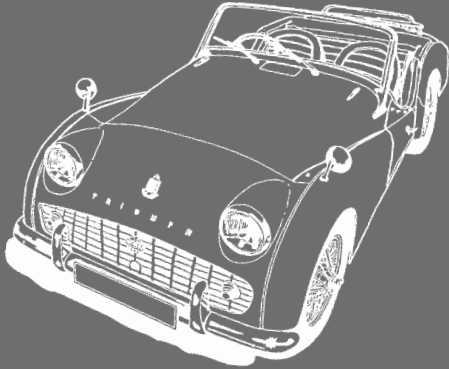


Production Dates & Commission Numbers

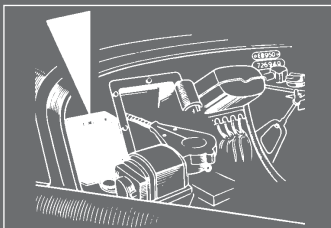
When ordering parts, it is essential that you identify your car exactly, by model year and serial number. Since many part changes were made during model years, the commission number, engine number and body number provide the only positive identification. Quite often a car's title will not show the correct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



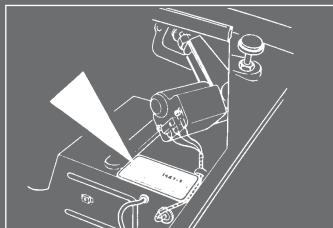
YEAR	MODEL	COMMISSION NUMBER	
		(From)	(To)
1953 1954 1955	TR2	TS1 (Aug) TS303 TS5193	TS302 TS5192 TS8636 (Sept)
1955 1956 1957	TR3	TS8637 (Sept) TS9666 TS14999	TS9665 TS14998 TS22013 (Sept)
1957 1958 1959 1960 1961	TR3A	TS22014 (Sept) TS25633 TS41630 TS65124 TS82030	TS25632 TS41629 TS65123 TS82029 TS82346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



Location of Serial Numbers...



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



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

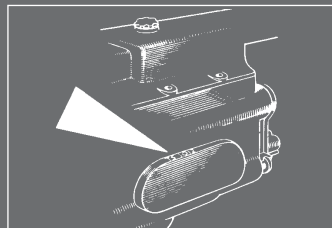
*A Note on TR3B's

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

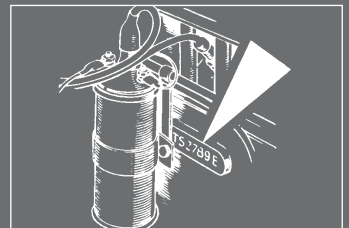
Supersession of Parts

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

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



TR4A Gearbox Number
This number is stamped on the left hand side of the gearbox casing.



TR4A Engine Number
The engine number is stamped on the left hand side of the cylinder block.

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Extra Performance

Moss can help you with extra performance for your TR, firstly you need to answer the following...

1. Do you want higher speeds on the motorway or more mid-range torque?
2. Do you drive your car fairly hard on a daily basis, or just use it on weekends?
3. Would you like that little bit more power, or do you want maximum bhp?
4. Do you just want the car to be quicker through bends?
5. Then we could ask, have you, or are you going to, upgrade the brakes?
6. Are your suspension and/or steering bushes/components ok?
7. Will your transmission and drive train handle more power/speed?
8. Is your car standard, or has it been previously overhauled/uprated?

On the following pages, you will find a range of quality components that will improve engine performance, braking, steering and the handling of your classic. Before increasing the power output and speed of any vehicle, you **MUST** ensure that your brakes, steering, chassis etc can cope with the modifications, and a roll bar is a very sensible investment for all open top sports cars.

Important Descriptions and Dimensions.

As we have no control over installations/modifications, whether previous or current, it is the sole responsibility of the user to ensure safe and correct fitment, tolerances and clearances. Manufacturers/suppliers descriptions and dimensions are given in good faith at the time of publication. Errors & Omissions Excepted.

Body Panels

We supply a range of replacement aluminium and fibreglass panels. See body panels section for details.

Cooling

Water Cooling

Although the standard radiator is adequate in cooling the TR engine in traffic, the fitting of a Kenlowe electric fan has been found to be very worthwhile, not only to improve cooling but unlike the standard fan it does not absorb energy, approximately 3bhp, from the engine. We also supply along with an alternator conversion kit, a narrow fan belt kit suitable for all TR2-TR4A models. We also stock aluminium radiators. See Restoration section for full details.

Engine Oil Cooling

The use of an oil cooler on this engine is probably a very good idea, you only need to drive the car in normal motorway traffic to see the oil pressure drop when the engine has been warmed up. The engine was not designed for use with the modern high viscosity oils now produced. Our oil cooler kits are listed in various styles to suit all needs. The kits are supplied with ready assembled hoses and mounting brackets. The installation kit can be supplied with a thermostatic controlled adaptor plate for road cars which can give you the best control of the oil temperature. We also list spin-on oil filter conversions, with a thermostatic control to use with an oil cooler if preferred.

Axle Cooling

If you want to make sure that your rear TR4 IRS axle is getting maximum cooling, then check out our aluminium finned rear differential covers. See Restoration section for full details.



Ignition System

Note: It is necessary for the car to be set-up on a rolling road to ascertain the required static timing, to obtain the optimum power.

Standard Distributor

The standard distributor when in good condition, will work quite satisfactorily up to and including fast road spec cam profiles. If replacing, then always use the late TR4A advance curve specification for the distributor, or better still, our race spec unit which will cope much better with modern fuel.

Electronic Ignition

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

Lucas Advance Springs

For Lucas distributors, we are able to supply a set of five advance springs, part No. TT1903, so that the advance curve can be tailored to suit your own requirements. These are used to restrict the low speed advance curve to reduce the pinking problem.

Mallory Distributors

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

Performance HT Ignition Leads

It makes sense if you have fitted a sports coil, uprated distributor and high grade spark plugs, to fit high performance silicone or competition plug leads.

Brake System

This is a very important area that must be attended to when carrying out any conversion work. We will continue on the assumption that the braking system is in a working condition and that the brake discs/drums are not 'worn out' or badly 'scored', both of which will affect the possible braking efficiency. For some models we supply uprated brake pads that can be used with standard calipers and disc as well as complete uprated brake kits. We also stock finned/alloy rear brake drums, for 9" brakes.

General Brake Information

When fitting new pads/linings it is essential that they are bedded in correctly for them to work efficiently and give the best results. Remember, some, but not all brake pads and linings, were made from asbestos; for personal safety do not use a brush or air line to remove brake dust, but instead use a vacuum cleaner or a damp cloth together with a can of brake cleaner. Make sure the dust and/or cloths are disposed of properly.

Brake drums and discs also need bedding in on low speed gentle braking for about 10 miles; gradually raise the speeds, but maintain the gentle braking application. Then make 2 to 3 heavy braking applications, which should complete the bedding in. We also recommend the fitting of 'stainless steel braided' hoses that give a firmer brake pedal and less pressure drop through hose expansion. Complete brake pipe sets are also available and are supplied ready assembled with unions for easy installation. For racing applications the rear brake cylinder may need to be changed to one with a smaller bore to balance the braking.



Upgraded Brake Components

There are no upgraded pads/linings currently available for the TR3-4 models which use the bolt and clamp plate pad retainers. All later models use the horizontal pin fitting, of which there two sizes - so beware. We supply upgraded front disc brake kits for TR4 & TR4 models, including TR5-6 type ventilated brakes, and finned alloy 9" rear brake drums, along with upgraded brake shoes, for TR3-TR4's. For racing applications the rear brake cylinder should be changed for one with a smaller bore.

Brake Servo

This is recommended for all cars with single braking system. This uses a remote servo unit which is 'plumbed' into the brake line and inlet manifold. The increase in braking efficiency is well worth the cost of this item for a road car and in some instances can be used for racing applications as well.

Steering

It goes without saying that all steering components/bushes must be thoroughly inspected and replaced as a matter of course if suspect. As well as stocking quick racks for late TR4 & TR4A's (which have a high ratio pinion giving you lock-to-lock in only 2.5 turns, compared to the standard 3.5) that gives you 'pin point' steering, we also supply a steering rack conversion for TR2-3A models that will give 2.6 turns lock-to-lock.

Note: If you have solid alloy steering rack mounts - which are essential for competition conditions because they minimise rack movement, they do not compensate, unlike rubber bushes, if the car is heavily kerbed.

Suspension Tuning

When rebuilding or modifying the suspension make sure you check all components for wear.

The recommended order of suspension tuning for TR2 to TR4 models is:

The front anti-roll bar, adjustable front shock absorbers and upgraded front/rear suspension bushes, then you can tailor the rest of the suspension to your own requirements.

The order of priority for suspension tuning for TR4A models is:

1. Front Anti-Roll Bar
2. Rear Springs and Rear Shock Absorbers (or conversion)
3. Upgraded Suspension Bushes
4. Front Shock Absorbers
5. Front Springs
6. Rear Anti-Roll Bar



Front Suspension

TR2-3 & TR4

Anti Roll Bar

This is essential for a road car to ensure some degree of stability for modern day traffic speeds. The bar helps to maintain the inner wheel in contact with the road when cornering hard, which will make the steering feel much more positive whilst also reducing some of the understeer inherent in this range. The bar is supplied complete with the mountings and bushes. See the relevant pages in this catalogue for full detailed and illustrated listings. The standard rubber outer link bushes supplied with the front anti roll bar are okay for road cars, but for they may need upgrading... to hard rubber, polyurethane or nylon. Hard rubber bushes are ideal for fast road use and increase the bar strength by approximately 15%. Polyurethane bushes are the best compromise between standard rubber bushes and nylon 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 nylon alternatives. They are naturally self-lubricating. Solid nylon bushes are more suitable for sprint/competition use where the firmer control can be adjusted to suit. Strength increase is approximately 25%.

Front Shock Absorbers

The rate of damping on the shock absorber must be improved - whether or not you fit upgraded road springs. We also supply upgraded top shock absorber bushes, order part number 21A860SP, that will fit all makes of front shock absorbers. Refer to the Restoration section for full details of upgraded shock absorbers.

Front Springs

The road springs usually require to be improved in rate to suit modern day traffic speeds and also adjusted in height, depending on requirements. We list a range of springs to suit most requirements.

Note: All TriumphTune springs **MUST** be used with our standard 2" alloy spring spacer 107682, it may not be required for lightweight cars, and is not required when fitting standard springs.

Nylatron Bush Kits

The replacing of the inner top wishbone rubber bush with nylatron (which is self lubricating) is highly recommended for improved control and less suspension deviation during braking and cornering. Our nylatron bush kits may reduce suspension noise and will make the vertical action much easier therefore making the whole suspension work better. The bushes also stop the standard excessive fore and aft movement - which even occurs if brand new standard rubber bushes are fitted. The same kit of nylatron bushes/sleeves/end washers and sealing rings may be used for the upper and lower wishbone points.

Top Wishbone

The top arms can be adjusted in length, ie shortened, for competition use to attain the negative camber setting. This is only recommended when the rest of the suspension tuning/car set up has been done, so that the standard camber angle can be checked and then adjusted to suit. The recommended setting is 0-1 degree negative. Though a far better method would be to use our 1.5 negative degree vertical links, part No TT3003, for TR2-4 cars, and to re-shim the lower wishbones on TR4A.

Racing

The castor angle on the TR2-4 models prior to CT 6244 is 0 degrees. This is okay for a road car but for maximum road holding the later type suspension may be used which will give the 3 degrees castor angle. This requires the use of the later 3 degrees trunnions and top wishbones plus the required fittings and top ball joints.

Camber

The standard camber angle is set at 2 degree positive, when fitting lowered springs this will be reduced to 0-1 degree positive and, depending on wheels and tyres this should be reduced to 1 degree negative as a normal maximum. Again, TT3003 negative links may assist here.

Note: When used with lowered springs it is essential to check the bump stops for adequate clearance so as to alleviate any 'bump steer' when cornering hard.

TR4A

Front Anti Roll Bar

The TR suspension design needs the assistance of the front anti-roll bar to maintain the inner front wheel in contact with the ground road when cornering with any verve. TR4A models were not fitted with a front anti-roll bar as standard, so an installation kit is required. The outer bar mounting point rubbers can be changed for stronger rubber or solid nylatron. These are usually only required for competition use, where the fine adjustment of anti-roll bar tension can set-up the car correctly for the best roadholding, but may also be used to fine-tune road cars.



Front Shock Absorbers

When you fit uprated springs it is essential that you also fit adjustable dampers. We also supply uprated top shock absorber bushes - order part number 21A860SP. See Restoration section for full details of uprated shock absorbers.

Front Springs

The standard specification springs were designed primarily for the U.S.A. market. For the average enthusiast the rate needs to be increased to stop front end floating at modern day speeds and the height may need to be reduced to improve the roll centre of the car. Before altering the car, measure the fitted height of the front and rear springs. This will allow you to compare the figures and make the right choice for the height of the new springs, as the lengths we list are for new springs. Remember that a change of tyre size, 185/70 to 195/60 etc... and wheel width will also change the ground clearance. If you are still unsure please write/phone for assistance, quoting your standard fitted heights. For all applications we recommend that the car is set-up so that it is level, both for appearance and for road holding.



Racing

Please check this catalogue for recommendations.

We have re-manufactured the special Churchill spring compressor tool, part No. GAC5076 - which can also be used for fitting new camshaft bearings.

Front Chassis Strengtheners

The inner front mounting bracket tends to be a weak point on the suspension design. We have therefore produced supporting brackets for welding into position. Order part numbers TT3259R and TT3259L. These were fitted as standard on late '73 and future TR6 models. For competition use, the actual brackets must also be checked over regularly for fracturing and damage. This is also necessary if a road car is kerbed heavily.

Inner Fulcrum

The inner pivot bracket on most cars, originally used only one stud for attachment to the chassis mounting bracket. This may have been adequate for a road car in the 1960's, but if wide tyre/wheels are being used, then it is recommended that the extra bolt is fitted to the pivot bracket. When fitting make sure that the new bolt head will clear the wishbone arm when installed.

Note: All our new inner fulcrum brackets are of the 2 bolt fixing type, part No. 148691.

Bushes

For all fast road or competition cars the inner bushes should ideally be replaced with the nylatron bush kit, as these give improved suspension action as well as vastly improved location. The bush set allows easier vertical movement which will improve suspension action whilst eliminating fore-aft float, which occurs with the standard rubber set-up. The suspension may be a little noisier in it's operation.

Top Wishbone

The fitted height of the spring will also affect the amount of camber, so this can only be adjusted once the car is back on it's wheels and fully loaded, the camber is then measured and adjusted as necessary. The optimum for racing use is 0-1 degree negative. The best way to achieve the desired camber is to simply add shims to the lower inner pivot.

Rear Suspension

TR2-3 & TR4

The rear suspension only needs slight alterations to make the car handle well.

Rear Anti Roll Bar

The use of this type of bar improves rear end stability, so that ride is not impaired. The fitting of the bar is fiddly but worthwhile. If used with round silencer system, TT5001-TR2-3-3A, then the exhaust will need to be dropped slightly for the bar to be dropped slightly for the bar to be installed. The roll bar rate can be adjusted with bushes, and should be adjusted for 'balance' against the front end with the bushes.

Rear Shock Absorbers

If you prefer to retain your lever arm units, we stock 25% uprated units, or, you could fit one of our Telescopic Conversion kits. See Restoration section for full details.

Rear Shock Absorber Conversion

Specially designed for the TR range, our telescopic conversion kits will give you a far better shocker action and improved ride. The units are adjustable and allow the damping action to be made to suit your needs/car. The design allows the axle to be located better to stop spring 'wind up' and as well as giving a better damping action. The conversion brackets are available to suit the TR3-3A and TR4 models. On the TR2-3 models with sloping rear floor there may be some internal modifications necessary to clear the brackets, on all other models the brackets are a direct fitment. The bracket fitted to the axle is clamped into position but does require one part to be welded into place for extra strength.

Rear Leaf Spring

The leaf spring is available in standard, lowered or uprated specification. The lowered spring is recommended for fast road competition cars as it gives the rear-end pliability which is required for the best road holding.

Early Models

For cars prior to 1962 where a flat type of spring and no spacer is used, use the lowered spring, or for full race, use the competition spring, but if the car is very light then this will require setting to suit your application, alternatively, use the single leaf type spring.

Late Models

The late models, from CT2333, are fitted with a longer spring and a spacer below the axle. This type does give a better ride but allows more axle wind-up, again for fast road use the lowered spring is required, but for competition use the early spring and a telescopic kit would be essential. To control the wind-up problems on this range, it is recommended that the telescopic kit is used, as the standard lever-arms would not cope.

Bushes

Replacement nylatron bushes are available for the rear of the leaf spring and used on the front of the spring locator kit, which allows the spring to move in a vertical direction, but will restrict the side ways deflection that creates rear end steering.

TR4A

Rear Anti Roll Bar

The rear roll bar is recommended for all fast road cars, where the action will improve the road holding substantially. The design allows the bar to operate progressively, so that it does not make the car twitchy. For racing the use of the bar will depend on your own set-up and may need experiments to be carried out, to determine the right combination to suit your own driving. Variations include the use of outer locator cones, TT3906, which improve the fitting to the rear trailing arm and also harder bushes.

Lever Arm Rear Shock Absorbers

The lever arm unit can be supplied in two forms for road and racing. We can supply brand new or reconditioned exchange 25% road uprated units. The racing units have the damper setting increased by 50% and are based on new units.

Rear Shock Absorbers Telescopic Conversion

Our conversion kits enable modern adjustable telescopic units to be easily installed on the car. This conversion not only gives you a much smoother ride, but also allows far better location for fast road (and competition where rules allow its use), allowing you to fine-tune and balance the car to your requirements. See Restoration section for full details.

Rear Coil Springs

Standard springs are listed in the Restoration section but most owners will know that there are very few TR's that end up at the same fitted height. The standard springs tend to sag very easily, so again it is essential for you to measure the spring when it is fitted on the car, ie: car in normal running condition as on the road/track. See suspension section for full range of uprated springs and fitting recommendations.

Mounting Brackets

The trailing arm is mounted via four brackets to the chassis, these are in pairs, inner and outer. The fitment on the model range is listed here, identified by the notches in the bracket:

	INNER	OUTER
TR4/TR5 & Early TR6	1 Notch	2 Notch
TR6 Late Models	3 Notch	1 Notch

The late models had the 3 notch bracket fitted so that the camber can be maintained at 0 degrees, with the longer standard springs. When fitting the shorter springs it is possible to alter the brackets so as to maintain the camber angle at 0-2 degrees negative. The actual combination may vary from above, so it may require you to install the rear spring first, check camber and then adjust if necessary. Normally this is not essential for road cars, unless using the low race springs. It is important that these brackets are fitted the correct way onto the car as this will alter the camber and 'driveability' of the car.

Trailing Arm Bushes

The rubber bush fitted to the trailing arm needs to be stronger - to cope with the improved power, by reducing rear end steerage. We have had the TT3266 specially manufactured in polyurethane with a stepped centre sleeve to stop the bush splitting when under extreme loads. This modification is very well worthwhile on pure road cars such as the improvement 'back end' location.

Wheels & Tyres

These can obviously alter the overall gearing considerably, so it is an important feature of any intended conversion. Again some applied thought before you start may save you time and money later on. With the availability of modern high grip, and mostly low profile tyres, this area will probably make more difference than any other single alteration to the overall performance of the TR. Here we show the, normal, recommendations/combinations for fitting larger wheels and tyres. This is not a definitive list as your particular requirements may include major suspension/body modifications.

Wheels

MODEL	STANDARD WHEEL SIZE	ROAD/SPRINT WHEEL SIZE	RACING WHEEL SIZE
TR4-4A	4 or 4.5"	4 To 4.5"	5.5 To 6"

Tyres

The range of tyres available now is considerable, so we are not in a position to recommend any particular brand over another. However, the size that you use is also important not only as it alters the overall gearing but also the ride height and weight of the steering. This chart can be used a rough guide for virtually any car.

SIZE/PROFILE	80	70	60
13"	155	165	185
14"	165	185	205
15"	165	185	205

Transmission

Clutch System TR2 To TR4

The spring type of clutch used on these models can be retained, but it is preferable to convert to the diaphragm type - which is quite simple. The 4A type of diaphragm clutch will accept far more power and seriously reduces reciprocating weight - freeing up valuable bhp. The parts required are the cover, plate, release bearing and the TR4A clutch sleeve, bearing carrier. The existing flywheel can then be re-drilled, which Moss can do for you, to suit the clutch cover. Why not lighten the flywheel at the same time?

Clutch System TR4A

The standard cover is adequate for a road modified car but if the car is required for mild competition work, then the uprated road cover is ideal. This is slightly heavier to operate, but still enables the clutch to be held for road use. For full competition work the race cover is essential, but this is strictly an in/out operation, unless you have very strong leg muscles!

Uprated Clutch

These components are built specially for fast road/sport or full competition use, and are not recommended for pure road cars.

Clutch Plate

The diaphragm clutch plate for the standard TR gearbox uses a 11/4" diameter input shaft. This and other plates are available. See restoration section for full range and details.

Dog Clutch

We supply a set of gears and hubs convert your TR4 gearbox to dog engagement, which permit clutch-less fast gear changes. If you have to ask what a dog clutch gearbox is, you probably don't need one. This a pure full race application. See Restoration section for full details.

Flywheel

There were many design differences during the life of the TR engine, and the flywheel may have been swapped around during the many rebuilds. The standard flywheel on the TR3 was the lightest produced with the TR4A being the heaviest, approximately 31lbs. We also supply brand new steel flywheels, weighing 9lbs/4kgs that are primarily for competition use where weight reduction can be fully used, but can be used on fast road cars. Please refer to the Restoration section for full details.

Note: The flywheel and ring gear **MUST** be matched to the starter motor. See Restoration section for our range of high-torque geared starters.

Gearbox Ratios

The input shaft on TR 4A/5/6 gearboxes is 10 spline x 1.25".

The input shaft on 2000 Saloons and Sprints gearboxes is 10 spline x 1.00.

GEAR RATIOS	1st	2nd	3rd	4th	O/DRIVE
TR2-6 (Pre 1973)	3.14	2.10	1.33	1.00	0.78
LATE TR6	2.99	2.10	1.39	1.00	0.75
CLOSE RATIO	2.19	1.57	1.23	1.00	N/A

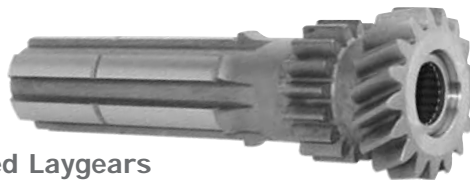
If you have one of these models; 2000/2500 Saloon and Dolomite Sprint (Standard) models use the same ratios as listed for TR boxes, depending on the year of manufacture of the individual gearbox.

Close Ratio Gear Sets

We stock close ratio gear sets which are suitable for all Triumph gearboxes with needle roller constant pinion bearings, including 2000 but not Stag or Sprint. Close ratio gears are not recommended to be used with axles of 3.7:1 ratio or higher. For lower differential ratios for all axles using 3/8" crown wheel fixing bolts). If you want to keep the engine on cam then this gear set is the answer. Please see Restoration section.

Wide Ratio Gear Sets

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



Uprated Laygears

Since its introduction in 1961, the Achilles' heel of the 4 speed synchromesh gearbox - as fitted to TR4-6, Dolomite Sprints and the Big Triumph saloons, was the laygear and layshaft. Moss uprated laygears come with bearings pre-fitted, ready to install, with no modifications needed. See Restoration section for details.

5 Speed Gearbox Conversion

Our precision engineered 5 speed gearbox conversion kits include everything you need, including a gearbox unit, to convert your classic to 5 speed. See Restoration section for full details.

Uprated Overdrive

We may be able to uprate your own overdrive if the unit is in good condition. Which is Strongly recommended for competition use. Please see Restoration section for full details.

Axle Ratios

The easiest way of altering the acceleration or cruising speed, is to change the axle ratio, either as a unit or crown wheel and pinion. Due to the many production variations on the same model range some of these ratios cannot be fitted directly. The higher the numeric value of the ratio - the lower the gearing ie: lower top speed for the same rpm. The chart here covers the range of ratio's that have been available to suit the TR2-6.

When changing the differential ratio, please think of the overall effect to your cars performance, including the selection of the road wheel and tyres, especially regarding 50/55/60 aspect tyres, and the ability of your engine to pull maximum rev's is also an important factor.

DIFFERENTIAL RATIOS	3.45:1	3.70:1	4.1:1	4.3:1*	4.55:1
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Limited Slip Differential Unit (LSD)

Limited slip differentials allow maximum drive to the wheels giving more grip under hard acceleration and cornering. Safety with performance. Please don't forget, before increasing the power output and speed of any vehicle, you should ensure that your brakes, steering, chassis etc can cope with the modifications, and, a roll bar is a very sensible investment... for all open top sports cars.

Guides To Engine Tuning

Tuning The TR Engine

The TR engine can be made to produce good reliable power for a road car within the normal mans budget.

Note: Low Port Heads. For the TR2 models fitted with this type of cylinder head, the basic unit must be checked over carefully, as the central alloy core plug tends to rise and cause early failure. Low port cylinder heads don't necessarily mean low power, however, on high performance big bore engines it would be a large handicap.

Engine Balancing

With all Triumph engines engine balancing is essential, both in general rebuild or competition use. The rotating components are all balanced to reduce any engine vibrations in two operations. The crankshaft, flywheel, and clutch cover are stage balanced. The connecting rods are end balanced and the pistons are then balanced to each other with the con-rods allocated. The end result is that the vibration point usually felt at 2500 - 3400rpm is removed or reduced to insignificant levels.

The Stages of Tuning

The correct order for engine performance improvement is as follows, which is not the same for all other engine designs.

1. Balance the flywheel and fit a diaphragm clutch.
2. Use larger pistons/liners.
3. Fit a tubular extractor manifold and sports exhaust system. Replace your original air filters with K&N sports filters and fit carburettor needles to suit.
4. Fit a gas-flowed cylinder head with standard size TriumphTune (stainless steel) flowed exhaust valves. Install a mild camshaft, change carburettor needles and fit a modified distributor.
5. Use a gas-flowed head with large TriumphTune, stainless steel, inlet valves and standard TriumphTune, stainless steel, flowed exhaust valves. Install a hotter cam, up to sprint, modified distributor or a race distributor. An option you have here is to fit twin choke carburettors.
6. Big-bore exhaust manifold and exhaust system, gas-flowed head as per (E) but with serious work on the ports and large inlet and exhaust valves. Use a serious camshaft, up to full race, fit a race spec distributor and twin choke carburettors.

For all illustrations where an electric fan is fitted, we recommend you fit a damped narrow belt crankshaft pulley kit, part No. TT1132, which, with balancing, practically eliminates the classic 4 cylinder TR broken crank-shaft problem. For those who wish to retain the fan hub extension and 4 bladed fan and, are happy to exceed 4000rpm, you can use our narrow fan belt kit TT1132A. Then there is the rocker gear... We supply a roller rocker conversion, which is the ultimate solution to traditional rocker gear vagaries, i.e. Every problem is eradicated.

Note: when installing roller rockers the push rod length must be correct!



Crankshaft

For all applications we strongly recommend you fit our rear lip oil seal conversion, part No. TT1032, see Restoration section for further details.

Note: All Moss engines and our billet crankshafts, are fitted with such a conversion (Not TT1032).

The engine can be improved easily, but don't forget to look at the rest of the car to make sure that the road holding/braking is going to be adequate to cope with the new performance.

Exhaust System

Sports Exhaust Manifold

The fitting of an extractor manifold is the first step to improve power output on these models. They improve exhaust gas flow allowing the engine to breathe far more efficiently - unlike the restrictive basic unit. Our large bore 4-2-1 design tubular manifolds are produced using mandrill bending equipment to give full diameter pipe bends. The four branch design we use will fit with all the standard starter motor combinations, although they may be a tight fit in some cases. There is an option on the primary pipe size, large primary pipes are competition specification only, they do NOT work on engines with less than 89mm bores.

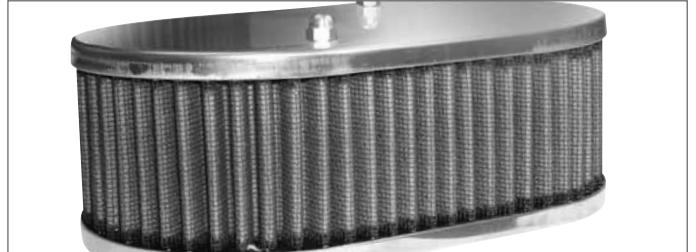
Sports Exhaust System

All our TriumphTune exhaust systems are of the straight through design for the efficient extraction of gases with optimum back pressure for maximum performance. All systems are supplied with clips and mountings. They are based on the 24" round silencer which will give good flow without excessive boom inside the car, also this type of silencer will reduce the standard TR drain pipe sounding exhaust note. The system is available in mild steel and stainless steel.

Note: We are continually developing our sports exhaust systems, so specifications may change.

K&N Sports Air Filters

K&N filters - with their advanced filtration system, are acknowledged as being one of the most efficient air filters in production, and are essential for fast road and competition work. They use the suspended oil system of filtering that allows the engine to breathe properly. For any car requiring maximum performance then use the deep type of filter, as this will be quieter and more efficient, KN56-9098, use the offset type for TR2-3A models. Check that you have sufficient clearance to the front wheel arch. The elements must be cleaned and re-oiled, normally after approximately 12 to 15000 miles, using the correct fluids or they will clog up impairing breathing.



Speedograph Air Filters

We can also supply the chrome pancake type speedograph filter for those who prefer the classic style filter and are not worried too much about efficiency. Use the offset type for TR2-3a models. These are not suitable for competition specification engines.

Carburation

SU Carburettors

If maximum power from SU's is required, there have been a number of articles, see Books & Manuals, about how to flow these carburettors and, if followed carefully, will allow them to perform much better at high rpm. Early TR2 models were fitted with H4's, 1 1/4" these will have to be changed to the larger type. Most TR models are fitted with the larger SU H6 or HS6, this size can be retained if SU's are to be used, though there is now a trend to fit 2" units on competition cars. The HS6 carburettors although having the same flanges as the H6 are made with a shorter tract length, that is, the distance from flange to damper unit. This means that the H6 inlet manifold must also be changed if upgrading to later HS6 units, use the TR4A manifold. There is no major performance difference between H6 or HS6, the only change is to the choke mechanism, and the availability of spares.

Basic Needle Chart For SU & Stromberg Carb's

Here is a range of suggested needles that can be used as a guide to finding the right component to suit your specification.

	H6 OR HS6 FIXED TYPE 83mm	H6 OR HS6 FIXED TYPE 86/87mm	H6 OR HS6 BIASED TYPE 86/87mm	175 CD FIXED TYPE 86/87mm
Weak	RF	CIW	N/A	N/A
Standard	SM	TW	BAB	2A
Slightly Richer	RH	SM	BAE	2E
Use With PlusPac B	RG	SM	BAM	2D
Richer/Race	RB	RH	N/A	N/A

HS6 SU Carburettor Needles

For specific use of alternative needles please see the accessories section.

SU Carburettor Grose Jets

Grose-Jets, with their modern technology, don't stick open like the old needle and valve units. Jets are sold individually.

SU Carburettor Waxstat Jets

If you have a vehicle fitted with SU carburettors that use the waxstat jets, then here is the answer to your prayers. Waxstat jets can give problems in hot weather/town use as they tend to 'weaken off' the mixture too much when hot and don't allow a good idle, this can be corrected in by installing our conversion kit, TT1459, to normal fixed jets which will cure the problem.

Stromberg Carburettors

Due to the demise of the Zenith factory in England, spares availability is getting more and more difficult, so the chance of maintaining these in serviceable condition is very small. Therefore, we would recommend that these are replaced with the SU HS6 carburettors, the same inlet manifold is retained.

Twin Choke Carburettor Conversion

Weber DCOE - Dellorto DHLA. This conversion is normally recommended for modified engines, as the improved flow will allow these more efficient carburettor designs to work better. The carburettors can either be the Weber or Dellorto. We recommend the following sizes:

1. '40's are for a mild road car using standard or road camshaft.
2. '45' are for most applications where the full potential can be realised, especially in the mid to top end of the power curve. For listings and jet settings please refer the Restoration section. Please read very carefully our PlusPac stage tuning guide in the Restoration section.

DCOE & DHLA Inlet Manifolds

The TriumphTune inlet manifolds have been specially manufactured so that the longer tract length is ideal for all-round performance and not just purely at the top- end. The manifolds, which are supplied complete with studs, nuts and sealing plates, are made for easy installation and use a near horizontal carburettor fitting, and will fit comfortably under the bonnets of all 4 cylinder TR's.

Air Filters For DCOE & DHLA

K&N filters can be fitted with the TriumphTune set-up TR2-3-3A. Due to the restriction on the front inner wheel arch use the KN56-9104 filter with a maximum of 16mm ram pipes. TR4-4A can use the deeper filter, KN56-9265 with either the 26 or 39mm ram pipes. The deep type can also be fitted to early models if the wheel arch is made to clear them, which will require some modification to the bodywork.

Linkage

We have a range of alternatives here to suit your own requirements. The TriumphTune inlets are made with support posts cast into position which can carry the cross bar linkage for either of the following:

- Rod:** This uses the standard rod linkage from the bulkhead and then replaces the ball joints etc to suit the new carburettors. The butterfly's are operated via the cross bar and separate ball joint links to each carburettor.
- Cable RHD:** This is an improved system as it removes the worn linkage and replaces it with a single cable, again using the bell crank and cross bar linkage to operate the carburettors.
- Cable LHD:** For left hand drive models this kit includes a new throttle pedal as well as the RHD cable components.
- Twin Cable Conversion:** This can be used where a new throttle pedal is fitted to the bulkhead and aligned with standard brake/clutch pedals. The standard linkage kits (see Restoration section) are used for the bell-crank operation. The lever will require an extension to be welded into position to enable the carburettors to be coupled.

Note: Under carburettor linkage is **NOT** recommended due to the proximity of the exhaust manifold. Remember; race scrutineers prefer cable linkage. You have been warned.

Engine Modifications

See the general engine preparation section on page 11.



Cylinder Block

Apart from general preparation such as making sure that oil and waterways are clear, you will also need to check and replace the camshaft bearings and rear cam core plug. The front bearing must also be checked and usually needs to be replaced. We have a special tool, GAC5076, that we have re-manufactured that can be used for fitting the cam bearings.

Cylinder Liners

When used with standard size valves no special work is required. But if large inlet valves are being fitted then modifications to the top edge are recommended. The top edge of the liner, up to 87 mm size, will require to be relieved immediately below the inlet valve, so as to allow adequate gas flow. To carry out these modifications fit liners to block, smear some grease around the top edge of each liner, install cylinder head, no gasket, and tighten down to 50 lbs. This will then leave a shaped area which requires to be chamfered as follows. The liner must be reshaped/angled not deeper than 3/32" above the top piston ring and angled at about 45 degrees.

Note: Not necessary for 89mm or larger bore size.



When fitting liners make sure that the lower seals are fitted to clean surfaces and once fitted it is recommended that retainers are always used with the head studs, to ensure that the liner cannot rise or move whilst the head is not in place. When the very large sizes are being used, as below, the liner is not always a direct fitment and may require careful machining work.

Pistons

For a road car we would suggest the use of the 87 mm size as being the best all-round alternative. There are now larger sizes, 89mm and 92 mm, available, but these require specialised assembly to ensure some degree of reliability. They should be decked. ie. Installed height matched to ensure correct and adequate clearance and balanced CC volumes.

Crankshaft

The standard component is perfectly suitable for road or competition work unless the ultimate in cubic capacity is required, where a special steel billet, balanced, crankshaft may be supplied. See Restoration section. The original spec crankshaft must always be balanced.

If you are re-using your old crankshaft it is recommended for the oilways to be cleaned out properly, a pipe cleaner is very good for this. If the plugs are removed use a thread sealant when refitting. Tuftride hardening of the crankshaft is highly recommended to improve the life of the unit at a reasonable cost, this can be for road or competition use. When tuftriding is carried out, the crankshaft must then be re-machined or polished back to the correct journal size. Normally the journals are micro polished to give a good oil surface. For competition work, as well as tuftriding, undercut the front main bearing to the web to approximately 5mm radius - similar to the rear one.

Oil Seal: For all applications we strongly recommend you fit our rear lip oil seal conversion, TT1032, see Restoration section.

Note: All Moss engines and our billet crankshafts are fitted with this conversion.

Crankshaft Pulley

We offer narrow belt pulley conversion kits, along with an alternator conversion kit. A very worthwhile investment for a road car if a complete engine rebuild is being carried out. For details of these kits please refer to Restoration section.

Cylinder Head

Moss high port cylinder heads, aluminium and cast iron, TR3-TR4. Working to original drawings, our brand new cylinder heads are designed, as closely as possible, to resemble the original late TR4-4A units. See Restoration section for full details.

Modifying Standard Heads

Extensive work must be carried out to the valve throats and chambers to get the best flow from these cylinder heads. The condition of the old units is now a major problem, in that the way some have been repaired previously makes it difficult to carry out the specified modification. So in some cases, we may fit larger valves to a stage II head rather than fit seat inserts, this we cannot help as it is a case of keeping the heads in circulation, rather than scrapping the units.

Stage II

Stage II modifications normally include the reshaping of standard valves, flowing the ports, throats and slight reshaping of the chamber. The uprated springs and standard guides are then fitted.

Stage III

Stage III uses large inlet valves, much more work to valve throats and chambers. Supplied with new valves, alloy valve caps, springs and guides. This type is recommended for road or sprint use.

Stage IV

Stage IV is for maximum power when Weber or Dellorto carburettors are used for road or competition use, this has the larger inlet and exhaust valves. Compression ratio is to your own requirements depending on the country and the application. We normally suggest that the 9.75:1 ratio is used for road type cars and for competition use, up to 11.0:1 is required. All work is now carried out to your own unit and the modification will depend on the condition of the component when we inspect it at our works. New iron/alloy heads can be supplied to SIII and SIV to order.

Note: The required compression ratio must be stated in writing at the time of ordering.

Valves

The shape of the standard valve restricts the flow through the seat area substantially, especially if fitted low in the head, due to previous repairs out of necessity. TriumphTune competition valves use a much slimmer design for vastly improved flow and extended life. The material we use, EN21-4, is one of the hardest available for valve application.

Head Gaskets

There are two main types of gasket used on this range. The standard copper and asbestos composite type which is perfectly suitable for all road applications up to 87 mm. See Restoration section. The shim steel type is for higher compression engines, by a reduction to 0.020" in installed thickness, and also enables the size of the bores to be opened out to suit race type cylinder head modifications with increased chamber sizes up to 92mm. See Restoration section.

Bronze Valve Guides

Our 'bronze alloy' valve guides are for improved reliability and longer life, especially when being used under duress. Highly recommended for all heads and especially for any competition engine. There are two stem sizes of exhaust guide used in the TR's life, all inlets are the same size and diameter. TR2-4 models, standard, used a larger diameter exhaust valve stem and guide. Whereas, the TR4A models were fitted with a standard diameter exhaust valve of 5/16" stem size. Over the years this has also been retro fitted to some early cars by the use of a conversion guide, large outer diameter with standard internal diameter.

All our TriumphTune valves are of the standard diameter, 5/16" and we use the conversion guide for the early heads. The heads are normally produced with the standard iron guide, we recommend the bronze-alloy type for all applications, but the choice is yours.

Valve Springs

The standard valve spring rates are not suitable for any sensible performance work. We supply road uprated springs to suit either the TR2-4 models, with three springs on the exhaust valve - when used with TriumphTune exhaust valves, the 3rd external spring may be discarded, or the TR4A which are smaller diameter, twin springs. For any road car we suggest that the 4A type are used for all applications, as the design is better with improved reliability. For early models the TT1116 alloy valve cap will convert these to the 4A style diameter. For competition use, we also have a set of stronger springs, TT1108, which will allow 7000rpm, even if the crank may not!

These are very worthwhile for any serious competition use or with the higher lift camshaft profiles. It is essential to check the springs for coil binding or being solid at maximum lift. Our TriumphTune valve springs are specially made for our high-lift cams.

Alloy Valve Spring Caps

Standard caps are adequate in strength for all applications - including competition, but our TriumphTune TR4A light alloy caps reduce valve loading, and therefore wear on cam lobes. Although stronger, weight saving is approximately 25% - allowing the engine to rev more freely.

Rocker Shaft

Although the standard rocker shaft is strong enough for most applications, the tuffride hardening process will provide improved reliability as well as being less resistant to wear. Before installation clear the internal bore of any residual material and install new end Caps. We recommend you use our supported alloy rocker pedestal set, 112545X, see Restoration section for any application using camshafts above sprint specification.

Rocker Gear & Arms

By reducing the weight of the moving components in the rocker gear, followers, valves, caps etc. and also the resistance of the rockers, the rev range can be improved without increasing the loading on the camshaft. Check the rocker geometry after fitting an uprated camshaft and/or modified cylinder head.

Rocker Arm Action

The rocker arm is designed to move across the valve tip in a wiping motion, this leaves a witness mark on the stem top. To be certain your engine geometry is correct, remove the rocker arm and apply some engineers blue to the valve tip and rotate the engine through one revolution with the rockers correctly adjusted and the engine in its final specification. Remove the rockers and the valve tip will show the offset of the rocker geometry.

Centre

This is correct equally offset, so no excessive wear on either side of the guide will be found.

Manifold Side

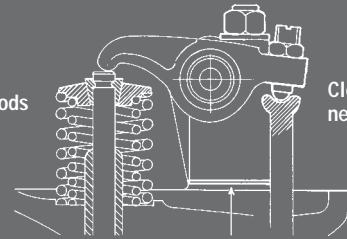
If the mark is predominantly on this side, then the push rods and/or the pedestals must be shortened to correct this. With the wear on this side there will be excessive loading on the valve guide that will cause premature failure.

Rocker Side

If it is to this side slightly, then this is no problem. But, if it is a long way off, then you can fit a pedestal spacer shim, TT1910, see Restoration section, to compensate, or alternatively, fit longer push rods.

Alternatively use TriumphTune (shortened) push rods

Clearance of 0.09" needed here



Pedestal Shim - TT1910

Note: Do Not use lower spring collars with the inner springs when fitting TriumphTune valve springs

Rocker Arm Lightening

For race engines, these can be reshaped as illustrated to improve the strength and reduce the weight. As this work is very labour intensive we would suggest that you carry out these alterations yourself. Remove the shaded areas to lighten standard rockers, its also useful to polish them.

Remove the shaded areas to lighten standard rockers, its also useful to polish them



Rocker Arm Spacers

These are a set of three spacers which replace the standard springs between the rocker arms on the shaft. The springs exert substantial side loading on the rockers to ensure they are correctly positioned to the valves. The spacers are designed so that the rockers can revolve without any side loading and therefore less restrictions. The spacers may require some machining work to ensure that the positions are correct. They help retain oil where its needed and add stiffness. A very effective and inexpensive modification.

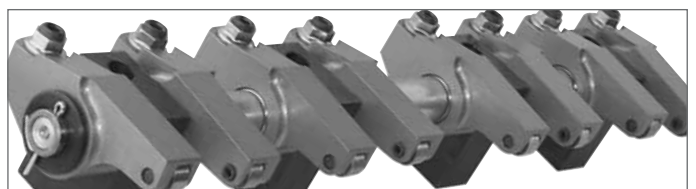
Rocker Pedestal Shims, TT1910

These are available at a set depth to allow for a nominal skim of the cylinder head. The shim is specially designed to allow for the oil supply to the rear rocker pedestal. Also use when fitting performance high lift camshaft.

Roller Rocker Conversion, TT1048

Don't forget, we supply a roller rocker conversion, which is the ultimate solution to traditional rocker gear vagaries; ie: Every problem is eradicated.

Note: When installing roller rockers the push rod length must be correct!



High Pressure External Rocker Oil Feed Kit, TT1026

The cause of most failures in the rocker gear is the lack of oil, this kit will overcome the problem for all cars, road or race. This specially designed high pressure external rocker oil feed kit improves oil pressure at the rocker shaft by giving a constant oil supply directly from the cylinder head oil passage.

Push Rods

The standard push rod is adequate for road use, however, we would recommend using tubular type for sprint/racing. We offer the tubular steel push rod for standard or high compression cylinder heads. The push rods have machined ends and are press fitted to the tubular bar, so that they can be amended in length to suit individual requirements if necessary. On fitting check the rocker geometry. See Rocker Arm Action opposite.

Camshafts

For detailed listings and specification/use, please refer to Restoration section.

Lightened And Hardened Cam Followers

When changing the camshaft, you must fit new cam followers, otherwise your new cam will not last very long. The amount of weight that the camshaft has to lift each time restricts the revving capabilities of the engine, therefore the use of our lighter cam follower, TT1009, is strongly recommended. The lighter variety will also reduce loading on the camshaft lobes for extended life. The length is only slightly reduced to enable the high ride thrust of modern high lift camshafts to be coped with. Oil drilled for extra cam lobe lubrication.

General Engine Preparation

When carrying out any engine rebuild, it is very important to use an accurate workshop manual, this should be a genuine version as these tend to give the various model changes and the correct torque settings. When building any engine, the only correct way is to make sure that the area being used for assembly is clean, not to mention the components themselves prior to assembly, so that there is no chance of unwanted bits getting into the engine. If you are not sure of the correct assembly procedure, follow the workshop manual closely. Full engine preparation will include some or all of the following modifications, depending on your own requirements. Here we shown some formulae which are useful when modifying an engine.

Swept Volume = $\pi r^2 h = 3.142 \times (1/2 \text{ bore diameter}^2) \times \text{stroke}$

Cubic Capacity = swept volume x no. of cylinders

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

Note: All dimensions should be in centimetres, though of course inches are a more popular measurement in the U.S.A.

Cylinder Block & Components

The block must be cleaned thoroughly before any machining work is carried out and then again afterwards. The cleaning should cover the oilways and waterways to make sure that the fluids will flow correctly.

Oilways

The cleaning of the oilways will require the removal of the screwed plugs in the engine block and when re-assembling use a suitable thread sealant. The machining left-overs or fazes, need to be removed whilst this work is carried out.

Waterways

Make sure that all deposits are removed to ensure adequate water flow, this is essential if larger capacity is being used. This often requires hammer and chisel work around No. 4 liner area.

Cylinder Bores

When carrying out re-boring work make sure that the piston supplier's recommendations are complied with, though new liners are usually a less expensive option.

Main Bearing Caps

The standard cap does not normally require any change although the 'smoothing' of the surface will tend to strengthen the unit. Polish, smooth and shot-peen the caps to relieve surface stress and reshape to give a uniform cross section. It is possible - especially for racing use, to increase the oil supply to the centre main as this in turn supplies the con-rods. Drill out the feed hole to 5/16", entry is made from oil gallery end. The distributor bush will also require removal. Ensure all oil ways are clear not only of deposits, but also of excess swarf from production machining.

Oil Pump

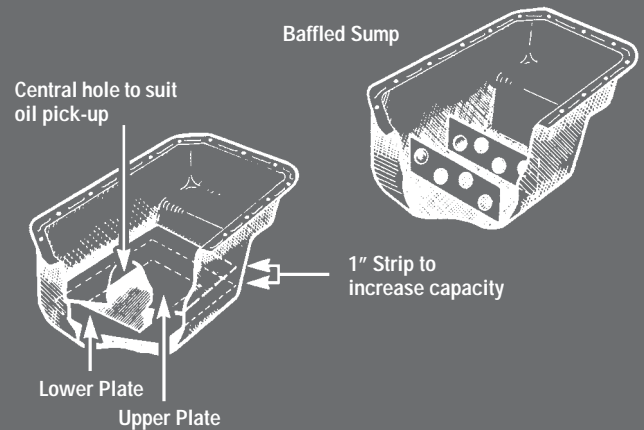
Always use a new oil pump or rotor assembly and preferably improve it's capacity - especially for competition work, by carrying out the following; Reduce the end float of the spindle/base plate, this will then restrict pressure loss. Make sure that the rotor clearances are as small as possible, as again this will improve the pumps performance. Always check that the rotor edges are smooth to reduce the chances of them picking up on the top or bottom plates. Check that the new pump outlet aligns with the cylinder block inlet aperture, amend as necessary.

Oil Pressure Relief Valve

The valve itself is recommended to be seated into the block, so that the oil will not leak past easily. The spring pressure may need to be increased to improve the overall oil pressure, especially when an oil cooler is being used. Always fit a new relief valve spring when rebuilding the engine.

Flywheel

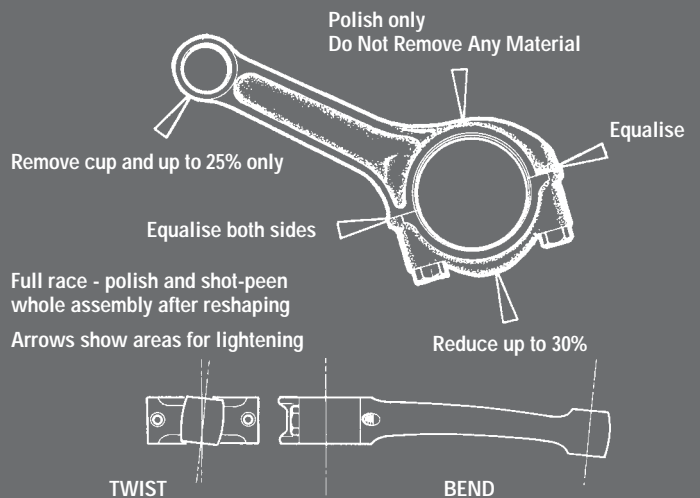
Lightening of the flywheel, to reduce the rotating weight, will enable the engine to pick up and rev easier which is highly recommended for fast road cars, not to mention cars prepared for competition. This work is usually carried out to your own unit at the same time as balancing. Alternatively you can fit one of our lightweight steel flywheels.



Con Rods

When rebuilding an engine always use new con rod bolts, replace the little end bushes and ream to size. For normal use, the standard con-rods are maintained, although they can be lightened to improve the strength (as illustrated). Unfortunately, the cost of us carrying out this modification is prohibitive as a service because of the labour time required.

- 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 satisfactory. We would not recommend the use of forged or race pistons for road use, unless it was originally designed for both applications.

Piston Rings

Before final installation check that the width of ring is correct for your piston. Modify the ring ends after the gaps have been set, so that the edges do not dig into the bores.

Oil Seals

The standard crankshaft oil seals, front and rear, should be replaced at any rebuild, the scroll type entirely and just the rubber on the lip seal type. The rear scroll type seal should be centralised carefully to stop oil leaks at high engine speeds.

Crankshaft & Camshaft Timing Chain & Gears

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

Tensioner

The standard tensioner should be replaced if a new chain or gear set is being fitted.

Sump

For a road car it is not essential to carry out any changes, but for competition use the sump must be baffled to stop the oil surging away from the oil pump when cornering. Details as per the diagrams, if the capacity is increased, then extend the oil pickup pipe to suit.

Make Your Classic Stop

Upgrading the braking system must be the single most important improvement on any classic car, especially if you have, or are going to, increase the engine power/speed.

Upgrading Your Brakes

Without drastically altering the master cylinder arrangement, i.e. to a split front-rear variable type, it might be thought that there is little that can be done to alter the way the brakes perform. No doubt there will be upgrading kits that will transform the road cars in days to come, but for now here are these thoughts: If the car is genuinely upgraded a harder pad material will be required to prevent fade or general brake deterioration. Ensure that the brake fluid is at least DOT4 and bleed at the start of the season, March in U.K., discarding dirty expressed fluid. With iron brake drums, ideally an upgraded brake lining should be used. Competition cars, i.e. race or rally, will also need cooling ducting. Alloy brake drums will probably eliminate the need for either of these, as the shoe material will run cooler. Our 'Alfin' brake drums are designed to disperse the heat build up, particularly for fast road and competition cars where upgraded brake shoes are used. They are available for 9" (Part No: 202267) and 10" (Part No: 301590). For more information see the accessories section.

be fitted to the suction side of the pump. They come complete with mounting bobbins and unions, but you will have to re-plumb the fuel system around the new pump using a combination of standard pipes and hoses. Fine-tuning of the fuel pressure can be easily achieved by installing a pressure regulator, we can supply either a simple regulator or a filter regulator with a replaceable filter. We have the road competition version with 1/4" and 5/16" connections and the larger competition version with all 5/16" connections. With safety in mind, we also supply a Inertia fuel cut off switch, so that in the event of an accident, fuel delivery is cut-off.

K&N Sports Air Filters

K&N air filters are renowned as being one of the most efficient air filtration systems available. Their reinforced cotton weave is impregnated with a specially formulated oil to retain airborne particles. Offering much improved air flow over standard paper elements, they are essential for fast road and competition applications. K&N performance filters are designed to be used with either stub stacks or ram pipes. K&N sports filters, which are sold individually, are available for models equipped with SU's or *Weber carburettors. For twin carburettors, such as SU's, you will need to order 2 filters.

*Note: Weber fitment, please check for clearance before ordering.



The braking system is well balanced for road use but a hard driven car may experience imbalance, which can be addressed by changing the rear wheel cylinders bore size from the standard 0.7", cylinder no. GWC1154, to a 0.75", GWC1112. The smaller cylinder will increase the sensitivity, i.e. shoe movement, while the 0.75" will decrease it. Should brake, pad, fade be experienced air ducting will help considerably. If more serious upgrading of brakes is considered cross drilled/grooved discs are the first option. Next comes standard type calipers spaced to allow fitment of vented discs. From personal experience these are totally adequate for road use, however hard, and there is still the choice of pads. As the venting causes them to run cooler, standard pads may have to be used. Lastly, of course, is the 4 pot caliper conversion used with vented discs. To make these work anywhere near their limit would require a top grade suspension rebuild with hard bushes and adjustable shock absorbers, along with top quality tyres, such as Yoko's, Bridgestone etc..., using 50 or 60% aspect ratio and modern sticky rubber, and an extra upgraded engine to provide the speed in the first place.

A-Type Overdrive Upgrading

This is only supplied as a kit to your donor overdrive unit, and built into it. The unit must be, or have been, properly rebuilt as necessary, at the same time, to remove the chance of worn internal components failing. These components might well have survived many more miles under normal use and standard pressure, but they certainly won't under upgraded conditions. To permit the modifications the donor unit must be of the type which has a large welch plug visible in its base - adjacent to the drain plug. This provides a final pressure outlet for the accumulator which does not have the pressure bleed-off ports which are part of the standard two piece accumulator piston assembly and, which are there to provide the cushioned drive. Cushioning of the drive is not a significant factor on a competition overdrive. Due to the much more positive engagement this modification should not be considered for road TR's. The kit includes: Relined and upgraded cone clutch, a modified uni-directional clutch, a larger accumulator piston, upgraded operating valve, and replacement accumulator springs.

Fuel Pumps, Filters & Regulator

The standard fuel pump may not be able to maintain adequate fuel volume and pressure at higher engine speeds. The range of Facet high pressure electric fuel pumps however, suit all modified applications, the position in the car where the pump is mounted will determine which model is used. However, near the fuel tank is best as most pumps are designed to perform as pushers rather than pumpers. The cylindrical 'interrupter' pumps can be fitted to the front or rear of the car and can pull fuel up to 18 inches from the bottom of the fuel tank. The cuboid solid state pumps must be mounted close to the tank and below the fuel level (the installation instructions must be adhered to). They can pull fuel up to 18" from the bottom of the fuel tank and the filter union must

Ram Pipes For K&N Filters

Only available for Twin Choke Carburettor Applications. Ram pipes, sometimes known as stub stacks, are essential to improve air flow into the carburettor. They feature full radiused mouths that help reduce turbulence at the mouth of the carburettor, allowing a much smoother air flow. Ram pipes produce a measurable improvement in performance. The length of the ram pipe slightly changes the engine speed at which power is developed - the shorter the pipe, the higher the speed. These ram pipes can be used on their own, or with a K&N sports air filter, providing there is sufficient clearance from the end of the ram pipe to the case. All ram pipes are sold individually. If unsure as to fitment please contact your local Moss branch. Ram Pipes For Twin Choke Carburettors. Can also be used with K&N sports air filters. Please see the relevant section in this catalogue for important descriptions and dimensions.

Gas Flowed Cylinder Heads

On some heads the work is carried out on the customers own unit. The degree of modification, including conversion to run on lead free fuel, will depend on the condition of your unit, this will be advised after inspection. Heads will be assembled with Bronze-alloy valve guides, unless iron are requested at the time of ordering.

Note: Please inform us beforehand if you intend to increase the engine capacity as the chambers need to be sized accordingly to obtain the correct compression ratio.

Stage II Heads

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

Stage III Heads

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

Stage IV Heads

As for stage III, but with larger exhaust valves.

Note: N suffix denotes new iron head, NA suffix denotes new alloy head. If you require iron valve guides, please advise us at the time of ordering.



Camshafts Explained

Remember that with a standard capacity engine the power band will be effective higher up the rev range than would be the case with an enlarged capacity unit. All camshaft profiles must use TT valve springs. Be aware that road and race cams mean just that. Road cams will not produce any results whatsoever on the race track - rainy days excepted!

Road

This is a good profile for the TR engine giving a wide power band and allowing lots of mid-range torque to be available. When fitted with the PlusPac B conversion the cam will allow the unit to be more free revving, producing the best power for a road car. The camshaft is for either SU or Weber/Dellorto carburetors. The profile will peak out at 5000 rpm with a gentle fall off. The best top end power is produced with a Stage III or IV cylinder head.

Fast Road

This profile was introduced in 1988 and was designed primarily for use with larger carburetors and the PlusPac B conversion, as these allow the cam profile to work properly. The profile gives good power from 2500rpm right through to 5500 rpm which makes it very good for the occasional mild competition car.

Sprint

This is a peaky camshaft profile which when used with the PlusPac C kits will give good account of itself. The profile will peak out at 6000 RPM especially when used with the long TriumphTune Weber inlets.

Sprint 88

This profile was introduced to enable the modified engines to obtain a wider upper power band, for road sprint type use. The camshaft will give slightly more power than the sprint cam but the power band is much wider, meaning, in that the camshaft is much more driveable on the road.

Race

The full race profile is not suitable for a road car as the power band is from 4200-6500 RPM. This is ideal for a full competition engine and must be used with high compression head and a maximum distributor advance of 30 degrees. The full competition profiles TT1106 onwards are being continuously developed to suit the availability of steel reciprocating engine parts. With 89-92mm pistons and 8000 rpm capability, with careful setting up, high build quality, 200 BHP is now a reality.

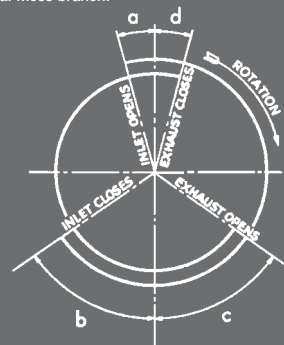


Installation

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

Valve Timing Explained

- A. Angle when inlet valve opens, before top dead centre.
- b = Angle when inlet valve closes, after bottom dead centre.
- c = Angle when exhaust valve opens, before bottom dead centre.
- d = Angle when exhaust valve closes, after top dead centre.



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

Performance Camshafts

Camshafts are available as reprofiled/exchange units or new, please state preference when ordering. To assist in selecting a suitable camshaft we have prepared a table showing their various characteristics, these will change from engine to engine and with other modifications such as carburettor(s), cylinder head, valve gear or valve size. Care must be taken to ensure that installation is carried out correctly and that components all work together or you will not get the expected power output or reliability. It is essential that the new cam is fitted with new followers as they mate with the lobe that they run on and should never be used on another lobe.

Lightened and tufrided followers wear more slowly and put less load on high lift cam lobes; they are also manufactured with a drainage hole. Another essential is the special lubricant that must be used with all new cams (part number KEN2), it provides vital lubrication during initial starting and protects your cam from extreme wear in its first minute of use. Don't forget the cam timing degree disc, TT2929, you will need this to set your cam timing, or, camshaft assembly lubricant.

Important note: All TriumphTune camshafts are profiled on new blanks. For 'fast road' profiles, existing camshafts may be reground using the customers own unit (COU), but this is entirely at the customers risk as we cannot guarantee the depth of the chill hardening on the original Triumph camshaft during the re-profiling process.

Note: The power range and upper rev limit for race camshafts is dependent on individual engine preparation and reciprocating parts.

Using standard con rods, the engine should not exceed 6000 rpm, though a fully prepared competition engine with forged pistons can go to 6500. Steel con rods will extend this to 7000 rpm. With a billet crankshaft and steel con rods, 8000 rpm is no longer a dream.

STANDARD CAMSHAFTS									
	PART NO. FIXED TYPE	INLET TIMING	EXHAUST TIMING	CAMSHAFT DURATION	CAMSHAFT LIFT	INSTALL* SETTING	INLET VALVE CLEARANCE	EXH. VALVE CLEARANCE	POWER RANGE
TR2-TR4A	301466	10/50	50/10	N/A	0.260"	N/A	N/A	N/A	N/A
TR4A	301466	24/56	61/29	N/A	0.265"	N/A	N/A	N/A	N/A

TRIUMPH TUNE CAMSHAFTS									
	PART NO. FIXED TYPE	INLET TIMING	EXHAUST TIMING	CAMSHAFT DURATION	CAMSHAFT LIFT	INSTALL* SETTING	INLET VALVE CLEARANCE	EXH. VALVE CLEARANCE	POWER RANGE
ROAD	TT1104N	31-67	67-31	278°	0.290"	108°	0.013"	0.013"	1000- 5000
FAST ROAD	TT1004N	37-63	73-37	280°	0.300"	103°	0.022"	0.024"	2500-5500
SPRINT	TT1105N	38-74	74-38	290°	0.280"	108°	0.012"	0.012"	1500- 6000
SPRINT 88	TT11051N	42-68	78-32	292°	0.310"	106°	0.022"	0.024"	2000-7500
RACE	TT1106N	45-75	75-45	300°	0.320"	105°	0.018"	0.018"	4200 -6500
RACE 96	TT11061N	45-85	85-45	310°	0.340"	103°	0.016"	0.016"	N/A
RACE 96R	TT11062N	49-81	81-49	310°	0.340"	106°	0.016"	0.016"	N/A
RACE 97	TT1006N	49-77	77-49	320°	0.347"	106°	0.016"	0.016"	N/A

*Install settings/full lift: When No.1 Inlet valve is fully open ATDC (after top dead centre).

These pages list only the major items in each area, such as body work, electrical and brake components. In many cases minor fittings, clamps and linkages etc., are not shown.

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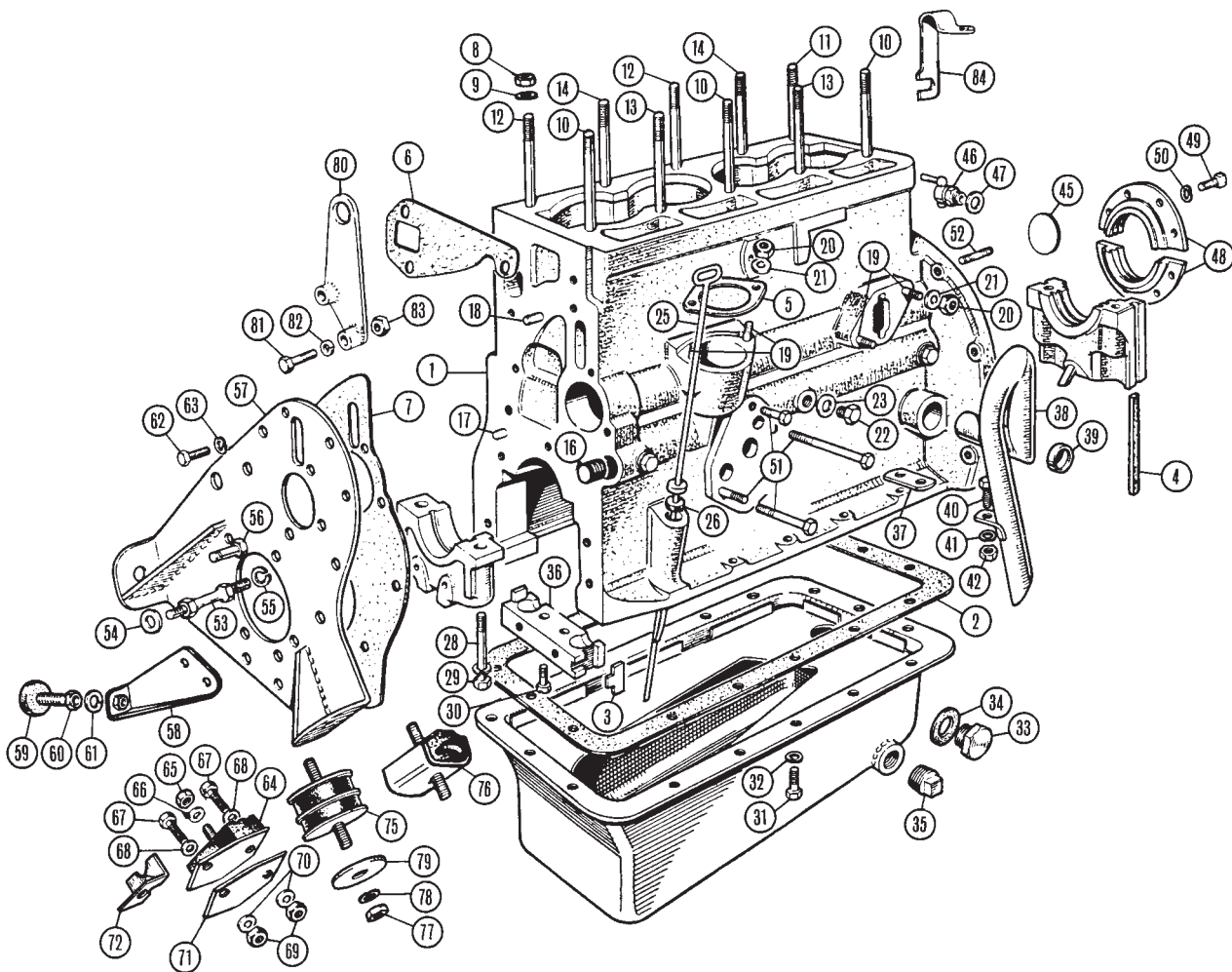
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External Engine & Components

A Brief History of the 4 Cylinder TR Engine

The 4 cylinder engine was developed from an old Massey Ferguson Tractor unit. It was built for Massey Ferguson in the Triumph Engine plant where it was 'stolen' to be modified for the Vanguard series. When Ken Richardson was looking for a power unit for the TR, the obvious candidate was the robust Vanguard engine. It needed dramatic work to the head to extract a reasonable power output but, apart from the cylinder head studs the basic 'lower end' was considered OK. The engine had 'wet liners' which means that the pistons move up and down in 'sleeves' fitted in the block. The sleeves, or liners, are designed to be removable from the block for repair or replacement.

The movement of liners is a real pain. Usually from both angles. By that I mean that when you want to get them out they seem like they aren't liners at all but simply 'welded' to the block, but, when you are doing a routine de-coke they seem to move at the slightest provocation. It's easy to see when they have moved, you end up with a mixture of oil and water in the sump and, you have the same mixture in the radiator. Solution: liners out... new 'figure of eight' seals in (112789).

As a precaution its best to clamp the liners when you have removed the head. Don't Worry about the fancy Churchill tool which has been unavailable for a long time. Just get a piece of '14 gauge' steel and lay it flat on the block over two liners, get an old gudgeon pin, slip the pin over a head stud and tighten a nut down over it with a plain washer under the nut and over the gudgeon pin. The liners can be bored and fitted with oversize pistons to overhaul the engine but they **MUST** be removed from the block for this purpose.

When Ken Richardson was busy trying to win Le Mans he realised that the Vanguard pistons, giving 2088cc, were something of a liability because he was racing in the over 2000 (i.e. 2 Litre) class. He therefore decided to use bigger (or should it be smaller?) liners to bring the engine to 1991cc. Even though England was very much a 'yards, feet and inches' country in 1952/1953, these liners have always been known as '83mm liners'. TR3B's and TR4-4A's have an 86mm liner which gives a 2138cc engine.

As well as offering you an 87mm Piston & Liner (as did Hepworth & Grandage with their 'Power Max' range), we now supply (from stock) an 89mm Piston Set & Liners. All liners are inter-changeable between all engines (in sets of course) and you can bore The 83mm standard units to 87mm without risk. We are offering a range of new liners with Matching pistons in different over-sizes. All pistons come with rings, gudgeon pins and circlips. Originally Triumph had two suppliers of pistons and in the early days they would come either in 3 or 4 ring varieties.

Short Engine (Standard)

These reconditioned units are supplied on a strict exchange basis.

Part Number	Price £ea.	Description	Req.	Details
503707R	£1,125.48	SHORT ENGINE, (standard bores)	1	TR3-3A
514659R	£1,125.48	SHORT ENGINE, (standard bores)	1	TR4-4A

Short Engine (Performance)

These are fully balanced units complete with diaphragm clutch & flywheel. Contact Moss for details.

ENG1150	£Call	SHORT ENGINE, (87mm bores)	1	customers own unit
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Cylinder Blocks Explained

All 4 cylinder TR blocks are interchangeable, however those with non-replaceable cam bearings should be avoided, except where authenticity is paramount. Even the stamped engine number (see page 02) does not guarantee the internals are as per the engine number, therefore the parts book is not necessarily a guide for ordering. The TR2-3-3A front engine plate is narrower between the engine mounting point hole centres (13 3/8") than the TR4-4A equivalent (14 3/4"). With the correct engine plate, complete engines are interchangeable.

Cylinder Block

1	502363SR	£Call	CYLINDER BLOCK	1	bare block
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Gaskets & Gasket Sets

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

NI	501678	£56.50	GASKET SET, cylinder head	1	TR2 (Low port)
NI	GEG178	£41.06	GASKET SET, cylinder head	1	'High port' head models

Note: For details of head gaskets/sets, refer to page 21. Gasket set GEG178 will replace head sets for most models. Owners of TR3's with 'low port' heads & H6 carburettors will have to buy 2 x 106937 in addition to the gasket set as the 'inlet/exhaust manifolds to head' gaskets provided will not fit.

NI	GEG248	£25.40	GASKET SET, bottom end (Bottom End Gasket Sets are also known as 'Sump Set' or 'Conversion Set') Gasket Set GEG248 includes all the following items).	1
2	211123	£4.36	GASKET, sump	1
3	059381	£0.58	CORK 'T' PIECE, sealing	2
4	058335	£2.30	FELT ROPE, rear main bearing	2
5	125251	£0.69	GASKET/SHIM, distributor pedestal	1
6	138586	£1.15	GASKET, w/pump housing to block	1
7	056389	£0.93	GASKET, engine plate	1

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

NI	138587	£1.17	GASKET, water pump to housing	1
NI	112146	£0.44	GASKET, oil filter housing	1
NI	112789	£2.35	SEAL, 'figure of 8'	2
NI	139041	£0.93	GASKET, fuel pump	1
NI	211122	£3.47	GASKET, timing cover	1
NI	056282	£0.58	GASKET, oil pump to block	1

Cylinder Head Studs

There were essentially two sets of cylinder head studs. (I'll explain the third set in a minute). The main change occurred when the 'high port' head was introduced at engine no TS13052. (An explanation of cylinder head differences is on page 20).

8	110962	£1.28	NUT, cylinder head stud	10
9	WA112081	£1.47	WASHER, plain	10

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

NI	106959	£11.06	STUD, cylinder head, 5"	6
NI	106960	£8.76	STUD, cylinder head, 9"	4

*Note: These longer studs were fitted to reinforce and strengthen the block. The original Vanguard engine from which this engine was developed had a lower compression. When Ken Richardson decided to extract more power (by raising the compression ratio), improved cylinder head retention was required. On the 'high port heads', which is TR3-3A from TS13052 and all TR4-4A's, the head stud pattern is as shown in the illustration opposite and listed here.

10	106959	£11.06	STUD, cylinder head, 5"	3
11	113570	£8.07	STUD, cylinder head, 5 3/8"	1 without lifting bracket
	121734	£13.95	STUD, cylinder head, 5 9/16"	1 with lifting bracket
12	113570	£8.07	STUD, cylinder head, 5 3/8"	2
13	106960	£8.76	STUD, cylinder head, 9"	2
14	113169	£9.74	STUD, cylinder head, 9 1/2"	2

Note: The third set of studs exist when the stud 5 3/8" long (item 11) is replaced to accommodate the rear engine lifting bracket (part number 121752). This stud (part no. 121734) is 5 9/16" long.

Cylinder Block Fittings & Engine Mountings

16	PU1404	£Call	PLUG, oil gallery ends	2
17	DP514	£0.54	DOWEL, locating	2
18	TE505111	£0.74	STUD, engine plate	1
19	TE505111	£0.74	STUD, pedestal	4 fuel pump & distributor
20	GHF201	£0.10	NUT	4
21	GHF332	£0.15	WASHER, locking	4
22	102785	£Call	PLUG, screwed into oil gallery	3
23	3H550	£0.44	WASHER, copper, oil gallery plug	3
24	HU954	£Call	SCREW, oil gallery	
25	500464	£0.75	WASHER, copper	1
26	102139	£18.01	DIPSTICK	1
27	032307	£0.93	SEAL, felt, (on dipstick)	1
28	057121	£2.60	BOLT, main bearing caps	6
29	GHF335	£0.15	WASHER, locking	6
30	056574	£0.49	SCREW, sealing block	2
31	SH505061	£0.30	SCREW, oil sump	16 without closed circuit
	BH505101	£0.59	BOLT, breather pipe to sump	2 breather fitted
	SH505051	£0.30	SCREW, sump to front sealing block	1
	SH505061	£0.30	SCREW, oil sump	17
	BH505101	£0.59	BOLT (Breather pipe to sump & slave cylinder stay).	1 with closed circuit breather fitted
	SH505051	£0.30	SCREW, sump to front sealing block	1
32	GHF332	£0.15	WASHER, locking	19
33	ULC1999	£4.11	PLUG, oil drain, (shouldered type)	1
34	AUC2141	£0.33	WASHER, fibre	1 use with ULC1999
35	114774	£2.06	PLUG, oil drain, tapered	1 square headed
	22G2115	£1.61	PLUG, oil drain, tapered	1
	155660	£10.95	PLUG, oil drain, tapered	1 magnetic

The 4 cylinder TR's were fitted with two different types of sumps. As these have been interchanged over the years, you must ensure that the plug correctly fits the sump. If you are using a tapered plug and it only engages on 2 or 3 threads, then plug (item 33) and washer (item 34) will be required instead.

36	056638	£Call	SUMP, standard, shouldered type	1
	301318	£293.95	SUMP, standard, tapered type	1

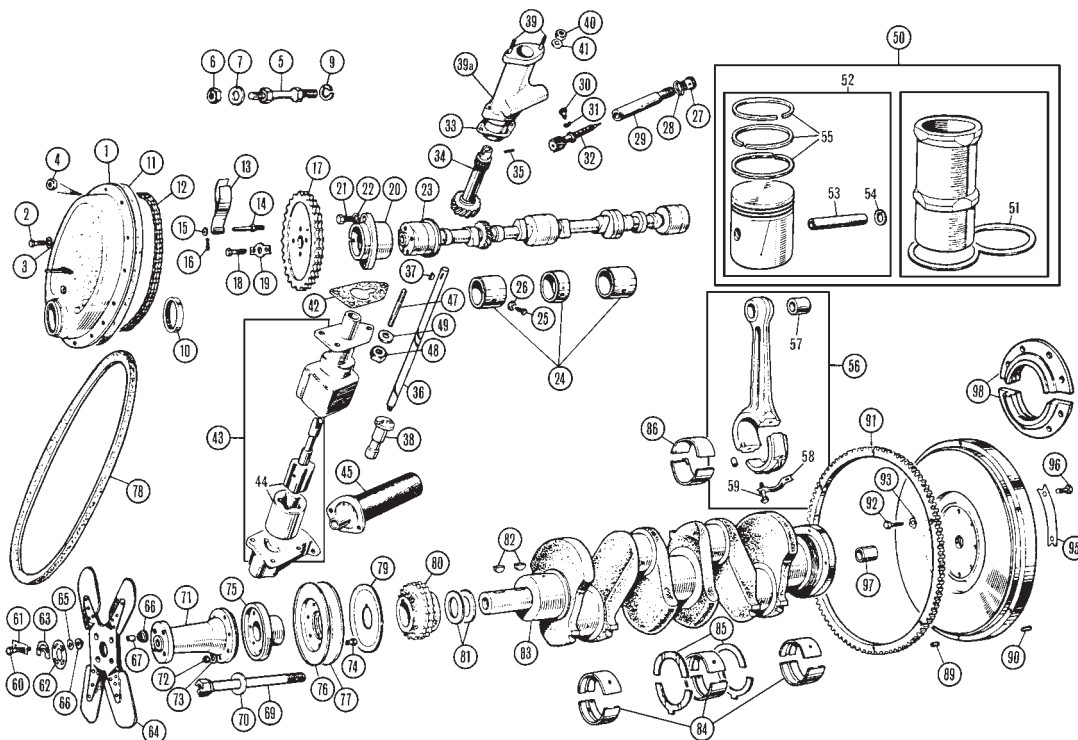
	301318	£293.95	SUMP, alloy, tapered type	1 alloy
37	055810	£18.55	BLOCK, front sealing	1
38	120211	£Call	BRACKET, breather pipe	1
39	205020	£Call	PIPE, breather	1
40	132924	£1.82	PLUG, (in place of breather pipe)	1 closed circuit breathing
41	GHF120	£0.16	SCREW, pipe to bracket	1
42	GHF332	£0.15	WASHER, locking	1
43	GHF201	£0.10	NUT, plain	1
45	044473	£1.35	CORE PLUG, camshaft rear	1
46	061478	£8.76	TAP, water drain	1
47	GHF346	£0.25	WASHER, fibre	1
48	060862	£41.06	OIL SEAL, crankshaft rear	1 Standard type oil seal
NI	TT1032	£75.95	OIL SEAL CONVERSION	1 Lip type oil seal
	TT1032S	£8.76	OIL SEAL, crankshaft rear	1
49	SH504051	£0.16	SCREW, oil seal	8
50	GHF331	£0.05	WASHER, locking	8
51	Note: For oil filter housing hardware please refer to page 20.			
52	Note: For gearbox mounting hardware please refer to page 29.			
53	056763	£5.29	PEDESTAL, timing cover support	1
54	WF508	£0.29	WASHER, fibre	1
55	GHF332	£0.15	WASHER, locking	1
56	058701	£4.50	PIN, timing chain tensioner pivot	1
57	301251R	£Call	ENGINE PLATE	1 TR2-3-3A
	304711R	£Call	ENGINE PLATE	1 TR4-4A

The torque reaction arm (item 58) and the TR4 bonnet buffer (also used as the buffer for the torque arm) were sporadically fitted during the production of the TR4. However, over the years due to owners changing engine units, they may also appear on TR4-4A's even though they were never fitted during production.

58	133471	£Call	ARM, torque reaction	1
59	612962	£2.06	BUFFER, torque reaction arm	1 TR4
60	GHF201	£0.10	NUT	1
61	GHF332	£0.15	WASHER, locking	1
62	SH505061	£0.30	SCREW, engine plate attaching	5
63	GHF332	£0.15	WASHER, locking	5
64	059180	£7.92	ENGINE MOUNTING	2
65	GHF223	£0.20	NUT, mounting to engine plate	2
66	GHF302	£0.15	WASHER, plain	2
67	GHF103	£0.17	SCREW, mounting to chassis	4
68	GHF301	£0.07	WASHER, plain	4 TR2-3-3A
69	GHF222	£0.17	NUT, nylon	2
70	GHF332	£0.15	WASHER, locking	2
71	109582	£2.89	SHIM, engine mounting	a/r
72	106428	£5.77	BRACKET, steady	4
75	130985	£10.28	ENGINE MOUNTING, round	2 TR4
76	143057	£8.96	ENGINE MOUNTING, rectangular	2 TR4A

(These mountings (items 75 & 76) are interchangeable, and either type may be fitted in pairs. However the 143057 are preferred, as they are of a 'failsafe' design).

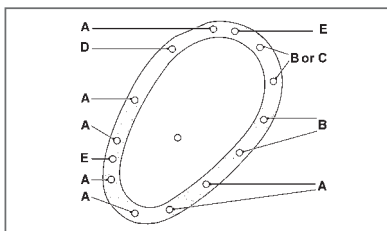
77	GHF202	£0.10	NUT, engine mounting	4
78	GHF332	£0.15	WASHER, locking	4 TR4-4A
79	134234	£2.60	WASHER, packing	a/r
80	121231	£Call	FRONT LIFTING EYE	1
81	GHF104	£0.30	BOLT, front lifting eye	2 to engine plate
82	GHF332	£0.15	WASHER, locking	2
83	GHF201	£0.10	NUT, plain	2
84	121752	£6.21	BRACKET, rear lifting	1



Internal Engine Components

Part Number	Price £ea.	Description	Req.	Details
1 203681	£Call	COVER, timing chain	1	TR2-3-3A, TR4 To CT21470

The timing cover has what looks like the leftovers of the last batch of 'polyfilla' type material stuck on the outside. Several owners of potential concours winning cars have spent many happy hours removing this. WRONG! It's there as a sound deadening device. (This means that you won't be able to hear the broken tensioner flying around destroying the timing chain, but when it breaks through the timing cover not only can you hear it better, but you also get your engine compartment rust proofed with engine oil.)



Timing Cover Fittings

(Use listings with diagram)

2	SH505071	£0.24	(A) SET SCREW, 7/8" UNF	7	
	SH605051	£0.23	(B) SET SCREW, 5/8" UNF	4	when lifting eye not fitted
	SH605051	£0.23	(B) SET SCREW, 5/8" UNF	2	when lifting eye fitted
	GHF104	£0.30	(C) SET SCREW, 11/2" UNF	2	when lifting eye fitted
	TE505111	£0.74	(D) STUD	1	
	DP514	£0.54	(E) DOWEL, (must be cut to fit)	2	
3	GHF332	£0.15	WASHER, locking	12	use with A, B, C & D
4	GHF201	£0.10	NUT, plain	5	use with B, C & D
5	056763	£5.29	PEDESTAL, timing cover support	1	
6	GHF272	£0.30	NUT, timing cover to pedestal	1	
7	GHF301	£0.07	WASHER, plain	1	
8	WF508	£0.29	WASHER, fibre, (under cover)	1	
9	GHF332	£0.15	WASHER, locking	1	
10	104662	£7.10	OIL SEAL, timing chain cover	1	
11	211122	£3.47	GASKET, timing chain cover	1	
12	057151	£6.80	TIMING CHAIN	1	
13	043404	£3.86	TENSIONER, timing chain	1	
14	058701	£4.50	STUD, tensioner mounting	1	
15	WP18	£Call	WASHER	a/r	
16	GHF500	£0.10	SPLIT PIN	1	
17	057113	£24.41	CHAIN WHEEL, on camshaft	1	
18	056370	£1.22	BOLT, sprocket retaining	2	
19	056293	£0.59	TAB WASHER, cam sprocket	1	
20	060214	£48.89	CAM BEARING, front	1	
21	056370	£1.22	BOLT, shouldered	2	front bearing
22	GHF332	£0.15	WASHER, locking	2	
23	301466	£151.65	CAMSHAFT, new	1	TR2-3A, TR4
	307036R	£66.50	CAMSHAFT, exchange	1	
	301466	£151.65	CAMSHAFT	1	TR4A
	307036R	£66.50	CAMSHAFT, exchange	1	

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

24	AEC3027S	£19.50	BEARING SET, camshaft	1	TR3 from TS8997,
	113522	£6.90	BEARING, camshaft, centre & rear	2	TR3A, TR4-4A
	AEC3027S	£19.50	BEARING, camshaft, intermediate	1	

Note: Camshaft bearings were not fitted until engine no TS8997. Prior to this, the camshaft rotated directly in the cylinder block.

NI	GAC5076	£132.08	TOOL, (Churchill)	a/r	
			(We have remanufactured the special Churchill Coil Spring Compressor tool (GAC5076), but, it can also be used for fitting new camshaft bearings).		
25	110462	£1.41	SET SCREW, bearing retaining	3	TR3 from TS8997
26	GHF301	£0.07	WASHER, plain	3	TR3A, TR4-4A
27	060246	£Call	SCREWED END, tach drive	1	
28	060247	£2.30	OIL SEAL, tach drive	1	
29	132472	£Call	BEARING, tach drive	1	
30	056305	£Call	SCREW, locking	1	
31	GHF332	£0.15	WASHER, locking	1	
32	106184	£Call	GEAR, tach drive	1	
33	125251	£0.69	GASKET/SHIM	a/r	distributor pedestal
			(Consult your workshop manual to determine how many shims are required).		
34	106981	£Call	GEAR, driving	1	
35	500975	£0.59	PIN, (fitted in gear 106981)	1	
36	104966	£29.95	SHAFT, oil pump drive	1	
37	WKN304	£0.39	KEY, gear to shaft	1	
38	056405	£39.10	BUSH, oil pump drive shaft	1	
39	105280	£Call	STUD, distributor to pedestal	2	
39A	201623ALI	£Call	PEDESTAL, distributor	1	aluminium
40	GHF200	£0.10	NUT, plain	2	
41	GHF331	£0.05	WASHER, locking	2	
42	056282	£0.58	GASKET, oil pump	1	
NI	200155X	£Call	OIL PUMP, uprated	1	
43	200155Z	£78.25	OIL PUMP, standard	1	
44	504862	£19.53	SPINDLE & ROTOR, oil pump	1	
45	100682	£30.29	FILTER	1	
47	TE505111	£0.74	STUD, block to pump body	3	
48	GHF201	£0.10	NUT, plain	3	
49	GHF332	£0.15	WASHER, locking	3	
50	AESA12X4	£332.72	PISTON & LINER SET, standard	1	(83mm) engine set
	AESA1096X4	£288.95	PISTON & LINER SET, standard	1	
	AESA109620X4	£258.75	PISTON & LINER SET, +0.020"	1	(86mm)
	AESA109630X4	£Call	PISTON & LINER SET, +0.030"	1	engine set
	AESA109640X4	£279.86	PISTON & LINER SET, +0.040"	1	
	122166STD	£34.20	LINER, cylinder, standard	4	
	122166020	£34.20	LINER, cylinder, +0.020"	4	(86 mm)
	122166030	£Call	LINER, cylinder, +0.030"	4	
	122166040	£34.20	LINER, cylinder, +0.040"	4	
	AESA1710KR	£Call	PISTON & LINER, (87mm)	4	Forged
	AE18510X	£425.95	PISTON & LINER SET (89 mm)	1	(89 mm)
	122166/89	£52.80	LINER (89 mm)	1	

We are always amused as to how we mix 'millimetre' piston sizes with 'inch' over-sizes!

51	112789	£2.35	SEAL, 'figure of 8', liners to block	2
52	AE12655STDx4	£182.00	PISTON SET, (83mm), standard	1
	AE12655020X4	£Call	PISTON SET, (83mm), +0-020"	1
	AE15765STDx4	£141.91	PISTON SET, (86mm), standard	1
	AE15765020X4	£141.91	PISTON SET, (86mm), +0-020"	1
	AE15765030X4	£Call	PISTON SET, (86mm), +0-030"	1
	AE15765040X4	£141.91	PISTON SET, (86mm), +0-040"	1
	AESA1710KR	£Call	PISTON, (87mm), standard	4
	AE18510X	£425.95	PISTON SET, (89mm)	1
53	060254	£Call	GUIDGEON PIN	4
54	045985	£1.28	CIRCLIP	8

Note: That even though we refer to pistons with an 'AE' prefix and then by their 'AE' piston number, we are forced by lack of availability to resource with other manufacturers. The 'AE' numbers are for reference only and usually do not imply that we they are manufactured by 'AE'.

55	MM817-000	£62.95	RING SET, (83mm), standard	1
	MM817-020	£62.95	RING SET, (83mm), +0-020"	1
	MM817-030	£Call	RING SET, (83mm), +0-030"	1
	MM817-040	£Call	RING SET, (83mm), +0-040"	1
	MM817-060	£Call	RING SET, (83mm), +0-060"	1
	MM817-100	£54.76	RING SET, (83mm), standard	1
	MM817-120	£Call	RING SET, (83mm), 0-020"	1
	MM817-130	£Call	RING SET, (83mm), 0-030"	1
	MM817-140	£Call	RING SET, (83mm), 0-040"	1
	MM817-160	£Call	RING SET, (83mm), 0-060"	1
	MM817-300	£52.95	RING SET, (86mm), standard	1
	MM817-320	£48.89	RING SET, (86mm), +0-020"	1
	MM817-330	£52.95	RING SET, (86mm), +0-030"	1
	MM817-340	£52.95	RING SET, (86mm), +0-040"	1
	MM817-400	£73.94	RING SET, (86mm), standard	1
	MM817-420	£73.94	RING SET, (86mm), +0-020"	1
	MM817-430	£Call	RING SET, (86mm), +0-030"	1
	MM817-440	£61.61	RING SET, (86mm), +0-040"	1
	MM817-200	£64.95	RING SET, (87mm), standard	1
	MM817-230	£Call	RING SET, (87mm), +0-030"	1
56	211044	£Call	CON ROD	4
57	C17164	£2.96	BUSH, gudgeon pin	4

(There were several different connecting rods fitted as original. The only one available is 211044 which should be matched to other 211044s. If you don't have this type you will need to replace the set. The easy way to tell is these have a casting no. of 211046 stamped on the side and 'stretch' type bolts without tab washers).

58	105313	£0.40	TAB WASHER	4
59	105312	£7.79	BOLT, (used with tab washers)	8
	138528	£8.51	BOLT, self-locking (used without tab washers)	8

(The early connecting rod bolts (part no. 105312) must be used with tab washers (105313). Tab washers must NOT be used with the later bolts (part no. 138528). These bolts retain their grip by being slightly stretched into tension and if tab washers are used, the continued expansion and contractions as the engine heats up/cool down, means the washers will allow the bolt to 'creep' and ultimately work loose. For this reason 'stretch' bolts (138528) must never re-used. As sets, 105312 plus 105313 can be used inter-changeably with 138528. Both bolt types should be torqued to 55-60 ft lbs).

60	BH605111	£0.48	BOLT, fan attachment	4
61	107857	£1.30	TAB WASHER	2
62	108497	£5.29	LOCK PLATE, crank bolt	1
63	107858	£4.84	BALANCE PIECE	1
64	202025	£75.31	FAN, 4-bladed	1
	209792	£70.41	FAN, 4-bladed	1
	211986	£Call	FAN, 6-bladed	1

(The 6-bladed fan (part no. 211986) for TR4A's is no longer available, but can be replaced by the 4-blade type (part no. 209792) with no problems. All mounting bolts and hardware are the same. We have re-tooled both 209792 and 202025 and they really are identical to the originals).

65	GHF301	£0.07	WASHER	4
66	108496	£0.90	BUSH, rubber, fan mounting	8
67	108499	£1.02	SLEEVE, steel	4
69	108498	£34.20	BOLT*	1
	128319	£12.33	BOLT*	1

*Note: Bolt (part no. 128319) has a starting handle slot in the head. It was not fitted to TR4A's, but as the bolt that was fitted (part no. 142185) is no longer available, we recommend using 128319).

70	108494	£Call	SHIM	a/r
71	108493	£32.25	EXTENSION, fan hub	1
	128318	£32.25	EXTENSION, fan hub	1
72	GHF271	£0.20	NUT, nyloc, pulley to hub	6
73	WP127	£0.25	WASHER, (fits under nut)	6
74	BH604111	£0.44	BOLT, pulley to hub	6
75	107250	£37.14	HUB, pulley	1
76	107252	£17.57	PULLEY, front half, dished	1
77	110023	£11.70	PULLEY, rear half, flat	1

78	GFB40975	£17.32	FAN BELT	1
79	057196	£3.62	OIL DEFLECTOR	1
80	055971	£26.34	CHAIN WHEEL, on crankshaft	1
81	056522	£Call	SHIM, sprocket, 0.004"	a/r
	056523	£0.93	SHIM, sprocket, 0.006"	a/r
82	WKN606	£1.20	KEY, crankshaft	2
83	301815R	£371.86	CRANKSHAFT, reground/exchange*	1
	301815X	£Call	CRANKSHAFT, new	1
	301815RX	£352.29	CRANKSHAFT, reground/exchange*	1

*Note: Reground cranks are supplied less bearings, allowing you to choose Glacier or Replacement shells.

84	AEM3196STD	£69.95	BEARING SET, main, standard	1
	108810	£28.95	BEARING SET, main, standard	1

*Note: Glacier Main bearings are currently only available up to +0.020" oversize. When ordering Glacier bearings quote part number & size required (i.e. AEM3196010 for +0.010). #Note: Replacement Main bearings are available in the following oversizes. +0.010", +0.020", +0.030", +0.040" & +0.050". When ordering replacement bearings please quote part number/size req. (i.e. 108810/010 for +0.010 oversize).

85	AEW2004STD	£6.80	THRUST WASHER SET, 0.0925"	a/r
	AEW2004005	£6.80	THRUST WASHER SET, 0.005"	a/r
	AEW20040075	£5.95	THRUST WASHER SET, 0.008"	a/r

(Adjust crankshaft end float with selective use of thrust washers. (Refer to workshop manual).

86	AEB4331STD	£39.10	BEARING SET, con rod, standard	1
	117590	£24.96	BEARING SET, con rod, standard	1

*Note: Glacier Con Rod bearings are currently only available up to +0.020" oversize. When ordering Glacier bearings please quote part number & size req. (i.e. AEB4331010 for +0.010).

#Note: Replacement Con Rod bearings are available in the following oversizes. +0.010", +0.020", +0.030", +0.040", +0.050" & +0.060". When ordering Replacement bearings please quote part number/size req. (i.e. 117590/010 for +0.010 oversize).

89	DP619	£1.08	DOWEL PIN, flywheel to c/shaft	1
90	DP408	£0.74	DOWEL PIN, flywheel to c/cover	2
	201454	£29.31	RING GEAR, (shrink-on)	1
91	202834	£28.75	RING GEAR, (bolt-on)	1
92	112653	£1.28	BOLT, ring gear retaining	6
93	115776	£0.46	TAB WASHER, ring gear bolts	6
95	056524	£0.93	TAB WASHER, flywheel bolts	2
96	138527	£2.89	BOLT, flywheel to crankshaft	4
	138527	£2.89	BOLT, self-locking, flywheel to crankshaft*	4

*Note: Do NOT use tab washers with these self-locking bolts, which are a 'stretch' type, similar to item 59 (138528): (See also note on item 59).

97	047246	£4.36	BUSH, spigot	1
98	060862	£41.06	OIL SEAL, crankshaft rear	1
NI	TT1032	£75.95	OIL SEAL CONVERSION	1
	TT1032S	£8.76	OIL SEAL, crankshaft rear	1

Lightweight Steel Flywheels (Less Ring Gear)

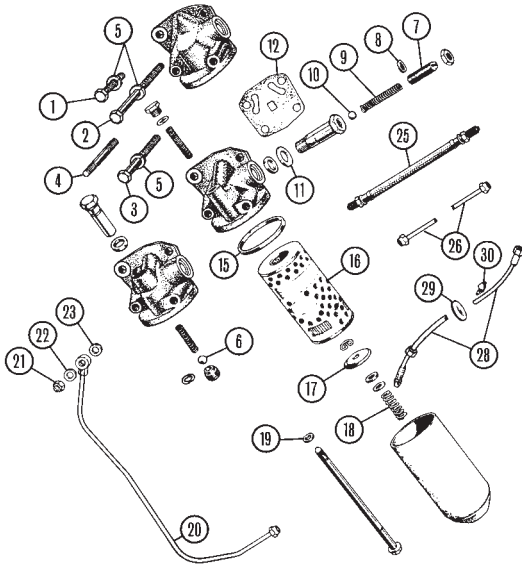
The 4 cylinder TR was fitted with 3 different types of flywheels throughout it's production. The 3 basic types are:

1. Flywheel with shrink-on ring gear was fitted on TR2-3 and TR3A to TS50000, and goes with the early shrouded starter motor and spring type clutch cover.
2. Flywheel with bolt-on ring gear for later starter motor and spring type clutch cover was fitted on TR3A from TS50001 and all TR4.
3. Flywheel with bolt-on ring gear and 8 1/2" diaphragm clutch was fitted to all TR4A's. None are available but due to the owners propensity to 'mix & match', you could have anything fitted in your car. You should always fit the correct starter motor for your ring gear.

Note: Remember: Shrink-on ring gear takes shrouded starter: Bolt-on ring gear goes with open bendix starter. If you mismatch they will still work... but not for long.

(For help with identification of the different starter motors see page 82). These Steel flywheels all weigh around 4kg (9lbs), which leaves a sensible amount of inertia to keep the TR driveable. The serious reduction in reciprocating mass being accelerated and decelerated is probably equivalent to 10-20 bhp (depending on the state of engine tune). They are primary intended for competition use. All these Flywheels are for use with Bolt-on Ring Gears, and must be used with the correct Starter Motors, preferably a High Torque Geared unit. Please see the accessories section for further details.

143105X	£227.95	FLYWHEEL, steel, Less ring gear	1
		(4 bolt fixing use with 8.5" diaphragm clutch).	1
TT2230S	£Call	FLYWHEEL, steel, Less ring gear	1
		(8 bolt fixing for 7.25" Comp. clutch only).	1
TT2231S	£Call	FLYWHEEL, steel, Less ring gear	1
		(12 bolt fixing for 7.25" Comp. clutch only).	1



Oil Filter & Mountings

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	GHF163	£0.22	BOLT, filter head, upper front	1	bypass type
	BH505101	£0.59	BOLT, filter head, upper front	1	full flow type
2	BH505321	£1.56	BOLT, filter head, upper rear	1	bypass type
	BH505321	£1.56	BOLT, filter head, upper rear	1	full flow type
3	BH505241	£1.25	BOLT, filter head, lower rear	1	
4	CHS2517	£1.41	STUD, oil filter and banjo fitting	1	
5	GHF332	£0.15	WASHER, locking	3	
6	BL27	£0.58	BALL, (on balance valve)	1	Purolator
	BL28	£0.20	BALL, (on balance valve)	1	Tecalamit
7	060416	£Call	SCREW, adjusting	1	Purolator
8	030123	£Call	WASHER, lead linger/wire	1	
9	060414	£3.91	SPRING, relief valve	1	Purolator
	059609	£Call	SPRING, relief valve	1	Tecalamit
10	BL27	£0.58	BALL	1	Purolator
	BL28	£0.20	BALL	1	Tecalamit
11	500329	£1.61	WASHER	1	Purolator
12	112146	£0.44	GASKET	1	all
15	13H998	£0.75	'O' RING, sealing, oil filter	1	
16	GFE104	£3.86	OIL FILTER	1	all

(This item comes complete with BOTH types of 'O' ring (item 15).

Note: Be sure to put the correct 'O' ring in your filter head.

17	500439	£1.30	GUIDE PLATE, oil filter	1	Purolator
	17H846	£11.20	GUIDE PLATE, oil filter	1	Tecalamit
18	500319	£Call	SPRING, on main bolt	1	Purolator
19	500321	£0.44	WASHER, rubber	1	Purolator
	37H1173	£0.39	WASHER, rubber	1	Tecalamit

The following items are the same whichever filter head is fitted:

20	200646	£15.51	OIL PIPE, filter head to bulkhead	1	including banjo
	200646B	£Call	BANJO, (fits on end of 200646)	1	
21	14B2685	£1.00	NUT, domed	1	
22	GHF362	£0.39	WASHER, copper, (outer)	1	
23	233220A	£0.44	WASHER, copper, (inner)	1	

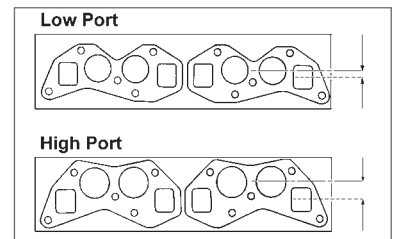
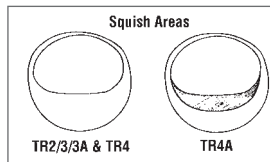
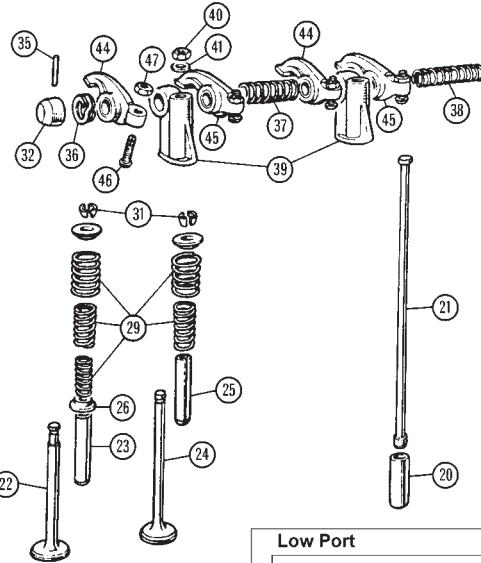
(When you have two copper washers in your oil stained hand and you know that you have one 114034 & one 114033, but can't tell the one from the other, there is a simple rule to follow. The inner (114033) has the larger hole in the middle to allow the passage of oil into the banjo on the oil pipe (item 20).

25	102238	£18.95	HOSE, flexible, stainless steel	1	TR2-3A & early TR4 (This hose links oil pressure gauge pipe on engine to the pipe on the bulkhead).
26	202973	£12.97	PIPE, (rigid), on bulkhead to gauge	1	TR2-3A & early TR4
28	138308	£11.70	PIPE, (nylon), replaces flexible pipe	1	TR4-4A (The nylon pipe replaces the flexible hose and rigid pipe in that it goes direct from the pipe (200646) to the oil pressure gauge. Listed as an 'alternative' to 202973 in the Triumph Parts Book, but standard on all TR4A's).
29	600395	£0.93	GROMMET	1	
30	059380	£1.25	CLIP, oil pressure pipe to bulkhead	2	



Filter Heads

There are three different filter heads on the TR engine. As you may expect, most items are not available inside these assemblies, but some are, and many will only fit the type you have, that is to say, for example the 'O' ring (item 15) for a Purolator filter head will not fit the one for a Tecalamit head. Getting them wrong is a messy and potentially expensive mistake. You can tell the three heads apart by these differences.



Cylinder Heads

The TR2 cylinder head was developed from the Standard Vanguard head. The Vanguard head had circular inlet and exhaust ports and won't fit your TR. The 'low port' head was so called retrospectively to distinguish it from the later head introduced at TS13052, which was logically enough called the 'high port' head. The reference is to the distance between the centre lines of the exhaust and inlet ports. There are also two different types of 'low port' heads. Engine number TS9350 saw the introduction of the 'Le Mans' head. This was produced to match the increased size carburettors introduced at engine number TS8991.

The carburettor size was increased from 1 1/2" (H4) to 1 3/4" (H6) and the head was improved to give more power. To identify the type of cylinder head you have the illustrations here may help. The TR4 & TR4A heads had their part numbers stamped on the top next to the front inlet port. The TR4 head is recognised by the part number 510084. The TR4A head was introduced at engine number CT21471. The TR4A head was generally acknowledged to be the best, and it has a part number of 511695 stamped on it, but an easier identification is the 'squish area' in the carburettor port. Both types of 'squish' areas are illustrated here.

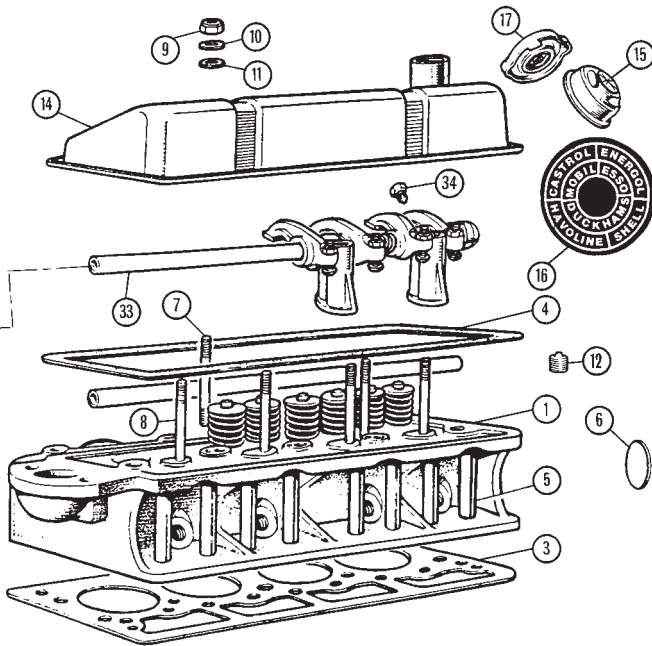
Moss 'High Port' Cylinder Heads

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

Working to original drawings, these Brand New cylinder heads are designed (as closely as possible) to resemble the original (late) TR4-4A units. We recommend that you use as much NEW hardware as possible during installation to ensure the heads are as a good a fit as possible. If you are fitting a Cast head, ensure your cooling system has the correct anti-freeze mixture. If you are fitting an alloy head, you MUST run with 100% Summer Coolant, which contains the correct inhibitors to prevent corrosion and electrolytic reaction.

Torque Settings:	IRON CYLINDER HEAD	100-105 ft/lbs
	ALUMINIUM CYLINDER HEAD	70-72 ft/lbs

All our heads are fully machined and, where valve seats are fitted they are Lead Free. Aluminium Heads have an 'A' in the part number suffix. (i.e. 511695AX). Original thickness of all cylinder heads from block face to rocker cover gasket face was 3.3125 inches. Check this before commencing any machining work.



Cylinder Heads (Standard/Performance)

ill Part Number Price £ea. Description Req. Details

The following heads do not have: valves, valve seats, springs or caps. Valve guide holes not drilled. Allows variation in valve size & position.

1	511695XX	£Call	CYLINDER HEAD, cast iron	1
	511695AXX	£Call	CYLINDER HEAD, aluminium	1

The following heads do not have: valves, valve seats, springs or caps. Valve guides supplied & fitted. Allows variation in valve size.

	511695X	£978.67	CYLINDER HEAD, cast iron	1
	511695AX	£978.67	CYLINDER HEAD, aluminium	1

The following heads do not have: valves, springs or caps. Valve guides supplied & fitted, valve seats fitted for standard valves.

	511695	£1,190.08	CYLINDER HEAD, cast iron	1
	511695A	£1,321.24	CYLINDER HEAD, aluminium	1

The following heads are fully finished & assembled with standard valves.

	514748	£1,532.95	CYLINDER HEAD, cast iron	1
	514748A	£1,297.74	CYLINDER HEAD, aluminium	1

Performance (Stage Tuned) Cylinder Heads

NI	CAM4545	£0.85	NUT, rocker pedestal stud, (improved)	4	use with all 4 cyl. TR heads illustrated as No.40, page 20
NI	600569A	£11.60	WELLSEAL, jointing compound	a/r	100gm
NI	501678	£56.50	GASKET SET, cylinder head	1	TR2
NI	GEG178	£41.06	GASKET SET, cylinder head	1	'High port' head models (Gasket set GEG178 will replace head sets for most models. Owners of TR3's with 'low port' heads & H6 carburettors will have to buy 2 manifold gaskets (106937) in addition to the gasket set as the 'inlet/exhaust manifolds to head' gaskets provided in the set will not fit. Contents of Gasket Set GEG178 are):
3	205481	£34.95	GASKET, cylinder head	1	
4	GEG437	£4.65	GASKET, rocker cover	1	
NI	113122	£2.89	GASKET, inlet/exhaust manifold	2	for high port heads
NI	GEG718	£2.84	GASKET, exhaust downpipe	1	TR2-3A, TR4
NI	GUG4811MG	£1.61	GASKET, exhaust downpipe	1	TR4A
NI	115467	£0.24	GASKET, thermostat	2	
NI	112867	£0.49	GASKET, carburettors, (1 3/4")	4	
NI	138586	£1.15	GASKET, water pump to housing	1	
NI	125251	£0.69	GASKET/SHIM, distributor pedestal	1	
5	100792	£4.16	TUBE, push rod	8	
NI	DP514	£0.54	DOWEL	1	manifold face of head
6	027378	£1.32	CORE PLUG, dished	1	TR2-3A, TR4 to mid TR4A
	144648	£0.83	CORE PLUG, cupped	1	mid TR4A onwards
NI	SH506041	£0.45	SET SCREW	1	rear of head
NI	500464	£0.75	WASHER, copper	1	
7	TE506241	£2.70	STUD, rocker pedestal	4	
8	059011	£1.85	STUD, original rocker cover	2	

	TE505341	£1.71	STUD, alloy rocker cover	2	
9	GHF222	£0.17	NUT, nyloc, valve cover	2	
10	GHF301	£0.07	WASHER, steel	2	
11	WF508	£0.29	WASHER, fibre	2	
12	PS1603	£9.30	CORE PLUG, top face of cylinder head	1	
NI	SH506041	£0.45	SET SCREW	1	oil feed
NI	500464	£0.75	WASHER, copper	1	
14					Note: Original Rocker Covers are not available. We have a selection of aluminium rocker covers available. See accessories section for full details.
15	113569	£19.53	CAP, oil filler, (push-on)	1	TR2-3A, TR4
16	CRTR210	£2.89	DECAL oil filler cap	1	open circuit breathing
	GZC1400	£6.66	CAP, oil filler, zinc plated, (eared)	1	TR4A, closed circuit breathing
	143393	£Call	CAP, oil filler	1	TR4A (Oil filler caps GZC1400 & 138176 are alternatives).
20	057933	£3.65	TAPPET	8	
21	106968	£7.90	PUSHROD	8	
					(Push rods supplied are the later 3/8" diameter type, which replace the early 5/16" ones that were rather weak and prone to bend, or even break).
22	108806	£5.06	VALVE, exhaust, 3/8" diameter stem	4	TR2-3A, TR4 To CT21470
	136567	£7.79	VALVE, exhaust, 5/16" diameter stem	4	TR4 From CT21471, TR4A
23	108239	£2.89	GUIDE, exhaust valve (for 108806)	4	TR2-3A, TR4 To CT21470
	058923	£2.54	GUIDE, exhaust valve (for 136567)	4	TR4 From CT21471, TR4A
					Quite often the later valves (part no. 136567), which had 'tulip' shaped heads and were thus desirably superior, were fitted into the early heads. You can tell this when you order a 108239 valve guide and the valve you have 'waves' around in it. Don't panic. Also, don't order a 058923 valve guide, because it will wave around in the cylinder head. There is a 'conversion' guide to use in early heads to accommodate a 136567 valve - it's called 136575. Don't ask us how we are so familiar with this. Bitter experience. If your inlet & exhaust valves are the same stem diameter and you have an 'early' head you'll need 136575.
	136575	£3.08	GUIDE 'CONVERSION', exh valve	4	17/32" O/D to 5/16" I/D
24	107626	£4.75	VALVE, inlet	4	
25	058923	£2.54	GUIDE, inlet valve	4	
26	108242	£3.45	VALVE COLLAR	4	when triple exhaust valve springs fitted
28	105803	£2.71	COLLAR, valve spring	8	triple exh & twin inlet spring type. TR2-3A, TR4
	142137	£3.86	COLLAR, valve spring	8	twin exh & twin inlet spring type. TR4-4A
	TT1116	£4.40	COLLAR, valve spring, alloy	8	twin exh & twin inlet spring type. TR4-4A
29	TT1007	£28.34	VALVE SPRING SET	1	TR2-3A, TR4 To CT21470 (With triple exhaust & double inlet springs).
	TT1107	£29.31	VALVE SPRING SET	1	TR4 From CT21471, TR4A (With double exhaust & double inlet springs).

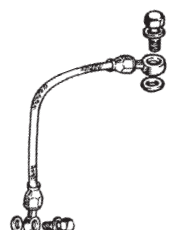
Note: Valve spring sets to standard specification are not available and, we consider they were a bit under-designed anyway, so we offer complete sets of uprated springs).

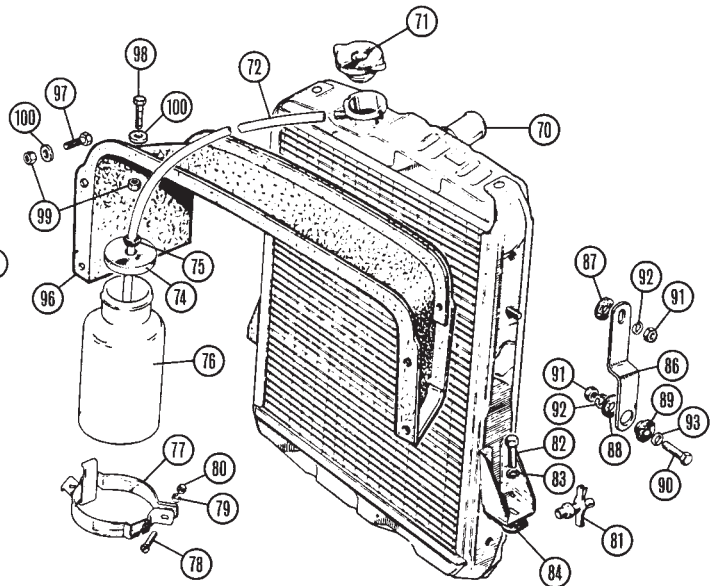
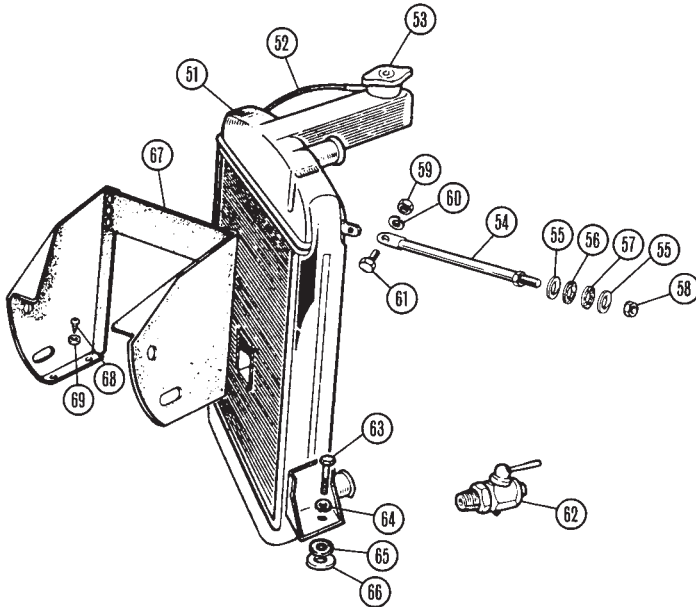
31	106663	£3.71	COTTER, split, valve retaining	16	
32	060733	£Call	END CAP, rocker shaft	2	
	TT1017	£35.19	SHAFT, rocker	1	
33	111064Z	£25.96	SHAFT, rocker	1	
34	042880	£Call	SCREW, shaft retaining	1	
35	500975	£0.59	PIN, retainer	2	
36	044630	£Call	SPRING, end	2	
37	128075	£Call	SPRING, intermediate	2	
38	128074	£Call	SPRING, centre	1	
	TT1018	£16.59	SPACER SET, rocker shaft		
39	112546	£Call	PEDESTAL, front & intermediate	3	cast iron
	112545	£Call	PEDESTAL, rear, (drilled)	1	
NI	112545X	£126.95	PEDESTAL SET, aluminium	1	Suitable for standard & performance engines (Aluminium pedestals may be used in 'complete sets' as replacements for the very early cast iron pedestals).
NI	TT1910	£1.52	SHIM, pedestal	4	
40	GHF202	£0.10	NUT, pedestal	4	
41	WP9	£0.45	WASHER, locking	4	
	CAM4545	£0.85	ROCKER PEDESTAL NUT & WASHER ASSY.	4	improved
44	108012	£7.29	ROCKER ARM, No.1, 3, 5, 7	4	
45	108014	£7.29	ROCKER ARM, No.2, 4, 6, 8	4	
	044370	£2.50	BUSH, rocker arm	16	(There are two bushes (part no. 044370) in each rocker arm. Thus there are sixteen bushes in one car set. These bushes must be reamed to fit the rocker shaft).
46	109495	£2.25	ADJUSTER, rocker arm	8	
47	51K1178	£0.28	'JAM' NUT	8	

Rocker Feed Kit

This kit enables oil to be supplied direct to the rocker shaft, increasing lubrication and thus reliability of this otherwise failure prone component. No modifications are required to the power unit in order to fit the kit.

	TT1026	£21.48	ROCKER OIL FEED KIT, external	1
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Radiator & Fittings

Ill	Part Number	Price £ea.	Description	Req.	Details
51	400311R	£Call	RADIATOR, exchange, recon (COU) With extended filler neck and centred top hose inlet	1	TR2 to TS1200 Customers Own Unit
	400412	£261.95	RADIATOR, new With extended filler neck and offset top hose inlet and crank hole	1	TR2 from TS1201, TR3-3A TR4 to CT9552
	402001	£234.94	RADIATOR, new No filler neck	1	TR4 from CT9553
52	GRH1005M	£5.82	HOSE, overflow, (cut to 30")	1	TR2-3A TR4
53	GRC103	£3.67	CAP, radiator, (4lb, 1" depth)	1	TR2-3A TR4
	GRC102	£3.67	CAP, radiator, (7lb, 1" depth)	1	TR4, (with filler neck)
	GRC112	£3.67	CAP, radiator, (7lb, 3/4" depth)	1	TR4, (without filler neck)
54	111164	£8.76	ROD, radiator support	2	TR2-3A
	131585	£8.61	ROD, radiator support	2	TR4
55	WP17	£0.15	WASHER, plain	4	TR4 From CT1016
56	GEX7329	£1.96	GROMMET	2	
57	GEX7330	£1.28	WASHER, rubber	2	
58	NT605041	£0.17	NUT	4	
59	GHF201	£0.10	NUT, (plain), stay to radiator	2	
60	GHF332	£0.15	WASHER, locking	2	
61	SH605061	£0.16	SCREW, hexagon headed	2	
62	061864	£6.95	TAP, radiator drain	1	
63	SH606101	£0.24	BOLT, radiator mounting	2	
(Radiator mounting screws on TR2-3A go from under the frame upwards to the radiator. The system illustrated is TR4).					
64	GHF333	£0.05	WASHER, locking	2	
65	GHF316	£0.44	WASHER, plain	2	
66	601994	£1.17	PACKING, radiator mounting	a/r	(see note: item 84)
67	803440/8	£9.74	DUCT SET, radiator	1	
68	GHF423	£0.14	SET SCREW	4	TR3A
69	WP4	£0.12	WASHER, plain	4	
70	307309	£167.95	RADIATOR	1	TR4A, standard
71	GRC112	£3.67	CAP, radiator, (7lb, 3/4" depth)	1	TR4A radiators without filler neck
72	137742	£4.65	HOSE, overflow	1	TR4A
74	137743	£3.77	CAP, overflow bottle	1	
75	12H1060	£0.34	GROMMET	1	
76	137632	£17.12	BOTTLE, overflow	1	
77	142804	£9.74	BRACKET, overflow bottle, original	1	
	713544	£8.76	BRACKET, overflow bottle, reproduced	1	
78	PT507	£0.31	SET SCREW, bottle bracket	1	
79	WL700101	£0.09	WASHER, locking	1	
80	HN2005	£0.14	NUT, plain	1	
81	132565	£9.40	TAP, radiator drain	1	
82	SH606101	£0.24	SCREW, radiator mounting	2	
83	GHF333	£0.05	WASHER, locking	2	
84	601994	£1.17	PACKING, radiator mounting	a/r	
(These packing pieces are used to adjust the height of the radiator to line-up exactly the top outlet with the outlet on the thermostat housing).					
86	142665	£Call	BRACKET, radiator support	2	

87	2K9679	£0.54	WASHER, rubber	2	
88	GEX7330	£1.28	WASHER, rubber	2	
89	GEX7329	£1.96	BUSH	2	
90	BH605101	£0.48	BOLT, bracket to radiator	2	
91	GHF201	£0.10	NUT, plain, bracket to radiator	4	
92	GHF332	£0.15	WASHER, locking	4	
93	WP17	£0.15	WASHER, plain	2	
96	850435	£21.48	DUCT, radiator	1	TR4-4A
97	AB610043	£0.20	SET SCREW, 1/2"	4	
98	AB610063	£0.30	SET SCREW, 3/4"	3	
99	FU2549	£0.44	NUT, fixing	7	
100	PWZ203	£0.14	WASHER, plain	7	

Aluminium Radiators (TR2-TR4A)

These well engineered aluminium radiators can give you a weight saving of approx 50%. They have a high density core with polished end tanks and standard fixing brackets.

NI	400412AL	£517.50	RADIATOR, aluminium, (with neck)	1	TR2, TR3, TR4 to CT9552
NI	402001AL	£483.00	RADIATOR, aluminium, (without neck)	1	TR4 from CT9553
NI	307309AL	£483.00	RADIATOR, aluminium	1	TR4A

TR4 Radiator Shield

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

301644	£83.95	RADIATOR SHIELD	1	TR4
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Preserve Your Cooling System

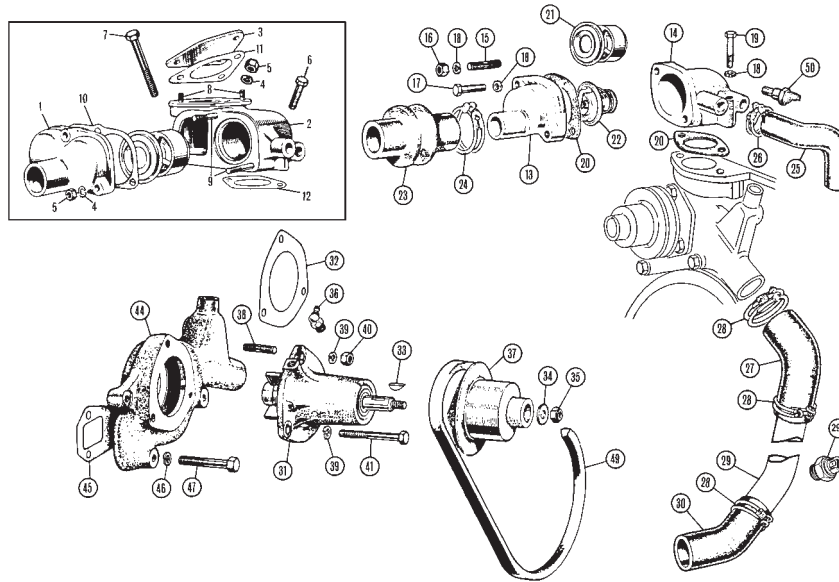
Here we have listed items that we all know about, but sometimes forget!

Today's anti freeze are of a high quality chemical mix and no longer deteriorate within 6 months and ruin the cooling system of the engine. However, anti freeze should always be used as recommended by the manufacturer and any instructions given should be adhered to.

The hidden benefit of using anti freeze throughout the year is that not only does it protect the cooling system from freezing in cold weather, as the name suggests, but it also increases the boiling point of the water; this is ideal for the hotter conditions of summer driving. Most high grade anti freeze solutions also contain an inhibitor that will reduce or eliminate cooling system corrosion. That will stop, for example, thermostat housings and other alloy components from disintegrating.

NI	GEC2001	£5.20	ANTI-FREEZE	a/r	1 Litre
NI	GEC2002	£12.10	ANTI-FREEZE	a/r	2 Litre
NI	GEC2005	£22.46	ANTI-FREEZE	a/r	5 Litre
NI	GGL9041X	£4.84	CORROSION INHIBITOR, Penrite	a/r	
NI	GAC6073	£2.89	BARS SEAL, Pellet	a/r	
NI	MRD1031	£4.45	BARS LEAK	a/r	135ml
NI	MRD1032	£3.28	BARS FLUSH	a/r	100gm
NI	MM220-115	£11.45	WATER WETTER, redline	a/r	

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



Thermostat & Fittings

TR2 To TS1200

Early TR2's to TS1200 have a unique (Double chamber) thermostat housing that is unique, it is shown above in the inset illustration (items 1 to 12).

Ill	Part Number	Price £ea.	Description	Req.	Details
1	105584	£Call	COVER, thermostat	1	
2	201522	£Call	HOUSING, thermostat	1	
3	108490	£Call	COVER PLATE, thermostat housing	1	
4	GHF332	£0.15	WASHER, locking	a/r	
5	GHF201	£0.10	NUT, plain	a/r	
6	BH505281	£1.17	BOLT, housing & cover plate	1	
7	BH505161	£0.69	BOLT, housing	1	
8	53K2171	£0.54	STUD, cover plate	2	
9	FHS2512	£0.59	STUD, thermostat cover	2	
10	105593	£Call	GASKET, cover to housing	1	
11	105592	£1.30	GASKET, top cover	1	
12	115467	£0.24	GASKET, housing to cylinder head	1	

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

13	124744	£35.19	COVER, thermostat	1	
14	203781	£38.95	HOUSING, thermostat	1	
15	FHS2512	£0.59	STUD, thermostat cover	2	alternative to 17
16	GHF201	£0.10	NUT, plain	2]
17	BH605111	£0.48	BOLT, thermostat cover	2	alternative to 15 & 16
18	GHF332	£0.15	WASHER, locking	a/r	
19	BH505161	£0.69	BOLT, (2"), thermostat housing	1/2	
	BH505221	£0.60	BOLT, (2 3/4"), thermostat housing	2	
20	115467	£0.24	GASKET, thermostat housing	2	
21	107590	£70.41	THERMOSTAT, bellows type, (72°C)	1	
22	GTS102	£3.86	THERMOSTAT, wax type, (160°F, 74°C)	1	hot climate
	GTS104	£3.86	THERMOSTAT, wax type, (180°F, 82°C)	1	standard
	GTS106	£4.30	THERMOSTAT, wax type, (195°F, 88°C)	1	cold climate

All Models

23	GRH453	£13.46	HOSE, radiator top, standard	1	
	GRH453X	£26.38	HOSE, radiator top, silicone	1	
24	CS4029	£1.35	CLIP, top hose	2	wire type
	GHC11055	£2.20	CLIP, top hose	2	jubilee type
25	105598	£7.10	HOSE, bypass, standard	1	
	105598X	£21.48	HOSE, bypass, silicone	1	
26	CS4020	£0.95	CLIP, bypass hose	2	wire type
	GHC11035	£1.81	CLIP, bypass hose	2	jubilee type
27	GRH389	£4.65	HOSE, intermediate, standard	1	
	GRH389X	£12.67	HOSE, intermediate, silicone	1	
28	CS4029	£1.35	CLIP, intermediate & bottom hoses	4	wire type
	GHC11055	£2.20	CLIP, intermediate & bottom hoses	4	jubilee type
29	130039SS	£9.44	PIPE, water return, stainless steel	1	
	130039SST	£14.34	PIPE, water return, stainless steel	1	with adaptor for Kenlowe electric fan thermo' switch
NI	IM50250	£8.76	THERMO' SWITCH, (86°C on - 76°C off)*	1]

IM50090	£8.57	THERMO' SWITCH, (86°C on - 81°C off)*	1	electric fan control
IM50100	£9.25	THERMO' SWITCH, (82°C on - 68°C off)*	1	electric fan control
IM50120	£8.57	THERMO' SWITCH, (88°C on - 79°C off)*	1	(continued)

*Note: Choice of Thermostatic switch should be matched to your thermostat. Do not be tempted to use one which cuts in at too late a temperature. Remember there is approximately 7°C temperature drop through the radiator.

30	GRH389	£4.65	HOSE, bottom, standard	1	TR2-3A
	GRH389X	£12.67	HOSE, bottom, silicone	1]
	130038	£5.58	HOSE, bottom, standard	1	TR4-4A
	GRH389X	£12.67	HOSE, bottom, silicone	1]
31	501488	£63.45	WATER PUMP, standard, (with pulley)*	1	uses removable pulley (item 37)
	QHCCP170	£46.93	WATER PUMP, standard, (less pulley)*	1	
	501488X	£72.25	WATER PUMP, uprated, (with pulley)**	1	
	QHCCP170X	£58.67	WATER PUMP, uprated, (less pulley)**	1	

*Note: Two types of water pump were supplied. The original with a removable pulley and a Unipart replacement item with a 'pressed-on NON-removable' pulley.

**Note: Our Uprated Water Pumps should appeal to owners of early TR's with an up-rated engine or cars where the cooling capacity seems marginal or inadequate. The uprated pump is fitted with a six bladed curved impellor, which roughly doubles the coolant flow.

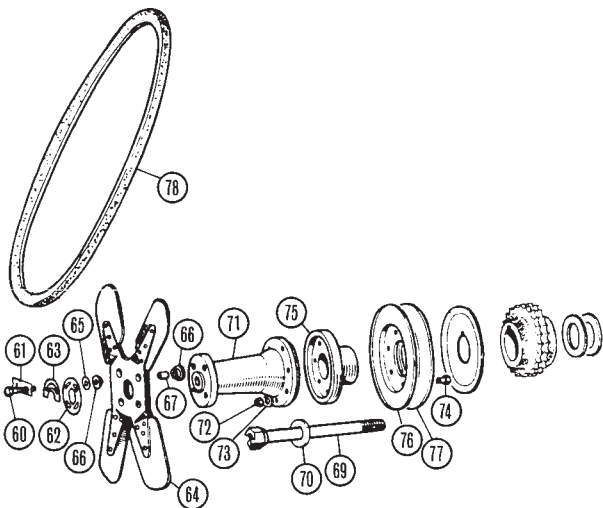
NI	060313	£Call	SEAL, gland, inner	1
NI	100858	£12.95	SEAL, gland, outer	1
NI	100858X	£Call	SEAL, gland, outer*	1

*Note: This type of seal has been fitted to all Moss TR2-4 water pumps sold since the year 2000 and should only be used for these purposes as it will not fit the early type water pumps).

32	138587	£1.17	GASKET, pump to housing	1	
33	WKN405	£0.59	KEY, pulley to shaft	1	
34	WP181	£1.13	WASHER	1	pumps with
35	GHF242	£0.49	NUT, self-locking, (5/16")	1	removable pulley
	NY108041	£Call	NUT, nylon, (M8 metric)	1	may be used by replacement pumps
36	125361	£1.37	GREASE NIPPLE	1	
37	105537	£22.95	PULLEY, water pump, standard*	1	original type pumps/wide belt
	105537A	£47.91	PULLEY, water pump, lightweight alloy	1	for narrow belt GCB107950

*Note: Two types of water pump were supplied. The original with a removable pulley and a Unipart replacement item with a 'pressed-on NON-removable' pulley.

38	056243	£1.37	STUD, water pump to housing	2	
39	GHF333	£0.05	WASHER, locking	3	
40	GHF202	£0.10	NUT	2/3	(replacement pumps use 3)
41	BH506241	£0.78	BOLT, water pump to housing	1	removable pulley type
	TE506241	£2.70	STUD, to replace bolt	1	pressed-on pulley type
44	057014	£Call	HOUSING, water pump, standard	1	cast iron
	057014A	£91.95	HOUSING, water pump, lightweight	1	aluminium
45	138586	£1.15	GASKET, housing to block	1	
46	GHF333	£0.05	WASHER, locking	2	
47	BH506181	£0.93	BOLT, housing to block	2	
49	GFB40975	£17.32	FAN BELT, (original wide belt)	1	
	GCB10975	£5.68	FAN BELT, (narrow belt)	1	
50	GTR104	£8.76	TEMPERATURE TRANSMITTER	1	TR4-4A



Fan Blades, Hub/Extension & Fittings

Part Number	Price £ea.	Description	Req.	Details
60	£0.48	BOLT, fan attachment	4	
61	£1.30	TAB WASHER	2	
62	£5.29	LOCK PLATE, crank bolt	1	
63	£4.84	BALANCE PIECE	1	
64	£75.31	FAN, 4-bladed	1	TR2-3A
209792	£70.41	FAN, 4-bladed	1	TR4-4A
211986	£Call	FAN, 6-bladed	1	some TR4
(The 6-bladed fan (part no. 211986) for TR4A's is no longer available, but can be replaced by the 4-blade type (part no. 209792) without any problems. All mounting bolts and hardware are the same. We have re-tooled both 209792 and 202025 and they are identical to the originals).				
65	£0.07	WASHER	4	
66	£0.90	BUSH, rubber, fan mounting	8	
67	£1.02	SLEEVE, steel	4	
69	£34.20	BOLT*	1	TR2-3B
128319	£12.33	BOLT*	1	TR4-4A
*Note: Fan extension & pulley hub to crankshaft. Bolt (part no. 128319) has a starting handle slot in the head. It was not fitted to TR4A's, but as the bolt that was fitted (part no.142185) is no longer available, we recommend using 128319).				
70	£Call	SHIM	a/r	
71	£32.25	EXTENSION, fan hub	1	TR2-3B
128318	£32.25	EXTENSION, fan hub	1	TR4-4A
72	£0.20	NUT, nyloc, pulley to hub	6	
73	£0.25	WASHER, (fits under nut)	6	
74	£0.44	BOLT, pulley to hub	6	
75	£37.14	HUB, pulley, standard	1	for original wide fan belt
107250X	£Call	HUB, pulley, lightweight alloy	1	for narrow belt GCB107950
76	£17.57	PULLEY, front half, dished	1	
77	£11.70	PULLEY, rear half, flat	1	
78	£17.32	FAN BELT, original wide belt	1	
GCB10975	£5.68	FAN BELT, narrow belt	1	

Narrow Fan Belt Conversion (Damped)

See electrical section for 'alternator conversion' (on page 84) using this narrow belt conversion. There will be many who will wish to seize the opportunity to fit a 'narrow belt' conversion at this time, and ensure the life of that precious crankshaft, with the harmonic damper included in this kit. Every modern car is fitted with a damper, so this must be key to engine harmonic stress elimination within older engines. This kit includes Harmonic Damper (crank), Spacer, Bolt, washer, (alternator) Pulley (water pump) Pulley (alloy) & Fan Belt.

NI TT1132	£135.01	NARROW BELT CONVERSION	1	damped alloy pulley
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The damped pulley conversion (TT1132) requires the use of an electric fan and removal of the fan & fan hub extension - which is obviously the best way to go. For those who are determined to retain the original (rather agricultural) fan arrangement, we can supply the correct crankshaft pulley (107252A) which does allow this if used in conjunction with the water pump pulley (105537A) and the alternator pulley required for your application.

NI 107252A	£45.95	CRANKSHAFT PULLEY, alloy	1	
NI 105537A	£47.91	WATER PUMP PULLEY, alloy	1	

See also 'Narrow Fan Belt Kit (Un-Damped)'.

Lastly (unless you are retaining your old wide belt pulley), you now need to choose the pulley to enable a perfect match of alternator performance to your TR's use. Only one of the 4 listed is essential, though you might wish to select more, for instance if the car is used for occasional competition use. All these are for narrow belts. If you are retaining the wide belt, ignore this list. As the wide belt stretches, it may be necessary to re-install the 'old' adjustment link to obtain sufficient adjustment.

NI AEU1238	£9.10	PULLEY, (2.5" diameter)		
(For normal road work. Use with fan belt GCB10965).				
NI 12G1054	£13.11	PULLEY, (2.75" diameter)		
(For fast road work. Use with fan belt GCB10975).				
NI CAEA535	£64.55	PULLEY, (4.5" alloy)		
(For competition use only. Use with fan belt GCB11000).				
NI 102266A	£Call	PULLEY, (4.5" alloy)		
(Reverse flow. Competition use only without fan. Use with fan belt GCB11000).				

Note: If TT1132 conversion is to be fitted, this kit includes the correct pulley & fan belt, and this arrangement works well for just about any type of use. Fitting instructions are included covering all vehicles currently fitted with an original starter motor and solenoid. Pre-engaged & Geared starters may require a different arrangement as the solenoid may have been removed. All TR's fitted with an alternator MUST be converted to negative earth. The coil leads will also need swapping over. This may affect some car radios.

Narrow Fan Belt Kit (Un-Damped) (TR2-4)

This Narrow Fan Belt kit allows the original fan & fan hub extension to be retained. This kit must not to be used for competition purposes.

NI TT1132A	£127.95	NARROW BELT KIT, (un-damped)	1	with un-damped alloy crankshaft pulley
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The following parts are available separately:

NI 107252A	£45.95	PULLEY, Crankshaft, alloy	1	(un-damped)
NI 105537A	£47.91	PULLEY, Water Pump, alloy	1	
NI GCB10975	£5.68	FAN BELT	1	
NI BH610121	£2.89	BOLT	1	
NI TT11321	£4.84	WASHER	1	

Hose Clips

Original wire style



These wire clamps were original equipment on Triumphs. Cadmium plated for long-lasting beauty & durability, they're necessary for correct restoration. Just measure the outside of your hoses to determine which ones you need.

CS4012	£0.95	HOSE CLIP, (3/4" to 7/8")	a/r
CS4020	£0.95	HOSE CLIP, (1 3/16" to 1 3/8")	a/r
CS4025	£0.95	HOSE CLIP, (1 3/8" to 1 9/16")	a/r
CS4026	£1.35	HOSE CLIP, (1 7/16" to 1 5/8")	a/r
CS4029	£1.35	HOSE CLIP, (1 11/16" to 1 7/8")	a/r
CS4038	£1.45	HOSE CLIP, (2 1/4" to 2 7/16")	a/r
CS4042	£1.70	HOSE CLIP, (2 13/32" to 1 5/8")	a/r

Kenlowe Electric Fan

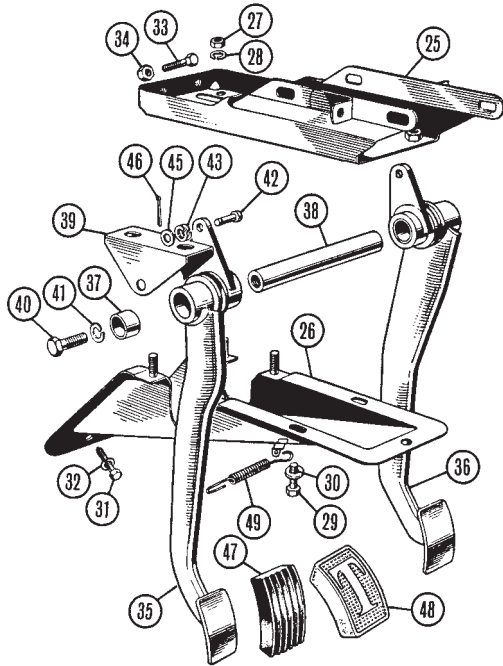
Electric cooling fans definitely improve engine efficiency when used in place of standard fixed fans, though the difference would have to be measured over a long period. Firstly the engine warm-up time is reduced and then engine temperature can be maintained at it's optimum more accurately. Removal of the fixed fan produces the second advantage: a quieter running engine. The third reason for fitting an electric fan is a combination of the first two which will reduce fuel consumption and free off approximately 2 or 3 BHP. The Kenlowe is the best known of the electric fan kits.

NI TT29402	£99.95	COOLING FAN KIT, Kenlowe, 10"	1	TR2-3A
NI TT29422	£119.94	COOLING FAN KIT, Kenlowe, 12"	1	TR4-4A
NI TT29403	£108.59	COOLING FAN KIT, Kenlowe, 12"	1	TR2-4
(Sucker fan. Recommended when used as the primary cooling source. Requires removal of the original fan and fan extension).				
NI TT2952	£43.95	THERMOSTATIC SWITCH KIT*	1	included with kit
NI TT2948	£9.15	MANUAL OVER-RIDE SWITCH KIT*	1	
NI TT2947	£Call	HOSE SEAL, (for thermostatic switch)	a/r	(Seal tends to degrade if used more than twice).

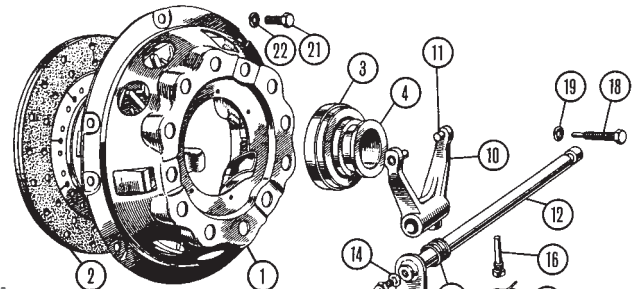
*Note: See page 23 for improved thermostatic switches & stainless steel water return pipes (item no 29).

Consumables

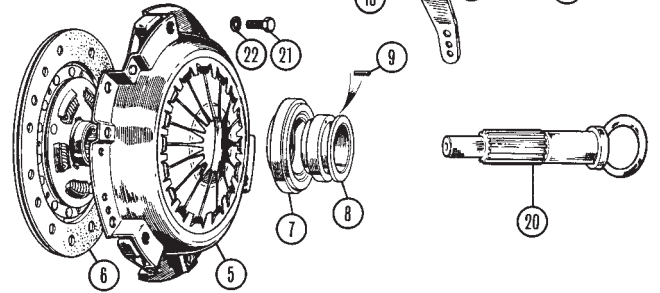
NI GEM317	£13.51	GASKET REMOVER	a/r	400ml
NI GAC110	£3.86	WD40, small can	a/r	200ml
NI GAC111	£4.84	WD40, large can	a/r	400ml
NI 600569A	£11.60	JOINTING COMPOUND, Wellseal	a/r	100ml
NI GGL1021	£3.28	LOCTITE, threadlock	a/r	3ml
NI LKLPK104	£1.41	GREASE, copper, anti-seize	a/r	25ml sachet
NI GGL9041X	£4.84	CORROSION INHIBITOR, Penrite	a/r	



TR2-3A, TR4



TR4A



Clutch/Brake Pedals & Master Cylinder Mountings

Ill	Part Number	Price £ea.	Description	Req.	Details
25	106668	£Call	BRACKET ASSEMBLY	1	TR2, TR3 To TS13045
	203239	£Call	BRACKET ASSEMBLY	1	TR3 From TS13046, TR3A
	138910SR	£Call	BRACKET ASSEMBLY	1	TR4-4A
26	106670	£Call	COVER ASSEMBLY, pedal shaft	1	
27	GHF201	£0.10	NUT, bracket & cover to bulkhead	4	
28	GHF332	£0.15	WASHER, locking	4	
29	SH605061	£0.16	SCREW	2	cover & m/cyl. to bulkhead
30	GHF332	£0.15	WASHER, locking	2	
31	SH605051	£0.23	SCREW, cover to bulkhead	2	
32	GHF332	£0.15	WASHER, locking	2	
33	SH604091	£0.70	SCREW, pedal stop	2	
34	JN2107	£0.15	NUT, jam	2	
35	106672	£Call	PEDAL, clutch, RHD	1	TR2, TR3 To TS13045
	113363	£Call	PEDAL, clutch, RHD	1	TR3 From TS13046, TR3A
	133810	£Call	PEDAL, clutch, RHD	1	TR4-4A
	106766	£Call	PEDAL, clutch, LHD	1	TR2, TR3 To TS13045
	113363	£Call	PEDAL, clutch, LHD	1	TR3 From TS13046, TR3A
	129275	£Call	PEDAL, clutch, LHD	1	TR4-4A
36	106673	£Call	PEDAL, brake, RHD	1	TR2, TR3 To TS13045
	113366	£Call	PEDAL, brake, RHD	1	TR3 From TS13046, TR3A
	133808	£Call	PEDAL, brake, RHD	1	TR4-4A
	106767	£Call	PEDAL, brake, LHD	1	TR2, TR3 To TS13045
	113364	£Call	PEDAL, brake, LHD	1	TR3 From TS13046, TR3A
	129277	£Call	PEDAL, brake, LHD	1	TR4-4A
37	100954	£1.26	BUSH, pedal pivot	4	
38	110016	£4.84	SHAFT, pedal	1	
39	106678	£Call	BRACKET, pedal shaft	2	
40	SH606051	£0.34	SCREW, bracket to shaft	2	
41	GHF333	£0.05	WASHER, locking	2	
42	PJ8812	£0.63	CLEVIS PIN	2	TR2, TR3 To TS13045
	057194K	£4.60	SCREWED PIN	2	TR3 From TS13046, TR3A
	PJ8812	£0.63	CLEVIS PIN	2	TR4-4A
43	AJD7731	£0.20	WASHER, double coil	2	TR2, TR3 To TS13045
	131787	£Call	SPRING, anti-rattle	2	TR4-4A
45	GHF301	£0.07	WASHER, plain	2	TR2, TR3 To TS13045, TR4-4A
46	PS103121	£0.49	SPLIT PIN	2	TR2, TR3 To TS13045
	GHF502	£0.10	SPLIT PIN	2	TR3 From TS13046, TR3A
	GHF503	£0.39	SPLIT PIN	2	TR4-4A
47	105159	£2.50	PEDAL RUBBER, ribbed	2	TR2, TR3 To TS13045
48	122289	£2.10	PEDAL RUBBER, Triumph logo	2	TR3 From TS13046, TR3A
					TR4-4A
49	057950	£1.37	SPRING, pedal return	2	

Clutch Drive Components

1	GCC127	£90.00	COVER, clutch	1	
2	116638	£48.89	PLATE, clutch	1	TR2-3A, TR4
3	501608	£27.36	BEARING, clutch release	1	
4	100159	£30.29	SLEEVE, release bearing carrier	1	

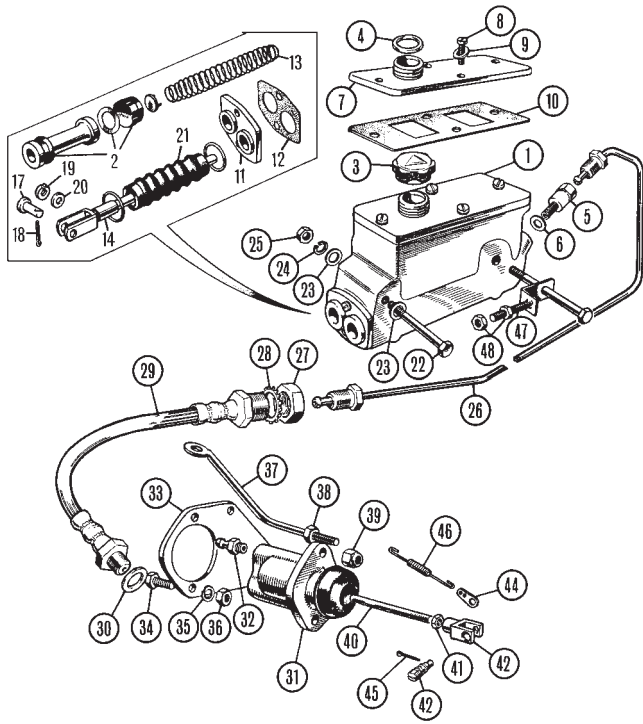
5	GCC228	£43.01	COVER, clutch*	1	
5	GCC228	£43.01	COVER, laycock, clutch*	1	
6	GCP143	£39.10	PLATE, clutch*	1	
7	GRB211	£22.46	BEARING, clutch release	1	TR4A
	GCK6004X	£119.36	CLUTCH KIT, cover, plate & bearing	1	
8	147858	£18.55	SLEEVE, release bearing carrier	1	
9	DS811	£0.20	ROLL PIN, release fork to carrier	1	

*Note: TR4A's were originally fitted with either a Laycock or Borg & Beck clutch. Both types are interchangeable as sets. When replacing a Laycock with a Borg & Beck type it is essential to fit the clutch cover securing bolts SH505061 (item 21), as the bolts used on the Laycock type were shorter. All clutch items supplied are new and are not rebuilt.

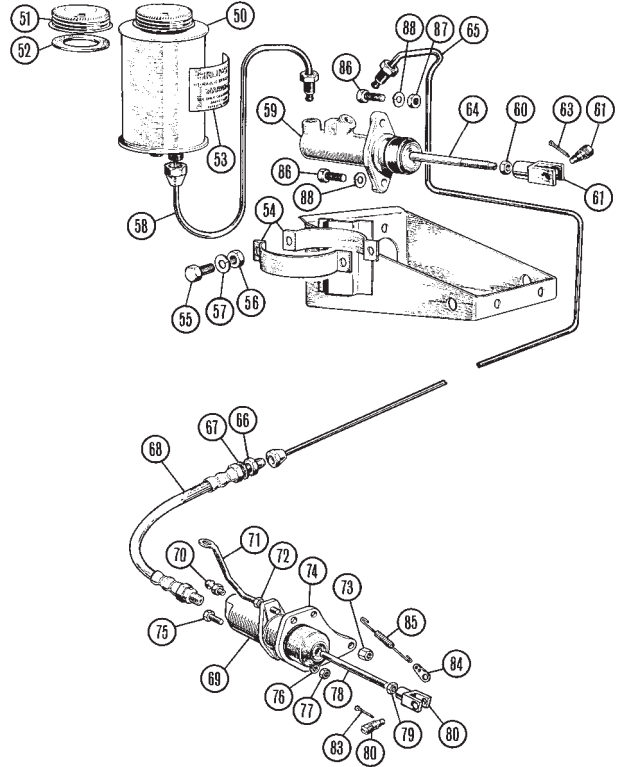
NI	MM387-220	£4.55	TOOL, clutch alignment, (standard gears)	1	10 x 1.25" splines
NI	GAC5064X	£4.55	TOOL, clutch alignment, (close ratio gears)	1	23 x 1" splines
10	106022	£43.01	FORK, clutch	1	includes pins 100164
11	100164	£1.50	PIN, clutch fork	2	
12	108887	£28.34	SHAFT, clutch operating	1	grease-able bearings
	136354	£15.61	SHAFT, clutch operating	1	non-grease-able bearings
13	LN30041	£0.89	GREASE NIPPLE	2	grease-able clutch shaft
14	WF507	£0.20	WASHER, fibre	2	
15	105752	£1.28	SPRING, clutch shaft	1	
16	158777X	£9.40	PIN, fork to clutch shaft	1	
17	EAW4321	£0.22	SOFT WIRE, for locking pin	1	
(The release fork pin (item 16) often cracks or breaks. When doing any clutch work, this pin should be replaced. The high tensile replacement pin will help ensure against premature failure and loss of clutch operation. As a matter of course we will only supply the 158777HD type).					
18	BH505161	£0.69	BOLT, shouldered, shaft to casing	a/r	cut to length after fitting
19	GHF332	£0.15	WASHER, locking	a/r	
20	MM387-220	£4.55	TOOL, clutch alignment	1	
21	SH505061	£0.30	SCREW, pressure plate to flywheel	6	
22	GHF332	£0.15	WASHER, locking	6	

Clutch Replacement

Insert your clutch alignment tool (part no MM387-220) through your new clutch plate, push the tool into the spigot bush into the crankshaft, then press the plate up flat against the flywheel. Locate the new clutch cover on the dowel pins and install the six bolts just a couple of turns each. Now, by exerting appropriate sideways pressure on the handle of the alignment tool, position the plate so that you can slip the tool in and out of the spigot bush with minimal drag on the splines. There is one spot, with the plate perfectly centred, where virtually no resistance will be felt. Once the plate is in that position, tighten the bolts one turn each at a time until they are all fully secure and correctly torqued to 20 foot lbs. The tool should still slip in and out very easily. If it doesn't, repeat the procedure until it does. If the tool meets no resistance, the gearbox input shaft will go in equally easily. Before installing the new clutch release bearing to its carrier, ensure that the surface of the front cover extension is clean and has been lightly polished with a fine abrasive. The inside surface of the release bearing carrier must also be clean and smooth. Wire brush the splines on the gearbox input shaft, then give a light coat of special grease (part no. 153317) to the splines, the spigot, and the front cover extension. When re-assembling the gearbox to the engine, be sure to get the bell-housing parallel to the rear engine plate or face once the input shaft splines enter the clutch disc; it will then slide all the way home without the need for brute force.



Lockheed Clutch Hydraulics, TR2, TR3, To TS13045



Girling Clutch Hydraulics, TR3 from TS13046, TR3A

Clutch Hydraulics Explained

When Triumph introduced the Girling disc brake system in 1957 the TR3 became the first mass produced car in the world to be fitted with disc brakes as standard. At the same time they converted the entire hydraulic system to Girling including the clutch. All TR's from 1957 were equipped with Girling hydraulics up to the TR6 which had the complete Girling system, except for the utilisation of a Lockheed slave cylinder. The early Lockheed hydraulics were fitted up to chassis number TS13045. Even the most basic components are quite difficult to get for this Lockheed system. We believe Lockheed could do a better job for us in servicing the system, but they are a large company and don't seem to care about owners of older cars. Ever resourceful however, we have managed to 'cobble together' some items from the existing Lockheed range which function okay, but may not look exactly original.

Lockheed Clutch Hydraulics - TR2, TR3 To TS13045

Ill	Part Number	Price £ea.	Description	Req.	Details
1	LK36944X	£155.95	MASTER CYLINDER, clutch & brake	1	
2	8G8224Z	£12.97	REPAIR KIT, less bellows	1	services both types of cyl.

Note: The original cylinder (part no. LK36944) is no longer available. The cylinder we supply (part no. LK36944X) is the closest to the real thing, including the fact that it is ungodly in price. The clutch pipe outlet has a different thread and requires an adaptor. Originality freaks will be pleased that you can't really see this when fitted. Our replacement is called a kit because it comes complete with a brake pipe which has a UNF thread at one end (for attachment to the replacement master cylinder), and a BSF thread at the other end to mate with the four-way brake banjo adaptor. This kit also includes the clutch pipe adaptor.

3	513123A	£3.69	FILLER CAP, plastic	1	(replaces metal cap)
4	17H4708	£2.25	SEAL, filler cap	1	(for original metal cap)
5		£Call	ADAPTOR, original master cylinder	1	
	21K8564	£6.95	ADAPTOR, replacement master cylinder	1	
6	233220A	£0.44	WASHER	1	(Locates between master cylinder and adaptor).
7	501189	£Call	COVER, (original cylinder)	1	
8	AAA4758	£0.83	SCREW, cover to body	a/r	
9	GHF321	£0.05	WASHER, star	a/r	
10	501190	£2.69	GASKET, cover, (original cylinder)	1	
11	501193	£Call	PLATE, front	1	
12	AAA4757	£1.17	GASKET, (for plate 501193)	1	(Must be replaced when rebuilding master cylinder).
13	AJH5083	£Call	SPRING	2	
14	501775	£Call	PUSH ROD	2	

(The push rod assembly (part no. 501775) is no longer available. As an alternative use the replacement for the Lockheed slave cylinder push rod (items 40 to 43).

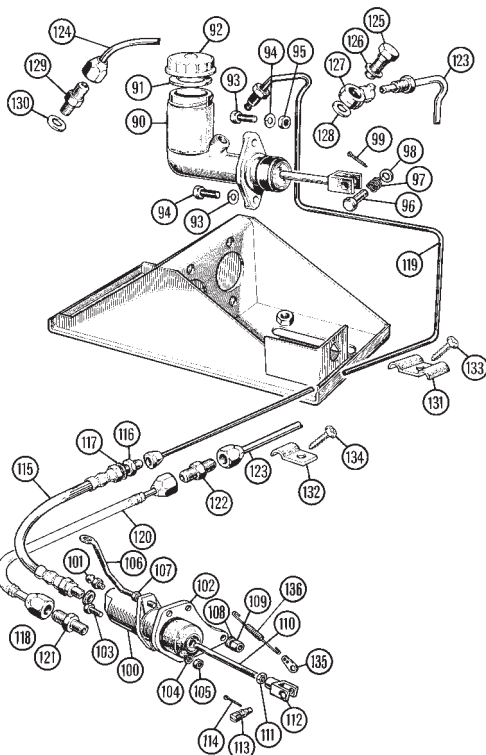
17	PJ8812	£0.63	PIN	2	
18	PS103121	£0.49	SPLIT PIN	2	
19	AJD7731	£0.20	WASHER, double coil spring	2	
20	GHF301	£0.07	WASHER, plain	2	
21	501194	£3.43	BELLOW, push rod	2	
22	BH605261	£1.28	BOLT, m/cyl. to support & adj. brkt	2	
23	GHF302	£0.15	WASHER, plain	4	
24	GHF333	£0.05	WASHER, locking	2	
25	GHF202	£0.10	NUT	2	
26	108217	£14.34	PIPE, m/cyl. to chassis bracket	1	RHD
	108218	£14.88	PIPE, m/cyl. to chassis bracket	1	LHD
27	2K8686	£0.72	NUT, hose to chassis bracket	1	
28	WE600101	£0.30	WASHER, 'star'	1	
29	GVP1001	£7.39	HOSE, slave cylinder, flexible	1	
	TT3041	£20.50	HOSE, slave cylinder, braided	1	stainless steel
30	3H550	£0.44	WASHER, copper	1	
31	109746	£22.95	SLAVE CYLINDER, Lockheed	1	
	502281	£6.04	REPAIR KIT/SEAL	1	
32	501207	£Call	BLEED NIPPLE, slave cylinder	1	
33	106701	£Call	BRACKET, slave cylinder	1	
34	SH605091	£0.24	BOLT, slave cylinder to bracket	1	
35	GHF332	£0.15	WASHER, locking	1	
36	GHF201	£0.10	NUT	1	
37	128043	£6.56	STAY	1	
38	GHF201	£0.10	NUT, plain, stay	1	
39	GHF222	£0.17	NUT, nyloc, stay	1	
40	504852	£3.52	PUSH ROD	1	
			(We suggest that if you need to replace your push rod on the Lockheed clutch slave cylinder, that you purchase the Girling equivalent (part no. 504852) and cut down the length to the size of your Lockheed push rod).		
41	NT605041	£0.17	NUT	1	
42	057194K	£4.60	FORK END KIT	1	includes screw pin
44	106347	£2.06	ANCHOR PLATE	1	
45	GHF502	£0.10	SPLIT PIN	1	
46	027645	£3.13	SPRING	1	
47	107691	£Call	BRACKET ASSEMBLY	2	cylinder adjustment
48	JN2107	£0.15	JAM NUT	4	

Girling Clutch Hydraulics - TR3 from TS13046, TR3A

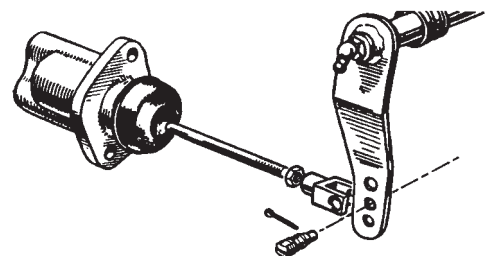
50	114530	£43.95	SUPPLY TANK, twin master cylinder	1	
51	500201	£5.82	FILLER CAP	1	
52	106095	£0.93	SEAL, filler cap	1	
53	CRST148	£2.15	DECAL, 'GIRLING WARNING'	1	
54	113368	£Call	CLIP, tank attachment	1	
55	GHF117	£0.14	SCREW	2	
56	GHF200	£0.10	NUT, plain	2	
57	GHF331	£0.05	WASHER, spring	2	
58	505062	£11.40	PIPE, tank to master cylinder	1	
59	GR64067854	£63.95	CLUTCH MASTER CYLINDER (Includes push rod but not fork).	1	
	GRK1027	£9.50	REPAIR KIT, clutch master cylinder	1	
60	NT605041	£0.17	NUT, locking	1	
61	057194K	£4.60	FORK END KIT	1	includes screw pin
63	GHF502	£0.10	SPLIT PIN	1	
64	507206	£Call	PUSHROD	1	
65	507200	£14.49	PIPE, master cylinder to hose bracket	1	RHD
	507201	£11.40	PIPE, master cylinder to hose bracket	1	LHD
66	NT606041	£0.33	NUT, locking, hose to bracket	1	
67	GHF323	£0.06	WASHER, shakeproof	1	
68	GBH415	£9.05	HOSE, slave cylinder	1	
	TT3041A	£15.21	HOSE, slave cylinder, braided	1	stainless steel
69	516788	£40.95	SLAVE CYLINDER	1	includes bleed nipple
	505704	£5.75	REPAIR KIT, slave cylinder	1	
70	556508A	£1.52	BLEED NIPPLE	1	
71	128043	£6.56	STAY, slave cylinder	1	
72	GHF201	£0.10	NUT, plain	1	
73	GHF222	£0.17	NUT, nyloc	1	
74	128042	£10.92	BRACKET, slave cylinder	1	
75	SH605091	£0.24	SCREW, slave cylinder to bracket	1	
76	GHF332	£0.15	WASHER, locking	1	
77	GHF201	£0.10	NUT, plain	1	
78	504852	£3.52	PUSHROD	1	
79	NT605041	£0.17	NUT, locking on push rod	1	
80	057194K	£4.60	FORK END KIT	1	includes screw pin
83	GHF502	£0.10	SPLIT PIN	1	
84	106347	£2.06	ANCHOR PLATE	1	
85	027645	£3.13	SPRING, return	1	
86	SH605071	£0.54	SCREW, cylinder to bracket	2	
87	GHF201	£0.10	NUT, plain	1	
88	GHF332	£0.15	WASHER, locking	2	

Girling Clutch Hydraulics - TR4-4A

90	GR64067758	£63.95	CLUTCH MASTER CYLINDER	1	includes push rod
	GRK1027	£9.50	REPAIR KIT, (0.75" cylinder bore)	1	
	18G8986	£9.54	REPAIR KIT, (0.70" cylinder bore)	1	(BEWARE! Some vehicles may have replacement cylinders fitted with a 0.70" bore size. This is CAST onto the outside of the cylinder).
91	106095	£0.93	SEAL, filler cap	1	
92	500201	£5.82	FILLER CAP	1	
93	GHF103	£0.17	SCREW, master cylinder to bracket	2	
94	GHF332	£0.15	WASHER, locking	2	
95	GHF202	£0.10	NUT, plain	2	
96	PJ8812	£0.63	CLEVIS PIN	1	
97	131787	£Call	SPRING, anti-rattle	1	
98	GHF301	£0.07	WASHER, plain	1	
99	GHF503	£0.39	SPLIT PIN	1	
100	516788	£40.95	SLAVE CYLINDER	1	
	505704	£5.75	REPAIR KIT, slave cylinder	1	
101	556508A	£1.52	BLEED NIPPLE	1	
102	128042	£10.92	BRACKET, slave cylinder mounting	1	
103	SH605091	£0.24	SCREW, slave cylinder to bracket	1	
104	GHF332	£0.15	WASHER, locking	1	
105	GHF201	£0.10	NUT, plain	1	
106	128043	£6.56	STAY, slave cylinder	1	
107	GHF201	£0.10	NUT, plain	1	
108	GHF302	£0.15	WASHER, plain	1	
109	GHF272	£0.30	NUT, nyloc	1	
110	504852	£3.52	PUSH ROD	1	
111	NT605041	£0.17	NUT, locking	1	
112	057194K	£4.60	FORK END KIT	1	includes screw pin
114	GHF502	£0.10	SPLIT PIN	1	
115	GBH415	£9.05	HOSE, flexible rubber	1	
	TT3041A	£15.21	HOSE, stainless steel braided	1	
116	NT606041	£0.33	NUT, locking, hose to bracket	1	TR4
117	GHF323	£0.06	WASHER, shakeproof	1	
118	233220A	£0.44	WASHER, copper, hose to slave cylinder	1	
119	305385	£10.33	PIPE, master cylinder to bracket, RHD	1	TR4
	208531	£10.33	PIPE, master cylinder to bracket, LHD	1	
120	TT3141	£14.49	HOSE, stainless steel braided	1	TR4A
121	143033	£9.74	ADAPTOR, hose to slave cylinder	1	
122	598693	£9.74	UNION, double ended, hose to pipe	1	
123	308362	£15.90	PIPE, master cylinder to union	1	TR4A RHD
124	148816	£12.48	PIPE, master cylinder to union	1	TR4A LHD
125	C5192A	£2.96	BOLT, banjo, pipe to master cylinder	1	
126	216914	£0.93	WASHER, copper	1	TR4 RHD
127	BHA4310	£6.21	BANJO UNION	1	
128	233220A	£0.44	WASHER, copper	1	
129	143033	£9.74	ADAPTOR, pipe to master cylinder	1	
130	233220A	£0.44	WASHER, copper	1	TR4 LHD
131	2H400	£1.17	CLIP, pipe to bulkhead	1	
132	149766	£1.38	CLIP, pipe to bulkhead	1	
133	GHF421	£0.07	SCREW, clip	1	TR4A
134	AB610031	£0.14	SCREW, clip	1	
135	106347	£2.06	PLATE, anchor	1	TR4 with spring
136	027645	£3.13	SPRING, return	1	type clutch



Girling Clutch Hydraulics, TR4-4A



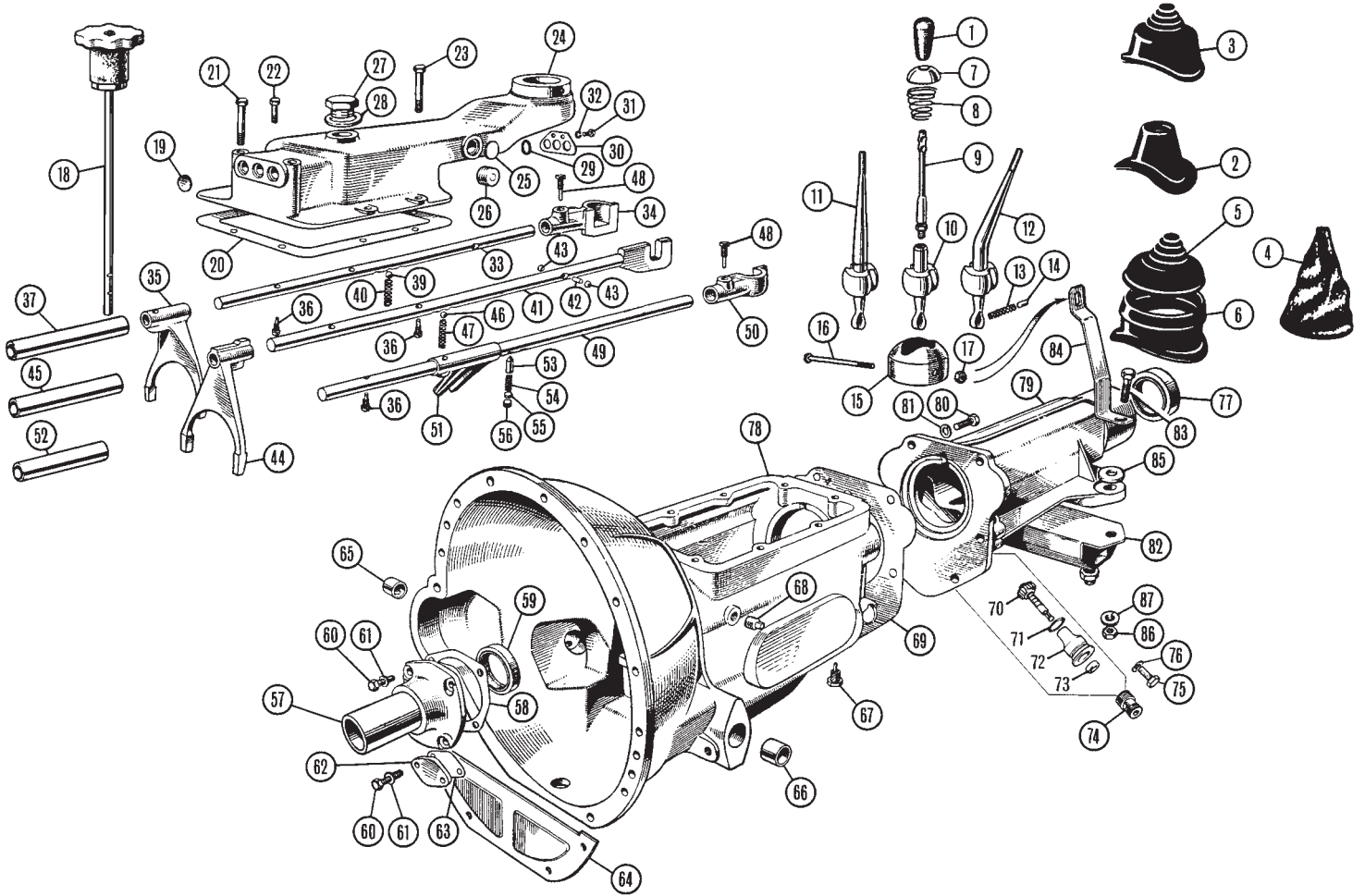
Clutch Cross Shaft Lever End

There are three holes in the clutch cross shaft lever end. All 4 cylinder TR's should be connected from the slave cylinder to the CENTRE hole, the other two are for use on different Triumph models.

However, the top hole, if used, would increase clutch travel relative to clutch pedal movement, but with quite a pedal pressure penalty. Don't forget to re-adjust the push rod after replacing the gearbox or working on the clutch itself, as per the workshop manual. (1/16" clearance).

Clutch/Brake Fluids & Hydraulic System Tools

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



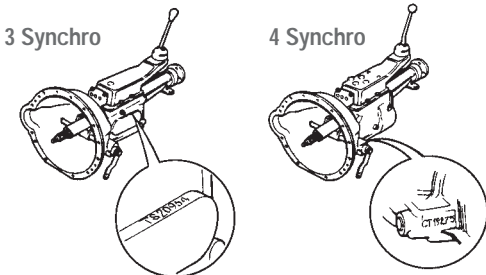
5 Speed Gearbox Conversion

Our precision engineered 5 speed gearbox conversion kits include everything you need (including a gearbox unit) to convert your classic to 5 speed. Designed to replace existing units without any body work modifications. For full specifications please contact your local Moss branch.

Part Number	Price £ea.	Description	Req.	Details
NI TKG120A	£Call	5 SPEED GEARBOX CONVERSION	1	'A' type chassis

Gearbox Units

Authentic Triumph gearboxes were numbered with TS or CT prefixes which bear little relationship to other commission numbers on TR models using the gearbox. This number is stamped as shown here, it is a reliable way of differentiating 3 synchro' and 4 synchro' gearboxes. TS & UF are always 3 synchro' and, 4 synchro' are always CT, LE, MD, ME, MG, MK, VA and VF. No sorry, you can't just add a synchro' to convert a 3 synchro' box to a 4 synchro', because of the internal dimensions of the gear case. Other gearbox cases may have been used for replacement during the life of the car, and our expert advice will be required to identify the model from which yours came.



TR2-3A's were originally fitted with 3 synchro' gearboxes.
TR3B's onwards were fitted with 4 synchro' gearboxes.

Gearbox Units (3 Synchro) TR2-TR3A

NI 303107R	£Call	GEARBOX, reconditioned, exchange	1	non-overdrive
NI 509364R	£350.18	GEARBOX, reconditioned, exchange	1	for 'A' Type overdrive
NI KGK121	£Call	REBUILD KIT, 3 synchro'	1	overdrive type gearbox

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

NI UKC5196R	£521.95	GEARBOX, reconditioned, exchange	1	non-overdrive
NI UKC816R	£391.44	GEARBOX, reconditioned, exchange	1	for 'A' Type overdrive
NI TKG110	£756.50	GEARBOX & OVERDRIVE, recon/exch.	1	with 'A' Type overdrive

External Gearbox Components

1	107885	£Call	KNOB, gear lever, (push-on)	1	TR2 To TS2876
	109045	£18.79	KNOB, gear lever, (screw-on)	1	TR2 From TS2877
				1	TR3 To TS50000
	109045	£18.79	KNOB, gear lever	1	TR3A From TS50001, TR3B
	22B19	£Call	KNOB, gear lever, (spherical)	1	TR4-4A
2	603065	£16.44	GROMMET, gear lever	1	TR2-3B
3	705913	£14.63	GROMMET, gear lever	1	TR4-4A
4	631881	£19.53	GAITER & GROMMET	1	
5	709328	£2.89	GROMMET, gear lever, (upper)	1	TR4A
6	709329	£15.65	GROMMET, gear lever, (lower)	1	
7	112442	£Call	RETAINER, spring	1	
8	109531	£Call	SPRING, gear lever	1	
9	107891	£Call	LEVER, gear, upper	1	TR2 To TS2876
10	107888	£Call	LEVER, gear, lower	1	
11	112447	£47.96	LEVER, gear	1	TR2 From TS2876, TR3-3B
					(Early TR2's to TS2876 were originally fitted with a two piece gear lever, which is no longer available, it was superseded by Triumph to the late type (112447).
	131507	£Call	LEVER, gear lever	1	TR4
12	143624	£Call	LEVER, gear lever	1	TR4A
					(TR4-4A gear lever can be used on TR2-3B's. Watch your knuckles!).
13	122075	£0.93	SPRING, anti-rattle	1	TR2 From TS2876,
14	112424	£3.04	PLUNGER, anti-rattle	1	TR3-3B, TR4-4A
					(Failure to install the spring (item 13) & plunger (item 14) can result in TR gearbox 'death rattle'. Ensure that the plunger slides freely).
15	140816	£Call	CAP, gear lever	1	
16	BH604281	£0.39	BOLT, cap retaining	1	
17	GHF271	£0.20	NUT, nyloc	1	
18	108164	£Call	DIPSTICK, oil level	1	TR2-3A To TS50000
19	104449	£Call	CORE PLUG, selector shaft	3	
20	105758	£0.97	GASKET, top cover†	1	
21	BH505221	£0.60	BOLT, top cover, front	2	

22	056370	£1.22	BOLT, top cover, (side)	4
23	BH505241	£1.25	BOLT, top cover, (rear)	2
24	TKC1000	£Call	TOP COVER CASTING, bare	1
(TR top covers only permitted overdrive on 4th gear. Installation of part numbers; 127383 (item 35) & 127387 (item 44), will add overdrive on 2nd and 3rd gears with a suitably drilled top cover, part no TKC1000).				
25	054505	£0.98	CORE PLUG, side, dished	2 } as required
26	PS1004	£Call	CORE PLUG, side, screwed	2 }
27	108114	£Call	SCREW PLUG	a/r blanks extra switch holes
28	6K433	£0.59	WASHER, sealing	a/r
29	106050	£0.63	'O' RING, selector shaft	3
30	106051	£Call	RETAINER, 'O' ring	1
31	SH604041	£0.17	SCREW, securing retainer	2
32	GHF331	£0.05	WASHER, locking	2
33	122071	£Call	SHAFT, 1st/2nd selector	1 TR2-3A
	158464	£Call	SHAFT, 1st/2nd selector	1 TR3B, TR4-4A
34	127386	£Call	SELECTOR, 1st/2nd	1
35	127383	£Call	FORK, 1st/2nd selector	1 TR2-3A
	128067	£42.03	FORK, 1st/2nd selector	1 TR3B, TR4-4A
36	122653	£4.35	SET SCREW, fork retaining	3 (replaces wire locked type)
37	122062	£Call	SLEEVE, 1st/2nd selector	1 TR3A From TS50001
	128063	£Call	SLEEVE, 1st/2nd selector	1 TR3B, TR4-4A
39	BLS112	£0.30	BALL, 1st/2nd detent	1
40	155632	£1.41	SPRING, for ball	1
41	156373	£Call	SHAFT, 3rd/4th selector	1
42	105788	£1.67	ROLLER, interlock	1
43	BLS112	£0.30	BALL, interlock	2
44	127387	£42.03	FORK, 3rd/4th selector	1
45	117811	£Call	SLEEVE, 3rd/4th selector	1 TR3A From TS500011
46	BLS112	£0.30	BALL, 3rd/4th detent	1 TR2-3B, TR4 To CT9898
	106481	£Call	PLUNGER, 3rd/4th detent	1 TR4 From CT 9899, TR4A
47	155632	£1.41	SPRING, for ball	1 TR2-3B, TR4 To CT9898
	106489	£0.39	SPRING, for plunger	1 TR4 From CT 9899, TR4A
	109401	£Call	DISTANCE PIECE	2
48	122653	£4.35	SET SCREW, selectors to shafts	1
49	132389	£Call	SHAFT, reverse selector	1
50	127385	£Call	SELECTOR, reverse	1
51	127389	£Call	FORK, reverse selector	1 TR2-3A
	129780	£Call	FORK, reverse selector	1 TR3B, TR4-4A
52	122064	£Call	SLEEVE, reverse selector	1 TR3A From TS50001
	129799	£Call	SLEEVE, reverse selector	1 TR3B, TR4-4A
53	106481	£Call	PLUNGER, reverse detent	1
54	106489	£0.39	SPRING, for plunger	1
55	109401	£Call	DISTANCE PIECE, reverse detent	1
56	108166	£Call	PLUG, for detent springs	3
57	100157	£26.38	EXTENSION, front cover	1 (2" sleeve)
(TR2 to TR4 models were originally fitted with a 2 3/8" front cover extension. These must never be used on vehicles fitted with diaphragm clutches. Shorten accordingly, if the longer type is used with diaphragm clutch installations to 2").				
58	059537	£0.58	GASKET, front cover†	1
59	141756	£5.73	OIL SEAL, front	1
60	DAM7754	£0.29	SCREW, wedge lock	6
61	GHF362	£0.39	WASHER, copper	6
62	055773	£3.02	COVER, countershaft	1
63	055774	£0.85	GASKET, for cover†	1
64	112445	£Call	COVER, clutch housing	1
65	036997	£2.84	BUSH, clutch shaft, RH	1 } TR2-3B, TR44
66	036998	£2.25	BUSH, clutch shaft, LH, (7/8" long)	1 }
	137651	£3.43	BUSH, clutch shaft, (3/8" long)	2 TR4
(Use with non grease-able clutch shaft).				
67	155660	£10.95	PLUG, oil drain, magnetic	1 } alternatives
	114774	£2.06	PLUG, oil drain, original	1 }
68	114774	£2.06	PLUG, oil level/filler, (on case side)	1 TR3A From TS50001
69	132465	£0.97	GASKET, main case to tail housing†	1
70	147965	£9.34	GEAR, speedometer drive	1
71	147751	£0.63	'O' RING	1
72	146542	£25.40	BEARING, speedo drive gear	1
73	060247	£2.30	OIL SEAL, speedo drive	1
74	60246	£Call	END CAP, speedo drive	1
75	107746	£Call	BOLT, bearing retaining	1
76	GHF332	£0.15	WASHER, locking	1
77	GHS179	£1.70	OIL SEAL, rear	1
78	301039	£Call	CASING, gearbox	1 TR2-3, TR3A To TS50000
	206286	£Call	CASING, gearbox	1 TR3 From TS50001
	304692	£Call	CASING, gearbox	1 TR3B, TR4, TR4A To CT50124
	210622	£Call	CASING, gearbox	1 TR4A From CT50125
(If replacing a 4 synchro' gearbox case with part no. 210622, it may be found that the longer attachment bolts for the bell housing are required as well as some 'adjustment' of the mounting to the chassis. This is caused by a thicker bell housing flange increasing the overall length of the gearbox).				
79	305048SR	£Call	EXTENSION, gearbox casing	1
(Check that the front face is slotted to clear the layshaft lock plate when fitting to 4 synchro' gearboxes, as all TR variations carry the same part number).				
80	GHF163	£0.22	SCREW, attaching extension	5

BH505161	£0.69	BOLT, attaching extension	1	
81	GHF332	£0.15	WASHER, locking	6
82	104086	£Call	MOUNTING, gearbox	1
83	GHF109	£0.63	BOLT, gearbox to mounting	1 TR2-3A
	GHF109	£0.63	BOLT, gearbox to mounting, RH	1
	BH608161	£0.89	BOLT, gearbox to mounting, LH	1 TR3B, TR4-4A
	GHF204	£0.17	NUT, gearbox mounting	1/2
	GHF335	£0.15	WASHER, locking	2
84	131711	£Call	STRAP, top cover to flange	1 } TR3B, TR4-4A
85	131690	£Call	SPACER	1 }
86	GHF203	£0.15	NUT, gearbox to mounting	2
87	GHF334	£0.12	WASHER, locking	2
	515121	£4.65	GASKET SET, standard box	1 includes items 20, 63 & 69

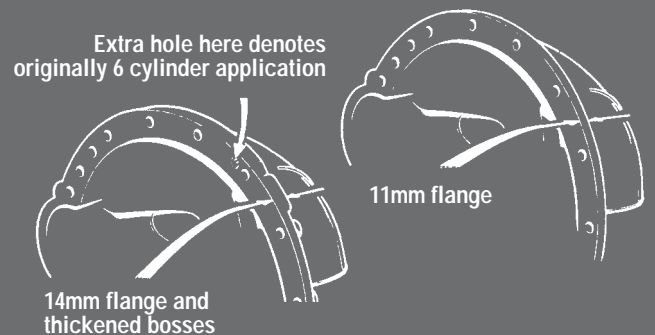
Gearbox Mounting Hardware

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

TE505111	£0.74	STUD, gearbox attachment	3
BH606161	£0.49	BOLT, starter attachment	2
GHF202	£0.10	NUT, starter attachment bolt	2
GHF333	£0.05	WASHER, locking	2
GHF163	£0.22	SCREW, (into cylinder block)	6 hexagon headed
GHF332	£0.15	WASHER, locking	13
GHF120	£0.16	SCREW, attaching clutch shield	2
GHF103	£0.17	BOLT, (clutch slave cylinder bracket)	2

Gearboxes with 14 mm mounting flange TR4-4A approximately

CHS2513	£0.69	STUD, gearbox attachment	3
BH606191	£0.74	BOLT, starter attachment	2
GHF202	£0.10	NUT, starter attachment bolt	2
GHF333	£0.05	WASHER, locking	2
SH505101	£0.34	SCREW, (into cylinder block)	6 hexagon headed
GHF332	£0.15	WASHER, locking	13
GHF103	£0.17	SCREW, attaching clutch shield	2
GHF104	£0.30	BOLT, (clutch slave cylinder bracket)	2
GHF201	£0.10	NUT, plain	7

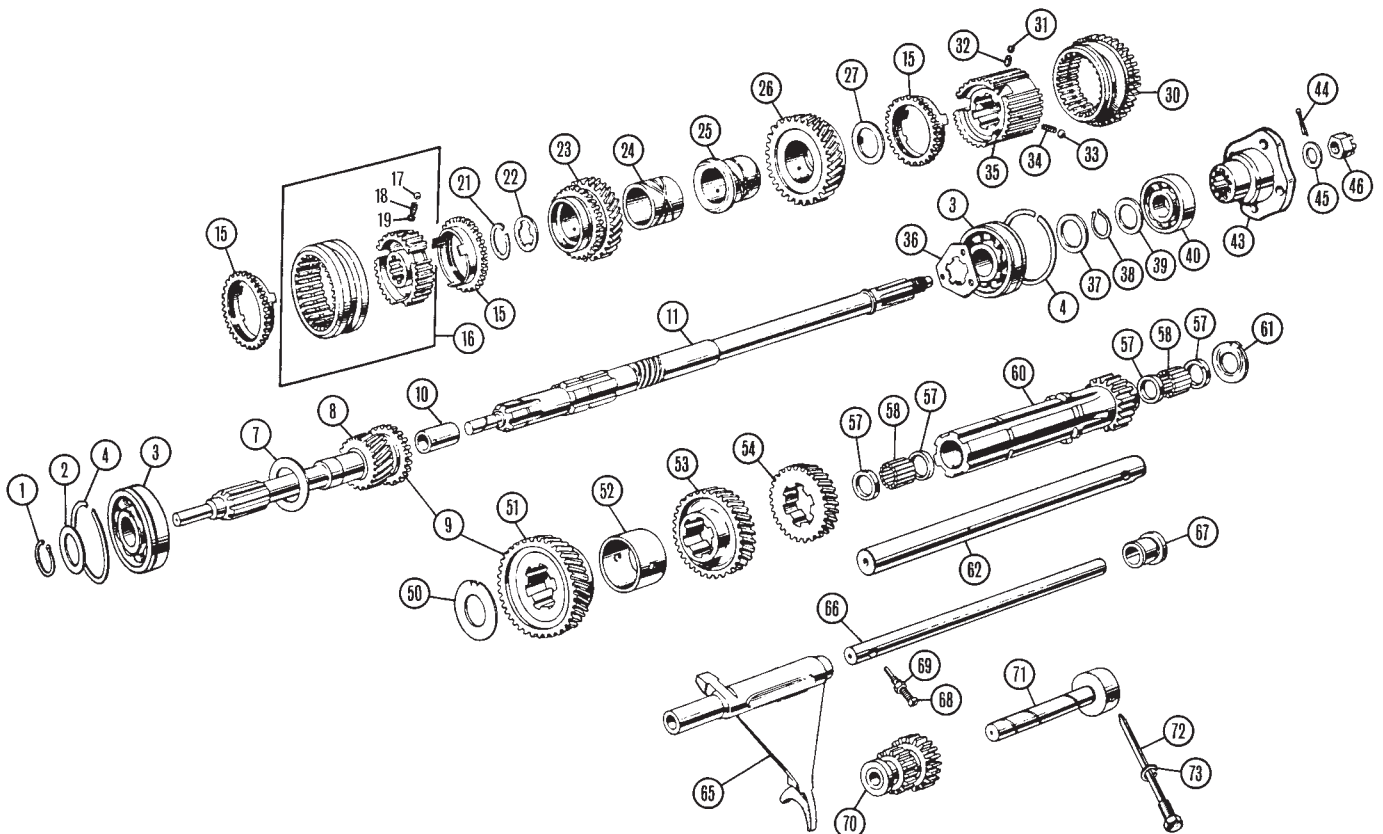


Gearbox Technical Tips

1. Remove lid; if 2nd gear play exceeds 0.020", suspect its thrust washer is broken, which can destroy the gear and mainshaft. Exchange gearbox recommended.
2. Drain oil into pan. If grey coloured lumps fall out, remove lid and look for obvious damage to gears. If oil has moderate brassy look this is normal. Pieces of brass denote broken synchro' rings or bushes. Grey sludge means the layshaft and gear are destroyed. Exchange gearbox recommended.
3. Test drive car before refitting tunnel or trim.
4. Would you like a higher 1st gear (giving a closer ratio gearbox?). If the gearbox is the 4 synchro' type, UKC662 laygear & 152803 1st gear may be substituted for the existing gear pair.
5. We recommend Penrite 30 or 40 grade gearbox oil for TR gearboxes, 1 litre required for non overdrive boxes, 2 litres for boxes with overdrive. Precise recommendations have varied over the years, but what seems to actually work best is:
30 grade - All types in cold climates and Non overdrive boxes except in very warm climates.
40 grade - Non overdrive in very warm climates and all overdrive boxes in warm/moderate climates (UK & Europe).
6. When filling from empty (via gearbox), allow plenty of time for oil to transfer with overdrive and check before driving.

Recommended Penrite Gearbox Oils

GGL9019X	£7.34	GEARBOX OIL 30	a/r	1 litre
GGL9018X	£29.31	GEARBOX OIL 30	a/r	5 litre
GGL9021X	£7.34	GEARBOX OIL 40	a/r	1 litre
GGL9020X	£31.27	GEARBOX OIL 40	a/r	5 litre



Internal Gearbox (3 Synchro) TR2-TR3A

Ill	Part Number	Price £ea.	Description	Req.	Details
1	058956	£0.44	CIRCLIP, bearing retaining	1	
2	060078	£0.61	WASHER	1	
3	058391	£29.31	BEARING	2	(front & centre)
4	058955	£1.91	CIRCLIP, bearing locating	2	
7	060658	£0.92	OIL THROWER	1	
8	201712	£Call	INPUT SHAFT	1	TR2-3, TR3A To TS26824
	204214	£Call	INPUT SHAFT	1	TR3A From TS26825
9	148949	£Call	GEAR SET (Input shaft (item 7) and constant mesh gear (item 53).	1	TR3A From TS26825
10	055911	£17.57	BUSH, input shaft	1	TR2-3, TR3A To TS26824
	145008	£8.62	BEARING, input shaft	1	TR3A From TS26825
11	201590	£Call	MAINSHAFT, (non-overdrive)	1	TR2-3, TR3A To TS26824
	204011	£Call	MAINSHAFT, (non-overdrive)	1	TR3A From TS26825
	110736	£Call	MAINSHAFT, (overdrive)	1	TR2-3, TR3A To TS26824
	204044	£Call	MAINSHAFT, (overdrive)	1	TR3A From TS26825
15	113431	£9.30	SYNCHRO' RING	3	
16	153844X	£58.67	SYNCHRO' HUB, 3rd/4th	1	
17	BLS108	£0.30	BALL, detent	3	
18	122075	£0.93	SPRING, for ball	3	
19	037948	£0.34	SHIM, to adjust spring tension		a/r
21	055707	£2.89	CIRCLIP, 3rd gear to shaft	1	
22	157054	£21.48	WASHER, (between circlip & gear)	1	
23	105630	£48.89	GEAR, 3rd	1	
24	101585	£12.06	BUSH, 3rd gear	1	
25	129939	£44.00	BUSH, 2nd gear	1	
26	105629	£66.50	GEAR, 2nd	1	
27	105732	£20.07	WASHER	1	
30	109137	£178.08	GEAR 1st speed	1	
31	BLS108	£0.30	BALL, interlock	1	
32	106106	£0.90	PLUNGER, interlock	1	
33	BLS108	£0.30	BALL, detent	3	
34	122075	£0.93	SPRING, for ball	3	
	037948	£0.34	SHIM, (to adjust spring tension)		a/r

35	105627	£148.92	INNER HUB, 1st speed	1	
36	060569	£Call	WASHER	1	between 1st gear & bearing

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

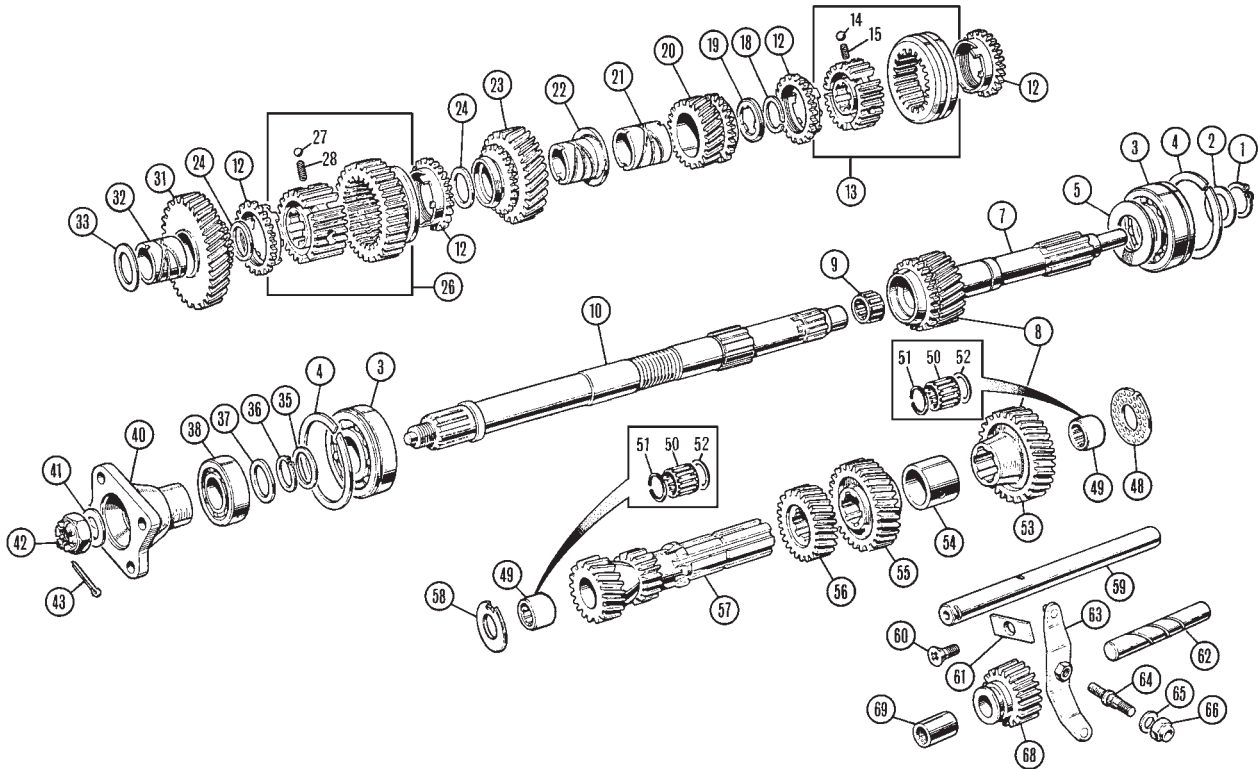
116496	£4.55	WASHER	1	between 1st gear & bearing
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Note: 116496 is to be used with mainshafts requiring 145008 needle roller bearing.

37	059443	£Call	WASHER	1	(between circlip & bearing)
38	058956	£0.44	CIRCLIP	1	
39	058949	£Call	WASHER, rear mainshaft	1	
40	SP75G	£14.97	BEARING, rear	1	
43	058948	£Call	FLANGE	1	
44	GHF504	£0.14	SPLIT PIN	1	
45	WP24	£0.36	WASHER	1	
46	057868	£1.33	NUT	1	
50	129955	£10.72	THRUST WASHER, front	1	
51	105626SR	£57.50	GEAR, constant mesh	1	
52	059465	£Call	DISTANCE PIECE	1	
53	140509	£Call	GEAR, 3rd countershaft	1	
54	105658	£Call	GEAR, 2nd countershaft	1	
57	055721	£Call	RETAINER, needle bearing	4	
58	058088	£0.32	NEEDLE BEARING	48	
60	105625	£206.95	GEAR, 1st countershaft	1	

Clicks in 1st gear? (particularly for gold card holders!). That tooth flushed out with old oil used to be part of gear 105625. Catch it quickly and you may not need 111153 and 109137. Leave it 100 miles and be sure, you will need the golden trio!!

61	129956	£10.72	THRUST WASHER, rear	1	
62	108168	£55.95	COUNTERSHAFT	1	
65	105727	£Call	FORK, reverse	1	
66	105782	£Call	ROD, reverse fork	1	
67	058951	£Call	BUSH, reverse rod	1	
68	055815	£Call	SCREW, rod retaining	1	
69	51K1178	£0.28	NUT, screw locking	1	
70	111153	£52.80	GEAR, reverse	1	
NI	2A3282	£1.82	BUSH	1	
71	105757	£Call	SPINDLE, reverse gear	1	
72	055715	£7.68	SCREW, spindle retaining	1	
73	GHF332	£0.15	WASHER, for screw	1	



Internal Gearbox (4 Synchro) TR3B-4-4A

Ill	Part Number	Price £ea.	Description	Req.	Details
NI	TGK112	£171.90	GEARBOX REPAIR KIT	1	Non Overdrive gearbox
NI	TGK113	£168.95	GEARBOX REPAIR KIT	1	'A' type Overdrive gearbox (These kits include: countershaft, bearings, seals, synchro' cups, circlips & thrust washers. Everything you will need to service your gearbox).
1	058956	£0.44	CIRCLIP, bearing retaining	1	
2	060078	£0.61	WASHER	1	
3	058391	£29.31	BEARING, front & centre	2	
4	058955	£1.91	CIRCLIP, bearing locating	2	
5	060658	£0.92	OIL THROWER	1	
7	204214	£Call	INPUT SHAFT	1	
8	148949	£Call	GEAR SET	1	input shaft (item 7) and constant mesh gear (item 53)
9	145008	£8.62	BEARING, mainshaft spigot	1	
10	208051	£Call	MAINSHAFT, (non-overdrive)	1	
12	113431	£9.30	SYNCHRO' RING	4	
13	153844X	£58.67	SYNCHRO' HUB, 3rd/4th	1	
14	BLS108	£0.30	BALL, detent	1	
15	122075	£0.93	SPRING, for ball	3	
18	055707	£2.89	CIRCLIP, 3rd gear to shaft	1	
19	157054	£21.48	WASHER, (between circlip & gear)	1	
20	105630	£48.89	GEAR, 3rd	1	
21	129940	£12.67	BUSH, (brass), 3rd gear	1	
	153238	£17.57	BUSH, (steel), 3rd gear	1	
22	129939	£44.00	BUSH, 2nd gear	1	
	129939X	£42.03	BUSH, 2nd gear, uprated	1	
23	105629	£66.50	GEAR, 2nd	1	
	152771X	£Call	GEAR KIT, 2nd	1	
24	129941	£6.70	WASHER, 0.118"	a/r	
	129942	£6.70	WASHER, 0.121"	a/r	
	129943	£8.07	WASHER, 0.124"	a/r	
	129944	£6.70	WASHER, 0.127"	a/r	
	134670	£4.60	WASHER, 0.132"	a/r	
26	152773	£Call	SYNCHRO' HUB, 1st/2nd	1	
27	BLS108	£0.30	BALL, detent	3	
28	122075	£0.93	SPRING, for ball	3	
31	128100SR	£46.00	GEAR, 1st, (33 teeth)	1	use with 128107
	152803	£66.41	GEAR, 1st, (32 teeth)	1	use with UKC662
32	129940	£12.67	BUSH, (brass), 1st gear	1	
	153238	£17.57	BUSH, (steel), 1st gear	1	
33	116496	£4.55	WASHER	1	
35	059443	£Call	WASHER, bearing spacer	1	
36	058956	£0.44	CIRCLIP, bearing retaining	1	
37	058949	£Call	WASHER, rear mainshaft	1	
38	SP75G	£14.97	BEARING, rear mainshaft	1	

40	058948	£Call	FLANGE, mainshaft	1	
41	WP24	£0.36	WASHER	1	
42	057868	£1.33	NUT, flange retaining	1	
43	GHF504	£0.14	SPLIT PIN	1	
44	129955	£10.72	THRUST WASHER, front, large	1	
49	126862	£7.79	BEARING, shell type	2	
50	150339	£6.80	BEARING, open cage type	2	} alternative to 126862
51	147749	£0.49	CIRCLIP	2	
52	154396	£4.01	SPACER, supporting	1	
53	142434	£Call	GEAR, constant mesh	2	
54	059456	£9.74	DISTANCE PIECE	1	
55	140509	£Call	GEAR, 3rd countershaft	1	
56	140508	£42.03	GEAR, 2nd countershaft	1	

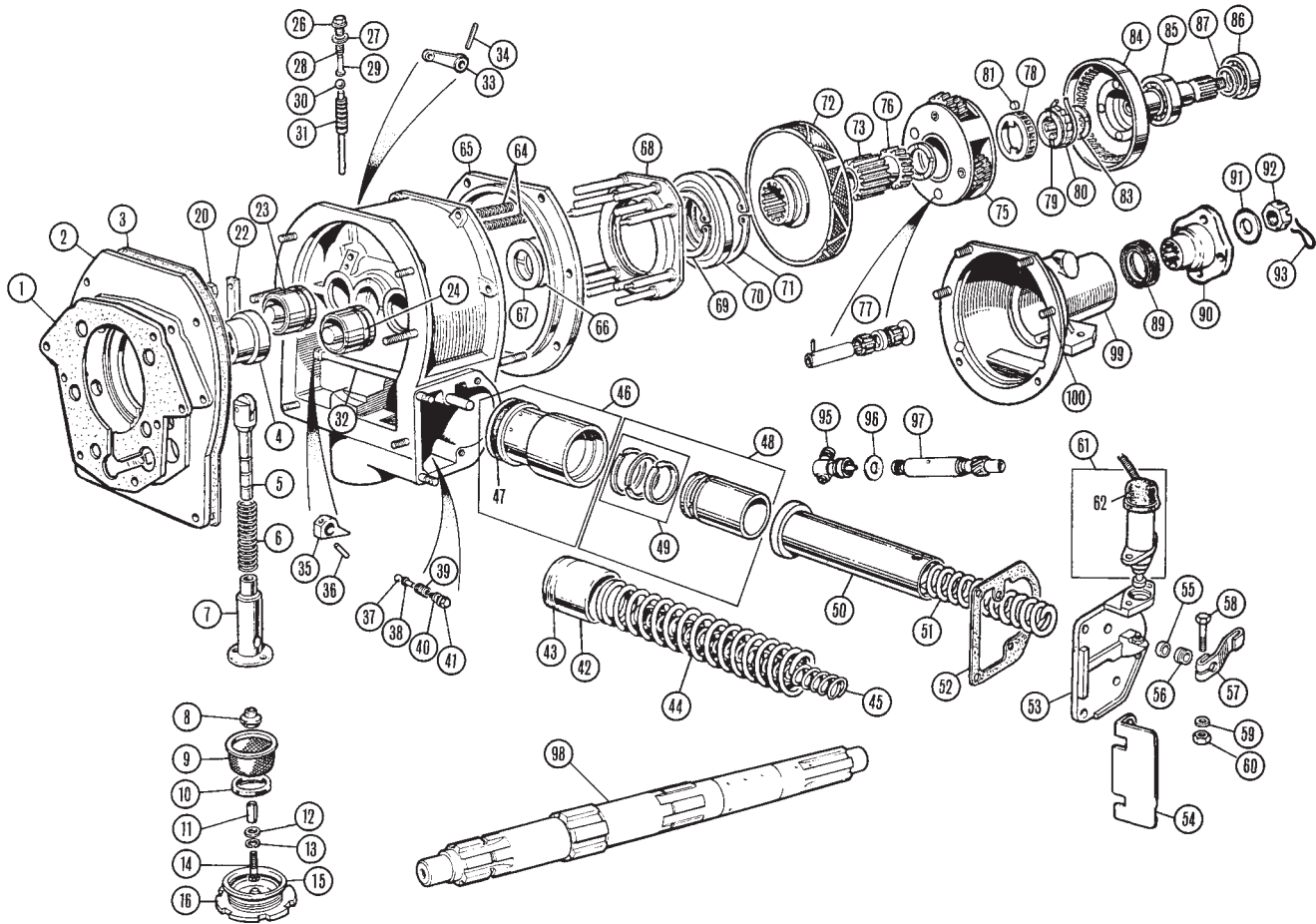
Standard Laygear

57	128107	£122.29	LAYGEAR, (16 tooth), 1st & reverse	1	use with 128100
	UKC662	£127.19	LAYGEAR, (17 tooth), 1st & reverse	1	use with 152803

Uprated Laygear

Most TR owners know that the Stag, and Police spec saloon gearboxes, were uprated by the modifications to the weak zones of the laygear & shaft, and the replacement of the bimetal thrust washers with needle bearing thrusts. The rear end of the shaft and gearbox became 'metric', so this conversion would be quite difficult. Our uprated laygears come complete with 3 bearings and fittings. The twin bearings fitted to the rear end each have twice the load capacity of the original (150339). They fit the standard gearbox and layshaft, so no modifications are required. If your gearbox has suffered such a failure, you will appreciate this is a 'fit and forget' solution.

NI	128107UR	£145.79	LAYGEAR, (16 tooth), 1st & reverse	1	} inc. bearings, circlips & thrust washers
NI	UKC662UR	£145.79	LAYGEAR, (17 tooth), 1st & reverse	1	
58	129956	£10.72	THRUST WASHER, rear, small	1	
59	128105	£26.38	COUNTERSHAFT, original fitment	1	
60	129954	£1.40	SCREW, self-locking	1	
61	129938	£3.38	PLATE, shaft retaining	1	
62	129937	£2.50	SPINDLE, reverse gear	1	
63	129894	£Call	LEVER, reverse gear	1	
64	106448	£Call	PIN, lever fulcrum	1	
(If bent, replace the pin 106448 and be sure to check clearance with reverse gear bush (items 69).					
65	WP20X	£0.34	WASHER	1	
66	GHF223	£0.20	NUT	1	
68	128110	£49.86	GEAR, reverse	1	
69	129862	£6.80	BUSH, reverse gear	1	



A Type Overdrive

A Summary of the A Type Overdrive

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

Note: Overdrives can be interchanged as complete units. It is not recommended that 22/61275 is used on later cars, as it is hydraulically incapable of handling any 'extra' torque, especially in 2nd and 3rd gears. It is, however better than nothing, and if used on later cars should be restricted to 4th gear use only. 22/61753 is the only safe unit to use on the TR4 IRS, as none of the earlier units feature the 'cushioned' engagement. This modification was introduced in 1965 to smooth out engagement, it also lessened the likelihood of the engagement to rip the differential mountings off the chassis.

Overdrive Units & Components

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

NI	305063	£Call	OVERDRIVE UNIT	1	TR2-4
	305063R	£360.12	OVERDRIVE UNIT, recon/exchange	1	
NI	312373	£Call	OVERDRIVE UNIT	1	TR4A
	312373R	£360.12	OVERDRIVE UNIT, recon/exchange	1	
NI	TGK116	£139.91	REPAIR KIT, overdrive (Kit includes everything you will need to service your overdrive unit, for example: 'O' rings, gaskets, circlips, spring set, piston ring set, bearings etc).	1	
NI	TGK117	£53.79	SEAL & GASKET SET, overdrive (Kit includes gaskets, seals, 'O' rings & washers).	1	
1	132465	£0.97	GASKET, adaptor to gearbox	1	
2	208098	£68.46	ADAPTOR, overdrive to gearbox	1	
3	502556	£1.28	GASKET, adaptor to overdrive	1	
4	500627	£48.89	CAM	1	
5	513891	£50.84	PLUNGER ASSEMBLY, pump	1	
6	500633	£3.62	SPRING	1	
7	505507	£82.17	BODY, pump	1	
8	513902	£Call	PLUG, pump body	1	
9	509884	£15.61	FILTER	1	

10	513205	£10.33	MAGNET, (set of 3)	1	
11	505551	£Call	DISTANCE TUBE	1	
12	PWZ203	£0.14	WASHER, plain	1	
13	WL700101	£0.09	WASHER, locking	1	all except 22/61753
14	103270	£Call	BOLT	1	
15	500641	£0.63	WASHER	1	
16	500620	£Call	PLUG, oil drain	1	
	521814	£28.34	PLUG, oil drain, (alternative)	1	
			(The original drain plug 500620 can be replaced by part no. 521814, if items 12, 13 & 14 are omitted).		
20	JS616A	£0.59	NUT, locking	4	
22	500587	£Call	BRIDGE-PIECE	2	
23	503161	£Call	OPERATING PISTON, (1 1/8" Dia)	2	22/61275
24	503162	£27.77	RING SET	2	
	513890	£19.77	OPERATING PISTON, (1 3/8" Dia)	2	22/61374,
	513912	£0.95	'O' RING	2	22/61712 & 22/61753
			(The later pistons with 'O' rings (part no. 513890) may be used to replace worn metal ring type pistons if the bores are smooth).		
26	506117	£13.95	PLUG, operating valve	1	
27	3H693	£0.69	WASHER	1	
28	007972	£1.28	SPRING, operating valve	1	
29	500591	£11.05	PLUNGER, operating valve	1	
30	BLS110	£0.24	BALL, operating valve	1	
31	500658	£27.36	VALVE, operating	1	
32	513908	£Call	SHAFT, operating	1	
33	513909	£Call	LEVER, adjustment setting	1	
34	513888	£Call	MILLS PIN, adjustment lever	1	
35	513910	£1.64	CAM, on shaft	1	
36	500593	£Call	PIN, cam to shaft	1	
37	BLS110	£0.24	BALL, pump valve, (0.3125")	1	all except 22/61753
	BLS108	£0.30	BALL, pump valve, (0.250")	1	22/61753
38	500591	£11.05	PLUNGER, pump valve	1	
39	007972	£1.28	SPRING, pump valve	1	
40	3H693	£0.69	WASHER, pump valve	1	
41	506117	£13.95	PLUG, pump valve	1	
42	502565	£Call	ACCUMULATOR PISTON, w/rings	1	
43	500605	£73.36	RING, accumulator piston	2	all except 22/61753
44	500634	£31.27	SPRING, accumulator, outer	1	
45	503167	£14.63	SPRING, accumulator, inner	1	
46	501908	£69.95	HOUSING, accumulator	1	all except 22/61753
47	501910	£2.00	'O' RING	1	
48	501909	£54.34	ACCUMULATOR PISTON, w/rings	1	

49	505555	£37.14	RING SET	1	
50	502563	£Call	SPACING TUBE	1	22/61753
51	515131	£21.74	SPRING, accumulator	1	
	WM58	£0.14	WASHER, packing, on spring	a/r	
<p>(The accumulator piston spring (item 51) loses tension over the years. Replacement often rejuvenates sluggish overdrive engagement by restoring the oil pressure within the overdrive).</p>					
52	500645	£0.52	GASKET	1	
53	502566	£71.40	BRACKET, solenoid	1	
54	502569	£5.46	STONE SHIELD	1	
55	500594	£0.67	'O' RING, operating shaft	2	
56	502567	£1.22	COLLAR, for shaft	1	
57	502568	£11.11	LEVER, actuating	1	
58	503163K	£0.93	BOLT, lever to shaft	1	
59	GHF300	£0.06	WASHER, plain	1	
60	GHF200	£0.10	NUT	1	
61	508794	£44.95	SOLENOID	1	
62	109521	£Call	COVER, solenoid	1	
64	502554	£35.19	SPRING SET	1	
65	502555	£Call	BRAKE RING	1	
66	500610	£11.70	THRUST WASHER	1	
67	500588A	£8.57	WASHER, adjusting, 0.113-0.114"	a/r	
	500588B	£8.57	WASHER, adjusting, 0.107-0.108"	a/r	
	500588C	£8.57	WASHER, adjusting, 0.101-0.102"	a/r	
	500588D	£8.57	WASHER, adjusting, 0.095-0.096"	a/r	
	500588E	£8.57	WASHER, adjusting, 0.089-0.090"	a/r	
	500588F	£8.57	WASHER, adjusting, 0.083-0.084"	a/r	
	500588G	£8.57	WASHER, adjusting, 0.077-0.078"	a/r	

(Total destruction of the thrust washer and its adjusting washers is a common occurrence, and will require skilled rectification to the casing and bushes.

68	500660	£Call	THRUST RING	1	
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Note: Always inspect the thrust ring assembly for loose pins, & re-rivet if necessary.

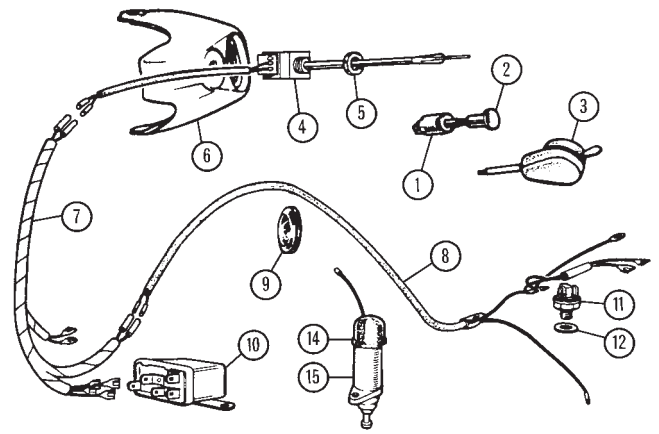
69	500636	£2.35	CIRCLIP	1	
70	500640	£29.31	BEARING	1	
71	500637	£Call	CIRCLIP	1	
72	520975R	£107.61	CLUTCH ASSEMBLY, exchange	1	
73	505549	£Call	SUN GEAR	1	
75	505545SR	£Call	PLANET GEAR & CARRIER	1	
76	505548	£10.72	THRUST WASHER	1	
77	505546	£57.70	BEARING KIT, planet gears	3	
78	BAU2061A	£78.25	CAGE	1	
79	BAU2061A	£78.25	CLUTCH INNER MEMBER	1	
80	513208	£Call	SPRING	1	
81	506063A	£7.24	ROLLER SET	1	
83	500613A	£11.70	THRUST WASHER	1	
84	500602	£135.01	ANNULUS	1	
85	217325A	£13.06	BEARING, annulus head	1	
86	SP75G	£14.97	BEARING, annulus tail	1	
87	500623E	£6.12	WASHER, adjusting, 0.146"	a/r	
	500623F	£8.34	WASHER, adjusting, 0.151"	a/r	
	500623G	£8.34	WASHER, adjusting, 0.156"	a/r	
	500623H	£8.34	WASHER, adjusting, 0.161"	a/r	
	500623J	£9.14	WASHER, adjusting, 0.166"	a/r	
	500623K	£Call	WASHER, adjusting, 0.171"	a/r	
	500623L	£Call	WASHER, adjusting, 0.176"	a/r	
	500623M	£Call	WASHER, adjusting, 0.181"	a/r	
89	GHS179	£1.70	OIL SEAL	1	
90	058948	£Call	FLANGE	1	
91	WP24	£0.36	WASHER	1	
92	057868	£1.33	NUT	1	
93	GHF504	£0.14	SPLIT PIN	1	
95	120694	£41.95	SPEEDOMETER ANGLE DRIVE	1	TR4A
96	3H550	£0.44	WASHER, adaptor to speedo drive	1	
97	146542K	£34.20	PINION & BEARING, speedo drive	1	standard
	146542	£25.40	PINION & BEARING, speedo drive	1	alloy
	060247	£2.30	OIL SEAL, speedo pinion shaft	1	

(The pinion & bearing assembly may be replaced by 147965, 146542 and 147751 (See pages 28 & 29, items 70, 71 & 72).

98	110736	£Call	MAINSHAFT, overdrive	1	TR2-3A To TS26824
	204044	£Call	MAINSHAFT, overdrive	1	TR3A From TS26825
	208052	£130.12	MAINSHAFT, overdrive	1	TR3B, TR4-4A
99	500655	£136.98	REAR CASING	1	
100	FHS2513	£0.69	STUD, rear casing, upper	4	
	500579	£Call	STUD, rear casing, lower	2	

Overdrive Electrics

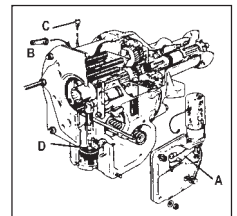
1	2H4841	£Call	SWITCH, overdrive push-pull	1	TR2
2	108437	£1.51	KNOB	1	
(Can be used as an alternative to 112474 on TR3-3A).					
3	112474	£44.00	SWITCH, overdrive, egg-shaped	1	TR3-3A



4	132424	£Call	SWITCH, overdrive, chrome stalk	1	TR4-4A
	147280	£45.95	SWITCH, overdrive, black stalk	1	RHD
	147281	£45.95	SWITCH, overdrive, black stalk	1	LHD
5	609792	£2.69	BEZEL	1	
6	611974	£9.90	ESCUTCHEON,	1	o/drive switch to column
7	131338	£19.53	WIRING LOOM, switch to relay	1	
8	131339	£19.95	WIRING LOOM, gearbox top cover	1	
(The above looms will require modification to suit screw terminals or single isolator switch installations).					
9	602037	£0.69	GROMMET, gearbox cover	1	
10	142169A	£27.36	RELAY, Lucar terminals	1	
11	BAU1074A	£8.50	SWITCH, isolator, spade terminals	1	
(The overdrive relay & isolator switch are currently available with Lucar type connections only. For TR2-3, TR3A to TS60000, replace the ring connectors on the wires with Lucar connectors (part no. RTC220A), or by replacing the looms (items 7 & 8).					
12	502146	£0.31	WASHER, switch adjusting	a/r	
(Refer to the workshop manual for adjustment instructions).					
14	508794	£44.95	SOLENOID	1	
15	109521	£Call	COVER, rubber	1	

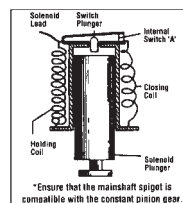
Overdrive Trouble Shooting

Overdrive doesn't work! Where do you start looking for the fault? Is the oil level and type correct? NO, change or top with CLST90.5L oil. YES, remove the gearbox cover and loosen the actuating lever (A), start engine and drive away. At any speed over 20mph, irrespective of which forward gear is engaged, move adjustment setting lever (B) forwards. If the overdrive engages or merely 'jolts', the fault is either in the settings or electric's - go to your nearest Moss branch.



If nothing happens then return to base, jack up the rear wheels, block the front wheels, use axle stands, then carefully loosen the operating valve plug (C) Start engine with fast tickover, engage 2nd gear and oil should bleed past the loosened operating valve plug. Any air should also bleed, after which the operating valve plug can be re-tightened. If no oil bleeds out, the pump is inoperative. Usually this is merely stuck and freeing can be achieved by removal of the oil drain plug (catch oil draining out). Inspect filter and clean if necessary. Remove pump body plug (D) and the base of the pump is revealed. Tap gently with a blunt instrument. Rotate wheels with the gearbox in neutral. Pump should move up & down freely. If the pump sticks 'down' again, and the result of the above produced a negative result, you guessed, - visit your nearest Moss approved specialist.

Overdrive Solenoid Operating Lever

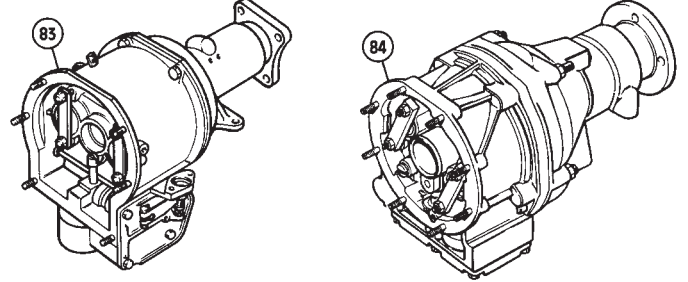
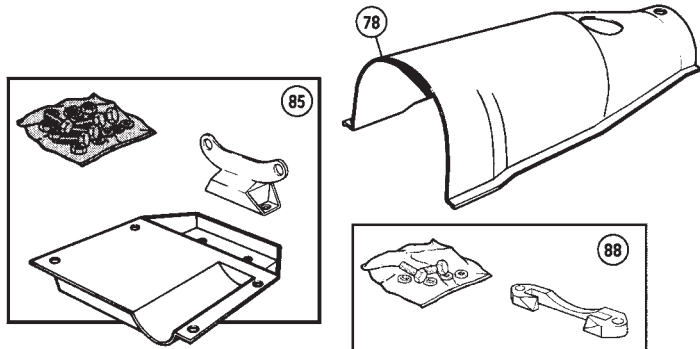
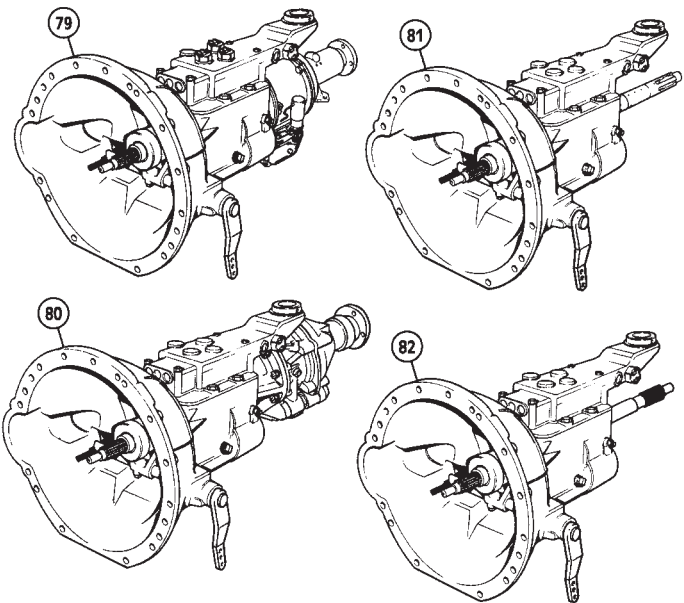
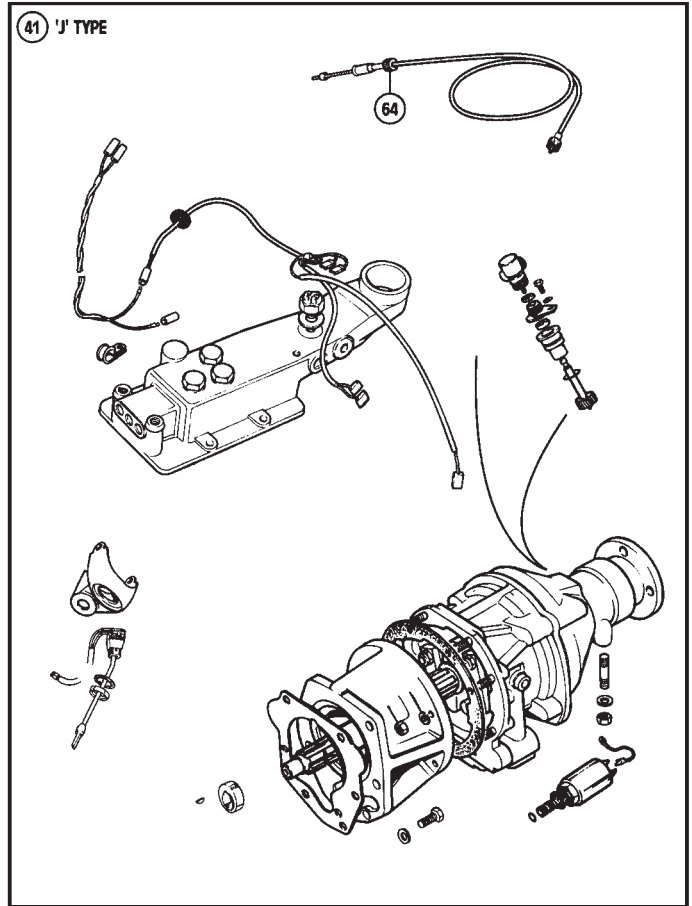
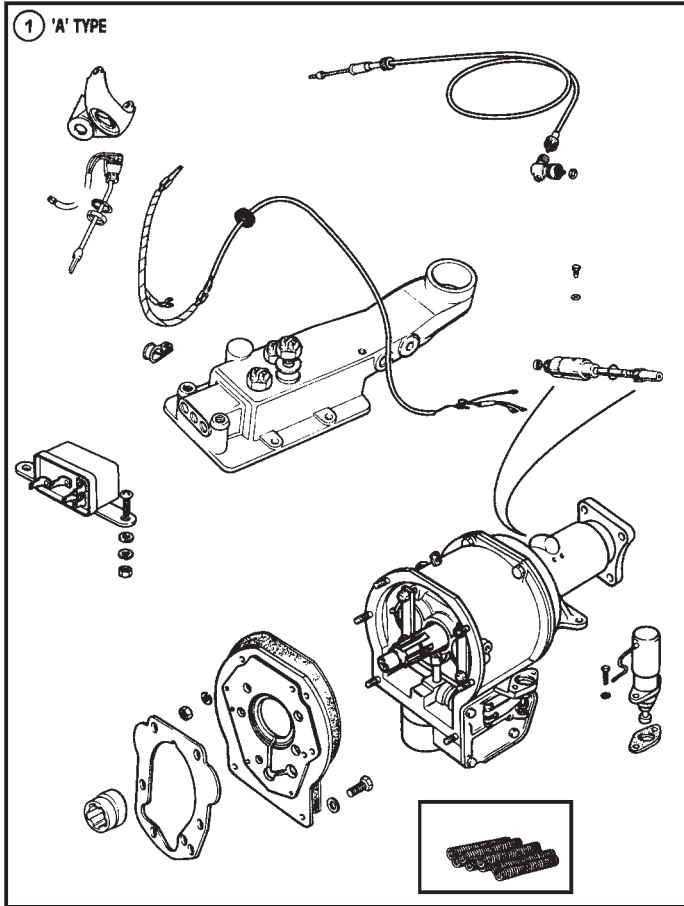


*Ensure that the mainshaft spigot is compatible with the constant piston gear.

Overdrive solenoids will suffer 'meltdown' if the operating lever is not adjusted properly. Refer to your workshop manual for details of the correct procedure for adjustment. When the overdrive switch is engaged, both solenoid cells are energised, causing the plunger to be pulled sharply into the solenoid. When it hits the top of the solenoid bore, the plunger opens switch 'A', disconnecting the closing coil, leaving the holding coil to keep the plunger in the upward position.

If the overdrive unit's operating lever is maladjusted so that the solenoid plunger cannot reach the switch plunger, both coils will remain energised as long as overdrive is selected. The closing coil will soon overheat to the point of failure, as it was designed only to be in operation for the fraction of a second it takes for the plunger to open the switch and disconnect the closing coil from the circuit.

Moss Europe cannot accept for return, refund, exchange, or credit, any overdrive solenoid which has been abused electrically or mechanically. (Verbal abuse of the component is acceptable).



Overdrive Conversions & Electrics

(All Synchromesh Gearboxes)

Please call your local Moss branch if you require any help.

An overdrive conversion is among the most useful modification that can be carried out on your TR. Overdrive provides useful additional gear ratios, for use under all driving conditions. Creeping about in town, the use of 2nd overdrive and 2nd gear, (on A type units only), saves on the continual 2nd to 3rd to 2nd gear changes. It nicely bridges that 2nd to 3rd speed ratio gap.

The 3rd gear gives that little extra help for high speed overtaking when an upward gear change could best be ignored. The 4th gear overdrive provides effortless high-speed cruising improving long distance touring fuel economy.

The A type overdrive unit was fitted as an option to the TR5, TR250 and TR6 (CC/CP series pre 1973) and operates in 2nd, 3rd, and 4th gears. It provides a 22% reduction to the engine speed for a given road speed when engaged. The J type overdrive unit was fitted to TR6 (CR/CF series from 1973), operating on 3rd, and 4th gears only. It provides a 25% reduction to the engine speed for a given road speed when engaged.

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), speedo cable, the column operating switch and its bezel. There was also a sealed cardboard box containing the small parts such as the right angle

drive, two selector switches and adjustment washers, two looms, top cover welch plugs, adaptor plate bolts and washers, the relay, the rear gasket, speedometer drive gear plus screws and fittings. From the introduction of the CR/CF series TR6s, J type overdrive became standard fitment on non-USA vehicles. The presentation was much the same for the J type kits with one less selector switch and no relay, of course. Many years after the last of the TR's rolled off the production line we can still supply everything that you need to convert your TR to overdrive. The kits and their contents are listed here, gearbox covers must be purchased separately.

'A' Type Overdrive Conversion

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

'J' Type Overdrive Conversion

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

Overdrive & Gearbox Cover

78	713569SAP	£73.94	GEARBOX COVER, plastic	1	
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The table below details the donor units and combinations of components. The suitable donor units are: Triumph 2000, 2500, 2.5 Pi, Dolomite Sprint or Stag.

Donor Unit	Input shaft	Clutch plate	fork	nose	top cover	clutch cover, bearing & sleeve
TR2000 2500TC 2.5 Pi	retain	use saloon version	change pins for TR	use Tr from your Old g/box	Same, however if you want overdrive to operate in 2nd, 3rd & 4th please call.	TR
Dolomite Sprint	swap for TR or saloon	use TR plate to suit shaft	same as TR	shorten to 2"		TR
Stag	swap for TR or saloon	use plate to suit shaft	same as TR	shorten to 2"		TR

Changes to overdrives

A type:

- If non-TR donor unit is used the operating pressure is wrong and accumulator spring 515131 or 518601 will need to be fitted to correct this.
- Wrong solenoid bracket, solenoid may foul or strike chassis, part no. 502566 should be fitted, see overdrive units & components on page 33 item 53.
- Rear flange won't fit TR propshaft, swap for existing TR one from old gearbox, purchase 058948 or 518109. Or weld up and re-drill donor's unit.
- 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.
- 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:

- If non-TR donor unit is used fit relief valve NKC36.
- Fit TR propshaft flange 160292. Or weld up and re-drill donor's unit.
- Swap speedo gear in overdrive for NKC99 and fit the following components;

120694	£41.95	ANGLE DRIVE	1
3H550	£0.44	WASHER, sealing	1
NKC48	£22.46	PINION & GEAR, speedo drive	1
NKC42	£22.46	SPEEDO' DRIVE HOUSING	1
NKC106	£0.63	'O' RING	1
NKC105A	£3.58	OIL SEAL	1
NKC43	£12.67	RETAINER ASSEMBLY	1
SH604051	£0.18	SCREW, attaching retainer	1
WE600041	£0.25	WASHER, locking	1

Flange Dimensions

(Flanges 058948, 518109 and 160292)

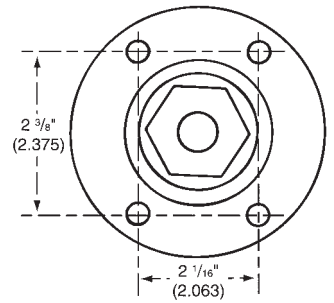
If any dimensions don't match, it isn't 'TR'.

Basics

Whatever you do, you must thoroughly clean the gearbox & overdrive unit, paraffin is best. Remove residue from the magnetic filler plug (if fitted). Clean out overdrive filter. Inspect residue from both and decide what rectification is needed, if any.

Watch those knuckles!

Either type of gearbox from any of the mentioned donors may include a gear lever. All use longer gear levers that are less cranked than TR ones, so your knuckles may strike the dashboard. Your choices: Refit your TR gear lever, bend the donor's lever and use knob switch, or live with it as it is and use knob switch - and buy a bulk pack of first aid plasters.



Overdrive Conversions

79	TGK100	£420.80	GEARBOX & OVERDRIVE, A-Type	1	outright
80	TGK101	£362.08	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.					
81	TGK102	£587.19	GEARBOX REBUILD & CONVERSION	1	A-Type
82	TGK103	£587.19	GEARBOX REBUILD & CONVERSION	1	J-Type
(Your 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).					
83	TGK104	£714.41	OVERDRIVE, REBUILD & CONVERSION	1	(A-TYPE, o/drive & springs)
84	TGK105	£Call	OVERDRIVE, REBUILD & CONVERSION	1	(J-TYPE, overdrive only)
(Overdrive: Your donor overdrive rebuilt or exchanged for fully rebuilt unit to TR specification. Adaptor plate not included).					
	TGK106	£42.09	FITTING 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.					

SO AN OVERDRIVE CONVERSION IS EITHER TGK100 + TGK102 + TGK104, OR TGK101 + TGK103 + TGK105 + 211361X (TR2 - EARLY TR6).

Note: There are other possible combinations of requirements and additional small parts, such as gaskets and seals which may be necessary to complete your request, so you should discuss these at the time of placing your order. Where two sources of donor units are involved, this may incur special conditions to the warranty on your rebuild/conversion.

Upated Overdrives

A-Type Overdrive Upating

This is only supplied as a kit to YOUR donor overdrive unit, and built into it. The unit must be or have been properly rebuilt, as necessary, at the same time, to remove the chance of worn internal components failing. These components might well have survived many more miles under normal use and standard pressure, but they certainly won't under uprated conditions. To permit the modifications the donor unit must be of the type which has a large welch plug visible in its base, adjacent to the drain plug. This provides a final pressure outlet for the accumulator which does not have the pressure bleed-off ports which are part of the standard two piece accumulator piston assembly, and which are there to provide the 'cushioned drive'. Cushioning of the drive is not a significant factor on a competition overdrive. Due to the much more positive engagement this modification should not be considered for 'road' TR's. The kit includes: relined and uprated cone clutch, a modified unidirectional clutch, a larger accumulator piston, uprated operating valve, and replacement accumulator springs.

TGK107	£Call	OVERDRIVE UPATING KIT	1	A-Type
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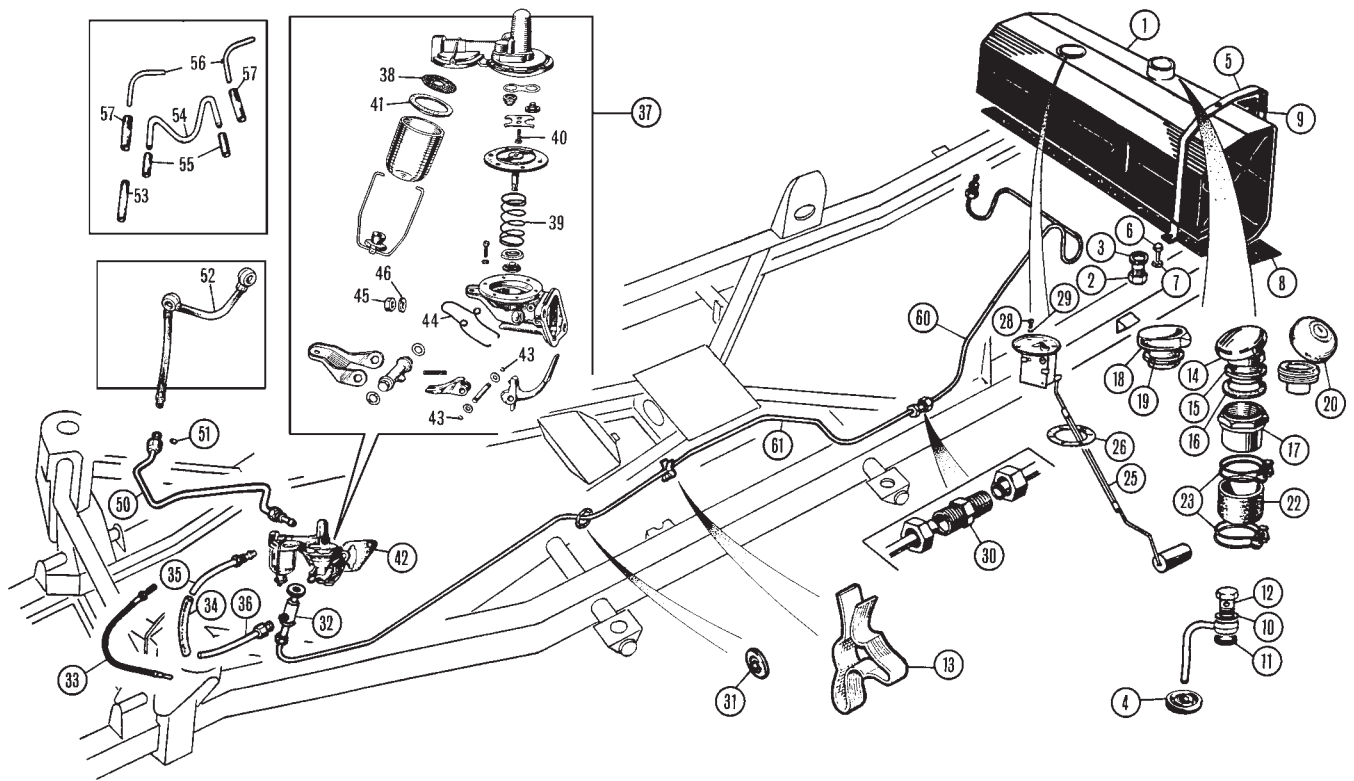
J-Type Overdrive Upating

This is only supplied as a kit. It requires modifications to the clutch, to which a 'grippier' lining is bonded, the dashpot assembly and the whole Pressure Relief Valve assembly. An 'old' clutch sliding member is required in exchange for the relined unit supplied.

TGK108	£Call	OVERDRIVE UPATING KIT	1	J-Type
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Overdrive Conversion Bracket Kits

85	211361X	£97.82	BRACKET & FITTING KIT	1	(Allows J type overdrive to fit to A-type chassis (TR2 to TR4A) without modification. Comes complete with mounting).
88	104086ADP	£30.24	BRACKET	1	(Allows a saloon A-type overdrive casing to fit the TR mounting, 104086. (Minor rear casing alterations are required).



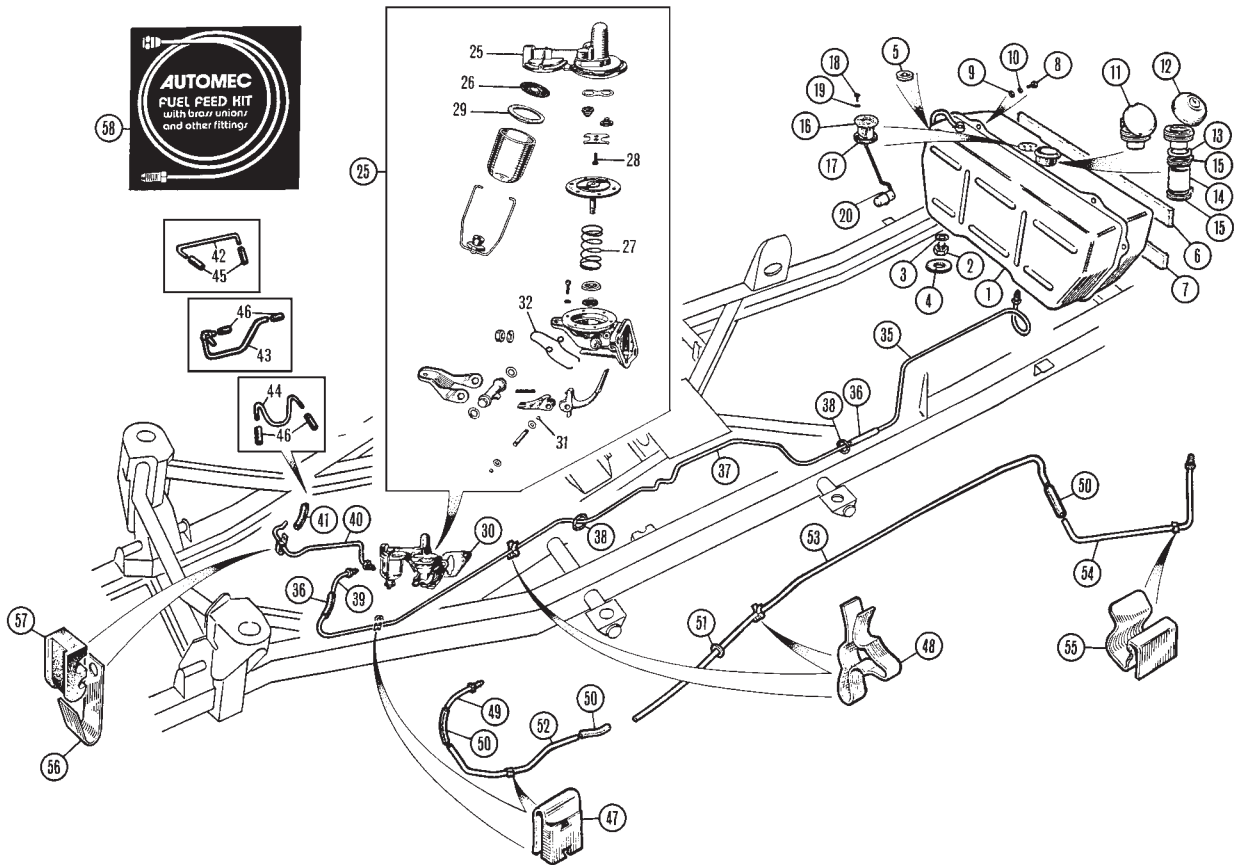
Fuel Tank, Pipe & Pump TR2-TR3A

Lead Additive

UK TR's were designed to run a high-octane fuel, so to eliminate the possible need to adjust (i.e., retard) ignition an octane booster may also be required. We stock a lead substitute (endorsed by the 'Federation of Historic Vehicle Clubs') that enables unleaded fuel to be safely used in engines designed for Leaded fuel.

Ill	Part Number	Price £ea.	Description	Req.	Details
NI	HFFK34	£51.82	FUEL PIPE KIT, (TR2-3A)	1	copper, car set
1	302125	£263.22	FUEL TANK	1	TR2-3, TR3 To TS60000
	302125AL	£309.22	FUEL TANK, aluminium	1	outlet in bottom centre
Note: fuel tank 302125 is the smaller capacity fitted as standard to TR3's & TR3A's to TS60000. The reduced capacity of approximately half a gallon allows for the fitment of the occasional rear seat option to all TR2-3A's.					
	303999	£239.74	FUEL TANK	1	TR3A From TS60001
	303999AL	£304.34	FUEL TANK, aluminium	1	outlet at bottom right
2	103222	£5.45	PLUG, drain	1	original tanks only
3	WF513	£0.32	WASHER, on drain plug	1	
4	061917	£1.17	GROMMET, 1/2" hole, vent pipe	1	alternative
	600395	£0.93	GROMMET, 1" hole, vent pipe	1	alternative
5	201864	£Call	STRAP, tank retaining	2	TR2-3, TR3 To TS60000
	203139	£Call	STRAP, tank retaining	2	TR3A From TS60001
	204964	£Call	STRAP, tank retaining	2	TR3A To TS60000
	206370	£Call	STRAP, tank retaining	2	TR3A From TS60001
6	SH606061	£0.44	SCREW, hex headed, (short)	2	tank strap to chassis
	SH606101	£0.24	SCREW, hex headed, (long)	2	tank strap to chassis
7	GHF333	£0.05	WASHER, locking	4	
8	107562	£8.07	STRIP, felt, tank base to body	2	
			(The tank base felt strips must be trimmed to suit installation).		
9	107563	£2.60	STRIP, felt, retaining strap to tank	2	
10	AUC2141	£0.33	WASHER, fibre, upper	1	
11	GHF346	£0.25	WASHER, fibre, lower	1	original tanks
12	435-480	£13.65	BANJO BOLT, fuel tank vent	1	
13	059191	£0.49	CLIP	3	
			(Vent pipe anti-rattle, and fuel line to chassis).		
14	704551	£39.10	CAP, fuel filler, screw type	1	
15	704551W	£7.39	ESCUTCHEON, chromed	1	
16		£Call	WASHER, fibre	1	
17	704551NECK	£22.46	EXTENSION, screwed to filler cap	1	
18	613506	£38.12	CAP, fuel filler, with tube extension	1	alternative to 704551
			(If your car is missing the fuel cap, use 613506 (item 18) or 571086 (item 20), regardless of model or chassis number).		
19	650247	£3.13	GROMMET, in rear deck	1	use with items
20	571086	£27.36	CAP, fuel filler, locking	1	

22	650279	£4.96	HOSE, rubber, filler to tank	1	
23	CS4038	£1.45	CLIP, wire type	2	
	GHC11060	£2.30	CLIP, jubilee type	2	
25	203610	£58.95	SENDER UNIT, fuel gauge	1	(exchange part)
26	2H1082	£0.32	GASKET, seating sender unit	1	
28	TR6504	£0.30	SCREW, sender unit to tank	6	
29	WF702101	£0.12	WASHER, locking	6	
30	060172	£3.02	UNION, fuel line connecting	1	
31	CD23720	£1.10	GROMMET, fuel line	a/r	through chassis
32	104818	£41.95	TAP ASSEMBLY, fuel	1	
	104818C	£1.91	CORK SEAL, in fuel tap	1	
33	104842S	£19.53	HOSE, stainless steel braided (Tap to pump union & nuts).	1	alternative to 34, 35, 36
34	115784	£0.78	HOSE, flexible, fuel inlet to pipe	1	
35	149556	£4.40	PIPE, fuel inlet to pump	1	alternative to 33
36	115780	£Call	PIPE, fuel tap outlet	1	
			(If you have nothing here, use the stainless steel braided pipe (part no. 104842S) to provide a connection between the fuel tap and pump).		
37	109637	£52.80	FUEL PUMP, replacement	1	
			(This comes with a glass bowl and an external priming lever as original).		
38	500419	£4.06	GAUZE	1	
39	052492A	£Call	SPRING, under diaphragm	1	
40	059660	£Call	SCREW, retaining valve plate	2	
NI	AEU2760A	£12.95	REPAIR KIT, fuel pump (Includes diaphragm, valves & gaskets).	1	
41	500418	£1.21	GASKET, sediment bowl	1	
42	139041	£0.93	GASKET, pump to crankcase	1	
43	052484	£Call	'C' CLIP, on pivot	2	
44	052498	£Call	SPRING, priming handle	1	
45	GHF201	£0.10	NUT, pump attachment	2	
46	GHF332	£0.15	WASHER, pump attachment	2	
50	203121	£15.51	PIPE, pump to carburettor inlet hose	1	use with 203120
	205048	£15.51	PIPE, pump to carburettor inlet hose	1	use with 115784
51	TL7	£0.69	OLIVE	1/2	
52	203120	£58.95	HOSE, flexible with banjos	1	carburettor to carburettor, alternative to items 53-55
53	115784	£0.78	HOSE, flexible, pipe to front carburettor	1	carburettor to carburettor, alternative to item 52
54	120329	£12.19	PIPE, rigid	1	
55	120331	£0.59	HOSE, pipe to carburettors	2	
56	121273	£1.41	PIPE, vent, rigid, to float chamber	2	use with AUC carburettors
57	120331	£0.59	HOSE, flexible, vent pipes to carburettors	2	
60	206402	£17.57	PIPE, fuel, rigid, tank to coupling	1	cut & bend to fit
61	303754	£16.59	PIPE, fuel, rigid, coupling to fuel tap	1	



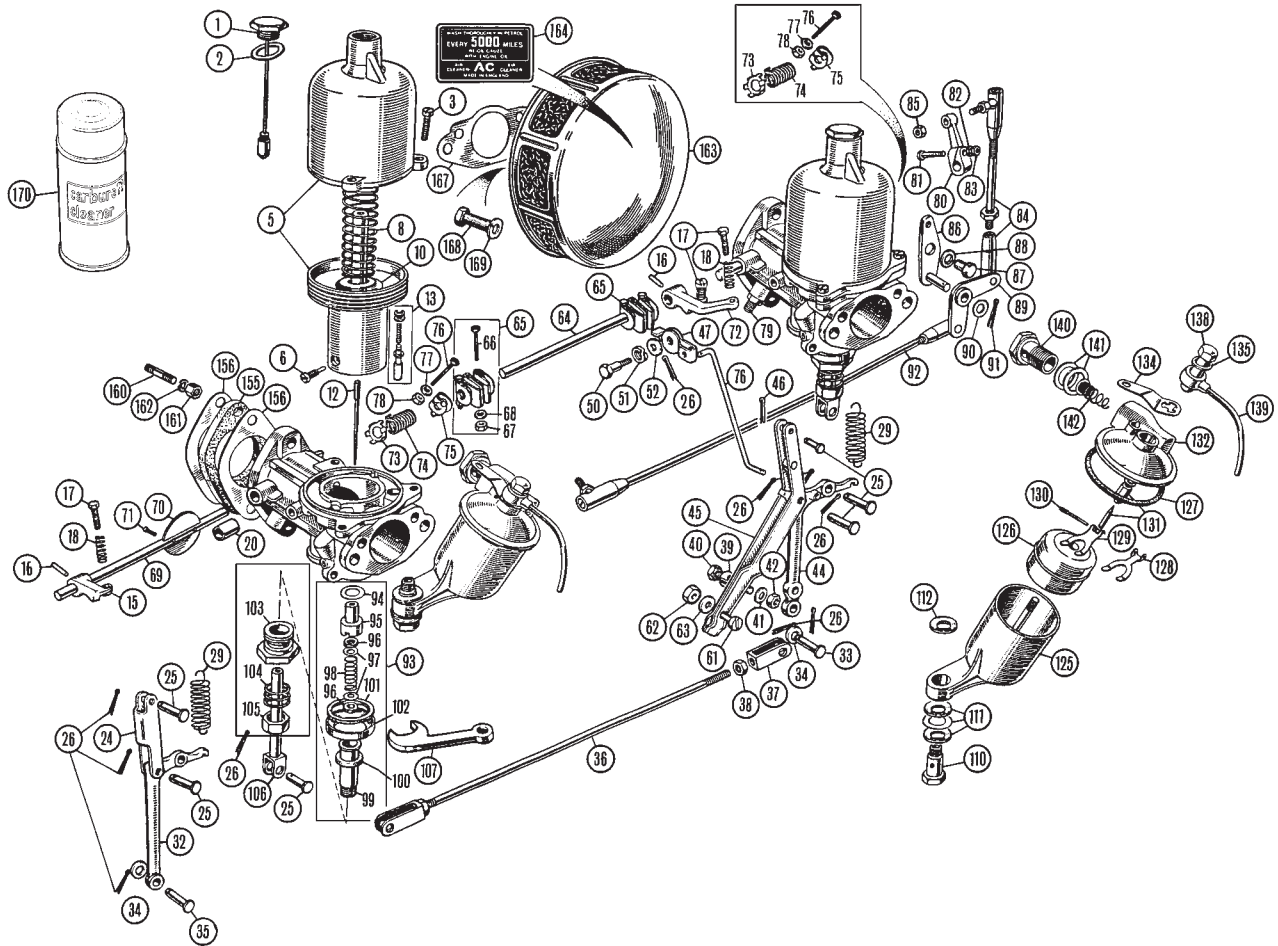
Fuel Tank, Pipe & Pump TR4-4A

Lead Additive

UK TR's were designed to run a high-octane fuel, so to eliminate the possible need to adjust (i.e., retard) ignition an octane booster may also be required. We stock a lead substitute that enables unleaded fuel to be safely used in engines designed for Leaded fuel.

Ill	Part Number	Price £ea.	Description	Req.	Details
1	312359X	£305.95	FUEL TANK (To rationalise fuel tanks for TR4 cars through to TR6, we have produced, in marine quality aluminium, a fuel tank that will suit all applications).	1	
2	103222	£5.45	PLUG, tank drain	1	
3	WF513	£0.32	WASHER, fibre, drain plug	1	
4	611733	£1.71	PAD, drain plug to floor	1	
5	061917	£1.17	GROMMET, 1/2" hole, vent pipe	1	alternatives
	600395	£0.93	GROMMET, 1" hole, vent pipe	1	
6	107562	£8.07	FELT, anti-rattle, upper	1	
7	107562	£8.07	FELT, anti-rattle, lower	1	
8	GHF101	£0.16	SCREW	6	
9	GHF314	£0.10	WASHER, plain	6	
10	GHF331	£0.05	WASHER, locking	6	
11	613506	£38.12	CAP, fuel filler	1	
12	571086	£27.36	CAP, fuel filler, locking	1	
13	650247	£3.13	GROMMET, fuel cap	1	
14	650279	£4.96	HOSE, rubber, filler to tank	1	
15	CS4038	£1.45	CLIP, wire type	2	
	GHC11060	£2.30	CLIP, jubilee type	2	
16	214465	£30.29	SENDER UNIT, fuel gauge (As a replacement for the original fuel sender units, we have found the use of the TR5 & TR6 item fully satisfactory. For those owners without a complete unit for exchange we recommend you order 214465).	1	(Smiths no: TF1002/097)
17	2H1082	£0.32	GASKET	1	
18	TR6504	£0.30	SCREW	6	
19	WF505	£0.24	WASHER, fibre	6	
20	139908	£1.17	RING, anti-rattle	1	TR4A
25	109637	£52.80	FUEL PUMP, replacement (This comes with a glass bowl and an external priming lever as original).	1	
26	500419	£4.06	GAUZE	1	
27	052492A	£Call	SPRING, under diaphragm	1	
28	059660	£Call	SCREW, valve plate retaining	2	
	AEU2760A	£12.95	REPAIR KIT, fuel pump	1	

29	500418	£1.21	GASKET, sediment bowl	1	
30	139041	£0.93	GASKET, fuel pump to crankcase	1	
31	052484	£Call	'C' CLIP, on pivot	2	
32	052498	£Call	SPRING, priming handle	1	
35	208495	£Call	PIPE, tank outlet	1	TR4
36	115784	£0.78	CONNECTOR, fuel pipe	2	
37	303754	£16.59	PIPE, intermediate	1	
38	CD23720	£1.10	GROMMET	2	
39	149556	£4.40	PIPE, pump inlet	1	TR4A
40	305995	£11.89	PIPE, pump outlet to carburetors, (1/4")	1	
	205048	£15.51	PIPE, pump outlet to carburetors, (5/16")	1	
41	115784	£0.78	CONNECTOR, pipe to carburettor	1	
42	120329	£12.19	PIPE, carburettor to carburettor	1	TR4 H6 carburetors
43	136489	£Call	PIPE, carburettor to carburettor	1	TR4-4A Stromberg carb's
44	145124	£12.19	PIPE, carburettor to carburettor	1	TR4A HS6 carburetors
45	120331	£0.59	CONNECTOR, pipe to carburettor	2	TR4 H6 carburetors
46	115784	£0.78	CONNECTOR, feed pipe to carburettor	1	TR4A Stromberg carb's
	120331	£0.59	CONNECTOR, feed pipe to carburettor	1	TR4A HS6 carburetors
47	130882	£0.34	CLIP, pipe to hose bracket	1	TR4-4A
48	059191	£0.49	CLIP, pipe to frame	4	
49	149556	£4.40	PIPE, pump inlet	1	
50	115784	£0.78	CONNECTOR, fuel pipes	3	TR4A
51	CD23720	£1.10	GROMMET	3	
52	212515	£Call	PIPE, pump inlet to intermediate	1	early TR4A
	212799	£Call	PIPE, pump inlet to intermediate	1	late TR4A
53	307378	£Call	PIPE, intermediate	1	early TR4A
	307532	£Call	PIPE, intermediate	1	late TR4A
54	307370	£Call	PIPE, tank to connector	1	early TR4A
	143846	£Call	PIPE, tank to connector	1	late TR4A
55	611793	£0.39	CLIP, pipe to frame	1	TR4A alternative
	616312	£0.93	CLIP, pipe to frame	1	
56	133072	£3.20	CLIP, pipe to thermostat housing	1	TR4-4A
57	133083	£4.45	INSULATOR, rubber, pipe to clip	1	
58	HFFK35	£83.14	FUEL PIPE KIT, (SU HS6 carburetors)	1	copper, car set
	HFFK36	£81.19	FUEL PIPE KIT, (Stromberg carburetors)	1	



H&HS Carburetors (Introduction/Identifying)

SU Carburettor Introduction

SU carburetors have been a part of the British car scene since the late 1920's. The modern trend of fitting fuel injection has considerably diminished the demand for carburetors, which during the 70's & 80's struggled to keep up with the demands of legislation for ever increasing sophistication in the 'management of fuel', in both its burnt & un-burnt state. Nevertheless, for nearly half a century SU carburetors provided a very efficient and, in their basic design, a very simple way of providing the correct fuel/air mixture for cars. When you read the following sections on H4, H6 and HS6 SU carburetors I hope you will be as surprised and amazed as we have been during the compilation of this section.

SU have carried out an excellent job of making sure that even the oldest TR carburettor, produced in 1953 for the TR2, is still essentially completely rebuildable today. SU and, more latterly, our friends at Burlen Fuel Services have worked extremely hard to ensure continuing availability of almost every single service component for this range of carburetors. Obviously, SU did a considerable amount of development over the years, but however it happened, their policy on servicing the replacement parts has made our job much easier.

It goes without saying that dropping your carburetors, and thereby cracking the bodies, or running your car over them, or probably the most common problem of having 'lost them' through someone putting a 'much nicer' carburettor (such as Weber) on, will mean that your chances of getting your TR back to original specification are severely diminished. There are still a large number of these carburetors around and the same basic design was used on many 50's & 60's cars, this could provide a source of old units which you could then recondition, following the guidance and parts listings in this catalogue. (Incidentally, if you think losing your carburetors and finding old units is a problem, you will realise that this palls into insignificance with a request from a customer in Portugal who came across the owner of a TR6 looking for a replacement engine. He is unfortunately not able to embark on any exchange schemes for an engine as his car is fitted with a Escort 1300 engine and gearbox. Now that's when you have got problems!).

We hope you enjoy reading the carburettor section, and we think you will be convinced that almost no matter what has befallen your carburetors in the past, it is not beyond your capability to use those parts which are available to restore your carburetors to 'as new condition'.

H Series Carburetors

These carburetors originally had triangular aluminium tags on the float bowl lid. These tags were stamped with the SU identification number for that specific carburettor installation. For simplicity, we use these numbers found on the tags in our application column. If your carburettor tags are missing,

use the information here (with our illustration) to identify your carburetors. The dimensions 11/2" and 13/4" are measured at the throttle disc end of the carburettor body, as opposed to the air/fuel passage where the air filter is fitted.

Part Number	Price £ea.	Description	Req.	Details
AUC721T	£619.21	Type H4 (11/2") TR2 (These are identified by the fact that each carburettor is mounted to the inlet manifold with only 2 studs. (see Inlet manifolds on page 48).		
AUC786T	£645.91	Type H6 (13/4") TR3 to approx. end of 1958 (Each carburettor is attached to the inlet manifold by four studs. The float chamber on this application has the 'banjo' type fitting - shown on page 41 with illustration numbers 133 to 142).		
AUC878T	£636.12	Type H6 (13/4") TR3A from approx. 1959, TR3B and TR4 to CT21470 (Each carburettor is attached to the inlet manifold by four studs. The float chamber on this later carburettor has the fuel inlet pipes joined to the carburettor by a 'push-on' piece of rubber. This system is shown on page 41 with illustration numbers 145 to 149).		

HS6 Series Carburetors (TR4A)

These carburetors are a development of the H6 as fitted to the TR3A & early TR4. They use more up-to-date technology and generally improved design, though the principles of operation remain basically unchanged. The jet design in particular was changed. Although never acknowledged in the Triumph parts books, SU specified two different carburetors for European (AUD209) and for USA specification vehicles (AUD284).

H4 SU Carburetors & Air Cleaners

Carburetors & Components (TR2) (H4)

AUC721T	£619.21	CARBURETTORS, (pair), new	1pr
1 AUC8103HB	£17.86	DAMPER & CAP, brass	2
AUC8103A	£11.94	DAMPER & CAP, plastic	2
(AUC8103HB is a brass capped damper assembly as fitted originally to TR2's. AUC8103A is the 'modern' replacement plastic capped damper).			
2 AUC4900A	£0.49	WASHER, fibre	2
3 JZX1394	£0.28	SCREW, chamber to body	6
5 AUC8019	£Call	CHAMBER & PISTON	2
6 AUC2383	£Call	SCREW, needle locking	2
8 AUC4387	£6.80	SPRING, piston return, red*	2

10	AUC3071	£1.08	THRUST WASHER	2
12	AUD1201	£5.53	NEEDLE, jet, standard. (FV)*	2
			(SU offered two different needles as standard for the TR2 (H4 SU's), but Triumph rationalised them in 1954 to the FV specification, which we supply under part number AUD1201).	
13	WZX1105	£4.84	PIN & SPRING	2 c/w circlip & washers
			(This is called the 'tickler pin' in the Triumph parts book, it is used to lift the piston whilst tuning the carburettors).	
15	AUC2189	£Call	STOP, throttle, rear carburettor	1
16	AUD2906	£3.04	PIN, tapered	2
17	AUC8483	£0.49	SCREW, idle adjusting	3
18	AUC2451	£0.78	SPRING, idle screws	3
20	AUD3080	£2.35	BUSH, throttle shaft, (in carburettor body)	4
			(These bushes require machine shop installation. See Tech. Tips on page 46).	
24	AUC3419	£Call	LINK, jet lever, rear carburettor	1
25	AUC2381	£1.45	CLEVIS PIN, link & jet	6
26	GHF500	£0.10	SPLIT PIN*	10
29	AUC4667	£3.38	SPRING, jet lever return	2
32	AUC3346	£6.85	LEVER, jet, rear carburettor	1
33	AUC5074	£Call	CLEVIS PIN, rod to front lever	1
34	AUC8396	£0.29	WASHER, plain	a/r
35	AUC2108	£1.90	CLEVIS PIN, rod to rear lever	1
36	AUC3435	£3.13	ROD, jet connecting	1
37	AUC2256	£7.79	FORK, rod end	2
38	AJD8012Z	£0.12	LOCK-NUT, (2BA)	2

Note: We have manufactured the 'jet connecting link' in the manner that the SU Carburettor Co. illustrated it in their technical literature. Triumph showed a 'rod & fork end' to give adjustment at one end only. We have made a replacement as illustrated here with a rod threaded at both ends, with forks and lock nuts supplied separately.

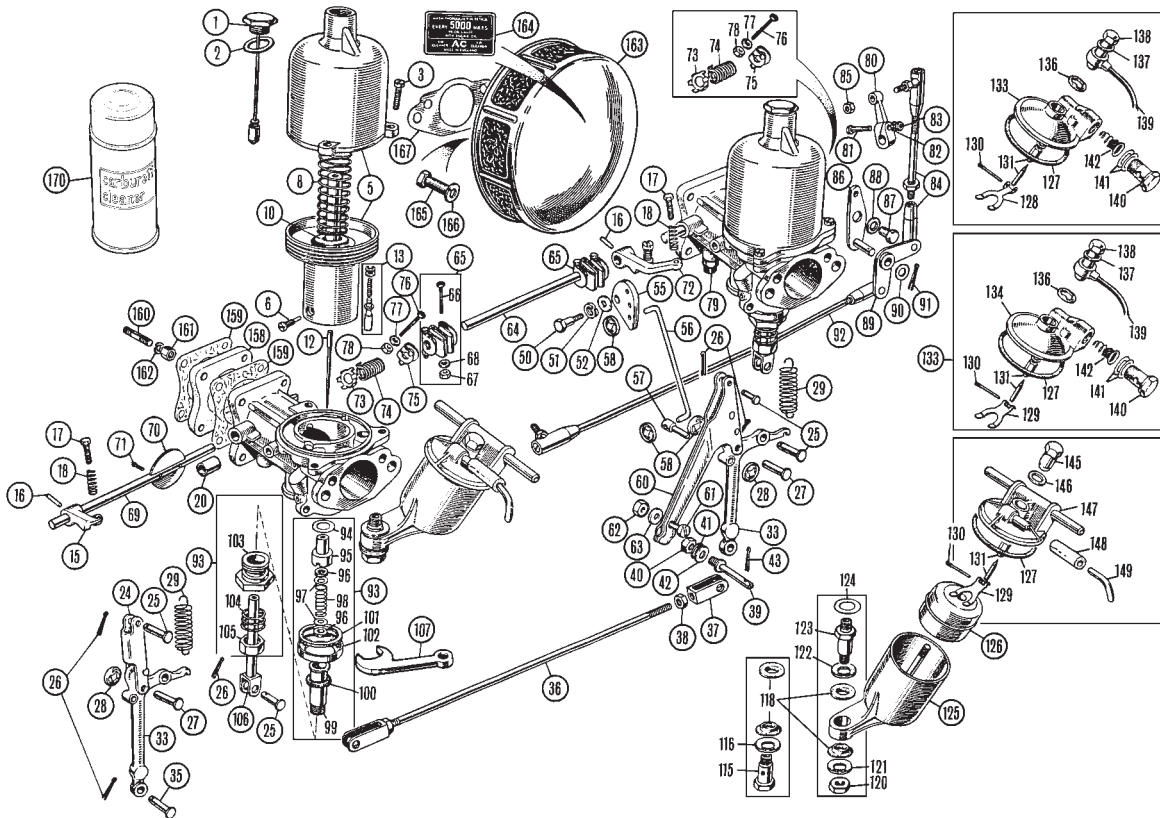
39	ACC5062K	£1.47	TRUNNION, cable clamping	1
40	HU503	£0.30	SCREW, trunnion	1
41	PWZ203	£0.14	WASHER, plain	1
42	GHF220	£0.09	NUT	1
44	AUC3234	£6.85	LEVER, jet, front carburettor	1
45	AUE63	£9.74	LINK, front jet lever	1
46	AUC4853	£8.76	LINK, jet lever to fast idle lever	1
47	AUC3502	£20.50	LEVER, fast idle	1
50	AUC3471	£4.16	BOLT, pivot	1
51	AJD7722	£0.14	WASHER, 'Thackery'	1
52	AUC4848	£0.93	WASHER, plain	1
61	AUB660	£Call	BOLT, clamp	1
62	AJD8012Z	£0.12	NUT, (2BA)	1
63	WL700101	£0.09	WASHER, locking	1
64	AUC1462	£3.08	ROD, coupling	1
			(Coupling Rod AUC is actually an MG-B part (wash my mouth!). It is 3 1/4" long & needs to be cut to the approx. length for the TR2, which is 3 3/16". Please use this length as a 'rough guide', & cut to suit your car).	
65	AUE75	£16.59	COUPLING ASSEMBLY	2 includes bolt, nut & washer
66	AUC2669	£0.74	BOLT	4
67	AJD8014Z	£0.16	NUT	4
68	AUC4612	£0.20	WASHER	4
69	AUC3242	£12.80	THROTTLE SHAFT, standard*	2
	AUC3242RP	£12.80	THROTTLE SHAFT, oversize	2
70	WZX1323	£8.95	THROTTLE DISC, 1 1/2", carburettors*	2 includes screws
71	AUC1358	£1.71	SCREW, throttle disc	4
72	AUC3437	£Call	THROTTLE STOP, front carb	1
73	AUC4770	£16.15	ANCHOR PLATE, spring	2
74	AUC4782	£5.19	SPRING, throttle return	2
75	AUC4771	£8.51	CLIP, return spring	2
76	AUC2669	£0.74	BOLT, (for clip AUC4771)	2
77	AUC4612	£0.20	WASHER, locking	2
78	AJD8014Z	£0.16	NUT	2
79	AUC5100	£Call	UNION, vacuum advance	1 on front carburettor
80	AUE180	£8.07	LEVER, throttle shaft, (11/4")	1
	AUE191	£16.49	LEVER, throttle shaft, (1")	1
81	AUC2694	£0.40	BOLT, for lever	1
82	AUC4612	£0.20	WASHER, locking	2
83	AJD8014Z	£0.16	NUT	2
84	148496	£12.67	LINK ROD, vertical, (short)	1
85	JN2107	£0.15	NUT, short rod to throttle shaft lever	1
86	106759	£Call	PIVOT, bellcrank	1
87	SH605061	£0.16	SET SCREW	1 bellcrank lever to manifold
88	GHF332	£0.15	WASHER, locking	1
89	106756	£Call	LEVER, bellcrank	1
90	GHF301	£0.07	WASHER, plain	1
91	GHF500	£0.10	SPLIT PIN	1
92	106764	£7.29	LINK ROD, horizontal, (long)	1
93	WZX1593	£17.57	BEARING KIT, jet*	2
			(Includes items 94 to 105 for one carburettor).	
94	AUC2122	£0.98	WASHER, copper, upper	2
95	AUC3230	£9.30	BEARING, (jet), upper	2
96	AUC2120	£0.78	SEAL, cork	4
97	AUC2119	£1.28	WASHER, cupped	4

98	AUC1158	£2.20	SPRING, jet gland	2
99	AUC3231	£5.43	BEARING, jet, lower	2
100	AUC3233	£2.69	WASHER, copper, lower	2
101	AUC2118	£0.54	SEAL, cork	2
102	AUC2117	£2.79	RING, sealing, aluminium	2
103	AUC3232	£3.86	NUT, sealing	2
104	AUC2114	£1.28	SPRING, mixture nut	2
105	AUC2121	£2.60	NUT, mixture adjusting	2
106	WZX1595	£10.70	JET ASSEMBLY KIT*	2
			(Includes items 96, 101, 102 for one carburettor).	
107	AUD2693	£2.40	SPANNER, jet adjusting	1
110	AUC1541	£4.75	BOLT, shouldered	2
111	AUE6	£1.91	WASHER KIT, (2 fibre & 1 steel)	2
112	AUC2130	£0.69	WASHER, steel	2
			(The shouldered bolt is 'nipped' when tight, to compress the fibre washers which are designed to provide a fuel proof seal (dream on!). The steel washer between the two fibre washers provides a low friction point to allow minor movement between the float chamber and the carburettor body. Although the above parts are available at the time of writing this catalogue, we would still recommend using the mounting method on AUC786 H6 type carburettors on pages 40 & 41).	
125	AUC3495	£90.00	FLOAT CHAMBER	2
126	WZX1303	£13.65	FLOAT, (includes gasket)	2
127	AUC1147A	£0.89	GASKET, float chamber lid*	2
128	AUC1980	£10.72	LEVER, float, (for original lids)	2
129	AUD2285	£3.04	LEVER, float, (for new lids)	2
130	AUC1152	£0.59	PIN, lever pivot*	2
131	WZX1101A	£9.95	NEEDLE & SEAT	2
	GAC9201X	£7.24	GROSE-JET	2 see page 46
			(Superior replacement for standard needle & seat. Highly recommended).	
132	AUE255	£Call	FLOAT LID ASSEMBLY	2
	AUE479	£52.80	FLOAT LID	2
			(The float lid on carburettor AUC721 had a fuel input from the engine side and utilised a front lid - which is no longer available. It also used the early float lever (AUC1980, item 128), and is now replaced with lid AUE479, which uses the later float lever (AUC2285, item 129). We can currently offer a complete assembly for this float lid (with the AUC2285 type lever) under part number AUE255).	
134	AUC4998	£Call	ARM, float chamber support	2
135	WL700101	£0.09	WASHER, fibre	2
			(Items AUC4998 & AUC2246 were fitted to the AUC721 carburettor only. If you followed our advice (and you'd be a fool not to!) and replaced the fibre washer mounting on your float bowl with the rubber grommet type (part no. AUC1534, item 118, page 41), then we recommend you disconnect the AUC4998 float chamber support arm from the dashpot securing screw to allow it to flex. On the AUC786 the AUC4998 is replaced by a fibre washer (AUC1928).	
138	AUC1867	£1.91	BANJO BOLT	2
139	AUC1866	£12.63	PIPE, float chamber vent	2
140	AUC2698	£2.89	BANJO BOLT, fuel line to lid	2
141	AUC2141	£0.33	WASHER, fibre	4
142	AUC2139	£4.21	FILTER	2
155	AHH5713	£4.84	INSULATING BLOCK	2 carburettor to manifold
			(AHH5713 is virtually a direct replacement for the Triumph part no. 102485. It is in fact, an MG-A part (sorry, nobody's perfect), but is slightly different, and therefore should only be used for a TR2 application if fitted in pairs).	
156	AEH551	£0.74	GASKET, carburettor to manifold*	4
160	058917	£2.96	STUD, carburettor to manifold	4
161	056675	£0.59	NUT, (steel), carburettor to manifold	4
	108951	£0.93	NUT, (brass), carburettor to manifold	4
162	GHF333	£0.05	WASHER, locking	4
163	107356	£30.95	AIR CLEANER	2
164	CRTR212	£2.64	DECAL, air cleaner	2
167	12G2125	£0.30	GASKET, air cleaner to carburettor*	2
168	SH605071	£0.54	SET SCREW, air cleaner to carburettor	4
169	GHF332	£0.15	WASHER, locking	4
170	GGL1011	£5.19	SPRAY CLEANER	1

Carburettor Gasket Kits & Rebuild Kit

AUE801A	£10.42	GASKET KIT, 'Major'	2 per carburettor
		(Includes mounting gaskets).	
AUE2	£15.08	GASKET KIT, 'Minor'	1 for two carburettors
GAC6102X	£145.79	REBUILD KIT*	1 for two carburettors

Note: Rebuild kit includes all items marked.



H6 SU Carbs & Air Cleaners TR3-3A-4 Models

Part Number	Price £ea.	Description	Req.	Details
AUC786T	£645.91	CARBURETTORS, new	1pr	TR3 (To end of 1958)
AUC878T	£636.12	CARBURETTORS, new	1pr	TR3A (From 1959), and TR4 To CT21470

SU HS6 Carburettor Conversion (All Models Except TR2)

See page 44 for illustration.

NI TT1156	£339.95	CARBURETTOR SET, SU HS6, (pair)	1	new
NI TT1261TR	£13.80	LINKAGE KIT, HS6 conversion	1	
NI 148496	£12.67	THROTTLE ROD	1	
NI TT9941	£4.84	BALL JOINT, throttle rod end	2	
NI 218410	£18.30	THROTTLE SUPPORT BRACKET	1	
NI 148960	£Call	BELLCRANK	1	
NI 307455	£Call	MANIFOLD, inlet	1	

(long curved tubes with tapping for 'PCV' valve). 'PCV' is an abbreviation for 'Positive Crankcase Ventilation' valve (see page 47).

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

During the 1980s particularly, due in no small part to the rising cost of fuel, but mostly to the challenges the Lucas Pi system constantly threw at TR5s and TR6s, (whose owners always seemed to be putting their hands in pockets to bale out yet another breakdown), many turned to carburettor conversions. Some fearful of losing performance opted for twin choke set-ups. A small number toyed with 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 11/2" carburettors rather than the 13/4" the 2500cc engines needed. This mis-judgement was rapidly cashed in on by TR specialists. All the Pi cars use cable operation, and the official SU linkage finishes at the throttle lever, (*illustration, no 16). To connect the cable to the lever is very simple. Support bracket 218410 is required, (*illustration, no 19), which fits between the lower inner left & right carburettor fixings. Before fitting this bracket, place it in a vice and make two hacksaw cuts about 1/2" deep, approx. 3/4" apart. Bend this section at 90 degrees to the rest of the bracket. Now drill a 1/4" hole in the bent part and deburr it. Make one more saw cut to enable the cable to pass through, and you now have your lower cable location. This should be directly underneath the throttle lever, which itself may be adjusted left, or right, as necessary. Remember to leave a little slack in the cable, which may be fixed using the Pi clevis and split pin. Correctly fitted & adjusted, a standard set-up should return the kind of fuel economy for which earlier 4 cyl TR's were famous; 30+mpg, which definitely makes very happy motoring, and over 300 miles on a TR tank full! (*Please refer to page 44 for illustrations & itemised listings).

NI TT12561	£86.08	ADAPTOR PLATE KIT	1	
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(This adaptor plate kit allows 1 1/2", 1 3/4" and 2" SU & Stromberg carburettors 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 cause flooding, possibly even blowing fuel backwards into the cockpit). (Rubber insulating the carburettors will stop this. Our kit contains 2 mounting plates, 2 insulator rubbers (part No. TKC1338Z, which are also available separately), mounting bolts, gaskets & Loctite 'studloc').

NI TKC1338Z	£20.39	INSULATING RUBBER, carburettor	2	
1 AUC8102HB	£17.74	DAMPER & CAP	2	
AUC8102A	£12.87	DAMPER & CAP	2	
2 AUC4900A	£0.49	WASHER, fibre	2	
3 JZX1394	£0.28	SCREW, chamber to body	6	
5 AUC8054	£Call	CHAMBER & PISTON	2	
6 AUC2468	£4.84	SCREW, needle locking	2	
8 AUC4387	£6.80	SPRING, piston return, red*	2	
10 AUC3071	£1.08	THRUST WASHER	2	

The Triumph parts book lists three needles as standard, TD, TE and SM, but eventually Triumph rationalised to supplying SM only. We however recommend the following needle specs for rich, standard and lean as follows:

12 AUD1291	£5.53	NEEDLE, jet, rich, (RH)	2	
AUD1328	£5.53	NEEDLE, jet, standard, (SM)*	2	
AUD1327	£5.53	NEEDLE, jet, lean, (SL)	2	

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

13 WZX1105	£4.84	LIFT PIN & SPRING	2	c/w circlip & washers
15 AUC2198	£14.63	THROTTLE STOP, rear carburettor	1	
16 AUD2906	£3.04	PIN, tapered	2	
17 AUC8483	£0.49	SCREW, idle adjusting	3	
18 AUC2451	£0.78	SPRING, idle screws	3	
20 AUD3080	£2.35	BUSH, throttle shaft, (in carburettor body)	4	(These bushes require machine shop installation. See tech tips on page 46).
24 AUC4819	£18.74	LINK, jet lever, rear carburettor	1	
25 AUC2381	£1.45	CLEVIS PIN, link & jet	6	with hole for split pin, item 26
26 GHF500	£0.10	SPLIT PIN*	6	
25 AUC2381	£1.45	CLEVIS PIN, link & jet	4	with hole for split pin, item 26
26 GHF500	£0.10	SPLIT PIN*	4	
27 AUC5009	£1.70	CLEVIS PIN, lower end of link	2	

(On some applications this fitment is as above where all clevis pins were secured with a split pin. On other applications, (we know many exist but don't know any change points) there were four clevis pins secured by split pins & 2, which were not drilled, secured by 'star' washers).

		(Without hole, used with star-lock washer, item 28).	
28	AUC5004	£0.34 STAR-LOCK WASHER	2
29	AUC4667	£3.38 SPRING, jet lever return	2
33	AUC1029	£9.10 LEVER, jet, front & rear carburettors	2
35	AUC2108	£1.90 PIN, rod to rear lever	1
36	AUC3435	£3.13 ROD, jet connecting	1
37	AUC2256	£7.79 FORK, rod end	2
38	AJD8012Z	£0.12 LOCKNUT, (2BA)	2
		(We have manufactured the 'jet connecting link' in the manner that the SU Carburettor Co. illustrated it in their technical literature. Triumph showed a 'rod and fork end' to give adjustment at one end only. We have made a replacement as illustrated here with a rod threaded at both ends, with forks and lock nuts supplied separately).	
39	113454	£7.95 PIN, cable clamp	1
40	AJD8204Z	£0.20 NUT	1
41	PWZ203	£0.14 WASHER, plain	1
42	WL700101	£0.09 WASHER, locking	1
43	GHF500	£0.10 SPLIT PIN	2
50	AUC3471	£4.16 BOLT, pivot	2
51	AJD7722	£0.14 WASHER, locking	1
52	AUC4848	£0.93 WASHER	1
55	AUC4730	£16.15 CAM, fast idle	1
56	AUC3525	£9.74 LINK, jet lever to cam	1
57	AUC5011	£8.05 SWIVEL PIN	1
58	AUC5002	£0.59 SPRING NUT, swivel pin & link rod	3
60	AUE55	£42.03 LINK, front jet lever	1 inc. items 61, 62, & 63
61	AJB660	£Call BOLT, clamp	1
62	AJD8012Z	£0.12 NUT, 2BA	1
63	WL700101	£0.09 WASHER, locking	1
64	AUC2414	£2.60 ROD, coupling	1
65	AUE75	£16.59 COUPLING ASSEMBLY	2 inc. 2 each of 61, 62, & 63
66	AUC2669	£0.74 BOLT	4
67	AJD8014Z	£0.16 NUT	4
68	AUC4612	£0.20 WASHER	4
69	AUC4284	£15.95 THROTTLE SHAFT, standard*	2
	AUC4284RP	£15.95 THROTTLE SHAFT, oversize	2
70	WZX1321	£7.75 THROTTLE DISC, (1 3/4" carburettors)*	2 includes screws (AUC1358)
71	AUC1358	£1.71 SCREW, throttle disc	4
72	AUC5049	£13.65 THROTTLE STOP, front carburettor	1
73	AUC4770	£16.15 ANCHOR PLATE, spring	2
74	AUC4782	£5.19 SPRING, throttle return	2
75	AUC4771	£8.51 CLIP, return spring	2
76	AUC2669	£0.74 BOLT, for clip	2
77	AUC4612	£0.20 WASHER, locking	2
78	AJD8014Z	£0.16 NUT	2
79	AUC5100	£Call UNION, vacuum advance	1 on front carburettor
80	AUE191	£16.49 LEVER, throttle shaft	1
81	AUC2694	£0.40 BOLT, for lever	1
82	AUC4612	£0.20 WASHER, locking	2
83	AJD8014Z	£0.16 NUT	2
84	148496	£12.67 LINK ROD, vertical, (short)	1
85	JN2107	£0.15 NUT, short rod to throttle shaft lever	1
86	112854	£Call PIVOT, bellcrank	1
87	SH605061	£0.16 SET SCREW	1 bellcrank lever to manifold
88	GHF332	£0.15 WASHER, locking	1
89	106756	£Call LEVER, bellcrank	1
90	GHF301	£0.07 WASHER, plain	1
91	GHF500	£0.10 SPLIT PIN	1
92	106764	£7.29 LINK ROD, horizontal, (long)	1
93	WZX1593	£17.57 BEARING KIT, jet*	2
		(Includes items 94 to 105 for one carburettor).	
94	AUC2122	£0.98 WASHER, copper, upper	2
95	AUC3230	£9.30 BEARING, jet, upper	2
96	AUC2120	£0.78 SEAL, cork	4
97	AUC2119	£1.28 WASHER, cupped	4
98	AUC1158	£2.20 SPRING, jet gland	2
99	AUC3231	£5.43 BEARING, jet, lower	2
100	AUC3233	£2.69 WASHER, copper, lower	2
101	AUC2118	£0.54 SEAL, cork	2
102	AUC2117	£2.79 RING, sealing, (aluminium)	2
103	AUC3232	£3.86 NUT, sealing	2
104	AUC2114	£1.28 SPRING, mixture nut	2
105	AUC2121	£2.60 NUT, mixture adjusting	2
106	AUC8183	£8.50 JET ASSEMBLY, (0.100")*	2
107	AUD2693	£2.40 SPANNER, jet adjusting	1

The method of mounting the float chamber to the carburettor body varies according to carburettor type as follows; AUC786 H6 TR3-3A, Ceased mid 1958 (we think).

115	AUC1335	£5.62 BOLT, shouldered	2	AUC786
116	AUC1337	£0.78 WASHER, cupped steel	2	
118	AUC1534	£1.08 GROMMET, shouldered, rubber	4	

This mounting system uses shouldered rubber grommets which provide the necessary flexibility and sealing combination, and is superior to the TR2 type. You may not realise, but the technology at this time

had only just been developed allowing rubber to be used in these fuel environments, that were at the time considered 'unfriendly'.

AUC786 H6 TR3-3B, TR4, mid 1958 on

118	AUC1534	£1.08 GROMMET, shouldered, rubber	4	AUC878
120	AJD8206Z	£0.25 NUT	2	
121	GHF302	£0.15 WASHER, flat, steel	2	
122	AUC1389	£2.06 WASHER, flat, steel	2	
123	AUC1387	£6.66 STUD, float bowl mounting	2	
124	AUC1384	£0.54 WASHER, fibre	2	
125	AUC3495	£90.00 FLOAT CHAMBER	2	
126	WZX1303	£13.65 FLOAT, (includes gasket)	2	
127	AUC1147A	£0.89 GASKET, float chamber lid	2	
128	AUC1980	£10.72 LEVER, float, (for original lids)	2	
129	AUD2285	£3.04 LEVER, float, (for new lids)	2	
130	AUC1152	£0.59 PIN, lever pivot*	2	
131	WZX1101A	£9.95 NEEDLE & SEAT*	2	
	GAC9201X	£7.24 GROSE-JET	2 see page 46	
		(Superior replacement for standard needle & seat. Highly recommended. The float lid assembly for AUC786 is AEU254, but it is no longer available. However, all the components for AEU254 are available, and you can purchase them separately. The lids that are currently available include the later style lever (AUD2285, item 129). The earlier lid which is completely interchangeable with the above, has a lever AUC1980 (item 128) which was discontinued part way through the production range of AUC786. You can service this earlier lid with AUC1152 pin, AUC1980 lever and WZX1101 needle & seat).		
134	AUE478	£52.80 FLOAT LID	2	for AUC786
130	AUC1152	£0.59 PIN, lever pivot	2	
129	AUD2285	£3.04 LEVER, float, (for new lids)	2	
131	WZX1101A	£9.95 NEEDLE & SEAT, standard	2	
136	AUC1928	£1.00 WASHER, fibre	2	
137	AUC1557	£0.59 WASHER, aluminium	2	
138	AUC1867	£1.91 BANJO BOLT	2	
139	AUC1866	£12.63 PIPE, float chamber vent	2	
140	AUC2698	£2.89 BOLT, banjo, fuel line to lid	2	
141	AUC2141	£0.33 WASHER, fibre	4	
142	AUC2139	£4.21 FILTER	2	for AUC878
145	AUC1163	£2.79 BANJO BOLT	2	
146	AUC1557	£0.59 WASHER, aluminium	2	
147	AUC4103	£Call LID, float chamber, front	1	
	AUC4104	£15.32 LID, float chamber, rear	1	
129	AUD2285	£3.04 LEVER, float	2	
130	AUC1152	£0.59 PIN, lever pivot	2	

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

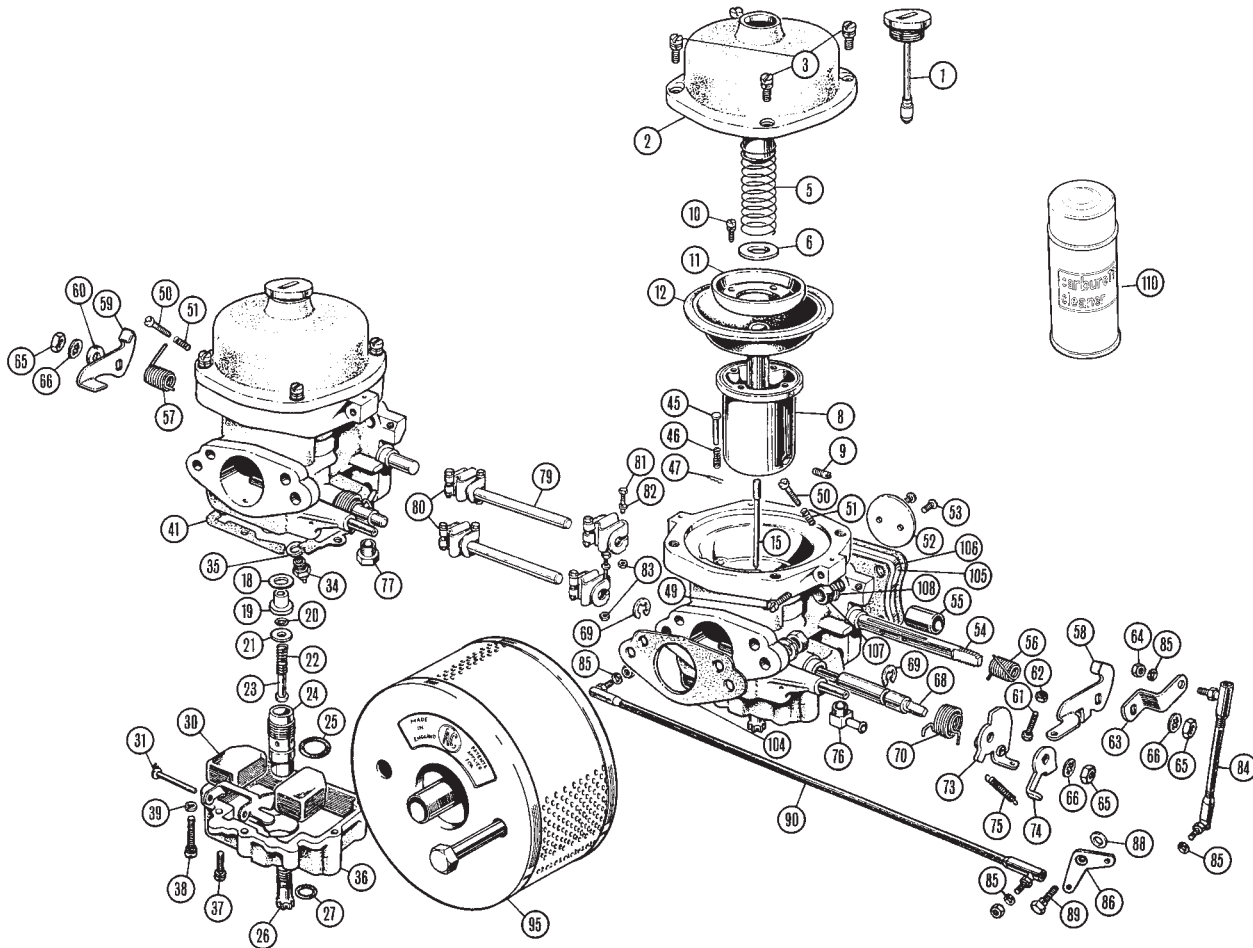
148	120331	£0.59 CONNECTOR, vent pipe	2
149	121273	£1.41 PIPE, float chamber vent	2
158	112866	£3.10 INSULATING BLOCK	2 carburettor to manifold
159	112867	£0.49 GASKET, carburettor to manifold	4
160	FHS2513	£0.69 STUD, carburettor to manifold	8
161	GHF201	£0.10 NUT, (steel), carburettor to manifold	8
162	GHF332	£0.15 WASHER, locking	8
163	203131	£30.95 AIR CLEANER†	2 TR3-3A, early TR4
164	CRTR212	£2.64 DECAL, air cleaner	2
165	GHF103	£0.17 SCREW, air cleaner to carburettor	4
166	GHF332	£0.15 WASHER, locking	4
167	112892	£0.83 GASKET, air cleaner to carburettor	2

†Note: TR4's with H6 carburettors could have been fitted with other types of air cleaners depending on whether or not the closed circuit breather system was fitted. If the air cleaner (item 163) does not resemble the one fitted to your TR4, refer to 'Stromberg Carburettors & Air Cleaners (TR4A) on page 42. Sorry, but Triumph didn't help much with this one, the parts book gives change points of; from CT.....to CT.....this means that the chassis numbers were not documented.

170 GGL1011 £5.19 SPRAY CLEANER 1

Carburettor Gasket Kits & Rebuild Kit

AUE801A	£10.42	GASKET KIT, 'Major'	2	per carburettor
		(Includes mounting gaskets).		
AUE2	£15.08	GASKET KIT, 'Minor'	1	for two carburettors
GAC6103X	£145.79	REBUILD KIT, (for 2 carburettors)	1	AUC786 & AUC878
		(Includes all items marked*).		



175CD Zenith-Stromberg Carbs & Air Cleaners TR4-4A

Stromberg carburettors were introduced to TR's in the middle of the TR4 range, and frankly were never as easy to 'tinker' with and tune as the good old faithful SU. Having said that, it was the Stromberg carburettor which was called upon by Triumph to get the TR6 through the emission control regulations, which were tightened up during the 1970's to reduce the elements of what came out of the exhaust pipe. The Spitfire & Midget 1500 engines were also equipped with Stromberg carburettors to enable them to get through the American smog regulations and latterly the MG-B, which was never a particularly fast car, was also equipped with a single Zenith Stromberg carburettor, by which time it had more plumbing on it than the average 3 bedroom house, and, was producing a massive 64 horse power. The standard phrase used to describe this vehicle so equipped is "so slow it couldn't get out of its own way". Luckily the Stromberg equipped TR4 did not have any power loss due to the change from the SU carburettor, and following the closure of the Stromberg factory it would be reasonable to expect that availability of spare parts for the carburettors would deteriorate down to approximately zero. Once again, reality is completely the reverse of your expectations, and the supply of components to overhaul & repair Zenith Stromberg carburettors is quite favourable. There are still a reasonable number of items that we are unable to supply, but there is nothing that should cause the actual rebuild of your carburettor to be rendered impossible.

ill	Part Number	Price £ea.	Description	Req.	Details
NI	TT12561	£86.08	ADAPTOR PLATE KIT (This adaptor plate kit allows 1 1/2", 1 3/4" and 2" SU & Stromberg carburettors 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 cause flooding, possibly even blowing fuel backwards into the cockpit. Rubber insulating the carburettors will stop this. Our kit contains 2 mounting plates, 2 insulator rubbers (part No TKC1338Z, which are also available separately), mounting bolts, gaskets & Loctite 'studloc').	1	
NI	TKC1338Z	£20.39	INSULATING RUBBER, carburettor	2	
1	518432A	£18.55	DAMPER & CAP	2	
2		£Call	COVER, suction chamber	2	
3	605847A	£1.91	SCREW & WASHER, cover*	8	
5	516946A	£4.16	SPRING, air valve	2	
6	512320	£Call	WASHER	2	
8		£Call	AIR VALVE ASSEMBLY	2	
9	605845	£2.84	SCREW, needle locking	2	
10	517119	£1.22	SCREW, retaining ring	8	

11	RTC164	£Call	RING, diaphragm retaining	2	
12	512278	£13.65	DIAPHRAGM*	2	
15	512323	£11.50	NEEDLE, metering, (2A)	2	C1825
	ZEB16625	£11.50	NEEDLE, metering, (2E)	2	C3043
	514835	£11.50	NEEDLE, metering, (2H)	2	C3069

*Warning note: Carburettor cleaner damages diaphragms, remove them before using the spray.

Note: The brass tag located on top of each carburettor indicates the specification of the Strombergs fitted to your car. If the tags are missing, then check by removing the top cover and retaining screws to read the number stamped on the metering needle (i.e. 2A, 2E or 2H).

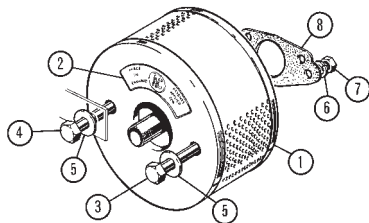
18	512319	£0.78	WASHER, jet bush	2	
19	512318	£2.06	BUSH, jet	2	
20	RTC165A	£0.51	'O' RING*	2	
21	512316	£0.93	WASHER, ('O' ring retaining)	2	
22	512315	£2.50	SPRING, jet	2	
23	512313	£5.82	JET*	2	
24	512312	£22.46	SCREW, bush retaining	2	
25	512311	£1.55	'O' RING*	2	
26	512307	£10.03	SCREW, mixture adjusting	2	
27	512308A	£0.93	'O' RING	2	
30	512310	£Call	FLOAT & ARM	1	
31	606819A	£Call	PIN, float pivot	1	
34	GAC9200X	£7.50	NEEDLE & SEAT*	2	
35	512301	£Call	WASHER, needle & seat	2	
NI	GAC9200X	£7.50	GROSE-JET (Superior replacement for standard needle & seat).	2	highly recommended
36		£Call	FLOAT CHAMBER		
37	605838	£0.98	SCREW & WASHER, short	6	
38	605837A	£1.47	SCREW & WASHER, long	10	
39	512304	£Call	WASHER, locking	8	
41	512309	£1.22	GASKET, float chamber*	2	
45	512326	£Call	PIN, air valve lifting	2	
46	512325	£Call	SPRING	2	
47	512324	£Call	CLIP, pin retaining*	2	
49	512314	£Call	SCREW, choke cable clamp	1	
50	512281	£2.89	SCREW, throttle stop	1	
51	512282	£0.63	SPRING, for screw	2	

52	605800A	£8.76	DISC, throttle*	2
53	C28932	£1.17	SCREW, original throttle shaft*	4
54	512285	£11.50	SHAFT, throttle	2
55	AUD3080	£2.35	BUSH, throttle shaft	4
56	512286	£Call	SPRING, throttle return, front carburettor	1
57	512321	£Call	SPRING, throttle return, rear carburettor	1
58	512289	£Call	THROTTLE STOP, front carburettor	1
59	512332	£Call	THROTTLE STOP, rear carburettor	1
60	512333	£Call	WASHER, spacing, rear throttle shaft	1
61	512288	£2.89	SCREW, fast idle	1
62	512287	£0.93	NUT, for screw	1
63	512290	£Call	LEVER, throttle, front carburettor	1
64	JN2107	£0.15	NUT, short rod to throttle lever	1
65	512292	£0.93	NUT, throttle shaft & front starter bar	3
66	GHF322	£0.08	STAR WASHER*	3
				} for throttle shaft & front starter bar
68	512297	£Call	STARTER BAR, front carburettor	1
	512329	£Call	STARTER BAR, rear carburettor	1
69	512298	£Call	CIRCLIP, starter bars	4
70	512296	£Call	SPRING, starter bar, front	1
	512330	£Call	SPRING, starter bar, rear	1
73	512295	£Call	CAM, fast idle, front carburettor	1
74	512293	£Call	LEVER, for cam	1
75	512294	£Call	SPRING, fast idle cam	1
76	512328	£4.16	ELBOW, vacuum advance line	1
77	ZEP26	£Call	PLUG, vacuum advance boss	1
79	512336	£Call	SPINDLE, throttle shaft coupling	1
	512337	£Call	SPINDLE, starter bar coupling	1
80	AUE75	£16.59	COUPLER	4
				includes one each of 81 to 83
81	AUC2669	£0.74	BOLT	8
82	AUC4612	£0.20	WASHER	8
83	AJD8014Z	£0.16	NUT	8
84	148496	£12.67	LINK ROD, short, (vertical)	1
85	GHF332	£0.15	WASHER, locking, on rods	4
86	136481	£Call	BELLCRANK	1
88	GHF301	£0.07	WASHER, plain	1
89	136482	£3.52	BOLT, shouldered	1
90	106764	£7.29	LINK ROD, long, (horizontal)	1
95	209269	£27.94	AIR CLEANER	2
	CRTR212	£2.64	DECAL, air cleaner	2
	SH605071	£0.54	SET SCREW, air cleaner to carburettor	4
	GHF332	£0.15	WASHER, locking	4
104	112892	£0.83	GASKET, air cleaner to carburettor	2
105	112867	£0.49	GASKET, carburettor to manifold	2
106	112866	£3.10	INSULATING BLOCK	2
				carburettor to manifold
107	GHF201	£0.10	NUT, carburettor to manifold	8
108	GHF332	£0.15	WASHER, locking	8
110	GGL1011	£5.19	SPRAY CLEANER#	1

#Warning note: Carburettor cleaner damages diaphragms, remove them before using the spray.

Carburettor Gasket Kits & Rebuild Kit

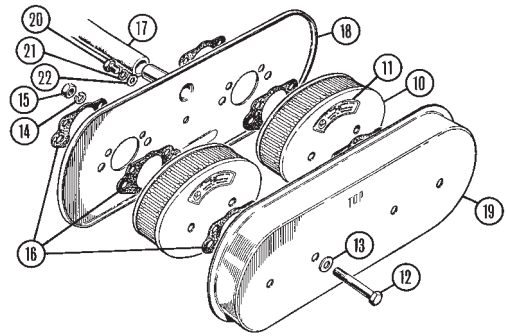
GP58	£8.76	GASKET KIT, 'Major'	2	per carburettor
(Includes all gaskets & seals for one carburettor).				
CDRK6	£86.08	REBUILD KIT, (for 2 carburettors)	1	
(Includes all items marked*).				



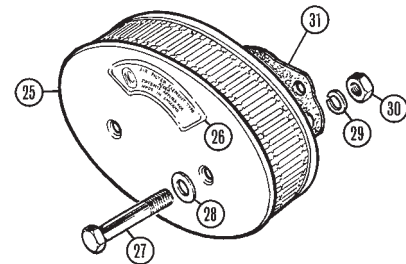
TR4-4A Air Filters

At the time of writing, we can supply air filters for all but the TR4 with closed circuit engine breather system fed to the air cleaners by a 'Y' piece from the rocker cover.

1	209269	£27.94	AIR CLEANER	2	TR4 with closed circuit engine breather system, separate air cleaner
2	CRST256	£2.40	DECAL, air cleaner	2	
3	BH605221	£0.63	BOLT, air cleaner to carburettor	2	
4	BH605241	£0.68	BOLT, 'Y' piece to air cleaner/carburettor	2	
5	GHF301	£0.07	WASHER, plain	4	
6	GHF332	£0.15	WASHER, locking	4	
7	GHF201	£0.10	NUT, plain	4	
8	112892	£0.83	GASKET, air cleaner to carburettor	2	

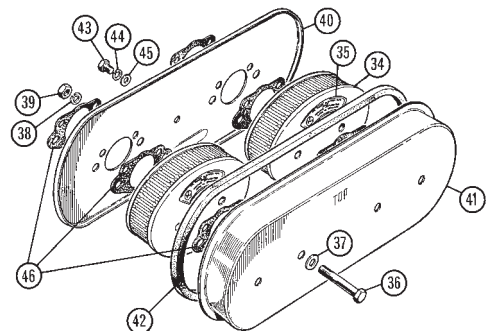


10	212278	£7.79	AIR CLEANER ELEMENT	2
11	CRST257	£Call	DECAL	2
12	BH605261	£1.28	BOLT, air cleaner to carburettors	4
13	GHF301	£0.07	WASHER, plain	4
14	GHF332	£0.15	WASHER, locking	4
15	GHF201	£0.10	NUT, plain	4
16	112892	£0.83	GASKET	6
17	149994Z	£6.24	HOSE, breather	1
(Filter box to rocker cover).				
18	212277	£Call	PLATE, air filter box backplate	1
19	212275	£Call	COVER, air filter box cover	1
20	SH604041	£0.17	SCREW, air filter backplate to cover	1
21	GHF331	£0.05	WASHER, locking, backplate to cover	1
22	GHF300	£0.06	WASHER, plain, backplate to cover	1



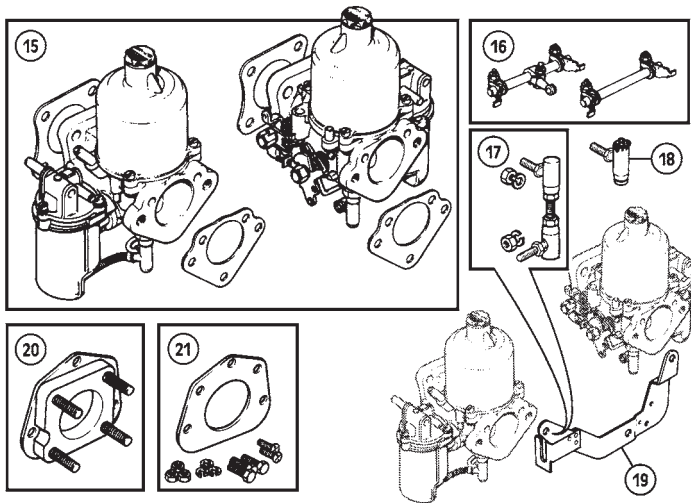
25	212278	£7.79	AIR CLEANER	2
26	CRST257	£Call	DECAL	2
27	BH605241	£0.68	BOLT, filter attaching	4
28	GHF301	£0.07	WASHER, plain	4
29	GHF332	£0.15	WASHER, locking	4
30	GHF201	£0.10	NUT, plain	4
31	112892	£0.83	GASKET, air cleaner to carburettor	2

TR4A with separate air cleaner, standard fitment



34	212278	£7.79	AIR CLEANER ELEMENT	2
35	CRST257	£Call	DECAL	2
36	BH605261	£1.28	BOLT, air cleaner to carburettor's	4
37	GHF301	£0.07	WASHER, plain	4
38	GHF332	£0.15	WASHER, locking	4
39	GHF201	£0.10	NUT, plain	4
40	212276	£Call	PLATE, air filter box backplate	1
41	212275	£Call	COVER, air filter box cover	1
42	112892	£0.83	STRIP, sealing, backplate to cover	6
43	SH604041	£0.17	SCREW, backplate to cover	1
44	GHF331	£0.05	WASHER, locking, backplate to cover	1
45	GHF300	£0.06	WASHER, plain, backplate to cover	1
46	112892	£0.83	GASKET, air cleaner to carburettor	6

TR4 with air box type air cleaner, optional fitment



34	AUD9141A	£18.95	JET ASSEMBLY KIT, rear	1
	AUD9142A	£18.95	JET ASSEMBLY KIT, front	1
49	WZX1178	£15.95	THROTTLE SHAFT, standard	2
50	WZX1326	£16.84	THROTTLE DISC, 1 3/4"	2
100	GGL1011	£5.19	SPRAY CLEANER	1
	AUE812A	£4.75	GASKET SET, for one carburettor	2

HS6 SU Carburettors & Air Cleaners TR4A Models

These carburettors are a development of the H6SU's as fitted to the TR3A & early TR4. It uses more up-to-date technology and generally improved design, though the principles of operation remain basically unchanged. The jet design in particular was changed. Although never acknowledged in the Triumph parts books, SU specified two different carburettors for European (AUD209) and for USA specification vehicles (AUD284). These are now replaced with AUD209T.

	AUD209T	£367.95	CARBURETTORS, new	1pr	European
1	AUE269	£33.22	LID, float chamber, front	1	
	AUD9258	£15.32	LID, float chamber, rear	1	
3	AUC1152	£0.59	PIN, float pivot*	2	
4	WZX1300	£8.95	FLOAT	2	
5	AUC8459A	£0.95	GASKET*	2	
6	WZX1101A	£9.95	NEEDLE & SEAT*	2	
	GAC9201X	£7.24	GROSE-JET	2	see page 46

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

HS6 SU Carburettor Conversion TR3-3A-4

High Port

Note: See page 40 for history of this conversion.

ill	Part Number	Price £ea.	Description	Req.	Details
15	TT1156	£339.95	CARBURETTOR SET, SU HS6, (pair)	1	new
NI	TT2928	£39.10	FUEL REGULATOR, competition	1	recommended when electric fuel pump is fitted.
NI	TT2927	£32.25	FUEL REGULATOR, road	1	
16	TT1261	£21.33	LINKAGE KIT, HS6 conversion	1	
17	148496	£12.67	THROTTLE ROD	1	
18	TT9941	£4.84	BALL JOINT, throttle rod end	2	
19	218410	£18.30	THROTTLE SUPPORT BRACKET	1	
NI	148960	£14.63	BELLCRANK	1	
20	TKC1338Z	£20.39	MOUNTING FLANGE, carburettor	2	
21	TT12561	£86.08	ADAPTOR PLATE KIT	2	
			(This adaptor plate kit allows 1 1/2", 1 3/4" & 2" SU carburettor's to be 'rubber' mounted to the manifold. Why bother you 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 cause flooding, possibly even blowing fuel backwards into the cockpit. Rubber insulating the carburettors will stop this. Our kit contains 2 mounting plates, 2 insulator rubbers (part No. TKC1338Z, which are also available separately), mounting bolts, gaskets & Loctite 'studloc').		
NI	307455	£Call	MANIFOLD, inlet	1	(Long curved tubes with tapping for 'PCV' valve. 'PCV' is an abbreviation for 'Positive Crankcase Ventilation' valve.

HS6 SU Carburettor Rebuild & Gasket Kits

	AUE812A	£4.75	GASKET KIT, 'Major'	2	all models
	GAC6104X	£141.90	REBUILD KIT, (for 2 carburettors)	1	for AUD209's carburettors (GAC6104X includes all items listed here).
3	AUC1152	£0.59	PIN, lever pivot	2	
6	WZX1101A	£9.95	NEEDLE & SEAT	2	
10	AUD2072	£5.14	ADAPTOR, front float chamber	1	
	AUD2071	£5.14	ADAPTOR, rear float chamber	1	
17	AUC4387	£6.80	SPRING, piston return, red	2	
23	AUD1362	£5.53	NEEDLE, jet, standard, (TW)	2	
27	WZX1341	£11.26	BEARING KIT, jet	2	
34	AUD9148A	£20.95	JET ASSEMBLY KIT, rear	1	
	AUD9149	£20.95	JET ASSEMBLY KIT, front	1	
49	WZX1178	£15.95	THROTTLE SHAFT, standard	2	
50	WZX1321	£7.75	THROTTLE DISC, 13/4"	2	
100	GGL1011	£5.19	SPRAY CLEANER	1	
	AUE812A	£4.75	GASKET SET, for one carburettor	2	
	GAC6105X	£152.75	REBUILD KIT, (for 2 carburettors)	1	for AUD284's carburettors (GAC6105X includes all items listed here).
3	AUC1152	£0.59	PIN, lever pivot	2	
6	WZX1101A	£9.95	NEEDLE & SEAT	2	
10	AUD2072	£5.14	ADAPTOR, front float chamber	1	
	AUD2071	£5.14	ADAPTOR, rear float chamber	1	
17	AUC4387	£6.80	SPRING, piston return, red	2	
23	AUD1284	£5.53	NEEDLE, jet, standard, (QW)	2	
27	WZX1341	£11.26	BEARING KIT, jet	2	

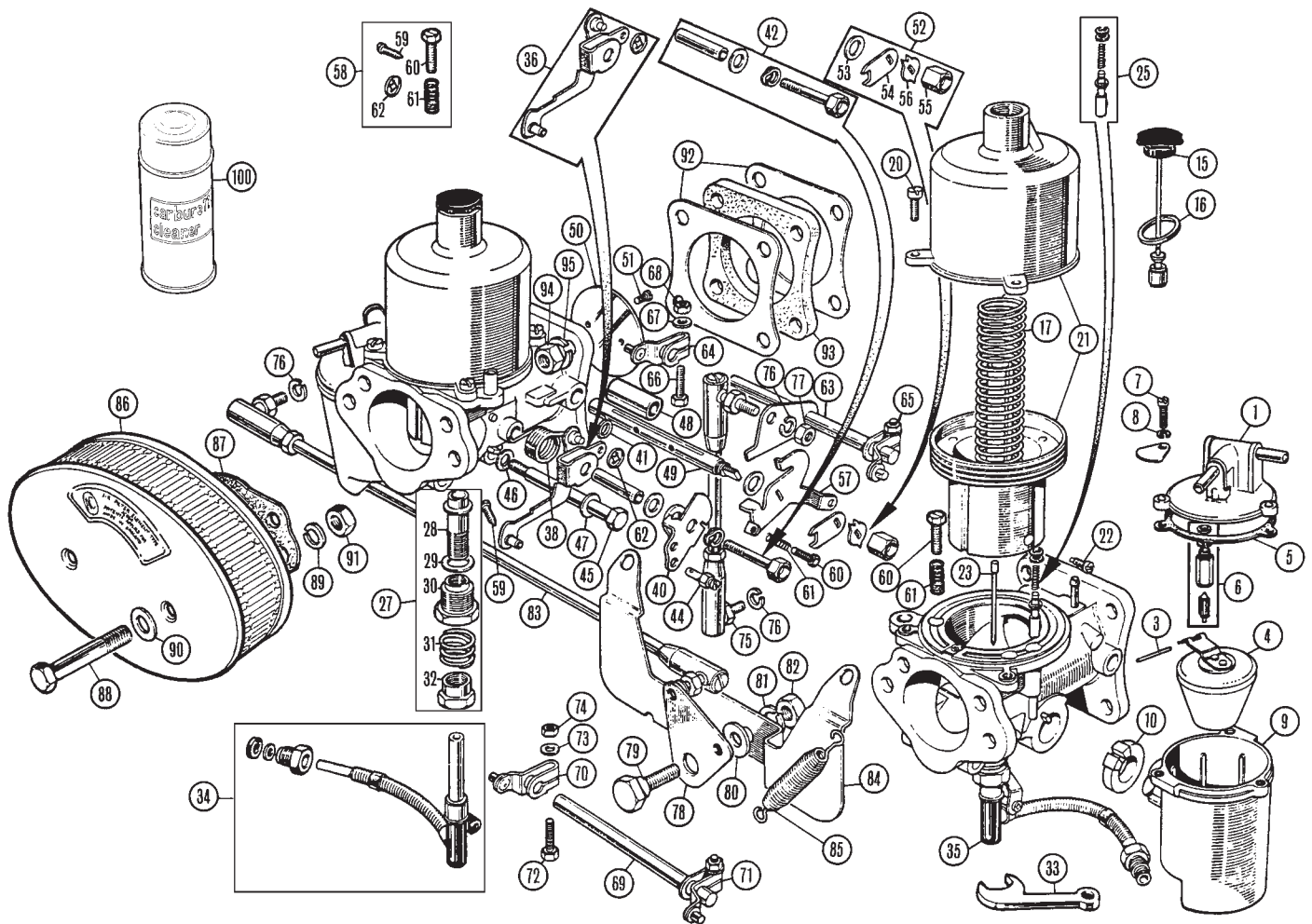
7	JZX1394	£0.28	SCREW, float chamber lid	6	
8	WL700101	£0.09	WASHER, locking	6	
9	AUC1310	£34.20	FLOAT CHAMBER	2	
10	AUD2072	£5.14	ADAPTOR, front float chamber	1	
	AUD2071	£5.14	ADAPTOR, rear float chamber	1	
15	AUC8114A	£11.84	DAMPER ASSEMBLY	2	for AUD209 carburettors
	AUC8103A	£11.94	DAMPER ASSEMBLY	2	for AUD284 carburettors
16	AUC4900A	£0.49	WASHER, fibre	2	
17	AUC4387	£6.80	SPRING, air piston return, red	2	(The TR4 parts book describes this spring as blue, which suggests that the author was perhaps a little colour blind. All TR4A's should be fitted with red springs).
20	JZX1394	£0.28	SCREW, chamber to body	6	
21	AUD9187	£Call	CHAMBER & PISTON	2	for AUD209 carburettors
	AUD9632	£Call	CHAMBER & PISTON	2	for AUD284 carburettors
22	AUC2057	£0.98	SCREW, needle locking	2	
23	AUD1337	£5.53	NEEDLE, metering, rich, (SW)	2	
	AUD1362	£5.53	NEEDLE, metering, standard, (TW)	2	for AUD209 carburettors
	AUD1284	£5.53	NEEDLE, metering, standard, (QW)	2	for AUD284 carburettors
	AUD1117	£5.53	NEEDLE, metering, lean, (C1W)	2	
25	WZX1112	£Call	PIN, piston lifting	2	for AUD209 carburettors
	WZX1105	£4.84	PIN, piston lifting	2	for AUD284 carburettors
27	WZX1341	£11.26	BEARING ASSEMBLY, jet	2	(Each jet bearing assembly includes one of items 28 to 32).
28	WZX1341	£11.26	BEARING, jet	2	
29	AUC8478	£0.78	WASHER	2	
30	AUC2002	£Call	SCREW, jet bearing	2	
31	AUC2114	£1.28	SPRING	2	
32	AUC8461	£1.28	NUT, mixture adjusting	2	
33	AUD2693	£2.40	SPANNER, jet adjusting	1	
34	AUD9148A	£20.95	JET ASSEMBLY, rear*	1	for AUD209 carburettors
	AUD9149	£20.95	JET ASSEMBLY, front*	1	
	AUD9141A	£18.95	JET ASSEMBLY, rear	1	for AUD284 carburettors
	AUD9142A	£18.95	JET ASSEMBLY, front	1	
	WZX1855X	£47.91	'SURVISKIT'	1	for AUD209 carburettors

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

36	AUD9090	£Call	LEVER & LINK, rear†	1	original fitment
	AUD9091	£8.76	LEVER & LINK, front†	1	
	LZX1275	£12.24	LEVER & LINK, rear	1	replacement type, must be fitted in pairs
	LZX1274	£13.02	LEVER & LINK, front	1	

†Note: Due to supply difficulties with the above items, we can only offer (at the moment) later type HS series replacements that should be fitted in pairs. They do however reduce the fast idle when the choke is operated. The lower engine speed can be corrected by filing the lost motion lever stop on the link to give a larger rotational clearance before the jet lever is actuated. If that sounds too hard, fit & forget.

38	WZX1335	£7.79	SPRING, jet return, rear	1	
	WZX1336	£7.79	SPRING, jet return, front	1	
40	AUD3347	£7.14	CAM, fast idle, rear	1	
	AUD3346	£6.19	CAM, fast idle, front	1	
41	AUD2431	£2.20	SPRING, fast idle cam, rear	1	
	AUD2049	£1.47	SPRING, fast idle cam, front	2	
42	WZX1331	£13.65	PIVOT BOLT	2	
44	AUE34	£1.96	STOP, cable, front carburettor	1	
45	AUD3017	£2.60	BOLT, float chamber mounting	2	
46	GHF300	£0.06	WASHER, plain	2	
47	GHF331	£0.05	WASHER, locking	2	



48	AUD3080	£2.35	BUSH, throttle shaft	4
			(See carburettor technical tips on page 46).	
49	WZX1178	£15.95	THROTTLE SHAFT, standard	2
	WZX1178RP	£15.95	THROTTLE SHAFT, oversize	2
50	WZX1321	£7.75	THROTTLE DISC	2 for AUD209 carburettors
	WZX1326	£16.84	THROTTLE DISC	2 for AUD284 carburettors
51	AUC1358	£1.71	SCREW, throttle disc	4
52	WZX1130	£9.30	SUNDRIES KIT, throttle shaft	2
			(Sundries kit WZX1130 contains one of each item 53 to 56).	
53	AUC2625	£0.54	WASHER, brass	2
54	JZX1328	£6.36	LEVER, lost motion	2
55	AUC1424	£2.89	NUT, throttle	2
56	AUC1206	£0.30	TAB WASHER	2
57	AUD2788	£Call	LEVER, throttle, rear	1
	AUD2787	£Call	LEVER, throttle, front	1
58	WZX1140	£4.84	SUNDRIES KIT, throttle linkage	2
			(Sundries kit WZX1140 contains one of each item 59 to 62).	
59	AB606051	£0.17	SCREW, jet to lever	2
60	AUC8483	£0.49	SCREW, idle and fast idle	2
61	AUC2451	£0.78	SPRING, idle and fast idle screw	2
62	AUC5004	£0.34	'STAR' WASHER, lever and link	2
63	145074	£Call	ROD, throttle connecting	1
64	AUE586	£2.06	LEVER, throttle rod to rear carburettor	1
65	AUE587	£2.06	LEVER, throttle rod to front carburettor	1
66	AUC2694	£0.40	BOLT	2
67	AUC8396	£0.29	WASHER	2
68	AJD8012Z	£0.12	NUT	2
69	TT9911	£2.10	ROD, jet lever connecting	1
70	AUE586	£2.06	LEVER, jet lever to rear carburettor	1
71	AUE587	£2.06	LEVER, jet lever to front carburettor	1
72	AUC2694	£0.40	BOLT	2
73	AUC8396	£0.29	WASHER	2
74	AJD8012Z	£0.12	NUT	2
75	148496	£12.67	LINK ROD, short, (vertical)	1
76	GHF331	£0.05	WASHER, locking, fitted on rods	4
77	JN2107	£0.15	NUT, short rod to throttle lever	1
78	148960	£14.63	BELLCRANK	1
79	136482	£3.52	BOLT, shouldered	1
80	GHF301	£0.07	WASHER, plain	1

81	GHF332	£0.15	WASHER, locking	1
82	GHF201	£0.10	NUT	1
83	145077	£13.65	LINK ROD, long, (horizontal)	1
84	218410	£18.30	BRACKET	1
85	145197	£1.41	SPRING, throttle	2
86	212278	£7.79	AIR CLEANER	2 (see page 43 for details)
87	112892	£0.83	GASKET, air cleaner to carburettor*	2/6

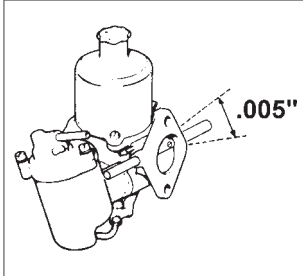
*Note: Applications with the optional air-box fitted require 6 of the 112892 gaskets. One is fitted either side of each air cleaner, and another is required between the air-box and each carburettor.

88	BH605261	£1.28	BOLT, air cleaner to carburettor	4
89	GHF332	£0.15	WASHER, locking	4
90	GHF301	£0.07	WASHER, plain	4
91	GHF201	£0.10	NUT	4
92	112867	£0.49	GASKET, carburettor to manifold	4
93	112866	£3.10	INSULATOR BLOCK	2 carburettor to manifold
94	GHF201	£0.10	NUT, carburettor to manifold	8
95	GHF332	£0.15	WASHER, locking	8
100	GGL1011	£5.19	SPRAY CLEANER	1

Carburettor Technical Tips

Carburetors rarely go 'out of tune' by themselves. When engine condition changes, the carburation requirements of the engine are altered. A compromise is sometimes possible by adjusting the carburettor(s) to suit, but the overall performance will be below what it should be. When you think your car needs a carburettor tune-up, make sure that everything else 'on & in' the engine is in proper condition and correctly adjusted. It is impossible to adjust the carburetors properly if the engine is not in a correct condition.

Re-bushing Carburettor Bodies



Re-bushing carburettor bodies and fitting new throttle shafts is a major part of a carburettor rebuild which is often overlooked. Vacuum leaks due to worn bodies and shafts cause rough idle, poor performance and poor fuel economy. Checking the shaft and body clearance is a simple matter of wiggling the shafts in the carburettor bodies. Any appreciable play indicates wear in the bodies or on the shafts, or both. Dome wear is to be expected, but performance is seriously affected when clearances are over 0.005" (five thousandths of an inch). Verification is done with the engine running at idle by

spraying aerosol carburettor cleaner (GGL1011) on the shafts where they enter the carburettor body. If the idle changes, the shafts and/or the bodies are worn.

Quite often, the problem can be fixed by simply replacing the throttle shafts. Remove the couplings, springs, and other fittings from the ends of the shafts. Mark the butterfly plates with a felt-tip pen to indicate which end is installed upwards, and remove the two securing screws. Pull the plates out and slide the shaft sideways until a clean, unworn section of the shaft is in each side of the body. Now wiggle the shaft up & down, and forwards & backwards to determine if any play is present. If none, a new pair of standard throttle shafts should solve the problem. Oversize shafts (if not already fitted) can be purchased to take up slight wear in the carburettor body. Since the holes in the bodies generally wear to a slight 'oval' shape, it is advisable when fitting oversize shafts to ream the carburettor bodies to the diameter of the particular new shaft, plus 0.002" clearance. Standard SU shafts measure 0.310" to 0.311" diameter, while Zenith-Stromberg shafts measure 0.313" to 0.314". Oversize shafts vary in diameter, but are generally 0.005" to 0.010" larger than the standard shafts. If the carburettor bodies are found to be worn too badly for oversize shafts to be effective, the bodies must be re-bushed. To re-bush bodies, the old bushes (or the bodies themselves, if the particular carburetors don't have bushes) must be drilled out to a diameter just smaller than the Outside Diameter (O.D.) of the new bushes and to a depth just short of entering the venturi. Since each side of the body must be drilled out separately, accurate alignment of the two holes is difficult to maintain. Several members of our staff have found that an easy way to do this is to chuck the appropriate drill in a lathe, and run the carburettor body onto the drill with the tailstock centre. New bushes are then pressed into the bodies and reamed to fit the new shafts with the minimum clearance which allows free rotation. This is best accomplished with a 5/16" adjustable reamer with a pilot long enough to ride in the opposing bush. Sometimes it is necessary to 'lap' the shafts in the bushes by chucking the projecting end of the shaft in an electric drill and running it dry in the bushes. Do not use any abrasive compound; the dark oxide that is formed is enough. Add a drop or two of light oil and continue until the shaft rotates freely in the bushes. After re-installation of the throttle plates, springs and linkage, the rest of the rebuild is routine. Keep in mind that the throttle plates must be centralised before the screws are tightened. Do not spray carburettor cleaner into Zenith-Stromberg carburetors without first removing the diaphragms, as the carburettor cleaner will quickly render the diaphragms useless.

Choke Adjustment

Adjustment of the 'choke' mechanism of SU's and Zenith-Strombergs is of great importance, but seems to be little understood. Technically speaking, SU's do not have true 'choke' mechanisms by which a richer mixture is created by restricting the airflow, but accomplish the same result by keeping the airflow the same & increasing the flow of fuel. TR4-4A Zenith-Strombergs use a true 'choke'; a starter bar which rotates up under the air piston, at once restricting the airflow and increasing the fuel flow. Before any choke adjustments can be made accurately, the carburetors must be synchronised and balanced, and the choke cable disconnected from the carburetors. Of Primary consideration is the physical condition of the choke and fast idle linkages. Excess looseness or binding prevent proper adjustment and operation. Replace any worn or damaged parts. Next, the choke linkages of the two carburetors must be synchronised. If you have any doubts as to how to do this, refer to a good workshop manual. In general, back-off the fast idle screws so they won't get in the way, loosen the interconnecting linkage, and re-tighten so that both chokes begin to operate at the same time. Adjust the fast-idle screws so that in the 'rest' position, there is about 1/32" clearance between the screws and the fast-idle cams. Re-connect the choke cable leaving it a bit slack, as you do not want any pre-load on the choke mechanism that would hinder its return to 'rest' when the choke is in the 'off' position.

Idle Speed Adjustment Problems

If difficulty is encountered in adjusting to a proper idle speed, check for:

1. Vacuum leaks.
2. Jet/choke linkage position.
3. Interference between the fast-idle adjusting screw and the fast-idle cam. Check all of this after you are sure that the ignition system and the rest of the engine are in good working order.

Colortune

The Tune-up Window

There is another way to make sure that your carburettor mixture is correct - pay a huge sum of money to a mechanic who has an expensive exhaust gas analyser, or use Colortune.



Using Colortune is as simple as fitting a spark plug, and lets you see into the engine! The Colour of the burning mixture lets you know whether fuel is being mixed and burnt properly or being wasted, and if the mixture is wrong Colortune provides the means to make accurate adjustments with ease. According to the AA (the world's largest automobile association), Colortune can save up to 10% of the fuel you put into the tank.

MRD1005 £26.38 COLORTUNE



Grose Jets

Precision Fuel Flow

Your carburetors may be reconditioned, but they still leak fuel and stink out the interior when you lift your foot off the accelerator. Put away the polishing cloth and don't buy a fire extinguisher. Instead, buy Grose jets, the ball valve jets that don't stick open (unlike old fashioned needle & seat valves). Your car may look traditionally British, but it no longer needs to smell like it. (Sold individually).

GAC9201X £7.24 GROSE JETS, H & HS Type SU carbs 1
 GAC9200X £7.50 GROSE JETS, Zenith-Stromberg carbs 1

Useful Advice on Carburettor Kits

Through the depths of time, standing behind a retail counter, I learnt and remembered some buying habits, trends and preferences of TR owners. A favourite question was: "What parts do I need to rebuild the SU carburetors on my car". This innocent request can be tackled in one of many ways depending on certain factors and conditions, only identifiable by experts. The request can be handled as follows:

1. Tell them we don't stock carburettor spares and give the phone number of a local carburettor specialist who is usually even more unhelpful (for Ford owners).
2. Sell them a packet of gaskets and assure them that's all that goes wrong (for Midget & Spitfire owners).
3. Suck in about a gallon of air, tutt, open the carburettor spares book & sell them everything listed, regardless (for Jaguar owners).
4. Insist special tools and facilities are required to undertake any work on carburetors. Follow up with a pair of rebuilt exchange or new carburetors (MG owners love that one).
5. Offer the rebuild kit that we have put together after years of spares experience. The kit may not include all you need to repair a 'basket case', and conversely would be over the top for the solution of a float lid gasket leak. Either way, we have found the kits universally acceptable without 'overkill' (for TR owners).

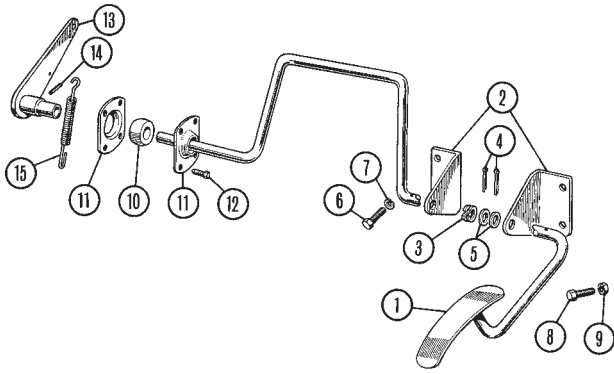
We offer two rebuild kits for H series SU's: GAC6102X for the TR2's with AUC721 specification carburetors, and GAC6103X for either TR3 with AUC786 or TR3A & TR4 with AUC878.

Carburettor Adjusting Tools

The proper tools will give you an edge in the correct tuning and maintenance of your carburetors. Pictured here are just a few of the items we offer. Pictured left to right are:



ill	Part Number	Price £ea.	Description	Req.	Details
1	GAC6101X	£13.65	SU TOOL KIT	1	
2	MM386-200	£26.94	UNI-SCAN CARBURETTOR SYNCHRO'	1	
3	AUD2693	£2.40	SU JET SPANNER	1	
4	GAC6106X	£12.95	JET CENTRING TOOL	1	

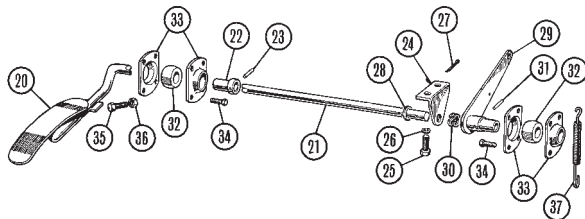
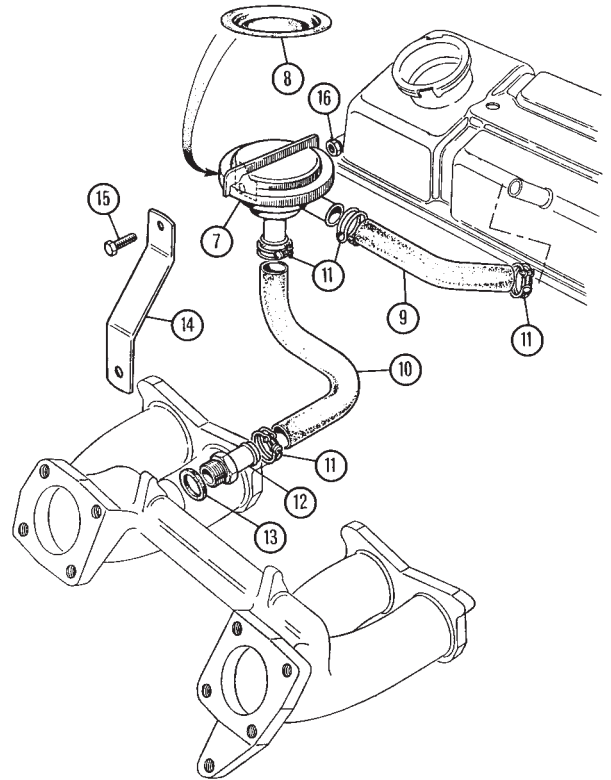
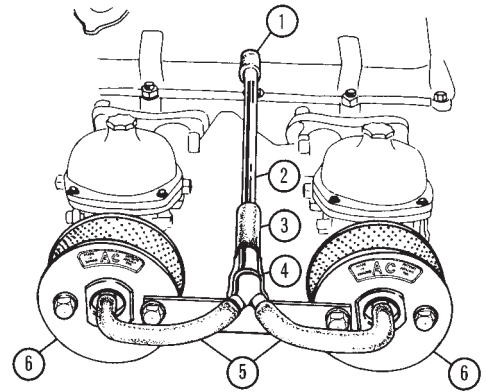


Accelerator Pedal & Fittings (Right Hand Drive)

Ill	Part Number	Price Eea.	Description	Req.	Details
1	208437	£33.21	PEDAL, accelerator	1	TR2-3A
	209411	£33.21	PEDAL, accelerator	1	TR4-4A
2	106752	£10.72	BRACKET, pedal	2	TR2-3A
	106752	£10.72	BRACKET, pedal	2	TR4-4A
3	WS600061	£0.89	WASHER, double coil spring	1	
4	GHF502	£0.10	SPLIT PIN	2	
5	WP20X	£0.34	WASHER, plain	2	
6	HU706P	£0.34	SCREW, bracket	4	
7	GHF331	£0.05	WASHER, locking	4	
8	SH604161	£0.39	SCREW, pedal limit stop	1	
9	JN2107	£0.15	NUT, locking	1	
10	058282	£5.82	BUSH, pedal support	1	
11	105226	£Call	PLATE, bush retaining	2	
12	AB610031	£0.14	SCREW, plate retaining	4	
13	106753	£Call	LEVER ASSEMBLY	1	
14	DS1312	£0.33	PIN, locating lever to shaft	1	
15	027645	£3.13	SPRING, return	1	

Blanking Details (RHD only)

HU706P	£0.34	SCREW	3
GHF331	£0.05	WASHER, spring	3
600400	£1.44	PLUG, blanking 1 1/2" diameter	1



Accelerator Pedal & Fittings (Left Hand Drive)

20	106749	£Call	PEDAL, accelerator	1	TR2-3, TR3A To TS29820
	206590	£Call	PEDAL, accelerator	1	TR3A From TS29821, TR4-4A
(The complete pedal assembly for TR3A from TS29821, and TR4-4A can be fitted to TR2-3A's prior to TS29820).					
21	106762	£Call	BAR, connecting pedal to lever	1	TR2-3, TR3A To TS29820
22	108614	£Call	BUSH, connector, pedal to shaft	1	
	120443	£Call	BUSH, on pedal shaft	1	TR3A From TS29821, TR4-4A
23	DS1312	£0.33	PIN, locating bush and shafts	1/2	
24	106763	£Call	BRACKET, shaft	1	
25	HU706P	£0.34	SCREW, bracket	2	
26	GHF331	£0.05	WASHER, locking	2	
27	GHF502	£0.10	SPLIT PIN	1	
28	WP20X	£0.34	WASHER, plain	1	
29	106753	£Call	LEVER ASSEMBLY	1	
30	WS600061	£0.89	WASHER, double coil spring	1	
31	DS1312	£0.33	PIN, locating lever	1	
32	058282	£5.82	BUSH, pedal support	2	
33	105226	£Call	PLATE, bush retaining	4	
34	AB610031	£0.14	SCREW, plate retaining	8	
35	SH604161	£0.39	SCREW, pedal limit stop	1	
36	JN2107	£0.15	NUT, jam	1	
37	027645	£3.13	SPRING, return	1	

Engine Breather/Emission Controls TR4-4A Models

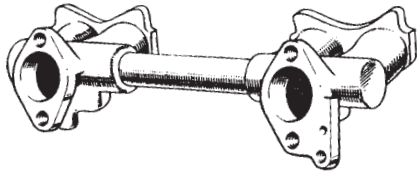
The TR4 had a closed circuit breather system introduced at chassis no CT25394. The oil breather pipe (pages 16 & 17, item 39) was removed and a core plug (item 40) replaced it. The crankcase breathing was then achieved by a pipe from the rocker box cover into the air filter.

1	149995Z	£4.15	HOSE, rocker cover to pipe	1	TR4 From CT23594
2	138078	£Call	PIPE	1	
3	149995Z	£4.15	HOSE, pipe to flame trap	1	
4	12G2134	£2.45	FLAME TRAP	1	
5	137974Z	£7.60	HOSE, flame trap to air filter	2	
6	209269	£27.94	AIR FILTER, replacement type with breather hose fittings	2	

Note: See page 43 for details of air cleaners.

7	13H5191	£37.14	'PCV' VALVE*	1	TR4A
8	27H7758	£5.43	DIAPHRAGM	1	
9	143323X	£19.53	HOSE, rocker cover to valve	1	
10	143314	£9.44	HOSE, valve to inlet manifold adaptor	1	
11	CS4012	£0.95	CLIP, wire type	4	
	GHC507	£Call	CLIP, jubilee type	4	
12	138530	£7.24	ADAPTOR, in manifold	1	
13	AUC2141	£0.33	WASHER, fibre	1	
14	143313	£Call	BRACKET	1	
15	GHF101	£0.16	SCREW, bracket to valve	1	
16	GHF271	£0.20	NUT, nyloc	1	

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



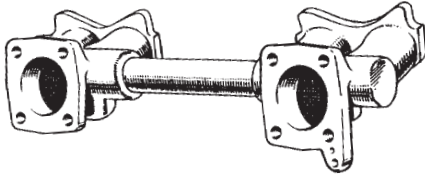
1) 301145 TR2 Low Port Cylinder Head

Taking twin 11/2" H4 type SU carburetors

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

301145 cast on underside of balance tube.

Long Type



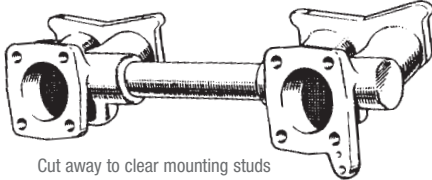
2) 302006 TR3 Low Port Cylinder Head

Taking twin 13/4" H6 type SU carburetors

Port to Head Diameter = 1 1/2" (38mm).

302006 cast on underside of balance tube.

Long Type



Cut away to clear mounting studs

3) 302119 TR3-3A High Port Cylinder Head

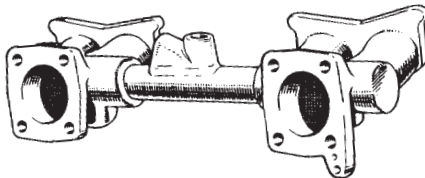
Taking twin 13/4" H6 type SU carburetors

Port to Head Diameter = 1 1/2" (38mm).

302119 cast on underside of balance tube.

Boss cast on balance tube

Long Type



4) 305547 TR3A-3B High Port Cylinder Head

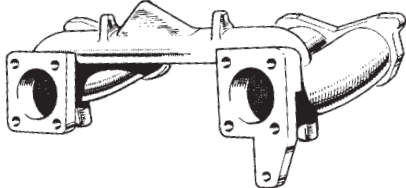
Taking twin 13/4" H6 type SU carburetors

Port to Head Diameter = 1 1/2" (38mm).

305547 cast on underside of balance tube.

Boss cast on balance tube

Long Type



5) 305744 TR4 High Port Cylinder Head

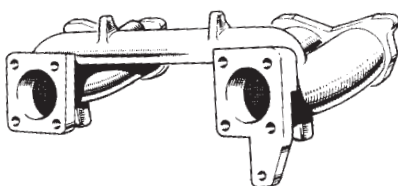
Taking twin 13/4" HS type SU carburetors or 175CD Stromberg carburetors

Port to Head Diameter = 1 3/8" (35mm).

305744 cast on underside of balance tube.

Adaptor fitted here for 'pcv valve in balance tube

Flow Curved Tube Type



6) 307455 TR4-TR4A High Port Cylinder Head

Taking twin 1 3/8" HS type SU carburetors or 175CD Stromberg carburetors

Port to Head Diameter = 1 3/8" (35mm).

307455 cast on underside of balance tube.

Flow Curved Tube Type

Interchange and Swaps

Inlet Manifolds

The TR4-4A flow curved inlet tube type of manifold is acknowledged as the most efficient design for the TR. This type will fit TR4's instead of the log type without major problems. It will also fit 'high port' cylinder head engines in TR3-3A, but if used with H-type carburetors, no air cleaners can be fitted in the minimal gap left between the inner wheel arch and carburettor inlet face. The best solution is to fit the curved inlet manifold with twin 1 3/4" HS6 carburetors (you will need to re-route the heater feed hose through the bulkhead and lengthen the choke cable). If air cleaners are required, upwards offset type will have to be fitted. This modification in general is good for improved engine breathing and running.

TR3 'low port' cylinder head engines can be fitted with this manifold but serious 'port to manifold' mismatch occurs along with stud and manifold impingement - lots of chopping and filing is needed to complete this modification.

The TR2 'low port' cylinder head will accept 'low port' TR3 manifold and carburetors, but in all honesty you are better off with the 'low port' set-up and, live with slightly less power and better fuel economy with the TR2.

Standard or Tubular Exhaust Manifold

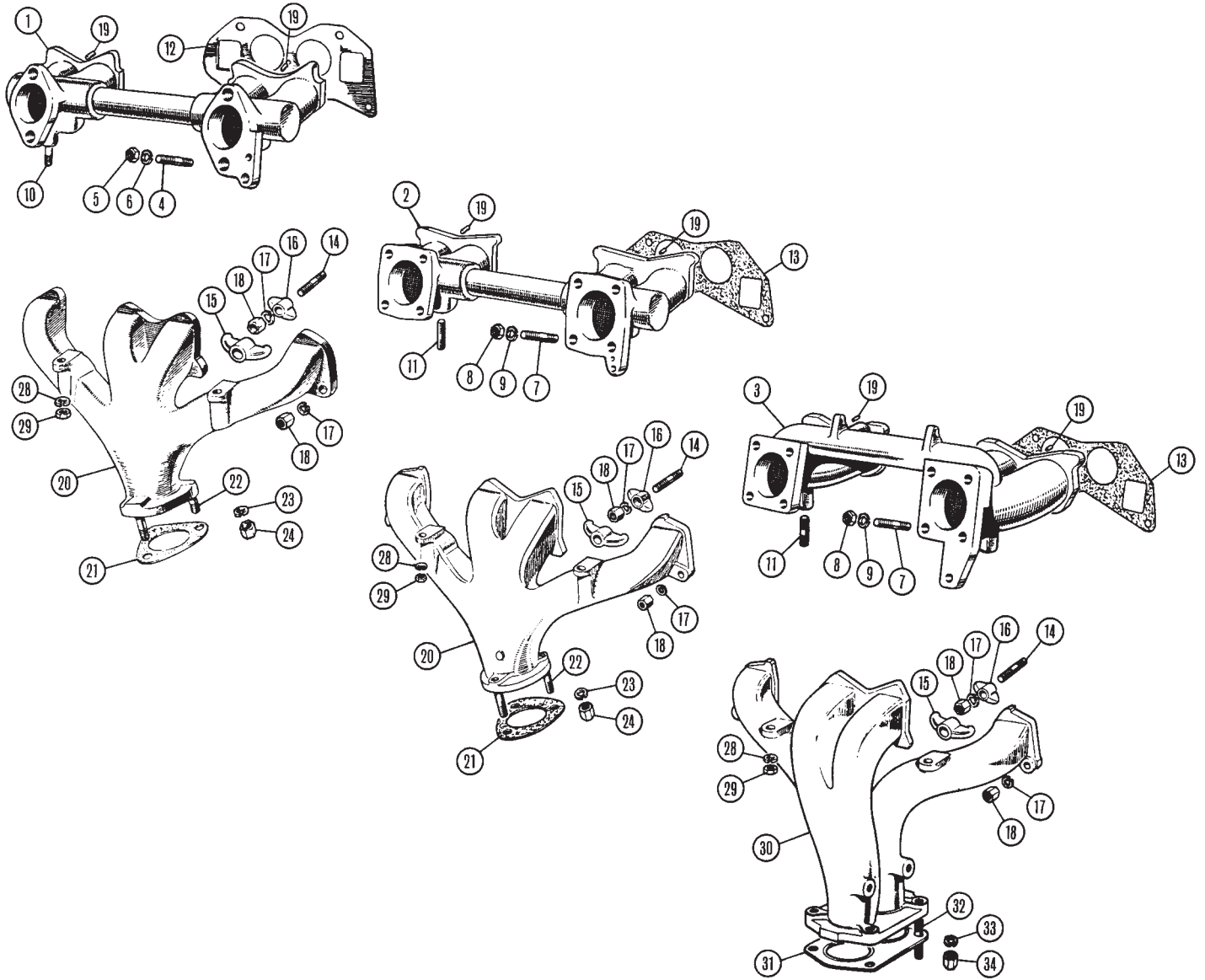
For full details & listings of our tubular sports manifolds & full range of Sports exhaust systems please see the accessories section.

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

This 2-piece sports manifold is designed to fit around both models of TR starter motor. If you are fitting this sports manifold to a TR2-3A or TR4, you will need 2 adaptors (TT5019 & TT5027) to join it to the main silencer (HRSU331), but, it will mate to the standard TR4A 'Y' pipe (FSTH56) without an adaptor. Our TriumphTune extractor manifolds are manufactured on our own jigs.

Note: See restoration section for further details of our Moss TriumphTune 'Competition' exhaust systems (TTK1120 & TTK1121) that come with our Fast Road/Sport Tubular Manifold (TT1130S) with large primary pipes. We also supply a Full Race Tubular Manifold (TT1130RS), which is only suitable for 89mm engines.



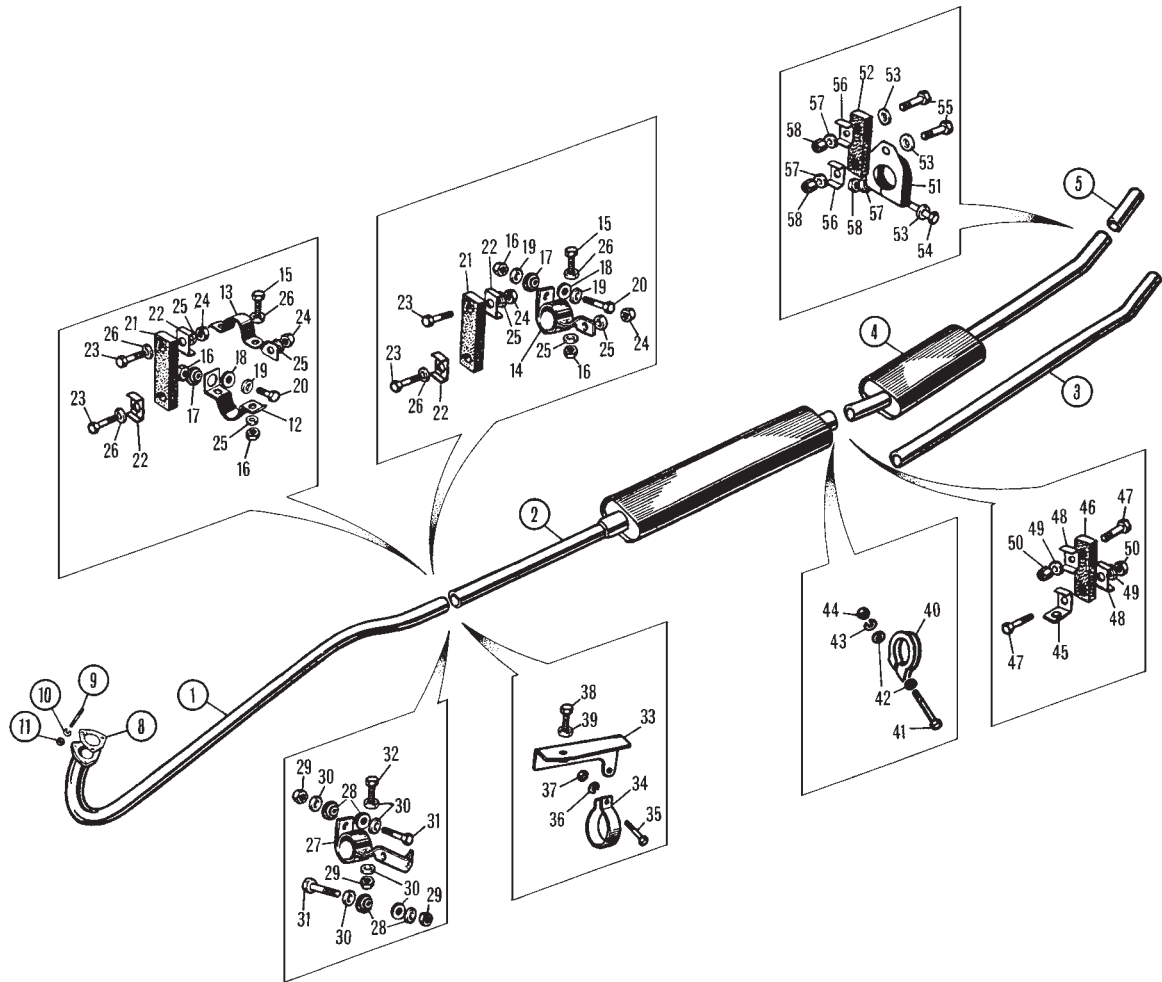


Manifolds (Inlet & Exhaust)

Ill	Part Number	Price £ea.	Description	Req.	Details
1	301145	£Call	MANIFOLD, inlet (Low port for 1 1/2" carburetors).	1	TR2
	302006	£Call	MANIFOLD, inlet (Low port for 1 3/4" carburetors).	1	TR3 To TS9349
2	302119	£Call	MANIFOLD, inlet, high port	1	TR3 From TS9350 To TS13052E
	305547	£Call	MANIFOLD, inlet (High port with boss on balance tube).	1	TR3 From TS13053 TR3A
3	305744	£Call	MANIFOLD, inlet (Long curved tubes no tapping with boss on balance tube).	1	TR4 To CT21470
	307455	£Call	MANIFOLD, long curved (Long curved tubes with tapping for 'PCV' valve).	1	TR4 From CT21471 TR4A
4	058917	£2.96	STUD, carburettor to manifold	4	TR2-3 To TS8996
5	056675	£0.59	NUT, steel	4	
6	GHF333	£0.05	WASHER, locking	4	
7	FHS2513	£0.69	STUD, carburettor to manifold	8	TR3 From TS8997
8	GHF201	£0.10	NUT, steel	8	TR3, TR4-4A
9	GHF332	£0.15	WASHER, locking	8	
10	TE605141	£1.70	STUD, inlet to exhaust manifold	2	TR2-3 To TS8997
11	FHS2513	£0.69	STUD, inlet to exhaust manifold	2	TR2-3 To TS8997 TR3A, TR4-4A

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

12	106937	£2.60	GASKET, manifold	2	TR2-3 To TS9349
13	113122	£2.89	GASKET, manifold	2	TR3 From TS9350 TR3, TR4-4A
14	102474	£1.47	STUD, manifold, 2 1/16"	4	upper
	107055	£1.91	STUD, manifold, 2 3/8"	2	lower centre
	058688	£2.00	STUD, manifold, 11 1/16"	1	lower front
	058688	£2.00	STUD, manifold, 11 1/16"	1	lower rear, (no lifting eye)
	058917	£2.96	STUD, manifold, 11 5/16"	1	lower rear, (with lifting eye)
15	033148	£3.48	CLAMP, manifold, large	2	
16	058258	£3.28	CLAMP, manifold, small	4	
17	GHF333	£0.05	WASHER, locking, manifold	8	
18	056675	£0.59	NUT, manifold, steel	8	
	108951	£0.93	NUT, manifold, brass	8	
19	DP514	£0.54	DOWEL, plain,	2	inlet manifold to cyl head
20	301144	£Call	MANIFOLD, exhaust	1	TR2-3 low port head
	304164	£Call	MANIFOLD, exhaust	1	TR3A, TR4 high port head
21	GEG718	£2.84	GASKET, manifold to front pipe	1	
22	101442	£1.40	STUD, manifold to front pipe	3	TR2-3A, TR4
23	GHF333	£0.05	WASHER, locking	3	
24	108951	£0.93	NUT, brass	3	
28	GHF332	£0.15	WASHER, locking, inlet to	2	
29	GHF201	£0.10	NUT, inlet to exhaust manifold	2	
30	306378	£Call	MANIFOLD, exhaust	1	
31	GUG4811MG	£1.61	GASKET, manifold to front pipe	1	TR4A
32	115696	£2.00	STUD, manifold to front pipe	4	
33	GHF333	£0.05	WASHER, locking	4	
34	108951	£0.93	NUT, brass	4	



Exhaust System TR2-TR3-3A-4

Stainless Steel Exhaust

If you want peace of mind, then fitting a stainless steel exhaust system is a worthwhile investment. Available as a complete system, or as individual components. System utilises standard mountings.

Ill	Part Number	Price £ea.	Description	Req.	Details
	FSTR24	£181.01	EXHAUST SYSTEM	1	
	FSTH20	£37.14	DOWNPIPE	1	
	FSTH21	£80.20	SILENCER, main	1	
	FSTH28	£68.46	SILENCER & TAIL PIPE	1	

Mild Steel Exhaust System

1	201763	£39.95	DOWN PIPE	1	
2	HRSU331	£77.95	SILENCER, front	1	
3	202009	£Call	TAIL PIPE, mild steel	1	TR2, TR3 To TS11716
	202009SS	£31.27	TAIL PIPE, stainless steel	1	
4	HRSU358	£62.95	SILENCER & TAIL PIPE	1	TR3 From TS11717, TR3, TR4

Mountings & Fittings

5	HRTT9177	£9.50	EXTENSION, tail pipe, chrome	1	press-on type
NI	107602	£5.23	CLAMP, tail pipe extension	1	for original clamp-on
8	GEG718	£2.84	GASKET, head pipe to manifold	1	
9	101442	£1.40	STUD, head pipe to manifold	3	
10	GHF333	£0.05	WASHER, locking	3	
11	108951	£0.93	NUT, brass	3	
12	114074	£15.12	CLAMP, lower half	1	TR2 To TS4309
13	107643	£Call	CLAMP, upper half	1	
14	114074	£15.12	CLAMP, one piece	1	TR2 To TS4310, TR3 To TS11716

For cars up to TS11716 the mounting brackets for the centre of the exhaust (items 12, 13 & 14) are currently not available. The TR4 two piece mounting (items 33 & 34) which suspends the exhaust from the RH gearbox mounting, is the best and simplest solution if you are missing these brackets. The TS4311 and TS11716 can be 'faked' with the bracket used from the TS117126 onwards. A similar 'faking' could be achieved on earlier models, but remember it does require drilling, cutting and filing.

15	GHF103	£0.17	SCREW, hexagon headed	2	TR2 To TS4309, TR2 From TS4310
				1	TR3 To TS11716
16	GHF201	£0.10	NUT, plain	3	TR2 To TS4309, TR2 From TS4310
				2	TR3 To TS11716
17	GEX7329	£1.96	BUSH, fitted in bracket or chassis	1	TR2 To TS4309, TR2 From TS4310, TR3 To TS11716
18	GEX7330	£1.28	WASHER, rubber	1	TR2 To TS4309,
19	WP17	£0.15	WASHER, plain	1	TR3 To TS11716
20	GHF103	£0.17	SCREW, clamp to chassis	1	
	BH605201	£0.62	BOLT, clamp to chassis	1	TR2 From TS4310, TR3 To TS11716
21	GEX7044	£2.00	STRAP, flexible	1	
22	GEX7510	£1.45	PLATE, clamp on flexible strap	2	
23	SH605091	£0.24	SCREW, strap attaching	2	TR2 To TS4309,
24	GHF201	£0.10	NUT, plain, strap to clamp	2	TR3 To TS11716
25	GHF332	£0.15	WASHER, locking	5	TR2 To TS4309,
				4	TR3 To TS11716
26	GHF301	£0.07	WASHER, plain	4	TR2 To TS4309,
				3	TR3 To TS11716
27	114074	£15.12	CLAMP & BRACKET, one piece	1	
28	GEX7329	£1.96	BUSH, fitted in chassis	4	
29	GHF242	£0.49	NUT, locking, (mounting bolts)	3	TR3 From TS11717, TR3A
30	WP17	£0.15	WASHER, plain	6	
31	BH605201	£0.62	BOLT, bracket to chassis	2	
32	GHF103	£0.17	SCREW, hexagon headed	1	
33	130888	£7.14	BRACKET, mounting	1	
34	130890	£3.38	RING CLAMP	1	
35	GHF103	£0.17	SCREW, clamping pipe	1	
36	GHF332	£0.15	WASHER, locking	1	TR4
37	GHF201	£0.10	NUT, plain	1	
38	SH608141	£1.22	BOLT, bracket to mount	1	
39	GHF335	£0.15	WASHER, locking on bolt	1	

40	GEX7500	£5.45	CLAMP, original, (alternative)	1	all models	
	GEX7500	£5.45	CLAMP, original, (alternative)	1		
41	BH605221	£0.63	BOLT, clamp	1		
42	GHF301	£0.07	WASHER, plain	2		
43	GHF332	£0.15	WASHER, locking	1		
44	GHF201	£0.10	NUT, plain	1		
45	105578	£2.89	BRACKET, (right angle)	1		
46	GEX7044	£2.00	STRAP, (flexible)	1		
47	GHF103	£0.17	SCREW, hexagon headed	2		TR4 From CT114544
48	GEX7510	£1.45	PLATE, clamp	2		
49	GHF332	£0.15	WASHER, locking	2		
50	GHF201	£0.10	NUT, plain	2		
51	107602	£5.23	BRACKET, clamp	1		
52	GEX7044	£2.00	STRAP, (flexible)	1		
53	GHF301	£0.07	WASHER, plain	3		
54	BH605241	£0.68	BOLT	1		
55	GHF103	£0.17	SCREW, hexagon headed	2	all models	
56	GEX7510	£1.45	PLATE, clamp	2		
57	GHF332	£0.15	WASHER, locking	3		
58	GHF201	£0.10	NUT, plain	3		

Exhaust Fitting Kits

Owners of cars with a chassis number earlier than TS11716 should purchase the individual components listed in the illustration. Currently we cannot supply the key parts to the cruciform mounting for TR2, TR3 to TS11716 (items 12, 13 or 14).

The TR4 fitting kit is in our belief far superior to the original TR2-3A type. It allows the whole exhaust system to 'rock' as the engine moves on its mountings, causing minimal torsional forces on the individual boxes. The early (TR2-3) system 'rigidly' mounts both silencers to the cruciform, and the movement of the engine causes torsional stress on the joint between the downpipe & the silencers. This frequently reduces the life of this joint. Purists will want the GFK6130X, but realists will buy GFK6210X for their TR2-3A.

TR3 from TS11717, TR3A

NI	GFK6130X	£43.15	FITTING KIT, (exhaust)	1	(Includes all the part & quantities listed here).
8	GEG718	£2.84	GASKET, front pipe to manifold	1	
9	101442	£1.40	STUD, front pipe to manifold	3	
10	GHF333	£0.05	WASHER, locking	3	
11	108951	£0.93	NUT, brass	3	
27	114074	£15.12	CLAMP & BRACKET, (one piece)	1	
28	GEX7329	£1.96	BUSH, fitted in chassis frame	4	
29	GHF242	£0.49	NUT, locking, for mounting bolts	3	
30	WP17	£0.15	WASHER, plain	6	
31	BH605201	£0.62	BOLT, bracket to chassis frame	2	
32	GHF103	£0.17	SCREW, hexagon headed	1	
40	GEX7500	£5.45	CLAMP, original type	1	
41	BH605241	£0.68	BOLT, clamp	1	
42	GHF301	£0.07	WASHER, plain	2	
43	GHF332	£0.15	WASHER, locking	1	
44	GHF201	£0.10	NUT, plain	1	
51	107602	£5.23	CLAMP	1	
52	GEX7044	£2.00	STRAP, (flexible)	1	
53	GHF301	£0.07	WASHER, plain	3	
54	BH605221	£0.63	BOLT	1	
55	GHF103	£0.17	SCREW, hexagon headed	2	
56	GEX7510	£1.45	PLATE, clamp	2	
57	GHF332	£0.15	WASHER, locking	3	
58	GHF201	£0.10	NUT, plain	3	

TR4

	GFK6210X	£34.20	FITTING KIT, (exhaust)	1	(Includes all the part numbers & quantities listed below).
8	GEG718	£2.84	GASKET, front pipe to manifold	1	
9	101442	£1.40	STUD, front pipe to manifold	3	
10	GHF333	£0.05	WASHER, locking	3	
11	108951	£0.93	NUT, brass	3	
31	130888	£7.14	BRACKET, (on RH gearbox mount)	1	
32	130890	£3.38	RING CLAMP	1	
33	GHF103	£0.17	SCREW, clamping pipe	1	
34	GHF332	£0.15	WASHER, locking	1	
35	GHF201	£0.10	NUT, plain	1	
36	SH608141	£1.22	BOLT, bracket to gearbox mounting	1	
37	GHF335	£0.15	WASHER, locking on bolt	1	
40	GEX7500	£5.45	CLAMP	1	
41	BH605221	£0.63	BOLT, clamp	1	
42	GHF301	£0.07	WASHER, plain	2	
43	GHF332	£0.15	WASHER, locking	1	
44	GHF201	£0.10	NUT, plain	1	
45	105578	£2.89	BRACKET	1	
46	GEX7044	£2.00	STRAP, (flexible)	1	
47	GHF103	£0.17	SCREW, hexagon headed	2	TR4 From CT11454 only

48	GEX7510	£1.45	PLATE, clamp	2
49	GHF332	£0.15	WASHER, locking	2
50	GHF201	£0.10	NUT, plain	2
51	107602	£5.23	CLAMP	1
52	GEX7044	£2.00	STRAP, (flexible)	1
53	GHF301	£0.07	WASHER, plain	3
54	BH605221	£0.63	BOLT	1
55	GHF103	£0.17	SCREW, hexagon headed	2
56	GEX7510	£1.45	PLATE, clamp	2
57	GHF332	£0.15	WASHER, locking	3
58	GHF201	£0.10	NUT, plain	3

Sports Exhaust Manifolds & Exhaust Systems

Tubular Exhaust Manifolds

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

This 2-piece sports manifold is designed to fit around both models of TR starter motor. If you are fitting this sports manifold to a TR2-3A or TR4, you will need 2 adaptors (TT5019 & TT5027) to join it to the main silencer (HRSU331), but, it will mate to the standard TR4A 'Y' pipe (FSTH56) without an adaptor. Our TriumphTune extractor manifolds are manufactured on our own jigs.

Sports Exhausts

These GT Sports systems for the TR2-4A range are available in either mild or stainless steel. For TR2 to TR4 owners, if you don't wish to fit a tubular manifold, they will connect to your standard downpipe.

TR2-3-3A-4

Note: Where a 'TT' part number for an individual component ends with an S (IE: TT1100S) it denotes that the part is manufactured in stainless steel. Sports Systems include fittings.

	£Call	TUBULAR MANIFOLD	NCA	TR2
TT1100	£122.29	TUBULAR MANIFOLD, (2 piece), mild steel	1	TR3-3A & TR4
TT1100S	£239.74	TUBULAR MANIFOLD, (2 piece), stainless	1	
TT5019S	£32.25	ADAPTOR, ('Y' piece)	1	stainless steel
TT5027S	£27.36	FRONT PIPE	1	
TT5001	£97.20	SPORTS SYSTEM, (mild steel)	1	includes fitting kit
FS5001	£145.79	SPORTS SYSTEM, (stainless steel)	1	

TR4A (Single System)

Note: Where a 'TT' part number for an individual component ends with an S (IE: TT1100S) it denotes that the part is manufactured in stainless steel. Sports Systems include fittings.

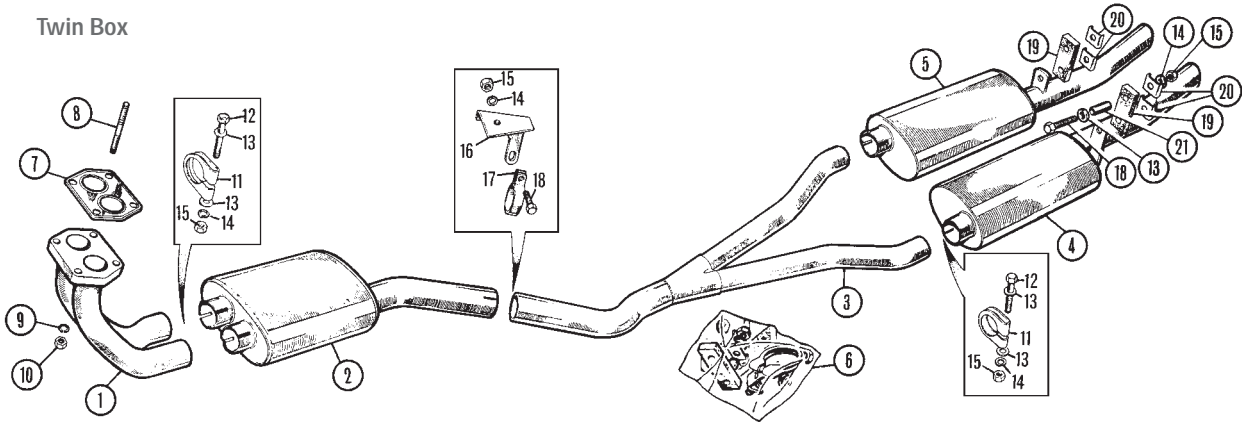
TT1100	£122.29	TUBULAR MANIFOLD, (2 piece)	1	mild steel
TT1100S	£239.74	TUBULAR MANIFOLD, (2 piece)	1	stainless steel
FSTH56	£44.00	ADAPTOR, ('Y' piece)	1	stainless steel
TT5101	£Call	SPORTS SYSTEM, (mild steel)	1	includes fitting kit
FS5101	£149.01	SPORTS SYSTEM, (stainless steel)	1	

TR4A (Twin System)

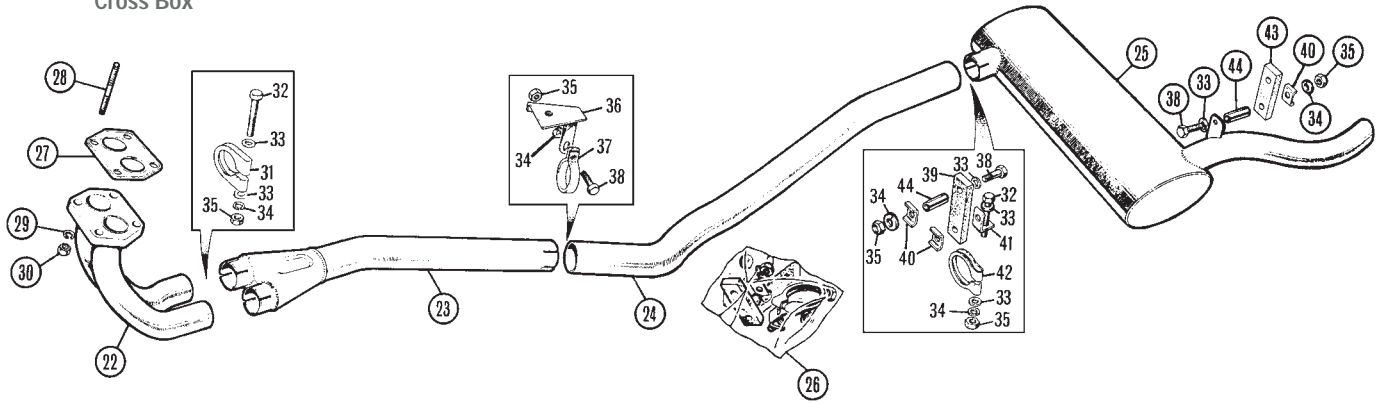
This system allows you to retain the twin system design, but with far more efficient silencers. Sports exhaust for these models are only available as separate parts.

TT1100	£122.29	TUBULAR MANIFOLD, (2 piece)	1	mild steel
TT1100S	£239.74	TUBULAR MANIFOLD, (2 piece)	1	stainless steel
FSTH56	£44.00	ADAPTOR, (front), ('Y' piece)	1	stainless steel
FSTH54	£47.91	REAR 'Y' PIPE, (Large)	1	mild steel
TT5913SS	£5.38	STEPPED ADAPTOR	1	stainless steel
TT5209	£77.27	SILENCER	2	mild steel
FSTH73	£83.14	SILENCER	2	stainless steel
GFK6310X	£31.27	FITTING KIT	1	

Twin Box



Cross Box



Stainless Steel Exhaust

If you want peace of mind, then fitting a stainless steel exhaust system is a worthwhile investment. Available as a complete system, or as individual components. System utilises standard mountings.

Twin Rear Silencer System (Stainless Steel)

ill	Part Number	Price Eea.	Description	Req.	Details
NI	FSTR4AT	£234.84	EXHAUST SYSTEM	1	
	FSTH47	£42.03	DOWN PIPE, (twin)	1	
	FSTH48	£58.67	SILENCER, front	1	
	FSTH54	£47.91	'Y' PIECE, large	1	
	FSTH50	£81.19	SILENCER, rear, RH	1	
	FSTH49	£81.19	SILENCER, rear, LH	1	

Cross-Box Rear Silencer System (Stainless Steel)

NI	FSTR4AC	£234.84	EXHAUST SYSTEM	1	
	FSTH47	£42.03	DOWN PIPE, (twin)	1	
	FSTH56	£44.00	'Y' PIECE, small	1	
	FSTH55	£36.17	INTERMEDIATE PIPE	1	
	FSTH57	£159.48	SILENCER, (cross box)	1	

Mild Steel Exhausts & All Exhaust Mountings

Twin Rear Silencer System

1	GEX1255	£47.96	DOWN PIPE, twin	1	
2	HRSU1224	£44.98	SILENCER, front	1	
3	FSTH54	£47.91	'Y' PIPE	1	
4	HRSU1226	£65.53	SILENCER, LH rear	1	
5	HRSU1227	£65.53	SILENCER, RH rear	1	
6	GFK6310X	£31.27	FITTING KIT, (twin box exhaust)	1	(Includes all the part numbers & quantities listed here).
7	GUG4811MG	£1.61	GASKET, flange	1	
8	115696	£2.00	STUD, manifold to downpipe	4	
9	GHF333	£0.05	WASHER, locking	4	
10	108951	£0.93	NUT, brass	4	
11	GEX7506	£1.96	CLAMP, original	4	
12	BH605241	£0.68	BOLT, hexagon headed	4	
13	GHF301	£0.07	WASHER, plain	8	

14	GHF332	£0.15	WASHER, locking	9	
15	GHF201	£0.10	NUT, plain	9	
16	142531	£3.68	BRACKET, (on RH gearbox mount)	1	
17	130890	£3.38	RING CLAMP	1	
18	GHF103	£0.17	SCREW, hexagon headed	5	
19	GEX7359	£1.56	STRAP, flexible	2	
20	GEX7510	£1.45	PLATE, clamp	4	
21	155249	£0.83	SLEEVE, distance	4	

Cross-Box Rear Silencer System

22	GEX1255	£47.96	DOWN PIPE, twin	1	
23	FSTH56	£44.00	'Y' Pipe	1	
24	213214	£33.95	INTERMEDIATE PIPE	1	
25	307697	£111.53	SILENCER, mild steel	1	
	FSTH57	£159.48	SILENCER, stainless steel	1	to original pattern

Note: The original design mild steel rear silencer for this system is difficult to obtain. We suggest the use of the stainless steel item, or if mild steel is preferred, the TR250 twin tail pipe silencer (part no. 308329).

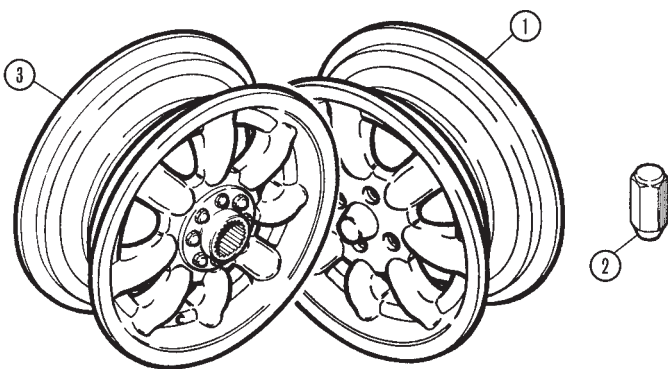
26	GFK6320X	£30.29	FITTING KIT, (cross box exhaust)	1	(Includes all the part numbers & quantities listed here).
27	GUG4811MG	£1.61	GASKET, flange	1	
28	115696	£2.00	STUD, manifold to down pipe	4	
29	GHF333	£0.05	WASHER, spring	4	
30	108951	£0.93	NUT, brass	4	
31	GEX7506	£1.96	CLAMP, exhaust, original	2	
32	BH605241	£0.68	BOLT, on exhaust clamp	3	
33	GHF301	£0.07	WASHER, plain	8	
34	GHF332	£0.15	WASHER, locking	8	
35	GHF201	£0.10	NUT, plain	8	
36	142531	£3.68	BRACKET, (on RH gearbox mount)	1	
37	130890	£3.38	RING CLAMP	1	
38	GHF103	£0.17	SCREW, hexagon headed	5	
39	GEX7360	£0.89	STRAP, flexible	1	
40	GEX7510	£1.45	PLATE, clamp	6	
41	105578	£2.89	BRACKET, angle	1	
42	GEX7500	£5.45	CLAMP, original type	1	
43	GEX7359	£1.56	STRAP, flexible	1	
44	155249	£0.83	SLEEVE, distance		

Road Wheels

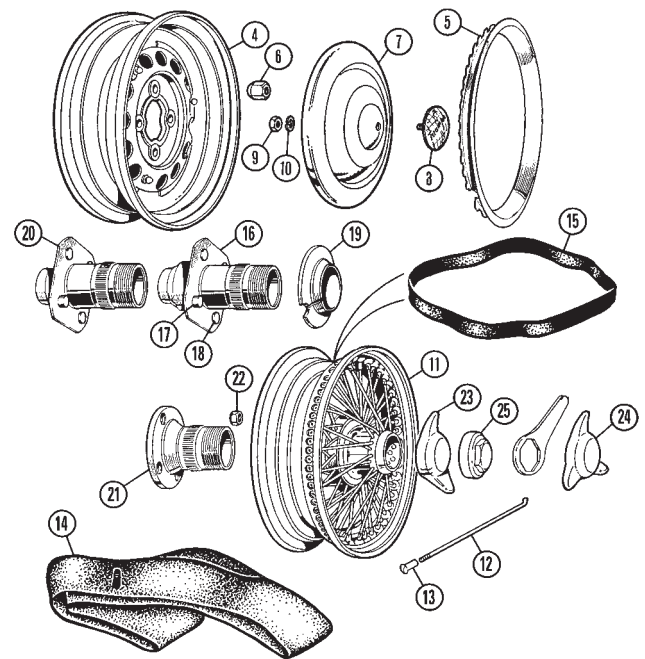
The road wheels fitted to TR's of the late 1950's and 60's were of a relatively narrow width due to the tyre technology in use at that time. All the TR's (TR2 to TR6) have 15" inch diameter wheels. The TR2 originally had 4J wheel. This was appropriate for 155x15 or 5.60x15 tyres (according to whether it was radial or cross ply). The wheels were painted the same colour as the car, but eventually ended up as silver or creamy white. Steel disc wheels were also fitted with an embellishing chrome hub cap incorporating, in the middle, a Triumph globe medallion. The 4.5J wheels were introduced during the early production of the TR2. It's all somewhat academic as neither of these wheels are available. The 4.5 inch wheel was then fitted all the way through the TR3, TR3A, TR4 and TR4A range, and was silver grey in colour as standard fitment, although some cream wheels seem to have been fitted as standard to some TR4 or TR4A vehicles. Having given you the bad news that original wheels are no longer available, we have two very attractive alternative aftermarket wheels. They are both 5.5Jx15 and are designed to fit all TR's from TR2 through to TR6 (not recommended for Lockheed rear axle cars due to the inherent weakness of the rear half shaft & bearing arrangement). These replica 'Minilite' wheels are made from aluminium rather than the Magnesium originals. The difference in the wheels is that a GAC8225X is designed to simply bolt-on with four securing nuts as original. The GAC8255X has a centre lock spline and is secured to the car by knock-on nuts of either the octagonal or 'two-eared' variety. Of course, this wheel requires a splined hub adaptor to be fitted to the car before it can be used. For owners of chromed wire wheels who want an easy to clean wheel for winter use these alloys are ideal.

Some TR4-4A owners have experienced clearance problems between the top ball joint mounting bolts on the front suspension and the inside edge of the 'Minilite' replica alloy wheels. The reduction in length of the outer mounting bolt, so that only '3 threads' protrude through the nut, will help to stop the impingement problem. If the problem persists we suggest the use of a spacer kit (TT6902). One spacer to be fitted between each front wheel and the front hub flange. Remember that special wheel nuts are required to fit these 'Minilite' replica wheels to your TR. (Set of 16 nuts = GAC4116X) Wire wheels were available in either a painted or chrome finish, and standard fitment on TR2's and TR3's was the 48 spoke 4J wheel, which was frankly rather weak. (t is the same wheel fitted to all MGA's).

From TR3A onwards, including most TR4's & all TR4A's, a stronger 60 spoke 4.5J was fitted, this could also be fitted to all TR2 and TR3 cars which came with 48 spoke wheels, without modification to body or suspension. It should be noted that the wider wheels may put a strain on the early Lockheed rear axle oil seals, so you should be prepared to change these probably once every two to three years to avoid major oil leaks, rendering the rear brakes ineffective. The 4.5 wheels (both steel & wire) are suitable for fitment with 165x15 or 5.90x15 tyres. Wider tyres are not recommended, as the flexibility of the side walls can actually reduce the cars ability to handle, rather than improve it. We stock and sell only genuine Dunlop wire wheels. We avoid selling spokes and nipples, because to make a wire wheel needs considerable training (& skill) -and we don't ever want to be responsible for helping people 'bodge' up a worn-out wheel. Rarely is it possible to find anyone in the UK who will rebuild a wheel, the cost far outweighs the purchase of a replacement - rebuilding is always the last resort. New Dunlop wire wheels are still produced by hand (the only way to do the job) by highly trained staff in India, where labour costs are significantly lower allowing a reasonable price. The huge cap medallion on the TR2 to TR4 A was of two varieties. Both the Lockheed and early Girling cars were fitted with a very nice cloisonne, period enamelled item, while late Girling cars were fitted with an item made from aluminium and painted with blue & red paint. We are unsure as to when the change point occurred, but thanks to a letter from Kenneth Rawson of Todmorden, Lancashire, we know that the cloisonne example was fitted to TR3A models as late as commission number 20504. If you can be sure of continued use after this commission no. we would be glad to hear from you.



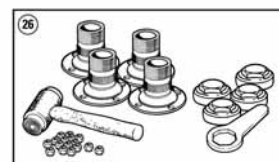
Ill	Part Number	Price £ea.	Description	Req.	Details
1	GAC8225X	£85.10	MINILITE, 'Replica', silver	4	(Bolt-on)
	GAC8235X	£104.67	MINILITE, 'Replica', flint	4	5 1/2" J X 15
	TT6902	£17.57	HUB SPACER KIT	a/r	(if required, see intro text)
2	GAC4116X	£28.34	WHEEL NUT SET	1	for bolt-on Minilite 'Replicas'
3	GAC8255X	£149.95	MINILITE 'Replica', silver	4	(Centre lock)
	GAC8265X	£166.34	MINILITE 'Replica', flint	4	5 1/2" J X 15
4	301672	£Call	ROAD WHEEL, (steel, 4 x 15)	5	TR2, TR3 To TS13045
	302262	£Call	ROAD WHEEL, (steel, 4.5 x 15)	5	TR3 From TS13046, TR3A, TR4-4A
5	502160Z	£50.84	TRIM RING, chrome	5	
6	109586	£1.56	WHEEL NUT	16	
7	201870	£18.95	HUB CAP	4	
8	101042	£17.27	MEDALLION, enamelled	4	TR2-3A
	113256	£7.79	MEDALLION, painted	4	TR3A, TR4-4A
9	HN2005	£0.14	NUT, retaining medallion	4	
10	WL700101	£0.09	WASHER, locking	4	



11	WVP450	£111.95	WIRE WHEEL, painted, 4J x 15	5	48 spoke
	WVC450	£167.95	WIRE WHEEL, chrome, 4J x 15	5	
	WVP452	£118.94	WIRE WHEEL, painted, 4.5J x 15	5	60 spoke
	WVC452	£174.95	WIRE WHEEL, chrome, 4.5J x 15	5	
12	7H1805	£2.96	SPOKE, outer/long, mild steel	a/r	48 spoke painted
	7H1806	£2.96	SPOKE, inner/short, mild steel	a/r	wire wheels
	7H1805CP	£5.95	SPOKE, outer/long, chromed stainless	a/r	48 spoke chrome
	7H1806CP	£5.95	SPOKE, inner/short, chromed stainless	a/r	wire wheels
	17H8619	£2.96	SPOKE, outer/long, mild steel	a/r	60 spoke painted
	17H8620	£2.96	SPOKE, inner/short, mild steel	a/r	wire wheels
	17H8619CP	£5.95	SPOKE, outer/long, chromed stainless	a/r	60 spoke chrome
	17H8620CP	£5.95	SPOKE, inner/short, chromed stainless	a/r	wire wheels
13	7H1709	£0.64	NIPPLE, mild steel	a/r	painted wire wheels
	37H3651	£1.47	NIPPLE, chromed stainless	a/r	chrome wire wheels
14	452-755	£9.95	INNER TUBE, (15" x 165 tyre)	a/r	
	452-765	£10.95	INNER TUBE, (15" x 185 tyre)	a/r	
15	452-750	£7.79	RIM BAND, (15")	a/r	
16	108277	£Call	HUB, wire wheel, front, RH	1	
	108278	£Call	HUB, wire wheel, front, LH	1	
17	109457	£Call	PEG, collar locating	2	TR2, TR3 To TS13045
18	107950	£Call	PEG, brake drum to hub	6	fitted with Lockheed brakes
19	107942	£Call	COLLAR, tapered, wire wheel	2	
20	217602	£38.12	HUB, wire wheel, rear, RH	1	
	217603	£38.12	HUB, wire wheel, rear, LH	1	

For information on converting steel wheel Girling solid axle and IRS TR's to wire wheels, please refer to TR2-3A Front Suspension.

21	217602	£38.12	EXTENSION, hub, splined, RH	2	TR3 From TS13046,
	217603	£38.12	EXTENSION, hub, splined, LH	2	TR3A & TR4-4A
22	110366	£0.85	NUT, extension to hub	16	
23	AHA7373	£17.95	WHEEL NUT, RH knock-off	2	2-eared
	AHA7374	£17.95	WHEEL NUT, LH knock-off	2	
24	107948/3	£39.10	WHEEL NUT, RH knock-off	2	3-eared
	107949/3	£39.10	WHEEL NUT, LH knock-off	2	
25	88G606	£17.95	WHEEL NUT, RH knock-off	2	octagonal
	88G607	£17.95	WHEEL NUT, LH knock-off	2	



HUB (Wire Wheel) Conversion Kits

Note: Kits DO NOT include wheels. See above or the accessories section for further details.

26	GAC7050X	£234.84	HUB CONVERSION KIT (Kit includes splined hubs, bevelled nuts, spinners and a hide hammer).	1	octagonal
	GAC7049X	£234.84	HUB CONVERSION KIT (Kit includes splined hubs, bevelled nuts, spinners and a hide hammer).	1	2-eared

Roadside Tools & Equipment

Ill	Part Number	Price £ea.	Description	Req.	Details
1	107863	£Call	STARTING HANDLE	1	TR2-3
	118366	£55.74	STARTING HANDLE	1	TR3A
	131818	£Call	STARTING HANDLE*	1	TR4, (option)

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

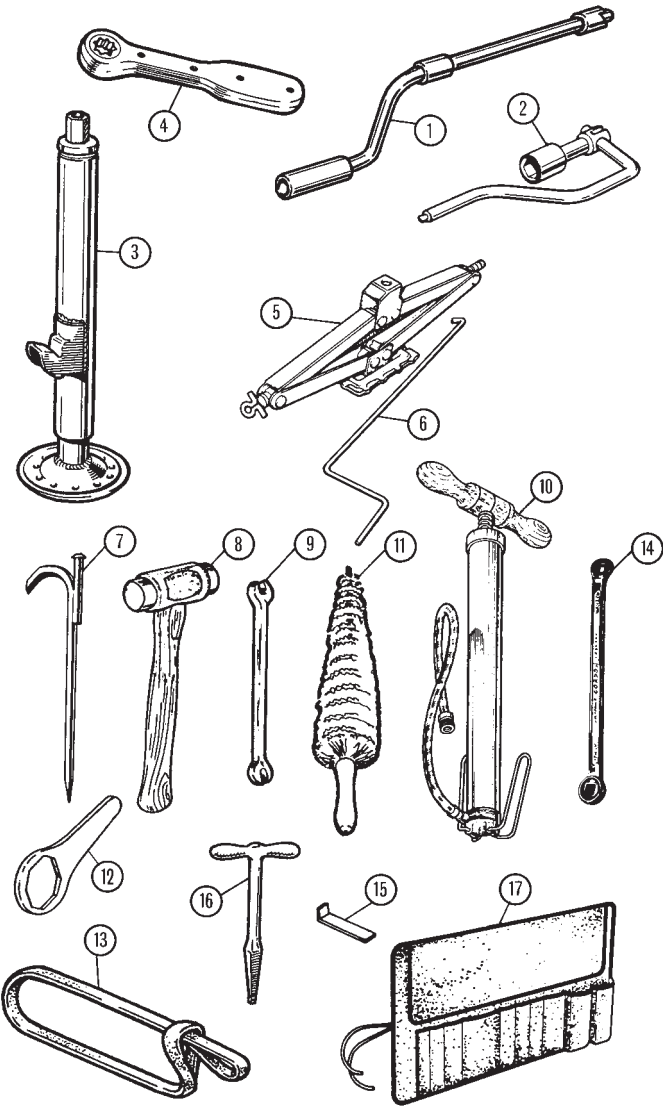
2	516677	£Call	SPANNER, wheel nut	1	
3	110774	£59.95	JACK	1	} TR2-3A, TR4
4	110775	£36.17	HANDLE, ratchet, for jack	1	

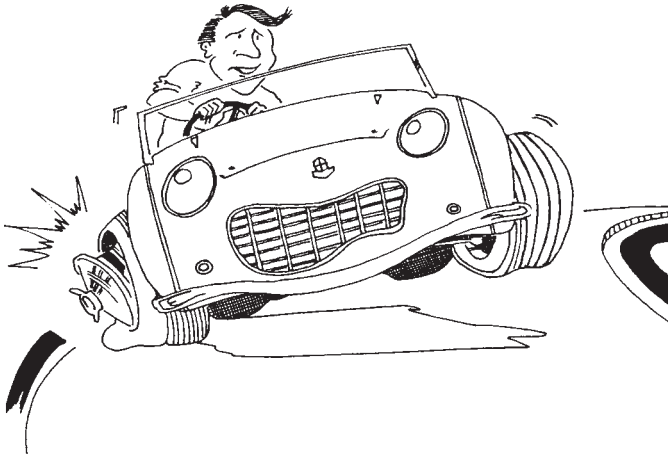
Note: TR2 to TS5468 used a very different jack. The jack listed here will work on these early cars.

5	212677	£146.95	JACK	1	} TR4A
6	UKC4389	£Call	HANDLE, for jack	1	
7	509816	£Call	COMBINATION TOOL	1	hub cap removal
8	C27290	£18.10	HAMMER, wire wheels	1	copper/hide
9	MM385-800	£11.70	SPANNER, wire wheel spokes	1	
(This wide faced spanner is the correct size to tighten spoke nipples without rounding them off. Quality steel is used and the spanner is plated.)					
10	523638A	£Call	TYRE PUMP	NCA	
11	GAC4089	£8.35	BRUSH, wire wheels	1	
12	AHH5839	£4.94	SPANNER, wire wheel 'octagon nut'	1	
13	JRC7954	£3.62	STRAP, spare tyre removal	1	

Note: If you have a TR2-3 or TR3A to TS60000, and fit 4.5 inch wide wheels with a 165x15 (or 5.90x15) tyre, it will be a real struggle to get it into the spare wheel compartment. That struggle however, will pale in to insignificance compared with getting it out! Recommended is our strap with ends protruding to help pull it out. The TR3A from TS60001 has a larger space.

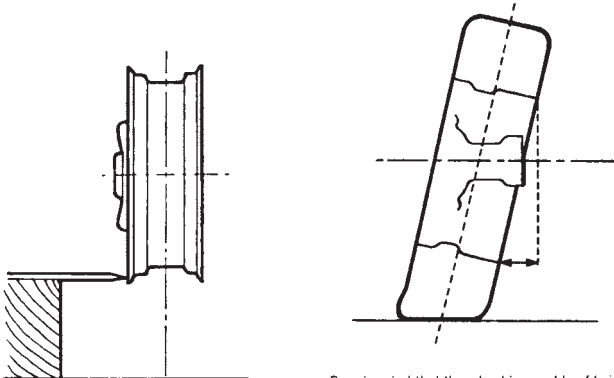
14	GAC5051	£4.65	SPANNER, brake adjusting (1/4" and 5/16" square holes to fit both early and late Girling adjusters).	1	Girling brakes
15	11H1051	£3.67	TOOL, headlamp rim removal	1	Clip-on type
16	650161	£5.34	T' HANDLE, for Dzus fasteners	1	TR2-3A
17	MM647-100	£38.12	TOOL ROLL, (coated jute)	1	TR2-3
	024731	£23.83	TOOL ROLL, (vinyl)	1	





So You Think You've Got Wobbly Wire Wheels?

Back in the good old days when Pete Buckles and myself were just young lads, we were able to buy virtually direct from Dunlop, so the wire wheels were inexpensive. These British made wheels were sold mostly to the TR Register members at insanely low prices. 4.5" x 60 spoke wire wheels went out at £4.10.0d!, with no VAT to pay and we still made a pound on each wheel! The low prices enabled me to indulge in experiments: if they didn't work (or fit), offending wheels would always be 'sold on' and a couple of 'bob' profit could still be made.



Checking vertical (or sideways) run out, by spinning the wheel on a front hub.

Bear in mind that the wheel is capable of being flexed by 4 inches...it is then supposed to return to the original shape!

So my TR2, an attractive beast wearing glistening Midnight Blue paint work and not so glistening (but by then typical), rusty quarter panels, finalised it's development with the unusual combination of 6" Cobra wheels at the front and, 5.5" TR6 wheels at the rear. This was because the TR2 was always enthusiastically driven and the growing pile of Lockheed half shafts finally stopped growing the day a second hand TR4 rear axle was installed, its extra width requiring the above wheel combination to balance its cornering habits.

Now, wire wheels are built to flex (or bend) and this was brought shockingly home to me on one occasion when Pete Buckles visited me in Birmingham (remember Clapgate Lane?). We were off to visit a supplier (who incidentally, still stamps out trunnion blanks for Moss). Pete's TR3 followed my TR2 down an interestingly twisty road which I happened to know particularly well, and after exiting a seriously exciting corner I looked in the mirror to check on the progress of our illustrious leader, and was horrified to see his car in a lurid slide (he maintained it was under control) with its outside front wheel keeling over at a crazy angle, almost 6" off vertical. This memory has remained vivid ever since, and is one explanation why Moss Europe (formerly Cox & Buckles) do not sell second hand or reconditioned wire wheels.

If it is assumed that both hub & rim of a wire wheel are in good condition, it may be worth having the wheel re-spoked 'as necessary' and then trued up by a competent re-builder. The wheel will probably need shot blasting and stove enamelling which will bring the cost to near to (or possibly over) the price of a new wheel. Remember also that you have got a used, worn wheel, not a nice new one. Bear in mind then, that the wheel is capable of being flexed by 4" (i.e., the hub is fixed and the top of the wheel is 4" further out than the bottom), while it is rotating at speed on the road, it is then supposed to return to the original shape. NOW decide if you still want the wheel re-built! We certainly would not want to guarantee one.

Slight sideways run-out (or 'out of true') with wire wheels is therefore not significant: a couple of hard corners will soon re-arrange the wheel spokes anyway. Vertical 'run out' should not be permitted, ever. By far the most common cause of wire wheel 'wobbles' is an incorrect method employed in balancing. A simple spirit level balancer is the thing to seek out. Under no circumstances should balancing be attempted on the now common dynamic machine without the use of the special sprung cones shown

in the illustration, because, although the wheel locates correctly on its inner coned surface, these machines 'try' and locate onto the inside of the wire wheels outer flange, which is NOT a true machined surface. This incorrect technique appears as terrific sideways run-out and the balancing 'specialist' always blames the wheel. Now you know the truth.

It is always best to check the wire wheel by clamping it onto a front hub, using the correct knock-on nut BEFORE fitting the tyre. Spin the wheel on the hub and check sideways or vertical run-out as shown in the illustration, and observe or measure the run-out. + or - 1/16" is not a problem, even +/- 1/8" is barely detectable on the road.

So the conclusion is summarised as follows:

Our new wire wheels are built and assembled to the highest standards. When your wheel/tyre fitter says they are no good, there is a very, very strong chance that he is not using the equipment in a fashion which is appropriate for wire wheels. The above tips will allow you to check the 'truth' of the wire wheel, whether the wheel is new or used. It's a sad truth that wire wheels have a bad reputation they don't deserve, but the people who give them a bad reputation actually deserve it themselves. We have total confidence in the Dunlop product we sell.

By Pete Cox 

How To Balance Centre Lock Wire Wheels

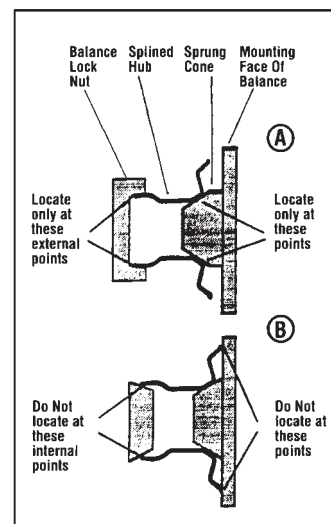
We show here the advice given to tyre fitters, produced by Motor Wheel Services.

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

Diagram A is the correct method of locating the wheel. Diagram B shows the wrong method and one which gives false readings, giving the appearance of untrue or wheels that require large amounts of weights to balance the wheel.

Points To Check

- The original high degree of balance may be affected by wheel damage as well as by other factors related to the tyres uneven tread wear, cover or tube repairs.
- If vibration or high speed steering troubles develop, and this cause is not disclosed by mechanical investigation, then the complete tyre & wheel assembly should be checked for balance.
- It is IMPERATIVE that the hubs are located in the balancing machine in exactly the same manner as located on the car, and the factory truing jigs. Alternatively, balance on the vehicle, this operation can only be done on the front wheels.

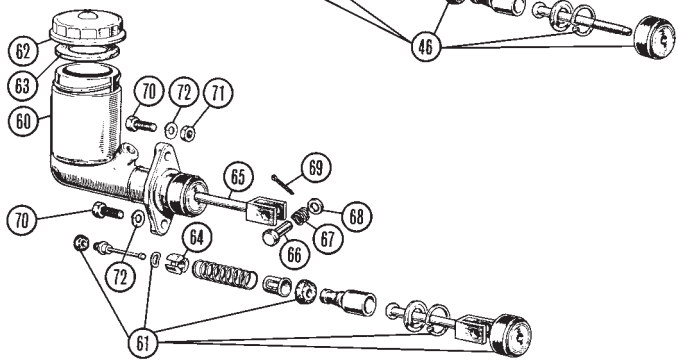
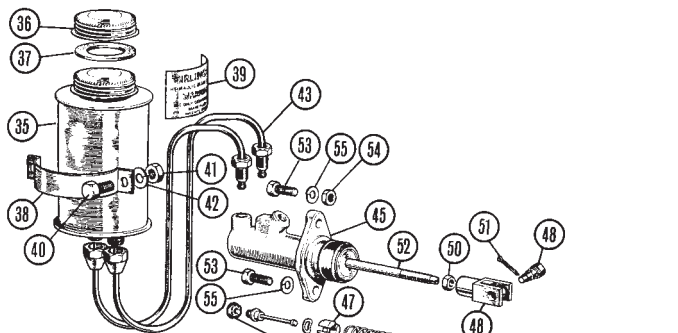
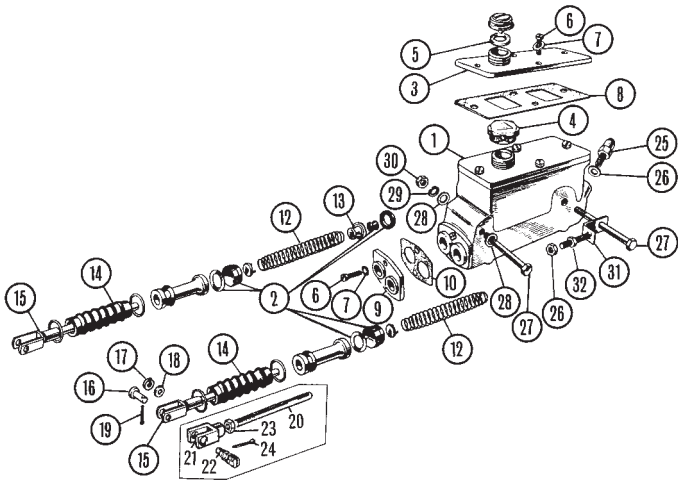


Motor Wheel Services' dedicate considerable time to ensure that your wheels are of the highest quality & reliability. Following this guide, and the information contained in our centre-lock brochure will provide the highest level of customer satisfaction.

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Motor Wheel Service



5	17H4708	£2.25	WASHER	1	(for original metal cap)
6	AAA4758	£0.83	SCREW, cover to body	a/r	
7	GHF321	£0.05	WASHER, star	a/r	
8	501190	£2.69	GASKET, cover, (original cylinders)	1	
9	501193	£Call	PLATE, front	1	
10	AAA4757	£1.17	GASKET, for plate	2	(replace when rebuilding cyl.)
12	AJH5083	£Call	SPRING	1	
13	059267	£Call	CHECK VALVE, (brake only)	1	
14	501194	£3.43	BELLOW, push rod	2	
15	501775	£Call	PUSH ROD ASSEMBLY	2	see item 20
16	PJ8812	£0.63	CLEVIS PIN	2	
17	AJD7731	£0.20	WASHER, double coil	2	
18	GHF301	£0.07	WASHER, plain	2	
19	PS103121	£0.49	SPLIT PIN	2	
(The original push rod (501775) is no longer available. Those of you missing the original push rod can make one with the following parts, (items 20 to 24).					
20	504852	£3.52	PUSH ROD, (cut to fit)	2	
21	057194K	£4.60	FORK END KIT	2	includes screw pin
23	NT605041	£0.17	NUT, 'jam', for fork	2	
24	GHF502	£0.10	SPLIT PIN	2	
25			ADAPTOR, clutch pipe		(original)
	21K8564	£6.95	ADAPTOR, clutch pipe	1	(replacement)
26	233220A	£0.44	WASHER, copper	1	
27	BH605261	£1.28	BOLT, master cylinder	2	
28	GHF302	£0.15	WASHER, plain	4	
29	GHF333	£0.05	WASHER, locking	2	
30	GHF202	£0.10	NUT	2	
31	107691	£Call	BRACKET ASSEMBLY	2	cylinder adjustment
32	JN2107	£0.15	NUT, 'jam'	4	

Girling Brake Hydraulics (TR3 from TS13046, TR3A)

35	114530	£43.95	RESERVOIR, brake & clutch fluid	1	
36	500201	£5.82	FILLER CAP	1	
37	106095	£0.93	SEAL, filler cap	1	
38	113368	£Call	CLAMP, reservoir mounting	1	
39	CRST148	£2.15	DECAL, 'GIRLING WARNING'	1	
40	GHF117	£0.14	SCREW	2	
41	GHF200	£0.10	NUT, plain	2	
42	GHF331	£0.05	WASHER, locking	2	
43	505062	£11.40	PIPE, brake & clutch	1	
45	GR64067854	£63.95	MASTER CYLINDER, brake	1	
46	GRK1027	£9.50	REPAIR KIT	1	
47	111163	£Call	SPACER	1	
(Internal components of Girling cylinders fitted on TR3-3A up to TS34311 may vary. Therefore, if in doubt, fit GR64067854 cylinder assembly).					
48	057194K	£4.60	FORK END KIT	1	includes screw pin
50	NT605041	£0.17	NUT, 'jam', for fork	1	
51	GHF502	£0.10	SPLIT PIN	1	
52	507206	£Call	PUSH ROD	1	
53	SH605071	£0.54	SCREW, cylinder to support bracket	2	
54	GHF201	£0.10	NUT, plain	1	
55	GHF332	£0.15	WASHER, locking	2	

Girling Brake Hydraulics (TR4-4A)

60	131661	£136.00	MASTER CYLINDER, brake	1	TR4, (0.75" bore)
	GR64067671	£88.03	MASTER CYLINDER, brake	1	TR4A, (0.70" bore)
61	GRK1027	£9.50	REPAIR KIT	1	TR4, (0.75" bore)
	18G8986	£9.54	REPAIR KIT	1	TR4A, (0.70" bore)
62	510844	£9.54	CAP	1	
63	606404A	£0.78	SEAL, filler cap	1	
64	111163	£Call	SPACER	1	
65	510197	£8.90	PUSH ROD	1	

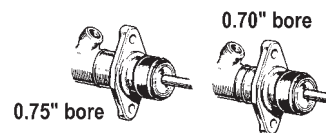
Brake Master Cylinder

One of the nicer things about the early TR's are the simple ways that Triumph used to improve the performance. Brakes were gradually improved and these 'simple ways' allow great inter-change-ability, even of TR4 to TR6 parts on the earlier TR's. This does create a problem for the TR owner as he may not necessarily be aware of the source of the parts, so hopefully the following pages will unravel the mysteries. Some of the changes may have been caused by non-availability of original parts. The most common change is the total replacement of the TR2-3 Lockheed axle with the Girling axle, and all its related brake parts.

For master cylinder support brackets see 'Master Cylinder Mountings & Pedal' on page 57.

Lockheed Brake Hydraulics (TR2, TR3 to TS13045)

Ill	Part Number	Price £ea.	Description	Req.	Details
1	LK36944	£Call	MASTER CYLINDER, clutch & brake	1	(original)
	LK36944X	£155.95	MASTER CYLINDER, clutch & brake	1	(replacement)
(The original cylinder (part no. LK36944) is no longer available. The cylinder we supply (part no. LK36944X) is the closest to the real thing. The clutch pipe outlet has a different thread and requires an adaptor. Originality freaks will be pleased that you can't really see this when fitted. Our replacement is called a kit because it comes complete with a brake pipe which has a UNF thread at one end (for attachment to the replacement master cylinder) and a BSF thread at the other end to mate with the four-way brake banjo adaptor. This kit also includes the clutch pipe adaptor).					
2	8G8224Z	£12.97	REPAIR KIT, services both types	1	(bellows not included)
3	501189	£Call	COVER, (original cylinders)	1	
4	513123A	£3.69	FILLER CAP, plastic	1	(replaces metal cap)



Note: TR4's to CT5783 used a cylinder with a 0.75" bore. All later cars had 0.70" bores. Cylinders are identified by rings cast in the bodies. Part no. 131661 had one ring and has a 0.75" bore, part no. 132909 had two rings and has a 0.70" bore.

66	PJ8812	£0.63	CLEVIS PIN	1	
67	131787	£Call	SPRING, anti-rattle	2	
68	GHF301	£0.07	WASHER, plain	1	
69	GHF503	£0.39	SPLIT PIN	1	
70	GHF103	£0.17	SCREW, cylinder to bracket	2	
71	GHF202	£0.10	NUT, plain	1	
72	GHF332	£0.15	WASHER, locking	2	

Master Cylinder Mountings & Pedal

For numbered illustration please refer to page 25.

NI 106668	£Call	BRACKET ASSEMBLY	1	TR2, TR3 To TS13045
203239	£Call	BRACKET ASSEMBLY	1	TR3 From TS13046, TR3A
138910SR	£Call	BRACKET ASSEMBLY	1	TR4-4A
NI 106670	£Call	COVER ASSEMBLY, pedal shaft	1	
NI GHF201	£0.10	NUT, bracket & cover to bulkhead	4	
NI GHF332	£0.15	WASHER, locking	4	
NI SH605061	£0.16	SCREW	2	cover & m/cyl. to bulkhead
NI GHF332	£0.15	WASHER, locking	2	
NI SH605051	£0.23	SCREW, cover to bulkhead	2	
NI GHF332	£0.15	WASHER, locking	2	
NI SH604091	£0.70	SCREW, pedal stop	2	
NI JN2107	£0.15	NUT, jam	2	
NI 106672	£Call	PEDAL, clutch, RHD	1	TR2, TR3 To TS13045
113363	£Call	PEDAL, clutch, RHD	1	TR3 From TS13046, TR3A
133810	£Call	PEDAL, clutch, RHD	1	TR4-4A
106766	£Call	PEDAL, clutch, LHD	1	TR2, TR3 To TS13045
113363	£Call	PEDAL, clutch, LHD	1	TR3 From TS13046, TR3A
129275	£Call	PEDAL, clutch, LHD	1	TR4-4A
NI 106673	£Call	PEDAL, brake, RHD	1	TR2, TR3 To TS13045
113366	£Call	PEDAL, brake, RHD	1	TR3 From TS13046, TR3A
133808	£Call	PEDAL, brake, RHD	1	TR4-4A
106767	£Call	PEDAL, brake, LHD	1	TR2, TR3 To TS13045
113364	£Call	PEDAL, brake, LHD	1	TR3 From TS13046, TR3A
129277	£Call	PEDAL, brake, LHD	1	TR4-4A
NI 100954	£1.26	BUSH, pedal pivot	4	
NI 110016	£4.84	SHAFT, pedal	1	
NI 106678	£Call	BRACKET, pedal shaft	2	
NI SH606051	£0.34	SCREW, bracket to shaft	2	
NI GHF333	£0.05	WASHER, locking	2	
NI PJ8812	£0.63	CLEVIS PIN	2	TR2, TR3 To TS13045
057194K	£4.60	SCREWED PIN	2	TR3 From TS13046, TR3A
PJ8812	£0.63	CLEVIS PIN	2	TR4-4A
NI AJD7731	£0.20	WASHER, double coil	2	TR2, TR3 To TS13045
131787	£Call	SPRING, anti-rattle	2	TR4-4A
NI GHF301	£0.07	WASHER, plain	2	TR2, TR3 To TS13045, TR4-4A
NI PS103121	£0.49	SPLIT PIN	2	TR2, TR3 To TS13045
GHF502	£0.10	SPLIT PIN	2	TR3 From TS13046, TR3A
GHF503	£0.39	SPLIT PIN	2	TR4-4A
NI 105159	£2.50	PEDAL RUBBER, ribbed	2	TR2, TR3 To TS13045
NI 122289	£2.10	PEDAL RUBBER, 'Triumph' logo	2	TR3 From TS13046, TR3A
NI 057950	£1.37	SPRING, pedal return	2	TR4-4A

Standard & Uprated Brake Kits/Components

Only for vehicles with: 10.13/16" front brake discs using type C brake calipers and 9" rear brake systems.

Brake Kit 1 (Standard Brake Discs, Pads, Shoes, Hoses & Fittings)

1	TGK130	£219.58	BRAKE KIT	1
2	209327	£15.70	BRAKE DISC, front brake caliper	2
3	113150	£0.89	BOLT, friction disc to front hub	8
4	GHF333	£0.05	WASHER, locking	8
5	510792	£12.67	PISTON, caliper	4
6	601960	£19.95	SEAL SET, caliper, car set	1
8	GBK1003	£8.95	PAD FITTING KIT	1
9	556508A	£1.52	SCREW, bleed nipple	2
10	GBP114	£10.72	BRAKE PAD SET, standard	1
12	GRSP2750	£5.73	SHIM SET, anti-squeal	1
14	GBH176	£20.50	HOSE, flexible, front	2
15	GWC1154	£17.47	REAR WHEEL CYLINDER	2
16	GRSP2862	£9.74	FITTING KIT	1
17	BAU1420A	£7.79	FITTING KIT	1
18	GRSR58	£16.95	FITTING KIT	1
19	GBS778AF	£18.55	BRAKE SHOE SET, standard	1
20	GBH178	£8.90	HOSE, flexible, rear LH	1
21	GBH177	£10.22	HOSE, flexible, rear RH	1

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

22	TGK133	£55.74	BRAKE KIT	1
2	209327	£15.70	BRAKE DISC	2
10	GBP114	£10.72	BRAKE PAD SET	1
19	GBS778AF	£18.55	BRAKE SHOE SET	1

Brake Kit 1B (Standard Brake Discs & Pads)

24	TGK135	£39.99	BRAKE KIT	1
2	209327	£15.70	BRAKE DISC	2
10	GBP114	£10.72	BRAKE PAD SET	1

Cross-Drilled Brake Disc Set

These specially drilled brake discs will dissipate heat and shed water quicker than the standard solid versions, assuring faster and more consistent braking under all conditions.

26	209327XKG	£57.70	BRAKE DISC SET, cross-drilled, grooved	1 (pair)
NI	209327TG	£154.59	EBC 'SLOTTED & DOTTED', brake disc	1 (pair)

Note: Discs are handed RH/LH.

4 Pot (283mm) Vented Brake Caliper Kits

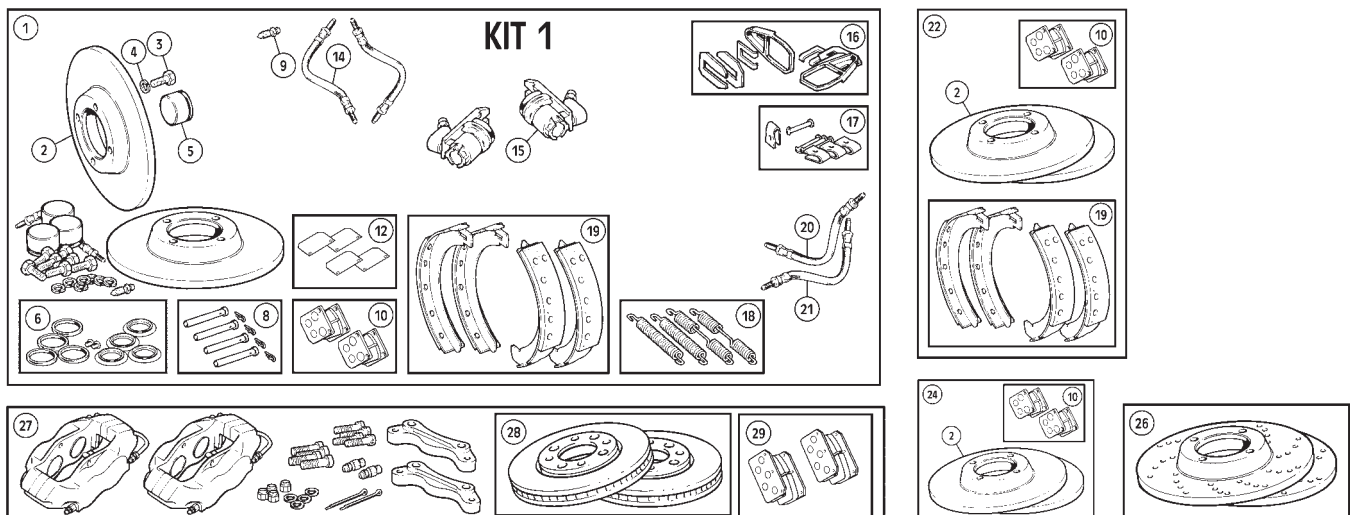
The ultimate in braking efficiency, our 4 pot vented brake kit is supplied with 4 pot alloy calipers, adaptor plates, vented discs and fast road pads for maximum stopping power.

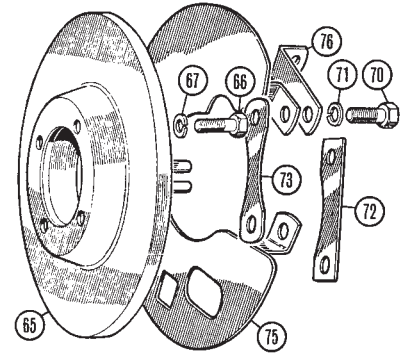
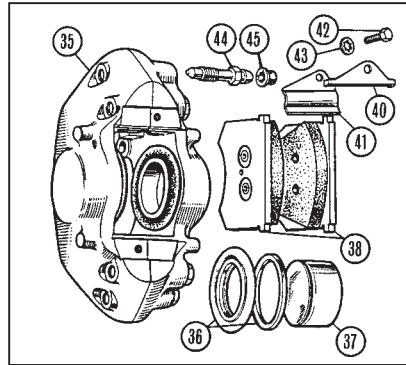
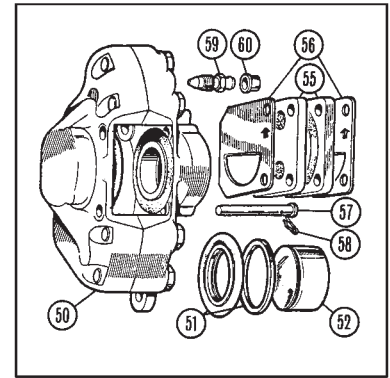
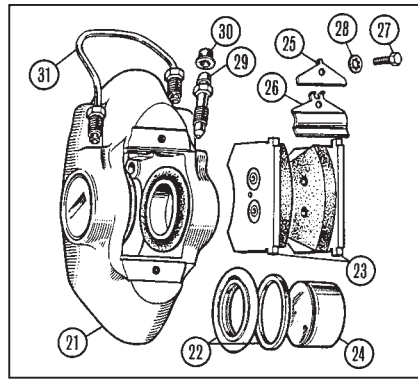
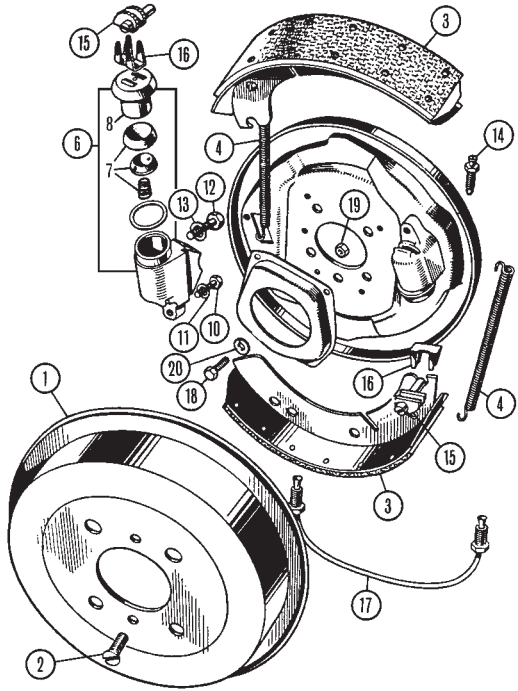
27	SPB32521	£714.41	VENTED BRAKE KIT	1
	SPB32521X	£759.00	VENTED BRAKE KIT	1
28	SPB32524	£70.15	BRAKE DISC SET, vented	1
	SPB32524X	£210.38	BRAKE DISC SET, vented & cross-drilled	1
29	RD150-3668	£42.95	BRAKE PAD SET, soft	1
	RD1311	£50.94	BRAKE PAD SET, medium	1
	RD1313	£Call	BRAKE PAD SET, hard	1

For Uprated Pads & Shoes (See pages 58 & 59) & page A04-05 in the accessories section).

For Alfin Brake Drums (See page 59) & page A05 in the accessories section).

For Uprated Clutch Hoses (See pages 26 & 27) & page A04 in the accessories section).

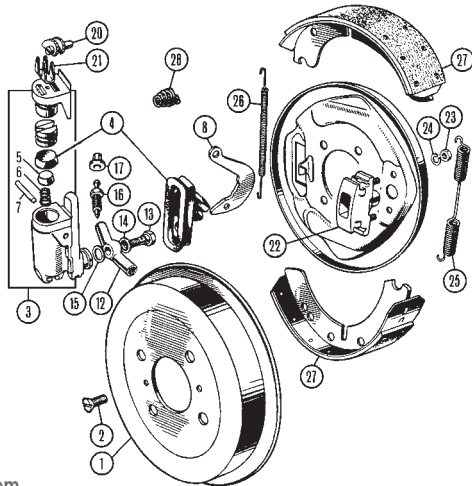




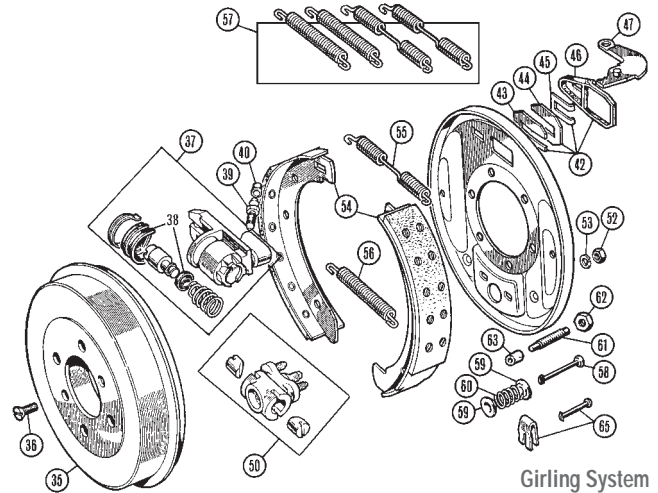
Front Brakes

Ill	Part Number	Price Eea.	Description	Req.	Details
1	301126	£44.00	BRAKE DRUM, 10", standard	2	alternative
2	301590	£201.25	BRAKE DRUM, 10", 'Alfin' alloy	4	
3	LKKB1010R	£44.31	SHOE SET, (10"), front, (relined)	1	
4	7H7936	£3.65	SPRING, brake return	4	
6	GWC110	£17.95	WHEEL CYLINDER, RH	2	
	GWC111	£17.95	WHEEL CYLINDER, LH	2	
7	8G8245	£5.95	REPAIR KIT	4	
8	7H7941	£Call	PISTON ASSEMBLY	4	
10	SH605051	£0.23	SCREW, 5/16", (one per cylinder)	4	
11	GHF332	£0.15	WASHER, locking, 5/16"	4	
12	SH604031	£0.69	SCREW, 1/4", (one per cylinder)	4	
13	GHF331	£0.05	WASHER, locking, 1/4"	4	
14	3H2428	£0.95	BLEED NIPPLE	2	
15	7H7931	£15.90	ADJUSTER	4	
16	7H7930	£Call	MASK, adjuster	4	
17		£Call	BRIDGE PIPE	4	
			(Bridge pipes are only supplied in our brake pipe sets).		
18	TR6504	£0.30	SCREW, grease catcher retaining	8	TR2, TR3 To TS13045
19	HN2005	£0.14	NUT, plain	8	
20	WL700101	£0.09	WASHER, locking	8	
21	203544E	£136.98	CALIPER ASSEMBLY, RH	1	
	203543E	£136.98	CALIPER ASSEMBLY, LH	1	
22	601960	£19.95	REPAIR KIT, (for 2 calipers)	1	
23	GBP172	£34.20	PAD SET	1	
24	510792	£12.67	PISTON	4	
	510792SS	£15.61	PISTON, stainless steel	4	
25	504833	£3.04	PLATE, pad retaining	4	
26	119245	£3.58	SPRING, anti-rattle	4	
27	SH604041	£0.17	SCREW, for plate & spring	4	
28	GHF331	£0.05	WASHER, locking	4	
29	601959	£2.00	BLEED SCREW	2	
30	SMP100030	£1.47	CAP, bleeder screw	2	
31	GPP10AA	£7.24	BRIDGE PIPE, (9")	2	
35	205396	£121.95	CALIPER ASSEMBLY RH, new	1		'A' type solid calipers
	205395	£121.95	CALIPER ASSEMBLY LH, new	1	
36	601960	£19.95	REPAIR KIT, (for 2 calipers)	1	
37	510792	£12.67	PISTON	4	
	510792SS	£15.61	PISTON, stainless steel	4	
38	GBP172	£34.20	PAD SET	1	
40	509051	£3.32	PLATE, pad retaining	4	
41	509049	£5.09	SPRING, anti-rattle	4	
42	SH604041	£0.17	SCREW	4	
			(wire wheels)		
			(steel wheels)		
			(split calipers)		
			(Illustration B)		
			TR3A From TS56377		
			(wire wheels)		
			TS56834, (steel wheels)		
			TR3B, (TSF series)		
			TR4 To CT4689, (wire wheels)		

43	GHF331	£0.05	WASHER, locking	4	& CT4387, (steel wheels)	
44	601959	£2.00	BLEED NIPPLE	2		
45	SMP100030	£1.47	CAP, bleed nipple	2		
50	311851	£97.82	CALIPER ASSEMBLY, RH, new	1		
	311852	£97.82	CALIPER ASSEMBLY, LH, new	1		
51	601960	£19.95	REPAIR KIT, (for 2 calipers)	1		
52	510792	£12.67	PISTON	4		
	510792SS	£15.61	PISTON, stainless steel	4		
55	GBP114	£10.72	PAD SET, standard	1		Illustration C
	TT31501KV	£26.94	PAD SET, Kevlar, (fast road/sport)	1		TR3B, (TCF series)
	TT3150	£Call	PAD SET, Mintex M1144, (fast road/race)	1		TR4-4A From
	GRPFK1	£14.95	FITTING KIT, brake pads	1		CT4690, (wire wheels)
56	GRSP2750	£5.73	SHIM SET, anti-squeal	1		& CT4388, (steel wheels)
57	011368A	£1.40	PIN, pad retaining	4		
58	011369A	£0.85	CLIP, for pin	4		
59	556508A	£1.52	BLEED NIPPLE	2		
60	SMP100030	£1.47	CAP, bleed nipple	2		
65	203189	£36.95	BRAKE DISC (11")	2	use with calipers A & B	
	209327	£15.70	BRAKE DISC, (10 13/16"), standard	2	use with	
	209327XKG	£57.50	BRAKE DISC, (10 13/16"), cross drilled	2	type C calipers	
66	113150	£0.89	BOLT, disc to front hub	8		
67	GHF333	£0.05	WASHER, locking, for bolt	8		
70	BTB610	£1.91	BOLT, caliper mounting	4		
71	GHF334	£0.12	WASHER, locking, for bolt	4		
72	560199	£0.93	LOCK TAB	2	(alternative to GHF334)	
73	115682	£4.45	SHIM, caliper mounting	a/r	(Use to centralise the caliper on the disc).	
75	582-100	£Call	DUST COVER, RH	1	use with calipers A & B	
	204379	£Call	DUST COVER, LH	1		
	209325	£Call	DUST COVER, RH	1		use with type C calipers
	209326	£Call	DUST COVER, LH	1		
	307226	£Call	DUST COVER, RH	1		TR4A
	307227	£Call	DUST COVER, LH	1		
76	141124	£3.35	BRACKET, brake hose	2		



Lockheed System



Girling System

Caliper Tip

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

Lockheed System (TR2, TR3 to TS1304)

Ill	Part Number	Price £ea.	Description	Req.	Details
1	210578	£29.31	BRAKE DRUM*, 9", rear, standard	2	} TR2 To TS5442
	202267	£195.70	BRAKE DRUM*, 9", rear, 'Alfin' alloy	2	
	301126	£44.00	BRAKE DRUM, 10", rear, standard	2	
	301590	£201.25	BRAKE DRUM, 10", rear, 'Alfin' alloy	2	
2	V5435	£0.83	SCREW, drum retaining	4	
3	GWC1111	£44.95	WHEEL CYLINDER	2	gaiter for lever not included
4	8G8243	£5.95	REPAIR KIT	2	includes gaiter for lever
5	7H7940	£3.86	EXPANDER	2	
6	7H7939	£1.91	SPRING	2	
7	17H7203	£Call	PIN	2	
8	27H7395	£Call	LEVER, handbrake cable	2	
(There were originally 2 types of rear wheel cylinders fitted on TR2 & TR3 to TS13045, the only difference being the handbrake cable lever. Both have superseded to the GWC1111 (item 8), when replacing these cylinders make sure you fit a pair).					
12	059258	£19.53	CONNECTOR	2	
13	7H7847	£2.89	BOLT, banjo	2	
14	3H550	£0.44	WASHER, bolt to connector	2	
15	233220A	£0.44	WASHER, connector to cylinder	2	
16	27H7166	£3.94	BLEED NIPPLE	2	
17	SMP100030	£1.47	COVER, bleed nipple	2	
20	7H7931	£15.90	ADJUSTER	2	
21	7H7930	£Call	MASK, for adjuster	2	
22	7H7932	£Call	ABUTMENT ASSEMBLY	2	
23	AJD8105Z	£0.16	NUT, plain	4	
24	GHF332	£0.15	WASHER, locking	4	
25	17H7499	£3.28	SPRING, abutment end	2	
26	7H7936	£3.65	SPRING, wheel cylinder end	2	
27	LKKB1007R	£Call	BRAKE SHOE SET, rear	1	9" brakes
	LKKB1010R	£44.31	BRAKE SHOE SET, rear	1	10" brakes
28	AAA4714	£1.52	SPRING, shoe retaining	4	

Girling System

10" Brake System (TR3-3A to approximately TS56376)

Varying the rear wheel cylinder bore will have the effect of altering front to rear brake balance. When replacing rear wheel cylinders make sure you fit a pair.

35	210578	£29.31	BRAKE DRUM*, 9", rear, standard	2	} TR3A From approx } TS56377 TR4-4A
	202267	£195.70	BRAKE DRUM*, 9", rear, 'Alfin' alloy	2	

*Fitment notes on live axle cars: 202267 & 210578, these are the only 9" drums available for TR2-4A and will require the four stud holes drilling to fit over the 9/16" shoulder of the wheel stud.

37	GWC1112	£21.48	WHEEL CYLINDER (0.75" bore, flat piston).	2	} TR3 From TS13046 } To TS15331
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38	18G9065	£15.32	REPAIR KIT, (axle set)	1	} (10" brakes)
	GWC1118	£49.86	WHEEL CYLINDER (0.75" bore, slotted piston).	2	
	18G9065	£15.32	REPAIR KIT, (axle set)	1	} (10" brakes)
	GWC1154	£17.47	WHEEL CYLINDER (5/8" bore - 0.625").	2	
	GRSP2030Z	£6.07	REPAIR KIT, (axle set)	1	} (10" brakes)
50	7H4997	£71.40	ADJUSTER ASSEMBLY	2	
52	GHF201	£0.10	NUT, plain	4	
53	GHF322	£0.08	WASHER, shake-proof	4	
54	505351	£21.48	BRAKE SHOE, rear, (sold each)	4	
55	505081	£4.55	RETURN SPRING, cylinder end	2	9" & 10" brakes
56	FRC3234	£1.33	RETURN SPRING, adjuster end	2	
58	17H7993	£0.54	PIN, brake shoe retaining	4	} 10" brakes
59	17H4374	£0.83	WASHER	8	
60	504877	£0.53	SPRING	4	TS13046 To TS15331
61	505349	£Call	STEADY POST, brake shoe	4	10" brakes
62	505350	£Call	NUT	4	TR3 From TS15332,
63	7H4429	£0.98	FELT BUSH	4	TR3A To TS56376 (approx.)

9" Brake System (TR3A from approximately TS56377, TR4-4A)

Varying the rear wheel cylinder bore will have the effect of altering front to rear brake balance. When replacing rear wheel cylinders make sure you fit a pair.

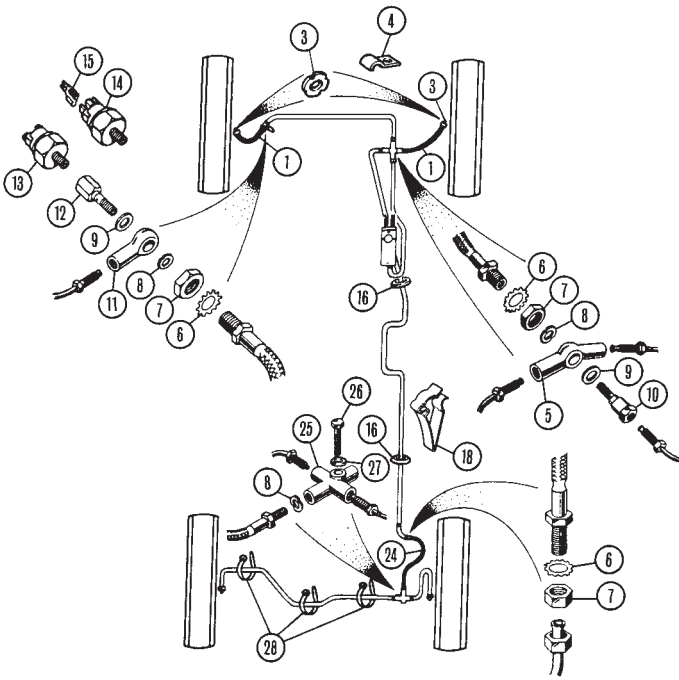
1	210578	£29.31	BRAKE DRUM*, 9", rear, standard	2	} TR3A From approx } TS56377 TR4-4A
	202267	£195.70	BRAKE DRUM*, 9", rear, 'Alfin' alloy	2	

*Fitment notes on live axle cars: 202267 & 210578, these are the only 9" drums available for TR2-4A and will require the four stud holes drilling to fit over the 9/16" shoulder of the wheel stud.

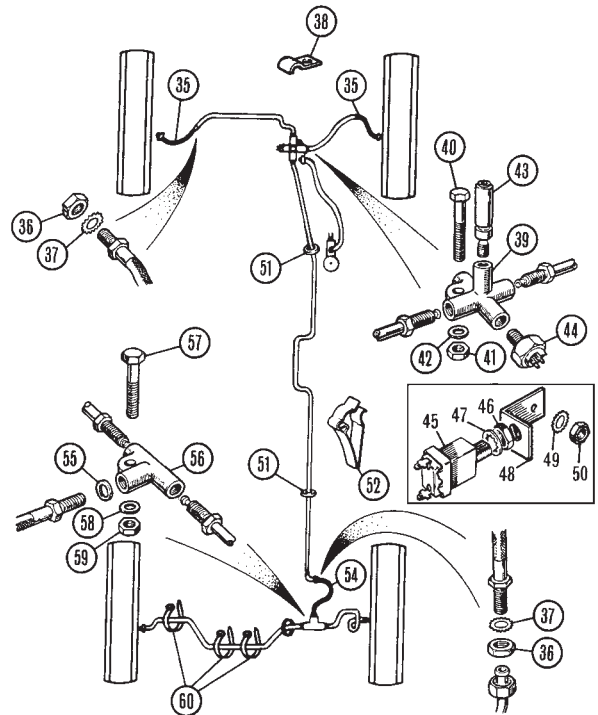
37	GWC1112	£21.48	WHEEL CYLINDER (0.75" bore).	2	} TR3A From TS56377, TR3B } TR4 To CT5655 (wire wheels)
	18G9065	£15.32	REPAIR KIT, (axle set)	1	
	GWC1154	£17.47	WHEEL CYLINDER (0.70" bore).	2	} TR4 From CT5656 } (wire wheels) & } CT5783 (steel wheels)
38	512351Z	£5.43	REPAIR KIT, (axle set)	1	
50	37H6134Z	£10.72	ADJUSTER ASSEMBLY	2	
51	111054	£2.89	WEDGE	4	
52	GHF200	£0.10	NUT, plain	4	
53	GHF321	£0.05	WASHER, shake-proof	4	
54	GBS778AF	£18.55	BRAKE SHOES, rear, standard	1	} set of 4
NI	TT31524	£109.57	BRAKE SHOES, rear, uprated	1	
55	505081	£4.55	RETURN SPRING, cylinder end	2	9" & 10" brakes
	508817	£5.90	RETURN SPRING, adjuster end	2	
57	GRSR58	£16.95	KIT, brake pull off springs, per axle	1	
65	BAU1420A	£7.79	KIT, shoe hold down, (axle set)	1	

All Models

36	V5435	£0.83	SCREW, drum retaining	4
39	556508A	£1.52	BLEED NIPPLE	2
40	SMP100030	£1.47	CAP, bleed nipple	2
42	GRSP2862	£9.74	KIT, cylinder retaining, (axle set)	1
43	505091A	£2.07	SPRING PLATE	2
44	7H4907	£1.61	LOCKING PLATE, w/cylinder	2
45	7H4925	£Call	WASHER, spacer, (locking plate)	2
46	505093A	£1.91	DUST COVER	2
47	157672	£11.01	LEVER, handbrake cable	2



TR2-3 to TS13045 (Lockheed)



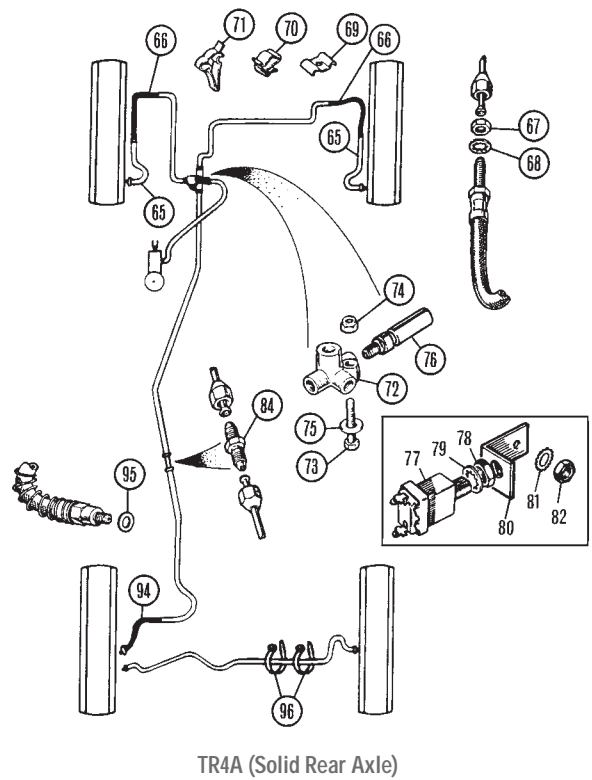
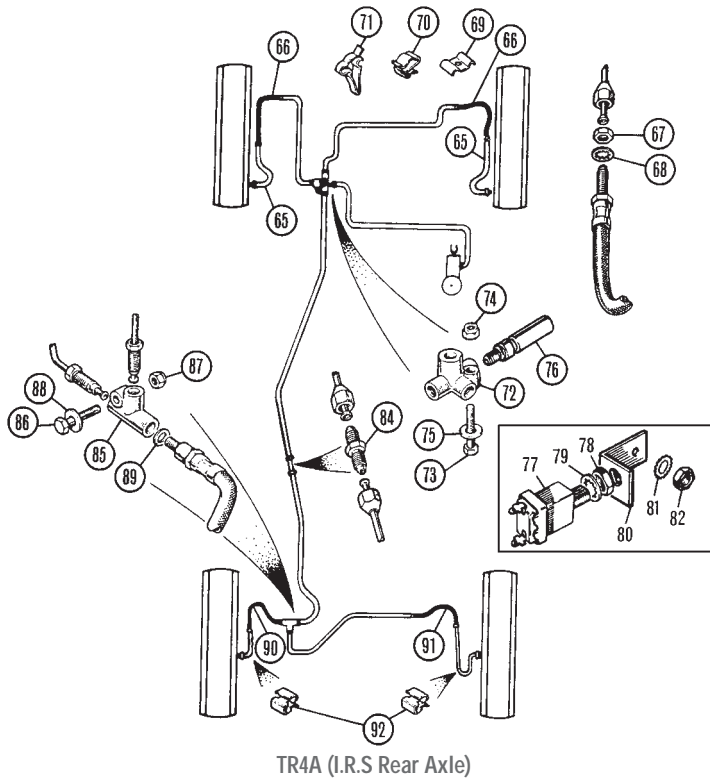
TR3, TR3A & TR4 (Girling)

Lockheed System (TR2-3 to TS13045)

Ill	Part Number	Price £ea.	Description	Req.	Details
1	108595	£24.96	BRAKE HOSE, front	2	standard
	TT3040	£35.19	BRAKE HOSE SET, front, (pair)	1pr	stainless steel braided
3	233220A	£0.44	WASHER, copper, hose to cylinder	2	
4	059380	£1.25	CLIP, pipe to bulkhead	a/r	
5	059258	£19.53	CONNECTOR, RH	1	
6	WE600101	£0.30	WASHER, locking	3	
7	2K8686	£0.72	NUT, on hoses	3	
8	233220A	£0.44	WASHER, copper	3	hose to connector
9	3H550	£0.44	WASHER, copper	2	adaptor to connector
10	27H7167	£13.65	ADAPTOR, RH	1	
11	27H7189	£15.61	CONNECTOR, banjo, LH	1	
12	059293	£9.50	ADAPTOR, LH	1	
13	13H2303	£6.60	SWITCH, brake light	1	screw type contacts
14	C16062A	£5.14	SWITCH, brake light	1	Lucar type contacts
(These 2 brake light switches have BSP threads).					
15	RTC220A	£0.25	LUCAR CONNECTOR	a/r	(Use for converting from screw type switch).
16	CD23720	£1.10	GROMMET, pipe to chassis	2	
18	059191	£0.49	CLIP, pipe to chassis	4	
24	108596Z	£12.52	BRAKE HOSE, rear	1	standard
	TT3042	£15.86	BRAKE HOSE, rear	1	stainless steel braided
25	501505	£13.95	CONNECTOR, 3-way, rear	1	
26	SH605041	£0.33	SCREW, connector to chassis	1	
27	GHF331	£0.05	WASHER, locking	1	
28	GHF1268	£0.20	CLIP, pipes to axle housing	3	plastic
	14G800	£3.75	CLIP, pipes to axle housing	3	metal

Girling System (TR3 from TS13046, TR3A-TR4)

Ill	Part Number	Price £ea.	Description	Req.	Details
35	GBH206	£12.19	BRAKE HOSE, front	2	standard
	TT3142	£14.49	BRAKE HOSE, front	2	stainless steel braided
36	NT606041	£0.33	NUT, brake hoses	3	
37	GHF323	£0.06	WASHER, locking, brake hoses	3	
38	059380	£1.25	CLIP, pipe to bulkhead	a/r	
39	279412K	£21.45	UNION & SWITCH KIT, 5-way	1	TR3 From TS13046 TR3A, TR4 To CT26930
	565719A	£12.67	CONNECTION, 4-way	1	TR4 From CT26930
40	BH604101	£0.24	BOLT, connector to chassis	1	
41	GHF271	£0.20	NUT, nyloc	1	
42	GHF300	£0.06	WASHER, plain	1	
43	116197	£Call	RESTRICTOR VALVE	1	
44	21B291	£9.74	SWITCH, brake light	1	TR3 From TS130469 TR3A, TR4 To CT26929
(The above switch has spade type terminals and the correct UNF thread for the original 5 way connection. The TR3 from TS13046 and TR3A to TS60000 originally had a switch with screw type connectors, but this is not available. The later switch (21B291) can easily be installed into the early loom by replacing the 'spades' with Lucar connectors (RTC220A).					
45	134529	£6.27	SWITCH, brake light (Mounted on master cylinder bracket).	1	
46	NT608041	£0.59	NUT, nyloc, (use with 134529)	1	
47	GHF325	£0.17	WASHER, shakeproof	1	TR4 From CT26930
48	138911	£Call	BACKET, mounting switch	1	
49	GHF325	£0.17	WASHER, star	1	
50	NT608041	£0.59	NUT, nyloc	1	
51	CD23720	£1.10	GROMMET, pipe to chassis, front	2	
52	059191	£0.49	CLIP, pipe to frame	3	
54	GBH206	£12.19	BRAKE HOSE, rear	1	standard
	TT3142	£14.49	BRAKE HOSE, rear	1	stainless steel braided
55	233220A	£0.44	WASHER, copper, hose to connector	1	
56	BTB657	£6.80	CONNECTOR, 3-way	1	
57	GHF120	£0.16	SCREW, connector to chassis	1	
58	GHF272	£0.30	NUT, nyloc	1	
59	GHF301	£0.07	WASHER, plain	1	
60	GHF1268	£0.20	CLIP, pipes to axle housing	3	plastic replacement
	14G800	£3.75	CLIP, pipes to axle housing	3	metal replacement



TR4A

ill	Part Number	Price £ea.	Description	Req.	Details
65	309723	£7.24	PIPE, hose to calipers	2	
66	GBH176	£20.50	BRAKE HOSE, front	2	standard
	TT3240	£25.40	BRAKE HOSE SET, front, (pair)	1pr	stainless steel braided
67	NT606041	£0.33	NUT,	5/7	IRS models use 7
68	GHF323	£0.06	WASHER, locking	5/7	
69	2H400	£1.17	CLIP, brake/clutch pipe to bulkhead	1	
70	618386	£Call	CLIP, pipe to chassis	1	
71	059191	£0.49	CLIP, pipe to chassis	2	
72	565719A	£12.67	CONNECTOR, 4-way	1	
73	BH604101	£0.24	BOLT, connector to chassis	1	
74	GHF271	£0.20	NUT, nyloc	1	
75	GHF300	£0.06	WASHER, plain	1	
76	116197	£Call	RESTRICTOR VALVE	1	(not always fitted)
77	134529	£6.27	SWITCH, brake light	1	
78	NT608041	£0.59	NUT, nyloc, (use with 134529)	1	
79	GHF325	£0.17	WASHER, shakeproof	1	
80	138911	£Call	BRACKET, switch mounting	1	
81	GHF325	£0.17	WASHER, star	1	
82	NT608041	£0.59	NUT, nyloc	1	
84	ACB5559	£2.64	UNION, double ended	1	
85	BTB657	£6.80	CONNECTOR, 3-way	1	
86	BH604281	£0.39	BOLT, connector to chassis	1	
87	GHF271	£0.20	NUT, nyloc	1	
88	GHF300	£0.06	WASHER, plain	1	
89	233220A	£0.44	WASHER, copper	1	TR4A (IRS)
90	GBH178	£8.90	BRAKE HOSE, rear, LH, (standard)	1	
91	GBH177	£10.22	BRAKE HOSE, rear, RH, (standard)	1	
	TT3242	£25.40	BRAKE HOSE SET, rear, (pair) (Stainless steel braided).	1pr	
92	615836	£Call	CLIP, pipes to trailing arms	2	
94	GBH216	£9.25	BRAKE HOSE, rear, (standard)	1	
	TT3340	£25.40	BRAKE HOSE, rear (Stainless steel braided)	1	TR4A solid axle
95	233220A	£0.44	WASHER, copper	1	
96	GHF1268	£0.20	CLIP, pipes to axle, plastic	2	
	14G800	£3.75	CLIP, pipes to axle, metal	2	

Brake Pipe Sets

Complete sets of ready assembled pipes in copper with brass end fittings. The pipes in our kits are pliable allowing you 'form' them on installation, for that factory look.

ill	Part Number	Price £ea.	Description	Req.	Details
	HGB1010	£54.76	BRAKE PIPE SET, (Lockheed)	1	TR2-3 To TS13045, RHD
	HGB1010L	£56.72	BRAKE PIPE SET, (Lockheed)	1	TR2-3 To TS13045, LHD
	HGB1011	£56.72	BRAKE PIPE SET, (Girling)*	1	TR3 From TS13046, TR3A, RHD
	HGB1011L	£59.65	BRAKE PIPE SET, (Girling)*	1	TR3 From TS13046, TR3A, LHD

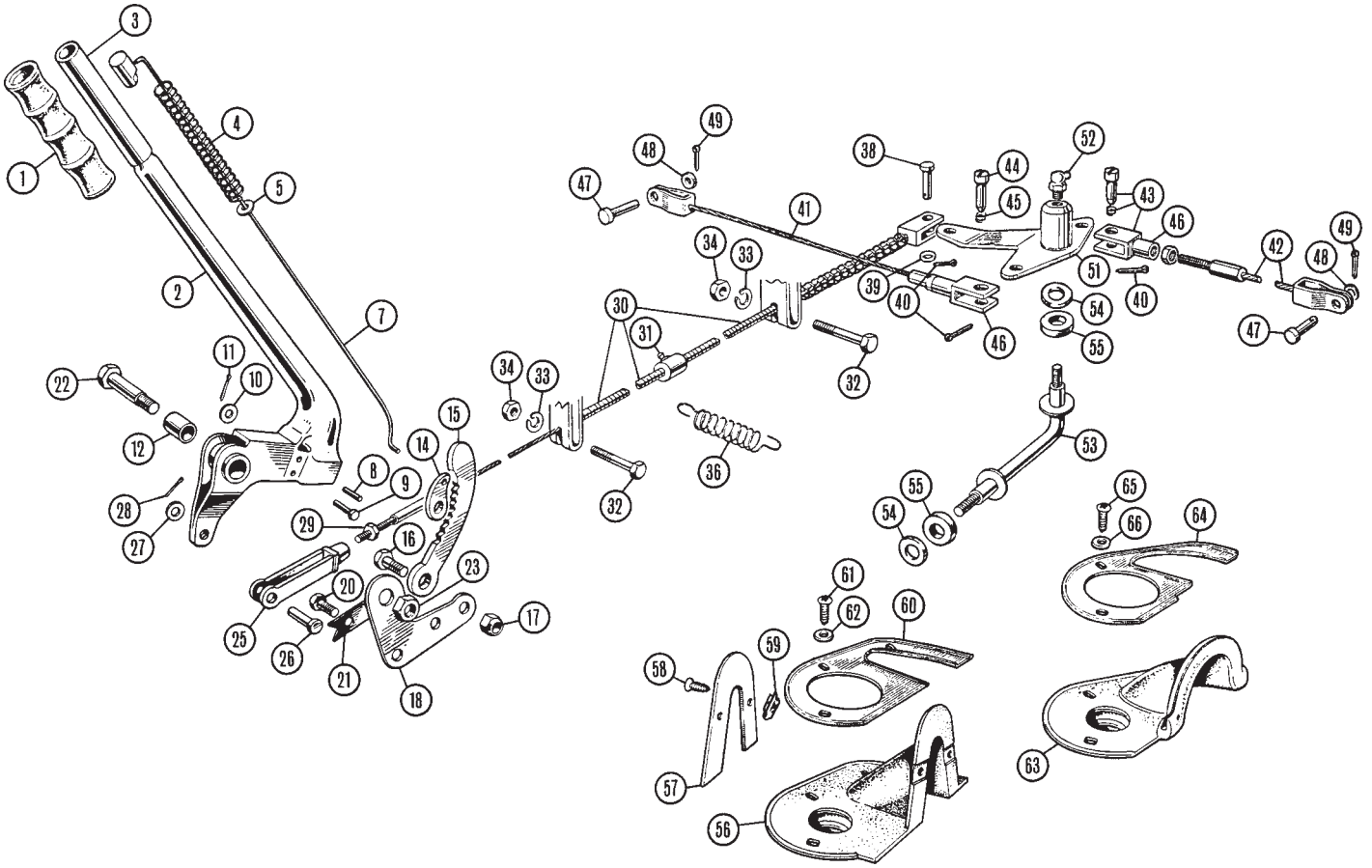
*Note: These kits inc caliper bridge pipes, which are not used after TS56376 (wire wheels) and TS56383 (steel wheels).

HGB6227	£61.61	BRAKE PIPE SET	1	TR4 RHD
HGB6227L	£65.53	BRAKE PIPE SET	1	TR4 LHD
HGB6228	£69.44	BRAKE PIPE SET	1	TR4A IRS RHD
HGB6228L	£69.44	BRAKE PIPE SET	1	TR4A IRS LHD
HGB6229	£Call	BRAKE PIPE SET	1	TR4A solid axle, RHD
HGB6229L	£Call	BRAKE PIPE SET	1	TR4A solid axle, LHD



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

TT3949	£152.95	IN-LINE BRAKE SERVO KIT, OE quality
TT3949Z	£127.19	IN-LINE BRAKE SERVO KIT, aftermarket



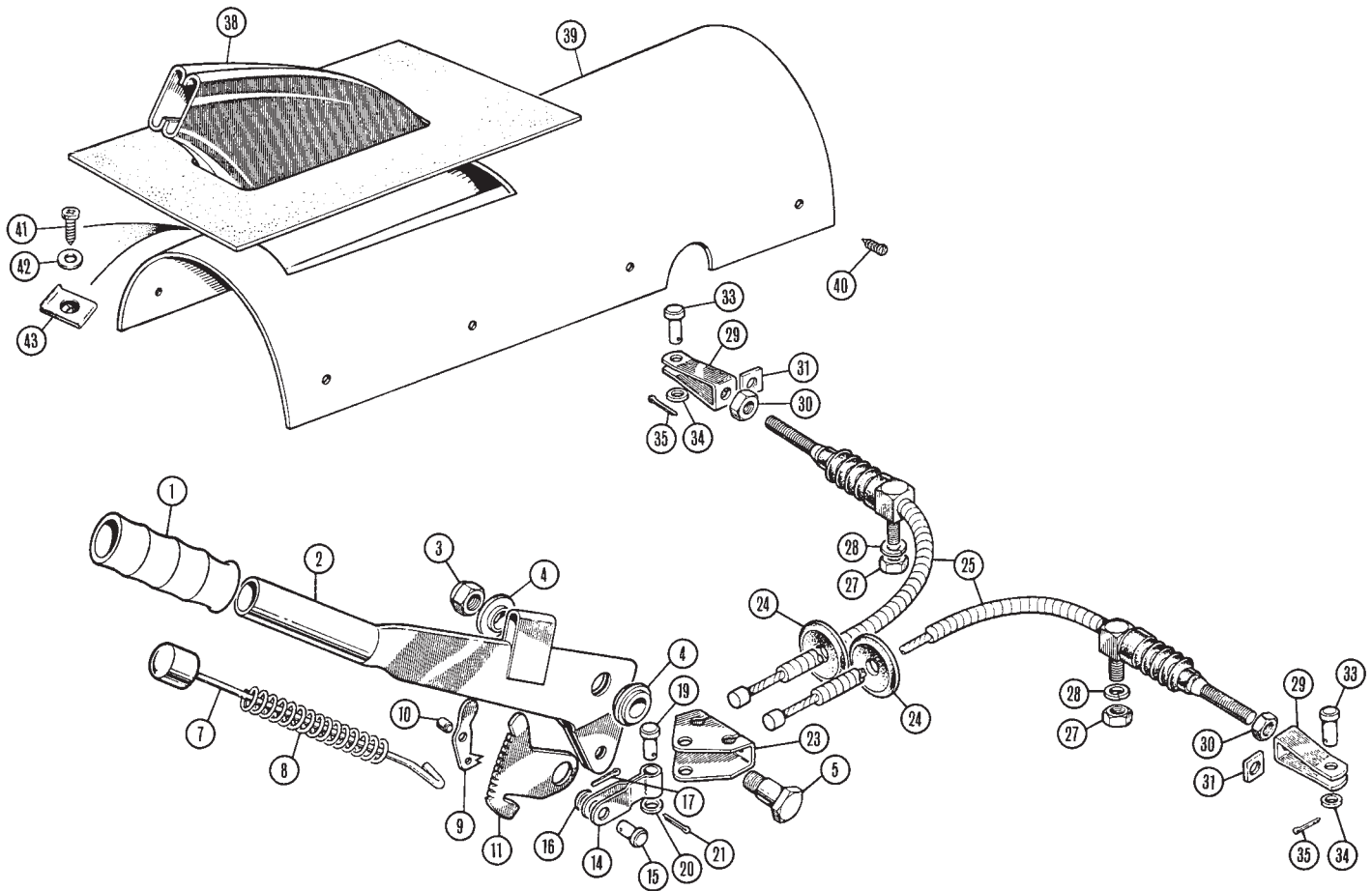
Handbrake

TR2-TR3-3A & TR4

At the time of writing this catalogue, and for the foreseeable future, we do expect to be able to supply all the parts of the handbrake assembly. However, the main wearing parts of the actual handbrake are the pawl & ratchet (items 14 & 15), and these together with all the cables and clevis pins - which are available, will allow you to keep your handbrake in first rate condition. Do not forget to grease the main cable (item 30) once every six months. The grease nipple is about halfway down the car and a couple of strokes of the grease gun will ensure that the cable does not seize and cause problems with your annual test.

Ill	Part Number	Price £ea.	Description	Req.	Details
1	108457	£6.60	GRIP, screw-on	1	TR2-3A
	131312	£1.91	GRIP, push-on	1	TR4
2	107637	£Call	LEVER, for screw-on grip	1	TR2-3A
	131321	£Call	LEVER, for push-on grip	1	TR4
3	107636	£Call	BUTTON	1	
4	104740	£2.10	SPRING, pawl release	1	
5	GHF301	£0.07	WASHER, plain	1	
7	107633	£Call	ROD, pawl release	1	
8	501026	£Call	PIN, pawl release	1	
9	AUC2108	£1.90	PIN, pawl to lever	1	
10	PWZ203	£0.14	WASHER	1	
11	GHF500	£0.10	SPLIT PIN	1	
12	AAA4129	£2.20	BUSH, lever pivot	1	
14	107632	£9.74	PAWL	1	
15	107631	£15.51	RATCHET	1	
16	GHF120	£0.16	BOLT, ratchet to plate	1	
17	GHF272	£0.30	NUT, nyloc	1	
18	107630	£Call	PLATE, handbrake	1	
20	SH605051	£0.23	SCREW, plate to chassis	2	
21	107953	£Call	TAB WASHER	1	
22	107634	£11.26	BOLT, pivot	1	
23	GHF275	£0.43	NUT, pivot bolt securing	1	
25	101247	£Call	FORK END, cable to lever	1	
26	PJ8806	£0.83	CLEVIS PIN, fork to lever	1	
27	GHF301	£0.07	WASHER, plain	1	

28	GHF500	£0.10	SPLIT PIN	1	
29	JN2107	£0.15	NUT, jam	1	
30	202069	£10.72	CABLE ASSEMBLY	1	lever to compensator
31	UHN400	£0.63	GREASE NIPPLE	1	
32	BH604111	£0.44	BOLT, cable support	2	
33	GHF331	£0.05	WASHER, locking	2	
34	GHF200	£0.10	NUT	2	
36	060274	£1.61	SPRING, cable conduit to tunnel	1	
38	PJ8708	£1.28	CLEVIS PIN	1	
39	GHF300	£0.06	WASHER, plain	1	
40	PS103121	£0.49	SPLIT PIN	3	
41	112469	£13.65	CABLE ASSEMBLY, RH	1	TR2-3A
	129284	£13.65	CABLE ASSEMBLY, RH	1	TR4
42	112470	£13.65	CABLE ASSEMBLY, LH	1	TR2-3A
	129283	£13.65	CABLE ASSEMBLY, LH	1	TR4
43	057190	£6.31	CLEVIS ASSEMBLY	2	
44	057192	£4.60	CLEVIS PIN	2	
45	057239	£1.15	SPRING	2	
46	057191	£5.38	CLEVIS FORK	2	
47	PJ8808	£0.83	CLEVIS PIN	2	
48	GHF301	£0.07	WASHER, plain	2	
49	GHF502	£0.10	SPLIT PIN	2	
51	100571	£Call	COMPENSATOR LEVER	1	
52	LN30041	£0.89	GREASE NIPPLE	1	
53	100569	£Call	COMPENSATOR BAR	1	
54	100572	£0.30	SEAL, felt	2	
55	WB600071A	£0.16	WASHER, plain	2	
56	700922	£20.95	GAITER, handbrake lever	1	
57	602138	£7.10	PLATE, gaiter to tunnel	1	
58	AB610043	£0.20	SCREW, securing plate	2	
59	GHF713	£0.30	SPRING NUT	2	TR2-3A
60	602137	£9.25	PLATE, gaiter to floor	1	
61	AD604062	£0.24	SCREW, securing plate	3	
62	WP4	£0.12	WASHER, plain	3	
63	705402	£9.35	GAITER, handbrake lever	1	
64	610942	£13.46	PLATE, gaiter to floor	1	TR4
65	AD604062	£0.24	SCREW, securing plate	3	
66	WP4	£0.12	WASHER, plain	3	



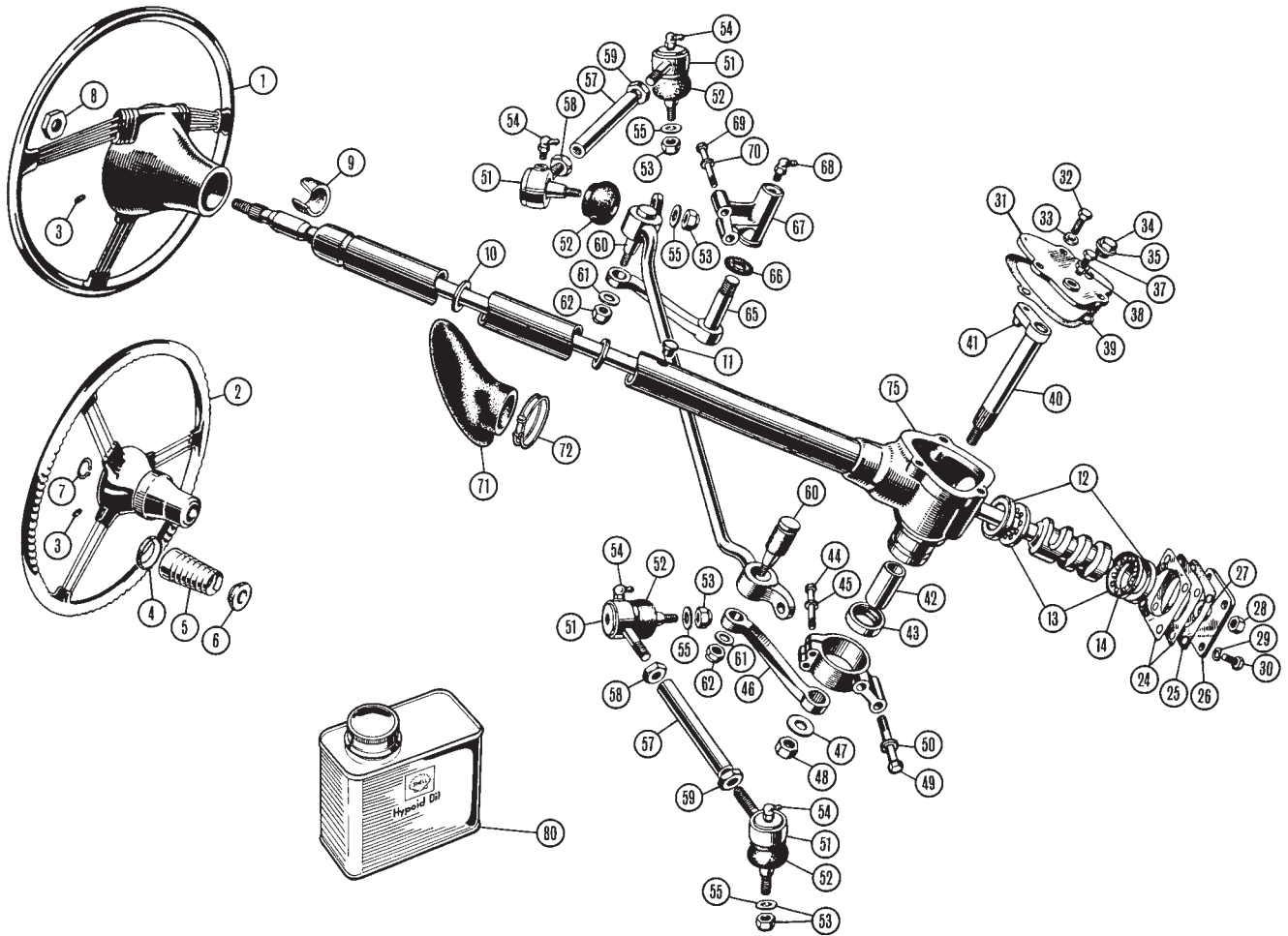
TR4A

Ill	Part Number	Price £ea.	Description	Req.	Details
1	131312	£1.91	GRIP	1	
2	141635	£Call	LEVER, handbrake	1	
3	GHF223	£0.20	NUT, nyloc, for fulcrum pin	1	
4	142754	£4.80	BUSH, fulcrum	2	
5	142755	£Call	FULCRUM PIN	1	
7	141688	£Call	ROD, pawl release	1	
8	104740	£2.10	SPRING, pawl release	1	
9	134143	£Call	PAWL	1	
	104737	£Call	PAWL	1	alternatives

(The pawl for the TR4A (134143) is not available. In the original fitment the TR4A handbrake was a 'fly-off' type following the style of the TR2-3A and TR4. However, if your 134143 is damaged beyond repair, we suggest that you use the alternative fitment which is part number 104737, the pawl from the TR6 handbrake. The TR6 handbrake is not a 'fly-off' type and you will have to re-educate yourself in the use of the handbrake, but at least you will be able to drive and have a car that is able to pass your annual vehicle inspection).

10	104738	£0.20	PIN, pawl to lever	1	
11	148083	£Call	RATCHET PLATE	1	
14	140374	£Call	LINK, compensator	1	
15	CLZ410	£0.69	CLEVIS PIN, link to lever	1	
16	WM93	£0.24	WASHER	1	
17	GHF500	£0.10	SPLIT PIN	1	
19	CLZ314	£0.72	CLEVIS PIN, link to compensator	1	
20	WC701121	£0.30	WASHER	1	
21	PS103121	£0.49	SPLIT PIN	1	
23	140375	£Call	COMPENSATOR SECTOR	1	
24	602037	£0.69	GROMMET, cable to heel-board	2	
25	140373	£9.74	CABLE ASSEMBLY	2	
27	GHF200	£0.10	NUT	2	
28	GHF331	£0.05	WASHER, locking	2	
29	138247	£3.39	FORK END, cable	2	
30	JN2107	£0.15	NUT, jam, fork end to cable	2	
31	CN1	£0.20	NUT, square	2	fork end to cable
33	PJ8808	£0.83	CLEVIS PIN	2	fork end to w/cyl lever

34	GHF301	£0.07	WASHER, plain	2	
35	GHF502	£0.10	SPLIT PIN	2	
38		£Call	GAITER, handbrake lever		(The gaiter is only available as part of the carpet set).
39	809046	£24.41	COVER, handbrake mechanism	1	fibreboard
	809046FG	£44.95	COVER, handbrake mechanism	1	fibreglass
40	AB606031	£0.16	SCREW, cover to side of tunnel	8	
41	AB606051	£0.17	SCREW, cover to top of tunnel	1	
42	PWZ203	£0.14	WASHER, plain	1	
43	GHF711	£0.20	SPIRE NUT	1	



Steering Box, Column & Wheel TR2-3A

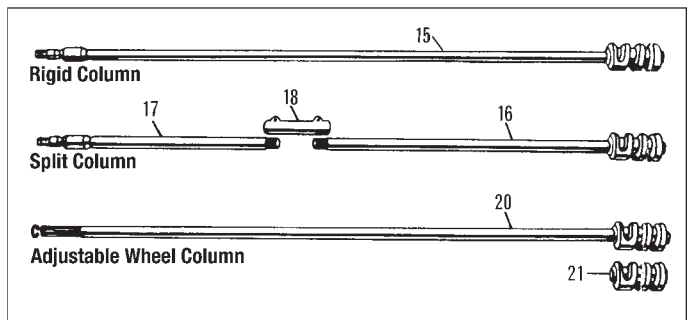
See page 65 for our TR2-3A steering rack conversion.

Ill	Part Number	Price £ea.	Description	Req.	Details
1	300389	£217.22	STEERING WHEEL, (standard) (This wheel is currently not available, see accessories section for our full range of sports steering wheels).	1	non-adjustable
2	301359	£Call	STEERING WHEEL, (factory option)*	1	adjustable
3	059107	£0.83	GRUB SCREW, horn push	3	

*Note: This is a reproduction wheel which is virtually indistinguishable from the original. It can only be used to replace adjustable type wheels. Conversion to adjustable steering column involves complete steering column assembly replacement.

4	108611	£6.15	RETAINER CUP	1	adjustable wheel only
5	1D6163	£19.95	SHROUD, spring, (chromed)	1	
6	108613	£Call	WASHER, (spigoted)	1	
7	502161	£Call	CIRCLIP, retaining steering wheel	1	
8	060372	£5.23	NUT, steering wheel	1	
9	043314	£1.91	BUSH, felt, (top of steering column)	1	rigid column
	209423	£5.38	BUSH, rubber/nylon, either side	2	split column type
<p>(When you need to replace your top steering column felt bush, due to 'up & down' movement of the inner column at the steering wheel, buy it at least a week before you need it. In that week prior to doing the job, soak the felt bush in gear oil. An old tobacco tin is ideal for this task as you can put in the felt seal with the oil, close the lid and forget where you put the seal until you drop the tin on the floor some weeks later. The tin of oil is also useful for pre-soaking leather oil seals for differentials. The oil will become impregnated in the felt and keep it swollen into shape for a longer period than a dry felt bush when fitted).</p>					
10	060586	£1.20	RING, anti-rattle, (on inner column)	2	
11	14A7031	£1.96	PLUG, oil filler point & level	1	

To fill or top-up your steering box use an appropriate gear oil, we recommend EP90 (this can be ordered under part no GUL855), and fill through the rubber plugged hole in the outer column until no more can go in. This ensures that the upper ball bearing is fully immersed in oil. If you fill only through the screwed plug in the top cover of the steering box, the upper ball bearing race will be running nearly dry - or as Austin/MG called it, 'Splash Lubricated'.



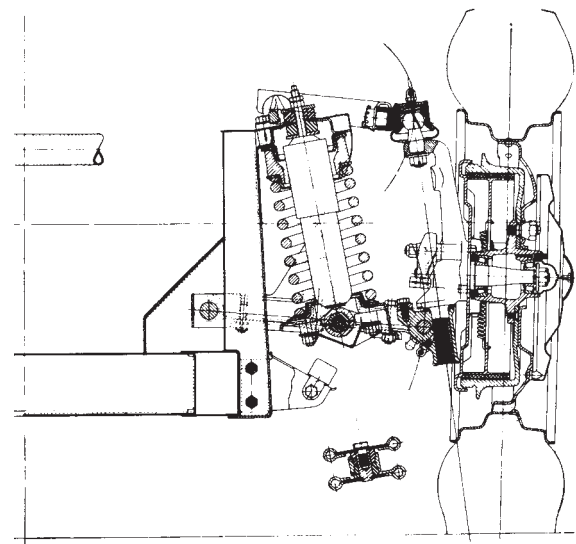
12	060373	£17.57	RACE, outer	2	rigid column type
13	060371	£4.06	BALL & CAGE ASSEMBLY	2	
14	BLS108	£0.30	BALL	a/r	
15	501581	£Call	COLUMN & CAM, RHD	1	split column type
	508191X	£174.17	COLUMN & CAM, LHD	1	
16	508189X	£154.59	LOWER COLUMN & CAM, RHD	1	
	508191X	£174.17	LOWER COLUMN & CAM, LHD	1	
	121154R	£130.12	UPPER COLUMN, RHD	1	
	121154L	£130.12	UPPER COLUMN, LHD	1	
17	205221	£90.98	COLUMN, upper inner	1	
18	121090	£Call	ADAPTOR, coupling	1	
NI	121089	£9.05	TUBE, (outer, column), (TR3A)	1	
<p>(This item is also included in our upper column kits (121154R/L) for early long column TR's when fitting our steering rack conversion kit (TTK3000R/L). See page 65 for full details).</p>					
20	502399	£Call	COLUMN & CAM, RHD	1	adjustable type
	502400	£Call	COLUMN & CAM, LHD	1	
21	508189X	£154.59	WORM only, RHD	1	
	508191X	£174.17	WORM only, LHD	1	

(The worm is only supplied to repair steering columns when column & cam assemblies are unavailable. It requires workshop skills to fit, we offer this service if required).

24	060367	£1.01	SHIM, column end float, 0.0025"	a/r
	060368	£1.01	SHIM, column end float, 0.005"	a/r
	060369	£1.01	SHIM, column end float, 0.010"	a/r
25	060370	£0.54	GASKET, on end cover	
26	501587	£Call	COVER PLATE	1
27	501575	£3.65	COMPRESSION SLEEVE	1 'olive' or 'gland' on stator tube
28	103611	£4.84	NUT, stator tube gland	1
29	GHF332	£0.15	WASHER, locking	7
30	SH605051	£0.23	SCREW, hexagon headed	7
31	501584	£Call	COVER PLATE	1 RHD models
	501591	£Call	COVER PLATE	1 LHD models
32	SH605051	£0.23	SCREW, cover to steering box	3
33	GHF332	£0.15	WASHER, locking	3
34	SP68B	£2.50	PLUG, in cover plate	1
35	ARH517	£0.23	WASHER, fibre, for plug	1
37	500279	£3.32	SCREW, adjusting rocker shaft thrust	1
38	060360	£1.32	LOCK NUT, on adjusting screw	1
39	501571	£0.43	GASKET, on cover plate	1
40	501583	£78.25	ROCKER SHAFT ASSEMBLY	1
41	501568	£18.55	PEG, in rocker shaft	1
42	501562	£3.86	BUSH, in housing	1

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

43	501563	£1.72	OIL SEAL, on rocker shaft	1
44	BH605141	£0.72	BOLT, steering unit to trunnion bracket	2
45	GHF332	£0.15	WASHER, locking	2
46	107418	£Call	LEVER, drop arm	1 RHD models
	108153	£Call	LEVER, drop arm	1 LHD models
47	501577	£0.66	WASHER, locking	1 nut to drop arm lever
48	FNZ510	£1.91	NUT, drop arm lever to rocker shaft	1
49	BH606261	£0.95	BOLT	2
			(Steering bracket to trunnion bracket).	
50	GHF333	£0.05	WASHER, locking	2
51	110466/8	£41.65	TIE ROD END SET	2
			(Includes 1 inner and 1 outer for one side).	
	110466	£29.12	TIE ROD END, RH thread	2 inner
	110468	£29.12	TIE ROD END, LH thread	2 outer
52	17H3501	£1.13	GAITER, on tie rod end	4
			(Due to various manufacturers of tie rod ends supplying the market over the years, we do not guarantee the fit of the 17H3501 gaiter for your car. However, they have proved suitable more frequently than others).	
53	GHF273	£0.14	NUT, nyloc, track rod ends	4
54	LN30041	£0.89	GREASE NIPPLE	4 (if fitted, OE type only)
55	GHF302	£0.15	WASHER, plain	4
57	106650	£13.40	TIE ROD	2
58	101668	£0.64	NUT, inner tie rod end locking	2 RH thread
59	101669	£1.96	NUT, outer tie rod end locking	2 LH thread
60	105063	£10.61	BUSH, ('silent-bloc' & pin)	2
61	GHF302	£0.15	WASHER, plain	2
62	GHF273	£0.14	NUT, nyloc	2
65	105728	£25.40	IDLER LEVER	1
66	058615	£1.22	SEAL, on idler lever shank	1
67	501958	£30.95	BRACKET, idler lever housing	1
68	UHN405	£1.81	GREASE NIPPLE	1
69	BH606261	£0.95	BOLT	2 idle bracket to chassis
70	GHF333	£0.05	WASHER, locking	2
71	701106	£7.34	GROMMET	1 steering column to b/head
72	CS4025	£0.95	WIRE CLIP, grommet to column	1
75	508188X	£Call	STEERING BOX, (housing only)	1
			(This item has been reproduced in response to the demand for RHD conversion of LHD cars. Only the housing is supplied, and it needs to be fitted to your old column. This is not an easy job, and if you have any doubts at all about your ability to do the job - DON'T DO IT. Take it to a competent engineering company. This really is an item you don't want failing. Exchange rebuilt steering boxes are available, please enquire).	
80	GUL855	£Call	GEAR OIL, steering box, 500ml	a/r



TR2-3A Suspension & Steering Data

Front Lock	.....	.28 1/2°
Back Lock	.....	.31°
(A 20° back lock gives an 18 3/4° front lock)		
Centre Tie Rod Length	.....	.19.44"
Outer Tie Rod Length	.....	.7.68"
Tyre Size	.....	.5.50x15"
Track at Ground Level (static laden)	.....	.45"
Castor Angle	.....	.0°
King Pin Inclination (static laden)	.....	.7°
Wheel Camber (static laden)	.....	.2°
Wheel Camber (full bump 3.00")	.....	.1/2°
Wheel Camber (full rebound 2.25")	.....	.1°

Steering Rack Conversion Kit

Modern technology for your classic TR

Our complete Steering Rack conversion kit (for split/short column cars) will give you lighter, more direct steering, and can be easily installed by a competent DIY enthusiast. Comprehensive fitting instructions are included with every kit. If your early TR2 or TR3 is of the long column type, please contact Moss Europe for full conversion details, because for 'long column' or early cars, an upper column kit (121154R for RHD & 121154L for LHD) will also be required, as well as the steering rack conversion kit. (Please see 'Important Installation Notes' below).

Steering Rack Conversion:

Note: Use only with 4 Blade or Electric cooling fans.

NI	TTK3000R	£379.95	CONVERSION KIT	1	TR3A RHD models
NI	TTK3000L	£379.95	CONVERSION KIT	1	TR3A LHD models
NI	GRG210Z	£7.39	BOOT/GAITER KIT, rack, replacement	1	all models

'Long Column' type models will also need:

NI	121154R	£130.12	UPPER COLUMN KIT	1	RHD models
NI	121154L	£130.12	UPPER COLUMN KIT	1	RHD models

The following parts are included in the Upper Column Kits:

NI	205221	£90.98	UPPER COLUMN*	1
NI	121089	£9.05	OUTER TUBE	1
NI	043314	£1.91	BUSH, felt, (top of column)	1
NI	209423	£5.38	BUSH, rubber/nylon, (either side)	2
NI	607429X	£23.44	BRACKET/SUPPORT KIT, RHD*	1
NI	607433X	£23.44	BRACKET/SUPPORT KIT, LHD*	1

*Note: Bracket/support kits include all fixings & fittings.

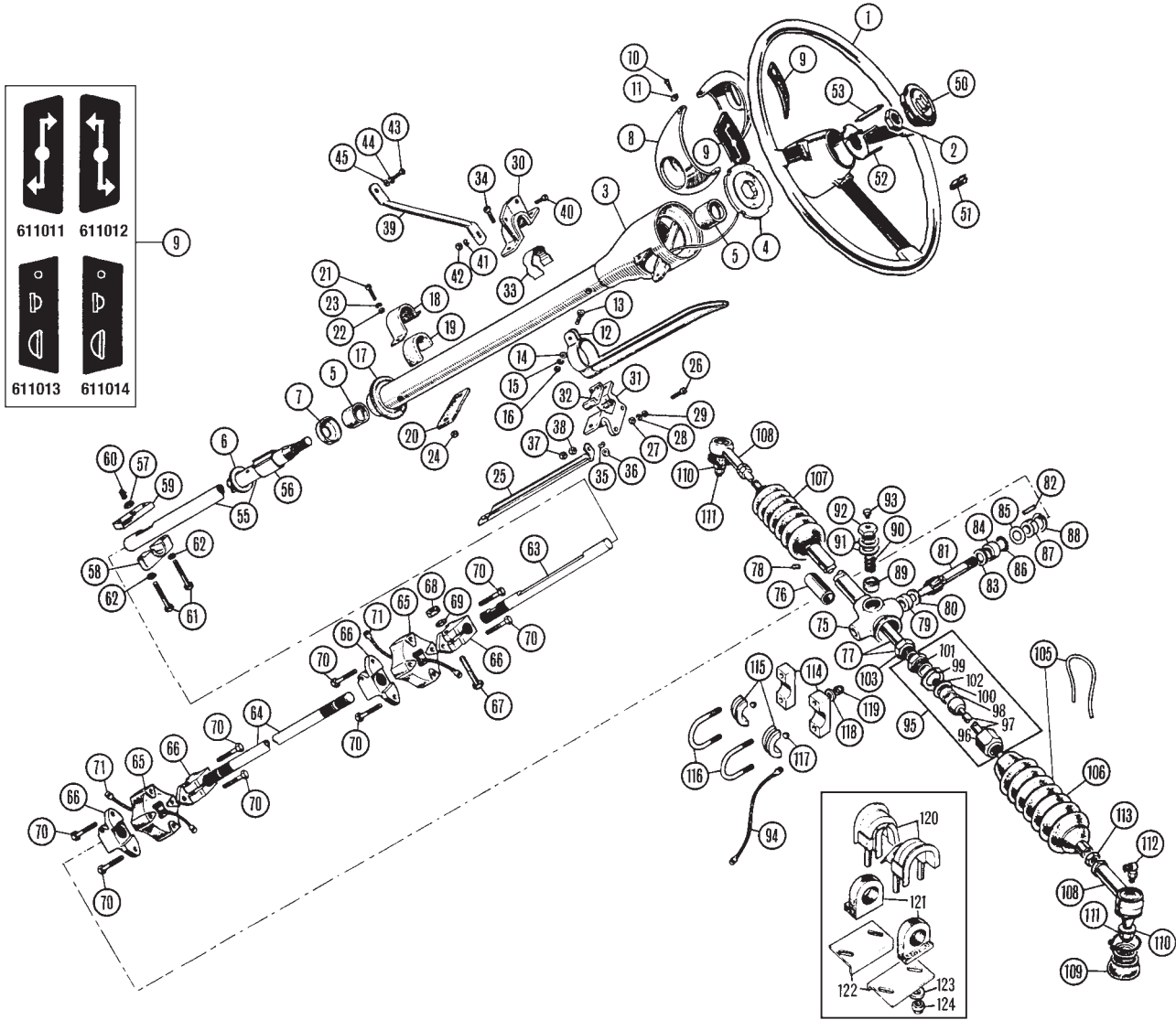
Important Installation Notes:

Please pay very careful attention to your engine mountings, if you are in any doubt as to their condition, replace them. Also, if the fan hub extension has less than 1cm clearance from the steering rack, you will need to put a packing (slotted washer CD26326 is perfect) between the front plate & the mounting. It may be necessary to trim the top leading corners of the engine mountings to give extra clearance for the lower steering coupling, particularly if a (late) all Synchromesh gearbox has been fitted.



Front Tyre Wear Patterns

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



Steering Rack, Column & Wheel TR4-4A

See the accessories section for our full range of sports steering wheels.

ill	Part Number	Price £ea.	Description	Req.	Details
1	304988	£Call	STEERING WHEEL	1	
2	105438	£2.90	NUT, securing steering wheel	1	
3	154731	£Call	COWL, steering column	1	
4	608462	£15.61	SLIP RING, insulator & cable	1	
5	209423	£5.38	BUSH, steering column	2	
6	122719	£0.34	WASHER, nylon thrust	1	
7	122718	£3.85	END CAP	1	
8	611835	£Call	ESCUTCHEON, blank	1	TR4, non overdrive
	708479	£10.80	ESCUTCHEON, indicator switch	1	TR4
	611982	£Call	ESCUTCHEON, overdrive switch	1	TR4, non overdrive
	708479	£10.80	ESCUTCHEON, indicator switch	1	TR4A
	708479	£10.80	ESCUTCHEON, light switch	1	TR4A, non overdrive
	611974	£9.90	ESCUTCHEON, light & overdrive	1	TR4A, with overdrive
9	611011	£2.64	LABEL, indicator switch	1	LH side of steering column
	611012	£2.30	LABEL, indicator switch	1	RH side of steering column
	611014	£3.13	LABEL, lighting switch, RHD	1	TR4A
	611013	£4.45	LABEL, lighting switch, LHD	1	

The illustration shows the two different indicator switch labels, unfortunately, Triumph in their wisdom built both RHD & LHD cars with indicators switches on either side of the column. Thus, any RHD car could have a switch on the LH side of the column, or, as the man who built the car wishes, on the RH side of the column. So we can give no useful rules except the most basic one, order what you want by looking at the illustration. In fact, they are so cheap why not order one of each, then you know you've got at least one that you want.

10	AD606033	£0.34	SCREW, escutcheon to cowl	2
11	FC2803	£0.93	NUT	2
12	611369	£8.54	COVER, column harness	1

13	PT504	£0.16	SCREW, clamping cover clamping	1	
14	PWZ203	£0.14	WASHER, plain	1	
15	WL700101	£0.09	WASHER, locking	1	
16	HN2005	£0.14	NUT, plain	1	
17	610608	£3.58	SEALING GROMMET	1	column to bulkhead
18	608185	£Call	BRACKET CLAMP, column lower	1	
19	608223	£1.70	FELT, (strip), lower bracket, long	1	
20	608222	£1.67	FELT, (strip), lower bracket, short	1	
21	GHF117	£0.14	SCREW, hexagon headed	2	
22	WM93	£0.24	WASHER, plain	2	
23	GHF331	£0.05	WASHER, locking	2	
24	GHF200	£0.10	NUT, plain	2	
25	611834	£Call	TIE ROD, lower clamp to fascia	1	RHD models
	611531	£Call	TIE ROD, lower clamp to fascia	1	LHD models
26	GHF117	£0.14	SCREW, hexagon headed	1	
27	GHF200	£0.10	NUT, plain	1	
28	GHF331	£0.05	WASHER, locking	1	
29	WP42	£Call	WASHER, plain	1	
30	611530	£Call	CLAMP, steering rack column	1	rear/upper
31	611529	£Call	CLAMP, steering column	1	rear/lower
32	608188	£1.70	FELT STRIP	1	
33	609639	£0.59	SPRING, column clamp	1	
34	GHF103	£0.17	SCREW, hexagon headed	2	
35	GHF332	£0.15	WASHER, locking	2	
36	GHF201	£0.10	NUT, plain	2	
37	GHF200	£0.10	NUT, plain, lower clamp to fascia	2	
38	JN2107	£0.15	'HALF' NUT, (locks GHF200)	2	
39	611532	£Call	TIE ROD, rear clamp to dash	1	
40	GHF117	£0.14	SCREW, hexagon headed	1	
41	GHF331	£0.05	WASHER, locking	1	
42	GHF200	£0.10	NUT, plain	1	
43	GHF117	£0.14	SCREW, hexagon headed	1	
44	GHF331	£0.05	WASHER, locking	1	
45	GHF300	£0.06	WASHER, plain	1	

50	150277	£26.94	HORN PUSH	1	Triumph 'Shield' badge
51	613766	£0.40	CLIP, attached to horn push	a/r	
52	204741	£7.24	CLIP, 3 pronged, horn push	1	
53	142534	£8.54	BRUSH, horn contact	1	(2.6" long)
	142534X	£14.49	BRUSH, horn contact	1	(3.4" long)
(The longer horn brush contact may be needed if a non-original steering wheel is fitted).					
55	154640	£Call	STEERING COLUMN, upper/outer	1	
56	140549	£Call	CLIP, turn signal	1	
57	JN2110	£0.30	LOCK NUT, steering column clamp	1	
58	122669	£Call	CLAMP	1	
59	125782	£Call	TAPPED PLATE	1	
60	125781	£1.56	SCREW, locating	1	
61	BH604101	£0.24	BOLT, clamp assembly	2	
62	GHF331	£0.05	WASHER, locking	2	
63	149862	£Call	STEERING COLUMN, upper/inner	1	
64	128838	£Call	STEERING COLUMN, lower	1	
65	21H5384	£19.53	FLEXIBLE COUPLING, (early type)	2	alternatives
	150696	£16.25	FLEXIBLE COUPLING, (later type)	2	
66	156270	£Call	COUPLING CLAMP, (splined)	4	

If fitting to the steering rack, the pinion of the rack may need to be relieved slightly in the groove where the clamp bolt passes through.

67	109438	£2.96	BOLT, 1/4" diameter	4	
	BH605131	£0.78	BOLT, 5/16" diameter	4	
68	GHF241	£0.63	NUT, self locking, 1/4" diameter	4	
	GHF242	£0.49	NUT, self locking, 5/16" diameter	4	
69	GHF300	£0.06	WASHER, plain, 1/4" diameter	4	
	GHF302	£0.15	WASHER, plain, 5/16" diameter	4	
70	150697	£2.30	BOLT, special, coupling to adaptor	8	
71	130581	£3.58	EARTH STRAP	2	

Does the horn work intermittently on your TR4-4A? Check the condition of the earth straps through the rubber coupling (item 71), and the earth cable from the rack to the chassis (item 94).

Rack & Pinion Steering Assemblies

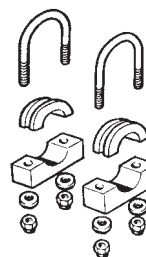
305648	£Call	RACK & PINION, new	1	TR4 RHD	
305648R	£85.69	RACK & PINION, rebuilt	1	Up To CT20265	
305932	£153.61	RACK & PINION, new	1	TR4 RHD	
305930R	£85.69	RACK & PINION, rebuilt	1	From CT20266	
305647	£Call	RACK & PINION, new	1	TR4 LHD	
305647R	£85.69	RACK & PINION, rebuilt	1	Up To CT20063	
305929	£Call	RACK & PINION, new	1	TR4 LHD	
305929R	£89.01	RACK & PINION, rebuilt	1	From CT20064	
306829	£153.61	RACK & PINION, new	1	TR4A RHD	
306829R	£Call	RACK & PINION, rebuilt	1		
306830	£153.61	RACK & PINION, new	1	TR4A LHD	
306830R	£Call	RACK & PINION, rebuilt	1		
(The difference in the TR4 and the TR4A rack & pinion assemblies is their overall length, (TR4 1023mm, TR4A 1003mm). The change in overall length is achieved by the length of the inner ball joint assemblies (item 95).					
75	305773	£Call	HOUSING, rack & pinion, RHD	1	TR4-4A From CT20266
	305774	£Call	HOUSING, rack & pinion, LHD	1	TR4-4A From CT20064
76	128002	£12.13	BUSH, passenger end of rack tube	1	
77	208375	£Call	RACK BAR	1	
78	145108	£2.13	DAMPER PLUG, nylon (Fitted through rack tube).	1	TR4-4A RHD From CT20266 LHD From CT20064
79	127997	£Call	BUSH, pinion lower	1	
80	128000	£Call	THRUST WASHER, lower	1	
81	134689	£54.76	PINION, RHD	1	
	134688	£29.31	PINION, LHD	1	
82	128008	£Call	PIN, locating upper bush	1	
83	127999	£Call	THRUST WASHER, upper	1	
84	127998	£2.50	BUSH, pinion, upper	1	
85	120941	£Call	SHIM, pinion, 0.005"	a/r	
	130902	£Call	SHIM, pinion, 0.010"	a/r	
86	128021	£0.83	'O' RING, in end plug	1	
87	128001	£Call	END PLUG	1	
88	509537	£0.83	CIRCLIP	1	
89	120946	£14.70	PLUNGER	1	
90	126765	£Call	SPRING, on plunger	1	
91	120959	£Call	SHIM, under cap, 0.002"	a/r	
	120949	£Call	SHIM, under cap, 0.004"	a/r	
	132055	£Call	SHIM, under cap, 0.010"	a/r	
92	132053	£Call	CAP, screwed	1	
93	ARA1618	£3.60	PLUG, replacing grease nipple	1	alternatives
	056935	£1.02	GREASE NIPPLE, replacing plug	1	
94	134301	£3.47	EARTH LEAD, s/rack to chassis	1	
95	129961	£Call	BALL JOINT, Inner	2	(200mm), TR4
	142687	£Call	BALL JOINT, Inner	2	(190mm), TR4A
96	128024	£Call	HOUSING, ball	2	
97	128023	£26.38	BALL PIN	2	TR4

139860	£27.36	BALL PIN	2	TR4A	
98	158732	£4.36	SOCKET, for ball	2	
99	120957	£1.67	TAB WASHER	3	
100	130031	£0.83	SHIM, ball pin adjusting, 0.002"	a/r	
	130032	£0.95	SHIM, ball pin adjusting, 0.010"	a/r	
101	129963	£Call	SLEEVE ADAPTOR	2	
102	120953	£2.89	SPRING, ball pin to rubber	2	
103	146364	£Call	NUT, locking inner joint to rack	2	
105	GSV1104/5	£7.75	GAITER SET	1	(inc. 2 gaiters & clips)
106	GSV1104	£4.65	GAITER, (passenger side)	1	
107	GSV1105	£4.65	GAITER, (drivers side)	1	
108	GSJ156	£9.25	TRACK ROD END, (outer)	2	OE Specification
	GSJ156Z	£8.57	TRACK ROD END, (outer)	2	aftermarket type
109	EAW2270	£0.69	GAITER, track rod end	2	
110	GHF304	£0.08	WASHER, plain	2	
111	GHF224	£0.24	NUT, nyloc	2	
112	LN30041	£0.89	GREASE NIPPLE	2	
113	NT608041	£0.59	NUT, locking track rod end	2	
114	131630	£Call	MOUNTING BLOCK	2	
115	122553	£7.68	RING CLAMP	2	
116	122554	£4.50	'U' BOLT	2	TR4 RHD To CT20265
117	122623	£Call	DOWEL	2	TR4 LHD To CT20063
118	GHF302	£0.15	WASHER, plain	4	
119	GHF222	£0.17	NUT, nyloc	2	
120	156024	£16.50	CLAMP & 'U' BOLT	2	
121	139386	£1.91	MOUNTING, rubber, standard	2	TR4-4A
	TT3456	£4.11	MOUNTING, polyurethane, uprated	2	RHD From CT20266
122	133875	£4.21	LOCATING PLATE	2	LHD From CT20064
123	GHF301	£0.07	WASHER, plain	4	
124	GHF222	£0.17	NUT, nyloc	4	

'Quick Racks' (Brand New)

Our Quick rack has a high geared rack & pinion giving about 2.6 turns lock to lock (compared with the standard of about 3.5) without reducing the turning circle. It was originally introduced for the benefit of competition TR4 - TR6's but coincided with a lack of availability of original racks. It may also be more cost effective for overseas customers who don't want the hassle of returning an old unit. It is also very useful for converting to the opposite hand drive or other circumstances where there is no 'correct' old unit, as they are sold on an outright basis. As this unit was aimed at competition vehicles, solid mountings 'alloy' (included with kits 306829X/306830X) are specified. Fits to original TR track rod ends, which are not included with the rack.

NI	306829X	£165.94	QUICK RACK, (RHD)	1	with fittings
NI	306830X	£165.94	QUICK RACK, (LHD)	1	
NI	306829XNF	£150.67	QUICK RACK, (RHD)	1	without fittings
NI	306830XNF	£150.67	QUICK RACK, (LHD)	1	

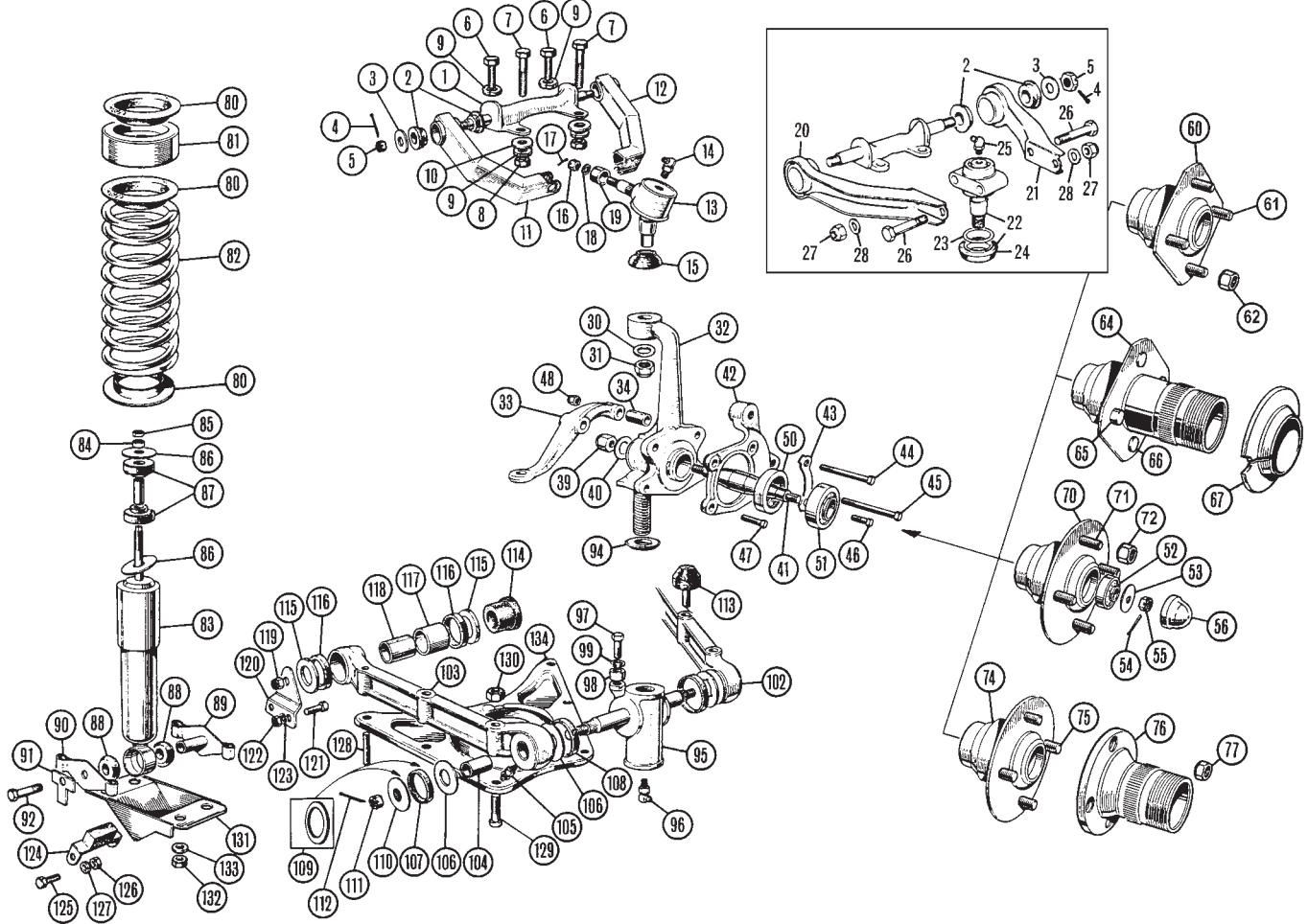


Late TR4-4A 'Alloy' Steering Rack Mounting Kit

The rack & pinion assemblies were originally mounted to the chassis on a TR4 with 'U' bolts and aluminium blocks. At CT20063 (LHD) and CT20265 (RHD), the aluminium block mountings were replaced by rubber. The aluminium block mounted rack fitted to a vertical mounting plate on the chassis.

The rubber mounted racks fitted to a horizontal mounting plate on the chassis. Due to the difference in mounting to the chassis, these racks are NOT interchangeable. The rubber mounted rack suffers from rack 'float' when the rubber has been in use for a couple of years. For this reason we have developed a solid mounting system, similar to the earlier aluminium mounted rack for later chassis numbers. The solid mounting gives a slightly less comfortable feel to the steering, but lasts much longer.

TT3255	£34.20	STEERING RACK MOUNTING KIT	1	
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Front Suspension TR2-3A & TR4

See restoration section for our full range of uprated suspension components.

The front suspension from the TR2 to the TR6 series of cars was of the same basic design throughout the whole production period of the cars. It was in fact based on the Triumph Mayflower saloon of the early 1950's. For the technically minded it's an unequal wishbone suspension with a coil spring and a telescopic shock absorber.

The actual design is in three main phases. The TR2 through to the very early 1962 TR4's (chassis number CT6343 wire wheels, and CT6390 steel wheels), had the same basic design with the early type of upper ball joint (these are not handed), as it is called in Triumph parlance. The vertical post joining the upper ball joint and lower trunnion has zero castor.

The later TR4's from the above chassis numbers had a three degree castor system, which was also introduced with an improved top ball joint and necessitated the trunnions to be handed to achieve the angling of the vertical posts, and also offset the upper wishbones. The three degree angle means that the top of the vertical post is nearer the rear of the car than the bottom end screwed into the trunnion. The TR4A, whilst using the same basic design, used completely redesigned components involving a new method of bushing the trunnions to the lower wishbones, with a removable pin being used through the trunnion which made 'strip & reassemble' a much easier process. The lower inner wishbone bushes were also simplified to be a simple rubber to metal bonded item. The inner upper wishbone bushes are made of rubber and remain the same from the first TR2 to the last TR6.

The TR4A suspension continued with little modification through to the last TR6.

ill	Part Number	Price £ea.	Description	Req.	Details
NI	GAC5076	£132.08	TOOL, (Churchill)	a/r	
NI	GAC6068X	£47.90	SUSPENSION KIT (Includes all items marked #).	1	TR2-4
1	200659	£27.36	FULCRUM PIN, upper	2	
2	102228	£0.39	BUSH, rubber, upper wishbone#	8	
	TT3063	£3.52	BUSH, polyurethane, upper wishbone	4	
NI	TT3160	£34.20	UPRATED BUSH KIT, upper/inner (Uprated versions of item 2).	1	see 'Uprating Your Suspension'
3	WM69	£0.69	WASHER	4	
4	PC10	£0.15	SPLIT PIN#	4	
5	NL607041	£0.63	NUT, slotted#	4	
6	GHF105	£0.25	SCREW, hex headed	4	
7	BH606141	£0.49	BOLT, hex headed	4	

8	GHF203	£0.15	NUT	4	
9	GHF333	£0.05	WASHER, locking	8	
10	GHF302	£0.15	WASHER, plain	4	
11	100695	£Call	WISHBONE ARM (Upper RH front & LH rear).	2	TR2-3A & TR4 To CT6343, (wire wheels) & CT6390, (steel wheels)
12	100696	£Call	WISHBONE ARM (Upper RH rear & LH front).	2	
13	200772	£16.90	BALL JOINT, upper	2	TR4 From CT6344, (wire wheels) & CT6391, (steel wheels)
14	056934	£0.89	GREASE NIPPLE	2	
15	100726	£2.64	GAITER	2	
16	252165	£1.17	NUT, nyloc	2	
17	GHF504	£0.14	SPLIT PIN, (when fitted)	2	
18	PWZ109	£0.18	WASHER	2	
19	100697	£Call	DISTANCE PIECE	2	
20	133507	£46.95	WISHBONE ARM, upper rear	2	
21	133504	£46.95	WISHBONE ARM, upper front	2	
22	GSJ131	£10.72	BALL JOINT, upper, original	2	
	GSJ131Z	£8.62	BALL JOINT, upper, non-original	2	
23	138869	£Call	CLIP, gaiter retaining	2	
24	C43216Z	£2.89	GAITER	2	
25	UHN445	£1.13	GREASE NIPPLE	2	
26	112347	£1.47	BOLT, ball joint to wishbone	4	
27	GHF223	£0.20	NUT, nyloc	4	
28	WB110061	£0.39	WASHER, plain	4	
30	WC112081	£1.71	WASHER, ball joint to vertical link	2	
31	GHF225	£0.40	NUT, nyloc	2	
32	201803	£125.22	VERTICAL LINK	2	
33	106576	£Call	LEVER, tie rod, RH	1	TR2-3A
	106575	£Call	LEVER, tie rod, LH	1	
	127830	£1.40	LEVER, tie rod, RH	1	TR4 To CT6343, (wire wheels) and CT6389, (steel wheels)
	127831	£1.40	LEVER, tie rod, LH	1	
	129836	£29.31	LEVER, tie rod, RH	1	TR4 From CT6344 to CT16462 (wire wheels) & CT6390
	129837	£Call	LEVER, tie rod, LH	1	
	134542	£Call	LEVER, tie rod, RH	1	TR4 From CT16463 (wires) & CT16350 (steel wheels)
	134541	£Call	LEVER, tie rod, LH	1	
34	107106	£2.89	DISTANCE PIECE	4	
39	GHF275	£0.43	NUT, stub axle to vertical link	2	
40	WC112081	£1.71	WASHER, (for GHF275)	2	
41	115763	£21.48	STUB AXLE	2	

There are quite a few changes at chassis number TS13045. To TS13045 all TR2's and TR3's were equipped with Lockheed brakes, at TS13046 the cars were fitted with the Girling brake system. So if you are in doubt about the change point, simply check your brakes. Drums all round and single master cylinder means your chassis is less than TS13045. Discs at the front and two master cylinders means you have a chassis number greater than TS13046. If these rules don't apply you've got a dogs dinner and you'll have to check everything from scratch.

42	113124	£Call	PLATE, caliper mounting, RH	1	TR3 From TS13046, TR3A, TR4 To CT4689 (wire wheels)
	113123	£Call	PLATE, caliper mounting, LH	1	or CT4389 (steel wheels)
	133499	£Call	PLATE, caliper mounting, RH	1	TR4 From CT4690 (wire wheels) or CT4388, (steel wheels)
	133500	£Call	PLATE, caliper mounting, LH	1	
43	106641	£0.95	TAB WASHER	4	
44	BH606221	£0.93	BOLT, t/rod lever to v/link, front	2	TR2-3A, TR4
45	BH606261	£0.95	BOLT, t/rod lever to v/link, rear	2	TR2, TR3 To TS13045
	BH606281	£0.93	BOLT, t/rod lever to v/link, rear	2	TR3-3A From TS13046, TR4
46	SH606051	£0.34	BOLT, back plate to v/link, front	2	TR2, TR3 To TS13045
	SH606061	£0.44	BOLT, caliper mount to v/link, front	2	TR3-3A From TS13046, TR4
47	SH606051	£0.34	BOLT, backing plate to v/link, rear	2	TR2, TR3 To TS13045
	BH606111	£0.44	BOLT, caliper mount to v/link, rear	2	TR3-3A From TS13046, TR4
48	GHF223	£0.20	NUT, for bolts	4/6	
	GHK1244	£21.48	BEARING KIT	2	(inc. 2 bearings, 1 seal)
50	GHS110	£8.95	GREASE SEAL	2	(felt with steel backing)
51	GHB111	£17.03	BEARING, inner	2	
52	GHB110	£12.67	BEARING, outer	2	
53	102690	£1.76	'D' WASHER	2	
54	GHF504	£0.14	SPLIT PIN	2	
55	NL608041	£0.69	NUT, slotted	2	
56	102689	£6.36	CAP, grease retaining	2	
60	109975	£Call	HUB, steel wheel	2	
61	100869	£4.02	STUD, steel wheel	8	
62	109586	£1.56	WHEEL NUT, steel wheel	8	
64	108277	£Call	HUB, wire wheel, RH	1	TR2, TR3 to TS13045
	108278	£Call	HUB, wire wheel, LH	1	
65	109457	£Call	PEG, collar locating	2	
66	107950	£Call	PEG, brake drum to hub	6	
67	107942	£Call	COLLAR, tapered, wire wheel	2	
70	114284	£159.95	HUB, steel, with studs, for steel wheels	2	
	114284A	£143.82	HUB, alloy, less studs, for steel wheels	2	
	114284X	£Call	HUB, alloy, less studs, for steel wheels	2	(With extra thick flange for adjustment).
71	114282	£3.32	STUD, front, standard length, steel wheels	8	TR3 From TS13046, TR3A, TR4
	114282XL	£2.42	STUD, front, extra long, steel wheels	8	(May need shortening to suit application).
72	109586	£1.56	WHEEL NUT, steel wheel	8	
74	114283	£Call	HUB, wire wheel	2	
75	114281	£2.69	STUD, wire wheel, front	8	

Triumph 'invented' a very neat idea for people wishing to convert to wire wheels. On Girling equipped vehicles (TS13046 on, and all TR4 to TR6), you could buy adaptors, 217602 for the RH side, and 217603 for the LH side (items 76) and simply bolt them onto a steel wheel hub, and you had a car equipped to take wire wheels. Don't go away. Read on. This only worked if:

- A) You had cut the steel wheel studs down.
- B) You used special small adaptor nuts (item 77) - you'll need 16 for one car).

The technique was to fit adaptors with nuts (110366), and this would leave some of the wheel stud standing out. Simply hacksaw it off to be flush with the nuts. For people who know in advance that they are fitting wire wheels, or indeed, who don't want ugly non-chamfered wheel studs, there is a front hub (item 74) for wire wheel cars which has the shorter studs fitted. If you wish to fit wire wheels and don't want to shorten the studs, why not use our spacers, part no. TT6902, two pairs required. This will permit swapping back and forth for different uses.

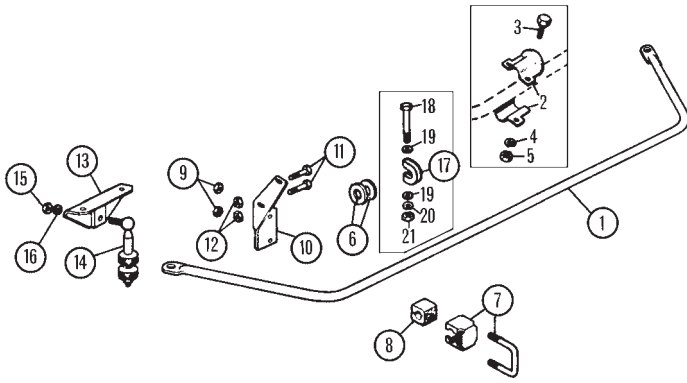
NI	TT6901	£17.57	SPACER, solid, 3mm, (pair)	a/r	
	TT6902	£17.57	SPACER, solid, 6mm, (pair)	a/r	
76	217602	£38.12	EXTENSION, hub, splined, RH	1	TR3 From TS13046,
	217603	£38.12	EXTENSION, hub, splined, LH	1	TR3A, TR4
77	110366	£0.85	NUT, extension to hub	16	
80	100751	£1.91	COLLAR, spring insulator, standard	4	rubber
	100751SP	£5.14	COLLAR, spring insulator, uprated	4	polyurethane
	100751TSP	£6.80	COLLAR, spring insulator, uprated	4	polyurethane, thicker than standard

We can no longer supply the standard spring 201898. When it is fitted it must be fitted with a spacer 107682, otherwise your ground clearance will be seriously diminished. We can supply 210903 which was the factory alternative with the same ride height and spring rate. It is important NOT to fit the spacer (107682) with this spring, otherwise, when returning home late at night you will probably frighten the local Jumbo Jets, as your headlights will be shining on them.

You may ask why are we so stupid making 107682 when most cars won't need them. Well...our competition springs (TT4006, which is the old SAH606) are the same design as the Triumph 'High Speed Springs' as listed in their parts book (page 73 in their publication '501653', part no 201899), except as designed by Triumph they were coiled anti-clockwise so the stores people at the factory would notice the difference. These uprated springs need the spacer block to be fitted. Why did we design them like that? You do ask a lot of questions...Well, because we use TT4006 as the TR4 to TR6 uprated front

spring, and on that application it doesn't need a spacer block. One spring, two applications, very clever. Well done Terry Hurrell (did I say that?, surely not).

81	107682	£13.65	SPACER, aluminium	2	for 201898 & TT4006
82	201898	£Call	COIL SPRING, standard	2	(approx. 9 3/4" free length)
	210903	£16.59	COIL SPRING, standard	2	(approx. 11" free length)
	TT4006	£16.59	COIL SPRING, uprated	2	fit in pairs
83	AR62-2080	£18.70	SHOCK ABSORBER, standard	2	
	TT3001	£53.79	SHOCK ABSORBER, Spax, adjustable	2	we suggest these
	TT3002	£80.20	SHOCK ABSORBER, Koni, adjustable	2	uprated units are
	TT3103	£49.86	SHOCK ABSORBER, Gaz, adjustable	2	fitted in pairs only
84	GHF202	£0.10	NUT, plain	2	
85	NT606041	£0.33	LOCKNUT	2	
86	ACA9759	£1.47	WASHER, cupped	4	
87	21A860	£1.61	BUSH, upper	4	
	21A860SP	£2.30	BUSH, upper, poly	4	
88	102987	£1.37	BUSH, lower	4	
89	106841	£11.70	PIN & BRACKET	2	
90	106843	£3.94	BRACKET	2	
91	101229	£1.91	TAB WASHER	2	
92	SH607081	£0.48	BOLT	2	
94	058224	£2.64	GREASE SEAL, original	2	
	142402	£2.24	GREASE SEAL, alternative	2	(The 058224 seal was rather a weak design to stop dirt getting into the grease which was pumped into the trunnion for lubrication. When we re-made the trunnions, 101557 & 133838/9, we re-designed the top surface that mates with the vertical link from the original flat to a chamfered design which is copied from the TR4A to TR6. This enables the later design of seal (142402) to be used. So, if you buy new trunnions be sure to buy 142402, as you will not be able to fit your old type seal (058224).
95	101557	£44.98	TRUNNION ASSEMBLY* (0° degree castor).	2	TR2-3A & TR4 To CT6343, (wire wheels) & CT6390, (steel wheels)
	133838	£54.76	TRUNNION ASSEMBLY, RH* (3° degree castor).	1	TR4 From CT6344 (wire wheels), and CT6391 (steel wheels)
	133839	£54.76	TRUNNION ASSEMBLY, LH* (3° degree castor).	1	
*Note: Trunnion pins are not cross-drilled for split pins. Use nyloc nuts (GHF274, 2 per trunnion).					
96	056934	£0.89	GREASE NIPPLE	2	
97	SH605061	£0.16	BOLT	2	
98	101407	£1.69	STOP, steering lock	2	
99	GHF332	£0.15	WASHER, locking	2	
102	106577	£Call	ARM, lower wishbone	2	RH front-LH rear
103	106578	£Call	ARM, lower wishbone	2	LH front-RH rear
104	101615	£3.47	BUSH, wishbone arm#	4	(The wishbone arm bush must be reamed to 0.625" to fit after being pressed into arm).
105	056934	£0.89	GREASE NIPPLE	4	
106	101533	£1.32	THRUST WASHER#	8	
107	115702	£0.60	SEAL, wishbone outer side, (3/8")#	8	TR2-3A, TR4 To CT7218
108	134319	£1.13	SEAL, wishbone trunnion side, (5/16")#	4	TR4 From CT2719
109	134293	£0.89	SHIM, (for seal 134319)	16	
110	115701	£1.91	WASHER, locking#	4	TR2-3A, TR4 To CT7218
	134320	£2.45	WASHER, locking	4	TR4 From CT2719
111	NL607041	£0.63	NUT, slotted, (original trunnions)	4	
	GHF274	£0.49	NUT, nyloc, (repro trunnions)#	4	
112	PC10	£0.15	SPLIT PIN, (original trunnions)	4	
113	106845	£4.45	'BUMP' RUBBER	2	
114	102228	£0.39	RUBBER BUSH, lower wishbone	8	TR2, TR3 To TS9120
115	110697	£1.00	WASHER, nylon#	8	
116	115702	£0.60	SEAL#	8	TR3 From TS9121,
117	110696	£1.22	BUSH, nylon#	4	TR3A, TR4
118	110695	£7.73	BUSH, steel#	4	TR4
119	GHF224	£0.24	NUT, lower fulcrum pin#	4	
NI	TT3160	£34.20	UPRATED BUSH KIT, lower/inner (Inc. items 115 to 118).	1	see 'Uprating Your Susp.' on page 70
120	107430	£3.47	BRACKET, lower fulcrum	4	
121	SH605051	£0.23	SCREW, bracket to frame	8	
122	GHF201	£0.10	NUT	8	
123	GHF332	£0.15	WASHER	8	
124	100175	£3.62	'REBOUND' RUBBER	2	
125	GHF120	£0.16	SCREW, rubber to chassis	4	
126	GHF201	£0.10	NUT	4	
127	GHF332	£0.15	WASHER, locking	4	
128	143712	£1.08	STUD, inner end of lower wishbones	4	
129	BH606161	£0.49	BOLT, spring pan to wishbone	8	
130	GHF273	£0.14	NUT, nyloc, spring pan to wishbone	12	
131	106844	£Call	BRACKET, rebound abutment	2	
132	GHF202	£0.10	NUT	8	
133	GHF333	£0.05	WASHER, locking	8	
134	200193	£Call	SPRING PAN	2	



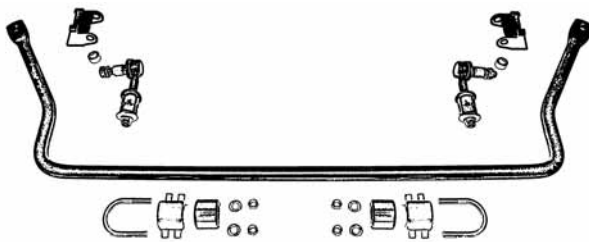
Front Anti-Roll Bar (TR4)

Factory Option

The factory option was designed to mount the anti-roll bar on brackets (item 10) which fitted to the bumper iron mounts. The original 9/16" bar is not available, but we have detailed the assembly here for owners with existing bars. If an anti-roll bar is required please see our kit below.

Ill	Part Number	Price £ea.	Description	Req.	Details
	510584	£Call	ANTI-ROLL BAR KIT	1	
1	208571	£Call	BAR only, (9/16" diameter)	1	
2	AHH6546	£2.69	CLAMP, locating*	4	included in kit (510584), alternative assembly to item 17
3	PMZ308	£0.25	SCREW	4	
4	WL700101	£0.09	WASHER, locking	4	
5	GHF206	£0.03	NUT	4	
6	122231	£0.30	WASHER, locating	4	
7	121792	£12.97	RETAINER ASSEMBLY	2	
8	121791	£1.15	BLOCK, rubber	2	
9	GHF222	£0.17	NUT, retainer assembly	4	
10	131964	£17.95	BRACKET, RH	1	
	131963	£17.95	BRACKET, LH	1	
11	SH606071	£0.34	BOLT, bracket to bumper bracket	4	
12	GHF223	£0.20	NUT, nyloc	4	
13	131479	£Call	BRACKET, attachment	2	
14	121797	£38.95	LINK ASSEMBLY	2	
15	FNZ507	£0.48	NUT, link to bracket	2	
16	WB600071A	£0.16	WASHER, locking	2	
17	122230	£Call	CLAMP, (not included in kit)*	2	alternative
18	BH604141	£0.78	BOLT	2	
19	GHF300	£0.06	WASHER, plain	4	
20	GHF331	£0.05	WASHER, locking	2	
21	GHF200	£0.10	NUT, plain	2	

*Note: These two clamping systems are factory alternatives. Although the original type kits we supply contain clamp item 2, clamp item 17 was also used in some factory kits.



Up-rated front anti-roll bars and kits

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

TT3081	£199.95	TR2-3A front 3/4" anti-roll bar kit	1
TT3181	£112.53	TR4 front 3/4" anti-roll bar kit	1
		(we recommend this is mounted with our radiator shield Part No: 301644).	
TT3282	£115.44	TR4A front 7/8" anti-roll bar kit	1

TR4 Anti-Roll Bar Mounting

The anti roll bar can be mounted on the bumper irons as Triumph did, using components detailed above. However, we recommend the bar be mounted on our special radiator shield (Part No: 301644 see page 22) as its improved strength will allow the bar to work properly and control body roll.

Up-rating Your Front Suspension

When a vehicle manufacturer designs his suspension for a car he always has to compromise between the cars ability to go round corners at high speed with its ability to give a comfortable ride. Sports cars, by their very nature, induce owners to sacrifice a little of the comfort for an improvement in the handling. We have published a full list of tuning items in our 'Performance & Tuning' section, but here we list a few off the components which are both easy to fit and, have been found very popular with our customers who want improved handling without having to gain an honours degree in mechanical engineering.

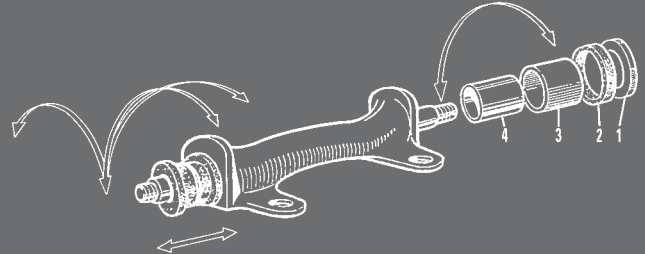
Up-rated Front Coil Springs, Shock Absorbers & Bushes

This little section is our recommendation for the average enthusiast. It is not intended to be for serious (or even non-serious) competition minded drivers. See the accessories section for details.

TT4006	£16.59	FRONT SPRING, uprated	2
107682	£13.65	COLLAR	2 use when TT4006 fitted
TT3001	£53.79	SHOCK ABSORBER, Spax, adjustable	2 we suggest these
TT3002	£80.20	SHOCK ABSORBER, Koni, adjustable	2 uprated units are
TT3103	£49.86	SHOCK ABSORBER, Gaz, adjustable	2 fitted in pairs only
TT3160	£34.20	UPRATED BUSH KIT, (upper/inner)	1 TR2-4A
TT3160	£34.20	UPRATED BUSH KIT, (lower/inner)	1 TR2-4

Front Suspension Bushes Explained

The early TR2's (up to TS9122) were fitted with 102228 rubber bushes on both the upper and lower inner wishbone mountings. Triumph improved this to incorporate a nylon and steel bush set (using 110695, 110696, 110697 & 115702 seals), but only on the lower inner wishbones. They kept the 102228 rubber bushes on the upper wishbones.



A very simple improvement is to fit the original Triumph modification for the lower...to the upper. You should realise that there is a small price to pay.

The rubber bush flexes in all directions without 'fear or favour', but the nylon/steel bushes give free and predictable rotation in an arc about the axis of the bush. Clear? Maybe not. Perhaps our illustration will help.

1	110697	£1.00	WASHER	8
2	115702	£0.60	SEAL	8
3	110696	£1.22	BUSH, nylon	4
4	110695	£7.73	BUSH, steel	4

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



Front Tyre Wear Patterns

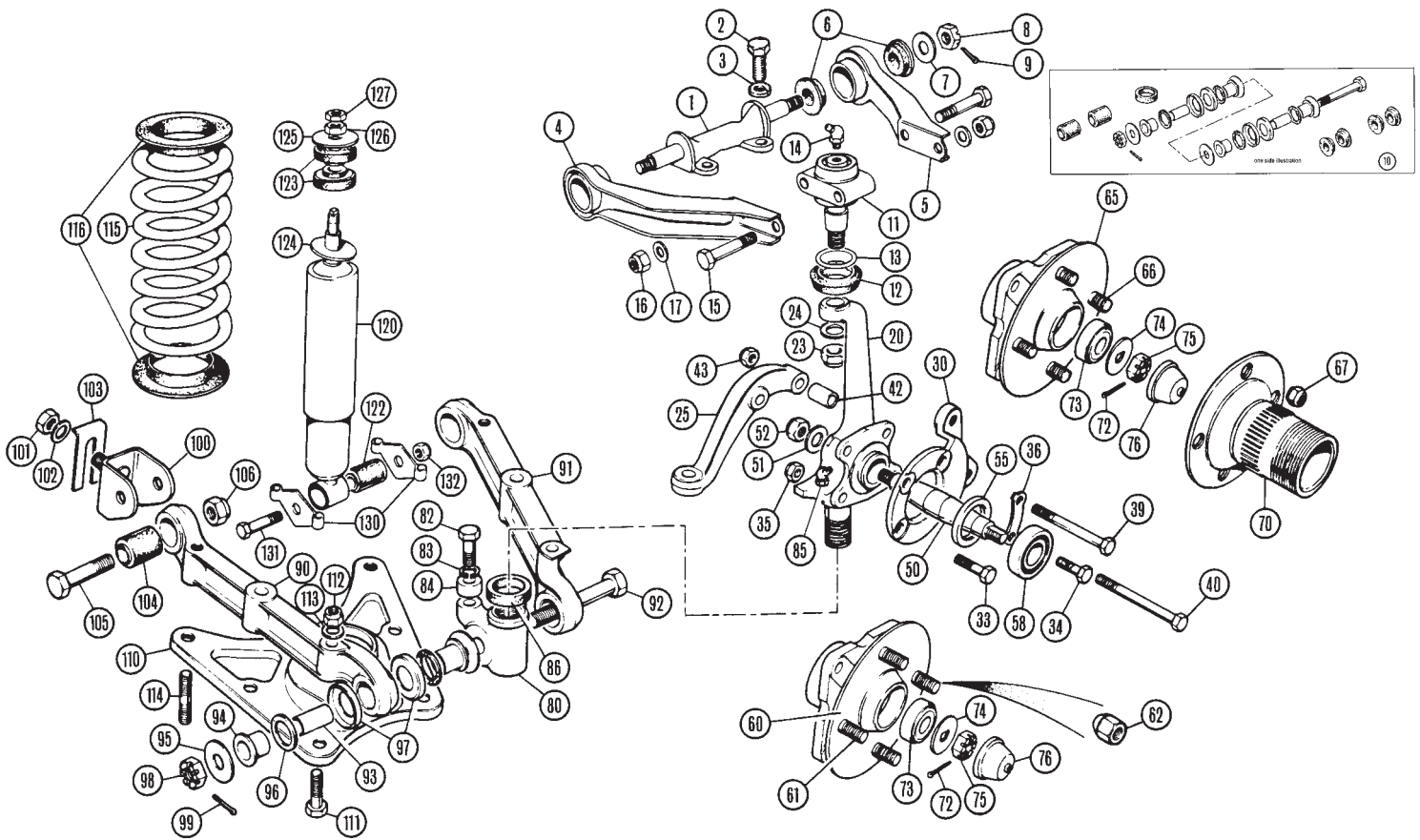
Feathering is caused by incorrect tracking or worn front-end components. One-sided wear can be caused by incorrect camber or grossly incorrect tracking. Cupping is the result of out-of-balance wheels, worn shocks, grabbing brakes or worn tie rods.

Slotted & Nyloc Nuts

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

THREAD SIZE	SLOTTED NUT	NYLOC NUT
3/8"	LN2209	GHF273
7/16"	NL607041	GHF274
1/2"	NL608041	GHF275
9/16"	LN2212	53K1667

These nuts are 'half' nuts, i.e. The threaded portion is only 'half' the depth of a full nut.



Front Suspension TR4A

The front suspension from the TR2 to the TR6 series of cars was of the same basic design throughout the whole production period of the cars. It was in fact based on the Triumph Mayflower saloon of the early 1950's. For the technically minded it's an unequal wishbone suspension with a coil spring & a telescopic shock absorber.

The actual design is in three main phases.

The TR2 through to the very early 1962 TR4's (chassis number CT6343 wire wheels, & CT6390 steel wheels), had the same basic design with the early type of upper ball joint (these are not handed), as it is called in Triumph parlance. The vertical post joining the upper ball joint & lower trunnion has zero castor. The later TR4's from the above chassis numbers had a three degree castor system, which was also introduced with an improved top ball joint and necessitated the trunnions to be handed to achieve the angling of the vertical posts, and also offset the upper wishbones. The three degree angle means that the top of the vertical post is nearer the rear of the car than the bottom end screwed into the trunnion.

The TR4A, whilst using the same basic design, used completely redesigned components involving a new method of bushing the trunnions to the lower wishbones, with a removable pin being used through the trunnion which made 'strip & re-assemble' a much easier process. The lower inner wishbone bushes were also simplified to be a simple rubber to metal bonded item. The inner upper wishbone bushes are made of rubber and remain the same from the first TR2 to the last TR6. The TR4A suspension continued with little modification through to the last TR6.

ill	Part Number	Price £ea.	Description	Req.	Details
1	200659	£27.36	FULCRUM PIN, upper	2	
2	GHF105	£0.25	SCREW	8	
3	GHF333	£0.05	WASHER, locking	8	
4	133504	£46.95	ARM, wishbone upper front	2	
5	133507	£46.95	ARM, wishbone upper rear	2	
6	102228	£0.39	BUSH, rubber, upper wishbones*	8	standard
	TT3063	£3.52	BUSH, polyurethane, upper wishbones*	4	uprated
NI	QHOSK199S	£4.55	BUSH KIT, (rubber bushes), upper/inner	2	
	TT3160	£34.20	UPRATED BUSH KIT, upper/inner	1	see 'Uprating Your Susp.'
7	WM69	£0.69	WASHER, fulcrum pin	4	
8	NL607041	£0.63	NUT, fulcrum pin	4	
9	PC10	£0.15	SPLIT PIN, fulcrum nut	4	
10	GAC6067X	£48.89	MAJOR SUSPENSION OVERHAUL KIT	1	standard bushes
	GAC6067P	£84.12	MAJOR SUSPENSION OVERHAUL KIT	1	polyurethane bushes

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

11	GJSJ131	£10.72	BALL JOINT, (original)	2	
	GJSJ131Z	£8.62	BALL JOINT, (non-original)	2	
12	C43216Z	£2.89	RUBBER BOOT, ball joint	2	
13	138869	£Call	CLIP, ball joint boot	2	
14	UHN445	£1.13	GREASE NIPPLE	2	
15	112347	£1.47	BOLT, ball joint to wishbone	4	
16	GHF223	£0.20	NUT, nyloc, ball joint bolt	4	
17	GHF302	£0.15	WASHER	4	
20	307216	£88.03	VERTICAL LINK, LH	1	
	307215	£88.03	VERTICAL LINK, RH	1	
23	NL608041	£0.69	LOCK-NUT, link to ball joint	2	
24	WC112081	£1.71	WASHER	2	
25	307212	£Call	TIE ROD LEVER, LH	1	
	307211	£Call	TIE ROD LEVER, RH	1	
30	133500	£Call	MOUNTING PLATE, LH	1	} brake caliper
	133499	£Call	MOUNTING PLATE, RH	1	
33	BH606111	£0.44	BOLT	1	} mounting plate to vertical link
34	SH606061	£0.44	SCREW	2	
35	GHF223	£0.20	NUT	2	
36	106641	£0.95	TAB WASHER	4	
39	GHF126	£0.69	BOLT	2	} mounting plate & tie rod lever
40	BH606281	£0.93	BOLT	2	
42	107106	£2.89	DISTANCE PIECE, mounting plate	4	
43	GHF223	£0.20	NUT	4	
50	115763	£21.48	STUB AXLE	2	
51	WC112081	£1.71	WASHER, stub axle	2	
52	GHF275	£0.43	NUT, stub axle	2	
	GHK1021	£18.55	BEARING KIT	2	} includes items marked†
55	GHS110	£8.95	OIL SEAL†	2	
58	GHB111	£17.03	BEARING, inner†	2	
60	114284	£159.95	HUB, steel, with studs	2	} for steel wheels
	114284A	£143.82	HUB, alloy, less studs	2	
	114284X	£Call	HUB, alloy, less studs (With extra thick flange for adjustment).	2	
61	114282	£3.32	STUD, front, standard length	8	

The TR4A vertical posts have a threaded hole for a grease nipple. The workshop manual recommends using an EP90 weight gear oil. We have always preferred LM grease as lubricant for the front suspension. The TR4A system involves pumping the grease down the centre of the vertical post, and then up through the trunnion thread from the bottom. When you strip the suspension down, always be sure to thoroughly clear the grease passage in the vertical post.

114282X	£2.42	STUD, front, (extra long)	8	
		(May need shortening to suit application).		
62 109586	£1.56	NUT, wheel	16	
65 114283	£Call	HUB, includes studs	2	
66 114281	£2.69	STUD, hub to extension	8	
67 110366	£0.85	NUT, extension to hub	8	for wire wheels
70 217603	£38.12	SPLINED EXTENSION, LH	1	
217602	£38.12	SPLINED EXTENSION, RH	1	
72 GHF504	£0.14	SPLIT PIN†	2	
73 GHB110	£12.67	BEARING, outer†	2	
74 102690	£1.76	'D' WASHER	2	
75 NL608041	£0.69	NUT	2	
76 102689	£6.36	GREASE CAP	2	
		(The original grease caps on the front hubs were designed to be removed by screwing a bolt into the small hole in the cap's centre. (This is why there's a threaded hole in the centre of the cap, and why earlier Triumph tool kits inc. a small black bolt). These holes are often stripped out, making removal very difficult. Currently the caps coming through from the factory are not threaded. Bolts for removing the threaded caps are our part no. HU506).		
80 142378	£44.95	TRUNNION ASSEMBLY, LH bottom	1	
142377	£44.95	TRUNNION ASSEMBLY, RH bottom	1	
82 SH605111	£0.49	SCREW	2	
83 GHF332	£0.15	WASHER	2	
84 156111	£3.62	STOP, steering lock	2	
85 UHN400	£0.63	GREASE NIPPLE	2	
86 142402	£2.24	SEAL, trunnion to vertical link*	2	
90 307209	£Call	WISHBONE, lower	2	LH front & RH rear
91 307210	£73.36	WISHBONE, lower	2	RH front & LH rear
92 139835	£7.44	PIVOT BOLT*	2	
93 139832	£3.86	DISTANCE PIECE*	4	
94 139833	£1.02	NYLON BEARING*	8	
95 142388	£1.91	WASHER*	8	
96 142387	£0.63	SEALING RING*	8	
97 139834	£0.93	SHIELD, water*	8	
98 LN2212	£1.86	NUT*	2	
NI TT3264	£45.60	UPRATED BUSH KIT, lower/outer	1	see 'Uprating Your Susp.'
		(Uprated versions of items 92 to 97).		on page 74
99 GHF504	£0.14	SPLIT PIN*	2	
100 148691	£17.57	BRACKET, lower fulcrum	4	
		(There are two specifications of the lower fulcrum bracket. The earlier part had only one stud (part no. 139715), but we no longer supply this item. It was replaced by 148691, which has two studs, and is recommended as a superior and stronger fitment).		
101 GHF273	£0.14	NUT	4	4 if single stud brkt fitted
			8	8 if double stud brkt fitted
102 WM59	£0.15	WASHER, plain	4	4 if single stud brkt fitted
			8	8 if double stud brkt fitted
103 139727	£3.86	SHIM, bracket to frame	a/r	
104 141481	£1.81	BUSH, inner wishbone	4	
105 BH608221	£1.47	BOLT, wishbone to bracket	4	
106 NL608041	£0.69	NUT	4	
110 140951	£Call	SPRING PAN, lower	2	
111 BH606181	£0.63	BOLT, spring pan to wishbone	6/8	
BH606221	£0.93	BOLT, spring pan to wishbone	2	when anti-roll bar fitted
112 GHF223	£0.20	NUT, nyloc	12	
113 WP20X	£0.34	WASHER, plain	12	
114 143712	£1.08	STUD, spring pan to wishbone	4	
115 213165	£16.59	COIL SPRING, standard	2	
TT4006	£16.59	COIL SPRING, uprated	2	fit in pairs
NI GAC5076	£132.08	TOOL, (Churchill)	a/r	
		(We have remanufactured the special Churchill Spring Compressor tool (GAC5076), but, it can also be used for fitting new camshaft bearings).		
116 100751	£1.91	COLLAR, spring insulator, standard	4	rubber
100751SP	£5.14	COLLAR, spring insulator, uprated	4	polyurethane
100751TSP	£6.80	COLLAR, spring insulator, uprated	4	polyurethane, slightly thicker than standard
120 GSA272	£17.57	SHOCK ABSORBER, standard	2	
TT3101	£67.48	SHOCK ABSORBER, Spax, adjustable	2	we suggest these
TT3102	£82.17	SHOCK ABSORBER, Koni, adjustable	2	uprated units are
TT3203	£49.86	SHOCK ABSORBER, Gaz, adjustable	2	fitted in pairs only
122 119450	£11.44	MOUNTING, lower, rubber, standard	2	standard
119450Z	£1.91	MOUNTING, lower, replacement	2	
TT3365	£5.82	MOUNTING, lower, uprated	2	polyurethane
123 21A860	£1.61	MOUNTING, upper, standard	4	rubber
21A860SP	£2.30	MOUNTING, upper, uprated	4	polyurethane
124 140479	£0.59	WASHER	2	
126 GHF202	£0.10	NUT	2	
127 NT606041	£0.33	JAM' NUT	2	
128 GHF302	£0.15	WASHER	8	
129 GHF273	£0.14	NUT, nyloc	8	lower shock absorber to spring pan
130 106843	£3.94	BRACKET	4	
131 BH607201	£0.78	BOLT, shock absorber to bracket	2	
132 GHF274	£0.49	NUT	2	

Front Coil Springs:

PART No.	TYPE/USAGE	FITTED HEIGHT	SPRING RATE/LBS
213165	Standard	6.75"	312
TT4006	Uprated, raised (This spring gives an increase in ride height, use only in conjunction with rear spring TT4211).	7.00"	390
TT4001	Uprated, slightly lowered	6.70"	390
TT4201	Uprated, lowered road	7.00"	420
TT4102	Uprated, lowered sprint	6.00"	420
TT4207	Uprated, lowered race	6.50"	450

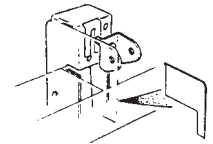
Spring Collar/Insulators:

100751	£1.91	RUBBER, front	4
100751SP	£5.14	POLYURETHANE, front	4
100751TSP	£6.80	POLYURETHANE, front	4
MGS40904	£8.76	SPACER	a/r

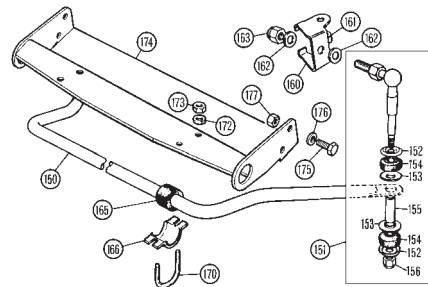
(Maximum 2 recommended per side, each adjusts ride height approx. 5mm).
 thicker than standard
 3mm thickness

Strengthening Lower Wishbone Arm Brackets

The lower front inner wishbone brackets which are welded to the frame, are considered weak points of the front suspension as they are often found to be cracked, or even broken away from the chassis. These brackets are easily replaced by a competent chassis repair workshop, and represent a considerable improvement to the earlier TR2-3A and TR4 design. On these earlier cars, instead of breaking a bracket, the entire spring tower twists and cracks, much more difficult (and expensive) to repair than a bracket! It's a good idea to periodically check your front inner wishbone brackets, and have them replaced if they are cracked or broken, as this condition presents a severe safety hazard. We have followed a design from Triumph themselves, and produced a strengthening kit (see illustration), which comprises three plates that are welded to the inner wishbone bracket and the chassis.



TT3259L	£17.57	STRENGTHENING KIT, LH	1	} 3 plates per kit
TT3259R	£17.57	STRENGTHENING KIT, RH	1	
139580R	£5.82	PLATE WASHER, reinforcement	4	aftermarket comp. use



Anti-Roll Bar (TR6 Option)

The TR6 anti-roll bar will fit a TR4A with minimal modification due to the two cars suspension being virtually identical. The TR6 radiator protection shield will need to be fitted to the TR4A to receive the 'U' bolts (item 170). This protection shield is part no. 213021.

150 215647	£49.86	ANTI-ROLL BAR	1
215647K	£48.89	FITTING KIT, anti-roll bar	1
151 152143A	£12.67	LINK ASSEMBLY	2
152 517984	£0.63	WASHER	4
153 517983	£0.59	WASHER	4
154 517985	£0.90	RUBBER MOUNT	4
517985P	£1.50	POLY MOUNT	4
155 517986	£3.62	DISTANCE PIECE	2
156 GHF223	£0.20	NUT	2
160 152144	£7.79	BRACKET, mounting	2
161 152145	£1.86	PACKING PIECE	2
162 WB600071A	£0.16	WASHER	4
163 GHF223	£0.20	NUT	2
165 123998	£1.91	BUSH, rubber	2
123998SP	£4.75	BUSH, polyurethane	2
166 123502	£2.89	CLAMPING BRACKET	2
170 123694	£2.35	'U' BOLT, (plain)	2
172 GHF301	£0.07	WASHER	4
173 GHF222	£0.17	NUT	4
174 213021	£53.29	SHIELD, radiator protection	1
175 SH606071	£0.34	SCREW, attaching shield to chassis	2
176 GHF333	£0.05	WASHER, locking	2
177 GHF202	£0.10	NUT	2

Upgrading Your TR4A Suspension

When a vehicle manufacturer designs his suspension for a car he always has to compromise between the car's ability to go round corners at high speed with its ability to give a comfortable ride. Sports' cars, by their very nature, induce owners to sacrifice a little of the comfort for an improvement in the handling. We have published a full list of tuning items in our 'Performance & Tuning' section, but here we list a few of the components which are both easy to fit and, have been found very popular with our customers who want improved handling without having to gain an honours degree in mechanical engineering. The first modification suggested is the installation of an upgraded Front Anti-Roll bar. You can fit either our TR4A upgraded bar or the TR6 anti-roll bar described earlier. The TR6 installation involves no irreversible modifications to the car.

TR4A Anti-Roll Bar Kit

There were several small companies in the 1950's and 1960's making up Triumph's omission: Vic Derington, Lawrencetune & SAH being the best remembered. Some of the SAH (Sydney Arthur Hurrell) traditions have been carried into the present day by Terry (son of Syd), and are offered here:

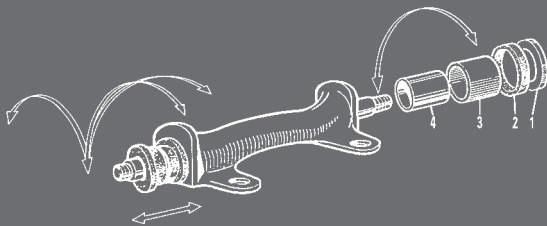
Part Number	Price £ea.	Description	Req.	Details
TT3281	£Call	ANTI-ROLL BAR KIT, front	4	TR4A

As a second step, a pair of TT4006 springs with adjustable shock absorbers is a good investment. The TT4006 is the same spring as used to upgrade the TR2-3A & TR4, but in the TR4A, you do not fit the spacer 107862. The choice between Koni, Spax or Gaz is a personal choice. All are, of course adjustable, but where as Spax & Gaz are adjustable in situ, you need to take Koni's off the car to adjust them. The front suspension bushes are also available in an upgraded form to make the car 'tighter'. The upper inner bush kit (TT3160) comprises the steel & nylon bush set-up on the lower inner fulcrum pin on the TR2 (from TS9122) to TR4. It however uses 'nylatron' versions of the 110696 bush and the washer 110697. 'Nylatron' is a hard wearing, self lubricating replacement for the ordinary nylon. Lastly, there is a lower outer kit (TT3264), which has 'nylatron' versions of the 139833 nylon bush, plus standard bushes (item 92 to 97 inclusive).

TT4006	£16.59	FRONT SPRING, uprated	2	all models
TT3101	£67.48	SHOCK ABSORBER, Spax, adjustable	2	we suggest these
TT3102	£82.17	SHOCK ABSORBER, Koni, adjustable	2	uprated units are
TT3203	£49.86	SHOCK ABSORBER, GAZ, adjustable	2	fitted in pairs only
TT3160	£34.20	UPRATED BUSH KIT, (upper/inner)	1	
TT3264	£45.60	UPRATED BUSH KIT, (lower/outer)	1	

Front Suspension Bushes Explained

The front upper suspension of the TR4A is exactly the same as used on the early TR2's (up to TS9122), they were fitted with 102228 rubber bushes on both the upper and lower inner wishbone mountings. Triumph improved this to incorporate a nylon and steel bush set (using 110695, 110696, 110697 and 115702 seals), but only on the lower inner wishbones. They kept the 102228 rubber bushes on the upper wishbones. A very simple improvement is to fit the Triumph modification for the lower, to the upper. You should realise that there is a small price to pay. The rubber bush flexes in all directions without fear or favour, but the nylon/steel bushes give free and predictable rotation in an arc about the axis of the bush.



1	110697	£1.00	WASHER	8
2	115702	£0.60	SEAL	8
3	110696	£1.22	BUSH, nylon	4
4	110695	£7.73	BUSH, steel	4

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

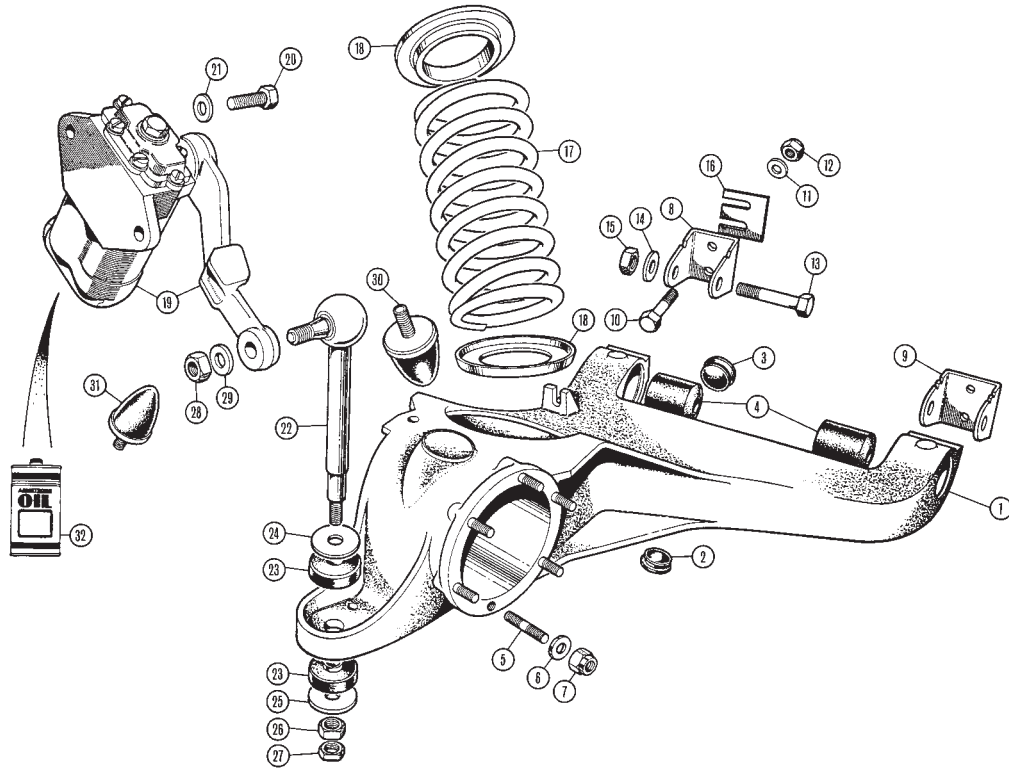
Slotted & Nyloc nuts

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

THREAD SIZE	SLOTTED NUT	NYLOC NUT
3/8"	LN2209	GHF273
7/16"	NL607041	GHF274
1/2"	NL608041	GHF275
9/16"	LN2212	53K1667

These nuts are 'half' nuts, i.e. The threaded portion is only 'half' the depth of a full nut.





Rear Suspension TR4A With IRS Axle

Ill	Part Number	Price £ea.	Description	Req.	Details
1	308267	£Call	TRAILING ARM, with bushes, LH	1	(The trailing arms listed here are the later type that were fitted to TR5-250 and TR6. When replacing original TR4A type trailing arms with the later type, (item 30), bump rubber (fitted on wheel arch) should be replaced with part number 136758 (fitted into boss on trailing arm).)
	308268	£Call	TRAILING ARM, with bushes, RH	1	
2	138801	£2.30	BLANKING PLUG, 7/8"	4	
3	138532	£1.74	BLANKING PLUG, 11/8"	4	
4	137599	£4.80	BUSH, trailing arm, standard	4	rubber
	TT3266	£10.33	BUSH, trailing arm, uprated	4	polyurethane
5	TD812	£0.89	STUD, hub attachment	12	
6	GHF301	£0.07	WASHER, plain	12	
7	GHF272	£0.30	NUT, nyloc	12	
8	141399	£9.25	BRACKET, inner, (1 notch)	2	
9	141398	£9.25	BRACKET, outer, (2 notch)	2	
10	BH606261	£0.95	BOLT, support bracket to chassis	4	
11	WC600071	£0.39	WASHER, plain	4	
12	GHF274	£0.49	NUT, nyloc	4	
13	HBZ730	£1.81	BOLT, trailing arm to support bracket	4	
14	GHF302	£0.15	WASHER, plain	4	
15	GHF274	£0.49	NUT, nyloc	4	
16	139363	£1.96	SHIM, bracket to chassis	a/r	

The rear end of the IRS TR4A was notoriously weak. Our standard spring (GSV1001) is in fact a TR6 spring specification which is slightly uprated (TR4A standard is 280lbs) while GSV1001 is 354lbs, really the minimum strength to use on TR4A's to avoid the sagging rear end look. We sell hundreds of TT4212 which is a nice compromise between ride and handling, it's rated at 390lbs, which should not cause any passenger discomfort. We supply a whole range of uprated suspension components in the restoration section.

17	GSV1001	£21.48	COIL SPRING, standard, (354lbs)	2	see table in next column
	TT4212	£30.29	COIL SPRING, uprated, (390lbs)	2	
18	138823	£2.30	COLLAR, spring insulator, standard	4	rubber
	138823SP	£5.97	COLLAR, spring insulator, uprated	4	polyurethane
	138823TSP	£8.27	COLLAR, spring insulator, uprated	4	polyurethane, slightly thicker than standard

Some cars were factory fitted with a metal packing washer under the coil spring in addition to the rubber spring collar. This was done to correct the ride height of the car.

NI	MGS40904	£8.76	SPACER, metal	a/r	3mm thickness
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We supply a small spacer plate of 3mm depth that allows you to adjust the spring/ride height to suit your needs. (Spacers are sold individually). Maximum of 2 recommended per side, each spacer adjusts the ride height by approximately 5mm.

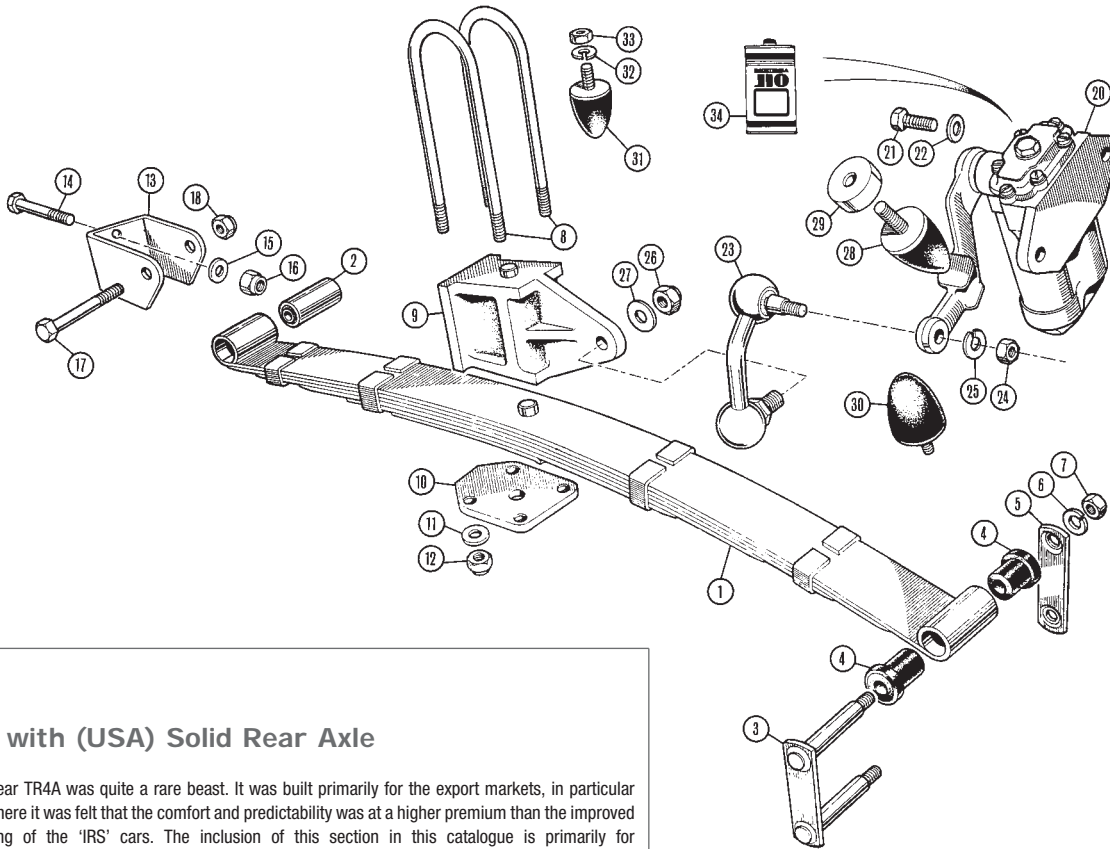
19	GSA287	£83.14	SHOCK ABSORBER, standard, LH, new	1	standard
	GSA286	£83.14	SHOCK ABSORBER, standard, RH, new	1	
	GSA287R	£22.46	SHOCK ABSORBER, standard, LH, rebuilt	1	
	GSA286R	£22.46	SHOCK ABSORBER, standard, RH, rebuilt	1	
	TT3214RN	£97.82	SHOCK ABSORBER, uprated, RH, new*	1	setting uprated 25%, road and competition.
	TT3214LN	£97.82	SHOCK ABSORBER, uprated, LH, new*	1	
	TT3215RN	£97.82	SHOCK ABSORBER, uprated, RH, new*	1	setting uprated 50%, full competition only. (not suitable for road use)
	TT3215LN	£97.82	SHOCK ABSORBER, uprated, LH, new*	1	

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

20	SH607101	£1.02	BOLT, securing shock absorber	4	
21	WB600070	£0.22	WASHER, plain	4	
22	141464A	£10.13	LINK, shock absorber	2	
23	21A860	£1.61	BUSH, standard, link to arm	4	rubber
	21A860SP	£2.30	BUSH, uprated, link to arm	4	polyurethane
24	140416	£0.63	WASHER, link to arm, upper	4	
25	140479	£0.59	WASHER, link to arm, upper	2	
26	GHF202	£0.10	NUT, plain	2	
27	NT605041	£0.17	NUT, jam	2	
28	GHF203	£0.15	NUT, plain	2	
29	GHF334	£0.12	WASHER, locking	2	
30	140290	£4.60	'BUMP STOP' RUBBER, on wheel arch	2	
31	136758	£6.80	'BUMP STOP' RUBBER, on chassis	2	replacement
	136758	£6.80	'BUMP STOP' RUBBER, on chassis	2	standard
32	AAA149M	£9.40	OIL, shock absorber, Moss, (500ml)	a/r	No 1, light, standard
	GGL9038X	£6.66	OIL, shock absorber, Penrite, (500ml)	a/r	No 2, heavy, competition
	GGL9039X	£6.70	OIL, shock absorber, Penrite, (500ml)	a/r	

Rear Coil Springs

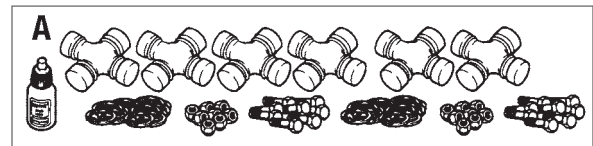
PART No.	TYPE/USAGE	FITTED HEIGHT	SPRING RATE/LBS
GSV1001	Standard	9.00"	354
TT4211*	Uprated, raised	9.65"	390
This spring gives an increase in ride height, use only in conjunction with front spring TT4006).			
TT4212	Uprated (standard ride height)	8.85"	390
TT4216	Uprated, lowered road	8.50"	420
TT4215	Uprated, lowered sprint	8.45"	510
TT4215A	Uprated, lowered race	7.30"	550



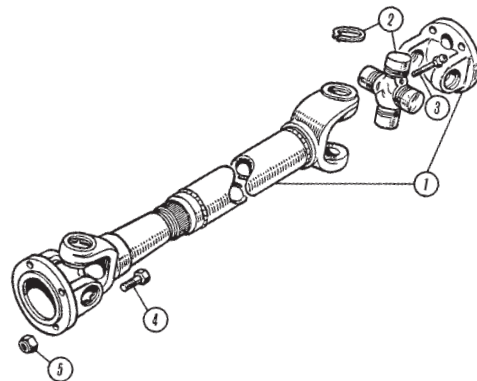
TR4A with (USA) Solid Rear Axle

The solid rear TR4A was quite a rare beast. It was built primarily for the export markets, in particular the USA, where it was felt that the comfort and predictability was at a higher premium than the improved road holding of the 'IRS' cars. The inclusion of this section in this catalogue is primarily for completeness, but also due to the fact that many 'non-IRS' TR4A's are appearing in Europe. The chassis number of TR4A's usually begins CTC, but the 'non-IRS' cars were CT following the TR4, but with a number over 50000. In our opinion, the Triumph engineers were really clever to get the conversion back from IRS with a minimum of components being re-designed.

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



Ill	Part Number	Price £ea.	Description	Req.	Details
1	212113	£68.46	LEAF SPRING	2	
2	107769	£5.82	BUSH, front spring eye	2	
3	142273	£Call	SHACKLE PLATE, with pins	2	
4	112503	£0.93	BUSH, shackle pins	8	
5	142275	£Call	SHACKLE PLATE	2	
6	GHF333	£0.05	WASHER, locking	4	
7	GHF202	£0.10	NUT, shackle plate	4	
8	136865	£3.45	U-BOLT, axle housing to spring	4	
9	142277	£17.25	DISTANCE PIECE	2	
10	139489	£Call	PLATE, U-bolt mounting	2	
11	GHF302	£0.15	WASHER, plain	8	
12	GHF223	£0.20	NYLOC NUT, U-bolt securing	8	
13	142427	£Call	BRACKET, front eye, RH	1	
14	142426	£Call	BRACKET, front eye, LH	1	
14	GHF126	£0.69	BOLT, bracket to frame	4	
15	WM59	£0.15	WASHER	4	
16	GHF223	£0.20	NYLOC NUT	4	
17	BH610281	£3.94	BOLT, front eye to bracket	2	
18	GHF226	£0.70	NUT, nyloc	2	
20	GSA286	£83.14	SHOCK ABSORBER, new, RH	1	standard
	GSA287	£83.14	SHOCK ABSORBER, new, LH	1	
	GSA286R	£22.46	SHOCK ABSORBER, rebuilt, RH	1	
	GSA287R	£22.46	SHOCK ABSORBER, rebuilt, LH	1	
21	SH607101	£1.02	SCREW, shock absorber to chassis	4	
22	WB600070	£0.22	WASHER	4	
23	142155	£21.48	LINK, shock absorber, RH	1	link to shock absorber
	142156	£21.48	LINK, shock absorber, LH	1	
24	GHF203	£0.15	NUT, shock link to shock	2	
25	GHF334	£0.12	WASHER, locking	2	
26	GHF275	£0.43	NUT, nyloc, link to distance piece	2	
27	GHF302	£0.15	WASHER, plain	2	
28	140290	£4.60	BUMP RUBBER, (on body)	2	
29	142159	£Call	SPACER BLOCK, bump rubber	2	
30	140290	£4.60	REBOUND RUBBER, (on chassis)	2	
31	136758	£6.80	BUFFER, pinion housing	1	
32	GHF333	£0.05	WASHER, locking	1	
33	GHF202	£0.10	NUT	1	
34	AAA149M	£9.40	OIL, shock absorber, Moss, (500ml)	a/r	standard
	GGL9038X	£6.66	OIL, shock absorber, Penrite, (500ml)	a/r	No 1, light, standard
	GGL9039X	£6.70	OIL, shock absorber, Penrite, (500ml)	a/r	No 2, heavy, competition

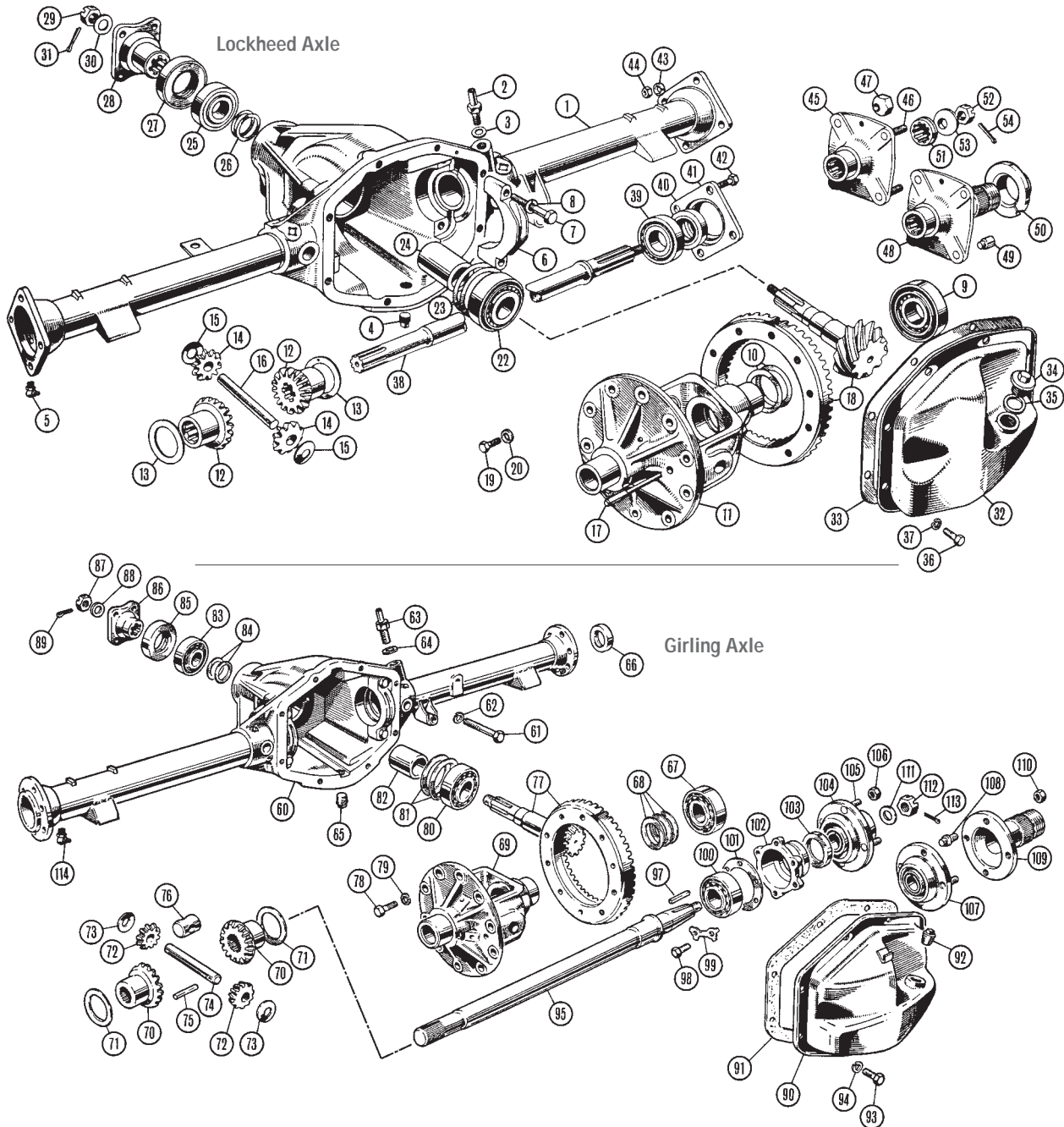


Propshaft (All Models)

1	208075	£165.94	PROPSHAFT	1
2	GUJ116	£13.35	UNIVERSAL JOINT	2
2	GUJ116UR	£29.31	UNIVERSAL JOINT, heavy duty	2 alternative
3	144825	£1.81	GREASE NIPPLE, universal joint	2
4	107960	£1.22	BOLT	8
5	GHF273	£0.14	NUT, nyloc	8
	GHF243	£0.44	NUT, 'Cleveloc'	8

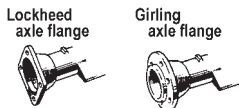
Universal Joint Kit (Propshaft & Drive Shaft)

B	GUJ102K	£118.40	UNIVERSAL JOINT KIT	1	non-greasable
Kit includes the following items:					
			UNIVERSAL JOINT, (propshaft)	2	non-greasable
			BOLT, propeller shaft	2	
			NUT, nyloc	8	
			UNIVERSAL JOINT, (drive shaft)	4	non-greasable
			BOLT, drive shaft inner yoke to flange	8	
			NUT, nyloc	8	
			STUDLOC, Loctite	1	10ml



Rear Axle (Solid) TR2-3A-TR4 (& TR4A USA)

During 1956 Triumph departed from using Lockheed brakes with the introduction of Girling discs on the front of the TR3 (from chassis no. TS13046). The opportunity was taken to remove a major weakness on the Triumph TR, namely, the breaking half shaft. The rear axle was also re-designed and strengthened. Whilst many Lockheed cars are now fitted with a Girling axle - a most reliable and tough unit, there are many known cases of Girling vehicles being converted to Lockheed, perhaps in emergencies. To discover which type you have, look on the flange connecting the axle tube to the brake backplate; the Lockheed axle tubes are connected to the drum backplate with 4 bolts and a square flange, Girling has 6 bolts and a circular flange.



Lockheed Axle - TR2-TR3 to TS13045

Part Number	Price £ea.	Description	Req.	Details
NI 502153R	£Call	AXLE ASSEMBLY, recon/exch. (3.7:1)	1	TR2 TR3 To TS13045

Lockheed Axle Components

1	105515	£Call	AXLE CASING	1
2	056894	£Call	BREATHER	1
3	WF509	£0.24	WASHER, fibre	1

4	057216	£Call	DRAIN PLUG	1
5	056934	£0.89	GREASE NIPPLE (CAP, part of 105585 axle casing).	2 not supplied separately.
7	100878	£Call	BOLT, cap to casing	4
8	GHF333	£0.05	WASHER, locking	4
9	110515	£22.46	BEARING, differential carrier	2
10	100894/3	£1.22	SHIM, (0.003"), carrier bearing	a/r
	100896/10	£0.56	SHIM, (0.010"), carrier bearing	a/r
11	301607	£Call	CARRIER, differential	1

Assuming none of our customers are silly enough to fit used crown wheels (which is positively NOT recommended, you will be faced with two choices when fitting a new crown wheel. If you retain carrier 301607 from your Lockheed axle you will have to drill the 10 bolt holes out 'using' a 25/64" drill and countersink both sides of the carrier after the drilling operation. You will then be able to use bolts (item 19) to secure the crown wheel to the carrier (make sure you use lock washers, item 20, with these bolts). Your second option is to replace carrier 301607 with the later Girling carrier (item 69), which will present no problems.

12	102800	£Call	SUN WHEEL GEAR, side differential	2
13	102801	£2.30	WASHER, thrust, replace in pairs	2
14	134074	£Call	PLANET GEAR, pinion	2
15	056793	£Call	THRUST WASHER	2 (0.0465" - 0.0495")
	139951	£2.30	THRUST WASHER	2 (0.051" - 0.053")
	139952	£3.62	THRUST WASHER	2 (0.055" - 0.057")

139953	£2.10	THRUST WASHER	2	(0.059" - 0.061")
139954	£Call	THRUST WASHER	2	(0.063" - 0.065")
160375	£Call	THRUST WASHER	2	(0.065" - 0.067")
139955	£2.10	THRUST WASHER	2	(0.067" - 0.069")
139956	£1.96	THRUST WASHER	2	(0.071" - 0.073")
16 100844	£Call	CROSS SHAFT	1	
17 111215	£Call	PIN, cross shaft to carrier	1	
18 502127	£195.70	CROWN WHEEL & PINION	1	(3-7:1)
505014	£195.70	CROWN WHEEL & PINION	1	(4-1:1)
516398	£195.70	CROWN WHEEL & PINION	1	(3.45:1)
502523	£231.96	CROWN WHEEL & PINION	1	(4.3:1)
503924	£201.25	CROWN WHEEL & PINION	1	(4.5:1)
19 110737	£0.76	BOLT, 3/8", crown wheel to carrier	10	
20 118977A	£Call	WASHER, locking	10	use with 110737
		(Alternative to plain washers & lock tabs).		
22 100897A	£32.25	BEARING, rear pinion, (head)	1	
23 100965/3	£0.75	SHIM, (0.003")	a/r	rear pinion bearing
1009665	£0.58	SHIM, (0.005")	a/r	
100967/10	£0.63	SHIM, (0.010")	a/r	
24 100846	£12.67	SPACER, between bearings	1	
25 100422	£19.53	BEARING, front pinion, (tail)	1	
26 140793	£4.85	SHIM, (0.003")	a/r	front pinion bearing
100563	£0.78	SHIM, (0.005")	a/r	
100564	£0.78	SHIM, (0.010")	a/r	
27 100898	£7.79	OIL SEAL, pinion	1	
28 107947	£Call	PINION FLANGE, square flange	1	alternatives
138105	£42.95	PINION FLANGE, round flange	1	
29 100892	£4.90	NUT, slotted, original type	1	
510618A	£2.84	NUT, nyloc, replacement	1	
30 142333	£2.89	WASHER, pinion flange	1	
31 GHF501	£0.15	SPLIT PIN	1	
32 201918	£Call	REAR COVER	1	Lockheed axle
203660	£Call	REAR COVER	1	Girling axle
		(The original Lockheed rear cover (201918) is no longer available. We recommend replacement with the later Girling axle type rear cover (203660), and use with filler plug & 114774).		
33 101359	£1.24	GASKET, for cover	1	
34 062058	£Call	FILLER PLUG	1	Lockheed axle
114774	£2.06	FILLER PLUG	1	Girling axle
35 056912	£Call	WASHER, fibre	1	(use only with 062058)
36 SH605051	£0.23	SCREW, attaching cover	8	
37 GHF332	£0.15	WASHER, locking	8	
38 201933	£168.95	AXLE SHAFT	2	
39 SP75G	£14.97	BEARING, rear hub	2	
40 103811	£6.84	OIL SEAL	2	TR2 To TS5555
109543	£6.53	OIL SEAL	2	TR2 From TS5556, TR3
41 200194	£Call	HOUSING, for bearing	2	
42 107960	£1.22	BOLT	8	
43 GHF302	£0.15	WASHER, plain	8	
44 GHF223	£0.20	NUT, nyloc	8	
45 109553	£Call	HUB, steel wheel	2	steel wheels
46 100869	£4.02	STUD, fitted to rear hub	8	
47 109586	£1.56	WHEEL NUT	8	
48 109550	£Call	HUB, LH, wire wheels	1	wire wheels
109551	£Call	HUB, RH, wire wheels	1	
49 107950	£Call	PEG, drum to hub, short	6	
109457	£Call	PEG, drum to hub, long	2	
50 107942	£Call	COLLAR, taper, notched	2	
51 108608	£Call	COLLAR, taper, internally splined	2	
52 112635	£5.82	NUT, slotted, hub to axle shaft	2	
53 WC600121	£1.56	WASHER, plain	2	
54 GHF502	£0.10	SPLIT PIN	2	

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

Axle Units (Girling)

NI 503833RX	£475.61	AXLE ASSY, recon/exch., (3.7:1)	1	TR3 From TS13046 TR3A
NI 505018RX	£475.61	AXLE ASSY, rebuilt new CW&P, (4.1:1)	1	TR3A
NI 510922R	£253.00	AXLE ASSY, recon/exch., (3.7:1)	1	TR4
NI 510923R	£Call	AXLE ASSY, recon/exch., (4.1:1)	1	
NI 510923RX	£475.61	AXLE ASSY, rebuilt new CW&P, (4.1:1)	1	TR4
NI 514754R	£Call	AXLE ASSY, recon/exch., (3.7:1)	1	TR4A
NI 514755R	£Call	AXLE ASSY, recon/exch., (4.1:1)	1	(solid axle)

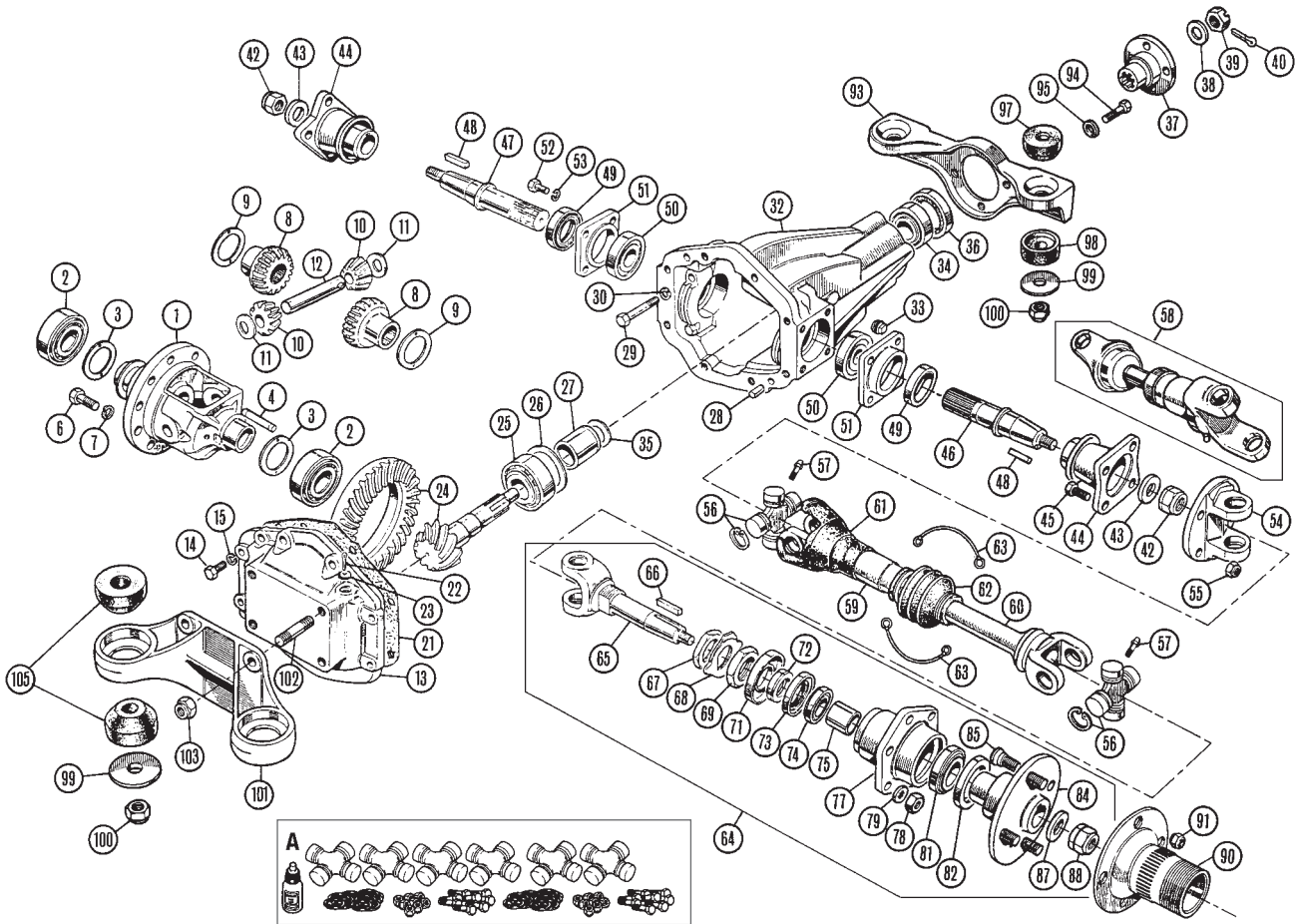
Note: "R" suffix denotes rebuilding a 'customers own unit' and the existing crown wheel and pinion is to be re-used. If the unit is noisy or the CW&P is damaged, order "RX" suffix.

Girling Axle Components

NI 503832K	£131.10	HARDWARE KIT, diff rebuild	1	includes parts marked*
60 503832	£Call	AXLE CASING	1	
61 100878	£Call	BOLT, bearing cap	4	

62 GHF333	£0.05	WASHER, locking	4	
63 056894	£Call	BREATHER	1	
64 WF509	£0.24	WASHER, fibre*	1	
65 114774	£2.06	PLUG, oil drain*	1	
NI GHK1144	£32.25	BEARING KIT	2	(Bearing kit contains all items marked*).
66 GHS185	£5.82	OIL SEAL, axle housing*	2	
67 110515	£22.46	BEARING, differential carrier	2	
68 100894/3	£1.22	SHIM, bearing adjusting, (0-003")*	a/r	
100896/10	£0.56	SHIM, bearing adjusting, (0-010")	a/r	
69 302155	£Call	CARRIER, differential	1	
70 153384	£Call	SUN WHEEL GEAR	2	side differential
71 102801	£2.30	THRUST WASHER*	2	(replace in pairs)
72 153385	£Call	PLANET GEAR, pinion	2	
73 139951	£2.30	THRUST WASHER	a/r	(0.051-0.053")
139952	£3.62	THRUST WASHER	a/r	(0.055-0.057")
139953	£2.10	THRUST WASHER	a/r	(0.059-0.061")
139954	£Call	THRUST WASHER	a/r	(0.063-0.065")
160375	£Call	THRUST WASHER	a/r	(0.065-0.067")
139955	£2.10	THRUST WASHER	a/r	(0.067-0.069")
139956	£1.96	THRUST WASHER	a/r	(0.071-0.073")
74 100844	£Call	SHAFT, pinion gear	1	
75 111215	£Call	PIN, shaft locating	1	
76 109566	£Call	THRUST BUTTON	1	
77 502127	£195.70	CROWN WHEEL & PINION	1	(3-7:1)
505014	£195.70	CROWN WHEEL & PINION	1	(4-1:1)
78 110737	£0.76	BOLT, ring gear to carrier, 3/8"	10	see the note below
79 118977A	£Call	WASHER, locking	10	item no. 11
80 100897A	£32.25	BEARING, rear pinion, (head)*	1	
81 100965/3	£0.75	SHIM, (0.003")*	a/r	pinion adjustment
1009665	£0.58	SHIM, (0.005")	a/r	
100967/10	£0.63	SHIM, (0.010")	a/r	
82 100846	£12.67	SPACER, between bearings	1	
83 100422	£19.53	BEARING, front pinion, (tail)*	1	
84 140793	£4.85	SHIM, (0.003")*	a/r	bearing adjustment
140792	£1.91	SHIM, (0.005")	a/r	
140791	£2.28	SHIM, (0.010")	a/r	
85 100898	£7.79	OIL SEAL, pinion*	1	
86 107947	£Call	PINION FLANGE, square flange	1	TR3-3A, TR4
138105	£42.95	PINION FLANGE, round flange	1	TR4A
87 112635	£5.82	NUT, slotted	1	
88 142333	£2.89	WASHER	1	
89 GHF501	£0.15	SPLIT PIN*	1	
90 203660	£Call	COVER, rear, standard	1	
203660A	£Call	COVER, rear, (lightweight aluminium)*	1	
91 101359	£1.24	GASKET, for cover*	1	
92 114774	£2.06	PLUG, filler	1	
93 SH605051	£0.23	BOLT, cover to case	8	
94 GHF332	£0.15	WASHER, locking*	8	
95 203200	£143.95	HALF SHAFT, (taper on outer end)	2	TR3 From TS130416, TR3A
207613	£152.95	HALF SHAFT	2	TR4A
97 134591	£1.17	KEY	2	
98 112653	£1.28	BOLT, casing to bearing housing	12	
99 036567	£2.50	TAB WASHER	6	
100 GHB166	£30.29	BEARING, axle	2	
101 036583	£Call	SHIM, (0.006")	a/r	
038264	£Call	SHIM, (0.008")	a/r	
036582	£Call	SHIM, (1/64")	a/r	
036581	£Call	SHIM, (1/32")	a/r	
102 058773	£Call	HOUSING, bearing	2	
103 GHS162	£6.36	OIL SEAL, hub*	2	
104 113175	£117.40	HUB, steel wheel	8	steel wheels
105 100869	£4.02	STUD, steel wheel	8	
106 109586	£1.56	WHEEL NUT, steel wheel	8	
107 113175	£117.40	HUB, wire wheel	2	wire wheels
108 110365	£6.80	STUD, wire wheel	8	
109 217602	£38.12	EXTENSION, RH hub	1	
217603	£38.12	EXTENSION, LH hub	1	
110 110366	£0.85	NUT, extension to hub	8	
111 WC600121	£1.56	WASHER, axle nut	2	
112 058784	£3.77	NUT, axle	2	
113 GHF504	£0.14	SPLIT PIN	2	
NI 125361	£1.37	GREASE NIPPLE	2	

*Note: Features areas thickened to allow machining to take special control features such as Watts linkage & Panhard Rods.



Rear Axle (Differential) (IRS) - TR4A Models Only

Differential Units

All the following differential assemblies are reconditioned/exchange units. Alternative ratios are available, please enquire.

ill	Part Number	Price £ea.	Description	Req.	Details
NI	514752RX	£475.61	DIFFERENTIAL, (3.7:1)	1	
NI	514752RX	£475.61	DIFFERENTIAL, (3.7:1)	1	new c/wheel & pinion
NI	514752RXL	£Call	DIFFERENTIAL, (3.7:1)	1	new c/wheel & pinion and limited slip differential
NI	514753R	£Call	DIFFERENTIAL, (4.1:1)	1	
NI	514753RX	£460.00	DIFFERENTIAL, (4.1:1)	1	new c/wheel & pinion
NI	514753RXL	£Call	DIFFERENTIAL, (4.1:1)	1	new c/wheel & pinion and limited slip differential

Limited Slip Differentials

Limited slip differentials allow maximum drive to the wheels, giving more grip under hard acceleration and cornering. Power is distributed to both wheels, rather than wasting energy spinning the wheel under the least load. The Quaife differential is gear operated, so it has no plates to wear, and automatically transfers power to the wheel with the most grip.

The plate type is a traditional Salisbury type differential this has a set of clutch plates inside the housing that divert power to the wheel with the most grip. Both units replace items 1, 4, 8, 9, 10, 11 & 12.

TT2121	£688.95	LIMITED SLIP DIFF, plate type	1	Girling live axles
TT2221	£714.96	LIMITED SLIP DIFF, plate type	1	IRS diffs only
TT2220	£805.95	LIMITED SLIP DIFF, torque sensing	1	Girling live axles & IRS diffs

Rear Axle Repair Kit

NI	312061K	£110.55	REAR AXLE BEARING & SEAL KIT	1
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Rear Axle Mounting Kits

NI	514752FK	£Call	MOUNTING KIT, (differential)	1	standard bushes
NI	514752FKP	£Call	MOUNTING KIT, (differential)	1	polyurethane bushes
NI	140009K	£54.76	REINFORCEMENT KIT, Front	2	(Includes reinforcements & mounting pin).
NI	147400RK	£36.17	REINFORCEMENT KIT, Rear	2	(Includes reinforcements & mounting pin).

Universal Joint Kit (Propshaft & Drive Shaft)

A	GUJ102K	£118.40	UNIVERSAL JOINT KIT	1	non-greasable
Kit includes the following items:					
			UNIVERSAL JOINT, (propshaft)	2	non-greasable
			BOLT, propeller shaft	8	
			NUT, nyloc	8	
			UNIVERSAL JOINT, (drive shaft)	4	non-greasable
			BOLT, drive shaft inner yoke to flange	8	
			NUT, nyloc	8	
			STUDLOC, Loctite	1	10 ml

Differential Components & Drive Shafts

1	302155	£Call	DIFFERENTIAL CARRIER	1	
2	110515	£22.46	BEARING, differential carrier	2	
3	100894/3	£1.22	SHIM, bearing adjusting	a/r (0.003")	
	100896/10	£0.56	SHIM, bearing adjusting	a/r (0.010")	
4	111215	£Call	LOCATING PIN, for pinion shaft	1	
6	110737	£0.76	BOLT, ring gear to differential carrier	10	
7	118977A	£Call	WASHER, locking	10	
8	153384	£Call	GEAR, differential, (side)	2	16 teeth
9	102801	£2.30	THRUST WASHER, side gear	2	
10	153385	£Call	PINION GEAR, differential	2	10 teeth
11	056793	£Call	THRUST WASHER	a/r (0.0465-0.0495")	
	142165	£Call	THRUST WASHER	a/r (0.049-0.051")	
	139951	£2.30	THRUST WASHER	a/r (0.051-0.053")	
	142166	£Call	THRUST WASHER	a/r (0.053-0.055")	
	139952	£3.62	THRUST WASHER	a/r (0.055-0.057")	
	160373	£Call	THRUST WASHER	a/r (0.057-0.059")	
	139953	£2.10	THRUST WASHER	a/r (0.059-0.061")	
	160374	£Call	THRUST WASHER	a/r (0.061-0.063")	
	139954	£Call	THRUST WASHER	a/r (0.063-0.065")	
	160375	£Call	THRUST WASHER	a/r (0.065-0.067")	
	139955	£2.10	THRUST WASHER	a/r (0.067-0.069")	
	160376	£Call	THRUST WASHER	a/r (0.069-0.071")	
	139956	£1.96	THRUST WASHER	a/r (0.071-0.073")	
(Shims must be fitted in pairs. You cannot, for example, fit a 139951 with 139955 and get an average shim of 0.059-0.060". The gears will be mis-aligned, so you have to use two of 139953 to achieve this).					
12	100844	£Call	PINION SHAFT	1	
13	141360	£Call	REAR COVER	1	

14	GHF103	£0.17	BOLT, rear cover to case	8	
15	GHF332	£0.15	WASHER, locking	8	
16	149826	£Call	REAR COVER ASSEMBLY	1	
17	147783Z	£15.02	MOUNTING, rubber	2	
18	BH605111	£0.48	BOLT, mounting to cover	4	TR6 replacement
19	GHF301	£0.07	WASHER, plain	4	
20	GHF223	£0.20	NUT	4	
21	134480	£0.90	GASKET, rear cover to case	1	
22	GHF504	£0.14	SPLIT PIN, differential breather	1	
23	104449	£Call	CORE PLUG, breather hole	1	
24	502127	£195.70	CROWN WHEEL & PINION	1	(3.7:1), standard
	516398	£195.70	CROWN WHEEL & PINION	1	(3.45), optional
	505014	£195.70	CROWN WHEEL & PINION	1	(4.1:1), optional

Crown wheel & pinion sets of varying ratios were offered by the Competition Department at Triumph as follows:

505014	£195.70	CROWN WHEEL & PINION	1	(4.1:1)
502523	£231.96	CROWN WHEEL & PINION	1	(4.3:1)
503924	£201.25	CROWN WHEEL & PINION	1	(4.55:1)
515709	£Call	CROWN WHEEL & PINION	1	(4.875:1)
NI 516398SHIM	£4.50	WASHER, adjusting, (0.040")	a/r	

The lowest practical ratio for a road car is 4.1:1 even with overdrive fitted.	3.45	109 mph
	3.7	102 mph
	4.1	92 mph
	4.3	87 mph
	4.55	83 mph
At 5000 rpm (standard diameter tyre) the respective road speeds are approximately.	4.875	77 mph

The shims used to correctly position and pre-load the crown wheel and pinion and bearings did not change from TR2 to TR6 (including Stag, Sprint & Innsbruck saloons). The IRS axles require a single spacer, in addition, between the c/w pinion (item 24) and the pinion head bearing (item 25). It is argued that this spacer could be replaced with an equivalent number of shims between the pinion and head bearing as both achieve the same net result.

Rebuilding of many hundreds of differentials has only ever revealed spacers 0.040" thick. No parts book listed this spacer, though a Triumph service release seems to indicate a range of thickness' (0.030" to 0.051") was available, part numbers 140643 to 140657. In the absence of full engineering drawings it can only be guessed that the internal machining of the differential casings between solid axle TR's and IRS versions is different. With the introduction of the 3.45 to 1 ratio in 1967 the pinion teeth would foul the casing in some circumstances due to the larger pinion diameter, but that doesn't explain the spacer's presence from 1965 in the TR4A differential which used 3.7 and 4.1:1 ratios. If the spacer is left in place and the contents of an IRS differential are fitted to a solid axle, the pinion face will usually foul the hub (or crown wheel carrier) as it rotates.

25	100897A	£32.25	BEARING, rear pinion	1	
26	100965/3	£0.75	SHIM, (0.003")	a/r	rear pinion bearing
	1009665	£0.58	SHIM, (0.005")	a/r	
	100967/10	£0.63	SHIM, (0.010")	a/r	
	100846	£12.67	SPACER, (solid), bearing	1	
27	100846	£12.67	SPACER, (solid), bearing	1	
28	DP514	£0.54	DOWEL, rear cover locating	2	
29	100878	£Call	BOLT, differential bearing cap	4	
30	GHF333	£0.05	WASHER, locking	4	
32	305815	£Call	DIFFERENTIAL HOUSING	1	
33	114774	£2.06	PLUG, oil filler	1	
34	100422	£19.53	BEARING, front pinion	1	
35	100562	£0.78	SHIM, (0.003")	a/r	front pinion bearing
	100563	£0.78	SHIM, (0.005")	a/r	
	100564	£0.78	SHIM, (0.010")	a/r	
	140337	£8.76	OIL SEAL, pinion shaft	1	
	140337x	£5.22	OIL SEAL, improved rubber	1	
37	138105	£42.95	PINION FLANGE	1	
38	142333	£2.89	WASHER, flange	1	
39	112635	£5.82	NUT, slotted	1	
40	GHF505	£0.24	SPLIT PIN	1	
42	138563	£9.25	NUT, inner axle shaft	2	
43	142333	£2.89	WASHER, inner axle shaft	2	
44	138726	£Call	FLANGE, driving	2	
45	107960	£1.22	BOLT, driving flange to yoke	8	
46	134441	£Call	AXLE SHAFT, inner, RH	1	
47	134440	£Call	AXLE SHAFT, inner, LH	1	
48	136842	£Call	KEY, inner axle shaft	2	
49	138523	£2.89	OIL SEAL, inner axle shaft	2	
50	134465	£12.48	BEARING, inner axle shaft	2	
51	128638	£Call	BEARING HOUSING, axle shaft	8	
52	GHF120	£0.16	BOLT, bearing housing	8	
53	GHF332	£0.15	WASHER, locking	2	
54	211137	£33.22	FLANGE, yoke	8	
55	GHF223	£0.20	NYLOC NUT	4	
56	GUJ116	£13.35	UNIVERSAL JOINT	4	
57	144825	£1.81	GREASE NIPPLE	4	
58	TKC853	£112.50	OUTER AXLE SHAFT, standard	2	original

Note: TKC853 outer axle shaft assembly only consists of items 59 & 60. Items marked* must be purchased separately.

TKC853UR	£195.70	OUTER AXLE SHAFT, uprated*	2	with flange & UJ
TKC853X	£Call	OUTER AXLE SHAFT, uprated	2	includes hub assembly

*Note: These are Brand New uprated/performance drive shafts that can handle up to 250bhp!

59	140749	£Call	SLIP JOINT ASSEMBLY	2
60	142437	£Call	SLIDING SHAFT	2
61	213844	£7.79	GAITER, rubber*	2
62	140753	£4.50	GAITER, rubber*	2
63	EAW4321	£0.22	CLIP*	2
NI	GHK1015	£27.36	BEARING KIT	2

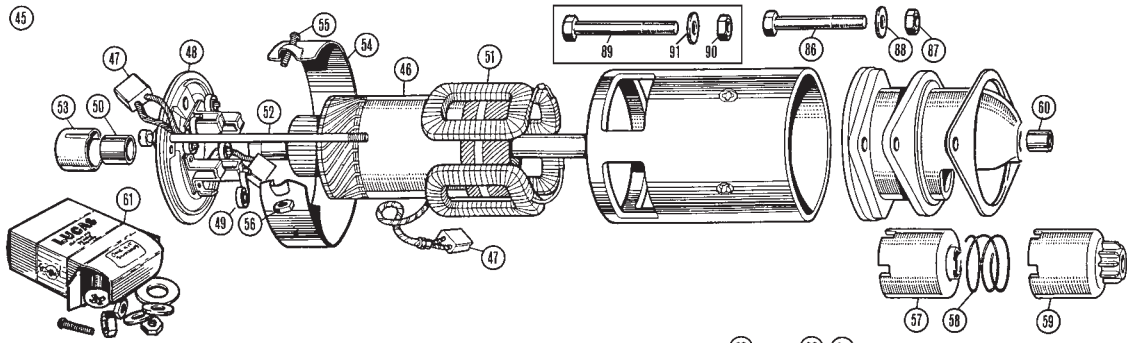
(Kit contains items marked†).

64	402347	£316.95	HUB UNIT, (outer)	2	new unit
64	402347R	£170.25	HUB UNIT, (outer)	2	rebuilt unit

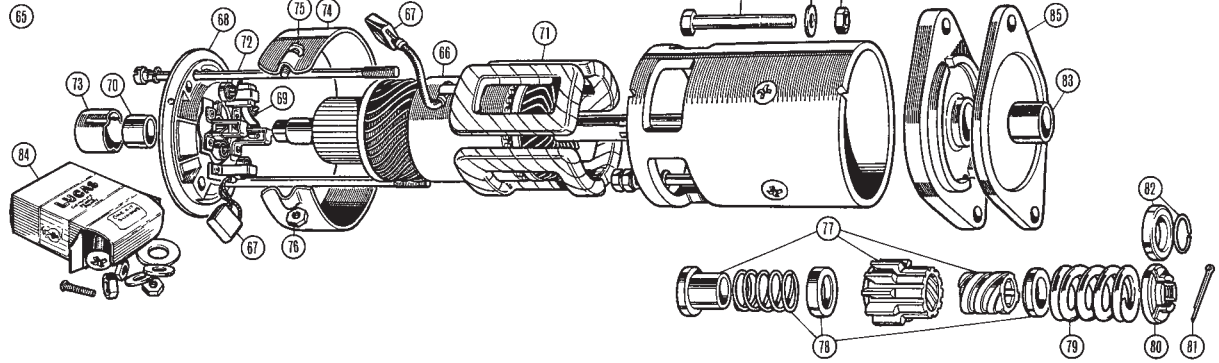
(These outer hub units include items 65 to 84).

65	UKC643	£100.76	AXLE SHAFT, (outer)	2	
66	134591	£1.17	KEY, outer axle shaft	2	
67	134585	£6.07	NUT, locking	2	
68	139057	£2.28	TAB WASHER	2	
69	138861	£6.46	NUT, adjusting	2	
71	137497	£5.18	STONE GUARD	2	
72	ULC2188	£16.59	SPACER, adjusting	2	
73	GHS131	£3.28	OIL SEAL, inner†	2	
74	GHB101	£11.83	BEARING, inner†	2	
75	138272	£4.63	SPACER, inner†	2	
77	137496	£112.50	HOUSING, rear hub	12	
78	GHF222	£0.17	NUT, nyloc	12	
79	GHF301	£0.07	WASHER, plain	2	
81	GHB265	£15.64	BEARING, outer†	2	
82	GHS133	£4.65	OIL SEAL, outer†	2	
84	210979	£92.93	DRIVE FLANGE, steel wheels	8	
	212403	£92.93	DRIVE FLANGE, wire wheels	8	
85	132317	£2.30	STUD, steel wheels	2	
	142799	£2.84	STUD, wire wheels	2	
87	WM63	£0.98	WASHER, outer axle shaft	2	
88	138563	£9.25	NUT, outer axle shaft	1	
90	217602	£38.12	ADAPTOR, wire wheel, RH	1	
	217603	£38.12	ADAPTOR, wire wheel, LH	1	
91	110366	£0.85	NUT, extension to hub	8	
93	211793Z	£122.29	PLATE, front differential mount	1	
94	132856	£2.74	BOLT, plate to differential housing	4	
95	GHF324	£0.12	WASHER, locking	4	
97	134235	£1.91	MOUNTING, rubber	2	(upper front)
	134235SP	£8.76	MOUNTING, poly	2	(upper front)
98	134236	£2.28	MOUNTING, rubber	2	(lower front)
	134236SP	£7.24	MOUNTING, poly	2	(lower front)
99	134234	£2.60	WASHER	4	
100	GHF223	£0.20	NUT, nyloc	4	
101	212047	£Call	BRACKET, rear differential mount	1	
102	143712	£1.08	STUD, bracket to differential housing	4	
103	GHF223	£0.20	NUT, rear differential mount	4	
105	134235	£1.91	MOUNTING, rubber, (rear, upper/lower)	4	

Bomb Type 45



Long Type 65



Starter Motor

Two very different design starters were used on the 4 cylinder TR engine.

Type A The shrouded bendix or 'bomb type' (so named because of its shape) was used on TR2-3 and TR3A to TS50000. This motor runs with a 91 tooth ring gear shrunk onto the flywheel.

Type B The exposed bendix or 'long type' (so named because of long exposed bendix gear & shaft) was fitted on TR3A from TS50001, TR4 and TR4A. This motor runs with a 90 tooth ring gear bolted to the flywheel.

If you get the wrong motor engaging with the wrong ring gear, it works for a short while and then shreds the teeth on the bendix or the ring gear, or more commonly, both. If you have a bomb type starter motor running with a bolted-on ring gear, buy a GXE4412R motor exchange against your old unit. If you have a long bendix motor with a shrunk-on ring gear, find an old unit flywheel with bolted-on ring gear, or somewhat more difficult, find a 'bomb type' starter motor.

Remember that the 'long bendix' starter motor may not fit into your TR2-3A gearbox bell housing. If this problem is encountered, cut away the bell housing with a rotary file to clear the end of the bendix shaft.

The 'bomb type' starter motor (201906R) is only available as 'customers own unit rebuilt'. This is a service we have offered for some years and is dependant on the 'repairability' of the old unit which you, the customer, send us. In recent years, the condition of old motors sent to us for repair has taken a serious dive. Broken casings, 'have-a-go' welded armature repairs, and so on, will invariably mean the need to find another unit for repair.

Our advice to you is do not mess with your broken old unit as it could mean exceptional expense if you do further damage. Eventually old units that can be used as donors for damaged or missing parts will run dry - then the really high prices will start or your engine will not self start.

'Bomb' Type 'A' Starter (9 tooth)

ill	Part Number	Price £ea.	Description	Req.	Details
45	201906R	£254.41	STARTER MOTOR, own unit	1	TR2-3, TR3A To TS50000
46	501779	£Call	ARMATURE	1	
47	GSB103	£3.62	BRUSH SET, (pair)	2	
48	7H5498	£Call	END PLATE, commutator	1	(inc. 1 pair of brushes)
49	27H2291	£2.42	SPRING, brush tension	3	
50	242958A	£3.43	BUSH, commutator end plate	1	
51	7H5013	£49.86	FIELD COIL ASSEMBLY	1	
52	7H5339	£Call	BOLT, assembly retaining	2	
53	059754	£Call	END CAP, commutator end plate	1	
54	7H5000	£Call	COVER BAND	1	
55	PT507	£0.31	SCREW, cover band clamping	1	
56	HN2005	£0.14	NUT, cover band clamping	1	
57	501217	£28.92	COUPLING, sleeve & rubber drive	1	
58	058491	£Call	SPRING	1	
59	501030	£Call	BENDIX GEAR	1	
60	059762	£Call	BUSH, drive end	1	
61	070391	£Call	SUNDRY PARTS KIT	1	nuts, washers, etc.

'Long' Type 'B' Starter

65	GXE4412R	£178.25	STARTER MOTOR	1	TR3A From TS50001, TR4-4A
66	057580	£Call	ARMATURE*	1	M418G motor
67	GSB103	£3.62	BRUSH SET, original	2	} 2M100 motor
	GSB108	£9.74	BRUSH SET, replacement	2	
68	7H5498	£Call	END PLATE, commutator end	1	M418
69	27H2291	£2.42	SPRING, brush tension	4	
70	242958A	£3.43	BUSH, commutator	1	
71	7H5013	£49.86	FIELD COILS	1	
72	7H5339	£Call	BOLT, assembly retaining	2	
73	059754	£Call	END CAP, commutator end plate	1	
74	7H5000	£Call	COVER BAND	1	
75	PT507	£0.31	SCREW, cover band clamping	1	
76	HN2005	£0.14	NUT, cover band clamping	1	
77	503529	£67.48	PINION ASSEMBLY	1	
78	070062	£Call	SPRING KIT	1	
79	7H5007	£7.64	MAIN SPRING	1	
80	503527	£17.57	NUT, bendix spring retaining	a/r	alternative
81	PC10	£0.15	SPLIT PIN, locking nut	a/r	
82	LUTLB192	£10.52	SPRING RING & CUP	a/r	alternative

*Note: Use LUTLB192 with armature 057580.

83	244714A	£Call	BUSH, drive end	1	
84	070391	£Call	SUNDRY PARTS KIT	1	nuts, screws, washers, etc
85	102014	£4.80	SHIM, starter motor adjustment	a/r	

Starter Mounting Details

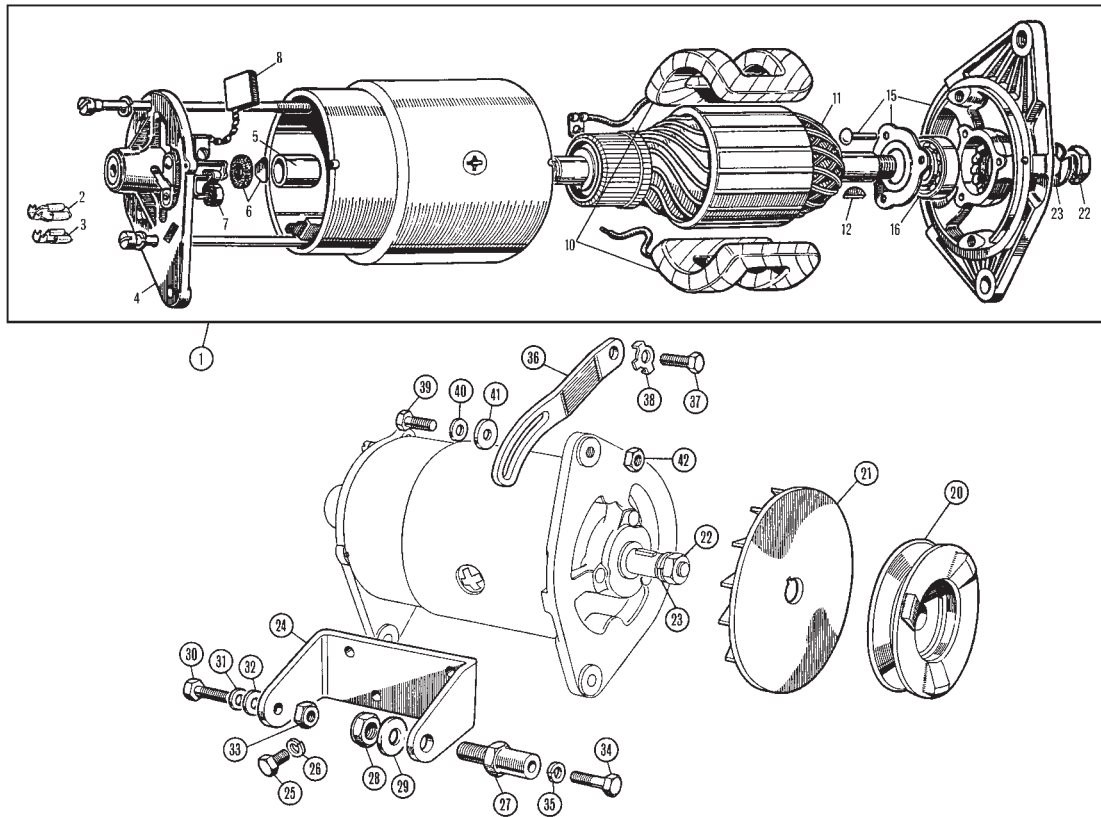
86	BH606161	£0.49	BOLT	2	} for gearboxes with a 11mm thick flange
87	GHF202	£0.10	WASHER, plain	2	
88	GHF333	£0.05	WASHER, spring	2	} for gearboxes with a 14mm thickness flange
89	BH606191	£0.74	BOLT	2	
90	GHF202	£0.10	WASHER, plain	2	
91	GHF333	£0.05	WASHER, spring	2	

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

These brand new (non-exchange) powerful starter motors are High Torque, meaning they will not suffer the same fate as the original 'Inertia' type, especially on high compression engines and, they are a direct replacement. No more costly motor rebuilds or excessive battery drain.

NI	201906X	£157.53	STARTER MOTOR, replacement	1	} TR2-TR3A (to TS50000)+
NI	201906XSP	£157.53	STARTER MOTOR, replacement** (+ Shrink on flywheel)	1	
NI	GEU4412X	£157.53	STARTER MOTOR, replacement (++ Bolt on flywheel).	1	TR3A (from TS50001)++

**Note: This high performance starter motor is aimed specifically at TR2-3's fitted with the 'shrink-on' type ring gear/and or fitted with High Compression engines (9.5:1 - 12.5:1). To fit this starter motor (201906XSP), you will need to fit a new Ring Gear (201350). No other modification is required.



Dynamo

See page 84 for our alternator conversion kits.

Original fitment dynamos are identified as follows:

Ill	Part Number	Price £ea.	Description	Req.	Details
	200657	£Call	STAMPED WITH LUCAS 22258D (Post & nut terminals with cover band over brush gear).	TR2, TR3 To TS9842	
	203252	£Call	STAMPED WITH LUCAS 22258E/F (As above but with solid case).	TR3 From TS9843 TR3A To TS60000	
	205939	£Call	STAMPED WITH LUCAS 22700/22704 (As above but with Lucar terminal).	TR3A From TS60001, TR4	
	211941	£Call	STAMPED WITH LUCAS 22715 (As above).	TR4A	

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

1	GXE3101Z	£45.95	DYNAMO, exchange (To fit this to a car originally fitted with ring terminals you will require one of each of the Lucar connectors listed below (items 2 & 3).	1	rebuild unit, Lucar terminals
	GEU3101	£84.12	DYNAMO, new	1	
2	RTC220A	£0.25	LUCAR CONNECTOR, (1/4")	1	
3	47H5419	£0.55	LUCAR CONNECTOR, (3/8")	1	

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

4	47H5395	£17.23	BRACKET, commutator end	1	22258 only
		£Call	BRACKET, commutator end	1	all others
5		£Call	BUSH, in end bracket		
6	47H5394	£1.37	'OILER PAD', felt pad	1	
7	RTC466A	£2.30	SPRING, for bushes	2	
8	GGB105	£2.20	BRUSH SET	1	22258 only
	GGB102	£1.96	BRUSH SET	1	all others
10		£Call	FIELD COIL SET	1	22258 only
11	509311A	£Call	ARMATURE	1	
12	WKN404	£0.62	WOODRUFF KEY, for pulley	1	
15		£Call	BRACKET, drive end	1	22258 only
	27H7647	£Call	BRACKET, drive end	1	all others
16	529221A	£Call	BEARING	1	
20	102266	£16.59	PULLEY, standard	1	uses original (wide) fan belt
	12G1054	£13.11	PULLEY, lightweight alloy*	1	uses Narrow fan belt GCB10975

*Note: See page 24 for full details of narrow belt conversion.

21	1B2178	£9.40	FAN	1
22	NT607041	£0.48	NUT	1
23	GHF334	£0.12	WASHER, locking	1

Dynamo Mounting Details

24	058912	£11.50	BRACKET, mounting	1
25	SH505061	£0.30	SCREW, bracket	3
26	GHF332	£0.15	WASHER, locking	3
27	059015	£5.34	PEDESTAL	1
28	GHF275	£0.43	NUT, nyloc	1
29	GHF304	£0.08	WASHER, plain	1
30	BH605101	£0.48	BOLT, dynamo to bracket	1
31	GHF301	£0.07	WASHER, plain	a/r
32	PWZ305	£0.20	WASHER, plain	a/r
33	GHF272	£0.30	NUT, nyloc	1
34	51K1774	£1.52	BOLT, dynamo to pedestal	1
35	GHF332	£0.15	WASHER, locking	1
36	058914	£11.65	ADJUSTING LINK	1
37	GHF163	£0.22	SCREW, link to w/pump housing	1
38	106706	£4.60	LOCK TAB	1
39	SH505091	£0.34	SCREW, link to dynamo	1
40	WP19	£0.49	WASHER, plain	1
41	WP17	£0.15	WASHER, plain	1
42	JN2158	£0.22	NUT, locking link to dynamo	1

Dynamo Polarisation

Any replacement dynamo must be polarised to suit the vehicle's electrical system, and therefore the following procedures must be adopted.

1. Fit the dynamo to the vehicle, but do not at this stage connect any leads to the terminals.
2. Determine which terminal of the battery is 'live' (i.e. not earthed to the vehicle), and connect a length of wire to that terminal. If it is inconvenient to connect the wire directly to the battery, it may instead be connected to the 'battery side' terminal of the starter solenoid.
3. Taking the free end of the wire, hold it against the field terminal (the small one) of the dynamo for three to five seconds, after which the dynamo is correctly polarised.
4. Remove the temporary connector wire and then restore the original leads to the terminals of the dynamo.

Alternator Conversion (TR2-4A)

There is no simple kit that can be offered to convert the cars still struggling on with a dynamo to an alternator system. Over the years many TR2-4A's have acquired narrow belt conversions, while there will be many who are determined to retain the wide belt, even though its many negative points are well known. The conversion components are also listed individually for replacement spares servicing in the future, and to assist those who may wish to source some of their own components and obtain a bespoke system.

Ill	Part Number	Price £ea.	Description	Req.	Details
NI	TTK3020	£26.38	FITTING KIT, alternator, all models	1	
Kit includes the following items:					
NI	147472	£4.21	SPACER	1	
NI	142134	£17.27	LINK, adjustment	1	
NI	BH605221	£0.63	BOLT, through spacer	1	
NI	GHF301	£0.07	WASHER, plain	4	
NI	GHF272	£0.30	NUT, nyloc	1	
NI	GHF163	£0.22	SCREW, link to water pump housing	1	
NI	GHF332	£0.15	WASHER, locking	2	
NI	51K1774	£1.52	BOLT, alternator to pedestal	1	
NI	GHF103	£0.17	SCREW, belt adjustment	1	
NI	GHF201	£0.10	NUT, on screw	1	

Now Choose Your Alternator & Loom

NI	GEU2206M	£65.53	ALTERNATOR, (18 acr, 45 amp)	1	
NI	TTK3020LA	£26.94	LOOM	a/r	TR2-4 (To CT14913)
NI	TTK3020LB	£26.94	LOOM	a/r	TR4 (From CT14913 & TR4A)

Associated Parts

This section ensures the kit will match up to your TR and that the mating parts are in satisfactory condition, preventing premature failure (due to the alternator rattling loose, for instance, which would invalidate the warranty).

NI	059015	£5.34	PEDESTAL, all models	1
NI	GHF304	£0.08	WASHER, plain to pedestal	1
NI	058912	£11.50	BRACKET, to block	1
NI	SH505061	£0.30	SCREW, bracket to block	3
NI	GHF332	£0.15	WASHER, locking, (under screw)	3

Narrow Belt Conversion

There will be many who will wish to seize the opportunity to fit a 'narrow belt' conversion at this time, and ensure the life of that precious crankshaft with the harmonic damper included in this kit. Every modern car is fitted with a damper, so this must be key to engine harmonic stress elimination within older engines. This kit includes Harmonic Damper (crank), Spacer, Bolt, washer, (alternator) Pulley (water pump) Pulley (alloy) & Fan Belt.

NI	TT1132	£135.01	NARROW BELT CONVERSION	1	damped pulley (The damped pulley conversion (TT1132) requires the use of an electric fan and removal of the fan & fan hub extension - which is obviously the best way to go. For those who are determined to retain the original (rather agricultural) fan arrangement, we can supply the correct crankshaft pulley (107252A) which does allow this if used in conjunction with the water pump pulley (105537A) and the alternator pulley required for your application).
NI	107252A	£45.95	CRANKSHAFT PULLEY, alloy	1	
NI	105537A	£47.91	WATER PUMP PULLEY, alloy	1	

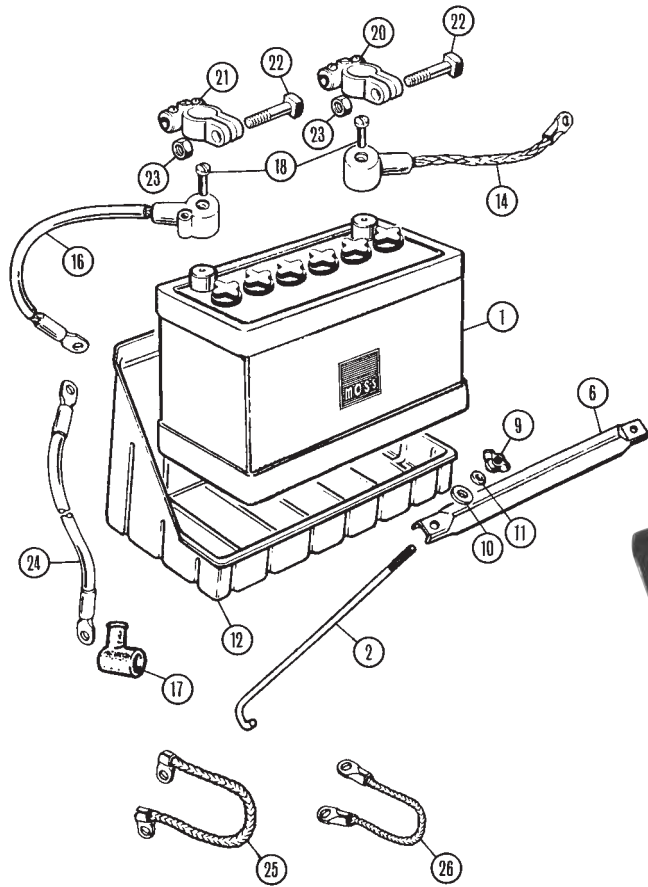
Lastly (unless you are retaining your old wide belt pulley), you now need to choose the pulley to enable a perfect match of alternator performance to your TR's use. Only one of the 4 listed is essential, though you might wish to select more, for instance if the car is used for occasional competition use. All these are for narrow belts. If you are retaining the wide belt, ignore this list. As the wide belt stretches, it may be necessary to re-install the 'old' adjustment link to obtain sufficient adjustment.

NI	AEU1238	£9.10	PULLEY, (2.5" diameter)		(For normal road work. Use with fan belt GCB10965).
NI	12G1054	£13.11	PULLEY, (2.75" diameter)		(For fast road work. Use with fan belt GCB10975).
NI	CAEA535	£64.55	PULLEY, (4.5" alloy)		(For competition use only. Use with fan belt GCB11000).
NI	102266A	£Call	PULLEY, (4.5" alloy)		(Reverse flow. Competition use only without fan. Use with fan belt GCB11000).

Note: If TT1132 is to be fitted, this kit includes the correct pulley and fan belt, and this arrangement works well for just about any type of use.

Fitting instructions are included covering all vehicles currently fitted with an original starter motor & solenoid. Pre-engaged & Geared starters may require a different arrangement as the solenoid may have been removed. All TR's fitted with an alternator MUST be converted to negative earth. The coil leads will also need swapping over. This may affect some car radios.





Battery & Fittings

Ill	Part Number	Price £ea.	Description	Req.	Details
1	GBY241D	£159.48	BATTERY, Classic, rubber cased, dry	1	positive earth
	MM459-400	£140.89	BATTERY, Classic, rubber cased, dry	1	negative earth
	GBY241X	£157.53	BATTERY, Classic, rubber cased, wet	1	positive earth
	GBY242X	£145.79	BATTERY, Classic, rubber cased, wet	1	negative earth
			(Classic batteries measure 12" long, 8" high & 6 3/4" wide (use with 8 1/4" long 'J' bolts, part no. 610798).		
NI	MXV1129X	£79.95	BATTERY, Non Leak	1	
			(Non Leak batteries measure 8" long, 6 3/4" high & 5 1/2" wide. This battery is suitable for all 12 volt applications. Because this sealed battery will not leak acid - even when split, it is an option for all road users, especially when the car is used at speed or for competition. Its unique safe design also means that it can be shipped by mail-order).		
NI	CRST191	£2.10	DECAL, Lucas	1	
A different size battery may have been fitted to your car compared to that originally specified. When the physical size of the battery is changed you may need to change the 'J' bolts. Here we list the applications as original, the correct length required should be established and ordered accordingly.					
NI	601898K	£13.35	BATTERY HOLD-DOWN KIT	1	with 8 1/4" 'J' bolts
	601898K2	£10.72	BATTERY HOLD-DOWN KIT	1	with 7" 'J' bolts
	601898K3	£7.98	BATTERY HOLD-DOWN KIT	1	with 5 3/4" 'J' bolts
2	601552	£1.85	'J' BOLT, battery hold	2	4" long
	613051	£1.47	'J' BOLT, battery hold	2	5.75" long
	618434	£2.84	'J' BOLT, battery hold	2	7" long
	610798	£3.86	'J' BOLT, battery hold	2	8.25" long
6	601898	£4.84	BAR, battery hold	1	13" hole centres
	157910	£5.62	BAR, battery	1	12" hole centres
	157740	£6.01	BAR, battery, (heavy duty)	1	12.75" hole centres
9	132068	£0.59	WING NUT, (bolt)	2	
10	WM57	£0.17	WASHER, plain	2	
11	GHF331	£0.05	WASHER, locking	2	
12	AM7300	£33.22	BOX LINER, battery, hard plastic	1	TR2-3A
	AM7301	£33.22	BOX LINER, battery	1	TR4-4A
NI	602945	£2.64	PAD, (battery shelf), all models	4	use 2 stacks of 2
NI	GAC2029X	£5.82	MAT, (battery)	1	accessory
			(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).		
14	131113	£10.91	CABLE, battery to earth	1	TR2-3A, TR4 positive earth

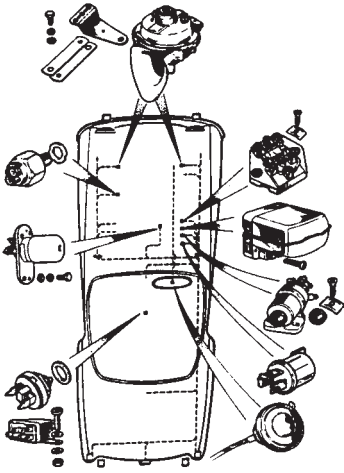
	142590	£13.46	CABLE, battery to earth	1	TR4A, negative earth
16	131115	£14.10	CABLE, battery to solenoid	1	TR2-3A, TR4 positive earth
	142591	£16.40	CABLE, battery to solenoid	1	TR4A, negative earth
17	8G548	£0.78	RUBBER CAP, solenoid & starter	3	
18	2K8645	£0.20	SCREW, cap type terminals	a/r	
20	GHF2750	£3.28	CLAMP, negative battery cable	a/r	
21	GHF2755	£2.69	CLAMP, positive battery cable	a/r	
22	518903	£2.20	BOLT, for clamp type terminals	a/r	
23	GHF208	£0.14	NUT, for clamp type terminals	a/r	
24	131114	£10.22	CABLE ASSEMBLY	1	solenoid to starter
25	131116	£6.51	CABLE ASSEMBLY	1	engine to chassis earth
26	130581	£3.58	EARTH CABLE, steering column couplings	2	TR4-4A
	134301	£3.47	EARTH CABLE, steering rack to chassis	1	

Beware the Engine Earthing Strap

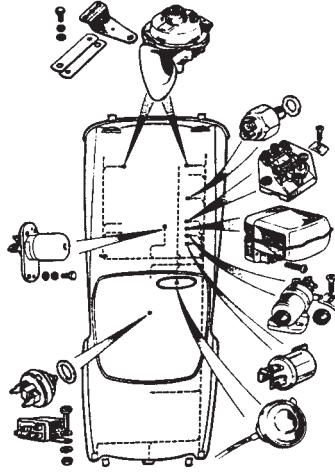
To enable any flow of electricity to occur, a complete loop must be maintained from one connection of the battery to the other. To enable a greater flow of electricity, a more substantial link is required between connections. Starting the engine (especially in cold conditions), requires a massive surge of battery power - up to 200 amperes of current, which flows from the battery terminal to the starter motor - and then to the other terminal any way it can.

To make this flow easier, an electrical 'motorway' is provided in the form of the engine earth strap, allowing current to flow from the engine to the body shell and back to the battery with ease. A frayed, damaged or badly corroded earth connecting strap causes the electrical equivalent of a traffic jam, then the current just looks for some other way of returning to battery. The choke cable seems especially popular, its wire wound casing turning rapidly to a heater element, providing extra assistance in cold weather! If normal heating is insufficient, now is a good time to check the engine earth strap.

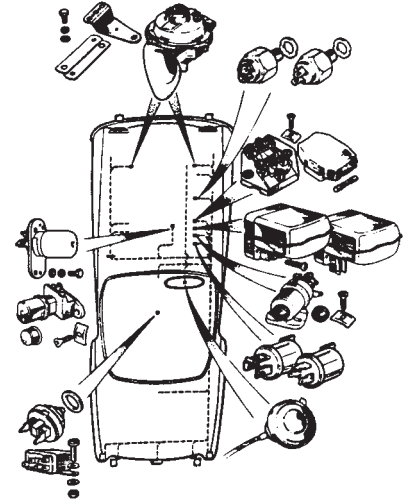
TR2-3 To TS13045



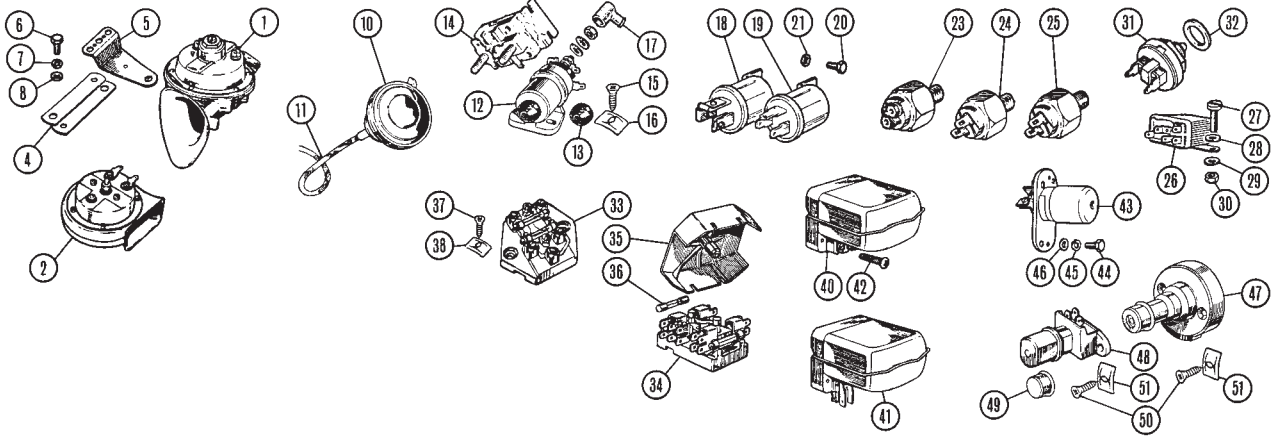
TR3 From TS13046 to TS18912



TR3 From TS18913, TR3A



RH Drive Only Illustrated

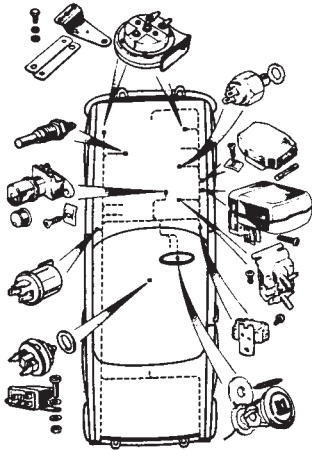


Horns, Relays & Miscellaneous Switches TR2-3A

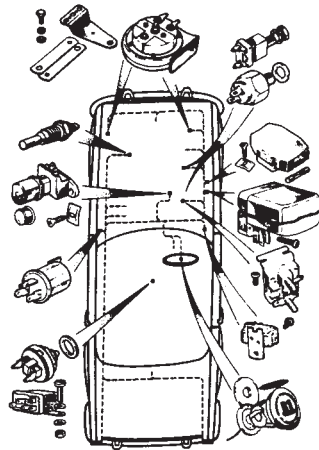
Ill	Part Number	Price £ea.	Description	Req.	Details
1	1B9007	£34.95	HORN, low note, RH side	1	marked 'L'
	1B9008	£34.95	HORN, high note, LH side	1	marked 'H'
(These horns do not include the domed covers as fitted originally. The original domed cover can be glued on to these horns, but remember to install the wires first).					
2	GGE165	£9.54	HORN, low note	1	marked 'L'
	GGE164	£9.54	HORN, high note	1	marked 'H'
	GGE164K	£21.75	HORN KIT, replacement	1	high/low
(Including 2 horns, brackets & fixings).					
4	GGE109	£Call	BRACKETS, horn, (pair)	2	alternatives
5	GGE113	£Call	BRACKET, horn	2	
(These horns are plastic replacements for the original metal Lucas horns and require mounting brackets (items 4 or 5).					
6	GHF101	£0.16	SCREW, horn	4	
7	GHF331	£0.05	WASHER, locking	4	both type horns
8	WM93	£0.24	WASHER, plain	4	
10	201872	£146.95	HORN PUSH, (control head)	a/r	fixed steering wheel
	201872ADJ	£173.19	CONTROL HEAD, (control head)	a/r	adjustable steering wheel
(The horn push control head assemblies do not include stator tube).					
11	502355	£22.95	HARNESS, in column	1	
12	BCA4501	£20.95	SOLENOID, round type	1	
Ni	AJD8205Z	£0.29	NUT, (cable)	1	
13	27H5576	£1.56	RUBBER CAP, push button	1	
14	BMK1727	£14.85	SOLENOID, square type	1	
15	AB610063	£0.30	SCREW, solenoid	2	
16	FC2805	£0.93	CLIP NUT, solenoid	2	
17	8G548	£0.78	CAP, rubber terminal	3	solenoid & starter
18	GFU2101	£6.95	FLASHER UNIT, screwed	1	
19	GFU2103	£4.65	FLASHER UNIT, Lucar	1	
20	HU706P	£0.34	SCREW, flasher unit	1	
21	WM57	£0.17	WASHER, plain	1	
23	13H2303	£6.60	SWITCH, brake lamp	1	TR2-3 with Lockheed brakes
			(Screw type connections).		
24	C16062A	£5.14	SWITCH, brake lamp	1	(Lucar type connections).
(Switches 13H2303 & C16062A are BSP threaded).					

25	21B291	£9.74	SWITCH, brake lamp	1	TR3-3A, TR4 with Girling brakes
			(Lucar type connections).		
			(Switch 21B291 is 3/8"x24 UNF threaded. No screwed terminal type is currently available).		
26	142169A	£27.36	RELAY, overdrive, Lucar	1	if overdrive fitted
27	PT505	£0.25	SET SCREW, relay attachment	2	
28	PWZ203	£0.14	WASHER, plain	2	if overdrive fitted
29	WL700101	£0.09	WASHER, locking	2	
30	HN2005	£0.14	NUT, plain	2	
31	BAU1074A	£8.50	SWITCH, overdrive isolator	1/2	if overdrive fitted
			(Lucar type connections).		
32	502146	£0.31	WASHER, switch adjusting/sealing	a/r	
33	1G2613	£19.95	FUSE BOX, screw type	1	TR2-3, TR3A To TS60000
34	606253A	£8.76	FUSE BOX, Lucar type	1	TR3A
35	505158A	£3.86	LID, for fuse box	1	From TS60001
36	GFS35X	£0.34	FUSE, 35 amp	2/4	17 amp continuous
	GFS50X	£0.28	FUSE, 50 amp	2	25 amp continuous
(TR2-3A were fitted with one 35 amp and one 50 amp fuse. The fuse box has the facility to carry two spare fuses, which is why the double quantities are shown, two fitted plus two spare).					
37	AB610063	£0.30	SCREW, fuse box	2	TR2-3, TR3A To TS60000
38	FC2805	£0.93	CLIP NUT, fuse box	2	
40	3H1835	£26.38	CONTROL BOX, dynamo	1	TR2-3, TR3A To TS60000
			(Screw type connections).		
41	GEU6603	£26.38	CONTROL BOX, dynamo	1	TR3A
(Lucar type connections).					
42	YJ2552	£Call	SCREW, control box	2	From TS60001
43	11G2007	£27.94	DIP SWITCH, headlamp	1	
(Screw type connections).					
44	TR6504	£0.30	SCREW, dip switch	2	TR2-3, TR3A
45	WL700101	£0.09	WASHER, locking	2	To TS60000
46	PWZ203	£0.14	WASHER, plain	2	
47	502087A	£16.95	DIP SWITCH, headlamp	1	
48	RTC432A	£9.95	DIP SWITCH, headlamp, (alternative)	1	
49	RTC432CAP	£5.82	RUBBER CAP, for RTC432	1	TR3A From TS60001
50	AD610073	£Call	SCREW, dip switch attachment	2	
51	GHF702	£0.25	CLIP NUT	2	

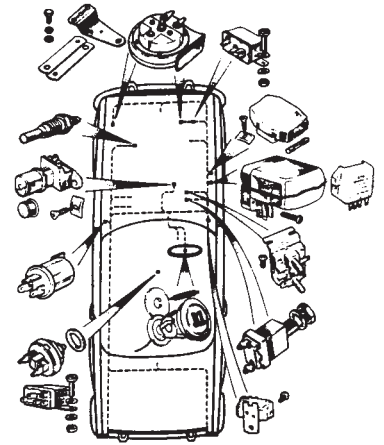
TR4 To CT14913



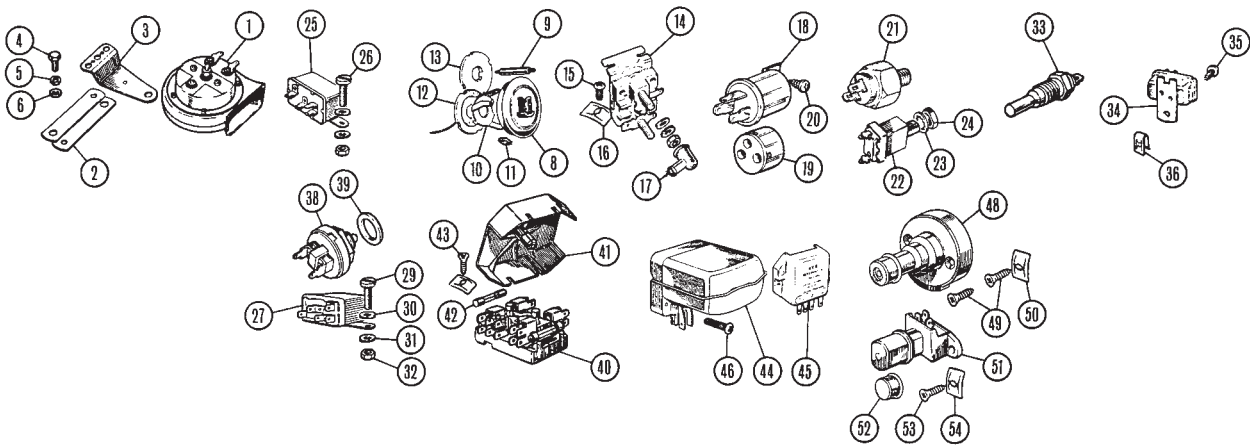
TR4 From CT14914



TR4A



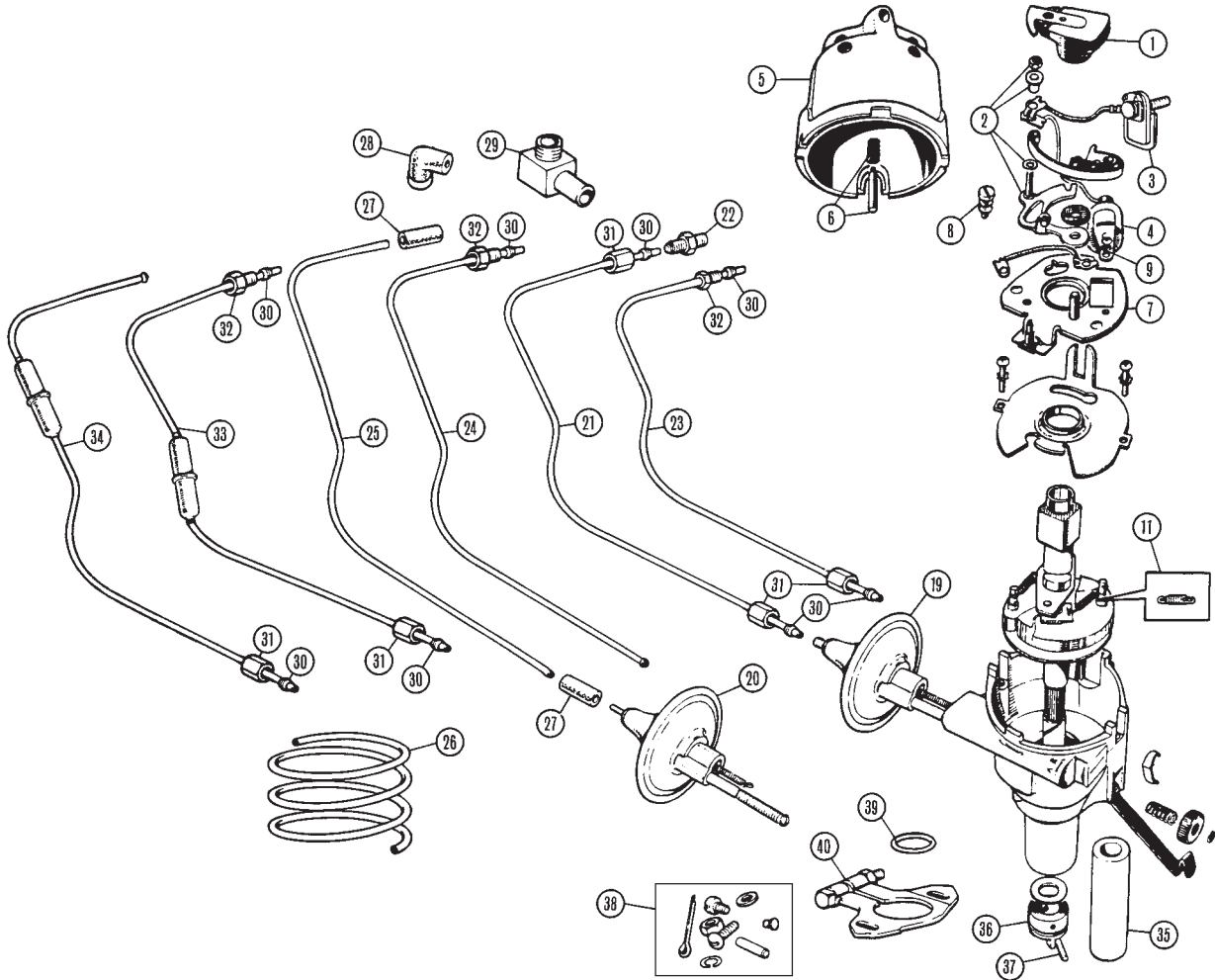
RH Drive Only Illustrated



Horns, Relays & Miscellaneous Switches TR4 & TR4A

Ill	Part Number	Price £ea.	Description	Req.	Details
1	GGE165	£9.54	HORN, low note	1	marked 'L'
	GGE164	£9.54	HORN, high note	1	marked 'H'
	GGE164K	£21.75	HORN KIT, replacement (Including 2 horns, brackets & fixings).	1	high/low
2	GGE109	£Call	BRACKETS, horn, pair	1	alternatives
3	GGE113	£Call	BRACKET, horn	2	
4	GHF101	£0.16	SCREW, horn attaching	4	
5	GHF331	£0.05	WASHER, locking	4	
6	WM93	£0.24	WASHER, plain	4	
			(These horns are plastic replacements for the original metal Lucas horns and require mounting brackets (items 4 or 5).		
8	150277	£26.94	HORN PUSH	1	
9	142534	£8.54	BRUSH CONTACT, horn push	1	(2.6" long)
	142534X	£14.49	BRUSH CONTACT, horn push	1	(3.4" long)
			(The longer horn brush contact may be needed if a non-original steering wheel is fitted).		
10	204741	£7.24	CLIP, horn push retaining	1	
11	613766	£0.40	CLIP, horn push retaining	1	alternative
12	608462	£15.61	SLIP RING & INSULATOR	1	
13	608462	£15.61	INSULATOR ONLY	1	
14	BMK1727	£14.85	SOLENOID, square type	1	
15	AB610063	£0.30	SCREW, solenoid	2	
16	FC2805	£0.93	CLIP NUT, solenoid	2	
17	8G548	£0.78	RUBBER CAP	3	solenoid & starter
18	GFU2103	£4.65	FLASHER UNIT, Lucar	1	
19	BAU2110	£6.50	ADAPTOR, flasher unit	1	
20	AB606082	£0.20	SCREW, flasher unit	1	
21	21B291	£9.74	SWITCH, brake lamp	1	hydraulic, (1961-63)
22	134529	£6.27	SWITCH, brake lamp	1	mechanical, (1964-67)
23	GHF325	£0.17	WASHER, locking	1	
24	NT608041	£0.59	NUT	1	
25	CHM68	£13.65	RELAY, horn	1	TR4A
26	GHF425	£0.09	SCREW, relay attachment	2	
27	142169A	£27.36	RELAY, overdrive, Lucar type	1	

29	PT505	£0.25	SET SCREW	2	
30	PWZ203	£0.14	WASHER, plain	2	if overdrive fitted
31	WL700101	£0.09	WASHER, locking	2	
32	HN2005	£0.14	NUT, plain	2	
33	GTR104	£8.76	TEMPERATURE SENDER	1	
34	128484	£10.80	VOLTAGE STABILISER	1	
35	GHF423	£0.14	SCREW, stabiliser	1	
36	GHF712	£0.15	SPIRE CLIP	1	
38	BAU1074A	£8.50	SWITCH, overdrive inhibitor	2	if overdrive fitted
	BAU1074A	£8.50	SWITCH, reverse lamp inhibitor	1	
39	502146	£0.31	WASHER, switch adjusting/sealing	a/r	
40	606253A	£8.76	FUSE BOX, Lucar connectors	1	
41	505158A	£3.86	LID, for fuse box	1	
42	GFS35X	£0.34	FUSE, 35 amp	a/r	17 amp continuous
43	AB610063	£0.30	SCREW, fuse box	2	
44	GEU6603	£26.38	CONTROL BOX	1	cars with Dynamo
45	GEU6609	£34.20	CONTROL BOX	1	cars with Alternator
46	PMZ320	£0.22	SCREW, control box	2	
48	502087A	£16.95	DIP SWITCH, headlamp	1	early TR4
49	RMP320	£0.44	SCREW, dip switch	2	early TR4 RHD
	TR6504	£0.30	SCREW, dip switch	2	early TR4 LHD
50	GHF702	£0.25	SPIRE CLIP	2	
51	RTC432A	£9.95	DIP SWITCH, headlamp	1	
52	RTC432CAP	£5.82	RUBBER CAP, 'non slip'	1	Late TR4, TR4A
53	AD610073	£Call	SCREW, dip switch	2	
54	GHF702	£0.25	SPIRE CLIP	2	



Identifying Your Distributor

Triumph used a number of different calibration distributors to meet the alternative engine specifications throughout the production range. The diagram below shows how to identify the Lucas distributor type and specification you have fitted. What is found to be fitted should be compared with the table showing what should be fitted and to what engine specification. All those shown can be exchanged against your repairable similar model distributor.

Lucas Model Number Stamped Here

Lucas Part Number Stamped Here



Distributor Service Parts

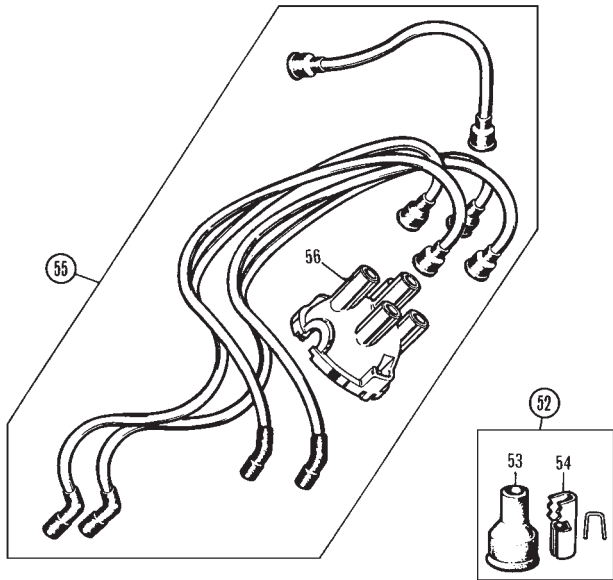
Ill	Part Number	Price £ea.	Description	Req.	Details
NI	201623ALI	£Call	PEDESTAL, distributor	1	aluminium
1	GRA2101	£1.47	ROTOR ARM	1	
	GRA2101HQ	£5.82	ROTOR ARM, high quality	1	
2	501466	£10.72	POINTS, contact breakers	1	TR2 only (40403)
	GCS2101	£1.91	POINTS, contact breakers	1	TR3-3A, TR4-4A
	GCS111	£11.30	POINTS, contact breakers (Competition 32oz spring).	1	TR3-3A, TR4-4A
3	502283	£19.95	LT LEAD AND BUSH (Screwed post terminal).	1	DM2P4 types
	57H5346	£6.12	LT LEAD & BUSH, Lucar terminal	1	DM2P4 types
	600329A	£6.60	LT LEAD & BUSH, Lucar terminal	1	25D4 types
	37H2981	£7.95	LT LEAD & BUSH, Lucar terminal	1	alternative
4	GSC111	£1.91	CONDENSER & LEAD	1	
5	GDC114	£17.95	DISTRIBUTOR CAP	1	
6	262703A	£3.38	CARBON BRUSH & SPRING	1	
7	17H5469	£Call	BASE PLATE	1	TR3-3A, TR4-4A, (not 40403)
8	GCS1001S	£0.44	SCREW, for points	1	
9	GSC1001S	£0.34	SCREW, for condenser	1	
11	TT1903	£9.25	SPRING PACK, advance/retard	1	(5 pieces)
19	502346	£Call	VACUUM UNIT	1	DM2P4, 40403
	503697	£36.17	VACUUM UNIT	1	DM2P4, 40480
20	510890	£31.27	VACUUM UNIT	1	25D4, 40735 40795
	517251	£32.25	VACUUM UNIT	1	25D4, 40698, 40783, 40842, 40850
21	201875	£12.97	VACUUM PIPE, two female fittings	1	H4 carburettors
22	AUC4490	£7.20	ADAPTOR, vacuum line to carburettor	1	
23	509167	£12.43	VACUUM PIPE, (1 female, 1 male)	1	H6 carburettors
24	305997	£12.43	VACUUM PIPE, (1 male, 1 slip-on)	1	
25	307724	£8.27	VACUUM PIPE, (2 slip-on fittings)	1	Zenith Stromberg & HS6 carburettors
26	37H4229M	£1.61	VACUUM PIPE, nylon,	1	(per metre) alternative
27	12B2095	£0.97	CONNECTOR, rubber, straight	a/r	Zenith Stromberg carb's
28	128262	£1.32	CONNECTOR, rubber, right angled	1	HS6 carburettor's

MOSS NO.	LUCAS NO.	MODEL NO.	FITS	FOR
LU40403R	40403	DM2P4	TR2	83mm engine
LU40480R	40480	DM2P4	TR3-3A	83mm engine
LU40698R	40698	DM2P4	TR3A	83mm engine
LU40735R	40735	DM2P4	TR3A-TR4	86mm engine
LU40783R	40783	25D4	TR2-3A, TR4	83mm (replacement)
LU40795R	40795	25D4	TR4-4A	86mm engine
LU40842R	40842	25D4	TR4A	Low comp' engine
LU40850R	40850	25D4	TR4-4A	83mm engine

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

LU40783R	25D4 type distributor	for 83mm engines	push-on vacuum fitting
LU40795R	25D4 type distributor	for 86mm engines	push-on vacuum fitting

All distributors are matched for original profile camshafts & carburettors. If you have something non-standard, don't moan when it doesn't work! See also uprated distributors.



48	NSB5	£2.40	SUPPRESSOR CAP, straight	a/r
49	105036	£1.08	ACORN NUT, coil, (if fitted)	1
50	214279A	£0.34	SPLIT WASHER, coil, (if fitted)	1
51	LUCYB306	£Call	RUBBER COVER, acorn nut	1
52	GCL1110	£1.22	END KIT, for HT lead into coil	1
53	12G1040	£0.92	COVER, HT lead coil end	1
54	12G1476	£0.20	TERMINAL, HT lead coil end	1

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

55	TT1172	£28.60	HT LEAD SET & DISTRIBUTOR CAP	1
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high performance silicone leads

Silicone leads with push-in coil cap ends. Not original but functional.

56	GDC103	£4.16	REPLACEMENT CAP	1
57	CRST255	£3.60	LABEL SET, (lead numbering)	1
58	13H6107	£0.93	RUBBER TIE, for leads	1
60	509347	£1.70	LT WIRE, ring terminals	1
61	125957	£1.76	LT WIRE, Lucas terminals	1
65	GCL101	£13.21	COIL, screw-in HT lead	1
	GCL110	£10.42	COIL, push-in HT lead	1
	TT2981	£19.53	COIL, sports type	1
66	CRST156	£1.96	DECAL, Lucas, for coil	1
70	L87YCC	£3.13	SPARK PLUG, Champion copper cored	4
	BP6HS	£3.04	SPARK PLUG, NGK	4

(Although there are many alternatives, the above spark plugs represent the best available at the moment. Owners running a modified engine should refer to the relevant section in this catalogue).

75	SH504051	£0.16	SCREW, coil to cylinder block	2
76	WM57	£0.17	WASHER, plain	2
77	GHF331	£0.05	WASHER, locking	2

Ignition Technical Tips

Engine 'Misfire' ?

If your engine begins to misfire, cuts off intermittently and finally won't run at all, the cause could be a broken low tension lead (the thin wire from the ignition coil to the side of the distributor). The wire conductors in these tend to break under the insulation, just above the clip, so they appear to be in good condition when in fact they won't work at all.

Setting Ignition Timing

Setting the ignition timing after a tune-up is simply done. With the engine running at fast idle speed, adjust the distributor for maximum RPM, and then retard the timing to give a drop of 100 RPM in engine speed.

Engine develops a will of its own!

If you are driving down the road and the engine suddenly dies on you and in desperation, you call your best friend who knows about TR's and ask him to come out and rescue you. He arrives and says "Now, what's wrong with this car?" He turns the key and presses the button and it fires up. You:

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

You happily drive down the road to find within the next 15 miles or so the same thing happens again. There is a good chance that this sequence of events is caused by the condenser failing to work when it warms up. For the sake of a couple of pounds we recommend you keep a spare one in the car.

Spare Contact Breaker Assembly

Having your points or condenser fail is a problem at the best of times. But when you are on a tour, and it's raining and dark, the task of installing new ones is even more difficult.

One way to make the job easier is to obtain a spare contact breaker plate assembly from an old distributor, and fit it with new points & condenser. The points can be set by installing this plate on your distributor (good practice for changing the plates!), then put the original plate back on, and carry the spare plate in your cars tool kit or glove compartment. Should the need ever arise, you have the correct parts ready to hand, and they will be much easier to install than the individual components.

29	512328	£4.16	CONNECTOR, nylon, right angled	1	Zenith Stromberg carb's
30	6K649	£0.44	COMPRESSION OLIVE	a/r	
31	6K650	£2.45	FEMALE FITTING, distributor end	a/r	
32	2A459	£2.40	MALE FITTING, carburettor end	a/r	
33	1H919	£22.95	VACUUM PIPE*	1	H4 & H6 carburettor's
			(With one female one male fitting).		
34	12H733	£20.95	VACUUM PIPE*	1	HS6 & Zenith Stromberg carburettor's
			(With one female one slip-on fitting).		

*Note: At the time of writing we have an intermittent supply of rigid vacuum pipes. To this end, and, during the famine, use the MG (!!) items, either 1H919 (H4 & H6 carburettors) or 12H733 (HS6 & Zenith Stromberg carburettors). Neither of these items are correct as they have a vapour trap in the pipe, but are better than nothing.

35	606895	£19.53	BUSH, supporting shaft	1
36	513679A	£10.61	DRIVING DOG	1
37	057992	£0.34	PIN, driving dog retaining	1
38	245015	£Call	SUNDRIES KIT, (nuts, washers, seals)	1
39	513682A	£0.59	SEAL, distributor shank to engine	1
40	3H2138	£11.60	CLAMP PLATE	1

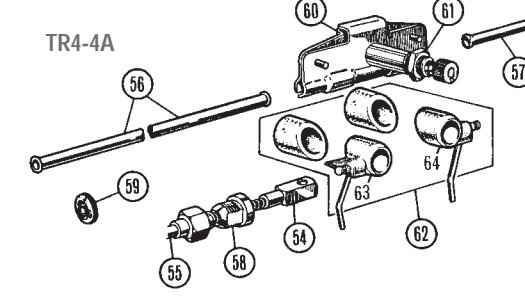
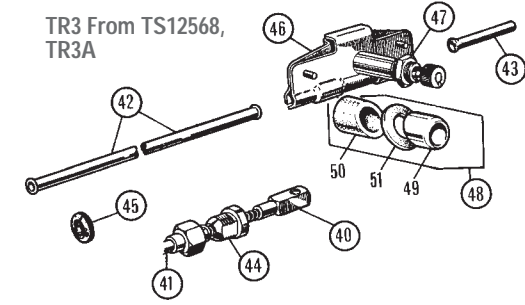
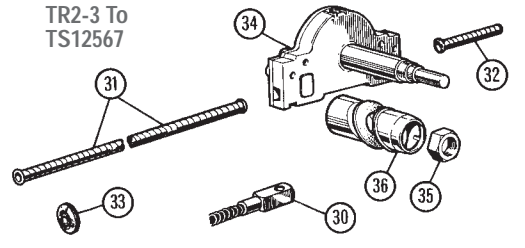
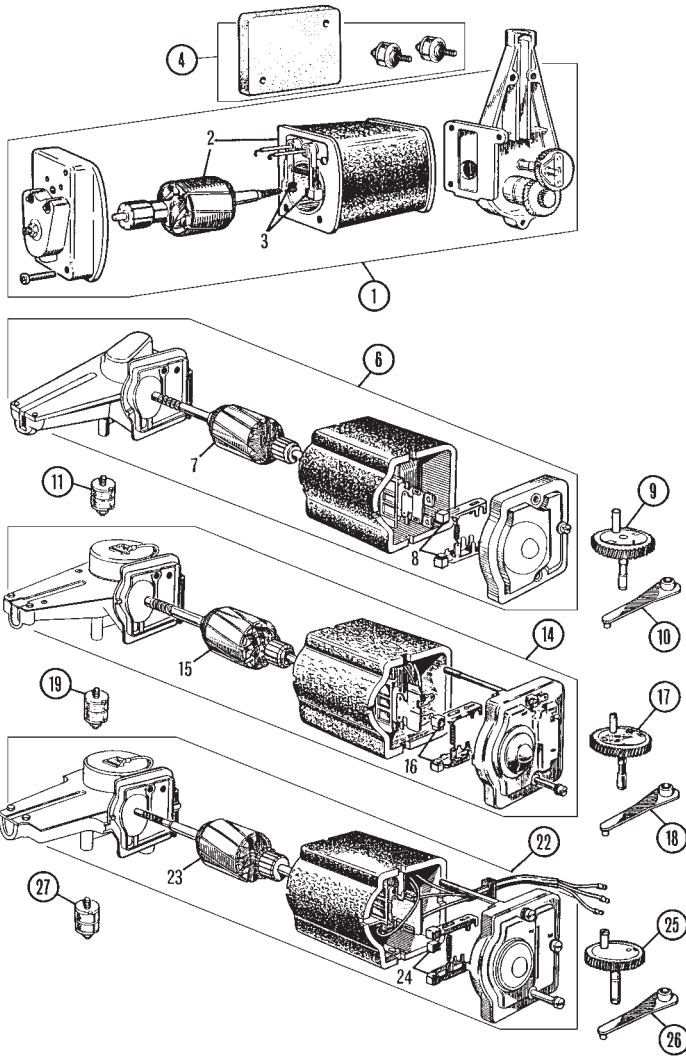
Plugs, Coil & Ignition Leads

See the accessories section for further details.

45	AAA5981M	£1.76	HT LEAD, copper, (PVC bound)	a/r	black stripe
	TT2982M	£6.35	HT CABLE, copper, (PVC bound)	a/r	yellow/black
			(Lucas (period) competition HT cable).		

Note: Ignition leads are sold by the metre length. You will need 2 metres to renew your 4 cylinder TR engine HT leads.

46	NYB5	£2.69	SUPPRESSOR CAP, 60° angled	a/r
47	NLB5	£3.32	SUPPRESSOR CAP, 90° angled	a/r



Wiper Motor

Single Speed Wiper Motor
CRT Type TR2, TR3 to TS12567

ill	Part Number	Price £ea.	Description	Req.	Details
1	501684R	£143.95	WIPER MOTOR	1	reconditioned/exchange
2	MM145-390	£Call	MOTOR ONLY	1	
3	508170	£6.21	CARBON BRUSHES, (pair)	1	
4	501684FK	£7.64	MOUNTING KIT	1	(Kit inc: 2 studs, 2 nuts, 2 washers, 2 special rubber ferrules & 1 rubber pad).

Single Speed Wiper Motor

DR2 Type TR3 from TS12568, TR3A, TR4 to CT7783 (RHD) & to CT30 (LHD)

6	LULRW113R	£199.95	WIPER MOTOR	1	reconditioned/exchange
7	17H5255	£Call	ARMATURE	1	
8	508170	£6.21	CARBON BRUSHES, (pair)	1	
9	520939	£Call	GEAR & SHAFT	1	
10	503601	£Call	CONNECTING LINK	1	
11	17H5431	£4.94	MOUNTING KIT	3	(Kit includes: 1 stud, 1 nut, 2 washers, 1 grommet).

Single Speed Wiper Motor

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

14	GXE7714	£127.19	WIPER MOTOR	1	reconditioned/exchange
15	511003	£Call	ARMATURE	1	
16	508170	£6.21	CARBON BRUSHES, (pair)	1	
17	511078	£Call	GEAR & SHAFT	1	
18	511096	£Call	CONNECTING LINK	1	
19	17H5431	£4.94	MOUNTING KIT	3	(Kit includes: 1 stud, 1 nut, 2 washers, 1 grommet).

Two Speed Wiper Motor

DR3 Type Standard Equipment for TR4A (Optional Equipment for TR3 from TS12568, TR3A & TR4)

22	514821R	£121.31	WIPER MOTOR	1	reconditioned/exchange
23	511003	£Call	ARMATURE	1	
24	508170	£6.21	CARBON BRUSHES, (pair)	1	
25	511078	£Call	GEAR & SHAFT	1	
26	511096	£Call	CONNECTING LINK	1	
27	17H5431	£4.94	MOUNTING KIT	3	(Kit includes: 1 stud, 1 nut, 2 washers, 1 grommet).

Wiper Racks & Wheel boxes

TR2, TR3 to TS12567

30	501730	£25.88	RACK, wheel box driving	1	} TR2 to TS996 (31 15/16") TR2, TR3 From TS997 To TS12567 (34 15/16")
31	502254	£Call	RACK CASING	1	
32	502255	£Call	RACK CASING	1	
33	RFN305	£0.40	GROMMET	1	motor to wheel box
34	502005	£90.98	WHEEL BOX	2	wheel box to wheel box
35	502005NT	£2.25	NUT, 6 sided	2	short to wheel box
36	502005CB	£32.05	CHROME BEZEL	2	rack through bulkhead

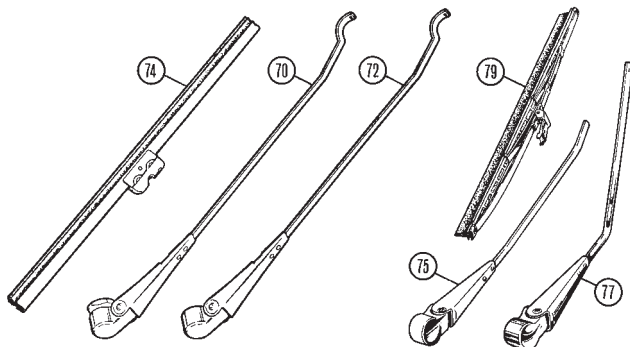
TR3 from TS12568, TR3A

40	RTC202A	£5.82	RACK, wheel box driving	1	} cut to correct length (38 29/32")
41	114483	£19.53	RACK TUBING	1	
42	203473	£10.33	RACK TUBING	1	motor to 1st wheel box
43	575047A	£4.20	RACK TUBING	1	wheel box to wheel box
44	37H5282	£8.37	FERRULE	1	short to wheel box
45	C5574A	£2.69	GROMMET	1	rack outer tube to motor
				1	rack through bulkhead

46	37H6316	£33.25	WHEEL BOX	2
47	ANK3459	£1.47	NUT, (6 sided)	2
48	37H6316FK	£6.95	BEZEL KIT	2
49	ADB826	£4.84	CHROME BEZEL	2
50	AHH5414	£Call	RUBBER SPACER	2
51	ADC560X	£0.33	RUBBER GASKET	2

Wiper Motor TR4-4A

54	RTC202A	£5.82	RACK, wheel box driving	1	cut to correct length, (28 11/32")
55	AAU1909A	£17.20	TUBING, rack	1	motor to 1st wheelbox
56	131151	£Call	TUBING, rack	1	wheel box to wheelbox
57	575047A	£4.20	TUBING, rack	1	short to wheel box
58	37H5282	£8.37	FERRULE	1	rack outer tube to motor
59	600395	£0.93	GROMMET	1	rack through bulkhead
60	37H6316	£33.25	WHEEL BOX	2	
61	ANK3459	£1.47	NUT, 6 sided	2	
62	LU54704807	£27.94	JET & BUSH KIT, car set	1	
63	511070	£7.29	JET & BUSH, RH	1	
64	511071	£7.29	JET & BUSH, LH	1	



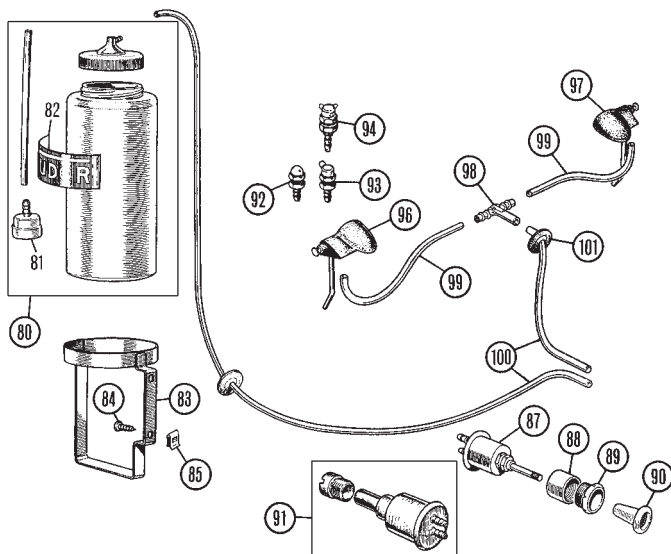
Wiper Arms & Blades

TR2-3A

70	107963	£13.81	WIPER ARM, RHD	2	TR2, TR3 To TS12567
	107965	£14.97	WIPER ARM, LHD	2	collet fitment
72	114485	£10.57	WIPER ARM, RHD	2	TR3 From TS12568, TR3A
	114488	£12.70	WIPER ARM, LHD	2	spline fitment
74	114486	£7.50	WIPER BLADE, chrome	2	

TR4-4A

75	131105	£19.53	WIPER ARM, RH, (RHD)	1	straight arm
	131108	£15.56	WIPER ARM, LH, (LHD)	1	
77	131106	£19.53	WIPER ARM, LH, (RHD)	1	cranked arm
	131107	£15.56	WIPER ARM, RH, (LHD)	1	
79	GWB219Z	£7.75	WIPER BLADE, chrome	2	



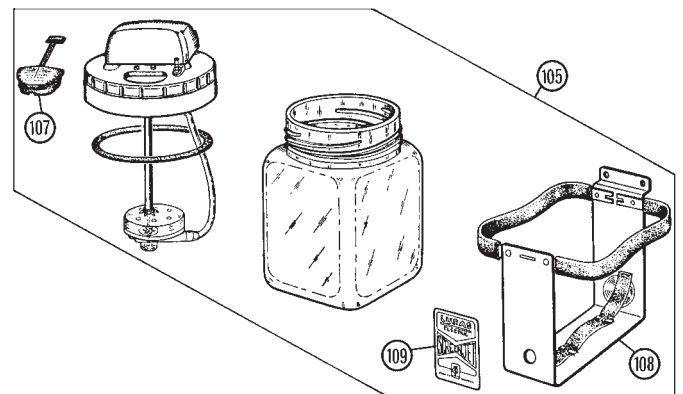
Windscreen Washer System

TR2-3A models did not have a screen washer system as standard, but it was listed in the back of the parts book as an accessory. The original (optional) factory kit is no longer available, but we can supply some components that are close copies of the original. The same goes for the replacement of parts as originally fitted to TR4's & TR4A's.

TR2-3A-4-4A

Replacement for Original (Optional) Type

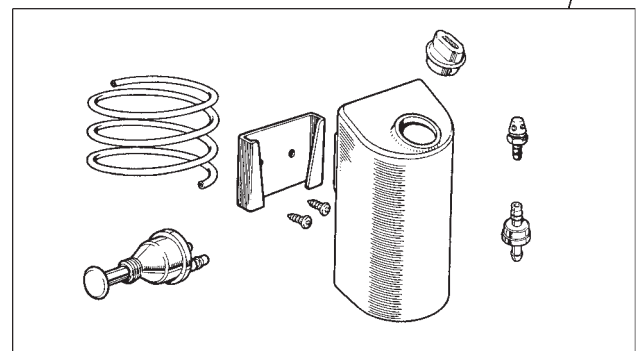
80	GWW918K	£9.50	WASHER BOTTLE	1	inc. bottle, cap, pipe & valve
81	GWW506	£1.61	NON-RETURN VALVE	1	
82	CRST124	£0.98	LABEL, 'Tudor'	1	
83	13H232	£8.76	BRACKET	1	
84	AB606051	£0.17	SCREW, bracket to inner wing	2	
85	FC2803	£0.93	SPIRE NUT, (in front inner wing)	2	
87	609173	£29.95	PUMP, original	1	
88	609526	£Call	HOUSING	1	
89	609919	£Call	BEZEL	1	
90	609946	£4.30	KNOB, (for pump 609173)	1	
91	GWW102	£14.90	PUMP & PLUNGER	1	replacement
92	MM802-805	£7.53	JET, chrome, single, (original)	2	TR2-3A
93	GWW802	£2.50	JET, chrome, single, (Lucas)	2	
94	GWW801	£3.86	JET, chrome, twin, (Lucas)	2	TR4-4A
		£Call	JET & BUSH KIT, (car set)	1	
96	511070	£7.29	JET & BUSH, RH	1	
97	511071	£7.29	JET & BUSH, LH	1	
98	GWW404	£1.37	'T' PIECE	1	
99	GWW201M	£0.78	TUBING, 3mm bore	a/r	'T' piece to jets
100	GWW202M	£0.83	TUBING, 4mm bore	a/r	bottle to pump/to 'T' piece
101	061917	£1.17	GROMMET, around tubing	a/r	



TR2-3A-4-4A (Optional Equipment)

This screen washer is a reproduction of the electric screen washer that was also offered as optional equipment. It is a beautifully reproduced period accessory. It does not include any wiring, tubing jets or switch. This type was commonly used as an accessory on TR2-3A's, some TR4-4A's may have been fitted retrospectively.

105	GAC9211X	£215.27	ELECTRIC SCREEN WASHER	1	glass bottle type
107	503786	£14.43	FILLER PLUG	1	
108	553758	£Call	BRACKET	1	
109	CRST169	£1.86	DECAL, Lucas screen jet	1	



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

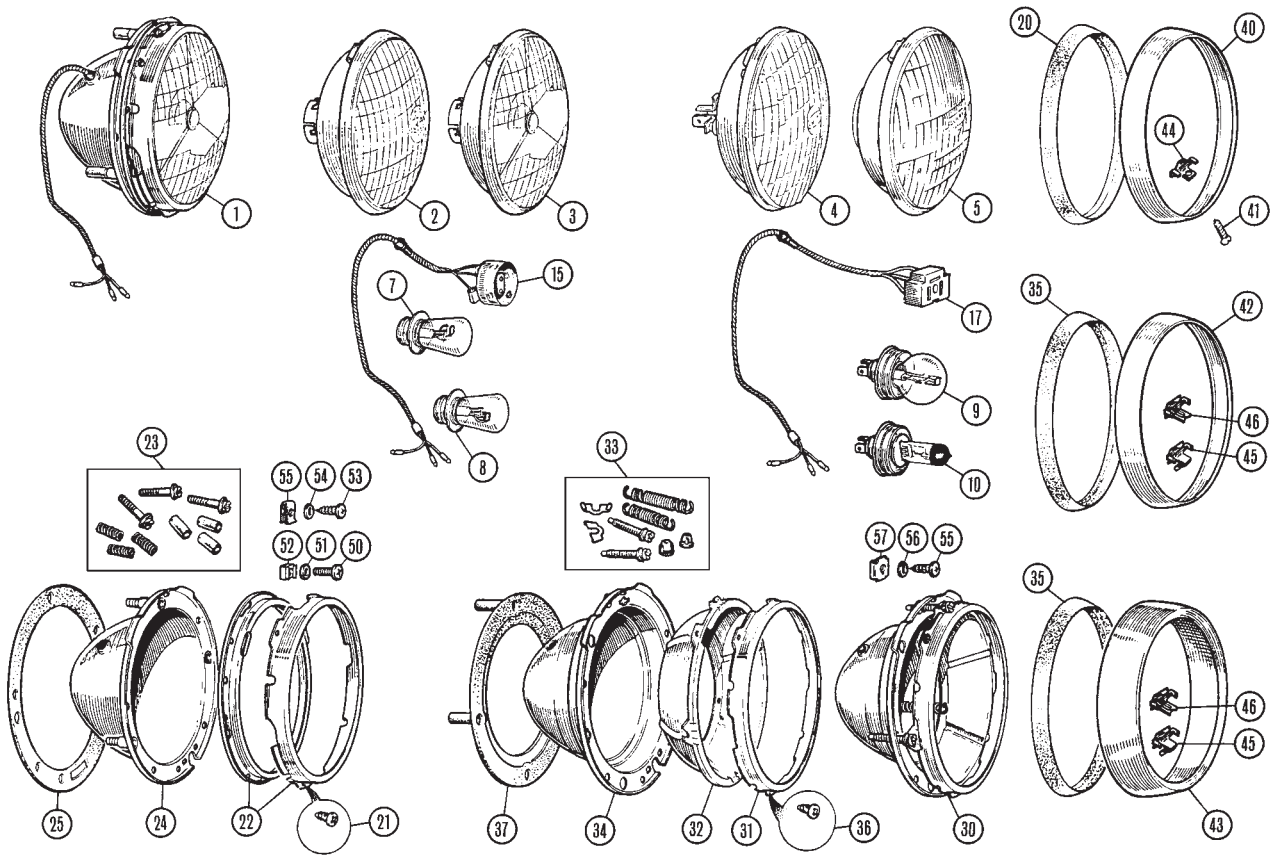
If your TR2-3A has no screen washer at all, the complete kit (GAC9212X) will fit and keep it legal in the eyes of the UK MOT tester. Most owners however prefer to replace the supplied plastic jets with the original chrome jets listed above.

110	GAC9212X	£28.34	SCREEN WASHER KIT	1	(Including container, bracket, tubing, manual pump & jet).
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So, the conclusions:

TR2-3A with no screen washer system:

Buy GAC9212X or select the components as required from the optional equipment listings. TR4-4A with no screen washer system, select the components as required.



Headlamps TR2-3A, TR4-4A

The various designs and types of headlamps originally fitted are too numerous to mention. In addition they are now generally not available. The favourite headlamp type amongst owners the world over is the 'Tripod' design. We have reproduced this item in both RHD and LHD formats to accept British Pre-Focus (BPF) bulbs of either RHD or LHD to match the lens pattern. Customers wishing to install 'Tripod' type lamps, but have nothing fitted should buy: Bucket & Bowl 27H8263X, Seal 512222, Chrome Rim 500929, Cable 27H2333 and either LU554308 with GLB414 (RHD lamp & bulb), or LU555296 with GLB415 (LHD lamp & bulb), depending on which side of the road you intend to drive on! We also offer a selection of Halogen conversion headlamps for TR's, see the accessories section for details.

Headlamp Units

Ill	Part Number	Price £ea.	Description	Req.	Details
1	506370X	£75.50	HEADLAMP, 'tripod', RHD (For this headlamp assembly use 1190722 or 124020 rim).	2	
	506372X	£85.25	HEADLAMP, 'tripod', LHD (For this headlamp assembly use 1190722 or 124020 rim).	2	
	BHM7198	£43.95	HEADLAMP, sealed beam, RHD (For this headlamp assembly use 500929 rim).	2	
	512223X	£50.84	HEADLAMP, sealed beam, RHD (For this headlamp assembly use 1190722 or 124020 rim).	2	
	XBC103360	£8.95	HEADLAMP, sealed beam, 75/50W, RHD2		
	XBC103LUCAS	£36.17	HEADLAMP, sealed beam, 75/50W, RHD2		LUCAS moulded in glass
	514579	£44.00	HEADLAMP, sealed beam, LHD (For this headlamp assembly use 1190722 or 124020 rim).	2	
	27H8495	£58.67	HEADLAMP, BPF lamp, RHD (For this headlamp assembly use 500929 rim).	2	
	AEU1061A	£46.95	HEADLAMP, P45T asymmetric, LHD (For this headlamp assembly use 500929 rim).	2	
	512224X	£47.90	HEADLAMP, P45T asymmetric, LHD (For this headlamp assembly use 1190722 or 124020 rim).	2	

Replacement Parts

2	GLU501	£29.31	LIGHT UNIT, BPF	2	RHD, LH dipping
3	LU554308	£59.95	LIGHT UNIT, BPF 'tripod'	2	RHD, LH dipping
	LU555296	£56.95	LIGHT UNIT, BPF 'tripod'	2	LHD, RH dipping
4	GLU101	£6.95	LIGHT UNIT, sealed beam	2	RHD, LH dipping
	BMK2508	£8.76	LIGHT UNIT, sealed beam	2	LHD, RH dipping
5	27H4146A	£17.10	LIGHT UNIT, P45T asymmetric	2	LHD, RH dipping
7	GLB414	£4.55	BULB, BPF, clear	2	RHD, LH dipping
8	GLB415	£6.80	BULB, BPF, clear	2	LHD, RH dipping
	GLB409X	£Call	BULB, BPF, cadmium yellow	2	LHD, RH dipping

9	GLB410	£1.96	BULB, P45T, clear	2	
	GLB411	£Call	BULB, P45T, cadmium yellow	2	France
10	GLB2983	£7.49	BULB, P45T, halogen, clear	2	
15	27H2333	£11.50	ADAPTOR & CABLES	2	for BPF lamp unit
16	501473	£11.30	ADAPTOR, Lucar terminals	2	for BPF lamp
17	BAU2110	£6.50	ADAPTOR, Lucar	2	plug connector & cables

Type 'A' Bucket (3 Adjusters)

20	3H2962	£3.23	DUST EXCLUDER, rubber	2	
21	AB606021	£0.16	SCREW, rim retaining	6	
22	17H5205	£14.40	MOUNTING RIM, headlamp	2	(2 pieces)
23	17H5394K	£3.52	ADJUSTER KIT (Kit Includes: 3 screws, 3 springs, 3 sleeves).	2	
24	7H6838	£18.84	BUCKET, headlamp	2	3 adjuster type
25	3H1031	£4.21	SEAL, bucket to body	2	

Type 'B' Bucket (2 Adjusters)

30	27H8263X	£23.95	BUCKET, BOWL & RIM UNIT	2	
31	515218A	£6.80	RING, outer mounting, chrome	2	
32	SML4	£6.80	RING, inner mounting	2	
33	BHM7058	£3.82	ADJUSTER KIT (Kit includes: 2 screws, 2 ferrules, 2 springs & 2 clips).	2	
34	SML3	£10.95	BUCKET, headlamp	2	2 adjuster type
35	3H2962	£3.23	DUST EXCLUDER, rubber	2	
36	AB606021	£0.16	SCREW, rim retaining	6	
37	512222	£6.80	SEAL, bucket to body	2	
	13H565	£2.40	SEAL, bucket to body	2	alternative
	009403	£3.58	SEAL, bucket to body	2	fit in pairs

Headlamp Rims (see also the accessories section)

40	500929	£9.95	RIM, headlamp, screw-on type	2	TR2-3
41	RTC465	£0.44	SCREW, rim retaining	2	
42	1190722	£11.26	RIM, headlamp, clip-on type	2	TR3A, TR4-4A
43	124020	£39.10	RIM, headlamp, wide/clip-on type	2	TR3A, From TS32585 USA
44	37H7421A	£1.81	CLIP, rim retaining (Use with rim 500929).	2	TR2-3
45	BAU1460TR	£3.02	CLIP, rim retaining, original (Use with rims 1190722 & 124020).	2	TR3A-4A
46	BAU1460	£1.71	CLIP, rim retaining, clip, repro (Use with rims 1190722 & 124020).	2	TR3A-4A

Fittings - Headlamp to Body

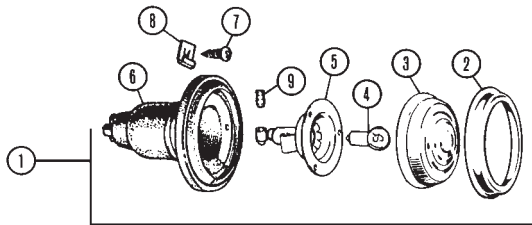
50	PMZ312	£0.34	SCREW	6	TR2-3A original fitment
51	WL700101	£0.09	WASHER, locking	6	must be used in sets,
52	FS2701	£0.95	NUT & RETAINER	6	fits 9/32" square hole
53	GHF424	£0.09	SCREW	6	
54	WP4	£0.12	WASHER, plain	6	TR2-3A alternative
55	GHF1000	£0.24	SPIRE NUT	6	
55	GHF424	£0.09	SCREW	8	
56	WP4	£0.12	WASHER, plain	8	TR4-4A
57	FC2804	£0.44	SPIRE NUT	8	fits 7/16" square hole

Headlamp Control Relay Kit

The Triumph TR4-4A electrical system does not include relays in the headlamp dip or main beam circuits. The omission of relays from these circuits means that the high electrical currents required to power the lamps runs through the switch gear when the lamps are used. This is contributory to the burning & subsequent failure of light and dip switch contact points. This situation is aggravated if the original equipment headlamps are uprated to a higher wattage or supplemented with additional lights, as this increases the current load on the existing circuit. Another benefit to the installation of operating relays is that of brighter headlamps without uprating their wattage. All TR's from TR2 to TR6 easily lend themselves to the installation of relays to control headlamp operating power without having to do any butchery to the wiring loom that is non reversible.

It also pays back by not involuntarily melting the dip, flash or main lighting switch. The additional wiring and relays can be easily tucked out of sight so as not to inflame the wrath of the purists.

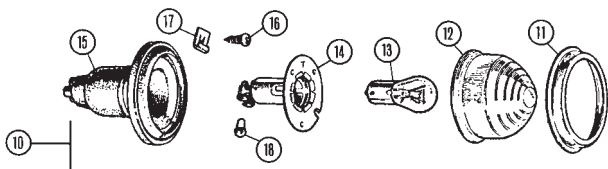
NI	GAC40262	£56.95	HEADLAMP RELAY KIT	1
			(Kit includes fittings & 2 (aftermarket) relays).	



Front Side & Flasher Lamp

TR2, TR3 to TS17340

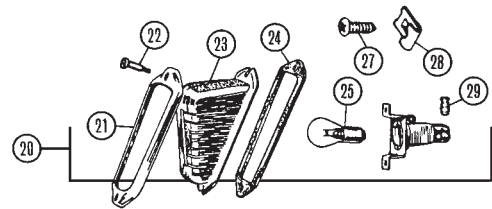
1	3H3055	£22.02	FRONT SIDE & FLASHER LAMP	2
2	7H5182	£1.91	RIM, chrome, lens retaining	2
3	AJA5076	£6.27	LENS, clear, flat type	2
4	GLB380	£0.44	BULB	2
5	17H5426	£14.14	BULB HOLDER	2
6	37H5481	£2.69	BODY, rubber	2
7	GHF421	£0.07	SCREW, lamp attaching	6
8	AK606021	£0.39	SPIRE NUT, lamp attaching	6
9	27H6713	£0.44	BULLET CONNECTOR	3



Front Side & Flasher Lamp

TR3 from TS17341, TR3A

10	1B9100	£13.95	FRONT SIDE & FLASHER	2
11	7H5182	£1.91	RIM, chrome, lens retaining	2
12	37H6928	£6.80	LENS, clear, beehive type	2
13	GLB380	£0.44	BULB, 21/5 watt	2
14	27H5545	£5.23	BULB HOLDER	2
15	508162	£1.91	BODY, (rubber)	2
16	GHF421	£0.07	SCREW, lamp	6
17	AK606021	£0.39	SPIRE NUT, lamp	6
18	27H6713	£0.44	BULLET CONNECTOR	3
	37H6928Z	£4.45	LENS, clear, beehive type	2

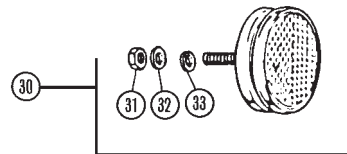


Tail Lamp

TR2 to TS1306

20	107592Z	£57.96	TAIL LAMP, reproduction	2
21	502347	£Call	RIM, tail lamp lens	2
22	502348	£Call	SCREW, tail lamp rim	4
23	501934X	£9.50	LENS, glass	2
	501934	£Call	LENS, plastic	2
24	502332	£3.75	GASKET, tail lamp lens	2
25	GLB380	£0.44	BULB	2
27	GHF424	£0.09	SCREW	4
28	GHF712	£0.15	SPIRE NUT	4
29	27H6713	£0.44	BULLET CONNECTOR	3

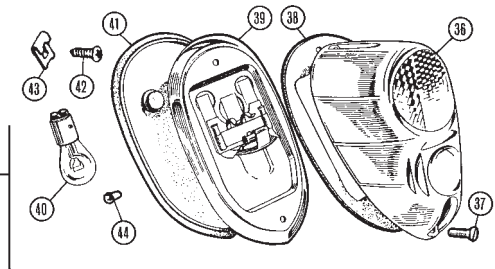
The lamp that we supply is a reproduction of the original lamp fitted on the MG 'T' series and early Morris Minors. It differs in the construction of the backplate only; a very minor modification to the rear apron will be required in fitting. Externally, once fitted, the lamp is visually indistinguishable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



Reflector

TR2 to TS1306

30	501485	£10.22	REFLECTOR	2
31	AJD8012Z	£0.12	NUT, plain, (2BA)	26
32	WL700101	£0.09	WASHER, locking	4
33	PWZ203	£0.14	WASHER, plain	4

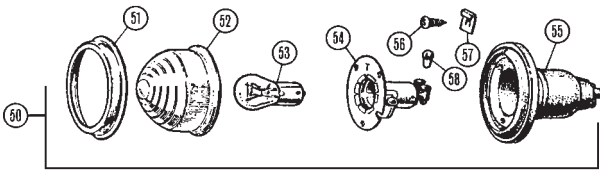


Tail Lamp

TR2 from TS1307, TR3-3A

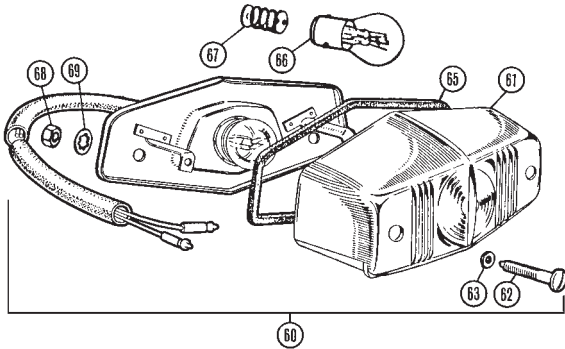
35	13H23	£20.95	TAIL LAMP*	2
36	AJA5069	£5.50	LENS, original Lucas	2
37	57H5569	£0.70	SCREW, lens to base	4
38	AJA5071	£1.91	GASKET, lens to base	2
39	AJA5072	£16.95	BASE	2
40	GLB380	£0.44	BULB	2
41	AJA5073	£2.50	GASKET, lamp mounting	2
42	GHF424	£0.09	SCREW	4
43	GHF712	£0.15	SPIRE NUT	4
44	27H6713	£0.44	BULLET CONNECTOR	3

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



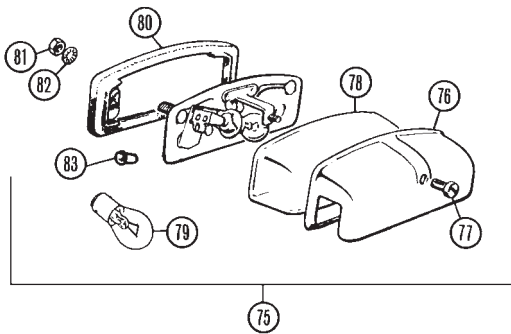
Rear Flasher Lamp (TR3 from TS15601, TR3A)

50	2A9013	£16.95	REAR FLASHER LAMP, amber	2
	2A9040	£16.50	REAR FLASHER LAMP, red	2
51	7H5182	£1.91	RIM, flasher lamp lens	2
52	37H5520	£6.80	LENS, amber	2
	37H5520Z	£4.40	LENS, amber, aftermarket	2 alternative
	37H5531	£6.24	LENS, red	2
	37H5531Z	£4.40	LENS, red, aftermarket	2 alternative
53	GLB382	£0.45	BULB	2
54	37H5528	£7.34	BULB HOLDER	2
55	508162	£1.91	BODY, rubber	2
56	GHF421	£0.07	SCREW	6
57	AK606021	£0.39	SPIRE NUT	6
58	27H6713	£0.44	BULLET CONNECTOR	2



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

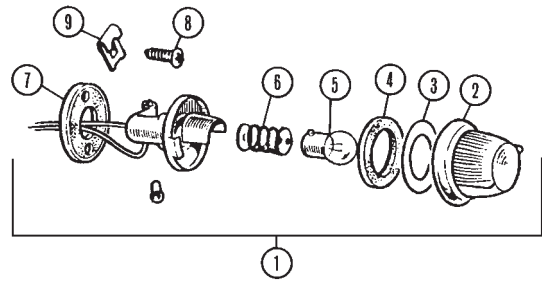
60	109497	£28.73	STOP & NUMBER PLATE	1
61	501798	£Call	LENS	1
62	501799	£Call	SCREW	2
63	21G9057	£0.24	WASHER, screw	2
65	502351	£Call	GASKET, lens seating	1
66	GLB380	£0.44	BULB	1
67	37H5459	£3.32	CONTACT & SPRING	1
68	AJD80122	£0.12	NUT	2
69	WL700101	£0.09	WASHER, locking	2



Number Plate Lamp (TR3 from TS18913, TR3A)

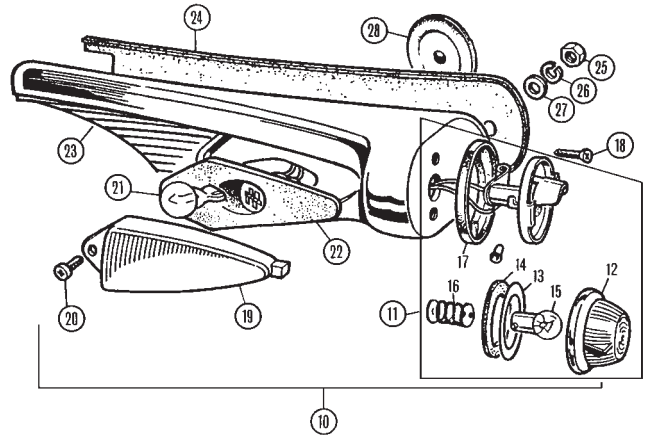
75	127916	£18.95	NUMBER PLATE LAMP	1
76	502264	£8.35	COVER, chrome	1
77	17H5385	£1.60	SCREW	1
78	601721A	£4.01	LENS	1
79	GLB989	£0.60	BULB*	1/2
80	57H5368	£2.89	GASKET	1
81	AJD80122	£0.12	NUT	2
82	WL700101	£0.09	WASHER, locking	2
83	27H6713	£0.44	BULLET CONNECTOR	2

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



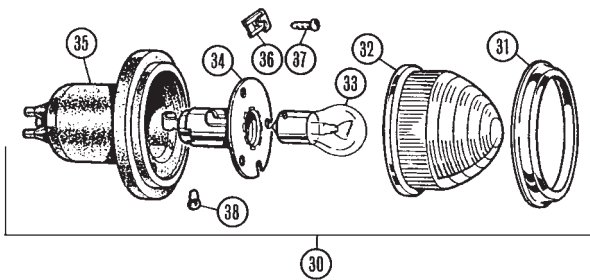
Side Lamp (TR4)

1	514805	£32.25	SIDE LAMP	2
2	510897	£7.35	LENS & RIM, clear	2
3	510898	£0.75	WASHER, plastic, (sliding ring)	2
4	510899	£1.00	GASKET, lens seating	2
5	GLB233	£0.49	BULB	2
6	244700A	£1.22	CONTACT & SPRING	2
7	510900	£2.30	GASKET, assembly seating	2
8	AT606042	£0.30	SCREW, lamp retaining	4
9	AK606021	£0.39	SPIRE NUT	4



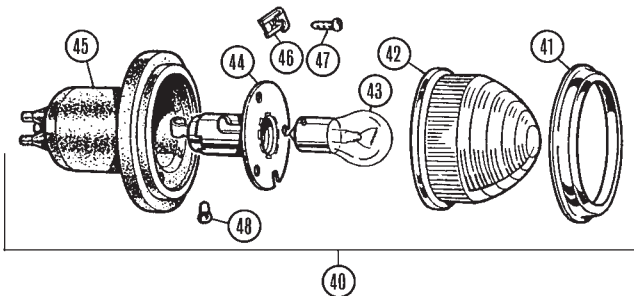
Side/Repeater Lamps (TR4A)

10	212486	£177.95	SIDE/REPEATER LAMP, RH	1
	212488	£177.95	SIDE/REPEATER LAMP, LH	1
11	514805	£32.25	SIDE LAMP	2
12	510897	£7.35	LENS & RIM, clear	2
13	510898	£0.75	WASHER, plastic, (sliding ring)	2
14	510899	£1.00	GASKET, lens seating	2
15	GLB233	£0.49	BULB	2
16	244700A	£1.22	CONTACT & SPRING	2
17	510900	£2.30	GASKET, seating	2
18	AT606042	£0.30	SCREW, base to housing	4
19	616648	£7.79	LENS, side-marker, (amber)	2
20	PMZ208	£0.17	SCREW, lens retaining	2
21	GLB501	£0.55	BULB	2
22	616628	£Call	GASKET, with bulb holder	2
23	808677	£Call	BASE, lamp unit, RH	1
	808678	£Call	BASE, lamp unit, LH	1
24	514808	£5.75	GASKET, lamp to wing, RH	1
	514809	£5.75	GASKET, lamp to wing, LH	1
25	GHF200	£0.10	NUT, assembly to wing	4
26	GHF331	£0.05	WASHER, locking	4
27	GHF300	£0.06	WASHER, plain	4
28	061917	£1.17	GROMMET, wires/inner wing	2



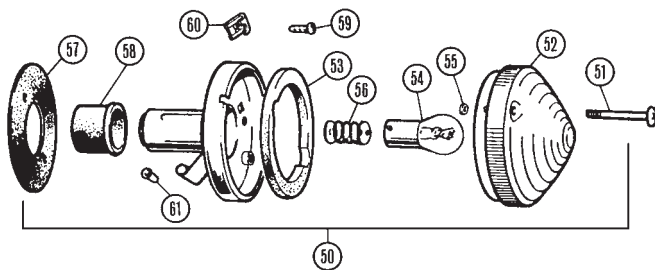
Front Flasher Lamps (TR4-4A UK Models)

30	2A9013	£16.95	FLASHER LAMP, amber	2	
31	7H5182	£1.91	RIM	2	
32	37H5520	£6.80	LENS, amber	2	
	37H5520Z	£4.40	LENS, amber, aftermarket	2	alternative
33	GLB382	£0.45	BULB	2	
34	37H5528	£7.34	BULB HOLDER	2	
35	508162	£1.91	BODY, rubber	2	
36	AK606021	£0.39	SPIRE NUT	6	
37	GHF421	£0.07	SCREW	6	
38	27H6713	£0.44	BULLET CONNECTOR	2	



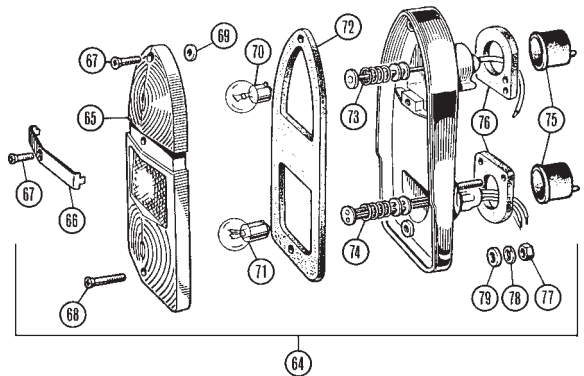
Front Flasher Lamps (TR4-4A USA Models to Body no. 30348CT)

40	532806	£14.93	FLASHER LAMP, clear	2	
41	7H5182	£1.91	RIM	2	
42	37H6928	£6.80	LENS, clear	2	
43	GLB382	£0.45	BULB	2	
	37H6928Z	£4.45	LENS, clear, aftermarket	2	Alternative
44	37H5528	£7.34	BULB HOLDER	2	
45	508162	£1.91	BODY, rubber	2	
46	AK606021	£0.39	SPIRE NUT	6	
47	GHF421	£0.07	SCREW	6	
48	27H6713	£0.44	BULLET CONNECTOR	2	



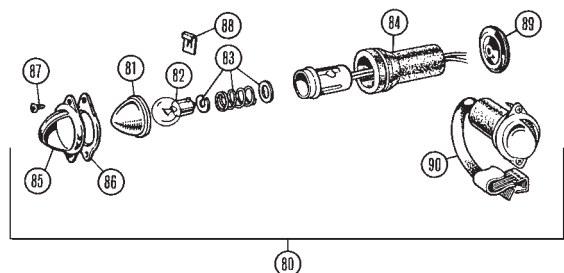
Flasher Lamps (TR4-4A USA Models from Body no. 30349CT)

50	BHA4476	£32.25	FLASHER LAMP	2	
51	518868	£0.33	SCREW, lens retaining	4	
52	17H6763	£9.15	LENS, clear	2	
53	17H6765	£2.05	GASKET, lens seating	2	
54	GLB382	£0.45	BULB	2	
55	21G9057	£0.24	WASHER, fibre	2	
56	37H5452	£2.20	CONTACT & SPRING	2	
57	27H2724	£1.55	GASKET, lamp seating	2	
58	17H5216	£0.69	BOOT, flasher wires	2	
59	AB606051	£0.17	SCREW	6	
60	AK606021	£0.39	SPIRE NUT	6	
61	27H6713	£0.44	BULLET CONNECTOR	2	



Stop/Tail Lamp (TR4-4A)

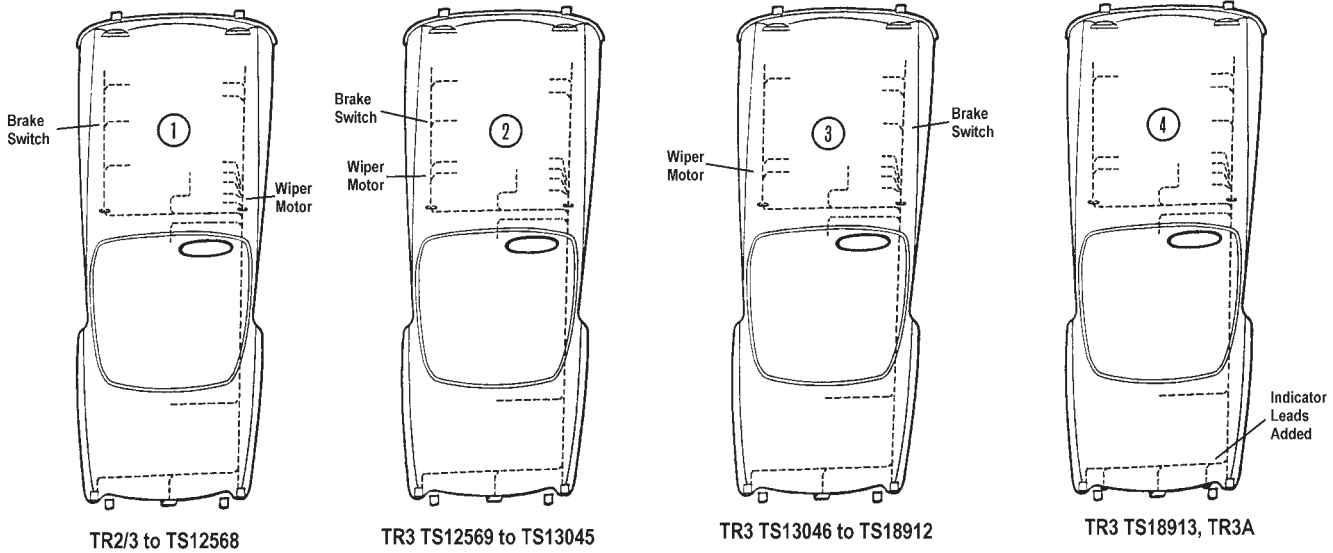
64	208208Z	£97.82	TAIL LAMP, red/amber lens	2	U.K. models
	208207Z	£97.82	TAIL LAMP, all red lens	2	U.S. models
65	516040	£11.70	LENS, red with amber flasher	2	U.K. models
	516061	£16.59	LENS, all red	2	U.S. models
66	510903	£0.63	CHROME STRIP	2	
67	510904	£0.78	SCREW, top & centre	4	
68	510905	£0.93	SCREW, bottom	2	
69	21G9057	£0.24	WASHER, screw retaining	6	
70	GLB382	£0.45	BULB, flasher lamp	2	
71	GLB380	£0.44	BULB, stop/tail lamp	2	
72	510906	£2.00	GASKET, lens seating	2	
73	37H5452	£2.20	CONTACT & SPRING	2	flasher lamp
74	37H5459	£3.32	CONTACT & SPRING	2	stop/tail lamp
75	17H5216	£0.69	GROMMET, flasher lamp wires	4	
76	133364	£1.41	GASKET, lamp to body	4	
77	GHF206	£0.03	NUT, lamp retaining	8	
78	WL700101	£0.09	WASHER, locking	8	
79	PWZ203	£0.14	WASHER, plain	8	



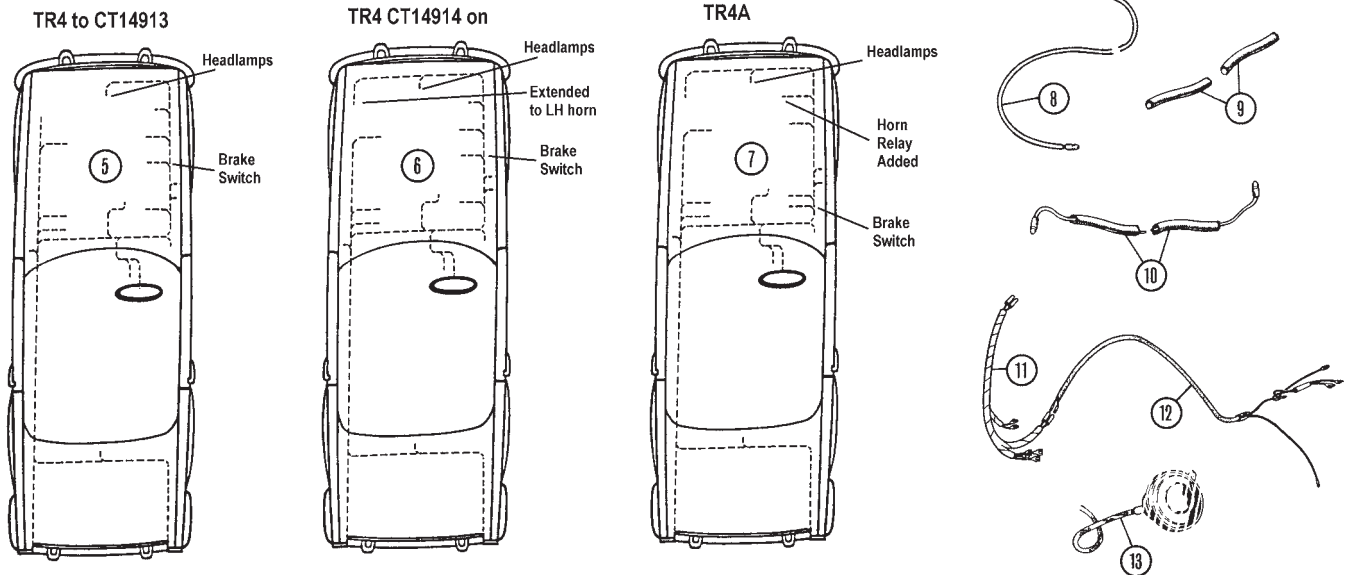
Number Plate Lamps (TR4-4A)

80	142002	£14.63	NUMBER PLATE LAMP	2	
81	510875A	£5.26	LENS	2	
82	GLB207	£0.45	BULB	2	
83	37H5452	£2.20	CONTACT & SPRING	2	
84	510912	£Call	BODY, rubber	2	
85	131465A	£9.74	RIM	2	
86	612189	£Call	PLINTH, chrome	2	TR4 to CT6402
87	AB606053	£0.20	SCREW, rim retaining	4	
88	AK606021	£0.39	SPIRE NUT	4	
89	600395	£0.93	GROMMET, No plate lamp wires	2	
90	611406	£Call	CLIP, lead to bumper bracket	2	

At an unknown change point during the production of the TR4A, German market cars switched from the this type of number plate lamp (mounted on the rear overriders) to the earlier type lamp used on the TR3's & TR3a's (mounted on the boot lid). The part number for this earlier lamp is 127916, see page 94.



RHD models only illustrated



Wiring Harness (Looms)

ill	Part Number	Price £ea.	Description	Req.	Details
1	501493CL 501493PVC	£140.89 £111.53	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR2, TR3 To TS12568 wiper motor on right of bulkhead
2	504803CL 504803PVC	£128.17 £Call	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR3 From TS12569 To TS13045
3	505137CL 505137PVC	£134.03 £Call	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR3 From TS13046 To TS18912
4	303004CL 303004PVC	£146.76 £112.50	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR3 From TS18913 TR3A To TS60000
	207162CL 207162PVC	£164.38 £124.25	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR3A From TS600001
5	305321CL 305321	£168.29 £156.55	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR4 RHD To CT14913
6	305610CL 305610	£193.74 £156.55	MAIN LOOM, cloth bound MAIN LOOM, PVC bound	1 1	TR4 RHD From CT14914

305281CL	£Call	MAIN LOOM, cloth bound	1	TR4 LHD	
305281	£156.55	MAIN LOOM, PVC bound	1	To CT9983	
305611CL	£193.74	MAIN LOOM, cloth bound	1	TR4 LHD From CT9984	
305611	£156.55	MAIN LOOM, PVC bound	1	To CT26999	
306645CL	£193.74	MAIN LOOM, cloth bound	1	TR4 LHD	
306645	£156.55	MAIN LOOM, PVC bound	1	From CT27000	
7	307235CL	£193.74	MAIN LOOM, cloth bound	1	TR4A RHD
	307235	£156.55	MAIN LOOM, PVC bound	1	
	307234CL	£193.74	MAIN LOOM, cloth bound	1	TR4A LHD
	307234	£156.55	MAIN LOOM, PVC bound	1	
8	108647	£0.67	CABLE, red, (cut to fit)	a/r	side lamp to main loom
	108648	£0.67	CABLE, green, (cut to fit)	a/r	flasher to main loom
	108649	£0.89	CABLE, black, (cut to fit)	a/r	lamp unit body earth
	108650	£0.98	CABLE, horn to loom	a/r	
9	504806	£0.59	PVC SLEEVING, cut to length	a/r	
10	139033	£Call	EXTENSION HARNESS (Brake switch).	1	TR4 LHD From CT27000
11	131338	£19.53	HARNESS, overdrive	1	switch to relay
12	131339	£19.95	HARNESS, overdrive	1	gearbox top cover
13	502355	£22.95	HARNESS, in column	1	TR2-3A

Loom Descriptions & Change Points

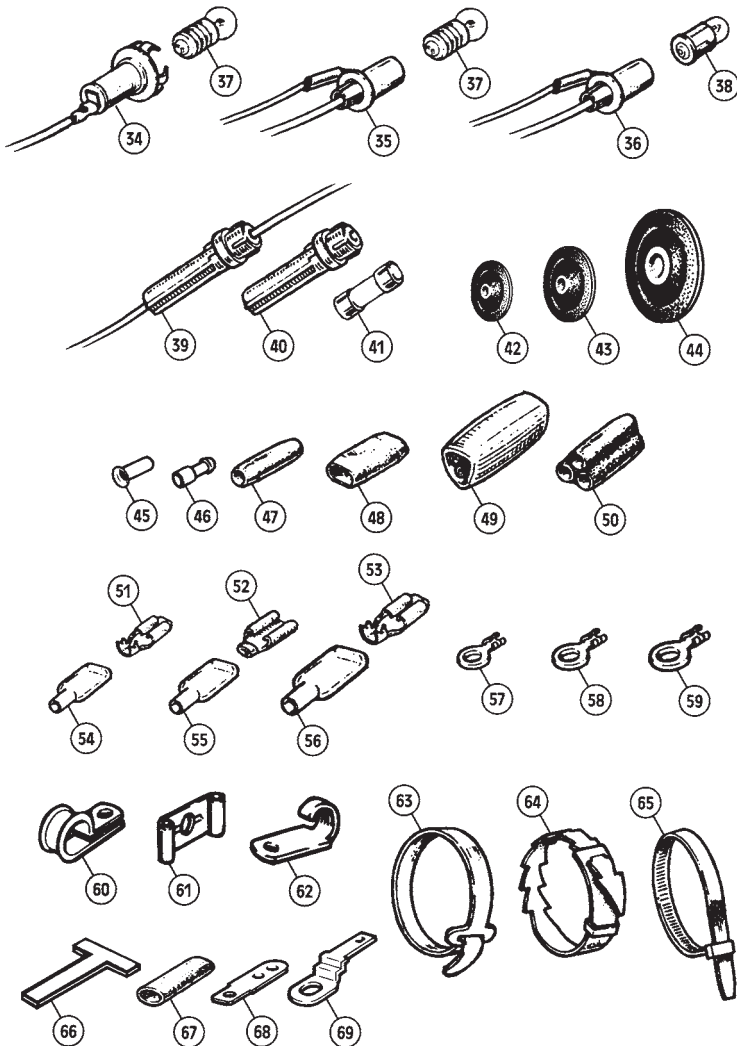
The following looms were originally Cloth bound:

TR2, TR3 up to TS12568	Hydraulic switch on LH side, wiper motor on RH side, centre stop lamp.
TR3 from TS12569 to TS13045	Hydraulic switch on LH side, wiper motor (self parking) on LH side, centre stop lamp.
TR3 from TS13046 to TS18912	Hydraulic switch on RH side, wiper motor (self parking) on LH side, centre stop lamp.
TR3 from TS18913, TR3A to TS60000	Hydraulic switch on RH side, separate rear flasher, stop lamps in tail lamps.

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

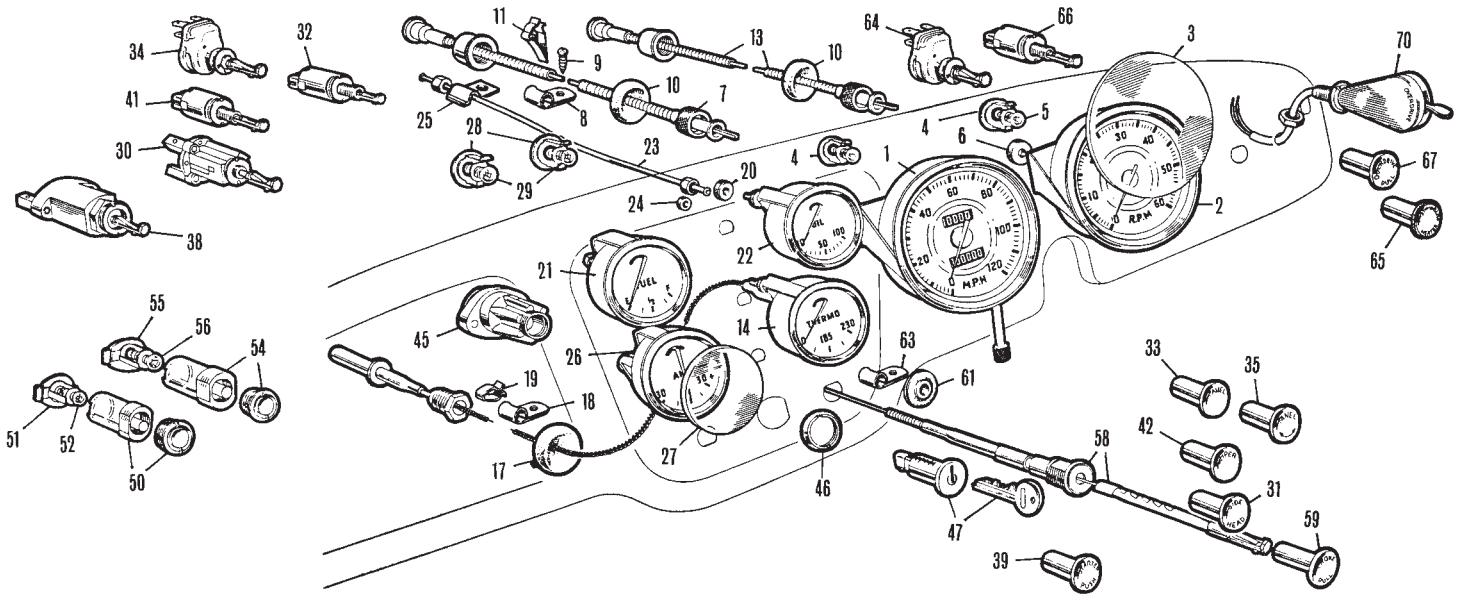
The following looms were originally PVC bound:

TR3A from TS60001	As TS18913 to TS60000 but with Lucar connectors, not screwed connectors.
TR4 RHD to CT14913	Coil and temperature sender cables fed from the LH side of under bonnet loom, hydraulic brake switch on RH side.
TR4 LHD to CT9983	
TR4 RHD from CT14914	Coil and temperature sender and LH horn fed from the RH side of under bonnet loom after feeding front lights, hydraulic brake switch on RH side.
TR4 LHD from CT9984 to CT26999	
TR4 LHD from CT27000	Brake switch cables on RH side with extension wires to LH pedal box. Loom probably bound in blue PVC.
TR4A RHD or LHD	One for either hand of drive.



Connectors & Fittings

Ill	Part Number	Price £ea.	Description	Req.	Details
34	AEU1313A	£4.65	BULB HOLDER, claw type, screw-in bulb	a/r	MES type, self earthing
	37H5181	£4.15	BULB HOLDER, claw type, screw-in bulb	a/r	MES type, separate earth
35	13H1927	£3.67	BULB HOLDER, sleeve type	a/r	MES type
36	UKC4187	£5.80	BULB HOLDER, sleeve type	a/r	BA7 type
37	GLB987	£0.66	BULB, 2.2W, screw-in type	a/r	fits MES type bulb holder
38	GLB281	£0.54	BULB, 2.0W, bayonet type	a/r	fits BA7 type bulb holder
39	UKC4446	£1.91	IN-LINE FUSE HOLDER	a/r	(Includes wires, terminals and spring).
41	GFS3005	£1.91	FUSE, 5 amp, pack of five fuses	a/r	
	GFS3010	£1.86	FUSE, 10 amp, pack of five fuses	a/r	
	GFS3015	£1.41	FUSE, 15 amp, pack of five fuses	a/r	in line headlamp main beam
	GFS3020	£1.32	FUSE, 20 amp, pack of five fuses	a/r	
	GFS3025	£1.81	FUSE, 25 amp, pack of five fuses	a/r	in line cigar lighter
	GFS3035	£1.67	FUSE, 35 amp, pack of five fuses	a/r	
	GFS3050	£1.28	FUSE, 50 amp, pack of five fuses	a/r	
42	061917	£1.17	GROMMET	2	(Harness to front side repeater lamps).
	061917	£1.17	GROMMET	1	(Harness to number plate lamp, outer valance).
	061917	£1.17	GROMMET, screen washer tubing	1	
43	600395	£0.93	GROMMET	2	(Harness to rear side repeater lamps).
	600395	£0.93	GROMMET	2	(Harness to front side repeater lamps).
	600395	£0.93	GROMMET	2	(Harness to number plate lamp, inner valance).
	600395	£0.93	GROMMET	1	(Harness to number plate lamp, inner valance).
	602037	£0.69	GROMMET, gearbox harness	1	through tunnel
44	600400W	£1.30	GROMMET, main harness	1	through dash
45	003632	£0.20	BULLET CONNECTOR, male	a/r	soldered type
	GHF2200	£0.31	BULLET CONNECTOR, male	a/r	soldered type alternative
46	003632Z	£0.30	BULLET CONNECTOR, male	a/r	push-on type
47	104618	£0.25	CONNECTOR, female, single line	a/r	2 way
48	RTC603A	£0.34	CONNECTOR, female, double line	a/r	4 way common contacts
49	BHA4460	£2.45	CONNECTOR, female, triple line	a/r	6 way
50	2H4992	£0.66	CONNECTOR, female, triple line	a/r	6 way Insulated contacts
51	13H2050	£1.08	CONNECTOR, Lucar, 3/16" wide	a/r	6 amp
52	RTC220A	£0.25	CONNECTOR, Lucar, 1/4" wide	a/r	17.5 amp
53	47H5419	£0.55	CONNECTOR, Lucar, 3/8" wide	a/r	35 amp
54	BMK449	£Call	INSULATOR, for 3/16" Lucar connector	a/r	
55	511269	£0.20	INSULATOR, for 1/4" Lucar connector	a/r	
56	515399	£0.30	INSULATOR, for 3/8" Lucar connector	a/r	
57	17H5287	£0.59	EYELET, 3/16" hole	a/r	
58	2H4528	£Call	EYELET, 1/4" hole	a/r	
59	13H625	£0.59	EYELET, 5/16" hole	a/r	
60	PCR809	£0.39	'P' CLIP, fuse holder attaching	a/r	
61	236366A	£0.93	CLIP, holding fuse holder to edge	a/r	
62	616312	£0.93	CLIP, earthing lead	a/r	
63	AHH7108	£Call	CLIP, aluminium band type	a/r	
64	13H6107	£0.93	CABLE TIE, 'fir tree' type	a/r	
65	GHF1265	£0.05	CABLE TIE, 9 cm long	a/r	ratchet type
	GHF1266	£0.10	CABLE TIE, 13 cm long	a/r	
	GHF1267	£0.15	CABLE TIE, 22 cm long	a/r	
	GHF1268	£0.20	CABLE TIE, 31 cm long	a/r	
66	603559	£0.63	LOOM TAG, welded to bodywork	a/r	
67	503213	£Call	INSULATING SLEEVE, on loom tag	a/r	
68	123759	£0.30	EARTH TAG, Lucar,	a/r	welded to body panels
69	123759	£0.30	EARTH TAG, Lucar	1	(Screwed to wiper motor mount).



Instruments, Cables & Dash Switches TR2-3A

ill	Part Number	Price £ea.	Description	Req.	Details
1	108192R	£78.78	SPEEDOMETER, exchange (S628 or SN6307/04 or SN6319/00, 1180 turns).	1	3.7:1 axle, MPH
	113637R	£Call	SPEEDOMETER, exchange (SN6307 or SN6319, 1300 turns).	1	4.1:1 axle, MPH
	108193R	£Call	SPEEDOMETER, exchange (S628K or SN6307/05 or SN6319/02, 740 turns).	1	3.7:1 axle, KPH
	113632R	£Call	SPEEDOMETER, exchange (SN6307/09 or SN6319/03, 820 turns).	1	4.1:1 axle, KPH
NI	108192BEZEL	£Call	BEZEL, large	1	
NI	502268G	£0.92	SEAL, bezel	a/r	
2	106970R	£78.78	REV COUNTER, (RC163 or RN1402/09 or RN1411/00).	1	
3	502268	£13.31	GLASS, domed, large	2	
NI	108192BEZEL	£Call	BEZEL, large	1	
NI	502268G	£0.92	SEAL	2	
4	070066	£7.53	BULB HOLDER, lamp	2	speedo' & rev counter
5	GLB987	£0.66	BULB	2	
6	MM361-020	£2.05	KNURLED NUT, large, brass	4	(fits 5mm stud)
	17H1304	£1.10	KNURLED NUT, large, aluminium	4	(fits 4mm stud)
NI	WE604	£Call	WASHER, shakeproof	a/r	
7	504611	£13.65	CABLE, speedometer, 84"	1	RHD, all models
	GSD169	£12.67	CABLE, speedometer, 69"	1	LHD, non-overdrive
	504609	£12.67	CABLE, speedometer, 96"	1	LHD, with overdrive
8	CP105081	£0.44	CLIP, speedo cable to dash	a/r	
9	GHF425	£0.09	SCREW, for clip	a/r	
10	600395	£0.93	GROMMET, speedo/rev cables	2	
11	059191	£0.49	CLIP, speedo cable to chassis	1	
13	GSD113	£10.72	CABLE, rev counter	1	51" RHD
	504619	£13.65	CABLE, rev counter	1	36" LHD
14	106965R	£67.48	TEMPERATURE GAUGE, F°	1	(RT70 or TL2561/01)
	110895R	£67.48	TEMPERATURE GAUGE, C°	1	(51-312-561-03 or TL2561/03)
17	600395	£0.93	GROMMET	1	
18	PCR307	£0.39	CLIP, tube to fascia stays	2	

Note: Speedometers are calibrated for 5.60x15 tyres which, luckily, are pretty close to what most TR's now wear, 165x15. If your TR is shod with something drastically different, or has non-standard wheel rim width, you should consider re-calibration but allow a generous time for this process.

19	138892	£Call	CLIP, tube to fuel pipe	2	
20	17H932	£0.98	KNURLED NUT, small	8	(fits 4mm. stud)
21	106964R	£55.76	FUEL GAUGE	1	(PG163 or FG2530/20)
22	106966R	£55.76	OIL PRESSURE GAUGE (X8051612 or PL2561/00).	1	lbs. Per Sq. inch
NI	110896R	£52.12	OIL PRESSURE GAUGE (X8051613 or PL2561/01).	1	kilograms per square centimetre
23	202973	£12.97	RIGID PIPE, on bulkhead to gauge	1	
24	2K4936	£0.20	WASHER, leather	1	oil pressure pipe to gauge
25	059380	£1.25	CLIP, oil pressure pipe to bulkhead	2	
26	106967R	£68.46	AMMETER, screw type	1	(36174B)
	125111R	£52.12	AMMETER, with spade terminal	1	(36264A/D), alternative
27	502269	£12.67	GLASS, domed, small	4	
NI	106964BEZEL	£Call	BEZEL, small	4	
NI	17H1642	£0.56	SEAL, bezel	4	
28	070066	£7.53	BULB HOLDER	2	auxiliary instrument panel
29	GLB987	£0.66	BULB	2	
30	3H3098	£21.95	SWITCH, side & headlamp	1	
31	106685	£5.04	KNOB, side & headlamp switch*†	1	
32	2H4841	£12.95	SWITCH, panel lights, pull type	1	
33	107680	£2.50	KNOB*	1	
34	BHA4278	£54.95	RHEOSTAT SWITCH, panel lights	1	
35	125677	£3.86	KNOB*†	1	
38	501777	£44.98	STARTER SWITCH	1	
39	109311	£3.38	KNOB*†	1	
41	2H4841	£12.95	SWITCH, windscreen wiper#	1	single speed
42	106689	£4.40	KNOB*†	1	
#Note: We do not anticipate being able to offer the two speed wiper switch in the near future.					
45	107936	£15.61	BODY, ignition switch	1	
46	107937	£Call	BEZEL	1	
47	24G1345	£6.51	BARREL, with key	1	
50	501347	£6.60	WARNING LAMP, ignition, red	1	
51	502342	£8.31	SOCKET, for bulb	1	
52	GLB987	£0.66	BULB	1	
54	501348	£7.64	FLASHER WARNING LAMP	1	amber, TR2-3A
	128378	£7.79	FLASHER WARNING LAMP	1	green, late TR3A
55	502342	£8.31	SOCKET, for bulb	1	
56	GLB987	£0.66	BULB	1	
58	400627	£49.94	CHOKE CABLE, inner & outer	1	
59	107764	£4.60	KNOB*†	1	
61	061917	£1.17	GROMMET, (for choke cable)	1	

63	CP105081	£0.44	CLIP, choke cable to bulkhead	1	
64	57H5260	£55.74	SWITCH, rheostat, heater	1	
65	509735	£3.86	KNOB, retained by stud	1	
	500513	£4.26	KNOB, retained by screw	1	alternative
66	2H4841	£Call	SWITCH, overdrive, push-pull#	1	TR2 To TS6266
67	108437	£1.51	KNOB, overdrive switch	1	
70	112474	£44.00	SWITCH, overdrive, egg-shaped	1	

#Note: The early push-pull overdrive switch (item 66) can be used as an alternative to 112474 on TR3's & TR3A's.

Dash Knob Sets

NI	GKS6001X	£20.95	DASH KNOB SET, (inc. items marked*)	1	
31	106685	£5.04	KNOB, side & head lamp switch*	1	TR2-3, early TR3A
33	107680	£2.50	KNOB, panel light switch*	1	
39	109311	£3.38	KNOB, starter switch*	1	
42	106689	£4.40	KNOB, wiper switch*	1	
59	107764	£4.60	KNOB, choke cable*	1	
NI	GKS6002X	£21.95	DASH KNOB SET, (inc. items marked†)	1	
31	106685	£5.04	KNOB, side & head lamp switch†	1	late TR3A
35	125677	£3.86	KNOB, panel light switch†	1	
39	109311	£3.38	KNOB, starter switch†	1	
42	106689	£4.40	KNOB, wiper switch†	1	
59	107764	£4.60	KNOB, choke cable†	1	

Beware the Engine Earthing Strap

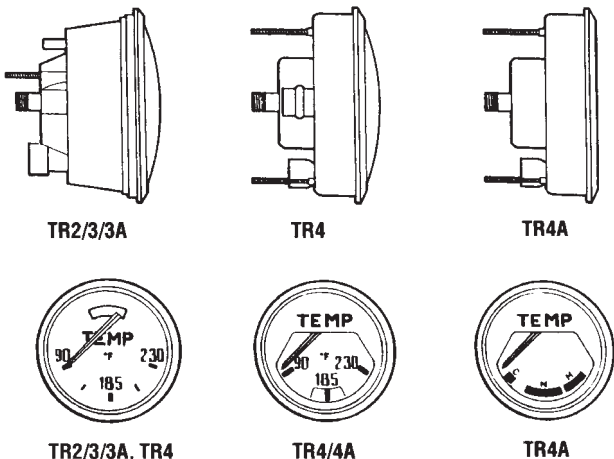
To enable any flow of electricity to occur, a complete loop must be maintained from one connection of the battery to the other. To enable a greater flow of electricity, a more substantial link is required between connections. Starting the engine (especially in cold conditions), requires a massive surge of battery power - up to 200 amperes of current, which flows from the battery terminal to the starter motor - and then to the other terminal any way it can.

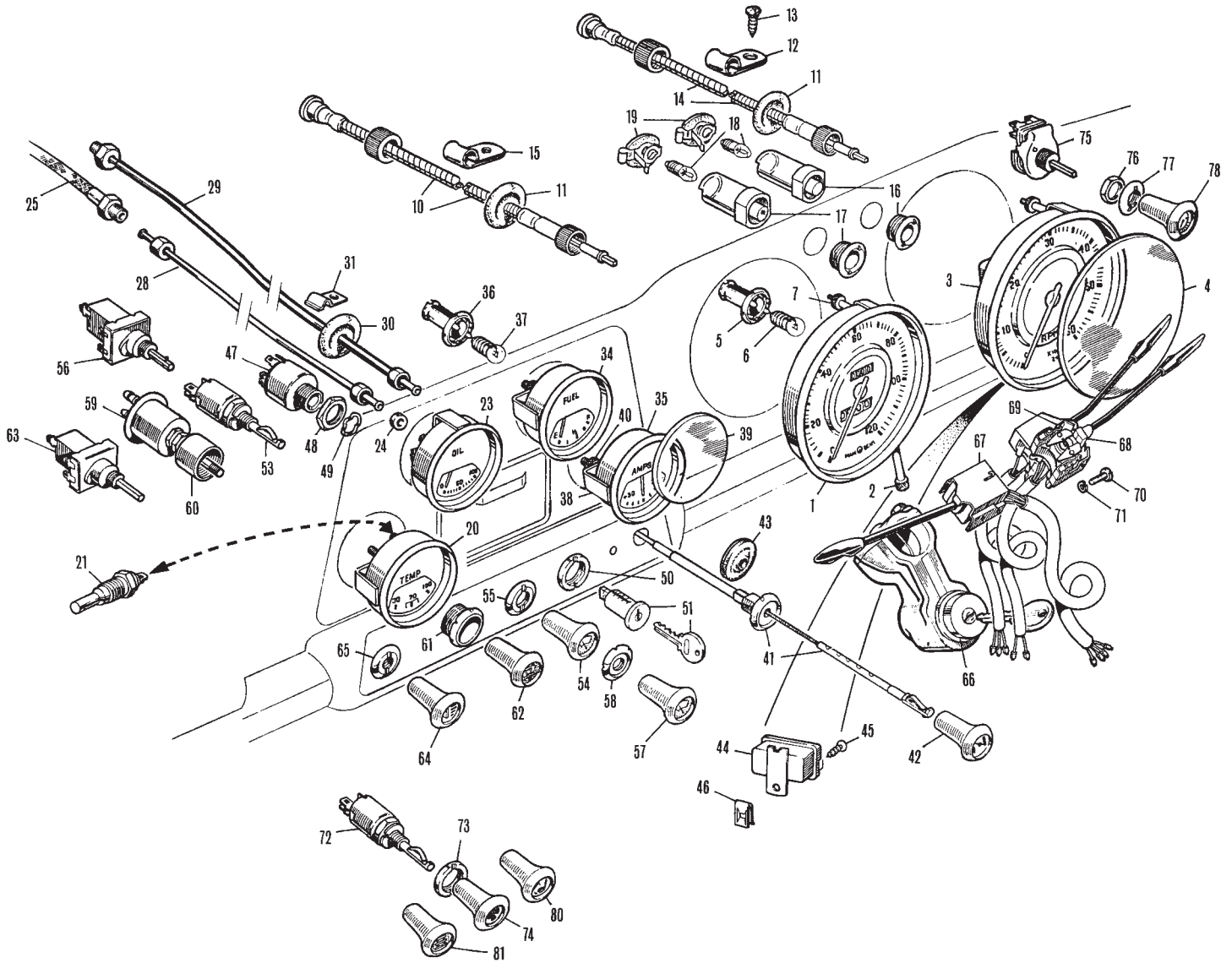
To make this flow easier, an electrical 'motorway' is provided in the form of the engine earth strap, allowing current to flow from the engine to the body shell and back to the battery with ease. A frayed, damaged or badly corroded earth connecting strap causes the electrical equivalent of a traffic jam, then the current just looks for some other way of returning to battery. The choke cable seems especially popular, its wire wound casing turning rapidly to a heater element, providing extra assistance in cold weather! If normal heating is insufficient, now is a good time to check the engine earth strap.

Instrument Identification (All Models)

Instruments from the TR2 to the TR4 range appear basically similar. There are however, several important differences which make their interchange hazardous, but compared to the problem of their scarcity, this is minor. It is not recommended to interchange the two basic types of 5" instruments. Not only is the clamping arrangement different, the fascia wiring would also require drastic alteration. Due to this, the best consideration would be to get a matching set of the six instruments that were originally fitted to your car.

We have listed the Smiths reference numbers that are stamped on the face of the instruments to help you determine which ones are fitted to your car. We adopt a 'one-for-one' and 'like-for-like' exchange. We have illustrated here a side view of the 5" gauges and a frontal view of the different temperature gauges to help in identifying the different castings and facings for the 4 cylinder TR Range.





Instruments, Cables & Dash Switches TR4 & TR4A

Although the list of part numbers relating to speedometers looks daunting, in reality there are only two types: The early TR4 one (facially similar to the TR2-3A type, including the use of domed glass), and the flat glass type used for the rest of the TR4's and all TR4A's. We have listed the Smiths reference numbers that are stamped on the face of the instruments, to help you determine what is fitted to your car. Speedo's were calibrated differently for all the tyre sizes supplied as OE on both models, and then as many again for the two OE axle ratios. Over the years, these instruments may have been swapped about, and flat/domed glass mismatched. Modern, low profile tyres can be another complication. This instrument is available on an exchange basis and can be re-calibrated to suit the tyres and axle ratio fitted.

When 6.95x15 (550/590x15) tyres & 3.7:1 Axle fitted

Ill	Part Number	Price £ea.	Description	Req.	Details
1	208062R	£Call	SPEEDOMETER, MPH (SN6313/09, 1184 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	208063R	£Call	SPEEDOMETER, KPH (SN6313/10, 740 turns).	1	
	209182R	£78.78	SPEEDOMETER, MPH (SN6325/00A, 1184 turns).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
	209183R	£78.78	SPEEDOMETER, KPH (SN6325/01A, 740 turns).	1	

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

	208066R	£Call	SPEEDOMETER, MPH (SN6313/11, 1312 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	208067R	£Call	SPEEDOMETER, KPH (SN6313/12, 820 turns).	1	
	209184R	£Call	SPEEDOMETER, MPH	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
	209185R	£Call	SPEEDOMETER, KPH	1	

When 165x15 tyres & 3.7:1 Axle fitted

208655R	£Call	SPEEDOMETER, MPH (SN6313/19, 1152 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
208656R	£Call	SPEEDOMETER, KPH (SN6313/20, 720 turns).	1	
209188R	£61.61	SPEEDOMETER, MPH (SN6325/02A, 1152 turns).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
209189R	£78.78	SPEEDOMETER, KPH (SN6325/03A, 720 turns).	1	

When 165x15 tyres & 4.1:1 Axle fitted

208657R	£Call	SPEEDOMETER, MPH (SN6313/17, 1280 turns).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
208658R	£Call	SPEEDOMETER, KPH (SN6313/18, 800 turns).	1	
209186R	£Call	SPEEDOMETER, MPH	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
209187R	£Call	SPEEDOMETER, KPH	1	

All Types/Models

2	503465	£Call	TRIP, flexible	1	
3	208090R	£Call	REV COUNTER (RN1409/02, domed glass).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	209194R	£59.17	REV COUNTER (RN1417/00, flat glass).	1	
4	502268	£13.31	GLASS, domed, large	2	TR4 From CT15053 (RHD) & CT11308 (LHD), TR4A
	502268F	£4.83	GLASS, flat, large	2	
5	13H1924	£3.10	BULB HOLDER, illumination	2	speedometer & rev counter
6	GLB987	£0.66	BULB, illumination	2	
7	17H1304	£1.10	KNURLED NUT, large	4	
10	504607	£13.65	CABLE, speedometer, 78"	1	RHD standard gearbox

11	GSD169	£12.67	CABLE, speedometer, 69"	1	
	602037	£0.69	GROMMET	2	
	CP105081	£0.44	CLIP, speedo' cable to bulkhead	1	RHD
	GHF425	£0.09	SCREW, securing clip	1	
	GSD111	£7.50	CABLE, rev counter, 48"	1	RHD
	504619	£13.65	CABLE, rev counter, 36"	1	LHD
	CP110125	£0.39	CLIP, cable to battery carrier hook	1	
	128378	£7.79	WARNING LAMP, indicator	1	green
	501347	£6.60	WARNING LAMP, ignition	1	red
	GLB987	£0.66	BULB	2	
	502342	£8.31	BULB HOLDER, warning lamps	2	
	131060R	£60.24	TEMPERATURE GAUGE, F° (BT2300/00, domed glass).	1	TR4 To CT15053 (RHD) & To CT11307 (LHD)
	131061R	£Call	TEMPERATURE GAUGE, C° (BT2300/01, domed glass).	1	TR4 To CT15053 (RHD) & To CT11307 (LHD)
	133124R	£Call	TEMPERATURE GAUGE, F° (BT2203/00, flat glass).	1	TR4-4A From CT15054 (RHD) & CT11308 (LHD) To CTC62636
	133119R	£64.55	TEMPERATURE GAUGE, C° (BT2203/01, flat glass).	1	TR4-4A From CT15054 (RHD) & CT11308 (LHD) To CTC62636
	145594R	£Call	TEMPERATURE GAUGE, CNH (BT2203/03, flat glass).	1	TR4A From CT62637
	GTR104	£8.76	TEMPERATURE TRANSMITTER	1	
	106966R	£55.76	OIL PRESSURE GAUGE, lbs. (PL2561/00, domed glass).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	133120R	£55.76	OIL PRESSURE GAUGE, lbs. (PL2302/22, flat glass).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
	110896R	£52.12	OIL PRESSURE GAUGE, kilo's (PL2561/01, domed glass).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	113121R	£Call	OIL PRESSURE GAUGE, kilo's (PL2302/23, flat glass).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
	2K4936	£0.20	WASHER, leather, sealing	1	pipe to gauge
	102238	£18.95	FLEXIBLE HOSE, stainless steel braided	1	early TR4
(The above hose links the oil pressure gauge pipe on the engine to the one on the bulkhead).					
	202973	£12.97	RIGID PIPE, on bulkhead to gauge	1	early TR4
	138308	£11.70	NYLON PIPE	1	TR4-4A
(This replaces the flexible and rigid pipes listed above, in that it goes direct from the oil pipe leading from the oil filter head to the bulkhead, to the oil pressure gauge. Listed as an 'alternative' to 202793 in the Triumph parts book, but standard on all TR4's).					
	600395	£0.93	GROMMET	1	
	059380	£1.25	CLIP, oil pressure pipe to bulkhead	2	
	130539R	£32.89	FUEL GAUGE (BF2301/00, domed glass).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	133118R	£55.76	FUEL GAUGE (BF2206/00, flat glass).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
	125111R	£52.12	AMMETER, Lucas (36264A/D, domed glass).	1	TR4 To CT15053 (RHD) & CT11307 (LHD)
	133117R	£75.31	AMMETER, Lucas (26313B, flat glass).	1	TR4 From CT15054 (RHD) & CT11308 (LHD), TR4A
	13H1924	£3.10	BULB HOLDER, illumination	4	auxiliary gauges
	GLB987	£0.66	BULB, illumination	4	
	136643	£Call	BRACKET, ammeter	1	metal fascia
	136642	£Call	BRACKET, ammeter	1	veneered fascia
	502269	£12.67	GLASS, domed, small	4	
	502269F	£4.84	GLASS, flat, small	4	
	17H932	£0.98	KNURLED NUT, small	1	
	401900/1	£51.95	CHOKE CABLE	1	TR4 fitted with H6 carb's TR4A fitted with HS6 carb's TR4-4A fitted with Zenith Stromberg 175CD carb's
	704873	£5.53	KNOB, choke cable†	1	
	061917	£1.17	GROMMET, in bulkhead	1	
	128484	£10.80	VOLTAGE STABILISER	1	
(The voltage stabiliser supplies power to the fuel and water temperature gauges. Apparent high water temperature, or unbelievably low fuel consumption is often attributable to stabiliser failure. It's usually tucked in a particularly inaccessible place on the bulkhead sides, partially hidden by carpeting).					
	GHF423	£0.14	SCREW, voltage stabiliser	1	
	GHF712	£0.15	SPIRE CLIP	1	
	127651	£14.19	IGNITION SWITCH	1	
	510369	£Call	NUT	1	
	128087	£Call	WASHER	1	
	609793	£Call	BEZEL	1	
	24G1345	£6.51	LOCK BARREL, with key	1	
	BHA4280	£Call	WIPER SWITCH, single speed	1	
	704875	£5.53	KNOB, wiper switch†	1	TR4
	609933	£Call	BEZEL	1	
	BCA4294	£18.50	WIPER SWITCH, two speed	1	
	704875	£5.53	KNOB, wiper switch	1	TR4, (optional), TR4A, (all)
	609792	£2.69	BEZEL	1	
	609173	£29.95	PUMP, screen washer	1	

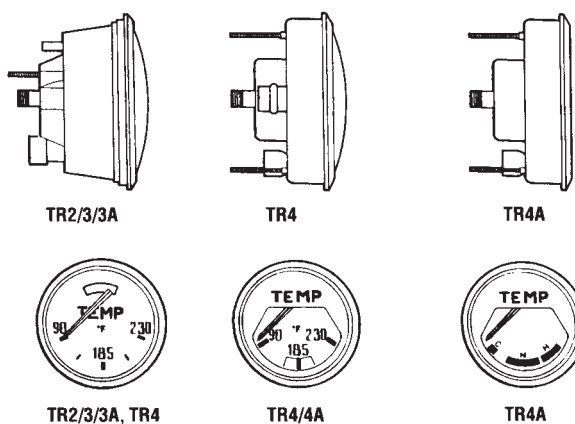
60	609526	£Call	SPACER	1	
61	609919	£Call	BEZEL	1	
62	609946	£4.30	KNOB†	1	
63	BCA4294	£18.50	SWITCH, side and headlamps	1	
64	704885	£5.53	KNOB, side and headlamps†	1	TR4
65	609792	£2.69	BEZEL	1	
66	219061/1	£62.59	IGNITION SWITCH & LOCK	1	Germany only
67	142579	£71.96	LIGHTING SWITCH	1	TR4A RHD
	141858	£72.94	LIGHTING SWITCH	1	TR4A LHD
68	158966	£37.14	INDICATOR SWITCH	1	
69	132424	£Call	SWITCH, overdrive, chrome	1	TR4-4A
	147281	£45.95	SWITCH, overdrive, black stalk, LHD	1	alternative switches
	147280	£45.95	SWITCH, overdrive, black stalk, RHD	1	
70	TP402	£0.30	SCREW, switch	1	
71	WE604	£Call	WASHER, shake-proof	1	
72	2H4841	£Call	SWITCH, heater fan	1	
73	609933	£Call	BEZEL, fan switch	1	
74	704883	£5.53	KNOB, for heater fan†	1	
75	BHA4278	£54.95	RHEOSTAT, panel illumination	1	
76	510368	£Call	NUT	1	
77	609792	£2.69	BEZEL	1	

Dash Knob Set

NI	GKS6003X	£36.95	DASH KNOB SET	1	(inc. items marked†)
78	704879	£5.53	KNOB, rheostat†	1	
42	704873	£5.53	KNOB, choke cable†	1	
54	704875	£5.53	KNOB, wiper switch†	1	
62	609946	£4.30	KNOB, screen washer†	1	
64	704885	£5.53	KNOB, side and headlamps†	1	
74	704883	£5.53	KNOB, heater fan†	1	
78	704879	£5.53	KNOB, rheostat†	1	
80	704881	£5.53	KNOB, heater, air distribution†	1	
81	704884	£5.53	KNOB, heater valve†	1	

Beware the Engine Earthing Strap

To enable any flow of electricity to occur, a complete loop must be maintained from one connection of the battery to the other. To enable a greater flow of electricity, a more substantial link is required between connections. Starting the engine (especially in cold conditions), requires a massive surge of battery power (up to 200 amperes of current, which flows from the battery terminal to the starter motor) and then to the other terminal any way it can. To make this flow easier, an electrical 'motorway' is provided in the form of the engine earth strap, allowing current to flow from the engine to the body shell and back to the battery with ease. A frayed, damaged or badly corroded earth connecting strap causes the electrical equivalent of a traffic jam, then the current just looks for some other way of returning to battery. The choke cable seems especially popular, its wire wound casing turning rapidly to a heater element, providing extra assistance in cold weather! If normal heating is insufficient, now is a good time to check the engine earth strap.

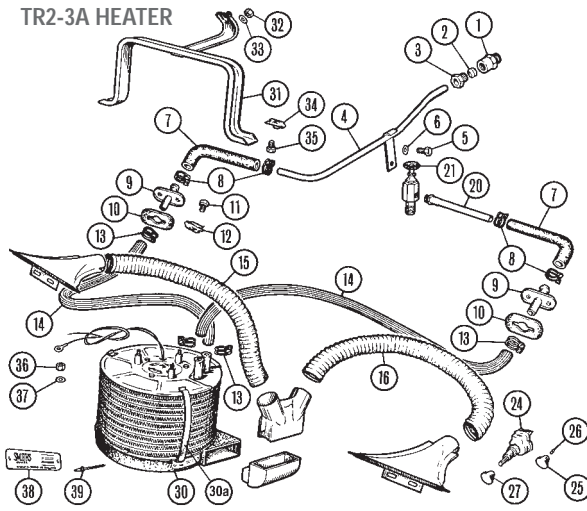


Instrument Identification (All Models)

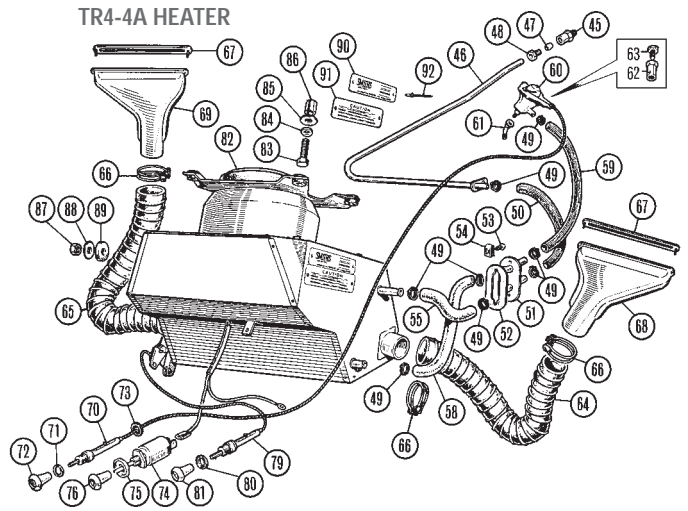
Instruments from the TR2 to the TR4 range appear basically similar. There are however, several important differences which make their interchange hazardous, but compared to the problem of their scarcity, this is minor. It is not recommended to interchange the two basic types of 5" instruments. Not only is the clamping arrangement different, the fascia wiring would also require drastic alteration. Due to this, the best consideration would be to get a matching set of the six instruments that were originally fitted to your car.

We have listed the Smiths reference numbers that are stamped on the face of the instruments to help you determine which ones are fitted to your car. We adopt a 'one-for-one' and 'like-for-like' exchange. We have illustrated here a side view of the 5" gauges and a frontal view of the different temperature gauges to help in identifying the different castings and facings for the 4 cylinder TR Range.

TR2-3A HEATER



TR4-4A HEATER



TR2-3A Models

Ill	Part Number	Price £ea.	Description	Req.	Details
1	101343	£4.40	ADAPTOR, water pump housing	1	
2	TL11	£1.22	OLIVE, brass	1	
3	101302	£2.06	NUT	1	
4	201947SS	£20.50	PIPE, from w/pump housing	1	
5	SH504051	£0.16	SCREW, pipe to engine	1	
6	GHF331	£0.05	WASHER, locking	1	
7	105176	£6.12	HOSE, bulkhead to engine	2	
8	CS4012	£0.95	CLIP, engine compartment hoses	4	
9	601950	£9.20	ADAPTOR, bulkhead	2	
10	601951	£1.96	PAD, rubber	2	
11	GHF405	£0.16	SCREW, adaptor to bulkhead	4	
12	FU2585	£0.34	SPIRE NUT	4	
13	CS4013	£0.95	CLIP, 'under dash' hoses	4	
14	602057	£10.03	HOSE, heater inlet & outlet	2	standard
	602057X	£25.40	HOSE, heater inlet & outlet	2	silicone
15	602056	£14.24	HOSE, demister, LH	1	
16	602055	£10.95	HOSE, demister, RH	1	
20	107994	£11.11	PIPE, heater valve extension	1	
21	100399	£39.10	VALVE, heater control	1	
24	57H5260	£55.74	SWITCH, rheostat, (heater fan)	1	
<i>(Two different switches were originally fitted: the earlier used a knob retained by a screw, the later type used a push-on knob retained by a spring-loaded stud. Switches supplied are the later type).</i>					
25	500513	£4.26	KNOB, screw retained	1	
26	500513S	£0.78	SCREW, for knob	1	
27	509735	£3.86	KNOB, push-on	1	
30	700899	£Call	HEATER ASSEMBLY	1	
	700899X	£342.50	HEATER ASSEMBLY, uprated	1	high output
	700899M	£203.53	MATRIX, in heater, (3" deep)	1	
	700899M/4	£288.67	MATRIX, in heater, (4" deep)	1	
30a	17H1595	£0.93	CLIPS, (3")	2	
	17H1605	£0.93	CLIPS, (4")	2	
31	700855	£Call	BRACKET, heater support	1	
32	GHF200	£0.10	NUT, plain	1	
33	GHF331	£0.05	WASHER, locking	1	
34	FJ24074	£0.34	SPIRE CLIP	2	
35	UL2705	£0.28	ACME SCREW	2	heater to support fixing
36	GHF200	£0.10	NUT, plain	3	
37	GHF331	£0.05	WASHER, locking	3	
38	CRCP302	£2.25	NAME PLATE, 'Smiths'	1	
39	RU608123	£0.20	RIVET, name plate	2	

Dash Knob Sets

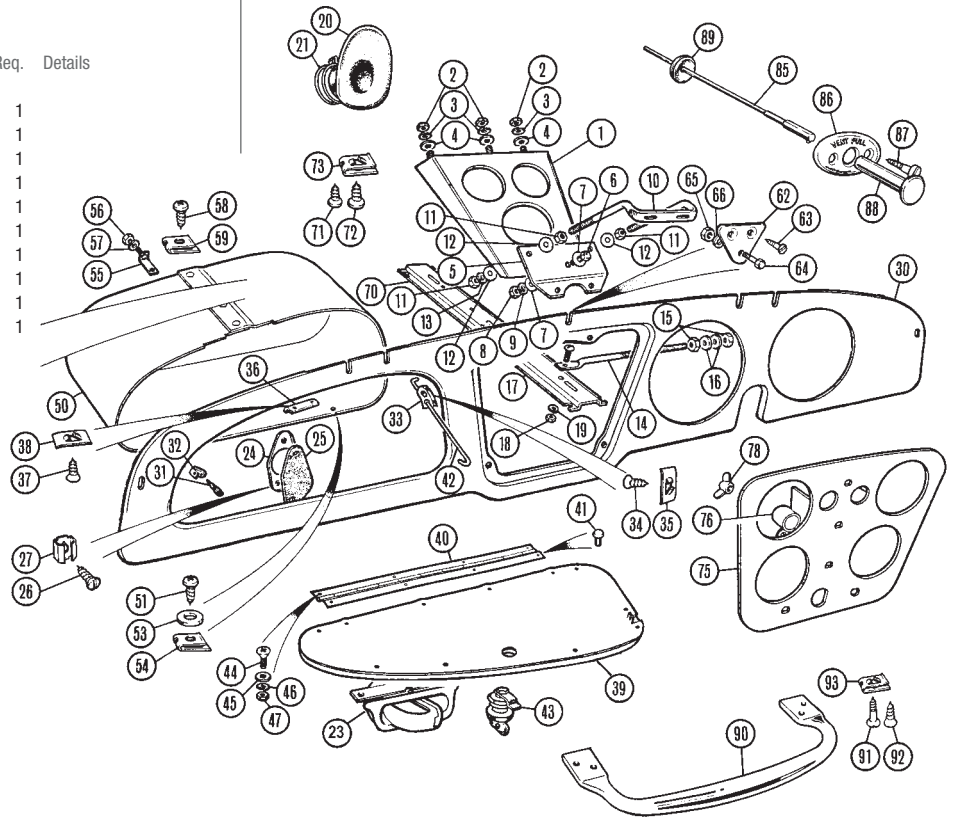
NI	GKS6001X	£20.95	DASH KNOB SET	1	
	106685	£5.04	KNOB, side & headlamp switch	1	TR2-3, early TR3A
	107680	£2.50	KNOB, panel light switch	1	
	109311	£3.38	KNOB, starter switch	1	
	106689	£4.40	KNOB, wiper switch	1	
	107764	£4.60	KNOB, choke cable	1	
NI	GKS6002X	£21.95	DASH KNOB SET	1	
	106685	£5.04	KNOB, side & headlamp switch	1	late TR3A
	125677	£3.86	KNOB, panel light switch	1	
	109311	£3.38	KNOB, starter switch	1	
	106689	£4.40	KNOB, wiper switch	1	
	107764	£4.60	KNOB, choke cable	1	

TR4-4A Models

45	101343	£4.40	ADAPTOR, water pump housing	1	
46	208606SS	£20.50	PIPE, pump housing to bulkhead	1	
47	TL11	£1.22	OLIVE, brass	1	
48	101302	£2.06	NUT	1	
49	CS4012	£0.95	CLIP, water hoses	8	
50	GZA1336	£7.00	HOSE, pipe to bulkhead	1	
51	611043	£16.59	ADAPTOR, through bulkhead	1	
52	611040	£1.32	PAD, rubber	1	
53	GHF403	£0.15	SCREW, adaptor to bulkhead	2	
54	GHF712	£0.15	SPIRE NUT	2	
55	623285	£5.14	HOSE, heater outlet	1	
58	623284	£5.14	HOSE, heater inlet	1	
59	627310	£12.67	HOSE, bulkhead to valve	1	standard
	627310X	£10.35	HOSE, bulkhead to valve	1	silicone
60	565755	£37.14	VALVE, heater control	1	
61	133061	£5.97	ADAPTOR, valve to cylinder head	1	
62	24G1482	£1.56	TRUNNION, cable clamp	2	
63	53K1016	£0.29	SCREW, in trunnion	2	
64	602638	£12.67	HOSE, demister, RH	1	
65	602638	£12.67	HOSE, demister, LH	1	
66	CS4025	£0.95	CLIP, demister hoses	4	
67	610181	£16.40	OUTLET, demister	2	
68	806740	£Call	DUCT, demister, LH	1	
69	806741	£Call	DUCT, demister, RH	1	
70	611284	£25.96	CABLE ASSEMBLY, heater control	1	
71	566407	£Call	BEZEL	1	
72	704884	£5.53	KNOB, heater control*	1	
73	600395	£0.93	GROMMET, cable	1	
74	2H4841	£Call	SWITCH, heater fan	1	plain knob & bezel
75	609933	£Call	BEZEL, (original type)	1	
76	704883	£5.53	KNOB, fan switch*	1	
79	612262	£19.95	CABLE ASSEMBLY	1	air duct control
80	566407	£Call	BEZEL	1	
81	704881	£5.53	KNOB, air duct control*	1	
<i>*Note: These knobs are included in dash knob set, part no. GKS6003X</i>					
82	812301	£Call	HEATER ASSEMBLY	1	
	812301M	£88.03	MATRIX, in heater	1	
	812301MTR	£56.72	MOTOR, in heater	1	
	812301FAN	£Call	FAN, on motor	1	
NI	812301HX	£430.59	HEATER KIT, uprated	1	
NI	812301XM	£55.74	FAN MOTOR	1	
NI	812301XF	£Call	FAN	1	
	565755HX	£23.00	VALVE, heater control,	1	to suit 812301HX only
83	GHF101	£0.16	SCREW, heater to bulkhead	3	
84	PWZ204	£0.14	WASHER, plain	3	
85	WM57	£0.17	WASHER, locating	3	
86	566374	£Call	SPACER	3	
87	GHF200	£0.10	NUT, plain	1	
88	WM57	£0.17	WASHER, plain	1	
89	612241	£0.30	WASHER, rubber	1	
90	CRCP302	£2.25	NAME PLATE, 'Smiths'	1	
91	CRCP303	£2.69	INFORMATION PLATE	1	'Drain Warning'
92	RU608123	£0.20	RIVET, (name plate)	4	

Dash Knob Set

Ill	Part Number	Price Eea.	Description	Req.	Details
NI	GKS6003X	£36.95	DASH KNOB SET	1	
	704879	£5.53	KNOB, rheostat	1	
	704873	£5.53	KNOB, choke cable	1	
	704875	£5.53	KNOB, wiper switch	1	
	609946	£4.30	KNOB, screen washer	1	
	704885	£5.53	KNOB, side and headlamps	1	
	704883	£5.53	KNOB, heater fan	1	
	704879	£5.53	KNOB, rheostat	1	
	704881	£5.53	KNOB, heater, air distribution	1	
	704884	£5.53	KNOB, heater valve	1	

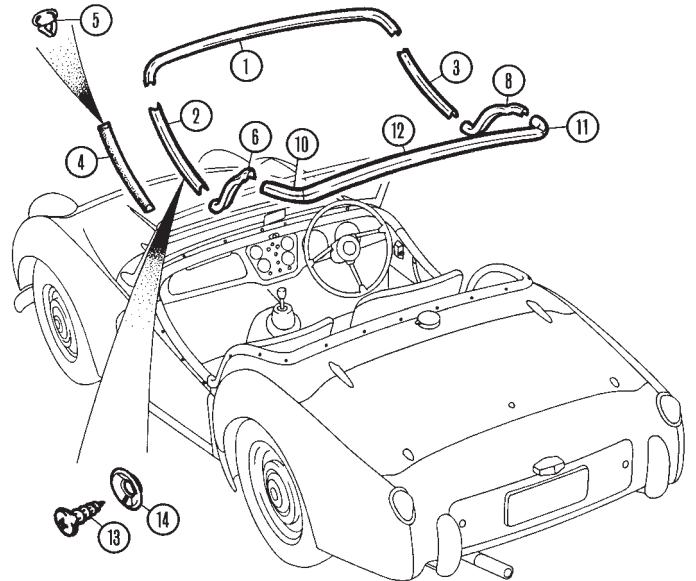
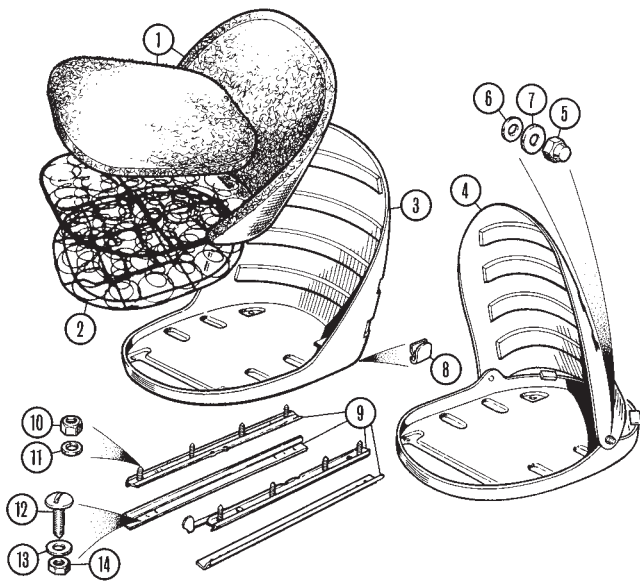


Dash (Fascia) TR2-3A

This section has been included in detail to assist TR builders whose vehicles arrived in buckets. Under fascia fittings are often unrecognisable as to their true destination, especially when converting a LHD donor car to RHD. Correct fitment will go some way to removing that 'quivering jelly' feeling at the wheel and hold the instruments still long enough to you read them.

1	701160	£Call	BRACKET	1	steering column anchor
2	GHF200	£0.10	NUT, bracket to fascia panel	3	
3	GHF331	£0.05	WASHER, locking	3	
4	GHF300	£0.06	WASHER, plain	3	
5	701158	£Call	BRACKET & STIFFENER	1	RHD
	701157	£Call	BRACKET & STIFFENER	1	LHD
6	SH605071	£0.54	SCREW	5	bracket & stiffener to anchor
7	WP17	£0.15	WASHER, plain, on screw	2	
8	GHF201	£0.10	NUT, locking screw	1	
9	GHF332	£0.15	WASHER, locking	1	
10	602860	£Call	SUPPORT, steering column	1	
11	GHF201	£0.10	NUT, support	4	to stiffener & anchor brkt
12	WP17	£0.15	WASHER, plain	4	
13	GHF332	£0.15	WASHER, locking	2	
14	602790	£Call	ROD, tie	1	steering column to fascia stay
15	GHF201	£0.10	NUT	2	
16	GHF301	£0.07	WASHER, plain	2	
17	HU706P	£0.34	SCREW, tie rod to fascia stay	1	
18	GHF201	£0.10	NUT	1	
19	GHF331	£0.05	WASHER, locking	1	
20	701106	£7.34	GROMMET	1	steering column sealing
21	CS4025	£0.95	CLIP, grommet attachment	1	
23	701019	£Call	ASHTRAY	1	one of many styles! (Choose fixings required from General Hardware & Fittings on page 150).
24	601961	£Call	PLATE, retaining sealing pad	1	RHD
	601962	£Call	PLATE, retaining sealing pad	1	LHD
25	603346	£2.15	PAD, sealing steering	1	column aperture
26	AD610053	£0.39	SCREW, retaining plate	2	
27	FC2805	£0.93	NUT, spire	2	
30	900381	£217.22	FASCIA PANEL	1	RHD
	900382	£Call	FASCIA PANEL	1	LHD
31	CD28789	£1.85	BUFFER, cubby box lid	1	
32	601967	£5.82	BRACKET, for buffer	1	
33	601968	£Call	BRACKET, buffer and check rod	1	RHD
	601969	£5.04	BRACKET, buffer and check rod	1	LHD
34	GHF400	£0.07	SCREW, bracket to fascia panel	3	
35	PFS103	£0.30	NUT, spire	3	
36	601972	£5.20	STRIKER PLATE, cubby box lock	1	
37	GHF400	£0.07	SCREW	2	
38	PFS103	£0.30	SPIRE NUT	2	
39	601985	£Call	CUBBY BOX LID	1	RHD

601986	£Call	CUBBY BOX LID	1	LHD	
40	601971	£Call	HINGE, cubby box	1	
41	RU608123	£0.20	RIVET, round head	4	
42	601973	£8.22	CHECK ROD, cubby box lid	1	
43	602139	£11.70	CUBBY BOX LOCK	1	
44	501555	£Call	SCREW	4	
			(Cubby box lid hinge to fascia panel).		
45	WP3	£0.10	WASHER	4	
46	NH806011	£0.12	NUT	4	
47	WL700061	£0.12	WASHER, locking	4	
50	800537BBY	£36.17	CUBBY BOX, black	1	RHD
	800538BBY	£48.89	CUBBY BOX, black	1	LHD
51	GHF423	£0.14	SCREW, cubby box to fascia	2	
	GHF424	£0.09	SCREW, cubby box to fascia	1	
53	WP127	£0.25	WASHER, plain	1	
54	GHF712	£0.15	SPIRE NUT, for above screws	3	
55	602048	£5.82	BRACKET ASSEMBLY	1	rear cubby box support
56	HN2005	£0.14	NUT, bracket attachment	1	
57	WL700101	£0.09	WASHER	1	
58	GHF424	£0.09	SCREW	1	
59	GHF712	£0.15	SPIRE NUT	1	
62	601984	£Call	BRACKET, fascia	1	centre fixing
	601964	£Call	BRACKET, fascia	2	outer fixing
63	SP87K5	£2.15	SCREW,	4	outer bracket to scuttle rim
64	HU706P	£0.34	SCREW,	5	fascia panel to scuttle rim
65	GHF200	£0.10	NUT, fascia	7	
66	GHF331	£0.05	WASHER, locking, under nut	7	
70	601939	£Call	STAY, fascia panel to battery box	2	
71	GHF425	£0.09	SCREW, stay	4	
72	GHF426	£0.10	SCREW, stay	4	
73	FU2585	£0.34	SPIRE NUT, for GHF425/6 screws	8	
75	608613	£Call	INSTRUMENT PANEL	1	
76	601979	£Call	SUPPORT, panel light, RH	1	
	601978	£Call	SUPPORT, panel light, LH	1	
78	V242	£0.44	WING NUT	4	instrument panel to fascia
85	112019	£15.36	VENT PULL	1	
86	603416	£3.32	ESCUTCHEON	1	
87	SP87K5	£2.15	SCREW, escutcheon	2	
88	111258	£4.21	KNOB	1	
89	061917	£1.17	GROMMET, for cable	1	
90	603088	£42.03	GRAB HANDLE, chrome	1	
			(TR2's originally had a grab handle finished in Black. We supply the later all chrome type, which is a direct replacement).		
91	SP87K7CP	£0.39	SCREW, countersunk, chrome	2	TR2-3, TR3A To TS60000
92	AD610063	£0.93	SCREW, self tapping, chrome	2	TR3A From TS60001
93	GHF713	£0.30	SPIRE NUT	2	



Seat Frame & General Seat Fittings TR2-3A

Ill	Part Number	Price £ea.	Description	Req.	Details
1	SFK6111	£74.34	SEAT PADDING KIT	1	
2	700969	£73.94	SEAT SPRING	2	TR2-3
	555439	£77.95	SEAT SPRING	2	TR3A
3	901208	£157.95	SEAT FRAME, fixed back	2	TR2, both seats
	901208	£157.95	SEAT FRAME, fixed back	1	TR3, driver side
4	901209	£157.95	SEAT FRAME, tilt back	1	TR3A, driver side
	901209	£157.95	SEAT FRAME, tilt back	1	TR3A, passenger side
5	14B1981	£1.32	ACORN NUT, chromed	2	passenger seat
6	GHF315	£0.09	WASHER, packing	2	TR3-3A
7	WA108052	£0.49	WASHER, chrome	2	
8	ANK5046A	£0.12	CLIP, seat cover	a/r	
9	MM801-400	£31.27	SEAT RAIL SET, RH seat	1	(4 piece)
	MM801-405	£31.27	SEAT RAIL SET, LH seat	1	
10	GHF200	£0.10	NUT, plain, seat pan to slides	16	
11	GHF331	£0.05	WASHER, locking	16	
12	552433	£0.74	SCREW, seat slide to floor	12	
13	GHF300	£0.06	WASHER, plain	12	
14	GHF200	£0.10	NUT, plain, seat slide to floor	12	(use in place of captive nuts)

Note: Our replacement floors (see page 120), do not come with captive nuts and cages. Fitment of the captive nuts and cages make seat installation much easier.

NI	CN1	£0.20	NUT, square	a/r	
NI	CN2	£0.33	CAGE for square nut	a/r	
NI	CN3	£0.49	CAGE for square nut	a/r	elongated type

Cockpit Cappings TR2-3A

The cockpit of the TR was surrounded by trimmed aluminium pressings, which covered up a variety of unsightly welded joints, such as; like the top bulkhead and rear quarter panels. Although we have embarked on an extensive hunt to find someone to tool these and to produce them in the original aluminium, we have been unsuccessful - although TR3A's did have steel door and quarter panel covers.

A few items have become available, largely fabricated in steel rather than aluminium, and we offer these as part of our range. To complement these correct specification products, we have added a range made in fibreglass. Normally one would be extremely reluctant to replace an original metal fitment with fibreglass, but in this case, when correctly covered, no one need ever know. (When one considers the modern technologies available, it is almost certain that this item, if it were fitted today, would be either fibreglass or injection moulded plastic).

The vinyl used to cover these items comes in all our trim kits in strip form, and we believe that these fibreglass 'look-a-likes' will be sufficient for all but the absolute purists. In our descriptions (below), we use the part numbers of the original aluminium (or steel) components with an FG at the end to indicate they are of fibreglass construction.

1	900490FG	£Call	FASCIA CAPPING	1	fibreglass
	703212	£46.93	DOOR CAPPING, LH	1	steel
3	703213	£46.93	DOOR CAPPING, RH	1	steel
4	559365	£7.98	SPONGE CORE, door edge roll	2	
5	606848	£2.89	BUTTON, door edge roll end	4	TR3A
6	703214FG	£20.50	ELBOW CAPPING, LH	1	fibreglass
8	703215FG	£20.50	ELBOW CAPPING, RH	1	fibreglass
10	602131	£41.06	TONNEAU CAPPING, side, LH	1	
11	602132	£41.06	TONNEAU CAPPING, side, RH	1	fibreglass
12	900389	£58.67	TONNEAU CAPPING	1	
13	AD604062	£0.24	SCREW, capping	10	
14	SP132BCP	£0.24	CUP WASHER	10	

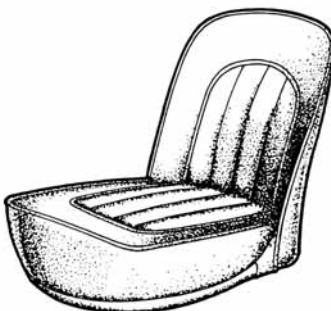
Although Cox & Buckles have been the major body panel supplier for the TR2 to TR4A range of cars since their inception in 1975. We have never given a prime focus or commitment to a similar development of the trim range particularly for the TR2-3A. The reason for this apparent lack of commitment is the unfortunate range of diverse and difficult to obtain colours offered as standard equipment by Triumph when they were building the cars. There is a plethora of information concerning the different options of body colour and interior trim colour (and also complementary sidescreen colours) but unfortunately Triumph were like all manufactures using material of a specification that was easy available at the time of the build of the cars. As the years have gone the availability of this material has diminished considerably. There is usually a horrendous manufacturing minimum which precludes making the odd set of seat covers or trim kit, as you would be left with a rather large amount of targo purple in stock after you had built you one seat cover set and trim kit. Incidentally, Pete Cox and I have sold targo purple pieces obtained from a Triumph salvage specialist and the colour is absolutely appalling. We actually have still in our possession to this day targo purple draft excluder and we have certainly a large number of glove box lids trimmed in this less than wonderful colour. With the publication of this catalogue we are committing in print part numbers for the black, red and blue specifications. These were effectively the only specifications available on TR4 and indeed our coverage of the TR4 range and interior trim and seats is almost complete. For the earlier cars we will be pleased to obtain any special colour or variant of a colour that you would require for trimming your car but, due to the vast number of part numbers. We are not able to supply these items from stock. Special orders should be dealt with by telephoning your local branch of Cox & Buckles and with as much clarity as possible, describing what you require. There have been several incidents in our business experience where we have supplied, for example, a perfect copy of the original Triumph red seat covers, to be told by the customer that when he received the seat cover was completely different to the colour on his own. We have usually managed to overcome this by persuading the customer to find a piece of this trim that has not been through 30 years of sun, rain and general hazards. This usually matches very closely the colour that we have supplied despite the customers initial scepticism. Special orders are, as you may expect, likely to take much longer to arrive and also will cost in general a fair bit more than the stocked range of product. Throughout the range of all the TR2 to the TR4As a leather covering was available instead of the standard vinyl finish. In fact on the first 1200 TR vinyl was the option and leather was standard, but even up to the last TR4A there was available from the factory an optional leather seat cover. Unfortunately, with the advent of the TR6 and the more modern technologies, together with the higher price of leather, this option was discontinued. Our range is all described with a prefix of 'SCA' and this implies vinyl material. If you order a part number beginning 'SCL' with the same part number we will organise the manufacture of a leather seat cover set for the model that you have specified. Please note that we will make the seats as the originals were made, which means that the only pieces of leather used in the construction of the seat cover are those that your back and bottom come into contact with. (Contortionists need not disagree with this statement). All other non-wearing faces will be vinyl. We believe what we sell is genuinely suitable for your car. If you can't fit what we supply we will replace or refund without question right up to the point where you take your scissors to 'improve the fit and then discover that it hasn't improves at all. At the point you use your scissors you become the irrevocable owner of the seat kit. 'You cut it; own it; no returns considered'. If it was wrong we'll replace it but the statistics say it will fit.

Front Seat Covers TR2

The seats on the TR2 and TR3 were the same design but different in that TR2 had self coloured piping, whereas the TR3 had white piping. We have available (as mentioned above) a virtually guaranteed supply of red, black and blue seat covers included leather specification. Originally the full range of colours offered on TR2-3 as original included black, blue, red, brown, grey, geranium and stone.

Vinyl Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCA6111	£311.19	BLACK	BLACK	1
SCA6112	£Call	RED	RED	1
SCA6117	£Call	BLUE	BLUE	1



Leather Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCL6111	£Call	BLACK	BLACK	1
SCL6112	£Call	RED	RED	1
SCL6117	£Call	BLUE	BLUE	1

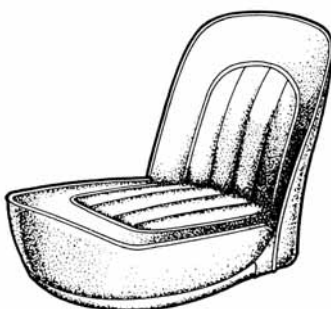
*Note: Other colours available, special order only.

Front Seat Covers TR3

Passengers climbing in to the back of TR2s apart from being brave anyway were faced with a major obstacle course as the seats did not tip forward. The TR3 introduced the option of the passengers seat (right hand on left hand drive cars, left hand on right hand drive cars) that may be tipped forward to 'ease' of access to the rear seat. The driver's seat is always of fixed back design.

Vinyl Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCA6121	£311.19	BLACK	WHITE	1
SCA6122	£311.19	RED	WHITE	1
SCA6127	£Call	BLUE	WHITE	1



Leather Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCL6121	£569.57	BLACK	WHITE	1
SCL6122	£Call	RED	WHITE	1
SCL6127	£Call	BLUE	WHITE	1

*Note: Other colours available, special order only.

Front Seat Covers TR3A

TR3A seats were improved design and appearance over the TR2-3. The changes also made this seat more comfortable. They always had white piping as standard and had a different seat spring. The full range of colours for the TR3A seat covers originally was black, brown, red, grey, blue, Silverstone grey, beige and Targo purple. (Also white leather was an option was an option-no comment).

Vinyl Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCA6131	£311.19	BLACK	WHITE	1
SCA6132	£311.19	RED	WHITE	1
SCA6137	£358.17	BLUE	WHITE	1



Leather Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCL6131	£563.70	BLACK	WHITE	1
SCL6132	£Call	RED	WHITE	1
SCL6137	£Call	BLUE	WHITE	1

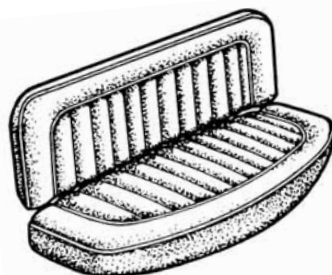
*Note: Other colours available, special order only.

Rear Seat Covers TR2-TR3

The TR2 and TR3 had the same rear seat assembly which was always an optional extra. Our rear seat kits for TR2-3 come with covers for the seat bottom seat back and include mounting brackets.

Vinyl Seat Covers*

Part Number	Price £ea.	Colour	Piping	Req.
SCA6161	£239.74	BLACK	BLACK	1
SCA6162	£Call	RED	RED	1
SCA6167	£Call	BLUE	BLUE	1
SCA6161	£239.74	BLACK	WHITE	1
SCA6162	£Call	RED	WHITE	1
SCA6167	£Call	BLUE	WHITE	1



Leather Seat Covers*

Part Number	Price £ea.	Colour	Piping	Req.
SCL6151	£Call	BLACK	BLACK	1
SCL6152	£Call	RED	RED	1
SCL6157	£Call	BLUE	BLUE	1
SCL6161	£Call	BLACK	WHITE	1
SCL6162	£Call	RED	WHITE	1
SCL6167	£Call	BLUE	WHITE	1

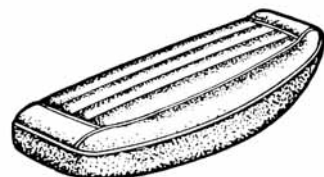
*Note: Other colours available, special order only.

Rear Seat Covers TR3A (TR3A To TS60000)

The TR3A rear seat kit includes only upholstered seat bottoms and brackets. The body re-tooling change at TS60000 meant a different bracketing after TS60001 cars.

Vinyl Seat Covers*

Part Number	Price £ea.	Colour	Piping	Req.
SCA6171	£120.34	BLACK	WHITE	1
SCA6172	£Call	RED	WHITE	1
SCA6177	£136.00	BLUE	WHITE	1



Leather Seat Covers*

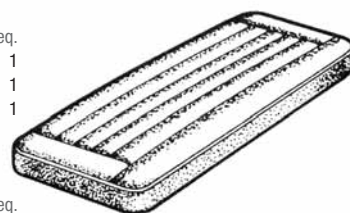
Part Number	Price £ea.	Colour	Piping	Req.
SCL6171	£227.01	BLACK	WHITE	1
SCL6172	£Call	RED	WHITE	1
SCL6177	£244.63	BLUE	WHITE	1

*Note: Other colours available, special order only.

Rear Seat Covers TR3A (TR3A From TS60001)

Vinyl Seat Covers*

Part Number	Price £ea.	Colour	Piping	Req.
SCA6181	£153.61	BLACK	WHITE	1
SCA6182	£153.61	RED	WHITE	1
SCA6187	£Call	BLUE	WHITE	1

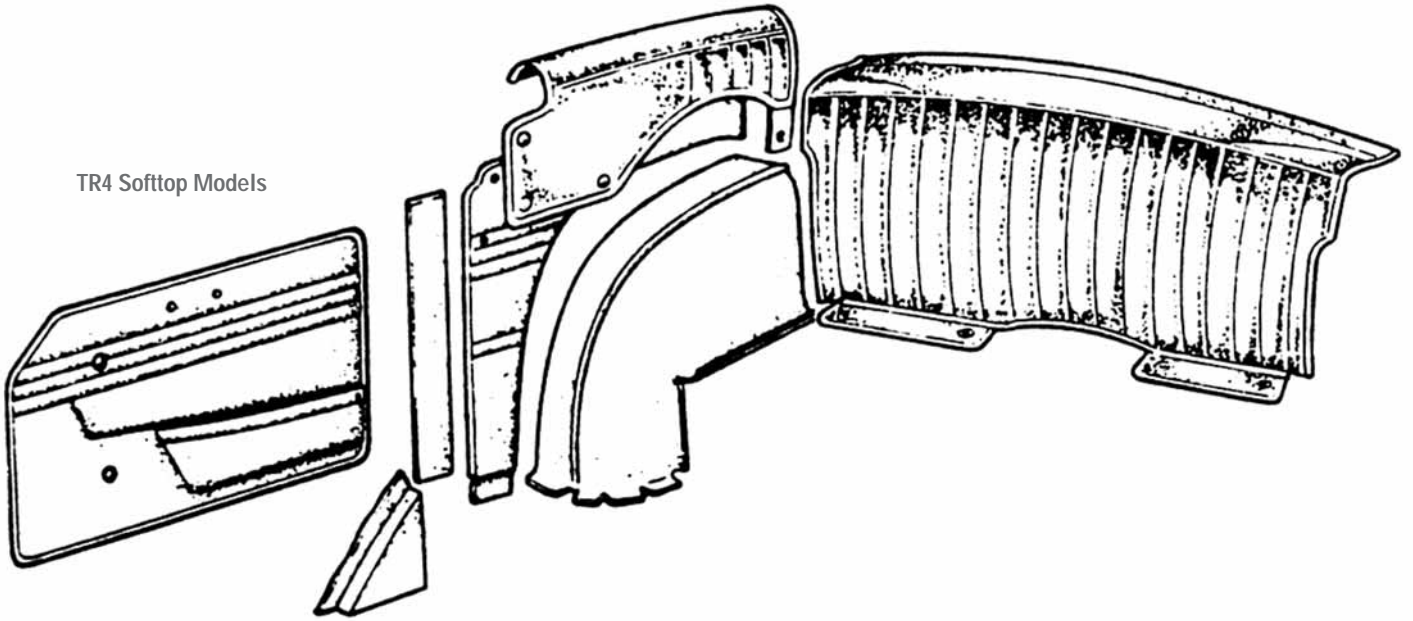


Leather Seat Covers*

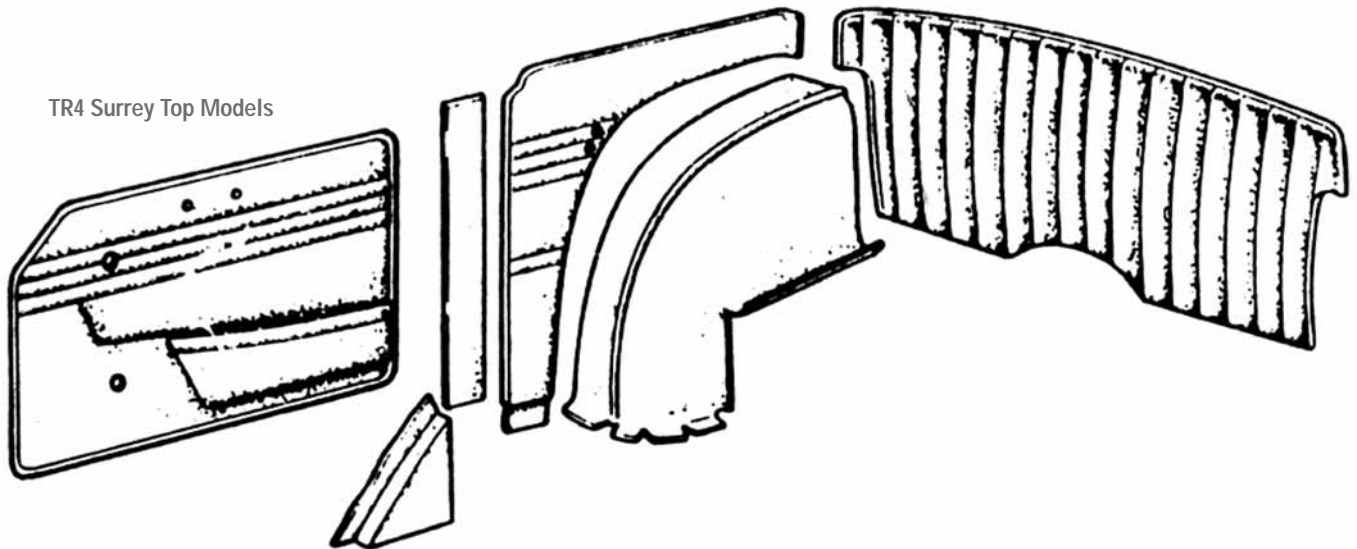
Part Number	Price £ea.	Colour	Piping	Req.
SCL6181	£298.46	BLACK	WHITE	1
SCL6182	£Call	RED	WHITE	1
SCL6187	£Call	BLUE	WHITE	1

*Note: Other colours available, special order only.

TR4 Softtop Models



TR4 Surrey Top Models



Trim Panel Kits TR4 Softtop Models

In clarification this should really be called non-Surrey top models, because the Surrey softtop is not covered by this specification. The factory called cars not fitted with Surrey tops - softtops, and we will follow that terminology here. The TR4 had a somewhat interesting arrangement in the rear cockpit, when the hood is not being used to protect you from the elements, it is taken off the frame and stored in the boot of the car, this is exactly the arrangement used by most sports cars of the period, including TR2-3A. This leaves the frame on the car, which is then folded down, and frankly, looks quite ugly. On the TR3 there is actually a hood frame stowage cover, but on the TR4 - rather ingeniously - the hood frame stowage cover becomes part of the interior trim, and forms a kind of mini-armchair with two sides and a back provided with thick padding, to allow rear passengers to sit behind the driver and front seat passenger in comfort! The interior trim kit therefore comprises a pair of door panels, white piped, a pair of quarter panels, white piped, a pair of rear wheel arch covers, white piped, loose material to cover the inner rear wing, behind the B post, and the triangular covers for the B post lower reinforcing gussets, as well as the three pieces across the back of the car to provide the hood stowage cover. The only items needed to complete the interior trimming of a TR4 softtop model are the front seat covers and the rear seat cushion cover.

Vinyl Trim Kit

Part Number	Price £ea.	Colour	Piping
TKA6271	£330.76	BLACK	WHITE
TKA6272	£330.76	RED	WHITE
TKA6277	£443.95	BLUE	WHITE

Note: Other colours available, special order only.

Trim Panel Kits TR4 Surrey Top Models

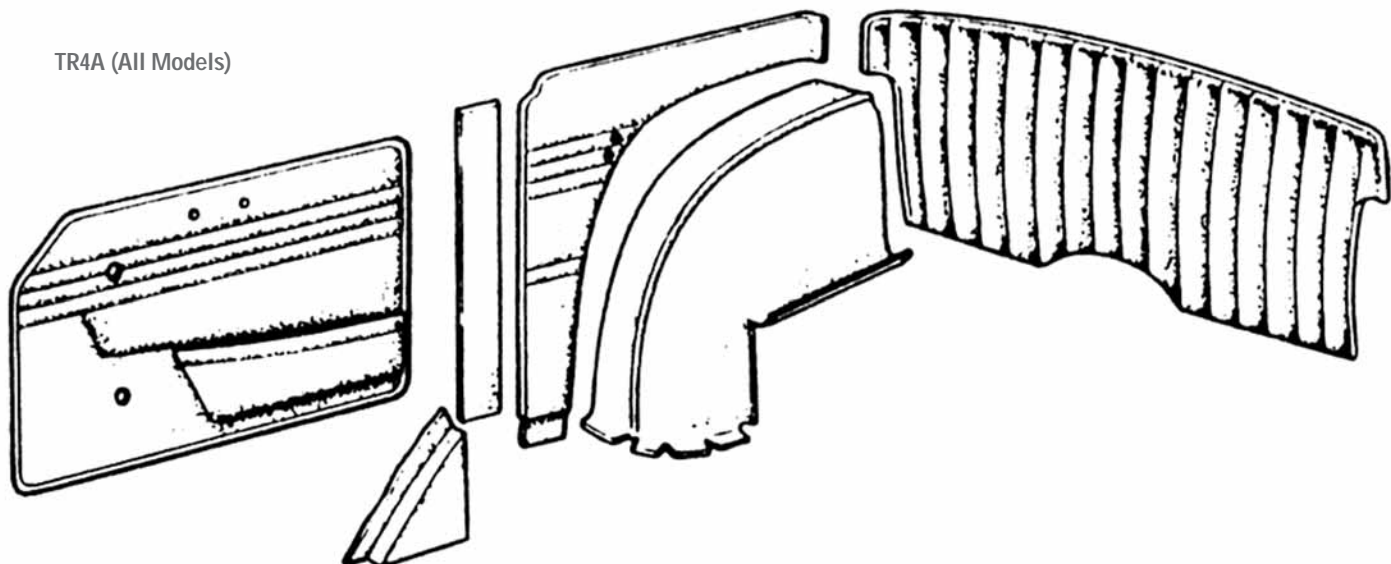
The interior trim kit, for TR4's fitted with a Surrey top, has a pair of door panels, white piped, a pair of rear quarter panels, white piped, and a pair of rear wheel arch covers, white piped, we also supply a tank board with vertical heat formed bars, similar to the TR5-6 models. The kits also include two strips of vinyl to cover the inner rear wing, behind the B post, and two triangular boards that cover the reinforcing gusset at the bottom of the B post - where it joins the sill. The only items needed to complete the interior trimming of a TR4 Surrey top model are the front seat covers and the rear seat cushion cover.

Vinyl Trim Kit

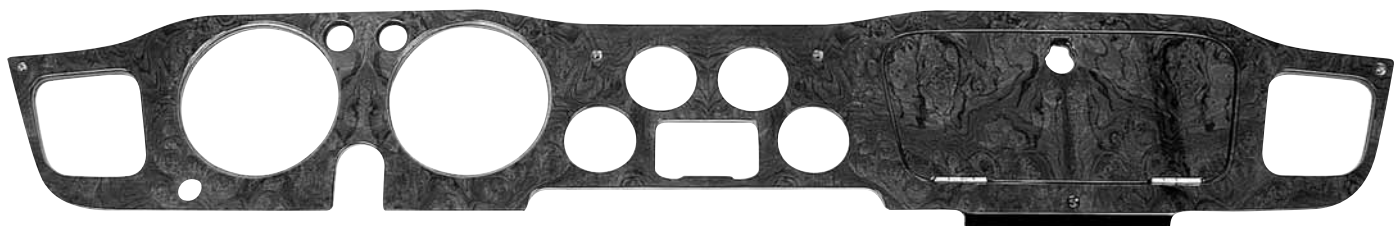
Part Number	Price £ea.	Colour	Piping
TKA6211	£213.31	BLACK	WHITE
TKA6212	£174.17	RED	WHITE
TKA6217	£Call	BLUE	WHITE

Note: Other colours available, special order only.

TR4A (All Models)



Wood Veneer Dashboards TR4-4A



Cockpit Trim Kits TR4A Models

This trim kit comprises; a pair of door panels, white piped, a pair of rear quarter panels, white piped, a pair of rear wheel arch covers, white piped, a tank board with vertical heat formed pleated pattern, not piped, loose material to cover the inner rear wing, behind the B post, and two triangular boards that cover the reinforcing gusset at the bottom of the B post - where it joins the sill. The only items needed to complete the interior trimming of your TR4A are the front seat covers and the rear seat cushion cover.

Vinyl Trim Kit

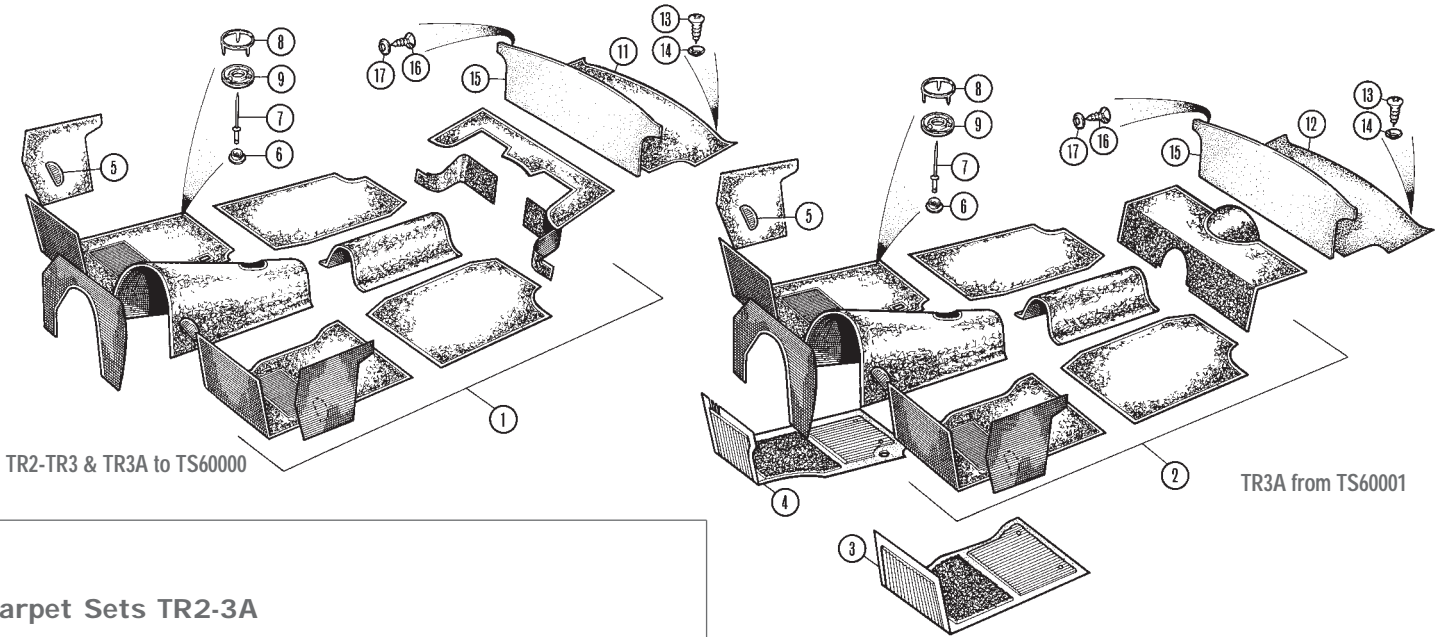
Part Number	Price £ea.	Colour	Piping
TKA6221	£278.89	BLACK	WHITE
TKA6222	£278.89	RED	WHITE
TKA6397	£269.10	BLUE	WHITE

Note: Other colours available, special order only.

Wood Veneer Dashboards TR4-4A

The wooden dashboards used in Triumph sports cars of the sixties and seventies tend to suffer from exposure to the elements which can lead to cracking varnish and lifting veneer. Damaged dash boards can be easily replaced with one of our high quality, real wood veneer panels.

Wood Veneer Dashboards	RHD Models	Price £ea.	LHD Models	Price £ea.
BURR GLOSS TR4	903504BG	£234.84	903508BG	£234.84
BURR GLOSS TR4A	904154BG	£234.84	904153BG	£234.84



Carpet Sets TR2-3A

Our carpet sets are available in two grades of material. There is a standard grade of material as used on most leyland volume cars which was not original on the TR2/3/3A (this range has a prefix of 'CSA'). Although there is a carpet which resembles very closely the TR3A loop pile type it is, in fact, extremely uncomfortable to live with as it actually feels more like astro turf when your flesh gets into close proximity to it. We also have the 'wool' specification carpet which is actually the one fitted as standard to the TR6 in its early production period and also to most Jaguars around the late 60s and early 70s (this has a prefix of 'CSB').

TR2/3/3A to TS6000 - There were probably three different carpet sets originally supplied in this period. Certainly, the gearbox tunnel cover which we supply as a one piece sewn assembly was also available as a three piece fitment in the early TR2s and TR3s. There were also some minor modifications made around the rear sloping section of the floor in this period, but we believe the carpet set we offer is of a good standard of fit and only the purest will wish to cut this carpet up to make it into the original specification (which we do not recommend). The TR2 and TR3 was originally supplied with carpet on the floor section in front of the driver and passenger, but the TR3A originally had rubber mats here and was never fitted with carpets. Our carpet sets include these for people who do not wish to purchase the rubber mats or who wish to use our 'AMCO' rubber mats over the carpet.

ill	Part Number	Price £ea.	Description	Req.	Details
1	CSB6111	£277.91	CARPET SET, wool, black	1	
1	CSB6112	£293.95	CARPET SET, wool, red	1	
1	CSB6117	£293.95	CARPET SET, wool, blue	1	
1	CSA6111	£174.17	CARPET SET, standard, black	1	
1	CSA6112	£169.95	CARPET SET, standard, red	1	

TR3A from TS60001 - This carpet set is suitable for the cars with the flat floor behind the drivers compartment, which was introduced when the body was re-tooled, at chassis number TS60001.

2	CSB6211	£249.53	CARPET SET, wool, black	1	
2	CSB6212	£293.95	CARPET SET, wool, red	1	
2	CSB6217	£Call	CARPET SET, wool, blue	1	
2	CSA6211	£174.17	CARPET SET, standard, black	1	
2	CSA6212	£169.95	CARPET SET, standard, red	1	

TR3A Rubber Floor Mats

We offer the correct rubber mats for the TR3A floors, including the durable 'dot' fasteners to secure the rubber mats to the floor and front bulkhead area; these mats can also be fitted to TR2-3.

3	701237	£Call	RUBBER FLOOR MAT, LH	1	
4	701238	£Call	RUBBER FLOOR MAT, RH	1	

Carpet Hardware & Consumables

5	602221	£1.71	TOE PAD, carpet protection	4	
6	610624	£0.30	STUD	a/r	
7	RU608123	£0.20	RIVET, for use with stud	a/r	
8	1468736	£0.20	SPIKE RING	a/r	
9	CD23803	£0.83	FASTENER	a/r	
NI	UBS110	£11.70	ADHESIVE, tin	a/r	500ml
NI	UBS203	£7.34	ADHESIVE, aerosol	a/r	200ml

Boot Carpet & Trim

The original boot floor covering for TR2-3 models was a piece of carpet material cut to the exact shape of the floor. TR3A's were fitted with a Black Hardura boot mat, also cut to fill out the boot area.

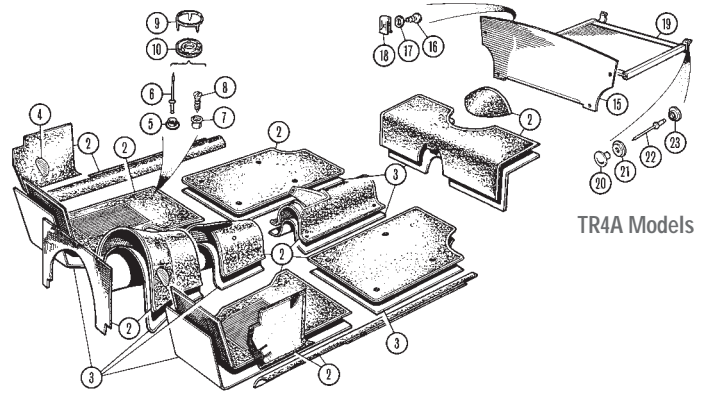
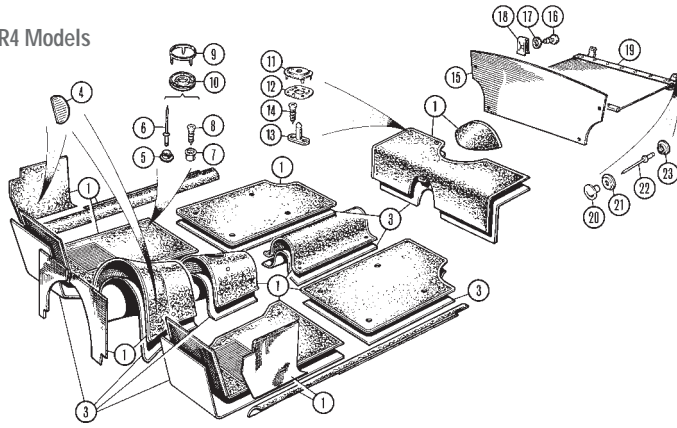
11	552259	£48.89	BOOT CARPET, black	1	TR2-3
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12	556900	£22.46	BOOT MAT, hardura	1	TR3A
13	AD604062	£0.24	SCREW	4	
14	SP132BCP	£0.24	CUP WASHER	4	
15	950058	£23.44	COVER PANEL, fuel tank	1	
16	AD604062	£0.24	SCREW, cover	10	
17	SP132BCP	£0.24	CUP WASHER	10	

Trim Fixings & Fittings (All Models)

552964	£3.94	TENAX FASTENER	a/r	
551684	£0.69	NUT, for Tenax fastener	a/r	
553827	£1.08	TENAX PEG, threaded	a/r	3/32" long
TFP1006	£0.49	TENAX PEG, threaded	a/r	7/16" long
TFP1010	£0.59	TENAX PEG, threaded	a/r	5/8" long
WL700101	£0.09	WASHER, locking	a/r	peg to nut
GHF206	£0.03	NUT, for Tenax	a/r	peg
552391	£1.15	TENAX PEG	a/r	wood screw
552392	£1.41	TENAX PEG	a/r	self tapping, metal
2K4936	£0.20	LEATHER WASHER	a/r	Tenax peg
97H717X	£0.75	PEG, 'lift-the-dot', threaded	a/r	original
97H717	£0.63	PEG, 'lift-the-dot', threaded	a/r	aftermarket
WL700101	£0.09	WASHER, locking	a/r	peg to nut
GHF206	£0.03	NUT, for 'lift-the-dot'	a/r	peg
552667	£0.93	PEG, 'lift-the-dot'	a/r	wood screw
552670	£0.98	PEG, 'lift-the-dot'	a/r	self tapping, metal
2K4936	£0.20	LEATHER WASHER	a/r	Tenax peg
LFP116	£0.93	PEG & PLATE, 'lift-the-dot'	a/r	short
611670	£3.19	PEG & PLATE, 'lift-the-dot'	a/r	long
552650	£0.93	SOCKET, 'lift-the-dot'	a/r	
552651	£0.25	CLINCH PLATE, 'lift-the-dot'	a/r	for socket
610624	£0.30	'DURABLE DOT' & 'Veltex', stud	a/r	
GHF400	£0.07	SCREW, for stud	a/r	
RU608123	£0.20	BLIND RIVET, for stud	a/r	
GHF600	£0.06	POP RIVET, for stud	a/r	
7H9864	£0.24	'DURABLE DOT' BUTTON	a/r	
7H9866	£0.20	'DURABLE DOT' SOCKET	a/r	
7H9868	£0.15	'DURABLE DOT' BASE	a/r	
14G8736	£0.20	'VELTEX' SPIKED RING	a/r	
CD23803	£0.83	'VELTEX' CLIP RING	a/r	
611845	£0.69	'VELTEX' STUD, long	a/r	carpet to floor
AD61230	£0.34	CLIP, door panel attachment	a/r	
AD604062	£0.24	SCREW, chrome, self tapping	a/r	countersunk, no.4 x 3/4"
AD606063	£0.16	SCREW, chrome, self tapping	a/r	countersunk, no.6 x 3/4"
AD608063	£0.24	SCREW, chrome, self tapping	a/r	countersunk, no.8 x 3/4"
SP132BCP	£0.24	CUP WASHER, chrome, no.4	a/r	
CD24152	£0.24	CUP WASHER, chrome, no.6	a/r	
CD24153	£0.15	CUP WASHER, chrome, no.8	a/r	
GHF1560	£0.25	CLIP, outer window weather strip	a/r	
GHF1582	£0.39	CLIP, inner window weather strip	a/r	
UBS110	£11.70	ADHESIVE, tin	a/r	500ml
UBS203	£7.34	ADHESIVE, aerosol	a/r	200ml

TR4 Models



TR4A Models

Carpet Sets TR4-4A

Our carpet sets are available in two grades of material. There is a standard grade of material as used on most Leyland volume cars which was not original on the TR4/4A (this range has a prefix of 'CSA'). We also have the 'wool' specification carpet which is actually the one fitted as standard to the TR6 in its early production period and also to most Jaguars around the late 60s and early 70s (this range has a prefix of 'CSB').

TR4 Models - This carpet set is very similar to the TR4A, except for the positioning of the handbrake gaiter which comes through the floor on the right hand side of the car on the TR4 in common with the design on the TR2/3/3A. This means that for drivers of right hand steering vehicles there is always something nagging at your left knee while you are driving. The luckier people are drivers of left hand drive vehicles who have their girlfriend in the passenger seat and are able to constantly lean over and put the fly-off handbrake in the on or off position as appropriate. (As Pete Cox once explained to me this is something almost worth emigrating for).

ill	Part Number	Price £ea.	Description	Req.	Details
1	CSB6311	£249.53	CARPET SET, wool, black	1	
1	CSB6312	£293.95	CARPET SET, wool, red	1	
1	CSB6317	£Call	CARPET SET, wool, blue	1	
1	CSA6311	£174.17	CARPET SET, standard, black	1	
1	CSA6312	£169.95	CARPET SET, standard, red	1	

TR4A All Models - This specification of carpet includes a gaiter sewn into the transmission tunnel carpet which accommodates the handbrake. This is not original, as the original carpets simply had a rectangular cut out and the handbrake gaiter was stapled into the fibre board cover underneath the carpet. We are unable to supply this specification of fibre board.

2	CSB6411	£262.25	CARPET SET, wool, black	1	
2	CSB6412	£293.95	CARPET SET, wool, red	1	
2	CSB6417	£254.41	CARPET SET, wool, blue	1	
2	CSA6411	£174.95	CARPET SET, standard, black	1	
2	CSA6411Z	£159.95	CARPET SET, BUDGET, black	1	alternative
2	CSA6412	£169.95	CARPET SET, standard, red	1	
3	CSA6450	£56.72	UNDER-FELT SET, (TR4-4A)	1	

Footwell Over-Carpets

Manufactured exclusively for Moss, these high quality replacement footwell carpets have sewn-in heel mats. Supplied in pairs.

NI	CSA6441	£44.00	FOOTWELL CARPETS, nylon	1pr	black
	CSB6441	£57.70	FOOTWELL CARPETS, wool	1pr	

Footwell Over Carpets & Mats

These high products will keep your carpet wear to a minimum.

NI	AM6819-2	£25.96	FLOOR MATS, rubber	1pr	'TR Shield'
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Carpet Hardware & Consumables

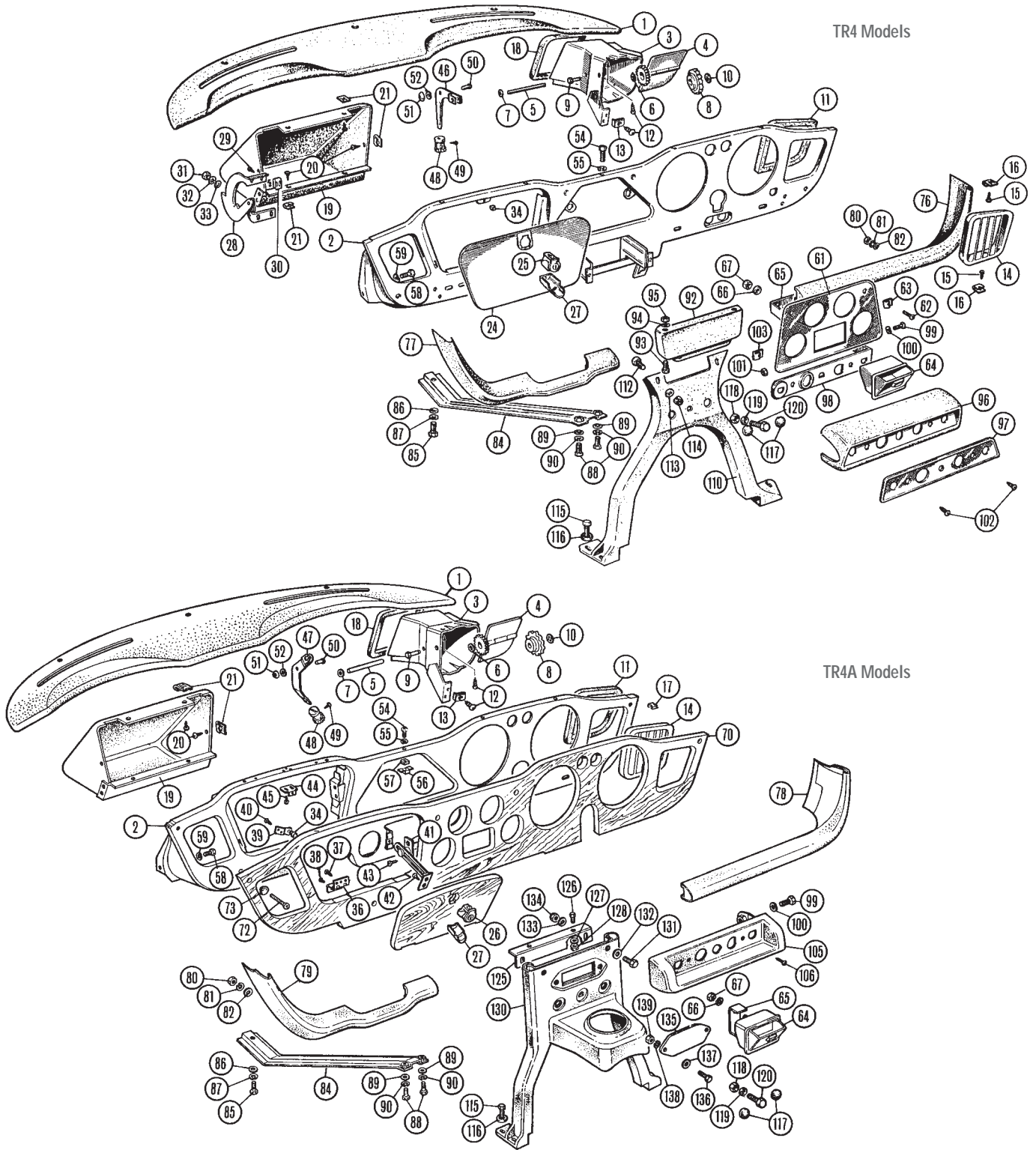
4	602221	£1.71	TOE PAD, carpet protection	a/r	
5	610624	£0.30	'DURABLE DOT' stud	a/r	
6	RU608123	£0.20	RIVET, (use with 610624)	a/r	
7	611845	£0.69	'VELTEX' STUD	a/r	when under-felt fitted
8	GHF401	£0.15	SCREW, (use with 611845)	a/r	
9	14G8736	£0.20	SPIKE RING	a/r	
10	CD23803	£0.83	FASTENER	a/r	
11	552650	£0.93	SOCKET, 'lift-the-dot'	4	carpet to seat pan
12	552651	£0.25	CLINCH PLATE, 'lift-the-dot'	4	TR4
13	611670	£3.19	PEG & PLATE, 'lift-the-dot'	4	
14	AD606053	£0.24	SCREW, self-tapping	8	
NI	UBS110	£11.70	ADHESIVE, tin	a/r	500ml
NI	UBS203	£7.34	ADHESIVE, aerosol	a/r	200ml

Boot Trim

15	806135	£20.11	BOARD, fuel tank casing	1
16	GHF425	£0.09	SCREW	8
17	WP124	£0.23	WASHER	8
18	GHF712	£0.15	SPIRE NUT	8
19	806837	£105.65	COVER, spare wheel	1
20	7H9866	£0.20	SOCKET, on strap	2
21	7H9868	£0.15	BUTTON, on strap	2
22	GHF600	£0.06	RIVET	2
23	610624	£0.30	STUD	2

Trim Fixings & Fittings (All Models)

552964	£3.94	TENAX FASTENER	a/r
551684	£0.69	NUT, for Tenax fastener	a/r
553827	£1.08	TENAX PEG, threaded	a/r 3/32" long
TFP1006	£0.49	TENAX PEG, threaded	a/r 7/16" long
TFP1010	£0.59	TENAX PEG, threaded	a/r 5/8" long
WL700101	£0.09	WASHER, locking, peg to nut	a/r
GHF206	£0.03	NUT, for Tenax peg	a/r
552391	£1.15	TENAX PEG	a/r wood screw
552392	£1.41	TENAX PEG	a/r self tapping, metal
2K4936	£0.20	LEATHER WASHER	a/r Tenax peg
97H717X	£0.75	PEG, 'lift-the-dot', threaded	a/r original
97H717	£0.63	PEG, 'lift-the-dot', threaded	a/r aftermarket
WL700101	£0.09	WASHER, locking	a/r peg to nut
GHF206	£0.03	NUT, for 'lift-the-dot', peg	a/r
552667	£0.93	PEG, 'lift-the-dot'	a/r wood screw
552670	£0.98	PEG, 'lift-the-dot'	a/r self tapping, metal
2K4936	£0.20	LEATHER WASHER	a/r Tenax peg
LFP116	£0.93	PEG & PLATE, 'lift-the-dot'	a/r short
611670	£3.19	PEG & PLATE, 'lift-the-dot'	a/r long
552650	£0.93	SOCKET, 'lift-the-dot'	a/r
552651	£0.25	CLINCH PLATE, 'lift-the-dot'	a/r for socket
610624	£0.30	'DURABLE DOT' & 'Veltex' stud	a/r
GHF400	£0.07	SCREW, for stud	a/r
RU608123	£0.20	BLIND RIVET, for stud	a/r
GHF600	£0.06	POP RIVET, for stud	a/r
7H9864	£0.24	'DURABLE DOT' BUTTON	a/r
7H9866	£0.20	'DURABLE DOT' SOCKET	a/r
7H9868	£0.15	'DURABLE DOT' BASE	a/r
14G8736	£0.20	'VELTEX' SPIKED RING	a/r
CD23803	£0.83	'VELTEX' CLIP RING	a/r
611845	£0.69	'VELTEX' STUD, long	a/r carpet to floor
AD604062	£0.34	CLIP, door panel attachment	a/r
AD606063	£0.24	SCREW, chrome, self tapping	a/r countersunk, no.4 x 3/4"
AD608063	£0.16	SCREW, chrome, self tapping	a/r countersunk, no.6 x 3/4"
SP132BCP	£0.24	SCREW, chrome, self tapping	a/r countersunk, no.8 x 3/4"
CD24152	£0.24	CUP WASHER, chrome, no.4	a/r
CD24153	£0.24	CUP WASHER, chrome, no.6	a/r
GHF1560	£0.15	CUP WASHER, chrome, no.8	a/r
GHF1582	£0.25	CLIP, outer window weather strip	a/r
UBS110	£0.39	CLIP, inner window weather strip	a/r
UBS203	£11.70	ADHESIVE, tin	a/r 500ml
	£7.34	ADHESIVE, aerosol	a/r 200ml



TR4 Models

TR4A Models

Dash (Fascia) TR4-4A

Ill	Part Number	Price £ea.	Description	Req.	Details
1	904115	£51.82	PAD, dash top	1	
2	903997	£Call	FASCIA PANEL, metal	1	TR4A RHD
	903996	£Call	FASCIA PANEL, metal	1	TR4A LHD
3	705217	£Call	DUCT, fresh air control, RH	1	
	705216	£Call	DUCT, fresh air control, LH	1	
4	610415	£Call	VALVE, air control, RH	1	
	610414	£Call	VALVE, air control, LH	1	

Can be used for the TR4 with very minor alterations to the area where the support bracket (item 110) is attached. If a wooden veneered fascia is to be fitted, again, the area above the support bracket may need slight 're-carpentering'. The wooden fascia was a factory option for the TR4.

5	610416	£Call	SPINDLE, air control valve	2	
6	PWZ204	£0.14	WASHER, plain	2	
7	FX3203	£Call	SPIRE FIXING, retaining spindle	4	
8	610418	£Call	KNOB, control	2	
9	610513	£Call	PIVOT PIN, for control knob	2	
10	GHF704	£Call	SPIRE CLIP	2	
11	610777	£Call	SEAL, fresh air control	2	
12	AB606031	£0.16	SCREW,	2	air control bracket to fascia
	AB606031	£0.16	SCREW,	4	duct to fascia bracket
13	GHF700	£0.15	SPIRE CLIP	4	
14	705002	£23.44	GRILLE, vent, RH	1	
	705001	£23.44	GRILLE, vent, LH	1	
15	AB606031	£0.16	SCREW, grille to fascia	4	TR4
16	GHF711	£0.20	SPIRE CLIP	4	
17	GHF711	£0.20	CLIP, grille to fascia	8	TR4A
18	610639	£Call	SEAL, duct to plenum chamber	2	

19	815747	£21.48	CUBBY BOX	1	
20	AB606031	£0.16	SCREW, cubby box to fascia	6	
21	GHF711	£0.20	SPIRE CLIP	6	
24	705087	£Call	LID, cubby box	1	TR4 To CT21267
	569482	£Call	LID, cubby box	1	TR4 From CT21268
			(Cubby box lids and hinges for the TR4 are not needed when the optional wooden fascia is fitted. These are supplied as part of the assembly).		
25	609748	£10.22	LOCK, cubby box	1	TR4
26	611584	£16.59	LOCK, cubby box	1	TR4A
27	609463	£3.86	FINGER PULL, cubby box lock	1	TR4-4A
28	610259	£Call	HINGE, cubby box, LH	1	
	610260	£Call	HINGE, cubby box, RH	1	
29	AD606033	£0.34	SCREW, hinge to cubby box	4	
30	GHF711	£0.20	SPIRE NUT, hinge to cubby box	4	TR4
31	HN2005	£0.14	NUT, hinges to fascia panel	2	
32	WL700101	£0.09	WASHER, locking	2	
33	PWZ203	£0.14	WASHER, plain	2	
34	613863	£Call	BUFFER, cubby box lid	1	
36	611565	£7.59	HINGE, cubby box lid	2	
37	511668	£Call	SCREW, wood, hinge to lid	10	
38	511669	£Call	SCREW, wood, hinge to fascia	4	
39	612988	£Call	BRACKET, cubby box lid buffer	2	
40	TW402	£Call	SCREW, wood, bracket to fascia	4	TR4A
41	609745	£Call	LINK, check, cubby box lid	1	
42	AD606033	£0.34	SCREW, wood, link to lid	2	
43	AF604031	£Call	SCREW, wood, link to fascia	2	
44	616275	£Call	BRACKET, striker, cubby box lock	2	
45	AB606031	£0.16	SCREW, striker bracket to fascia	2	
46	601656	£Call	LEVER, vent	1	TR4
47	616333	£Call	LEVER, vent	1	TR4A
48	17H490	£3.86	KNOB, on lever	1	
49	AB608031	£0.10	SCREW, knob to handle	1	
50	RR606	£Call	RIVET, lever to fascia	1	
51	FH3155	£Call	RETAINER	1	
52	AJD7722	£0.14	WASHER, Thackery	1	
54	SE604041	£0.30	SCREW, fascia to scuttle rail	5	
55	GHF331	£0.05	WASHER, locking	5	
56	CN1	£0.20	NUT, square	5	TR4A
57	CN2	£0.33	CAGE	5	
58	HU706P	£0.34	SCREW, fascia to 'A' post	2	
59	GHF331	£0.05	WASHER, locking	2	
61	610302	£Call	INSTRUMENT PANEL	1	TR4 To CT4398
	612233	£Call	INSTRUMENT PANEL	1	TR4 From CT4399
62	GHF423	£0.14	SCREW, instrument panel to fascia	2	TR4
63	FU25648	£Call	SPIRE NUT	2	
64	627503X	£10.52	ASH TRAY	1	TR4-4A
			(Ashtrays on TR4's were an optional extra).		
65	612430	£Call	RETAINER, for ashtray	1	
66	WL700101	£0.09	WASHER, locking	1	
67	HN2005	£0.14	NUT	1	
70	903504BG	£234.84	veneered DASH	1	TR4 RHD
	903508BG	£234.84	veneered DASH	1	TR4 LHD
	904154BG	£234.84	veneered DASH	1	TR4A RHD
	904153BG	£234.84	veneered DASH	1	TR4A LHD

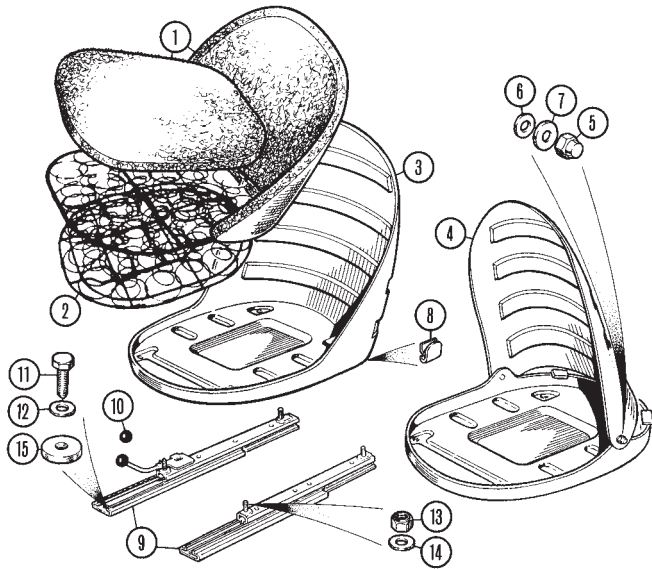
The wooden dashboards used in Triumph sports cars of the sixties and seventies tend to suffer from exposure to the elements which can lead to cracking varnish and lifting veneer. Damaged dash boards can be easily replaced with one of our high quality, real wood veneer panels.

72	AD608103	£0.40	SCREW, veneered fascia	5	
73	CD24153	£0.15	CUP WASHER	5	TR4A
76	812091	£29.31	CRASH PAD, RH	1	TR4 RHD
	808733	£51.82	CRASH PAD, RH	1	TR4 LHD
77	812091	£29.31	CRASH PAD, LH	1	TR4 RHD
	812081	£29.31	CRASH PAD, LH	1	TR4 LHD
78	812091	£29.31	CRASH PAD, RH	1	TR4A RHD
	808733	£51.82	CRASH PAD, RH	1	TR4A LHD
79	808732	£51.82	CRASH PAD, LH	1	TR4A RHD
	812081	£29.31	CRASH PAD, LH	1	TR4A LHD
80	HN2005	£0.14	NUT, crash pads to fascia panel	6	
81	WL700101	£0.09	WASHER, locking	6	
82	PWZ203	£0.14	WASHER, plain	6	
84	610592	£Call	SUPPORT CHANNEL	1	fascia to dash, cubby box
85	SH604041	£0.17	SCREW, channel support to dash	1	
86	GHF300	£0.06	WASHER, plain	1	
87	GHF331	£0.05	WASHER, locking	1	
88	PMZ308	£0.25	SCREW, channel support to fascia	2	
89	PWZ203	£0.14	WASHER, plain	2	
90	WL700101	£0.09	WASHER, locking	2	
92	612237	£68.46	BRACKET, lower fascia board	1	TR4
	612246	£Call	BRACKET, lower fascia board	1	TR4 To CT8379 U.S. only
	612488	£Call	BRACKET, lower fascia board	1	TR4 From CT8380 U.S. only
93	SH606061	£0.44	SCREW, bracket to fascia	2	
94	GHF301	£0.07	WASHER, plain	2	TR4
95	GHF222	£0.17	NUT, nyloc	2	

96	705206	£Call	SWITCH PLINTH, trimmed	1	TR4 To CT25934
	706882	£61.95	SWITCH PLINTH, trimmed	1	TR4 From CT25935
97	610817	£10.90	PLATE, switch mounting	1	TR4 To CT25934
	610817	£10.90	PLATE, switch mounting	1	TR4 From CT25935
98	569926	£Call	REINFORCEMENT, switch mounting	1	TR4 To CT25934
	610818	£Call	REINFORCEMENT, switch mounting	1	TR4 From CT25935
99	SH604041	£0.17	SCREW, reinforcement to fascia	1	TR4-4A
100	GHF331	£0.05	WASHER, locking	1	TR4-4A
101	GHF200	£0.10	NUT	1	
102	GHF402	£0.15	SCREW	2	TR4
103	GHF122	£0.15	SPIRE NUT	2	
105	809003	£74.95	SWITCH PLINTH, trimmed	1	TR4-4A
106	GHF423	£0.14	SCREW	1	
110	566108	£Call	BRACKET, support, fascia to floor	1	TR4 To CT1527
	806506	£Call	BRACKET, support, fascia to floor	1	TR4 From CT1528
112	624818	£1.67	SET SCREW, chrome	2	
113	WA108052	£0.49	WASHER, chrome plated	2	TR4
114	GHF272	£0.30	NUT, nyloc	2	
115	GHF101	£0.16	SCREW, bracket to chassis	4	TR4-4A
116	GHF300	£0.06	WASHER, plain, under screw	4	

Items 117 to 120, were fitted on TR4-4A's to blank the heater control hole on the switch plinth when a heater was not fitted.

117	RFR208	£0.39	PLUG	2	
118	GHF201	£0.10	NUT	1	
119	GHF332	£0.15	WASHER, locking	1	
120	SH605051	£0.23	SCREW	1	
125	616193	£Call	BRACKET	1	
126	SH605061	£0.16	SCREW, bracket to fascia	2	
127	GHF301	£0.07	WASHER, plain	2	
128	GHF222	£0.17	NUT, nyloc	2	
130	808682	£Call	BRACKET, support, fascia to floor	1	
131	624818	£1.67	SCREW	2	TR4A
132	WA108052	£0.49	WASHER, chrome plated	2	
133	GHF301	£0.07	WASHER, plain	2	
134	GHF222	£0.17	NUT, nyloc	2	
135	617069	£11.70	COVER PLATE, radio mounting	1	
136	RMP2312	£0.44	SCREW, black finish	2	
137	PWZ203	£0.14	WASHER, plain	2	
138	WL700101	£0.09	WASHER, locking	2	
139	HN2005	£0.14	NUT, plain	2	

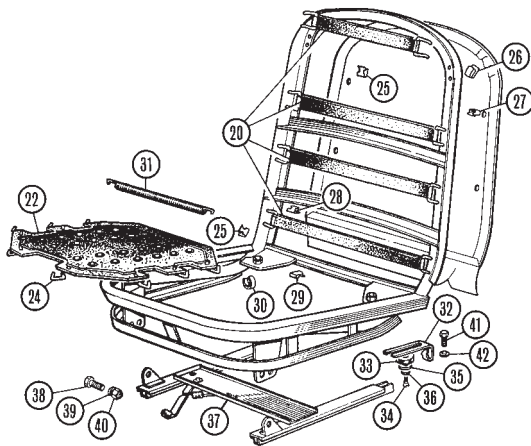


29	ANK5046A	£0.12	CLIP	12	finisher to frame
30	BHA4339	£0.39	CLIP, tubular, cushion border	4	
31	612273	£Call	SPRING, cushion tension	2	
32	613303	£Call	SPRING, seat retaining	2	
33	613746	£Call	BUFFER	4	
34	YL6512	£Call	SCREW, spring & buffer	4	to seat frame
35	GHF314	£0.10	WASHER, plain	6	
36	613745	£Call	WASHER, countersunk	4	
37	MM801-430	£78.95	SEAT RAIL SET, (3 piece)	2	
38	SH605061	£0.16	SCREW,	8	hinges seat slides to seat
39	PWZ305	£0.20	WASHER, plain	4	
40	GHF272	£0.30	NUT, nyloc	4	
41	GHF101	£0.16	SCREW, seat slides to floor	8	
42	GHF300	£0.06	WASHER, plain	8	

Seat Frame & Fittings TR4 Seat Types 1 & 2

See also original seat cover kits in this restoration catalogue.

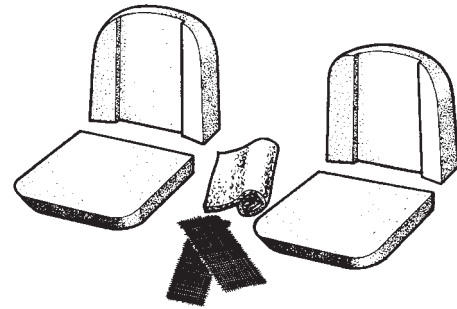
ill	Part Number	Price £ea.	Description	Req.	Details
1	SFK6211	£85.10	SEAT PADDING KIT	1	
2	806222	£111.53	SEAT SPRING	2	
3	564763NF	£221.95	SEAT FRAME, fixed back	2	driver side
4	564769NF	£221.95	SEAT FRAME, tilt back	1	passenger side
5	14B1981	£1.32	ACORN NUT, chromed	2	passenger seat
6	GHF315	£0.09	WASHER, packing	2	
7	WA108052	£0.49	WASHER, chrome	2	
8	ANK5046A	£0.12	CLIP, rear squab board	12	finisher to frame
9	MM801-410	£Call	SEAT RAIL SET, RH seat	1	} (4 piece)
	MM801-420	£Call	SEAT RAIL SET, LH seat	1	
10	24K6809	£3.15	KNOB, seat adjustment	2	
11	GHF101	£0.16	SCREW, seat slides to floor	8	
12	GHF300	£0.06	WASHER, plain	8	
13	GHF271	£0.20	NUT, nyloc, seat slides to seat	8	
14	GHF300	£0.06	WASHER, plain	8	
15	AHH6939	£0.83	SPACER	8	between seat slides & carpet



Seat Frame & Fittings TR4 Seat Type 3, TR4A

See original seat cover kits, and Moss classic seats for TR4A in this restoration catalogue.

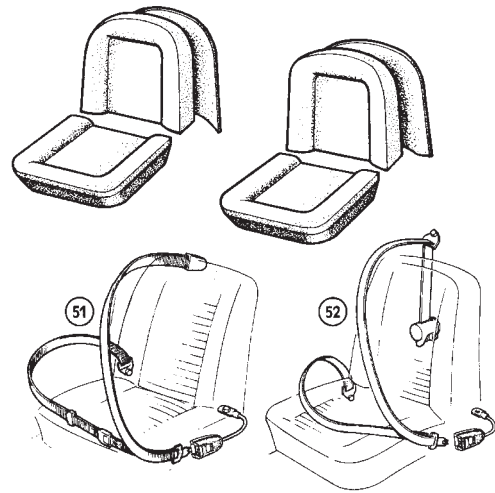
20	GAC6120X	£18.55	SEAT WEBBING KIT	2	
22	612251	£15.85	DIAPHRAGM	2	
23	612261	£0.24	HOOK, DIAPHRAGM	20	
25	GHF1500	£0.12	CLIP, cover to frame	76	
26	613770	£1.41	CLIP	6	rear squab board
27	BD21133	£Call	CLIP	12	to frame
28	GHF1560	£0.25	CLIP	10	rear squab board



Seat Foam Sets (Front)

For the person carrying out a full refurbishment of their seat, we are able to offer a complete car set of seat foams. Re-using old foams really is a challenge. We do recommend that you use a new set of foams when you fit new seat covers.

SFK6231	£112.50	SEAT FOAM SET, (TR4 Type 3 Seat)	1
SFK6311	£146.76	SEAT FOAM SET, (TR4A)	1



Replacement (Front) Seat Belts TR4-4A

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 seat belt nearest to that measurement. LH and RH can be the same, or different, as you prefer.

51	SBS300/30	£22.95	SEAT BELT, 'static', (30 cm. stalk, includes all fittings).	2	} attaches to original
	SBS300/45	£28.34	SEAT BELT, 'static', (45 cm. stalk, includes all fittings).	2	
52	SBS500/30	£39.95	SEAT BELT, 'inertia reel', (30 cm. stalk, includes all fittings).	2	} 3 mounting points.
	SBS500/45	£46.93	SEAT BELT, 'inertia reel', (45 cm. stalk, includes all fittings).	2	

The TR4 seats were something of a 'dog's dinner'. There were three different specifications fitted throughout the range and although we have available the technical information to give you the exact change point according to the body number of your car, this seems pointless as they all go over the show and are different from left to right hand drive. So we plan to sell you seat covers based on a drawing of the type of seat you have and a part number. This way we should minimise the difficulty of you getting an inappropriate cover for your seat. You should be aware that the three different seat covers are not interchangeable with the three different seats. Should you wish to know what was originally fitted to your car we can provide this information, but you will have to write to our main office in Richmond, Surrey, giving us not only the chassis number of your car but also the colour trim because, believe it or not, the changed points differed according to whether the colour was blue, red or black and whether the trim was leather or vinyl. Perhaps now you can see why we have not summarised the information on the next four pages.

The first type of TR3A seat looks almost identical to the TR3A seat. In fact, the seat cover we offer is actually the same as the TR3A seat as, in all aspects involving the material, they are completely interchangeable. However, there are several subtle differences in the seat runners and back which mean that, although they look the same, they actually function differently. Although theoretically it will be possible for you to fit TR4 seats, you would also have to fit a complete set of runners from the TR4, otherwise the deeper indentation in the seat pan of the TR4 seat will 'ground' on the floor pan of the TR3A if the TR3A seat runners are used. Also, you will have to re-drill your TR3A floor if this is a job you want to do. Not recommended for the faint hearted. The second type of seat fitted to the TR4 is in fact according to our experience relatively rare on UK market specified cars. It is however, we are told, very common on American specification vehicles. It is still based on the original design of having a separate cushion which is removable. The third type of seat is of a completely different design and structure in the sense that it has a tubular seat frame on which all the material and packing is 'hung'. This design is similar to the seat offered in the Triumph Herald saloon of that era and was fitted probably from mid 1963 to late 1964, in the latter part of the TR4 production.

Front Seat Covers TR4

Type 1

This looks like the TR3A seat although it is a different seat the covers are the same. The springs are not the same as TR3A. Although these appear to have been optional 'course' or 'fine' grains on black material. We supply only the finer, less distinct, grain.

Vinyl Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCA6131	£311.19	BLACK	WHITE	1
SCA6132	£311.19	RED	WHITE	1
SCA6137	£358.17	BLUE	WHITE	1

Leather Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCL6131	£563.70	BLACK	WHITE	1
SCL6132	£Call	RED	WHITE	1
SCL6137	£Call	BLUE	WHITE	1

*Note: Other colours available, special order only.



Type 2

This seat has vertical pleats and uses the same seat spring as type 1.

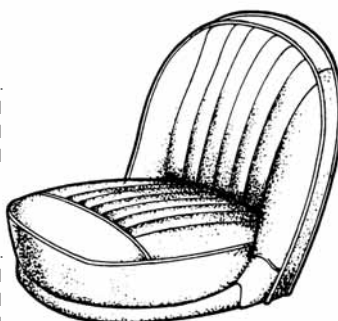
Vinyl Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCA6221	£250.95	BLACK	WHITE	1
SCA6222	£Call	RED	WHITE	1
SCA6227	£Call	BLUE	WHITE	1

Leather Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCL6221	£489.31	BLACK	WHITE	1
SCL6222	£Call	RED	WHITE	1
SCL6227	£Call	BLUE	WHITE	1

*Note: Other colours available, special order only.



Type 3

This is the 'frame' type seat and does not have a separate seat cushion. The bits and pieces to overhaul the seat are given in the general seat hardware section.

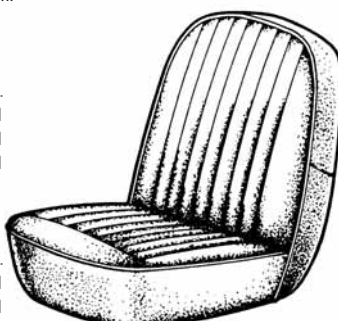
Vinyl Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCA6231	£201.57	BLACK	WHITE	1
SCA6232	£260.29	RED	WHITE	1
SCA6237	£368.93	BLUE	WHITE	1

Leather Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCL6231	£347.40	BLACK	WHITE	1
SCL6232	£Call	RED	WHITE	1
SCL6237	£Call	BLUE	WHITE	1

*Note: Other colours available, special order only.



Front Seat Covers TR4A

The TR4A seat covers are made for us by Callow and Maddox and are a superb quality product.

Vinyl Seat Covers* (One car set)

Part Number	Price £ea.	Colour	Piping	Req.
SCA6311	£368.93	BLACK	WHITE	1
SCA6312	£368.93	RED	WHITE	1
SCA6317	£360.12	BLUE	WHITE	1

Leather Seat Covers* (One car set)

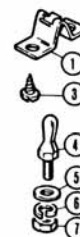
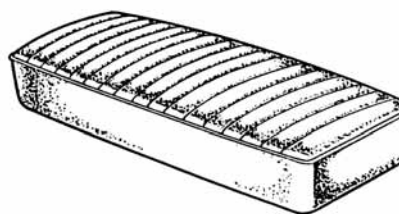
Part Number	Price £ea.	Colour	Piping	Req.
SCL6311	£471.70	BLACK	WHITE	1
SCL6312	£Call	RED	WHITE	1
SCL6317	£Call	BLUE	WHITE	1

*Note: Other colours available, special order only.



Rear Seat Covers TR4

Our rear seats kits include only the upholstered seat cushion (the bit you sit on). The somewhat weird and wonderful hood frame storage arrangement which basically provides the back (or squab) of the seat on TR4A softtop models (non-Surrey Top) and the tank board which served as the seat back are covered in the interior trim kits of the TR4.



Vinyl Seat Covers*

Part Number	Price £ea.	Colour	Piping	Req.
SCA6351	£153.61	BLACK	WHITE	1
SCA6252	£153.61	RED	WHITE	1
SCA6257	£Call	BLUE	WHITE	1

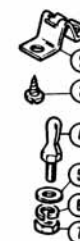
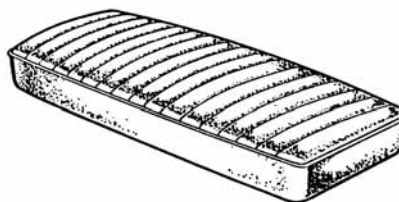
Leather Seat Covers*

Part Number	Price £ea.	Colour	Piping	Req.
SCL6251	£Call	BLACK	WHITE	1
SCL6252	£Call	RED	WHITE	1
SCL6257	£Call	BLUE	WHITE	1

*Note: Other colours available, special order only.

Rear Seat Covers TR4A

The TR4A rear seat kit includes only the upholstered seat cushion. A separate rear squab was never fitted, the tank board served as the seat back.



Vinyl Seat Covers*

Part Number	Price £ea.	Colour	Piping	Req.
SCA6351	£153.61	BLACK	WHITE	1
SCA6352	£Call	RED	WHITE	1
SCA6357	£Call	BLUE	WHITE	1

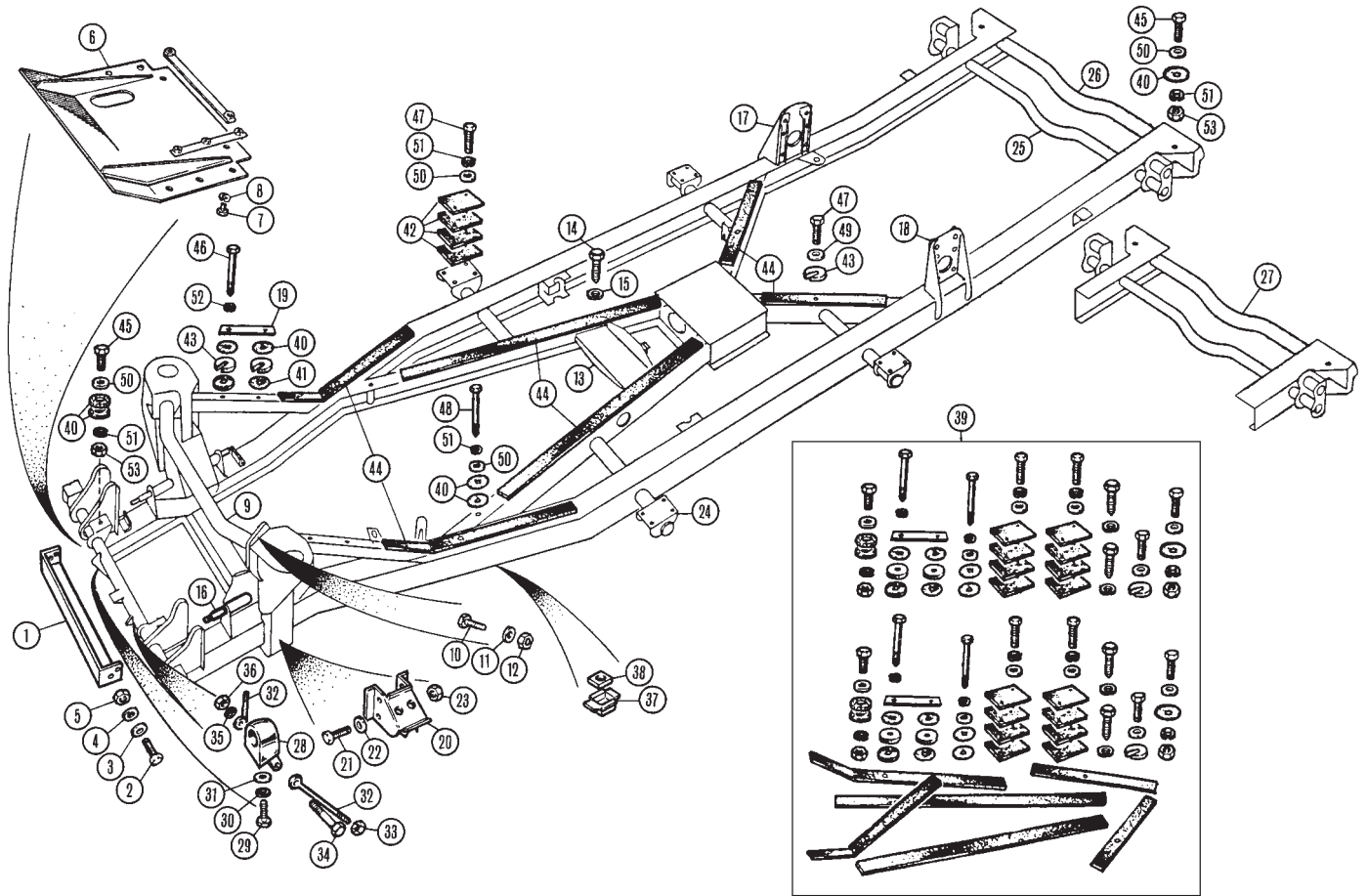
Leather Seat Covers*

Part Number	Price £ea.	Colour	Piping	Req.
SCL6351	£314.12	BLACK	WHITE	1
SCL6352	£Call	RED	WHITE	1
SCL6357	£Call	BLUE	WHITE	1

*Note: Other colours available, special order only.

Rear Seat Hardware TR4-4A

Ill	Part Number	Price £ea.	Description	Req.	Details
1	562604	£Call	SPRING LATCH, seat	2	TR4
2	618429	£Call	SPRING LATCH, seat	2	TR4A
3	TH4603	£Call	SCREW, latch to seat	4	
4	618953	£Call	STUD, seat to seat pan	2	
5	PWZ203	£0.14	WASHER, plain	2	
6	WL700101	£0.09	WASHER, locking	2	
7	HN2005	£0.14	NUT	2	



Chassis & Fittings TR2-3A

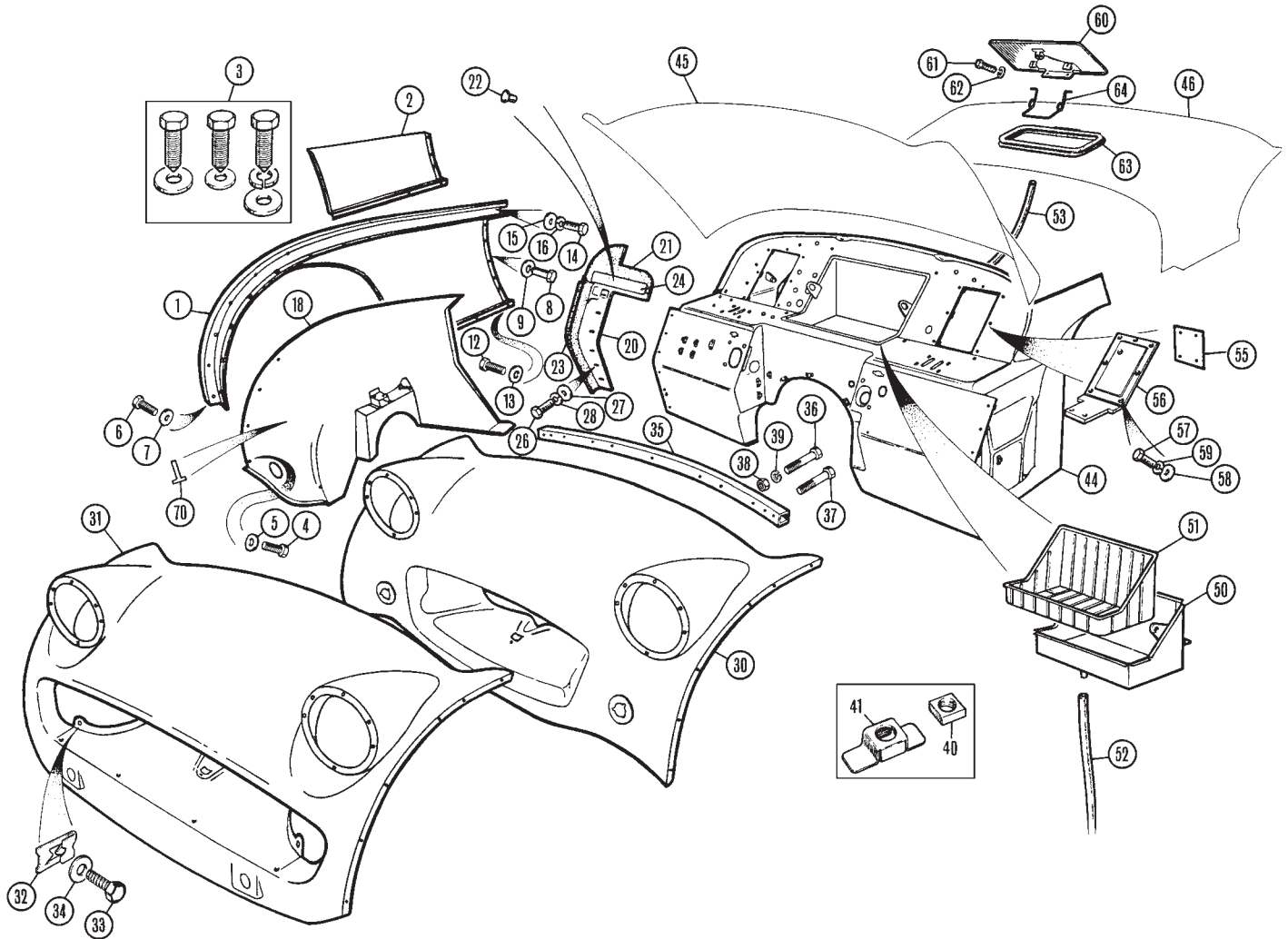
Ill	Part Number	Price £ea.	Description	Req.	Details
1	109487	£34.70	SHIELD, radiator protection	1	original type
2	BH606301	£0.83	BOLT, shield to chassis	2	TR2-3
	BH606261	£0.95	BOLT, shield to chassis	2	TR3A
3	WM59	£0.15	WASHER, plain	2	
4	GHF333	£0.05	WASHER, locking	2	
5	GHF202	£0.10	NUT, plain	2	
6	301644	£83.95	SUMP SHIELD, rally type	1	
7	HU706P	£0.34	SCREW, securing shield	8	
8	GHF331	£0.05	WASHER, locking	8	
9	106191	£58.67	CROSS-TUBE	1	
10	SH606061	£0.44	BOLT, cross-tube attachment	6	
11	GHF333	£0.05	WASHER, locking	6	
12	GHF202	£0.10	NUT	6	
13	128055	£14.63	CROSSMEMBER	1	gearbox mounting (The cross member may require the gearbox mounting holes to be altered depending upon the type of gearbox used).
14	SH606051	£0.34	SCREW (Cross-member to chassis cruciform).	4	
15	GHF333	£0.05	WASHER, locking	4	
16	106196	£23.44	FULCRUM PIN, lower 'A' arms	1	
17	110788	£Call	BRACKET, shock absorber, RH	1	(later reinforced type)
18	110789	£Call	BRACKET, shock absorber, LH	1	(later reinforced type)
19	602443	£3.00	PLATE, inner front wing mounting	2	
20	109281	£Call	BRACKET, rebound	2	
21	BH605281	£0.89	BOLT, rebound bracket to chassis	4	
22	GHF332	£0.15	WASHER, locking	4	
23	GHF201	£0.10	NUT, plain	4	
24	CHAS1	£31.27	OUTRIGGER, outrigger	4	
25	CHAS2	£26.38	CROSS TUBE, rear	1	
26	CHAS6	£27.36	CROSS TUBE, rear spring hangers	1	
27	CHAS8	£Call	CHASSIS REPAIR SECTION, rear (Repair section includes Cross tubes CHAS2 & CHAS6).	1	
28	506721	£53.79	GUIDE, starting handle	1	
29	HU706P	£0.34	SCREW, securing guide	1	
30	GHF331	£0.05	WASHER, locking	1	
31	WM57	£0.17	WASHER, plain	1	
32	107934	£5.53	STAY-ROD, guide	2	
33	NT605041	£0.17	NUT, stay to cross-tube	4	on chassis

34	BH605151	£0.93	BOLT, stay to guide bracket	1
35	GHF332	£0.15	WASHER, locking	1
36	GHF201	£0.10	NUT, plain	1
37	600032	£Call	NUT, (retainer nut)	2
38	NQ2708	£1.02	NUT, square	2

Body Mounting Pad Set

Due to the adjustments necessary in mounting the body square to the chassis, a greater number of pads are included in each kit than are shown in the parts book. More pads may be ordered separately to further 'shim' the mounting points.

39	GFK6001X	£48.89	PAD SET, body mounting	1
40	601994	£1.17	PAD, rubber/canvas, thin	14
41	608836	£0.74	PAD, rubber/canvas, thick	4
42	611732	£0.60	PAD, rubber/canvas, square	16
43	CD26326	£1.47	PAD, aluminium, notched	6
44	078447A	£1.96	STRIP, protection, (sold per metre)	4 cut to suit
45	GHF103	£0.17	SCREW	4
46	SH606101	£0.24	SCREW	4
47	SH605101	£0.44	SCREW	8
48	BH605301	£1.13	BOLT	2
49	CD14056	£1.32	WASHER, cup	2
50	WP185	£0.34	WASHER, plain	14
51	GHF332	£0.15	WASHER, locking	14
52	GHF333	£0.05	WASHER, locking	4
53	GHF201	£0.10	NUT, plain	4
54	SF605101	£0.44	SCREW, countersunk	2



An Introduction to TR2-TR3 Body Panels

When Peter Cox and I first went into business together, supplying the first hundred or so members of the TR Register with parts for their cars, the position on TR3 body panels had already become fairly dire. This was in 1971, and of course at that time the TR Register basically only comprised TR2-3A owners, and I remember at the early meetings of the TR Register the cry for the supply of quarter panels (850043/4) was immense. Already the cars had begun to go rusty and these 'three dimensionally' curved items were extremely difficult to hand fabricate. In fact, the only panels that were available from Triumph were rear wings and outer sills

It became a personal quest of mine to attempt to provide the fullest possible range of body panels for the TR2-3A, and to enable enthusiasts to rebuild their cars to a high standard. There was a problem in those days with the fact that the cars were owned by people who would frequently complain that £17.10.6d for a rear wing was a ludicrous price when they could buy a fibreglass rear wing for £6.2.6d There was also a large number of hand fabrication shops that were making panels which, quite frankly, were at best not very good and at worst terrible. The real danger with hand made panels is that, in general, the consistency is highly suspect and the number of people who have the skills to do these jobs is now very few and reducing.

The answer to these problems is fairly clear. What is required is tooling to produce consistent & accurate panels where the tooling has been developed and checked against original components. The problem that I faced in 1973/74 was to find a manufacturer who could produce tooling at a price that I could afford. I estimate that a set of proper production, hardened steel tools to produce a TR3A rear valance would cost, in 1992, around £200,000. If we were selling thousands of these items a year this would be an investment which would be worth considering, but the demand for all TR2-3A panel work is in the order of tens per month, or a hundred per year. Clearly it is not viable to spend £200,000.00 to produce a hundred of anything a year.

So the search was on for a method of providing cheap tooling. I made contact with a former Triumph employee in Coventry who remains a supplier to us to this day, and he recommended contacting John Down. John was Managing Director of a company who produced prototype and production panels for, among others, Rolls Royce and Aston Martin. Although it may seem ironic, Rolls Royce and Aston Martin suffer from the same problems as Cox & Buckles (now Moss Europe) did, in that some of their models, in the case of Rolls Royce, the Corniche and Carmargue are produced in extremely small numbers, maybe only 20 a month, and despite the price of the cars you may be surprised to know that they cannot afford to lay down millions of pounds in tooling to produce the body shells. For this reason they use low cost 'soft tooling' and, I think the quality of these two cars shows that there is nothing wrong with the basic process. This is the first process we used in 1975 to produce TR3 floor panels, and we have refurbished the tooling for the floor panels at a cost which was 60% higher than the total purchase price in 1975.

We added to our range of TR3 panel work between 1975 & 1980, and were in a position in 1980 to supply almost everything on the car. I made a journey to Los Angeles to meet with Gene Golling and Joe Stix, who had in their possession tooling that they built to manufacture TR3 front wings and TR3 front aprons. These two gentlemen are currently rivals in different companies, but in those days were working together and, I will never forget Joe Stix driving into a fuel station in Los Angeles (in a 500 series Mercedes) and, realising he had left his credit card at home, managed to amaze everyone by going to the self-serve section, and putting \$1.00 worth of fuel into the car. He continued to do this twice more before I returned to my hotel. The tooling that Gene Golling had built was extremely unusual, but unfortunately it did not do us much good as it ended up with Vickers, who despite definite confirmation by independent witnesses, lost the tooling and denied ever having it. The up-shot of this is that, with demand for these panels declining, we have had to resort to hand-made substitutes for the pressed items and indeed, our range of pressed panels is complemented by a number of hand-made items where the demand is between, for example, 5 and 10 pieces per year.

Due to the low volume sales of almost all these items and the methods used to produce them, they appear a relatively high produced product range. I can assure you that the enthusiasm and commitment from all our R & D team here at Moss Europe means that the owners of TR2-3A models have always had a product which represents good value for money. We could improve the panels but they will be much more expensive, or we could also decrease the quality and make them cheaper. We hope we have found the right balance.

I think it is worth pointing out that the production line techniques in the 1950's are not those of the 1990's and, even new factory panels do not necessarily fit as well as you might expect. I have original factory TR3 rear wings and rear quarter panels which, when screwed together have a 1" gap at the high point between the outer edge of the wing and the quarter panel that it should match. You should be prepared for a large amount of work, probably more than you expect, when fitting all these panels. It also worth observing that, although there are some notable exceptions, most of these cars have had a hard tough life, and have rarely escaped being nudged and knocked in what is over 40 years of use. I mention this because the fitting of all parts for cars over 30+ years of age can be a long drawn out process. It is not unusual to take a day or two to make a wing fit perfectly.

When you are doing this in your garage it can drive you to distraction, but, when you are paying a professional to carry out the work it can drive you to bankruptcy. It is always worth drawing any garages attention to the hand-made nature of the original cars before you accept a quotation for the rebuild of a car. I recommend that you always deal with a specialist who has carried out the job before, and has already encountered the problems.

Despite this 'health warning', I believe that the position of supply of body panels for the TR2-3A series is

first rate, and considering the age of the cars you should have relatively no problem in rebuilding your car to the highest standards. The point I am really making is, think yourself lucky that you are not the owner of a Ford or Vauxhall from the same era as your TR. What do they do when they want body panels ?!!!

We are justifiably proud of the range of panels that we can offer and hope that you will understand our commitment to providing you with the ways and means whereby your car can be restored to its former glory.

Pete Buckles

Front Body Panels TR2-3A

See also 'EXTERIOR TRIM & BADGES - Front/Side Body Fittings, Grille & Bumper' on page 136.

ill	Part Number	Price £ea.	Description	Req.	Details
1	901271	£468.76	WING, RH front*	1	
	901270	£468.76	WING, LH front*	1	
2	901271RP	£88.03	REPAIR PANEL, lower 12", RH	1	
	901270RP	£88.03	REPAIR PANEL, lower 12", LH	1	
3	901270FK	£10.33	FITTING KIT, front wing (Kit includes all fittings for 1 wing).	2	
4	HU706P	£0.34	SCREW, wing to inner wing	22	
5	WM57	£0.17	WASHER, plain	22	
6	HU706P	£0.34	SCREW, wing to front apron	12	
7	WM57	£0.17	WASHER, plain	12	
8	HU706P	£0.34	SCREW, wing to 'A' post	12	
9	WM57	£0.17	WASHER, plain	12	
12	HU706P	£0.34	SCREW, wing to inner sill	6	
13	GHF300	£0.06	WASHER	6	
14	HU706P	£0.34	SCREW, wing to scuttle panel*	2	
15	WM57	£0.17	WASHER, plain, on screw*	2	
16	GHF331	£0.05	WASHER, locking*	2	

*Note: These are nearly impossible to fit. On certain models there was a radio speaker hole which was at least hand size. On the left hand wing there was no reasonable access. Peter Wigglesworth's tip is to fit this screw to the wing first before final fix, lots of luck with this. One of the wing to inner mountings is the CD24540 bonnet stop, which is not included in the fitting kit, and requires adjustment of the lock nuts when fitting. It screws into the captive nut and the inner front wing, and is then locked with GHF200 (and WM57) when adjustment is completed.

18	900691	£425.70	INNER FRONT WING, RH	1	} TR2-3
	900690	£425.70	INNER FRONT WING, LH	1	
	901213	£442.34	INNER FRONT WING, RH	1	} TR3A
	901212	£442.34	INNER FRONT WING, LH	1	

Our inner front wings are assembled from several hand rolled pieces. They do not include any captive nuts or wiring tags, and do not have any holes drilled. They really should only be purchased when your original panel cannot be repaired. They are not for the faint hearted, and I would expect a minimum of two days work to drill all the holes, fit the captive nuts, check alignment, and fit the wing. They are not cheap; so consider carefully the cost of repairing your own panel before buying them.

As usual, the rule applies that when you 'adjust or improve' this panel by cutting or piercing, etc... you then irrevocably own it.

20	900410	£4.40	PLATE, bulkhead sealer	2
21	602079	£2.50	TOP SEAL	2
22	552522	£0.34	RIVET, top seal to plate	8
23	650172	£3.77	SIDE SEAL	2
24	602080	£2.89	TOP STRIP, sealer plate	2
26	HU706P	£0.34	SCREW, plate securing	10
27	WM57	£0.17	WASHER, plain	10
28	GHF331	£0.05	WASHER, locking	10

Failure to fit a pair of bulkhead sealer plates and associated fittings will result in mud and general road muck filling up the back of the wing and rusting your 'A' post, inner sill, bulkhead and wing. So coat all these surfaces liberally with rust protector and paint, and 'seal for life'. We recommend the use of clip (606389) to the sealer plate to help secure the side seal (item 23) to the bulkhead sealer plate (item 20). This was not used on TR2-3A, but was later used on TR4-4A, TR5-250 and TR6.

The side seal (item 23) may be a touch too long (1" to 2"), simply 'cut to fit'. The correct factory method of locating the sealer plate (item 20) to the bulkhead was to put the screw (item 26) through the slot into a flange on the bulkhead containing a captive nut. The chances of this flange surviving 40 years are approximately nil (except in California). The captive nuts chances of survival are even less. For this reason, we have made the inner flange of the seal plate slightly wider so that you can cheat and secure the plate to the main bulkhead with a self tapping screw.

30	901006	£1,358.41	FRONT APRON ASSEMBLY	1	} TR2-3
31	508841	£1,390.72	FRONT APRON ASSEMBLY	1	
32	FJ24074	£0.34	CLIP, platform to inner wing	4	} TR3A
33	UL2705	£0.28	ACME SCREW	4	
34	GHF314	£0.10	WASHER, plain	4	

As with the front inner wings the aprons are assembled from a multiplicity of bits & pieces. They have no holes pierced and will need considerable effort to obtain a perfect fit. The apron part no. 901006 as supplied is designed for both TR2 & TR3 models even though the originals were different. TR3 owners will need to pierce holes for the reveal mouldings, if they are lucky enough to have them.

On the TR3A apron - the raised inner lip that is part of the lower face of the air duct, has a couple of small holes on each side to mount a spire clip (item 32) which was used to receive the same screw (item 33), which was screwed from the wheel side of the inner front wing to stop the lower platform from 'flapping'. I know you are bored but I'll repeat it, if you adjust it - You own it irrevocably.

35	900396	£Call	TIE MEMBER	1	
36	SH604111	£0.63	SCREW	8	} tie member to front apron
37	GHF102	£0.20	BOLT	4	
38	GHF200	£0.10	NUT, plain	12	} front wing
39	GHF321	£0.05	WASHER, shake proof	12	
40	CN1	£0.20	NUT, square	a/r	
41	CN2	£0.33	CAGE for square nut	a/r	
44	901273	£1,418.12	BULKHEAD ASSEMBLY	1	
45	*		BONNET	1	
46	*		SCUTTLE PANEL	1	

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

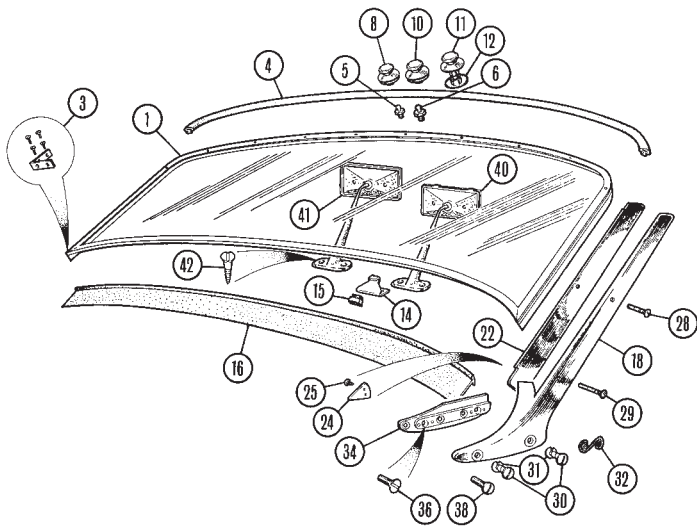
Bonnets

TS1 to TS550	Aluminium construction.
TS551 to TS4228	Steel construction. Fittings to accept cable operated bonnet release mechanism. 4 rear slits.
TS4229 to TS60000	Holes to accept Dzus fasteners. 2 rear slits.
TS60001 on	Raised rear position to mount hinges. 2 rear slits.

Scuttle Panels

TS1 to TS994	No vent lid, 10 1/2" between wiper spindle outlets
TS995 to TS6156	No vent lid, 14 1/2" between wiper spindle outlets
TS6157 to TS12569	Vent lid fitted, 14 1/2" between wiper spindle outlets.
TS12570 to TS32833	Vent lid fitted, 14 1/2" between wiper spindle outlets, but spindle holes enlarged.
TS32834 to TS60000	Aero screen mounting holes removed.
TS60001 on	Raised hinge mounting points.

50	B0D1	£34.50	BATTERY BOX, steel, replacement	1	
51	AM7300	£33.22	BATTERY LINER, hard plastic	1	
52	552365	£2.89	TUBE, rubber	1	
			(The 552365 is a rubber tube draining fluid out of the battery box, through the passenger compartment through the metal gearbox tunnel cover, to drop nasty battery acid fluid over the top of your nicely reconditioned gearbox).		
53	602947	£4.84	TUBE, drain	1	
			(Vent tray to steering column hole in bulkhead).		
55	553129	£Call	PLATE, back	1	} master cylinder pocket
56	708049	£Call	PLATE, blanking	1	
57	HU706P	£0.34	SCREW	14	} m/cyl. pocket aperture
			(Pocket & blanking plate to bulkhead).		
58	WM57	£0.17	WASHER, plain	14	
59	GHF331	£0.05	WASHER, locking	14	
60	800912	£59.65	VENT LID, including mechanism	1	
61	HU503	£0.30	SCREW, vent lid to bulkhead	4	
62	WL700101	£0.09	WASHER, locking	4	
63	600597	£8.10	SEAL, vent lid	1	
64	600549	£7.20	SPRING, for vent lid	1	
70	603559	£0.63	TAG, securing wiring loom	a/r	



Windscreen, Fittings & Rear View Mirror TR2-3A

See the accessories section for side 'wind wings', 'aero screens' & sun visors.

ill	Part Number	Price £ea.	Description	Req.	Details
1	800592	£86.08	GLASS, windscreen, laminated	1	
	CD31407	£5.82	GLAZING STRIP, glass to frame	1	
3	TR3WSCB	£8.37	BRACKET SET, windscreen corner	2	(per side)
4	554339	£9.40	SEALING RUBBER, hood	1	
5	551866	£Call	PEG, top fastener, baby Tenax†	10	TR2 To TS5513
6	553827	£1.08	PEG, top fastener, standard Tenax†	10	TR2 From TS5514, TR3-3A
8	552964	£3.94	FASTENER, baby Tenax	10	TR2 To TS5513
10	TFS106	£1.96	FASTENER, standard Tenax	10	
11	552964	£3.94	FASTENER	10	TR2 From TS5514, TR3-3A
12	551684	£0.69	NUT	10	

†Note: The baby Tenax pegs and fasteners have been unavailable for many years. Use the slightly larger fittings as a set. Please also note that we cannot supply fasteners for cars with aluminium screen frames.

14	602229	£8.31	BRACKET, centre windscreen	1	
15	602246	£5.85	BUFFER, in bracket	1	
16	704126	£6.80	SEALING RUBBER, lower	1	
18	552181	£Call	STANCHION, LH windscreen	1	TR2-3, TR3A To TS60000
	552182	£Call	STANCHION, RH windscreen	1	(Dzus fixing)
	804511	£Call	STANCHION, LH windscreen	1	TR3A from TS60001
	804512	£Call	STANCHION, RH windscreen	1	(screw fixing)
22	560630	£34.20	TENON PLATE (Between windscreen & stanchion).	2	
24	562605	£3.71	CORNER FINISHER	2	
25	AB604023	£0.24	SCREW	4	
28	552662	£1.17	SCREW, short, stanchion to frame	4	
29	CD31441	£0.56	SCREW, long, stanchion to frame	2	
30	554720	£9.15	DZUS fastener, stanchion to plate	4	
31	554721	£0.58	WASHER, Dzus fastener retaining	4	
32	7H9828	£2.35	SPRING, Dzus fastening	4	TR2-3, TR3A To TS60000
34	552818	£Call	PLATE, LH, stanchion guide	1	(Dzus fixing)
	552819	£Call	PLATE, RH, stanchion guide	1	
36	TK4708P	£1.56	SCREW, guide plate to body	4	
38	609108	£2.20	BOLT, stanchion to plate & body	4	TR3A From TS60001
40	601999	£Call	MIRROR*	1	(early)
41	609317	£37.14	MIRROR*	1	(late)
42	SP87K5	£2.15	SCREW, mirror mounting	2	

*Note: Early mirrors (Part No: 601999) have 'bare' edges, while late mirrors are slightly larger and have a rubber covering around the edges. The exact change point is not known, but it is believed to be during TR3A production. The early mirror is no longer available, we suggest using the later type 609317.

Aero screen

The original aero screen is no longer available, we suggest using our excellent reproduction accessory that comes with feet.

700896	£62.95	AERO SCREEN KIT	2	(per side)
700896FK	£9.06	FEET, aero screen mounting	1	(car set)
AD608063	£0.24	SCREW, self tapping	4	feet to scuttle
602078	£4.01	SCREW, aero screen	4	for mounting
WA108052	£0.49	WASHER, (under screw)	4	original aero screen

Doors & Fittings TR2-3A

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

LONG DOOR, as drawn (right) to wing bottoms	TR2 To TS4001
SHORT DOOR (To top of outer sill, no external handles*).	TR2 From TS4002, TR3
EXTERNAL HANDLES, wooden top rail	TR3A To TS60000
ALL METAL DOOR, metal top rail	TR3A From TS60001

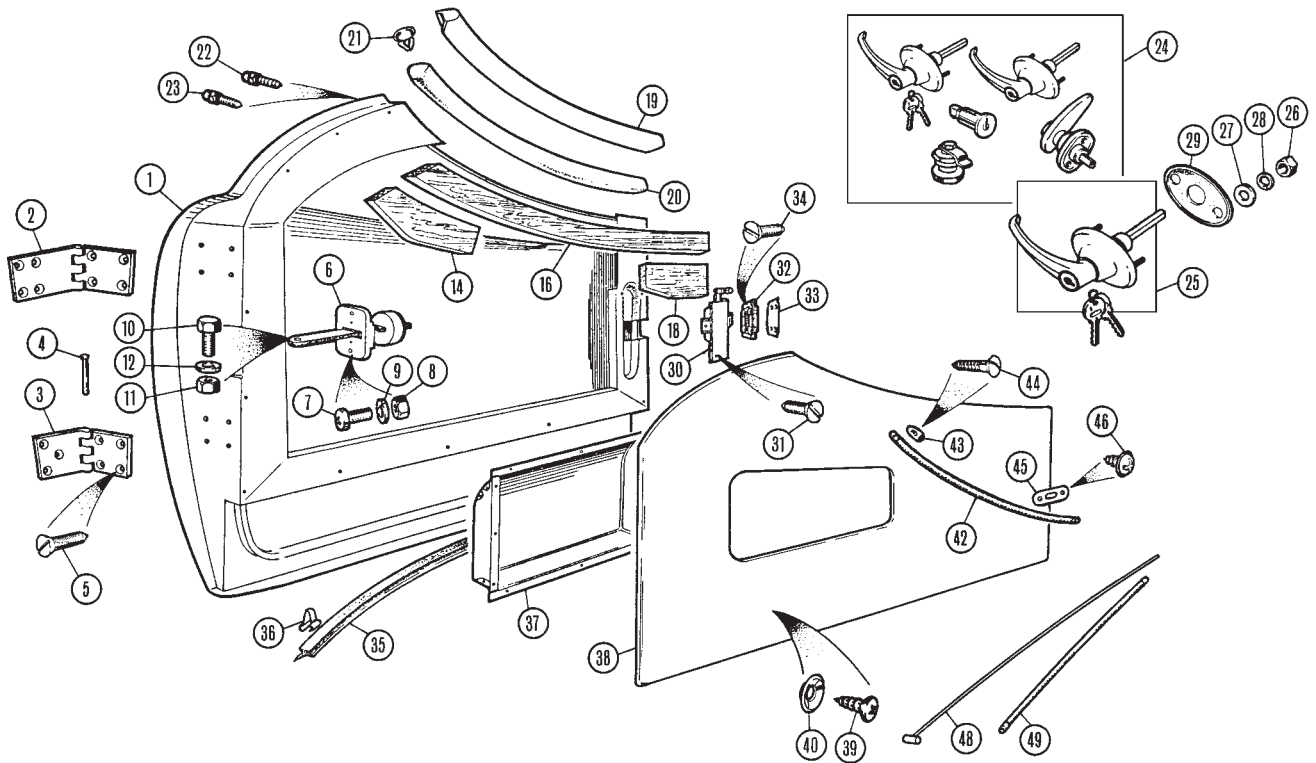
*Note: Door handles were part of the rare factory optional GT kit for this range of cars.

Door Fittings

1	900492RP	£87.06	DOOR SKIN, RH, outer	1	TR2 To TS4001
	900491RP	£87.06	DOOR SKIN, LH, outer	1	
	553036RP	£85.10	DOOR SKIN, RH, outer	1	TR2 From TS4002, TR3
	553035RP	£85.10	DOOR SKIN, LH, outer	1	
	901211RP	£87.06	DOOR SKIN, RH, outer	1	TR3A From TS60001
	901210RP	£87.06	DOOR SKIN, LH, outer	1	
2	602066	£27.80	HINGE, upper, RH door	1	TR2-3, TR3A To TS60000
	602065	£27.80	HINGE, upper, LH door	1	
	650028	£26.38	HINGE, upper, RH door	1	TR3A From TS60001
	650027	£26.38	HINGE, upper, LH door	1	
3	602068	£27.80	HINGE, lower, RH door	1	TR2-3, TR3A To TS60000
	602067	£27.80	HINGE, lower, LH door	1	
	650026	£26.38	HINGE, lower, RH door	1	TR3A From TS60001
	650025	£26.38	HINGE, lower, LH door	1	
4	602065X	£3.38	HINGE PIN	4	
5	TK4705P	£0.89	SCREW, door hinge	30	
6	650129	£31.95	DOOR CHECK	2	
7	PMZ312	£0.34	SCREW, door check to door	4	
8	HN2005	£0.14	NUT, plain	4	
9	WL700101	£0.09	WASHER, shakeproof	4	
10	HU706P	£0.34	SCREW, door check to 'A' post	2	
11	GHF200	£0.10	NUT, plain	2	
12	GHF331	£0.05	WASHER, locking	2	
14	602180	£Call	BLOCK, side screen support, front	2	TR2-3, TR3A To TS60000
	650088	£Call	BLOCK, side screen support, front	2	TR3A From TS60001
16	802890	£Call	RAIL, RH door top	1	TR2-3, TR3A To TS60000
	802889	£Call	RAIL, LH door top	1	
18	602181	£Call	BLOCK, side screen support, rear	2	TR2-3, TR3A To TS60000
	650089	£Call	BLOCK, side screen support, rear	2	TR3A From TS60001
19	703212	£46.93	DOOR CAPPING, steel, LH	1	
	703213	£46.93	DOOR CAPPING, steel, RH	1	
(TR2's and TR3's were originally fitted with aluminium door cappings. The cappings listed here are the later TR3A type, but will fit the earlier doors. For fibreglass replacements see page 104).					
20	559365	£7.98	RUBBER CORE, door edge trim	2	
21	606848	£2.89	BUTTON, door edge trim end	4	TR3A
22	552391	£1.15	STUD, on door, baby Tenax	8	TR2 To TS5255
23	552667	£0.93	STUD, on door, 'Lift-the-Dot'	8	TR2 From TS5256, TR3-3A
24	TR3ADLS	£80.20	LOCK SET, (5 piece set)	1	TR3A (Set includes door handles, boot lock, cubby box lock, ignition switch tumbler & 2 keys).
25	604991	£31.27	DOOR HANDLE & LOCK (Handle & lock assembly comes with keys).	2	
26	HN2005	£0.14	NUT, securing handle	4	TR3A
27	PWZ203	£0.14	WASHER, plain	4	
28	WL700101	£0.09	WASHER, locking	4	
29	554355	£0.49	GASKET, door handle	2	
30	650104	£23.95	DOOR LATCH ASSEMBLY, RH†	1	TR2-3
	650103	£23.95	DOOR LATCH ASSEMBLY, LH†	1	
	650104	£23.95	DOOR LATCH ASSEMBLY, RH†	1	TR3 To TS600000
	650103	£23.95	DOOR LATCH ASSEMBLY, LH†	1	
	650104	£23.95	DOOR LATCH ASSEMBLY, RH†	1	TR3 From TS60001
	650103	£23.95	DOOR LATCH ASSEMBLY, LH†	1	
31	500166	£1.22	SCREW, door latch to door	8	

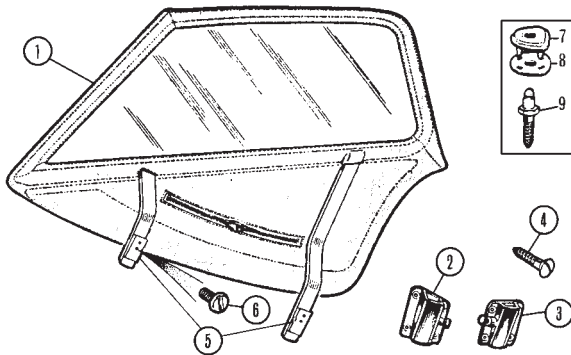
†Note: Door latch changes reflect the different fittings on the ends of the upright levers to accommodate the different pull-cables. Part numbers 650104/3 are supplied for all applications, and are correct when used with your original cable end fittings.

32	602075	£5.75	STRIKER PLATE, door latch	2	
33	602248	£0.69	PACKING, striker plate	a/r	
34	500166	£1.22	SCREW, striker plate	8	
35	605301	£8.76	SEAL, door bottom	2	
36	552901	£0.69	CLIP, retaining seal	28	
37	703277	£28.34	DOOR POCKET, black	2	
38	£Call	DOOR PANEL	2	see trim section	
39	AD604062	£0.24	SCREW, interior panel	60	
40	SP132BCP	£0.24	CUP WASHER	60	



42	552227	£Call	DOOR PULL, black	2	TR2-3
43	602064	£Call	FINISHER, door pull end	2	
44	SP89C4CP	£0.75	SCREW, finisher	2	TR3A
45	602072	£4.26	ESCUTCHEON, latch lever slot	2	
46	AB604023	£0.24	SCREW, escutcheon	4	
48	557211	£2.06	CABLE, inner, door pull	2	
49	557212	£2.50	CABLE, outer, door pull	2	

5	MM803-255	£17.45	WEDGE, sidescreen mount	4	(These were not drilled or tapped, so that they may be fitted to any sidescreen).
6	TP703	£0.59	SCREW, wedge attachment	4	
7	552650	£0.93	SOCKET FASTENER	8	'Lift-the-Dot' type
8	552651	£0.25	CLINCH PLATE	8	
9	552667	£0.93	STUD	8	

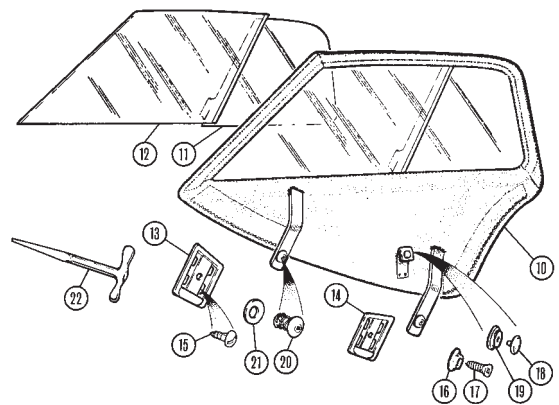


Sidescreens TR2-3A

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

Wedge type TR2-3A to TS28825

1	900386BLK	£166.34	SIDESCREEN, RH, black	1	TR2 type - fixed windows, with flap and zip opening
	900385BLK	£166.34	SIDESCREEN, LH, black	1	
	900386WHT	£166.34	SIDESCREEN, RH, white	1	
	900385WHT	£166.34	SIDESCREEN, LH, white	1	
	(The Sidescreens supplied under part numbers 900385 LH and 900386 RH are of the early TR2 design and have one-piece fixed window. They have a 'flapping' curtain with a zip in it to allow access to the door opening mechanism - which was inside the car. The TR3, TR3A to TS2885 were of the same design, but had sliding windows).				
	900683	£371.86	SIDESCREEN, RH, black	1	TR3-3A To TS28825
	900682	£371.86	SIDESCREEN, LH, black	1	
	553934	£Call	SIDESCREEN, RH, white	1	sliding windows
	553933	£Call	SIDESCREEN, LH, white	1	
2	602040	£34.95	SOCKET, sidescreen	2	RH front/LH rear
3	602041	£34.95	SOCKET, sidescreen	2	LH front/RH rear
4	SP89E4	£1.17	SCREW, sidescreen socket	16	



Dzus type TR3A from TS28826

See Information notes for Wedge type screens.

10	901287	£259.31	SIDESCREEN, RH, black	1	sliding windows
	901286	£259.31	SIDESCREEN, LH, black	1	
	901291	£244.63	SIDESCREEN, RH, white	1	
	901290	£244.63	SIDESCREEN, LH, white	1	
11	508177	£28.34	SLIDING WINDOW, RH	1	
	508176	£28.34	SLIDING WINDOW, LH	1	
12	559748	£14.29	COBEX FIXED WINDOW	2	
13	607106	£13.80	BRACKET, Sidescreen	2	RH front/LH rear
14	607105	£13.80	BRACKET, Sidescreen	2	LH front/RH rear
15	SP88H7	£0.20	SCREW, Sidescreen plate	16	
16	610624	£0.30	STUD, door to Sidescreen strap	2	
17	AD606063	£0.16	WOOD-SCREW, stud	2	
18	7H9864	£0.24	BUTTON, strap to stud	2	
19	7H9866	£0.20	SOCKET, strap to stud	2	
20	556023	£10.61	DZUS FASTENER, with spring	4	
21	556022	£2.15	WASHER, Dzus fastener	4	
22	650161	£5.34	'T' KEY, (for Dzus fasteners)	1	

Rear Body & Floor Panels

TR2-3A

See also 'EXTERIOR TRIM & BADGES - Rear/Side Body Fittings & Overrides' on page 138.

Ill	Part Number	Price £ea.	Description	Req.	Details
1	800574	£94.89	'A' POST ASSEMBLY, RH	1	
	800573	£94.89	'A' POST ASSEMBLY, LH	1	
3	850119	£103.70	'B' POST ASSEMBLY, RH	1	
	850118	£103.70	'B' POST ASSEMBLY, LH	1	
5	900391	£83.14	SILL, inner assembly, RH	1	
	900390	£83.14	SILL, inner assembly, LH	1	
7	CHAS1	£31.27	OUTRIGGER, chassis	2	for body mounting
8	950054	£97.82	FLOOR, RH	1	
9	950053	£97.82	FLOOR, LH	1	
10	850038	£20.50	SILL, outer, RH	1	TR2 From TS4002, TR3-3A
	850037	£20.50	SILL, outer, LH	1	
12	900613	£399.95	WING, RH rear	1	
	900612	£399.95	WING, LH rear	1	
<p>(The TR2 had different rear wings (900485/6), but ours will do the job. The rear wing had elongated cage & nuts (CN3 for the cage & CN1 for the nut) to accept the mushroom screw through the boot liner panel).</p>					
14	900612FK	£9.74	FITTING KIT, rear wing	2	
<p>(Fitting kit includes all fittings for 1 wing).</p>					
15	552433	£0.74	SCREW, (mushroom headed)	10	rear wing to boot liner panel
16	WM57	£0.17	WASHER, on mushroom screw	10	
17	HU706P	£0.34	SET SCREW, rear wing to chassis	6	
18	WM57	£0.17	WASHER, on screw	6	
19	602167	£3.38	CLAMP, rear wing fixing	2	
21	HU706P	£0.34	SET SCREW, rear wing to chassis	4	
22	GHF300	£0.06	WASHER, plain	4	
23	GHF331	£0.05	WASHER, locking	4	
24	GHF200	£0.10	NUT, plain	4	
25	HU706P	£0.34	SET SCREW, rear wing to qtr. panel	18	
26	WM57	£0.17	WASHER, on screw	18	
27	601937	£6.80	STAY, rear wing to chassis	2	
30	850044	£88.03	QUARTER PANEL, RH	1	
	850043	£88.03	QUARTER PANEL, LH	1	
<p>(When we were tooling these quarter panels we could not find a pair of OE samples, and those we tooled are both early & late. We continue to produce them to those specifications to this day. We use the late part numbers to describe them. The difference is the way the quarter panel joins the rear deck, see illustration).</p>					



Quarter Panel/Rear Deck Joint

32	900416	£112.50	QUARTER PANEL, inner, RH	1	
	900415	£112.50	QUARTER PANEL, inner, LH	1	
34	900421	£19.53	CLOSING PANEL, LH	1	
	900422	£19.53	CLOSING PANEL, RH	1	
35	900402	£22.46	PANEL, inner rear bottom	1	
36	900419	£14.63	BRACKET, body to chassis, LH	1	
	900420	£14.63	BRACKET, body to chassis, RH	1	
37	GHF103	£0.17	SET SCREW	2	rear body bracket to chassis
38	WP17	£0.15	WASHER, plain	2	
39	GHF332	£0.15	WASHER, locking	2	
40	GHF201	£0.10	NUT, plain	2	
41		£Call	COVER, gearbox, steel	1	

The TR2-3A gearbox tunnel covers were made in steel and have usually survived very well, especially as they were usually continuously sprayed with oil. To secure them to the body requires the following:

42	HU706P	£0.34	SET SCREW*	16
43	WM57	£0.17	WASHER, plain	16

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

TR2-3A to TS60000

44	552909	£176.12	WHEEL ARCH ASSEMBLY, RH	1
	552908	£176.12	WHEEL ARCH ASSEMBLY, LH	1
<p>(The rear wheel arch had 9 elongated 'cage with nuts' fitted to receive the bolts through the rear wing and quarter panel. The square nut is CN1 (item 65) and the elongated cage is CN3 (item 67). This concept allowed adjustment to achieve an acceptable fit).</p>				

45	900614	£35.19	LINING PANEL, boot, RH	1
	900615	£35.19	LINING PANEL, boot, LH	1
46	800640	£22.46	STIFFENER, RH	1
	800639	£22.46	STIFFENER, LH	1
47	900449	£221.14	PANEL, rear floor	1
48	900475	£244.63	PANEL, tonneau saddle	1
49	900479	£426.67	BOOT LID	1 TR2-3
	802637	£426.67	BOOT LID	1 TR3A
50	900412	£161.44	FLOOR, boot	1
51	900477	£381.65	REAR APRON	1 TR2, TR3 To TS18912
	901299	£342.50	REAR APRON	1 TR3 From TS18913, TR3A
52	900483	£214.29	LID, spare wheel compartment	1
53	900401	£254.41	PAN, spare wheel compartment	1

TR3A from TS60001

There was a major re-tooling of body panels at TS60001; the obvious signs are plinths pressed in the bonnet, scuttle, boot lid and rear tonneau saddle to seat the hinges. Inside the body, the boot floor assembly was changed; the main panel being extended to the full width of the boot area (previously the outer 4" of the floor area on either side were part of the boot lining panel assemblies - item 45). The re-tooled boot lining panels (item 60 in the lower illustration opposite) are now available.



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

55	850052	£174.17	WHEEL ARCH ASSEMBLY, RH	1
	850051	£174.17	WHEEL ARCH ASSEMBLY, LH	1
56	850117	£239.74	PANEL, rear floor	1
57	850124	£Call	PANEL, tonneau saddle	1
58	803780	£417.86	BOOT LID	1
59	803767	£167.31	FLOOR, boot	1
60	901648	£38.12	BOOT LINING PANEL, RH	1
	901647	£38.12	BOOT LINING PANEL, LH	1
61	950046	£254.41	PAN, spare wheel compartment	1
62	901299	£342.50	REAR APRON	1

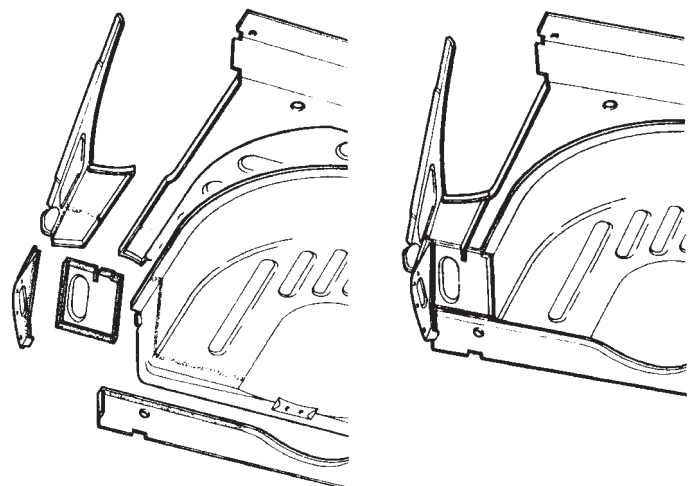
Captive Nuts

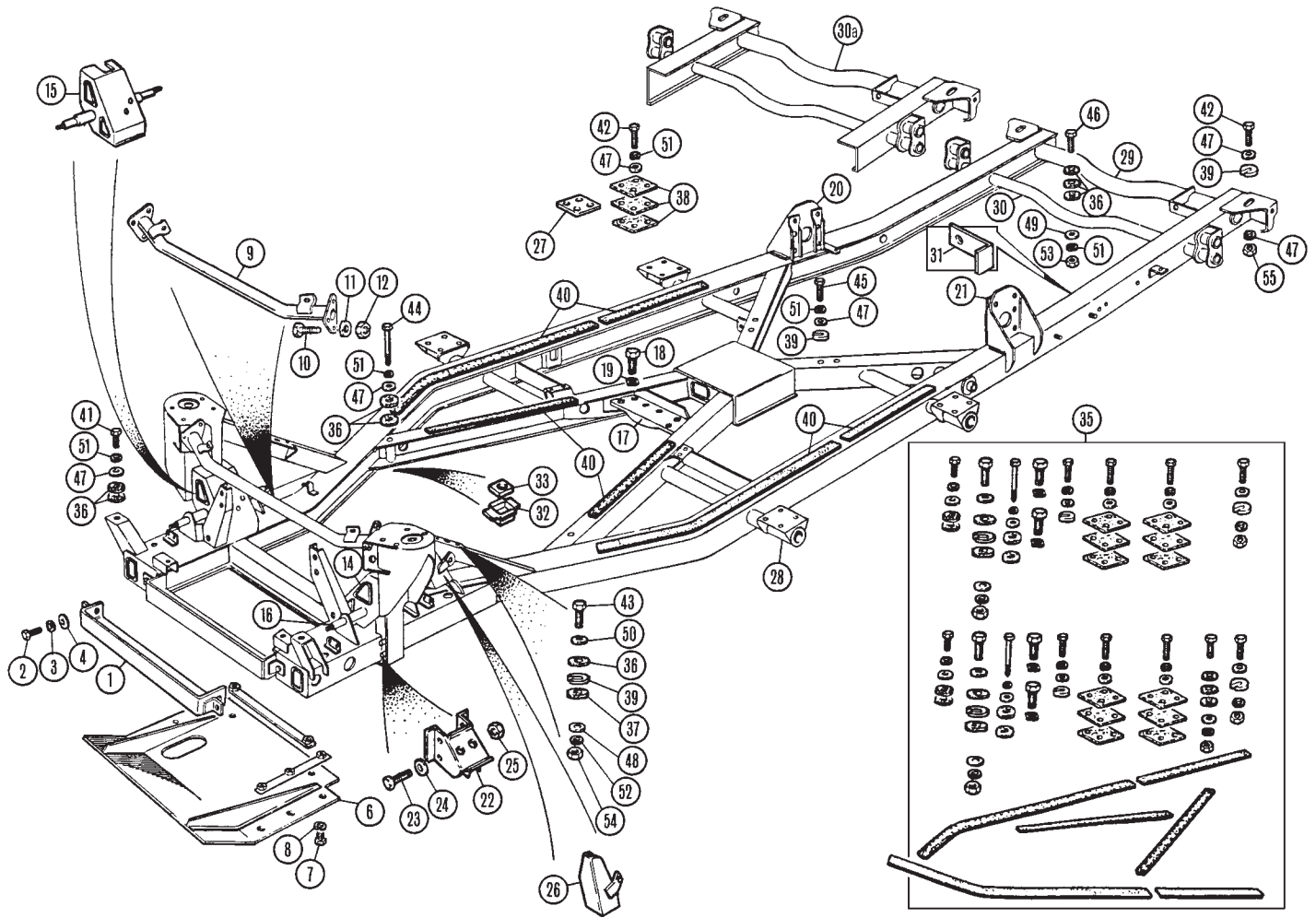
Throughout the TR, there are captive nuts which comprise a cage & square nut. We can supply these individually under the unimpressive CN range of part numbers.

65	CN1	£0.20	NUT, square	a/r
66	CN2	£0.33	CAGE, for nut	a/r
67	CN3	£0.49	CAGE, elongated type, for nut	a/r

Boot Floor Construction

It's not easy to see how the panels shown opposite could be assembled on the car – even less if your example has corroded to the extent whereby, typically, the closing panels (item 34) have virtually disappeared altogether! Here is a visual guide to the construction on the pre TS60000 cars: post TS60001 cars are of course very similar (see heading 'TR3A from TS60001' for differences on this page).





Chassis Frame & Fittings TR4

We are aware that there were variations in the method of building TR4 chassis, which can cause slight changes in the hardware requirements. Some TR4 chassis' had outrigger 'extensions' bolted on for instance. Unfortunately, there is no useful way of predicting where these variations will 'pop up'.

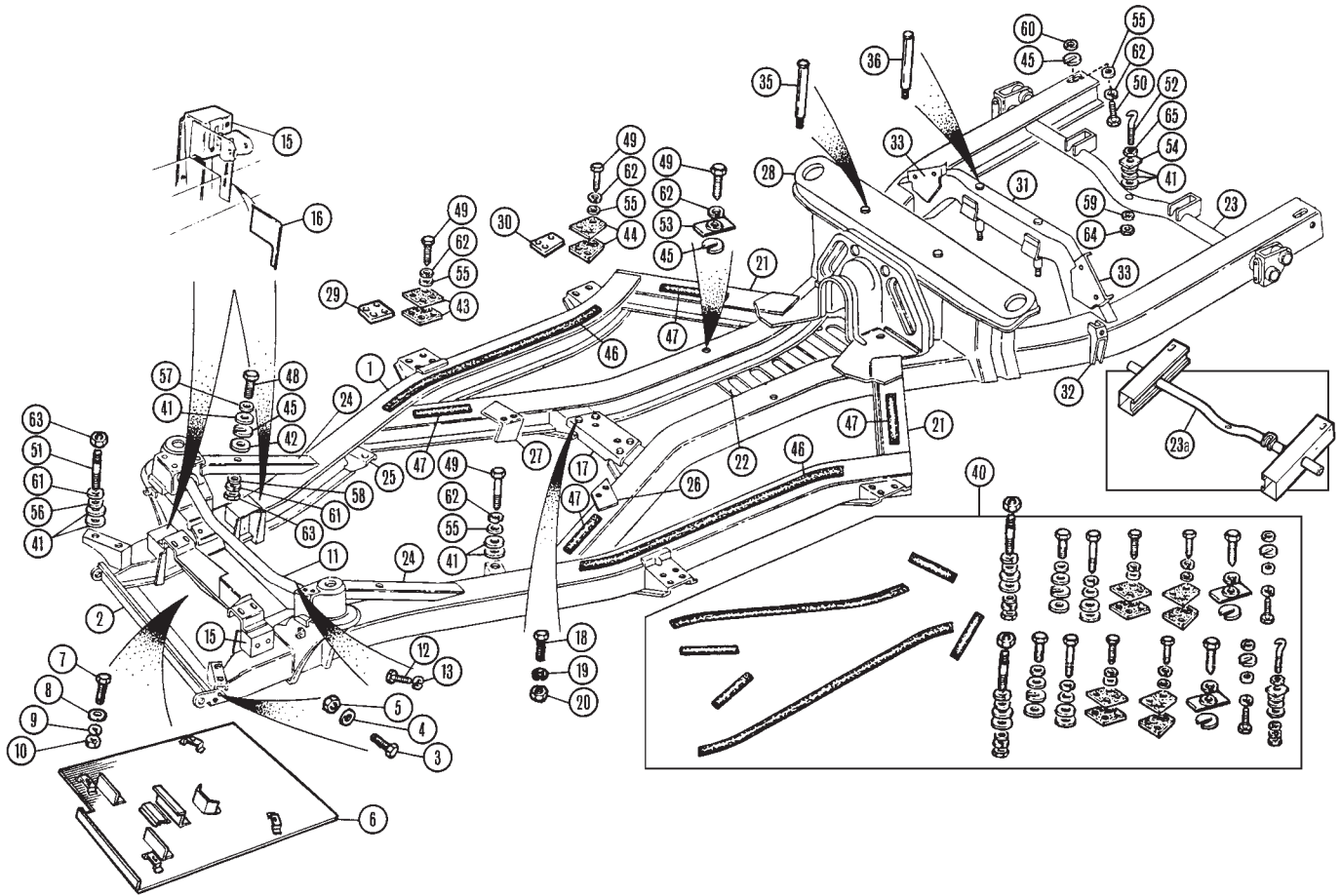
Ill	Part Number	Price £ea.	Description	Req.	Details
1	208639	£33.28	SHIELD, radiator protection	1	original type
2	SH606061	£0.44	SCREW, shield to chassis	2	
3	GHF333	£0.05	WASHER, locking	2	
4	GHF302	£0.15	WASHER, plain	2	
6	301644	£83.95	SUMP SHIELD, rally type	1	
7	HU706P	£0.34	SCREW, shield to chassis	8	
8	GHF331	£0.05	WASHER, locking	8	
9	208604	£64.55	CROSS-TUBE	1	
10	SH606061	£0.44	BOLT, cross-tube to chassis	6	
11	GHF333	£0.05	WASHER, locking	6	
12	GHF202	£0.10	NUT	4	
14	208114	£83.14	BRACKET, engine mounting, RH	1	include fulcrum pin
	208113	£83.14	BRACKET, engine mounting, LH	1	
16	106196	£23.44	FULCRUM PIN,	2	lower inner wishbone
17	128055	£14.63	CROSS-MEMBER	1	gearbox mounting
18	SH606051	£0.34	SCREW	4	
			(Cross-member to chassis cruciform).		
19	GHF333	£0.05	WASHER, locking	4	
20	110788	£Call	BRACKET, shock absorber, RH	1	
21	110789	£Call	BRACKET, shock absorber, LH	1	
22	109281	£Call	BRACKET, rebound	2	
23	BH605281	£0.89	BOLT, rebound bracket to chassis	4	
24	GHF332	£0.15	WASHER, locking	4	
25	GHF201	£0.10	NUT, plain	4	
26	133638	£Call	BRACKET, bump stop, LH	1	
	133637	£Call	BRACKET, bump stop, RH	1	
27	619395	£2.89	PACKING PLATE	a/r	'A' & 'B' post mounting to sill bracket

28	CHAS1	£31.27	CHASSIS OUTRIGGER	4
29	CHAS2	£26.38	CROSS TUBE, rear	1
30	CHAS6	£27.36	CROSS TUBE, rear spring hangers	1
30A	CHAS8	£Call	CHASSIS REPAIR SECTION, rear	1
			(Repair section includes Cross tubes CHAS2 & CHAS6).	
31	132933	£Call	BRACKET, exhaust mounting	1 under axle
32	600032	£Call	NUT, (retainer nut)	2
33	NQ2708	£1.02	NUT, square	2

Body Mounting Pad Set

Due to the adjustments necessary in mounting the body square to the chassis, a greater number of pads are included in each kit than are shown in the parts book. More pads may be ordered separately to further 'shim' the mounting points.

35	GFK6002X	£47.91	PAD SET, body mounting	1
36	601994	£1.17	PAD, rubber/canvas, thin	13
37	608836	£0.74	PAD, rubber/canvas, thick	2
38	611732	£0.60	PAD, rubber/canvas, square	12
39	CD26326	£1.47	PAD, aluminium, notched	6
40	078447A	£1.96	STRIP, protection, (sold per metre)	4 cut to suit
41	GHF103	£0.17	SCREW	2
42	SH605101	£0.44	SCREW	18
43	SH606201	£0.78	SCREW	2
44	BH605321	£1.17	BOLT	2
45	SH605111	£0.49	SCREW	2
46	BH605181	£0.62	BOLT	1
47	WP185	£0.34	WASHER, plain	26
48	GHF302	£0.15	WASHER, plain	2
49	GHF301	£0.07	WASHER, plain	1
50	WM59	£0.15	WASHER, plain	2
51	GHF332	£0.15	WASHER, locking	23
52	GHF333	£0.05	WASHER, locking	2
53	GHF201	£0.10	NUT, plain	1
54	GHF202	£0.10	NUT, plain	2
55	GHF222	£0.17	NUT, nylon	2



Chassis Frame & Fittings TR4A

1	402284	£Call	CHASSIS	1	TR4A IRS
2	213021	£53.29	SHIELD, radiator protection	1	original type
3	SH606071	£0.34	SCREW, shield to chassis	4	
4	GHF333	£0.05	WASHER, locking	4	
5	GHF202	£0.10	NUT	4	
6	308208	£51.75	SUMP SHIELD, (rally type)	1	
7	SH606061	£0.44	SCREW, securing shield	4	
8	GHF302	£0.15	WASHER, plain	4	
9	GHF333	£0.05	WASHER, locking	4	
10	GHF202	£0.10	NUT, plain	4	
11	211419	£Call	CROSS-TUBE	1	
12	SH606071	£0.34	SCREW, cross-tube to chassis	2	
13	GHF333	£0.05	WASHER, locking	2	

The lower front inner wishbone brackets which are welded to the chassis are considered weak points of the front suspension, as they are often found top be cracked or even broken away. These brackets are easily replaced by a competent chassis repair workshop, and represent a considerable improvement to the earlier TR2-3A and TR4 design. On these earlier cars, instead of breaking a bracket, the entire spring tower twists & cracks - much more difficult and expensive to repair than a bracket! It's a good idea to periodically check your front inner wishbone brackets and have them replaced if they are cracked or broken, as this condition represents a severe safety hazard.

15	139580	£15.61	BRACKET, lower inner wishbone mounting	4
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We have followed a design from Triumph themselves and produced a strengthening kit (item 15), which comprises three plates which are welded to the bracket 139580 (item 15) and the chassis.

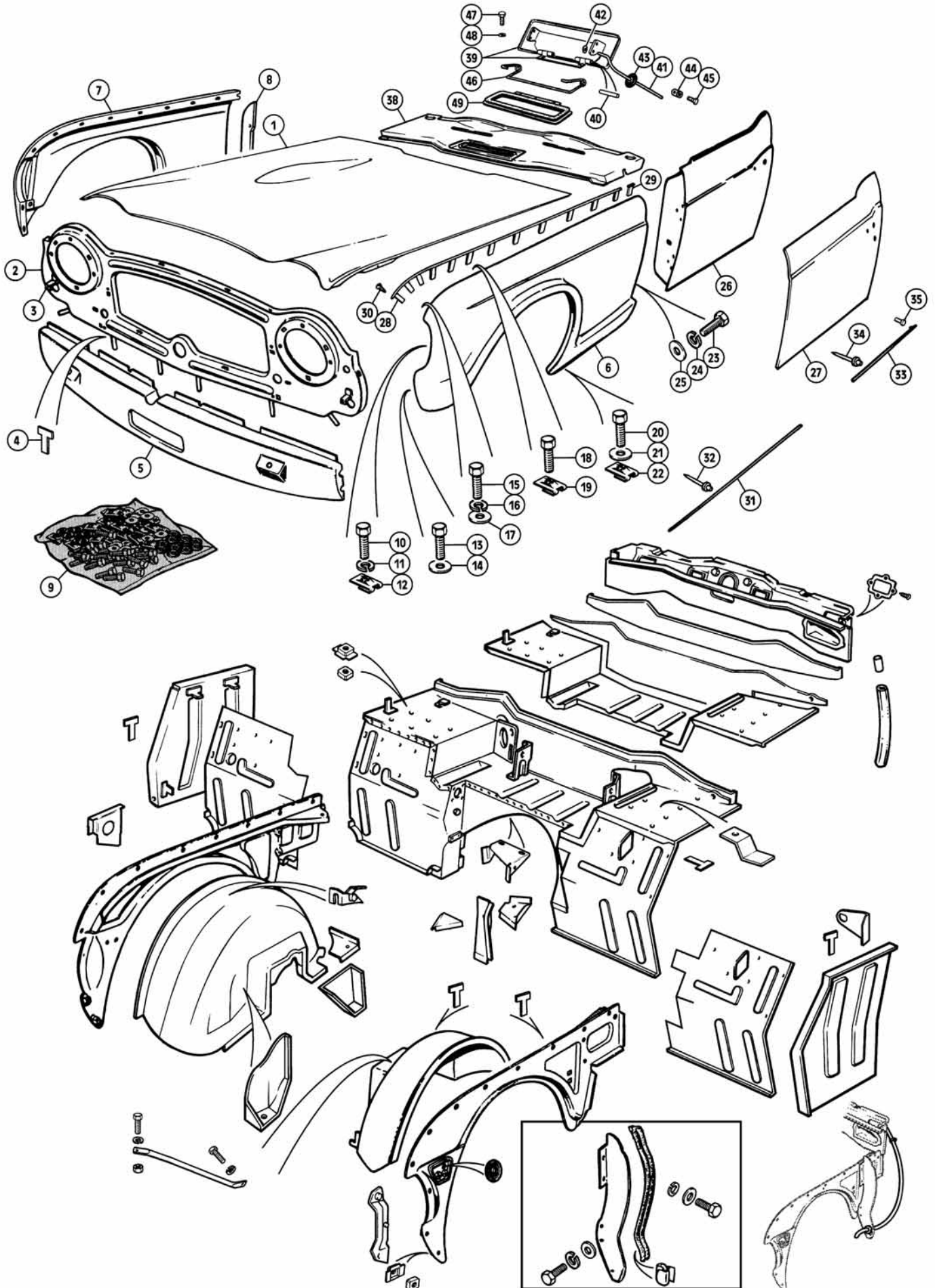
16	TT3259R	£17.57	STRENGTHENING KIT, RH	1	} 3 plates per kit
	TT3259L	£17.57	STRENGTHENING KIT, LH	1	
17	211361	£28.75	CROSS-MEMBER	1	gearbox mounting
18	SH606051	£0.34	SCREW, cross-member	4	
19	GHF333	£0.05	WASHER, locking	4	
20	GHF202	£0.10	NUT, plain	4	
21	CHAS3	£32.25	OUTRIGGER, trailing arm	2	
22	CHAS4	£18.55	BREASTPLATE	1	
23	CHAS6	£27.36	CROSS-TUBE	1	(brackets not included)
23A	CHAS10	£136.98	CHASSIS REPAIR SECTION, rear	1	
			(Repair section includes Cross tube CHAS6).		
24	CHAS7	£30.95	FRONT DIAGONAL TUBE	2	
25	140089	£Call	BRACKET, side member	2	
26	139447	£Call	BRACKET, mounting scuttle, LH	1	
27	139448	£Call	BRACKET, mounting scuttle, RH	1	

28	214107	£139.91	BRACKET, front differential mounting	1	
29	619395	£2.89	PACKING PLATE	a/r	'A' post mounting to sill bracket
30	619396	£2.40	PACKING PLATE	a/r		'B' post mounting to sill bracket
31	214031	£136.00	CROSS-MEMBER, rear differential	1	IRS models
32	140194	£Call	BRACKET, rebound, LH	1	
	140195	£Call	BRACKET, rebound, RH	1	
33	147947	£13.65	BRACKET, (rear shock abs' mounting)	2	
35	147671	£8.51	STUD, front differential mounting	2	
36	147400	£10.03	STUD, rear differential mounting	2	

Body Mounting Pad Set

Due to the adjustments necessary in mounting the body square to the chassis, a greater number of pads are included in each kit than are shown in the parts book. More pads may be ordered separately to further 'shim' the mounting points.

40	574244	£52.80	PAD SET, body mounting	1
41	601994	£1.17	PAD, rubber/canvas, thin	13
42	608836	£0.74	PAD, rubber/canvas, thick	2
43	611732	£0.60	PAD, rubber/canvas, front mounting	4
44	616613	£0.55	PAD, rubber/canvas, rear mounting	4
45	CD26326	£1.47	PAD, aluminium, notched	6
46	6019953	£1.08	STRIP, protection	2
47	6019954	£0.58	STRIP, protection	4
48	SH606201	£0.78	SCREW	2
49	SH605111	£0.49	SCREW	18
50	SH605101	£0.44	SCREW	2
51	143712	£1.08	STUD	2
52	650017	£3.43	HOOK BOLT, spare wheel pan	1
53	619585	£3.23	PLATE, reinforcing	2
54	611875	£1.33	PLATE, reinforcing	1
55	WP185	£0.34	WASHER, plain	18
56	WD110061	£0.36	WASHER, plain	2
57	WC110061	£0.30	WASHER, plain	2
58	GHF302	£0.15	WASHER, plain	2
59	GHF301	£0.07	WASHER, plain	1
60	WP19	£0.49	WASHER, plain	2
61	GHF333	£0.05	WASHER, locking	4
62	GHF332	£0.15	WASHER, locking	20
63	GHF202	£0.10	NUT, plain	4
64	GHF272	£0.30	NUT, nyloc	1
65	GHF201	£0.10	NUT, plain	1



Front Outer Body Panels/Fittings & Door Panels

TR4-4A

See also 'EXTERIOR TRIM & BADGES - Front/Side Body Fittings, Grille & Bumper' on page 140.

Owners of TR4-4A models are really very lucky in terms of availability of body panels.

Unlike the TR2-3A's which were designed to have flowing curves with difficult to construct three-dimensionally directed panels, the TR4 was a relatively simple car to tool in the sense that with the exception of the boot lid and four wheel arches, very few panels had extremely deep draws. This has been a 'godsend' when we come to re-tool the panel work for the car.

You may, or may not be aware that the centre section of the TR4 body shell was continued through for use on the TR5 & TR6, thus items such as floors, inner and outer sills, front door posts, door skins etc., are still available because British Motor Heritage was around in time to rescue the TR6 tooling, which usually was the same tooling as had been used to produce the TR4 item. They were not around to rescue the TR4 tooling which I remember being scrapped in 1977. I could do nothing to prevent this very depressing state of affairs.

When Pete Cox and I went into partnership in the amateur business of Spare Secretaries to the TR Register, it was late 1970 and the TR5 had barely finished production. The TR6 was the car of the moment, but availability of sheet metal for the TR4-4A and TR5 was very good. When I say very good you will note that I do not use 100%, because even by then things like boot floor sides & boot floors were not available. In their wisdom, Triumph believed that there would be very little call for these items and hence, no provision was made to hand over the production tooling to the spares department. Incidentally, they did the same with the similar panels on the TR6. However, almost all outer panels were available & supply was just 14 days away via the Triumph delivery service.

Our endeavours had been to supply as much of the TR2-3A sheet metal as possible, and it was a relatively easy task to add TR4 to the range of panels we re-manufactured because, rather conveniently, they were discontinued in a gradual fashion as they ran out. Thus, we could be tooling the left inner front wing of the TR4 whilst still supplying genuine right hand TR4 front wings, due to the fact that we could get those from the factory. When they ran out, we re-tooled them, so the continuity of supply of these panels has been quite reasonable. The general shape of the panels has also made them easier to re-tool, with the exception of the front & rear wings. These panels have proved to be extremely difficult to make accurately, and in the last few years we have spent a substantial number of thousands of pounds building and improving jigs and fixtures for final finishing on these components. The high content of hand work on these panels means that they will never be cheap, but I think it is fair to say that there are very few vehicles manufactured in 1963 for which you can buy virtually every single item to assemble a body shell 'off the shelf' at your local Moss branch.

We are particularly proud of the body panel range we offer the TR4-4A, and feel that there is almost no rebuild job that should be prevented from being carried out on a TR4 or TR4A body due to a lack of availability of parts.

Peter Buckles

Bonnet & Valances

Ill	Part Number	Price £ea.	Description	Req.	Details
1	950121	£Call	BONNET	1	TR4 To CT6429
1	903178	£Call	BONNET	1	TR4 CT6430 To CT37689
1	904130	£Call	BONNET	1	TR4 From CT37690 & TR4A (For bonnet fitting details please see page 140).
2	850618	£171.22	UPPER VALANCE, front	1	TR4
	808801	£109.57	UPPER VALANCE, front	1	TR4A
3	616886	£Call	BRACKET, (grille & lamp attachment)	2	
4	603559	£0.63	WIRING LOOM TAG	a/r	
5	850406	£80.95	LOWER VALANCE, front	1	without oil cooler aperture
	812030	£78.25	LOWER VALANCE, front	1	with oil cooler aperture

Front Wings

6	950109	£528.46	FRONT WING, LH	1	steel
7	950110	£528.46	FRONT WING, RH	1	steel
	950109AL	£685.06	FRONT WING, LH, (lightweight)	1	aluminium
	950110AL	£685.06	FRONT WING, RH, (lightweight)	1	aluminium
	850455	£37.56	GUSSET, wing to A post, LH	1	
8	850456	£37.56	GUSSET, wing to A post, RH	1	
9	950109FK	£7.79	FITTING KIT, front wing	2	
10	650307	£0.49	SCREW, special, wing forward edge	2	
11	GHF331	£0.05	WASHER, locking	6	
12	FN2059	£Call	SPIRE NUT	2	
13	HU706P	£0.34	SCREW, set, wing to lower valance	4	
14	WM57	£0.17	WASHER, plain	4	
15	HU706P	£0.34	SCREW, (wing to upper valance)	4	
16	GHF331	£0.05	WASHER, locking	4	
17	WM57	£0.17	WASHER, plain	4	
18	650307	£0.49	SCREW, special, (wing to inner wing)	14	
19	FJ24074	£0.34	SPIRE NUT	14	

20	UL2705	£0.28	BOLT, Acme type, wing to sill	6
21	WM57	£0.17	WASHER, plain	6
22	FJ24074	£0.34	SPIRE NUT	6
23	HU706P	£0.34	SCREW, (wing to 'A' post)	6
24	GHF331	£0.05	WASHER, locking	6
25	WM57	£0.17	WASHER, plain	6

Doors & Door Skins*

26	907757	£420.85	DOOR, LH	1	steel
27	812775	£122.34	DOOR SKIN, LH	1	steel
	812775AL	£Call	DOOR SKIN, LH, (lightweight)	1	aluminium
	638830	£Call	DOOR, RH	1	steel
	812776	£122.34	DOOR SKIN, RH	1	steel
	950006WOA	£Call	DOOR SKIN, RH, (lightweight)	1	aluminium

*Note: To be accurate, these doors (and skins) are TR5-250 & TR6. The skins can be easily fitted to TR4-4A door shells, but require minor alterations to the door handle and lock apertures. To fit these doors to TR4-4A all the components of the later cars doors must be fitted, as must the TR5-250 & TR6 rear door-posts, and their locking & latching mechanisms. If the idea is to fit new parts throughout, during the rebuild, this probably represents the only accessible route and worthwhile consideration - even for the purist. Skins will require the handle & lock apertures to be re-positioned.

Wing Beading & Body Mouldings

	TR45WBS	£46.93	WING BEADING SET, 6 pieces	1
28	850479	£12.43	WING BEADING, front wing	1
	750126	£10.72	WING BEADING, upper rear wings	2
	750187	£4.75	WING BEADING, lower rear wing, LH	1
	750188	£4.75	WING BEADING, lower rear wing, RH	1
29	553926	£0.59	LOCATING TAB	52
30	GHF421	£0.07	SCREW, self tapping, beading	2
31	708477	£12.47	MOULDING, front wing, LH	1
	708478	£12.47	MOULDING, front wing, RH	1
32	GHF1437	£0.74	RIVET CLIP, wing moulding	14
33	708487	£17.31	MOULDING, door, RH & LH	2
34	GHF1461	£0.69	RIVET CLIP, door moulding	12
35	GHF1532	£0.24	BARREL CLIP, rear of door moulding	2

Scuttle Top

38	850352	£439.43	SCUTTLE TOP PANEL	1
39	705242	£15.21	VENT LID	1
40	563040	£Call	PIN, hinge	2
41	611117	£5.58	ROD, vent lid operating	1
42	FR1202	£Call	NUT, fix round	1
43	061917	£1.17	GROMMET, vent lid operating rod	1
44	604844	£Call	CABLE CLAMP, rod to vent lever	1
45	53K1016	£0.29	SCREW, for clamp	1
46	611145	£6.80	SPRING, vent lid	1
47	HU503	£0.30	SCREW, vent lid to scuttle	3
48	WL700101	£0.09	WASHER, locking	3
49	611118	£8.76	SEAL, vent lid	1

Front Inner Body Panels & Fittings

Wheel Arch Assembly

Ill	Part Number	Price £ea.	Description	Req.	Details
51	850453	£Call	WHEEL ARCH ASSEMBLY, RH	1	
	850452	£Call	WHEEL ARCH ASSEMBLY, LH	1	
52	811485	£Call	REINFORCEMENT, arch, upper, RH	1	
	811480	£Call	REINFORCEMENT, arch, upper, LH	1	
53	811494	£Call	REINFORCEMENT, arch, lower, RH	1	
	811493	£Call	REINFORCEMENT, arch, lower, LH	1	
54	811704	£Call	BRACKET, mounting to chassis, RH	1	
	811703	£Call	BRACKET, mounting to chassis, LH	1	
55	603559	£0.63	WIRING LOOM TAG	9	8 on LH, 1 on RH
56	750229	£10.60	BRACKET, bonnet stay rod	1	not included with part of RH wheel arch
	623588	£Call	BRACKET, body lifting, LH	1	
57	623589	£Call	BRACKET, body lifting, RH	1	
58	750205	£Call	STAY ROD, valance to wheel arch, LH	1	
	750206	£Call	STAY ROD, valance to wheel arch, RH	1	
59	HU706P	£0.34	SCREW, upper valance & wheel arch	4	
60	GHF331	£0.05	WASHER, locking	4	
61	GHF200	£0.10	NUT, plain	2	

Front Inner Wings

64	811944	£135.01	INNER WING, LH	1	
65	811945	£135.01	INNER WING, RH	1	
66	CN2	£0.33	RETAINER, nut cage	4	
67	CN1	£0.20	NUT, square, captive	4	
68	603559	£0.63	TAG, securing wiring loom	a/r	
69	061917	£1.17	GROMMET, side lamp lead	2	
70	850457	£25.40	FILLER, LH, front wing	1	
	850458	£25.40	FILLER, RH, front wing	1	
71	750150K	£15.61	BAFFLE PLATE KIT, LH	1	
	750151K	£15.61	BAFFLE PLATE KIT, RH	1	
72	750150	£8.12	BAFFLE PLATE, LH	1	
	750151	£8.12	BAFFLE PLATE, RH	1	
73	650172	£3.77	SEAL, baffle plate	2	
74	606389	£0.49	CLIP, seal to baffle plate	6	
75	HU706P	£0.34	SCREW, baffle plate	12	
	HU706SS	£0.80	SCREW, baffle plate, (stainless steel)	12	alternative
76	GHF331	£0.05	WASHER, locking	12	
77	WM57	£0.17	WASHER, plain	12	

Corrosion occurring in the lower edges of front wings can be minimised by ensuring that sealer plates and seals are in good condition, and do not allow the passage of water and/or dirt. The lower edge of the wing is crimped to provide for 'vertical' drainage (dream on!) and require very frequent un-blocking with soft wire to achieve even the remotest success. A build-up of dirt here will rapidly have a destructive effect on the front portions of the outer sills.

Plenum & Bulkhead Assemblies

78	811989	£Call	PLENUM ASSEMBLY	1	
79	650162	£Call	DRAIN TUBE, plenum	2	
80	602057	£10.03	HOSE, rubber	2	plenum water drainage

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	602057	£10.03	HOSE, longer with elbow end	2	
82	CS4013	£0.95	CLIP, hose	2	
83	AHA8401	£1.00	GROMMET, hose	2	
84	650159	£Call	PLATE, wheel box access	2	refit using suitable,
85	AB608031	£0.10	SCREW, plate to plenum	8	pliable water sealant
86	815834	£Call	BULKHEAD ASSEMBLY, RHD	1	
	815835	£Call	BULKHEAD ASSEMBLY, LHD	1	
87	812120	£86.08	REPAIR PANEL, vertical, (behind battery)	1	RHD
	812121	£Call	REPAIR PANEL, vertical, (behind battery)	1	LHD
88	812122	£Call	REPAIR PANEL, vertical section	1	to plenum
89	907418RP	£70.41	REPAIR PANEL	1	RHD
			(Horizontal section below battery).	1	
	907418RP	£70.41	REPAIR PANEL	1	LHD
			(Horizontal section below battery).	1	
90	815836	£61.02	FOOTWELL FRONT PANEL, LH	1	RHD
91	811979	£51.23	FOOTWELL FRONT PANEL, RH	1	
	815837	£61.02	FOOTWELL FRONT PANEL, LH	1	LHD
	811981	£51.23	FOOTWELL FRONT PANEL, RH	1	
92	705219	£Call	BRACKET, steering column strap	1	RHD
	705218	£Call	BRACKET, steering column strap	1	LHD
93	611152	£Call	BRACKET, wiper motor mount	2	

94	611048	£Call	BRACKET, battery stay LH	1	
95	610796	£Call	BRACKET, battery stay RH	1	
96	750058	£Call	POCKET, bulkhead	1	
97	612283	£Call	GUSSET, bulkhead pocket	1	
98	706313	£Call	GUSSET, dash, LH	1	
99	NQ2708	£1.02	NUT, square, pedals to bulkhead	a/r	
100	600032	£Call	RETAINER, square nut	a/r	
101	603559	£0.63	TAG, wiring loom	a/r	

Wiring Loom Tags

These little tinkers have caused many heated discussions over the years. The long thin tag used on the inner front wings and wheel arches was part number 603559. Fact: It was 'T' shaped.

Fact: The item was re-designed 13th January 1978 and was then no longer shaped.

102	811985	£48.55	BULKHEAD END PANEL, LH	1	
103	615901	£Call	BRACKET, bonnet release cable	1	
104	811986	£48.55	BULKHEAD END PANEL, RH	1	
105	603559	£0.63	TAG, wiring loom	a/r	

Wing Mirrors

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

Early Lucas Long Arm Style - Fixed Type

ill	Part Number	Price £ea.	Description	Req.	Details
	WM1904	£14.50	LONG ARM, RH, convex glass	1	
	WM1905	£14.50	LONG ARM, LH, convex glass	1	
	WM1906	£14.50	LONG ARM, RH, flat glass	1	
	WM1907	£14.50	LONG ARM, LH, flat glass	1	
	GAM1001	£26.38	LONG ARM, RH/LH, flat glass, wing only	1	
	GAM1001X	£23.95	LONG ARM, RH/LH, flat glass	1	

Late Leyland Style - Spring-Back Type

GAM118	£24.96	LATE SPRING BACK, RH & LH, flat glass	1	
GAM117	£27.99	LATE SPRING BACK, RH & LH, convex glass	1	
GAM207A	£Call	LATE SPRING BACK, flat glass	1	replacement glass
GAM210	£Call	LATE SPRING BACK, convex glass	1	replacement glass

Bullet Racing Mirror - Chrome

GAM105	£16.59	3.75" LONG BASE, 2" BOLT CENTRE	1	flat glass
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Body Paints

Moss Classic Car Colours



Moss Europe has a division (called 'Classic Car Colours') that specialises in the production of spray & touch-up paints. If there is sufficient demand to 're-instate' a colour, we will do our utmost to include it in our range

It is fair to say that Triumph experimented a great deal in the early TR days before settling on 6 basic colours for the TR4-4A paint work range. Not only that, but in addition to the colours listed here, practically anything could also be arranged to special order. The control of paint & trim colours in those pre-computer days was no doubt very time consuming. It is believed that Triumph actually tried to play down their hard won (and deserved) sporting image by re-naming 'British Racing Green' with the anonymous sounding 'Conifer', still, as the competition department had painted their rally TR4's 'Wedgewood blue' by then, maybe there were plans for a new colour; 'British Racing Wedgewood'!

The colours here are carefully blended to be an exact match to the original paint as used by the factory, but it is worth observing that your car may well have faded from its original colour over the years. For this

reason before you start, we recommend that you do a test spray of any aerosol on a piece of old metal or a carefully selected area of the car where a mis-match will not be noticed. We can supply paint in either aerosol or brush-on format. The aerosols come in 300ml cans and the brush-on paints are available in 125ml cans with a brush in the cap (except for engine and chassis paints, which are supplied in 500ml tins).

Colour	TR Code	Year	Aerosol	Price £ea.	Touch-up	Price £ea.
Mataador Red	12	Special order	CCRD12	£Call	CCRD12TU	£Call
New White	19	3/1963 on	CCWT19	£9.20	CCWT19TU	£5.82
Triumph RG† (Conifer)	25	1/1963 on	CCGN25	£9.20	CCGN25TU	£5.82
Wedgewood Blue	26	3/1963 on	CCBU26	£9.20	CCBU26TU	£5.82
Signal Red	32	7/1953 on	CCRD32	£9.20	CCRD32TU	£5.82
Royal Blue	56	3/1963	CCBU56	£9.20	CCBU56TU	£5.82
British RG†	75	7/1953 to 1/1963	CCGN75	£9.20	CCGN75TU	£5.82
Beige*	74	10/1955 to 11/1957				
Spa White*		6/1960 to 3/1963				
Powder Blue*		9/1957 to 3/1963				
Velasquez Cream*	61					
Geranium*		to 7/1954				
Ice Blue*		to 7/1953				
Olive Yellow*		to 7/1953				
Pearl White*		to 9/1958				
Salvador Blue*		10/1955 to 9/1956				
Apple Green*		10/55 to 9/1958				
Winchester Blue*		9/1956 to 11/1957				
Pearl Grey*		9/1957 to 9/1958				
Primrose Yellow*		9/1957 to 9/1958				
Pale Yellow*		9/1958 | to end of				
Sebring White*		9/1958 TR3A				
Silverstone Grey*		9/1958 | production				

*Note: These colours are no longer available from Moss and therefore do not have part numbers.

†Note: RG stands for Racing Green.

General Paints

Description	Part Number	Price £ea.	Part Number	Price £ea.
Wheel Silver	CCWP1	£8.95	CCWP1TU	£5.82
'Crackle Black'	MRD1048A	£8.25		
Super Black Gloss	CCSB1	£8.95	CCSB1TU	£5.82
Satin Black	CCSB2	£9.20	CCSB2TU	£5.82
Matt Black	CCMB1	£9.20		
Primer, (High Build)	CCP1	£8.95		
Engine Paint, (Black)	CCEP4	£9.20	CCEP4BR	£13.95
Chassis Paint, (Black), (500ml tins)	CCCB1BR	£14.63		

Engine Paints

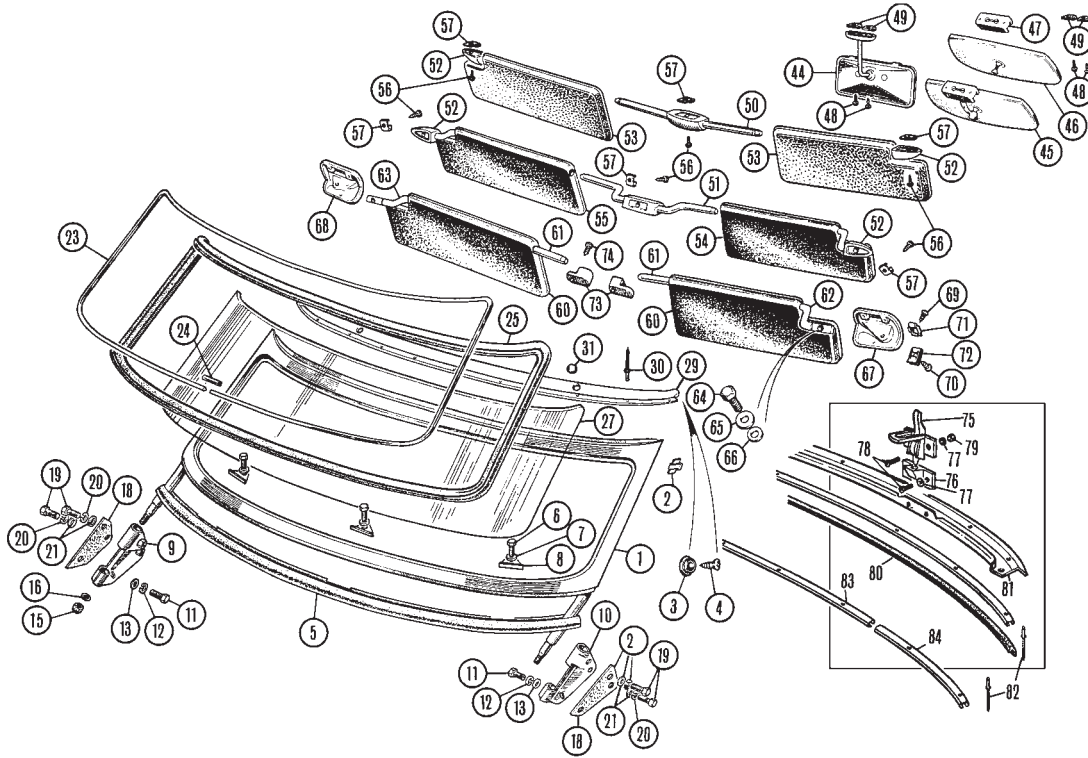
Maroon	CCEP1	£9.20	CCEP1BR	£14.63
Metallic Green	CCEP2	£9.20	CCEP2BR	£14.63
Green	CCEP3	£9.20	CCEP3BR	£14.63
Engine Black	CCEP4	£9.20	CCEP4BR	£14.63
Gold	CCEP6	£9.20		
Yellow	CCEP11	£9.20	CCEP11BR	£14.63
Bright Red	CCEP10	£9.20		

Grommets (by size)

ill	Part Number	Price £ea.	Description	Req.	Details
	061917	£1.17	GROMMET, rubber	a/r	fits 1/2" hole
	600395	£0.93	GROMMET, rubber, very small hole	a/r	fits 1" hole
	602037	£0.69	GROMMET, rubber, small hole	a/r	fits 1" hole
	600397	£Call	GROMMET, rubber, medium hole	a/r	fits 1" hole
	602037	£0.69	GROMMET, rubber, large hole	a/r	fits 1" hole
	602037	£0.69	GROMMET, rubber (As 602037 but to fit thicker panel section).	a/r	fits 1" hole
	600395	£0.93	GROMMET, rubber	a/r	fits 1 1/4" hole
	600400W	£1.30	GROMMET, rubber	a/r	fits 1 1/2" hole
	622683	£Call	GROMMET, rubber	a/r	fits 2 3/8" hole TR250 only
	650247	£3.13	GROMMET, rubber	a/r	fits 2 3/8" hole TR5 only
	610608	£3.58	GROMMET, rubber	a/r	fits 2 3/8" hole

Plugs (by size)

ADA803	£2.74	PLUG, rubber	a/r	fits 1/4" hole
RFR103	£1.30	PLUG, rubber	a/r	fits 5/16" hole
CD27769	£1.22	PLUG, rubber	a/r	fits 3/8" hole
RFR208	£0.39	PLUG, rubber	a/r	fits 1/2" hole
CFP625	£0.49	PLUG, rubber	a/r	fits 5/8" hole
GHF822	£0.24	PLUG, rubber	a/r	fits 7/8" hole
600399	£1.28	PLUG, rubber	a/r	fits 1" hole
623176	£Call	PLUG, rubber	a/r	fits 1 3/8" hole
600400	£1.44	PLUG, rubber	a/r	fits 1 1/2" hole
605602	£5.29	PLUG, rubber	a/r	fits 2 1/2" hole
603384	£3.52	PLUG, rubber	a/r	fits 3 1/4" hole



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

Ill	Part Number	Price £ea.	Description	Req.	Details
1	714771	£Call	FRAME, windscreen	1	
2	611895	£4.36	BRACKET, softtop to frame	2	
3	610624	£0.30	FASTENER, for softtop	2	TR4
4	AD606071	£0.14	SCREW	2	
(TR4's fitted with Surrey softtops will also need items 3 & 4).					
5	650130	£14.29	SEAL, frame to body	1	
6	624818	£1.67	BOLT, frame to body	3	
7	WA108052	£0.49	WASHER, chrome	3	
8	611669	£4.84	COVER PLATE	3	
9	750158	£Call	BRACKET, frame mounting, RH	1	
10	750157	£Call	BRACKET, frame mounting, LH	1	
11	GHF101	£0.16	SCREW, bracket to 'A' post	2	
12	GHF331	£0.05	WASHER, locking	2	
13	WM93	£0.24	WASHER, plain	2	
15	GHF272	£0.30	NUT, nyloc	2	
16	WP139	£0.39	WASHER, plain	2	
18	650313	£1.41	PACKING, bracket to 'A' post	2	
19	GHF117	£0.14	SCREW, bracket to 'A' post	4	
20	GHF331	£0.05	WASHER, locking	4	
21	WM93	£0.24	WASHER, plain	4	
23	613954	£7.79	FINISHER, glazing rubber	1	
(This one piece finisher may be substituted for the (early) TR4 two piece type. It can even be cut and an additional joining clip (item 24) used to make it look like the early type).					
24	611437	£1.37	CLIP, finisher	1/2	
25	913442	£34.20	RUBBER, glazing	1	
27	906707	£88.03	WINDSCREEN GLASS, (laminated)	1	clear
	906707TT	£102.72	WINDSCREEN GLASS, (laminated)	1	top tinted
29	806189	£51.82	CAPPING STRIP	1	TR4-TR4A with Surrey Top
	808231	£51.82	CAPPING STRIP	1	TR4A softtop
30	RU608123	£0.20	RIVET, capping strip to frame	11	
31	612976	£1.28	PLUG, capping strip	2	
44	614090	£20.95	MIRROR ASSEMBLY, metal	1	TR4-4A
45	632095	£36.95	MIRROR ASSEMBLY, plastic	1	
46	632091	£22.95	MIRROR HEAD	1	alternative
47	RTC1006	£2.89	MOUNTING	1	
48	AD608063	£0.24	SCREW, mirror	2	both types of mirrors
49	GHF711	£0.20	SPIRE CLIP	2	
50	611103	£Call	CENTRE MOUNTING, sun visor	1	TR4
51	616317	£Call	CENTRE MOUNTING, sun visor	1	TR4A
52	611104	£Call	OUTER MOUNTING, sun visor	2	TR4
	616318	£Call	OUTER MOUNTING, sun visor	2	TR4A
53	705754	£40.77	SUN VISOR, white	2	TR4
54	708288	£Call	SUN VISOR, L/H	1	TR4A
55	708289	£Call	SUN VISOR, R/H	1	

56	AD608103	£0.40	SCREW, sun visor mounting	3
57	GHF711	£0.20	SPIRE FIXING	3

Many of the items comprising the mounting of the TR4-4A sun visors are not currently available. While not original, we can offer a complete range of the TR5-250 & TR6 parts as alternatives if all the mounting brackets & hardware are replaced as a set. (see items 60 to 74 listed here):

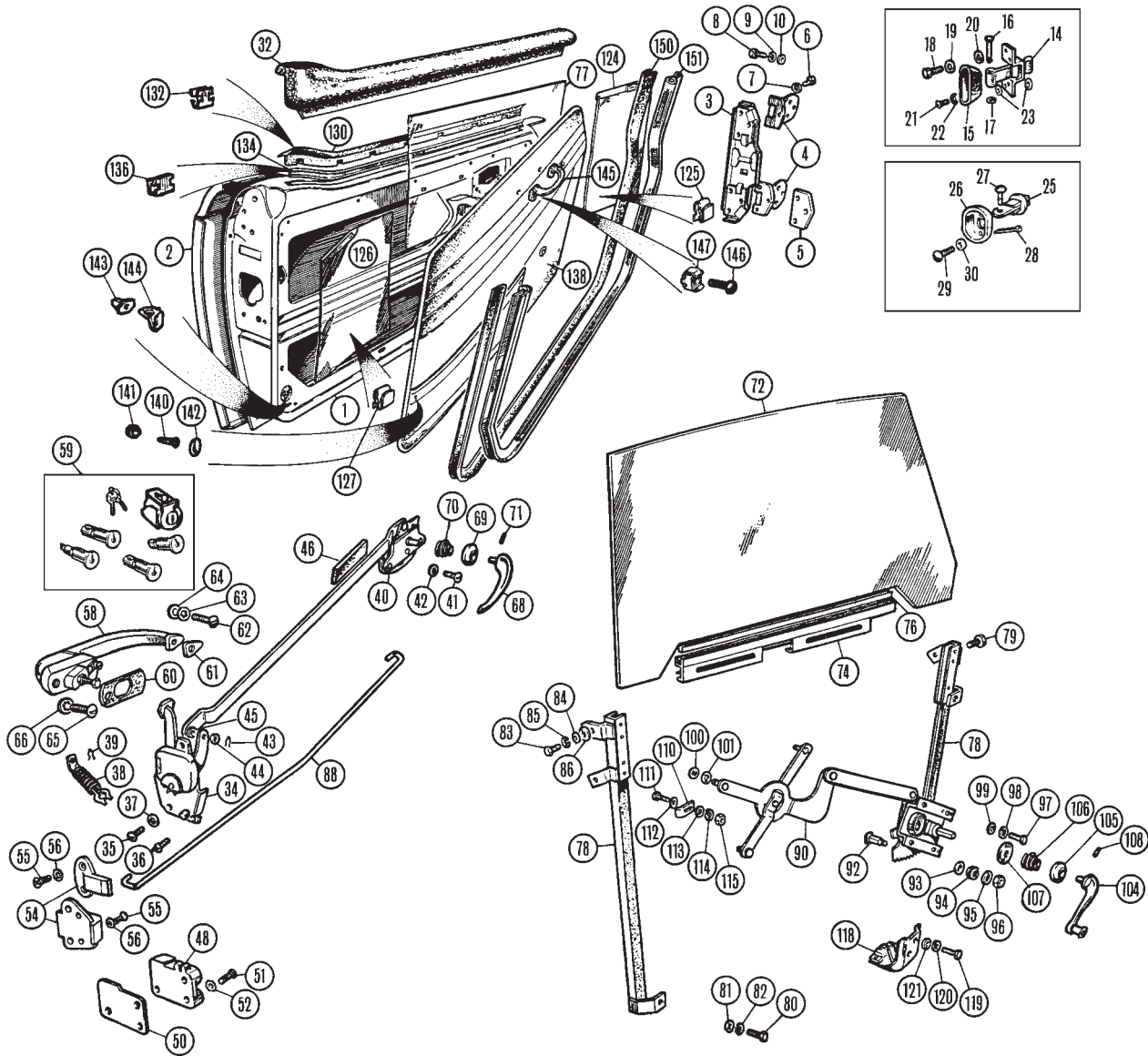
60	812719	£28.34	SUN VISOR, driver, white	1	
	823421	£Call	SUN VISOR, driver, black	1	
	812749	£Call	SUN VISOR, passenger, white	1	RHD, with mirror
	812759	£Call	SUN VISOR, passenger, white	1	LHD, with mirror
	823461	£Call	SUN VISOR, passenger, black	1	RHD, with mirror
	823471	£Call	SUN VISOR, passenger, black	1	LHD, with mirror
61	812760	£9.74	MOUNTING BAR, inner	2	
62	812761	£9.75	MOUNTING BAR, LH, outer*	1	
63	812762	£9.75	MOUNTING BAR, RH, outer*	1	
64	SH604041	£0.17	SCREW, Outer mounting bar to w/screen	2	
65	GHF300	£0.06	WASHER, plain	2	
66	GHF300	£0.06	WASHER, plain	2	
67	812684	£9.74	BRACKET, mounting, LH*	1	
68	812685	£9.74	BRACKET, mounting, RH*	1	
69	AD608084	£0.23	SCREW	2	
70	AD606054	£0.14	SCREW	4	
71	570145	£0.30	FIX NUT	2	

*Note: Cars fitted with original TR4-4A windscreen frames will find that screw (item 64), prevents the mounting bars & unions fitting flush with the screen frame. Later frames (TR5 on) have holes opposite the 2 screws. We suggest you countersink the mounting bar bars (812761/812762) and Loctite the countersunk screws (SF604041, shortened as required) into the mounting brackets.

72	FC2804	£0.44	FIX NUT	4	
73	622431	£1.90	RETAINER, sun visor	2	
74	AB606051	£0.17	SCREW, to windscreen frame	4	
75	609331	£51.82	LATCH, on header rail	2	
76	609332	£Call	SOCKET, for latch	2	
77	WL700101	£0.09	WASHER, locking	4	
78	RMP310	£0.39	SCREW	4	
79	HN2005	£0.14	NUT	4	TR4A
80	616187	£9.74	SEAL, header rail	1	
81	708250	£Call	CHANNEL, for header rail*	1	
82	RU608123	£0.20	RIVET, attaching channel	a/r	

*Note: The original one-piece header rail channel (item 81) is not currently available. As a replacement we offer the three pieces used on TR5-250, TR6.

83	713036	£6.20	CHANNEL, centre	1
84	713038	£5.82	CHANNEL, RH side	1
	713037	£5.82	CHANNEL, LH side	1



Doors, Door Skins & Fittings

TR4-4A

ill	Part Number	Price £ea.	Description	Req.	Details
1	907757	£420.85	DOOR, LH	1	steel
2	812775	£122.34	DOOR SKIN, LH	1	
	812775AL	£Call	DOOR SKIN, LH, (lightweight)	1	aluminium
	638830	£Call	DOOR, RH	1	steel
	812776	£122.34	DOOR SKIN, RH	1	
	950006WOA	£Call	DOOR SKIN, RH, (lightweight)	1	aluminium
3	750074	£Call	REINFORCEMENT, hinge, LH	1	TR4 To CT22343
	750075	£Call	REINFORCEMENT, hinge, RH	1	
	707059	£Call	REINFORCEMENT, hinge, LH	1	TR4 From CT22344,
	707060	£Call	REINFORCEMENT, hinge, RH	1	TR4A
4	650112	£25.40	HINGE ASSEMBLY	4	
5	610042	£0.74	PACKING, hinge	a/r	
6	SH605051	£0.23	SCREW, hinge to door	12	
7	GHF332	£0.15	WASHER, locking	12	
8	SH605061	£0.16	SCREW, hinge to body	12	
9	GHF332	£0.15	WASHER, locking	12	
10	PWZ205	£0.18	WASHER, plain	12	

*Note: To be accurate, these doors and skins are TR5-250 & TR6. The skins can be easily fitted to TR4-4A door shells, but require minor alterations to the door handle and lock apertures. To fit these doors to TR4-4A all the components of the later cars doors must be fitted, as must the TR5-250 & TR6 rear door-posts, and their locking & latching mechanisms. If the idea is to fit new parts throughout, during the rebuild, this probably represents the only accessible route and worthwhile consideration even for the purist Skins will require the handle & lock apertures to be re-positioned.

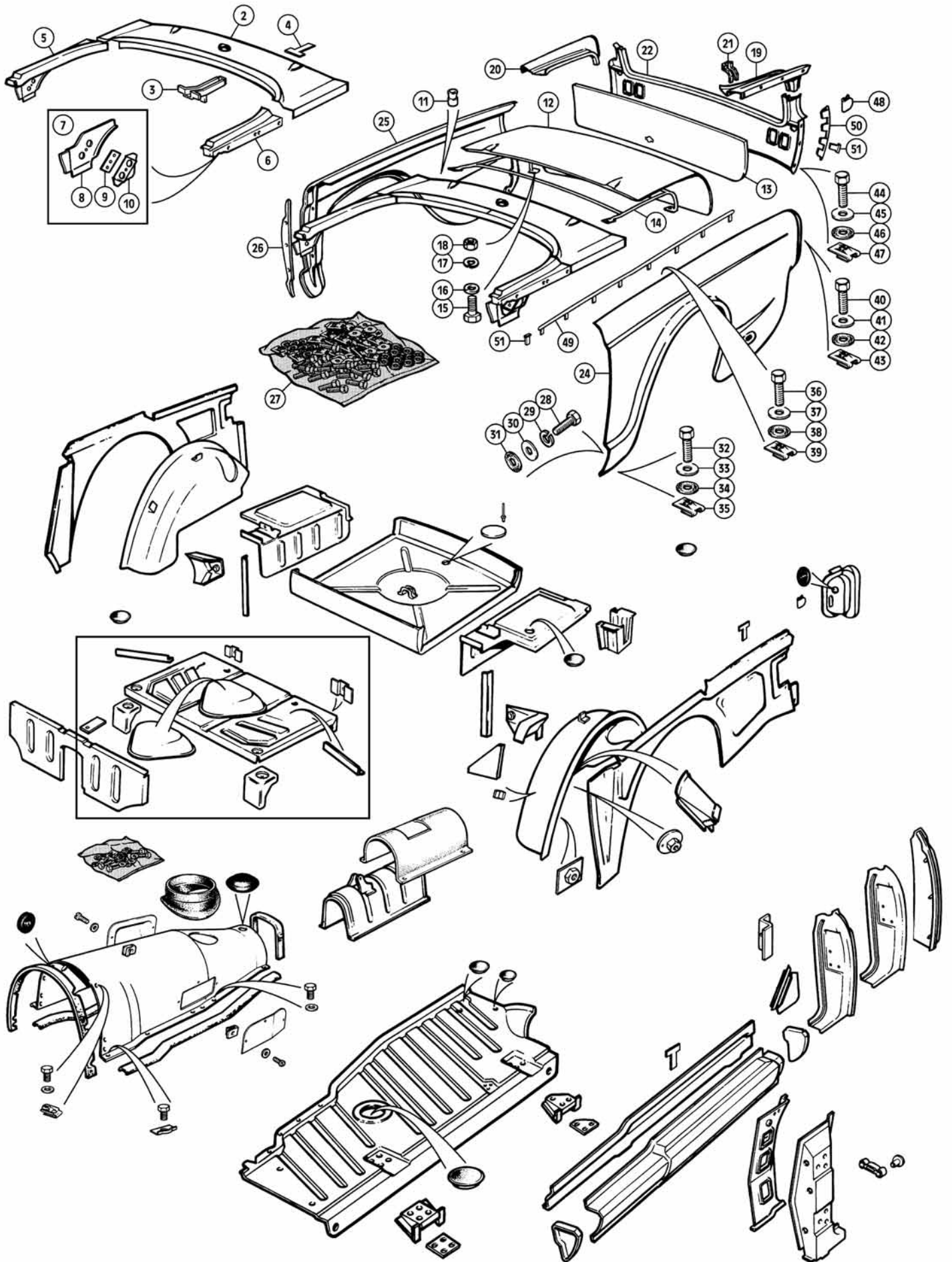
14	613913	£28.92	DOOR CHECK STRAP, LH	1	TR4 To CT22343
	613914	£28.92	DOOR CHECK STRAP, RH	1	
15	650201	£3.13	CHECK STRAP GAITER	2	TR4 From CT22344, TR4A
16	650216	£Call	PIN, check strap	2	
17	FT2902	£Call	CIRCLIP	2	TR4A
18	SH604041	£0.17	SCREW, check strap to 'A' post	6	
19	GHF321	£0.05	WASHER, shakeproof	6	lock to inner door panel
20	GHF314	£0.10	WASHER, plain	4	
21	PT504	£0.16	SCREW, sealing gaiter to 'A' post	4	TR4A
22	PWZ203	£0.14	WASHER, plain	4	
23	PWZ203	£0.14	WASHER, plain	8	remote control to door inner
25	613622	£10.72	CHECK STRAP	2	
26	613623	£2.69	CHECK STRAP GAITER	2	TR4 From CT22344, TR4A
27	CLZ410	£0.69	CLEVIS PIN	2	
28	GHF500	£0.10	SPLIT PIN	2	TR4A
29	AB606031	£0.16	SCREW	4	
30	WP3	£0.10	WASHER	4	TR4A
32	808228	£23.44	WAIST RAIL FINISHER, inner, LH	1	
	808229	£23.44	WAIST RAIL FINISHER, inner, RH	1	TR4A
34	750169	£Call	ROTARY LOCK, LH	1	
	750170	£Call	ROTARY LOCK, RH	1	lock to inner door panel
35	PT504	£0.16	SCREW	6	
36	GHF425	£0.09	SCREW, self tapping	2	remote control to door inner
37	WF702101	£0.12	WASHER, shakeproof	8	
38	650251	£Call	LINK ASSEMBLY	2	remote control to door inner
39	604156	£0.80	SPRING CLIP	2	
40	750171	£Call	REMOTE CONTROL, LH	1	remote control to door inner
	750172	£Call	REMOTE CONTROL, RH	1	
	614146	£Call	REMOTE CONTROL, LH	1	remote control to door inner
	614145	£Call	REMOTE CONTROL, RH	1	
41	PT504	£0.16	SCREW	6	remote control to door inner

42	WF702101	£0.12	WASHER, shakeproof	6	
43	608703	£Call	CLIP, remote control link to lock	2	
44	550924	£Call	WASHER, waved	2	
45	GHF300	£0.06	WASHER, plain	4	
46	608188	£1.70	FELT PAD, anti-rattle for remote	2	
48	701353	£27.36	STRIKER, LH	1	
	701354	£27.36	STRIKER, RH	1	
50	554194	£1.37	SHIM, striker	a/r	
51	ZKC36	£0.95	SCREW	6	
52	WK7607	£0.43	WASHER, locking, cupped	6	
54	703741	£Call	RESTRAINT DEVICE, door	2	
55	ZKC38	£1.13	SCREW	8	
56	WK7607	£0.43	WASHER, shakeproof	8	
58	701560X	£44.96	DOOR HANDLE, exterior	2	(includes lock)
59	TR4DLS	£75.31	LOCK SET	1	(inc. 2 keys & 5 tumblers)
			(For the ignition, doors, boot & cubby box).		
60	603393	£0.69	GASKET, large	2	
61	617402	£0.44	GASKET, small	2	
62	PT504	£0.16	SCREW	2	
63	WF702101	£0.12	WASHER, shakeproof	2	
64	PWZ203	£0.14	WASHER, plain	2	
65	PT504	£0.16	SCREW	2	
66	WF702101	£0.12	WASHER, shakeproof	2	
68	608454Z	£10.72	DOOR HANDLE, interior, (remote)	2	
69	650261	£1.86	ESCUTCHEON	2	
70	603382	£2.60	SPRING	2	
71	ALH1527	£0.44	PIN, handle attachment	2	
72	750135	£58.67	DOOR GLASS	2	
74	750090	£Call	CHANNEL, LH	1	
	750091	£Call	CHANNEL, RH	1	
76	617166	£1.26	STRIP, glazing	2	
77	611812	£Call	CURTAIN	2	
78	850430FT	£5.82	CHANNEL, for glass	4	
			(We supply only the channel. Each of the four guides are different so care must be taken preserving & replacing the original brackets in their correct relative positions).		
79	SH604041	£0.17	SCREW, front channel only	2	
80	HU706P	£0.34	SCREW	4	
81	WM57	£0.17	WASHER, plain	8	
82	GHF321	£0.05	WASHER, shakeproof	8	front & rear
83	HU706P	£0.34	SET SCREW	4	channel fittings
84	WM57	£0.17	WASHER, plain	4	
85	GHF321	£0.05	WASHER, shakeproof	4	
86	GHF314	£0.10	WASHER, spacer	4	
88	750165	£Call	TIE ROD, glass channel, LH	1	bottom
	750166	£Call	TIE ROD, glass channel, RH	1	
90	850400	£65.95	WINDER, window lift, LH	1	
	850401	£65.95	WINDER, window lift, RH	1	
92	650236	£Call	PIVOT, window winder	2	
93	WB112081	£0.15	WASHER, plain	6	
94	AJD7731	£0.20	WASHER, Thackery	2	
95	GHF332	£0.15	WASHER, locking	2	TR4 To CT35273
	WB112081	£0.15	WASHER, plain	2	TR4 From CT35274,
			(Window winder to door panel).		TR4A
96	NT605041	£0.17	'HALF' NUT	2	
97	HU706P	£0.34	SCREW	8	
98	GHF331	£0.05	WASHER, locking	8	
99	GHF300	£0.06	WASHER, plain	8	
100	607867	£1.25	STUD RETAINER	4	
101	607902	£1.25	WASHER, leather	8	
104	613017	£11.70	HANDLE, winder handle	2	
105	650261	£1.86	ESCUTCHEON	2	
106	603382	£2.60	SPRING	2	
107	609649	£0.75	WASHER, sealing	2	
108	ALH1527	£0.44	PIN, attaching handle	2	
110	610174	£Call	STOP BRACKET, widow winder	2	
111	HU706P	£0.34	SCREW	2	
112	GHF300	£0.06	WASHER, plain	2	
113	PWZ204	£0.14	WASHER, plain	4	
114	GHF331	£0.05	WASHER, locking	2	
115	GHF200	£0.10	NUT, plain	2	
118	650242	£Call	STOP BRACKET, glass	2	
119	PMZ308	£0.25	SCREW	4	
120	WL700101	£0.09	WASHER, locking	4	
121	PWZ203	£0.14	WASHER, plain	4	
124	611818	£Call	CURTAIN, water, front	2	
125	BHA4359	£0.39	CLIP, fixing curtain front	6	
126	611819	£Call	CURTAIN, water, rear	2	
127	BHA4359	£0.39	CLIP, fixing curtain, rear	4	
130	850324	£10.10	WEATHER STRIP, outer, LH	1	
	850325	£7.49	WEATHER STRIP, outer, RH	1	
132	GHF1560	£0.25	CLIP, securing strip, outer	14	
134	850322	£6.80	WEATHER STRIP, inner, LH	1	
	850323	£6.80	WEATHER STRIP, inner, RH	1	
136	GHF1582	£0.39	CLIP, securing strip, inner	14	

138	£Call	DOOR TRIM PANEL	1	available only in trim kits	
140	GHF403	£0.15	SCREW, self tapping	4	pocket attachment
141	608586	£0.83	CUP WASHER	4	
142	621991NF	£0.61	CAP, pocket screw, red	4	
	621997	£Call	CAP, pocket screw, blue	4	
	621991	£0.61	CAP, pocket screw, black	4	
143	563589	£Call	SNAPSAC	20	
144	GHF1230	£0.34	CLIP, door trim attachment	30	
145	650306	£13.95	PULL HANDLE	2	
146	510799	£0.93	SCREW	4	
147	FS27584	£Call	SPIRE NUT	4	
150	650310	£17.27	SEAL, rubber, (inner)	2	softtop models
	650311	£39.10	SEAL, rubber, (inner)	2	Surrey top models
151	611598	£Call	SEAL, (Furflex), black*	2	
	611588	£Call	SEAL, (Furflex), red*	2	
	611599	£Call	SEAL, (Furflex), blue*	2	
	611587	£Call	SEAL, (Furflex), red*	1	use when
	611598	£Call	SEAL, (Furflex), black*	1	Surrey top fitted
	611589	£Call	SEAL, (Furflex), blue*	1	

*Note: Due to current manufacturing restrictions beyond our control, we are unable to offer original (Furflex) seals (item 151) for TR4-4A. Please check with your nearest Moss branch for availability. See also notes on page 135 (sill seal retainer part No 750163). As an alternative to the original type of seal (item 151), we offer the TR6 (631321) type that has the rubber seal attached. When using this on TR4-4A you eliminate the need for the door sealing rubber (item 150).

631321	£14.67	SEAL, (felt/rubber), black	2	(2.5 metre length)
		(We can also supply the door seal by the metre length).		
724031M	£7.34	SEAL, (felt/rubber), black	a/r	(per metre)



Rear Outer Body Panels & Fittings

See also 'EXTERIOR TRIM & BADGES - Rear/Side Body Fittings & Bumper' on page 142.

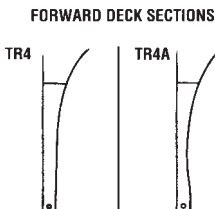
Rear Deck

Ill	Part Number	Price £ea.	Description	Req.	Details
2	808776RP	£92.93	CENTRE SECTION, rear deck	1	
3	813958	£Call	FRAME, deck section support	1	
4	603559	£0.63	TAG, wiring loom	4	
	815521	£58.67	FORWARD SECTION, LH, rear deck	1	
5	815522	£58.67	FORWARD SECTION, RH, rear deck	1	

Forward Deck Sections

The TR4 forward deck piece was different to the TR4A in that the upper reverse channel was of fixed width. The TR4A is 'waisted' across its length to facilitate the folding of the soft top frame assembly into the bodywork. The TR4 hood was stored in the boot when not in use and so the frame of the TR4 occupied less space. See illustration.

For appearance sake (if rusting hasn't already consumed the parts) they should be changed in pairs. They are also prone to cracking as they absorb much of the door slam impact.



6	813708	£Call	REPAIR SKIN, LH, forward section	1	
	813709	£Call	REPAIR SKIN, RH, forward section	1	
7	708093	£Call	GUSSET, 'B' post, (top), LH	1	
	708094	£Call	GUSSET, 'B' post, (top), RH	1	
8	750179	£Call	GUSSET PLATE, LH	1	
	750180	£Call	GUSSET PLATE, RH	1	
9	619592	£Call	TAPPED PLATE, hood pivot	2	
10	616058	£Call	RETAINER, tapped plate	2	
11	617975RP	£2.84	NUT, 'rivnut', (softtop to deck)	5	
	GHF200	£0.10	NUT, 'projection welded', (softtop to deck)	5	alternative

Boot Lid & Rear Valance

12	813650	£479.53	BOOT LID, steel	1	
	813650A	£479.53	BOOT LID, alloy	1	
13	813650RP	£173.19	REPAIR PANEL, boot lid	1	
14	903233	£69.44	REINFORCEMENT, boot lid	1	
15	GHF101	£0.16	SCREW, reinforcement to boot lid	2	
16	GHF300	£0.06	WASHER, plain	2	
17	GHF331	£0.05	WASHER, locking	2	
18	GHF200	£0.10	NUT, plain	2	
19	850007	£91.95	REAR SECTION, LH rear deck	1	
20	850008	£91.95	REAR SECTION, RH rear deck	1	
21	612487	£Call	BRACKET, boot lid stay	1	
22	850379	£239.95	REAR VALANCE	1	

The lower tonneau side and rain channel set are the four pieces of metal that should stand up from the rear valance on either side of the boot lid. These parts are welded to the rear valance panel assembly.

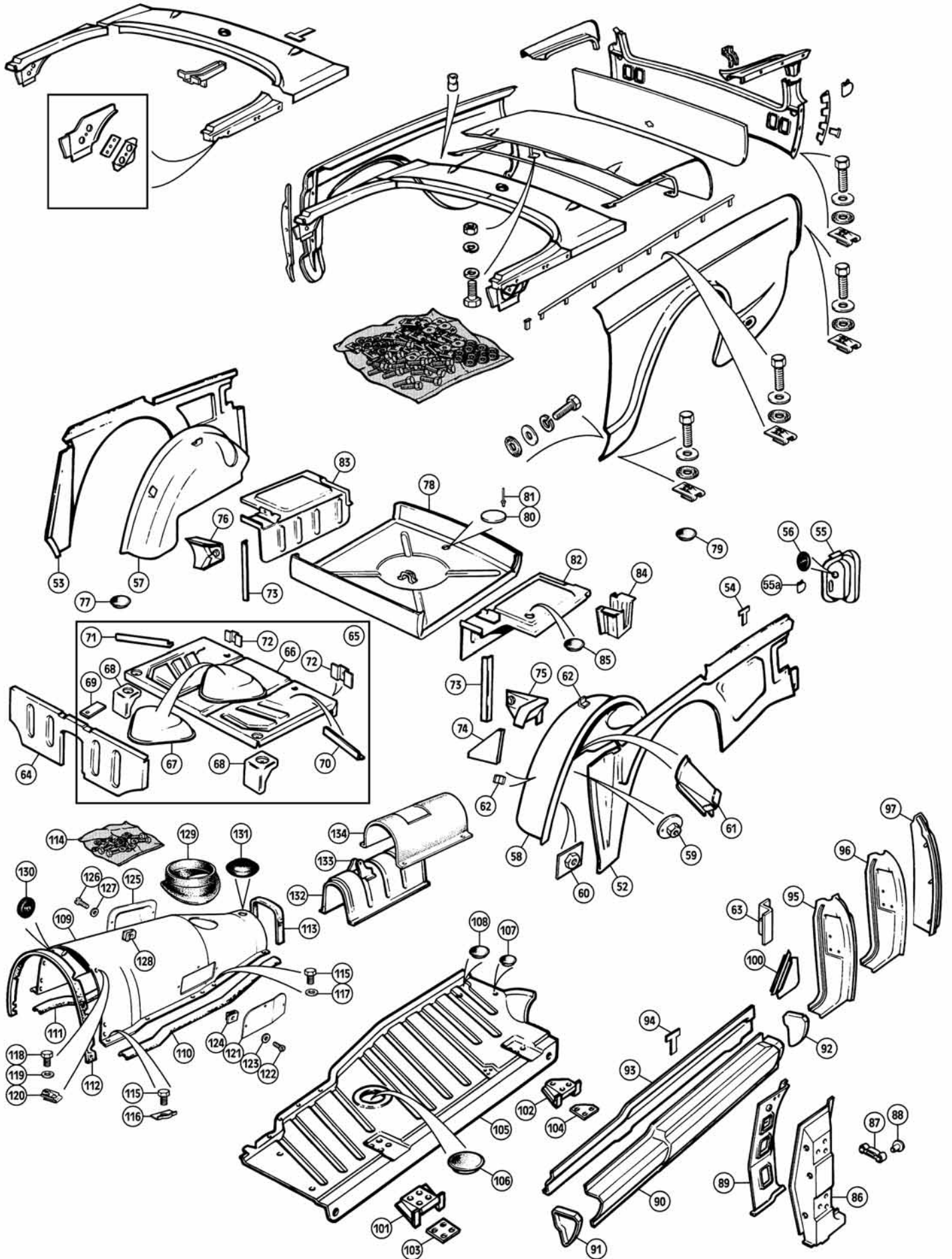
Rear Wings

24	850475	£489.31	REAR WING, LH	1	
	850475AL	£456.49	REAR WING, LH, (lightweight)	1	aluminium
25	850476	£489.31	REAR WING, RH	1	
	850476AL	£456.49	REAR WING, RH, (lightweight)	1	aluminium
	850328	£30.70	BAFFLE, rear wing to 'B' post, LH	1	
26	850329	£30.70	BAFFLE, rear wing to 'B' post, RH	1	
27	850475FK	£7.20	FITTING KIT, rear wing	2	(per wing)
28	HU706P	£0.34	SCREW, wing to 'B' post	6	
29	GHF331	£0.05	WASHER, locking	6	
30	WM57	£0.17	WASHER, plain	6	
31	626716	£0.34	WASHER, Everseal	6	
32	UL2705	£0.28	SCREW, acme, wing to sill panel	2	
33	WM57	£0.17	WASHER, plain	2	
34	626716	£0.34	WASHER, Everseal	2	
35	FJ24074	£0.34	NUT, spire	2	
36	UL2705	£0.28	SCREW, Acme (Wing to deck and tonneau side).	16	
37	WM57	£0.17	WASHER, plain	16	
38	626716	£0.34	WASHER, Everseal	16	
39	FJ24074	£0.34	NUT, spire	16	
40	UL2705	£0.28	SCREW, Acme (Wing to rear valance and inner wing).	2	
41	WM57	£0.17	WASHER, plain	2	
42	626716	£0.34	WASHER, Everseal	2	
43	FJ24074	£0.34	NUT, spire	2	
44	UL2705	£0.28	SCREW, Acme, (wing to rear valance)	4	
45	WM57	£0.17	WASHER, plain	4	
46	626716	£0.34	WASHER, Everseal	4	

47	FJ24074	£0.34	NUT, spire	4
48	ANK5046A	£0.12	CLIP, wing to lamp housing	4

Wing Beading

	TR45WBS	£46.93	WING BEADING SET, 6 pieces	1
	850479	£12.43	WING BEADING, front wing	1
49	750126	£10.72	WING BEADING, upper rear wings	2
50	750187	£4.75	WING BEADING, lower rear wing, LH	1
	750188	£4.75	WING BEADING, lower rear wing, RH	1
51	553926	£0.59	LOCATING TAB	52



Inner Rear Wings & Wheel Arches

ill	Part Number	Price £ea.	Description	Req.	Details
52	850120	£97.82	INNER REAR WING, LH	1	
53	850121	£97.82	INNER REAR WING, RH	1	
54	603559	£0.63	TAG, wiring loom	a/r	
55	850428	£58.67	TAIL LAMP HOUSING, LH	1	
	850429	£58.67	TAIL LAMP HOUSING, RH	1	
55a	ANK5046A	£0.12	CLIP, wing to lamp housing	4	
56	600395	£0.93	GROMMET, in housing for lamp wiring	2	
	815957	£212.58	WHEEL ARCH ASSEMBLY, LH	1	
57	815958	£Call	WHEEL ARCH ASSEMBLY, RH	1	
58	850393	£178.25	REAR WHEEL ARCH, LH	1	
	850394	£178.25	REAR WHEEL ARCH, RH	1	
59	615984	£Call	REINFORCEMENT, seat belt, upper	2	for static seat belts
60	616446	£Call	REINFORCEMENT, seat belt, lower	2	for inertia reel seat belts
61	713042	£Call	BRACKET, LH suspension bump stop	1	
	713043	£Call	BRACKET, RH suspension bump stop	1	
62	650294	£Call	BRACKET, millboards support	4	
63	615968	£13.31	SEAT BELT ANCHOR, LH	1	
	615969	£13.31	SEAT BELT ANCHOR, RH	1	

Heelboard, Seat Pan & Boot Floor

64	850397	£52.20	HEELBOARD	1	
65	910065	£201.86	SEAT PAN ASSEMBLY, rear shelf	1	
66	910065	£201.86	PANEL and BULGE, seat pan	1	
67	850117X	£Call	DIFFERENTIAL COVER	1	
68	950008	£Call	BRACKET, seat pan to chassis	2	
69	618376	£Call	BRACKET, tunnel cover support	1	
70	650271	£0.15	SUPPORT, bracket, squab, bottom, LH	1	
71	650272	£Call	SUPPORT, bracket squab, bottom, RH	1	
72	612288	£Call	NUT PLATE, fuel tank	2	
73	750175	£Call	BRACKET, support, squab side, vertical	2	
74	808379	£Call	GUSSET, arch to rear floor, LH	1	
	808380	£Call	GUSSET, arch to rear floor, RH	1	
75	650165	£Call	BRACKET, fuel tank support, LH	1	
76	650166	£Call	BRACKET, fuel tank support, RH	1	
77	ADA803	£2.74	PLUG, rubber, blanking	1	
78	850387	£146.76	BOOT FLOOR, spare wheel pan	1	
79	600399	£1.28	PLUG, paint drainage, 1" diameter	1	
80	625944	£Call	PLATE, metal, blanking paint drain hole	1	
81	GHF600	£0.06	RIVET, imex	2	
82	850470	£85.10	BOOT FLOOR, side, LH	1	
83	850471	£85.10	BOOT FLOOR, side, RH	1	
84	750022	£28.70	MOUNTING BRACKET, boot floor	2	
85	ADA803	£2.74	PLUG, rubber, blanking	3	

'A' Post, 'B' Post & Sills

86	XKC510	£74.34	'A' POST, outer panel, LH	1	
	813101	£74.34	'A' POST, outer panel, RH	1	
87	603344	£4.01	SPRING GUIDE, check strap	2	
88	569313	£0.26	RIVET, spring guide attachment	4	
89	850343	£53.65	'A' POST, inner panel, LH	1	
	850344	£53.65	'A' POST, inner panel, RH	1	
90	850281	£54.76	SILL PANEL, outer, LH	1	
	850281Z	£Call	SILL PANEL, outer, LH, replacement	1	
	850282	£54.76	SILL PANEL, outer, RH	1	
	850282Z	£Call	SILL PANEL, outer, RH, replacement	1	
91	750086	£3.83	FILLER, front sill end, LH	1	
	750087	£3.83	FILLER, front sill end, RH	1	
92	750047	£3.10	FILLER, rear sill end, LH	1	
	750048	£3.10	FILLER, rear sill end, RH	1	
93	850122	£31.12	INNER SILL PANEL, LH	1	without loom tags
	564807	£31.12	INNER SILL PANEL, RH	1	with loom tags.
NI	750163	£4.94	RETAINER, sill seal	a/r	

Note: These should only be fitted (or replaced). If the original TR4-4A door aperture rubber seals are to be used, with separate draught excluder (furflex). Most non-purists opt for the TR5-250 and TR6 combined seal & draught excluder, see notes on page 131 (items 150/151). This should be planned in advance. Surrey top fitted vehicles will require a single piece seal, approximately 7 metres, to do the car. Also if the sill seal retainer is to be fitted, it will be necessary to use it on the 'A' and 'B' posts, and cut to suit.

94	603559	£0.63	TAG, wiring loom	a/r	
95	850275	£131.10	'B' POST, LH	1	
	850276	£131.10	'B' POST, RH	1	
96	850275F	£120.34	'B' POST, front face only, LH	1	repair sections
	850276F	£120.34	'B' POST, front face only, RH	1	
97	817412B	£19.53	'B' POST, rear face only, LH	1	
	817413B	£19.53	'B' POST, rear face only, RH	1	
	621711	£Call	RETAINER, tapped plate, RH	1	
100	621715	£6.39	REINFORCEMENT, 'B' post, LH	1	

	621716	£6.39	REINFORCEMENT, 'B' post, RH	1	
101	750027	£6.80	SILL MOUNTING, front	2	
102	616004	£6.21	SILL MOUNTING, left rear	1	
	616005	£6.21	SILL MOUNTING, right rear	1	
103	619395	£2.89	PLATE, packing, 'A' post mounting	a/r	square shaped plate
104	619396	£2.40	PLATE, packing, 'B' post mounting	a/r	triangular shaped plate

Floor Panels

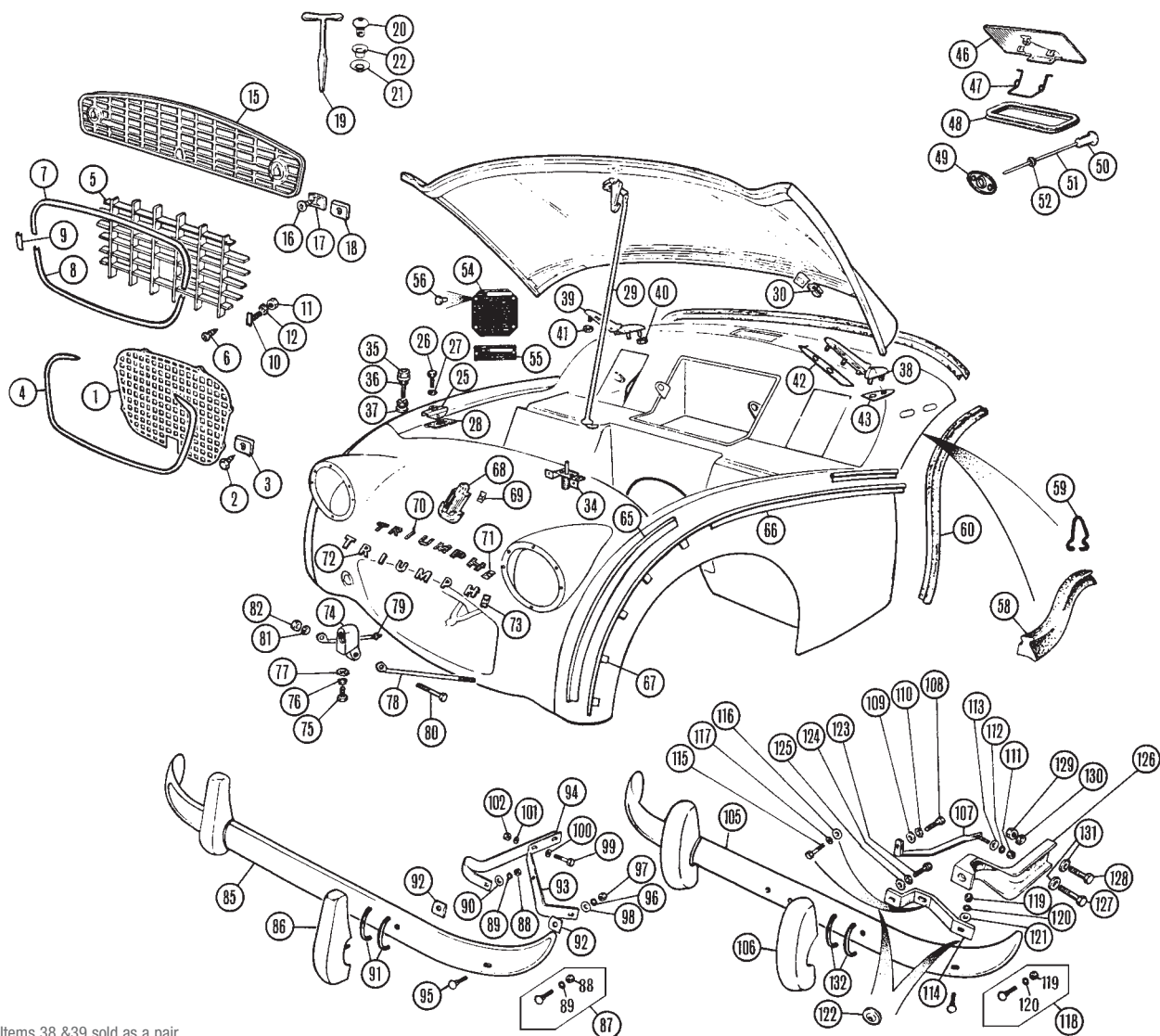
105	904005	£122.34	MAIN FLOOR PANEL, LH	1	
	904006	£122.34	MAIN FLOOR PANEL, RH	1	
(These floor panels will require drilling to suit the TR4 type rear floor to sill mounting bracket, which has 4 holes set further back. The panels are correctly drilled for the TR4A. Rubber grommet GHF824 (3 req. per side) may be used to blank off these holes for the TR4).					
106	603384	£3.52	RUBBER PLUG, jack hole	2	
107	CFP625	£0.49	GROMMET, 5/8", main floor panel	2	
108	600399	£1.28	GROMMET, 1", main floor panel	2	

Gearbox Cover & Fittings

109	713569FG	£49.86	GEARBOX COVER, fibreglass	1	
	713569SAP	£73.94	GEARBOX COVER, plastic	1	
	713569GS	£14.43	SEAL SET, gearbox cover	1	
110	805673	£Call	SEAL, cover to floor, LH	1	
111	805674	£Call	SEAL, cover to floor, RH	1	
112	805684	£Call	SEAL, centre	1	cover to bulkhead panel
113	705758	£Call	SEAL	1	cover to propshaft tunnel
114	713569FK	£18.55	GEARBOX COVER FITTING KIT	1	
115	HU706P	£0.34	SCREW, cover to floor	10	
116	612286	£1.52	WASHER, plate, tunnel to floor	7	
117	WM57	£0.17	WASHER, plain	3	
118	HU706P	£0.34	SCREW, cover to bulkhead	7	
119	WM57	£0.17	WASHER, plain	7	
120	518454X	£1.08	CAPTIVE NUT & RETAINER	7	
121	809271	£Call	COVER PLATE, speedo cable access	1	
122	AB608051	£0.23	SCREW, cover plate attachment	3	
123	WP4	£0.12	WASHER, plain	3	
124	FU25648	£Call	SPIRE CLIP	3	
125	705851	£4.84	COVER PLATE, solenoid access	1	
126	GHF423	£0.14	SCREW, cover plate attachment	3	
127	WP4	£0.12	WASHER, plain	3	
128	GHF712	£0.15	SPIRE CLIP	3	
129	602037	£0.69	GROMMET, loom through tunnel cover	1	
130	605602	£5.29	PLUG, propshaft lubrication access	1	
131	709329	£15.65	GROMMET, gear lever gaiter	1	

Propshaft Tunnel

132	808230	£180.01	TUNNEL, (propshaft)	1	
133	121765	£Call	BRACKET, for anchoring handbrake	1	
134	809046	£24.41	TUNNEL COVER, fibre	1	
	809046FG	£44.95	TUNNEL COVER, fibreglass	1	

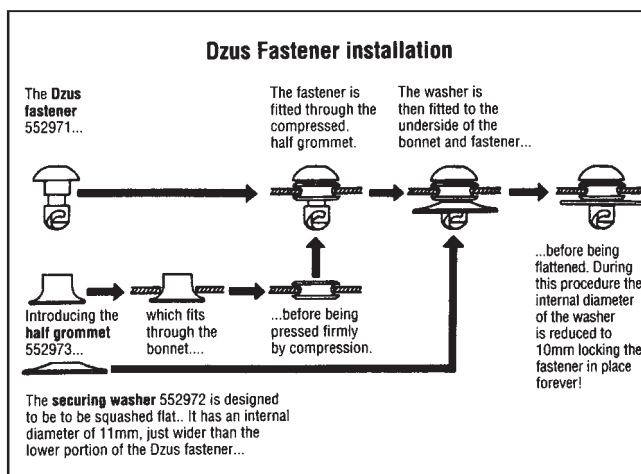


Note: Items 38 & 39 sold as a pair.

Front/Side Body Fittings, Grille & Bumper TR2-3A

Ill	Part Number	Price £ea.	Description	Req.	Details
1	554813	£117.40	GRILLE, sheet metal, polished	1	TR2
2	AB610051	£0.16	SCREW, grille to apron	8	
3	FU2585	£0.34	SPIRE NUT	8	
4	603177	£Call	REVEAL MOULDING (Lower 1/2 of intake).	1	
5	801255	£121.31	GRILLE	1	TR3
6	AB608053	£0.25	SCREW, grille to apron	4	
7	604338	£50.00	REVEAL MOULDING, upper	1	
8	554204	£50.00	REVEAL MOULDING, lower	1	
9	604340	£11.01	COVER, moulding joint	2	
10	603267	£1.71	STUD PLATE, moulding to apron	2	
11	HN2005	£0.14	NUT, for stud	9	
12	WL700101	£0.09	WASHER, locking	9	
15	802174	£129.95	GRILLE	1	
16	AD608053	£0.20	SCREW, grille to apron	8	
17	GHF701	£0.15	SPIRE NUT	4	
18	FU2585	£0.34	FIX-NUT	4	
19	650161	£5.34	'T' KEY, for Dzus fasteners	1	TR3A
20	552971	£6.12	DZUS FASTENER, bonnet	2	
21	552972	£0.85	WASHER, securing fastener	2	
22	552973	£1.85	HALF GROMMET	2	
25	603079	£9.74	BRACKET, Dzus anchor	2	
26	HU706P	£0.34	SCREW, bracket to inner front wing	4	
27	GHF331	£0.05	WASHER, locking	4	
28	553001	£2.06	PACKING, fastener bracket	a/r	
29	602096	£58.67	STAY ROD, with safety hook	1	
30	ADA896	£11.90	SAFETY HOOK	1	
31	2H9215	£1.67	RUBBER, stay rod retaining	1	
34	603083	£34.20	BONNET LIFT ASSEMBLY	1	

TR2 prior to TS4229, cars had cable operated bonnet releases. We have no parts available for this early system.



35	CD24540	£4.65	BONNET BUFFER	2	TR2 To TS4229
36	GHF200	£0.10	LOCK NUT, on buffer	2	
37	WM57	£0.17	WASHER, plain	2	
38	602092	£9.06	HINGE, bonnet, LH, un-plated	1	TR2 To TS4229
39	602093	£9.06	HINGE, bonnet, RH, un-plated	1	
38	650021/22	£44.00	HINGES, bonnet, LH, chromed (pair)	1	TR2 From TS7229, TR3 & TR3A

TR2 to TS7228 had un-plated bonnet hinges which were painted body colour. Chromed and un-plated hinges are identical in all other respects.

40	GHF201	£0.10	NUT, bonnet hinges	4	bulkhead end
41	GHF200	£0.10	NUT, bonnet hinges	4	bonnet end
42	602222	£0.90	GASKET	2	hinge to bonnet
43	602223A	£0.83	GASKET	2	hinge to bulkhead
46	800912	£59.65	VENT LID, with mechanism	1	
47	600549	£7.20	SPRING, for vent lid	1	
48	600597	£8.10	SEALING RUBBER, vent lid	1	TR2 From TS6157,
49	603416	£3.32	ESCUTCHEON, vent pull	1	TR3-3A
50	111258	£4.21	KNOB, vent control	1	
51	112019	£15.36	ROD ASSEMBLY, vent control	1	
52	061917	£1.17	GROMMET, on rod	1	
54	CNPTR2	£4.75	COMMISSION PLATE	1	TR2
55	CNPTR3	£3.86	COMMISSION PLATE	1	TR3
	CNPTR3A	£8.76	COMMISSION PLATE	1	TR3A
56	SP91A2	£0.54	RIVET, commission plate	2	
58	603257	£6.80	SEALING RUBBER, on bulkhead	2	TR2 From TS5251,
59	552901	£0.69	CLIP, for sealing rubber	14	TR3-3A
60	552877BLK	£7.79	DRAUGHT EXCLUDER, black	a/r	
	552877RED	£8.22	DRAUGHT EXCLUDER, red	a/r	sold per metre
	552877BLU	£8.22	DRAUGHT EXCLUDER, blue	a/r	(3 req. per car)
	552877TAN	£Call	DRAUGHT EXCLUDER, tan	a/r	
65	700947	£Call	WING PIPING, (per metre)*	a/r	
	TR23WBS	£46.93	WING BEADING SET, 6 pieces	1	includes locating tabs
66	553924	£12.43	WING BEAD, front	2	
	553925	£11.40	WING BEAD, rear, long	2	
	554172	£4.16	WING BEAD, rear, short	2	
67	553926	£0.59	MOUNTING TAGS	a/r	

*Note: The TR2 had a plastic wing piping similar to the MGA and other sports cars of that era. This suffered from the twin problems of melting in hot climates, and cracking up in cold climates. Triumph decided to solve the problem by using a rolled section stainless steel (not chrome). Wing piping/bead was devised to hide the poor fit of the wings to the main body!

68	601890	£72.38	MEDALLION, red/black	1	'TRIUMPH', (TR2)
	604272	£72.38	MEDALLION, red/black	1	'TRIUMPH', (TR3)
	606422	£62.59	MEDALLION, red/black, plain bottom	1	TR3A To TS41873
	608377	£73.36	MEDALLION, blue/white	1	TR3A From TS41874
69	PFS106	£0.24	CLIP, medallion mounting	2	

Letter sets were fitted to all TR3A's. The early ribbed type seem to have been fitted up to around TS72000. After that point the smooth letter set (as fitted to Heralds, Spitfires etc.) was fitted. It is easy to tell which of the two front 'TRIUMPH' letter sets is needed for a particular car by the pattern of the mounting holes. Each letter has two mounting studs on the back. The 'hole-pairs' for the ribbed face letters are either vertical or horizontal, while the 'hole-pairs' for the smooth faced letters are either vertical or angled.



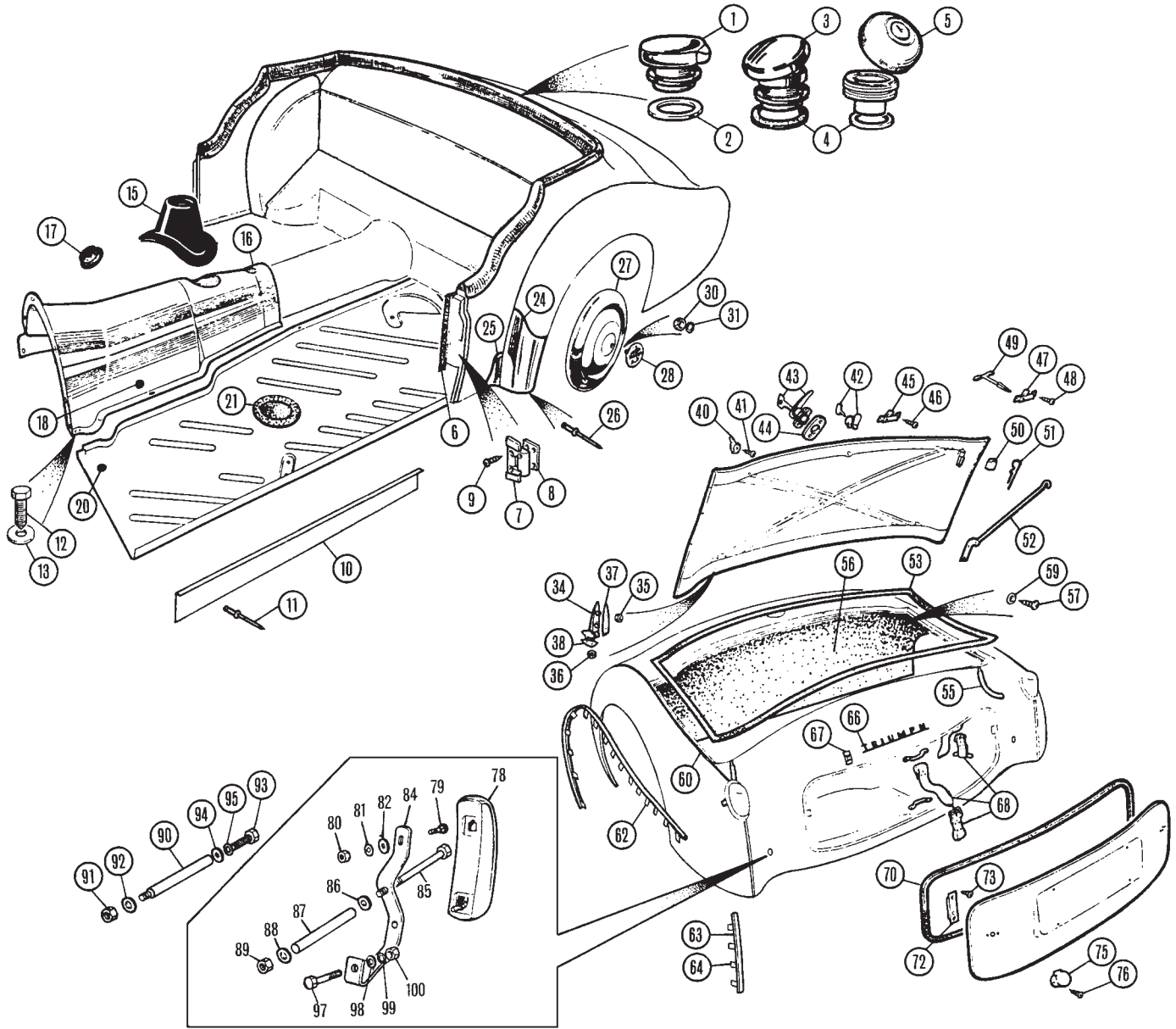
70	703036SET	£28.34	LETTER SET, ribbed face	1	
	703036	£2.88	LETTER 'T'	1	
	703037	£2.88	LETTER 'R'	1	
	703036SET	£28.34	LETTER 'I'	1	TR3A early
	703039	£Call	LETTER 'U'	1	
	703040	£2.88	LETTER 'M'	1	
	703041	£2.88	LETTER 'P'	1	
	703042	£2.88	LETTER 'H'	1	
71	PFS104	£0.12	SPIRE CLIP, (for letters)	14	
72	703862SET	£20.95	LETTER SET, smooth face	1	
	703862	£2.88	LETTER 'T'	1	
	703863	£2.88	LETTER 'R'	1	
	703864	£2.88	LETTER 'I'	1	TR3A late
	703865	£2.88	LETTER 'U'	1	
	703866	£2.88	LETTER 'M'	1	
	703867	£2.88	LETTER 'P'	1	
	703868	£2.88	LETTER 'H'	1	
73	PFS104	£0.12	SPIRE CLIP, for letters	14	
74	506721	£53.79	GUIDE, starting handle	1	
75	HU706P	£0.34	SCREW, securing guide	1	
76	GHF331	£0.05	WASHER, locking	1	
77	WM57	£0.17	WASHER, plain	1	
78	107934	£5.53	STAY ROD, guide	2	
79	NT605041	£0.17	NUT	4	stay to cross-tube on chassis
80	BH605151	£0.93	BOLT, stay to guide bracket	1	
81	GHF332	£0.15	WASHER, locking	1	
82	GHF201	£0.10	NUT, plain	1	

TR2-3 Bumper & Mountings

85	800561	£310.95	BUMPER BAR	1	
86	700911	£44.98	OVERRIDER, front	2	
87	554700K	£1.08	BOLT & NUT	2	override to bumper/brkt
88	GHF202	£0.10	NUT	2	
89	GHF333	£0.05	WASHER, locking	2	
90	WM59	£0.15	WASHER, plain	2	
91	552218	£0.34	PACKING, override	4	
92	ACC5811	£1.32	PACKING, bumper to iron	4	
93	800559	£21.14	BUMPER IRON, LH outer	1	
	800560	£21.14	BUMPER IRON, RH outer	1	
94	700907	£19.53	BUMPER IRON, LH inner	1	
	700908	£19.53	BUMPER IRON, RH inner	1	
95	554700K	£1.08	BOLT & NUT, bumper to iron	2	
96	GHF333	£0.05	WASHER, locking	2	
97	GHF202	£0.10	NUT	2	
98	WM59	£0.15	WASHER, plain	2	
99	BH606301	£0.83	BOLT, bumper iron to chassis	4	
100	WM59	£0.15	WASHER, plain	4	
101	GHF333	£0.05	WASHER, locking	4	
102	GHF202	£0.10	NUT, plain	4	

TR3A Bumper & Mountings

105	802259	£310.95	BUMPER BAR	1	
NI	805118FK	£17.12	FITTING KIT, bumper	1	
106	703047	£44.98	OVERRIDER	2	
107	606450	£9.74	STAY, override, RH	1	
	606449	£9.74	STAY, override, LH	1	
108	GHF105	£0.25	SCREW, stay to override	2	
109	GHF302	£0.15	WASHER, plain	2	
110	GHF333	£0.05	WASHER, locking	2	
111	GHF201	£0.10	NUT, stay to inner front wing	2	
112	GHF332	£0.15	WASHER, locking	2	
113	WP139	£0.39	WASHER, plain	2	
114	606500	£7.39	BUMPER IRON	2	
115	107960	£1.22	BOLT, (bumper iron to bumper bracket)	2	
116	WM59	£0.15	WASHER, plain	2	
117	GHF333	£0.05	WASHER, locking	2	
118	554700K	£1.08	BOLT & NUT	2	bumper iron to bumper
119	GHF202	£0.10	NUT, plain	2	
120	GHF333	£0.05	WASHER, locking	2	
121	WM59	£0.15	WASHER, plain	2	
122	607085	£1.17	PACKING PIECE, bumper to iron	4	
123	GHF106	£0.37	BOLT, (bumper iron to override & bumper)	2	
124	GHF333	£0.05	WASHER, locking	2	
125	WM59	£0.15	WASHER, plain	2	
126	606515	£Call	BRACKET, bumper, LH	1	] to chassis
	606516	£Call	BRACKET, bumper, RH	1	
127	BH606401	£1.37	BOLT, (bumper bracket to chassis)	1	steering box side
128	BH606261	£0.95	BOLT, (bumper bracket to chassis)	3	
129	GHF202	£0.10	NUT plain	4	
130	GHF333	£0.05	WASHER, locking	4	
131	WM59	£0.15	WASHER, plain	4	
132	552218	£0.34	PACKING, override	4	



Rear/Side Body Fittings & Overrides TR2-3A

ill	Part Number	Price £ea.	Description	Req.	Details
1	704551	£39.10	CAP, fuel filler	1	original
2	704551W	£7.39	CHROME WASHER, spacing	1	
3	613506	£38.12	CAP, fuel filler	1	alternative
4	650247	£3.13	GROMMET, rubber	1	(use with 613506)
5	571086	£27.36	CAP, fuel filler, locking	1	
6	552877BLK	£7.79	DRAUGHT EXCLUDER, black	a/r	} sold per metre (3 req. per car)
	552877RED	£8.22	DRAUGHT EXCLUDER, red	a/r	
	552877BLU	£8.22	DRAUGHT EXCLUDER, blue	a/r	
	552877TAN	£Call	DRAUGHT EXCLUDER, tan	a/r	
7	602075	£5.75	STRIKER PLATE, door latch	2	
8	602248	£0.69	PACKING, striker plate	4	
9	500166	£1.22	SCREW, striker plate mounting	8	
10	900429	£16.05	THRESHOLD PLATE, sill edge RH	1	} aluminium } stainless steel
	900428	£16.05	THRESHOLD PLATE, sill edge LH	1	
	900429SS	£16.10	THRESHOLD PLATE, sill edge RH	1	
	900428SS	£16.10	THRESHOLD PLATE, sill edge LH	1	
			(Protect your door sill/floor edge from foot scuffs and other damage with these original equipment style plates. Available in aluminium (as original) or stainless steel).		
11	RU608123	£0.20	RIVET, threshold plate to sill	4	
12	HU706P	£0.34	SCREW, gearbox cover mounting	16	
13	WM57	£0.17	WASHER, plain	16	
15	603065	£16.44	GROMMET, gear lever	1	
16	605602	£5.29	PLUG, universal joint access	1	
17	605602	£5.29	PLUG, gearbox dipstick access	1	TR2-3, TR3A To TS50000
18	600399	£1.28	PLUG, gearbox cover, LH	1	non-overdrive

600395	£0.93	GROMMET, gearbox cover, LH	1	overdrive models	
20	600399	£1.28	PLUG, floorboard	2	
21	603384	£3.52	PLUG, jack hole, rubber	2	
24	800539	£21.95	STONE GUARD, LH, (large)	1	
	800540	£21.95	STONE GUARD, RH, (large)	1	
25	601992	£11.70	STONE GUARD, LH, (small)	1	
	601993	£11.70	STONE GUARD, RH, (small)	1	
26	RU608123	£0.20	RIVET, stone & foot guards	a/r	
27	201870	£18.95	HUB CAP	4	
28	101042	£17.27	MEDALLION, (enamelled as original)	4	TR2, TR3 To TS13045
	113256	£7.79	MEDALLION, (painted as original)	4	TR3 From TS13046, TR3A
30	HN2005	£0.14	NUT, medallion attachment	4	
31	WL700101	£0.09	WASHER, locking	4	
34	602930/31	£27.36	BOOT HINGE, pair, (un-plated)	1	TR2
	650023	£13.65	BOOT HINGE, RH, (chromed)	1	} TR3-3A
	650024	£13.65	BOOT HINGE, LH, (chromed)	1	
			(All TR2's had un-plated boot hinges which were painted to body colour. Chromed hinges will fit TR2's, and are identical in shape & size to un-plated hinges).		
35	GHF200	£0.10	NUT, hinge to boot lid	4	
36	GHF201	£0.10	NUT, hinge to tonneau panel	4	
37	602222	£0.90	GASKET, boot hinge	2	to boot lid
38	602223A	£0.83	GASKET, boot hinge	2	to tonneau saddle
40	CD22284	£14.43	ESCUTCHEON, on boot lid ('Teardrop' type).	2	
41	SP86CO/CP	£0.25	SCREW, escutcheon	4	TR2-3
42	607070X	£8.86	LOCK ASSEMBLY, boot lid (With 2 keys).	1	
43	607070	£22.46	HANDLE & LOCK ASSEMBLY, with 2 keys 1	1	} TR3A
44	554355	£0.49	GASKET, boot lock	1	

45	602217	£7.79	BUDGET LOCK, boot lid centre	1	
46	SP87K5	£2.15	SCREW, mounting handle	2	
47	602217	£7.79	BUDGET LOCK, RH, boot lid	1	
	602216LH	£7.79	BUDGET LOCK, LH, boot lid	1	TR2-3
48	TK4503	£0.18	SCREW, budget lock securing	4	
49	650166	£Call	'T' KEY, for budget locks	1	
50	2H9215	£1.67	RETAINER, boot lid stay rod	1	
51	GHF504	£0.14	SPLIT PIN, retainer	1	
52	700898	£23.95	STAY ROD, boot lid	1	
53	605810	£14.21	SEAL, boot lid, channel type*	1	TR2-3, TR3A To TS60000
	608434	£21.95	SEAL, boot lid, lip type*	1	TR3A From TS60001

*Note: See page 121 for illustration of different boot lid seals.

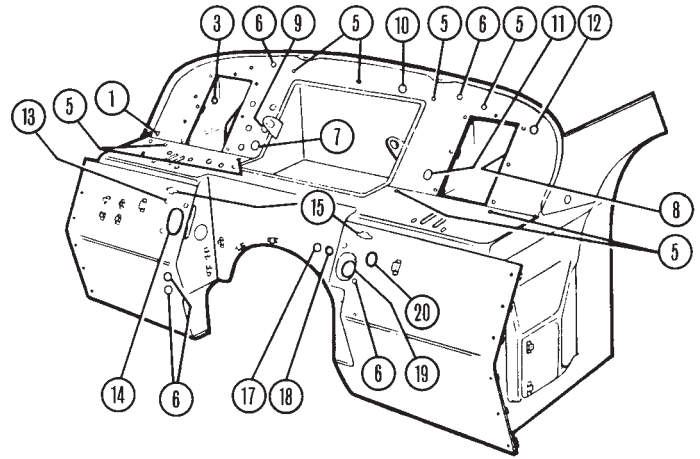
55	552365	£2.89	TUBE, boot edge drain	2	
56	950058	£23.44	COVER PANEL, fuel tank	1	
57	AD604062	£0.24	SCREW, attaching fuel tank cover	10	
59	SP132BCP	£0.24	WASHER, cup	10	
60	700947	£Call	WING PIPING, (sold per metre) (To be painted car colour, as original). *Rear wing top, (68 1/2") *Rear wing, below tail lamp, (10 1/8") *Front wing to apron, (27 1/2") *Front wing behind bonnet, (9 5/16")	a/r	TR2
	TR23WBS	£46.93	WING BEADING SET, 6 pieces (Includes locating tabs).	1	
62	553925	£11.40	WING BEAD, rear, long	2	
63	554172	£4.16	WING BEAD, rear, short	2	TR3-3A
	553924	£12.43	WING BEAD, front	2	
64	553926	£0.59	LOCATING TABS	a/r	

*Note: The TR2 had a plastic wing piping similar to the MGA and other sports cars of that era. This suffered from the twin problems of melting in hot climates, and cracking up in cold climates. Triumph decided to solve the problem by using a rolled section stainless steel (not chrome). Wing piping/bead was devised to hide the poor fit of the wings to the main body!

66	605556	£8.76	'TRIUMPH' NAMEPLATE	1	TR3A
67	PFS104	£0.12	SPIRE CLIP, for nameplate	3	
68	MM802-845	£22.22	STRAP SET, spare wheel & tools	1	
70	552559	£6.80	SEAL, spare wheel cover	1	
72	602216LH	£7.79	BUDGET LOCK, LH	1	spare wheel cover
	602217	£7.79	BUDGET LOCK, RH	1	
73	TK4503	£0.18	SCREW, budget locks	4	
75	CD22241	£8.75	ESCUTCHEON, round style	2	
76	SP86CO/CP	£0.25	SCREW, escutcheon	4	
78	700913	£46.95	OVERRIDE, rear	2	
NI	603906	£28.95	BRIDGE, override	2	
79	554700K	£1.08	BOLT & NUT	2	override to support spring
80	GHF202	£0.10	NUT	2	
81	GHF333	£0.05	WASHER, locking	2	
82	WM59	£0.15	WASHER, plain	2	
84	700912	£6.04	SPRING, override support	2	
85	BH606441	£2.54	BOLT, support spring	2	
86	GHF302	£0.15	WASHER	2	support spring to tube
87	602001S	£11.70	DISTANCE TUBE, original type (We cannot supply the original distance tube. It was a non-standard size and the bolt always seized after 2 weeks due to the tight tolerance between the bolt and the tube. Instead our 602001S (item 90) emulates the original with a female thread at the top requiring a combination of GHF1052, GHF333 & GHF302, and a male thread at the bottom requiring a GHF202 & GHF333 to secure it (Items 90 to 95).	2	
88	GHF333	£0.05	WASHER, locking	2	
89	GHF202	£0.10	NUT	2	
90	602001S	£11.70	DISTANCE TUBE, stainless steel	2	
91	GHF202	£0.10	NUT	2	
92	GHF333	£0.05	WASHER, locking	2	replacement
93	GHF105	£0.25	SCREW	2	
94	GHF302	£0.15	WASHER, flat	2	
95	GHF333	£0.05	WASHER, locking	2	
97	SH606071	£0.34	SCREW, support to chassis	2	
98	GHF302	£0.15	WASHER, flat	2	
99	GHF333	£0.05	WASHER, locking	2	
100	GHF202	£0.10	NUT	2	

Grommets & Blanking Plugs

1	061917	£1.17	GROMMET, bonnet release cable	1	TR2 To TS4228
	CD27769	£1.22	PLUG, blanking, (3/8")	1	TR2 From TS4229
3	GHF800	£0.39	GROMMET, wiper drive, (5/8")	1	TR2, TR3 To TS12568
	RFN210	£0.33	PLUG, blanking, (5/8")	1	TR3 From TS12569, TR3A
5	GHF822	£0.24	PLUG, blanking, (3/8")	a/r	
6	CD27769	£1.22	PLUG, blanking, (3/8")	a/r	
7	600399	£1.28	PLUG, blanking, (1")	1	
8		£Call	PLUG, blanking, (13/16")	1	
9	600400	£1.44	PLUG, blanking, (11/2")	1	



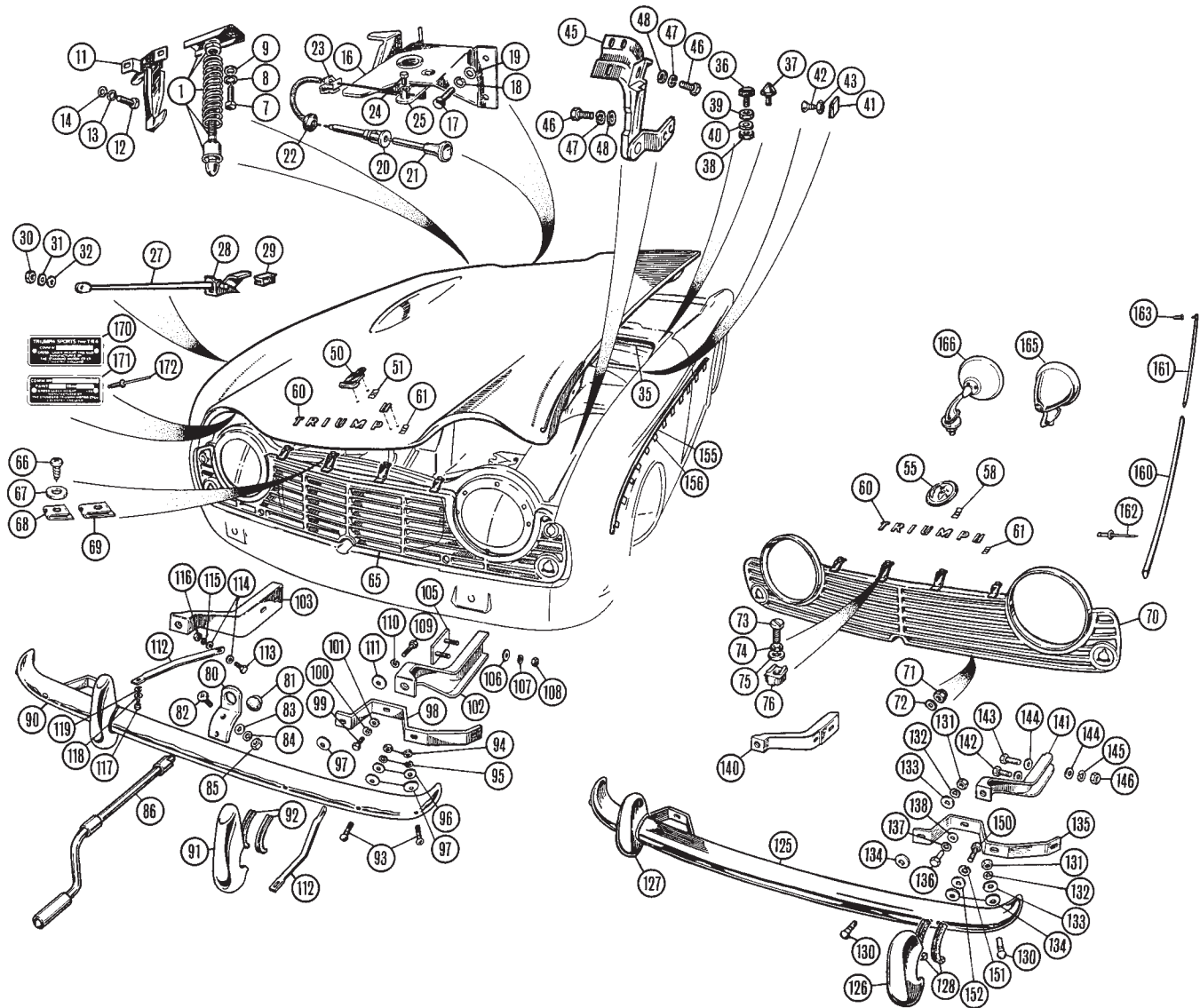
10	600395	£0.93	GROMMET, oil pressure line	1	
11	600395	£0.93	GROMMET, speedo cable	1	
12	C5574A	£2.69	GROMMET, wiper drive, (11/4")	1	TR3 From TS12569, TR3A
13	061917	£1.17	GROMMET, choke cable	1	
14	603346	£2.15	BLANKING RUBBER	1	when fitted
15	601951	£1.96	SEALING RUBBER, hose connector	2	cars with heaters
	601952	£Call	SEALING PAD, blanking plate	2	cars without heaters
17	600395	£0.93	GROMMET, capillary tube	1	
18	600395	£0.93	GROMMET, tachometer cable	1	
19	701106	£7.34	GROMMET, steering column	1	
20	600400W	£1.30	GROMMET, wiring harness	1	

Note: Sizes given are the sizes of the holes in the bulkhead into which these plugs and grommets fit. Locations shown vary from model to model and not all plugs and grommets listed are used on all cars. For your convenience, plugs and standard round grommets are listed by size.

GHF822	£0.24	PLUG, for 3/8" hole	a/r
CD27769	£1.22	PLUG, for 3/8" hole	a/r
14A7031	£1.96	PLUG, for 1/2" hole	a/r
RFN210	£0.33	PLUG, for 5/8" hole	a/r
600399	£1.28	PLUG, for 1" hole	a/r
600400	£1.44	PLUG, for 1 1/2" hole	a/r

Note: The following grommets are diaphragm type with central holes. A grommet is used to prevent the wire or cable that it carries from rubbing on the steel panel that it is routed through. Blanking plugs are used on to fill holes which may carry cables or wire in different model configurations.

061917	£1.17	GROMMET, for 1/2" hole	a/r	} alternatives
GHF800	£0.39	GROMMET, for 5/8" hole	a/r	
RFN303	£0.34	GROMMET, for 5/8" hole	a/r	
600395	£0.93	GROMMET, for 1" hole	a/r	
C5574A	£2.69	GROMMET, for 1 1/4" hole	a/r	
600400W	£1.30	GROMMET, for 1 1/2" hole	a/r	



Front/Side Body Fittings, Grille & Bumper

TR4-4A

ill	Part Number	Price £ea.	Description	Req.	Details
NI	GAC6066X	£19.95	THRESHOLD PLATE, sill edge, (pair)	1	aluminium
	TT7346	£18.95	THRESHOLD PLATE, sill edge, (pair)	1	stainless steel
(These threshold plates are designed to protect your door sill from foot scuffs and other damage, available in either brushed aluminium or stainless steel with 'Triumph' script).					
1	619580	£21.48	BONNET CATCH	1	
(This assembly is the later (TR6) type with a safety hook which will be redundant with an original catch plate. The later 'set' of a 619580 & 710592 is a much better combination, and it's available, which also helps your choice).					
7	GHF117	£0.14	SCREW, fastener to bonnet	2	TR4
8	GHF331	£0.05	WASHER, locking	2	
9	GHF300	£0.06	WASHER, plain	2	
11	619580	£21.48	SAFETY CATCH	1	
12	53K126	£0.30	SCREW	1	
13	WL700101	£0.09	WASHER, locking	2	
14	PWZ203	£0.14	WASHER, plain	2	
16	710592	£14.63	CATCH PLATE	1	
17	GHF117	£0.14	SCREW, catch plate to bulkhead	4	
18	GHF331	£0.05	WASHER, locking	4	
19	GHF300	£0.06	WASHER, plain	4	
20	603469	£5.29	CABLE, outer, bonnet release	1	
21	603468	£5.34	CABLE, inner, bonnet release	1	
22	061917	£1.17	GROMMET, bonnet release cable	1	
23	611768	£Call	CLIP, bonnet release cable	1	
24	53K126	£0.30	SCREW, clamping cable	1	
25	611626	£Call	LEVER, catch assembly	1	

27	750231	£9.95	BONNET PROP	1	
28	750229	£10.60	BRACKET	1	
29	601663	£1.41	BUFFER, rubber	1	
30	GHF221	£0.16	NUT, nyloc, stay rod to bonnet	1	
31	AJD7722	£0.14	WASHER, 'Thackery'	1	
32	WM57	£0.17	WASHER, plain	1	
35	610675	£8.76	SEALING RUBBER, bonnet, rear	1	
36	612962	£2.06	BUFFER, bonnet, flat	2	TR4 Up To CT37689
(TR4's to CT37689 used a flat top bonnet buffer. 612962 (item 37) is pointed and may easily be modified to look authentic. However, check first to ensure that the rear corners of the bonnet are correctly shaped to accept this. The frequent interchange of panels over the years may have produced a vehicle not as original as you believed.)					
37	612962	£2.06	BUFFER, bonnet, pointed	2	TR4 From CT37690, TR4A
38	GHF201	£0.10	NUT, buffer attachment	2	
39	NT605041	£0.17	NUT, locking	2	
40	WP139	£0.39	WASHER, plain	2	
41	611842	£0.74	BONNET BUFFER, side	4	
42	AD606063	£0.16	SCREW, securing bonnet buffer	8	
43	CD24152	£0.24	CUP WASHER	8	
45	750148	£48.89	BONNET HINGE, LH	1	
	750149	£48.89	BONNET HINGE, RH	1	
46	GHF103	£0.17	SCREW	10	
47	GHF332	£0.15	WASHER, locking	10	
48	GHF301	£0.07	WASHER, plain	10	
50	705950	£65.53	MEDALLION	1	TR4 only
51	ADB509	£0.20	FIXING, for medallion	2	TR4A only
55	708837	£19.92	MEDALLION ASSEMBLY	1	
58	PFS103	£0.30	FIXING, for medallion	2	
60	703862SET	£20.95	TRIUMPH LETTER SET	1	(includes clips)
	703862	£2.88	LETTER 'T'	1	
	703863	£2.88	LETTER 'R'	1	
	703864	£2.88	LETTER 'I'	1	

703865	£2.88	LETTER 'U'	1
703866	£2.88	LETTER 'M'	1
703867	£2.88	LETTER 'P'	1
703868	£2.88	LETTER 'H'	1
61 PFS104	£0.12	CLIPS, for letters	14

TR4 Grille

65 902687	£151.65	GRILLE	1
66 GHF426	£0.10	SCREW, grille to upper valance	6
67 WP4	£0.12	WASHER, plain	6
68 GHF701	£0.15	SPIRE NUT	2
69 FU2554	£0.30	SPIRE NUT	4

TR4A Grille

70 904120	£358.17	GRILLE	1
71 GHF271	£0.20	NUT, nylon, grille to valance panel	2
72 WP124	£0.23	WASHER, plain	2
73 PT505	£0.25	SCREW	2
74 WL700101	£0.09	WASHER, locking	2
75 WP124	£0.23	WASHER, plain	2
76 FZ34044	£1.17	NUT, retained	2

TR4 Starting Handle

80 706163	£9.35	GUIDE, starting handle	1	chromed
81 612082	£Call	PLUG, for above	1	
82 PMP308	£0.34	SCREW	2	
83 PWZ203	£0.14	WASHER, plain	2	
84 WL700101	£0.09	WASHER, locking	2	
85 HN2005	£0.14	NUT, plain	2	
86 131818	£Call	STARTING HANDLE	1	

(Items 80 to 86, comprise the factory optional starting handle kit. Whilst an excellent idea for those with long term storage in mind (or flat batteries), it is wise to ensure that the radiator has the correct aperture. See radiator details on page 22).

TR4 Bumper

90 805118	£127.19	BUMPER BAR	1	
805118FK	£17.12	FITTING KIT, bumper	1	
91 705920	£43.01	OVERRIDE, front	2	
92 552218	£0.34	PACKING, overrides	4	
93 554700K	£1.08	BOLT, chrome	4	inc. nut & lock washer
94 GHF202	£0.10	NUT, plain	4	
95 GHF333	£0.05	WASHER, locking	4	
96 GHF302	£0.15	WASHER, plain	4	
97 607085	£1.17	PACKING PIECE	6	bumper bar to mounts
98 706035	£8.34	SPRING, support	2	
99 SH606101	£0.24	SCREW	2	
100 GHF333	£0.05	WASHER, locking	2	
101 GHF302	£0.15	WASHER, plain	2	
102 610949	£Call	BRACKET, bumper support, RH	1	
103 610948	£Call	BRACKET, bumper support, LH	1	
105 611455	£12.67	STUD PLATE, bumper bracket	2	
106 WM59	£0.15	WASHER, plain	4	
107 GHF333	£0.05	WASHER, locking	4	
108 GHF202	£0.10	NUT, plain	4	
109 BH606141	£0.49	BOLT (spring bracket to bumper)	2	
110 GHF333	£0.05	WASHER, locking	2	
111 GHF302	£0.15	WASHER, plain	2	
112 611970	£20.50	TUBE, support, LH	1	
611971	£20.50	TUBE, support, RH	1	
113 GHF103	£0.17	SCREW, (support to wheel arch)	2	
114 GHF301	£0.07	WASHER, plain	4	
115 GHF332	£0.15	WASHER, locking	2	
116 GHF201	£0.10	NUT, plain	2	
117 SH605051	£0.23	SCREW, (support to override)	2	
118 GHF332	£0.15	WASHER, locking	2	
119 GHF301	£0.07	WASHER, plain	2	

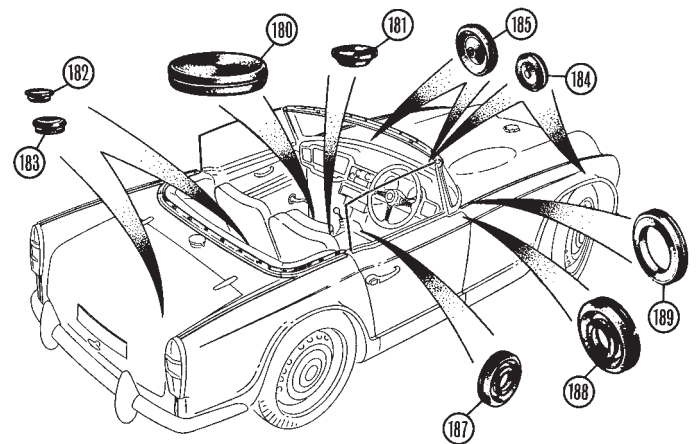
TR4A Bumper

125 808381Z	£127.19	BUMPER BAR	1	
NI 808381FK	£16.59	FITTING KIT, bumper	1	
126 708282	£39.10	OVERRIDE, LH	1	
127 708283	£39.10	OVERRIDE, RH	1	
128 552218	£0.34	PACKING, overrides	4	
130 554700K	£1.08	BOLT, chrome	4	inc. nut & lock washer
131 GHF202	£0.10	NUT, plain	4	
132 GHF333	£0.05	WASHER, locking	4	
133 GHF302	£0.15	WASHER, plain	4	
134 607085	£1.17	PACKING PIECE	6	bumper bar to mounts
135 708279	£7.85	SPRING, support	2	

136 SH606101	£0.24	SCREW	2	
137 GHF333	£0.05	WASHER, locking	2	
138 GHF302	£0.15	WASHER, plain	2	
140 808675	£Call	BRACKET, bumper support, RH	1	
141 808674	£Call	BRACKET, bumper support, LH	1	
142 GHF126	£0.69	BOLT, bracket to chassis, front	2	
143 BH606221	£0.93	BOLT, bracket to chassis, rear	2	
144 WM59	£0.15	WASHER, plain	8	
145 GHF333	£0.05	WASHER, locking	4	
146 GHF202	£0.10	NUT, plain	4	
150 BH606151	£0.78	BOLT	2	
151 GHF333	£0.05	WASHER, locking	2	
152 GHF302	£0.15	WASHER, plain	2	
NI TR45WBS	£46.93	WING BEADING SET, 6 pieces*	1	(includes locating tabs)
155 850479	£12.43	WING BEADING, front wings*	2	
750126	£10.72	WING BEADING, upper rear wings*	2	
750187	£4.75	WING BEADING, lower rear wing*	1	LH
750188	£4.75	WING BEADING, lower rear wing*	1	RH
156 553926	£0.59	LOCATING TAB	52	

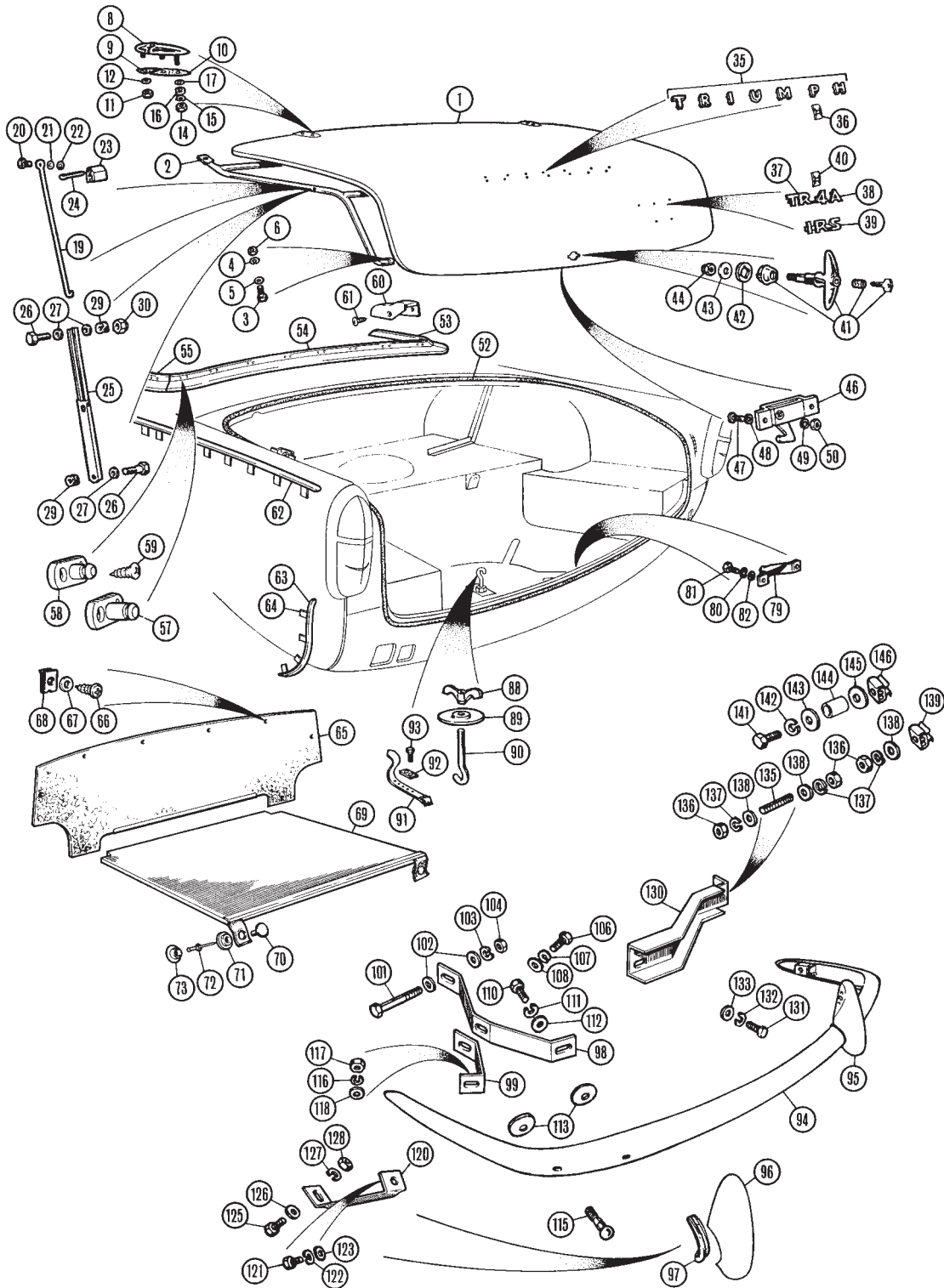
*Note: Wing bead is made from stainless steel (not chromed steel).

160 708477	£12.47	MOULDING, wing, LH	1	
708478	£12.47	MOULDING, wing, RH	1	
161 708487	£17.31	MOULDING, door	2	TR4A only
162 GHF1461	£0.69	RIVET CLIP, mouldings	26	
163 GHF1532	£0.24	BARREL CLIP, door moulding, rear	2	
165 GAM105	£16.59	MIRROR, racing style	a/r	
166 WM1904	£14.50	MIRROR, convex lens, RH	1	
WM1905	£14.50	MIRROR, convex lens, LH	1	Lucas style
WM1906	£14.50	MIRROR, flat lens, RH	1	
WM1907	£14.50	MIRROR, flat lens, LH	1	
170 CNPTR4	£4.36	COMMISSION PLATE	1	TR4
171 CNPTR4A	£4.26	COMMISSION PLATE	1	TR4A
172 RU608123	£0.20	RIVET, plate attachment	2	



Grommets & Blanking Plugs

180 603384	£3.52	BLANKING PLUG, (3")	2	jack hole in floor
181 605602	£5.29	BLANKING PLUG, gearbox,	1	universal joint access
182 600399	£1.28	BLANKING PLUG, (1"), (drainage)	3	floor, boot, rear seat pan
183 14A7031	£1.96	BLANKING PLUG, (drainage)	2	main floor, boot
184 061917	£1.17	GROMMET, (1/2")	4	side lamp, choke cable, washer hose & bonnet release cable
185 600395	£0.93	GROMMET, (1")	4	(Wiper drive cable, speedo' cable, rev counter cable & heater control cable).
187 602037	£0.69	GROMMET, (1")	a/r	wiring through gearbox cover
188 600400W	£1.30	GROMMET, (11/2")	1	main wiring harness
189 610608	£3.58	GROMMET	1	steering column



Rear/Side Body Fittings & Bumper

TR4-4A

ill	Part Number	Price £ea.	Description	Req.	Details
1	813650	£479.53	BOOT LID, steel	1	without
	813650A	£479.53	BOOT LID, alloy	1	reinforcement
	813650RP	£173.19	REPAIR PANEL, lower/rear, steel	1	
2	903233	£69.44	TUBULAR REINFORCEMENT	1	
3	GHF101	£0.16	SCREW, reinforcement to boot lid	2	
4	GHF331	£0.05	WASHER, locking	2	
5	WC701121	£0.30	WASHER, plain	2	
6	GHF200	£0.10	NUT, plain	2	
8	604917/8	£53.95	BOOT HINGE, (pair)	1	
9	603213	£0.69	GASKET, hinge to deck	2	
10	603212	£0.80	GASKET, hinge to boot lid	2	
11	GHF222	£0.17	NUT, nyloc	2	

12	GHF315	£0.09	WASHER, plain	2	
14	GHF200	£0.10	NUT, plain	4	
15	GHF331	£0.05	WASHER, locking	4	
16	WM93	£0.24	SPACER	2	
17	PWZ204	£0.14	WASHER	2	
19	750154	£Call	STAY ROD	1	
20	PJ8708	£1.28	PIN, stay rod pivot	1	
21	PWZ204	£0.14	WASHER, plain	1	TR4 To CT5642
22	FT2906	£Call	RETAINER CLIP	1	
23	2H9215	£1.67	RETAINER, stay rod, rubber	1	
24	GHF504	£0.14	SPLIT PIN	1	
25	612473	£14.63	STAY ROD, telescopic	1	
26	612474	£2.40	BOLT, upper, stay rod	1	
	612475	£1.61	BOLT, lower, stay rod	1	TR4 From CT5643,
27	GHF300	£0.06	WASHER, plain	2	TR4A
29	AJD7731	£0.20	WASHER, double coil	2	
30	GHF221	£0.16	NUT, nyloc	1	
35	703862SET	£20.95	'TRIUMPH' LETTER SET	1	(includes clips)

703862	£2.88	LETTER 'T'	1	
703863	£2.88	LETTER 'R'	1	
703864	£2.88	LETTER 'I'	1	
703865	£2.88	LETTER 'U'	1	
703866	£2.88	LETTER 'M'	1	
703867	£2.88	LETTER 'P'	1	
703868	£2.88	LETTER 'H'	1	
36 PFS104	£0.12	CLIPS, for letters	28	
37 612276	£14.63	'TR4' BADGE	1	
38 617820	£7.79	'A' BADGE	1	TR4A
39 617821	£9.74	'IRS' BADGE	1	TR4A IRS only
NI 603906	£28.95	'OVERDRIVE' BADGE	1	
40 PFS104	£0.12	FIXING, for badges	9	

Note: Remember, not all TR4A's were IRS, some USA vehicles retained the solid axle.

41 607978	£16.58	BOOT HANDLE	1	
557046	£11.06	LOCK BARREL & KEY	1	boot handle
42 600949	£0.15	GASKET, under handle	1	
43 GHF300	£0.06	WASHER, plain	1	
44 GHF271	£0.20	NUT, nyloc, thin	1	
46 714485	£5.29	BUDGET LOCK	1	
47 PMZ308	£0.25	SCREW, lock to boot lid	2	
48 WL700101	£0.09	WASHER, locking	2	
49 WL700101	£0.09	WASHER, locking	2	
50 HN2005	£0.14	NUT	2	
52 613277	£35.95	SEAL, boot lid	1	
53 805120	£66.70	MOULDING, hood fastener, RH*	1	
54 705421	£96.60	MOULDING, hood fastener, centre*	1	TR4 softtop model
55 805119	£66.70	MOULDING, hood fastener, LH*	1	

*Note: These mouldings are bright anodised aluminium, which cannot be re-chromed.

57 611670	£3.19	HOOD PEG, male, (long)	2	
58 LFP116	£0.93	HOOD PEG, male, (short)	14	TR4 softtop model
59 AD606071	£0.14	SCREW, hood pegs to moulding	32	
60 622748	£6.80	FINISHER, 'B' post, RH	1	TR4A softtop model
622747	£6.80	FINISHER, 'B' post, LH	1	
61 AT606042	£0.30	SCREW, securing finisher	2	
TR45WBS	£46.93	WING BEADING SET, (6 pieces)	1	includes locating tabs
850479	£12.43	BEADING, front wings	2	
62 750126	£10.72	BEADING, upper rear wings	2	
63 750187	£4.75	BEADING, lower rear wing, LH	1	
750188	£4.75	BEADING, lower rear wing, RH	1	
64 553926	£0.59	LOCATING TAB	52	
65 806135	£20.11	CASING BOARD, fuel tank	1	
66 GHF425	£0.09	SCREW	8	
67 WP124	£0.23	WASHER	8	
68 GHF712	£0.15	SPIRE NUT	8	
69 806837	£105.65	COVER, spare wheel	1	
70 7H9866	£0.20	SOCKET, on strap	2	
71 7H9868	£0.15	BUTTON, on strap	2	
72 GHF600	£0.06	RIVET	2	
73 610624	£0.30	STUD	2	

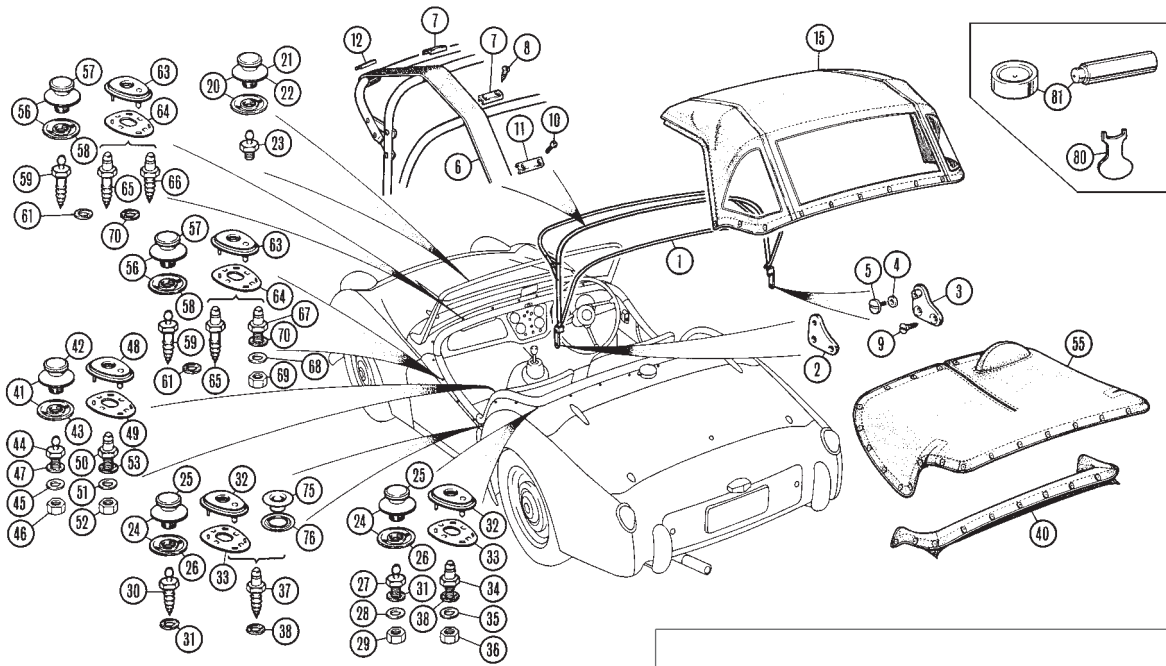
The boot floor, if original, may have several apertures (originally for paint drainage mainly). These may be filled using the following grommets and plugs.

600395	£0.93	GROMMET, (1")	2	for number plate lamp leads
600399	£1.28	PLUG, (1"), (drainage)	2	boot floor
14A7031	£1.96	PLUG, (5/8"), (drainage)	1	main floor
600395	£0.93	GROMMET, (1")	1	fuel tank vent hole
600399	£1.28	PLUG, (1")	1	fuel tank vent access
79 611135	£1.91	CATCH PLATE, boot latch	1	
80 PMZ308	£0.25	SCREW, securing catch plate	2	
81 WL700101	£0.09	WASHER, locking	2	
82 PWZ203	£0.14	WASHER, plain	2	
88 650019	£7.77	WING NUT, securing spare wheel	1	
89 650016	£6.51	DISC, securing spare wheel	1	
90 650017	£3.43	HOOK, spare wheel clamp	1	
91 611760	£11.70	STRAP, for tool roll	1	
92 611763	£2.30	PLATE, for tool roll strap	1	
93 PT504	£0.16	SCREW	2	
94 902685	£372.94	REAR BUMPER BAR	1	
NI 902685FK	£20.07	FITTING KIT, bumper	1	
95 705906	£44.00	OVERRIDER, RH	1	
619125	£Call	OVERRIDER, RH, no lamp holes	1	German market only
96 705905	£44.00	OVERRIDER, LH	1	
619124	£Call	OVERRIDER, LH, no lamp holes	1	German market only
97 552218	£0.34	PACKING, overriders	4	
98 705589	£Call	BRACKET, inner	2	TR4
708171	£Call	BRACKET, inner	2	TR4A
99 611112	£Call	BRACKET, outer	2	TR4
616109	£Call	BRACKET, outer	2	TR4A
101 BH606261	£0.95	BOLT	2	

102 GHF302	£0.15	WASHER, plain	4	
103 GHF333	£0.05	WASHER, locking	2	
104 GHF202	£0.10	NUT, plain	2	
106 SH606101	£0.24	SCREW	2	
107 GHF333	£0.05	WASHER, locking	2	
108 GHF302	£0.15	WASHER, plain	2	
110 BH606141	£0.49	BOLT	2	spring bracket and
111 GHF333	£0.05	WASHER, locking	2	overrider to bumper
112 GHF302	£0.15	WASHER, plain	2	
113 607085	£1.17	PACKING, bracket spacer	4	
115 554700K	£1.08	BOLT, chrome	2	inc. nut & lock washer
116 GHF333	£0.05	WASHER, locking	2	
117 GHF202	£0.10	NUT, plain	2	
118 GHF302	£0.15	WASHER, plain	2	
120 611642	£8.76	BRACKET, overrider support, LH	1	TR4
611643	£8.76	BRACKET, overrider support, RH	1	
616120	£Call	BRACKET, overrider support, LH	1	TR4A
616121	£Call	BRACKET, overrider support, RH	1	
121 GHF120	£0.16	BOLT	2	
122 GHF332	£0.15	WASHER, locking	2	for overrider support bracket
123 GHF301	£0.07	WASHER, plain	2	
125 SH606061	£0.44	SCREW	2	
126 GHF302	£0.15	WASHER, plain	2	
127 GHF333	£0.05	WASHER, locking	2	
128 GHF202	£0.10	NUT	2	
130 705633	£Call	OUTRIGGER, bumper support, LH	1	TR4
705634	£Call	OUTRIGGER, bumper support, RH	1	
708103	£8.81	OUTRIGGER, bumper support, LH	1	TR4A
708104	£8.81	OUTRIGGER, bumper support, RH	1	
131 SH606051	£0.34	SCREW, outrigger to chassis	4	
132 GHF333	£0.05	WASHER, locking	4	
133 GHF302	£0.15	WASHER, plain	4	

Early TR4's had a complex stud/nut/washer locating arrangement for fixing the bumper sides. Thus items 135 to 138 may be replaced with items 141 to 146. It is also recommended for all TR's that a reinforced rubber packing washer (part number 601994) be used to protect the paint work on the rear wings.

135 611134	£Call	STUD	2	
136 GHF202	£0.10	NUT	6	
137 GHF331	£0.05	WASHER, locking	6	TR4 To CT3018
138 GHF302	£0.15	WASHER, plain	6	
139 FS2756	£0.64	RETAINING NUT	2	
141 BH606181	£0.63	BOLT, bumper to outrigger	2	
142 GHF333	£0.05	WASHER, locking	2	
143 GHF302	£0.15	WASHER, plain	4	TR4 From CT3019,
144 612875SS	£2.69	SPACER	2	TR4A
145 GHF302	£0.15	WASHER, plain	2	
146 FS2756	£0.64	RETAINING NUT	2	



Hood, Frame & Tonneau TR2-4

Frame & Fittings

Part Number	Price £ea.	Description	Req.	Details
1 800542	£189.95	FRAME ASSEMBLY, hood	1	
Note: Hood frame pivots on the Lower End Hole - NOT the centre hole.				
2 602024	£6.80	PIVOT & BODY BRACKET, LH	1	
3 602025	£6.80	PIVOT & BODY BRACKET, RH	1	
4 WB110061	£0.39	WASHER, plain	2	
5 602029	£4.84	SCREW, main link to body pivot bracket	2	
6 531970	£6.31	WEBBING, black	2	
7 602030	£1.71	PLATE (Plate secures webbing to main & rear sticks).	4	
8 YA163	£0.20	SCREW, plate to sticks	12	
9 TK4708P	£1.56	SCREW	4	
10 PMZ308	£0.25	SCREW, plate to tonneau panel	2	
11 602030	£1.71	PLATE, webbing to tonneau panel	2	
12 602030	£1.71	PLATE, webbing to front stick	1	

Hood & Fittings

Note: If Dzus type sidescreens are fitted to an earlier car it is necessary to fit the later type of hood.

551863	£156.55	HOOD, black, vinyl, single window	1	TR2
15 703169	£225.06	HOOD, black, vinyl	1	TR2-3, TR3A
703169DD	£Call	HOOD, black, double duck	1	To TS28825
703169MH	£264.20	HOOD, black, mohair	1	
703168	£276.93	HOOD, white	1	
704108	£197.65	HOOD, black	1	TR3A From TS28826
704108MH	£343.48	HOOD, black, mohair	1	
704108NMH	£343.48	HOOD, blue, mohair	1	
704110	£244.63	HOOD, white	1	
705963Z	£224.08	HOOD, black, vinyl	1	
705963ZWZ	£Call	HOOD, zip out window, vinyl	1	
705963DD	£304.34	HOOD, double duck	1	TR4
705963ZWDD	£Call	HOOD, zip out window, double duck	1	
705963ZWMH	£Call	HOOD, zip out window, mohair	1	
572598Z	£224.08	HOOD, black, vinyl	1	
572598ZWZ	£208.41	HOOD, zip out window, black, vinyl	1	
572598DD	£293.57	HOOD, double duck	1	TR4A
572598MH	£353.27	HOOD, mohair	1	
572598ZWMH	£369.91	HOOD, zip out window, mohair	1	
20 TFS106	£1.96	FASTENER, Tenax*	10	hood to screen frame
21 552964	£3.94	FASTENER	10	
22 551684	£0.69	FASTENER NUT	10	
23 553827	£1.08	PEG, Tenax*	10	
24 TFS106	£1.96	FASTENER, Tenax, hood to body*	14	
25 552964	£3.94	FASTENER	14	
26 551684	£0.69	FASTENER NUT	14	

27 TFP1006	£0.49	PEG, Tenax, threaded, on body*	12	TR2 To TS5255
28 WL700101	£0.09	WASHER, locking	12	
29 GHF206	£0.03	NUT, plain	12	
30 552392	£1.41	PEG, Tenax, on body*	2	
31 2K4936	£0.20	WASHER, leather	14	
32 552650	£0.93	SOCKET, 'lift-the-dot', hood to body	14	
33 552651	£0.25	PLATE, clinch, socket to hood	14	
34 97H717X	£0.75	PEG, 'lift-the-dot', on body	12	TR2 From TS5256,
35 WL700101	£0.09	WASHER, locking	12	TR3-3A
36 GHF206	£0.03	NUT, plain	12	
37 552670	£0.98	PEG, 'lift-the-dot', on body	2	TR2 From TS5256,
38 2K4936	£0.20	WASHER, leather	14	TR3-3A

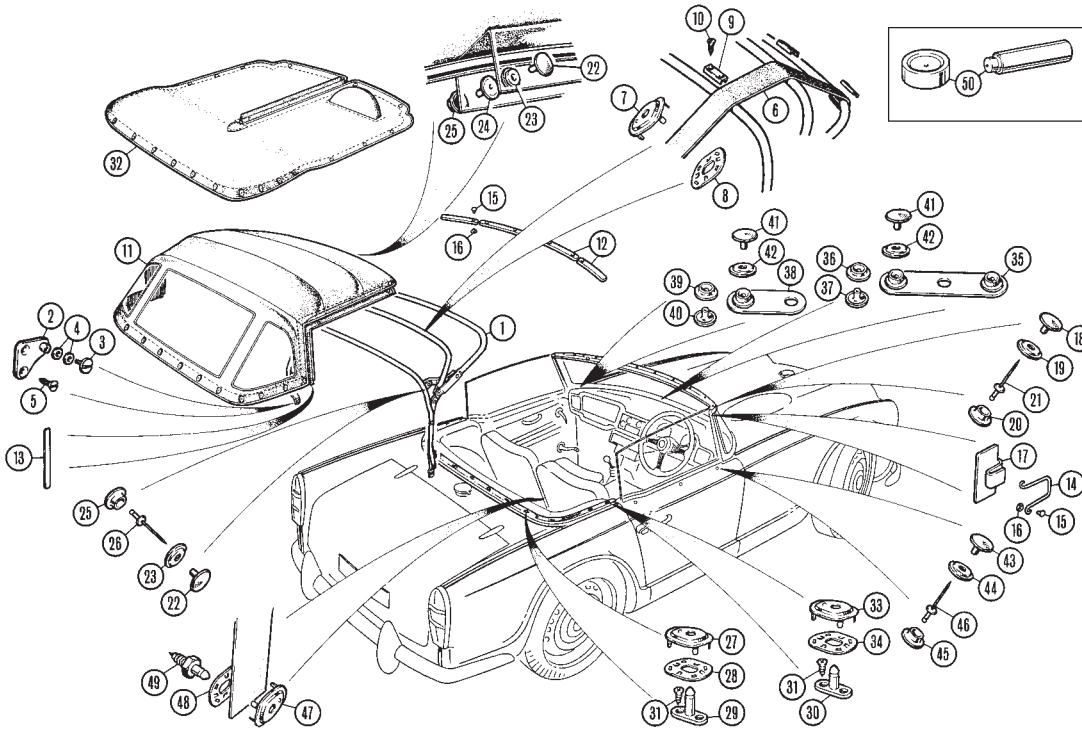
Hood Stick Cover & Fittings

40 559444	£64.55	HOOD STICK COVER, black	1	
559446	£63.57	HOOD STICK COVER, white	1	
41 TFS106	£1.96	FASTENER, Tenax, cover to body*	14	
42 552964	£3.94	FASTENER	14	
43 551684	£0.69	FASTENER NUT	14	
44 TFP1006	£0.49	PEG, Tenax, on capping*	2	TR2 To TS5255
45 WL700101	£0.09	WASHER, locking	2	
46 GHF206	£0.03	NUT, plain	2	
47 2K4936	£0.20	WASHER, leather	2	
48 552650	£0.93	SOCKET, 'lift-the-dot', cover to body	14	
49 552651	£0.25	PLATE, clinch, socket to cover	14	
50 97H717X	£0.75	PEG, 'lift-the-dot', on body	2	TR2 From TS5256,
51 WL700101	£0.09	WASHER, locking	2	TR3-3A
52 GHF206	£0.03	NUT, plain	2	
53 2K4936	£0.20	WASHER, leather	2	

Tonneau Cover & Fittings

All Moss Europe replacement tonneau covers are to the post TS41743 specification.

55 559479	£138.93	TONNEAU COVER, black, vinyl	1	RHD models
559479DD	£187.86	HOOD COVER, black, double duck	1	To TS28825
559479MH	£Call	HOOD COVER, black, mohair	1	
559479H	£Call	HOOD COVER, black, harts	1	
559483	£173.19	TONNEAU COVER, white	1	
559478	£131.10	TONNEAU COVER, black, vinyl	1	LHD models
559482	£173.19	TONNEAU COVER, white	1	
56 TFS106	£1.96	FASTENER, Tenax, (cover to body)*	30	
57 552964	£3.94	FASTENER	30	
58 551684	£0.69	FASTENER NUT	30	TR2 To TS5255
59 552391	£1.15	PEG Tenax, door & scuttle*	16	
61 2K4936	£0.20	WASHER, leather	16	
63 552650	£0.93	SOCKET 'lift-the-dot', (on cover)	30	TR2 From TS5256,
64 552651	£0.25	PLATE clinch, (socket to cover)	30	TR3-3A
65 552667	£0.93	PEG, 'lift-the-dot', (door & scuttle)	16	TR2 From TS5256,
				TR3, TR3A To TS60000
66 552670	£0.98	PEG, 'lift-the-dot', (on scuttle)	8	
67 97H717X	£0.75	PEG, 'lift-the-dot', (on door skin)	8	TR3 From TS60001
68 WL700101	£0.09	WASHER, locking	8	
69 GHF206	£0.03	NUT, plain	8	
70 2K4936	£0.20	WASHER, leather	16	TR2 From TS5256, TR3-3A



*Note: The baby Tenax pegs & fasteners were used to attach the hood, tonneau and hood stick cover on TR2's up to TS5255. These have been unavailable for many years. We supply the regular sized Tenax fasteners & pegs which must be fitted in sets to replace individual baby/Tenax items.

Tools

80	GAC5063X	£0.55	TENAX TOOL	1
81	GAC5062X	£34.20	SAIL EYELET TOOL, 2 piece	1

Hood, Frame & Tonneau TR4

The TR4 hood had a rather interesting method of holding its leading edge to the windscreen. Later cars such as TR4A had 'over centre' clamps and, the TR6 (& Spitfire) had interesting handle arrangements with a 'cam lock peg' system, which gave a very satisfactory seal between the hood and the front edge of the windscreen. TR4's however, relied on steel stripping which was enclosed in the leading edge of the hood and was clipped under an extended top windscreen capping. This meant that it was only the up-force on the underside of the hood (in cockpit) that kept it from flying away. The windscreen capping on TR4's had a pronounced forward extension to take this and, the same method was used to secure the front edge of the Surrey top to the windscreen. Whereas the rear edge was by a bar which was sewn into the Surrey top and secured by two thumb screws, through the rear aluminium Surrey top unit. These items are supplied as a 3 piece set (there were three piece originally) under the part number 806696/MET (item 12). This is the part number for the steel strips on the Surrey top, but they are the same in both the Surrey top and the softtop, so you can use them to replace the worn out rusty ones in your softtop. For cars fitted with the Surrey hard top (which incidentally was available in both aluminium and steel), the windscreen capping could be changed for a much shorter type, as there was no need to provide an arrangement for holding the softtop on the leading edge of the windscreen.

Frame & Fittings

Note: Hood frame pivots on the centre hole, NOT the lower hole.

1	850405	£127.95	HOOD FRAME ASSEMBLY	1
2	602024	£6.80	BRACKET, body & pivot, LH	1
	602025	£6.80	BRACKET, body & pivot, RH	1
3	602029	£4.84	SCREW, main link to pivot	2
4	WB110061	£0.39	WASHER, plain	4
5	TK4708P	£1.56	SCREW, body & pivot to body	4
6	531970	£6.31	WEBBING, black	2
7	552650	£0.93	SOCKET, 'lift-the-dot'	2 on webbing
8	552651	£0.25	CLINCH PLATE, for socket	2
9	602030	£1.71	PLATE, webbing to hood sticks	6
10	YA163	£0.20	SCREW, plate & webbing	12 to hood sticks

Hood & Fittings

Hoods can be made in a variety of colours and materials (such as Double Duck & Mohair). These hoods are also available with zip out rear windows, please phone. Please contact your local Moss branch for details & options. Allow extra time for their manufacture.

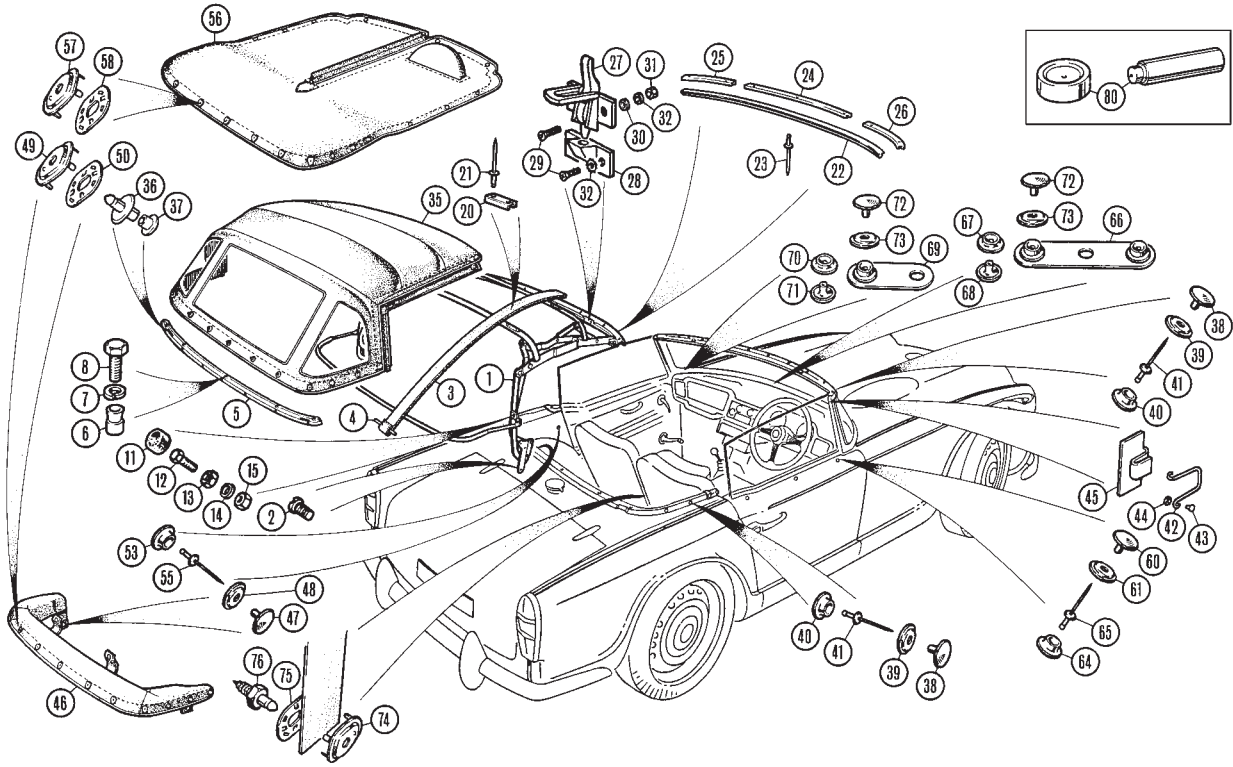
11	705963Z	£224.08	HOOD COVER, black	1
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705963W	£217.22	HOOD COVER, white	1	
12	806696/MET	£20.50	HOOD STIFFENER, front	1 (set of 3)
13	705963/MET	£8.71	HOOD STIFFENER, side	2
14	613767	£2.25	HOOK, side valance	2
15	563032	£0.24	TUBULAR RIVET	16 retaining hook & stiffener
16	565756	£0.23	RIVET CAP	16
17	611895	£4.36	BRACKET, hook to screen frame	2
18	7H9864	£0.24	BUTTON, hood to screen frame	2
19	7H9866	£0.20	SOCKET, hood to screen frame	2
20	610624	£0.30	STUD, on screen frame capping	2
21	RU608123	£0.20	RIVET, stud to capping	2
22	7H9864	£0.24	BUTTON, hood to hood frame	6
23	7H9866	£0.20	SOCKET, hood to hood frame	6
24	7H9868	£0.15	BASE, stud to hood fabric	4
25	610624	£0.30	STUD, hood to hood frame	6
26	RU608123	£0.20	RIVET, stud to hood frame	2
27	552650	£0.93	SOCKET, 'lift-the-dot'	16 hood to body
28	552651	£0.25	CLINCH PLATE, 'lift-the-dot'	16
29	611670	£3.19	HOOD PEG, male, (long)	2 on tonneau capping
30	LFP116	£0.93	HOOD PEG, male, (short)	14 on tonneau capping
31	AD606063	£0.16	SCREW, hood pegs	32 to tonneau capping

Tonneau Cover & Fittings

Tonneau covers can be made in a variety of colours and materials (such as Double Duck & Mohair). Please contact your local Moss branch for details & options. Allow extra time for their manufacture.

32	822051	£117.40	TONNEAU COVER, black, no headrests	1	] RHD models
	713889	£Call	TONNEAU COVER, white	1	
	822061	£117.40	TONNEAU COVER, black, no headrests	1	] LHD models
	713891	£127.19	TONNEAU COVER, white	1	
33	552650	£0.93	SOCKET, 'lift-the-dot'	16	cover to body
34	552651	£0.25	CLINCH PLATE, 'lift-the-dot'	16	
35	611707	£7.39	BRACKET, centre	1	cover to fascia
36	610624	£0.30	STUD, in bracket	2	
37	7H9868	£0.15	BASE, stud to bracket	2	
38	611709	£6.80	BRACKET, outer	2	cover to fascia
39	610624	£0.30	STUD, in bracket	2	
40	7H9868	£0.15	BASE, stud to bracket	2	
41	7H9864	£0.24	BUTTON, cover to fascia	4	
42	7H9866	£0.20	SOCKET, cover to fascia	4	
43	7H9864	£0.24	BUTTON, cover to door	6	
44	7H9866	£0.20	SOCKET, cover to door	6	
45	610624	£0.30	STUD, cover to door	6	
46	GHF600	£0.06	RIVET, stud to door	6	
47	552650	£0.93	SOCKET, 'lift-the-dot'	1	tie strap to
48	552651	£0.25	CLINCH PLATE, 'lift-the-dot'	1	passenger seat
49	552670	£0.98	PEG, (on passenger seat)	1	
50	GAC5060X	£7.75	DURABLE DOT TOOL, 2 piece	1	



Hood, Frame & Tonneau TR4A

Frame & Fittings

Ill	Part Number	Price £ea.	Description	Req.	Details
1	904015	£Call	FRAME ASSEMBLY, hood	1	
2	516158	£0.78	SCREW	6	
3	531970	£6.31	WEBBING	2	
4	571097	£1.41	RETAINER, wire	2	
5	812832	£34.20	RETAINER BAR, hood rear	1	
6	617975RP	£2.84	RIV-NUT	5	
7	GHF331	£0.05	WASHER, locking	5	
8	HU706P	£0.34	SCREW	5	
11	615561	£Call	BUFFER	2	
12	GHF101	£0.16	SCREW	2	
13	JN2107	£0.15	HALF NUT	2	
14	GHF300	£0.06	WASHER, plain	2	
15	GHF200	£0.10	NUT, plain	2	
20	602030	£1.71	RETAINER, hood webbing	8	
21	RU608123	£0.20	RIVET, retainer to frame	16	
22	616187	£9.74	SEAL, header rail	1	
23	RU608123	£0.20	RIVET	9	
24	713036	£6.20	CHANNEL, to hold seal, centre	1	
25	713037	£5.82	CHANNEL, to hold seal, LH	1	
26	713038	£5.82	CHANNEL, to hold seal, RH	1	
27	609331	£51.82	CATCH, hood	2	on hood frame
28	609332	£Call	CATCH, hood	2	on windscreen frame
29	SP87K5	£2.15	SCREW	8	
30	WM55	£0.14	WASHER, plain	4	
31	HN2005	£0.14	NUT, plain	4	
32	WL700101	£0.09	WASHER, locking	8	

Hood & Fittings

35	572598Z	£224.08	HOOD COVER, black	1	
	572598W	£217.22	HOOD COVER, white	1	

Note: Hoods can be made in a variety of colours and materials (such as Double Duck & Mohair). These hoods are also available with zip out rear windows, please phone. Please contact your local Moss branch for details & options. Allow extra time for their manufacture.

36	565349	£1.71	PEG, 'lift-the-dot'	7	in hood & rear rail
37	571242	£0.60	FASTENER, peg	7	to hood & rear rail
38	7H9864	£0.24	BUTTON, Durable dot,	6	in hood cover
39	7H9866	£0.20	SOCKET, Durable dot	6	in hood cover
40	610624	£0.30	STUD, Durable dot, in body	6	
41	RU608123	£0.20	RIVET, stud to body	6	
42	613767	£2.25	HOOK, side valance	2	to screen frame

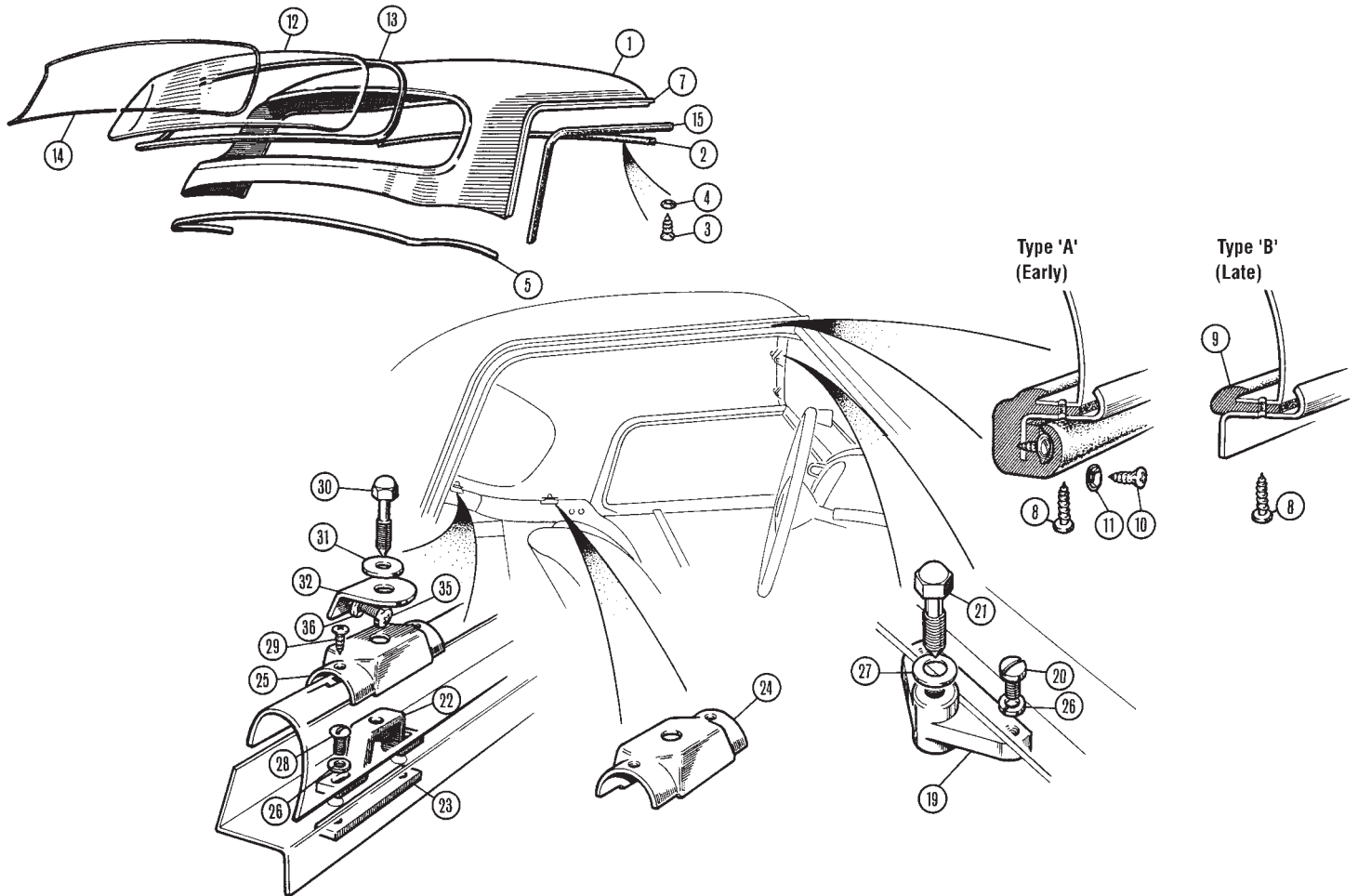
43	563032	£0.24	TUBULAR RIVET, hook & stiffener	4	
44	565756	£0.23	RIVET CAP	4	
45	611895	£4.36	HOOK BRACKET	2	on screen frame

Hood Stowage Cover & Fittings

46	708722	£88.03	STOWAGE COVER	4	black with white piping
	726211W	£Call	STOWAGE COVER	1	white
	708720	£Call	STOWAGE COVER	1	red with white piping
47	7H9864	£0.24	BUTTON, Durable dot	10	(stowage cover
48	7H9866	£0.20	SOCKET, Durable dot	10	to body & trim panel)
49	552650	£0.93	SOCKET, 'lift-the-dot'	7	stowage cover
50	552651	£0.25	CLINCH PLATE, 'lift-the-dot'	7	to body
53	610624	£0.30	STUD, Durable dot, (on trim panel)	4	
54	RU608123	£0.20	RIVET, stud to trim panel	4	

Tonneau Cover & Fittings

56	822051	£117.40	TONNEAU COVER, black, RHD	1	
	713889	£Call	TONNEAU COVER, white, RHD	1	
	822061	£117.40	TONNEAU COVER, black, LHD	1	
	713891	£127.19	TONNEAU COVER, white, LHD	1	
	822051MH	£301.40	TONNEAU COVER, black, RHD*	1	} Mohair
	822051NMH	£306.29	TONNEAU COVER, blue, RHD	1	
	822061NMH	£Call	TONNEAU COVER, blue, LHD	1	
	TDT001	£172.20	TONNEAU COVER, black, RHD*	1	} Double Duck
	TDT004	£182.00	TONNEAU COVER, black, LHD*	1	
(*No headrests).					
57	552650	£0.93	SOCKET, 'lift-the-dot'	7	} cover to body
58	552651	£0.25	CLINCH PLATE	7	
60	7H9864	£0.24	BUTTON	12	} (cover to door and forward deck pieces)
61	7H9866	£0.20	SOCKET	12	
64	610624	£0.30	STUD, cover to door	6	
65	GHF600	£0.06	RIVET, stud to door	6	
66	611707	£7.39	BRACKET	1	centre, cover to fascia
67	610624	£0.30	STUD, in bracket	2	
68	7H9868	£0.15	BASE, stud to bracket	2	
69	611709	£6.80	BRACKET	2	outer, cover to fascia
70	610624	£0.30	STUD, in bracket	2	
71	7H9868	£0.15	BASE, stud to bracket	2	
72	7H9864	£0.24	BUTTON, cover to fascia	4	
73	7H9866	£0.20	SOCKET, cover to fascia	4	
74	552650	£0.93	SOCKET, 'lift-the-dot'	1	} cover to body & strap to passenger seat
75	552651	£0.25	CLINCH PLATE	1	
76	552670	£0.98	PEG, on passenger seat	1	
80	GAC5060X	£7.75	DURABLE DOT TOOL, 2 piece	1	



Hardtop (Factory) TR2-3A

The hardtop kit was offered as an optional extra quite early on in the life of the TR2. There was a considerable improvement in the car build accuracy from TS6824, when new body jigs were introduced on the assembly line, which made fitting the kit less difficult. The factory fitting instructions more than hinted to leave all the fittings quite loose to allow plenty of 'adjustment scope' - until all was sitting on the car satisfactorily, then start fully tightening the bolts. Somewhat near the end of the process the onset of a 'squeegee' sound usually meant that the rear window wasn't too happy with the new shape it was being asked to become; partly the price paid for hand built cars, but probably more often the result of bodywork re-arrangement.

As the windows were made of Perspex, this was really catastrophic, but may explain some strange scratch marks on windows of otherwise good second-hand units. Hardtops were constructed in both polyester and steel, to identical patterns.

ill	Part Number	Price £ea.	Description	Req.	Details
1	553742	£363.16	HARDTOP	1	inc. backlight & seals only
2	603328	£10.09	SEAL, rubber, front sealing	1	
3	AD604062	£0.24	SCREW, sealing rubbers	12	
4	SP132BCP	£0.24	CUP WASHER, on screw	12	
5	602269	£26.91	SEALING STRIP, hardtop to saddle	1	
7	802612	£Call	DRIP CHANNEL, cantrail, RH	1	
	802611	£Call	DRIP CHANNEL, cantrail, LH	1	
8	GHF421	£0.07	SCREW, drip channel	24	
9	607071	£29.95	STRIP, sealing cantrail	2	
(There were two types of cantrail seal fitted during the production history of the hardtop. Both were supplied under the same part no. (607071) by the same supplier. There was the early all rubber type (see ill. 'A') which was superseded to the later 2-piece rubber & furlflex type (see ill. 'B', & item 15). We supply the later 2-piece type).					
10	AD604062	£0.24	SCREW, sealing strip	14	type 'A' cantrail
11	SP132BCP	£0.24	CUP WASHER, (under screw)	14	sealing strip only
12	553132	£121.31	BACKLIGHT	1	
13	559766	£9.06	SEALING STRIP, (backlight)	1	
14	559767	£5.62	FILLER, sealing, (backlight)	1	
15	609450	£Call	SEAL, (Furlflex), black	2	'Snap-on' type
	609451	£Call	SEAL, (Furlflex), red	2	
	609452	£Call	SEAL, (Furlflex), blue	2	
	609453	£Call	SEAL, (Furlflex), Silverstone grey	2	
	609454	£Call	SEAL, (Furlflex), Targo purple	2	

Note: The original items were supplied in a number of different material finishes. As original stocks dwindle we will supply modern equivalents in furlflex, woven or plastic finish. The modern replacement items are listed here - 2 metres required per hardtop.

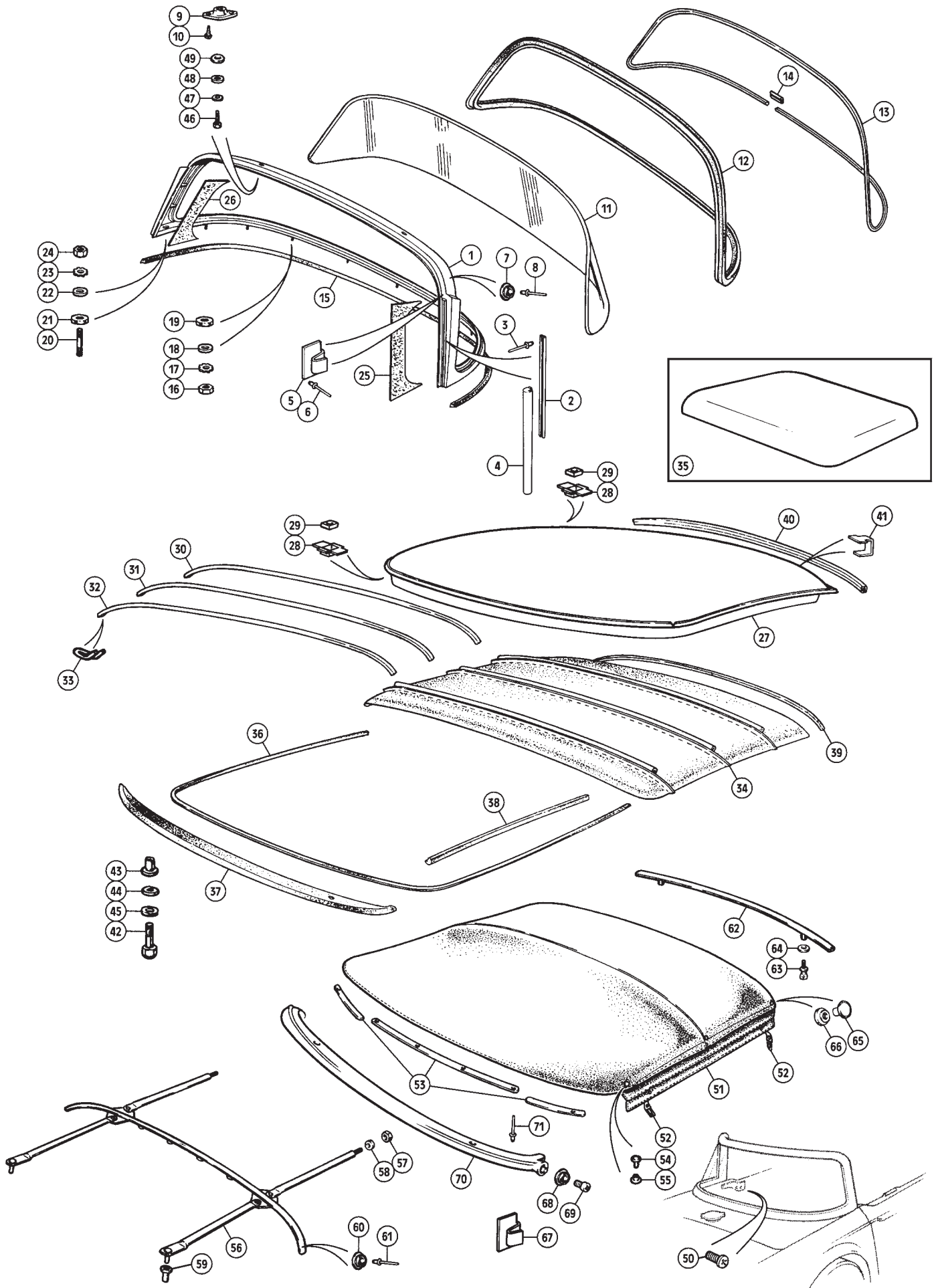
724031M	£7.34	SEAL, (felt/rubber), black	2		
DER5001M	£Call	SEAL, (felt/rubber), red	2		
DEG3220M	£6.66	SEAL, (woven/rubber), green	2		
DEL3220M	£6.66	SEAL, (woven/rubber), blue	2		
KGF817M	£Call	SEAL, (plastic/rubber), grey	2		
NI 556034FK	£122.29	FITTING KIT, (hardtop) (Kit includes items 19 to 31).	1		
19	603189	£10.72	BRACKET	3	hardtop to windscreen
20	501434	£0.69	SCREW	6	w/screen bracket to screen
21	602295	£4.21	SCREW	3	hardtop to w/screen brkt
22	602326	£4.16	BRIDGE PIECE, hardtop rear	5	
23	602299	£3.38	PLATE, bridge piece	5	(tapping plate)
24	602938	£6.31	PLATE, tonneau capping	2	(protector plate)
25	602939	£6.31	PLATE, tonneau capping, rear	3	(protector plate)
26	WL700101	£0.09	WASHER, locking	16	
27	WA108052	£0.49	WASHER, chrome, on screw	3	
28	TR6504	£0.30	SCREW	10	bridge piece to topping plate
29	AB604023	£0.24	SCREW	10	protection plates to capping
30	602327	£2.99	SCREW	5	hardtop to bridge piece
31	WM57	£0.17	WASHER, plain	5	
32	650195	£Call	ANGLE FIXING, rear	2	
	650194	£Call	ANGLE FIXING, centre	1	
	650193	£Call	ANGLE FIXING, side	2	
35	SE604031	£0.34	SCREW	5	angles to hardtop stiffener
36	GHF321	£0.05	WASHER, shakeproof	5	

Hardtop Storage Pouch

This hardtop storage system offers total protection for your hardtop when not in use. Designed to protect from dirt and scratches, it is ideal when you want to ensure safe storage for your hardtop. The system comprises of a fully padded, heavy duty, zip-up black pouch and comes complete with it's own simple but effective wall hanging kit.

NI	GAC1005	£127.19	HARDTOP STORAGE POUCH	1
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Note: See the accessories section for our full range of Renovo hood care products.



Surrey Top & Fittings TR4-4A

Backlight Assembly

Ill.	Part Number	Price £ea.	Description	Req.	Details
1	566993	£Call	FRAME, backlight, aluminium	1	lightweight
	566993X	£225.06	FRAME, backlight, fibreglass	1	
2	750163	£4.94	RETAINER, seal	2	
3	552522	£0.34	RIVET, retainer	8	
4	650310/13	£4.16	SEALING RUBBER	2	
5	612453	£Call	BRACKET, canopy	2	
6	RU608123	£0.20	RIVET, bracket	4	
7	610624	£0.30	STUD, canopy fixing	2	
8	GHF600	£0.06	RIVET, Imex	2	
9	611668SS	£12.67	COVER PLATE, in frame, stainless steel	2	
10	AB608033	£0.29	SCREW, cover plate	4	
11	902343	£195.70	BACKLIGHT, glass, plain	1	laminated
	902343G	£228.00	BACKLIGHT, glass, green tint	1	laminated
	902343H	£234.84	BACKLIGHT, glass, heated, plain	1	laminated
	902343GH	£254.41	BACKLIGHT, glass, heated, green tint	1	laminated
	902343X	£90.98	BACKLIGHT, Perspex, lightweight	1	
12	902349	£47.96	RUBBER, glazing	1	
13	613958	£6.00	FINISHER, chromed beading	1	
14	611437	£1.37	COVER, joint finisher	1	
15	610633	£6.80	SEAL, Surrey frame to rear deck	1	
16	GHF200	£0.10	NUT, plain	7	
17	WE600041	£0.25	WASHER, shakeproof	7	
18	PWZ204	£0.14	WASHER, plain	7	
19	WF507	£0.20	WASHER, fibre	7	
20	FHS2410	£0.49	STUD, backlight frame to body	2	
21	WF507	£0.20	WASHER, fibre	2	
22	PWZ204	£0.14	WASHER, plain	2	
23	WE600041	£0.25	WASHER, shakeproof	2	
24	GHF200	£0.10	NUT	2	
25	611936	£Call	FINISHER, LH	1	
26	611937	£Call	FINISHER, RH	1	

Roof Assembly

27	903978	£Call	ROOF ASSEMBLY, steel	1	
	903979	£Call	ROOF ASSEMBLY, aluminium	1	lightweight
	566994X	£264.20	ROOF ASSEMBLY, fibreglass	1	
28	600032	£Call	RETAINER	4	
29	NQ2708	£1.02	NUT, square	4	
30	611583	£Call	ROD, listing, rear	1	
31	611582	£Call	ROD, listing, centre	1	
32	611581	£Call	ROD, listing, front	1	
33	608307	£0.24	CLIP, locating listing rod	6	
34	713149	£68.46	HEADLINING ASSEMBLY, white	1	
35	713149X	£51.82	HEADLINING ASSEMBLY, fibreglass, ('Pop-in' type).	1	alternative, replaces items. 30 to 34
36	611599M	£8.90	DRAUGHT EXCLUDER, black	1	
	618022	£Call	DRAUGHT EXCLUDER, red	1	
	618023	£Call	DRAUGHT EXCLUDER, light tan	1	
	618026	£Call	DRAUGHT EXCLUDER, midnight blue	1	
	618027	£Call	DRAUGHT EXCLUDER, shadow blue	1	
	611599M	£8.90	DRAFT EXCLUDER, black	3	priced per metre 3 metres requires
37	806144	£22.95	RUBBER, sealing to windscreen top	1	
38	650312	£7.67	RUBBER, sealing to cantrail	2	
39	611656	£11.65	RUBBER, sealing roof to backlight	1	
40	806175	£Call	CAPPING, rear	1	
	613766	£0.40	CLIP, capping	9	alternative
42	611639	£4.80	BOLT, domed, chrome	2	
	622887	£4.84	BOLT, domed, blackadised	2	alternative
43	613508	£5.43	DISTANCE TUBE	2	
44	WA108052	£0.49	WASHER, locking, chromed	2	
	GHF332	£0.15	WASHER, locking, blackadised	2	alternative
45	PWZ204	£0.14	WASHER, plain, chromed	2	
	517263	£Call	WASHER, plain, blackadised	2	alternative
46	624818	£1.67	BOLT, chromed, (roof to back-light)	2	
47	GHF331	£0.05	WASHER, locking	2	
48	PWZ204	£0.14	WASHER, plain, chromed	2	
49	WF508	£0.29	WASHER, fibre	2	
50	SE604041	£0.30	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	£299.95	SURREY TOP CONVERSION KIT	1	black
	566458	£288.67	SURREY TOP CONVERSION KIT	1	white
51	806696	£219.95	SOFT TOP CANOPY	1	black
	806697	£209.96	SOFT TOP CANOPY, white	1	
52	613767	£2.25	HOOK, canopy attachment	4	
53	806696/MET	£20.50	CANOPY STIFFENER, front, (set of 3)	1	
54	565756	£0.23	CAP RIVET, securing hook & stiffener	4	
55	563032	£0.24	RIVET BACK	4	
56	806603	£69.95	FRAMEWORK, soft top canopy	1	
57	NT606041	£0.33	NUT, tension adjustment	2	
58	WP9	£0.45	WASHER, plain	2	
59	612092	£2.30	BUSH, end, rubber	2	
60	610624	£0.30	STUD, durable dot	6	
61	GHF600	£0.06	RIVET, pop	6	
62	706240	£31.95	RETAINER ASSEMBLY, rear	1	
63	612205	£1.56	THUMBSCREW, rear retainer	2	
64	PWZ204	£0.14	WASHER, plain, chromed	2	
65	7H9864	£0.24	BUTTON	10	
66	7H9866	£0.20	SOCKET	10	
67	611895	£4.36	BRACKET, hook	2	
68	610624	£0.30	STUD, durable dot	2	
69	AD606071	£0.14	SCREW, self tapping	2	

Windscreen Capping

70	806189	£51.82	CAPPING, windscreen	1] required when Surrey 9] top is fitted
71	552522	£0.34	RIVET, Imex	9	

Consumables

72	UBS203	£7.34	TRIM ADHESIVE, contact type	a/r	370gm, aerosol
73	UBS110	£11.70	TRIM ADHESIVE, contact type	a/r	1 litre Tin, for brush-on
74	153317	£Call	GREASE, copper, anti-seize	a/r	10 fl. oz
75	LKLPK104	£1.41	GREASE, copper, anti-seize	a/r	25ml sachet
76	AG006	£4.84	VINYL/RUBBER CARE, Autoglym	a/r	500ml

General Hardware & Fixings

Following is a listing of the common fasteners used on Triumph cars. These fasteners are for general use and are not intended to replace those listed for specific applications elsewhere in this catalogue. To aid identification by terminology, a screw is threaded for its full length. A bolt is only part threaded with a plain unthreaded shank area between the head and the thread. The part number two letter prefix of SH means that the item is a Screw with a Hexagon head. The prefix BH means a Bolt with a Hexagon head. The first number defines the thread type, UNF = 6, UNC = 5. The second and third numbers give the thread diameter in increments of 1/16", e.g. 04 = 1/4", 05 = 5/16", 10 = 5/8". The fourth and fifth digits show the length in increments of 1/8", e.g. 04 = 1/2", 16 = 2", 23 = 2 7/8". The last digit defines finish, 1 = zinc plated. This coding system is only applicable to bolts/screws: nuts/washers are coded by a similar system that follows some of the above principles.

Bolts and Set Screws

3/16" UNF

Hexagon Headed 3/8" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	HU503
	1/2"	53K126
	5/8"	HU505
	3/4"	HU506
	7/8"	HU507
	1"	HU508

1/4" UNF

Hexagon Headed 7/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH604031
	1/2"	SH604041
	5/8"	SH604051
	3/4"	SH604061
	7/8"	SH604071
	1"	SH604081
BH604081	1"	SH604081
BH604091	1 1/8"	SH604091
BH604101	1 1/4"	SH604101
BH604111	1 3/8"	SH604111
BH604121	1 1/2"	SH604121
BH604141	1 3/4"	SH604141
BH604161	2"	SH604161
BH604181	2 1/4"	
BH604201	2 1/2"	
BH604241	3"	

5/16" UNF

Hexagon Headed 1/2" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH605031
	1/2"	SH605041
	5/8"	SH605051
	3/4"	SH605061
	7/8"	SH605071
	1"	GHF103
BH605091	1 1/8"	SH605091
BH605101	1 1/4"	SH605101
BH605111	1 3/8"	SH605111
BH605121	1 1/2"	SH605121
BH605141	1 3/4"	SH605141
BH605151	1 7/8"	SH605151
BH605161	2"	SH605161
BH605181	2 1/4"	SH605181
BH605201	2 1/2"	SH605201
BH605221	2 3/4"	SH605221
BH605241	3"	SH605241

3/8" UNF

Hexagon Headed 9/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH606031
	1/2"	SH606041
	5/8"	SH606051
	3/4"	SH606061
	7/8"	SH606071
BH606081	1"	SH606081

3/8" UNF (Continued)

Hexagon Headed 9/16" A.F. Spanner Size		
Bolt	Length	Set Screw
BH606091	1 1/8"	SH606091
BH606101	1 1/4"	SH606101
BH606111	1 3/8"	SH606111
BH606121	1 1/2"	SH606121
BH606141	1 3/4"	SH606141
BH606161	2"	SH606161
BH606181	2 1/4"	SH606181
BH606201	2 1/2"	SH606201
BH606221	2 3/4"	
BH606241	3"	
BH606281	3 1/2"	
BH606321	4"	

7/16" UNF

Hexagon Headed 5/8" A.F. Spanner Size		
Bolt	Length	Set Screw
	5/8"	SH607051
	3/4"	SH607061
	7/8"	SH607071
	1"	SH607081
	1 1/8"	SH607091
	1 1/4"	SH607101
	1 3/8"	SH607111
BH607121	1 1/2"	SH607121
BH607141	1 3/4"	SH607141
BH607161	2"	SH607161
BH607181	2 1/4"	SH607181
BH607201	2 1/2"	
BH607241	3"	

1/2" UNF

Hexagon Headed 3/4" A.F. Spanner Size		
Bolt	Length	Set Screw
	1/2"	SH608041
	5/8"	SH608051
	1"	SH608081
	1 1/2"	SH608121
BH608141	1 3/4"	SH608141
BH608161	2"	
BH608181	2 1/4"	
BH608201	2 1/2"	SH608201
BH608241	3"	

1/4" UNC

Hexagon Headed 7/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH504031
	1/2"	SH504041
	5/8"	SH504051
	3/4"	SH504061
	7/8"	SH504071
	1"	SH504081
BH504091	1 1/8"	SH504091
	1 1/4"	SH504101
BH504111	1 3/8"	SH504111
BH504121	1 1/2"	SH504121
BH504141	1 3/4"	SH504141
BH504161	2"	
BH504181	2 1/4"	SH504181
BH504201	2 1/2"	

5/16" UNC

Hexagon Headed 1/2" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/8"	SH505031
	1/2"	SH505041
	5/8"	SH505051
	3/4"	SH505061
	7/8"	SH505071
	1"	SH505081
	1 1/8"	SH505091
BH505101	1 1/4"	SH505101
BH505111	1 3/8"	SH505111
BH505121	1 1/2"	SH505121
BH505141	1 3/4"	SH505141
BH505161	2"	
BH505181	2 1/4"	
BH505201	2 1/2"	SH505201
BH505241	3"	

3/8" UNC

Hexagon Headed 9/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	1/2"	SH506041

3/8" UNC (Continued)

Hexagon Headed 9/16" A.F. Spanner Size		
Bolt	Length	Set Screw
	3/4"	SH506061
	7/8"	SH506071
BH506081	1"	SH506081
	1 1/8"	SH506091
	1 1/4"	SH506101
BH506111	1 3/8"	SH506111
BH506121	1 1/2"	SH506121
BH506141	1 3/4"	
BH506161	2"	SH506161
BH506181	2 1/4"	
BH506201	2 1/2"	
BH506241	3"	SH506241

Screws

Self Tapping Screws

Pan	Size	Length	Countersunk
Headed			
AB604021	No.4	1/4"	AC604021
AB606021	No.6	1/4"	
AB606031	No.6	3/8"	
AB606041	No.6	1/2"	AC606041
AB606061	No.6	3/4"	AC606061
AB606081	No.6	1"	AC606081
AB608041	No.8	1/2"	AC608041
AB608061	No.8	3/4"	AC608061
AB608081	No.8	1"	
AB610041	No.10	1/2"	AC610041
AB610061	No.10	3/4"	AC610061
AB610081	No.10	1"	AC610081
AB612041	No.12	1/2"	AC612041
AB612061	No.12	3/4"	
AB612081	No.12	1"	AC612081
AB614061	No. 14	3/4"	AC614061
AB614081	No. 14	1"	AC614081

- B = Pan Head
- C = Countersunk Head
- 1st digit = thread type (coarse or fine)
- 2nd/3rd digit = diameter
- 4th/5th = length in 1/8" increments
- 6th = finish (1 = zinc plated)

Screws (Cross Slot)

Pan	Size	Length	Countersunk
Headed			
PMZ204	No.6 UNC	1/4"	CMZ204
PMZ208	No.6 UNC	1/2"	CMZ208
PMZ304	No.10 UNF	1/4"	CMZ304
PMZ305	No.10 UNF	5/16"	CMZ305
PMZ306	No.10 UNF	3/8"	CMZ306
PMZ307	No.10 UNF	7/16"	CMZ307
PMZ308	No.10 UNF	1/2"	CMZ308
PMZ310	No.10 UNF	5/8"	CMZ310
PMZ312	No.10 UNF	3/4"	CMZ312
PMZ314	No.10 UNF	7/8"	
PMZ316	No.10 UNF	1"	CMZ316
SE604041	1/4" UNF	1/2"	SF604041
SE604051	1/4" UNF	5/8"	SF604051
SE604061	1/4" UNF	3/4"	SF604061
SE604071	1/4" UNF	7/8"	SF604071
SE604081	1/4" UNF	1"	SF604081
SE604121	1/4" UNF	1 1/2"	SF604121
	1/4" UNF	1 3/4"	CMZ428
SE605061	5/16" UNF	3/4"	SF605061
SE605081	5/16" UNF	1"	SF605081

Nuts

Nuts: Plain

Full Nut	Thread Size	Spanner Size	Half Nut
HN2003	No.6 UNF	5/16"	
HN2005	3/16" UNF	3/8"	
GHF206	3/16" UNF	5/16"	
GHF200	1/4" UNF	7/16"	NJ2107
HN2008	5/16" UNF	1/2"	JN2108
HN2009	3/8" UNF	9/16"	JN2109
HN2010	7/16" UNF	5/8"	JN2110
HN2011	1/2" UNF	3/4"	JN2111
HN2012	9/16" UNF	7/8"	JN2112
HN2013	5/8" UNF	15/16"	JN2113

Nuts: Plain (Continued)

Full Nut	Thread Size	Spanner Size	Half Nut
HN2057	1/4" UNC	7/16"	JN2157
HN2058	5/16" UNC	1/2"	JN2158
HN2059	3/8" UNC	9/16"	JN2159

Nuts: Nyloc Self Locking

Full Nut	Thread Size	Spanner Size	Half Nut
YN2905	3/16" UNF	5/16"	
YN2907	1/4" UNF	7/16"	GHF271
YN2908	5/16" UNF	1/2"	TN3208
YN2909	3/8" UNF	9/16"	TN3209
YN2910	7/16" UNF	5/8"	TN3210
YN2911	1/2" UNF	3/4"	TN3211
YN2912	9/16" UNF	7/8"	TN3212
YN2913	5/8" UNF	15/16"	TN3213

Nuts: Self Locking, 'Aero' or all metal, 'Phillidas'

Full Nut	Thread Size	Spanner Size	Half Nut
AN3507	1/4" UNF	7/16"	
AN3508	5/16" UNF	1/2"	
AN3509	3/8" UNF	9/16"	
AN3510	7/16" UNF	5/8"	
AN3511	1/2" UNF	3/4"	

Nuts: Slotted

Full Nut	Thread Size	Spanner Size	Half Nut
ND606041	3/8" UNF	9/16"	LN2209
ND607041	7/16" UNF	5/8"	NL607041
ND608041	1/2" UNF	3/4"	LN2211
ND609041	9/16" UNF	7/8"	LN2212
ND610041	5/8" UNF	15/16"	NL610041

Nuts: Plain Brass - Manifold

Full Nut	Thread Size	Spanner Size
GHF261	5/16" UNF	1/2"
GHF262	3/8" UNF	9/16"
GHF270	5/16" 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
GHF325	1/2"	WE600081
WF600091	9/16"	WE600091
WF600101	5/8"	WE600101

Locking Washers - Spring Type

Single Coil	Hole Size	Double Coil
WL700061	No.6	
WL700081	No.8	
WL700101	3/16"	AJD7721
GHF331	1/4"	AJD7722
GHF332	5/16"	AJD7731
GHF333	3/8"	AJD7742
GHF334	7/16"	
GHF335	1/2"	
GHF336	5/8"	

Plain Washers

Standard Type	Hole Size	Repair Type
	No.6	WP3
	No.8	WP4
	3/16"	WP5
GHF306	3/16"	GHF314
GHF300	1/4"	GHF314
GHF301	5/16"	WP105
GHF302	3/8"	WP130
GHF303	7/16"	WM69
GHF304	1/2"	
	9/16"	WP12
	5/8"	PWZ110

Sealing Washers

Fibre Washer	Hole Size	Copper Washer
WF505	3/16"	
GHF342	1/4"	GHF361
GHF343	5/16"	GHF362
GHF344	3/8"	GHF363
GHF345	7/16"	GHF364
GHF346	1/2"	GHF365
GHF347	9/16"	
GHF348	5/8"	

Studs

Studs- UNF

A stud is a length of round bar threaded at both ends. The length of thread at each end of the stud may vary for specific applications. The following list is of studs have fine (UNF) threads at both ends.

Part Number	Diameter	Overall length
TE604081	1/4"	1"
TE604091	1/4"	1 1/8"
TE604101	1/4"	1 1/4"
TE605101	5/16"	1 1/4"
TE605111	5/16"	1 3/8"
TE605121	5/16"	1 1/2"
TE605131	5/16"	1 5/8"
TE605141	5/16"	1 3/4"
TE605151	5/16"	1 7/8"
TE605181	5/16"	2 1/4"
TE605201	5/16"	2 1/2"
TE605221	5/16"	2 3/4"
TE605251	5/16"	3 1/8"
TE605291	5/16"	3 5/8"
TE606101	3/8"	1 1/4"
TE606111	3/8"	1 3/8"
TE606121	3/8"	1 1/2"
TE606141	3/8"	1 3/4"
TE606151	3/8"	1 7/8"

Studs- UNF/UNC

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE504081	1/4"	1"
TE504131	1/4"	1 5/8"
TE505091	5/16"	1 1/8"
TE505111	5/16"	1 3/8"
TE505121	5/16"	1 1/2"
TE505131	5/16"	1 5/8"
TE505141	5/16"	1 3/4"
TE505151	5/16"	1 7/8"
TE505161	5/16"	2"
TE505181	5/16"	2 1/4"
TE505201	5/16"	2 1/2"
TE505221	5/16"	2 3/4"

Studs- UNF/UNC (Continued)

Fine (UNF) threads at one end and course (UNC) at the other.

Part Number	Diameter	Overall length
TE505241	5/16"	3"
TE505261	5/16"	3 1/4"
TE505271	5/16"	3 3/8"
TE505281	5/16"	3 1/2"
TE505341	5/16"	4 1/4"
TE506101	3/8"	1 5/16"
TE506131	3/8"	1 5/8"
TE506141	3/8"	1 3/4"
TE506161	3/8"	2"
TE506201	3/8"	2 1/2"
TE506361	3/8"	3 1/2"

The following studs have course (UNC) threads at both ends.

Part Number	Diameter	Overall length
101442	3/8"	1 5/8"
058688	3/8"	1 11/16"
115696	3/8"	1 13/16"
058917	3/8"	1 15/16"
102474	3/8"	2 1/16"
107055	3/8"	2 3/8"

Dowels

Part Number	Dia.	Overall length	Part Number	Dia.	Overall length
DP204	1/8"	1/4"	DP414	1/4"	7/8"
DP205	1/8"	5/16"	DP508	5/16"	1/2"
DP306	3/16"	3/8"	DP514	5/16"	7/8"
DP407	1/4"	7/16"	DP608	3/8"	1/2"
DP408	1/4"	1/2"	DP610	3/8"	5/8"
DP410	1/4"	5/8"	DP610	3/8"	1 3/16"
DP411	1/4"	11/16"			

Clevis Pins

(Measured from under head to end)

Part No.	Length	Dia.	Part No.	Length	Dia.
108326	1/2"	1/8"	CLZ412	3/4"	1/4"
PJ8504	3/8"	3/16"	CLZ413	13/16"	1/4"
CLZ307	7/16"	3/16"	CLZ414	7/8"	1/4"
CLZ308	1/2"	3/16"	CLZ415	15/16"	1/4"
CLZ309	9/16"	3/16"	CLZ416	1"	1/4"
CLZ310	5/8"	3/16"	CLZ417	1 1/16"	1/4"
CLZ311	11/16"	3/16"	CLZ427	1 11/16"	1/4"
CLZ312	3/4"	3/16"		1/2"	5/16"
CLZ313	13/16"	3/16"		9/16"	5/16"
CLZ314	7/8"	3/16"	CLZ510	5/8"	5/16"
CLZ315	15/16"	3/16"	CLZ511	11/16"	5/16"
CLZ316	1"	3/16"	CLZ512	3/4"	5/16"
CLZ317	1 1/16"	3/16"	CLZ513	13/16"	5/16"
		3/8"	CLZ514	7/8"	5/16"
		7/16"	CLZ515	15/16"	5/16"
CLZ408	1/2"	1/4"	CLZ516	1"	5/16"
CLZ409	9/16"	1/4"	CLZ517	1 1/16"	5/16"
CLZ410	5/8"	1/4"	CLZ518	1 1/8"	5/16"
CLZ411	11/16"	1/4"			

Split Pins

Part No.	Length	Dia.	Part No.	Length	Dia.
GHF500	1 1/2"	1/16"	GHF504	2 1/4"	1/8"
GHF501	1 1/2"	5/64"	GHF505	2 1/4"	9/64"
GHF502	1 1/2"	3/32"	GHF506	2 1/4"	5/32"
GHF503	2 1/4"	7/64"	GHF513	3"	5/16"

Pipes & Hardware

Brake and Fuel Pipe

Supplied in 25 foot rolls.

Part No.	Material	Diameter
MPKF125	Cupro-nickel	3/16"
MPKF225	Cupro-nickel	1/4"
MPKF325	Cupro-nickel	5/16"
EF125	Steel	3/16"
EF225	Steel	1/4"
EF325	Steel	5/16"

Male Pipe Nuts

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU1	TM606031	3/8" UNF	3/16"
AEHU2	TM110051	10mm x 1mm	3/16"
AEHU3	LK21994	3/8" BSF	3/16"
	BCA4370	7/16" UNF	3/16"

Male Pipe Nuts (Continued)

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU7	BHA4706	7/16" UNF	1/4"
	AUSU40A	1/2" UNF	5/16"

Female Pipe Nuts

Brass Part Number	Steel Part Number	Thread Size	Pipe Bore
AEHU1A	TN606031	3/8" UNF	3/16"
AEHU2A	SU2A	10mm x 1mm	3/16"
AEHU4A	SU4A	7/16" UNF	1/4"
	HU41A	1/2" UNF	5/16"

Bleed Screws

Part Number	Thread Size
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
144825	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"
CS4014	11/16" - 7/8"	CS4034	1 15/16" - 2 1/8"
CS4016	3/4" - 1"	CS4036	2 1/16" - 2 1/4"
CS4017	13/16" - 1 1/16"	CS4037	2 1/8" - 2 5/16"
CS4018	7/8" - 1 1/8"	CS4038	2 3/16" - 2 7/16"

Hose Clips ('Supergrip' type) (Cont.)

(With single slotted hexagon head)

Part Number	to suit diameters	Part Number	to suit diameters
CS4020	1" - 1 1/4"	CS4039	2 1/4" - 2 7/16"
CS4022	1 1/8" - 1 3/8"	CS4040	2 5/16" - 2 1/2"
CS4023	1 1/4" - 1 7/16"	CS4041	2 3/8" - 2 9/16"
CS4024	1 5/16" - 1 1/2"	CS4042	2 7/16" - 2 5/8"
CS4025	1 3/8" - 1 9/16"	CS4048	2 13/16" - 3"
CS4026	1 7/16" - 1 5/8"	CS4052	3 1/16" - 3 1/4"

Note: Original "Supergrip" clips were supplied with a with single slotted round-head screw. The modern replacement comes with a hexagon headed screw. For the authentic look we have resourced the original type screw, (sold separately).

CS4099 (round-head screw)

'P' Clips

Imperial

Part Number	Cable Dia.	Hole size	Part Number	Cable Dia.	Hole size
PCR207	1/8"	7/32"	PCR807	1/2"	7/32"
PCR307	3/16"	7/32"	PCR809	1/2"	9/32"
PCR309	3/16"	9/32"	PCR811	1/2"	11/32"
PCR311	3/16"	11/32"	PCR813	1/2"	13/32"
PCR407	1/				

Paint & Colour Codes

Here is a list of the colours used on the TR2-4A. The colours are carefully blended to be an exact match to the original paint as used by the factory, but it is worth observing that your car may well have faded from its original colour over the years. For this reason before you start, we recommend that you do a test spray of any aerosol on a piece of old metal or a carefully selected area of the car where a mismatch will not be noticed. The boot or spare wheel area is often a convenient place to do your testing.

We can supply paint in either aerosol or brush-on format (not for spray shop use). The aerosols come in 400ml cans and the brush-on paints are available in 125ml cans with a brush in the cap (#except for engine and chassis paints, which are supplied in 500ml tins).

Key to Paint Codes

Conifer Green (25) 01/1963 Onwards	CCGN25 (TU)	Bleeding to right hand edge of this page are the paint colours applied to TR2-4A models during production (see example left).
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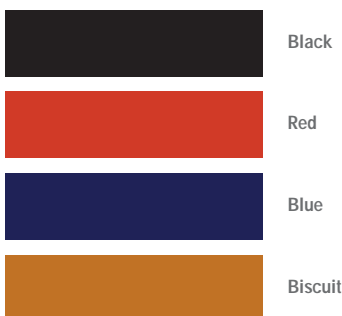
- Conifer Green - Is the colour name.
- (25) - The figure in brackets is the original Triumph factory paint code.
- 01/1963 On - The dates refer to model years during which the paint was used.
- CCGN25 - Is the Moss paint code.
- (TU) - Means that a touch up option is available.
- *NLA - Means that the colour is no longer available from Moss.

Thus Conifer Green (paint code 25) was available from January 1963 onwards. It is available from Moss as an aerosol (part no. CCGN25) or as a touch up can (part no. CCGN25TU).



Trim Colours

Moss supply trim for the TR2-4A, from complete interior trim kits right through to replacement door trim panels. Moss can supply these in both leather and vinyl materials. The colours available were: black, red, blue and biscuit. Our interior trim kits are all made from original colour vinyls of correct specification mounted on accurately die cut boards. Much time and money has been invested in producing exact replacement parts including the tooling to produce original heat formed patterns. Other trim colour and piping specifications are available, please see the chart below for the standard colours or contact Moss Europe for full details.



Matador Red (12)	Special Order	CCRD12 (TU)
New White (19)	03/1963 Onwards	CCWT19 (TU)
Conifer Green (25)	01/1963 Onwards	CCGN25 (TU)
Wedgwood Blue (26)	03/1963 Onwards	CCBU26 (TU)
Signal Red (32)	07/1953 Onwards	CCRD32 (TU)
Royal Blue (56)	03/1963	CCBU56 (TU)
British Racing Green (75)	07/1953 to 01/1963	CCGN75 (TU)
Beige (74)	10/1955 to 11/1957	*NLA
Spa White	06/1960 to 03/1963	*NLA
Powder Blue	09/1957 to 03/1963	*NLA
Velasquez Cream (61)		*NLA
Geranium	to 07/1954	*NLA
Ice Blue	to 07/1953	*NLA
Olive Yellow	to 07/1953	*NLA
Pearl White	to 09/1958	*NLA
Salvador Blue	10/1955 to 09/1956	*NLA
Apple Green	10/1955 to 09/1958	*NLA
Winchester Blue	09/1956 to 11/1957	*NLA
Pearl Grey	09/1957 to 09/1958	*NLA
Primrose Yellow	09/1957 to 09/1958	*NLA
Pale Yellow	09/1958 to end of TR3A	*NLA
Sebring White	09/1958 to end of TR3A	*NLA
Silverstone Grey	09/1958 to end of TR3A	*NLA
Wheel Silver		CCWP1 (TU)
Crackle Black		MRD1048A
Super Black Gloss		CCSB1 (TU)
Satin Black		CCSB2 (TU)
Matt Black		CCMB1
Primer (High Build)		CCP1 (TU)
Engine Paint (Black)#		CCEP4 (TU)
Chassis Paint (Black)#		CCCB1 (TU)
Maroon Engine Paint#		CCEP1 (TU)
Metallic Green Engine Paint#		CCEP2 (TU)
Green Engine Paint#		CCEP3 (TU)
Black Engine Paint#		CCEP4 (TU)
Gold Engine Paint#		CCEP6 (TU)
Yellow Engine Paint#		CCEP11 (TU)
Bright Red Engine Paint#		CCEP10

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



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