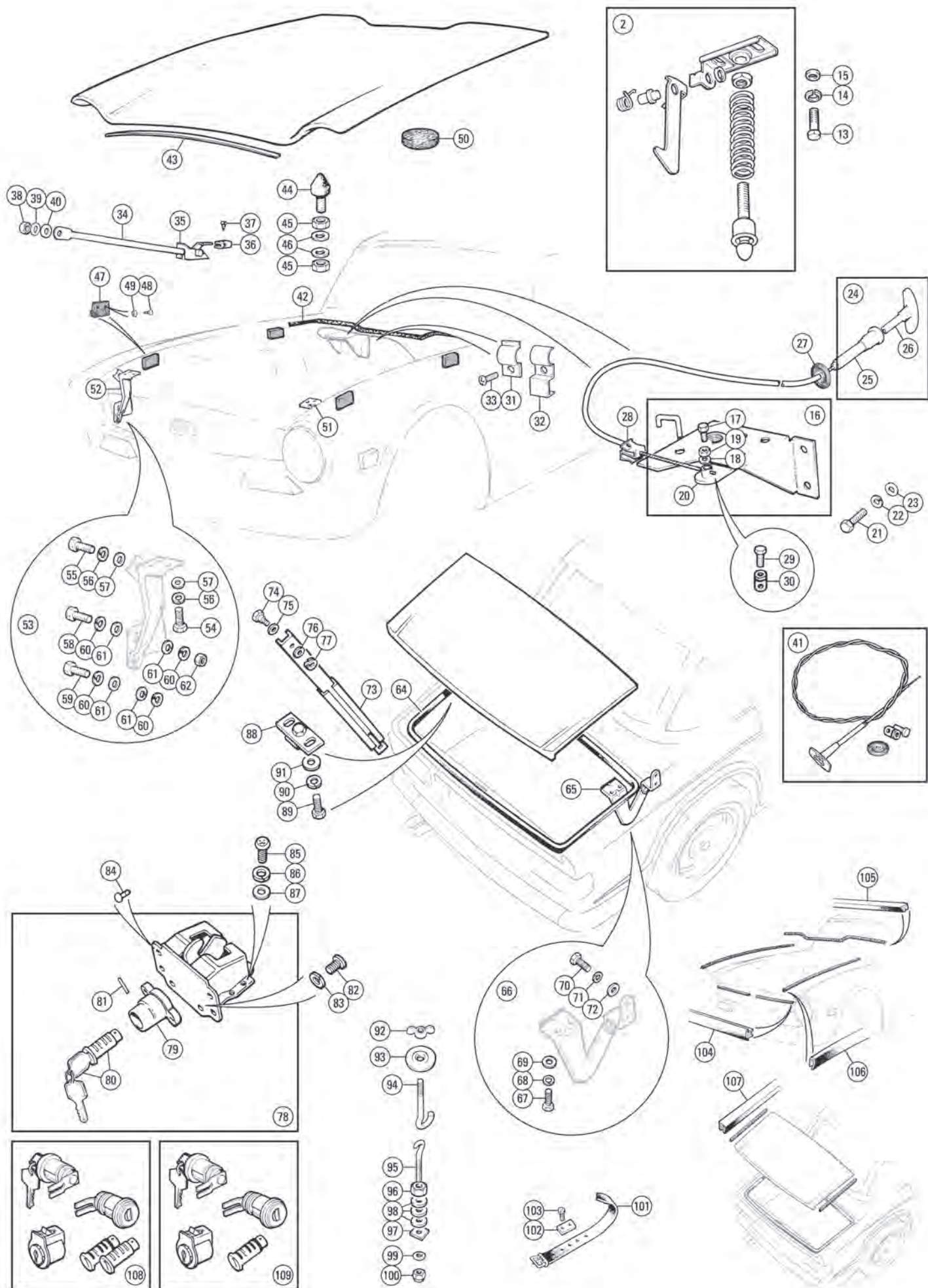
| | | | | |
|-----|----------|------------------------------------|-----|--------------------|
| 75 | 902685 | REAR BUMPER BAR | 1 | |
| 76 | 705905 | OVERRIDER, LH, with lamp holes | 1 | |
| | 619124 | OVERRIDER, LH, without lamp holes | 1 | German market only |
| 77 | 705906 | OVERRIDER, RH, with lamp holes | 1 | |
| | 619125 | OVERRIDER, RH, without lamp holes | 1 | German market only |
| 78 | 552218 | PACKING, overrider | 4 | pre-cut |
| | 37H9871M | PACKING, overrider | a/r | per metre |
| 79 | 902685FK | REAR BUMPER FITTING KIT | 1 | |
| 80 | 554700K | BOLT, chrome | 2 | |
| 81 | GHF202 | NUT, plain | 2 | |
| 82 | GHF333 | WASHER, locking | 2 | |
| 83 | WP9 | WASHER, plain | 2 | |
| 84 | 607085 | PACKING, bracket spacer | 2 | |
| 85 | BH606141 | BOLT | 2 | |
| 86 | GHF333 | WASHER, locking | 2 | |
| 87 | WP9 | WASHER, plain | 2 | |
| 88 | 607085 | PACKING, bracket spacer | 2 | |
| 89 | SH605051 | BOLT | 2 | |
| 90 | GHF332 | WASHER, locking | 2 | |
| 91 | GHF301 | WASHER, plain | 2 | |
| 92 | SH606061 | SCREW | 2 | |
| 93 | WP9 | WASHER, plain | 2 | |
| 94 | GHF333 | WASHER, locking | 2 | |
| 95 | GHF202 | NUT | 2 | |
| 96 | BH606101 | SCREW | 2 | |
| 97 | GHF333 | WASHER, locking | 2 | |
| 98 | WP9 | WASHER, plain | 2 | |
| 99 | BH606261 | BOLT | 2 | |
| 100 | WP9 | WASHER, plain | 4 | |
| 101 | GHF333 | WASHER, locking | 2 | |
| 102 | GHF202 | NUT, plain | 2 | |
| 103 | SH606051 | SCREW, outrigger to chassis | 4 | |
| 104 | GHF333 | WASHER, locking | 4 | |
| 105 | WM59 | WASHER, plain | 4 | |
| 106 | BH606181 | BOLT, bumper to outrigger | 2 | |
| 107 | GHF333 | WASHER, locking | 2 | |
| 108 | GHF302 | WASHER, plain | 2 | |
| 109 | 612875SS | SPACER | 2 | |
| | 612875SS | SPACER, stainless steel | 2 | alternative |
| 110 | GHF302 | WASHER, plain | 2 | |
| 111 | FS2756 | RETAINING NUT | 2 | |
| 112 | 616120 | BRACKET, overrider support, LH | 1 | |
| | 616121 | BRACKET, overrider support, RH | 1 | |
| 113 | 616109 | BRACKET, outer | 2 | |
| 114 | 708171 | BRACKET, inner | 2 | |
| | 708103 | OUTRIGGER, rear bumper support, LH | 1 | |
| 115 | 708104 | OUTRIGGER, rear bumper support, RH | 1 | |

Matching Lock Set

| | | | | |
|-----|----------|---|---|--|
| 116 | GAC6400X | MATCHING LOCK SET, includes (Ignition tumbler, cubby box lock, door lock set & locking boot handle with matched pair of 'FS' keys). | 1 | |
|-----|----------|---|---|--|

Miscellaneous Accessories

| | | | | |
|---|-----------|--|---|-------------------------|
| 117 | ASM4 | BOOT RACK, 'Amco' style, stainless steel | 1 | |
| Note: See the Accessories section for a full range of boot racks. | | | | |
| 118 | GAC6002X | MUD FLAP SET | 1 | 'TR Laurel Wreath' logo |
| 119 | MRD1034SA | 'GB' CHROME LETTER SET | 1 | self adhesive |



Bonnet & Boot Lid Fittings TR6

Bonnet And Safety Catch

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---------------------------|------|---------|
| 1 | 908406 | BONNET | 1 | |
| 2 | 619580 | SAFETY CATCH ASSEMBLY | 1 | |
| 13 | SH604051 | SCREW, fastener to bonnet | 2 | |
| 14 | GHF331 | WASHER, locking | 2 | |
| 15 | WP127 | WASHER, plain | 2 | |

Catch Plate, Cable And Prop Rod

| | | | | |
|----|--------|-----------------------|---|--|
| 16 | 710592 | CATCH PLATE ASSEMBLY | 1 | |
| 17 | 53K126 | SCREW, cable clamping | 1 | |
| 18 | PWZ203 | WASHER, plain | 1 | |
| 19 | HN2005 | NUT | 1 | |
| 20 | 611626 | LEVER, catch assembly | 1 | |
| 21 | HU706P | SCREW, catch plate | 4 | |
| 22 | GHF331 | WASHER, locking | 4 | |
| 23 | GHF300 | WASHER, plain | 4 | |

Bonnet cables fitted to TR6 cars have no reason to break if they are regularly inspected and lubricated. If the cable does break some serious 'fiddling' will need to be done to release the mechanism. Be aware that bending up the corner of the bonnet and trying to pull the catch with a bent wire coat hanger is not only expensive on bonnets but likely to cause an electrical fire if the battery terminals get shorted out. If in doubt about the quality or operation of your bonnet release cable get it fixed, or rig up a piece of string to use in an emergency.

| | | | | |
|----|----------|--------------------------------------|---|-------------------------|
| 24 | RTC2647 | CABLE ASSEMBLY, bonnet release | 1 | |
| 25 | 603469 | CABLE, outer bonnet release | 1 | |
| 26 | 603468 | CABLE, inner bonnet release | 1 | |
| 27 | 061917 | GROMMET, release cable | 1 | |
| 28 | 611768 | CLIP, bonnet release cable | 1 | |
| 29 | 612219 | TRUNNION, inner cable end | 1 | |
| 30 | 53K1016 | SCREW, cable clamping in trunnion | 1 | |
| 31 | 059380 | CLIP, bonnet release cable | 2 | LHD |
| 32 | 149766 | CLIP, bonnet release cable | 2 | RHD |
| 33 | AB606031 | SCREW, clip to bulkhead | 2 | |
| 34 | 750231 | ROD, stay, bonnet prop | 1 | |
| 35 | 750229 | BRACKET, bonnet stay rod | 1 | welded to RH wheel arch |
| 36 | 601663 | BUFFER, rubber, stay rod anti-rattle | 1 | |
| 37 | AD604043 | SCREW, buffer to bracket | 1 | |
| 38 | GHF221 | NUT, nyloc, stay rod to bonnet | 1 | |
| 39 | 550026 | WASHER, waved | 1 | |
| 40 | WM57 | WASHER, plain | 1 | |

Emergency Bonnet Opening Kit

Save your bonnet, temper and time when your bonnet release cable breaks with our convenient and easy to install backup cable kit. Includes cable, cable stop, grommet and instructions.

| | | | | |
|----|-----------|----------------------------|---|--|
| 41 | MM807-088 | EMERGENCY BONNET CABLE KIT | 1 | |
|----|-----------|----------------------------|---|--|

Sealing Rubbers, Buffers And Hinges

| | | | | |
|----|-----------|--|-----|-------------|
| 42 | 610675 | SEAL, bonnet, rear | 1 | |
| 43 | 627075 | SEAL, bonnet, front | 1 | |
| | 627075M | SEAL, bonnet, front | a/r | per metre |
| 44 | 612962 | PIN, bonnet locating | 2 | |
| 45 | NT605041 | NUT, jam | 4 | |
| 46 | WP139 | WASHER, plain | 4 | |
| 47 | 626152 | BUFFER, rubber, bonnet side | 4 | |
| | 626152SP | BUFFER, polyurethane, bonnet side | 4 | alternative |
| | 626152SPK | BUFFER SET, polyurethane, bonnet side | 1 | |
| 48 | AD606053 | SCREW, self tapping | 8 | |
| 49 | CD24152 | WASHER, cup | 8 | |
| 50 | 617034 | PAD, packing (Between bonnet and thermostat housing). | 1 | |
| 51 | 714832 | HINGE ASSEMBLY, bonnet LH | 1 | |
| 52 | 714833 | HINGE ASSEMBLY, bonnet RH | 1 | |

It is critical that the correct length screws are used to attach the hinges to the bonnet. If screws that are too long are used they will contact the underside of the bonnet's outer skin and cause a 'pimple' to appear on the top surface. If in doubt about whether the screws will foul the bonnet skin, thread them in by finger first, before attempting to install the panel.

| | | | | |
|----|----------|-------------------------------------|---|--------------|
| 53 | 714832FK | FITTING KIT, bonnet hinge | 1 | for 2 hinges |
| 54 | HPZ508 | SCREW, hinge to bonnet | 6 | 7/8" long |
| 55 | SH605041 | SCREW, hinge side stay to bonnet | 2 | 1/2" long |
| 56 | GHF332 | WASHER, locking | 8 | |
| 57 | GHF301 | WASHER, plain | 8 | |
| 58 | SH605121 | SCREW, hinge to inner front wing | 2 | 1 1/2" long |
| 59 | GHF103 | SCREW, hinge to inner front wing | 2 | 1" long |
| 60 | GHF332 | WASHER, locking | 4 | |
| 61 | WM58 | WASHER, plain | 4 | |
| 62 | GHF201 | NUT, front wing stay to hinge screw | 2 | |

Boot Lid, Seal And Hinges

| | | | | |
|----|----------|-----------------------------|---|--------------|
| 64 | 716630 | SEAL, boot lid | 1 | |
| | 715408 | HINGE ASSEMBLY, boot lid LH | 1 | |
| 65 | 715409 | HINGE ASSEMBLY, boot lid RH | 1 | |
| 66 | 715408FK | FITTING KIT, boot hinge | 1 | for 2 hinges |
| 67 | HPZ508 | SCREW, hinge to boot lid | 6 | |
| 68 | GHF332 | WASHER, locking | 6 | |
| 69 | GHF301 | WASHER, plain | 6 | |
| 70 | SH605071 | SCREW, hinge to body | 4 | |
| 71 | GHF332 | WASHER, locking | 4 | |
| 72 | WM58 | WASHER, plain | 4 | |

Boot Stay, Lock And Striker

| | | | | |
|----|----------|--|---|---------------|
| 73 | 612473 | STAY, boot lid, sliding unit | 1 | |
| 74 | 22B525 | BOLT, stay to lid & body | 2 | |
| 75 | WM93 | WASHER, plain | 2 | |
| 76 | WM57 | WASHER, plain, stay positioning | 2 | |
| 77 | AJD7731 | WASHER, 'thackery', double coil spring | 2 | |
| 78 | 813948 | LOCK ASSEMBLY, boot lid | 1 | with two keys |
| 79 | 518115 | PUSH BUTTON ASSEMBLY | 1 | |
| 80 | 518102 | LOCKING DEVICE, with two keys | 1 | |
| 81 | 518101 | PIN, locking device retaining | 1 | |
| 82 | 518104 | SCREW, push button to mounting plate | 2 | |
| 83 | WL700061 | WASHER, locking | 2 | |
| 84 | 518242 | RIVET, mounting plate to latch | 2 | |
| 85 | SE910201 | SCREW, lock assembly to rear valance | 4 | |
| 86 | WL700101 | WASHER, locking | 4 | |
| 87 | 500223 | WASHER, plain | 4 | |
| 88 | 623270 | LOCK STRIKER ASSEMBLY | 1 | |
| 89 | 510503 | SCREW, lock striker to boot lid | 2 | |
| 90 | WL700101 | WASHER, locking | 2 | |
| 91 | 500223 | WASHER, plain | 2 | |

Spare Wheel Mounting And Tool Stowage Strap

| | | | | |
|-----|--------|-------------------------------------|---|--|
| 92 | 650019 | WING NUT, spare wheel securing | 1 | |
| 93 | 650016 | DISC, securing spare wheel | 1 | |
| 94 | 650017 | HOOK, spare wheel clamp | 1 | |
| 95 | 650017 | HOOK BOLT, spare wheel | 1 | |
| 96 | GHF201 | NUT, plain, top of hook bolt | 1 | |
| 97 | 611875 | PLATE, reinforcing, spare wheel pan | 1 | |
| 98 | 601994 | PAD, rubber/canvas, thin | 3 | |
| 99 | GHF301 | WASHER, plain | 1 | |
| 100 | GHF222 | NUT, nyloc, (bottom of hook bolt) | 1 | |
| 101 | 611760 | STRAP, for tool roll | 1 | |
| 102 | 611763 | PLATE, for tool roll strap | 1 | |
| 103 | PT504 | SCREW | 2 | |

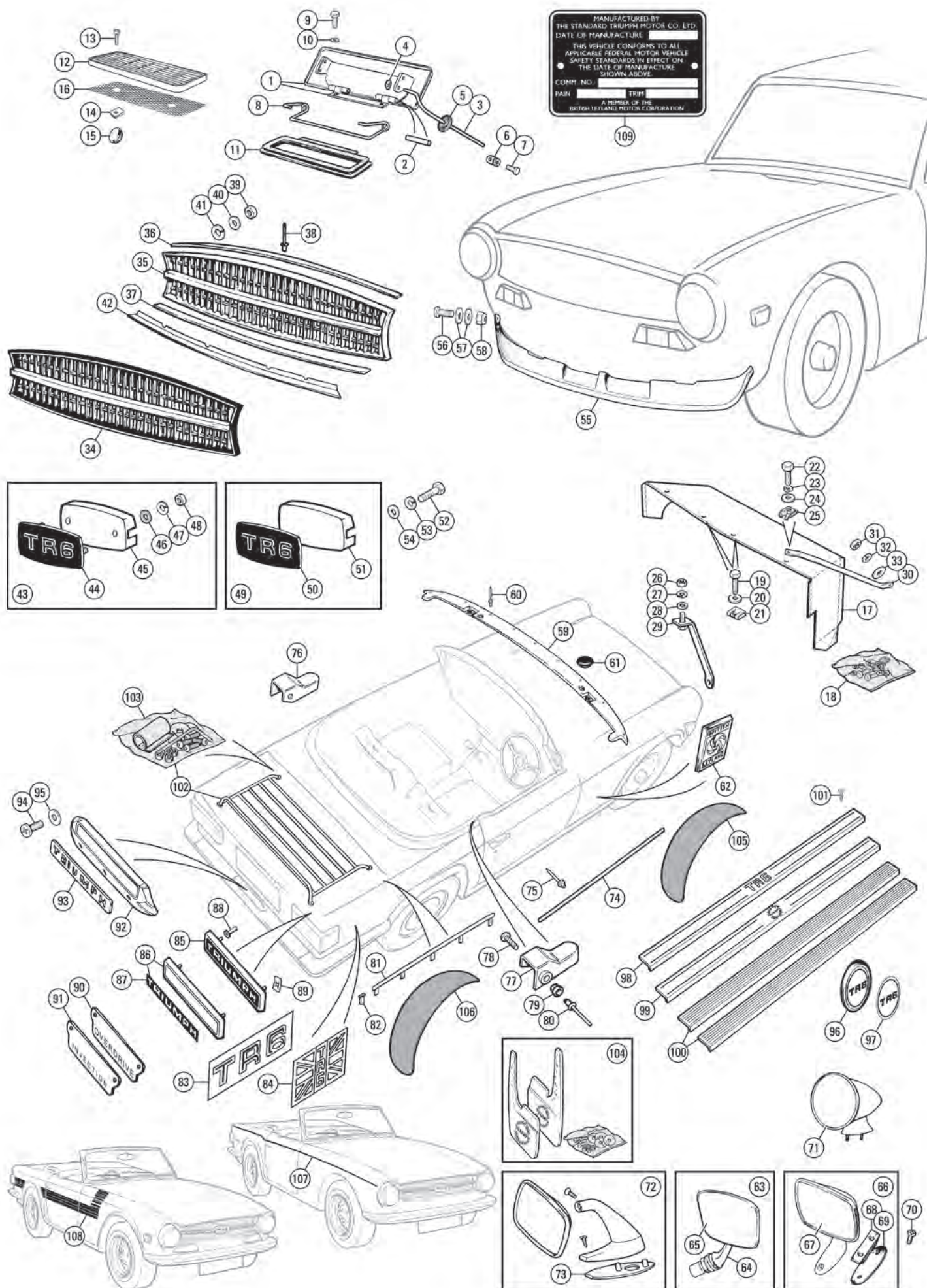
Protection Mouldings

German Market

| | | | | |
|-----|---------|-------------------------------|---|--|
| 104 | ZKC1282 | MOULDING, grille centre bar | 1 | |
| 105 | 632991 | MOULDING, rear, bonnet edge | 1 | |
| 106 | 624244 | MOULDING, side, bonnet edge | 2 | |
| 107 | 632995 | MOULDING, rear, boot lid edge | 2 | |

Matching Lock Sets

| | | | | |
|-----|----------|---|---|---------------------------------------|
| 108 | GAC6401X | MATCHING LOCK SET (Ignition tumbler, cubby box lock, door lock set and boot lock barrel with matched pair of 'FS' keys). | 1 | TR6 To (c) CP/CC50000, (1969) |
| 109 | GAC6402X | MATCHING LOCK SET (Chrome cubby box lock, door lock set & boot lock barrel with matched pair of 'FS' keys). | 1 | TR6 To (c) CP/CC75000, (1970-71) |
| | GAC6403X | MATCHING LOCK SET (Black cubby box lock, door lock set and boot lock barrel with matched pair of 'FS' keys). | 1 | TR6 From (c) CP/CC75001, (1972-76) |



Grille, Badges & Body Fittings TR6

Scuttle Vent Lid

| Ill. | Part Number | Description | Req. | Details |
|------|-------------|---------------------------------------|------|------------------------------------|
| 1 | 705242 | VENT LID & HINGE ASSEMBLY | 1 | all (c) CP/CC models, (1969-72) |
| 2 | 563040 | PIN, hinge | 2 | |
| 3 | 611117 | ROD, operating vent lid | 1 | |
| 4 | FR1202 | FIXING, rod to vent lid | 1 | |
| 5 | 061917 | GROMMET, rod through plenum | 1 | |
| 6 | 612219 | TRUNNION, rod to dash lever mechanism | 1 | |
| 7 | 53K1016 | SCREW, clamping trunnion to rod | 1 | |
| 8 | 611145 | SPRING | 1 | |
| 9 | HU503 | SCREW, vent lid to scuttle | 3 | |
| 10 | WL700101 | WASHER, locking | 3 | |
| 11 | 611118 | SEAL, vent lid to scuttle top panel | 1 | |

Scuttle Vent Grille

| | | | | |
|----|---------|--|-----|------------------------------------|
| 12 | 722849 | VENT GRILLE, plastic | 1 | all (c) CR/CF models, (1972-76) |
| 13 | 511696 | SCREW, vent grille to scuttle top aperture | 2 | |
| 14 | GHF711 | SPIRE NUT | 2 | |
| 15 | CD27769 | PLUG, blanking (Rod hole in plenum when rod is not fitted). | a/r | |
| 16 | 722849X | GAUZE (Prevents debris from entering heater). | 1 | |

Closing the vent lid (on cars so fitted) when the car is not in use will stop a lot of both water and debris from getting into the plenum. This is obviously not an option on cars with the plastic vent grille, but to assist in preventing debris from entering the plenum area on these cars, an accessory fine metal gauze (part number 722849X) may be fitted in the scuttle aperture under the vent grille. There is another advantage to be gained from keeping the plenum area of the bulkhead clear. First time out in hot weather, you turn on the heater fan to cool the car interior. Don't you just hate the tinkling of the fan, closely followed by the fascia air vents spitting forth at face level a potpourri of chopped leaves and insect bodies!

Radiator Air Duct And Valance Stay Rods

| | | | | |
|----|----------|-------------------------------------|-----|------------------------|
| 17 | 910442 | AIR DUCT, radiator | 1 | European models |
| | 910441 | AIR DUCT, radiator | 1 | North American models |
| 18 | 910442FK | FITTING KIT, air duct | 1 | European models |
| | 910441FK | FITTING KIT, air duct | 1 | North American models |
| 19 | AB610051 | SCREW, air duct to front valance | 2 | |
| 20 | WM57 | WASHER, plain | 2 | |
| 21 | FU2585 | SPIRE NUT, top flange of valance | 2 | |
| 22 | UL2705 | SCREW, stay rod and duct to valance | 1/2 | |
| 23 | GHF331 | WASHER, locking | 1/2 | quantity increases for |
| 24 | WM57 | WASHER, plain | 1/2 | North American models |
| 25 | 518454X | SPIRE NUT | 1/2 | |
| 26 | GHF200 | NUT | 1 | |
| 27 | GHF331 | WASHER, locking | 1 | European models |
| 28 | WM57 | WASHER, plain | 1 | |
| 29 | 153282 | STRAP ASSEMBLY, air cleaner support | 1 | European models |
| 30 | 714768 | STAY ROD, valance to wheel arch, LH | 1 | |
| | 714769 | STAY ROD, valance to wheel arch, RH | 1 | |
| 31 | GHF200 | NUT, stay rod to wheel arch | 2 | |
| 32 | GHF331 | WASHER, locking | 2 | |
| 33 | WM57 | WASHER, plain | 2 | |

Radiator Grille & Badge

| | | | | |
|----|--------|----------------------------------|---|------------------------------------|
| 34 | 816074 | GRILLE ASSEMBLY, black surround | 1 | all (c) CP/CC models, (1969-72) |
| 35 | 821295 | GRILLE ASSEMBLY, bright surround | 1 | all (c) CR/CF models, (1972-76) |
| 36 | 722933 | GRILLE SURROUND, bright, upper | 1 | |
| 37 | 722934 | GRILLE SURROUND, bright, lower | 1 | |

The only differences between the early and late radiator grilles are the stainless steel surrounds on the top and bottom edges of the later grille. The addition (or removal) of these surrounds will convert one grille assembly to the other. Customers with early cars should buy 821295 and remove finishers as required

| | | | | |
|----|----------|--|----|---------------------|
| 38 | RU608123 | RIVET, surround to grille | 10 | |
| 39 | HN2005 | NUT, plain, grille to front valance | 8 | |
| 40 | WL700101 | WASHER, locking | 8 | |
| 41 | PWZ203 | WASHER, plain | 8 | |
| 42 | 714831 | FINISHER, lower, grille to front valance | 1 | |
| 43 | 717060 | BADGE & PLINTH ASSEMBLY, grille, 'TR6' | 1 | |
| 44 | 625662Z | BADGE, 'TR6', enamelled | 1 | To (c) CR2911 and |
| | 625662Z | BADGE, 'TR6', enamelled | 1 | aftermarket |
| 45 | 716930 | PLINTH, badge | 1 | CF12500, |
| 46 | AEK113 | WASHER, rubber | 2 | (1969-73) |
| 47 | WL700081 | WASHER, locking | 2 | |
| 48 | UCN116L | NUT | 2 | |
| 49 | ZKC1224 | BADGE & PLINTH ASSEMBLY, grille, 'TR6' | 1 | From (c) CR5001 and |

| | | | | |
|----|----------|-------------------------------|---|--------------------|
| 50 | ZKC1223 | BADGE, 'TR6' printed foil | 1 | CF12501, (1973-76) |
| 51 | YKC1319 | PLINTH, badge | 1 | |
| 52 | 575935 | SCREW, badge plinth to grille | 1 | |
| | HU460 | SCREW, badge plinth to grille | 1 | alternative |
| 53 | WL700081 | WASHER, locking | 1 | |
| 54 | WP4 | WASHER, plain | 1 | |

Spoiler

| | | | | |
|----|----------|---------------------------|----|------------------------------------|
| 55 | GLZ606 | SPOILER, aerodynamic | 1 | |
| 56 | PMZ312 | SCREW, spoiler | 5 | all (c) CR/CF models, (1972-76) |
| | PMZ312SS | SCREW, spoiler, stainless | 5 | |
| 57 | WP124 | WASHER, plain | 10 | |
| 58 | GHF220 | NUT, nylon | 5 | |

The front spoiler can also be fitted to earlier TR6 models. It is attached by means of five no.10 UNF screws and nuts: three holding it to the valance and one to the lower edge of each front wing. Later valances are pierced for the screws, early valances will need drilling as well as the front wings. Original spoilers have holes on the lower edge to let water drain out.

Windscreen Capping

| | | | | |
|----|--------|---|---|---|
| 59 | 714429 | CAPPING, polished aluminium (Top of windscreen frame). | 1 | |
| 60 | 552522 | RIVET, 'Pop' type | 9 | |
| 61 | GHF822 | PLUG, blanking hard top bolt holes | 2 | To (c) CR2911 and CF12500, (1969-73) |
| | 612976 | PLUG, blanking hard top bolt holes | 2 | From (c) CR5001 and CF12501, (1973-76) |

For advice on fitting & sealing the windscreen capping, please refer to Body Panels & Fittings.

Front Wing House Badge

| | | | | |
|----|--------|---|---|--|
| 62 | 725525 | HOUSE BADGE, 'British Leyland' (Silver on blue). | 2 | From (c) CP75001 and CC75001, (1972-76) |
|----|--------|---|---|--|

Door Mirrors

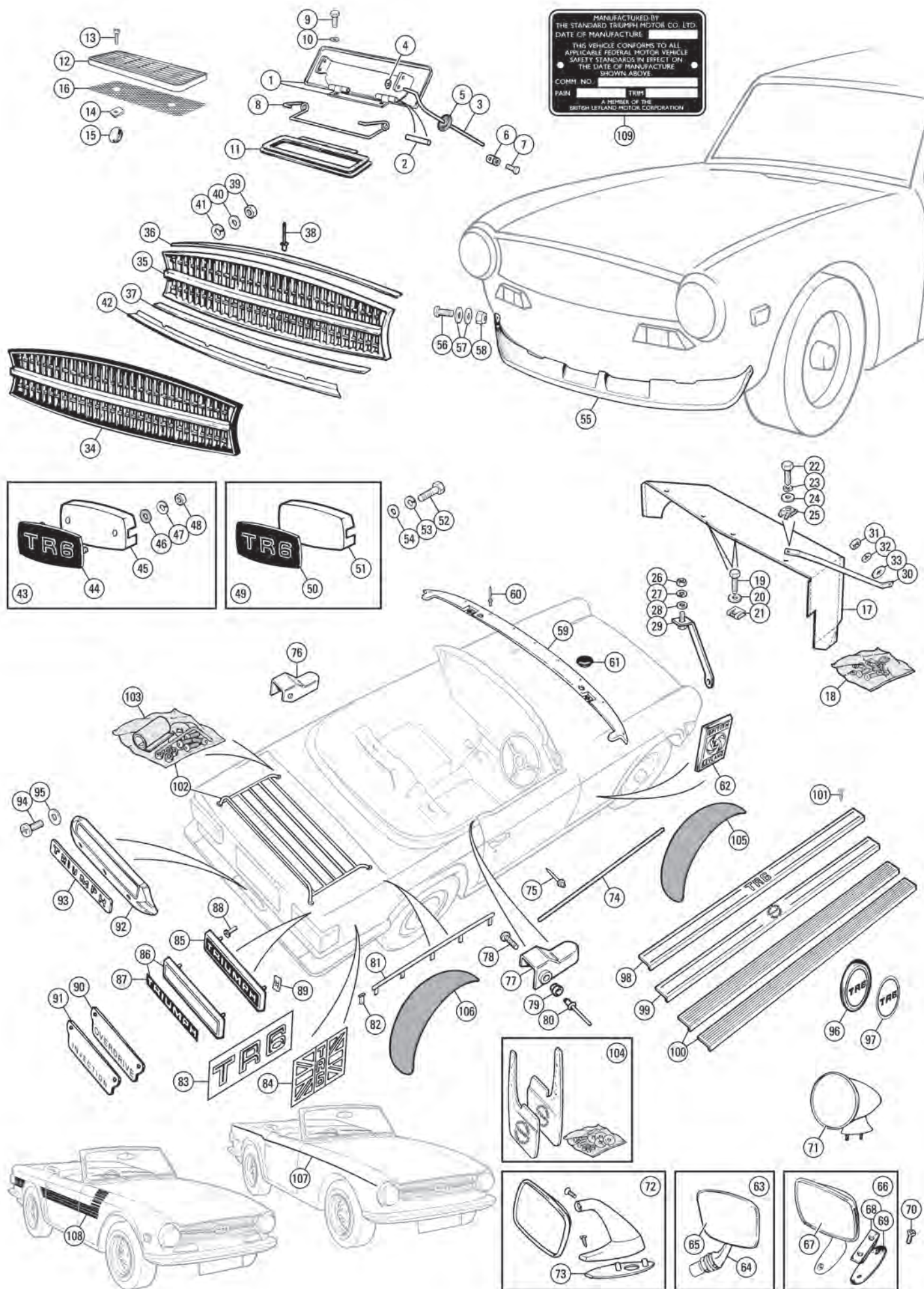
| | | | | |
|----|----------|---------------------------------------|-----|-------------------------|
| 63 | 622352 | DOOR MIRROR ASSEMBLY | 2 | |
| 64 | 622350 | STEM | 2 | optional fitment |
| 65 | 622351 | MIRROR HEAD | 2 | |
| 66 | GAM259X | DOOR MIRROR, (flat), LH | 1 | |
| | GAM258X | DOOR MIRROR, (flat), RH | 1 | stainless |
| | GAM259Z | DOOR MIRROR, (flat), LH, aftermarket | 1 | |
| | GAM258Z | DOOR MIRROR, (flat), RH, aftermarket | 1 | |
| | GAM262X | DOOR MIRROR, (flat), LH | 1 | black |
| | GAM261X | DOOR MIRROR, (flat), RH | 1 | |
| 67 | GAM238 | MIRROR GLASS, replacement | a/r | |
| 68 | DZB5208A | WEDGE PLATE | a/r | |
| 69 | CZA7164K | MOUNTING KIT, mirror | a/r | inc pad, wedge & screws |
| 70 | AC610081 | SCREW, wedge plate to plinth | a/r | |
| 71 | GAM105 | MIRROR, racing style, flat | a/r | |
| | 222-372 | MIRROR, racing style, flat, long base | a/r | |
| | GAM105C | MIRROR, racing style, convex | a/r | |
| | GAM105 | MIRROR, racing style, flat | a/r | U.S. dealer option |
| 72 | YKC2959 | DOOR MIRROR, LH | 1 | |
| | YKC2960 | DOOR MIRROR, RH | 1 | |
| 73 | BHA4679 | GASKET, plinth | 2 | |

Sill Mouldings

The TR6 is embellished with stainless steel sill mouldings as original. These started life as narrow (about 7/16" wide) and changed to the wider (about 5/8" wide) with the introduction of the 1973 model year CR series car. A regular problem encountered by owners is the insertion of the attachment rivets on a common line when new sills or wings have been fitted. Before starting either check the moulding position on other similar cars or on the opposite side of your car if only one side is to be done.

To establish a common centre line for the rivet holes is not as difficult as would immediately be apparent. Firstly establish what width the proposed sill finisher is and halve it, this measurement is the distance the finisher centre should be from where you propose to position the finisher in relation to the sill/wing swage line. This position is determined for you if the sill only has been replaced, leaving the wings with the rivet holes already drilled. A length of fine strong string should be stretched and held taut from the centre of the hole at one extremity, to the one at the other. This will place the string in a direct line over the sill. Behind the string is the centre of the rivet holes to be drilled. This should of course be checked before any drilling is done. To transfer this line onto the sill, the string should be removed from its position, rubbed with chalk, carefully repositioned and tensioned. When you are happy with its positioning and tension 'ping' it against the sill to leave a chalk trace mark. Along this trace mark, which should be straight and true, lies the centre line for the moulding attachment rivets. Check the dimension from the chalk trace line to the swage line to be sure the moulding will end up in the right place. The holes for the rivets can be drilled equidistant to each other along the line. There are 6 rivets per side of the car.

| | | | | |
|----|---------|--|----|------------------------------------|
| 74 | 623421 | MOULDING, sill finisher | 2 | all (c) CP/CC models, (1969-72) |
| 75 | GHF1461 | RIVET, moulding to sill, 5/16" x 1/8" | 14 | |
| | 625212 | MOULDING, sill finisher | 2 | all (c) CR/CF models, (1972-76) |
| | GHF1437 | RIVET, moulding to sill, 19/32" x 1/8" | 14 | |



Grille, Badges & Body Fittings TR6 (Continued)

‘B’ Post Finishers

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------|------|---------|
| 76 | 622747 | FINISHER, ‘B’ post, LH | 1 | |
| 77 | 622748 | FINISHER, ‘B’ post, RH | 1 | |
| 78 | AT606042 | SCREW, finisher securing | 2 | |
| 79 | 713511 | STUD, black | 2 | |
| 80 | 552522 | RIVET, ‘Imex’ | 2 | |

Rear Wing Beading

| | | | | |
|----|--------|-------------------------------------|----|---------------------------------|
| 81 | 715230 | BEADING ASSEMBLY, wing to rear deck | 2 | To CP/CC50000, (1969 models) |
| 82 | 553926 | TAG, beading attachment | 12 | |

Wing beading was only fitted to the 1969 model year cars. Made from stainless steel, it was over-sprayed in body colour during production.

Rear Wing Decals

| | | | | |
|----|--------|------------------------------------|---|---|
| 83 | 625666 | DECAL, rear wing, TR6, red | 2 | for white cars only |
| | 625667 | DECAL, rear wing, TR6, white | 2 | for various cars |
| | 625668 | DECAL, rear wing, TR6, black | 2 | for yellow cars only |
| 84 | 726830 | DECAL, rear wing, RH, ‘Union flag’ | 1 | North American models: From (c) CF1, (1972-76) |
| | 726831 | DECAL, rear wing, LH, ‘Union flag’ | 1 | |

The ‘Union flag’ style rear wing decals were originally factory applied only to 1974 onwards North American TR6’s, but can of course be fitted to any model if required!

Rear Valance Badges

| | | | | |
|----|----------|---|---|---|
| 85 | 625430 | NAMEPLATE, ‘Triumph’, Cloisonné | 1 | To (c) CP/CC51615, (1969-70) |
| 86 | 627563 | NAMEPLATE, ‘Triumph’ (With self-adhesive label). | 1 | |
| 87 | 627564 | PRINTED FOIL, ‘Triumph’ | 1 | European models, From (c) CP51616, (1970-75) North American models, From (c) CC51616 To CF27000, (1970-74) |
| 88 | GHF1532 | BLIND FIX | 2 | |
| 89 | PFS104 | SPIRE FIX | 2 | alternative |
| 90 | 622152 | BADGE, ‘Overdrive’, black | 1 | |
| 91 | 626717 | BADGE, ‘Injection’ | 1 | European models, all CP/CR models not fitted with overdrive |
| 92 | YKC1668 | PLINTH, rear number plate | 1 | |
| 93 | 626861 | NAMEPLATE, ‘Triumph’ | 1 | North American models, From (c) CF27001, (1974-76) |
| 94 | SE605081 | SCREW, plinth to bumper | 3 | |
| 95 | GHF332 | WASHER, locking | 3 | |

Wheel Badge

| | | | | |
|----|----------|--------------------------------|---|----------------------|
| 96 | 627502 | BADGE ASSEMBLY, hub cap centre | 4 | TR6 From (c) CP50001 |
| 97 | 627502RP | DECAL, ‘TR6’, self adhesive | 4 | |

Threshold Plates

Mirror finished stainless steel or brushed aluminium door step threshold plates. Can be fitted using screws, rivets or doubled sided tape (not included).

| | | | | |
|-----|----------|---|-----|-----------|
| 98 | TT7246 | THRESHOLD PLATE, (Stainless steel with ‘TR6’ logo). | 2 | sold each |
| 99 | TT7346 | THRESHOLD PLATE, (Stainless steel with ‘TR Laurel Wreath’ logo). | 2 | |
| 100 | GAC6066X | THRESHOLD PLATE set, (Brushed aluminium, ribbed). | 2 | pair |
| 101 | 575937 | SCREW, threshold plate to sill | a/r | |

Boot Rack

| | | | | |
|-----|------------|---------------------------------------|---|-----------------|
| 102 | 646-120 | BOOT RACK, clip on, brushed stainless | 1 | removable |
| | 646-121 | BOOT RACK, clip on, black stainless | 1 | |
| | AM5347SS | BOOT RACK, ‘Amco’ style | 1 | stainless steel |
| 103 | AM5347SSFK | FITTING KIT, boot rack | 1 | |

(See the Accessories section for a full range of boot racks).

Mud Flap Set

| | | | | |
|-----|----------|--------------|---|-------------------------|
| 104 | GAC6002X | MUD FLAP SET | 1 | ‘TR Laurel Wreath’ logo |
|-----|----------|--------------|---|-------------------------|

Wheel Arch Protectors

Protects your TR6 from the elements with these moulded glass fibre, wheel arch protectors. Designed to fit inside your front and rear wheel arches, they reduce the roadspray and build up of mud in the corners of the arches and inner wings to reduce the chance of rust developing. Hardware and instructions included.

| | | | | |
|-----|--------|----------------------------------|---|--|
| 105 | GTK160 | PROTECTOR SET, wheel arch, front | 1 | |
|-----|--------|----------------------------------|---|--|

| | | | | |
|-----|--------|---------------------------------|---|--|
| 106 | GTK161 | PROTECTOR SET, wheel arch, rear | 1 | |
|-----|--------|---------------------------------|---|--|

Body Stripe Kits (European Models)

A 3mm pin stripe runs the length of the vehicle along the body line. The stripe kit includes sufficient material for a complete car.

| | | | | |
|-----|--------|--------------------|---|--|
| 107 | GTK170 | STRIPE KIT, black | 1 | |
| | GTK171 | STRIPE KIT, gold | 1 | |
| | GTK172 | STRIPE KIT, silver | 1 | |
| | GTK173 | STRIPE KIT, red | 1 | |
| | GTK174 | STRIPE KIT, white | 1 | |

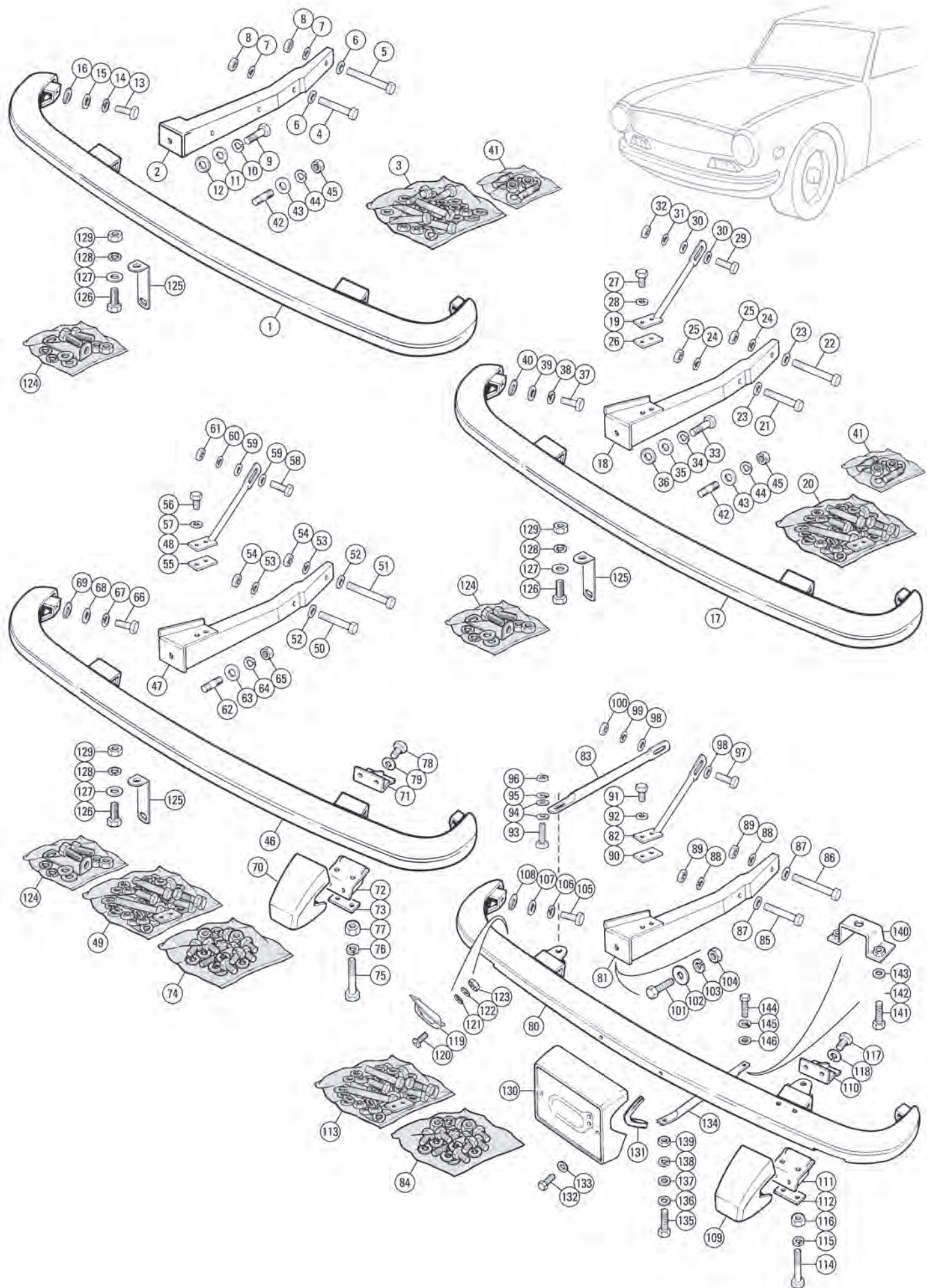
Body Stripe Kits (North American Models)

Two broad stripes run the length of the vehicle and over the rear of the front wing to bonnet. The stripe kit includes sufficient material for a complete car.

| | | | | |
|-----|--------|--------------------|---|--|
| 108 | GTK175 | STRIPE KIT, black | 1 | |
| | GTK176 | STRIPE KIT, gold | 1 | |
| | GTK177 | STRIPE KIT, silver | 1 | |
| | GTK178 | STRIPE KIT, red | 1 | |

Commission Number Plate

| | | | | |
|-----|-------------------------|---|--|--|
| 109 | COMMISSION NUMBER PLATE | 1 | see commission plates & decals. Pages 256-257 | |
|-----|-------------------------|---|--|--|



Front Bumper & Fittings TR6

TR6 Front Bumpers

The front bumpers mentioned here for European models are completely interchangeable, the difference being their fitted distance from the front valance. The design was modified to give a greater distance between the bumper and the front valance; this was to improve styling and integration with the newly fitted front aerodynamic spoiler, and also to increase bumper to body clearance in the event of accident impact.

CP & CC Models 1969-72

| Ill. | Part Number | Description | Req. | Details |
|------|-------------|------------------------------|------|---------|
| 1 | 822530 | FRONT BUMPER | 1 | |
| | 822530Z | FRONT BUMPER, aftermarket | 1 | |
| 2 | 814459 | BRACKET, bumper mounting, LH | 1 | |
| | 814460 | BRACKET, bumper mounting, RH | 1 | |

The later specification bumper mounting brackets can be used to service early models, the difference being that the later items are of a sturdier construction and include tapped holes for reinforcing support tubes that attach to the chassis tubular crossmember. This modification was to provide the required strength in the '5 M.P.H.' impact test for the North American markets.

| | | | | |
|----|----------|---------------------------------|---|-------------|
| 3 | 822530FK | FITTING KIT, front bumper | 1 | |
| 4 | BH606221 | BOLT, bracket to chassis, short | 2 | 2 3/4" long |
| 5 | GHF126 | BOLT, bracket to chassis, long | 2 | 3" long |
| 6 | WM59 | WASHER, plain | 4 | |
| 7 | GHF333 | WASHER, locking | 4 | |
| 8 | GHF202 | NUT, plain | 4 | |
| 9 | GHF105 | BOLT, bumper to bracket | 2 | |
| 10 | GHF333 | WASHER, locking | 2 | |
| 11 | WM59 | WASHER, plain | 2 | |
| 12 | 2K9679 | WASHER, rubber | 2 | |
| 13 | GHF103 | BOLT, bumper to front wing | 2 | |
| 14 | GHF332 | WASHER, locking | 2 | |
| 15 | GHF301 | WASHER, plain | 2 | |
| 16 | 2K9679 | WASHER, rubber | 2 | |

European Models From (c) CR1 1972-75

North American Models From (c) CF1 To CF12500 1972-73

| | | | | |
|----|----------|---------------------------------|---|-------------|
| 17 | 822530 | FRONT BUMPER | 1 | |
| | 822530Z | FRONT BUMPER, aftermarket | 1 | |
| | 821408 | BRACKET, bumper mounting, LH | 1 | |
| 18 | 821409 | BRACKET, bumper mounting, RH | 1 | |
| 19 | 821467 | TUBE, bumper support | 2 | |
| 20 | 822530FK | FITTING KIT, front bumper | 1 | |
| 21 | BH606221 | BOLT, bracket to chassis, short | 2 | 2 3/4" long |
| 22 | GHF126 | BOLT, bracket to chassis, long | 2 | 3" long |
| 23 | WM59 | WASHER, plain | 4 | |
| 24 | GHF333 | WASHER, locking | 4 | |
| 25 | GHF202 | NUT, plain | 4 | |
| 26 | WP9 | PLATE, spacer, tube to bracket | 2 | |
| 27 | GHF101 | SCREW, tube to bumper bracket | 2 | |
| 28 | GHF331 | WASHER, locking | 2 | |
| 29 | SH60610 | SCREW, tube to chassis | 2 | |
| 30 | WP9 | WASHER, plain | 4 | |
| 31 | GHF334 | WASHER, locking | 2 | |
| 32 | GHF202 | NUT, plain | 2 | |
| 33 | GHF105 | BOLT, bumper to bracket | 2 | |
| 34 | GHF333 | WASHER, locking | 2 | |
| 35 | WM59 | WASHER, plain | 2 | |
| 36 | 2K9679 | WASHER, rubber | 2 | |
| 37 | GHF101 | SCREW, bumper to front wing | 2 | |
| 38 | GHF331 | WASHER, locking | 2 | |
| 39 | WM57 | WASHER, plain | 2 | |
| 40 | 2K9679 | WASHER, rubber | 2 | |

To physically ease the task of fitting the front bumper, studs and nuts can be substituted for the bolts that attach the bumper to the front valance. The use of studs was incorporated in the later North American specification cars to ease production assembly of the heavier bumper and override unit (it is a lot easier to fit nuts to the studs, having hung the bumper on the studs, than align a bolt in a thread while holding the bumper in position).

| | | | | |
|----|----------|---------------------------|---|--|
| 41 | 822530SK | STUD KIT, bumper mounting | 1 | |
| 42 | FHS2614 | STUD, bumper to bracket | 2 | |
| 43 | WM59 | WASHER, plain | 2 | |
| 44 | GHF333 | WASHER, locking | 2 | |
| 45 | GHF202 | NUT, plain | 2 | |

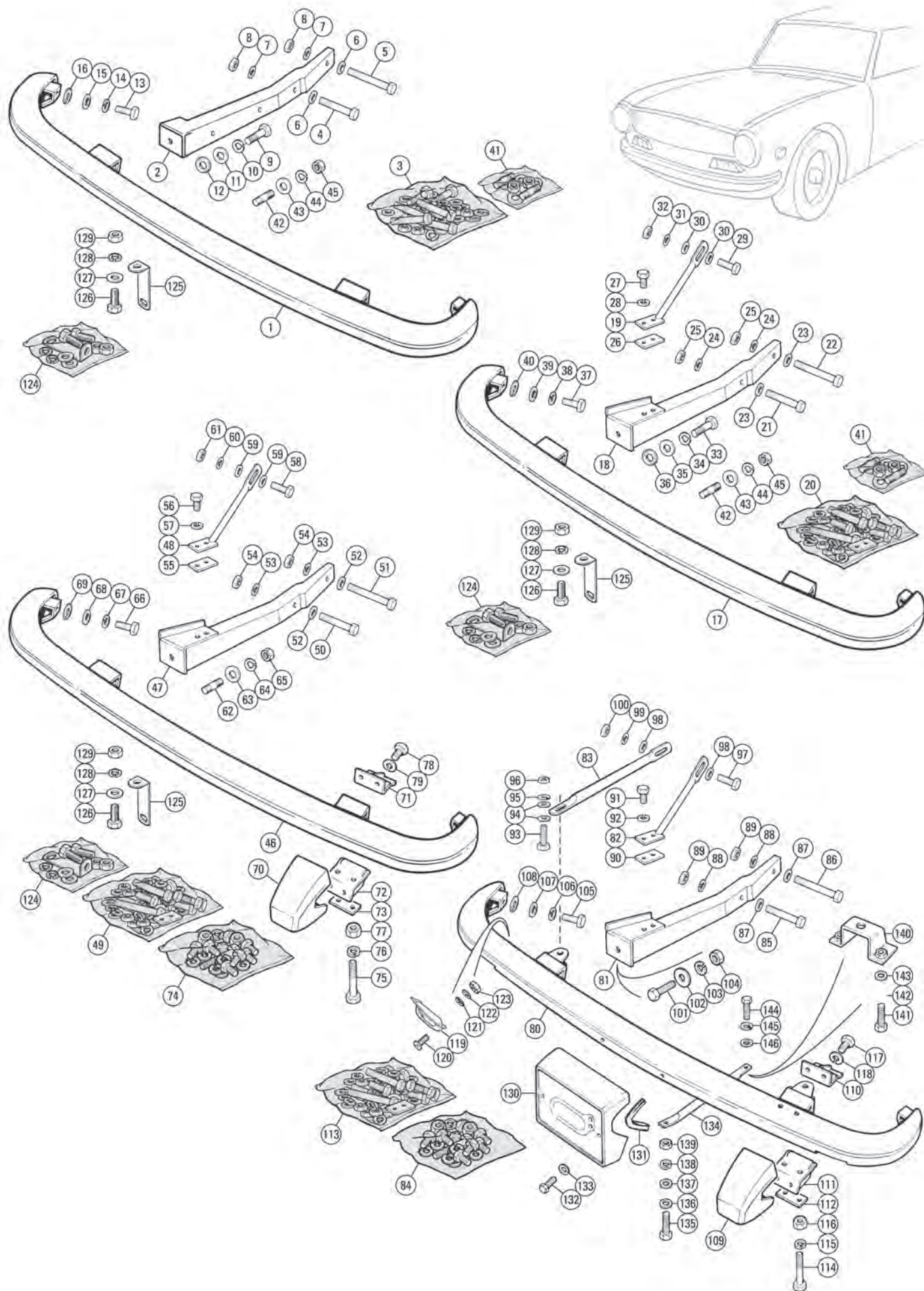
North American Models From (c) CF12501 To CF27000 1973-74

| | | | | |
|----|--------|------------------------------|---|--|
| 46 | XKC760 | FRONT BUMPER | 1 | |
| | 821408 | BRACKET, bumper mounting, LH | 1 | |
| 47 | 821409 | BRACKET, bumper mounting, RH | 1 | |

| | | | | |
|----|-----------|----------------------------------|---|-------------|
| 48 | 821467 | TUBE, bumper support | 2 | |
| 49 | XKC760FK | FITTING KIT, front bumper | 1 | |
| 50 | BH606221 | BOLT, bracket to chassis, short | 2 | 2 3/4" long |
| 51 | GHF126 | BOLT, bracket to chassis, long | 2 | 3" long |
| 52 | WM59 | WASHER, plain | 4 | |
| 53 | GHF333 | WASHER, locking | 4 | |
| 54 | GHF202 | NUT, plain | 4 | |
| 55 | WP9 | PLATE, spacer, tube to bracket | 2 | |
| 56 | SH604101 | SCREW, tube to bumper bracket | 4 | |
| 57 | GHF331 | WASHER, locking | 4 | |
| 58 | SH606101 | SCREW, tube to chassis | 2 | |
| 59 | WP9 | WASHER, plain | 4 | |
| 60 | GHF333 | WASHER, locking | 2 | |
| 61 | GHF202 | NUT, plain | 2 | |
| 62 | FHS2614 | STUD, bumper to bracket | 2 | |
| 63 | WM59 | WASHER, plain | 2 | |
| 64 | GHF333 | WASHER, locking | 2 | |
| 65 | GHF202 | NUT, plain | 2 | |
| 66 | GHF101 | BOLT, bumper to front wing | 2 | |
| 67 | GHF331 | WASHER, locking | 2 | |
| 68 | WM57 | WASHER, plain | 2 | |
| 69 | 2K9679 | WASHER, rubber | 2 | |
| 70 | 824892 | OVERRIDE, LH | 1 | |
| | 824893 | OVERRIDE, RH | 1 | |
| 71 | ZKC1147 | ANGLE BRACKET, upper, LH | 1 | |
| | ZKC1148 | ANGLE BRACKET, upper, RH | 1 | |
| 72 | ZKC1155 | ANGLE BRACKET, lower, LH | 1 | |
| | ZKC1156 | ANGLE BRACKET, lower, RH | 1 | |
| 73 | ZKC1151 | REINFORCEMENT PLATE | 2 | |
| 74 | 824892FK | FITTING KIT, front overrides | 1 | |
| 75 | BH605401A | BOLT, angle bracket to bumper | 4 | |
| 76 | GHF332 | WASHER, locking | 4 | |
| 77 | GHF201 | NUT, plain | 4 | |
| 78 | SH604051 | SCREW, override to angle bracket | 8 | |
| 79 | GHF331 | WASHER, locking | 8 | |

North American Models From (c) CF27001, 1974-76

| | | | | |
|-----|-----------|---------------------------------------|---|-----------------------------|
| 80 | XKC1774 | FRONT BUMPER | 1 | |
| | 821408 | BRACKET, bumper mounting, LH | 1 | |
| 81 | 821409 | BRACKET, bumper mounting, RH | 1 | |
| 82 | 821467 | TUBE, bumper support | 2 | From (c) CF27000 To CF35000 |
| 83 | YKC1670 | STRUT, reinforcement | 2 | |
| | YKC1743 | TUBE, bumper support | 2 | From (c) CF35001 |
| | YKC1749 | STRUT, reinforcement | 2 | |
| 84 | XKC1774FK | FITTING KIT, front bumper | 1 | |
| 85 | BH606221 | BOLT, bracket to chassis, short | 2 | 2 3/4" long |
| 86 | GHF126 | BOLT, bracket to chassis, long | 2 | 3" long |
| 87 | WM59 | WASHER, plain | 4 | |
| 88 | GHF333 | WASHER, locking | 4 | |
| 89 | GHF202 | NUT, plain | 4 | |
| 90 | WP9 | PLATE, spacer, tube to bracket | 2 | |
| 91 | SH604101 | SCREW, tube to bracket | 4 | |
| 92 | GHF331 | WASHER, locking | 4 | |
| 93 | SH606101 | SCREW, strut to bumper | 2 | |
| 94 | WP9 | WASHER, plain | 4 | |
| 95 | GHF333 | WASHER, locking | 2 | |
| 96 | GHF202 | NUT, plain | 2 | |
| 97 | SH606111 | SCREW, reinforcement/strut to chassis | 2 | |
| 98 | WP9 | WASHER, plain | 4 | |
| 99 | GHF333 | WASHER, locking | 2 | |
| 100 | GHF202 | NUT, plain | 2 | |
| 101 | GHF106 | BOLT, bumper to bracket | 2 | |
| 102 | WM59 | WASHER, plain | 2 | |
| 103 | GHF333 | WASHER, locking | 2 | |
| 104 | GHF202 | NUT, plain | 2 | |
| 105 | GHF101 | BOLT, bumper to front wing | 2 | |
| 106 | GHF331 | WASHER, locking | 2 | |
| 107 | WM57 | WASHER, plain | 2 | |
| 108 | 2K9679 | WASHER, rubber | 2 | |
| 109 | 824892 | OVERRIDE, LH | 1 | |
| | 824893 | OVERRIDE, RH | 1 | |
| 110 | ZKC1147 | ANGLE BRACKET, upper, LH | 1 | |
| | ZKC1148 | ANGLE BRACKET, upper, RH | 1 | |
| 111 | ZKC1155 | ANGLE BRACKET, lower, LH | 1 | |
| | ZKC1156 | ANGLE BRACKET, lower, RH | 1 | |
| 112 | ZKC1151 | REINFORCEMENT PLATE | 2 | |
| 113 | 824892FK | FITTING KIT, front overrides | 1 | |
| 114 | BH605401A | BOLT, angle bracket to bumper | 4 | |
| 115 | GHF332 | WASHER, locking | 4 | |
| 116 | GHF201 | NUT, plain | 4 | |
| 117 | SH604051 | SCREW, override to angle bracket | 8 | |



Front Bumper & Fittings TR6 (Continued)**North American Models From (c) CF27001, 1974-76**

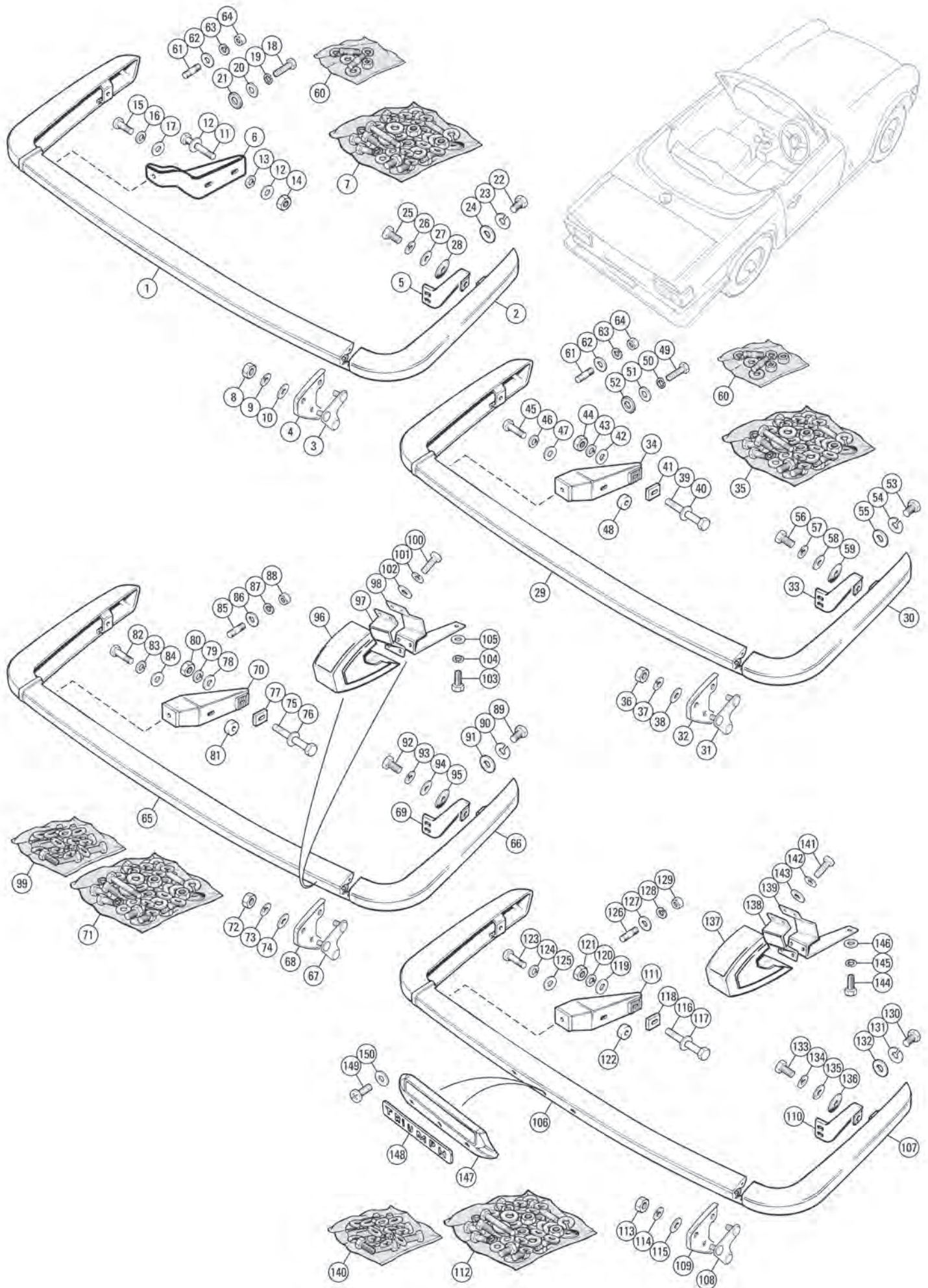
| ill. | Part Number | Description | Req. | Details |
|------|-------------|-----------------------------------|------|---------|
| 118 | GHF331 | WASHER, locking | 8 | |
| | XKC1807 | BRACKET, front indicator lamp, LH | 1 | |
| 119 | XKC1808 | BRACKET, front indicator lamp, RH | 1 | |
| 120 | PMZ308 | SCREW, bracket to bumper | 4 | |
| 121 | PWZ203 | WASHER, plain | 4 | |
| 122 | WL700101 | WASHER, locking | 4 | |
| 123 | HN2005 | NUT, plain | 4 | |

Number Plate Mountings**European Models 1969-74, North American Models To (c) CF27000 1969-74**

| | | | | |
|-----|----------|--|---|--|
| 124 | 625886FK | NUMBER PLATE MOUNTING KIT | 1 | |
| 125 | 625886 | BRACKET, front no. plate to bumper | 2 | |
| 126 | HU706P | SCREW, front no. plate bracket to bumper | 2 | |
| 127 | WM57 | WASHER, plain | 2 | |
| 128 | GHF331 | WASHER, locking | 2 | |
| 129 | GHF200 | NUT | 2 | |

North American Models From (c) CF27001 1974-76

| | | | | |
|-----|----------|---------------------------------------|---|--|
| 130 | XKC1748 | PLINTH, front number plate | 1 | |
| 131 | 614042 | MOULDING, plastic | 2 | |
| 132 | SH606051 | SCREW, plinth to bumper | 2 | |
| 133 | GHF333 | WASHER, locking | 2 | |
| 134 | ZKC1481 | STRUT, supporting number plate plinth | 2 | |
| 135 | 624818 | SCREW, plinth to strut | 2 | |
| 136 | WA108052 | WASHER, plain | 2 | |
| 137 | GHF301 | WASHER, plain | 2 | |
| 138 | GHF332 | WASHER, locking | 2 | |
| 139 | GHF201 | NUT, plain | 2 | |
| 140 | ZKC1473 | BRACKET, mounting, strut | 2 | |
| 141 | SH605061 | SCREW, bracket to protection shield | 4 | |
| 142 | GHF332 | WASHER, locking | 4 | |
| 143 | GHF301 | WASHER, plain | 4 | |
| 144 | GHF103 | SCREW, bracket to protection shield | 2 | |
| 145 | GHF332 | WASHER, locking | 2 | |
| 146 | GHF301 | WASHER, plain | 2 | |



Rear Bumper & Fittings TR6

European Models To (c) CR5000 1969-73,
North American Models To (c) CF12500 1969-73

| Ill. | Part Number | Description | Req. | Details |
|------|-------------|-----------------------------------|------|-----------------|
| 1 | 910157 | REAR BUMPER CENTRE | 1 | with lamp holes |
| | 910158 | REAR BUMPER CORNER, LH | 1 | |
| 2 | 910159 | REAR BUMPER CORNER, RH | 1 | |
| 3 | 575443 | JOINT PLATE, centre to corners | 2 | |
| 4 | 623824 | JOINT WASHER, centre to corners | 2 | |
| | 714714 | OUTRIGGER, bumper corner, LH | 1 | |
| 5 | 714715 | OUTRIGGER, bumper corner, RH | 1 | |
| 6 | 813715 | BRACKET, bumper mounting, LH | 1 | |
| | 813716 | BRACKET, bumper mounting, RH | 1 | |
| 7 | 910157FK | FITTING KIT, rear bumper | 1 | |
| 8 | GHF201 | NUT | 6 | |
| 9 | GHF332 | WASHER, locking | 6 | |
| 10 | WM58 | WASHER, plain | 6 | |
| 11 | BH606261 | BOLT, bracket to chassis, long | 2 | 3 1/4" long |
| 12 | WP9 | WASHER, plain | 4 | |
| 13 | GHF333 | WASHER, locking | 2 | |
| 14 | GHF202 | NUT, plain | 2 | |
| 15 | BH606101 | BOLT, bracket to chassis, short | 2 | 1 1/4" long |
| 16 | GHF333 | WASHER, locking | 2 | |
| 17 | WP9 | WASHER, plain | 2 | |
| 18 | GHF105 | BOLT, bumper to bracket | 2 | |
| 19 | GHF333 | WASHER, locking | 2 | |
| 20 | WP9 | WASHER, plain | 2 | |
| 21 | 2K9679 | WASHER, rubber | 2 | |
| 22 | SH606051 | SCREW, outrigger to chassis frame | 4 | |
| 23 | GHF333 | WASHER, locking | 4 | |
| 24 | WM59 | WASHER, plain | 4 | |
| 25 | SH606061 | SCREW, bumper corner to rear wing | 2 | |
| 26 | GHF333 | WASHER, locking | 2 | |
| 27 | WP9 | WASHER, plain | 2 | |
| 28 | 2K9679 | WASHER, rubber | 2 | |

Early 1969, TR6's used bumper corners threaded for 5/16" UNF mounting hardware (the factory shows the chassis numbers CP26933/CC31776 as being the points when the more usual 3/8" UNF screws were incorporated). This would indicate that the earlier bumper corners were made to a different condition (and thus had different part numbers), but no change to the bumper corners themselves is apparent in any factory literature. However, if your car has smaller diameter fixings, the following four lines are the items to fix the bumper corners to the wings, replacing items 25-28.

| | | | | |
|----|----------|-------------------------------------|---|---|
| 25 | SH605061 | SCREW, corner bar to rear wing | 2 | To (c) CP26933/ CC31777, (if fitted) |
| 26 | GHF332 | WASHER, locking | 2 | |
| 27 | GHF301 | WASHER, plain | 2 | |
| 28 | 2K9679 | WASHER, rubber, bumper to wing side | 2 | |

European Models From (c) CR5001 1973-75

| | | | | |
|----|----------|--------------------------------------|---|---------------|
| 29 | 920048 | REAR BUMPER CENTRE | 1 | no lamp holes |
| | 910158 | REAR BUMPER CORNER, LH | 1 | |
| 30 | 910159 | REAR BUMPER CORNER, RH | 1 | |
| 31 | 575443 | JOINT PLATE, centre to corners | 2 | |
| 32 | 623824 | JOINT WASHER, centre to corners | 2 | |
| | 714714 | OUTRIGGER, bumper corner, LH | 1 | |
| 33 | 714715 | OUTRIGGER, bumper corner, RH | 1 | |
| 34 | 824596 | BRACKET, bumper mounting, LH | 1 | |
| | 824597 | BRACKET, bumper mounting, RH | 1 | |
| 35 | 920048FK | FITTING KIT, rear bumper | 1 | |
| 36 | GHF201 | NUT | 6 | |
| 37 | GHF332 | WASHER, locking | 6 | |
| 38 | WM58 | WASHER, plain | 6 | |
| 39 | BH606321 | BOLT, bracket to chassis, long | 2 | 4" long |
| 40 | WP9 | WASHER, plain | 2 | |
| 41 | 634728 | SPACER, serrated, bracket to chassis | 2 | |
| 42 | WP9 | WASHER, plain | 2 | |
| 43 | GHF333 | WASHER, locking | 4 | |
| 44 | GHF202 | NUT, plain | 2 | |
| 45 | GHF106 | BOLT, bracket to chassis, short | 2 | 1 1/2" long |
| 46 | GHF333 | WASHER, locking | 2 | |
| 47 | WP9 | WASHER, plain | 2 | |
| 48 | 634875 | SPACER, round, bracket to chassis | 2 | |
| 49 | BH606101 | BOLT, bumper to bracket | 2 | |
| 50 | GHF333 | WASHER, locking | 2 | |
| 51 | WP9 | WASHER, plain | 2 | |
| 52 | 2K9679 | WASHER, rubber | 2 | |
| 53 | SH606051 | SCREW, outrigger to chassis | 4 | |
| 54 | GHF333 | WASHER, locking | 4 | |
| 55 | WM59 | WASHER, plain | 4 | |
| 56 | SH606061 | SCREW, bumper corner to rear wing | 2 | |
| 57 | GHF333 | WASHER, locking | 2 | |
| 58 | WP9 | WASHER, plain | 2 | |
| 59 | 2K9679 | WASHER, rubber | 2 | |

Alternative Fixing System

Fitting the rear bumper may be simplified by the use of studs and nuts in place of the bolts that attach the bumper through the rear valance (for the same reasons outlined in the paragraph in Front Bumpers). The following components are applicable to both pre- and post CR5000 models; i.e. they will replace items 18-21 or 49-52.

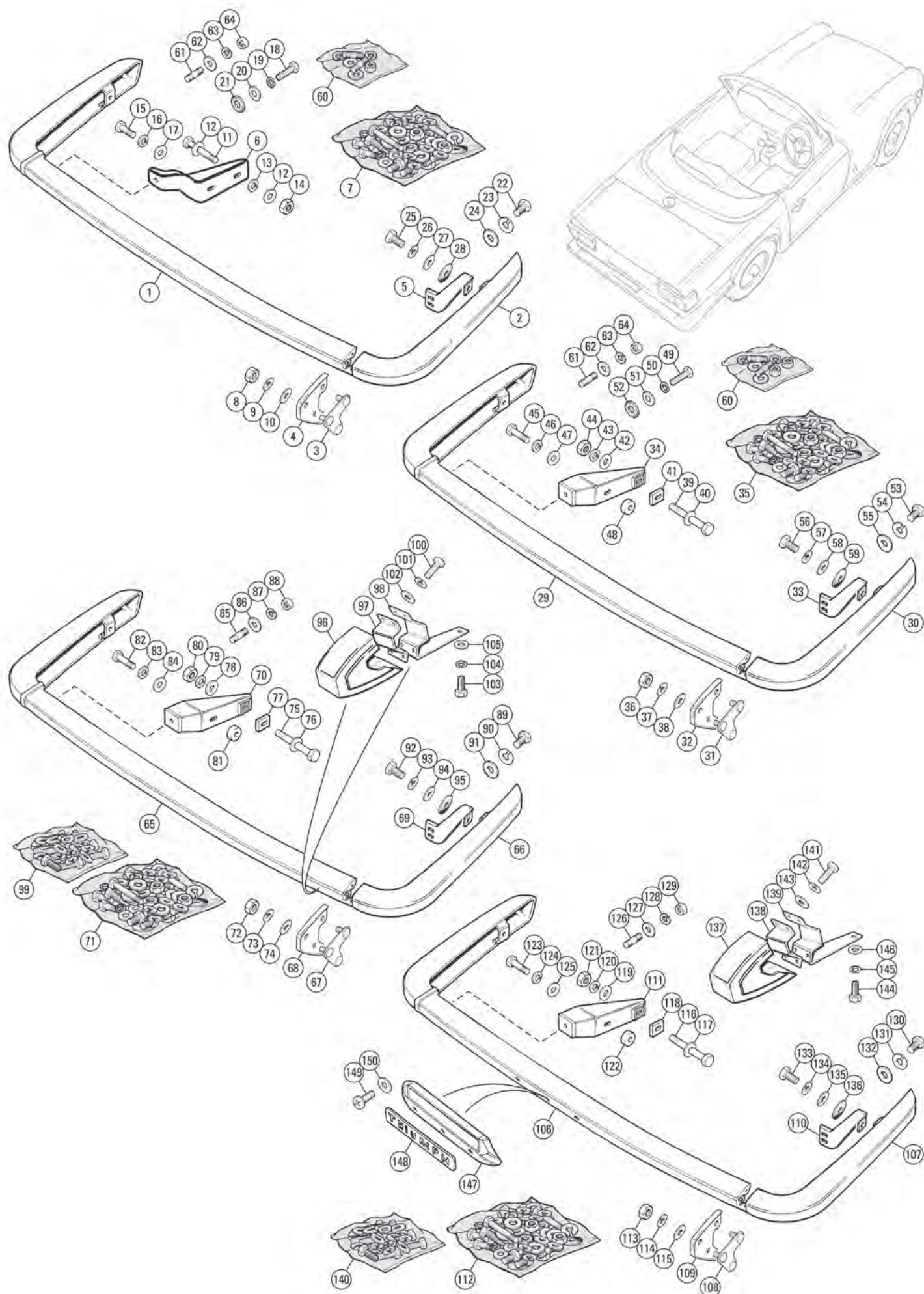
| | | | |
|----|----------|---------------------------|---|
| 60 | 920048SK | STUD KIT, bumper mounting | 1 |
| 61 | FHS2614 | STUD, bumper to bracket | 2 |
| 62 | WM59 | WASHER, plain | 2 |
| 63 | GHF333 | WASHER, locking | 2 |
| 64 | GHF202 | NUT, plain | 2 |

North American Models From (c) CF12501 To CF27000 1973-74

| | | | | |
|-----|-----------|--------------------------------------|---|---------------|
| 65 | WKC2446 | REAR BUMPER CENTRE | 1 | no lamp holes |
| | 910158 | REAR BUMPER CORNER, LH | 1 | |
| 66 | 910159 | REAR BUMPER CORNER, RH | 1 | |
| 67 | 575443 | JOINT PLATE, centre to corners | 2 | |
| | 634932 | JOINT WASHER, centre to corner, LH | 1 | |
| 68 | 634933 | JOINT WASHER, centre to corner, RH | 1 | |
| | 714714 | OUTRIGGER, bumper corner, LH | 1 | |
| 69 | 714715 | OUTRIGGER, bumper corner, RH | 1 | |
| 70 | 824596 | BRACKET, bumper mounting, LH | 1 | |
| | 824597 | BRACKET, bumper mounting, RH | 1 | |
| 71 | WKC2446FK | FITTING KIT, rear bumper | 1 | |
| 72 | GHF201 | NUT | 6 | |
| 73 | GHF332 | WASHER, locking | 6 | |
| 74 | WM58 | WASHER, plain | 6 | |
| 75 | BH606321 | BOLT, bracket to chassis, long | 2 | |
| 76 | WP9 | WASHER, plain | 2 | |
| 77 | 634728 | SPACER, serrated, bracket to chassis | 2 | |
| 78 | WP9 | WASHER, plain | 2 | |
| 79 | GHF333 | WASHER, locking | 2 | |
| 80 | GHF202 | NUT, plain | 2 | |
| 81 | 634875 | SPACER, round | 2 | |
| 82 | GHF106 | BOLT, bumper to bracket | 2 | |
| 83 | GHF333 | WASHER, locking | 2 | |
| 84 | WP9 | WASHER, plain | 2 | |
| 85 | TE605141 | STUD, bumper to support brackets | 2 | |
| 86 | WP9 | WASHER, plain | 2 | |
| 87 | GHF333 | WASHER, locking | 2 | |
| 88 | GHF202 | NUT, plain | 2 | |
| 89 | SH606051 | SCREW, outrigger to chassis | 4 | |
| 90 | GHF333 | WASHER, locking | 4 | |
| 91 | WM59 | WASHER, plain | 4 | |
| 92 | SH606061 | SCREW, bumper corner to rear wing | 2 | |
| 93 | GHF333 | WASHER, locking | 2 | |
| 94 | WP9 | WASHER, plain | 2 | |
| 95 | 2K9679 | WASHER, rubber | 2 | |
| | 824896 | OVERRIDE, LH | 1 | |
| 96 | 824897 | OVERRIDE, RH | 1 | |
| | 730392 | SUPPORT, override, LH | 1 | |
| 97 | 730393 | SUPPORT, override, RH | 1 | |
| | 824890 | STAY, override support, LH | 1 | |
| 98 | 824891 | STAY, override support, RH | 1 | |
| 99 | 824896FK | FITTING KIT, rear override | 1 | |
| 100 | GHF101 | SCREW, support and stay to override | 8 | |
| 101 | GHF331 | WASHER, locking | 8 | |
| 102 | GHF300 | WASHER, plain | 8 | |
| 103 | SH605111 | SCREW, support stay to chassis | 2 | |
| 104 | GHF332 | WASHER, locking | 2 | |
| 105 | WPZ205 | WASHER, plain | 2 | |

North American Models From (c) CF27001 1974-76

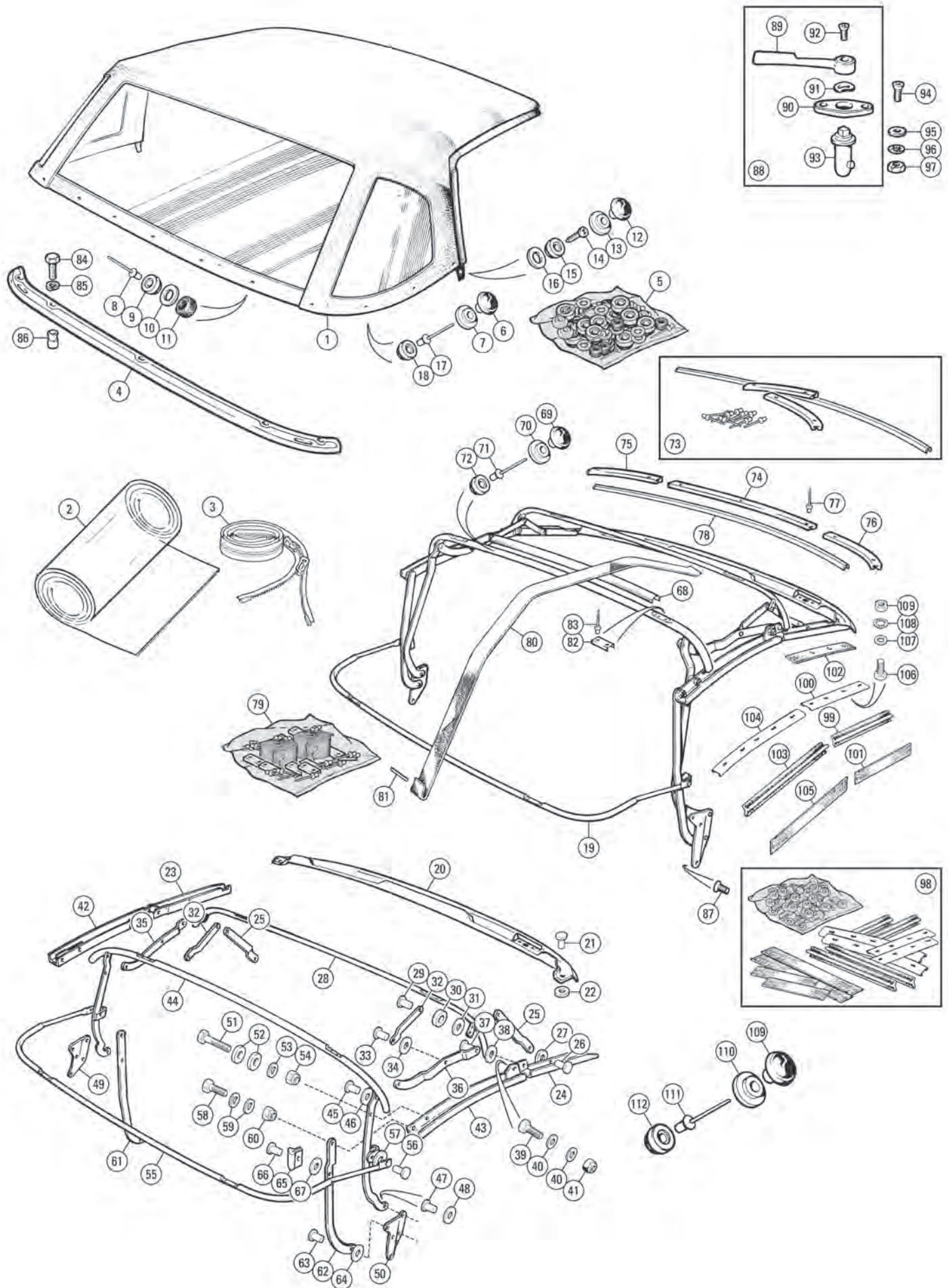
| | | | | |
|-----|---------|--------------------------------|---|---------------|
| 106 | WKC2445 | REAR BUMPER CENTRE | 1 | no lamp holes |
| | WKC2443 | REAR BUMPER CORNER, LH | 1 | |
| 107 | WKC2444 | REAR BUMPER CORNER, RH | 1 | |
| 108 | 575443 | JOINT PLATE, centre to corners | 2 | |



Rear Bumper & Fittings TR6 (Continued)

North American Models From (c) CF27001 1974-76

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--------------------------------------|------|---------|
| | 634932 | JOINT WASHER, centre to corner, LH | 1 | |
| 109 | 634933 | JOINT WASHER, centre to corner, RH | 1 | |
| | 714714 | OUTRIGGER, bumper corner, LH | 1 | |
| 110 | 714715 | OUTRIGGER, bumper corner, RH | 1 | |
| 111 | 824596 | BRACKET, bumper mounting, LH | 1 | |
| | 824597 | BRACKET, bumper mounting, RH | 1 | |
| 112 | WKC2445FK | FITTING KIT, rear bumper | 1 | |
| 113 | GHF201 | NUT | 6 | |
| 114 | GHF332 | WASHER, locking | 6 | |
| 115 | WM58 | WASHER, plain | 6 | |
| 116 | BH606321 | BOLT, bracket to chassis | 2 | |
| 117 | WP9 | WASHER, plain | 2 | |
| 118 | 634728 | SPACER, serrated, bracket to chassis | 2 | |
| 119 | WP9 | WASHER, plain | 2 | |
| 120 | GHF333 | WASHER, locking | 2 | |
| 121 | GHF202 | NUT, plain | 2 | |
| 122 | 634875 | SPACER, round, bracket to chassis | 2 | |
| 123 | GHF106 | BOLT, bumper to bracket | 2 | |
| 124 | GHF333 | WASHER, locking | 2 | |
| 125 | WP9 | WASHER, plain | 2 | |
| 126 | FHS2614 | STUD, bumper to support brackets | 2 | |
| 127 | WP9 | WASHER, plain | 2 | |
| 128 | GHF333 | WASHER, locking | 2 | |
| 129 | GHF202 | NUT, plain | 2 | |
| 130 | SH606051 | SCREW, outrigger to chassis frame | 4 | |
| 131 | GHF333 | WASHER, locking | 4 | |
| 132 | WM59 | WASHER, plain | 4 | |
| 133 | SH606061 | SCREW, bumper corner to rear wing | 2 | |
| 134 | GHF333 | WASHER, locking | 2 | |
| 135 | WP9 | WASHER, plain | 2 | |
| 136 | 2K9679 | WASHER, rubber | 2 | |
| | 824896 | OVERRIDE, LH | 1 | |
| 137 | 824897 | OVERRIDE, RH | 1 | |
| | 730392 | SUPPORT, override, LH | 1 | |
| 138 | 730393 | SUPPORT, override, RH | 1 | |
| | XKC1749 | STAY, override support, LH | 1 | |
| 139 | XKC1750 | STAY, override support, RH | 1 | |
| 140 | 824896FK | FITTING KIT, rear override | 1 | |
| 141 | HU706P | SCREW, support and stay to override | 8 | |
| 142 | GHF331 | WASHER, locking | 8 | |
| 143 | GHF300 | WASHER, plain | 8 | |
| 144 | SH605111 | SCREW, support stay to chassis | 2 | |
| 145 | GHF332 | WASHER, locking | 2 | |
| 146 | PWZ205 | WASHER, plain | 2 | |
| 147 | YKC1668 | PLINTH, rear number plate | 1 | |
| 148 | 626861 | TRANSFER, 'Triumph' | 1 | |
| 149 | SE605081 | SCREW, plinth to bumper | 3 | |
| 150 | GHF332 | WASHER, locking | 3 | |



Hood, Frame & Fittings

Hood And Frame Assemblies

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|-----------------------|
| | 813451 | HOOD & FRAME ASSEMBLY, black | 1 | TR5 |
| | 813459 | HOOD & FRAME ASSEMBLY, white | 1 | |
| | 813971 | HOOD & FRAME ASSEMBLY, black | 1 | late TR5 |
| | 813979 | HOOD & FRAME ASSEMBLY, white | 1 | |
| | 813961 | HOOD & FRAME ASSEMBLY, black (Including reflective stripe). | 1 | TR250 |
| | 813696 | HOOD & FRAME ASSEMBLY, white (Including reflective stripe). | 1 | |
| | 815571 | HOOD & FRAME ASSEMBLY, black | 1 | all TR6 (c) CP models |
| | 822011 | HOOD & FRAME ASSEMBLY, black (All factory original replacements). | 1 | all TR6 (c) CR models |
| | 815579 | HOOD & FRAME ASSEMBLY, white | 1 | all TR6 |
| | 815621 | HOOD & FRAME ASSEMBLY, black (Including reflective stripe). | 1 | all TR6 (c) CC |
| | 815629 | HOOD & FRAME ASSEMBLY, white (Including reflective stripe). | 1 | |
| | 821981 | HOOD & FRAME ASSEMBLY, black (Including reflective stripe). | 1 | all TR6 (c) CF |

To conform with legal requirements, German market TR6's were fitted with a hood frame that had protective covers over the hood frame linkage.

| | | | |
|----------|---------------------------------|----|---------------------|
| 575981 | HOOD & FRAME ASSEMBLY, black | 1 | |
| 575989 | HOOD & FRAME ASSEMBLY, white | 1 | |
| 575741 | COVER, frame link, front LH | 1 | |
| 575742 | COVER, frame link, front RH | 1 | |
| 575743 | COVER, frame link, rear LH | 1 | German markets only |
| 575744 | COVER, frame link, rear RH | 1 | |
| PMZ308 | SCREW, securing covers to links | 8 | |
| PWZ203 | WASHER, plain | 16 | |
| WL700101 | WASHER, locking | 8 | |
| HN2005 | NUT | 8 | |

Hood Cover And Fittings

Original Part Numbers And Applications for reference

| | | | | |
|---|--------|--|---|-----------------------|
| 1 | 813451 | HOOD, black | 1 | TR5 |
| | 813449 | HOOD, white | 1 | |
| | 574891 | HOOD, black with reflective stripe | 1 | TR250 |
| | 574899 | HOOD, white with reflective stripe | 1 | |
| | 815581 | HOOD, black, with zip out rear window | 1 | All TR6 (c) CP models |
| | 815589 | HOOD, white, with zip out rear window | 1 | |
| | 822021 | HOOD, black, with zip out rear window | 1 | All TR6 (c) CR models |
| | 815631 | HOOD, black (With reflective stripe & zip out rear window). | 1 | |
| | 815639 | HOOD, white (With reflective stripe & zip out rear window). | 1 | All TR6 (c) CC models |
| | 821991 | HOOD, black (With reflective stripe & zip out rear window). | 1 | All TR6 (c) CF |

Moss Hoods

The hoods supplied by Moss are made on jigs matching those used by the factory, with staff that have over 100 years experience of hood manufacturing between them. 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.

| | | | | |
|--|-----------|--|---|------------------|
| | 813451Z | HOOD, black | 1 | |
| | 813451DD | HOOD, black, Double Duck | 1 | TR5 & TR250 |
| | 813451MH | HOOD, black, Mohair | 1 | |
| | 574891B | HOOD, black with reflective stripe | 1 | TR250 |
| | 822021B | HOOD, black, zip out rear window | 1 | TR6 CP/CR models |
| | 821991B | HOOD, black (With reflective stripe & zip out rear window). | 1 | TR6 CC/CF models |
| | 822021W | HOOD, white, zip out rear window | 1 | |
| | 822021X | HOOD, beige, zip out rear window | 1 | |
| | 822021DD | HOOD, black, zip out rear window | 1 | Double Duck |
| | 822021MH | HOOD, black, zip out rear window | 1 | Mohair |
| | 822021NMH | HOOD, navy, zip out rear window | 1 | Mohair |

Note: All hood & frame assemblies are interchangeable between models.

| | | | | |
|---|-----------|---------------------------------|---|----------------------|
| 2 | 916582 | WINDOW, rear, Vyback | 1 | |
| 3 | RR1202 | ZIPPER, rear window | 1 | |
| 4 | 812832 | RETAINER BAR, hood to rear deck | 1 | |
| 5 | 822021FKB | FASTENER KIT, hood, black snaps | 1 | |
| | 822021FKW | FASTENER KIT, hood, white snaps | 1 | |
| | 822021FKM | FASTENER KIT, hood, metal snaps | 1 | see note on page 247 |
| 6 | ZKC751 | BUTTON, black | 6 | |

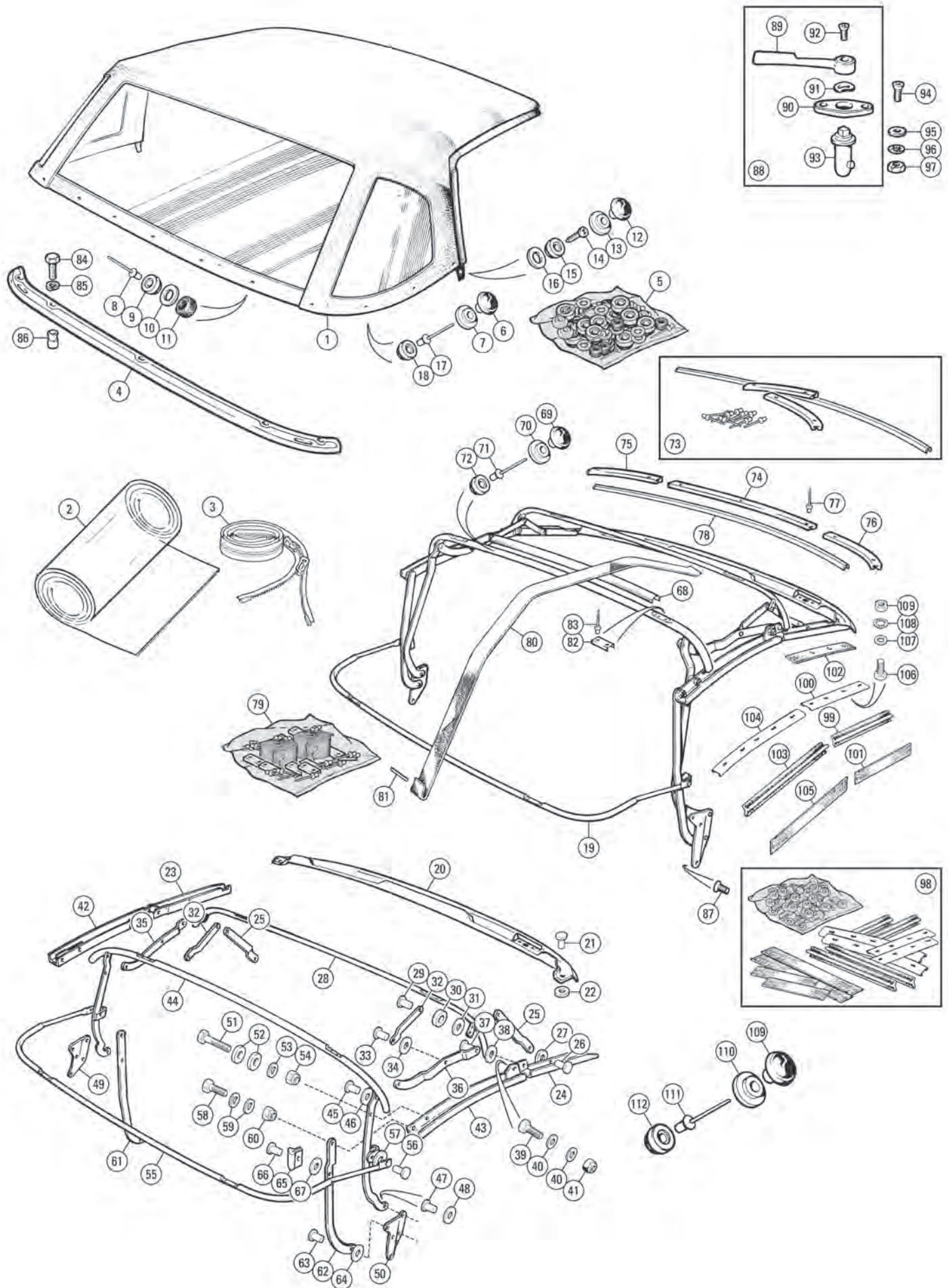
| | | | | |
|----|--------|-----------------------|---|--|
| | 713499 | BUTTON, white | 6 | |
| 7 | 713501 | SOCKET, black | 6 | |
| | 713509 | SOCKET, white | 6 | |
| 8 | GHF600 | RIVET | 7 | |
| 9 | 713511 | STUD, black | 7 | |
| | 713519 | STUD, white | 7 | |
| 10 | 509563 | WASHER, plain | 7 | |
| 11 | 631771 | PAD, foam, protective | 7 | |

Black or white fittings were provided to suit both car and hood colour, select accordingly. North American models with the reflective strip used White.

| | | | | |
|----|--------|------------------------|---|-------------|
| 12 | ZKC751 | BUTTON, black | 2 | |
| | 713499 | BUTTON, white | 2 | |
| 13 | 713501 | SOCKET, black | 2 | |
| | 713509 | SOCKET, white | 2 | |
| 14 | GHF401 | SCREW, self tapping | 2 | |
| 15 | 713511 | STUD, black | 2 | |
| 16 | 509563 | WASHER, plain | 2 | |
| 17 | 552522 | RIVET, button securing | 6 | |
| 18 | 713511 | STUD, black | 6 | on body to |
| | 713519 | STUD, white | 6 | secure hood |

Hood Frame And Fittings

| | | | | |
|----|----------|-------------------------------------|---|--------------------------|
| 19 | 908709Z | HOOD FRAME ASSEMBLY | 1 | |
| | 908709R | HOOD FRAME ASSEMBLY, reconditioned | 1 | |
| | 908709Z | HOOD FRAME ASSEMBLY, reproduction | 1 | header rail not included |
| 20 | 713021 | HEADER RAIL | 1 | |
| 21 | RF2710 | RIVET | 2 | |
| 22 | WM57 | WASHER, plain | 2 | |
| 23 | 621501 | LINK ASSEMBLY, cantrail front, LH | 1 | |
| 24 | 621502 | LINK ASSEMBLY, cantrail front, RH | 1 | |
| 25 | 616297 | LINK, guide, front cantrail | 2 | |
| 26 | RF2708 | RIVET, guide link to front cantrail | 2 | |
| 27 | WP127 | WASHER, plain | 2 | |
| 28 | 712735 | HOOD STICK ASSEMBLY, front | 1 | |
| 29 | RF2714 | RIVET | 2 | |
| 30 | WM57 | WASHER, spacer | 2 | |
| 31 | WP127 | WASHER, plain | 2 | |
| 32 | 616296 | LINK, guide, centre | 2 | |
| 33 | RF2708 | RIVET | 2 | |
| 34 | WP127 | WASHER, plain | 2 | |
| 35 | 708264 | LINK, front, LH | 1 | |
| 36 | 708265 | LINK, front, RH | 1 | |
| 37 | RF2710 | RIVET | 2 | |
| 38 | WM93 | WASHER, plain | 2 | |
| 39 | GHF117 | SCREW | 2 | |
| 40 | WP127 | WASHER, plain | 4 | |
| 41 | GHF221 | NUT, nyloc | 2 | |
| 42 | 621505 | LINK ASSEMBLY, cantrail rear, LH | 1 | |
| 43 | 621506 | LINK ASSEMBLY, cantrail rear, RH | 1 | |
| 44 | 811725 | HOOD STICK ASSEMBLY, main | 1 | |
| 45 | RF2712 | RIVET | 2 | |
| 46 | WM57 | WASHER, plain | 2 | |
| 47 | RF2710 | RIVET | 2 | |
| 48 | WP127 | WASHER, plain | 2 | |
| 49 | 712765 | BRACKET ASSEMBLY, LH | 1 | |
| 50 | 712766 | BRACKET ASSEMBLY, RH | 1 | |
| 51 | BH604101 | BOLT, link to cantrail | 2 | |
| 52 | WM832 | WASHER, plain | 4 | |
| 53 | WP127 | WASHER, plain | 2 | |
| 54 | GHF221 | NUT, nyloc | 2 | |
| 55 | 812180 | HOOD STICK ASSEMBLY, rear | 1 | |
| 56 | RF2710 | RIVET | 2 | |
| 57 | WP127 | WASHER, plain | 2 | |
| 58 | SH604071 | SCREW | 2 | |
| 59 | WP127 | WASHER, plain | 6 | |
| 60 | GHF221 | NUT, nyloc | 2 | |
| 61 | 712739 | LINK, main, LH | 1 | |
| 62 | 712740 | LINK, main, RH | 1 | |
| 63 | RF2710 | RIVET | 2 | |
| 64 | WP127 | WASHER, plain | 2 | |
| 65 | 622377 | BUFFER, rubber, main link | 2 | fitted to TR5 & TR250 |
| 66 | 620636 | RIVET, buffer to main link | 2 | but not supplied as part |
| 67 | GHF306 | WASHER, plain | 2 | of hood frame assembly |
| 68 | 907348PS | STRIP, vinyl, protection | 1 | |
| 69 | ZKC751 | BUTTON, black | 5 | |
| 70 | 713501 | SOCKET, black | 5 | |
| 71 | RU608123 | RIVET, 'Pop' type | 5 | |
| 72 | 713511 | STUD, hood to frame | 5 | |



Hood, Frame & Fittings (Continued)

Additional Fitting Components

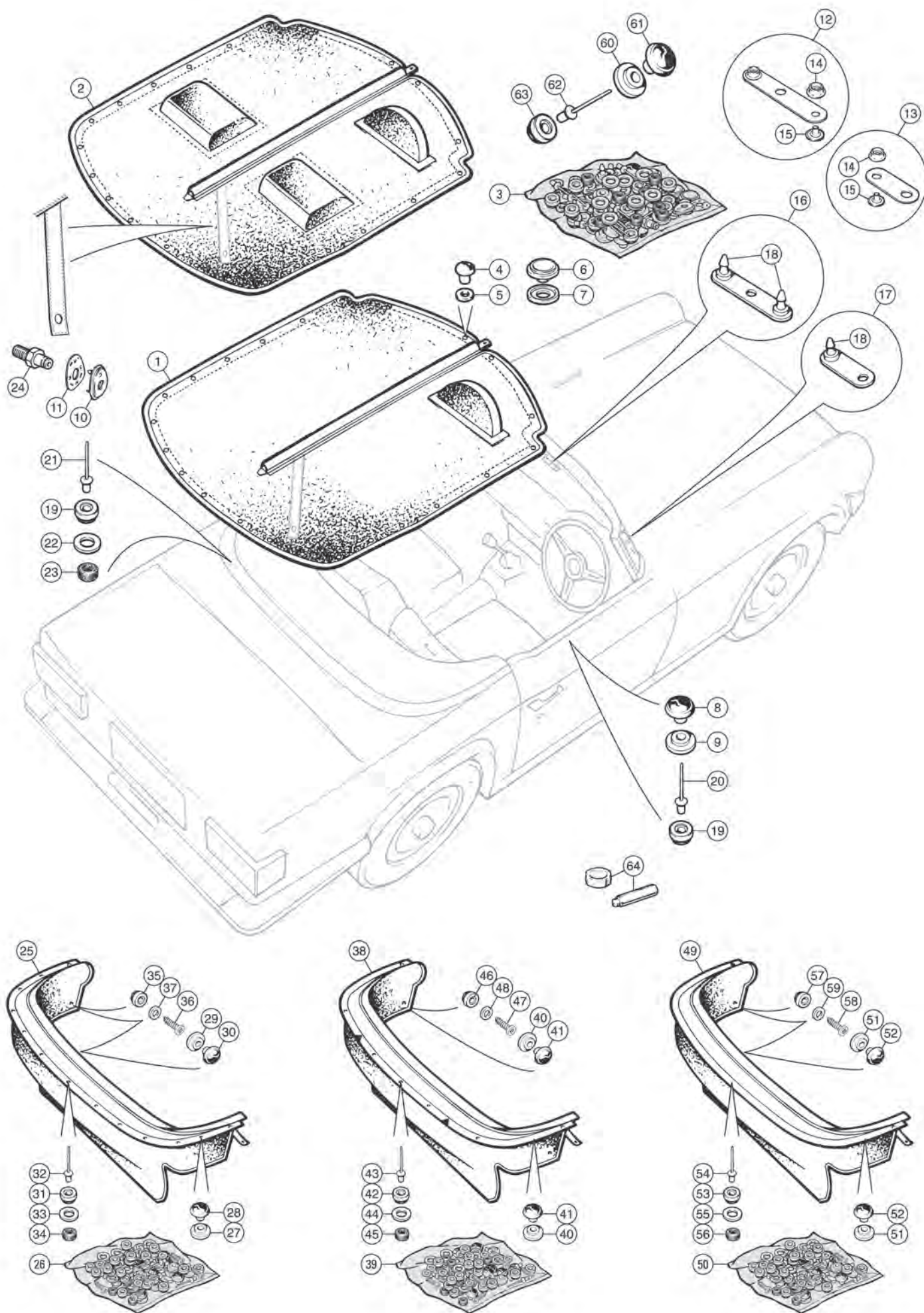
| ill. | Part Number | Description | Req. | Details |
|------|-------------|-------------------------------------|------|---|
| 73 | 713036K | SEAL & CHANNEL KIT, header rail | 1 | |
| 74 | 713036 | RETAINER CHANNEL, centre | 1 | |
| 75 | 713037 | RETAINER CHANNEL, outer, LH | 1 | |
| 76 | 713038 | RETAINER CHANNEL, outer, RH | 1 | |
| 77 | RU608123 | RIVET, 'Pop' type | 9 | |
| 78 | 616187 | SEAL, header rail | 1 | |
| 79 | 631970K | WEBBING KIT | 1 | |
| 80 | 531970 | HOOD WEBBING, with sewn end loops | 2 | TR5, TR250, TR6 To (c) CR/CF1 TR6 From (c) CR/CF1 |
| | 531970 | HOOD WEBBING, with sewn end loops | 2 | |
| 81 | 571097 | WIRE, webbing end loop | 2 | |
| 82 | 602030 | PLATE, webbing retaining | 8 | |
| 83 | 552522 | RIVET, 'Pop' type | 16 | |
| 84 | HU706P | SCREW, pointed | 5 | |
| 85 | GHF331 | WASHER, locking | 5 | |
| 86 | 617975RP | RIVNUT, in rear deck | 5 | |
| 87 | 516158 | SCREW, countersunk | 6 | |
| 88 | 621755 | HANDLE ASSEMBLY, hood closing, LH | 1 | early TR5 and TR250 |
| | 621756 | HANDLE ASSEMBLY, hood closing, RH | 1 | |
| 89 | 621757 | HANDLE, hood closing | 2 | |
| 90 | 621759 | ESCUTCHEON | 2 | |
| 91 | AWZ106 | WASHER, waved | 2 | |
| 92 | 078686 | SCREW, countersunk, UNC | 2 | |
| 93 | 623431 | PIN ASSEMBLY, locking | 2 | late TR5 and TR250 all TR6's |
| | 623469 | HANDLE ASSEMBLY, hood closing, LH | 1 | |
| | 623470 | HANDLE ASSEMBLY, hood closing, RH | 1 | |
| | 621757 | HANDLE, hood closing | 2 | |
| | 621759 | ESCUTCHEON | 2 | |
| | AWZ106 | WASHER, waved | 2 | |
| | SF104123 | SCREW, countersunk, metric | 2 | |
| | 623431 | PIN ASSEMBLY, locking | 2 | |
| 94 | CMZ307 | SCREW, countersunk | 4 | |
| 95 | GHF306 | WASHER, plain | 4 | |
| 96 | WF702101 | WASHER, shakeproof | 4 | |
| 97 | HN2005 | NUT | 4 | |
| 98 | 621273KB | SEAL & CHANNEL KIT, cantrail, black | 1 | |
| | 621273KW | SEAL & CHANNEL KIT, cantrail, white | 1 | |
| 99 | 621273 | RUBBER, sealing, front | 2 | |
| 100 | 621281 | RETAINER CHANNEL, front | 2 | |
| 101 | 621281V | SEWN 'VELCRO' TRIM STRIP, black | 2 | front |
| | 631759 | SEWN 'VELCRO' TRIM STRIP, white | 2 | |
| 102 | 631760 | FOAM STRIP, behind channel | 2 | |
| 103 | 621274 | RUBBER, sealing, rear | 2 | |
| 104 | 712400 | RETAINER CHANNEL, rear | 2 | |
| 105 | 712400V | SEWN 'VELCRO' TRIM STRIP, black | 2 | rear |
| | 631769 | SEWN 'VELCRO' TRIM STRIP, white | 2 | |
| 106 | 53K165 | SCREW, retainer to cantrail | 18 | |
| 107 | WP4 | WASHER, plain | 18 | |
| 108 | WF703081 | WASHER, shakeproof | 18 | |
| 109 | UCN116L | NUT | 18 | |

Fasteners: Metal vs. Plastic

As with many things, 'TR', these days the choice of fastener material is down to the individual. Some soft fixtures (e.g. tonneau cover) change little between TR4 to TR6 models except for the fasteners, so why not have the fastener material type of your choice. Some like the all-Black look, others the splash of relief plated metal brings. Metal is stronger than plastic and generally lasts the life of the fixture, if fitted properly. Either way, individually they're very cheap so it is highly recommended to keep a few spares and the appropriate fitting tool at hand. An incorrectly fitted hood or tonneau cover will always give trouble with fasteners and if fasteners keep falling off it will have to be sorted, often to the detriment of appearance. Regrettably the fitter is to blame.

Plastic and metal fasteners are sort of interchangeable. The trick is to ensure the mating male and female components are of the same material as the PCD's (pitch circle diameter) for the two materials are different. But, what you could do is for instance, fit a bright metal outer to a plastic female inner which will mate with the plastic male component in the bodywork, for the 'bright' look on a TR6. If rogue plastic fasteners drive you up the wall, fit Black plastic outers to metal female inners, which will mate with metal males on the bodywork, so keeping the all Black look when the hood is erect. Remember though, hood bags and the tonneau must also be compatible with whatever you select for the hood, and that everything must fit properly. You will not be the only person to experience a hood gradually un-popping itself as you drive, inevitably on a wet, windy night due to something that doesn't quite fit right.

| | | | |
|-----|--------|---------------------|-----|
| 109 | 7H9864 | BUTTON, snap, metal | a/r |
| 110 | 7H9866 | SOCKET, snap, metal | a/r |
| 111 | GHF600 | RIVET | a/r |
| 112 | 610624 | STUD, metal | a/r |



Tonneau & Hood Stowage Covers

Tonneau Covers

The tonneau covers are for use as storm and weather protection for the interior of the car when the soft top is folded down. The tonneau is provided with a central zip so one side only need be opened if no passenger is present. The cover also incorporates a strap, that is sewn to its middle, and is attached by a stud to the passenger seat to stop it billowing when only one half of the tonneau is opened.

Cars fitted with seats having fixed head restraints should use a tonneau with sewn in pockets to accommodate the head rest. All tonneau covers have the sewn in pocket ('bump' in trimmers language) to accommodate the steering wheel. Its position of course determines left or right hand steering fitment.

Tonneau Covers (For Models Without Headrests)

| ill. | Part Number | Description | Req. | Details |
|------|-------------|---------------------------|------|-------------------|
| 1 | 822051 | TONNEAU COVER, black, RHD | 1 | aftermarket vinyl |
| | 822051B | TONNEAU COVER, black, RHD | 1 | |
| | 713889 | TONNEAU COVER, white, RHD | 1 | |
| | 822061 | TONNEAU COVER, black, LHD | 1 | aftermarket |
| | 822061B | TONNEAU COVER, black, LHD | 1 | |
| | 713891 | TONNEAU COVER, white, LHD | 1 | |
| | TDT002 | TONNEAU COVER, black, RHD | 1 | double duck |
| | TDT004 | TONNEAU COVER, black, LHD | 1 | |
| | 822051MH | TONNEAU COVER, black, RHD | 1 | |
| | 822051NMH | TONNEAU COVER, blue, RHD | 1 | Mohair |
| | 822061MH | TONNEAU COVER, black, LHD | 1 | |
| | 822061NMH | TONNEAU COVER, blue, LHD | 1 | |

Tonneau Covers (For Models With Headrests)

| | | | | |
|---|---------|---------------------------|---|-------------|
| 2 | 822091 | TONNEAU COVER, black, RHD | 1 | vinyl |
| | 822091W | TONNEAU COVER, white, RHD | 1 | |
| | 822101 | TONNEAU COVER, black, LHD | 1 | |
| | 822109 | TONNEAU COVER, white, LHD | 1 | double duck |
| | TDT001 | TONNEAU COVER, black, RHD | 1 | |
| | TDT003 | TONNEAU COVER, black, LHD | 1 | |
| | TDT005 | TONNEAU COVER, black, RHD | 1 | mohair |
| | TDT006 | TONNEAU COVER, black, LHD | 1 | |

Tonneau Cover Fixings

Our tonneau covers are supplied without fixings so you can choose the appropriate fixings for your car or according to personal preference.

| | | | | |
|----|----------|-------------------------------------|----|---------------|
| 3 | 713881FK | FITTING KIT, tonneau | 1 | TR5, TR250 |
| | 822091FK | FITTING KIT, tonneau | 1 | TR6 |
| 4 | 7H9864 | BUTTON, black | 4 | TR5, TR250 |
| 5 | 7H9866 | SOCKET, black | 4 | |
| 6 | 618177 | SAIL EYELET, male | 4 | TR6 |
| 7 | 618178 | WASHER, sail eyelet | 4 | |
| 8 | 713501 | SOCKET, black | 19 | strap to stud |
| | 713509 | SOCKET, white | 19 | |
| 9 | ZKC751 | BUTTON, black | 19 | |
| | 713499 | BUTTON, white | 19 | TR5, TR250 |
| 10 | 552650 | FASTENER, socket, 'Lift the Dot' | 1 | |
| 11 | 552651 | PLATE, clinch | 1 | |
| 12 | 611707 | BRACKET ASSEMBLY, centre | 1 | TR6 |
| 13 | 611709 | BRACKET ASSEMBLY, side | 2 | |
| 14 | 610624 | STUD, in bracket | 4 | |
| 15 | 7H9868 | BASE, stud to bracket | 4 | TR6 |
| 16 | 617297 | BRACKET ASSEMBLY, centre | 1 | |
| 17 | 617298 | BRACKET ASSEMBLY, side | 2 | |
| 18 | 617297NF | PEG, tonneau fixing | 4 | TR6 |
| 19 | 713511 | STUD, black | 19 | |
| | 713519 | STUD, white | 19 | |
| 20 | 552522 | RIVET, stud securing | 12 | TR6 |
| 21 | GHF600 | RIVET, soft top and hood angle bar | 7 | |
| 22 | 509563 | WASHER, plain | 7 | |
| 23 | 631771 | PAD, protection | 7 | TR6 |
| 24 | 552670 | STUD, 'Lift the Dot', tonneau strap | 1 | |

The original tonneau cover and other weather equipment for your TR6 was manufactured in a vinyl material. Due to manufacturers specification changes over the years the vinyl materials have changed slightly from the original. Rest assured though that the materials used today meet or exceed those originally specified, in terms of fire retardant quality and durability. Many other weather equipment materials are available, such as the canvas type fabrics. For a special type not listed, please phone.

Hood Stowage Covers

When your hood and frame assembly is folded down the best method to cover and stow it neatly is with a hood stowage cover. It is attached by the snaps on the rear of the hood and the side of the body. The hood stowage cover was, when originally supplied, coloured to match the interior of the car. There were essentially three designs of hood stowage cover; one to be used when the soft top only was fitted and one designed to contain the folded soft top assembly inside the car when a hard top assembly was used. The third, introduced at (c) CR5001, was a dual purpose item, and can be easily identified by the additional flap on its top surface that can be reversed to allow the stowage cover to be used in both hard top and soft top circumstances. This cover either fits in the normal way or the additional flap is turned inside out to form a pocket to wrap around the soft top assembly. The use of the stowage cover during the time that the hard top is fitted alleviates the need to remove the hood and frame assembly from your car and store it under the bed! If your car is only fitted with a soft top the stowage cover suitable for soft top models is ideal. Hood stowage covers were originally available in a variety of colours to match the interior trim of the car, unfortunately many of these colours are now no longer available.

Soft Top Models

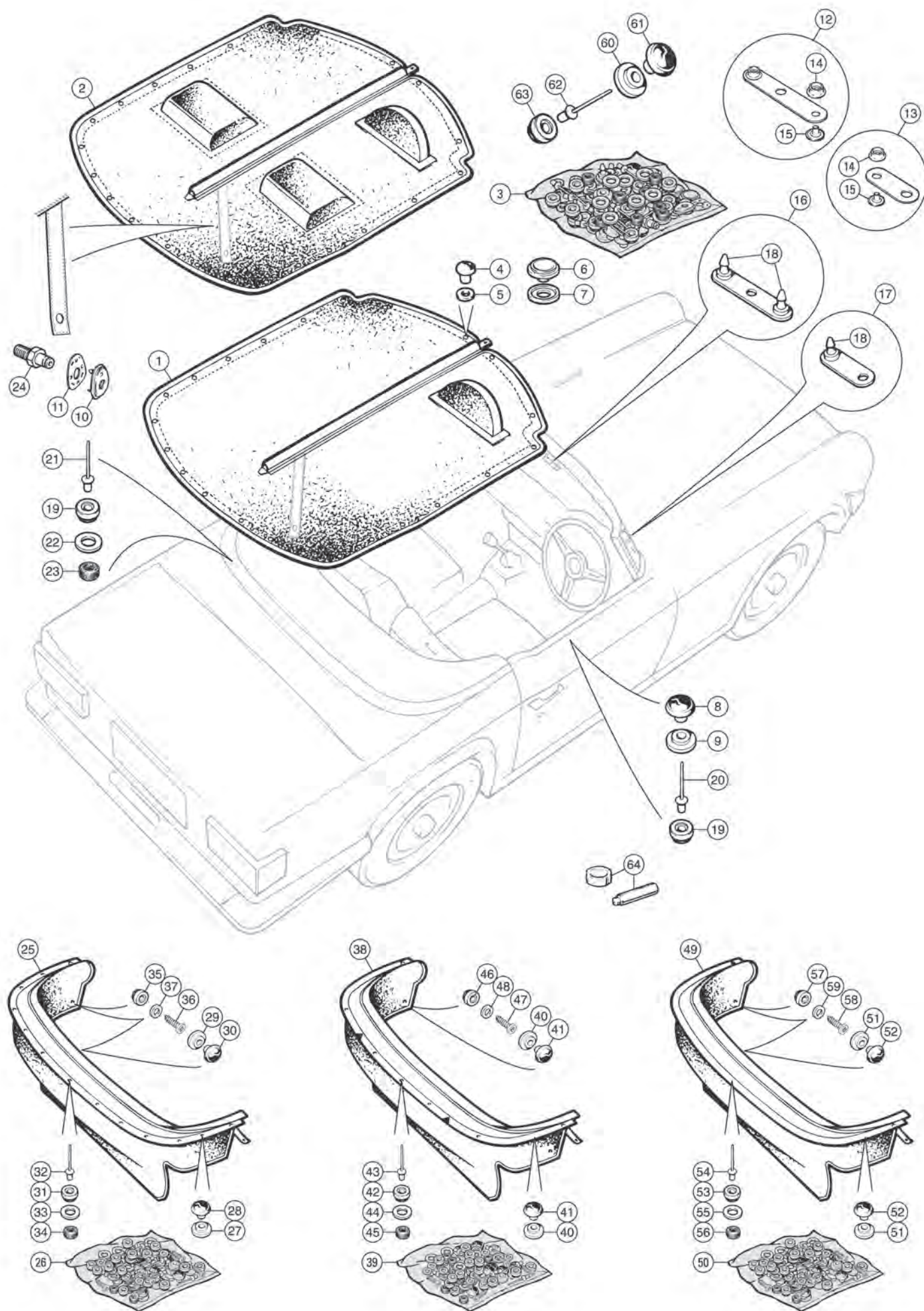
| | | | | |
|----|----------|----------------------------------|----|---------------------|
| 25 | 713461 | STOWAGE COVER, black | 1 | TR5, TR250 |
| | 713462 | STOWAGE COVER, red | 1 | |
| | 713463 | STOWAGE COVER, light tan | 1 | |
| | 713466 | STOWAGE COVER, midnight blue | 1 | TR250 |
| | 713467 | STOWAGE COVER, shadow blue | 1 | TR5, TR250 |
| | 717191 | STOWAGE COVER, black | 1 | TR6 To (c) CR/CF1 |
| | 717192 | STOWAGE COVER, red | 1 | |
| | 717193 | STOWAGE COVER, light tan | 1 | |
| | 723093 | STOWAGE COVER, new tan | 1 | Mohair |
| | 717197 | STOWAGE COVER, shadow blue | 1 | |
| | 726211 | STOWAGE COVER, black | 1 | |
| | 726211MH | STOWAGE COVER, black | 1 | TR6 From (c) CR/CF1 |
| | 726003 | STOWAGE COVER, new tan | 1 | |
| | 726213 | STOWAGE COVER, chestnut | 1 | |
| | 726217 | STOWAGE COVER, shadow blue | 1 | Mohair |
| | 726214 | STOWAGE COVER, beige | 1 | |
| 26 | 713461FK | FITTING KIT, stowage cover | 1 | |
| 27 | 713501 | SOCKET, black | 13 | TR6 |
| | 713509 | SOCKET, white | 13 | |
| 28 | ZKC751 | BUTTON, black | 13 | |
| | 713499 | BUTTON, white | 13 | TR6 |
| 29 | 713501 | SOCKET, black | 6 | |
| | 713509 | SOCKET, white | 6 | |
| 30 | ZKC751 | BUTTON, black | 6 | TR6 |
| | 713499 | BUTTON, white | 6 | |
| 31 | 713511 | STUD, black | 13 | |
| | 713519 | STUD, white | 13 | TR6 |
| 32 | GHF600 | RIVET, soft top & hood angle bar | 7 | |
| | 552522 | RIVET, rear deck sides | 6 | TR6 |
| 33 | 509563 | WASHER, plain | 7 | |
| 34 | 631771 | PAD, protection | 7 | |
| 35 | 713511 | STUD, black | 6 | TR6 |
| 36 | GHF401 | SCREW, self tapping | 6 | |
| 37 | 509563 | WASHER, plain | 6 | |

Hood stowage covers are for use when the hard top is fitted and the soft top assembly remains stowed in the car. To (c) CR5000 and CF12500.

| | | | | |
|----|----------|----------------------------------|---|--|
| 38 | 726211 | STOWAGE COVER, black | 1 | TR6 To (c) CR/CF1 |
| | 717562 | STOWAGE COVER, red | 1 | |
| | 717193 | STOWAGE COVER, light tan | 1 | |
| | 723113 | STOWAGE COVER, new tan | 1 | TR6 From (c) CR1 To CR5000, CF1 To CF12500 |
| | 717567 | STOWAGE COVER, shadow blue | 1 | |
| | 726211 | STOWAGE COVER, black | 1 | |
| | 726023 | STOWAGE COVER, new tan | 1 | TR6 |
| | 726233 | STOWAGE COVER, chestnut | 1 | |
| | 726237 | STOWAGE COVER, shadow blue | 1 | |
| 39 | 717561FK | FITTING KIT stowage cover | 1 | TR6 |
| 40 | 713501 | SOCKET, black | 9 | |
| | 713509 | SOCKET, white | 9 | |
| 41 | ZKC751 | BUTTON, black | 9 | TR6 |
| | 713499 | BUTTON, white | 9 | |
| 42 | 713511 | STUD, black | 9 | |
| | 713519 | STUD, white | 9 | TR6 |
| 43 | GHF600 | RIVET, soft top & hood angle bar | 7 | |
| | 552522 | RIVET, rear deck sides | 2 | |
| 44 | 509563 | WASHER, plain | 7 | TR6 |
| 45 | 631771 | PAD, protection | 7 | |
| 46 | 713511 | STUD, black | 6 | |
| 47 | GHF401 | SCREW, self tapping | 6 | TR6 |
| 48 | 509563 | WASHER, plain | 6 | |

Dual purpose hood stowage covers, for hard top and soft top models. From (c) CR5001 and CF12501.

| | | | |
|----|--------|------------------------|---|
| 49 | 726211 | STOWAGE COVER, black | 1 |
| | 824853 | STOWAGE COVER, new tan | 1 |



Tonneau & Hood Stowage Covers (Continued)

Soft Top Models

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------------------------|------|---------|
| | 824863 | STOWAGE COVER, chestnut | 1 | |
| | 824857 | STOWAGE COVER, shadow blue | 1 | |
| | 824854 | STOWAGE COVER, beige | 1 | |
| 50 | 824851FK | FITTING KIT stowage cover | 1 | |
| 51 | 713501 | SOCKET, black | 19 | |
| | 713509 | SOCKET, white | 19 | |
| 52 | ZKC751 | BUTTON, black | 19 | |
| | 713499 | BUTTON, white | 19 | |
| 53 | 713511 | STUD, black | 13 | |
| | 713519 | STUD, white | 13 | |
| 54 | GHF600 | RIVET, soft top & hood angle bar | 7 | |
| | 552522 | RIVET, rear deck sides | 6 | |
| 55 | 509563 | WASHER, plain, under angle bar | 7 | |
| 56 | 631771 | PAD, protection | 7 | |
| 57 | 713511 | STUD, black | 6 | |
| 58 | GHF401 | SCREW, self tapping | 6 | |
| 59 | 509563 | WASHER, plain | 6 | |

Fasteners: Metal vs. Plastic

As with many things, 'TR', these days the choice of fastener material is down to the individual. Some soft fixtures (e.g. tonneau cover) change little between TR4 to TR6 models except for the fasteners, so why not have the fastener material type of your choice. Some like the all-Black look, others the splash of relief plated metal brings. Metal is stronger than plastic and generally lasts the life of the fixture, if fitted properly. Either way, individually they're very cheap so it is highly recommended to keep a few spares and the appropriate fitting tool at hand.

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Remember though, hood bags and tonneau covers must also be compatible with whatever you select for the hood, and that everything must fit properly. You will not be the only person to experience a hood gradually un-popping itself as you drive, inevitably on a wet, windy night due to something that doesn't quite fit right.

| | | | |
|----|----------|---------------------------|-----|
| 60 | 7H9864 | BUTTON, snap, metal | a/r |
| 61 | 7H9866 | SOCKET, snap, metal | a/r |
| 62 | GHF600 | RIVET | a/r |
| 63 | 610624 | STUD, metal | a/r |
| | GAC5060X | DURABLE DOT TOOL, 2 piece | 1 |

A Few Things Of Interest

An occurrence in the motor industry we find is that small areas of this country became specialised in certain types of work or product. A small area to the north end of Coventry became the place to get trim. If we go back fifty or more years, very few shop floor workers owned their own motorised transport, so it was quite common to walk or cycle to work, though there were workman's trains and buses to some rural areas. So the local workforce became specialised, with cottage industries growing up in the same small area to service this industry.

The main trim supplier originally for Triumph was CHS or Coventry Hood and Sidescreen Company. About the time of the demise of the TR3A the name changed to Coventry Hood and Seating Co, or CHS for short (cunning eh?), but still operating from Bedworth, between Coventry and Nuneaton. When Cox and Buckles Spares (now a division of Moss) was formed, around 1972 unofficially, the founder members visited CHS and persuaded the management to dust off the original tooling and jigs and make several batches of sidescreens.

During the 1980's, the CHS production was moved to a new site in Telford, (as CH Industrials), and their facilities continued to be used by Moss, (or CBSS, as it was at that time), to produce hoods, tonneau covers etc. Regrettably, CHI went into receivership in 1991, but all was not lost. During the 'Telford' period, the Bedworth site had been occupied and operated by a rather more specialised company, Aston Martin-Tickford, to produce leather trim and small batch runs for vehicles such as the RS200. So it was back to Bedworth for the tooling and workforce, into its original home in Hosiery Street, Bulkington Road, but now with the name Tickford over the door. The story was not quite over, as there was a further management buy-out in 1996, and the company became Trim Technology, which continues to supply Moss into the new millennium, though from a different site, just a few miles away, still enjoying the benefits of all that local expertise knowledge and tradition.

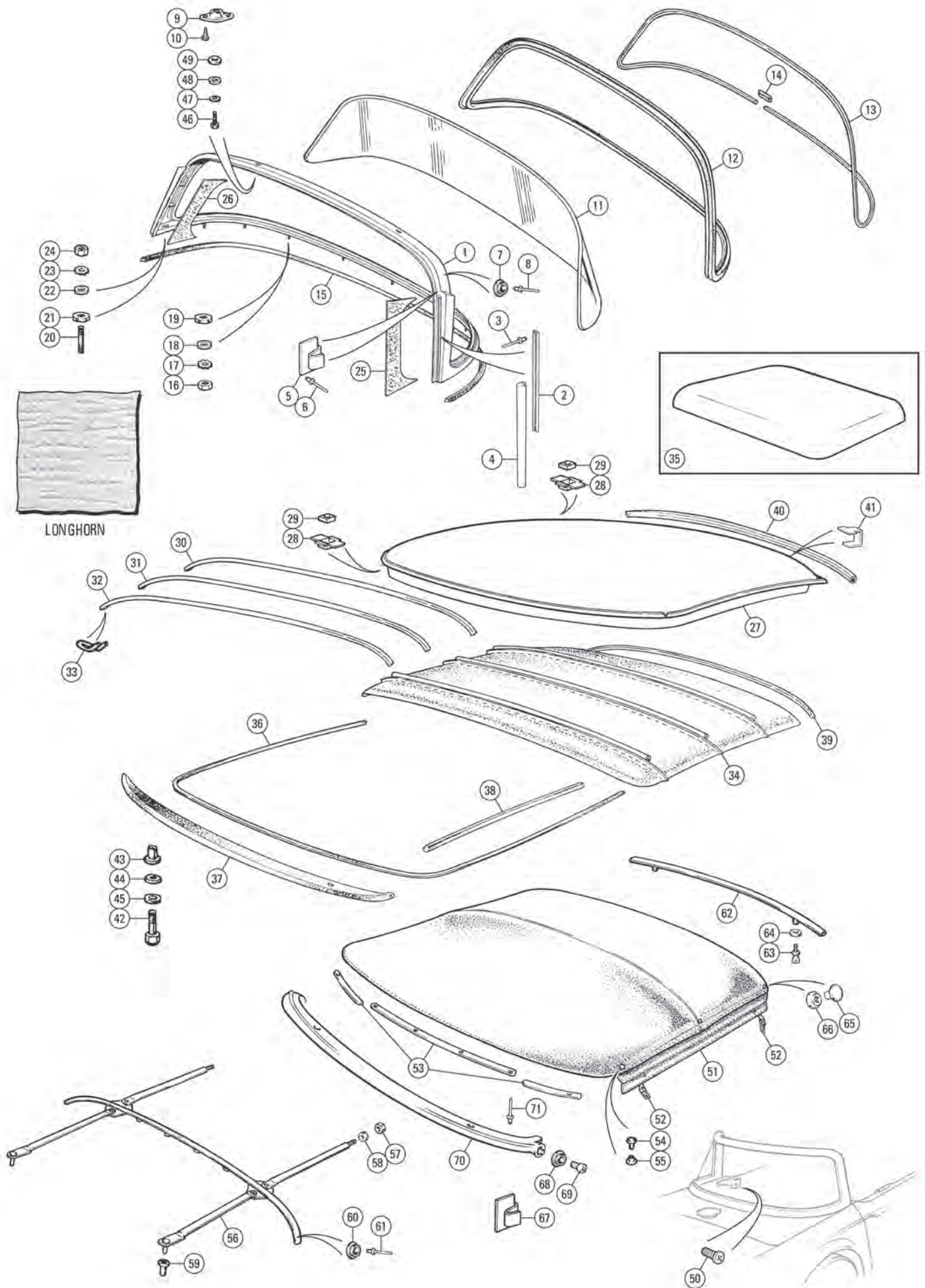
Around 1980 a bond was formed with another local company, Callow & Maddox, which was persuaded to produce interior panels and carpets for Triumphs and MG's, the jigs and tooling for which had to be developed from scratch, again making great use of the local expertise, to ensure quality was up to that of OE. The company changed its name to Cambros and is still situated on the A45, just south of Coventry. Regrettably for Moss, Cambros changed direction and, just before Christmas 1995 dropped the whole classic car product line, allowing Moss just 48 hours to move about 40 articulated loads of tooling, various materials and considerable finished and unfinished components, all of which took considerable time to sort and turn into sellable product, years, in fact! The tooling now produces trim from the Moss Telford site.

Cox and Buckles had become a division of Classic British Sports car Spares which itself became Moss Europe in January 1989, then IMG (April 94) and Moss International in September 96 and now Moss Europe again in 2000.

For those who may wonder how this trim was produced, the method used was a standard one for low volume production. It would produce, say, 10 sets at a time with the flexibility of being able to mix materials and colours as required. Imagine a long razor blade in the shape of the trim to be made. This is set into a large piece of plywood. All the pieces of trim for the car set are cut in one with careful attention to grain running in the same direction where applicable. The wood is fixed into a metal frame, which slides into a press. One squeeze and there are 10 sets of trim, ready to be piped and mounted onto hardboard with glue or staples.

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 operation is with a metal press tool to produce the mounting metalwork (as in the 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.

The fibreboard gearbox cover was well suited to the production methods available in the sixties and seventies. It offered good sealing, when new, against heat, noise and oily smells. Regrettably, large expensive moulding and tooling is required to produce it so it is doubtful that there would ever be sufficient sales potential to resurrect this material.



Surrey Top & Fittings TR5, TR250

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 | |
| 6 | RU608123 | RIVET, bracket | 4 | |
| 7 | 610624 | STUD, canopy fixing | 2 | |
| 8 | GHF600 | RIVET, Imex | 2 | |
| 9 | 611668SS | COVER PLATE, in frame | 2 | |
| 10 | AB608033 | SCREW, cover plate | 4 | |
| 11 | 902343 | BACKLIGHT, glass, plain | 1 | laminated |
| | 902343G | BACKLIGHT, glass, green tint | 1 | laminated |
| | 902343H | BACKLIGHT, glass, heated, plain | 1 | laminated |
| | 902343GH | BACKLIGHT, glass, heated, green tint | 1 | laminated |
| | 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 | PWZ204 | 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 | lightweight |
| | 903979 | ROOF ASSEMBLY, aluminium | 1 | |
| | 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 ('Pop-in' type). | 1 | alternative, replaces items. 30 to 34 |
| 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 | |
| 41 | 613766 | CLIP, capping | 9 | |
| | 613766 | CLIP, capping | 9 | alternative |
| 42 | 611639 | BOLT, domed, chrome | 2 | |
| | 622887 | BOLT, domed, black | 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

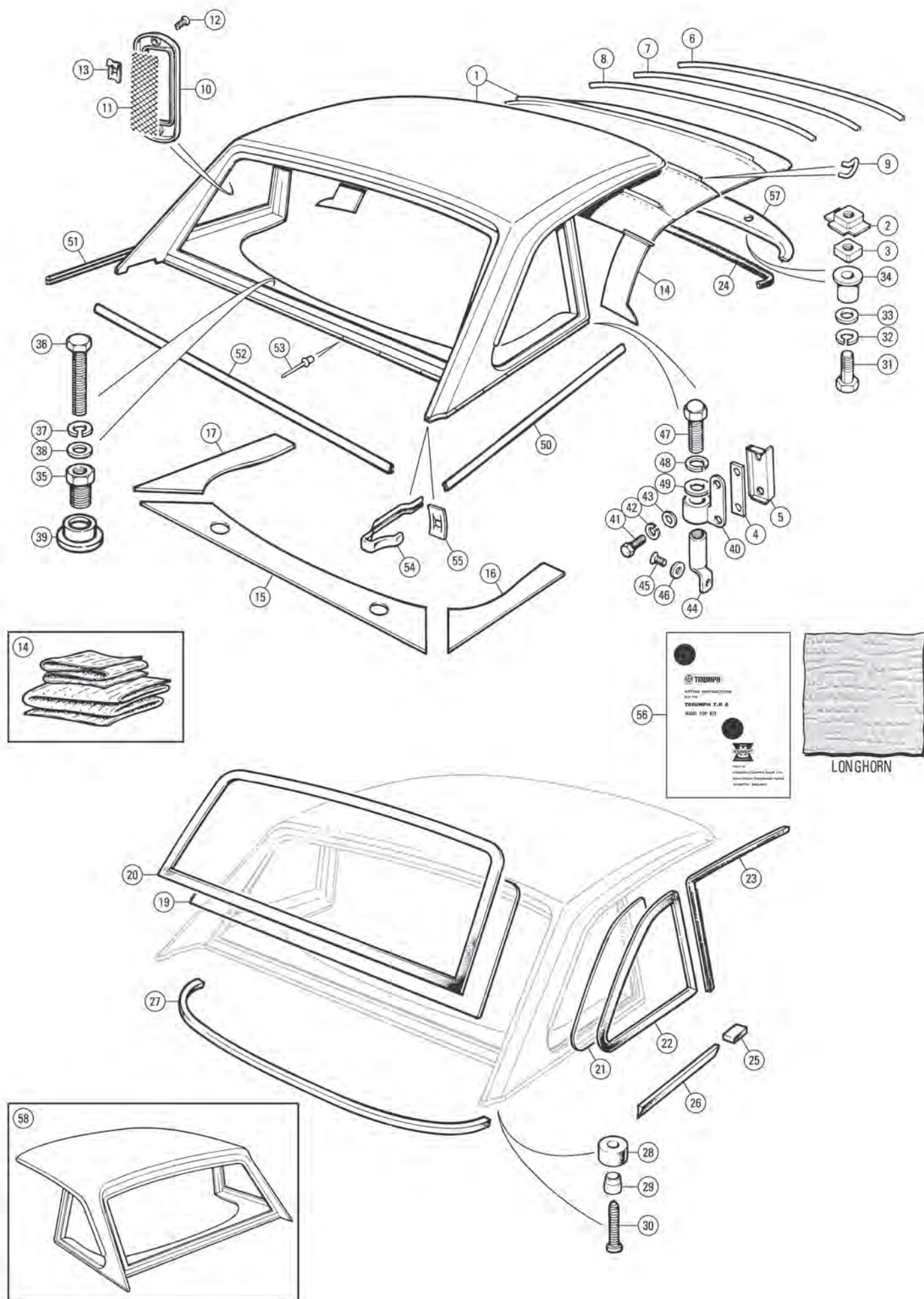
When originally sold by Triumph the 'Surrey' top was only supplied as a hard top. The name 'Surrey' was originally applied to the fabric conversion that was available as an option, although it has been adopted as the name for this style of roof and back light assembly.

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, white | 1 | |
| 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, plain | 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 | |



Hard Top & Fittings TR6

Factory Hard Top Kit

| ill. | Part Number | Description | Req. | Details |
|------|-------------|----------------|------|-----------------------------|
| | 575646W | HARD TOP KIT | 1 | } with off white headlining |
| 1 | 575645 | HARD TOP SHELL | 1 | |

The hard top shell assembly was supplied in painted primer finish and fitted with a headlining.

| | | | | |
|----|--------|----------------------------|---|--|
| 2 | 600032 | RETAINER, nut | 2 | |
| 3 | NQ2708 | NUT, square | 2 | |
| 4 | 625308 | PLATE, tapped | 2 | |
| 5 | 625310 | RETAINER, tapped plate RH | 1 | |
| | 625309 | RETAINER, tapped plate LH | 1 | |
| 6 | 716604 | RAIL, listing, front | 1 | |
| 7 | 716605 | RAIL, listing, middle | 1 | |
| 8 | 716606 | RAIL, listing, rear | 1 | |
| 9 | 608307 | CLIP, listing rail to roof | 6 | |
| 10 | 626290 | BEZEL, air outlet | 2 | |
| 11 | 622611 | GRILLE, air outlet | 2 | |
| 12 | GHF423 | SCREW, bezel & grille | 4 | |
| 13 | GHF712 | SPIRE NUT | 4 | |

Headlining And Rear Shelf Covers

| | | | | |
|----|--------|------------------------|---|-------------|
| 14 | 717504 | HEADLINING KIT | 1 | } off white |
| 15 | 817094 | COVER ASSEMBLY, centre | 1 | |
| 16 | 718004 | COVER ASSEMBLY, RH | 1 | |
| 17 | 717994 | COVER ASSEMBLY, LH | 1 | |

Hard Top Glass And Seals

| | | | | |
|--|----------|---------------------------------------|-----|------------------------------------|
| 19 | 820390 | GLASS, rear window | 1 | |
| 20 | 815534 | SEAL, rubber, rear window glazing | 1 | |
| 21 | 819940 | GLASS, side window | 2 | |
| 22 | 815791 | SEAL, rubber, side window glazing, RH | 1 | |
| | 815790 | SEAL, rubber, side window glazing, LH | 1 | |
| 23 | 626911 | DRAUGHT EXCLUDER, black, RH | 1 | } Furlflex per metre cut to fit |
| | 626901 | DRAUGHT EXCLUDER, black, LH | 1 | |
| | 724031M | DRAUGHT EXCLUDER, black | a/r | |
| (The original door aperture draught excluder seal assemblies were only ever specified in black furlflex. If you are suitably gifted and enterprising a coloured furlflex could be substituted to match the body door seal furlflex. Remember to keep the mitred steel corner piece from your old furlflex to fit in the replacement if you are making your own. See Body Panels - Doors & Fittings for door draught excluder seals). | | | | |
| 24 | 626811 | WEATHERSTRIP, black | 1 | roof to screen frame top |
| 25 | 614150 | SEAL, rubber, pad, roof to 'B' post | 2 | |
| 26 | 626155 | SEAL, rubber, roof to rear deck side | 2 | |
| 27 | 626156 | SEAL, rubber, roof to rear deck | 1 | |
| 28 | 626899 | BUFFER, rubber, roof to rear deck | 2 | |
| 29 | 626900 | INSERT, metal, fitted in buffer | 2 | |
| 30 | AB610101 | SCREW, self tapping | 2 | |

Miscellaneous Fittings

| | | | | |
|----|----------|--|---|--|
| 31 | 622887 | BOLT, domed | 2 | |
| 32 | GHF332 | WASHER, locking | 2 | |
| 33 | 517263 | WASHER, plain | 2 | |
| 34 | 613508 | TUBE, distance | 2 | |
| 35 | 626157 | SCREW, adjusting | 2 | |
| 36 | SH604121 | SCREW, mounting, roof to rear deck | 2 | |
| 37 | GHF331 | WASHER, locking | 2 | |
| 38 | 518053 | WASHER, plain | 2 | |
| 39 | 626576 | CAP, plastic, cover, rear adjuster nut | 2 | |
| 40 | 625312 | BRACKET, roof to body side, RH | 1 | |
| | 625311 | BRACKET, roof to body side, LH | 1 | |
| 41 | GHF117 | SCREW, bracket to roof side | 4 | |
| 42 | 518054 | WASHER, locking | 4 | |
| 43 | GHF300 | WASHER, plain | 4 | |
| 44 | 625315 | TIE BAR, roof bracket to body side | 2 | |
| 45 | 518057 | SCREW, tie bar to body | 2 | |
| 46 | 518053 | WASHER, plain | 2 | |
| 47 | 622886 | BOLT, domed, mounting roof to tie bar | 2 | |
| 48 | GHF332 | WASHER, locking | 2 | |
| 49 | WA108054 | WASHER, plain | 2 | |

Finishers And Mouldings

| | | | | |
|----|--------|------------------------------|---|--|
| 50 | 626421 | MOULDING, finisher, side, RH | 1 | |
| 51 | 626420 | MOULDING, finisher, side, LH | 1 | |
| 52 | 815877 | MOULDING, finisher, rear | 1 | |

| | | | | |
|----|---------|-----------------------------------|----|-------------|
| 53 | GHF1461 | RIVET AND CLIP, moulding to roof | 14 | |
| | GHF1461 | RIVET AND CLIP, moulding to roof | 14 | alternative |
| | 716608 | FINISHER, rear corner, RH | 1 | |
| 54 | 716607 | FINISHER, rear corner, LH | 1 | |
| 55 | PFS103 | SPIRE NUT, corner finisher fixing | 2 | |

Fitting Instructions

| | | | | |
|----|------------|---|---|----------------------------------|
| 56 | 575646/INS | FITTING INSTRUCTIONS (For original TR6 hard top assembly). | 1 | } reprint of factory publication |
|----|------------|---|---|----------------------------------|

Seal - Hard Top To Frame

| | | | | |
|----|--------|--|---|--|
| 57 | 806144 | SEAL, rubber, roof to screen frame top | 1 | |
|----|--------|--|---|--|

Aftermarket Hard Top Kit

| | | | | |
|----|----------|---|---|-------------|
| 58 | 575646FG | HARD TOP KIT, fibreglass (Black vinyl textured gelcoat). | 1 | aftermarket |
|----|----------|---|---|-------------|

Hard Top Hoist

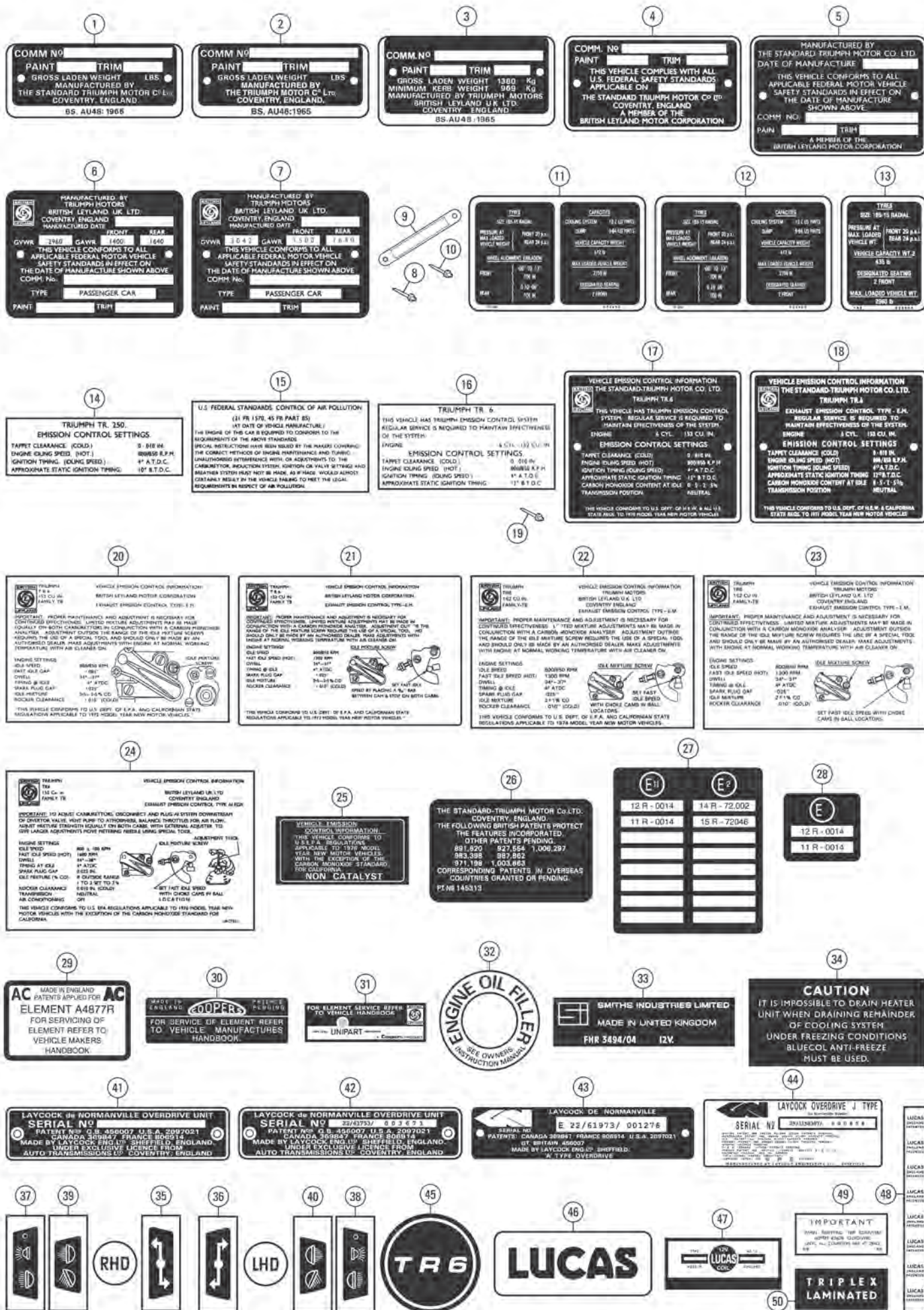
| | | | | |
|--|-----------|----------------|---|--|
| | MM900-990 | HARD TOP HOIST | 1 | |
|--|-----------|----------------|---|--|

Universal Hard Top Storage System

| | | | | |
|--|---------|-------------------------|---|--|
| | GAC1005 | HARD TOP STORAGE SYSTEM | 1 | |
|--|---------|-------------------------|---|--|

A Few Reasons Why A Hard Top Is Worth Having:

- Properly fitted, it adds considerably to the stiffness of the TR6.
- There is an improvement in aerodynamics.
- Where a roll bar is fitted, a lower type bar is used, which also helps aerodynamics. Make sure that this is specified when ordering the roll bar.
- The interior of the TR6 gains space and light, as long as the hood & frame are removed.
- The TR6 is generally quieter for long distance travel.
- If it doesn't fit properly, your TR6 is mis-shaped. So the hard top is an excellent body jig.
- When not in use, it can be hung to hide large damp patches in the garage!



Commission Plates & Decals

Triumph used a logic of alphabetical prefixes and suffixes to identify their range and series of each model and each model's major assemblies (body, engine, gearbox and differential). As an example European model TR5's and TR6's from 1967 to 1972 were given 'CP' as their commission number prefix and all 1973 to 1975 TR6 European models were given 'CR'. In North America the TR250 used 'CD', TR6's from 1969 to 1972 used 'CC' and 1973 to 1976 models used 'CF' as their commission number prefixes. The number following the prefix was the sequence that each car was manufactured in. Additionally either 'L' or 'U' (on post 1971 cars) followed this number to designate Left Hand Drive models and an 'O' was also used to denote a car that came originally fitted with overdrive. These important numbers were stamped in 1/4" letters on a commission number plate fitted to each vehicle. Commission Numbers on all TR5's; TR250's and TR6 CP/CC models (1969-72) are stamped to a plate which is riveted to the left-hand front wheel arch. With the introduction of CR/CF models (1973-76) the commission number plate was moved to the left hand 'B' post. Additionally each plate had stamped on it the original paint and trim colour scheme numbers for that particular vehicle. These numbers are explained in the paint section of this catalogue.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|--|
| 1 | CNPTR5 | PLATE, commission number (Mounted LH front wheel arch). | 1 | TR5, TR6 (c) CP1 To CP52785 approx. (1969-70) |
| 2 | CNPTR6CP | PLATE, commission number (Mounted LH front wheel arch). | 1 | TR6 (c) CP52786 approx. To CP77718, (1971-72) |
| 3 | UKC7821 | PLATE, commission number (Mounted LH door post). | 1 | TR6 (c) CR1 To CR6701, (1973-75) |
| 4 | CNP73 | PLATE, commission number (Mounted LH front wheel arch). | 1 | TR250 (c) CD1 To CD8594 (1967-68) TR6 (c) CC25000 To CC51032 approx. (1969) |
| 5 | CNP61 | PLATE, commission number (Mounted LH front wheel arch). | 1 | TR6 (c) CC51033 approx. To CC85737, (1970-72) |
| 6 | CNP74 | PLATE, commission number (Mounted LH door post). | 1 | TR6 (c) CF1 To CF39991, (1973-75) |
| 7 | CNP62 | PLATE, commission number (Mounted LH door post). | 1 | TR6 (c) CF50000 To CF58328, (1976) |
| 8 | RU60812 | RIVET, securing commission plate | 2 | |

Body Plate

Each model had a body number that was stamped on a plate located on the righthand bulkhead. TR5's commenced with '1CP', TR250's with '1CC', TR6's with '25001CP' for Fuel Injected (Pi) models and 25001CC for Carburettor models.

| | | | | |
|----|----------|---|---|--|
| 9 | CRST269 | PLATE, body number (Riveted to RH bulkhead panel). | 1 | |
| 10 | RU608123 | RIVET, securing body plate | 2 | |

Tyre Pressure Plates

Tyre Pressure Plates, conveniently located on the inside of the glove box door, also list the vehicle capacity weight and maximum loaded vehicle weight.

| | | | | |
|----|--------|--|---|--|
| 11 | 622405 | PLATE, self adhesive, tyre pressures etc. (Mounted on glove box lid). | 1 | TR5, TR250, (1967-68) |
| 12 | 625964 | PLATE, self adhesive, tyre pressures etc. (Mounted on glove box lid). | 1 | TR6 (c) CC25000 To CC51032, (1969) |
| 13 | 626856 | PLATE, self adhesive, tyre pressures etc. (Mounted on glove box lid). | 1 | TR6 (c) CC51033 To CF58328, (1970-76) |

Emission Control Labels

Emission Control Labels for North American models were located either on the underside of the bonnet or on the LH front wheel arch. These labels give the appropriate emission settings required for each model year.

| | | | | |
|----|----------|--|---|--|
| 14 | CNP51 | LABEL, self adhesive, emission control 1 settings, mounted on underside of bonnet | 1 | TR250, (1967-68) |
| 15 | CNP52 | LABEL, self adhesive, control of air 1 pollution, mounted on underside of bonnet | 1 | TR250, TR6 (c) CC25000 To CC32142, (1969) |
| 16 | CNP601 | LABEL, self adhesive, emission control 1 settings, mounted on underside of bonnet | 1 | TR6 (c) CC25000 To CC32142, (1969) |
| 17 | CNP602 | PLATE, vehicle emission control 1 information, riveted to LH front wheel arch | 1 | TR6 (c) CC50001 To CC60902, (1970) |
| 18 | CNP608 | PLATE, vehicle emission control 1 information, riveted to LH front wheel arch | 1 | TR6 (c) CC60903 To CC67893, (1971) |
| 19 | RU608123 | RIVET, securing commission plates | 2 | |
| 20 | CNP603 | LABEL, self adhesive, vehicle emission 1 control information, mounted on LH front wheel arch | 1 | TR6 (c) CC75001 To CC85737, (1972) |
| 21 | CNP604 | LABEL, self adhesive, vehicle emission 1 control information, mounted on LH front wheel arch | 1 | TR6 (c) CF1 To CF17001, (1973) |
| 22 | CNP605 | LABEL, self adhesive, vehicle emission 1 control information, mounted on LH front wheel arch | 1 | TR6 (c) CF17002 To CF25777, (1974) |

| | | | | |
|----|---------|--|---|---------------------------------------|
| 23 | CNP606 | LABEL, self adhesive, vehicle emission 1 control information, mounted on underside of bonnet | 1 | TR6 (c) CF27001 To CF39991, (1975) |
| 24 | UKC7331 | LABEL, self adhesive, vehicle emission 2 control information, mounted on underside of bonnet and LH wheel arch | 2 | TR6 (c) CF50001 To CF58328, (1976) |
| 25 | CHA599 | LABEL, self adhesive, 'non catalyst' 1 | 1 | TR6 (c) CF50001 To CF58328, (1976) |

Patent Label

| | | | | |
|----|--------|--|---|--|
| 26 | 145313 | LABEL, self adhesive, British patent information, mounted on underside of bonnet | 1 | TR250, TR6 (c) CC25000 To CC32142, (1969) |
|----|--------|--|---|--|

E Labels

'E' labels were introduced in 1970, so were not present on TR5's or the first TR6's. The various numbers refer to certain components or aspects the car having passed this European legislation. 'E' marks verifying the status of these 'passed' components appear on them (such as lenses, glass and trim material), being moulded, stamped or pointed there-on.

| | | | | |
|----|---------|-------------------|---|--|
| 27 | CRST270 | LABEL, 'E', large | 1 | |
| 28 | CRST271 | LABEL, 'E', small | 1 | |

Air Cleaner Labels

| | | | | |
|----|---------|----------------------------|---|--|
| 29 | CRST283 | LABEL, air filter, AC | 1 | |
| 30 | CRST120 | LABEL, air filter, Cooper | 1 | |
| 31 | CRST119 | LABEL, air filter, Unipart | 1 | |

Oil Cap Label

| | | | | |
|----|---------|----------------|---|--|
| 32 | CRST262 | LABEL, oil cap | 1 | |
|----|---------|----------------|---|--|

Heater Labels

| | | | | |
|----|---------|--------------------------|---|--|
| 33 | CRST267 | LABEL, heater, 'Smiths' | 1 | |
| 34 | CRST127 | LABEL, heater, 'Caution' | 1 | |

Indicator And Light Switch Labels

| | | | | |
|----|--------|---|---|---------------------|
| 35 | 611012 | LABEL, indicator switch, RHD | 1 | |
| 36 | 611011 | LABEL, indicator switch, LHD | 1 | |
| 37 | 611014 | LABEL, lighting switch, RHD | 1 | TR5, TR6 To (c) CR1 |
| 38 | 611013 | LABEL, lighting switch, LHD | 1 | |
| 39 | 621967 | LABEL, main/dip beam, headlamp and flasher switch, RHD | 1 | TR6 From (c) CR1 |
| 40 | 621968 | LABEL, main/dip beam, headlamp and flasher switch, LHD | 1 | |

Overdrive Plates

| | | | | |
|----|---------|---------------------------|---|-----------|
| 41 | CRST264 | PLATE, 'A' type overdrive | 1 | brass |
| 42 | CRST265 | PLATE, 'A' type overdrive | 1 | aluminium |
| 43 | CRST266 | PLATE, 'A' type overdrive | 1 | |
| 44 | NKC74 | PLATE, 'J' type overdrive | 1 | |

Wheel Medallion Label

| | | | | |
|----|----------|-------------------------------|---|---------------------------------------|
| 45 | 627502RP | LABEL, wheel medallion, 'TR6' | 4 | TR6 From (c) CP/CC50000, (1970-76) |
|----|----------|-------------------------------|---|---------------------------------------|

Miscellaneous Labels

| | | | | |
|----|---------|--|-----|--|
| 46 | CRST191 | BATTERY, 'Lucas' | a/r | |
| 47 | CRST156 | BATTERY, ignition coil, 'Lucas' | a/r | |
| 48 | CRST122 | LABEL, wiring loom, 'Lucas' | a/r | |
| 49 | CRST176 | LABEL, speedometer, 'Reset' | a/r | |
| 50 | CRST125 | LABEL, windscreen, 'Triplex Laminated' | a/r | |

North American Specification Cars

Due to the increasing concern over public welfare with regard to traffic, extensive lobbying with regard to the environment and sheer concern over safety. American legislation has often led the world in attempting to improve all aspects of motoring use. For these reasons, there are a number of aspects about the TR range which are peculiar to North America alone. While many of these local differences are catered for elsewhere in this catalogue, some components have a special relevance and have been included or highlighted here for the benefit of our North American customers.

The original brief for this project was to create the definitive European specification catalogue for TR5 & TR6 models and highlight the major parts that were different in a separate North American model section. However as time went on and where it was deemed significant to include in the main catalogue sections (the lamp, chassis, body, trim and paint sections are fully world specification) but where it would have required a new section (as in the case of carburettors and emission controls) or where room did not allow it was decided to include significant items on this page as a reference. Please use the information on these pages in conjunction with the main body of the catalogue and if you require something for your North American model that has made it's way into Europe that we don't list, please contact us.

External Engine

Some variations occur to North American cylinder blocks to make allowances for differences in the oil pump and distributor drive assemblies.

| ill. | Part Number | Description | Req. | Details |
|------|-------------|--|------|---------------------------------|
| | 517276 | HEAD GASKET SET, 'flat top' block | 1 | TR250, TR6 To (e) CC75000 |
| | 517276Z | HEAD GASKET SET, 'flat top' block (Alternative). | 1 | |
| | 520884 | HEAD GASKET SET, 'recessed' top block | 1 | TR6 From (e) CC75001 |
| | 520884Z | HEAD GASKET SET, 'recessed' top block (Alternative). | 1 | |
| | 520880R | CYLINDER BLOCK, 'flat top' (Reconditioned/exchange). | 1 | TR250 |
| | 517611R | CYLINDER BLOCK, un-reinforced 'flat top' (Reconditioned/exchange). | 1 | TR6 To (e) CC50000 |
| | 520880R | CYLINDER BLOCK, reinforced 'flat top' (Reconditioned/exchange). | 1 | TR6 From (e) CC50001 To CC75000 |
| | UKC902R | CYLINDER BLOCK, reinforced 'recessed' (Reconditioned/exchange). | 1 | TR6 From (e) CC75001 |
| | 158942 | CYLINDER LINER | 6 | |
| | 137978 | BUSH, oil pump drive | 1 | TR250 |
| | 149776 | BUSH, oil pump drive | 1 | TR6 |
| | TE605105 | STUD, distributor pedestal | 2 | |
| | 156274 | STUD, cylinder head | 14 | |
| | 156274X | STUD, cylinder head | 14 | uprated |
| | UKC1110 | OIL SEAL, timing cover, twin lip | 1 | |
| | GPS117 | OIL PRESSURE SWITCH | 1 | TR250, TR6 To (c) CF1 |
| | TT2998 | OIL PRESSURE SWITCH, uprated to 20 psi. | 1 | |
| | GPS113 | OIL PRESSURE SWITCH, with 3 terminals | 1 | TR6 From (c) CF1 |

For all other details please refer to the main Engine & Components sections.

Internal Engine

| | | | |
|----------|---|---|--|
| 307546 | CRANKSHAFT, new | 1 | TR250, TR6 |
| 307546K | CRANKSHAFT, reconditioned/exchange (Includes appropriate bearing sets). | 1 | To (e) CC50000 ('long' backed crank) |
| 311322 | CRANKSHAFT, new | 1 | |
| 311322K | CRANKSHAFT, reconditioned/exchange (Includes appropriate bearing sets). | 1 | TR6 From (e) CC50001 ('short' backed crank) |
| 119389 | TIMING GEAR, crankshaft, (standard chain) | 1 | |
| 035960 | TIMING GEAR, camshaft, (standard chain) | 1 | early TR250 |
| 105131 | TIMING CHAIN, (standard 1 row) | 1 | |
| 042425 | TENSIONER, timing chain, (standard chain) | 1 | |
| 307621 | CAMSHAFT, new | 1 | TR250, TR6 To (e) CF12500 |
| 307621R | CAMSHAFT, reconditioned/exchange | 1 | |
| 311399 | CAMSHAFT, new | 1 | TR6 From (e) CF12501 |
| 311399R | CAMSHAFT, reconditioned/exchange | 1 | |
| 148041 | FLYWHEEL, with ring gear, new | 1 | TR250, TR6 To (e) CC50000 |
| 148041R | FLYWHEEL, with ring gear (Reconditioned/exchange). | 1 | recessed - fits 'long backed' crank |
| 151214E | FLYWHEEL, with ring gear (Reconditioned/exchange). | 1 | TR6 From (e) CC50001, non recessed - fits 'short backed' crank |
| 047246 | SPIGOT BUSH, 1" x 1", in crankshaft | 1 | TR250, TR6 To (e) CC50000 |
| 151213 | SPIGOT BUSH, 1" x 1/2", in flywheel | 1 | TR6 From (e) CC50001 |
| 214479 | PULLEY & DAMPER, 3/8" groove | 1 | TR250, TR6 To (e) CC80027 |
| 217371 | PULLEY & DAMPER, 1/2" groove | 1 | TR6 From (e) CC80028 |
| GCB11088 | FAN BELT, 3/8" wide | 1 | TR250, TR6 To (e) CC80027 |
| 217391 | FAN BELT, 1/2" wide | 1 | TR6 From (e) CC80028 To (e) CF35000 |
| TKC2165 | FAN BELT, 1/2" wide | 1 | TR6 From (e) CF35001 |
| TKC2166 | DRIVE BELT, air pump, 3/8" wide | 1 | |

| | | |
|----------|---|---|
| 308353 | FAN, 8 blade, plastic, yellow | 1 |
| 126786 | DRIVE SHAFT & GEAR ASSEMBLY (Distributor & oil pump). | 1 |
| 126785 | GEAR, driving (Meshing with camshaft, slotted to accept distributor drive dog). | 1 |
| 500974 | MILLS PIN, gear to drive shaft | 1 |
| 126784 | DISTRIBUTOR PEDESTAL | 1 |
| SH604041 | SCREW, distributor to pedestal | 1 |
| GHF331 | WASHER, locking | 1 |
| WM93 | WASHER, plain | 1 |

For all other details please refer to the main Engine & Components sections.

Cylinder Head

Due to increasingly strict environmental legislation, North American engines were altered to reduce exhaust emissions and this included the use of decreased compression ratios. Cylinder heads listed here account for these local variations.

| | | | |
|----------|--------------------------------|---|---------------------------|
| 516796R | CYL. HEAD ASSEMBLY, recon/exch | 1 | TR250, TR6 To (e) CC75000 |
| 520868 | CYL. HEAD ASSEMBLY, new | 1 | TR6 (e) CC75001 |
| 520868R | CYL. HEAD ASSEMBLY, recon/exch | 1 | To (e) CF12500 |
| UKC1421 | CYL. HEAD ASSEMBLY, new | 1 | TR6 From (e) CF12501 |
| UKC1421R | CYL. HEAD ASSEMBLY, recon/exch | 1 | (EGR valve fitted) |

All Moss cylinder heads are to unleaded specification. The information (below) relating to valves & seats may vary according to the requirements of the head being rebuilt which may not be obvious until machining takes place. Please refer to main text for options.

| | | | |
|-------------|-------------------------------------|----|---------------------------------|
| 516797 | CYLINDER HEAD, bare | 1 | TR250, TR6 To (e) CC75000 |
| 520869LFE | CYLINDER HEAD, bare | 1 | TR6 (e) CC75001 To (e) CF12500 |
| RTC1860 | CYLINDER HEAD, bare | 1 | TR6 From (e) CF12501 |
| 146496 | INSERT, valve seat, Inlet | 6 | all (e) CC models |
| 146497 | INSERT, valve seat, exhaust | 6 | |
| 12H462 | INSERT, valve seat, Inlet | 6 | all (e) CF models |
| 159904 | INSERT, valve seat, exhaust | 6 | |
| 149658 | VALVE, exhaust, 1.25" | 6 | all (e) CC models |
| 159873 | VALVE, exhaust, 1.19" | 6 | all (e) CF models |
| 136487 | VALVE SPRING, single | 12 | TR250, TR6 To (e) CC75000 |
| 157229 | VALVE SPRING, single | 12 | TR6 From (e) CC75001 To (e) CF1 |
| T57229 | VALVE SPRING, outer | 12 | TR6 all (e) CF models, |
| 157476 | VALVE SPRING, inner | 12 | (twin fitment) |
| 149513 | PUSH ROD, 8.11", forged | 12 | all (e) CC models |
| TT1233 | PUSH ROD, 8.11", tubular | 12 | |
| 148916 | PUSH ROD, 8.30", forged | 12 | all (e) CF models |
| TT10433 | PUSH ROD, 8.25", tubular | 12 | |
| 213641 | GASKET, inlet & exhaust manifold | 1 | TR250, TR6 To (e) CC75000 |
| AJM682 | GASKET, inlet & exhaust manifold | 1 | TR6 From (e) CC75001 |
| GUG702597HG | GASKET, cylinder head to cyl. block | 1 | TR250, TR6 To (e) CC75000 |
| AJM387 | GASKET, cylinder head to cyl. block | 1 | TR6 From (e) CC75001 |
| AJM387B | GASKET, cylinder head to cyl. block | 1 | Aftermarket |

For all other details please refer to the main Engine & Components sections.

Engine And Gearbox Mountings

Note: For details please see pages 36 to 37.

Oil Filtration And Cooling

Note: For details please see pages 38 to 41.

Cooling System

| | | | |
|-----------|---|---|--|
| 308353 | FAN, 8 blade, plastic, yellow | 1 | |
| 214405 | PIPE, heater return | 1 | |
| 214405SS | PIPE, heater return, stainless steel | 1 | |
| 156333 | ELBOW, water outlet, thermostat cover | 1 | TR250, TR6 To (e) CC62887 TR6 From (e) CC62888 To (e) CF35000 |
| UKC5342 | ELBOW, water outlet, thermostat cover | 1 | |
| GWP201 | WATER PUMP & PULLEY ASSEMBLY (3/8" single pulley). | 1 | |
| TKC2106 | WATER PUMP & PULLEY ASSEMBLY (1/2" dual pulley). | 1 | TR250, TR6 To (e) CC80027 TR6 From (e) CC80028 To (e) CF35000 TR6 From (e) CF35001 |
| GCB11088 | FAN BELT, 3/8" wide | 1 | |
| 217391 | FAN BELT, 1/2" wide | 1 | TR250, TR6 To (e) CC80027 TR6 From (e) CC80028 To (e) CF35000 |
| TKC2165 | FAN BELT, 1/2" wide, engines | 1 | |
| TKC2166 | DRIVE BELT, air pump, 3/8" wide | 1 | TR6 From (e) CF35001 |
| 308850 | RADIATOR, new | 1 | |
| 308850ALI | RADIATOR, aluminium | 1 | TR5, TR6 To (c) CP75000 |
| 312347 | RADIATOR, new | 1 | TR6 From (c) CP75001 |
| 312347ALI | RADIATOR, aluminium | 1 | |

| | | | |
|-----------|--|---|----------------------------|
| RKC1735 | RADIATOR, new | 1 | TR6 From (c) CF35001 |
| GRC112 | CAP, radiator, 7 psi | 1 | TR5, TR6 To (c) CP75000 |
| GRC112SS | CAP, radiator, 7 psi, stainless steel | 1 | |
| GRC180 | CAP, radiator, 13 psi | 1 | TR6 From (c) CP75001 |
| GRC180SS | CAP, radiator, 13 psi, stainless steel | 1 | |
| 154148 | TOP HOSE, green | 1 | TR6 From (e) CC50001 |
| | | | To CC75000 |
| GZA971X | TOP HOSE, green, silicone | 1 | all models To CC75000 |
| GRH387 | TOP HOSE, black | 1 | |
| 158289 | TOP HOSE, slight curve, black | 1 | TR6 From (e) CC75001 |
| 158290 | TOP HOSE, curved, green | 1 | To (c) CF35000 |
| UKC5238 | TOP HOSE, curved, green | 1 | |
| 158290 | TOP HOSE, curved, green | 1 | TR6 From (e) CF35001 |
| GRH393 | BOTTOM HOSE, curved, green, original | 1 | |
| GRH393BLK | BOTTOM HOSE, curved, black, reinforced | 1 | |
| GRH393X | BOTTOM HOSE, curved, green, silicone | 1 | |
| GRH392 | BOTTOM HOSE, straight, green, original | 1 | |
| GRH392BLK | BOTTOM HOSE, straight, black, reinforced | 1 | |
| GRH392X | BOTTOM HOSE, straight, green, silicone | 1 | |
| 158308 | 'T' PIECE | 1 | |
| 037430 | SWITCH, thermostatic vacuum | 1 | TR6 (e) CC75001 To CF35000 |
| 037430 | SWITCH, thermostatic vacuum, alternative | 1 | |
| 145398 | PIPE, steel, water return | 1 | TR250, TR6 To (c) CC75000 |
| 158417SS | PIPE, stainless steel, water return | 1 | TR6 From (c) CC75001 |
| 137742 | PIPE, overflow | 1 | TR6 To (e) CF35000 |
| UKC5529 | PIPE, overflow | 1 | TR6 From (e) CF35001 |
| 714536 | VALANCE, wheel arch to radiator | 2 | TR250 |
| 910441 | AIR DUCT, radiator | 1 | TR6 |
| 910441ABS | AIR DUCT, radiator, plastic, (alternative) | 1 | |

Note: For all other details please refer to the main Cooling System section, pages 38 to 41.

| | | | |
|-----------|---|---|---------------------------|
| 308088 | INLET MANIFOLD | 1 | TR250, TR6 To (e) CC50000 |
| 311378 | INLET MANIFOLD | 1 | TR6 From (e) CC50001 |
| | | | To CC75000 |
| 312187 | INLET MANIFOLD | 1 | TR6 From (e) CC75001 |
| | | | To CF12500 |
| TKC1100 | INLET MANIFOLD | 1 | TR6 From (e) CF12501 |
| 213641 | GASKET, inlet & exhaust manifold | 1 | TR250, TR6 To (e) CC75000 |
| AJM682 | GASKET, inlet & exhaust manifold | 1 | TR6 From (e) CC75001 |
| 308290 | EXHAUST MANIFOLD | 1 | TR250, TR6 To (c) CC75000 |
| 308292 | EXHAUST MANIFOLD | 1 | TR6 From (e) CC75001 |
| | | | To CF35000 |
| RKC1729 | EXHAUST MANIFOLD | 1 | TR6 From (e) CF35001 |
| GEG718 | GASKET, exhaust flange | 1 | TR250, TR6 To (c) CC75000 |
| GUG4811MG | GASKET, exhaust flange | 1 | TR6 From (e) CC75001 |
| 214405 | PIPE, manifold to water pump | 1 | |
| 214405SS | PIPE, manifold to water pump, stainless | 1 | |
| 154149 | HOSE, water inlet, green | 1 | |
| 157688 | HOSE, water inlet, green | 1 | TR6 From (e) CC75001 |
| GZA1002 | HOSE, water inlet, black, replacement | 1 | |
| 157689 | HOSE, water outlet, black, replacement | 1 | TR250, TR6 To (e) CC75000 |
| 157689Z | HOSE, water outlet, black, replacement | 1 | TR6 From (e) CC75001 |

Air Cleaners

| | | | |
|---------|---------------------------------------|---|--|
| GFE1020 | ELEMENT, air filter | 2 | |
| BHH1992 | GASKET, air cleaner assembly to carb. | 2 | |

Exhaust

Note: For details please refer Exhaust Systems on pages 82 to 85.

Fuel System

| | | | |
|--------------------|---------------------------------------|---|--|
| Tank, Pipes & Pump | | | |
| 312359 | FUEL TANK, with drain plug, steel | 1 | |
| 312359X | FUEL TANK, with drain plug, aluminium | 1 | |

Note: The replacement aluminium petrol tank is suitable for all TR250's & TR6's.

| | | | |
|----------|--|---|--------------|
| 613506 | FUEL CAP, fuel, bright finish | 1 | TR250 |
| 725117 | FUEL CAP, fuel, bright finish | 1 | TR6 |
| 725220 | SEAL, non vented, (for 725117 cap) | 1 | |
| 571086 | FUEL CAP, locking, round | 1 | alternatives |
| GAC6001X | FUEL CAP, locking, lozenge shaped | 1 | |
| 650247 | GROMMET | 1 | |
| 650279 | HOSE, filler | 1 | |
| 214465 | SENDER UNIT, petrol gauge | 1 | |
| 213577 | FUEL PUMP ASSEMBLY, OE spec. | 1 | |
| AEU2760A | REPAIR KIT, AC original fuel pump only | 1 | |
| 213577 | FUEL PUMP ASSEMBLY, reproduction | 1 | |
| GFE7004 | FUEL FILTER, in line | 1 | |

Carburettors

| | | | |
|---------|-----------------------------------|---|----------------------|
| RKC1799 | CARBURETTOR, front, new, (C3771R) | 1 | TR6 From (c) CF35001 |
| RKC1798 | CARBURETTOR, rear, new, (C3771L) | 1 | |

Note: If you require your existing carburettors to be rebuilt, please enquire.

While trying to keep up with the U.S. market emission requirements Triumph used three types of Zenith Stromberg carburettors during the 1970 to 1972 models years. The chassis number change points sometimes ran concurrently. The best method of determining which one is on your car is to refer to the brass tag secured by the top cover screw on the top of each carburettor or by referring to the identification chart below:

Carburettor Identification

The table below is designed as a guide for identifying TR250 & TR6 carburettors. Although specific model years are given, there may be some overlap in the applications given for some years. The carburettor reference numbers are found on the square brass tags under one of the carburettor top cover screws. These numbers are usually suffixed with L, LH, R, RH or F, indicating the position of the individual carburettor. Other numbers will usually be present as well. Should the identification tags be missing, carburettors may be identified by the recognition features listed below:

| Model Carb. no. | Year | Brass-bushed vent hole-front face of carb | Letters on choke body | Lever arm on rear side of carb body | Breather fittings on carb body rear side of carb front | front side of carb rear |
|-----------------|-------|---|-----------------------|-------------------------------------|--|-------------------------|
| C3150 | 67-69 | | AB or B | | | |
| C3365 | 70 | | AB | | | Yes |
| C3292 | 70 | | AB | | | Yes |
| C3385 | 71 | | AB | | | Yes |
| C3337 | 72 | YES | AB | | Yes | |
| C3508 | 73 | Yes | AB | diecast | Yes | Yes |
| C3613 | 74 | Yes | A3 | stamped | Yes | Yes |
| C3771 | 75-76 | Yes | B4 | stamped | Yes | Yes |

North American Specification Cars

| ill. | Part Number | Description | Req. | Details |
|------|-------------|------------------------------------|------|-----------------------|
| | CDRK16 | REBUILD KIT, carburettor | 2 | for major rebuild |
| | CDSK6 | SERVICE KIT, carburettor | 2 | for general servicing |
| | 012883 | GASKET PACK, carburettor | 2 | |
| | ZEB18844P | DIAPHRAGM KIT, bypass valve | 2 | |
| | 518432A | DAMPER ASSEMBLY | 2 | C3150 To C3613 |
| | RTC1909 | DAMPER ASSEMBLY | 2 | C3771 |
| | 516946A | SPRING, air valve return | 2 | |
| | JS499A | DIAPHRAGM | 2 | |
| | 516944 | METERING NEEDLE, fixed, (B2Y) | 2 | C3150 |
| | 518581 | METERING NEEDLE, fixed, (BIAF) | 2 | C3292 |
| | 520315 | METERING NEEDLE, adj., (BIAF) | 2 | C3365 To C3771 |
| | 516968 | COVER, temperature compensator | 2 | |
| | GAC9200X | NEEDLE VALVE, Grose Jet | 2 | |
| | 516979 | PLUG, for jet assembly | 2 | C3150 To C3385 |
| | 520404 | PLUG, float chamber, nylon & brass | 2 | C3337 To C3771 |
| | 606819A | PIN, float hinge | 2 | |
| | 605833A | FLOAT ASSEMBLY | 2 | |
| | 512285 | THROTTLE SHAFT, front | 1 | |
| | 517005 | THROTTLE SHAFT, rear | 1 | |
| | 605800A | THROTTLE DISC | 2 | |
| | C28932 | SCREW, throttle disc | 4 | |
| | 516962A | CLIP, choke cable | 2 | |
| | MM386-310 | NEEDLE ADJUSTMENT TOOL | 1 | |
| | MM386-325 | CARBURETTOR SYNCHRONISER | 1 | |

Petrol Pipes/Linkage

| | | | |
|---------|-------------------------------------|---|---------------------------------|
| 306570 | PETROL PIPE, pump to carburettor | 1 | TR250, TR6 To (c) CC75000 |
| 519396 | PETROL PIPE, pump to carburettor | 1 | TR6 (c) CC75001 To CF1 |
| 310222 | PETROL PIPE, pump to carburettor | 1 | TR6 From (c) CF1 |
| 120331 | HOSE, petrol pipe to connector pipe | 1 | TR250, TR6 To mid 1971 |
| 125170 | HOSE, petrol pipe to connector pipe | 1 | TR6 From mid 1971 To CC75000 |
| 122796 | HOSE, petrol pipe to connector pipe | 1 | TR6 From (c) CC75001 |
| 120331 | CONNECTOR, to front carb | 1 | TR250, TR6 To (c) CC75000 |
| 154124 | CONNECTOR, to front carb | 1 | TR6 From (c) CC75001 |
| 120331 | CONNECTOR, to rear carb | 1 | |
| 138386K | PIPE, carburettor to carburettor | 1 | |
| 517006 | LINKAGE ASSEMBLY | 1 | |
| AUE75 | CONNECTOR ASSEMBLY | 2 | |
| 148036 | INSULATOR | 2 | |
| 148035 | GASKET, carburettor to manifold | 4 | |

Emission Control

| | | | |
|---------|----------------------------------|---|-------------------------------|
| 151444 | PCV VALVE | 1 | TR250, TR6 To (c) CC50000 |
| 27H7758 | 'Positive Crankcase Ventilation' | 1 | |
| 216355 | REPAIR KIT, for PCV valve | 1 | |
| | CARBON CANISTER, 2 top tube type | 1 | TR6 (c) CC50001 To CC75000 |
| TKC1331 | CARBON CANISTER, 3 top tube type | 1 | TR6 From (c) CC75001 |
| 158511 | CANISTER, separator | 1 | |
| 12H4295 | ANTI-RUN-ON VALVE | 1 | TR6 From (c) CF1 |
| TKC284 | EGR VALVE | 1 | TR6 From (c) CF12501 |
| 106108 | NUT, securing EGR | 1 | |
| RKC3142 | AIR PUMP ASSEMBLY | 1 | |
| TKC2166 | DRIVE BELT, air pump | 1 | |
| TKC1234 | DIVERTER VALVE | 1 | TR6 From (c) CF35001 |
| UKC2643 | CHECK VALVE | 1 | |
| TKC2159 | AIR INJECTION MANIFOLD | 1 | |

Engine Controls Carburettor Models

| | | | |
|---------|------------------------------------|-----|-----------------------------------|
| 148497 | CONTROL ROD, long, pedal to carbs | 1 | |
| 148496 | CONTROL ROD, short, pedal to carbs | 1 | |
| TT9941 | ROD END & SPHERICAL JOINT | a/r | |
| 027645 | SPRING, accelerator pedal return | 1 | TR250, TR6 To (c) CF1 |
| 060274 | SPRING, accelerator pedal return | 1 | TR6 From (c) CF1 |
| 138490 | BEARING, nylon, accelerator pedal | 2 | |
| 214672 | CHOKE CABLE, with flexible cables | 1 | TR250, TR6 To (c) CC75000 |
| 218301 | CHOKE CABLE, with flexible cables | 1 | TR6 (c) CC75001 To (c) CF12500 |
| UKC2121 | CHOKE CABLE, with rigid cables | 1 | TR6 From (c) CF12501 |

Note: We recommend the stiff wire type choke cable (UKC2121) for all Stromberg applications.

Clutch And Clutch Hydraulics

For details please see pages 42 to 45.

Gearbox And Overdrive

For details please see pages 46 to 65.

Steering

For details please see pages 100 to 105.

Front Suspension

For details please see pages 106 to 117.

Rear Suspension

For details please see pages 106 to 113 & 118 to 119.

Road Wheels/Tools

For details please see pages 86 to 89.

Rear Axle/Drive Shaft/Propshaft

For details please see pages 120 to 125.

Suspension And Steering (Uprated)

For details please see pages 106 to 113.

Brakes

For details please see pages 90 to 99.

Alternators/Starters/Batteries

For details please see pages 128 to 135.

Distributors And Ignition

For details please see pages 140 to 143.

Miscellaneous Electrics

| | | | |
|---------|--|-----|------------------------------------|
| 627748 | SWITCH, interior light & warning buzzer (LH door post). | 1 | TR6 From (c) CC50001 To CR12500 |
| 627742 | SWITCH, interior light, RH door post | 1 | |
| YKC940Z | SWITCH, interior light, 1 terminal | 2 | |
| YKC932 | SWITCH, interior light, black plunger (2 terminal, LH door post). | 2 | TR6 From (c) CF12501 |
| YKC931 | SWITCH, interior light, red plunger (2 terminal, LH door post, alternative). | 2 | |
| 158534 | SWITCH, seat sensor | a/r | |
| C36611 | RELAY, starter motor | 1 | TR6 From (c) CF12501 |
| 153966 | BUZZER, ignition interlock/seat belts | 1 | TR6 (c) CC50000 To CC75000 |
| 158509 | BUZZER, ignition interlock/seat belts | 1 | TR6 (c) CC75001 To CF12500 |
| TKC734 | CONTROL UNIT, ign, interlock/seat belts | 1 | TR6 (c) CF12501 To CF36177 |
| TKC2693 | CONTROL UNIT, ign, interlock/seat belts | 1 | TR6 (c) CF36178 To CF50000 |
| AAU110 | CONTROL UNIT, ign, interlock/seat belts | 1 | TR6 From (c) CF50001 |
| 12H4295 | ANTI-RUN-ON VALVE, emission system | 1 | TR6 From (c) CF1 |

Note: For all other details please refer to the main Electrical System section, pages 136 to 139.

Harnesses And Fittings

To cater for differences specific to North American cars, such as those listed in the section above, the looms incorporated a number of specific variations. The complexity of the interlock circuits, for example, make it difficult to adapt European looms and so we list these more complex looms and harnesses here:

Main Harness

| | | | |
|--------|--------------|---|-------------------------------|
| TP61C | MAIN HARNESS | 1 | TR250 |
| 308795 | MAIN HARNESS | 1 | TR6 To (c) CC50000 |
| 311261 | MAIN HARNESS | 1 | TR6 (c) CC50001 To CC75000 |
| 312295 | MAIN HARNESS | 1 | TR6 (c) CC75001 To CC85738 |
| 313183 | MAIN HARNESS | 1 | TR6 (c) CF1 To CF990 |

| | | | |
|---------|--------------|---|-----------------|
| RKC250 | MAIN HARNESS | 1 | TR6 (c) CF991 |
| | | | To CF12500 |
| RKC351 | MAIN HARNESS | 1 | TR6 (c) CF12501 |
| | | | To CF27000 |
| RKC960 | MAIN HARNESS | 1 | TR6 (c) CF27001 |
| | | | To CF35000 |
| RKC1768 | MAIN HARNESS | 1 | TR6 (c) CF35001 |
| | | | To CF50000 |
| RKC2881 | MAIN HARNESS | 1 | TR6 From |
| | | | (c) CF50001 |

Body Harness

| | | | |
|---------|---|---|----------------------|
| TP61C | BODY HARNESS | 1 | TR250 |
| 215412 | BODY HARNESS | 1 | TR6 To (c) CC75000 |
| 218321 | BODY HARNESS | 1 | TR6 (c) CC75001 |
| | | | To CC85738 |
| 218950 | BODY HARNESS | 1 | TR6 (c) CF1 |
| | | | To CF12500 |
| TKC859 | BODY HARNESS | 1 | TR6 (c) CF12501 |
| | | | To CF50000 |
| TKC2901 | BODY HARNESS | 1 | TR6 From |
| | | | (c) CF50001 |
| TP61C | BODY & MAIN HARNESS | 1 | TR250 |
| | (Replaces 308276 and 214462 above). | | |
| 158338 | HARNESS | 1 | TR6 (c) CC75001 |
| | (Gearbox, reverse lamps and seat belt interlock). | | To CF50000 |
| UKC7120 | HARNESS | 1 | TR6 From (c) CF50001 |
| | (Gearbox, reverse lamps and seat belt interlock). | | |

For all other details please refer to the main Electrical System section, pages 136 to 139 & 156 to 157.

Lamps

For details please see pages 148 to 155.

Wipers/Washers

For details please see pages 144 to 147.

Instruments And Switches

| | | | |
|---------|--|---|----------------------|
| GSD169 | SPEEDO' CABLE, 69" | 1 | TR250, TR6 |
| | | | To (c) CF35000 |
| UKC5364 | SPEEDO' CABLE, speedo to counter, 15" | 1 | TR6 From (c) CF35001 |
| GSD315 | SPEEDO' CABLE, counter to gearbox, 52" | 1 | |
| 159894 | WARNING LAMP, 'wipe/wash' | 1 | |
| 159907 | WARNING LAMP, 'hazard' | 1 | TR6 To (b) 34067CF |
| 159906 | WARNING LAMP, 'brake' | 1 | |
| 158496 | WARNING LAMP, 'fasten belts' | 1 | TR6 (c) CF75001 |
| | | | To (b) 34067CF |
| UKC5814 | WARNING LAMP, 'wipe/wash' | 1 | |
| UKC5813 | WARNING LAMP, 'hazard' | 1 | TR6 From (b) 34068CF |
| UKC5812 | WARNING LAMP, 'brake' | 1 | |
| 13H7986 | WARNING LAMP, 'fasten belts' | 1 | |
| UKC4394 | WARNING LAMP, 'EGR' | 1 | TR6 (c) CF12501 |
| | | | To (b) 34067CF |
| 13H9408 | WARNING LAMP, 'EGR' | 1 | TR6 From (b) 34068CF |
| GLB281 | BULB, warning lights | | |
| 219139 | LAMP, heater controls | 1 | TR6 From (c) CF1 |
| GLB286 | BULB, warning lights | 1 | |

For all other details please refer to the main Electrical System section, pages 136 to 139 & 156 to 157.

Heating And Ventilation

For details please see pages 166 to 167.

Chassis And Body Mountings

For details please see pages 194 to 199.

Body Panels And Fittings- TR250

For details please see pages 200 to 207 & 224 to 229.

Body Panels And Fittings-TR6

For details please see pages 208 to 217 & 230 to 243 (including trunks).

Doors And Fittings

For details please see pages 220 to 223.

Windscreen

For details please see pages 218 to 219.

Dash/Fascia

For details please see pages 168 to 171.

Hoods And Fittings

For details please see pages 244 to 247.

Tonneau/Stowage Covers And Fittings

For details please see pages 248 to 251.

Surrey/Hard Tops

For details please see pages 252 to 255.

Interior Trim

For details please see pages 172 to 177.

Seats And Fittings TR250

For details please see pages 178 to 179.

Seats And Fittings TR6

For details please see pages 180 to 189.

Carpets And Fittings

For details please see pages 192 to 193.

Seat Belts And Fittings

For details please see pages 190 to 191.

Commission Plates And Decals

For details please see pages 256 to 257.

Hardware

For details please see pages 262 to 263.

Paints

For details please refer to the inside back cover of this catalogue.

General Hardware &Fixings

Following is a listing of the common fasteners used on TR5, TR250 & TR6 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 and 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" | SH605081 |
| BH605091 | 1 1/8" | SH605091 |
| BH605101 | 1 1/4" | SH605101 |
| BH605111 | 1 3/8" | SH605111 |
| BH605121 | 1 1/2" | SH605121 |
| BH605141 | 1 3/4" | SH605141 |
| BH605151 | 1 7/8" | SH605151 |
| BH605161 | 2" | SH605161 |
| BH605181 | 2 1/4" | SH605181 |
| BH605201 | 2 1/2" | SH605201 |
| BH605221 | 2 3/4" | SH605221 |
| BH605241 | 3" | SH605241 |

3/8" UNF

| Hexagon Headed 9/16" A.F. Spanner Size | | |
|--|--------|-----------|
| Bolt | Length | Set Screw |
| | 3/8" | SH606031 |
| | 1/2" | SH606041 |
| | 5/8" | SH606051 |
| | 3/4" | SH606061 |
| | 7/8" | SH606071 |
| BH606081 | 1" | SH606081 |

3/8" UNF (Continued)

| Hexagon Headed 9/16" A.F. Spanner Size | | |
|--|--------|-----------|
| Bolt | Length | Set Screw |
| BH606091 | 1 1/8" | SH606091 |
| BH606101 | 1 1/4" | SH606101 |
| BH606111 | 1 3/8" | SH606111 |
| BH606121 | 1 1/2" | SH606121 |
| BH606141 | 1 3/4" | SH606141 |
| BH606161 | 2" | SH606161 |
| BH606181 | 2 1/4" | SH606181 |
| BH606201 | 2 1/2" | SH606201 |
| BH606221 | 2 3/4" | |
| BH606241 | 3" | |
| BH606281 | 3 1/2" | |
| BH606321 | 4" | |

7/16" UNF

| Hexagon Headed 5/8" A.F. Spanner Size | | |
|---------------------------------------|--------|-----------|
| Bolt | Length | Set Screw |
| | 5/8" | SH607051 |
| | 3/4" | SH607061 |
| | 7/8" | SH607071 |
| | 1" | SH607081 |
| | 1 1/8" | SH607091 |
| | 1 1/4" | SH607101 |
| | 1 3/8" | SH607111 |
| BH607121 | 1 1/2" | SH607121 |
| BH607141 | 1 3/4" | SH607141 |
| BH607161 | 2" | SH607161 |
| BH607181 | 2 1/4" | SH607181 |
| BH607201 | 2 1/2" | |
| BH607241 | 3" | |

1/2" UNF

| Hexagon Headed 3/4" A.F. Spanner Size | | |
|---------------------------------------|--------|-----------|
| Bolt | Length | Set Screw |
| | 1/2" | SH608041 |
| | 5/8" | SH608051 |
| | 1" | SH608081 |
| | 1 1/2" | SH608121 |
| | 1 3/4" | SH608141 |
| BH608141 | | |
| 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 | Size | Length | Countersunk |
|----------|--------|--------|-------------|
| Headed | | | 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 | Size | Length | Countersunk |
|----------|-----------|--------|-------------|
| Headed | | | 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 |
| GHF201 | 5/16" UNF | 1/2" | NT605041 |
| GHF202 | 3/8" UNF | 9/16" | NT606041 |
| GHF203 | 7/16" UNF | 5/8" | JN2110 |
| GHF204 | 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" | |
| GHF221 | 1/4" UNF | 7/16" | GHF271 |
| GHF222 | 5/16" UNF | 1/2" | GHF272 |
| GHF223 | 3/8" UNF | 9/16" | GHF273 |
| YN2910 | 7/16" UNF | 5/8" | GHF274 |
| GHF225 | 1/2" UNF | 3/4" | GHF275 |
| 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" | NL608041 |
| 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" UNF | 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 |
| WF600081 | 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" | PWZ203 |
| GHF300 | 1/4" | GHF314 |
| GHF301 | 5/16" | WP105 |
| GHF302 | 3/8" | GHF316 |
| 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" |
| FHS2520 | 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" | 13/16" |
| DP414 | 1/4" | 11/16" | | | |

Clevis Pins

(Measured from under head to end)

| Part Number | Length | Dia. | Part Number | Length | Dia. |
|-------------|---------|-------|-------------|----------|-------|
| 108326 | 1/2" | 1/8" | CLZ412 | 3/4" | 1/4" |
| PJ8504 | 3/8" | 3/16" | CLZ413 | 13/16" | 1/4" |
| CLZ307 | 7/16" | 3/16" | CLZ414 | 7/8" | 1/4" |
| CLZ308 | 1/2" | 3/16" | CLZ415 | 15/16" | 1/4" |
| CLZ309 | 9/16" | 3/16" | CLZ416 | 1" | 1/4" |
| CLZ310 | 5/8" | 3/16" | CLZ417 | 1 1/16" | 1/4" |
| CLZ311 | 11/16" | 3/16" | CLZ427 | 1 11/16" | 1/4" |
| CLZ312 | 3/4" | 3/16" | | 1/2" | 5/16" |
| CLZ313 | 13/16" | 3/16" | | 9/16" | 5/16" |
| CLZ314 | 7/8" | 3/16" | CLZ510 | 5/8" | 5/16" |
| CLZ315 | 15/16" | 3/16" | CLZ511 | 11/16" | 5/16" |
| CLZ316 | 1" | 3/16" | CLZ512 | 3/4" | 5/16" |
| CLZ317 | 1 1/16" | 3/16" | CLZ513 | 13/16" | 5/16" |
| | 3/8" | 1/4" | CLZ514 | 7/8" | 5/16" |
| | 7/16" | 1/4" | CLZ515 | 15/16" | 5/16" |
| CLZ408 | 1/2" | 1/4" | CLZ516 | 1" | 5/16" |
| CLZ409 | 9/16" | 1/4" | CLZ517 | 1 1/16" | 5/16" |
| CLZ410 | 5/8" | 1/4" | CLZ518 | 1 1/8" | 5/16" |
| CLZ411 | 11/16" | 1/4" | | | |

Split Pins

| Part Number | Length | Dia. | Part Number | 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 & Fittings

Brake and Fuel Pipe

Supplied in 25 foot rolls.

| Part Number | 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 | 3/8" BSF | 3/16" |
| | BCA4370 | 7/16" UNF | 1/4" |
| AEHU7 | BHA4706 | | 3/16" |
| | AUSU40A | 1/2" UNF | 5/16" |

Female Pipe Nuts

| Brass Part Number | Steel Part Number | Thread Size | Pipe Bore |
|-------------------|-------------------|-------------|-----------|
| AEHU1A | AEHU1A | | 3/16" |
| AEHU2A | SU2A | 10mm x 1mm | 3/16" |
| AEHU4A | SU4A | 7/16" UNF | 1/4" |
| | HU41A | 1/2" UNF | 5/16" |

Bleed Screws

| Part Number | Thread Size |
|-------------|-------------|
| 556508A | 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" |
| GHC507 | 5/8" - 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" |

Hose Clips ('Supergrip' type) (Cont.)

(With single slotted hexagon head)

| Part Number | To Suit Diameters | Part Number | To Suit Diameters |
|-------------|-------------------|-------------|-------------------|
| 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" |
| 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" | GHC2228 | 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

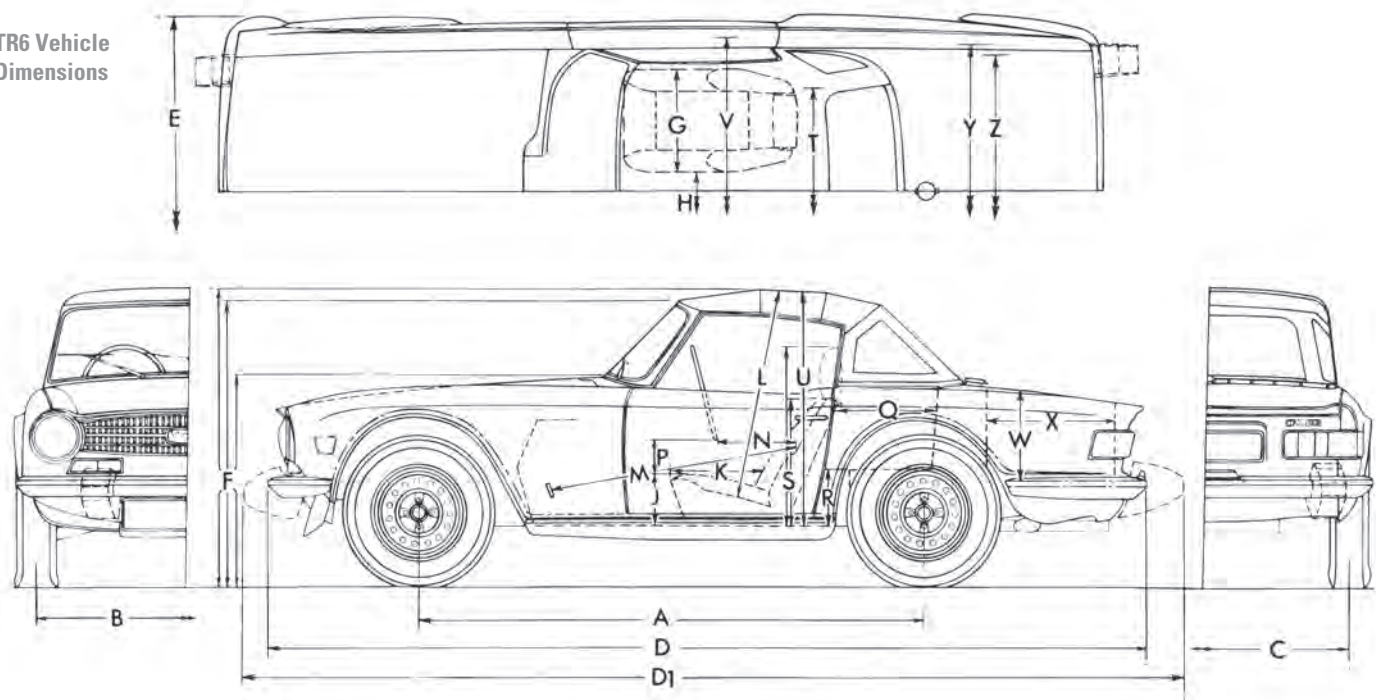
Open End Type

| Part Number | Diameter | 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" | | |

Cable Ties

| Part Number | Length |
|-------------|--------|
| GHF1265 | 3 1/2" |
| GHF1266 | 5 1/4" |
| RTC222A | 6" |
| GHF1267 | 8 3/4" |
| GHF1268 | 11" |

TR6 Vehicle Dimensions



Vehicle Dimensions

| Dim. | Description | inches | mm | | | | |
|------|---------------------------------------|--------|------|---|---|-------|------|
| | | | | R | Height - floor to top of seat squab | 22.50 | 572 |
| | | | | S | U.S. only - floor to top of seat restraint | 30.00 | 762 |
| | | | | T | Width between wheel arches | 33.50 | 850 |
| A | Wheelbase | 88.00 | 2240 | U | Maximum interior height | 40.50 | 1030 |
| B | Front track: disc or wire wheels | 50.25 | 1276 | V | Maximum interior width | 50.00 | 1282 |
| C | Rear track: disc or wire wheels | 49.75 | 1264 | W | Luggage compartment height: | | |
| D | Overall length | 155.00 | 3937 | | Maximum | 13.50 | 343 |
| D1 | Overall length, (1974 U.S. market) | 162.13 | 4118 | | Minimum | 9.50 | 242 |
| E | Overall width | 58.00 | 1470 | X | Luggage compartment depth | 20.00 | 508 |
| F | Height, (unladen) | | | Y | Luggage compartment width: | | |
| | Soft top - hood erect | 50.00 | 1270 | | Maximum | 46.00 | 1170 |
| | To top of windscreen | 46.00 | 1170 | | Minimum | 44.00 | 1117 |
| | Hood folded and windscreen removed | 40.00 | 1020 | Z | Luggage compartment effective opening width | 43.00 | 1091 |
| G | Seat width | 19.00 | 483 | | | | |
| H | Width between seats | 6.00 | 152 | | | | |
| J | Seat height - floor to cushion | 7.50 | 190 | | | | |
| K | Seat depth | 16.50 | 419 | | | | |
| L | Headroom from seat cushion | 36.00 | 915 | | | | |
| M | Seat squab to clutch pedal: | | | | | | |
| | Maximum | 40.50 | 1030 | | | | |
| | Minimum | 36.00 | 915 | | | | |
| N | Seat squab to steering wheel: | | | | | | |
| | Maximum | 18.50 | 470 | | | | |
| | Minimum | 14.00 | 355 | | | | |
| P | Seat cushion to steering wheel | 6.50 | 165 | | | | |
| Q | Length of luggage space behind seats: | | | | | | |
| | Maximum | 21.50 | 546 | | | | |
| | Minimum | 17.00 | 432 | | | | |

PAINT & COLOUR CODES



Here is a list of the colours used on the TR5-6 between 1967 and 1976. 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

Signal Red (32) - On the right are the paint colours applied to TR5-6 models during production.
1967-71 -
CCRD32 (TU)

- Signal Red** - Is the colour name.
- (32)** - The figure in brackets is the original TR factory paint code.
- 1967-71** - The dates refer to model years during which the paint was used.
- CCRD32** - Is the Moss paint code.
- (TU)** - Means that a touch up option is available.

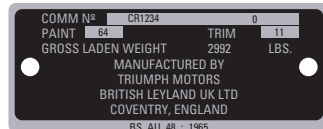
Signal Red (paint code 32) was available for the 1967-71 model year cars. It is available from Moss as an aerosol (part no. CCRD32) or as a touch up (part no. CCRD32TU).

Immediately left of the paint colour swatch are the trim colour options available for that particular paint colour. (The names of each trim colour are shown below). The dates shown in the swatch apply to the model years during which the trim colour was available. Thus Signal Red cars were available with Light Tan (1969), New Tan (1970-71) and Black (1967-71) (Above left).

| | | | | | | | | |
|------------|------------------|----------------|--------------------|------------------|--------------|------------|---------------|-----------|
| Black (11) | Matador Red (12) | Light Tan (13) | Midnight Blue (16) | Shadow Blue (27) | New Tan (33) | Beige (44) | Chestnut (63) | Grey (78) |
|------------|------------------|----------------|--------------------|------------------|--------------|------------|---------------|-----------|

PAINT & TRIM CODES

| | | |
|----------|-----------|-----------|
| Black 01 | Yellow 04 | Purple 07 |
| Red 02 | Green 05 | Grey 08 |
| Brown 03 | Blue 06 | White 09 |



The commission plate on the scuttle provides information about the vehicle colour, trim material and trim colour. The two or three digit codes are based on groups formed around a basic colour.

For example "Signal Red" has a code of 32, Pimento 72 and Carmine 82 (the eighth colour in the range). Trim colours use the same codes - Matador Red has a code of 12, while Light Tan trim from the brown range is 13 Sienna 23. The trim material can also be identified. A prefix letter 'H' in the trim box of the commission plate identifies leather trim, prefix 'C' indicates cloth. The absence of a prefix indicates leather cloth.

ADDITIONAL NOTES

- Conifer Green was often referred to as Triumph Racing Green.
- New Tan replaced Light Tan early on in the 1970 model year - so some early 1970 cars may well have Light Tan trim.
- Colours marked • were applied to the TR5/250 models.
- Carpet colours matched the trim except in the case of Chestnut Beige trim when the New Tan carpet was supplied.

FINISHING TOUCHES

Rear Panel The rear panel of the TR6 was painted in Satin Black (part no. CCSB2).

Wheels The wheels (both wire and pressesteel types) can be painted using silver wheel paint (part no. CCWP1). Wire Wheels were originally lacquered, but by using the CCWP1 and a few coats of clear lacquer a similar effect can be achieved.

High Build Following minor bodywork repairs Primer start off by using high build primer (part no. CCP1) prior to using primer and gloss coats.

| | | | | | | | |
|--------------|----------------|------|--------------|--------------|------|----------------|-------------------------------------|
| 1972 1975 | • 1969 1971 | 1969 | 1970 1972 | 1973 1976 | 1976 | • 1969 1976 | White • (19) 1967-76 CCWT19 (TU) |
|--------------|----------------|------|--------------|--------------|------|----------------|-------------------------------------|

| | | | |
|----------------|----------------|----------------|---|
| | • 1969 1976 | • 1969 1976 | Black • (11) 1967-76 CCSB1 (TU) |
| 1969 | 1970 1971 | • 1969 1971 | Signal Red • (32) 1967-71 CCRD32 (TU) |
| | 1973 1976 | 1972 1976 | Pimento (72) 1967-76 CCRD72 (TU) |
| 1972 | 1973 1974 | 1976 | Carmine (82) 1973-76 CCRD209 (TU) |
| | 1969 | 1970 1972 | Damson • (17) 1969-72 CCRD17 (TU) |
| | | 1970 1973 | Sienna (23) 1971-73 CCBG23 (TU) |
| | 1974 | 1976 | Maple (83) 1974-75 CCBG73 (TU) |
| | | 1976 | Russet Brown (93) 1967-76 CCBG205 (TU) |
| • 1969 | 1976 | • 1969 1970 | Jasmine • (34) 1967-72 CCYL34 (TU) |
| | 1971 | 1971 1972 | Saffron (54) 1971-72 CCYL54 (TU) |
| 1973 1976 | 1976 | 1973 1976 | Mimosa (64) 1973-75 CCYL64 (TU) |
| | 1976 | 1976 | Topaz (84) 1975-76 CCYL84 (TU) |
| | | 1976 | Inca (94) 1976 CCYL207 (TU) |
| 1969 | • 1969 | • 1969 | Conifer Green • (125) 1967-70 CCGN125 (TU) |
| 1970 | 1970 1971 | 1970 1972 | Laurel (55) 1969-71 CCGN55 (TU) |
| | | 1973 1974 | Emerald (65) 1972-73 CCGN65 (TU) |
| | 1976 | 1976 | 1975 BRG (75) 1975-76 CCGN75 (TU) |
| | | 1976 | Java (85) 1975-76 CCGN85 (TU) |
| • 1969 1971 | • 1969 1971 | • 1969 1971 | Royal Blue • (56) 1967-71 CCBU56 (TU) |
| 1972 | 1971 1974 | 1971 1974 | Sapphire (96) 1971-74 CCBU96 (TU) |
| | 1973 1974 | 1973 1974 | Mallard (106) 1973-74 CCBU106 (TU) |
| | | 1973 1976 | French Blue (126) 1973-75 CCBU126 (TU) |
| | 1976 | 1976 | Delft (136) 1975-76 CCBU136 (TU) |
| | 1976 | 1976 | Tahiti Blue (65) 1976 CCBU65 (TU) |
| • | • | • | Wedgewood Blue • (26) 1967 CCBU26 (TU) |
| • | • | • | Valencia Blue • (66) 1967 CCBU66 A |
| | | 1973 1974 | Magenta • (92) 1973-74 CCRD92 A |
| 1972 1975 | • 1969 1971 | 1969 | White • (19) 1967-76 CCWT19 (TU) |

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